North Central Florida Regional Planning Council

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

March 27, 2019

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On April 3, 2019, 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 April 3, 2019 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 #15 7:15 p.m.	**IV.**	**Transportation Improvement Program Amendment - Bicycle/Pedestrian Safety Study Projects**	**APPROVE STAFF RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to add projects related to the Federal Highway Administration Grant funds for a bicycle and pedestrian safety enhancement study.

Page #19 7:20 p.m.	**V.**	**Bylaws Amendment**	**APPROVE STAFF RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to amend its Bylaws to address the reorganization of transportation functions in the City of Gainesville Department of Mobility.

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.

VI. Information Items

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

Page #23	A.	Advisory Committee Attendance Records
Page #25	B.	Meeting Calendar - 2019
Page #27	C.	Exclusive Pedestrian Phase at State Road 26 (University Avenue) at U.S. Highway 441 (West 13th Street) - City of Gainesville email Comments - Florida Department of Transportation Response
Page #33	D.	Metropolitan Planning Organization Advisory Council letter to Florida Senate President Bill Galvano

*No handout included with the enclosed agenda item.

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MINUTES

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

Gainesville Regional Utilities Administration Building
301 SE 4th Avenue
Gainesville, Florida

February 6, 2019
2:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Aaron Carver	None	Chandler Otis	Michael Escalante
Yaima Droese		Emanuel Posadas	Scott Koons
Ronald Fuller, Vice-Chair		Reginald Thomas	
Jeffrey Hays			
Deborah Leistner, Chair			
Erik Lewis			
Krys Ochia			
Mari Schwabacher			
Jason Simmons			
Tom Strom			
Scott Wright			

CALL TO ORDER

Vice-Chair Ronald Fuller, University of Florida Assistant Parking Services Director, called the meeting to order at 2:02 p.m.

I. INTRODUCTIONS

Vice-Chair Fuller introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice-Chair Fuller asked for approval of the agenda.

MOTION: Erik Lewis moved to approve the meeting agenda. Jeffrey Hays seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice-Chair Fuller stated that the November 28, 2018 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Jeffrey Hays moved to approve the November 28, 2018 Technical Advisory Committee minutes. Erik Lewis seconded; motion passed unanimously.

IV. YEAR 2040 LONG-RANGE TRANSPORTATION PLAN - STATUS REPORT

Michael Escalante, Senior Planner, stated that the Metropolitan Transportation Planning Organization requested an update on the implementation of the Year 2040 Long-Range Transportation Plan. He discussed the status of project implementation and answered questions.

Chair Deborah Leistner, Gainesville Mobility Planning Manager, joined the meeting at this time.

V. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - DRAFT VISION, PRINCIPLES AND STRATEGIES

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to update its long-range transportation plan to address the Fixing America's Surface transportation Act requirements. He discussed proposed revisions to the vision, principles and strategies for the Year 2045 Long-Range Transportation Plan update and answered questions.

ACTION: Jeffrey Hays moved to recommend that the Metropolitan Transportation Planning Organization approve the draft Vision, Principles and Strategies in order to address the Fixing America's Surface Transportation Act requirements revised to incorporate City of Gainesville staff comments (Exhibit 1). Erik Lewis seconded; motion passed unanimously.

VI. INTELLIGENT TRANSPORTATION SYSTEM AND TRANSPORTATION MANAGEMENT SYSTEM UPDATE

Mr. Escalante stated that the Metropolitan Transportation Planning Organization requested an update on the intelligent transportation system and transportation management system. He noted the timeline for these activities.

Emanuel Posadas, Gainesville Traffic Operations Manager, discussed the updates to the intelligent transportation system and traffic management center and answered questions.

VII. STATE ROAD 222 (NE 39TH AVENUE) CROSSWALK UPDATE

Mr. Escalante stated that the Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request for a crosswalk on State Road 222 (NE 39th Avenue) with a recommendation to confer with a City of Gainesville Department of Mobility and Metropolitan Transportation Planning Organization staff.

VIII. INFORMATION ITEMS

Chair Leistner announced the update of the Regional Transit System Transit Development Plan.

ADJOURNMENT

The meeting was adjourned at 2:56 p.m.

_____ _____

Date Deborah Leistner, Chair

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Exhibit 1

Year 2045 Long-Range Transportation Plan Update
Draft Vision Statement, Principles and Strategies

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

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

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

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

Principle 2: Increase safety and security for motorized and non-motorized users

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

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

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

Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.

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

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

Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

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

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

Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.

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

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

Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

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

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

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

Principle 6: Promote efficient system management and operation

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

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

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

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

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

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.

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MINUTES

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

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

February 6, 2019
7:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Craig Brashier	Thomas Bolduc	Emanuel Posadas	Michael Escalante
Nelle Bullock	Jan Frentzen		Scott Koons
Mary Ann DeMatas	Gilbert Levy		
Chandler Otis, Vice-Chair	Joshua Williams		
John Pickett			
James Samec			
Ruth Steiner, Chair			
Paul Thur de Koos			
Chris Towne			

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:02 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the November 28, 2018 Citizens Advisory Committee meeting minutes.

MOTION: James Samec moved to approve the November 28, 2018 Citizens Advisory Committee minutes. Nelle Bullock seconded; motion passed unanimously.

IV. YEAR 2040 LONG-RANGE TRANSPORTATION PLAN - STATUS REPORT

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V. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - DRAFT VISION, PRINCIPLES AND STRATEGIES

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to update its long-range transportation plan to address the Fixing America's Surface Transportation Act requirements. He discussed proposed revisions to the vision, principles and strategies for the Year 2045 Long-Range Transportation Plan update and answered questions.

ACTION: James Samec moved to recommend that the Metropolitan Transportation Planning Organization approve the draft Vision, Principles and Strategies in order to address the Fixing America's Surface Transportation Act requirements revised to incorporate City of Gainesville staff comments (Exhibit 1). Paul Thur De Koos seconded; motion passed unanimously.

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Emanuel Posadas, Gainesville Traffic Operations Manager, discussed the updates to the intelligent transportation system and traffic management center and answered questions.

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VIII. INFORMATION ITEMS

Mr. Escalante announced the update of the Regional Transit System Transit Development Plan.

ADJOURNMENT

The meeting was adjourned at 7:45 p.m.

Date

Ruth Steiner, Chair

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March 27, 2019

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendment - Bicycle/Pedestrian Safety Study Projects

STAFF RECOMMENDATION

Amend the Transportation Improvement Program to add three Federal Highway Administration-funded bicycle/pedestrian safety study projects:

1. **City of Gainesville/University of Florida Arterial Corridor Traffic Control Devices/System (4450611);**
2. **City of Gainesville/University of Florida Arterial Corridor Traffic Control Devices/System (4450612); and**
3. **University of Florida/ Gainesville Pedestrian Aid Grant (4451861).**

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add three Federal Highway Administration-funded bicycle/pedestrian safety study 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

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EXHIBIT 1

Florida Department of Transportation
2198 Edison Avenue
Jacksonville, FL 32204-2730

RON DESANTIS
GOVERNOR

KEVIN THIBAULT
SECRETARY

March 18, 2019

RECEIVED
MAR 18 2019
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

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 Amendments request for action by the TPO Board at the April meeting.

ALACHUA COUNTY

445061-1 City of Gainesville/UF Arterial Corridor Traffic Control Devices/System

Fund	Phase	FY 2020
TSM	Construction	100,000

445061-2 City of Gainesville/UF Arterial Corridor Traffic Control Devices/System

Fund	Phase	FY 2020
TSM	Construction	100,000

445186-1 University of Florida/Gainesville Pedestrian Aid Grant

Fund	Phase	FY 2020
TSM	Construction	800,000

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

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March 27, 2019

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Bylaws Amendment - Technical Advisory Committee Membership Composition

STAFF RECOMMENDATION

Amend the Chapter II. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee Bylaws D. Membership (item 1):

- **Remove representation from the City of Gainesville Public Works Department;**
- **Remove representation from the City of Gainesville Regional Transit System; and**
- **Add representation from the City of Gainesville Department of Mobility as shown in Exhibit 1.**

BACKGROUND

The City of Gainesville has restructured several transportation-related functions into the new Department of Mobility. With this consolidation, the City of Gainesville has requested the following modifications to its representation on the Technical Advisory Committee:

- Removal of representation from the City of Gainesville Public Works Department;
- Removal of representation from the City of Gainesville Regional Transit System; and
- Addition of representation from the City of Gainesville Department of Mobility.

The City of Gainesville Department of Mobility has designated the following representation on the Technical Advisory Committee to be the:

- Transportation Planning Manager (formerly of the Public Works Department) as the primary voting member; and
- Regional Transit System Director as the alternate voting member.

Federal requirements for transit agency representation are maintained through the City of Gainesville Department of Mobility. This change will reduce the Technical Advisory Committee roster from eleven to ten members. Exhibit 2 is a copy of the Technical Advisory Committee roster. Exhibit 3 is the email chain concerning these changes.

Attachment

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(f) Conduct any other functions as assigned by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

D. Membership

(1) There is no limit on the number of members who may serve on the Technical Advisory Committee. The membership of the Technical Advisory Committee shall at a minimum include representatives from the following organizations. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area may also appoint additional Technical Advisory Committee members as needed.

(a) Alachua County Department of Growth Management;

(b) Alachua County Public Works Department;

(c) Bicycle/Pedestrian Advisory Board;

(d) City of Gainesville Department of Doing;

(e) City of Gainesville ~~Public Works~~ Department of Mobility;

~~(f) City of Gainesville Regional Transit System;~~

(f) Florida Department of Transportation District 2;

(g) Gainesville/Alachua County Regional Airport Authority;

(h) University of Florida Facilities Planning and Construction Division;

(i) University of Florida Transportation and Parking Services; and

(j) Alachua County Public Schools Superintendent or the Superintendent's designee.

(2) All members of the Technical Advisory Committee shall be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area based upon nominations from the organizations listed in this Membership Section above and serve terms of indefinite length at the pleasure of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

(3) Each 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.

TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/28/2018	MEETING DATE 2/6/2019	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Jeff Hays 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 Alt - Andrew Persons	City of Gainesville Department of Doing	A	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez	City of Gainesville Department of Mobility [Operations, Planning and Transit]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	P	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	-	P	NO
LINDA DIXON Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER (Vice-Chair) 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:

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

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	10/3/2018	11/28/2018	2/6/2019	Violation If Absent At Next Meeting 4/3/2019
Thomas Bolduc	19-Dec	P	P	A	-
Craig Brashier	20-Dec	P	P	P	-
Alyssa Brown	20-Dec	-	-	-	-
Nelle Bullock	19-Dec	A	P	P	-
Mary Ann DeMatas	18-Dec	P	E	P	-
Jan Frentzen	21-Dec	P	P	A	-
Gilbert Levy	20-Dec	P	P	E	-
Chandler Otis	21-Dec	P	P	P	-
John Pickett	19-Dec	P	E	P	-
James Samec	20-Dec	P	E	P	-
Ruth Steiner	21-Dec	P	P	P	-
Paul Thur de Koos	19-Dec	A	P	P	-
Luke Tia	19-Dec	-	-	-	-
Chris Towne	20-Dec	P	E	P	-
Joshua Williams	21-Dec	-	-	-	-

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 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 *TAC @ NCFRPC*	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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January 28, 2019

North Central Florida Regional Planning Council

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Lafayette • Levy • Madison
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March 27, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Metropolitan Planning Organization Advisory Council - Letter to Florida Senate President Bill Galvano (Exhibit 1)

STAFF RECOMMENDATION

For information only.

BACKGROUND

At its January 30, 2019 meeting, the Florida Metropolitan Planning Organization Advisory Council discussed the Innovation in Infrastructure memorandum by Florida Senate President Bill Galvano (Exhibit 2). Exhibit 1 is the comments by the Florida Metropolitan Planning Organization Advisory Council to Florida Senate President Bill Galvano.

Attachment

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EXHIBIT 1

MPOAC The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chairman

February 28, 2019

Senator Bill Galvano, Senate President
404 South Monroe Street, Suite 409
Tallahassee, FL 32399-1100

Dear Senator Galvano,

On behalf of the twenty-seven members of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our appreciation for your leadership in advocating for innovative approaches to enhancing and funding Florida's infrastructure as expressed in your January 30, 2019 memorandum to members of the Florida Senate.

We agree that transportation improvements can and should be considered within the broader context of the overall infrastructure needs of a corridor, region or state. As representatives of planning agencies, we too recognize that decisions to invest in transportation infrastructure are not made in a vacuum. In order to be successful, we need to plan for and fund infrastructure using a holistic approach, one that takes into account the interconnectedness of traditional transportation elements and other infrastructure resources. The newly formed Committee on Infrastructure and Security will enhance the Florida Senate's ability to address the existing and future needs of our infrastructure systems. While communications, security and other infrastructure are not in our purview, we applaud your vision and recognize how important connected infrastructure is to our future.

That said, we encourage you and the members of the Senate to prioritize the needs of our existing transportation network. Florida's transportation system is in excellent condition due to many years of proper funding of maintenance and a policy of first maintaining our existing assets. We recognize the necessity to plan for and invest in infrastructure expansion that supports the growing needs of our state. We believe that our top priority is to ensure the preservation and enhancement of Florida's existing transportation system. But as you correctly point out in your memorandum, our efforts to ensure the continued effectiveness of the state's existing transportation system should be considered in tandem with the needs of other infrastructure systems. As we look to expanding our infrastructure we ask that you consider ways to insure the new infrastructure is financially self-sustaining so as to allow existing infrastructure to continue to be maintained in a state of good repair.

We look forward to working with you to improve Florida's transportation system to the benefit of Florida's citizens, visitors and businesses.

Sincerely,

Commissioner Nick Maddox
Chairman

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037
www.mpoac.org

EXHIBIT 2

EXHIBIT 1

THE FLORIDA SENATE

SENATOR BILL GALVANO
President

MEMORANDUM

TO: All Senators
FROM: Bill Galvano
SUBJECT: Innovation in Infrastructure
DATE: January 30, 2019

At my designation ceremony and again during the Organization Session, I expressed my belief that the Senate should lead in developing innovative approaches to enhancing Florida's infrastructure. We have a responsibility to not only meet today's needs, but also to anticipate tomorrow's demands, including a focus on revitalizing historic rural Florida communities. As we approach the regular session, I would like to provide some additional thoughts on this important issue for your consideration.

In my view, infrastructure is more than traditional transportation elements including roads, bridges, seaports and airports. Infrastructure also includes utility and communication resources that provide access to clean water and reliable broadband connectivity. Our experience with hurricanes has taught us how intrinsically linked infrastructure is to security, preparation, and recovery, from evacuation routes to speedy restoration of cellular service and electrical power.

To facilitate an innovative, holistic view of the importance of hardening our existing infrastructure, as well as anticipating future needs, the scope of the former Committee on Transportation was expanded to include all matters related to infrastructure and security. President Lee was appointed to Chair the new Committee on Infrastructure and Security.

In the past, much of Florida's infrastructure funding has primarily been focused on Florida's urban areas in order to improve safety, relieve congestion, create mobility, and to promote commerce and tourism. While this funding has improved access and created economic growth for our urban areas along our coasts and in Central Florida, there has not always been the same focus on large portions of rural Florida.

Over the years, I have had the opportunity to discuss with each of you our shared concerns regarding the economic challenges facing Florida's rural communities. These legacy communities are the backbone of our state and have powered its economy for generations. In recent years, these vital communities have suffered from impacts to farming, resulting in an exodus and loss of local rural economies. Florida's success cannot depend solely on the perimeter of our state. We must work together to sustain these historic rural communities.

To this end, I have asked President Lee to lead his committee in developing legislation to expedite the creation of three new multi-use corridors in our rural areas of regional economic significance.

- Polk County to Collier County
- Suncoast Parkway Extension to Georgia
- Northern Turnpike Connector (Florida Turnpike northwest to the Suncoast Parkway)

These extensions of our existing infrastructure have been under consideration by the Department of Transportation and advocated by leaders of business and industry for many years. The time has come to prioritize these critical infrastructure enhancements and to combine those efforts with innovations that enhance surrounding communities, while providing new opportunities for job creation.

I am confident these new infrastructure corridors will help achieve Florida's goal of strategically planning for future population growth, while at the same time revitalizing rural communities and enhancing public safety. In my view, the benefits of this type of long-term investment in our infrastructure include regional connectivity that enhances trade and tourism, congestion mitigation and evacuation routes, as well as broadband, water, and sewer connectivity that helps preserve our natural resources while improving quality of life for residents in rural areas of our state.

Recent estimates tell us Florida is gaining over 850 people a day and will continue to gain population at this rate for the next several years. That means we are seeing our population increase by the size of the city of Orlando every year. Florida needs to be ready, and our rural communities are a key to our success.

North Central Florida Regional Planning Council

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March 27, 2019

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: State Road 26 (University Avenue-U.S. Highway 441 (West 13th Street) Pedestrian Scramble Phase

STAFF RECOMMENDATION

For information only.

BACKGROUND

At its February 25, 2019 meeting, the Metropolitan Transportation Planning Organization discussed the Intelligent Transportation System and Transportation Management System. During this discussion, a pedestrian scramble phase at the State Road 26 (University Avenue-U.S. Highway 441 (West 13th Street) intersection was also discussed.

Exhibit 1 is information provided by the City of Gainesville Traffic Operations Manager concerning a pedestrian scramble phase.

Attachment

t:\scott\sk19\mtpo\memo\sr26-usa441_ped_scramble_apr3_comms.docx

From: Posadas, Emmanuel P [PosadasEP@cityofgainesville.org]
Sent: Monday, March 18, 2019 10:45 AM
To: Scott, Jeffrey
Cc: Mike Escalante; Leistner, Deborah L.
Subject: RE: University at 13th Exclusive Pedestrian Phase
Attachments: Aecom Report Dec 2016- State Road 26 @ 19th, 16th and 13th.pdf

Thank you Jeff! Looks like analysis was already done less than 3 years ago.

- Extracting the portion of that report specific to Pedestrian exclusive phase (pages 27, 28 with photos – 4 pages in total instead of the 535 pages)
- Copying Mike MTPO Senior Planner and Debbie/MTPO TAC Chair,

as this was a request to Mr. Koons to be referred to TAC/Technical Advisory Committee on the 02/25/2019.

Context:
Link (Fast Forward to 51 minutes in for full context)
http://alachua.granicus.com/MediaPlayer.php?view_id=8&clip_id=3900

-E

SMARTTRAFFIC
Advanced Traffic Management System

Emmanuel Posadas, PE, PTOE
Traffic Operations Manager | Traffic Operations Division
Department of Mobility
Direct: 352.393.8429 | TMS: 352.393.7960
Email: posadasep@cityofgainesville.org
Web: www.gac-smarttraffic.com

Note: Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Scott, Jeffrey [mailto:Jeffrey.Scott@dot.state.fl.us]
Sent: Friday, March 15, 2019 3:37 PM
To: Posadas, Emmanuel P <PosadasEP@cityofgainesville.org>
Subject: University at 13th Exclusive Pedestrian Phase

Emmanuel,

At our recent meeting in Gainesville, you asked about an exclusive pedestrian phase at the intersection of SR 26 (University Ave) at 13th. See pages 27 and 28 of the attached study. We had AECOM evaluate the idea in a previous study. It was not recommended to implement.

Jeff Scott, P.E.
Florida Department of Transportation | District 2
Traffic Services Program Engineer
2198 Edison Ave. | Jacksonville, FL 32204
(904) 360-5644
Jeffrey.scott@dot.state.fl.us

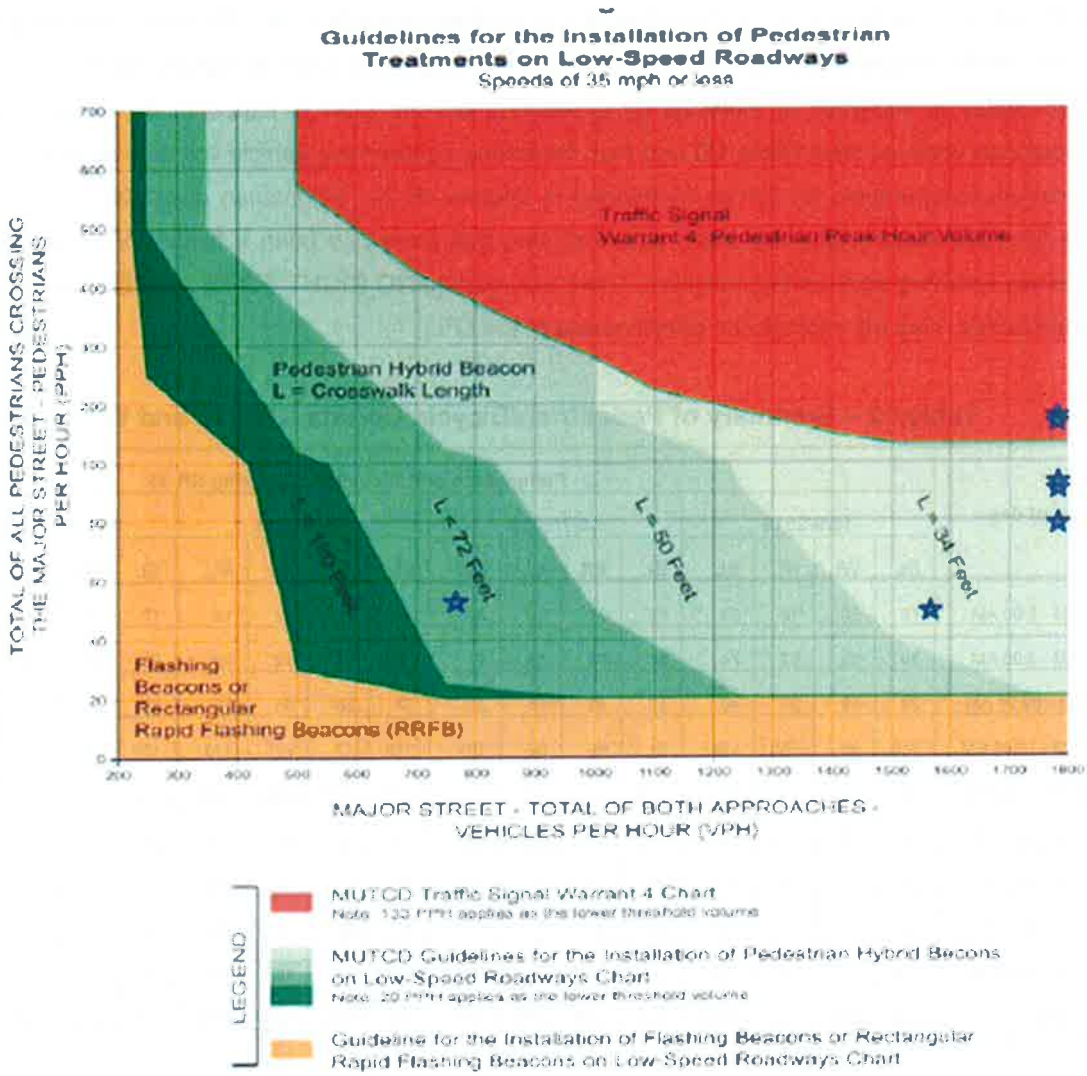

Figure 12 – Pedestrian Treatment Analysis (East & West Legs) – NW 16th Street

7. OPERATIONAL ANALYSIS OF EXCLUSIVE PEDESTRIAN PHASE

SR 26 (W University Avenue) at W 13th Street

As can be seen from **Table 12** and **Photo 9** this signalized intersection experiences relatively high pedestrian volumes (more than 300 pedestrians per hour). Additionally, traffic volumes are also high along both SR 26 and W 13th Street (US 441) and relatively long queues were observed (see **Photos 10, 11, and 12**) during peak periods.

An operational analysis using Synchro was conducted to determine the impact of an exclusive pedestrian phase on traffic operations and intersection level of service (LOS). As can be seen from **Table 13**, the exclusive pedestrian phase increases the overall delay at the intersection and also degrades the intersection

LOS (which drops from E to F). Therefore, a Leading Pedestrian Interval (LPI) was considered and analyzed. Based on the results of the operational analysis, the LPI does not seem to significantly impact the intersection LOS (delay is expected to increase by 6 seconds but the LOS is expected to remain at LOS E). The pedestrian volumes (see **Table 12**) and high conflicting right-turning vehicle volumes at this location meet the minimum requirements for LPI as mentioned in Section 4E.06, *"Pedestrian Intervals and Signal Phases"* of the MUTCD. Additionally, the crash data indicated that there has been a history of pedestrian and bicycle crashes involving right-turning vehicles. There are existing NO RIGHT TURN ON RED blank out signs on all approaches. This will improve the effectiveness of the LPI.

Table 12 – Summary of Pedestrian/Bicycle Counts – SR 26 and W 13th Street

Time of day	Pedestrians and Bicyclists Crossing SR 26																
	10/6/2015				10/7/2015				10/8/2015				3-Day Average				3-Day Average (combined)
	EL	WL	NL	SL	EL	WL	NL	SL	EL	WL	NL	SL	EL	WL	NL	SL	
7:30 AM - 8:00 AM	15	20	19	22	19	31	22	22	17	23	22	19	17	25	21	21	84
8:00 AM - 9:00 AM	50	60	62	74	58	58	54	73	52	53	49	59	53	57	55	69	234
9:00 AM - 09:30 AM	28	56	37	46	50	43	25	52	37	56	46	52	38	52	36	50	176
11:00 AM - 12:00 PM	119	99	100	194	91	86	82	103	116	72	97	173	109	86	93	157	444
12:00 PM - 1:00 PM	88	86	124	188	118	64	88	233	142	110	106	260	116	87	106	227	536
1:00 PM - 2:00 PM	121	79	116	178	106	78	78	198	119	105	97	218	115	87	97	198	498
3:00 PM - 4:00 PM	59	76	74	142	80	74	80	122	78	71	70	115	72	74	75	126	347
4:00 PM - 5:00 PM	60	69	59	122	61	76	83	113	67	53	57	147	63	66	66	127	322
5:00 PM - 6:00 PM	100	77	78	124	96	74	67	116	94	81	134	140	97	77	93	127	394
Total:	**640**	**622**	**669**	**1090**	**679**	**584**	**579**	**1032**	**722**	**624**	**678**	**1183**	**680**	**610**	**642**	**1102**	**3034**

EL = East Leg; WL = West Leg; NL = North Leg; SL = South Leg

Table 13 – Operational Analysis Results for various pedestrian treatments SR 26 and W 13th Street

W 13th Street and SR 26 Mid-day - Synchro LOS Analysis		
Condition	**Intersection LOS**	**Intersection Delay (seconds)**
Existing Condition	E	67.5
Exclusive Pedestrian Phase	F	114.1
Exclusive Pedestrian Phase Optimal Cycle	F	107
Lead Pedestrian Interval	E	73.4

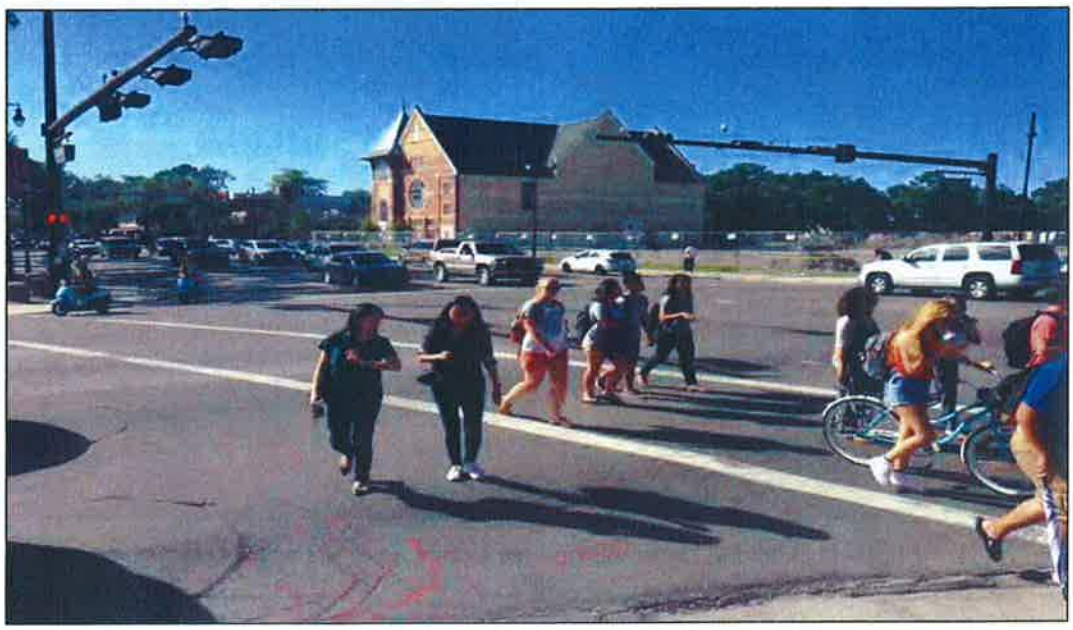

Photo 9: Looking Northwest: Pedestrians crossing the south leg crosswalk

Photo 10: Looking East: WB queues extend up to the next signal to the east at SW 12th Street

Photo 11: Looking North: SB queues extend up to the next intersection to the north

Photo 12: Looking South: NB queues extend up to the adjacent intersection to the south