

## MINUTES

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

NCFRPC Charles F. Justice Conference Room  
2009 NW 67<sup>th</sup> Place  
Gainesville, Florida

2:00 p.m.  
Wednesday  
December 2, 2009

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Doug Robinson, Vice Chair	Jonathan Paul, Chair	Whit Blanton	Marlie Sanderson
Dekova Batey	Harrell Harrison	Jennifer Carver	Michael Escalante
Linda Dixon		George Debrah	
Steve Dopp		Milton Locklear	
Kathy Fanning		Terry Shaw	
Ron Fuller			
John Gifford			
Michael Iguina			
Debbie Leistner			
Dean Mimms			
Ha Nguyen			
Karen Taulbee			

## CALL TO ORDER

Vice Chair Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, called the meeting to order at 2:09 p.m.

## I. INTRODUCTIONS

There were no introductions.

## II. APPROVAL OF THE MEETING AGENDA

Vice Chair Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, asked for approval of the meeting agenda.

**ACTION:** Dean Mimms moved to approve the meeting agenda. Steve Dopp seconded; motion passed unanimously.

### III. APPROVAL OF COMMITTEE MINUTES

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that the July 29, 2009 minutes are ready for approval.

**ACTION: Dean Mimms moved to approve the July 29, 2009 TAC minutes. Linda Dixon seconded; motion passed unanimously.**

### IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for December 14<sup>th</sup> at 5:00 p.m. in the Jack Durrance Auditorium. He said that the TAC's next meeting, if needed, is scheduled for January 27<sup>th</sup>. He added that there would be a Year 2035 Long Range Transportation Plan Environmental Issues Forum at 4:00 p.m. at the Gainesville Regional Utilities Meeting Room.

### V. SW 62<sup>ND</sup> BOULEVARD CONNECTOR INTERIM PROJECT- 60 PERCENT PLANS

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

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

**ACTION: Linda Dixon moved to recommend that the MTPO approve the SW 62<sup>nd</sup> Boulevard Connector Interim Project- including Archer Road at SW 40<sup>th</sup> Boulevard and SW 43<sup>rd</sup> Street at SW 20<sup>th</sup> Avenue intersection modifications and the SW 20<sup>th</sup> Avenue Smart Bus Bay Design Plans with one revision to modify the SW 20<sup>th</sup> Avenue typical section to widen the 4-foot bike to 5-foot, with the foot taken from the turnlane. Dean Mimms seconded; motion passed unanimously.**

### 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, and Mr. Sanderson 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: Linda Dixon moved to recommend that the MTPO approve the draft LRTP Vision Statement, Goals and Objectives with revisions as shown in Exhibit 1. Karen Taulbee 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. Sanderson stated that there were additional LRTP issues.

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 continue to 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.

**ACTION:** Linda Dixon moved to recommend that the MTPO:

- A. sunset the Design Team;**
- B. appoint to the Technical Advisory Committee (TAC), as a voting member, the City Arborist, with the County Arborist as the alternate member; and**
- C. appoint a representative of the City Beautification Board to the CAC, as non-voting member.**

**Dean Mimms seconded; motion passed unanimously.**

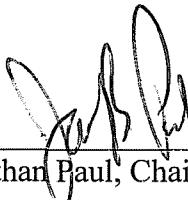
## XII. INFORMATION ITEMS

There was no discussion of the information items.

## ADJOURNMENT

The meeting was adjourned at 3:15 p.m.

3/15/10  
Date



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Jonathan Paul, Chair



RENAISSANCE PLANNING GROUP

Gainesville MTPO 2035 LRTP  
Draft Vision, Goals, and Objectives

EXHIBIT 1

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

*Prepared for:*

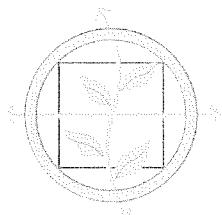
**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE  
URBANIZED AREA**

*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 LTRP 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 outcomes:

1. create more balance in east-west Gainesville area growth,
2. direct growth into existing infill and redevelopment areas,
3. encourage greenbelt between Gainesville Metropolitan Area and outlying municipalities in Alachua County, and
4. promote sustainable, safe, secure and energy efficient land use patterns and transportation choices.

**Deleted:** objectives

**Deleted:** discourage inefficient, sprawling development

## **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, including government facilities, such as schools and service centers, in areas that have existing and adequate infrastructure in place, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.4 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.
- 2.5 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.6 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.7 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.



- 2.8 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.
- 2.9 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.10 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.11 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses through Low Impact Development (LID) practices.

**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 pedestrians, bicyclists, and motorcyclists.
- 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.

**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 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures.
- 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 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity. 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).
- 4.6 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

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**Deleted:**  
**Deleted:** through established plans and protocols

**Deleted:** Continue to provide transportation services if a particular resource, such as petroleum, becomes scarce and expensive ¶

**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.