



Meeting Packet
December 5, 2016, 5:00 p.m.



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



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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Helen K. Warren, Chair
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, December 5, 2016 at 5:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Attachments

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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida

Monday, 5:00 p.m.
December 5, 2016

STAFF RECOMMENDATION

Page #3

**I. Approval of the Meeting Agenda
and Consent Agenda Items**

APPROVE BOTH AGENDAS

The MTPO needs to approve the meeting agenda and the consent agenda items.

Page #73

II. Citizens Advisory Committee- Vacant Positions

FILL VACANT POSITIONS

The Metropolitan Transportation Planning Organization needs to fill six vacant positions.

Page #97

III. Bicycle/Pedestrian Advisory Board- Vacant Positions

FILL VACANT POSITIONS

The Metropolitan Transportation Planning Organization needs to fill two vacant positions.

Page #119

**IV. Florida Department of Transportation
NW 34th Street (State Road 121) Left Turn Lanes
Technical Memorandum**

**APPROVE STAFF
RECOMMENDATION**

The Florida Department of Transportation has provided this technical memorandum for review and comment.

Page #179

V. West Newberry Road (State Road 26) Bikelanes

**APPROVE STAFF
RECOMMENDATION**

At its October 3, 2016 meeting, the Metropolitan Transportation Planning Organization discussed the replacement of onstreet parking with designated bikelanes on West Newberry Road (State Road 26) and requested a corridor study from the Florida Department of Transportation.

Page #207 **VI. Florida Department of Transportation** **APPROVE STAFF**
 Tentative Five Year Work Program 2017-18 to 2021-22 **RECOMMENDATION**

The Florida Department of Transportation has submitted its Tentative Work Program for review and comment.

Page #217 **VII. Election of Officers** **ELECT OFFICERS**

In April 2016, the Metropolitan Transportation Planning Organization elected Helen Warren as Chair, Charles Chestnut IV as Vice-Chair and Todd Chase as Secretary/Treasurer.

Page #219 **VIII. Audit Review Committee** **APPOINT TWO MEMBERS**

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to this committee.

Page #221 **IX. Metropolitan Planning Organization Advisory Council** **APPOINT REPRESENTATIVES**

Last year, the Metropolitan Transportation Planning Organization appointed Commissioner Harvey Budd as the voting member and Commissioner Helen Warren as the alternate member.

Back Cover **X. Next Meeting** **NO ACTION REQUIRED**

The next Metropolitan Transportation Planning Organization meeting is scheduled for February 6, 2017 at 3:00 p.m.

XI. Comments

- A. Metropolitan Transportation Planning Organization Members*
- B. Citizens Comments*
- C. Chair's Report*

If you have any questions, please contact Scott Koons, AICP, Executive Director, at 352.955.2200.

*No backup material included with the attached agenda material.



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**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.
December 5, 2016**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes- October 3, 2016 APPROVE MINUTES**
This set of Metropolitan Transportation Planning Organization minutes is ready for review.
- Page #17 CA. 2 Safe Routes to School Program- 2017 Applications APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization needs to support the submission of the Safe Routes to School applications for this year by the December 30, 2016 deadline.
- Page #19 CA. 3 Transportation Alternatives Program- 2017 Applications APPROVE STAFF RECOMMENDATION**
The Metropolitan Transportation Planning Organization needs to approve the submission of the Transportation Alternatives Program applications for this year by the December 9, 2016 deadline.
- Page #23 CA. 4 Florida Department of Transportation- North Interstate 75 Master Plan FOR INFORMATION ONLY**
The Florida Department of Transportation has initiated development of the North Interstate 75 Master Plan update.
- Page #37 CA. 5 Transportation Disadvantaged Program- Status Report NO ACTION REQUIRED**
The Metropolitan Transportation Planning Organization has asked for regular status reports concerning this program.

Page #51

**CA. 6 Metropolitan Planning Organization
Advisory Council - Strategic Directions Plan**

NO ACTION REQUIRED

The Metropolitan Planning Organization Advisory Council has provided a copy of its approved Strategic Directions Plan.

Page #65

**CA. 7 Metropolitan Planning Organization
Advisory Council - Weekend Institute - 2017**

NO ACTION REQUIRED

The Metropolitan Planning Organization Advisory Council has announced meeting dates for its Weekend Institute and provided applications.

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Consent

Agenda

Enclosures

MINUTES
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

3:00 p.m.
Monday
October 3, 2016

MEMBERS PRESENT

Helen Warren, Chair
Harvey Budd
Mike Byerly
Craig Carter
Ken Cornell
Robert Hutchinson
Doug Jones
Lee Pinkoson
Lauren Poe
James Green/Greg Evans

MEMBERS ABSENT

Todd Chase
Curtis Reynolds
Charles Chestnut, IV
Charles Goston
Adrian Hayes-Santos

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons
Michael Escalante

CALL TO ORDER

Chair Helen Warren called the meeting to order at 3:05 p.m. She noted the members present and absent and the return of Doug Jones as the Rural Advisor.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

MOTION: Commissioner Carter moved to approve the Consent Agenda and Meeting Agenda. Commissioner Pinkoson seconded; motion passed unanimously.

II. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Mr. Koons stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program to add the Tower Road Bike Path/Trail project. He reported that Alachua County has been awarded a \$950,000 Shared-Use Network Trail grant to construct this project from SW 26th Place to SW 8th Avenue.

MOTION: Commissioner Byerly moved to approve the Tower Road Bike Path/Trail project identified in Exhibit 1. Commissioner Pinkoson seconded. Mr. Koons conducted a show-of-hands vote; motion passed unanimously by members present.

III. INTERSTATE 75 RELIEF TASK FORCE

Mr. Koons stated that the Florida Department of Transportation has requested an opportunity to provide the Metropolitan Transportation Planning Organization an update on the Interstate 75 Relief Task Force Recommendations Report. He introduced the Florida Department of Transportation Central Office staff present at the meeting.

Jennifer Fortunas, Florida Department of Transportation Systems Management Manager, discussed the Interstate 75 Relief Task Force Recommendations Report and the next steps in the Interstate 75 Relief study process. She announced the kickoff of the North Interstate 75 Master Plan update that will optimize utilization of the Interstate 75, U.S. 301 and U.S. 441 corridors. She added that there would be public outreach concerning the update, including local jurisdictions, in the forthcoming months. She noted that analysis results would be available in Spring 2017. She and Huiwei Shen, Florida Department of Transportation Systems Planning Office Manager, answered questions.

Ms. Shen stated that the study recommendations focused on modifications to existing facilities. She noted the written comments received from the Metropolitan Transportation Planning Organization concerning maximizing use of existing facilities. She said she would research the potential of the SW 62 Boulevard Connector corridor for Strategic Intermodal System facility designation and report back to the Metropolitan Transportation Planning Organization. She noted that she appreciated the comments regarding transit enhancements.

Ms. Fortunas stated that ramp metering would be considered as an option for addressing Interstate 75 congestion.

Doug Jones, Rural Advisor, requested public outreach to the outlying communities of Alachua County.

Ms. Fortunas discussed Interstate 75 incident management and the use of alternative corridors.

Chandler Otis discussed transportation technology impacts.

Judy Etzler commented on U.S. 441 traffic and thanked Ms. Shen for her work as project manager for the Interstate 75 Relief Task Force project.

IV. WEST NEWBERRY ROAD (STATE ROAD 26) BIKELANES

Mr. Koons stated that the Metropolitan Transportation Planning Organization discussed this issue at its August 1, 2016 meeting and approved a motion to agenda this issue for its October 3, 2016 meeting. He noted that an email from the Florida Department of Transportation stated that it was too late to install bikelanes as part of the Newberry Road Resurfacing Project.

James Green, Florida Department of Transportation District 2 Liaison, discussed the West Newberry Road Resurfacing Project, including existing onstreet parking and potential for bikelanes, and answered questions.

Teresa Scott, Gainesville Public Works Director, stated that the City contacted the SIMED medical facility regarding onstreet parking usage. She reported that SIMED requires employees to park onstreet to free up offstreet parking for clients. She added that the City of Gainesville did a crash study for the corridor.

Mr. Otis, Kristin Young and Bob Karp spoke in support of bikelanes.

V. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for December 5, 2016 at 5:00 p.m.

VI. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

There were no member comments.

B. CITIZENS

There were no citizens comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 4:40 p.m.

Date

Todd Chase, Secretary-Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Alex Ahrenholz	Michael Fay	Dekova Batey	Jennifer Fortunas
Kaitlin Davidson	Jeffrey Hays	Paul Folks	Huiwei Shen
Judy Etzler	Sylvia Torres	Teresa Scott	Andrew Young
Vicki Gervickas			
Imran Ghani			
Bob Karp			
Jennifer Krouchick			
Yash Nagal			
Chandler Otis			
Bikram Wadhawan			
Kristin Young			

* By telephone

Spoke and provided written comments

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**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.
August 1, 2016

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes- August 1, 2016

APPROVE MINUTES

The Metropolitan Transportation Planning Organization needs to review and approve this set of minutes.

Page #17 CA. 2 Selection of Auditor for Fiscal Year 2015-16 -
Fiscal year 2016-17 and Fiscal Year 2017-18

**APPROVE STAFF
RECOMMENDATION**

The Florida Department of Transportation has provided an opportunity to the Metropolitan Transportation Planning Organization to extend the Agreement to December 31, 2016 in order to appropriately incur and invoice for reimbursement of eligible expenses.

Page #19 CA. 3 Engagement letter for Fiscal year 2015-16

**APPROVE AUDIT COMMITTEE
RECOMMENDATION**

The Florida Department of Transportation has responded to questions asked by the Metropolitan Transportation Planning Organization concerning State Road 121 (West 34th Street), State Roads 24 (Waldo Road) and State Road 222 (NE 39th Avenue).

Page #29 CA. 4 Proposed Amended Budget for Fiscal Year 2016-17

**APPROVE STAFF
RECOMMENDATION**

The Florida Department of Transportation has awarded the Metcalfe Elementary School Safe Routes to School Grant and released the new application calendar.

Page #33 CA. 5 Staff Services Agreement Amendment

**APPROVE STAFF
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its agreement for staff services with the North Central Florida Regional Planning Council to reference the recently executed Joint Participation Agreement with the Florida Department of Transportation.

- Page #145 CA. 6 Florida Department of Transportation Section 5305(d) Joint Participation Agreement** **APPROVE STAFF RECOMMENDATION**
- The Metropolitan Transportation Planning Organization needs to approve a new Section 5305(d) Joint Participation Agreement with Florida Department of Transportation that coincides with the amended Unified Planning Work Program funding.
- Page #19 CA. 7 Metropolitan Transportation Planning Organization Travel Policy** **APPROVE STAFF RECOMMENDATION**
- The Metropolitan Transportation Planning Organization Travel Policy needs to be approved.
- Page #29 CA. 8 Plan East Gainesville Subcommittee Sunset** **ACCEPT MEETING SUMMARY**
- The Plan East Gainesville Subcommittee held its final meeting on August 1, 2016.
- Page #33 CA. 9 Transportation Alternatives Program 2016 Application Notice** **NO ACTION REQUIRED**
- The Florida Department of Transportation has released the Transportation Alternatives Program application notice which haws a deadline of December 9, 2016.
- Page #19 CA. 10 Safe Routes to School Program 2016 Application Notice** **NO ACTION REQUIRED**
- The Florida Department of Transportation has released its Safe Routes to School application notice which haws a deadline of December 30, 2016.
- Page #29 CA. 11 Archer Road (State Road 24) Projects Coordination - Florida Department of Transportation Response** **NO ACTION REQUIRED**
- The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization letter regarding the coordination of several projects on Archer Road near the University of Florida.
- Page #33 CA. 12 Staff Services Agreement Amendment** **NO ACTION REQUIRED**
- The Metropolitan Transportation Planning Organization requested information from All Aboard Florida concerning intercity rail passenger service.
- Page #119 CA. 13 Transportation Disadvantaged Program - Status Report** **NO ACTION REQUIRED**
- The Metropolitan Transportation Planning Organization has asked for regular status reports concerning this program.

EXHIBIT 1



Florida Department of Transportation
Proposal Form
for EOG Work Program Amendment

Work Program Form - 07/2012

Florida Department of Transportation

** Work Program Amendment **

As of: 9/15/2016

To: Governor's Office of Planning and Budgeting

Amendment: 2017 02 019

From: O.W.P.

Subject: Proposed Amendment to the Adopted Work Program

Proposed
By:

 District or Assistant Secretary Signature

Debi Dahlberg


 Contact Person (please print)
Proposed
Action:
☒ Add
☐ Advance

☐ Defer
☐ Delete

Reason: **ADDS ITEM 4399331 FOR CONSTRUCTION ON TOWER ROAD FROM SW 26TH PLACE TO SW 8TH AVENUE IN ALACHUA COUNTY. PURSUANT TO CHAPTER 339.81, FLORIDA STATUTES, THIS PROJECT HAS BEEN IDENTIFIED AS A PRIORITY TO FULFILL THE LEGISLATURE'S INTENT ON DEVELOPING THE FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK (SUNTRAIL). BUDGET FROM 4361202.**

Consistency requirements for TIP and STIP: (applies to Federal Funds only)

District (Central Office if Statewide Program) proposed amendment is:

☒ Consistent with MPO's Transportation Improvement Program (TIP)

☐ TIP Amendment Required

Anticipate Approval by: ____/____/____

☐ Not applicable

☒ Consistent with State Transportation Improvement Program

☐ STIP Amendment Required

☐ Not applicable

TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:


 (contact person signature)

09 / 15 / 2016

(date)

Amendment: **2017 02 019**Proposed Work Program Amendment
Amendment: **2017 02 019**Item Number: **4399331**Contract Class: **EXTERN MNGD(NOT LAP)**County: **ALACHUA**District: **02**Description: **TOWER ROAD FROM SW 26TH PLACE TO SW 8TH AVE**Trans. System: **NON-SYSTEM SPECIFIC**Work Mix: **BIKE PATH/TRAIL**Phase: **54 CONSTRUCTION GRANT**Action: **ADD**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
State 100%	Yes	02	088717 ARTERIAL HIGHWAY CONSTRUCTION	2017		950,000
Total:						950,000

Budget Summary**FYR:2017**

District	Trust Fund	B.E.	Category	Description
02	2-540001	55150200	088717	ARTERIAL HIGHWAY CONSTR
			Allocation	4,903,776
			Programmed	4,841,377
			Balance	62,399

**CA.2**

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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Safe Routes to School Program - 2017 Applications

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and staff recommend that the Metropolitan Transportation Planning Organization support the following three Safe Routes to School applications:

- **Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project);**
- **Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and**
- **Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.**

BACKGROUND

The City of Gainesville has prepared an application for Safe Routes to School funding for a bicycle/pedestrian facility on NW 42nd Avenue between NW 13th Street and NW 6th Street. This facility will provide connectivity to Stephen Foster Elementary School.

Alachua County has prepared an application for Safe Routes to School funding to fill in sidewalk gaps on SE 43rd Street between Hawthorne Road and East University Avenue. This facility will provide connectivity to Lake Forest Elementary School and Eastside High School. Alachua County has also prepared an application to fill in sidewalk gaps on SW 24th Avenue between SW 77th Street and SW 87th Way and SW 91st Street between SW 17th Avenue and SW 24th Avenue. This project will provide connectivity to Chiles Elementary School.

The Fixing America's Surface Transportation Act does not include Safe Routes to School funding. However, the State of Florida established its own Safe Routes to School program. The deadline for applying for these funds is December 30, 2016.

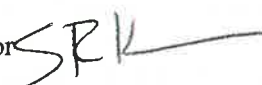
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Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.



November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program - 2017 Applications

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the and Metropolitan Transportation Planning Organization approve the submission of two Transportation Alternatives Program applications:

- Priority 1- Archer Road (State Road 24) between SW 23rd Terrace and SW 34th Street Midblock Crosswalk project application prepared by the City of Gainesville; and
- Priority 2- SW 20th Avenue Sidewalk Gap and Midblock Pedestrian Modifications project application prepared by Alachua County.

ADDITIONAL TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee also recommends that the Metropolitan Transportation Planning Organization investigate the status of the West University Avenue from Gale Lemerand Drive to West 13th Street Transportation Alternatives Program application and resubmit as needed.

STAFF RECOMMENDATION

Staff recommends that the Metropolitan Transportation Planning Organization:

1. Investigate the status of the West University Avenue from Gale Lemerand Drive to West 13th Street Transportation Alternatives Program application; and
2. Approve the submission of two Transportation Alternatives Program applications:
 - Priority 1- Archer Road (State Road 24) between SW 23rd Terrace and SW 34th Street Midblock Crosswalk project application prepared by the City of Gainesville; and
 - Priority 2- SW 20th Avenue Sidewalk Gap and Midblock Pedestrian Modifications project application prepared by Alachua County.

BACKGROUND

The Florida Department of Transportation has set a December 9, 2016 deadline for submission of applications for Transportation Alternatives Program funding. Exhibit 1 shows the priority list for transportation alternatives projects. This list was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on June 27, 2016.

The West University Avenue from Gale Lemerand Drive to West 13th Street Multimodal Corridor Project is identified in the Year 2040 Long-Range Transportation Plan to be funded by State Highway System funds. The Technical Advisory Committee recommendation to resubmit a Transportation Alternatives Program application for federal funding for this project would be inconsistent with the funding priorities in the Year 2040 Long-Range Transportation Plan and in the List of Priority Projects.

Attachment

EXHIBIT 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects Fiscal Years 2017-18 to 2021-22

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

**Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
1-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
2-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
SUNTrail Funds			
1-ST	Tower Road	FM SW 26 Place TO: SW 8 Avenue	Construct Multi-use Path
2-ST	Archer Road	FM: SW 76 Court TO: SW 43 Street	Construct Multi-use Path
3-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
4-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	NW 69 Terrace	FM: Newberry Road TO: NW 11 Place	Construct Sidewalk
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

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

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
 FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest;
 UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.




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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Florida Department of Transportation North Interstate 75 Master Plan

STAFF RECOMMENDATION

For Information Only

BACKGROUND

On November 3, 2016, the North Central Florida Regional Planning Council hosted a Florida Department of Transportation Central Office meeting regarding the North Interstate 75 Master Plan update. Attached are materials that were provided and discussed by Florida Department of Transportation Central Office staff regarding the North Interstate 75 Master Plan update.

Attachments

T:\Scott\SK17\MTPO\Memo\I-75_Master_Plan_materials.docx



North I-75 Master Plan

Project Meeting

November 3rd, 2016 – 10:00 AM

Location – North Central Florida Regional Planning Council
Gainesville, Florida

Agenda

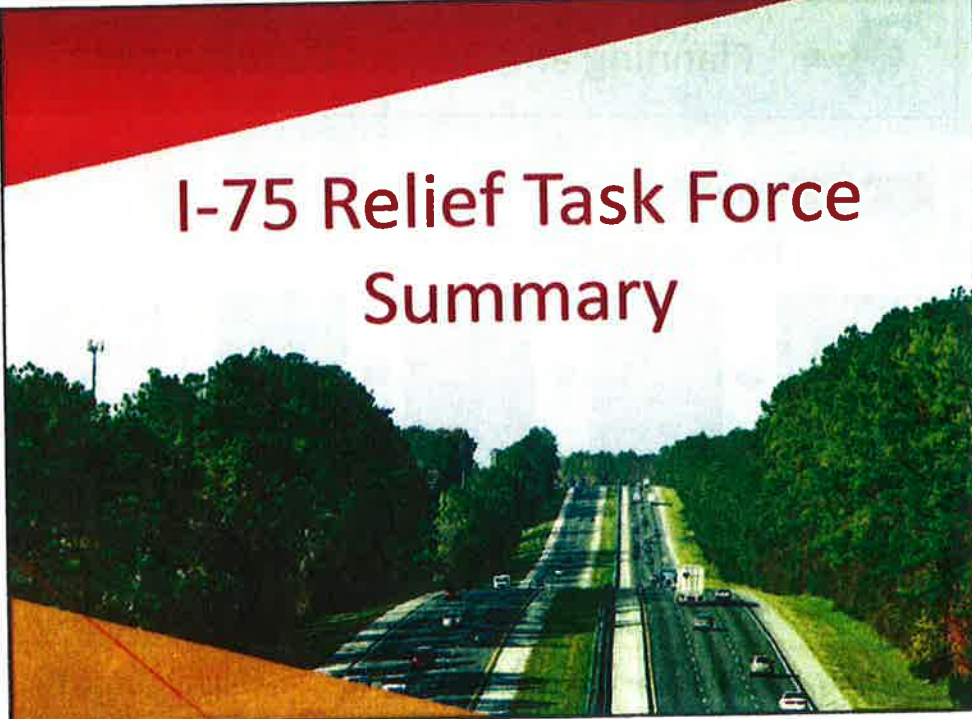
- I) Introductions
- II) I-75 Relief Task Force
 - Overview and Status Update
 - Recommendations
- III) North I-75 Master Plan
 - Purpose of the Study
 - Study Approach
 - Schedule
- IV) Staff Discussion
 - Potential Constraints
 - Consistency with Local Plans
 - Ongoing or Recent Studies
 - Other Items




**North I-75
Master Plan**

Project Meeting
North Central Florida Regional Planning Council
Gainesville, Florida

November 3, 2016




**I-75 Relief Task Force
Summary**




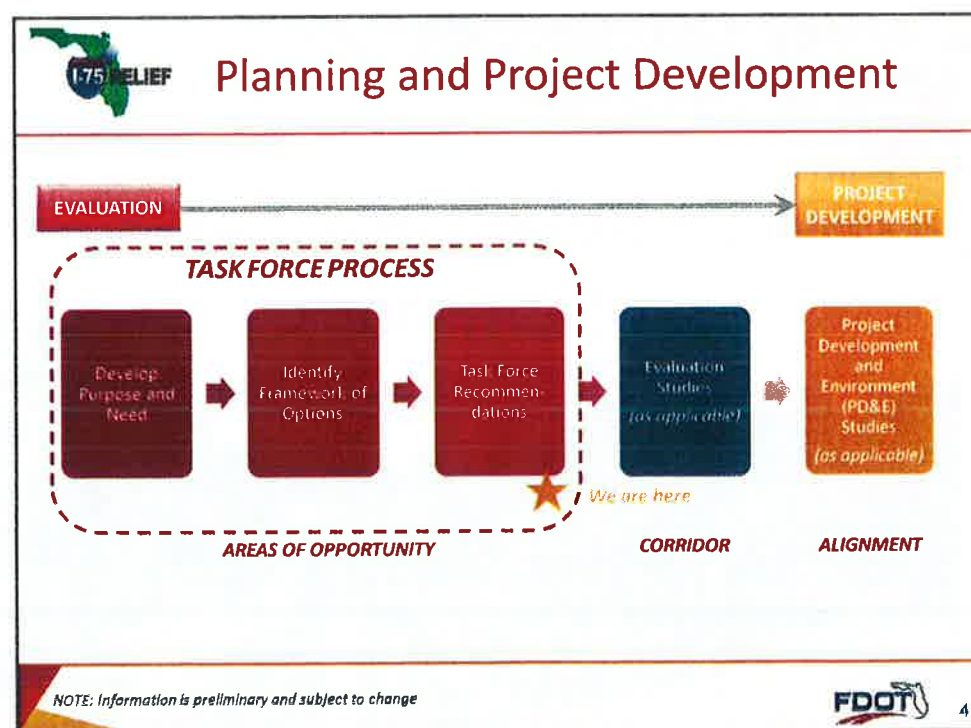
The I-75 Relief Task Force

- Established by Secretary Boxold in October 2015 with broad membership
- Overarching goals
 - Provide relief to I-75
 - Enhance regional connectivity
- Center Piece of Task Force Charge
 - Maximizing the use of existing transportation facilities
 - Developing new transportation facilities
 - Considering multiple modes and multiple uses
- Task Force recommendations submitted by October 1, 2016



NOTE: Information is preliminary and subject to change



3



I-75 RELIEF

Guiding Principles

Florida's FUTURE CORRIDORS



Conservation Countryside Centers and Communities Corridors

Consensus Building


NOTE: Information is preliminary and subject to change

FDOT 5

I-75 RELIEF

Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors

- Immediately optimize existing transportation corridors
- Evaluate potential enhancements to, or transformation of, existing transportation corridors
- Evaluate potential areas of opportunity for new multimodal, multiuse corridors after evaluation of enhancements to I-75 and other I-75 connector roads and determination of need




LEGEND

- Potential Areas of Opportunity for North-South Highway Enhancements
- Potential Areas of Opportunity for Non-Transportation
- Proposed Study Area West
- Corridor Key to Framework Corridor Study Area
- Initial Focus Area
- Water Rivers & Water Bodies
- Interstate Highway
- Toll Limited Access Facility
- Future Toll Limited Access Facility
- Major Road
- Active Railroads
- Public Bus
- Commercial Service Airport
- Military Airport

NOTE: Information is preliminary and subject to change


FDOT 6



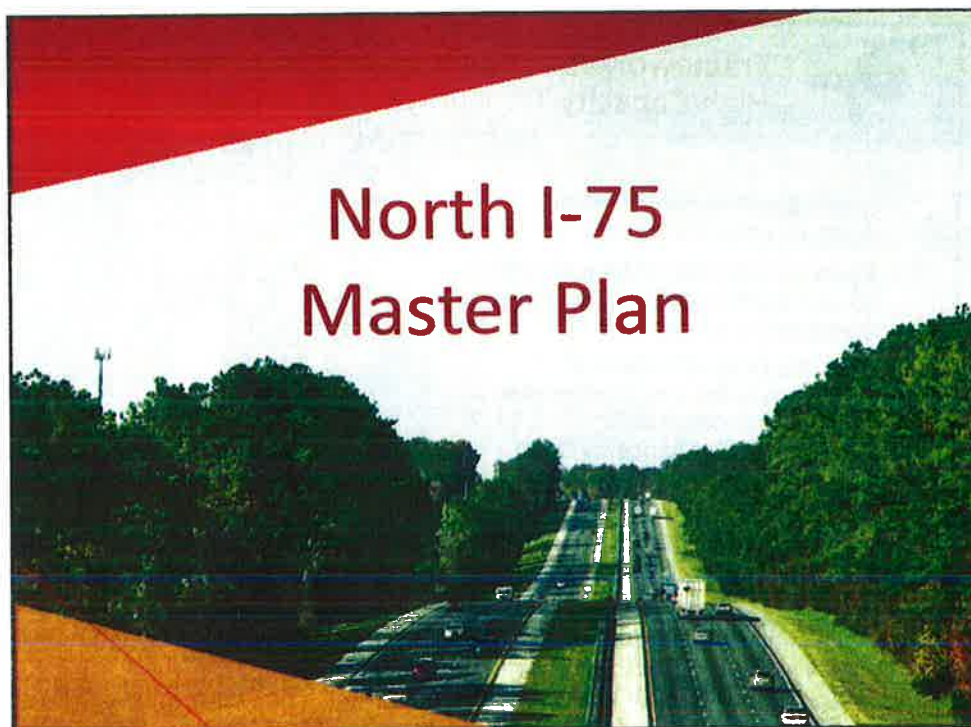
Evaluation Approach and Implementation

- Evaluate **framework of options**
- Implement a robust **public involvement process**
- **Identify and implement strategies to optimize and transform I-75**
- Evaluate enhancements to **U.S. 301, U.S. 41 and U.S. 441**
- Evaluate enhancements to **intercity bus, passenger rail, and freight rail services**
- Conduct evaluation studies of potential areas of opportunity for **new multimodal, multiuse corridors** after evaluation of the existing corridors

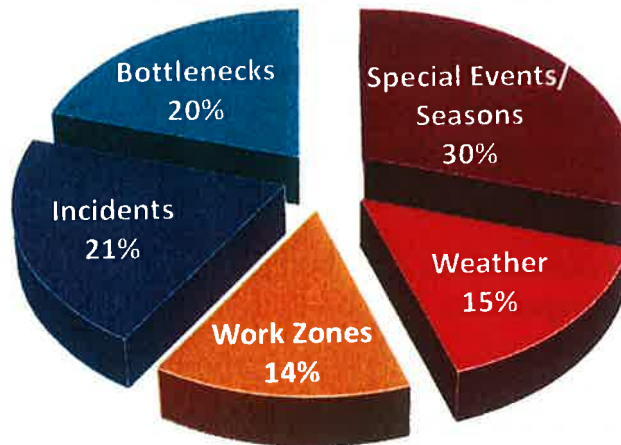
NOTE: Information is preliminary and subject to change



7



Primary Causes of Congestion on I-75



NOTE: Information is preliminary and subject to change



9

North I-75 Master Plan Study Overview

- Study Area – Hernando County to Columbia County/Duval County
- Focus on I-75 and Parallel Existing Corridors
 - US 301
 - US 41
 - US 441
- Evaluate **Capacity** consistent with **Local Plans**



NOTE: Information is preliminary and subject to change



10

Study Process

- **Evaluate Capacity/Maximize Existing Corridors**
 - I-75 and alternative parallel routes – US 301, US 41 and US 441
 - Look at recurring and non recurring congestion
 - Consistent with Comprehensive and Long Range Transportation Plans
- **Impacts to Social, Natural, Cultural and Physical Environmental**
 - Homes/Businesses
 - Wetlands
 - Historic Districts/Places
- **Estimate Project Cost**
 - Construction
 - Right of Way Acquisition
- **Coordination with Local Governments and the Public**

NOTE: Information is preliminary and subject to change



11

North I-75 Master Plan Schedule

- **Study NTP - August 2016**
- **Data Collection and Analysis – October 2016**
- **Conceptual Alternatives Analysis – February 2017**
- **Public Outreach – Throughout the entire process**
 - MPOs and BOCCs Study Update Meeting – Starting September 2016
- **Public Meetings – March 2017**

NOTE: Information is preliminary and subject to change



12

Staff Discussion

North I-75 Master Plan Study

- **Potential Constraints**
 - Right of Way
 - Cost
 - Environmental
 - Other
- **Consistency with Local Plans**
 - Roadways in Alachua County limited to four (4) lanes with the exception of I-75
- **Ongoing or Recent Studies**
 - US 301 Bypass
- **Other Items**
 - Complete Streets

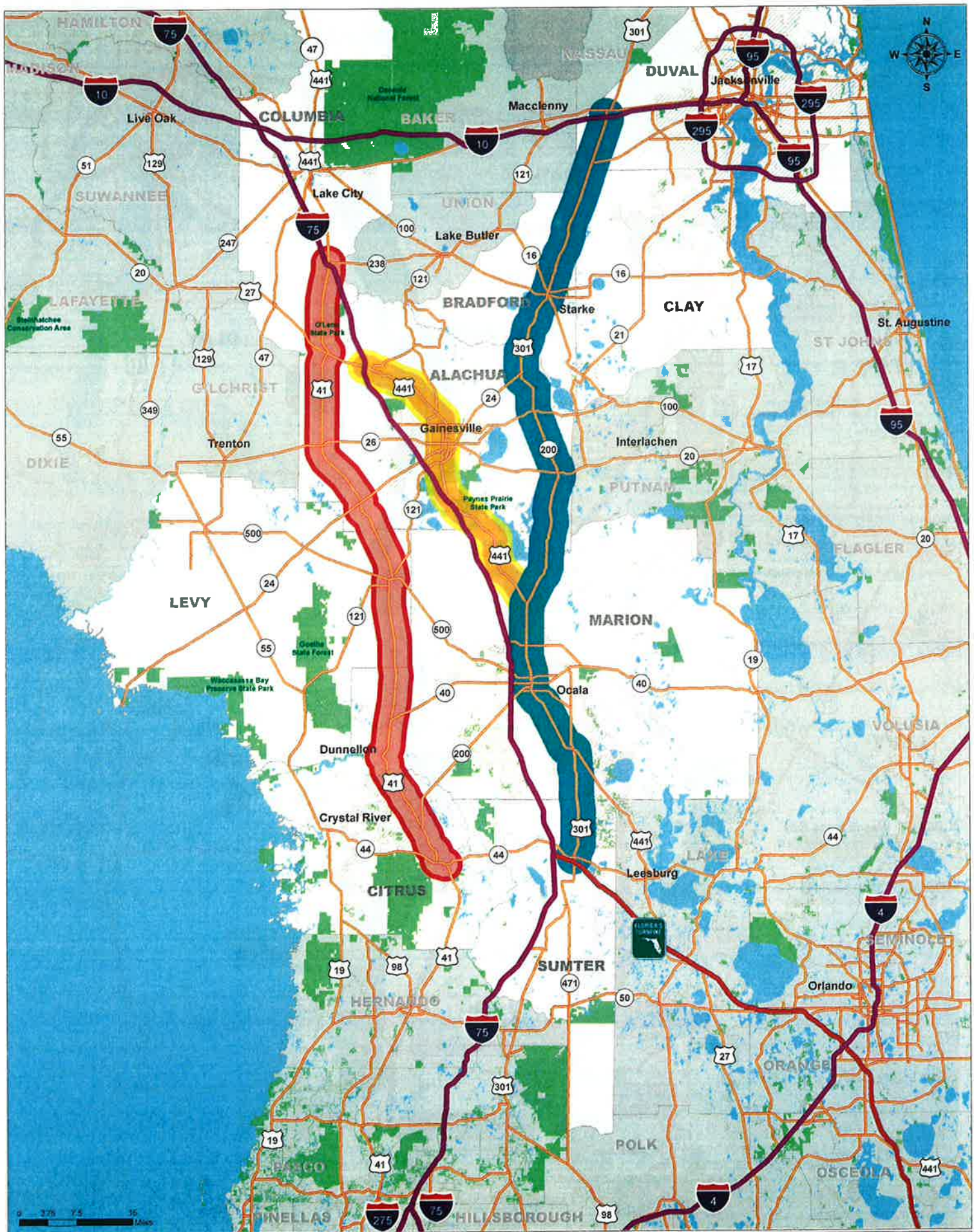


NOTE: Information is preliminary and subject to change



FOR MORE INFORMATION CONTACT:

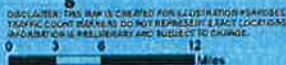
Huiwei Shen Manager, Systems Planning Office Florida Department of Transportation 850-414-4911 Huiwei.Shen@dot.state.fl.us	Jennifer Fortunas Manager, Systems Management Florida Department of Transportation 850-414-4909 Jennifer.fortunas@dot.state.fl.us
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FDOT North I-75 Master Plan Study Area

LEGEND

- Interstates
- Florida's Turnpike
- State Roads
- US 41 Study Area
- US 301 Study Area
- US 441 Study Area
- Water Bodies
- Parks/Recreation Areas
- 2010 Census Urbanized Area



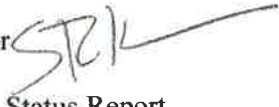
LEGEND

- | | | | | | |
|--|--------------------|--|-------------------|--|----------------------------|
| | Interstates | | US 41 Study Area | | Water Bodies |
| | Florida's Turnpike | | US 301 Study Area | | Parks/Recreation Areas |
| | State Roads | | US 441 Study Area | | 2010 Census Urbanized Area |

Footnote A – Confidentiality of the data was not guaranteed to the users of the data. The data were not confidential.



November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

No action required. This agenda item is for information only.

BACKGROUND

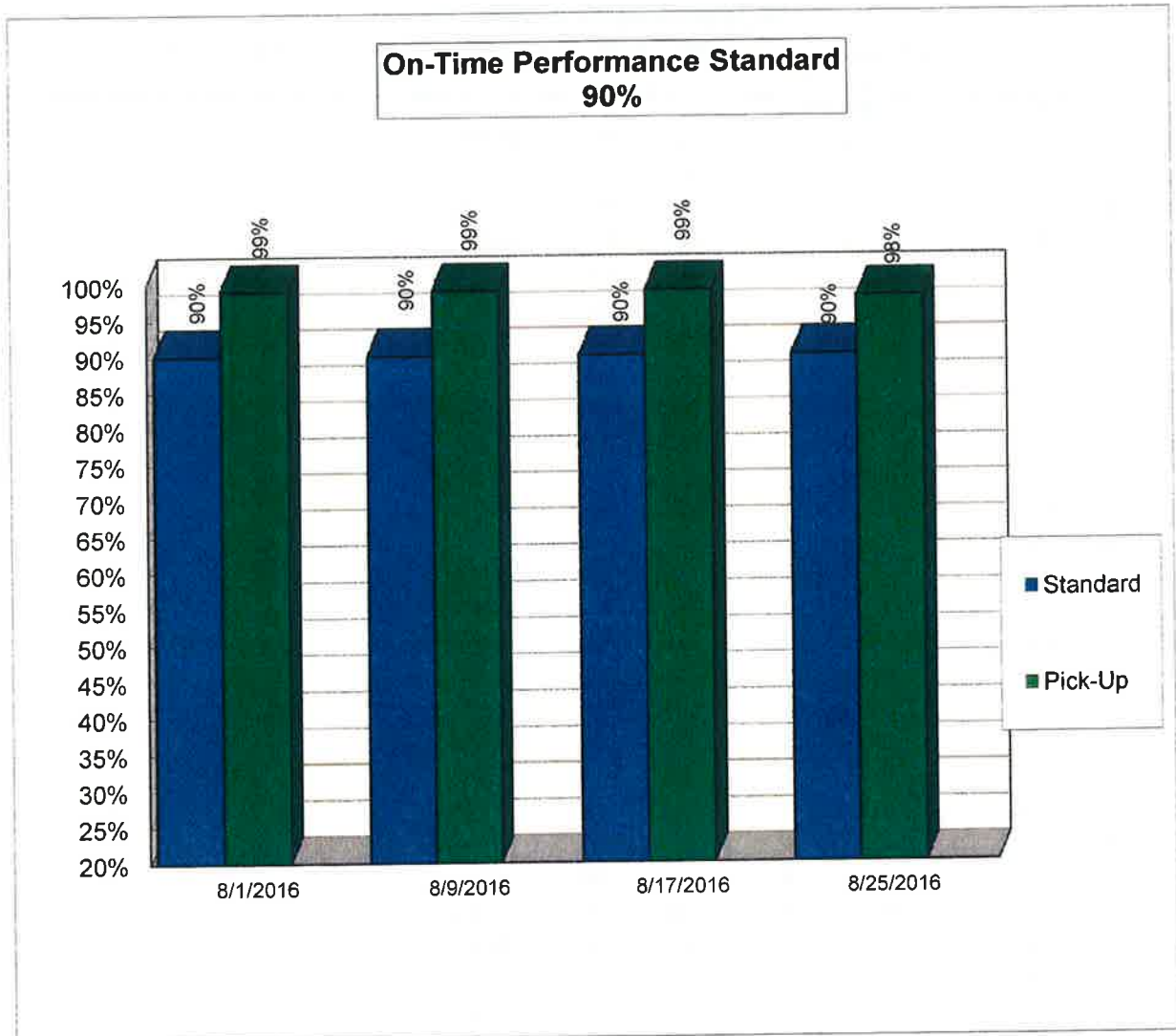
Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Report:
 - On-time performance
 - Complaints
 - Call hold time
 - Accidents
 - Roadcalls
2. MV Transportation Operations Report August 2016 - October 2016.

Attachments

t:\lynn\td2016\alachua\memos\statmtpodec.docx

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2016**



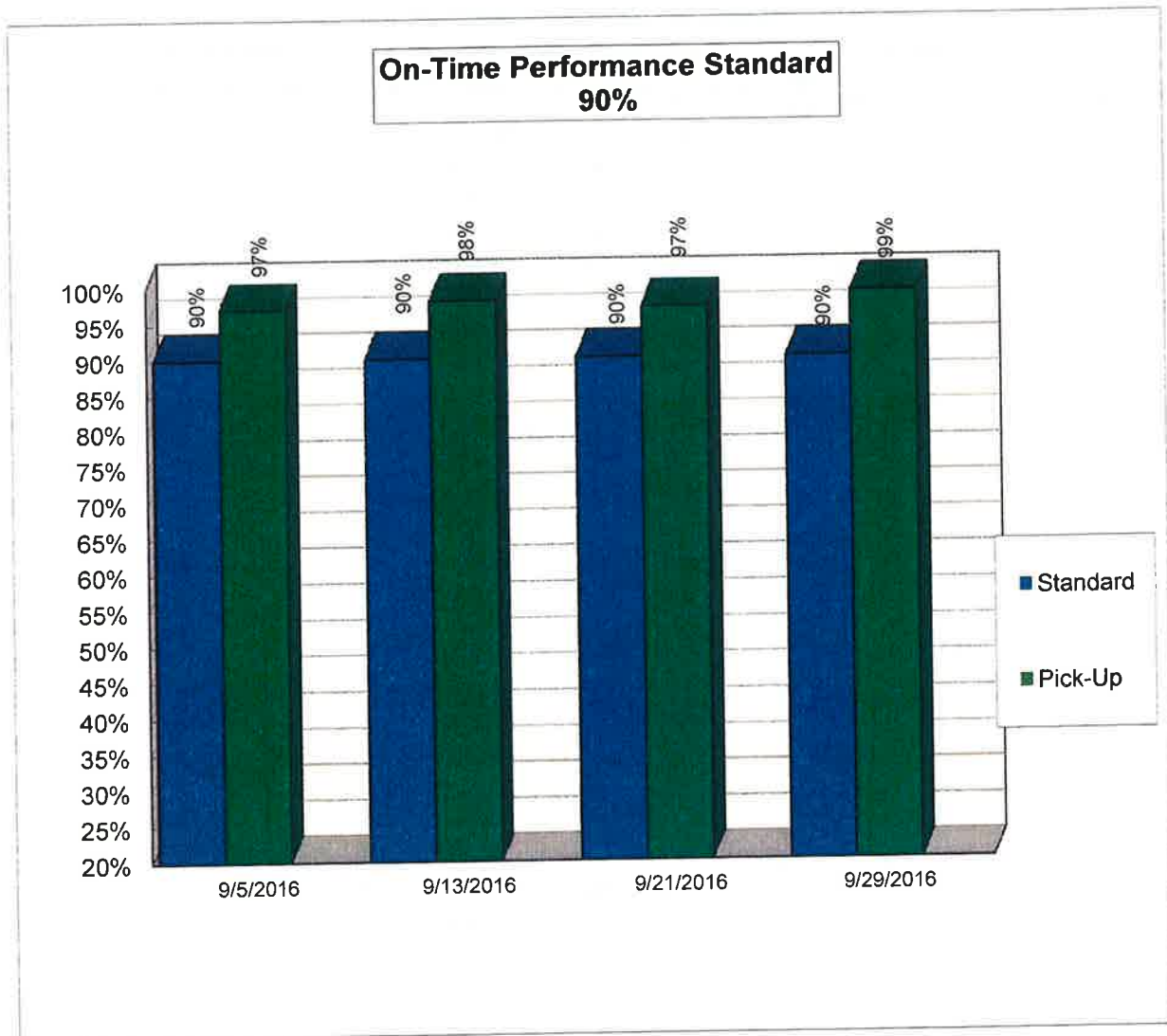
Early/Late Report - Monthly

Div 65 Gainesville, FL

Statistics by IWeb (c) 2006 MV Transportation, Inc. - Last Queried: 09/07/16 02:52:59 PAC

August 2016 (Early Win: 31 Late Win: 61)																		
Stop Types							Total				Sub Categories							
Date	DoW	Trips	NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
08/01/16	Mon	368	24	0	0	0	0	392	390	2	99.49%	0	62	2	0	0	0	0
08/02/16	Tue	350	20	0	0	0	0	370	365	5	98.65%	1	68	3	1	1	0	0
08/03/16	Wed	374	17	0	0	0	0	391	390	1	99.74%	0	83	0	1	0	0	0
08/04/16	Thu	380	19	0	0	0	0	399	397	2	99.50%	0	73	2	0	0	0	0
08/05/16	Fri	295	30	0	0	0	0	325	321	4	98.77%	0	66	3	1	0	0	0
08/06/16	Sat	144	10	0	0	0	0	154	152	2	98.70%	0	27	1	1	0	0	0
08/07/16	Sun	33	0	0	0	0	0	33	30	3	90.91%	2	3	1	0	2	0	0
08/08/16	Mon	345	24	0	0	0	0	369	364	5	98.64%	1	78	3	1	1	0	0
08/09/16	Tue	331	17	0	0	0	0	348	346	2	99.43%	1	65	1	0	1	0	0
08/10/16	Wed	360	25	0	0	0	0	385	372	13	96.62%	4	68	7	2	3	1	0
08/11/16	Thu	304	18	0	0	0	0	319	318	1	99.69%	0	50	0	1	0	0	0
08/12/16	Fri	350	25	0	0	0	0	376	374	2	99.47%	0	68	2	0	0	0	0
08/13/16	Sat	138	11	0	0	0	0	149	143	6	95.97%	2	17	3	1	2	0	0
08/14/16	Sun	44	1	0	0	0	0	45	43	2	95.56%	1	6	0	1	1	0	0
08/15/16	Mon	355	19	0	0	0	0	374	373	1	99.73%	0	70	1	0	0	0	0
08/16/16	Tue	401	20	0	0	0	0	421	406	15	96.44%	0	63	11	4	0	0	0
08/17/16	Wed	361	23	0	0	0	0	384	383	1	99.74%	0	58	0	1	0	0	0
08/18/16	Thu	351	20	0	0	0	0	371	358	13	96.50%	5	59	7	1	4	1	0
08/19/16	Fri	349	28	0	0	0	0	377	362	15	96.02%	6	53	4	5	6	0	0
08/20/16	Sat	130	15	0	0	0	0	145	143	2	98.62%	1	28	1	0	0	1	0
08/21/16	Sun	40	1	0	0	0	0	41	40	1	97.56%	0	5	1	0	0	0	0
08/22/16	Mon	345	32	0	0	0	0	377	371	6	98.41%	3	72	3	0	1	1	1
08/23/16	Tue	375	25	0	0	0	0	400	393	7	98.25%	1	58	3	3	1	0	0
08/24/16	Wed	391	24	0	0	0	0	415	411	4	99.04%	2	76	1	1	2	0	0
08/25/16	Thu	382	29	0	0	0	0	411	403	8	98.05%	1	73	4	3	1	0	0
08/26/16	Fri	311	23	0	0	0	0	334	331	3	99.10%	1	70	1	1	1	0	0
08/27/16	Sat	150	11	0	0	0	0	161	158	3	98.14%	0	33	2	1	0	0	0
08/28/16	Sun	46	0	0	0	0	0	46	45	1	97.83%	0	8	0	1	0	0	0
08/29/16	Mon	381	35	0	0	0	0	416	408	8	98.08%	4	62	3	1	4	0	0
08/30/16	Tue	407	14	0	0	0	0	421	410	11	97.39%	4	64	4	3	4	0	0
08/31/16	Wed	379	37	0	0	0	0	416	409	7	98.32%	1	68	6	0	1	0	0
Total:		8,970	595	0	0	0	0	9,565	9,409	156	98.37%	41	1,654	80	35	36	4	1

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, SEPTEMBER 2016**



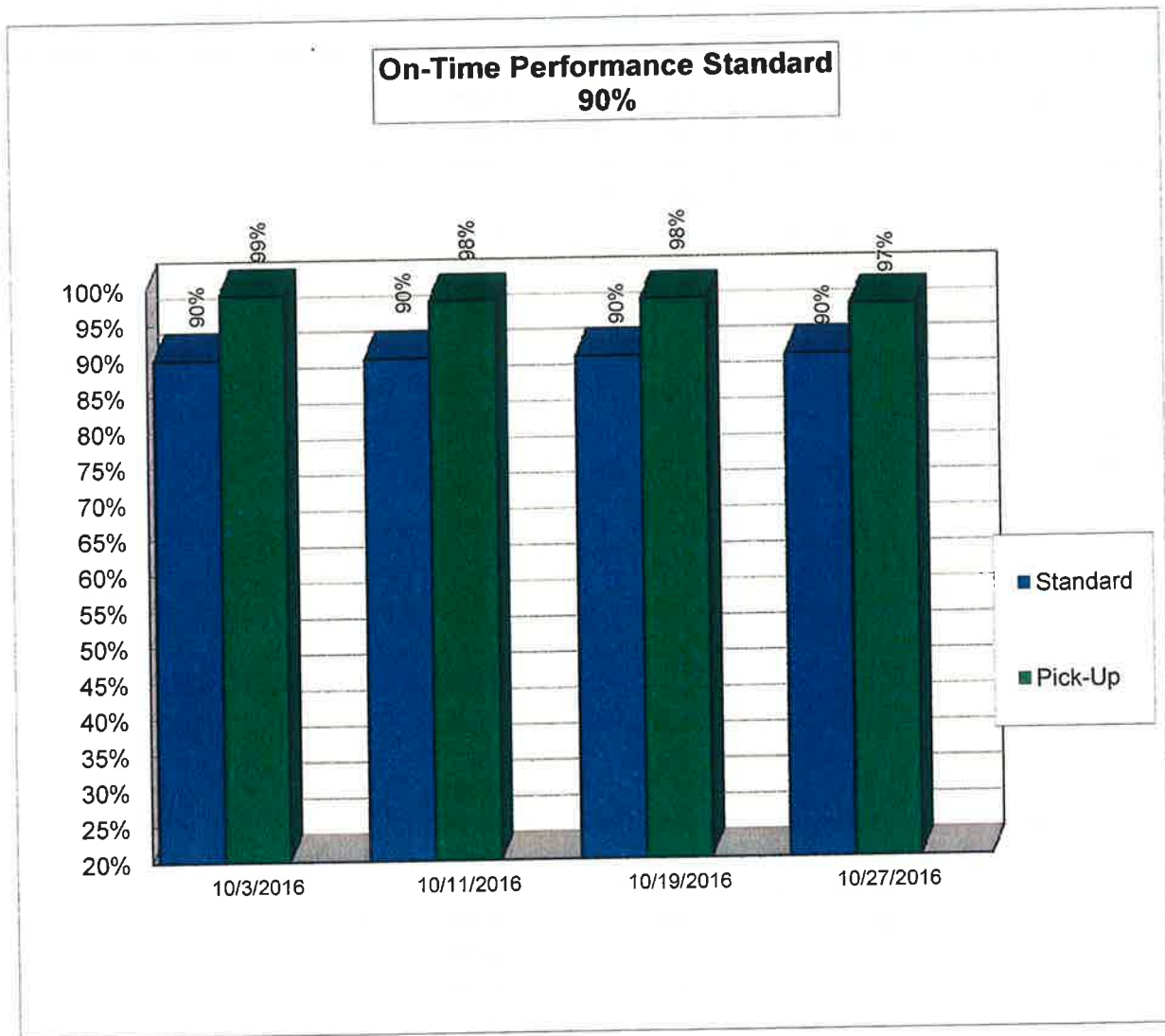
Early/Late Report - Monthly

Div 65 Gainesville, FL

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 10/04/16 08:41:39 PAC

September 2016 (Early Win: 31 Late Win: 61)																		
Stop Types							Total	Total	Total	Total	Sub Categories							
Date	DoW	Trips	NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
09/01/16	Thu	301	32	0	0	0	0	331	318	13	96.07%	9	53	2	2	2	2	0
09/02/16	Fri	102	40	0	0	0	0	142	136	6	95.77%	4	38	1	1	1	2	1
09/03/16	Sat	151	14	0	0	0	0	165	155	10	93.94%	1	24	1	2	1	0	0
09/04/16	Sun	42	1	0	0	0	0	43	43	0	100.00%	0	3	0	0	0	0	0
09/05/16	Mon	100	15	0	0	0	0	115	111	4	96.52%	1	17	2	1	1	0	0
09/06/16	Tue	364	36	0	0	0	0	390	379	11	97.18%	1	57	5	5	0	1	0
09/07/16	Wed	448	22	0	0	0	0	477	459	18	96.23%	6	78	10	3	3	2	0
09/08/16	Thu	367	23	0	0	0	0	390	380	10	97.44%	5	60	4	1	5	0	0
09/09/16	Fri	364	30	0	0	0	0	394	391	3	99.24%	0	65	2	1	0	0	0
09/10/16	Sat	134	8	0	0	0	0	142	138	4	97.18%	0	33	4	0	0	0	0
09/11/16	Sun	30	1	0	0	0	0	31	31	0	100.00%	0	4	0	0	0	0	0
09/12/16	Mon	336	21	0	0	0	0	357	356	1	99.72%	0	74	1	0	0	0	0
09/13/16	Tue	377	23	0	0	0	0	400	390	10	97.50%	1	50	9	0	1	0	0
09/14/16	Wed	394	25	0	0	0	0	419	413	6	98.57%	2	74	2	2	0	0	2
09/15/16	Thu	402	22	0	0	0	0	424	420	4	99.06%	0	67	1	3	0	0	0
09/16/16	Fri	359	32	0	0	0	0	391	383	8	97.95%	2	46	4	2	0	2	0
09/17/16	Sat	140	20	0	0	0	0	160	155	5	96.88%	0	16	5	0	0	0	0
09/18/16	Sun	36	0	0	0	0	0	35	33	2	94.29%	0	9	2	0	0	0	0
09/19/16	Mon	379	28	0	0	0	0	407	400	7	98.28%	0	68	3	4	0	0	0
09/20/16	Tue	349	34	0	0	0	0	383	377	6	98.43%	0	61	3	3	0	0	0
09/21/16	Wed	402	38	0	0	0	0	440	428	12	97.27%	1	71	9	2	0	1	0
09/22/16	Thu	387	17	0	0	0	0	404	398	6	98.51%	4	66	0	2	4	0	0
09/23/16	Fri	354	23	0	0	0	0	377	370	7	98.14%	0	64	2	5	0	0	0
09/24/16	Sat	140	4	0	0	0	0	144	142	2	98.61%	0	28	2	0	0	0	0
09/25/16	Sun	32	0	0	0	0	0	32	32	0	100.00%	0	1	0	0	0	0	0
09/26/16	Mon	335	22	0	0	0	0	357	357	0	100.00%	0	62	0	0	0	0	0
09/27/16	Tue	353	21	0	0	0	0	374	374	0	100.00%	0	35	0	0	0	0	0
09/28/16	Wed	374	21	0	0	0	0	395	391	4	98.99%	1	56	1	2	0	0	1
09/29/16	Thu	339	15	0	0	0	0	354	349	5	98.59%	0	59	2	3	0	0	0
09/30/16	Fri	344	18	0	0	0	0	362	354	8	97.79%	0	62	6	2	0	0	0
Total:		8,234	601	0	0	0	0	8,835	8,663	172	98.05%	37	1,387	89	46	23	10	4

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, OCTOBER 2016**



Early/Late Report - Monthly

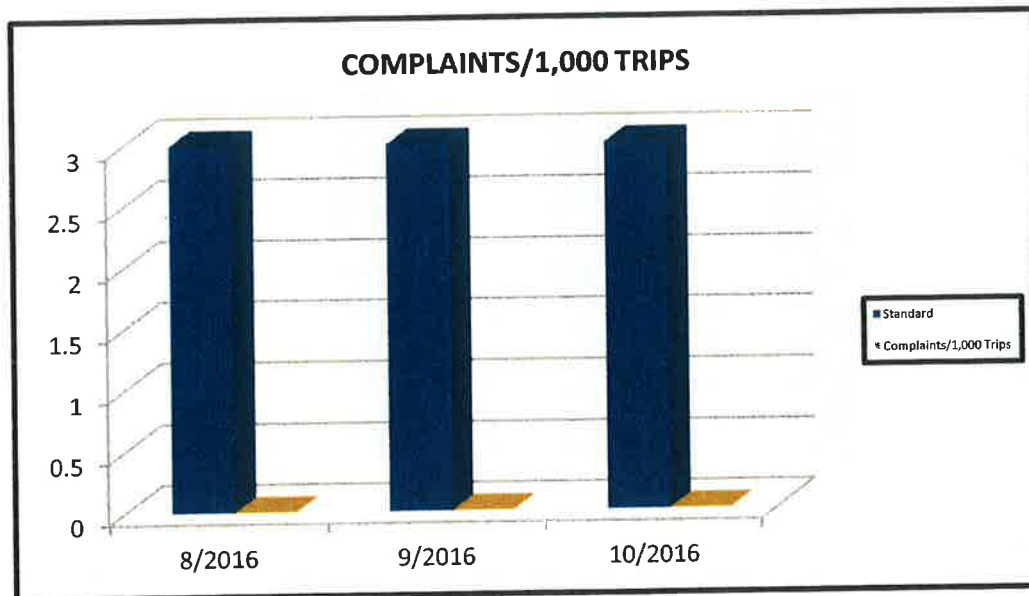
Div 65 Gainesville, FL

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 11/02/16 02:51:25 PAC

October 2016 (Early Win: 31 Late Win: 61)																		
Stop Types								Total	Total	Total	Total	Sub Categories						
Date	DoW	Trips	NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	Oto15	16to30	31to60	61to90	91+
10/01/16	Sat	128	11	0	0	0	0	139	138	1	99.28%	0	24	1	0	0	0	0
10/02/16	Sun	33	1	0	0	0	0	34	34	0	100.00%	0	7	0	0	0	0	0
10/03/16	Mon	361	16	0	0	0	0	377	372	5	98.67%	0	64	2	3	0	0	0
10/04/16	Tue	382	23	0	0	0	0	405	402	3	99.26%	0	58	2	1	0	0	0
10/05/16	Wed	411	27	0	0	0	0	438	435	3	99.32%	0	79	3	0	0	0	0
10/06/16	Thu	345	26	0	0	0	0	371	363	8	97.84%	2	42	5	1	2	0	0
10/08/16	Sat	99	3	0	0	0	0	102	100	2	98.04%	1	12	0	1	1	0	0
10/09/16	Sun	61	10	0	0	0	0	71	70	1	98.59%	1	12	0	0	1	0	0
10/10/16	Mon	351	31	0	0	0	0	382	377	5	98.69%	2	81	3	0	0	1	1
10/11/16	Tue	393	21	0	0	0	0	414	406	8	98.07%	0	60	3	5	0	0	0
10/12/16	Wed	425	30	0	0	0	0	455	445	10	97.80%	1	71	6	3	1	0	0
10/13/16	Thu	355	28	0	0	0	0	383	368	15	96.08%	4	52	7	4	3	0	1
10/14/16	Fri	339	34	0	0	0	0	373	369	4	98.93%	1	61	3	0	1	0	0
10/15/16	Sat	119	21	0	0	0	0	140	134	6	95.71%	2	29	2	2	2	0	0
10/16/16	Sun	55	3	0	0	0	0	58	53	5	91.38%	0	3	3	2	0	0	0
10/17/16	Mon	331	21	0	0	0	0	352	342	10	97.16%	1	54	5	4	1	0	0
10/18/16	Tue	383	32	0	0	0	0	415	413	2	99.52%	1	59	0	1	1	0	0
10/19/16	Wed	375	17	0	0	0	0	392	387	5	98.72%	0	49	2	3	0	0	0
10/20/16	Thu	349	24	0	0	0	0	373	369	4	98.93%	2	62	0	2	1	0	1
10/21/16	Fri	319	32	0	0	0	0	351	335	16	95.44%	3	38	9	4	2	1	0
10/22/16	Sat	138	9	0	0	0	0	147	146	1	99.32%	0	34	1	0	0	0	0
10/23/16	Sun	50	1	0	0	0	0	51	47	4	92.16%	0	4	4	0	0	0	0
10/24/16	Mon	340	25	0	0	0	0	365	362	3	99.18%	0	70	3	0	0	0	0
10/25/16	Tue	406	17	0	0	0	0	423	417	6	98.58%	2	38	3	1	1	1	0
10/26/16	Wed	362	21	0	0	0	0	383	375	8	97.91%	3	51	4	1	2	1	0
10/27/16	Thu	362	32	0	0	0	0	394	382	12	96.95%	4	41	6	2	4	0	0
10/28/16	Fri	344	27	0	0	0	0	371	359	12	96.77%	3	58	6	3	2	1	0
10/29/16	Sat	121	17	0	0	0	0	138	137	1	99.28%	0	39	0	1	0	0	0
10/30/16	Sun	38	3	0	0	0	0	41	41	0	100.00%	0	5	0	0	0	0	0
10/31/16	Mon	381	26	0	0	0	0	407	405	2	99.51%	0	66	1	1	0	0	0
Total:		8,156	589	0	0	0	0	8,745	8,583	162	98.15%	33	1,333	84	45	25	5	3

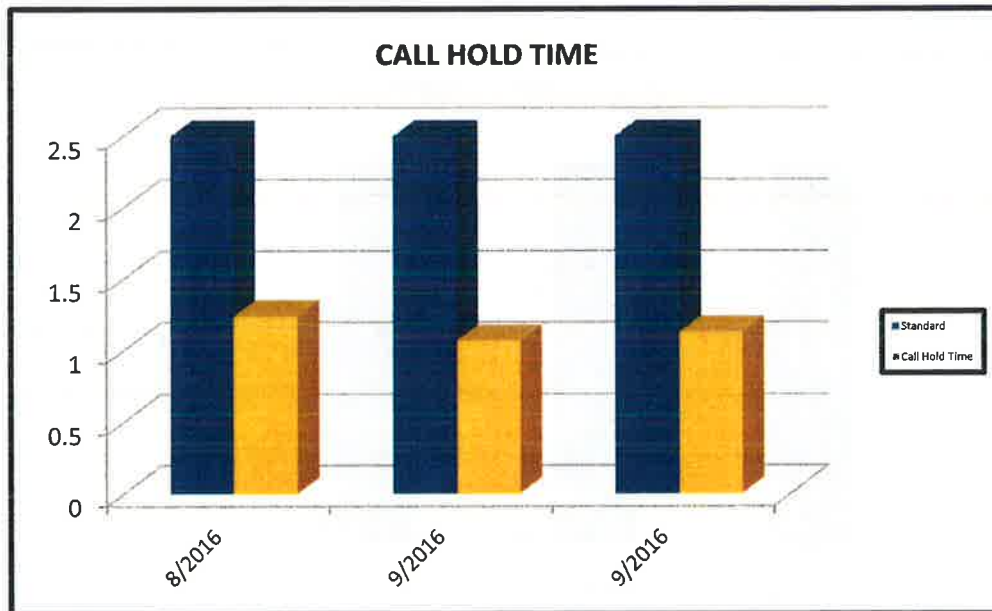
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST - OCTOBER 2016**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
8/2016	3	0
9/2016	3	0
10/2016	3	0



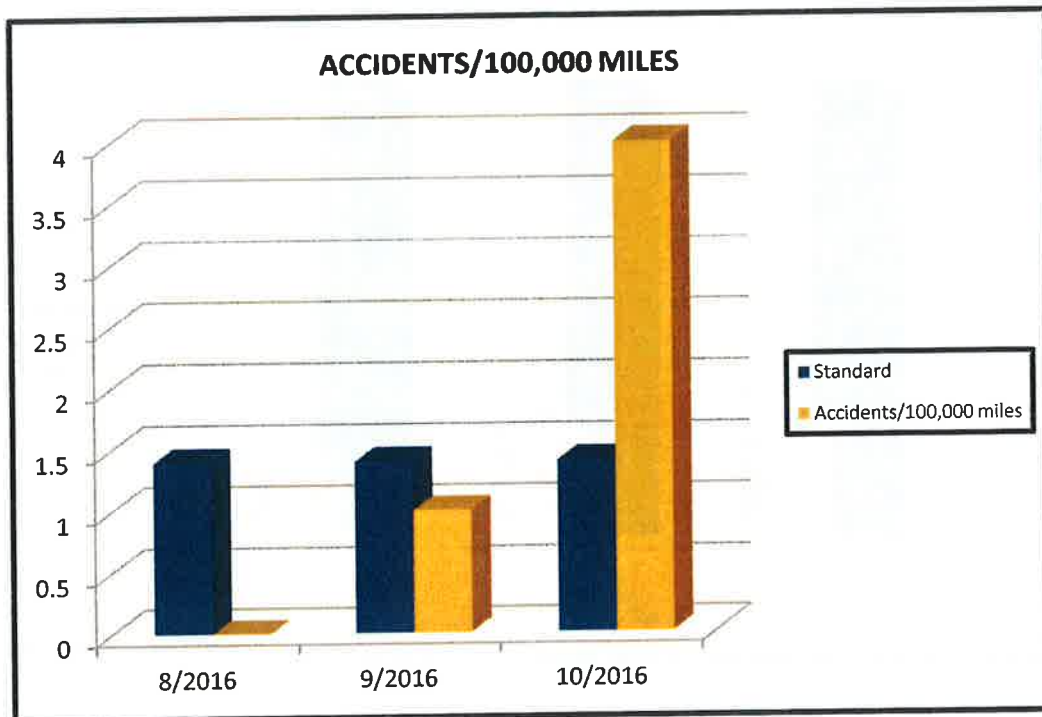
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST - OCTOBER 2016**

MONTH	STANDARD	CALL HOLD TIME
8/2016	2.5	1.24
9/2016	2.5	1.07
9/2016	2.5	1.13



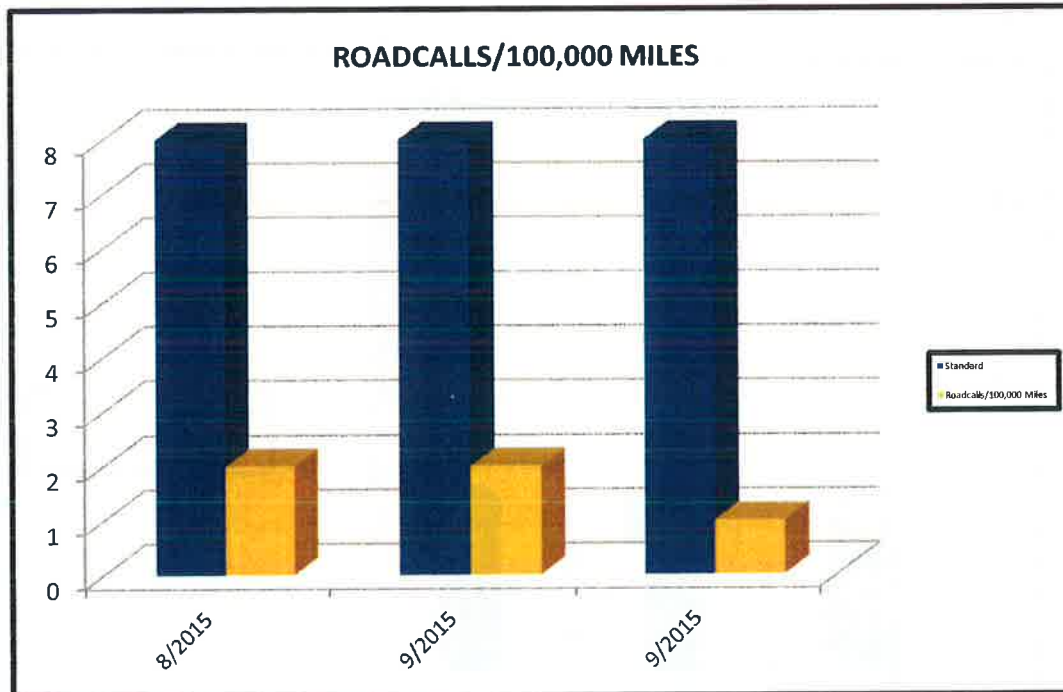
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY AUGUST - OCTOBER 2016**

MONTH	STANDARD	ACCIDENTS/100,000 MILES
8/2016	1.4	0
9/2016	1.4	1
10/2016	1.4	4



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST - OCTOBER 2016**

MONTH	STANDARD	ROADCALLS/100,000 MILES
8/2015	8	2
9/2015	8	2
9/2015	8	1



2016-2017 OPERATING DATA	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Total No Trips Invoiced	6,992	7,679	7,102	7,001								
HMO Medicaid (Access to Care)	855	379	353	334								
HMO Medicaid (MTM)	208	170	202	167								
Transportation Disadvantaged Program	1,629	1,734	1,798	1,601								
City of Gainesville ADA Service	3,750	4,639	4,024	4,052								
Florida Department of Transportation 5311	178	127	148	172								
Florida Department of Transportation 5310	124	150	108	113								
Alachua County	229	446	447	535								
Elder Care	29	34	22	27								
Total Vehicle Miles	98,231	105,351	98,987	92,009								
Total Vehicle Hours	5,814	6,368	6,037	5,873								
Average Miles per Trip	14	14	14	13	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	312	296	296	221								
Number Trips Denied	0	0	0	0								
Accidents	0	1	1	4								
RoadCalls	3	2	2	1								
Commendations	8	6	8	10								
Complaints	5	4	5	3								
Telephone Calls	9,288	10,073	9,596	9,647								
Average Call On-Hold Time	1.25	1.24	1.07	1.13								




CA.6
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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Metropolitan Planning Organization Advisory Council Strategic Directions Plan

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its approved Strategic Directions Plan.

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Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.



*Mayor Susan Haynie
Chairperson*

The Florida Metropolitan Planning Organization Advisory Council

SKME

RECEIVED

NOV 16 2016

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**

MEMORANDUM

DATE: November 14, 2016
TO: MPOAC Governing Board & Staff Directors
FROM: Carl Mikyska, Executive Director *Carl Mikyska*
SUBJECT: Final MPOAC Strategic Directions Plan

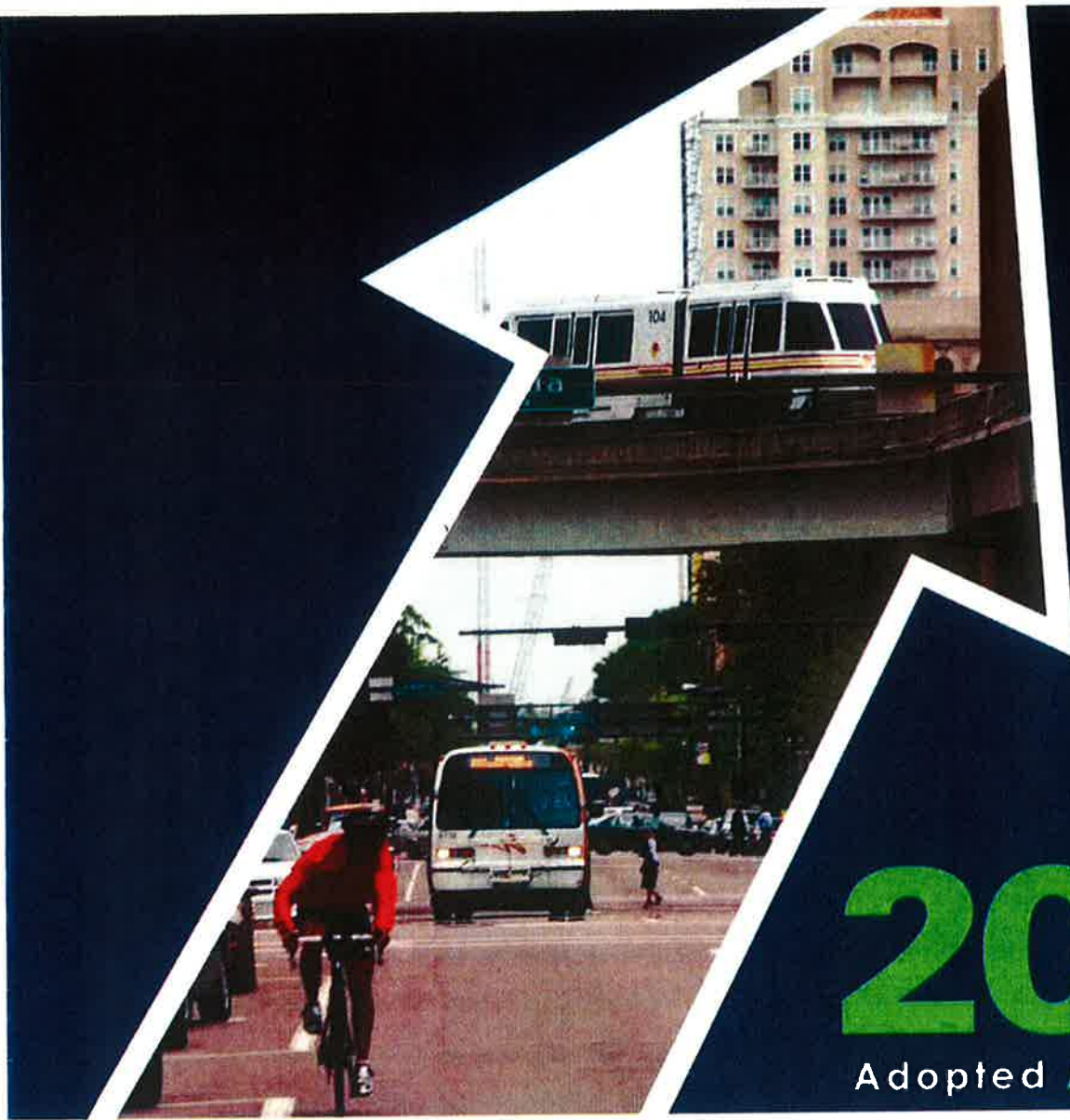
On April 28, 2016 the MPOAC Governing Board adopted the MPOAC Strategic Directions Plan which marked the final step in a several month long process. Please find attached a printed version for your use. My many thanks to the volunteers who generously gave their time to participate on the Strategic Directions Advisory Committee and shape the future of MPOAC.

I also want to take a moment to recognize and thank Jeff Kramer and the team at CUTR for producing this very attractive document which we are pleased to share with you. A PDF version of this printed, formal document is available on the mpoac.org website.

Should you have any questions please call me at (850) 414-4062 or Brigitte Messina at (850) 414-4037.

CM/bm





2016

Adopted April 28, 2016

MPOAC Strategic Directions Plan



MPOAC Mission Statement

The MPOAC improves transportation planning and education by engaging and equipping its members* to deliver results through shared innovations, best practices, enhanced coordination, communication and advocacy.

Guiding Principles in Developing the MPOAC Strategic Plan

- ***Maximize the role of the MPOAC in transportation policy, planning and education.***
- ***Serve as a state transportation leader and agent of positive change.***
- ***Empower and enable individual M/TPOs to do their jobs better.***
- ***Provide opportunities for MPOAC members (MPO elected officials and staff) to participate in committee and workgroup efforts to enhance the organization's mission and impact.***
- ***Evaluate MPOAC's organizational effectiveness in implementing the strategic goals, objectives & actions.***

GOAL A. The MPOAC will support the sharing of best practices, and help coordinate and communicate with members and other organizations.

Objective 1:

The MPOAC will convene working groups to determine how best to share information on best practices and innovations with members and other interested parties.

Implementation Actions

- a) Establish an MPOAC best practice working group to develop a process for:
- Identifying MPOAC best practices & successes. Vetting and establishing a repository of best practices and successful strategies, and consider branding a set of MPOAC best practices and successful strategies.
 - Implementation of new MPOAC operational and topical best practices workshops. The working group will recommend the design, funding/budget, administration and marketing of an MPOAC best practices workshop. These should include:
 - Operational, e.g. Federal certification reviews, member orientation process best practices, budgeting/funding, business and strategic planning, benefit procurement, etc.; and
 - Topical, e.g. automated/connected vehicles, technology/data management, public participation, sunshine/ethics, etc., that can be presented in workshops.
 - Recognition of Innovation. Consider the creation of a recognition or awards program as part of the best practices workshops.

- b) **Establish an MPOAC Bike and Pedestrian working group** to share information and best practices in coordination with the State, including complete streets.

Objective 2:

The MPOAC will implement effective internal and external communication and coordination strategies with members and other organizations.

Implementation Actions

- a) **Create an MPOAC Communications Workgroup** to assess the current internal and external communications strategies and recommend how to improve and provide additional opportunities for communicating among members, serving as a clearinghouse of information and communicating with other organizations. The Workgroup should consider the use of tools such as: an email blast; share point website; quarterly newsletters; and improving/upgrading the MPOAC website as a more interactive site.
- b) **MPOAC Quarterly Meeting Format.** The Workgroup should review the MPOAC quarterly meeting format and consider whether it might be adjusted to better serve as a vehicle for communication and sharing of best practices (e.g. opportunity for video streaming, etc.).
- c) **Opportunity for Member Participation.** The Workgroup should review ways to enhance the opportunity for member participation in and communication about the existing MPOAC committees and workgroups.

GOAL B. The MPOAC will expand leadership training and education to engage members and build competence.

Objective 1:

The MPOAC will increase participation in the MPOAC Institute as the core leadership and educational program.

Implementation Actions

- a) Continue to support the delivery and update of the MPOAC Institute. Support the historic funding and support of the MPOAC Institute.
- b) Expand participation in the MPOAC Institute. Develop recommendations regarding the cost/benefits of expanding participation in the MPOAC Institute and in developing an advanced MPOAC Institute for graduates of the MPOAC Institute.
 - Require members of the MPOAC Governing Board to participate in an MPOAC Institute program.
 - Recommend members strongly encourage their chairs to participate in the MPOAC Institute as a requirement for serving.
- c) Exporting MPOAC Institute components. Explore how to feature and expand components of the Institute in other organizational settings (e.g. best practices workshop, a la FAC certification program, MPOAC quarterly meetings, MPO advisory committees, etc.)

Objective 2:

Develop an MPOAC sponsored training program.

Implementation Actions

- a) **Establish an MPOAC Training Workgroup** to develop recommendations regarding member and staff training and education strategies and topics, the funding and development, and the sharing of member standardized training materials.
- b) **National Training Opportunities.** Explore opportunities, in coordination with FDOT, AMPO and NARC to bring member and staff training programs by national organizations to Florida.
- c) **Online Training.** Explore the applicability and cost effectiveness of delivery vehicles such as online digital web-based distance learning.
- d) **Train the Trainers Approach.** Explore the development of a "train the trainers" workshop to enable member staff to offer training to their staff.

GOAL C. The MPOAC will advocate and collaboratively lead effective local, regional and statewide transportation policy and planning.

Objective 1:

The MPOAC will take steps to develop a stronger relationship with the Florida Transportation Commission

Implementation Actions

- a) **MPOAC Representative on the FTC.** Make it an MPOAC legislative priority to include a MPOAC representative as a member of the FTC.
- b) **MPOAC Presentations to the FTC.** MPOAC should make regular update presentations at each FTC meeting.
- c) **Strengthen MPOAC & FTC Coordination.** Strengthen the coordination between the FTC and MPOAC including offering expertise and advice on matters related to effective local and regional transportation policy and planning.

Objective 2:

Optimize the MPOAC relationship with the FDOT Central Office and the Districts to advance shared goals and member missions and programs.

Implementation Actions

- a) **Document FDOT/MPOAC Relationship.** Document the existing Central office staff relationship in terms of information flow, roles and responsibilities.
- b) **Regular Briefings/Update with FDOT.** Establish regular briefing and update meetings with the MPOAC Executive Director and the FDOT Secretary and the Office of Policy and Planning staff to

provide regular communication on issues impacting the MPOAC and its members and strengthen the relationship.

- c) **Update FDOT/MPOAC Procedures.** Work with FDOT to establish a formal endorsement procedure with the MPOAC for all documents that pertain to the administration of MPOs.
- d) **Enhance the relationship of MPOAC and Districts** on local and regional transportation policy and projects by encouraging the participation of District representatives and liaisons in MPOAC meetings, best practice workshops and other MPOAC activities.

Objective 3:

Strengthen the MPOAC relationship and coordination with USDOT to advance member missions and programs.

Implementation Actions

- a) **Enhance the MPOAC & FHWA Relationship.** Work with USDOT to strengthen FHWA relationship with the MPOAC and members beyond the Four Year Reviews, by participating in the FHWA annual audit process and communicating on a more regular basis to clarify issues and review areas of emphasis.

Objective 4:

Enhance coordination on advocacy for transportation policy and planning with partners and other organizations.

Implementation Actions

- a) **Coordinate Advocacy.** Enhance coordination on advocacy with the Florida League of Cities, Florida Association of Counties, Florida Regional Councils Association as well as other transportation associations through regular meetings with the Executive Director.
- b) **MPOAC/FAC Partnership on Certification.** Continue to provide an MPOAC Institute module for the FAC Certification process.

- c) **FLC/FAC Education Opportunities.** Explore with the FLC and FAC opportunities for the MPOAC to provide education and information on MPOs.
- d) **MPOAC Involvement in AMPO and NARC Committees.** The MPOAC Executive Director should serve on appropriate NARC and AMPO committees where there is not currently Florida representation.




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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Metropolitan Planning Organization Advisory Council Weekend Institute - 2017

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has announced two meeting dates for its Weekend Institute - April 21 through 23, 2017 in Orlando and May 19 through 21, 2017 in Tampa (Exhibit 1). The Weekend Institute provides training regarding the transportation planning process. The Florida Metropolitan Planning Organization Advisory Council provided applications (Exhibit 2) for its Weekend Institute sessions.

Attachments

t:\scott\sk17\mtpo\memo\mpoac_institute_2017.docx


Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

RECEIVED

NOV 28 2016

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Memo

To: MPO Staff Directors
From: Jeff Kramer, AICP (for the MPOAC Institute Team) 
CC: Carl Mikyska, MPOAC
Date: 11/21/2017
Re: MPOAC Weekend Institute

The MPOAC Weekend Institute for Elected Officials, hosted by the Florida Metropolitan Planning Organization Advisory Council (MPOAC), will be held at the FLC University Training Center in Orlando from April 21 through 23, 2017 and again at the Renaissance Tampa Hotel International Plaza from May 19 through 21, 2017.

The MPOAC Weekend Institute will focus on:

- Critical funding issues
- Origins of MPOs
- Laws and regulations affecting MPOs
- MPO Board responsibilities & authority
- Transportation jargon and acronyms
- Basic concepts in transportation planning
- MPO products and processes
- Sources of transportation funding

Registration priority will be given to up to three designated Governing Board members from each Florida MPO for each of the Weekend Institutes, with an overall cap of 25 participants per Institute. We will maintain a waiting list for MPOs that want to send more than three elected officials to either Institute. Any open spaces will be made available on a first-come, first-served basis.

We encourage you to develop an appropriate mechanism for your MPO to select elected officials to attend each of the MPOAC Weekend Institutes. We have enclosed save-the-date postcards for your Governing Board members. We hope these postcards spark interest among your members and help to facilitate your selection process. Also enclosed, are copies of the 2017 MPOAC Weekend Institute for Elected Officials brochure and registration form. Please pass the brochures along to the elected officials who will represent your MPO at either Weekend Institute.

MPOAC Weekend Institute

2017

TWO EVENT LOCATIONS:

April 21 - 23, 2017

**FLC University Training Center
Orlando, Florida**

&

May 19 - 21, 2017

**Renaissance Hotel International Plaza
Tampa, Florida**

**Florida MPO
Advisory Council**

MPOAC
institute

MPOAC Weekend Institute 2017

CONFERENCE OVERVIEW

Transportation decision-makers face numerous challenges in making complex transportation decisions. Many new MPO board members have limited prior experience with the planning and funding of the local and regional transportation system. Even board members with years of experience struggle mastering important elements of the transportation planning process, especially given the constant evolution of federal and state regulations.

The MPOAC Weekend Institute for Elected Officials provides MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

TWO EVENTS / TWO LOCATIONS

The MPOAC Weekend Institute for Elected Officials will be held twice in 2017:

April 21-23 at the FLC University Training Center in Orlando and **May 19-21** at the Renaissance Hotel International Plaza in Tampa. The MPOAC Weekend Institute is open to MPO board members only and space for this event is limited. Three seats at each event will be reserved for board members from each Florida MPO, with an overall limit of 25 participants per Institute. Select the event date you would like to attend and register by **March 31, 2017** for Orlando or **May 5, 2017** for Tampa. Following the registration deadlines, any unfilled seats will be offered on a first come first served basis.

April 21 - 23, 2017 **FLC University Training Center** **Orlando, Florida**

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the Courtyard Orlando Downtown hotel directly at (407) 996-1000, or visit <http://tinyurl.com/Orlando2017>.

A special rate of \$110.00 per night is available for Institute attendees who make reservations by **March 31, 2017** for this event. To receive the special rate, notify the receptionist of your participation in the MPOAC Institute when making your hotel reservations. *Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.*

The hotel offers complimentary on-site self parking if registered under the room block.

May 19 - 21, 2017 **Renaissance Hotel International Plaza** **Tampa, Florida**

Hotel reservations are the responsibility of each Institute attendee. For reservations, contact the hotel directly at (888) 236-2427 or visit <http://tinyurl.com/Tampa2017>.

A special rate of \$114.00 per night is available for Institute attendees who make reservations by **April 29, 2017** for this event. To receive the special rate, notify the reservationist of your participation in the MPOAC Institute when making your hotel reservations. *Any room cancellations are the responsibility of the individuals in whose name the reservation is made and not that of the MPOAC.*

Upon request, the Renaissance hotel offers complimentary shuttles to and from the local airport. The hotel also offers complimentary on-site self parking. Overnight valet parking is available for \$20.00.

ABOUT THE INSTITUTE

The MPOAC Institute for Elected Officials covers a variety of topics of interest to MPO Board members. The information provided during the Institute is designed for practical application in transportation planning activities performed by elected officials. The goal is to provide MPO Board members with the knowledge and tools necessary to engage in the MPO process without requiring Board members to become transportation experts.

Institute topics include:

- **Laws and Regulations Affecting MPOs**
- **MPO Products and Process**
- **Transportation Jargon & Acronyms**
- **MPO Board Responsibilities and Authority**
- **Critical Funding Issues**

Check-in for the Institute will be held between 5:30-6 p.m. on the first day of the event. The program will begin promptly at 6:00 p.m. with a working dinner. Please note that while the dinner will be a good opportunity to mingle with fellow MPO Board members from around the state, it will also be used as a training opportunity and attendance is important. Breakfast will be provided each morning, as will a deli-style buffet lunch on Saturday. These meals, along with Friday's working dinner, are included in the registration fee. Saturday evening is a "free" evening and an opportunity to experience the diversity of restaurants and activities in the area.

INSTITUTE TRAINERS

Harald (Hal) M. Beardall, JD
Transportation Specialist
FCRC Consensus Center
Florida State University

Jeff Kramer, AICP
Senior Research Associate
Center for Urban
Transportation Research
University of South Florida

Scott C. Paine, Ph.D.
Director
Leadership Development
and Education
Florida League of Cities

Karen E. Seggerman, AICP
Senior Research Associate
Center for Urban
Transportation Research
University of South Florida

Two Ways to Register

Behind this panel is a registration form—and it's got your name written all over it. Here's what you do:

- Choose one event and register for it online or by mail—See inside for details
- Choose your method of payment—Registration fee is \$300
- Register by the deadline date of the event you plan to attend
- Make your hotel reservation by the deadline date respective to the event you plan to attend to receive the special discounted rate
- Don't delay—secure your seat TODAY!

The MPOAC Weekend Institute is open to MPO Board members only. Register electronically at <http://floridatrans.com/MPOAC2017Register2016> by selecting MPOAC Weekend Institute registration form. Register by mail by completing the above form and returning it to MPOAC Weekend Institute, c/o Florida League of Cities, 605 S. Washington St., 4th Floor, Tallahassee, FL 32304-0410. If you have any questions, please contact Christine Bates at (904) 915-2525. cbates@floridatrans.com

REGISTRATION

A registration fee of \$300 is required to attend the MPOAC Weekend Institute. The registration fee may be paid by check or credit card. To register online, go to <http://tinyurl.com/MPOAC2017Registration>. Be sure to indicate whether paying by check or credit card. If you elect to pay with a credit card, you will receive an emailed invitation with instructions to pay via PayPal within a week. To register by mail, send the attached registration form and check by the respective deadline date to **MPOAC Weekend Institute, c/o Brigitte Messina, 605 Suwannee St., MS 202, Tallahassee, FL 32399-0450**. Please notify Christen Miller at (727) 916-2599, christen@cutrust.edu at least two weeks prior to each event date if you need to cancel. Cancellations after that time will not be refunded.



REGISTRATION FORM

Registrant Name _____ MPO _____

Phone _____ Fax _____ Email _____

Administrative Contact

Name _____ Phone _____ Email _____

Check the event you are registering for: ☐ April 21-23—Orlando ☐ May 19-21—Tampa

What jurisdiction or agency do you represent on the MPO Board? (check one)

☐ City ☐ County ☐ Other, please explain _____

What office or position do you hold with your local jurisdiction? _____

Years served as a MPO Board member:

☐ 0-6 months ☐ 6 months - 1 year ☐ 1-2 years ☐ 3-5 years ☐ 6-10 years ☐ More than 10 years

Are you an officer on the MPO Board? ☐ Yes ☐ No

If so, what position do you hold? _____ How many years have you held this position? _____

Please select your method of payment: ☐ Check ☐ Credit Card via PayPal

Meeting

Agenda

Enclosures



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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Citizens Advisory Committee Vacant Positions

MTPO STAFF RECOMMENDATION

Fill five vacancies for three-year terms on the Citizens Advisory Committee through December 2019 and one vacancy for a one-year term on the Citizens Advisory Committee through December 2017.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to fill six vacant positions on the Citizens Advisory Committee. There are seven candidates for the six vacant positions. Five current members (Thomas Bolduc, Nelle Bullock, Luis Diaz, John Pickett and Ewen Thomson) are seeking reappointment (as shown in Exhibit I).

Note- According to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws, "no more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area." One of the applicants resides outside the Gainesville Urbanized Area boundary. Her appointment would be in compliance with the Bylaws.

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Citizens Advisory Committee members and applicants;
2. Exhibit II which shows where current Citizens Advisory Committee members and applicants live;
3. Exhibit III which is a blank ballot to assist in the voting process;
4. Exhibit IV which is the text of the newspaper advertisement placed in the October 20, 2016 Independent Florida Alligator, Gainesville Guardian and The Gainesville Sun; and
5. Current pool of applications.

CITIZENS ADVISORY COMMITTEE MEMBERSHIP - FLORIDA STATUTES

339.175(5)6 (e)1 "Each M.P.O. [Metropolitan Planning Organization] shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. [Metropolitan Planning Organization]. The membership on the citizens' advisory committee must reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented."

CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

The Citizens Advisory Committee shall be composed of 15 members. No more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.

Citizens Advisory Committee members shall not be elected officials or technical personnel directly involved in transportation planning.

Note: There is no policy regarding how many times a member may serve on the Committee.

VOTING PROCEDURE

The voting policy that was approved in October 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

Attachments

EXHIBIT I

CURRENT CITIZENS ADVISORY COMMITTEE (CAC) TERMS OF APPOINTMENT

NAME	OCCUPATION	TENURE (In Years)	TERM EXPIRES
CURRENT MEMBERS			
E. J. Bolduc III	Landscape Architect	5.0	December, 2017
Rob Brinkman	Carpenter	11.0	December, 2017
Gilbert Levy	Town of Tioga President	2.0	December, 2017
VACANT	-	-	December, 2017
James Samec	Retired Police Office	9.0	December, 2017
Mary Ann DeMatas	-	5.0	December, 2018
Jan Frentzen	General Contractor	20.0	December, 2018
Delia Kradolfer	Accountant	1.0	December, 2018
Chandler Otis	Bicycle Mechanic, Sales Clerk	11.0	December, 2018
Ruth Steiner	University of Florida Professor	14.0	December, 2018
VACANT	-	-	December, 2019
VACANT	-	-	December, 2019
VACANT	-	-	December, 2019
VACANT	-	-	December, 2019
VACANT	-	-	December, 2019
APPLICANTS*#~			
Thomas Bolduc*	Pharmacy Operations Manager	4.0	-
Craig Brashier	Planning Consultant	-	
Nelle Bullock*	Social Worker	8.5	
Luis Diaz*	Town of Tioga Director of Development	3.5	
John Pickett*	Insurance	0.5	
Ewen Thomson*	Business Owner/Consultant	11.0	
Paul Thur de Koos	Commercial Property Owner/Manager	-	

~ Member or Applicant Living Outside Gainesville Urbanized Area Boundary

* Current Member Seeking Reappointment

Former Member Seeking Appointment

EXHIBIT II

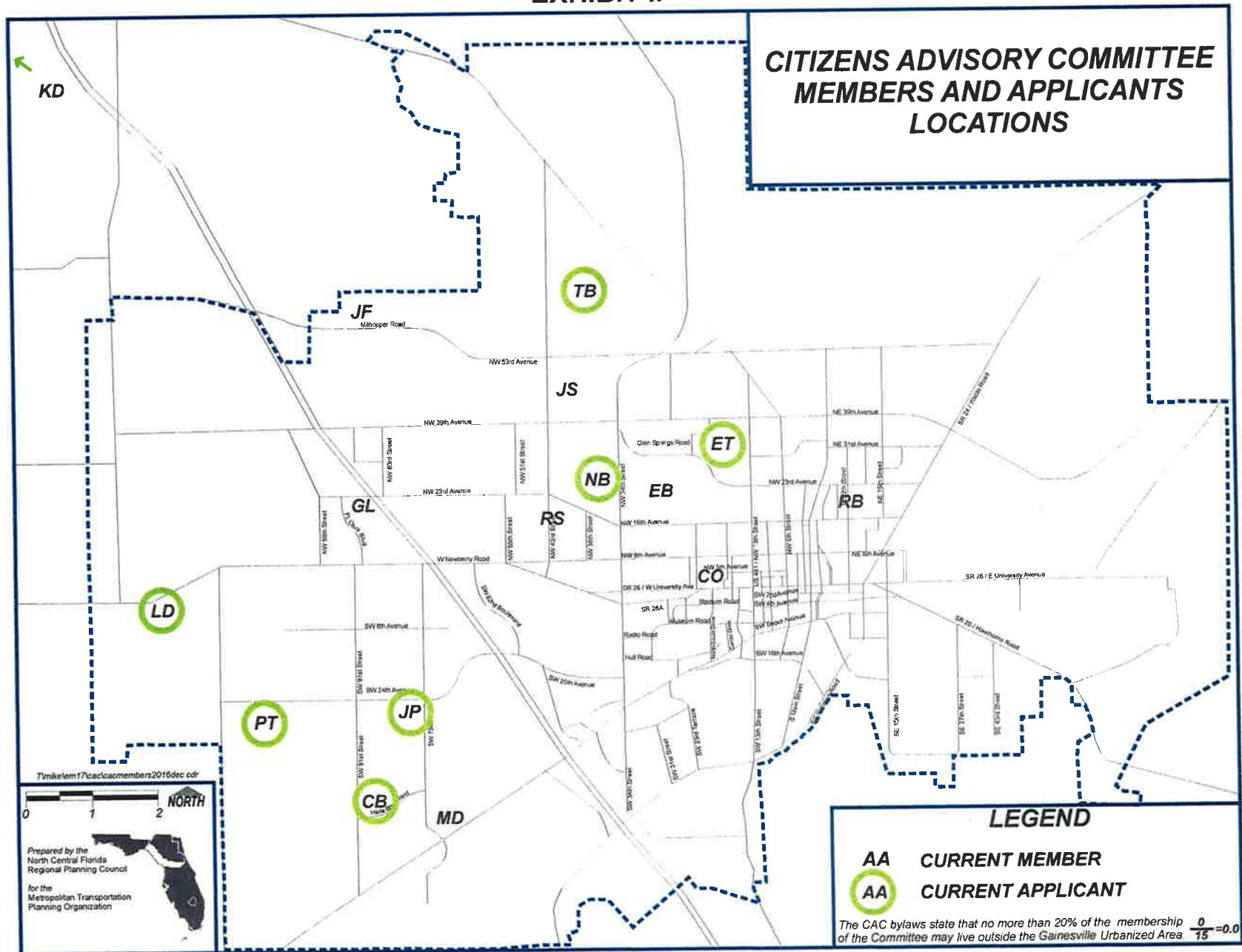


EXHIBIT III

MTPO MEMBER	Thomas BOLDUC	Craig BRASHIER	Nelle BULLOCK	LUIS DIAZ	John PICKETT	Ewen THOMSON	Paul THUR DE KOOS
Harvey BUDD							
Mike BYERLY							
Craig CARTER							
Todd CHASE							
Charles CHESTNUT IV							
Ken CORNELL							
Charles GOLSTON							
Adrian HAYES-SANTOS							
Robert HUTCHINSON							
Lee PINKOSON							
Mayor Lauren POE							
Helen WARREN							

Fill up to five [5] vacant positions for a term ending in 2019 and one [1] vacant position for a term ending in 2017.
Applicants shown in *italics* and shaded column reside outside the MTPO Boundary.

t:\scott\sk17\mtpo\memo\cacmbrappt_dec05x3.docx

EXHIBIT IV

NOTICE

APPLICATION FOR CITIZENS ADVISORY COMMITTEE TO THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Citizens Advisory Committee. The Citizens Advisory Committee reacts to planning proposals and provides comments with respect to the concerns of various segments of the population in regard to their transportation needs. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has also outlined additional functions of the Citizens Advisory Committee as defined in its bylaws. Citizens Advisory Committee members usually serve a three-year term.

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will make five appointments to fill vacancies on its Citizens Advisory Committee.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

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.

Applications and/or additional information may be obtained by writing or calling: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67 Place, Gainesville, Florida 32653; telephone 352.955.2200; or from its website at www.ncfrpc.org/mtpo. Applications must be received no later than Monday, November 21, 2016.

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) **RECEIVED**

CITIZENS ADVISORY COMMITTEE

DEC 11 2015

RESUME

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 12-11-15

NAME Thomas H Bole ADDRESS 6513 NW 37th Dr
ZIP CODE 32653 AGE 52 TELEPHONE (H) 352-262-8790
EMAIL thomy.bole@gmail.com (W) 352-337-8888
FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 47 yrs

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Pharmacy Manager At Med

EDUCATION Associates

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

2 years of participation on this committee

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

I am willing to spend 5 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

[Signature]
Signature

Additional information may be attached to this form.

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

RECEIVED

OCT 24 2016

CITIZENS ADVISORY COMMITTEE

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RESUME

Please return to:

Date: October 20, 2016

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

NAME Craig Brashier, AICP ADDRESS 8407 SW 46th Lane, Gainesville, FL
ZIP CODE 32608 AGE 42 TELEPHONE (H) 352-672-7689
EMAIL craigb@chw-inc.com (W) 352-331-1976
FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 6 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Director of Planning / Professional Consultant @ CHW

EDUCATION Master's Degree in Planning / University of Tennessee

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

I earned a Master's Degree in Planning from the University of Tennessee and I have
over 14 years of professional experience in the Land Planning and Transportation
Planning. My professional experience includes both the public and private sectors.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

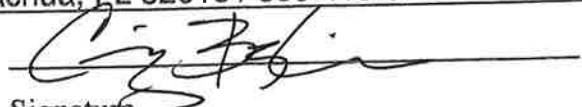
AICP Certified Planner since 2004

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Gerry Dedenbach, AICP / 132 NW 76th Drive, Gainesville, FL 32607 / 352-331-1976

Linda Dixon, AICP / 245 Gale Lemerand Drive, Gainesville, FL 32611 / 352-273-4000

Adam Boukari / 15100 NW 142nd Terrace, Alachua, FL 32615 / 386-418-6100


Signature

Additional information may be attached to this form.

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 11/17/2016

NAME Nelle S. Bullock LCSW ADDRESS 3546 NW 23rd Place
ZIP CODE 32605 AGE 78 TELEPHONE (H) 352-371-7681
EMAIL Nellebullock@bellsouth.com (W) —
FAX: 352-371-7681

HOW LONG A RESIDENT OF ALACHUA COUNTY? 11 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? NO

OCCUPATION retired Licensed Certified Social Worker

EDUCATION Bachelors in Social Welfare; Masters in Social Worker

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

@ 7 years on CAC ; previous 20+ yrs Disadvantaged Board
in Martin County ; Life Long car driver -

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

President Martin County Interagency -

I am willing to spend 3 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Both Shubert LCSW 4131 NW 20th Lane, Gainesville FL 352-375-3001
Claudia Doddington 3311 NW 20th Place, Gainesville FL 352-378-1266
Phil Robertson 11418 NW 17th Lane, Gainesville FL 32606 352-225-356

RECEIVED

NOV 21 2016

Nelle S. Bullock LCSW

Signature

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: Nov 10 2016

NAME Luis Diaz ADDRESS 561 NE 7th Ave
ZIP CODE 32601 AGE 53 TELEPHONE (H) 352 258 9783
EMAIL diaz@townoftioga.com (W) 352 331-6228
FAX: 352-331-7452

HOW LONG A RESIDENT OF ALACHUA COUNTY? 30 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Builder - Developer

EDUCATION Bachelor - UF College of Architecture - School of Building Construction

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT:

Urban Planning and Development for over 25 years

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS City of Gainesville Historic Preservation Board, Chairman Reichen House, Affordable Housing Task Force, Code Enforcement Board, Ethics in Business Rotary Club, Builder of the Year

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)



Signature

Additional information may be attached to this form.

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003
RECEIVED

NOV 10 2016

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 5/26/2016

NAME John J. Pickett ADDRESS 2406 SW 77 Street
ZIP CODE 32668 AGE 62 TELEPHONE (H) 352-332-0707
EMAIL jjpickett@bellsouth.net (W) 352-331-5851
FAX: none

HOW LONG A RESIDENT OF ALACHUA COUNTY? Since Nov. 2015

ARE YOU CURRENTLY AN ELECTED OFFICIAL? no

OCCUPATION Insurance - Benefits, Life, Health, Disability

EDUCATION 4 yrs - degree Florida Atlantic - B Art Ed.

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

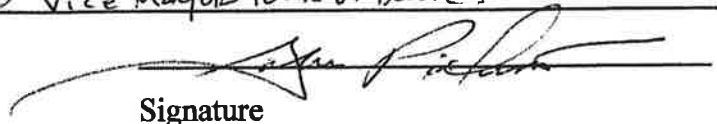
Member of Town of Davie Citizens Advisory for MPO Broward County, Florida
Chair of 1st Education Advisory Board Town of Davie Florida

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Volunteer for a variety of causes: child hunger, Education
Hawkes Staff HOA Board member 15 years -

I am willing to spend 8 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

(My former phone - 954-296-7800 -) Town of Davie Council member - Susan Stanley 954-797-1030
Mayor of Davie - Judy Davl. 954-476-2515 or 954-797-1030
Marlon Luis - 954-559-5098 Vice Mayor Town of Davie.


Signature

Additional information may be attached to this form.

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RESUME

Please return to:

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 11/16/2016

NAME Ewen Thomson ADDRESS 3215 NW 17th Street
ZIP CODE 32605 AGE 67 TELEPHONE (H) 352 373 3484
EMAIL ewenthom@gmail.com (W) _____
FAX: _____

HOW LONG A RESIDENT OF ALACHUA COUNTY? 27 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? No

OCCUPATION Consultant

EDUCATION Ph.D. (Electrical Engineering)

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

Member of MTPO CAC since 2006
Director, Gainesville Citizens for Active Transportation since 2013
past president Friends of Gainesville Hawthorne Trail

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

I am willing to spend 10 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number)

Linda Crider, Palatka FL (352) 359 0623
Randy Wells, Gainesville, FL (352) 393 8205
Tom Hewlett, High Springs, FL (352) 256 6630
E.M. Thomson

Signature

Additional information may be attached to this form.

AINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

CITIZENS ADVISORY COMMITTEE

RECEIVED

OCT 24 2016

RESUME

Please return to:

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

MTPO
North Central Florida Regional Planning Council
2009 NW 67 Place, Suite A
Gainesville, FL 32653-1603
FAX: 352/955-2209

Date: 10/24/2016

NAME Paul Thur de Koos ADDRESS 11390 SW 27th Avenue Gainesville
ZIP CODE 32609 AGE 45 TELEPHONE (H) 352-275-9158
EMAIL Paul@nalprop.com (W) 352-372-2222
FAX: 352-378-1581

HOW LONG A RESIDENT OF ALACHUA COUNTY? 16 years

ARE YOU CURRENTLY AN ELECTED OFFICIAL? NO

OCCUPATION Operate and maintain commercial properties

EDUCATION B.S. Biology, Spanish and Environmental Engineering

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT :

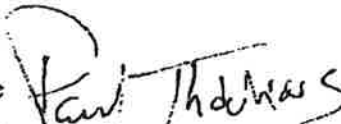
Licensed Florida Professional Environmental Engineer (License # 67743) with some experience in traffic studies and analysis.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

University of Florida Society of Environmental Engineers Executive Board Member

I am willing to spend 20 hours per month on this activity. I will attend meetings in accordance with the adopted policies of the MTPO. If at any time my business or professional interests conflict with the interests of this board or committee, I will not participate in such deliberations. Additional information on me may be secured from: (List three references - name, address, and phone number.

Signature



Additional information may be attached to this form.

T:\Mike\em08\cac\CAC-application.wpd January 7, 2003

Three references:

1. **Craig Carter – Realtor with MM Parrish Caldwell Banker and Gainesville City Commissioner 352-339-4038. 3829 NW 36th Street Gainesville**
2. **Mitch Glaeser – Glaeser Realty – 352-538-0072 2145 SW 94th Terrace Gainesville**
3. **Carter Belvin – Senior Project Engineer at Applied Technology & Management 352-258-8188. 4810 NW 20th Place Gainesville**



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

November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bicycle/Pedestrian Advisory Board Vacant Positions

STAFF RECOMMENDATION

Fill one vacancy for a three-year term on the Bicycle/Pedestrian Advisory Board through December 2019 and fill one vacancy for a one-year term on the Bicycle/Pedestrian Advisory Board through December 2017.

BACKGROUND

The Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. There are three candidates for the two vacant positions- Griffin Baker, Adam Carr and Amy Kauper. One vacancy is due to a resignation of a current member and one vacancy is due to a term expiring 2016.

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Bicycle/Pedestrian Advisory Board members and applicants;
2. Exhibit II which shows where current Bicycle/Pedestrian Advisory Board members and applicants live;
3. Exhibit III which is a blank ballot to assist in the voting process;
4. Exhibit IV which is the text of the newspaper advertisement placed in the October 20, 2016 Independent Florida Alligator, Gainesville Guardian and The Gainesville Sun; and
5. Current pool of applications.

VOTING PROCEDURE

The Metropolitan Transportation Planning Organization voting policy approved in October 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

Attachments

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT I

CURRENT BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB) TERMS OF APPOINTMENT

CURRENT MEMBERS	OCCUPATION	TERM EXPIRES
ALACHUA COUNTY		
Maxine Stallings	-	August, 2017
Emily Ott	-	August, 2017
Mario Perez	-	August, 2018
Richard Pushaw	-	August, 2019
CITY OF GAINESVILLE		
Kathryn Brown/Karwan	-	December, 2016
Les Brown	Student Seat	Fall, 2017
Diana Dombrowski	-	December, 2017
VACANT	-	December, 2017
Joseph Floyd	-	December, 2018
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION		
VACANT	-	December, 2017
Allyson Gill	Nurse Practitioner	December, 2018
Arthur Stockwell*	Accountant	December, 2018
VACANT	-	December, 2019
APPLICANTS	OCCUPATION	TENURE (In Years)
Griffin Baker	Student	-
Adam Carr	Student	-
Amy Kauper	Designer	-

*Current member seeking reappointment

EXHIBIT II

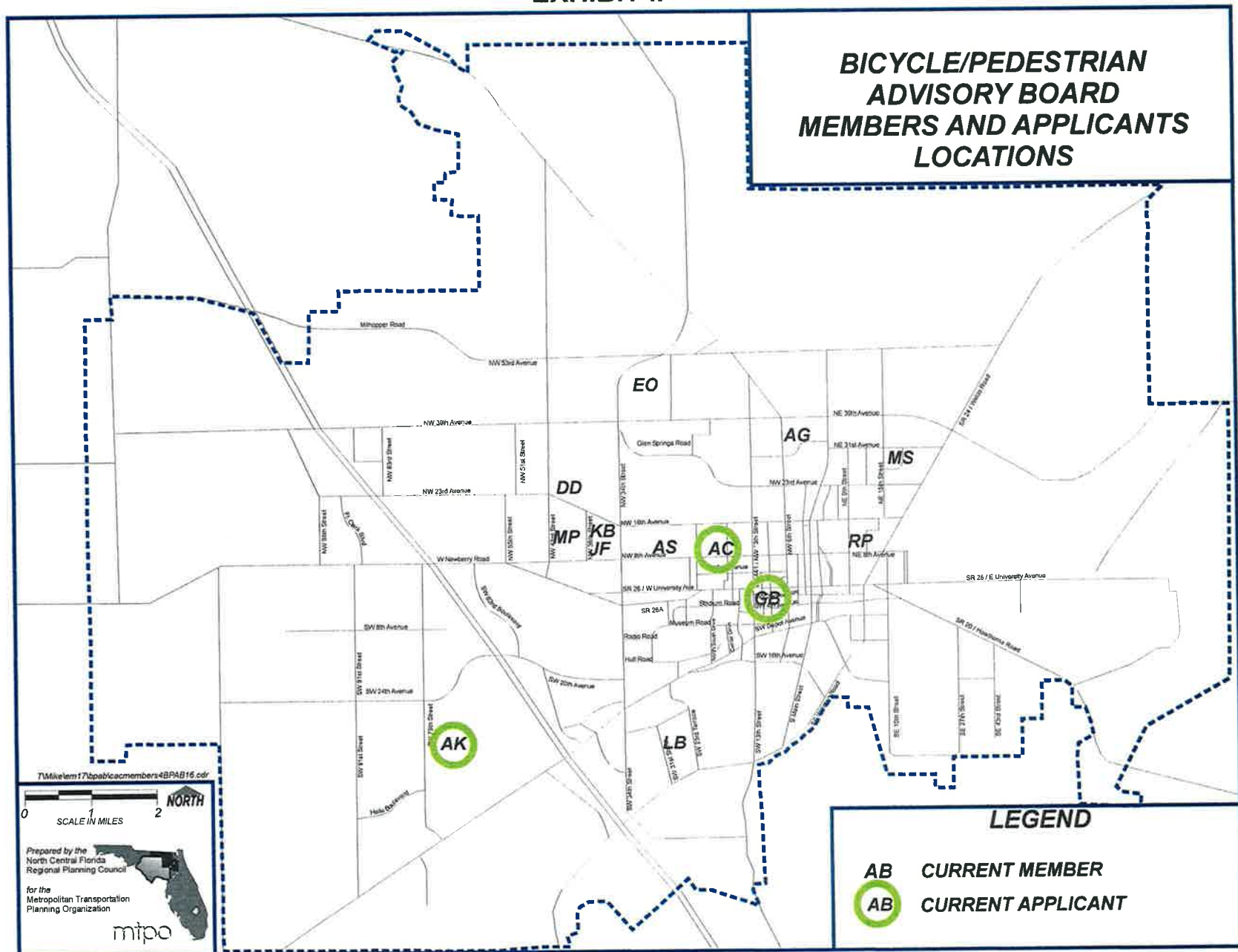


EXHIBIT III

MTPO MEMBER	Griffin Baker	Adam Carr	Amy KAUPER
Harvey BUDD			
Mike BYERLY			
Craig CARTER			
Todd CHASE			
Charles CHESTNUT IV			
Ken CORNELL			
Charles GOLSTON			
Adrian HAYES-SANTOS			
Robert HUTCHINSON			
Lee PINKOSON			
Mayor Lauren POE			
Helen WARREN			

Fill two [2] vacant positions.

EXHIBIT IV

NOTICE

APPLICATION FOR BICYCLE / PEDESTRIAN ADVISORY BOARD

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Bicycle/Pedestrian Advisory Board. The Bicycle/ Pedestrian Advisory Board provides advice to the Gainesville City Commission, Alachua County Commission and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on bicycle and pedestrian related matters.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

Applications and additional information may be obtained by writing or calling: North Central Florida Regional Planning Council, 2009 NW 67th Place Gainesville, Florida 32653; telephone 352.955.2200; or from the following website at www.ncfrpc.org/mtpo. Applications must be received no later than Wednesday, November 21, 2016.

Alachua County Board of Commissioners
Advisory Board Coordinator
PO Box 2877
Gainesville, FL 32602-2877
Telephone: 264-6904, FAX: 338-7363
Confirmation #:5617

Name of Advisory Board/Committee:

Bicycle/Pedestrian Advisory Board

Applying For:

Citizen-at-Large (Study and make recommendations on all matters concerning the planning, implementation and maintenance of policies, programs and facilities for the safe and efficient integration of bicycle and pedestrian transportation into the Gainesvil

First Name:

Griffin

Middle Initial:

Last Name:

Baker

Suffix:

Address:

1225 SW 1st Avenue Apt 104

City:

Gainesville

Zip Code:

32601

E-Mail Address:

gxbakergriffin@gmail.com

Home Phone:

321-917-6975

Work Phone:

321-917-6975

Ext:

Occupation:

Student

Place of Employment

University of Florida (Student)

Education:

Undergraduate Student

Professional Organizations:

Age (60 and over):

Optional - Check the Race/Ethnic Group with which you identify:

White

Are you a resident of Alachua County?

Yes

If yes, how long?

Over two years

If no, what county?

N/A

Are you currently serving or have you ever served on an Alachua County advisory board?

No

If yes, please list board(s):

Civic and Professional Accomplishments/Honors:

I am currently the treasurer of the UF College Democrats and I am a Bob Graham Center student fellow.

Training or Experience Related to the Appointment:

As a resident of Gainesville, walking is my primary means of transportation. Most of the places I go everyday are between UF and Downtown. I thus observe and navigate the interactions between cars, bicycles, and pedestrians on a daily basis.

What contributions do you feel you could make if you were selected for this board?

During my term, I want to help minimize the accidents between pedestrians, bicycles, and cars. All of these methods of transportation are important, and I would like to ensure they coexist harmoniously.

Some of the boards and committees appointed by the County Commission are required to comply with Chapter 112, Florida Statutes, the Financial Disclosure Law. If applicable, would you be willing to file the required financial statement?

Yes

Appointees to advisory board/committees are required to attend scheduled meetings as specified in the "Guidelines for Citizen Advisory Boards and Committees".

Do you affirm that your personal and business (if applicable) affairs within Alachua County are in substantial compliance with all county regulatory and taxing authorities rules and regulations?

Yes

I understand that this completed application is the property of Alachua County and I hereby certify that the statements made on this application are true and correct.

Checked

Alachua County Board of Commissioners
Advisory Board Coordinator
PO Box 2877
Gainesville, FL 32602-2877
Telephone: 264-6904, FAX: 338-7363
Confirmation #:5638

Name of Advisory Board/Committee:

Bicycle/Pedestrian Advisory Board

Applying For:

Citizen-at-Large (Study and make recommendations on all matters concerning the planning, implementation and maintenance of policies, programs and facilities for the safe and efficient integration of bicycle and pedestrian transportation into the Gainesvil

First Name:

Adam

Middle Initial:

Last Name:

Carr

Suffix:

Address:

848 NW 19th Terr

City:

Gainesville

Zip Code:

32605

E-Mail Address:

ahcarr1@gmail.com

Home Phone:

352-318-9820

Work Phone:

Ext:

Occupation:

Student

Place of Employment

University of Florida

Education:

B.S. Environmental Science (University of North Carolina Chapel Hill)
Pursuing MURP at UF

Professional Organizations:

Age (60 and over):

Optional - Check the Race/Ethnic Group with which you identify:

Are you a resident of Alachua County?

Yes

If yes, how long?

25 years

If no, what county?

Are you currently serving or have you ever served on an Alachua County advisory board?

No

If yes, please list board(s):

Civic and Professional Accomplishments/Honors:

Training or Experience Related to the Appointment:

I am studying Urban and Regional Planning at UF and have studied bike/ped topics in the county. I have training and experience working with spatial data and information. I have received education with a technical foundation.

What contributions do you feel you could make if you were selected for this board?

I am a third generation resident of Alachua County and want to see my home develop in an equitable, efficient, and environmentally sound manner. By bringing in the perspective of a young long-term resident of the county, I hope to offer opinions that will help produce the most ideal direction for bike/ped infrastructure development in order to benefit all county residents. With some technical and policy background, I will do my best to provide balanced views. Having been biking in the area since I was 4, I have seen a lot of changes that have helped to improve biking and walking, but have also seen areas that offer opportunity for improvements. Gainesville and Alachua County have done a good job of moving bike/ped development forward and I want to help continue that endeavor.

Some of the boards and committees appointed by the County Commission are required to comply with Chapter 112, Florida Statutes, the Financial Disclosure Law. If applicable, would you be willing to file the required financial statement?

Yes

Appointees to advisory board/committees are required to attend scheduled meetings as specified in the "Guidelines for Citizen Advisory Boards and Committees".

Do you affirm that your personal and business (if applicable) affairs within Alachua County are in substantial compliance with all county regulatory and taxing authorities rules and regulations?

Yes

I understand that this completed application is the property of Alachua County and I hereby certify that the statements made on this application are true and correct.

Checked

Alachua County Board of Commissioners
Advisory Board Coordinator
PO Box 2877
Gainesville, FL 32602-2877
Telephone: 264-6904, FAX: 338-7363
Confirmation #:5551

Name of Advisory Board/Committee:

Bicycle/Pedestrian Advisory Board

Applying For:

Citizen-at-Large (Study and make recommendations on all matters concerning the planning, implementation and maintenance of policies, programs and facilities for the safe and efficient integration of bicycle and pedestrian transportation into the Gainesvil

First Name:

Amy

Middle Initial:

L

Last Name:

Kauper

Suffix:

Kauper

Address:

4308 SW 68th Ter

City:

Gainesville

Zip Code:

32608

E-Mail Address:

amy@kauperid.com

Home Phone:

352-213-6723

Work Phone:

352-376-2444

Ext:

23

Occupation:

Designer

Place of Employment

Emmer Development Corporation

Education:

BS Industrial Product Design, Minor in Art History

Professional Organizations:

IDSA, CAPM, Energy Rater II #1414

Age (60 and over):

Optional - Check the Race/Ethnic Group with which you identify:

White

Are you a resident of Alachua County?

Yes

If yes, how long?

18 years

If no, what county?

FL

Are you currently serving or have you ever served on an Alachua County advisory board?

No

If yes, please list board(s):

Civic and Professional Accomplishments/Honors:

Florida Energy Rater, class II #1414, Microsoft certified system administrator, AWI Speaker for Drafting & Design seminars.

Training or Experience Related to the Appointment:

I've been an avid bike rider for over 30 years.

What contributions do you feel you could make if you were selected for this board?

As an avid bike rider and repair artist, I feel my experience could bring a broad-based knowledge to the board and assist in making the best choices for Alachua county and it's citizens.

Some of the boards and committees appointed by the County Commission are required to comply with Chapter 112, Florida Statutes, the Financial Disclosure Law. If applicable, would you be willing to file the required financial statement?

Yes

Appointees to advisory board/committees are required to attend scheduled meetings as specified in the "Guidelines for Citizen Advisory Boards and Committees".

Do you affirm that your personal and business (if applicable) affairs within Alachua County are in substantial compliance with all county regulatory and taxing authorities rules and regulations?

Yes

I understand that this completed application is the property of Alachua County and I hereby certify that the statements made on this application are true and correct.

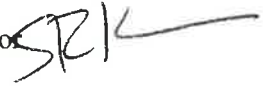
Checked



2009 NW 87th Place, Gainesville, FL 32653-1803 • 352.955.2200

November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: NW 34th Street (State Road 121) Left Turn Lanes Technical Memorandum

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation:

- 1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and**
- 2. Use State Highway System funds so that the project can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan.**

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation develop the NW 34th Street (State Road 121) Turnlane project with:

- 40 miles per hour design speed with a 35 miles per hour posted speed;**
- 11-foot travel lanes; and**
- Five-foot designated bicycle lanes with two-foot buffer.**

STAFF RECOMMENDATION

Staff recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation:

- 1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121);**
- 2. Use State Highway System funds so that the project can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan; and**

3. develop the project with:

- **40 miles per hour design speed with a 35 miles per hour posted speed;**
- **11-foot travel lanes; and**
- **Five-foot designated bicycle lanes with two-foot buffer.**

BACKGROUND

Since 2000, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has included a project in its Long Range Transportation Plan for modifications to NW 34th Street (State Road 121) from NW 8th Avenue to U.S. Highway 441 to add turnlanes. Since 2000, the following two turnlane projects have been completed:

- Young Men's Christian Association facility; and
- NW 23rd Street intersection (WalMart/Senior Recreation Center).

Timeline - NW 34th Street (State Road 121) Left Turn Lanes Technical Memorandum (Exhibit 1)

- At its December 14, 2015 meeting, the Metropolitan Transportation Planning Organization was notified by the Florida Department of Transportation that it was near completion of a corridor study of NW 34th Street (State Road 121);
- At its May 2, 2016 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received a Florida Department of Transportation staff status report on this study;
- On October 19, 2016, Florida Department of Transportation staff provided Metropolitan Transportation Planning Organization staff a copy of the study; and
- On October 20, 2016, a copy of the study was provided to the Metropolitan Transportation Planning Organization members.

Exhibits 2 and 3 are schematic illustrations of proposed NW 34th Street (State Road 121) turnlanes.

Attachments

EXHIBIT 1

TECHNICAL MEMORANDUM:

SR 121 (NW 34TH STREET) TURN LANE EVALUATION UPDATE

FPID 437287-1 (ALACHUA COUNTY)



MARCH 21, 2016

SUBMITTED BY:

HDR ENGINEERING, INC.

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

1109 SOUTH MARION AVENUE

LAKE CITY, FL 32025

Executive Summary

HDR Engineering has been tasked by the Florida Department of Transportation (FDOT), District Two, to develop a conceptual layout and cost estimate for the addition of left turn lanes and sidewalk along SR 121 (NW 34th Avenue) from NW 16th Avenue to US 441 in Alachua County, FL.

Two conceptual alternatives were developed as a part of this task. Both Alternative 1 and Alternative 2 propose the addition of left turn lanes and sidewalk within the segments described in **Table 1**. Alternative 2 proposes additional sidewalk construction outside of the limits of widening in order to provide a sidewalk (existing or proposed) on both sides of the roadway for the entire project limits (**Table 2**). The addition of left turn lanes and sidewalk is to improve the safety and mobility of the heavily travelled corridor.

The estimated construction cost for Alternative 1 and Alternative 2 is \$5,008,700 and \$5,258,500, respectively. The following is a summary of the analysis and steps taken to arrive at the estimated cost.

Existing Conditions

SR 121 from NW 16th Avenue to US 441 is a two lane undivided urban minor arterial with a posted speed 40 mph as shown on the Straight Line Diagram found in **Appendix A**. There are two horizontal curves within the project limits, each with a radius of 1910' or three degrees. A superelevation of 5% was assumed for these curves which corresponds to a design speed of 45 mph.

There are currently a few segments within the project limits that provide either exclusive or two-way left turn lanes. Sidewalk is provided on either one or both sides of the roadway. There are two sections of boardwalk on the west side of the roadway – the first section runs from north of NW 21st Place to NW 24th Avenue and the second section runs from NW 30th Place to south of NW 33rd Lane. Due to the complexity of the boardwalk systems, widening within these limits was avoided. The existing left turn lane, sidewalk and boardwalk limits are further detailed on both the Straight Line Diagram and in the Plans (**Appendix A and C**, respectively). Stormwater runoff is collected in an open drainage system consisting of ditches and side-drains.

Proposed Conceptual Alternatives

Design Criteria

The following design criteria was used to develop the conceptual alternatives:

- Design speed = 45 mph
- 12' lanes
- 10' shoulder (5' paved)
- Transition length = 360' (L_d from Index 526, sheet 2)
- 14' recoverable terrain (3R criteria)

The details of Alternative 1 and Alternative 2 are shown on the typical sections found in **Appendix B** and conceptual plans found in **Appendix C**. Due to right-of-way constraints, stormwater runoff will be collected in a closed drainage system consisting of pipes and inlets as detailed on the typical sections. **Tables 1 and 2** below summarize the widening and sidewalk limits of both alternatives.

Table 1: Segments of Widening & Sidewalk Construction (Alternatives 1 & 2)

Segment	Limits	Length	Typical Section*	Sidewalk RT	Sidewalk LT
1	NW 16 th Avenue to NW 21 st Place	1525'	1	Proposed	Existing
2	NW 31 st Place to NW 37 th Avenue	1275'	1	Proposed	Proposed
3	NW 34 th St to NW 52 nd Place	2040'	2	Existing	Proposed
4A	NW 54 th Avenue to NW 24 th Terrace	1300'	1	Existing	Proposed
4B	NW 24 th Terrace to NW 58 th Avenue	1245'	3	Proposed	Proposed

*see Appendix B

Table 2: Additional Sidewalk Construction (Alternative 2 only)

Limits	Side	Length	Drainage Treatment
NW 39 th Avenue to NW 34 th Street	LT	3020'	None (flat area – RT ditch can contain)
NW 52 nd Place to NW 53 rd Avenue	LT	780'	Pipes and Ditch Bottom Inlets

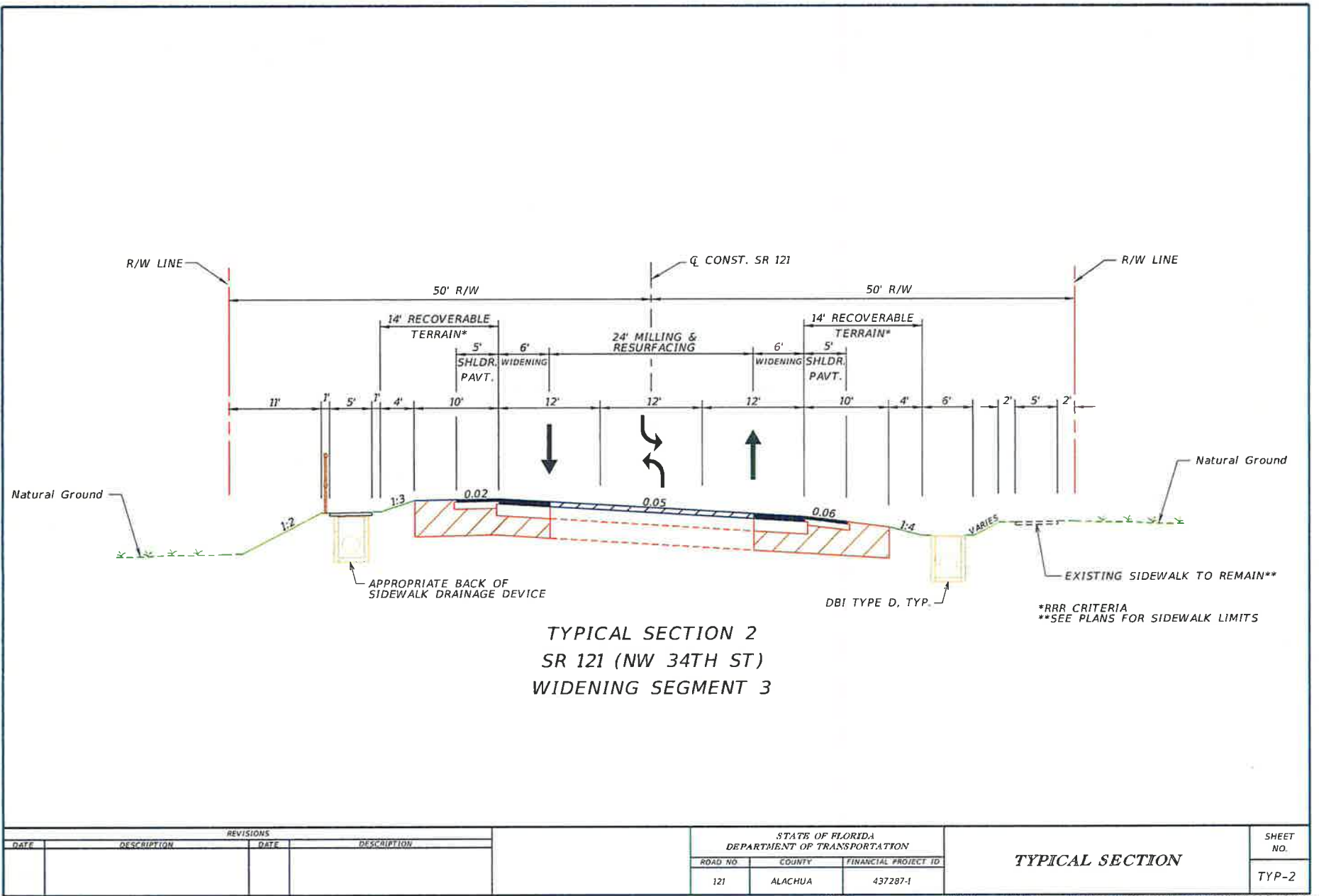
Cost Estimate

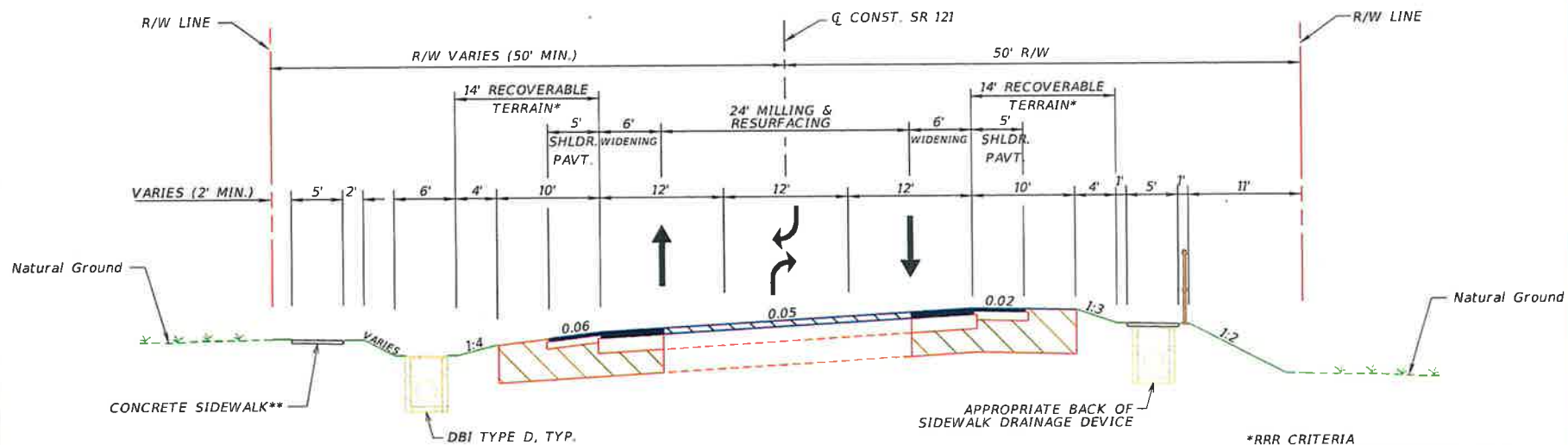
A construction cost estimate was prepared using the FDOT Long Range Estimating (LRE) program. Backup calculations for earthwork and driveway connections are found in **Appendix C**. It was estimated that 25% of the existing sidewalk to remain within the project limits (shaded light yellow in the plans) will be reconstructed to correct any deficiencies. The LRE outputs are found in **Appendix D**. The estimated construction cost for Alternative 1 and Alternative 2 is \$5,008,700 and \$5,258,500, respectively.

APPENDIX A: STRAIGHT LINE DIAGRAM

[illegible]

APPENDIX B: TYPICAL SECTIONS (ALTERNATIVES 1 & 2)





TYPICAL SECTION 3
SR 121 (NW 34TH ST)
WIDENING SEGMENT 4B

*RRR CRITERIA
**SEE PLANS FOR SIDEWALK LIMITS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	
				121	ALACHUA	437287-1	TYP-3

APPENDIX C: CONCEPTUAL PLANS

ALTERNATIVE 2





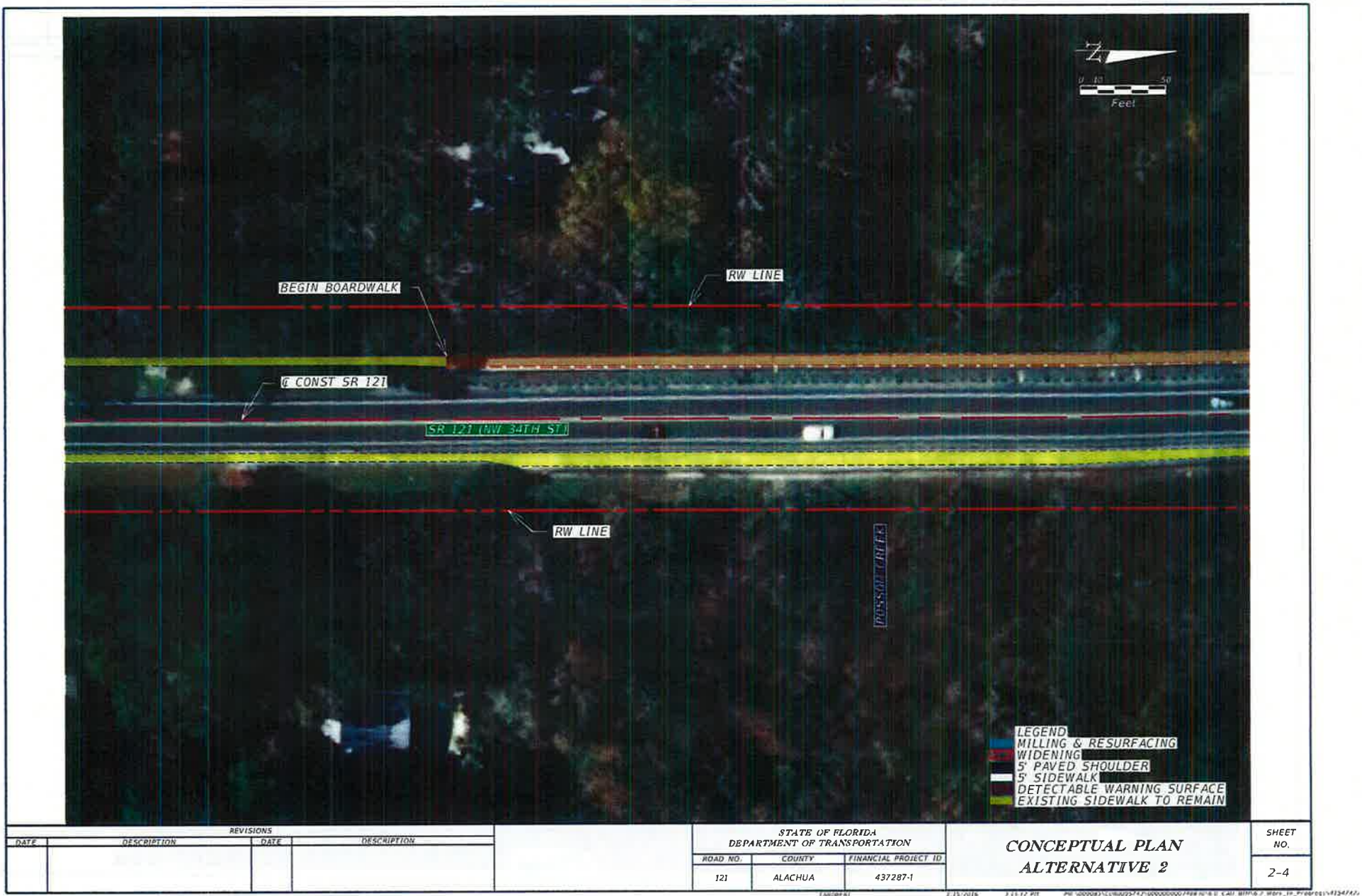


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-3



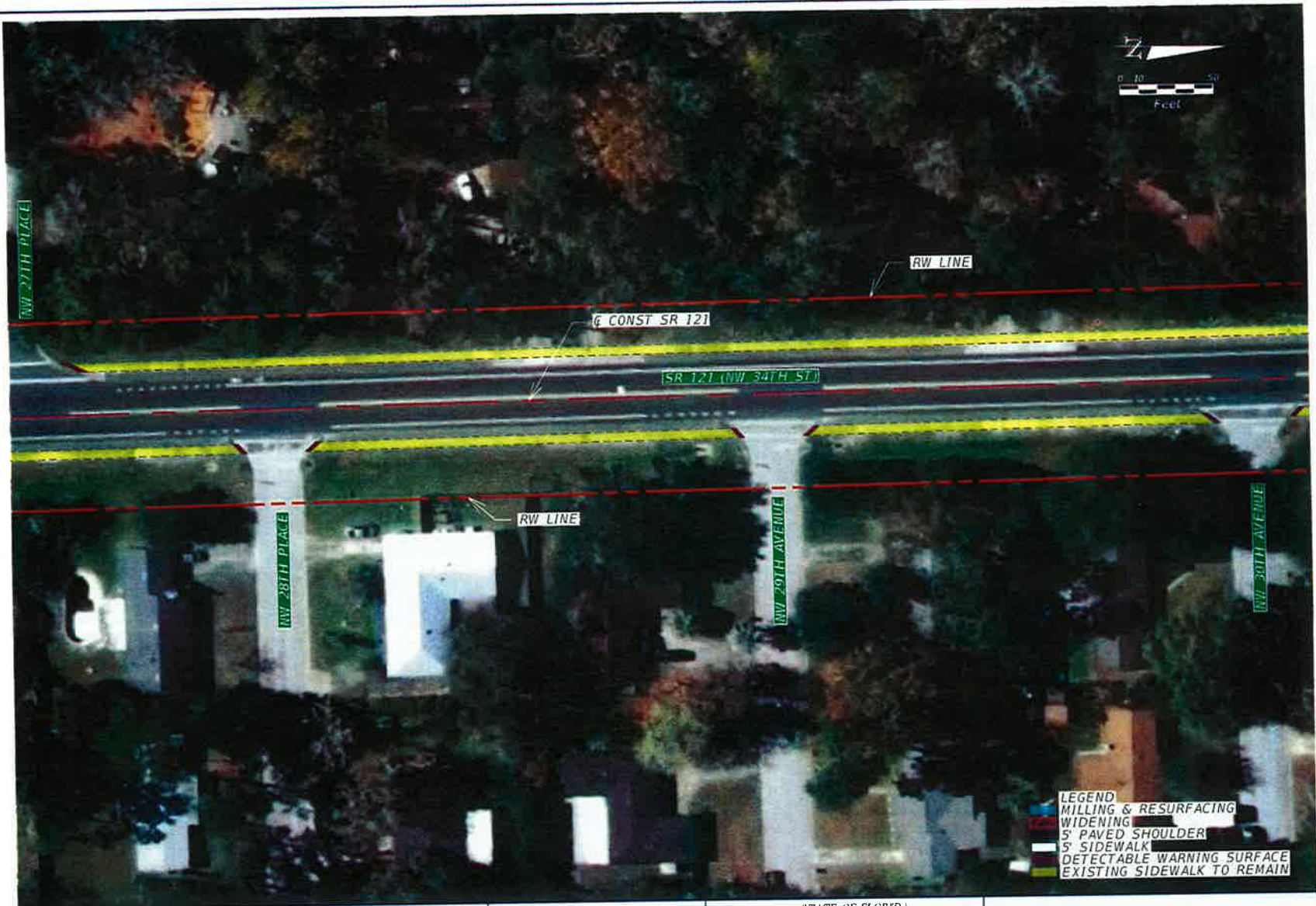


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

**CONCEPTUAL PLAN
ALTERNATIVE 2**

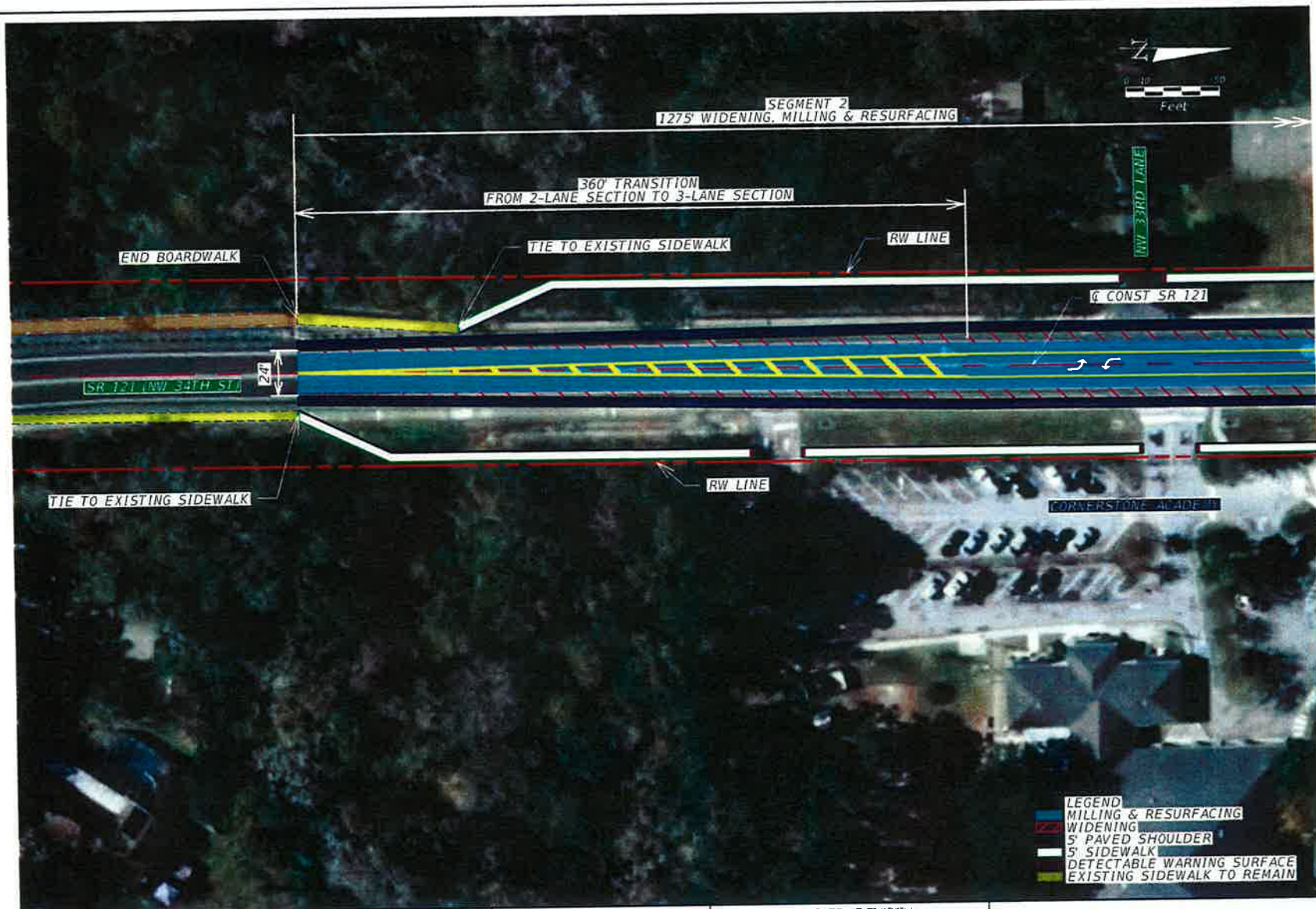
SHEET NO.
2-5



- LEGEND**
- MILLING & RESURFACING
 - WIDENING
 - 5' PAVED SHOULDER
 - 5' SIDEWALK
 - DETECTABLE WARNING SURFACE
 - EXISTING SIDEWALK TO REMAIN

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPTUAL PLAN ALTERNATIVE 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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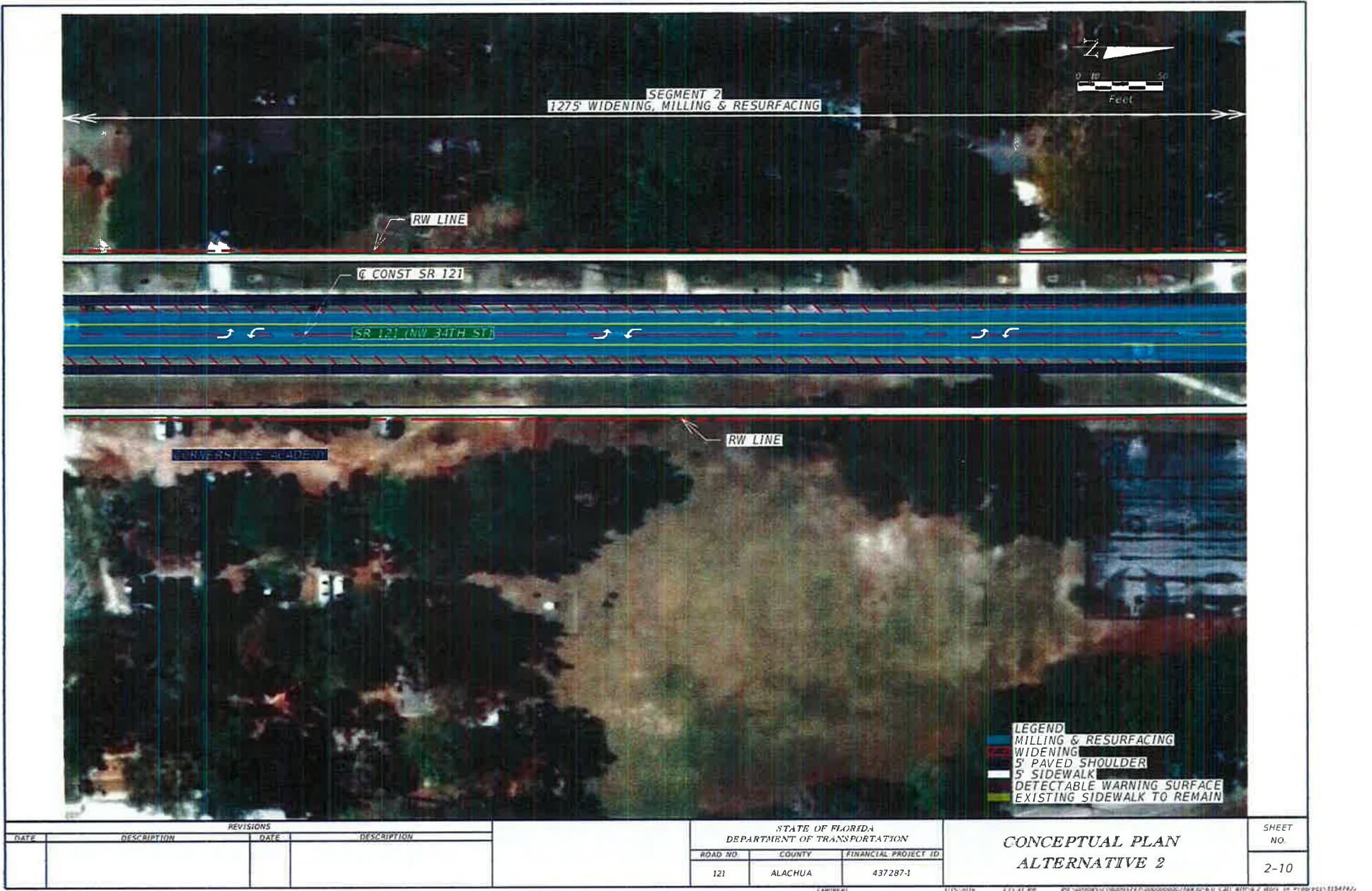
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 - 5' SIDEWALK
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 - EXISTING SIDEWALK TO REMAIN

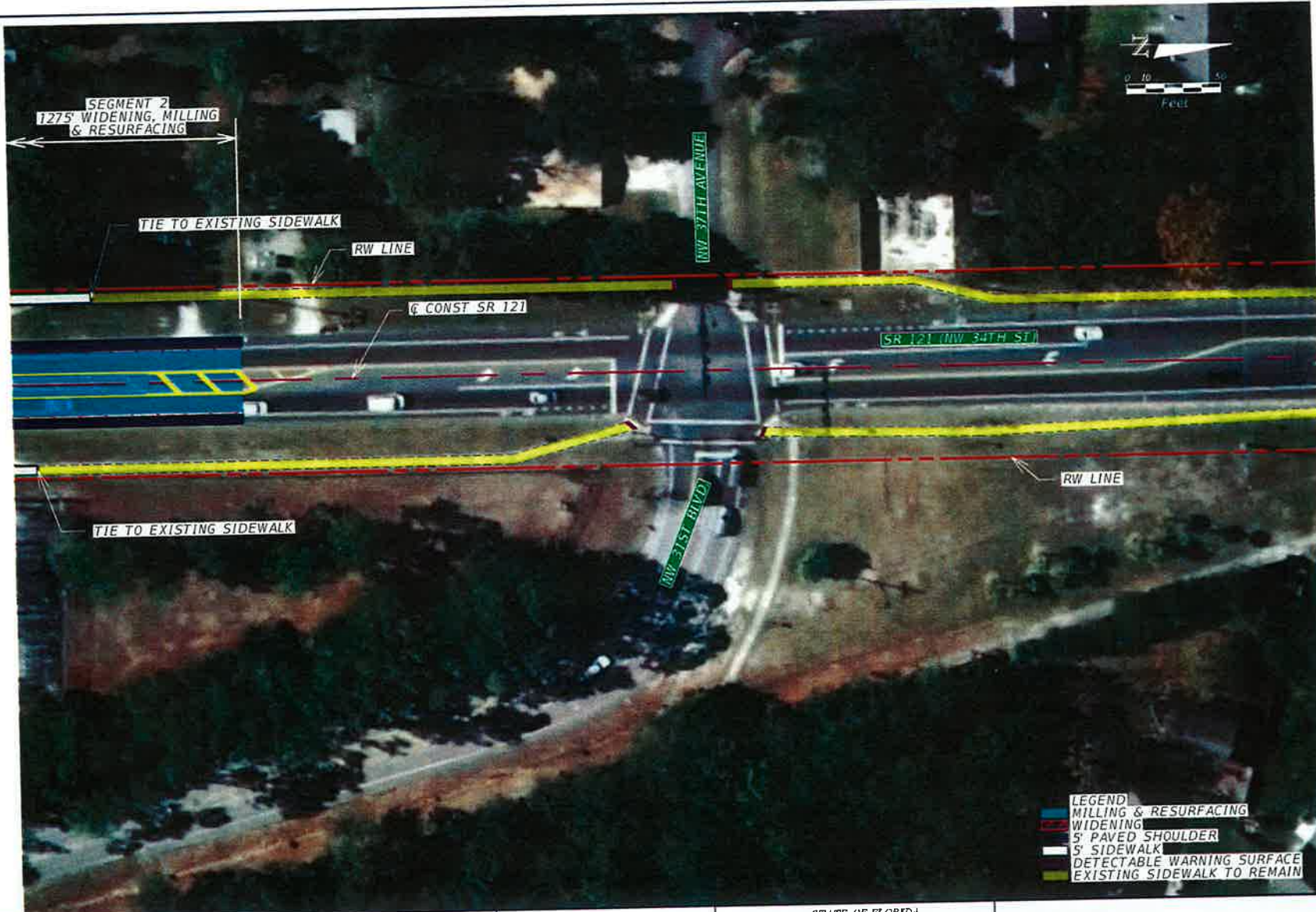
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DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ALTERNATIVE 2**

SHEET NO.
2-9



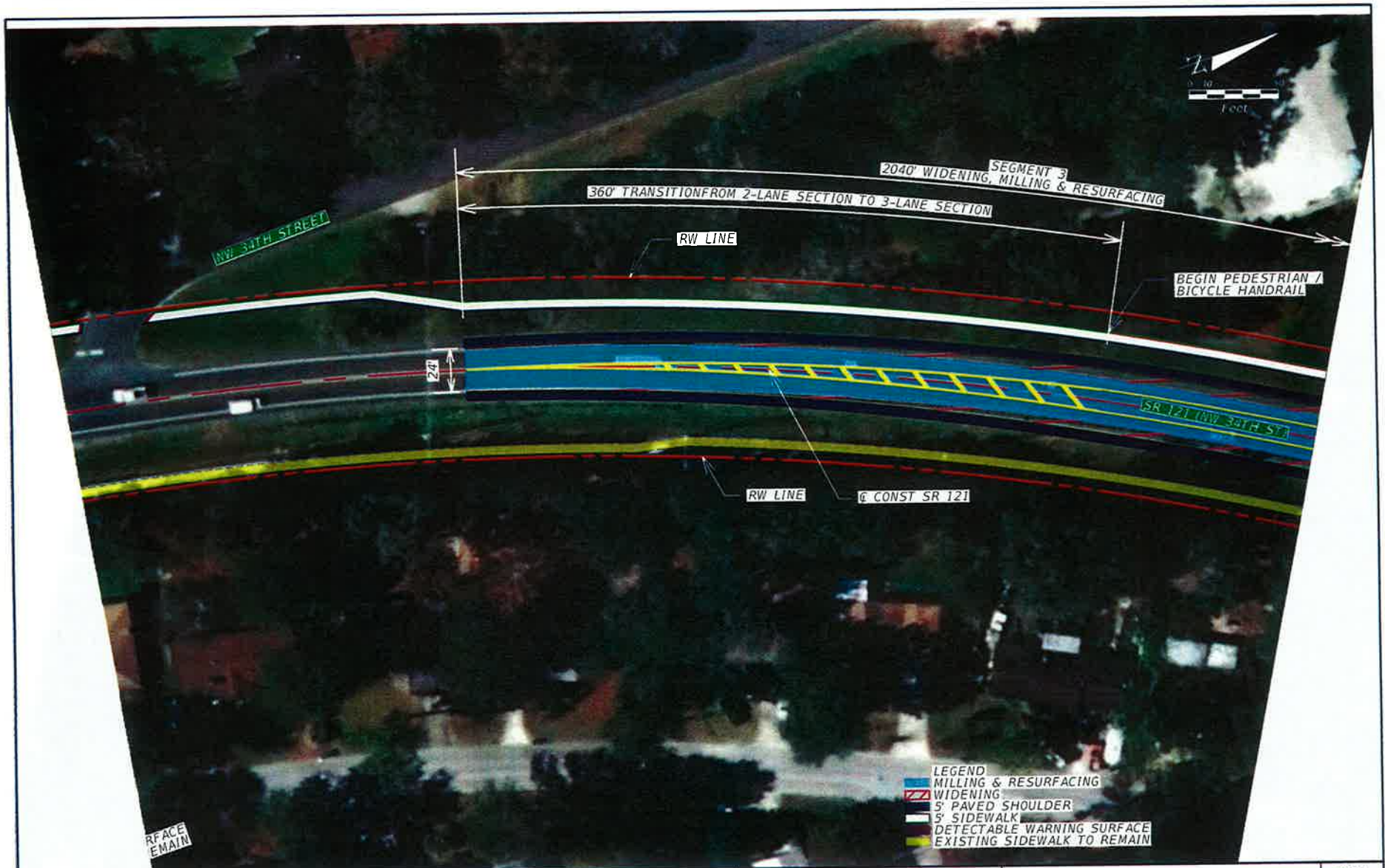


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DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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REVISIONS	
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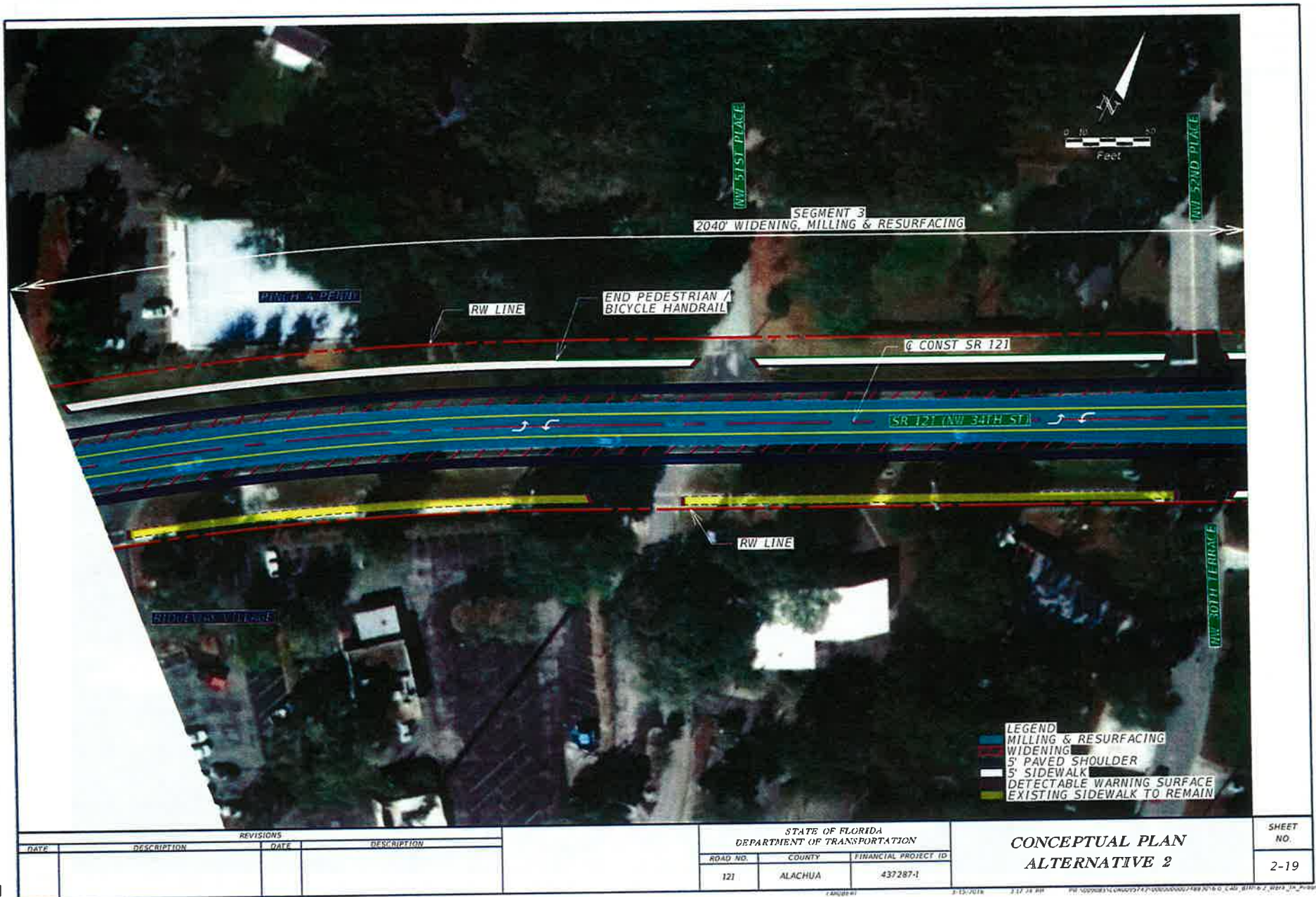
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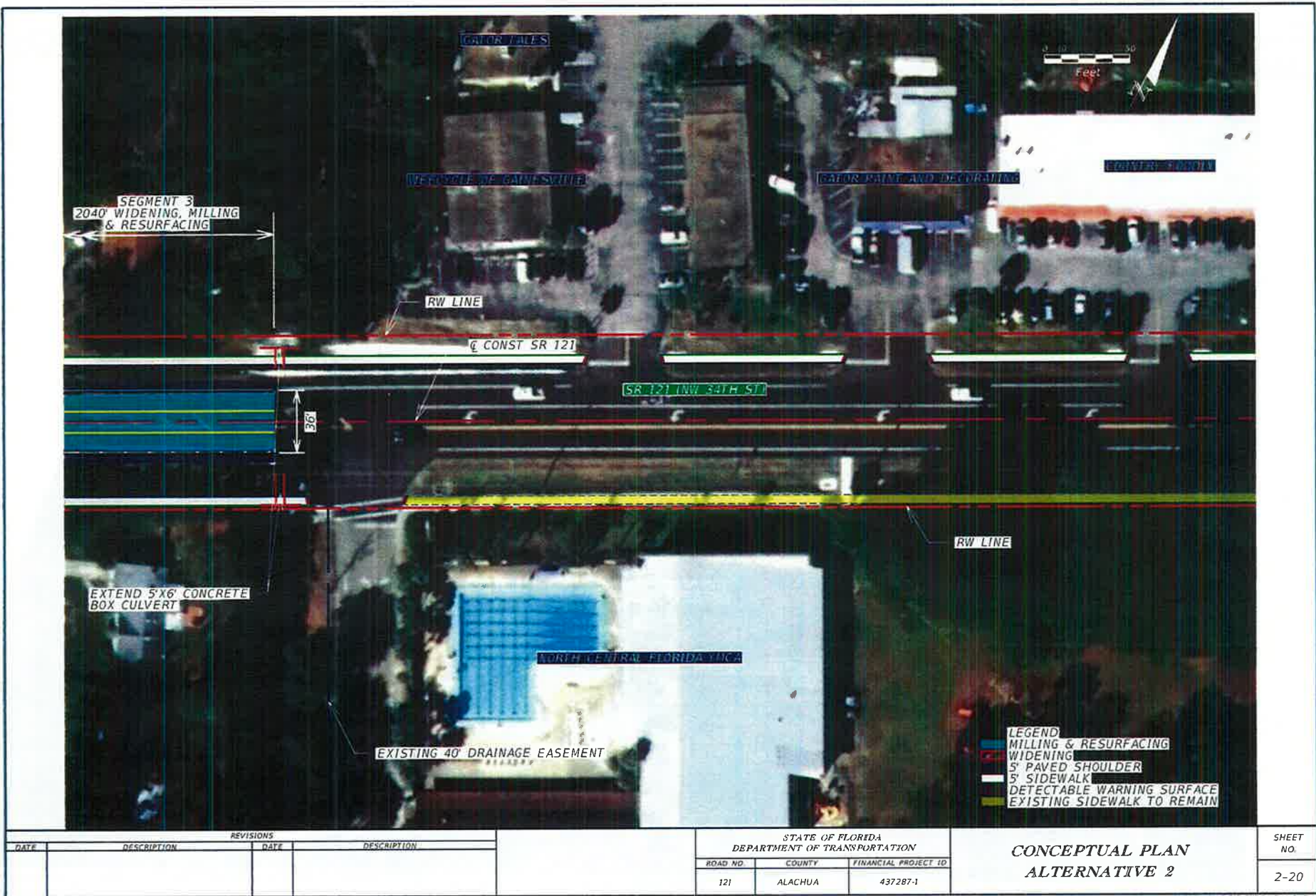
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ALTERNATIVE 2**

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2-17



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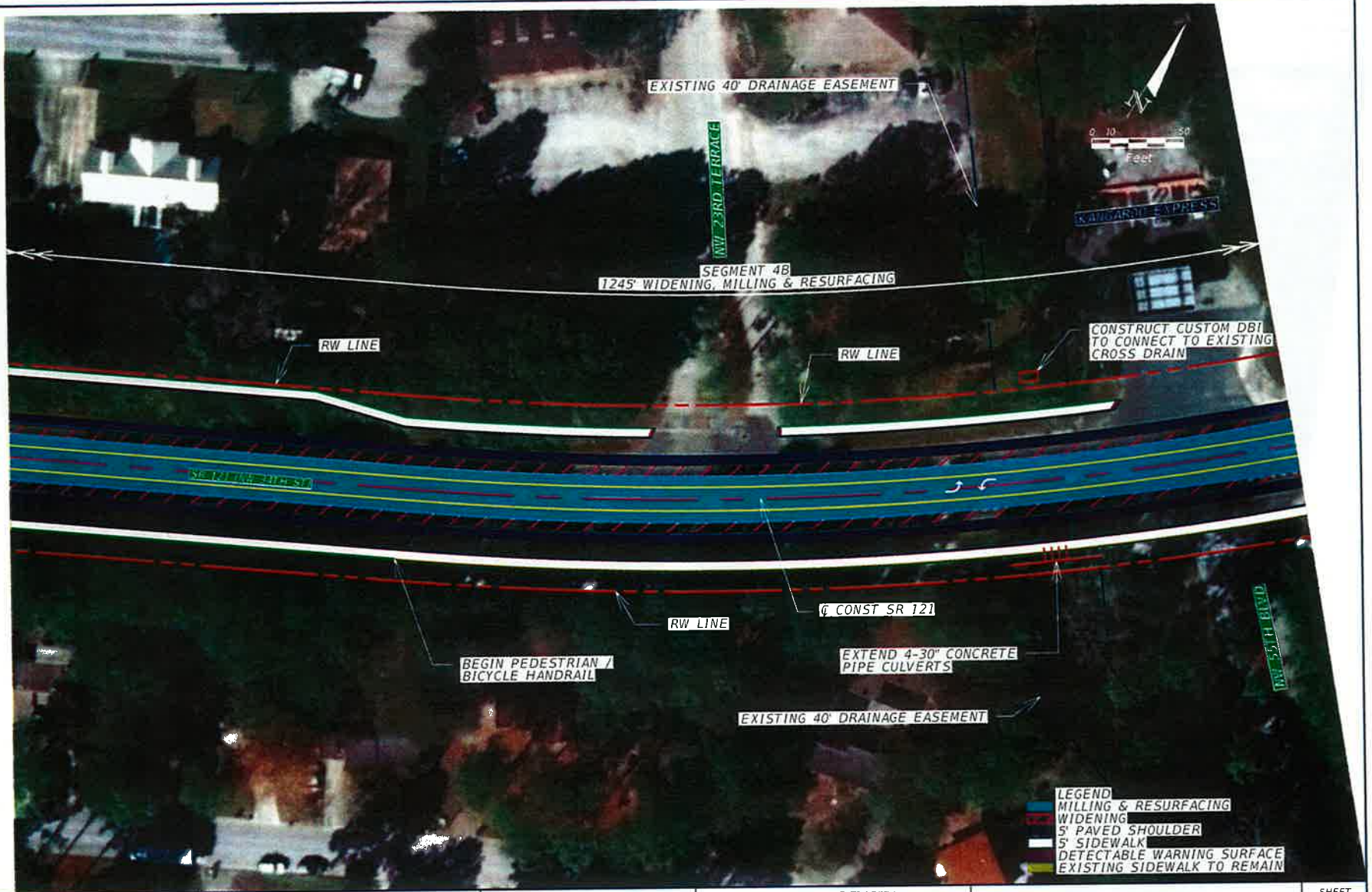




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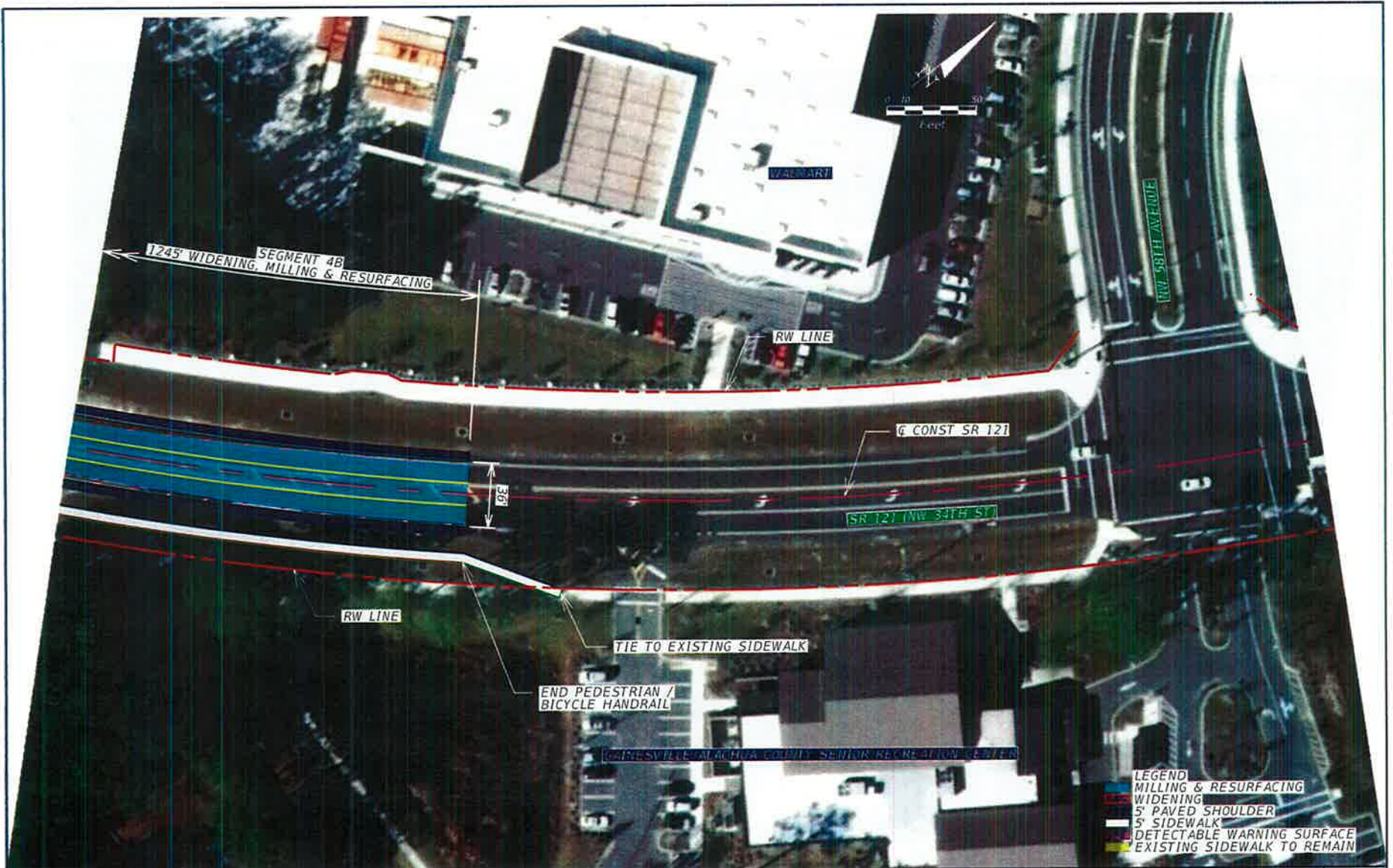






- LEGEND**
- MILLING & RESURFACING
 - WIDENING
 - 5' PAVED SHOULDER
 - 5' SIDEWALK
 - DETECTABLE WARNING SURFACE
 - EXISTING SIDEWALK TO REMAIN

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPTUAL PLAN ALTERNATIVE 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION					
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DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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EXHIBIT 2

State Road 121 Turnlanes Conceptual Plan - Existing Conditions

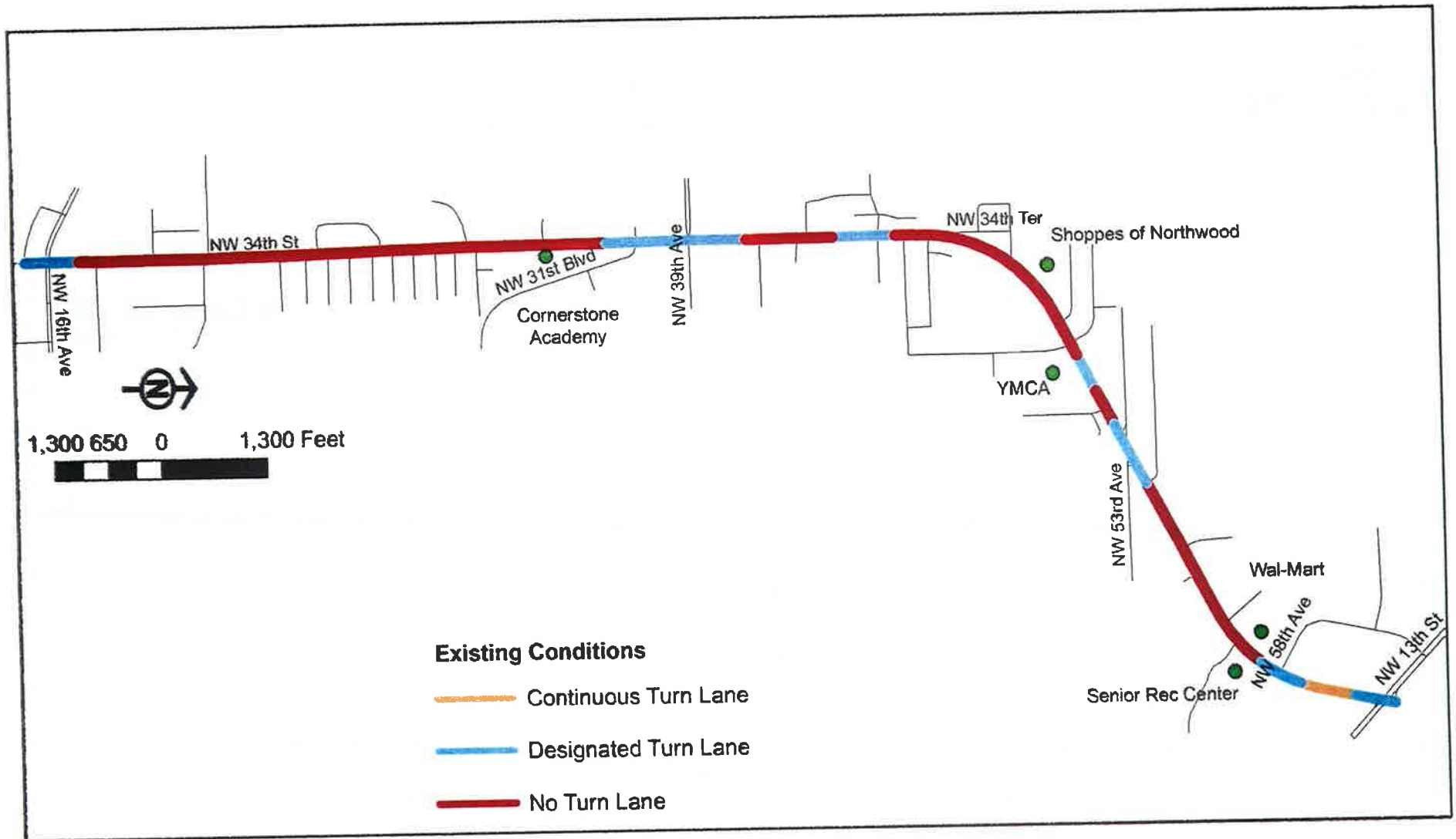


EXHIBIT 2 (Continued)

State Road 121 Turnlanes Conceptual Plan - Proposed Modifications

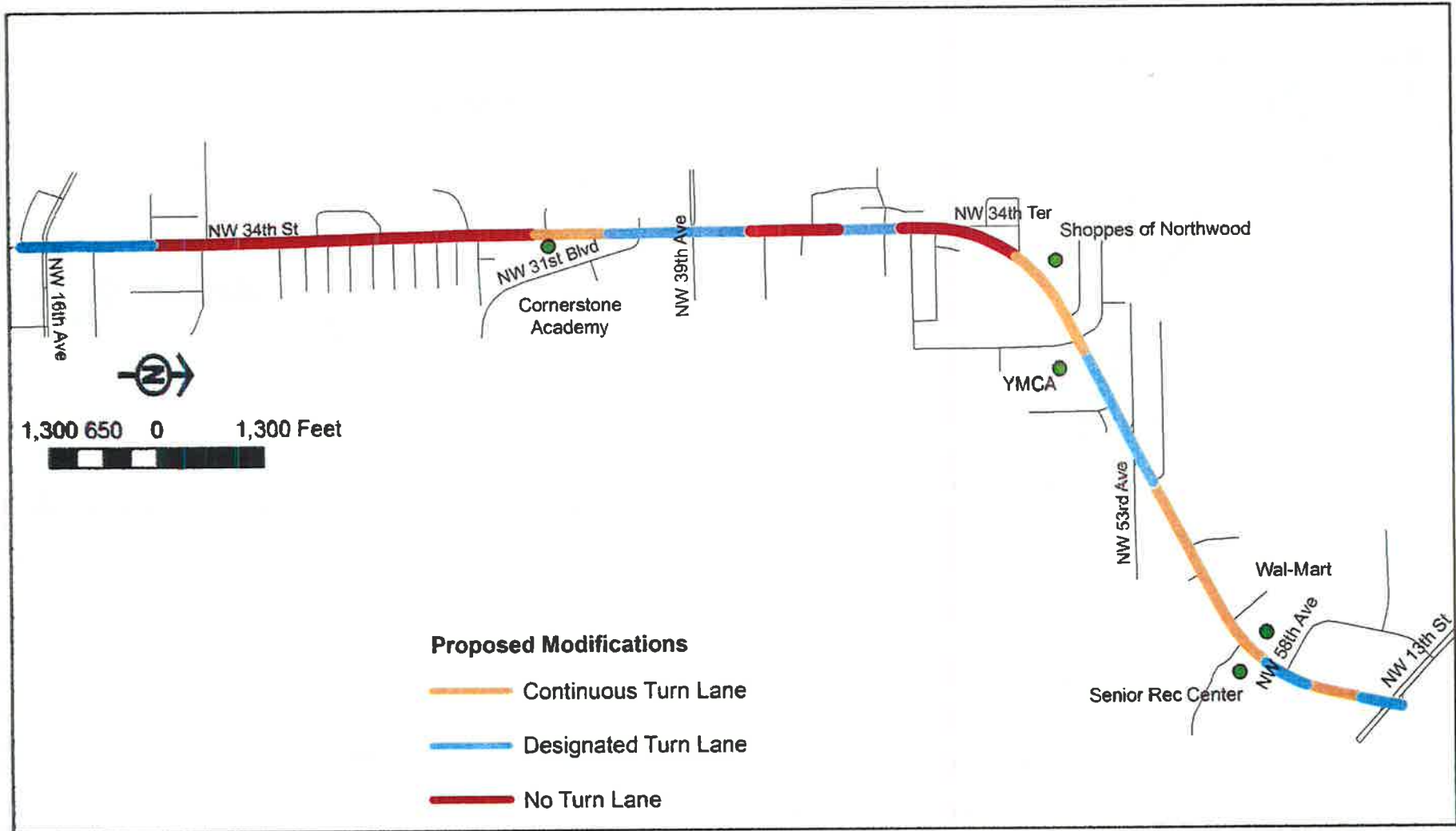


EXHIBIT 3

State Road 121 Turning Movements - Existing Conditions

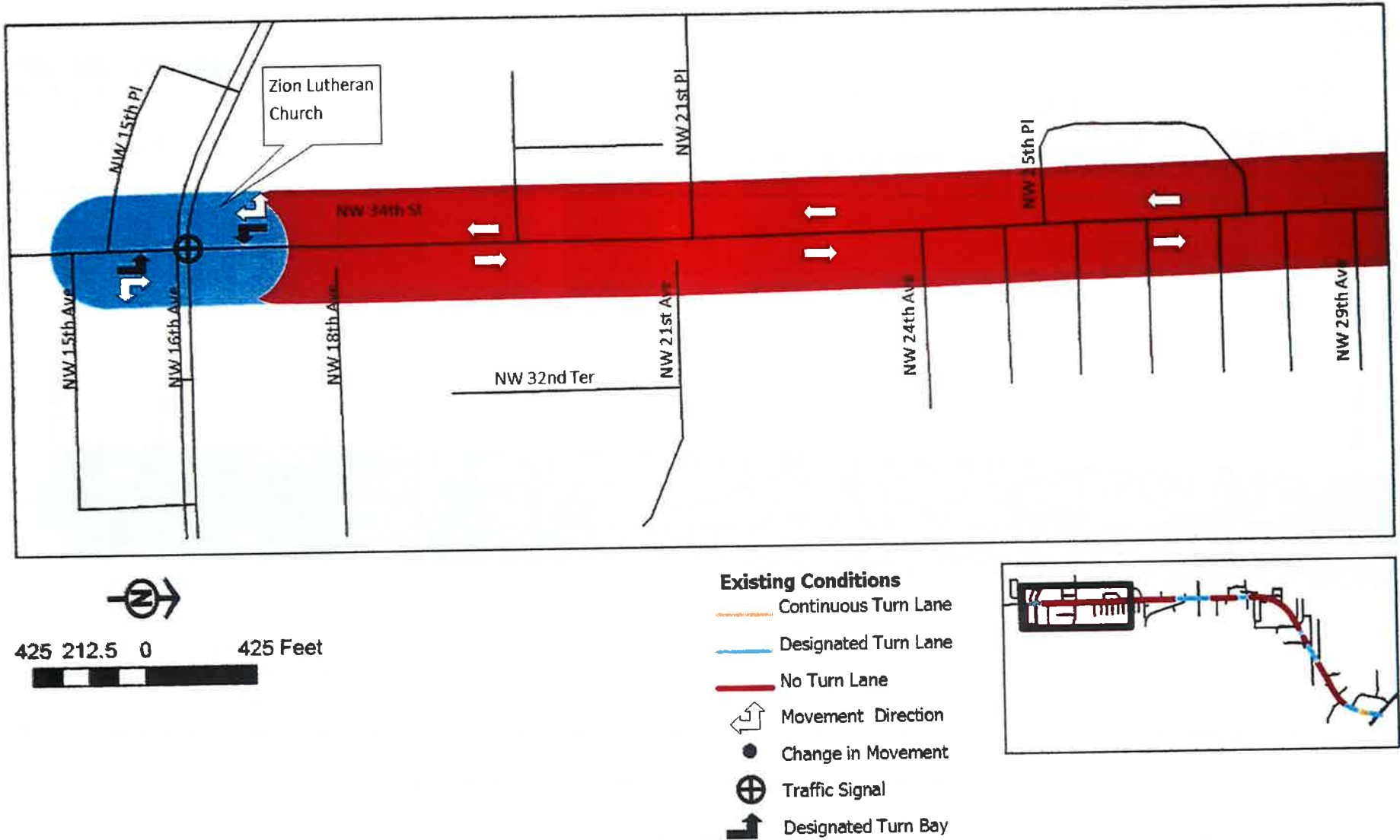


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State Road 121 Turning Movements - Proposed Modifications

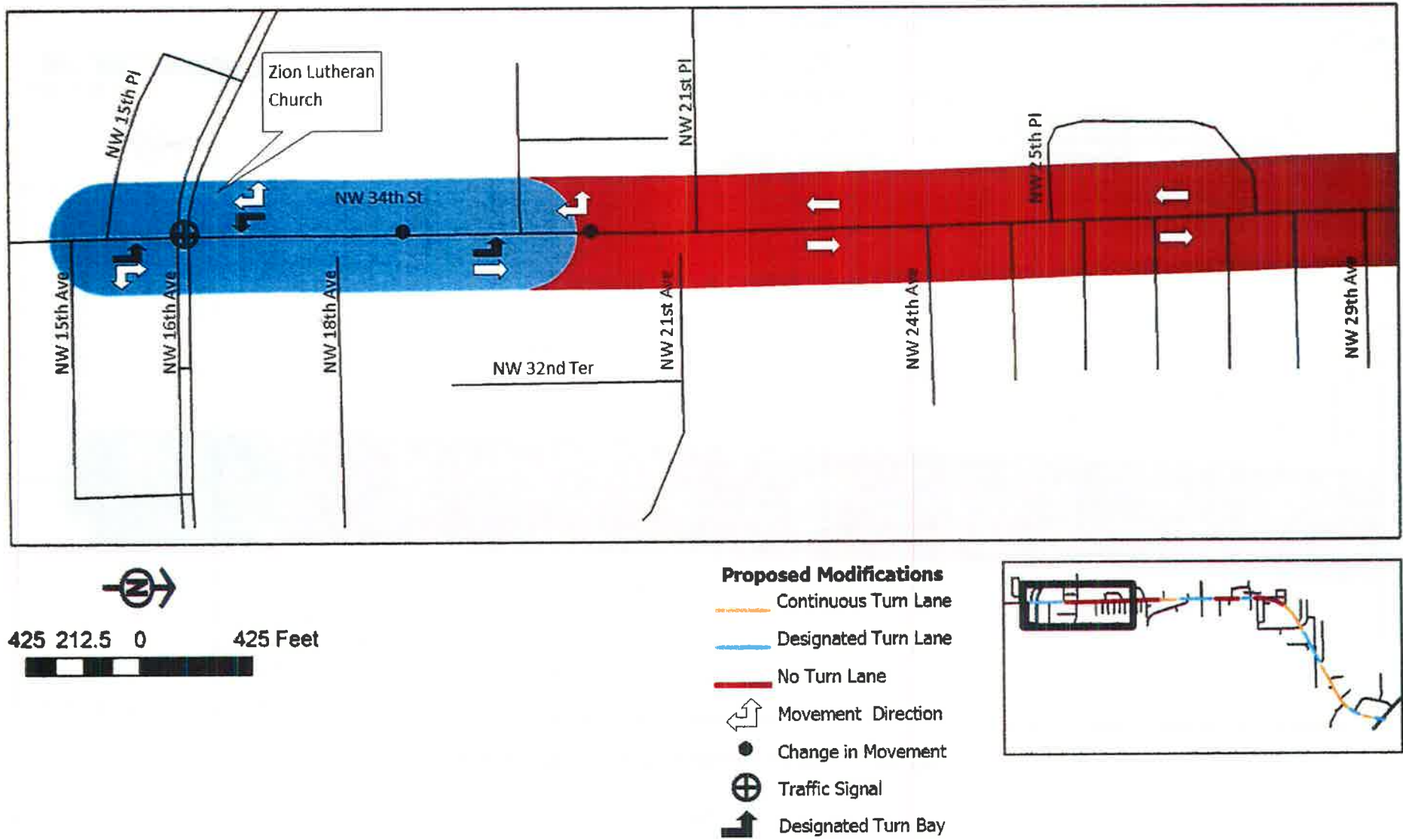
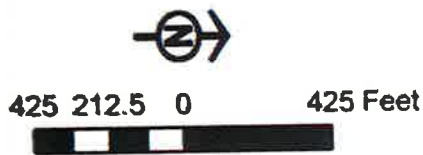
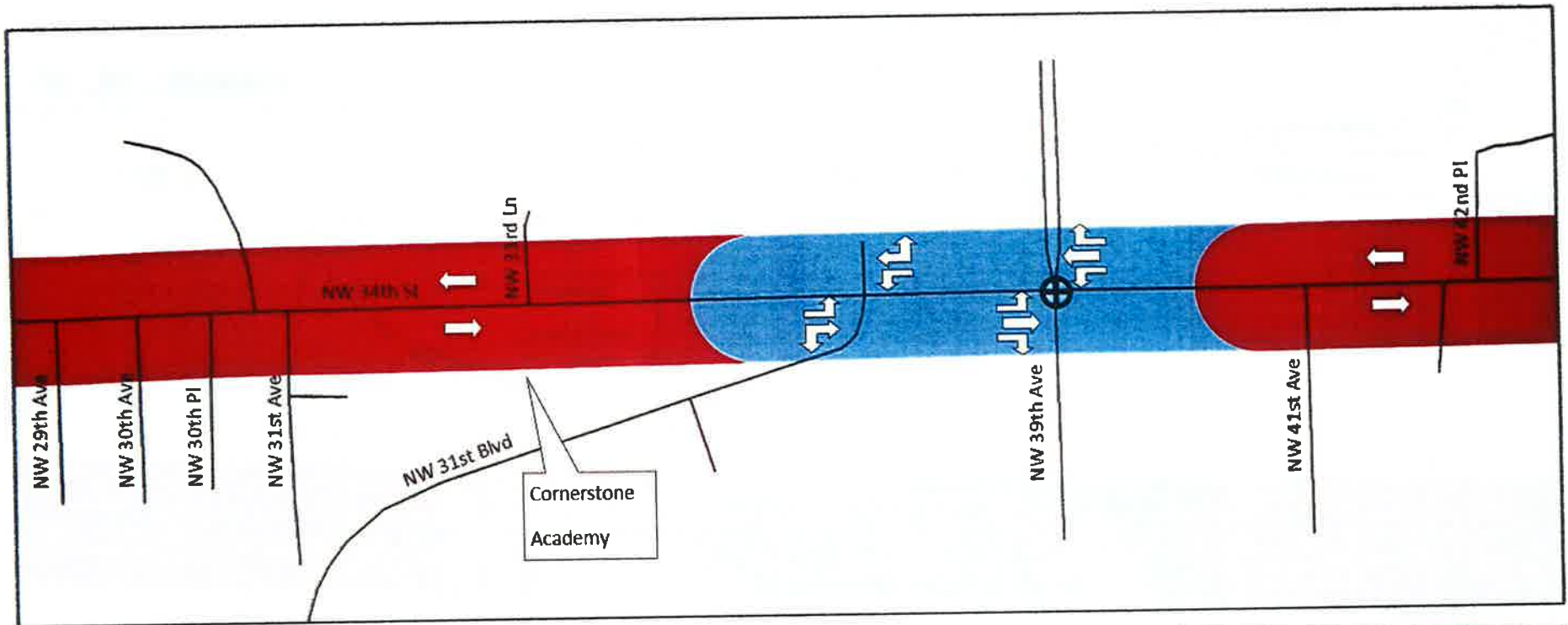


EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Existing Conditions



- Existing Conditions**
- Continuous Turn Lane
 - Designated Turn Lane
 - No Turn Lane
 - Movement Direction
 - Change in Movement
 - Traffic Signal
 - Designated Turn Bay

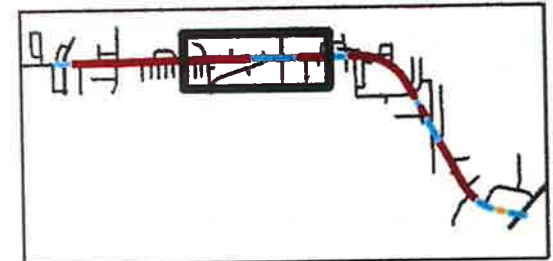


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State Road 121 Turning Movements - Proposed Modifications

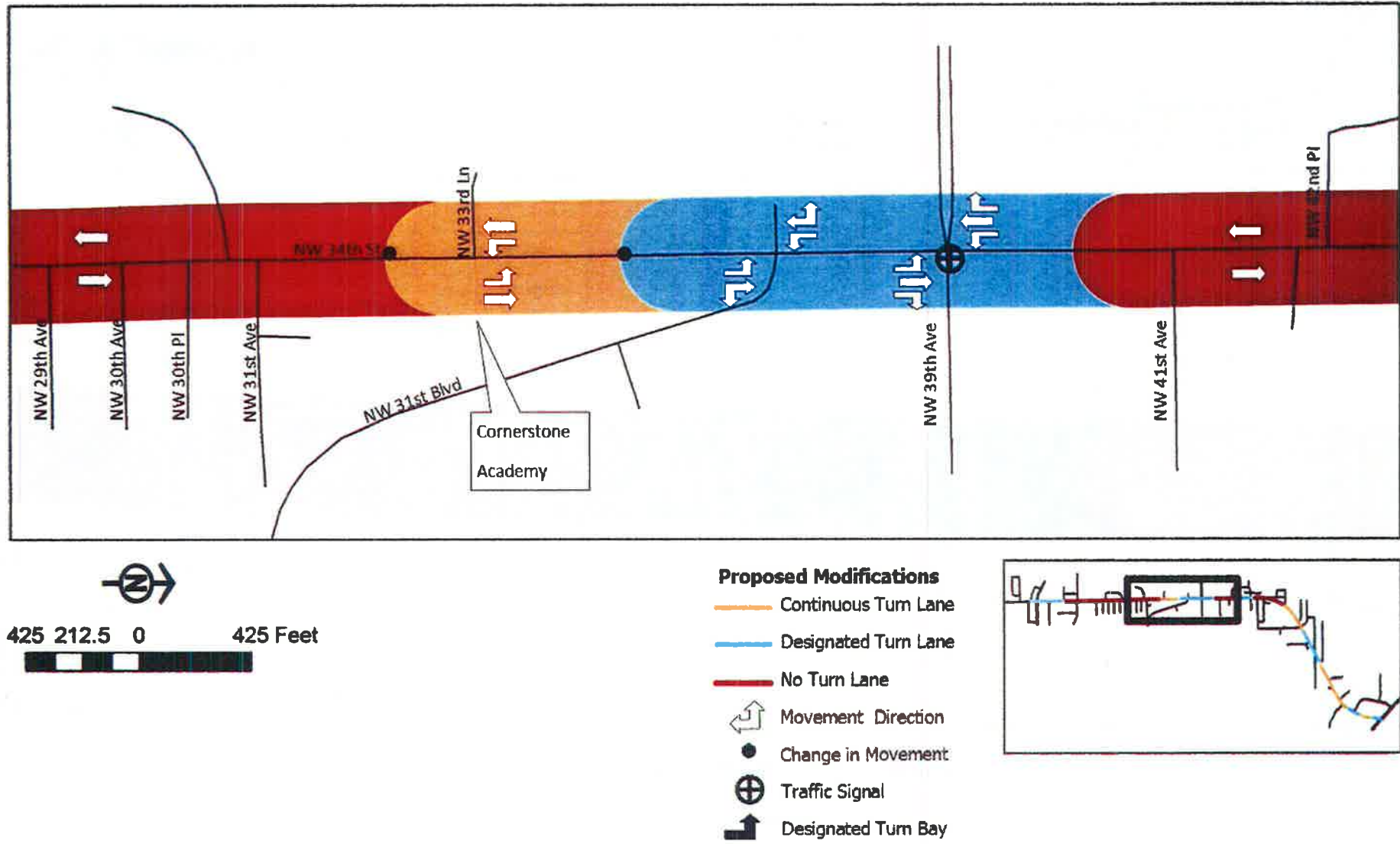
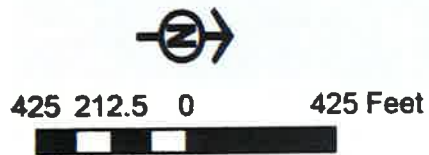
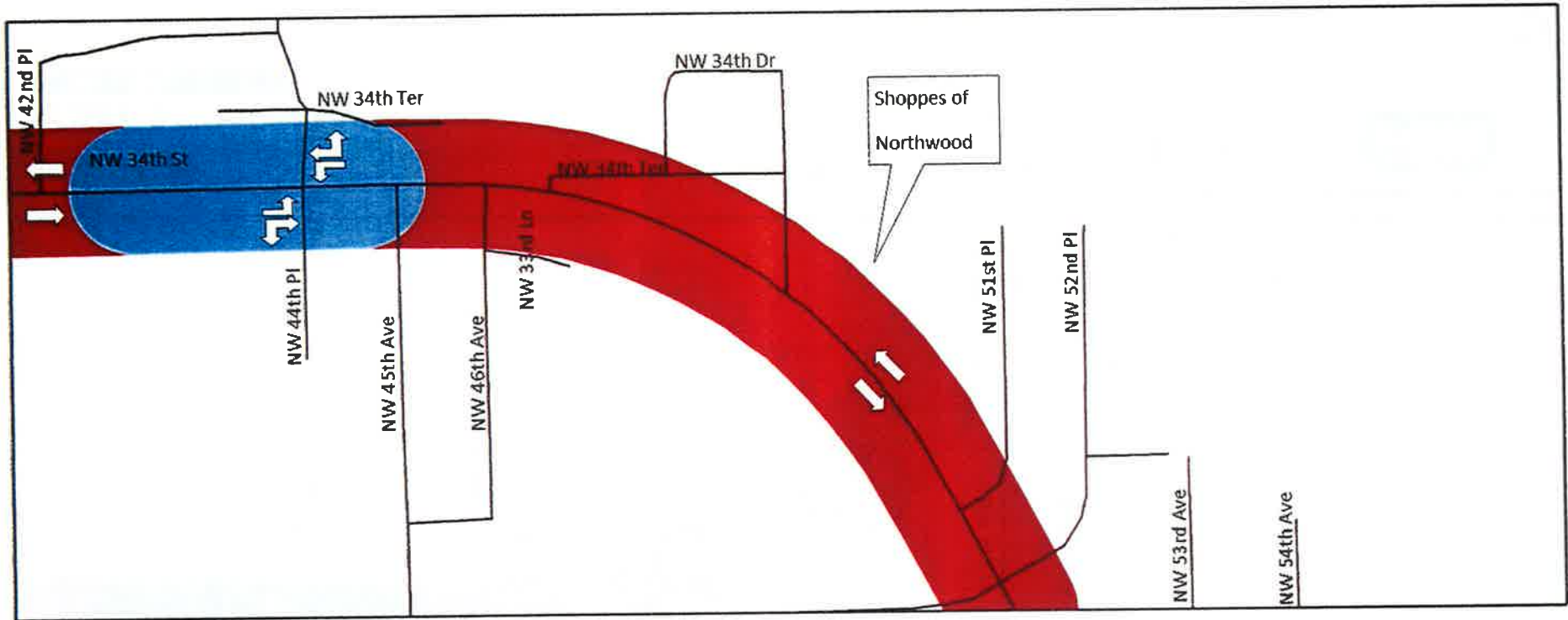


EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Existing Conditions



- Existing Conditions**
- Continuous Turn Lane
 - Designated Turn Lane
 - No Turn Lane
 - Movement Direction
 - Change in Movement
 - Traffic Signal
 - Designated Turn Bay

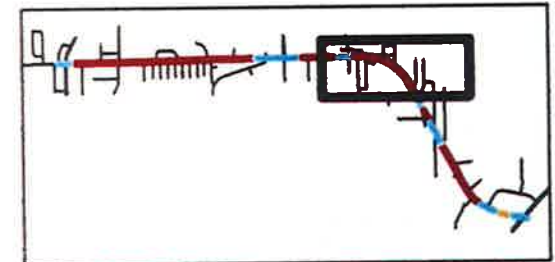


EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Proposed Modifications

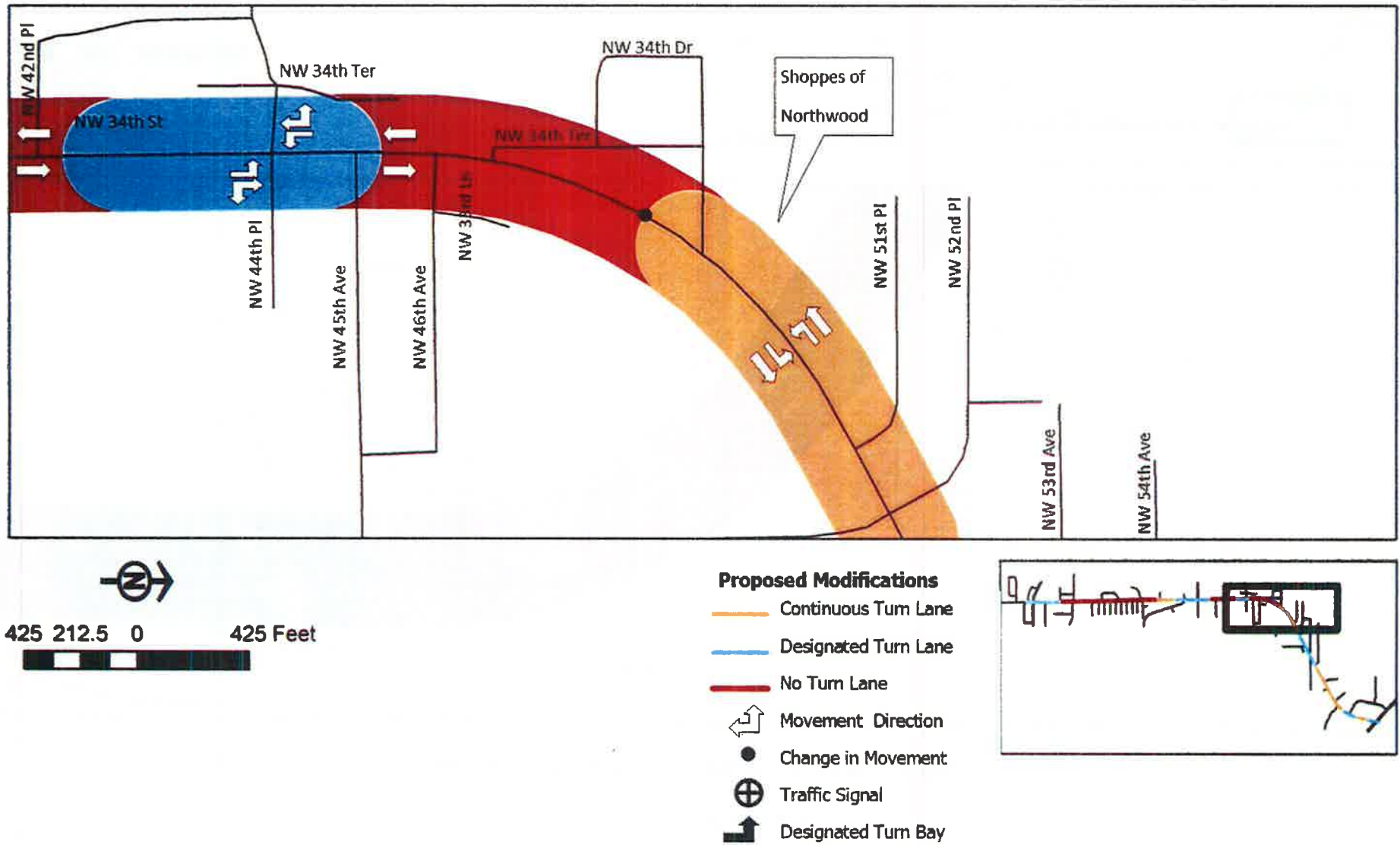


EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Existing Conditions



EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Proposed Modifications

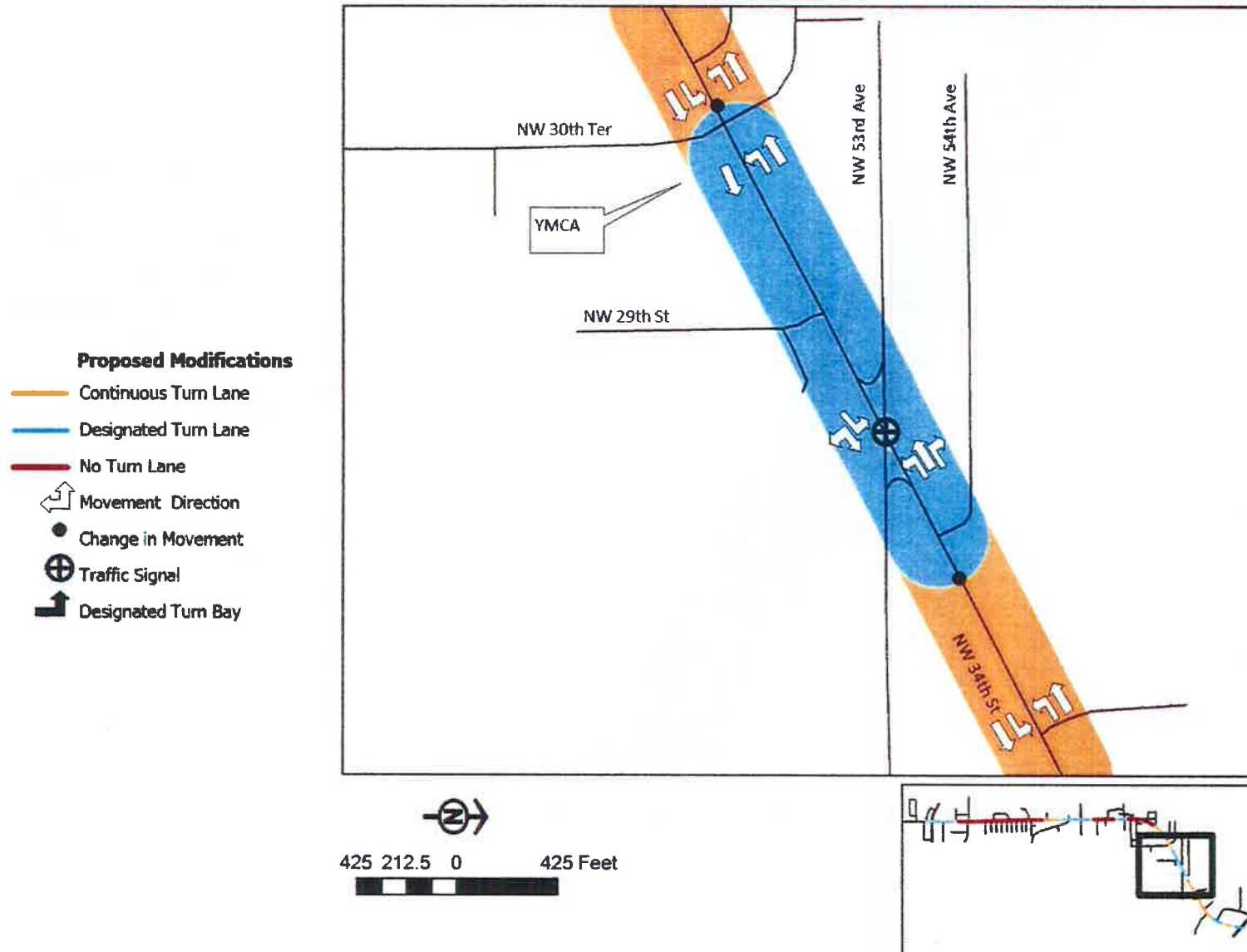


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State Road 121 Turning Movements - Existing Conditions

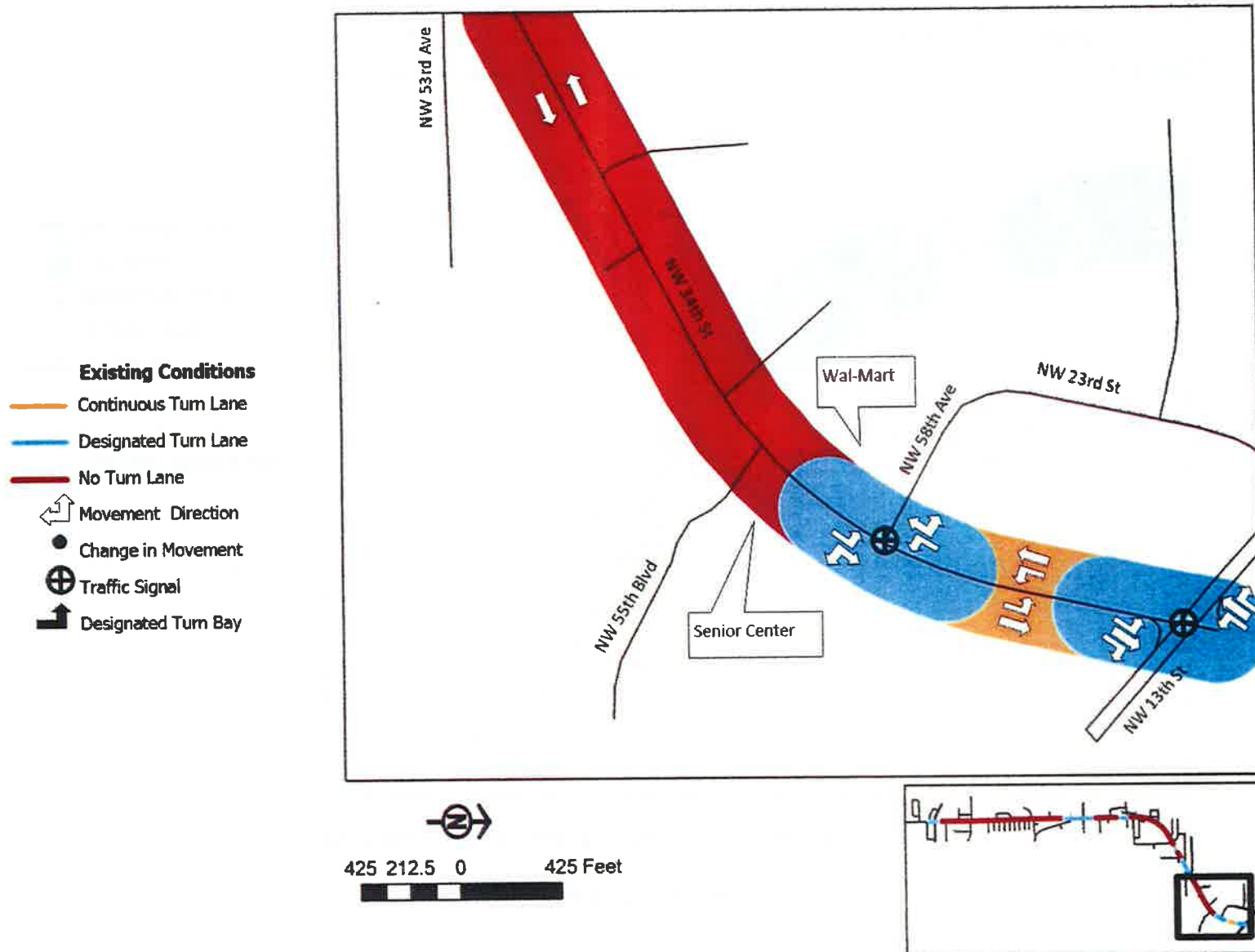
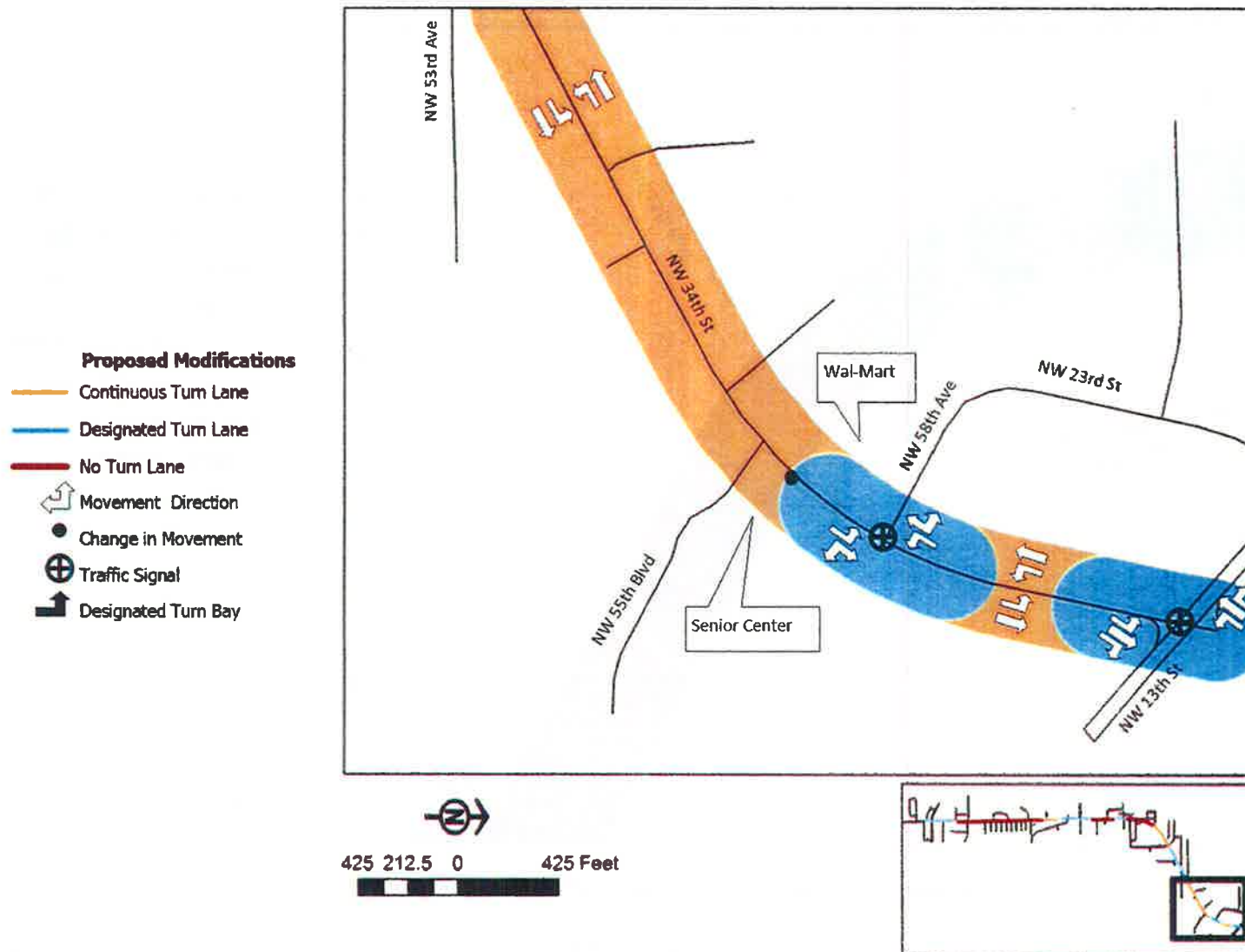


EXHIBIT 3 (Continued)

State Road 121 Turning Movements - Proposed Modifications





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Hamilton • Lafayette • Levy • Madison

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2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.955.2200

November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: West Newberry Road (State Road 26) Bicycle Lanes

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Metropolitan Transportation Planning Organization select Option 1 and request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking.

STAFF RECOMMENDATION

Staff recommends that the Metropolitan Transportation Planning Organization select Option 2 and request that the Florida Department of Transportation program a project to modify the 80-foot cross-section to add onstreet bikelanes with 11-foot general purpose lanes and median on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and reduce the posted speed limit to 35 miles per hour.

BACKGROUND

At its August 1, 2016 and October 3, 2016 meetings, the Metropolitan Transportation Planning Organization discussed the possibility of replacing onstreet parking on West Newberry Road (State Road 26) with onstreet bikelanes. At the conclusion of discussion at the October 3, 2016 meeting, the Metropolitan Transportation Planning Organization approved a motion to:

“authorize the Chair to send a letter to the Florida Department of Transportation to request a study for analysis of West Newberry Road (State Road 26) from NW 43rd Street to NW 38th Street to convert onstreet parking to bikelanes by examining its impact on safety and existing businesses along the corridor.”

The Florida Department of Transportation has responded to the request for a study (Exhibit 1). The Florida Department of Transportation states that onstreet parking could be converted to bikelanes as a stand-alone project.

Metropolitan Transportation Planning Organization staff has analyzed the 80-foot cross-section West Newberry Road (State Road 26) corridor and has determined that reduction of the median and general purpose lanes to 11 feet would enable striping five-foot onstreet bikelanes. In addition, with infill development within the corridor that utilizes the existing onstreet parking, reduction of the speed limit to 35 miles per hour would support traffic calming.

Three options have been developed to address consideration of bikelanes on West Newberry Road (State Road 26). The options are as follows:

Option One

Program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking

Option Two

Program a project to modify the 80-foot cross-section to add onstreet bikelanes with 11-foot general purpose lanes and median on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and reduce the posted speed limit to 35 miles per hour.

Option Three

No Build - Onstreet parking remains in place.

At its October 2, 1997 meeting, the Metropolitan Transportation Planning Organization accepted the 1997 Gainesville Multimodal Corridor and Park-and-Ride Study prepared by URS Consultants, Inc. for the Florida Department of Transportation as a completed planning document. Preparation of the Gainesville Multimodal Corridor and Park-and-Ride Study addressed the number one priority in the Metropolitan Transportation Planning Organization Year 2015 Long-Range Transportation Plan. The Gainesville Multimodal Corridor and Park-and-Ride Study designated State Road 26 as a multimodal corridor. Exhibit 2 is a copy of the 1997 Gainesville Multimodal Corridor and Park-and-Ride Study Executive Summary.

Attachments

EXHIBIT 1



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

1109 South Marion Avenue
Lake City, Florida 32025-5874

**JIM BOXOLD
SECRETARY**

October 26, 2016

**Ms. Helen K. Warren, Chair
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2008 NW 87th Place, Gainesville, Florida 32653-1603**

Subject: West Newberry Road (SR 26) Bike lane Study

Dear Chair Warren:

Thank you for your letter dated October 6, 2016 requesting a study analysis of West Newberry Road (SR 26) from NW 43rd Street to NW 38th Street to convert on-street parking to bike lanes along this portion of the corridor. FDOT has reviewed this corridor and concluded (1) there are no feasible alternate bike routes; (2) there is not sufficient right-of-way to accommodate parking and bike lanes; and (3) the parking is heavily used along the corridor. The City of Gainesville recently reviewed the corridor (study attached) and came to similar conclusions.

SR-26 is currently being resurfaced and will not likely need resurfacing for 10 to 20 more years; however, the parking lane can be converted to a bike lane as a stand-alone project. Please review the FDOT and City of Gainesville conclusions and let FDOT know if the Metropolitan Transportation Planning Organization desires to convert the parking lane to a bike lane. Should the Gainesville Metropolitan Transportation Planning Organization request the project to convert the parking lane to a bike lane, the FDOT would schedule a public meeting to remove the on-street parking.

Sincerely,

**Greg Evans
District Two Secretary**

**xc: Jim Knight, FDOT Urban Planning Administrator
James Green, FDOT Liaison**

CITY OF GAINESVILLE STAFF ANALYSIS

Legistar No:

Title: Addition of bike lanes along Newberry Rd (SW 38th St to NW 43rd St)

Sponsor:

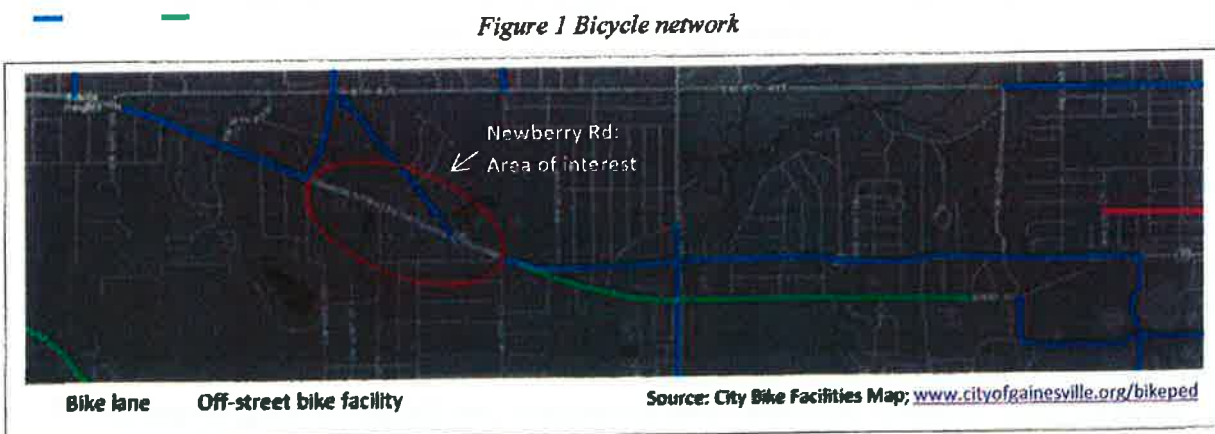
City Staff Contact: Teresa Scott, Director of Public Works;
Debbie Leistner, PW Planning Manager

Summary of Issue Potential addition of bike lanes along Newberry Road between SW 38th Street and NW 43rd Street.

History/Background Information The City Commission received a request from Ms. Kristen Young, vice-president of Gainesville Citizens for Active Transportation (GCAT), inquiring about the possibility of adding on-street bicycle lanes along Newberry Road between SW 38th Street and NW 43rd Street. This segment is owned and operated by the Florida Department of Transportation (FDOT) and is part of a resurfacing project is currently underway. Staff meet with representatives of GCAT in August 2016 to discuss concerns and options to facilitate mobility of cyclists through this area.

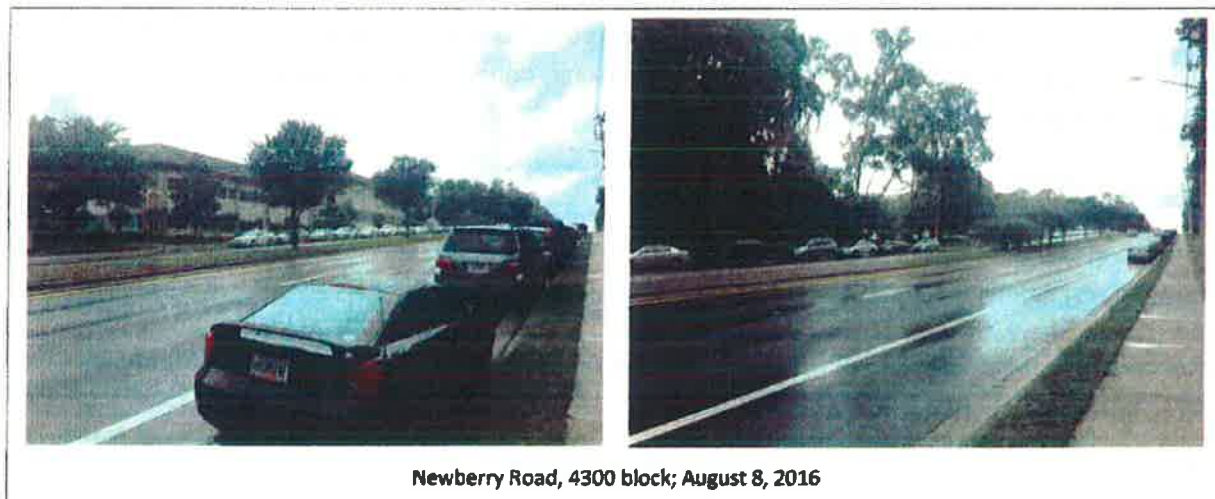
Current conditions:

The cross-section along this segment of roadway includes two travel lanes, turn lanes and parking lanes; sidewalks are available on both sides of the road. There are no bike lanes along this segment; there are bike lanes to the east of SW 38th Street terminating at Gale Lemerand Drive, and bike lanes to the west of NW 43rd Street terminating at NW 52nd Terrace. Figure 1 depicts the bicycle network in the area.



The land uses abutting the corridor are primarily commercial driving the utilization of the parking lanes, especially in the vicinity of NW 43rd Street and SW 38th Street. In the segment immediately east of NW 43rd Street the on-street parking is heavily utilized by staff and patients of the SIMED medical offices located at 4343 Newberry Road. The property offers a total of 379 parking spaces on-site, including a recent addition approved and constructed in 2016. This is the maximum allowed for surface parking due to the size of the property. Additional parking could be provided in a parking structure. According to SIMED representatives, the removal of the on-street parking would have a significant negative impact on their operations as the parking on-site is maxed out during peak hours of operation between 9:00 am and 3:00 pm. In addition, due to occupational health services provided to the FDOT and the Alachua County School Board, there are special parking needs for truckers or school bus drivers that cannot be accommodated on-site. The SIMED complex has implemented parking strategies to mitigate the parking constraints by requiring half of the staff to park at a remote location served by a shuttle service available early morning, midday, and at end of business day; and also by providing dedicated parking for physicians. Figure 2 illustrates the on-street parking utilization on August 8, 2016 when an average of 57 vehicles was observed between 11:00 am and 1:00 pm.

Figure 2 Parking Utilization Sample



In addition to the constraints presented by the parking lanes and parking utilization, there are potential right-of-way constraints at the vicinity of the intersection of NW 43rd Street where in order to add a westbound right turn lane the travel lane widths were reduced to minimum width standards. There is no sufficient space to accommodate a bike lane between the right turn lane and the through lane.

Investigation of crash reports for the last 3 years did not indicate a safety issue associated with the parked vehicles. A total of 76 crashes were documented over the period along the corridor of which a total of 5 (6.5%) involved parked vehicles. Where parked vehicles were involved in a

crash the travelling vehicle was at fault colliding with a parked car; 4 crashes involved parked vehicles in the eastbound direction and 1 crash in the westbound direction. The majority of crashes along the segment were related to congested conditions, primarily rear end crashes at the signalized intersections (60%). There was 1 crash (1.3% of total) involving a cyclist; the crash was caused due to a conflict at a driveway where the driver failed to yield the right-of-way.

Status of resurfacing project:

The FDOT resurfacing project is underway and it is not feasible to add bike lanes at this time as the project has already advanced to construction. Potential addition of bike lanes would be considered under a separate future project by the FDOT.

Options

- A. Request the addition of bike lanes along Newberry Road via the Metropolitan Transportation Planning Organization (MTPo) process by including the project on the MTPo List of Priority Projects.

Pros Continuity of the on-street bike system closing a gap in the bicycle network.

Cons Removal of on-street parking will have significant impact to adjacent land uses. Prioritization of projects currently on the list will be affected. Timing of implementation is uncertain.

- B. Identify alternative bicycle connectivity options through neighborhood streets.

Pros Determine feasible options for future enhancement of cycling network in the area without negatively impacting surrounding businesses along Newberry Road. A parallel system to Newberry Road would offer a safer route off-street or through neighborhood streets with less vehicular traffic. There are potential opportunities generally following the alignment of W University Avenue, SW 41st Street, SW 42nd Avenue and NW 44th Street that merit additional investigation; some portions are under private ownership and would require easements or right-of-way acquisition. This is a low cost, short term solution.

Cons This may provide a less direct route that some cyclists may opt not to use. City may not be able to acquire the necessary easements or rights-of-way. Potential neighborhood opposition.

- C. Widening of existing sidewalks by filling in the landscaping strip.

Pros Provide additional width that would enable easier circulation and passing of other cyclists or pedestrians.

Cons The effective width would be compromised by the presence of parked vehicles and potential conflicts with car doors. Timing of implementation is uncertain.

Staff Recommended Option The General Policy Committee hear a presentation and discuss what action to take in relation to the enhancement of the cycling network along the Newberry Road corridor.

Attachments/References

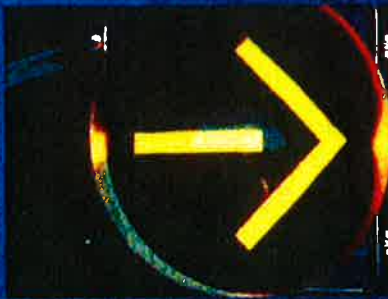
City of Gainesville Bicycle Facilities Map

EXHIBIT 2



FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 2

GAINESVILLE MULTIMODAL CORRIDOR AND PARK AND RIDE STUDY

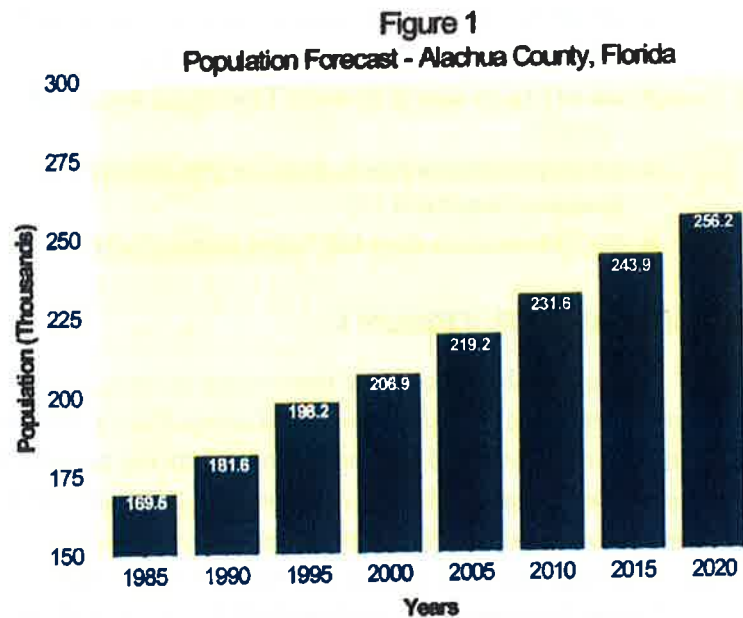


EXECUTIVE SUMMARY

STUDY PURPOSE

Alachua County is a dynamic growing county, with Gainesville as the focus of business, health care, and higher educational activities in the region. The University of Florida serves as a regional employment and educational center as well the main activity center in the city. Shands Hospital and other local area medical centers provide quality health care for North Florida. These are a few of the reasons that Gainesville was voted by Money magazine as *America's Best Place to Live* in September 1995.

By the year 2020, Alachua County is expected to have a population of more than 250,000 (Figure 1). With the continued growth of Alachua County there is a concern about growing traffic congestion on the roadways. The Intermodal Surface Transportation Efficiency Act, also known as "ISTEA", which was passed in 1991, provides guidance for the development of long range transportation plans that look at future congestion. The act also focuses on the need to look at all modes of transportation to relieve congestion.



Data Source: North Central Florida Regional Planning Council, 1996

The Metropolitan Transportation Planning Organization (MTPO), which consists of five County and five City of Gainesville Commissioners that make transportation decisions for the Gainesville Metropolitan Area, and the Florida Department of Transportation (FDOT) identified seven corridors in Alachua County for multimodal corridor analysis. These corridors are major arterials that connect adjacent counties and the outlying areas of Alachua County with the City of Gainesville. Planning issues important to these corridors include increasing levels of congestion and an increasing number of traffic incidents. In the past, when traffic levels increased on a facility above what was considered acceptable, additional lanes were added. Due to the limited amount of available right-of-way within some of the corridors under study and a desire to increase person throughput without adding more cars to the transportation system, the option of adding lanes has been deemed impractical in most instances. Consequently, the focus of the study concentrates on measures to increase the modal split within the corridors through improved or new ride-sharing opportunities, transit systems, bike paths, and pedestrian access. The purpose of this study is to develop a plan with a long range focus that will enhance the mobility of people and goods within Alachua County.

STUDY PROCESS

Because Gainesville is a regional employment and shopping destination for people within Alachua County and the surrounding counties, a multimodal corridor analysis was performed to address the congestion issue on a regional level. The following is a list of corridors designated for the *Gainesville Multimodal Corridor and Park and Ride Study* (see Figure 2):

- SR 24 (Archer Road), from the City of Archer (US 27) east to the Gainesville Central Business District (US 441).
- SR 24 (Waldo Road), from the City of Waldo (US 301) south to the Gainesville Central Business District (SR26).
- SR 26 (Newberry Road/University Avenue), from the City of Newberry (US 27) east to US 301.
- SR 121, from Wacahoota Road north to CR 231.
- US 441 (13th Street), from the Town of Micanopy (CR 346) north to the City of High Springs (CR 236).
- SR 20 (Hawthorne Road), from the City of Hawthorne (US 301) west to the Gainesville Central Business District (SR 24).
- SW 20th Avenue, from SW 122nd Street (Parker Road) east to SR 121 (SW 34th Street).

PUBLIC INVOLVEMENT

Throughout the evaluation of these corridors, there was continuous involvement of the Study Advisory Committee (SAC) that consisted of transportation officials from various state, county and city agencies, as well as interested citizens. Included were representatives from the North Central Florida Regional Planning Council, the City of Gainesville, Alachua County and the surrounding outlying municipalities. For over a year, the study team met with the SAC on a monthly basis to gain their input. In addition, meetings were held with the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), Bicycle/Pedestrian Advisory Board (BPAB), interested citizens, and the Metropolitan Transportation Planning Organization (MTPO) at significant milestones during the study process.

EXISTING FACILITIES AND SERVICES

An extensive inventory of the existing facilities and services was collected on all of the study corridors. The existing conditions data included traffic data, right-of-way, crash data and transit services available along the study corridors. Also included were bicycle and pedestrian facilities, and existing at-grade railroad crossings. The assessment of environmentally sensitive areas included open water, marsh areas, historic districts, strategic habitat and conservation areas, national register properties, eagle nest locations, archeological sites, public lands, parks, state preserves, water management districts and conservation and recreation lands. Because the environmental data collected was used for general planning purposes, not all of the possible environmental conditions were evaluated.

Gainesville Multimodal Corridor & Park and Ride Study

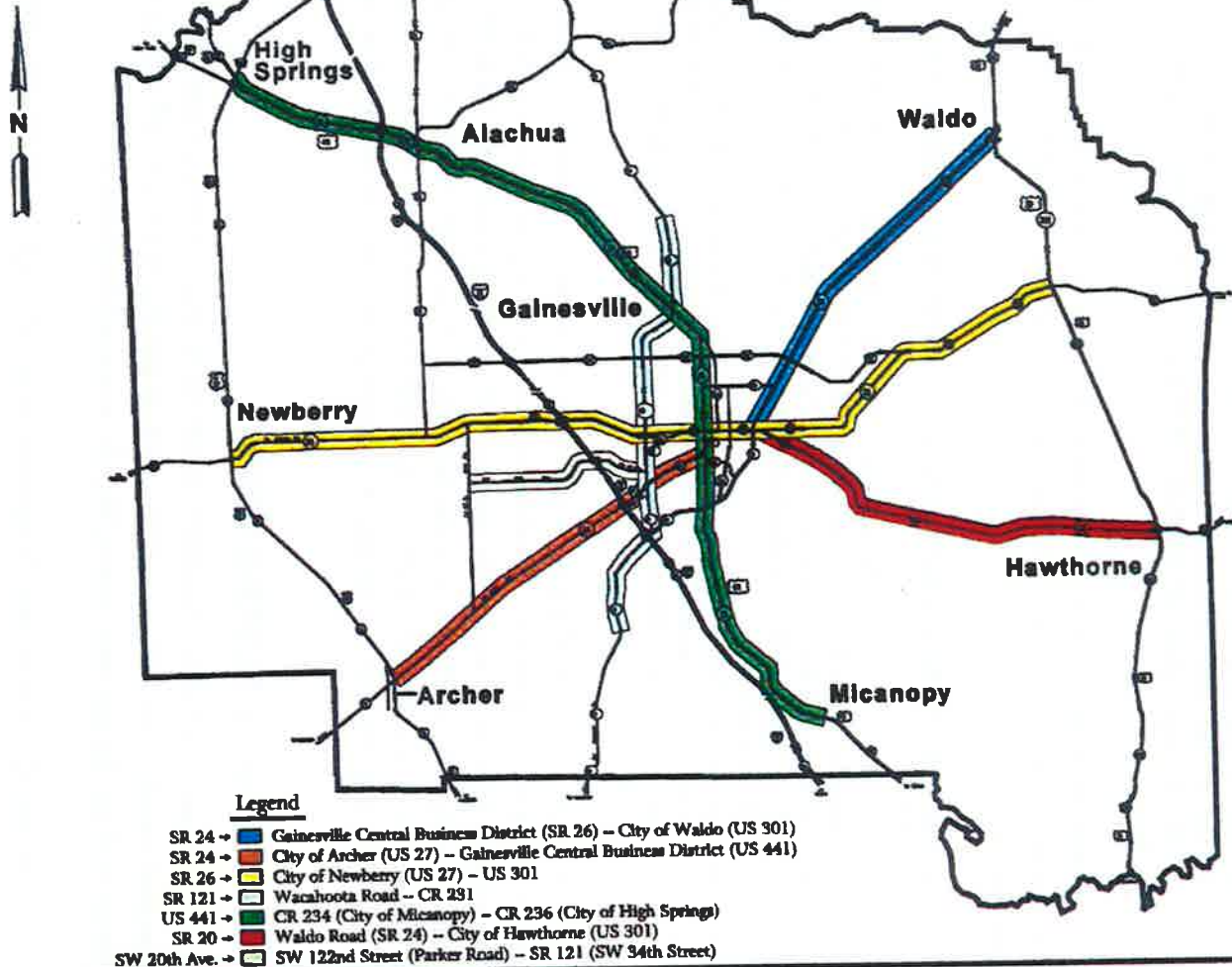


Figure 2: Project Location Map

DATA COLLECTION AND ANALYSIS

Origin-destination (O-D) surveys were conducted for this study to help determine current multimodal usage and predict future trends. Part of the effort was to better understand where users of the transportation system were coming from and their destinations. To aid in the endeavor, pedestrians, bicyclists, and transit users were surveyed. Some of the highlights of the information collected in the survey include:

- The average bicycle user travels 1.7 miles to get to their destination.
- The average pedestrian travels one mile to reach their destination.
- The average transit user walks less than a quarter mile (.19 miles) to the bus stop to access the bus.

Other information pertaining to external vehicle travel characteristics and origins of the employees of University of Florida and Shands Hospital was also obtained. Some of the main points obtained from these surveys include:

- 86 percent of the trips passing through Alachua County (external-external) used I-75 and US 301.
- Five of the six highest internal-external movements were from the outlying municipalities (i.e., High Springs, Alachua, Hawthorne, Newberry and Archer) to points outside of the county.
- 54 percent of the internal-external movements began in the City of Gainesville and 31 percent of the internal-external movements began in the downtown and the University of Florida activity centers.
- 60 percent of the employees from Shands Hospital and 48 percent of the employees from the University of Florida live in zip codes within the Metropolitan Area. Less than 13 percent of the employees from both employers live in either High Springs, Alachua, Hawthorne, Newberry or Archer.

Socioeconomic data depicting population, housing, auto ownership and employment characteristics are also presented. Population and employment growth patterns were analyzed to determine the high growth areas to the year 2020. The projections show that the growth in population will occur primarily in the southwest, west and northwest sections of the county. Employment data shows that there will be a large amount of growth near the North Florida Regional Medical Center and at the Progress Center on US 441. Figures 3 and 4 show the population and employment growth between 1990 and 2020.

SELECTION OF ALTERNATIVES

The compiled data was used to aid in the decision making process which evaluated the potential corridors for further analysis. Present and future service characteristics were determined for the highway, transit, bicycle, and pedestrian modes.

The corridor sections were then prioritized, with the high priority sections identified as those with the most need and potential for multimodal improvements. These sections were analyzed in detail for specific types of recommendations. Medium and Low priority sections were analyzed in less detail. Although, a project level evaluation was not made on these sections, they were still recognized for potential park and ride use. Figure 5 depicts the high, medium, and low priority sections.

PARK AND RIDE PLAN

One objective of the study was to prepare a detailed park and ride plan for Alachua County. Included in the park and ride plan is a description of park and ride lots within the county; and a detailed analysis of potential park and ride lots.

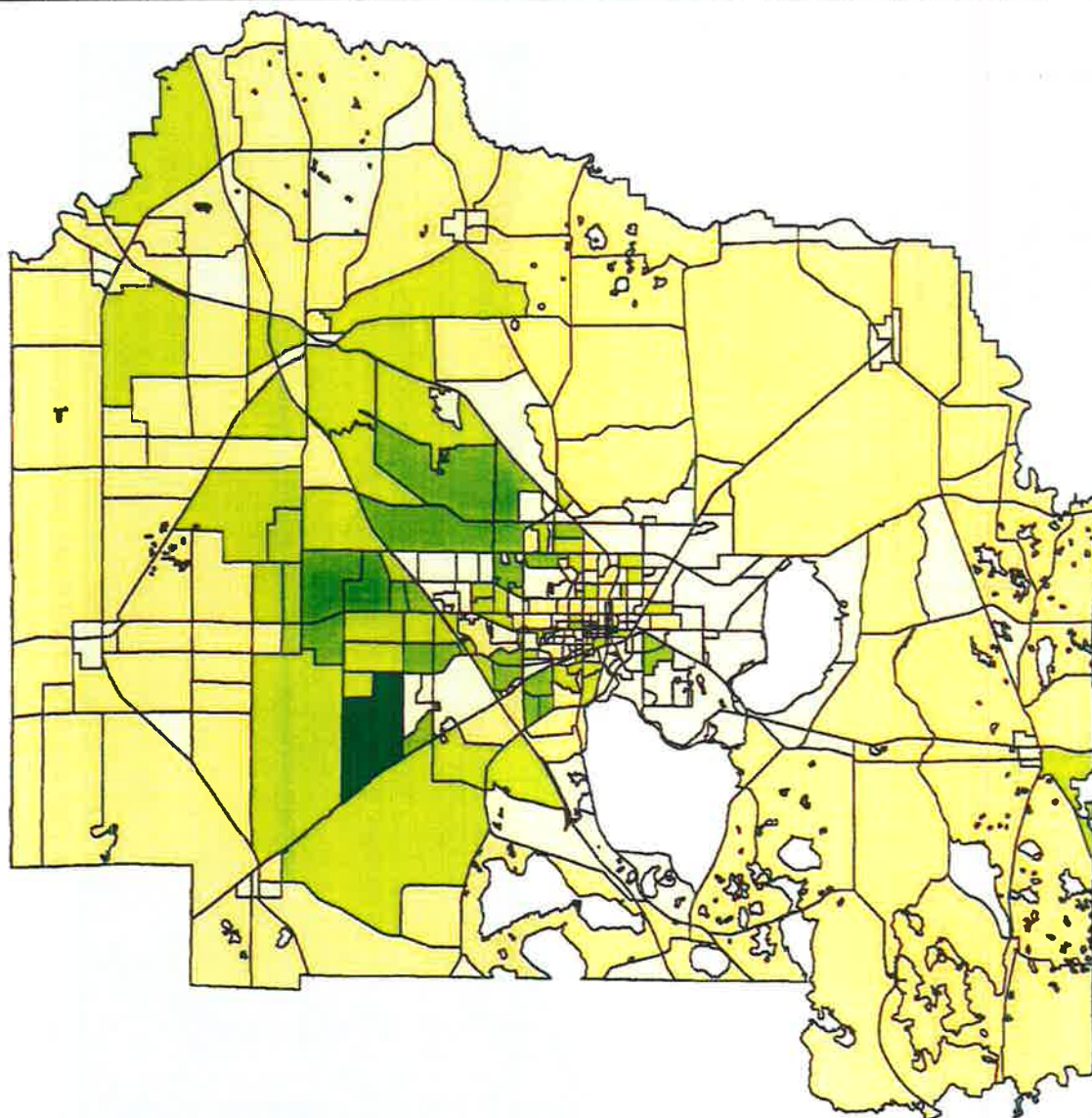
After identifying Alachua County's current park and ride facilities, potential park and ride lots were identified. A total of 10 sites were evaluated as potential park and ride lots. In the evaluation, a project level site analysis was performed as well as a demand estimate for the proposed lot. **Figure 6** represents the potential park and ride facilities. As shown in **Table 1**, the results of the analysis indicated that five of the lots were chosen to have the greatest potential for use.

Table 1
Recommended Park and Ride Lots

Site Number	Lot Location
2	Archer Road and I-75
3	Oaks Mall
1	US 441 and SR 121
7	US 441 and Main Street City of Alachua
8	US 301 and SR 20 City of Hawthorne



An example of an informal Park and Ride lot on US 441 and Main Street in Alachua, FL.



2 0 2 4 6 Miles

LEGEND
(Population Growth)

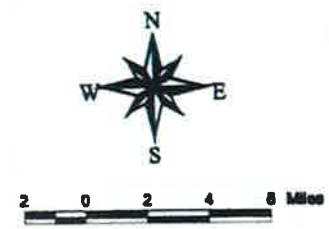
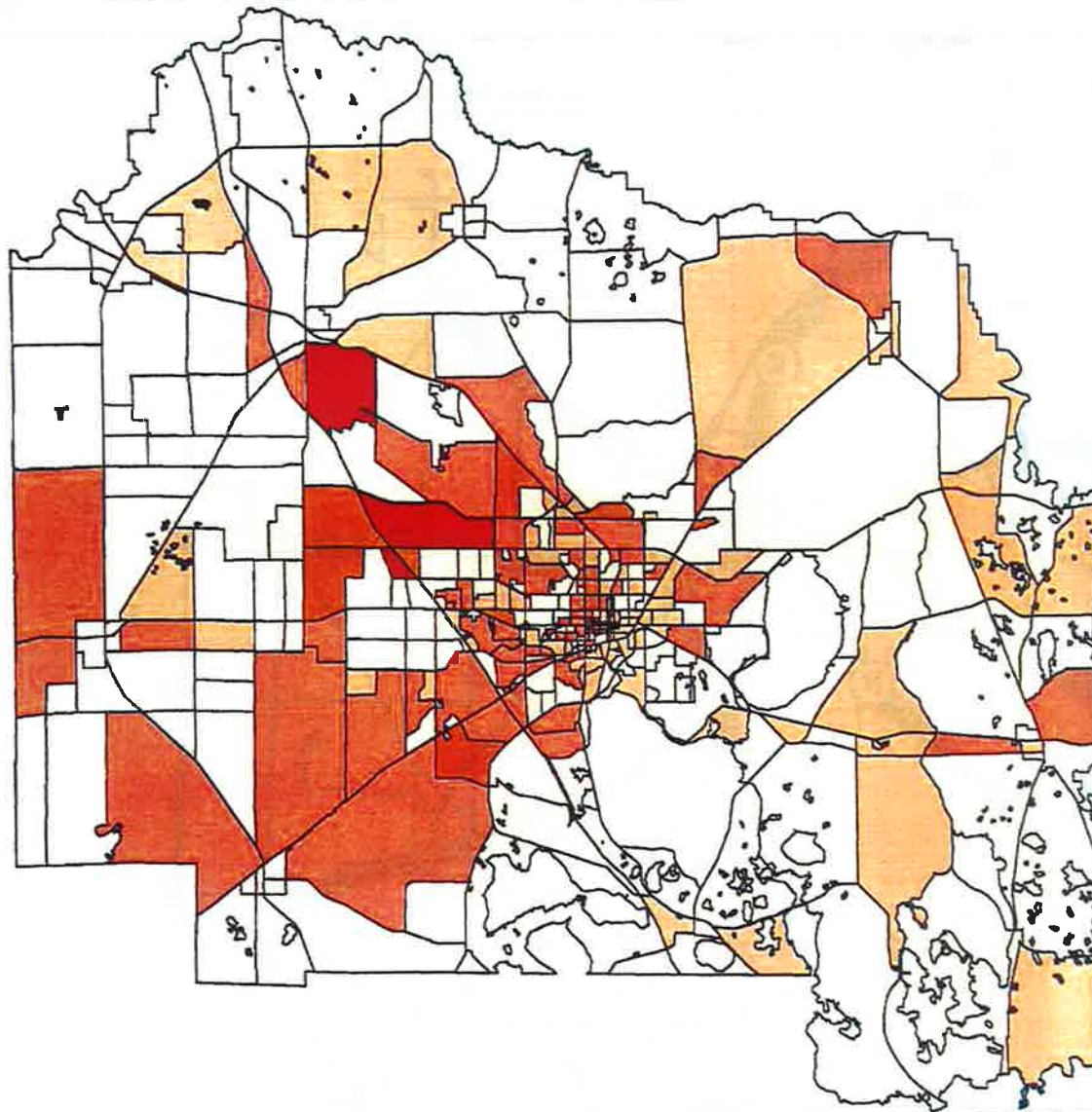
	TAZ Boundary
	0 or Less
	1 to 100
	101 to 1,000
	1,001 to 2,500
	2,501 to 5,000
	5,001 or Greater



**Figure 3: Population Growth between 1990 and 2020 by TAZ
Alachua County, Florida**

SOURCE(S): North Central Florida Regional Planning Council; Prepared by URS Consultants, Inc.

URS
Consultants, Inc.



LEGEND
(Employment Growth)

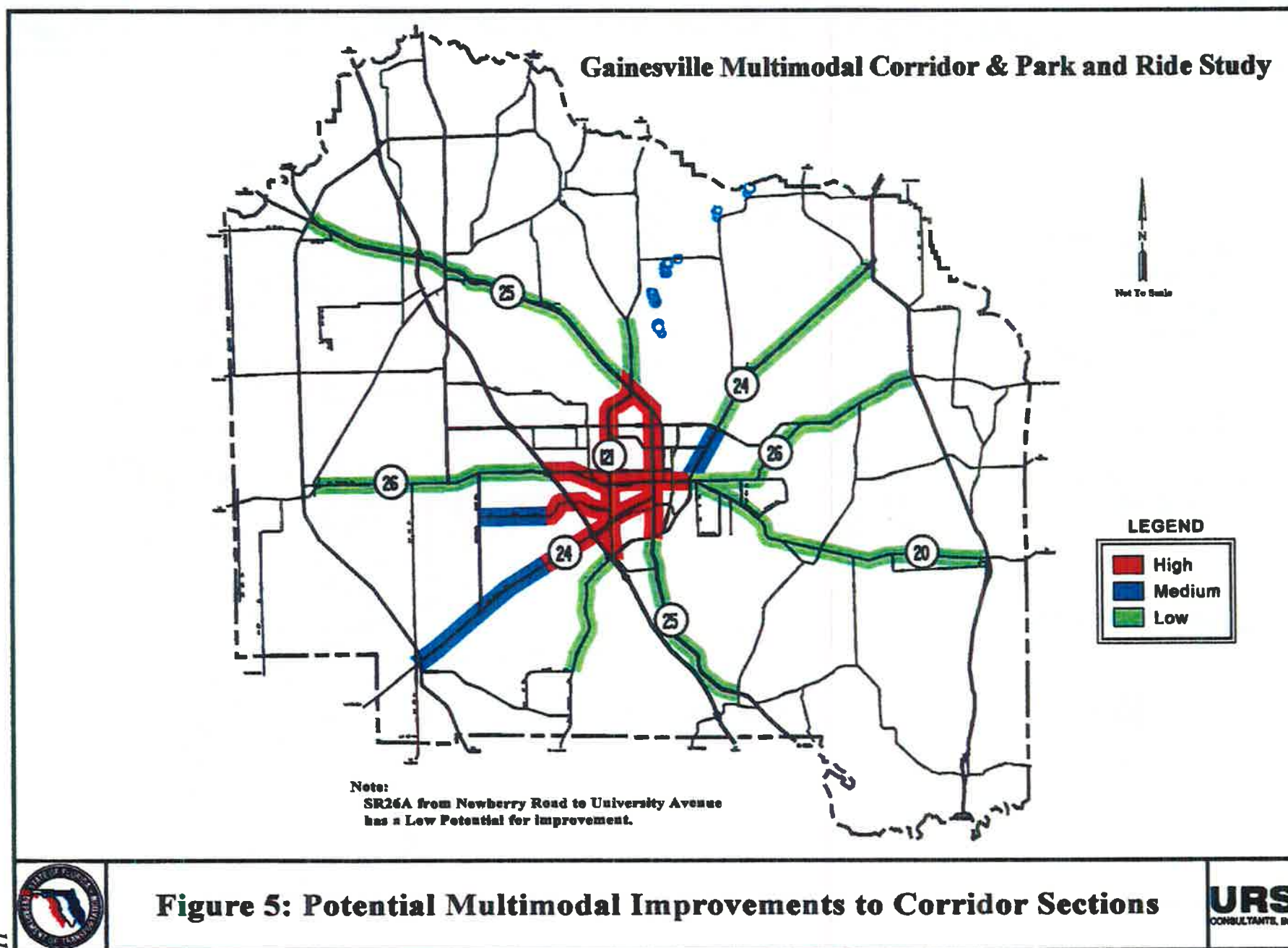
-  TAZ Boundary
-  0 or Less
-  1 to 100
-  101 to 1,000
-  1,001 to 2,500
-  2,501 to 5,000
-  5,001 or Greater

Figure 4: Employment Growth between 1990 and 2020 by TAZ
Alachua County, Florida

SOURCE(S): North Central Florida Regional Planning Council; Prepared by URS Consultants, Inc.



URS
Consultants, Inc.



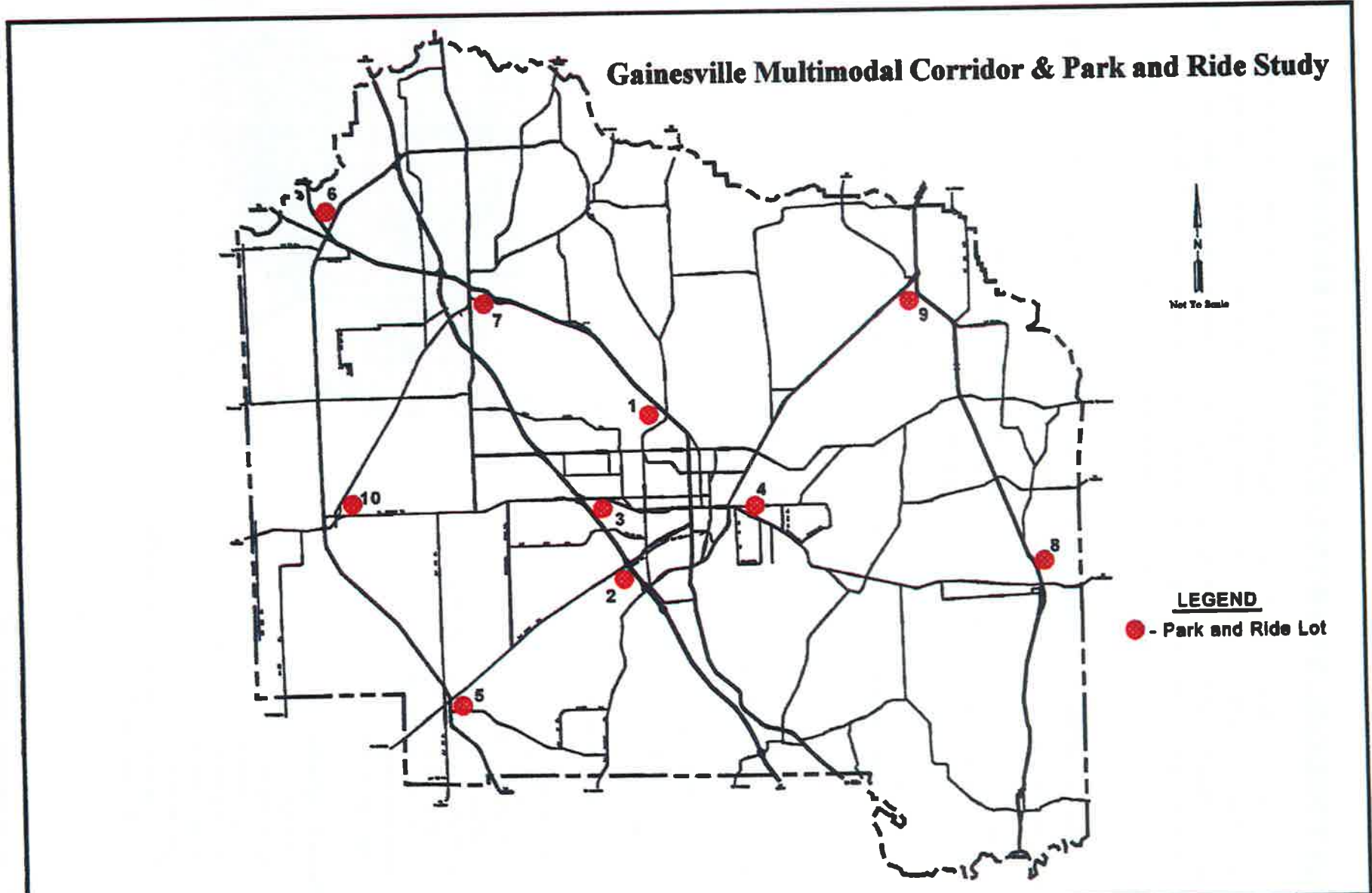


Figure 6: Potential Park and Ride Locations

MULTIMODAL STRATEGIES FOR THE FUTURE

To create a multimodal environment for the future, there needs to be a dynamic interaction between all modes. The City of Gainesville and Alachua County have already begun to take steps to create this type of environment. The abundance of bicycle facilities throughout the county makes this area one of the best for bike riders in Florida. Unlike many metropolitan areas, Gainesville has a Bicycle/Pedestrian Advisory Board (BPAB) to insure that the best interests of bicyclists and pedestrians are fulfilled.

The City of Gainesville and Alachua County also contain or are in the process of implementing multimodal strategies that help induce mobility. Some of these include:

- A ride share program that is in the FDOT Work-Program to be implemented in the year 1998. This program will create the opportunity to match potential carpoolers.
- The installment of bike-on-bus racks on all of the Regional Transit System Buses. The bike-on-bus racks will enable bike to bus transfers.
- Gainesville maintains a closed-loop computerized signal system on most of the multimodal corridors and there are plans to upgrade the system. Coordinated signals allow for traffic to flow through the corridor better.

Beyond what is already being done to create a multimodal environment, this study has evaluated other options that will help the high, medium and low priority sections. In evaluating new mode strategies for the corridors, several of the following techniques were selected for further analysis.

Highway Strategies

- Access management techniques
- Raised medians
- Addition of general purpose lanes
- Additional green time
- Carpooling
- Vanpooling
- Channelization
- Signal progression
- Incident management
- Intersection or mid-block widening
- Limiting heavy vehicles
- Limiting off-peak directional turns
- One-way pairs
- Traffic signal type

Transit Strategies

- Bus bays
- Bus shelters
- Bus transfer facility
- Employer parking cash-out
- Express bus service
- Fare reductions
- Transit service enhancement or expansion
- Transit Information Systems



Example of RTS bus equipped with a bike rack.

Bicycle Strategies

- Bicycle commuter showers and lockers
- Bicycle loop detectors
- Bike paths
- Bicycle storage facilities
- Bicyclist support groups
- Bike-on-board transit programs
- In-street bicycle facilities
- A pavement management and maintenance program

Pedestrian Strategies

- No rights turn on red
- Mid-block median crossings
- Pedestrian access to transit facilities
- Pedestrian amenities

Pedestrian Strategies (continued)

- Pedestrian overpasses/underpasses
- Pedestrian signalization at intersections
- Sidewalks with ramps
- Increase sidewalk widths

Multiple Modes

- Alternative work hours
- Bus shelters to encourage intermodal use
- Growth management and activity center strategies
- Guaranteed ride home program
- Parking management
- Trip reduction ordinance
- Park and ride facilities
- Telecommuting

CORRIDOR STRATEGIES

After the infeasible, or undesirable mode options were eliminated, each corridor section was scrutinized to evaluate the potential for implementation of transportation projects.

There were several general guidelines/goals established to facilitate the selection process. However, this was not the only method used. Through the data collection and analysis effort, several characteristics of the current multimodal users (i.e., bicyclists, pedestrians, and transit riders) were obtained. These user characteristics assisted in the design of the multimodal environment. The following rules were used in designing the multimodal system so that sustainability and quality of life were maintained.

- Provide bicycle and pedestrian facilities throughout all of the high priority sections (i.e., fill in the gaps).
- Create and maintain a safe bicycle and pedestrian friendly environment.
- Provide frequent transit service that traverses the length of the corridors.
- Provide transit amenities at specific locations to improve the quality of service.
- Provide transportation system management techniques that are implementable and reasonable to help increase roadway capacity.
- Establish transportation demand management strategies that have the greatest impact on commuter driving.
- Adding lanes is an option only where previously stated as such.
- Provide park and ride lots in both the urban area and the outlying municipalities.



Example of location where high bicycle and pedestrian activity warrants improvements.

During the recommendation process, understanding the future plans for the transportation system is important. The recognition of projects identified by other sources helps to eliminate redundancy in the recommendations so that additional recommendations can be made to improve the level of multimodalism on the study corridors. Projects are identified in several ways:

- The MTPO and Alachua County Transportation Improvement Programs (TIP) - These projects are fully funded and can be expected to be carried out by the year 2001. Included in the TIP's are projects funded through federal, state and local funds.
- MTPO List of Priority Projects - Each year the MTPO releases a list of needed transportation projects. The roadway projects listed in MTPO Priority List are the adopted Needs Plan projects. The Cost Feasible portion of the Needs Plan contains projects for which funding sources have been identified.
- Other Priority Lists - Unfunded projects identified in other priority lists including the BPAB, Alachua County, and UF list of priority projects. Also included are projects identified in the Gainesville Mobility Plan that have not been identified on any other list.
- Additional projects not identified on any list, but recommended to help achieve the goals stated above. These projects were determined through site visits and analysis of the data collected as part of this study.

After the projects were identified, they were ranked. The projects were prioritized in the following ways:

- Transportation Improvement Program projects (TIP) were prioritized by order of expected construction. Since these projects are expected to be carried out within the next five years, they were placed as the highest priority items.
- Provisions for needed facilities where none existed were then recommended. This pertained to bicycle and pedestrian facilities. For example, needed sidewalks were recommended where none existed.
- Improvements to enhance operations and improve the level of service were selected next. This included maintenance provisions, transit enhancements, and intersection improvements. In addition, major highway improvements identified in the Cost Feasible and Needs Plans were considered. Projects were selected based on the greatest multimodal benefit.
- Recommend enhancements to further promote multimodal use of facilities were then identified. For example, this involves providing pedestrian amenities and texture change crosswalks.

Overall, all of the projects were recommended based on the need and impact the improvement would have in improving person throughput within the system. **Figure 7** depicts the hierarchy for multimodal improvements.

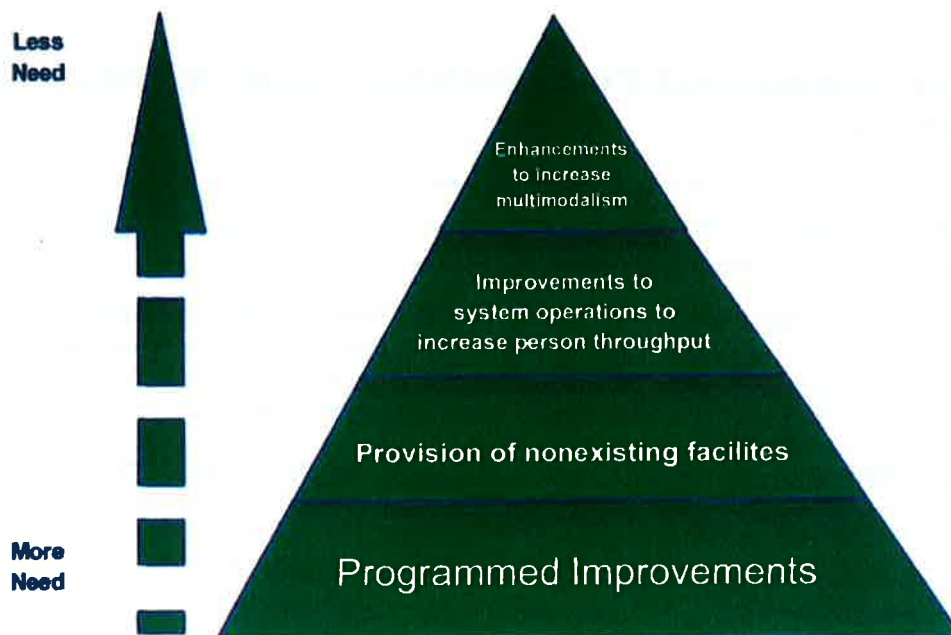


Figure 7 - Hierarchy of Multimodal Improvements

POLICY AND TDM MEASURES

Policy makers, planners, and government officials all agree that spending money on transportation improvements will not solve our transportation problem alone, and that steps must be taken to ensure that growth is managed properly for the benefit of the community. Policies should be enforced that support a multimodal environment. Transportation Demand Management (TDM) strategies should be implemented to reduce the demand on the facilities.

The following strategies are options that Alachua County, the City of Gainesville and its outlying municipalities may choose to adopt as part of their Comprehensive Plan and local land development regulations. The suggestions consist of land use strategies which utilize growth management policies to help increase mobility, land development regulation strategies for promoting infill development, redevelopment in urban areas, and transportation policy strategies to increase mobility.

LAND USE GROWTH MANAGEMENT STRATEGIES

Some growth management strategies can be amended to the current policy to increase mobility. These include the use of Traditional Neighborhood Designs (TND's), Transit Oriented Development (TOD's), and Mixed-use development in infill areas, redeveloped sections of the City, and all new growth areas in the southwest, west, and northwestern sectors of the urban area.

Policies could also be revised to designate the activity centers as regional activity centers. Regional Activity Centers (RAC's) are areas designated in local government comprehensive plans for the purpose of promoting high density multi-use development that will serve significant numbers of citizens from more than one county.

GROWTH MANAGEMENT LAND DEVELOPMENT REGULATION STRATEGIES

The control of land development regulations through growth management strategies can promote urban infill development and redevelopment that helps to maximize the best use of the land. Some of these strategies should include the following:

- Streamlined permitting process in the infill areas to encourage development.
- Establishment of higher densities for zoning regulations to maximize land use.
- Allowing greater flexibility in improvement standards that should include minimum lot sizes, minimum setbacks, design standards, and parking requirements.

TRANSPORTATION GROWTH MANAGEMENT STRATEGIES

Transportation strategy policies in the past have generally favored roadway development and the automobile over other modes of transportation. If modern communities like Gainesville are to make the best use of their land resources, new strategies that emphasize multimodal capabilities are necessary. Several strategies that will direct policy changes toward multimodal transportation systems are presented below as a guide to improving the transportation system for the future.

- Establish prioritized funding for transportation projects that emphasize mobility.
- Establish efficient public transportation to serve major generators and specific transit needs.
- Promote flexible work hours, guaranteed ride home programs, and telecommuting.
- Set numerical indicators of mobility goals for the community such as mode split, annual transit trips per capita and auto occupancy rates.
- Maintenance of vehicle miles of travel per capita on new development.
- Establish traffic calming techniques for pedestrian and bicycle mobility enhancements.

IMPACTS OF CORRIDOR IMPROVEMENT PROJECTS

The underlying purpose for the application of multimodal projects within the system is to reduce the congestion on the roadway by encouraging modal shift. This task is often difficult to accomplish and even more difficult to measure. Various resources were investigated to determine the resulting impacts on the highway system from the implementation of multimodal strategies.

The reduction in vehicle trips produced one way to gauge the impact of a particular improvement. Transit improvements to a corridor are estimated to have a 0.8 percent reduction in vehicle trips. Park and ride lots were shown to have an effect on reducing the number of peak hour trips. However, the park and ride lots with express buses can only be effective if substantiated by significant transit service. Bicycle and pedestrian improvements have the least impact in reducing vehicle trips, with less than 0.1 percent. From historical trends, it is estimated that an area-wide ride sharing program, such as the one programmed to begin in 1997 in Alachua County, could reduce demand by 0.3 percent.

Land use policy and parking strategies are widely accepted as effective measures in reducing vehicle trips. According to the best available study on land-use planning, the Land Use Transportation Air Quality Report (the LUTRAQ report), a long-term impact of 5.2 percent in trip reduction (achieved by the year 2010) may be achieved through improved land-use planning and parking pricing (plus free work-trip

transit). This indicates that the goal of a multimodal system to improve the level of service is feasible if multimodal strategies are implemented and promoted.

There is a significant interdependence of the corridor improvement strategies with the policy strategies. Land use policies must be supplemented by improvements in transit, bicycle, and pedestrian modes and vice versa in order to achieve significant results. The proposed corridor strategy recommendations can be worked into the priority list process and dovetailed into the Work Program. It is up to the local politician and planner, however, to enforce the policy issues.

IMPACTS OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

Although the recommended bicycle and pedestrian strategies have a minimal effect on the highway system, there is a measured effect to the bicycle and pedestrian level of service. The recommendations include the establishment of multimodal support (i.e., bike-on-bus racks), the provision of a maintenance management program for existing facilities, and the recommendation to provide facilities where none exist. The implementation of these strategies on more than one section of a corridor can result in the improvement of the level of service rating.

COST-EFFECTIVENESS OF MULTIMODAL IMPROVEMENTS

Any recommendation to improve a transportation system always raises concerns about cost-effectiveness. The most cost-effective strategies deal with policy and TDM strategies such as parking policy changes and area-wide ride sharing. The least cost-effective strategies involve those pertaining to transit, bicycle, and pedestrian improvements. However, in order to achieve sustainable and livable communities these types of improvements must occur for mode transfer to exist. Although cost-effectiveness was considered when comparing the priorities of improvements, it was not a constraining factor when recommending improvements to achieve sustainability.

FINANCIAL ANALYSIS

Any proposed improvements to a system result in additional costs. When current transportation needs are evaluated with respect to the available funding sources, it is not surprising that a funding shortfall exists. Alachua County currently has over \$19 million in committed funds (not including projects on the Florida Intrastate Highway System) supporting the FDOT Work Program through fiscal year 2000. Uncommitted funds are a combination of projected Federal and State transportation revenues which will be earmarked for improvements in the county and the metropolitan area. Uncommitted funds have been identified for the fiscal years 2001 through 2020. In the Gainesville MTPO region, \$6.7 million goes toward federal aid highway projects, \$13.3 million to transit projects, and \$63.2 million goes to state highway system projects, for a total of \$83.2 million. Outside of the MTPO area, Alachua County has been allocated \$35.7 million with \$27.1 million going to projects on state roads, including transit improvements, \$5.7 million toward transit improvements, and \$2.9 million to projects including transit, which use federal aid highway funds. Beyond the allocated Federal and State revenues identified, there are no local funds available for capacity improvement projects in Alachua County or the Gainesville MTPO region.

PROJECTED SPENDING

FDOT-District 2's five-year Work Program will absorb the entire \$19.6 million in committed funds. In addition, the MTPO year 2020 cost feasible plan absorbs the entire \$83 million in uncommitted funds. The MTPO year 2020 needs plan identifies another \$100 million in transportation projects which are not funded. Beyond the identified need lies additional unfunded MTPO and other improvement projects not identified on any other priority list, which are also unfunded. The unfunded MTPO projects in the high priority sections of the study corridors alone require over \$19 million and the additional improvement projects that are identified within the study corridors require \$10 million. There is therefore a total unmet need of \$129 million dollars if the needs plan, priority list items on the study corridors, and the recommended multimodal projects on the study corridors were to be completed.

Road construction projects identified in the Alachua County priority list (specifically the widening of SR 26, SR 20, and Archer Road) should absorb all of the allocated \$27.1 million dollars for State Highway System improvements. Alachua County has been allocated \$5.7 million for transit improvements. Although some of the \$5.7 million identified for transit improvements will be allocated toward paratransit service, the Alachua County priority list does not identify any potential transit projects. Potential funding, may therefore be available for transit projects (i.e., park and ride lots in the municipalities) identified as part of this study.

ALTERNATIVE FUNDING SOURCES

Future revenues to fund the suggested multimodal projects in the metropolitan area will be difficult to obtain. Options for funding enhanced transportation projects include an expansion of the Local Option Gas Tax, an increase in parking decal fees, a new student transportation fee, and a road impact fee (Table 2).

Table 2 Possible Future Funding Scenarios (in 000's)

	Projected Annual Totals	Projected 20 Year Totals (1)
Low Projected Funding Scenarios		
Gas-Tax (1 cent per gl.)	\$900	\$11,774
Transportation Fee (\$7-\$13 per student)	\$1,100	\$16,736
UF Parking Decal (50% Increase)	\$1,500	\$19,669
Road Impact Fee	\$1,447	\$18,886
Total Annual Revenue=	\$4,947	\$67,065
High Projected Funding Scenarios		
Gas-Tax (5 cent per gl.)	\$4,500	\$58,870
UF Presidential Task Force Plan (2)	\$8,600	\$112,243
Road Impact Fee	\$1,447	\$18,886
Total Annual Revenue=	\$14,547	\$189,999

1) An inflation rate of 3.5% annually was used in all present value calculations of revenue.

2) If the Presidential Task Force Report is enacted, funds will only be used for the projects from the report.

A local option gas tax is one way of funding future multimodal projects. Florida Statutes allow counties to collect a local option gas tax up to a maximum of 11 cents per gallon without requiring a voter referendum. Currently, 49 counties including Alachua County charge a local option gas tax of 6 cents per gallon. Using a conservative estimate that gasoline sales will remain constant and will not grow, an additional 1 cent per gallon gas tax would yield over \$900,000 and an additional 5 cent gas tax would yield over \$4.5 million per year. The 1 cent and 5 cent per gallon gasoline taxes would yield 20 year totals (in 1997 dollars) of \$11.8 million and \$58.9 million respectively. If a road impact fee ordinance were to be reestablished, the potential to collect additional revenues from future development would be improved. Assuming that the level of development between 1993-1995 was typical and continues into the future, it is estimated that the potential revenues generated would be \$1.4 million annually.

A transportation fee for University of Florida students has been suggested in the past and is still a consideration as a method of innovative financing. A transportation fee of \$13 per student for the fall and spring semesters and \$7 per student for the summer semester was suggested as a possible transportation fee. The fee could generate more than \$1.1 million annually. Aggregating the annual projections and deflating them to 1997 dollars, results in a 20-year total (2000 - 2020) of more than \$16 million.

Another possibility for innovative financing would be to increase the cost of parking decals for University faculty, staff and students generating \$1.5 million annually. Based on revenue decisions by the MTPO and understanding that the University of Florida can approve its own increases in parking fees, these alternative sources could not be used in the development of the Cost-Feasible Plan.

The University of Florida Presidential Task Force on Transportation and Parking also studied increasing the cost of parking decals. The report states that an estimated annual revenue, based on the combination of the new parking decals, parking surcharges for faculty and staff, a \$25 transportation fee for all students per semester, and \$1 transportation tax charged to all event tickets on campus, will generate approximately \$8.6 million annually. The revenue generated will be used to increase transit service and improve bicycle and pedestrian access to the University. If the report is accepted by the University of Florida, then the revenue from the transportation fee would be used only for those projects that would come about as part of the implementation of the report. If this were to happen, the only potential funding sources are gas tax and road impact fees. Depending on the amount of a gas tax increase, the combined potential revenues would be between \$2.3 million and \$5.9 million annually. The 20-year combined total would be between \$30 million and \$77 million.

CONCLUSION

The purpose of this study is to develop a long range plan that will enhance the mobility of people and goods within Alachua County. With limitations to adding additional lanes on existing arterial streets, alternatives with respect to highways, transit, bicycles, pedestrians and transportation demand strategies were examined. An inventory of the existing facilities, provision of these modes, and the supporting infrastructure was taken. The future demand for mode was then determined and planned improvements identified from the FDOT Work Program, the adopted Cost Feasible Plan, the Needs Plan, and other priority lists within the county.


Reviewing all of the data and needs, resulted in the identification of projects along each corridor that will enhance the mobility of residents and visitors of Alachua County. These improvements cover all modes of transportation and combined will provide a multimodal system that allows the residents to decide how they wish to travel within the county. The cost of implementing all of the recommendations however, is more than the anticipated revenue available for transportation projects. Alternative funding sources were therefore examined and ways to generate additional revenue identified.

In order to optimize the transportation system of Alachua County, the FDOT, the County, the City of Gainesville, the University of Florida, and local municipalities will have to work together. A majority of the responsibility for the implementation of recommendations for improving transportation in Alachua County rests with the local governments in the areas of funding and growth management. It is the residents that will have to decide what their priorities are and how much they are willing to pay to support a true multimodal transportation system. However, both the residents and the local officials must realize the importance of the interdependence of the policy and Transportation Demand Management strategies with the corridor improvement projects (i.e., highway, transit, bicycle, pedestrian improvements). In addition, the competing interests of Alachua County, the City of Gainesville, the FDOT, the University of Florida, and the local municipalities must work in a cooperative manner if the overall system is to be improved to meet the needs of the residents. With cooperation and a long range view, Alachua County can become the flagship of multimodal planning and lead the rest of Florida into the future.



November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation Tentative Five Year-Work Program

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee recommend that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1):

- 1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and**
- 2. Use State Highway System funds so that the NW 34th Street (State Road 121) Turnlane project (4394901) can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan; and**
- 3. Program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking.**

ADDITIONAL BICYCLE/PEDESTRIAN BOARD RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board also recommends that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1): The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation develop the NW 34th Street (State Road 121) Turnlane project with:

- **40 miles per hour design speed with a 35 miles per hour posted speed;**
- **11-foot travel lanes; and**
- **Five-foot designated bicycle lanes with two-foot buffer.**

ADDITIONAL TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

The Technical Advisory Committee also recommends that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1):

1. Install LED fixtures consistent with Gainesville Regional Utilities standards in the four streetlighting update projects (4394891, 4398041, 4398051 and 4398071);
2. Fund the SW 13th Street (U.S. 441) Road Safety Audit, University Avenue (State Road 26) Road Safety Audit and West University Avenue (State Road 26) Multimodal Corridor Study recommendations; and
3. Fund a West 13th Street (U.S. 441) multimodal corridor study between the SW 3500 block and NW 16th Avenue.

STAFF RECOMMENDATIONS

Staff recommends that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1):

1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121);
2. Use State Highway System funds so that the NW 34th Street (State Road 121) Turnlane project (4394901) can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan and develop the project with;
 - 40 miles per hour design speed with a 35 miles per hour posted speed;
 - 11-foot travel lanes; and
 - Five-foot designated bicycle lanes with two-foot buffer;
3. Program a project to modify the 80-foot cross-section to add onstreet bikelanes with 11-foot general purpose lanes and median on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and reduce the posted speed limit to 35 miles per hour;
4. Install LED fixtures consistent with Gainesville Regional Utilities standards in the four streetlighting update projects (4394891, 4398041, 4398051 and 4398071);
5. Fund the SW 13th Street (U.S. 441) Road Safety Audit, University Avenue (State Road 26) Road Safety Audit and West University Avenue (State Road 26) Multimodal Corridor Study recommendations; and
6. Fund a West 13th Street (U.S. 441) multimodal corridor study between the SW 3500 block and NW 16th Avenue.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2018 to 2022). Exhibit 2 shows new projects in the Tentative Work Program.

Action Being Requested The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area the opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program.

Attachments

EXHIBIT 1

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
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Highways: Interstate

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4288041	I-75 (SR 93) FR S. OF SR 121 TO S. OF SR 222	RESURFACING	6.543	44 CST				
4288051	I-75 (SR 93) FR MARION C/L TO S. OF SR 121	RESURFACING	9.271	34 CST				

Highways: State Highways

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
2078182	SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L	ADD LANES & RECONSTRUCT	1.460	51 CST				
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031			5,000 PE	100 PE	100 PE
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	913 OPS	957 OPS	1,004 OPS	1,052 OPS	1,103 OPS
4236082	SR226(SE 16TH AVE) @ MAIN ST @ SR331(WILLISTON RD)	INTERSECTION IMPROVEMENT	.557	51 CST				
4305422	SR26(NEWBERRY RD) FR: WEST OF NW 80TH BLVD, TO: SW 38TH ST.	SIDEWALK	2.852	960 ROW	1,297 ROW	1,266 ROW		
4307501	SR226(SW 16TH AVE) FROM SHEALY DRIVE TO SW 16TH STREET	TRAFFIC SIGNAL UPDATE	.534	10 CST			2,660 CST	
4320181	SR 121 FROM LACROSSE TO UNION COUNTY LINE	RESURFACING	6.099	29 CST				
4322631	SR 121 FROM US 441 TO LACROSSE	RESURFACING	9.694	139 CST				
4323111	SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L	RESURFACING	3.431	28 CST	29 CST			
4339881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500	66 PE				
4343181	SR200(US301) FROM: NORTH OF 203 STREET TO: SE 65TH	RESURFACING	6.961	124 CST	128 CST			
4343201	SR45(US41) FROM SE 6TH AVENUE TO US441	RESURFACING	.574	3 CST	3 CST			
4343211	SR20(NW 1ST AVE) FROM NW 9TH STREET TO US441	RESURFACING	1.188	11 CST	22 CST			
4343221	SR20(US27) FROM COLUMBIA C/L TO NW 9TH STREET	RESURFACING	1.675	16 CST	22 CST			
4343231	SR24(ARCHER RD) FROM: SW 40TH BLVD TO: SR226	RESURFACING	2.197	52 CST	58 CST			
4343971	SR121(NW 34TH ST) @ CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007	60 PE				
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.006	300 PE				
4358891	SR120(NW 23RD AVE) & SR25(US441)(NW 13TH ST) ALACHUA CO GAINESVILLE	TRAFFIC SIGNAL UPDATE	.005			1 PE	401 PE	
4358901	RECONSTRUCT 5 TRAFFIC SIGNALS ON SR331 IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	1.998				917 PE	
4358911	SR24(SW ARCHER RD) & SR25(US441)	TRAFFIC SIGNAL UPDATE	.006	570 PE				
4359291	SR24(ARCHER RD) FROM: SW 78TH STREET TO: SW 13TH STREET	LANDSCAPING	6.196	1,464 CST				
4361661	SR331 FROM: SR121 TO: SR25(US441)	RESURFACING	2.169	3,720 CST				
4361731	SR25(US441) FROM: NW 167TH BLVD TO: COLUMBIA COUNTY LINE	RESURFACING	6.816	7,894 CST				
4361761	SR20(SE HAWTHORNE RD) FROM: SE 26TH ST TO: CR329B	RESURFACING	3.413	660 PE		8,464 CST		
4365011	SR45 NEAR DEPOT AVE IN ARCHER FL CROSSING NO622512K	RAILROAD CROSSING	.009	260 RRU				
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE	ADD TURN LANE(S)	.391		4,520 CST			
4381071	SR121 @ CR1493 IN LACROSSE CROSSING NO621557N	RAILROAD CROSSING	.200	265 RRU				
4381101	SR222 WEST SIDE DRIVE RR NO627036T	RAILROAD CROSSING	.200		460 RRU			
4393001	SR45 AT SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	13.087	127 PE				
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: SW 75 ST	RESURFACING	6.781	835 PE		7,392 CST	10 CST	
4394881	SR121(SW34TH ST) FROM: SR26A(SE2ND AVE) TO: SR26(W UNIV AVE)	TRAFFIC OPS IMPROVEMENT	.450	944 PE		4,037 CST		
4394891	SR24 SR26(UNIVERSITY AVE) TO SR222	LIGHTING	2.640	362 PE		4,043 CST		

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2018 - 2022 (11/03/2016 13.45.25)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4394901	SR121 FROM: NW16TH AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.698	799 PE			8,310 CST	
4398041	SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE	LIGHTING	2.946	79 PE				
4398051	SR120 FROM: US441 TO: WALDO ROAD	LIGHTING	5.088	62 PE				
4398071	SR226 FROM: SR24 TO: SW 6TH STREET	LIGHTING	1.494	40 PE				
4399341	SR24 ARCHER ROAD FROM: SW 75TH TERR TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000			2,028 CST		
4405211	SR24 IN ARCHER REPLACEMENT CROSSING SURFACE CROSSING NO622511D	RAILROAD CROSSING	.200			300 RRU		
4406981	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	44.977	913 PE				
					3,153 CST			

Highways: Local Roads

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4333571	SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE	SIDEWALK	1.180	28 CST				
4333572	170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE	SIDEWALK	1.180	512 CST				
4339901	POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)	BIKE PATH/TRAIL	3.462	23 ROW				
4339902	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET)	BIKE PATH/TRAIL	3.462		1,781 CST			
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100	13 PE				
						47 CST	1 CST	
4394991	SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER	WIDEN/RESURFACE EXIST LANES	2.600	368 PE				
						3,812 CST		
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200	20 PE				
						73 CST	1 CST	
4407461	CELEBRATION POINTE STATE FUNDED SIB LOAN 2	NEW ROAD CONSTRUCTION	.000	26,750 CST				

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4339891	SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE	BIKE PATH/TRAIL	.600		412 CST			
4355591	NORTON ELEMENTARY TRAIL	BIKE PATH/TRAIL	.500	377 CST				
4373331	NW 19TH LANE FROM: NW 16TH TERRACE TO: US441(NW 13TH STREET)	BIKE LANE/SIDEWALK	.240			417 CST		
4394951	NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST	SIDEWALK	.280	32 PE				
						231 CST		

Transportation Planning: Non-System Specific

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4393181	GAINESVILLE FY 2016/2017-2017/2018 UPWP	TRANSPORTATION PLANNING	.000	477 PLN				
4393182	GAINESVILLE MPO FY 2018/2019-2019/2020 UPWP	TRANSPORTATION PLANNING	.000		482 PLN	488 PLN		
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000				488 PLN	488 PLN

Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4288291	GAINESVILLE REGIONAL APT PHASE II PARKING LOT PFL0008731	AVIATION PRESERVATION PROJECT	.000	434 CAP				
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000			250 CAP	250 CAP	
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000					60 CAP
4331201	GAINESVILLE REGIONAL APT PAPI AND BEACON REPLACEMENT PF0009132	AVIATION SAFETY PROJECT	.000				9 CAP	
4331231	GAINESVILLE REG APT DGN & CONST NEW AIR TRAFF IC CONTROL TOWER PFL0983	AVIATION SAFETY PROJECT	.000				200 CAP	
4349201	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPANSION	AVIATION PRESERVATION PROJECT	.000		500 CAP			
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0009867	AVIATION REVENUE/OPERATIONAL	.000		400 CAP	500 CAP	500 CAP	

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2018 - 2022 (11/03/2016 13.45.25)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4367611	GAINESVILLE REGIONAL APT PURCHASE TRACTOR & MOWER PFL0008658	AVIATION REVENUE/OPERATIONAL	.000		100 CAP	75 CAP		
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000					500 CAP
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000					113 CAP
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000					75 CAP
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000		49 CAP			

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	1,872 OPS	1,933 OPS	2,030 OPS	2,131 OPS	2,238 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	142 PLN	146 PLN	143 PLN	151 PLN	155 PLN
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	369 OPS	388 OPS	407 OPS	427 OPS	449 OPS

Phase Group Descriptions

Phase	Description	Phase Group	Phase Type	Exceptions
ADM	Administration	A	Any	Excl pgm 52; Ph A8 w/pgm 39
CAP	Capital	9	Any	
CST	Construction	5,6	Any	Excl Ph 5A,5D,56,57; Cnclss 9
DSB	Design Build	5,6	Any	With Conclass 9 only
ENV	Environmental	C	Any	
INC	Contract Incentives	5	A	
LAR	Local Advance Reimburse	A	8	With Program 39 only
MNT	Brdg/Rdwy/Contract Maint	7	Any	Excl Phase 76 and 77
OPS	Operations	8	Any	
PDE	P D & E	2	Any	
PE	Preliminary Engineering	3	Any	Excl Phase 36 and 37
PLN	Planning	1	Any	
RES	Research	B	Any	
RPY	Repayments	5	D	Also incl Ph A8 w/pgm 61,78,SB
ROW	Right of Way	4	Any	Excl Phase 46 and 47
RRU	Railroad & Utilities	Any	6,7	Excl Phase Group 1 and 2
MSC	Miscellaneous	Other	Other	

EXHIBIT 2

New Tentative Work Program Projects Fiscal Years 2017-18 to 2021-22

Work Description	Number	Location	Five-Year Timetable		
			Planning	Construction	Funding
Aviation					
Airport Access Road Design	4400381	Gainesville Regional Airport	2021-22	-	\$113,000
Airport Taxiway Rehabilitation	4400651	Gainesville Regional Airport	-	2018-19	\$49,000
Bicycle/Pedestrian					
Sidewalk - Safe Routes to School	4394951	NE 18 Avenue - NE 12 Street to NE 15 Street	2017-18	2019-20	\$263,000
Rail/Trail - Shared-Use Network Trail	4399341	Archer Road - SW 75 Terrace to SW 41 Boulevard		2019-20	\$2,028,000
Railroad					
Railroad Crossing Update	4381101	NW 39 Avenue East of NW 6 Street	-	2018-19	\$460,000
Roadway					
Intelligent Transportation System	4408981	Countywide Device Installations	2017-18	2018-19	\$4,066,000
Intersection Modification	4394981	Main Street at Williston Road	2017-18	2019-21	\$61,000
Resurfacing	4361761	Hawthorne Road - SE 26 Street to County Road 329B	2017-18	2020-21	\$9,124,000
	4393441	Archer Road - City of Archer to SW 75 Street	2017-18	2019-21	\$8,237,000
Road Construction - New	4407481	Celebration Pointe State Infrastructure Bank Loan	-	2017-18	\$26,750,000
Streetlighting Update	4398041	Williston Road - SW 34 Street to SW 13 Street	2017-18	-	\$79,000
	4398051	N 23 Avenue - NW 13 Street to Waldo Road	2017-18	-	\$62,000
	4398071	SW 16 Avenue - Archer Road to SW 6 Street	2017-18	-	\$40,000
	4394891	Waldo Road - University Avenue to NE 39 Avenue	2017-18	2019-20	\$4,405,000
Traffic Operations Modifications - Add Turnlanes/Turnlane Realignment	4394881	SW 34 Street - SW 2 Avenue to University Avenue	2017-18	2019-20	\$4,981,000
	4394901	NW 34 Street - NW 16 Avenue to US 441	2017-18	2020-21	\$9,109,000
Transit					
No New Transit Projects	-	-	-	-	-
Total New Project Funding					\$69,827,000




VII
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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Election of Officers

STAFF RECOMMENDATION

Elect a Chair, Vice-Chair and Secretary-Treasurer.

BACKGROUND

According to its rules, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a term of one year starting with the next meeting. Traditionally, officers have alternated between city and county commissioners. The officers for 2016 are, as follows:

- Chair Helen Warren;
- Vice-Chair Charles Chestnut IV; and
- Secretary-Treasurer Todd Chase.

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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

Appoint one city commissioner and one county commissioner to the Audit Review Committee, with one of the members being the Secretary-Treasurer, and that the Secretary-Treasurer serve as Committee Chair.

BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2016, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.

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**IX**

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November 28, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Metropolitan Planning Organization Advisory Council

STAFF RECOMMENDATION

Appoint a voting member and an alternate voting member to the Florida Metropolitan Planning Organization Advisory Council.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint one voting member and one alternate voting member to the statewide organization of Metropolitan Planning Organizations- the Florida Metropolitan Planning Organization Advisory Council. This past year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Commissioner Harvey Budd served as the Metropolitan Transportation Planning Organization's voting member and Commissioner Helen Warren served as the alternate voting member.

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SCHEDULED 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 18	January 19	February 6 at 3:00 p.m.
MAY	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 7 at 3:00 p.m.
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.

Note, unless otherwise scheduled:

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



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

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