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November 21, 2018

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On November 28, 2018, 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 November 28, 2018 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)*	
Page #1 7:05 p.m.	II.	Approval of Meeting Agenda	APPROVE AGENDA
Page #3 7:10 p.m.	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #11 7:15 p.m.	IV.	Florida Department of Transportation - Tentative Work Program 2019-20 to 2023-24	APPROVE STAFF RECOMMENDATION
<u>The Florida Department of Transportation is providing an opportunity for review and comment on the draft Tentative Work Program.</u>			
Page #21 7:20 p.m.	V.	State Highway System Roundabout - State Road 121 (NW 34th Street) at NW 53rd Avenue	APPROVE STAFF RECOMMENDATION
<u>The Metropolitan Transportation Planning Organization referred the Florida Department of Transportation response to its advisory committees for recommendations.</u>			
Page #25 7:25 p.m.	VI.	Transportation Improvement Program Amendment - Safety Lighting Projects	APPROVE STAFF RECOMMENDATION
<u>The Florida Department of Transportation has requested amendments to the Transportation Improvement Program to add preliminary engineering for four Safety Lighting Projects.</u>			

Page #29 VII. State Road 222 (NE 39th Avenue) Crosswalk Update **APPROVE STAFF**
7:30 p.m. **RECOMMENDATION**

The Florida Department of Transportation has approved a conditional variance for the State Road 222 (NE 39th Avenue) crosswalk.

Page #47 VIII. List of Priority Projects - Amendment **APPROVE STAFF**
7:35 p.m. **RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its List of Priority Projects to include projects that the City of Gainesville and Alachua County anticipate submitting Transportation Alternatives Program applications to the Florida Department of Transportation.

Page #53 IX. Transportation Alternatives Program Applications **APPROVE STAFF**
7:40 p.m. **RECOMMENDATION**

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

Page #75 X. Safe Routes to School Applications **APPROVE STAFF**
7:45 p.m. **RECOMMENDATION**

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

Page #77 XI. Safety Performance Measures and Targets **APPROVE STAFF**
7:50 p.m. **RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to set safety performance targets for fatalities and serious injuries.

Page #85 XII. City of Gainesville Mobility Department Update **RECEIVE UPDATE**
TAC Only

The City of Gainesville has reorganized transportation-related functions into one department.

Page #87 XIII. Kermit Sigmon Citizens Participation Award - 2018 **SELECT RECIPIENT**
7:55 p.m. CAC Only

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

8:00 p.m. XIV. Committee Elections* **ELECT A CHAIR AND VICE-CHAIR**

Each year, a new Chair and Vice-Chair are elected.

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

- Page #89 A. Advisory Committee Attendance Records
Page #91 B. Meeting Calendar - 2018
Page #93 C. Meeting Calendar - 2019
Page #95 D. Bylaws Amendment (Citizens Advisory Committee Only)

*No handout included with the enclosed agenda item.

MINUTES

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

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

October 3, 2018
2:00 p.m.

MEMBERS PRESENT

Ronald Fuller
Jeffrey Hays
Deborah Leistner
Krys Ochia
Jason Simmons
Mari Schwabacher
Brian Singleton
Scott Wright

MEMBERS ABSENT

Aaron Carver
Linda Dixon
James Speer

OTHERS PRESENT

Gerry Dedenbach
Karen Taulbee

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Chair Jeffrey Hays, Alachua County Transportation Planning Manager, called the meeting to order at 2:02 p.m.

I. INTRODUCTIONS

Chair Hays introduced himself and asked others to introduce themselves.

Scott Koons, Executive Director, requested a copy of the City of Gainesville Department of Mobility organization chart.

Deborah Leistner, City of Gainesville Transportation Planning Manager, discussed the City of Gainesville Public Works Department reorganization and establishment of the Department of Mobility and answered questions.

Chair Hays requested discussion of the City of Gainesville Department of Mobility at the next technical Advisory Committee meeting.

II. APPROVAL OF THE MEETING AGENDA

Chair Hays asked for approval of the agenda.

MOTION: Brian Singleton moved to approve the meeting agenda. Ron Fuller seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Hays stated that the August 8, 2018 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Brian Singleton moved to approve the August 8, 2018 Technical Advisory Committee minutes. Ron Fuller seconded; motion passed unanimously.

IV. UNIFIED PLANNING WORK PROGRAM AMENDMENT

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization of a \$4,360 increase in the Federal Transit Administration Section 5305(d) Grant award. He said that the Metropolitan Transportation Planning Organization needs to amend its Unified Planning Work Program in order to receive the additional funds. He discussed the amendment and answered questions.

MOTION: Brian Singleton moved to recommend approval of Resolution 2018-07 and amend the Unified Planning Work Program for the \$4,360 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2018-19, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff. Deborah Leistner seconded; motion passed unanimously.

Krys Ochia, Regional Transit System Planner, and Mr. Koons discussed Regional Transit System roles in metropolitan planning organization activity and development of the Transit Development Plan.

V. BRIDGE, PAVEMENT AND SYSTEM PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Bridge, Pavement and System Performance Targets to meet federal legislation requirements. He discussed the bridge, pavement and system performance measures and targets and answered questions.

Ron Fuller, University of Florida Parking Services Assistant Director, reported that the speed limit has been lowered to 20 miles per hour and instreet bicycle lanes are being constructed on State Road 24 (Archer Road) from State Road 226 (SW 16th Avenue) to U.S. Highway 441 (SW 13th Street).

Mari Schwabacher, Florida Department of Transportation Planning Specialist IV, said she would research the State Road 24 (Archer Road) from State Road 226 (SW 16th Avenue) to U.S. Highway 441 (SW 13th Street) modifications.

MOTION: Brian Singleton moved to recommend that the Metropolitan Transportation Planning Organization:

- 1. Set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 1;**
- 2. Include in Exhibit 1 a statement that these performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures; and**

- 3. Authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate bridge, pavement and system performance measures and targets language.**

Deborah Leistner seconded; motion passed unanimously.

VI. INFORMATION ITEMS

Mr. Ochia discussed coordination between Regional Transit System and Florida Department of Transportation concerning transit access to the new SW 63rd Avenue Trail.

Mr. Escalante and Ms. Leistner discussed the Federal Highway Administration Innovative Highway Project Grant award to the City of Gainesville, Florida Department of Transportation and University of Florida.

Ms. Schwabacher stated that no Transportation Improvement Program amendment requests have been forwarded to District 2 office.

ADJOURNMENT

The meeting was adjourned at 2:49 p.m.

Date

Jeffrey Hays, Chair

Exhibit 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area PM 2 and PM 3 Targets

Bridge Target

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

Pavement Target

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80 percent

System Performance Target

Performance Measure	Target
Percent of person-miles travelled on the Interstate system that are reliable	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent
Truck (freight) travel time reliability on the Interstate system	2.0

Notes - Florida is an air quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.

MINUTES

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

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

October 3, 2018
7:00 p.m.

MEMBERS PRESENT

Thomas Bolduc
Craig Brashier
Mary Ann DeMatas
Jan Frentzen, Vice-Chair
Gilbert Levy
Chandler Otis
James Samec
John Pickett
Chris Towne

MEMBERS ABSENT

Nelle Bullock
Peter Davis
Luis Diaz
Delia Kradolfer
Ruth Steiner, Chair
Paul Thur de Koos

OTHERS PRESENT

Mari Schwabacher
Brooke Peters
Xueyin Bai
Wei Zhai

STAFF PRESENT

Michael Escalante
Scott Koons

CALL TO ORDER

Michael Escalante, Senior Planner, called the meeting to order at 7:02 p.m. He stated that the Citizens Advisory Committee needs to select an acting Chair.

MOTION: Thomas Bolduc moved to select Chandler Otis to serve as Acting Chair. James Samec seconded; motion passed unanimously.

I. INTRODUCTIONS

Acting Chair Chandler Otis introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Acting Chair Otis asked that the agenda be approved as amended.

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

III. APPROVAL OF COMMITTEE MINUTES

Acting Chair Otis asked for approval of the August 8, 2018 Citizens Advisory Committee meeting minutes.

MOTION: James Samec moved to approve the August 8, 2018 Citizens Advisory Committee minutes. Thomas Bolduc seconded; motion passed unanimously.

IV. UNIFIED PLANNING WORK PROGRAM AMENDMENT

Mr. Escalante stated that the Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization of a \$4,360 increase in the Federal Transit Administration Section 5305(d) grant award. He said that the Metropolitan Transportation Planning Organization needs to amend its Unified Planning Work Program in order to receive the additional funds. He discussed the amendment and answered questions.

MOTION: Craig Brashier moved to recommend approval of Resolution 2018-07 and amend the Unified Planning Work Program for the \$4,360 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2018-19, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff. James Samec seconded; motion passed unanimously.

Jan Frentzen, Citizens Advisory Committee Vice-Chair, arrived at the meeting.

V. BRIDGE, PAVEMENT AND SYSTEM PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Bridge, Pavement and System Performance Targets to meet federal legislation requirements. He discussed the bridge, pavement and system performance measures and targets and answered questions.

MOTION: James Samec moved to recommend that the Metropolitan Transportation Planning Organization:

- 1. Set Bridge, Pavement and System Performance Targets consistent with the Florida Department of Transportation Targets as shown in Exhibit 1;**
- 2. Include in Exhibit 1 a statement that these performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures; and**
- 3. Authorize staff to administratively modify the Transportation Improvement Program and List of Priority Projects to incorporate appropriate bridge, pavement and system performance measures and targets language.**

Chris Towne seconded; motion passed unanimously.

VI. INFORMATION ITEMS

Mr. Escalante discussed Citizens Advisory Committee term expirations and said he would email the members whose terms are expiring. He said that the Citizens Advisory Committee would be selecting the recipient for the Kermit Sigmon Citizen Participation Award at its next meeting. He also stated that the Citizens Advisory Committee would be reviewing the Florida Department of Transportation Five-Year Tentative Work Program at its next meeting.

A member asked whether local governments monitor pavement condition. He discussed safety concerns concerning the Tower Road resurfacing project.

Mr. Escalante stated that both Alachua County and the City of Gainesville monitor local road pavement condition. He noted the County's pavement resurfacing deficit. He reported that, at the August 27, 2018 Metropolitan Transportation Planning Organization meeting, the City of Gainesville staff reported that SW 62nd Boulevard from SW 20th Avenue to State Road 26 (Newberry Road) would be resurfaced.

Several members discussed concerns regarding membership status, attendance policy and quorums for Citizens Advisory Committee meetings.

MOTION: Jan Frentzen moved to recommend that the Metropolitan Transportation Planning Organization amend its Bylaws to:

- 1. Record attendance for all scheduled Citizens Advisory Committee, including meetings not held due to lack of a quorum; and**
- 2. Reinstate the Citizens Advisory Committee Designate member policy.**

James Samec seconded; motion passed unanimously.

ADJOURNMENT

The meeting was adjourned at 7:47 p.m.

Date

Ruth Steiner, Chair

Exhibit 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area PM 2 and PM 3 Targets

Bridge Target

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

- Pavement Target

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80 percent

System Performance Target

Performance Measure	Target
Percent of person-miles travelled on the Interstate system that are reliable	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent
Truck (freight) travel time reliability on the Interstate system	2.0

Notes - Florida is an air quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.



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November 21, 2018

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

FROM: Scott R. Koons, AICP, Executive Director

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

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

- A. Priority 1 - West University Avenue (State Road 26) Enhanced Pedestrian Crossing Installations at NW 16th Street, NW 17th Street and NW 19th Street;**
- B. Priority 2 - East University Avenue (State Road 26) Pedestrian-Oriented Intersection Design at Waldo Road (State Roads 26, 331) intersection;**
- C. Priority 3 - Fund the U.S. 441 (SW 13th Street) Road Safety Audit, State Road 26 (University Avenue) Road Safety Audit and State Road 26 (West University Avenue) Multimodal Corridor Study recommendations; and**
- D. Priority 4 - NW 34th Street (State Road 121) 2-Lane Divided Left Turnlane installation from NW 16th Avenue to U.S. 441 as described in the Year 2040 Long-Range Transportation Plan funded with State Highway System funds.**

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program (Exhibit 1) 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 2020 to 2024). Exhibit 2 shows new projects in the Tentative Work Program. Exhibit 3 is the Florida Department of Transportation Five-Year Work Program public hearing announcement.

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to request changes to existing or proposed projects and to receive 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 2020 - 2024 (11/06/2018 07.18.29)
ALACHUA COUNTY

EXHIBIT 1

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
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Highways: Interstate

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
4230716	I-75 FROM SOUTH OF SR-121(WILLISTON RD) TO NORTH OF SR-222(39TH AVE)	ADD MANAGED LANES	9.700	1,050 PDE				
4434891	SR93(I-75) THROUGH PAYNES PRAIRIE	GUARDRAIL	2.351	1,498 CST				

Highways: State Highways

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031	4,000 PE	100 PE	100 PE		
						2,016 ROW	4,292 ROW	2,242 ROW
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	1,004 OPS	1,052 OPS	1,103 OPS	1,157 OPS	
4305422	SR26(NEWBERRY RD) FROM: W OF NW 80TH BLVD, TO: SW 38TH STREET	SIDEWALK	2.852	729 ROW	432 ROW			
					2,759 CST			
4339881	SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK	SIDEWALK	.500	448 CST	5 CST			
4343961	SR24 @ SW 23RD TERRACE	TRAFFIC SIGNAL UPDATE	.010				676 CST	
4343971	SR121(NW 34TH ST) @ CR232(NW53RD)	TRAFFIC SIGNAL UPDATE	.007	451 CST				
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.006			906 CST		
4355641	SR200(US301) @SR24 CSXRR BR.NO260001 & SR25(US441) PED OVRPS BR.260003	BRIDGE - PAINTING	.141	130 PE				
					100 RRU			
					53 CST	751 CST		
4358891	SR120(NW 23RD AVE) & SR25(US441)(NW 13TH ST) ALACHUA CO GAINESVILLE	TRAFFIC SIGNAL UPDATE	.005		401 PE			
4358901	SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120	TRAFFIC SIGNAL UPDATE	1.998		917 PE			
4358911	SR25(US441) @ SR24(SW ARCHER RD)	TRAFFIC SIGNAL UPDATE	.006			552 PE		1,007 CST
4361571	SR25(US441) FROM: MARION COUNTY LINE TO: SR331	RESURFACING	11.639	100 PE	40 PE			
					24,251 CST			
4361761	SR20(SE HAWTHORNE RD) FROM: SR26 TO: EAST OF CR329B	RESURFACING	3.941	6,461 CST	79 CST			
4373771	SR226(SW 16TH AVE) AT SW 10TH TERRACE	TRAFFIC SIGNAL UPDATE	.004				613 CST	
4393001	SR45 @ SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	13.087			516 CST		
4393441	SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: SW 75 ST	RESURFACING	6.781	20 PE				
				6,788 CST	83 CST			
4394881	SR121(SW34TH ST) FROM: SR26A(SW2ND AVE) TO: SR26(W UNIV AVE)	TRAFFIC OPS IMPROVEMENT	.363					
4394891	SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222	LIGHTING	2.640	2,425 CST				
4394901	SR121 FROM: NW16TH AVE TO: US441	TRAFFIC OPS IMPROVEMENT	3.698		7,870 CST			
4395271	SR226 FROM: SR24 TO: US441	LANDSCAPING	.924	222 CST				
4395331	SR20 FROM EAST OF US301 TO PUTNAM C/L	LANDSCAPING	1.399			85 PE		
							706 CST	
4399341	SR24(ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000	46 CST				
4399342	SR24(ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD	BIKE PATH/TRAIL	.000	1,614 CST				
4412621	SR26 FROM: SR45(US41) TO: CR241 SOUTH	RESURFACING	4.797		7,518 CST			
4432581	SR20 (SE HAWTHORN ROAD) FROM: CR325 TO: WEST OF US301	RESURFACING	5.340	616 PE				
						9,505 CST		
4436951	SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S	RAILROAD CROSSING	.118			240 RRU		
4437011	SR20 E ON-RAMP IN HAWTHORNE RR CROSSING #625010J	RAILROAD CROSSING	.146			295 RRU		

Highways: Local Roads

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
2113656	SW 62ND BLVD ARTERIAL CONNECTOR	TRAFFIC OPS IMPROVEMENT	1.516			14,726 CST		

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2020 - 2024 (11/06/2018 07:18:29)

ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
2113657	SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD)	RIGHT OF WAY ACQUISITION	.000	2,631 ROW				
4339902	POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET)	BIKE PATH/TRAIL	3.462	1 CST				
4394981	CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION	INTERSECTION IMPROVEMENT	.100	49 CST	1 CST			
4394991	SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER	WIDEN/RESURFACE EXIST LANES	2.600	3,812 CST				
4395001	CR235 @ NW 94TH AVE	INTERSECTION IMPROVEMENT	.200	76 CST	1 CST			
4411551	SE 65TH AVE FROM: SE 215TH TO: SE 210TH	SIDEWALK	.140		47 PE		212 CST	
4411601	NW 42ND AVENUE FROM NW 18TH ST, TO NW 6TH ST.	SIDEWALK	.300			41 PE		183 CST
4412181	SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET	SIDEWALK	1.034		438 CST			
4412191	NE 53RD AVE @ ANIMAL SERVICES DRIVE	INTERSECTION IMPROVEMENT	.100			871 CST		
4432521	NEWBERRY LN AT CR 235	INTERSECTION IMPROVEMENT	.100	53 PE		228 CST		
4442331	NW 23RD AVENUE FM NW 83RD STREET TO NW 55TH STREET	ADD LANES & RECONSTRUCT	1.719	250 CST	950 CST			

Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
4339891	SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE	BIKE PATH/TRAIL	.696	5 CST				
4373331	NW 19TH LANE FROM: NW 16TH TERRACE TO: US441(NW 13TH STREET)	BIKE LANE/SIDEWALK	.247	440 CST				
4394951	NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST	SIDEWALK	.280	231 CST				

Transportation Planning: Non-System Specific

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
4393182	GAINESVILLE MPO FY 2018/2019-2019/2020 UPWP	TRANSPORTATION PLANNING	.000	488 PLN				
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000		688 PLN	488 PLN		
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000				488 PLN	

Maintenance: Interstate

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT	250 MNT	250 MNT	

Maintenance: State Highways

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
2143011	ALACHUA	ROUTINE MAINTENANCE	.000	5,000 MNT	5,000 MNT			
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	993 MNT	1,022 MNT	1,053 MNT	1,084 MNT	
4404751	ALACHUA CO CONCRETE REPAIRS	ROUTINE MAINTENANCE	.000	105 MNT				
4442231	DITCH CLEANING AND REPAIRS IN ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	150 MNT	150 MNT	150 MNT		
4442261	TREE AND STUMP REMOVAL IN ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	75 MNT	75 MNT	75 MNT		
4448951	TREE AND BRUSH REMOVAL IN ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	125 MNT	125 MNT			
4448961	TREE AND STUMP REMOVAL ALACHUA COUNTY	ROUTINE MAINTENANCE	.000	75 MNT	75 MNT			

Maintenance: Facilities

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
4448891	GLASS WINDOW REPLACEMENTS	FIXED CAPITAL OUTLAY	.000	10 MNT				
4448901	PAINTING/CLEANING INTERIOR-EXTERIOR	FIXED CAPITAL OUTLAY	.000	56 MNT				

FLORIDA DEPARTMENT OF TRANSPORTATION
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)
TENTATIVE FY 2020 - 2024 (11/06/2018 07.18.29)
ALACHUA COUNTY

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
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Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
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					49 CAP
4349211	GAINESVILLE REG APT DESIGN & CONST HANGAR PFL0009867	AVIATION REVENUE/OPERATIONAL	.000	500 CAP	509 CAP			
4367611	GAINESVILLE REGIONAL APT PURCHASE TRACTOR & MOWER PFL0008658	AVIATION REVENUE/OPERATIONAL	.000	75 CAP				
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000			50 CAP		
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000			113 CAP		
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000			235 CAP		
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000			65 CAP		
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION CAPACITY PROJECT	.000		1,225 CAP	1,225 CAP		
4437911	GAINESVILLE REG APT COMMERCIAL TERMINAL EXPAND-CONST PH 3	AVIATION CAPACITY PROJECT	.000		200 CAP			
4437991	GAINESVILLE REGIONAL APT RW 11/29 MARKINGS PFL08655	AVIATION PRESERVATION PROJECT	.000			38 CAP		
4438001	GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT	AVIATION SAFETY PROJECT	.000			45 CAP		
4438011	GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION	AVIATION PRESERVATION PROJECT	.000				15 CAP	
4438021	GAINESVILLE REGIONAL APT TWY C REHAB LIGHTING & SIGNAGE	AVIATION PRESERVATION PROJECT	.000				135 CAP	
4438031	GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 2	AVIATION REVENUE/OPERATIONAL	.000				250 CAP	
4444071	GAINESVILLE REG APT TAXIWAY A SIGNAGE UPGRADES	AVIATION PRESERVATION PROJECT	.000					18 CAP
4444081	GAINESVILLE REG APT GA APRON STRENGTHENING	AVIATION PRESERVATION PROJECT	.000					6 CAP

Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2020	2021	2022	2023	2024
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	2,046 OPS	2,148 OPS	2,273 OPS	2,368 OPS	2,490 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	200 PLN	206 PLN	212 PLN	218 PLN	225 PLN
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	349 OPS	366 OPS	384 OPS	404 OPS	424 OPS

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 2019-20 to 2023-24

Work Description	Number	Location	Five-Year Timetable		
			Planning	Operations/ Construction	Funding
Aviation					
Commercial Terminal Expansion - Phase 3	4437911	Gainesville Regional Airport	-	2020-21	\$200,000
Runway 11/29 Markings	4437991	Gainesville Regional Airport	-	2021-22	\$38,000
Install Emergency Generator	4438001	Gainesville Regional Airport	-	2021-22	\$45,000
Internal Service Road Expansion	4438011	Gainesville Regional Airport	-	2022-23	\$15,000
Taxiway C Lighting & Signage Rehab	4438021	Gainesville Regional Airport	-	2022-23	\$135,000
Maintenance Facility - Phase 2	4438031	Gainesville Regional Airport	-	2022-23	\$250,000
Taxiway A Signage Upgrade	4444071	Gainesville Regional Airport	-	2023-24	\$18,000
General Aviation Apron Strengthening	4444081	Gainesville Regional Airport	-	2023-24	\$6,000
Bicycle/Pedestrian					
Sidewalk - [Safe Routes to School Funds]	4412181	NW 42 Avenue -NW 18 Street to NW 6 Street	2021-22	2023-24	\$224,000
Interstate/Interchange					
Install Guardrails	4434891	I-75 across Paynes Prairie	-	2019-20	\$1,498,000
Landscaping					
No Landscaping Projects	-	-	-	-	-
Railroad					
No Railroad Projects	-	-	-	-	-
Roadway					
Traffic Operations Modification	4442331	NW 23 Avenue - NW 83 Street to NW 55 Street	-	2020-22	\$1,200,000
Transit					
No Transit Projects	-	-	-	-	-
Total New Project Funding					\$3,629,000

* Funding includes utilities

EXHIBIT 3



*Florida Department of Transportation
(District Two and Florida's Turnpike Enterprise)*

**Invites You to Attend an Overview of the
Tentative Five-Year Work Program
Fiscal Years 2019/2020 -- 2023/2024**

Public Hearing –Thursday, December 6, 2018

Open House: 4:30–6:30 P.M.

Video Presentation: 6:00 P.M.

FDOT District Two Jacksonville Urban Office—Training Facility
2198 Edison Avenue, Jacksonville, FL

This meeting will serve as the official public hearing for the Tentative Five-Year Work Program. There will be a brief work program development presentation at 6:00 p.m., followed by a public comment period. Department staff will be on hand to answer questions or concerns for all counties in District Two.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact James Driggers, Jr at (800) 749-2967 ext. 3722 at least 7 days before the hearing.

If you cannot make the hearing, visit our website at www.d2wpph.com to get information and submit comments. Comments will be received by the Department at the hearing or our website www.d2wpph.com or by mail until December 28, 2018, to be documented as part of the public hearing transcript.

Comments should be addressed to:

Greg Evans, District Two Secretary
Florida Department of Transportation
1109 S. Marion Avenue, Mail Station 2000
Lake City, Florida 32025-5874
(386) 758-3700 or (800) 749-2967
Email: Greg.evans@dot.state.fl.us

Sincerely,

Greg Evans

District Two Secretary




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November 21, 2018

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: State Highway System Roundabout -
State Road 121 (NW 34th Boulevard) at NW 53rd Avenue

STAFF RECOMMENDATION

Request that the Florida Department of Transportation remove consideration of a roundabout at the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue since there are higher priority projects, such as the State Road 121 NW 34th Street Turnlane Project and the University Avenue Pedestrian Modifications Project, for the expenditure of State Highway System funds.

BACKGROUND

At its October 22, 2018 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area referred the Florida Department of Transportation response for consideration of a roundabout at the State Road 121 (NW 34th Boulevard) at NW 53rd Avenue to its advisory committees. Exhibit 1 includes the Florida Department of Transportation response.

Attachment

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

October 5th, 2018

Mr. Scott Koons, AICP
Executive Director
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653

RE: State Highway System Roundabouts Status Report

Dear Mr. Koons,

We are in receipt of your letter dated June 18th, 2018 regarding State Highway System Roundabouts Status Reports. The Florida Department of Transportation (FDOT) has reviewed a potential Roundabout (RAB) concept at SR 121/34th and 53rd/CR 23, in lieu of the current year traffic signal project (FPID 434397-1).

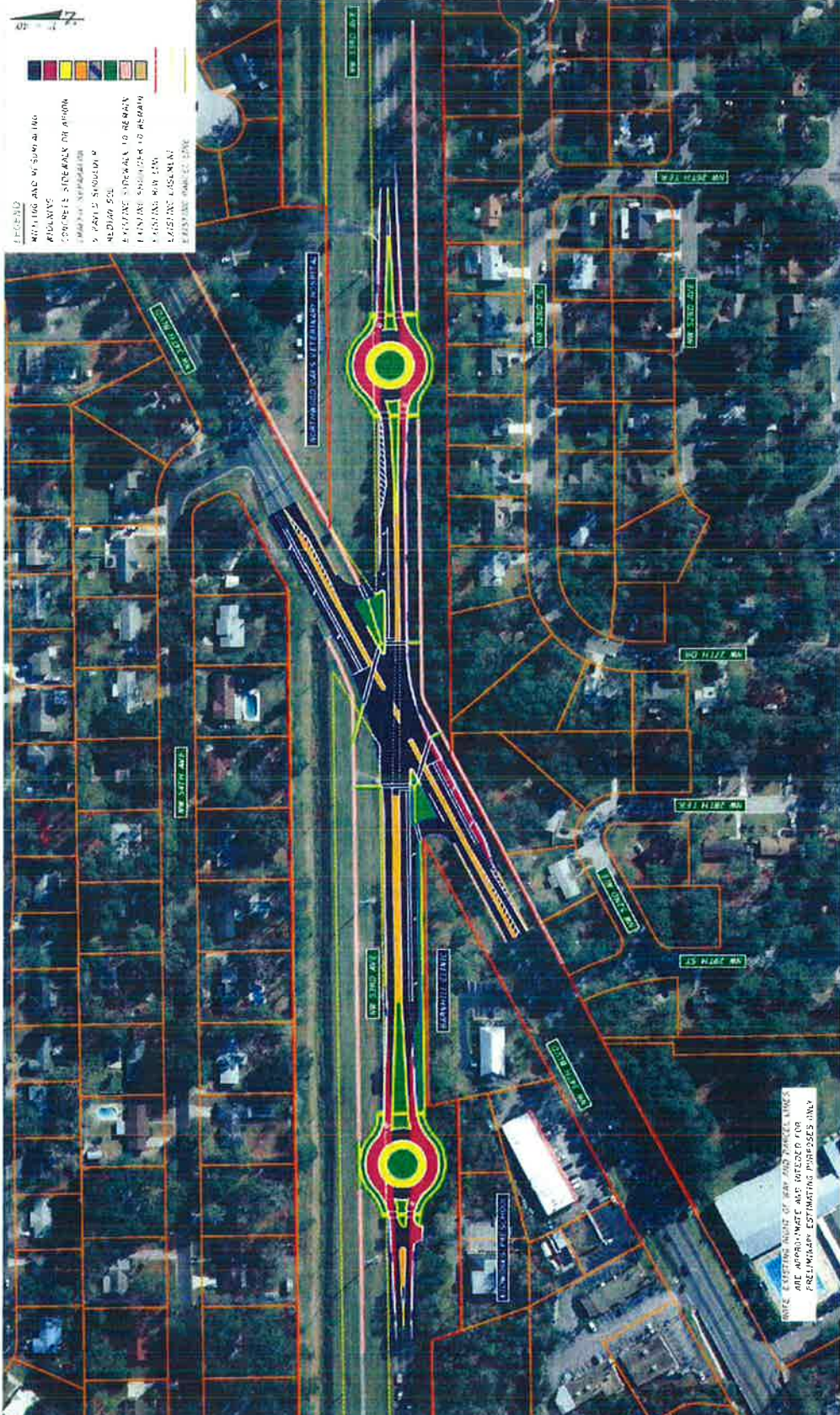
A traditional RAB or RAB design will not operate at this location. FDOT studied alternative RAB options and concluded that a “bowtie” type RAB is the safest and most efficient option for this intersection (see photo 1). If the MTPo wishes to pursue this as a project, please add it to the list of priority projects. The estimated cost for this type of RAB is around \$3.5 million plus right-of-way costs.

If you have any additional questions or comments please contact Mari.Schwabacher@dot.state.fl.us or by phone (904)360-5647.

Mari Schwabacher
Gainesville MTPo Liaison

cc: Karen Taulbee, FDOT District 2 Urban Planning Manager
Mike Escalante, Gainesville MTPo Senior Planner

Photo 1




**VI**

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November 21, 2018

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

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Improvement Program Amendment - Safety Lighting Projects

STAFF RECOMMENDATION

Amend the Transportation Improvement Program to add the four following safety lighting projects:

- 1. State Road 26 (East University Avenue) from East 15th Street to East 25th Street (4398021);**
- 2. State Road 26 (East University Avenue) from East 14th Street to East 15th Street (4398031);**
- 3. State Road 25 (U.S. Highway 441, West 13th Street) from Museum Road/SW 8th Avenue to NW 29th Road (4398061); and**
- 4. State Road 26 (Newberry Road-University Avenue) from Tower Road/NW 75th Street to East 9th Street (4398081).**

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add four safety lighting projects (see Exhibit 1). In order for the funds to be used within the Gainesville Metropolitan Area, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program.

Attachment

t:\scott\sk19\mtpo\memo\tipamend_safety_lite_comms_nov28.docx

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

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

November 16, 2018

Mr. Scott Koons, AICP
Executive Director
Gainesville MTPO
2009 NW 67th Place
Gainesville, FL 32653

Re: FDOT Request: Amendments to the Gainesville MTPO Transportation Improvement Program (TIP) FY 2018/19 – 2022/23

Dear Mr. Koons:

The Florida Department of Transportation (FDOT) requests an amendment to the Transportation Improvement Program (TIP) for FY 2018/19 – 2022/2023. Please add the following TIP Amendment request for action by the TCC, CAC and TPO Board at their December meetings.

ALACHUA COUNTY

439802-1 SR26 from 15th Street to SE 25th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	42,000

439803-1 SR26 from SE 14th Street to SE 15th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	50,000
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	3,000

439806-1 SR25/SR24 & U.S. 441 from Museum Road to NW 29th Road

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	99,500
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	1,000

439808-1 SR26 from Tower Road to SE 9th Street

Safety Lighting

<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
ACSS	PE	182,000
<u>Fund</u>	<u>Phase</u>	<u>FY 2019</u>
HSP	PE	5,000

Approval of this TIP Amendment will not affect the funding or advancement of other projects in the FY 2018/19 – 2022/23 TIP.

Please contact me if you have any questions or need additional information for these requests.

Sincerely,



Mari Schwabacher
Gainesville MTPO Liaison
FDOT District Two

**VII**

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November 21, 2018

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: State Road 222 (NE 39th Avenue) Crosswalk Update

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation install a crosswalk on State Road 222 (NE 39th Avenue) adjacent to the NE 28th Drive intersection in accordance with the Florida Department of Transportation Plans Preparation Manual, Volume 1, 8.3.4.1 Crosswalks at Intersections criteria on page 8-9.

BACKGROUND

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the installation of a crosswalk on State Road 222 (NE 39th Avenue) at or near the NE 28th Drive intersection. This discussion included reference to the Florida Department of Transportation District 2 request for a variance to install a crosswalk (see Exhibit 1). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

Request that the Florida Department of Transportation proceed with the evaluation for the installation of a midblock crosswalk with control on State Road 222 (NE 39th Avenue) at or near NE 28th Drive.

The Metropolitan Transportation Planning Organization has received a Florida Department of Transportation District 2 email (see Exhibit 2) that the Florida Department of Transportation Central Office has notified District 2 of conditional approval of the variance to install a midblock crossing on State Road 222 (NE 39th Avenue) adjacent to NE 28th Drive (see Exhibit 3).

Exhibit 4 includes excerpted pages concerning crosswalks from the 2017 Florida Department of Transportation Design Training Expo presentation. Exhibit 5 includes excerpted pages from the Florida Department of Transportation Plans Preparation Manual concerning crosswalks.

Attachments

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promoting economic development and providing technical services to local governments.

EXHIBIT 1

RECEIVED

NOV 07 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL



District Two Traffic Operations

2198 Edison Avenue
Jacksonville, Florida 32204-2730

TEM Section 3.8 Variation Request

SR 222 (NE 39th Avenue) at NE 28th Drive

Alachua County

Section Number: 26005000, Mile Post 9.902

Assignment Report Number: 2016.00745


1-24-18
Mario Dipola, P.E.
P.E. #: 76418
District Safety Engineer

State Road 222 Midblock Crossing Variation Request

In accordance with Chapter 1, Section 6, of the Traffic Engineering Manual (TEM), District Two is requesting a variation for a midblock crosswalk from Section 3.8 of the Traffic Engineering Manual. The variation is to allow District 2 to install a midblock crosswalk with the following locations and characteristics.

1. Location (State Road ID, Mile Post)

- SR 222 (NE 39th Avenue), Section 26005000, MP 9.902

2. Summary

This variation request is to allow the installation of a midblock crosswalk with the following characteristics, even though the following criteria is not met:

Characteristics

- 2-stage midblock crosswalk
- Pedestrian Hybrid Beacon (aka HAWK)
- Option 1: Close median and relocate bus stops so HAWK can be installed 300' to the east of the intersection.
- Option 2: Install HAWK ~90' east of intersection at existing bus stops.

Criteria Not Met

- Pedestrian threshold volumes not met
- Warrant in MUTCD for HAWK not met, since pedestrian volumes not met
- For option to locate at existing bus stops, we need flexibility to install across intersection influence area (turn lane, potentially less than 100').
- If we move east, we still need variation if median cannot be closed, since back-to-back turn lanes.

3. Applicable standard or criterion (Chapter & Section Number)

1. Traffic Engineering Manual (TEM), Section 3.8.5 (1) (b):

"...The following minimum thresholds should be met when considering a new marked crosswalk at an uncontrolled approach:

- 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day...."

2. The Manual on Uniform Traffic Control Devices (MUTCD) 4F.01 (07):

- "For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk."

3. TEM, Section 3.8.5 (4) (d):

- "The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes. Where an adjacent intersection is signalized, the design must ensure that the ends of standing queues do not extend to the proposed marked crosswalk location."

4. TEM, Section 3.8.6 (5) (b) and MUTCD 4F.02 (04) (A):

- TEM: "...This device is not intended for use at intersections or driveways, as MUTCD recommends maintaining a distance of 100 feet from side streets or driveways controlled by Stop or Yield signs."

- MUTCD: “The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,....”

4. Statement of reasons why required criteria/standards are not applicable to site-specific conditions

1. TEM 3.8.5 (1) (b)—pedestrian crossing thresholds should be applied with flexibility at this location for the following reasons.

1. Location has history of complaints regarding safety. Since study was completed, there have been two pedestrian crashes at this location (November 2017, January 2018).
2. Location has bus stops on both sides of the road, and pedestrians must frequently cross.
3. The Santa Fe Work Release Center and GRACE Marketplace, two service providers to the homeless population, are located in the southeast corner of the intersection and generate pedestrian traffic.
4. We have been emailed other unconfirmed reports of additional pedestrian crashes to this underserved population of vulnerable road users.
5. We observed a limited timeframe, and still came close to meeting standards (19 PPH vs. 20). We did not note any slower peds to be doubled, but acknowledge the probability that some impoverished road users may have mobility limitations...as was shown in a recent news video (link below).

2. (MUTCD) 4F.01 (07)—thresholds for pedestrian hybrid beacon should be given flexibility for the volume reasoning above, as well as the following.

1. The crossing length is 84', so additional treatments above a marked crosswalk need consideration.
2. Rectangular Rapid Flashing Beacons (RRFBs) have had recent patentability issues as a suitable supplemental treatment. Moreover, they provide no stop-control.
3. While RRFBs provide inadequate control, a signal is unnecessary for our number of pedestrians.
4. A pedestrian hybrid beacon may be the best, and only feasible, sufficient remaining alternative.
5. Speeds are high—45 mph posted—and this crosswalk is on a multilane roadway.

3. TEM, Chapter 3, Section 3.8.5 (4) (d)—requirement to be outside the influence area of a signalized intersection, including auxiliary lanes, should be given flexibility as follows.

1. People are already crossing here since this location is the most convenient path for pedestrians.
2. The bus stops, located east of the intersection, appropriately serve the destination. It is questionable if they could be moved west, which could present challenges due to proximity with NE Waldo Road. Moving bus stops further east would require crossing a left turn lane since they are back-to-back. Therefore, moving bus stops would not solve the issue.
3. The only way to **not** cross a turn lane is closing a median opening. While an option, a public hearing would be required, so closing may not be possible. Furthermore, it may be infeasible due to the pedestrian demand and the desired bus stop locations by Gainesville RTS.

4. TEM, Chapter 3, Section 3.8.6 (5) (b) and MUTCD 4F.02 (04) (A)—requiring 100' from the existing intersection may be infeasible for the reasons listed above, and the following.

1. Moving pedestrians further from the intersection is infeasible without closing a median opening to the east and reconstructing, and without moving bus stops east. These external constraints may be impossible, and financial implications may also prove infeasible. Moreover, the resulting route would be less advantageous for disadvantaged pedestrians with further travel distances.

5. Statement of the proposed variation

Install a midblock crosswalk with a pedestrian hybrid beacon at the intersection of SR 222 (NE 39th Avenue) and NE 28th Drive in Alachua County, FL. The crosswalk may need to be in the influence area of the intersection, crossing turn lanes within 100' of NE 28th Drive.

6. Statement of how the proposal can be as safe by not following the criteria or standard

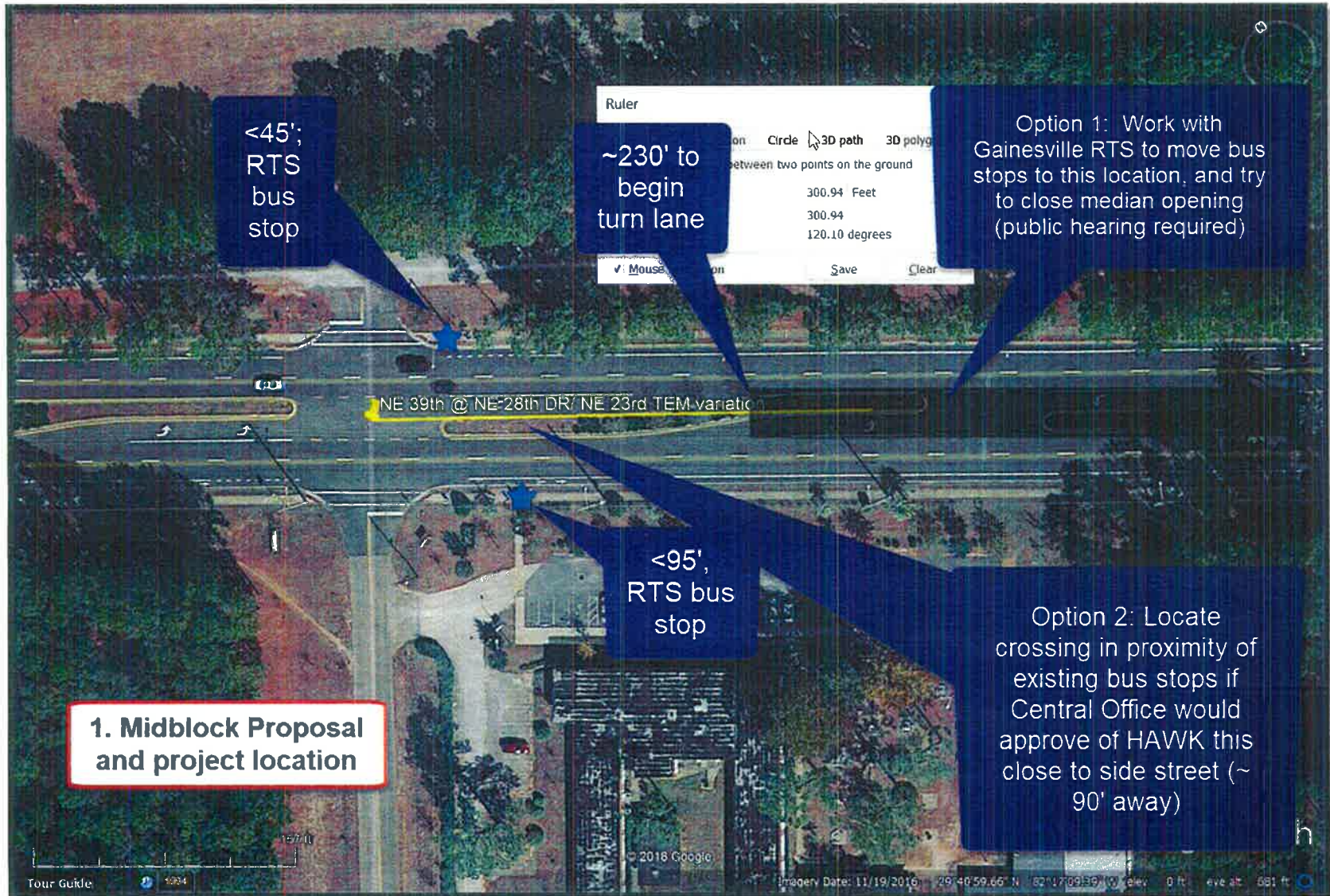
Pedestrians already cross SR 222 in this area. Recent complaints, testimonials, news stories, and documented/undocumented crashes have been presented. There are generators for underserved (homeless) pedestrians as well as non-homeless pedestrians on both sides of the road. By providing a predictable, conspicuous marked pedestrian crosswalk, safety/mobility of pedestrians should be improved.

7. Description of other impacts (operations, environmental and community needs)

All other criteria of TEM Section 3.8 for the installation of a midblock crossing are met. Pedestrians will cross this location whether or not there is a signed, marked crosswalk, as shown by current behavior. The Santa Fe Work Release Center and GRACE Marketplace are on the south side of SR 222 and there is high demand generated between the south and north side of SR 222, with bus stops located across from each other.

8. Resources

1. Midblock proposal and site map
2. Revised data table from Kimley Horn's report
3. MUTCD Figure 4F-2 showing our vehicle and pedestrian traffic
4. Gainesville RTS map: <http://ufl.transloc.com/>
5. Straight Line Diagram showing crossing distance (used for 2-stage determination and for Figure 4F-2)
6. FDOT Florida Traffic Online (2016): <http://flto.dot.state.fl.us/website/FloridaTrafficOnline/viewer.html>
7. FDOT Florida Traffic Online count station details for use in Figure 4F-2
8. Link—Another fatality in the news (it was a couple weeks ago):
<https://www.wuft.org/news/2018/01/22/dignity-village-residents-seek-an-answer-to-this-dangerous-intersection/>
9. Kimley Horn Midblock report



From: Dipola, Mario [Mario.Dipola@dot.state.fl.us]
Sent: Wednesday, November 07, 2018 1:05 PM
To: Mike Escalante
Cc: Scott, Jeffrey
Subject: 2018.0194S; NE 29th Ave at NE 28th Dr. in Gainesville

Good afternoon, Mike!

It was good talking to you on the phone yesterday about Safe Routes to School.

I wanted to provide an update to a request we'd received earlier this year. We analyzed the area around GRACE Marketplace earlier this year. Unfortunately, pedestrian volumes are too low to warrant improvements. Still, we saw a benefit to improving mobility and hopefully safety in this stretch, so submitted a variation to Central Office.

CO approved it with some conditions, so our intent is to design a 2-stage pedestrian crossing in the vicinity of the subject intersection. Once complete, we hope to use our pushbutton (PB) construction contract to implement this improvement, which we hope to supplement with a pedestrian hybrid beacon (HAWK) and lighting. If you'd like to discuss, feel free to contact me. I'd be glad to provide more details.

Thank you!

Yours truly,

Mario Dipola, P.E., M.B.A., CEM

District Safety Engineer

District Two Traffic Operations, Jacksonville Urban Office

Mario.Dipola@dot.state.fl.us

904-360-5633

Innovative, Efficient, Exceptional

EXHIBIT 3

RECEIVED

NOV 07 2018

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

RICK SCOTT
GOVERNOR



Florida Department of Transportation

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

MEMORANDUM

Date: July 6, 2018

To: Jerry Ausher, P.E., District Traffic Operations Engineer, District 2

From: Trey Tillander, P.E., Director, Office of Traffic Engineering and Operations

A handwritten signature in blue ink that reads "Trey Tillander". The signature is written in a cursive, flowing style.

Subject: Traffic Engineering Manual Variation Request # D226005000-9.902-3.8.5(3)(b)

Central Office Staff has reviewed the request for variation of standards and criteria set forth in the Traffic Engineering Manual (TEM), Section 3.8.5 (3) (b) for minimum level of pedestrian demand, for a midblock pedestrian crossing at mile post 9.902 of roadway section 26005000, SR222 (NE 39th Avenue) at NE 28th Drive in Alachua County.

In accordance with the Traffic Engineering Variation Process, TEM Chapter 1.6, the referenced variation is authorized subject to the following conditions.

- Relocate bus stops so that the pedestrian Hybrid Beacon (HAWK) signal could be installed 300' east of the intersection.
- Close the median and install a pedestrian refuge island for the crossing.
- Install pedestrian HAWK for a two-phase crossing.
- Provide training and outreach on HAWK and two-phase crosswalk operation to GRACE Marketplace and Santa Fe Work Release Center.
- Install crosswalk lighting per TEM, Chapter 3, Section 3.8.5 (5)(c),
- Design and install all traffic signing and pavement markings in accordance with FDOT Standards.
- Conduct a follow up study one year after installation to evaluate pedestrian demand, vehicle and pedestrian interaction, and associated crash data in consideration for additional treatments, warning devices, and or modifications.

TT:jp.

Rectangular Rapid Flashing Beacons (RRFB)

CMF 0.526

- FHWA Interim Approvals (IA) in FL:
 - IA-11.1: City of St. Petersburg
 - IA-11.35: FDOT (on-system only)
 - IA-11.126: Hillsborough County
 - IA-11.144: Broward County
 - IA-11.154: City of Tampa
- Covered under FDOT Standard Specification 654



Rectangular Rapid Flashing Beacons (RRFB)

CMF 0.526

- Post mounted RRFBs should be limited to roadways with four or fewer through lanes.
- Any new RRFB on a multilane undivided roadway should be installed overhead and supplemented with post mounted units.
- Use overhead R1-9a and post mount R1-5b signs.
- Use splitter/refuge island when possible.
- RRFBs with new flash pattern, WW+S showed better driver-yielding results than the 2/5 pattern, but both are allowed per standard spec.



Pedestrian Refuge Islands

CMF 0.685

- Allow pedestrians a safe place to stop at the mid-point of the roadway before crossing the remaining distance.
- Enhance the visibility of pedestrian crossings, particularly at unsignalized crossing points.
- Reduce the speed of vehicles approaching pedestrian crossings.
- Can be used for access management for vehicles (allowing only right-in/right-out turning movements).
- Provide space for supplemental signage on multi-lane roadways.
- Effective on multi-lane roads



EXHIBIT 5

The criteria provided in this section do not apply to school crossings.

Additional guidance on marked crosswalks can be found in the [FDOT Traffic Engineering Manual Section 3.8](#), [AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities](#) and [FHWA's Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines](#).

8.3.4.1 Crosswalks at Intersections

Provide marked crosswalks at all side streets where a pedestrian facility meets the roadway. As roadway volumes, speeds and number of travel lanes increase, marked crosswalks are best used in conjunction with other treatments (including signals, signs, beacons, curb extensions, raised medians, refuge islands, and enhanced overhead lighting).

When separated right turn lanes are used, place crosswalks so that an approaching motorist has a clear view of the pedestrian, and the crossing distance is minimized.

Coordinate with the District Traffic Operations Office for new marked crosswalks at uncontrolled intersection locations (without signals, stop or yield signs). Supplement marked crosswalks on an uncontrolled leg of an intersection with other treatments (which may include beacons, signals, curb extensions, raised medians, raised traffic islands, or enhanced overhead lighting) when any of the following conditions exist:

- (1) Where posted speeds are greater than 40 mph.
- (2) On a roadway with 4 or more lanes without a raised median or raised traffic island that has an ADT of 12,000 or greater.
- (3) On a roadway with 4 or more lanes with a raised median or raised traffic island that has or is projected to have (within 5 years) an ADT of 15,000 or greater.

Use Special Emphasis crosswalk markings at signalized intersections on all approaches, mid-block crossings, and school crossings per ***Design Standards, Index 17346***.

Use standard crosswalk markings for stop or yield-controlled intersections where pedestrian facilities are present as shown in ***Design Standards, Index 17346***.

Roundabouts present a unique challenge for the design of pedestrian crossings. In a roundabout, the crosswalk markings should comply with the ***MUTCD, Part 3, NCHRP Report 672 Roundabouts: An Informational Guide, Second Edition*** and the ***FDOT Traffic Engineering Manual***.

8.3.4.2 Midblock Crosswalks

Midblock crosswalks can be used to supplement the pedestrian crossing needs in an area between intersections. This can provide pedestrians with a more direct route to their destination. Midblock crosswalks should be illuminated, marked and signed in accordance with the *MUTCD*, [*Traffic Engineering Manual*](#), (Section 3.8) and *Design Standards*, Index 17346.

In addition to the requirements in **Section 8.3.4.1**, the following conditions also apply:

- (1) Midblock crosswalks should not be located where the spacing between adjacent intersections is less than 660 feet
- (2) Midblock crosswalks should not be located where the distance from the crosswalk to the nearest intersection (or crossing location) is less than 300 feet
- (3) Do not place midblock crosswalks in locations where the crossing distance exceeds 60 feet (unless a median or a crossing island is provided)
- (4) Do not place midblock crosswalks in locations where the sight distance for both the pedestrian and motorist is not adequate (stopping sight distance per **Table 2.7.1**)
- (5) Do not place midblock crosswalks in locations where the ADA cross slope and grade criteria along the crosswalk cannot be met.

An engineering study is required before a marked midblock crosswalk is installed at an uncontrolled location. This study is required to examine such factors as sight distance for pedestrians and vehicles (stopping sight distance), traffic volume, turning volumes near proposed crosswalk location, roadway width, presence of a median, lighting, landscaping, drainage, traffic speed, adjacent land use (pedestrian generators / destinations), pedestrian volume and existing crossing patterns. Midblock crosswalks should only be used in areas where the need truly exists, and the engineering study will help to determine if an uncontrolled midblock crosswalk is a viable option. Refer to the Department's [*Traffic Engineering Manual*](#), (Section 3.8) and [*Manual on Uniform Traffic Studies \(MUTS\)*](#).

If site conditions are identified that would obstruct the placement of a justified midblock crosswalk, include additional features in the design to remedy these conditions. Features like overhead signing can help alert motorists and be used to light the crossing. Curb extensions or bulb-outs can improve sight distance and decrease the crossing distance. Adjustment of the profile on the roadway crossing may be required to improve the cross slope of the crosswalk.



VIII

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November 21, 2018

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: List of Priority Projects - Amendment

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2019-20 to 2023-24 List of Priority Projects to include projects for submission of Transportation Alternatives Program and Safe Routes to School applications to the Florida Department of Transportation (see Exhibit 1).

BACKGROUND

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

In order for projects to be considered for Transportation Alternatives Program and Safe Routes to School funding by the Florida Department of Transportation, the projects need to be on the List of Priority Projects. Therefore, the following project needs to be added to the List of Priority Projects:

- Gainesville Metropolitan Areawide - Americans with Disabilities Act modifications to deficient sidewalks, ramps and transit stops [Transportation Alternatives Program].

Attachment

A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds, State Highway System funds, SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2019-20 to 2023-24

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2019-20 to 2023-24

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
3-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
4-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
5-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
6-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
7-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
8-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
9-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2019-20 to 2023-24

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

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

**IX**

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

November 21, 2018

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

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Alternatives Program - 2019 Applications

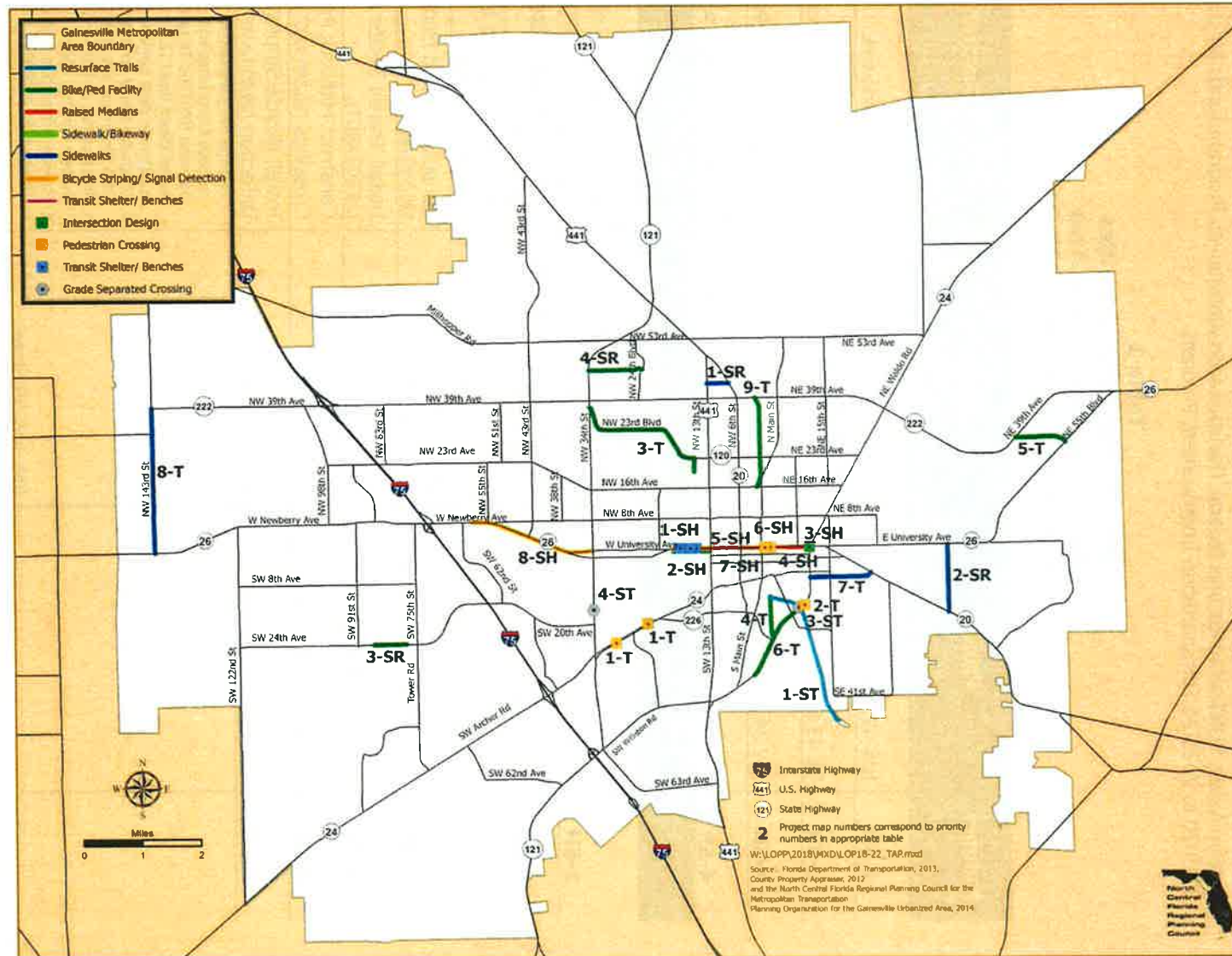
STAFF RECOMMENDATION**Recommend that the Metropolitan Transportation Planning Organization approve the:**

- 1. Resubmission of the State Road 26 (East University Avenue) at State Road 24 (Waldo Road) intersection modifications project Transportation Alternatives Program application that was prepared by the City of Gainesville; and**
- 2. Submission of the Gainesville Metropolitan Areawide - Americans with Disabilities Act modifications to deficient sidewalks, ramps and transit stops project Transportation Alternatives Program application that was prepared by the City of Gainesville.**

BACKGROUND

The Florida Department of Transportation has set a December 1, 2018 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 5, 2017. Exhibit 2 includes the Florida Department of Transportation Transportation Alternatives Program application notice.

Illustration II
Bicycle/Pedestrian Priorities
Fiscal Years 2019-20 to 2023-24



A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds, State Highway System funds, SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

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Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2019-20 to 2023-24

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2019-20 to 2023-24

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

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest;
UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

EXHIBIT 2



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

October 9, 2018

Gainesville MTPO: Sent via e-mail

Dear Mr. Koons,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2025. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

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

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

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

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2019 - FY2024 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- | | | |
|------------|---------------------|--|
| • 4339881 | Sidewalk | Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk |
| • 4339891 | Bike Path/Trail | SW 27 th Street from Williston Road to SW 35 th Place |
| • 4339901 | Bike Path/Trail | Poe Springs Road from Poe Springs to US 27/Main St. |
| • 4373331 | Bike Lanes/Sidewalk | NW 19 th Lane from NW 16 th Terr to US 441/NW 13 th St
(Cycle Track) |
| • 442886-2 | Bike Path/Trail | Nature Coast Trail from Gilchrist CL to Newberry
(Right of Way Acquisition) |

Please note the following:

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

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

Please submit separate projects on separate application forms. Submit completed applications to me no later than **January 25, 2019**. The application may be sent by email or regular mail at the address below.

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

Sincerely,



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

Florida Department of Transportation Transportation Alternatives Set-Aside Project Eligibility Guidance

Updated July 2018

Introduction

The Transportation Alternatives Set-Aside Program (TA Set-Aside) provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including on- and off-road pedestrian and bicycle facilities; safe routes for non-drivers; conversion and use of abandoned railroad corridors for non-motorized use; turnouts, overlooks, and viewing areas; inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management in transportation rights of way; archeological activities related to transportation projects; and environmental mitigation activities.

Federal authorizing legislation gives “states and MPOs...discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA Set-Aside activities equally.”¹ This FDOT TA Set-Aside Project Eligibility Guidance was developed to clarify how FDOT interprets which specific projects are eligible in Florida. Its content is based on guidance from FHWA, and input from the Transportation Alternatives Working Group comprised of FDOT District representatives.

Eligible Projects Categories

Note that an effort was made to limit duplication of the lists within each category to simplify this guidance, with the idea that one project could be eligible under multiple categories. The final decision on eligibility remains at the discretion of the District. For questions or additional guidance, please contact Erika Thompson at erika.thompson@dot.state.fl.us. Note: Utility work is not eligible for funding unless it's incidental to a project and in-kind replacement, such as relocating a manhole when creating a bike lane.

1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)

Eligible	Not eligible
<ul style="list-style-type: none">• Pedestrian infrastructure such as new sidewalks, crosswalks, etc.• Bicycle infrastructure such as bike lanes, bicycle parking, etc.• Bicycle racks for buses• Pedestrian and bicycle signals	<ul style="list-style-type: none">• Routine maintenance or replacement of existing sidewalks (unless ADA upgrades are needed)• Circular trails/sidewalks• Facilities located within a property that do not connect to other trails/sidewalks

¹ https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

Eligible	Not eligible
<ul style="list-style-type: none"> • Bike share infrastructure such bikes, racks, kiosks • New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places • Amenities along a trail that serve trail users such as benches, trash cans, watering stations, pet amenities (i.e. dog watering stations, equestrian tie-offs), bicycle repair stations, wayfinding signs, security cameras, etc. • Trailhead projects that serve trail users such as rest areas with benches, restrooms, trail access improvements, parking, kiosks, etc. • Bicycle and pedestrian bridges and underpasses • Lighting and other safety related infrastructure 	<ul style="list-style-type: none"> • General resurfacing of roadways • General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas

2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)

Eligible	Not eligible
<ul style="list-style-type: none"> • Americans with Disabilities Act of 1990 compliance projects such as rehabilitation of existing sidewalks, curb ramps, sidewalk widening, etc.) • Traffic calming techniques • Lighting and other safety related infrastructure • Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety • Crosswalks • Pedestrian refuge areas • Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety 	<ul style="list-style-type: none"> • Roadway lighting that doesn't benefit non-drivers • Promotional materials (except for Safe Routes to School; see Category 10) • Intersection realignments aimed at improving vehicular flow • Projects that reorganize pick-up and drop-off primarily for the convenience of drivers • Education programs that are primarily focused on bus safety • Improvements to school bus stops

3. Conversion and use of abandoned railroad corridors for non-motorized use

Eligible	Not eligible
<ul style="list-style-type: none"> Developing rails-to-trails facilities, where there is an adjacent line that is no longer active Trailhead projects that serve trail users, such as rest areas with benches, restrooms, trail access improvements, parking, etc. Construction or reconstruction of multi-use trails within a railroad right-of-way, Purchasing and converting unused railroad property for reuse as a trail 	<ul style="list-style-type: none"> Trails for motorized vehicles Maintenance of an existing trail

4. Construction of turnouts, overlooks, and viewing areas

Eligible	Not eligible
<ul style="list-style-type: none"> Turnouts and viewing areas at scenic or historic sites Right-of-way acquisition 	<ul style="list-style-type: none"> Visitor center Operation or maintenance Marketing/promotional materials

5. Inventory, control or removal of outdoor advertising

Eligible	Not eligible
<ul style="list-style-type: none"> Data collection Removal 	<ul style="list-style-type: none"> Administration or operating expenses

6. Historic preservation and rehabilitation of historic transportation facilities

Eligible	Not eligible
<ul style="list-style-type: none"> Facilities on historic register or eligible for historic register. Rehabilitation of historic surface transportation facilities (bridges, lighthouses, canals, etc.) Historic toll and ferry facilities Historic railroad facilities 	<ul style="list-style-type: none"> Operating costs Facilities not open to the public Construction of replica facilities Infrastructure not related to surface transportation (air and space) Structures not on or eligible for the national historic register

7. Vegetation management practices in transportation rights of way

Eligible	Not eligible
<ul style="list-style-type: none"> • Removal of invasive species and plant native plants • Planting of native species that can help control erosion and ensure that roadsides are stable, look nice, and provide clear sightlines • Planting of vegetation to attract honey bees, monarch butterflies, etc. 	<ul style="list-style-type: none"> • Standalone landscaping • Planting of annuals

8. Archeological activities related to impacts from transportation projects

Eligible	Not eligible
<ul style="list-style-type: none"> • Archeological excavations and surveys related to a transportation project • Archeological activities required as part of a TA Set-aside eligible project • Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> • Archeological activities not related to a transportation project eligible under federal Title 23

9. Environmental mitigation activities

Eligible	Not eligible
<ul style="list-style-type: none"> • Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329. • Reduction in vehicle caused wildlife mortality such as a wildlife crossing or fencing • Restoration and maintenance of the connectivity among terrestrial or aquatic habitats (e.g. surmountable curbs for turtles) • Erosion and sediment control • Native plantings • Minimizing impervious surfaces 	<ul style="list-style-type: none"> • Drainage improvements related to poor maintenance and /or upgrades to inadequate systems • Stormwater management activities not related to highway run-off and water pollution

10. Safe Routes to School

Safe Routes to School projects are eligible under TA Set-Aside. There are also state funds available through the Florida Department of Transportation on a cost-reimbursement basis. Applicants may apply for either or both funds. <http://www.srtsfl.org/>. For additional information on eligible activities, see https://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

Eligible	Not eligible
<ul style="list-style-type: none"> • Bicycle and pedestrian education targeting student travel (grades K-12) <ul style="list-style-type: none"> ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools ○ Student sessions on bicycle and pedestrian safety, health, and environment ○ Funding for training, volunteers, and managers of safe routes to school program • Infrastructure projects <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Traffic calming and speed reduction improvements ○ Pedestrian and bicycle crossing improvements ○ On-street bicycle facilities ○ Off-street bicycle and pedestrian facilities ○ Secure bicycle parking facilities ○ Traffic diversion improvements in the vicinity of schools 	<ul style="list-style-type: none"> • Bicycle and pedestrian education campaigns for the general public



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

HSR-100-2
February 2014

APPLICANT INFORMATION

Date:

PROJECT SPONSOR:

CONTACT PERSON:

TITLE:

ADDRESS:

ZIP:

FAX:

PHONE:

EMAIL:

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

☐ Currently LAP Certified
(Year of Certification:)

☐ Not LAP Certified

☐ Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE:

PROJECT LOCATION:

PROJECT LENGTH:

TERMINI:

BRIEF PROJECT DESCRIPTION:

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

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

QUALIFYING ACTIVITIES

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

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

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

☐ **On-System Project**
(State Roadway)

☐ **Off-System Project**
(Local Roadway)

Project Termini- Begin:

End:

Project Length:

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

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

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

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

☐ **Yes**

☐ **No**

Provide any additional project specific information that should be considered.

PROJECT IMPLEMENTATION INFORMATION

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

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

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

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

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

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

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

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

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

Provide any additional implementation information that should be considered.

PROJECT COST ESTIMATE

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

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

PROJECT FUNDING

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

CERTIFICATION OF PROJECT SPONSOR

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

Signature

Print Name

Title

Date

FOR FDOT USE ONLY

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




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November 21, 2018

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

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Safe Routes to School Program - 2019 Applications

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization:

- 1. Support the City of Gainesville Safe Routes to School application for the NW 45th Avenue Trail; and**
- 2. Reaffirm support for the Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project.**

BACKGROUND

The City of Gainesville has prepared an application for Safe Routes to School funding for a bicycle/pedestrian facility on NW 45th Avenue. This ten-foot wide multi-use trail along north side of NW 45th Avenue, from Norton Elementary School west to the existing multi-use trail connector at Black Forest Way, will provide additional 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 from State Road 20 (Hawthorne Road) to State Road 26 (East University Avenue). This facility will provide connectivity to Lake Forest Elementary School and Eastside High School.

The Fixing America's Surface Transportation Act does not include Safe Routes to School funding. However, the State of Florida established a Safe Routes to School program.

**XI**

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November 21, 2018

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Safety Performance Measures and Targets

STAFF RECOMMENDATION**Set Safety Performance Targets consistent with the Florida Department of Transportation Targets.**

Performance Measure	Target	Performance Measure Rate Target
Fatalities	Zero	Zero per 100 million vehicle miles travelled
Serious Injuries	Zero	Zero per 100 million vehicle miles travelled
Non-Motorized Fatalities and Serious Injuries	Zero	N/A

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to annually set safety targets for fatalities and serious injuries. The Metropolitan Transportation Planning Organization initially set safety targets for fatalities and serious injuries at its December 4, 2017 meeting.

Staff has been coordinating with the Florida Department of Transportation. Exhibit 1 includes excerpted pages from the Florida Department of Transportation 2018 Highway Safety Plan. A summary of the Florida Department of Transportation statewide safety targets is listed in the matrix above.

Attachment

EXHIBIT 1

TARGETS:

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

DATA FORECASTS:

Understanding that zero fatalities cannot be reached within the HSP 2018 year, Florida has developed data models to forecast the fatalities that are statistically expected to occur as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model $(0, 1, 1)(2, 0, 0)(12)$ with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

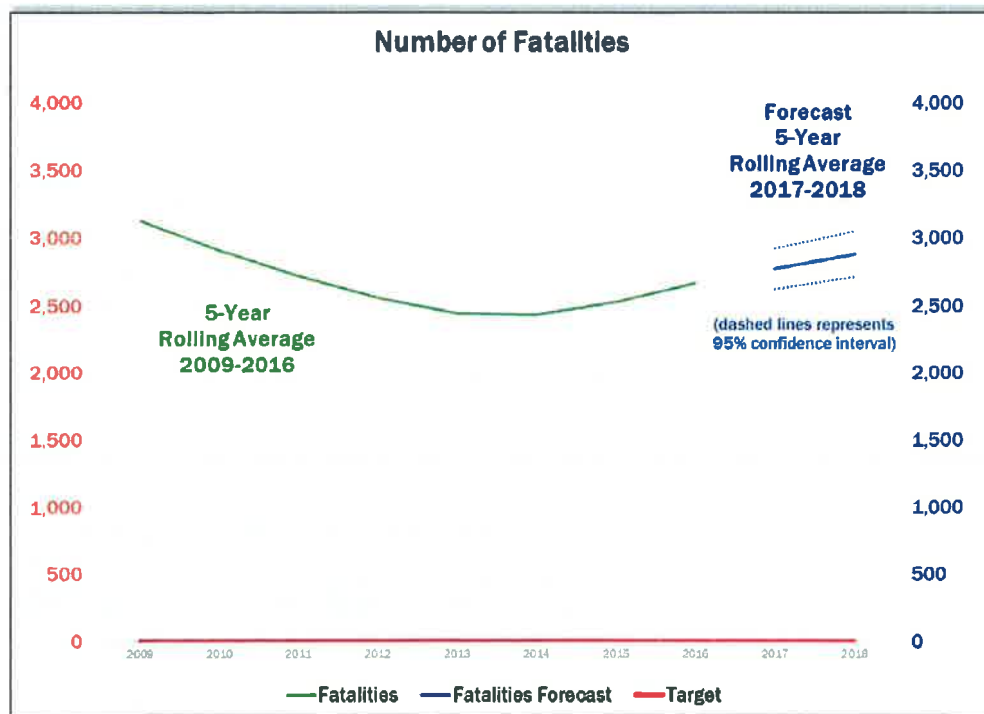


C1 - NUMBER OF FATALITIES:

The table below reflects the five year rolling average of traffic fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecasted to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for fatalities is zero in 2018.

While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

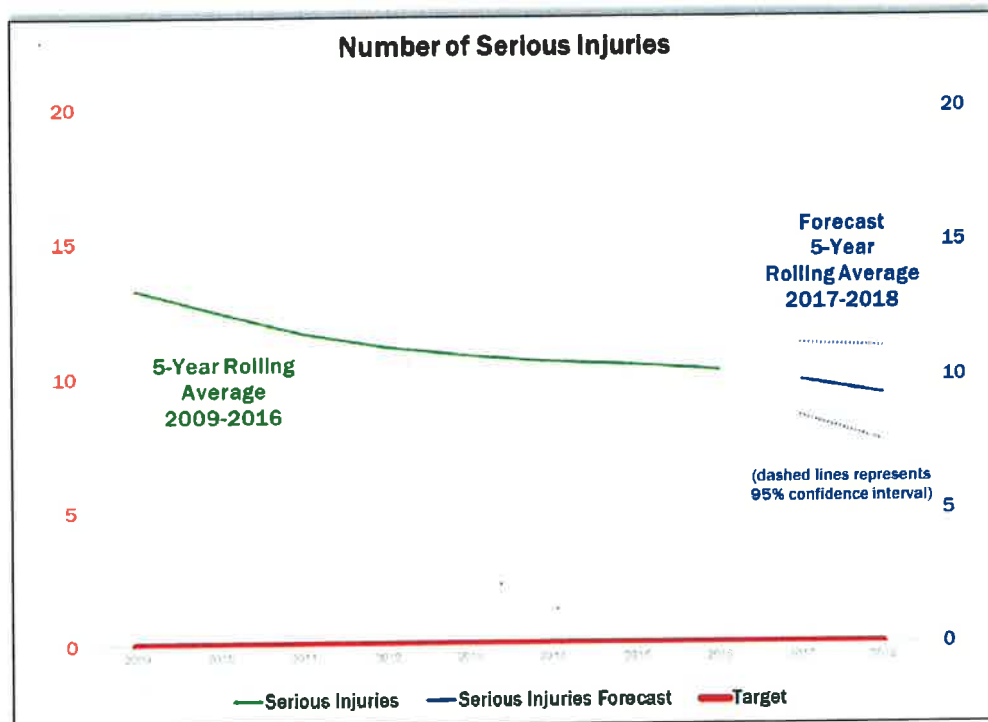


C2 - NUMBER OF SERIOUS INJURIES:

The table below reflects the five year rolling average of serious injuries for each year and data forecast for 2017 and 2018. Based on statistical forecasting, the five year rolling average for serious injuries on Florida's roads is forecasted to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for serious injuries is zero in 2018.

The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

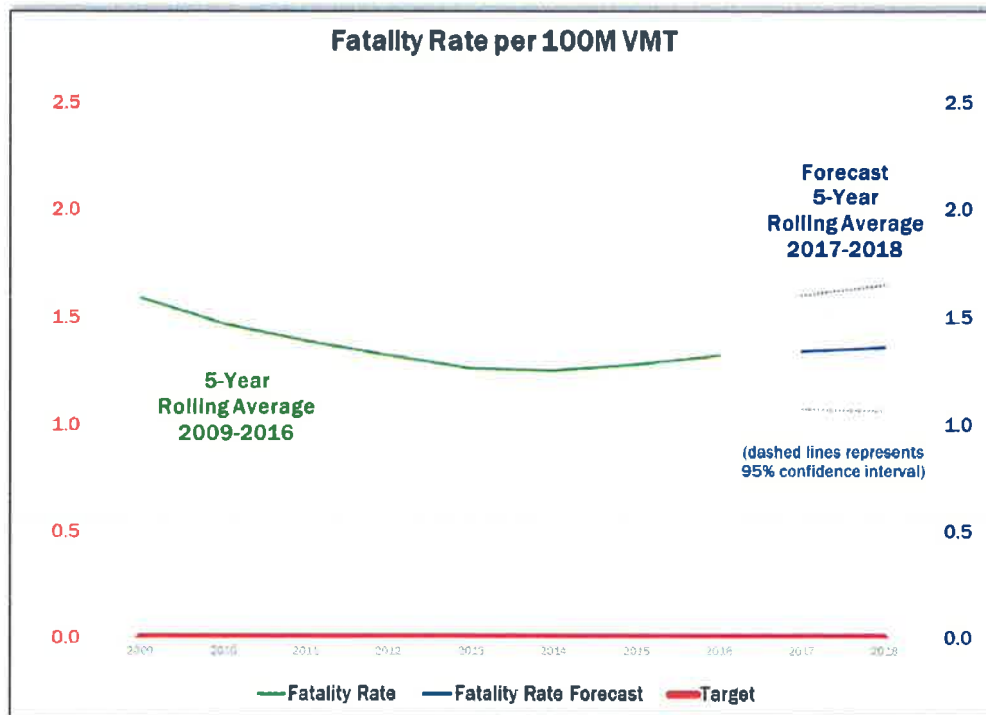


C3 - FATALITY RATE PER 100M VMT

The table below reflects the five year rolling average for fatality rate per 100 million vehicle miles traveled (VMT) for each year and the data forecasts for 2017 and 2018. Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida's roads is forecasted to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for fatality rate per 100 million VMT is zero in 2018.

While data forecast indicates Florida's fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT.

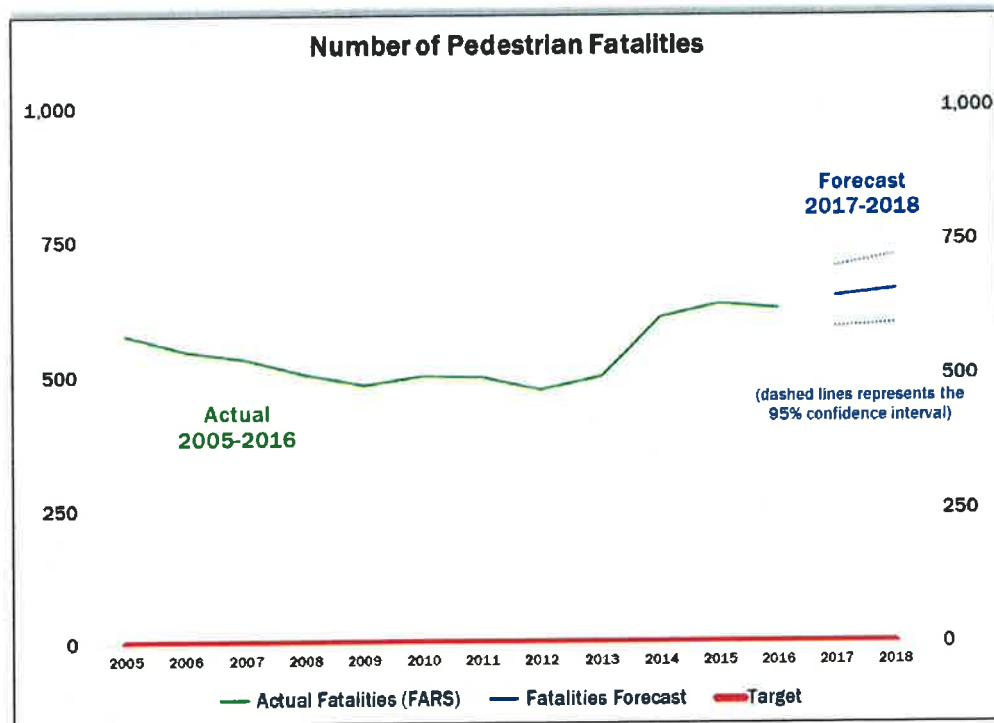


C10 - NUMBER OF PEDESTRIAN FATALITIES

The table below reflects the number of number of pedestrian fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of pedestrian fatalities on Florida's roads is forecasted to be between 596 and 722 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for number of pedestrian fatalities is zero in 2018.

While the data forecast indicates Florida's number of pedestrian fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.

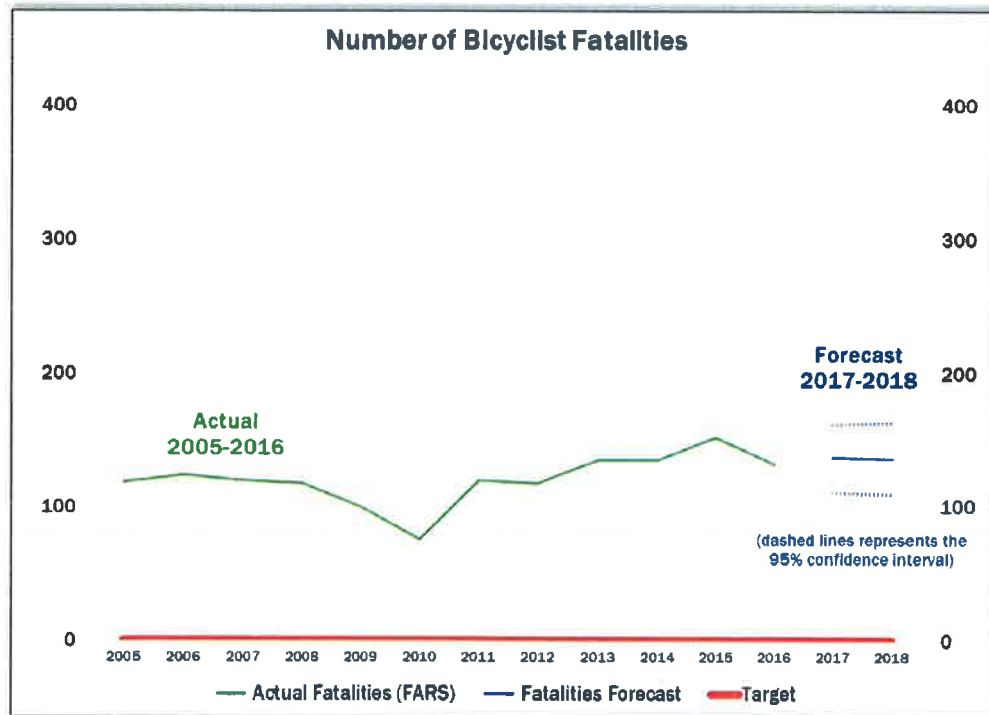


C11 - NUMBER OF BICYCLIST FATALITIES

The table below reflects the number of number of bicyclist fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of bicyclist fatalities on Florida's roads is forecasted to be between 110 and 163 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for number of bicyclist fatalities is zero in 2018.

While the data forecast indicates Florida's number of bicyclist fatalities will remain flat in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.





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November 21, 2018

TO: Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: City of Gainesville Mobility Department Update

STAFF RECOMMENDATION

Receive Presentation.

BACKGROUND

At the October 3, 2018 Technical Advisory Committee meeting, Deborah Leistner, City of Gainesville Transportation Planning Manager, requested an opportunity to discuss the new City of Gainesville Mobility Department.



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November 21, 2018

TO: Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award - 2018

STAFF RECOMMENDATION

Select a recipient for the Dr. Kermit Sigmon Citizen Participation Award for 2018.

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 a recipient, selected by the Citizen Advisory Committee, to be recognized for their contribution to the transportation planning process of the community. Below is a listing of past recipients.

Previous Recipients			
1997-	Ruth Sigmon	2008-	Mike and Susan Wright
1998-	Perry Maull	2009-	Sharon Hawkey
1999-	South West Alliance for Planning	2010-	Mayor Mark Goldstein
2000-	Var Heyl and Cindy Smith	2011-	Ed Poppell
2001-	Chandler Otis	2012-	Scott Fox
2002-	Gerry Dedenbach	2013-	Thomas Hawkins
2003-	Dr. Linda Crider	2014-	Ron Cunningham
2004-	Dan Burden	2015-	Marlie Sanderson
2005-	Julia Reiskind	2016-	Gainesville Citizens for Active Transportation
2006-	Dr. Ruth Steiner	2017-	Joakim "Jay" B. Nordqvist
2007-	Martin Gold		

**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 8/8/2018	MEETING DATE 10/3/2018	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
SCOTT WRIGHT Alt Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
JASON SIMMONS Andrew Persons Alt - Dean Mimms (former member)	City of Gainesville Department of Doing	P	P	NO
DEBORAH LEISTNER Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
KRYS OCHIA Alt- Jesus Gomez	City of Gainesville Regional Transit System	P	P	NO
AARON CARVER Alt- Suzanne Schiemann Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	P	P	NO
JAMES SPEER Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON [Vice-Chair] Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	A	A	YES
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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Attendance Rule:

- 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.
- 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 than three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	4/4/2018	8/8/2018	10/3/2018	Violation If Absent At Next Meeting 11/28/2018
Thomas Bolduc	19-Dec	A	E	P	-
Craig Brashier	20-Dec	P	P	P	-
Nelle Bullock	19-Dec	A	P	A	-
<i>Peter Davis</i>	<i>20-Dec</i>	<i>P</i>	<i>E</i>	<i>E</i>	<i>YES</i>
Mary Ann DeMatas	18-Dec	P	A	P	-
<i>Luis Diaz</i>	<i>19-Dec</i>	<i>P</i>	<i>E</i>	<i>E</i>	<i>YES</i>
Jan Frentzen	18-Dec	A	P	P	-
<i>Delia Kradolfer</i>	<i>18-Dec</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>YES</i>
Gilbert Levy	20-Dec	P	P	P	-
Chandler Otis	18-Dec	A	A	P	-
John Pickett	19-Dec	E	E	P	-
James Samec	20-Dec	P	P	P	-
Ruth Steiner	18-Dec	P	P	P	-
Paul Thur de Koos	19-Dec	P	P	A	-
Chris Towne	20-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 hereby 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 hereby defined to be unexcused.

Please note that attendance is recorded for all scheduled Citizens Advisory Committee meetings whether or not a quorum is met.

ADDITIONAL NOTE: Members denoted in BOLD ITALICS are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2018 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	February 7	February 8	February 26 at 3:00 p.m.
MAY	April 4	April 5	April 23 at 3:00 p.m.
JUNE	June 6	June 7	June 25 at 5:00 p.m.
AUGUST	August 8	August 9	August 27 at 3:00 p.m.
OCTOBER	October 3	October 4	October 22 at 3:00 p.m.
DECEMBER	November 28	November 29	December 17 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Charles F. Justice Conference Room of the North Central Florida Regional Planning Council Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. 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

SCHEDULED 2019 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	February 6	February 7	February 25 at 3:00 p.m.
APRIL	April 3	April 4	April 22 at 3:00 p.m.
JUNE	June 5	June 6	June 24 at 5:00 p.m.
AUGUST	August 7	August 8	August 26 at 3:00 p.m.
OCTOBER	October 2	October 3	October 28 at 3:00 p.m.
DECEMBER	November 20	November 21	December 16 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the Gainesville Regional Utilities Administration Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. 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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November 21, 2018

TO: Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Bylaws Amendment - Citizen Advisory Committee Attendance Violation Revision and Reinstatement of Citizen Advisory Committee Designate

STAFF RECOMMENDATION**For Information Only.****BACKGROUND**

At its October 3, 2018 meeting, the Citizens Advisory Committee discussed quorums for meetings and the Citizens Advisory Committee Designate candidates. Subsequent to the discussion, the Citizens Advisory Committee requested amendments to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws.

At its October 22, 2018 meeting, the Metropolitan Transportation Planning Organization approved a motion to:

Amend the Chapter III. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee Bylaws D. Membership:

- 1. Items (4) and (6) to reinstate the Citizens Advisory Committee Designate Member as shown in Exhibit 1; and*
- 2. Item (5) to modify the attendance policy to provide for a record-of-attendance for all scheduled Citizens Advisory Committee meetings, including meetings not held due to lack of a quorum as shown in Exhibit 1.*

Exhibit 1 is an excerpt from the Metropolitan Transportation Planning Organization Bylaws that includes the modifications to Chapter III concerning attendance recordkeeping and the Citizens Advisory Committee Designate.

Attachment

EXHIBIT 1

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws

- (f) Transmit to the Technical Advisory Committee and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area the findings of all public information programs, citizen comments on study recommendations and other representative concerns expressed by the general public regarding the transportation planning process; and
- (g) Assist in any other functions as deemed desirable by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

D. Membership

- (4) The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall invite individuals in the Gainesville Urbanized Area and Alachua County representing a broad cross-section of citizens with an interest in development of an efficient, safe and cost-effective transportation system to submit applications to serve on the Citizens Advisory Committee. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will solicit applicants without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will also solicit applicants from those geographic areas within the planning boundary that are traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. Citizens Advisory Committee members serve at the pleasure of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- (2) The Citizens Advisory Committee shall be composed of fifteen (15) members. No more than twenty percent (20) of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.
- (3) Citizens Advisory Committee members shall not be elected officials or Alachua County staff, City of Gainesville staff, including Regional Transit System staff, and North Central Florida Regional Planning Council staff directly involved in transportation planning.
- (4) Citizens Advisory Committee members shall serve three-year terms of office, staggered so that one-third (1/3) of the total membership shall be appointed in any one (1) year. When the applicant pool is larger than the number of vacancies, an applicant not receiving enough votes to be appointed shall be identified as a Citizens Advisory Committee Designate for a one-year period. A Citizens Advisory Committee Designate or person appointed to fill a vacant position on the Citizens Advisory Committee shall serve out the remainder of the term of the position being filled.
- (5) Any Citizens Advisory Committee member shall be automatically removed from the Citizens Advisory Committee upon filing with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Chair proof that such person has had three (3) or more consecutive absences. Attendance shall be recorded for all regular and special Citizens Advisory Committee meetings whether or not a quorum is attained.

(6) Citizens Advisory Committee Vacancies

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall appoint members to its Citizens Advisory Committee to fill any vacancies on the Citizens Advisory Committee from a pool of applicants. A Citizens Advisory Committee Designate shall fill a vacancy without any further action by the Metropolitan Transportation Planning Organization. If there are multiple Citizens Advisory Committee Designates, a vacancy shall be filled by the applicant who received the most votes when the Metropolitan Transportation Planning Organization appointed Citizens Advisory Committee members.

E. Officers and Elections

(1) The Citizens Advisory Committee shall hold an organizational meeting each year for the purpose of electing the following officers:

- (a) Chair; and
- (b) Vice-Chair.

(2) Officers shall be elected by a majority of a quorum of the Citizens Advisory Committee members present at the annual organizational meeting and shall serve a term of one (1) year commencing on January 1 and ending on December 31.

(5) The Chair shall preside at all meetings, and upon the absence or at the discretion of the Chair, the Vice-Chair shall assume the powers and duties of the Chair, including but not limited to, the following:

- (a) To open the meeting at the appointed time by calling the meeting to order, having ascertained that a quorum is present;
- (b) To announce in proper sequence the business that comes before the Citizens Advisory Committee;
- (c) To recognize persons who are entitled to the floor;
- (d) To state and put to vote all questions that legitimately come before the Citizens Advisory Committee as motions or that otherwise arise, and to announce the result of each vote; or if a motion is not in order, to rule it out of order;
- (e) To protect the Citizens Advisory Committee from obvious frivolous or dilatory motions by refusing to recognize them;
- (f) To expedite business in every way compatible with the rights of members;
- (g) To decide all questions of order, subject to appeal, unless, when in doubt, the Chair submits a question to the Citizens Advisory Committee for decision;