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November 13, 2013

TO: Citizens and Technical Advisory Committees
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Meeting Announcement and Agenda

On Wednesday, November 20, 2013, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue**. Also on Wednesday, November 20, 2013, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

- | | | | |
|-----------------------|------|---|---------------------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:05 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #7
7:10 p.m. | IV. | Florida Department of Transportation
Tentative Five Year Work Program | APPROVE STAFF
RECOMMENDATION |
| | | <u>The purpose of this agenda item is to decide if the MTPO should request changes to the draft Tentative Work Program.</u> | |
| Page #9
7:30 p.m. | V. | Top Ten Needed Bus Pullout Locations | APPROVE STAFF
RECOMMENDATION |
| | | <u>The MTPO has requested the top ten needed bus pullout locations that includes the University of Florida campus.</u> | |
| Page #25
7:50 p.m. | VI. | Unmarked Pedestrian Crosswalks | PRIORITIZE LOCATIONS |
| | | <u>The MTPO has requested a priority list of needed unmarked pedestrian crosswalks that need enhanced markings.</u> | |

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

Page #45 VII. Pedestrian Safety at SW 34th Street DEVELOP RECOMMENDATIONS
TAC ONLY Intersections

The Alachua County Traffic Safety Team did not develop any specific recommendations to make the Archer Road and Windmeadows intersections less hostile to pedestrians.

Page #47 VIII. Socioeconomic Variables- Base Year 2010 and NO ACTION REQUIRED
TAC ONLY Future Year 2040

Staff will give a status report on the development of this data.

Page #49 IX. Public Involvement Plan Update APPROVE STAFF RECOMMENDATION
8:05 p.m.
CAC ONLY

Each year, the MTPO reviews its public involvement process to ensure that it provides for full and open access to all citizens.

Page #51 X. Dr. Kermit Sigmon Citizen Participation Award SELECT RECIPIENT
8:20 p.m.
CAC ONLY

Each CAC member will be asked to vote for one person.

Page #53 XI. Alternative Meeting Locations NO ACTION REQUIRED
8:35 p.m.
CAC ONLY

At the last meeting, the CAC requested that staff identify other potential locations for Committee meetings.

XII. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #57 A. CAC and TAC Attendance Records
Page #59 B. Meeting Calendar- 2013

*No handout included with the enclosed agenda item.



MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)

Gainesville Regional Utilities
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
September 18, 2013

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Jeff Hays, Chair
Debbie Leistner, Vice Chair
Laura Aguiar
Dekova Batey
Linda Dixon
Steve Dopp
Ron Fuller
Dean Mimms
Matthew Muller
Brian Singleton
Karen Taulbee

John Gifford
Steve Kabat
Harrell Harrison

Jim Green

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Jeff Hays, Alachua County Transportation Planning Manager, called the meeting to order at 2:06 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Chair Hays asked for approval of the agenda.

Mr. Marlie Sanderson, Director of Transportation Planning, noted that a TAC member asked that item V. Year 2040 Long Range Transportation Plan Update- Overview be discussed ahead of item IV. Multimodal Emphasis Corridor- University Avenue and W. 13th Street.

MOTION: Dean Mimms moved to approve the meeting agenda modified to reverse item IV. Multimodal Emphasis Corridor- University Avenue and W. 13th Street and item V. Year 2040 Long Range Transportation Plan Update- Overview. Ron Fuller seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Leistner asked for approval of the July 24, 2013 minutes.

MOTION: Steve Dopp moved to approve the July 24, 2013 TAC minutes. Debbie Leistner seconded; motion passed unanimously.

V. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- OVERVIEW

Mr. Sanderson provided an overview of the Year 2040 Long Range Transportation Plan update.

IV. MULTIMODAL EMPHASIS CORRIDOR- UNIVERSITY AVENUE AND W. 13TH STREET

Mr. Marlie Sanderson, Director of Transportation Planning, stated that the MTPO referred to its advisory committees the task of developing sufficient detail for the Cost Feasible Plan's Multimodal Emphasis Corridors for the Florida Department of Transportation (FDOT) to fund specific projects. He also discussed the FDOT Transportation design for Livable Communities University of Florida participation.

VI. NEEDED UNMARKED CROSSWALKS

Mr. Sanderson stated that the MTPO requested development of recommendations for locations of marked midblock pedestrian crosswalks. He discussed a draft list of locations provided by City of Gainesville Public Works staff and answered questions.

Ms. Linda Dixon, University of Florida Assistant Planning Director, discussed adding crossings on SW 16th Avenue between Shealy Drive and SW 16th Street and on Archer Road between Gale Lemerand Drive and Center Drive.

VII. TOP TEN NEEDED BUS PULLOUT LOCATIONS

Mr. Sanderson stated that the MTPO referred development of a top ten list of bus pullout locations. He discussed locations proposed by the Regional Transit System and answered questions.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed adding a pullout at the Main Street Publix.

VIII. INFORMATION ITEMS

There was no discussion of the information items

ADJOURNMENT

The meeting was adjourned at 3:25 p.m.

Date

Jeff Hays, Chair

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MINUTES

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

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
September 18, 2013

MEMBERS PRESENT

Rob Brinkman, Vice Chair
E. J. Bolduc
Nelle Bullock
Rajeeb Das
Luis Diaz
Chandler Otis
John Richter
James Samec
Holly Shema
Ruth Steiner
Ewen Thomson

MEMBERS ABSENT

Jan Frentzen, Chair
Thomas Bolduc
Mary Ann DeMatas
Melinda Koken

OTHERS PRESENT

Jim Green
Karen Taulbee

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:03 p.m.

I. INTRODUCTIONS

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

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Brinkman asked that the agenda be approved.

MOTION: Ruth Steiner moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

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

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, discussed corrections to the minutes.

MOTION: Rajeeb Das moved to approve the July 24, 2013 CAC minutes as modified with staff-recommended corrections. James Samec seconded; motion passed unanimously.

IV. MULTIMODAL EMPHASIS CORRIDOR- UNIVERSITY AVENUE AND W. 13TH STREET

Mr. Marlie Sanderson, Director of Transportation Planning, stated that the MTPO referred to its advisory committees the task of developing sufficient detail for the Cost Feasible Plan's Multimodal Emphasis Corridors for the Florida Department of Transportation (FDOT) to fund specific projects. He also discussed the FDOT Transportation Design for Livable Communities policies and University of Florida participation.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the FDOT Transportation Design for Livable Communities policies and multimodal emphasis corridors.

A CAC member discussed parking management, truck route enforcement and multimodal emphasis corridors in Sarasota.

V. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- OVERVIEW

Mr. Sanderson provided an overview of the Year 2040 Long Range Transportation Plan update.

VI. NEEDED UNMARKED CROSSWALKS

Mr. Sanderson stated that the MTPO requested development of recommendations for locations of marked midblock pedestrian crosswalks. He discussed a draft list of locations provided by City of Gainesville Public Works staff and answered questions.

VII. TOP TEN NEEDED BUS PULLOUT LOCATIONS

Mr. Sanderson stated that the MTPO referred development of a top ten list of bus pullout locations to its advisory committees. He discussed locations proposed by the Regional Transit System (RTS) and answered questions. He noted that RTS staff is still developing a draft list.

VIII. INFORMATION ITEMS

Mr. Sanderson discussed the Funding by Mode information item and answered questions.

MOTION: Nelle Bullock moved to change the CAC meeting location to the Regional Planning Council office. James Samec seconded; motion failed 3 to 8.

Mr. Sanderson stated that he would look into the Gainesville Regional Utilities, Thomas Center and other possible locations.

ADJOURNMENT

The meeting was adjourned at 8:20 p.m.

Date

Jan Frentzen, Chair



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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Florida Department of Transportation Tentative Five Year Work Program

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area send a letter to Florida Department of Transportation thanking them for the opportunity to review the Tentative Five Year Work Program.

BACKGROUND

Each year, the Florida Department Of Transportation submits a Five Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects that are funded with state and federal funds over the next five fiscal years (Fiscal Years 2015 to 2019).

According to Florida Department of Transportation staff, the District 2 Tentative Work Program for Fiscal Years 2015 - 2019 for Alachua County will not be available until later this week or early next week. As soon as we receive this material, we will send it to you by email.

Action Being Requested

The reason that this is on the agenda is to give the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area the opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five Year Work Program.

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by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
Highways: Interstate								
Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4230713	I-75 (SR 93) AT SR 121	INTERCHANGE IMPROVEMENT	.006	1 PDE		501 PE	123 PE	133 PE
4230711	I-75 (SR 93) AT SR 222 (39TH AVENUE)	INTERCHANGE IMPROVEMENT	1.360	1 PDE 4 PE				
4288051	I-75 (SR 93) FR MARION C/L TO S. OF SR 121	RESURFACING	9.270	11 PE	16,964 CST	85 CST	38 CST	
4288041	I-75 (SR 93) FR S. OF SR 121 TO S. OF SR 222	RESURFACING	7.413	2 PE	16,322 CST	85 CST	48 CST	
4288021	I-75 (SR 93) FROM N. OF SR25/US441 TO SANTA FE RIVER	RESURFACING	8.750	360 PE 12,816 CST	588 PE 48 CST	16 CST		
4288031	I-75 (SR 93) FROM S. OF SR 222 TO N. OF SR 25/US 441	RESURFACING	9.757	364 PE 18,748 CST	537 PE 110 CST	171 CST		
Highways: State Highways								
Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
2077621	ALACHUA CO TARGET RURAL	FUNDING ACTION	.000			9 CST		8,881 CST
4320181	SR 121 FROM LACROSSE TO UNION COUNTY LINE	RESURFACING	6.082	1 PE 25 RRU	4,106 CST	31 CST	31 CST	
4322631	SR 121 FROM US 441 TO LACROSSE	RESURFACING	7.520	1 PE 100 RRU	4,996 CST	148 CST	152 CST	
4268381	SR 121 FROM 169TH PL TO NW 177 AVE	SPECIAL SURVEYS	.430	1 PE				
4305131	SR 121 FROM: NW 202 PLACE TO: S. OF CSX RAILROAD	SIDEWALK	.463		842 CST			
4305471	SR 121 FROM: SR24 TO: NW 5TH AVENUE	RESURFACING	1.949	1 PE 3,506 CST	33 CST	34 CST		
4247671	SR 121 NW 34TH ST. FROM NORTHSIDE PARK TO US 441	SIDEWALK	.138	25 PE 1 ROW 4 CST	4 CST			
4343221	SR 20 (US 27) FROM NW 9TH STREET TO COLUMBIA C/L	RESURFACING	1.707	24 PE	26 PE	1,646 CST		
2078182	SR 20 FROM EAST OF US 301 TO PUTNAM C/L	ADD LANES & RECONSTRUCT	1.460	3 PE 47 ROW			1,500 RRU 20,593 CST	68 CST
4343211	SR 20 FROM US 441 TO NW 9TH STREET	RESURFACING	1.188	18 PE	20 PE	1,252 CST		
4338901	SR 20 OVERPASS AT US 301 LANDSCAPING PUSH BUTTON	LANDSCAPING	.587	1 PE				
4304071	SR 20 SERVICE ROAD UNDER SR 20 UNDERDECK LIGHTING	LIGHTING	.002	1 PE				
4343181	SR 200 (US 301) FROM NORTH OF 203 STREET TO SE 65TH	RESURFACING	8.424	81 PE	83 PE	10,212 CST	136 CST	140 CST
4323111	SR 200 (US 301) FROM RAILROAD OVERPASS TO BRADFORD C/L	RESURFACING	3.218	71 PE	73 PE	4,849 CST	31 CST	31 CST
4305541	SR 200 (US 301) FROM: MARION C/L TO: CR 325	RESURFACING	1.320	1 PE 2,368 CST	22 CST	23 CST		
4305551	SR 200 (US 301) FROM: SOUTH OF C & G TO: NORTH OF C & G	RESURFACING	1.972	10 PE 2,985 CST	28 CST	29 CST		
4286821	SR 222 NW 39TH AVE. FROM 100'W OF NW 10TH ST TO 100' E OF NW 10TH ST	SPECIAL SURVEYS	.040	1 PE				
4236082	SR 226 (SE 16TH AVE) AT MAIN ST AT SR 331 (WILLISTON RD)	INTERSECTION IMPROVEMENT	.550	2 PE	2,089 CST	82 CST	56 CST	
4307501	SR 226 (SW 16TH AVE) FROM SHEALY DRIVE TO SW 16TH STREET	TRAFFIC SIGNAL UPDATE	.543	2 PE 23 ROW	966 CST	11 CST	11 CST	
4287491	SR 24 ARCHER ROAD FM 100' W. OF VA HOSPITAL TO 100' E. OF VA HOSPITAL	SPECIAL SURVEYS	.038	1 PE				
4343231	SR 24 FROM FRED BEAR DRIVE TO SR 226	RESURFACING	2.641	88 PE	91 PE	5,756 CST		
4286251	SR 24 FROM 150'W. OF NE 57TH ST TO 150'E. OF 57TH ST	SPECIAL SURVEYS	.057	1 PE				
4243661	SR 25 (US 441) PAYNES PRAIRIE PRESERVE VISITOR CENTER	PRELIMINARY ENGINEERING	.010	403 CST	2 CST			

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2015 - 2019 (11/13/2013 21:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4303951	SR 25/US441/MICANOPY @CR 234/CHOLOKKA BLVD UPDATE FLASHING BEACON	TRAFFIC CONTROL DEVICES/SYSTEM	.001	1 PE				
4307591	SR 26 (E.UNIVERSITY) FROM SR 20 TO 15TH STREET	TRAFFIC SIGNAL UPDATE	.097	1 PE		425 CST	3 CST	3 CST
4305421	SR 26 (NEWBERRY RD) FR: WEST OF NW 80TH BLVD. TO: SW 38TH ST.	RESURFACING	2.925	1 PE				
				5,175 CST	49 CST	50 CST		
2078502	SR 26 CORRIDOR FROM GILCHRIST C/L TO CR 26A E OF NEWBERRY	NEW ROAD CONSTRUCTION	4.031	1 PDE				100 PE
4339881	SR 26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500			39 PE		245 CST
4298301	SR 26/NEWBERRY ROAD @ NW 76TH BLVD	TRAFFIC SIGNALS	.001	3 PE				
4343201	SR 45 (US 41) FROM SE 6TH AVENUE TO US 441	RESURFACING	.526	140 PE	9 PE	577 CST	3 CST	3 CST
4343971	SR121 @CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007	1 PE				
4343811	SR20/NW 6TH ST @ NW 16TH AVE	TRAFFIC SIGNAL UPDATE	.008	1 PE				
4343961	SR24 @ SW 23RD TERRACE	TRAFFIC SIGNAL UPDATE	.010	1 PE				
4342931	SR24 ARCHER RD AT I-75 SB OFF/ON RAMPS REBUILD TRAFFIC SIGNAL	TRAFFIC SIGNAL UPDATE	.000	1 PE				
4344001	SR25 (US441) @ SW 14TH DR.	TRAFFIC SIGNAL UPDATE	.006	1 PE				
4343951	SR26 @ NW 55TH TERRACE	TRAFFIC SIGNAL UPDATE	.004	1 PE				
4343941	SR26 @ NW 57TH ST.	TRAFFIC SIGNAL UPDATE	.005	1 PE				
4343931	SR26 @NW 60TH ST.	TRAFFIC SIGNAL UPDATE	.009	1 PE				
4343821	SR26/NEWBERRY RD @ NW 98TH STREET	TRAFFIC SIGNAL UPDATE	.008	1 PE				
4328161	SR331 WILLISTON ROAD FROM SR121 TO SE 4TH AVE	LANDSCAPING	2.052	1 PE				
4343831	SR331/WALDO ROAD @ SE 4TH STREET	TRAFFIC SIGNAL UPDATE	.082	1 PE				
4338101	SR45(US41) FM SW 139 AVE TO CR346	TRAFFIC SIGNAL UPDATE	.000	1 PE				
4339331	SR45(US41)FROM JUS FM S. OF SW 15TH AVE TO S. OF SW 3RD AVE	TRAFFIC CONTROL DEVICES/SYSTEM	.109	2 PE				

Highways: Local Roads

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4205374	DEPOT AVE/SW 9TH RD FR: SW 7 ST EAST TO SR331 TO: SE 11TH STREET	RIGHT OF WAY ACQUISITION	.000	145 ROW	366 ROW			
4339901	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27/MAIN STREET	BIKE PATH/TRAIL	3.462			275 PE	22 ROW	
								1,648 CST
4322401	SE 221 ST (N.JOHNSON) FROM TRAILHEAD TO SR 20	BIKE LANE/SIDEWALK	.504	1 ROW	364 CST			
4333571	SW 170TH STREET FROM SO. OF SW 147TH AVE TO SW 128TH PLACE	SIDEWALK	1.180				373 CST	

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4322551	CHOLOKKA BLVD FR END OF EXIST SIDEWALK TO US 441	SIDEWALK	.400		157 CST			
4322421	HULL ROAD FR PARKING LOT TO SR 121/SW 34TH STREET	BIKE PATH/TRAIL	.300	345 CST				
4339891	SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE	BIKE PATH/TRAIL	.600			70 PE		270 CST
4345941	SW 40TH BLVD FROM SR121 SW 34TH ST TO SR24 ARCHER RD	NEW ROAD CONSTRUCTION	1.200			1,358 CST		
4307171	SW 8TH AVENUE FROM: SW 143RD STREET TO: SW 122ND STREET	NEW ROAD CONSTRUCTION	2.391	4,857 CST				
4306141	UF CAMPUS GREENWAY FROM GALE LEMERAND DR TO SR 24 (ARCHER RD)	BIKE LANE/SIDEWALK	.744	1,706 CST				
4288961	UF CAMPUS GREENWAY FROM SR 121 (SW 34TH ST) TO GALE LEMERAND DR.	BIKE LANE/SIDEWALK	.000	1,979 CST				

Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4349201	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPANSION	AVIATION PRESERVATION PROJECT	.000					10,000 CAP
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0009867	AVIATION REVENUE/OPERATIONAL	.000					1,000 CAP
4331251	GAINESVILLE REG APT DGN & CONST AUTO PARKING LOT EXPANSION PFL0006240	AVIATION PRESERVATION PROJECT	.000				450 CAP	
4331241	GAINESVILLE REG APT DGN & CONST COMMERCIAL APRON EXPANSION PFL006249	AVIATION SAFETY PROJECT	.000				2,000 CAP	
4331231	GAINESVILLE REG APT DGN & CONST NEW AIR TRAFF IC CONTROL TOWER PFL09834	AVIATION SAFETY PROJECT	.000				4,000 CAP	
4288311	GAINESVILLE REGIONAL AIRPORT BUILDING REPAIR/ TERMINAL ROOF PFL0006266	AVIATION PRESERVATION PROJECT	.000		885 CAP			

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2015 - 2019 (11/13/2013 21:15:01)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000			500 CAP		
4290341	GAINESVILLE REGIONAL APT SAFETY PROJECT ARFF FACILITY PFL0005723	AVIATION SAFETY PROJECT	.000					1,200 CAP
4290331	GAINESVILLE REGIONAL APT DESIGN & PHASE I PFL0006242	AVIATION PRESERVATION PROJECT	.000	430 CAP				
4313091	GAINESVILLE REGIONAL APT DGN & CONST TAXIWAY " A" PHASE II PFL0009324	AVIATION CAPACITY PROJECT	.000			983 CAP		
4331201	GAINESVILLE REGIONAL APT PAPI AND BEACON REPLACEMENT PF0009132	AVIATION SAFETY PROJECT	.000				110 CAP	
4288291	GAINESVILLE REGIONAL APT PHASE II PARKING LOT PFL0008731	AVIATION PRESERVATION PROJECT	.000		400 CAP			
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000		1,828 CAP			

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2015	2016	2017	2018	2019
4330771	ALACHUA CO GAINESVILLE RTS SERVICE DEVELOPMENT ROUTE 41	TRANSIT SERVICE DEMONSTRATION	.000	180 OPS				
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	628 OPS	662 OPS	697 OPS	734 OPS	772 OPS
4044111	GAINESVILLE RTS FED SECT 5307 FORMULA CAPITAL GRANT	CAPITAL FOR FIXED ROUTE	.000	672 CAP	673 CAP	674 CAP	275 CAP	276 CAP
4044121	GAINESVILLE RTS FED SECT 5307 FORMULA CAPITAL GRANT	CAPITAL FOR FIXED ROUTE	.000	1,738 CAP	1,742 CAP	1,746 CAP	1,750 CAP	1,754 CAP
4117581	GAINESVILLE RTS FED SECT 5309 DISCRETIONARY CAPITAL GRANT	CAPITAL FOR FIXED ROUTE	.000	12,201 CAP	7,300 CAP	31,222 CAP	4,755 CAP	4,874 CAP
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT CAPITAL PURCHASE	CAPITAL FOR FIXED ROUTE	.000	855 CAP	513 CAP	516 CAP	890 CAP	903 CAP
4083541	GAINESVILLE RTS SECT 5307 FORMULA GRANT CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000	290 CAP	290 CAP	290 CAP	425 CAP	425 CAP
2155461	GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS
4068471	GAINESVILLE RTS SECT 5309 DISCRETIONARY GRANT CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000		4,526 CAP	4,639 CAP	4,755 CAP	
4351231	GAINESVILLE RTS SERVICE DEVELOPMENT	TRANSIT SERVICE DEMONSTRATION	.000	120 OPS				
4351291	GAINESVILLE RTS SERVICE DEVELOPMENT	TRANSIT SERVICE DEMONSTRATION	.000	345 OPS				
4351241	GAINESVILLE RTS SERVICE DEVELOPMENT ROUTE 77	TRANSIT SERVICE DEMONSTRATION	.000	92 OPS				
4299272	RTS BUS FACILITY GAINESVILLE	BUILDINGS	.000		4,000 CAP	4,100 CAP		



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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Top Ten Needed Bus Pullout Locations

STAFF RECOMMENDATION

Recommend that the MTPO approve the top ten bus pullout locations shown in Exhibit 1 (according to the ranking shown in the third column from the right-hand side).

BACKGROUND

At its meeting on August 5, 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed needed bus pullouts. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

“request the top ten bus pullout locations, including the University of Florida campus, from the MTPO Advisory Committees, including the involvement of bus drivers.”

Exhibit 1 and Illustration I identify needed bus pullouts in the Gainesville Urbanized Area. This information was developed by Regional Transit System staff after consulting with the following-

1. University of Florida staff; and
2. Regional Transit System Operations Manager and Supervisor (who receive direct feedback from bus drivers about needed bus pullouts).

Illustration II shows photographs of the top ten ranked bus pullout locations.

t:\marlie\ms14\mtpo\memo\pulloutsnov20.docx

EXHIBIT 1

Bus Bay Priority Needs

Stop ID	Stop Name	Description	Location	Bus Per Hour (1)	Rank (1)	Daily Activity (Boardings + Alightings)		Bike			Wheelchair			Average		Volume/		Combined Score	Overall Rank	Jurisdiction	Road Owner
						Rank (2)	Activity (3)	Rank (3)	Activity (4)	Rank (4)	Rank (5)	Time (6)	Rank (6)	Rank (7)	Rank (7)						
255	Wal-Mart @ NW 13th Street	Northbound NW 13th ST @ Farside NW 26th PL	Midblock	2	76	108	67	216	15	282	3	5	59	1.19	1	1.05	18	239	1	CG	US
815	Ventura Apartments	Westbound SW 20th AVE @ Nearside SW 42nd DR	Midblock	12	27	468	6	194	18	45	24	2	1	0.47	2	1.37	1	79	2	CG	CO
810	Windsor Terrace Apartments	Westbound SW 20th AVE @ Farside SW 34th ST	Midblock	16	10	616	2	210	17	25	32	2	1	0.15	22	1.37	1	85	3	CG	CO
818	The Woodlands Apartments	Northbound SW 62nd BLVD @ Farside SW 20th AVE	Midblock	8	37	753	1	253	10	33	29	2	1	0.22	8	0.65	42	128	4	CG	CG
191	West Gate Shopping Center	Eastbound SW 2nd AVE @ Farside SW 34th ST	Midblock	8	37	301	12	188	19	101	8	2	1	0.16	20	0.97	31	128	5	UF	ST
1253	Graham Hall	Northbound Gale Lemerand DR @ Farside Museum RD	Midblock	21	7	529	4	23	66	60	17	2	1	0.13	33	1.17	17	145	6	UF	UF
763	Publix @ N Main Street	Southbound N Main ST @ Farside NE 14th AVE	Midblock	3	70	140	52	280	8	352	1	2	1	0.46	3	0.58	48	183	7	CG	CO
814	Pinetree Gardens	Westbound SW 20th AVE @ Farside SW 40th TER	Midblock	12	27	144	50	71	41	76	11	2	1	0.07	61	1.37	1	192	8	CG	CO
685	The Landings Apartments	Northbound SW 13th ST @ Farside SW 36th PL	Midblock	6	44	232	19	511	2	65	13	4	36	0.17	18	0.51	63	195	9	CG	US
703	US Post Office @ Main St	Northbound N Main ST @ Nearside NE 14th AVE	Midblock	3	70	127	56	216	15	295	2	2	1	0.32	4	0.58	48	196	10	CG	CO

Notes:

(A) Based on the combined score, stop 255 was identified as the 30th priority for a bus bay improvement. This stop, however, serves as the end of the line (EOL) for the route 15. Therefore, it has a longer than average dwell time which it has to accommodate by parking in an adjacent private lot; without fundamentally altering the route's pattern there are currently no other EOL options. For this reason, RTS Operations staff requested that this stop should be made the top priority for improvement. Other modifications to the top 10 list include the elimination of stop 139 (potential environmental conflicts), the elimination of stops 46, 849, and 797 (feasibility issues identified by the University of Florida), the elimination of stop 37 (reentry into traffic issues), and the elimination of stop 1216 (lack of land area).

(B) Average boarding and alighting activity and dwell time from Spring 2013.

(C) Wheelchair and bike counts from Fall 2012 to Summer 2013

(D) Number of lanes based on Public Works (PW) Geographic Information System (GIS) file Streets_PWD. V/C ratio based on GIS file (Highwaydata_MTPO) provided by PW.

(E) Excludes stops on private roads, auto-restricted roads, and those with less than 100 boardings and alightings per day.

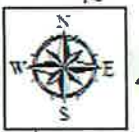
(F) Some stops that satisfied the thresholds defined in note (E) were not included in the analysis if traffic volume information was not available. This information was only gathered for major roadways. Therefore, it was assumed that if the information was missing the roadway would not have high enough traffic volumes to warrant a bus bay. Moreover, since the data was not randomly missing and there was a categorical difference between those locations that had information and those that did not, techniques to estimate missing values, like mean imputation or multiple imputation would not be appropriate.

(G) Rankings based on stops metric score relative to all other stops; only the top 10 priorities are shown.

(H) The list did not consider possible right-of-way acquisition requirements.

ILLUSTRATION 1

Bus Bay Priority Locations



1 inch = 1 mile

Prepared By: RTS
10/30/2013

ILLUSTRATION 2





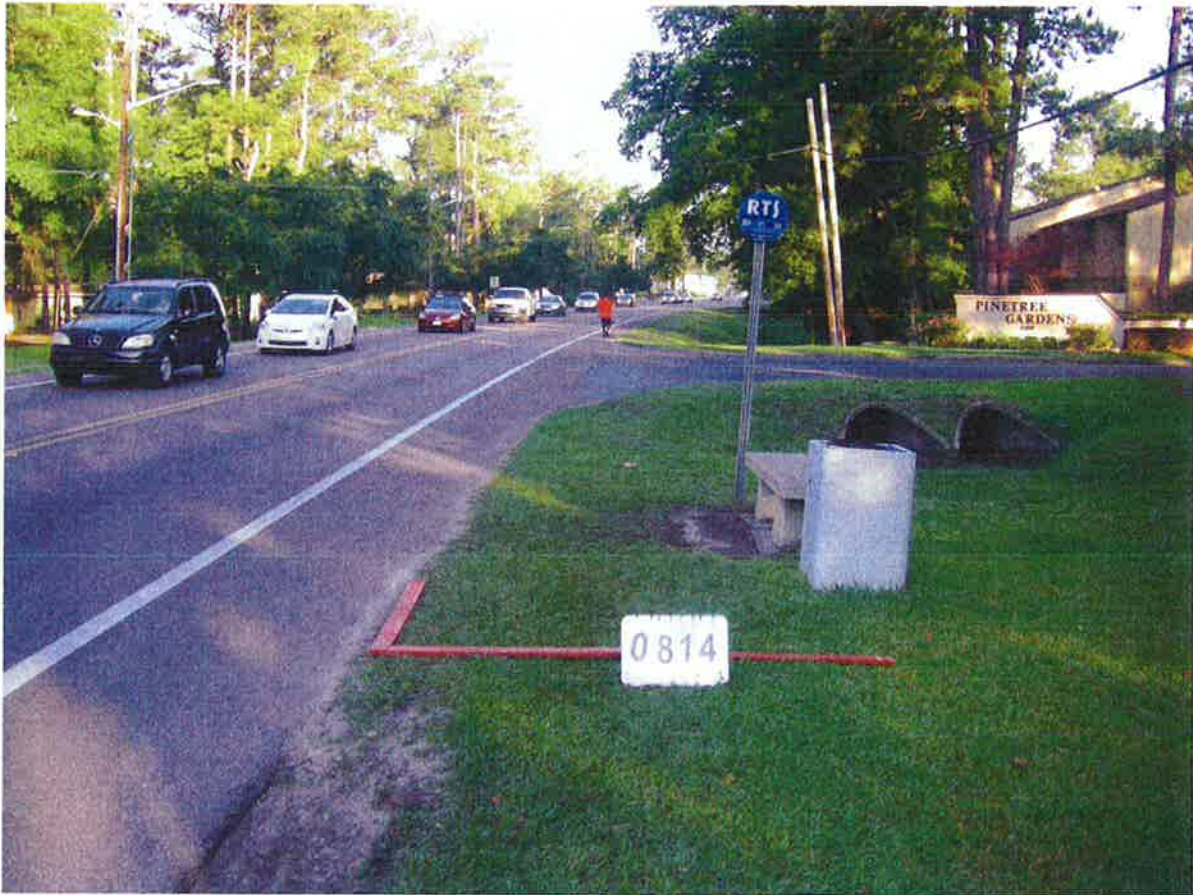


















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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Unmarked Pedestrian Crosswalks

STAFF RECOMMENDATION

Develop priorities for existing unmarked pedestrian crosswalks that need enhanced markings.

BACKGROUND

At its meeting on August 5, 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed pedestrian crossings. During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

“request that MTPO staff develop a priority list of existing unmarked crosswalks that need enhanced markings to include in the List of Priority Projects next year.”

Exhibit 1 is an email from City of Gainesville Public Works Department staff that lists six locations that need enhanced pedestrian crosswalk markings. In addition, Illustration 1 provides additional information for the locations in Exhibit 1.

Exhibit 2 are emails from University of Florida staff identifying several locations adjacent to the University of Florida campus that need enhanced pedestrian crosswalk markings.

Exhibit 3 is a 2009 report prepared by Regional Transit System staff entitled *“Regional Transit System Signalized Midblock Crosswalk Analysis.”*

Table 1 summarizes the information provided in Exhibits 1 and 2. Priorities need to be assigned to the locations described in this table.

Table 1

Existing Unmarked Crosswalks that Need Enhanced Markings

Priority	Location	Jurisdiction	Proposer
TBD	Archer Road - SW 31 Street to SW 28 Place	State	City
TBD	Archer Road - Gale Lemerand Drive to Center Drive	State	University
TBD	NW 39 Avenue- NW 23 Terrace to NW 19 Street	State	City
TBD	NW 43 Street- NW 13 Place to NW 19 Avenue	City	City
TBD	SW 2 Avenue- SW 23 Street to University Avenue	State	University
TBD	SW 13 Street- SW 25 Place to SW 21 Avenue	City	City
TBD	SW 16 Avenue- Shealy Drive to VA/CMS entrance	State	University
TBD	SW 16 Avenue- SW 13 Street to SW 6 Street	State	City
TBD	Additional Sites Along SW 62 Boulevard and SW 20 Avenue	City	City

TBD- To Be Developed

EXHIBIT 1

Marlie Sanderson

From: Leistner, Deborah L. [leistnerdl@cityofgainesville.org]
Sent: Tuesday, August 27, 2013 7:37 AM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.
Subject: RE: Unmarked Crosswalks

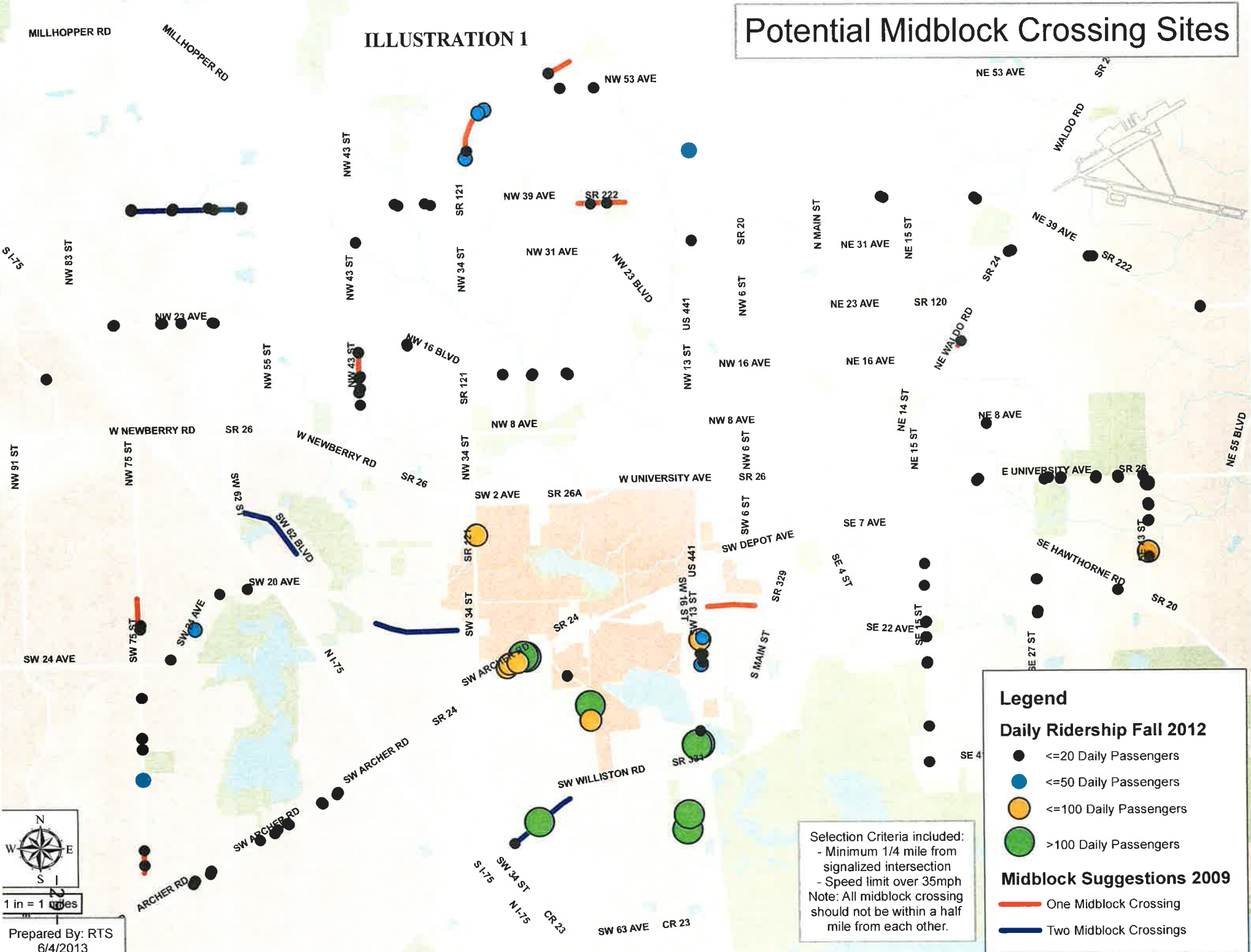
Marlie – below is a list of locations, with the language from the City Commission agenda item related to this issue:

- Installation of signalized midblock crossings along major corridors with high transit ridership to facilitate pedestrian access to/from RTS bus stops and increase motorist awareness. The locations initially targeted are listed below; additional evaluation, design and permitting will be required as most are under State or County ownership:
 - o Archer Rd between SW 28th Pl and SW 31st St;
 - o SW 16th Ave between SW 6th St and SW 13th St;
 - o SW 13th St between SW 21st Ave and SW 25th Pl;
 - o NW 43rd St between NW 19th Ave to NW 13th Pl;
 - o NW 39th Ave between NW 23rd Ter and NW 19th St;
 - o Consideration will also be given to additional installations along SW 62nd Blvd and SW 20th Ave.

Debbie Leistner
PW Planning Manager
City of Gainesville, Public Works Department
P.O. Box 490 – MS 58 | Gainesville, FL 32627
Phone: (352) 393-8412

Potential Midblock Crossing Sites

ILLUSTRATION 1



Legend

Daily Ridership Fall 2012

- ≤20 Daily Passengers
- ≤50 Daily Passengers
- ≤100 Daily Passengers
- >100 Daily Passengers

Midblock Suggestions 2009

- One Midblock Crossing
- Two Midblock Crossings

Selection Criteria included:
 - Minimum 1/4 mile from signalized intersection
 - Speed limit over 35mph
 Note: All midblock crossing should not be within a half mile from each other.



EXHIBIT 2

Marlie Sanderson

From: Dixon, Linda B [ldixon@ufl.edu]
Sent: Friday, October 25, 2013 9:35 AM
To: Marlie Sanderson
Cc: Scott Koons; 'Leistner, Deborah L.'; 'Batey, Dekova T.'; Fox, Scott E; Fuller, Ronald C
Subject: RE: Unmarked Crosswalks

Marlie,

There are two locations that the university identifies as very high priority for enhanced crosswalk markings as follows:

- Archer Rd between Gale Lemerand Drive and Center Drive
- SW 16th Avenue between Shealy Drive and VA/CMS signalized driveway entrance

The vicinity of W. University Avenue and NW 16th Street is another location worthy of consideration for an enhanced crosswalk.

-Linda

Linda B. Dixon, AICP
Associate Director
Facilities Planning and Construction Division
and
Director of Operations and Administration
UF Historic St. Augustine

University of Florida
P. O. Box 115050
Gainesville, FL 32611-5050

352/273-4010 phone
352/273-4034 fax

Mike Escalante

From: Dixon,Linda B [ldixon@UFL.EDU]
Sent: Monday, November 04, 2013 5:24 PM
To: Marlie Sanderson
Cc: Scott Koons; 'Leistner, Deborah L.'; 'Batey, Dekova T.'; Fox,Scott E; Fuller,Ronald C; Mike Escalante
Subject: RE: Unmarked Crosswalks - additional request

Marlie,

I would like to add one more location onto UF's high priority enhanced crosswalk location requests as follows:

- SW 2nd Ave/SR26A between W. Univ Ave/SR 26 and SW 23rd St/Woodlawn Drive at the President's House

I hope this can be incorporated into the requests that go to the committees in November.

-Linda

From: Dixon,Linda B
Sent: Friday, October 25, 2013 9:35 AM
To: 'Marlie Sanderson'
Cc: 'Scott Koons'; 'Leistner, Deborah L.'; 'Batey, Dekova T.'; Fox,Scott E; Fuller,Ronald C
Subject: RE: Unmarked Crosswalks

Marlie,

There are two locations that the university identifies as very high priority for enhanced crosswalk markings as follows:

- Archer Rd between Gale Lemerand Drive and Center Drive
- SW 16th Avenue between Shealy Drive and VA/CMS signalized driveway entrance

The vicinity of W. University Avenue and NW 16th Street is another location worthy of consideration for an enhanced crosswalk.

-Linda

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Facilities Planning and Construction Division
and
Director of Operations and Administration
UF Historic St. Augustine

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P. O. Box 115050
Gainesville, FL 32611-5050

352/273-4010 phone
352/273-4034 fax

From: Marlie Sanderson [<mailto:sanderson@ncfrpc.org>]
Sent: Thursday, September 26, 2013 10:11 AM
To: Dixon,Linda B

Cc: Scott Koons; Leistner, Deborah L.; Batey, Dekova T.
Subject: Unmarked Crosswalks

Linda-

At last week's TAC meeting, we discussed the MTPO's request that "staff develop a priority list of existing unmarked crosswalks that need enhanced markings to include in the List of Priority Projects next year." Attached is a list of potential locations that have been initially targeted by the City of Gainesville.

At the August 5th MTPO meeting, there was considerable discussion about enhancing unmarked crosswalks on roads immediately adjacent to the University of Florida campus (such as along portions of W. University Avenue immediately west of US 441). The MTPO wants to increase pedestrian safety for UF students, faculty and staff who travel to campus from off-campus locations.

In order to continue work on this issue, we are requesting your assistance in helping us identify existing unmarked crosswalks that need enhanced markings on the main roads that surround campus, such as the following:

W. University Avenue from US 441 west to Gale Lemerand

US 441 from W. University Avenue south to Archer Road

SW 34th Street from S.W. 2nd Avenue south to SW 20th Avenue

Archer Road from SW 23rd Terrace east to US 441

Please let us know if you and your staff are willing to assist us in developing this MTPO requested priority list for roads adjacent to UF campus. If possible, we would like to finalize a draft priority list in time to send it to the TAC, CAC and BPAB for their meetings in November.

Thanks, Marlie



Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

REGIONAL TRANSIT SYSTEM

SIGNALIZED MIDBLOCK CROSSWALK ANALYSIS

NOVEMBER 2009

*RTS MISSION:
TO ENHANCE THE QUALITY OF LIFE IN OUR COMMUNITY BY
PROVIDING EQUITABLE, SAFE, COURTEOUS, AND RELIABLE
TRANSPORTATION SERVICES.*



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INTRODUCTION

The desire to improve pedestrian safety extends to areas typically seen as being non-pedestrian-friendly, such as wide roadways with high traffic speeds. Pedestrians' ability to safely cross many roadways is affected as traffic volumes and congestion increase. Although numerous treatments exist at unsignalized crossings, there is growing concern about their effectiveness. On multilane arterials with six or more lanes, merging is occurring, lane changing increases, and there is a greater tendency for motorists to speed and slow. This creates highly complex conditions that must be interpreted by the pedestrian. At midblock locations, where vehicle speeds are high, signalization may be the only practical means of helping pedestrians to cross unless as part of a signal coordination scheme.



Figure 1: Flashing Signalized Crosswalk on Williston Road in Gainesville, FL

The following table summarizes possible crossing treatments:

Table 1: Synopsis of Crossing Treatments

Treatment	Characteristics
Advance Signing	Provides additional notification to drivers that a crosswalk is near
Advance Stop Line and Sign	Vehicle stop line if moved back from the crosswalk
Median Refuge Island	Accessible pedestrian path within a raised median
Raised Crosswalk	Crosswalk surface elevated above driving lanes
Curb Extension	Curb adjacent to crosswalk lengthened by the width of the parking lane
Roadway Narrowing	Reduced land widths and/or number of vehicle lanes
Markings and Crossing Signs	Standard crosswalk markings and pedestrian crossing signs
In-Street Pedestrian Crossing Signs	Regulatory signs placed in the street
High-Visibility Signs and Markings	Warning devices placed at or in advance of the pedestrian crossing
In-Roadway Warning Lights	Amber flashing lights mounted flush to the pavement surface at the crossing location
Pedestrian Crossing Flags	Square flags on a stick carried by pedestrians; flags stored in sign-mounted holders on both sides of the street
Overhead Flashing Amber Beacons	Mounted on mast arms that extend over the roadway or on signposts at the roadside; pedestrian activated
Pedestrian Crosswalk Signal	Standard traffic signal at a pedestrian crosswalk; pedestrian activated
Half Signal	Standard traffic signal on major road
HAWK Beacon Signal	Combination of a beacon flasher and a traffic control signal; dwells in a dark mode; pedestrian activated
Pedestrian Beacon	Pedestrian activated
Traffic Signal	Standard traffic signal at an intersection or midblock location; pedestrian phase typically activated by a pushbutton

TYPES OF CROSSWALK SIGNALS

Traffic Signal and Red Beacon Displays

Midblock pedestrian movements across the major street are controlled by traditional pedestrian walk/don't walk signals and provide red signal indication to motorists. The steady red signal indication provides a clear regulatory message that typically receives a more uniform control response than warning signs or flashing beacons.

Half Signals

Pedestrian-actuated half signals allow pedestrians to cross each section of the street separately. Two-stage crossings involve pedestrians who cross one side of the street, take refuge in a median, and then cross the other side of the street. A pedestrian activates the first signal and proceeds to the median once the traffic light turns red and the walk signal is displayed. At the median, the pedestrian activates the second signal and once again proceeds once the traffic light turns red and the walk signal is displayed. The half signal system remains green unless activated.

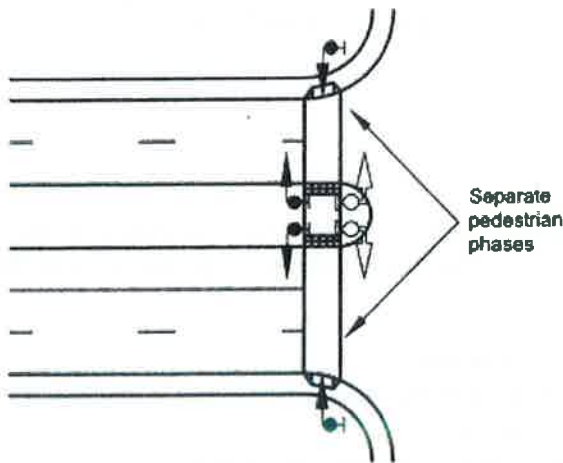


Figure 2: Pedestrian at Half Signal in Tucson, AZ

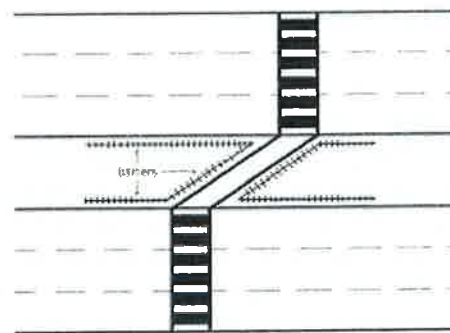
Half signals of varying types are used in cities such as Seattle, Portland, and Vancouver, Los Angeles, and Tucson. Some half signals are located at intersections, while others are located midblock. Half signals have been documented as successful in encouraging approximately 90 to 100% of motorists to yield to pedestrians along high-volume and/or high-speed streets. RTS particularly supports use of the two-stage angled crossing, as shown in Figure 3.



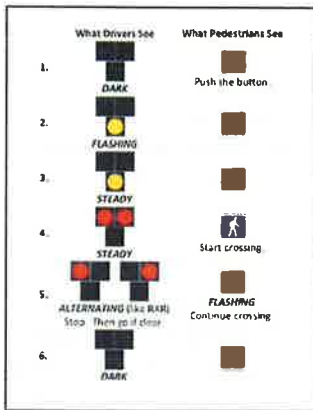
Figure 4: Half Signal



**Figure 3:
Two-Stage Signalized Pedestrian Crossing**



Two-Stage Angled Pedestrian Crossing



HAWK Pedestrian Flasher

The High-Intensity Activated Cross Walk (HAWK) is based on a European design and resembles the American school bus “children present” warning. The HAWK consists of a Red-Yellow-Red signal format for motorists. The signals remain off until a pedestrian activates the system by pressing a button. Red signal or beacon treatments consistently perform well, with compliance rates above 94 percent. Driver education has been an active component in those communities using a HAWK signal. Confusion may result from the dark beacon signal display, as drivers may interpret it as a power outage; however, that has not been a problem where implemented.

Figure 5: HAWK Signal Operation

Summary

Critics of the concept have suggested that vehicle crashes will increase because of signalization on the major street or conflicting control messages from the signal and Stop sign. However, crash analyses in the city of Seattle have documented that, with consistent operation, the half signals can actually reduce vehicle-vehicle crashes and pedestrian vehicle conflicts. Furthermore, critics may argue that a signalized crosswalk may provide a false sense of security for pedestrians. In the case of HAWK signals, however, a study revealed that all pedestrians stopped to observe the presence of oncoming traffic (Transportation Research Board, 2006).

In summary, devices with a red signal indication show promise as a pedestrian-crossing treatment for high-volume, high-speed arterial streets. The field studies conducted in this project indicated that these



red signal or beacon devices were most effective at prompting motorist yielding (all sites had motorist compliance greater than 90 percent) on high-volume, high-speed streets. It may be necessary to determine the most effective signal indication display sequence, as well as the traffic conditions that would accommodate the use of minor street Stop sign control and major street signal control.

Figure 6: HAWK Signal

Flashing Beacons

The use of flashing beacons for pedestrian crossings is prevalent in the United States. In some instances, there are concerns that the overuse of flashing beacons or the continuous flashing at specific locations has diluted their effectiveness in warning motorists of conditions.

Flashing beacons have been installed in numerous ways:

- At the pedestrian crossing, both overhead and side mounted;
- In advance of the pedestrian crossing, both overhead and side mounted;
- In conjunction with or integral within other warning signs; and
- In the roadway pavement itself (see next section on in-roadway warning lights).



Figure 7: Flashing Beacon

The operations for flashing amber beacons may also vary, including the following:

- Continuous flash mode;
- Pedestrian activated using manual pushbuttons;
- Passive pedestrian detection using automated sensors (e.g., microwave or video); and
- Different flash rates, sequences, or strobe effects.

The experience with flashing beacons has been mixed, as would be expected when they have been installed in numerous different ways. Several studies have shown that intermittent (typically activated using a manual pushbutton or automated sensor) flashing beacons provide a more effective response from motorists than continuously flashing beacons (36, 37).

These beacons do not flash constantly; thus, when they are flashing, motorists can be reasonably sure that a pedestrian is crossing the street. With pedestrian activation, special signing may be necessary to ensure that pedestrians consistently use the push-button activation. Alternatively, automated pedestrian detection has been used with some success, but typically requires extra effort in installation and maintenance.

Summary

Overhead flashing beacons appear to have the best visibility to motorists, particularly when used both at and in advance of the pedestrian crossing. Many installations have used both overhead and side-mounted beacons. The effectiveness of the flashing beacons in general, however, may be limited on high-speed or high-volume arterial streets. For example, overhead flashing beacons have produced driver yielding behavior that ranges from 30 to 76 percent, with the median values falling in the mid-50 percent range.

ADDITIONAL GUIDANCE FOR MIDBLOCK CROSSWALKS

Caution must be provided for signalized midblock locations. Pedestrians feel frustrated if a signal is holding them back from crossing when there is an ample gap. Many will choose to cross away from the crossing, while others will dutifully push the activator button, not get an immediate response, and cross when there is a sufficient gap. A few seconds later, the approaching motorists must stop at a red signal for no reason, which can encourage motorist disrespect for the signal in the future.

Thus, the best signal setup for a midblock crossing is a hot (nearly immediate) response. As soon as the pedestrian call actuator button is pushed, the clearance interval should be activated. This minimal wait time is a strong inducement for pedestrians to walk out of their way to use the crossing. Hot responses can often be used if the nearby signals are not on progression, or else a hot response may be permitted in off-peak hours. If a midblock signal system is used, it is important to place pedestrian pushbuttons in the median.



Figure 8: Half Signal

MUTCD GUIDANCE

The FHWA Manual of Uniform Traffic Control Devices (MUTCD) specifies that pedestrian signals can be applied in situations where traffic a major street is so heavy that pedestrians experience excessive delay in crossing the major street. According to Section 4C.05 Warrant 4, the need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that both of the following criteria are met:

- The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and
- There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic. If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E.

SUMMMARY TABLES

The type of signalized crosswalk reveals differences in levels of compliance among drivers. Red signals and beacons (midblock, half, and HAWK signals) achieved the highest level of motorist compliance—95% to 99%. Other types of signals were less successful. Figure 6 demonstrates an overview of motorist compliance rates among the different types of signals.

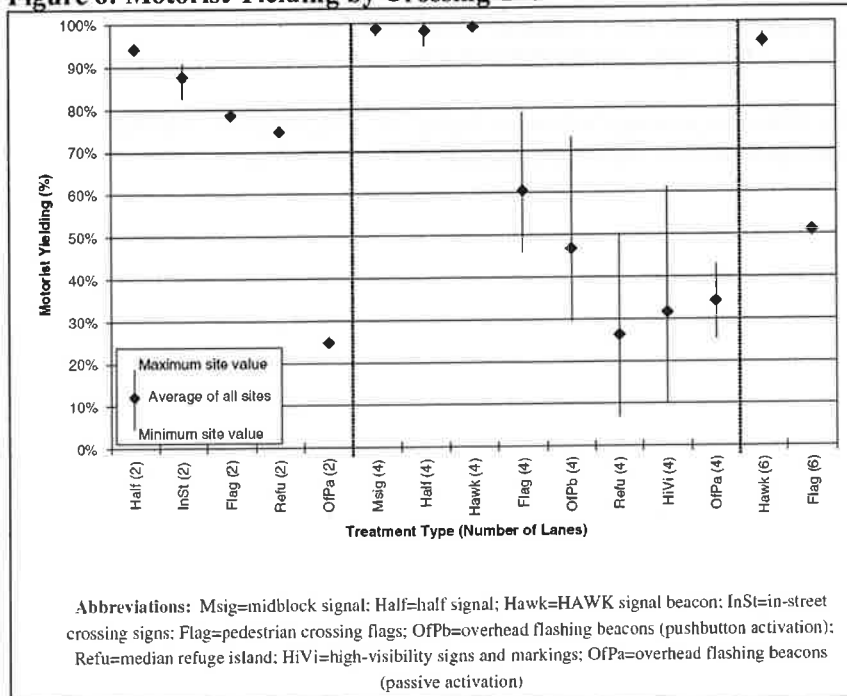
Table 2: Summary of Motorist Yielding Compliance

Motorist Yielding Compliance by Crossing Treatment	
Crossing Treatment	Average Compliance
Midblock Signal	95%
Half Signal	98%
HAWK Signal	99%
In-Roadway Warning Lights	66%
Overhead Flashing Beacon (Push-button Activation)	49%
Overhead Flashing Beacon (Passive Activation)	67%
Pedestrian Crossing Flags	74%

Source: Transportation Research Board, 2006

The number of travel lanes also plays a role in motorist compliance. A compliance rate above 94 percent exists for red signal or beacon devices, regardless of the number of lanes on the facility. The half signal treatment had statistically the same compliance rate for both two and four lanes. The same result was true for the HAWK treatment on four- and six-lane roads. For four-lane highways, the red devices have a much higher compliance rate than the other non-red devices. Figure 7 demonstrates compliance rates by number of travel lanes.

Figure 6: Motorist Yielding by Crossing Treatment and Number of Lanes



Source: Transportation Research Board, 2006

CONCLUSION

Treatments that show a red signal indication to the motorist have a statistically significant different compliance rate from devices that do not show a red indication.

- These red signal or beacon devices had compliance rates greater than 95 percent and include midblock signals, half signals, and HAWK signal beacons. Nearly all the red signal or beacon treatments evaluated were used on busy, high-speed arterial streets.
- Pedestrian crossing flags and in-street crossing signs also were effective in prompting motorist yielding, achieving 65 and 87 percent compliance, respectively. However, most of these crossing treatments were installed on lower-speed and lower-volume, two-lane roadways.

Finally, the number of lanes being crossed and posted speed limit were other factors in addition to type of treatment influencing the effectiveness of the crossing treatments (Transportation Research Board, 2006).

RTS RECOMMENDATION

Archer Road in Gainesville, FL is a 6-lane arterial with heavy traffic flows and a 45-mph speed limit. These conditions are not conducive to pedestrians—especially when trying to cross at unsignalized intersections. **RTS recommends installation of a signalized two-stage angled crosswalk treatment** with a hot response to link the Surge Area bus stop to apartments lining Old Archer Road. A crosswalk would greatly enhance pedestrian safety in this area, especially since large numbers of bus passengers attempt to cross Archer Road at this location every day. RTS recommends the two-stage angled signal instead of a HAWK crossing due to the width of Archer Road. The two-stage angled signal crossing—in which pedestrians cross one side of the street, take refuge in a median, and then cross the other side of the street—would better facilitate automobile movement while still enhancing pedestrian safety.

SOURCES

Federal Highway Administration. (2006). *Midblock Crossings*. Retrieved from <http://www.fhrc.gov/safety/pedbike/pubs/05085/chapt12.htm>.

Transportation Research Board. (2006). *Improving Pedestrian Safety at Unsignalized Crossings*. Retrieved from http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf.

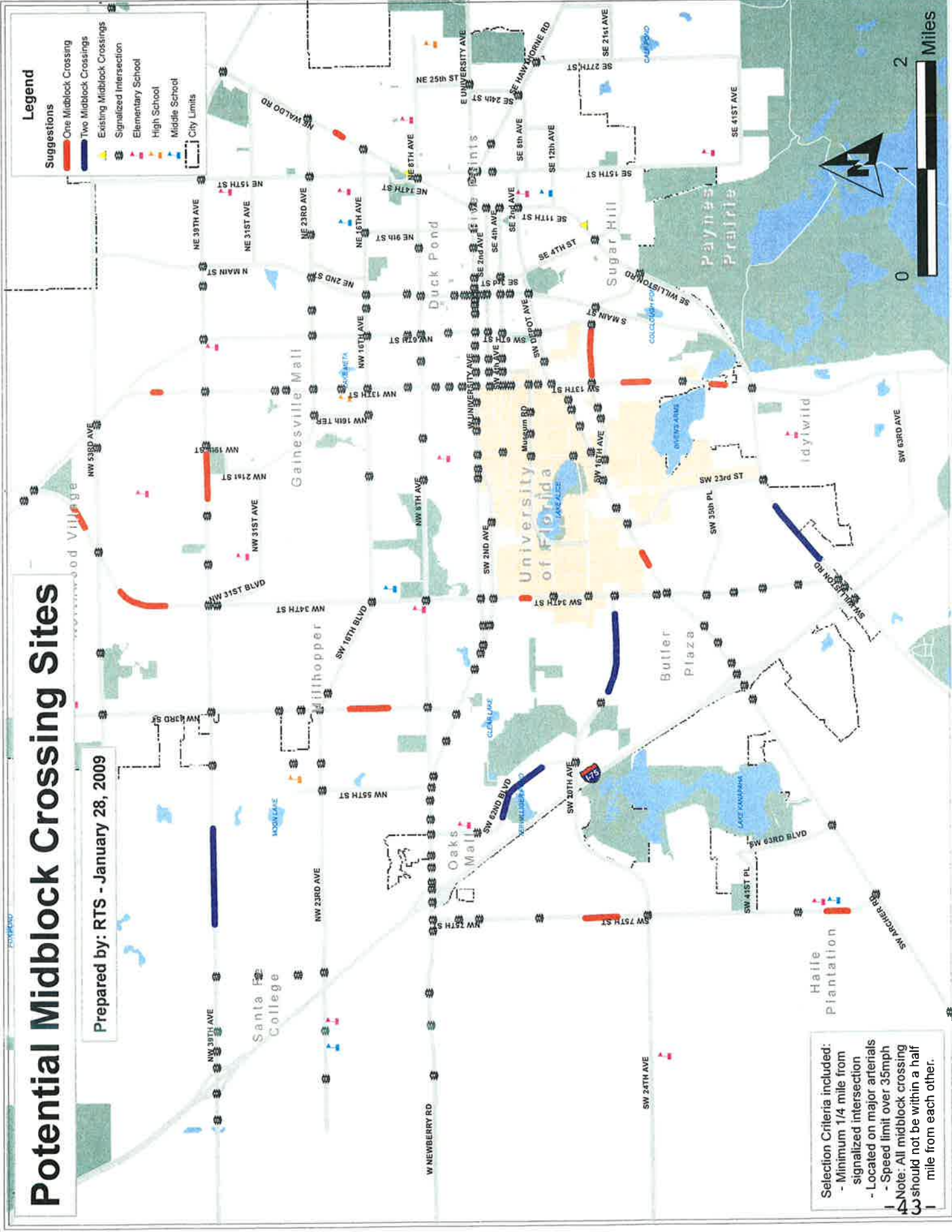
Potential Midblock Crossing Sites

Prepared by: RTS - January 28, 2009

Legend

Suggestions

- One Midblock Crossing
- Two Midblock Crossings
- Existing Midblock Crossings
- Signalized Intersection
- Elementary School
- High School
- Middle School
- City Limits



Selection Criteria included:

- Minimum 1/4 mile from signalized intersection
- Located on major arterials
- Speed limit over 35mph

Note: All midblock crossing should not be within a half mile from each other.





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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Pedestrian Safety at SW 34th Street Intersections

STAFF RECOMMENDATION

Technical Advisory Committee develop recommendations for making the SW 34th Street at Archer Road and SW 34 Street at Windmeadows Boulevard intersections less hostile to pedestrians.

BACKGROUND

At its August 12, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the intersection modifications proposed by the Florida Department of Transportation for the Archer Road at SW 34th Street and Windmeadows Boulevard intersections. During its discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area referred this issue to the Alachua Community Traffic Safety Team with a request for recommendations for making this area less hostile to pedestrians.

The Alachua Community Traffic Safety Team discussed these intersections at its September and October meetings. At its October 17, 2013 meeting, the Alachua Community Traffic Safety Team took action to respond to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the following statement-

“The Alachua Community Traffic Safety Team does not have a non-enforcement issue with this intersection and the team supports the finding of the Florida Department of Transportation and law enforcement agencies familiar with the area.”

t:\marlie\ms14\mtpo\memo\archeratsw34_actstreferral.docx

Socioeconomic Variables- Base Year 2010 and Future Year 2040

Variable (By Traffic Analysis Zone)	County Staff Reviews	City Staff Reviews		
Total population (by TAZ)	Yes	Yes		
Total dwelling units (by TAZ)	Yes	Yes		
% dwelling units not occupied by permanent residents	No	No		
% dwelling units vacant	No	Yes		
Population in dwelling units occupied by permanent residents	No	No		
% Households working without children and 0 car	County staff will identify TND zones that they want to hand adjust	City staff will adjust some zones adjacent to the University of Florida		
% Households working without children and 1 car				
% Households working without children and 2 car				
% Households working without children and 3+ car				
% Households working with children and 0 car				
% Households working with children and 1 car				
% Households working with children and 2 car				
% Households working with children and 3+ car				
% Households working with retired and 0 car				
% Households working with retired and 1 car				
% Households working with retired and 2 car				
% Households working with retired and 3+ car				
Hotel/motel units			No	No
% hotel/motel units occupied				
Persons in occupied hotel/motel units				
Person per unit in occupied hotel/motel units				
Industrial employment by place of work	Yes	Yes		
Commercial employment by place of work				
Service employment by place of work				
Total employment by place of work	Yes	Yes		
School enrollment	No	No		
Short-term parking cost	No	No		
Long-term parking cost	No	No		

Legend

City/County staff will review
City/County staff will not review
City/County staff to identify traffic analysis zones to adjust



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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Public Involvement Plan Update

STAFF RECOMMENDATION

Approve the revised Public Involvement Plan.

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. This edition of the enclosed Public Involvement Plan includes the following substantive revisions.

- Year 2010 Census information that is mapped on the new Gainesville Metropolitan Area boundary;
- Social Media strategy; and
- Updated Bylaws.

Enclosure

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by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.



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November 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Dr. Kermit Sigmon Citizen Participation Award

STAFF RECOMMENDATION

Be prepared to vote for one person (anyone is eligible) or group.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to someone, selected by the Citizens Advisory Committee, to be recognized for their contribution to the community's transportation planning process.

Previous Recipients

1997- Ruth Sigmon
1998- Perry Maull
1999- South West Alliance for Planning
2000- Var Heyl and Cindy Smith
2001- Chandler Otis
2002- Gerry Dedenbach
2003- Dr. Linda Crider
2004- Dan Burden
2005- Julia Reiskind
2006- Dr. Ruth Steiner
2007- Professor Martin Gold
2008- Susan and Mike Wright
2009- Sharon Hawkey
2010- Mayor Mark Goldstein
2011 Ed Poppell
2012 Scott Fox

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November 13, 2013

TO: Citizens Advisory Committee
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Alternative Meeting Locations

STAFF RECOMMENDATION

For information only. No action required.

BACKGROUND

At its September meeting, the Citizens Advisory Committee discussed meeting at a different location than the Grace Knight Conference Room. Staff reported that it would investigate possible alternative meeting locations. Table 1 shows alternative meeting locations.

Table 1

Alternative Meeting Locations

Jurisdiction	Alternative Facility	Annual Cost Estimate*	Transit Access
Alachua County	None	-	-
NCFRPC	Charles F. Justice Conference Room	\$0	No
City of Gainesville	Senior Center	\$1,200 [^]	Yes
	Thomas Center Long Gallery/Kitchen	\$432 [#]	Yes
	Westside Recreation Center	\$432 [#]	Yes
	Kelly Community Center	\$432 [#]	Yes
	Porter's Community Center	\$432 [#]	Yes
	Eastside Community Center	\$432 [#]	Yes
	King Jr. Multipurpose Center	\$432 [#]	Yes
	Boltin Center	\$432 [#]	Yes
	Johnson Resource Center	\$432 [#]	Yes

* 6 meetings x 4 hours x staffing hourly rate

[^] Fee may be waived at the direction of Alachua County and/or the City of Gainesville

[#] Fee may be waived by the City of Gainesville

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Community Centers

ALBERT "RAY" MASSEY WESTSIDE RECREATION CENTER	Location: 1001 NW 34 ST MAP RTS Route: 10	Acres: 26.90	Amenities: Parking, Restrooms, Basketball Courts w/ Light, Racquetball Courts, Tennis Courts w/ Light, Picnic Tables, Grills, Pavilion, Play Ground, Skate Park, Westside Pool Wheelchair Accessible – Building Parking Restroom
CLARENCE R KELLY COMMUNITY CENTER	Location: 1700 NE 8 AVE RTS MAP RTS Route: 11, 24, 27	Acres: 20.74	Amenities: Parking, Basketball Courts w/ Light, Play Ground Wheelchair Accessible: Building Parking Restroom
EASTSIDE COMMUNITY CENTER	Location: 2733 E. University Ave MAP RTS Route: 11	Acres: 0.5	Amenities: Restrooms, Basketball Courts w/ Light, Multipurpose Field, Picnic Table, Pavilion, Play Ground Wheelchair Accessible: Building Parking Restroom
MARTIN LUTHER KING JR. MULTIPURPOSE CENTER	Location: 1028 NE 14 ST MAP RTS Route: 11, 24	Acres: N/A	Amenities: Parking, Play Ground, Basketball Court Indoor, Northeast Pool Wheelchair Accessible: Building Parking Restroom
PORTER'S COMMUNITY CENTER	Location: 512 SW 6 AVE MAP RTS Route: 43	Acres: 0.50	Amenities: Basketball Courts w/o Light, Picnic Table, Play Ground Wheelchair Accessible: Building Parking Restroom
ROSA B. WILLIAMS/UNION ACADEMY	Location: 524 NW 1 ST MAP	Acres: 0.90	Amenities: Basketball Courts w/ Light, Play Ground Wheelchair Accessible: Building Parking Restroom
GAINESVILLE/ALACHUA SENIOR RECREATION CENTER	Location: 5701 NW 34 ST MAP RTS Route: 8	Acres: N/A	Amenities: Wheelchair Accessible: Building Parking Restroom
T.B. MCPHERSON CENTER	Location: 1717 SE 15 ST MAP RTS Route: 2, 27	Acres: 15.00	Amenities: Restrooms, Basketball Courts w/ Light, Racquet Ball Courts, Tennis Courts w/ Light, Picnic Table, Grills, Pavilion, Play Ground, Mickle Pool Wheelchair Accessible: Building Parking Restroom
THELMA A. BOLTIN CENTER	Location: 516 NE 2 AVE MAP RTS Route: 11	Acres: 0.22	Amenities: Parking Wheelchair Accessible: Building Parking Restroom
WILHELMINA JOHNSON RESOURCE CENTER	Location: 321 NW 10TH ST MAP RTS Route: 5	Acres: N/A	Amenities: Wheelchair Accessible: Building Parking Restroom

ElderCare of Alachua County

5701 NW 34 BLVD
GAINESVILLE, FLORIDA 32653
PH 352/265-9040
FAX 352/265-9041

Rental Rates: ElderCare of Alachua County / Senior Recreation Center

Available Rental Space	Price / Hour	Refundable Deposit Required	Capacity	Square Footage	Special Features
Multi-purpose Room	\$150.00	\$200.00	240	4012 sq ft	<ul style="list-style-type: none"> - 24, 72' round tables - 240 chairs - Elevated Stage with built in lighting - Full Service Kitchen - Built in projector with 11ft drop screen - One 55' Flat Screen TV - Two 42' Flat Screen TVs - Patio - 5, 6 foot rectangular tables - Easy parking
Shands HealthCare Wellness Classroom	\$75.00	\$200.00	48	1344 sq ft	<ul style="list-style-type: none"> - 12, 6ft rectangular tables - 48 chairs provided - 55'inch Flat Screen TV (x2) - 2 White Boards - Counter space with sink
Dharma Endowment Foundation Education Room	\$50.00	\$200.00	24	672 sq ft	<ul style="list-style-type: none"> - 6, 6ft rectangular tables - 24 chairs provided - 42' Flat Screen TV - White Board - Counter space with sink
Eloise Page Education Room	\$50.00	\$200.00	24	672 sq ft	<ul style="list-style-type: none"> - 6, 6ft rectangular tables - 24 chairs provided - 42' Flat Screen TV - White Board - Counter space with sink
Game Room	\$50.00	\$200.00	20		<ul style="list-style-type: none"> - Pool Table - Ping Pong Table - Wii - Multiple board games



If you have any questions about rental of the Senior Recreation Center, please contact Kevin Ramirez at ramirk@shands.ufl.edu or 352-265-8739.

Visit our website at www.eldercareao.org

Sponsored by ElderCare of Alachua County, Inc. and the State of Florida Department of Elder Affairs. This agency is also supported by the State of Florida Department of Education, Division of Blind Services, United Way, Alachua County, and the City of Gainesville Community Development Block Grant Program.



Please remember ElderCare of Alachua County in your estate planning.

TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 7/24/2013	MEETING DATE 9/18/2013	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
STEVEN DUSH Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Planning & Development Services	P	P	NO
DEBBIE LEISTNER [Vice Chair] Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Matthew Muller Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
VACANT Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	P	YES
KAREN TAULBEE Alt - James Green Alt - Vacant	Florida Department of Transportation	E	P	NO
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	E	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	P	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

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* City of Gainesville Level of Service (LOS) Subcommittee Member; ** LOS Subcommittee Alternate only.

Attendance Rule:

1. Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	11/28/2012	1/23/2013	2/20/2013	5/22/2013	7/24/2013	9/18/2013	PERCENT IF ABSENT AT NEXT MEETING 11/20/2013
E J Bolduc	14-Dec	P	P	P	P	P	P	86%
Thomas Bolduc	15-Dec	-	P	P	P	P	E	-
Rob Brinkman	14-Dec	P	P	P	P	P	P	86%
Nelle Bullock	13-Dec	P	P	P	P	P	P	86%
Rajeeb Das	15-Dec	-	P	E	P	P	P	-
Mary Ann DeMatas	14-Dec	P	P	P	P	P	A	71%
Luis Diaz	13-Dec	-	-	-	-	P	P	-
Jan Frentzen	15-Dec	-	A	E	P	P	A	-
Melinda Koken	15-Dec	-	P	P	P	P	E	-
Chandler Otis	15-Dec	-	P	P	P	P	P	-
John Richter	13-Dec	P	P	P	P	P	P	86%
James Samec	14-Dec	P	A	P	P	P	P	71%
Holly Shema	13-Dec	-	A	P	P	A	P	-
Ruth Steiner	14-Dec	P	P	P	E	P	P	71%
Ewen Thomson	13-Dec	P	P	E	P	A	P	57%

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences.

Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
 - A. all CAC meetings will require mandatory attendance by all members; and
 - B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in **BOLD ITALICS** are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2014 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 22 TAC@NCFRPC	January 23	February 3 at 3:00 p.m.
APRIL	April 2 TAC@NCFRPC	April 3	April 14 at 3:00 p.m.
JUNE	May 21	May 22	June 2 at 5:00 p.m.
AUGUST	July 23	July 24	August 4 at 3:00 p.m.
OCTOBER	September 24	September 25	October 6 at 3:00 p.m.
DECEMBER	November 19	November 20	December 1 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are usually 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.

