

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
December 2, 2009

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
Harvey Budd
Nelle Bullock
Mary Ann DeMatas
George Blake Fletcher
Sharon Hawkey
Seth Lane
Chandler Otis
James Samec
Ruth Steiner
Ewen Thomson
Gary Weed

Sheryl Conner
Greg Sholar

Whit Blanton
Jennifer Carver
Milton Locklear
Ha Nguyen
Terry Shaw
Karen Taulbee

Marlie Sanderson
Mike Escalante

CALL TO ORDER

Chair Jan Frentzen called the meeting to order at 7:03 p.m.

I. INTRODUCTIONS

Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Frentzen asked for approval of the meeting agenda.

ACTION: Rob Brinkman moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

**ACTION: James Samec moved to approve the July 29, 2009 CAC minutes.
Rob Brinkman seconded; motion passed unanimously.**

IV. UPCOMING MEETINGS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, announced that the next MTPO meeting is scheduled for December 14th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting, if needed, is scheduled for January 27th.

V. SW 62ND BOULEVARD CONNECTOR INTERIM PROJECT- 60 PERCENT PLANS

Mr. Sanderson stated that the County's consultant was prepared to discuss the SW 62nd Boulevard Connector Interim Project- 60 Percent Design Plans.

Mr. Terry Shaw, HNTB Vice President, and Ms. Ha Nguyen, Alachua County Contract/Design Manager, discussed the three 60 Percent Design Plans and answered questions for the SW 62nd Boulevard Connector Interim Project, including Archer Road at SW 40th Boulevard and SW 43rd Street at SW 20th Avenue intersection modifications and the SW 20th Avenue Smart Bus Bay.

ACTION: Rob Brinkman moved to recommend that the MTPO approve the:

- 1. SW 40th Boulevard at Archer Road Intersection Modifications Project 60 Percent Design Plans with one revision, for safety reasons, to consider extending the SW 40th Boulevard traffic separator northward;**
- 2. SW 43rd Street at SW 20th Avenue Intersection Modifications 60 Percent Design Plans with one revision to install raised medians on SW 20th Avenue west of the SW 43rd Street intersection; and**
- 3. Smart Bus Bay on SW 20th Avenue 60 Percent Design Plans, with one revision to modify the SW 20th Avenue typical section by widening the 4-foot bikelane to 5-foot with the foot being taken from the center turnlane.**

Seth Lane seconded; motion passed 12 to 1.

VI. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has requested an opportunity to discuss the Tentative Five Year Work Program.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the Tentative Five Year Work Program and answered questions.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE (LRTP)- VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Sanderson stated that the MTPO's consultant has prepared draft LRTP Vision Statement, Goals and Objectives.

Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, provided a status report on the LRTP. He recommended that the TAC Subcommittee meet in mid-December to review the draft Year 2035 LRTP Model Validation. He noted that LRTP Workshop #2 would be some time in February 2010. He and Ms. Jennifer Carver, RPG Senior Planner, discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft LRTP Vision Statement, Goals and Objectives with revisions as shown in Exhibit 1. Rob Brinkman seconded; motion passed unanimously.

VIII. LRTP UPDATE- OTHER ISSUES

- A. SUGGESTED PERFORMANCE MEASURES
- B. INITIAL ACCESSIBILITY ANALYSIS
- C. EXISTING + COMMITTED NETWORK MAP AND TABLE

Mr. Blanton discussed suggested performance measures, the initial accessibility analysis and the Existing + Committed Network Map and Table and answered questions.

IX. DESIGN TEAM

Mr. Sanderson stated that the purpose of this agenda item is to discuss whether the Design Team:

1. should meet as a separate MTPO Advisory Committee;
2. be sunsetted and assign its duties and responsibilities to the Technical Advisory Committee (TAC); or
3. be incorporated into the TAC.

He reviewed the City Beautification Board's request for participation in project design review.

ACTION: Rob Brinkman moved to recommend that the MTPO incorporate the Design Team into the Technical Advisory Committee (TAC) as a subcommittee that meets as needed to review design plans. Ruth Steiner seconded; motion passed unanimously.

X. PUBLIC INVOLVEMENT PLAN

Mr. Sanderson stated that, each year, the MTPO's Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the MTPO's planning program provides for a proactive public involvement process. He discussed proposed revisions in the draft Plan and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft MTPO Public Involvement Plan with the following revisions:

- 1. purchase display ads in the Independent Florida Alligator for MTPO public workshops, public hearings and when filling vacant Committee/Board positions;**
- 2. investigate opportunities to use social media, such as Facebook and Twitter;**
- 3. try to develop links between the Regional Transit System and MTPO websites; and**
- 4. contact Alachua County staff and see if there are opportunities to use the County's Communication Office Community Update Newsletter to notify the public about upcoming MTPO workshops and public hearings.**

James Samec seconded; motion passed unanimously.

XI. DR. KERMIT SIGMON CITIZEN PARTICIPATION PLAN

Mr. Sanderson discussed the annual Dr. Kermit Sigmon Citizen Participation Award and asked the CAC to select someone for the award. He also suggested Ms. Sharon Hawkey as a recipient due to her involvement in MTPO and Alachua County transportation issues.

The CAC discussed possible candidates.

ACTION: Chandler Otis moved to award the Dr. Kermit Sigmon Citizen Participation Award for 2008 to Sharon Hawkey. Ruth Steiner seconded; motion passed unanimously.

XII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:43 p.m.

3/17/2010
Date


Jan Frentzen
Jan Frentzen, Chair



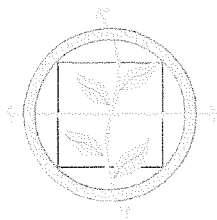
EXHIBIT 1

**2035 LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

Prepared for:
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE
URBANIZED AREA**

Prepared by:
 RENAISSANCE PLANNING GROUP

November 2009





**YEAR 2035 GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
LONG RANGE TRANSPORTATION PLAN
DRAFT VISION, GOALS, AND OBJECTIVES**

INTRODUCTION

The Vision, Goals, and Objectives will guide the development of the Year 2035 Long Range Transportation Plan (LRTP). This document provides an update of the Year 2025 LRTP Vision, Goals, and Objectives based on public input provided at a public workshop and focus group meetings as well as review of current requirements and relevant planning documents. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Alachua County Energy Conservation Strategies Commission Final Report, the Gainesville Evaluation and Appraisal Report (EAR) Major Issues, and Alachua County EAR Recommendations all provided valuable inputs into the development of the 2035 LRTP Vision, Goals, and Objectives.

The major modifications that were made to the 2025 LRTP Vision, Goals & Objectives are outlined below:

- The Vision Statement has been revised to incorporate sustainability, energy efficiency and transportation choice.
- Goal Statement 1 focuses on economic vitality and community livability. New concepts under this goal statement include Objectives addressing complete streets, expansion of the transit system's reach, transportation linkages to East Gainesville, and increased connectivity between travel modes. Objectives related to environmental, cultural, and historic preservation have been moved under Goal Statement 2.
- Goal Statement 2 focuses on sustainable decision-making and preservation. New concepts in this section include integrated land use and transportation decision-making, reduced demand for oil, and lower greenhouse gas emissions. Objectives have been added or modified to address location decisions for government facilities, support for a greenbelt, energy efficiency, and reduction of impervious surfaces.
- Goal Statement 3 focuses on safety for mobility and accessibility. Security is now addressed in Goal Statement 4. The safety Objectives have been modified to reflect priorities identified in the Florida Department of Transportation Strategy Highway Safety Plan, Safe Routes to School, and improved performance through safety improvements.
- Goal Statement 4 provides a new area focusing on security and resilience as recommended in the SAFETEA-LU Compliance Review document. The Objectives address protection of personal security, accommodation of various conditions without



catastrophic failure of the transportation network. This area also addresses the need to coordinate among agencies for preparation, redevelopment and recovery.

- Goal Statement 5 focuses on transportation network management and operations. New concepts include wise use of financial resources, prioritization of preservation and maintenance of the existing network, implementation of transportation demand management strategies, operational efficiency and traffic signal coordination.

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to support the following community development objectives:

1. create more balance in east-west Gainesville area growth,
2. direct growth into existing infill and redevelopment areas,
3. discourage inefficient, sprawling development between Gainesville and outlying municipalities in Alachua County, and
4. promote sustainable, safe, secure and energy efficient land use patterns and context-sensitive transportation choices.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Develop and maintain a balanced transportation network that supports the economic vitality and livability in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility and connectivity for motorized and non-motorized users, and strategic transportation investments.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.3 Increase the number of “complete streets” that provide accommodations for all users.
- 1.4 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.5 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.6 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.7 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.



- 1.8 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.9 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.10 Increase transportation linkages between East Gainesville and other parts of the Gainesville Urbanized Area to promote economic development.
- 1.11 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.12 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.13 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.
- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.

Deleted: including government facilities, such as schools and service centers, in areas that have existing and adequate infrastructure in place



- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities,

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GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists, and motorscooter riders,
- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

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GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a secure transportation system that supports community resilience, homeland security, and protects the personal security of system users.

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Develop a transportation security plan that protects lives and coordinates the use of resources through established plans and protocols.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major even/emergency/disaster occurs.
- 4.5 Continue to provide transportation services if a particular resource, such as petroleum, becomes scarce and expensive.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.



- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children,

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