

MINUTES

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

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

7:00 p.m.  
Wednesday  
July 23, 2014

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Rob Brinkman, Vice Chair  
E. J. Bolduc  
Thomas Bolduc  
Rajeeb Das  
Luis Diaz  
Melinda Koken  
Kamal Latham  
Chandler Otis  
James Samec

Jan Frentzen, Chair  
Nelle Bullock  
Ruth Steiner  
Ewen Thomson  
Chris Towne

Jeff Hays

Michael Escalante

CALL TO ORDER

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

I. INTRODUCTIONS

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

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Brinkman asked that the agenda be approved.

**MOTION: Chandler Otis moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.**

III. APPROVAL OF COMMITTEE MINUTES

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

**MOTION: Luis Diaz moved to approve the May 21, 2014 CAC minutes. James Samec seconded; motion passed unanimously.**

V. YEAR 2040 LONG RANGE TRANSPORTATION PLAN- VISION STATEMENT,  
PRINCIPLES AND STRATEGIES

Mr. Escalante stated that the MTPO referred the draft vision statement, principles and strategies to its staff and advisory committees. He reported that the MTPO thought that they were long, redundant and unbalanced. He discussed the revised draft vision statement, principles and strategies.

**MOTION: Thomas Bolduc moved to recommend the MTPO approve the Vision Statement, Principles and Strategies as modified in Exhibit 1. James Samec seconded; motion passed unanimously.**

Vice Chair Brinkman noted that County staff needed to leave soon and stated that agenda item VII. Gainesville Area Chamber- Eight Considerations would be discussed next.

VII. GAINESVILLE AREA CHAMBER- EIGHT CONSIDERATIONS

Mr. Escalante stated that a CAC member requested this information be provided to the CAC.

Mr. Kamal Latham discussed the Gainesville Area Chamber- Eight Considerations. He and Mr. Jeff Hays, Alachua County Transportation Planning Manager, discussed the Transportation Surtax projects Lists and answered questions.

VI. STATISTICALLY VALID TELEPHONE SURVEY

Mr. Escalante stated that the MTPO requested a cost estimate for a statistically valid survey similar to the one that was conducted in 2005. He said that the University of Florida Bureau of Economic and Business Research was contacted to develop an updated survey. He reviewed the proposed survey and answered questions.

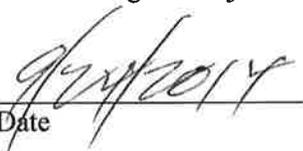
**MOTION: Luis Diaz moved to recommend the MTPO approve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey revised to include the RTS staff recommendation (Exhibit 2), authorize staff to pay the University of Florida Research Center \$20,340 to conduct this survey, provide the MTPO with an explanation of how outreach to cell phone households is in the statistically valid survey methodology. James Samec seconded; motion passed unanimously.**

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 9:21 p.m.

  
Date

  
Jan Frentzen, Chair

## **EXHIBIT 1**

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### **Vision Statement (Map 21- Subsection (a) (1))**

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

### **Principles [shown in bold- Map 21 (h) (1)] and Strategies (shown in italics)**

#### **Principle 1: Support economic vitality**

*Strategy 1.1: Support transportation projects that promote economic ~~prosperity~~ development through ~~job creation~~.*

*Strategy 1.2: Construct new roads and/or widen existing roads that allow for the expansion of existing commercial centers.*

*Strategy 1.3-2 Support projects that improve connectivity to existing or planned economic centers.*

#### **Principle 2: Increase safety and security for motorized and nonmotorized users**

*Strategy 2.1: Support projects that increase safety for all users, such as improved access management to reduce crashes, ~~construction of~~ variable message signs to warn motorists of unsafe conditions, provision of sidewalks, ~~transit, and~~ bicycle facilities ~~on new roads~~ and late night transit services ~~to deter drunk driving~~.*

*Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.*

*Strategy 2.3: Support projects that increase security for all users of transit, ~~such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities~~.*

*Strategy 2.4: Support-Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.*

*Strategy 2.5: Coordinate with appropriate agencies to accommodate ~~variable and unexpected transportation network conditions~~ incident management and emergency management.*

**Principle 3: Increase the accessibility and mobility of people and freight**

*Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).*

*Strategy 3.2: Encourage the construction of bus bays (turnouts) on major road corridors.*

*Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.*

*Strategy 3.4: Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.*

**Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns**

*Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.*

*Strategy 4.2: Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.*

*Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.*

*Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.*

**Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**

*Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.*

*Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.*

**Principle 6: Promote efficient system management and operation**

Strategy 6.1: Develop a transportation system that ~~disburses~~disperses traffic ~~aeross~~throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development ~~of employment and service centers that are located to~~and location of employment and service centers that ~~and location of employment centers that~~ reduce travel distances from residential areas ~~and to transit services.~~

Encourage the development and location of employment and service that reduce travel distances from residential areas to transit services.

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Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Strategy 6.4: Continue to implement complete streets that maximize the efficiency of the transportation system.

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**Principle 7: Emphasize the preservation of the existing transportation system**

Strategy 7.1: ~~Give a priority in funding to road preservation, maintenance projects, and low-cost improvements~~Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from building encroachment.

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