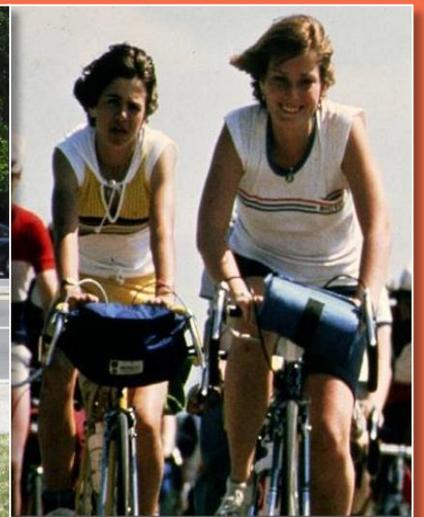




*Prepared for:*  
**Metropolitan Transportation Planning Organization  
for the  
Gainesville Urbanized Area**

# Year 2040 Long Range Transportation Plan **TECHNICAL REPORT 1** **Public Involvement**



*Prepared by:*







## **Metropolitan Transportation Planning Organization**

**For the Gainesville Urbanized Area**

### **YEAR 2040 LONG RANGE TRANSPORTATION PLAN**

#### **Technical Report 1**

#### **Public Involvement**

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## **ENGAGEMENT PROCESS**

### **Public Involvement Activities**

The public involvement process for the Year 2040 Long Range Transportation Plan (LRTP) was guided by a Public Participation Plan. The purpose of the Public Participation Plan was to provide a roadmap to systematically achieve goals and objectives for participation, ensuring diverse and inclusive public input during the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area’s transportation future. As required by federal law, the plan was available for a 45-day review and comment period before it was approved.

The Public Participation Plan includes goals, targeted objectives, a variety of strategies and tools and tactics to ensure effectiveness. The Public Participation Plan is included in the Appendix.

### **Project Website**

Information about the Year 2040 Long Range Transportation Plan process was posted on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area website at [www.ncfrpc.org/mtpo/LRTP.html](http://www.ncfrpc.org/mtpo/LRTP.html) and the project website, [www.livablecommunity2040.com](http://www.livablecommunity2040.com), which was launched at the onset of the process and managed by consultant staff. The website contained general information about the Year 2040 Long Range Transportation Plan planning process and upcoming meetings, as well as contact information for project staff. The website was updated throughout the process and provided interested parties with project information, links to surveys, and opportunities to provide comments and to sign up to receive communications and announcements about the Year 2040 Long Range Transportation Plan. A calendar identifying all project related public meetings and activities was posted on the Year 2040 Long Range Transportation Plan project website.

### **Social Media**

Community members were engaged through social media outlets using the Facebook page <https://www.facebook.com/GainesvilleMTPO>. The page included plan update information and announcements relevant to the transportation planning process and feedback from the public. Social media tools were used to increase awareness of the Long Range Transportation Plan process and to solicit meaningful community input.



## Newsletter

Three newsletters were distributed during the Year 2040 Long Range Transportation Plan process. The first newsletter announced the Year 2040 Long Range Transportation Plan kickoff. Subsequent issues provided updates on the planning process and public participation opportunities, and requested feedback. The newsletters included visual graphics to help area residents understand why they should contribute to the plan's development. The newsletters are included in the Appendix.

## Surveys

Surveys were another effective tool used for collecting public comments on the Year 2040 Long Range Transportation Plan. Survey instruments were thoroughly reviewed and approved before implementation. An online survey was available on the website at [www.livablecommunity2040.com](http://www.livablecommunity2040.com). The online survey gave the public an opportunity to be involved during the planning process. The online survey results is included in the Appendix. Surveys were distributed at Community Public Workshops. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received a lot of important feedback from the community through a 2014 telephone survey. The phone survey was conducted by University of Florida Survey Research Center Bureau of Economic and Business Research. The 2014 telephone survey is included in the Appendix.

## Meetings/Presentations

Staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and consultant staff made presentations to community groups, agencies and others throughout the Year 2040 Long Range Transportation Plan process. The meetings are provided below:

- Gainesville Area Chamber of Commerce, May 6, 2015
- Alachua County League of Cities, May 26, 2015 & July 28, 2015
- Gainesville Alachua County Association of Realtors, July 13, 2015

## Committee Meetings

Briefings were also provided to the Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Pedestrian Advisory Board of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area throughout the Long Range Transportation Plan process. The meeting minutes are included in the Appendix.

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## Presentations

Briefings were provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at key points during the Long Range Transportation Plan process, including at the public hearings: June 1, 2015 (Needs Plan public hearing) and October 5, 2015 (Cost Feasible Plan public hearing). Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area public meetings include a time for public comment, serving as an additional opportunity for the public to share their comments on the transportation needs and priorities. Minutes for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meetings are available on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area website [www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo) and in the Appendix.

## EVALUATION

The various methods used to engage the public in the development of the Year 2040 Long Range Transportation Plan provided a wide range of feedback throughout the process. The combination of workshops and advisory committee meetings allowed participants to focus on their priorities and needs for the transportation network in the Gainesville Urbanized Area. Held at various points in the process, these activities provided important feedback on the plan recommendations, shaping the final Needs and Cost Feasible Plans. A summary of the Community Public Workshops is included below:

### Community Public Workshop 1

The first scheduled community public workshop for the Year 2040 Long Range Transportation Plan was held on Monday, February 24, 2014, from 5:00 p.m. to 8:00 p.m., at the Gainesville Regional Utilities Multi-Purpose Room, 301 SE 4<sup>th</sup> Avenue, Gainesville, Florida 32601. The meeting was sponsored by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

This meeting was the first of a series of three community public workshops and two public hearings scheduled to take place during the Year 2040 Long Range Transportation Plan update. The workshop was designed to allow participants to provide input to help identify the area's transportation issues and needs. Public involvement is very important to this planning process, as the Year 2040 Long Range Transportation Plan will set transportation priorities and guide the federal, state, and local funding for transportation projects over the next 25 years.



## **Meeting Attendance**

Thirteen people from Gainesville and Alachua County signed the sign-in sheet. An exhibit map of the Gainesville Urbanized Area was located by the meeting check-in table and meeting attendees were asked to place a colored dot on the map to identify where they live. Also attending were eight members of the project team from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and project consultant firms. Parking was available to accommodate all of the attendees, including the disabled. Signs were placed to direct attendees to the meeting location from the parking lot into the meeting room. Project representatives were available to discuss the Year 2040 Long Range Transportation Plan, receive public input, and answer questions.

## **Public Notification**

Meeting invitations were sent by email and newsletters with meeting information distributed to various locations throughout the City of Gainesville. The invitations included the date, time and location for Community Public Workshop #1. Meeting notification was placed on the Metropolitan Transportation Planning Organization for the Urbanized Area Year 2040 Long Range Transportation Plan website [www.livablecommunity2040.com](http://www.livablecommunity2040.com) and on the Facebook page [www.facebook.com/GainesvilleMTPO](http://www.facebook.com/GainesvilleMTPO). Meeting notification was also placed on the North Central Florida Regional Planning Council website [www.ncfrpc.org/mtpo/LRTP.html](http://www.ncfrpc.org/mtpo/LRTP.html).

## **Media Notification**

The community public workshop was advertised in advance with display ads in *The Independent Florida Alligator*, *Gainesville Guardian*, and *The Gainesville Sun*. A display ad was placed on bulletin boards throughout the City of Gainesville, and on Regional Transit System buses. A press release was distributed to major local media outlets via e-mail on February 17, 2014.

## **Public Meeting Agenda**

The workshop agenda included an informal open house period which allowed attendees to ask questions and discuss their ideas and concerns with members of the project team. This was followed by a 45-minute PowerPoint presentation which gave an overview of 2040 growth projections, an overview of the long range transportation plan process, major topics and the



schedule. After a short question/answer period, the attendees were organized into two groups to participate in planning exercises: a Color Dot Survey and an Issues and Thoughts Flip Chart. The results of both exercises assisted in the development of the vision, principles and strategies for the Year 2040 Long Range Transportation Plan.

The following display boards were available for public review:

- Title VI Board
- Map of the Gainesville Metropolitan area

Hand-outs regarding the Year 2035 Long Range Transportation Plan were available and the *Year 2040 Long Range Transportation Plan Public Participation Plan* was on display for review and comment.

### **Color Dot Survey Exercise**

As described above, participants were organized into two groups. Each group was given five colored dots and four “What’s Important to You” chart hand-outs (Roads, Transit, Bicycle/ Pedestrian and Operations). Each group was asked to place the colored dots on topics that they thought should be considered for analysis and, ultimately, funding priority.

Following is a summary of the Color Dot Survey exercise results.

- Roads
  - Maintain Existing Roads (3 Dots)
  - Widen Existing Roads (1 Dot)
- Transit
  - Enhance Existing Bus Routes (1 Dot)
- Bicycle/Pedestrian
  - Enhance Sidewalk Connectivity (2 Dots)
  - Add In-Street Bicycle Lanes (1 Dot)
  - Build Off-Road Multi-Use Paths/Trails (2 Dots)
- Operations
  - None



## **Issues and Thoughts Exercise**

Participants were organized into two groups. Each person in the group was asked to come up with three issues that they felt needed to be addressed in the Year 2040 Long Range Transportation Plan. A project team member wrote the results on a flip chart. Each participant was then given three colored dots and was asked to place the dots on the issues they found to be the most important. The results of that exercise are shown below.

### **Group 1**

- Maintaining Existing Roadways (4 Dots)
- Connectivity to Ease Congestion (8 Dots)
- Walkability (4 Dots)

### **Group 2**

- Maintaining Existing Roadways (4 Dots)
- Widen Roads/Ease Congestion (2 Dots)
- Roadways Bicycle & Pedestrian Facilities (8 Dots)

## **Meeting Handouts**

Newsletter No. 1 was distributed to the attendees along with an evaluation/comment form. Participants were encouraged to view the presentation and discuss their thoughts and concerns regarding the Year 2040 Long Range Transportation Plan with project team members.

## **Public Comments**

Twelve comment forms were received at the meeting. There was one e-mail received from the public prior to the workshop and one e-mail received after the workshop. One person advised she wouldn't be able to attend the meeting; the other just wanted to know what the workshop was about and where he could find additional information. He was directed to the project website at [www.livablecommunity2040.com](http://www.livablecommunity2040.com).



## **Next Steps**

Based on the input from this community public workshop and other public involvement activities scheduled later in the year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area study team will develop principles, strategies, and performance measures (measures of effectiveness), as well as alternative transportation options to be considered in the development of the recommended Year 2040 Needs Plan.

## **Community Public Workshop 2**

The second scheduled community public workshop for the Year 2040 Long Range Transportation Plan was held on Monday, February 23, 2015, from 6:00 p.m. to 8:00 p.m., at the Gainesville Regional Utilities Multi-Purpose Room, 301 SE 4<sup>th</sup> Avenue, Gainesville, Florida 32601. The meeting was sponsored by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

This meeting was the second of a series of three community public workshops and two public hearings scheduled to take place during the Year 2040 Long Range Transportation Plan update. The workshop was designed to present the results of the Gainesville Urbanized Area Transportation Study travel demand model testing and evaluation and receive input regarding two future (Year 2040) transportation networks: Alternative 1 - allocates future revenues primarily to new corridors and Alternative 2 - allocates future revenues primarily to existing corridors. Public involvement is very important to this planning process, as the Year 2040 Long Range Transportation Plan will set local transportation priorities and guide the federal, state, and local funding for transportation projects over the next 25 years.

## **Meeting Attendance**

Nine people from Gainesville and Alachua County signed in at the meeting. An exhibit map of the Gainesville Urbanized Area was located by the meeting check-in table and meeting attendees were asked to place a colored dot on the map to identify where they live. Also attending were eight members of the project team from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and project consultant firms. Parking was available to accommodate all of the attendees, including the disabled. Signs were placed to direct attendees to the meeting location from the parking lot into the meeting room. Project representatives were



available to discuss the Year 2040 Long Range Transportation Plan, receive public input, and answer questions.

### **Public Notification**

Meeting invitations were sent by email and newsletters and were distributed to various locations throughout the City of Gainesville. The invitations included the date, time and location for Community Public Workshop #2. Meeting notification was placed on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2040 Long Range Transportation Plan website [www.livablecommunity2040.com](http://www.livablecommunity2040.com) and on the Facebook page [www.facebook.com/GainesvilleMTPo](http://www.facebook.com/GainesvilleMTPo). Meeting notification was also placed on the North Central Florida Regional Planning Council website [www.ncfrpc.org/mtpo/LRTP.html](http://www.ncfrpc.org/mtpo/LRTP.html).

### **Media Notification**

The community public workshop was advertised in advance with display ads in *The Independent Florida Alligator*, *Gainesville Guardian*, and *The Gainesville Sun*. A display ad was placed on bulletin boards throughout the City of Gainesville and on Regional Transit System buses. A press release was distributed to major local media outlets via e-mail on February 16, 2015.

### **Public Meeting Agenda**

The workshop agenda included an informal open house period which allowed attendees to ask questions and discuss their ideas and concerns with members of the project team. This was followed by a 20 minute PowerPoint presentation which gave an overview of Year 2040 Needs Plan Development, Forecasted Year 2040 Growth, Potential Needs Plan Projects, and the schedule. After a short question / answer period, the attendees were organized into groups to participate in a planning exercise: Red Light / Green Light - Color Dot Survey.

The following display boards were available for public review:

- Title VI Board
- Map of the Gainesville Metropolitan Area
- Year 2040 Roadway Deficiencies Map
- Year 2040 Proposed Needs Assessment Projects - Alternative 1 Map
- Year 2040 Proposed Needs Assessment Projects - Alternative 2 Map



- Year 2040 Existing-plus-Committed Two-Way Transit Volumes
- Year 2040 Existing-plus-Committed Two-Way Non-Motorized Volumes
- Year 2040 Existing-plus-Committed Two-Way Motorized Volumes
- Year 2010 Base Year Network Deficiencies

Hand-outs regarding the Year 2035 Long Range Transportation Plan, Year 2040 Long Range Transportation Plan Newsletter No. 1 and Newsletter No. 2 were available. The *Year 2040 Long Range Transportation Plan Public Participation Plan* was on display.

**Red Light / Green Light - Color Dot Survey Exercise**

As described above, participants were given five green dots and three red dots. Each participant was asked to place the green dots on projects listed on the Year 2040 Long Range Transportation Plan Potential Needs Assessment Projects board where they thought the projects should be considered for analysis and, ultimately, funding priority. Each participant was asked to place the red dots on the projects listed on the Year 2040 Long Range Transportation Plan Potential Needs Assessment Projects board for projects they thought were unnecessary and should be removed.

Following is a summary of the Color Dot Survey exercise results:

PROJECT	Number of Dots	
	Green	Red
Tower Road- Widen 4 lanes from SW 24th Avenue to SW 8th Avenue	4	-
Tower Road- Widen to 4 lanes from Archer Road to SW 24th Avenue	3	1
Springhills Connector- New roadway from Springhills Boulevard to Millhopper Road	3	-
SW 63rd Boulevard- Extend Archer Road to SW 24th Avenue	3	-
NW 34th Street- Widen 4 lanes from NW 16th Avenue to NW 39th Avenue	3	-
NW 34th Street- Widen to 4 lanes from NW 39th Avenue to US 441	3	-



PROJECT	Number of Dots	
	Green	Red
Miscellaneous bicycle lanes and facilities	3	-
Miscellaneous bus shelters and amenities	3	-
NW 34th Street- Widen 4 lanes from University Avenue to NW 16th Avenue	2	2
Archer Road- Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)	2	-
Increase weekday frequencies on City routes (minimum 30 minute frequency)	2	-
Increase weekday operation hours on City routes (minimum 14 hours service)	2	-
Modify NW 23 Avenue to add bike lanes from NW 34th Street to Waldo Road	2	-
Bike lanes/Trail on NW 13th Street from NW 23rd Avenue to SW Archer Road	2	-
SW 47th Avenue- Extend from SW 34th Street to Williston Road	1	-
SW 20th Avenue- widen 4 lanes from SW 62nd Boulevard to SW 43rd Street	1	-
SW 62nd Boulevard- Widen to 4 lanes from SW 20th Avenue to Newberry Road	1	-
Expand weekend service on City routes (minimum 60 minute frequency and 10 hours service)	1	-
Butler Plaza Transit Center / Park and Ride Facility	1	-
Provide Premium Transit Service (10 minute headways) from Five Points to Eastside Park and Ride with dedicated lanes on SE Hawthorne Road	1	-

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PROJECT	Number of Dots	
	Green	Red
Extend service in south Gainesville (South Main Street and Williston Road area)	1	-
Hawthorne Braid- Extend CSX trail from NW 16th Avenue to NW 39th Avenue	1	-
University Braid- New trail on University Avenue from Waldo Road to NE 55th Boulevard	1	-
Intelligent Transportation System Transit Signal Priority	1	-
Miscellaneous sidewalk projects	1	-
SW 23rd Street- Extend & connect to SW 23rd Terrace- Shared-Use Path	1	-
Enhance utilization of Old Archer Road- Shared-Use Path	1	-
SW Williston Road- Widen to 4 lanes from SW 62nd Avenue to I-75	-	2
Intelligent Transportation System Arterial Dynamic Message Signs	-	2
NW 83rd Street- Extend from NW 39th Avenue to Springhills Boulevard	-	1
Springhills Boulevard- New roadway from NW 122nd Street to NW 83rd Street	-	1
NW 98th Street- Extend from NW 39th Avenue to Springhills Boulevard	-	1
SW 20th/SW 24th Avenue- Widen to 4 lanes from SW 61 Street to SW 62	-	1
NE 39th Avenue- Widen to 4 lanes from Airport Entrance to SR 26	-	1
NW 98th Street- Widen 4 lanes from NW 23rd Avenue to NW 39th Avenue	-	1



PROJECT	Number of Dots	
	Green	Red
NW 83rd Street- Widen 4 lanes from NW 23rd Avenue to NW 39th Avenue	-	1
NW 39th Avenue- Widen to 4 lanes from NW 98th Street to NW 143rd Street	-	1
Oaks Mall Connector- New bridge over I-75 from University Avenue to SW 62nd Boulevard	-	1
Hull Road- Extend from SW 38th Terrace to SW 43rd Street	-	1
Provide Premium Transit Service (10 minute headways) from Butler Plaza to Celebration Pointe With dedicated lanes from SW 42nd Way to Celebration Pointe Park and Ride	-	1
Provide Premium Transit Service (10 minute headways) from Archer Road to SW 122 Street With dedicated and shared lanes on SW 122nd, Haile Plantation, and Newberry Road	-	1
Santa Fe College Transit Center	-	1
Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road)	-	1
<b>TOTAL</b>	50	21

- Projects that should be considered for analysis.
- Projects that are unnecessary and should be removed from the list.

### Meeting Handouts

Newsletter No. 2 was distributed to the attendees along with an evaluation/comment form and a survey. Participants were encouraged to view the presentation and discuss their thoughts and concerns regarding the Year 2040 Long Range Transportation Plan with project team members.

### Public Comments

One comment form was received at the meeting. There was one e-mail received from the public prior to the workshop and one e-mail received after the workshop.



### Community Public Workshop 3

The third scheduled community public workshop for the Year 2040 Long Range Transportation Plan was held on Monday, September 21, 2015, from 5:00 p.m. to 7:00 p.m., at the ElderCare of Alachua County Senior Recreational Center, 5701 NW 34<sup>th</sup> Boulevard, Gainesville, Florida 32653. The meeting was sponsored by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

This meeting was the third of a series of three community public workshops and two public hearings scheduled to take place during the Year 2040 Long Range Transportation Plan update. The workshop was designed to present the adopted Year 2040 Needs Plan and estimated revenue forecasts for State Highway System, Federal Transportation Alternatives Program and Federal Surface Transportation Program projects. The adopted Year 2040 Needs Plan includes: Roadway projects, Transit projects, Bicycle and Pedestrian projects, and Aspirational projects (beyond 2040). This meeting was an opportunity to receive public input regarding projects to be funded in the Cost Feasible Plan that will be adopted in October 2015. Public involvement is very important to this planning process, as the Year 2040 Long Range Transportation Plan will set local transportation priorities and guide the federal, state, and local funding for transportation projects over the next 25 years.

### Meeting Attendance

Twenty-nine people from Gainesville and Alachua County signed in at the meeting. An exhibit map of the Gainesville Urbanized Area was located by the meeting check-in table and meeting attendees were asked to place a colored dot on the map to identify where they live. Also attending were seven members of the project team from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and project consultant firms. Parking was available to accommodate all of the attendees, including the disabled. Gainesville Regional Transit System stops at this location. Signs were placed to direct attendees to the meeting location from the parking lot into the meeting room. Project representatives were available to discuss the Year 2040 Long Range Transportation Plan, receive input, and answer questions.

### Public Notification

Meeting invitations were sent by email and newsletters, and were distributed to various locations throughout the City of Gainesville. Phone calls were made to personally invite members of the



community. The invitations included the date, time and location for Community Public Workshop #3. Meeting notification was placed on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2040 Long Range Transportation Plan website [www.livablecommunity2040.com](http://www.livablecommunity2040.com) and the Facebook page [www.facebook.com/GainesvilleMTPO](http://www.facebook.com/GainesvilleMTPO). Meeting notification was also placed on the North Central Florida Regional Planning Council website [www.ncfrpc.org/mtpo/LRTP.html](http://www.ncfrpc.org/mtpo/LRTP.html).

### **Media Notification**

The community public workshop was advertised in advance with display ads in *The Independent Florida Alligator*, *Gainesville Guardian*, and *The Gainesville Sun*. A display ad was placed on bulletin boards throughout the City of Gainesville. A press release was distributed to major local media outlets via e-mail on September 1, 2015.

### **Public Meeting Agenda**

The workshop agenda included an informal open house period which allowed attendees to ask questions and discuss their ideas and concerns with members of the project team and to participate in the “Mobility Madness” game. This was followed by a 20 minute PowerPoint presentation. After a short question / answer period, the attendees were organized into groups to participate in a planning exercise: Red Light / Green Light - Color Dot Survey.

The following display boards were available for public review:

- Title VI Board
- Gainesville Metropolitan Area Map for Citizen Placement of “Where Do You Live Orange Dots”
- Adopted Year 2040 Needs Plan Projects Map
- List of potential Year 2040 Proposed Cost Feasible Plan Projects

Hand-outs regarding the Year 2035 Long Range Transportation Plan, Year 2040 Long Range Transportation Plan Newsletter No. 1, Newsletter No. 2 and Newsletter No. 3 were available. The *Year 2040 Long Range Transportation Plan Public Participation Plan* was on display.



**Mobility Madness - Interactive Game**

The “Mobility Madness” game is similar to the NCAA basketball tournament brackets. For the Year 2040 Long Range Transportation Plan, 32 projects were identified and broken down into four brackets:

- New Roadway Projects
- Existing Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

A “winner” from each bracket was identified, yielding a list of the four most important multimodal projects for each participant. The results of the game will be used to help the project team and elected officials determine how best to prioritize limited funding. Following is a summary of the Mobility Madness game results:

<b>Mobility Madness</b>
<b>New Roadway Winner</b>
<b>R-CC</b> SW 62 <sup>nd</sup> Boulevard - Four-lane extension from Butler Plaza to SW 20 <sup>th</sup> Avenue
<b>Existing Roadway Winner</b>
<b>R-H/I/J</b> NW 34 <sup>th</sup> Street - Widen to four-lanes from University Avenue to US 441
<b>Transit Winner</b>
<b>T-D</b> Increase weekend service on City routes (minimum 60 minute frequency and 10 hours of service)
<b>Bicycle Pedestrian Winner</b>
<b>BP-H/I/J</b> Multimodal Emphasis Corridors - University Avenue, NW/SW 13 <sup>th</sup> Street and NE/SE Waldo Road

**Red Light / Green Light - Color Dot Survey Exercise**

Participants were given five green dots and three red dots. Each participant was asked to place the green dots on projects listed on the Year 2040 Long Range Transportation Plan Adopted Needs Plans Projects boards where they thought the projects should be considered for funding priority. Each participant was asked to place the red dots on the projects listed on the Year 2040 Long Range Transportation Plan Adopted Needs Plans Projects boards for projects they thought were unnecessary and should be removed. A summary of the Color Dot Survey exercise results is depicted on the following pages:

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<b>Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects</b>		<b>Number of Dots</b>	
<b>Roadway Projects</b>		<b>Green</b>	<b>Red</b>
R-A	Archer Road – Widen to 4 lanes from Tower Road to SW 122 <sup>nd</sup> Street (MTPO boundary)	2	4
R-B	Hull Road – Two-lane extension from SW 38 <sup>th</sup> Terrace to SW 43 <sup>rd</sup> Street	-	-
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	1	-
R-D	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 58 <sup>th</sup> Boulevard to NW 83 <sup>rd</sup> Street	-	-
R-E	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 83 <sup>rd</sup> Street to NW 98 <sup>th</sup> Street	-	-
R-F	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 98 <sup>th</sup> Street to NW 122 <sup>nd</sup> Street	-	-
R-G	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 122 <sup>nd</sup> Street to NW 143 <sup>rd</sup> Street	-	-
R-H	NW 34 <sup>th</sup> Street – Widen to 4 lanes from University Avenue to NW 16 <sup>th</sup> Avenue	1	4
R-I	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 16 <sup>th</sup> Avenue to NW 39 <sup>th</sup> Avenue	-	6
R-J	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 39 <sup>th</sup> Avenue to US 441	1	-
R-K	NW 76 <sup>th</sup> Boulevard – Two-lane extension from terminus to NW 83 <sup>rd</sup> Street Extension	-	-
R-L	NW 83 <sup>rd</sup> Street – Two-lane extension from Newberry Road to NW 15 <sup>th</sup> Place	-	-
R-M	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 15 <sup>th</sup> Place to NW 23 <sup>rd</sup> Avenue	-	-
R-N	NW 83 <sup>rd</sup> Street – Widen to 4 lanes from NW 23 <sup>rd</sup> Avenue to NW 39 <sup>th</sup> Avenue	-	-
R-O	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	-	-
R-P	NW 91 <sup>st</sup> Street – Two-lane extension from terminus to Springhills Boulevard	-	-
R-Q	NW 98 <sup>th</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	-	-
R-R	NW 122 <sup>nd</sup> Street – Two-lane extension from Newberry Road to NW 39 <sup>th</sup> Avenue	1	-
R-S	Radio Road – Two-lane extension from SW 34 <sup>th</sup> Street to Hull Road	-	-
R-T	SE 6 <sup>th</sup> Street – New two-lane roadway from SE Depot Avenue to SE 4 <sup>th</sup> /5 <sup>th</sup> Avenue	-	-
R-U	SE 21 <sup>st</sup> Street – Two-lane extension from SE 8 <sup>th</sup> Avenue to SE Hawthorne Road	-	-
R-V	Springhills Boulevard – New two-lane roadway from NW 39 <sup>th</sup> Avenue to NW 83 <sup>rd</sup> Street	-	-
R-W	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	-	-
R-X	SW 20 <sup>th</sup> /SW 24 <sup>th</sup> Avenue – Widen to 4 lanes from SW 61 <sup>st</sup> Street to SW 62 <sup>nd</sup> Boulevard	3	-
R-Y	SW 20 <sup>th</sup> Avenue – Widen to 4 lanes from SW 62 <sup>nd</sup> Boulevard to SW 43 <sup>rd</sup> Street	2	-
R-Z	SW 23 <sup>rd</sup> Terrace Extension – Two-lane extension from Archer Road to Hull Road	-	-
R-AA	SW 24 <sup>th</sup> Avenue – Two-lane extension from SW 40 <sup>th</sup> Boulevard to SW 43 <sup>rd</sup> Street	-	-
R-BB	SW 47 <sup>th</sup> Avenue – Two-lane extension from SW 34 <sup>th</sup> Street to Williston Road	1	-
R-CC	SW 62 <sup>nd</sup> Boulevard – Four-lane extension from Butler Plaza to SW 20 <sup>th</sup> Avenue	5	3
R-DD	SW 62 <sup>nd</sup> Boulevard – Widen to 4 lanes from SW 20 <sup>th</sup> Avenue to Newberry Road	3	-
R-EE	SW 63 <sup>rd</sup> Boulevard – Two-lane extension from Archer Road to SW 24 <sup>th</sup> Avenue	-	-
R-FF	Williston Road – Widen to 4 lanes from SW 62 <sup>nd</sup> Avenue to I-75	-	-
R-GG	Resurfacing Program- Miscellaneous Roadway Maintenance Projects	4	-
<b>Transit Projects</b>		-	-
T-A	Archer Park & Ride Facility	-	-
T-B	Celebration Pointe Park and Ride Facility	-	-
T-C	Eastside Activity Center Park and Ride (SE 43 <sup>rd</sup> St and Hawthorne Road)	-	-
T-D	Expand weekend service on City routes (minimum 60 minute frequency & 10 hour service)	6	-
T-E	Extend regular transit service through Celebration Pointe	1	-
T-F	Extend regular transit service through Springhills	1	-
T-G	Extend regular service in southwest Gainesville (SW 40 <sup>th</sup> Boulevard and SW 47 <sup>th</sup> Avenue area)	-	-
T-H	Extend regular service in south Gainesville (South Main Street and Williston Road area)	-	-
T-I	Five Points Transfer Station	2	-
T-J	Hawthorne Park & Ride Facility	-	-
T-K	Increase weekday frequencies on City routes (minimum 30 min. frequency)	1	-
T-L	Increase weekday operating hours on City routes (minimum 14 hours service)	1	-
T-M	Intercity Weekday Commuter Service to/from Archer	1	-
T-N	Intercity Weekday Commuter Service to/from Hawthorne	-	-
T-O	Intercity Weekday Commuter Service to/from High Springs & Alachua	-	-
T-P	Intercity Weekday Commuter Service to/from Newberry	-	-
T-Q	Intercity Weekday Commuter Service to/from Waldo	-	-
T-R	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	-	-
T-S	Oaks Mall Transit Center / Park & Ride Facility	-	-
T-T	Santa Fe College Transit Center	2	-
T-U	Springhills Area Park and Ride (North of 39 <sup>th</sup> Ave)	-	-
T-V	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	1	-
T-W	University of Florida Transit Center	-	2
T-X	Waldo Park & Ride Facility	-	-
<b>Bicycle &amp; Pedestrian Projects</b>		-	-
BP-A	Archer Braid – Construct overpass of Hull Road / 34 <sup>th</sup> Street intersection	3	2

**Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area  
Year 2040 Long Range Transportation Plan  
Technical Report No. 1**



<b>Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects</b>		<b>Number of Dots</b>	
BP-B	Bicycle Program - Miscellaneous bicycle lanes and facilities	3	-
BP-C	Bivens Braid – Construct shared use path on SW 23 <sup>rd</sup> Street from SW 23 <sup>rd</sup> Terrace to Archer Road	-	-
BP-D	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34 <sup>th</sup> Street to NW 16 <sup>th</sup> Terrace	2	-
BP-E	Glen Springs Braid - NW 19 <sup>th</sup> Lane – Construct two-way cycle track from NW 16 <sup>th</sup> Terrace to NW 13 <sup>th</sup> Street	-	-
BP-F	Hawthorne Braid – Extend CSX trail from NW 16 <sup>th</sup> Avenue to NW 39 <sup>th</sup> Avenue	4	-
BP-G	Millhopper Braid – Construct bike lanes on NW 16 <sup>th</sup> Avenue from NW 13 <sup>th</sup> Street to N Main Street	-	-
BP-H	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	-	-
BP-I	Multimodal Emphasis Corridor on NW/SW 13 <sup>th</sup> Street from NW 33 <sup>rd</sup> Avenue to Archer Road	3	-
BP-J	Multimodal Emphasis Corridor on University Avenue from Gale Lemerand Drive to Waldo Road	4	-
BP-K	Pedestrian Program - Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings	2	-
BP-L	SW 40 <sup>th</sup> Blvd – Construct trail from SW 34 <sup>th</sup> Street to Archer Braid at SW 30 <sup>th</sup> Avenue	-	-
BP-M	University Braid – New trail on University Avenue from Waldo Road to NE 55 <sup>th</sup> Blvd.	-	-
BP-N	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	3	-
<b>Aspirational Projects (beyond 2040)</b>		-	-
A-A	Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	-	-
A-B	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	-	-
A-C	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	-	-
A-D	Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	-	-
A-E	Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	-	-
A-F	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	-	-
A-G	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	-	-
A-H	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	-	-
A-I	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	-	-
A-J	Springhills Boulevard - Provide dedicated transit lanes from NW 122 <sup>nd</sup> Street to NW 83 <sup>rd</sup> Street	-	-
A-K	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	1	1
A-L	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	-	1
A-M	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	-	-
<b>TOTAL</b>		<b>65</b>	<b>23</b>

- Projects that should be considered for funding.
- Projects that are unnecessary and should be removed from the list.



## **Meeting Handouts**

Newsletter No. 3 was distributed to the attendees along with an evaluation/comment form and a survey. Participants were encouraged to view the presentation and discuss their thoughts and concerns regarding the Year 2040 Long Range Transportation Plan with project team members.

## **Public Comments**

Nine comment forms were received at the meeting.

## **Year 2040 Long Range Transportation Plan Survey**

Three surveys were received at the meeting. Eighty-three online surveys were received from September 8, 2015 to October 5, 2015.

## **Next Steps**

Based on the input from this community public workshop, the Metropolitan Transportation Planning Organization for the Gainesville Urban Area study team will document projects to be funded in the Year 2040 Cost Feasible Plan that will be adopted in October 2015.

## **Comments**

Throughout the planning process, public comments were collected at public meetings and workshops, through the website/email, and other venues as described in this report. These comments were incorporated into the development of all plan components, including the Year 2040 Needs Plan and Year 2040 Cost Feasible Plans.

# APPENDIX





*Prepared for:*  
**Metropolitan Transportation Planning Organization  
for the  
Gainesville Urbanized Area**

# 2040 Long Range Transportation Plan PUBLIC PARTICIPATION PLAN



*Prepared by:*  
**Atkins Global  
& Quest Corporation of America**

April 14, 2014





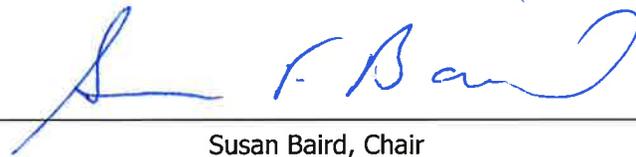
**Metropolitan Transportation Planning Organization  
For the Gainesville Urbanized Area**

**YEAR 2040 LONG RANGE TRANSPORTATION PLAN**

**PUBLIC PARTICIPATION PLAN**

ENDORSEMENT

This Public Participation Plan has been developed consistent with federal and state requirements and approved on April 14, 2014 by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 32653-1603



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Susan Baird, Chair

The preparation of this report has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration and U.S. Department of Transportation, under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104 (f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**April 14, 2014**





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### How Can I Get Involved in the Transportation Planning Process?

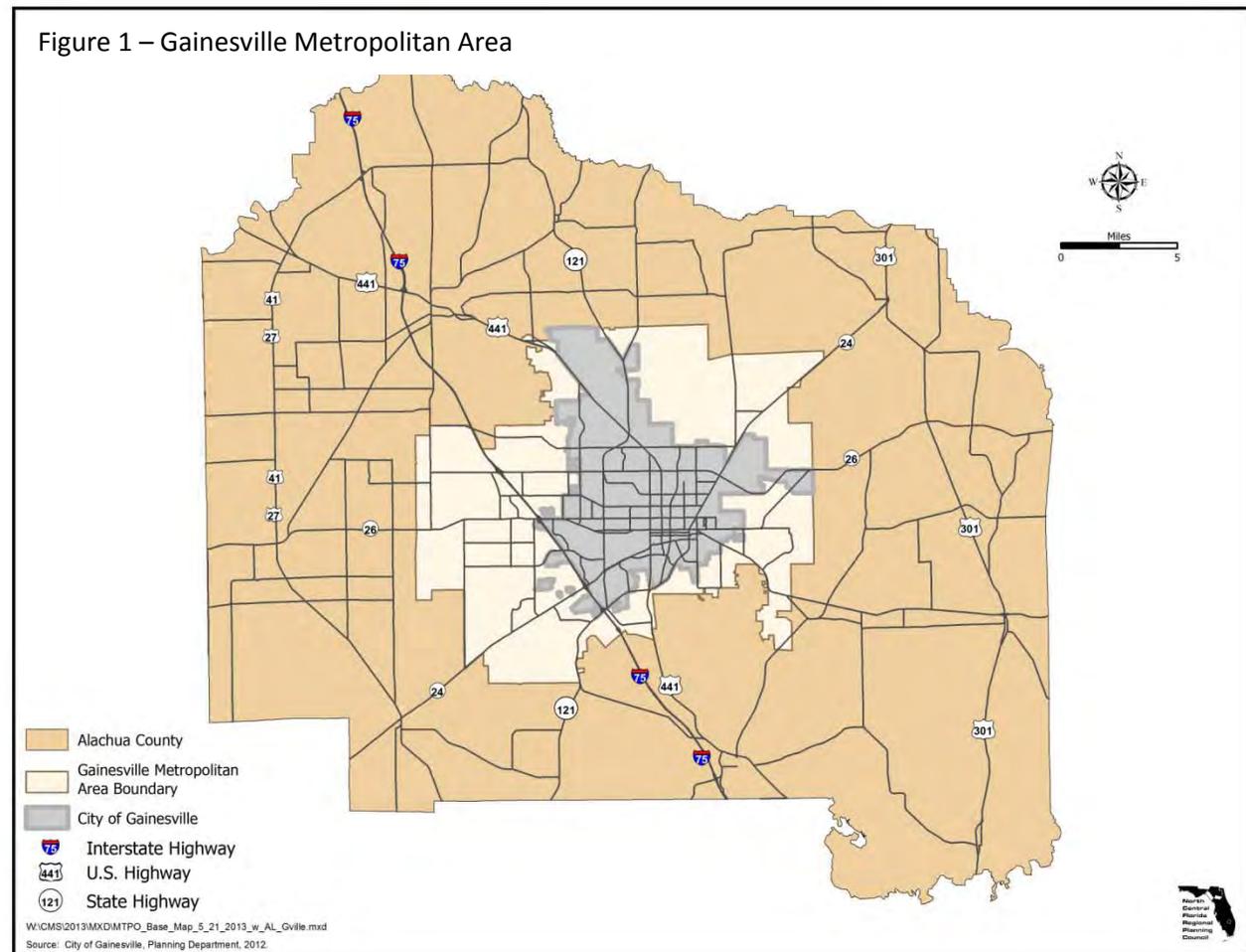
Learn about transportation and add your input to the planning process in these ways:

- **In person:** Attend and make a comment at the public meetings which are posted on our website calendar; or, invite us to speak to your group about transportation planning.
- **Email:** Send comments or questions to [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org)
- **Phone:** Call us at 352-955-2200.
- **Social Media:** Like us on Facebook [www.facebook.com/GainesvilleMTPO](http://www.facebook.com/GainesvilleMTPO)
- **Website:** Learn more about the Long Range Transportation Plan at [www.livablecommunity2040.com](http://www.livablecommunity2040.com) or <http://ncfrpc.org/mtpo/LRTP.html>
- **Mail:** Marlie Sanderson, Director of Transportation Planning  
 North Central Florida Regional Planning Council  
 2009 NW 67 Place  
 Gainesville, Florida 32653

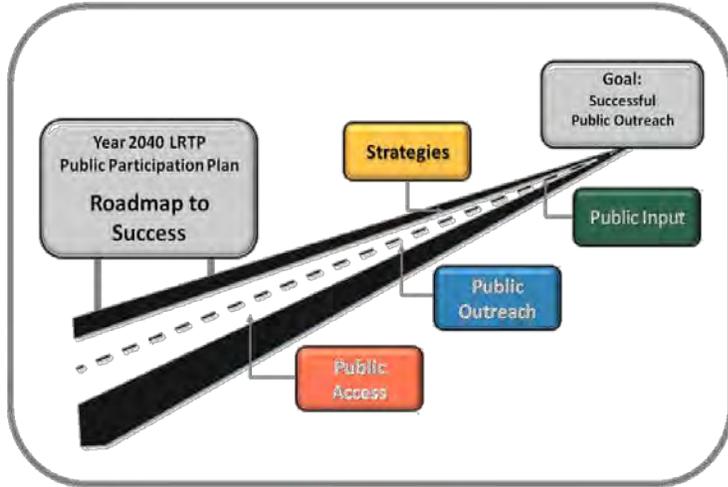
## 1. WHAT IS THE LONG RANGE TRANSPORTATION PLAN?

The Year 2040 Long Range Transportation Plan details how the metropolitan multimodal transportation system will evolve over the next 25 years. Federal law requires a Long Range Transportation Plan update on a five-year cycle. However, it may be amended or administratively modified anytime within that five-year period.

The 2040 Long Range Transportation Plan covers the Gainesville Metropolitan Area located in the center of Alachua County, Florida, which is comprised of the City of Gainesville as well as the surrounding urban and transitioning areas (see map below).



The 2040 Long Range Transportation Plan focuses on increasing the mobility of area residents and the connectivity of the entire transportation system, in order to create a more efficient travel network. The 2040 Long Range Transportation Plan’s slogan is “Livable Community - Creating Connections” because of its focus on connecting the community through a planned and integrated multimodal transportation network.



Public participation is a critical element in the development and adoption of the 2040 Long Range Transportation Plan. This is due to the significant socio-cultural, economic, health, and environmental impacts of transportation on all persons in the region. This Public Participation Plan outlines widespread opportunities for the general public to be informed and engaged throughout the development of the 2040 Long Range Transportation Plan. The purpose of the Public Participation Plan is to provide a roadmap to systematically

achieve goals and objectives for participation, ensuring diverse and inclusive public input.

## 2. PUBLIC PARTICIPATION REQUIREMENTS

This Public Participation Plan incorporates the federal *Moving Ahead for Progress in the 21st Century Act* requirements into the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s 2040 Long Range Transportation Plan. The Public Participation Plan:

- Provides for outreach to citizens, affected public agencies, agencies responsible for natural resources, environmental protection, conservation and historic preservation, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with responsible opportunities to be involved in the development of the Long Range Transportation Plan;
- Provides adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed long range transportation plan;
- Provides timely notice and reasonable access to information about transportation issues and processes;
- Employs visualization techniques to describe proposed long range transportation plans for use at public workshops and meetings;
- Makes public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;



- Holds public meetings at convenient and Title VI-compliant locations and times;
- With at least seven (7) business days advance notice prior to public meetings, language interpretation in Spanish shall be available for all public meetings. Upon request, an interpreter will be available at meetings to translate verbal information. Meeting notices, newsletters, flyers and display boards will be available in Spanish to address Limited-English proficiency when requested. The availability of this option shall be advertised;
- Demonstrates explicit consideration and response to public input received during the development of the long range transportation plan;
- Seeks out and considers the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Consults with Federal, State, Tribal, wildlife, land management and regulatory agencies and agencies responsible for natural resources, environmental protection, conservation and historic preservation; and
- Provides an additional opportunity for public comment, if the final long range transportation plan differs significantly from the version that was made available for public comment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

### 3. GOALS, OBJECTIVES AND STRATEGIES

The purpose of this Public Participation Plan is to establish a comprehensive, inclusive process using innovative methods to create continuous opportunities for diverse public participation during the development of the 2040 Long Range Transportation Plan. The following goals, objectives and strategies will be used to achieve the purpose of this plan.



#### PUBLIC PARTICIPATION GOALS:

**Goals:** The public participation process for the 2040 Long Range Transportation Plan shall provide complete information, timely public notice and full access to key decisions; and shall support early and continuing involvement of the general public.



### **PUBLIC PARTICIPATION OBJECTIVES:**

**Objective 1: Public Access:** The public shall be provided timely notice and access to information about the 2040 Long Range Transportation Plan.

**Objective 2: Public Outreach:** Opportunities shall be created for the public to be informed about the 2040 Long Range Transportation Plan, particularly those who can expect to be directly affected by the outcomes or those with special needs that may not be well served by the existing transportation system.

**Objective 3: Public Input:** The solicitation, compilation, and consideration of public input shall be an integral part of the 2040 Long Range Transportation Plan decision-making process.

#### ***Key Decision Events***

Prior to adoption of the 2040 Long Range Transportation Needs Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a public hearing. The Needs Plan public hearing will be preceded by a presentation on the various proposed projects included in the draft Needs Plan. The Needs Plan will include projects that will enable the Gainesville Metropolitan Area transportation system to operate at levels of service that meet the criteria specified in the City of Gainesville and Alachua County comprehensive plans.

Prior to adoption of the 2040 Long Range Transportation Cost Feasible Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will conduct a public hearing. The Cost Feasible Plan public hearing will be preceded by a presentation on the various proposed projects included in the draft Cost Feasible Plan. The Cost Feasible Plan will include projects that are anticipated to be funded based on 2040 transportation revenue forecasts.

#### ***Other Major Public Participation Events***

During development of the 2040 Long Range Transportation Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will host three public workshops and an interactive “Town Call” meeting. As appropriate, status reports will be provided at regular business meetings.



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## STRATEGIES

### ***2040 Long Range Transportation Plan Branding and Materials***



The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will establish a 2040 Long Range Transportation Plan brand to make the planning effort immediately recognizable during public presentations and meetings, special events and in plan materials. The slogan “Livable Community - Creating Connections” and logo have been developed to help community members connect with the importance of shaping the region’s mobility future. Branded 2040 Long Range Transportation Plan materials, to be produced electronically and in print, will be eye-catching and easy to understand. All materials will be clear and concise; they will help connect key messages with target audiences. All branded materials will include the appropriate project team contact information for interested persons with questions or concerns. Creative, attractive community outreach materials will be developed for target audiences and distributed via the U.S Postal Service and electronically. In addition, at the conclusion of the 2040 Long Range Transportation Plan, a poster will be prepared similar in design to the Year 2035 Metropolitan Transportation Planning Organization’s Livable Community Reinvestment Plan poster.

### ***Coordination with Other Plans and On-Going Studies***

The update of the 2040 Long Range Transportation Plan will be coordinated with on-going plans and studies that are currently underway. This includes:

- Alachua County Documents
  - Alachua County Comprehensive Plan
- Alachua County Transportation Disadvantaged Service Plan
- City of Gainesville Documents
  - City of Gainesville Comprehensive Plan
  - Community Redevelopment Agency Projects
    - Power District Redevelopment
    - Innovation Square Development
    - Depot Park Redevelopment
- Regional Transit System Projects
  - Premium Transit Service Project (Bus Rapid Transit and streetcar studies emanate from this)
  - Transit Development Plan Updates - Others
- Envision Alachua (Plum Creek Sector Plan)
- Florida Department of Transportation Documents
  - Florida Transportation Plan

- Florida’s Strategic Intermodal System Strategic Plan
- Interstate 75 Transportation Alternatives Study
- Future Corridors Initiative
- Florida Highway Safety Plan
  
- North Central Florida Regional Planning Council
  - North Central Florida Strategic Regional Policy Plan
  
- University of Florida Campus Master Plan Update

### ***Community Events***

Community events will provide opportunities to raise awareness of the 2040 Long Range Transportation Plan and build positive relationships with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, its partners, and the community. As a cost-effective measure, a limited number of specific locally planned community events will be selected to help distribute information and collect comments regarding the 2040 Long Range Transportation Plan.



This strategy includes a variety of events sponsored by organizations that represent the community’s diverse demographics. Events may include community and school fairs, farmers markets, sporting events, cultural and art festivals. Information will be provided through information booths, printed materials and exhibits. Event attendees will be able to submit feedback via surveys.

### ***Community Conversations***

Community Conversations are interactive presentations that foster two-way communication about regional transportation concerns and solutions. These presentations are given to specific groups and allow participants to take part in the 2040 Plan. Proactive public participation often means meeting with community members where they live or congregate. The public participation process for this plan update will include Community Conversations with focus groups such as homeowners associations, business groups, cultural, civic and fraternal organizations, houses of worship, environmental groups and others.

Information will be clearly communicated regarding the region’s transportation needs and proposed 2040 Long Range Transportation Plan through these community speaking engagements. Community Conversations will ensure that accurate 2040 Long Range Transportation Plan information is distributed

far beyond those who are able to attend the scheduled public meetings, and that feedback is received from these groups.

#### 4. TOOLS AND TACTICS



##### PUBLIC INVOLVEMENT TOOLS AND TACTICS

In addition to public meetings and community conversations, the following communication tools and tactics will be utilized to involve the public and key stakeholders in the 2040 Long Range Transportation Plan process. Offering a wide variety of public participation and communication opportunities encourages groups and individuals with varying levels of interests and diverse objectives to understand significant issues and participate in the decision-making process.

##### ***Newsletters***

The first 2040 Long Range Transportation Plan newsletter will announce the 2040 Long Range Transportation Plan kickoff. Subsequent issues will provide updates on the planning process and public participation opportunities, and request feedback. The newsletters will include visual graphics to help area residents understand why they should contribute to the plan's development.

##### ***Existing Community Networks***

Under the direction of Metropolitan Transportation Planning Organization staff, meeting notices and other information for the 2040 Long Range Transportation Plan will be submitted for placement in municipal and community newsletters, on websites, in house of worship bulletins, in libraries within the Gainesville Metropolitan Area, and social service agencies, community centers, and at various locations within the University of Florida and Santa Fe College that are specified in the Public Participation Plan.

##### ***Strategic Media Plan***

Integrating the media in public participation strategies helps foster trust and maximizes the 2040 Long Range Transportation Plan team's ability to inform and engage a broad audience. A media plan will be developed to include:

- Key messaging and talking points;
- Press releases and public service announcements;
- A comprehensive media list, including ethnic, non-mainstream media; and
- Alerting agency and program management staff immediately upon media requests, and working with staff on responses.

The media plan will include working with local government public access television, Cox Cable, Channel 12, radio stations and other media outlets for strategic media placement and key messages about the 2040 Long Range Transportation Plan. The media plan will include coordination with:

### Radio Stations

- Classic 89
- WRUF
- WSKY-WKTK

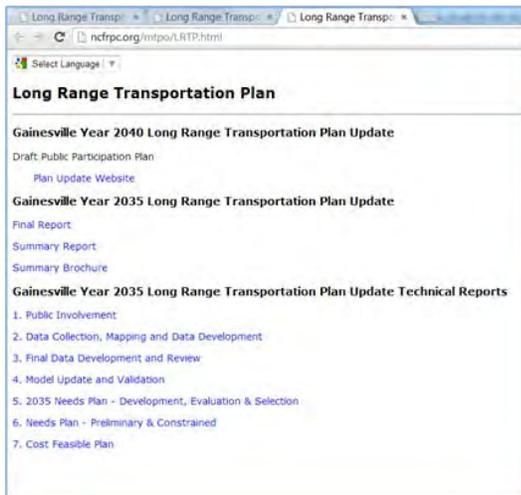
### Television Stations

- WCJB TV 20 (American Broadcasting Company affiliate)
- GTN (Columbia Broadcasting System and National Broadcasting Company affiliate)
- NEWS 5 (Public Broadcasting System affiliate)



### Newspapers

- Alachua County Today
- High Springs Herald
- Independent Florida Alligator
- Gainesville Sun
- Gainesville Sun-Guardian



### Websites

Information about the 2040 Long Range Transportation Plan process will be posted on the Metropolitan Transportation Planning Organization website at <http://ncfrpc.org/mtpo/LRTP.html>. A separate project website, [www.livablecommunity2040.com](http://www.livablecommunity2040.com), will be launched by the end of January 2014. The website will contain general information about the 2040 Long Range Transportation Plan planning process and upcoming meetings, as well as contact information for project staff. The website will be updated throughout the process and will provide interested parties with project information, links to surveys, and opportunities to

provide comments and to sign up to receive communications and announcements about the 2040 Long Range Transportation Plan. A calendar identifying and scheduling all project related public meetings and activities will be posted on the 2040 Long Range Transportation Plan project website.



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### Social Media

Community members will be engaged through social media outlets using the Facebook page <https://www.facebook.com/GainesvilleMTPO>. The page will include plan update information and announcements relevant to the transportation planning process and feedback from the public. Other innovative social media ideas will be explored and, when appropriate, implemented to help achieve public participation objectives. Social media tools will be used to increase awareness of the Long Range Transportation Plan process and to solicit meaningful community input.

### Online Opportunities

Online surveys are another effective tool for collecting public comments on the 2040 Long Range Transportation Plan. The opportunities for online surveys will be evaluated at milestones during the planning process. Survey instruments will be thoroughly reviewed and approved before implementation. Reports on survey findings will be available to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and posted on the website at [www.livablecommunity2040.com](http://www.livablecommunity2040.com).

Online public participation forums such as [mindmixer.com](http://mindmixer.com) or [opentownhall.com](http://opentownhall.com) will be considered in order to provide local communities with online engagement tools that will allow them to have productive, collaborative conversations and offer input.

### Photographic Diary

A photographic diary detailing all public participation activities will be maintained.

### Visualizing Techniques

Visualization techniques will be used to show information in clear and easily understood formats such as maps, pictures, displays or PowerPoint presentations. This will enable the public to better understand and respond to a potentially complex project or plan. They will help answer questions such as "How will the 2040 Long Range Transportation Project Plan affect me, my family and my neighborhood?" Visualizations can help bridge the gap between the Metropolitan Transportation Planning Organization's vision and the stakeholders' understanding.

A digital visualization with narrative description on a website ensures that the public can see and hear the same information about a project whether they come to a public meeting or view the presentation on their own. This ensures that people who cannot attend a meeting do not miss the information. Displays, maps, pictures and presentations that are used at public meetings and community conversations will be posted on the website at [www.livablecommunity2040.com](http://www.livablecommunity2040.com).



## PUBLIC MEETINGS

Public workshops and public hearings provide the community with an opportunity to learn about the 2040 Long Range Transportation Plan process, receive updates on the project, share the latest information and provide comments on the 2040 Long Range Transportation Plan elements. They also provide a “look ahead” to the next steps in the project development.

### ***Public Workshops/Public Hearings***

There will be three (3) Public Workshops and two (2) Public Hearings held during the 2040 Long Range Transportation Plan update.

The meetings will be:

- Held at locations where residents regularly congregate;
- Held at accessible locations that comply with Americans with Disabilities Act requirements;
- Held at locations accessible to public transportation;
- Properly signed along routes leading to meeting locations; and
- Scheduled at a time that is convenient to the public.

The first public workshop shall inform the public of the Long Range Transportation Plan update. This workshop will occur early in the project to outline the study scope, goals and timing. The public will also have an opportunity to provide input which will help in the development of the vision statement and the goals and objectives for the Long Range Transportation Plan. Meeting attendees will be able to submit feedback via comment forms. Comment forms will also be posted on the 2040 Long Range Transportation Plan website for greater accessibility and be distributed at community presentations and other events. The public will be encouraged to offer their ideas, suggestions, issues and concerns about future transportation plans. A portion of each meeting shall be devoted to questions and answers and the public shall be asked to identify and provide information about transportation problem areas. A report detailing public comments and responses will be provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

The community will be notified in advance of public meetings through:

- Legal display ads;
- News releases sent to the media list;
- Postings on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s 2040 Long Range Transportation Plan website;

- Posters and/or flier distributions at businesses, community focal points, places of worship, for display on Regional Transit Service buses, information kiosks, paratransit vans; and
- Meeting notices emailed to the stakeholder database.

Special accommodations will be made at no cost for persons with disabilities or persons requiring translation services who desire to participate in a 2040 Long Range Transportation Plan event. To arrange for special accommodations, persons should call Marlie Sanderson at 352-955-2200 extension 103, or send an email to [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org) at least seven (7) business days prior to the event. With adequate advance notice, agendas for all public meetings shall be available in Braille or large print upon request, as well as recorded versions of the same and sign language interpretation shall be available for all public meetings. The availability of these media alternatives shall be advertised.

Meeting attendees will be able to submit feedback via comment forms. Comment forms will also be posted on the 2040 Long Range Transportation Plan website for greater accessibility and distributed at community presentations and other events. A report detailing public comments and responses will be provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

### ***Interactive Public Meeting “Town Call”***

To implement a comprehensive, diverse, and widespread public participation process, a “Town Call” meeting will be held to reach a high volume of participants, provide information about the 2040 Long Range Transportation Plan, and solicit input. A Town Call meeting is an informal meeting that is available electronically to a large group of people via telephone/cell phone. The technology for “Town Call” Events must be provided by a vendor who specializes in that technology. It is an inexpensive, time-saving way to reach large numbers of area residents that may not be able to attend regularly scheduled meetings or events. Live video streaming via the internet for those who have computer accessibility is generally an option, as well as PowerPoint streaming with a speaker. Participants can scroll through the presentation during the call and have the ability to ask questions through “live chat” with the speakers. Those who do not have internet accessibility can hear the speaker and ask questions via telephone.



Use of these techniques will help a broad audience better understand the planning process and contribute constructive feedback. A report detailing the “Town Call” meeting along with the public



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comments and responses will be provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

### ***Interactive Activities***

Interactive games will be provided at public workshops and other events to gather feedback and help participants understand the planning process and decisions that need to be made about meeting future transportation needs.

## **5. NOTIFICATION REQUIREMENTS**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is dedicated to appropriately notifying the community about the Public Participation Program for the 2040 Long Range Transportation Plan, as required by federal and state law. Specifically, this includes:

- Posting a Draft Public Participation Plan on <http://ncfrpc.org/mtpo/LRTP.html> and on <http://ncfrpc.org/mtpo/index.html> for a 45-day comment period prior to adoption by the Metropolitan Transportation Planning Organization;
- Presenting the Draft Public Participation Plan to all Metropolitan Transportation Planning Organization advisory committees for review and comment;
- Providing notice about public outreach activities in 2040 Long Range Transportation Plan newsletters, on the website and social media;
- Using diverse media outlets to publicize public participation activities;
- Advertising 2040 Long Range Transportation Plan public hearings in local newspapers at least two Thursdays prior to each hearing;
- Sending notification via email to interested parties in the email database.

Public workshop notices and public hearing notices, public flyers and/or posters will be provided for placement on Community service bulletin boards and information kiosks at the following locations:

- Community centers, recreation facilities and other public buildings located in lower income and minority neighborhoods, including:
  - Alachua County Administration Building
  - Alachua County Public Health Department
  - Alachua County Sheriff's Office
  - Alachua County/Gainesville Senior Recreation Center
  - Gainesville City Hall
  - Gainesville Housing Authority
  - Gainesville Police Department
  - Gainesville Regional Utilities
  - Martin Luther King, Jr. Center
  - Rosa Williams Center
  - Wilhemina Johnson Center

- Places serving special needs populations located within the Gainesville Metropolitan Area, including:
  - Center for Independent Living
  - Division of Blind Services
  - Eldercare of Alachua County

## 6. IDENTIFYING STAKEHOLDERS



Achieving these public participation goals and objectives begins with appropriately identifying stakeholders with a jurisdictional, direct or other interest in contributing input to the 2040 Long Range Transportation Plan. The Public Participation Plan includes conducting a formal, comprehensive community inventory to develop a stakeholder database. A variety of resources will be used to compile the database, including updating existing agency stakeholder lists. The Metropolitan

Transportation Planning Organization for the Gainesville Urbanized will receive regular updates on community feedback. The stakeholder database will be updated throughout the public participation process.

### ***Elected and Appointed Officials Coordination***

The 2040 Long Range Transportation Plan team will keep local, state, and federal officials briefed and engaged. This will occur through various avenues including newsletters and the distribution of 2040 Long Range Transportation Plan materials, as well as through briefings and/or periodic presentations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Alachua County League of Cities.

### ***Advisory Committees***

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area utilizes advisory committees in its transportation planning decision processes. Periodic updates regarding the 2040 Long Range Transportation Plan and community outreach activities will be presented at advisory committee meetings. The following committees have been established to





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provide additional public input in the transportation planning process:

- Citizens Advisory Committee
- Technical Advisory Committee
- Transportation Disadvantaged Coordinating Board
- Bicycle/Pedestrian Advisory Board
- Alachua County Traffic Safety Team

### ***Intergovernmental / Community Organizations***

Productive partnerships with other transportation agencies, local governments, and key community organizations will help raise awareness of the 2040 Long Range Transportation Plan and maximize efficiency. The development of the 2040 Long Range Transportation Plan will be coordinated with:

- Florida Department of Transportation
- Alachua County
- City of Alachua
- City of Archer
- City of Gainesville
- City of Hawthorne
- City of High Springs
- City of Newberry
- City of Waldo
- Town of La Crosse
- Town of Micanopy
- Gainesville Area Chamber of Commerce
- Latina Women's League
- League of Women Voters
- Santa Fe College
- Sierra Club
- University of Florida

### ***Resources and Permitting Agencies-State and Local***

The following local and state agencies, businesses and institutions may be utilized as resources for information gathering:

- Florida Department of Transportation
- Florida Department of Environmental Protection
- City of Gainesville Regional Transit System
- City of Gainesville Bicycle/Pedestrian Advisory Board Staff



- City of Gainesville Planning & Development Services
- City of Gainesville Public Works
- Gainesville Regional Utilities
- Gainesville Regional Airport
- Alachua County Growth Management
- Alachua County Public Works
- Alachua County Environmental Protection
- Alachua County School Board
- University of Florida Facilities Planning & Construction
- University of Florida Parking Services Administration
- North Central Florida Regional Planning Council
- St. Johns River Water Management District

### ***Traditionally Underserved Communities***

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is committed to ensuring ongoing participation by traditionally underserved “environmental justice” populations, such as the transportation disadvantaged, transit-dependent, minorities and those living in low-income communities. The need to produce materials for non-English speakers and the hearing and visually-impaired will be evaluated throughout the process.

Special accommodations will be made at no cost for persons with disabilities or persons requiring translation services who desire to participate in a 2040 Long Range Transportation Plan event. To arrange for special accommodations, persons should call Marlie Sanderson at 352-955-2200 extension 103, or send an email to [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org) at least seven (7) business days prior to the event.

The transportation needs and opinions of those with disabilities will be sought out and the planning process will be made accessible to such persons as per the regulations provided by the American with Disabilities Act of 1990.

To facilitate outreach to **Traditionally Underserved Communities** for membership on the advisory committees and to inform the communities of public workshops on the 2040 Long Range Transportation Plan, flyers and/or posters for display will be distributed on Regional Transit System (RTS) buses, information kiosks and paratransit vans.

## **7. PUBLIC PARTICIPATION SCHEDULE**

A schedule for the 2040 Long Range Transportation Plan Public Participation Plan activities is shown on the following page.

Public Involvement Task	2013		2014												2015												2016		
	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	
	Develop Public Participation Plan	■																											
Public Participation Plan Review and Comment			■																										
Public Participation Plan Implementation			■																										
Develop LRTP Website	■																												
Launch LRTP Website			■																										
Public Workshop No. 1				★																									
Gainesville MTPO and Advisory Committee Meetings			■																										
Community Events			■																										
Community Surveys			■																										
Public Workshop No. 2																★													
MTPO Public Hearing No. 1																	★												
Public Workshop No. 3																		★											
Town Call																					★								
MTPO Public Hearing No. 2																						★							
Final Public Participation Report																												★	

### 8. PUBLIC PARTICIPATION FINAL REPORT

The entire public involvement effort shall be documented as a final Public Participation Report section in Technical Report 1. All outreach efforts will be documented including public participation strategies, activities, materials, photographs and subjects discussed, along with evaluation and performance measures documenting the results of the process for each methodology. Meeting minutes will be prepared for all public workshops, community conversations, meetings and hearings, and all public comments will be summarized, evaluated and documented. All meeting minutes, emails, comments from the public and related information concerning the public outreach for the Draft Long Range Transportation Plan and technical reports shall be compiled and included in the final Technical Report 1.



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## 9. DISPOSITION OF PUBLIC COMMENTS

When significant written and oral comments are received on the draft Year 2040 Long Range Transportation Plan (including the financial plan), a summary, analysis and reports on the disposition of public comments shall be prepared and included as part of the adopted Year 2040 Long-Range Transportation Cost Feasible Plan Final Report.





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visit our website!

# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place  
Gainesville, FL 32653-1603  
352.955.2200

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)

# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 2040 Long Range Transportation Plan

Wednesday, December 09, 2015

# 97

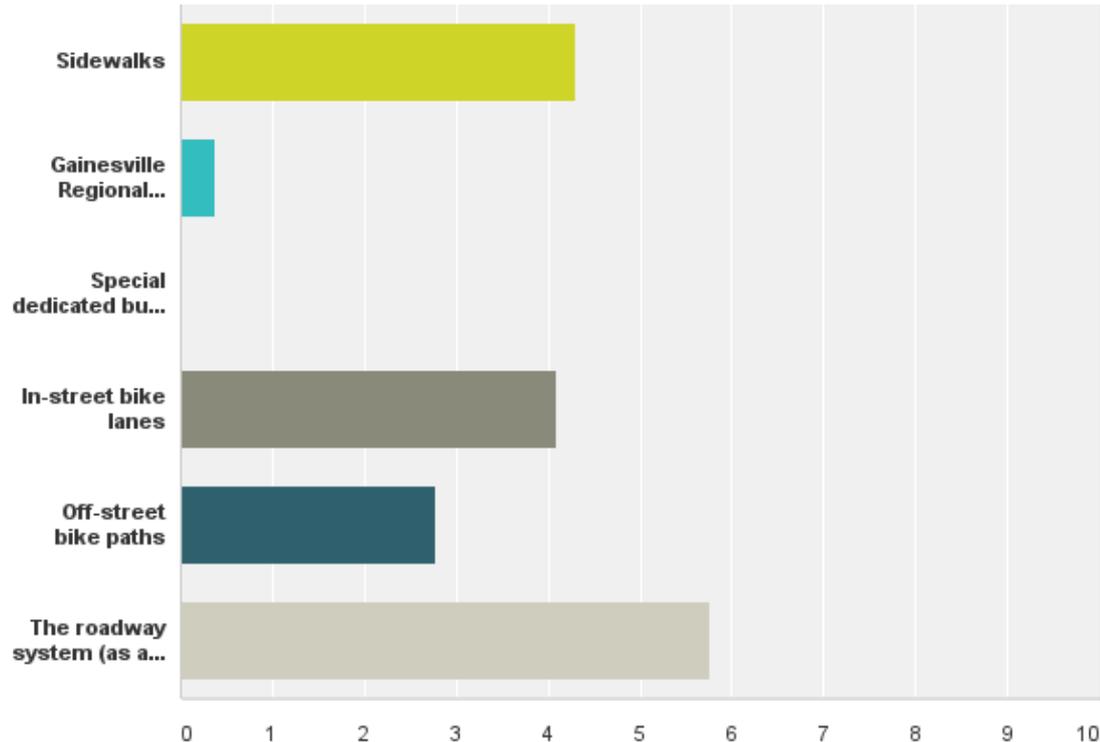
**Total Responses**

Date Created: Monday, February 16, 2015

Complete Responses: 97

## Q2: 2. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County?

Answered: 96 Skipped: 1



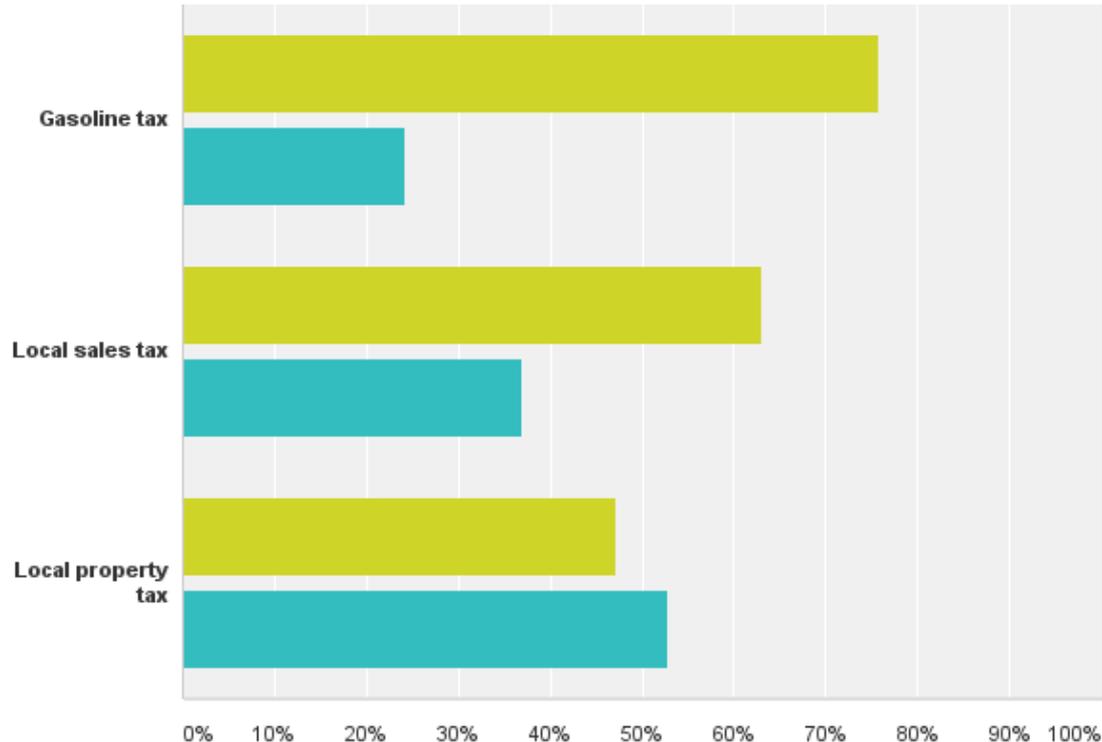
## Q2: 2. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County?

Answered: 96 Skipped: 1

Answer Choices	Average Number	Total Number	Responses
Sidewalks	4	399	93
Gainesville Regional Transit System bus service	0	34	93
Special dedicated bus or van service for senior citizens or the disabled	0	0	88
In-street bike lanes	4	381	93
Off-street bike paths	3	263	95
The roadway system (as a car driver or as a passenger)	6	554	96
<b>Total Respondents: 96</b>			

### Q3: 3. Would you support increases in any of the following areas to improve your local transportation system?

Answered: 96 Skipped: 1



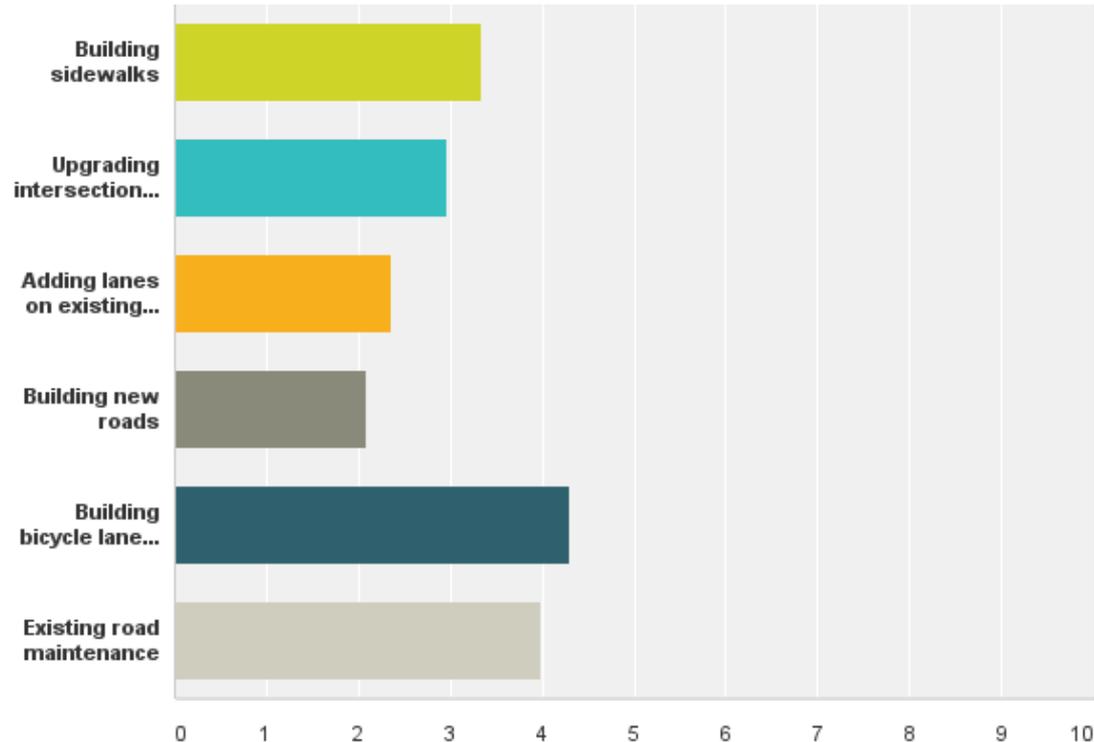
### Q3: 3. Would you support increases in any of the following areas to improve your local transportation system?

Answered: 96 Skipped: 1

	Yes	No	Total
Gasoline tax	<b>75.79%</b> 72	<b>24.21%</b> 23	95
Local sales tax	<b>63.04%</b> 58	<b>36.96%</b> 34	92
Local property tax	<b>47.25%</b> 43	<b>52.75%</b> 48	91

**Q5: 5. How would you rate the importance of spending money on each of the following? We'll use a scale of 1 to 5 (5 means you feel the proposal is VERY Important and 1 means you feel it is NOT Important at All).**

Answered: 97 Skipped: 0



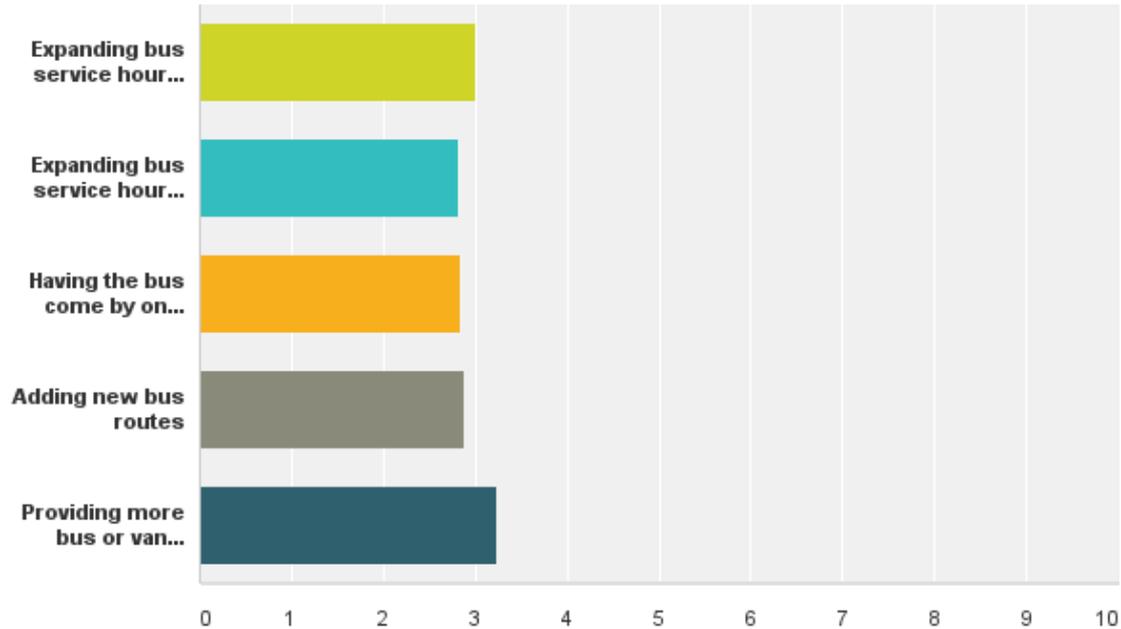
**Q5: 5. How would you rate the importance of spending money on each of the following? We'll use a scale of 1 to 5 (5 means you feel the proposal is VERY Important and 1 means you feel it is NOT Important at All).**

Answered: 97 Skipped: 0

	1	2	3	4	5	Total	Weighted Average
Building sidewalks	<b>14.43%</b> 14	<b>15.46%</b> 15	<b>15.46%</b> 15	<b>29.90%</b> 29	<b>24.74%</b> 24	97	3.35
Upgrading intersections by adding turn lanes	<b>14.74%</b> 14	<b>23.16%</b> 22	<b>26.32%</b> 25	<b>23.16%</b> 22	<b>12.63%</b> 12	95	2.96
Adding lanes on existing roads	<b>37.50%</b> 36	<b>25.00%</b> 24	<b>14.58%</b> 14	<b>10.42%</b> 10	<b>12.50%</b> 12	96	2.35
Building new roads	<b>41.05%</b> 39	<b>26.32%</b> 25	<b>21.05%</b> 20	<b>6.32%</b> 6	<b>5.26%</b> 5	95	2.08
Building bicycle lanes and/or paths	<b>10.31%</b> 10	<b>3.09%</b> 3	<b>3.09%</b> 3	<b>12.37%</b> 12	<b>71.13%</b> 69	97	4.31
Existing road maintenance	<b>4.17%</b> 4	<b>4.17%</b> 4	<b>19.79%</b> 19	<b>33.33%</b> 32	<b>38.54%</b> 37	96	3.98

**Q6: 6. How would you rate the importance of spending money on each of the following? We'll use a scale of 1 to 5 (5 means you feel the proposal is VERY Important and 1 means you feel it is NOT Important at All).**

Answered: 94 Skipped: 3



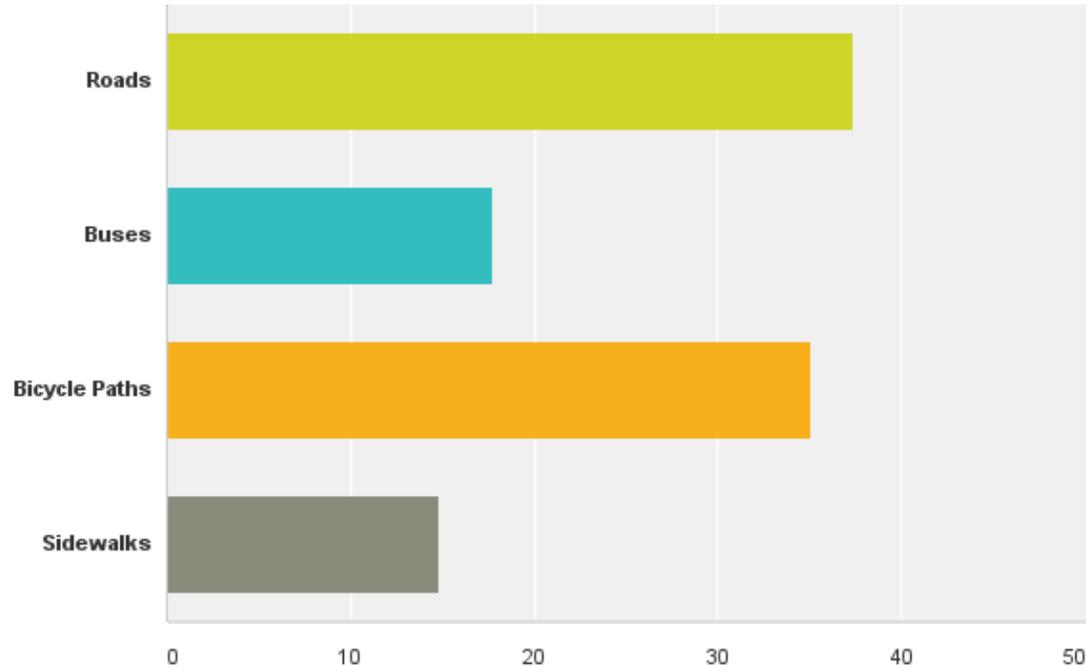
**Q6: 6. How would you rate the importance of spending money on each of the following? We'll use a scale of 1 to 5 (5 means you feel the proposal is VERY Important and 1 means you feel it is NOT Important at All).**

Answered: 94 Skipped: 3

	1	2	3	4	5	Total	Weighted Average
Expanding bus service hours during the work week	<b>17.02%</b> 16	<b>13.83%</b> 13	<b>36.17%</b> 34	<b>17.02%</b> 16	<b>15.96%</b> 15	94	3.01
Expanding bus service hours on the weekends	<b>20.43%</b> 19	<b>20.43%</b> 19	<b>26.88%</b> 25	<b>22.58%</b> 21	<b>9.68%</b> 9	93	2.81
Having the bus come by on existing routes more often	<b>21.51%</b> 20	<b>18.28%</b> 17	<b>29.03%</b> 27	<b>18.28%</b> 17	<b>12.90%</b> 12	93	2.83
Adding new bus routes	<b>21.28%</b> 20	<b>17.02%</b> 16	<b>29.79%</b> 28	<b>15.96%</b> 15	<b>15.96%</b> 15	94	2.88
Providing more bus or van service to those who cannot drive (the elderly or disabled)	<b>15.05%</b> 14	<b>11.83%</b> 11	<b>27.96%</b> 26	<b>24.73%</b> 23	<b>20.43%</b> 19	93	3.24

# Q7: 7. If you had \$100 (total) to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

Answered: 96 Skipped: 1



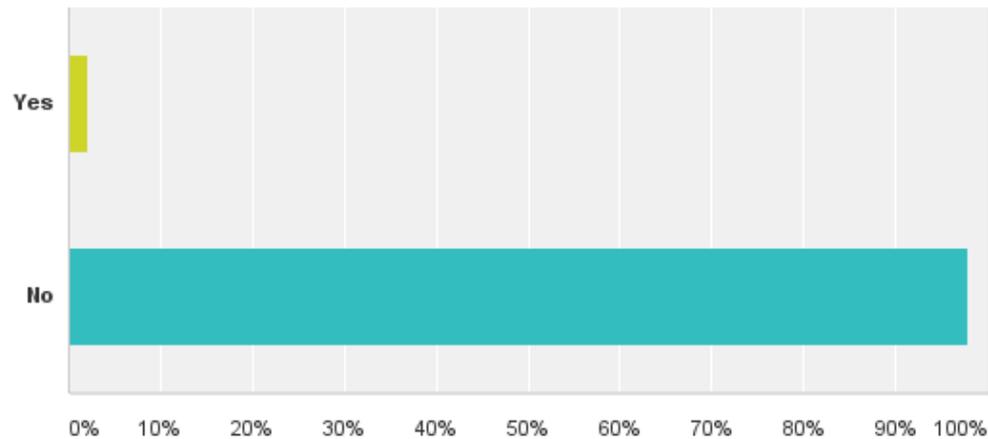
## Q7: 7. If you had \$100 (total) to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

Answered: 96 Skipped: 1

Answer Choices	Average Number	Total Number	Responses
Roads	37	3,366	90
Buses	18	1,581	89
Bicycle Paths	35	3,330	95
Sidewalks	15	1,323	89
<b>Total Respondents: 96</b>			

## Q8: 8. Is there a disabled person with special transportation needs in your household?

Answered: 97 Skipped: 0



## Q8: 8. Is there a disabled person with special transportation needs in your household?

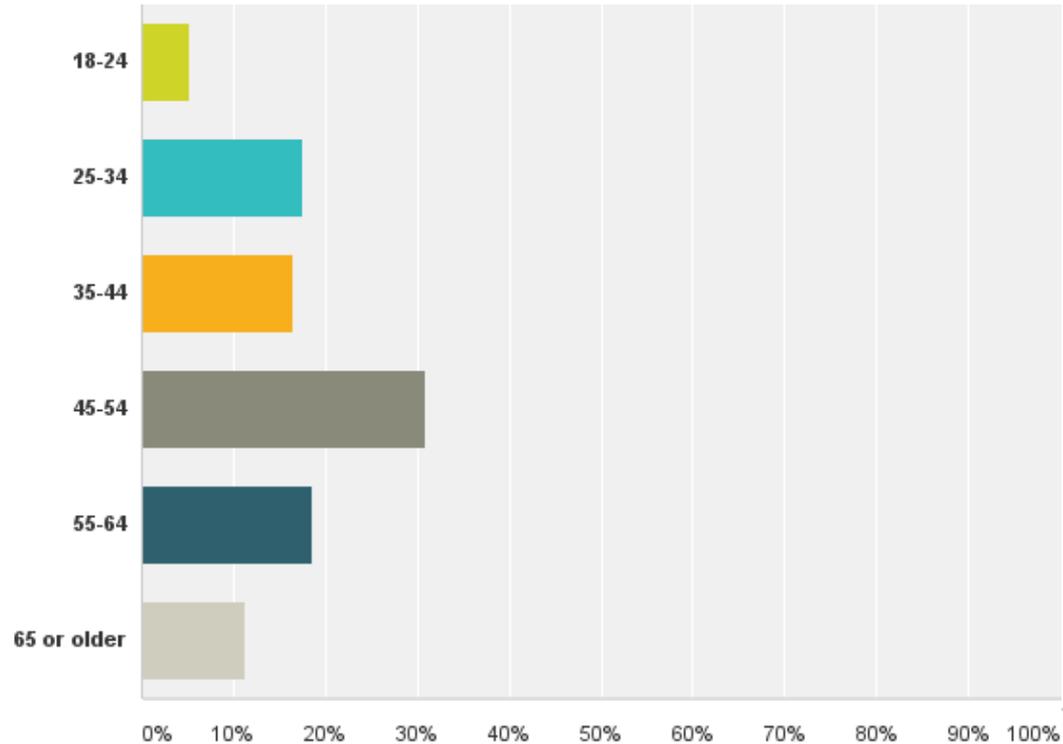
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Answered: 97 Skipped: 0

Answer Choices	Responses
Yes	2.06% 2
No	97.94% 95
<b>Total</b>	<b>97</b>

## Q9: 9. What is your age group?

Answered: 97 Skipped: 0



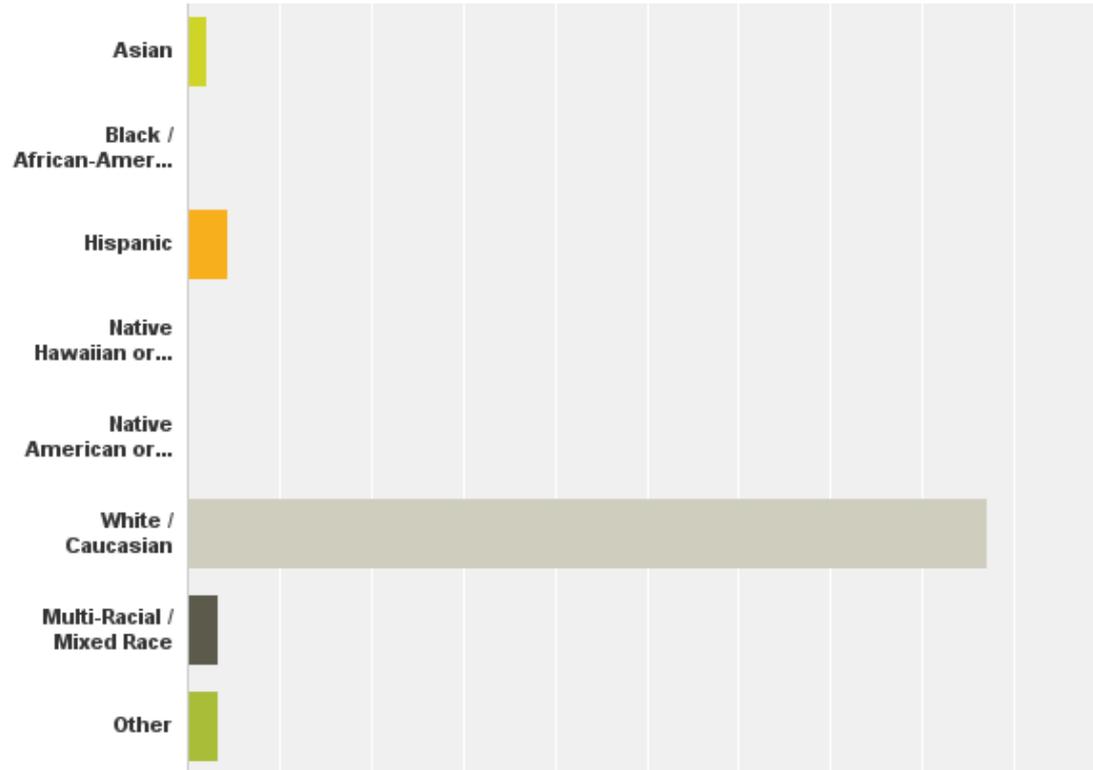
## Q9: 9. What is your age group?

Answered: 97 Skipped: 0

Answer Choices	Responses
18-24	5.15% 5
25-34	17.53% 17
35-44	16.49% 16
45-54	30.93% 30
55-64	18.56% 18
65 or older	11.34% 11
<b>Total</b>	<b>97</b>

# Q10: 10. What is your ethnic background?

Answered: 92 Skipped: 5



## Q10: 10. What is your ethnic background?

Answered: 92 Skipped: 5

Answer Choices	Responses
Asian	2.17% 2
Black / African-American	0.00% 0
Hispanic	4.35% 4
Native Hawaiian or Pacific Islander	0.00% 0
Native American or Alaska Native	0.00% 0
White / Caucasian	86.96% 80
Multi-Racial / Mixed Race	3.26% 3
Other	3.26% 3
<b>Total</b>	<b>92</b>

**Metropolitan Transportation Policy Organization for the  
Gainesville Urbanized Area**

**Telephone Survey 2014**

**Conducted by**

**University of Florida Survey Research Center  
Bureau of Economic and Business Research**

**Scott Richards**

Project Manager

**October 30, 2014**



## Survey: Metropolitan Transportation Policy Organization for the Gainesville Urbanized Area

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Metropolitan Transportation Policy Organization for  
the Gainesville Urbanized Area Survey 2014  
Summary of Results

Within the past week,

- 71% of respondents used sidewalks
- 18% used the RTS Bus System
- 27% of African Americans used the RTS Bus System
- 3% used a special van/bus for seniors or the disabled
- 22% used in-street bike lanes and 20% used off-street bike paths
- 98% used the roadway system (as driver or passenger); 67% used the roadway system every day

A majority of respondents were against any increases in taxes or fees to improve the transportation system. Increasing local sales tax had the greatest support (42%); there was the least support for increasing property taxes (26%). 36% of respondents were in favor of finding another source of revenue. Suggestions for additional revenue sources included increasing taxes on cigarettes and alcohol, taxing businesses and institutions (such as the University of Florida), and reallocation of existing funds.

The leading suggested use for additional revenue: road maintenance/repair. Other uses include more bus routes, more bike lanes/paths, and more parks.

Respondents rated the importance of spending on various transportation items. Items that received high levels of support (at least 50% rated 4 or 5/Very Important) were:

- Sidewalks (50%)
- Add turn lanes to intersections (52%)
- Maintain existing roadways (69%)
- Expand bus service during the week (52%)
- Expand bus service during the weekend (56%)
- Add new bus routes (51%)
- More service for the elderly or disabled who cannot drive (67%)

Items receiving low levels of support (rated 2 or 1/Not Important at all by at least 30%) were:

- Add lanes to existing roads (36%)
- Build new roads (42%)
- Build bicycle lanes or paths (31%)

Respondents were asked to allocate \$100 on Roads, Buses, Bicycle Paths and Sidewalks. The average amount spent on each category was:

- Roads: \$51.89
- Buses: \$20.08
- Bicycle paths: \$13.11
- Sidewalks: \$11.04

(Note: the figures do not equal \$100 as some respondents did not allocate the full \$100; others refused to allocate funds for any of these categories.)

**Respondent Demographics:**

- 80% of survey respondents lived within the Gainesville city limits
- 56% of respondents were female; 44% were male
- 69% of respondents were white; 20% were African American and 7% were Hispanic
- The average household size was 2.8 individuals
- 70% worked at least 20 hrs. per week
- Nearly 10% of respondents had someone who was disabled or had special transportation needs in their household
- Each household had an average of 2.2 licensed drivers and 2.1 licensed vehicles

## Survey Methods

### MTPO14 Survey

Survey: Metropolitan Transportation Policy Organization for the Gainesville Urbanized Area

#### Survey Introduction:

Hello, I'm calling from the University of Florida for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (that's the organization responsible for setting transportation priorities for the Gainesville metropolitan area). We'd like to ask an adult (age 18+) in your household a few questions about the transportation issues that they feel are most important. (This should only take around 10 minutes of your time.)

#### Methodological points:

- The MTPO survey questionnaire was developed in concert with MTPO personnel. The final version of the survey includes changes requested by the MTPO committee at their 8/04 meeting.
- The survey was administered in Spanish and English
- Fielding dates: from 9/04/14 until 10/04/14.
- 525 completed interviews were collected
- The survey has a margin of error of +/-4.3%.
- Eligible respondents are adults (18+) that live within the MTPO service area.
- Average administration time: 9 minutes
- Sample was randomly drawn from voter registration files.
- Sample includes landline and cell phone records. (Cell phones are ~26% of completes.)
- The list of items for questions 5 and 6 were randomized
- Maximum number of attempts per record: 5. Attempts were limited to reduce respondent burden and to control costs.
- Some totals in the report may not equal 100% due to rounding error

Question Q2. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County?

Question Q2a. Sidewalks? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	4 0.8%	0 0.0%	0 0.0%	2 1.6%	2 1.3%	2 0.9%	2 0.7%	1 1.0%	1 0.3%	2 4.1%
0	151 28.7%	26 17.7%	30 28.0%	35 28.5%	60 39.7%	72 30.9%	79 26.9%	40 38.8%	103 28.2%	4 8.2%
1	46 8.8%	14 9.5%	8 7.5%	12 9.8%	12 7.9%	25 10.7%	21 7.1%	4 3.9%	37 10.1%	5 10.2%
2	36 6.9%	5 3.4%	9 8.4%	7 5.7%	15 9.9%	17 7.3%	20 6.8%	10 9.7%	22 6.0%	4 8.2%
3	52 9.8%	14 9.5%	11 10.3%	14 11.4%	13 8.6%	25 10.7%	27 9.2%	9 8.7%	32 8.8%	10 20.4%
4	23 4.4%	7 4.8%	6 5.6%	6 4.9%	5 3.3%	11 4.7%	12 4.1%	7 6.8%	15 4.1%	1 2.0%
5	69 13.1%	19 12.9%	17 15.9%	19 15.4%	15 9.9%	25 10.7%	44 15.0%	11 10.7%	52 14.2%	7 14.3%
6	17 3.2%	10 6.8%	4 3.7%	1 0.8%	2 1.3%	6 2.6%	11 3.7%	0 0.0%	16 4.4%	0 0.0%
7	128 24.3%	52 35.4%	22 20.6%	27 22.0%	27 17.9%	50 21.5%	78 26.5%	21 20.4%	87 23.8%	16 32.7%
TOTAL	526 100.0%	147	107	123	151	233	294	103	365	49

Question Q2b. Gainesville Regional Transit System bus service? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Don't know	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
0	433 82.3%	96 64.4%	93 86.9%	105 86.8%	139 92.1%	206 88.4%	227 76.9%	75 73.5%	321 87.7%	31 64.6%
1	16 3.0%	12 8.1%	0 0.0%	2 1.7%	2 1.3%	6 2.6%	10 3.4%	4 3.9%	12 3.3%	0 0.0%
2	13 2.4%	5 3.4%	3 2.8%	2 1.7%	3 2.0%	4 1.7%	9 3.1%	0 0.0%	11 3.0%	2 4.2%
3	5 0.9%	3 2.0%	0 0.0%	2 1.7%	0 0.0%	0 0.0%	5 1.7%	3 2.9%	2 0.5%	0 0.0%
4	17 3.3%	14 9.4%	0 0.0%	1 0.8%	2 1.3%	4 1.7%	14 4.7%	11 10.8%	1 0.3%	5 10.4%
5	27 5.1%	9 6.0%	8 7.5%	8 6.6%	2 1.3%	5 2.1%	22 7.5%	3 2.9%	12 3.3%	10 20.8%
6	8 1.5%	7 4.7%	0 0.0%	0 0.0%	1 0.7%	5 2.1%	3 1.0%	5 4.9%	3 0.8%	0 0.0%
7	7 1.4%	3 2.0%	3 2.8%	1 0.8%	1 0.7%	3 1.3%	4 1.4%	1 1.0%	3 0.8%	0 0.0%
TOTAL	526 100.0%	149	107	121	151	233	295	102	366	48

Question Q2c. Special dedicated bus or van service for senior citizens or the disabled? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.2%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.4%	1 0.3%	0 0.0%	3 0.8%	0 0.0%
0	511 97%	148 100.0%	106 100.0%	114 92.7%	142 94.7%	228 97.9%	283 95.9%	1 1.0%	2 0.5%	1 2.1%
1	3 0.5%	0 0.0%	0 0.0%	2 1.6%	1 0.7%	1 0.4%	1 0.3%	3 2.9%	82 22.4%	11 22.9%
2	3 0.6%	0 0.0%	0 0.0%	1 0.8%	2 1.3%	0 0.0%	3 1.0%	13 12.7%	99 27.0%	10 20.8%
3	3 0.5%	0 0.0%	0 0.0%	2 1.6%	1 0.7%	1 0.4%	2 0.7%	25 24.5%	95 26.0%	11 22.9%
4	2 0.4%	0 0.0%	0 0.0%	1 0.8%	1 0.7%	0 0.0%	2 0.7%	17 16.7%	36 9.8%	2 4.2%
5	1 0.2%	0 0.0%	0 0.0%	1 0.8%	0 0.0%	0 0.0%	1 0.3%	43 42.2%	49 13.4%	13 27.1%
6	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	0 0.0%	0 0.0%	0 0.0%
7	2 0.4%	0 0.0%	0 0.0%	2 1.6%	1 0.7%	2 0.9%	1 0.3%	1 1.0%	1 0.3%	0 0.0%
TOTAL	526 100.0%	148	106	123	150	233	295	103	365	48

Question Q2d. In-street bike lanes? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.2%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.4%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
Don't know	3 0.6%	0 0.0%	1 1.0%	0 0.0%	2 1.3%	1 0.4%	3 1.0%	1 1.0%	1 0.3%	2 4.2%
0	412 78.2%	103 69.1%	76 73.1%	99 81.8%	134 88.7%	168 72.1%	244 82.4%	88 85.4%	284 78.0%	32 66.7%
1	21 4.0%	5 3.4%	5 4.8%	7 5.8%	4 2.6%	12 5.2%	9 3.0%	2 1.9%	19 5.2%	0 0.0%
2	33 6.3%	17 11.4%	7 6.7%	6 5.0%	3 2.0%	21 9.0%	13 4.4%	5 4.9%	23 6.3%	5 10.4%
3	11 2.1%	0 0.0%	5 4.8%	3 2.5%	2 1.3%	5 2.1%	6 2.0%	2 1.9%	3 0.8%	5 10.4%
4	5 0.9%	0 0.0%	3 2.9%	2 1.7%	1 0.7%	4 1.7%	1 0.3%	1 1.0%	4 1.1%	0 0.0%
5	9 1.7%	3 2.0%	1 1.0%	3 2.5%	2 1.3%	7 3.0%	2 0.7%	1 1.0%	7 1.9%	1 2.1%
6	1 0.3%	0 0.0%	1 1.0%	0 0.0%	0 0.0%	1 0.4%	0 0.0%	0 0.0%	1 0.3%	0 0.0%
7	30 5.7%	21 14.1%	5 4.8%	1 0.8%	2 1.3%	13 5.6%	17 5.7%	3 2.9%	21 5.8%	3 6.3%
TOTAL	526 100.0%	149	104	121	151	233	296	103	364	48

Question Q2e. Off-street bike paths? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.3%	0 0.0%	0 0.0%	1 0.8%	1 0.7%	1 0.4%	1 0.3%	1 1.0%	0 0.0%	0 0.0%
Don't know	3 0.5%	0 0.0%	1 0.9%	1 0.8%	1 0.7%	1 0.4%	2 0.7%	0 0.0%	1 0.3%	1 2.1%
0	419 79.6%	105 70.5%	81 76.4%	100 81.3%	134 88.7%	186 79.8%	234 79.6%	85 82.5%	289 79.4%	37 77.1%
1	27 5.1%	5 3.4%	11 10.4%	6 4.9%	5 3.3%	13 5.6%	14 4.8%	4 3.9%	19 5.2%	4 8.3%
2	31 5.9%	17 11.4%	5 4.7%	6 4.9%	3 2.0%	7 3.0%	24 8.2%	5 4.9%	24 6.6%	1 2.1%
3	6 1.2%	0 0.0%	0 0.0%	4 3.3%	2 1.3%	4 1.7%	2 0.7%	1 1.0%	5 1.4%	1 2.1%
4	7 1.4%	5 3.4%	1 0.9%	1 0.8%	1 0.7%	5 2.1%	2 0.7%	5 4.9%	3 0.8%	0 0.0%
5	16 3.1%	7 4.7%	4 3.8%	3 2.4%	2 1.3%	8 3.4%	8 2.7%	1 1.0%	11 3.0%	1 2.1%
6	1 0.2%	0 0.0%	0 0.0%	1 0.8%	0 0.0%	1 0.4%	0 0.0%	0 0.0%	1 0.3%	0 0.0%
7	14 2.7%	10 6.7%	3 2.8%	0 0.0%	2 1.3%	7 3.0%	7 2.4%	1 1.0%	11 3.0%	3 6.3%
TOTAL	526 100.0%	149	106	123	151	233	294	103	364	48

Question Q2f. The roadway system (as a car driver or as a passenger)? (0-7 days)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	2 0.4%	0 0.0%	1 1.0%	0 0.0%	1 0.7%	1 0.4%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
Don't know	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
0	11 2%	0 0.0%	1 1.0%	5 4.2%	4 2.6%	1 0.4%	9 3.1%	3 2.9%	5 1.4%	1 2.0%
1	6 1.2%	0 0.0%	0 0.0%	3 2.5%	3 2.0%	1 0.4%	5 1.7%	1 1.0%	4 1.1%	1 2.0%
2	16 3.0%	5 3.3%	4 3.8%	1 0.8%	6 3.9%	8 3.4%	8 2.7%	0 0.0%	12 3.3%	3 6.1%
3	29 5.5%	19 12.7%	1 1.0%	2 1.7%	7 4.6%	16 6.9%	13 4.4%	8 7.8%	21 5.8%	1 2.0%
4	22 4.1%	10 6.7%	0 0.0%	4 3.3%	8 5.3%	2 0.9%	19 6.5%	5 4.9%	11 3.0%	5 10.2%
5	54 10.3%	17 11.3%	12 11.4%	11 9.2%	15 9.9%	21 9.1%	33 11.3%	9 8.8%	36 9.9%	9 18.4%
6	22 4.2%	3 2.0%	1 1.0%	7 5.8%	11 7.2%	9 3.9%	13 4.4%	4 3.9%	16 4.4%	1 2.0%
7	364 69.1%	96 64.0%	85 81.0%	87 72.5%	96 63.2%	173 74.6%	191 65.2%	72 70.6%	257 70.6%	28 57.1%
TOTAL	526 100.0%	150	105	120	152	232	293	102	364	49

Question Q3 INTRO. Would you support increases in any of the following areas to improve your local transportation system?

Question 3a. Gasoline tax?

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	9 1.7%	3 2.0%	4 3.8%	1 0.8%	2 1.3%	4 1.7%	5 1.7%	1 1.0%	7 1.9%	1 2.1%
Don't Know	8 1.6%	0 0.0%	4 3.8%	2 1.7%	2 1.3%	1 0.4%	7 2.4%	1 1.0%	6 1.6%	1 2.1%
Yes	193 36.7%	56 37.8%	31 29.2%	46 38.0%	60 39.7%	87 37.5%	106 36.1%	35 34.0%	134 36.8%	21 43.8%
No	316 60.0%	89 60.1%	67 63.2%	72 59.5%	87 57.6%	140 60.3%	176 59.9%	66 64.1%	217 59.6%	25 52.1%
TOTAL	526 100.0%	148	106	121	151	232	294	103	364	48

Question Q3b. Local sales tax?

(Would you support increases in any of the following areas to improve your local transportation system?)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	7 1.2%	3 2.0%	3 2.8%	1 0.8%	1 0.7%	3 1.3%	4 1.4%	1 1.0%	5 1.4%	1 2.0%
Don't Know	12 2.3%	0 0.0%	4 3.8%	5 4.1%	3 2.0%	2 0.9%	11 3.7%	2 1.9%	10 2.7%	1 2.0%
Yes	221 41.9%	76 51.4%	42 39.6%	45 36.9%	57 37.7%	95 40.8%	126 42.7%	45 43.7%	150 41.1%	24 49.0%
No	287 54.5%	69 46.6%	57 53.8%	71 58.2%	90 59.6%	133 57.1%	154 52.2%	55 53.4%	200 54.8%	23 46.9%
TOTAL	526 100.0%	148	106	122	151	233	295	103	365	49

Question Q3c. Local property tax?

(Would you support increases in any of the following areas to improve your local transportation system?)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	4 0.8%	0 0.0%	3 2.8%	1 0.8%	1 0.7%	3 1.3%	1 0.3%	0 0.0%	3 0.8%	0 0.0%
Don't Know	4 0.8%	0 0.0%	0 0.0%	2 1.7%	2 1.3%	1 0.4%	3 1.0%	1 1.0%	2 0.5%	1 2.0%
Yes	136 25.9%	63 42.6%	28 26.2%	19 15.7%	26 17.1%	60 25.9%	76 25.9%	33 32.0%	84 23.1%	20 40.8%
No	382 72.6%	85 57.4%	76 71.0%	99 81.8%	123 80.9%	168 72.4%	214 72.8%	69 67.0%	275 75.5%	28 57.1%
TOTAL	526 100.0%	148	107	121	152	232	294	103	364	49

Question Q3d. Another source of revenue?

(Would you support increases in any of the following areas to improve your local transportation system?)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	10 1.9%	3 2.0%	4 3.7%	2 1.6%	2 1.3%	5 2.2%	5 1.7%	1 1.0%	9 2.5%	0 0.0%
Don't Know	49 9.2%	17 11.5%	7 6.5%	11 9.0%	13 8.6%	24 10.3%	24 8.2%	16 15.7%	28 7.7%	4 8.3%
Yes	188 35.7%	48 32.4%	41 38.3%	49 40.2%	51 33.8%	78 33.6%	110 37.4%	35 34.3%	145 39.7%	7 14.6%
No	280 53.2%	80 54.1%	55 51.4%	60 49.2%	85 56.3%	125 53.9%	155 52.7%	50 49.0%	183 50.1%	37 77.1%
TOTAL	526 100.0%	148	107	122	151	232	294	102	365	48

### Q3d comments. Another Source of Revenue

There were 167 responses, with verbatim answers in Appendix A. Some of the themes that emerged:

#### Increasing “sin” taxes

- *alcohol and drugs and cigarettes*
- *booze guns or football*

#### Taxes on Businesses and Institutions

- *having University of Florida have property tax in some areas*
- *small businesses large corporations to pay a higher tax. for example like this burlington place thats coming in, they should pay more to get used to what needs to be done to accommodate for their store.*
- *taxation of businesses*
- *Tax the church property*

#### Reallocation of current dollars

- *eliminate wasteful spending*
- *rearrange city budget*
- *cutting budget where necessary*
- *Quit squandering money they already have*

#### Grants

- *grant of some sort*
- *US department of transportation*
- *federal dollars for the highway improvement*

#### User Fees

- *increased tag fee on motor vehicles*
- *user fees*
- *gas tax*

#### Other Taxes with multiple mentions

- *Income tax*
- *Sales tax*
- *Bond issues*
- *something that hooks in with tours taxes like hotel and entertainment*

Question Q4. What would you like to see the additional revenue used for? (INT: Say if necessary: "This question is asking about all of the taxes and other sources of revenue you selected which includes [Selected items])

There were 311 responses, with verbatim answers in Appendix B. Some of the themes that emerged:

Repair roads (~115 mentions)

- *fix/repair/improve roads*
- *fill potholes*

Improve Bus service (~60 mentions)

- *add bus routes*
- *increase frequency of busses*
- *extend routes or add service to outlying areas*
- *extend hours of service on weekends and holidays*

Bicycle Lanes and Paths (~25 mentions)

- *add bike lanes/paths*
- *better/safer bike lanes*

Other Themes:

- *Improve access for the disabled*
- *Use funds for education*

Question Q5INTRO. As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.  
 Question Q5a. Building sidewalks?

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
Don't Know	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.4%	0 0.0%	0 0.0%	1 0.3%	0 0.0%
1 – Not Important At All	62 11.7%	18 12.2%	7 6.5%	14 11.6%	23 15.2%	38 16.3%	24 8.2%	12 11.8%	44 12.0%	3 6.3%
2	84 15.9%	23 15.6%	20 18.7%	19 15.7%	21 13.9%	51 21.9%	33 11.2%	5 4.9%	73 19.9%	3 6.3%
3	118 22.4%	27 18.4%	26 24.3%	29 24.0%	36 23.8%	53 22.7%	65 22.1%	21 20.6%	88 24.0%	8 16.7%
4	107 20.3%	35 23.8%	19 17.8%	26 21.5%	27 17.9%	47 20.2%	60 20.4%	12 11.8%	75 20.5%	17 35.4%
5 – Very Important	154 29.3%	44 29.9%	35 32.7%	33 27.3%	42 27.8%	43 18.5%	111 37.8%	52 51.0%	84 23.0%	17 35.4%
TOTAL	526 100.0%	147	107	121	151	233	294	102	366	48

**Question Q5b. Upgrading intersections by adding turn lanes?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.2%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.4%	0 0.0%	0 0.0%	1 0.3%	0 0.0%
Don't Know	2 0.2%	0 0.0%	0 0.0%	0 0.0%	2 1.3%	1 0.4%	1 0.3%	0 0.0%	2 0.5%	0 0.0%
1 – Not Important At All	31 5.9%	5 3.4%	4 3.8%	8 6.6%	15 9.9%	10 4.3%	22 7.5%	8 7.8%	21 5.8%	1 2.1%
2	54 10.2%	17 11.4%	8 7.5%	14 11.6%	15 9.9%	19 8.1%	35 11.9%	6 5.9%	46 12.6%	2 4.2%
3	164 31.1%	48 32.2%	46 43.4%	34 28.1%	36 23.7%	88 37.6%	76 25.8%	19 18.6%	119 32.6%	19 39.6%
4	120 22.8%	37 24.8%	18 17.0%	28 23.1%	37 24.3%	55 23.5%	65 22.0%	11 10.8%	98 26.8%	9 18.8%
5 – Very Important	155 29.5%	42 28.2%	30 28.3%	37 30.6%	46 30.3%	60 25.6%	96 32.5%	58 56.9%	78 21.4%	17 35.4%
TOTAL	526 100.0%	149	106	121	152	234	295	102	365	48

**Question Q5c. Adding lanes on existing roads?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	0 0.0%	1 0.3%	0 0.0%
Don't Know	3 0.6%	0 0.0%	0 0.0%	1 0.8%	2 1.3%	2 0.9%	1 0.3%	1 1.0%	3 0.8%	0 0.0%
1 – Not Important At All	105 20.0%	28 19.0%	18 16.8%	24 19.7%	35 23.2%	33 14.2%	72 24.5%	17 16.7%	73 20.0%	13 27.1%
2	83 15.7%	26 17.7%	12 11.2%	18 14.8%	27 17.9%	42 18.1%	40 13.6%	10 9.8%	69 18.9%	2 4.2%
3	120 22.9%	27 18.4%	21 19.6%	36 29.5%	37 24.5%	55 23.7%	66 22.4%	21 20.6%	85 23.3%	12 25.0%
4	90 17.2%	35 23.8%	22 20.6%	15 12.3%	19 12.6%	54 23.3%	36 12.2%	14 13.7%	70 19.2%	3 6.3%
5 – Very Important	124 23.5%	31 21.1%	34 31.8%	28 23.0%	30 19.9%	46 19.8%	78 26.5%	39 38.2%	64 17.5%	18 37.5%
TOTAL	526 100.0%	147	107	122	151	232	294	102	365	48

**Question Q5d. Building new roads?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	3 0.6%	0 0.0%	0 0.0%	1 0.8%	2 1.3%	0 0.0%	3 1.0%	0 0.0%	3 0.8%	0 0.0%
Don't Know	4 0.8%	0 0.0%	0 0.0%	2 1.6%	2 1.3%	3 1.3%	1 0.3%	1 1.0%	2 0.5%	1 2.1%
1 – Not Important At All	100 19.0%	10 6.7%	29 27.1%	26 21.3%	35 23.3%	39 16.7%	61 20.8%	3 2.9%	82 22.4%	11 22.9%
2	121 23.0%	45 30.2%	26 24.3%	20 16.4%	30 20.0%	68 29.2%	53 18.1%	13 12.7%	99 27.0%	10 20.8%
3	134 25.5%	57 38.3%	14 13.1%	26 21.3%	38 25.3%	58 24.9%	76 25.9%	25 24.5%	95 26.0%	11 22.9%
4	57 10.8%	15 10.1%	16 15.0%	15 12.3%	12 8.0%	22 9.4%	35 11.9%	17 16.7%	36 9.8%	2 4.2%
5 – Very Important	107 20.4%	22 14.8%	22 20.6%	32 26.2%	31 20.7%	43 18.5%	64 21.8%	43 42.2%	49 13.4%	13 27.1%
TOTAL	526 100.0%	149	107	122	150	233	293	102	366	48

**Question Q5e. Building bicycle lanes and/or paths?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.2%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	1 0.3%	1 1.0%	0 0.0%	0 0.0%
Don't Know	1 0.2%	0 0.0%	0 0.0%	1 0.8%	1 0.7%	1 0.4%	1 0.3%	0 0.0%	1 0.3%	1 2.1%
1 – Not Important At All	92 17.5%	19 12.8%	8 7.5%	25 20.7%	40 26.5%	52 22.3%	41 13.9%	12 11.8%	74 20.2%	4 8.5%
2	70 13.3%	17 11.5%	22 20.8%	11 9.1%	20 13.2%	36 15.5%	34 11.5%	11 10.8%	55 15.0%	1 2.1%
3	110 20.8%	24 16.2%	22 20.8%	32 26.4%	32 21.2%	41 17.6%	69 23.4%	22 21.6%	74 20.2%	13 27.7%
4	101 19.2%	37 25.0%	17 16.0%	23 19.0%	23 15.2%	55 23.6%	46 15.6%	9 8.8%	74 20.2%	15 31.9%
5 – Very Important	151 28.7%	51 34.5%	37 34.9%	29 24.0%	34 22.5%	48 20.6%	103 34.9%	47 46.1%	88 24.0%	13 27.7%
TOTAL	526 100.0%	148	106	121	151	233	295	102	366	47

**Question Q5f. Existing road maintenance?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	1 0.1%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.4%	0 0.0%	0 0.0%	1 0.3%	0 0.0%
1 – Not Important At All	15 2.8%	5 3.4%	0 0.0%	5 4.1%	5 3.3%	3 1.3%	12 4.1%	7 6.7%	8 2.2%	0 0.0%
2	21 4.1%	14 9.4%	3 2.8%	3 2.5%	2 1.3%	10 4.3%	11 3.7%	7 6.7%	14 3.8%	1 2.1%
3	75 14.3%	33 22.1%	19 17.9%	14 11.5%	10 6.6%	38 16.4%	37 12.6%	11 10.6%	47 12.9%	14 29.2%
4	114 21.7%	46 30.9%	28 26.4%	22 18.0%	18 11.9%	58 25.0%	56 19.0%	14 13.5%	86 23.6%	14 29.2%
5 – Very Important	300 57.0%	51 34.2%	56 52.8%	78 63.9%	115 76.2%	122 52.6%	178 60.5%	65 62.5%	209 57.3%	19 39.6%
TOTAL	526 100.0%	149 28.2%	106 20.1%	122 23.1%	151 28.6%	232 44.1%	294 55.9%	104 20.1%	365 70.6%	48 9.3%

Question Q6INTRO. As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.  
 Question Q6a. Expanding bus service hours during the work week?

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	9 1.8%	0 0.0%	4 3.8%	4 3.3%	1 0.7%	6 2.6%	3 1.0%	1 1.0%	6 1.6%	2 4.1%
Don't Know	19 3.7%	5 3.4%	3 2.8%	4 3.3%	8 5.3%	11 4.8%	8 2.7%	6 5.8%	13 3.6%	0 0.0%
1 – Not Important At All	54 10.3%	7 4.8%	8 7.5%	17 13.9%	22 14.6%	28 12.1%	26 8.8%	2 1.9%	49 13.4%	2 4.1%
2	63 11.9%	23 15.6%	22 20.8%	10 8.2%	8 5.3%	41 17.7%	22 7.5%	9 8.7%	52 14.2%	2 4.1%
3	106 20.2%	39 26.5%	11 10.4%	18 14.8%	38 25.2%	53 22.9%	53 18.0%	10 9.6%	84 23.0%	12 24.5%
4	100 19.1%	24 16.3%	23 21.7%	29 23.8%	24 15.9%	50 21.6%	50 17.0%	16 15.4%	74 20.3%	9 18.4%
5 – Very Important	175 33.2%	49 33.3%	35 33.0%	40 32.8%	50 33.1%	42 18.2%	132 44.9%	60 57.7%	87 23.8%	22 44.9%
TOTAL	526 100.0%	147	106	122	151	231	294	104	365	49

**Question Q6b. Expanding bus service hours on the weekends?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	9 1.8%	0 0.0%	4 3.8%	4 3.3%	1 0.7%	6 2.6%	3 1.0%	1 1.0%	6 1.6%	2 4.1%
Don't Know	11 2.1%	0 0.0%	3 2.8%	3 2.5%	5 3.3%	5 2.2%	6 2.0%	0 0.0%	10 2.7%	1 2.0%
1 – Not Important At All	49 9.4%	0 0.0%	12 11.3%	15 12.3%	23 15.1%	24 10.3%	25 8.5%	3 2.9%	44 12.1%	1 2.0%
2	62 11.7%	16 10.9%	15 14.2%	13 10.7%	18 11.8%	41 17.7%	21 7.1%	5 4.9%	55 15.1%	2 4.1%
3	102 19.3%	31 21.1%	13 12.3%	25 20.5%	33 21.7%	56 24.1%	45 15.3%	16 15.5%	78 21.4%	5 10.2%
4	117 22.3%	51 34.7%	20 18.9%	22 18.0%	24 15.8%	57 24.6%	61 20.7%	20 19.4%	85 23.3%	10 20.4%
5 – Very Important	176 33.5%	49 33.3%	39 36.8%	40 32.8%	48 31.6%	43 18.5%	133 45.2%	58 56.3%	87 23.8%	28 57.1%
TOTAL	526 100.0%	147	106	122	152	232	294	103	365	49

Question Q6c. Having the bus come by on existing routes more often?

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	6 1.2%	0 0.0%	0 0.0%	4 3.3%	2 1.3%	4 1.7%	3 1.0%	1 1.0%	3 0.8%	2 4.3%
Don't Know	20 3.8%	0 0.0%	7 6.6%	5 4.1%	9 6.0%	11 4.8%	9 3.1%	1 1.0%	18 4.9%	1 2.1%
1 – Not Important At All	66 12.5%	12 8.1%	12 11.3%	16 13.1%	26 17.3%	38 16.5%	27 9.2%	3 2.9%	58 15.9%	2 4.3%
2	60 11.4%	19 12.8%	15 14.2%	12 9.8%	14 9.3%	42 18.2%	18 6.1%	9 8.7%	48 13.2%	3 6.4%
3	124 23.6%	39 26.4%	26 24.5%	27 22.1%	32 21.3%	56 24.2%	68 23.1%	18 17.5%	101 27.7%	4 8.5%
4	109 20.7%	38 25.7%	18 17.0%	26 21.3%	27 18.0%	49 21.2%	60 20.4%	20 19.4%	71 19.5%	15 31.9%
5 – Very Important	141 26.7%	40 27.0%	28 26.4%	32 26.2%	40 26.7%	31 13.4%	109 37.1%	51 49.5%	66 18.1%	20 42.6%
TOTAL	526 100.0%	148	106	122	150	231	294	103	365	47

**Question Q6d. Adding new bus routes?**

(As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	5 0.9%	0 0.0%	0 0.0%	4 3.3%	1 0.7%	3 1.3%	1 0.3%	1 1.0%	1 0.3%	2 4.2%
Don't Know	14 2.7%	0 0.0%	4 3.7%	4 3.3%	6 4.0%	6 2.6%	8 2.7%	1 1.0%	13 3.6%	0 0.0%
1 – Not Important At All	74 14.0%	21 14.2%	11 10.3%	19 15.7%	23 15.2%	46 19.8%	28 9.5%	7 6.8%	62 17.0%	2 4.2%
2	55 10.5%	15 10.1%	18 16.8%	7 5.8%	15 9.9%	33 14.2%	22 7.5%	9 8.7%	42 11.5%	4 8.3%
3	112 21.3%	25 16.9%	22 20.6%	25 20.7%	40 26.5%	49 21.1%	63 21.4%	19 18.4%	89 24.5%	3 6.3%
4	106 20.2%	51 34.5%	14 13.1%	19 15.7%	22 14.6%	43 18.5%	63 21.4%	15 14.6%	71 19.5%	19 39.6%
5 – Very Important	161 30.5%	36 24.3%	38 35.5%	43 35.5%	44 29.1%	52 22.4%	109 37.1%	51 49.5%	86 23.6%	18 37.5%
TOTAL	526 100.0%	148	107	121	151	232	294	103	364	48

Question Q6e. Providing more bus or van service to those who cannot drive (the elderly or disabled)?  
 (As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.)

Count % of Total	All	Age				Gender		Race		
		18-29	30-44	45-59	60-99	Male	Female	African Am.	White	Other
Refused	7 1.3%	5 3.3%	0 0.0%	2 1.7%	1 0.7%	6 2.6%	1 0.3%	0 0.0%	5 1.4%	1 2.1%
Don't Know	9 1.7%	0 0.0%	5 4.7%	2 1.7%	1 0.7%	6 2.6%	3 1.0%	0 0.0%	8 2.2%	1 2.1%
1 – Not Important At All	26 5.0%	5 3.3%	7 6.6%	8 6.6%	7 4.6%	20 8.6%	6 2.0%	0 0.0%	24 6.6%	1 2.1%
2	34 6.6%	10 6.7%	8 7.5%	8 6.6%	9 5.9%	17 7.3%	18 6.1%	2 2.0%	32 8.8%	1 2.1%
3	94 17.8%	17 11.3%	21 19.8%	23 19.0%	34 22.4%	54 23.2%	39 13.3%	8 7.8%	81 22.2%	3 6.3%
4	130 24.8%	60 40.0%	15 14.2%	24 19.8%	31 20.4%	66 28.3%	65 22.1%	17 16.7%	93 25.5%	18 37.5%
5 – Very Important	226 42.9%	53 35.3%	50 47.2%	54 44.6%	69 45.4%	64 27.5%	162 55.1%	75 73.5%	122 33.4%	23 47.9%
TOTAL	526 100.0%	150	106	121	152	233	294	102	365	48

Question Q7a-d. If you had \$100 (total) to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

(column percents may not total 100% due to rounding)

Dollars	7a. Roads		7b. Buses		7c. Bicycle Paths		7d. Sidewalks	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Refused	5	1.0%	5	1.0%	8	1.5%	8	1.5%
Don't Know	5	1.0%	7	1.3%	7	1.3%	8	1.5%
<b>\$0</b>	19	3.6%	199	37.8%	131	24.9%	168	31.9%
<b>\$1 to 24</b>	61	11.6%	90	17.1%	258	49.0%	254	48.3%
<b>\$25</b>	49	9.3%	88	16.7%	70	13.3%	45	8.6%
<b>\$26 to 49</b>	86	16.3%	16	3.0%	37	7.0%	33	6.3%
<b>\$50</b>	101	19.2%	8	1.5%	12	2.3%	7	1.3%
<b>\$51 to 74</b>	43	8.2%	4	0.8%	3	0.6%	2	0.4%
<b>\$75</b>	29	5.5%	6	1.1%	0	0.0%	2	0.4%
<b>\$76 to 99</b>	54	10.3%	6	1.1%	1	0.2%	1	0.2%
<b>\$100</b>	77	14.6%	5	1.0%	2	0.4%	0	0.0%

Demographics of Survey Participants

Question Q8. How many years have you lived in Alachua County?

<b>Years</b>	<b>Number</b>	<b>Percent</b>
<b>Less than 1</b>	10	1.9%
<b>1 to 4</b>	47	8.9%
<b>5 to 10</b>	78	14.8%
<b>11 to 20</b>	119	22.6%
<b>21 to 30</b>	109	20.7%
<b>31 to 50</b>	116	22.1%
<b>More than 50</b>	47	8.9%

Question Q9. Do you live in the Gainesville city limits?

	Frequency	Percent
Don't know	4	0.8%
Yes	420	79.8%
No	102	19.4%
Total	526	100.0%

Question Q10. How many people, including yourself, live in your household?

	Frequency	Percent
Don't know	3	0.5%
1	89	16.9%
2	176	33.4%
3	105	20.0%
4	83	15.9%
5	45	8.5%
6	19	3.7%
7	1	0.3%
8	5	1.0%
Total	526	100.0%

Question Q11. How many people in your household work at least 20 hours per week outside the home?

	Frequency	Percent
Refused	1	0.1%
Don't know	4	0.8%
0	112	21.4%
1	158	29.9%
2	195	37.0%
3	39	7.3%
4	13	2.5%
5	3	0.6%
6	1	0.2%
8	1	0.2%
Total	526	100.0%

Question Q12. How many registered motor vehicles are there in your household?

	Frequency	Percent
Refused	5	0.9%
0	15	2.8%
1	116	21.9%
2	223	42.5%
3	105	19.9%
4	40	7.6%
5	20	3.8%
6	4	0.7%
Total	526	100.0%

Question Q13. How many people in your household are licensed drivers?

	Frequency	Percent
0	12	2.4%
1	111	21.1%
2	243	46.1%
3	104	19.7%
4	38	7.3%
5	12	2.2%
6	5	1.0%
8	1	0.2%
Total	526	100.0%

Question Q14. Is there a disabled person with special transportation needs in your household?

	Frequency	Percent
Don't know	1	0.2%
Yes	51	9.8%
No	474	90.1%
Total	526	100.0%

Question Q15. Gender

	Frequency	Percent
Male	232	44.1%
Female	294	55.9%
Total	526	100.0%

Question Q16. What is your age?

<b>Age in Years</b>	<b>Number</b>	<b>Percent</b>
<b>18 to 24</b>	83	15.8%
<b>25 to 34</b>	102	19.4%
<b>35 to 44</b>	70	13.3%
<b>45 to 54</b>	84	16.0%
<b>55 to 64</b>	81	15.4%
<b>65 or older</b>	107	20.3%

Question Q17. Are you of Spanish or Hispanic origin?

	Frequency	Percent
Refused	3	0.7%
Don't know	1	0.1%
Hispanic	38	7.2%
Not Hispanic	484	92.0%
Total	526	100.0%

Question Q18 What race do you consider yourself?

	Frequency	Percent
Refused	11	2.1%
Don't know	1	0.1%
White	365	69.3%
Af/Am	102	19.5%
Asian	15	2.9%
Native Am	1	0.2%
Other	13	2.5%
Multi-racial	19	3.6%
Total	526	100.0%

## Appendix A. Q3d comments. Other Sources of Revenue (full text)

### Q3d. Other Sources of Revenue Suggested

- special tax for structural improvement and repair including roads
- grants
- I don't know
- grant of some sort
- taxation of businesses
- cutting budget where necessary
- alcohol and drugs and cigarettes
- alcohol
- county commissioner take pay cut
- I don't know but I know from the previous ones.
- Like GRU for example, you know or umm, something else, small businesses large corporations to pay a higher tax. for example like this Burlington place that's coming in, they should pay more to get used to what needs to be done to accommodate for their store.
- income tax
- out of Alachua county general fund for roads
- work at home, computer work
- user would come to mind, to raise funding for transportation
- eliminate wasteful spending
- pension
- For trucks
- don't know
- like a bond issue or something like that, UF pays additional fees
- I don't mind us trying to find another way except the ones I talked about. They need to come up with other taxes. I may be interested in paying higher. Not just in the ones you called.
- no I can't
- Try to find some money that's being spent on people on the commission that aren't doing anything
- transportation money from the federal gov.
- increase alcohol taxes
- any voluntary means
- quit squandering money they already have
- Federal grants
- No I can't
- Not sure
- I don't know at this time
- rearrange city budget
- fee for transportation
- don't have any ideas
- bake sales
- increase in sales tax
- Pay for throughways

### **Q3d. Other Sources of Revenue Suggested**

- increased tag fee on motor vehicles
- bring more jobs for people
- income tax
- not really I can't think of anything right now
- I don't have anything specific in mind
- General purchases
- something that hooks in with tours taxes like hotel and entertainment
- donations
- special tax for transportation
- not sure
- Bond issue
- something accountable
- I can't think of another way to find the money, I don't know
- tourism and sales taxes
- I would say that I would be open to other options if they were available such as mileage tax.
- if it's not going to tax me yes
- user fees
- know they need improvements but I don't know what source to increase
- Disabled
- I give money to Rails for Trails
- didn't have anything in mind
- wouldn't know what that would be right now
- I can't think of any right this moment
- US department of transportation
- pension cuts
- parking revenue use of revenue
- local state tax or county
- reasonable taxes set by the city or county
- Income tax
- The state government
- casino
- traffic tickets
- re-budget
- better tourist fee
- general operating roadways
- I can't specify
- not sure
- booze, guns or football
- hotel bed tax
- don't know
- not sure anything [she] supports

### **Q3d. Other Sources of Revenue Suggested**

- having University of Florida have property tax in some areas
- auto tag registration
- no
- maybe on cigarettes
- They need to decrease the tax for the poor people so that they can maintain a household and increase the tax of the high income household people.
- bonds
- graduated taxes
- people who smoke
- the police force recovers a lot of money from criminals and the police force spends it on itself why not spend some of that on improving the city
- I would support licenses taxes stuff like that
- I don't know
- Federal government
- Funds they have
- cigarette tax
- maybe possible vehicle registration
- I don't have one right now
- Income tax
- not sure
- I have no idea
- fun raising
- sales tax
- grants, possible bonds
- bike travelers have to pay
- Federal aid and private donations for bikes
- state revenue
- state money
- water
- the money of the concessions and parking
- special tax on properties, transitions or just about anything
- From DOT what states provides us is good, railways to Alachua county
- Cigarette Taxes
- state tax
- can't think of one right now
- cut salary of politicians
- don't know
- Raise cab prices by 20 cents per mile
- property tax
- License tags for bicyclers to use the roads; mass transportation need to pay for itself-charge fees to cover costs-no longer subsidize mass transportation
- Tax the church property
- don't have a specific idea

### **Q3d. Other Sources of Revenue Suggested**

- Tax the commissioners personally
- Liquor Tax
- doesn't know
- grant, and federal aid
- I would support local transportation in any way.
- I think state funds
- Increase fares.
- tire tax
- Utility may use that money that has been over charging
- wealth tax, income tax
- federal dollars for the highway improvement
- donations
- if they were to do like a one-time tax assessment that did not increase year over year
- Other types of taxes
- transportation improvement
- the county can do better budgeting
- don't know
- It should come from the tax base that we already have the money, should be spent more wisely
- anything else is fine
- food tax
- doesn't know
- grants
- cut programs
- reduce salaries of commissioners
- I just think they should reallocate and prioritize and haven't done good job, taxes aren't the answer
- not any in mind-- maybe bond issues
- Cigarette & alcohol tax
- take money from county
- They should make the property taxes more fair because us on the west side of town pay more than the east side
- Could be an increase in RTS fees and don't give it away. Too subsidized
- It's just not right. It is pointless. Their transportation is lousy. They don't include all Alachua county. No bus that comes out here.
- University
- cut back on useless things
- consumption tax
- In a recreational things
- Maybe assessments or designated sectors of taxing drivers
- Like one year car building. Penny tax.
- bonds or assessment
- increase taxes

**Q3d. Other Sources of Revenue Suggested**

- Income Tax
- How can I be more specific
- I would like to see taxes and levies in Alachua County. Those people who use our roadways should pay and also the bike paths. Why don't they put a toll booth on the bike path? Anyone who doesn't have a receipt should pay a fine.
- No. I would like to see it laid out before me. Options.
- No. I have no idea. That's what we elect people to do.
- Business taxes
- Fundraisers
- Mileage tax
- more revenue, but no specific idea
- gas

## Appendix B. Q4. What would you like to see the additional revenue used for? (full text)

### Q4. What would you like to see the additional revenue used for?

- roads, bridges, water system, and specially environment, springs, aquifer
- Safe bicycle lanes
- Fix up the neighborhoods and the economy
- transportation for the handicap
- taxation of businesses, instead of giving them cuts and bonuses and whatever you want to call it...they should be paying that tax
- improve the bus system, maybe make them faster or more efficient because it takes them forever to get passengers on and off
- where I live there are holes in the road, everybody comes on it and nobody fixes it
- road repair
- making roads good
- places where the youth can go other than parks
- education on the lower level
- road maintenance
- The roads, the wholes on the roads. To service the streets.
- Improving 16<sup>th</sup> Ave behind Gainesville high school, the whole thing from 43rd to Main Street all the way to 53rd by Buchholz. Highly travelled road with the most potholes. And 8th Ave Street with all the potholes runs parallel and it has the same problems. They improved from 34th to the end of the park, West Side school next to the swimming pool, some of the streets and took one lane away. But did improve the potholes. I don't think that narrowing any streets in Gainesville is an answer they need to widen them and let people get through.
- dedicated bike lanes and bus transportation to areas not covered
- improve roadways
- for better roads on the east side of Gainesville
- Positive things all around.
- road repair
- school
- Just for helping me pay some of my bills. I have some medical bills that I need to get caught up, and educational purposes.
- repairing the roadway infrastructure
- highway, roads
- paving roads
- improving the handicap service
- Fix 8th Avenue lane leading to the mall
- Road Repair
- To improve transportation it would be worth wild to facilitate people getting to and from work that need it
- Widening roads
- Better roads.
- Expanding frequency of RTS Bus service.
- Improving roads.
- Road improvement.

**Q4. What would you like to see the additional revenue used for?**

- expanded bus service hours
- drive for people who cannot drive, senior transportation
- improvement to transit
- for schools
- better bus service, better routes, 7 day a week bus service as well as more local routes within the city
- Local Property Tax or something of that sort.
- number one some of the roads, roads are pretty rough, need tax to do that
- road repair and repaving
- No more busses around town, I would like to see, I live around the corner from JJ Finley, and you have built beautiful sidewalks around campus and no one uses them, especially over there on 16th avenue, and they can't even put sidewalks near JJ Finley, and I want my young grandkids to walk back safely, we have to walk on people's grass. It's a shame to spend money on other sidewalks that no one uses. The roads are too narrow. Sidewalk on 7th lane needed specifically. I would also like Christmas decorations.
- increased bus routes and fixing the existing road problem
- more and safer bike lanes and additional bus service
- getting rid of the blinking yellow lights when there is a red light because it's confusing
- expanding the bus service system all over Gainesville, E and W and S
- sidewalks; no sidewalks in my particular neighborhood maintaining road ways; local roadways are a mess
- Primarily improving infrastructure for bicycle transportation.
- Number 1, some of the roads; some of the roads that those buses go by are pretty rough and they sure need an increase in that and that's why I said we need tax to do that.
- Fixing roads
- Repair the roads
- Building up the eastside of town
- Would like to see the RTS go to the out-line areas.
- infrastructure improvement
- lower congestion on the roads
- used for roads painting supporting current infrastructure
- initially repairs and reducing congestion along archer road and mall all way out to Gainesville
- towards the street pavement on the roads, fix them up to be drive-able
- traffic enforcement, there is no traffic enforcement in Gainesville
- free buses
- Sidewalks, for walking on, also to fix the streets that are bottlenecked such as 34th street. traffic issues that they keep putting money into and it doesn't change anything
- better RTS service
- For roads.
- Traffic lights.
- Fixing our roads.
- I would like to see it used to facilitate better driving patterns around campus. Roundabouts and signs and protocol for people who enter.
- more buses more bikes lanes

**Q4. What would you like to see the additional revenue used for?**

- better bus service
- recreation
- transit system and educational system
- better public transportation, meaning buses
- schools
- Fixing our local roads and increasing bus services on the northeast side of town
- road maintenance
- Synchronizing the traffic signals
- improving the roads
- Improving the roads, there's some serious maintenance that needs to happen. Extending bus services.
- fixing roads
- better bus service
- better roads
- As the dept feel is the highest priority
- maybe lighting
- For buses to stop running at 6 clock. Extend the bus route.
- We need to upgrade the roads and bridges and I think the bicycle paths in the city and off road need to be increased a little.
- I don't have anything in mind.
- Road improvement
- expanded bus routes
- increasing the # of lanes on our major streets
- Mass transit
- buses and bike lanes
- need road improvements particularly in my neighborhood, they repaved part of the neighborhood and the other part they never did
- More Bike Paths and dedicated bus routes
- Disabled
- bike lanes, road narrowing, and road resurfacing
- Rails for Trails
- mass-transit
- bus system
- improve roads
- fix the roads
- roads
- increase busses
- more buses and more stops for the handicap
- More complete street include top quality people bicycle and vehicle separated service and top quality protected bicycle lanes and off road bicycle and pedestrian connectivity. more flexible transit options like shared bike and car and more convenient bus option
- for more off street bike path and on-street bike lanes
- better bus service
- Nicer sidewalks; refurbished

**Q4. What would you like to see the additional revenue used for?**

- More streets for automobiles
- road improvement
- road repair
- to prosecute bike bullies
- roads and parks
- repair roads
- no issue to me
- road repair
- we don't have additional revenue but maintenance of infrastructure in Alachua county roadways for instance
- I don't know what revenue to be used.
- roads maintenance
- Used mostly to improve the streets that we have here in Gainesville. Use it for the streets because they're in terrible shape
- for more roads
- more bike lanes
- path whole on the road
- improving our roadways and transportations
- repair of the roads
- find a way to alleviate congestion on archer road
- for better transportation
- Roadways so disabled people would not have to go over so many bumps.
- public transportation
- bike lanes
- better roadways
- more bike lanes better paved roads more public transit
- Fix the roads and pothole.
- more sidewalks more fixing roads and regional transit needs to run later
- probably the general roads that are not in great condition, they need to be improved and more (I don't use the bus) but a lot of people in town need the bus to get around and it's not as convenient for people who need it
- parks and recreational facilities in the east Gainesville area
- fixing the roads
- Probably for roads; and for bus system.
- improving or adding biking
- I think if possible more consistent bus routes.
- more walkable neighborhoods
- The bus system should work on holidays for the people who work on holidays.
- wide sidewalks
- used for highway repairs, street repairs, planning for better control of traffic
- more bus routes
- improve roads, better bike lanes and signage, paying to vegetation blocking views
- general improvement in Gainesville

**Q4. What would you like to see the additional revenue used for?**

- better bus service on Sundays also more bike paths like the braid trail also would like to see big roads narrowed for traffic calming like Main St. I'd like the narrowed lanes on 8th Ave. I would like to see the same thing happen on University Ave. I would like to see sidewalks where there are none in some poor areas and some of the suburban areas that don't have them.
- better continuation bike path off the street and better parking to get on and off roads
- improving current road system
- bus routes that are not student populated, it's a challenge to get to one side of town and buses should run earlier and longer at nights
- bike paths and bus service
- better bus system
- Filling in bike-lanes to road that don't have them, like downtown. Also, resurfacing roads. Better signal control at peak times during the day.
- bicycling and roads
- Improve streets
- Roadways
- Keeping the buses running on holidays and extending the routes to outside areas in town.
- Making new roadways for congestion but I do like the new bike lanes
- 16th St. near 43rd, more bike lanes, 8th St.
- Fixing the roads that are damaged with holes. More mass transit.
- Resurface roads
- Painting more bike paths all over the town.
- repaving
- Expanded bus service and a train service or long distance bus service.
- more bike lanes
- Better bike lanes and better education for everyone about bike lanes.
- Road maintenance.
- fixing the roads and more off - bike lanes and sidewalks
- I suppose, I am not sure. When I was in college I would say RTS buses, keeping the RTS bus system going
- better and safer pedestrian walking and better sidewalks
- improving roads and add multimodal transportation opportunities
- Better refunds
- Better Art Department
- improvement to the mass transit system
- education schools
- I live on 16 and I love the new sidewalk, and I also think they should have a walk only system in downtown. have a trans system to move from to downtown without having to take a car
- for in-street bike lanes and more city parks or park trails
- 24-hour bus service
- Roadways, especially around non-major parts of town (specifically east side) - the roads aren't really up to par. Also, roadwork in immediate neighborhood are either very lengthy or non-existent. They start to do roadwork, then they stop...Also, widening up bike paths around areas not immediately around campus. Further away from campus, less bike friendly the roads get.

#### **Q4. What would you like to see the additional revenue used for?**

- better transport for bike and pedestrians
- more buses
- City or parks or something.
- schools
- To widen some main roads like NW 34th ST would be a huge priority from University Ave to NW 39th Ave.
- Road improvements.
- road improvements
- transportation for senior citizens and the disabled
- paved roads
- cleaning up the lakes
- Bike lanes, bike infrastructure, can't go north and south and W and E in a bike lane, no length of Gainesville or continuous bike lanes.
- Around Gainesville there is a need for more family oriented facilities.
- increase frequency of bus service
- to improve the roadways preferably at the east side of Gainesville
- subway system
- definitely more buses going to 75th and the mall, there is only one bus going there and it is so bad
- Road improvement, new roads to handle new traffic patterns. Neighborhood based fixed rail, mass transit, and a linking Gainesville mass transit via rail to other metropolitan areas in the state of Florida such as Jacksonville, Orlando and Tampa. A feasibility study on the use of a raised monorail system circumnavigating the metropolitan area.
- road and sidewalks
- fixing roads what happens with money allocated for that
- transportation
- That they do SE side of town the way they do the NW and SW side of town...
- To improve housing and in the NE section of town.
- Transportation
- Road repairs, transit system that works. Happen to be on 35th terr. on archer road, she saw buses every three minutes, never seen so many buses on any other road. Would be nice if other than the University of Florida had access to the system. System does not run properly for other citizens. When she worked at General Electric, couldn't get city to put any of the buses to travel to work area, which was an example of poor management.
- Better bus service for bus 10; The corner of 13th and 441-rip up the road and put in an underground subway for students, put one road under the other-major roadwork project; More circles because they eliminate traffic lights-not small ones, big circles; Major work over on the length of the lights; Less dead-end circles like 99th lane-like the east side of 441-a few more thru streets; 8th street and 16th street are good models
- fixing the roads
- roads
- Roadways, pavement and not all the decorations which takes a lot of money away from the servicing of the roadway.
- Fix the roads

**Q4. What would you like to see the additional revenue used for?**

- Repair dangerous roads, most of which are outside of the metropolitan areas such as SR 236, and NW 36th into Main St. just before getting to Newberry; oil or crushed asphalt on dirt roads
- Repairing the roads
- The roadways
- increased frequency of bus routes
- bike paths are important, the bus system makes a big difference to people who don't make much money
- road resurfacing
- more bus routes, more bike lanes, wider bike lanes, fixing potholes in streets
- fixing streets
- Expanding transportation services for the community, working people, seniors, parents with children, disabled. Getting people to and from medical appointments
- Road maintenance and more bike lanes, and reliable bus service for those who don't have cars.
- Fixing the roads and streets which are falling apart
- More buses
- More Buses
- Paving and improving roads and widening bicycle paths without narrowing road lanes
- Light system in the city - traffic lights and timing of them
- Road improvement
- Removing potholes in the streets; something needs to be done that will help the senior citizens to get around
- streets, patching potholes not on streets already fixed
- buses and bike lanes
- maintaining the roads that we have
- I would support any kind of local transportation that would encourage transportation so we could get used to public transport. I would support bicycle transport, we could rent them and drive them around.
- I would like to see used to help coordinated stop lights so were not sitting in stop lights when there's no traffic and more bike paths because there's a lot of bike riders
- Disabled service.
- Road improvements
- repairing roads, maintain sidewalks, increasing transportation for the handicapped
- roads
- better bike lanes on major highways like highway 26 and better bus service
- Improving some of the road money.
- improve conditions of roads
- roadway improvement
- Bus service that don't just benefit the UF students. If you live outside major college apt complex most buses stop at around 5 o'clock which doesn't work if you have a regular job
- roadway improvement
- bike path off road
- Road improvement. I live off of tower and the road by the elementary school is really patchy, if something could be done about that it would be really good

**Q4. What would you like to see the additional revenue used for?**

- clean up the side sidewalk and repaint the bike lanes
- more bike lanes
- maybe the roads
- Road improvement.
- later bus route
- improve bus service
- for filling in potholes on existing roads
- roads repair, more bus service
- [unclear] and law enforcement arrest people who texts while driving
- road improvement
- fixing the roads
- widening the street back to how they were for example 8th Ave and University Ave
- Paving roads
- roads
- county is behind on road repair specially outside of Gainesville
- Improve RTS, improve severely. They are seriously needed. I am disabled and it is difficult for me to use. It took me 2 hours to get where I needed to go on a bus ride. No reason for it take 2 hours to get anywhere. Special buses for the area of lot's on congestion and more regular intervals.
- schools and fire and police priority
- they need to make bike pathways that are separate from the roadway with an actual physical barrier; rumble strips at the least
- repairing roads
- fix the roads
- more efficient routes
- Roadways are critical for the continued growth in Alachua County. Building bicycle lane Haile Plantation where there already sidewalks is foolish spending.
- To improve the streets themselves and incorporate more bus stops/side ramps for the buses and safer bicycle lanes.
- Fixing streets. Stop messing with major arteries such as 8th Ave.
- roads
- improvement of the roads
- more bus routes
- More frequent bus service and bus routes
- 90% road capacity expansion and 10% on bicycles and transit
- improve road service
- schools
- Fixing the roads would be good.
- pave roads and enhance transportation
- Probably to repair some of the roadways and not to put in any more roundabouts.
- highways
- Repaving roads that need repaving & widening roads that are too narrow.
- improvements across the board
- Paving roads. Develop new roads.

**Q4. What would you like to see the additional revenue used for?**

- bike lanes and also improve roads no doubt, and traffic calming
- Weekend buses, some routes are not served on weekends. there are areas that are distant for people to take the bus
- They should go ahead and make the RTS come around to portions of Alachua County, come to 241, Newberry roads and archer road and provide a place for parking. This is ridiculous. The road stinks. They should build a belt way. The population is grown and they sat on their hands and do nothing. They shouldn't just cater to the university and the inner city alone. They should fill in spots for people who live in the outer lines of Gainesville. Especially for the older people. Up north they have natural gas buses and they are efficient.
- Qualquier cosa para mejorar la vida de los ciudadanos
- Increase Gainesville regional services for the college students. During Spring Break and Christmas Break the buses don't run. Other people use the bus system other than the students.
- Improvement of roads
- use it for the bus system
- fix 8th Ave back the way that it was
- roadway problems
- roads
- Maybe more parks
- Creating modes of transportation that do not rely on gas or improving the existing modes of transportation.
- Maintaining the roads. Some of the roads are very bad. Middle dividers needed. To make decent. Of course road quality.
- Needs for senior citizen transporting to the senior recreation center and it might not be available to some people.
- road improvement
- roadway sidewalks upkeep of property
- improvement in public transport
- Road repair
- I would like to see more transportation in Alachua County, busses that come further.
- Well if there is any money left over they need to return it to the people in some form as in lower tax rates.
- Probably just fixing roadways.
- fix the roads
- more buses in the outskirts not just for students
- some of the roads repaired
- I'd like to see some buses to come out to Jonesville trams and buses so we would go to work in buses instead of cars
- none
- improvement on county roads
- Roads #1, bike paths
- Later bus routes
- Public Transportation other than roads; Dedicated bus lanes and routes; Appreciative
- public transportation
- to be used for better transportation for people in need

Appendix C. Questionnaire for Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Phone Survey 2014  
UFSRC programmer/tester note: nicknamed “MTPO14”.

**HELLO**

Hello, my name is \_\_\_ and I’m calling (from the University of Florida) on behalf of the Metropolitan Transportation Planning Organization (for the Gainesville Urbanized Area). (How are you?)

(INT: ENTER 1 FOR ENGLISH.  
ENTER 3 FOR SPANISH.)

**CPHONE**

We’re calling about a study on the transportation needs that you may feel are important in the greater Gainesville area.

Have I reached you on a mobile (cell) phone?

(INT:

ENTER 1 IF THEY INDICATE THIS IS A MOBILE OR CELL PHONE.

ENTER 2 IF THEY INDICATE THIS IS NOT A MOBILE OR CELL PHONE.)

**SAFE**

Is this a safe time to talk with you?

(INT:

ENTER 1 IF THEY INDICATE THIS IS A SAFE TIME TO TALK.

TRY TO SCHEDULE A CALLBACK IF THEY INDICATE THIS IS NOT A SAFE TIME TO TALK.)

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

**CPINTRO**

I'm calling on behalf of the organization responsible for setting transportation priorities for the Gainesville Metropolitan Area, known as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

We'd like to ask you a few questions about the transportation issues that you feel are most important. This survey is part of the process of setting long-range goals for the transportation system in the greater Gainesville area.

(This should only take around 10 minutes of your time.)

(INT: ENTER 1 TO CONTINUE)

**CPADULT**

But first I need to know if you're 18 years old or older?

(INT:

ENTER 1 IF THEY INDICATE THEY ARE 18 OR OLDER.

ENTER 2 IF THEY INDICATE THEY ARE NOT 18 OR OLDER.)

**EXIT**

Thank you very much for your time, but we can only speak with people who are 18 or older. Have a nice day.

(INT: END THE CALL; ENTER 1 TO EXIT THE SURVEY AND CODE AS 'NO ELIGIBLE RESPONDENT'.)

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

**LLINTRO**

I'm calling on behalf of the organization responsible for setting transportation priorities for the Gainesville Metropolitan Area, known as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

We'd like to ask an adult (age 18 or older) in your household a few questions about the transportation issues that they feel are most important. This survey is part of the process of setting long-range goals for the transportation system in the greater Gainesville area.

(This should only take around 10 minutes of your time.)

(INT: ENTER 1 TO CONTINUE)

**LLADULT**

May I speak to the adult (18 or older) who lives in your household, who had the most recent birthday, who's currently home?

(INT:

ENTER 1 IF ELIGIBLE RESPONDENT IS ON THE PHONE.

ENTER 2 IF PERSON PASSES THE PHONE.

SCHEDULE A CALLBACK IF NO ADULTS ARE HOME NOW.)

**INFORM**

Before we begin, there are a few things I'd like you to know:

Your phone number was selected at random.

Anything you say will be confidential.

You don't have to answer any question you don't want to.

Your answers won't be linked to your name, and this survey should take around 10 minutes.

Finally, this call may be recorded for quality control purposes.

Do you have any questions?

(INT: ENTER 1 TO CONTINUE)

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

(INT: SURVEY BEGINS.)

Q1. What is your 5-digit Zip code (where you live)?

(32044-32696)

-8 Don't know

-9 Refused

Q2a. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County:

Sidewalks?

Q2b. Gainesville Regional Transit System bus service?

Q2c. Special dedicated bus or van service for senior citizens or the disabled?

Q2d. In-street bike lanes?

Q2e. Off-street bike paths?

Q2f. The roadway system (as a car driver or as a passenger)?

(0-7 days)

-8 Don't know

-9 Refused

Q3a. Would you support increases in any of the following areas to improve your local transportation system?

Gasoline tax?

Q3b. Local sales tax?

Q3c. Local property tax?

Q3d. Another source of revenue? (please specify: \_\_\_\_)

(INT: READ CHOICES IF NECESSARY)

1 Yes

2 No

-8 Don't know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

Q4.

What would you like to see the additional revenue used for?

(INT: Say if necessary: "This question is asking about all of the taxes and other sources of revenue you selected which includes:

[Display sources of revenue selected in Q3a through Q3d.]

INT: Repeat the question if necessary.)

(INT: ENTER 1 TO RECORD THEIR RESPONSE VERBATIM.)

-8 Don't know

-9 Refused

Q5INTRO. As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

Q5a. Building sidewalks?

Q5b. Upgrading intersections by adding turn lanes?

Q5c. Adding lanes on existing roads?

Q5d. Building new roads?

Q5e. Building bicycle lanes and/or paths?

Q5f. Existing road maintenance?

(INT: READ CHOICES IF NECESSARY)

5 Very Important

4

3

2

1 Not Important at All

-8 Don't know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

Q6INTRO. As you may know, your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

Q6a. Expanding bus service hours during the work week?

Q6b. Expanding bus service hours on the weekends?

Q6c. Having the bus come by on existing routes more often?

Q6d. Adding new bus routes?

Q6e. Providing more bus or van service to those who cannot drive (the elderly or disabled)?

(INT: READ CHOICES IF NECESSARY)

5 Very Important

4

3

2

1 Not Important at All

-8 Don't know

-9 Refused

Q7a. If you had \$100 (total) to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

Roads?

Q7b. Buses?

Q7c. Bicycle Paths?

Q7d. Sidewalks?

have

(INT: If necessary, you may let the respondent know they

used up ### dollars and they have ### dollars left/which is ### more than \$100.)

-8 Don't know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

NOT100. UFSRC programmer/tester note: If responses to Q7a through Q7d do not add up to 100, ask the following question. If “-8 Don’t know/-9 Refused is entered for any question from Q7a through Q7d, show “\$0” for the corresponding category below.

I’m sorry, you said you would spend  
\$#### on roads,  
\$### on buses,  
\$### on bicycle paths, and  
\$#### on sidewalks. But that adds up to \$####, which is \$#### more/less than \$100.

Which one or more of your answers would you like to change?

(INT: YOU MAY REREAD THEIR TOTALS FOR EACH CATEGORY.

PRESS THE "PREVIOUS" BUTTON TO GO BACK AND CORRECT  
THEIR ANSWER(S),

OR ENTER 1 TO START OVER WITH "ROADS"

OR ENTER 2 IF THEY DO NOT WANT TO CHANGE THEIR  
ANSWERS.)

Q8. How many years have you lived in Alachua County?

(0-120 years)

-8 Don’t know

-9 Refused

Q9. Do you live in the Gainesville city limits?

(INT: READ CHOICES IF NECESSARY)

1 Yes

2 No

-8 Don’t know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

Q10. How many people, including yourself, live in your household?

(1-20)

-8 Don't know

-9 Refused

Q11. How many people in your household work at least 20 hours per week outside the home?

(1-20)

-8 Don't know

-9 Refused

Q12. How many registered motor vehicles are there in your household?

(INT: SAY IF NECESSARY: Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, motorcycles, and scooters.)

(0-20)

-8 Don't know

-9 Refused

Q13. How many people in your household are licensed drivers?

(0-20)

-8 Don't know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

Q14. Is there a disabled person with special transportation needs in your household?

(INT: READ CHOICES IF NECESSARY)

1 Yes

2 No

-8 Don't know

-9 Refused

Q15. (INT: RECORD GENDER. ASK ONLY IF YOU DON'T ALREADY KNOW: "Are you male or female?")

(INT: READ CHOICES IF NECESSARY)

1 Male

2 Female

-8 Don't know

-9 Refused

Q16a. What is your age?

(18 – 120 years)

-8 Don't know

-9 Refused

Q16b. Into which of the following age categories do you fall?

1 18 to 34

2 35 to 54

3 55 to 64

4 65 or older

-8 Don't know

-9 Refused

Metropolitan Transportation Planning Organization for  
the Gainesville Urbanized Area Phone Survey Questionnaire

Q17. Are you of Spanish or Hispanic origin?

(INT: READ CHOICES IF NECESSARY)

- 1 Yes (Spanish or Hispanic)
- 2 No (Not Spanish or Hispanic)

- 8 Don't know
- 9 Refused

Q18. What race do you consider yourself?

(INT: READ CHOICES IF NECESSARY)

- 1 White (Caucasian)
- 2 Black (African-American)
- 3 Asian or Pacific Islander
- 4 American Indian or Alaska native
- 5 Other (please specify: \_\_)
- 6 Multi-racial or mixed race

- 8 Don't Know
- 9 Refused

THANKYOU. Those are all the questions I have. Thank you very much for your time and help. Have a great day/evening.

(INT: END CALL & PRESS G TO CODE CASE AS 'COMPLETE'.)



# 2040 Long Range Transportation Plan

## HOW WILL YOU TRAVEL IN THE YEAR 2040?

How do you envision traveling in the year 2040? Will your commute be longer, tougher, more expensive? Or will you have choices about how you live, work and travel?

You may not think about these transportation issues every day, but we do. 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. The planning program is required in order to receive federal and state funds for transportation projects.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is comprised of the five Alachua County Board of County Commissioners and the Mayor and six City of Gainesville Commissioners as voting members. The University of Florida President, Florida Department of Transportation District 2 Secretary and an Alachua County League of Cities-selected Rural Advisor serve as advisors.

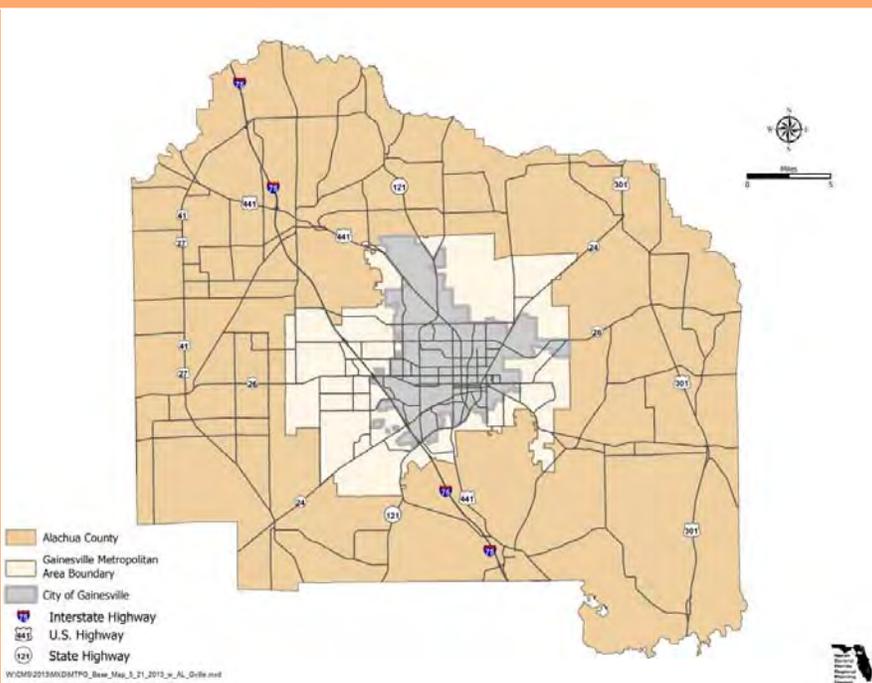
Its area of planning responsibility does not include all of Alachua County, but rather the developed and developing portions in and around the City of Gainesville (see the area map below).

## WHAT IS OUR ROLE IN FUTURE TRAVEL?

One of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's most important roles is the development of the Long Range Transportation Plan. By law, the Plan must be updated every five years, have a 20- to 25-year time horizon and address road, transit, freight, bicycle and pedestrian needs. In practice, this plan serves as the blueprint for the area's transportation future.

The 2035 Plan was adopted in October 2010 and assumed the county would grow by an additional 70,000 people and 50,000 jobs by 2035. Much of this growth was anticipated to occur in the central and western portions of the study area. The new 2040 Plan must be adopted by October 2015 and you are an integral part of the planning process.

Please join us in creating the 2040 Long Range Transportation Plan by attending one of our upcoming public workshops. You'll learn about the plan development process, growth trends, and types of development that drive transportation choices and alternatives for shaping growth and the way we live, work and travel in the future. We need to know how you envision your future, your values and priorities, and what tradeoffs you are willing to make.





# 2040 Long Range Transportation Plan



## WHAT IS A LONG RANGE TRANSPORTATION PLAN?

Every five years, we update the Long Range Transportation Plan, which has a 20-to 25-year time horizon and addresses road, transit, freight, bicycle, and pedestrian needs. Our 2040 Long Range Transportation Plan will address six elements:

1. **Vision** – How and where do we want to grow, live and travel?
2. **Goals and Objectives** – What do we want the Plan to achieve?
3. **Needs Plan** – What is our wish list of projects needed to fulfill our vision?
4. **Financial Resources** – What funding will be available and what new sources do we need?
5. **Cost Feasible Plan** – How do we set priorities within funding constraints?
6. **Plan Adoption** – How do we reach consensus and formally adopt the Plan to obtain future funding? Although the previous 2035 Plan identified over \$981 million in needed transit and roadway projects, only \$214.3 million was forecasted to be available. The gap between our needs and our resources will continue to widen unless we are willing to change our ideas about how we should live, travel and pay for transportation. And that’s where you come in. By participating in the 2040 Long Range Transportation Plan process, you can help shape the future of our region.

## HOW CAN YOU GET INVOLVED?

There will be three public workshops and two public hearings during the 2040 Long Range Transportation update. As dates for these meeting are scheduled, information will be available on the project website and in local newspapers. Notices will also be sent to persons on our email list. **The first public workshop will be held:**

**February 24, 2014**  
**from 6:00 p.m. to 8:00 p.m.**  
**Special Presentation at 6:30 p.m.**  
**Gainesville Regional Utilities Multi-Purpose Room**  
**301 SE 4th Avenue**  
**Gainesville, Florida 32601**

**For additional information or to request a meeting with your group or organization, please contact:**

**Marlie Sanderson, Director of Transportation Planning**  
**2009 NW 67 Place**  
**Gainesville, Florida 32653**  
**Email: [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org)**  
**Phone: 352-955-2200**

Like us on Facebook:  
[www.facebook.com/GainesvilleMTPO](http://www.facebook.com/GainesvilleMTPO)

**Visit our website to learn more about the Long Range Transportation Plan, participate in surveys, ask to be added to the email list, or request a meeting with your group or organization:**

[www.livablecommunity2040.com](http://www.livablecommunity2040.com) or  
<http://ncfrpc.org/mtpo/LRTP.html>





# 2040 Long Range Transportation Plan

## 2040 LONG RANGE TRANSPORTATION PLAN UPDATE

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is updating the Long Range Transportation Plan. The Plan addresses mobility needs over the next twenty years in the City of Gainesville and a large portion of Alachua County. The 2040 Long Range Transportation Plan update will include a list of needed transportation projects and strategies that are not limited by funding availability.

The list will include road, transit, bicycle, and pedestrian projects through the year 2040 to accommodate future growth. Developing the Needs Plan will be a collaborative effort between the public, local and regional government agencies, and the state.



After a February 23, 2015 community public workshop, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area will review and approve the 2040 Needs Plan. With your input, the next step will be to develop another plan to show which transportation components can be built with the money the MTPO has allocated. This is called the Cost Feasible Plan.



### Plan Development and Approval Schedule

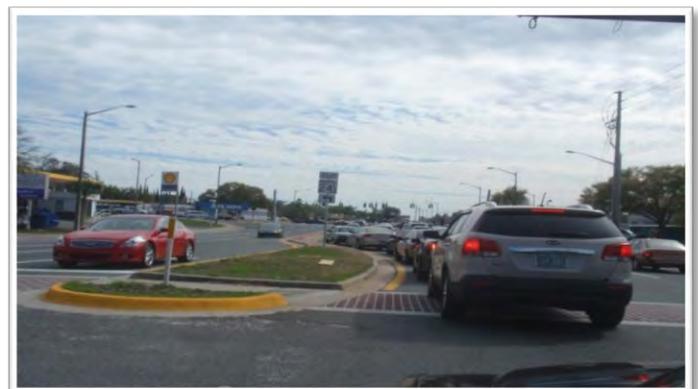
Task	Time Frame
Needs Plan	Spring 2015
Financial Resources	Summer 2015
Cost Feasible Plan	Fall 2015
Plan Adoption	Late Fall 2015

## YEAR 2040 NETWORK DEFICIENCIES

Prior to identifying potential needs for the year 2040, a multimodal deficiency analysis was conducted to identify future congested corridors. This was accomplished by using population and employment projections from the City of Gainesville and Alachua County, and then inputting the data into the 2040 travel demand model. In addition, funded transportation projects to be constructed within the next five years are coded into the model, creating what is called an Existing + Committed Transportation Network.

Future deficiencies for mobility have been identified through anticipated congestion levels using a 2040 travel demand model and input from local agency staff. Congestion was evaluated using an average daily basis of volume (number of vehicles) to capacity (how many vehicles the roadway was designed to carry). A volume-to-capacity of 1.0 or above generally means the roadway is congested because there are more vehicles than the roadway was built to carry. For this study, roadways with a .09 to 1.1 volume to capacity were flagged as “borderline congested.” Roads with a volume-to-capacity of greater than 1.3, indicate a “severe level of congestion.”

The 2040 deficiency analysis yielded a number of corridors expected to experience some degree of congestion in the year 2040. Minimizing congestion on these corridors, through multimodal modification projects, is the focus of the needs assessment now being conducted. We want to know what your values and priorities are, and what tradeoffs you are willing to make.





# 2040 Long Range Transportation Plan

## VISION STATEMENT & PRINCIPLES

Defining the Principles is the cornerstone of the Long Range Transportation Plan. The remaining components of the plan are measured against the Principles. A Vision Statement guides the Principles. The Vision Statement is *“To develop 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.”*

There are seven principles that will guide the plan:

- Principle 1: Support economic vitality
- Principle 2: Increase safety and security for motorized and non-motorized users
- Principle 3: Increase the accessibility and mobility of people and freight
- 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
- Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Principle 6: Promote efficient system management and operation
- Principle 7: Emphasize the preservation of the existing transportation system

The principles are not prioritized. They were approved by the Metropolitan Transportation Planning Organization (MTPo) for the Gainesville Urbanized Area on August 4, 2014.

## HOW CAN YOU GET INVOLVED?

There are three public workshops and two public hearings during the 2040 Long Range Transportation update. As dates for these meetings are scheduled, information will be available on the project website and in local newspapers. Notices will also be sent to persons on our email list. **The second public workshop will be held:**

**February 23, 2015  
from 6:00 p.m. to 8:00 p.m.  
Special Presentation at 6:30 p.m.  
Gainesville Regional Utilities Multi-Purpose Room  
301 SE 4th Avenue  
Gainesville, Florida 32601**

**For additional information or to request a meeting with your group or organization, please contact:**

**Marlie Sanderson, Director of Transportation Planning  
2009 NW 67 Place  
Gainesville, Florida 32653  
Email: [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org)  
Phone: 352-955-2200**

**Like us on Facebook:**

[www.facebook.com/GainesvilleMTPo](http://www.facebook.com/GainesvilleMTPo)

**Visit our website to learn more about the Long Range Transportation Plan, participate in surveys, ask to be added to the email list, or request a meeting with your group or organization:**

[www.livablecommunity2040.com](http://www.livablecommunity2040.com) or  
<http://ncfrpc.org/mtpo/LRTP.html>





# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

## 2040 Long Range Transportation Plan

Newsletter Volume 3

September 2015

### HOW CAN YOU GET INVOLVED?

Attend one of the upcoming 2040 Long Range Transportation update meetings:

#### Community Public Workshop will be held:

Date: Monday, September 21, 2015  
 Time: From 5:00 p.m. to 7:00 p.m.,  
 Special Presentation at 6:00 p.m.  
 Location: ElderCare of Alachua County  
 Senior Recreational Center  
 5701 NW 34<sup>th</sup> Boulevard  
 Gainesville, Florida 32653

#### Public Hearing to adopt the 2040 Cost Feasible Plan will be held:

Date: Monday, October 5, 2015  
 Time: 5:00 p.m.  
 Location: Jack Durrance Auditorium  
 Alachua County Administration Building  
 12 SE 1st Street  
 Gainesville, Florida 32601

For additional information or to request a meeting with your group or organization, please contact:

Marlie Sanderson, Director of Transportation Planning  
 2009 NW 67 Place  
 Gainesville, Florida 32653  
 Email: [sanderson@ncfrpc.org](mailto:sanderson@ncfrpc.org)  
 Phone: 352-955-2200

Like us on Facebook:

[www.facebook.com/GainesvilleMTPO](http://www.facebook.com/GainesvilleMTPO)

Visit our website to learn more about the Long Range Transportation Plan, participate in surveys, ask to be added to the email list, or request a meeting with your group or organization:

[www.livablecommunity2040.com](http://www.livablecommunity2040.com) or  
<http://ncfrpc.org/mtpo/LRTP.html>

### Mobility Madness

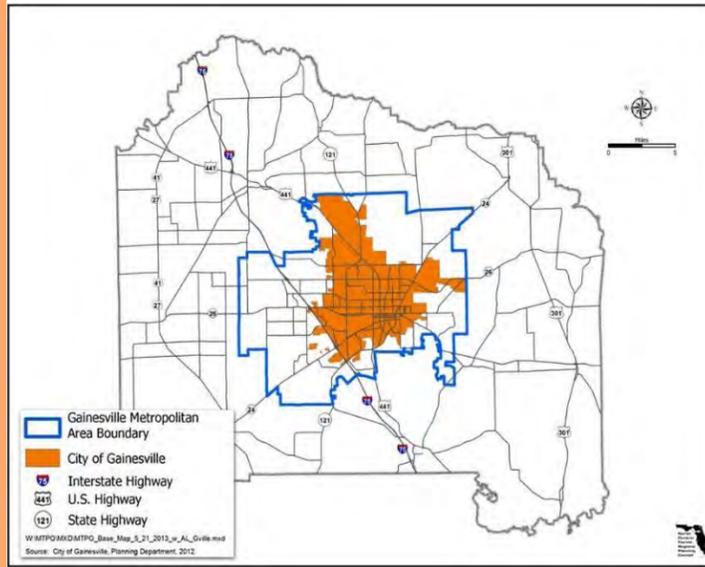
We have developed an interactive “Mobility Madness” game, similar to the NCAA basketball tournament brackets. For the 2040 Long Range Transportation Plan, we have identified 32 projects broken out into four brackets:

- New Roadway Projects
- Existing Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects



A “winner” from each bracket will be identified, yielding a list of the four most important multimodal projects for each citizen. The results of the game will be invaluable in helping the project team and elected officials determine how best to prioritize our limited funding.

Come join us at the public workshop and play the game. We would love to hear from you.



*Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act, or persons who require translation services (free of charge) to participate in this workshop, should contact Mr. Marlie Sanderson at 352-955-2200, extension 103, at least seven (7) days before the workshop.*



# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

## 2040 Long Range Transportation Plan

Newsletter Volume 3

September 2015

### 2040 LONG RANGE TRANSPORTATION PLAN

The Gainesville City Commission and the Alachua County Commission, sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, are conducting an update of the Long Range Transportation Plan for the Gainesville Urbanized Area. The Plan addresses mobility needs over the next 25 years in the City of Gainesville and a portion of Alachua County. The 2040 Long Range Transportation Plan update includes a list of needed transportation projects and strategies that are not limited by funding availability. The list includes modifications needed through the year 2040 to accommodate future growth. Developing the Plan is a collaborative effort between the public, local and regional government agencies, and the state.

#### Plan Update

Much has occurred since our last newsletter was published in February 2015. With input from the public, agency staff, and elected officials, two different potential needs plan scenarios were developed that addressed the projected 2040 transportation network deficiencies. One scenario focused on modifications to existing roadways and transit, while the other focused on new roadways and transit. Both scenarios were multimodal in nature, combining roadway, transit, bicycle, and pedestrian projects. Based on additional input, a third scenario was developed; combining the best projects from the first two scenarios. During spring 2015, the project team continued meeting with agencies, local elected officials, and interested groups. On June 1, 2015, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the 2040 Long Range Transportation Plan Needs Plan, which is shown on the map on the inside page of this newsletter. Over 80 projects have been identified in the 2040 Needs Plan, including 14 “aspirational projects,” meaning they would be needed beyond 2040. Over the summer, the project team has been developing evaluation criteria to assess how well the various Needs Plan projects address the adopted Principles and Strategies of the Plan. The team has also been identifying potential funding sources and estimating future revenues.



### The Challenge

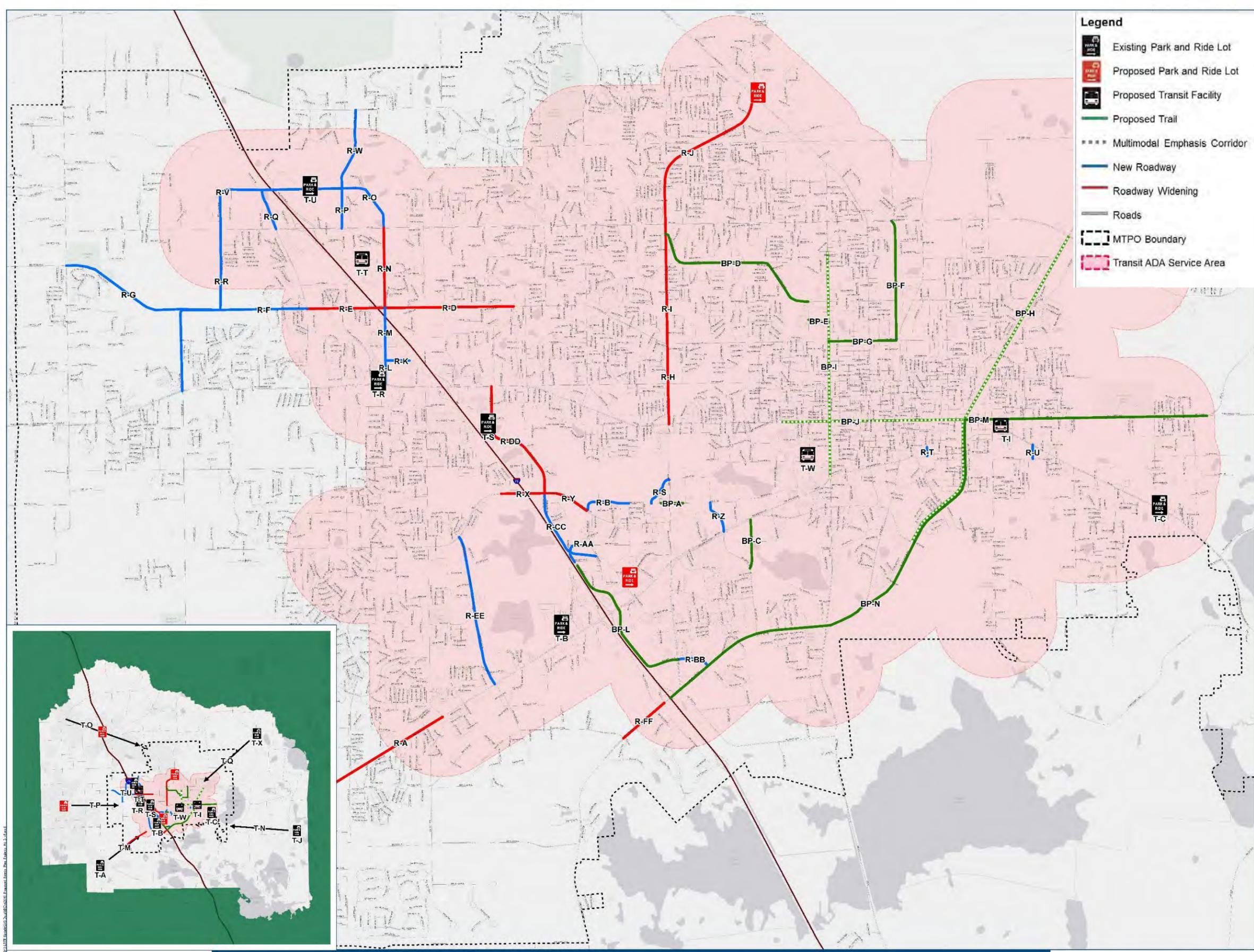
We are now at the stage where the 80 plus Needs Plan projects need to be narrowed down and matched with projected revenues through the year 2040. The estimated cost of all the Needs Plan Projects is approximately \$500 million. Unfortunately, as shown on the graphic below, there is only about \$83 million in projected revenues from federal and state sources through 2040. That is about a 6 to 1 ratio, meaning much of the Needs Plan will go unfunded.



### We Need You!

Here is where you come in. Public input is essential to the sustainable growth of the region. The 2040 Long Range Transportation Plan will become a blueprint of the transportation system of the region. We want and need to hear from the public on which projects you feel should be prioritized for funding. Join fellow citizens in discussing our shared transportation priorities at the upcoming community public workshop.





**Year 2040 Needs Plan**



**Year 2040 Long Range Transportation Plan Update  
Adopted Need Plan Projects**

Roadway Projects	
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects
Transit Projects	
T-D	Expand weekend service on City routes (minimum 60 minutes frequency and 10 hours service)
T-E	Extend regular transit service through Celebration Pointe
T-F	Extend regular transit service through Springhills
T-G	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
T-H	Extend regular service in south Gainesville (South Main Street and Williston Road area)
T-K	Increase weekday frequency on City routes (minimum 30 minute frequency)
T-L	Increase weekday operating hours on City routes (minimum 14 hours service)
T-V	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases
Bicycle and Pedestrian Projects	
BP-B	Bicycle Program - Miscellaneous bicycle lanes and facilities
BP-K	Pedestrian Program - Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings
Aspirational Projects (Beyond 2040)	
A-A	Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
A-B	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
A-C	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
A-D	Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street
A-E	Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street
A-F	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
A-G	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
A-H	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
A-I	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
A-J	Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
A-K	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
A-L	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
A-M	SW 122nd Street - Provided dedicated transit lanes from SW 24th Avenue to Newberry Road



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

**Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida**

**Monday, 3:00 p.m.  
February 4, 2013**

**STAFF RECOMMENDATION**

- Page #7 CA. 1 MTPO Minutes- December 3, 2012 APPROVE MINUTES**  
This set of MTPO minutes is ready for review
- Page #19 CA. 2 Archer Braid Trail- 60 Percent Plans APPROVE STAFF RECOMMENDATION**  
The Alachua County Public Works Department will present 60 percent plans for this project.
- Page #21 CA. 3 Fiscal Year 2011-12 Audit APPROVE COMMITTEE RECOMMENDATION**  
The Audit Review Committee recommends acceptance of the audit report and approval of the invoice for payment.
- Page #23 CA. 4 Year 2040 Long Range Transportation Plan- Request for Qualifications APPROVE REQUEST FOR QUALIFICATIONS**  
The Request for Qualifications discusses the process that will be used to select the consultant to assist in preparing the Year 2040 Long Range Transportation Plan.
- Page #25 CA. 5 Year 2040 Long Range Transportation Plan- Scope of Services APPROVE JOINT RECOMMENDATION**  
The Scope of Services discusses specific tasks the consultant is responsible for with respect to the Year 2040 Long Range Transportation Plan.

- III. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-  
ARCHER ROAD PROJECT AND
- IV. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-  
TOWER ROAD PROJECT

Mr. Sanderson stated that the MTPO, at its June 3rd meeting, requested an agenda item for its next meeting to consider amending the adopted long range transportation plan for the four-laning of Archer Road and for the Tower Road project. He discussed the amendment process and answered questions.

Mr. Bennett discussed right-of-way requirements and the project development and environmental study, design, right-of-way acquisition and construction process. He said that a project development and environmental study for the four-laning of Archer Road is being considered for Fiscal Year 2016-17. He noted that Tower Road was off the State Highway System.

City of Archer Commissioner Fletcher Hope discussed the need for the MTPO to include the four-laning of Archer Road in the Cost Feasible Plan in order for the Florida Department of Transportation to consider four-laning this road to the City of Archer.

**MOTION: Commissioner Pinkoson moved to not amend the adopted long range transportation plan at this time, but instead address the project priority for Tower Road modifications and the four-laning of Archer Road along with other transportation priorities over the next two years as part of the Year 2040 long range transportation plan update. Commissioner Bottcher seconded; motion passed unanimously.**

#### V. MARKING PEDESTRIAN CROSSINGS

Mr. Sanderson stated that this agenda item was requested by a member of the MTPO. He noted that the Year 2035 Cost Feasible Plan identifies portions of University Avenue, West 13th Street and Waldo Road as multimodal emphasis corridors.

Commissioner Hawkins discussed his concerns with criteria for marking pedestrian crossings and the costs, scope and timeline of the engineering studies required by the Florida Department of Transportation Traffic Engineering Manual.

Mr. Bennett discussed midblock crossings, Florida Department of Transportation's Transportation Design for Livable Communities policy and answered questions. He said that engineering studies were needed for specific locations for crosswalks at unsignalized intersections. He noted that the multimodal project descriptions in the Cost Feasible Plan need to be clarified so that projects can be included in the List of Priority Projects.

Mr. Sanderson stated that staff would work with the Florida Department of Transportation and the Alachua County Traffic Safety Team to develop needed crosswalk marking locations for inclusion in the List of Priority Projects.

Ms. Taulbee noted that the second priority in the adopted Year 2035 Cost Feasible Plan, NW 34th Street center turnlanes, has not been fully funded.

Mr. Bennett stated that he wanted time to review Transportation Design for Livable Communities policy before the MTPO requests designations.

Mr. Nathan Skop spoke concerning this agenda item.

MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

5:00 p.m.  
Monday  
September 30, 2013

MEMBERS PRESENT

Randy Wells, Chair  
Susan Baird, Vice Chair  
James Bennett/Greg Evans  
Susan Bottcher  
Todd Chase  
Chuck Chestnut  
Gib Coerper  
Thomas Hawkins  
Yvonne Hinson-Rawls  
Robert Hutchinson  
Lauren Poe  
Curtis Reynolds

MEMBERS ABSENT

Ed Braddy  
Mike Byerly  
Lee Pinkoson

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Marlie Sanderson  
Michael Escalante

CALL TO ORDER

Chair Wells called the meeting to order at 5:10 p.m.

Mr. Mark Sexton, Alachua County Communications Director, noted that there were audio malfunctions.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Wells asked for approval of the consent agenda and meeting agenda.

Mr. Marlie Sanderson, Director of Transportation Planning for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, noted that the Consent Agenda included a Long Range Transportation Plan Reimbursement Agreement with the Florida Department of Transportation and the Long Range Transportation Plan Consultant Contract.

**MOTION: Commissioner Hawkins moved to approve the Consent Agenda and Meeting Agenda. Commissioner Bottcher seconded; motion passed unanimously.**

II. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE

Mr. Sanderson stated that the update for the long range transportation process has begun. He discussed the project schedule and answered questions. He introduced the consultant for the project.

Mr. Wiley Page, Adkins North America Group Manager, gave an overview of the Year 2040 Long Range Transportation Plan Update process and answered questions.

A member of the MTPO discussed the inclusion of a virtual workshop for Workshop #3 involving project preference ranking.

A member of the MTPO suggested inviting stakeholders and using surveys similar to the Regional Transit System online surveys.

Several members of the MTPO discussed Consent Agenda #9- Funds by Mode information.

### III. MEETING TIME- 2014

Mr. Sanderson asked the MTPO to clarify the meeting times that it wants scheduled for 2014.

**MOTION: Commissioner Hinson-Rawls moved to retain MTPO meeting time to begin at 3:00 p.m., with 5:00 p.m. start times for the December meeting for the Florida Department of Transportation Tentative Work Program and the June meeting for the Transportation Improvement Program. Commissioner Hutchinson seconded.**

### FRIENDLY AMENDMENT:

**Commissioner Baird asked to include 50 percent of the meetings per year to begin at 5:00 p.m. Commissioner Hinson-Rawls did not accept the amendment.**

### ORIGINAL MOTION RESTATED:

**Commissioner Hinson-Rawls moved to retain MTPO meeting time to begin at 3:00 p.m., with 5:00 p.m. start times for the December meeting for the Florida Department of Transportation Tentative Work Program and the June meeting for the Transportation Improvement Program. Commissioner Hutchinson seconded; motion passed 7 to 2, with Commissioners Baird and Chase in dissent.**

Chair Wells discussed using alternative methods for public participation.

### IV. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for December 2, 2013 at 5:00 p.m.

### V. COMMENTS

#### A. MTPO MEMBERS

A member of the MTPO noted the service of Commissioners Hinson-Rawls and Chase on the North Central Florida Regional Planning Council.



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

**Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida**

**Monday, 5:00 p.m.  
September 30, 2013**

**STAFF RECOMMENDATION**

- Page #7 CA. 1 MTPO Minutes- August 5, 2013 APPROVE MINUTES**  
This set of MTPO minutes is ready for review.
- Page #17 CA. 2 MTPO Minutes- August 12, 2013 APPROVE MINUTES**  
This set of MTPO minutes is ready for review.
- Page #21 CA. 3 Florida Department of Transportation-  
Reimbursement Agreement APPROVE STAFF  
RECOMMENDATION**  
This Agreement provides \$200,000 for the Year 2040 Long Range Transportation Plan.
- Page #91 CA. 4 Atkins North America, Inc. Agreement APPROVE STAFF RECOMMENDATION  
RECOMMENDATION**  
This \$400,000 Agreement is for the consultant who will assist in the Year 2040 Long  
Range Transportation Plan Update.
- Page #157 CA. 5 Engagement Letter for Fiscal Year 2012-13 Audit APPROVE STAFF  
RECOMMENDATION**  
The audit this year will be prepared by Powell and Jones, Certified Public Accountants.
- Page #165 CA. 6 Updated Bylaws APPROVE STAFF  
RECOMMENDATION**  
The currently adopted Bylaws were last reviewed and revised in 1983.

**MOTION: Commissioner Pinkoson moved to amend the Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program to add Environment Mitigation and Utility Phases to:**

- 1. University of Florida Campus Greenway from SW 34 Street to Gale Lemerand Drive [428869-1] in the amount of \$40,000 Equity Bonus funds;**
- 2. University of Florida Campus Greenway from Gale Lemerand Drive to Archer Road [430614-1] in the amount of \$3,000 Equity Bonus funds; and**
- 3. University of Florida Campus Greenway from Gale Lemerand Drive to Archer Road [430614-1] in the amount of \$37,254 Transportation Alternative funds.**

**Commissioner Bottcher seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

### III. LONG RANGE TRANSPORTATION PLAN UPDATE- PUBLIC PARTICIPATION PLAN PUBLIC NOTICE

Mr. Sanderson discussed the public participation plan that will be used for the long range transportation plan update. He stated that the MTPO is required to provide at least 45 days public notice in a newspaper of general circulation. He said that notices have been prepared for the Gainesville Sun, Gainesville Guardian and Independent Florida Alligator.

Mr. Wiley Page, Atkins Transportation Planning Group Manager, discussed the long range transportation plan update process and answered questions.

**MOTION: Commissioner Poe moved to authorize staff to publish the display ad for the Public Participation Plan. Commissioner Hutchinson seconded; motion passed unanimously.**

### IV. LONG RANGE TRANSPORTATION PLAN UPDATE- COMMUNITY PUBLIC WORKSHOP PUBLIC NOTICE

Mr. Sanderson discussed the public notices that will be used for the long range transportation plan update. He said that display advertisements have been prepared for the Gainesville Sun, Gainesville Guardian and Independent Florida Alligator. He noted that the scheduled workshop conflicts with an Alachua County public hearing on the transportation surtax.

Mr. Bruce Nelson asked how the long range transportation plan issues compared to the transportation surtax issues.

Mr. Page discussed the workshop agenda topics and answered questions.

**MOTION: Commissioner Pinkoson moved to direct staff to reschedule the Community Public Workshop so that it does not conflict with meetings of the Alachua County Board of County Commissioners and Gainesville City Commission, as well as University of Florida, Santa Fe College and Alachua County District Schools spring breaks. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

V. LONG RANGE TRANSPORTATION PLAN UPDATE-  
NEWSLETTER, QUESTIONNAIRE AND WEBSITE

Mr. Sanderson stated that, as part of the long range transportation plan update public participation process, a draft newsletter, questionnaire and website have been developed.

Mr. Page discussed the draft newsletter, questionnaire and website and answered questions.

A member noted that the Gainesville Sun had looked into Mindmixer for surveying transportation issues.

A member discussed telephone surveys and the merits of a statistically valid survey.

A member asked about virtual town hall meetings. She noted that the Bob Graham Center and the University of Florida Bureau of Economic and Business Research could assist in survey efforts.

Mr. Paul Folkers, City of Gainesville Assistant City Manager, discussed Granicus Town Hall and Mindmixer public participation programs.

**MOTION: Mayor Braddy moved to direct staff to provide cost estimates for a statistically valid telephone survey. Commissioner Hinson-Rawls seconded.**

**FRIENDLY AMENDMENT**

**Commissioner Poe asked that any other public outreach expenditures that maximize public input be added. Mayor Braddy and Commissioner Hinson-Rawls accepted the amendment.**

**ORIGINAL MOTION AS AMENDED:**

**Mayor Braddy moved to direct staff to provide cost estimates for a statistically valid telephone survey and any other public outreach expenditures that maximize public input. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

Mr. Nelson noted the transportation needs expressed by citizens at various retail and public facilities.

Mr. Shepherd discussed transportation system needs.

**MOTION: Commissioner Chase moved to approve the newsletter and website as modified to indicate the new workshop date. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

Several members discussed the questions in the draft questionnaire.

A member requested that the Year 2025 Long Range Transportation Plan telephone survey be provided to MTPO members. Mr. Sanderson stated that he would also provide the previous statistically valid survey.

Mr. Nelson noted that the Go-Enhance Regional Transit System website includes information provided by the public, summits and a survey.

Mr. Kevin Thorpe discussed the statistically valid survey and the draft questionnaire.

**MOTION: Commissioner Hawkins moved to direct staff to solicit individual MTPO member input concerning the questionnaire by email. Commissioner Hutchinson seconded; motion passed unanimously.**

#### VI. BUS RAPID TRANSIT ALTERNATIVES ANALYSIS- STATUS REPORT

Mr. Sanderson stated that several MTPO members had asked about the status of the Regional Transit System (RTS) Bus Rapid Transit Alternatives Analysis. He added that the MTPO would receive a presentation at its next meeting on April 14, 2014.

Chair Baird discussed an interest in having a review of the study by an outside expert.

A member requested that staff provide all MTPO members with a link to the draft study.

Mr. Matthew Muller, RTS Transit Planner, discussed the draft study and answered questions.

Mr. Mike Fay, Alachua County Acting Assistant County Manager, discussed the Transportation Surtax process and answered questions.

**MOTION: Mayor Braddy moved to direct staff to investigate inviting Mr. Randall O'Toole to present a review of the draft Bus Rapid Transit Alternatives Analysis study and invite him if his participation costs less than \$3,000. Commissioner Pinkoson seconded.**

Mr. Shepherd spoke against the peer review.

#### SUBSTITUTE MOTION:

**Commissioner Hutchinson moved to direct staff to develop a process and budget for a peer review of the draft Bus Rapid Transit Alternatives Analysis. Commissioner Pinkoson seconded; motion passed unanimously.**

#### VII. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for April 14, 2014 at 3:00 p.m. He noted that there was one vacancy on the Citizens Advisory Committee (CAC).

Chair Baird requested that the CAC application be linked to the Alachua County and City of Gainesville websites.

#### VIII. COMMENTS

##### A. MTPO MEMBERS

There were no member comments.

## II. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- PUBLIC PARTICIPATION PLAN

Mr. Sanderson discussed the draft public participation plan that will be used for the long range transportation plan update. He stated that the MTPO provided the required 45 days public notice in a newspaper of general circulation. He said that notices appeared in the Gainesville Sun, Gainesville Guardian and Independent Florida Alligator.

Chair Baird asked if there was anyone present in the audience that wanted to provide comments on the draft plan. No one came forward to provide comments.

**MOTION: Commissioner Pinkoson moved to approve the Public Participation Plan. Commissioner Hawkins seconded; motion passed unanimously.**

## III. CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Mr. Sanderson reported that each year the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to submit a signed certification statement that says that it is in compliance with the federal requirements for the metropolitan transportation planning process.

**MOTION: Commissioner Bottcher moved to authorize the Chair to sign the Joint Certification Statement. Commissioner Chestnut seconded; motion passed unanimously.**

## IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT-

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has requested an amendment to the Transportation Improvement Program to add a Project, Development and Environmental Study for the SW 62nd Boulevard 4-Lane Connector.

Mr. James Bennett, FDOT Urban Transportation Development Engineer, discussed the status of the SW 62nd Boulevard 4-Lane Connector Project, Development and Environment Study and answered questions.

**MOTION: Commissioner Pinkoson moved to amend the Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program to add the Project, Development and Environmental Study for the SW 62nd Boulevard 4-Lane Connector [211365-6] in the amounts of \$1,275,794 High Priority Project Funds and \$2,983 S117 Surface Transportation Program Earmark funds. Commissioner Bottcher seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

## IV<sub>B</sub> STATE ROAD 26 MULTIMODAL EMPHASIS CORRIDOR STUDY

Mr. Sanderson stated that FDOT has requested revisions for the funding the State Road 26 Multimodal Emphasis Corridor Study. He discussed the revisions and answered questions. He thanked the County Attorney for her assistance with this issue.

Mr. James Bennett discussed the intent of the corridor study and funding scenario and answered questions.

2. **request that the Florida Department of Transportation look into, and if possible, replace the “Share the Road” signage along the NW 6 Street and NW 13 Street with “Bicycles May Use Full Lane” (R4-11) signage; and**
3. **request that the Bicycle/Pedestrian Advisory Board and the Citizens Advisory Committee coordinate with the North Central Florida Regional Planning Council with discussions for the printing of the regional bike maps.**

**Commissioner Hutchinson seconded; motion passed unanimously.**

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

Mr. Sanderson stated that the MTPO needs to adopt a Vision Statement, Principles and Strategies to provide guidance for the Year 2040 Long Range Transportation Plan update. He introduced Mr. Wiley Page, Atkins Project Manager, to discuss the draft Vision Statement, Principles and Strategies.

Mr. Page discussed the draft Vision Statement, Principles and Strategies, answered questions and reported the advisory committee recommendations.

**MOTION: Commissioner Poe moved to approve the Vision Statement, Principles and Strategies for the Year 2040 Long Range Transportation Plan Update. Commissioner Byerly seconded.**

Several members of the MTPO discussed their concerns with respect to road connectivity, the number of references to bicycle, pedestrian and transit and redundancy in the draft Vision Statement, Principles and Strategies.

**FIRST SUBSTITUTE MOTION:**

**Commissioner Hutchinson moved to table the Vision Statement, Principles and Strategies agenda item. Commissioner Hinson-Rawls seconded.**

Mr. Page stated that the Vision Statement, Principles and Strategies is a required element of the Year 2040 Long Range Transportation Plan. He noted that this document is a tool for identifying projects to be selected for funding in the long range transportation plan. He reviewed the long range transportation planning process.

**SECOND SUBSTITUTE MOTION:**

**Commissioner Byerly moved to refer the Vision Statement, Principles and Strategies agenda item to staff to reduce its length and redundancy and have balance among the modes. Commissioner Hutchinson seconded; motion passed unanimously**

There was no longer a quorum of the MTPO.

Mr. Sanderson stated that there were vacancies for City of Gainesville representation on the Plan East Gainesville Subcommittee.

Mr. Fay discussed County staff's timetable for a Plan East Gainesville Subcommittee meeting and answered questions.

Mr. Sanderson said that he would contact the City Manager to request that the City of Gainesville make three appointments to the Plan East Gainesville Subcommittee. He discussed the status of the Statistically Valid Telephone Survey and answered questions.

Chair Baird requested that staff place the Statistically Valid Telephone Survey and the Questionnaire for discussion early in the next meeting agenda. She also stated that the MTPO should review the survey before it is implemented.

A member of the MTPO requested information at the next meeting concerning a "statistically valid survey," what is "a good question- a non-leading question" and information regarding whether a survey is independent and that the results can be trusted.

Mr. Sanderson announced that the next MTPO meeting is scheduled for August 4, 2014 at 3:00 p.m.

ADJOURNMENT

The meeting was adjourned at 8:03 p.m.

8/12/14  
Date

  
Robert Hutchinson, Secretary/Treasurer

Chair Baird questioned why the MTPO provides staff services to the Plan East Gainesville Subcommittee.

IV. YEAR 2040 LONG RANGE TRANSPORTATION PLAN-  
STATISTICALLY VALID SURVEY

Mr. Sanderson stated that the MTPO, at its February 3, 2014 meeting, directed staff to provide cost estimates for a statistically valid telephone survey. He discussed the draft survey and answered questions. He noted that the MTPO has received approval to move forward with the survey by the Florida Department of Transportation.

A quorum was present at this time.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the Consent Agenda and Meeting Agenda.

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

III. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS-  
ROLL FORWARD PROJECTS

Mr. Sanderson stated that FDOT has requested several amendments to the Transportation Improvement Program to roll forward several projects.

**MOTION: Commissioner Poe moved to approve the roll forward projects identified in Exhibit 1. Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

IV. YEAR 2040 LONG RANGE TRANSPORTATION PLAN-  
STATISTICALLY VALID SURVEY (Continued)

Mr. Scott Richards, University of Florida Survey Research Center Coordinator of Programming and Research, discussed the survey and answered questions.

**MOTION: Commissioner Byerly moved to**

**1. approve the Phone Survey as revised to:**

- delete “work” from Question #2;
- delete “d. auto tag fees” from Question #3 if these fees are not a viable funding source for local government;
- add item “k. existing road maintenance”, have e. to read “add new bus routes” and split question into two groups, items b. through f. and to Question #5 and items a. and g. through k. to new Question #6; and
- add “, and” after “paths” and choose Option 2 to Question #7;

- delete “Gainesville or” from Question #8 and
2. authorize staff to pay the University of Florida Survey Research Center \$18,329 to conduct this survey contingent on approval from FDOT.

**FRIENDLY AMENDMENT:**

Commissioner Poe asked that Question #5 items b. through f. be randomized and new Question #6 items a. and g. through k. be randomized. Commissioner Byerly accepted the amendment.

**ORIGINAL MOTION AS AMENDED:**

Commissioner Byerly moved to

1. approve the Phone Survey as revised to:
  - delete “work” from Question #2;
  - delete “d. auto tag fees” from Question #3 if these fees are not a viable funding source for local government;
  - add item “k. existing road maintenance”, have e. to read “add new bus routes” and split question into two groups, items b. through f. to Question #5 and items a. and g. through k. to new Question #6;
  - randomize the items in Question #5 and new Question #6;
  - add “, and” after “paths” and choose Option 2 for Question #7; and
  - delete “Gainesville or” from Question #8 (see Exhibit 2); and
2. authorize staff to pay the University of Florida Survey Research Center \$18,329 to conduct this survey contingent on approval from FDOT.

Commissioner Carter seconded; motion passed unanimously.

II. TRANSPORTATION DISADVANTAGED PROGRAM RESOLUTIONS OF APPRECIATION  
(Continued)

Mr. Sanderson noted that the Resolutions needed to be approved by the MTPO.

**MOTION:** Commissioner Poe moved to approve the Resolutions of Appreciation for Commissioner Chase and Ms. Henderson. Commissioner Chestnut seconded; motion passed unanimously.

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

Mr. Sanderson stated that the MTPO, at its June 2, 2014 meeting, discussed a draft Vision Statement, Principles and Strategies. He reported that, during the discussion, the MTPO directed staff to reduce the length and redundancy of this material and to provide more balance among the modes of transportation. He discussed the new draft Vision Statement, Principles and Strategies and answered questions.

Mr. Wiatt Bowers, Atkins Project Manager, discussed the use of the Vision Statement, Principles and Strategies in selecting projects in the long range transportation process and answered questions.

**MOTION: Commissioner Pinkoson moved to approve the Vision Statement, Principles and Strategies for the Year 2040 Long Range Transportation Plan Update with Strategies 1.2 and 3.2 to read as follows:**

1. "Strategy 1.2 Consider capacity enhancement projects that allow for the expansion of existing commercial centers"; and
2. "Strategy 3.2 Encourage the construction of bus bays (turnouts) where possible" (see Exhibit 3).

**Commissioner Chestnut seconded; motion passed unanimously.**

VI. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL  
(MPOAC) REPRESENTATIVE

Mr. Sanderson stated that the MTPO needs to replace the MPOAC alternate voting position held by former Commissioner Susan Bottcher.

**MOTION: Commissioner Pinkoson moved to appoint Commissioner Warren as the MPOAC Alternate Representative. Commissioner Carter seconded; motion passed unanimously.**

VII. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 6, 2014 at 3:00 p.m.

VIII. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no Citizens comments.

## EXHIBIT 2

### Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey

#### PHONE SURVEY

Hello, I'm calling from the University of Florida for the organization responsible for setting transportation priorities for the Gainesville Metropolitan Area, known as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. We'd like to ask an adult (age 18+) in your household a few questions about the transportation issues that they feel are most important. This survey is part of the process of setting long-range goals for the transportation system in the greater Gainesville area. (This should only take around 10 minutes of your time.)

[Respondent selection: Resident Adult with the most recent birthday.]

Can I speak to the adult (18+ who lives in your household) who had the most recent birthday?

Before we begin, there are a few things I'd like you to know:

\*Your phone number was selected at random.

\*Anything you say will be confidential.

\*You don't have to answer any question you don't want to.

\*Your answers won't be linked to your name, and this survey should take around 10 minutes.

\*Finally, this call may be recorded for quality control purposes.

Do you have any questions?

Q1. What is your 5-digit Zip code (where you live)?

Q2. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County:

Days

- a. Sidewalks?
- b. Gainesville Regional Transit System bus service?
- c. Special dedicated bus or van service for senior citizens or the disabled?
- d. In-street bike lanes?
- e. Off-street bike paths?
- f. The roadway system (as a car driver or as a passenger)?

Q3. Would you support increases in any of the following areas to improve your local transportation system?

- |                               |     |    |
|-------------------------------|-----|----|
| a. Gasoline tax?              | Yes | No |
| b. Local sales tax?           | Yes | No |
| c. Local property tax?        | Yes | No |
| d. Another source of revenue? | Yes | No |

Q4. What would you like to see the additional revenue used for?

[Open end Response]

Q5. Your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

[Interviewer: Randomized items below]

		Very Important					Not Important at All	No Opinion/ Don't Know/Not Applicable
a.	Building sidewalks	5	4	3	2	1	9	
b.	Upgrading intersections by adding turn lanes	5	4	3	2	1	9	
c.	Add lanes on existing roads	5	4	3	2	1	9	
d.	Building new roads	5	4	3	2	1	9	
e.	Building bicycle lanes and/or paths	5	4	3	2	1	9	
f.	Existing road maintenance	5	4	3	2	1	9	

Q6. Your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

[Interviewer: Randomized items below]

		Very Important					Not Important at All	No Opinion/ Don't Know/Not Applicable
a.	Expanding bus service hours during the work week	5	4	3	2	1	9	
b.	Expanding bus service hours on the weekends	5	4	3	2	1	9	
c.	Having the bus come by on existing routes more often	5	4	3	2	1	9	
d.	Add new bus routes	5	4	3	2	1	9	
e.	Provide more bus or van service to those who cannot drive (the elderly or disabled)	5	4	3	2	1	9	

Q7. If you had \$100 to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

(Interviewer: REMEMBER ALLOCATION MUST ADD TO \$100.)

Roads \$ \_\_\_\_\_  
 Buses \$ \_\_\_\_\_  
 Bicycle Paths \$ \_\_\_\_\_  
 Sidewalks \$ \_\_\_\_\_

Demographics

Q8. How many years have you lived in Alachua County?

\_\_\_\_\_ Enter # years

Q9. Do you live in the Gainesville city limits?

- 1. Yes
- 2. No

-9. Refused

- Q10. How many people, including yourself, live in your household?
- Q11. How many people in your household work at least 20 hours per week outside the home?
- Q12. How many registered motor vehicles are there in your household? (Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles.)
- Q13. How many people in your household are licensed drivers?
- Q14. Is there a disabled person with special transportation needs in your household?
1. Yes
  2. No
  - 9. Refused
- Q15. Record gender [Ask only if needed]
1. Male
  2. Female
- Q16a. What is your age?
- Q16b. (If Q16a is refused) Into which of the following age categories do you fall?
1. 18 to 34
  2. 35 to 54
  3. 55 to 64
  4. 65 or older
  - 9. Refused
- Q17. Are you of Spanish or Hispanic origin?
1. Yes (Spanish or Hispanic)
  2. No (Not Spanish or Hispanic)
  - 8. Don't Know
  - 9. Refused
- Q18. What race do you consider yourself?
- (INT: READ CHOICES IF NECESSARY)
1. White (Caucasian)
  2. Black (African-American)
  3. Asian or Pacific Islander
  4. American Indian or Alaska native
  5. Other
  6. Multi-racial or mixed race
  - 8. Don't Know
  - 9. Refused

That's all the questions I have. Thank you for your help.

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## EXHIBIT 3

### **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 [MAP-21 (h) (1)] and Strategies**

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

- Strategy 1.1 Support transportation projects that promote economic development.
- Strategy 1.2 Consider capacity enhancement projects that allow for the expansion of existing commercial centers.
- Strategy 1.3 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, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities 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 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 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) where possible.
- 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 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 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 disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

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

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

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

Strategy 7.1 Direct sufficient resources to preserve existing transportation infrastructure.

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

VI. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)  
TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted the Tentative Five Year Work Program for review and comment. He also discussed MTPO Advisory Committee and staff recommendations.

Ms. Debbie Leistner, Gainesville Transportation Planning Manager, discussed the NW 19th Lane Cycle Track project and answered questions.

Mr. James Green, FDOT District 2 Transportation Specialist, noted that the Norton project was in the draft FDOT Tentative Work Program.

Mr. Shepherd spoke in support of the NW 19th Lane Cycle Track project.

**MOTION: Commissioner Pinkoson moved to recommend that the Florida Department of Transportation revise the Tentative Work Program to include the following two projects:**

- 1. adding turnlanes to State Road 121 (NW 34th Street) where they are needed, such as the entrance to Northwood Pines Subdivision (NW 23rd Terrace) and the entrance to Rock Creek Subdivision; and**
- 2. the NW 19th Lane Cycle Track- the Transportation Alternatives Program project application approved at the October 6, 2014 MTPO meeting.**

**Commissioner Wells seconded, motion failed for lack of a City Commission majority.**

Mr. Jeff Hays, Alachua County Transportation Planning Manager, discussed the County's Transportation Alternatives Program projects and answered questions.

**MOTION: Commissioner Pinkoson moved to recommend that the Florida Department of Transportation revise the Tentative Work program to include adding turnlanes to State Road 121 (NW 34th Street) where they are needed, such as the entrance to Northwood Pines Subdivision (NW 23 Terrace) and the entrance to Rock Creek Subdivision. Commissioner Hinson-Rawls seconded, motion passed 10 to 1.**

VII. UNIVERSITY OF FLORIDA SURVEY RESEARCH CENTER- TELEPHONE SURVEY 2014

Mr. Sanderson stated that the statistically valid telephone survey is completed. He introduced Mr. Scott Richards, University of Florida Survey Research Center Project Manager.

Mr. Richards discussed the Telephone Survey 2014 report and answered questions.

**MOTION AS AMENDED:**

**Commissioner Warren moved to request that FDOT:**

- 1. investigate the feasibility and cost of installing a flashing sign before the hill on State Road 121 (SW 34th Street) for northbound traffic approaching State Road 26A (SW 2nd Avenue) to warn motorists during periods of significant traffic congestion; and**
- 2. send the traffic safety study to the Alachua County Transportation Disadvantaged Coordinating Board and the Bicycle/Pedestrian Advisory Board.**

**Commissioner Hinson-Rawls seconded; motion passed unanimously.**

- V. LONG RANGE TRANSPORTATION PLAN UPDATE-
- A. TIMELINE OVERVIEW
  - B. FEBRUARY 23, 2015 COMMUNITY PUBLIC WORKSHOP
  - C. YEAR 2040 EXISTING PLUS COMMITTED NETWORK DEFICIENCIES
  - D. PERFORMANCE MEASURES

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He announced that the second Year 2040 Long Range Transportation Plan Update workshop is scheduled for Monday, February 23, 2015 at 6:00 p.m. in the Gainesville Regional Utilities multipurpose room.

A member of the MTPO discussed his concerns regarding access to the Gainesville Regional Utilities meeting facility. He suggested using alternate locations for future meetings.

Mr. Wiley Page, Atkins Project Manager, stated that Atkins would place a staff person at the front door to receive citizens attending the February 23, 2015 meeting.

Mr. Sanderson stated that the MTPO's consultant has evaluated Year 2040 transportation network deficiencies.

Mr. Page and Mr. Wiatt Bowers, Atkins Transportation Planner, discussed the Year 2040 Existing Plus Committed Network Deficiencies map and answered questions.

A member of the MTPO asked whether the travel demand forecast was available in five-year increments.

Mr. Page said that there is a base year using the 2010 U.S. Census and a 2040 forecast year using University of Florida Bureau of Economic Research projections. He also said that data would have to be interpolated to prepare traffic forecasts in five-year increments.

A member of the MTPO discussed a business bypass.

A member of the MTPO discussed light-rail.

A member of the MTPO discussed autonomous vehicle possibilities.

Mr. Sanderson discussed the countywide model characteristics, including external to internal trips and answered questions.

A member of the MTPO discussed universal access to transit.

**MOTION: Commissioner Pinkoson moved to approve the performance measures identified in Exhibit 1. Commissioner Chestnut seconded; motion passed unanimously.**

VI. NEXT MTPO MEETING

Vice Chair Hutchinson announced that the next MTPO meeting is scheduled for April 13, 2015 at 3:00 p.m.

VI. COMMENTS

A. MTPO MEMBERS

**MOTION: Commissioner Byerly moved to request that MTPO staff and RTS staff update and revise, as needed, the 2005 Universal Access Report and provide a staff presentation at a future MTPO meeting. Commissioner Chase seconded; motion passed 9 to 2.**

A member of the MTPO requested that the 2005 Universal Access Report be provided to MTPO members.

A member of the MTPO discussed the Transportation Disadvantaged Program status report and a citizen's service complaint.

Mr. Kelly Gonzales, MV Transportation General Manager, discussed MV Transportation's service and answered questions. He said he would contact the complainant and provide information to Commissioners Carter and Hinson-Rawls.

**MOTION: Commissioner Wells moved to refer the bike share program concept to the Bicycle/Pedestrian Advisory Board with a request that the Board report back to the MTPO at a future meeting concerning this issue. Commissioner Hinson-Rawls seconded; motion passed unanimously.**

A member of the MTPO discussed the need for a State Road 121 workshop for residents and businesses.

A member of the MTPO discussed meeting needs of the underserved population and MV Transportation service.

A member of the MTPO discussed the provision of bus passes to residents of Grace Marketplace and asked about complaints regarding transit service to and from this area.

Mr. Jesus Gomez, RTS Director, discussed the bus pass program, ridership and complaints and answered questions.

B. CITIZENS

There were no citizens comments.

## EXHIBIT 1

There is continuing emphasis from the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) on use of performance measures and benchmarks to measure the outcomes of the metropolitan planning process. In addition, the FHWA is requiring a stronger link between the MPO's Long Range Transportation Plan and the Congestion Management Process, which is used as a basis to evaluate transportation conditions and trends, and guide the selection of short-term mobility strategies. This linkage is intended to ensure that short-term mobility strategies fit within the LRTP vision, and also provide feedback to the update of the LRTP on the success (or outcomes) of projects as they are implemented.

Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

The Performance Measures are based on existing datasets that will generally be available as a result of LRTP development. They are also based on information that other agencies, such as the City, County, and FOOT, are required to collect and update as part of their routine planning requirements.

The proposed performance measures presented below will be used to compare the alternative networks to the Base Year or E+C Network.

1. Vehicle Miles Traveled (total and per capita) (MTPO Model);
2. Vehicle Hours Traveled on major corridors (MTPO Model);
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model);
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) summarized at urbanized area and corridor/travel market scale) (MTPO Model); and
5. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process Report).

## II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT-

Mr. Sanderson stated that the Florida Department of Transportation has requested an amendment to increase funding for the Interstate 75 resurfacing project from the Marion Countyline to south of Williston Road (SR 121).

Mr. James Green, Florida Department of Transportation District 2 Liaison, stated that the additional funds would be from Strategic Intermodal System contingency funds.

**MOTION: Commissioner Pinkoson moved to amend the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program to increase funding for the Interstate 75 resurfacing project from the Marion Countyline to south of Williston Road [4288051]. Commissioner Hutchinson seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

## III. DRAFT YEAR 2040 NEEDS PLAN

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He estimated that, based on revenue forecasts, about 20 percent of Needs plan projects could be funded and included in the Cost Feasible Plan.

Mr. Wiatt Bowers, Atkins Transportation Planner, discussed the Year 2040 Needs Plan and answered questions. He noted the differences between transit-emphasis and highway-emphasis alternatives and discussed projects from the transit-emphasis and highway-emphasis alternatives that were not included in the draft Needs Plan.

Mr. Sanderson noted that the Federal Highway Administration does not recognize needs plans.

Mr. Bowers noted that the draft Needs Plan is consistent with City of Gainesville and Alachua County comprehensive plans.

Mr. Sanderson discussed the Needs Plan amendment process.

A member discussed the exclusion of some projects from Alternative 3 and requested information concerning which projects were not included in the draft Needs Plan.

A member discussed her concerns regarding the location of the park-and-ride facilities in east Gainesville.

A member discussed including a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road.

A member requested information in the next meeting packet concerning the forecast of revenues and for cost estimates of Needs Plan Projects.

**MOTION: Commissioner Cornell moved to approve the Year 2040 draft Needs Plan (Exhibit 1) with one revision to identify all projects that were considered with an explanation why specific projects were deleted and that this information be provided to the MTPO within 30 days. Commissioner Wells seconded.**

**FRIENDLY AMENDMENTS:**

**Commissioner Byerly asked that the full projects list be included as backup in the June MTPO meeting packet. Commissioner Cornell accepted the amendment.**

**Chair Poe requested additional research in identifying needed transit park-and-ride and transfer facilities in east Gainesville. Commissioner Cornell accepted the amendment.**

**Commissioner Wells requested consideration of adding to the Needs Plan a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road. Commissioner Cornell accepted the amendment.**

**MOTION AS AMENDED:**

**Commissioner Cornell moved to:**

- 1. approve the Year 2040 draft Needs Plan (Exhibit 1) revised to indentify all projects that were considered with an explanation why specific projects were deleted and that this information be provided to the MTPO within 30 days and included as backup in the June MTPO meeting packet;**
- 2. request additional research in identifying needed transit park-and-ride and transfer facilities in east Gainesville; and**
- 3. request consideration of adding to the Needs Plan a bicycle/pedestrian trail along Williston Road from Interstate 75 to Waldo Road.**

**Commissioner Wells seconded; motion passed unanimously.**

**IV. NW 19TH LANE CYCLE TRACK**

Mr. Sanderson discussed the NW 19th Lane Cycle Track project timeline and answered questions.

Mr. Green discussed the project status and noted the possibility of reallocation of funds to other projects in District 2 if the MTPO decides not to proceed with this project.

Mr. Shane Andrew, School Board of Alachua (SBAC) County Executive Director for Facilities, discussed his concerns regarding the project.

**MOTION: Commissioner Hinson-Rawls moved to refer the NW 19th Lane Cycle Track to the City Public Safety Committee. Commissioner Chase seconded; motion passed.**

Mr. David Shelnett, Gainesville High School Principal, discussed his concerns with the project.

Mr. Ewen Thomson spoke in support of the project.

**V. ELECTION OF OFFICER**

Mr. Sanderson stated that this was Chair Poe's last meeting and that the MTPO needed to at least elect a replacement.

**EXHIBIT 1**  
**2040 Long Range Transportation Plan - Draft Needs Plan\***

<b>Roadway Projects</b>	
1	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue
2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b)
6	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
7	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street
8	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
9	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard
10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road
11	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street
12	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard
13	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)
14	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard
15	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue
17	SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate-75
18	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road
27	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue
28	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street
29	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street
30	Radio Road – Two-lane extension from SW 34th Street to Hull Road
31	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road
32	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue
33	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road
34	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street
36	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road
37	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue
38	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue
39	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441
<b>Transit Projects</b>	
41	Increase weekday frequencies on City routes (minimum 30 minutes frequency)
42	Increase weekday operating hours on City routes (minimum 14 hours service)
43	Expand weekend service on City routes (minimum 60 minutes frequency & 10 hours service)
44	Butler Plaza Transit Center / Park and Ride Facility
45	Oaks Mall Transit Center / Park and Ride Facility
50	Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
51	Extend service in south Gainesville (South Main Street and Williston Road area)
52	Intercity Weekday Commuter Service to/from High Springs & Alachua
53	Intercity Weekday Commuter Service to/from Newberry
54	Intercity Weekday Commuter Service to/from Archer
55	Intercity Weekday Commuter Service to/from Hawthorne
56	Intercity Weekday Commuter Service to/from Waldo

**2040 Long Range Transportation Plan - Draft Needs Plan\***

<b>Transit Projects (Continued)</b>	
57	University of Florida Transit Center
58	Santa Fe College Transit Center
59	Hawthorne Park & Ride Facility
60	Celebration Pointe Park and Ride
61	Springhills Area Park and Ride (North of 39th Avenue)
62	Newberry Village Park and Ride (Newberry Road just east of Fort Clarke Boulevard)
63	Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road)
64	Waldo Park & Ride Facility
65	Archer Park & Ride Facility
<b>Other Projects</b>	
66	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue
67	University Braid – New trail on University Avenue from Waldo Road to NE 55th Boulevard
69	Archer Braid – Construct overpass of Hull Road / SW 34th Street intersection
70	SW 40th Boulevard – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue
72	Intelligent Transportation System Program - Miscellaneous Intelligent Transportation System Projects
73	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects
74	Bicycle Program - Miscellaneous bicycle lanes and facilities
75	Transit Program - Miscellaneous transit facilities and amenities
<b>Additional Bicycle/Pedestrian Projects (added following public workshop)</b>	
76	Miscellaneous pedestrian crossing projects, including auditory signals
77	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road
78	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road
79	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace
80	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road
81	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street
82	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street
83	Williston Road – Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road
<b>Additional Transit Projects (added following public workshop)</b>	
85	Extend regular transit service through Celebration Pointe
86	Extend regular transit service through Springhills
87	Five Points Transfer Station
<b>Aspirational Projects (beyond 2040)</b>	
88	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
89	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
90	SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
91	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
92	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
93	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road
94	Newberry Road - Provide dedicated transit lanes from Interstate-75 to NW 143rd Street
95	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
96	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
97	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
98	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
99	Springhills Boulevard – Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
100	SW Hawthorne Road – Provide dedicated transit lanes from SE 27th Street to SE 43rd Street

\* Projects are not prioritized

## VI. DRAFT YEAR 2040 NEEDS PLAN PUBLIC HEARING

### A. WELCOME AND OPENING REMARKS

Chair Hutchinson declared the public hearing open.

### B. DRAFT YEAR 2040 NEEDS PLAN PRESENTATION

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He discussed the recommendation of the MTPO Advisory Committees and staff. He introduced the MTPO's consultant, Mr. Wiley Page, Atkins Group Manager.

Mr. Page and Mr. Wiatt Bowers, Atkins Project Manager, discussed the Year 2040 Needs Plan and answered questions.

Mr. Bowers noted the differences between transit-emphasis and highway-emphasis alternatives and discussed the draft Needs Plan projects. He said that the Federal Highway Administration does not recognize needs plans but that FDOT strongly encourages them. He noted that the draft Needs Plan is consistent with City of Gainesville and Alachua County comprehensive plans. He added that the MTPO will get a draft year 2040 Cost Feasible Plan at its August meeting.

A member discussed offstreet bicycle facilities along major corridors and asked about the Waldo Road Multimodal Emphasis project from the Year 2035 Cost Feasible Plan.

Mr. Sanderson noted that the project is not in the draft Year 2040 Needs Plan but that it could be added.

A member discussed the NW 19th Lane Cycletrack project.

Mr. Sanderson stated that it was MTPO staff's understanding that this project was going before the City Commission later this month.

Mr. Paul Folkers, Gainesville Assistant City Manager, stated that the project was referred to the City's Public Works Committee and would be brought to the City Commission at its June 18th meeting.

Mr. Sanderson said that there would be project recommendations from the University Avenue Multimodal Study incorporated into the List of Priority Projects.

A member suggested inclusion of bus rapid transit projects.

A member asked if the SpringHills area projects were to be privately funded.

Mr. Bowers said that all projects that relieve congestion are included in the model regardless of funding source.

Mr. Jeff Hays, Alachua County Transportation Planning Manager, stated that County staff asked the consultant to include the SpringHills area projects in the draft Needs Plan.

A member asked about excluding the NW 83rd Street extension projects from the draft Year 2040 Needs Plan because of inconsistency with the Alachua County Comprehensive Plan.

Mr. Hays said project number 15 is in the County's Capital Improvement program. He discussed the NW 83rd Street extension projects and said they could be included in the Needs Plan. He noted that County staff asked that only projects included in Alachua County Comprehensive Plan be placed in the draft Year 2040 Needs Plan.

A member suggested a color-coded list of City, County and MTPO projects.

Mr. Bowers said that such a list could be developed.

Chair Hutchinson suggested that the staff recommendation could be a starter motion.

**MOTION: Commissioner Byerly moved to:**

- 1. consider the impact that Needs Plan project numbers 6, 9 and 10 (in the SpringHills area) will have on the scenic road attributes/characteristics of Millhopper Road before these projects are funded for construction;**
- 2. work with the property owner immediately north of NW 122nd Street with respect to Needs Plan project number 1 to try and avoid splitting this parcel into two parts; and**
- 3. approve the Year 2040 Needs Plan revised to include project numbers 3, 4, 5 and 22.**

**Commissioner Cornell seconded.**

#### **FRIENDLY AMENDMENT**

**Commissioner Wells recommended the inclusion of a Waldo Road/Williston Road Safety Study from SE 16th Avenue (State Road 226) to NE 39th Avenue (State Road 222). Commissioners Byerly and Cornell accepted the amendment.**

#### **C. PUBLIC COMMENTS AND QUESTIONS**

Chair Hutchinson asked for public comment.

Mr. Gerry Dedenbach spoke and provided written comments on the draft Year 2040 Needs Plan.

#### **D. CLOSE PUBLIC HEARING**

Chair Hutchinson closed the public hearing.

#### **VII. ADOPTION OF YEAR 2040 NEEDS PLAN**

Chair Hutchinson restated the motion on the Year 2040 Needs Plan.

Mr. Sanderson noted the recommendation to realign project number 1.

## **FRIENDLY AMENDMENT**

**Chair Hutchinson recommended modifying the alignment of project number 1 to the Gainesville Regional Utilities easement. Commissioners Byerly and Cornell accepted the amendment.**

A member discussed the possibility of a loop road.

A member discussed the provision of temporary driveway permits and frontage roads. He suggested that MTPO staff work with local staff regarding access management concepts that could be incorporated into roadway design.

## **ORIGINAL MOTION AS AMENDED:**

**Commissioner Byerly moved to:**

- 1. consider the impact that Needs Plan project numbers 6, 9 and 10 (in the SpringHills area) will have on the scenic road attributes/characteristics of Millhopper Road before these projects are funded for construction;**
- 2. work with the property owner immediately north of NW 122nd Street with respect to Needs Plan project number 1 to try and avoid splitting this parcel into two parts; and**
- 3. approve the Year 2040 Needs Plan revised:**
  - a. to include project numbers 3, 4, 5 and 22;**
  - b. to include a Waldo Road/Williston Road Safety Study from SE 16th Avenue (State Road 226) to NE 39th Avenue (State Road 222) (see Exhibit 1); and**
  - c. to modify the alignment of project number 1 to the Gainesville Regional Utilities easement (see Exhibit 2).**

**Commissioner Cornell seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

## **VIII. NEXT MTPO MEETING**

Mr. Sanderson announced that the next MTPO meeting is scheduled for August 3, 2015 at 3:00 p.m.

## **IX. COMMENTS**

### **A. MTPO MEMBERS**

A member discussed the Open Streets efforts that were occurring statewide.

**MOTION: Commissioner Wells moved to request that the Florida Department of Transportation extend funding for the Open Streets maintenance of traffic for an additional fiscal year. Commissioner Cornell seconded; motion passed unanimously.**

**EXHIBIT A**

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
K R Bount	Mike Fay	Dekova Batey	Jim Green
Wiatt Bowers	Corbet Hanson	Russ Blackburn	
David Coffey	Jeff Hays	Max Eliot	
Gerry Dedenbach		Paul Folkers	
Joseph Floyd		Jesus Gomez	
Bruce Frendahl		Ralph Hilliard	
Mark Goldstein		Debbie Leistner	
Bob Karp		Matthew Muller	
Bruce Landis		Teresa Scott	
Kamal Latham			
Suzanne Mann			
Peyton McLeod			
Robert Mounts			
Wiley Page			
Luke Tia			
Chuck Woods			

\* By telephone

# Spoke and provided written comments

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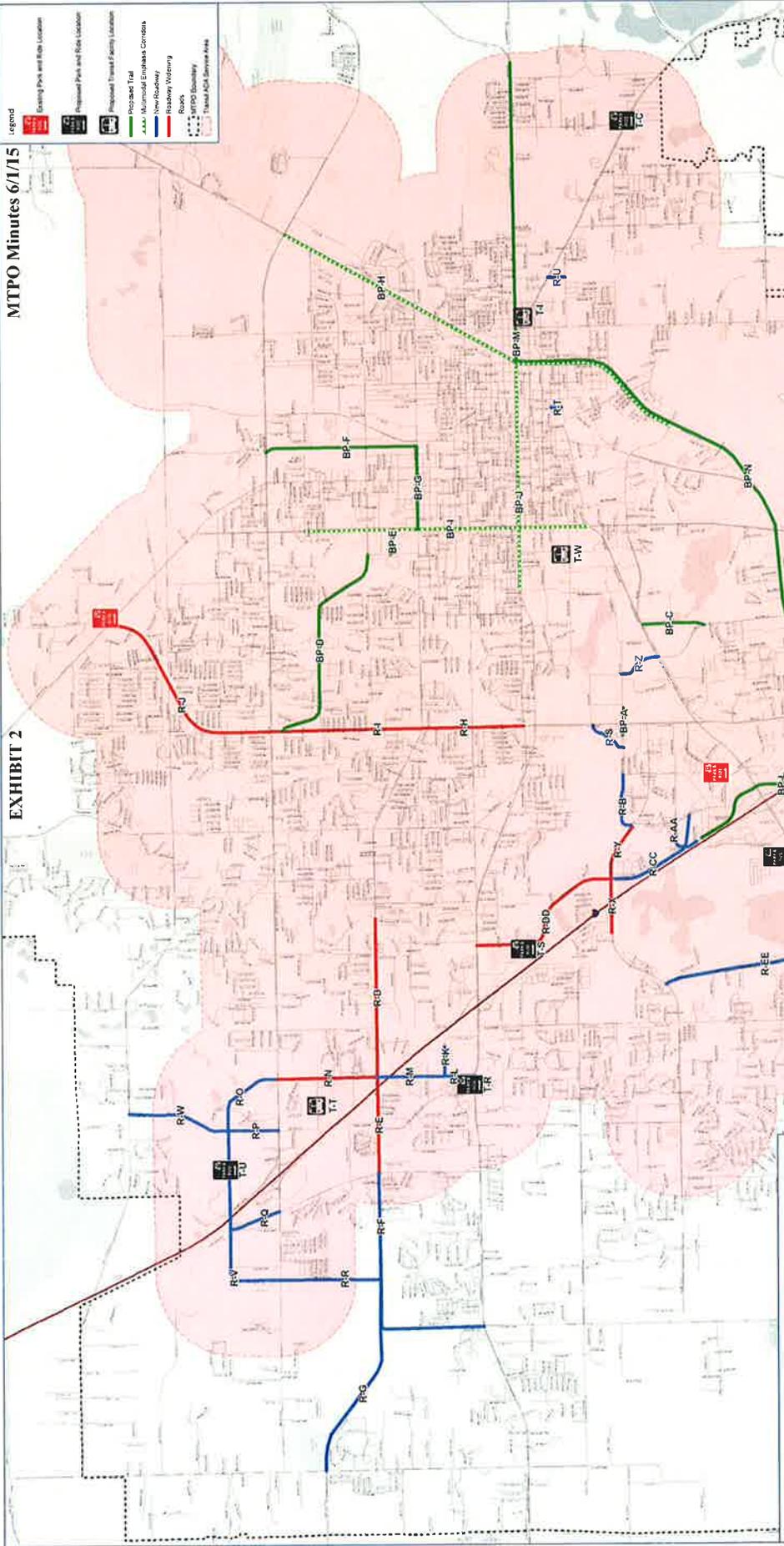
**EXHIBIT 1**  
**2040 Long Range Transportation Plan - Adopted Needs Plan\***

<b>Roadway Projects</b>	
1	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue using GRU easement
2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b)
3	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension
4	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
5	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place
6	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
7	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street
8	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
9	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard
10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road
11	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street
12	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard
13	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)
14	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard
15	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue
17	SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate-75
18	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road
22	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue
27	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue
28	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street
29	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street
30	Radio Road – Two-lane extension from SW 34th Street to Hull Road
31	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road
32	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue
33	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road
34	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street
36	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road
37	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue
38	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue
39	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441
40	Waldo Road/Williston Road – Safety Study from SE 16th Avenue to NE 39th Avenue
<b>Transit Projects</b>	
41	Increase weekday frequencies on City routes (minimum 30 minutes frequency)
42	Increase weekday operating hours on City routes (minimum 14 hours service)
43	Expand weekend service on City routes (minimum 60 minutes frequency & 10 hours service)
45	Oaks Mall Transit Center / Park & Ride Facility
50	Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
51	Extend service in south Gainesville (South Main Street and Williston Road area)
52	Intercity Weekday Commuter Service to/from High Springs & Alachua
53	Intercity Weekday Commuter Service to/from Newberry
54	Intercity Weekday Commuter Service to/from Archer
55	Intercity Weekday Commuter Service to/from Hawthorne
56	Intercity Weekday Commuter Service to/from Waldo

**2040 Long Range Transportation Plan - Adopted Needs Plan\***

<b>Transit Projects (Continued)</b>	
57	University of Florida Transit Center
58	Santa Fe College Transit Center
59	Hawthorne Park & Ride Facility
60	Celebration Pointe Park and Ride
61	Springhills Area Park and Ride (North of 39th Avenue)
62	Newberry Village Park and Ride (Newberry Road just east of Fort Clarke Boulevard)
63	Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road)
64	Waldo Park & Ride Facility
65	Archer Park & Ride Facility
<b>Other Projects</b>	
66	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue
67	University Braid – New trail on University Avenue from Waldo Road to NE 55th Boulevard
69	Archer Braid – Construct overpass of Hull Road / SW 34th Street intersection
70	SW 40th Boulevard – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue
72	Intelligent Transportation System Program - Miscellaneous Intelligent Transportation System Projects
73	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects
74	Bicycle Program - Miscellaneous bicycle lanes and facilities
75	Transit Program - Miscellaneous transit facilities and amenities
<b>Additional Bicycle/Pedestrian Projects (added following public workshop)</b>	
76	Miscellaneous pedestrian crossing projects, including auditory signals
77	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road
78	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road
79	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace
80	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road
81	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street
82	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street
83	Williston Road – Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road
<b>Additional Transit Projects (added following public workshop)</b>	
85	Extend regular transit service through Celebration Pointe
86	Extend regular transit service through Springhills
87	Five Points Transfer Station
<b>Aspirational Projects (beyond 2040)</b>	
88	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
89	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
90	SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
91	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
92	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
93	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road
94	Newberry Road - Provide dedicated transit lanes from Interstate-75 to NW 143rd Street
95	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
96	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
97	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
98	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
99	Springhills Boulevard – Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
100	SW Hawthorne Road – Provide dedicated transit lanes from SE 27th Street to SE 43rd Street

\* Projects are not prioritized



**Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects**

Project ID	Project Description
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects
R-D	Expand weekend service on City routes (minimum 60 min. frequency & 15 hr service)
R-E	Extend regular transit service through Celebration Plaza
R-F	Extend regular transit service through Springdale
R-G	Extend regular transit service to southwest Calaveras (SW 40 <sup>th</sup> Boulevard and SW 40 <sup>th</sup> Avenue area)
R-H	Extend regular transit service to southwest Calaveras (South Main Street and Winston Road area)
R-I	Increase weekday frequency on City routes (minimum 30 min. frequency)
R-J	Increase weekday frequency on City routes (minimum 15 hour service)
R-K	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases
R-L	Bicycle Program - Miscellaneous bicycle ramps and facilities
R-M	Pedestrian Program - Miscellaneous pedestrian and pedestrian projects, including auxiliary signals at crossings
R-N	Archer Road - Provide dedicated transit lanes from Celebration Plaza to NW 10 <sup>th</sup> Street
R-O	Celebration Plaza Boulevard - Provide dedicated transit lanes from SW 40 <sup>th</sup> Boulevard to SW Archer Road
R-P	East Calaveras Boulevard - Provide dedicated transit lanes from NW 35 <sup>th</sup> Avenue to NW 15 <sup>th</sup> Place
R-Q	Hawthorne Road - Provide dedicated transit lanes from SE 2 <sup>nd</sup> Street to SE 4 <sup>th</sup> Street
R-R	Newberry Road - Provide dedicated transit lanes from NW 10 <sup>th</sup> Street to NW 16 <sup>th</sup> Boulevard
R-S	NW 15 <sup>th</sup> Place - Provide dedicated transit lanes from NW 10 <sup>th</sup> Street to NW 16 <sup>th</sup> Boulevard
R-T	NW 35 <sup>th</sup> Avenue - Provide dedicated transit lanes from NW 35 <sup>th</sup> Avenue to NW 10 <sup>th</sup> Street
R-U	NW 10 <sup>th</sup> Street - Provide dedicated transit lanes from NW 10 <sup>th</sup> Street to Springville Boulevard
R-V	Springville Boulevard - Provide dedicated transit lanes from NW 10 <sup>th</sup> Street to NW 15 <sup>th</sup> Street
R-W	SW 40 <sup>th</sup> Boulevard - Provide dedicated transit lanes from SW 40 <sup>th</sup> Boulevard to SW 46 <sup>th</sup> Boulevard
R-X	SW 46 <sup>th</sup> Boulevard - Provide dedicated transit lanes from SW 46 <sup>th</sup> Boulevard to NW 10 <sup>th</sup> Street
R-Y	SW 12 <sup>nd</sup> Street - Provide dedicated transit lanes from SW 12 <sup>nd</sup> Street to NW 10 <sup>th</sup> Street
R-Z	SW 12 <sup>nd</sup> Street - Provide dedicated transit lanes from SW 12 <sup>nd</sup> Street to NW 10 <sup>th</sup> Street



## II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS- ROLL FORWARD PROJECTS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that FDOT has requested amendments to the Transportation Improvement Program to roll forward several projects.

**MOTION: Commissioner Pinkoson moved to approve the roll forward projects identified in Exhibit 2. Mayor Braddy seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

### II.B CONGRESSWOMAN CORINNE BROWN PRESENTATION

Congresswoman Brown noted that she is the 4th ranking Democrat on the House Transportation Committee and the 1st ranking Democrat on the House Veterans Committee. She stated that transportation projects create jobs. She introduced her staff assistant, Mr. Nick Martin.

Mr. Martin provided a status report on the Federal Transportation Bill and discussed local projects that could be impacted.

Congresswoman Brown spoke in support of the SW 62nd Boulevard project and answered questions. She noted that she sent a letter of support for the Tower Road project to Secretary of Transportation Anthony Foxx (see Exhibit 3).

A member asked about minority contracting for the Regional Transit System maintenance facility.

Congresswoman Brown said she has conducted workshops to get certification for transportation projects. She added that she could see that there is a workshop in Gainesville.

A member thanked her for her efforts in Veterans Affairs issues.

Congresswoman Brown noted that a Veterans hospital has been built in Orlando.

A member thanked Congresswoman Brown for her support for local transportation projects.

A member asked when the MTPO will be considering priorities for the SW 62 Boulevard project that Congresswoman Brown supports.

Mr. Sanderson stated that the MTPO will be considering the prioritization of the SW 62nd Boulevard Project at its October 5, 2015 meeting.

## III. COMPLETE STREETS

Mr. Sanderson stated that FDOT District One Secretary Billy Hattaway was present to discuss FDOT's Complete Streets Policy.

Secretary Hattaway discussed the Complete Streets Policy, its implementation, application, examples and answered questions. He noted that it will begin to be implemented later this year. He added that local government needs to provide for a local development pattern that supports Complete Streets, including development plans for the complete street implementation.

#### IV. LIST OF PRIORITY PROJECTS

Mr. Sanderson stated that, each year, priorities for unfunded projects are submitted to FDOT. He said that these priorities are used by FDOT to develop its Tentative Work Program. He added that this year's draft List of Priority Projects includes projects from the adopted Year 2035 Livable Community Reinvestment Plan and from local agency recommendations.

Mr. Wiatt Bowers, Atkins Project Manager, discussed project funding and answered questions.

Mr. Jim Knight, FDOT Urban Planning and Modal Administrator, stated that the Archer Road 4-Laning project would need to be in the Year 2040 Cost Feasible Plan in order to be constructed.

**MOTION: Commissioner Cornell moved to approve the List of Priority Projects. Mayor Braddy seconded; motion passed unanimously.**

#### V. 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- NEEDS PLAN PROJECT RANKINGS

Mr. Sanderson discussed the Year 2040 Long Range Transportation Plan Update development timeline and answered questions. He discussed the recommendation of the MTPO Advisory Committees and staff. He introduced the MTPO's consultant, Mr. Bowers.

Mr. Bowers discussed the Year 2040 Needs Plan project rankings and answered questions.

Mr. Jim Green, FDOT Liaison to the MTPO, reported that State Law does not allow State Funds being spent off the State Highway System.

**MOTION: Commissioner Cornell moved to send a letter to FDOT to request that it consider including State Road 26 from Interstate 75 to Hawthorne Road (State Road 20) in the Strategic Intermodal System. Commissioner Byerly seconded.**

#### **FRIENDLY AMENDMENT:**

**Commissioner Pinkoson asked that inclusion of local bridges over the Interstate also be considered for the Strategic Intermodal System. Commissioners Cornell and Byerly accepted the amendment.**

Mr. Green stated that the District has forwarded the MTPO request to spend state funds off the State Highway System to the FDOT Central Office for a response.

Several members discussed concerns of the impact of having State Road 26 from Interstate 75 to Hawthorne Road on the Strategic Intermodal System.

Mr. Green stated that FDOT is still considering whether bicycle/pedestrian and transit projects on the State Highway System are eligible for State Funds. He noted that adding facilities to the Strategic Intermodal System is not tied to the Strategic Intermodal System update process.

**SUBSTITUTE MOTION:**

**Commissioner Cornell moved to:**

- 1. have staff provide a report on the impacts of Strategic Intermodal System designation that also includes statewide SIS and non-SIS project funding; and**
- 2. authorize the Chair to send a letter to request that the Florida Department of Transportation consider including local bridges over Interstate Highways as part of the Strategic Intermodal System.**

**Commissioner Byerly seconded; motion passed unanimously.**

Mr. Sanderson stated that MTPO staff would work with City and County staffs to develop prioritized lists of local roads that need resurfacing.

Mr. Bowers discussed the projected federal and state revenue forecasts and answered questions.

Representing Butler Enterprises, Mr. Gerry Dedenbach, Causseaux, Hewett and Walpole Vice President, spoke in support of State Funds being spent on local projects that relieve congestion on the State Highway System.

**MOTION: Commissioner Pinkoson moved to request that the Florida Department of Transportation revisit the determination concerning the eligibility of the SW 62 Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan. Commissioner Cornell seconded; motion passed unanimously.**

Mr. Sanderson discussed transit funding. He noted that the Regional Transit System uses the entire transit revenue forecast fund to pay for operating expenses.

Mr. Bowers stated that FDOT takes funding for operations and maintenance of the State Highway System out of the revenue forecasts.

A member noted that there was an opportunity to make NW 34th Street a Complete Street. He discussed his concerns about a transfer station at Five Points. He noted the support of the SW 62nd Boulevard by Representatives Brown and Yoho.

Mayor Doug Jones, MTPO Rural Advisor, spoke in support of the NW 34th Street capacity projects and the park-and-ride projects to outlying communities.

**MOTION: Commissioner Byerly moved to:**

- 1. accept the Needs Plan Project Rankings as a completed planning document; and**
- 2. refer to Alachua County staff the development of a prioritized list for resurfacing projects.**

**Commissioner Chestnut seconded.**

**FRIENDLY AMENDMENT:**

**Commissioner Wells asked that the referral include City of Gainesville staff.  
Commissioners Byerly and Chestnut accepted the amendment.**

Mr. Dedenbach spoke in support of the SW 62nd Boulevard project. He noted broad community support. He said that there was a lot of private sector investment in developing roadway connectivity.

Representing the Gainesville-Alachua County Board of Realtors, Ms. Heather Swanson spoke in support of the NW 34th Street Project, the Archer Road four-laning project and the SW 62nd Boulevard project. She also spoke in support of funding local road resurfacing projects.

Representing the Gainesville Area Chamber of Commerce, Mr. Kamal Latham spoke in support of the SW 62nd Boulevard project, including noting the bipartisan Congressional support from Representatives Brown and Yoho. He also thanked the MTPO for its query of using State Funds on local projects that relieve congestion on the State Highway System and read Congresswoman Brown's letter of support for the SW 62nd Boulevard project aloud.

Representing Butler Enterprises, Ms. Deborah Butler spoke in support of the SW 62nd Boulevard project. She also spoke in favor of providing sufficient access and mobility for first responders.

Ms. Kristen Young spoke in support of the SW 62nd Boulevard project. She also requested an explanation of the Needs Plan project ranking scores.

Mr. Chandler Otis spoke in support of the SW 62nd Boulevard project.

Letters of support for the SW 62nd Boulevard Project are included as:

- Exhibit 4- Letter from Congresswoman Corrine Brown to the MTPO;
- Exhibit 5- Letter from Congressman Ted Yoho to the Gainesville Sun;
- Exhibit 6- Letter from North Florida Regional Healthcare to the MTPO;
- Exhibit 7- Letter from Gainesville Area Chamber of Commerce to the MTPO;
- Exhibit 8- Letter from Gainesville-Alachua County Association of Realtors to the MTPO;
- Exhibit 9- Letter from Gainesville Commissioner Craig Carter to the MTPO;
- Exhibit 10- Letter from the University of Florida Health to the MTPO; and
- Exhibit 11- Letter from Gerry Dedenbach to the MTPO.

Exhibit 12 is a letter of support for the Archer Road 4-Laning Project from the Archer Chamber of Commerce.

**ORIGINAL MOTION AS AMENDED:**

**Commissioner Byerly moved to:**

- 1. accept the Needs Plan Project Rankings as a completed planning document; and**
- 2. refer to Alachua County and City of Gainesville staff the development of prioritized lists for resurfacing projects.**

**Commissioner Chestnut seconded; motion passed unanimously.**

A member discussed asking FDOT to designate the SW 62nd Boulevard corridor as an Interstate Business Loop.

**MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to request that the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) to north to State Road 26 (Newberry Road) to the State Highway System. Commissioner Wells seconded; motion passed unanimously.**

Mr. Bowers reviewed the Needs Plan project ranking methodology and answered questions.

CA. 8 FLORIDA DEPARTMENT OF TRANSPORTATION CORRESPONDENCE-  
OPEN (ACTIVE) STREETS PROGRAM

Mr. Sanderson reported that FDOT has stated that it will no longer provide funding for Open Streets.

Mr. Marc Morrison, Mr. Shawn Webber, Mr. Bob Karp, Mr. Chandler Otis, Ms. Kristen Young, Mr. Raymond Rawls and Mr. Joseph Floyd spoke in support of Open Streets activities.

**MOTION: Commissioner Cornell moved to authorize the Chair to send a letter to request that the Florida Department of Transportation:**

- 1. provide permission to use State Road 26 for Open “Active” Street events; and**
- 2. reconsider its decision not to provide maintenance of traffic for these events beyond September 2015.**

**Commissioner Wells seconded; motion passed unanimously.**

VI. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 5, 2015 at 5:00 p.m.

VII. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no citizen comments.

C. CHAIR’S REPORT

There was no Chair’s Report.

EXHIBIT 3

MTPO Minutes 8/3/15

COMMITTEES:

TRANSPORTATION & INFRASTRUCTURE  
RAILROADS, PIPELINES AND HAZARDOUS MATERIALS RANKING MEMBER  
COAST GUARD AND MARITIME TRANSPORTATION  
WATER RESOURCES AND EMPLOYMENT

VETERANS' AFFAIRS  
HEALTH

MEMBERSHIPS:

CONGRESSIONAL BLACK CAUCUS  
CONGRESSIONAL CAUCUS FOR WOMEN'S ISSUES  
CONGRESSIONAL HUMAN RIGHTS CAUCUS  
CONGRESSIONAL MICHIGAN AND EMERSON FIELD CHILDREN'S CAUCUS  
CONGRESSIONAL DIABETES CAUCUS  
OLDER AMERICAN CAUCUS  
PROGRESSIVE CAUCUS  
THE DUKAKIS CONGRESS STUDY GROUP

Congress of the United States  
House of Representatives  
Washington, DC 20515

CORRINE BROWN  
5th DISTRICT, FLORIDA

June 26, 2015

REPLY TO:

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101 EAST UNION STREET  
SUITE 202  
JACKSONVILLE, FLORIDA 32202  
(904) 354-1652  
FAX (904) 354-2721

455 NORTH GARLAND AVE.  
SUITE 414  
ORLANDO, FLORIDA 32801  
(407) 872-2208  
FAX (407) 872-5763  
GAINESVILLE, FLORIDA  
(352) 376-6476

The Honorable Anthony Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express my strong support for the TIGER VII application submitted by Alachua County, Florida. The Tower Road Complete Street Reconstruction initiative will provide improved access to vital employment and commercial centers, improve safety, and enhance economic development initiatives for the entire region.

Tower Road (also known as SW 75th Street) is a two-lane urban arterial roadway and a key corridor in the western urbanized area of Alachua County, Florida. The corridor provides connectivity to a range of institutional and commercial land uses as well as neighborhoods, and the corridor does not currently meet the County's adopted multimodal levels of service for a collector or arterial roadway.

The completion of the bicycle and pedestrian facilities along the corridor will allow for residents and visitors to access an array of civic, institutional, office and retail land uses via walking and bicycling and will enhance the economic vitality of the area.

Safety concerns along the Tower Road corridor would be diminished through this project, as the area saw 164 total accidents over the last three years. The installation of warranted turn lanes, intersection improvements, in-street bicycle lanes, and completion of the sidewalk network would likely significantly reduce the accident rate.

The Tower Road corridor also serves as the northwestern boundary to an area of the community which has been documented to be a hotspot of poverty and related public health issues. Improving the public services in the area has been a focus of the Alachua County Commission for many years, and Commissioners have recently opened a community center

and a public health clinic in the immediate vicinity of the Tower Road corridor with an aim towards improving conditions and services for residents. The proposed project will provide safer and more convenient multimodal access for this community to the numerous public facilities and other destinations in the region.

Finally, the southwest portion of Alachua County has been actively developing for over 30 years, and several large undeveloped parcels remain along the Tower Road corridor that could be more attractive for development with enhanced capacity and improved multimodal access. Alachua County has recently adopted amendments to its Comprehensive Plan that encourage and incentivize the development of Traditional Neighborhood and Transit Oriented Developments. Several of the undeveloped parcels that are adjacent to the Tower Road corridor would be prime locations for these types of mixed-use developments, with the multimodal enhancements and pavement resurfacing being critical to enhancing this type of economic development.

The project has a total budget of \$12.5 million. Alachua County is proposing to utilize \$2.5 million in locally derived funds and is requesting a grant award of \$10 million from the TIGER program. These funds are desperately needed for a region that's growth rate far exceeds the availability of state and local resources.

This important project will not only improve the regional transportation system and access to destinations of regional importance, but will bring much needed planning, engineering, and construction jobs to the region.

Thank you for your attention to this matter. I would greatly appreciate your consideration of the merits of this important transportation and economic development project for Alachua County.

Sincerely,



Corrine Brown  
Member of Congress

## COMMITTEES:

VETERANS' AFFAIRS  
RANKING MEMBER

TRANSPORTATION & INFRASTRUCTURE  
Business, Planning and Operations Committee  
Chair: Corrine Brown, Ranking Member: Robert L. Turner

## MEMBERSHIPS:

Congresswoman B. L. Cantwell  
Congresswoman C. F. Workalembo  
Congressman H. R. Lujan  
Congressman E. L. Claitor  
Congressman D. E. Bonior  
Congressman C. E. Amodeo  
Congressman G. L. Scott  
Congressman J. C. Dent

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

**CORRINE BROWN**  
5th DISTRICT, FLORIDA

July 22, 2015

## REPLY TO:

## WASHINGTON OFFICE:

2111 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-6133  
FAX: (202) 225-7259

## DISTRICT OFFICES:

191 EAST UNDERSTREET  
SUITE 210  
JACKSONVILLE, FLORIDA 32202  
(904) 284-1452  
FAX: (904) 354-3721

111 NORTH GARDNER AVE.  
SUITE 214  
ORLANDO, FLORIDA 32801  
(407) 872-2200  
FAX: (407) 872-5702

13325 37th Avenue  
JACKSONVILLE, FLORIDA 32218-4176

The Honorable Robert "Hutch" Hutchinson  
Chairman  
Metropolitan Transportation Planning Organization  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

Dear Chairman and Board Members:

I am writing to express my strongest support for prioritizing completion of SW 62<sup>nd</sup> Boulevard. This project will provide improved access to vital employment and commercial centers, improve safety, help mitigate congestion, and enhance economic development initiatives for the entire region.

I have worked hard to bring important transportation projects to the City of Gainesville and Alachua County, and have been a longtime advocate for the 62<sup>nd</sup> Boulevard link. Working with Senator Nelson and local stakeholders, I secured direct federal funding for planning and construction and worked with the Florida Department of Transportation to complete Engineering and Design for the project.

Completion of this critical artery will improve congestion on Interstate 75, SW 34<sup>th</sup> Street, SW 20<sup>th</sup> Avenue, and other local streets. This connection will also provide an enhanced driving experience for local residents as well as additional and improved route options for first responders. Moreover, it provides additional multi-modal transportation options and creates the first Transit Transfer Station and Park & Ride Lot for the community.

Completion of 62<sup>nd</sup> Boulevard will not only improve the regional transportation system and access to destinations of regional importance, but will bring much needed planning, engineering, and construction jobs to the region. For all these reasons, I encourage the Gainesville Metropolitan Transportation Planning Organization to make this project its top priority.

Thank you for considering my views on this matter. The state, county, and city have been very proactive in developing a local transportation system that meets the needs of the community, and have worked together for many years in developing the 62<sup>nd</sup> Boulevard project. I pledge to continue to work with the state, county, and city to ensure that they receive all the federal funding necessary to complete this important project.

Sincerely,



Corrine Brown  
Member of Congress

CC: MPTO Board Members



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## Ted Yoho: Road expansion has many benefits

*By Ted Yoho*

*Special to The Sun*

*Published: Monday, July 27, 2015 at 6:01 a.m.*

To those outside the city limits, Gainesville is known as the college town in the Southeast. To others it is the quaint capital of the Gator Nation. To those of us who reside within this burgeoning city, our everyday lives are colored in orange and blue and we are proud to support our incredible crown jewel — the University of Florida.

UF has been nearing premier excellence as a top research university in the nation for years. This ambitious goal has been supported by the community at large and continually fueled by our competitive and innovative edge. I couldn't be more proud to represent the Gator Nation in Washington, D.C., and I want to ensure that drive for excellence continues.

That means getting Gainesville ready to meet not just today's challenges, but the challenges of tomorrow. It starts with basic infrastructure. Anyone who has driven down Tower Road, or sat in afternoon traffic on 34th Street, knows that one of the shortcomings of Gainesville and Alachua County is our roads. This has been a chronic problem that has gone unaddressed for too long. It's time we took action for our community.

Recently, a solution to alleviate congestion and ease public access across Gainesville has come forward. This plan expands Southwest 62nd Boulevard and connects the broken and dead-ended roads between Archer and Newberry roads. This area behind the Oaks Mall is an underutilized region that has the potential to help steer traffic off of Interstate 75, 34th Street, Newberry Road and many more of our more popular routes.

In addition to traffic alleviation, completion of this expansion will help solve our public safety issue. Our first responders and law enforcement are facing logistical challenges that contribute to slower response times that make our communities less safe. Slow response times and traffic benefit no one.

Finally, we have the opportunity to create construction jobs in the immediate future that will eventually lead to hundreds of permanent jobs. This is one area where President Barack Obama and I agree — we are in desperate need of shovel ready jobs. This is one.

Completing the expansion of Southwest 62nd will first and foremost benefit our citizens and improve public safety for pedestrians, drivers, law enforcement and our first responders. This opportunity will not only increase public safety while contributing to economic development but will help Gainesville as a whole support the university's growth and our city's future.

*U.S. Rep. Ted Yoho is a Gainesville Republican.*

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July 22, 2015

Commissioner Robert "Hutch" Hutchison  
Chair of the Metropolitan Transportation Planning Organization  
12 Southeast 1st Street  
Gainesville, Florida 32601

Subject: SW 62<sup>nd</sup> Boulevard Connector

Dear Commissioner Hutchinson:

North Florida Regional Healthcare supports the City of Gainesville's SW 62<sup>nd</sup> Boulevard Connector project. This needed and impressive project has been developed through partnerships between public and private interests.

The SW 62<sup>nd</sup> Boulevard Connector project will support North Florida Regional Healthcare's goal of improving access to state-of-the-art healthcare services for local residents as well as those in our surrounding communities and throughout the state by expanding the roadway network and alleviating congestion on the transportation system. This project will enhance transportation route and mode choice, reduce travel times and facilitate mobility, service delivery and emergency response while also providing expanded transportation choices to employees and the general public.

North Florida Regional Healthcare respectfully requests your favorable consideration of the SW 62<sup>nd</sup> Boulevard Connector project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Cook', is written over a light blue circular stamp.

Brian T. Cook  
President/Chief Executive Officer



## Position Statement

### Gainesville Metropolitan Area Year 2040

### Long Range Transportation Cost Feasible Plan

*Vision: "Be the Global Hub of Talent, Innovation and Opportunity"*

A safe, efficient, and convenient multi-modal transportation infrastructure facilitates regional economic development and enhances the local community.

The roadway network is the backbone of our regional transportation infrastructure, facilitating the flow of people, services, and goods, through a variety of modes, including a robust regional bus service. Having facilities for cycling and walking are also important to the community's health and overall quality of life.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that includes the appropriate mix of roadway, transit and bicycle/pedestrian projects.

Specifically, the MTPO should designate SW 62<sup>nd</sup> Boulevard Segment B and Segment C as the top priority projects in the Cost Feasible Plan.\*

- Segment B: Four-lane extension from Butler Plaza to SW 20<sup>th</sup> Avenue
- Segment C: Widen to four lanes from SW 20<sup>th</sup> Avenue to Newberry Road

These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

In addition, MTPO should prioritize roadway, transit and bicycle/pedestrian projects that better connect the workforce to the workplace, consumers to commercial centers, and tourists to places of destination.

\*Segment A is private development funded.



## Gainesville-Alachua County Association of REALTORS<sup>®</sup>, Inc.

1750 NW 80<sup>th</sup> Boulevard \* Gainesville, Florida 32606

Telephone: (352) 332-8850 \* Fax: (352) 331-7911

E-mail: [info@gacar.com](mailto:info@gacar.com) \* Website: [www.GACAR.com](http://www.GACAR.com)

### Position Statement

#### Gainesville Metropolitan Area Year 2040 Long Range Transportation Cost Feasible Plan

Gainesville-Alachua County Association of REALTORS (GACAR) supports a transportation plan that addresses the needs of all of the citizens of Alachua County. This Transportation Plan would improve upon and expand Public Transit in those areas where the needs are the greatest and where the strategic return on investment is most evident. The Transportation Plan should also require the implementation of a pavement management system that addresses the needs of all of the citizens of Alachua County and its municipalities.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that addresses the most pressing needs while having the highest return on the investment. While the RTS systems continue to be improved the backlog of roadway repairs continues to grow. In 2014, Gainesville ranks no. 37 on Bicycling magazine's list of The Top 50 Bike-Friendly Cities, no. 12 on Bloomberg's list of Top 25 Bike-to-Work Cities, and no. 14 on FiveThirtyEight.com's list of top public transit cities. These awards in conjunction with a backlog of roadway repairs greater than \$400 million dollars signifies that the roads are in the greatest need of funding in our community.

The MTPO should designate all available funds for the Cost Feasible Plan to improving roadways. The \$57 million designated for State Highway Systems should be dedicated to the 34<sup>th</sup> Street projects first and then the Archer Road project. The \$21 million available for flexible projects should be designated for roadway repairs only. Specifically, the SW 62<sup>nd</sup> Boulevard Segment B and Segment C. These should be the top priority projects in the Cost Feasible Plan.

The estimated project times, available funding, and the current process that revisits the long range transportation plan every five years makes these projects a priority that meets the long term plan and immediate needs of our community. These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

REALTORS live and work on these roads every day. Our profession relies on safe and efficient roadways.



## CITY OF GAINESVILLE

*Office of the City Commission*

July 27, 2015

Marlie Sanderson  
Director of Transportation Planning  
North Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

Dear Mr. Sanderson,

In order to better serve the citizens of the City of Gainesville, I respectfully request that the MTPO designate SW 62<sup>nd</sup> Boulevard Segment B, four-lane extension from Butler Plaza to SW 20<sup>th</sup> Avenue, and Segment C, widen to four lanes from SW 20<sup>th</sup> Avenue to Newberry Road, as the top priority project in the Metropolitan Planning Organization 2040 Long Range Transportation Cost Feasible Plan. Review of the project details, descriptions and assessments of the project have clearly defined the benefits this project offers to community stakeholders.

As you know, the SW 62<sup>nd</sup> Boulevard Connector project is proposed as a four-lane highway with dedicated transit, bicycle and pedestrian facilities that will provide critical multimodal transportation for the movement of people and goods through the Gainesville Metropolitan Area by connecting high density residential areas to high density employment, education and health/medical centers.

The SW 62<sup>nd</sup> Boulevard Connector will also alleviate congestion on the Federal Highway System by providing a bypass to the I-75 corridor for local travel that makes up approximately 16.8% of the current traffic traveling between SR 24 and SAR 26 inter changes and will improve response times for first responders within the Gainesville urbanized area.

I have met with the Department of Transportation in Washington, D.C. and the State of Florida Secretary of Transportation and have garnered their support of this unique public-private partnership which will continue to advance the City's transportation initiatives.

If I can answer any questions or expound on this subject, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig Carter", with a long horizontal flourish extending to the right.

Craig Carter  
City Commissioner, District 3

**UF Health Shands****Edward Jimenez**  
*Chief Executive Officer*P.O. Box 100326  
Gainesville, FL 32610-0326

Phone: 352.733.1500

Fax: 352.733.1501

Cell: 201.887.8018

edward.jimenez@shands.ufl.edu

UFHealth.org

July 29, 2015

Marlie Sanderson  
Director of Transportation Planning  
North Central Florida Regional Planning Council  
2009 N.W. 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

Dear Ms. Sanderson:

UF Health Shands supports the City of Gainesville designating the S.W. 62<sup>nd</sup> Boulevard Segments B and Segment C to be the top priority projects on the Metropolitan Planning Organization's (MPTO) priority list.

Segment B: Four-lane extension from Butler Plaza to SW 20<sup>th</sup> Avenue  
Segment C: Widen to four lanes from S.W. 20<sup>th</sup> Avenue to Newberry Road

These projects have been a part of the City's long-range plan and their construction would improve safety, encourage economic development, and would serve to improve response times for first responders within the Gainesville urbanized area.

For these reasons, UF Health Shands fully supports this project and respectfully request your favorable consideration for making this a top priority project.

Sincerely,

A handwritten signature in black ink that reads "Edward Jimenez".

Edward Jimenez  
Chief Executive Officer  
UF Health Shands



## MEMORANDUM

**To:** Commissioner Hutchinson, Metropolitan Transportation Planning Organization, (MTPO) Chair  
**From:** Gerry Dedenbach, AICP, LEED AP  
**Date:** August 3, 2015  
**RE:** *MTPO Long Range Transportation Plan (LRTP) Roadway Priorities*

As the Metropolitan Transportation Planning Organization (MTPO) prioritizes transportation projects in the Long Range Transportation Plan (LRTP) update, a group of our clients wish to offer relevant technical information that we feel will help the MTPO and its Advisory Committees rank its projects. And, given the limited revenue projections in the LRTP 20-year horizon, our recommendation is built upon years of effort and investment in the Gainesville Urbanized Area's growth and balanced transportation alternatives.

As you know, several large- and small-scale projects are being built or approved for development in the Urban Village Area, which is bounded by I-75 and SW 34<sup>th</sup> Street, from west to east, and State Road 24 (Archer Road) to State Road 26 (Newberry Road), from south to north. In addition, the Urban Village has historically been an area where the MTPO has focused great attention due to its proximity to the University of Florida, location within the City of Gainesville, existing utilities, and a growing multi-modal transportation network. CHW has designed these facilities to serve our student and resident population with roadways, highly-utilized transit, and a network of bike lanes, and now the long-awaited Archer Braid trail.

The MTPO should adopt their Advisory Committees' recommendations ranking SW 62<sup>nd</sup> Boulevard as the Number One Roadway Priority for numerous unique reasons. No other roadway or transit project in the Urbanized Area has the ability to deliver as much positive impact, due to its physical location and previous planning efforts that have cued the corridor meeting numerous community priorities.

**SAFETY** Because there's no north / south connectivity between SR 24 and SR 26, Interstate-75 functions as a local road, linking both our permanent and student population to employment centers, educational offerings, and healthcare alternatives – such as North Florida Regional Medical Center, Shands HealthCare and the V.A. Hospital. Completing SW 62<sup>nd</sup> / 52<sup>nd</sup> Boulevard from its current location just south of SW 20<sup>th</sup> Avenue, so that the two State Roads connect, will remove approximately ten percent (10%) of the trips from I-75 and will undoubtedly relieve congestion on SW 34<sup>th</sup> Street between the same two facilities. This connection is integral to the motoring public's safety and to first responders such as our police, fire, and emergency medical services who have no alternative but to use I-75 as a local connector. Completing the corridor preserves and protects our population's health, safety, and welfare locally and regionally.

**ECONOMY** Connectivity between a community's residents and employment, shopping, and recreation creates a stronger economic future. Linking jobs, daily needs, and enjoyment of the community's many offerings, such as Forest Park, located along SW 20<sup>th</sup> Avenue and SW 43<sup>rd</sup> Street strengthens our quality of life. This brings greater stability and satisfaction to our population today and into the future for all citizens.

**MOBILITY** As the Gainesville Urbanized Area continues to grow and mature as a community, many of the progressive transportation facilities envisioned decades ago are coming into fruition. The Hull Road extension, SW 38<sup>th</sup> Street from SW 24<sup>th</sup> Avenue to Hull Road, and the Archer Braid trail have all been delivered with major development projects. Each of these facilities supports a balanced transportation future. And, similar to these facilities, SW 62<sup>nd</sup>/52<sup>nd</sup> Boulevard create another sustainable multi-modal link.

Private development and redevelopment is constructing nearly 1/3 of SW 62<sup>nd</sup>/52<sup>nd</sup> and building the community's first combined Transit Transfer Station and Park & Ride Lot. There's unparalleled support from other local interests to complete the SW 62<sup>nd</sup>/52<sup>nd</sup> link. This community catalyst mustn't be overlooked when prioritizing limited Long Range Transportation Plan fund to deliver safety, economic viability, and mobility for all current residents and future populations yet to call Gainesville and Alachua County home.



## Archer Chamber of Commerce

PO BOX 977

Archer, FL 32618

352-215-7216

July 29, 2015

Marie Sanderson, AICP Director of Transportation Planning

MTPO Metropolitan Transportation Planning Organization For the Gainesville Urbanized Area

Subject: Support for the Archer Road Widening to 4-Lanes from Tower Road to SW 122nd Street (MTPO Boundary)

Dear Ms. Sanderson:

For decades the City of Archer has suffered from the highly congested and dangerous commute from Archer to Gainesville. The population of Archer has decreased by approximately 25% over the past several years. During this time we've also suffered the loss of many businesses. Archer Road was slated to be widened many, many years ago. Newberry Road was widened instead and the City of Archer and its citizens were left waiting for decades.

We strongly feel for Archer to meet it's Economic Development Plan we are in great need of the 4-LANE WIDENING OF ARCHER ROAD, specifically the MTPO controlled segment identified on the project list. In order for Archer to pull itself out of its economic depression we, the Archer Area Chamber of Commerce need and **FULLY SUPPORT THE WIDENING OF ARCHER ROAD**. Many residents that work in Gainesville have moved from Archer to Gainesville, so they will not have to make the drive in and home on Archer Road. These residents we are losing are the residents that support our business community, the City, and the County with their spending and tax dollars.

We feel the City of Archer has a lot to offer the county and surrounding area. We have a long, rich history in Alachua County and we need the opportunity to regain our lost population and thrive once again as a successful business and residential community.

We feel the widening of Archer Road will give our community the boost it needs to be a viable, thriving community once again.

Respectfully,

Daniel J. Beck

President, Archer Chamber of Commerce

Shellie Banfield

Secretary, Archer Chamber of Commerce

Mary M. Hope

Vice President, Archer Chamber of Commerce

**On The Right Track!**

#### IV. ARCHER BRAID TRAIL- 60 PERCENT PLANS

Mr. Sanderson stated that Alachua County has submitted 60 percent plans for the Archer Braid Trail.

Mr. Chris Zeigler, Alachua County Senior Engineering Technician, discussed the plans and answered questions. He noted that the plans were modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting.

**MOTION: Chandler Otis moved to recommend that the MTPO approve the Archer Braid Trail 60 Percent Plans as modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting, with two revisions to:**

- **keep the ten-foot wide trail section on SW 46th Boulevard east of SW 91st Street and add tapering to the eight-foot wide trail outside this section; and**
- **use bricks for the trail in front of the Haile Plantation sign.**

**Melinda Koken seconded, motion passed unanimously.**

#### V. HULL ROAD EXTENSION- RIGHT-OF-WAY WIDTH

Mr. Sanderson stated that representatives of N.P. International have requested an opportunity to present the Village Point project.

Mr. Gerry Dedenbach, Causseaux, Hewett & Wapole Director of Planning & GIS Services, gave a presentation of the Village Point project and answered questions.

**MOTION: Ruth Steiner moved to recommend that the MTPO approve the Hull Road Extension right-of-way width be reduced from 100 feet to 90 feet within the Village Point Project. Ewen Thomson seconded. Chandler Otis called the question; Question call passed unanimously. The motion passed unanimously.**

#### VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- REQUEST FOR QUALIFICATIONS (RFQ)

Mr. Sanderson stated that the MTPO updates its long range transportation plan every five years. He said that the plan needs to be updated by October 26, 2015. He discussed the plan update timeline, the draft RFQ and answered questions.

**MOTION: E. J. Bolduc moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan update Request for Qualifications. Melinda Koken seconded, motion passed unanimously.**

#### VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- SCOPE OF SERVICES

Mr. Sanderson stated that the draft Year 2040 Long Range Transportation Plan Scope of Services is completed. He discussed the scope-of-services and answered questions.

**MOTION: E. J. Bolduc moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan Scope of Services. Ruth Steiner seconded, motion passed unanimously.**

#### VIII. PLANNING AREA BOUNDARY, VOTING MEMBERS AND VOTING PROCEDURE

Mr. Sanderson stated that the MTPO, at its December meeting, authorized its staff to prepare a report concerning the advantages and disadvantages of expanding the metropolitan planning area boundary to include all of Alachua County, including corresponding changes that would be needed to existing membership and voting procedures. He discussed the alternatives and answered questions.

**MOTION: Melinda Koken moved to recommend that the MTPO defer its discussion of the planning area boundary, voting membership and voting procedure and that they be topics that are discussed with Alachua County municipalities in the upcoming "listening tour." Ruth Steiner seconded, motion passed unanimously.**

#### IX. UPDATED BYLAWS

Mr. Sanderson stated that the bylaws were last updated in 1983. He said that several policies have become outdated. He discussed the draft bylaws and answered questions.

**MOTION: Ruth Steiner moved to recommend that the MTPO approve the Bylaws document. Thomas Bolduc seconded, motion passed unanimously.**

#### X. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Sanderson stated that Chair Frentzen requested discussion of committee alternates. He said that since the Chair was absent, that this topic should be deferred.

**MOTION: Melinda Koken moved to recommend defer discussion of the CAC vacant positions. Ruth Steiner seconded, motion passed unanimously.**

#### XI. ELECTION OF OFFICERS

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

**MOTION: Ruth Steiner moved to nominate Ewen Thomson as Chair. Ewen Thomson declined the nomination.**

**MOTION: Ruth Steiner moved to nominate Jan Frentzen as Chair. Mary Ann DeMatas seconded. Chandler Otis moved to close nominations. John Richter seconded; nomination closure passed unanimously. The motion passed unanimously.**

**MOTION: Ruth Steiner moved to select Jan Frentzen as Chair. Chandler Otis seconded, motion passed unanimously.**

IV. TRANSPORTATION ALTERNATIVE PROJECTS

Mr. Escalante discussed the Transportation Alternative Projects applications and answered questions.

**MOTION: Ruth Steiner moved to recommend that the MTPO approve the submission of two Transportation Alternatives Program applications by the City of Gainesville for E. University Avenue and Norton Elementary Trail. James Samec seconded; motion passed unanimously.**

V. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-  
ARCHER ROAD PROJECT

Mr. Escalante stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the four-laning of Archer Road from Tower Road to Parker Road. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

**MOTION: Ruth Steiner moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the four-laning of Archer Road along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. xxx James Samec seconded; motion passed unanimously.**

VI. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-  
TOWER ROAD PROJECT

Mr. Escalante stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the Tower Road Resurfacing/Sidewalk/Bikelane project. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

**MOTION: Ruth Steiner moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the Tower Road Resurfacing/Sidewalk/Bikelane project along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. James Samec seconded; motion passed unanimously.**

VIII. INFORMATION ITEMS

Mr. Dekova Batey, Bicycle/Pedestrian Coordinator, discussed a kid's triathlon and bike parade.

ADJOURNMENT

The meeting was adjourned at 7:18 p.m.

*September 18, 2013*  
Date

*Rob Brinkman*  
Jan Frentzen, Chair  
*next chair for*

t:\mike\em14\cac\minutes\jul24cac.doc

IV. MULTIMODAL EMPHASIS CORRIDOR- UNIVERSITY AVENUE AND W. 13TH STREET

Mr. Sanderson stated that the MTPO referred to its advisory committees the task of developing sufficient detail for the Cost Feasible Plan's Multimodal Emphasis Corridors for the Florida Department of Transportation (FDOT) to fund specific projects. He also discussed the FDOT Transportation Design for Livable Communities policies and University of Florida participation.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the FDOT Transportation Design for Livable Communities policies and multimodal emphasis corridors.

A CAC member discussed parking management, truck route enforcement and multimodal emphasis corridors in Sarasota.

V. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- OVERVIEW

Mr. Sanderson provided an overview of the Year 2040 Long Range Transportation Plan update.

VI. NEEDED UNMARKED CROSSWALKS

Mr. Sanderson stated that the MTPO requested development of recommendations for locations of marked midblock pedestrian crosswalks. He discussed a draft list of locations provided by City of Gainesville Public Works staff and answered questions.

VII. TOP TEN NEEDED BUS PULLOUT LOCATIONS

Mr. Sanderson stated that the MTPO referred development of a top ten list of bus pullout locations to its advisory committees. He discussed locations proposed by the Regional Transit System (RTS) and answered questions. He noted that RTS staff is still developing a draft list.

VIII. INFORMATION ITEMS

Mr. Sanderson discussed the Funding by Mode information item and answered questions.

**MOTION: Nelle Bullock moved to change the CAC meeting location to the Regional Planning Council office. James Samec seconded; motion failed 3 to 8.**

Mr. Sanderson stated that he would look into the Gainesville Regional Utilities, Thomas Center and other possible locations.

ADJOURNMENT

The meeting was adjourned at 8:20 p.m.

12/13/2013  
Date

  
Jan Frentzen, Chair

IV. LONG RANGE TRANSPORTATION PLAN UPDATE- PUBLIC PARTICIPATION PLAN

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that Long Range Transportation Plan update process is required to have a Public Participation Plan. He introduced Mr. Wiley Page, Atkins Transportation Planning Group Manager.

Mr. Page provided an overview of the Long Range Transportation Plan update process, including public participation activities. He also discussed the draft Public Participation Plan and answered questions.

V. LONG RANGE TRANSPORTATION PLAN UPDATE- SURVEY

Mr. Sanderson stated that the Long Range Transportation Plan update process will include a survey. He and Mr. Page discussed the proposed survey and answered questions.

VI. COMMITTEE OFFICER ELECTIONS

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

**MOTION: Ewen Thomson moved to nominate Jan Frentzen as Chair. Chandler Otis seconded; motion passed unanimously. Ruth Steiner moved to close nominations. Thomas Bolduc seconded; motion passed unanimously. Ewen Thomson moved to elect Jan Frentzen as Chair. Chandler Otis seconded; motion passed unanimously.**

**MOTION: Kamal Latham moved to nominate Rob Brinkman as Vice Chair. Melinda Koken seconded; motion passed unanimously. Ruth Steiner moved to close nominations. Thomas Bolduc seconded; motion passed unanimously. Kamal Latham moved to elect Rob Brinkman as Vice Chair. Melinda Koken seconded; motion passed unanimously.**

VII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:00 p.m.

4/2/2014  
Date

  
\_\_\_\_\_  
Jan Frentzen, Chair

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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.

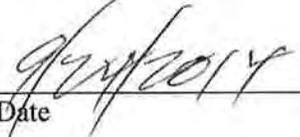
**MOTION: Luis Diaz moved to recommend the MTPO approve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey revised to include the RTS staff recommendation (Exhibit 2), authorize staff to pay the University of Florida Research Center \$20,340 to conduct this 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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#### IV. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that the Transportation Improvement Program is the most important document that is approved annually by the MTPO. He said that 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. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report.

Mr. James Green, Florida Department of Transportation (FDOT) Urban Planning Supervisor, discussed transit projects in the FDOT Tentative Work Program and answered questions.

**MOTION: Melinda Koken moved to recommend that the MTPO approve the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program with the edits provided by Regional Transit System staff. Rob Brinkman seconded; motion passed unanimously.**

#### V. LIST OF PRIORITY PROJECTS- 2014

Mr. Sanderson stated that, each year, priorities are developed for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He discussed the new document format and answered questions.

**MOTION: Ruth Steiner moved to recommend that the MTPO approve the List of Priority Projects incorporating the Technical Advisory Committee changes to Table 2 and adding the NW 39 Avenue sidewalk suggested in Dr Maurice Levy's email as priority #19 (see Exhibit 1). James Samec seconded; motion passed unanimously.**

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

Mr. Wiley Page, Atkins Project Manager, stated that the MTPO needs to adopt a vision statement, principles and strategies to govern development of the long range transportation plan. He discussed the draft vision statement, principles and strategies. He noted that the Year 2035 Long Range Transportation Plan goals objectives and policies were revised to address the Moving Ahead for Progress in the 21st Century guidance. He discussed the revisions recommended by the Technical Advisory Committee.

**MOTION: Ruth Steiner moved to recommend the MTPO approve the Vision Statement, Principles and Strategies incorporating the Technical Advisory Committee changes and deleting the examples in Strategy 6.7. James Samec seconded; motion passed unanimously.**

#### VII. INFORMATION ITEMS

Mr. Kamal Latham discussed the Gainesville Chamber of Commerce eight transportation points and answered questions.

**It was a consensus to have staff provide the CAC members with the Gainesville Chamber of Commerce eight transportation points and include all of the transportation surtax lists in the next meeting packet.**

#### IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 1 REPORT

Mr. Sanderson stated that Mr. Bruce Landis, Sprinkle Consulting Vice President, was present to discuss the University Avenue Multimodal Study Phase 1 Report.

Mr. Landis and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, discussed the University Avenue Multimodal Study Phase 1 Report and answered questions.

Mr. Sanderson, Mr. Landis and Mr. James Green, Florida Department of Transportation (FDOT) Transportation Specialist, discussed the Technical Advisory Committee recommendation and the FDOT Phase 2 scope and answered questions.

Mr. Thomas Hawkins asked that the CAC recommendation include crosswalks at T-intersections between Gale Lemerand Drive and W. 13th Street.

**MOTION: Nell Bullock moved to have MTPO staff work with the consultant and FDOT to develop a refined and consolidated prioritized list of project recommendations. Ruth Steiner seconded; motion passed unanimously.**

#### V. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted its Five Year Tentative Work Program for review and comment. He and Mr. Green discussed the draft Five Year Tentative Work Program and answered questions.

Mr. Green said he would look into the Depot Avenue right-of-way project.

**MOTION: Ewen Thomson moved to recommend that the MTPO recommend that FDOT fund:**

- 1. the number two priority in the long range transportation plan on the State Highway System - State Road 121 NW 34th Street turnlanes for locations where they are needed, such as NW 23rd Terrace, NW 25th Terrace and the entrance to the Rock Creek subdivision; and**
- 2. the NW 19th Lane Cycle Track project as described in the City of Gainesville Transportation Alternatives Program grant application.**

**Ruth Steiner seconded; motion passed unanimously.**

#### VI. UNIVERSITY OF FLORIDA SURVEY RESEARCH CENTER- TELEPHONE SURVEY 2014

Mr. Sanderson stated that the statistically valid survey is completed. He discussed the survey report and answered questions. He noted that Mr. Scott Richards, University of Florida Survey Research Center Principal Investigator, would attend the December 1, 2014 MTPO meeting.

Ms. Ruth Steiner asked for a copy of the data.

Mr. Sanderson stated that Regional Transit System staff had also asked for survey data.

IV. LONG RANGE TRANSPORTATION PLAN UPDATE- TIMELINE

Mr. Sanderson discussed the long range transportation plan update timeline and answered questions. He announced that workshop #2 was scheduled for February 23, 2015 at the Gainesville Regional Utilities general purpose room.

V. LONG RANGE TRANSPORTATION PLAN UPDATE- PERFORMANCE MEASURES

Mr. Sanderson stated that the consultant will test and evaluate two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He said that performance measures have been identified to evaluate the alternatives.

Mr. Wiley Page, Atkins Project Manager, discussed the performance measures and answered questions.

**MOTION: Luis Diaz moved to recommend that the MTPO approve the performance measures in Exhibit 1 to compare the transportation network alternative networks. James Samec seconded; motion passed unanimously.**

VI. LONG RANGE TRANSPORTATION PLAN UPDATE- EXISTING PLUS COMMITTEE TRAFFIC ASSIGNMENT

Mr. Sanderson stated that the transportation model traffic assignments have been completed.

Mr. Page and Mr. Wiatt Bowers, Atkins Project Manager, discussed the traffic assignments and the Year 2040 Existing Plus Committed Network Deficiencies Map and answered questions.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE- TRANSIT EMPHASIS ALTERNATIVE

Mr. Sanderson stated that one of the future transportation network tests will be the transit emphasis alternative. He discussed the proposed transit emphasis alternative projects and answered questions. He noted that Regional Transit System staff would be working with the consultant to develop the transit emphasis alternative.

IX. COMMITTEE OFFICER ELECTIONS

Mr. Sanderson stated that the CAC needs to elect a new Chair and Vice Chair. He said that Jan Frentzen is the current Chair and Rob Brinkman is the current Vice Chair

**MOTION: Chandler Otis moved to elect Rob Brinkman as the CAC Chair and Jan Frentzen as the CAC Vice Chair. Ewen Thomson seconded; motion passed unanimously.**

X. INFORMATION ITEMS

Mr. Rajeeb Das announced that there would be an Open Streets event on Sunday February 22, 2015.

## EXHIBIT 1

There is continuing emphasis from the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) on use of performance measures and benchmarks to measure the outcomes of the metropolitan planning process. In addition, the FHWA is requiring a stronger link between the MPO's Long Range Transportation Plan and the Congestion Management Process, which is used as a basis to evaluate transportation conditions and trends, and guide the selection of short-term mobility strategies. This linkage is intended to ensure that short-term mobility strategies fit within the LRTP vision, and also provide feedback to the update of the LRTP on the success (or outcomes) of projects as they are implemented.

Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

The Performance Measures are based on existing datasets that will generally be available as a result of LRTP development. They are also based on information that other agencies, such as the City, County, and FDOT, are required to collect and update as part of their routine planning requirements.

The proposed performance measures presented below will be used to compare the alternative networks to the Base Year or E+C Network.

1. Vehicle Miles Traveled (total and per capita) (MTPO Model)
2. Vehicle Hours Traveled on major corridors (MTPO Model)
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model)
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) summarized at urbanized area and corridor/travel market scale) (MTPO Model)
5. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process Report)

#### IV. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Escalante stated that the consultant tested and evaluated two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He stated that the consultant worked with staff to develop the draft Needs Plan.

Mr. Wiley Page, Atkins Planning Manager, and Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions. Mr. Page noted that Illustrative Projects are those projects anticipated to be implemented beyond the plan horizon.

**MOTION: Jan Frentzen moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 as revised to delete the NW 91st Street Extension to SpringHills Boulevard project(#9). Motion failed for lack of a second.**

**MOTION: Melinda Koken moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 with the following revisions:**

- 1. Moving the NW 83 Street 4-Laning Project (#22) to a new Illustrative Project List and have the consultant work with County Staff to include other transit dedicated lane projects in the Illustrative Project List; and**
- 2. Delete the Bivens Braid Section- SW 23rd Terrace from SW 63 rd Avenue to Williston Road (#68).**

**Ewen Thomson seconded. After further discussion Melinda Koken called the question; Question call passed unanimously. The motion passed 12 to 1.**

#### V. FUTURE CORRIDORS PROGRAM

Mr. Escalante stated that the Florida Department of Transportation is conducting a study to identify future transportation corridors. He discussed the Future Corridors Program and answered questions.

#### VI.D. INFORMATION ITEMS- MTPO STAFF MEMORANDUM "NW 19TH LANE CYCLE TRACK" DATED MARCH 25, 2015

**MOTION: Ewen Thompson moved to recommend that the MTPO accept the inclusion of the NW 19th Lane Cycletrack Project in the Florida Department of Transportation Work Program should funds become available. Melinda Koken seconded; motion passed unanimously.**

#### FRIENDLY AMENDMENT

**Kamal Latham requested to add a statement advising the MTPO that the funding for this project could be lost to another project in District 2 if it is not moved forward.**

**EXHIBIT 1**  
**2040 Long Range Transportation Plan - Draft Needs Plan\***

<b>Roadway Projects</b>	
1	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue
2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b)
6	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
7	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street
8	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
9	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard
10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road
11	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street
12	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard
13	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)
14	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard
15	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue
17	SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate-75
18	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road
27	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue
28	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street
29	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street
30	Radio Road – Two-lane extension from SW 34th Street to Hull Road
31	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road
32	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue
33	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road
34	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street
36	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road
37	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue
38	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue
39	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441
<b>Transit Projects</b>	
41	Increase weekday frequencies on City routes (minimum 30 minutes frequency)
42	Increase weekday operating hours on City routes (minimum 14 hours service)
43	Expand weekend service on City routes (minimum 60 minutes frequency & 10 hours service)
44	Butler Plaza Transit Center / Park and Ride Facility
45	Oaks Mall Transit Center / Park and Ride Facility
50	Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
51	Extend service in south Gainesville (South Main Street and Williston Road area)
52	Intercity Weekday Commuter Service to/from High Springs & Alachua
53	Intercity Weekday Commuter Service to/from Newberry
54	Intercity Weekday Commuter Service to/from Archer
55	Intercity Weekday Commuter Service to/from Hawthorne
56	Intercity Weekday Commuter Service to/from Waldo

**2040 Long Range Transportation Plan - Draft Needs Plan\***

<b>Transit Projects (Continued)</b>	
57	University of Florida Transit Center
58	Santa Fe College Transit Center
59	Hawthorne Park & Ride Facility
60	Celebration Pointe Park and Ride
61	Springhills Area Park and Ride (North of 39th Avenue)
62	Newberry Village Park and Ride (Newberry Road just east of Fort Clarke Boulevard)
63	Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road)
64	Waldo Park & Ride Facility
65	Archer Park & Ride Facility
<b>Other Projects</b>	
66	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue
67	University Braid – New trail on University Avenue from Waldo Road to NE 55th Boulevard
69	Archer Braid – Construct overpass of Hull Road / SW 34th Street intersection
70	SW 40th Boulevard – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue
72	Intelligent Transportation System Program - Miscellaneous Intelligent Transportation System Projects
73	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects
74	Bicycle Program - Miscellaneous bicycle lanes and facilities
75	Transit Program - Miscellaneous transit facilities and amenities
<b>Additional Bicycle/Pedestrian Projects (added following public workshop)</b>	
76	Miscellaneous pedestrian crossing projects, including auditory signals
77	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road
78	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road
79	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace
80	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road
81	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street
82	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street
83	Williston Road – Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road
<b>Additional Transit Projects (added following public workshop)</b>	
85	Extend regular transit service through Celebration Pointe
86	Extend regular transit service through Springhills
87	Five Points Transfer Station
<b>Aspirational Projects (beyond 2040)</b>	
88	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
89	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
90	SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
91	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
92	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
93	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road
94	Newberry Road - Provide dedicated transit lanes from Interstate-75 to NW 143rd Street
95	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
96	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
97	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
98	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
99	Springhills Boulevard – Provide dedicated trabsnit lanes from NW 122nd Street to NW 83rd Street
100	SW Hawthorne Road – Provide dedicated trabsnit lanes from SE 27th Street to SE 43rd Street

\* Projects are not prioritized

**MOTION AS AMENDED:**

**Rajeeb Das moved to recommend that:**

- 1. the consultant look into the Citizens Advisory Committee's comments and include them in the report as they relate to the elements; and**
- 2. the MTPO accept the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report as a completed document and forward the report to the Florida Department of Transportation.**

**Nelle Bullock seconded; motion passed unanimously.**

**VI. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Mr. Escalante discussed the draft TIP and answered questions.

Mr. Sanderson stated that the TIP is the most important document that is approved annually by the MTPO. He said that the TIP is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in the TIP.

**MOTION: Gilbert Levy moved to recommend that the MTPO approve the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program Transit System staff. Kamal Latham seconded; motion passed unanimously.**

Mr. Sanderson stated that he would check with Alachua County staff regarding the SW 8th Avenue extension.

**VII. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN**

Mr. Sanderson stated that the consultant has completed the draft Needs Plan. He discussed changes to the draft Needs Plan made by the MTPO and answered questions.

**MOTION: Luis Diaz moved to recommend that the MTPO work with the property owner immediately north of SW 122nd Street with respect to Needs Plan project number 1 in order to try and avoid splitting this parcel into two parts. Kamal Latham seconded; motion passed unanimously.**

**MOTION: Jan Frentzen moved to recommend that the MTPO consider the impacts that Needs Plan project numbers 6, 9 and 10 (in the SpringHills area) will have on the scenic road attributes/characteristics of Millhopper Road before these projects are funded for construction. Kamal Latham seconded; motion passed unanimously.**

IV. LIST OF PRIORITY PROJECTS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, 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 noted that he would discuss tables that may have changes due to review comments that MTPO staff received. He discussed proposed changes and answered questions.

**MOTION: Ewen Thomson moved to recommend that the MTPO approve the Fiscal Years 2016-17 to 2020-21 List of Priority Projects. Luis Diaz seconded; motion passed unanimously.**

V. LONG RANGE TRANSPORTATION PLAN UPDATE-  
YEAR 2040 NEEDS PLAN PROJECT RANKINGS

Mr. Sanderson stated that the consultant is present to discuss the Needs Plan project rankings. He noted three letters of support for the SW 62nd Boulevard project from Congresswoman Corrine Browne, Gainesville-Alachua County Association of realtors and North Florida Regional Healthcare.

Mr. Wiatt Bowers, Atkins Project Manager, discussed the Needs Plan project ranking and methodology and answered questions.

A member discussed his concerns regarding the scoring of the SW 20th Avenue bridge project.

Mr. Bowers stated he would review the evaluation criteria for that project.

Mr. Gerry Dedenbach, representing Butler Enterprises, and Mr. Kamal Latham, representing the Gainesville Area Chamber of Commerce, spoke in support of the SW 62 Boulevard project.

**MOTION: James Samec moved to recommend that the MTPO accept the Year 2040 Needs Plan project rankings in Exhibit 1 and 2. Kamal Latham seconded; motion passed unanimously.**

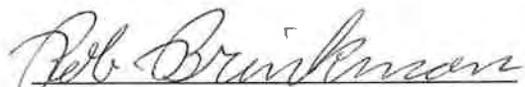
VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:20 p.m.

9/23/2015  
Date

  
Rob Brinkman, Chair

## EXHIBIT 1

2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects			Partial Funding or Commitment	Project increases accessibility to economic hubs	Complete Street	Congestion reduction on the Regional System	Project shifts Mode from auto to Other	Project does not adversely effect the environment and/or reduces vehicle trips	Project expands or enhances the existing system	Total	Total for Ranking	All Projects	Roads	Transit	BikePed	Aspir
Weight	4.14	3.86														
<b>Roadway Projects</b>																
R-R	1	NW 122 <sup>nd</sup> Street – Two-lane extension from Newberry Road to NW 35 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17,5714	17,57243	34	14			1 R-R
R-F	2	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 98 <sup>th</sup> Street to NW 122nd Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10,4286	10,43057	70	32			2 R-F
R-G	3	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 122nd Street to NW 143 <sup>rd</sup> Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10,4286	10,43157	69	31			3 R-G
R-K	4	NW 70 <sup>th</sup> Boulevard – Two-lane extension from terminus to NW 51 <sup>st</sup> Street Extension	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10,7143	10,71829	68	30			4 R-K
R-L	5	NW 83 <sup>rd</sup> Street – Two-lane extension from Newberry Road to NW 15 <sup>th</sup> Place	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20,8571	20,86214	19	8			5 R-L
R-M	6	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 15 <sup>th</sup> Place to NW 23 <sup>rd</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20,8571	20,86314	18	7			6 R-M
R-O	7	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	21,4286	21,43557	13	5			7 R-O
R-V	8	Springhills Boulevard – New two-lane roadway from NW 122 <sup>nd</sup> Street to NW 83 <sup>rd</sup> Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	21,4286	21,43657	12	4			8 R-V
R-Q	9	NW 98 <sup>th</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,8571	14,86614	41	18			9 R-Q
R-P	10	NW 91 <sup>st</sup> Street – Two-lane extension from terminus to Springhills Boulevard	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,8571	14,86714	40	17			10 R-P
R-W	11	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	18,1439	18,15386	22	10			11 R-W
R-E	12	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 98 <sup>th</sup> Street to NW 83 <sup>rd</sup> Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,29771	57	25			12 R-E
R-D	13	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 83 <sup>rd</sup> Street to NW 58 <sup>th</sup> Boulevard	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,29871	56	24			13 R-D
R-A	14	Archer Road – Widen to 4 lanes from Tower Road to SW 122 <sup>nd</sup> Street (MPO boundary)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	18,4286	18,44257	21	9			14 R-A
R-X	15	SW 20 <sup>th</sup> /SW 24 <sup>th</sup> Avenue – Widen to 4 lanes from SW 61 <sup>st</sup> Street to SW 63 <sup>rd</sup> Boulevard	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20,8571	20,87214	17	6			15 R-X
R-EE	16	SW 63 <sup>rd</sup> Boulevard – Two-lane extension from Archer Road to SW 24 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	13,7143	13,73029	61	27			16 R-EE
R-FF	17	Williston Road – Widen to 4 lanes from SW 62 <sup>nd</sup> Avenue to I-75	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,30271	55	23			17 R-FF
R-Z	18	SW 23 <sup>rd</sup> Terrace Extension – Two-lane extension from Archer Road to Hull Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	21,7143	21,73229	10	3			18 R-Z
R-N	19	NW 83 <sup>rd</sup> Street – Widen to 4 lanes from NW 23 <sup>rd</sup> Avenue to NW 39 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17,5714	17,59043	33	13			19 R-N
R-CC	20	SW 62 <sup>nd</sup> Boulevard – Four-lane extension from Butler Plaza to SW 20 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	21,7143	21,73429	9	2			20 R-CC
R-AA	21	SW 24 <sup>th</sup> Avenue – Two-lane extension SW 40 <sup>th</sup> Boulevard to SW 43 <sup>rd</sup> Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,8571	14,87814	39	16			21 R-AA
R-B	22	Hull Road – Two-lane extension from SW 38 <sup>th</sup> Terrace to SW 43 <sup>rd</sup> Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,5714	17,59343	32	12			22 R-B
R-S	23	Radio Road – Two-lane extension from SW 34 <sup>th</sup> Street to Hull Road	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,8571	14,88014	38	15			23 R-S
R-BB	24	SW 47 <sup>th</sup> Avenue – Two-lane extension from SW 34 <sup>th</sup> Street to Williston Road	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	13,7143	13,73829	60	26			24 R-BB
R-T	25	SE 6 <sup>th</sup> Street – New two-lane roadway from SE Depot Avenue to SE 4 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,31071	54	22			25 R-T
R-JJ	26	SE 11 <sup>th</sup> Street – Two-lane extension from SE 8 <sup>th</sup> Avenue to SE Hawthorne Road	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10,7143	10,74029	67	29			26 R-U
R-Y	27	SW 20 <sup>th</sup> Avenue – Widen to 4 lanes from SW 62 <sup>nd</sup> Boulevard to SW 43 <sup>rd</sup> Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,31271	53	21			27 R-Y
R-DD	28	SW 62 <sup>nd</sup> Boulevard – Widen to 4 lanes from SW 20 <sup>th</sup> Avenue to Newberry Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	25,0000	25,028	2	1			28 R-DD
R-H	29	NW 34 <sup>th</sup> Street – Widen to 4 lanes from University Avenue to NW 16 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17,5714	17,60043	31	11			29 R-H
R-I	30	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 16 <sup>th</sup> Avenue to NW 39 <sup>th</sup> Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,31571	52	20			30 R-I
R-J	31	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 39 <sup>th</sup> Avenue to US 441	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,31671	51	19			31 R-J
R-C	32	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	10,7143	10,74629	66	28			32 R-C
<b>Transit Projects</b>																
T-K	33	Increase weekday frequencies on City routes (minimum 30 min. frequency)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,89014	29		13		33 T-K
T-L	34	Increase weekday operating hours on City routes (minimum 14 hours service)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,89114	28		12		34 T-L
T-D	35	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,89214	27		11		35 T-D
T-S	36	Oaks Mall Transit Center / Park & Ride Facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,89314	26		10		36 T-S
T-G	37	Extend regular service in southwest Gainesville (SW 40 <sup>th</sup> Boulevard and SW 47 <sup>th</sup> Avenue area)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,0000	14,037	59		24		37 T-G
T-H	38	Extend regular service in south Gainesville (South Main Street and Williston Road area)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,0000	14,038	58		23		38 T-H
T-O	39	Intercity Weekday Commuter Service to/from High Springs & Alachua	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,32471	50		22		39 T-O
T-P	40	Intercity Weekday Commuter Service to/from Newberry	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,32571	49		21		40 T-P
T-M	41	Intercity Weekday Commuter Service to/from Archer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,32671	48		20		41 T-M
T-N	42	Intercity Weekday Commuter Service to/from Hawthorne	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,32771	47		19		42 T-N
T-Q	43	Intercity Weekday Commuter Service to/from Waldo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,32871	46		18		43 T-Q
T-W	44	University of Florida Transit Center	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	22,0000	22,044	8		5		44 T-W
T-T	45	Santa Fe College Transit Center	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,90214	25		9		45 T-T
T-J	46	Hawthorne Park & Ride Facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,33171	45		17		46 T-J
T-B	47	Celebration Pointe Park & Ride	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	22,0000	22,047	7		4		47 T-B
T-U	48	Springhills Area Park and Ride (North of 39 <sup>th</sup> Ave)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	22,0000	22,048	6		3		48 T-U
T-R	49	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17,8571	17,90614	24		8		49 T-R
T-C	50	Eastside Activity Center Park and Ride (SE 43 <sup>rd</sup> St and Hawthorne Road)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,33571	44		16		50 T-C
T-X	51	Waldo Park & Ride Facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14,2857	14,33671	43		15		51 T-X

2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects

			Partial Funding or Commitment	Project increases accessibility to economic hubs	Complete Street	Congestion reduction on the Regional System	Project shifts Mode from auto to Other	Project does not adversely effect the environment and/or reduces vehicle trips	Project expands or enhances the existing system	Total	Total for Ranking	All Projects	Roads	Transit	BikePed	Asplr	
T-A	51	Archer Park & Ride Facility	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	14,2857	14,33771	41		14			52 T-A
T-E	53	Extend regular transit service through Celebration Pointe	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,053	5		2			53 T-E
T-F	54	Extend regular transit service through Springhills	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,054	4		1			54 T-F
T-I	55	Five Points Transfer Station	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,91214	23		7			55 T-I
T-V	56	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,91314	16		6			56 T-V
Bicycle & Pedestrian Projects																	
BP-F	57	Hawthorne Braid - Extend CSX trail from NW 16 <sup>th</sup> Avenue to NW 39 <sup>th</sup> Avenue	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	11,2857	11,34271	65			14		57 BP-F
BP-M	58	University Braid - New trail on University Avenue from Waldo Road to NE 95 <sup>th</sup> Blvd.	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,2857	17,34371	37			10		58 BP-M
BP-A	59	Archer Braid - Construct overpass of Hull Road / 34 <sup>th</sup> Street Intersection	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,059	3			2		59 BP-A
BP-L	60	SW 40 <sup>th</sup> Blvd - Construct trail from SW 34 <sup>th</sup> Street to Archer Braid at SW 30 <sup>th</sup> Avenue	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	21,4286	21,48857	11			3		60 BP-L
BP-K	61	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,2857	17,34671	36			9		61 BP-K
BP-B	62	Bicycle Program - Miscellaneous bicycle lanes and facilities	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,2857	17,34771	35			8		62 BP-B
BP-H	63	Multimodal Emphasis Corridor (Safety Study) on NE/SE Wajda Road from SE 16th Avenue to NE 39th Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,92014	15			5		63 BP-H
BP-J	64	Multimodal Emphasis Corridor on NW/SW 13 <sup>th</sup> Street from NW 33 <sup>rd</sup> Avenue to Archer Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,92114	14			4		64 BP-J
BP-J	65	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	25,0000	25,065	1			1		65 BP-J
BP-D	66	Glen Springs Braid - Construct shared use path on Glen Springs Road corridor from NW 34 <sup>th</sup> Street to NW 16 <sup>th</sup> Terrace	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	13,4286	13,49457	64			13		66 BP-D
BP-C	67	Bivens Braid - Construct shared use path on SW 15 <sup>th</sup> Street from SW 23 <sup>rd</sup> Terrace to Archer Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	18,4286	18,49557	20			6		67 BP-C
BP-E	68	Glen Springs Braid - NW 19 <sup>th</sup> Lane - Construct two-way cycle track from NW 18 <sup>th</sup> Terrace to NW 13 <sup>th</sup> Street	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,5714	17,63943	30			7		68 BP-E
BP-G	69	Williopper Braid - Construct bike lanes on NW 16 <sup>th</sup> Avenue from NW 13 <sup>th</sup> Street to N Main Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	13,4286	13,49757	63			12		69 BP-G
BP-N	70	Williton Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	13,4286	13,49857	62			11		70 BP-N
Aspirational Projects (beyond 2040)																	
A-H		NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-H
A-B		Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-B
A-A		Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-A
A-K		SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-K
A-L		SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-L
A-M		SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-M
A-E		Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-E
A-C		Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-C
A-F		NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-F
A-G		NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-G
A-I		NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-I
A-J		Springhills Boulevard - Provide dedicated transit lanes from NW 122 <sup>nd</sup> Street to NW 83 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-J
A-D		Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	#VALUE!	#VALUE!	#VALUE!				#VALUE!	0 A-D

## EXHIBIT 2

RankID	Project ID	Type	Rank	Project	Score
1	BP-J	BikePed	1	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
2	R-DD	Roadway	2	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0
3	BP-A	BikePed	3	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
4	T-F	Transit	4	Extend regular transit service through Springhills	22.0
5	T-E	Transit	5	Extend regular transit service through Celebration Pointe	22.0
6	T-U	Transit	6	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	Transit	7	Celebration Pointe Park and Ride	22.0
8	T-W	Transit	8	University of Florida Transit Center	22.0
10	R-CC	Roadway	9	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7
9	R-Z	Roadway	10	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7
11	BP-L	BikePed	11	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
12	R-V	Roadway	12	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4
13	R-O	Roadway	13	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4
14	BP-I	BikePed	14	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	BikePed	15	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
16	T-V	Transit	16	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
21	R-X	Roadway	17	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9
17	R-M	Roadway	18	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9
18	R-L	Roadway	19	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9
20	BP-C	BikePed	20	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
32	R-A	Roadway	21	Archer Road – Widen to four lanes from Tower Road to SW 122nd Street (MTPO boundary)	18.4
22	R-W	Roadway	22	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1
23	T-I	Transit	23	Five Points Transfer Station	17.9
24	T-R	Transit	24	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	Transit	25	Santa Fe College Transit Center	17.9

ID	Project ID	Rank	Project	Score	ROI	Total w/ ROI
28	R-DD	1	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0	3.0	28.0
18	R-Z	2	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7	5.0	26.7
20	R-CC	3	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7	3.0	24.7
8	R-V	4	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4	3.0	24.4
7	R-O	5	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4	3.0	24.4
6	R-M	6	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9	3.0	23.9
5	R-L	7	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9	3.0	23.9
29	R-H	8	NW 34th Street – Widen to four lanes from University Avenue to NW 16th Avenue	17.6	5.0	22.6
15	R-X	9	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9	1.0	21.9
11	R-W	10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1	3.0	21.1

ID	Project ID	Rank	Project	Score
4	T-F	1	Extend regular transit service through Springhills	22.0
5	T-E	2	Extend regular transit service through Celebration Pointe	22.0
6	T-U	3	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	4	Celebration Pointe Park and Ride	22.0
8	T-W	5	University of Florida Transit Center	22.0
16	T-V	6	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
23	T-I	7	Five Points Transfer Station	17.9
24	T-R	8	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	9	Santa Fe College Transit Center	17.9
26	T-S	10	Oaks Mall Transit Center / Park & Ride Facility	17.9

ID	Project ID	Rank	Project	Score
1	BP-J	1	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
3	BP-A	2	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
11	BP-L	3	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
14	BP-I	4	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	5	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
20	BP-C	6	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
30	BP-E	7	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street	17.6
35	BP-B	8	Bicycle Program - Miscellaneous bicycle lanes and facilities	17.3
36	BP-K	9	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	17.3
37	BP-M	10	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	17.3

IV. TRANSPORTATION ALTERNATIVES APPLICATION- 2015

Mr. Sanderson stated that FDOT has requested that any new Transportation Alternative Program applications be submitted by December 4, 2015. He reported that the highest ranked unfunded project is the W. University Avenue Multimodal Emphasis Corridor bikeway/sidewalk and enhanced pedestrian crossings between Gale Lemerand Drive and W 13th Street project. He discussed the project and answered questions.

**MOTION: Luis Diaz moved to recommend that the MTPO approve the submission of a Transportation Alternatives Program application prepared by City of Gainesville staff for the W. University Avenue Multimodal Emphasis Corridor bikeway/sidewalk and enhanced pedestrian crossings between Gale Lemerand Drive and W 13th Street. E. J. Bolduc seconded; motion passed unanimously.**

V. LONG RANGE TRANSPORTATION PLAN UPDATE-  
DRAFT COST FEASIBLE PLAN

Mr. Sanderson stated that the consultant is present to discuss the draft Cost Feasible Plan projects. He and Mr. Wiley Page Atkins Group Manager, discussed the draft Cost Feasible Plan projects and answered questions.

Mr. Gerry Dedenbach, Causseaux, Hewett & Walpole Vice President, discussed a meeting with the Florida Department of Transportation (FDOT) Secretary.

**MOTION: Melinda Koken moved to recommend that the MTPO approve the Year 2040 Cost Feasible Plan projects in Exhibit 1. Kamal Latham seconded; motion passed unanimously.**

VI. INFORMATION ITEMS

Mr. Sanderson announced he would be retiring in January.

ADJOURNMENT

The meeting was adjourned at 7:52 p.m.

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Date

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Rob Brinkman, Chair

**Exhibit 1 - CAC Year 2040 Cost Feasible Plan Recommendation**

Priority	Project	Description	Estimated Cost (In Millions)
<b>State Highway System \$57.3 Million Available</b>			
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road	\$1.06 (Partially funded)
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	\$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	\$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	\$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.7 (Partially Funded)
<b>Surface Transportation Program \$21.1 Million Available</b>			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road (design only)	\$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	\$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.6
<b>Transportation Alternatives Program \$4.94 Million Available</b>			
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road	\$4.94 (Partially Funded)

Notes Green shaded projects are anticipated to receive funding allocated for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.  
 Yellow shaded projects are anticipated to be allocated partial funding for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

MINUTES

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

Gainesville Regional Utilities  
301 SE 4th Avenue  
Gainesville, Florida

2:00 p.m.  
Wednesday  
January 23, 2013

MEMBERS PRESENT

Jeff Hays, Vice Chair  
Dekova Batey  
Linda Dixon  
Mike Iguina  
Debbie Leistner  
Dean Mimms  
Karen Taulbee  
Chris Zeigler

MEMBERS ABSENT

Doug Robinson, Chair  
Ron Fuller  
John Gifford  
Steve Kabat  
Scott Koons  
Harrell Harrison

OTHERS PRESENT

Gerry Dedenbach  
Doreen Joyner-Howard  
Wiley Page

STAFF PRESENT

Marlie Sanderson  
Michael Escalante

At 2:20 p.m., Mr. Marlie Sanderson, Director of Transportation Planning, asked the TAC members present if they wanted to hear the presentations and see if a quorum would occur or cancel the meeting.

**It was a consensus of the TAC members present to hear the presentations and see if a quorum would occur.**

Mr. Sanderson recommended deferring taking action on the Hull Road Right-of-Way Width until Ms. Linda Dixon was present.

IV. ARCHER BRAID TRAIL- 60 PERCENT PLANS

Mr. Sanderson stated that Alachua County has submitted 60 percent plans for the Archer Braid Trail.

Mr. Chris Zeigler, Alachua County Senior Engineering Technician, discussed the plans and answered questions. He noted that the plans were modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting.

VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-  
REQUEST FOR QUALIFICATIONS (RFQ)

VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-  
SCOPE OF SERVICES

Mr. Sanderson stated that the draft Year 2040 RFQ and Long Range Transportation Plan Scope of Services is completed. He asked if there were any questions regarding the draft RFQ and the draft scope-of-services.

Vice Chair Hays discussed his concern regarding how the Scope addressed separation of Bus Rapid Transit, premium bus, bicycle and pedestrian modes.

VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-  
SCOPE OF SERVICES

Mr. Sanderson asked for a motion on the draft Scope of Services.

**MOTION: Mike Iguina moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan Scope of Services. Chris Zeigler seconded, motion passed unanimously.**

VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-  
REQUEST FOR QUALIFICATIONS (RFQ) (Continued)

Mr. Sanderson asked for a motion on the draft Request for Qualifications.

**MOTION: Chris Zeigler moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan update Request for Qualifications. Mike Iguina seconded, motion passed unanimously.**

VIII. PLANNING AREA BOUNDARY, VOTING MEMBERS AND  
VOTING PROCEDURE (Continued)

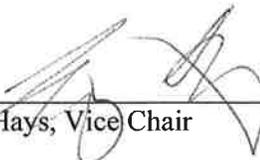
Mr. Sanderson asked for a motion on the Planning Area Boundary, Voting Membership and Procedure.

**It was a consensus of the TAC to not have a recommendation.**

ADJOURNMENT

The meeting was adjourned at 4:03 p.m.

5/22/2013  
Date

  
\_\_\_\_\_  
Jeff Hays, Vice Chair

#### IV. TRANSPORTATION ALTERNATIVE PROJECTS

Mr. Marlie Sanderson, Director of Transportation Planning, stated that it was time to submit Transportation Alternative Projects applications.

Ms. Leistner discussed the Transportation Alternative Projects applications and answered questions.

Mr. Chris Dawson, Alachua County Transportation Planner, discussed the Waldo Trail extension project. He noted that future applications will show the project in phases.

**MOTION: Chris Dawson moved to recommend that the MTPO approve the submission of two Transportation Alternatives Program applications by the City of Gainesville for E. University Avenue and Norton Elementary Trail. Steve Dopp seconded; motion passed unanimously.**

#### V. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-ARCHER ROAD PROJECT

Mr. Sanderson stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the four-laning of Archer Road from Tower Road to Parker Road. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

**MOTION: Chris Dawson moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the four-laning of Archer Road along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. xxx Dean Mimms seconded; motion passed unanimously.**

#### VI. PROPOSED LONG RANGE TRANSPORTATION PLAN AMENDMENT-TOWER ROAD PROJECT

Mr. Sanderson stated that the MTPO requested information regarding amending the Year 2035 Long Range Transportation Plan to include the Tower Road Resurfacing/Sidewalk/Bikelane project. He noted that the MTPO is beginning to update the Long Range Transportation Plan for Year 2040. He discussed issues related to amending the plan and answered questions

**MOTION: Steve Dopp moved to recommend that the MTPO not consider an amendment to the adopted long range transportation plan, bus instead address the project priority for the Tower Road Resurfacing/Sidewalk/Bikelane project along with other transportation project priorities over the next two years as part of the Year 2040 Long Range Transportation Plan update. Dean Mimms seconded; motion passed unanimously.**

#### VII. SOCIOECONOMIC WORKING GROUP

Mr. Sanderson stated that the Year 2040 Socioeconomic Report that is use for long range plan modeling is being developed. He recommended a Socioeconomic Working Group to advise MTPO staff in the development of the report.

**MOTION: Chris Dawson moved to approve the Socioeconomic Working Group (Exhibit 1).  
Dean Mimms seconded; motion passed unanimously.**

VIII. INFORMATION ITEMS

Mr. Dean Mimms, City of Gainesville Lead Planner, discussed an Archer Road Trail stop sign on a private road.

Vice Chair Leistner asked about the status of the Archer Road/SW 34th Street intersection proposal.

Mr. Sanderson stated that FDOT has provided bike and pedestrian count information that the MTPO requested.

Mr. Matt Muller, Regional Transit System Transit Planner, asked about the status of the mode split information that was requested by the MTPO.

Mr. Sanderson stated that the mode split topic was still being developed and would be placed in a future MTPO agenda packet.

ADJOURNMENT

The meeting was adjourned at 2:43 p.m.

9/25/2013  
Date

  
\_\_\_\_\_  
Jeff Hays, Chair

Exhibit 1

**Technical Advisory Committee**  
**Socioeconomic Working Group**

AREA/AGENCY	NAME
Alachua	Justin Tabor
Archer	Al Grieshaber Jr. (City Manager)
Gainesville	Onelia Lazzari
Hawthorne	Mike Castine
High Springs	Edwin Booth (City Manager)
La Crosse	Charlene Thomas (Town Clerk)
Micanopy	Charles Kelley (Town Administrator)
Newberry	Lowell Garrett
Waldo	Kim Worley (City Manager)
Unincorporated Area	Jeff Hayes
Florida Department of Transportation	Karen Taulbee

### III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Leistner asked for approval of the July 24, 2013 minutes.

**MOTION: Steve Dopp moved to approve the July 24, 2013 TAC minutes. Debbie Leistner seconded; motion passed unanimously.**

### V. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- OVERVIEW

Mr. Sanderson provided an overview of the Year 2040 Long Range Transportation Plan update.

### IV. MULTIMODAL EMPHASIS CORRIDOR- UNIVERSITY AVENUE AND W. 13TH STREET

Mr. Sanderson stated that the MTPO referred to its advisory committees the task of developing sufficient detail for the Cost Feasible Plan's Multimodal Emphasis Corridors for the Florida Department of Transportation (FDOT) to fund specific projects. He also discussed the FDOT Transportation design for Livable Communities University of Florida participation.

### VI. NEEDED UNMARKED CROSSWALKS

Mr. Sanderson stated that the MTPO requested development of recommendations for locations of marked midblock pedestrian crosswalks. He discussed a draft list of locations provided by City of Gainesville Public Works staff and answered questions.

Ms. Linda Dixon, University of Florida Assistant Planning Director, discussed adding crossings on SW 16th Avenue between Shealy Drive and SW 16th Street and on Archer Road between Gale Lemerand Drive and Center Drive.

### VII. TOP TEN NEEDED BUS PULLOUT LOCATIONS

Mr. Sanderson stated that the MTPO referred development of a top ten list of bus pullout locations. He discussed locations proposed by the Regional Transit System and answered questions.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed adding a pullout at the Main Street Publix.

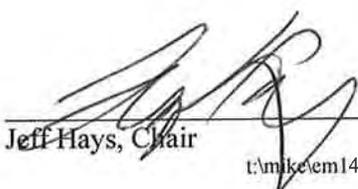
### VIII. INFORMATION ITEMS

There was no discussion of the information items

### ADJOURNMENT

The meeting was adjourned at 3:25 p.m.

11/20/2013  
Date

  
\_\_\_\_\_  
Jeff Hays, Chair

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#### IV. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that the Transportation Improvement Program is the most important document that is approved annually by the MTPO. He said that 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. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report.

Mr. James Green, Florida Department of Transportation (FDOT) Urban Planning Supervisor, discussed transit projects in the FDOT Tentative Work Program and answered questions.

**MOTION: Ron Fuller moved to recommend that the MTPO approve the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program with the edits provided by Regional Transit System staff. Matthew Muller seconded; motion passed unanimously.**

#### V. LIST OF PRIORITY PROJECTS- 2013

Mr. Sanderson stated that, each year, priorities are developed for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He discussed the new document format and answered questions.

**MOTION: Ron Fuller moved to recommend the that MTPO approve the List of Priority Projects incorporating the Technical Advisory Committee Working Group changes to Table 2 and adding the intersection and road projects requested by County staff (see Exhibit 1). Dekova Batey seconded; motion passed unanimously.**

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

Mr. Wiley Page, Atkins Project Manager, stated that the MTPO needs to adopt a vision statement, principles and strategies to govern development of the long range transportation plan. He discussed the draft vision statement, principles and strategies and answered questions. He noted that the Year 2035 Long Range Transportation Plan goals objectives and policies were revised to address the Moving Ahead for Progress in the 21st Century guidance.

**MOTION: Dean Mimms moved to recommend the MTPO approve the Vision Statement, Principles and Strategies revised to:**

- add “nonmotorized multimodal trails” to the Vision Statement item 4;
- replace “support” with “encourage” and “promote” with “support” to Strategy 1.18;
- replace “promote the services of and support” with “increase multimodal transportation connections to” to Strategy 1.20;
- add “nonmotorized/slow speed multimodal facilities” to Strategy 6.7;
- delete “and Alachua County’s” and “, Transportation Mobility Districts and Transportation Concurrency Exception Areas (TCEAs),” from Strategy 6.8; and

- **add “Strategy 6.9 Support Alachua County’s efforts to implement the Transportation Mobility Districts and Transportation Concurrency Exception Areas (TCEAs) and support efforts to maintain roadway level of service and mitigate effects to the regional road network outside of those areas.”**

**James Green seconded; motion passed unanimously.**

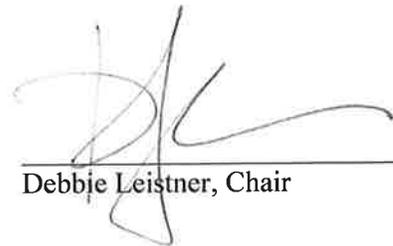
VIII. INFORMATION ITEMS

There was no discussion of the information items..

ADJOURNMENT

The meeting was adjourned at 4:25 p.m.

9/24/14  
Date

  
\_\_\_\_\_  
Debbie Leistner, Chair

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.

Mr. Wiley Page, Atkins Project Manager, and Wiatt Bowers, Atkins Project Manager, discussed the revised draft vision statement, principles and strategies.

**MOTION: Jeff Hays moved to recommend the MTPO approve the Vision Statement, Principles and Strategies as modified in Exhibit 1. Linda Dixon seconded; motion passed unanimously.**

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- EXISTING CONDITIONS

Mr. Escalante stated that Mr. Bruce Landis, Sprinkle Consulting Vice President, was present to discuss the University Avenue Multimodal Study existing conditions.

Mr. Landis discussed the University Avenue corridor study project timeline, existing conditions 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 Survey Research Center was contacted to develop an updated survey. He reviewed the survey and answered questions.

**MOTION: Jeff Hays moved to have staff ask University of Florida Survey Research Center how the students are reached that do not have landlines and/or local area codes. Dean Mimms seconded.**

**FRIENDLY AMENDMENT: Dean Mimms asked to include the mode edits discussed by the TAC.**

**ORIGINAL MOTION AS AMENDED:**

**Jeff Hays moved to have staff ask University of Florida Survey Research Center how the students are reached that do not have landlines and/or local area codes and revise the Survey to include the RTS staff recommendation (Exhibits 2 and 3). Dean Mimms seconded; motion passed unanimously.**

VIII. INFORMATION ITEMS

There was no discussion of the information items.

## **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.*~~

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*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 transit 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 ~~aecross~~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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## EXHIBIT 2

**From:** [Muller, Mathew R.](#)  
**To:** [Marlie Sanderson](#)  
**Cc:** [Scott Koons](#); [Gomez, Jesus M.](#); [Mike Escalante](#)  
**Subject:** RE: Survey  
**Date:** Friday, June 06, 2014 10:18:44 AM  
**Attachments:** [4055\\_001\\_muller.pdf](#)

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Please see attached. Jesus may have more comments.  
MM

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From: Marlie Sanderson [sanderson@ncfrpc.org]  
Sent: Friday, June 06, 2014 9:59 AM  
To: Muller, Mathew R.  
Cc: Scott Koons; Gomez, Jesus M.; Mike Escalante  
Subject: FW: Survey

Matt-

At the June 2nd meeting, the MTPO discussed the attached "statistically valid" transportation survey that was conducted in 2005. The MTPO members that were present indicated that they are interested in doing another similar telephone survey, but they want the chance to review and approve the final survey questions that will be asked.

We are currently working with the University of Florida, Survey Research Center, to rework the 2005 survey to remove any items that are not currently relevant and to incorporate more items pertaining to topics of current interest. Please let us know if you have any recommended revisions you would like to see made to the 2005 survey.

If possible, we would like to have your comments by the end of next week (Friday June 13th) because we plan to meet with UF staff on either May 16, 17 or 18.

Thanks, Marlie

[cid:image002.jpg@01CF816E.01D75A70]Marlie J. Sanderson, AICP  
Assistant Executive Director & Director of Transportation Planning  
North Central Florida Regional Planning Council  
2009 NW 67th Place, Gainesville, FL 32653-1603  
Voice: 352.955.2200, ext. 103  
Fax: 352.955.2209

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

**EXHIBIT 2**

From: Copier2 [mailto:[ncfrpc@ncfrpc.org](mailto:ncfrpc@ncfrpc.org)]  
Sent: Friday, June 06, 2014 9:32 AM  
To: Marlie Sanderson  
Subject: Attached Image

# Summary of Comments on 4055\_001\_muller.pdf

Page: 1

Author: n Subject: Sticky Note Date: 6/6/2014 10:14:23 AM -04:00  
For me this should only be asked for people in the service area. If you are sampling the entire county you will be asking a number of individuals who do not even have this as an option.

SECTION A: INTRODUCTION / GEOGRAPHIC QUOTA

- A-1. This question only applies to surveys conducted by telephone.
- A-2. What is your 5-digit Zip code where you live?

A-3. In the past month, how many times have you personally used the following in Gainesville or some other part of Alachua County:

- 1 Sidewalks? \_\_\_\_\_
- 2 Gainesville Real Transit bus service? \_\_\_\_\_
- 3 Special dedicated bus or van service for senior citizens or the disabled? \_\_\_\_\_
- 4 In-street bike lane for school or work trips? \_\_\_\_\_
- 5 In-street bike lane for other trips? \_\_\_\_\_
- 6 Off-street bike path for school or work trips? \_\_\_\_\_
- 7 Off-street bike path for other trips? \_\_\_\_\_
- 8 The roadway system as a car driver or passenger? \_\_\_\_\_

Author: m  
 Title: Study Note  
 Date: 6/6/2014 10:08:10 AM -0400  
 I do not like this question. It is a city going to defund police service, fire protection, etc. If citizens do not feel it is important?

Author: m  
 Title: Study Note  
 Date: 6/6/2014 10:07:11 AM -0400

SECTION B: ALACHUA COUNTY TRANSPORTATION ISSUES RATING

B-1. Your local governments provide services in a number of areas. Please rank their importance to you on a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 but please choose only one.

	Very Important			No Opinion/Don't Know/Not Applicable
a. Police Protection	5	4	3	2
b. Fire Protection	5	4	3	2
c. Parks/Recreation	5	4	3	2
d. Waste Collection/Disposal	5	4	3	2
e. Housing	5	4	3	2
f. Sewer/Water	5	4	3	2
g. Bus	5	4	3	2
h. Road	5	4	3	2
i. Social Services	5	4	3	2
j. Libraries	5	4	3	2
k. Public Health	5	4	3	2

B-2. Would you support an increase in the following areas to pay for the modifications to your area's transportation system?

- a. The price of gasoline? Yes  No  No response
- b. The local sales tax? Yes  No  No response
- c. The local property tax? Yes  No  No response
- d. The price of auto tags? Yes  No  No response
- e. Another source of revenue? Yes  No  No response

B-3. If yes to e, which area(s)?

Author: m Subject: Sticky Note Date: 6/6/2014 10:13:07 AM -04'00'  
I have a big problem with this one because there is no such thing as free. Someone will have to pay and unless taxed to get the revenue service from some other area services will have to be cut back. Places that are free free more for fewer passengers typically and when a system goes free it usually coincides with a surge in ridership so you have to spend even more money than you did before.  
Author: m Subject: Sticky Note Date: 6/6/2014 10:15:45 AM -04'00'  
I am not sure what this means. Like a charter service that precludes other groups from riding? Paratransit?

B-4. Please tell me how important you feel spending money on the following proposals. We'll again use a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is NOT important at all. You may choose any number between 1 and 5 but please choose only one.

	Very Important	4	3	2	1	Not Important at All	No Opinion/ Don't Know/Not Applicable
a. Building/repairing sidewalks and bike paths and bike lanes	5	4	3	2	1		9
b. Expanding bus service on existing routes during the week	5	4	3	2	1		9
c. Expanding bus service on existing routes on the weekends	5	4	3	2	1		9
d. Expanding bus service on existing routes by having the bus come on more often	5	4	3	2	1		9
e. Making bus service fare-free to everyone in Alachua County	5	4	3	2	1		9
f. Adding express bus service during the morning and afternoon commutes	5	4	3	2	1		9
g. Adding new bus routes to serve areas currently without transit service	5	4	3	2	1		9
h. Providing more bus service to those who cannot drive, like the elderly who are too young, too old or have disabilities	5	4	3	2	1		9
i. Upgrading intersections (turn lanes, etc.)	5	4	3	2	1		9
j. Improving the coordination of traffic signals	5	4	3	2	1		9
k. Landscaping roadway corridors to improve their appearance	5	4	3	2	1		9
l. Restricting driveway openings to improve traffic flow	5	4	3	2	1		9
m. Adding lanes on existing roads	5	4	3	2	1		9
n. Building sections of roads to fill gaps that exist	5	4	3	2	1		9
o. Building new roads	5	4	3	2	1		9
p. Spending more on maintenance of existing transportation facilities	5	4	3	2	1		9
q. Spending more to build more transportation facilities	5	4	3	2	1		9

B-5. If you had \$100 to spend on improving the Gainesville area's transportation system, how would you split it between maintaining the existing transportation facilities or building more facilities? (SURVEYOR: REMEMBER ALLOCATION MUST ADD TO \$100.)

5 Maintaining Existing Facilities

5 Building More Facilities

This page contains no comments

B-6. How would you split up \$100 among the following four areas of the transportation system: ROADS, BUSES, BICYCLE PATHS, SIDEWALKS? (SURVEYOR: REMEMBER ALLOCATION **MUST ADD TO \$100.**)

Roads?	\$ _____
Buses?	\$ _____
Bicycle Paths?	\$ _____
Sidewalks?	\$ _____

SECTION C: DEMOGRAPHICS

C-1. How long have you lived in Gainesville or Alachua County?

Enter years

C-2. Are you a full-time college student?

- 1 Yes
- 2 No
- 9 Refused

C-3. Do you live at your present home year round?

- 1 Yes
- 2 No
- 9 Refused

C-4. How many persons, including yourself, live in your household?

\_\_\_\_\_

C-5. How many household members are under the age of 18?

\_\_\_\_\_

C-6. How many people in your household work at least 20 hours per week outside the home?

\_\_\_\_\_

C-7. How many registered vehicles (passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles) do you have in your household?

\_\_\_\_\_

C-8. How many people in your household are licensed drivers?

\_\_\_\_\_

C-9. Is there a disabled person with special transportation needs in your household?

- 1 Yes
- 2 No
- 9 Refused

C-10. What is your primary race or ethnicity?

- 1 African American/Black
- 2 American Indian
- 3 Asian/Pacific Islander
- 4 Caucasian/White
- 5 Hispanic or Latino/Latina
- 6 Other (specify) \_\_\_\_\_
- 9 Refused

C-11. [RECORD GENDER WITHOUT ASKING]

- 1 Male
- 2 Female

C-12. Into which of the following age categories do you fall?

- 1 Under 18
- 2 18 to 24
- 3 25 to 34
- 4 35 to 44
- 5 45 to 54
- 6 55 to 64
- 7 Over 65
- 8 Refused
- 9

C-13. That's the end of the survey. The Metropolitan Transportation Planning Organization is very interested in keeping in touch with you. Would you be interested in participating in future meetings on these issues?

- 1 Yes
- 2 No

C-14. If yes to D-13, RECORD FULL NAME AND ADDRESS

[RECORD NAME]  
 [RECORD ADDRESS]  
 [RECORD CITY/STATE/ZIPCODE]

Thank you.

NOTE TO SURVEYOR: the data in Section C MUST be recorded in a separate database, not with the results of the answers, due to public record laws.

### EXHIBIT 3

## Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey

### PHONE SURVEY

Hello, I'm calling from the University of Florida for the organization responsible for setting transportation priorities for the Gainesville Metropolitan Area, known as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. We'd like to ask an adult (age 18+) in your household a few questions about the transportation issues that they feel are most important. This survey is part of the process of setting long-range goals for the transportation system in the greater Gainesville area. (This should only take around 10 minutes of your time.)

[Respondent selection: Resident Adult with the most recent birthday.]

Can I speak to the adult (18+ who lives in your household) who had the most recent birthday?

Before we begin, there are a few things I'd like you to know:

\*Your phone number was selected at random.

\*Anything you say will be confidential.

\*You don't have to answer any question you don't want to.

\*Your answers won't be linked to your name, and this survey should take around 10 minutes.

\*Finally, this call may be recorded for quality control purposes.

Do you have any questions?

Q1. What is your 5-digit Zip code (where you live)?

Q2. In the past work week, how many days have you used the following in Gainesville or some other part of Alachua County:

Days

- a. Sidewalks?
- b. Gainesville Regional Transit System bus service?
- c. Special dedicated bus or van service for senior citizens or the disabled?
- d. In-street bike lanes?
- e. Off-street bike paths?
- f. The roadway system (as a car driver or as a passenger)?

Q3. Would you support increases in any of the following areas to improve your local transportation system?

- |                               |     |    |
|-------------------------------|-----|----|
| a. Gasoline tax?              | Yes | No |
| b. Local sales tax?           | Yes | No |
| c. Local property tax?        | Yes | No |
| d. Auto tag fees?             | Yes | No |
| e. Another source of revenue? | Yes | No |

Q4. What would you like to see the additional revenue used for?

[Open end Response]

Q5. Your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

		Very Important					Not Important at All	No Opinion/Don't Know/Not Applicable
		5	4	3	2	1	9	
a.	Building sidewalks	5	4	3	2	1	9	
b.	Expanding bus service hours during the work week	5	4	3	2	1	9	
c.	Expanding bus service hours on the weekends	5	4	3	2	1	9	
d.	Having the bus come by on existing routes more often	5	4	3	2	1	9	
e.	Add new bus routes to areas without transit service	5	4	3	2	1	9	
f.	Provide more bus or van service to those who cannot drive (the elderly or disabled)	5	4	3	2	1	9	
g.	Upgrading intersections by adding turn lanes	5	4	3	2	1	9	
h.	Add lanes on existing roads	5	4	3	2	1	9	
i.	Building new roads	5	4	3	2	1	9	
j.	Building bicycle lanes and/or paths	5	4	3	2	1	9	

Q7. If you had \$100 to spend on ROADS, BUSES, BICYCLE PATHS, SIDEWALKS how much would you spend on...  
(Interviewer: REMEMBER ALLOCATION MUST ADD TO \$100.)

Roads \$ \_\_\_\_\_  
 Transit Service \$ \_\_\_\_\_  
 Bicycle Facilities \$ \_\_\_\_\_  
 Pedestrian Facilities \$ \_\_\_\_\_

Demographics

Q8. How many years have you lived in Gainesville or Alachua County?

\_\_\_\_\_ Enter # years

Q9. Do you live in the Gainesville city limits?

- 1. Yes
- 2. No

-9. Refused

Q10. How many people, including yourself, live in your household?

Q11. How many people in your household work at least 20 hours per week outside the home?

Q12. How many registered motor vehicles are there in your household? (Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles.)

Q13. How many people in your household are licensed drivers?

Q14. Is there a disabled person with special transportation needs in your household?

1. Yes
2. No
  
- 9. Refused

Q15. Record gender [Ask only if needed]

1. Male
2. Female

Q16a. What is your age?

Q16b. (If Q16a is refused) Into which of the following age categories do you fall?

1. 18 to 34
2. 35 to 54
3. 55 to 64
4. 65 or older
  
- 9. Refused

Q17. Are you of Spanish or Hispanic origin?

1. Yes (Spanish or Hispanic)
2. No (Not Spanish or Hispanic)
  
- 8. Don't Know
- 9. Refused

Q18. What race do you consider yourself?

(INT: READ CHOICES IF NECESSARY)

1. White (Caucasian)
2. Black (African-American)
3. Asian or Pacific Islander
4. American Indian or Alaska native
5. Other
6. Multi-racial or mixed race
  
- 8. Don't Know
- 9. Refused

That's all the questions I have. Thank you for your help.

#### IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 1 REPORT

Mr. Sanderson stated that Mr. Bruce Landis, Sprinkle Consulting Vice President, and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, were present to discuss the University Avenue Multimodal Study Phase 1 Report.

Mr. Landis and Mr. McLeod discussed the University Avenue Multimodal Study Phase 1 Report and answered questions.

Ms. Ameera Sayeed, FDOT District Growth and Development/Modeling Coordinator stated that the document met the scope. She said that it should be reformatted to prioritize a shorter list of projects.

**MOTION: Jeff Hays moved to have MTPO staff work with the consultant and FDOT to develop a shorter prioritized list of project recommendations. Linda Dixon seconded; motion passed unanimously.**

#### V. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted its Five Year Tentative Work Program for review and comment. He discussed the draft Five Year Tentative Work Program and answered questions.

**MOTION: Brian Singleton moved to recommend that the MTPO recommend that FDOT fund the number two priority in the long range transportation plan on the State Highway System - State Road 121 NW 34th Street turnlanes for locations where they are needed, such as NW 23rd Terrace, NW 25th Terrace and the entrance to the Rock Creek subdivision. Linda Dixon seconded; motion passed unanimously.**

**MOTION: Dekova Batey moved to recommend that the MTPO recommend that FDOT fund the NW 19th Lane Cycle Track project as described in the City of Gainesville Transportation Alternatives Program grant application. Jeff Hays seconded; motion passed unanimously.**

#### VI. UNIVERSITY OF FLORIDA SURVEY RESEARCH CENTER- TELEPHONE SURVEY 2014

Mr. Sanderson stated that the statistically valid survey is completed. He discussed the survey report and answered questions. He noted that Mr. Scott Richards, University of Florida Survey research Center Principal Investigator, would attend the December 1, 2014 MTPO meeting.

Mr. Jeff Hays, Alachua County Transportation Planning Manager, noted that the survey tracked with the Alachua County Surtax vote.

Mr. Muller suggested distinguishing between City and County data.

#### VII. LEVEL OF SERVICE (LOS) SUBCOMMITTEE

Mr. Sanderson stated that the LOS Subcommittee requested discussion of the Multimodal LOS Report. He noted that the Mr. Mike DePalma, MTPO Geographic Information System (GIS) Planner, was present.

#### IV. LONG RANGE TRANSPORTATION PLAN UPDATE- TIMELINE

Mr. Sanderson discussed the long range transportation plan update timeline and answered questions. He announced that workshop #2 was scheduled for February 23, 2015 at the Gainesville Regional Utilities general purpose room.

#### V. LONG RANGE TRANSPORTATION PLAN UPDATE- PERFORMANCE MEASURES

Mr. Sanderson stated that the consultant will test and evaluate two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He said that performance measures have been identified to evaluate the alternatives.

Mr. Wiley Page, Atkins Project Manager, discussed the performance measures and answered questions.

**MOTION: Ron Fuller moved to recommend that the MTPO approve the performance measures in Exhibit 1 to compare the transportation network alternative networks. Linda Dixon seconded; motion passed unanimously.**

#### VI. LONG RANGE TRANSPORTATION PLAN UPDATE- EXISTING PLUS COMMITTEE TRAFFIC ASSIGNMENT

Mr. Sanderson stated that the transportation model traffic assignments have been completed.

Mr. Page and Mr. Wiatt Bowers, Atkins Project Manager, discussed the traffic assignments and the Year 2040 Existing Plus Committed Network Deficiencies Map and answered questions.

#### VII. LONG RANGE TRANSPORTATION PLAN UPDATE- TRANSIT EMPHASIS ALTERNATIVE

Mr. Sanderson stated that one of the future transportation network tests will be the transit emphasis alternative. He discussed the proposed transit emphasis alternative projects from the Regional Transit System Transit Development Plan and answered questions.

**It was a consensus to have Atkins work with Mr. Matt Muller, RTS Transit Planner, to develop the transit emphasis alternative.**

#### VIII. LIST OF PRIORITY PROJECTS- TRANSPORTATION ALTERNATIVES PROGRAM

Mr. Sanderson stated that the committee needs to begin to develop Transportation Alternatives Program priorities. He discussed the current priorities, as well as, Alachua County Bicycle Master Plan Addendum projects and answered questions. He said that the TAC would be emailed a copy of the Alachua County Braids status report.

#### IX. COMMITTEE OFFICER ELECTIONS

Mr. Sanderson stated that the TAC needs to elect a new Chair and Vice Chair. He said that Debbie Leistner is the current Chair and Matt Muller is the current Vice Chair.

## EXHIBIT 1

There is continuing emphasis from the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) on use of performance measures and benchmarks to measure the outcomes of the metropolitan planning process. In addition, the FHWA is requiring a stronger link between the MPO's Long Range Transportation Plan and the Congestion Management Process, which is used as a basis to evaluate transportation conditions and trends, and guide the selection of short-term mobility strategies. This linkage is intended to ensure that short-term mobility strategies fit within the LRTP vision, and also provide feedback to the update of the LRTP on the success (or outcomes) of projects as they are implemented.

Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

The Performance Measures are based on existing datasets that will generally be available as a result of LRTP development. They are also based on information that other agencies, such as the City, County, and FDOT, are required to collect and update as part of their routine planning requirements.

The proposed performance measures presented below will be used to compare the alternative networks to the Base Year or E+C Network.

1. Vehicle Miles Traveled (total and per capita) (MTPO Model)
2. Vehicle Hours Traveled on major corridors (MTPO Model)
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model)
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) summarized at urbanized area and corridor/travel market scale) (MTPO Model)
5. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process Report)

IV. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Mike Escalante, MTPO Senior Planner, stated that the consultant tested and evaluated two alternatives for the future transportation network, a roadway project emphasis network and a transit project emphasis network. He stated that the consultant worked with staff to develop the draft Needs Plan.

Mr. Wiley Page, Atkins Project Manager, and Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions.

**MOTION: Chris Dawson moved to recommend that the MTPO approve the Draft Needs Plan in Exhibit 1 with the following revisions:**

1. **Moving the NW 83 Street 4-Laning Project (#22) to a new Illustrative Project List and have the consultant work with County Staff to include other transit dedicated lane projects in the Illustrative Project List; and**
2. **Delete the Bivens Braid Section- SW 23rd Terrace from SW 63 rd Avenue to Williston Road (#68).**

**Ron Fuller seconded; motion passed unanimously.**

V. FUTURE CORRIDORS PROGRAM

Mr. Escalante stated that the Florida Department of Transportation is conducting a study to identify future transportation corridors. He discussed the Future Corridors Program and answered questions.

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:15 p.m.

Date

5/20/15



Debbie Leistner, Chair

**EXHIBIT 1**  
**2040 Long Range Transportation Plan - Draft Needs Plan\***

<b>Roadway Projects</b>	
1	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue
2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b)
6	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
7	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street
8	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard
9	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard
10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road
11	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street
12	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard
13	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)
14	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard
15	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue
17	SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate-75
18	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road
27	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue
28	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street
29	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street
30	Radio Road – Two-lane extension from SW 34th Street to Hull Road
31	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road
32	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue
33	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road
34	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street
36	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road
37	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue
38	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue
39	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441
<b>Transit Projects</b>	
41	Increase weekday frequencies on City routes (minimum 30 minutes frequency)
42	Increase weekday operating hours on City routes (minimum 14 hours service)
43	Expand weekend service on City routes (minimum 60 minutes frequency & 10 hours service)
44	Butler Plaza Transit Center / Park and Ride Facility
45	Oaks Mall Transit Center / Park and Ride Facility
50	Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)
51	Extend service in south Gainesville (South Main Street and Williston Road area)
52	Intercity Weekday Commuter Service to/from High Springs & Alachua
53	Intercity Weekday Commuter Service to/from Newberry
54	Intercity Weekday Commuter Service to/from Archer
55	Intercity Weekday Commuter Service to/from Hawthorne
56	Intercity Weekday Commuter Service to/from Waldo

**2040 Long Range Transportation Plan - Draft Needs Plan\***

**Transit Projects (Continued)**

57	University of Florida Transit Center
58	Santa Fe College Transit Center
59	Hawthorne Park & Ride Facility
60	Celebration Pointe Park and Ride
61	Springhills Area Park and Ride (North of 39th Avenue)
62	Newberry Village Park and Ride (Newberry Road just east of Fort Clarke Boulevard)
63	Eastside Activity Center Park and Ride (SE 43rd Street and Hawthorne Road)
64	Waldo Park & Ride Facility
65	Archer Park & Ride Facility

**Other Projects**

66	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue
67	University Braid – New trail on University Avenue from Waldo Road to NE 55th Boulevard
69	Archer Braid – Construct overpass of Hull Road / SW 34th Street intersection
70	SW 40th Boulevard – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue
72	Intelligent Transportation System Program - Miscellaneous Intelligent Transportation System Projects
73	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects
74	Bicycle Program - Miscellaneous bicycle lanes and facilities
75	Transit Program - Miscellaneous transit facilities and amenities

**Additional Bicycle/Pedestrian Projects (added following public workshop)**

76	Miscellaneous pedestrian crossing projects, including auditory signals
77	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road
78	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road
79	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace
80	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road
81	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street
82	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street
83	Williston Road – Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road

**Additional Transit Projects (added following public workshop)**

85	Extend regular transit service through Celebration Pointe
86	Extend regular transit service through Springhills
87	Five Points Transfer Station

**Aspirational Projects (beyond 2040)**

88	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
89	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
90	SW Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
91	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
92	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
93	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road
94	Newberry Road - Provide dedicated transit lanes from Interstate-75 to NW 143rd Street
95	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
96	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
97	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
98	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
99	Springhills Boulevard – Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
100	SW Hawthorne Road – Provide dedicated transit lanes from SE 27th Street to SE 43rd Street

\* Projects are not prioritized

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 2 REPORT

Mr. Sanderson stated that the consultant has completed the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report.

Mr. Bruce Landis, Sprinkle Consulting Vice President, and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, discussed the draft Phase 2 Report and answered questions.

**MOTION: Jeff Hays moved to recommend that the MTPO accept the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report as a completed document and forward the report to the Florida Department of Transportation (FDOT). Dean Mimms seconded; motion passed unanimously.**

V. LIST OF PRIORITY PROJECTS-  
DRAFT 2015 TRANSPORTATION ALTERNATIVES PROGRAM

Mr. Sanderson stated that, with the completion of the University Avenue Multimodal Corridor Study, the List of Priority Projects should be modified to incorporate some of its recommendations. He discussed a draft list of projects and answered questions.

**MOTION: Dean Mimms moved to appoint Debbie Leistner and Jeff Hays to a Technical Advisory Committee Working Group for the development of draft Transportation Alternatives Program Priorities. Linda Dixon seconded; motion passed unanimously.**

VI. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Sanderson stated that the Transportation Improvement Program (TIP) is the most important document that is approved annually by the MTPO. He said that the TIP is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in the TIP.

Chair Leistner discussed placing the previous SW 62 Connector project, development and environmental study project in a federal-funded table.

**MOTION: Linda Dixon moved to recommend that the MTPO approve the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program Transit System revised to place project C-11 in the appropriate federal-funded table. Jeff Hays seconded; motion passed unanimously.**

VII. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Sanderson stated that the consultant has completed the draft Needs Plan.

Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions.

Mr. Sanderson stated that unless the TAC has any changes, the he would report that the TAC recommends approval of the Year 2040 needs Plan. He discussed the revenue forecast and noted that the TAC would have to recommend a Cost Feasible Plan at its next meeting.

IV. 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 noted that he would discuss tables that may have changes due to review comments that MTPO staff received. He discussed proposed changes and answered questions.

**MOTION: Dean Mimms moved to recommend that the MTPO approve the Fiscal Years 2016-17 to 2020-21 List of Priority Projects. Ruth Findley seconded; motion passed unanimously.**

V. LONG RANGE TRANSPORTATION PLAN UPDATE-  
YEAR 2040 NEEDS PLAN PROJECT RANKINGS

Mr. Sanderson stated that the consultant is present to discuss the Needs Plan project rankings.

Mr. Wiatt Bowers, Atkins Project Manager, and Mr. Wiley Page Atkins Group Manager, discussed the Needs Plan project ranking and methodology and answered questions.

A member discussed using Surface Transportation Program funds for resurfacing local roads.

Mr. Gerry Dedenbach, representing Butler Enterprises, and Mr. Kamal Latham, representing the Gainesville Area Chamber of Commerce, spoke in support of the SW 62 Boulevard project.

**MOTION: Paul Adjan moved to recommend that the MTPO accept the Year 2040 Needs Plan project rankings in Exhibit 1 and 2. Dean Mimms seconded; motion passed unanimously.**

Mr. Sanderson reported that the project categories would include road capacity, road resurfacing and maintenance, bicycle, pedestrian, transit service operations and transit service expansion.

VI. INFORMATION ITEMS

There was no discussion of the information items

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

10/29/15  
Date

  
Debbie Leisner, Chair

## EXHIBIT 1

2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects			Partial Funding or Commitment	Project increases accessibility to economic hubs	Complete Street	Congestion reduction on the Regional System	Project shifts Mode from auto to Other	Project does not adversely effect the environment and/or reduces vehicle trips	Project expands or enhances the existing system	Total	Total for Ranking	All Projects	Roads	Transit	BikePed	Aspir
Weight			4.14	3.86	3.00	3.57	3.29	3.29	3.86	35.00						
<b>Roadway Projects</b>																
R-R	1	NW 122 <sup>nd</sup> Street – Two-lane extension from Newberry Road to NW 35 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,5714	17,57243	34	14			1 R-R
R-F	2	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 98 <sup>th</sup> Street to NW 122nd Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	10,4286	10,43057	70	32			2 R-F
R-G	3	NW 23 <sup>rd</sup> Avenue – Two-lane extension from NW 122nd Street to NW 143 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	10,4286	10,43157	69	31			3 R-G
R-K	4	NW 70 <sup>th</sup> Boulevard – Two-lane extension from terminus to NW 51 <sup>st</sup> Street Extension	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	10,7143	10,71829	68	30			4 R-K
R-L	5	NW 83 <sup>rd</sup> Street – Two-lane extension from Newberry Road to NW 15 <sup>th</sup> Place	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,86214	19	8			5 R-L
R-M	6	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 15 <sup>th</sup> Place to NW 23 <sup>rd</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,86314	18	7			6 R-M
R-O	7	NW 83 <sup>rd</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	21,4286	21,43557	13	5			7 R-O
R-V	8	Springhills Boulevard – New two-lane roadway from NW 122 <sup>nd</sup> Street to NW 83 <sup>rd</sup> Street	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	21,4286	21,43657	12	4			8 R-V
R-Q	9	NW 98 <sup>th</sup> Street – Two-lane extension from NW 39 <sup>th</sup> Avenue to Springhills Boulevard	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,8571	14,86614	41	18			9 R-Q
R-P	10	NW 91 <sup>st</sup> Street – Two-lane extension from terminus to Springhills Boulevard	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,8571	14,86714	40	17			10 R-P
R-W	11	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	18,1439	18,15386	22	10			11 R-W
R-E	12	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 98 <sup>th</sup> Street to NW 83 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,29771	57	25			12 R-E
R-D	13	NW 23 <sup>rd</sup> Avenue – Widen to 4 lanes from NW 83 <sup>rd</sup> Street to NW 51 <sup>st</sup> Boulevard	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,29871	56	24			13 R-D
R-A	14	Archer Road – Widen to 4 lanes from Tower Road to SW 122 <sup>nd</sup> Street (MPO boundary)	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	18,4286	18,44257	21	9			14 R-A
R-X	15	SW 20 <sup>th</sup> /SW 24 <sup>th</sup> Avenue – Widen to 4 lanes from SW 61 <sup>st</sup> Street to SW 63 <sup>rd</sup> Boulevard	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	20,8571	20,87214	17	6			15 R-X
R-EE	16	SW 63 <sup>rd</sup> Boulevard – Two-lane extension from Archer Road to SW 24 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	13,7143	13,73029	61	27			16 R-EE
R-FF	17	Williston Road – Widen to 4 lanes from SW 62 <sup>nd</sup> Avenue to I-75	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,30271	55	23			17 R-FF
R-Z	18	SW 23 <sup>rd</sup> Terrace Extension – Two-lane extension from Archer Road to Hull Road	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	21,7143	21,73229	10	3			18 R-Z
R-N	19	NW 83 <sup>rd</sup> Street – Widen to 4 lanes from NW 23 <sup>rd</sup> Avenue to NW 39 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,5714	17,59043	33	13			19 R-N
R-CC	20	SW 62 <sup>nd</sup> Boulevard – Four-lane extension from Butler Plaza to SW 30 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	21,7143	21,73429	9	2			20 R-CC
R-AA	21	SW 24 <sup>th</sup> Avenue – Two-lane extension SW 40 <sup>th</sup> Boulevard to SW 43 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,8571	14,87814	39	16			21 R-AA
R-B	22	Hull Road – Two-lane extension from SW 38 <sup>th</sup> Terrace to SW 43 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,5714	17,59343	32	12			22 R-B
R-S	23	Radio Road – Two-lane extension from SW 34 <sup>th</sup> Street to Hull Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,8571	14,88014	38	15			23 R-S
R-BB	24	SW 47 <sup>th</sup> Avenue – Two-lane extension from SW 34 <sup>th</sup> Street to Williston Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	13,7143	13,73829	60	26			24 R-BB
R-T	25	SE 6 <sup>th</sup> Street – New two-lane roadway from SE Depot Avenue to SE 4 <sup>th</sup> /15 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,31071	54	22			25 R-T
R-JJ	26	SE 11 <sup>th</sup> Street – Two-lane extension from SE 8 <sup>th</sup> Avenue to SE Hawthorne Road	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	10,7143	10,74029	67	29			26 R-U
R-Y	27	SW 20 <sup>th</sup> Avenue – Widen to 4 lanes from SW 62 <sup>nd</sup> Boulevard to SW 43 <sup>rd</sup> Street	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,31271	53	21			27 R-Y
R-DD	28	SW 62 <sup>nd</sup> Boulevard – Widen to 4 lanes from SW 20 <sup>th</sup> Avenue to Newberry Road	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	25,0000	25,028	2	1			28 R-DD
R-II	29	NW 34 <sup>th</sup> Street – Widen to 4 lanes from University Avenue to NW 16 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,5714	17,60043	31	11			29 R-H
R-I	30	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 16 <sup>th</sup> Avenue to NW 39 <sup>th</sup> Avenue	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,31571	52	20			30 R-I
R-J	31	NW 34 <sup>th</sup> Street – Widen to 4 lanes from NW 39 <sup>th</sup> Avenue to US 441	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,31671	51	19			31 R-J
R-C	32	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	10,7143	10,74629	66	28			32 R-C
<b>Transit Projects</b>																
T-K	33	Increase weekday frequencies on City routes (minimum 30 min. frequency)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,89014	29		13		33 T-K
T-L	34	Increase weekday operating hours on City routes (minimum 14 hours service)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,89114	28		12		34 T-L
T-D	35	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,89214	27		11		35 T-D
T-S	36	Oaks Mall Transit Center / Park & Ride Facility	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,89314	26		10		36 T-S
T-G	37	Extend regular service in southwest Gainesville (SW 40 <sup>th</sup> Boulevard and SW 47 <sup>th</sup> Avenue area)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,0000	14,037	59		24		37 T-G
T-H	38	Extend regular service in south Gainesville (South Main Street and Williston Road area)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,0000	14,038	58		23		38 T-H
T-O	39	Intercity Weekday Commuter Service to/from High Springs & Alachua	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,32471	50		22		39 T-O
T-P	40	Intercity Weekday Commuter Service to/from Newberry	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,32571	49		21		40 T-P
T-M	41	Intercity Weekday Commuter Service to/from Archer	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,32671	48		20		41 T-M
T-N	42	Intercity Weekday Commuter Service to/from Hawthorne	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,32771	47		19		42 T-N
T-Q	43	Intercity Weekday Commuter Service to/from Waldo	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,32871	46		18		43 T-Q
T-W	44	University of Florida Transit Center	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,044	8		5		44 T-W
T-T	45	Santa Fe College Transit Center	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,90214	25		9		45 T-T
T-J	46	Hawthorne Park & Ride Facility	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,33171	45		17		46 T-J
T-B	47	Celebration Pointe Park & Ride	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,047	7		4		47 T-B
T-U	48	Springhills Area Park and Ride (North of 39 <sup>th</sup> Ave)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	22,0000	22,048	6		3		48 T-U
T-R	49	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	17,8571	17,90614	24		8		49 T-R
T-C	50	Eastside Activity Center Park and Ride (SE 43 <sup>rd</sup> St and Hawthorne Road)	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,33571	44		16		50 T-C
T-X	51	Waldo Park & Ride Facility	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	<input type="checkbox"/> Check	<input checked="" type="checkbox"/> Check	14,2857	14,33671	43		15		51 T-X



## EXHIBIT 2

RankID	Project ID	Type	Rank	Project	Score
1	BP-J	BikePed	1	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
2	R-DD	Roadway	2	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0
3	BP-A	BikePed	3	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
4	T-F	Transit	4	Extend regular transit service through Springhills	22.0
5	T-E	Transit	5	Extend regular transit service through Celebration Pointe	22.0
6	T-U	Transit	6	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	Transit	7	Celebration Pointe Park and Ride	22.0
8	T-W	Transit	8	University of Florida Transit Center	22.0
10	R-CC	Roadway	9	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7
9	R-Z	Roadway	10	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7
11	BP-L	BikePed	11	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
12	R-V	Roadway	12	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4
13	R-O	Roadway	13	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4
14	BP-I	BikePed	14	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	BikePed	15	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
16	T-V	Transit	16	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
21	R-X	Roadway	17	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9
17	R-M	Roadway	18	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9
18	R-L	Roadway	19	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9
20	BP-C	BikePed	20	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
32	R-A	Roadway	21	Archer Road – Widen to four lanes from Tower Road to SW 122nd Street (MTPO boundary)	18.4
22	R-W	Roadway	22	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1
23	T-I	Transit	23	Five Points Transfer Station	17.9
24	T-R	Transit	24	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	Transit	25	Santa Fe College Transit Center	17.9

ID	Project ID	Rank	Project	Score	ROI	Total w/ ROI
28	R-DD	1	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0	3.0	28.0
18	R-Z	2	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7	5.0	26.7
20	R-CC	3	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7	3.0	24.7
8	R-V	4	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4	3.0	24.4
7	R-O	5	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4	3.0	24.4
6	R-M	6	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9	3.0	23.9
5	R-L	7	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9	3.0	23.9
29	R-H	8	NW 34th Street – Widen to four lanes from University Avenue to NW 16th Avenue	17.6	5.0	22.6
15	R-X	9	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9	1.0	21.9
11	R-W	10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1	3.0	21.1

ID	Project ID	Rank	Project	Score
4	T-F	1	Extend regular transit service through Springhills	22.0
5	T-E	2	Extend regular transit service through Celebration Pointe	22.0
6	T-U	3	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	4	Celebration Pointe Park and Ride	22.0
8	T-W	5	University of Florida Transit Center	22.0
16	T-V	6	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
23	T-I	7	Five Points Transfer Station	17.9
24	T-R	8	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	9	Santa Fe College Transit Center	17.9
26	T-S	10	Oaks Mall Transit Center / Park & Ride Facility	17.9

ID	Project ID	Rank	Project	Score
1	BP-J	1	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
3	BP-A	2	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
11	BP-L	3	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
14	BP-I	4	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	5	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
20	BP-C	6	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
30	BP-E	7	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street	17.6
35	BP-B	8	Bicycle Program - Miscellaneous bicycle lanes and facilities	17.3
36	BP-K	9	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	17.3
37	BP-M	10	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	17.3

V. LONG RANGE TRANSPORTATION PLAN UPDATE-  
DRAFT COST FEASIBLE PLAN

Mr. Sanderson stated that the consultant is present to discuss the draft Cost Feasible Plan projects. He and Mr. Wiley Page, Atkins Group Manager, discussed the draft Cost Feasible Plan projects and answered questions.

Mr. Gerry Dedenbach, Causseaux, Hewett & Walpole Vice President, discussed a meeting with the Florida Department of Transportation (FDOT) Secretary and local business and government officials.

Chair Leistner, Mr. Dedenbach and Mr. James Green, FDOT Transportation Specialist, discussed Local Roadway-State Roadway jurisdiction exchanges.

**MOTION: Paul Adjan moved to recommend that the MTPO request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits. Dean Mimms seconded; motion passed 5 to 4.**

**MOTION: Linda Dixon moved to recommend that the MTPO approve the Year 2040 Cost Feasible Plan projects in Exhibit 1. Jeff Hays seconded; motion passed unanimously.**

IV. TRANSPORTATION ALTERNATIVES APPLICATION- 2015

Mr. Sanderson stated that FDOT has requested that any new Transportation Alternative Program applications be submitted by December 4, 2015. He reported that the highest ranked unfunded project is the W. University Avenue Multimodal Emphasis Corridor bikeway/sidewalk and enhanced pedestrian crossings between Gale Lemerand Drive and W 13th Street project.

**MOTION: Jeff Hays moved to recommend that the MTPO approve the submission of a Transportation Alternatives Program application prepared by City of Gainesville staff for the W. University Avenue Multimodal Emphasis Corridor bikeway/sidewalk and enhanced pedestrian crossings between Gale Lemerand Drive and W 13th Street. Ruth Findley seconded; motion passed unanimously.**

VI. INFORMATION ITEMS

Mr. Sanderson announced he would be retiring in January.

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

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Date

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Debbie Leistner, Chair

**Exhibit 1 - TAC Year 2040 Cost Feasible Plan Recommendation**

Priority	Project	Description	Estimated Cost (In Millions)
<b>State Highway System \$57.3 Million Available</b>			
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	\$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road	\$1.06 (Partially funded)
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	\$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	\$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	\$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	\$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	\$12.7 (Partially Funded)
<b>Surface Transportation Program \$21.1 Million Available</b>			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- \$27 million project (not fully funded)	\$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road (design only)	\$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	\$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	\$1.6
<b>Transportation Alternatives Program \$4.94 Million Available</b>			
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road	\$4.94 (Partially Funded)

Notes Green shaded projects are anticipated to receive funding allocated for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.  
 Yellow shaded projects are anticipated to be allocated partial funding for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: 2/24/2014

NAME	ADDRESS	PHONE
Bradley Odum 823 SW 87th Ter, Gainesville, FL, 32607		
1. How were you informed about the meeting? <u>Chamber notice</u>		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>Chamber Notice</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: FEB 24

NAME	ADDRESS	PHONE
Olexa, 3750 NW 39th Ave Ovula, FLA. 32606		
1. How were you informed about the meeting?		Flyer (location) <u>CITY HALL</u>
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other _____
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES _____ NO _____ [comment on back of card] <u>OVER</u>		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: 2/24/14

NAME	ADDRESS	PHONE
Paul Folkers folkersp@cityofgainesville.org		
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>Flyer from City</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: Feb. 24th, 2014

NAME	ADDRESS	PHONE
Changie Chen 3800 SW 24th St. GNV, FL (352) 665-3326		
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <input checked="" type="checkbox"/>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

4. Comments and/or suggestions on the MTPO's public involvement process.

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WOULD LIKE ADDTL. INFO  
THANK YOU

4. Comments and/or suggestions on the MTPO's public involvement process.

4. Comments and/or suggestions on the MTPO's public involvement process.

I would say I like the way it is.  
In terms of having more people participating  
the workshop, my suggestion would be making  
more advertisement around the UF campus.  
Cause most people ~~was~~ likely to travel to  
or around the campus anyway.

gillap@gmail.com

MTPO PUBLIC INVOLVEMENT EVALUATION FORM-Date: 2-24-14

NAME	ADDRESS	PHONE
Lois Diaz	561 NE 7 Ave	352-2589783
1. How were you informed about the meeting? <u>MTPO</u>		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>MTPO</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

diaz@townoftrona.com

MTPO PUBLIC INVOLVEMENT EVALUATION FORM-Date: 2/24/14

NAME	ADDRESS	PHONE
Andrew Gill	3315 NW 51st Gainesville	32609
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>Bike Club Email</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

MTPO PUBLIC INVOLVEMENT EVALUATION FORM-Date: 2-24-14

NAME	ADDRESS	PHONE
GREG SHOLAR	3626 NW 60 TERR. GRIFF, FL	32606 215-0774
1. How were you informed about the meeting? <u>email</u>		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>email</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

MTPO PUBLIC INVOLVEMENT EVALUATION FORM-Date: 2/24/14

NAME	ADDRESS	PHONE
Suzanne Skadowski	SSkadows@gmail.com	206-720-2991
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>City Comm. Mtg + email</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda? <u>Yes</u>		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

4. Comments and/or suggestions on the MTPO's public involvement process.


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4. Comments and/or suggestions on the MTPO's public involvement process.


4. Comments and/or suggestions on the MTPO's public involvement process.

*A bit unclear the purpose of plan - is this something the MTPO has completed in the past? What parts of plan(s) has MTPO implemented in past, so far? Would be good to have examples of what items in previous plans were or were not implemented / funded.*


**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: 2/24/2014

NAME	ADDRESS	PHONE
HAWKINS	408 NW 4th Ave	(352) 377-3141
1. How were you informed about the meeting? <u>EMAIL</u>		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <input checked="" type="checkbox"/> <u>EMAIL</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

wthomashawkins@gmail.com

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: 2/24/2014

NAME	ADDRESS	PHONE
Yingfei Xiong	29205 223rd Terrace	352-215-4296
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>From a Professor</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: \_\_\_\_\_

NAME	ADDRESS	PHONE
Betsy Pepinc	14134 NW 28th Ave	219 3845
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad _____	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other <u>Friend</u>
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

**MTPO PUBLIC INVOLVEMENT EVALUATION FORM**-Date: \_\_\_\_\_

NAME	ADDRESS	PHONE
<u>TOM PENNISI</u>	<u>218 NW 3rd St.</u>	<u>374-3737</u>
1. How were you informed about the meeting?		Flyer (location) _____
Newspaper Ad <input checked="" type="checkbox"/>	Radio Ad _____	Television Story _____
Newspaper Story _____	Radio Story _____	Other _____
2. Did you have adequate understanding of the presentation of the meeting topic(s)?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		
3. Did you have adequate opportunity to discuss topic(s) on the meeting agenda?		
YES <input checked="" type="checkbox"/> NO _____ [comment on back of card]		

4. Comments and/or suggestions on the MTPO's public involvement process.

4. Comments and/or suggestions on the MTPO's public involvement process.

It was generally a good public meeting. We got the chance to discuss ~~about~~ the most important issues in Gainesville. ~~The~~ I like the design of group games. It would be better if there was more people involve.

4. Comments and/or suggestions on the MTPO's public involvement process.

4. Comments and/or suggestions on the MTPO's public involvement process.

I am retired, I walk a lot around the Thomas Center near where I live. I'm for bus transit it and car travel. not narrowing roads for bicyclists build wider sidewalks for pedestrians & bikes, more roads to connect to downtown.



## 2040 Long Range Transportation Plan

Community Public Workshop February 23, 2015 – 6:00 p.m. to 8:00 p.m.

Gainesville Regional Utilities Multi-Purpose Room, 301 SE 4<sup>th</sup> Avenue  
Gainesville, Florida

# COMMENT FORM

- ① Could SW 23<sup>rd</sup> St. connect from SR 331 to Archer Rd (connect segment where 23<sup>rd</sup> Terrace curves). "40-A" - 2 lane both SW 23<sup>rd</sup> St. & Terrace @ Archer.
- ② Congestion on Archer Rd. must be carefully analyzed and alternatives considered. Ambulance delays, wasted time of medical staff & Univ. faculty, safety concerns, etc. should make this priority issue. Consider redesign using old Archer Rd ROW.
- ③ Emphasize mixed bicyclist system connectivity to transit. Project 73.
- ④ Proj. 69 - Complete Archer Blvd connection to UF.
- ⑤ Has the process considered future use @ Superfund site?
- ⑥ Prefer Alt. A - Transit emphasis.

Your Name: Kathleen Pagan

Affiliation: Citizen / Certified Planner

Address: Pine Park NW Gainesville

Phone: 352 374 5249 work

Email: apollo1860@yahoo.com / k.pagan@alachuacounty.us

Please place this form in the Comments Box at this meeting or fold, insert in an envelope and mail to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Attention: Marlie Sanderson, 2009 NW 67 Plaza, Gainesville, Florida 32653. If you put your mailing address or email address on the form you will be added to our mailing list.

**From:** [Marlie Sanderson](#)  
**To:** [Mike Escalante](#); [Page, Wiley C](#); [Bowers, Wiatt E](#)  
**Cc:** [Karen Harrell](#)  
**Subject:** FW: Comments re 2040 Long Range Transportation Planning meeting  
**Date:** Wednesday, February 25, 2015 10:06:19 AM

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ME- Please make sure that Bob is on our LRTP email list.

Wiley and Wiatt- FYI- see LRTP comments below related to Workshop #2.

Thanks, Marlie

**Marlie J. Sanderson, AICP**  
**Assistant Executive Director & Director of Transportation Planning**  
**North Central Florida Regional Planning Council**  
**2009 NW 67th Place, Gainesville, FL 32653-1603**  
**Voice: 352.955.2200, ext. 103**  
**Fax: 352.955.2209**

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

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**From:** Robert Karp [mailto:bobkarp@gmail.com]  
**Sent:** Wednesday, February 25, 2015 9:20 AM  
**To:** Marlie Sanderson  
**Subject:** Comments re 2040 Long Range Transportation Planning meeting

Thanks for hosting the 2040 LRTP workshop. I wanted to provide you some of my comments via email:

There are three transportation corridors that I'd like to see added as needing bicycle facilities:

1. NW/SW 13th Street from NW 23rd Ave. to Archer Road. Even though there is one "pinch point" at the viaduct crossing at 8th Avenue, installing in-street bike lanes (and reducing current lane widths which are now very wide) would complete NW 13th Street as a multimodal corridor. The NW 12th Street Bike Boulevard in my view complements but doesn't replace the necessity of "completing" NW 13th Street with bicycle lanes.
2. NW/NE 23rd Avenue from Waldo Road to NW 13th Street. A similar 4 to 3 lane road diet for this section (as was done from NW 13th Street to NW 16th Terrace) would provide a much needed east-west bicycle facility, especially on a street that has plenty of unused capacity.
3. Glen Springs Road from NW 16th Terrace to NW 34th Street. There is enough right of way on this street to add a separate cycle track while maintaining the two-lane roadway as is.

Re several road widenings:

1. I would not support widening of the SW 20th/24th Avenue bridge over I-75.
2. I would not support widening of the NW 34th Street except for an additional lane in critical places for left turn movements. Any way an in-street bike lane could be included

would be welcome, but not in the context of a 4 or 5 lane roadway widening.

3. I would not support widening of Tower Road except for adding a lane for left-turn movements where helpful. There is enough right of way that an off-road cycle track could be added.

Re transit expansion:

1. I support the need for regional bus connections to the outlying smaller municipalities. Park and rides can help on the fringes of the Gainesville metro area, but there must be convenient and direct bus service to job centers. (E.g., the park & ride at the NW Walmart Supercenter, does not include a direct route (either by Route 8 or 41) down NW 13th Street to UF campus/medical center, but instead makes two deviations from 13th Street. Also Route 41 doesn't even start running until 8 AM, a time when many commuters need to be at work.

Thanks for inviting me to this workshop. Please keep me on your e-mailing list at [bobkarp@gmail.com](mailto:bobkarp@gmail.com).

Bob Karp  
1101 NW 43rd Ave.  
Gainesville FL 32609

**From:** [Marlie Sanderson](#)  
**To:** [Page, Wiley C](#); [Bowers, Wiatt F](#)  
**Cc:** [Mike Escalante](#); [Karen Harrell](#)  
**Subject:** FW: www.livablecommunity2040  
**Date:** Wednesday, February 25, 2015 10:11:15 AM

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Wiley and Wiatt- FYI- Below are additional LRTP comments that we received. Marlie

**Marlie J. Sanderson, AICP**  
**Assistant Executive Director & Director of Transportation Planning**  
**North Central Florida Regional Planning Council**  
**2009 NW 67th Place, Gainesville, FL 32653-1603**  
**Voice: 352.955.2200, ext. 103**  
**Fax: 352.955.2209**

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

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**From:** Maurice Douglas Levy [mailto:[mauricedlevy@hotmail.com](mailto:mauricedlevy@hotmail.com)]  
**Sent:** Tuesday, February 17, 2015 9:08 PM  
**To:** Marlie Sanderson  
**Subject:** www.livablecommunity2040

Dear Sir:

I vote overwhelmingly for Alternative #1, putting moneys into pedestrian, bicycling, and mass transit. How long can we continue to gobble up farm lands and pristine wilderness areas to build subdivisions with one family per several acres. No matter how much tax money and land you devote to building roads and highways, there will never be enough to meet all the needs of all the cars commuting long distances to get to work and to shopping.

We have to change completely our concept of a livable community. We have to start building up; compact mixed use communities where the people live, shop and work within walking distance of their homes. Every new subdivision must have sidewalks and bicycle paths on both sides of the street. Children should be able to walk or bicycle to school without having to go into the middle of the street.

The major problem is that if we wait until 2040 to start designing this model city, it will be too late. We have to start now, devoting sufficient resources to pedestrian, bicycling, and mass transit and providing only as little as possible to roads. We must have a master plan, not for the roads of the future, but the pedestrian, bicycling, and mass transit of the future.

There is a short list of planned pedestrian and bicycle paths. At the rate these are being funded, it will take an eternity to complete even this short list. Already approved by the MTPO, the TD Committee, and City Commission, and appearing on the recent ballot initiative which was defeated are the following;

A sidewalk from Jobs Corps (the last RTS stop on the SW 13<sup>th</sup> Street route) and the Mosque and Rahma Mercy Clinic.

A sidewalk in the office park behind NFRMC.

A sidewalk from 39<sup>th</sup> Avenue to Grace Marketplace and the new Tent City.

WE have to start looking at neighborhoods in proximity to schools, to make sure that our precious children have a safe route to school by walking or bicycling. Some of these neighborhoods are low income, and sidewalks should be built at taxpayer expense, and not by homeowner assessments.

Thank you,  
Maurice D. Levy



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
**2040 Long Range Transportation Plan**  
Community Public Workshop Sept 21, 2015 – 5:00 p.m. to 7:00 p.m.  
Senior Recreational Center, 5701 NW 34<sup>th</sup> Blvd.  
Gainesville, Florida

## COMMENT FORM

NW 83<sup>rd</sup> St really needs to be widened  
because of all the students - can't even exit  
onto the road from side roads when students  
are leaving campus.

Your Name: Charles Barker

Affiliation: —

Address: ~~2609 NW~~ 2630 NW 82<sup>nd</sup> St

Phone: 377 9562

Email: checkerbarker@yahoo.com

Please place this form in the Comments Box at this meeting or fold, insert in an envelope and mail to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Attention: Marlie Sanderson, 2009 NW 67 Plaza, Gainesville, Florida 32653. If you put your mailing address or email address on the form you will be added to our mailing list.



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# COMMENT FORM

I encourage prioritizing bicycle infrastructure ~~to~~ to fill the gaps in the bicycle network. For example, —

- 1) - bike lanes on E Univ Ave.
- 2) - bike lanes on NW/SW 13 ST from NW 23rd Ave to Archer Rd.
- 3) - bike lanes on NW 34 ST.
- 4) - bike lanes on Glen Spgs Rd. (prefer in-street with buffers).

Your Name: BOB KARP  
 Affiliation: GAINESVILLE CITIZENS for ACTIVE TRANSPORTATION  
 Address: 1101 NW 43 Ave 32609  
 Phone: 352-325-8810  
 Email: bobkarp@gmail.com

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Thanks!





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## COMMENT FORM

Please as you plan, can you arrange twice a year a know Gainesville bus ride. This will give New people to the city the confidence to use the bus service. Do this for us even if you are going to charge a few Dollars.

(1) Know the City Bus Route

(2) Come know the City on wheels.

(3) New to the City, come see it with us.

Your Name: DR. KOLE ODUOLA  
Affiliation: University of Florida  
Address: 2601 NW 23rd Blvd Apt 173  
Gainesville Florida 32605  
Phone: 352-575-4817  
Email: KOLE2@yahoo.com

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Gainesville, Florida

## COMMENT FORM

1. Repair Maintain Existing Roadways
2. Widen, Add Lanes Wherever Possible
3. Grid Lock is Very Near. Be Afraid, Very

Your Name:

*Enesto Martinez*

Affiliation:

*Citizen*

Address:

*2217 NW 16<sup>th</sup> Terrace  
Gville, FL 32605*

Phone:

Email:

*Martinez 8919 @ Cox.net*

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## COMMENT FORM

13<sup>th</sup> St. - 43<sup>rd</sup> St.

16<sup>th</sup> Ave: now has a wide curb lane, sharrow markings  
at right, and "bikes may take lane" signs  
- this is confusing because sharrows direct cyclists  
to the right but signs instruct otherwise.  
- either move sharrows to the middle of the curb lane,  
or remove the "take the lane" signs, or put  
in dedicated bike lanes

Hwy 441 Southbound at curve south of intersection of 53<sup>rd</sup> Ave:  
- cyclists are directed on to the left side of the  
sidewalk, then across poor surface (loose gravel,  
patches)  
- if possible, get rid of this & install continuous  
bike lane

Your Name: Stephen G. Perez

Affiliation: UF

Address: 1941 NW 36<sup>th</sup> St.

Gainesville, FL 32605

Phone: 352-871-1192

Email: stephen-perez@uphou.com

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Gainesville, Florida

## COMMENT FORM

(1) More Bikes & Pedestrian Paths  
(2) Buses to run more frequently  
and go to Bowditch Park

Your Name: \_\_\_\_\_

Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

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## COMMENT FORM

1. Places like Butler Plaza + celebration point should bear the burden of passing I-75 as it only benefits them.
2. ~~the~~ Funds for bike trails and bus transportation should be borne by those entities or from general revenue. NOT from gas taxes or the .05 \$ add on. Bikers + bus users do not contribute to the .05 add on.
3. Bus transportation to outlying communities long overdue.
4. The .05 gas add on should only be used to fix back log of road repairs.

Your Name: MARILYN BATES

Affiliation: \_\_\_\_\_

Address: 9734 SW 52 Rd.  
GAINESVILLE, FL 32608

Phone: 335-2655 I don't answer unless I know caller

Email: b\_maryce@bellsouth.net

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5. My experience on traffic from 34<sup>th</sup> St on Archer Rd to light at I 75 are not in sync as I never can go ~~from~~ without getting stopped ~~at~~ 75% of the time at every light.

6. Designated bike lanes are not used as bikers continue to use the roads.



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**Gainesville, Florida**

## COMMENT FORM

See Attached

Your Name: Debbie Martinez  
Affiliation: \_\_\_\_\_  
Address: NW 16<sup>th</sup> Terr Gville Fla 32605  
Phone: \_\_\_\_\_  
Email: debbie MARTINEZ 44@cox.net

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Transportation is vital for the health of our community – for both businesses and citizens. We must prioritize our transportation needs and the data is clear that roads must be our number one priority.

Current road conditions make it dangerous to promote Gainesville and Alachua County as "bicycle friendly" when the basis for such a highly promoted claim cannot be supported due to hazardous road surfaces that increase probability of motor vehicle vs. bicycle collisions.

Falsely promoting the City/County as "bicycle friendly" can carry costly liability consequences beyond "false advertising".

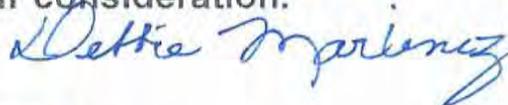
We have so many roads that need to be repaired and all available money should be used for roads.

Four laning NW 34<sup>th</sup> St. and Archer Rd. are projects that I would like to see placed at the top of our priority list.

Bus service and extending bike lanes is something that needs to be addressed AFTER we get caught up on the backlog of road repairs and dealing with our road congestion.

Thank you for your consideration.

Debbie Martinez



NW 16<sup>th</sup> Terr

Gainesville Fla 32605



# **Year 2040 Long Range Transportation Plan Update Planning Team**

## **Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**

Scott R. Koons, AICP, Executive Director  
Marlie Sanderson, AICP, Director of Transportation Planning  
Michael Escalante, AICP, Senior Planner  
Steve Dopp, Senior Planner  
Suwan Shen (former employee)  
Lauren Yeatter, AICP, Principal Planner  
Michael DePalma (former employee)

### **Atkins**

Wiley Page, AICP, Transportation Planning East Manager  
Wiatt Bowers, AICP, Senior Transportation Planning Project Manager  
Daniel Beaty, AICP, Senior Transportation Planner & Travel Demand Modeling Lead  
Philip Shad, AICP, Senior Transportation Planner  
Michael Adams, AICP, Senior Transportation Planner  
Allison Deffenbaugh, AICP, Transportation Planner  
Audrey Postal, Transportation Planner  
Todd Flemister, Senior Graphic Designer

### **HDR Inc.**

Santanu Roy, PTP – Florida Transportation Planning Manager & Travel Demand Modeling Practice Lead  
Mike Rose – Transit Planner III  
Mia Gao, EIT – Travel Demand Modeler  
Stephane Gros, PhD – Principal Economist  
Hicham Haboussi – Senior Economist  
Michael Schmedt, GISP – GIS Manager

### **Renaissance Planning**

Nick Lepp, AICP, CTP, Project Manager  
Caleb Van Nostrand, Senior Planner

### **Quest Corporation of America**

Karen Harrell- Business Unit Manager  
Micaela Harris- Public Information Associate  
Eileen LaSeur- Senior Associate  
Dylan Conway- National IT / Web Manager



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)