North Central Florida Regional Planning Council

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

November 9, 2016

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On Wednesday, November 16, 2016, the Technical Advisory Committee will meet at 2:00 p.m. in the **Charles F. Justice Conference Room, North Central Florida Regional Planning Council, 2009 NW 67th Place.** Also on Wednesday, November 16, 2016, 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	**III.**	**Approval of Committee Minutes**	**APPROVE MINUTES**
Page #11 **7:25 p.m.**	**IV.**	**Florida Department of Transportation** **NW 34th Street (State Road 121) Left Turn Lanes** **Technical Memorandum** The Florida Department of Transportation has provided this technical memorandum for review and comment.	**APPROVE STAFF RECOMMENDATION**
Page #71 **7:40 p.m.**	**V.**	**West Newberry Road (State Road 26) Bikelanes** At its October 3, 2016 meeting, the Metropolitan Transportation Planning Organization discussed the replacement of onstreet parking with designated bikelanes on West Newberry Road (State Road 26) and requested a corridor study from the Florida Department of Transportation.	**APPROVE STAFF RECOMMENDATION**

Page #99 **7:15 p.m.**	**VI.**	**Florida Department of Transportation Tentative Work Program 2017-18 to 2021-22**	**APPROVE STAFF RECOMMENDATION**

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

Page #107 **7:30 p.m.**	**VII.**	**Safe Routes to School Applications**	**APPROVE STAFF RECOMMENDATION**

The City of Gainesville and Alachua County anticipate submitting Safe Routes to School applications to the Florida Department of Transportation.

Page #109 **7:30 p.m.**	**VIII.**	**Transportation Alternatives Program Applications**	**APPROVE STAFF RECOMMENDATION**

The City of Gainesville and Alachua County anticipate submitting Transportation Alternatives Program applications to the Florida Department of Transportation.

Page #111 **7:35 p.m.** **CAC Only**	**IX.**	**Kermit Sigmon Citizens Participation Award - 2016**	**SELECT RECIPIENT**

Each year, the Citizens Advisory Committee selects a recipient for this award.

X. Information Items

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

Page #113	A.	Citizens Advisory Committee and Technical Advisory Committee Attendance Records
Page #115	B.	Meeting Calendar- 2017
Page #117	C.	Florida Department of Transportation - North Interstate 75 Master Plan Staff Meeting Materials

*No handout included with the enclosed agenda item.

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Charles F. Justice Conference Room
2009 NW 67th Place
Gainesville, Florida

2:00 p.m.
Wednesday
June 15, 2016

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Debbie Leistner, Chair	Dekova Batey	Delia Kradolfer	Scott Koons
Paul Adjan	Jesus Gomez		Michael Escalante
Chris Dawson	James Speer		
Linda Dixon			
Ruth Findley			
Ron Fuller			
James Green			
Erik Lewis			
Dean Mimms			

CALL TO ORDER

Chair Debbie Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:07 p.m.

I. INTRODUCTIONS

Chair Leistner introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the April 20, 2016 minutes are ready for consideration of approval by the Technical Advisory Committee.

MOTION: Paul Adjan moved to approve the April 20, 2016 Technical Advisory Committee minutes. James Green seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2016-17 TO 2020-21

Scott Koons, Metropolitan Transportation Planning Organization Executive Director, stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program.

MOTION: Ruth Findley moved to recommend that the Metropolitan Transportation Planning Organization:

1. **approve the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program.**

2. **request that the Florida Department of Transportation, City of Gainesville and the University of Florida coordinate the implementation of the following projects:**

   - **SW 13th Street at Archer Road Traffic Signal Update (4358911);**
   - **Archer Road Landscaping Project (4359291); and**
   - **Archer Road Campus Development Agreement-funded modifications.**

Chris Dawson seconded; motion passed unanimously.

V. LIST OF PRIORITY PROJECTS FOR FISCAL YEARS 2017-18 TO 2021-22

Mr. Koons stated that, each year, the Metropolitan Transportation Planning Organization develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that the draft List of Priority Projects includes projects from the recently adopted Year 2040 Long Range Transportation Plan and from local agency recommendations. He and Michael Escalante, Senior Planner, discussed the draft list of Priority Projects and answered questions.

Chair Leistner discussed bicycle/pedestrian priorities and answered questions. She also recommended adding the 6th Street Rail/Trail Extension project.

Chris Dawson discussed the Shared-Use Network Trail Program project priorities and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization:

1. **approve the Fiscal Years 2017-18 to 2021-22 List of Priority Projects with one modification to add the 6th Street Rail/Trail Extension project as Priority 10-T; and**

2. **if safety-funded projects are included in future years of the List of Priority Projects, the Metropolitan Transportation Planning Organization should use the Alachua County Traffic Safety Team to develop safety-funded project priority recommendations.**

Ruth Findley seconded; motion passed unanimously.

VI. NONE

VII. COMMITTEE ELECTIONS

Mr. Koons stated that the Technical Advisory Committee needs to elect a new Chair and Vice-Chair. He also stated that Debbie Leistner is the current Chair and Matt Muller is the current Vice-Chair.

MOTION: Paul Adjan moved to elect Debbie Leistner as the Technical Advisory Committee Chair and Jeff Hays as the Technical Advisory Committee Vice-Chair. Linda Dixon seconded; motion passed unanimously.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:08 p.m.

_____
Date

_____
Debbie Leistner, Chair

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

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

7:00 p.m.
Wednesday
June 15, 2016

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Rob Brinkman, Chair	E. J. Bolduc	None	Scott Koons
Jan Frentzen, Vice-Chair	Thomas Bolduc		Michael Escalante
Nelle Bullock	James Samec		
Mary Ann DeMatas	Ruth Steiner		
Delia Kradolfer	Luis Diaz		
Gilbert Levy	Ron Lieberman		
Chandler Otis			
Ewen Thomson			

CALL TO ORDER

Chair Rob Brinkman called the meeting to order at 7:07 p.m.

I. INTRODUCTIONS

Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Brinkman asked that the agenda be approved.

MOTION: Gilbert Levy moved to approve the meeting agenda. Ewen Thomsom seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Brinkman asked for approval of the April 20, 2016 Citizens Advisory Committee meeting minutes.

MOTION: Ewen Thomsom moved to approve the April 20, 2016 Citizens Advisory Committee minutes. Chandler Otis seconded; motion passed unanimously

IV. TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2016-17 TO 2020-21

Mr. Koons stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program.

MOTION: Chandler Otis moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program. Mary Ann DeMatas seconded; motion passed unanimously.

V. LIST OF PRIORITY PROJECTS FOR FISCAL YEARS 2017-18 TO 2021-22

Mr. Koons stated that, each year, the Metropolitan Transportation Planning Organization develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that the draft List of Priority Projects includes projects from the recently adopted Year 2040 Long Range Transportation Plan and from local agency recommendations. He discussed the draft list of Priority Projects and answered questions.

MOTION: Chandler Otis moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2017-18 to 2021-22 List of Priority Projects. Nelle Bullock seconded; motion passed unanimously.

VI. PUBLIC INVOLVEMENT PLAN

Mr. Koons stated that the Metropolitan Transportation Planning Organization reviews the Public Involvement Plan each year. He discussed revisions to the plan and answered questions.

MOTION: Chandler Otis moved to recommend that the Metropolitan Transportation Planning Organization approve the Public Involvement Plan. Mary Ann DeMatas seconded; motion passed unanimously.

VII. COMMITTEE ELECTIONS

Mr. Koons stated that the Citizens Advisory Committee needs to elect a new Chair and Vice-Chair. He also stated that Rob Brinkman is the current Chair and Jan Frentzen is the current Vice-Chair.

MOTION: Jan Frentzen moved to nominate Rob Brinkman as the Citizens Advisory Committee Chair; Chandler Otis seconded; Rob Brinkman moved to nominate Jan Frentzen as the Citizens Advisory Committee Vice-Chair; Nelle Bullock seconded; and Chandler Otis moved to close nominations; Ewen Thomson; seconded; motion passed unanimously.

MOTION: Chandler Otis moved to elect Rob Brinkman as the Citizens Advisory Committee Chair and Jan Frentzen as the Citizens Advisory Committee Vice-Chair. Ewen Thomson seconded; motion passed unanimously.

XII. INFORMATION ITEMS

The Citizens Advisory Committee discussed its role as an advisory body to the Alachua County Board of County Commissioners and the City of Gainesville City Commission on local transportation issues.

MOTION: Jan Frentzen moved to request that the Metropolitan Transportation Planning Organization advise the Alachua County Board of County Commissioners and the City of Gainesville City Commission that as in the past, the Citizens Advisory Committee is willing to act again as their citizens advisory committee on matters concerning local transportation issues. Gilbert Levy seconded; motion passed unanimously.

ADJOURNMENT

The meeting was adjourned at 8:10 p.m.

_____
Date

_____
Rob Brinkman, Chair

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North Central Florida Regional Planning Council

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November 9, 2016

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

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

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121).

BACKGROUND

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

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

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

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

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

Attachments

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EXHIBIT 1

TECHNICAL MEMORANDUM:

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

FPID 437287-1 (ALACHUA COUNTY)

MARCH 21, 2016

SUBMITTED BY:

HDR ENGINEERING, INC.

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

1109 SOUTH MARION AVENUE

LAKE CITY, FL 32025

Executive Summary

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

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

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

Existing Conditions

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

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

Proposed Conceptual Alternatives

Design Criteria

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

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

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

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

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

*see Appendix B

Table 2: Additional Sidewalk Construction (Alternative 2 only)

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

Cost Estimate

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

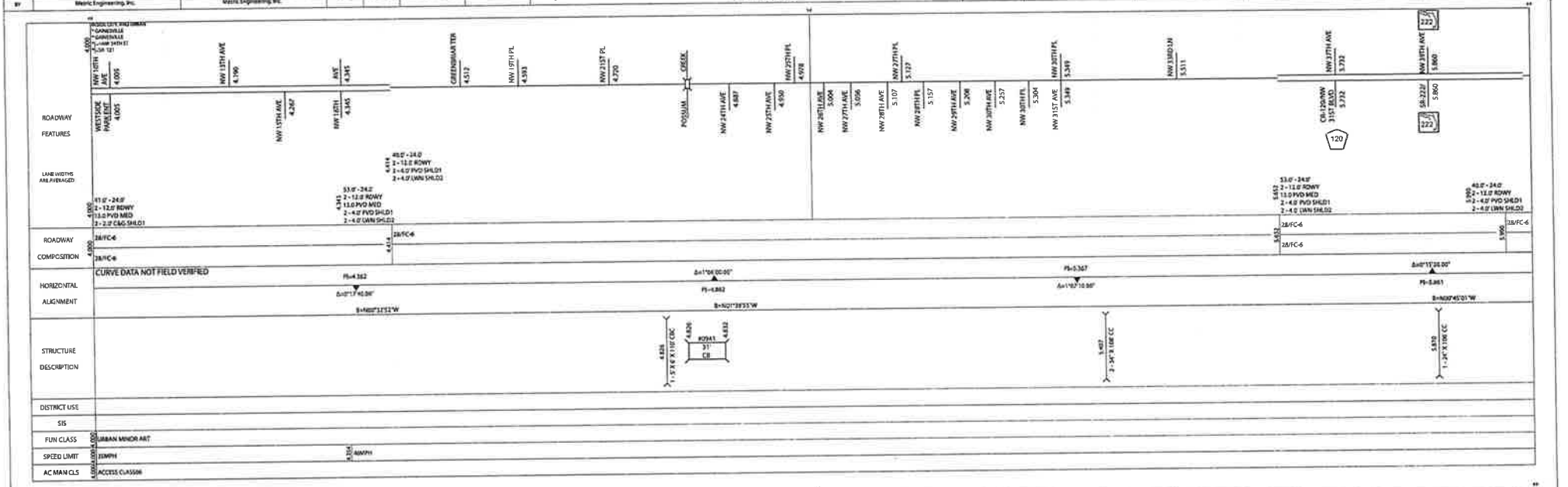
APPENDIX A: STRAIGHT LINE DIAGRAM

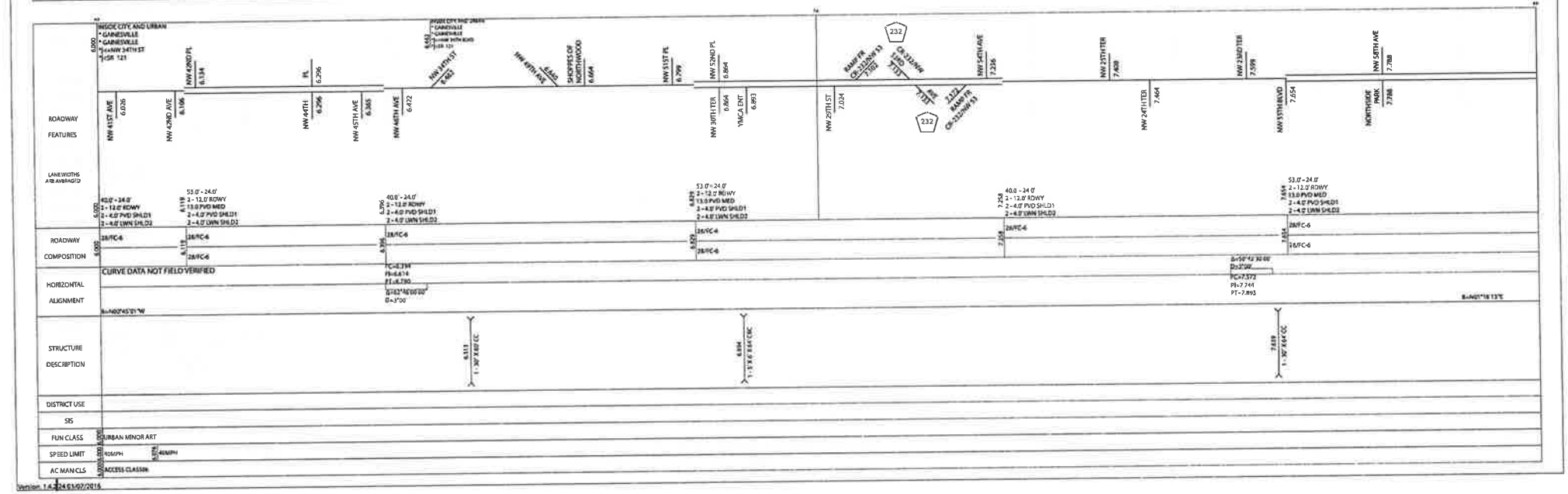
	SLD REV	SLD REV	BMP	EMP	SLD REV	SLD REV
DATE	06/15/2015	06/19/2015	1.623	3.551	03/01/2016 METRIC	03/07/2016 METRIC
BY	Metric Engineering, Inc.	Metric Engineering, Inc.	0.000	8.243		

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
02		SR 121	ALACHUA	02	26250000	2 OF 3





Version: 1.4.224 03/07/2016

	SYS RDY	SLD RDY	BMP	EMP	INV	SLD RDY
DATE	06/15/2015	06/19/2015	1.623	3.551	03/07/2016 METRIC	03/07/2016 METRIC
BY	Metric Engineering, Inc.	Metric Engineering, Inc.	0.000	8.043		

FLORIDA DEPARTMENT OF TRANSPORTATION

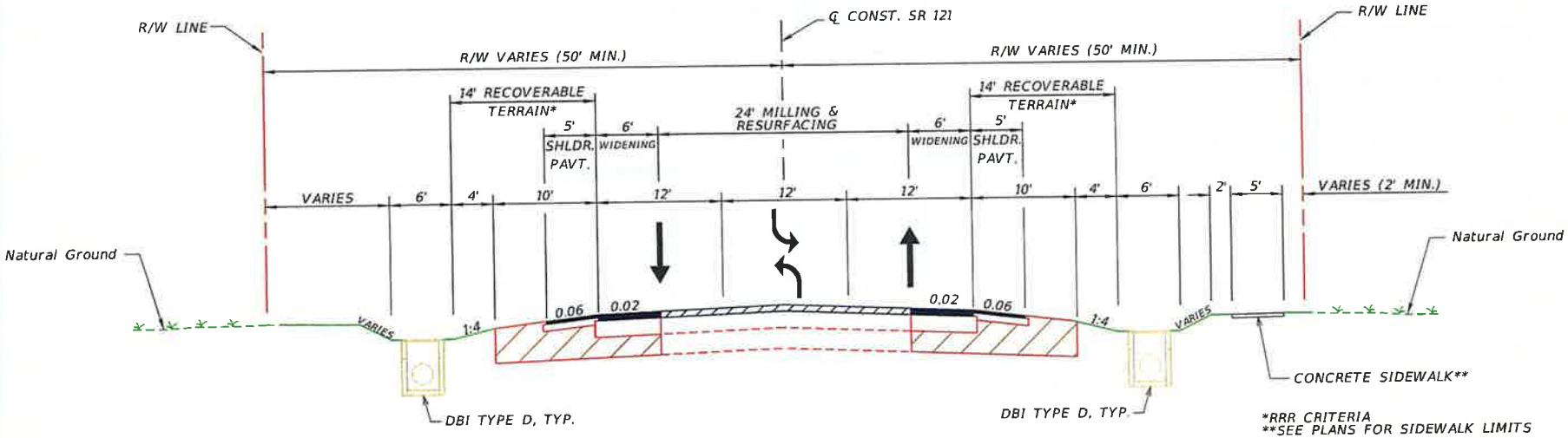
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 121	ALACHUA	02	26250000	3 OF 3

ROADWAY FEATURES LANE WIDTHS ARE AVERAGED	8.000 INSIDE CITY; AND URBAN +GAINESVILLE +GAINESVILLE +<>NW 34TH BLVD +<SR 121	SECTION ENDS: US-441/SR-20/SR-25
	8.000 53.0' - 24.0' 1 - 12.0' RDWY 13.0' PVD MED 1 - 4.0' PVD SHLD1 1 - 4.0' UNPVD SHLD2	END MP: 8.043 NET ROADWAY ID LENGTH: 8.043
ROADWAY COMPOSITION	0.000 2R/FC4 8.000 2R/FC4	
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED B=N01°18'13"E	
STRUCTURE DESCRIPTION		
DISTRICT USE		
SIS		
FUN CLASS	0.000 URBAN MINOR ART	
SPEED LIMIT	0.000 40MPH	
AC MAN CLS	0.000 ACCESS CLASS06	8.043

Version: 1.4.2.24 03/07/2016

APPENDIX B: TYPICAL SECTIONS (ALTERNATIVES 1 & 2)



TYPICAL SECTION 1
SR 121 (NW 34TH ST)
WIDENING SEGMENTS 1, 2 & 4A

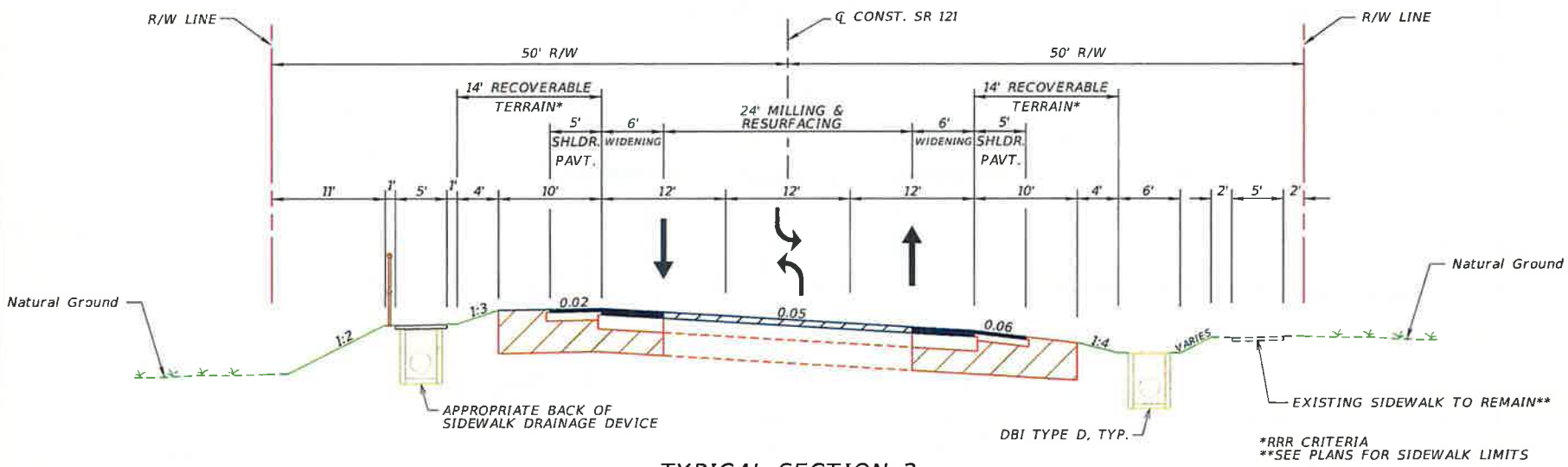
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

TYPICAL SECTION

SHEET NO.
TYP-1



TYPICAL SECTION 2
SR 121 (NW 34TH ST)
WIDENING SEGMENT 3

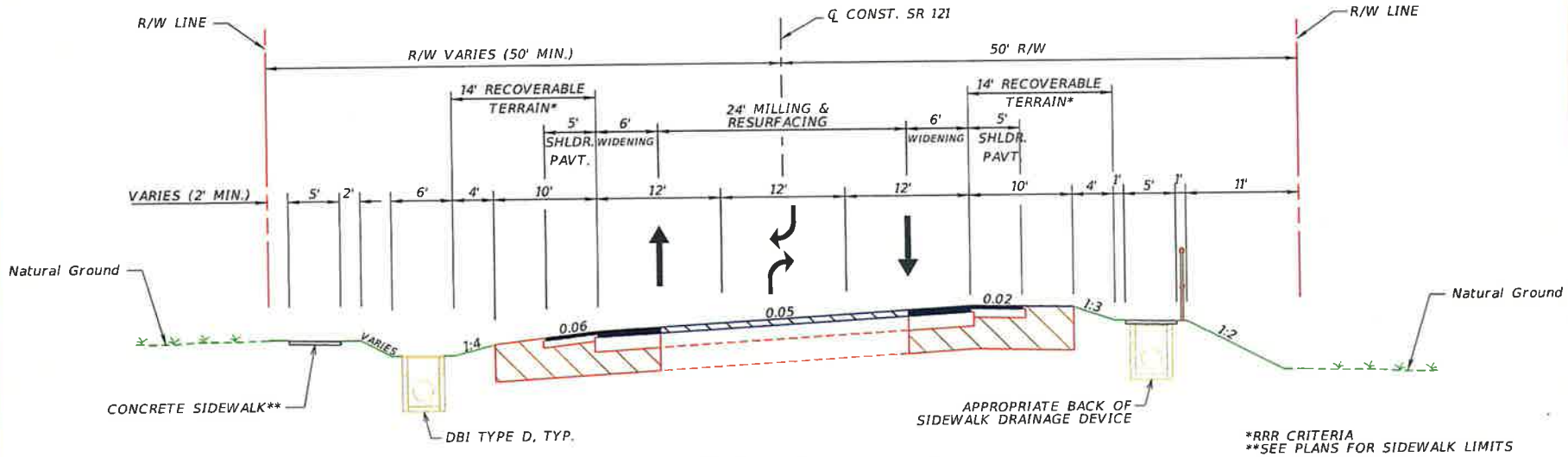
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

TYPICAL SECTION

SHEET NO. TYP-2



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

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

TYPICAL SECTION

SHEET NO.
TYP-3

APPENDIX C: CONCEPTUAL PLANS

ALTERNATIVE 2

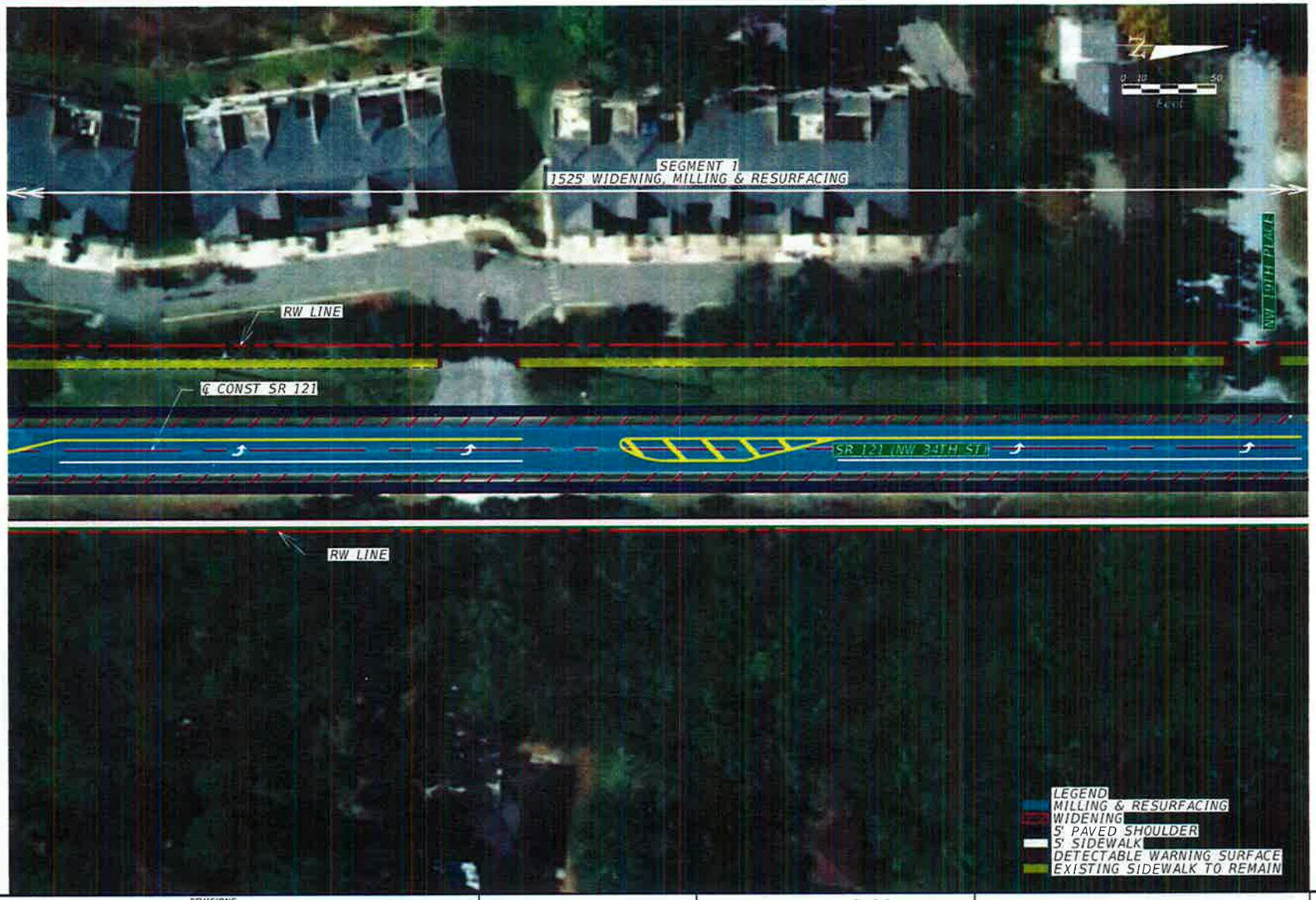
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-1



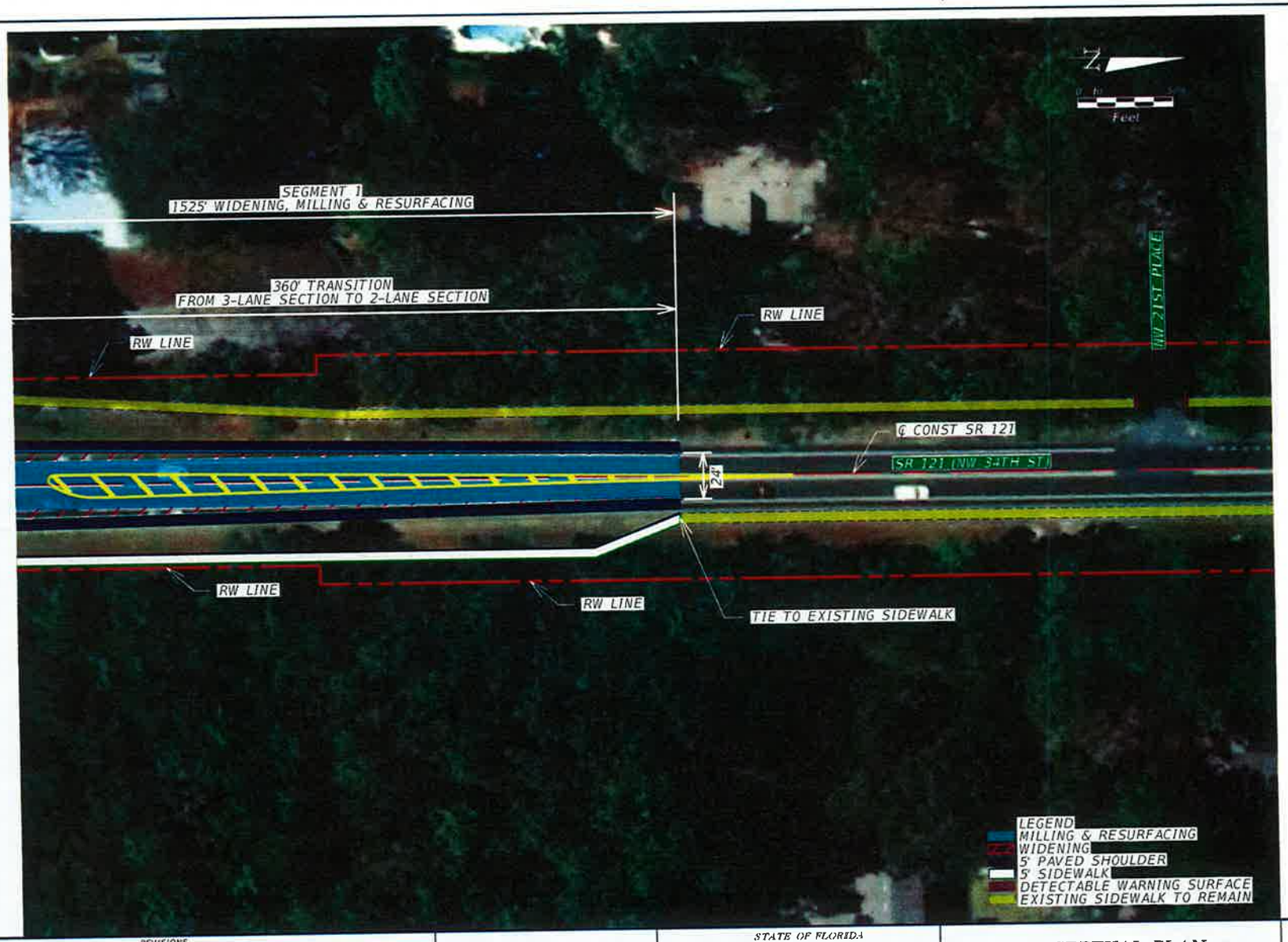
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-2



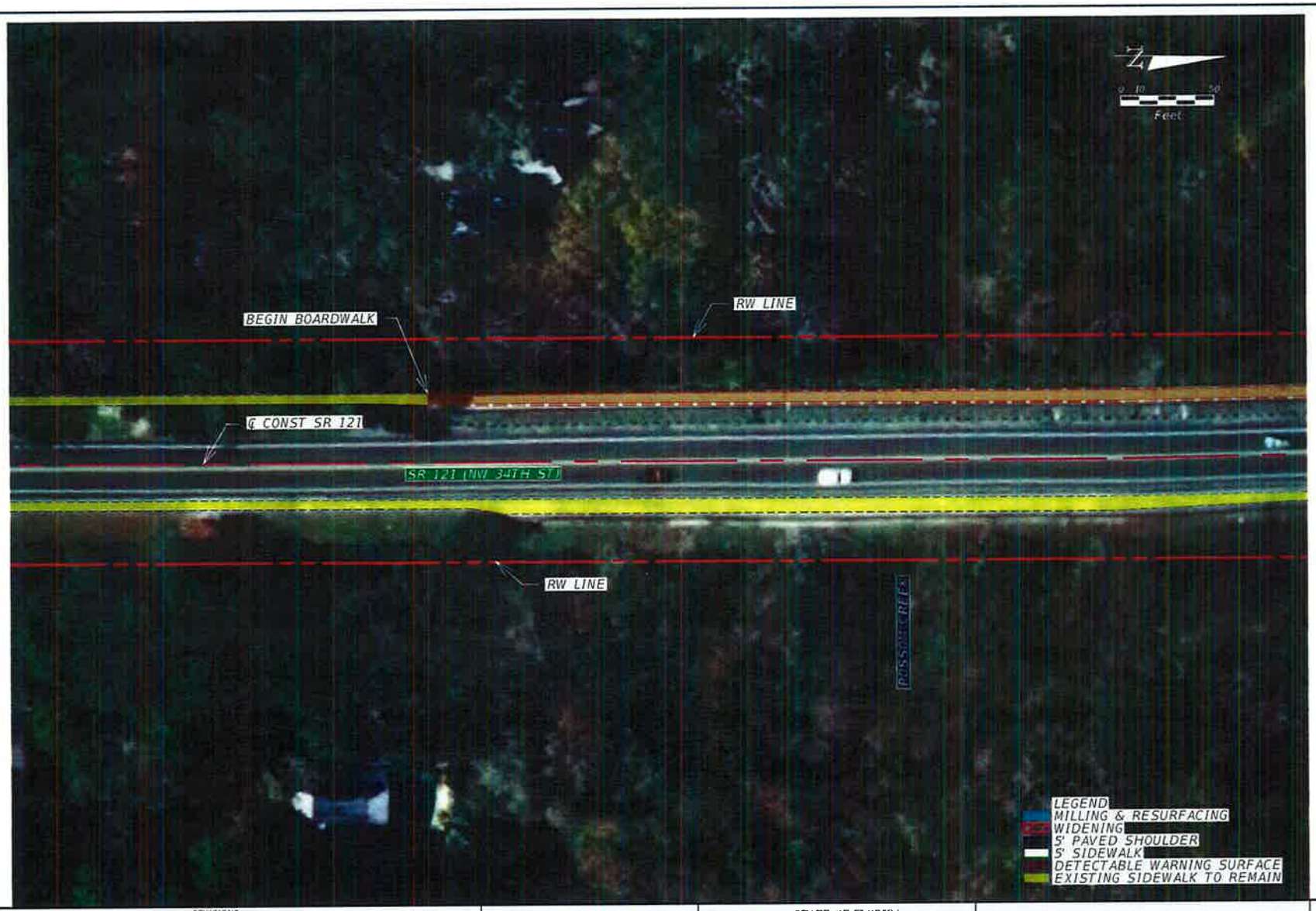
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO. 2-3



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO. 2-4

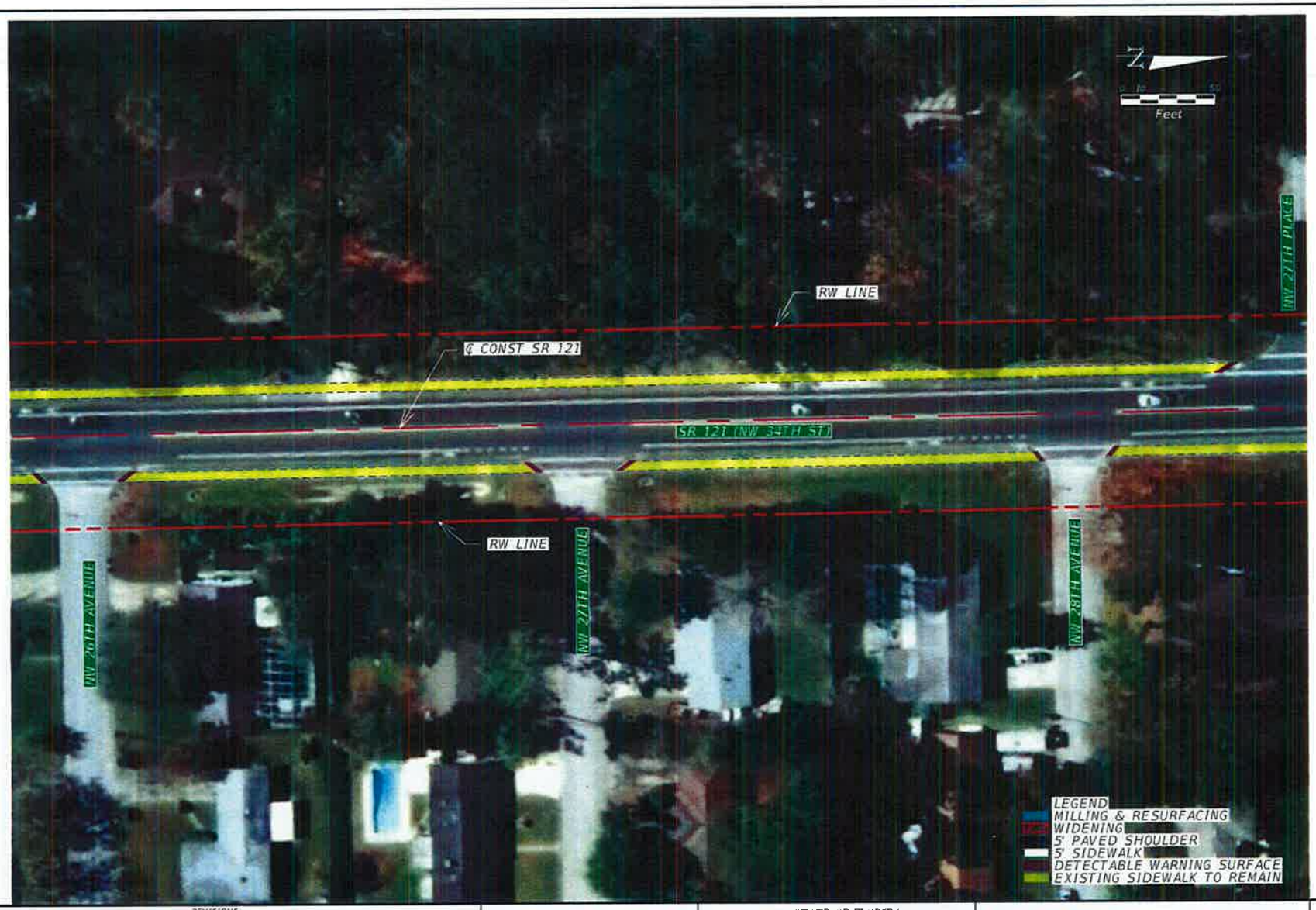
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO. 2-5



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-6

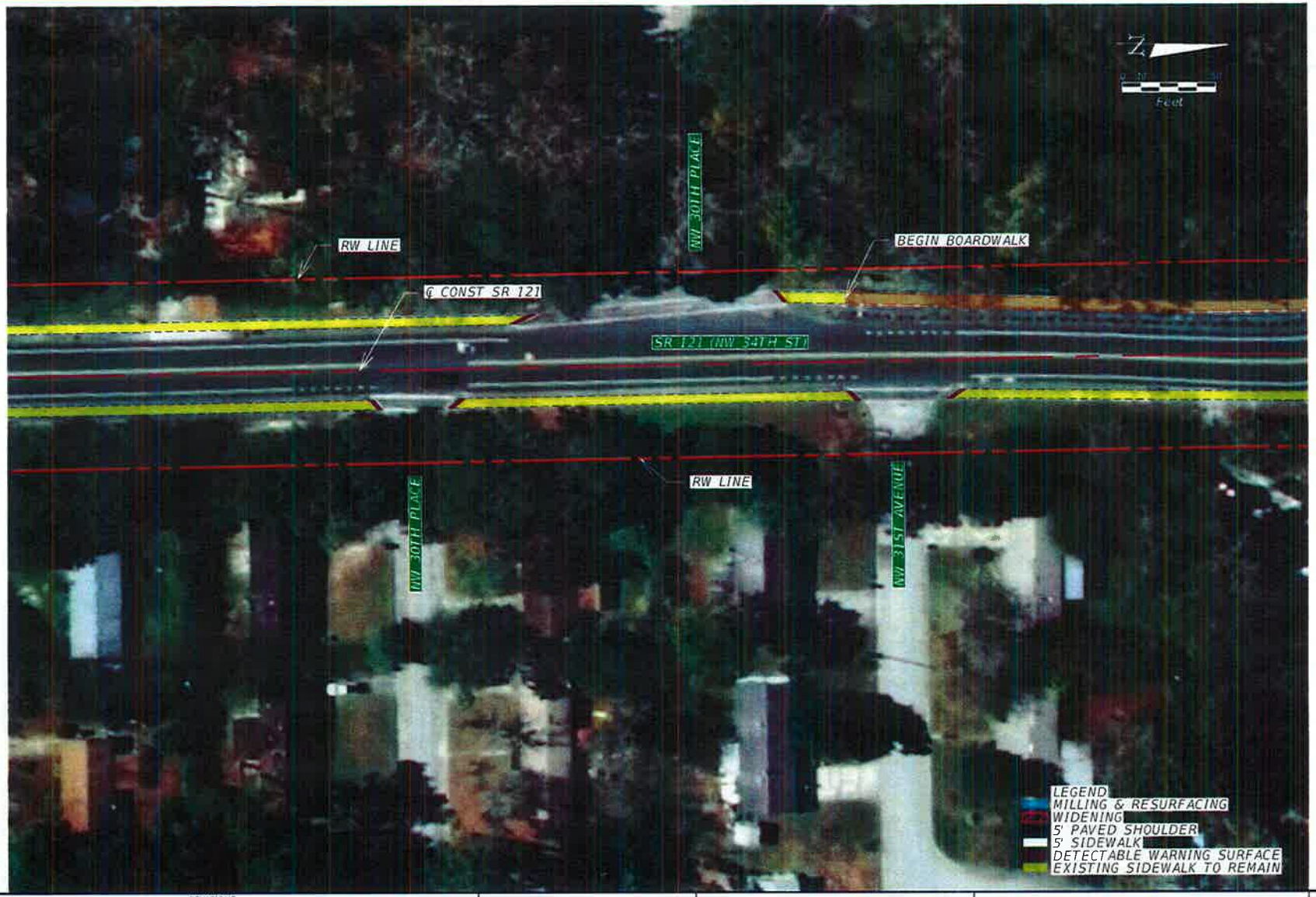
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-7



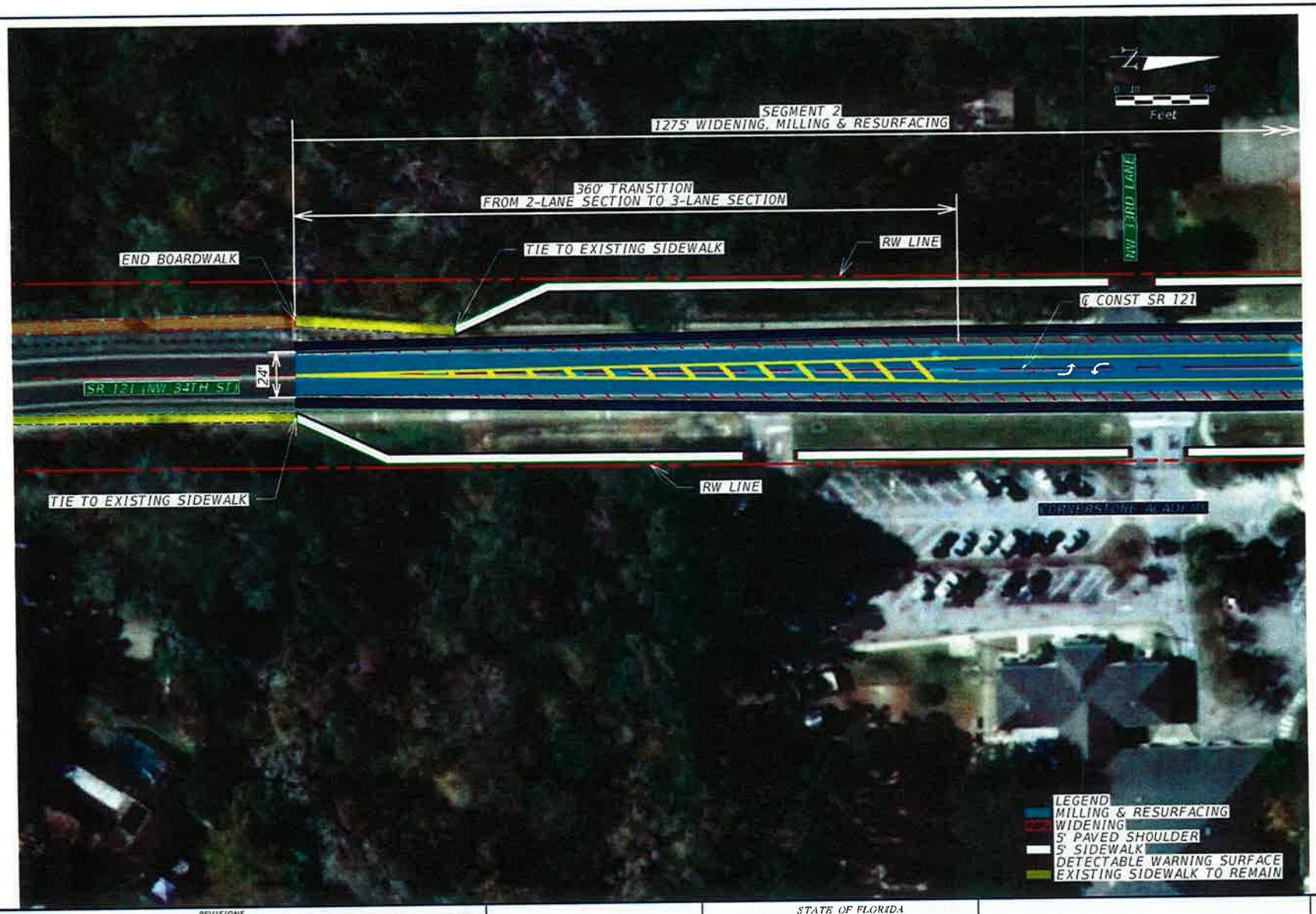
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO.
2-8



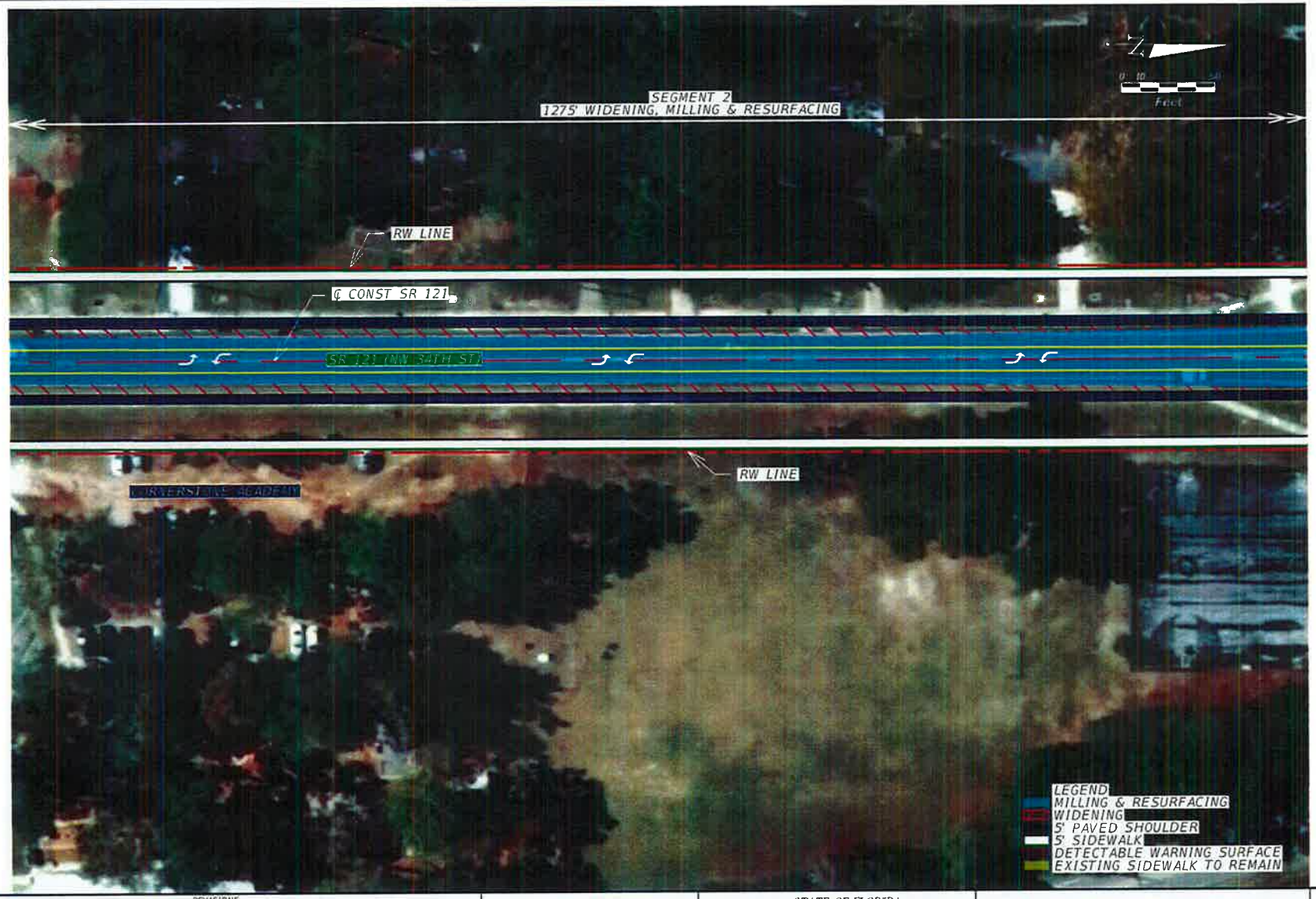
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

SHEET NO
2-9



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
121	ALACHUA	437287-1

CONCEPTUAL PLAN
ALTERNATIVE 2

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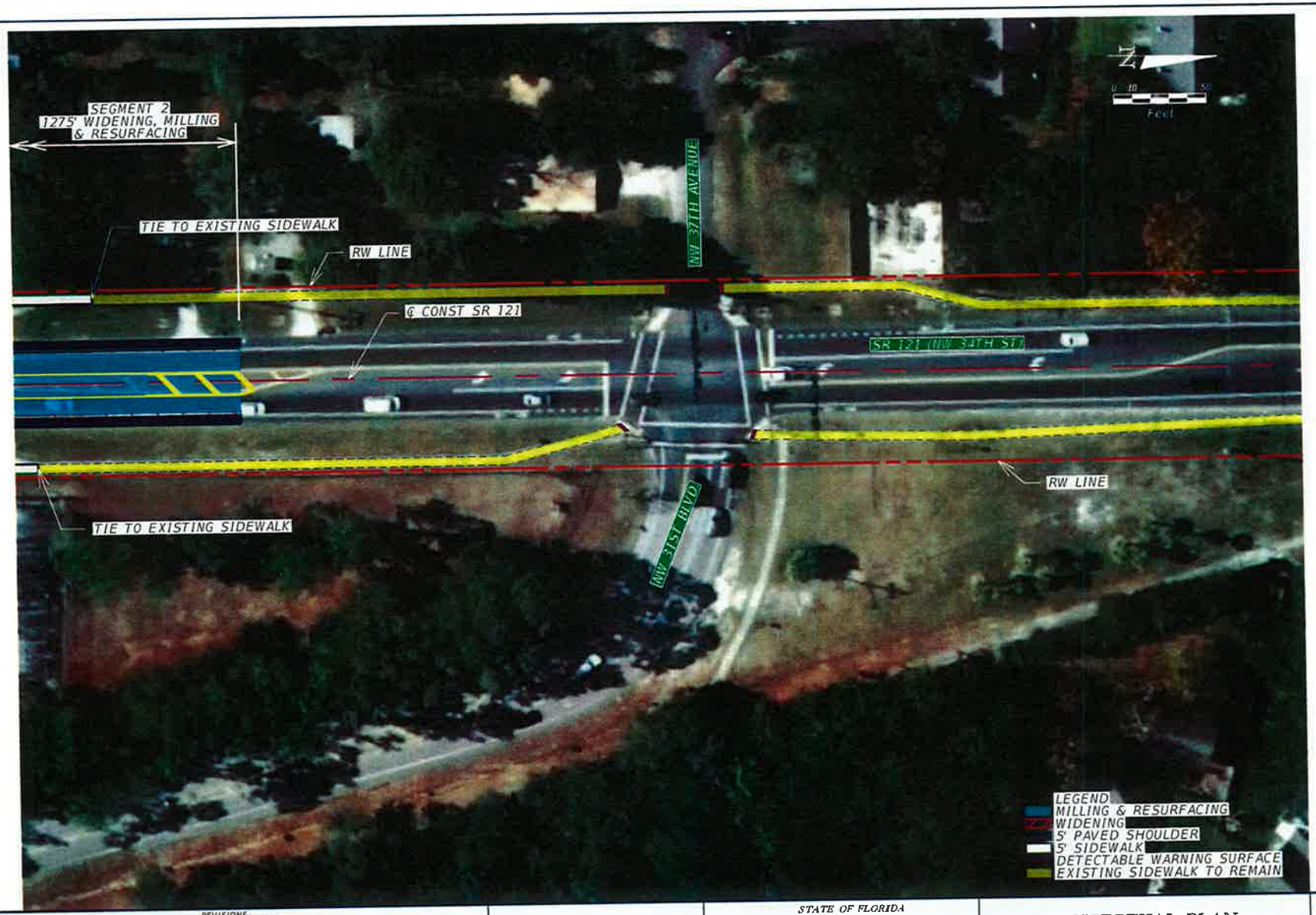

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DEPARTMENT OF TRANSPORTATION

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CONCEPTUAL PLAN
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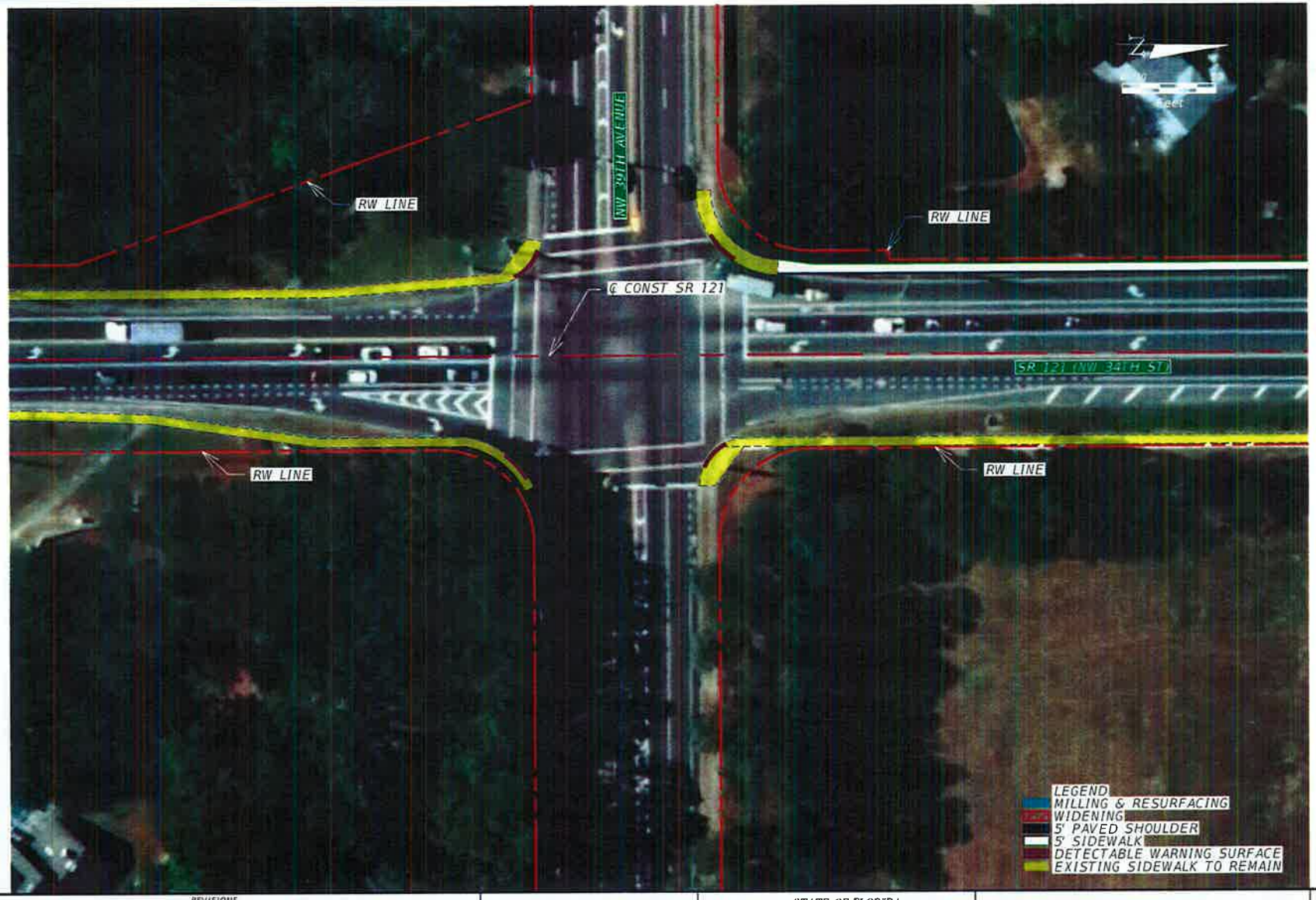

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CONCEPTUAL PLAN
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CONCEPTUAL PLAN
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REVISIONS			
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ROAD NO	COUNTY	FINANCIAL PROJECT ID
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CONCEPTUAL PLAN
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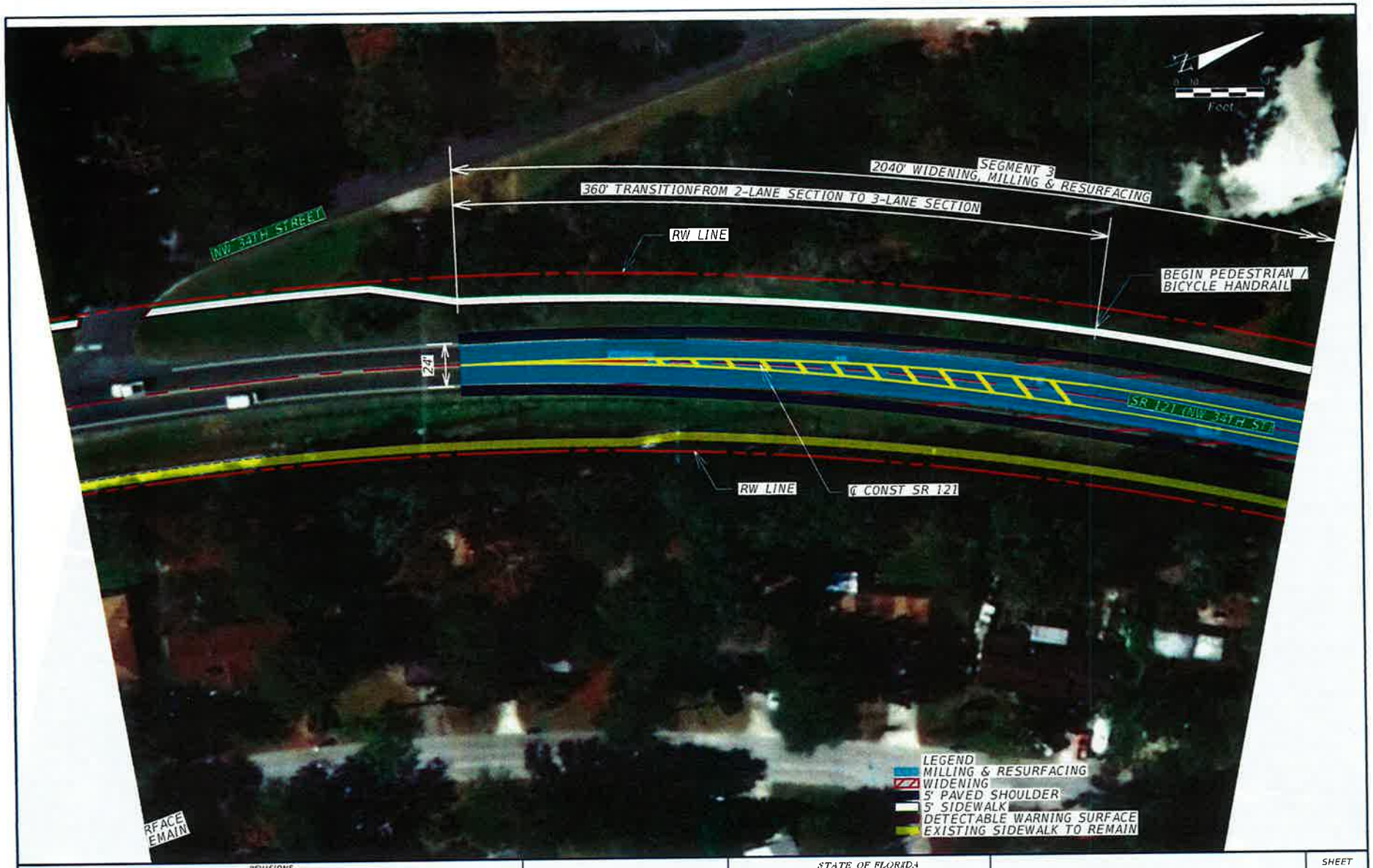

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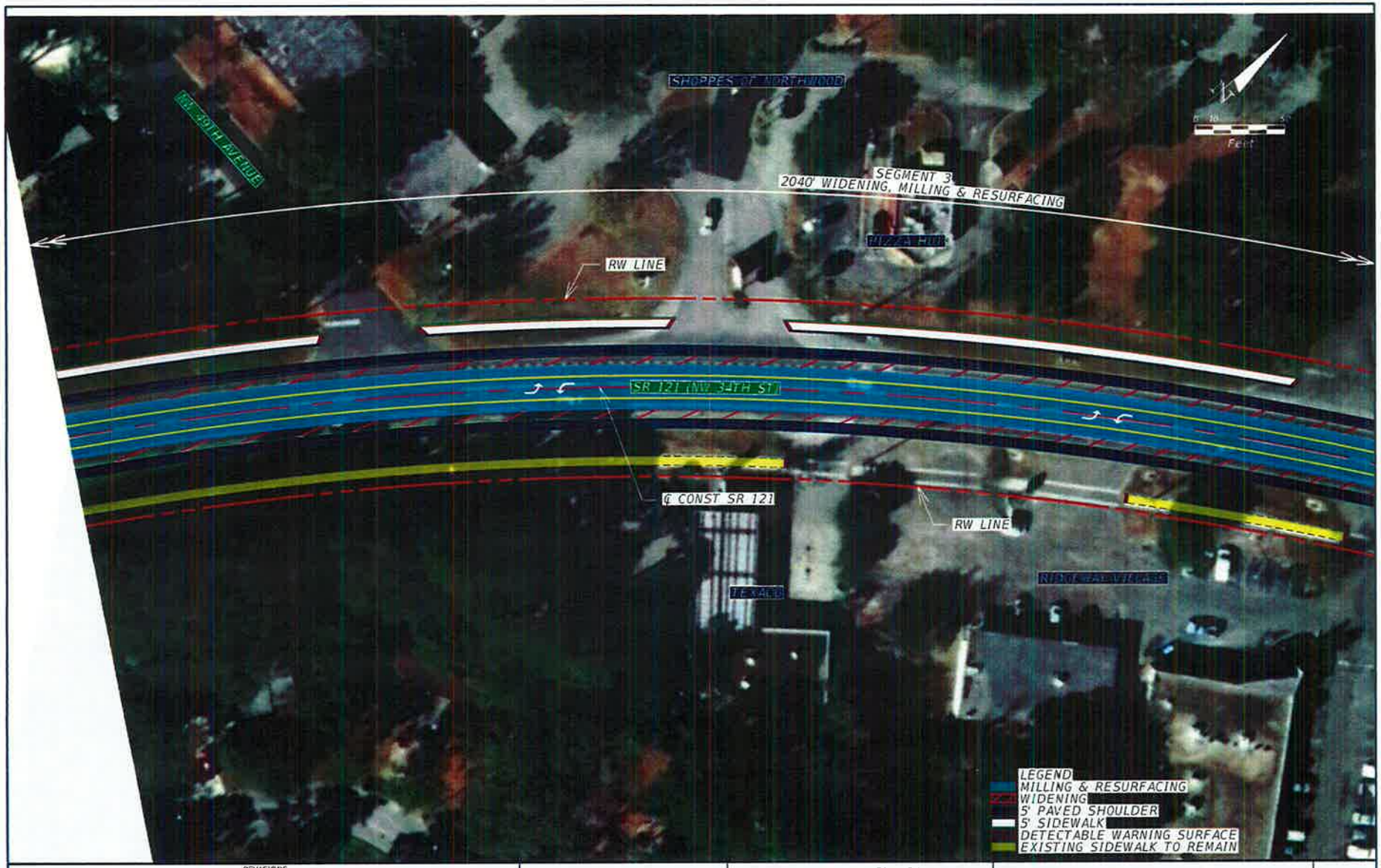

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CONCEPTUAL PLAN
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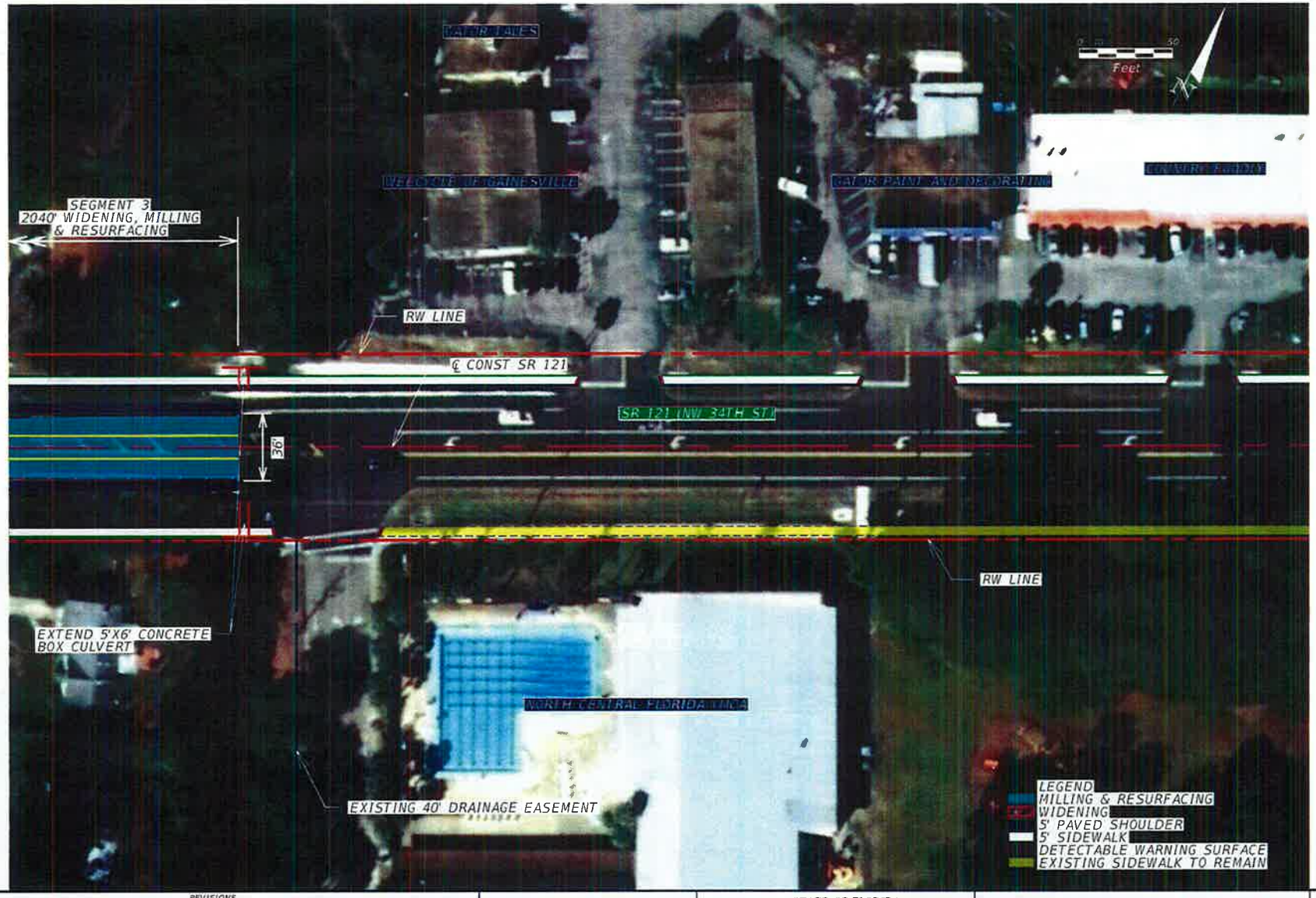

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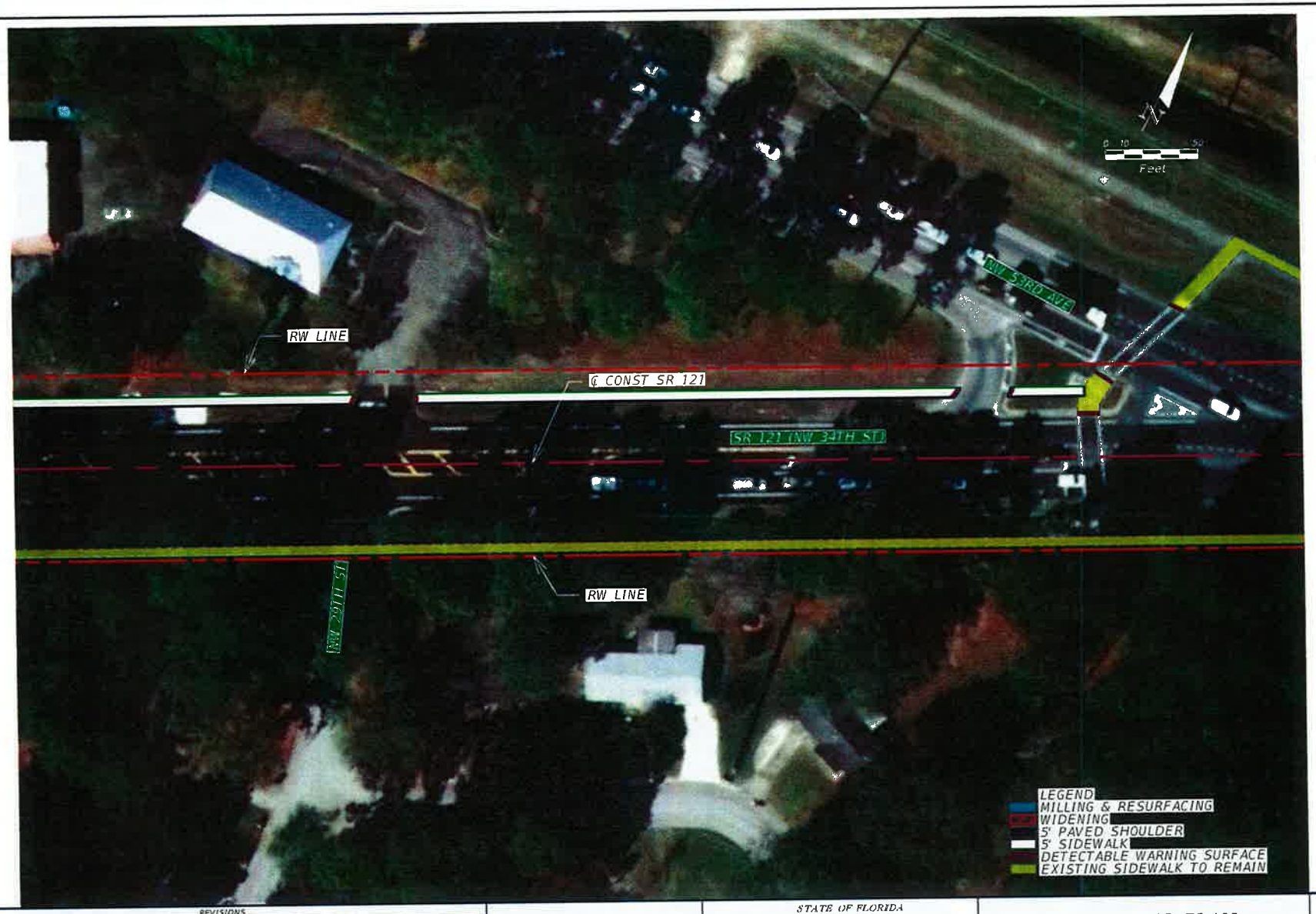

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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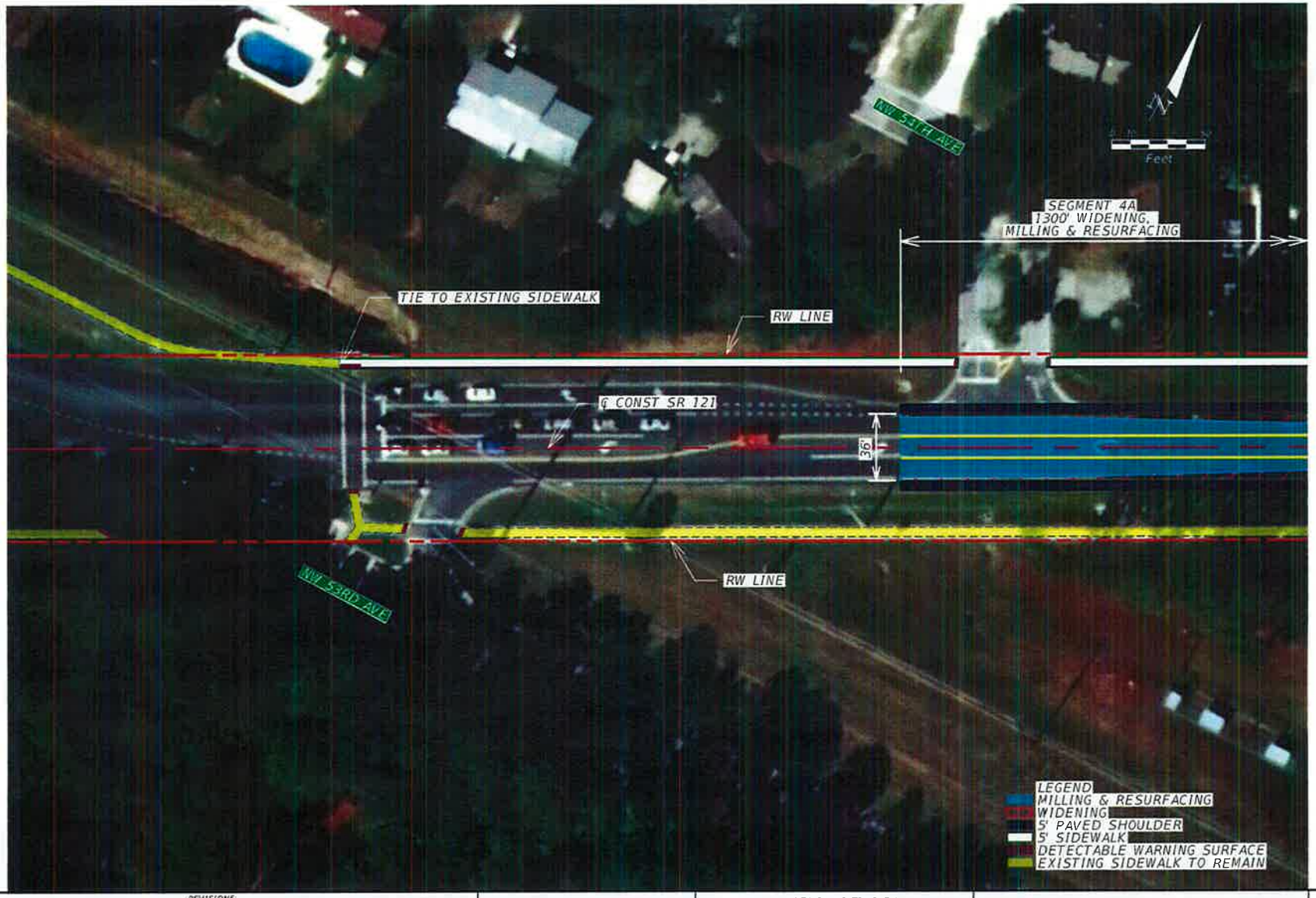

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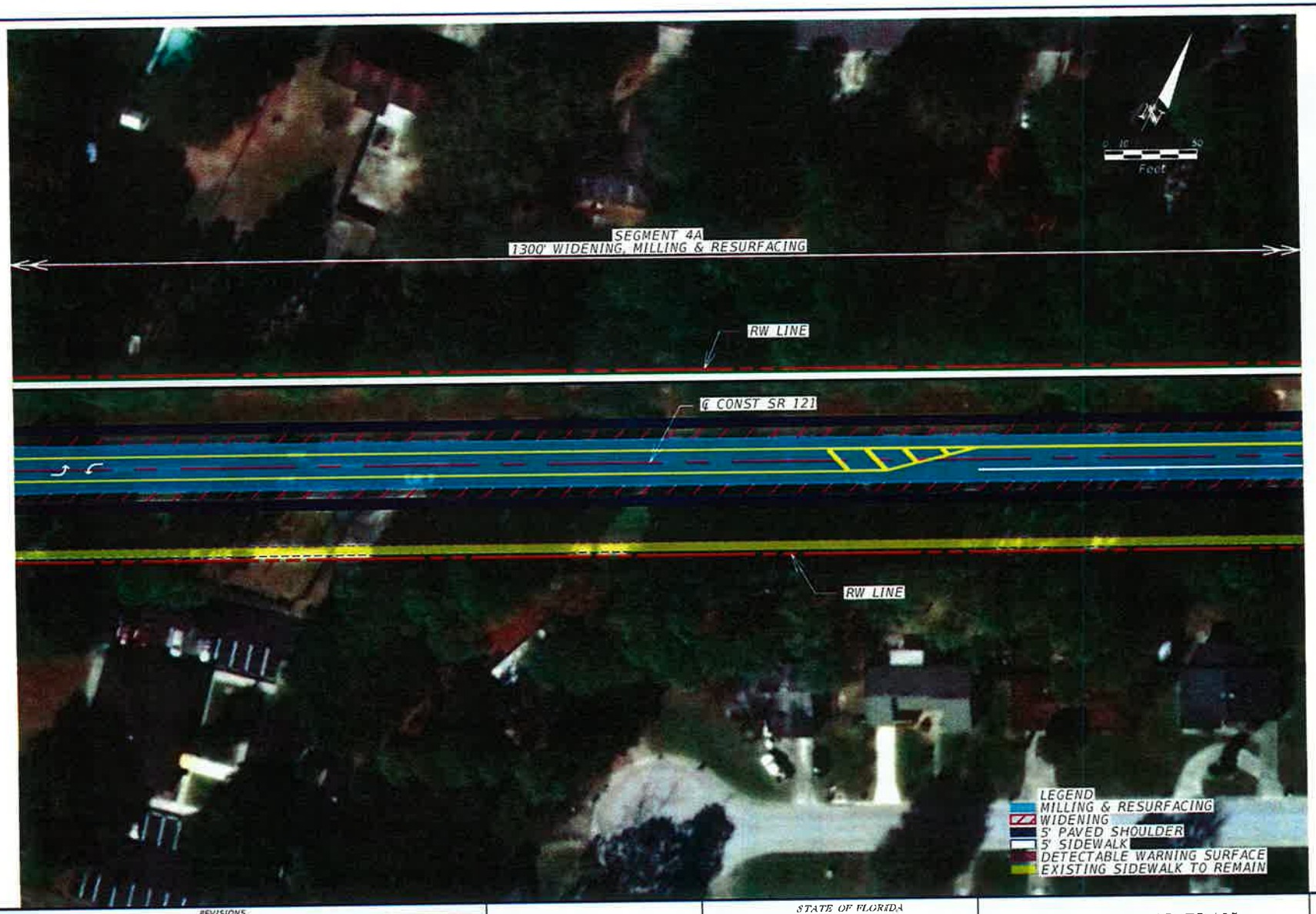

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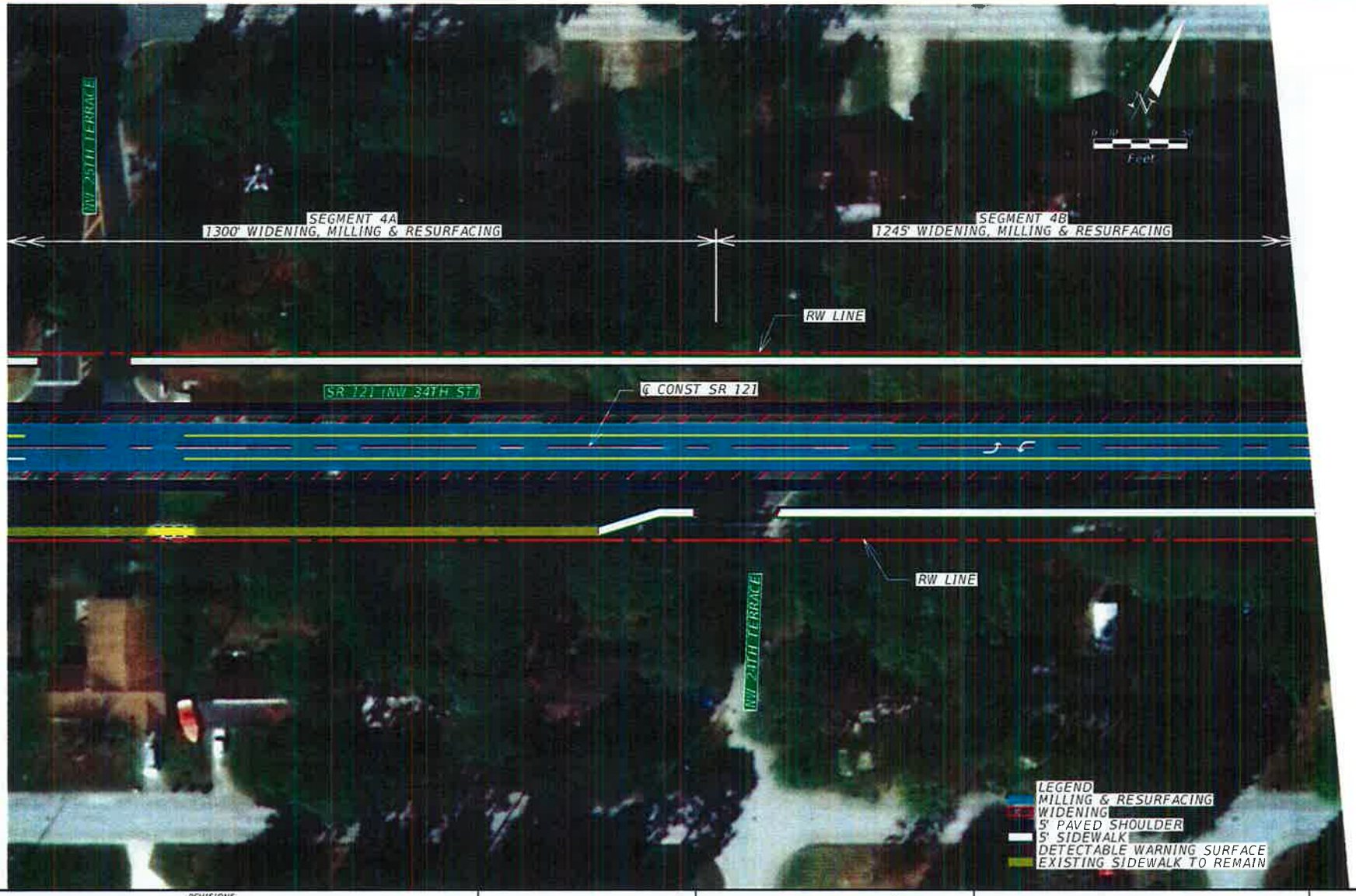

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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CONCEPTUAL PLAN
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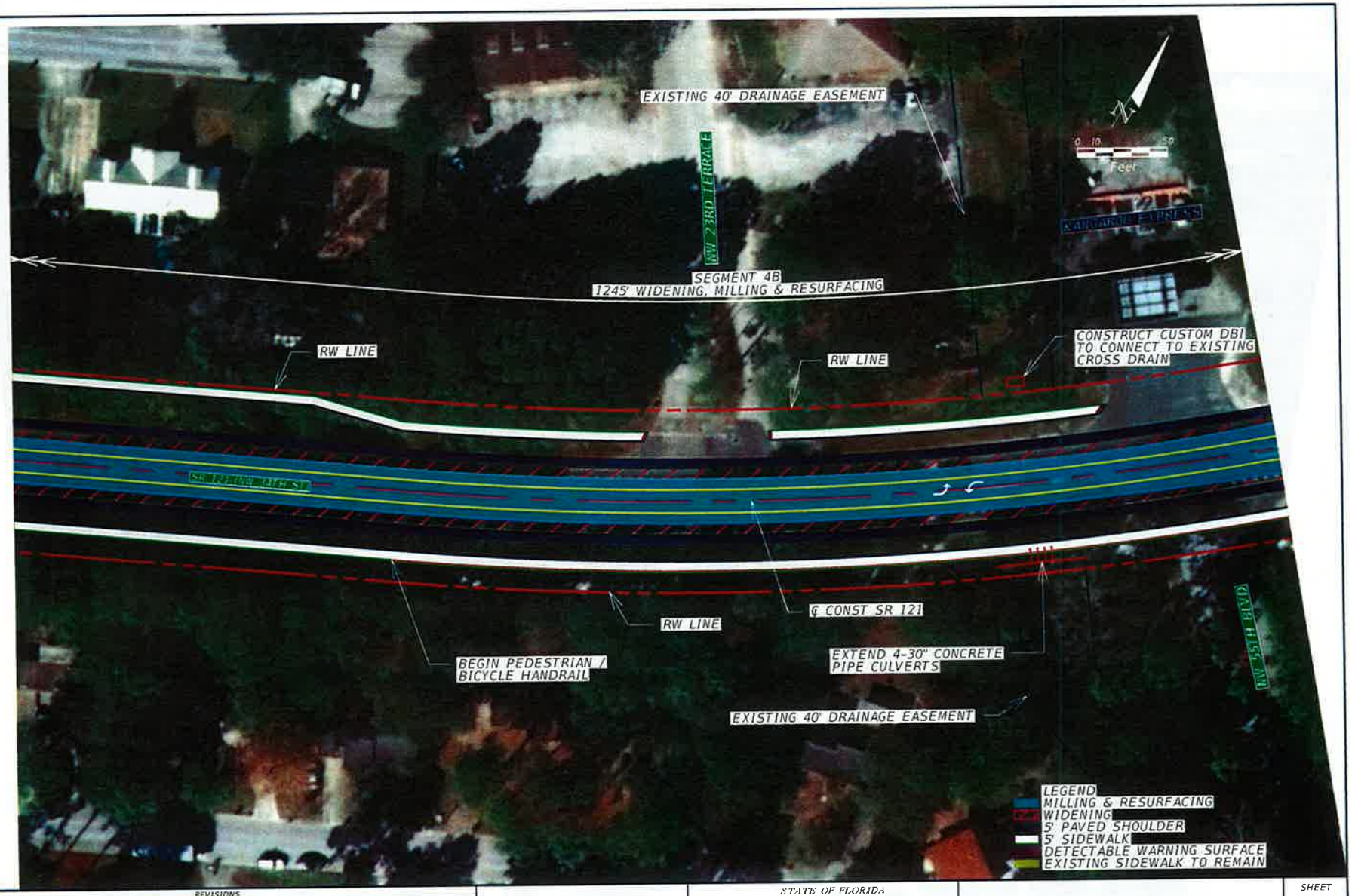

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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CONCEPTUAL PLAN
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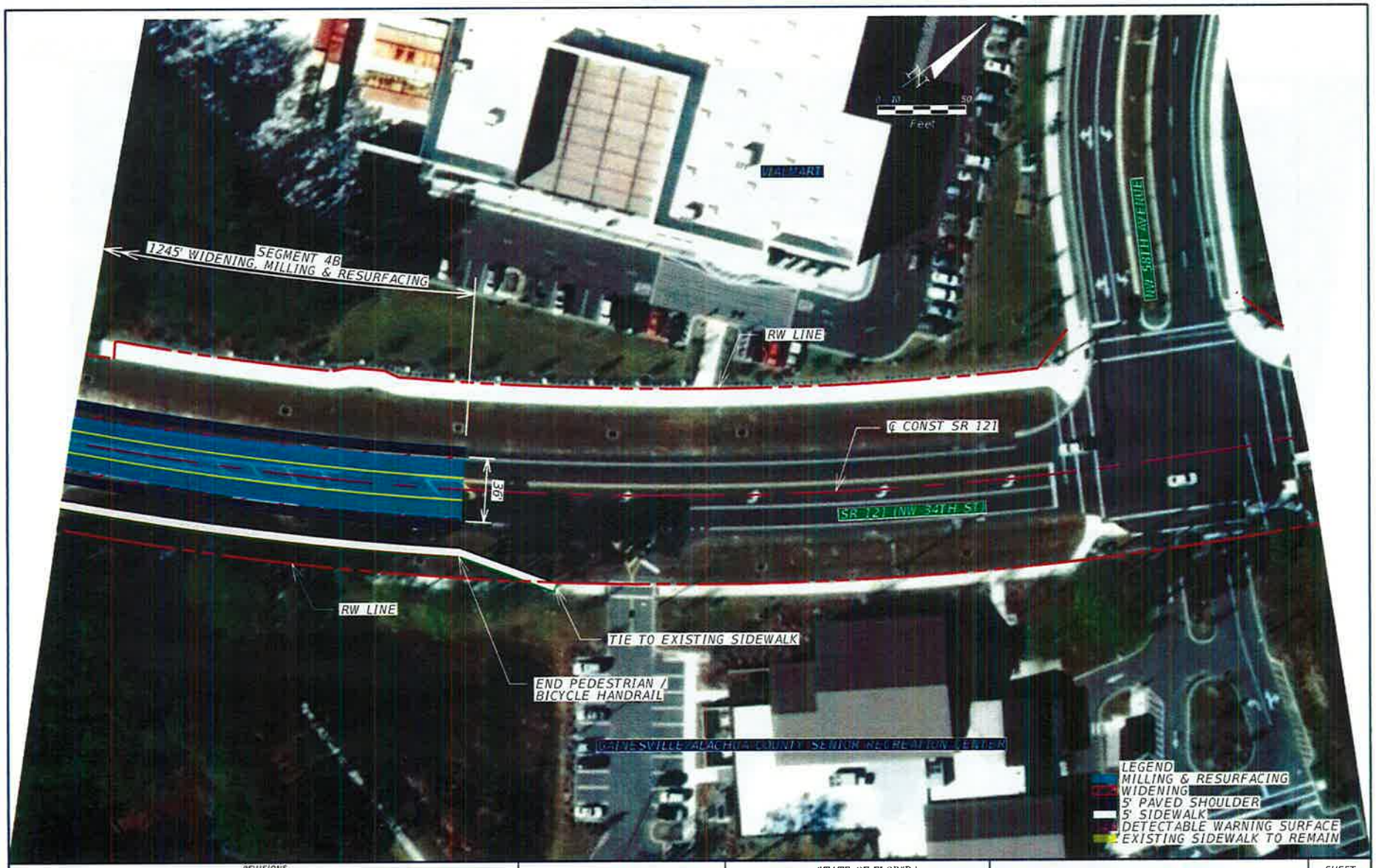

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CONCEPTUAL PLAN
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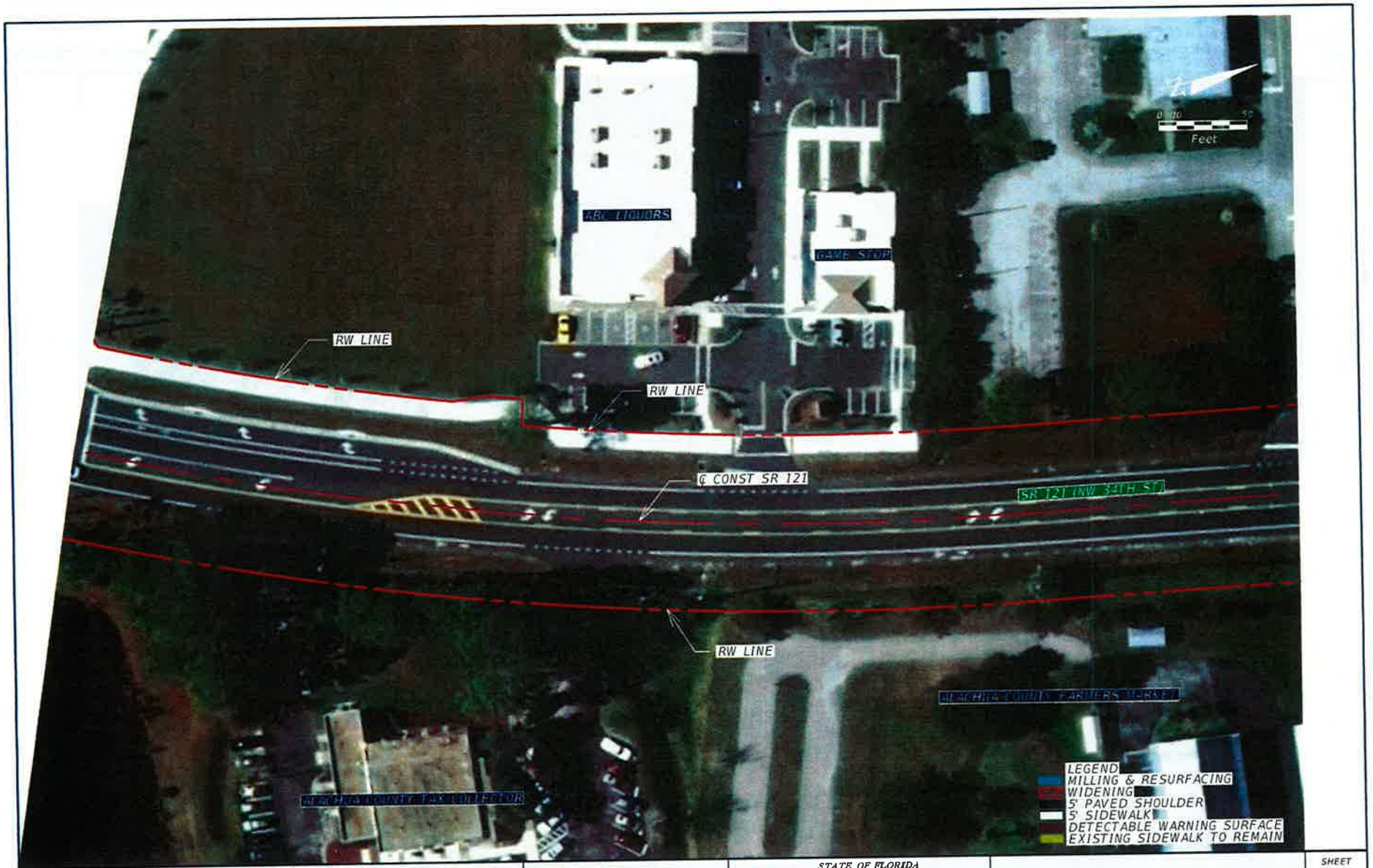

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CONCEPTUAL PLAN
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CONCEPTUAL PLAN
ALTERNATIVE 2

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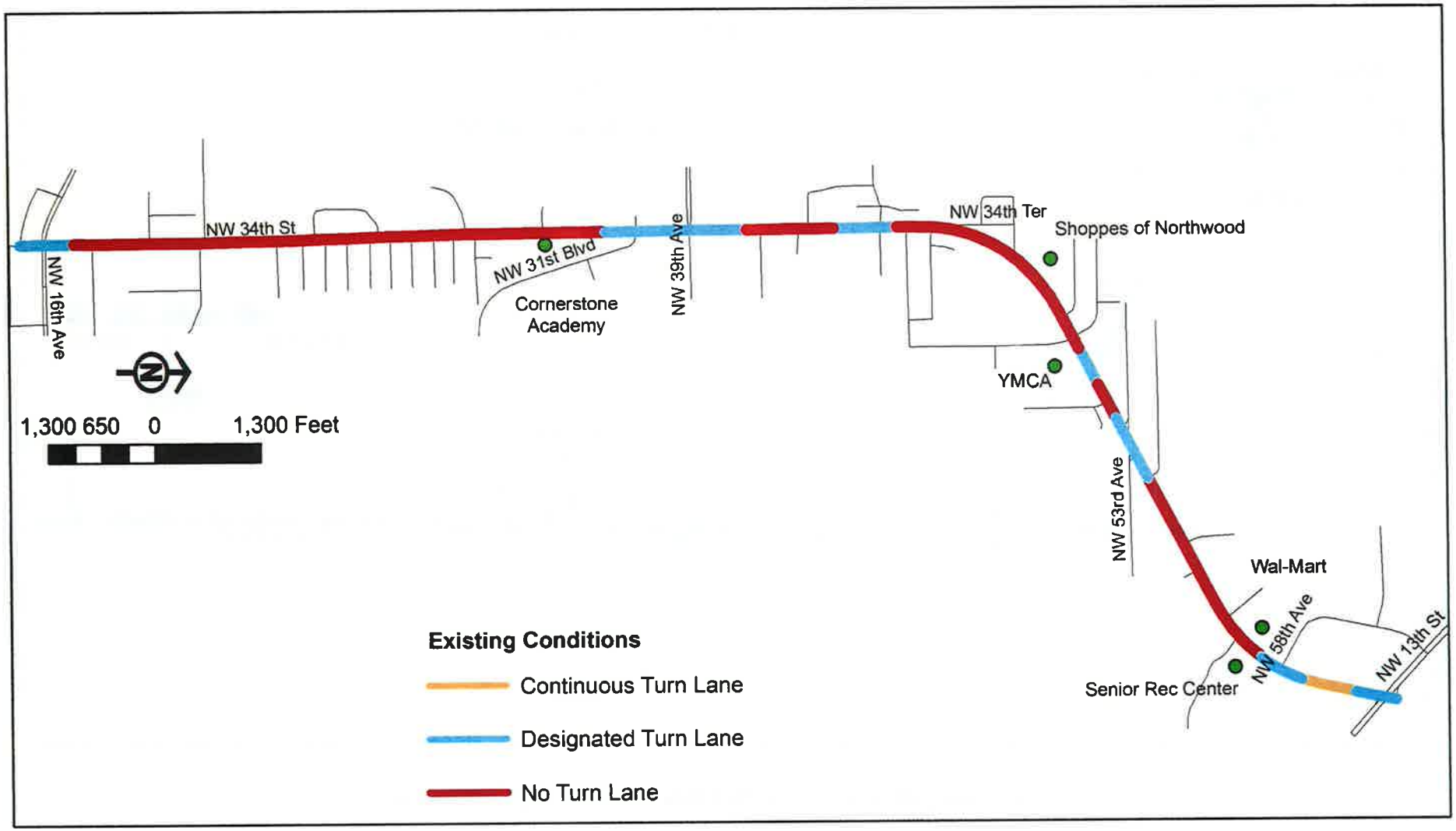
EXHIBIT 2

State Road 121 Turnlanes Conceptual Plan - Existing Conditions



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State Road 121 Turnlanes Conceptual Plan - Proposed Modifications

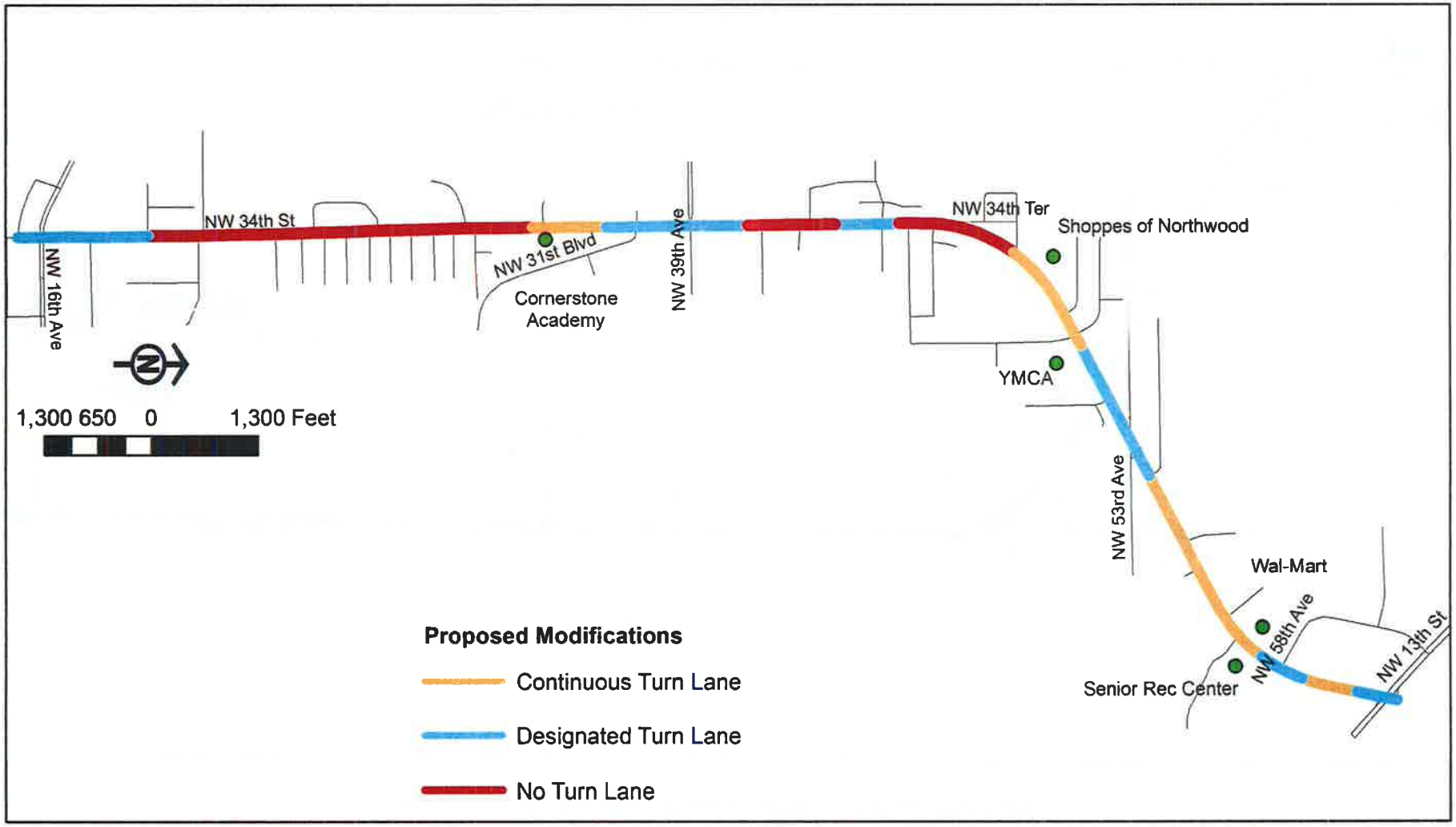

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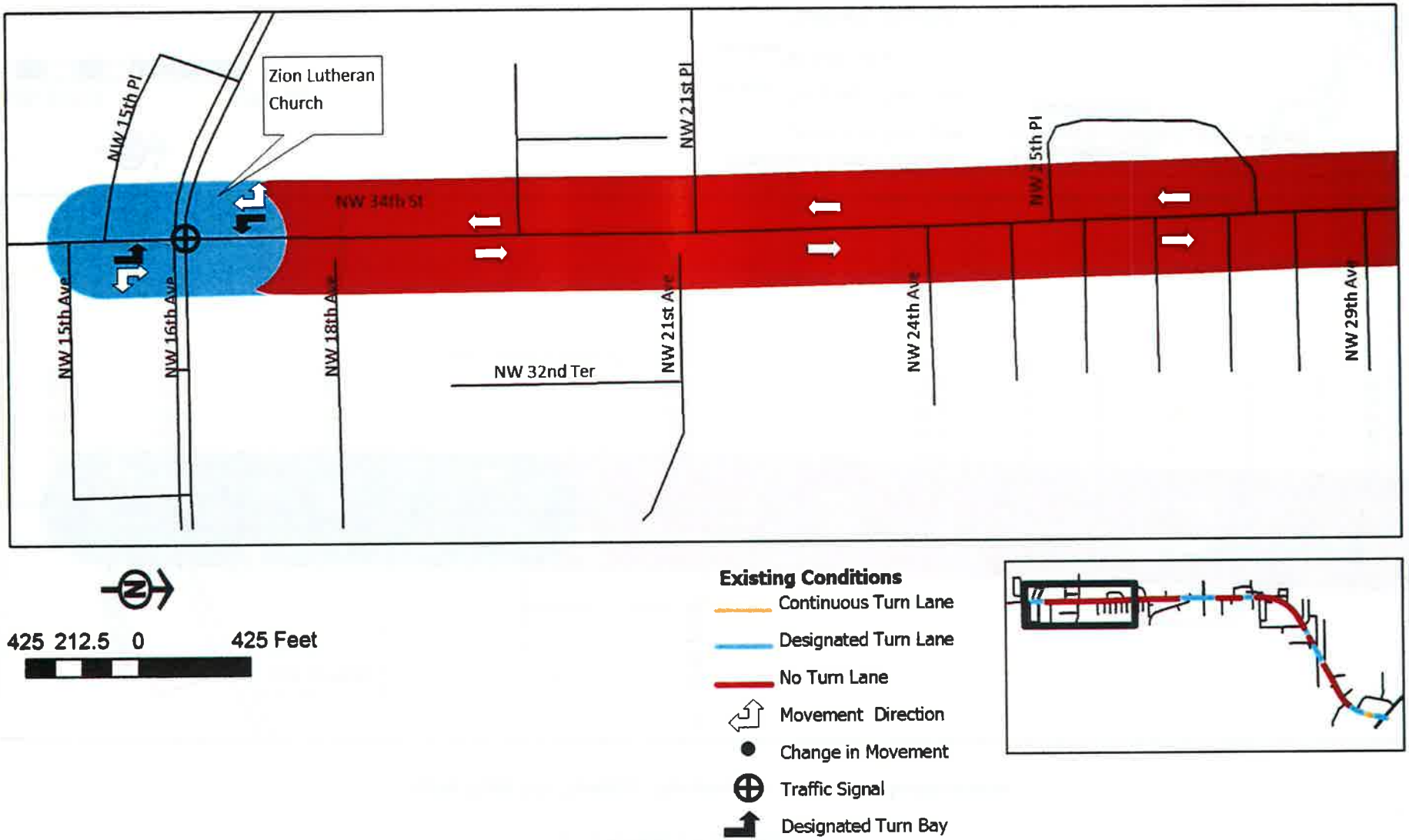
EXHIBIT 3

State Road 121 Turning Movements - Existing Conditions



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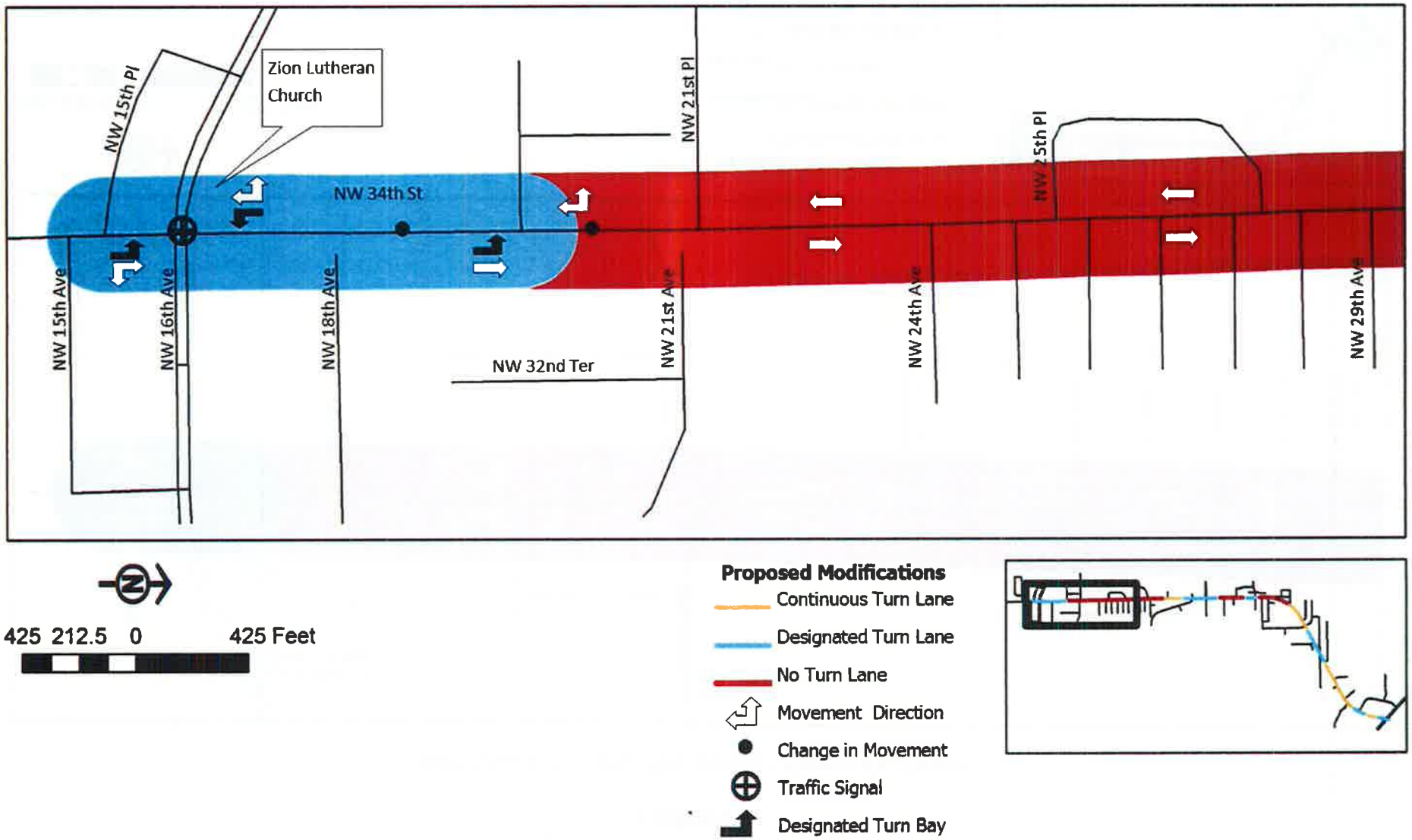
State Road 121 Turning Movements - Proposed Modifications



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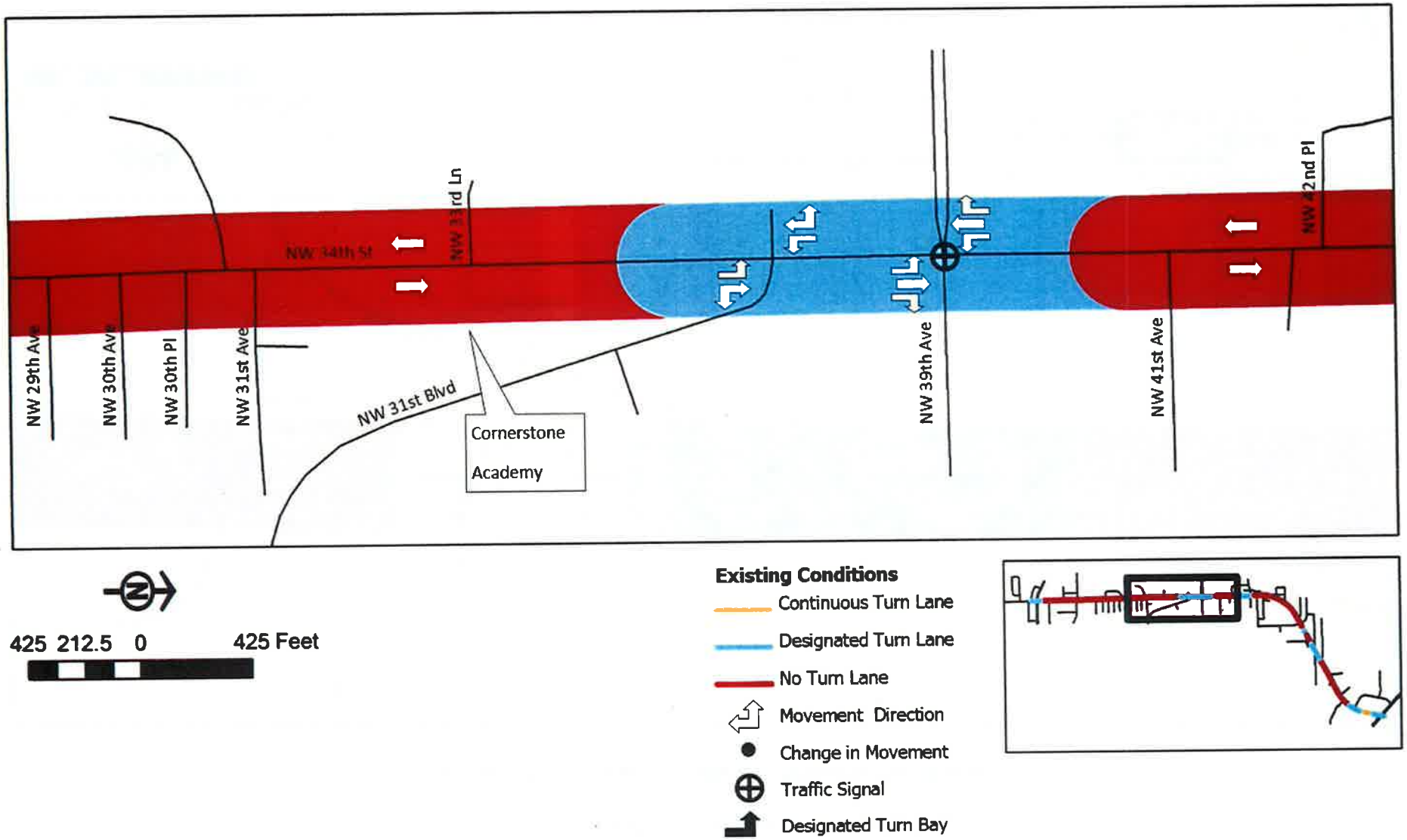

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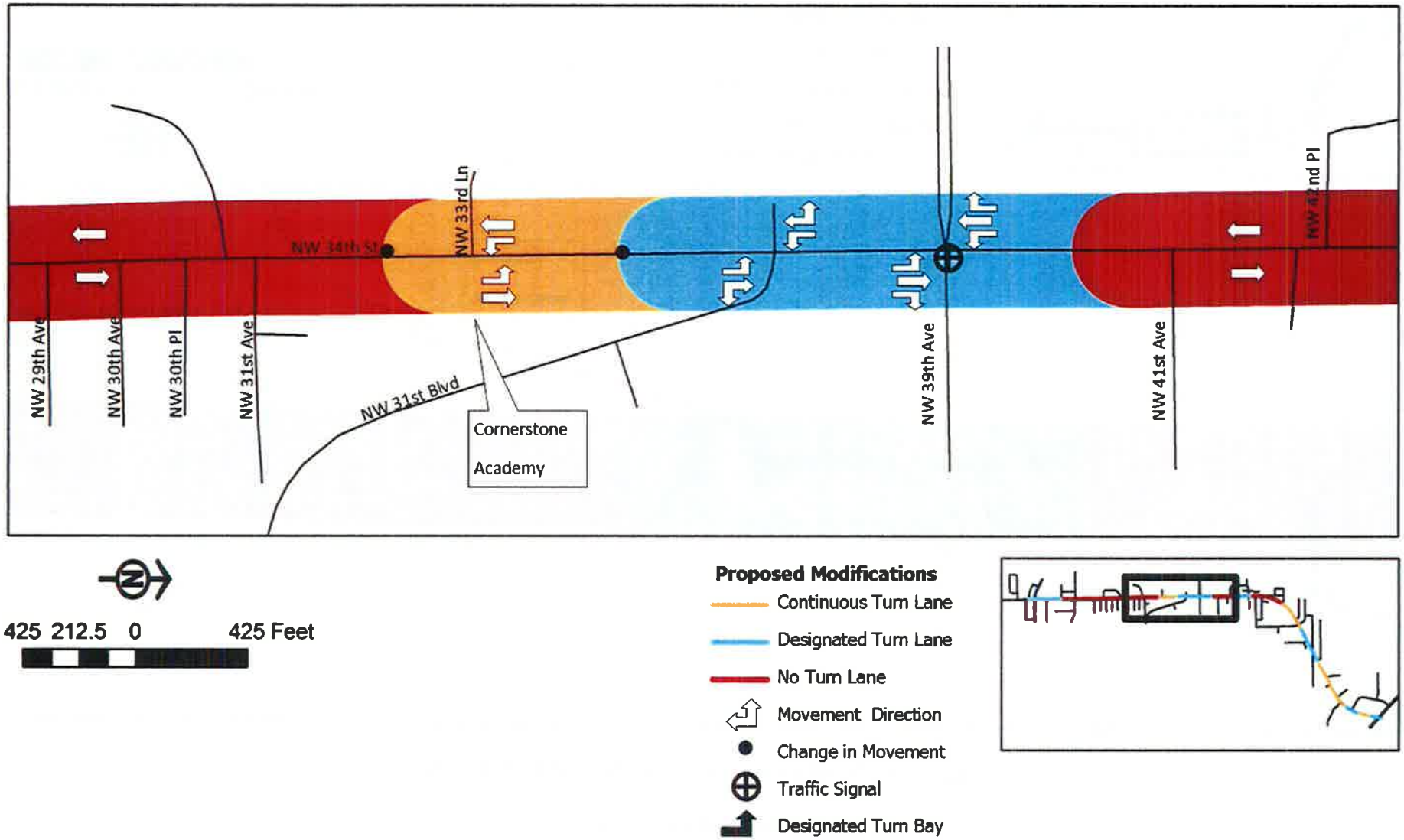

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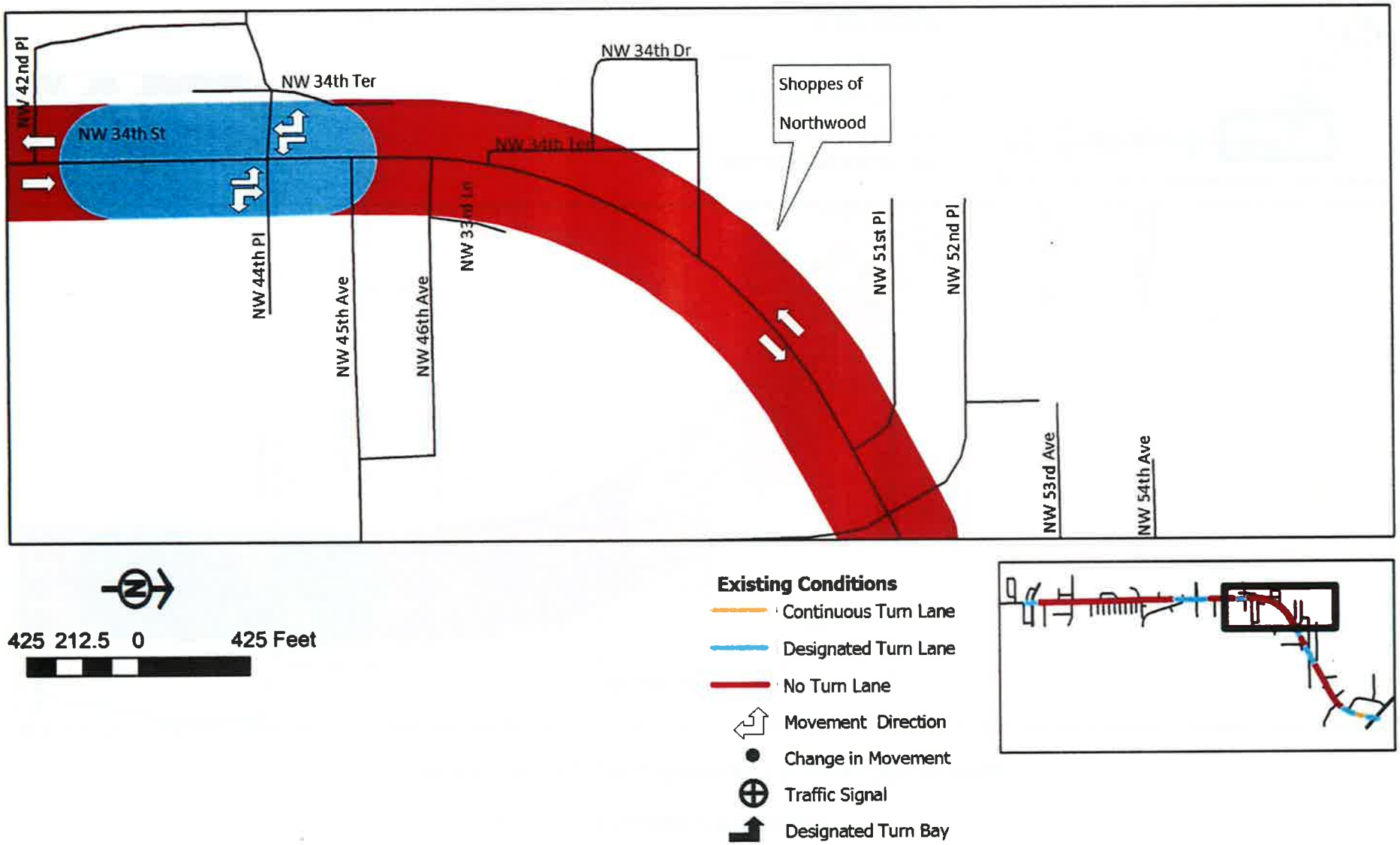

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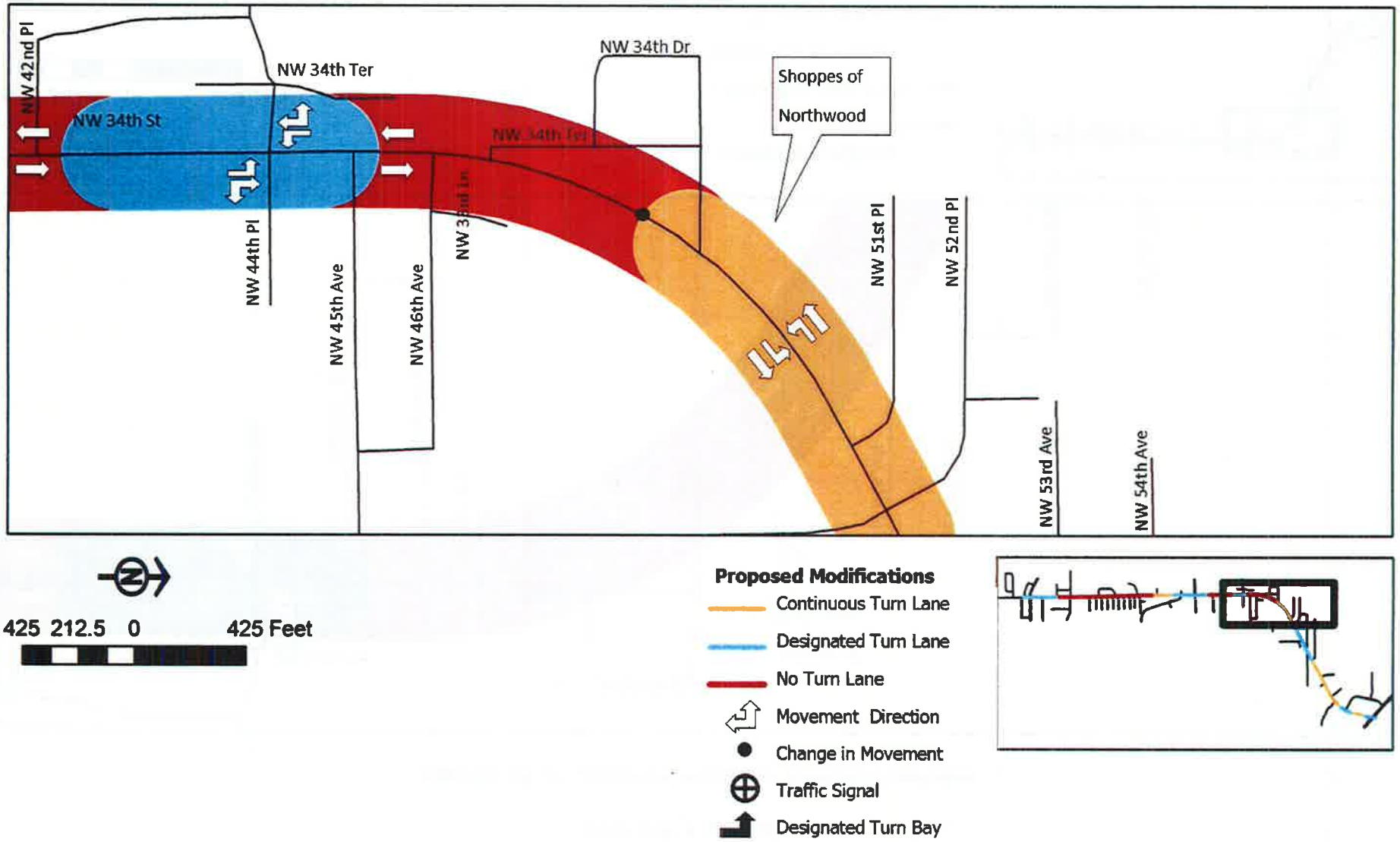

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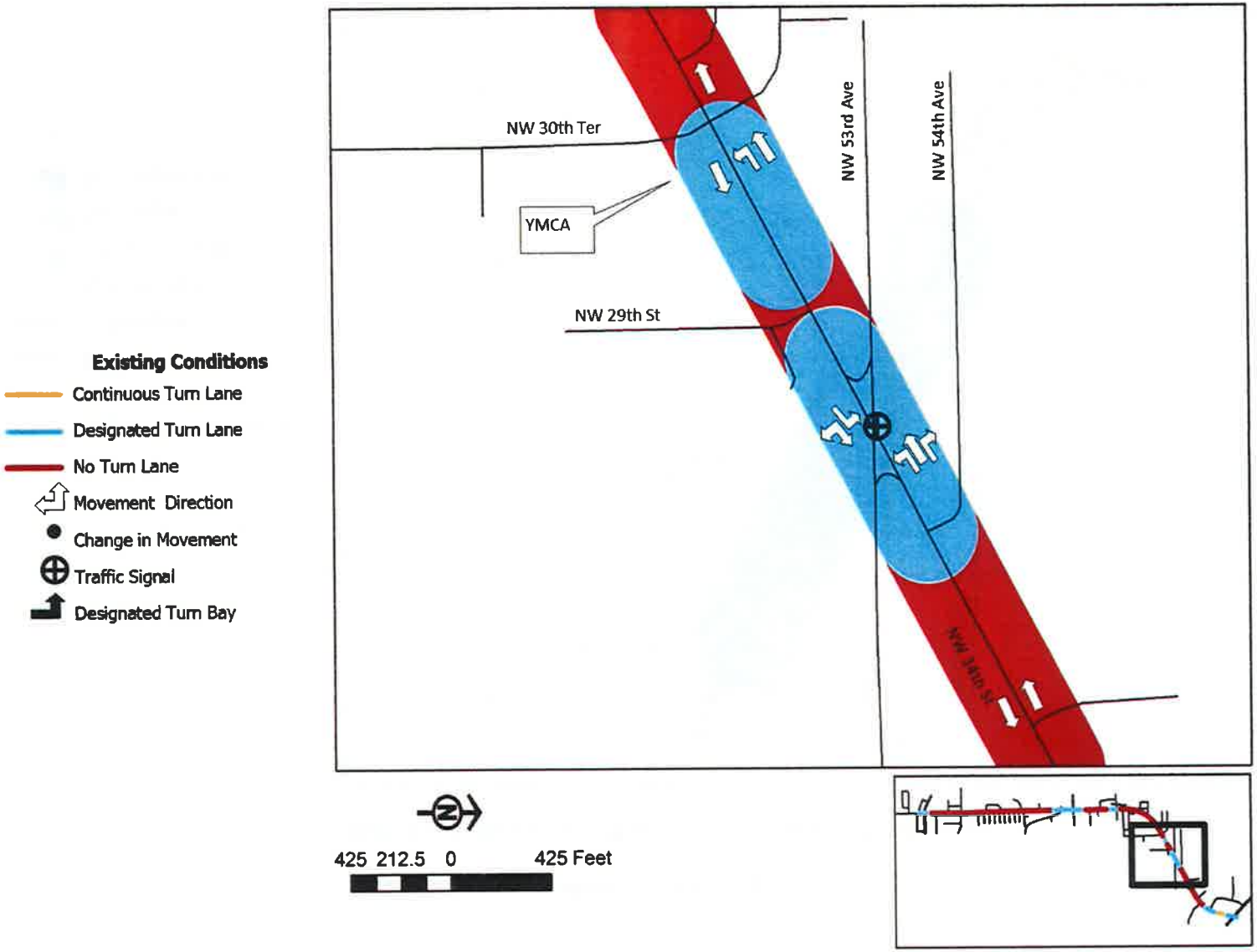

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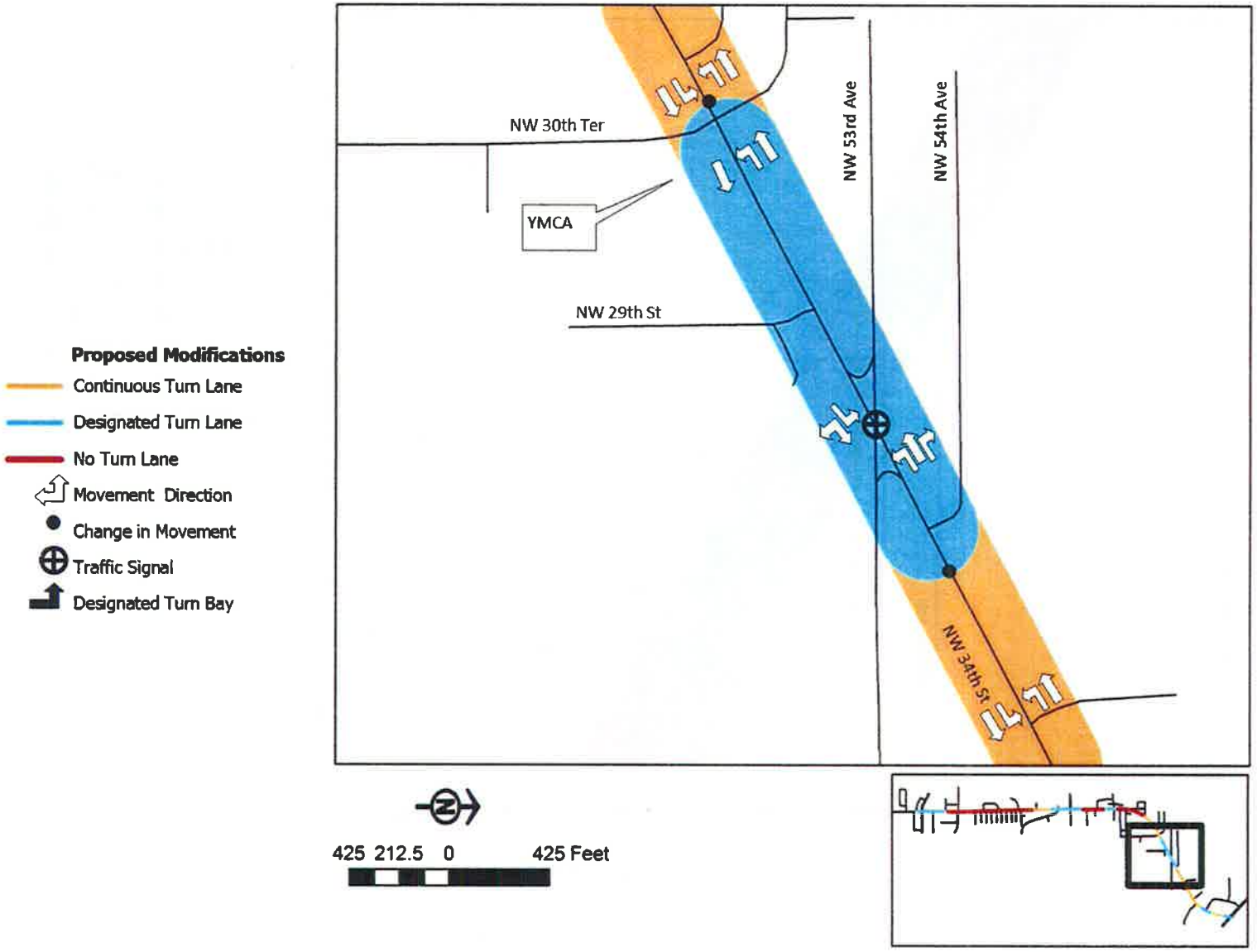

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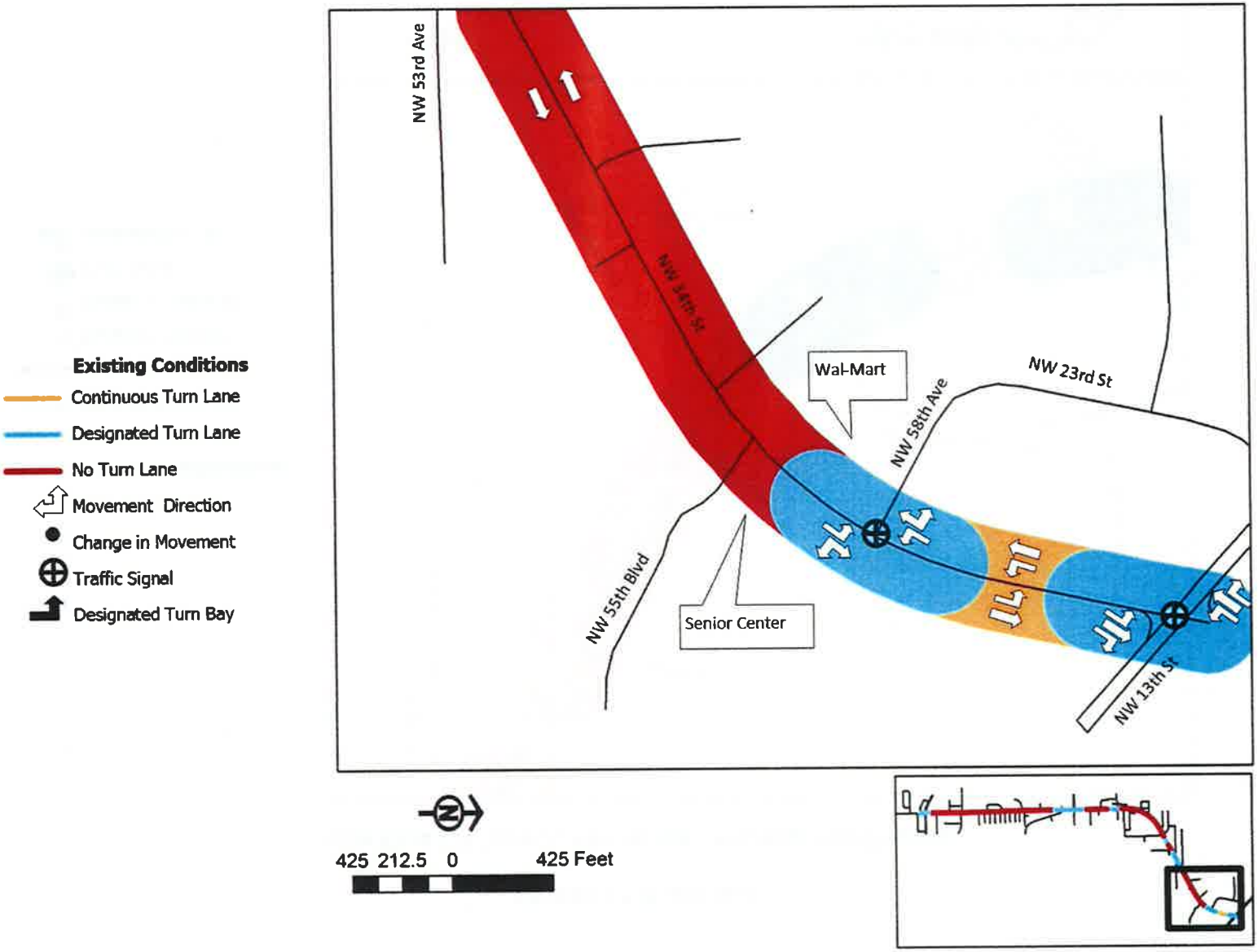

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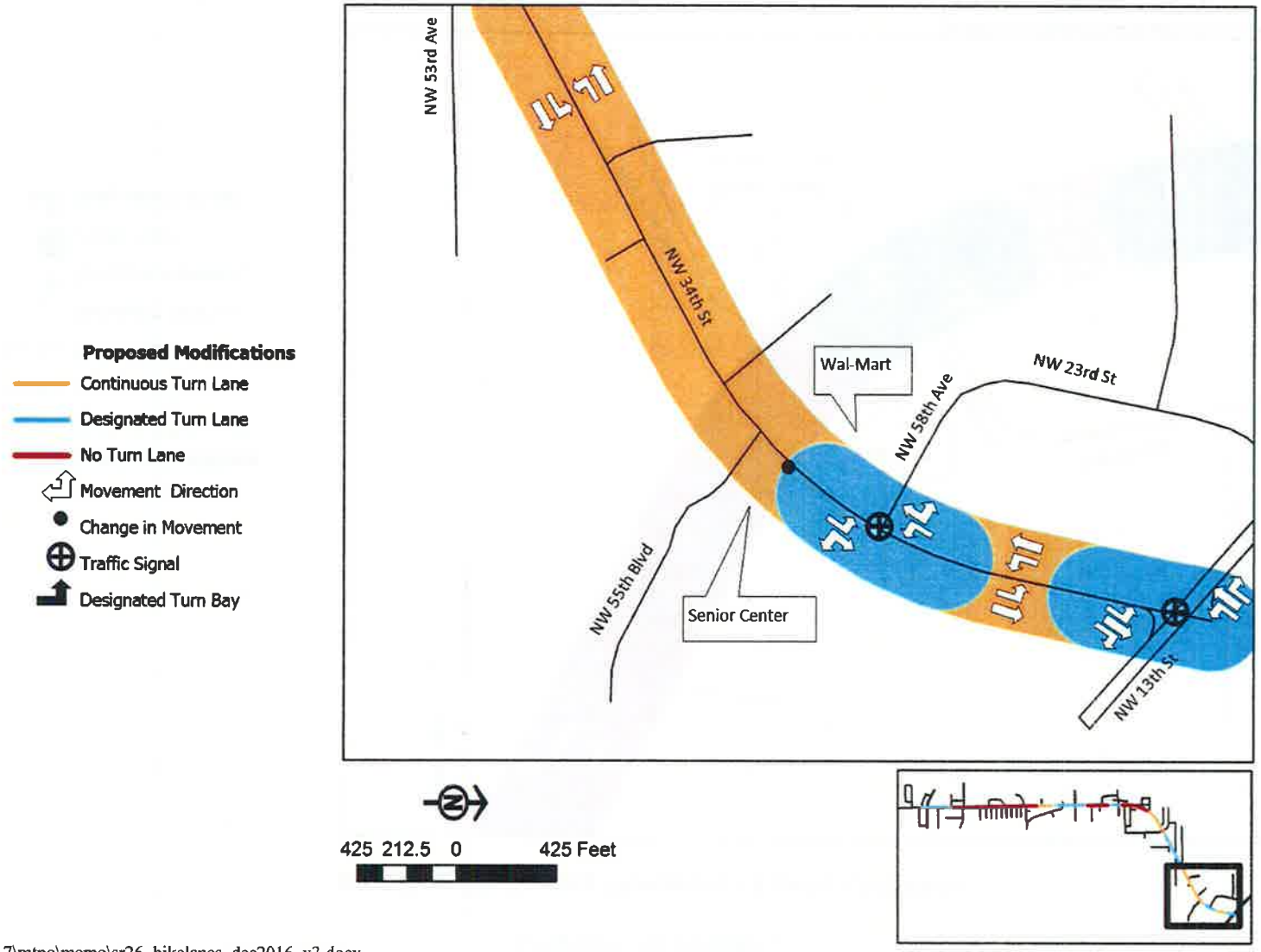
State Road 121 Turning Movements - Proposed Modifications



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North Central Florida Regional Planning Council

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November 9, 2016

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

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

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and schedule a public meeting to remove the onstreet parking.

BACKGROUND

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

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

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

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

Attachments

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EXHIBIT 1

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

October 26, 2016

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

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

Dear Chair Warren:

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

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

Sincerely,

Greg Evans
District Two Secretary

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

CITY OF GAINESVILLE STAFF ANALYSIS

Legistar No:

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

Sponsor:

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

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

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

Current conditions:

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

Figure 1 Bicycle network

Bike lane Off-street bike facility Source: City Bike Facilities Map; www.cityofgainesville.org/bikeped

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

Figure 2 Parking Utilization Sample

Newberry Road, 4300 block; August 8, 2016

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

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

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

Status of resurfacing project:

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

Options

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

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

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

B. Identify alternative bicycle connectivity options through neighborhood streets.

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

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

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

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

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

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

Attachments/References

City of Gainesville Bicycle Facilities Map

EXHIBIT 2

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 2

GAINESVILLE MULTIMODAL CORRIDOR AND PARK AND RIDE STUDY

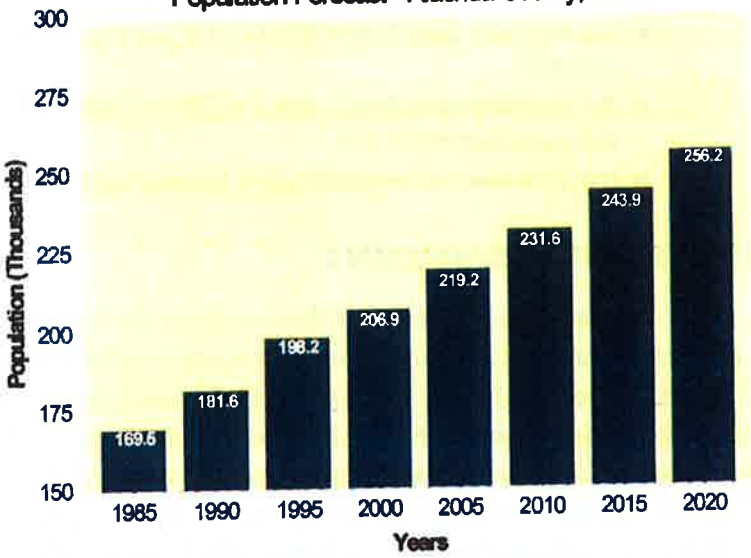
EXECUTIVE SUMMARY

STUDY PURPOSE

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

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

Figure 1
Population Forecast - Alachua County, Florida



Data Source: North Central Florida Regional Planning Council, 1996

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

STUDY PROCESS

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

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

PUBLIC INVOLVEMENT

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

EXISTING FACILITIES AND SERVICES

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

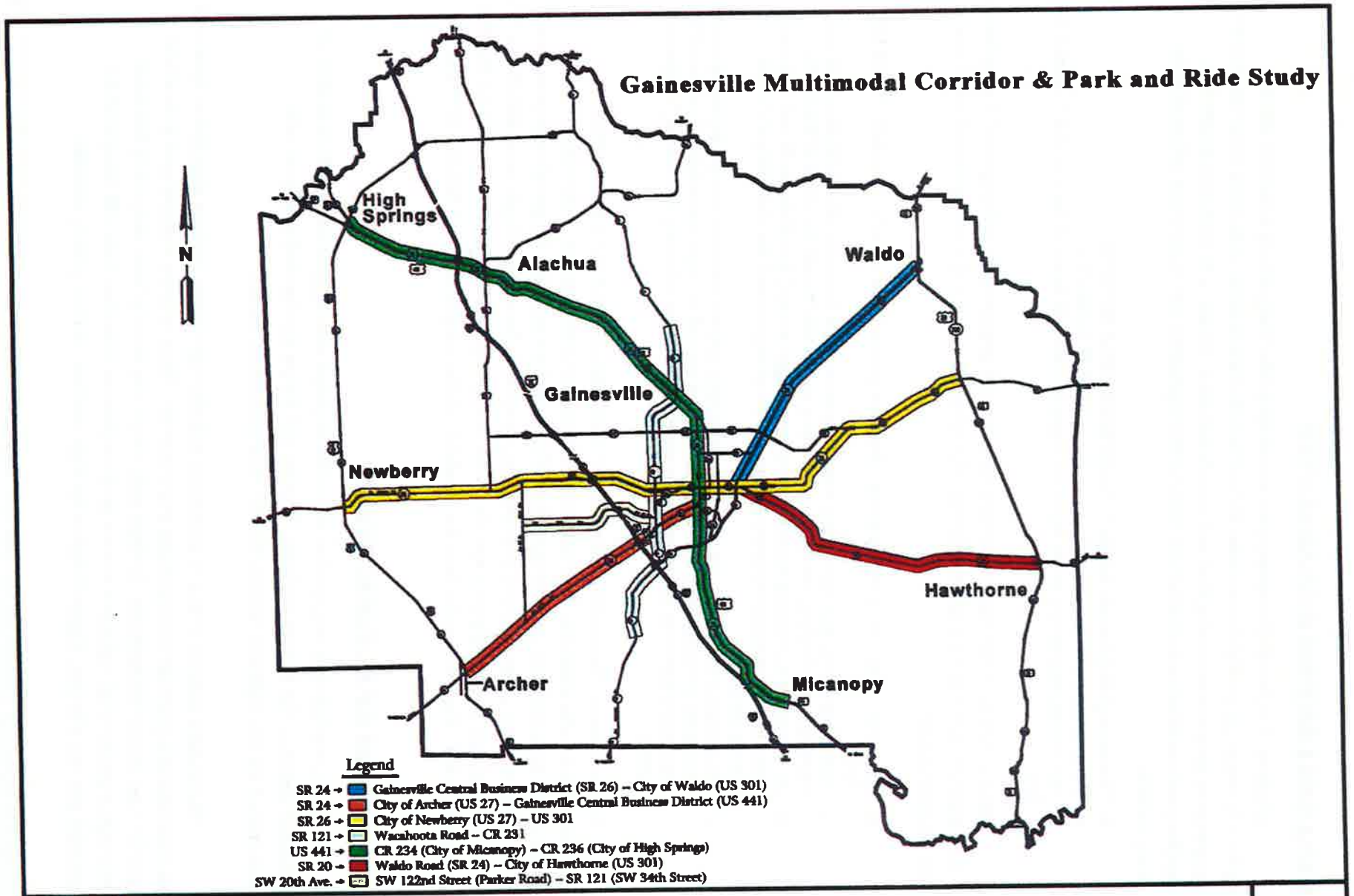


Figure 2: Project Location Map

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DATA COLLECTION AND ANALYSIS

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

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

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

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

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

SELECTION OF ALTERNATIVES

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

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

PARK AND RIDE PLAN

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

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

Table 1
Recommended Park and Ride Lots

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

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

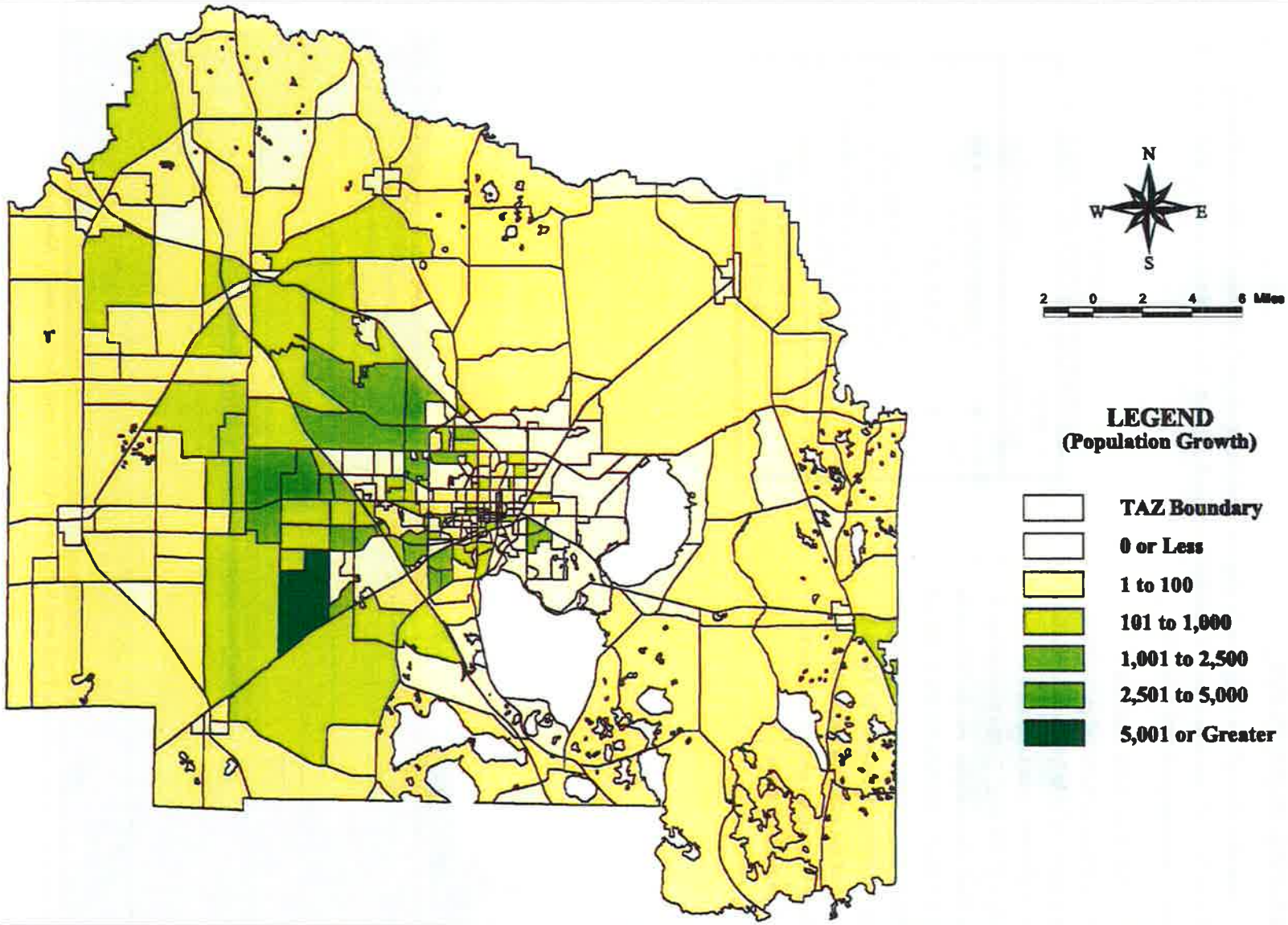

Figure 3: Population Growth between 1990 and 2020 by TAZ
Alachua County, Florida

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

URS Consultants, Inc.

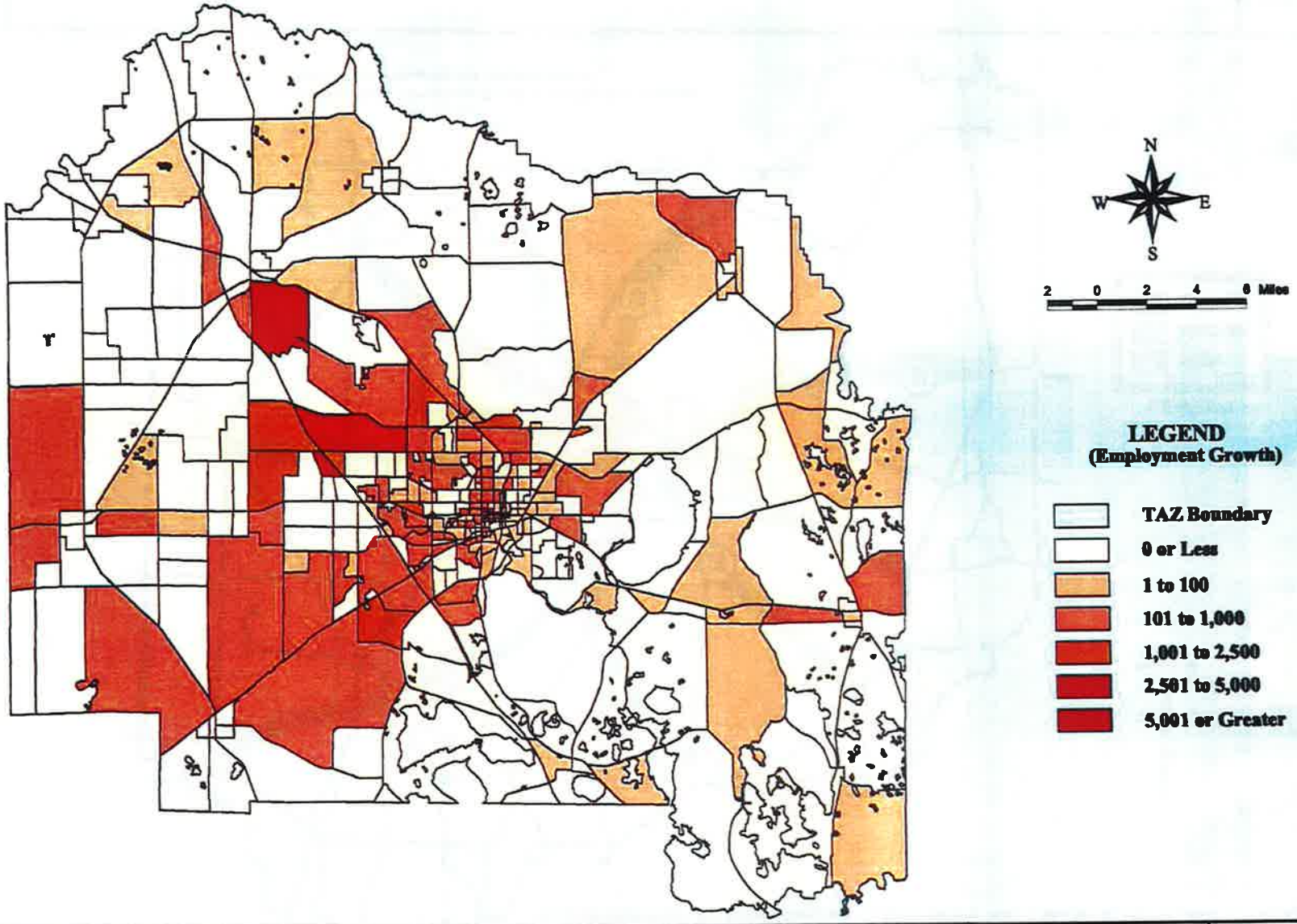

Figure 4: Employment Growth between 1990 and 2020 by TAZ
Alachua County, Florida

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

URS Consultants, Inc.

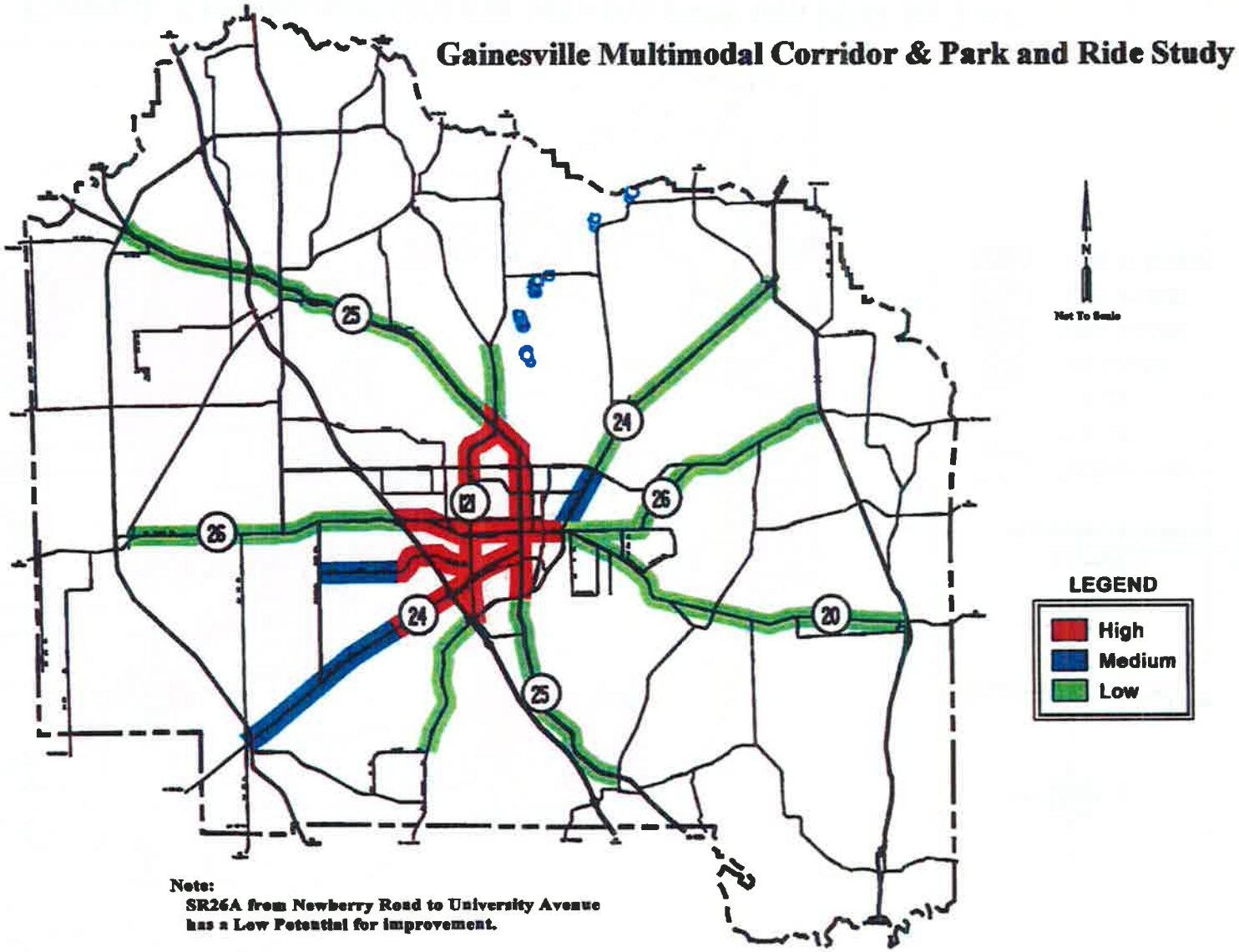

Figure 5: Potential Multimodal Improvements to Corridor Sections

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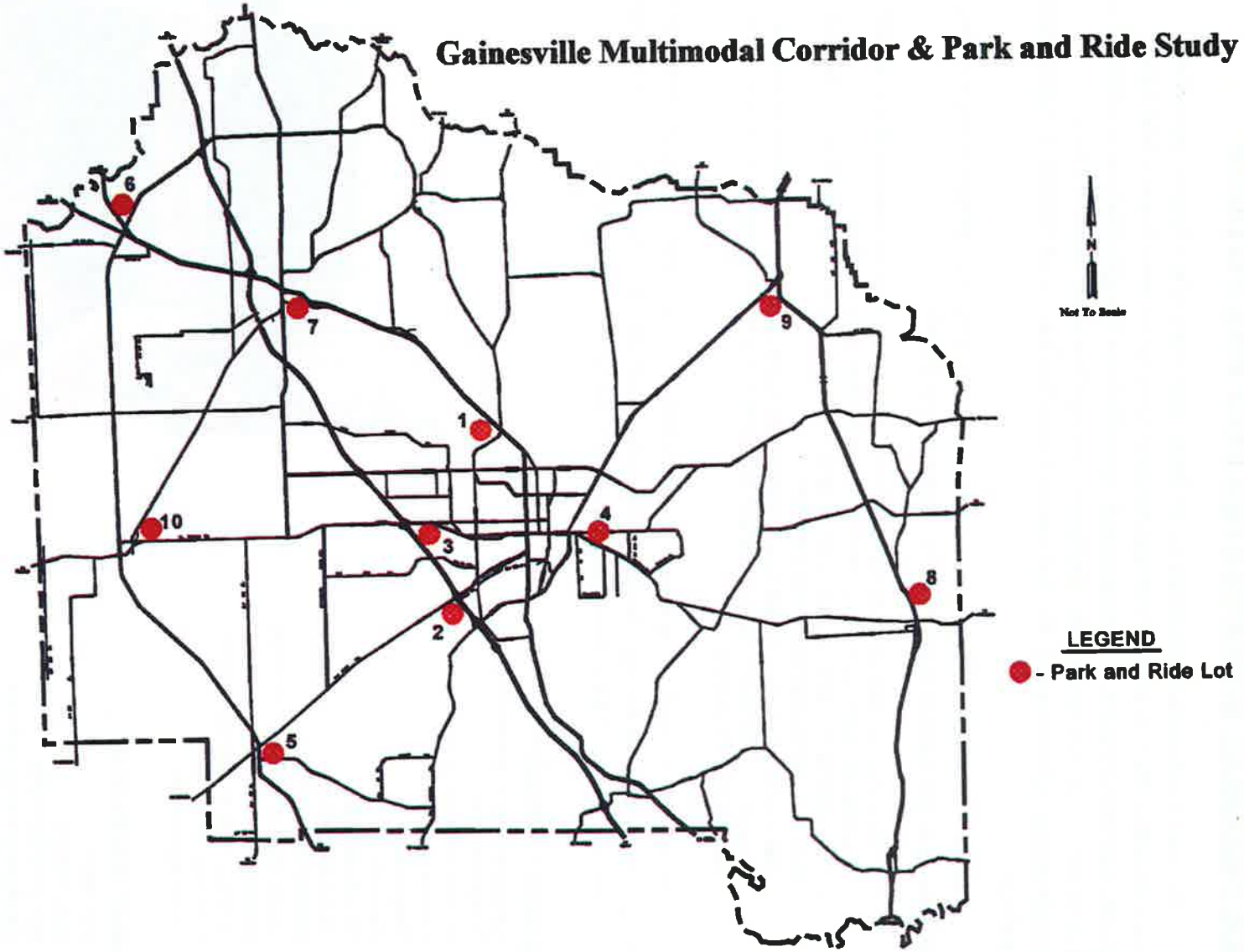

Figure 6: Potential Park and Ride Locations

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MULTIMODAL STRATEGIES FOR THE FUTURE

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

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

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

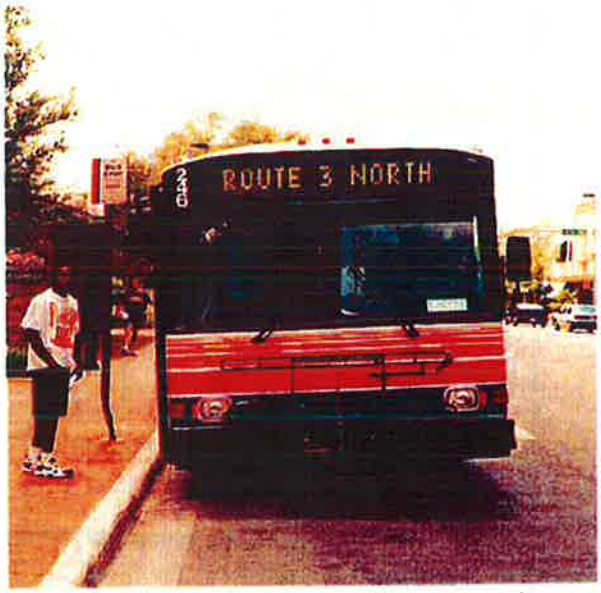
Beyond what is already being done to create a multimodal environment, this study has evaluated other options that will help the high, medium and low priority sections. In evaluating new mode strategies for the corridors, several of the following techniques were selected for further analysis.

Highway Strategies

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

Transit Strategies

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



Example of RTS bus equipped with a bike rack.

Bicycle Strategies

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

Pedestrian Strategies

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

Pedestrian Strategies (continued)

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

Multiple Modes

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

CORRIDOR STRATEGIES

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

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

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

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

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

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

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

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

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

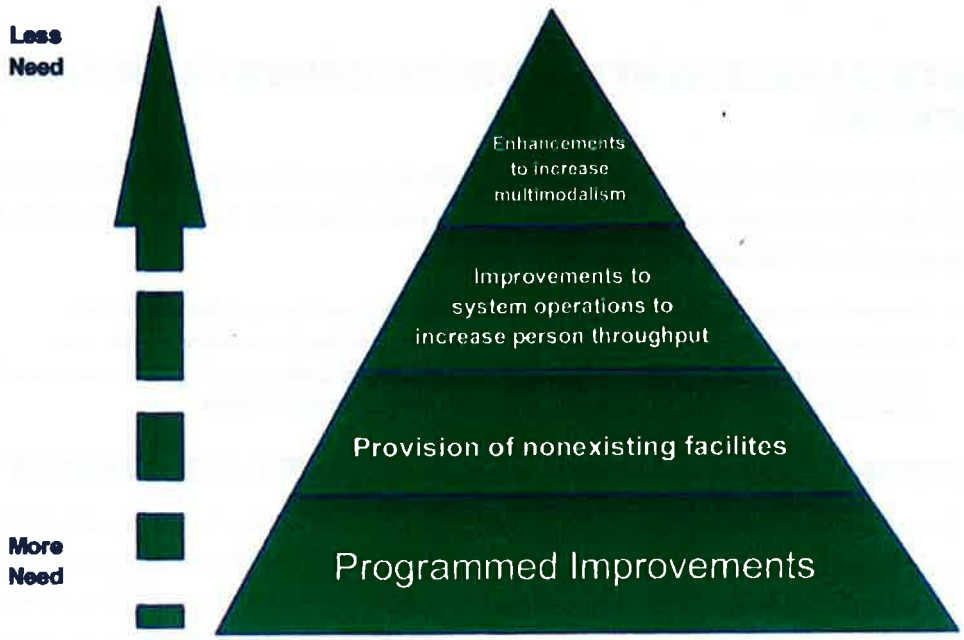


Figure 7 - Hierarchy of Multimodal Improvements

POLICY AND TDM MEASURES

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

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

LAND USE GROWTH MANAGEMENT STRATEGIES

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

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

GROWTH MANAGEMENT LAND DEVELOPMENT REGULATION STRATEGIES

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

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

TRANSPORTATION GROWTH MANAGEMENT STRATEGIES

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

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

IMPACTS OF CORRIDOR IMPROVEMENT PROJECTS

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

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

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

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

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

IMPACTS OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

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

COST-EFFECTIVENESS OF MULTIMODAL IMPROVEMENTS

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

FINANCIAL ANALYSIS

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

PROJECTED SPENDING

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

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

ALTERNATIVE FUNDING SOURCES

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

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

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

1) An inflation rate of 3.5% annually was used in all present value calculations of revenue.
2) If the Presidential Task Force Report is enacted, funds will only be used for the projects from the report.

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

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

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

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

CONCLUSION

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

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

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

North Central Florida Regional Planning Council

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November 9, 2016

TO: Bicycle/Pedestrian Advisory Board,
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

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

STAFF RECOMMENDATION

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

1. **include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and**

2. **program a project to convert onstreet parking to bikelanes on Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and schedule a public meeting to remove the onstreet parking.**

BACKGROUND

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

Action Being Requested

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

Attachments

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

EXHIBIT 1

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022

Highways: Interstate

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

Highways: State Highways

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
2078182	SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L	ADD LANES & RECONSTRUCT	1.460	51 CST				
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031			5,000 PE	100 PE	100 PE 26,915 ROW
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	913 OPS	957 OPS	1,004 OPS	1,052 OPS	1,103 OPS
4236082	SR226(SE 16TH AVE) @ MAIN ST @ SR331(WILLISTON RD)	INTERSECTION IMPROVEMENT	.557	51 CST				
4305422	SR26(NEWBERRY RD) FR: WEST OF NW 80TH BLVD. TO: SW 38TH ST.	SIDEWALK	2.852	960 ROW	1,297 ROW	1,266 ROW	2,660 CST	
4307501	SR226(SW 16TH AVE) FROM SHEALY DRIVE TO SW 16TH STREET	TRAFFIC SIGNAL UPDATE	.534	10 CST				
4320181	SR 121 FROM LACROSSE TO UNION COUNTY LINE	RESURFACING	6.099	29 CST				
4322631	SR 121 FROM US 441 TO LACROSSE	RESURFACING	9.694	139 CST				
4323111	SR200(US301) FROM RAILROAD OVERPASS TO BRADFORD C/L	RESURFACING	3.431	28 CST	29 CST			
4339881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500	66 PE		433 CST		
4343181	SR200(US301) FROM: NORTH OF 203 STREET TO: SE 65TH	RESURFACING	6.961	124 CST	128 CST			
4343201	SR45(US41) FROM SE 6TH AVENUE TO US441	RESURFACING	.574	3 CST	3 CST			
4343211	SR20(NW 1ST AVE) FROM NW 9TH STREET TO US441	RESURFACING	1.188	11 CST	22 CST			
4343221	SR20(US27) FROM COLUMBIA C/L TO NW 9TH STREET	RESURFACING	1.675	16 CST	22 CST			
4343231	SR24(ARCHER RD) FROM: SW 40TH BLVD TO: SR226	RESURFACING	2.197	52 CST	58 CST			
4343971	SR121(NW 34TH ST) @ CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007	60 PE				
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.006	300 PE				
4358891	SR120(NW 23RD AVE) & SR25(US441)(NW 13TH ST) ALACHUA CO GAINESVILLE	TRAFFIC SIGNAL UPDATE	.005			1 PE	401 PE	
4358901	RECONSTRUCT 5 TRAFFIC SIGNALS ON SR331 IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	1.998				917 PE	
4358911	SR24(SW ARCHER RD) & SR25(US441)	TRAFFIC SIGNAL UPDATE	.006	570 PE				
4359291	SR24(ARCHER RD) FROM: SW 78TH STREET TO: SW 13TH STREET	LANDSCAPING	6.196	1,464 CST				
4361661	SR331 FROM: SR121 TO: SR25(US441)	RESURFACING	2.169	3,720 CST				
4361731	SR25(US441) FROM: NW 167TH BLVD TO: COLUMBIA COUNTY LINE	RESURFACING	6.816	7,894 CST				
4361761	SR20(SE HAWTHORNE RD) FROM: SE 26TH ST TO: CR329B	RESURFACING	3.413	660 PE		8,464 CST		
4365011	SR45 NEAR DEPOT AVE IN ARCHER FL CROSSING NO622512K	RAILROAD CROSSING	.009	260 RRU				
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE	ADD TURN LANE(S)	.391		4,520 CST			
4381071	SR121 @ CR1493 IN LACROSSE CROSSING NO621557N	RAILROAD CROSSING	.200	265 RRU				
4381101	SR222 WEST SIDE DRIVE RR NO627036T	RAILROAD CROSSING	.200		460 RRU			
4393001	SR45 AT SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	13.087	127 PE				
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: SW 75 ST	RESURFACING	6.781	835 PE		7,392 CST	10 CST	
4394881	SR121(SW34TH ST) FROM: SR26A(SE2ND AVE) TO: SR26(W UNIV AVE)	TRAFFIC OPS IMPROVEMENT	.450	944 PE		4,037 CST		
4394891	SR24 SR26(UNIVERSITY AVE) TO SR222	LIGHTING	2.640	362 PE		4,043 CST		

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

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
43949C1	SR121 FROM: NW16TH AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.698	799 PE				
							8,310 CST	
4398041	SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE	LIGHTING	2.946	79 PE				
4398051	SR120 FROM: US441 TO: WALDO ROAD	LIGHTING	5.088	62 PE				
4398071	SR226 FROM: SR24 TO: SW 6TH STREET	LIGHTING	1.494	40 PE				
4399341	SR24 ARCHER ROAD FROM: SW 75TH TERR TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000			2,028 CST		
4405211	SR24 IN ARCHER REPLACEMENT CROSSING SURFACE CROSSING NO622511D	RAILROAD CROSSING	.200			300 RRU		
4408981	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY	TRAFFIC SIGNAL UPDATE	44.977	913 PE				
					3,153 CST			

Highways: Local Roads

Item No	Project Description	Work Description	Length	2018	2019	2020	2021	2022
4333571	SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE	SIDEWALK	1.180	28 CST				
4333572	170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE	SIDEWALK	1.180	512 CST				
4339901	POE SPRINGS ROAD FROM: POE SPRINGS TO: US27(MAIN STREET)	BIKE PATH/TRAIL	3.462	23 ROW				
4339902	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET)	BIKE PATH/TRAIL	3.462		1,781 CST			
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100	13 PE				
						47 CST	1 CST	
4394991	SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER	WIDEN/RESURFACE EXIST LANES	2.600	368 PE				
						3,812 CST		
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200	20 PE				
						73 CST	1 CST	
4407481	CELEBRATION POINTE STATE FUNDED SIB LOAN 2	NEW ROAD CONSTRUCTION	.000	26,750 CST				

Highways: Off State Hwy Sys/Off Fed Sys

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

Transportation Planning: Non-System Specific

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

Freight, Logistic And Passenger Operation: Aviation

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

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

ALACHUA COUNTY

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

Freight, Logistic And Passenger Operation: Transit

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

Phase Group Descriptions

Phase Group Descriptions

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

EXHIBIT 2

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

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

North Central Florida Regional Planning Council

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November 9, 2016

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Safe Routes to School Program - 2017 Applications

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization support the following three Safe Routes to School applications:

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

BACKGROUND

The City of Gainesville has prepared an application for Safe Routes to School funding for a bicycle/pedestrian facility on NW 42nd Avenue. This facility will provide connectivity to Norton Elementary School.

Alachua County has prepared an application for Safe Routes to School funding for a bicycle/pedestrian facility on SE 43rd Street. This facility will provide connectivity to Lake Forest Elementary School and Eastside High School. Alachua County has also prepared an application for a sidewalk project on SW 24th Avenue. This project will provide connectivity to Chiles Elementary School and Wiles Elementary School.

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

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November 9, 2016

TO: Bicycle/Pedestrian Advisory Board,
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Transportation Alternatives Program - 2017 Applications

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the submission of the following two Transportation Alternatives Program applications:

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

BACKGROUND

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

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November 9, 2016

TO: Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award 2016

STAFF RECOMMENDATION

Select the Dr. Kermit Sigmon Citizen Participation Award 2016 recipient.

BACKGROUND

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

Previous Recipients

1997	Ruth Sigmon
1998	Perry Maull
1999	South West Alliance for Planning
2000	Var Heyl and Cindy Smith
2001	Chandler Otis
2002	Gerry Dedenbach
2003	Dr. Linda Crider
2004	Dan Burden
2005	Julia Reiskind
2006	Dr. Ruth Steiner
2007	Martin Gold
2008	Mike and Susan Wright
2009	Sharon Hawkey
2010	Mayor Mark Goldstein
2011	Ed Poppell
2012	Scott Fox
2013	Thomas Hawkins
2014	Ron Cunningham
2015	Marlie Sanderson

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TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 4/20/2016	MEETING DATE 6/15/2016	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays [Vice Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Michael Fay Alt - Ramon Gavate	Alachua County Public Works Department	-	-	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	A	NO
ANDREW PERSONS Alt - Dean Mimms Alt - Jason Simmons	City of Gainesville Department of Planning & Development Services	P	P	NO
DEBBIE LEISTNER [Chair] Alt- Phil Mann Alt - Vacant	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- David Smith Alt - Vacant	City of Gainesville Regional Transit System	-	-	NO
PAUL ADJAN Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	P	P	NO
JAMES SPEER Alt- David Deas Alt- Vacant	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	P	P	NO

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

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* City of Gainesville Level of Service Subcommittee Member

Attendance Rule:

1. Each voting member of the Technical Advisory Committee 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 Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee'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 that three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee shall deal with consistent absences and is empowered to recommend corrective action for MetropolitanTransportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	9/23/2015	4/20/2016	6/15/2016	Violation If Absent At Next Meeting 11/16/2016
E J Bolduc	17-Dec	P	P	E	-
Thomas Bolduc	16-Dec	A	P	A	-
Rob Brinkman	17-Dec	P	P	P	-
Nelle Bullock	16-Dec	P	P	P	-
Mary Ann DeMatas	18-Dec	-	P	P	-
Luis Diaz	16-Dec	P	A	E	YES
Jan Frentzen	18-Dec	-	P	P	-
Delia Kradolfer	18-Dec	-	P	P	-
Gilbert Levy	17-Dec	P	P	P	-
Ron Lieberman	17-Dec	P	E	E	-
Chandler Otis	18-Dec	P	A	P	-
John Pickett	16-Dec	-	-	-	-
James Samec	17-Dec	P	P	E	-
Ruth Steiner	18-Dec	-	P	E	-
Ewen Thomson	16-Dec	P	P	P	-

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

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ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization 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 Citizens Advisory Committee to clarify the procedures staff should use to record attendance at Citizens Advisory Committee meetings. The Citizens Advisory Committee instructed staff to use the following procedures:
   A. all Citizens Advisory Committee meetings will require mandatory attendance by all members; and
   B. attendance is recorded at all Citizens Advisory Committee meetings, even if a quorum is not present.
2. On April 28, 1999, the Citizens Advisory Committee 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 2017 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

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

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel Metropolitan Transportation Planning Organization meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. Technical Advisory Committee meetings are usually conducted at the Gainesville Regional Utilities Administration general purpose meeting room;
3. Citizens Advisory Committee meetings are conducted in the Grace Knight conference room of the Alachua County Administration Building; and
4. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization
TAC means Technical Advisory Committee
CAC means Citizens Advisory Committee
B/PAB means Bicycle/Pedestrian Advisory Board
NCFRPC means North Central Florida Regional Planning Council

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October 25, 2016

North I-75 Master Plan

Project Meeting

November 3rd, 2016 – 10:00 AM
Location – North Central Florida Regional Planning Council
Gainesville, Florida

Agenda

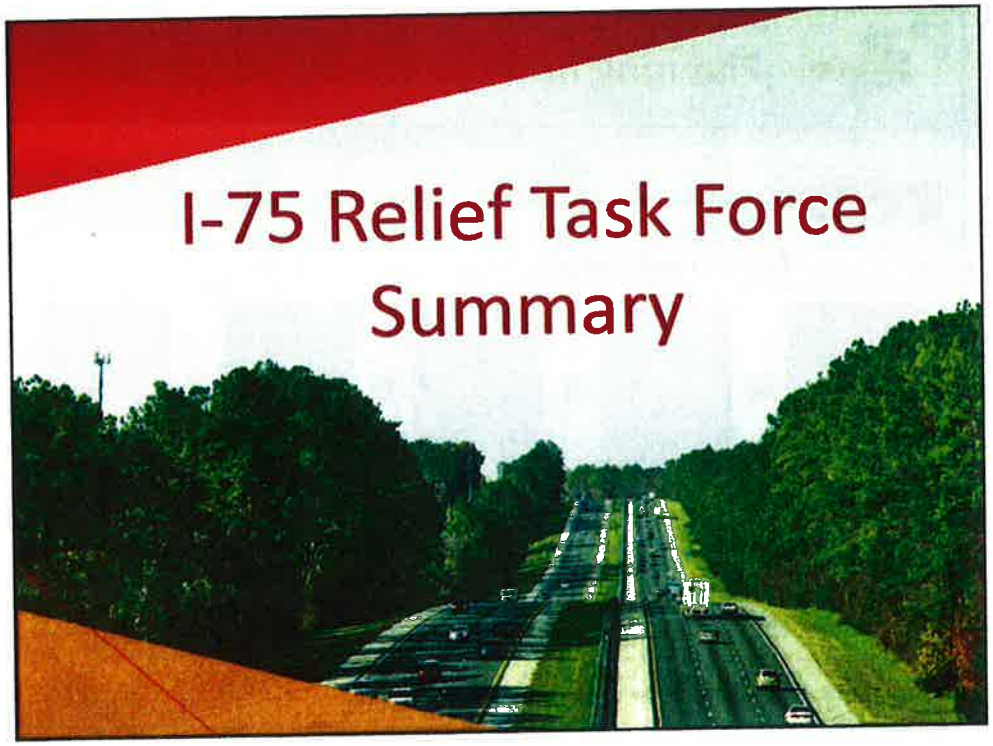
I) Introductions

II) I-75 Relief Task Force
- Overview and Status Update
- Recommendations

III) North I-75 Master Plan
- Purpose of the Study
- Study Approach
- Schedule

IV) Staff Discussion
- Potential Constraints
- Consistency with Local Plans
- Ongoing or Recent Studies
- Other Items


Gainesville
Ocala
Tampa
North I-75
Master Plan
Project Meeting
North Central Florida Regional Planning Council
Gainesville, Florida
November 3, 2016
FDOT


I-75 Relief Task Force
Summary

The I-75 Relief Task Force

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

NOTE: Information is preliminary and subject to change

FDOT 3

Planning and Project Development

NOTE: Information is preliminary and subject to change

FDOT 4

Guiding Principles

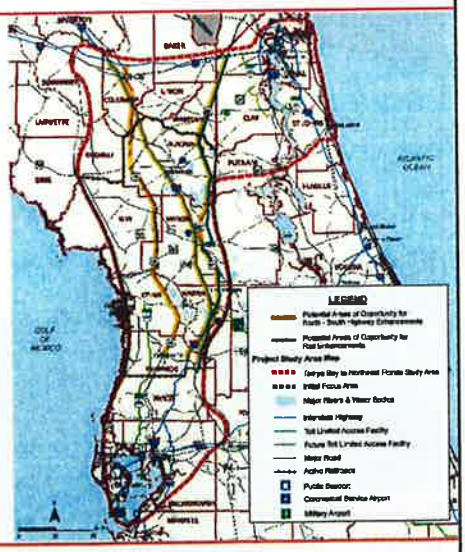
Florida's FUTURE CORRIDORS

NOTE: Information is preliminary and subject to change

FDOT 5

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

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



NOTE: Information is preliminary and subject to change

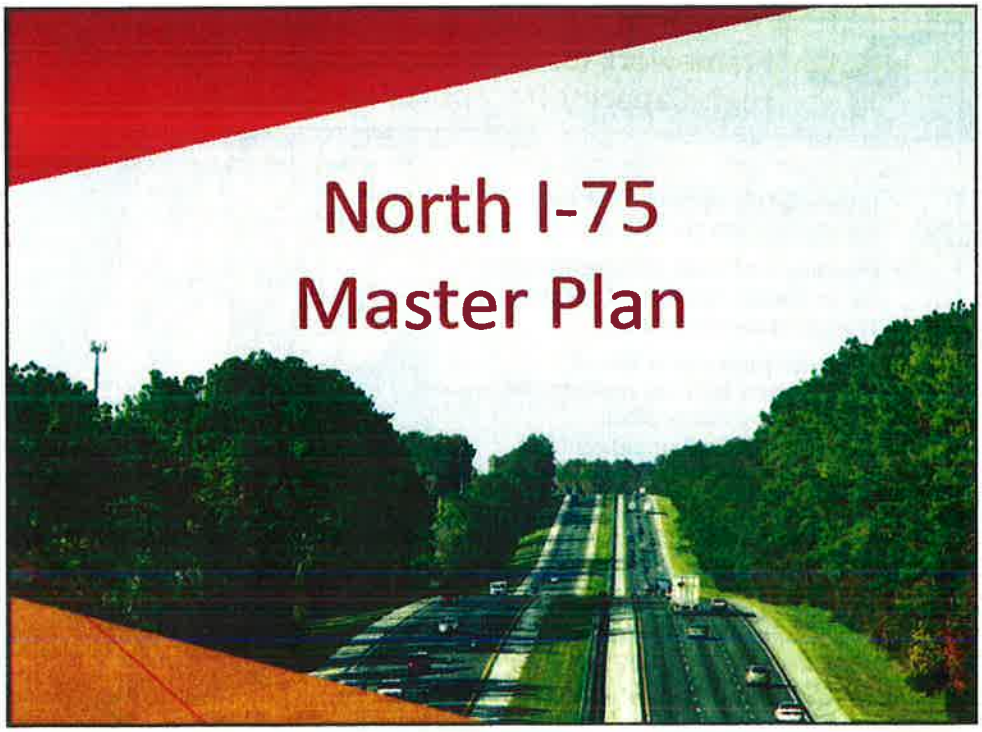
FDOT 6

Evaluation Approach and Implementation

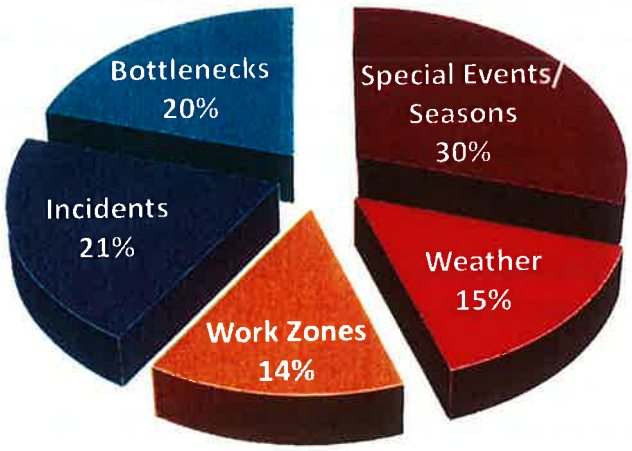
- Evaluate ***framework of options***
- Implement a robust ***public involvement process***
- ***Identify*** and ***implement strategies to optimize and transform I-75***
- Evaluate enhancements to ***U.S. 301, U.S. 41 and U.S. 441***
- Evaluate enhancements to ***intercity bus, passenger rail, and freight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

NOTE: Information is preliminary and subject to change

FDOT 7



Primary Causes of Congestion on I-75



NOTE: Information is preliminary and subject to change

FDOT 9

North I-75 Master Plan Study Overview

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

NOTE: Information is preliminary and subject to change

FDOT 10

Study Process

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

NOTE: Information is preliminary and subject to change

FDOT 11

North I-75 Master Plan Schedule

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

NOTE: Information is preliminary and subject to change

FDOT 12

North I-75 Master Plan Study

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

NOTE: Information is preliminary and subject to change

FDOT 14


FOR MORE INFORMATION CONTACT:
Huiwei Shen
Manager, Systems Planning Office
Florida Department of Transportation
850-414-4911
Huiwei.Shen@dot.state.fl.us
Jennifer Fortunas
Manager, Systems Management
Florida Department of Transportation
850-414-4909
Jennifer.fortunas@dot.state.fl.us