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March 14, 2012

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

On Wednesday, March 21, 2012, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue**. Also on Wednesday, March 21, 2012, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

- | | | | |
|-----------------------|------|---|-------------------------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:05 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #11
7:10 p.m. | IV. | Unified Planning Work Program | APPROVE STAFF RECOMMENDATION |
| | | <u>This document contains the MTPO budget and identifies work tasks for the next two fiscal years</u> | |
| Page #13
7:25 p.m. | V. | MTPO Urban Design Policy Manual | APPROVE JOINT RECOMMENDATION |
| | | <u>A TAC working group has determined that this Manual is out of date and duplicates City and County project design standards, specifications and review procedures</u> | |
| Page #15
TAC ONLY | VI. | List of Priority Projects- 2012 | APPROVE PROJECT PRIORITIES |
| | | <u>Each year, the MTPO approves priority lists of needed projects that are eligible to be funded with federal and/or state funds</u> | |

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promoting economic development and providing technical services to local governments.

Page #17
7:50 p.m.

VII. Top Ten Most Dangerous Intersections

NO ACTION REQUIRED

City of Gainesville staff has prepared information for the MTPO concerning the top ten most dangerous intersections in the Gainesville Metropolitan Area

Page #29
8:00 p.m.
CAC ONLY

VIII. Election of Officers

ELECT CHAIR AND VICE-CHAIR

The Committee needs to elect a Chair and Vice-Chair for 2012

IX. Information Items

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

Page #?
Page #?

- A. CAC and TAC Attendance Records
- B. Gainesville Sun Article Entitled-
"Gainesville commute times ranked shortest in Florida"
- C. Green Colored Bicycle Lanes
- D. Meeting Calendar

Page #?
Page #?

*No handout included with the enclosed agenda material.

MINUTES

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

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

2:00 p.m.
Wednesday
November 30, 2011

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Ha Nguyen, Chair
Doug Robinson, Vice Chair
Dekova Batey
Ron Fuller
John Gifford
Jeffrey Hays
Steve Kabat
Dean Mimms
Karen Taulbee

Linda Dixon
Michael Iguina
Harrell Harrison
Scott Koons
Debbie Leistner

Michelle Adejumo
Doreen Joyner-Howard

Marlie Sanderson
Michael Escalante

IV. UPCOMING MEETINGS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, noted that a quorum was not yet present, but that information items could be presented. He announced that the next MTPO meeting is scheduled for December 12th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the TAC's next meeting, if needed, is scheduled for January 25th at the North Central Florida Regional Planning Council.

CALL TO ORDER

Chair Ha Nguyen, Alachua County Public Works Contracts & Design Manager, called the meeting to order at 2:19 p.m.

I. INTRODUCTIONS

Chair Nguyen noted that introductions were not needed.

II. APPROVAL OF THE MEETING AGENDA

Chair Nguyen asked for approval of the agenda amended to add Chair and Vice Chair elections.

MOTION: Dean Mimms moved to approve the meeting agenda amended to add item II_B. Chair and Vice Chair Elections. Jeff Hays seconded; motion passed unanimously.

II_B. CHAIR AND VICE CHAIR ELECTIONS

MOTION: Karen Taulbee moved to elect Doug Robinson as Chair and Ha Nguyen as Vice Chair. Ron Fuller seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Sanderson stated that the September 21, 2011 minutes are ready for approval.

MOTION: Jeff Hays moved to approve the September 21, 2011 TAC minutes. Karen Taulbee seconded; motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that FDOT has requested two amendments to the TIP. He and Ms. Karen Taulbee, FDOT Transportation Specialist discussed the amendments and answered questions.

MOTION: Doug Robinson moved to recommend that the MTPO amend its Transportation Improvement Program:

1. to delete the I-75 @ SR 26 (Newberry Road) NW Quadrant Right-Of-Way Purchase Project [FIN # 4278251]; and
2. to add \$9,000,000 Federal Transit Administration funding and \$2,249,000 local funding to the Regional Transit System Maintenance Facility Expansion- Phase 2 to Fiscal Year 2011/2012 [FIN # 4305471].

Ron Fuller seconded, motion passed unanimously.

VI. DEPOT RAIL TRAIL/WALDO RAIL TRAIL BICYCLE PEDESTRIAN CONNECTION

Mr. Sanderson stated that the MTPO requested a ranking of the bicycle pedestrian connection alternatives. He discussed the alternatives and answered questions.

Ms Taulbee stated that CES, a consultant, had previously studied this intersection in 2005.

Mr. Sanderson asked Ms. Taulbee to provide him a copy of the CES study.

MOTION: Dean Mimms moved to rank the Depot Rail Trail/Waldo Rail Trail Bicycle Pedestrian Connection alternatives as:

1. Alternative 5- Existing Crossing with Safety Modifications;
2. Alternative 6-Do Nothing;
3. Alternative 2-Cross at SE 2nd Avenue;
4. Alternative 3- Cross at SE 2nd Avenue to E 15th Street;
5. Alternative 1- Cross at E 10th Street; and
6. Alternative 4- Cross at E 10th Street to NE 3rd Avenue.

John Gifford seconded. After additional discussion, John Gifford called the question; question call passed 7 to 1. The motion passed 7 to 1.

VII. FEDERAL TRANSPORTATION AUTHORIZATION BILL

Mr. Sanderson reported the U.S. Senate draft legislation that was released November 4th and answered questions.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:20 p.m.

Date

Doug Robinson, Chair

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
CITIZENS ADVISORY COMMITTEE (CAC)

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

7:00 p.m.
Wednesday
November 30, 2011

MEMBERS PRESENT

Jan Frentzen, Chair
Holly Blumenthal
Nelle Bullock
Blake Fletcher
Chandler Otis
John Richter
James Samec
Ruth Steiner
Ewen Thomson
Chris Towne

MEMBERS ABSENT

Rob Brinkman, Vice Chair
Harvey Budd
Mary Ann DeMatas
Roderick Gonzalez
Holly Shema

OTHERS PRESENT

Dekova Batey
Doreen Joyner-Howard
Karen Taulbee

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

With a consensus of the members present, Mr. Marlie Sanderson, MTPO Director of Transportation Planning, called the meeting to order at 7:04 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Mr. Sanderson asked for approval of the meeting agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Mr. Sanderson asked for approval of the CAC meeting minutes.

MOTION: James Samec moved to approve the September 21, 2010 CAC minutes. Chris Towne seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for December 12th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting, if needed, is scheduled for January 25th.

V. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that FDOT has requested two amendments to the TIP. He and Ms. Karen Taulbee, FDOT Transportation Specialist discussed the amendments and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO amend its Transportation Improvement Program:

1. to delete the I-75 @ SR 26 (Newberry Road) NW Quadrant Right-Of-Way Purchase Project [FIN # 4278251]; and
2. to add \$9,000,000 Federal Transit Administration funding and \$2,249,000 local funding to the Regional Transit System Maintenance Facility Expansion- Phase 2 to Fiscal Year 2011/2012 [FIN # 4305471].

James Samec seconded, motion passed unanimously.

VI. DEPOT RAIL TRAIL/WALDO RAIL TRAIL BICYCLE PEDESTRIAN CONNECTION

Mr. Sanderson stated that the MTPO requested a ranking of the bicycle pedestrian connection alternatives. He discussed the alternatives and answered questions.

MOTION: Ruth Steiner moved to rank the Depot Rail Trail/Waldo Rail Trail Bicycle Pedestrian Connection alternatives as:

1. Alternative 5- Existing Crossing with Safety Modifications, revised to include investigation of alternatives for traffic calming for the safety of all users; and
2. Alternative 4- Cross at E 10th Street to NE 3rd Avenue, revised to include exploration of safer crossings for bicycle and pedestrian users at the major roadway intersections.

Ewen Thomson seconded.

FRIENDLY AMENDMENT: Chandler Otis asked to include a ranking of the remaining four alternatives as follows.

3. Alternative 3- Cross at SE 2nd Avenue to E. 15th Street;
4. Alternative 2- Cross at SE 2nd Avenue;
5. Alternative 1- Cross at 10th Street; and
6. Alternative 6-Do nothing.

Ruth Steiner did not accept the amendment.

ORIGINAL MOTION RESTATED:

Ruth Steiner moved to rank the Depot Rail Trail/Waldo Rail Trail Bicycle Pedestrian Connection alternatives as:

- 1. Alternative 5- Existing Crossing with Safety Modifications, revised to include investigation of alternatives for traffic calming for the safety of all users; and**
- 2. Alternative 4- Cross at E 10th Street to NE 3rd Avenue, revised to include exploration of safer crossings for bicycle and pedestrian users at the major roadway intersections.**

Ewen Thomson seconded; motion passed 6 to 4.

VII. FEDERAL TRANSPORTATION AUTHORIZATION BILL

Mr. Sanderson reported the U.S. Senate draft legislation that was released November 4th.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:25 p.m.

Date

Jan Frentzen, Chair



IV

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March 14, 2012

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Scott Koons, AICP, Executive Director

SUBJECT: **Unified Planning Work Program**

MTPO STAFF RECOMMENDATION

Recommend that the MTPO approve the attached Unified Planning Work Program, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by MTPO staff.

BACKGROUND

The staff services agreement between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the North Central Florida Regional Planning Council requires the annual submission of the budget for the support of the transportation planning staff. Therefore, we are forwarding for your consideration the Unified Planning Work Program. The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

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March 14, 2012

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **MTPO Urban Design Policy Manual**

RECOMMENDATIONS

The TAC Working Group and MTPO staff recommend that the MTPO “sunset” the Exhibit 1 Urban Design Policy Manual.

Note- On July 20, 2011, the Technical Advisory Committee authorized the TAC Working Group (Debbie Leistner, Ha Nguyen and Karen Taulbee) to work with MTPO staff to review the MTPO's Design Manual to determine if the Manual should be updated and streamlined or if the MTPO should “sunset” the Manual.

BACKGROUND

Over the years, the MTPO has adopted urban design/planning policies for the Gainesville Metropolitan Area. The original purpose of these policies was to establish design standards that would be consistently applied in both the City of Gainesville and unincorporated portions of Alachua County. For example, one adopted policy is to require mast arm traffic signals that are painted black with horizontal signal heads. Since December 2000, these design/planning policies have been incorporated into the enclosed Exhibit 1 document entitled Urban Design Policy Manual.

A review of this Manual indicates that it is out of date and some of the policies are not consistent with current policies of the Florida Department of Transportation (FDOT), City of Gainesville and/or Alachua County. For example, Section 7.5 on page 19 of Exhibit 1 states that “*Future modifications of all signalized intersections within the GMA [Gainesville Metropolitan Area] should include the installation of traffic signal preemption system devices.*” With the installation of the Gainesville/Alachua County Traffic Management System, these devices are no longer needed.

Alachua County staff, City of Gainesville staff and Florida Department of Transportation staff have all concluded that the Urban Design Policy Manual is no longer needed and that the MTPO should “sunset” the Manual. This is because both Alachua County and the City of Gainesville have their own respective project design standards, specifications and review procedures. Therefore, separate MTPO design standards and project reviews are a duplication of project reviews conducted by Alachua County and the City of Gainesville.

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March 14, 2012

TO: Technical Advisory Committee (TAC)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: List of Priority Projects- 2012

MTPO STAFF RECOMMENDATION

Approve the project priorities contained in the attached draft tables.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area develops recommended transportation priorities for projects that are needed, but not currently funded. This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program. This year, Florida Department of Transportation has asked for MTPO's project priorities by July 1st.

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VII

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March 14, 2012

TO: MTPO Advisory Committees
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Top Ten Most Dangerous Intersections**

MTPO STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

At its meeting on December 12, 2011, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested a list of the top ten most dangerous intersections within the Gainesville Metropolitan Area. Enclosed is information prepared by the City of Gainesville Public Works Department concerning this issue.

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Memo

To: Marlie Sanderson, MTPO Director of Transportation Planning
From: Deborah Leistner, Transportation Planning Manager
CC: Teresa Scott, Public Works Director
Date: 3/13/2012
Re: Top Crash Locations in Alachua County

In response to the MTPO request for the identification of the top 10 most hazardous intersections in Alachua County staff analyzed the available crash data for the period between January 01, 2007 and December 31, 2009. Table 1 shows the top 10 intersections following the methodology of the *Highway Safety Manual*¹. The intersections were ranked based on the number of crashes, crash severity and crash rate (number of crashes in relation to traffic volume).

All of the intersections are located within the City of Gainesville city limits with the exception of two. All of the locations identified, except for one, are intersections of major roadways including State-owned roadways. As shown in Table 1, several of the intersections have been addressed by the Florida Department of Transportation (FDOT) such as the intersections along SW Archer Rd. Others have committed funding or are expected to be modified in conjunction with other planned infrastructure projects. The intersection of SW 16th Ave and SW 13th St is funded through the Campus Development Agreement in conjunction with modifications along Archer Rd and SW 16th Ave; construction plans are completed and were submitted to FDOT for review and permitting; staff expects the project to be under construction by the second half of 2012. Modifications to the Archer Rd and I-75 southbound off ramp are a requirement of the approved Butler Plaza redevelopment project. Modifications to the intersection of SW 20th Ave and SW 62nd Blvd will be addressed through the proposed 4-laning of the SW 20th Ave and the modifications to the SW 62nd Blvd corridor; both projects are currently unfunded. Figure 1 depicts the location of the intersections.

Staff focused the analysis on the remaining intersections to identify trends and possible solutions to address the incidence of crashes. A summary analysis at each of the five locations is provided for reference. Below is a summary of the findings.

TRENDS:

As stated above all five intersections are located along major arterial corridors under State ownership. These roadways carry a high volume of traffic and exhibit congested conditions during peak periods. All locations present constrained geometric conditions due to the surrounding land uses. During the study period there was a high incidence of rear-end crashes and of angle collisions at all locations. Driver inattention, careless driving and failure to yield the right-of-way were some of the most common

¹ Highway Safety Manual, 1st Edition, AASHTO, 2010

contributing factors to the crashes. The majority of crashes occurred during peak hour of weekdays. Environmental conditions do not appear to be a factor at any of the locations as the majority of crashes occurred during day time under dry conditions. The crash severity was low with the majority of crashes resulting in property damage only; there were no fatalities.

NEXT STEPS:

Staff recommends the implementation of low cost roadway safety improvements that may alleviate the crash problems at the study locations. Coordination with FDOT will be required. Examples of low cost solutions include:

- *Installation of flashing yellow arrow (FYA)* - staff is currently working with FDOT staff on the installation of FYA indicators for left-turn movements to address angle collisions. The device eliminates driver confusion as to the permitted left-turns and it is included in the 2009 edition of the Manual of Traffic Control Devices (MUTCD).
- *Evaluation and modification of clearance intervals as needed* – several intersections have a high incidence of rear-end and angle crashes that may be related to the length of change intervals. Yellow and red intervals should be optimized to maximize compliance and align with driver expectancy regarding the length of the interval.
- *Investigation of signal head visibility*
- *Installation of signage*
- *Minor access management modifications*- evaluate feasibility of implementation of access management options that may enhance safety by reducing conflict points.

Once the strategies are defined and implemented at each of the five locations the intersections should be monitored to evaluate the impacts and resulting safety benefits. At this time staff anticipates that the low cost modifications can be implemented within existing budget.

Table 1: Top Crash Intersections

RANK	Intersection	Status	Crash Count	Injuries	Vehicles	Peds	Bikes
1	NW 34 ST & NW 39 AV		72	26	149	1	1
2	<i>SW ARCHER RD & N I-75 ON RAMP/N I-75 OFF RAMP</i>	<i>Ramp modifications completed by FDOT</i>	124	25	254	0	1
3	<i>SW ARCHER RD & SW 37 BLVD</i>	<i>FDOT Work Program FY09-11 cst (#207837-8)</i>	108	19	222	2	0
4	W UNIVERSITY AV & NW 22 ST		59	16	122	3	1
5	<i>SW 20 AV & SW 62 BLVD/SW 52 ST</i>	<i>Modifications planned (currently unfunded)</i>	79	13	157	1	1
6	<i>SW 16 AV & SW 13 ST</i>	<i>Modifications funded</i>	72	13	148	0	2
7	SW 34 ST & SW 20 AV		107	18	221	2	3
8	* SW 13 ST & SW WILLISTON RD		59	18	130	0	0
9	<i>SW ARCHER RD & S I-75 ON RAMP/S I-75 OFF RAMP</i>	<i>Additional SB lane to be added - Butler Plaza</i>	99	14	207	0	0
9	<i>SW 40 BLVD & SW ARCHER RD</i>	<i>FDOT Work Program FY09-11 cst (#207837-8)</i>	120	17	267	1	1
9	* W NEWBERRY RD & NW 75 ST		108	14	223	0	2

NOTE: * Denotes intersections located in the unincorporated area.

NW 39 AVE & NW 34 ST

Figure 1: Crash Diagram

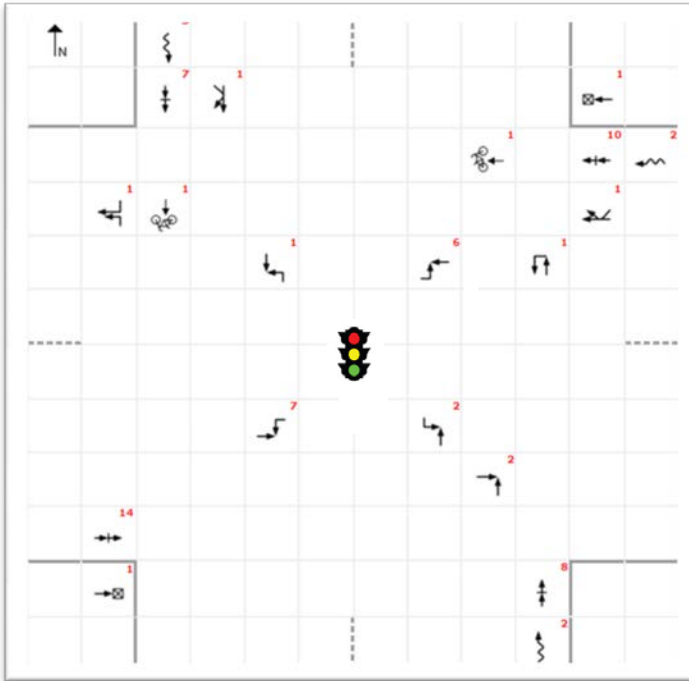
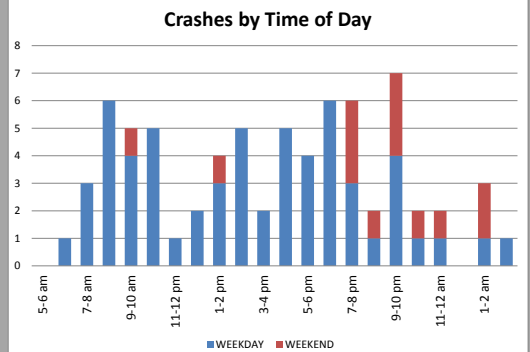
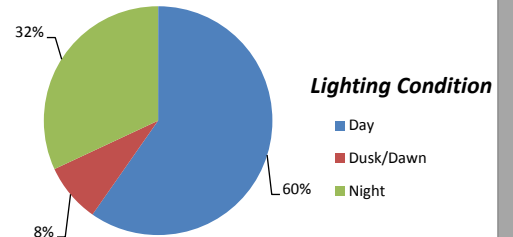
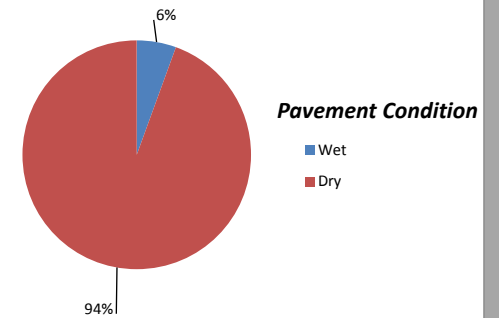
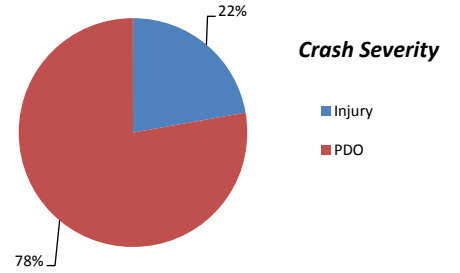
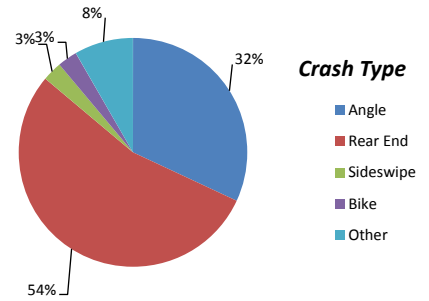


Figure 2: Intersection Configuration



W UNIVERSITY AVE & NW 22 ST

Figure 1: Crash Diagram

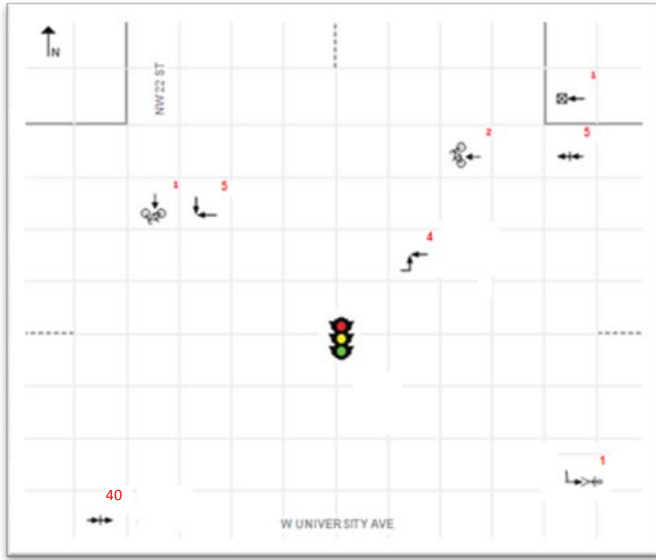
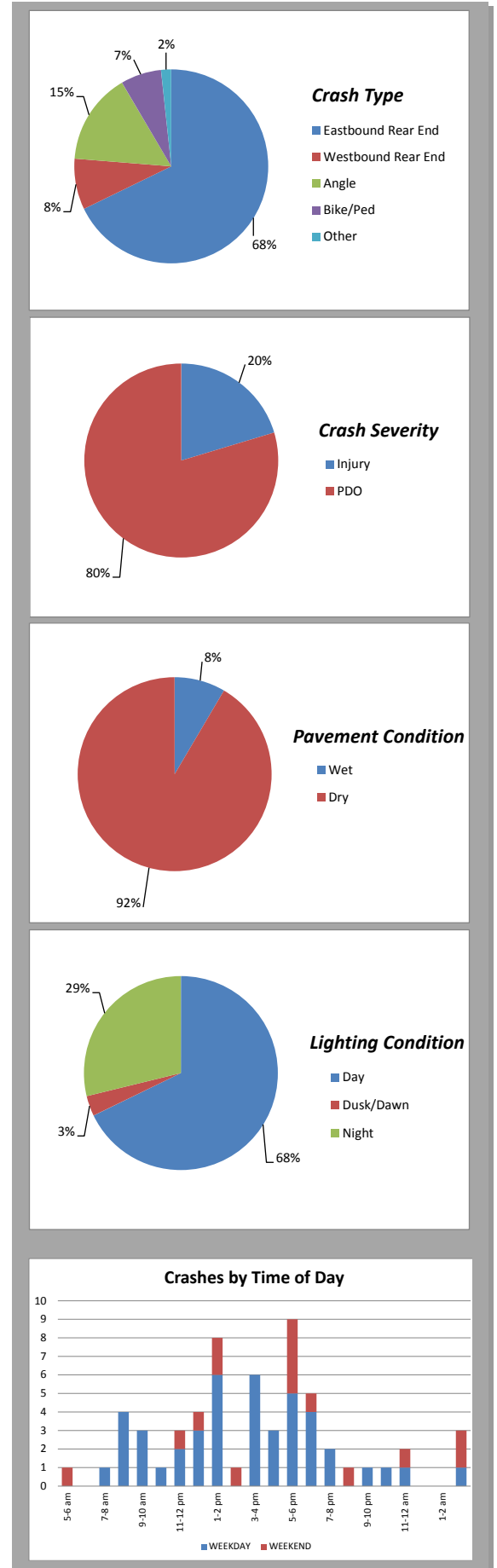
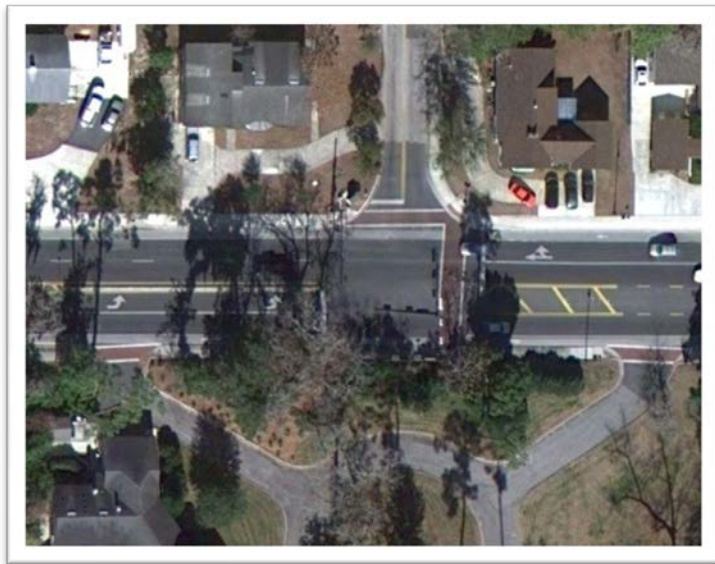


Figure 2: Intersection Configuration

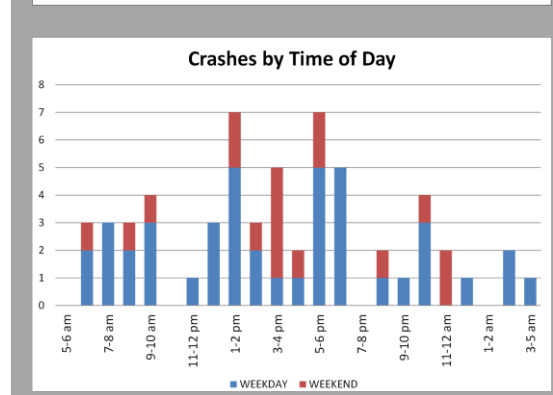
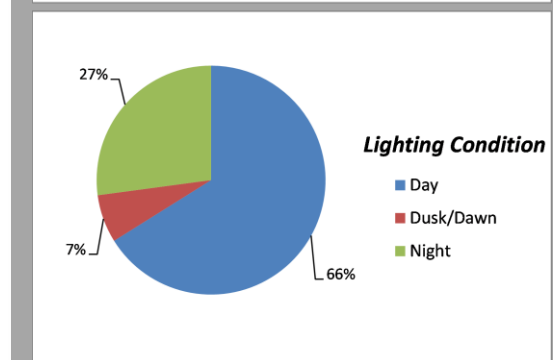
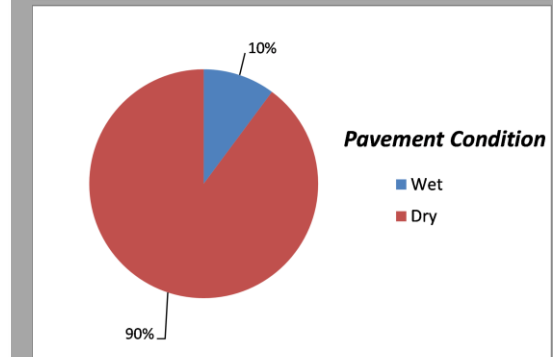
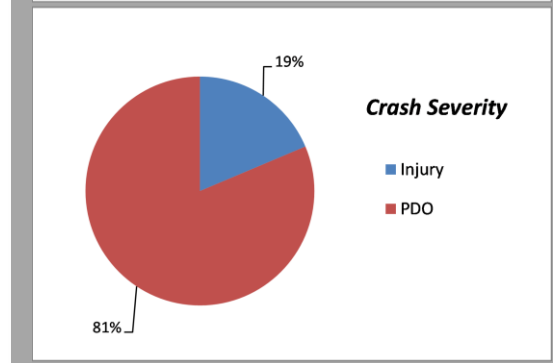
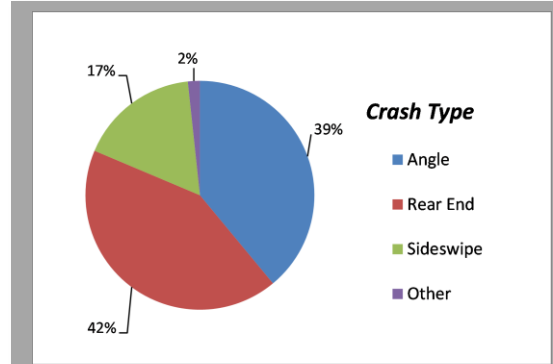


WILLISTON RD & SW 13th ST

Figure 1: Crash Diagram



Figure 2: Intersection Configuration



NEWBERRY RD & NW 75th ST

Figure 1: Crash Diagram

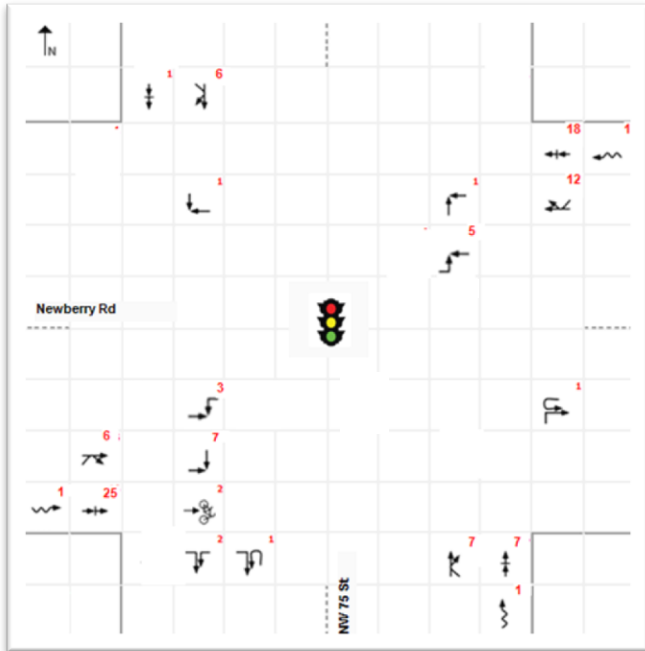
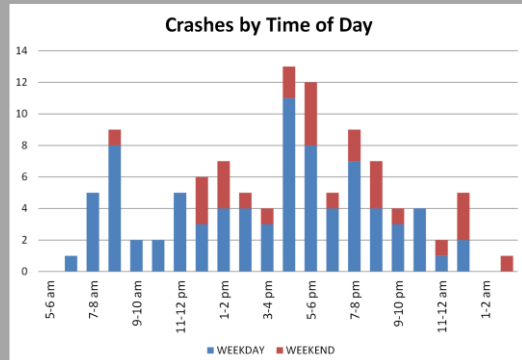
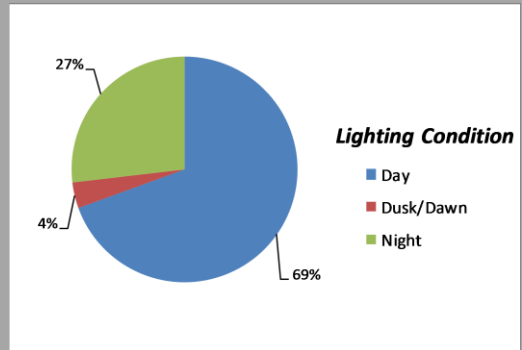
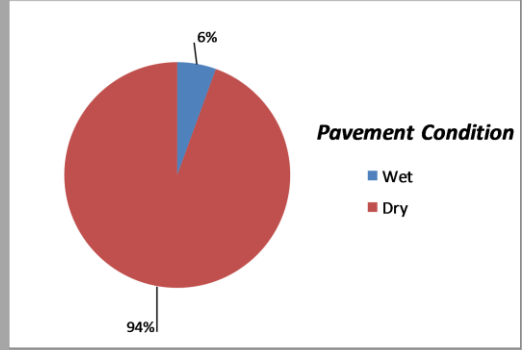
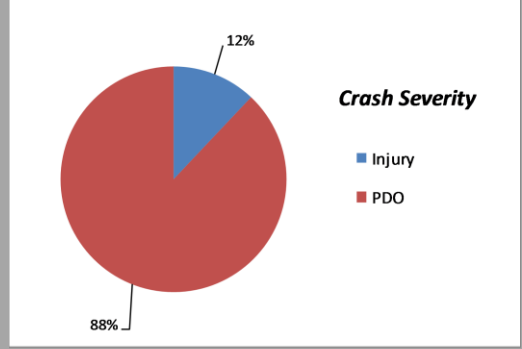
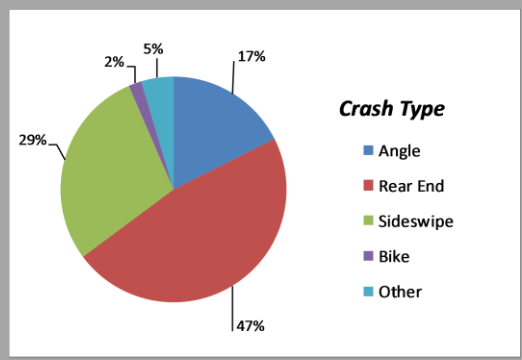


Figure 2: Intersection Configuration



CAC Only

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

March 14, 2012

TO: Citizens Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Committee Officer Elections

Each year, the Citizens Advisory Committee elects a Chair and a Vice-Chair. Officers for last year were as follows:

Chair-	Jan Frentzen
Vice-Chair	Rob Brinkman

t:\marlie\ms12\cac\elect.docx

Dedicated to improving the quality of life of the Region's citizens,
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CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	9/22/2010	12/1/2010	4/20/2011	7/20/2011	9/21/2011	11/30/2011	PERCENT IF ABSENT AT NEXT MEETING 3/21/2012
<i>Holly Blumenthal</i>	<i>13-Dec</i>	-	-	<i>P</i>	<i>A</i>	<i>A</i>	<i>P</i>	-
Rob Brinkman	14-Dec	-	-	-	-	-	-	-
E J Bolduc	14-Dec	-	-	-	-	-	-	-
Nelle Bullock	13-Dec	-	-	P	A	P	P	-
Mary Ann DeMatas	14-Dec	-	-	-	-	-	-	-
Blake Fletcher	13-Dec	-	-	P	P	P	P	-
Jan Frentzen	12-Dec	-	-	P	P	A	P	-
Melinda Koken	14-Dec	-	-	-	-	-	-	-
Chandler Otis	12-Dec	P	P	P	P	P	P	86%
John Richter	13-Dec	-	-	P	P	P	P	-
James Samec	14-Dec	-	-	-	-	-	-	-
Holly Shema	12-Dec	-	-	P	P	P	A	-
Ruth Steiner	14-Dec	-	-	-	-	-	-	-
Ewen Thomson	13-Dec	-	-	P	P	P	P	-
Chris Towne	12-Dec	-	-	P	P	P	P	-

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

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ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than 66-2/3% for any six (6) month consecutive period or less than 66-2/3% for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

- On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
 - all CAC meetings will require mandatory attendance by all members; and
 - attendance is recorded at all CAC meetings, even if a quorum is not present.
- On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
- Members denoted in BOLD ITALICS are at risk for attendance rule violation if the next meeting is missed.

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

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 9/21/2011	MEETING DATE 11/30/2011	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	A	P	NO
RICHARD HEDRICK Alt- Ha Nguyen, V Chair Alt- Chris Zeigler^ Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	A	P	NO
ERIK BREFDFELDT Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER Alt- Don Hambidge Alt- Phil Mann	City of Gainesville Department of Public Works	P	A	NO
JESUS GOMEZ Alt- Doug Robinson, Chair Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- David Gordon Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	A	NO
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	P	P	NO
KAREN TAULBEE Alt - Thomas Hill Alt - Vacant	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	P	A	NO
BILL REESE~	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	E	NO
SCOTT FOX Alt- Ron Fuller	University of Florida Transportation & Parking Services	P	P	NO

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

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^ Alachua County Level of Service (LOS) Subcommittee Member only.

* City of Gainesville Level of Service (LOS) Subcommittee Member; ** LOS Subcommittee Alternate only.

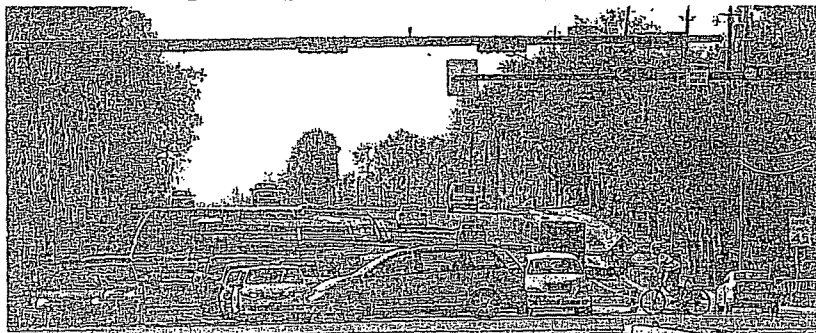
~ Santa Fe College representative currently is a non-voting position.

Attendance Rule:

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

Gainesville commute times ranked shortest in Florida

Even with the quick trips to work, there are pockets of congestion



DOUG FINGER/STAFF PHOTOGRAPHER

Morning traffic at Southwest Second Avenue and Southwest 34th Street.

By Morgan Watkins and Chad Smith
Staff writers

It might not be so obvious at 5 p.m. on Newberry Road, but Gainesville drivers have the shortest commute time in Florida.

In addition to topping the state, Gainesville's average commute time in 2009 — 17 minutes — ranked 19th best among 269 major cities across the country, according to the American Community Survey, a report issued earlier this month by the U.S. Census Bureau.

City officials credited public transit and a new traffic management system for the distinction but acknowledge more must be done to address congestion along major corridors such as Newberry and West 34th Street.

According to 2010 data, the average commute time for local residents was 16.7 minutes, and 45 percent of com-

Inside

■ Gainesville's worst stretches of road, SA

muters made the trip to work in less than 15 minutes. With those numbers, Gainesville sat at the top of the rankings for Florida in both categories. It came in second in the state behind Miami regarding the percentage of residents who use public transit or walk to work, with 11.4 percent.

"Ease of travel within Gainesville is definitely a mark of quality of life," Mayor Craig Lowe said. "I think it speaks well for the transportation plans of the city."

City Commissioner Thomas Hawkins said if Gainesville is to grow, it will need to do "better and better on this issue."

"We know you can't fight a battle on only one front," Hawkins said,

COMMUTE on Page 5A

FLORIDA COMMUTE TIMES

How some Florida cities with populations of 100,000 or more ranked nationally in commute times. Higher rankings = shorter commute times. Rankings out of 269 cities.

GAINESVILLE	19th
Tallahassee	39th
St. Petersburg	125th
Clearwater	130th
Tampa	135th
Fort Lauderdale	148th
Jacksonville	158th
Orlando	160th
Cape Coral	195th
Miami	225th

COMMUTE: Traffic-management system keeps things moving

Continued from 1A

acknowledging that transit, roadways and urban design — allowing people to work near where they live — will play a role. "Keeping commute times low is about allowing people to have more time with their families and reducing their frustrations."

Gauging by the number of gripes Matt Weisman says he gets now, those frustrations have diminished in the past few years.

"We don't really get complaints in our line of work," said Weisman, an intelligent-transportation systems engineer for the city. "We don't hear nearly as many complaints as we used to."

He said Newberry Road near The Oaks Mall and Interstate 75 still get backed up daily but that it doesn't take as long to flush the traffic out because of the city's SmartTraffic program, which eases congestion by letting engineers like Weisman monitor traffic and change signals when necessary.

The \$18 million traffic-management system was established in 2007 and now covers about 90 percent of Gainesville and Alachua County, said Chip Skinner, spokesman for Gainesville's Public Works Department and the Regional Transit System.

By the end of the year, Skinner said, the system should cover almost 100 percent of

BAD ROADS

Roadways operating at an unacceptable level of service in Gainesville:

- SW 13th Street: from Archer Road to University Avenue
- NW 13th Street: from University Avenue to NW 29th Road
- Newberry Road: from NW 122nd Street to Interstate 75
- Newberry Road: from Interstate 75 (West Ramp) to NW 8th Avenue
- SW 2nd Avenue: from Newberry Road to SW 34th Street
- NW 34th Street: from University Avenue to NW 16th Avenue
- Archer Road: Near SW 91st Street to SW 75th Street
- Archer Road: from SW 34th Street to SW 16th Avenue
- NW 23rd Avenue: from NW 98th Street to NW 55th Street
- SW 20th Avenue: from SW 62nd Boulevard to SW 34th Street
- NW 83rd Street: from NW 23rd Avenue to NW 39th Avenue
- Radio Road/Museum Drive: from SW 34th Street to SW 13th Street

Source: Metropolitan Transportation Planning Organization

Gainesville and Alachua County — right on schedule.

Rather than needing a police officer to manually operate the lights when there is a traffic problem, they can be controlled remotely.

"In a centralized location, we have video cameras that let us look at the traffic and link those signals," Skinner said.

Before they leave for work, commuters can look at traffic updates on the SmartTraffic website (<http://gac-smartraffic.com>), its Facebook page or its Twitter account, he said.

If they see a report of heavy traffic on 34th Street, for example, they can take a different route.

"It also helps with law enforcement and fire rescue," Skinner said. "When there is an accident, we can put that on the website as well and start rerouting traffic

through the use of signals."

Congestion can be cut by decreasing the number of cars on the roads, and the Regional Transit System plays a role in this by offering an alternative way for people to get around town.

"One of our buses will hold up to 72 people," Skinner said. "So that's taking potentially 72 vehicles off the roadway, which lessens the congestion out there."

Every day, between 53,000 and 55,000 people ride the RTS buses. The program set a ridership record in fiscal year 2011 with 10,021,824 passengers.

RTS is evaluating the potential addition of a bus rapid transit system that could lower commute times and traffic congestion even more, Skinner said. The system would add faster

routes with designated bus-only lanes on major streets such as Archer Road.

Park-and-ride lots, where people commuting from towns such as High Springs could park their cars before riding a bus into Gainesville, also would be added, he said.

RTS is looking for a consulting firm to study the proposed program and determine if it is feasible. It plans to select a firm by April.

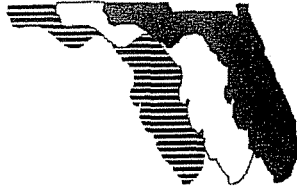
If the system is approved, its implementation could begin as early as 2015, Skinner said. The program's estimated cost is \$38 million for infrastructure needs, although the final cost could vary.

In addition to having one of the shortest commute times in the U.S., Gainesville also ranked seventh among the nation's top 10 metro areas in terms of the percentage of workers who commute by bicycle, with 3.3 percent.

Dekova Batey, coordinator of the city of Gainesville Bicycle and Pedestrian program, handles outreach efforts that educate the public about the benefits of alternative methods of transportation, such as bicycles.

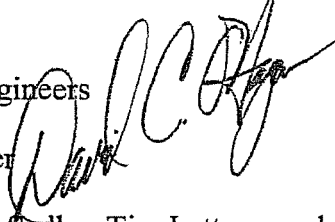
The program's efforts are supported by local groups that advocate for bicycling and similar practices.

"You have core groups at different initiatives that support developing the community in a holistic way," Batey said.

**Florida Department of Transportation****RICK SCOTT
GOVERNOR**605 Suwannee Street
Tallahassee, FL 32399-0450**ANANTH PRASAD, P.E.
SECRETARY****Mail Station 32****ROADWAY DESIGN BULLETIN 12-01**

DATE: January 4, 2012

TO: District Design Engineers, District Traffic Operations Engineers

FROM: David C. O'Hagan, P. E., State Roadway Design Engineer 

COPIES: Brian Blanchard, Duane Brautigam, Mark Wilson, David Sadler, Tim Lattner, and Chris Richter (FHWA)

SUBJECT: Green Colored Bicycle Lanes

BACKGROUND:

The Federal Highway Administration (FHWA) has issued an Interim Approval for the use of green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas. In accordance with the conditions of the interim approval, FDOT has requested and received permission from FHWA for locations on the State Highway System. The Interim Approval may be found at the following website:

http://mutcd.fhwa.dot.gov/res-interim_approvals.htm

The effectiveness of green colored pavement may be maximized if the treatment is used only where the path of bicyclists crosses the path of other road users and where road users should yield to bicyclists. Because colored pavements are addressed in the 2009 MUTCD, they are by definition a traffic control device whose need must be demonstrated before they are used. The following requirements apply to projects on the State Highway System.

REQUIREMENTS:

Green color in a bicycle lane will be permitted on the State Highway System when both of the following conditions exist:

1. A traffic conflict area (“keyhole”) exists at one of the following locations:
 - a. The bike lane crosses a right turn lane,
 - b. Traffic in a channelized right turn lane crosses a bike lane, or
 - c. The bike lane is adjacent to a dedicated bus bay.

2. A need for this treatment is demonstrated by either of the following:
 - a. A history of 3 or more motor vehicle-bicycle crashes exists at or adjacent to the traffic conflict area over the most recent three-year period, or
 - b. A government agency has observed and documented conflicts (failure of the motor vehicle to yield to the bicyclist) between cyclists and motor vehicles at an average rate of two per peak hour. The documentation for conflicts shall include observations from a minimum of two separate data collection periods, conducted on different days in a one month period, and include at least one weekday and one weekend count period during peak bicycle travel times. Each period should be at least 2 hours in duration. Peak times vary by region and surrounding land use, but are typically:

Weekday, 11:00 AM to 1:00 PM

Weekday, 5:00 PM to 7:00 PM

Saturday, 8:00 AM to 2:00 PM

Colored pavements shall not replace or be used in lieu of required markings for bike lanes as defined in the *Plans Preparation Manual, Chapter 8* and *MUTCD*, but shall only supplement such markings. When used in conjunction with white skip lines, such as when extending a bike lane across a right turn lane or access to a bus bay, the transverse colored marking shall match the 2’-4’ white skip line pattern of the bike lane extension. The green colored pavement shall begin as a solid pattern 50 feet in advance of the skip striping, match the 2’ 4’ skip through the conflict area, and then resume the solid color for 50’ after the conflict area, unless such an extent is interrupted by a stop bar, an intersection curb radius or bike lane marking. Details of each installation and associated pavement markings shall be shown in the plans. Figures 1 - 5 illustrate how the green portion of the bike lane may be marked. See *FDOT’s Design Standards, Indexes 17346 and 17347* for details on pavement markings.

Figure 1 Bike Lane with Separate Right Turn Lane

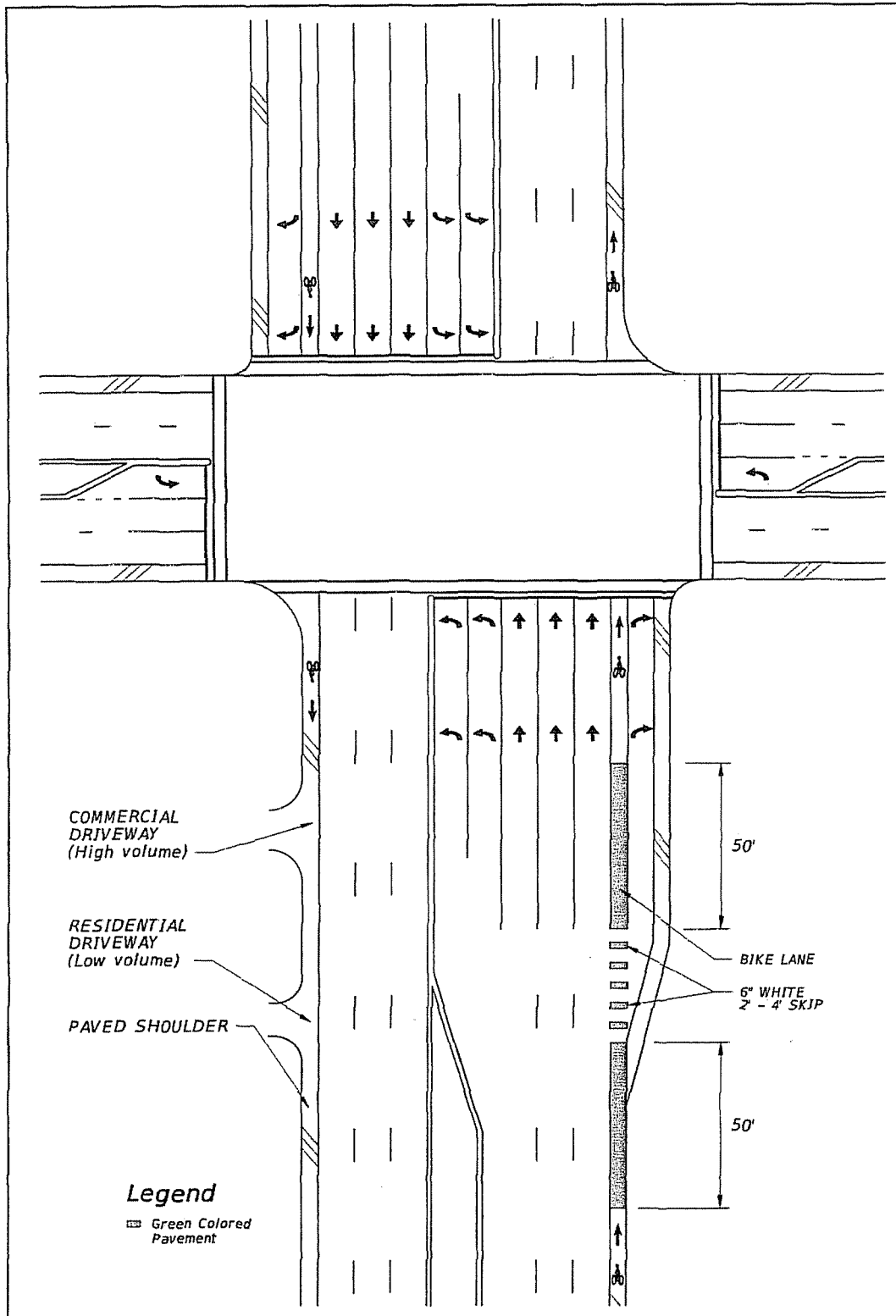


Figure 2 Bike Lane with Right Turn Drop Lane

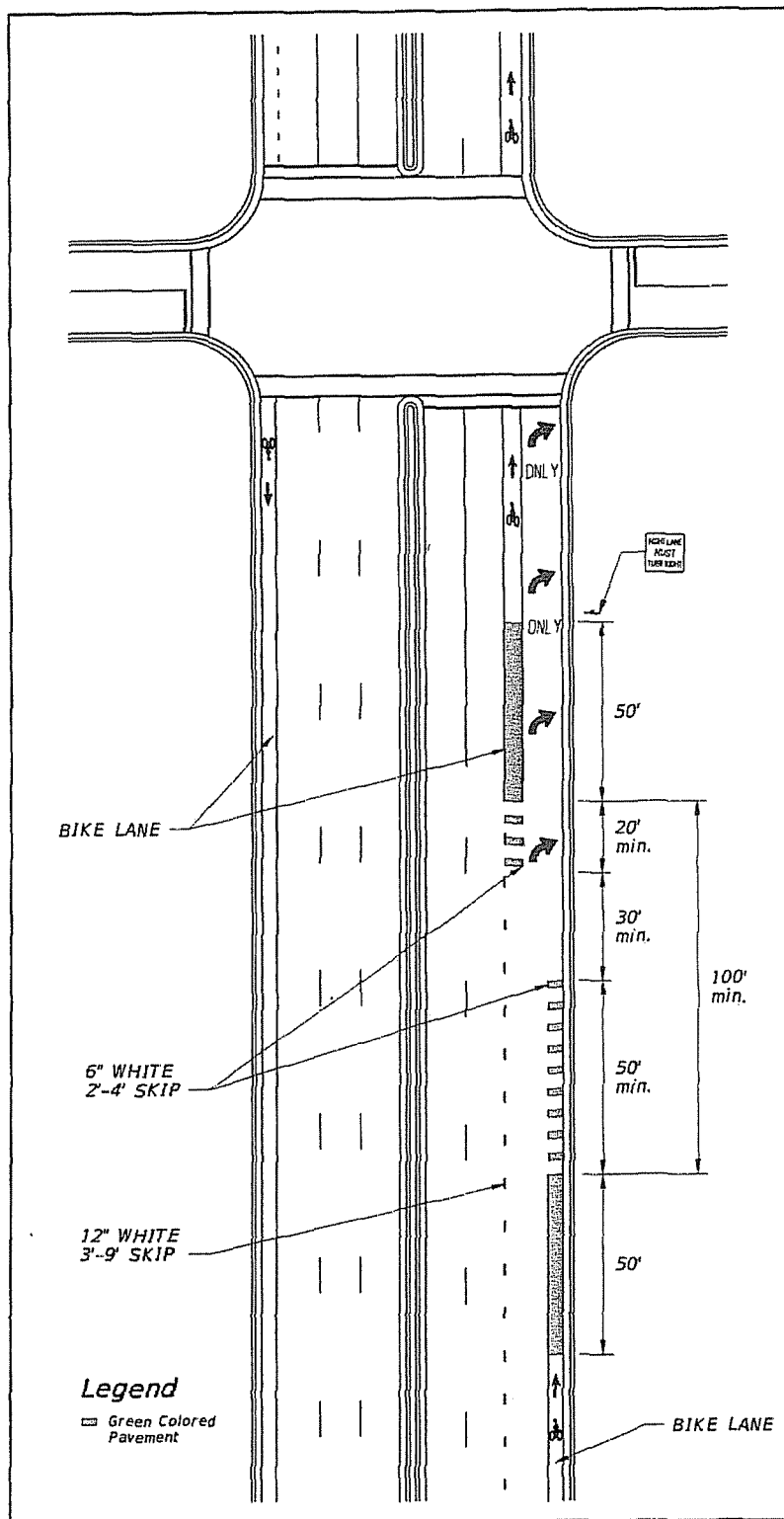


Figure 3 Bike Lane with Channelized Right Turn Lane

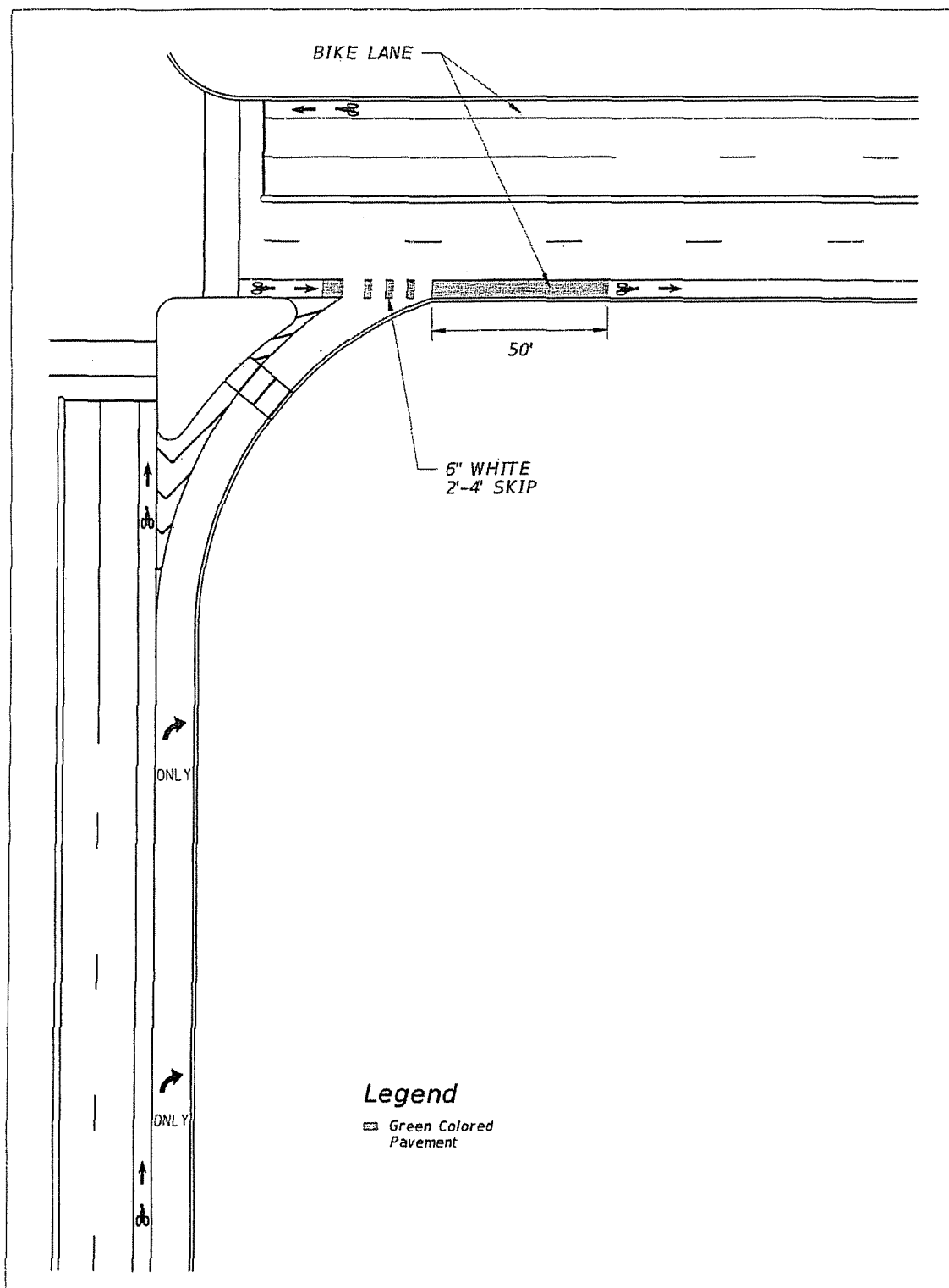


Figure 4 Bike Lane with Free Flow Channelized Right Turn Lane

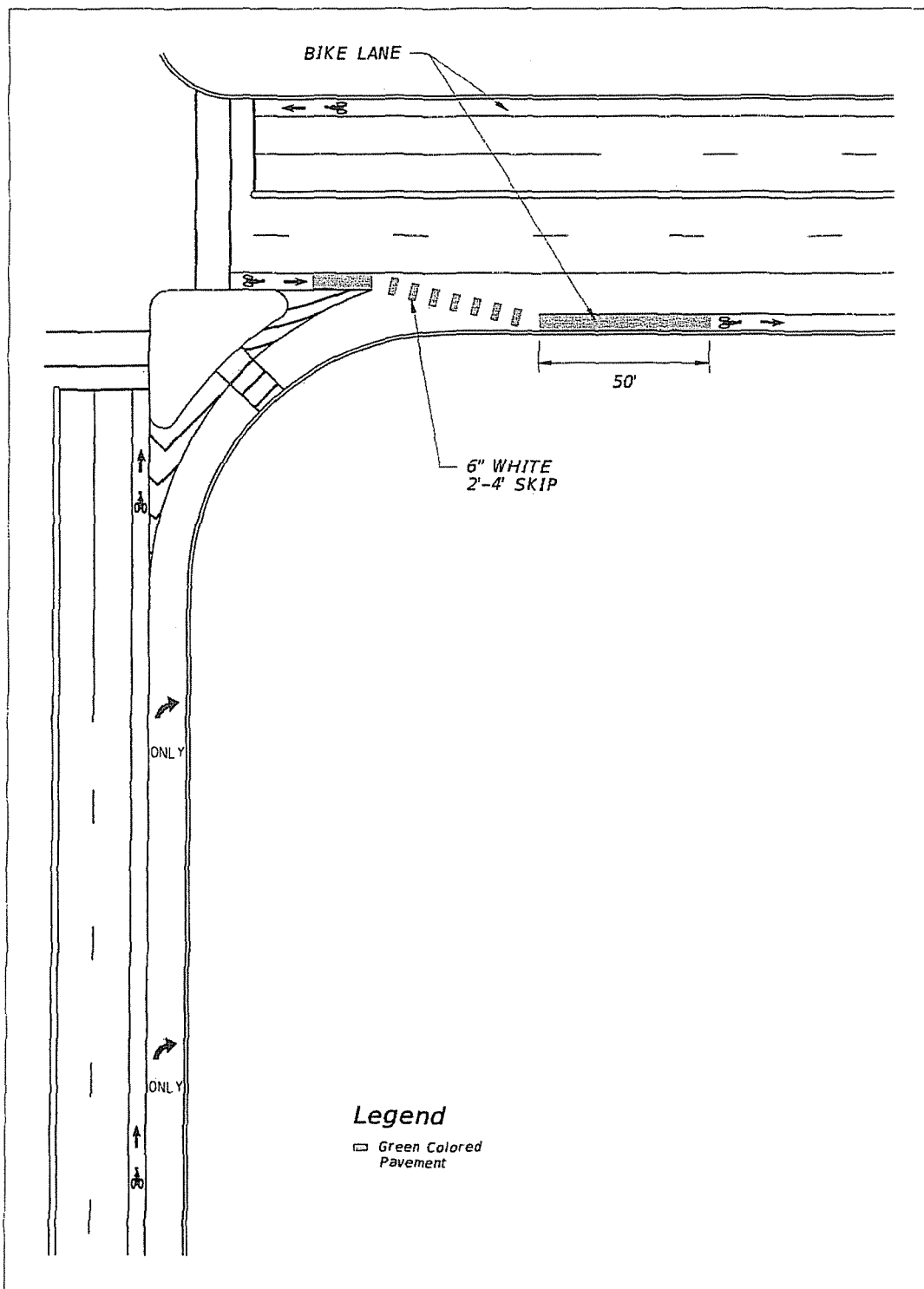
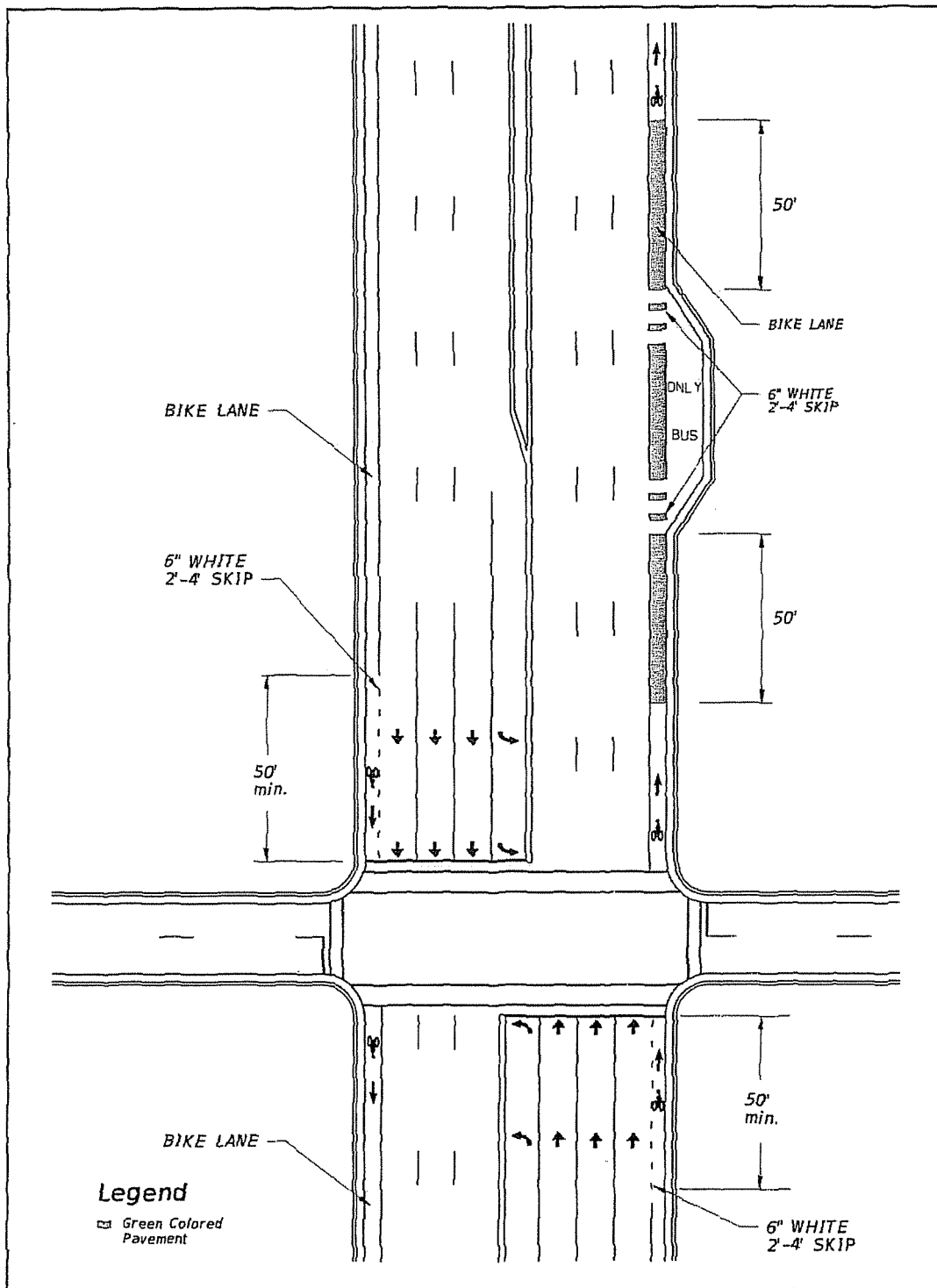


Figure 5 Bike Lane with Bus Bay



Materials permitted to color the bike lane green shall be non-reflective, meet FDOT Specification 523, Patterned Pavement, and fall within the color parameters defined by FHWA in their interim approval. During the first three years of the installation, the District shall review annually the crash reports in the conflict area to assess if the colored pavement is improving the safety of the bike lane. These assessments shall be reported to the State Roadway Design Engineer.

IMPLEMENTATION:

Approval for site specific installations of green colored bicycle lanes must be signed by the District Design Engineer, and a copy provided to the State Roadway Design Engineer.

The addition of green colored pavement to bicycle lanes does not require a local agency maintenance agreement. FDOT may fund the assessment of need, but shall be responsible for the design, construction and maintenance of the green colored pavement if its need has been demonstrated in accordance with the requirements above.

Use Pay Item 523-1-3 for Patterned Pavement, Vehicular Areas – Bike Lane, Square Yard.

CONTACTS:

If you have any questions, please contact:

David C. O'Hagan, PE, State Roadway Design Engineer
(850) 414-4283
david.ohagan@dot.state.fl.us

SCHEDULED 2012 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	<i>CANCELLED</i>	January 26	<i>CANCELLED</i>
APRIL	March 21	March 22	April 2 at 3:00 p.m.
JUNE	May 23	May 24	June 4 at 5:00 p.m.
AUGUST	TAC @ NCFRPC July 25	July 26	August 6 at 3:00 p.m.
OCTOBER	September 19	September 20	October 1 at 3:00 p.m.
DECEMBER	November 28	November 29	December 3 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.

