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May 16, 2012

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, May 23, 2012, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue**. Also on Wednesday, May 23, 2012, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

7:00 p.m.	I.	Introductions (if needed)*	
	II.	Approval of Meeting Agenda	APPROVE AGENDA
Page #3 7:05 p.m.	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #11 7:10 p.m.	IV.	Pedestrian Traffic Signal Timing Policy	DEVELOP MTPO RECOMMENDATIONS
		<u>At the April meeting, the MTPO requested a draft policy to consider that would require a pedestrian crossing cycle, regardless of whether a pedestrian button is pushed</u>	
Page #15 7:25 p.m.	V.	Transportation Improvement Program (TIP)	APPROVE TIP
		<u>The MTPO must approve all projects in the TIP that contain federal funds (other projects are included for information only)</u>	
Page #19 7:45 p.m. CAC ONLY	VI.	List of Priority Projects- 2012	APPROVE PROJECT PRIORITIES
		<u>Each year, the MTPO approves priority lists of needed projects that are eligible to be funded with federal and/or state funds</u>	

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

Page #21
8:15 p.m.

VII. NW 16th Avenue/NW 23rd Avenue Project

**DEVELOP MTPO
RECOMMENDATIONS**

Alachua County staff are requesting review comments from the MTPO and its advisory committees concerning this proposed project

Page #47
8:40 p.m.

VIII. Draft Transportation Policy Manual

REVIEW AND DISCUSS

On March 21st, the TAC voted to “sunset” the MTPO’s Urban Design Policy Manual. However, the CAC voted to defer this agenda item and requested additional information.

IX. Information Items

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

Page #53
Page #55
Page #57
Page #67

- A. CAC and TAC Attendance Records
- B. Interstate 75/US 441 Interchange Public Information Workshop
- C. FDOT Interstate 75 Traffic Engineering Speed Study
- D. Meeting Calendar

*No handout included with the enclosed agenda material.

MINUTES

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

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

2:00 p.m.
Wednesday
March 21, 2012

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Doug Robinson, Chair Ha Nguyen, Vice Chair Linda Dixon Dekova Batey Steve Dopp Jeffrey Hays Debbie Leistner Dean Mimms Karen Taulbee	Ron Fuller John Gifford Steve Kabat Michael Iguina Harrell Harrison	Doreen Joyner-Howard	Marlie Sanderson Michael Escalante

CALL TO ORDER

Chair Doug Robinson, Regional Transit System Chief Transit Planner, called the meeting to order at 2:13 p.m.

I. INTRODUCTIONS

Chair Robinson noted that introductions were not needed.

II. APPROVAL OF THE MEETING AGENDA

Chair Robinson asked for approval of the agenda.

Mr. Dekova Batey, Bicycle/Pedestrian Coordinator, asked for the addition of discussion of the Norton Elementary School Safe Route to School grant application.

MOTION: Dean Mimms moved to approve the meeting agenda amended to add item VI.B Norton Elementary School Safe Route to School Grant Application. Debbie Leistner seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Marlie Sanderson, Director of Transportation Planning, stated that the November 30, 2011 minutes are ready for approval.

MOTION: Steve Dopp moved to approve the November 30, 2011 TAC minutes. Dean Mimms seconded; motion passed unanimously.

IV. UNIFIED PLANNING WORK PROGRAM

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 2012-13 -2014-15 UPWP and answered questions.

ACTION: Linda Dixon moved to recommend that the MTPO approve the Fiscal Years 2012-13 – 2014/15 UPWP with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by MTPO staff. Jeff Hays seconded; motion passed unanimously.

V. MTPO URBAN DESIGN POLICY MANUAL

Mr. Sanderson stated that the TAC Working Group has reviewed the Urban Design Policy Manual and recommends sunseting it. FDOT has requested two amendments to the TIP. He and Ms. Karen Taulbee, FDOT Transportation Specialist discussed the amendments and answered questions.

MOTION: Linda Dixon moved to recommend that the MTPO sunset the Urban Design Policy Manual. Dean Mimms seconded, motion passed unanimously.

VI. LIST OF PRIORITY PROJECTS

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

ACTION: Jeff Hays moved to recommend the MTPO approve the List of Priority Projects with the following modifications:

- **Table 1C- adding the West 6 Street Rail/Trail from NW 16 Avenue to NW 23 Avenue as the second project;**
- **Table 2C- adding the Hull Road Extension from SW 43 Street to SW 34 Street; the SW 6 Street Reconstruction from SW 16 Avenue to University Avenue; the SW 40 Boulevard Extension from Archer Road to SW 34 Street; and the SW 47 Avenue Extension from SW 34 Street to Williston Road;**
- **Table 5C- adding the Hull Road Extension from SW 43 Street to SW 34 Street;**
- **Table 7B- show Priority 2, SW 8 Avenue- Phase 2, as partially funded;**
- **Table 7C- adding the Hull Road Extension from SW 43 Street to SW 34 Street;**

- **Table 10- moving the Interstate 75 interchange at NW 39 Avenue project from Priority 2 to Priority 1;**
- **Table 12A- showing Priority 8, SW 34 Street turnlane extension, as partially funded;**
- **Table 12C- adding the NE 8 Avenue at NE 7 Street; NW 8 Avenue at NW 10 Street; and SE 4 Avenue at SE 3 Street traffic signal reconstruction projects; and**
- **Table 13- adding the Alachua/High Springs Express Bus Service as Priority 3 and the Hawthorne Express Bus Service as Priority 4.**

Debbie Leistner seconded; motion passed unanimously.

VI.B NORTON ELEMENTARY SCHOOL SAFE ROUTE TO SCHOOL GRANT APPLICATION

Mr. Batey discussed grant applications for the Norton Trail and a bike map update and answered questions. He stated that he was seeking endorsements for the grant applications.

Several members of the TAC discussed the applications and noted that the Norton Trail was in the List of Priority Projects and that they supported updating the bike maps.

Mr. Sanderson stated that MTPO staff could provide a letter of support for the grant applications.

VII. TOP TEN MOST DANGEROUS INTERSECTIONS

Mr. Sanderson stated that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested information on the top ten dangerous intersections within the Gainesville Metropolitan Area.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed the top ten dangerous intersections within the Gainesville Metropolitan Area and answered questions.

IX. INFORMATION ITEMS

Ms Linda Dixon, University of Florida Assistant Director for Planning, discussed the Campus Trail project.

ADJOURNMENT

The meeting was adjourned at 4:00 p.m.

Date

Doug Robinson, Chair

MINUTES

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

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

7:00 p.m.
Wednesday
March 21, 2012

MEMBERS PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
Holly Blumenthal
Nelle Bullock
Mary Ann DeMatas
Melinda koken
John Richter
James Samec
Ruth Steiner
Holly Shema
Ewen Thomson
Chris Towne

MEMBERS ABSENT

Blake Fletcher
Chandler Otis

OTHERS PRESENT

Mary Anderson
Dekova Batey
Doreen Joyner-Howard
Debbie Leistner
Karen Taulbee

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

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

I. INTRODUCTIONS

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

II. APPROVAL OF THE MEETING AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation asked for approval of the meeting agenda with consideration for the advancement of discussion of the Green bikelanes information item in order to accommodate Florida Department of Transportation staff.

MOTION: Ruth Steiner moved to approve the meeting agenda amended to discuss item IX.C Green Colored Bikelanes after item IV. Unified Planning Work Program. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chari Frentzen asked for approval of the CAC meeting minutes.

MOTION: Ruth Steiner moved to approve the November 30, 2011 CAC minutes. James Samec seconded; motion passed unanimously.

IV. UNIFIED PLANNING WORK PROGRAM

Mr. Sanderson stated that the staff services agreement between the Metropolitan Transportation Planning Organization for the Gainesville urbanized Area and the North Central Florida Regional Planning Council requires submission of the budget to support the transportation planning staff. He said that MTPO staff is forwarding for its consideration the Unified Planning Work Program. 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 2012-13 -2014-15 UPWP and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the Fiscal Years 2012-13 – 2014-15 Unified Planning Work Program with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary. James Samec seconded; motion passed unanimously.

IX.C GREEN COLORED BIKELANES

Ms. Karen Taulbee, FDOT Transportation Specialist, and Ms. Doreen Joyner-Howard, FDOT Transportation Specialist, discussed and answered questions regarding the use of green colored bikelanes.

V. URBAN DESIGN POLICY MANUAL

Mr. Sanderson stated that the Technical Advisory Committee Working Group has reviewed the Urban Design Policy Manual and recommends sunsetting it.

MOTION: John Richter moved to recommend that the MTPO sunset the Urban Design Policy Manual. Nelle Bullock seconded.

SUBSTITUTE MOTION:

Ruth Steiner moved to table the recommendation that the MTPO sunset the Urban Design Policy Manual pending further information regarding:

- 1. comparisons of the Alachua County, City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area design policies;**
- 2. what Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area design policies are not covered in the Alachua County and City of Gainesville policies by the sunsetting of the Urban Design Policy Manual; and**
- 3. what differences there would be if the Urban Design Policy Manual is “sunsetted.”**

Ewen Thompson seconded. After additional discussion, Melinda Koken called the question; question call passed 12 to 1. The motion passed 8 to 5.

VII. TOP TEN MOST DANGEROUS INTERSECTIONS

Mr. Sanderson stated that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested information on the top ten dangerous intersections within the Gainesville Metropolitan Area.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed top ten dangerous intersections within the Gainesville Metropolitan Area and answered questions.

VIII. ELECTION OF OFFICERS

Mr. Sanderson stated that it was time to select a Chair and Vice Chair. He said that Jan Frentzen is the Chair and Rob Brinkman is the Vice Chair.

Ms. Ruth Steiner nominated Jan Frentzen for Chair.

Mr. Ewen Thomson nominated Rob Brinkman for Vice Chair.

It was a consensus of the Citizens Advisory Committee to elect Jan Frentzen as Chair and Rob Brinkman as Vice Chair.

IX. INFORMATION ITEMS

Mr. Dekova Batey, Bicycle/Pedestrian Coordinator, discussed grant applications for a bike map update and the Norton Elementary School Safe Route to School sidewalk project. He asked for a letter of support.

Ms. Steiner noted that a graduate student was working on a campus bicycle plan for her thesis.

Mr. Sanderson stated that he would work with Mr. Batey on the letter of support.

Mr. Thomson discussed his concerns for bicycle safety at several intersections.

ADJOURNMENT

The meeting was adjourned at 9:43 p.m.

Date

Jan Frentzen, Chair



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May 16, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Pedestrian Traffic Signal Timing Policy**

STAFF RECOMMENDATION

Recommend approval of the pedestrian traffic signal timing policy in Exhibit 1.

BACKGROUND

At its April meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed pedestrian traffic signals. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the following motion:

"request that staff prepare a draft policy for review that would require a pedestrian crossing cycle, regardless of whether a pedestrian button is pushed, every time the green light cycle would accommodate the pedestrian "walk and don't walk cycle."

Pedestrian Traffic Signal timing Policy

The City of Gainesville Public Works Department has developed the Pedestrian Traffic Signal timing Policy enclosed as Exhibit 1.

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EXHIBIT 1

Pedestrian Traffic Signal Timing Policy

Background:

It is the goal of the Gainesville / Alachua County Traffic Management System (TMS) to efficiently and effectively move all forms of traffic throughout the Gainesville Urban Area. In order to achieve this goal, it is necessary to eliminate and minimize unnecessary delays to vehicular and non-vehicular traffic. Improvements in travel times and reductions in delay have already been realized along several of the major corridors. Specifically, those that were identified in the 2025 LOS report as having a LOS F or worse in the year 2000 and were designated as the corridors to be completed in Phase I of the TMS project.

Policy:

The MTPO adopts a policy to improve pedestrian transportation along the corridors that have high pedestrian volumes.

To improve transportation along certain major corridors, to extent possible, TMS staff will implement the following:

- Pedestrian phases in which the minimum programmed green time exceeds the length of the “walk” and flashing “DON’T WALK” will be placed in an automatic mode during times of high pedestrian activity.
- The corridors that will be targeted specifically are:
 - East / West University Avenue from NE 9th St to NW 22nd Street;
 - North / South Main Street from N. 2nd Avenue to S. Depot Avenue;
 - N.W. / S.W. 13th Street from N. 10th Avenue to S.W. 16th Avenue;
 - S.W. Archer Road from S.W. 13th Street to S.W. 34th Street;
 - S.W. 34th Street from Radio Road to Archer Road.
- Generally, this will be in place from 7:00 A.M. to 7:00 P.M. Nothing herein shall prohibit TMS staff from expanding those hours or roadway segments.



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May 16, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Transportation Improvement Program (TIP)**

STAFF RECOMMENDATION

Approve the Fiscal Years 2012/13 - 2016/17 Transportation Improvement Program.

BACKGROUND

Enclosed please find a draft copy of the Fiscal Years 2012/13 - 2016/17 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Guardian, Gainesville Sun, and The Independent Florida Alligator on Thursday, April 25, 2012. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

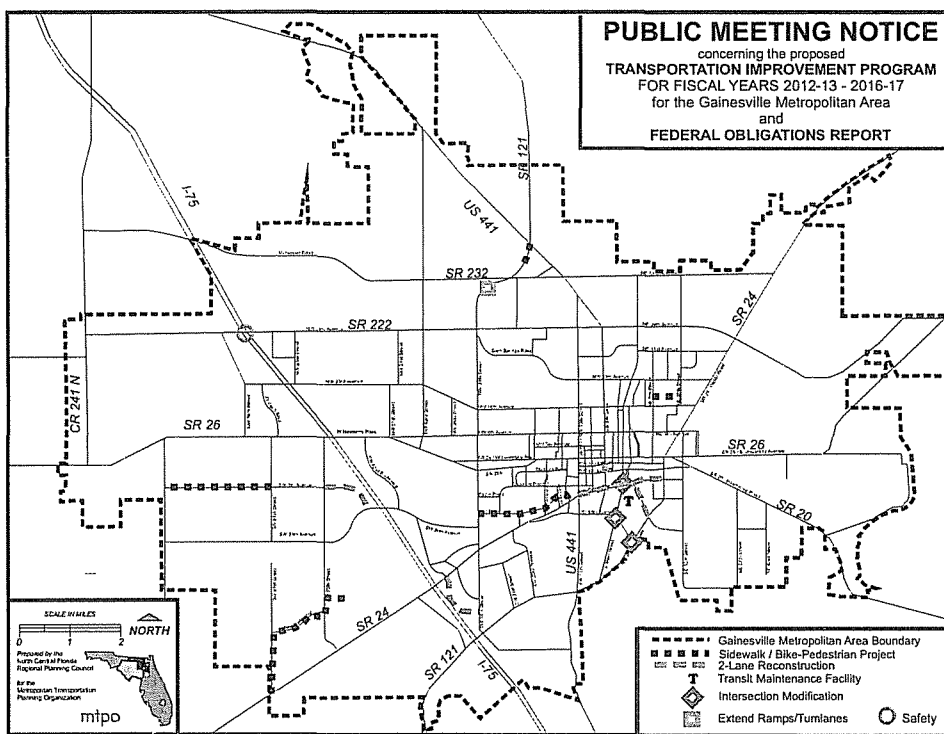
<http://ncfrpc.org/mtpo/FullPackets/MTPO/TIPDOC12dft.pdf>

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Approval of the Transportation Improvement Program authorizes about \$14 million in federal funds for Fiscal Year 2012/2013. Of this \$14 million, about \$9 million are for Regional Transit System projects.

EXHIBIT 1



COMMUNITY TRANSPORTATION MEETING

June 4, 2012 at 5:00 p.m.

**Jack Durrance Auditorium, County Administration Building,
12 SE 1ST STREET, GAINESVILLE, FLORIDA**

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2012-13 - 2016-17. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2035 Transportation Plan- The Livable Community Reinvestment Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2035. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

The Federal Obligations Report is included in Appendix C of the Transportation Improvement Program. This Report shows the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2010 through September 30, 2011.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program also includes other projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation enhancement; and transit projects, including transportation disadvantaged projects.

THE MEETING ROOM WILL BE OPEN AT 4:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED
TRANSPORTATION IMPROVEMENT PROGRAM
AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, North Central Florida Regional Planning Council, 2009 NW 67 Place, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the www.ncfrcp.org/mtpo website, or by calling 352.955.2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least seven (7) days before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting representatives of the University of Florida, the Florida Department of Transportation and the Alachua County League of Cities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

**VI**

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May 16, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **List of Priority Projects- 2012**

RECOMMENDATION

The Technical Advisory Committee recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approve the List of Priority Projects.

BACKGROUND

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

A full color copy of the draft List of Priority Projects can be viewed at the following website link:

http://ncfrpc.org/intpo/FullPackets/TAC_CAC/LOPP12dft.pdf

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**VII**

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May 16, 2012

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: NW 16th Avenue/NW 23rd Avenue Project

STAFF RECOMMENDATION

Forward review comments to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

BACKGROUND

The enclosed May 9, 2012 email from the Alachua County Public Works Department requests the opportunity to present the NW 16th Avenue/NW 23rd Avenue project to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees. Also enclosed are powerpoint slides concerning this project.

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Marlie Sanderson

From: Ha Nguyen [hnguyen@alachuacounty.us]
Sent: Wednesday, May 09, 2012 12:46 PM
To: Mike Escalante
Cc: Marlie Sanderson; David Cerlanek; 'Wilson, Stephen'
Subject: RE: NW 16th Ave/NW 23rd Ave project -Status Update
Attachments: NW16 Ave Phase II Plans Presentation Final Updated 5 7 12.pptx

Mike:

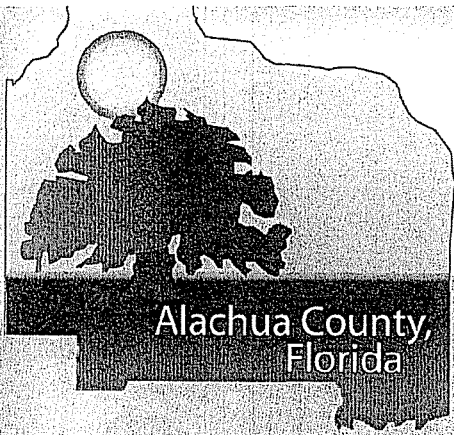
As discussed, we would like to request to be placed on the agenda to present the NW 16th Ave/NW 23rd Ave project at the May 23, 2012 TAC and CAC meetings. We would also like to present to the MTPO on June 4, 2012. Please find attached a copy of the ppt. I have also provided a description of the project below. Please let me know if you have any questions. thanks Ha

Project description:

The NW 16th Ave/NW 23rd Avenue Project (between NW 57th Terrace and NW 13th Street) includes the resurfacing and rehabilitation of the existing pavement, upgrading the existing pedestrian facilities to meet current ADA requirements, addressing safety and operational issues through intersection and median opening modifications, and stabilizing the retaining walls along NW 16th Ave. The project length is 4.0 miles.

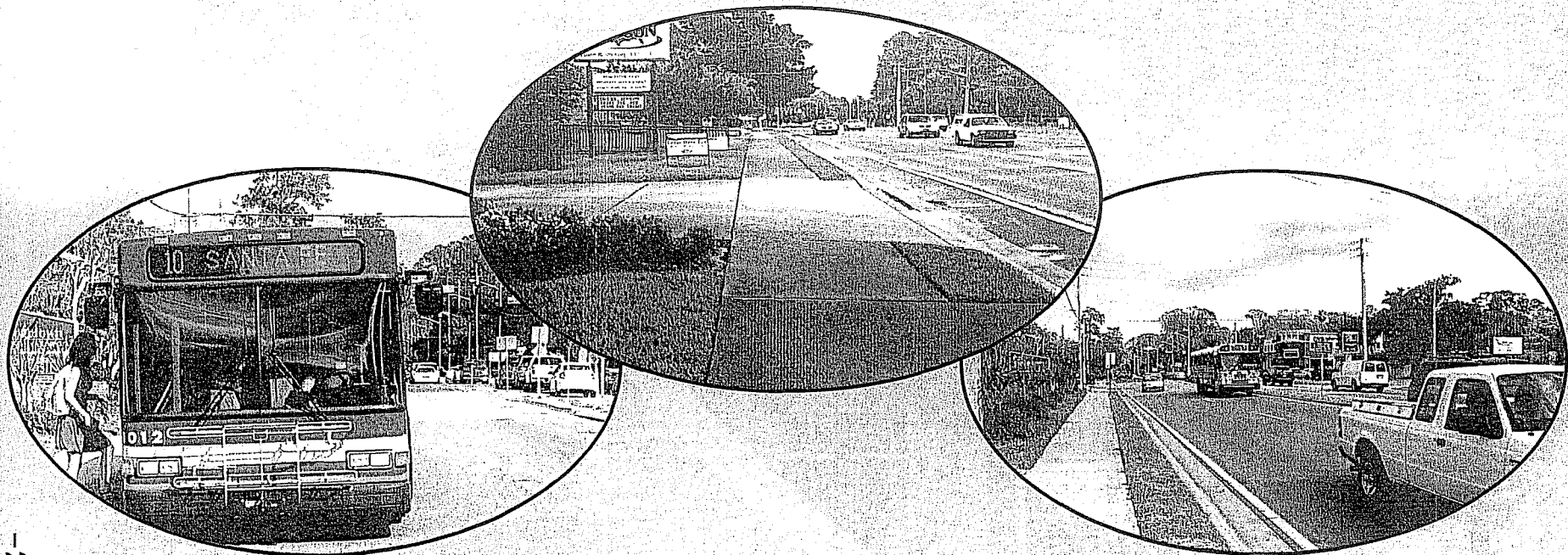
Ha T. Nguyen, P.E.
Contracts & Design Manager
Alachua County
Public Works/Engineering
5620 NW 120th Lane
Gainesville, FL 32653
352.548.1223
352.337.6243 (fax)
hnguyen@alachuacounty.us

Office Hours: Monday - Thursday 7:00 am to 5:30 pm.
Closed on Fridays.



Alachua County Board of County Commissioners

NW 16th AVENUE / NW 23rd AVENUE FROM NW 57th Terrace to NW 13th Street

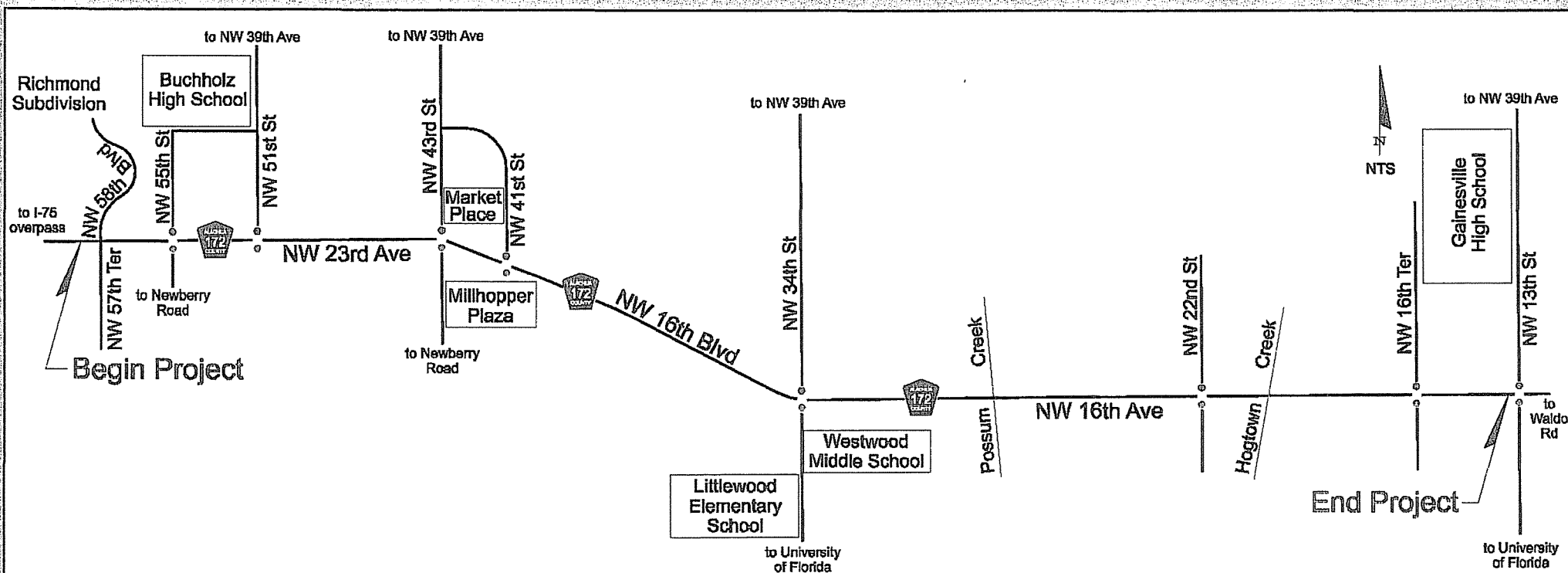




NW 16th Avenue / NW 23rd Avenue

PROJECT LOCATION

NW 16th Avenue / NW 23rd Avenue
(From NW 57th Terrace to NW 13th Street)





NW 16th Avenue / NW 23rd Avenue

PRESENTATION OUTLINE

- Present 60% Plans
- Next steps
- Questions & Comments



NW 16th Avenue / NW 23rd Avenue

HDR Engineering
Gainesville

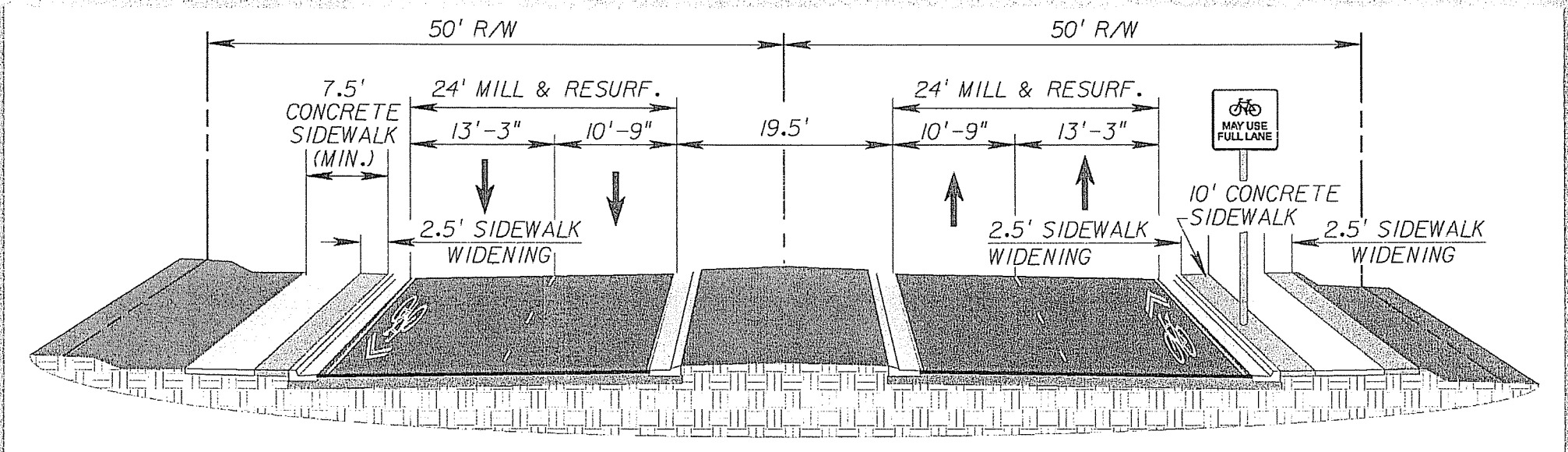
PUBLIC INVOLVEMENT TO DATE

October 27, 2009	Board of County Commissioners
November 16, 2009	Public Meeting
December 1, 2009	Bicycle/Pedestrian Advisory Board
February 23, 2010	Board of County Commissioners
June 7, 2010	BPAB & Gainesville Cycle Club
October 12, 2010	Board of County Commissioners
December 15, 2010	Joint City & County Workshop
January 11, 2011	Board of County Commissioners
January 25, 2011	Board of County Commissioners
March 17, 2011	City of Gainesville Commission
July 12, 2011	Board of County Commissioners



NW 16th Avenue / NW 23rd Avenue

July 12, 2011 BOCC Meeting





NW 16th Avenue / NW 23rd Avenue

PROJECT ELEMENTS

1. Rehabilitate the existing asphalt pavement by milling to the limerock base and resurfacing with 3 inches of new asphalt.
2. Upgrade all existing pedestrian components to satisfy ADA requirements as required by Federal Law.
3. Improve existing pedestrian accommodation by widening existing sidewalks as much as practical and feasible.
4. Improve pedestrian and bicycle accommodation by widening existing sidewalks and remarking the roadway on NW 16th Boulevard and NW 16th Avenue to provide a wider outside lane and designating the lane as a shared lane for both bicycles and vehicles.



NW 16th Avenue / NW 23rd Avenue

PROJECT ELEMENTS

4. Improve safety by extending the existing 5 lane section from NW 55th St. west to NW 57th Terrace, closing two existing median openings and converting one existing median opening to a directional opening.
5. Reconfigure the north and south legs of the NW 55th St. intersection to provide a dedicated left turn lane and a through lane in each direction to improve capacity and safety.
6. Rehabilitate two sections of leaning retaining wall on NW 16th Avenue by lowering the wall height and placing a new layer of concrete on the wall face.

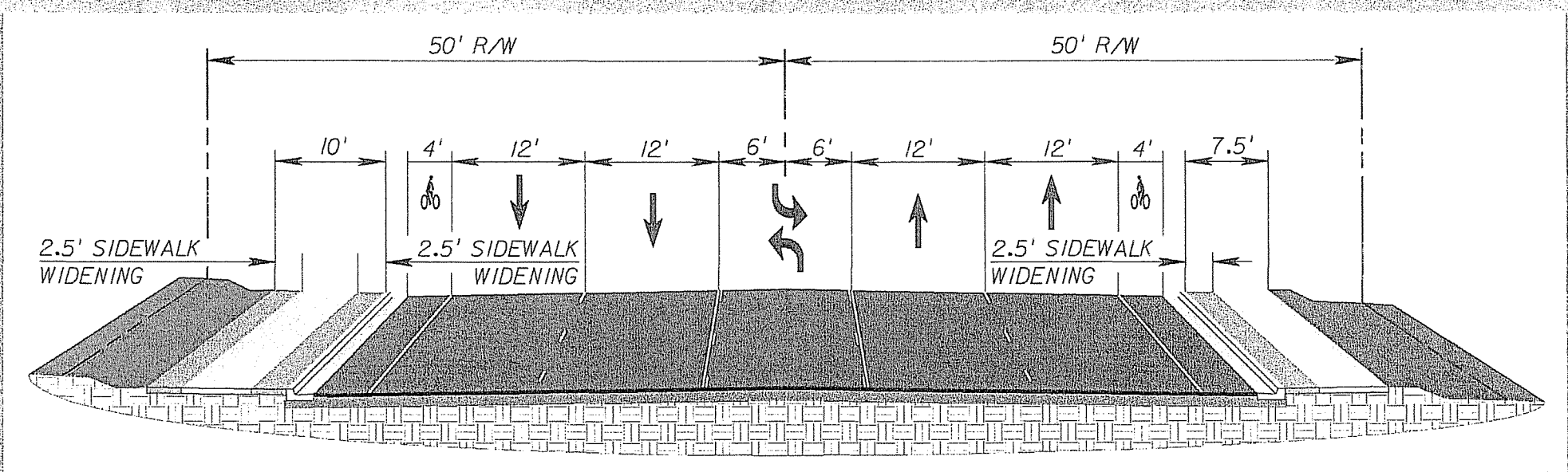
Total Estimated Project Cost = \$7,136,200*

*Includes 10% contingency



NW 16th Avenue / NW 23rd Avenue

PROPOSED TYPICAL SECTION

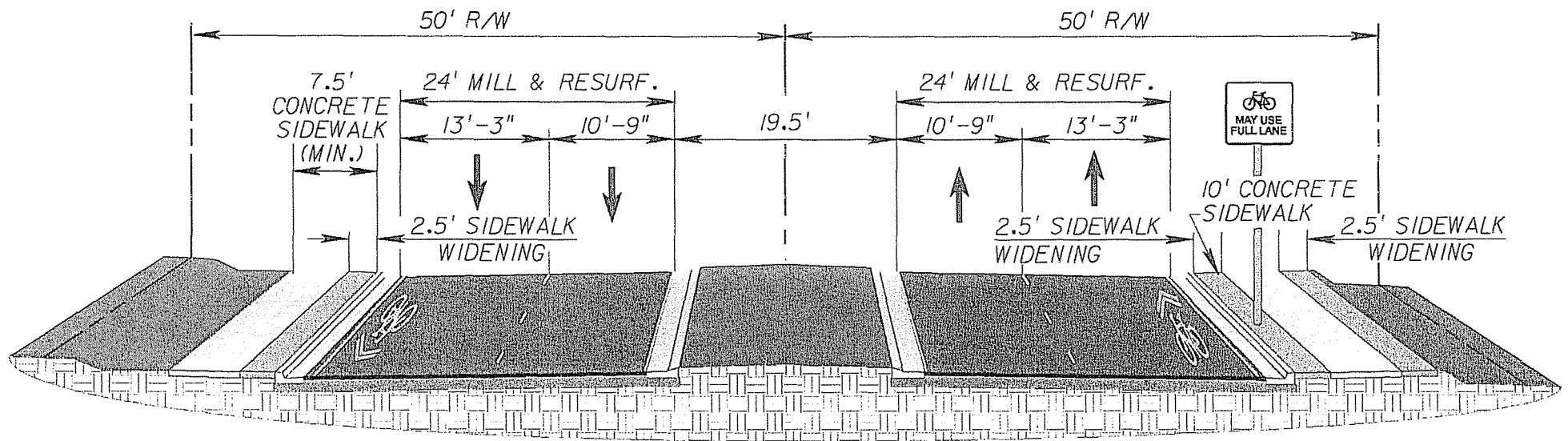


NW 23rd Avenue



NW 16th Avenue / NW 23rd Avenue

PROPOSED TYPICAL SECTION

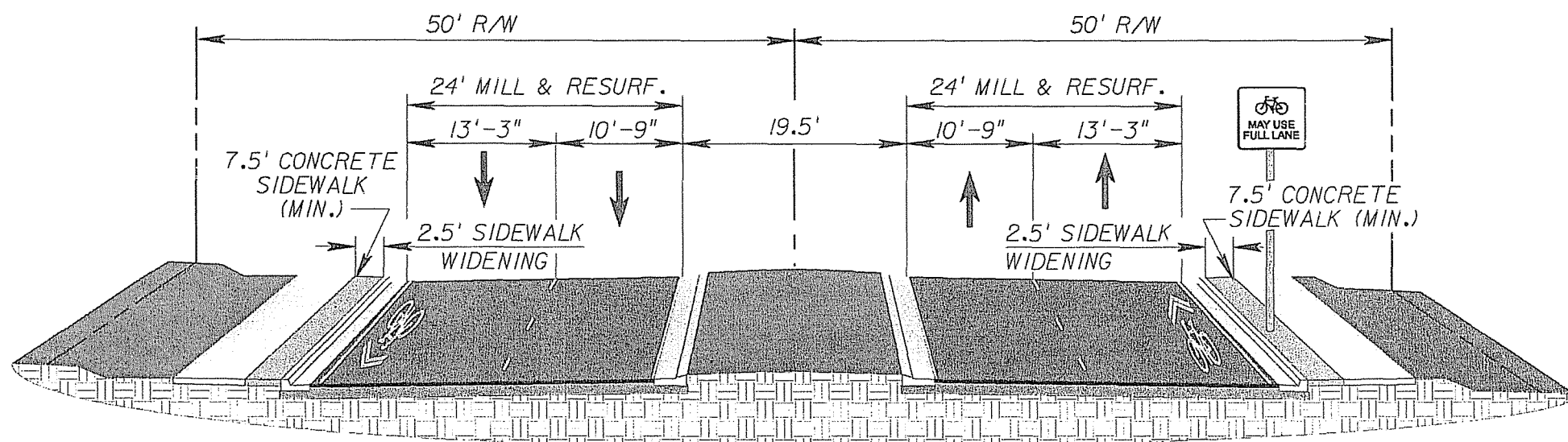


NW 16th Blvd.



NW 16th Avenue / NW 23rd Avenue

PROPOSED TYPICAL SECTION



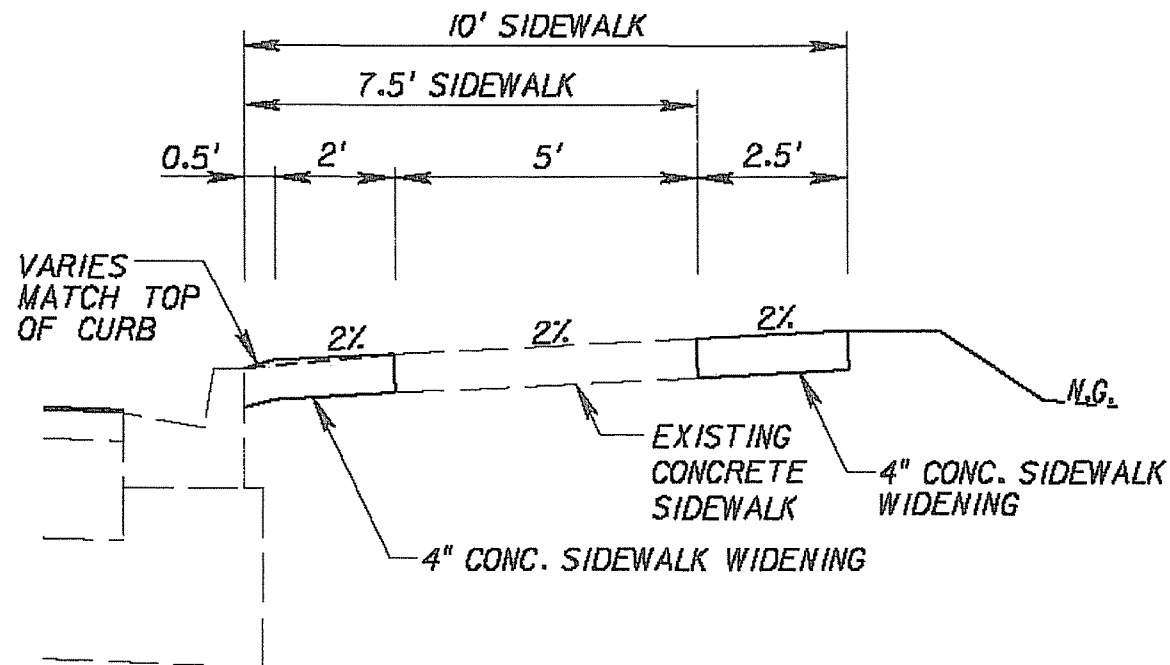
NW 16th Ave.



NW 16th Avenue / NW 23rd Avenue

SIDEWALK IMPROVEMENTS

Infill sidewalk to the curb

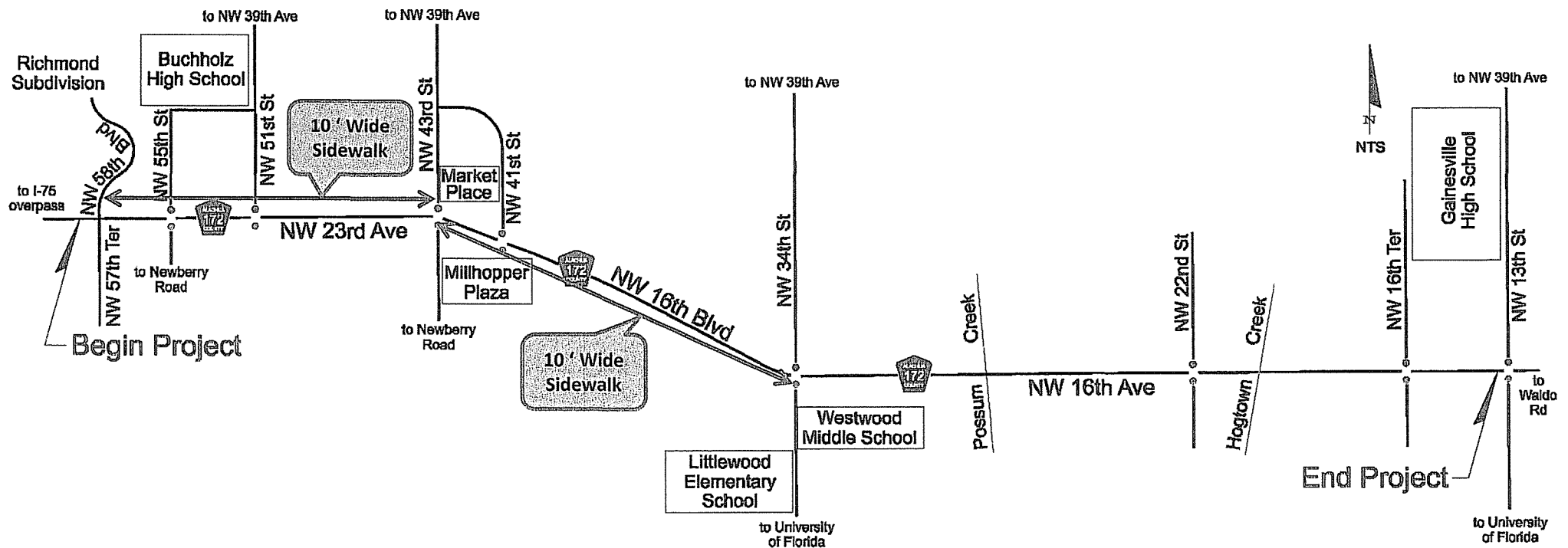


TYPICAL SIDEWALK WIDENING DETAIL



HDR Engineering
Gainesville

Expand to 10 feet where practical and cost effective





NW 16th Avenue / NW 23rd Avenue

SAFETY IMPROVEMENTS

1. Eliminate the intersection of NW 23rd Ave. and NW 16th Ave. NW 16th Ave. will be closed.
2. Close existing median opening just east of NW 43rd St. and convert existing opening at the Publix/Fresh Market driveways to a directional opening permitting only left turns to the driveways.
3. Close the median opening just east of NW 43rd St. for NW 16th Ave.
4. Reduce the NW 43rd St. intersection to a T-intersection, safely and efficiently.



NW 16th Avenue / NW 23rd Avenue

LOOKING AHEAD

➤ Finalize Plans for Bidding – February 2013



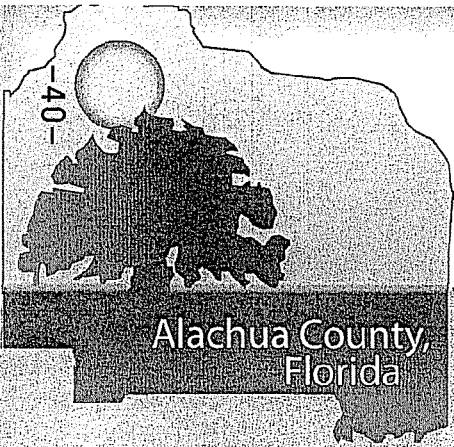
NW 16th Avenue / NW 23rd Avenue

HDR Engineering
Gainesville

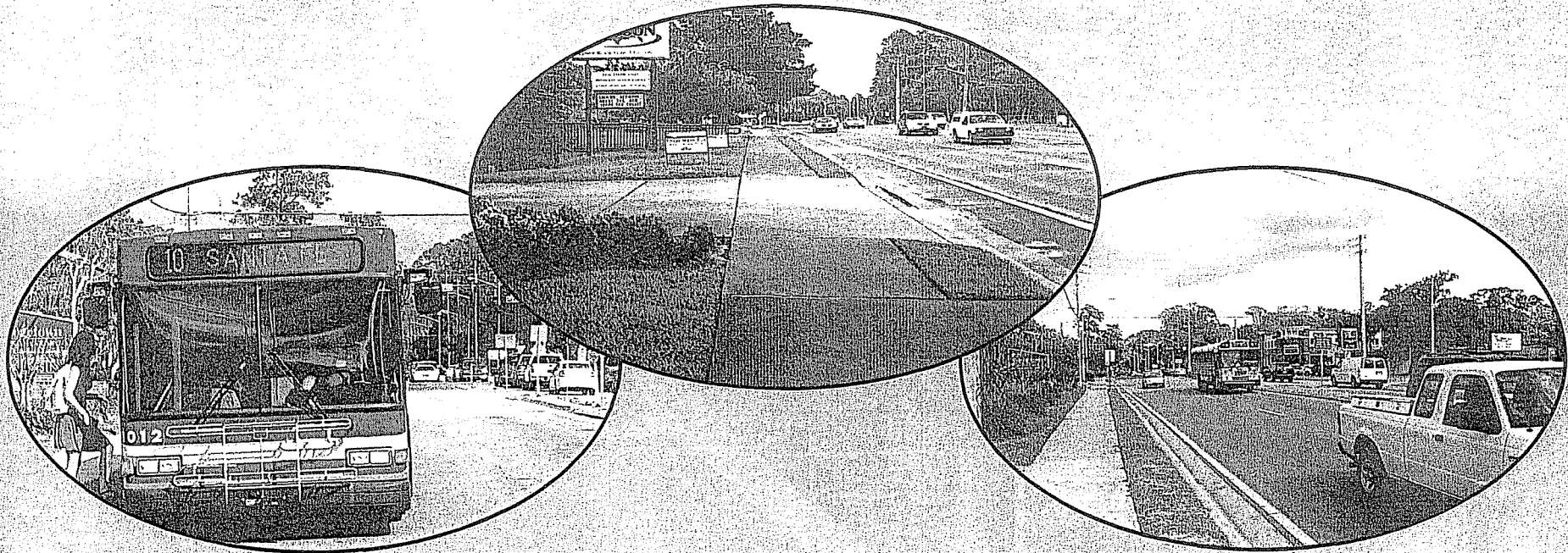
RECOMMENDATIONS

- Approve 60% Plans
- Direct staff to proceed with development of 100% plans and advertise project for bids

Alachua County Board of County Commissioners



THANK YOU
Any Questions?





NW 16th Avenue / NW 23rd Avenue

NW 58th Blvd

NW 57th Terrace

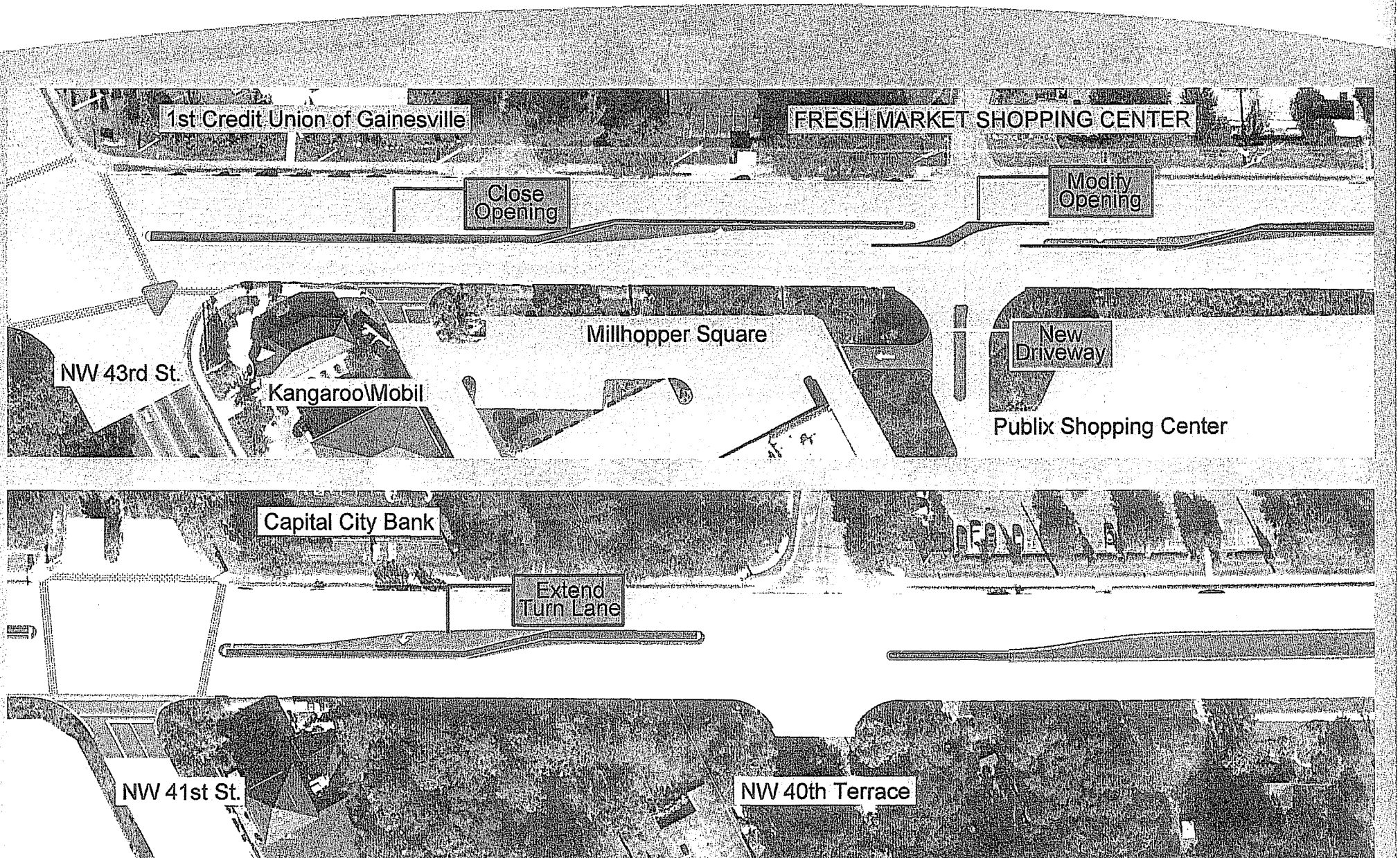
Northwest Baptist Church

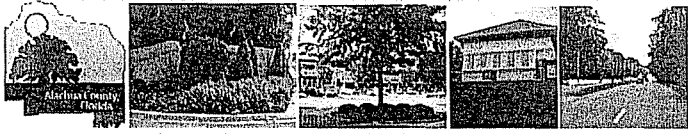
NW 55th St

NW 55th Terrace

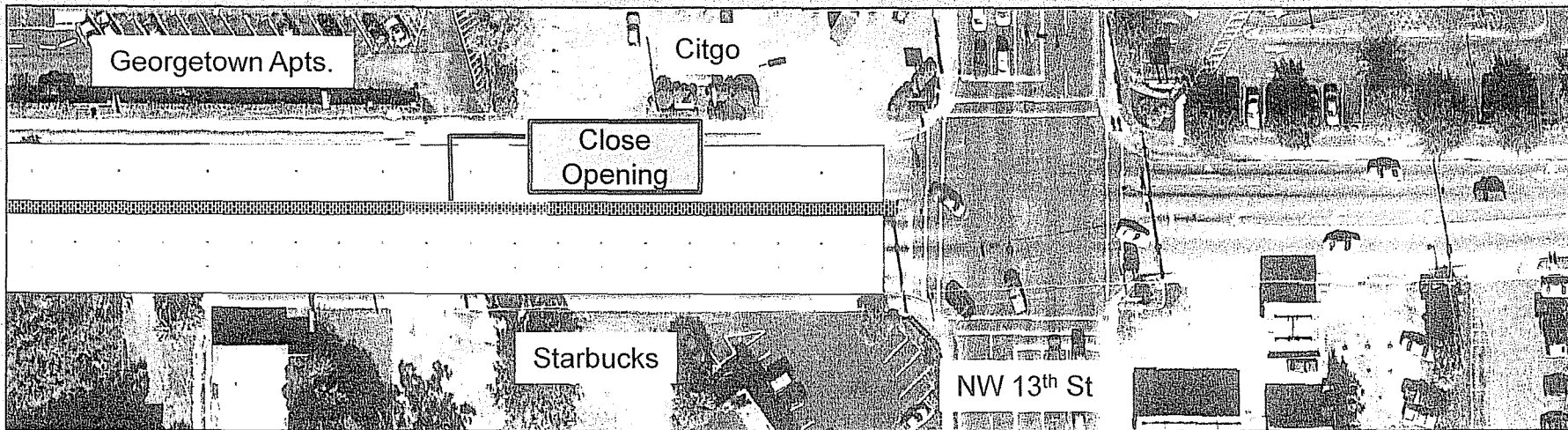
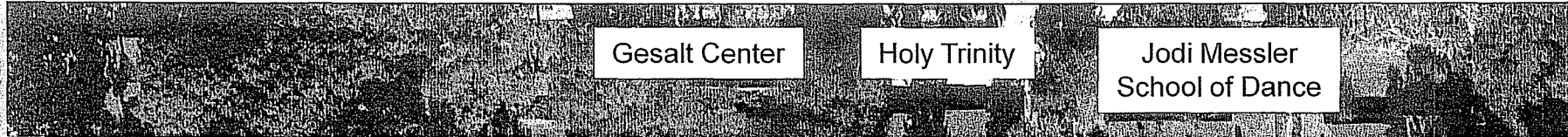
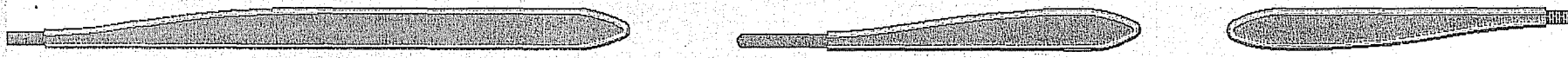


NW 16th Avenue / NW 23rd Avenue





NW 16th Avenue / NW 23rd Avenue





HDR Engineering
Gainesville

NW 16th Avenue / NW 23rd Avenue

Northwest Baptist Church

NW 55th St

NW 55th Terrace



NW 16th Avenue / NW 23rd Avenue

Sidewalk Improvements

1. The existing 2.5 foot wide grass strip between the curb and the existing sidewalk will be filled with new concrete sidewalk for a total concrete width of 7.5 feet. The outer 6 inches will be beveled to the top of the existing curb to provide a smooth connection resulting in a minimum useable sidewalk width of 7 feet.
2. Existing sidewalk that is badly cracked or broken will be completely replaced.
3. A 10 foot wide sidewalk (9.5 feet useable width) will be provided on the north side of NW 23rd Avenue from NW 57th Terrace to NW 43rd Street.
4. A 10 foot wide sidewalk (9.5 feet useable width) will be provided on the south side of NW 16th Boulevard from NW 43rd Street to NW 34th Street.

**VIII**

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May 16, 2012

TO: Citizens Advisory Committee

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Draft Transportation Policy Manual**

RECOMMENDATIONS

The Technical Advisory Committee recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area “sunset” the currently adopted Urban Design Policy Manual, enclosed as Exhibit 1 and at the following website:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/dt_x1_may23_MTPO_UDPM.pdf

BACKGROUND

Over the years, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has adopted urban design/planning policies for the Gainesville Metropolitan Area. The original purpose of these policies was to establish design standards that would be consistently applied in both the City of Gainesville and unincorporated portions of Alachua County. For example, one adopted policy is to require mast arm traffic signals that are painted black with horizontal signal heads. Since December 2000, these design/planning policies have been incorporated into the enclosed Exhibit 1 document entitled Urban Design Policy Manual.

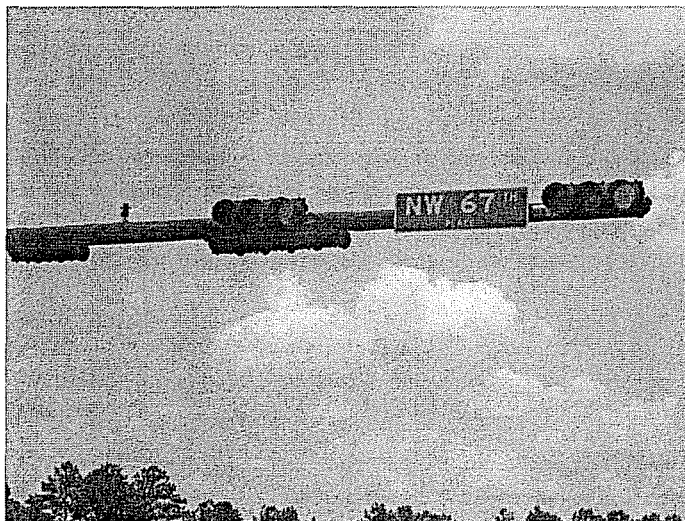


Figure 1- Mast arms with horizontal signal heads

A review of this Manual indicates that it is out of date and some of the policies are not consistent with current policies of the Florida Department of Transportation (FDOT), City of Gainesville and/or Alachua County. For example, Section 7.5 on page 19 of Exhibit 1 states that “*Future modifications of all signalized intersections within the GMA [Gainesville Metropolitan Area] should include the installation of traffic signal preemption system devices.*” With the installation of the Gainesville/Alachua County Traffic Management System, these devices are no longer needed.

Alachua County staff and City of Gainesville staff have concluded that the Urban Design Policy Manual is no longer needed and that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area should “sunset” the Manual. This is because both Alachua County and the City of Gainesville have their own respective project design standards, specifications and review procedures. Therefore, separate Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area design standards and project reviews are a duplication of project reviews conducted by Alachua County and the City of Gainesville.

Citizens Advisory Committee March 21, 2012 Review Comments

At the last meeting, the Citizens Advisory Committee discussed the Technical Advisory Committee’s recommendation to “sunset” the currently adopted Urban Design Policy Manual. During this discussion, the approved the Citizens Advisory Committee approved the following motion:

“to table the recommendation that the MTPO sunset the Urban Design Policy Manual pending further information regarding:

- 1. comparisons of the Alachua County, City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area design policies;*
- 2. what Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area design policies are not covered in the Alachua County and City of Gainesville policies by the sunseting of the Urban Design Policy Manual; and*
- 3. what differences there would be if the Urban Design Policy Manual is “sunsetting.”*

Exhibit 2

Exhibit 2 is a draft document that addresses many of the issues discussed by the Citizens Advisory Committee as its last meeting. The purpose of this document is to have an alternative to “sunsetting” the currently adopted Urban Design Policy Manual that retains the most important policy issues approved by the MTPO in the past. A full color copy of Exhibit 2 is at the following website:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/dt_x2_may23_newmanual3.pdf

Exhibit 3

Exhibit 3 provides a summary overview of proposed revisions to the Urban Design Policy Manual. This Exhibit shows which policies have been retained, modified, deleted and added. Of the 35 policies in the Urban Design Policy Manual, one has been retained without revisions (Section 6.1- Transportation Language Policy, nine have modified language and 25 have been deleted. In addition, one new policy has been added concerning “monotube mast arms.”

Exhibit 4

Exhibit 4 provides background information concerning specific policies in the Urban Design Policy Manual. This material provides additional information concerning why individual policies have been either retained, modified, deleted and/or added.

EXHIBIT 3

MTPO URBAN DESIGN MANUAL POLICIES- OVERVIEW

CATEGORY	#	POLICY	RETAIN	MODIFY	DELETE	ADD
Bicycle	1.1	Bicycle Travel Facilities		X		
	1.2	Bicycle Parking Facilities		X		
Intermodal/ Multimodal	2.1	Intermodal and Multimodal Travel Facilities			X	
Joint Bicycle, Pedestrian, Intermodal/ Multimodal	3.1	Advisory and Administrative Activities			X	
	3.2	Education, Encouragement and Enforcement Activities			X	
	3.3	Facilities and Program Activities			X	
Landscaping	4.1	General Landscaping Principles		X		
	4.2	Tree and Natural Area Protection Zones			X	
	4.3	Mitigation of Trees to be Removed and Minimum Tree Planting Standards			X	
	4.4	Drainage Retention Basin Landscaping			X	
	4.5	Surface Waters and Wetlands			X	
Pedestrian	5.1	Pedestrian Travel Facilities		X		
	5.2	Patterned/Textured Crosswalks			X	
	5.3	School Zone Safety			X	
	5.4	Pedestrian Traffic Signals			X	
Planning	6.1	Transportation Language Policy	X			
	6.2	Metropolitan Transportation Planning Organization Advisory Council			X	
	6.3	Graphic Depictions			X	
	6.4	Transportation Design for Livable Communities			X	
Roadway	7.1	Main Street [SW 16th Ave to Depot Ave]			X	
	7.2	Mast Arms		X		
	7.3	Newberry Road [NW 43rd St to NW 38th St]			X	
	7.4	Retention/Detention Basins			X	
	7.5	Traffic Signal Preemption Devices			X	
	7.6	Travel Demand Management/ Transportation System Management			X	
	7.7	Congestion Management System (CMS) Policy (Truck Route System)		X		
	7.8	Signage Policy			X	
	7.9	Streetlighting Fixture Policy		X		
Transit	8.1	Year 2020 LRTP Transit Element Activities			X	
	8.2	Bus Bays			X	
Transportation Enhancement	9.1	Project Cost Increase Policy			X	
MTPO Design Team	10.1	MTPO Design Team Composition			X	
	10.2	Design Team Project Review Criteria		X		
	10.3	Design Team Project Referral Criteria			X	
	10.4	Design Plan Percentage Review		X		
New Policies	-	Monotube Mast Arms				X

EXHIBIT 4

URBAN DESIGN POLICY MANUAL DISCUSSION

CATEGORY	#	POLICY/DISCUSSION
Bicycle	1.1	Bicycle Travel Facilities- The Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications for bicycle facilities. However, the long range transportation plan is a multimodal plan that recognizes bicycling as an important mode of transportation in the Gainesville Area. Therefore, this policy is included to reinforce how important instreet bicycle facilities are to the area's transportation system by stating that they are expected on all federal aid eligible arterial and collector roads.
	1.2	Bicycle Parking Facilities- This section is included for the same reasons discussed above in Section 1.1 and to recognize that the provision of adequate bicycle parking facilities is needed to support bicycling as an important mode of transportation in the Gainesville Area.
Intermodal/ Multimodal	2.1	Intermodal and Multimodal Travel Facilities- This section is deleted because the Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications that adequately address this issue.
Joint Bicycle, Pedestrian, Intermodal/ Multimodal	3.1, 3.2 and 3.3	These three sections are deleted because this material is concerned with administrative activities that do not need to be included in the updated <u>Policy Manual</u> .
Landscaping	4.1, 4.2, 4.3, 4.4 and 4.5	Sections 4.1 to 4.5 are deleted because the Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications that adequately address these issues. The material that is included in the updated <u>Policy Manual</u> documents the current Florida Department of Transportation policy with respect to landscaping on the State Highway System.
Pedestrian	5.1	The Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications for pedestrian facilities. However, the long range transportation plan is a multimodal plan that recognizes that the pedestrian is as an important mode of transportation in the Gainesville Area. Therefore, this policy is included to reinforce how important pedestrian facilities are to the area's transportation system by stating that they are expected on all federal aid eligible arterial and collector roads.
	5.2,	The material concerning patterned/textured crosswalks has been deleted because this treatment is not the current practice for pedestrian crosswalks by either the Florida Department of Transportation, Alachua County or the City of Gainesville.
	5.3 and 5.4	These two sections are deleted because this material is concerned with administrative activities that do not need to be included in the updated <u>Policy Manual</u> .
Planning	6.1	This policy is retained without revisions.
	6.2 and 6.3	These policies are deleted because this material is concerned with administrative activities that do not need to be included in the updated <u>Policy Manual</u> .
	6.4	This section is deleted because this material is included in the Florida Department of Transportation's <u>Plans Preparation Manual, Volume 1, Chapter 21</u> and does not need to be repeated in the updated <u>Policy Manual</u> .

CATEGORY	#	POLICY/DISCUSSION
Roadway	7.1	This project is completed and does not need to be repeated in the updated <u>Policy Manual</u> .
	7.2	This section is retained in the updated <u>Policy Manual</u> .
	7.3 and 7.4	These sections are deleted because the Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications that adequately address these issues.
	7.5	This section is deleted because the City's traffic management system does not need the installation of these devices.
	7.6	This section is deleted because this policy is no longer used to identify where these strategies should be implemented.
	7.7	This section is retained in the updated <u>Policy Manual</u> under a new heading concerning trucks.
	7.8	This section is deleted because the Florida Department of Transportation, Alachua County and the City of Gainesville have their own respective project design standards and specifications that adequately address these issues.
	7.9	This section is retained in the updated <u>Policy Manual</u> .
Transit	8.1 and 8.2	These sections are deleted because the City of Gainesville has its own respective project design standards and specifications that adequately address these Regional Transit System issues.
Transportation Enhancement	9.1	This section is deleted because these policies are not currently monitored.
MTPO Design Team	10.1, 10.2, and 10.3	These sections have been deleted since the Design Team no longer exists.
	10.4	This section has been modified to only require scoping for road construction projects that construct new roads, or add additional through lanes to existing roads, on federal aid eligible arterial and collector roadways, funded in part or whole with federal funds.
New Policies	-	One new policy is being recommended that prohibits "monotube" mast arms unless they are specifically approved by the MTPO.

**TECHNICAL ADVISORY COMMITTEE (TAC)
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/30/2011	MEETING DATE 3/21/2012	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNIGHT Alt - Jeff Hays Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RICHARD HEDRICK Alt- Ha Nguyen, V Chair Alt- Chris Zeigler^ Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	P	A	NO
ERIK BREDFELDT Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER Alt- Don Hambidge Alt- Phil Mann	City of Gainesville Department of Public Works	A	P	NO
JESUS GOMEZ Alt- Doug Robinson, Chair Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- David Gordon Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	P	E	NO
KAREN TAULBEE Alt - Thomas Hill Alt - Vacant	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	A	P	NO
BILL REESE~	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	E	P	NO
SCOTT FOX Alt- Ron Fuller	University of Florida Transportation & Parking Services	P	E	NO

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

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^ Alachua County Level of Service (LOS) Subcommittee Member only.

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

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

Attendance Rule:

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

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	12/1/2010	4/20/2011	7/20/2011	9/21/2011	11/30/2011	3/21/2012	PERCENT IF ABSENT AT NEXT MEETING 5/23/2012
Holly Blumenthal	13-Dec	-	P	A	A	P	P	-
Rob Brinkman	14-Dec	-	-	-	-	-	P	-
E J Bolduc	14-Dec	-	-	-	-	-	P	-
Nelle Bullock	13-Dec	-	P	A	P	P	P	-
Mary Ann DeMatas	14-Dec	-	-	-	-	-	P	-
Blake Fletcher	13-Dec	-	P	P	P	P	A	-
Jan Frentzen	12-Dec	-	P	P	A	P	P	-
Melinda Koken	14-Dec	-	-	-	-	-	P	-
Chandler Otis	12-Dec	P	P	P	P	P	A	71%
John Richter	13-Dec	-	P	P	P	P	P	-
James Samec	14-Dec	-	-	-	-	-	P	-
Holly Shema	12-Dec	-	P	P	P	A	P	-
Ruth Steiner	14-Dec	-	-	-	-	-	P	-
Ewen Thomson	13-Dec	-	P	P	P	P	P	-
Chris Towne	12-Dec	-	P	P	P	P	P	-

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

\\mike\lem12\cac\attdd_cac1112.xls

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.



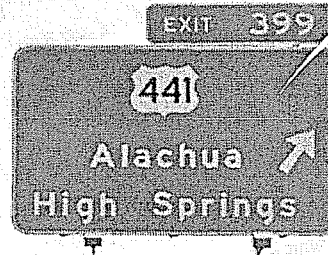
Public Information Workshop

I-75/US 441 Interchange

Alachua County, FL



Financial Project ID: 424685-1



MEETING LOCATION

Alachua City
Commission Chambers
15100 NW 142nd Terrace
Alachua, Florida 32615

DATE

May 31, 2012

TIME

Open House 4:30-6:30 p.m.
At 6:30 Short Presentation
& Comment Period

CONTACT INFO

Amy Williams, P.E.
Florida DOT
1109 S. Marion Avenue
Mail Station 2002
Lake City, FL 32025
(386) 961-7359
amy.williams@dot.state.fl.us

The Florida Department of Transportation invites you to attend a public workshop regarding proposed transportation improvements to the I-75/US-441 Interchange in Alachua County, Florida.

The workshop will be an open house format from 4:30-6:30 p.m. to allow you to review and discuss the exhibits and have your questions answered by one of our staff. At 6:30, the Department will give a short presentation followed by a public comment period. It is the policy of the Florida Department of Transportation's District Two to prohibit materials and/or exhibits in our workshops, meetings, or hearings that are not the property of the Department. Therefore, no outside party will be allowed to display or hand out materials in any of these events.

The Department is proposing operational improvements be made to the I-75/US 441 Interchange. Improvements will consist of constructing a new US 441 eastbound to I-75 southbound on-ramp. Also included in the improvements is a new Park and Ride facility to be located in the southwest quadrant of the interchange.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. To arrange for language assistance (free of charge) or accommodations for persons with disabilities, please call Ms. Amy Williams at the number to your right at least seven (7) days before the public workshop.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025-5874

ANANTH PRASAD, P.E.
SECRETARY

May 11, 2012

Mr. Mike Byerly
Chairman, Gainesville Metropolitan Planning Organization
2009 NW 67th Place
Gainesville, FL 32653

Dear Chairman Byerly:

Thank you for the Gainesville Metropolitan Planning Organization's April 2, 2012 inquiry regarding the methodology utilized by the Department to determine speed limits on the State Highway System. The Department establishes speed limits in accordance with Florida Statute 316.187 and the Department's "Speed Zoning for Highways, Roads and Streets in Florida" manual. The primary intent of the manual being to improve the vehicular and pedestrian safety by reducing the probability and severity of crashes.

On April 10, 2012, the Department conducted a speed study for I-75 from 1.5 miles south of the Paynes Prairie Rest Area to 1.5 miles north of S.R. 222. The speed study is attached for your review. The results of that study concluded that the speed limit should remain at 70 MPH and that enforcement is the key to ensure compliance with the 70 MPH speed limit.

A key technology the Department utilizes to help improve the safety and efficiency of the Interstate Highway System is the deployment of Intelligent Transportation System (ITS) devices. These devices typically include video cameras, dynamic message signs, and speed sensors. The Department is currently partnering with the City of Gainesville to install 23 video cameras on I-75 from S.R. 121 to U.S. 441 to provide roadway images to the City of Gainesville and the Department's District Two Traffic Management Centers. The ITS camera-only coverage will allow the City and Department to monitor traffic flow and detour motorists during periods of heavy congestion more efficiently. As additional funding becomes available, other ITS devices such as dynamic message signs and speed detection sensors may be added.

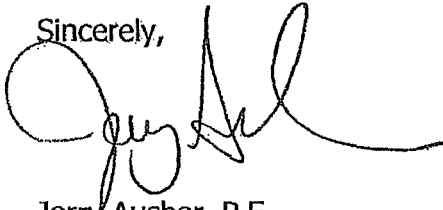
In addition, the Department is actively evaluating the deployment of ITS technologies to improve inclement weather detection and subsequent motorist notification. The Department has entered into a contract with the University of Central Florida (UCF) to provide a "Synthesis of Visibility Detection Systems" Report. This report will provide information on the "State of the Practice" about low visibility equipment and detection systems implemented by other states and agencies as well as the identification and prioritization of locations with increased risk of reduced visibility crashes in Florida. We are also planning to contract with the Florida State University (FSU) Meteorology

Department to research "Advance Predictability of Reduced Visibility Locations" in Florida. The intent of this research is to determine if a predictability model, using onsite weather detection devices, could be developed to predict when there is a high probability of a reduced visibility condition about to occur.

Based on information provided by both research projects, the Department will prioritize the list of locations that are considered high probability of having reduced visibility and what type of equipment and detection system will be selected to be installed at individual locations. The final project locations and types of equipment should be selected by October 2012. The individual projects will be entered into the Department's Work Program and implementation will be done by using an accelerated process.

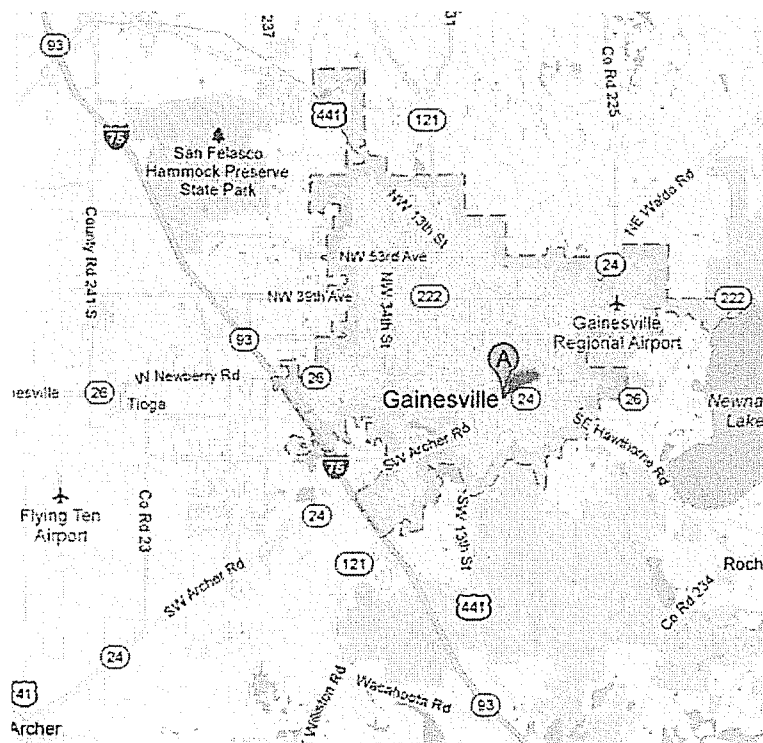
If you have any questions or need additional information, please contact me at 904-360-5630 or jerry.ausher@dot.state.fl.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Ausher", with a large, stylized initial "J" and a long, sweeping horizontal line extending to the right.

Jerry Ausher, P.E.
District Two Traffic Operations Engineer

TRAFFIC ENGINEERING SPEED STUDY
SR 93 / I-75
From South of Paynes Prairie Preserve
To North of SR 222 (NW 39th Avenue)
Alachua County, Florida



Prepared by
Florida Department of Transportation
District Two Traffic Operations
Anthony J. Falotico, P.E.
Assistant District Traffic Operations Engineer
Lake City Office
April 24, 2012

Introduction:

All too often, speed limits are considered as a cure-all for a community's traffic problems. There are many misconceptions regarding speed zoning, such as *"drivers will drive 5 mph above the speed limit, so set it 5 mph below the desired speed"*, or *"lower speeds always result in safer roads"*. Citizens and elected officials frequently request speed zoning changes in an effort to develop a quick solution to complicated traffic issues. Simply changing the speed limit signs will not change driver behavior and result in lower speeds. There is a need, therefore, to fully understand human behavioral factors and the effects of changing speed limits.

There are two determining factors for setting speed limits. First and foremost is Florida Statutes (FS) that set minimum and maximum speed limits for roadways within the state, and defines specific authorities to state and local jurisdictions to set and maintain speed zones. The second is sound, proven engineering standards that establish reasonable speed limits that encourage safe and efficient flow of traffic, and are enforceable.

Statutory Requirements:

Determining safe and efficient speed limits on interstate highways is the responsibility of each individual state. Florida Statute 316.187, *Establishment of state speed zones* sets maximum speed limits at 70 MPH for limited access interstate highways, 65 MPH for multilane rural roads, and 60 MPH for two lane roads. It further gives the Florida Department of Transportation (FDOT) the authority to alter such speed limits whenever it determines the *"speed is greater or less than is reasonable or safe under the conditions found to exist"*.

The FDOT has published a manual entitled *Speed Zoning for Highways, Roads & Streets in Florida*. Authorized by Florida statutes, the Speed Zoning Manual defines the purpose and intent of speed zoning, discusses driver behaviors that influence the way we drive, and sets procedures for data collection & analysis for setting speed limits.

Speed Zoning:

The Speed Zoning Manual states “The primary intent for establishing a speed zone is to improve vehicular and pedestrian safety by reducing the probability and severity of crashes. A speed limit sign notifies the driver of the maximum and/or minimum operating speed that is considered reasonably safe in optimum weather and visibility conditions. It is intended to establish the standard speed limits within which a normally prudent driver can perceive and react safely to driving problems encountered on the roadway.”

There are many factors that influence a driver's choice in selecting an operating speed. The presence and density of adjacent vehicles, weather, road conditions, road geometry, adjacent land use and many other factors play a role. A driver's choice of speed is a balance between experience and safety, with most drivers selecting a reasonably safe speed based on their conscious and subconscious reaction to many factors as previously mentioned. By obtaining a measure of the various drivers' range of speeds, a realistic speed can be determined to provide a safe and meaningful posted speed limit that can be reasonably enforced. As an oversimplification of the procedure, it can be said that drivers like you and me, without knowing it, determine the roadway's speed limit. We know that some motorists persistently drive faster than what would be considered safe and reasonable for the given conditions, while others drive persistently slow. The speed limit is set to the speed 85% of the drivers feel safe and comfortable at, leaving out the 15% that persistently drive faster.

One more very important factor to consider is speed zoning effects on crash rates. It has been shown in many studies that greater differentials in vehicle speeds, that is the difference in speed of the slowest and fastest vehicles, tend to cause higher crash rates. This is primarily due to increased incidence of lane changing, overtaking and passing, and the subsequent sudden braking that occurs.

One such study is the FHWA's Publication Number FHWA-RD-97-002, Effects of Raising and Lowering Speed Limits on Selected Roadway Sections. Results of that study indicate:

- Lowering the posted speed limit below the 85th percentile or raising the posted speed limit to the 85th percentile speed had little effect on drivers' speeds.
- The percent compliance with the posted speed limits improved when the speed limits were raised. When the posted speed limits were lowered, compliance decreased.

Section 9 of the Speed Zoning Manual sets forth acceptable engineering standards for determining the posted speed limit once data has been collected. It states:

A speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace by more than 3 mph and it shall not be less than 8 mph. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be supported by a supplemental investigation, which identifies the following:

- *There are road or roadside features not readily obvious to the normally prudent driver, such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in curves, side friction (roadside development), signal progression, etc., or;*
- *Other standard signs and markings have been tried but found ineffective*

I-75 in Alachua County:

At the request of North Central Florida Regional Planning Council during their May 31, 2007 meeting, speed studies were conducted to determine if the speed limits on I-75 in Alachua County should be lowered. Twelve individual studies were conducted, six northbound and six southbound, each one recording the speed of 100 vehicles. Based on the 85th percentile speeds recorded at that time it was determined that the existing 70 mph speed limit was appropriate for that highway. Follow up speed studies were conducted at the same locations on April 10, 2012 that showed very little changed in the 2007 data (Figure 3, pg 6). The 85th percentile speed ranged from a low of 77 mph to a high of 80 mph, the average speed ranged from 73.3 to 75.6 mph. Of the 1200 vehicle speeds recorded in 2012, only 185 (15.4%) were at or below the posted speed limit of 70 mph.

Vehicles Traveling at or Below:	70 mph	75 mph	80 mph
Number of vehicles:	185	667	1,112
Percentage of Sample:	15.4%	55.6%	92.7%

Figure 1 Current Compliance

I-75 through Alachua County has all the characteristics of a rural interstate. Interchanges are not closely spaced as one would find on urban interstates, and traffic volumes are not as high. There are two sections of interstate in FDOT District Two that have speed limits lower than 70 mph, they are both in the City of Jacksonville, I-10 from I-295 to the I-95 Interchange, and I-95 through the downtown areas of Jacksonville. Figure 2 (next page) shows the three sections of I-75 in Gainesville, I-10 and I-95 in Jacksonville for comparison of interchange spacing and traffic volumes.

Interstate	Location	Posted Speed Limit	Distance Between Interchanges (Miles)	2010 AADT	2010 Peak Hour
I-75	From SR 121 (Williston Rd) to SR 24 (Archer Rd)	70 mph	1.26	62,000	6,200
I-75	From SR 24 (Archer Rd) to SR 26 (Newberry Rd)	70 mph	3.53	71,500	7,150
I-75	From SR 26 (Newberry Rd) to SR 222 (NW 39th Ave)	70 mph	2.64	66,500	6,650
I-10	From I-295 to Lane Avenue	55 mph	1.11	99,500	9,811
I-10	From Lane Ave to Cassat Ave	55 mph	1.26	96,000	9,178
I-10	From Cassat Ave to Luna Ramps	55 mph	0.68	97,000	9,564
I-10	From Luna Ramps to McDuff Ave	55 mph	0.88	116,500	11,487
I-10	From McDuff Ave to SR 228/US 17	55 mph	0.43	110,500	10,895
I-10	From SR 228/US 17 to Stockton Ramps	55 mph	0.51	168,000	14,280
I-95	From Atlantic Blvd to Downtown Exit (SR 5)	55 mph	0.68	171,800	14,603
I-95	From Downtown Exit (SR 5) to I-10 Fuller Warren Bridge	55 mph	1.99	149,000	12,665
I-95	From I-10 to SR 139/US 23 (Kings Rd)	55 mph	1.14	94,500	8,959
I-95	From SR 139/US23 to SR 114 (8th St)	55 mph	0.81	122,000	11,566
I-95	From SR 114 (8th St) to SR 15 (20th St)	55 mph	0.63	118,000	11,186
I-95	From SR 15/US17 to SR 122 (Golfair Ave)	55 mph	0.6	123,500	11,708
I-95	From SR 122 (Golfair Ave) to SR 115 (Lem Turner Rd)	55 mph	1.29	108,000	10,238

Figure 2: Comparison of Urban and Rural Freeway

The above figure shows that the two segments of interstate in the Jacksonville area have a higher concentration of interchanges that are spaced closer together. The number of potential conflict points between vehicles entering the highway and vehicles exiting increases, due to greater incidence of lane changing, slowing down to exit, and speeding up to enter, all within shorter distances between entrance and exit ramps. Higher traffic volumes combined with the greater frequency of potential conflict points work together to lower the speed vehicles are traveling. In effect, this is a natural lowering of the 85th percentile speed. As previously stated, it can be said that drivers, without knowing it, determine the roadway's speed limit, as lower 85th percentile speeds result in lower posted speed limits.

This is not the case on I-75 in the Gainesville area. While the City of Gainesville qualifies as an urban area based on population density, I-75 still functions as a rural interstate. This is due to the geometry of the roadway, wide lanes, shoulders, medians, and wider looking clear zones, partly due to less development along the corridor. Interchanges are further apart; entering traffic from one does not conflict with exiting traffic from the next. Lane changing is not as frequent. Through traffic on the interstate can flow smoothly with little interaction or conflict from entering and exiting traffic. Many of the characteristics of an urban freeway are not present, drivers feel safe and comfortable at higher speeds, and will set their speeds accordingly regardless of the posted speed limit.

Conclusion:

Based on Florida Statute and accepted engineering practice, the current speed limit of 70 mph on I-75 through Alachua County is properly set. It is recommended that no alterations be made.

Lowering the posted speed limit further below the 85th percentile will have little effect on drivers' speeds. It will cause some drivers to slow down, but most will continue at the speed we currently see, resulting in an increase in the overall speed differential. Increasing the speed differential has the potential of increasing the crash rates.

Enforcement of the current speed limit concentrating on those who persistently speed, reducing excessive lane changing, and, encouraging the smooth flow of traffic are key to increasing safety. It remains the driver's responsibility to be aware of the current roadway and weather conditions, and adjust speed accordingly. Simply lowering the number on speed limit signs will not achieve the desired goals.

I-75 Speed Study Results, City of Gainesville, Alachua County Comparison of 2007 and 2012 Speed Study Results

SLD Milepost 2012 (2007)	Description	Direction	85th Percentile Speed (MPH)		Average Recorded Speed (MPH)		Minimum Recorded Speed (MPH)		Maximum Recorded Speed		10 MPH Pace	
			2012	2007	2012	2007	2012	2007	2012	2007	2012	2007
7.476 (7.476)	Approx. 1.5 miles south of Rest Area	NB	79	77	74.1	73.4	59	61	89	88	69 - 78	69 - 78
		SB	79	79	75.2	75.3	61	62	95	89	71 - 80	71 - 80
9.210 (9.210)	Midway between Rest Area and SR 121 (Williston Road)	NB	79	80	75.4	75.3	63	63	87	86	71 - 80	71 - 80
		SB	78	79	74.3	75.3	58	65	90	85	68 - 78	72 - 81
10.270 (10.270)	Midway between SR 121 (Williston Road) and SR 24	NB	80	82	75.6	76.9	64	63	93	91	71 - 80	72 - 81
		SB	79	80	74.5	74.7	63	60	87	87	70 - 79	69 - 78
12.500 * (12.920)	Midway between SR 24 (Archer Road) and SR 26 (Newberry)	NB	79	79	75.3	75.7	67	66	90	91	70 - 79	71 - 80
		SB	77	79	73.3	74.6	59	66	83	85	68 - 77	69 - 78
15.720 ** (15.750)	Midway between SR 26 (Newberry Road) and SR 222	NB	79	78	74.2	74.9	65	64	86	83	68 - 77	71 - 80
		SB	79	81	75.5	75.8	66	65	84	91	70 - 79	72 - 81
18.615 (18.410)	Approx. 1.5 miles north of SR 222 (NW 39th Avenue)	NB	78	78	74.4	74.4	65	64	84	85	70 - 79	71 - 80
		SB	79	79	74.9	74.0	62	62	87	86	70 - 79	71 - 80

2012 data taken Tuesday, April 10, 2012 consisting of 12 individual studies, each containing a sample of 100 vehicles.

2007 data taken Tuesday, July 17, 2007 consisting of 12 individual studies, each containing a sample of 100 vehicles.

85th Percentile Speed - *The speed at or below which 85 percent of the observed free flowing vehicles are travelling*

10 MPH Pace - *the 10 mph range containing the highest number of vehicles in the study sample data*

* Relocated to avoid influence of construction project @ SR 26 interchange

** Relocated to position behind guardrail for safety

Figure 3: Results of 2007 and 2012 Speed Studies

SCHEDULED 2012 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	January 26	<i>CANCELLED</i>
APRIL	March 21	March 22	April 2 at 3:00 p.m.
JUNE	May 23	May 24	June 4 at 5:00 p.m.
AUGUST	TAC @ NCFRPC July 25	July 26	August 6 at 3:00 p.m.
OCTOBER	September 19	September 20	October 1 at 3:00 p.m.
DECEMBER	November 28	November 29	December 3 at 5:00 p.m.

Note, unless otherwise scheduled:

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

