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
September 22, 2010

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Rob Brinkman, Vice Chair	Jan Frentzen, Chair	Patrick Bekoe	Marlie Sanderson
Holly Blumenthal	Valerie Rosenkrantz	Thomas Hill	Mike Escalante
Harvey Budd		Wes MacLeod	
Nelle Bullock		Ridwan Sutriadi	
Mary Ann DeMatas		Brad Weitekamp	
Roderick Gonzalez			
Chandler Otis			
James Samec			
Ruth Steiner			
Ewen Thomson			

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:00 p.m.

I. INTRODUCTIONS

Vice Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Brinkman asked for approval of the meeting agenda.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended the insertion of the Community Redevelopment Agency Main Street Project after Item IV. Chair's Report and Intelligent Transportation System (ITS) Projects after Item V.D Draft Roadway Plan.

ACTION: Ruth Steiner moved to approve the meeting agenda, amended to insert Community Redevelopment Agency Main Street Project after Item IV. Chair's Report and Draft Intelligent Transportation System (ITS) Plan after Item V.D Draft Roadway Plan. Ewen Thomson seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Brinkman asked for approval of the CAC meeting minutes.

ACTION: Ewen Thomson moved to approve the September 1, 2010 CAC minutes. Ruth Steiner seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 4th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting is October 13th.

IV.$_2$ COMMUNITY REDEVELOPMENT AGENCY (CRA) MAIN STREET PROJECT

Mr. Sanderson stated that the CRA requested an opportunity to present a proposed redevelopment project for S Main Street.

Mr. Gerry Dedenbach, Casseaux, Hewett & Wapole (CHW) Planning & GIS Services Director, and Ms. Monique Heathcock, CHW Project Engineer, discussed the Main Street project and answered questions.

V. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT COST FEASIBLE PLAN

A. PRIORITIZATION CRITERIA

Mr. Sanderson and Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, discussed the prioritization criteria and answered questions.

Mr. Sanderson discussed the Year 2035 Needs Plan Efficient Transportation Decision Making (ETDM) evaluation and answered questions.

B. DRAFT TRANSIT PLAN

Mr. Sanderson stated that, at the CAC's request, Regional Transit System (RTS) staff was present to answer questions.

Mr. Jesus Gomez, RTS Director, and Mr. Doug Robinson, RTS Chief Transit Planner, discussed the proposed transit maintenance facility and answered questions.

Mr. Sanderson discussed the draft Transit Plan and answered questions.

ACTION: Nelle Bullock moved to recommend that the MTPO approve the draft Cost Feasible Transit Plan revised to rank the following Surface Transportation program projects: the Intermodal Center/Park-and-Ride Lot as Priority No. 3, the Transit Maintenance Facility as Priority No. 4; and the Street Car Feasibility Study as priority No. 5. James Samec seconded.

FRIENDLY AMENDMENT:

Holly Blumenthal requested that the Street Car Feasibility be ranked ahead of the Transit Maintenance Facility. Nelle Bullock and James Samec accepted the amendment.

ACTION AS AMENDED:

Nelle Bullock moved to recommend that the MTPO approve the draft Cost Feasible Transit Plan revised to rank the following Surface Transportation program projects: the Intermodal Center/Park-and-Ride Lot as Priority No. 3; and the Street Car Feasibility Study as priority No. 4 (see Exhibit 1). James Samec seconded, motion passed 8 to 1.

C. DRAFT BICYCLE/PEDESTRIAN PLAN

Mr. Sanderson discussed the draft Bicycle/Pedestrian Plan and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft Cost Feasible Bicycle/Pedestrian Plan as shown in Exhibit 2. Harvey Budd seconded, motion passed unanimously.

D. DRAFT ROADWAY PLAN

Mr. Sanderson discussed the draft Roadway Plan and answered questions. He noted that the new staff recommendation included the conversion and/or construction of dedicated transit lanes. He reported that Florida Department of Transportation (FDOT) staff is requiring that any added transit lanes constructed using FDOT funds cannot be separated from the general purpose lanes.

ACTION: Ewen Thomson moved to recommend that the MTPO approve the draft Cost Feasible Transit plan as shown in Exhibit 3. Nelle Bullock seconded, motion passed unanimously.

D.$_2$ DRAFT INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN

Mr. Sanderson discussed the draft ITS Plan and answered questions.

ACTION: Ruth Steiner moved to recommend that the MTPO approve the draft Intelligent Transportation System Plan revised to rank the RTS Bus Priority System as priority No. 1 and the I-75 ITS Corridor as Priority No. 2 (see Exhibit 4) as an appendix to the Cost Feasible Plan. James Samec seconded, motion passed unanimously.

Mr. Sanderson discussed adding a statement to the Cost Feasible Plan regarding the impact of year of expenditure calculations.

ACTION: Harvey Budd moved that the Cost Feasible Plan recommendation include the following statement- *with the understanding that the final list of projects will be consistent with the cost feasible plan priority projects adopted by the MTPO and will include those projects that are financially feasible after the year 2010 cost estimates are converted to year of expenditure dollars*. James Samec seconded; motion passed unanimously.

E. PEAK OIL/LAND USE STRATEGIES

Mr. Blanton discussed the peak oil/land use strategies and answered questions.

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

ACTION: Ruth Steiner moved to adjourn the meeting. James Samec seconded; motion passed unanimously.

The meeting was adjourned at 8:27 p.m.

12/1/2010
Date

Jan Frentzen, Chair

EXHIBIT 1

CAC RECOMMENDATION

DRAFT TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit ***(Cost Feasible Plan Revenues = $3.7 million)***				
1	Transit Maintenance Facility	NA	NA	$50.0 ($3.7 available)
TOTAL				**$3.7**

Surface Transportation Program ***(Cost Feasible Plan Revenues = $36.1 million)***				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Santa Fe to Oaks Mall	NA	$0.6
3	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	$1.4
4	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	$1.0
5	Transit Maintenance Facility	NA	NA	$32.7
TOTAL				**$36.1**

NA- Not applicable

EXHIBIT 2

DRAFT BICYCLE/PEDESTRIAN COST FEASIBLE PLAN

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (2007 DOLLARS)
Surface Transportation Program (STP) Enhancements ***(Cost Feasible Plan Revenues = $11.5 million)***				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	$1,890,000
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	$180,000
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	$450,000
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	$2,070,000
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	$7,000,000
TOTAL STP ENHANCEMENT FUNDED PROJECTS				**$11,590,000**
LOCAL FUNDS **Alachua County Projects (identified as Cost Feasible by Year 2020)**				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	$395,000
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	$260,000
TOTAL ALACHUA COUNTY PROJECTS				**$655,000**
LOCAL FUNDS **City of Gainesville Projects (identified as Cost Feasible by Year 2015)**				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	$460,000
TOTAL CITY OF GAINESVILLE PROJECTS				**$460,000**
GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS				**$12,705,000**

NA- Not applicable

EXHIBIT 3

DRAFT ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) ***(Cost Feasible Plan Revenues = $6.4 million)***				
-	**Interstate 75 Interchanges**	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				**$6.4**
STATE HIGHWAY SYSTEM ***(Cost Feasible Plan Revenues = $92.0 million year of expenditure dollars)***				
1	**State Road 226 (SE 16th Avenue)** widen to four lanes	Main Street to Williston Road	0.6	$15.0
2	**State Road 121 (NW 34th Street)**-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	$6.0
3	**State Road 26 (University Avenue)** Multimodal Emphasis Corridor(see footnote[a])	Gale Lemerand Drive to Waldo Road	1.5	$10.0
4	**US 441 (W. 13th Street)** Multimodal Emphasis Corridor (see footnote[a])	NW 33rd Avenue to Archer Road	2.8	$10.0
5	**Waldo Road Multiway Boulevard** redesign to support bus rapid transit and corridor redevelopment (see footnote[b])	University Avenue to NE 39th Avenue	2.5	$3.0
6	**Bus Rapid Transit (BRT) Corridor Infrastructure**	Santa Fe Village to Gainesville Regional Airport	14.0	$30.0
7	**State Road 24 (Archer Road)** widen to four lanes	Tower Road to SW 91st Street	1.3	$13.0
8	**State Road 331 (Williston Road)** widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	$5.0
TOTAL STATE HIGHWAY SYSTEM				**$92.0**

EXHIBIT 3 (Continued)

DRAFT ROADWAY AND TRANSIT COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	**SW 20th Avenue,** four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	$8.8
2	**SW 8th Avenue-Phase 2,** two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	$2.7
3	**NW 23rd Avenue,** four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	$1.8
4	**NW 23rd Avenue,** four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	$12.0
5	**SE 43rd Street,** construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	$0.9
6	**SW 45th / 47th Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	$4.5
7	**SW 30th Avenue,** new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	$13.0
8	**NW 83rd Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	$2.5
9	**Ft Clarke Boulevard** dedicated transit lanes	Newberry Road to NW 23rd Avenue	0.5	$3.0
10	**NW 83rd Street,** BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	$7.8
11	**NW 83rd Street,** BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	$14.0

EXHIBIT 3 (Continued)

DRAFT ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
12	**NW 46th Avenue ,** new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				**$84.5**
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	**SE 4th Street- Phase 2** reconstruction	Williston Road to Depot Avenue	0.7	$2.3
N/A	**SW 62nd Boulevard-**four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				**$113.3**
GRAND TOTAL COMBINED ROADWAY SYSTEMS				**$289.8**

[a]Multimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.

[b]Waldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

EXHIBIT 4

APPENDIX A-1

DRAFT INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	**Regional Transportation System Bus Priority System** Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.	***A. Route #9*** **State Road 24 (Archer Road)** from SW 23rd Terrace to SW 23rd Drive **State Road 331 (Williston Road)** from SW 25th Terrace to SW 23rd Street ***B. Route # 20*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue ***C. Route# 21*** **State Road 121 (SW 34th Street)** from Hull Road to SW 20th Avenue ***D. Route #35*** **State Road 24 (Archer Road)** from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) **State Road 226 (SW 16th Avenue)** from State Road 24 (Archer Road) to Shealy Drive **State Road 12 (SW 34th Street)** from SW 35th Place to State Road 226 (SW 16th Avenue) **State Road 226 (SW 16th Avenue)** from State Road 121 (SW 34th Street) to SW 23rd Street	$600,000
2	**Interstate 75 Intelligent Transportation System Corridor** Marion County line to Columbia County Line	A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times. B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline. C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.	$9,900,000

APPENDIX A-1 (Continued)

DRAFT INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	**Dynamic Message Signs on State Highway Arterials** Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.	A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound) B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound) C. State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue) D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound) E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound) F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)	$700,000
4	**Expand Automated Arterial Travel Time System** Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.	**A. State Road 25 (NW 13th Avenue)** State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road) **B. State Road 121 (SW 34th Street)** NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp	$600,000
GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS			**$11,800,000**

NA- Not applicable