

***Metropolitan Transportation Planning Organization
(MTPO)***

For the Gainesville Metropolitan Area

MEETING

PACKET

for

November 13, 2008

3:00 p.m.

North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



November 6, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Lee Pinkoson, Chair

SUBJECT: Meeting Announcement

The MTPO for the Gainesville Urbanized Area will meet on **Thursday, November 13th at 3:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building**, Gainesville, Florida.

Enclosed are copies of the meeting agenda. Please bring the materials enclosed with the agenda to the meeting.

If you have any questions, please contact Mr. Marlie Sanderson, MTPO Director of Transportation Planning, at 955-2200, extension 103.

Enclosures

North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
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AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Thursday, 3:00 p.m.
November 13, 2008

STAFF RECOMMENDATION

- | | | | |
|-----------|------|--|----------------------------------|
| Page #3 | I. | Approval of the Meeting Agenda
and Consent Agenda | APPROVE BOTH AGENDAS |
| | | <u>The MTPO needs to review and approve both agendas</u> | |
| Page #81 | II. | Bicycle/Pedestrian Advisory Board'
Vacant Position | FILL VACANT POSITION |
| | | <u>The MTPO needs to fill one vacant position on this Board</u> | |
| Page #99 | III. | Interstate 75 Master Plan | NO ACTION REQUIRED |
| | | <u>FDOT will give an update on the development of this Plan</u> | |
| Page #107 | IV. | Traffic Management System- Status Report | NO ACTION REQUIRED |
| | | <u>City of Gainesville staff will give a status report concerning this project</u> | |
| Page #131 | V. | SW 62 nd Boulevard Connector | APPROVE JOINT
RECOMMENDATIONS |
| | | <u>Alachua County's consultant (HNTB) will discuss the evaluation of proposed alternatives</u> | |

APPROVE JOINT
RECOMMENDATIONS

APPROVE STAFF
RECOMMENDATIONS

AGREE TO MEET ON DECEMBER 11TH

- A. MTPPO Members*
- B. Citizen Comments
- C. Chair's Report (if necessary)*

*No handout included with the enclosed agenda material.

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CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
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Thursday, 3:00 p.m.
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STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- September 11, 2008 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #15 CA. 2 Interstate 75 Intelligent Transportation System APPROVE STAFF
RECOMMENDATION

The MTPO is being asked to support this project as part of the regional annual
legislative agenda

Page #19 CA. 3 Sixth Street Rail Trail Project- Scoping Plans APPROVE JOINT
RECOMMENDATIONS

City of Gainesville staff have developed proposed scoping plans for this project

Page #35 CA. 4 Florida's Transportation Disadvantaged Program- NO ACTION
MV's Transportation Annual Performance Evaluation REQUIRED

This material is being submitted to the MTPO for information only

Page #53 CA. 5 Transportation Disadvantaged Program- NO ACTION REQUIRED
Status Report

The MTPO has asked for regular status reports concerning this program

Page #65 CA. 6 Citizens Advisory Committee (CAC) New Members NO ACTION REQUIRED

This material is being submitted to the MTPO for information only

Page #67 CA. 7 Gainesville Transportation Survey NO ACTION REQUIRED

At the September meeting, the MTPO asked us to include a copy of this survey in the next MTPO meeting packet

Page #79 CA. 8 Multimodal Level of Service for Urban Streets NO ACTION REQUIRED

MTPO staff volunteered to participate in these field tests

Consent

Agenda

Enclosures

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

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

3:00 p.m.
Thursday
September 11, 2008

MEMBERS PRESENT

Lee Pinkoson, Chair
James Bennett/Charles Baldwin
Mike Byerly
Cynthia Moore Chestnut
Paula DeLaney
Jack Donovan
Mayor Pegeen Hanrahan
Thomas Hawkins
Rodney Long
Craig Lowe
John Martin
Lauren Poe
Ed Poppell

MEMBERS ABSENT

Scherwin Henry, Vice Chair
Jeanna Mastrodicasa

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Marlie Sanderson

CALL TO ORDER

Chair Lee Pinkoson called the meeting to order at 3:00 p.m. He requested a moment of silence in remembrance of the September 11, 2001 tragedy.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

ACTION: Commissioner Lowe moved to approve the Consent Agenda and Meeting Agenda. Commissioner Byerly seconded; motion passed unanimously.

II. ARCHER ROAD/SW 16TH AVENUE PROJECT, DEVELOPMENT AND ENVIRONMENT STUDY(PD&E)

Mr. Sanderson stated that City of Gainesville staff and the City's consultant were present to discuss the Archer Road/SW 16th Avenue PD&E. He reported the staff recommendation and answered questions.

Mr. Jonathan Thigpen, Kimley-Horn Traffic Engineer, discussed the Archer Road/SW 16th Avenue PD&E and answered questions.

ACTION: Commissioner Long moved to request that the City of Gainesville give the MTPO additional presentations concerning this project at the following two stages:

1. when alternatives have been developed; and
2. when the recommended alternative has been identified.

Commissioner Delaney seconded; motion passed unanimously.

III. PROPOSED ALACHUA COUNTY LONG TERM CONCURRENCY MANAGEMENT SYSTEM (LTCMS)

Mr. Sanderson stated that the MTPO, at its May 29th meeting, received a presentation on the Alachua County LTCMS. He said that after the presentation, the MTPO approved a motion to:

“request that the Alachua County Commission not approve a Long Term Concurrency Management System until an evaluation for consistency with the adopted MTPO Livable Community Reinvestment Plan, the Bus Rapid Transit Feasibility Study and System Master Plan, the adopted Countywide Bicycle Master Plan and the guiding principles of the Alachua Countywide Visioning and Planning Committee’s July 2005 Countywide Vision and Conceptual Land Use Plan is completed and reported back to the MTPO so that the MTPO may provide recommendations to the Alachua County Commission.”

He discussed the report, answered questions and reported the staff recommendation.

Mr. Jeff Hays, Alachua County Senior Planner, discussed the LTCMS and answered questions.

ACTION: Commissioner Byerly moved, that since the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan over the next two years, to request that the Alachua County Board of County Commissioners work with the MTPO, during these plan update processes, to resolve inconsistencies between the Alachua County Comprehensive Plan, including the proposed Concurrency Management System, and the MTPO’s Livable Community Reinvestment Plan, with the inconsistencies resolved in favor of the MTPO’s Livable Community Reinvestment Plan. Mayor Hanrahan seconded.

FRIENDLY AMENDMENT:

Commissioner Lowe requested that the motion include that the inconsistencies also be resolved in favor of the goals and guiding principles stated in the July 2005 Countywide Vision and Conceptual Land Use Plan. Commissioner Byerly and Mayor Hanrahan accepted the amendment.

Mr. Richard Hedrick, Alachua County Public Works Director, discussed his concerns regarding the LTCMS and sprawl.

ACTION AS AMENDED RESTATED:

Commissioner Byerly moved, that since the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan over the next two years, the MTPO requests that the Alachua County Board of County Commissioners:

- 1. work with the MTPO, during these plan update processes, to resolve inconsistencies between the Alachua County Comprehensive Plan, including the proposed Concurrency Management System, and the MTPO's Livable Community Reinvestment Plan; and**
- 2. resolve the inconsistencies in favor of the MTPO's Livable Community Reinvestment Plan and the goals and guiding principles stated in the July 2005 Countywide Vision and Conceptual Land Use Plan.**

Mayor Hanrahan seconded; motion passed unanimously.

Chair Pinkoson requested a status report on the installation of the traffic management system at the next MTPO meeting.

IV. YEAR 2009 MTPO MEETING DATES

Mr. Sanderson stated that the City of Gainesville Commission recently changed its meeting dates to the first and third Thursday of the month. He noted that this change impacts the potential MTPO meeting dates. He discussed the staff recommendation and answered questions.

Mr. Russ Blackburn, City of Gainesville Manager, discussed the City's workshop schedule.

ACTION: Mayor Hanrahan moved to revise the MTPO meeting days to the second Monday of each month at 3:00 p.m. and to conduct MTPO public hearings on Monday evenings beginning at 6:00 p.m. Commissioner Byerly seconded; motion passed unanimously.

V. NEXT MTPO MEETING

Mr. Sanderson stated that the next MTPO meeting is scheduled for October 9th. He said that currently there are no items that need action in October and the MTPO could meet in November.

ACTION: Commissioner Byerly moved to cancel the October MTPO meeting and meet in November. Commissioner Poe seconded; motion passed unanimously.

VI. COMMENTS

A. MTPO MEMBERS

A member of the MTPO asked FDOT staff about the possibility of installing reclaimed water lines for the court services building project.

Mr. James Bennett stated that FDOT is coordinating utility infrastructure modifications with Gainesville Regional Utilities on the Main Street Resurfacing project.

B. CITIZENS

There were no citizens comments.

C. CHAIRS REPORT

There was no Chair's report.

ADJOURNMENT

Chair Pinkoson adjourned the meeting at 5:36 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Joe Montalto	Michael Fay	Russ Blackburn	Karen Taulbee
Jonathan Thigpen	Jeff Hays	Paul Folker	
	Randall Reid	Jesus Gomez	
	Dave Schwartz	Teresa Scott	

* By telephone

Provided written comments

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STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- May 29, 2008 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #15 CA. 2 Draft Strategic Intermodal System (SIS)
2035 Cost Feasible Plan APPROVE JOINT
RECOMMENDATIONS

FDOT is requesting MTPO comments on this material

Page #37 CA. 3 Year 2035 Long Range Plan Update- FDOT
Resolution and Reimbursement Agreement APPROVE STAFF
RECOMMENDATION

The Florida Department of Transportation is providing financial assistance for the
update of the MTPO long range transportation plan

Page #53 CA. 4 Year 2035 Long Range Plan Update-
Consultant Contract APPROVE STAFF
RECOMMENDATION

The MTPO is contracting with a consultant to assist with the update of the its
long range transportation plan

Page #117 CA. 5 Engagement Letter for Fiscal
Year 2007-08 Audit APPROVE STAFF
RECOMMENDATION

This year's MTPO audit will be prepared by Powell and Jones, Certified Public
Accountants

**Page #127 CA. 6 Transportation Disadvantaged Program-
Status Report**

NO ACTION REQUIRED

The MTPO has asked for regular status reports concerning this program

North Central Florida Regional Planning Council



CA.2



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
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November 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Interstate 75 Intelligent Transportation System**

MTPO STAFF RECOMMENDATION

Approve the Interstate 75 Intelligent Transportation System (ITS) as a needed regional transportation project.

BACKGROUND

The Heart of Florida Regional Coalition is requesting that the MTPO approve the Interstate 75 Intelligent Transportation System (ITS) as a needed regional transportation project. Enclosed for your information is a July 11th City of Gainesville letter asking the Heart of Florida Coalition to consider including this project as part of the Coalition's regional annual legislative agenda.

T:\Marlie\MS09\MTPO\MEMO\Interstate75nov.wpd



Office of the City Manager
PO Box 490, Station 6
Gainesville, FL 32602-0490
(352) 334-5010
(352) 334-3119 (fax)
www.cityofgainesville.org

July 11, 2008

Ron Barnwell – Executive Director, Regional Coalition
Heart of Florida
PO Box 1388
Ocala, FL 34478-1388

Dear Mr. Barnwell,

The following is in response to the Heart of Florida Regional Coalition's request for legislative initiatives to include in the Coalition's annual legislative agenda. Projects listed below seek to improve the quality of life of those who live in, work in, and visit the Heart of Florida region.

Funding opportunities:

Paynes Prairie Sheetflow Restoration Project – Paynes Prairie is a habitat for a variety of Florida wildlife and an attraction for visitors to the region. Located in the southern portion of Alachua County just to the north of the border shared with Marion County, Paynes Prairie is also an integral piece of the region's water supply. Water that flows through Paynes Prairie eventually collects in the Alachua Sink and is then siphoned into the Floridan Aquifer. The aquifer provides a clean and natural water supply to the residents of Alachua/Marion Counties and throughout the state. Sweetwater Branch, a water system that flows through east Gainesville and eventually onto Paynes Prairie and into the Alachua Sink, has a TMDL requirement that must be met. Past reconfiguration of the Prairie by farmers has created a direct flow of Sweetwater Branch into the Alachua Sink. State funding will be sought to fund a project to reconfigure the wetlands to create a natural sheetflow through a portion of Paynes Prairie that will assist in improving the water quality flowing from Sweetwater Branch into Alachua Sink and into the Floridan Aquifer. The total estimated project cost is \$23 million, and approximately \$2 million will be requested from the state.

I-75 Intelligent Transportation System – The I-75 Intelligent Transportation System (ITS) will serve the corridor between Alachua and Marion Counties. This system will have a series of components that will provide real-time monitoring and surveillance capabilities as well as providing information to motorists including traffic flow updates, Amber Alert messages, and pertinent information in times of natural or manmade emergency situations. In addition, a traffic management center will be needed in Alachua or Marion County to monitor traffic conditions along I-75. The goal of this project is to improve the safety of motorists and the overall efficiency of the traffic flow on I-75. This project has also been submitted by the North Central Florida Regional Planning Council.

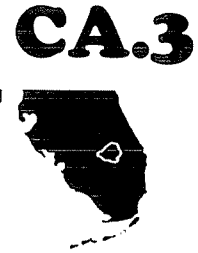
Thank you for the opportunity to submit project proposals for consideration as part of the Heart of Florida Coalition's development of the regional annual legislative agenda. I look forward to working with the coalition during the upcoming legislative session. If I can be of further assistance please contact me by phone at (352) 334-5010 or via email at blackburnrd@cityofgainesville.org.

Sincerely,

Russ Blackburn
City Manager

cc: City of Gainesville Commission
Attachment

North Central Florida Regional Planning Council



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

November 5, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Sixth Street Rail Trail Project- Scoping Plans**

JOINT DESIGN TEAM AND TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

Approve the W 6th Street Rail/Trail Project scoping plans.

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

Approve the W 6th Street Rail/Trail Project scoping plans with consideration given to:

1. the rail/trail being located are far as possible from the street pavement south of SW 2nd Avenue; and
2. the turn radii for the SW 2nd Avenue roundabout being shortened for slower design speed.

JOINT CITIZENS ADVISORY COMMITTEE AND MTPO STAFF RECOMMENDATION

Approve the W 6th Street Rail/Trail Project with consideration of the rail/trail being located are far as possible from the street pavement south of SW 2nd Avenue.

BACKGROUND

Enclosed are a schematic diagram if the rail/trail project (see Exhibit 1) and engineering drawings for Phase One of the Sixth Street Rail Trail Project (see Exhibit 2). The City of Gainesville has consolidated the reconstruction of the SW 2nd Avenue at SW 6th Street intersection for a roundabout. At the Technical and Citizens Advisory Committee meetings, City staff reported that the proposed SW 6th Street roundabout is the same design as the SW 10th Street and SW 12th Street roundabouts.

City staff also reported that since the project is partially federally funded, that it has been bifurcated into two phases as:

1. Phase 1- roundabout at SW 2nd Avenue and bicycle/pedestrian trail from SW 4th Street to south of W University Avenue- City funded; and
2. Phase 2- bicycle/pedestrian trail from south of W University Avenue to NW 16th Avenue- City and Federally funded.

The original project had a northern terminus of NW 23rd Avenue. However, environmental concerns with the Florida Pest Control site has resulted in that terminus being NW 16th Avenue. Since the City's Police Department campus expansion plans impact the Phase 2 project area, Phase 2 Scoping Plans will be presented to the MTPO and its Advisory Committees at a later date.

SW 2nd Avenue Roundabout/SW 6th Street Rail Trail- Programmed Funds Timeline				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
Phase 1				
\$125,000 DES	\$1,875,000 CST	-	-	-
Phase 2				
-	\$125,000 DES	\$925,000 CST	-	-

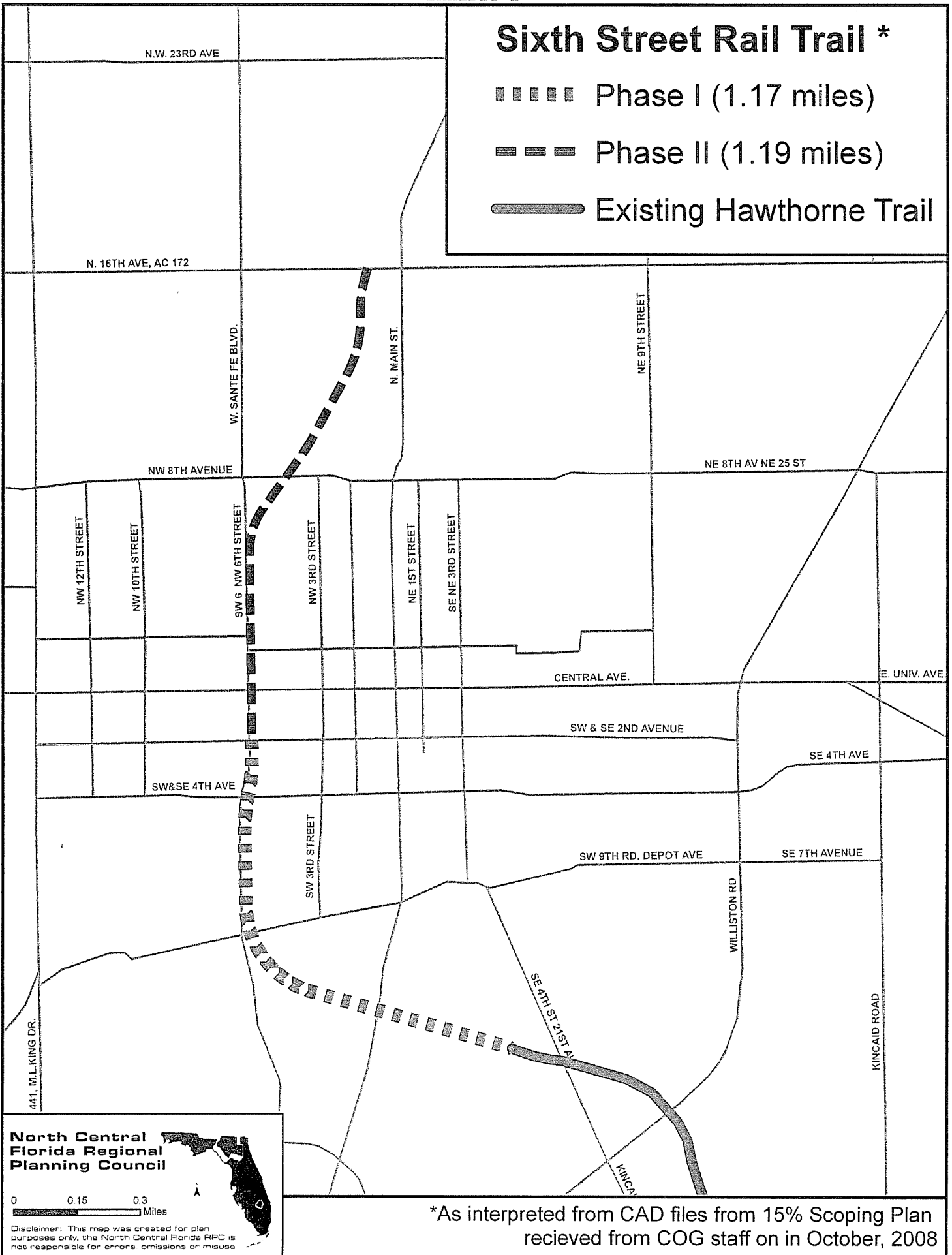
T:\Marlie\MS09\MTPO\MEMO\W6strailtrailoct.wpd

Sixth Street Rail Trail *

Phase I (1.17 miles)

Phase II (1.19 miles)

Existing Hawthorne Trail



*As interpreted from CAD files from 15% Scoping Plan recieved from COG staff on in October, 2008

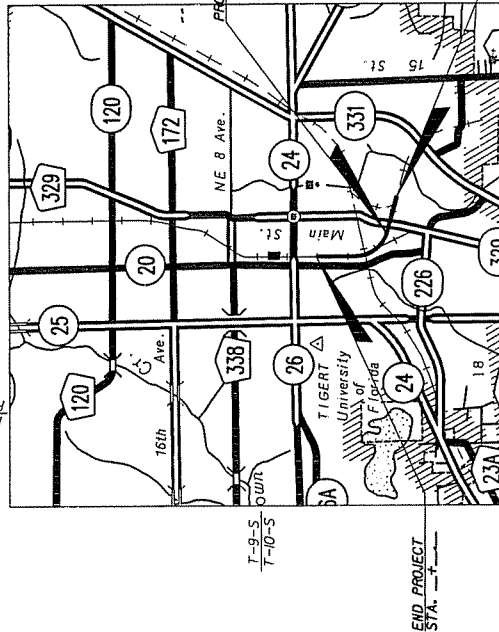
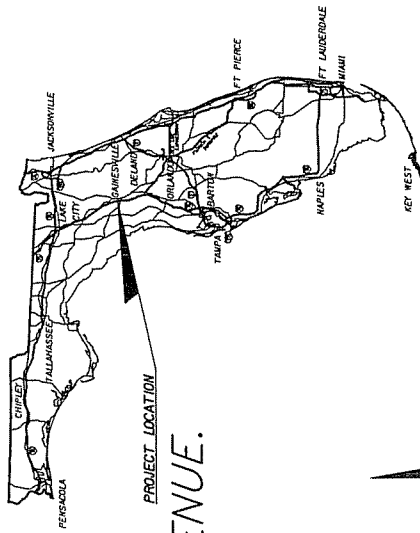
RAIL-TRAIL CORRIDOR PROJECT SW 6TH STREET

FROM SE 4TH STREET TO NW 16TH AVENUE.

PHASE ONE
STA. 10+00.00 - 75+00.00

INDEX OF CONTRACT PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEYSHEET
2	TYPICAL SECTION
3	PHASE ONE AERIAL EXHIBIT (1)
4	PLAN (1)
5	PLAN (2)
6	PLAN (3)
7	PLAN (4)
8	PLAN (5)
9	PLAN (6)
10	INTERSECTION IMPROVEMENT PLAN (1)
11	INTERSECTION IMPROVEMENT PLAN (2)



SHOP DRAWINGS
TO BE SUBMITTED TO:
VOLKERT & ASSOCIATES, INC.
3409 WEST LEMON STREET
TAMPA, FLORIDA 33609
TELEPHONE: (813) 875-1365
FAX: (813) 874-7656
ENGINEERING BUSINESS NO. 00004641

PLANS PREPARED BY:
VOLKERT & ASSOCIATES, INC.
3409 WEST LEMON STREET
TAMPA, FLORIDA 33609
TELEPHONE: (813) 875-1365
FAX: (813) 874-7656
ENGINEERING BUSINESS NO. 00004641

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

700' +/- NW OF SE 4TH STREET
BEGIN PROJECT
STA. 10+00.00
(CITY OWNED)

PROJECT LENGTH IS BASED ON 6 OF SURVEY

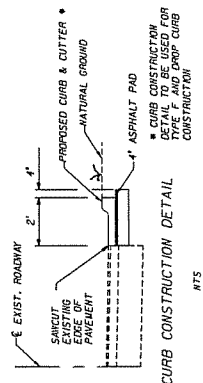
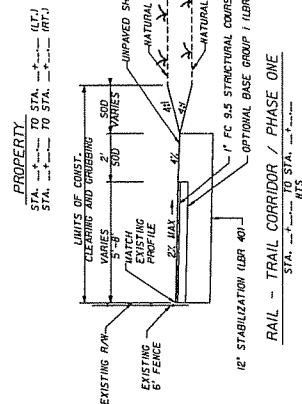
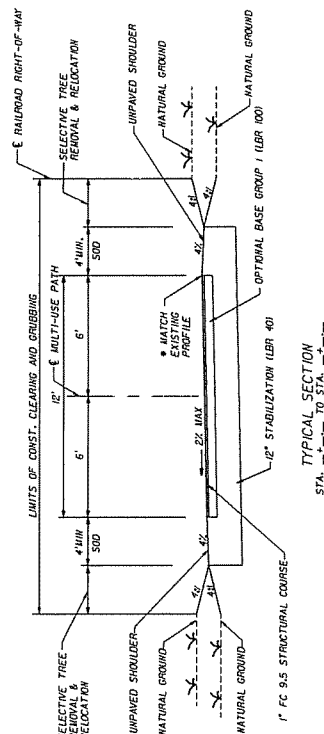
LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	6,500	1.23
BRIDGES	0	0
NET LENGTH OF PROJECT	0	0
EXCEPTIONS	0	0
GROSS LENGTH OF PROJECT	6,500	1.23

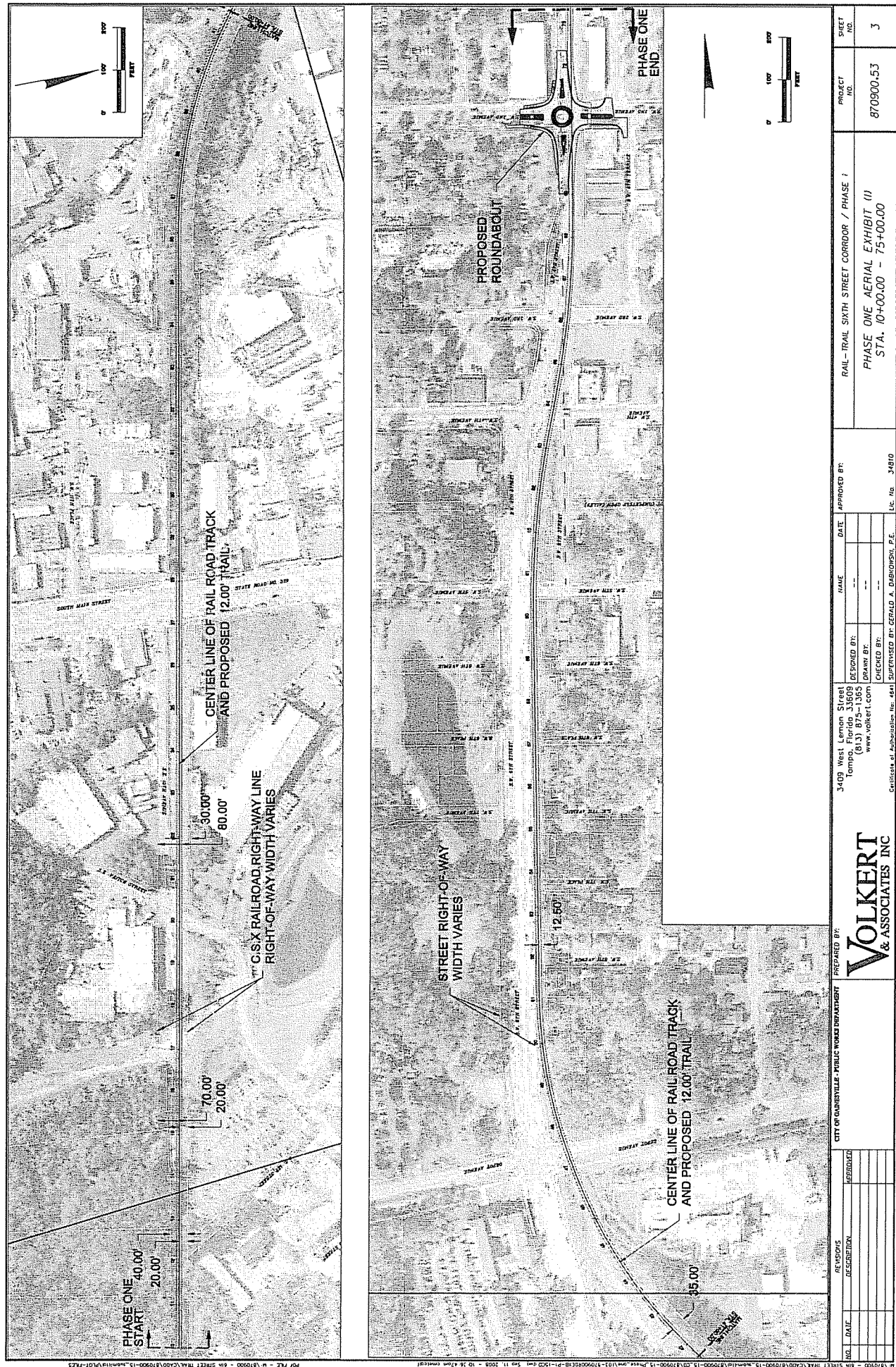
PROJECT MANAGER: EMERY SWEARINGEN, P.E.

15% SUBMITTAL
SEPTEMBER 2008

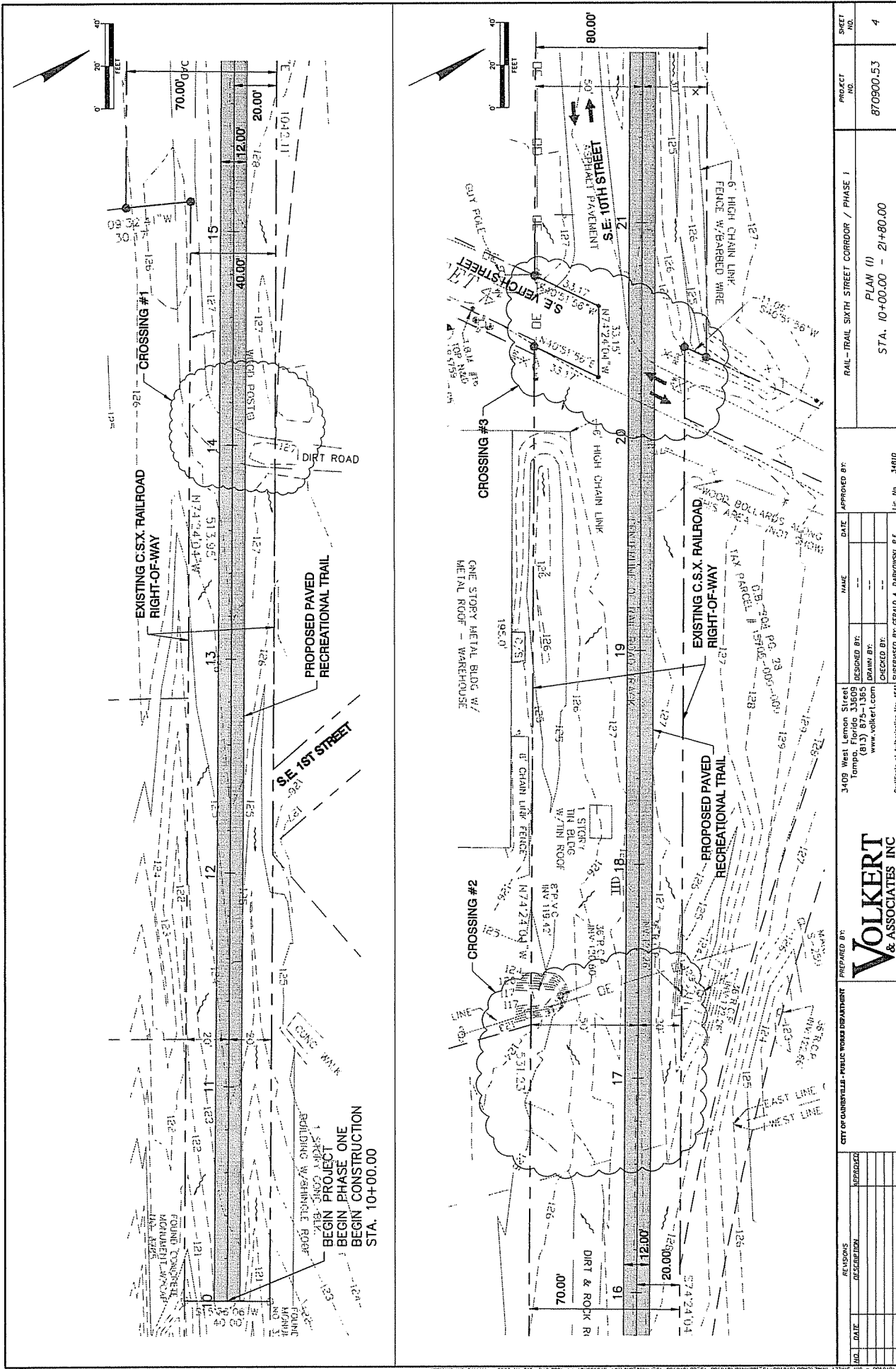
ROADWAY PLANS
ENGINEER OF RECORD:
GERALD A. DABROWSKI, P.E.
P.E. NO. 24810

SHEET NO.
1

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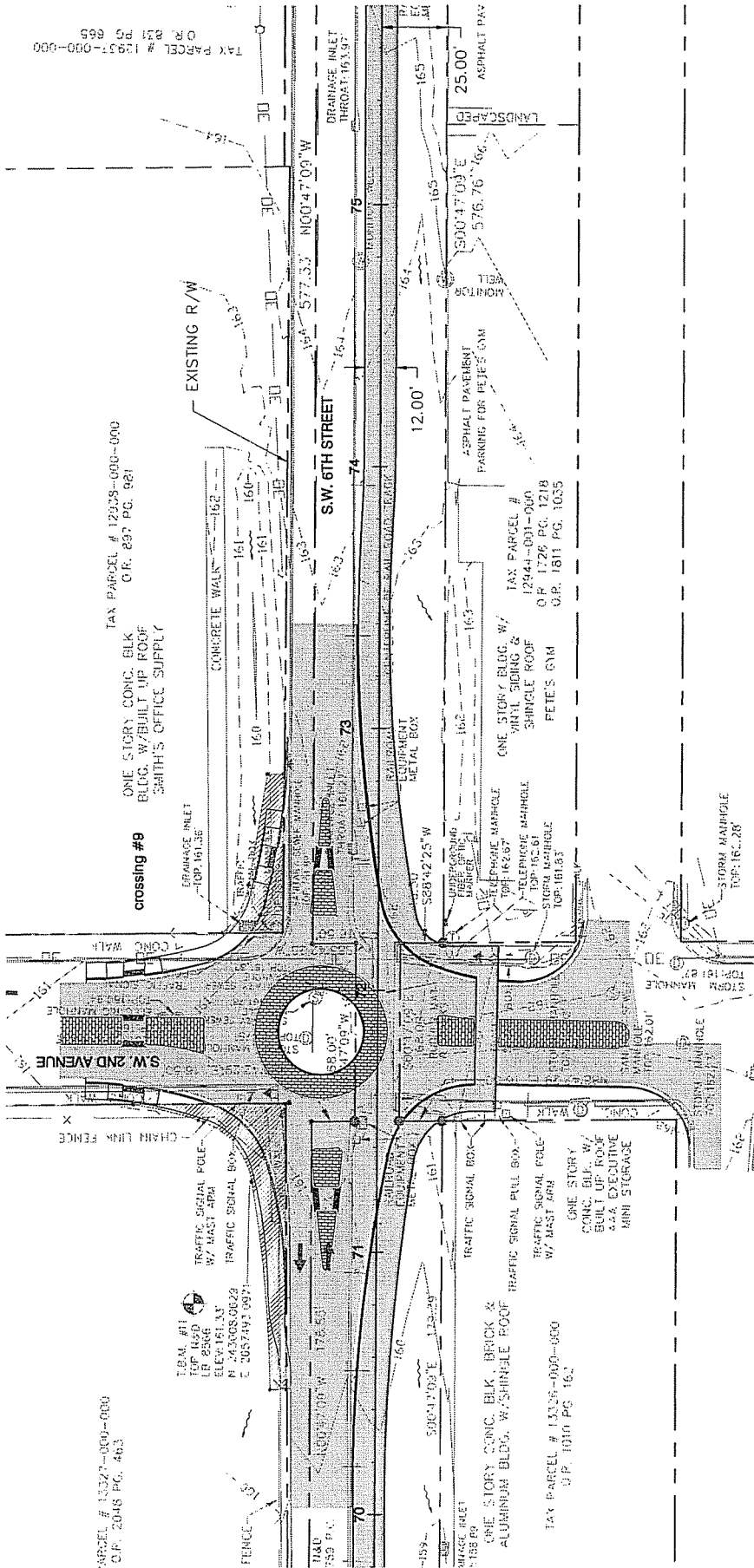
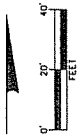
CITY OF GAINESVILLE - PUBLIC WORKS DEPARTMENT		3409 West Lemon Street Tampa, Florida 33609 (813) 875-1385 www.volkert.com		APPROVED BY: _____ DATE: _____ NAME: _____		PROJECT NO. 870900.53		SHEET NO. 3	
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VOLKERT
& ASSOCIATES INC.

California Professional Seal: 4441 SUPERVISED BY: GERALD A. DAKOWSKI, P.E. Lic. No. 34610



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TAX PARCEL # 13326-000-000
O.P. 1010 PG. 162
ONE STORY CONC. BLK. W/
BUILT UP ROOF
AAA EXECUTIVE
MINI STORAGE

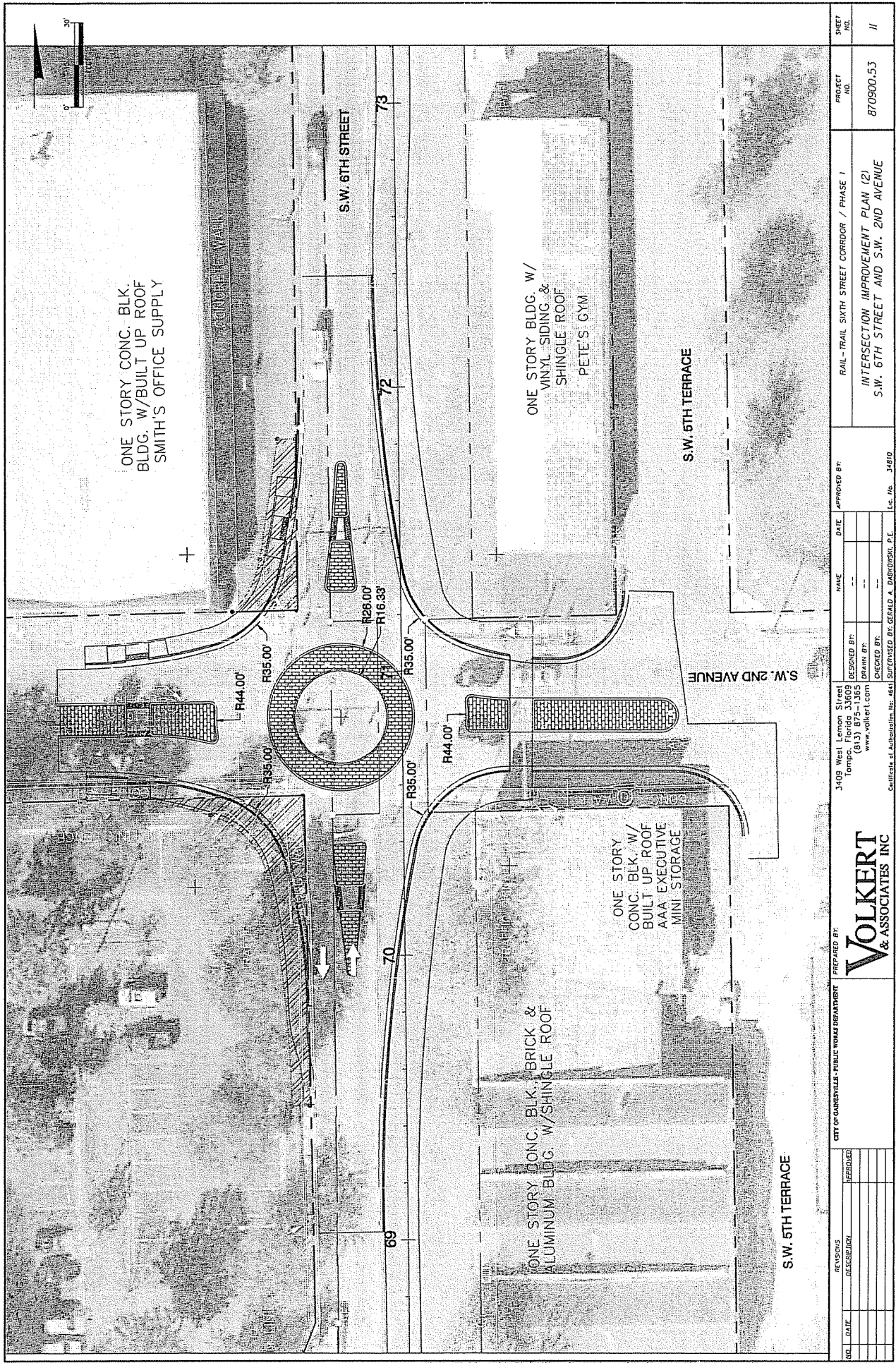
ONE STORY BLDG. W/
VINYL SIDING &
SHINGLE ROOF
PETE'S GYM
O.P. 1811 PG. 1035

NO.	DATE	REVISIONS		CITY OF GAINESVILLE - PUBLIC WORKS DEPARTMENT	PREPARED BY:	3409 West Lemon Street Tampa, Florida 33609 (813) 834-1800 www.volkert.com				APPROVED BY:	DATE	NAME	DESIGNED BY:	CHECKED BY:	SUPERVISED BY: CERALD A. DANKOWSKI, P.E.	LIC. NO. 34010	PROJECT NO.	SHEET NO.
		DESCRIPTION	APPROVED															
1																	870900-53	9

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NO.	DATE	REVISIONS	RECEIVED	APPROVED	DATE	NAME	APPROVED BY	PROJECT NO.	SHEET NO.
								870900-53	II
CITY OF GADSDEN - PUBLIC WORKS DEPARTMENT					RAIL-TRAIL SIXTH STREET CORRIDOR / PHASE 1				
3409 West Lemon Street Tampa, Florida 33609 (813) 875-1365 www.volkert.com					INTERSECTION IMPROVEMENT PLAN (2)				
Volkert & Associates Inc.					S.W. 6TH STREET AND S.W. 2ND AVENUE				
PREPARED BY:					L.C. No. 34010				
CHECKED BY:					SUPERVISOR BY: GERALD A. DABROWSKI, P.E.				

[illegible]

North Central Florida Regional Planning Council



CA.4



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

November 6, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Florida's Transportation Disadvantaged Program - MV
Transportation's Annual Performance Evaluation**

COORDINATING BOARD RECOMMENDATION

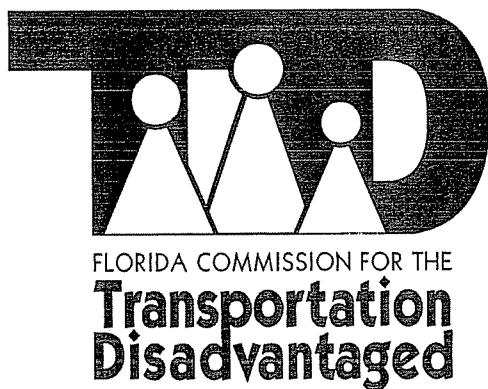
No action required. This agenda item is for information only.

BACKGROUND

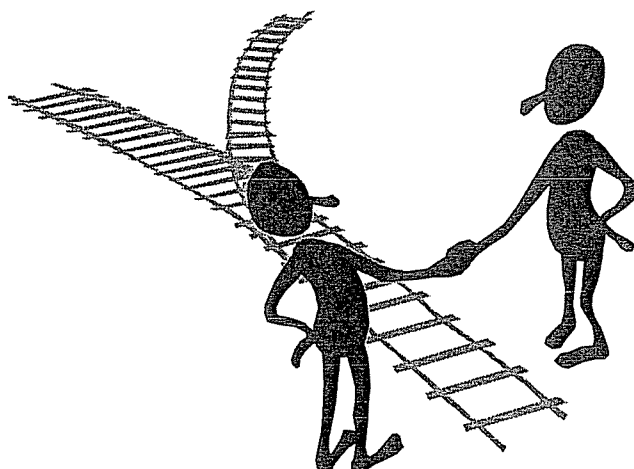
This is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The Alachua County Transportation Disadvantaged Board is responsible for evaluating the services provided by the Community Transportation Coordinator (CTC). In addition, the Board is required to provide the MTPO with an evaluation of the CTC's performance.

The Alachua County Transportation Disadvantaged Board approved the enclosed annual performance evaluation of MV Transportation at its October 8, 2008 meeting. If you have any questions concerning the annual performance evaluation, please contact Ms. Lynn Godfrey, Senior Planner, at extension 110.

T:\Lynn\Anneval\correspondence\annevalMTP08.wpd



CTC EVALUATION WORKBOOK



CTC BEING REVIEWED: MV TRANSPORTATION, INC.

COUNTY: ALACHUA

TYPE OF REVIEW: ANNUAL

ADDRESS: 3713 SW 42ND AVENUE, GAINESVILLE, FL 32608

CONTACT: RON MAROVICH, GENERAL MANAGER PHONE: 352-375-2784

EMAIL: MAROVICH@MVTRANSIT.COM

REVIEW DATES: 7/1/07-6/30/08

PERSON CONDUCTING THE REVIEW: LYNN GODFREY

CONTACT INFORMATION: NCFRPC

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC's monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.

"Review all transportation operator contracts annually."

1. What type of monitoring does the CTC perform on its operator(s) and how often is it conducted? Not applicable.

Is a written report issued to the operator?

☐ Yes

☐ No

☒ Not applicable

If no, how are the contractors notified of the results of the monitoring? NA

2. What type of monitoring does the CTC perform on its coordination contractors and how often is it conducted? Annual monitoring

3. Is a written report issued?

☒ Yes

☐ No

If no, how are the contractors notified of the results of the monitoring? Written report.

4. Is the CTC in compliance with this section?

☒

Yes

☐

No

COMPLIANCE WITH CHAPTER 427, F.S.

Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]

"Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP."

1. How is the CTC using school buses in the coordinated transportation system?
MV does not have a contract with the School Board to use their vehicles.

Rule 41-2.012(5)(b): *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

1. How is the CTC using fixed route public transit services in the coordinated transportation system?

MV Transportation has TD and Medicaid bus pass programs.

2. Is there a goal for transferring passengers from paratransit to fixed route transit?

☒ Yes ☐ No

3. If yes, what is the goal?

The number of bus passes sold should increase by 5 percent annually.

Is the CTC accomplishing the goal?

☐ Yes ☒ No

Is the CTC in compliance with this requirement?

☒ Yes ☐ No

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(1), Minimum Insurance Compliance
--

<i>"...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident..."</i>
--

What are the minimum liability insurance requirements?

\$5,000,000

What are the minimum liability insurance requirements in the subcontractor and coordination contracts?

Not applicable.

How much does the insurance cost (per operator)? Not available.

Operator	Insurance Cost

Does the minimum liability insurance requirements exceed \$1 million per incident?

✓ Yes ☐ No

If yes, was this approved by the Commission? ✓ Yes ☐ No

Is the CTC in compliance with this section? ✓ Yes ☐ No

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

"...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts."

1. If the CTC has coordination contractors, determine the cost-effectiveness of these contractors.

☒ Yes
 ☐ No

Cost of CTC and Coordination Contractor (CC)

	CTC	CC #1	CC #2	CC #3	CC #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

2. Do you have transportation alternatives?

☐ Yes
 ☒ No

(Those specific transportation services approved by rule or the Commission as a service not normally arranged by the Community Transportation Coordinator, but provided by the purchasing agency.
Example: a neighbor providing the trip)

Cost of CTC and Transportation Alternative (Alt.)

	CTC	Alt. #1	Alt. #2	Alt. #3	Alt. #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

Is the CTC in compliance with this section?

☒ Yes
 ☐ No

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Commission Standards

"...shall adhere to Commission approved standards..."

Commission Standards	Comments
Local toll free phone number	CTC posts toll free phone number in vehicles.
Vehicle Cleanliness	CTC cleans all vehicles (interior/exterior) at least once a week.
Passenger/Trip Database	CTC maintains a passenger/trip database.
Adequate seating	CTC provides adequate seating for all passengers.
Driver Identification	CTC requires drivers to identify themselves in a manner that is conducive to communications with specific passengers.
Passenger Assistance	CTC requires drivers to provide passengers with boarding and exiting assistance.
Smoking, Eating and Drinking	Smoking is prohibited in any vehicle. Eating and drinking on board vehicles is not permitted.
Two-way Communications	All vehicles are equipped with two-way communications.
Air Conditioning/Heating	All vehicles have working air conditioners and heaters.
Billing Requirements	CTC complies with Chapter 287.0585 Florida Statutes.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Local Standards

"...shall adhere to Commission approved standards..."

Local Standards	Comments
Transport of Escorts and dependent children policy	Escorts will be transported when prearranged at the time of reservation. Escorts shall pay the same fare as the authorized passenger. Children under the age of 8 will be required to be accompanied by an escort.
Use, Responsibility, and cost of child restraint devices	CTC requires use of child restraint devices.
Out-of-Service Area trips	CTC provides out of service area trips where services cannot be obtained within the service area. Trips outside the service area shall require verification of need and prior authorization from the funding source.
CPR/1st Aid	CTC requires that all drivers attend required training sessions in first aid and CPR.
Driver Criminal Background Screening	The CTC requires a criminal records check of all drivers through the Florida Department of Law Enforcement. This criminal records check covers a period of 15 years prior to the records check.
Passenger Property	The CTC allows passenger property that can be carried by the passenger and/or personal care attendant in one trip and can be safely stowed on the vehicle. Drivers may assist passengers with up to two bags of personal property upon request.
Advance reservation requirements	The CTC requires trips to be scheduled 24 hours in advance.
Pick-up Window	The CTC has a 60 minute pick-up window for trips within the Gainesville City limits. There is a 90 minute pick-up window for trips outside the city limits within Alachua County. There is a 2 hour pick-up for trips outside of the service area. There is a 30 minute pick-up window for return trips.

Measurable Standards/Goals	Standard/Goal	Latest Figures	Is the CTC/Operator meeting the Standard?
Public Transit Ridership	5% increase annually.	1,821 (2006-2007) 1,086 (2007-2008)	No
On-time performance	90%	92.2%	Yes
Accidents	1.2/100,000 miles	.9/100,000 miles	Yes
Roadcalls	No more than 7/100,000 miles	2/100,000 miles	Yes
Complaints	No more than 3/1,000 trips	2/1,000 trips	Yes
Call-Hold Time	No more than 2.5 minutes for 90% of calls received.	.5 minute	Yes

ON SITE OBSERVATION

Date of Observation: 9/25/08

Please list any special guests that were present: None.

Location: Nursing Home, Center for Independent Living

Number of Passengers picked up/dropped off:

2

Ambulatory

1

Non-Ambulatory

1

Was the driver on time?

✓

Yes

☐

No, how many minutes late/early?

Did the driver provide any passenger assistance? ✓

Yes

☐

No

Was the driver wearing any identification?

✓

Yes:

☐ Uniform

✓

Name Tag ID Badge

☐

No

Did the driver render an appropriate greeting?

✓

Yes

☐

No

☐

Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

✓

Yes

☐

No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?

✓

Yes

☐ No

Is there a sign posted on the interior of the vehicle with a local phone number for comments/complaints/commendations?

✓

Yes

☐ No

Does the vehicle have working heat and air conditioning?

✓

Yes

☐

No

Does the vehicle have two-way communications in good working order?

✓

Yes

☐

No

If used, was the lift in good working order?

✓

Yes

☐

No

Was there safe and appropriate seating for all passengers?

✓

Yes

☐

No

Did the driver properly use the lift and secure the passenger?

✓

Yes

☐

No

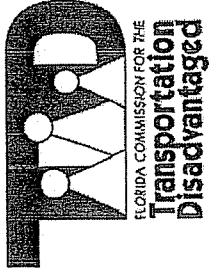
If no, please explain:

COST

Insert Cost page from the AOR.

County: Alachua
 CTC: MV Transportation Inc
 Contact: Ron Marovich
 3713 SW 42nd St Suite 3
 Gainesville, FL 32608
 3523752784
 Email: rmarovich@mvtransit.com

Demographics	Number	Percentage
Total County Population / Percent of State Total	240,800	13.44%
Potential TD Population / Percent of County Total	89,389	37.12%
UDPHC / Percent of TD Passengers Served	3,090	3.46%



Trips By Type of Service	2006	2007 % Change
Fixed Route (FR)	135,360	72,840 -46.19%
Deviated FR	-	- NA
Ambulatory	116,167	100,200 -13.74%
Non-Ambulatory	37,676	36,694 -2.61%
Stretcher	3,150	1,854 -41.14%
School Board	-	- NA
TOTAL TRIPS	292,353	211,588 -27.63%

Vehicle Data	2006	2007 % Change
Vehicle Miles	1,915,721	1,273,691 -33.51%
Revenue Miles	1,628,363	1,222,558 -24.92%
Roadcalls	54	36 -33.33%
Accidents	28	27 -3.57%
Vehicles	48	52 8.33%
Driver Hours	115,524	125,088 8.28%

Passenger Trips By Trip Purpose

Medical	96,199	104,241 8.36%
Employment	104,429	68,908 -34.01%
Ed/Train/DayCare	19,080	21,115 10.67%
Nutritional	4,125	1,447 -64.92%
Life-Sustaining/Other	68,520	15,877 -76.83%
TOTAL TRIPS	292,353	211,588 -27.63%

Financial and General Data

Expenses	\$3,113,280	\$3,252,949 4.49%
Revenues	\$3,028,731	\$3,137,620 3.60%
Commendations	25	88 252.00%
Complaints	333	168 -49.55%
Passenger No-Shows	12,194	9,330 -23.49%
Unmet Trip Requests	-	32 NA

Passenger Trips By Funding Source

CTD	129,190	68,691 -46.83%
AHCA	84,910	78,331 -7.75%
APD/DCF	43,290	26,376 -39.07%
DOEA	1,071	1,233 15.13%
DOE	-	- NA
Other	31,910	36,957 15.82%
TOTAL TRIPS	290,371	211,588 -27.13%

Performance Measures

Accidents per 100,000 Miles	1.46	2.12 45.21%
Miles between Roadcalls	35,476	35,380 -0.27%
Avg. Trips per Driver Hour	1.36	1.11 -18.38%
Avg. Trips per Para Pass.	39.94	62.02 55.28%
Cost per Trip	10.65	15.37 44.32%
Cost per Paratransit Trip	19.52	23.19 18.80%
Cost per Driver Hour	26.52	25.72 -3.02%
Cost per Total Mile	1.6	2.53 58.13%

COMPETITION

1. Inventory of Transportation Operators in the Service Area

	Column A Operators Available	Column B Operators Contracted in the System.	Column C Include Trips	Column D % of all Trips
Private Non-Profit	1	1		
Private For-Profit	1	1		
Government		0		
Public Transit Agency	1	1		
Total	2	2		

2. How many of the operators are coordination contractors? 1_____
3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? 0_____
- Does the CTC have the ability to expand? Yes___
4. Indicate the date the latest transportation operator was brought into the system. 2003_____
5. Does the CTC have a competitive procurement process? Not applicable_____
6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators? Not applicable.

	Low bid
	Requests for qualifications
	Negotiation only

	Requests for proposals
	Requests for interested parties

Which of the methods listed on the previous page was used to select the current operators?

Not applicable.

7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system? NA

	Capabilities of operator
	Age of company
	Previous experience
	Management
	Qualifications of staff
	Resources
	Economies of Scale
	Contract Monitoring
	Reporting Capabilities
	Financial Strength
	Performance Bond
	Responsiveness to Solicitation

	Scope of Work
	Safety Program
	Capacity
	Training Program
	Insurance
	Accident History
	Quality
	Community Knowledge
	Cost of the Contracting Process
	Price
	Distribution of Costs
	Other: (list)

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? NA__

How many responded? NA__

The request for bids/proposals was distributed: NA

_____ Locally _____ Statewide _____ Nationally

COORDINATION

Planning – What are the coordinated plans for transporting the TD population?

All plans for transportation disadvantaged services are coordinated.

Public Information – How is public information distributed about transportation services in the community?

Mailings, public service announcements, public meetings, brochures in racks at high traffic locations.

Certification – How are individual certifications and registrations coordinated for local TD transportation services?

All passengers are registered for transportation services by the CTC.

Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?

Appropriate to user agency.

Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

All calls are made to CTC for trip reservations.

Reservations – What is the reservation process? How is the duplication of a reservation prevented?

All trip reservations are made through MV.

Trip Allocation – How is the allocation of trip requests to providers coordinated?

All trips are provided by CTC.

Scheduling – How is the trip assignment to vehicles coordinated?

MV uses Trapeze software to schedule trips.

Transport – How are the actual transportation services and modes of transportation coordinated?

CTC coordinates all transportation.

Dispatching – How is the real time communication and direction of drivers coordinated?

CTC provides all dispatching services.

General Service Monitoring – How is the overseeing of transportation operators coordinated?

N/A

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

CTC monitors daily service.

Trip Reconciliation – How is the confirmation of official trips coordinated?

CTC reconciles all trips.

Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

CTC bills all trips.

Reporting – How is operating information reported, compiled, and examined?

Information is reported monthly, compiled quarterly and examined quarterly.

Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

N/A

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

Through LCB meetings.

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?

No formal agreements with other transportation providers.

North Central Florida Regional Planning Council



CA.5



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

November 6, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Disadvantaged Program- Status Report

STAFF RECOMMENDATION

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

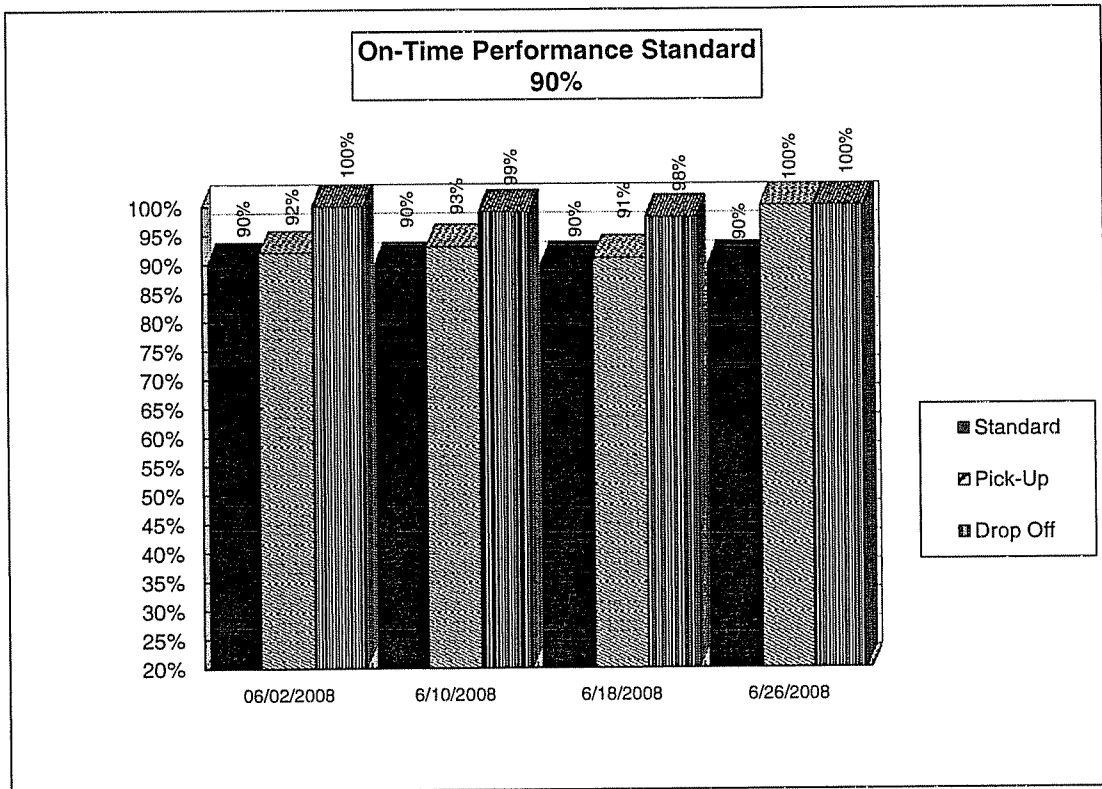
BACKGROUND

Enclosed are the following reports:

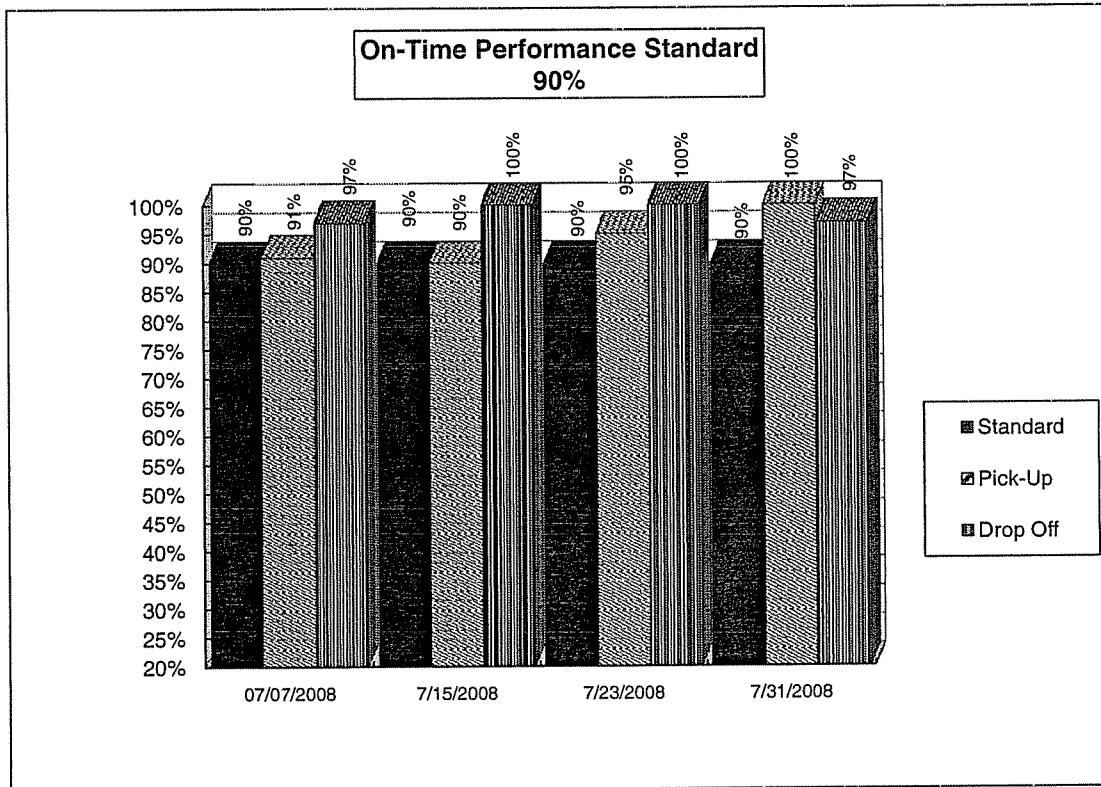
1. TDSP Standards Report that shows:
 - MV met the pick-up and drop-off on-time performance standard in June, July and August 11;
 - MV did not meet the pick-up on-time performance standard on August 19 or August 27.
 - MV met the standard of no more than 3 complaints per 1,000 trips in June, July and August 2008;
 - MV met the call hold time standard in June, July and August 2008;
 - MV met the accident standard of no more than 1.4 accidents per 100,000 miles in June and July 2008. MV did not meet the accident standard in August 2008; and
 - MV met the roadcall standard in June, July and August 2008.
2. MV Transportation Operations Report July 2008- August 2008.

If you have any questions concerning the enclosed materials, please contact Ms. Lynn Godfrey, Senior Planner, at extension 110.

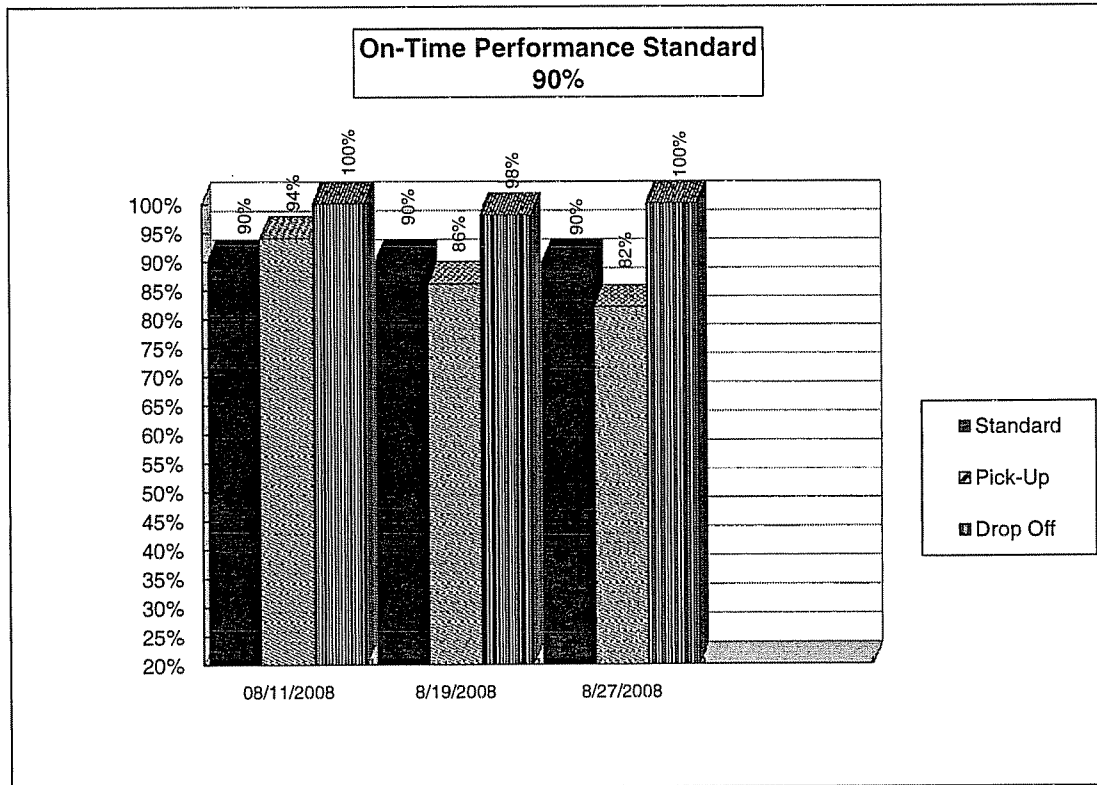
TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2008



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JULY 2008**

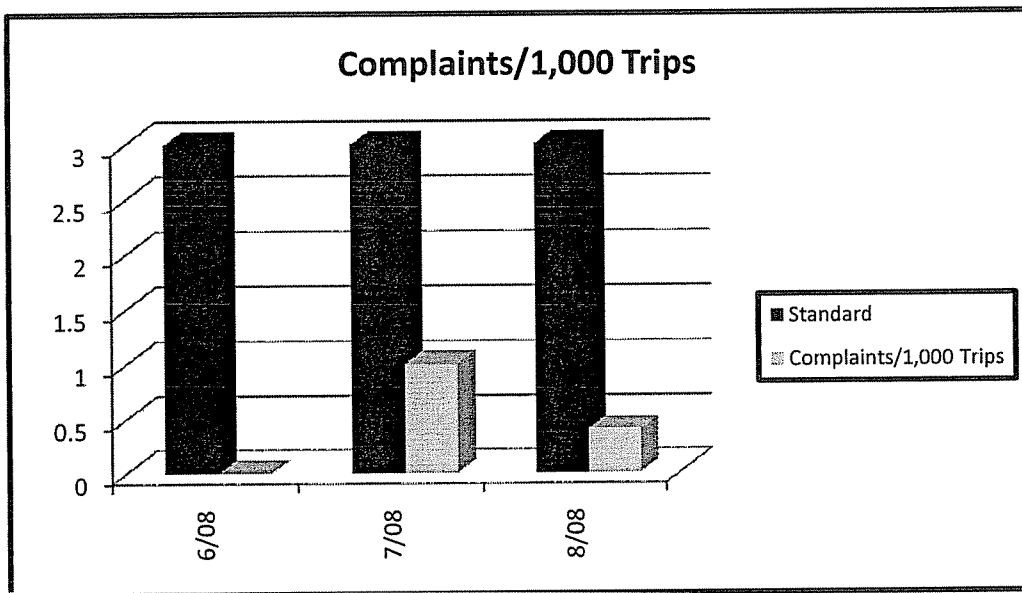


TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, AUGUST 2008



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2008**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
6/08	3	0
7/08	3	1
8/08	3	0.4



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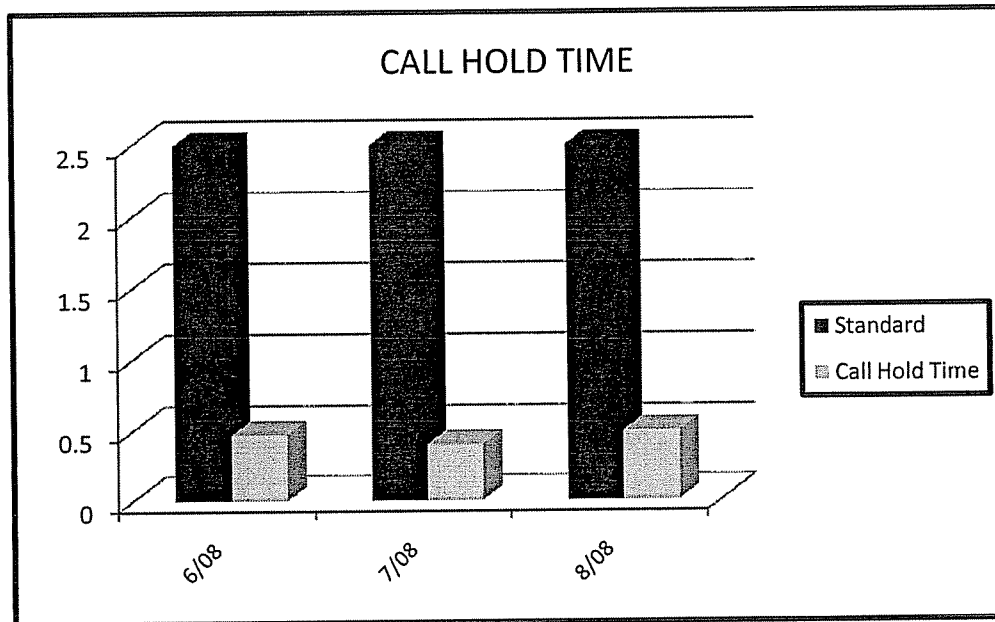
**MV TRANSPORTATION
SUMMARY OF SERVICE ISSUES**

TYPE OF COMPLAINT	7/08	8/08	9/08	10/08	11/08	12/08	1/09	2/09	3/09	4/09	5/09	6/09
Late Drop-Off	6	1	7	3	0	0	0	0	0	0	0	0
Pick-Up before Window Opens	0	1	0	0	0	0	0	0	0	0	0	0
Late Return Pick-Up	0	0	2	2	0	0	0	0	0	0	0	0
Excessive Ride Time	0	1	1	0	0	0	0	0	0	0	0	0
Can't Get Through by Telephone	0	0	0	0	0	0	0	0	0	0	0	0
On Hold for Excessive Periods of Time	0	0	1	1	0	0	0	0	0	0	0	0
Phone System Problems	0	0	0	0	0	0	0	0	0	0	0	0
Sunday Reservations	0	0	0	0	0	0	0	0	0	0	0	0
Trip Denial	0	0	0	0	0	0	0	0	0	0	0	0
Driver Training	0	0	0	0	0	0	0	0	0	0	0	0
Driver Behavior	0	0	0	0	0	0	0	0	0	0	0	0
No Passenger Assistance Provided	0	0	0	1	0	0	0	0	0	0	0	0
No Driver ID	0	0	0	0	0	0	0	0	0	0	0	0
Dispatcher Behavior	0	0	0	0	0	0	0	0	0	0	0	0
Reservationist Behavior	0	0	0	0	0	0	0	0	0	0	0	0
Unsafe Driving	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Driver	0	0	1	0	0	0	0	0	0	0	0	0
Reservations/Scheduling	0	0	0	0	0	0	0	0	0	0	0	0
Reservations	0	0	0	0	0	0	0	0	0	0	0	0
Air Conditioning not Working	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchair/Scooter Securement	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Behavior	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Passenger	0	0	0	0	0	0	0	0	0	0	0	0
Customer Service	0	0	0	0	0	0	0	0	0	0	0	0
Safety	0	1	0	1	0	0	0	0	0	0	0	0
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchair Lift Not Working Properly	0	0	0	0	0	0	0	0	0	0	0	0
Charged Wrong Passenger Fare	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Condition	0	0	0	0	0	0	0	0	0	0	0	0
MV Staff Availability	0	0	0	0	0	0	0	0	0	0	0	0
Dropped Off at Wrong Location	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	4	19	8	0	0	0	0	0	0	0	0
TRIPS	9,669	9,193	0	0	0	0	0	0	0	0	0	0
COMPLAINTS/1,000 TRIPS	1	0.4	#DIV/0!	#DIV/0!	#DIV/0!	#####	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of Individuals Submitting Complaints	2	3	9	7	0	0	0	0	0	0	0	0
RTS	1	3	8	5	0	0	0	0	0	0	0	0
CIL	1	0	11	2	0	0	0	0	0	0	0	0
Foster Grandparents	0	0	0	0	0	0	0	0	0	0	0	0
NCFRPC	0	0	0	0	0	0	0	0	0	0	0	0
COMMENDATIONS	1	0	0	0	0	0	0	0	0	0	0	0

Web05SubsuaComplaintSummary

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2008 - AUGUST 2008**

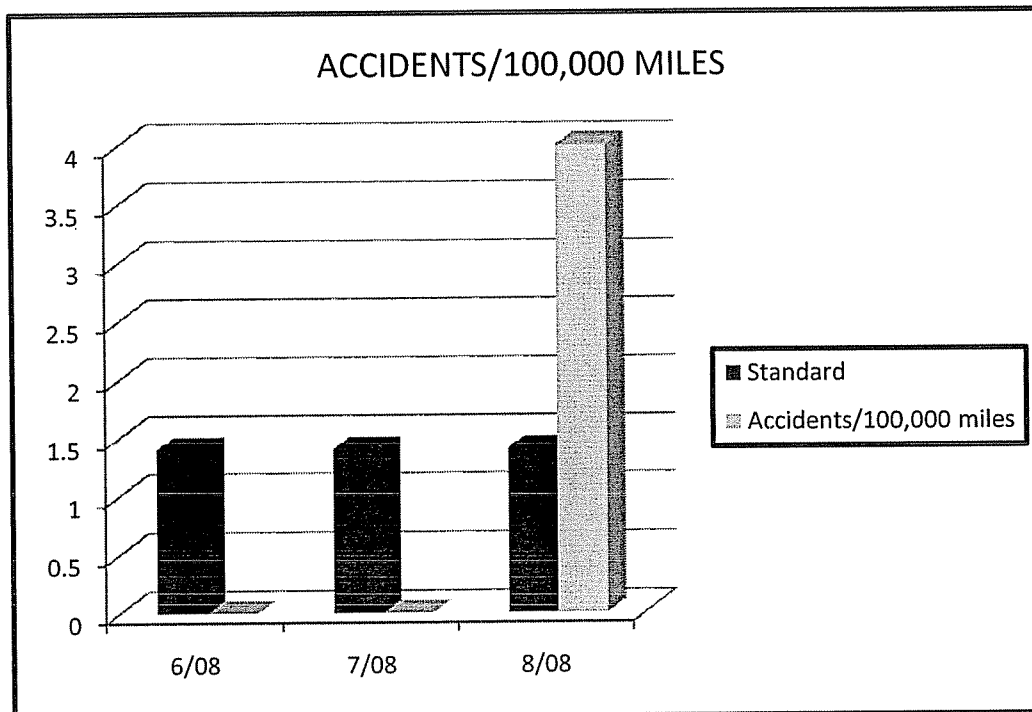
MONTH	STANDARD	CALL HOLD TIME
6/08	2.5	0.47
7/08	2.5	0.4
8/08	2.5	0.49



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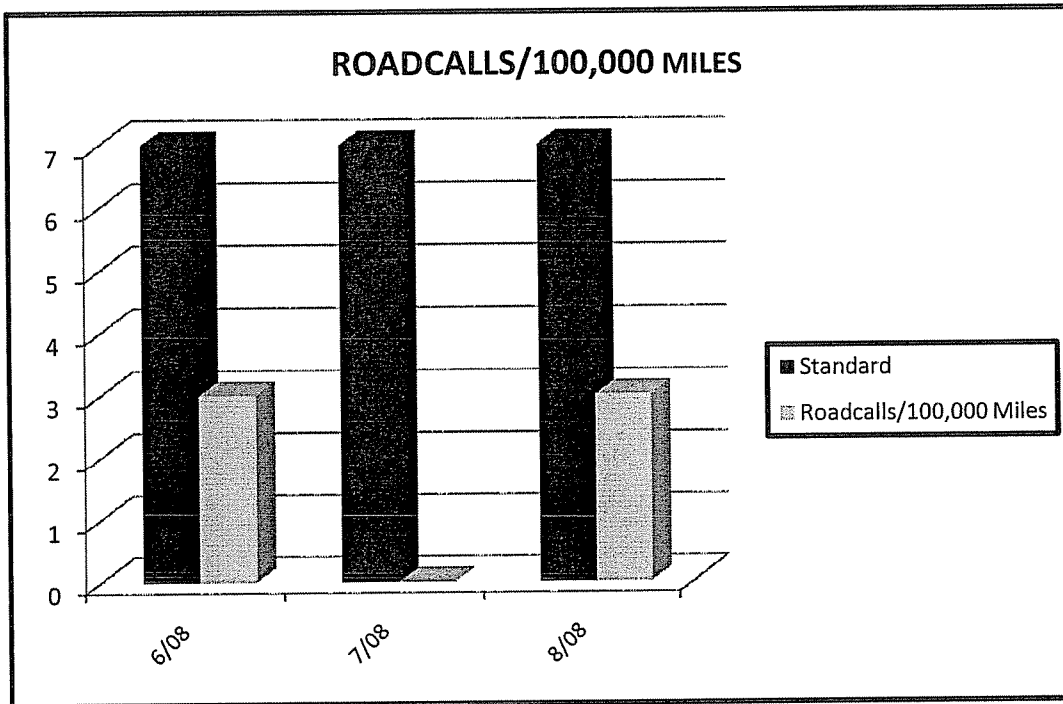
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY JUNE 2008 - AUGUST 2008**

MONTH	STANDARD	ACCIDENTS/100,000 MILES
6/08	1.4	0
7/08	1.4	0
8/08	1.4	4



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2008 - AUGUST 2008**

MONTH	STANDARD	ROADCALLS/100,000 MILES
6/08	7	3
7/08	7	0
8/08	7	3



2008-2009 OPERATING DATA	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09
Total No Trips Invoiced	9,669	9,193	0	0	0	0	0	0	0	0	0	0
Medicaid Alachua	4,060	3,592										
TD Trust Fund Alachua	1,502	1,420										
ADA	3,665	3,529										
County of Alachua - 5311	0	0										
County of Alachua, FGPA, RSVP	242	456										
Elder Care	111	107										
Bus Passes TD	77	82										
Bus Passes Medicaid	12	7										
Purchased Transportation	\$ 221,113.34	\$ 208,693.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medicaid Alachua	\$ 105,733.88	\$ 96,909.43										
TD Trust Fund Alachua	\$ 33,241.18	\$ 29,601.58										
TD Trust Fund Local Match	\$ 3,693.46	\$ 3,289.64										
ADA	\$ 69,629.88	\$ 66,147.71										
County of Alachua - 5311	\$ -	\$ -										
County of Alachua, FGPA, RSVP	\$ 4,682.56	\$ 8,689.80										
Elder Care	\$ 2,782.38	\$ 2,705.24										
Bus Passes Total MED and TD	\$ 1,350.00	\$ 1,350.00										
Total Dollars Invoiced	\$ 216,069.88	\$ 204,053.76										
Total Expenses	\$ 286,164.00	\$ 346,892.00										
Total Vehicle Miles	126,209	120,874										
Total Vehicle Hours	7,880	7,634										
Avg Miles per Trip	13	13	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	\$2.27	\$2.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	\$36.32	\$45.44	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	408	538										
Number Trips Denied	0	0										
No Accidents	0	4										
No Road Calls	0	3										
Telephone Calls Rec'd	19,569	12,817										
Avg. Telephone On-Hold Time	0.4	0.49										

North Central Florida Regional Planning Council

CA.6



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

September 30, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Citizens Advisory Committee (CAC) New Members

MTPO STAFF RECOMMENDATION

For information only, there is no action required.

BACKGROUND

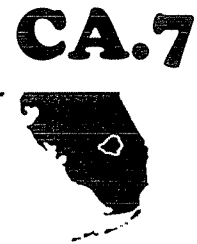
At its December 2007 meeting, the MTPO approved a CAC Designate Selection Procedure that would automatically fill any committee vacancies that occurred during the upcoming calendar year. At its February 2008 meeting, the MTPO appointed three CAC Designates.

In accordance with the selection procedure:

1. Mr. Harvey Budd filled a CAC vacancy, in February 2008, that occurred due to a CAC member resignation; and
2. Mr. George Blake Fletcher filled a CAC vacancy, in September 2008, that occurred due to a CAC Attendance Policy violation.

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North Central Florida Regional Planning Council



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

April 29, 2005

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: **Gainesville Transportation Survey**

MTPO STAFF RECOMMENDATION

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

BACKGROUND

Section 1.2.1 of the approved scope of work for the Year 2025 Transportation Plan Update says:

"To help secure broad-based and balanced public input with respect to the confirmation of the vision developed in the MTPO's Adopted Livable Community Reinvestment Plan and to assist in the development of the Year 2025 Plan, the CONSULTANT will conduct a random survey of households. Specific questions in this survey and whether this survey should be conducted countywide or in the urbanized area only will be developed by the CONSULTANT and reviewed and approved by MTPO staff."

Survey Results

Enclosed please find the survey results. A summary of the results are as follows:

1. Most important government services-
 - #1- Fire Protection;
 - #2- Police Protection;
 - #3- Bus Service; and
 - #4- Roads.
2. Most people are not willing to pay higher taxes or fees to improve transportation.

3. Priorities for spending available transportation funds-

- #1- Spending more on maintenance of existing transportation facilities;
- #2- Providing more transit to those who cannot drive, like those who are too young, too old, or have disabilities;
- #3- Adding lanes on existing roads; and
- #4- Building/repaving sidewalks and bike paths and bike lanes.

4. Out of every \$100 in transportation funds, spend about two-thirds on maintaining existing facilities and one-third on building more facilities.

5. Out of every \$100 in transportation funds, spend

\$52 on roads,
\$24 on buses,
\$11 on bike paths, and
\$13 on sidewalks.

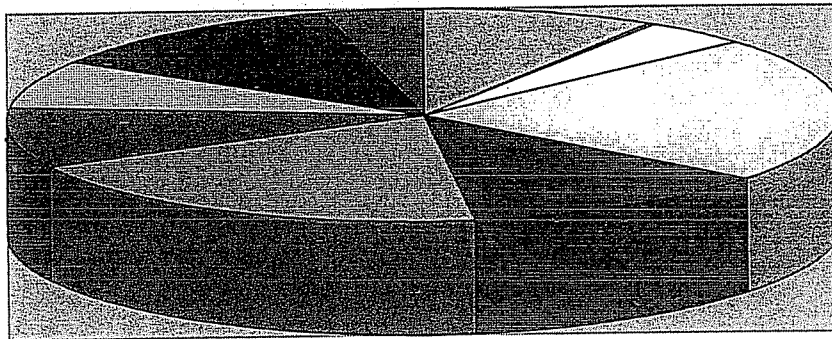
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


Gainesville Transportation Survey March 2005

Zip Codes:

ZIP CODE	FREQUENCY	PERCENTAGE
32601	37	9.3
32602	1	0.2
32603	16	4.0
32605	89	22.2
32606	49	12.2
32607	79	19.7
32608	37	9.3
32609	29	7.3
32641	47	11.8
32653	16	4.0
Total	400	100.0

Distribution of surveys



 32601
 32602
 32603
 32605
 32606
 32607
 32608
 32609
 32641
 32653

1. In the past month how many times have you personally used the following in Gainesville or some other part of Alachua County? (Respondents could have multiple answers. All responses reported as averages)

RESPONSE	AVERAGE
Sidewalks	13.55
Gainesville Regional Transit Bus Service	2.47
Special dedicated bus or van service for senior citizens or the disabled	0.18
In-street bike lane for school or work trips	1.60
In-street bike lane for other trips	1.93
Off-street bike path for school or work trips	0.93
Off-street bike path for other trips	2.60
The roadway system as a car driver or passenger	30.48

2. Your local governments provide services in a number of areas. Please rank their importance to you on a scale of 1 to 5 where 5 means you feel the proposal/service is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 for each proposal/service, but please choose only one number. (All responses reported as averages)

RESPONSE	AVERAGE
Police Protection	4.87
Fire Protection	4.99
Parks/Recreation	3.93
Waste Collection Disposal	3.94
Housing	4.25
Sewer/Water	4.10
Bus Service	4.76
Roads	4.52
Social Services	3.56
Libraries	3.62
Public Health	3.51

3. Would you support an increase in the following areas to pay for the modifications to your area's transportation system:

3a. The price of gasoline:

RESPONSE		PERCENTAGE
Yes	41	10.3
No	359	89.7
Total	400	100.0

3b. The local sales tax:

RESPONSE		PERCENTAGE
Yes	131	32.8
No	267	66.8
Don't Know	2	0.4
Total	400	100.0

3c. The local property tax:

RESPONSE		PERCENTAGE
Yes	91	22.8
No	308	77.0
Don't Know	1	0.2
Total	400	100.0

3d. The price of auto tags:

RESPONSE		PERCENTAGE
Yes	145	36.2
No	255	63.8
Total	400	100.0

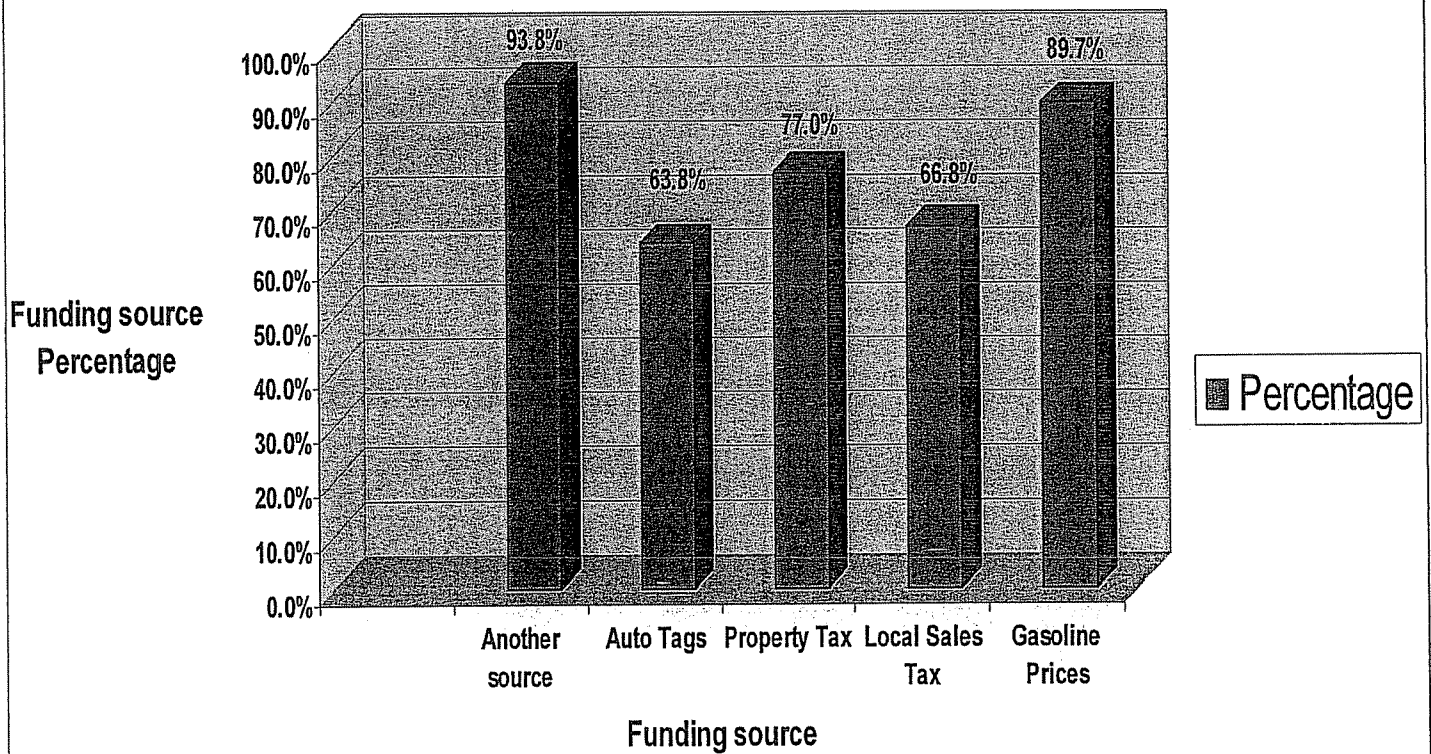
3e. Another source of revenue:

RESPONSE		PERCENTAGE
Yes	23	5.7
No	375	93.8
Don't Know	2	0.5
Total	400	100.0

Other:

Tolls	6
Bus Fares	5
Reallocate current funds	3
Tourist Taxes	2
User Fee	1
"Highway" Sales Tax	1

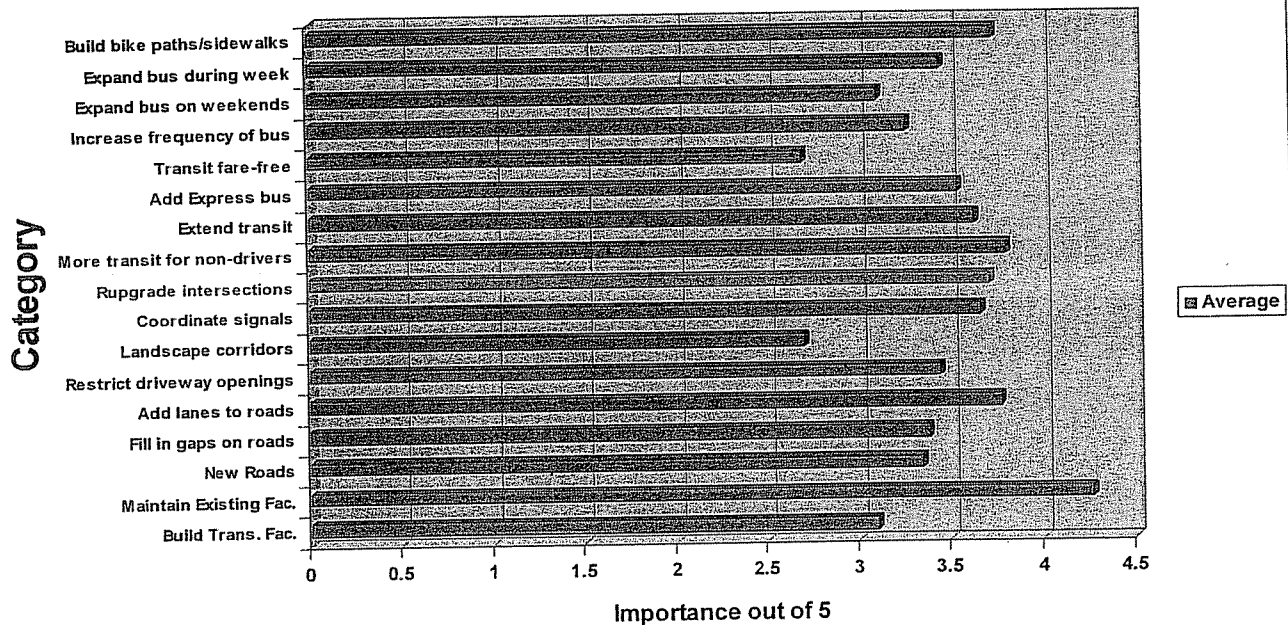
Question 3 Percentage answering No



4. Please tell me how important you feel spending money is on the following proposals. We'll again use a scale of 1 to 5 where 5 means you feel the proposal is very important and 1 means you feel it is not important at all. You may choose any number between 1 and 5 but please choose only one. (All responses reported as averages)

RESPONSE	AVERAGE
Building/repaving sidewalks and bike paths and bike lanes	3.73
Expanding bus service on existing routes during the week	3.45
Expanding bus service on existing routes on the weekends	3.11
Expanding bus service on existing routes by having the bus come by more often	3.26
Making transit fare-free to everyone in Alachua County	2.69
Adding express bus service during the morning and afternoon commutes	3.54
Adding new bus routes to serve areas currently without transit service	3.63
Providing more transit to those who cannot drive, like those who are too young, too old, or have disabilities	3.80
Upgrading intersections (turn lanes, etc.)	3.71
Improving the coordination of traffic signals	3.66
Landscaping roadway corridors to improve their appearance	2.70
Restricting driveway openings to improve traffic flow	3.44
Adding lanes on existing roads	3.77
Building sections of roads to fill gaps that exist	3.38
Building new roads	3.34
Spending more on maintenance of existing transportation facilities	4.26
Spending more to build more transportation facilities	3.10

Question 4 - Importance of spending for services



5. If you had \$100 to spend on improving the Gainesville area's transportation system, how much would you spend on maintaining the existing transportation facilities, like our roads, bus service, and bike lanes/paths, or building more. (The following figures represent the average response for this question) (All responses reported as averages)

5a. I would spend _____ (of the \$100) to maintain the existing facilities:

AVERAGE
\$67.19

5b. I would spend _____ (of the \$100) to build more facilities:

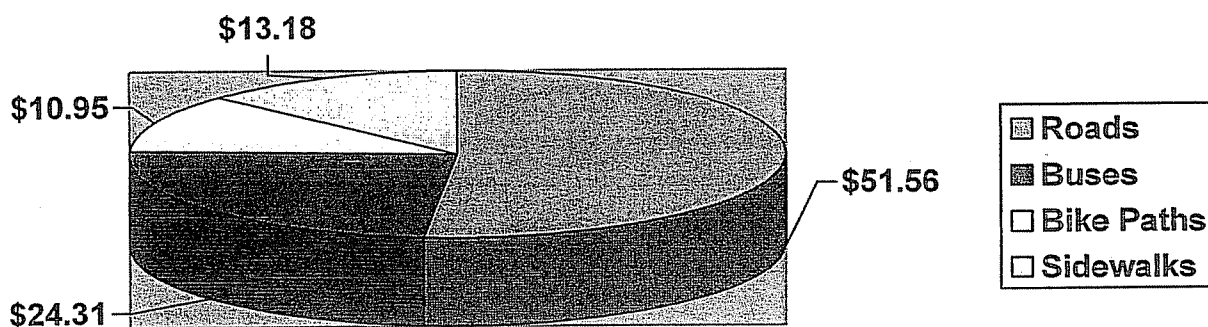
AVERAGE
\$32.81

6. How would you divide \$100 among the following areas of the transportation system? (The following represents the average dollar amount for this question)

(All responses reported as averages)

RESPONSE	AVERAGE
Roads	\$51.56
Buses	\$24.31
Bike Paths	\$10.95
Sidewalks	\$13.18

Divide \$100 among systems



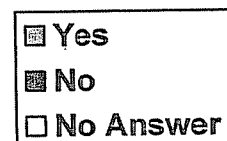
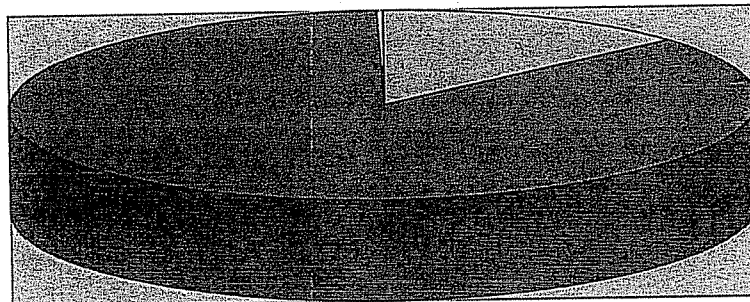
7. How long have you lived in Alachua County?

AVERAGE
13.4 years

8. Are you a full-time college student?

RESPONSE		PERCENTAGE
Yes	56	14.0
No	343	85.8
No Answer	1	0.2
Total	400	100.0

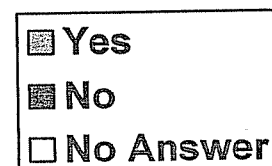
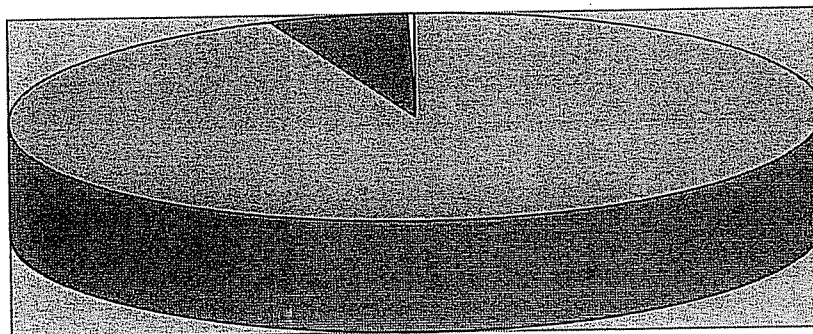
Full-Time Student



9. Do you live at your present home year round?

RESPONSE		PERCENTAGE
Yes	377	94.3
No	22	5.5
No Answer	1	0.2
Total	400	100.0

Live in Gainesville Year Round



10. How many persons, including yourself, live in your household?

RESPONSE	PERCENTAGE
1 people	13.1
2 people	27.0
3 people	24.0
4 people	22.7
5 or more	13.2
Total	100.0

11. How many household members are under the age of 18?

RESPONSE	PERCENTAGE
0	56.1
1	18.4
2	17.7
3	4.5
4	3.0
5 or more	0.3
Total	100.0

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

RESPONSE	PERCENTAGE
0	12.0
1	32.7
2	38.0
3	12.2
4	4.3
5	0.8
Total	100.0

13. How many registered vehicles of any type (passenger cars, pick-up trucks, SUV's, vans/minivans, motorcycles) do you have in your household?

RESPONSE	PERCENTAGE
0	1.7
1	33.6
2	47.0
3	14.1
4	3.3
5	0.3
Total	100.0

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

RESPONSE		PERCENTAGE
0		0.7
1		22.2
2		52.1
3		17.1
4		6.8
5 and over		1.1
Total		100.0

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

RESPONSE		PERCENTAGE
Yes	11	2.8
No	389	97.2
Total	400	100.0

16. What is your primary race or ethnicity?

RESPONSE		PERCENTAGE
African American/ Black	62	15.5
American Indian	1	0.2
Asian/ Pacific Islander	8	2.0
White	283	70.8
Hispanic	36	9.0
No Answer	10	2.5
Total	400	100.0

17. Gender:

RESPONSE		PERCENTAGE
Male	188	47.0
Female	212	53.0
Total	400	100.0

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

RESPONSE		PERCENTAGE
Under 18	0	0.0
18 to 34	110	27.5
35 to 54	154	38.5
55 to 65	83	20.8
Over 65	51	12.8
No Answer	2	0.4
Total	400	100.0

**Transportation Research Board
National Cooperative Highway Research Project – NCHRP 3-70**

Multimodal Level of Service for Urban Streets

A Tool for Evaluating Complete Streets and Smart Growth.



The NCHRP 3-70 Team:

- Dowling Associates, Inc.
- George Mason University
- Sprinkle Consulting, Inc.
- Kittelson Associates, Inc.
- North Carolina State University



Please Contact:

Richard Dowling
Dowling Associates, Inc.
180 Grand Ave. Suite 250
Oakland, CA 94612
Phone: 510-839-1742
Fax: 510-839-0871
E-mail:
nchrp370@dowlinginc.com

The Transportation Research Board recently completed National Cooperative Highway Research Project, NCHRP 3-70, to develop a tool for evaluating multimodal level of service (LOS) for urban streets. This project created a simple spreadsheet and a user's guide for estimating the auto, bus, bicycle, and pedestrian level of service on an urban street given its geometric cross-section, speed limit, bus headways, and traffic volumes. The tool enables agencies to balance the level of service needs of auto drivers, transit riders, bicycle riders, and pedestrians in their street designs.

The NCHRP 3-70 project was recently authorized to work with a limited number of volunteer cities in the United States to field test the new method, the software, and the user's guide. The NCHRP 3-70 project team will train (on-site) city personnel on the method and the software. The team will then work with city staff to field test the method and software on several urban streets within the city. A limited amount of NCHRP funds will be available to assist in the data collection effort. The NCHRP team will then meet with city staff to obtain feedback on the strengths and weaknesses of the method and how it might be refined and improved to better match the needs of the public agencies responsible for urban streets.

If you think your agency might be interested in participating in these field tests please contact Dowling Associates at nchrp370@dowlinginc.com, or contact one of the NCHRP 3-70 team members. We estimate that each public agency participating in the field tests would need to contribute approximately 80 person-hours of staff time total for training, data collection, and debriefing after the field tests are complete.

Meeting

Agenda

Enclosures

North Central Florida Regional Planning Cou

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

November 6, 2008



TO: Metropolitan Transportation Planning Organization (MTPO) and
Other Interested Persons

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Bicycle/Pedestrian Advisory Board (B/PAB) Vacant Position**

RECOMMENDATION

Fill one vacant position on the B/PAB for a term through October 2011.

BACKGROUND

The MTPO needs to fill one vacant position on the B/PAB. This vacancy is due to the expiration of the term of a current member. As shown in Exhibit 1, there are three applicants for this position. Mr. John Richter has decided to not seek reappointment.

ENCLOSED MATERIALS

1. Exhibit I shows the names and occupations of current B/PAB members and the applicants;
2. Exhibit II shows where current B/PAB members and applicants live;
3. Exhibit III is a blank ballot to assist in the voting process;
4. Exhibit IV is the text of the newspaper advertisement placed in the Gainesville Sun; and
5. the current pool of applications for the B/PAB.

MTPO VOTING PROCEDURE

The MTPO 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.

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

CURRENT MEMBERS	OCCUPATION	TERM EXPIRATION
ALACHUA COUNTY APPOINTMENTS		
<i>VACANT</i>	-	August, 2010
Kathryn Williams	Chemistry Faculty	August, 2010
Julia Reiskind	UF Professor	August, 2011
Andrew Gill	Systems Analyst	August, 2011
CITY OF GAINESVILLE APPOINTMENTS		
Justin DeLeo	Instructional Designer	December, 2010
John Holloway	Financial Advisory	December, 2008
Randolf Wells	Self Employed Property Owner	December, 2009
<i>VACANT</i>	-	December, 2009
MTPO APPOINTMENTS		
Rajeeb Das	Data Manager	October, 2009
Kevin Duffield	Retired	October, 2009
Bill Radunovich	Self-Employed	October, 2010
<i>VACANT</i>	-	October, 2011
APPLICANTS		
Richard Colbert	Auto Mechanic	-
Jacob Smith	Bicycle Shop Owner	-
Jeff Wade	UF Professor	-

*** *SEEKING REAPPOINTMENT BY THE MTPO***

EXHIBIT II

B/PAB MEMBERS AND APPLICANTS LOCATIONS

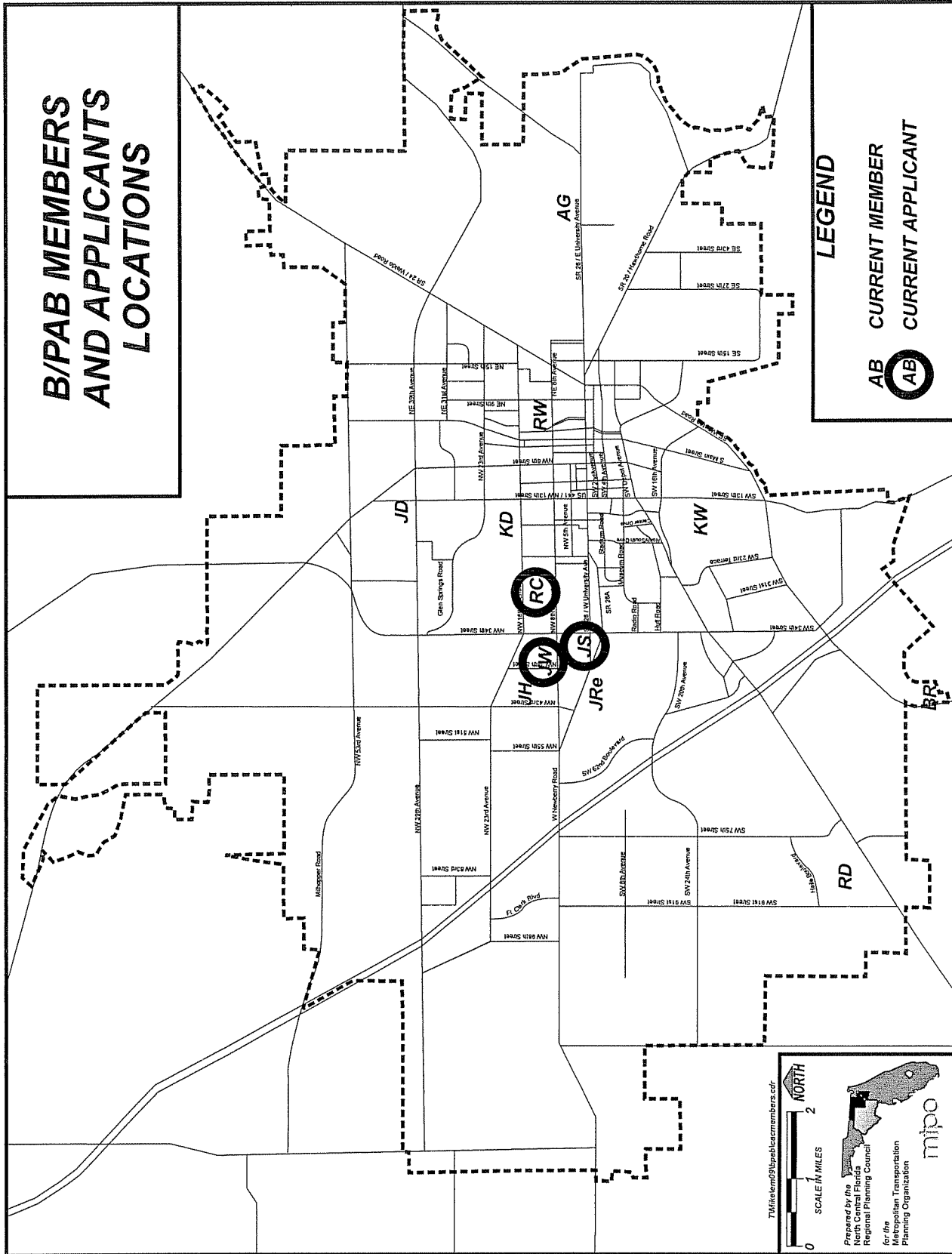


EXHIBIT III

MTPO MEMBER	Richard COLBERT	Jacob SMITH	Jeff WADE
Mike BYERLY			
Cynthia CHESTNUT			
Paula DeLANEY			
Jack DONOVAN			
Mayor Pegeen HANRAHAN			
Thomas HAWKINS			
Scherwin HENRY			
Rodney LONG			
Craig LOWE			
Jeanna MASTRODICASA			
Lauren POE			
Lee PINKOSON			

** SEEKING REAPPOINTMENT BY THE MTPO*

Please vote for one with a term to expire in October 2011.

EXHIBIT IV

NOTICE

APPLICATION FOR MTPO BICYCLE / PEDESTRIAN ADVISORY BOARD

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

The MTPO, 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: MTPO, North Central Florida Regional Planning Council, 2009 NW 67th Place Gainesville, Florida 32653; phone (352)955-2200; or from the MTPO website at www.ncfrpc.org/mtpo. Applications must be received no later than Monday, November 3, 2008.

GAINESVILLE URBANIZED AREA

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

BICYCLE/PEDESTRIAN ADVISORY BOARD

RESUME

Please return to:

Date 11/10/07

MTPO

North Central Florida Regional Planning Council
2009 NW 67th Place - Suite A
Gainesville, FL 32653-1603

NAME Richard Colbert ADDRESS 1310 NW 25th Terr, Gville

ZIP CODE 32605 AGE TELEPHONE (H) 376-5695

EMAIL red53@Prontomail.com (W) 377-6604

HOW LONG A RESIDENT OF ALACHUA COUNTY?

ARE YOU CURRENTLY AN ELECTED OFFICIAL?

OCCUPATION Auto Mechanic

EDUCATION Some College


TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT I have been bicycling in Gainesville for 30+ years. I bike everyday: commuting to work and volunteering at 2 state parks every week. I am the only active volunteer for the Gainesville Hawthorne Trail with the state park. My duties include to & from Hawthorne calling problems, helping those on the trail who need assistance & (over)

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

I am a 1000+ hour volunteer for Palmer Prairie Park

I am willing to spend up to 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.)

Bob Newman, President Gainesville Cycle Club 2530 NW 12th Ave Gainesville 3260 372-8195
Julio ^{ANN} Labone, Palmerprairie State Park 100 Savannah Blvd Miranopy 326 352 258-9156
Mark Heller 5905 NW 124th St Gville 32653 (352) 215-6788


Signature

Additional information may be attached to this form.

NORTH CENTRAL
RECEIVED
NOV 15 2007
REGIONAL PLANNING COUNCIL

GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
BICYCLE/PEDESTRIAN ADVISORY BOARD

RESUME

Please return to:

Date 11/1/08

MTPO
North Central Florida Regional Planning Council
2009 NW 67th Place - Suite A
Gainesville, FL 32653-1603

NAME JACOB F Smith ADDRESS 3460 W University Ave

ZIP CODE 32607 AGE 23 TELEPHONE (H) 256 457 3192

EMAIL gainesvillecycles@gmail.com (W) 352 502 4146

HOW LONG A RESIDENT OF ALACHUA COUNTY? 4
ARE YOU CURRENTLY AN ELECTED OFFICIAL? NO

OCCUPATION Owner of Gainesville Cycles

EDUCATION Santa Fe College

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT _____

Own and manage Gainesville Cycles. Involved in
local bicycle riding, commuting, and advocacy.

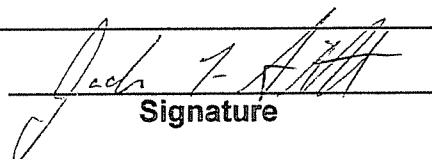
PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS _____

Established & manage Gainesville Cycles
from the age of 22.

I am willing to spend 6-8 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.)

Richard & Heather Saulsbury - 3458 W University Ave 32607 283 4877

John Price - 611-A Meridian St Huntsville, AL 35802 256 519 9233


Signature

NORTH CENTRAL FLORIDA
RECEIVED

Additional information may be attached to this form.

NOV 03 2008

JACOB F. SMITH

208 NW 35th Street, Gainesville, Florida 32607
Work: (352) 502-4146 Cell: (256) 457-3192
gainesvillecycles@gmail.com

OBJECTIVE

To obtain a position as a committee member of the Bicycle/Pedestrian Advisory Board for the city of Gainesville FL.

WORK EXPERIENCE

Store Owner
Gainesville Cycles

October 2007 – present
Gainesville, Florida

- Own and manage bicycle shop in west Gainesville
- Help meet customer needs by selling new bicycles and repairing bikes
- Provide quality service and information on bicycle commuting and state laws for cyclists
- Gainesville Cycles has acquired many loyal customers, providing the opportunity to be acquainted with a number of locals
- Currently re-modeling store as part of business expansion

Bicycle Mechanic / Sales Associate
The Bike Route

September 2004- July 2007
Gainesville, Florida

- Provided mechanical services and worked sales floor to meet customer needs
- Compiled and placed orders with companies and sales representatives
- Attended multiple local races and rides as both a participant and to provide mechanical assistance to riders
- Encouraged and informed customers on how to safely commute around the city of Gainesville
- Helped store attain highest sales day of its 10+ years in business

Bicycle Mechanic
Bicycles Etc.

May 2003 – June 2004
Huntsville, Alabama

- Provided mechanical services and assisted customers on sales floor
- Worked closely with management to place orders and make store recommendations

ACTIVITIES / SKILLS

- 8+ years of bicycle shop experience
- Participant in local and state rides
- Avid rider for both mountain and road bikes

Alachua County Board of Commissioners
Advisory Board Coordinator
PO Box 2877
Gainesville, FL 32602-2877
Telephone: 264-6904, FAX: 338-7363
Confirmation #:2242

Name of Advisory Board/Committee:

Bicycle/Pedestrian Advisory Board

Applying For:

Citizen at large

First Name:

Jeff

Middle Initial:

Last Name:

Wade

Suffix:

Address:

1010 NW 36th Road

City:

Gainesville

Zip Code:

32609

E-Mail Address:

wade@law.ufl.edu

Home Phone:

371-9988

Work Phone:

273-0835

Ext:

Occupation:

Professor

Place of Employment

Center for Governmental Responsibility, University of Florida College of Law

Education:

B.A. Univ. of Alabama
M.Ed. Univ. of Florida
J.D. Univ. of Florida

Professional Organizations:

Florida Bar

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?

34 years

If no, what county?

Are you currently serving on a board?

No

If yes, name of board(s):

Civic and Professional Accomplishments/Honors:

Director of Environmental Division, Center for Governmental Responsibility,
University of Florida College of Law

Training or Experience Related to the Appointment:

Extensive research and teaching experience in issues related to urban
sustainability, including transit options. Long-time bike rider and bike
commuter.

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

Practical, policy-oriented perspective; understanding of legislative context;
ability to work toward creative solutions while considering financial and
political realities.

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



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1109 S. Marion Avenue
Lake City, FL 32025-5874

STEPHANIE KOPELOUSOS
SECRETARY

September 25, 2008

Mr. Marlie Sanderson
Gainesville Metropolitan Transportation Planning Organization
2009 N.W. 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Mr. Sanderson:

Subject: I-75 Master Plan

This letter is to request that the Florida Department of Transportation (FDOT) be placed on the following agenda.

Bicycle/Pedestrian Advisory Board for October 28, 2008
Technical Advisory Committee for October 29, 2008
Citizens Advisory Committee for October 29, 2008
Metropolitan Transportation Planning Organization for November 13, 2008

Mr. Jordan Green would like to give a brief update to the Committees on the status of the I-75 Master Plan.

If you have any questions, please do not hesitate to give me a call at (386) 961-7550.

Sincerely,

Janice Charles
Public Involvement Specialist



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1109 South Marion Avenue • MS 2007
Lake City, FL 32025-5874

STEPHANIE C. KOPELOUSOS
SECRETARY

October 28, 2008

NORTH CENTRAL FLORIDA
RECEIVED

OCT 28 2008

Mr. Marlie Sanderson
North Central Florida Regional Planning Council
2009 N.w. 67th Place, Suite A
Gainesville, FL 32653-1603

REGIONAL PLANNING COUNCIL

Dear Mr. Sanderson:

Subject: **PUBLIC MEETING NOTIFICATION**
Interstate 75 Master Plan Study
Tier 2 Alternatives
Financial Project ID: 409114-2
Alachua, Columbia, Suwannee and Hamilton Counties

You are invited to attend a public meeting for the Interstate 75 Master Plan Study.

Tuesday, November 18, 2008
Florida Dept. of Transportation Office
1109 S. Marion Avenue OR
Lake City, FL 32025-5874

Thursday, November 20, 2008
Best Western Gateway Grand
4200 NW 97th Boulevard
Gainesville, FL 32606

Doors for both meetings will open at 4:30 p.m., to allow you time to review and discuss the exhibits and have your questions answered by one of our staff. Then at 6:30 p.m. we will open the floor for public comments. It is the policy of the Florida Department of Transportation District 2 to prohibit materials and/or exhibits in our public workshops, meetings and hearings that are not the property of the Department. Therefore, no outside party will be allowed to display or hand out materials in any of these events.

The purpose of the I-75 Master Plan Study is to analyze the existing conditions along the corridor and recommend both short-term and long-term solutions that improve safety, enhance mobility of people and goods and foster economic development throughout Florida. The study limits are from the Marion/Alachua County Line to the Florida/Georgia State Line.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Jordan Green at (800) 749-2967 at least seven days prior to the meeting.

Your attendance at this public meeting is encouraged and any comments made are appreciated. If you have any questions or comments please do not hesitate to contact me or the Project Manager:

Mr. Jordan Green, P.E., Project Manager
Florida Department of Transportation
1109 S. Marion Avenue, M.S. 2014
Lake City, FL 32025-5874
1-800-749-2967 or (386) 961-7884
Email: jordan.green@dot.state.fl.us
Website: 175northflorida.com

Sincerely,

A handwritten signature in black ink, appearing to read "William R. Henderson".

William R. Henderson
District Planning & Environmental Manager



Interstate 75 Master Plan Study



Newsletter Edition No. 3

www.i75northflorida.com

Fall 2008

About the Study

The Florida Department of Transportation has an Interstate Master Plan Study underway for the I-75 corridor. The study evaluates the I-75 corridor through Alachua, Columbia, Suwannee, and Hamilton counties.

The Interstate Master Plan Study will identify potential improvements along the I-75 corridor from now through 2035. An improved interstate will better serve the travel needs of people and freight, encourage economic growth and development, and decrease travel related fuel consumption and air pollution.

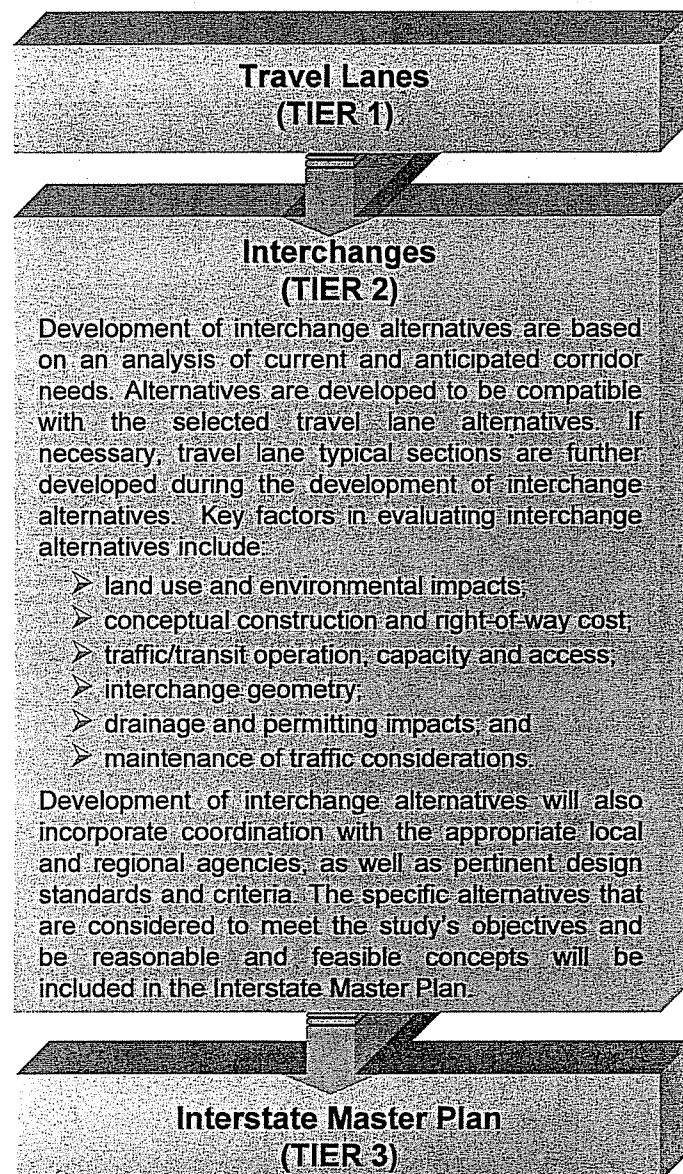
Study Objectives

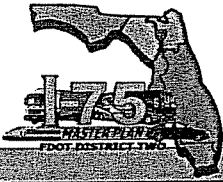
The primary goal of the I-75 Master Plan Study is to develop a plan to improve travel along the I-75 corridor. There are five objectives to the I-75 Master Plan Study.

1. **Enhance overall travel along I-75** and identify potential improvements at interchanges.
2. **Develop a reasonable schedule** for building proposed improvements, both short-term and long-term.
3. **Present alternatives** that will increase mobility while minimizing impacts to the environment and surrounding communities.
4. **Identify any additional right-of-way** needed for proposed improvements.
5. **Coordinate with other ongoing projects** that would affect the I-75 corridor.

Tier Selection Process

As part of the Master Planning Process, there are three Tiers or phases of the study. Tier 1 focuses on the travel lanes of I-75 and determines the number, type and configuration of those lanes. Tier 2 focuses on the interchanges and determines the number, location, and configuration of those interchanges. Tier 3 combines the preferred alternatives of Tier 1 and Tier 2 to create the desired alternative needed to improve the I-75 corridor.





Interchanges Considered in the I-75 Master Plan¹

The following table lists the interchanges being considered in the I-75 Master Plan. Existing interchange types, as well as alternative types being considered during the master planning process are indicated and shown on the next page.

No.	Interchange Location	County	Urban/ Rural	Interchange Types ²	
				Existing Types	Alternative Types Considered
1	CR 234	Alachua	Rural	A	A
2	SR 331 / SR 121 / Williston Road	Alachua	Urban	B	B
3	SR 24 / Archer Road	Alachua	Urban	A	B, C
4	SR 26 / Newberry Road	Alachua	Urban	C	B, C
5	SR 222 / NW 39 th Avenue	Alachua	Urban	C	C
6	CR 236	Alachua	Rural	B	B
7	US 41 / US 441 / SR 25	Columbia	Rural	A	A
8	SR 47	Columbia	Rural	A	A
9	US 90 / SR 10	Columbia	Urban	A	A, D
10	SR 136	Suwannee	Rural	B	B
11	US 129 / SR 51	Hamilton	Rural	B	B
12	SR 6	Hamilton	Rural	A	A
13	SR 143 / CR 143	Hamilton	Rural	B	B

¹ The interchanges at US 441 in Alachua County and I-10 in Columbia County are being or have been considered in other studies.

² See next page for interchange types.

- A. Diamond
- B. Partial Cloverleaf – 2 loops
- C. Partial Cloverleaf – 1 loop
- D. Single Point Urban Interchange

During the Master Planning Process, interchange alternatives will continue to be analyzed and evaluated in accordance with the evaluation criteria (measures of effectiveness - MOEs) established for this master plan. MOEs indicate whether or not a proposed alternative accomplishes master plan policy goals and may be summarized into five broad categories:

- mobility,
- regional commerce,
- land use,
- environment, and
- affordability and constructability.

Interstate 75 Master Plan Study



Interchange Alternatives

As part of the study process, several conceptual interchange alternatives are being developed for the I-75 corridor. Alternatives evaluated in this process will provide a combination of concepts that best meet the corridor's overall transportation needs.

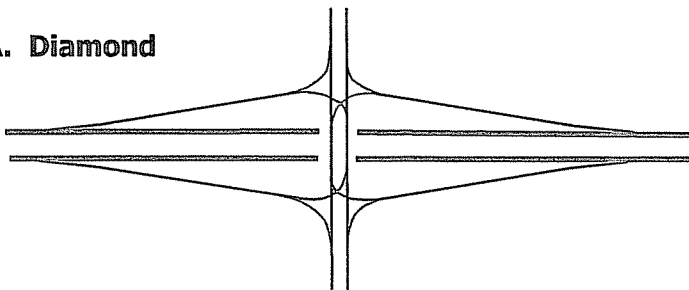
Alternatives will be developed to address existing geometric or safety issues as well as existing and future level of service issues for motor vehicles, including trucks and buses. Alternatives may also include some re-designs of the existing interchanges. Examples of modifications that may be considered are listed below.

- Meet appropriate geometric design standards
- Provide consistent types of ramps along the corridor
- Address capacity needs at or near the ramps
- Provide appropriate limited access right of way along local cross streets
- Modify interchange type (i.e., diamond, partial cloverleaf, etc.) to meet required standards

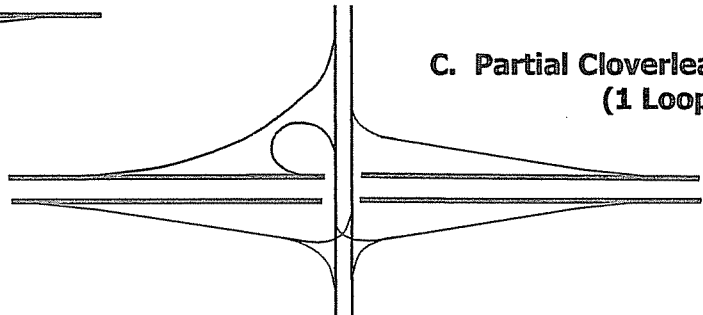
Interchange Types

Interchange types may vary from single ramps connecting local streets to complex and comprehensive layouts involving two or more highways. Basic interchange types are shown below.

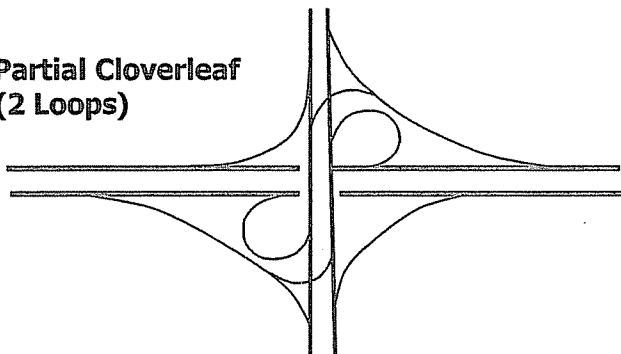
A. Diamond



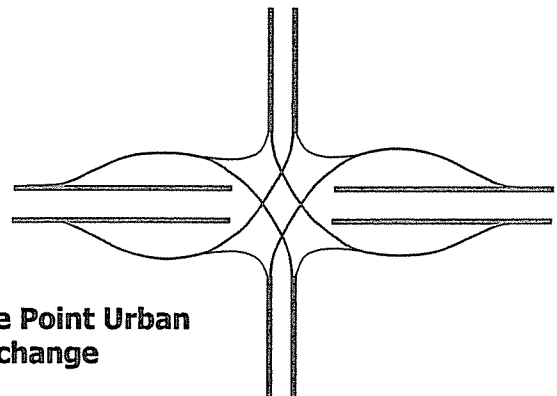
**C. Partial Cloverleaf
(1 Loop)**



**B. Partial Cloverleaf
(2 Loops)**



**D. Single Point Urban
Interchange**



Study Schedule

Task / Activity	2006	2007	2008	2009
Public Involvement		◊	◊ ◊	◊
Data Collection & Analysis	←	→		
Tier 1 & Tier 2 Analysis		←	→	
Tier 3 Interstate Master Plan			←	★

◊ Public Meetings

📰 Newsletters

★ End Project

Public Involvement

Public Involvement is an important aspect of the study process. We view the public as a member of the study team and we need input. Our goal is to inform and educate the public about the project status, encourage a positive and open interaction between stakeholders and respond to any questions that may arise.

A Kick-Off Meeting was held July 2007 in Gainesville. Travel Lanes (Tier 1) Alternatives Meetings were held June 2008 in Lake City and Gainesville. Previous newsletters and other materials from prior meetings are available on the project website.

Public Involvement will occur throughout the study. Each of the meetings will contain updated information about the project. Coordination will occur with the Gainesville Metropolitan Transportation Planning Organization (MTPO), it's Technical and Citizens Advisory Committees, and it's Bicycle/Pedestrian Advisory Board. A newsletter will be provided to interested parties along the project corridor. The newsletter will provide updated information at key milestones of the project. Project information will also be available on our website.

We invite you to visit our web site at
www.I75northflorida.com

Who to Contact

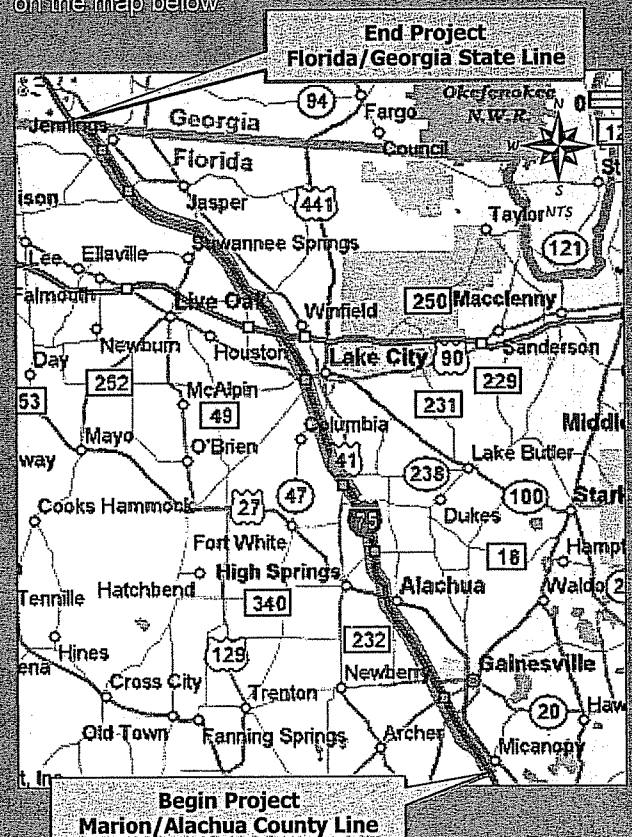
This study is being conducted by the Florida Department of Transportation, District Two. All inquiries concerning this project should be addressed to:



Mr. Jordan L. Green, P.E., Project Manager
 Florida Department of Transportation
 1109 S. Marion Avenue, Mail Station 2014, Lake City, FL 32025-5874
 Telephone: (386) 961-7884 Toll Free: (800) 749-2967 Ext. 7884
 Email: jordan.green@dot.state.fl.us

Project Location

The project area extends approximately 100 miles from the Marion/Alachua County line to the Florida/Georgia state line. These limits are shown on the map below.



North Central Florida Regional Planning Council



IV



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

November 5, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Traffic Management System- Status Report**

MTPO STAFF RECOMMENDATION

For information only, no action is required.

BACKGROUND

At the September 11th meeting, MTPO Chair Lee Pinkoson requested a status report on the installation of the traffic management system at the next MTPO meeting. Enclosed is a slideshow prepared by the City of Gainesville Public Works Department.

T:\Marlie\MS09\MTPO\MEMO\TMSupdatenov.wpd

Traffic Management System Status Update September, 2008

Traffic Management System

- In 1984, the original Traffic Signal Master Plan was developed for the Gainesville Urban Area.
- A Computerized Traffic Signal System was installed in 1987.
- Software runs in DOS and is not Windows Compatible utilizing 1200 baud phone dial-up phone lines.
- Technologically, the equipment is out of date and does not provide for upward compatibility.

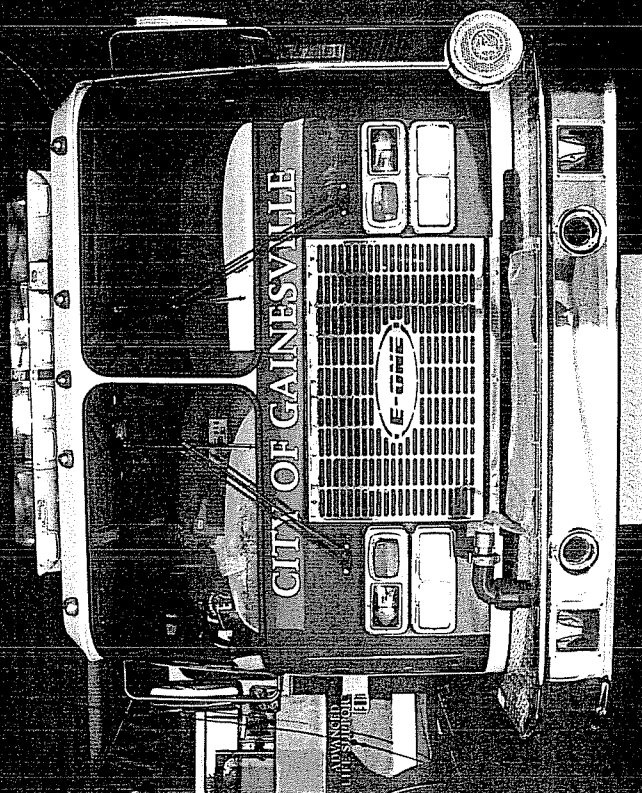
Regional Impact

- The City of Gainesville maintains all of the traffic signals and flashing beacons in Alachua County including the other incorporated cities and the University of Florida. This project will encompass the traffic signals in the Gainesville Urban Area as well as the entire County.
- In 1997, a feasibility study was performed to determine the future needs of the County. It was determined that a Traffic Management System was needed to meet our future growth.

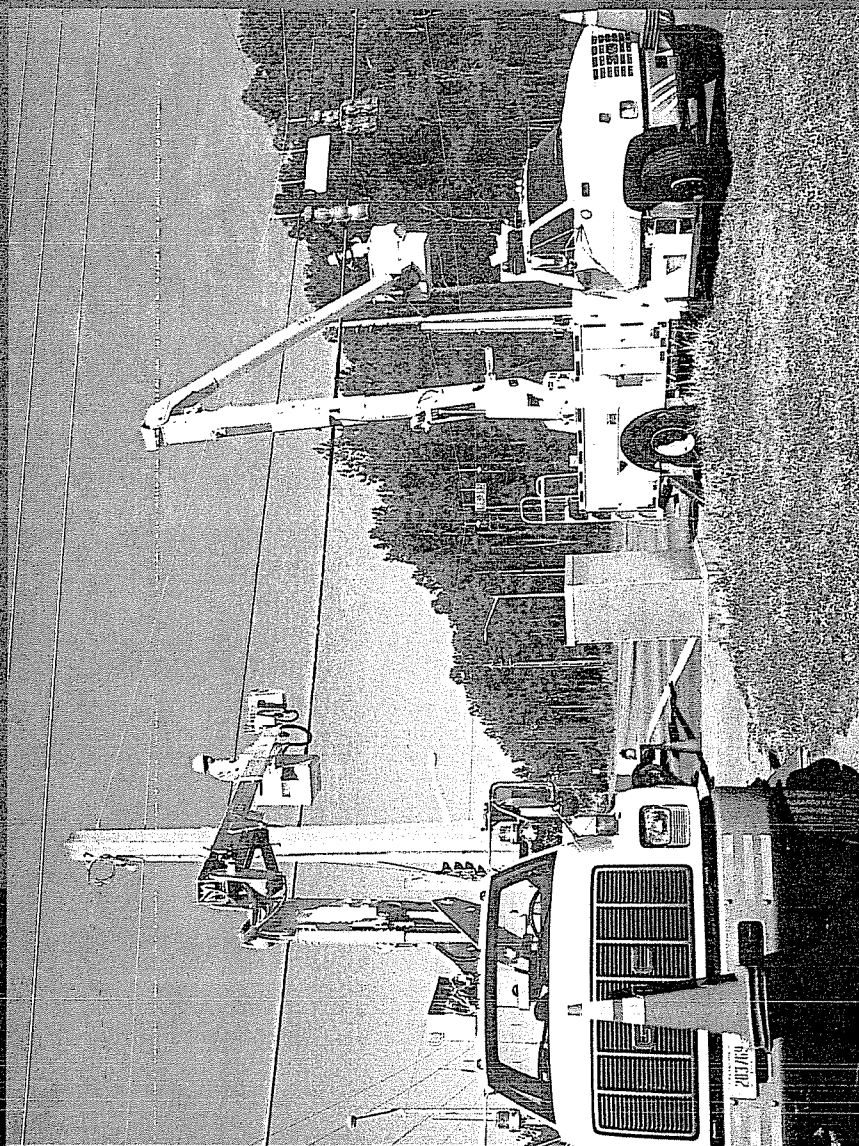
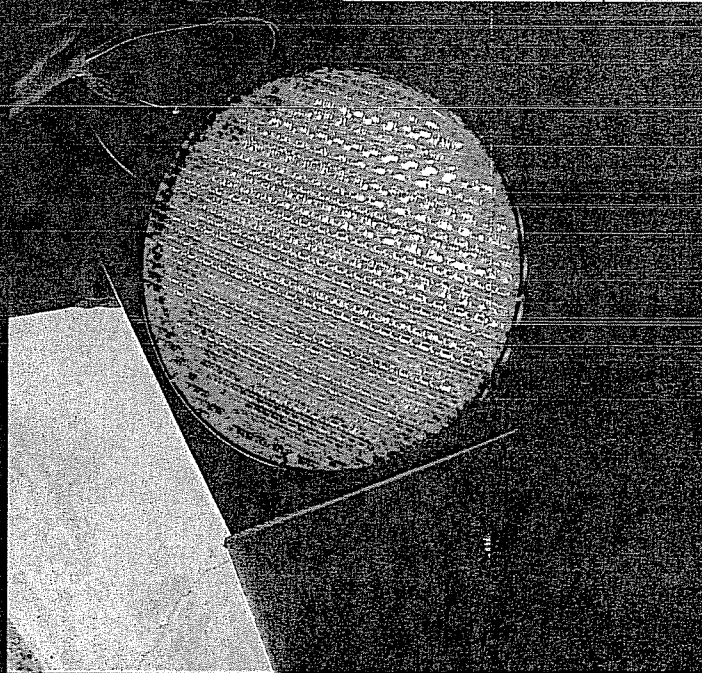
What is a Traffic Management System?

- Conventional traffic signal systems operate traffic signals.
- TMS components include operating traffic signals, traffic monitoring, real time traffic operations, emergency vehicle control, enhanced mass transit, real time motorist information and effective incident management.
- Some of these features are demonstrated in the following slides:

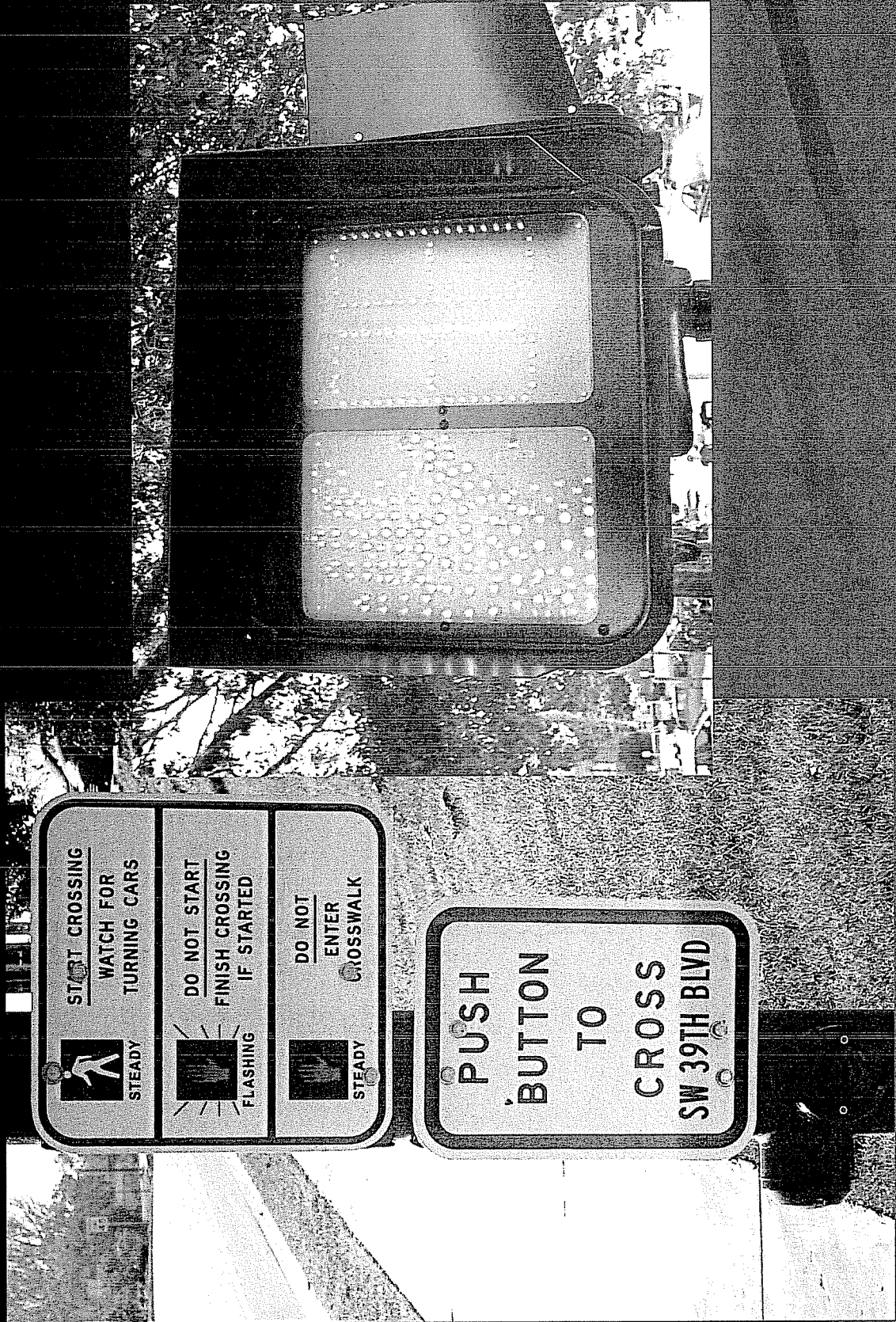
Signal Priority Control



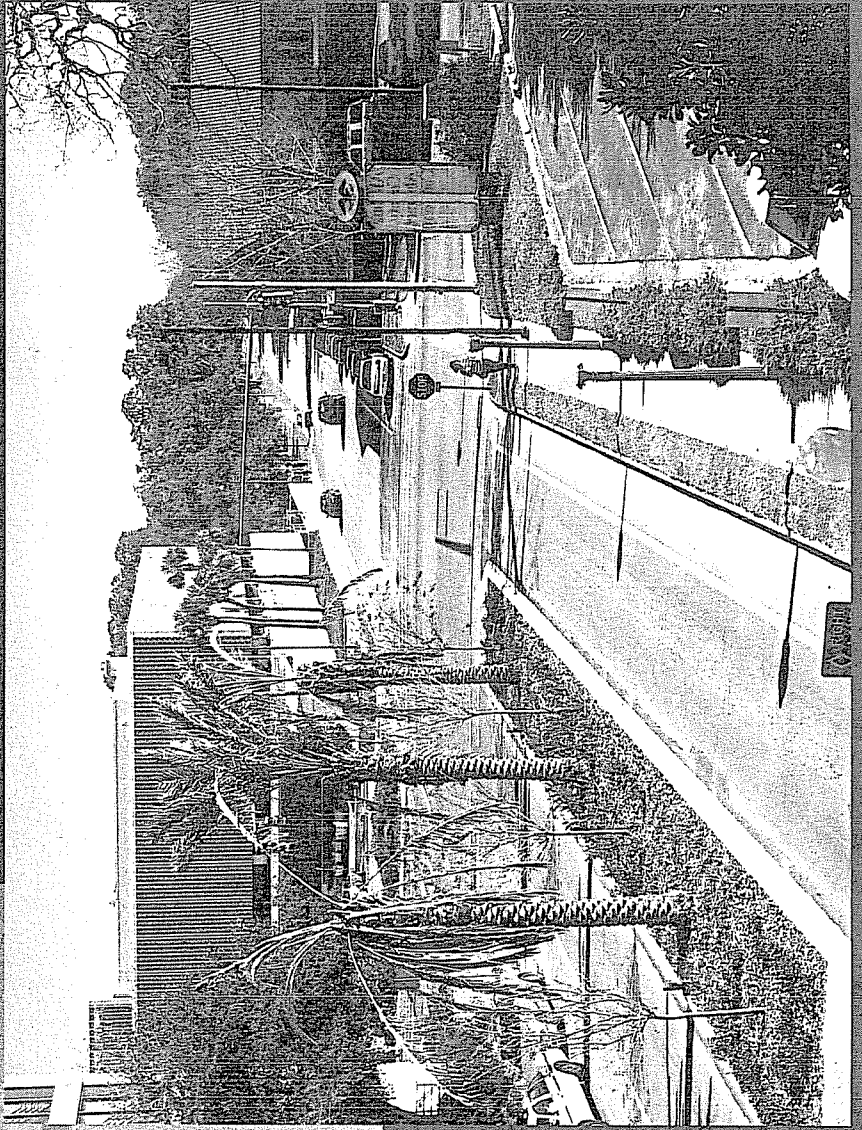
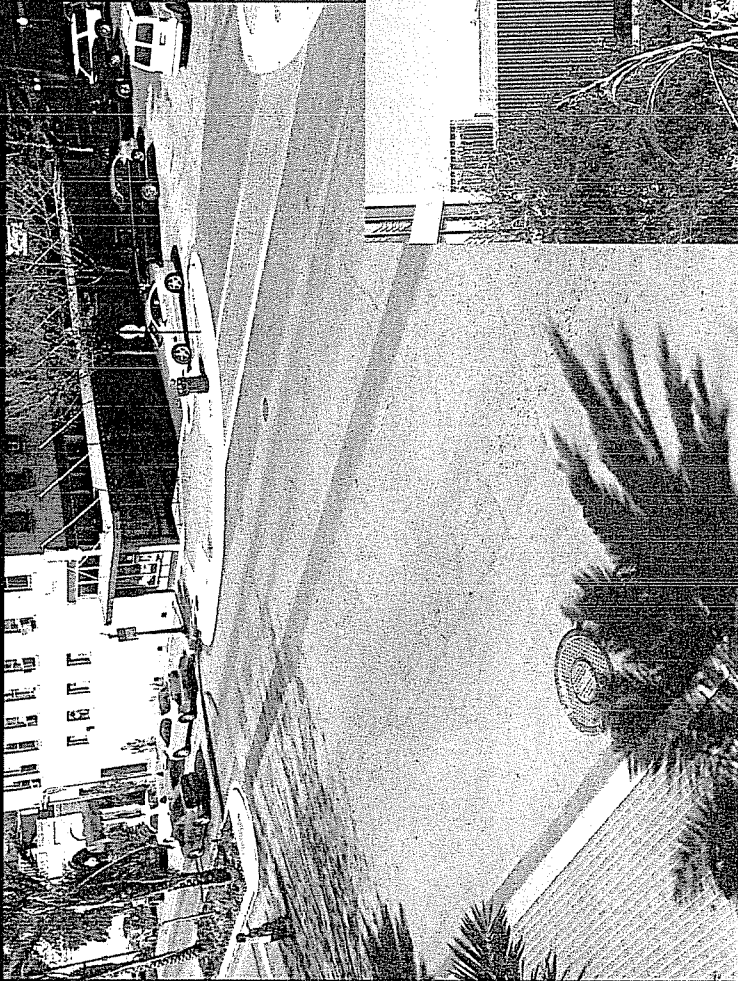
LED Installation



Pedestrian Traffic Signals



Traffic Signal Removal



Funding Partnerships

- Local Funding Methodology:
 - City, County, MTPO and University Staff worked together to develop a funding methodology for this project.
 - The methodology is similar in nature to FDOT's for funding traffic signal maintenance.
 - The intersection is broken down by the ownership of each approach to the traffic signal.
 - If the county owns 2 approaches and the city owns 2, each agency pays for 50% of the improvements at that intersection.

Funding Partnerships

- The University of Florida pays their fare share based upon ownership and trip generation surrounding the campus.
- The University of Florida's fair share was subtracted from the total and the "fair share" percentages applied to the whole.

Funding Partnerships

- Transportation Regional Improvement Plan (TRIP)
 - On February 1, 2007, the Regional Transportation Partners (Alachua MTPO and Marion County MPO) approved and adopted the Regional Transportation Plan
 - Application was made to FDOT for TRIP program funding for the maximum 50% match.
 - On November 29, 2007, FDOT executed the TRIP Agreement and awarded funding at the full 50% of total cost ~\$9.1 million.

Funding Commitments to Date

<u>Agency</u>	<u>Fair Share</u>	<u>Committed</u>
■ City	■ 25.1% (\$ 3.6 mil)	■ \$ 5.0 mil
■ County	■ 22.7% (\$ 3.3 mil)	■ \$ 2.0 mil
■ U.F.	■ 3.9% + \$ 3.2 mil = (\$ 3.8 mil)	■ \$ 3.8 mil
■ FDOT	■ 50.0% (\$ 9.1 mil)	■ \$ 9.1 mil

What Are We Doing Now?

- Our project team consists of City, County, University of Florida and FDOT staff
- VANUS Engineering is our technical consultant.
- Wireless communications is in the final phase of review by GRUCom and PWD Staff.
- Traffic Management Center (TMC) design-build has been awarded to BBI and the anticipated completion date is February, 2010.
- \$ 1.4 mil P.O. issued to TMS vendor (Naztec) for phase I equipment on November 30, 2007. This equipment has all been installed.

Phasing Costs

■ Phase I	\$ 7.5 million
■ Phase II	\$ 5.8 million
■ Phase III	\$ 4.1 million
■ Phase IV	\$ 820,000
■ Total	\$ 18.2 million

Note: In 2006 Dollars

ALACHUA COUNTY TRAFFIC MANAGEMENT SYSTEM PHASES I, II, III, IV CORRIDORS

Legend

Traffic Corridors

Phase

ONE

TWO

THREE

FOUR

FDOT PRGM

Univ of FL

Gainesville Limits

This map illustrates the traffic management system for Alachua County, Florida, focusing on Phases I, II, III, and IV corridors. The legend defines the following categories:

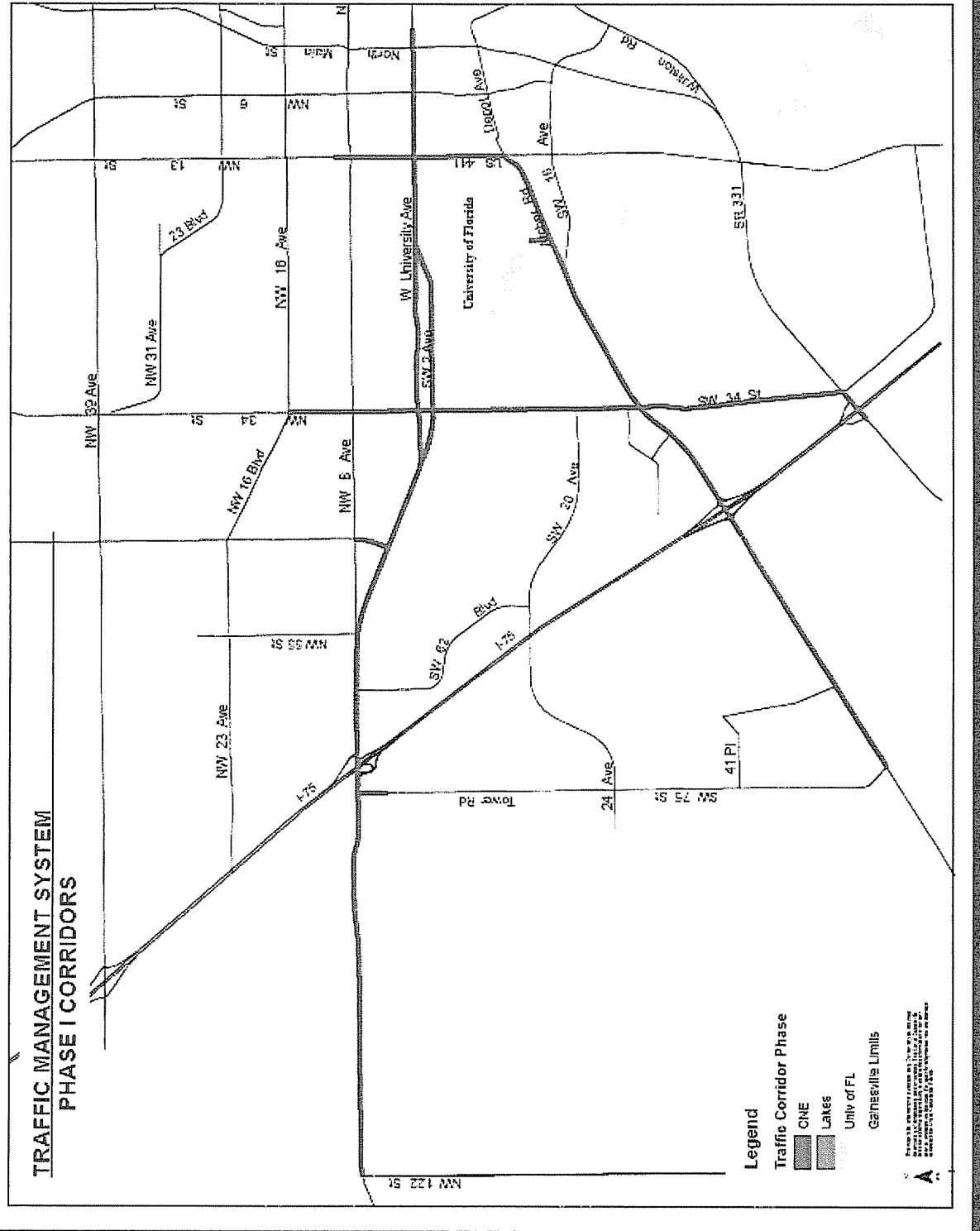
- Traffic Corridors:**
 - Phase ONE:** Represented by a solid black line.
 - Phase TWO:** Represented by a dashed line.
 - Phase THREE:** Represented by a dotted line.
 - Phase FOUR:** Represented by a cross-hatched pattern.
- FDOT PRGM:** Represented by a stippled pattern.
- Univ of FL:** Represented by a hatched pattern.
- Gainesville Limits:** Represented by a dashed line.

The map shows the county's location within the state of Florida, with major roads and highways labeled. The Gainesville Limits are shown as a dashed line. The map also includes a north arrow and a scale bar.

Map Labels:

- US 90
- US 19
- US 31
- US 41
- US 51
- US 61
- US 71
- US 81
- US 91
- US 101
- US 111
- US 121
- US 131
- US 141
- US 151
- US 161
- US 171
- US 181
- US 191
- US 201
- US 211
- US 221
- US 231
- US 241
- US 251
- US 261
- US 271
- US 281
- US 291
- US 301
- US 311
- US 321
- US 331
- US 341
- US 351
- US 361
- US 371
- US 381
- US 391
- US 401
- US 411
- US 421
- US 431
- US 441
- US 451
- US 461
- US 471
- US 481
- US 491
- US 501
- US 511
- US 521
- US 531
- US 541
- US 551
- US 561
- US 571
- US 581
- US 591
- US 601
- US 611
- US 621
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- US 701
- US 711
- US 721
- US 731
- US 741
- US 751
- US 761
- US 771
- US 781
- US 791
- US 801
- US 811
- US 821
- US 831
- US 841
- US 851
- US 861
- US 871
- US 881
- US 891
- US 901
- US 911
- US 921
- US 931
- US 941
- US 951
- US 961
- US 971
- US 981
- US 991

TMS - Phase I



Implementation Time Frame

- From the time we begin construction until the time we complete construction will be approximately 4 years:
 - Phase I – 1 year;
 - Phase II – 1 year;
 - Phase III – 1 year;
 - Phase IV – 1 year.
- The TMC will be built during Phases I & II.

Annual Operating Costs

- A budget increment has been approved for FY 09 by the City Commission. We are currently working on cost share proposals for consideration in annual signal maintenance contracts to cover the annual operating costs of:
 - Additional Staffing to operate and properly maintain the system to ensure maximum efficiencies are realized.
 - Funding to host a real-time traveler's information website, software upgrades and licensing, ITS equipment maintenance, specialized training and periodic signal re-timings.

Potential Benefits

- An effective Traffic Management System helps reduce congestion. According to a TTI Study, reducing congestion can save motorists app. 10 gallons a fuel a year. In a city our size, that related to approximately \$ 1.9 Million in annual savings in fuel. This does not include the reduction in lost time while in traffic. (Based on fuel cost of \$ 1.00 / gallon)
- This equates to 28.5 million in fuels savings over 15 years. Other savings include:
 - Reduced emissions;
 - Reduced loss time by motorists.

Potential Benefits

- Enhanced emergency response for Fire-Rescue (GFR & ACFR) through system wide traffic signal priority control. Also available to law enforcement (GPD & ACSO).
- Enhanced mass transit through system wide priority control.
- Real time traveler information on incidents, congestion conditions and alternate routes.
- Enhanced traffic signal coordination improvements through constant system-wide real-time monitoring and timing adjustments. This will reduce congestion and delay system-wide.
- System-wide re-timing of all traffic signals.

Key Points for the Future

- Initial results from the traffic signal re-timing and traffic management system are not re-occurring.
- Land use changes and population density shifts change motorist characteristics.
- New activity centers change trip distribution on a system-wide basis.
- There must be an on-going effort to continue to realize the benefits of the initial capital investment to meet the changing dynamics of the community. Must fund those annual operating costs to meet the needs.

North Central Florida Regional Planning Council



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209
November 5, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 62nd Boulevard- Newberry Road to Archer Road

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and MTPO Staff recommend that the MTPO approve Corridor 4 (see Exhibit 1) with the four lane cross section (see Exhibit 2).

CITIZENS ADVISORY COMMITTEE RECOMMENDATION

Approve Corridor 3 (see Exhibit 3) with the two lane plus two dedicated bus lane cross-section (see Exhibit 4) augmented with a two-lane SW 52nd Boulevard/SW 24th Avenue extension and SW 40th Boulevard extension.

BACKGROUND

Alachua County is currently preparing a Project Development and Environmental Study for SW 62nd Boulevard (from Archer Road to Newberry Road). This Study is being funded using the federal SAFETEA-LU High Priority Funds (also called "earmark funds").

Exhibit 5 contains the latest action taken by the MTPO concerning this agenda item when this issue was last discussed by the MTPO in April. Exhibit 6 is a memo to the Alachua County Public Works Department from its consultant that discusses the MTPO Advisory Committee recommendations.

Enclosed as Exhibit 7 are the backup materials for this agenda item that have been provided by Alachua County staff and its consultant HNTB. If you want to see a full size color copy of Exhibit 7, please go to-

http://ncfrpc.org/mtpo/publications/SW_62nd_Blvd/SW62CorSlideshowOct17.pdf

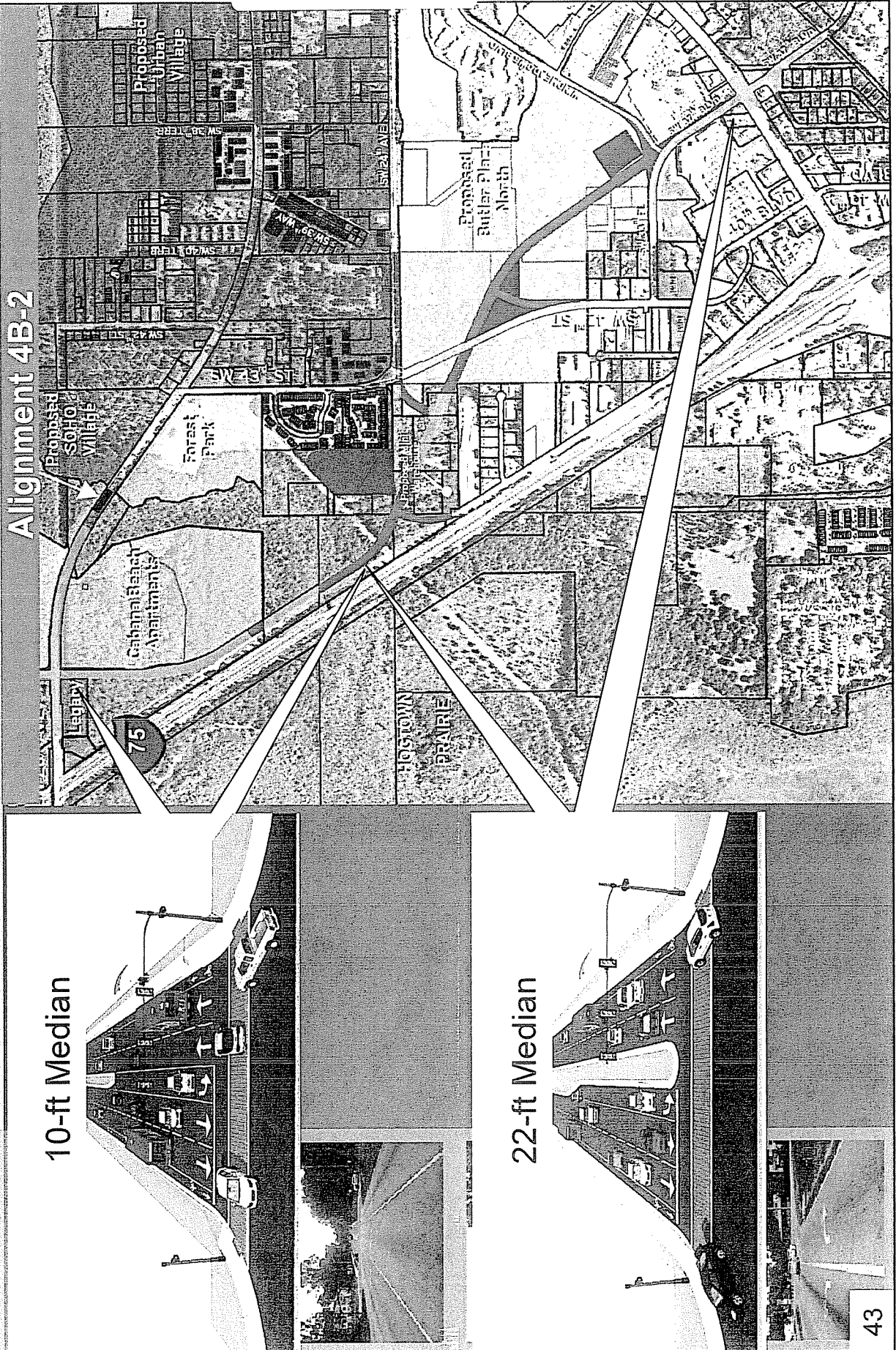
SW 62 nd Boulevard- Programmed Funds Timeline				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
\$952,000 ROW \$4,888,000 ROW	-	-	-	-

Enclosures

T:\Marlie\MS09\MTPO\MEMO\sw62ndnov.wpd

Southwest 62nd Boulevard Connector

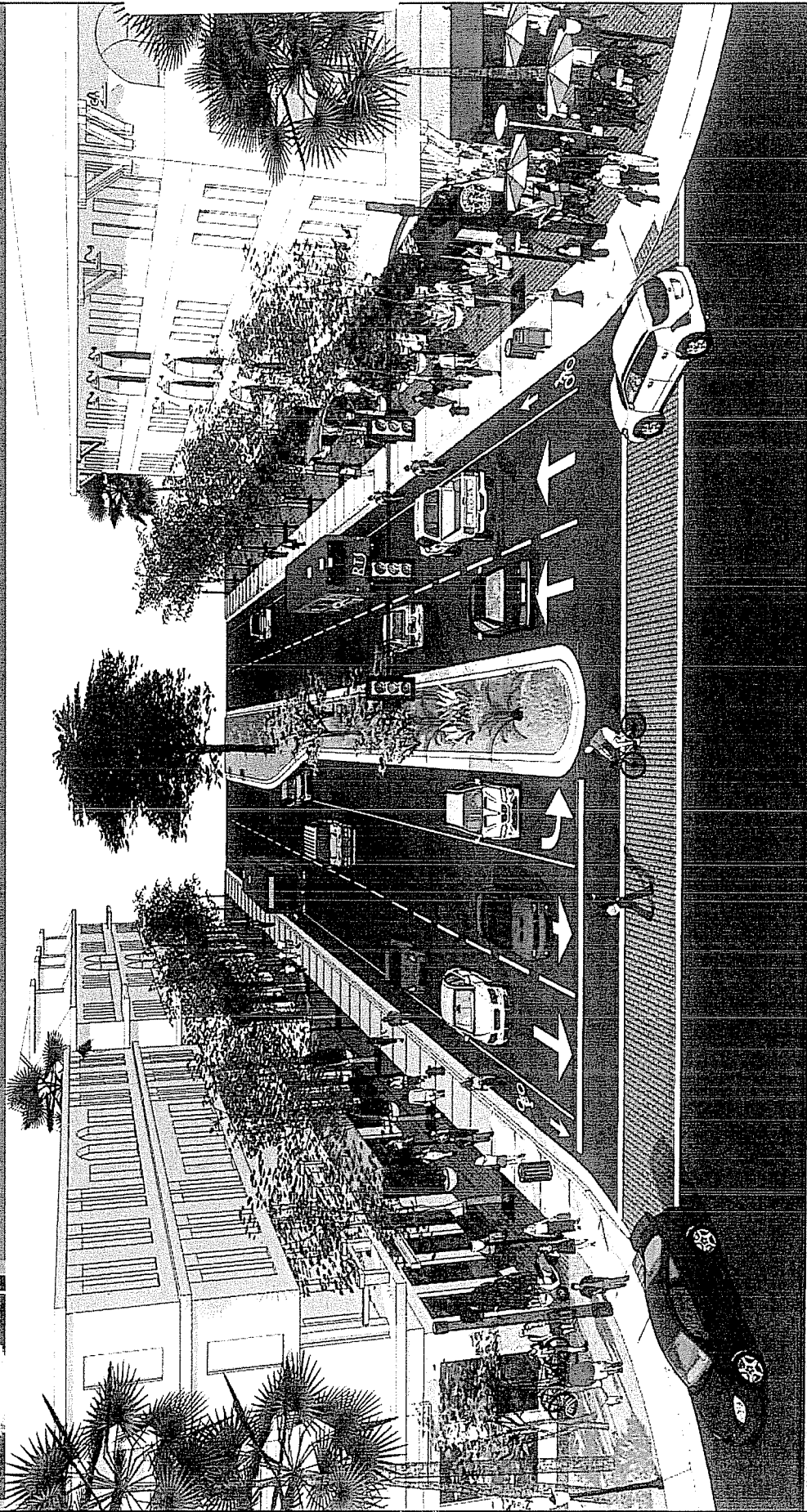
Corridor 4 – Minimum Four-Lane Alignment



Southwest 62nd Boulevard Connector

Alternate Section - Four Lane

ENTB

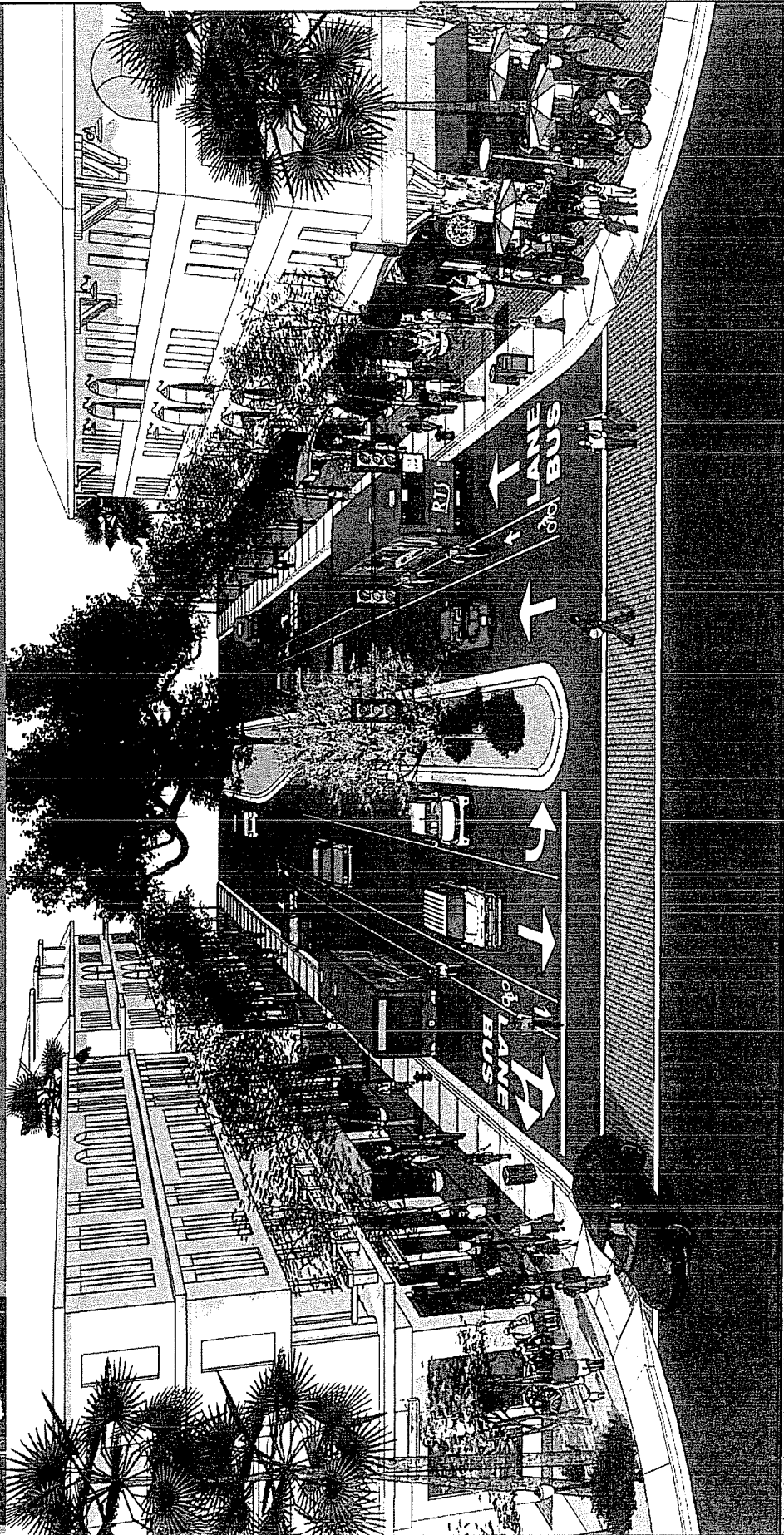


-137-

Southwest 62nd Boulevard Connector

Alternative Section - Dedicated Bus Lane

HN1B



North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

April 16, 2008

The Honorable Rodney J. Long, Alachua County Commission Chair
P.O. Box 2877
Gainesville, FL 32602

RE: SW 62nd Boulevard Corridor Connector Alternatives

Dear Commissioner Long:

At its March 13th and April 10th meetings, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area received presentations on the SW 62nd Boulevard Corridor Connector Alternatives. During its discussions on this agenda item, the MTPO approved the following motions to:

1. *move forward with the project, development and environment (PD&E) study on all alternatives as two-lanes, four-lanes and two-lanes plus two dedicated bus lanes (see Exhibit 1);*
2. *approve the three Interim Priority Projects (see Exhibit 2);*
3. *request that cost estimates be provided for segments north and south of the SW 20th Avenue/SW 62nd Boulevard intersection for the alternatives;*
4. *request the identification of sidewalk and other interim projects to support transit on the SW 43rd Street/SW 42nd Street corridor; and*
5. *include all correspondence (see Exhibit 3).*

If you have any questions, please contact Mr. Marlie Sanderson, AICP, MTPO Director of Transportation Planning, at 955-2200, extension 103.

Sincerely,



Lee Pinkoson, Chair
Metropolitan Transportation Planning Organization

Enclosures

xc: Charles Baldwin, FDOT District 2 Secretary
James Bennett, FDOT District 2 Planning Manager
Richard Hedrick, Alachua County Public Works Director

EXHIBIT 6

HNTB Corporation
Engineers Architects Planners

7077 Bonneval Road
Suite 600
Jacksonville, Florida 32216

Telephone (904) 296-0260
Facsimile (904) 279-0270
www.hntb.com

Date
10/31/2008

To
Jennifer Spagnoli, PE

HNTB

From
Terrel Shaw, PE

**PROJECT
CORRESPONDENCE**

Subject
SW 62nd Boulevard Connector
Preferred Alternatives From MTPO
Committee Meetings

The following summarizes the recommendation of the MTPO Committee meetings for your information and consideration.

The Bicycle and Pedestrian Advisory Committee and Technical Advisory Committee recommended Alternative 4 (Minimum) alignment with a four lane urban arterial roadway as the locally preferred alternative. This alternative alignment is shown on Figure 1 (attached). The major environmental consequences of this alternative include:

- Wetland, floodplain and habitat impacts associated with the proposed crossing of Hogtown Creek
- Involvement with a known archeological resource (AL04800) located near the future intersection of SW 24th Avenue and SW 62nd Boulevard.
- Right of way and relocation impacts

This alternative is anticipated to operate at an acceptable level of service (LOS), LOS D, in the design year. The estimated cost of this alternative alignment is \$86.9 million.

The Citizens Advisory Committee recommended a locally preferred alternative that includes a combination of two of the alternative alignments as follows:

- *Alternative Alignment 3 (Minimum) with Transit* - This alternative proposes to construct two lanes for vehicle service and median bus rapid transit on SW 62nd Boulevard from SW 20th Avenue to Newberry Road, SW 20th Avenue from SW 62nd Boulevard to SW 43rd Street and on new alignment south of SW 24th Avenue for the connector to Archer Road. A four lane undivided section is proposed on SW 43rd Street between SW 24th Avenue and SW 20th Avenue with two of the lanes dedicated as bus lanes.
- *Phased Two-Lane Alternative Alignment 4* - This alternative would construct a two lane roadway between SW 42nd Street and SW 52nd Street with connections to SW 24th Avenue and SW 40th Boulevard.

Figure 2 (attached) shows this combined alternative. Combining these two alternative alignments will result in a geometric configuration that does not provide adequate separation between intersections for the connections of SW 24th Avenue and SW 43rd Street or result in an intersection at a severe angle which is not desirable. Therefore, we are also providing the following alternative which we believe represents the intent of the MTPO CAC and proposes a two-lane Alternative 2 in lieu of a two-lane Alternative 4. This

alternative is shown on Figure 3 (attached). With either of these alternatives, the costs and environmental consequences will reflect the combination of these two alternatives as presented. The major features with the combination alternatives include:

- Potential noise impacts on SW 43rd Street associated with the adjacent residential properties.
- Wetlands, floodplain and habitat impacts associated with the widening and reconstruction of the SW 20th Avenue bridge over Hogtown Creek
- Wetlands, floodplain and habitat impacts associated with the construction of a new crossing of Hogtown Creek
- Involvement with a known archeological resource (AL04800) located near the future intersection of SW 24th Avenue and SW 62nd Boulevard.
- Right of way and relocation impacts

The roadway vehicle LOS with this combined alternative will be LOS F which does not meet the LOS standard. The total costs for these two alternatives are:

Corridor 3 (Minimum)	\$77.3 million
Alternative 4 Phased 2-Lane	\$21.4 million
Total	\$98.7 million

Corridor 3 (Minimum)	\$77.3 million
Alternative 2 Phased 2-Lane	\$19.9 million
Total	\$97.8 million

These costs reflect the roadway infrastructure only and do not include the costs for the operations of any transit services or transit capital.

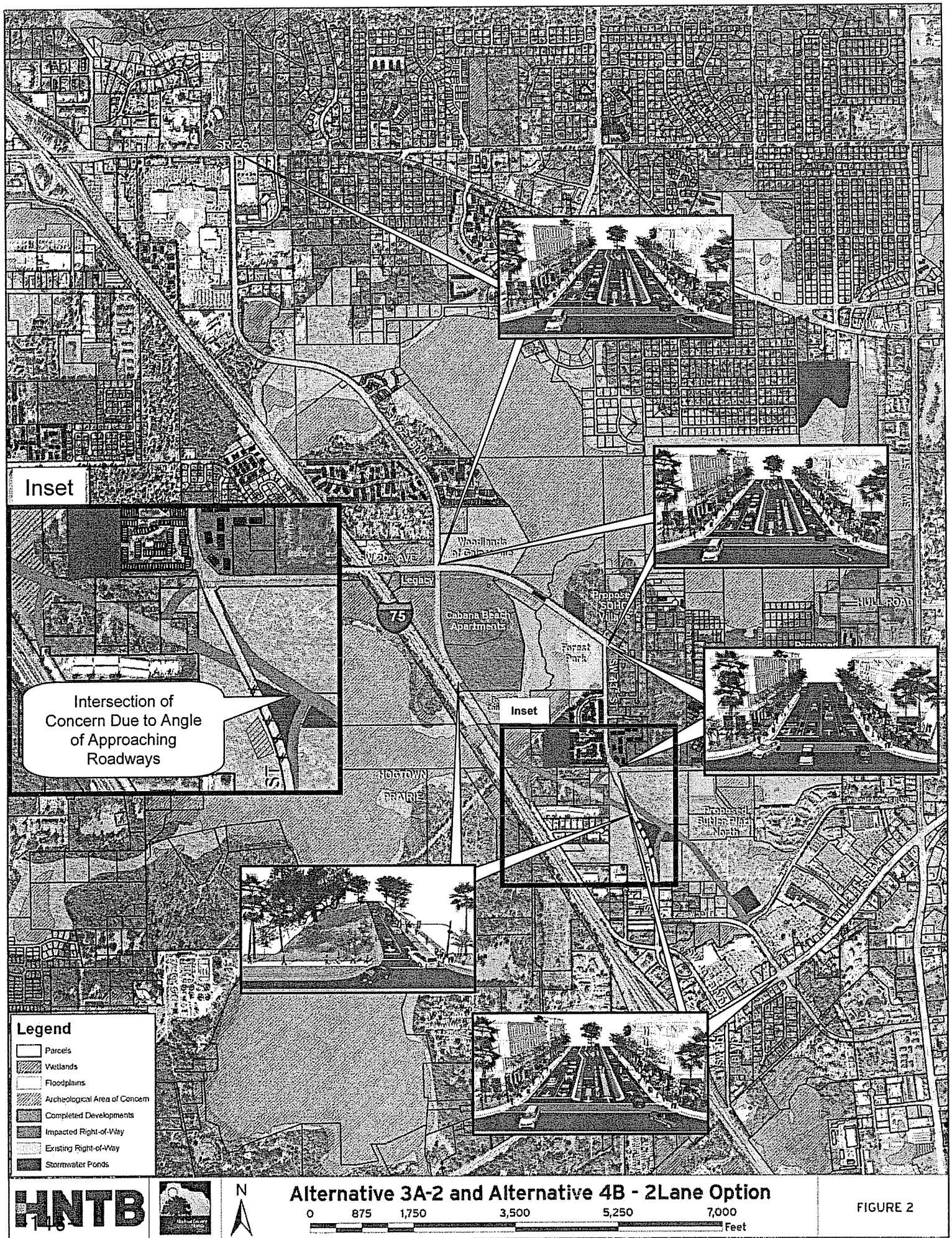
Enclosures:

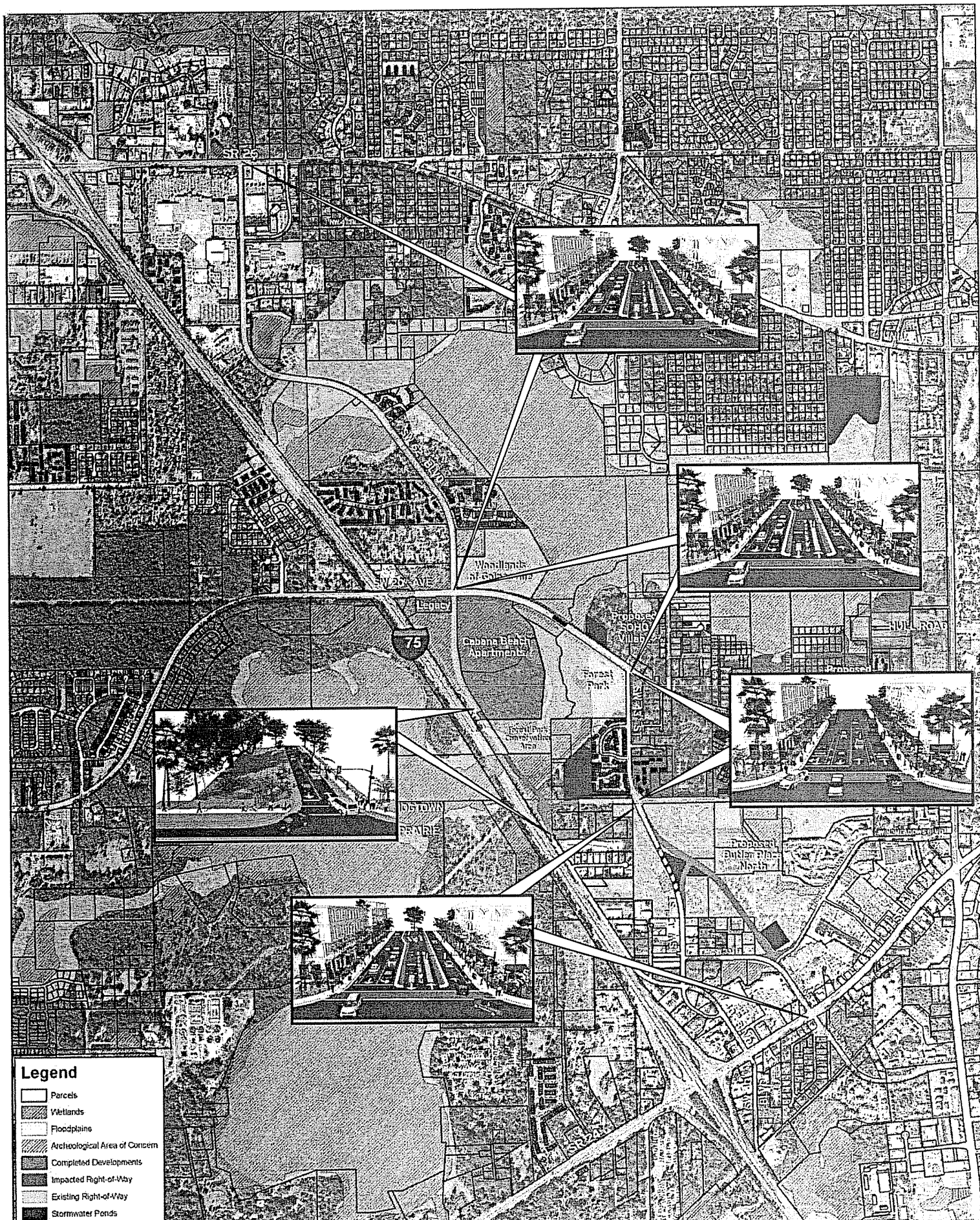
Figure 1 – Alternative Alignment 4B-2 with Four-Lane Urban Typical Section

Figure 2 – Alternative Alignment 3A-2 with Dedicated Bus Lanes or Bus Rapid Transit and a Phased Two-Lane Alternative 4

Figure 3 – Alternative Alignment 3A-2 with Dedicated Bus Lanes or Bus Rapid Transit and a Phased Two-Lane Alternative 2







North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209
October 31, 2008



TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 62nd Boulevard- Interim Projects

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Design Team, Technical Advisory Committee and MTPO Staff recommend that the MTPO:

1. approve the scoping plans for the three interim projects with the understanding that the mast arms will be painted black; and
2. request that Alachua County execute a maintenance agreement with the Florida Department of Transportation (FDOT) if such an agreement is required by FDOT in order to have black mast arms.

BACKGROUND

Alachua County is currently preparing a Project Development and Environmental Study for SW 62nd Boulevard (from Archer Road to Newberry Road). This Study is being funded using the federal SAFETEA-LU High Priority Funds (also called "earmark funds").

This project includes the three interim projects that are shown in Exhibit 1. For a full color presentation of the project scoping, refer to the following website:

http://ncfrpc.org/mtpo/Full%20packets/Design_Team/SW62IntProjScopeSchdOct08.pdf

Interim Projects- Programmed Funds Timeline				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
-	\$2.0 million (construction)	-	-	-

Enclosures

Project Description

Interim Projects SW 62nd Boulevard Connector

Archer Road at Southwest 40th Boulevard

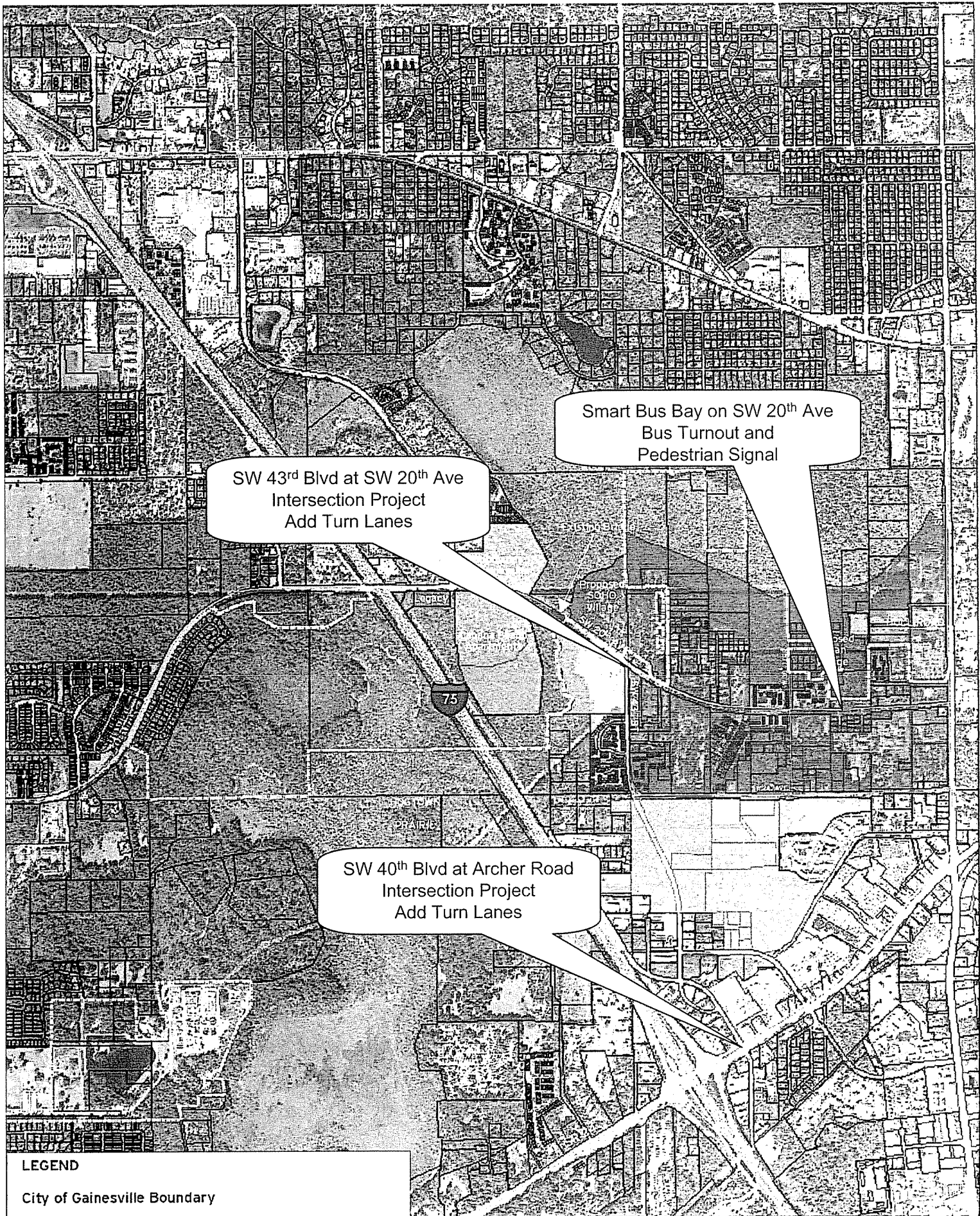
Construction of an eastbound to northbound left-turn lane in the median of Archer Road to maximize the storage and efficiency of this movement to bypass queues that may form in the eastbound through lanes. Construction of a southbound right turn lane on Southwest 40th Boulevard. Construction of a receiving lane along Southwest 40th Boulevard in the northbound direction from the proposed double left turn from Archer Road. The project is anticipated to include the design of roadway, sidewalks, stormwater conveyance and management facilities and traffic signals.

Southwest 20th Avenue at Southwest 43rd Street

Construction of a northbound to eastbound right-turn lane on Southwest 43rd Street to maximize the storage and efficiency of this movement. This lane will allow the two existing lanes on the south approach to this intersection to be converted to left-turn lanes. Construction of a receiving lane along Southwest 20th Avenue in the westbound direction from the proposed double left turn from Southwest 43rd Street. The project is anticipated to include the design of roadway, sidewalks, stormwater conveyance and management facilities and traffic signals.

Smart Bus Bay on Southwest 20th Avenue

Construction of a bus turnout and mid-block pedestrian crossing that will include pedestrian countdown signal and detection areas in the merge lane for the bus turnout to activate the pedestrian signal when needed to achieve an acceptable gap for merging. This project is anticipated to include the design of roadway, sidewalks, stormwater conveyance and management facilities, traffic signals/ITS and a bus shelter.



Smart Bus Bay on SW 20th Ave
Bus Turnout and
Pedestrian Signal

SW 43rd Blvd at SW 20th Ave
Intersection Project
Add Turn Lanes

SW 40th Blvd at Archer Road
Intersection Project
Add Turn Lanes

LEGEND
City of Gainesville Boundary

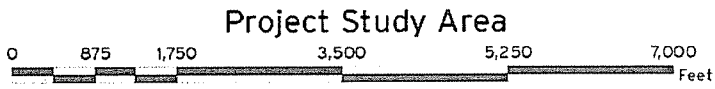
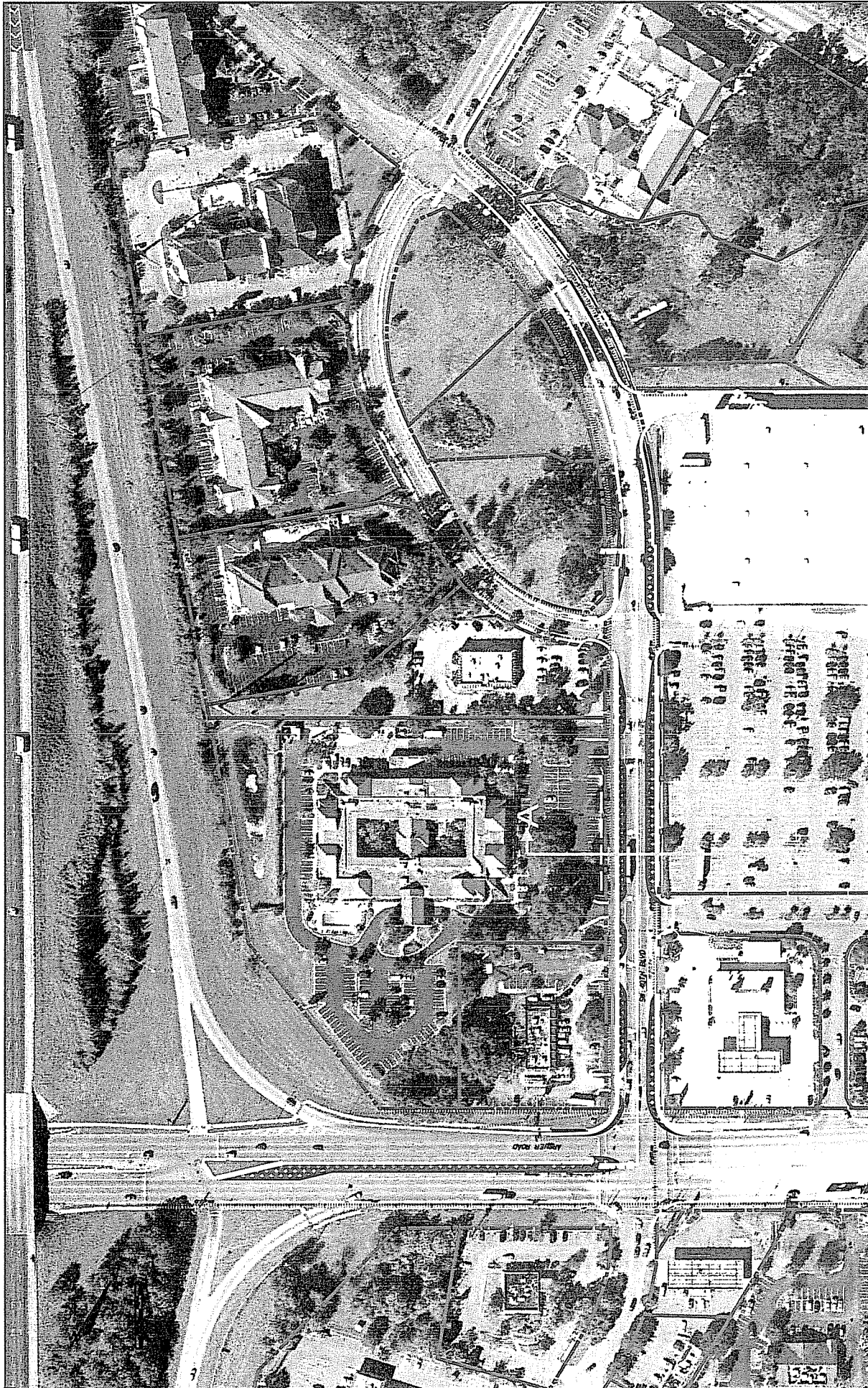
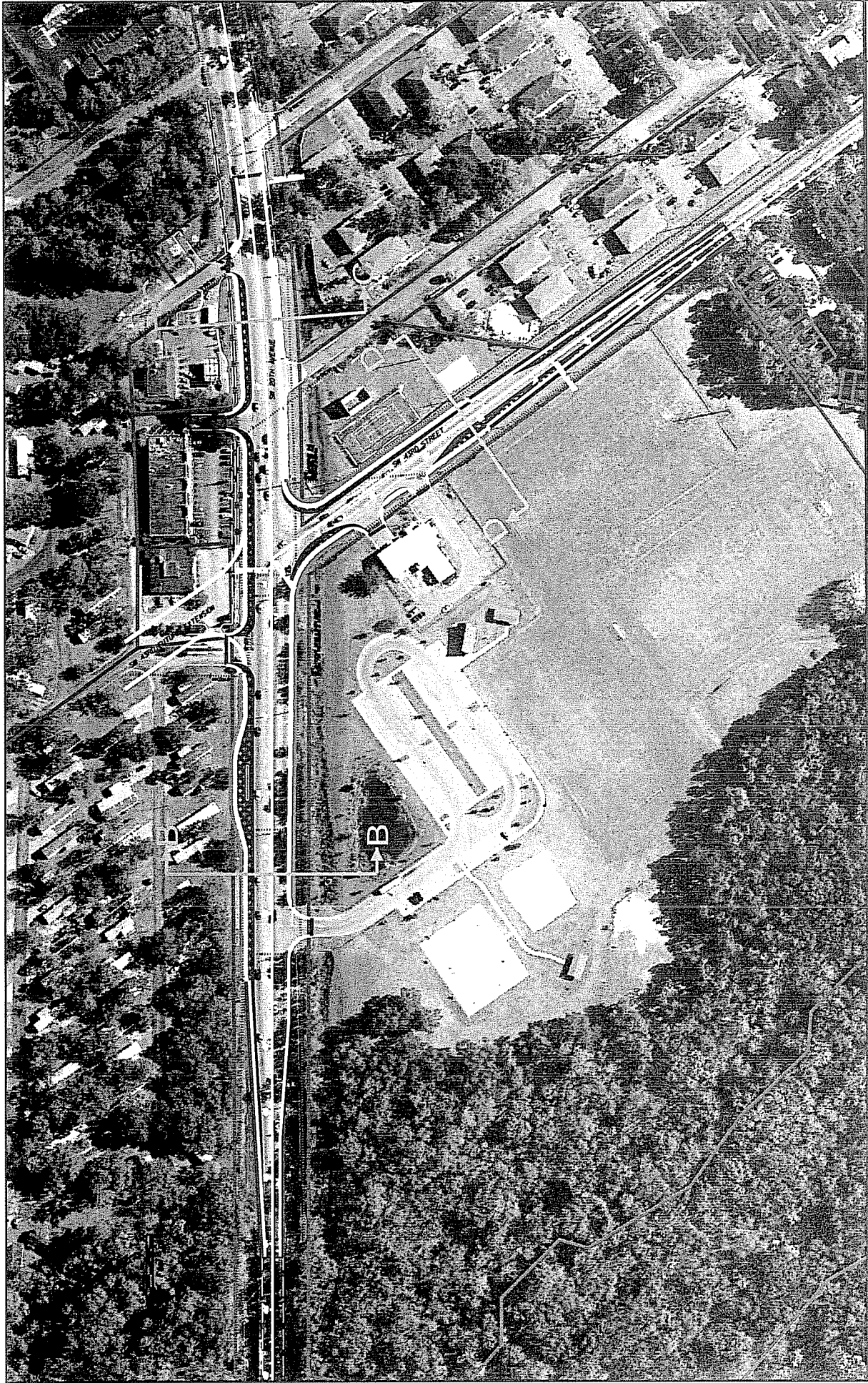


FIGURE 2-1

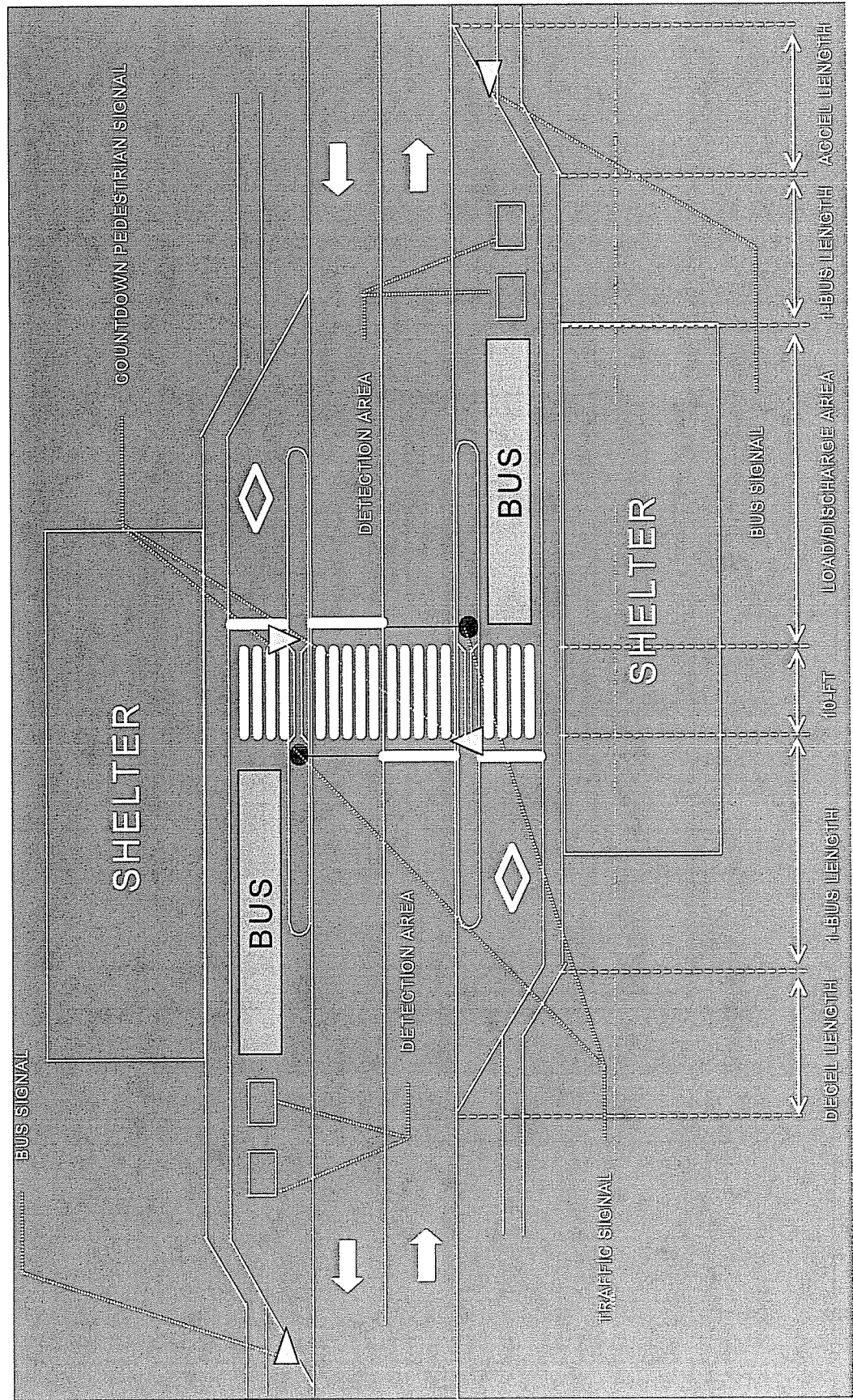


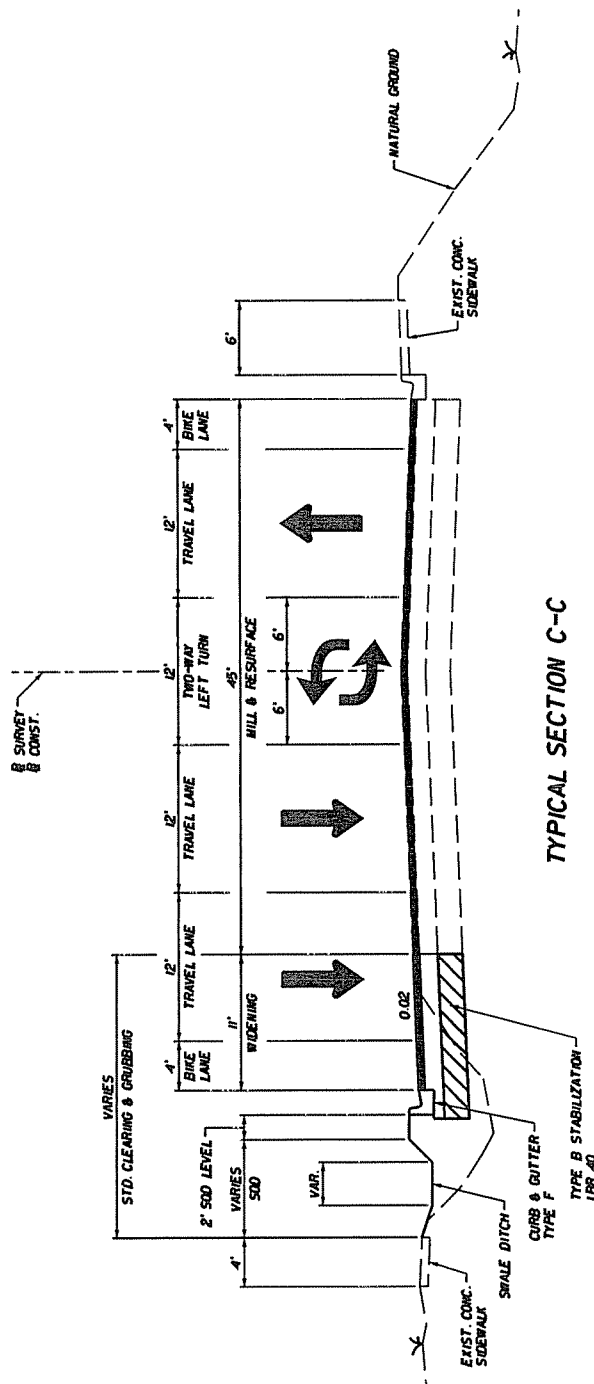
<div style="text-align: center;"> ARCHER ROAD/SW 40TH CONCEPT PLAN </div>				SHEET NO.
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		ROAD NO. COUNTY ALACHUA N/A		
HNTB 7077 INTERNATIONAL BOULEVARD, SUITE FF, DDDO LIBERTY CENTER, JACKSONVILLE, FL 32216 PHONE/FAX: (904) 206-0207				
ENGINEER OF RECORD:				
REVISIONS				
DATE	BY	DESCRIPTION	DATE	BY



DATE		BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<p>ENGINEER OF RECORD</p> <p>HNTB <small>HNTB CONSULTING, INC. 10000 N. 15TH AVE. SUITE 100 JACKSONVILLE, FLORIDA 32218-1000 PHONE: (904) 706-1000 FAX: (904) 706-1001</small></p>							
ROAD NO.		COUNTY		FINANCIAL PROJECT ID		SHEET NO.	
		ALACHUA					
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION						SW 20TH/SW 43RD CONCEPT PLAN	
						N/A	

Smart Bus Bay (Typical Layout)





SW 20TH AVENUE
PROPOSED TYPICAL SECTION
STA. + . TO STA. + .

SWITZER

WILL EXISTING ASPHALT PAVEMENT (X" AVG. DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C)(X"),
AND FRICTION COURSE FC-12.5 (X")(RUBBER)

GUINEA

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C1(X")
AND FRICTION COURSE FC-12.5 (X") (RUBBER)

TRAFFIC DATA

DESIGN HOUR	T =	%
DESIGN SPEED	T =	35 MPH
K	=	%
D	=	%
T	=	% (24 HOUR)
ESTIMATED DESIGN YEAR	=	AADT =
ESTIMATED OPENING YEAR	=	AADT =
CURRENT YEAR	=	AADT =

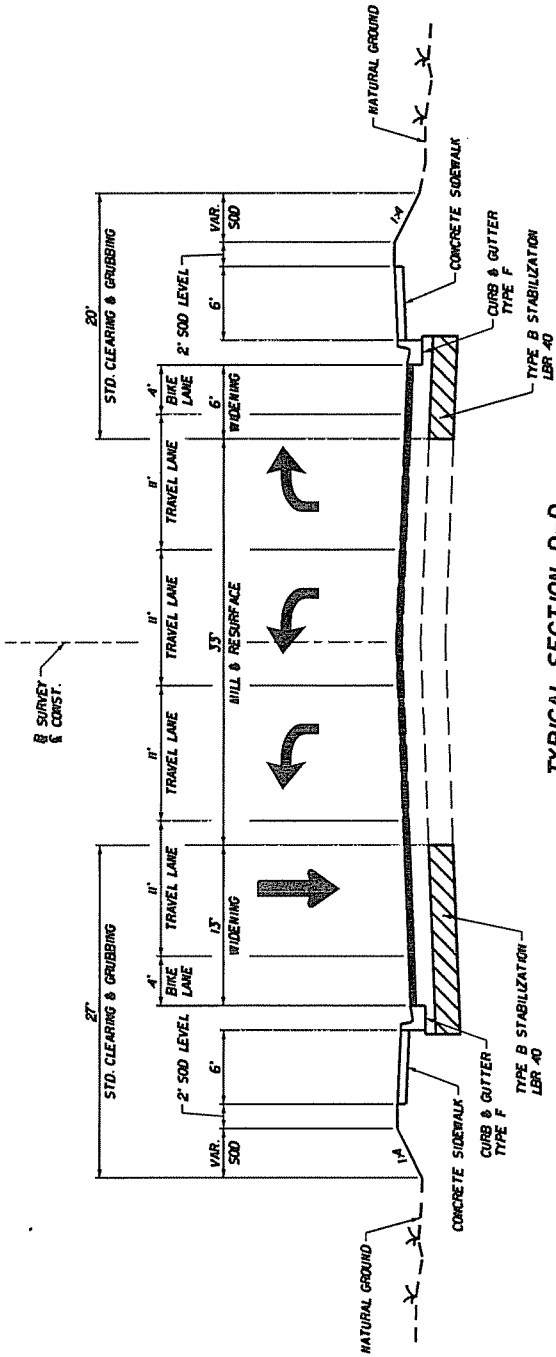
[illegible]

MEMBER OF RECORD:	STATE OF FLORIDA		
TELEPHONE:	DEPARTMENT OF TRANSPORTATION		
LIC. NO. 50086	ROAD NO.	COUNTY	FINANCIAL PROJECT ID
HNFB		ALACHUA	N/A
7077 BONNEVAL ROAD, SUITE 000 JACKSONVILLE, FLORIDA 32216 PHONE: (904) 299-0207			

TYPICAL SECTION C-C

**SHEET
NO.**

B-2



TYPICAL SECTION D-D

SW 43RD STREET
PROPOSED TYPICAL SECTION
STA. + . TO STA. + .

MILLING

MILL EXISTING ASPHALT PAVEMENT (X" AVG. DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C1 (X'1),
AND FRICTION COURSE FC-12.5 (X'1) (RUBBER))

WIDENING

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C1 (X'1)
AND FRICTION COURSE FC-12.5 (X'1) (RUBBER))

TRAFFIC DATA

CURRENT YEAR = AADT =
ESTIMATED OPENING YEAR = AADT =
ESTIMATED DESIGN YEAR = AADT =
K = % D = % T = % (24 HOUR)
DESIGN HOUR T = %
DESIGN SPEED = 35 MPH

DATE		REVISIONS		STATE OF FLORIDA		SHEET NO.	
DESCRIPTION		DATE		DEPARTMENT OF TRANSPORTATION		B-3	
				COUNTY		TYPICAL SECTION D-D	
				ALACHUA			
				ROAD NO.			
				FINANCIAL PROJECT ID			
				N/A			
				ENGINEER OF RECORD			
				TERRELL SHAW, P.E.			
				HNTB			
				7077 BOWNEWAY, SUITE 800			
				JACKSONVILLE, FLORIDA 32216			
				PHONE: (904) 399-0220			
				FAX: (904) 399-0220			

PROJECT SCHEDULE

INTERSECTION IMPROVEMENTS
ARCHER ROAD AND SOUTHWEST 40TH BOULEVARD
SOUTHWEST 20TH AVENUE AND SOUTHWEST 43RD STREET
SMART BUS BAY ON SOUTHWEST 20TH AVENUE

	<u>Begin Task</u>	<u>End Task</u>
P.E. BEGIN	10/21/2008	10/21/2008
DESIGN SURVEY	10/22/2008	12/17/2008
CORING (ROADWAY)	10/22/2008	12/17/2008
TYPICAL SECTION APPROVED	10/22/2008	12/3/2008
PHASE I PLANS (ROADWAY ONLY)	12/4/2008	3/12/2009
STORMWATER TREATMENT ANALYSIS	12/18/2008	2/12/2009
PAVEMENT DESIGN	12/18/2008	1/15/2009
CORING (POND)	2/13/2009	3/13/2009
PHASE I QC PROCESS	3/13/2009	3/20/2009
COUNTY/FDOT PHASE I PLANS REVIEW	3/21/2009	4/11/2009
INITIAL UTILITY COORDINATION	3/21/2009	4/25/2009
PHASE II PLANS (ALL COMPONENTS)	4/12/2009	6/21/2009
COUNTY/FDOT REVIEW OF R/W REQUIREMENTS	4/26/2009	5/17/2009
TITLE SEARCHES	5/18/2009	6/29/2009
ENGINEERS COST ESTIMATE	6/7/2009	6/21/2009
PHASE II QC PROCESS	6/22/2009	6/29/2009
COUNTY/FDOT PHASE II PLANS REVIEW	6/30/2009	7/21/2009
UTILITY RELOCATION COORDINATION	6/30/2009	8/4/2009
DRAFT R/W MAPS	6/30/2009	8/11/2009
PHASE III PLANS (ALL COMPONENTS)	7/22/2009	9/2/2009
PERMIT PROCESS	7/22/2009	11/11/2009
COUNTY/FDOT REVIEW OF DRAFT R/W MAPS	8/12/2009	9/2/2009
COMPUTATION BOOK/COST ESTIMATE	8/19/2009	9/2/2009
FINAL R/W MAPS	9/3/2009	9/24/2009
PHASE III QC PROCESS	9/3/2009	9/10/2009
COUNTY/FDOT PHASE III PLANS REVIEW	9/11/2009	10/2/2009
PHASE IV PLANS (ALL COMPONENTS)	10/3/2009	10/24/2009
SPECIFICATIONS	10/3/2009	10/24/2009
CONTRACT TIME ESTIMATE	10/3/2009	10/16/2009
FINAL COMPUTATION BOOK/COST ESTIMATE	10/17/2009	10/24/2009
PHASE IV QC PROCESS	10/25/2009	11/1/2009
COUNTY/FDOT PHASE IV PLANS REVIEW	11/2/2009	11/23/2009
SIGNED & SEALED PEDDS DELIVERY	11/24/2009	12/22/2009

North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



November 4, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 20th Avenue- Scoping Plans

DESIGN TEAM RECOMMENDATIONS

Approve the Alternative 1 Cross-Section (see Exhibit 1) with the following revisions:

1. amend the typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelanes (similar to Millhopper Road);
2. consider moving the sidewalk back to accommodate a planting strip where appropriate and applicable; and
3. consider reducing the “Smart Bus Bay” lanes to 11-foot.

BICYCLE/PEDESTRIAN ADVISORY BOARD COMMENDATIONS

Approve the Alternative 2 Cross-Section (see Exhibit 2) with the following revisions:

1. amend the typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelane (similar to Millhopper Road); and
2. consider reducing the “Smart Bus Bay” lanes to 11-foot.

JOINT RECOMMENDATIONS

The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommend the Alternative 1 Cross-Section (see Exhibit 1) with the following revisions:

1. provide a wider sidewalk that can accommodate tree plantings;
2. consider accommodating stormwater in median swales; and
3. a typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelanes (similar to Millhopper Road).

Note- the CAC and TAC do not recommend Alternative 2 because of the concrete drainage "trenches" with the double fencing.

MTPO STAFF RECOMMENDATION

Approve the joint recommendations with one revision to consider reducing the "Smart Bus Bay" lanes to 11-foot (in order to reduce the amount of right-of-way that will be needed).

BACKGROUND

In June, the Florida Department of Transportation (FDOT) sent a letter to Alachua County (see Exhibit 3) stating that they will prepare a planning study for the SW 20th Avenue Corridor. Enclosed as Exhibit 4 is a copy of the material that FDOT sent to include with this meeting packet.

Unfortunately, funds are not currently programmed for this project by either the Florida Department of Transportation or Alachua County. However, this project has a high priority (priority number three) in the MTPO's adopted long range transportation plan.

SW 20th Avenue- Programmed Funds Timeline (NO FUNDS ARE PROGRAMMED)				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
-	-	-	-	-

Proposed Typical Section ALTERNATIVE 1

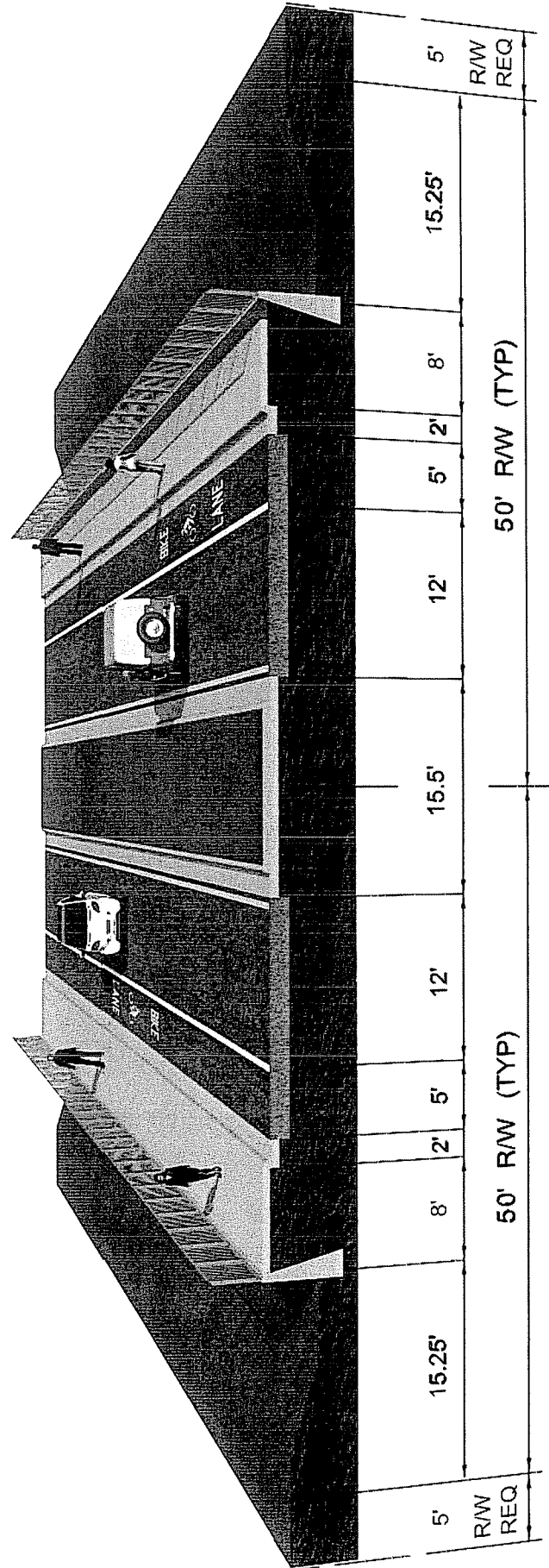
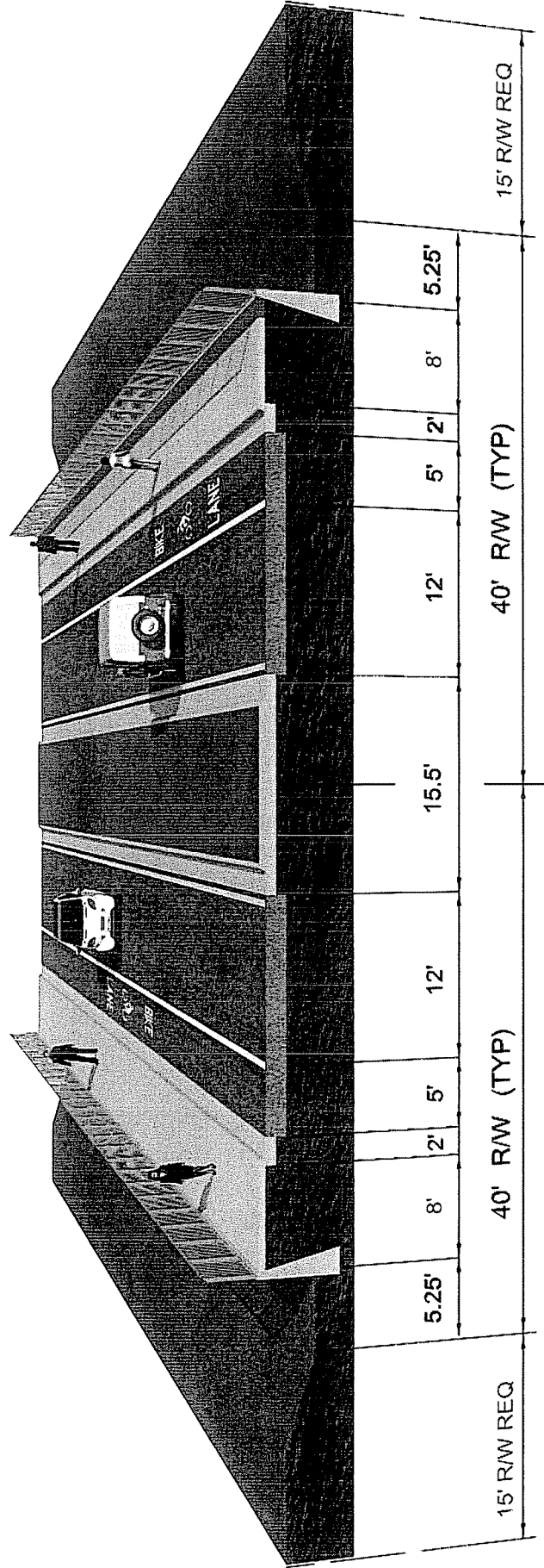


EXHIBIT 1

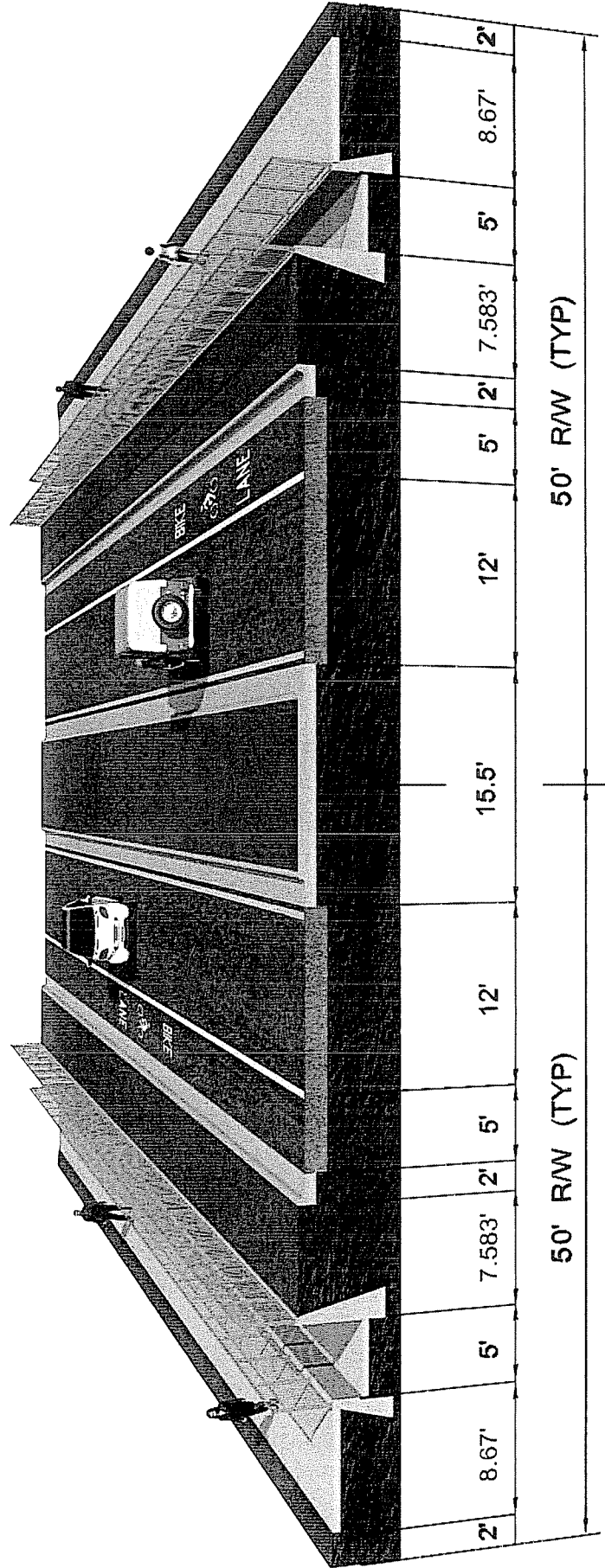
From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 1



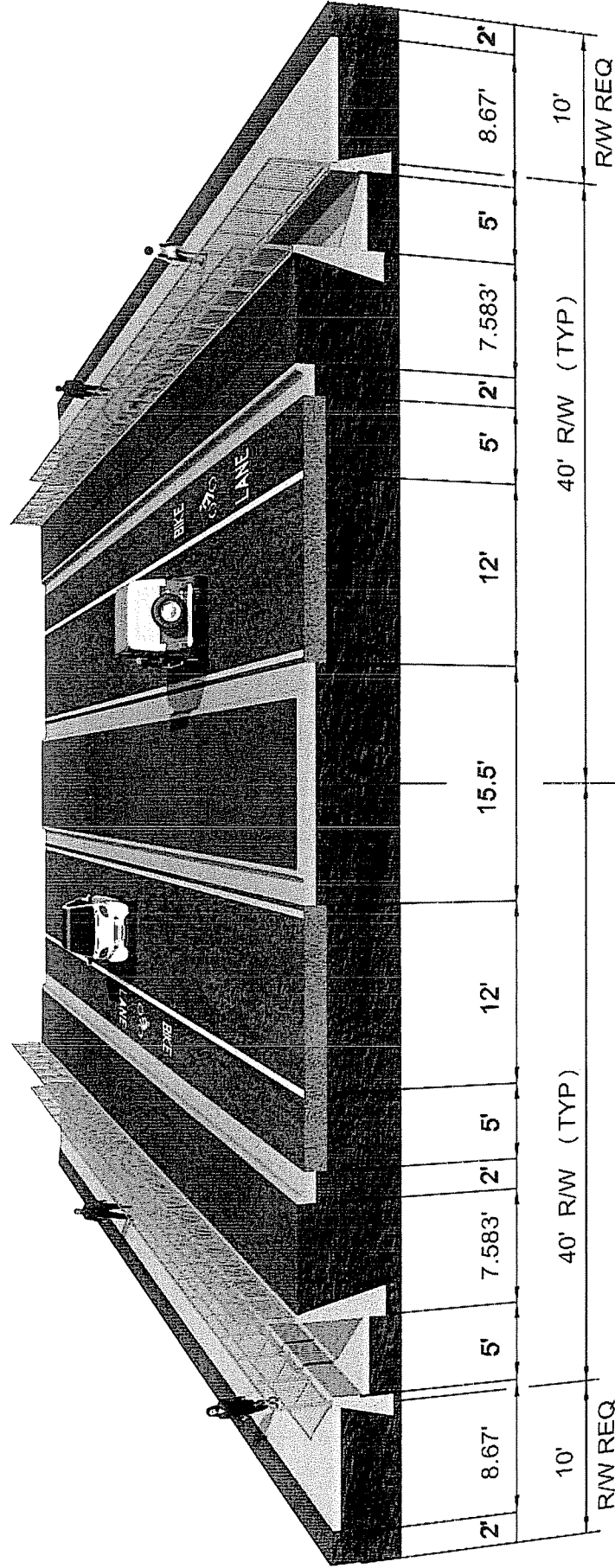
From 38th Terrace to 34th Street (SR-121)

Proposed Typical Section ALTERNATIVE 2



From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 2



From 38th Terrace to 34th Street (SR-121)



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1109 S. Marion Ave.,
Lake City, FL 32025-5874

STEPHANIE KOPELOUSOS
SECRETARY

June 10, 2008

Ms. Ha T. Nguyen, P.E.
Contract & Design Manager
Alachua County Public Works
P.O. Box 1188
Gainesville, Florida 32602-1188

RE: Scope of Services and Schedule for SW 20th Avenue
Financial Management # 211335-3-21-01

Dear Ms. Nguyen:

The Florida Department of Transportation will continue the corridor study on SW 20th Avenue from SW 43rd Street to SW 34th Street. The study will document existing roadway, traffic, and multimodal conditions.

A Multimodal Corridor Report will be produced with a recommended typical section. The report will incorporate turn lanes, missing sidewalks, raised median, bus bays, median openings, and transit super stops (smart bus bays). Close coordination with Regional Transit System, Alachua County Public Works, and the Metropolitan Transportation Planning Organization (MTPO) will be utilized during the study.

The study will build upon the *Urban Village: Southwest 20th Avenue Transportation Design Proposal* prepared by The University of Florida School of Architecture. The study will adhere to the standards published in the *MTPO Urban Design Policy Manual* and the *AASHTO Policy on Geometric Design of Highways and Streets*.

NORTH CENTRAL FLORIDA
RECEIVED
JUN 12 2008
REGIONAL PLANNING COUNCIL

Ms. Ha T. Nguyen
June 10, 2008
Page 2

The schedule for completion of this project is as follows:

Activity	Estimated Completion
Begin Work	6-5-2008
Draft Typical Section for Review	6-24-2008
Stakeholder's Meeting Discussing proposed typical section, bus bay locations, median openings	7-15-2008
Document Existing Conditions	7-15-2008
Draft Multimodal Corridor Report for comments	9-15-2008
Final Multimodal Corridor Report	11-15-2008

Should you have any questions or need further assistance, please Stephen Browning at (386) 961-7455.

Sincerely,

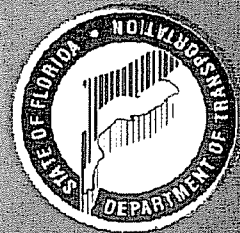


William R. Henderson
District Planning and Environmental Manager

Cc: Stephen Browning, FDOT Project Manager
Karen Taulbee, FDOT
Rick Hedrick, Alachua County Public Works Director
Michael Fay, Alachua County Assistant Public Works Director
Marlie Sanderson, MTPO Director of Transportation Planning

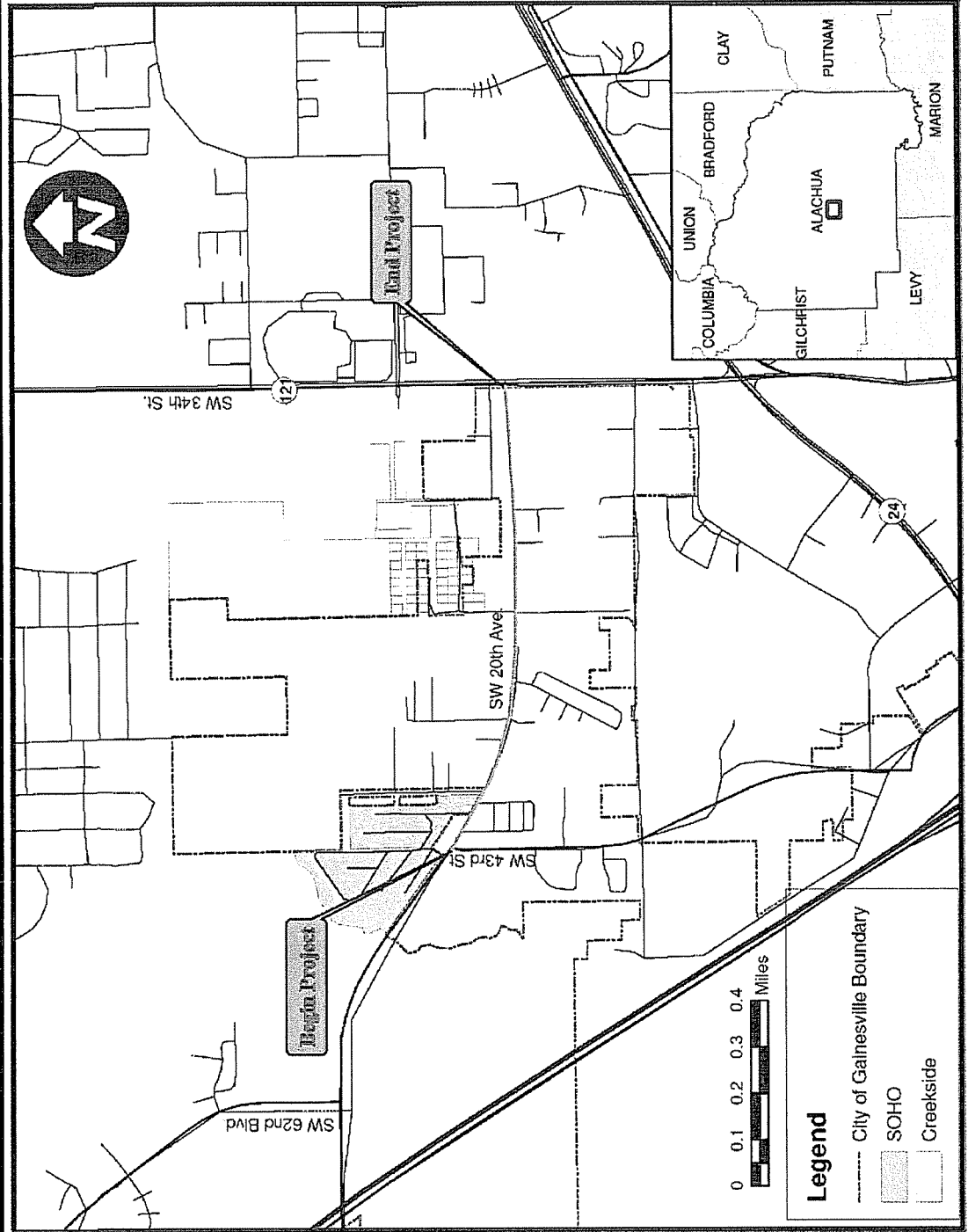
SW 20th Avenue

Prepared By:
Florida Department of Transportation
District Two



TAC/CAC Presentation October 29th, 2008

Study Area



Scope of Study

- Based on the Long Range Transportation Plan (LRTP) - Reconstruct the existing two lane facility to include:
 - Missing sidewalks
 - Center turn lanes
 - Raised medians
 - Bus bays
 - Transit 'Super Stops'

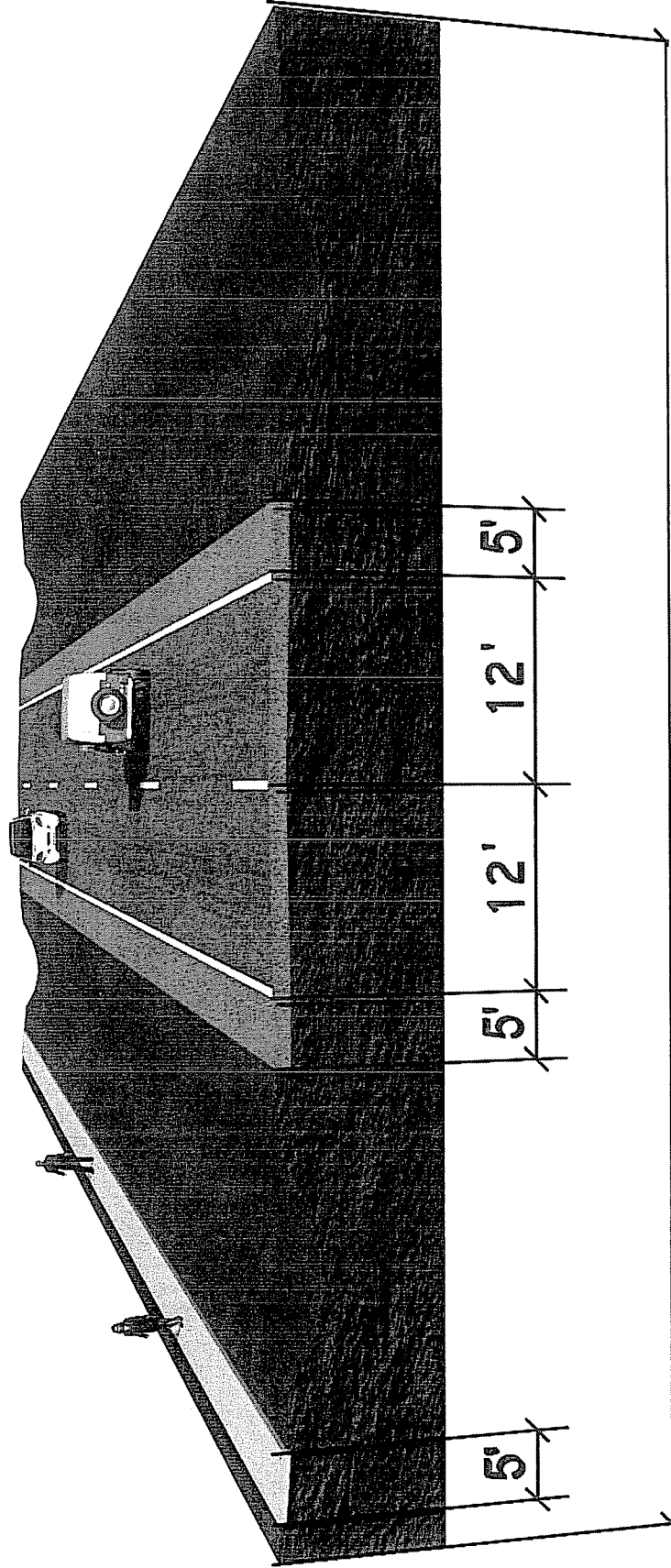
2025 Cost Feasible Plan - Priorities

Priority	Needs Plan Project	Description	Type/Work	Funding Allocated (\$millions) (Foot/Billing)
1	ITS-1	Traffic Management System AT: Systemwide	Install modernized traffic-control system	\$16
2	E	SE 16 th Avenue From: Main Street To: Williston Road	Widen the existing facility from two to four lanes with in-street bike lanes	\$5.3
3	V	SW 20 th Avenue From: SW 43 rd Street To: SW 34 th Street	Reconstruction of the existing two-lane facility to include missing sidewalks, center turn lanes, raised medians, bus bays, and transit 'super stops'	\$12
4	G	NW 34 th Street From: NW 16 th Avenue To: NW 13 th Street	Construction of center turn lanes along this facility	\$1.8
5	Y	Depot Avenue From: SW 13 th Street To: Williston Rd	Reconstruction of the existing two-lane facility. Total estimated project costs is \$15.8 million, of which \$4.8 million is federally funded	\$3.4
6	F	Archer Road/SW 16 th Avenue	Construction of intersection modifications at Archer Road/SW 16 th Ave and Archer Rd/Gale Lemerand Dr., including restricted access on a portion of Archer Road and a new north-south road connection between Archer Rd. and SW 16 th Ave with associated intersection modifications	\$8.2

Ongoing/Coinciding Studies

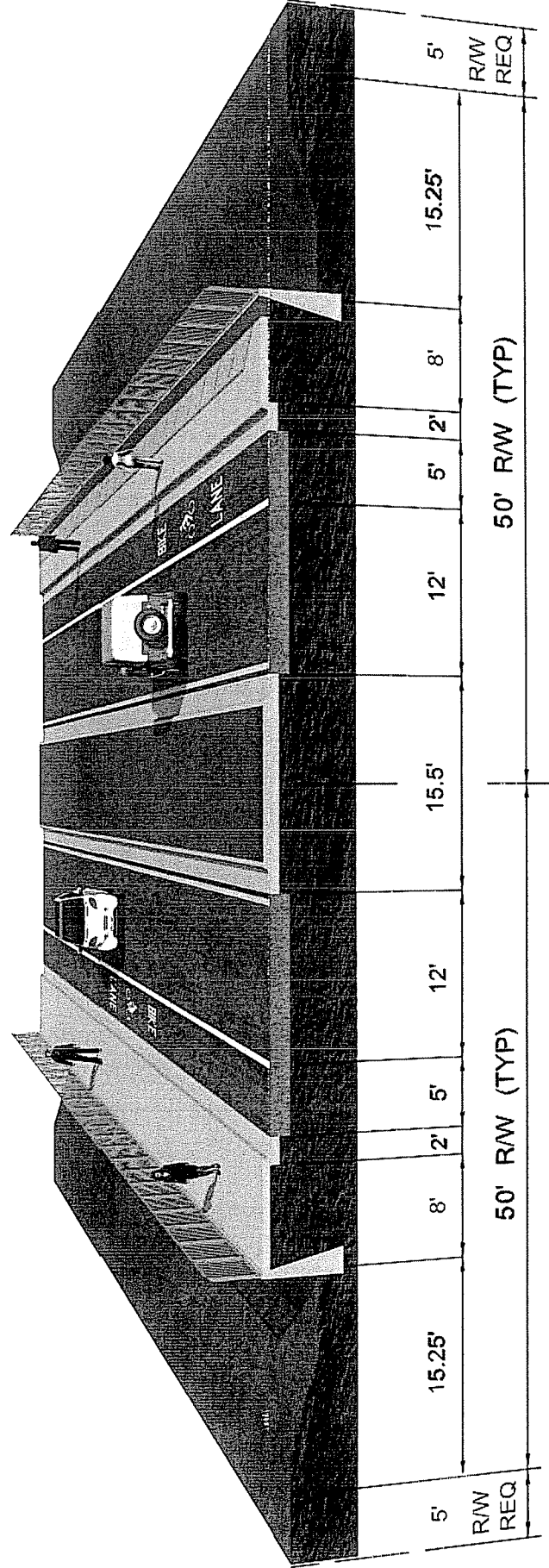
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24th Avenue and Construction of 38th Terrace
- Annexation Process of the Urban Village into the City Limits

Existing Typical Section



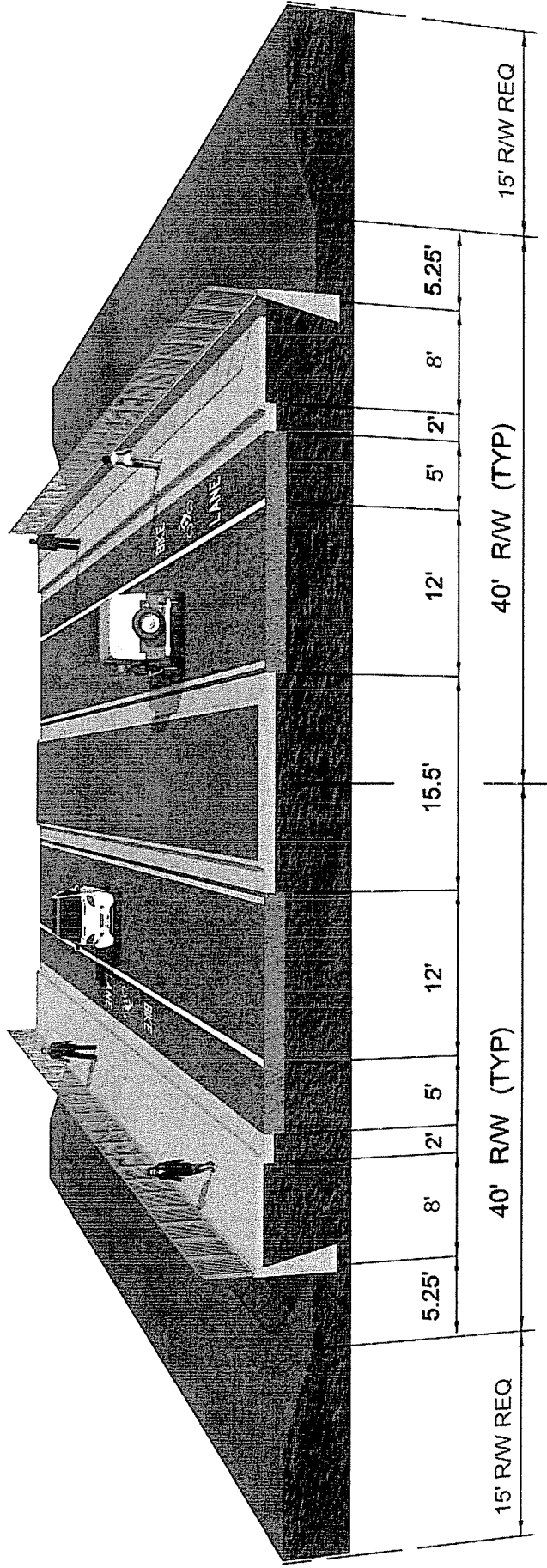
100' ROW BETWEEN 43rd ST. & 38th TERR.
80' ROW BETWEEN 38th TERR. & 34th ST.

Proposed Typical Section ALTERNATIVE 1



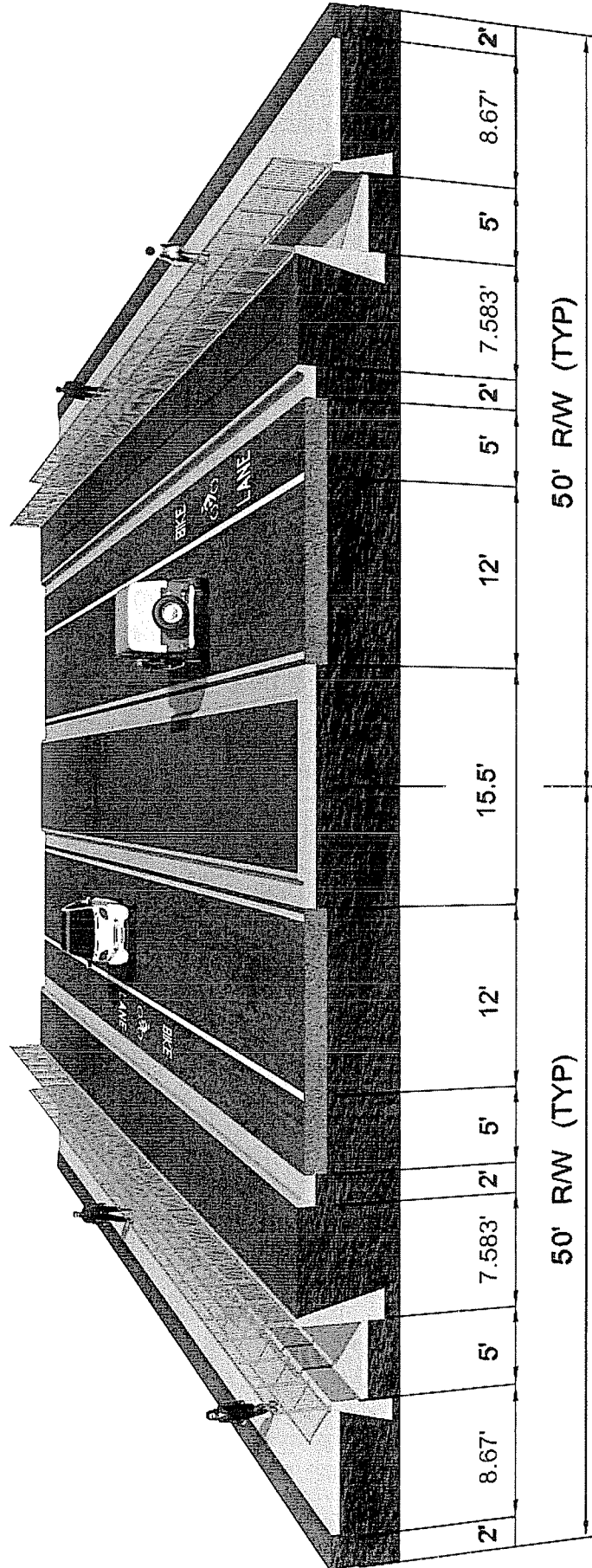
From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 1



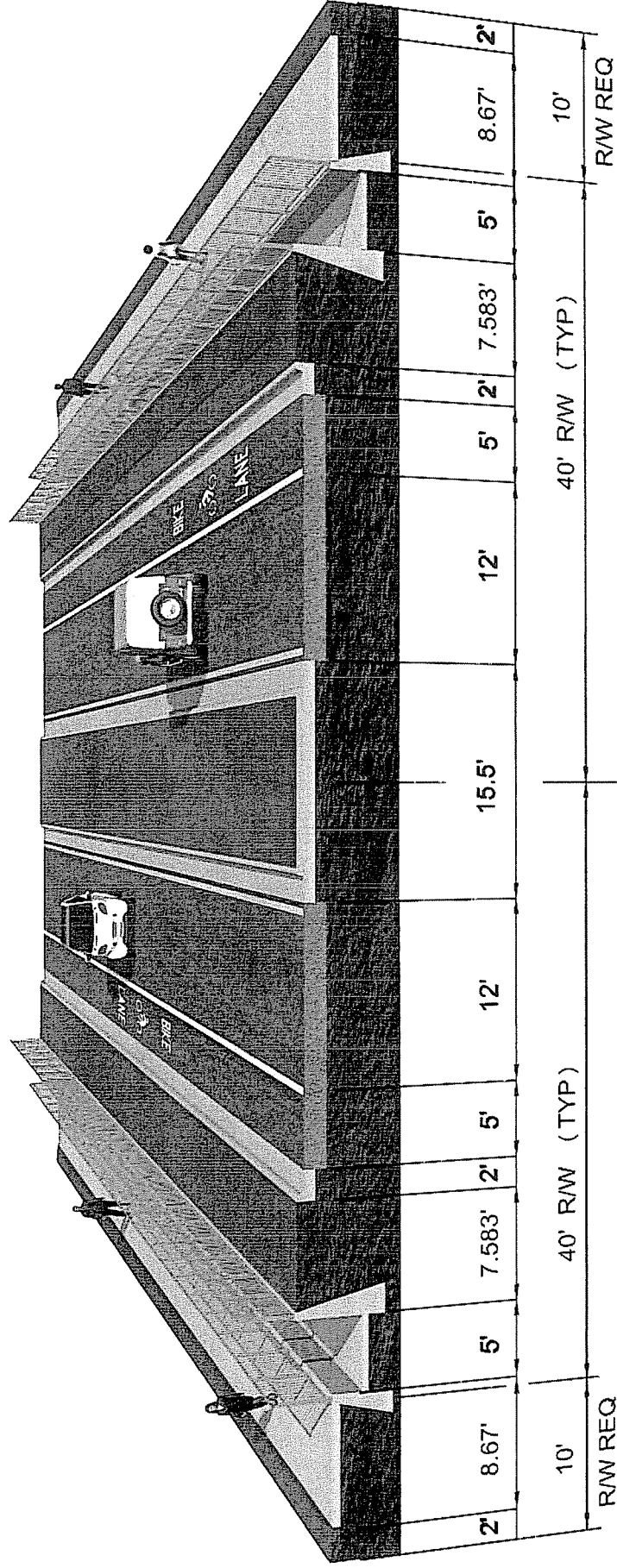
From 38th Terrace to 34th Street (SR-121)

Proposed Typical Section ALTERNATIVE 2



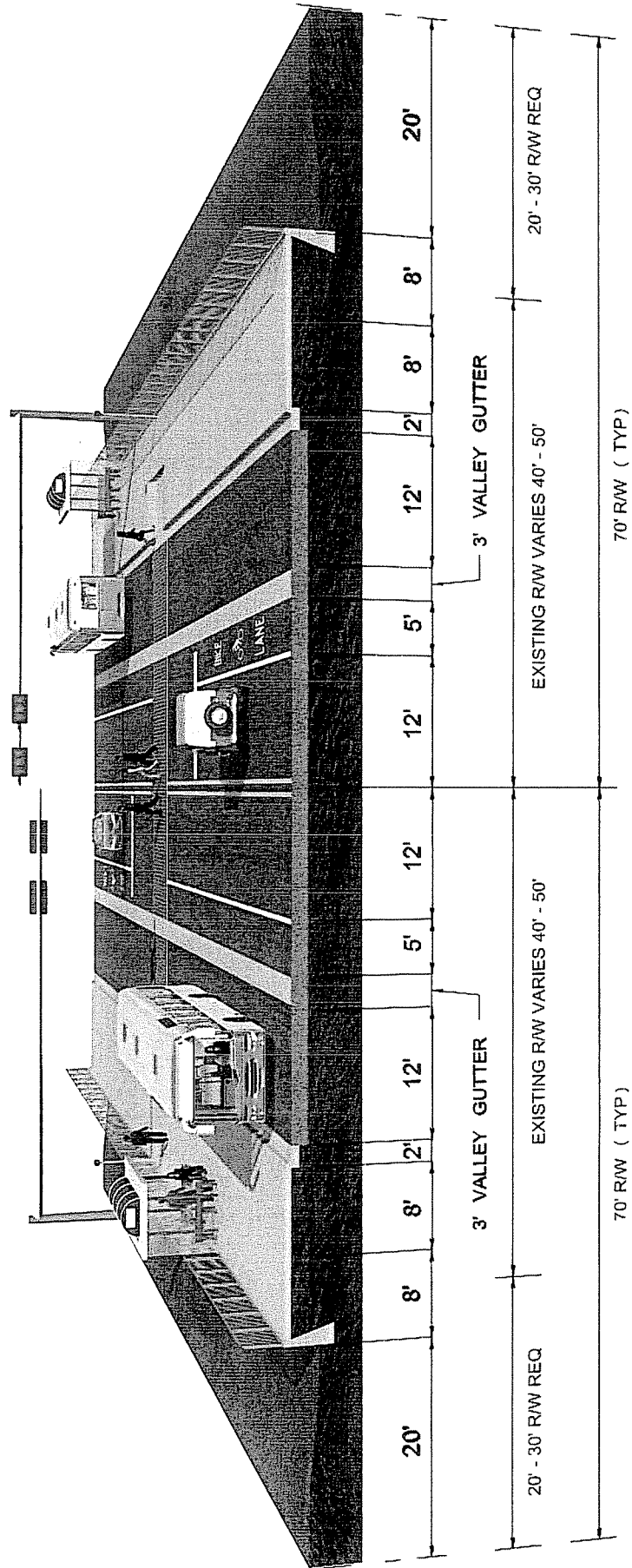
From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 2

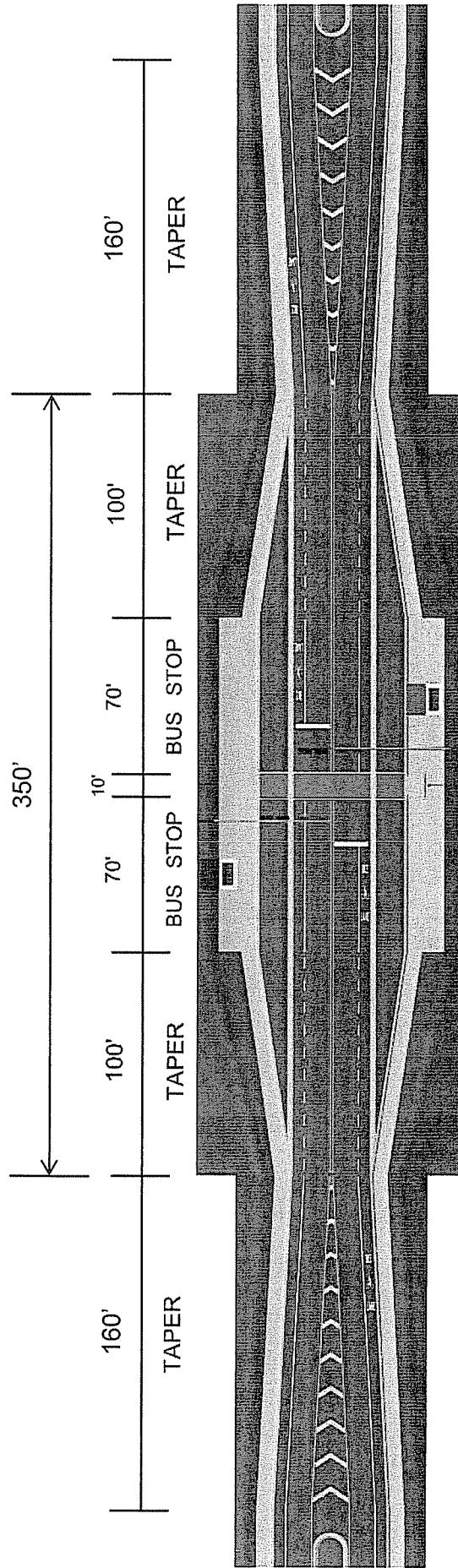


From 38th Terrace to 34th Street (SR-121)

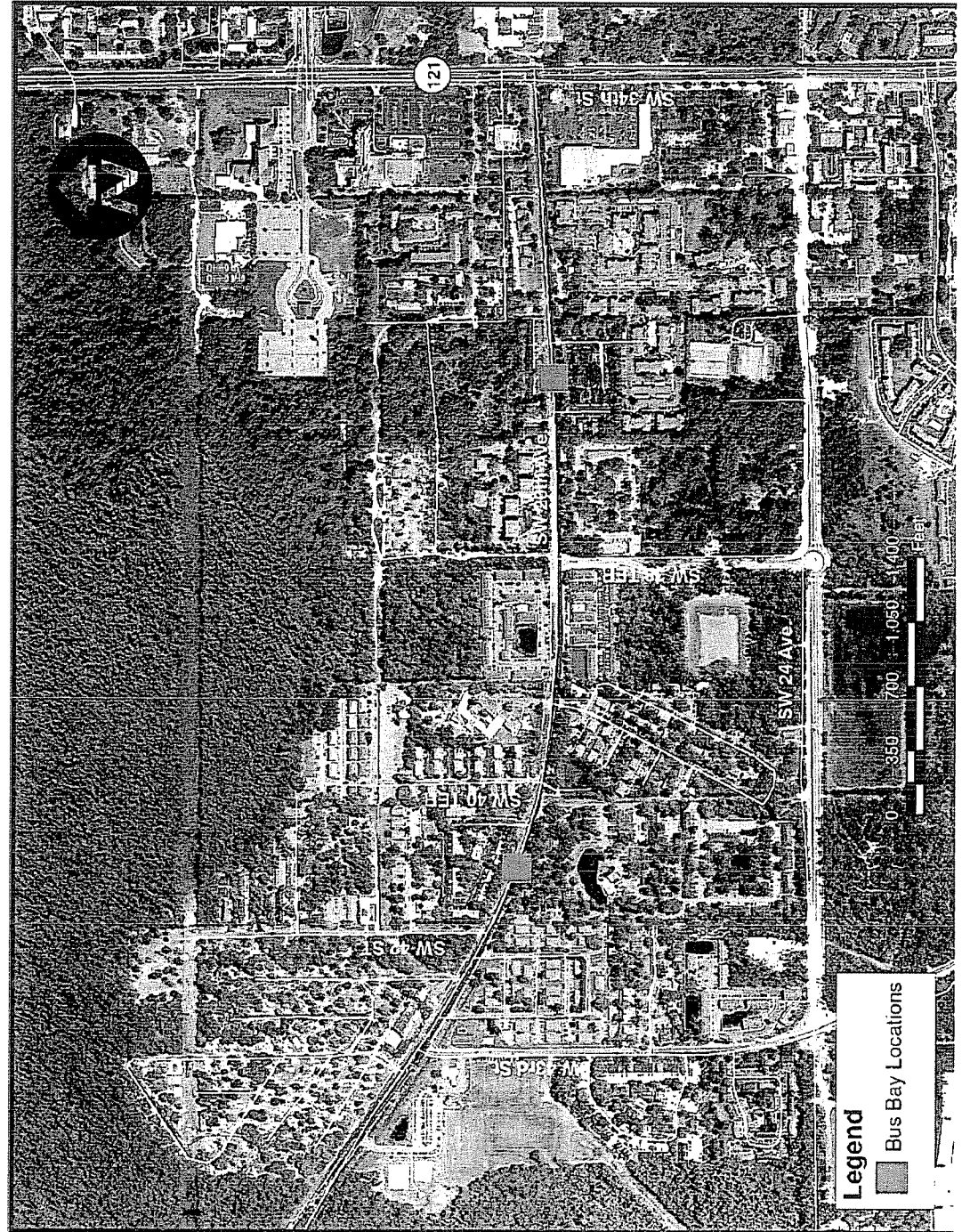
Proposed Smart Bus Bay Typical Section



Proposed Smart Bus Bay Dimensions



Proposed Smart Bus Bay Locations



Advantages

- Livable/Walkable Community
- Aesthetically pleasing
- Easier for buses to reenter roadway
- Continuous Sidewalks
- Midblock Pedestrian Crosswalks

Disadvantages

- Limited Median Openings
- U-turns not possible

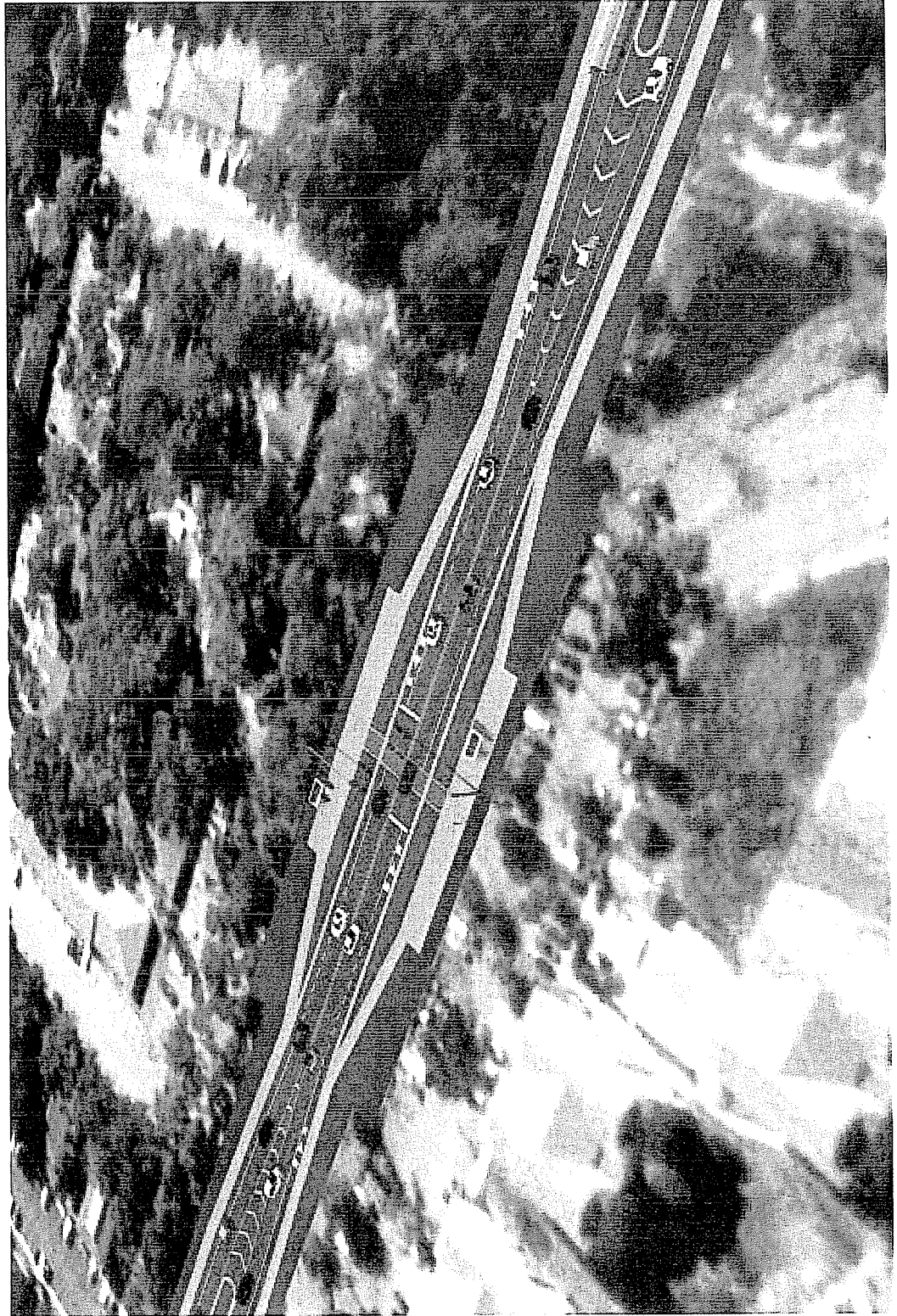
Costs

ITEM	ALTERNATIVE 1	ALTERNATIVE 2
Construction	\$22,735,000	\$26,385,000
Design/Inspection	\$4,547,000	\$5,277,000
Number of Parcels Impacted	TBD	TBD
Right-of-Way	27	15
TOTAL PROJECT COST	\$27,282,000	\$31,662,000

Next Steps

Final Multimodal Corridor Report – December

Smart Bus Bay Demonstration



SCHEDULED 2008 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	B/PAB [At 7:00 p.m.]	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	MTPO MEETING
JANUARY	January 8	<i>CANCELLED</i>	<i>CANCELLED</i>
FEBRUARY	January 29	January 30	February 14 at 3:00 p.m.
MARCH	February 26	TAC @ NCFRPC February 27	March 13 at 3:00 p.m.
APRIL	March 25	CAC Orientation @ 6:00 pm March 26	April 10 at 3:00 p.m.
MAY	May 13	CAC-only April 16 TAC & CAC @ NCFRPC May 14	May 29 at 6:00 p.m.
JUNE	May 27	<i>CANCELLED</i>	<i>CANCELLED</i>
JULY	July 1	<i>CANCELLED</i>	July 17 at 6:00 p.m.
AUGUST	August 5	<i>CANCELLED</i>	<i>CANCELLED</i>
SEPTEMBER	September 2	CAC @ NCFRPC September 3	September 11 at 3:00 p.m.
OCTOBER	September 30	CAC-Only October 1	<i>CANCELLED</i>
NOVEMBER	October 28	October 29	November 13 at 3:00 p.m.
DECEMBER	December 2	December 3	December 11 at 6:00 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. 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.

