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September 17, 2014

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

On Wednesday, September 24, 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, September 24, 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 #23
7:10 p.m. | IV. | Strategic Intermodal System (SIS)
Airport Connector Designations | APPROVE STAFF
RECOMMENDATION |

FDOT is planning two revisions to the SIS Connector designations at the Airport- to drop the NW 39th Avenue entrance and add the new entrance off Waldo Road.

- | | | | |
|-----------------------|----|--|---------------------------------|
| Page #29
7:30 p.m. | V. | Transportation Alternative Program Projects-
2014 Application | APPROVE STAFF
RECOMMENDATION |
|-----------------------|----|--|---------------------------------|

The Florida Department of Transportation is accepting applications for transportation alternative projects.

- | | | | |
|----------------------|-----|--|--------------------|
| Page #57
CAC Only | VI. | Original Florida Tourism Task Force
Bicycle Mapping Product | NO ACTION REQUIRED |
|----------------------|-----|--|--------------------|

The MTPO asked the North Central Florida Regional Planning Council to coordinate with the CAC and the B/PAB on the development of this map.

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 #59
TAC Only

**VII. University Avenue Multimodal Study-
Existing Conditions Report**

NO ACTION REQUIRED

The MTPO's consultant (Sprinkle Consulting, Inc.) will discuss this report.

Page #99
TAC Only

**VIII. Year 2040 Long Range Transportation Plan-
Existing Plus Committed (E+C) Network**

APPROVE TABLE 1

Table 1 lists new and programmed projects that need to be included in the E+C network.

IX. Information Items

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

Page #103
Page #105
Page #107

- A. CAC and TAC Attendance Records
- B. Meeting Calendar- 2014
- C. University Avenue Multimodal Corridor Study Workshop Notice

*No handout included with the enclosed agenda matter.

MINUTES

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

Gainesville Regional Utilities General Purpose Room
 301 SE 4th Avenue
 Gainesville, Florida

2:00 p.m.
 Wednesday
 July 23, 2014

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Debbie Leistner, Chair Dekova Batey Linda Dixon Ruth Findley James Green Jeff Hays Dean Mimms Matthew Muller	Paul Adjan Ron Fuller James Speer	Wiatt Bowers Bruce Landis Chandler Otis Wiley Page	Michael Escalante

CALL TO ORDER

Chair Debbie Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:02 p.m.

I. INTRODUCTIONS

Chair Leistner introduced herself and asked other to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Dean Mimms moved to approve the meeting agenda amended to place V. Year 2040 Long Range Transportation Plan- Vision Statement, Principles and Strategies before IV. University Avenue Multimodal Study- Existing Conditions. Matthew Muller seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner asked for approval of the May 21, 2014 minutes.

MOTION: Dean Mimms moved to approve the revised May 21, 2013 TAC minutes. Matthew Muller seconded; motion passed unanimously.

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

Mr. Escalante stated that the MTPO referred the draft vision statement, principles and strategies to its staff and advisory committees. He reported that the MTPO thought that they were long, redundant and unbalanced.

Mr. Wiley Page, Atkins Project Manager, and Wiatt Bowers, Atkins Project Manager, discussed the revised draft vision statement, principles and strategies.

MOTION: Jeff Hays moved to recommend the MTPO approve the Vision Statement, Principles and Strategies as modified in Exhibit 1. Linda Dixon seconded; motion passed unanimously.

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- EXISTING CONDITIONS

Mr. Escalante stated that Mr. Bruce Landis, Sprinkle Consulting Project Manager, was present to discuss the University Avenue Multimodal Study existing conditions.

Mr. Landis discussed the University Avenue corridor study project timeline, existing conditions and answered questions.

VI. STATISTICALLY VALID TELEPHONE SURVEY

Mr. Escalante stated that the MTPO requested a cost estimate for a statistically valid survey similar to the one that was conducted in 2005. He said that the University of Florida Bureau of Economic and Business Research was contacted to develop an updated survey. He reviewed the survey and answered questions.

MOTION: Jeff Hays moved to recommend the MTPO approve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey revised to include the RTS staff recommendation (Exhibit 2), authorize staff to pay the University of Florida Research Center \$20,340 to conduct this survey, provide the MTPO with an explanation of how outreach to cell phone households is in the statistically valid survey methodology. Dean Mimms seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 4:15 p.m.

Date

Debbie Leistner, Chair

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EXHIBIT 1

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Vision Statement (Map 21- Subsection (a) (1))

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

Principles [shown in bold- Map 21 (h) (1)] and Strategies (shown in italics)

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic ~~prosperity~~ development through job creation.

~~*Strategy 1.2: Construct new roads and/or widen existing roads that allow for the expansion of existing commercial centers.*~~

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Strategy 1.3-2 Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and nonmotorized users

Strategy 2.1: Support projects that increase safety for all users, such as improved access management to reduce crashes, ~~construction of~~ variable message signs to warn motorists of unsafe conditions, provision of sidewalks, ~~transit, and~~ bicycle facilities ~~on new roads~~ and late night transit services ~~to deter drunk driving~~.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

~~*Strategy 2.3: Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities.*~~

~~*Strategy 2.4: Support-Encourage* development of alternative fuel sources and *multimodal* infrastructure to provide continuing transportation services in the event of scarcity.~~

~~*Strategy 2.5: Coordinate with appropriate agencies to accommodate variable and unexpected transportation network conditions incident management and emergency management.*~~

Principle 3: Increase the accessibility and mobility of people and freight

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2: Encourage the construction of bus bays (turnouts) on major road corridors.

Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4: Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2: Develop and expand a ~~rail~~ network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

Strategy 6.1: Develop a transportation system that ~~disburses~~disperses traffic ~~aeross~~throughout the local transportation grid rather than concentrating traffic on a few major roads.

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

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

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

Strategy 6.4: Continue to implement complete streets that maximize the efficiency of the transportation system.

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Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: ~~Give a priority in funding to road preservation, maintenance projects, and low-cost improvements~~Direct sufficient resources to preserve existing transportation infrastructure.

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

EXHIBIT 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey

PHONE SURVEY

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

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

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

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

*Your phone number was selected at random.

*Anything you say will be confidential.

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

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

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

Do you have any questions?

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

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

Days

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

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

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

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

[Open end Response]

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

		Very Important					Not Important at All	No Opinion/ Don't Know/Not Applicable
		5	4	3	2	1		
a.	Building sidewalks	5	4	3	2	1	9	
b.	Expanding bus service hours during the work week	5	4	3	2	1	9	
c.	Expanding bus service hours on the weekends	5	4	3	2	1	9	
d.	Having the bus come by on existing routes more often	5	4	3	2	1	9	
e.	Add new bus routes to areas without transit service	5	4	3	2	1	9	
f.	Provide more bus or van service to those who cannot drive (the elderly or disabled)	5	4	3	2	1	9	
g.	Upgrading intersections by adding turn lanes	5	4	3	2	1	9	
h.	Add lanes on existing roads	5	4	3	2	1	9	
i.	Building new roads	5	4	3	2	1	9	
j.	Building bicycle lanes and/or paths	5	4	3	2	1	9	

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

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

Roads \$ _____
 Transit Service \$ _____
 Bicycle Facilities \$ _____
 Pedestrian Facilities \$ _____

Demographics

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

_____ Enter # years

Q9. Do you live in the Gainesville city limits?

- 1. Yes
- 2. No
- 9. Refused

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

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

Q12. How many registered motor vehicles are there in your household? (Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles.)

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

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

1. Yes
2. No

-9. Refused

Q15. Record gender [Ask only if needed]

1. Male
2. Female

Q16a. What is your age?

Q16b. (If Q16a is refused) Into which of the following age categories do you fall?

1. 18 to 34
2. 35 to 54
3. 55 to 64
4. 65 or older

-9. Refused

Q17. Are you of Spanish or Hispanic origin?

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

-8. Don't Know

-9. Refused

Q18. What race do you consider yourself?

(INT: READ CHOICES IF NECESSARY)

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

-8. Don't Know

-9. Refused

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

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
July 23, 2014

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Rob Brinkman, Vice Chair
E. J. Bolduc
Thomas Bolduc
Rajeeb Das
Luis Diaz
Melinda Koken
Kamal Latham
Chandler Otis
James Samec

Jan Frentzen, Chair
Nelle Bullock
Ruth Steiner
Ewen Thomson
Chris Towne

Jeff Hays

Michael Escalante

CALL TO ORDER

Vice Chair Brinkman called the meeting to order at 7:02 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: Chandler Otis 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: Luis Diaz moved to approve the May 21, 2014 CAC minutes. James Samec seconded; motion passed unanimously.

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

Mr. Escalante stated that the MTPO referred the draft vision statement, principles and strategies to its staff and advisory committees. He reported that the MTPO thought that they were long, redundant and unbalanced. He discussed the revised draft vision statement, principles and strategies.

MOTION: Thomas Bolduc moved to recommend the MTPO approve the Vision Statement, Principles and Strategies as modified in Exhibit 1. James Samec seconded; motion passed unanimously.

Vice Chair Brinkman noted that County staff needed to leave soon and stated that agenda item VII. Gainesville Area Chamber- Eight Considerations would be discussed next.

VII. GAINESVILLE AREA CHAMBER- EIGHT CONSIDERATIONS

Mr. Escalante stated that a CAC member requested this information be provided to the CAC.

Mr. Kamal Latham discussed the Gainesville Area Chamber- Eight Considerations. He and Mr. Jeff Hays, Alachua County Transportation Planning Manager, discussed the Transportation Surtax projects Lists and answered questions.

VI. STATISTICALLY VALID TELEPHONE SURVEY

Mr. Escalante stated that the MTPO requested a cost estimate for a statistically valid survey similar to the one that was conducted in 2005. He said that the University of Florida Bureau of Economic and Business Research was contacted to develop an updated survey. He reviewed the proposed survey and answered questions.

MOTION: Luis Diaz moved to recommend the MTPO approve the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey revised to include the RTS staff recommendation (Exhibit 2), authorize staff to pay the University of Florida Research Center \$20,340 to conduct this survey, provide the MTPO with an explanation of how outreach to cell phone households is in the statistically valid survey methodology. James Samec seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 9:21 p.m.

Date

Jan Frentzen, Chair

EXHIBIT 1

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Vision Statement (Map 21- Subsection (a) (1))

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Strategy 1.3-2 Support projects that improve connectivity to existing or planned economic centers.

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Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Strategy 2.3: Support projects that increase security for all users of transit, ~~such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities~~.

Strategy 2.4: ~~Support-Encourage~~ development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.

Strategy 2.5: Coordinate with appropriate agencies to accommodate ~~variable and unexpected transportation network conditions~~ incident management and emergency management.

Principle 3: Increase the accessibility and mobility of people and freight

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

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Strategy 6.1: Develop a transportation system that ~~disburses~~disperses traffic ~~across-throughout~~ the local transportation grid rather than concentrating traffic on a few major roads.

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

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

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

Strategy 6.4: Continue to implement complete streets that maximize the efficiency of the transportation system.

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

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

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

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

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

[Open end Response]

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

		Very Important			Not Important at All		No Opinion/ Don't Know/Not Applicable
a.	Building sidewalks	5	4	3	2	1	9
b.	Expanding bus service hours during the work week	5	4	3	2	1	9
c.	Expanding bus service hours on the weekends	5	4	3	2	1	9
d.	Having the bus come by on existing routes more often	5	4	3	2	1	9
e.	Add new bus routes to areas without transit service	5	4	3	2	1	9
f.	Provide more bus or van service to those who cannot drive (the elderly or disabled)	5	4	3	2	1	9
g.	Upgrading intersections by adding turn lanes	5	4	3	2	1	9
h.	Add lanes on existing roads	5	4	3	2	1	9
i.	Building new roads	5	4	3	2	1	9
j.	Building bicycle lanes and/or paths	5	4	3	2	1	9

Q7. If you had \$100 to spend on ROADS, BUSES, BICYCLE PATHS, SIDEWALKS how much would you spend on...
(Interviewer: REMEMBER ALLOCATION MUST ADD TO \$100.)

Roads \$ _____
 Transit Service \$ \$ _____
 Bicycle Facilities \$ \$ _____
 Pedestrian Facilities \$ _____

Demographics

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

_____ Enter # years

Q9. Do you live in the Gainesville city limits?

- 1. Yes
- 2. No

-9. Refused

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

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

Q12. How many registered motor vehicles are there in your household? (Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles.)

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

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

1. Yes
2. No

-9. Refused

Q15. Record gender [Ask only if needed]

1. Male
2. Female

Q16a. What is your age?

Q16b. (If Q16a is refused) Into which of the following age categories do you fall?

1. 18 to 34
2. 35 to 54
3. 55 to 64
4. 65 or older

-9. Refused

Q17. Are you of Spanish or Hispanic origin?

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

-8. Don't Know

-9. Refused

Q18. What race do you consider yourself?

(INT: READ CHOICES IF NECESSARY)

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

-8. Don't Know

-9. Refused

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



IV

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Hamilton • Lafayette • Madison

Suwannee • Taylor • Union Counties

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

September 17, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Strategic Intermodal System (SIS)- Airport Connector Designations

STAFF RECOMMENDATION

Delete the NW 39th Avenue Entrance designation and add the designation of the new Waldo Road Airport Entrance Road.

BACKGROUND

The Florida Department of Transportation is requesting approval of one revision to the Strategic Intermodal System designation that connects the Gainesville Regional Airport to Interstate 75. This revision is to delete the NW 39th Avenue Entrance designation and add the designation of the new Airport Entrance Road off of Waldo Road (see attached August 6, 2014 email). There can only be one route connector from the nearest Strategic Intermodal System Highway (Interstate 75) to the Airport and this connector should be the one that is the shortest.

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Marlie Sanderson

From: Allan Penksa [allan.penksa@flygainesville.com]
Sent: Wednesday, September 03, 2014 11:01 AM
To: Marlie Sanderson
Subject: RE: Gainesville Airport SIS Connector Designation

I would agree that we keep 39th Avenue as the SIS connector from I-75, have it bend up SR24 to the new airport entrance road and include the new entrance road as part of the SIS connector.

Thanks,

Allan

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Wednesday, September 03, 2014 10:28 AM
To: Allan.Penksa@flygainesville.com
Cc: Scott Koons; Bennette, Barney; Green, James; jfrentzn@bellsouth.net
Subject: FW: Gainesville Airport SIS Connector Designation

Allan-

The issues below will be discussed by the MTPO TAC and CAC Committees on September 24th and the MTPO on October 6th. Do you recommend that the MTPO approve FDOT's SIS connector designation revisions to delete the NW 39th Avenue entrance and add the new entrance off Waldo Road? We want to hear from you before we develop the staff recommendation.

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.

From: Bennette, Barney [mailto:Barney.Bennette@dot.state.fl.us]
Sent: Monday, August 11, 2014 3:21 PM
To: Marlie Sanderson
Cc: Scott Koons; Green, James; Allan.Penksa@flygainesville.com; Mike Escalante
Subject: RE: Gainesville Airport SIS Connector Designation

Hi Marlie, Unfortunately no to both of you questions.

The airport is a SIS Hub and we are only allowed one connector from the SIS Highway network to the SIS Hub. It is true on the SIS Highway network that an interconnected system is preferred, but for the SIS connectors there is only one connector per hub and it should be the shortest route to the nearest SIS Highway. If we were to add the segment on Waldo Road we would be required to drop the SIS Connector from 39th Avenue.

Hope this clarifies,

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2

Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

From: Marlie Sanderson [<mailto:sanderson@ncfrpc.org>]
Sent: Monday, August 11, 2014 10:45 AM
To: Bennette, Barney
Cc: Scott Koons; Green, James; Allan.Penksa@flygainesville.com; Mike Escalante
Subject: RE: Gainesville Airport SIS Connector Designation

Barney-

A couple of questions before we can decide if we need to take this to the MTPO-

1. Is it possible to do the "Planned Add" on Waldo Road and not do the "Planned Drop" on NE 39th Avenue?
2. Also, is it possible to designate the portion of Waldo Road from NE 23rd Avenue to NE 39th Avenue as part of the SIS Connector since this portion of Waldo Road leads to the Airport (it would make for a more complete, interconnected SIS system)?

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.

From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Wednesday, August 06, 2014 8:41 AM
To: Marlie Sanderson
Cc: Green, James
Subject: Gainesville Airport SIS Connector Designation

Hi Marlie,

The Strategic Intermodal System Connector for the Gainesville Regional Airport is currently designated for the entrance off 39th Avenue as a "Planned Drop"; and the new entrance off Waldo Road is designated a "Planned Add". With the completion of the entrance off of Waldo Road, I want to finalize the SIS connector designation swap by dropping the 39th Ave entrance and adding the Waldo Road entrance designation.

My question is, should we bring anything before the MTPO before finalizing the designation change; or since each entrance is already in a "Planned Drop" or "Planned Add" status, is it acceptable to proceed with finalizing the change?

Thanks,
Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821



Gainesville Regional Airport | Gainesville Greyhound

Thanks,
 Barney Bennette, PE
 Florida Department of Transportation, District 2
 Strategic Intermodal System Coordinator
 Transportation Alternatives Program Coordinator
 1109 S. Marion Avenue, MS 2007
 Lake City, FL 32025-5874
 (386) 961-7878
barney.bennette@dot.state.fl.us
 PE # 41821



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

September 17, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Alternative Program Projects- 2014 Application

STAFF RECOMMENDATION

Approve the submission of a transportation alternative project application by the City of Gainesville for the NW 19th Lane Two-way Cycle Track (see attached Exhibit 1).

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves project priorities for Transportation Alternative Program projects. Exhibit 2 shows the Transportation Alternative Program project priorities that were approved on June 2, 2014. According to the Florida Department of Transportation (see Exhibit 3), funding applications this year for transportation alternative projects are due by December 5, 2014. The following material discusses the status of the first three project priorities.

Priority #1- E. University Avenue Pedestrian Refuge Islands

According to Exhibit 4, the Florida Department of Transportation will not consider funding this project until the University Avenue Multimodal Emphasis Corridor Study is completed.

Priority #2- Norton Elementary Trail

According to Exhibit 5, the Florida Department of Transportation has programmed this project for construction in Fiscal Year 2019.

Priority #3- NW 19th Lane Two-Way Cycle Track

Currently, this project is the highest priority project in Exhibit 2 without a Transportation Alternative Program application submitted to the Florida Department of Transportation.

t:\marlie\ms15\ntpo\memo\transalternativestac.docx

EXHIBIT 1



APPLICANT INFORMATION

Date: 09/15/2014

PROJECT SPONSOR: City of Gainesville

CONTACT PERSON: Teresa Scott

TITLE: Director of Public Works

ADDRESS: PO BOX 490 - MS 58, Gville, FL,

ZIP: 32627-0490

PHONE: 352-334-5070

FAX: 352-393-7987

EMAIL: scottta@cityofgainesville.org

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

Currently LAP Certified

Not LAP Certified

(Year of Certification: 2007)

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.: 1

PROJECT TITLE: NW 19th Lane Cycle Track

PROJECT LOCATION: City of Gainesville, northwest quadrant

PROJECT LENGTH: 1,400 ft

TERMINI: NW 16th Ter to US 441/NW 13th St

BRIEF PROJECT DESCRIPTION: Construct a cycle track along the north side of the road.

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

Transportation Alternative, defined in 23 USC 101

Recreational Trail, defined in 23 USC 206

Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
(Safe Routes to School Application **must** accompany this application)

Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

Check the Transportation Alternative activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 101(a)(29) and 213(b).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation and rehabilitation of historic transportation facilities
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: ***(A Safe Routes to School application must accompany this application.)***
 - infrastructure-related projects
 - Noninfrastructure-related projects
 - Safe Routes to School Coordinator
- Planning, designing, and constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROJECT DESCRIPTION

Roadway Name and/or Number: NW 19th LANE

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin: US 441/NW 13th Street

End: NW 16th Terrace

Project Length: 1,400 ft

Scope of Work *(Attach conceptual plans if available):*

Project consists of design and construction of a cycle track along NW 19th Lane to expand connectivity of the bicycle network.

Summarize any special characteristics of the project *(Provide Typical Section drawings and describe the typical section here.):*

Proposed improvements include 10' cycle track for 2-way travel along the north side of the road, header curb and 2' traffic shoulder.

Describe existing right-of-way ownerships along the project *(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements):*

Project is located within the right-of-way of NW 19th Lane, a city-owned and maintained roadway.

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

Yes

No

Project will be completed within the existing right-of-way.

Provide any additional project specific information that should be considered.

Project expands mobility and access to cyclists, providing an alternative route of transportation and connecting to other cycling routes.

PROJECT IMPLEMENTATION INFORMATION

- Project phases included in funding request:**
- Planning Activities
 - Project Development & Environment Study
 - Preliminary Engineering/Final Design Plans
 - Construction
 - Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Planning activities.

Describe the proposed method of performing and administering each work phase of the project. (If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input checked="" type="checkbox"/> Applicant's Cons	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Applicant's CEI
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT		<input type="checkbox"/> FDOT

Have any public information, or community, meetings been held? Yes No

Describe public, and private, support for the project. (Examples: petitions, written endorsements, resolutions, etc.)

Outreach for the project was conducted as part of the sales tax initiative that will be on the ballot on 11/14.

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Project will continue to be owned and maintained by the City of Gainesville.

Are matching funds being applied to the project? If so, explain any limitations to those funds. Yes No

Provide any additional implementation information that should be considered.

The project extends from US 441/NW 13th Street to NW 16th Terrace, along NW 19th Lane. NW 19th Lane provides access to the Gainesville High School and operates primarily as a one-way street westbound, except at the terminus points where two-way access serves the school parking lot on the east end and a residential complex on the west end. NW 19th Lane is a critical component of the City's cycling network as it connects with the bicycle boulevard system to the east and to the proposed Glen Springs Road multiuse trail to the west. As such it enhances connectivity for cyclists, providing an alternative off-street route between residential neighborhoods and activity/employment centers. The project also enhances connectivity to other multimodal trails in the community. Figure 1 depicts the project location and connectivity to other elements of the cycling network. The cycle track advances the goals and objectives outlined in the City's Comprehensive Plan by adding infrastructure that supports a balanced transportation system that provides transportation choices and enhances the quality of life in the city.

Project will be constructed within the existing right-of-way. The proposal consists of a reconfiguration of the existing parking bay along the north side of the road, shortening the length of parking spaces to allow the implementation of a two-way cycle track between the existing sidewalk and the parking bay.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. (A detailed project cost estimate must be attached to this application.)

Planning Activities	
Project Development & Environment Study	
Preliminary Engineering / Final Design Plans	40,000
Construction	250,000
Construction Engineering & Inspection Activities	45,000
Other (Describe) <u>Contingency</u>	50,000
Total Estimated Cost	385,000

PROJECT FUNDING

TA FUNDS	LOCAL FUNDS	<u>TOTAL</u>
385,000	-	385,000
<u>TA FUND %</u>	<u>LOCAL FUND %</u>	<u>TOTAL</u>
100	-	100

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by 100 (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that 385,000 (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

Phyllis for
Signature

Teresa Scott, PE
Print Name

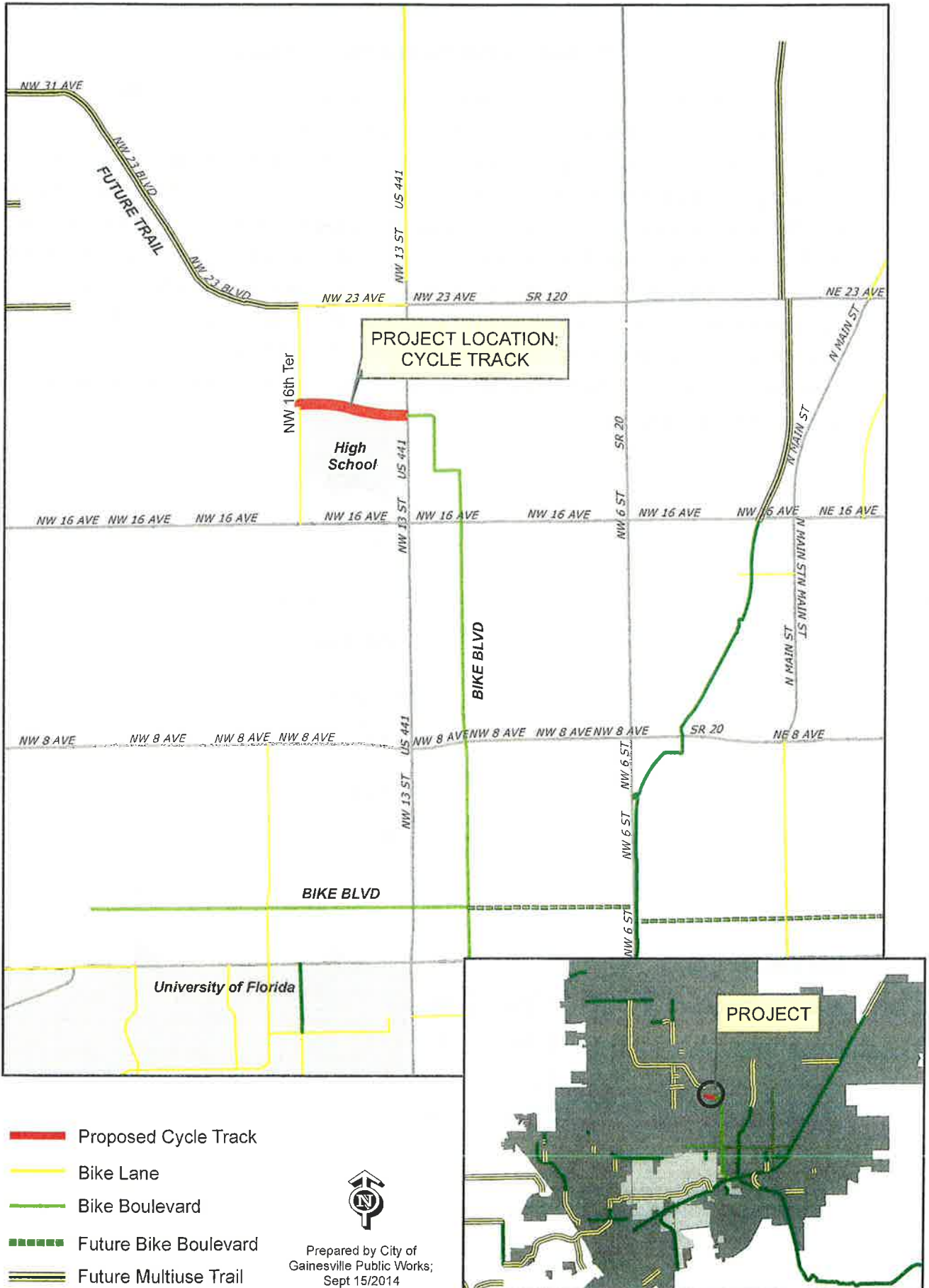
Director of Public Works
Title

09/15/2014
Date

FOR FDOT USE ONLY

- | | | |
|--------------------------------|------------------------------|-----------------------------|
| Application Complete | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Project Eligible | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Implementation Feasible | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Include in Work Program | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

FIGURE 1: PROJECT LOCATION MAP



-  Proposed Cycle Track
-  Bike Lane
-  Bike Boulevard
-  Future Bike Boulevard
-  Future Multiuse Trail



Prepared by City of
Gainesville Public Works;
Sept 15/2014

B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

Table 2
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands [19,250 AADT]
2	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
3	NW 19 lane	FM: NW 16 Terrace TO: NW 13 Street	Construct two-way cycle track tying to the W 12 Street bike boulevard
4	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
5	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
6	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
7	SW 13 Street	FM: Mosque TO: One-Stop Job Center	Construct ADA-compliant sidewalk
8	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
9	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
10	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
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]
13	SW 32 Terrace	FM: SW 35 Place TO: Existing Sidewalk	Construct ADA-compliant sidewalk
14	SW 35 Place	FM: SW 34 Street TO: SW 35 Place	Construct ADA-compliant sidewalk
15	Glen Springs Braid	FM: NW 16 Avenue TO: NW 39 Avenue	Construct bicycle/pedestrian trail

Table 2 (Continued)
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
16	NW 34 Street [Westside Braid]	FM: W University Avenue TO: NW 16 Avenue	Construct instreet bikelanes
17	NW 16 Avenue [Millhopper Braid]	FM: NW 13 Street TO: NW Main Street	Construct instreet bikelanes
18	NE 39 Avenue	FM: RTS Bus Stop TO: Grace Market Place	Construct bicycle/pedestrian trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.
 *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; NW = Northwest; RTS = Regional Transit System; SW = Southwest;
 UF = University of Florida; W = West

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

EXHIBIT 3

From: [Bennette, Barney](#)
To: [Marlie Sanderson](#)
Cc: [Green, James](#); [Lynn Godfrey](#); [Mike Escalante](#); [Scott Koons](#); leistnerdl@cityofgainesville.org; [Chris Dawson](#); [Jeffrey L. Hays](#); [Green, Jordan](#)
Subject: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2021
Date: Monday, September 15, 2014 8:09:56 AM
Attachments: [Transportation Alternatives Project Application FY 2021.pdf](#)
[Gainesville MTPO - Solicitation 2021 letter.pdf](#)
Importance: High

Hi Marlie,

The Florida Department of Transportation is now soliciting for potential FY 2021 Transportation Alternatives Program projects. Attached for your use is an application form and letter requesting applications from the Gainesville Metropolitan Transportation Planning Organization. A separate solicitation request will be sent to Alachua County.

The application form has been updated for statewide consistency. However, older versions of the application form are still useable if you prefer. The application may be submitted by email or regular mail at the address below.

The Transportation Alternatives Program (TAP) replaces the Transportation Enhancement Program of prior years. TAP was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. TAP projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Applications are due back to the Department by December 5, 2014. Feel free to submit the applications earlier if possible.

For more information on MAP-21 and the Transportation Alternatives Program, please visit the following websites:

[Transportation Alternatives Program](#) from FDOT

[MAP-21](#) from FHWA

[Transportation Alternatives Final Guidance](#) from FHWA

[Q&A's](#) from FHWA

Help keep this email list current. If you'd like to be removed from further solicitations, or if you know someone that needs to be added, please reply to this email and let me know.

Thanks,
Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator

Enhancement Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

ANANTH PRASAD, P.E.
SECRETARY

September 12, 2014

Gainesville MTPO: Sent via e-mail

Dear Mr. Sanderson,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2021. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

Eligible Projects: The following types of projects are eligible for Transportation Alternatives funding:

- Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation structures.
- Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Safe Routes to School Program – A separate application form must be filled out and included with the Transportation Alternatives application. Because of the extensive nature of the Safe Routes to School application, an additional year may be needed before a Safe Routes to School project can be programmed.

The Department receives an annual allocation of approximately \$5,000,000 in enhancement funds to be disbursed among the 18 counties that make up District Two. In this solicitation cycle, the Department is asking for a **maximum of two (2) projects in addition to any Safe Routes to School project applications** to be submitted within the Gainesville Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. The Department will also send a separate solicitation letter to Alachua County requesting a maximum of two (2) projects outside the MTPO boundary.

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2015 - FY2020 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- 4288961 Bike Lane/Sidewalk UF Campus Greenway from SW 34th Street to Gale Lemerand Drive
- 4305131 Sidewalk Town of Lacrosse, SR 121 from NW 202 Pl to CSX Railroad
- 4306141 Bike Lane/Sidewalk UF Campus Greenway from Gale Lemerand Drive to Archer Road
- 4322401 Bike Lane/Sidewalk Hawthorne, SE 221st St from Trailhead to SR 20
- 4333571 Sidewalk SW 170th St from S. of SW 147th Ave to SW 128th Pl
- 4339881 Sidewalk Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk
- 4339891 Bike Path/Trail SW 27th Street from Williston Road to SW 35th Place
- 4339901 Bike Path/Trail Poe Springs Road from Poe Springs to US 27/Main St.
- 4355591 Bike Path/Trail Norton Elementary School Trail (NW 39th Ave to NW 45th Ave)

Please note the following:

- Projects that were applied for in a previous year, but were not programmed, will need to be requested again if the project is still desired.
- If ALL the Right-of-Way necessary to construct the project is not currently in public ownership, please do not submit an application until you speak with us.
- The "Certification of Project Sponsor" on the last page of the application must be filled out and signed before a project will be programmed.

Once an application is received it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed the local agency will be notified that the project will be added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

Please submit separate projects on separate application forms. Submit completed applications to me no later than **December 5, 2014**. The application may be sent by email or regular mail at the address below.

If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,



Barney Bennette
Transportation Alternatives Coordinator
Florida Department of Transportation, District 2
1109 S. Marion Avenue
Mail Station 2007
Lake City, FL 32025-5874
email: barney.bennette@dot.state.fl.us



**FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION**

Division 2
February 2014

APPLICANT INFORMATION

Date:

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

FL,

ZIP:

PHONE:

FAX:

EMAIL:

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

Currently LAP Certified
(Year of Certification:)

Not LAP Certified

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- Transportation Alternative, defined in 23 USC 101
- Recreational Trail, defined in 23 USC 206
- Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
(*Safe Routes to School Application must accompany this application*)
- Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

Check the Transportation Alternative activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 101(a)(29) and 213(b).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation and rehabilitation of historic transportation facilities
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: ***(A Safe Routes to School application must accompany this application.)***
 - infrastructure-related projects
 - Noninfrastructure-related projects
 - Safe Routes to School Coordinator
- Planning, designing, and constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

Scope of Work *(Attach conceptual plans if available):*

Summarize any special characteristics of the project *(Provide Typical Section drawings and describe the typical section here.):*

Describe existing right-of-way ownerships along the project *(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements):*

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

Yes

No

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

- Project phases included in funding request:**
- Planning Activities
 - Project Development & Environment Study
 - Preliminary Engineering/Final Design Plans
 - Construction
 - Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Describe the proposed method of performing and administering each work phase of the project. (If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> FDOT	<input type="checkbox"/> Applicant's CEI
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT		<input type="checkbox"/> FDOT

Have any public information, or community, meetings been held? Yes No

Describe public, and private, support for the project. (Examples: petitions, written endorsements, resolutions, etc.)

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Are matching funds being applied to the project? If so, explain any limitations to those funds. Yes No

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. (A detailed project cost estimate must be attached to this application.)

Planning Activities	_____
Project Development & Environment Study	_____
Preliminary Engineering / Final Design Plans	_____
Construction	_____
Construction Engineering & Inspection Activities	_____
Other (Describe) _____	_____
Total Estimated Cost	0

PROJECT FUNDING

TA FUNDS	<u>LOCAL FUNDS</u>	<u>TOTAL</u>
		0
<u>TA FUND %</u>	<u>LOCAL FUND %</u>	<u>TOTAL</u>
		0

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by ⁰_____ (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that ⁰_____ (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

Signature

Print Name

Title

Date

FOR FDOT USE ONLY

Application Complete

Yes No

Project Eligible

Yes No

Implementation Feasible

Yes No

Include in Work Program

Yes No

EXHIBIT 4

From: [Bennette, Barney](#)
To: [Leistner, Deborah L.](#); [Bennette, Barney](#)
Cc: [Batey, Dekova T.](#); [Scott, Teresa A.](#); [Mike Escalante](#); [Marlie Sanderson](#); [Taulbee, Karen](#)
Subject: RE: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2020
Date: Thursday, November 21, 2013 9:13:52 AM
Attachments: [Priority1_UniversityAveMedians.pdf](#)
[Priority2_NortonTrail.pdf](#)

Hi Debbie,

We met to select projects for funding under the Transportation Alternatives Program for FY 2020. The Norton Elementary Trail was selected to program in the Tentative Work Program as a LAP, but the medians on University Avenue was not selected.

Norton Elementary Trail: DOT will provide 100% of the funding to the City under a Local Agency Program (LAP) agreement with the design tentatively programmed for FY 2018 and construction in FY 2020. Just one additional question though, the application didn't include a request for any Design money (Engineering and Final Plans Preparation Work). Does the City want funds for the Design phase, and if so, how much design money do you think is needed?

University Avenue Medians: There are a few reasons this project was not selected for funding.

- Since the medians would not be considered a pedestrian feature, we can't fund the median construction under this program. In order for the medians to be considered a pedestrian feature, we would need to designate mid-block crossings to the medians. This requires an engineering study that would likely not result in an approved mid-block crossing.
- Recent legislation has made it more difficult, and sometimes impossible, for DOT to install medians as the medians alter access to properties that front the roadway.
- DOT was requested to conduct a multi-modal corridor study on SR 26 from 34th Street to Waldo Road. Until this study defines any new roadway or geometry features, we don't want to add medians to SR 26.

Please let me know about the design funds for Norton Elementary Trail and I will add the project to our Tentative Work Program.

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us

EXHIBIT 5

From: [Bennette, Barney](#)
To: [Marlie Sanderson](#)
Cc: [Scott Koons](#); [Jeffrey L. Hays](#); [Chris Dawson](#); [Green, James](#); [Mike Escalante](#)
Subject: RE: Transportation Alternatives Program- 2014 Application
Date: Wednesday, September 10, 2014 8:42:51 AM
Attachments: [image001.png](#)

Hi Marlie,

Yes, the Norton Trail project will be funded for construction as a LAP with the City of Gainesville.

We are not providing any design funds as previous correspondence indicated the City already has a design for the project; Debbie, could you please confirm the City has the design and doesn't need any design funds.

Our project programming is running behind this year but as of right now I plan on programming the construction for FY 2019. As we balance the program during October I will try to advance the project to an earlier year as it is a fairly simple and relatively low cost project. We will know for sure what year the project is programmed in November.

Thanks, Barney Bennette



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September 17, 2014

TO: Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Original Florida Tourism Task Force Bicycle Mapping Product

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

The North Central Florida Regional Planning Council is preparing a map that shows bicycle facilities in Alachua County. The Metropolitan Transportation Planning Organization has requested that the Planning Council coordinate the development of this map with the Citizens Advisory Committee and Bicycle Pedestrian Advisory Board.

The Original Florida Tourism Task Force has contracted with the Planning Council to produce a web-based bicycle facility map series for its jurisdiction, which includes Alachua County. This project is intended to address the Bicycle/Pedestrian Advisory Board's project priority to update the bike map series. Below is a link to the Original Florida Bicycle Facilities Map.

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2014/OFTTF_Bike_Draft3.pdf

Below is a link to the Alachua County Bicycle Facilities Map.

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2014/AL_Bike_Draft3.pdf

t:\marlie\ms15\cac\bikemap.docx



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September 17, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: University Avenue Multimodal Study- Existing Conditions Report

STAFF RECOMMENDATION

No action required. This material is included for information only.

BACKGROUND

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that can be programmed for implementation by the Florida Department of Transportation in its Five Year Work Program.

Sprinkle Consulting, Inc. is the firm selected to work on the University Avenue Multimodal Emphasis Corridor Study. Enclosed is a draft copy of the Existing Conditions Report for this project.

t:\marlie\ms15\mtpo\memo\universityaveexistconditions.docx

SR 26/University Avenue Multimodal Emphasis Corridor Study

DRAFT Existing Conditions Report

September 2014

Prepared for:

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Submitted by:



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Appendix A: Multimodal Level of Service Evaluation Summary

Appendix B: Right-of-Way Boundaries and Adjacent Land Use Characteristics

Introduction and Summary

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is conducting the first phase of a Multimodal Emphasis Corridor Study for State Road 26 (University Avenue) between Gale Lemerand Drive and Waldo Road. The purpose of this study is to identify specific multimodal projects within this 2.3-mile portion of SR 26 that can be programmed for implementation by the Florida Department of Transportation (FDOT) in its Five-Year Work Program. Phase 1 of the study will include a preliminary review and ranking of multimodal design elements for the corridor; Phase 2 will include a final listing of preferred elements based on additional analysis.

This Existing Conditions Report sets the stage for the Phase 1 identification of design elements. It consists of several elements that describe the current multimodal setting and operations of the corridor:

- existing corridor infrastructure and design elements;
- multi-modal level of service (LOS) evaluation;
- bicycle and pedestrian count data summary and analysis;
- historical crash data summary; and
- right-of-way, environmental, and land use scenario description.



Existing Corridor Infrastructure and Design Elements

The SR 26/University Avenue corridor represents the center, both geographically and culturally, of the Gainesville community. Its role as the primary east-west corridor connecting the University of Florida, downtown Gainesville, and historic eastside neighborhoods means that the community and all of the area's governmental and transportation jurisdictions are significantly invested in the corridor's functionality, aesthetics, and overall success. Because of the corridor's importance to the community and its need to serve a diverse set of users of the transportation system, the Gainesville MTPO and other local transportation agencies have identified it as a roadway that should emphasize multimodal travel and thereby accommodate motor vehicle travel, bicycling, walking, and transit use. While there is abundant opportunity to improve the experience of using all four of these modes, there is a solid foundation of elements on which to build.



University of Florida Section (Gale Lemerand Drive to W 13th Street)



The west end of the corridor, west of W 13th Street, forms the northern boundary of the University of Florida. Traffic volumes are highest in this section, with an Annual Average Daily Traffic (AADT) of 27,000. The posted speed limit is 30 miles per hour, and mid-block sections include landscaped raised medians. High-occupancy on-street parking is intermittently present on the north side of the street. 8-foot sidewalks, located directly behind the curb face, are present throughout this section. Given the proximity to campus, the western portion of the corridor experiences very high bicycle and pedestrian activity, particularly crossing activity in which students are

traveling between campus and commercial properties on the north side of the street. Numerous Regional Transit System (RTS) routes, including two campus circulator routes, are located along this section. Average bus stop spacing is approximately 900 feet, which is typical of the remainder of the corridor as well.

A walking tour of the corridor was conducted early in the study process. Tour participants included staff of stakeholder transportation agencies (including members of the MTPO's Technical Advisory Committee), representatives of public interest and advocacy groups, and members of the study consulting team. The purpose of the walking tour was to enable various stakeholders to experience the corridor in detail, on foot, and in a collaborative environment in which various contexts, experiences, observations, interests, and observations could be shared. Some of the observations of the western section of the corridor are highlighted below:



- Even during off-peak university seasons, the number of pedestrian mid-block crossings is significant. There may be a need to better facilitate and channelize these crossings. A pedestrian mapping study could be used to inform associated recommendations. On-campus pedestrians are thought to experience a “cocoon effect” of safety that carries over to University Avenue in spite of higher traffic volumes and speeds.
- Several blocks have striped-off space on the north side that is the same width as striped on-street parking; there may be opportunities for bike corral-style parking in such locations. Other locations appear to have sufficient width to create additional on-street parking spaces.
- There is a second sidewalk on the south side of the roadway for much of this section which is located behind a brick wall. It is regularly used by bicyclists.
- Access to bus stops on the north side of University Avenue (for outbound trips from the university) is difficult because of the roadway geometry
- At the intersection with NW 17th Street there are a significant number of conflicts between through (north-south) bicyclists and motorists turning onto University Avenue.
- Bicycle detection may be beneficial at side street signals such as NW 17th Street.



- Anecdotally, operating speeds are high; creating speed tables at minor intersections could have a positive effect.
- A campus bike route including a cycle track-type facility intersects University Avenue at Newell Drive, just west of NW 16th Street.
- All legs of the intersection with W 13th Street experiences high pedestrian volumes. At times there is insufficient queuing space for pedestrians waiting to cross.
- In addition to potential operational improvements for pedestrians, this situation creates a potential need for improved motor vehicle operations as well.



In particular, northbound-to-eastbound right-turning motorists are frequently significantly delayed because of the need to yield to crossing pedestrians, which significantly reduces intersection capacity and leads to northbound congestion on W 13th Street, and creates the need for longer cycle lengths than other corridor intersections. An exclusive pedestrian phase has been discussed for this intersection.

W 13th Street to W 6th Street



Traffic volumes are somewhat lower in this section (AADT range of 22,000 to 25,000). On-street parking is generally present on the south side of the street. The median is a mixture of raised islands and two-way left-turn lane sections. Un-buffered 8-foot sidewalks are present on both sides. This section is only served directly by one RTS route. Observations from the walking tour for this

section include the following:

- Several intersections have time-based right turn on red restrictions that use electronic signing. During other time periods, some of these signs could be pedestrian activated.
- There are numerous wide driveways and curb cuts that could be narrowed or consolidated.
- Several curb ramps are in need of improvement.
- Commercial signs are abundant and collectively reduce visibility; a sign audit may be appropriate.
- There is a planned bike parking corral in the gore area just west of W 6th Street on the south side of University Avenue.



- There is a general need for enhancing the bicycle and pedestrian operating environment in this key section that connects the campus and downtown.

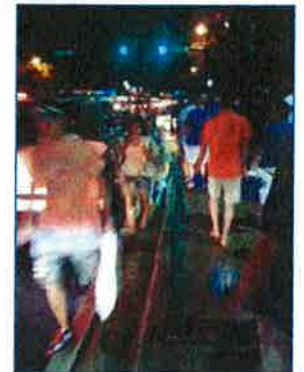
Downtown Section (W 6th Street to NE Boulevard)



Within downtown Gainesville daily traffic volumes range from 16,000 to 20,000. The posted speed limit remains 30 mph, but operating speeds are generally lower than in adjacent sections of the corridor. Between W 6th Street and E 3rd Street every intersection is signalized. The western portion of this section is undivided, while the eastern portion includes a mix of raised medians and painted turn lanes. Sidewalks, while narrower in some cases, generally have buffers that frequently include tree plantings. The following are other multimodal design elements and opportunities:

The following are other multimodal design elements and opportunities:

- A shared use path was recently constructed on the east side of W 6th Street. Trail user counts are already significant, even in summer, which leads to numerous bicycle and pedestrian crossings of the intersection.
- S 2nd Avenue has a bike lane and N 3rd Avenue has been designated as a bicycle boulevard. These two lower-volume streets provide alternative parallel routes for bicycle travel.
- In the early morning hours, The Gainesville Police Department sometimes closes the outside lanes as a pedestrian safety issue related to heavy and unpredictable pedestrian movements on the sidewalks.
- Pedestrian lighting is perceived as insufficient in some areas.
- The pedestrian operating environment is quite narrow in places because of lighting fixtures and other obstructions.
- Several curb ramps are in need of improvement.
- Many mid-block crossings occur between E 1st Street and E 2nd Street to access the RTS stop and structure on the south side of University Avenue.
- Sweetwater Park (opposite NE Boulevard) includes a trail that provides access between University Avenue and the planned Power District redevelopment area.



East Gainesville Section (NE Boulevard to Waldo Road)

The eastern section of the study corridor transitions from downtown to the residential neighborhoods of East Gainesville. East of E 7th Street a two-way left-turn lane is present. Five-foot sidewalks are separated from the roadway by grass buffers. The major intersection with Waldo Road includes two channelized right turn lanes with raised pedestrian refuges. No transit routes run along the corridor east of E 9th Street. Many of the observations for this section focus on improving pedestrian conditions:

- Replacing the two-way left-turn lane with a raised median would add a refuge for crossing pedestrians
- Vegetation encroaches upon vertical pedestrian clearance
- Pedestrian-scale lighting is needed under the tree canopy; existing poles could be used
- Most crosswalks are unmarked, and it may be appropriate to add marked crosswalks at some intersections
- Sidewalks are somewhat narrow, particularly when bicyclists use them
- The pedestrian crossings at Waldo Road are very long, but could be reduced with intersection re-design
- The southeast corner of the Waldo Road intersection includes an unsignalized vehicle movement crossing a signalized pedestrian movement.



Multimodal Level of Service Evaluation

The MTPO for the Gainesville Urbanized Area maintains a Multimodal Level of Service Report. The September 2013 version of this report identifies automobile, bicycle, pedestrian, and transit levels of service for two segments within the corridor, Gale Lemerand Drive to US 441/West 13th Street and US 441/West 13th Street to SR 24/Waldo Road, as shown below.

Segment	Auto LOS	Bicycle LOS	Pedestrian LOS	Transit LOS
Gale Lemerand Drive to W 13 th Street	D	B ¹	D	A
W 13 th Street to Waldo Road	D	D	C	E

Auto Mode

The Florida Department of Transportation (FDOT) 2013 Florida Transportation Information DVD includes Annual Average Daily Traffic (AADT) data for seven count stations along the study corridor, ranging from 27,000 west of W 13th Street to 16,400 east of E 9th Street. Generally speaking, traffic volumes decrease from west to east. According to the same source, the corridor has a peak K-factor (ratio of study hour traffic volume to AADT) of 0.09, a D-factor (directional distribution factor) of .527, and a T-24 (daily truck percentage) of 2.1. Using FDOT's generalized/conceptual planning methodology, and given the corridor's Class II (posted speed less than 40 mph) status, the auto level of service is "D" for the length of the corridor as indicated in the MTPO report.

¹ This result is influenced by the indicated presence of a bike lane/paved shoulder that does not exist.

Pedestrian and Bicycle Modes

Bicycle and pedestrian level of service measures are indicators of perceived safety and comfort (as related to motor vehicle traffic) experienced by non-motorized travelers. The operational-level analysis for these modes outlined in the *Q/LOS Handbook* consider various roadway traffic characteristics, including volume and speed,



and geometric design elements, including the presence and width of bicycle and pedestrian facilities. Because lane widths, on-street parking characteristics, and sidewalk and buffer widths are highly variable within the corridor, this report includes a detailed block-by-block bicycle and pedestrian LOS analysis, which is included as Appendix A.

The majority of the corridor produces relatively good walking conditions (pedestrian LOS “C”) because of the consistent presence of sidewalks which frequently have buffers with tree plantings. At the west end of the corridor, where traffic volumes are highest and sidewalks

are typically located directly behind the curb, pedestrian LOS “D” is most prevalent. Isolated blocks east of W 13th Street produce pedestrian LOS “B” conditions.

Conditions within the corridor are not as conducive to creating a comfortable bicycling environment, with nearly all blocks having a bicycle LOS of “D.” The absence of dedicated space for bicyclists to ride (e.g., designated bike lanes) contributes to these conditions.

The bi-directional distance-weighted average pedestrian LOS for the corridor is 2.9 (“D”), while the corresponding average bicycle LOS is 3.9 (“D”).

Transit Mode

The most recent edition of FDOT’s *Quality/Level of Service Handbook* was released in 2013, subsequent to the publication of the MTPO’s Multimodal Level of Service Report. While this newest edition of the handbook retains service frequency as the primary determinant of transit level of service, some of the factors used to adjust service frequency have changed. The four adjustment factors are pedestrian level of service, roadway crossing difficulty, passenger load factor, and bus stop amenities.

Four routes serve portions of the study corridor, and the headways of these routes determine the base service frequency.



Route #	Corridor Extent	Typical Peak Hour Headway (minutes)
5	Gale Lemerand Drive to E 3 rd Street	24
11	East 3 rd Street to E 9 th Street	60
15	Main Street to E 3 rd Street	35
28	Gale Lemerand Drive to NW 17 th Street	16
34	Gale Lemerand Drive to NW 17 th Street	20
43	Gale Lemerand Drive to W 13 th Street	30
118	Gale Lemerand Drive to NW 17 th Street	14
119	Gale Lemerand Drive to NW 17 th Street	30

These routes and headways produce the following base service frequencies for the corridor.

Corridor Extent	Buses per Hour
Gale Lemerand Drive to NW 17 th Street	17.5
NW 17 th Street to W 13 th Street	4.5
W 13 th Street to Main Street	2.5
Main Street to E 3 rd Street	4.2
E 3 rd Street to E 9 th Street	1.0
E 9 th Street to Waldo Road	0.0

Load factor is the ratio of riders to number of seats on the bus. Load factors vary significantly among the routes serving the corridor, the location along the routes, and by time of day. During the afternoon peak hour of traffic, average maximum loads along the routes yield load factors ranging from approximately 20% to greater than 60%. Given FDOT’s guidance that no adjustments based on load factor should be applied when average load factors are between 30% and 70%, no such adjustment was used in this analysis.

FDOT’s transit LOS procedure also includes adjustment factors based on stop amenities. Specifically, a factor is applied if both shelters and benches are provided or if neither is provided. Benches are available at the majority of University Avenue bus stops. A few stops have shelters as well, and several have neither. The collective prevalence of these amenities suggests that neither a positive nor negative adjustment is warranted.

An adjustment based on roadway crossing difficulty is applied when certain combinations of roadway class, number of lanes, auto LOS, and median type are met. As a Class II roadway (35 mph or slower posted speed limit) with four through lanes, an auto LOS of “D,” and a median that is intermittently restrictive, no roadway crossing difficulty factor is applied.

No adjustment factor based on the quality of the walking experience is applied when a roadway has a pedestrian LOS of “D.” As pedestrian LOS improves from that point, a positive adjustment is applied, while a negative adjustment is applied when walking conditions are worse than the base assumption. As described previously,



pedestrian LOS varies throughout the corridor; for this analysis, the most prevalent pedestrian condition within the transit segments is used.

The table below shows the buses per hour for the corridor’s transit segments, the typical pedestrian level of service within those segments, the associated pedestrian LOS adjustment factor (the only applicable adjustment factor using FDOT’s transit LOS methodology), the adjusted service frequency, and the associated transit levels of service provided along the corridor. It is worth noting that the FDOT methodology does not consider the benefits of nearby parallel routes, including several that operate on S 2nd Avenue, that offer additional transit service to travelers in the vicinity of the University Avenue corridor.

Corridor Extent	Buses per Hour	Pedestrian LOS	Pedestrian LOS Adjustment	Adjusted Buses per Hour	Transit LOS
Gale Lemerand Drive to NW 17 th Street	17.5	D	1.00	17.5	A
W 17 th Street to W 13 th Street	4.5	C	1.05	4.7	B
W 13 th Street to Main Street	2.5	C	1.05	2.6	D
Main Street to E 3 rd Street	4.2	C	1.05	4.4	B
E 3 rd Street to E 9 th Street	1.0	C	1.05	1.1	E
E 9 th Street to Waldo Road	0.0	C	1.05	0	F

Bicycle and Pedestrian Count Data



The University Avenue corridor experiences high volumes of non-motorized travel. While comprehensive bicycle and pedestrian count data for the corridor are somewhat lacking, the transportation component of the University of Florida’s *Campus Master Plan, 2010-2020*, and the Gainesville MTPO’s *2014 Bicycle Usage Trends Report* each include several such counts within the corridor’s extents.

The UF plan counted bicycles and pedestrians entering campus (i.e., crossing University Avenue from the north) on a September weekday during the morning (7:00am - 9:00am), midway (12:00pm - 1:00PM), and evening (4:00pm - 6:00pm) travel peaks. Total counts for these periods by mode are shown in the table below. Bicycle volumes at all four locations were significantly higher in the morning period, while pedestrian volumes were generally more consistent throughout the three periods.

Location	Bicycle Count	Pedestrian Count
Gale Lemerand Drive	82	332
NW 18 th Street	130	329
NW 17 th Street	250	475
NW 15 th Street	176	558

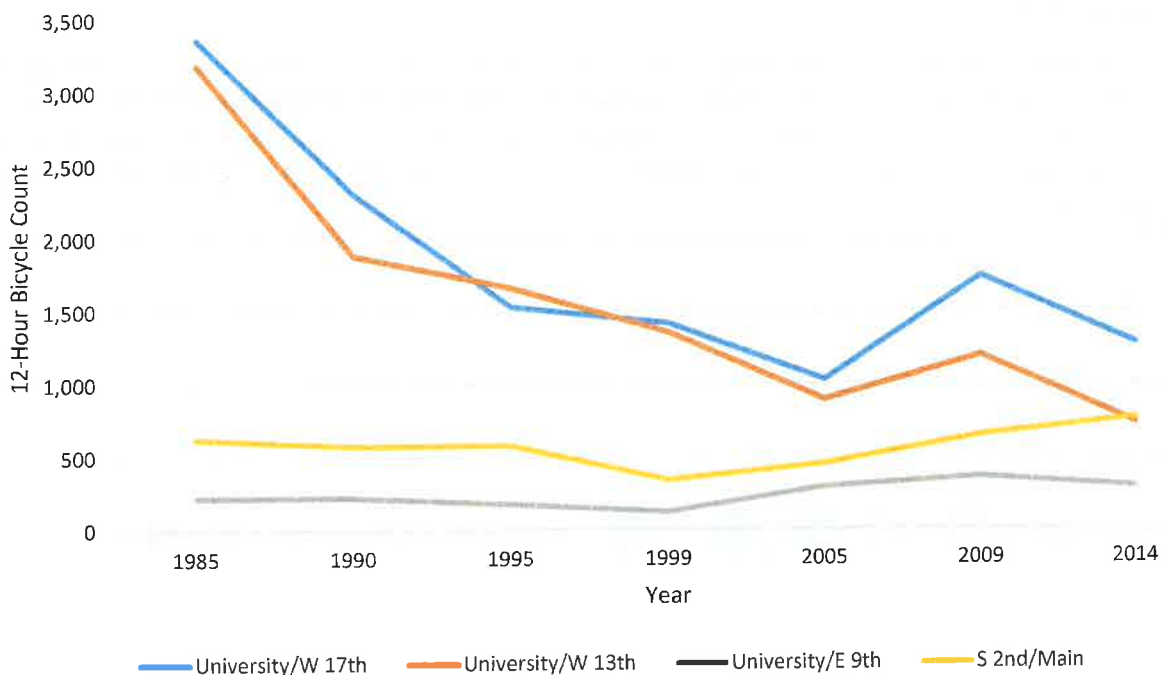


The MTPO maintains a Bicycle Usage Trends Program which is based on routinely collected bicycle volumes at more than a dozen “permanent” count locations, the majority of which were established

in the early 1980s. Three of these intersection locations are located along the University Avenue study corridor, and a fourth is located along S 2nd Avenue, which has a bike lane and is used by many bicyclists as an alternative to University Avenue. The bicycle volumes collected for this program are based on 12-hour weekday counts. The table and figure below show trends at the four relevant locations at roughly five-year intervals since the inception of the program.

Year	University/W 17th	University/W 13th	University/E 9th	S 2 nd /Main
1985	3,365	3,188	225	630
1990	2,305	1,886	225	581
1995	1,532	1,664	177	585
1999	1,416	1,357	122	344
2005	1,028	891	290	454
2009	1,734	1,191	355	645
2014	1,269	725	283	759

Historical Bicycle Count Trends



This trend graph illustrates that the two count locations adjacent to the UF campus demonstrate an overall downward trend since 1985, although most of that decline occurred during the first of the three intervening decades. [The report notes that these two locations are consistently amongst the highest bicycle volumes collected throughout Alachua County.] The count location that represents the eastern portion of the study corridor demonstrates the opposite trend, with bicycle volumes generally on the rise since 1999. Three of the four locations experienced a decline in volume between 2009 and 2014, with the exception being the site along S 2nd Avenue. The 2014 *Bicycle Usage Trends Report* contains additional details, including all years collected and intersection bicycle turning movements for the 2014 counts.

Historical Crash Data

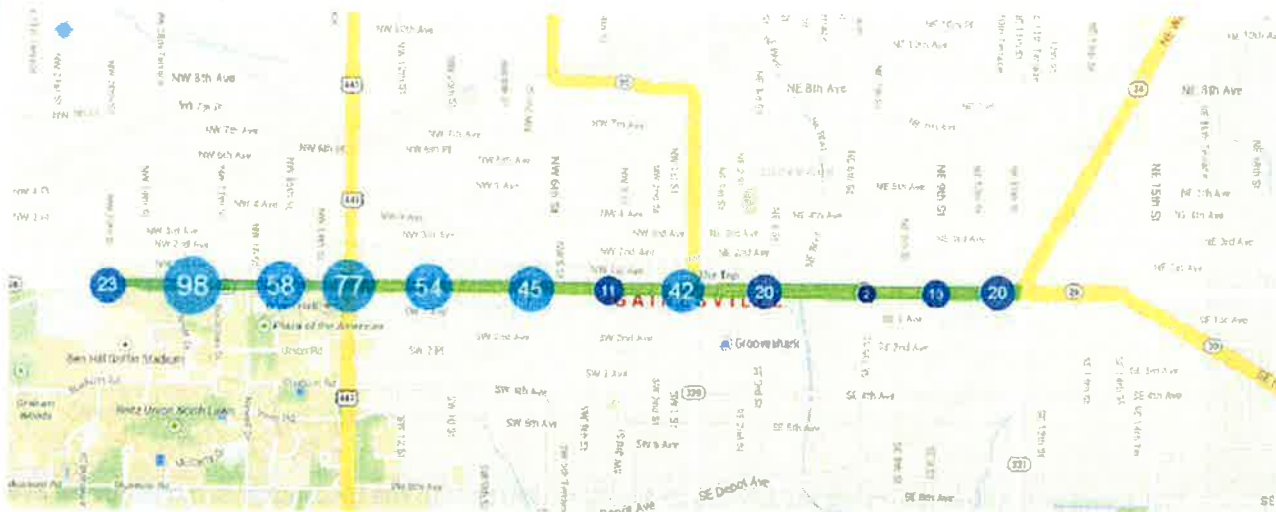
Introduction

A crash analysis was undertaken based on the past three years of crash data for the study corridor. The crash analysis includes an overall examination and separately focuses specifically on bicycle and pedestrian crashes. Temporal, roadway condition, and crash type trends are included in the analysis.

Overall, it was determined that most crashes exhibited a combination of the following characteristics: resulting in one or less injury, involving a rear end collision, occurring during daylight hours, occurring under non-adverse weather, lighting, or road surface conditions, concerning contact primarily between two motor vehicles, and not involving alcohol. Small sample sizes of bicycle and pedestrian crashes makes drawing definitive conclusions about trends difficult. However, both bicycle and pedestrian crashes more often resulted in injury. Most often, bicycle crashes occurred during daylight hours while pedestrian crashes occurred between 7pm-7am. A substantial amount of pedestrian crashes (35%) were alcohol related, with the pedestrian suspected to be under the influence more frequently than the driver.

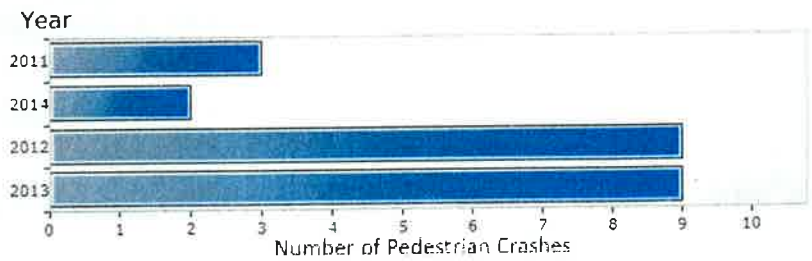
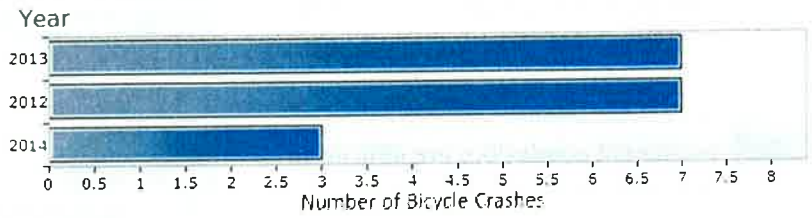
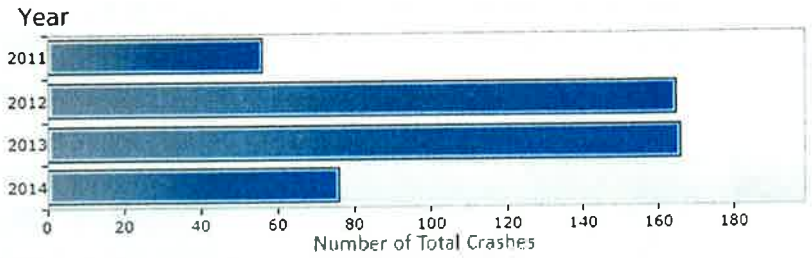
Crash Trends

Motor vehicle crash trends were analyzed in the study area for the three year period from September 1, 2011 to August 31, 2014. Crash data was provided by the University of Florida GeoPlan Center’s Signal Four Analytics. Four-hundred and sixty-three (463) total crashes were reported, with 17 crashes involving a bicyclist and 23 crashes involving a pedestrian. A map of the study area is shown below with predominant crash locations identified.



Temporal Trends

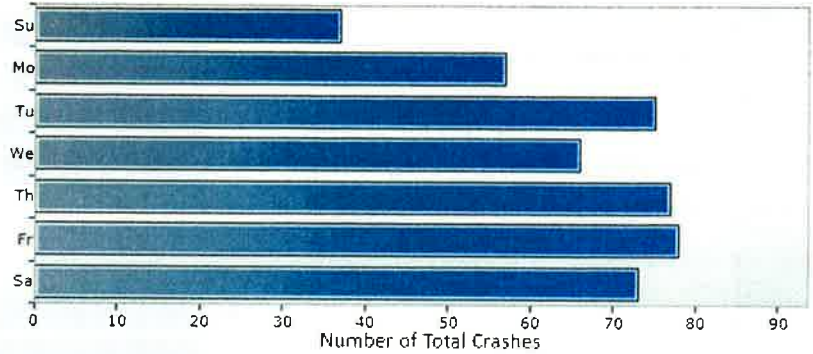
From September 1, 2011 to August 31, 2014, 463 total crashes occurred. When analyzing the two full years of data, 2012 and 2013, average annual crashes remain steady.



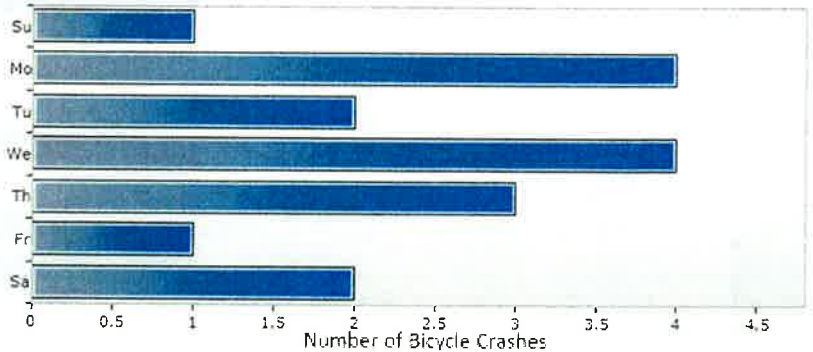
Friday is the day of the week that experiences the greatest number of crashes on the corridor. The number of crashes on Sunday is significantly lower than the other days of the week

The most bicycle crashes occurred on Monday and Wednesday while the most pedestrian crashes occurred on Thursday and Saturday. Only 17 bicycle crashes occurred compared to 23 pedestrian crashes. In both cases, prominent conclusions are difficult to draw due to such a small sample size.

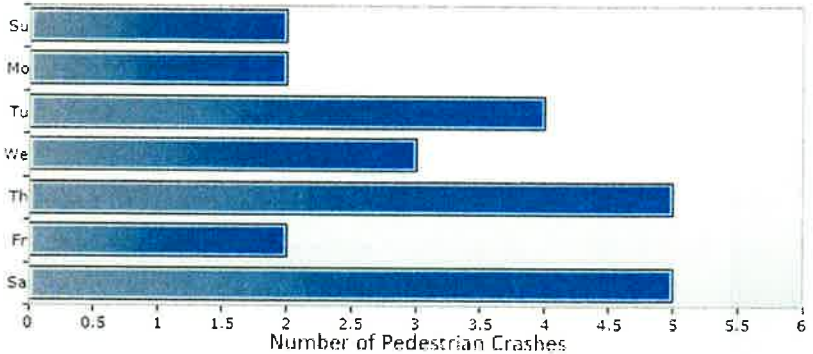
Day of Week



Day of Week

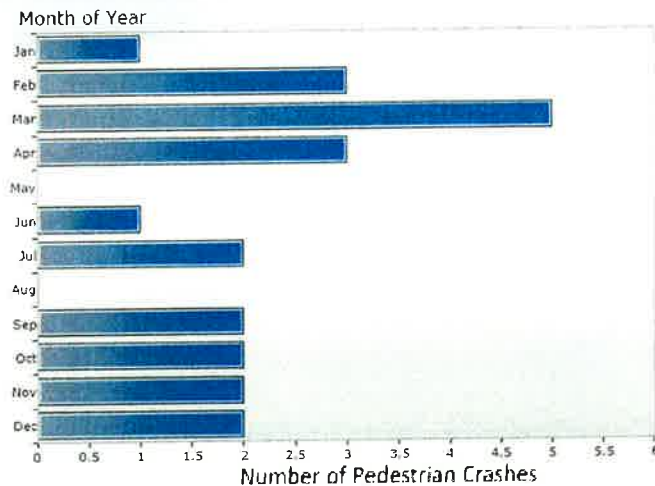
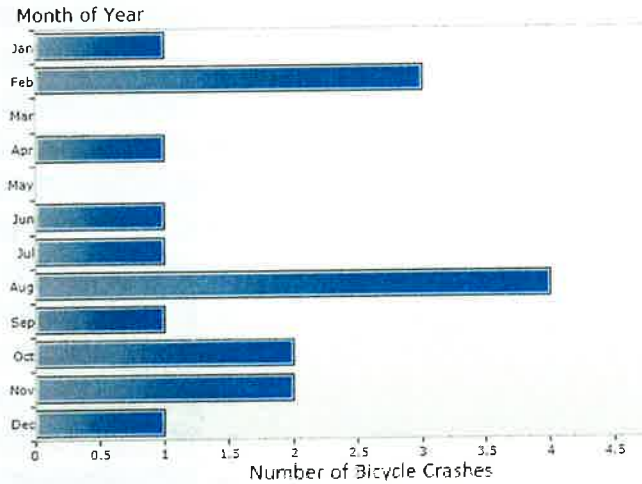
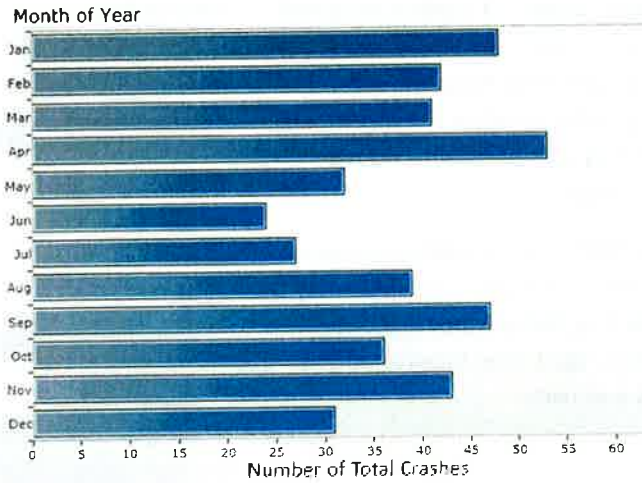


Day of Week



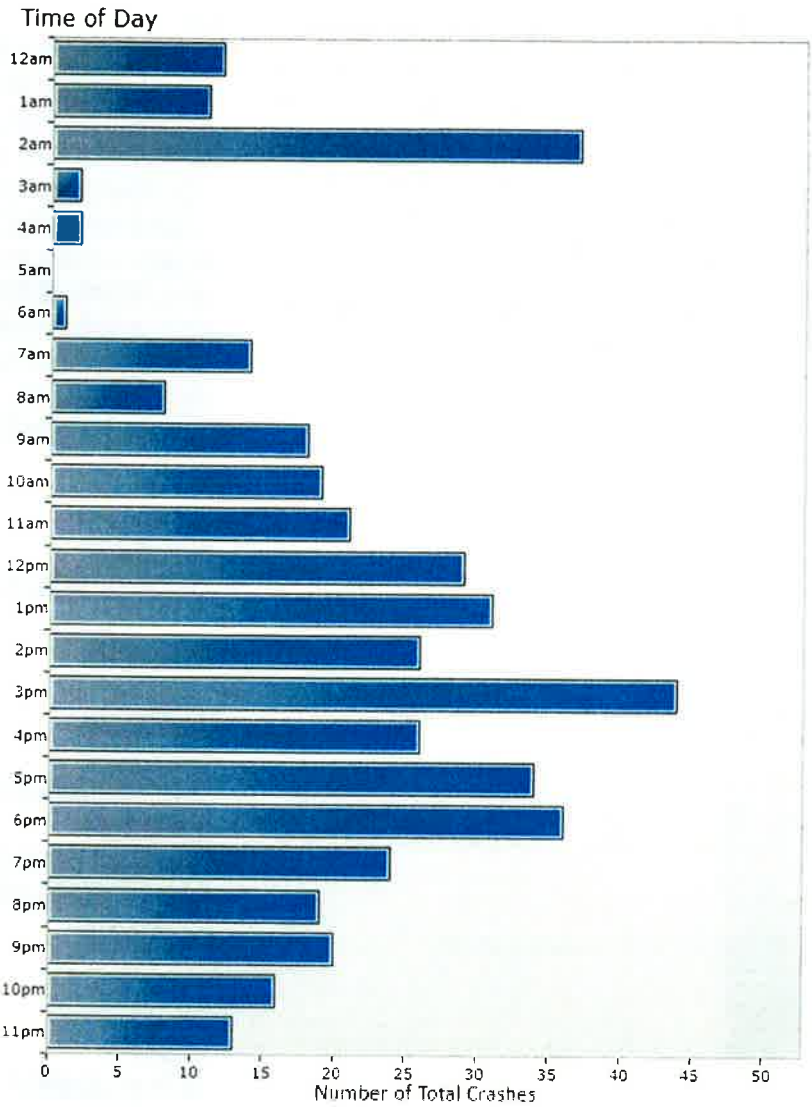
The total number crashes by month of year reveals that April experienced the most crashes, followed by January and September. Crashes are least frequent in the summer months and in December, months when campus activity is generally lightest.

Bicycle and pedestrian crashes do not show discernable seasonal trends.

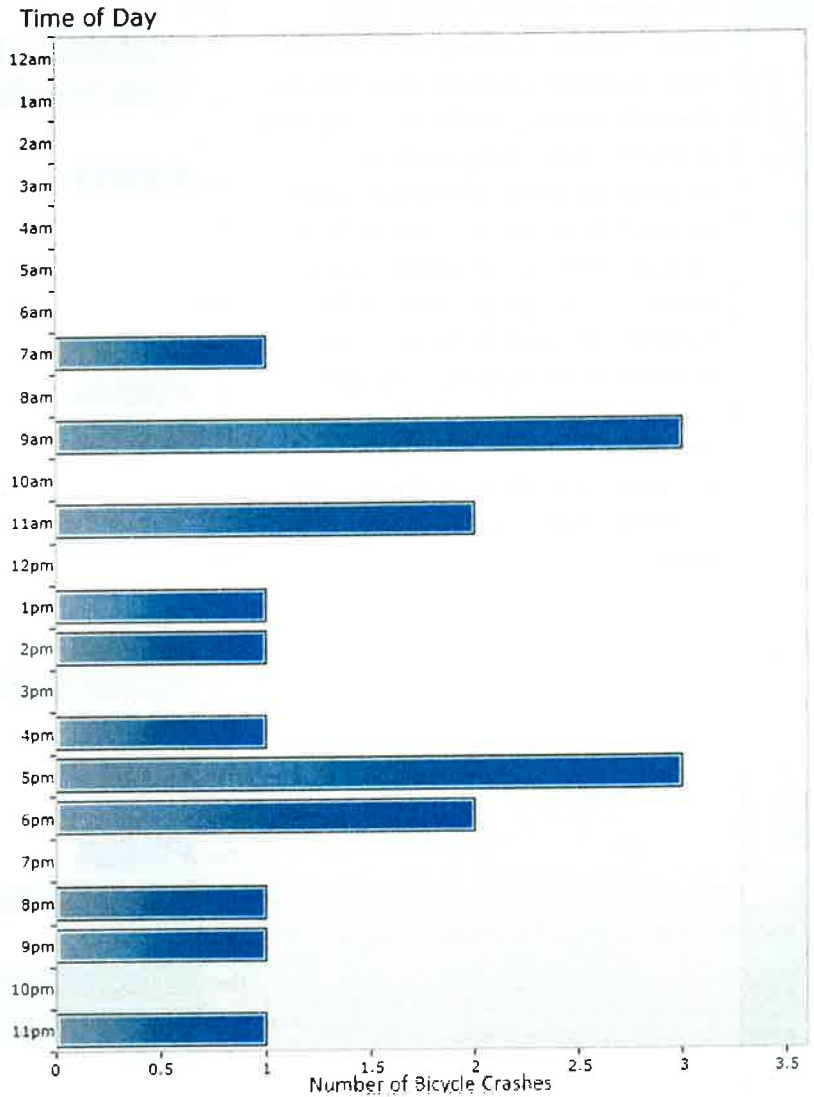


The most number of crashes occurred during the 3pm hour. There is a general increase in crashes from the late morning until a peak in the afternoon followed by a drop-off into the late evening hours.

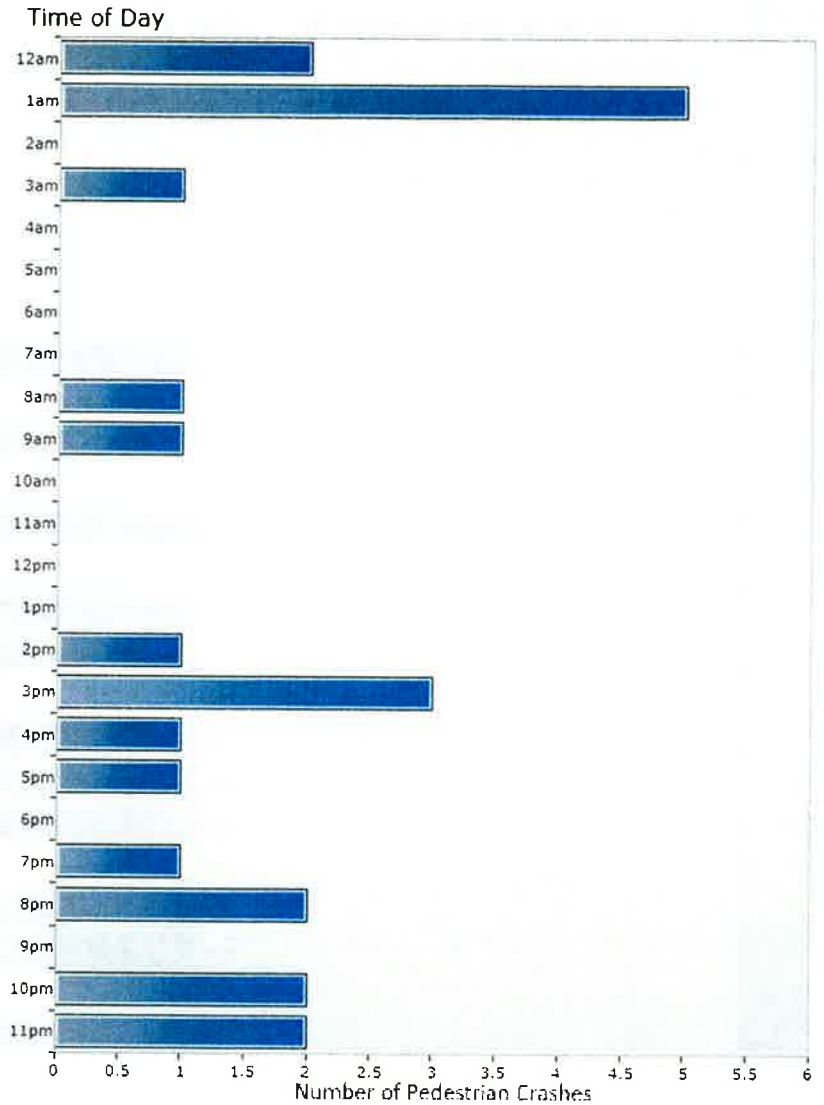
A noticeable spike in crashes occurred during the 2am hour. This spike may be explained by the corridor featuring numerous night-time entertainment venues and bars.



Bicycle crashes occurred sporadically between 7:00am and midnight. While the sample size is small, the greatest number of bicycle crashes occurred during the morning and afternoon peak travel periods.



The highest number of pedestrian crashes occurred during the 1am hour. This can likely be explained similarly to the early morning peak seen in the total crashes by time of day analysis. Interestingly, more pedestrian crashes occurred between the hours of 7pm-7am (14) then during daylight hours between 7am-7pm (9). This might suggest inadequate lighting conditions. However, there is a much stronger correlation between pedestrian crashes and the involvement of alcohol compared to lighting conditions. This correlation will be explored later in this report.

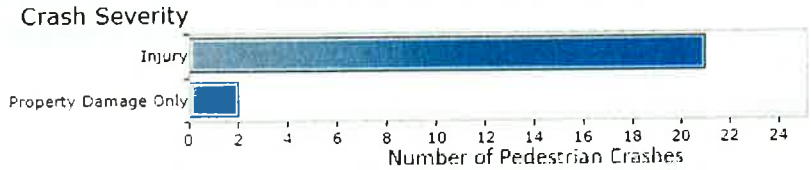
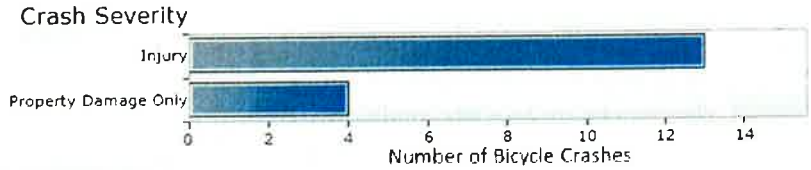
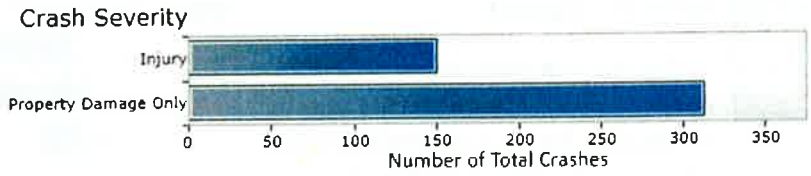


Injury Trends

Injuries occurred far more frequently in crashes involving bicyclists and pedestrians compared to overall crashes. This type of trend is expected as a bicyclist or pedestrian has a higher potential to sustain injury than a motorist in a vehicle.

Out of 463 total crashes, 150 crashes occurred in which at least one injury was reported (32%). This figure is skewed slightly by the inclusion of bicycle and pedestrian crashes. There were 216 injuries reported altogether, and 43 crashes resulted in more than one injury.

This high number of crashes resulting in multiple injuries could be the result of one or more of the following: crashes involving higher speeds, crashes where multiple parties are at fault, and crashes involving motor vehicles occupied by multiple persons. Crashes involving motor vehicles occupied by multiple persons likely have the greatest impact on the number of crashes resulting in more than one injury. This is especially true if those involved were not wearing a safety harness.



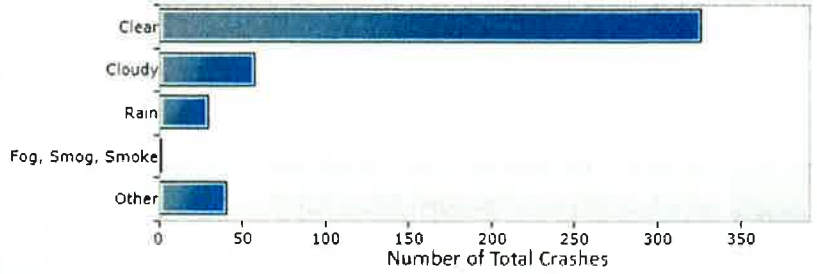
Weather Conditions

Of the 463 reported crashes, 383 (83%) occurred during clear or cloudy weather conditions. Rain was involved in only 29 crashes, and 40 crashes involved a condition other than what is listed.

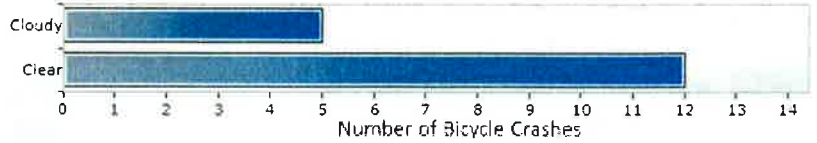
All 17 bicycle crashes occurred during clear or cloudy weather conditions. The lack of crashes in other conditions is likely tied to a reduction in the volume of bicycling activity during adverse weather conditions.

Of the 23 reported pedestrian crashes, only two involving rainy weather conditions occurred. Similarly to crashes involving bicyclists, this low figure is likely tied to a reduction in pedestrian traffic during adverse weather conditions, though perhaps not to the same degree.

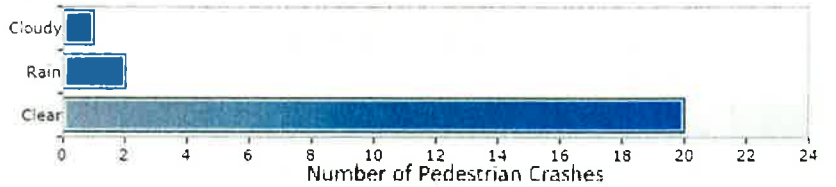
Weather Condition



Weather Condition



Weather Condition

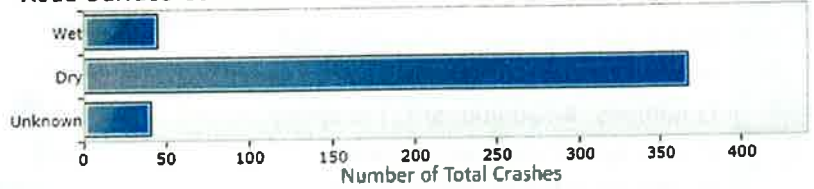


Road Surface Condition

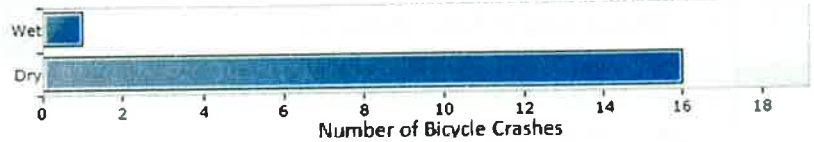
Road surface condition had seemingly minimal impact on the majority of reported crashes. Most crashes involved a dry road surface. Of the 463 total crashes, only 45 (10%) involved a wet road surface while 41 crashes involved an unknown road surface.

A wet road surface was involved in a similarly low number of bicycle and pedestrian crashes. This is likely tied to a reduction in the volumes of bicycle and pedestrian traffic during adverse weather conditions.

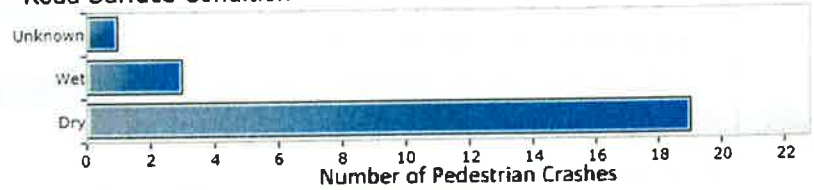
Road Surface Condition



Road Surface Condition



Road Surface Condition



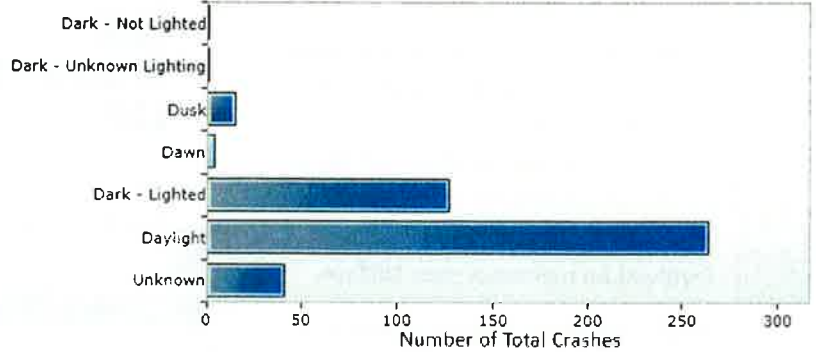
Light Condition

Of the 463 total reported crashes, 264 (57%) occurred during daylight conditions. An additional 127 occurred in dark-lighted conditions, while 41 crashes occurred during unknown lighting conditions. Significantly more crashes occurred at dusk (15) than at dawn (four). Only one crash occurred during dark-not lighted conditions. A single crash occurred during dark-unknown lighting conditions as well.

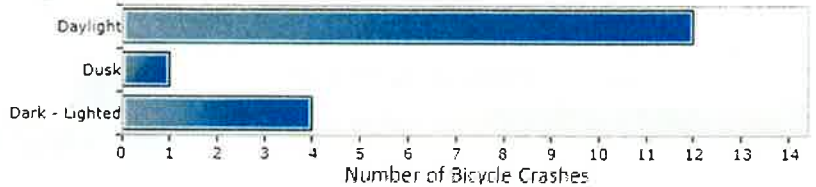
Similar trends can be observed for bicycle crashes, with the majority occurring during daylight hours.

Pedestrian crashes occurred mostly during dark-lighted conditions. This supports previous data that indicates an increase in pedestrian crashes between the hours of 7pm-7am.

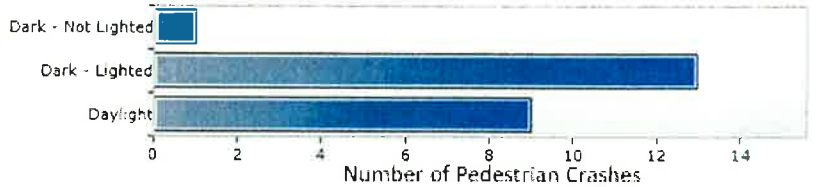
Light Condition



Light Condition



Light Condition



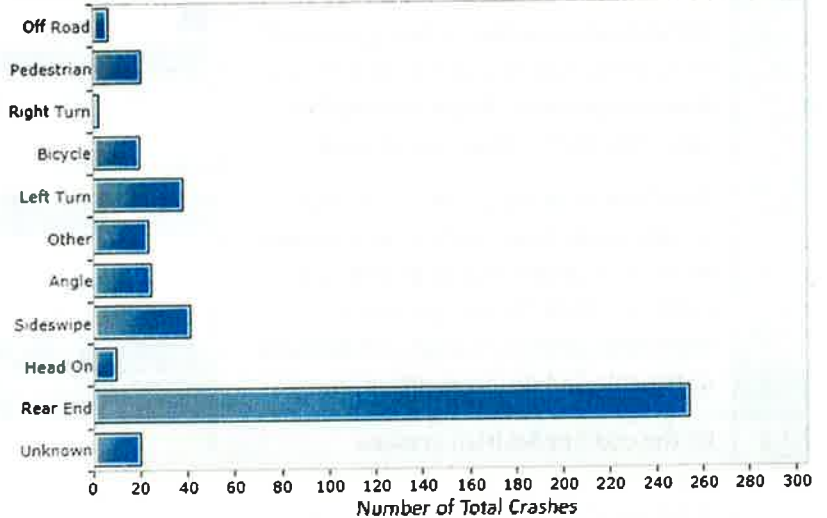
Crash Type

By far the most common crash type reported was rear end collision. Of the 463 reported crashes, 254 (55%) were rear end collisions. Sideswipe collisions were second most frequent, followed by left turn collisions.

These trends suggest that most crashes occurred as the result of an at-fault driver following too close or being inattentive. A relatively high number of sideswipe collisions suggests an at-fault driver who either misjudged a clearance or was inattentive. Left turn and angle collisions suggest a failure to yield on the part of the at-fault driver.

Only ten collisions were head on, while only seven crashes occurred off the roadway. These types of crashes are typically more severe. This correlates highly with the relatively low number of injuries and complete absence of fatalities.

Crash Type



Alcohol Related Trends

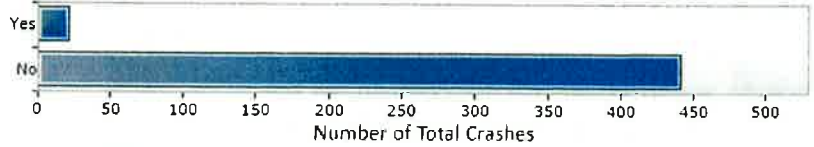
Alcohol was reported as being involved in 22 of 463 total reported crashes, less than five percent. No bicycle crashes were reported as involving alcohol.

The same cannot be said for alcohol related pedestrian crashes. Alcohol was involved in about 35% of pedestrian crashes. While the sample size of pedestrian crashes is small, this trend is noticeable and deserves attention.

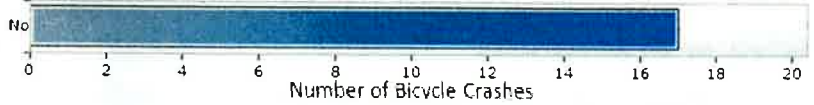
Of the eight pedestrian crashes reported as involving alcohol, four occurred during the 1am hour. Two occurred during the 8pm hour while 2pm and 11pm also had a pedestrian crash. Only one crash resulted in a D.U.I. for the driver. While alcohol was involved in eight crashes, the pedestrian who was struck was suspected to be under the influence in six of the crashes. More often than not, the pedestrian was witnessed as standing in the middle of the road or suddenly darting into traffic. According to multiple *Florida Traffic Crash Reports*, pedestrians were commonly struck outside of a designated crosswalk.

Note that crashes may be reported as alcohol related if either person involved is *suspected* of being under the influence. Categorization as alcohol related does not necessarily mean that a D.U.I. was issued for the driver or a citation for the pedestrian.

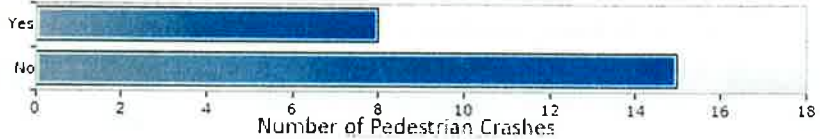
Alcohol Related



Alcohol Related



Alcohol Related



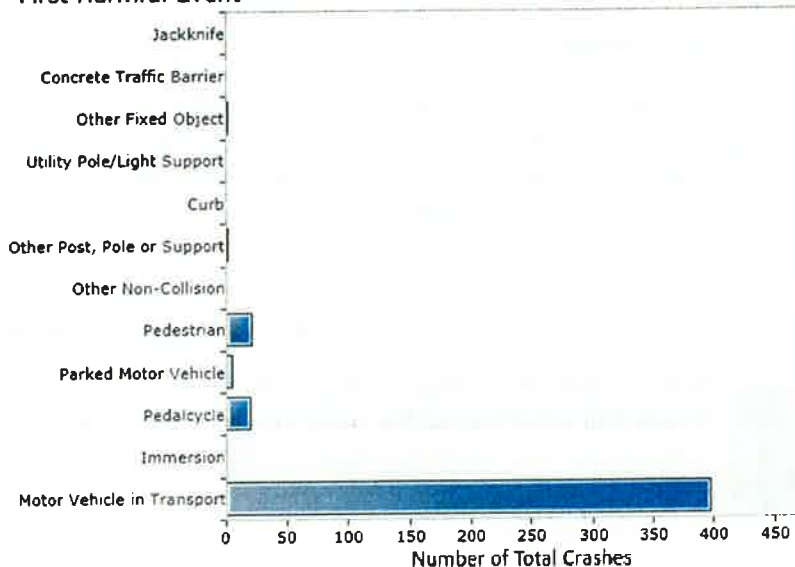
First Harmful Event

The first harmful event describes the first injury or damage producing event of a crash. It is similar to most harmful event, which describes the incident that produces the most serious injury or the most damage. Often times, especially for low speed collisions, first harmful event and most harmful event are the same.

By far the most common first harmful event was motor vehicle in transport (86%). This indicates that the initial event of a crash was due to contact between two travelling motor vehicles. Other than bicycle and pedestrian crashes, the only other first harmful event reported in more than two crashes was parked motor vehicle.

A lack of first harmful events with fixed objects suggests a few important details about the roadway on which these crashes occurred. This low number of crashes with fixed objects suggests that University Avenue is well designed both in terms of geometry and speed limit. Thus, drivers typically have ample time and space to anticipate and react to events occurring within the roadway.

First Harmful Event



Right-of-Way

The right-of-way width along the study corridor varies from a minimum of 43 feet to a maximum of 71 feet with an average width of 56 feet. The right-of-way line is generally located at the back of existing sidewalks, meaning that the corridor is largely constrained in this regard. Right-of-way boundaries and existing adjacent land uses can be seen in Appendix B.

Environmentally Sensitive and Hazardous Materials Locations

No environmentally sensitive areas or documented hazardous material sites are known within the corridor right-of-way that would impact the study’s eventual recommendations.

Land Use Scenario



To begin to study the potential future buildout scenario for the SR 26 Corridor it was necessary to examine the opportunities and constraints that exist within the corridor. The first constraint to consider was to identify the current Historic Districts within which it is not anticipated that development intensity would likely increase in the future. The City’s Comprehensive Plan includes a series of maps that identify five Historic Districts with parcels lying within the study corridor: University Heights Historic District North, University Heights Historic District South, Pleasant Street Historic District, the Northeast Gainesville Residential Historic District and the Southeast Gainesville Historic District. Additionally, the Comprehensive Plan includes another map of Designated Historically Significant Properties, several of which are located within the study area. These parcels are located outside of the Historic Districts and are either listed on the National

Register, listed on the Local Register or on both and should be considered to remain as developed with respect to our future development scenario.

The future land use designations of parcels not listed on the Historic Register or located with Historic Districts were then reviewed for potential future buildout. Density can be defined by dwelling units per acre, floor area ratio, maximum lot coverage or maximum building height or may require a combination of these factors to fully define the potential development opportunity. Where the Future Land Use Designations provided only a maximum dwelling unit factor a general height limitation was derived from reviewing the policies within the current Land Development Code (in effect on 7/2014) for those zoning districts permitted within the Land Use Designation. Incorporating the height limitations into the development scenario will assist in the visualization of the corridor’s potential future buildout. The following are the density factors for the land use designations that fall within the study area and other assumptions made that will be used to develop the potential future buildout scenario:



Residential Low-Density – up to 12 units per acre (height generally 35' or 3 stories)

Residential Medium Density – between 8 and 30 units per acre (height 3 stories with a bonus opportunity to 5 stories)

Residential High-Density – between 8 and 100 units per acre (height 5 stories)

Mixed-Use Residential – up to 75 units per acre (height generally 3 stories)

Mixed-Use Low-Intensity – between 8 and 30 units (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use Medium-Intensity – between 12 and 30 units per acre (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use High-Intensity – up to 150 units per acre (height limit of 6 stories [88'] or 8 stories [116'] with bonuses)



Urban Mixed-Use 1 - between 8 and 75 units (height minimum 24' up to 6 stories)

Urban Mixed-Use 2 – between 10 and 100 units per acre with potential additional 25 units per acre by special permit (height limit 6 stories)

Commercial - height limit of 5 stories with a maximum of 8 stories possible with special use permit (assumption 10' setback; minimum 25' setback near residential but may be greater based on building height and sun angle coverage; 40% maximum lot coverage)

Education – no floor area ratio maximum

Recreation – intensities based on the Recreation Element of the Comprehensive Plan

Public and Institutional Facilities – maximum lot coverage of 80 percent except in urban core

Planned Development – this would apply to the University Corners PUD where the underlying Mixed Use Residential and Mixed Use Low designations were applied

To develop the preliminary future buildout scenario, these intensities were applied on a lot by lot basis using land area information from the Property Appraiser's GIS files. Future development would likely involve the assemblage of multiple parcels. This preliminary future buildout scenario is based on intensity calculations only and does not consider factors such as street edge, landscaping and parking requirements.

The projected future increases in density and intensity of land use in the blocks that are adjacent to the study corridor are as follows:

- Blocks 1 to 14 (Gale Lemerand Drive to W 10th Street) are programmed to allow an increase of 2,735 dwellings
- Blocks 15 to 23 (W 10th Street to W 3rd Street) are programmed to allow an increase of 4,118 dwellings
- Blocks 24 to 35 (W 3rd Street to E 7th Street) are programmed to allow an increase of 4,388 dwellings
- Blocks 36 to 39 (E 7th Street to Waldo Road) are programmed to allow up to 200,000 s.f. of commercial and service uses.

This analysis considers the portion of CRA plan overlap and historic district restrictions.

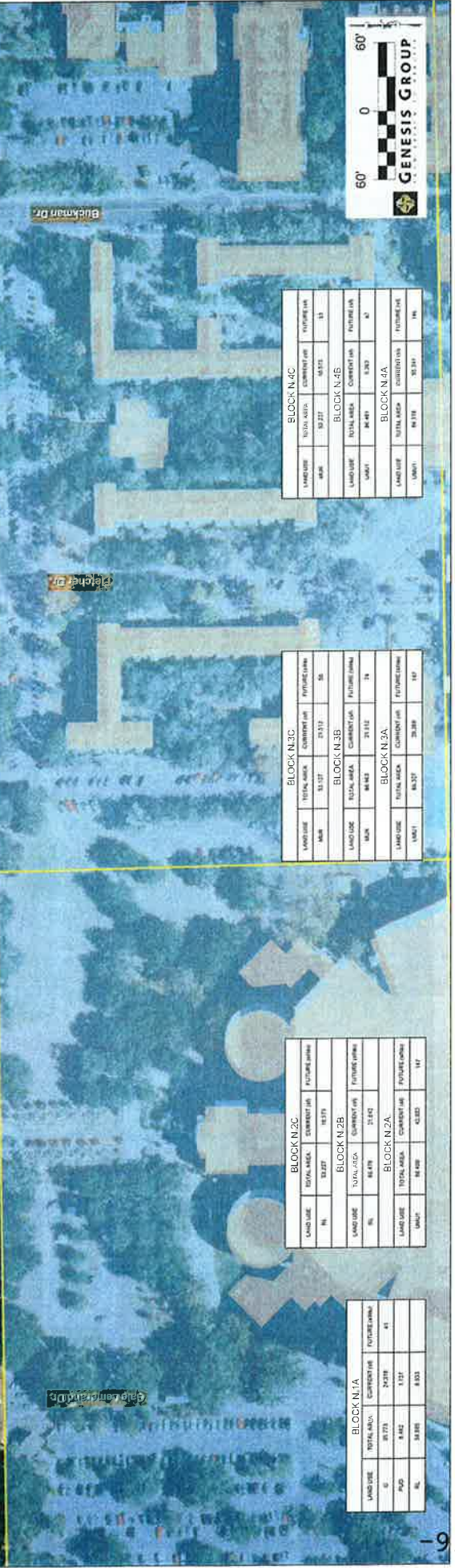
Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W _c (ft)	W _i (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle		Pedestrian		Motor Vehicle	Transit
																Score	LOS	Score	LOS	LOS	LOS
Gale Lemerand Dr	NW 19th St	EB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	4.09	D	3.52	D	D	A
Gale Lemerand Dr	NW 19th St	WB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	4.09	D	3.52	D	D	A
NW 19th St	NW 18th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	A
NW 19th St	NW 18th St	WB	4	27,000	30	2	16	0	0	8	0	0	17.5	Fair	≥30% and < 70%	3.53	D	3.36	C	D	A
NW 18th St	NW 17th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	A
NW 18th St	NW 17th St	WB	4	27,000	30	2	19	8	75	8	0	0	17.5	Fair	≥30% and < 70%	3.69	D	2.45	B	D	A
NW 17th St	NW 16th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 17th St	NW 16th St	WB	4	27,000	30	2	19	8	50	7	0	0	4.5	Fair	≥30% and < 70%	3.01	C	2.66	C	D	B
NW 16th St	NW 15th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 16th St	NW 15th St	WB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 15th St	NW 14th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
NW 15th St	NW 14th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 14th St	W 13th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 14th St	W 13th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 13th St	W 12th St	EB	4	25,000	30	2	20	8	50	8	0	0	2.5	Fair	≥30% and < 70%	2.77	C	2.50	B	D	D
W 13th St	W 12th St	WB	4	25,000	30	2	12	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.05	D	3.35	C	D	D
W 12th St	W 11th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	2.01	B	D	D
W 12th St	W 11th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 11th St	W 10th St	EB	4	22,000	30	2	21	8	75	8	0	0	2.5	Fair	≥30% and < 70%	3.25	C	2.13	B	D	D
W 11th St	W 10th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 10th St	W 8th St	EB	4	22,000	30	2	19	8	75	8	0	0	2.5	Fair	≥30% and < 70%	3.57	D	2.15	B	D	D
W 10th St	W 8th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 8th St	W 7th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	2.01	B	D	D
W 8th St	W 7th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 7th St	W 6th St	EB	4	22,000	30	2	19	8	75	5	3	30	2.5	Fair	≥30% and < 70%	3.57	D	2.08	B	D	D
W 7th St	W 6th St	WB	4	22,000	30	2	11	0	0	5	3	65	2.5	Fair	≥30% and < 70%	4.09	D	3.17	C	D	D
W 6th St	W 3rd St	EB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	4.12	D	3.13	C	D	D
W 6th St	W 3rd St	WB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	4.12	D	3.13	C	D	D
W 3rd St	W 2nd St	EB	4	18,700	30	2	11	0	0	5	3	40	2.5	Fair	≥30% and < 70%	3.96	D	2.89	C	D	D
W 3rd St	W 2nd St	WB	4	18,700	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	3.96	D	3.01	C	D	D

Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W _i (ft)	W _j (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle		Pedestrian		Motor Vehicle		Transit	
																Score	LOS	Score	LOS	LOS	LOS	LOS	LOS
W 2nd St	W 1st St	EB	4	18,700	30	2	11	3	0	5	5	40	2.5	Fair	≥30% and < 70%	3.58	D	2.64	C	D	D	D	D
W 2nd St	W 1st St	WB	4	18,700	30	2	13	0	0	8	4	25	2.5	Fair	≥30% and < 70%	3.72	D	2.49	B	D	D	D	D
W 1st St	N Main St	EB	4	18,700	30	2	12	0	0	5	3	50	2.5	Fair	≥30% and < 70%	3.84	D	2.90	C	D	D	D	D
W 1st St	N Main St	WB	4	18,700	30	2	13	0	0	4	3	30	2.5	Fair	≥30% and < 70%	3.72	D	2.86	C	D	D	D	D
N Main St	E 1st St	EB	4	16,400	30	2	12	0	0	4	4	40	4.2	Fair	≥30% and < 70%	3.75	D	2.73	C	D	D	B	B
N Main St	E 1st St	WB	4	16,400	30	2	11	0	0	5	3	35	4.2	Fair	≥30% and < 70%	3.86	D	2.73	C	D	D	B	B
E 1st St	E 3rd St	EB	4	16,400	30	2	11	0	0	7	4	60	4.2	Fair	≥30% and < 70%	3.86	D	2.61	C	D	D	B	B
E 1st St	E 3rd St	WB	4	16,400	30	2	11	0	0	6	6	50	4.2	Fair	≥30% and < 70%	3.86	D	2.50	C	D	D	B	B
E 3rd St	E 4th St	EB	4	16,400	30	2	11	0	0	6	5	45	1	Fair	≥30% and < 70%	3.86	D	2.54	C	D	D	E	E
E 3rd St	E 4th St	WB	4	16,400	30	2	12	0	0	5	10	45	1	Fair	≥30% and < 70%	3.75	D	2.26	B	D	D	E	E
E 4th St	E 5th St	EB	4	16,400	30	2	11	2	0	5	3	50	1	Fair	≥30% and < 70%	3.86	D	2.74	C	D	D	E	E
E 4th St	E 5th St	WB	4	16,400	30	2	11	0	0	5	10	35	1	Fair	≥30% and < 70%	3.86	D	2.16	B	D	D	E	E
E 5th St	NE Blvd	EB	4	16,400	30	2	11	0	0	5	6	45	1	Fair	≥30% and < 70%	3.86	D	2.54	C	D	D	E	E
E 5th St	NE Blvd	WB	4	16,400	30	2	11	0	0	5	10	30	1	Fair	≥30% and < 70%	3.86	D	2.10	B	D	D	E	E
NE Blvd	E 7th St	EB	4	16,400	30	2	11	0	0	5	8	65	1	Fair	≥30% and < 70%	3.86	D	2.53	C	D	D	E	E
NE Blvd	E 7th St	WB	4	16,400	30	2	11	0	0	5	6	70	1	Fair	≥30% and < 70%	3.86	D	2.65	C	D	D	E	E
E 7th St	E 8th St	EB	4	16,400	35	2	12	0	0	5	7	60	1	Fair	≥30% and < 70%	3.86	D	2.66	C	D	D	E	E
E 7th St	E 8th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	3.86	D	2.61	C	D	D	E	E
E 8th St	E 9th St	EB	4	16,400	35	2	12	0	0	5	7	35	1	Fair	≥30% and < 70%	3.86	D	2.49	B	D	D	E	E
E 8th St	E 9th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	3.86	D	2.61	C	D	D	E	E
E 9th St	E 10th St	EB	4	18,100	35	2	12	0	0	5	8	50	0	Fair	≥30% and < 70%	3.94	D	2.64	C	D	D	F	F
E 9th St	E 10th St	WB	4	18,100	35	2	12	0	0	5	7	65	0	Fair	≥30% and < 70%	3.94	D	2.78	C	D	D	F	F
E 10th St	NE Waldo Rd	EB	4	18,100	35	2	12	0	0	5	3	0	0	Fair	≥30% and < 70%	3.94	D	3.18	C	D	D	F	F
E 10th St	NE Waldo Rd	WB	4	18,100	35	2	12	0	0	5	4	0	0	Fair	≥30% and < 70%	3.94	D	3.14	C	D	D	F	F

Appendix B:
Right-of-Way Boundaries and Adjacent Land Use Characteristics



BLOCK N.4C			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RES	50,222	48,955	15
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	34,481	3,262	31
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	44,338	32,341	119

BLOCK N.3C			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RES	55,327	25,212	30
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	34,483	21,112	13
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	44,327	24,288	157

BLOCK N.2C			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RES	13,227	10,175	
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	14,471	21,422	
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	14,409	43,883	147

BLOCK N.1A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RES	11,774	24,278	41
LAND USE <th>TOTAL AREA</th> <th>CURRENT USE</th> <th>FUTURE USE</th>	TOTAL AREA	CURRENT USE	FUTURE USE
RES	14,895	13,217	



BLOCK N.5C:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUN	53,366	24,345	51

BLOCK N.5B:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	43,391	25,292	42
MUN	27,146	2,353	25
FF	18,751	9	
MAL	8,636	4,847	2

BLOCK N.5A:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	66,174	48,355	147

BLOCK N.6C:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUN	11,440	9,250	12

BLOCK N.6A:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	38,354	9,285	49
MUN	17,572	9,288	42

BLOCK N.7B:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUN	187,426	53,526	166

BLOCK N.7A:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	34,182	9,346	58

BLOCK N.8C:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUN	68,441	14,264	55

BLOCK N.8B:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	41,242	19,899	98

BLOCK N.8A:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
UNU1	71,151	24,878	128

BLOCK N.9C:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
PUD	39,726	8	17

BLOCK N.9B:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
PUD	51,462	8	27

BLOCK N.9A:

LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
PUD	61,489	9,754	40





BLOCK N. 10A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	144,347	38,124	115	

BLOCK S. 10A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	143,887	46,379	238	

BLOCK S. 10B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	161,226	43,646	116	

BLOCK N. 11A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	28,396	8,371	64	

BLOCK N. 12A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	28,154	9	47	

BLOCK N. 13B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	46,267	8,810		

BLOCK N. 13A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	42,674	21,453	84	

BLOCK S. 13A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	22,229	34,802	911	

BLOCK S. 13B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	41,432	21,517	114	

BLOCK N. 14B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	68,402	22,284		

BLOCK N. 14A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	48,448	12,246	112	

BLOCK N. 15A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	21,678	4,209	47	

BLOCK S. 15A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	47,266	19,468	199	

BLOCK S. 15B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	122,796	18,821	284	

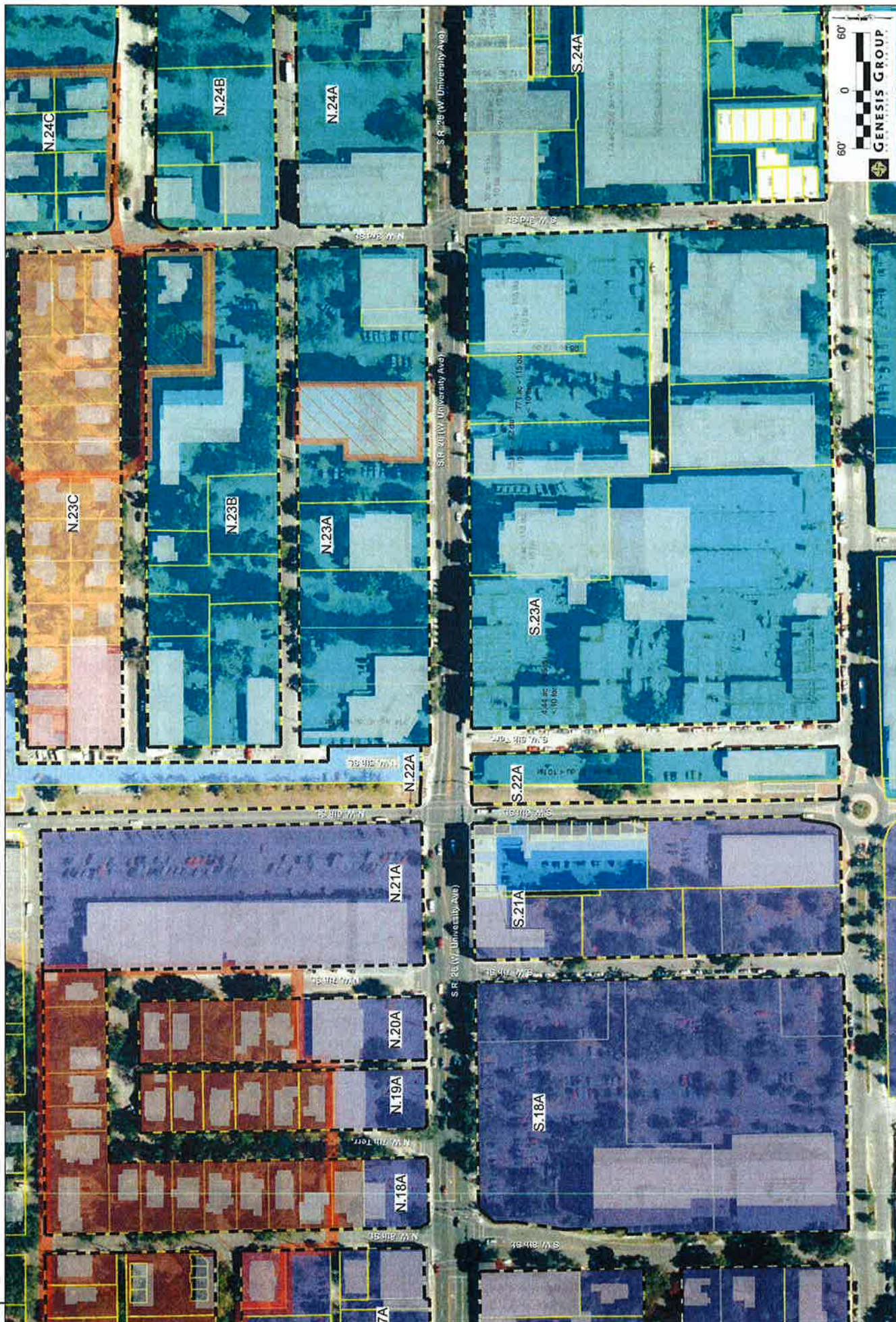
BLOCK N. 16A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	28,468	6,282	51	

BLOCK S. 16A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	87,266	36,276	221	

BLOCK N. 17B				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	72,266	21,815		

BLOCK N. 17A				
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE	AREA
UMW2	78,462	24,827	125	











LAND USE TABLE

- -C
- -CON
- -E
- -MUH
- -MUL
- -MUR
- -O
- -PF
- -PUD
- -RH
- -RL
- -RM
- -UMU1
- -UMU2

BLOCK N.36C

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
PL	86,882	18,462	FUTURE (±)

BLOCK N.36A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
MUL	88,751	11,226	FUTURE (±)
RL	17,942	24,824	FUTURE (±)

BLOCK N.36A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
PUD	27,872	4,803	FUTURE (±)
MUL	37,882	3,980	FUTURE (±)
RM	34,589	28,781	FUTURE (±)

BLOCK N.36C

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
RM	48,570	17,888	FUTURE (±)

BLOCK N.37C

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
RM	188,181	28,611	FUTURE (±)

BLOCK N.37A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	54,182	4,952	42,181
RM	145,631	22,465	FUTURE (±)

BLOCK S.37A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	126,454	34,240	82,141
MUL	88,947	16,741	FUTURE (±)
RM	31,542	7,102	FUTURE (±)

BLOCK N.38C

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
RM	88,967	23,734	FUTURE (±)

BLOCK N.38B

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
RM	188,141	18,137	FUTURE (±)

BLOCK N.38A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
E	88,899	4,388	23,260
RM	50,076	6,740	FUTURE (±)

BLOCK S.38A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	51,158	18,256	30,872

BLOCK S.38B

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	89,281	12,408	24,292

BLOCK N.39C

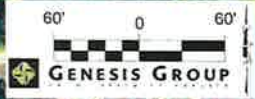
LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
RM	98,811	18,909	FUTURE (±)

BLOCK N.39B

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	79,767	3,405	31,478

BLOCK S.39A

LAND USE	TOTAL AREA	CURRENT (±)	FUTURE (±)
C	28,154	8,421	8,420



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September 17, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Year 2040 Long Range Transportation Plan- Existing Plus Committed (E+C) Network

STAFF RECOMMENDATION

Approve Table 1.

BACKGROUND

As you know, we are working to update the MTPO's Year 2035 long range transportation plan. According to our consultant (Atkins), the process to validate the travel demand model is almost complete. As soon as the model is validated, Atkins wants to begin to run Year 2040 traffic assignments, including traffic assignments on the "Existing Plus Committed" network. Therefore, we are working to identify all capacity projects completed since 2010 and any that are funded through construction by 2019.

Table 1 identifies existing and committed capacity projects. Please note that any project listed on this table as "funded through construction by 2019" will not be included in the adopted Year 2040 Needs Plan or Cost Feasible Plan because these projects have funding that is "committed" to insure their completion by 2019.

The following list defines the types of road capacity projects that are included in Table 1.

1. Roads that are (or will be) functionally classified as arterials and collectors (not local streets).
2. New roads (where none existing before), expanded roads (where additional travel lanes have been or will be added) and reduced roads (where travel lanes have been or will be eliminated).
3. Committed roads are defined as projects where funding is identified and programmed between now and Fiscal Year 2018-19. Note- committed projects are not "wish list" projects, but instead projects with specific identified funds allocated for construction.
4. Committed roads will be open for travel by the public by the end of Fiscal Year 2018-19.

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**Table 1
Existing and Committed Capacity Projects**

New Road Projects Completed Since 2010

Roadway	From	To	Type
Gainesville Regional Airport Entrance	Waldo Road	Airport Terminal	New Two-Lane
NW 8th Avenue	NW 23rd Street	NW 31st Drive	Two-Lane Reduction
SW 9th Street	SW 2nd Avenue	SW 4th Avenue	New Two-Lane
SW 3rd Avenue	SW 10th Street	SW 7th Terrace	New Two-Lane
Hull Road Extension	SW 34th Street	SW 38th Terrace	New Two-Lane
SW 38th Terrace	SW 20th Avenue	Hull Road	New Two-Lane

New Road Projects Funded Through Construction by 2019

Roadway	From	To	Type	Fiscal Year
Celebration Pointe Boulevard/SW 30th Avenue Bridge	Archer Road	SW 42nd Way	New Four Lane	2014-15
SW 62nd Boulevard	Archer Road	SW 43rd Street	New Four Lane	2016-17
Plaza Boulevard (SW 38th Terrace)	SW 24th Avenue	SW 42nd Street	New Two-Lane	2016-17
SW 30th Avenue	SW 42nd Street	SW 40th Boulevard	New Two-Lane	2016-17
SW 42nd Way Extension	SW 30th Place	SW 30th Avenue	New Two-Lane	2016-17
SW 30th Place Extension	SW 42nd Way	SW 42nd Street	New Two-Lane	2016-17
SW 8th Avenue	SW 143rd Street	SW 122nd Street	New Two-Lane	2014-15
Road Connecting SW 8th Ave and SW 61st St	SW 75th Street	SW 24th Avenue	New Two-Lane	2014-15
NW 23rd Avenue	NW 55th Street	NW 58th Boulevard	Widen to Four Lanes	2014-15
SW 40th Boulevard Extension	South of Archer Road	SW 47th Avenue	New Two-Lane	2016-17
SW 91st Street	Archer Road	SW 73rd Avenue	New Two-Lane	2017-18

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**TECHNICAL ADVISORY COMMITTEE (TAC)
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 5/21/2014	MEETING DATE 7/23/2014	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT 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	A	A	YES
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	P	P	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	E	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	P	E	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	4/2/2014	5/21/2014	7/23/2014	Violation If Absent At Next Meeting 9/24/2014
E J Bolduc	14-Dec	P	P	P	-
Thomas Bolduc	15-Dec	P	E	P	-
Rob Brinkman	14-Dec	A	P	P	-
Nelle Bullock	16-Dec	P	P	A	-
Rajeeb Das	15-Dec	P	P	P	-
VACANT	14-Dec	-	-	-	-
Luis Diaz	16-Dec	P	P	P	-
Jan Frentzen	15-Dec	P	P	E	-
Melinda Koken	15-Dec	P	P	P	-
Kamal Latham	16-Dec	A	P	P	-
Chandler Otis	15-Dec	E	P	P	-
James Samec	14-Dec	P	P	P	-
Ruth Steiner	14-Dec	E	P	E	-
Ewen Thomson	16-Dec	P	P	A	-
<i>Chris Towne</i>	<i>16-Dec</i>	<i>P</i>	<i>A</i>	<i>A</i>	<i>YES</i>

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:

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 <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.

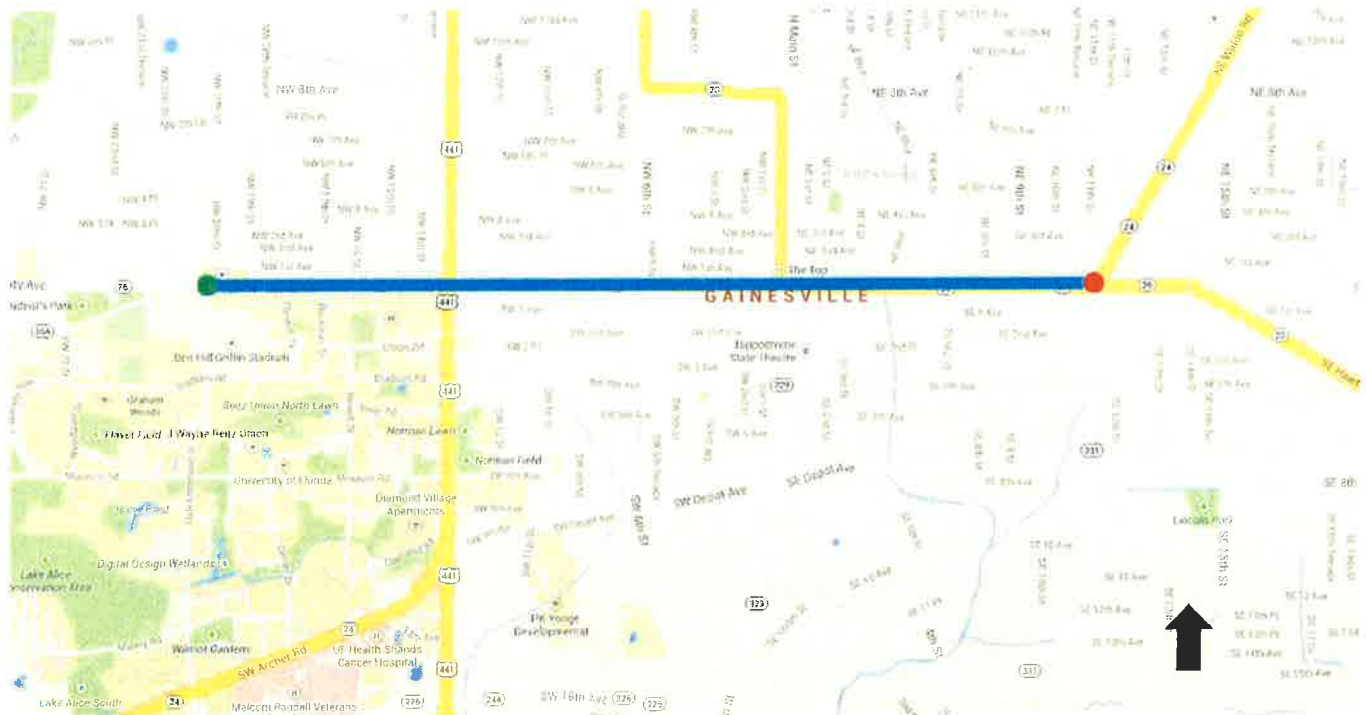
Note, unless otherwise scheduled:

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.

University Avenue Multimodal Corridor Study Workshop

**Gainesville Regional Utilities Administration
301 SE 4th Avenue, Gainesville, Florida
Thursday, October 2, 2014
3:00 p.m. to 8:00 p.m.**

The purpose of this study is to identify specific multimodal projects along University Avenue (State Road 26) from Gale Lemerand Drive to Waldo Road that can be programmed for implementation by the Florida Department of Transportation in its Five-Year Work program. Part of this project is to document existing conditions within this corridor and data collection for bicycle, pedestrian and transit users.



Source: Google, Map Data, 2014.

For additional information, please contact Mr. Marle Sanderson, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Staff Director, at 352.955.2200 or sanderson@ncfrpc.org



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