

MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

6:00 p.m.  
Wednesday  
October 27, 2010

MEMBERS PRESENT

Paula DeLaney, Chair  
Thomas Hawkins, Vice Chair  
James Bennett/Alan Mosely  
Mike Byerly  
Cynthia Moore Chestnut  
Jack Donovan  
Rodney Long  
Craig Lowe  
Jeanna Mastrodicasa  
Lee Pinkoson  
Lauren Poe  
Ed Poppell  
Randy Wells

MEMBERS ABSENT

Scherwin Henry  
Larry Travis

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Marlie Sanderson  
Michael Escalante

CALL TO ORDER

Chair Paula DeLaney called the meeting to order at 6:00 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended approval of the meeting agenda and consent agenda.

Chair DeLaney asked if there were any public comments on the consent agenda and meeting agenda. There was no public comment.

**MOTION: Commissioner Chestnut moved to approve the Consent agenda and Meeting Agenda. Commissioner Long seconded; motion passed unanimously.**

II. YEAR 2035 COST FEASIBLE PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan (LRTP) every five years.

## A. WELCOME AND OPENING REMARKS

Chair DeLaney opened the public hearing and welcomed everyone.

## B. DRAFT COST FEASIBLE PLAN

Mr. Sanderson stated that the draft Cost Feasible Plan consisted of the following categories of projects: 1. bicycle and pedestrian; 2. roadway; 3. transit; and 4. optional intelligent transportation system (ITS). He said that November 3rd was the deadline for adopting the LRTP. He presented the LRTP Vision Statement and reviewed the revenue forecast. He discussed the draft Bicycle/Pedestrian Cost Feasible Plan projects, reported the MTPO Advisory Committees and MTPO staff recommendations and answered questions.

Mr. Sanderson discussed the draft Roadway Cost Feasible Plan projects, reported the MTPO Advisory Committees, MTPO staff and Alachua County staff roadway cost feasible plan recommendations and answered questions.

Mr. Sanderson discussed the draft Transit Cost Feasible Plan projects, reported the MTPO Advisory Committees, MTPO staff and Alachua County staff transit cost feasible plan recommendations and answered questions. He also reviewed the transit maintenance facility expansion financing.

Mr. Jesus Gomez, Regional Transit System (RTS) Director, reported that most of the Section 5307 funds that RTS receives is used for transit operations. He noted that \$400,000 of \$3 million in transit funding is used for capital, such as parts and equipment. He added that the \$1.8 million in gas tax revenues is used for operations.

Mr. Sanderson continued discussion of the Transit Cost Feasible Plan recommendations and answered questions.

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff ITS Cost Feasible Plan recommendations and answered questions.

Ms. Teresa Scott, City of Gainesville Public Works Director, discussed the City of Gainesville roadway plan recommendations (Exhibit 1). She also discussed the RTS Maintenance Facility needs and answered questions. She noted that Phase 1A could include four 42-foot bus bays and one 60-foot bus bay for articulated buses that would support bus rapid transit (BRT), at a cost of \$13.7 million.

A member of the MTPO noted that he did not support extension of BRT to Santa Fe Village. (non-vote)

Mr. Jonathan Paul, Alachua County Concurrency & Impact Fee Manager, discussed the County's Mobility Plan. He noted that \$70 to \$80 million in the 20-year plan was for transit, which is funded in part by developer contributions.

Ms. Scott noted that City staff was not prepared to discuss the City's transit budget forecast.

Mr. Gomez discussed the Transit Development Plan budget and answered questions.

A member of the MTPO recommended discussion of the RTS maintenance Facility and its financing at a separate joint City-County meeting.

Mr. Ed Poppell, University of Florida Vice President for Business Affairs, discussed the need to maintain the existing transit service.

A member of the MTPO noted that the scheduling for the joint City-County meeting to discuss transit issues has not been set.

Ms. Scott stated that BRT would be most effective in areas where there is high ridership, especially on SW 20th Avenue. She discussed transit service to Santa Fe College.

Mr. Russ Blackburn, City of Gainesville Manager, discussed the MTPO-approved BRT Corridor and answered questions.

### C. PUBLIC COMMENTS AND QUESTIONS

Chair DeLaney recognized Mr. David Coffey to speak at the public hearing. She asked if there were any others from the public that wanted to comment.

Mr. Sanderson reported that there were four citizens who have signed up to speak.

The following persons provided comments on the Year 2035 Cost Feasible Plan:

- Mr. David Coffey discussed an alternative roadway plan proposal (Exhibit 2) and answered questions.
- Ms. Karen Taulbee, Florida Department of Transportation (FDOT) District 2 Transportation Specialist, noted that as part of the public involvement process, that Mr. Coffey's proposal needed to be available to the public. (Copies were made and distributed to everyone present.)
- Mr. Naman Henderson, Eastside Redevelopment Advisory Board member, discussed the need for development where there was available capacity on the eastside, carbon targets and phasing of BRT beginning from the eastside.
- Mr. John Glanzer, City of Archer City Manager, discussed the need to address Archer Road. He noted that a lot of Gainesville-bound commuter traffic passes through the City of Archer.
- Mr. Brian Harrington, Business Community Coalition representative, supported BRT service for proposed developments.
- Mr. Paul stated that the County's recommendations included the study of capacity expansion of Archer Road and Williston Road, but did not include roadway construction. He noted that the term "roadway" should be inserted between "additional capacity" in the project descriptions.

### D. CLOSE PUBLIC HEARING

Chair DeLaney closed the public hearing when it was determined there were no additional persons wanting to speak on the draft Cost Feasible Plan.

## III. ADOPTION OF YEAR 2035 COST FEASIBLE PLAN

Mr. Sanderson stated that the MTPO needs to adopt the Year 2035 Cost Feasible Plan. He suggested starting with the Bicycle/Pedestrian Plan followed by the Transit Plan and ending with the Roadway plan.

A member of the MTPO stated that he would like to place a motion regarding the Roadway Plan. He noted that the other draft plans would be less difficult to do.

Chair DeLaney accepted the MTPO member's agenda change.

## B. ROADWAY PLAN

**MOTION: Commissioner Byerly moved to approve the City of Gainesville Staff recommendation for the Year 2035 Roadway Projects Cost Feasible Plan modified to reduce the Priority No. 6 funding from \$28.5 million to \$24.5 million and include the County's Priority No. 2 and Priority No. 3 projects (Exhibit 3). Commissioner Chestnut seconded.**

A member of the MTPO discussed alternative funding recommendations for the Roadway Plan projects.

A member of the MTPO discussed his concerns regarding development permitting in the unincorporated area of Alachua County and supported express bus service to the City of Archer.

A member of the MTPO discussed his concerns regarding projects left off the list and, therefore, not able to access other funding sources for the projects.

Mr. Paul noted that Priority No. 9 and Priority No. 10 are not part of the BRT corridor.

Mr. James Bennett, FDOT District 2 Urban Transportation Development Engineer, recommended keeping roadway projects that are not geographically contiguous listed as separate projects. He stated that PD&E studies would not be completed and signed-off by the Federal Highway Administration (FHWA) for projects that funding sources for construction have not been identified. He noted that planning level studies could be done. He added that the LRTP would have to be amended in order for FHWA to fund any project, development and environmental (PD&E) study.

Mr. Paul stated that there are still options in terms of the County's Tax Increment Financing (TIF) Plan and Mobility Plan to identify funding sources for construction. He also discussed the project planning process, noting that studies would need to be completed before a project goes to construction.

### FIRST SUBSTITUTE MOTION:

**Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial. Commissioner Poe seconded.**

### FRIENDLY AMENDMENT:

**Mayor Lowe recommended funding modifications to Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million. Commissioner Pinkoson and Commissioner Poe accepted the amendment.**

Mr. Bennett noted that new priority No. 7 and new Priority No. 8 should include the term “additional roadway capacity” as suggested by Mr. Paul. He added that FDOT takes its guidance for funding projects from the MTPO’s annual List of Priority Projects, not the long range transportation plan priority rankings. He said that the long range transportation plan would need to be amended to describe project details for the multimodal corridor projects in order for those projects to get funded.

A member of the MTPO noted that some studies have been done for the multimodal corridors.

Mr. Bennett stated that these studies on State Highways have not been reviewed by FDOT. He noted that there is a process to follow and that, if the process is not followed, then federal funds are placed at risk.

Mr. Sanderson stated that the MTPO could amend its LRTP as often as it desired, as long as it is properly publicly noticed.

Mr. Bennett cautioned the MTPO at amending its LRTP too often. He noted that LRTPs are updated on a 5-year cycle and should be a stable plan.

**AMENDED FIRST SUBSTITUTE MOTION:**

**Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:**

- 1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;**
- 2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million; and**
- 3. to include “roadway” between the words “additional capacity” in the new Priority No. 7 and the new Priority No. 8.**

**Commissioner Poe seconded.**

Mr. Harrington discussed the proposed roadway plan and Mr. Bennett’s comments.

**SECOND SUBSTITUTE MOTION:**

**Commissioner Byerly moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:**

- 1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;**
- 2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million;**

3. to include “roadway” between the words “additional capacity” in the new Priority No. 7 and the new Priority No. 8; and
4. to place Priority No. 3 and Priority No. 4 in front of Priority No. 1.

Motion failed for lack of a second.

**AMENDED FIRST SUBSTITUTE MOTION RESTATED:**

Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:

1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;
2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million; and
3. to include “roadway” between the words “additional capacity” in the new Priority No. 7 and the new Priority No. 8 (Exhibit 4).

Commissioner Poe seconded. Mr. Sanderson conducted a rollcall vote.

	<u>CITY</u>	<u>COUNTY</u>
Commissioner Long		Yes
Mayor Lowe	Yes	
Commissioner Mastrodicasa	Yes	
Commissioner Pinkoson		Yes
Commissioner Poe	Yes	
Commissioner Wells	Yes	
Commissioner Byerly		No
Commissioner Chestnut		Yes
Commissioner Donovan	No	
Commissioner Hawkins	Yes	
Chair DeLaney		Yes

Motion passed 9 to 2.

Mr. Sanderson reported the joint recommendations for Alachua County and City of Gainesville projects for the roadway cost feasible plan that are locally-funded.

**MOTION: Commissioner Pinkoson moved to include the locally-funded projects in Table 2 (Exhibit 5) in the adopted Cost Feasible Plan. Commissioner Hawkins seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

Mr. Sanderson stated that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list.

**MOTION: Commissioner Chestnut moved to approve the Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 4) with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list. Commissioner Wells seconded. Mr. Sanderson conducted a show- of-hands vote; motion passed unanimously.**

A. BICYCLE/PEDESTRIAN PLAN

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff Bicycle/Pedestrian Cost Feasible Plan recommendations.

**MOTION: Commissioner Wells moved to approve Table 1 Year 2035 Bicycle/Pedestrian Projects Cost Feasible Plan with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list (Exhibit 6). Mayor Lowe seconded. Mr. Sanderson conducted a show of hands vote; motion passed unanimously.**

C. TRANSIT PLAN

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff Transit Cost Feasible Plan recommendations.

**MOTION: Commissioner Pinkoson moved to approve Table 3 Year 2035 Transit Projects Cost Feasible Plan with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list (Exhibit 7). Commissioner Hawkins seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed 10 to 1 (Commissioner Donovan in dissent).**

D. INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Mr. Sanderson reported the joint recommendations for Table 4 ITS Cost Feasible Plan projects.

A member of the MTPO discussed his interest in expanding the ITS project list to include travel demand management strategies, such as high occupancy vehicle (HOV) lanes and high occupancy toll (HOT) lanes.

**MOTION: Commissioner Wells moved to approve Table 4 Year 2035 ITS Projects Cost Feasible Plan, amended to include, as Priority No. 5, a travel demand management information technologies project that addresses travel demand strategies, such as high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes and other travel demand management technologies (Exhibit 8). Commissioner Chestnut seconded. Mr. Sanderson conducted a show of hands vote; motion passed unanimously.**

IV. NEXT MTPO MEETING

Mr. Sanderson stated that there was no business requiring the MTPO to meet in November. He said that the next MTPO meeting is scheduled for December 13th at 5:00 p.m.

**It was a consensus of the MTPO to meet on December 13th beginning at 5:00 p.m.**

V. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no citizens comments.

C. CHAIR'S REPORT

Chair DeLaney noted that she spent all day on the election canvassing board. She recommended watching the CNBC Executive Vision show on transportation. She and Mr. Sanderson thanked Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, for RPG's work on the plan update.

ADJOURNMENT

Chair DeLaney adjourned the meeting at 8:42 p.m.

12/20/10  
Date

  
\_\_\_\_\_  
MTPO Secretary/Treasurer

**EXHIBIT A**

**Interested Citizens**

**Alachua County**

**City of Gainesville**

**Florida Department  
of Transportation**

Whit Blanton

Mike Fay

Russ Blackburn

Karen Taulbee

David Coffey

Jonathan Paul

Jesus Gomez

Bruce DeLaney

Randall Reid

Debbie Leistner

Steve de MontMallin

David Schwartz

Doug Robinson

John Glanzer<sup>#</sup> Exhibit 9

Teresa Scott

Brian Harrington

Naman Henderson

\* By telephone

# Spoke and provided written comments

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# North Central Florida Regional Planning Council

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

MTPO MINUTES  
OCTOBER 27, 2010



## CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

Wednesday, 6:00 p.m.  
October 27, 2010

### STAFF RECOMMENDATION

- Page #9 CA. 1 MTPO Minutes- October 4, 2010 APPROVE MINUTES  
This set of MTPO minutes is ready for review
- Page #15 CA. 2 Transportation Disadvantaged Board APPOINT MEMBER  
Member Appointment  
The Alachua County Veterans Service Office nominated Mr. Kyle Morrison to serve as the alternate representative on the Coordinating Board
- Page #19 CA. 3 Depot Avenue Status Report FOR INFORMATION ONLY  
This material is included in you meeting packet for information only



EXHIBIT F  
City of Gainesville

ROADWAY COST FEASIBLE PLAN - RECOMMENDATIONS

DESCRIPTION	MTPO Staff		Alachua County		City Staff	
	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST
SR 226 (SE 16 Ave) widen to 4 lanes	1	\$15	9 11	\$4 \$11	1	\$15
SR 121 (NW 34 St) add turn lanes	2	\$6	7	\$6	2	\$6
SR 26 (University Ave) multimodal corridor	3	\$5	4	\$1	3	\$5
US 441 (NW 13 St) multimodal corridor	4	\$5	5	\$1	4	\$5
Waldo Rd Multiway Blvd support BRT & redevelopment	5	\$3	1	\$3	5	\$3
BRT Infrastructure (Santa Fe Village to Gainesville Airport)	6	\$10.5	10	\$30	6	\$28.5
SR 24 (Archer Rd) 4-laning	7	\$13	-	-	-	-
SR 331 (Williston Rd) 4-laning	8	\$5	8	\$0.5	-	-
SR 24 (Archer Rd) BRT PD&E (US 441 to SW 37 Blvd)	-	-	2	\$2	-	-
SR 26 (Newberry Rd) BRT PD&E	-	-	3	\$2	-	-
SR 24 (Archer Rd) BRT PD&E (SW 45 St to MTPO bound.)	-	-	6	\$2	-	-
<b>Total</b>		<b>\$62.5</b>		<b>\$62.5</b>		<b>\$62.5</b>



TABLE 2- ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
<b>STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)</b>				
-	<b>Interstate 75 Interchange Modifications</b>	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
<b>TOTAL STRATEGIC INTERMODAL SYSTEM</b>				<b>\$6.4</b>
<b>STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million future year dollars)</b>				
1	<b>State Road 226 (SE 16th Avenue)</b> widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	<b>State Road 121 (NW 34th Street)</b> -construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	<b>State Road 26 (University Avenue)</b> Multimodal Emphasis Corridor Study (see footnote <sup>b</sup> )	Gale Lemerand Drive to Waldo Road	1.5	\$3.5
4	<b>US 441 (W. 13th Street)</b> Multimodal Emphasis Corridor Study (see footnote <sup>b</sup> )	NW 33rd Avenue to Archer Road	2.8	\$3.5
5	<b>Waldo Road Multi-way Boulevard</b> redesign to support bus rapid transit, multi-use trail and corridor redevelopment Study (see footnote <sup>a</sup> ) (PD&E)	University Avenue to NE 39th Avenue	2.5	\$3
6	<b>Bus Rapid Transit (BRT) Corridor Infrastructure - Partial</b>	Santa Fe Village to Gainesville Regional Airport	14.0	\$27.5
7	<b>State Road 26 (Newberry Road)</b> Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	SW 62nd Blvd to Ft. Clarke Blvd	1.5	\$1.25
8	<b>State Road 24 (Archer Road)</b> Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	US 441 to SW 37th Boulevard	3.0	\$1.25
9	<b>State Road 24 (Archer Road)</b> Bus Rapid Transit (BRT) Dedicated Lane(s) design, additional capacity and corridor management Study (PD&E)	SW 45th Street to MTPO boundary west of SW 91 <sup>st</sup> Street	3.5	\$1.25
10	<b>State Road 121 (Williston Road)</b> additional capacity & corridor management Study (PD&E)	SW 35th Way (west of I-75) to SW 62nd	.75	\$.5
<b>TOTAL STATE HIGHWAY SYSTEM</b>				<b>\$62.5</b>
<b>TOTAL STATE HIGHWAY SYSTEM (Future Year Dollars)</b>				<b>\$92.0</b>

<sup>a</sup>Waldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

<sup>b</sup>Multi-modal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.

*Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.*

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## Suggested Consensus Table For Cost Feasible Plan for State Highway System Funds

<i>Description</i>	<i>MTPO STAFF</i>		<i>ALAGHUA COUNTY</i>		<i>CITY STAFF</i>		<i>SUGGESTED CONSENSUS</i>	
	<i>Priority</i>	<i>Cost</i>	<i>Priority</i>	<i>Cost</i>	<i>Priority</i>	<i>Cost</i>	<i>Priority</i>	<i>Cost</i>
SR 226 (SE 16 Ave) widen to 4 lanes	1	\$15	9 11	\$4 \$11	1	\$15	1	\$15
SR 121 (NW 34 St) add turn lanes	2	\$6	7	\$6	2	\$6	2	\$6
SR 26 (University Ave) multimodal corridor	3	\$5	4	\$1	3	\$5	3	\$3.5
US 441 (NW 13 St) multimodal corridor	4	\$5	5	\$1	4	\$5	4	\$3.5
Waldo Rd Multiway Blvd Support BRT & redevelopment	5	\$3	1	\$3	5	\$3	5	\$3
BRT Infrastructure (SantaFe Village to Gainesville Airport)	6	\$10.5	10	\$30	6	\$28.5	6	\$27.25
SR 24 (Archer Rd) 4-laning	7	\$13	-	-	-	-	-	-
SR 331 (Williston Rd) 4-laning	8	\$5	8	\$0.5	-	-	10	\$0.5
SR 24 (Archer Rd) BRT PD&E(US 441 to SW 37 Blvd)	-	-	2	\$2	-	-	8	\$1.25
SR 26 (Newberry Rd) BRT PD&E	-	-	3	\$2	-	-	7	\$1.25
SR 24 (Archer Rd) BRT PD&E (SW 45 St to MTPO Boundary)	-	-	6	\$2	-	-	9	\$1.25



**EXHIBIT 3**  
**Commissioner Mike Byerly**

ROADWAY COST FEASIBLE PLAN - RECOMMENDATIONS

DESCRIPTION	MTPO Staff		Alachua County		City Staff		Commissioner Byerly	
	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST
SR 226 (SE 16 Ave) widen to 4 lanes	1	\$15	9 11	\$4 \$11	1	\$15	1	\$15
SR 121 (NW 34 St) add turn lanes	2	\$6	7	\$6	2	\$6	2	\$6
SR 26 (University Ave) multimodal corridor	3	\$5	4	\$1	3	\$5	3	\$5
US 441 (NW 13 St) multimodal corridor	4	\$5	5	\$1	4	\$5	4	\$5
Waldo Rd Multiway Blvd support BRT & redevelopment	5	\$3	1	\$3	5	\$3	5	\$3
BRT Infrastructure (Santa Fe Village to Gainesville Airport)	6	\$10.5	10	\$30	6	\$28.5	6	\$24.5
SR 24 (Archer Rd) 4-laning	7	\$13	-	-	-	-	-	-
SR 331 (Williston Rd) 4-laning	8	\$5	8	\$0.5	-	-	-	-
SR 24 (Archer Rd) BRT PD&E (US 441 to SW 37 Blvd)	-	-	2	\$2	-	-	7	\$2
SR 26 (Newberry Rd) BRT PD&E	-	-	3	\$2	-	-	8	\$2
SR 24 (Archer Rd) BRT PD&E (SW 45 St to MTPO bound.)	-	-	6	\$2	-	-	-	-
<b>Total</b>		<b>\$62.5</b>		<b>\$62.5</b>		<b>\$62.5</b>		<b>\$62.5</b>



TABLE 2

## YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
<b>STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)</b>				
-	<b>Interstate 75 Interchange Modifications</b>	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
<b>TOTAL STRATEGIC INTERMODAL SYSTEM</b>				<b>\$6.4</b>
<b>STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)</b>				
1	<b>State Road 226 (SE 16th Avenue)</b> widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	<b>State Road 121 (NW 34th Street)</b> - construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	<b>State Road 26 (University Avenue) Multimodal Emphasis Corridor Study</b> (see footnote <sup>a</sup> )	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
4	<b>US 441 (W. 13th Street) Multimodal Emphasis Corridor Study</b> (see footnote <sup>a</sup> )	NW 33rd Avenue to Archer Road	2.8	\$4.75
5	<b>Waldo Road Multiway Boulevard</b> redesign to support bus rapid transit, multi-trail and corridor redevelopment study (PD&E) (see footnote <sup>b</sup> )	University Avenue to NE 39th Avenue	2.5	\$3.0
6	<b>Bus Rapid Transit (BRT) Corridor Infrastructure- Partial</b>	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0
7	<b>State Road 24 (Archer Road) BRT</b> Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45th Street	3.5	\$0.5
8	<b>State Road 121 (Williston Road)</b> additional roadway capacity and corridor management study (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	\$0.5
<b>TOTAL STATE HIGHWAY SYSTEM</b>				<b>\$62.5</b>



TABLE 2 (Continued)

## YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
<b>Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
1	SW 20th Avenue, four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	\$8.8
2	SW 8th Avenue-Phase 2, two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	\$2.7
3	NW 23rd Avenue, four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	\$1.8
4	NW 23rd Avenue, four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	\$12.0
5	SE 43rd Street, construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
6	SW 45th / 47th Street, new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	\$4.5
7	SW 30 <sup>th</sup> Avenue, new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	\$13.0
8	NW 83 <sup>rd</sup> Street, new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	\$2.5
9	NW 83 <sup>rd</sup> Street, BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	\$7.8
10	Ft. Clarke/NW 83 <sup>rd</sup> Street Corridor, BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	\$14.0

**TABLE 2 (Continued)**

**YEAR 2035 ROADWAY COST FEASIBLE PLAN**

<b>PRIORITY</b>	<b>DESCRIPTION</b>	<b>FROM/TO</b>	<b>LENGTH (IN MILES)</b>	<b>ESTIMATED COST (IN MILLIONS)</b>
11	NW 46 <sup>th</sup> Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	\$15.5
<b>TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM</b>				<b>\$83.5</b>
<b>City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
N/A	<b>SE 4th Street- Phase 2</b> reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	<b>SW 62nd Boulevard</b> -four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
<b>TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM</b>				<b>\$113.3</b>
<b>GRAND TOTAL COMBINED ROADWAY SYSTEMS</b>				<b>\$265.7</b>

<sup>a</sup>Multimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

<sup>b</sup>Waldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

*Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.*

TABLE 1

**YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN**

<b>SEGMENT PRIORITY</b>	<b>DESCRIPTION</b>	<b>FROM/TO</b>	<b>LENGTH (IN MILES)</b>	<b>ESTIMATED COST IN MILLIONS (2007 DOLLARS)</b>
<b>Surface Transportation Program (STP) Enhancements (<i>Cost Feasible Plan Revenues = \$11.5 million</i>)</b>				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
<b>TOTAL STP ENHANCEMENT FUNDED PROJECTS</b>				<b>\$11.7</b>
<b>LOCAL FUNDS</b>				
<b>Alachua County Projects (identified as Cost Feasible by Year 2020)</b>				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	\$0.4
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	\$0.3
<b>TOTAL ALACHUA COUNTY PROJECTS</b>				<b>\$0.7</b>
<b>LOCAL FUNDS</b>				
<b>City of Gainesville Projects (identified as Cost Feasible by Year 2015)</b>				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
<b>TOTAL CITY OF GAINESVILLE PROJECTS</b>				<b>\$0.5</b>
<b>GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS</b>				<b>\$12.9</b>

NA- Not applicable



TABLE 3

**YEAR 2035 TRANSIT COST FEASIBLE PLAN**

<b>PROJECT PRIORITY</b>	<b>DESCRIPTION</b>	<b>FROM/TO</b>	<b>LENGTH (IN MILES)</b>	<b>ESTIMATED COST IN MILLIONS (2010 DOLLARS)</b>
<b>Transit (Cost Feasible Plan Revenues = \$3.7 million)</b>				
1	Transit Maintenance Facility	Not Applicable (NA)	NA	\$50.0
<b>TOTAL</b>				<b>\$50.0</b>

<b>Surface Transportation Program (Cost Feasible Plan Revenues = \$36.1 million)</b>				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
5	Transit Maintenance Facility	NA	NA	\$50.0
<b>TOTAL</b>				<b>\$53.4</b>



## YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	<p><u>Interstate 75 Intelligent Transportation System Corridor</u></p> <p>Marion County line to Columbia County Line</p>	<p>A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p>	\$9,900,000
2	<p><u>Regional Transportation System Bus Priority System</u></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p>	<p>A. <u>Route #9</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to SW 23rd Drive <u>State Road 331 (Williston Road)</u> from SW 25th Terrace to SW 23rd Street</p> <p>B. <u>Route # 20</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>C. <u>Route# 21</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>D. <u>Route #35</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 24 (Archer Road) to Shealy Drive <u>State Road 12 (SW 34th Street)</u> from SW 35th Place to State Road 226 (SW 16th Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 121 (SW 34th Street) to SW 23rd Street</p>	\$600,000

YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	<p><b><u>Dynamic Message Signs on State Highway Arterials</u></b></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound)</p> <p>B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)</p>	\$700,000
4	<p><b><u>Expand Automated Arterial Travel Time System</u></b></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p>A. <b><u>State Road 25 (NW 13th Avenue)</u></b> State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road)</p> <p>B. <b><u>State Road 121 (SW 34th Street)</u></b> NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp</p>	\$600,000
5	<p><b><u>Travel Demand Management</u></b></p> <p>Information technologies project that addresses travel demand strategies, such as high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes and other travel demand management technologies.</p>	Gainesville Metropolitan Area-wide	(to be determined)
<b>GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS</b>			<b>\$11,800,000</b>

NA- Not applicable

EXHIBIT 9

PROJECT COMMENT FORM

YEAR 2035 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE PLAN  
PUBLIC HEARING  
OCTOBER 27, 2010  
6:00 P.M.

The Metropolitan Transportation Planning Organization welcomes your comments on the proposed Year 2035 Long Range Transportation Plan update. In order for your comments to be addressed by the MTPO at the public hearing, they must be received at the MTPO office by noon on October 27, 2010.

1. Please share your concerns concerning the Year 2035 Long Range Transportation Plan update.

PLEASE APPROVE Table 2B (Pg 153) AS  
per MTPO staff recommendation. We feel that it  
is critical that the Archer Road project gets  
on the Feasibility List. MTPO has a responsibility  
to address corridor issues along with Transit &  
Multi-modal issues.

If additional space is needed for your comments, please use the back of this form.

2. Please provide your name and address below if you would like to receive future information regarding this project.

Name: JOHN GLANZER  
Organization: City of Archer.  
Address: P.O. Box 39 16870 SW 13th Ave Archer  
Phone: 495-2886  
Email: CityManager@CityofArcher.com

For further information or comment, please contact the:  
Metropolitan Transportation Planning Organization  
Attention: Marlic Sanderson  
2009 NW 67th Place  
Gainesville, FL 32653  
Phone: (352) 955-2200 Fax: (352) 955-2209

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REGIONAL PLANNING COUNCIL

