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May 14, 2014

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, May 21, 2014, 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, May 21, 2014, 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 #9
7:10 p.m. | IV. | Transportation Improvement Program (TIP) | APPROVE STAFF
RECOMMENDATION |
| | | <u>The MTPO must approve all projects in the TIP that contain federal funds (other projects are included for information only)</u> | |
| Page #11
7:40 p.m. | V. | List of Priority Projects- 2013 | APPROVE STAFF RECOMMENDATION |
| | | <u>Each year, the MTPO approves priority lists of needed projects that are eligible to be funded with federal and/or state funds</u> | |
| Page #17
8:00 p.m. | VI. | Year 2040 Long Range Transportation Plan-
Vision Statement, Principles and Strategies | APPROVE STAFF
RECOMMENDATION |
| | | <u>The MTPO needs to adopt a vision statement, principles and strategies to govern the development of the long range transportation plan.</u> | |

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

VII. Information Items

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

Page #27

A. CAC and TAC Attendance Records

Page #29

B. Meeting Calendar- 2014

Page #31

C. FDOT Letter dated April 9, 2014- Elimination of Median Crossovers

*No handout included with the enclosed agenda matter

MINUTES

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

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida

2:00 p.m.
Wednesday
April 2, 2014

MEMBERS PRESENT

Debbie Leistner, Vice Chair
Paul Adjan
Dekova Batey
Chris Dawson
Ruth Findley
Ron Fuller
Matthew Muller
Jason Simmons

MEMBERS ABSENT

Linda Dixon
James Green
James Speer

OTHERS PRESENT

Alan Danaher
Brain Singleton

STAFF PRESENT

Michael Escalante

CALL TO ORDER

Vice Chair Debbie Leistner, City of Gainesville 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

Vice Chair Leistner asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Dekova Batey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Leistner asked for approval of the November 20, 2013 minutes.

Mr. Michael Escalante, MTPO Senior Planner noted that the minutes were revised to show Linda Dixon's motion and Dean Mimms' second of approval of the September 18, 2013 minutes.

MOTION: Chris Dawson moved to approve the revised November 20, 2013 TAC minutes. Ron Fuller seconded; motion passed unanimously.

IV. GO ENHANCE RTS STUDY

Mr. Escalante stated that the Alternatives Analysis is complete. He introduced Mr. Alan Danaher, Parsons-Brinkerhoff Project Manager.

Mr. Danaher discussed the Go Enhance RTS Study report and answered question.

MOTION: Chris Dawson moved to recommend that the MTPO hear a presentation and accept the Go Enhance RTS Study report. Ron Fuller seconded; motion passed unanimously.

V. UNIFIED PLANNING WORK PROGRAM

Mr. Escalante stated that the MTPO is required to adopt a Unified Planning Work Program. He said that this program identifies the planning activities for a two-year cycle. He reported that two new tasks include the Multimodal Corridor Study and the Household Travel Behavior Survey. He noted that the Florida Department of Transportation will fund the additional surveys.

MOTION: Chris Dawson moved to recommend that the MTPO approve Fiscal Years 2015 and 2016 Unified Planning Work Program. Dekova Batey seconded; motion passed unanimously.

VI. LIST OF PRIORITY PROJECTS

Mr. Escalante stated that each year the MTPO is required to develop a List of Priority Projects. He discussed the draft document, its new format and the staff recommendations.

MOTION: Chris Dawson moved to recommend that the MTPO approve the new formatted Fiscal Year 2014-15 to 2019-20 List of Priority Projects with the discussed revisions, except Table 2- Transportation Alternatives Program Priorities and have MTPO staff schedule a TAC Working Group meeting to evaluate and consider additional projects to Table 2- Transportation Alternatives Program Priorities. Jason Simmons seconded; motion passed unanimously.

Debbie Leistner, Paul Adjan, Dekova Batey, Chris Dawson and Ruth Findley volunteered to serve on the TAC Working Group.

VII. COMMITTEE OFFICER ELECTIONS

Mr. Escalante stated that it was time to elect a new Chair and Vice Chair.

MOTION: Dekova Batey moved to elect Debbie Leistner as Chair. Chris Dawson seconded; motion passed unanimously.

MOTION: Chris Dawson moved to elect Matthew Mulleras Vice Chair. Dekova Batey seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

Mr. Escalante discussed Dr. Maurice Levy's email regarding pedestrian safety and access to transit..

ADJOURNMENT

The meeting was adjourned at 4:25 p.m.

Date

Debbie Leistner, 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
April 2, 2014

MEMBERS PRESENT

Jan Frentzen, Chair
E. J. Bolduc
Thomas Bolduc
Nelle Bullock
Rajeeb Das
Luis Diaz
Melinda Koken
James Samec
Ewen Thomson
Chris Towne

MEMBERS ABSENT

Rob Brinkman, Vice Chair
Kamal Latham
Chandler Otis
Ruth Steiner

OTHERS PRESENT

Alan Danaher
Buford Davis
Miguel Lugo
Matthew Muller

STAFF PRESENT

Michael Escalante

CALL TO ORDER

Chair Jan Frentzen called the meeting to order at 7:07 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: E. J. Bolduc 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.

MOTION: E. J. Bolduc moved to approve the January 22, 2014 CAC minutes. Chris Towne seconded; motion passed unanimously.

IV. GO ENHANCE RTS STUDY

Mr. Michael Escalante, MTPO Senior Planner, stated that the Alternatives Analysis is complete.

Mr. Matthew Muller, Regional Transit System Transit Planner, discussed the alternatives analysis process and answered questions.

Mr. Alan Danaher, Parsons-Brinkerhoff Project Manager, discussed the Go Enhance RTS Study report and answered question.

MOTION: Melinda Koken moved to recommend that the MTPO accept the Go Enhance RTS Study report as a completed planning document. James Samec seconded; motion passed unanimously.

V. UNIFIED PLANNING WORK PROGRAM

Mr. Escalante stated that the MTPO is required to adopt a Unified Planning Work Program. He said that this program identifies the planning activities for a two-year cycle. He noted that two new tasks include the Multimodal Corridor Study and the Household Travel Behavior Survey.

E. J. Bolduc declared a conflict of interest.

MOTION: James Samec moved to recommend that the MTPO approve Fiscal Years 2015 and 2016 Unified Planning Work Program. Melinda Koken seconded; motion passed 7 to 0 with one abstention due to conflict of interest.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 9:12 p.m.

Date

Jan Frentzen, Chair



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May 14, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program

RECOMMENDATION**Approve the Fiscal Years 2014-15 - 2018-19 Transportation Improvement Program.****BACKGROUND**

Enclosed please find a draft copy of the Fiscal Years 2014-15 - 2018-19 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Guardian and Gainesville Sun on Thursday, May 8, 2014 and in The Independent Florida Alligator on Tuesday, May 13, 2014. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

<http://ncfrpc.org/mtpo/publications/TIP/TIPDOC14dft4web.pdf>

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Approval of the Transportation Improvement Program authorizes about \$42 million in federal funds for Fiscal Year 2014/15. Of this \$42 million, Regional Transit System projects are about \$15 million.

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May 14, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: List of Priority Projects

STAFF RECOMMENDATION

Approve the Fiscal Years 2016 to 2020 List of Priority Projects.

BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

Approve the Transportation Alternatives Program priorities in Exhibit 1.

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program.

A full color copy of the draft List of Priority Projects can be viewed at the following website link:

<http://ncfrpc.org/mtpo/publications/LOPP/LOPP14dftweb.pdf>

The enclosed Exhibit 1 is the Bicycle/Pedestrian Advisory Board recommendation for Transportation Alternatives Program priorities. The enclosed Exhibit 2 is an email from Dr. Maurice Levy regarding his concerns for pedestrian safety and access to transit. Several of his concerns have been addressed in the draft List of Priority Projects.

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promoting economic development and providing technical services to local governments.

Exhibit 1

**Table 2- Bicycle/Pedestrian Advisory Board Recommendation
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	Bicycle Facilities Map for North Central Florida	AT: NCFRPC Regionwide	Update bicycle map series brochures*
2	W 6 Street	FM: SW 16 Avenue TO: NW 13 Street	Install bicycle signage R4-11 Bicycles May Use Full Lane
	W 13 Street	FM: Archer Road TO: NW 23 Avenue	Install bicycle signage R4-11 Bicycles May Use Full Lane or sharrows
3	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands [19,250 AADT]
4	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
5	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
6	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
7	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
8	SW 13 Street	FM: Mosque TO: One-Stop Job Center	Construct ADA-compliant sidewalk
9	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
10	E 10 Street	FM: Depot Avenue Trail TO: NE 3 Avenue	Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/Waldo Road intersection
11	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk [490 AADT]
12	SW 34 Street Grade-Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing [38,000 AADT]

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

*If this funding source is not appropriate, use same type funds as first edition of map series.

**2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; NCFRPC = North Central Florida Regional Planning Council; NW = Northwest; RTS = Regional Transit System; SW = Southwest; UF = University of Florida; W = West

Initial Transportation Alternative Program Priorities were developed by the Bicycle/Pedestrian Advisory Board.

EXHIBIT 2

From: Maurice Douglas Levy
To: Mike Escalante
Subject: FW: 5 critical bike/pedestrian improvements needed to serve the medically indigent, especially the SW 8th Avenue Connector
Date: Monday, March 24, 2014 9:45:42 PM

I am unable to make the meetings. Please add my comments to the others.

The medically indigent don't own cars. They get to the pharmacy, the laboratory, the radiologist, and the doctor by walking, bicycling, and RTS. The Coalition of Safety Net Clinics have identified five key improvements that would greatly benefit the medically indigent. The SW 8th avenue connector deserves very strong consideration.

- 1. A sheltered bus stop at West Side Samaritan Clinic, 10000 Newberry, and eventually a bus route.***
- 2. The office park behind North Florida Regional Medical Center must have sidewalks built. It is very car friendly, but if you are walking or cycling, you must use the street, a very dangerous situation. The rights of way must be purchased if we are to use public moneys to build these sidewalks.***
- 3. A side walk from Florida Jobs to Rahma Mercy Clinic on SW 13th Street. People attending the clinic must walk from the last bus stop to the Clinic by walking on a county road with no shoulder.***
- 4. A sidewalk from the bus stop on NW 39th Avenue to the new Grace Market Place (an empowerment center being built by the city on the former GCI site). The city owns the property.***
- 5. The SW eighth avenue connector would not only benefit the people with cars, by shortening the extensive detours they must make to get from SW tower road to SW 20th Avenue, but would also benefit the impoverished people in the neighborhood. It would provide much easier access to the social services at the South West Advocacy Group (SWAG), and to the medical clinic for the indigent proposed at that site. Sidewalks on both sides of the street are essential. It is unsafe to walk on the sidewalk against traffic, as drivers pulling in and out of driveways, and making right turns, look for oncoming traffic, and hardly ever look in the opposite direction. It is very easy to hit a cyclist or pedestrian walking or cycling against traffic, even though they are on the sidewalk. And if there is a sidewalk on only one side of the street, pedestrians and cyclist will have to cross the street to access SWAG, and there is no safe place to cross. At least three median islands are essential to calm traffic, otherwise the road would become an unsafe highway. And parking for SWAG and for the new medical clinic is essential to provide better access to the persons utilizing these services. Removing one of the sidewalks, and one or two***

of the medians, and the parking, would save only a few tens of thousands of dollars. On the other hand, you could save more than one million dollars by not burying the utilities.

***Thank you very much,
Maurice***

Maurice Douglas Levy, MD, FACS (Ret.)
2281 NW 24th Avenue
Gainesville, Florida 32605
mauricedlevy@hotmail.com
Home: 352-338-3591
Cell: 352-318-7675



May 14, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Vision Statement, Principles and Strategies

STAFF RECOMMENDATION

Approve the Vision Statement, Principles and Strategies.

BACKGROUND

Federal requirements mandate that the adopted long range transportation plan

“include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.”

The Vision Statement, Principles and Strategies are used to guide the development of the long range transportation plan. They include both long range and short-range actions that are consistent with state and local goals and objectives. Efforts have been made to insure that the draft Vision Statement, Principles and Strategies are consistent with the following-

1. City of Gainesville and Alachua County Comprehensive Plans;
2. State Comprehensive Plan;
3. Florida Transportation Plan; and
4. North Central Florida Strategic Regional Policy Plan

In addition, the draft Vision Statement, Principles and Strategies was developed using information that was gathered from the public at the first Community Public Workshop held on February 18, 2014.

Application

Once adopted, the Vision Statement, Principles and Strategies will be used as follows in the remaining steps of the long range transportation plan update process:

1. the three alternative Needs Plans that are tested and evaluated will be developed using the adopted Vision Statement, Principles and Strategies;

2. the adopted Needs Plan will only include projects that advance the Vision Statement, Principles and Strategies;
3. the Vision Statement, Principles and Strategies will be used to rank Needs Plan projects; and
4. a matrix will be developed that shows the consistency between each Cost Feasible Plan project and the Vision Statement, Principles and Strategies.

Exhibit 1

The attached Exhibit 1 is the Vision Statement, Principles and Strategies that are being recommended for the Year 2040 long range transportation plan update. In Exhibit 1, the ~~strike through~~ and underline technique is used to shows the proposed revisions to the vision statement, goals and objectives that were approved five years ago during the Year 2035 long range transportation plan update.

To create the Vision, Principles and Strategies, a number of local, regional, and state plan resources were reviewed and utilized to ensure planning consistency and provide inspiration. Specifically, the following plans and plan elements were reviewed: the Gainesville Year 2035 Long Range Transportation Plan, the Alachua County Comprehensive Plan 2011-2030 Transportation Mobility Element, the City of Gainesville's Comprehensive Plan Transportation Mobility Element (updated 10/12/13), the 2060 Florida Transportation Plan, and the 2011 North Central Florida Strategic Regional Policy Plan.

Vision Statement

The Gainesville Urbanized Area will ~~have develop and maintain~~ a multimodal transportation system that integrates land use and transportation ~~planning and~~ investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

1. Sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
2. Balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
3. Transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
4. Greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park and ride facilities; and
5. A ~~multi-modal transportation network~~ ~~network of Rapid Transit Facilities~~ connecting regional employment centers in order to enhance the economic competitiveness of the area.

Goals and Objectives Principles and Strategies

Goal-Principle Statement 1: Economic Vitality and Community Livability

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.

Strategies OBJECTIVES

- 1.1 Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.2 Encourage development and location of employment centers to promote desired housing patterns and densities.

- 1.3 Encourage location of health care and commerce in proximity to all residential areas.
- 1.4 Direct location of goods distribution centers to avoid negative impact on residential areas.
- 1.5 Improve the viability of alternatives to the single occupant vehicle (bicycling, walking, public transit, carpooling/vanpooling and teleworkingtelecommuting) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.6 Increase the number of "complete streets" that provide accommodations for all users through the use of contextual solutions.
- 1.7 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.8 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.9 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods, by filling in sidewalk gaps, and by identifying roadways that would benefit from additional pedestrian and bicycle facilities.
- 1.10 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- 1.11 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.12 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.13 Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Urbanized Area.
- 1.14 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.15 Select physical and transit improvementsmodifications to the transportation system that will better accommodate the disabled.
- 1.165 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.

1.176 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

1.187 Support transportation projects that promote economic development and job creation.

1.198 Promote regional and local cooperation on transportation issues and needs.

1.20 Promote the services of and support the Gainesville Regional Airport.

Principle Goal Statement 2: Sustainable Decision-Making and Preservation

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil transportation-related fuel consumption, and lower greenhouse gas emissions.

Strategies OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage the siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes of transportation.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.

- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.
- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.
- 2.13 Encourage the development and use of tele-commuting, distance education, virtual meeting, and other communications technologies as a method to reduce vehicle miles traveled.

Principle Goal Statement 3: Safety for Mobility and Accessibility

Develop and maintain a safe transportation system that supports increased mobility and better accessibility by creating multi-modal transportation choices for all users ~~and neighbors of~~ transportation facilities and services.

Strategies OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.

- 3.4 Increase safety for vulnerable road users, including the elderly, the transportation disadvantaged, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving (e.g., designing for the incorporation of emerging safety-related technologies).
- 3.6 Improve performance through safety improvements/modifications and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.
- 3.9 Work with federal, state and local agencies, the private sector and other stakeholders to minimize and mitigate potential threats and vulnerabilities in the multi-modal transportation system.

Principle Goal Statement 4: Security and Resilience

Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.

Strategies OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major event/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.

- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing prevention strategies, and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.
- 4.8 Include emergency management considerations in the MTPO transportation planning process.
- 4.9 Encourage the use of technologies that can increase transportation safety, such as automatic road enforcement and emergency vehicle notification systems.

PrincipleGoal Statement 5: Transportation Network Management and Operations

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

Strategies OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network to ensure optimal use.
- 5.2 Preserve current and planned rights-of-way for transportation system improvementsmodifications.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and

provides a better parallel network for vulnerable users, including the elderly and children.

5.8 Emphasize cost effectiveness as a factor for identifying priorities for all modes.

Principle Statement 6: Promote efficiency and effectiveness within the transportation system and the planning process.

Strategies

- 6.1 Review and coordinate MTPO planning efforts with state planning efforts, including the Florida Department of Transportation's long and short-range plans and programs.
- 6.2 Give priority to modifications that do not require additional travel lanes (i.e., changes in signal timing, addition of turn lanes, transportation systems management, and intelligent transportation systems).
- 6.3 Give priority to modifications that encourage low cost capacity modifications (i.e., additional through lanes at intersections and limited roadway widening projects).
- 6.4 Seek and facilitate public and private funding sources for transportation modifications and maintenance.
- 6.5 Review and coordinate MTPO planning efforts with local planning efforts, including the Future Land Use Element and transportation-related elements of local government comprehensive plans.
- 6.6 Work with the City of Gainesville and Alachua County to issue an annual Level of Service Report and coordinate to designate backlogged and constrained transportation facilities.
- 6.76 Encourage transportation demand management strategies to reduce the number of single occupant vehicles (e.g., carpool, bike, walk, telecommuting, and compressed work weeks).
- 6.8 Support the City of Gainesville's and Alachua County's efforts to implement the Gainesville Transportation Mobility Program Area (TMPA), Transportation Mobility Districts and Transportation Concurrency Exception Areas (TCEAs), and support efforts to maintain roadway level of service and mitigate effects to the regional road network outside of those areas.

TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/20/2013	MEETING DATE 4/2/2014	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNIGHT Alt - Jeff Hays Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RUTH FINDLEY Alt- Brian Singleton 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 [Chair] Alt- Phil Mann Alt - Jacob Kain	City of Gainesville Department of Public Works	P	P	NO
MATTHEW MULLER [Vice Chair] Alt- Jesus Gomez Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
PAUL ADJAN Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	E	P	NO
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	P	E	NO
JAMES SPEER Alt- David Deas Alt-	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	E	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

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	11/20/2013	1/22/2014	4/2/2014	Violation If Absent At Next Meeting 5/21/2014
E J Bolduc	14-Dec	P	P	P	-
Thomas Bolduc	15-Dec	P	P	P	-
Rob Brinkman	14-Dec	P	P	A	-
Nelle Bullock	16-Dec	P	P	P	-
Rajeeb Das	15-Dec	E	P	P	-
VACANT	14-Dec	-	-	-	-
Luis Diaz	16-Dec	P	P	P	-
Jan Frentzen	15-Dec	P	E	P	-
Melinda Koken	15-Dec	P	P	P	-
Kamal Latham	16-Dec	-	P	A	-
Chandler Otis	15-Dec	P	P	E	-
James Samec	14-Dec	A	P	P	-
Ruth Steiner	14-Dec	P	P	E	-
Ewen Thomson	16-Dec	P	P	P	-
Chris Towne	16-Dec	-	P	P	-

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 Chair 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:

- 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:
 - all CAC meetings will require mandatory attendance by all members; and
 - attendance is recorded at all CAC meetings, even if a quorum is not present.
- On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
- 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 <i>TAC Cancelled</i>	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.

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January 14, 2014



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue, MS-2002
Lake City, FL 32025-5874

ANANTH PRASAD, P.E.
SECRETARY

April 9, 2014

Marlie Sanderson
Gainesville MTPO
2009 NW 67th Place
Gainesville, FL 32653-1603

Re: Notice of Intended Department Action – Elimination of Median Crossovers
FIN 428804-1-32-01, State Road 93/I-75, Gainesville, Alachua County
From South of SR 121 (Williston Road) to South of SR 222 (NW 39th Avenue)

Dear Mr. Sanderson:

The Florida Department of Transportation (FDOT) is currently designing and preparing construction plans for upcoming roadway improvements to State Road 93 (I-75) in the Gainesville area. As part of this process the Department reviews existing median crossovers along a project in regard to safe and efficient traffic operations of the highway, and to be certain each crossover is consistent with current FDOT safety rules and design standards to the maximum extent feasible.

This letter is to notify your agency that the above review has identified the need to eliminate all three “Official Use Only” median crossovers between Archer Road and Newberry Road. These median crossovers violate both FDOT and Federal safety policy due to improper spacing, close proximity to nearby bridge structures and interchanges thus partially blocking driver visibility, and their being located within an urban area. The crossovers scheduled to be removed are located:

- North of SR 24 Archer Road (Sta. 611+00)
- North of SW 20th Avenue (Sta. 686+50)
- South of SR 26 Newberry Road (Sta. 747+30)

Depending upon the availability of adequate funding, the highway construction improvements are currently programmed to begin in 2015.

NORTH CENTRAL FLORIDA
RECEIVED

APR 14 2014

FDOT is sending this advance notice to emergency service providers that use this section of I-75 to advise of this upcoming action, and to seek input on how the loss of these "Official Use Only" median crossovers might impact your day to day efforts in accomplishing your assigned tasks. Your comments would be greatly appreciated.

If you wish to provide further information or wish to meet to discuss, please contact me at telephone number (800) 749-2967, extension 7392.

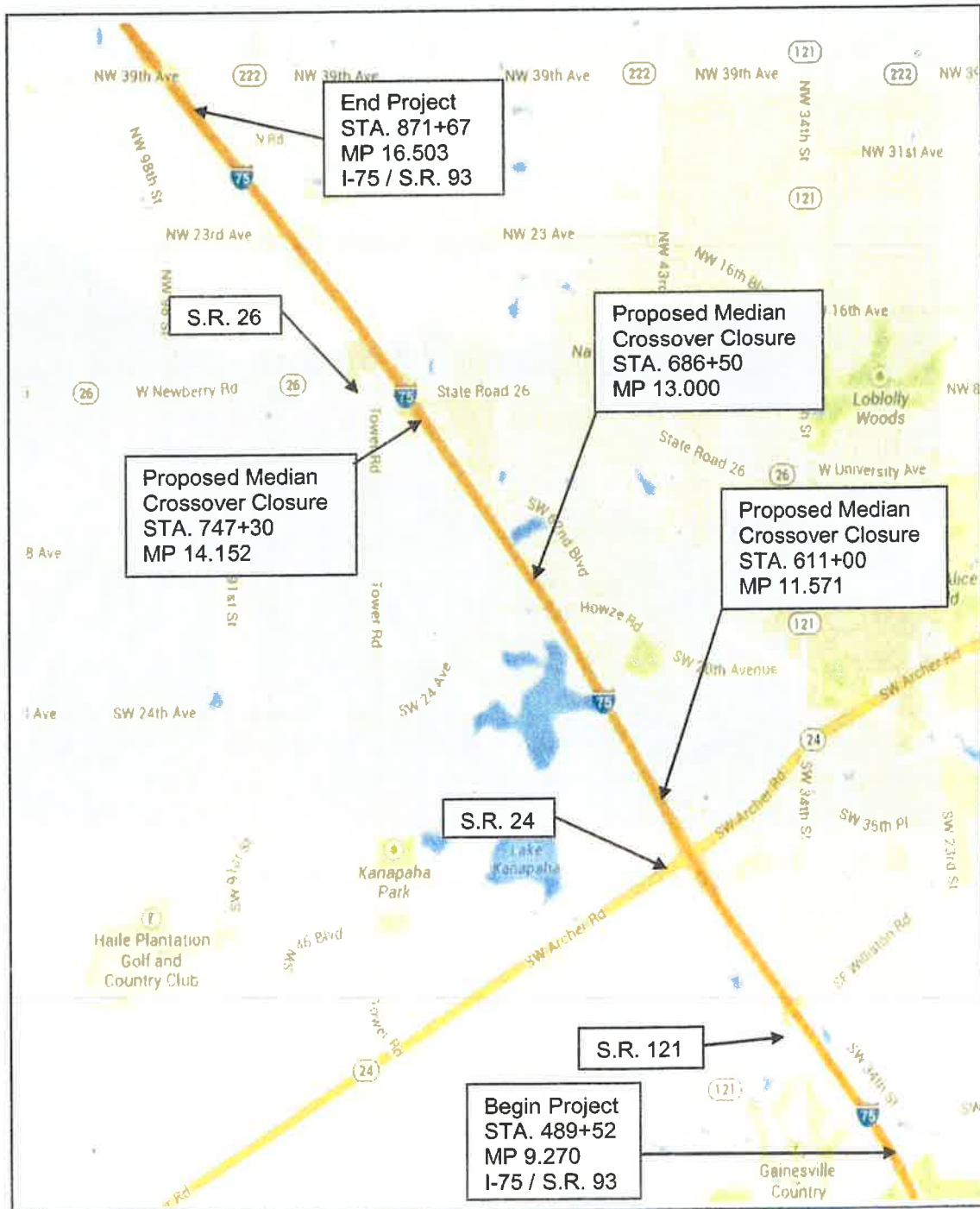
Sincerely,



Renee Brinkley, MS-2002
FDOT Design Project Manager
Florida Department of Transportation, District 2
1109 South Marion Avenue
Lake City, FL 32025-5874

cc: Nelson Bedenbaugh

Median Crossover Location Map



Median Crossover Station 611+00



Southbound Lane Looking Southbound

Median Crossover Station 686+50



Northbound Lane Looking Southbound

Median Crossover at Station 747+30



Northbound Lane Looking Northbound