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Public Involvement





Submitted to:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area





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## ENGAGEMENT PROCESS

#### **Public Involvement Activities**

The purpose of the public involvement plan for the Year 2035 Long Range Transportation Plan (LRTP) was to provide various opportunities through which the community could learn about the planning process and provide their input and ideas for the Gainesville Urbanized Area's transportation future. The goal was to obtain substantive and broad-based feedback on transportation issues and options to build consensus on solutions that best reflected the varied needs and interests in the Metropolitan Transportation Planning Organization (MTPO) area. To achieve this goal, the public involvement plan included a range of public engagement mechanisms, including community workshops, focus groups, stakeholder meetings, and a project website. In addition, the LRTP elements were presented to the MTPO and advisory committees (Technical Advisory Committee, Bicycle/Pedestrian Advisory Board and Citizens Advisory Committee) at key points throughout the process. The public involvement plan is included in the Appendix.

#### Involvement of Local Agencies, Organizations and the General Public

The public involvement plan encompassed a broad definition of "public" for purposes of this planning process. The public includes those *affected by* changes (the plan) as well as those *effecting* change – individual citizens, organizations, the business community, public agencies, and others. In addition to general categories of "the public," the process also sought to engage persons and organizations with particular interests and needs, such as people with disabilities, UF students/faculty/staff, transit users, bicyclists, and others.

#### Project Website

Information on the LRTP process was posted on the MTPO website and a separate project website, www.livabletransportation.org, which was launched at the onset of the process and managed by consultant staff. The website included general information about the LRTP planning process, as well as contact information for study staff and upcoming meetings. The website, updated throughout the process, provided interested parties with project information,



links to surveys and other opportunities to provide comments and to sign up to receive communications and announcements about the LRTP.



#### Focus Groups

One of the key components of the public involvement program entailed a series of focus group discussions. While public workshops provide an opportunity for the public to come out and give input, workshops often require a large amount of resources and are not always effective in terms of conducting broad outreach to a diverse cross-section of the community. For that reason, the MTPO also emphasized focus groups for this LRTP process, providing for a wider range of geographic and sociocultural diversity and opinions about transportation issues. The public engagement activities emphasized reaching out to many groups and organizations, including environmental interests, the business community, the Transportation Disadvantaged Coordinating Board, the Community Traffic Safety Team, East Gainesville residents/businesses, and others. While not all groups that were contacted participated in the process, a number of focus group discussions provided valuable input into development of the transportation needs plan.

The overarching objectives of the focus group meetings were to identify values and priorities and communicate information and issues to be considered in the transportation planning process. Feedback was solicited during the discussions to identify stakeholder values and their sense of how anticipated development and transportation investments will address individual and regional needs. Ideas on key themes, issues, opportunities and specific investments and strategies to consider in the planning process were recorded. The sessions concluded with a discussion about how their input will be used in the development of the Long Range Transportation Plan and the attendees were encouraged to participate in the public workshops.

#### FOCUS GROUP DISCUSSION GUIDE

- Are there specific areas where traffic safety is a major concern?
- What transportation modifications could be made to improve safety for all users of the transportation network?
- What is needed to enhance transit options, expand bicycle and pedestrian mobility and provide for safer streets?
- What is your commute like? Could it be better?
- How important is it to expand transit options to improve mobility? Where should transit improvements occur?
- What are your thoughts on potential downtown redevelopment strategies involving Main Street and University Avenue?

These focus group discussions provided a better understanding of the major mobility issues in the Gainesville Urbanized Area and were used in developing the various alternatives for evaluation. Minutes from the focus group discussions and other meetings attended are included in the following pages:



#### Transportation Disadvantaged Coordinating Board -- August 12, 2009 Minutes

On behalf of the MTPO, Renaissance staff presented a brief overview of the Year 2035 LRTP at a regular meeting of the TD Board at the Jack Durrance Auditorium. There were about a dozen members of the public in the audience who were invited to speak following the presentation, but discussion primarily came from the board members.

There was a question concerning the extent to which the LRTP would address or recommend use of alternative fuels as part of strategies to address climate change and peak oil. There was considerable discussion in support of an MTPO action at its previous meeting to endorse seeking a Congressional appropriation for Bus Rapid Transit (BRT) to serve proposed developments and improve transit service linking Northwest Gainesville with commercial destinations, Santa Fe College, the University of Florida and downtown. Within the urban area, board members commented on the need for full transit connectivity along NW 39<sup>th</sup> Avenue between Waldo Road and NW 83<sup>rd</sup> Street (or perhaps NW 98<sup>th</sup> Street). There are breaks in service, and the presence of the Adult Basic Education program at Santa Fe College means that service is lacking for people who need it. Santa Fe College (SFC) needs to be able to negotiate service with the Regional Transit System (RTS). Northwest transit service connectivity needs to improve access at NW 53<sup>rd</sup> Avenue and NW 43<sup>rd</sup> Street.

It was noted that the County encourages people to annex into the City to receive urban services, particularly transit. The NW 53<sup>rd</sup> and NW 43<sup>rd</sup> area is one that has resisted annexation.

Another main topic was park and ride lots to facilitate transit service from outlying areas into the employment, service and educational destinations. Several potential park and ride lot locations were discussed, including at SFC, Jonesville and in the outlying cities of Alachua County. There was discussion of a Massachusetts State Commuter/Express bus that pulls off the interstate at selected park and ride locations to connect to the rail system and airport. Board members commented that for park and ride to work well in Gainesville, there is a need for the cost of parking to increase. Express buses are also needed to make it work effective, such as more of a radial transit system structure than a loop network. Smaller buses could be used to circulate through certain areas to connect with the radial or express bus network. There was also discussion of a mobility fee with zones to charge people different amounts to ride transit, with the fee used to cover operational costs for better service. Some board members felt that, in order to make transit service available to everyone, the costs should be shifted to the broader community as is done with other public facilities such as libraries.

#### Community Traffic Safety Team (CTST) – September 17, 2009 Minutes

On behalf of the MTPO, Renaissance staff presented a brief overview of the Year 2035 LRTP at a regular meeting of the Alachua County CTST at Gainesville Technology Enterprise Center (GTEC). There were about 15 members of the CTST in attendance. Following a brief overview of



the LRTP process, the attendees were invited to provide input and comment on safety or other mobility issues facing the community. Safety at Idylwild Elementary – access via Williston Road for parents picking up or dropping off their kids – was mentioned. It was also suggested that the UF/Shands Trauma Center might be a good contact for crash information. The CTST discussed a number of ongoing issues and engineering concerns related to safety. In terms of discussion regarding the LRTP, key issues include having better transit throughout the county so people can drive less, examining how to tailor generic recommendations in the State Highway Safety Plan so they are applicable in Alachua County, elderly mobility issues, and likely community and business opposition to further road diets (e.g., University Avenue). There was some discussion concerning performance measures for safety, such as crashes, fatalities and speeding.

# Business Community Coalition (Builders Association of North Central Florida/ Gainesville Area Chamber of Commerce) – September 22, 2009 Minutes

On behalf of the MTPO, Renaissance staff presented a brief overview of the Year 2035 LRTP at a special meeting of the Business Community Coalition at the Builders Association office on NW 66th Court. There were about 12 participants from the Chamber of Commerce, Homebuilders and other groups involved in the development and real estate industries. Following a brief overview of the LRTP process, the attendees were invited to provide input and comment on mobility issues facing the community. Major issues discussed included the need for more roads, concern that increased transit would not solve congestion problems or be useful for most working people with family responsibilities, and concern that current policies in the community sought to create a dense urban community within a sprawl community. Participants also indicated a feeling that the development process in Alachua County was too lengthy and that impact fees have caused more growth in outlying areas and other counties (based on their observations of AM and PM peak congestion on Williston Road and Archer Road). Park and ride lots were suggested as a way to capture commuters and shift them into other modes. Most agreed there needs to be a balanced approach between transit and roads. Participants indicated a better road network and more efficient/reliable transit would help. There was support expressed for bus turnout lanes, especially along Archer Road. It is important to modify the existing infrastructure to make both bus and car traffic work, rather than emphasizing one over the other. There was also discussion about ride matching/carpools and incentives as viable strategies that should be investigated further. The need for a regional solution that addresses all modes given this area's employment and educational presence as a regional destination was suggested. The extension of NW 83<sup>rd</sup> Street to Millhopper Road was mentioned as an important project. Finally, the group mentioned the need to explore funding options such as sales tax, etc., to fund a mix of transit and road construction projects (to gain support from business interests). The general feeling was that impact fees are inhibiting growth, so other funding solutions are needed that provide more balance for all users.



#### East Gainesville Focus Group - November 9, 2009 Minutes

The City of Gainesville Economic Development Division assisted Renaissance Planning Group with putting together a focus group meeting for businesses and residents in East Gainesville. The meeting, held at the Gainesville Technology Enterprise Center (GTEC), included representatives from the East Gainesville Development Corporation, Gainesville Regional Airport, Gainesville Front Porch Florida, Anglin Construction, and Our Town Gainesville. Major issues identified by this group included the need for safer opportunities to cross Waldo Road, better transit connections traveling east-west in Gainesville, high traffic speeds on Williston Road, and traffic volumes and safety issues in school zones. The group was supportive of identifying Hawthorne Road as a Bus Rapid Transit corridor, providing more transportation choices for residents of East Gainesville, and consideration of park and ride facilities in the airport area.

Attendees: Gary Anglin (Anglin Construction and Our Town), Shaad Rehman (City of Gainesville), Chris Coleman (East Gainesville Development Corp.), Allon Penksa (Gainesville Regional Airport), Juanita Miles Hamilton (Gainesville Front Porch Florida)

#### Environmental Issues Forum – December 2, 2009

An Environmental Issues Forum was held on December 2, 2009 at the Gainesville Regional Utilities (GRU) Meeting Room to provide an opportunity for environmental agencies and organizations to provide input on how the LRTP should address and consider various environmental issues. such as climate change/peak oil, energy conservation, air quality, noise, water quality, wetlands/springs, wildlife and and environmentally sensitive habitat. lands. Approximately 15 people (both agency staff and citizens) attended the representing various agencies



including the Department of Environmental Protection, Sierra Club, Women for Wise Growth, Gainesville Regional Utilities, St. Johns River Water Management District, and Alachua County Growth Management. Major issues identified by meeting participants included the need for continuous bicycle facilities/lanes, improved lighting and crosswalks for pedestrians, increased enforcement for bicycle and pedestrian safety, alternative fuel vehicles and associated support facilities, increased visibility of the transit system and more shelters, and interest in using local companies for construction of infrastructure.



Attendees: James Weimer, Bill and Rae Marie Gilbert, Josh and Sally Dickinson, Anthony Miller, Kathy Viehe, Bill Shepherd, John Gifford, Randy Weills, Nella Jagtap, Carlye Gates, Elizabeth Hernandez, Valerie Rosenkrantz, Kathleen Pagan

#### Other Meetings/Presentations

MTPO and consultant staff made a number of other presentations to community groups, agencies and others throughout the LRTP process. The minutes of these meetings and presentations are provided below:

#### Evaluation and Appraisal Report Meeting, March 12, 2009 Minutes

MTPO staff made a brief presentation introducing the LRTP at a joint meeting of the Alachua County Commissioners and the Planning and Zoning Commission. The meeting, held at the Jack Durrance Auditorium, 12 SE 1st Street, Gainesville, was part of the County's effort to update its Comprehensive Plan and was open to the public. The meeting focused on the connection between transportation and land use, an important concept for the LRTP as well as the County's growth management plan.

## University of Florida (UF) Sustainable Transportation Workgroup, December 9, 2009 Minutes

The LRTP process was closely coordinated with development of the update of the UF Campus Master Plan Transportation Element. To that end, consultant staff presented an update on the LRTP process and data development to the UF Sustainable Transportation Workgroup. Discussion included a suggestion that the mode counts at certain entry locations can serve as screenlines for the LRTP model. More detailed minutes prepared by the University of Florida are included in the Appendix.

#### Transit Planning Workshops for UF, March 16, 2010 Minutes

Two public workshops to discuss transit issues for the Campus Master Plan update were held at the University of Florida on March 16, 2010 (1:30 and 5:00 PM). Workshop participants marked up maps of the UF area with their suggestions for transit service and completed discussion guides with additional questions on incentives and barriers for using transit to get to and around campus. The presentation included an overview of the LRTP process and the alternative networks that were being evaluated. Workshop participants provided comments and marked up maps for the alternative networks. More detailed minutes for this workshop are included in the Appendix.



#### **Presentations**

Presentations on the LRTP process were made by MTPO staff and/or consultants at the following meetings of various agencies and organizations. Participants provided input on the area's transportation needs.

- Alachua County League of Cities, March 30, 2010
- Home Builder's Association of North Central Florida, May 5, 2010
- Chamber of Commerce Public Policy Committee, May 11, 2010
- City of High Springs (at their request), May 13, 2010
- Sustainability Forum, May 19, 2010
- Sierra Club, June 6, 2010
- Women for Wise Growth, June 30, 2010
- Alachua County Emerging Leaders (ACEL), July 28, 2010

#### MTPO Committee Meetings

Briefings were provided to the Technical Advisory Committee and Citizens Advisory Committee throughout the LRTP process. MTPO staff also coordinated with City of Gainesville staff to present LRTP materials to the Bicycle/Pedestrian Advisory Board. These Advisory Committees provided valuable guidance that was incorporated into the recommendations made to the MTPO for the plan.

#### **MTPO** Presentations

Briefings were provided to the MTPO at key points in the LRTP process, including at the following meetings: April 2009, December 2009, March 2010, June 2010, August 2010 (Needs Plan public hearing) and October 2010 (Cost Feasible Plan public hearing). Agendas and minutes for the MTPO meetings are available on the MTPO website. MTPO meetings are public meetings and include a time for public comment, serving as an additional opportunity for the public to weigh in on the transportation needs and priorities.

#### Public Workshop I: Issues and Opportunities, April 23, 2009 Minutes

#### Introduction

About 45 citizens of Gainesville and Alachua County attended the first scheduled public workshop for the Year 2035 Long Range Transportation Plan (LRTP), sponsored by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The workshop, held at an accessible





location in downtown Gainesville, was designed to allow participants to provide input to identify the area's transportation issues and needs, and to comment on the MTPO's existing vision and several transportation issues facing the community. Public involvement is very important to this planning process, as the LRTP will set transportation priorities and guide the use of federal, state, and local funding for transportation projects over the next 25 years.

The evening workshop agenda included an informal open house period to review maps, followed by a 20-minute presentation giving an overview of the LRTP process, major topics and schedule. After a short question/answer period, the participants were organized into four groups based on geographic parts of the Gainesville area. Each group was asked to spend about 30 minutes or so marking up maps using colored pens to show transportation issues, network gaps or barriers, along with opportunities for improving the transportation network for various travel modes.

In addition, flip charts, individual maps, surveys, and evaluation forms were used to collect both specific and general comments from participants about the Gainesville area's transportation system. A map series provided important context information about existing and planned transportation networks and study area features. Both the worksheet responses and the mapping exercise responses will guide the development of the scenarios, and will help identify projects that should be considered for analysis, and ultimately, funding priority. The mapping exercise also allowed participants to review a collection of maps and draw areas where they wanted improvements. Both exercises aim to identify transportation system needs.

This workshop was also coordinated with Gainesville Regional Transit System's (RTS) Transit Development Plan (TDP) process. Materials about the TDP were provided to meeting participants, part of the evening's presentation covered the TDP process, and participants were requested to complete surveys regarding future transit facilities and services in the Gainesville area.

#### Survey responses

Participants completed a survey that sought to gauge the level of support or resistance to certain transportation issues facing the area that will be addressed in this planning process. A survey summary was posted to the LRTP website (<a href="https://www.livabletransportation.org">www.livabletransportation.org</a>). The following key points highlight the findings from that activity.

- A plurality about 60 percent agreed or strongly agreed with the current MTPO vision for transportation and land use decision-making, which has guided the last two long range transportation plans (adopted in 2000 and 2005)
- More than 90 percent agreed that the area needs to invest in rapid transit on major corridors serving destinations in the City of Gainesville (e.g., Newberry, Archer and Waldo Roads); more than 60 percent strongly agreed with the statement.



- A large majority would like to see more park and ride lots to support transit service connecting outlying areas into destinations.
- More than 70 percent strongly agree that it makes sense to create parallel transit corridors instead of widening the congested major state roadways into the University of Florida and Gainesville
- Only about 15 percent of workshop participants believe existing bus service is adequate to meet most of their daily travel needs; more than 60 percent disagreed.
- Nearly 80 percent believe more emphasis should be placed on improving bicycle and pedestrian facilities to connect people to places in the community
- Most participants (61 percent) would like to see a greenbelt buffer separating the Gainesville urban area and development occurring in the outlying cities of Alachua County.
- 65 percent of workshop attendees believe declining oil resources will "fundamentally" shift how people live, work and travel in the coming 25 years. About a quarter were unsure or had no opinion.
- Interestingly, about 85 percent of respondents believe more emphasis is needed to improve traffic flow and efficient operations on the existing roadway network
- Most workshop participants (36% strongly agree; 29% agree) believe improving traffic safety for all users is more important than adding road capacity or providing more transit service.
- Exactly half of all participants believe Gainesville's transportation system is capable of handling an emergency response or major evacuation, if warranted.

#### Mapping Exercise

As described above, participants broke into geographically-oriented groups to mark up maps and make comments on transportation issues, needs and opportunities. A composite map of the major comments has been created for use by the study team in preparing the plan. This section summarizes the written comments on the maps and flip charts for each group.

#### North Planning Sector

- There is limited transit service to medium density areas
- Public transportation should be extended beyond Gainesville City Limits
- Transit service is needed to Santa Fe College at night
- Newberry Road bypass needed
- Increase speed on 143rd Street near Jonesville
- Bus service is needed to Alachua and High Springs (GNV Shands)
- Homeless shelter at 53rd and 441 needs bus service particularly to the hospital
- Consider adding a transit shelter at 16th and 441 (Old Guthrie's)



#### Northwest Planning Sector

Increase in transit coverage needed

#### Central Planning Sector

- BRT lines on major roadways
- Beef up 34th St transit corridor
- Difficulties crossing 34th St in wheel chair (up to 10 minutes)
- Difficulties crossing 13th St in wheelchair
- 34th St/35th PI difficult to cross due to short pedestrian green cycle
- Later bus service needed especially at apartments
- Transit connectivity to other cities and counties needed
- Bus routes end earlier when students are on break
- Aesthetic improvements for bike/ped facilities needed to improve use
- Bicycle connection needed to avoid 6th Street and 13th Street
- Need two-way bus service on 34th St (from University Avenue to Williston Road)
- Several bicycle and pedestrian barriers (noted on map)
- Bicycle/pedestrian opportunities on NW 23rd Avenue and 16th Avenue

#### East Planning Sector

- Lamplighter (neighborhood) is in Gainesville transit routes should be provided
- Bus stop recommendation on Waldo Road
- Transit routes on major roads, such as University/SR 26, Waldo Rd, and SR 20

#### Southwest Planning Sector

- Transportation barriers along I-75 (few adequate crossings for all users)
- Increase in transit routes on major roadways
- Bicycle access to Butler Plaza is needed
- Express transit route on Newberry Rd
- Road opportunities
- SW 122nd St: from Newberry Rd to 39th Ave
- 143rd St: From Newberry Rd to 232 (Millhopper Rd)
- Park and ride lot at Newberry Rd to capture Gilchrist County traffic
- RTS facility downtown leaves passengers feeling unsafe

#### General Comments

 Need additional service to Newberry possibly a BRT although I would like to see a dedicated bus lane for buses only.



- The ecology of the Earth is rapidly changing we're destroying the natural systems that sustain us. When ocean levels rise several inches within the next few decades, thousands if not millions of people will be moving to the higher point or the spine of the state. Plan for it!
- Why is there less bus service on weekends when people would be more willing to ride the bus if there was bus service (so we could go to movies or bowling or out to eat and to go to theater or go shopping or church)?
- Could there be more bus stops like a stop closer to 1st Presbyterian Church on SW 2nd Ave?
- Why do we have shorter service/less service just because the students are gone? There are those of us who aren't students who ride the bus a lot too.
- More emphasis on pedestrian safety is needed. More connections between roads are needed. Many bicyclists use unsafe roads because your "infill" developers are allowed to close streets and build cul-de-sacs. A net of streets responds to stress better than trunk and branch which can be easily shut down by a single incident.
- Current growth management rules drive development to the west. Due to the environmental sensitivity of eastern point of the county prohibits any growth in the area, thereby drastically reducing the infill capabilities.
- Comments on the proposed MTPO Vision Statement
  - o Activity centers and town centers should guide the MTPO Vision plan.
  - o Creating balances should not overlook the current need.
  - o More buses, longer hours, transportation to Archer, Micanopy, High Springs/Alachua. More transportation on weekends.
  - o The west side has more roads over or near capacity more transit from west of I-75 to employment centers. Low income people on east side need more transit services.
  - o I strongly agree with the statement, however, CONTRA the city, 53rd avenue should NOT be a redevelopment area. Pine forest to concrete is not progress.
  - o The statement is good but does not seem to be broad enough. Maybe it should be more comprehensive.

#### Next Steps

Based on the input from this workshop and other public involvement activities later in the year, the MTPO study team developed goals, objectives and performance measures (measures of effectiveness), as well as alternative networks to be considered in the development of a recommended Year 2035 Needs Plan.



# Public Workshop 2: Develop Network Alternatives and Climate Change Factors, February 16, 2010 Minutes

The second community workshop was held February 16, 2010 at The Thomas Center, 302 NE 6th Avenue, Gainesville. The purpose of the workshop was to:

- Identify how to better connect people and destinations in the Gainesville area by car, bus/bus rapid transit, streetcar, biking, and walking.
- Determine the best ways to address the potential effects of peak oil production and greenhouse gas emissions on the transportation network.



- Confirm how to know if the transportation plan is effective and what should be measured.
- Identify safety concerns and strategies to address them.

The workshop included an open house period while meeting participants registered and reviewed maps and other materials available in the room. A 30-minute presentation provided an overview of the LRTP process, the proposed vision, goals, and objectives, and the accessibility analysis. Meeting participants were given the opportunity to help define alternative networks for evaluation and to provide guidance on peak oil strategies. After the presentation, participants were asked to review maps of travelsheds/corridors in the Gainesville Urbanized Area and mark their "vision" for the corridor on the map. In addition, maps of the highway, transit (including potential bus rapid transit and streetcar), and bicycle/pedestrian networks were provided for comments. Participants were asked to identify how their vision and ideas for the corridors fit into the regional networks for various modes of travel. Participants identified the locations of specific safety problems they perceive and to think about key employment and activity centers and connections would be needed to support their vision for the future. Participants were asked to complete a worksheet and meeting evaluation to provide additional input on policy and strategy options to achieve LRTP vision, goals and objectives. The results of the surveys are provided below.

#### Workshop #2 Survey Results

- Roads
  - Network of 4-lane roads
  - Expand road network to alleviate congestion



#### Access/connectivity

- More access to UF for cultural events
- Connect campuses

#### Safety

Many locations pointed out for specific safety issues/solutions

#### Speeds

- o Don't reduce speeds on Archer Rd in front of Shands and VA Hospital
- o Reduce speeds along NW 8th Ave

#### • Transit

- Concerns about BRT route through intersection of Archer Rd & 34th St
- o Increase bus service; free bus service
- Add streetcar line to Butler Plaza

#### • Bicycle/Pedestrian

- o More on/off-road facilities in W. Gainesville area
- Designated routes to specific places

#### • Gas at \$4/gallon?

- o 72% are likely to use a mode other than single occupant vehicle (SOV)
- o Gas at \$10/gallon?
- 84% likely to switch from SOV
- 43% likely to move closer to job or school



#### Is it important for the community to establish the following policies?

01	
No	No Opinion
re accessible?	
25%	15%
9%	20%
ansit?	
35%	14%
0%	11%
9%	11%
ccessful if:	
5%	4%
es by transit	
5%	2%
vices	
12%	2%
16%	13%
	25%  9%  ansit?  35%  0%  9%  ccessful if:  5%  es by transit  5%  evices

#### Most appropriate strategies for:

<u>Transit</u>	<u>Highway</u>	Bicycle/Pedestrian
45% Serve larger area	42% More grid in western part of county	20% Regional connectivity/networks in outer areas
55% Higher level of service in existing service area	58% Improve efficiency in urban core	80% Retrofit existing roadways

# Public Workshop 3: Development of Cost Feasible Plan, September 21, 2010 Minutes

The third public workshop, held on September 21, 2010, at the GRU Multi-Purpose Room in Gainesville, focused on prioritizing transportation project. The key goals of the workshop were to have participants:

- Identify how transportation dollars should allocated among roadway, transit, and trail projects.
- Weigh in on how their priorities would change in response to very high gas prices.





• Identify what projects will help ensure that the MTPO reaches its transportation goals in the Gainesville area.

The workshop included an open house period while meeting participants registered and reviewed maps and other materials available in the room. A 30-minute presentation provided an overview and status report on the LRTP process, including the evaluation of the three network alternatives, development and evaluation of the fourth hybrid needs network, and the recommended Needs Plan for transit, roadway, and bicycle/pedestrian projects. Meeting participants were given the opportunity to help define alternative networks for evaluation and to provide guidance on peak oil strategies. After the presentation, participants were asked to review the Needs Plan projects and identify their priorities using colored dot stickers allocated by relative percentages of various funding types available (roadway, transit, enhancements, and flexible funding). Participants were asked to provide comments on their priorities (on the maps and on a worksheet) and on policies and key issues. The results of the workshop are summarized on the following pages:

#### **Priorities**

Participants were asked to rank the following items in priority order.

- Widen roads to relieve traffic congestion
- Build new roads to provide alternate routes
- Synchronize traffic signals
- Change roads to make them easier for people to ride a bike, walk, or take the bus (may mean fewer lanes)
- Expand current local bus service (more hours of service and/or bus comes more often)
- Add new types of transit service (streetcar or bus rapid transit) that would run to downtown and UF very often
- Build paved trails for people to walk and bike

The highest priority items from participants were widening roads to relieve congestion, change roads to make them easier for people to ride a bike, walk, or take the bus (may mean fewer lanes), and expand current local bus service (more hours of service and/or bus comes more often).

Participants were then asked how their priorities would change if gas prices were \$15 per gallon? Responses are included below:

- I would want more transit service and bike trails.
- Priorities 3 (synchronize signals) and 4 (new transit service) would switch.
- No change.



- Try to align my daily activities either close to home or along transit routes.
- More park and ride.
- No change.
- Not at all.
- I would buy a horse! Just kidding! I would look for work close to home.
- I will walk!
- Switch priorities 2 (synchronize traffic signals) and 3 (change roads to make it easier to bike/walk).
- Seek more RTS services. Move closer to Gainesville center.
- Same.
- Such a change would only confirm the reasoning for my priority rankings.

#### Specific comments made on the maps are included below:

#### Adopted Needs Bicycle and Pedestrian Network

- Use power line easements for bike trails
- Need more neighborhood linkages
- Add bike friendly streets to complete network. e.g, Northwest 31st Avenue not on major arteries.

#### Adopted Needs Map - East

- Trolley should be routed on University Avenue and not on South 2nd Avenue
- I put all of my roadway money into multimodal because it addresses busiest and most dire traffic congestion near downtown, midtown and UF campus, which with all respect to other neighborhoods, is our cultural economic center.

#### Adopted Needs Map – Northwest

- Neighborhood multiuse path
- Neighborhood planning process with "Rutledge" area did not support widening of NW 23rd Avenue. Community did support multiuse path as noted.

#### **General Comments:**

- No median closures at NW 16th avenue between NW 16th Terrace and NW 13th Street.
- I am concerned that B/PAB is falling out of touch with both the cycling and residential/business communities regarding the I6th Avenue/23rd Avenue re-tooling. At a meeting several months ago a group w/ competing interests and visions came to a cost effective and forward thinking consensus that was to be recommended to the county. The B/PAB representatives there agreed to this proposal. Now, the B/PAB is recommending an entirely different proposal to the county, which was not discussed at the meeting and which



was considered to be infeasible, since it would radically reduce automobility (by going from 4 lanes to 3).



## **EVALUATION/OUTCOMES**

The various methods used to engage the public in the development of the LRTP provided a wide range of feedback throughout the process. The combination of workshops, focus groups, and advisory committee meetings allowed participants to focus on their priorities and needs for the transportation network in the Gainesville Urbanized Area. Held at various points in the process, these activities provided important feedback on the plan recommendations, shaping the final Needs and Cost Feasible Plans. As mentioned earlier, this process sought to incorporate a wide range of citizens and organizations with diverse opinions and needs, and the approach was successful. The focus groups supplemented the input provided at the workshops and formed a basis for development of the Needs Plan and priorities. The input received through these various activities, including the website, was valuable and made an impact on the plan. Participants at all workshops were asked to complete evaluation forms (see Appendix). A summary of the meeting evaluations is included below:

#### Workshop I:

The meeting location was accessible for people with disabilities, and participants indicated they felt it would be a good location for future meetings. Meeting materials were generally clear and easy to understand, there were ample opportunities to offer input, and staff was receptive to public comments. Most participants felt the workshop exercises were valuable, and all but one indicated the workshop was enjoyable and informative. Several persons with disabilities attended the workshop, and the majority of participants were over age 40. Participants heard about the workshop in a variety of ways, including flyers, email, and other ways. Specific comments were received from some participants:

- I liked the mapping exercise.
- Don't know at this point. Will let you know after I've been to more meetings.
- To have some buses have more time on routes.
- You have worked things out quite well now, thank you.

#### Workshop 2:

The meeting location was accessible for people with disabilities, and participants indicated they felt it would be a good location for future meetings. Meeting materials were generally clear and easy to understand, there were ample opportunities to offer input, and staff was generally receptive to public comments. Most participants felt the workshop exercises were valuable and that the workshop was enjoyable and informative. The majority of participants were over age 30, and one participant indicated that English was his/her second language. Participants heard about the



workshop in a variety of ways, including friends, email, and direct contact. Specific comments were received from some participants:

- Better pens!
- Advertise them better.
- More maps/spaces for each corridor, so as to allow individual access more clearly labeled streets.
- More structured discussion groups. I like the idea of options, but some areas had more participation than others.
- Computer showing entire county with zoom capabilities. Show regional linkages.

#### Workshop 3:

Meeting location was accessible for people with disabilities, and participants indicated they felt it would be a good location for future meetings. Meeting materials were generally clear and easy to understand, there were ample opportunities to offer input, and staff was generally receptive to public comments. Most participants felt the workshop exercises were valuable and that the workshop was enjoyable and informative. Participants heard about the workshop in a variety of ways: including flyers, friends, email, and others.

#### Disposition of Public Comments

Throughout the planning process, public comments were collected at public meetings and workshops, through the website/email, and other venues as described in this report. These comments were incorporated into the development of all plan components, including the Needs and Cost Feasible Plans.

#### Workshop #1:

The comments received from the public at Workshop #I are outlined in the workshop minutes included earlier in this document. The following section discusses how the comments were incorporated into the development of the LRTP.

#### Vision, Goals, Objectives

Meeting participants were asked to comment on the existing MTPO vision. While most people agreed with the current vision, there were a number of comments regarding priority areas on which the MTPO should focus its planning and funding. These comments were used in the development of the Vision, Goals and Objectives for the Year 2035 LRTP. For example, participants supported the idea of a greenbelt buffer separating the urban area from more rural areas, an outcome that was included in the revised vision statement. Meeting participants also



indicated the need to reduce disparity between the east and west portions of the Gainesville Urbanized Area.

#### Modes of Transportation

Many workshop participants commented on the need for additional transportation options, especially express bus, Bus Rapid Transit, park and ride lots, and bicycle/pedestrian facilities. These options were incorporated into the Needs Plan and Cost Feasible Plan and several transit projects were prioritized for funding.

#### Peak Oil

This first workshop introduced the idea of peak oil and how it might affect our transportation needs/networks and land use decisions in the future. Participants indicated general agreement that higher oil costs and/or scarcity would change the choices people make about where they live/work and how they get around. This information was used throughout the planning process as the accessibility analysis and peak oil scenarios were developed and evaluated.

#### Other Issues

Participants indicated that operation of the existing network, safety, natural systems, and emergency response were all important issues. These were incorporated into future workshop activities and in the development of the alternative network for evaluation for the Needs Plan.

#### Mapping Exercise

Specific comments provided in the mapping exercise were also incorporated into the development of the Existing Plus Committed network and the alternative networks for evaluation.

#### Workshop #2:

As for Workshop #1, the comments received from the public at Workshop #2 are outlined in the workshop minutes included earlier in this document. A discussion of how the comments were used in the development of the LRTP is included below.

Feedback was provided by workshop participants on a number of transportation network issues, including roads, access/connectivity, safety, speed, transit, and bicycle/pedestrian facilities. These comments were used in conjunction with maps marked up by participants to further define the three alternative networks that were evaluated following the workshop, especially the roadway and transit infrastructure. Comments regarding bicycle and pedestrian facilities were incorporated into the proposed bicycle/pedestrian network and priorities. Very specific information about the locations of safety issues was collected on the maps. This information was incorporated into the LRTP Safety Element and provided to the Community Traffic Safety Team for further discussion and/or action.



Feedback received on how participants would respond to higher gas prices and the policy priorities that should be considered by the MTPO and local governments was incorporated in the network alternatives, the Needs Plan, Finally, information on how to determine if the transportation network was successful in the future was used in the development of evaluation measures and benchmarks.

#### Workshop #3:

As for Workshops #I and 2, the comments received from the public at Workshop #3 are outlined in the workshop minutes included earlier in this document. A discussion of how the comments were used in the development of the Year 2035 Cost Feasible Plan is included below.

Participants were asked to rank a series of project types in priority order. They were also asked prioritize possible changes to make in the event of very high (simulating a peak oil scenario). The results of this workshop were used to develop the Cost Feasible Plan. These results were especially useful in the allocation of funding and identify the recommended land use and transportation strategies to mitigate for peak oil.

#### LTRP Adoption Hearings, October 4, 2010 and October 27, 2010

The only significant public comment received on the draft long range transportation plan was received from representatives of the City of Archer who attended the third public workshop (September 21, 2010) and the two Cost Feasible Plan adoption hearings (October 4 and 27, 2010) and requested that the widening of Archer Road be included in the Cost Feasible Plan. The project was included in the draft Cost Feasible Plan that was presented to the MTPO for adoption. Ultimately a policy decision was made to describe this project as "BRT dedicated lanes design, additional roadway capacity and corridor study (PD and E)." The minutes from MTPO meetings which included discussion of the LRTP are included in the Appendix.



## VISION, GOALS, AND OBJECTIVES

#### Vision Statement

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

- I. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
- 2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
- 3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
- 4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park and ride facilities; and
- 5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.

#### Goals and Objectives

#### Goal Statement 1: Economic Vitality and Community Livability

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.

- 1.1 Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.2 Encourage development and location of employment centers to promote desired housing patterns and densities.
- 1.3 Encourage location of health care and commerce in proximity to all residential areas.
- 1.4 Direct location of goods distribution centers to avoid negative impact on residential areas.
- 1.5 Improve the viability of alternatives to the single occupant vehicle (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.



- 1.6 Increase the number of "complete streets" that provide accommodations for all users.
- 1.7 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.8 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.9 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.10 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- I.II Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.12 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.13 Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Urbanized Area.
- 1.14 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.15 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.16 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.

- 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 the 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.
- 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 development, 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.

#### 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.

- 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.

#### Goal Statement 4: Security and Resilience

Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.

- 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, 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 event/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing 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.

- 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.



## **APPENDIX**

# METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

### 2035 LONG RANGE TRANSPORTATION PLAN

#### PUBLIC PARTICIPATION PLAN



This report was funded in part through a grant from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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#### No.

#### INTRODUCTION

One of the foundational pieces of any long range transportation plan is to develop a Public Participation Plan (PPP) that provides ample opportunities for meaningful public involvement in the development, evaluation, refinement and adoption of the plan. This is the component of the plan that will define the overall schedule, goals, desired outcomes, techniques and tools to be used for engaging the public in the development of the Gainesville Area Metropolitan Transportation Planning Organization (MTPO) 2035 Long Range Transportation Plan (LRTP). The PPP must reflect and engage community groups and established public involvement procedures to the extent practical, and will be consistent with the federal requirements of SAFETEA-LU and Title VI of the Civil Rights Act for outreach and involvement of all population groups without discriminating.

This document presents the proposed approach for the Public Participation Plan for the MTPO's 2035 LRTP, subject to review comments by MTPO staff, and endorsement by the MTPO. The plan will be implemented by the MTPO's consultant, Renaissance Planning Group, concurrent with completion of the approved Scope of Services for the LRTP, over the course of the 24-month project. Logistical support for implementation of the Public Participation Plan will be provided by MTPO staff and the staff from local partner agencies, as appropriate. The consultant and MTPO staff comprise the study team.

#### 

#### PUBLIC PARTICIPATION REQUIREMENTS

#### SAFETEA-LU

The federal transportation law, officially titled a Safe, Accountable, Fair, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU), elevates the importance of public participation in the development of transportation plans and programs at the state and metropolitan levels. The law adds safety and security as separate new planning factors that must be considered, and requires early consultation with environmental resource agencies on the development of the LRTP and other planning programs. The law also requires that public participation efforts, and how they influenced the development of the plan, are documented in a stand-alone report.

#### ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act and the 1994 US Department of Transportation Order on Environmental Justice require that the metropolitan transportation planning process seeks to identify the needs of low-income and minority populations, and provide an analytical framework to address issues of service equity regarding the benefits and burdens of transportation system investments for different socioeconomic groups. The MTPO's public involvement process must have an identified strategy for engaging minority and low-income populations in transportation decision-making, and employ strategies to reduce participation barriers for such groups.

#### III

#### PUBLIC OUTREACH MECHANISMS

Several types of media and public venues will be used as part of the public participation process. The MTPO will develop a procedure for collecting race, color, religion, sex and national origin statistical data of participants in public involvement events [see 23 CFR 200.9 (b) (4)]. This will help assess the effectiveness of the public participation plan. In additon, it will also document the efforts that have been made to reach all segments of the community.

#### **MEDIA**

The MTPO has established a good working relationship with media in the Gainesville Metropolitan Area. This includes the following outreach mechanisms.

- Internet website
- newsletters
- newspaper display advertisements in the Gainesville Sun and Gainesville Guardian (minority publication)
- newspaper legal advertisements in the Gainesville Sun and Gainesville Guardian (minority publication)
- press releases
- radio and television announcements

Listed in the following section are specific publications and radio and television stations that will be contacted. This list identifies which ones are minority news media. The type and number of news media used to announce public participation opportunities is varied on occasions, so that communications are tailored to the particular community or population. This includes advertising in a local newspaper that primarily services minority and low-income areas- *The Guardian*.

#### **NEWSPAPERS**

- Alachua County Today
- · High Springs Herald
- Florida Alligator
- Gainesville Sun
- Gainesville Sun- Guardian (Minority and Low-income News Media)

#### **RADIO STATIONS**

- Classic 89
- WRUF

WSKY- WKTK

#### **TELEVISION STATIONS**

- WCJB TV 20
- NEWS 5

#### **PUBLIC AUDIENCE**

- General public, homeowners associations and/or groups representing the disabled
- Metropolitan Transportation Planning Organization (MTPO) and Advisory Committees and Boards
- Special interest groups such as the Chamber of Commerce, Homebuilders Association, Women for Wise Growth, Sustainable Alachua County, Sierra Club, etc.

#### MTPO ADVISORY COMMITTEES AND BOARDS

The following sections discuss MTPO Advisory Committees and Boards that review proposed transportation plans and projects. These Committees and Boards will play an important role by participating directly in the development of long range transportation plan.

#### CITIZENS ADVISORY COMMITTEE

The MTPO is required to have a Citizens Advisory Committee that reflects a broad cross-section of local residents. State law requires that this Committee include minorities, the elderly and the handicapped.

Currently, the Citizens Advisory Committee needs additional representation from minorities and the handicapped. To address this issue, the MTPO is currently publishing a special newspaper ad in a local newspaper that primarily services minority and low-income areas to advertise vacant positions on the Citizens Advisory Committee. In addition, the MTPO decided to ask its members to contact minorities in person and encourage them to seek appointment to this Committee.

To try and recruit members that are handicapped, the MTPO sends notices of vacant Committee positions to agencies that serve the handicapped, such as the Center for Independent Living. In addition, the MTPO will also notify the Alachua County Transportation Disadvantaged Coordinating Board of vacant positions on the Citizens Advisory Committee and encourage its members to inform handicapped individuals of these vacancies.

#### BICYCLE/PEDESTRIAN ADVISORY BOARD

The Bicycle/Pedestrian Advisory Board consists of citizen volunteers who have a special interest and expertise in bicycle and pedestrian issues. This Board reviews proposed transportation plans and projects and makes recommendations directly to the MTPO.

#### TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee is made up of local regional and state agency representatives. This Committee reviews proposed transportation plans and projects from a technical perspective.

#### TRANSPORTATION DISADVANTAGED COORDINATING BOARD

The Alachua County Transportation Disadvantaged Coordinating Board provides advice and direction on the provision of transportation services for elderly individuals, low-income individuals, persons with disabilities and children at risk. This Board is composed of government, social service agency and citizen volunteers.

#### PUBLIC INFORMATION NETWORK (PIN)

As the project team begins introducing the project to various citizens, public officials and key staff throughout Alachua County, it will also begin compiling a Plan Information Network (PIN) contacts database to notify people and groups about LRTP activities, work products for review and upcoming briefings or workshops.

This master list of contacts will not simply serve as a generic data dump of names, but it will be maintained to allow for categorization of participants by interest area, affiliation and geography. By doing so, the study team can consistently fine tune and adjust outreach techniques to ensure diverse representation.

The Public Information Network will be the principal means of ensuring that opportunities to participate in the process are provided to a diverse socioeconomic constituency, consistent with federal Title VI and Environmental Justice provisions. Freight provides are included in the public information network.

### MTPO LIMITED ENGLISH PROFICIENCY POLICY/GUIDANCE

This Section discusses the MTPO's plan for providing language assistance for persons with limited English proficiency. Limited English proficient (LEP) individuals are defined as people who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English.

#### FOUR-FACTOR ANALYSIS

The MTPO is required to take reasonable steps to ensure meaningful access to its programs and activities by limited English proficient individuals. This is accomplished by balancing the following four factors:

- 1. the number or proportion of limited English proficient individuals eligible to be served or likely to be encountered by a program, activity or service of the MTPO;
- 2. the frequency with which limited English proficient individuals come in contact with the program;
- 3. the nature and importance of the program, activity or service provided by the MTPO to people's lives; and
- 4. the resources available to the MTPO and costs.

### LANGUAGE ASSISTANCE PLAN

The MTPO will implement the following Language Assistance Plan during the update of the long range transportation plan-

- 1. The MTPO will use a commercial telephonic interpretation service to obtain immediate interpreter services when the MTPO comes in contact with limited English proficient individuals.
- 2. The MTPO will provide both oral interpretation and written translation as needed and necessary. Oral interpretation will be provided using commercially available telephonic interpretation services. Written translation will be provided by translating entire documents (where needed and necessary) or by translating a short description of the document. Individual circumstances will determine what type of written translation is provided.
- 3. The MTPO will publish all display ads and public notices of meetings and public hearings with the following language-

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least seven (7) days before the public meeting.

Persons who require translation services (free of charge) should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least seven (7) days before the public meeting.

### NON-DISCRIMINATION POLICY

The MTPO has adopted a non-discrimation policy. At all public workshops and public hearings that are held concerning the update of the long range transportation plan, the public will be informed of the right to file discrimination complaints, how to file complaints and what happens when they are filed.

### **COMPLAINT PROCEDURES**

The following section discuss procedures that will be followed to file complaints.

- 1. Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint. All written complaints received by the MTPO shall be referred immediately by the MTPO Director of Transportation Planning to the FDOT's District Two Title VI Coordinator for processing in accordance with approved State procedures.
- 2. Verbal and non-written complaints received by the MTPO shall be resolved informally by the MTPO Director of Transportation Planning. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the MTPO Director of Transportation Planning shall refer the Complainant to the FDOT's District Two Title VI Coordinator for processing in accordance with approved State procedures.
- 3. The MTPO Director of Transportation Planning will advise the FDOT's District Two Title VI Coordinator within five (5) calendar days of receipt of the allegations. The following information will be included in every notification to the FDOT's District Two Title VI Coordinator.
  - (a) Name, address, and phone number of the complainant.
  - (b) Name(s) and address(es) of respondent.
  - (c) Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).

- (d) Date of alleged discriminatory act(s).
- (e) Date of complaint received by the MTPO.
- (f) A statement of the complaint.
- (g) Other agencies (state, local or Federal) where the complaint has been filed.
- (h) An explanation of the actions the MTPO has taken or proposed to resolve the allegation(s) raised in the complaint.
- 4. Within ten (10) calendar days, the MTPO Director of Transportation Planning will acknowledge receipt of the allegation(s), inform the complainant of action taken or proposed action to process the allegation(s), and advise the complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
- 5. Within sixty (60) calendar days, the MTPO Director of Transportation Planning will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the Chief Staff Official of the MTPO.
- 6. Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the Chief Staff Official of the MTPO will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the FDOT's EOO, if they are dissatisfied with the final decision rendered by the Chief Staff Official of the MTPO. The MTPO Director of Transportation Planning will also provide the FDOT's District Two Title VI Coordinator with a copy of this decision and summary of findings.
- 7. The MTPO Director of Transportation Planning will maintain a log of all verbal and non-written complaints received by the MTPO. The log will include the following information:
  - a. Name of complainant.
  - b. Name of respondent.
  - c. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).
  - d. Date verbal or non-written complaint was received by the MTPO.
  - e. Date MTPO notified the FDOT's District Two Title VI Coordinator of the verbal or non-written complaint.
  - f. Explanation of the actions the MTPO has taken or proposed to resolve the issue raised in the complaint.

### **PUBLIC VENUES**

- 1. Metropolitan Transportation Planning Organization (MTPO) meetings
- 2. MTPO Technical Advisory Committee meetings
- 3. Bicycle/Pedestrian Advisory Board meetings
- 4. MTPO Citizen Advisory Committee meetings
- 5. Alachua County Transportation Disadvantaged Coordinating Board
- 6. Internet web survey and paper copies of the survey that will be made available to the public at libraries and workshops for those people that are not connected to the web
- 7. project briefings, including briefings held at the University of Florida
- 8. workshops

All workshops will feature interactive participation with citizens through break-out groups to define key issues and values. Accommodation for those with special needs are provided upon request, including Braille and large print; accommodations for the hearing impaired and alternative language translation services. The study team will prepare workshop summaries for distribution and posting on the project web site.

The project web site will feature an on-line survey that will change to coincide with each project phase. The on-line survey will use features that discourage multiple repeated entries by the same individual during one particular phase.

The project briefings will be used to supplement the workshop and web site by holding meetings with interested groups in the County.

### UNIVERSITY OF FLORIDA

Through its coordination with the University of Florida Campus Master Plan Transportation Element, the MTPO will participate in several public meetings to share information and obtain input on the development of the long range transportation plan. The University of Florida Campus Master Plan includes ten public meetings focusing on transportation issues, needs and priorities to be held with students, faculty and staff, as well as standing campus committees dealing with transportation issues.

In addition, the University is holding three stakeholder briefings for a corridor alignment study that connects the on-campus transportation network with off-campus transportation facilities. Through these meetings, the MTPO will identify appropriate opportunities to share materials for the development of the Year 2035 long range transportation plan, and also to seek input on transportation needs, strategies and priorities.

### **MEETING LOCATIONS**

The Metropolitan Transportation Planning Organization uses locations, facilities and meeting times that are convenient and accessible to a variety of the public, including low-income and minority communities. Meetings of the MTPO, the MTPO's Citizen Advisory Committee, and the Alachua County Transportation Disadvantaged Coordinating Board are located in close proximity to low-income and minority areas (see Illustration VIII). In addition, both the meeting locations and the low-income and minority areas are adequately served by the bus system (see Illustration VI)- the City of Gainesville Regional Transit System (RTS).

### MEETING TIMES

The MTPO will schedule all public hearings for the update of the long range transportation plan at 6:00 p.m. or later. This will encourage greater public participation in the planning process from a variety of the public, including low-income and minority workers.

### LIVE BROADCAST OF MTPO MEETINGS

Through the City of Gainesville's franchise agreement with Cox Communications, the MTPO conducts live broadcasts of all of its meetings on cable TV Channel 12. This allows people who do not have the ability or time to get to a public meeting in person, to be able to participate remotely by watching live broadcasts or taped meetings of the MTPO.

The electronic information broadcasts are replayed the following week on both the local public access channel and the rural television stations. The on-screen marquee encourages citizens to call with questions or comments about agenda items or MTPO discussion. During the initial broadcasts, the public can call-in live and make comments or leave questions to be asked.

The MTPO Chairperson announces at each televised meeting that citizens may call into the meeting to speak on particular agenda items. MTPO staff take the calls and record the comments. During the citizen comment portion of the meeting, MTPO staff forwards the comments directly to MTPO members and those in attendance. The MTPO retains a copy of the MTPO meeting videotape, which can be copied for a nominal charge or viewed at the MTPO offices at no charge.

### MEETING NOTICES, FLYERS AND/OR POSTERS

To facilitate outreach to minority and low-income people for membership on the MTPO Advisory Committees and to inform affected minority and/or low-income communities of public hearings and community workshops concerning the update of the long range transportation plan, the MTPO distributes flyers and/or posters for display on RTS buses, information kiosks and paratransit vans.

Meetings notices, flyers and/or posters are placed on community service bulletin boards and information kiosks at:

- Community centers, recreation facilities and other public buildings located in lower income and minority neighborhoods, such as the:
  - Alachua County Administration Building
  - Alachua County One-Stop Centers
  - Alachua County Public Health Department
  - Alachua County Sheriff's Office
  - Gainesville City Hall
  - Gainesville Housing Authority
  - Gainesville Police Department
  - Gainesville Regional Utilities
  - Social Security Administration Offices
  - Regional Transit System's (RTS) Bethel Gas Station
  - Wilhemina Johnson Center
- Houses of worship and other private buildings that serve the public located in lower income and minority neighborhoods
- Public and private places serving special needs populations located within the Gainesville Metropolitan Area, such as:
  - adult congregate living facilities
  - assisted living facilities
  - Center for Independent Living
  - Division of Blind Services
  - Eldercare of Alachua County
- The University of Florida in places such as:
  - Housing Administrative Office and residence halls
  - Parking Services Administration
  - Reitz Union Office of Student Activities

#### IV

### **KEY ISSUES**

For the purposes of developing the Year 2035 LRTP, the following key issues set the context for the outreach process:

- \* Informing and educating the public on the merits and challenges of potential mobility scenarios (e.g., highway, light rail, bus rapid transit, street connectivity, etc.), and the impact of peak oil on the long range transportation plan and land use considerations;
- \* Engaging a broad diversity of the public in the process that encourages participation from people who do not typically turn out for public workshops;
- \* Ensuring strong participation from traditionally underserved populations including the elderly, persons with disabilities, minorities, low-income communities and persons with limited English proficiency;
- \* Coordinating across jurisdictional, institutional and interdepartmental lines;
- \* Engaging stakeholders from various interest groups representing perspectives from the business, environmental, freight and goods movement, historic preservation, transit rider, bicycle and pedestrian, environmental groups, and academic (students, faculty and staff) communities; and
- \* Providing innovative techniques and tools aimed at soliciting meaningful and relevant public input that keeps people interested and apprised of study progress.

### $\mathbf{V}$

### INTERGOVERNMENTAL COORDINATION

The development of the Year 2035 Long Range Transportation Plan (LRTP), entitled Year 2035 Livable Community Reinvestment Plan, will be coordinated with:

- · Alachua County;
- · City of Alachua;
- · City of Archer;
- City of Gainesville;
- · City of Hawthorne;
- City of High Springs;
- · City of Newberry;
- City of Waldo;
- Florida Department of Transportation;
- Town of La Crosse;
- Town of Micanopy;
- · University of Florida; and
- · Santa Fe College.

The Alachua County League of Cities will be the forum for coordination with municipalities outside of the Gainesville Metropolitan Area. Coordination with the University of Florida, Florida Department of Transportation (FDOT), Alachua County and the City of Gainesville will primarily occur at the Technical Advisory Committee meetings. Staff representing the University of Florida, FDOT, Alachua County and the City of Gainesville are members of this Committee.

### RESOURCE AND PERMITTING AGENCIES- STATE AND LOCAL

State and local resource and permitting agencies will be involved in the development of the update of the long range transportation plan primarily through the Technical Advisory Committee. This Committee reviews transportation plans and programs from a technical perspective and makes recommendations to the MTPO. The Technical Advisory Committee, or TAC, consists of the following local, regional and state agency representatives-

City of Gainesville Regional Transit System
Alachua County Growth Management
Bicycle/Pedestrian Advisory Board Staff, City of Gainesville
Alachua County Environmental Protection
Gainesville Regional Airport
University of Florida Facilities Planning & Construction
University of Florida Parking Services Administration
Alachua County School Board
North Central Florida Regional Planning Council

City of Gainesville Public Works
City of Gainesville Planning & Development Services
Alachua County Public Works
Gainesville Regional Utilities
Florida Department of Transportation
Florida Department of Environmental Protection
St. Johns River Water Management District

# COORDINATION WITH CITY OF GAINESVILLE AND ALACHUA COUNTY EVALUATION AND APPRAISAL REPORTS (EAR)

It is imperative that the public participation activities be closely coordinated with Alachua County and the City of Gainesville. In particular, transportation is a major issue being addressed by Alachua County as part of its Evaluation and Appraisal Report (EAR) for the Comprehensive Plan, which must be adopted by September 1, 2009. Gainesville's EAR is due a year after Alachua County's, and has not yet begun its EAR process. However, transportation is likely to be a major issue for the City as well, and the LRTP can help set the context for the EAR.

### COORDINATION WITH OTHER ON-GOING STUDIES

The update of the Year 2035 Long Range Transportation Plan (LRTP) will be coordinated with on-going studies that are currently underway. This includes the City of Gainesville's Bus Rapid Transit Feasibility Study and the update of the University of Florida Campus Master Plan 2010-2020 Transportation Element Data and Analysis.

### VI

### PHASES OF THE LONG RANGE TRANSPORTATION PLAN PROCESS

The major elements of the public participation plan are tailored to the following major milestones of the LRTP development process:

- \* Phase I— Project Initiation
- \* Phase II— Issues Identification and Setting the Policy Framework
  Evaluation and Appraisal Report process coordination
  Community Values documentation
- \* Phase III- Needs Plan Development, Peak Oil Scenarios & Tradeoffs Analysis
- \* Phase IV— Financial Feasibility and Project Priorities

During each phase, the study team will employ various techniques for outreach, engagement and information sharing, including public workshops, briefings, development and maintenance of a project web site, mailed newsletters and e-news distributed via e-mail. There will be a series of eight (8) interactive briefings to the MTPO's Technical and Citizens Advisory Committees to guide development of the plan. The Alachua County Transportation Disadvantaged Board will be invited to attend public workshops and briefings to the MTPO's Technical and Citizens Advisory Committees.

Throughout the plan development, photographic, narrative and quantitative summaries will be compiled documenting the entire public process. The approach is to integrate public participation with the technical work, so one informs the other at key steps in the process. The MTPO meetings are broadcast live on Channel 12- the local government station.

LONG RANGE TRANSPORTATION PLAN PUBLIC PARTICIPATION TIMELINE

ACTIVITY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
2009												
PHASE	Ī	Ι, Π	I, II	П	11	II	П	П	П, Ш	Ш	III	Ш
NEWSLETTER			#1									
WORKSHOP			#1								#2	
TAC/CAC		х							Х			
МТРО			X						X			
	2010											
PHASE	Ш	Ш	Ш	Ш	Ш	IV	IV	IV	IV	IV	IV	IV
NEWSLETTER							#2					
WORKSHOP							#3					
TAC/CAC			X					Х		X		
МТРО			X									
MTPO Public Hearing								Х		X		

Note: Workshop, newsletter and MTPO and Advisory Committee meeting dates are tentative.

### VII

#### **IMPLEMENTATION**

## PHASE I – PROJECT INITIATION (DECEMBER 2008 THROUGH MARCH 2009)

During the project initiation phase, the consultant will conduct several briefings to the general public, one each to the advisory committees and MTPO, and one to the University of Florida's Parking and Transportation Advisory Committee to introduce the participants to the project scope, schedule and major milestones. These briefings will be primarily informational in nature to spur interest in the project, discuss key issues and set clear expectations early on for engaging the public.

At each briefing, participants will have an opportunity to identify issues and public participation elements they would like to see addressed. The public briefings will likely entail allotted time on the agenda for scheduled meetings of various groups, such as the Alachua County League of Cities, Women for Wise Growth, and other local community groups.

These briefings include two presentations that will be televised on Channel 12 giving an overview of the long range plan update process. One televised briefing will be at a joint meeting of the Alachua County Commission and the Alachua County Planning and Zoning Board at a workshop on the Alachua County Evaluation and Appraisal Report on March 12, 2009. The second televised briefing will be at a meeting of the MTPO on April 20, 2009.

During this phase, the consultant will also develop a project web site (with a direct link to the North Central Florida Regional Planning Council's website) which will serve as the major conduit for information sharing throughout the LRTP process. As the project team begins introducing the project to various citizens, public officials and key staff throughout Alachua County, it will also begin compiling a Plan Information Network (PIN) contacts database to notify people and groups about LRTP activities, work products for review and upcoming briefings or workshops. This master list of contacts will not simply serve as a generic data dump of names, but it will be maintained to allow for categorization of participants by interest area, affiliation and geography. By doing so, the study team can consistently fine tune and adjust outreach techniques to ensure diverse representation.

The PIN will be the principal means of ensuring that opportunities to participate in the process are provided to a diverse socioeconomic constituency, consistent with federal Title VI and Environmental Justice provisions. The study team will also send notices to the contacts list whenever the web site undergoes a significant update at a particular project milestone.

#### **Phase I Outcome**

Key public involvement outcomes for Phase I:

Establish project web site

- \* Define initial Plan Information Network (to be maintained/enhanced throughout)
- \* Conduct four (4) kick-off presentations to the MTPO, its technical and citizens advisory committees, and the UF Parking and Transportation Advisory Committee
- \* Conduct two (2) project kick-off briefings to the general public
- \* Coordinate public involvement activities with local governments, the University of Florida and Santa Fe College

# PHASE II – ISSUES IDENTIFICATION AND POLICY FRAMEWORK (FEBRUARY 2009 THROUGH SEPTEMBER 2009)

This phase of the public involvement program sets the policy framework for the plan. In this phase, the study team will focus its efforts on gaining public input about transportation key issues, values, policy preferences and project ideas for use in developing performance measures, goals and objectives and prioritization criteria for use in developing the 2035 Needs Plan and Cost Feasible Plan in subsequent steps.

### Coordination with Alachua County Evaluation and Appraisal Report Process

The MTPO LRTP study team will begin by coordinating its activities with public workshops scheduled by Alachua County for its EAR in February and March 2009. Details and arrangements will be worked out through discussions with Alachua County staff. At a minimum, the MTPO study team will create and staff a display and provide materials for review and input from the public at the County's workshops. Hand-out materials will include an overview of the currently adopted LRTP, a survey questionnaire to gauge opinion in key transportation issues, and other relevant information about transportation and growth trends/projections. If possible, the MTPO study team will work with the County staff to make one of the March EAR meetings a joint LRTP/EAR workshop, in which the 2035 LRTP Update has equal billing and serves as the major public kick-off workshop for the plan update. The MTPO study team will assist with promotion and advertisement for the workshop(s).

### Workshop #1

In the spring of 2009, the MTPO will schedule the first LRTP public workshop and hold two additional project briefings with the public to identify key issues, community values and goals. This initial outreach will provide the foundation for developing the goals, objectives and performance measures for the LRTP. At the end of this phase, the study team will craft a "working" vision based on public/stakeholder values input, initial data and analysis and plans reviewed. The working vision will be subject to refinement during the remainder of the planning process, particularly upon selection of the preferred transportation Needs and Financially Feasible Plan, but will be used to guide the development and evaluation of the different mobility scenarios, as well as appropriate peak oil strategies.

As described above, Workshop \*1 will be coordinated with the Alachua County EAR workshops to the greatest extent feasible. Whether it is a stand-alone MTPO workshop or a joint workshop with the County, the MTPO will advertise the workshop through notices to the PIN, a newspaper advertisement, a media press release and promotion on the project and public agency web sites. The media contacts will include traditional and non-traditional media, including both print and electronic publications. To address the participation needs of students, low-income and minority populations, the study team will:

1. work with the Gainesville Regional Transit System to post displays about workshops

inside buses and at suitable locations based on demographics (consideration will be given to the need for providing *Limited English Proficiency* displays);

- 2. use PIN contacts to ensure distribution to community groups, neighborhoods, libraries and churches in key areas;
- 3. coordinate with the University of Florida and Santa Fe College to develop e-mail messages or other appropriate media announcing public involvement activities; and
- 4. continually work with PIN contacts to determine the best means to engage various socioeconomic groups in the process, such as through briefings within neighborhoods or at regular MTPO Committee and MTPO meetings, public workshops and public hearings. All workshops and hearings will be held at convenient times and at accessible locations.

The study team will draft goals, objectives and evaluation criteria that follow new SAFETEA-LU and state rules reflecting safety, security, goods movement and other planning factors. In addition, the draft goals, objectives and policies will take into consideration the City of Gainesville and Alachua County EAR and Comprehensive Plans, University of Florida Campus Master Plan, and the North Central Florida Strategic Regional Policy Plan, among other relevant planning documents.

### **Documenting Community Values**

At the conclusion of the values assessment phase of the project, the study team will take the input from the web site survey, briefings and stakeholder interviews to prepare a concise summary of the community dialogue. This summary will highlight the relationship of transportation, land use, urban form, and economic consideration to the development of potential long range scenarios for the community. The key will be to operationalize the values expressed through this process into meaningful statements that can be translated into measures of effectiveness. The values summary and statements will be presented to staff, refined as needed, and distributed to the committees and MTPO.

### Newsletter #1

During Phase II, the study team will produce and distribute the first project newsletter. It will highlight the issues/values assessment, initial data development and analysis, and draft goals, objectives and evaluation measures. The newsletter will be produced electronically (E-News) rather than a printed hard copy for widespread distribution, including providing printed copies to libraries. Printed copies will be made available upon request and at scheduled public meetings and workshops. In addition, printed copies will also be placed on Regional Transit System buses.

### **Phase II Outcome**

Key public involvement outcomes for Phase II:

- \* Expand project web site to include a values assessment survey and completed work products per the Scope of Services
- \* Continue expanding the Plan Information Network and use it to connect with the public
- \* Participate in Alachua County EAR workshops
- \* Conduct public workshop #1 to begin defining key issues, values and needs
- \* Conduct two (2) additional project kick-off briefings
- \* Develop goals, objectives and evaluation measures
- \* Distribute the first project newsletter

# PHASE III – NEEDS PLAN DEVELOPMENT, PEAK OIL SCENARIOS & TRADEOFFS ANALYSIS (SEPTEMBER 2009 THROUGH MAY 2010)

This phase represents public participation activities related to defining the Needs Plan, including development, refinement and review of the four transportation network scenarios to be tested, as well as land use and transportation strategies related to peak oil. Peak oil production and decline variables will be reviewed and tested so as to determine potential future transportation and land use scenarios necessary to mitigate local effects of peak oil production and decline. This effort will also include recommended alternatives to accomplish transportation and land use mitigation strategies.

There are a couple of key considerations when engaging in an alternative needs assessment scenario planning process. First, it should be understood that scenarios are not plans. They are essentially a storytelling tool that allows a community to explore "what if" questions about future growth, development form and mobility. Properly crafted scenarios allow communities to explore the trade-offs associated with different development policy decisions. A common mistake in scenario-based plans is to create scenarios that have limited differences, with marginal changes in transportation or land use patterns. The scenarios should be sufficiently broad and robust in scope to enable a clear differentiation and policy direction. Often the outcome is a hybrid of two or more scenarios, but the creation of the hybrid is dependent on how well the scenarios depict policy trade-offs.

The four major mobility scenarios have been defined in the Scope of Services and will be developed in detail through interaction with the public. These alternative mobility scenarios will be evaluated against the goals and objectives to see how they perform relative to one another. It is during this phase that an alternative peak oil scenario analysis will be conducted and presented at Workshop #2.

### Workshop #2

The primary purpose of this workshop will be to engage participants in weighing the tradeoffs associated with each mobility scenario and considering each under a "peak oil condition." The second workshop will employ visualization techniques, interactive mapping and facilitated discussions aimed at informing and engaging the public in truly assessing the potential challenges and opportunities associated with each possible Needs Plan. The goal of this workshop will be to get participants to review/refine the four conceptual mobility scenarios and identify preferences for network development. Following briefings with the TAC and CAC, the study team will present the mobility scenarios to the MTPO for approval prior to testing and evaluation.

The second workshop will also help to specifically identify the desired location of multimodal facilities (station areas) for future transit service, such as light rail and bus rapid transit, for one or more mobility scenarios. Participants will be asked to identify potential locations based on accessibility, proximity to other uses and feasibility of development. The study team will assist in the exercise by excluding areas limited for development, such as by zoning or environmental restrictions. The results will be invaluable to the future development of regional and local transit service. The study team will summarize the workshop results and post them on the web site for review.

As the study enters the scenario evaluation step, a key activity will be to update the project web site to introduce the LRTP mobility scenarios and seek feedback on each. The site will also be used to present evaluation results and ask the public to vote for the preferred scenario. The LRTP study team will distribute notices via the Plan Information Network, press releases and other means to encourage the public to visit the web site, review the scenarios and vote their preferences. For those individuals not connected to the web, information will be obtained by encouraging individuals who attend the second workshop to vote for the preferred scenario while at the workshop.

Following evaluation of the mobility scenarios and incorporation of peak oil strategies, the study team will present the findings to the MTPO in a public hearing for review and approval of the Year 2035 Needs Plan.

### **Phase III Outcome**

Key public involvement outcomes for Phase III:

- \* Conduct public workshop #2 to present and refine mobility/peak oil scenarios
- \* Update project web site to introduce scenarios and use a survey to allow the public to evaluate and rate each scenario in terms of preference
- \* Continue expanding the Plan Information Network and use it to connect with the public
- \* Conduct interactive briefings with TAC/CAC
- \* Consultation with environmental agencies on potential impacts of transportation projects identified in the Needs Plan
- \* Present draft scenarios to the MTPO for approval prior to evaluation
- \* Present scenario evaluation results and recommended Needs Plan to the MTPO for approval
- \* Conduct Needs Plan public hearing

# PHASE IV – FINANCIAL FEASIBILITY AND PROJECT PRIORITIES (JUNE 2010 TO MARCH 2011)

Reflecting the input from the public and technical evaluation, the study team will create a package of preferred mobility strategies as the Year 2035 Needs Plan for final prioritization and cost feasibility analysis. Choosing a preferred mobility scenario will entail a combination of public participation and technical evaluation factors. It is through effective storytelling where the study team will translate the technical information into understandable and visually clear outcomes that tie back to the values expressed early in this process.

The project web site will be updated to present the quantitative and qualitative outcomes of the Needs Plan relative to the goals, objectives and evaluation criteria. The site will be expanded to introduce transportation project costs and revenue sources, both existing and potential, with a survey provided to gauge public reaction to possible funding strategies and including questions about priority project rankings.

### Newsletter #2

The second project newsletter will convey the transportation choices facing the Gainesville area, along with estimated costs for mobility and network development strategies, anticipated and potential revenues revenue by source, and the evaluation of the Needs Plan scenario relative to the Trend and other options. Like the first newsletter, this will be posted to the web site and distributed electronically. Printed newsletters will be made available upon request and at scheduled public meetings and workshops. In addition, printed copies will also be placed on Regional Transit System buses and placed at area libraries.

### Workshop #3

It is during this phase when the third and final public workshop will be held. Participants will review and evaluate the Needs Plan projects and funding scenarios, and vote to rank their preferences for strategies identified. The workshop will focus on possible alternative funding strategies in addition to defining project priorities.

Following this workshop, the study team will summarize and post the results on the project web site, and present them to the advisory committees and the MTPO. During this period, the web site will contain a survey to enable people to review the proposed Cost Feasible Plan, comment on it and indicate their preferences for how to allocate available project revenues.

Based on input from the public and the technical evaluation, the study team will develop the draft Cost Feasible Plan that defines mobility strategies by phase and funding source. The plan will clearly define how the financially feasible plan lays a foundation for the completion of the preferred scenario and long range vision for the region. Rather than a simple list of the projects by mode, the Cost Feasible Plan will convey a strategy for mobility development principles articulated in the preferred scenario.

The study team will schedule and conduct a presentation at a public hearing of the MTPO to adopt the Year 2035 Cost Feasible Plan.

### **Phase IV Outcome**

Key public involvement outcomes for Phase IV:

- \* Conduct public Workshop \*3 to present the Needs Plan costs, anticipated revenues and define a Cost Feasible Plan
- \* Distribute the second project newsletter
- \* Update project web site to introduce scenarios and use a survey to allow the public to identify how to spend available revenues on transportation projects in the Needs Plan
- \* Continue use of the Plan Information Network to connect with the public
- \* Conduct interactive briefings with TAC/CAC
- \* Present Needs Plan evaluation results and recommended Cost Feasible Plan to the MTPO for approval
- \* Conduct Cost Feasible Plan public hearing

### VIII

### PUBLIC PARTICIPATION PLAN DOCUMENTATION

The entire public involvement program, how it was implemented and how it influenced the development of the Needs and Cost Feasible Plans, will be documented in a stand-alone technical report. The report will summarize the web site survey results for each phase, the public workshop results and how various socioeconomic groups were approached or engaged in the study process. An appendix will include all relevant materials used in the outreach and engagement effort.

When significant written and oral comments on the draft long range transportation plan (including the financial plan), a summary, analysis and reports on the disposition of public comments will be prepared. This material will be included as part of the adopted Year 2035 Cost Feasible Plan.

In addition, a Year 2035 Plan poster will be prepared similar in design to the Year 2020 and Year 2025 MTPO <u>Livable Community Reinvestment Plan</u> posters.

T.\Marlie\MS09\UPDATE\publicplan wpd

### Gainesville MTPO 2035 Long Range Transportation Plan

# **Community Workshop**

You are invited to help shape the future of Transportation in the Gainesville area.



### www.livabletransportation.org

Visit our new website and see what's in store for Gainesville's transportation future. Then, join us for a community workshop to start the plan off on the right foot!

### This workshop will:

- Define issues for roadway, bicycle/ pedestrian and transit system improvements within the region
- Define important transportation connections, barriers and opportunities
- Provide guidance on how mobility, livability and sustainability should inform the development of the transportation network
- Identify how to measure the effectiveness of the Gainesville Urbanized Area's transportation system

Refreshments will be provided.









**April 23, 2009** 

5:30pm to 8:00pm

Gainesville Regional Utilities Multi-Purpose Room 301 SE4th Avenue • Gainesvelle FL 32601

For more information visit www.livabletransportation.org or contact: Marlie Sanderson, Assistant Executive Director

### Gainesville Metropolitan Planning Organization 2035 Long Range Transportation Plan

# **COMMUNITY MEETING**

Thursday, April 23, 2009 5:30 pm to 8:00 pm Gainesville Regional Utilities, Multi-Purpose Room

### **Workshop Objectives**

- Define important transportation connections, barriers and opportunities
- Provide guidance on how mobility, livability and sustainability should inform the development of the transportation network
- Identify how to measure the effectiveness of the Gainesville Urbanized Area's transportation system
- Provide input on the Gainesville Regional Transit System's Transit
   Development Plan and Alachua County's Comprehensive Plan update (separate tables will be set up for these efforts)

### **Workshop Agenda**

1. Introductions and Materials Review

$$5:30 \text{ pm} - 6:00 \text{ pm}$$

2. Overview Presentation

$$6:00 \text{ pm} - 6:30 \text{ pm}$$

3. Group Planning Activities

$$6:30 \text{ pm} - 7:30 \text{ pm}$$

- Examine connectivity of transportation modes
- Identify potential barriers/constraints
- 4. Summary and Wrap-Up

$$7:30 - 8:00 \text{ pm}$$



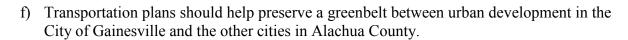
### Gainesville Urbanized Area Metropolitan Transportation Planning Organization (MTPO) 2035 Long Range Transportation Plan

### Workshop No. 1 - Transportation Network Gaps, Barriers and Opportunities

### WHAT IS YOUR VISION FOR THE GAINESVILLE AREA'S TRANSPORTATION SYSTEM?

l live i	n 🗌 Gair	nesville 🗌 Unincorpo	rated Alachua C	ounty		
	☐ Othe	r City in Alachua Cou	unty 🗌 Elsewhe	re		
	ne following s nphasis:	tatement summarize	s the MTPO's cu	irrent long r	ange transportat	ion planning
	support com Gainesville a and discoura	nd use and transportation development development area growth by directing the development outlying municipal	objectives to one growth into exist of inefficient	create more sting infill a	balance in eas nd redevelopmen	st-west t areas
Do yo	u agree with	that vision statement	to guide the con	nmunity's fo	uture transportat	ion plans?
	1	2 (1 – Strongly Disagree	3	4	5	
		(1 – Strongly Disagree do you have other w				
Tr	ransportation land Alachua Co	el about the following Plan? (Circle one) unty and Gainesville	need to invest in	n rapid trans		
	corridors se	rving destinations in	the City of Gain	esville.		
	1	2 (1 – Strongly Disagree	3 3 - Not Sure	4 5 – Strong	5 Ily Agree)	
b)		d be more park-and- where they live to des	ride opportunitie	s for people		rom outlying
	1	2 (1 – Strongly Disagree	<b>3</b> 3 - Not Sure	4 5 — Strong	5 Ily Agree)	
c)		ald be made to create tate roadways like N	-			widen
	1	2 (1 – Strongly Disagree	3 3 - Not Sure	4 5 – Strong	5 Ily Agree)	
d)	Existing bus	s service is sufficient	to meet most of	my daily no	eeds.	
	1	2 (1 – Strongly Disagree	<b>3</b> 3 - Not Sure	4 5 – Strong	5	

e)	) More emphasis needs to be placed on improving bicycling and walking facilities to better connect places in the community.									
	1	2	3	4	5					
		(1 – Strongly Disagree	3 - Not Sure	5 - Strong	gly Agree)					



g) Declining oil resources and rising energy demands will fundamentally change how people live and travel by 2035.

h) More emphasis is needed to improve traffic flow & efficient operations on the existing roadway network.

i) Improving traffic safety – for all users of the transportation system – is more important than new roadway capacity projects or additional transit service in the Gainesville urbanized area.

j) I generally believe that the Gainesville area's transportation system is able to handle an emergency response or evacuation if warranted.

k) The transportation system in Alachua County is maintained at an acceptable level.

Please add any additional thoughts or comments:



# 2035 LONG RANGE TRANSPORTATION PLAN PUBLIC WORKSHOP SUMMARY

Gainesville Urbanized Area MTPO GRU Multi-purpose Room, Gainesville, April 24, 2009

### INTRODUCTION

About 45 citizens of Gainesville and Alachua County attended the first scheduled public workshop for the 2035 Long Range Transportation Plan (LRTP), sponsored by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The workshop, held at an accessible location in downtown Gainesville, was designed to allow participants to provide input to identify the area's transportation issues and needs, and to comment on the MTPO's existing vision and several transportation issues facing the community. Public involvement is very important to this planning process, as the LRTP will set transportation priorities and guide the use of federal, state, and local funding for transportation projects over the next 25 years.

The evening workshop agenda included an informal open house period to review maps, followed by a 20 minute presentation giving an overview of the LRTP process, major topics and schedule. After a short question/answer period, the participants were organized into four groups based on geographic parts of the Gainesville area. Each group was asked to spend about 30 minutes or so marking up maps using colored pens to show transportation issues, network gaps or barriers, along with opportunities for improving the transportation network for various travel modes.

In addition, flip charts, individual maps, surveys, and evaluation forms were used to collect both specific and general comments from participants about the Gainesville area's transportation system. A map series provided important context information about existing and planned transportation networks and study area features. Both the worksheet responses and the mapping exercise responses will guide the development of the scenarios, and will help identify projects that should be considered for analysis, and ultimately, funding priority. The mapping exercise also allowed participants to review a collection of maps and draw areas where they wanted improvements. Both exercises aim to identify transportation system needs.

### **SURVEY RESPONSES**

Participants completed a survey that sought to gauge the level of support or resistance to certain transportation issues facing the area that will be addressed in this planning process.

A survey summary is posted to the LRTP website (www.livabletransportation.org). The following key points highlight the findings from that activity.

- A plurality about 60 percent agreed or strongly agreed with the current MTPO vision for transportation and land use decision-making, which has guided the last two long range transportation plans (adopted in 2000 and 2005)
- More than 90 percent agreed that the area needs to invest in rapid transit on major corridors serving destinations in the City of Gainesville (e.g., Newberry, Archer and Waldo Roads); more than 60 percent strongly agreed with the statement.
- A large majority would like to see more park and ride lots to support transit service connecting outlying areas into destinations.
- More than 70 percent strongly agree that it makes sense to create parallel transit corridors instead of widening the congested major state roadways into the University of Florida and Gainesville
- Only about 15 percent of workshop participants believe existing bus service is adequate to meet most of their daily travel needs; more than 60 percent disagreed.
- Nearly 80 percent believe more emphasis should be placed on improving bicycle and pedestrian facilities to connect people to places in the community
- Most participants (61 percent) would like to see a greenbelt buffer separating the Gainesville urban area and development occurring in the smaller cities of Alachua County.
- 65 percent of workshop attendees believe declining oil resources will "fundamentally" shift how people live, work and travel in the coming 25 years. About a quarter were unsure or had no opinion.
- Interestingly, about 85 percent of respondents believe more emphasis is needed to improve traffic flow and efficient operations on the existing roadway network
- Most workshop participants (36% strongly agree; 29% agree) believe improving traffic safety for all users is more important than adding road capacity or providing more transit service.
- Exactly half of all participants believe Gainesville's transportation system is capable of handling an emergency response or major evacuation, if warranted.

#### TRANSPORTATION MAP COMMENTS

As described above, participants broke into geographically-oriented groups to mark up maps and make comments on transportation issues, needs and opportunities. A composite

map of the major comments has been created for use by the study team in preparing the plan. This section summarizes the written comments on the maps and flip charts for each group.

#### NORTH PLANNING SECTOR

- There is limited transit service to medium density areas
- Public transportation should be extended beyond Gainesville City Limits
- Transit service is needed to Santa Fe at night
- Newberry Road bypass needed
- Increase speed on 143rd Street near Jonesville
- Bus to Alachua and High Springs (GNV Shands)
- Homeless shelter at 53rd and 441 needs bus service particularly to the hospital
- Consider adding a transit shelter at 16th and 441 (Old Guthrie's)

### **NORTHWEST PLANNING SECTOR**

Increase in transit coverage needed

### **CENTRAL PLANNING SECTOR**

- BRT lines on major roadways
- Beef up 34th St transit corridor
- Difficulties crossing 34th St in wheel chair (up to 10 minutes)
- Difficulties crossing 13th St in wheelchair
- 34th St/35th Pl difficult to cross due to short pedestrian green cycle
- Later bus service needed especially at apartments
- Transit connectivity to other cities and counties needed
- Bus routes end earlier when students are on break
- Aesthetic improvements for bike/ped facilities needed to improve use
- Bicycle connection needed to avoid 6th St and 13th St
- Need two-way bus service on 34th St (from University Ave to Williston Rd)
- Several bicycle and pedestrian barriers (noted on map)
- Bicycle/pedestrian opportunities on NW 23rd Ave and 16th Ave



### **EAST PLANNING SECTOR**

- Lamplighter (neighborhood) is in GNV transit routes should be provided
- Bus stop recommendation on Waldo Road
- Transit routes on major roads:

University/SR 26

Waldo Rd

SR 20

#### SOUTHWEST PLANNING SECTOR

- Transportation barriers along I-75 (few adequate crossings for all users)
- Increase in transit routes on major roadways
- Bicycle access to Butler Plaza is needed
- Express transit route on Newberry Rd
- Road opportunities
- SW 122nd St: from Newberry Rd to 39th Ave
- 143rd St: From Newberry Rd to 232 (Millhopper Rd)
- Park and Ride at Newberry Rd to capture Gilchrist County traffic
- RTS facility downtown leaves passengers feeling unsafe

### **GENERAL COMMENTS ON SURVEY**

Need additional service to Newberry possibly a BRT although I would like to see a dedicated us lane for buses only.

Activity centers and town centers should guide the MTPO Vision plan.

MTPO Vision Statement - Creating balances should not overlook the current need.

Suggested downtown parking fee hike before, so no vice.

The ecology of the Earth is rapidly changing - we're destroying the natural systems that sustain us. When ocean levels rise several inches within the next few decades thousands if not millions of people will be moving to the higher point or the spine of the states. Plan for it!!!!

MTPO Vision Statement - More buses, longer hours, transportation to Archer, Micanopy, High Springs/Alachua. More transportation on weekends.

Why is there less bus service on weekends when people would be more willing to ride the bus if there was bus service (so we could go to movies or bowling or out to eat and to go to theater or go shopping or church).

Could there be more bus stops - like a stop closer to 1st Presbyterian church on SW 2nd Ave.

Why do we have shorter service/less service just because the students are gone? There are those of us who aren't students who ride the bus a lot too.

MTPO Vision Statement - The west side has more roads over or near capacity - more transit from west of I-75 to employment centers. Low income people on east side need more transit services.

MTPO Vision Statement - I strongly agree with the statement, however, CONTRA the city, 53rd avenue should NOT be a redevelopment area. Pine Forest to concrete is not progress.

More emphasis on pedestrian safety is needed. More connections between roads are needed. Many bicyclists use unsafe roads because your "infill" developers are allowed to close streets and build cul-de-sacs. A net of streets responds to stress better than trunk and branch which can be easily shut down by a single incident.

MTPO Vision Statement - The statement is good but does not seem to be broad enough. Maybe it should be more comprehensive.

Current growth management rules drive development to the west. Due to the environmental sensitivity of eastern point of the county prohibits any growth in the area, thereby drastically reducing the infill capabilities.

### NEXT STEPS

Based on the input from this workshop and other public involvement activities later in the year, the MTPO study team will begin developing goals, objectives and performance measures (measures of effectiveness), as well as assembling transportation alternatives that will be considered in the development of a recommended 2035 Needs Plan for the Gainesville area. These alternatives will consider factors such as climate change (greenhouse gas emissions), peak oil production and decline variables, accessibility to various modes of

transportation and mixed use destinations, and the financial feasibility of various mobility strategies. These additional public involvement activities will occur in the fall of 2009.

### Gainesville 2035 Long Range Transportation Plan WORKSHOP EVALUATION SURVEY – HOW DID WE DO? April 23, 2008

Please take a few moments to complete this survey and return to staff. Your comments will allow us to better serve your needs and address your concerns in the future.

1.	On a scale	of 1 to 5, wh	nere 1 = Str	ongly Disagro	ee and 5	= Strongly Agree, please ra	ate the fo	llowing	statements. (Circle One)			
	The meeting	ng location fo	or the publi	c workshop v	vas conv	eniently accessible and is a	good pla	ce to ho	ld future meetings.			
	1	2	3	4 5	5							
	Workshop materials and visual aids were clear and easy to understand.											
	1	2	3	4 5	5							
	There were	e ample oppo	ortunities to	offer person	al input.							
	1	2	3	4 5	-							
	The staff c	conducting th	e worksho	p was receptiv	ve to pers	sonal input given by the cit	izens atte	ending.				
	1	2	3	4 5	-	1 0 7		0				
	The works	The workshop exercises were valuable in helping to identify transportation system objectives and needs.										
	1	2	3	4 5			,					
		shop was enjo										
	1	2	3	4 5	5							
2.				me and location		s workshop?						
	In the futu	:	d be done y used for s		ar works	hops a more effective tool meet federal requirements.	·		re confidential and will			
	a. b	is your gend . M . F is your age?	er?	7.	What is status?  a. b.	Single Married	9.	Is Engl languag a. b.	lish a second ge? Yes No			
	a. b c. d e.	. Under age . 18 to 29 . 30 to 39 . 40 to 49 . 50 or olde	er	8.		Widowed Divorced or Separated United States your of origin?		Do you access a. b.	own or have to a vehicle? Yes No			
	6. What a. b	. African-A			a. b.	Yes No	11.	•	n have a disability nits your mobility? Yes No			

For additional comments, please write on the back of the workshop evaluation survey. For more information, contact Marlie Sanderson at <a href="msanderson@ncfrpc.org">msanderson@ncfrpc.org</a>. Thank you!

# YEAR 2035 LONG RANGE TRANSPORTATION PLAN PUBLIC WORKSHEP

### **TUESDAY, FEBRUARY 16**

5:30 - 8:00 PM

(Presentation at 6:00 PM)
The Thomas Center, 302 NE 6th Avenue

# We want to know what you think!

"How can we better connect people and destinations by car, bus, streetcar, biking, and walking?"

"What are the best ways to address greenhouse gases?"

"How will we know if our transportation plan is effective?"

For more information, please contact:

Mr. Marlie Sanderson, at (352) 955-2200, ext. 103

LIVABLE COMMUNITY REINVESTMENT PLAN WWW.LIVABLETRANSPORTATION.ORG VOL 1 2010

# YEAR 2035 LONG RANGE TRANSPORTATION PLAN

# WORKSHOP NOTICE

Please join us for a Public Workshop on the Year 2035 Livable Community Reinvestment Plan Update your Transportation Plan for the Gainesville Metropolitan Area – as we begin to develop the Year 2035 Needs Plan.

# **Tuesday, February 16** 5:30 – 8:00 PM

(Presentation at 6:00 PM)
The Thomas Center, Spanish Court
302 NE 6th Avenue, Gainesville, FL

### We want to know what you think!

- How can we better connect people and destinations in the Gainesville area by car, bus/ bus rapid transit, streetcar, biking, and walking?
- What are the best ways to address the potential effects of peak oil production and greenhouse gases on our transportation network?
- How will we know if our transportation plan is effective? What should we measure?

This workshop is your opportunity to help shape the transportation network alternatives before the MetropolitanTransportationPlanningOrganization approves them for evaluation in March 2010. The Needs Plan will identify how to meet our community's transportation needs through the Year 2035 and will incorporate ideas, problems and solutions suggested at this workshop.



### **UPCOMING EVENTS**

Public Workshop #2
Needs Plan and Network Alternatives
February 16, 2010 • 5:30 – 8:00 PM

Needs Plan Public Hearing August 23, 2010

Public Workshop #3
Cost Feasible Plan
September 2010 (Date TBD)

Cost Feasible Plan Public Hearing October 4, 2010

### **IN THIS ISSUE:**

Accessibility Analysis To Guide Transportation Network Alternatives	2
Developing Strategies For Peak Oil	3
Developing the Needs Plan	3
Vision, Goals and Objectives	4
Relationship with UF Campus Master Plan	4

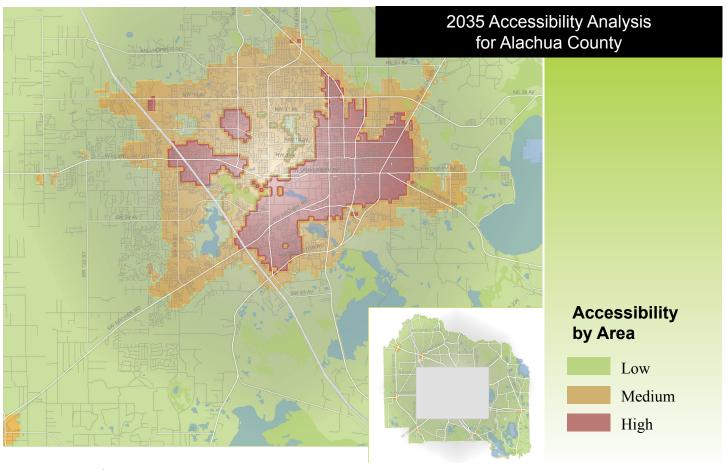
# Accessibility Analysis To Guide Transportation Network Alternatives

Access – along with mobility – is one of the two primary considerations in transportation planning that is often overlooked in how we measure transportation performance. Accessibility refers to the ability to get from one place to another; it is measured in terms of land use-transportation linkages (such as access to jobs, a school or the grocery store) and proximity to various travel options people may have available to them. While access centers on connectivity, mobility tends to emphasize speed, or the efficiency of simply getting from Point A to Point B. We need to have both for a good transportation network. In some neighborhoods or on some kinds of roads, it makes sense to place priority of one over the other.

A central feature of the Year 2035 Long Range Transportation Plan is an "accessibility analysis" that examines all of Alachua County in terms of access to land use destinations and the variety of travel options. The map below depicts areas that have been rated in terms of low, medium or high accessibility based on projected Year 2035 population and employment, as defined in adopted county, city and university plans. The variables used to develop this map include intersection

density (a measure of street connectivity and an indicator of safety and likelihood of people walking, riding bicycles or taking transit), bus route accessibility (including location of stops and frequency of service), bicycle facility locations and traffic speed, land use mix, and proximity to retail, civic and educational destinations.

Based on the analysis, less than 30 percent of Alachua County population and 55 percent of the jobs in the Year 2035 will be located in "high" accessibility areas. More than 40 percent of Alachua County residents and nearly a quarter of jobs will be in areas rated "low" for accessibility. As the MTPO considers new transportation alternatives, such as Bus Rapid Transit, or expansion of bike trails, new bus routes and parkand-ride lot locations, the accessibility measures will change to reflect those investments. Of course, the other side of the policy coin is encouraging more people and jobs to locate in areas that already have high accessibility, such as East Gainesville and the area to the north of downtown Gainesville. The accessibility analysis will be a factor in developing the final Year 2035 plan.



### **Developing the Needs Plan**

There are two primary components of the Year 2035 Transportation Plan: a Needs Plan and a Cost Feasible Plan. The Needs Plan will be adopted by the MTPO first – likely at its August meeting – and it provides the foundation for the Cost Feasible Transportation Plan, which will be approved in October or November 2010. based on estimated local, state and federal revenue for needed transportation projects over the next 25 years. The Needs Plan identifies the desired direction the community will take to meet mobility needs in the Gainesville Metropolitan Area, without limitations to available revenue. In essence, it is a wish list based on ideas, problems and solutions suggested from the public. But an effective Needs Plan must be realistic, have community support, and present a logical and attainable strategy to address improvements to both mobility and access, even if the money is not currently available for all of the projects.

The Year 2035 Needs Plan will be developed based on evaluation of four network alternatives and projected

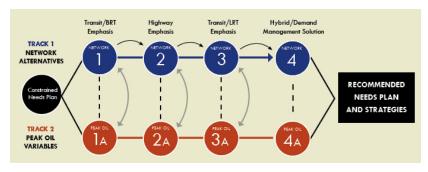
growth in households and jobs as defined in the adopted city and county comprehensive plans. The four alternative networks include: 1) a transit-focused alternative, primarily emphasizing a Bus Rapid Transit (BRT) system, express bus service with connections to park-and-ride locations; 2) a highway emphasis alternative, addressing new street connections and selected road widening projects; and 3) a streetcar or rail-focused alternative with complementary BRT and expanded bus service. The fourth alternative will entail a hybrid of the three alternatives, combining the best elements from each. At the February 16th workshop, the community will have an opportunity to shape these alternatives before the MTPO approves them for evaluation.

Over the next several months, the alternatives will be tested and recommendations developed based on how well they address traffic congestion, improve accessibility and mobility for people and goods, lower vehicle miles of travel, and support community livability.

### **Developing Strategies For Peak Oil**

Two global issues have become key considerations in the Year 2035 Transportation Plan: the concept of "peak oil" and the issue of greenhouse gases. Respected international energy authorities have estimated that the world will likely reach its peak production of fossil fuels by 2020. As we reach this point, the price of oil is expected to become increasingly volatile. Recall the price shock of 2008 when gas prices rose to over \$4 per gallon. Peak oil does not mean the end of oil production, but the end of cheap oil.

Thus, as oil production costs rise, so too will gas prices at the pump and the cost of manufacturing many goods and services. This is likely to have far-reaching impacts on where and how people live, how they travel and how they get their basic supplies. As a result of efforts by the Alachua County Energy Conservation Strategies Commission, the MTPO voted to ensure the Year 2035 Plan will include land use and transportation strategies related to the anticipated effects of peak oil production and decline. Along similar lines, greenhouse gas emissions (GHGs) from human sources are a source of concern. Research has shown that the transportation sector is responsible for as much as 30 percent of GHGs in the U.S., primarily from motor vehicles starting up and idling. The Federal Highway Administration and Florida Department of Transportation have asked all MPOs to



incorporate analysis of GHGs and strategies to reduce emissions into their Long Range Transportation Plans. This is most commonly measured in terms of Vehicle Miles of Travel (VMT), which accounts for the number of vehicle trips and length of those trips. Reducing congestion, changing land use patterns to reduce travel distances for most trips, greater use of transit and ridesharing, and getting more people to walk or bicycle for their trips can all be part of a strategy to reduce VMT.

Both of these issues will be evaluated as part of the Year 2035 Plan by testing different factors related to VMT, including modifications to the transportation networks to improve accessibility for different ways to travel. The alternatives will be evaluated and recommendations developed for transportation projects and other strategies that will have the greatest impact on reducing VMT and energy consumption in the Gainesville/Alachua County region.

### Year 2035 Transportation Plan Coordinated with UF Campus Master Plan

Because travel associated with the University of Florida has a profound influence on Gainesville/Alachua County travel patterns, the Year 2035 Transportation Plan is

being coordinated with development of the University of Florida's Campus Master Plan Transportation Element. Consistency in data collection, sharing of data, and common planning assumptions are essential to complementary creating transportation plans for both the University and Gainesville/ For that reason, data Alachua County. collection and modeling efforts have been conducted concurrently.

Data collected for the Campus Master Plan included a travel behavior survey to determine

an estimate of campus mode share (how people get to campus) and identify some key characteristics of travel to and on campus. Based on the overall survey results, an estimated 39 percent travel to campus by transit, 24 percent drive alone, 19 percent walk or run, 10 percent ride a bicycle, 4.5 percent carpool, and three percent ride a motorcycle or scooter. Survey results showed a high use of carpooling, transit, and walking for students. while faculty and staff were more likely to drive alone or

carpool than take the bus.

The Needs Plans for both the UF Campus Master Plan Transportation Element and the Year 2035 Transportation Plan will be developed over the next several months. Future transit service is a key issue for both plans, as can be seen by the high transit ridership among UF students. A large number of UF faculty and staff live within Gainesville and Alachua County, and the Bus Rapid Transit, streetcar, and park-and-

ride facilities under consideration for enhanced transit service would provide them with more transportation options. Coordination of these two planning efforts will also improve timing and financial opportunities for needed transportation projects once the Cost Feasible Plan is adopted and available funds are allocated over the next several years.

### Vision, Goals and Objectives Provide Basis for Plan Development



The Year 2035 Transportation Plan is guided by a vision for the future of transportation in the Gainesville Urbanized Area and a set of goals and objectives that provide further detail on how the vision shall be accomplished. The vision, goals and objectives for the Year 2035 plan are based on those written for the previous Transportation Plan and have been updated to address changing requirements relating to safety, security and greenhouse gas emissions, as well as key local priorities, such as peak oil production and energy conservation.

The vision articulates the community's desire for a multimodal transportation system based on integrated use and transportation planning through community well-being and partnerships. The goals and objectives focus on key themes in creating the transportation network that achieves the Year 2035 vision: economic vitality and community livability. decision-making and preservation, sustainable safety for mobility and accessibility, security and resilience, and transportation network management and operations. The vision, goals, and objectives will quide development of the Needs and Cost Feasible Plans and will provide direction for benchmarks and targets that can be used to evaluate how well the plan is performing in achieving the desired transportation network. The vision, goals and objectives were adopted by the MTPO in December 2009, and a revised version will be considered for adoption in March 2010.

### THE METROPOLITAN TRANSPORTATION **PLANNING ORGANIZATION**

The MTPO includes elected officials from the City of Gainesville and Alachua County who work together to decide how to spend federal and state money to improve the Gainesville Metropolitan Area's transportation system.

For more information, please contact: Mr. Marlie Sanderson, Assistant Executive Director North Central Florida Regional Planning Council 2009 NW 67th Place Gainesville, FL 32653-1603 (352) 955-2200, ext. 103

WWW.LIVABLETRANSPORTATION.ORG

### Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2035 Long Range Transportation Plan

# PUBLIC WORKSHOP

Tuesday, February 16, 2010 5:30 pm to 8:00 pm The Thomas Center, Spanish Court 302 NE 6th Avenue, Gainesville, FL

### **Workshop Objectives**

- Identify how to better connect people and destinations in the Gainesville area by car, bus/bus rapid transit, streetcar, biking, and walking.
- Determine the best ways to address the potential effects of peak oil production and greenhouse gas emissions on the transportation network.
- Confirm how to know if the transportation plan is effective and what should be measured.
- Identify safety concerns and strategies to address them.

### **Workshop Agenda**

5:30 pm – 6:00 pm Introductions and Materials Review

6:00 pm – 6:30 pm Overview Presentation

6:30 pm – 7:55 pm Group Planning Activities

7:55 pm - 8:00 pm Wrap-Up

# Year 2035 Long Range Transportation Plan Workshop #2: Needs Plan Alternatives, Peak Oil Factors, and Performance Measures Survey

1		
a	) Gainesvil	
а.	, (1411167011	16

c) Other City in Alachua County

b) Unincorporated Alachua County

d) Elsewhere

For each question below, circle the number to the right that best fits your opinion on the issues. Use the scale at the top to match your opinion.

*	Question	Not at all	Not very	No Opinion	Some- what	Extremely
2)	Think back to 2008 when gas prices rose to over <b>\$4/gallon</b> . If that were to happen again, how likely would you be to use a mode of transportation other than a single occupant vehicle to get around?	1	2	3	4	5
3)	Now, imagine that gas prices have risen to \$10 pe	er gallon.	How likely	would yo	u be to:	
	a) use a mode of transportation other than a single occupant vehicle to get around?	1	2	3	4	5
	b) move closer to your job or school to reduce the distance you have to travel each day?	1	2	3	4	5
4) How important is it for the community to establish the following <b>policies</b> :						
	a) Direct funding to make areas west of I-75 more accessible to transportation options and destinations	1	2	3	4	5
	b) Invest in areas that are already highly accessible to encourage people to live and work in those areas	1	2	3	4	5
	c) Allow increased levels of traffic congestion to encourage more transit use	1	2	3	4	5
	d) Improve accessibility to employment centers	1	2	3	4	5
	e) Reserve rights-of-way for future transit facilities	1	2	3	4	5

	Question	Not at all	Not very	No	Some-	Extremely
				Opinion	what	Latieniery
5)	How successful would you consider the future tr	ansportat	ion netwo	rk if the f	ollowing	
	statements were true?					
			ı	I	I	
	a) I live within 1/4 mile of a transit stop	1	2	3	4	5
	b) I can get to multiple key destinations within					
	20 minutes by transit	1	2	<mark>3</mark>	4	<mark>5</mark>
	c) My job or my home is located within ¼ mile					
	of basic services (grocery, shopping, etc.)	1	2	<mark>3</mark>	4	<mark>5</mark>
	d) I would have fewer delays on my commute					
	to work each day.	1	2	3	4	5

6) What are some other ways the success of the transportation network could be evalua	6)	What are some other wa	ys the success	of the trans	portation netwo	rk could be evalua	ted?
---	----	------------------------	----------------	--------------	-----------------	--------------------	------

- 7) For the **transit** network alternative, which would be the most appropriate strategy: (choose **one**)
  - a) Better transit coverage to serve a larger area (e.g., park and ride lots, new routes) or
  - b) Increase service within the existing service area (e.g., increased frequency, longer service hours, etc.).
- 8) For the **highway** network alternative, which would be the most appropriate strategy: (choose **one**)
  - a) Develop more of a grid network in the western part of the county to relieve congestion on major corridors **or**
  - b) Direct resources to improve efficiency by modifying traffic signals and intersections in the urban core.
- 9) For the bicycle & pedestrian network, which would be the most appropriate strategy: (choose one)
  - a) Promote regional connectivity and networks in outer areas of the county or
  - b) Focus on retrofits to existing roadways to improve conditions for biking and walking and access to transit
- 10) Please provide any other comments or suggestions you have about the transportation needs for the Gainesville Metropolitan Area.

\_\_\_\_\_

\_\_\_\_\_

### **Workshop Results**

• Attendance: 49 persons

• Workshop evaluation forms: 19

• Surveys: 57 (33 from website)

Activities

Presentation

- Vision for corridors

Networks: transit, highway,

bike-ped

Safety solutions



### **Workshop/Survey Comments**

- Roads
  - Network of 4-lane roads
  - Expand road network to alleviate congestion
- Access/connectivity
  - More access to UF for cultural events
  - Connect campuses





### **Workshop/Survey Comments**

- Safety
  - Many locations pointed out for specific safety issues/solutions
- Speeds
  - Don't reduce speeds on Archer Rd in front of Shands and VA Hospital
  - Reduce speeds along NW 8th Ave



### **Workshop/Survey Comments**

- Transit
  - Concerns about BRT route through intersection of Archer Rd & 34th St
  - Increase bus service; free bus service
  - Add streetcar line to Butler Plaza
- Bicycle/Pedestrian
  - More on/off-road facilities in W. Gainesville area
  - Designated routes to specific places



### **Survey Results: Peak Oil**

- Gas at \$4/gallon?
  - 72% are likely to use a mode other than single occupant vehicle (SOV)
- Gas at \$10/gallon?
  - -84% likely to switch from SOV
  - 43% likely to move closer to job or school



### **Survey Results: Policies** No opinion • Direct funding to make areas west of I-75 more accessible? 25% 15% · Invest in highly accessible areas? 20% Allow increased congestion to encourage transit? 35% 14% • Improve access to employment centers? 0% 11% Reserve ROW for future transit? 9% 11%

# No opinion Live within ¼ mile of transit stop 91% 5% 4% Get to multiple destinations within 20 minutes by transit 93% 5% 2% My job or home is within ¼ mile of basic services 86% 12% 2% I would have fewer delays on my commute

16%

**Survey Results: Success** 

# - Transit • 45% -- Serve larger area • 55% -- Higher level of service in existing service area - Highway • 42% -- More grid in western part of county • 58% -- Improve efficiency in urban core - Bicycle-pedestrian • 20% -- Regional connectivity/networks in outer areas • 80% -- Retrofit existing roadways

# YEAR 2035 LONG RANGE TRANSPORTATION COST FEASIBLE PLAN

# PUBLIC WORKSH P

**TUESDAY, SEPTEMBER 21** 

5:30 - 8:00 PM

(Presentation at 6:00 PM)
GRU Multipurpose Room, 301 SE 4th Avenue

# We want to know your transportation priorities!

How should transportation funds be spent? Roads? Transit? Trails?

# What are the most important transportation projects?

How do we make sure we achieve our transportation goals?

For more information, please contact:

Mr. Marlie Sanderson, at (352) 955-2200, ext. 103

### Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2035 Long Range Transportation Plan

# PUBLIC WORKSHOP

Tuesday, September 21, 2010 5:30 pm to 8:00 pm Gainesville Regional Utilities (GRU), Multipurpose Room 301 SE 4th Avenue, Gainesville, FL

### **Workshop Objectives**

- Choose your highest priority transportation projects.
- Identify how transportation dollars should allocated among roadway, transit, and trail projects.
- Weigh in on how your priorities would change in response to very high gas prices.
- What projects will help ensure we reach our transportation goals in the Gainesville area?

### **Workshop Agenda**

5:30 pm – 6:00 pm Introductions and Materials Review

6:00 pm – 6:30 pm Overview Presentation

6:30 pm - 7:45 pm Group Planning Activities

7:45 pm - 8:00 pm Wrap-Up

# Year 2035 Long Range Transportation Plan Workshop #3: Cost Feasible Plan Worksheet (9/21/10)

- 1) Where do you live? (Circle one)
- a) Gainesville c) Other City in Alachua County
- b) Unincorporated Alachua County d) Elsewhere
- 2) The projects in the Needs Plan would cost much more to build than the transportation dollars available through the Year 2035. RANK the following types of projects in priority order according to your opinion of how transportation dollars should be spent (1 = highest priority; 7 = lowest priority)

Rank (1-7 in Priority Order)	Project Type
	Widen roads to relieve traffic congestion
	Build new roads to provide alternate routes
	Synchronize traffic signals
	Change roads to make them easier for people to ride a bike, walk, or take the bus (may mean fewer lanes)
	Expand current local bus service (more hours of service and/or bus comes more often)
	Add new types of transit service (streetcar or bus rapid transit) that would run to downtown and UF very often.
	Build paved trails for people to walk and bike

3)	How would your priorities change if gas prices were \$15 per gallon?	

# Gainesville MTPO Year 2035 Long Range Transportation Plan WORKSHOP EVALUATION SURVEY – HOW DID WE DO? September 21, 2010

Please take a few moments to complete this survey and return to staff. Your comments will allow us to better serve your needs and address your concerns in the future.

1.	On a scale o	of 1 to 5, wh	ere 1 = Stı	ongly Disagr	ee and 5	= Strongly Agree, please	rate the fo	llowing	statements. (Circle Or	ne)
	The meeting	g location fo	r the publi	c workshop	was conv	reniently accessible and is	a good pla	ce to ho	ld future meetings.	
	1	2	3	4	5					
	Workshop 1	materials and	l visual aid	s were clear a	ınd easy	to understand.				
	1	2	3	4	5					
	There were	ample oppo	rtunities to	offer persor	nal input.					
	1	2	3	4	5					
	The staff co	onducting the	e worksho <sub>l</sub>	o was recepti	ve to per	sonal input given by the c	itizens atte	ending.		
	1	2	3		5	, ,		Ü		
	The worksh	op exercises	were valu	able in helpin	ng to ider	ntify transportation system	objective	s and ne	eds.	
	1	2	3	-	5		,			
	The worksh	nop was enjo	yable and i	informative.						
	1	2	3		5					
2.	How did yo	ou find out al	oout the ti	me and locati	on of thi	s workshop?				
3.			-	Newspap Website to make simi		shops a more effective too	ol for you?			
	used for any 4. What i		s.	•	Is the U	meet federal requirements United States your y of origin?		Do you	re confidential and wil u own or have to a vehicle?	11
	b.	F				Yes		access	Yes	
	5. What i	s your age?			b.	No		b.	No	
	a. b. c. d. e.	Under age 18 to 29 30 to 59 60 to 74 75 or older		8.	languaş a.	lish a second ge? Yes No	10.	that lin	u have a disability nits your mobility? Yes No	
	6. What i a. b. c.	s your race? White African-Ar Other	merican							

Gainesville Urbanized Area Metropolitan Transportation Planning Organization 2035 Long Range Transportation Plan

# **Environmental Issues Forum**

You are invited to help shape the future of transportation in the Gainesville area.

### www.livabletransportation.org

Please join us for an Environmental Issues Forum to discuss your ideas and concerns about the relationship between transportation and the environment. The Forum will be an Open House with a short presentation at 5:00 PM. Visit the website at <a href="https://www.livabletransportation.org">www.livabletransportation.org</a> for more information.

# Take this opportunity to give your input on the following issues and more:

- · Climate Change/Peak Oil
- Energy Conservation
- Air Quality
- Noise
- Water Quality
- Wetlands/Springs
- Wildlife and Habitat
- Environmentally Sensitive Lands

Light refreshments will be provided.

For more information contact:
Marlie Sanderson, Assistant Executive Director
(352) 955-2200, ext. 103 • sanderson@ncfrpc.org

The Gainesville Metropolitan Transportation Planning Organization (MTPO) includes elected officials from the City of Gainesville and Alachua County who work together to decide how to spend federal and state money to improve the Gainesville metropolitan area's transportation system.









# **December 2, 2009 4:00pm to 6:00pm**

Gainesville Regional Utilities Multi-Purpose Room 301 SE 4th Avenue • Gainesville, FL 32601

Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least seven (7) days before the workshop.

# MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium6:00 p.m.Alachua County Administration BuildingMondayGainesville, FloridaApril 20, 2009

### <u>MEMBERS PRESENT</u> <u>MEMBERS ABSENT</u> <u>OTHERS PRESENT</u>

Paula DeLaney, Vice Chair Scherwin Henry, Chair See Exhibit A

Mike Byerly Cynthia Moore Chestnut

Jack Donovan Rodney Long

Mayor Pegeen Hanrahan <u>STAFF PRESENT</u>

Thomas Hawkins

Bill Henderson/Charles Baldwin Scott Koons

Craig Lowe Marlie Sanderson
John Martin Michael Escalante

Jeanna Mastrodicasa

Lee Pinkoson
Lauren Poe
Ed Poppell

### CALL TO ORDER

Vice Chair Paula DeLaney called the meeting to order at 6:10 p.m. She noted that the MTPO did not have a quorum. She asked Mr. Marlie Sanderson, MTPO Director of Transportation Planning, if there were any non-action items ready for discussion.

Mr. Sanderson stated that agenda item V. Archer Road/SW 16<sup>th</sup> Avenue Project Development and Environment (PD&E) Study could be discussed.

# V. ARCHER ROAD/SW $16^{TH}$ AVENUE PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Mr. Sanderson stated that the City's consultant was present to provide an update on the Archer Road/SW 16<sup>th</sup> Avenue Project Development and Environment (PD&E) Study.

Mr. Paul Cherry, Kimley-Horn Traffic Engineer, discussed the alternatives for the Archer Road/SW 16<sup>th</sup> Avenue PD&E Study and answered questions.

Mr. Ed Poppell, University of Florida Vice President for Business Affairs, discussed the Archer Road/SW 16<sup>th</sup> Avenue PD&E Study. He noted that Archer Road would have a campus feel from the fire station to SW 13<sup>th</sup> Street. He added that the SW 16<sup>th</sup> Avenue/SW 13<sup>th</sup> Street intersection modifications addressed Florida Department of Transportation concerns regarding capacity.

A member of the MTPO noted that some Archer Road businesses had contacted her and discussed their concerns about the project's impact on Archer Road businesses.

Mr. Don Hambidge, City of Gainesville Traffic Engineer, discussed the City's project review schedule.

Ms. Jane Berman Holton discussed her concerns regarding the project budget, scope, plans to address congestion and access/utility of Archer Road from the fire station to SW 13<sup>th</sup> Street. She noted she opposed the removal of the onstreet parking on SW 16th Avenue.

Mr. Cherry and Mr. Poppell responded to Ms. Holton's concerns.

A quorum of the MTPO was present. Vice Chair DeLaney said that the agendas could be approved.

### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the consent agenda and remaining meeting agenda amended to delete agenda item II. SW 20<sup>th</sup> Avenue- Scoping Plans. He noted that there were not enough County Commissioners present to discuss agenda item II. SW 20<sup>th</sup> Avenue- Scoping Plans due to a Commissioner's conflict of interest.

A member of the MTPO asked why the sidewalks were not on the outside of the right-of-way in Alternative 3.

Mr. Sanderson stated that appropriate Florida Department of Transportation and Alachua County staff would be invited to the next MTPO meeting to discuss the location of the sidewalk.

ACTION: Commissioner Byerly moved to approve the Consent Agenda and the Meeting Agenda amended to delete agenda item II. SW 20<sup>th</sup> Avenue- Scoping Plans. Commissioner Pinkoson seconded; motion passed unanimously.

# III. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTSW $8^{\text{TH}}$ AVENUE SIDEWALK

Mr. Sanderson stated that the SW 8<sup>th</sup> Avenue Sidewalk project has received funding under the Federal American Recovery & Reinvestment Act of 2009 (ARRA). He asked the MTPO to amend the Fiscal Years 2008/09 - 2012/13 TIP.

Mr. Dave Cerlanek, Alachua County Assistant Public Works Director, discussed the SW 8<sup>th</sup> Avenue Sidewalk project and answered questions. He noted that the project's limits would be from SW 75<sup>th</sup> Street to SW 67<sup>th</sup> Terrace.

ACTION: Commissioner Pinkoson moved to amend the <u>Fiscal Years 2008/2009 - 2012/2013</u>
<u>TIP</u> to include the SW 8<sup>th</sup> Avenue sidewalk project [FIN \*4264051] from SW 75<sup>th</sup>
Street to Interstate 75 in Fiscal Year 2008/2009. Mayor Hanrahan seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed unanimously.

### IV. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Sanderson stated that the <u>TIP</u> is the most important document that is approved annually by the MTPO. He said that the <u>TIP</u> is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report. He noted that this year's document authorizes about \$14 million in Federal funds for projects within the Gainesville Metropolitan Area over the next fiscal year.

# ACTION: Commissioner Pinkoson moved to approve the draft <u>Fiscal Years 2009/2010 - 2013/2014 TIP</u>, as revised to address:

- 1. Florida Department of Transportation review comments; and
- 2. any changes resulting from projects being American Recovery and Reinvestment Act-funded in the current <u>Fiscal Years 2008/2009 2012/2013 TIP.</u>

Mayor Hanrahan seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed unanimously.

### VI. YEAR 2035 LONG RANGE TRANSPORTATION PLAN UPDATE-PUBLIC PARTICIPATION PLAN

Mr. Sanderson stated that the MTPO's consultant has prepared a draft Public Participation Plan for the Year 2035 Long Range Transportation Plan (LRTP) Update.

Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, discussed the status of the Year 2035 LRTP Update and the draft Public Participation Plan for the Year 2035 LRTP Update and answered questions. He announced the kick-off LRTP workshop on April 23<sup>rd</sup> at Gainesville Regional Utilities. He noted that the LRTP Update Internet website is as followswww.livabletransportation.org.

Mr. John Martin, MTPO Rural Advisor, discussed the need for emphasis on maintenance of the existing transportation system.

A member of the MTPO discussed the Metropolitan Planning Organization Advisory Council (MPOAC) legislative agenda relationship to the LRTP update.

A member of the MTPO discussed the LRTP- Future Land Use Plan Map nexus, nodal densities and network design.

Commissioner DeLaney, Alachua County Transportation Disadvantaged Coordinating (TD) Board Chair, requested a LRTP presentation to the TD Board.

A member of the MTPO asked about the LRTP process.

Mr. Blanton discussed the elements of the LRTP Update process.

A member of the MTPO discussed the City's Evaluation and Appraisal Report (EAR) and the MTPO's Non-Discrimination Policy that extends beyond federal policy. She requested that LRTP Update display ads be placed in the Florida Independent Alligator.

ACTION: Commissioner Pinkoson moved to approve the Year 2035 Long Range Transportation Plan Update- Public Participation Plan as a completed document. Commissioner Lowe seconded; motion passed unanimously.

### VII. NEXT MTPO MEETING

Mr. Sanderson recommended cancelling the May 26<sup>th</sup> MTPO meeting, since the MTPO did not have any agenda items that required action, and asked the MTPO to meet on June 8<sup>th</sup>.

It was a consensus of the MTPO to meet on June 8th.

### VI. COMMENTS

### A. MTPO MEMBERS

A member of the MTPO requested an update from the City on roadway jurisdiction status in the southwest annexation-affected areas. He said the update could be in writing.

Ms. Teresa Scott, Gainesville Public Works Director, stated that there was a Transition Team addressing jurisdictional transfers relative to the City's annexations. She said that she would see that an update would be provided.

Commissioner Martin congratulated the Gainesville City Commissioners that were re-elected.

A member of the MTPO noted that the new City of Newberry Mayor was in attendance.

Vice Chair Delaney welcomed Mayor Harry Nichols.

### B. CITIZENS

There were no citizens comments.

### C. CHAIRS REPORT

There were no MTPO Chair comments.

### **ADJOURNMENT**

Vice Chair DeLaney adjourned the meeting at 7:55 p.m.

6/8/2009

William Thomas Hawkins, Secretary/Treasurer

### **EXHIBIT A**

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Whit Blanton	Dave Cerlanek	Dekova Batey	Karen Taulbee
Paul Cherry	Michael Fay	Paul Folker	
Jane Berman Holton	Randall Reid	Jesus Gomez	
Harry Nichols	Dave Schwartz	Don Hambidge	
Jonathan Thigpen		Doug Robinson	
Ryan Thompson		Teresa Scott	
		Despina Veilleux	

<sup>\*</sup> By telephone # Provided written comments

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603 (352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium

Alachua County Administration Building
Gainesville, Florida

Monday, 6:00 p.m. April 20, 2009

### STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- March 2, 2009

APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #13 CA. 2 MTPO Fiscal Year 2008 Audit Review Committee Report

APPROVE COMMITTEE REPORT

The MTPO Audit Review Committee has met and recommends that the MTPO accept the audit report and approve the invoice for payment

Page #37 CA. 3 Unified Planning Work Program (UPWP)Revisions

APPROVE REVISIONS

Enclosed with this agenda item are UPWP pages that need to be approved for Fiscal Year 2009/10

Page #61 CA. 4 Joint Certification Statement

**AUTHORIZE CHAIR TO SIGN** 

The Florida Department of Transportation (FDOT) is recommending that the MTPO planning process be certified

Page #65 CA. 5 Revised Transportation Planning Funds Joint Participation Agreement Form: 525-101-02

APPROVE STAFF RECOMMENDATION

FDOT is requiring the MTPO to include the language in Exhibit 2 as part of the current Transportation Planning Funds Joint Participation Agreement

**Continuity of Operations Plan- Revisions** Page #87 **CA.** 6 APPROVE REVISIONS This Plan has been reviewed and revisions have been made to improve it Page #103 CA. 7 **Bus Rapid Transit Feasibility Study** APPROVE SUBCOMMITTEE RECOMMENDATIONS The Plan East Gainesville (PEG) Subcommittee and MTPO Advisory Committees received a Bus Rapid Transit Study status report presentation Page #161 CA. 8 Plan East Gainesville Subcommittee NO ACTION REQUIRED The Alachua County Commission has appointed Commissioner Pinkoson to replace Commissioner Chestnut on this Subcommittee Page #163 CA. 9 Transportation Disadvantaged Program-NO ACTION REQUIRED **Status Report** The MTPO has asked for regular status reports concerning this program Page #173 CA. 10 U.S. Government Accountability Office (GAO)- NO ACTION REQUIRED Interview The GAO interviewed MTPO staff about several issues, such as ways to improve regional transportation planning Page #175 CA. 11 Regional Transit System Ridership NO ACTION REQUIRED Enclosed is annual transit ridership information for 2008 Page #177 CA. 12 Florida Metropolitan Planning Organization NO ACTION REQUIRED **Advisory Council- 2008 Legislative Policy Positions** Enclosed are copies of the 2009 MPOAC legislative policy positions

# MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium5:00 p.m.Alachua County Administration BuildingMonday

Gainesville, Florida December 14, 2009

### MEMBERS PRESENT MEMBERS ABSENT OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scherwin Henry, Chair Paula DeLaney, Vice Chair James Bennett/Lora Hollingsworth Mayor Pegeen Hanrahan

Mike Byerly Rodney Long

Cynthia Moore Chestnut Jeanna Mastrodicasa

Jack Donovan Larry Travis

Thomas Hawkins
Craig Lowe
Lee Pinkoson

Scott Koons
Marlie Sanderson
Michael Escalante

Lauren Poe Ed Poppell

### CALL TO ORDER

Chair Scherwin Henry called the meeting to order at 5:05 p.m. He noted that a quorum was not present. He asked MTPO staff which agenda item had a presentation that could begin while the MTPO was waiting to obtain a quorum.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, suggested item III. SW 62<sup>nd</sup> Boulevard Connector- Interim Projects.

### III. SW 62<sup>ND</sup> BOULEVARD CONNECTOR- INTERIM PROJECTS

Mr. Sanderson stated that Alachua County staff has submitted 60 percent SW 62<sup>nd</sup> Connector Interim Projects Design Plans for the: SW 40<sup>th</sup> Boulevard at Archer Road Intersection Modifications; SW 43<sup>rd</sup> Street at SW 20<sup>th</sup> Avenue Intersection Modifications; and Smart Bus Bay on SW 20<sup>th</sup> Avenue. He said that the County's consultant was present to discuss the 60 Percent SW 62<sup>nd</sup> Connector Design Plans.

Mr. Terry Shaw, HNTB Associate Vice President, discussed the 60 percent design plans and answered questions.

A quorum of the MTPO was present at this time.

### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the consent agenda and meeting agenda.

ACTION: Commissioner Hawkins moved to approve the Consent Agenda and Meeting Agenda. Commissioner Pinkoson seconded; motion passed unanimously.

III. SW 62<sup>ND</sup> BOULEVARD CONNECTOR- INTERIM PROJECTS (Continued)

ACTION: Commissioner Pinkoson moved to approve the 60 Percent Design Plans for the:

- 1. SW 40th Boulevard at Archer Road Intersection Modifications Project;
- 2. SW 43<sup>rd</sup> Street at SW 20<sup>th</sup> Avenue Intersection Modifications Project, with one revision to install raised medians on SW 20<sup>th</sup> Avenue west of the SW 43<sup>rd</sup> Street intersection; and
- 3. Smart Bus Bay on SW 20th Avenue Project, with two revisions to modify the:
  - A. SW 20<sup>th</sup> Avenue typical section by widening the 4-foot bikelane to 5-foot with the foot being taken from the center turnlane; and
  - B. bus shelter to include pedestrian safety railing at the back side.

Commissioner Chestnut seconded; motion passed 7 to 1.

### II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) is requesting five TIP amendments. He asked if the MTPO wanted to vote on them individually or as a batch.

Chair Henry requested batching the amendments for one vote.

- A. FTA SECTION 5317 GRANT
- B. SECTION 5316 JOB ACCESS REVERSE COMMUTE (JARC) GRANT
- C. SAFE ROUTES TO SCHOOL PROGRAM- NE 15<sup>TH</sup> STREET SIDEWALK PROJECT
- D. INTERSTATE 75 AT NEWBERRY ROAD (STATE ROAD 26) INTERCHANGE RIGHT-OF-WAY (ROW) PURCHASE PROJECT
- E. AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PURCHASE OF TRANSIT VEHICLES

Mr. Sanderson stated that the first TIP amendment was the awarding of a Federal Transit Administration (FTA) Section 5317 New Freedom Grant. He said that this Grant will be used to purchase additional paratransit trips for Section 5317-eligible clients.

Mr. Sanderson reported that the second TIP amendment was the awarding of an FTA Section 5317 JARC Grant. He said that this Grant would be used by RTS to purchase Mobile Data Terminal (MDT) software for MV Transportation.

Mr. Sanderson stated that the third TIP amendment was the awarding of a Safe Routes to School Grant for the NE 15<sup>th</sup> Street Sidewalk Project.

Mr. Sanderson reported that the fourth TIP amendment was the ROW Purchase Project at the Interstate 75 at Newberry Road/SR 26 NW Quadrant (Whataburger parcel).

Mr. Sanderson stated that the fifth TIP amendment was the redistribution of unallocated ARRA funding. He said that this project will purchase additional RTS transit vehicles. He asked the MTPO to amend the Fiscal Years 2009/2010 - 2013/2014 TIP for all five projects.

Ms. Karen Taulbee, FDOT District 2 Transportation Specialist, discussed the ROW project and answered questions. She noted that FDOT identified unobligated ROW funds. She added that, based on the MTPO's request for safety modifications at the Newberry Road interchange with regard to the Interstate 75 Master Plan Study, FDOT is funding this ROW purchase.

ACTION: Commissioner Lowe moved to amend the Fiscal Years 2009/2010 - 2013/2014 TIP in Fiscal Year 2009/2010 to:

- A. increase the funding for the Section 5317 New Freedom Small Urban Operating/ Administrative Assistance Grant [FIN #4272891] by \$36,100 and also \$36,100 in local match;
- B. add the Section 5316 Job Access Reverse Commute Grant [FIN #4282371] of \$90,000 and \$10,000 local match;
- C. add the NE 15<sup>th</sup> Street from NE 39<sup>th</sup> Avenue [State Road (SR) 222] to the 4400 Block of NE 15<sup>th</sup> Street Sidewalk Construction Project [FIN #4273261];
- D. add the Interstate 75 at Newberry Road Interchange ROW Purchase Project [FIN #4278251]; and
- E. increase the funding for the Purchase of Transit Vehicles Project [FIN #4263201] by \$335,418 in Fiscal Year 2009/2010.

Commissioner Chestnut seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed unanimously.

The TIP Amendment Log is attached as Exhibit 1.

Mr. Sanderson stated that item IV. Public Involvement Plan Update was advertised for discussion at 6:00 p.m. He suggested discussion of item VII. Florida Department of Transportation Tentative Five Year Work Program.

It was a consensus of the MTPO to discuss item VII. Florida Department of Transportation Tentative Five Year Work Program.

# VII. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has requested comments concerning its <u>Tentative Five Year Work Program for Fiscal Years 2010/2011 to 2014/2015</u>.

Ms. Taulbee discussed the <u>Tentative Five Year Work Program</u> and answered questions.

Mr. Jonathan Paul, Alachua County Impact Fee and Concurrency Manager, discussed County staff comments on the Tentative Work Program and answered questions.

Chair Henry asked whether any new ARRA funding could be used to address local street flooding in the Duval Heights neighborhood. Ms. Taulbee noted that the MTPO's List of Priority Projects (LOPP) was used by FDOT to identify projects to be considered in the Tentative Work Program.

Mr. James Bennett, FDOT District 2 Urban Area Transportation Development Engineer, noted that these were local roads that are off the State Highway System. He noted that these drainage projects may be eligible for County Incentive Grant Program (CIGP) funding. He said that there is a local match requirement. He discussed the ARRA and reported that there was no additional funding. He added that, if there was another Federal Stimulus bill, FDOT would follow the MTPO's priorities.

ACTION: Commissioner Poe moved to authorize the MTPO Chair to send a letter to the FDOT District 2 Secretary thanking her for the opportunity to review and comment on the <u>Tentative Work Program</u>. Commissioner Chestnut seconded; motion passed unanimously.

Mr. Sanderson reported that, due to delays on the turnpike, the MTPO's consultant has not arrived. He suggested that the MTPO discuss item IX. Design Team.

It was a consensus of the MTPO to discuss item IX. Design Team.

### 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.

He reported the MTPO Advisory Committee and Staff recommendations. He noted the City Beautification Board's request for participation in project design review. He also said that, since the formation of the Design Team, the City has established Project Teams and the County has established similar procedures to review design plans.

Mr. Paul noted that Alachua County staff concurred with the sunsetting of the Design Team.

### **ACTION: Commissioner Byerly moved to:**

- 1. sunset the Design Team;
- 2. have its duties and responsibilities assigned to the TAC; and
- 3. appoint an Arborist/Forester to the TAC as a voting member.

Commissioner Donovan seconded; motion passed unanimously.

Mr. Sanderson noted that MTPO staff would make appropriate revisions to MTPO documents to reflect these changes.

### IV. PUBLIC INVOLVEMENT PLAN UPDATE

Mr. Sanderson stated that the MTPO is required to review its Public Involvement Plan and revise it as needed. He discussed revisions to the plan and answered questions.

ACTION: Commissioner Chestnut moved to approve revisions to the Public Involvement Plan. Commissioner Donovan seconded; motion passed unanimously.

### V. CITIZENS ADVISORY COMMITTEE (CAC)- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill five vacant positions on its CAC. He said that the five positions have a term of office through December, 2012. He added that the MTPO will also be appointing up to three CAC Designate Members. He asked if there were any applicants present to speak concerning their candidacy.

The following persons spoke regarding their candidacy for the CAC:

Rod Gonzalez Valerie Rosenkrantz Chandler Otis Holly Shema

Mr. Sanderson recommended that the MTPO, as it has in the past, vote for five of the 12 candidates, with the five highest vote recipients being appointed to the CAC for a term ending December 2012 and the next three highest vote recipients being CAC Designate Members. He conducted a rollcall vote. He reported the results of the CAC appointment vote.

ACTION: Commissioner Lowe moved to appoint Thomas Collett and Valerie Rosenkrantz and reappoint Harvey Budd, Blake Fletcher and Chandler Otis to the CAC for a term through December, 2012. Commissioner Chestnut seconded; motion passed unanimously.

According to the MTPO voting results, the three CAC Designate Members, appointed for a term through December, 2010, are Holly Blumenthal, Roderick Gonzalez and Laurie Newsom.

### VI. BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB)- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill two vacancies on the B/PAB for a term ending in October, 2012. He asked if there were any applicants present to speak concerning their candidacy.

A member of the MTPO requested that information concerning the tenure of the B/PAB members be provided to the MTPO.

It was a consensus of the MTPO to include B/PAB tenure information for future B/PAB appointments.

Mr. Rajeeb Das and Mr. Kenneth Duffield spoke regarding their candidacy for the B/PAB.

Mr. Sanderson conducted a rollcall vote and reported the results.

ACTION: Commissioner Chestnut moved to reappoint Rajeeb Das and Kenneth Duffield for a term through October, 2012. Commissioner Lowe seconded; motion passed unanimously.

## VIII. LONG RANGE TRANSPORTATION PLAN UPDATE- VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Sanderson introduced Mr. Whit Blanton, Renaissance Planning Group Vice President, for his presentation on the Year 2035 Long Range Transportation Plan (LRTP) update.

Mr. Blanton provided a status report on the LRTP. He noted that LRTP Workshop \*2 would be some time in February 2010. He discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

A member of the MTPO discussed his comments concerning the draft Year 2035 LRTP Vision Statement, Goals and Objectives.

### **ACTION: Commissioner Byerly moved to:**

- A. approve the draft Year 2035 LRTP Vision Statement, Goals and Objectives in Exhibit 4; and
- B. refer Commissioner Donovan's comments to MTPO staff for incorporation into the MTPO-approved draft document.

Commissioner Poe seconded; motion passed unanimously.

Mr. Paul noted that the vision statement is concerned with growth and land use issues. He suggested that the vision statement and goals be directed towards transportation issues, such as East Gainesville linkages to transportation and transportation connectivity. He said that Alachua County staff would prepare written comments and forward them to MTPO staff.

It was a consensus of the MTPO to reagenda the LRTP Update Vision Statement, Goals and Objectives for the next MTPO meeting in order to allow staff time to incorporate comments by Commissioner Donovan and Alachua County staff.

### X. ELECTION OF OFFICERS

Mr. Sanderson stated that the MTPO needed to elect a Chair, Vice-Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the MTPO Chair traditionally alternates between the City Commission and County Commission.

ACTION: Commissioner Pinkoson moved to elect Commissioner DeLaney as the MTPO Chair, Commissioner Hawkins as the MTPO Vice Chair and Commissioner Chestnut as MTPO Secretary/Treasurer. Commissioner Byerly seconded; motion passed unanimously.

Mr. Sanderson presented a plaque to Chair Henry for his service as the 2009 MTPO Chair.

### XI. MTPO AUDIT REVIEW COMMITTEE

Mr. Sanderson requested that the MTPO appoint two members to an Audit Review Committee. He noted that the MTPO Secretary/Treasurer traditionally chairs this committee.

ACTION: Commissioner Pinkoson moved to appoint Commissioner Chestnut and Commissioner Poe to the MTPO Audit Review Committee and to have Commissioner Chestnut serve as Committee Chair. Commissioner Donovan seconded; motion passed unanimously.

# XII. STATEWIDE ORGANIZATION OF METROPOLITAN PLANNING ORGANIZATIONS (MPOAC)

Mr. Sanderson asked the MTPO to appoint voting and alternate representatives to the Metropolitan Planning Organization Advisory Council (MPOAC) for calendar year 2010.

ACTION: Commissioner Poe moved to reappoint Commissioner DeLaney as the MPOAC voting representative and Commissioner Hawkins as the MPOAC alternate representative. Commissioner Chestnut seconded; motion passed unanimously.

### XIII. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is tentatively scheduled for February 8<sup>th</sup> at 3:00 p.m.

### XIV. COMMENTS

### A. MTPO MEMBERS

A member of the MTPO discussed his concern about the dead trees recently planted in the Williston Road medians that were identified in item CA. 5 Williston Road Median Oak Trees.

Ms. Taulbee discussed the status of the Williston Road trees and answered questions.

A member of the MTPO discussed the tree removal in the North Main Street project. She noted that County staff had additional information.

Mr. Dave Cerlanek, Alachua County Assistant Public Works Director, discussed the tree removal from the North Main Street project. He noted that he was mistaken in attributing the tree removal to FDOT at a previous County Commission meeting. He said that the trees were removed as part of the sidewalk widening. He added that the tree removal will be mitigated. He said that the Gainesville Sun would be notified to correct a previous article regarding the tree removal.

### C. CHAIR'S REPORT

Chair Henry thanked MTPO staff for its service.

### **B. CITIZENS**

Mr. Brian Harrington, Business Community Coalition (BCC) Chair, discussed the Coalition's interest in working with the MTPO and participating in the Year 2035 LRTP update process.

A member of the MTPO complimented FDOT's work on Main Street.

### **ADJOURNMENT**

Chair Henry adjourned the meeting at 7:23 p.m.	
3/24/18	Conthia Moore Chestnut, Secretary/Treasurer
Date	Cynthia Moore Chestnut, Secretary/Treasurer

### **EXHIBIT A**

<b>Interested Citizens</b>	Alachua County	City of Gainesville	<u>Florid</u> of Tra
Zack Andrews	Dave Cerlanek	Dekova Batey	Karen '
Whit Blanton	Ha Nguyen	Russ Blackburn	
Rajeeb Das	Jonathan Paul	Paul Folker	
Kenneth Duffield	Randall Reid	Millie Crawford	
Rod Gonzalez	David Schwartz	Jesus Gomez	
Brian Harrington		Debbie Leistner	
Mike Hotta		Doug Robinson	
Tom Oakland		Teresa Scott	
Chandler Otis			
Curtis Paris			
Jackie Paris			
Valerie Rosenkrantz			

Florida Department ansportation

Taulbee

Terry Shaw

Holly Shema

T:\Mike\em10\mtpo\minutes\dec14 wpd

<sup>\*</sup> By telephone # Provided written comments

### **EXHIBIT 1**

### TIP AMENDMENT LOG

7	TIP AMENDMEN	T	PROJECT DESCRIPTION							
NUMBER	APPROVAL DATE	PURPOSE	TIP TABLE	PROJECT LOCATION (FiN NUMBER)	TYPE WORK	PROJECT YEAR	PROJECT FUNDING [thousands]	FUND CODE TABLE 3		
09-1	08/10/09	Rollover	9	2129498	I-75 interchange modification [@Newberry Road (sr. 26)]	09/10	\$10 \$24	DIH NHAC		
			6	4262061	ARRA W 6 <sup>th</sup> Street Bike/Ped Trail [SE 2 <sup>nd</sup> Avenue to NW 16 <sup>th</sup> Avenue]	09/10	\$1,000 \$9	FSSL SL		
			14	4262071	ARRA NE 8 <sup>th</sup> Avenue Resurfacing [Main Street to NE Boulevard]	09/10	\$300 \$3	FSSL SL		
			12	4262081	ARRA NW 34 <sup>th</sup> Street (SR 121) Sidewalk [NW 39 <sup>th</sup> Avenue (SR 222) to US 441]	09/10	\$1,000 \$9	FSSL SL		
			14	4262281	ARRA Main Street Resurfacing [N 8 <sup>th</sup> Avenue to N 23 <sup>th</sup> Avenue]	09/10	\$1,100 \$10 \$1,273	FSSL SL LF		
			12	4264051	ARRA SW 8 <sup>th</sup> Avenue Sidewalk [Tower Road to end/I-75]	09/10	\$110 \$1	FSSE SE		
			5	4068473	Section 5309 Transportation Hub [@Gainesville Regional Airport]	09/10	\$298	FTA		
			18	4242921	Section 5311 Rural Transit Funding- operating/administration assistance	09/10	\$208 \$208	DU LF		
			17	4243901	Section 5307 Small Transit Incentive Cities Allocation- fixed route capital	09/10	\$752 \$188	FTA LF		
			17	4263891	ARRA 5307 purchase of transit vehicles	09/10	\$3,201	FTA		
			17	4267571	RTS purchase of transit vehicles with HR 1105 High Priority Project funding	09/10	\$475 \$119	FTA LF		
09-2	11/09/09	Rollover	18	4252901	Section 5317 New Freedom RTS Small Urban Operating/Administrative Assistance	09/10	\$50 \$50	DU LF		
		Add	-	-	Appendix K to show ARRA-funded project completion dates	-	-	-		
		Delete	12	4262081	ARRA NW 34th Street (SR 121) Sidewalk [NW 39th Avenue (SR 222) to US 441]	09/10	\$1,000 \$9	FSSL, SL,		
		Add	12	4262082	ARRA NW 34 <sup>th</sup> Street Sidewalk [NW 39 <sup>th</sup> Avenue to NW 55 <sup>th</sup> Boulevard]	09/10	\$438 \$4	FSSL DIH		
		Add & Funding Increase	17	4263201	ARRA 5307 purchase of transit vehicles [additional \$561,520 is flexed FSSL funds added to \$692,000 funded in FY 2008/2009]	09/10	\$562	FTA		

### **EXHIBIT 1 (Continued)**

### TIP AMENDMENT LOG

ר	TIP AMENDMEN	Т	PROJECT DESCRIPTION					
NUMBER	APPROVAL DATE	PURPOSE	TIP TABLE	PROJECT LOCATION (FIN NUMBER)	TYPE WORK	PROJECT YEAR	PROJECT FUNDING [thousands]	FUND CODE TABLE 3
09-3	12/14/09	Funding Increase	18	4272891	Section 5317 New Freedom RTS Small Urban Operating/Administrative Assistance [additional \$36,000 grant plus \$36,000 local match added to \$100,000 funded in TIP Amendment 09-2 project 4252901]	09/10	\$36 \$36	DU LF
		Add	18	4282371	Section 5316 Job Access Reverse Commute Grant to purchase Mobile Data Terminal software	09/10	\$90 \$10	DU LF
		Add	12	4273261	Safe Routes to School NE 15 <sup>th</sup> Street Sidewalk [NE 39 <sup>th</sup> Avenue (SR 222) to 4400 Block]	09/10	\$405 \$130 \$70	SR2S SR2E SA
		Add	9	4278251	Purchase right-of-way in I-75 interchange NW quadrant [I-75 @ Newberry Road (SR 26)]	09/10	\$592 \$10	NHAC DIH
		Funding Increase	17	4263201	ARRA 5307 purchase of transit vehicles [additional \$335,418 is redistributed flexed FSSL funds added to \$692,000 funded in FY 2008/2009 and \$562,000 funded in FY 2009/2010]	09/10	\$562 \$335	FTA FTA
09-4								

### North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603 (352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Monday, 5:00 p.m. December 14, 2009

### **STAFF RECOMMENDATION**

Page \*9 CA. 1 MTPO Minutes-November 9, 2009

**APPROVE MINUTES** 

This set of MTPO minutes is ready for review

Page \*21 CA. 2 Long Range Transportation Plan Update Technical APPROVE STAFF

Memorandum- Plan to Reduce Greenhouse Gases RECOMMENDATION

The Federal Highway Administration is recommending the MTPO to adopt targets and strategies to reduce greenhouse gases as part of the long range plan

Page #23 CA. 3 Alachua County Transportation Disadvantaged AUTHORIZE Coordinating Board Membership Certification CHAIR TO SIGN

The MTPO needs to approve the enclosed procedures concerning how to file discrimination complaints

Page #27 CA. 4 NW 34<sup>th</sup> Street Sidewalk Project-NW 55<sup>th</sup> Boulevard to US 441 NO ACTION REQUIRED

These modifications revise the payment schedule for consultant services to move \$40,000 from Fiscal Year 2010/11 to Fiscal Year 2009/10

Page #29 CA. 5 Williston Road Median Oak Trees

NO ACTION REQUIRED

The MTPO needs to ratify MTPO staff action taken in August 2009 to send a letter of support for the City's Tiger Grant Application

Page \*31 CA. 6 Transportation Disadvantaged Program Status Report

NO ACTION REQUIRED

The MTPO has asked for regular status reports concerning this program

Page #41 CA. 7 MPOAC Weekend Institute

NO ACTION REQUIRED

If any MTPO member wants to attend this institute, please contact MTPO staff

### University of Florida Campus Master Plan, 2010-2020: Transportation Data and Analysis

### **Transit Planning Forum Minutes**

### March 16, 2010

Two public workshops to discuss transit issues for the Campus Master Plan update were held at the University of Florida on March 16, 2010 (1:30 and 5:00 PM). Workshop participants marked up maps of the UF area with their suggestions for transit service and completed discussion guides with additional questions on incentives and barriers for using transit to get to and around campus. A summary of comments provided at the workshops is provided below.

### **Transit Service Enhancements**

### Timing/Frequency

- Better frequency of service after 4:30 at commuter lot
- Route 10 -- not on time; not early enough buses; increase frequency
- Real time for campus buses online
- Faculty/staff: longer service hours and more service frequency in the peak hours. Many faculty don't ride because of buses ending service too early.

### Additional Service Needed:

- NW of campus (north of NW 8th Avenue, east of NW 83rd Street, south of Millhopper Road, west of 441/34th Street)
- Duck Pond neighborhood (north of University Avenue, east of US 441/13th Street, west of Waldo Road, south of NE 23rd Avenue) NW 43rd Street from University Avenue to NW 62nd Avenue (north of Millhopper Road)
- NW 34th Street from University Avenue to US 441/Northwood Village
- US 441 from NW 8th Avenue south toward Williston Road
- Archer Road from US 441 to Butler Plaza
- SW 20th Avenue from SW 34th Street to SW 62nd Blvd
- University Avenue/Newberry Road from US 441 to I-75
- Main campus to Sorority Row
- Center Drive/Museum Road to US 441 via Center Drive, Shands, Archer Road
- Bring a few buses from campus to pick up people on west side (SW 20th Ave) when buses are full
- Full buses at peak hour at these locations: Newell Drive/Museum Road, Center Drive/Museum Road, along SW 20<sup>th</sup> Avenue west of SW 34<sup>th</sup> Street, SW 32<sup>nd</sup> Terrace (south of Archer)

### New Service/Connections:

- More direct service and more service in general from The Hub to Fraternity Row
- Shuttle service from main campus to UF East Gainesville campus (on Waldo Road) (between human resources offices)
- Downtown to/from Hilton/conference center

- Sorority Row to/from law school
- Streetcar route should come down SW 5<sup>th</sup> Street to SW 8<sup>th</sup> Avenue
- New connections to connect buses (i.e., route 1 and 20/21)
- More similar connections closer to Reitz Union
- New service in employee residential areas
- Downtown/UF to Santa Fe College via US 441 to NW 16<sup>th</sup> Ave to NW 23<sup>rd</sup> Ave
- Consider BRT "student" off campus circulators
  - o Around apartments on Gainesville Place and Enclave
  - SW 20<sup>th</sup> Ave (Cabana, Canopy, Lexington)
  - Use for peak hours, more so in morning service.

### **Transit Facilities**

### Proposed Transfer Centers:

- At Park and Ride Lot 2 (SW 34<sup>th</sup> St behind conference center)
- NE corner of University Avenue and US 441
- Newell Drive/south of University Avenue

### Park and Ride Lots:

- I-75 and Archer Road
- SW 34th Street/Williston Road
- US 441 south of Williston Road near Florida Trail Association office
- South of Hull Road, east of SW 34th Street
- North of Hull Road, west of SW 34th Street
- Oaks Mall
- SE Hawthorne Road at SE 43rd Street
- University Ave at SE 43rd Street
- Gainesville Jobs Center /NE 54th Place north of airport east of Waldo Road
- US 441 west of Northwood Village
- US 441 and NW 43rd Street
- US 441 south of SW 16<sup>th</sup> Avenue, north of Sorority Row

### Shelters/Lighting Needed:

- US 441/13th Street between Inner Road and Stadium Road
- Route 10 SW 4<sup>th</sup> Avenue and SW 12<sup>th</sup> Street
- No shelter/bad lighting at US 441 and SW 8<sup>th</sup> Avenue
- Use solar-powered LED lights at stops

### **Bus Stops:**

- Bus stop at Reitz Union or Museum Road
- Two stops within 20 feet of each other on Stadium Road west of Gale Lemerand Drive

### **Connectivity Concerns**

- Bad transfer location at Newberry Road/proposed BRT (west of I-75) route/express bus
- Problem areas: schools zones on NW 34<sup>th</sup> Street, US 441 adjacent to UF, SW 34<sup>th</sup> Street from Radio Road to Archer Road, north-south roads congested

### Incentives to using transit

- Greater frequency for people further from campus, especially faculty
- Need reliable arrival times
- Amenities/WiFi on express bus and BRT for business-oriented passengers
- Rainy weather encourages riding the bus vs. riding bike

### Barriers to using transit

• No lighting at stops

### **Policy Issues**

- A lot of people will buy parking decals regardless of price because of culture used to driving everywhere back "home"
- Amenities needed: water fountains, Starbucks at transfers, more bike racks, bus pullout on SR
   20
- Park and ride lots needed
- Increase trips on high ridership routes
- Examine timing of campus parking lot decal restriction hours

### **Vision for Transit?**

Have a secondary Campus Hub South of Reitz Union and Museum

## MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium6:00 p.m.Alachua County Administration BuildingMonday

Gainesville, Florida March 15, 2010

MEMBERS PRESENT MEMBERS ABSENT OTHERS PRESENT

Paula DeLaney, Chair Cynthia Moore Chestnut See Exhibit A

James Bennett/Alan Mosely Mayor Pegeen Hanrahan

Mike Byerly Scherwin Henry
Jack Donovan Rodney Long STAFF PRESENT

Thomas Hawkins, Vice Chair Jeanna Mastrodicasa

Craig Lowe Ed Poppell Scott Koons
Lee Pinkoson Marlie Sanderson
Lauren Poe Michael Escalante

Larry Travis

#### CALL TO ORDER

Chair Paula Delaney called the meeting to order at 6:10 p.m.

#### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, asked for approval of the meeting agenda and consent agenda amended to add CA.7- Long Range Transportation Plan-Supplemental Agreement. He discussed the amendment and answered questions.

ACTION: Commissioner Donovan moved to approve the Meeting Agenda and Consent Agenda amended to add CA.7- Long Range Transportation Plan- Supplemental Agreement. Commissioner Lowe seconded; motion passed unanimously.

#### II. DR. KERMIT SIGMON CITIZEN PARTICIPATION AWARD- 2009

Mr. Sanderson stated that Ms. Sharon Hawkey was selected to receive the 2009 Dr. Kermit Sigmon Citizen Participation Award. He presented the award to Ms. Hawkey.

Ms. Hawkey discussed her participation and thanked the MTPO.

Several MTPO members thanked Ms. Hawkey for her participation on the Citizens Advisory Committee and her work related to other transportation planning issues.

### III. GAINESVILLE REGIONAL TRANSIT SYSTEM RAPID TRANSIT FEASIBILITY STUDY

Mr. Sanderson stated that the Gainesville Regional Transit System Rapid Transit Feasibility Study has been completed.

Mr. Doug Robinson, Regional Transit System Chief Transit Planner, discussed the bus rapid transit (BRT) study process and introduced Mr. Bill Morris, Center for Urban Transportation Research (CUTR) Senior Research Associate.

Mr. Morris discussed the study and answered questions.

Mr. Robinson and Mr. Mike Fay, Alachua County Public Works Development Program Manager, discussed the coordination of the BRT Study with the County's Mobility Plan.

ACTION: Commissioner Lowe moved to approve the Gainesville Regional Transit System Rapid Transit Feasibility Study. Commissioner Donovan seconded; motion passed unanimously.

#### IV. PLANNING FOR PEAK OIL 2020

Mr. Sean McLendon, Alachua County Sustainability Program Manager, discussed peak oil issues. He also introduced Dr. Stephen Humphrey, University of Florida School of Natural Resources and Environment Director.

Dr. Humphrey gave a presentation on Sustainable Use and Depletion of Natural Resources: A Conceptual Framework and answered questions.

#### V. LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

Mr. Sanderson introduced Mr. Whit Blanton, Renaissance Planning Group Vice President.

#### A. VISION STATEMENT, GOALS AND OBJECTIVES

Mr. Blanton discussed the draft LRTP Vision Statement, Goals and Objectives and answered questions.

ACTION: Commissioner Byerly moved to approve the Year 2035 Long Range Transportation Plan Vision Statement, Goals and Objectives. Commissioner Lowe seconded. Commissioner Pinkoson requested that the Vision Statement be separated from the Goals and Objectives for this action.

#### SPLIT ACTION-PART ONE:

Commissioner Byerly moved to approve the Year 2035 Long Range Transportation Plan Vision Statement. Commissioner Lowe seconded; motion passed 5 to 2.

#### **SPLIT ACTION-PART TWO:**

Commissioner Byerly moved to approve the Year 2035 Long Range Transportation Plan Goals and Objectives. Commissioner Lowe seconded; motion passed unanimously.

#### B. WORKSHOP OVERVIEW

Mr. Blanton gave an overview of the Year 2035 LRTP Workshop held on February 16, 2010.

#### C. THREE RECOMMENDED ALTERNATIVE NETWORKS

Mr. Blanton discussed Alternative Network One- Transit Emphasis, Alternative Network Two-Highway emphasis and Alternative network Three- Street Car-Bus Rapid Transit Emphasis and answered questions.

ACTION: Commissioner Lowe moved to approve Alternative Network One-Transit Emphasis, Alternative Network Two- Highway Emphasis and Alternative Network Three-Street Car/Bus Rapid Transit Emphasis for testing and evaluation. Commissioner Byerly seconded.

A member of the MTPO discussed his concerns regarding the modeling of transit service frequency and span-of-service.

Mr. Robinson discussed BRT service and frequencies.

#### FRIENDLY AMENDMENT:

Commissioner Lowe recommended the use of Federal Transit Administration (FTA) Section 5309 criteria for peak and off peak frequency and span-of-service for Bus Rapid Transit testing and evaluation. Commissioner Byerly agreed.

#### **ACTION AS AMENDED:**

Commissioner Lowe moved to approve Alternative Network One-Transit Emphasis, Alternative Network Two- Highway Emphasis and Alternative Network Three-Street Car/Bus Rapid Transit Emphasis for testing and evaluation with the use of Federal Transit Administration (FTA) Section 5309 criteria for peak and off peak frequency and span-of-service for Bus Rapid Transit. Commissioner Byerly seconded; motion passed unanimously.

#### VI. FDOT FLORIDA TRANSPORTATION PLAN HORIZON 2060

Mr. Sanderson asked if the MTPO would like to receive a presentation concerning the FDOT Florida Transportation Plan Horizon 2060.

ACTION: Commissioner Byerly moved to have the MTPO receive a presentation on the FDOT Florida Transportation Plan Horizon 2060. Commissioner Lowe seconded; motion passed unanimously.

#### VII. NEXT MTPO MEETING

Mr. Sanderson recommended that the MTPO meet on May 10 at 3:00 p.m.

It was a consensus of the MTPO meet on May 10 at 3:00 p.m.

#### VIII. COMMENTS

#### A. MTPO MEMBERS

A member of the MTPO discussed a revision to the Long Range Transportation Plan Vision Statement that was approved earlier in the meeting.

Mr. Sanderson said that MTPO staff would take a look at his suggestions and place any proposed modifications to the Vision Statement on the next meetings' Consent Agenda.

#### **B. CITIZENS**

Mr. Dave Bruderly, Wise Gas, Inc. Engineer, noted that the State of Florida awarded \$3 million to build 11 natural gas vehicle fueling stations. He also said that there was more than \$1 million Federal Stimulus funds still available. He discussed Wise Gas' interest with building a coalition with the City of Gainesville, Alachua County, Regional Transit System and any other interested parties on the establishment of a natural gas vehicle fueling station in Gainesville and answered questions.

A member of the MTPO asked Mr. Bruderly to send letters to the City Commission and County Commission so Ithat they can refer them to their respective staffs.

A member of the MTPO noted that looking into a natural gas fueling station was already a referral from the City's Regional Utilities Committee to the City Commission. He suggested that Mr. Bruderly contact Gainesville Regional Utilities.

#### C. CHAIR'S REPORT

There was no Chair's Report.

#### **ADJOURNMENT**

Chair Delaney adjourned the meeting at 8:26 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

#### **EXHIBIT A**

<b>Interested Citizens</b>	Alachua County	City of Gainesville
Whit Blanton	Mike Fay	Russ Blackburn
Dave Bruderly	Sean McLendon	Paul Folker
David Coffey	Jonathan Paul	Debbie Leistner
Sally Dickerson	Randall Reid	Doug Robinson
Bill Gilbert	David Schwartz	Teresa Scott
Rae Marie Gilbert		
Jim Hawkey		
Sharon Hawkey		
Stephen Humphrey		
Bill Morris		

Florida Department of Transportation

Karen Taulbee

<sup>\*</sup> By telephone
# Provided written comments



# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida Monday, 6:00 p.m. March 15, 2010

#### STAFF RECOMMENDATION

Page <sup>#</sup>9 CA. 1 MTPO Minutes- December 14, 2009 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page \*23 CA. 2 Certification Review AUTHORIZE CHAIR TO SIGN CERTIFICATION STATEMENT

FDOT has conducted its annual certification review of the MTPO planning program and recommends that it be certified

Page #27 CA. 3 MTPO Audit APPROVE STAFF RECOMMENDATION

The Regional Planning Council and MTPO jointly select an auditor to prepare a joint audit

Page \*29 CA. 4 Transportation Disadvantaged Program-2010-2011 Planning Grant Application RECOMMENDATION

This grant application will provide funds for MTPO staff to provide staff services to the Alachua County Coordinating Board

Page #37 CA. 5 Transportation Disadvantaged Board APPOINT MEMBERS Member Appointments

The MTPO is being asked to appoint three members to the Alachua County

Transportation Disadvantaged Coordinating Board

Page #49 CA. 6 Transportation Disadvantaged Program NO ACTION REQUIRED Status Report

The MTPO has asked for regular status reports concerning this program

CA. 7 Long Range Transportation Plan-Supplemental Agreement & SUPPLEMENTAL AGREEMENT

The MTPO needs to take these actions in order to receive an additional \$50,000 to fund the Long Range Transportation Plan update

## MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium1:00 p.m.Alachua County Administration BuildingMondayGainesville, FloridaJune 14, 2010

<u>MEMBERS PRESENT</u> <u>MEMBERS ABSENT</u> <u>OTHERS PRESENT</u>

Paula DeLaney, Chair Cynthia Moore Chestnut See Exhibit A

Thomas Hawkins, Vice Chair James Bennett/Alan Mosely

Mike Byerly <u>STAFF PRESENT</u>

Jack Donovan Scherwin Henry Rodney Long Craig Lowe

Jeanna Mastrodicasa

Lee Pinkoson
Lauren Poe
Ed Poppell
Larry Travis
Randy Wells

Scott Koons

Marlie Sanderson Michael Escalante

#### CALL TO ORDER

Chair Paula DeLaney called the meeting to order at 1:08 p.m. She noted that there wasn't a quorum.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, suggested that the MTPO's consultant could begin the presentation on the Long Range Transportation Plan Update.

It was a consensus of the MTPO to begin the presentation concerning agenda item III Long Range Transportation Plan (LRTP) Update- Testing and Evaluation of Alternatives.

#### III. LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE-TESTING AND EVALUATION OF ALTERNATIVES

Mr. Sanderson stated that the MTPO's consultant has completed the alternatives testing for the LRTP update. He introduced Mr. Whit Blanton, Renaissance Planning Group Vice President.

Chair DeLaney recognized City of Gainesville Commissioner Randy Wells as a new MTPO member. She noted that he has already attended a Transportation Disadvantaged Board meeting.

Mr. Blanton discussed the Alternative 1- Transit Emphasis Network, Alternative 2- Highway Emphasis Network and the Alternative 3- Transit with Streetcar Network.

A quorum of the MTPO was now present.

#### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Chair Delaney asked for approval of the meeting agenda and consent agenda.

A member of the MTPO asked whether xeriscaping could be used in the State Road 20 landscaping Project.

Ms. Karen Taulbee, Florida Department of Transportation (FDOT) Transportation Specialist, discussed the State Road 20 Landscaping Project and answered questions.

## ACTION: Commissioner Lowe moved to approve the Meeting Agenda and Consent agenda. Commissioner Hawkins seconded; motion passed unanimously.

### II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS BUS RAPID TRANSIT ALTERNATIVE ANALYSIS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has provided \$125,000 towards funding a Bus Rapid Transit (BRT) Alternative Analysis Study. He noted that this study was necessary in order for the Regional Transit System (RTS) to apply for Federal Transit Administration grants for BRT. He said that the <u>TIP</u> needs to be amended in order for RTS to receive this funding.

Chair Delaney asked for public comment. There was no public comment.

ACTION: Commissioner Pinkoson moved to amend the Fiscal Years 2009/2010 – 2013/2014 Transportation Improvement Program and Fiscal Years 2010/2011 – 2014/2015 Transportation Improvement Program to add the Bus Rapid Transit Alternative Analysis project (4285911). Commissioner Lowe seconded; motion passed unanimously by a hand counted vote- 10-0.

#### III. LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE-TESTING AND EVALUATION OF ALTERNATIVES (Continued)

Mr. Blanton continued his discussion of Alternative 1- Transit Emphasis Network, Alternative 2- Highway Emphasis Network and the Alternative 3- Transit with Streetcar Network.

Mr. Sean McLendon, Alachua County Sustainability Program Manager, discussed peak oil cost impacts on the economy.

Mr. Blanton discussed the Alternative 4- Hybrid Needs Network and Bike Needs Plan.

Mr. Mike Fay, Alachua County Public Works Development Program Manager, discussed the SW 61<sup>st</sup> Street Road Construction project and answered questions.

A member of the MTPO discussed his concerns regarding the extension of Bus Rapid Transit (BRT) service beyond the City of Gainesville limits. He suggested that Alternative 4 be modified so that the BRT service does not extend beyond the City of Gainesville limits.

A member of the MTPO discussed the impact of a grade separated interchange at the SW 34<sup>th</sup> Street at Archer Road intersection. He suggested that this project be deleted from Alternative 4.

Mr. Sanderson reported the MTPO Advisory Committee and Staff recommendations.

#### **ACTION: Commissioner Byerly moved to:**

- 1. approve the Alternative 4- Hybrid Needs Network with one revision to delete the SW 34<sup>th</sup> Street at Archer Road interchange project (see Exhibit 1); and
- 2. request that MTPO staff work with the MTPO Consultant to test and evaluate a more intensive countywide transit alternative than the Alternative 1- Transit Emphasis Network that results in a 25 to 30 percent transit mode share.

Commissioner Hawkins seconded.

#### FRIENDLY AMENDMENT:

Commissioner Donovan suggested limiting the extent of the Bus Rapid Transit evaluations to the City of Gainesville limits. Commissioner Byerly did not accept the amendment.

#### **ACTION: Commissioner Byerly moved to:**

- 1. approve the Alternative 4- Hybrid Needs Network with one revision to delete the SW 34<sup>th</sup> Street at Archer Road interchange project (see Exhibit 1); and
- 2. request that MTPO staff work with the MTPO Consultant to test and evaluate a more intensive countywide transit alternative than the Alternative 1- Transit Emphasis Network that results in a 25 to 30 percent transit mode share.

Commissioner Hawkins seconded; motion passed unanimously.

#### IV. NEXT MTPO MEETING

Mr. Sanderson stated that there was no business requiring the MTPO to meet in July. He said that the next MTPO meeting is scheduled for August 23<sup>rd</sup> at 5:00 p.m.

It was a consensus of the MTPO to meet on August 23<sup>rd</sup> beginning at 5:00 p.m.

#### V. COMMENTS

#### A. MTPO MEMBERS

Chair DeLaney requested an update concerning the Depot Avenue Project at the next MTPO meeting.

#### **B. CITIZENS**

There were no citizens comments

#### C. CHAIR'S REPORT

There was no Chair's Report.

#### **ADJOURNMENT**

Chair Delaney adjourned the meeting at 3:10 p.m.

Date

8/31/10

Cynthia Moore Chestnut, Secretary/Treasurer

### **EXHIBIT A**

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Mary Anderson	Mike Fay	Paul Folker	Gina Buscher
Oswald Arnold	Jeff Hays	Doug Robinson	Karen Taulbee
Brian Kanely	Sean McLendon	Teresa Scott	Laurie Windham
Whit Blanton	Randall Reid	David Sowell	
	David Schwartz		

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<sup>\*</sup> By telephone # Provided written comments

## CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida Monday, 1:00 p.m. June 14, 2010

#### STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- May 10, 2010 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #15 CA. 2 Professional Staff Services Contract APPROVE AGREEMENT

<u>The Federal Highway Administration and Florida Department of</u>
<u>Transportation have requested that the MTPO update this 1978 agreement</u>

Page \*31 CA. 3 Unified Planning Work Program Amendments APPROVE STAFF RECOMMENDATIONS

This document contains the MTPO budget and identifies work tasks for the next two years

Page #47 CA. 4 Travel Request Approval- APPROVE RESOLUTION

In this Resolution, the MTPO is delegating the approval of travel request to the Executive Director of the Planning Council

Page #53 CA. 5 State Road 20 Landscaping- SEND LETTER OF SUPPORT

FDOT has identified funds that can be used to landscape portions of Hawthorne Road-MTPO landscaping priority #3 last year and priority #6 this year

	Page #61 CA. 6 Proposed NW 8 <sup>th</sup> Avenu		enue Mast Arm-
AIII	KOVE JOI.		RECOMMENDATION
		City staff is requesting an exception that will allo	ow for vertical signal heads
Page #71	CA. 7	Transportation Disadvantaged Program Board member Appointments	APPROVE STAFF RECOMMENDATION
		The MTPO needs to fill vacant positions on this	<u>Board</u>
Page #73	CA. 8	Transportation Disadvantaged Program Resolution of Appreciation	APPROVE STAFF RECOMMENDATION
		The City Commission has nominated Commission Commissioner Hawkins as Vice Chair of the TD	
Page #77	CA. 9	Transportation Disadvantaged Program Status Report	NO ACTION REQUIRED
		The MTPO has asked for regular status reports c	oncerning this program
Page #87	CA. 10	Citizens Advisory Committee Designate Members	NO ACTION REQUIRED
		Ms. Holly Blumenthal and Mr. Roderick Gonzal positions on this Committee	ez have filled vacant
Page #89	CA. 11	Williston Road Trees	NO ACTION REQUIRED
		Enclosed is a letter from the City of Gainesville Williston Road median	concerning the trees in the

# MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium5:00 p.m.Alachua County Administration BuildingMonday

Gainesville, Florida August 23, 2010

<u>MEMBERS PRESENT</u> <u>MEMBERS ABSENT</u> <u>OTHERS PRESENT</u>

Paula DeLaney, Chair Cynthia Moore Chestnut See Exhibit A

Thomas Hawkins, Vice Chair
Mike Byerly

Jack Donovan
Lee Pinkoson

Scherwin Henry Ed Poppell STAFF PRESENT

Rodney Long Larry Travis

Craig Lowe Scott Koons
Jeanna Mastrodicasa Marlie Sanderson

Alan Mosely
Lauren Poe

Michael Escalante

#### CALL TO ORDER

Randy Wells

Chair Paula DeLaney called the meeting to order at 5:05 p.m.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, introduced Mr. Alan Mosely, Florida Department of Transportation (FDOT) District 2 Secretary.

Chair DeLaney welcomed Secretary Mosely.

Secretary Mosely stated that he looked forward to working with the MTPO.

#### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson suggested that agenda items V. Citizens Advisory Committee (CAC) Request-City of Gainesville Advisory Committee and VI. Depot Avenue Status Report could be deferred to the next MTPO meeting.

Chair DeLaney asked if there were any public comments on the consent agenda and amended meeting agenda. There was no public comment.

ACTION: Commissioner Lowe moved to approve the Consent agenda and Meeting Agenda amended to defer agenda items V. Citizens Advisory Committee (CAC) Request- City of Gainesville Advisory Committee and VI. Depot Avenue Status Report to the next MTPO meeting. Commissioner Poe seconded; motion passed unanimously.

#### II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Sanderson stated that the FDOT has requested amendments to the TIP to add the E. University Avenue Landscaping Project, provide redistributed monies for the American Recovery and Reinvestment Act (ARRA)-funded Transit Vehicle Purchase Project and to roll forward funding for several projects from Fiscal Year 2009/2010 to Fiscal Year 2010/2011 as described in Exhibits 1 and 2.

Several MTPO members discussed their concerns regarding the installation of non-native vegetation for the landscaping project.

Mr. James Bennett, FDOT Urban Transportation Development Engineer, discussed the E. University Avenue landscaping Project. He noted that the District Landscape Architect could look into using native vegetation in the project. He also reported the status on the Williston Road landscaping project mitigation.

Chair DeLaney asked for public comment. There was no public comment.

#### **ACTION: Commissioner Byerly moved to:**

- 1. amend the Fiscal Years 2010/2011 2014/2015 Transportation Improvement Program for the projects shown in Exhibits 1 and 2; and
- 2. refer to staff to work with FDOT to use native trees instead of Chinese Elms for the E. University Avenue landscaping project.

Commissioner Poe seconded; motion passed unanimously by a hand counted vote- 9-0.

#### III. YEAR 2035 NEEDS PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan every five years.

#### A. WELCOME AND OPENING REMARKS

Chair DeLaney opened the public hearing and welcomed everyone.

#### B. TESTING AND EVALUATION OF ALTERNATIVE 4

Mr. Sanderson stated that the MTPO's consultant has completed the Alternative 4 testing for the LRTP update. He introduced Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President.

Mr. Blanton discussed the Alternative 4 evaluation and answered questions.

### C. ALTERNATIVE 5-30 PERCENT TRANSIT MODE SHARE

Mr. Sanderson stated that the MTPO requested an Alternative 5 test for 30 percent transit mode share.

Chair DeLaney requested that this agenda item be placed on a future MTPO agenda.

#### D. DRAFT NEEDS PLAN

Mr. Sanderson stated that RPG has completed the draft Needs Plan and that it was presented to the MTPO Advisory Committees.

Mr. Blanton discussed the draft Roadway Needs Plan and Transit Needs Plan projects and answered questions.

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

A member of the MTPO asked about the status of the Depot Avenue Rail/Trail-Waldo Road Greenway connection.

Mr. Sanderson reported that Depot Avenue Rail/Trail-Waldo Road Greenway connection issues have been discussed with the Bicycle/Pedestrian Advisory Board and Alachua County Traffic Safety Team.

Mr. Martin Gold, Florida Community Design Center Director, discussed the Waldo Road Multiway Project and answered questions.

Mr. Sanderson discussed the Archer Road 4-laning project and answered questions

Mr. Jeff Hays, Alachua County Senior Planner, discussed the NE 39th Avenue 4-laning project and answered questions

A member of the MTPO noted that the funding for the Airport Entrance Road requires a 50 percent local match.

Mr. Bennett discussed the status of the Airport Entrance Road and answered questions.

Ms. Teresa Scott, City of Gainesville Public Works Director, discussed the status of the SE 4th Street project and answered questions.

A member of the MTPO suggested placing a roundabout at the SE 15th Street and SE 4th Avenue intersection.

#### E. PUBLIC COMMENTS AND QUESTIONS

There were no comments from the public on the Year 2035 Needs Plan:

#### F. CLOSE PUBLIC HEARING

Chair DeLaney closed the public hearing.

#### IV. ADOPTION OF YEAR 2035 NEEDS PLAN

Mr. Sanderson stated that the MTPO needs to adopt the Year 2035 Needs Plan. He reported the MTPO Advisory Committees and Staff recommendations.

ACTION: Commissioner Byerly moved to approve the Year 2035 Bicycle/Pedestrian Projects Needs Plan, Year 2035 Transit Projects Needs Plan and Year 2035 Roadway Projects Needs Plan revised to delete the Archer Road 4-laning Project. Commissioner Lowe seconded.

A member of the MTPO suggested that the E. 27th Street Connector Project be added to the Needs Plan.

Mr. Blanton discussed the merits of including the E. 27th Street Connector Project in the Needs Plan.

#### FRIENDLY AMENDMENT:

Commissioner Long asked to amend the Year 2035 Roadway Projects Needs Plan to include the E. 27th Street Connector Project. Commissioner Byerly did not accept the amendment.

AMENDMENT: Commissioner Long moved to amend the Year 2035 Roadway Project Needs Plan to add the E. 27th Street Connector Project. Commissioner Henry seconded. Commissioner Long requested a roll call vote.

	<u>CITY</u>	<b>COUNTY</b>
Commissioner Henry	Yes	
Commissioner Long		Yes
Commissioner Lowe	No	
Commissioner Mastrodicasa	No	
Commissioner Poe	No	
Commissioner Wells	No	
Commissioner Byerly		No
Chair DeLaney		No

#### Amendment failed.

A member of the MTPO requested that the motion be divided.

Mr. Brian Harrington discussed his support for the Archer Road 4-laning Project.

#### SPLIT ACTION PART ONE:

Commissioner Byerly moved to delete the Archer Road 4-laning Project from the Year 2035 Roadway Projects Needs Plan. Commissioner Lowe seconded. Commissioner Long requested a roll call vote.

	<u>CITY</u>	<b>COUNTY</b>
<b>Commissioner Henry</b>	No	
Commissioner Long		No
Commissioner Lowe	Yes	
Commissioner Mastrodicasa	No	
Commissioner Poe	No	
Commissioner Wells	Yes	
Commissioner Byerly		Yes
Chair DeLaney		No

Motion failed.

A member of the MTPO requested that the original motion be divided.

### SPLIT ORIGINAL ACTION PART ONE:

Commissioner Byerly moved to approve the Year 2035 Bicycle/Pedestrian Projects Needs Plan, Year 2035 Transit Projects Needs Plan Year 2035 and Year 2035 Roadway Projects Needs Plan excluding the Archer Road 4-laning Project. Commissioner Lowe seconded; motion passed by a hand counted vote of 8 to 0.

#### SPLIT ORIGINAL ACTION PART TWO RESTATED:

Chair DeLaney restated the motion as being to include the Archer Road 4-laning Project as part of the Year 2035 Roadway Projects Needs Plan. She requested a show-of-hands vote. Motion passed by a hand counted vote of 5 to 3.

Chair DeLaney noted that the result of the MTPO's action was to approve the joint MTPO Technical Advisory Committee and Staff recommendations.

#### IV. NEXT MTPO MEETING

Mr. Sanderson stated that there was no business requiring the MTPO to meet in September. He said that the next MTPO meeting is scheduled for October 4th at 5:00 p.m.

It was a consensus of the MTPO to meet on October 4th beginning at 5:00 p.m.

#### V. COMMENTS

#### A. MTPO MEMBERS

A member of the MTPO encouraged people to get out and vote.

#### **B. CITIZENS**

There were no citizens comments

#### C. CHAIR'S REPORT

There was no Chair's Report.

#### **ADJOURNMENT**

Chair DeLaney adjourned the meeting at 6:47 p.m.

Date

| 10/13/10 | The Directory/Treasurer | Date |

### **EXHIBIT A**

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Whit Blanton	Mike Fay	Russ Blackburn	James Bennett
Jeff Cheek	Jeff Hays	Jesus Gomez	Karen Taulbee
Martin Gold	Sean McLendon	Debbie Leistner	
Brian Harrington	David Schwartz	Doug Robinson	
Helen Perez		Teresa Scott	
Jayson Spence		John Veilleux	

<sup>\*</sup> By telephone \* Provided written comments

Fiscal Years (FY) 2010/-2011 – 2014/2015 TIP Amendment #10-2 Additional Projects

**EXHIBIT 1** 

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FUND CODE Table 3	FED FUNDS
	TABLE 10- LANDSCAPING PROJECTS									
University Avenue/ SR 26 FM: SE 15 <sup>th</sup> Street TO: County Road 329B (2075893)	1	2.7	Landscaping	5 PE 16 CST 72 CST					DIH DIH DDR	МО
TABLE 17- TRANSIT- REGIONAL TRANSIT SYSTEM PROJECTS										
FIXED ROUTE CAPITAL ARRA Section 5307 (4263201)	-	-	Purchase Transit vehicles with ARRA funding	562 CAP 335 CAP 680 CAP	-	-	-	-	FTA FTA FTA	YES

EXHIBIT 2
Fiscal Years (FY) 2010/2011 – 2014/2015 TIP Amendment #10-2 Roll-Forward Projects

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FUND CODE Table 3	FED FUNDS
			TABLE 5- AIRPORT PROJEC	ГS						
Airport Transit Improvement Section 5309 Earmark (4068473)	-	-	Expand passenger terminal parking lot	298 CAP	-	-	•	-	FTA	YES
			TABLE 9- INTERSTATE / INTERCHANG	E PROJECTS						
Interstate 75 AT: Newberry Road/SR 26 (4230712)	1		Operational improvement	1 PE	-	-	-	-	DIH	NO
Interstate 75 AT: Newberry Road/SR 26 (4244732)	1		Operational improvement @ NW quadrant	10 ROW 592 ROW	•	-	-	-	DIH NHAC	YES
			TABLE 17- TRANSIT- REGIONAL TRANSIT S'	YSTEM PROJE	ECTS					
Fixed Route System Capital Section 5307 (4040261)	-	-	Capital and Operating Grant	1,250 CAP 313 CAP	650 CAP 163 CAP	650 CAP 163 CAP	650 CAP 163 CAP	712 CAP 178 CAP	FTA	YES
Fixed Route System Capital Section 5307 (4044111)	-	-	AVL equipment hardware/software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment	600 CAP 150 CAP	215 CAP 54 CAP	215 CAP 54 CAP	215 CAP 54 CAP	200 CAP 50 CAP	FTA LF	YES
Fixed Route System Capital Section 5307 (4117581)	-	-	Shelters & passenger amenities, benches, shelters, signs & logos, shop equipment, signal preemption, preventative and associated capital maintenance	3,020 CAP 755 CAP	1,485 CAP 371 CAP	1,535 CAP 384 CAP	1,535 CAP 384 CAP	1,535 CAP 384 CAP	FTA LF	YES
Fixed Route System Capital Section 5309 (4068471)	-	-	Discretionary grants- purchase transit coaches neighborhood transfer center	4,165 CAP 1,041 CAP	4,500 CAP 1,125 CAP	4,773 CAP 1,193 CAP	5,059 CAP 1,265 CAP	-	FTA LF	YES
PTO Studies 5309 High Priority Project #213 (4068475)	-	-	RTS Rapid Transit Study	431 CAP 108 CAP	-	-	-	•	FTA LF	YES
Fixed Route System Capital Section 5307 (4117581)	-	-	Employee training, GFI/fare boxes, passenger information system	600 CAP 150 CAP	215 CAP 54 CAP	215 CAP 54 CAP	215 CAP 54 CAP	200 CAP 50 CAP	FTA LF	YES
Fixed Route System Capital Section 5309 (4117581)	-	-	Discretionary grants- purchase transit coaches neighborhood transfer center	2,928 CAP 732 CAP	1,260 CAP 315 CAP	1,323 CAP 331 CAP	1,639 CAP 410 CAP	2,000 CAP 500 CAP	FTA LF	YES
Fixed Route System Capital Section 5307 (4243901)	-	-	Small Transit Incentives Cities Allocation	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	752 CAP 188 CAP	FTA LF	YES
Fixed Route System Capital ARRA 5307 (4263891)	-	-	Purchase transit vehicles with ARRA funding	3,201 CAP	•	-	*	-	FTA	YES
Fixed Route System Capital HR1105 5309 (4267571)	-	-	RTS purchase transit vehicles with HR 1105 High Priority Project funding	475 CAP 119 CAP	-	-	•	-	FTA LF	YES
Fixed Route System Capital E2010-BUSP-057 Earmark 5309 (4286431)	-	-	RTS purchase buses with E2010-BUSP-057 Earmark 5309 funding	750 CAP 188 CAP	-	*	•	-	FTA LF	YES



# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida

Page #39

**CA.** 5

Monday, 5:00 p.m. August 23, 2010

APPROVE STAFF

RECOMMENDATION

STAFF RECOMMENDATION

#### APPROVE MINUTES Page #9 MTPO Minutes-June 14, 2010 **CA.** 1 This set of MTPO minutes is ready for review APPROVE BUDGETS Page #17 Proposed Amended Budget for FY 2009-2010 **CA. 2** and Proposed Budgets for FY 2010-2011 These budgets will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed APPROVE Page #23 Transportation Improvement Program (TIP) **CA.** 3 **Administrative Amendments Resolution RESOLUTION NO. 10-8** This resolution authorizes the Executive Director to process administrative amendments to the TIP Long Range Transportation Plan (LRTP)-APPROVE Page #29 **CA.** 4 **RESOLUTION NO. 10-9 Supplemental Agreement** This resolution authorizes the MTPO Chair to execute Supplement Agreement No. 2 to the LRTP Agreement

Transportation Disadvantaged Program

**Resolution of Appreciation** 

This Resolution of Appreciation is for Mr. Charles Robert Kridner for his service as the Veterans Representative on the Coordinating Board

Page #45	CA. 6	Transportation Disadvantaged Program Status Report	NO ACTION REQUIRED
		The MTPO has asked for regular status reports	s concerning this program
Page #57	CA. 7	East University Avenue Median Trees	NO ACTION REQUIRED
		The Florida Department of Transportation will University Avenue median	be planting trees in the East

#### **MINUTES** METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

5:00 p.m.

Monday

Jack Durrance Auditorium Alachua County Administration Building

October 4, 2010 Gainesville, Florida

MEMBERS ABSENT OTHERS PRESENT MEMBERS PRESENT

Paula DeLaney, Chair Thomas Hawkins, Vice Chair See Exhibit A

James Bennett/Alan Mosely Rodney Long

Jeanna Mastrodicasa Cynthia Moore Chestnut Larry Travis STAFF PRESENT

Scott Koons Jack Donovan Marlie Sanderson Scherwin Henry Michael Escalante Craig Lowe Lee Pinkoson Suwan Shen

Lauren Poe Ed Poppell

#### CALL TO ORDER

Mike Byerly

Randy Wells

Chair Paula DeLaney called the meeting to order at 5:05 p.m.

#### T. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, asked the MTPO to approve the Meeting Agenda and Consent Agenda.

Chair DeLaney noted a Bicycle/Pedestrian Advisory Board (B/PAB) request to move agenda item VI. NW 16th Avenue/Boulevard/NW 23rd Avenue Bicycle/Pedestrian Advisory Board (B/PAB) Alternative Option in front of agenda item VI. Depot Avenue Status Report. She asked if there were any public comments on the consent agenda and amended meeting agenda. There was no public comment.

ACTION: Commissioner Byerly moved to approve the Consent agenda and Meeting Agenda amended to move agenda item VI. NW 16th Avenue/Boulevard/NW 23rd Avenue Bicycle/Pedestrian Advisory Board (B/PAB) Alternative Option in front of agenda item VI. Depot Avenue Status Report meeting. Commissioner Wells seconded; motion passed unanimously.

#### II. YEAR 2035 COST FEASIBLE PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan every five years.

#### A. WELCOME AND OPENING REMARKS

Chair DeLaney opened the public hearing and welcomed everyone. She noted that some MTPO members needed to leave at 7:30 p.m.

Mr. Sanderson gave an overview of the long range transportation planning process.

#### B. ALTERNATIVE 5-30 PERCENT TRANSIT MODE SHARE

Mr. Sanderson stated that the MTPO requested an Alternative 5 test for 30 percent transit mode share. He introduced Ms. Suwan Shen, MTPO Planning Intern. He noted that she developed the Alternative 5 model analysis. He discussed the results and answered questions.

A member of the MTPO commented on the real dollars versus nominal dollars used in the analysis.

A member of the MTPO discussed the fare-free presentation that the MTPO received several years ago. He suggested that the presentation be given again at a future MTPO meeting.

### C. POTENTIAL FUTURE LAND USE AND TRANSPORTATION SCENARIOS TO MITIGATE EFFECTS OF PEAK OIL

Mr. Sanderson stated that the MTPO's consultant has completed the "Peak Oil" task for the LRTP update. He introduced Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President.

Mr. Blanton discussed potential future land use and transportation scenarios to mitigate effects of peak oil and answered questions.

#### D. DRAFT COST FEASIBLE PLAN

Mr. Sanderson presented an overview of the draft Cost Feasible Plan. He noted that the Advisory Committees' project priority recommendations were not in year of expenditure dollars.

Mr. Blanton discussed the year of expenditure dollar calculations and answered questions.

Mr. Sanderson discussed the draft Cost Feasible Plan Bicycle/Pedestrian Projects and Roadway Projects and answered questions.

Mr. Blanton discussed the proposed multimodal corridor projects and answered questions.

Mr. Sanderson and Mr. Blanton discussed the draft Cost Feasible Plan Transit Projects and answered questions.

Mr. Sanderson reported the MTPO Advisory Committee and Staff recommendations.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed the City's plans for the W. 13th Street and University Avenue multimodal corridors and answered questions.

Chair DeLaney noted that the MTPO would lose its quorum at 7:50 p.m.

A member of the MTPO asked about the need to complete this agenda item this evening.

Mr. Sanderson noted that the next MTPO meeting was scheduled for November 1st, the day before the General Election. He said he hoped that the MTPO could take action this evening on the Year 2035 Cost Feasible Plan and not have to meet in November.

Mr. Jonathan Paul, Alachua County Concurrency & Impact Fee Manager, discussed the Alachua County staff roadway project recommendations and answered questions.

Mr. Sanderson discussed a FDOT policy regarding bus rapid transit (BRT) lanes on the State Highway System (SHS).

A member of the MTPO recommended adding FDOT's BRT policy to the next MTPO meeting agenda. She requested that the FDOT provide the MTPO with a written copy of this policy.

Mr. James Bennett, Florida Department of Transportation (FDOT) Urban Transportation Development Engineer, discussed the District 2 policy concerning BRT lanes in the State Highway System (SHS) right-of-way and the proposed Streetcar project and answered questions. He noted that separate BRT facilities on the SHS would not be maintained by FDOT. He also discussed his concern regarding the need for the transit maintenance facility expansion before any transit enhancements could be undertaken.

Mr. Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, discussed the transit maintenance facility expansion, including its phasing and funding, and answered questions. He said that the facility would cost between \$50 million and \$66 million if done in phases. He reported that RTS had received a \$4.3 million Earmark. He said that \$850,000 was spent on the purchase of property adjacent to the existing RTS maintenance facility. He noted that this 230-bus facility expansion would accommodate the County's BRT plans. He announced that RTS was awarded \$10.6 million for the transit maintenance facility expansion and bus purchases. He estimated that 75 percent of the grant would be allocated to the transit maintenance facility expansion.

A member of the MTPO stated that the MTPO needs to see a realistic funded plan for the transit maintenance facility expansion in order to develop its Cost Feasible Transit Plan.

Chair DeLaney noted that there was about six or seven minutes for a quorum.

Mr. Sanderson stated that MTPO staff could work with City and County staff for scheduling another MTPO meeting for later in October.

A member of the MTPO asked whether the Strategic Intermodal System (SIS) projects involved travel demand strategies such as high occupancy toll (HOT) lanes.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the SIS projects and answered questions. She noted that the projects evolved from the Interstate 75 Master Plan.

Mr. Sanderson discussed the Archer Road and Williston Road 4-laning projects and answered questions.

Chair DeLaney noted that the MTPO lost its quorum.

Mr. Ed Poppell, University of Florida Vice President for Business Affairs, discussed the need to maintain funding for the current level of transit service.

Mr. Sanderson discussed funding for the transit maintenance facility expansion and answered questions.

Mr. Paul discussed Alachua County funding for the transit maintenance facility and answered questions. He noted that there was \$71 million for transit service in the plan that could be used for the transit maintenance facility expansion. He added the MTPO would need to find funding for transit operations in order to use these funds for transit infrastructure.

Mr. Robinson noted that there was some Transportation Concurrency Exception Area (TCEA) mitigation funding for the transit maintenance facility. He discussed the Transit Development Plan projects and answered questions.

A member of the MTPO stated that the MTPO needs a funding plan in order to make a decision.

Mr. Sanderson stated that the Year 2035 Long Range Transportation Cost Feasible Plan public hearing will be readvertised.

Chair DeLaney offered an opportunity for public comment.

Mr. John Glanzer, Archer City Manager, and Mayor Roberta Lopez, City of Archer, stated that they would defer their comments until the rescheduled public hearing.

Mr. Sanderson noted that the MTPO would be found in non-compliance if it does not adopt a cost feasible plan by November 3, 2010.

Mayor Lopez requested that the Archer Road materials be saved for the next meeting.

Mr. Sanderson stated that MTPO staff would work with City and County staff for scheduling a new MTPO meeting date and that the public hearing would be advertized again.

### VI. NW 16TH AVENUE/BOULEVARD/NW 23RD AVENUE BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB) ALTERNATIVE OPTION

Mr. Jeff Wade, (B/PAB member) discussed the B/PAB's NW 16th Avenue/Boulevard/NW 23rd Avenue Alternative Option and answered questions. He recommended a joint City-County planning effort.

Mr. Robinson stated that RTS Route 10 serves NW 16th Avenue.

Mr. Mike Fay, Alachua County Development Program Manager, announced that the County's NW 16th Avenue/Boulevard/NW 23rd Avenue Project would be presented to the City on October 11th and to the County on October 12th.

Several MTPO members spoke in support of a joint City-County planning effort for the NW 16th Avenue/Boulevard/NW 23rd Avenue Project.

Ms. Julia Reiskind and Mr. Walter Baruch, B/PAB members, spoke in support of the B/PAB Alternative Option.

Chair DeLaney stated that the remaining agenda items would be discussed at a future MTPO meeting.

#### V. COMMENTS

#### A. MTPO MEMBERS

A member of the MTPO encouraged people to get out and vote.

#### **B.** CITIZENS

There were no citizens comments

#### C. CHAIR'S REPORT

There was no Chair's Report.

#### **ADJOURNMENT**

#### **EXHIBIT A**

**Alachua County** City of Gainesville **Interested Citizens** Russ Blackburn Walter Baruch Mike Fay Jonathan Paul Paul Folkes Whit Blanton David Schwartz Kelly Henderson David Coffey Anthony Lyons Laurie Costello Debbie Leistner Gerry Dedenbach John Glanzer Doug Robinson John Veilleux J. Glenn

Florida Department of Transportation

Karen Taulbee

Monique Heathcock

Fletcher Hope

Mary Hope

Elizabeth Johnson

Mayor Roberta Lopez

Monte Marchant

Terrence McDavid

Bob Meliti

Del Meliti

S. Montemallin

**Yiqiang Ouyang** 

Julia Reiskind

Hermant Salokhe

Jeff Wade

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<sup>\*</sup> By telephone

# Provided written comments

# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida Monday, 5:00 p.m. October 4, 2010

#### STAFF RECOMMENDATION

Page #9 CA. 1 APPROVE MINUTES MTPO Minutes- August 23, 2010 This set of MTPO minutes is ready for review Page #25 Selection of Auditor for Fiscal Years CA. 2 APPROVE BUDGETS 2009-10, 2010-11 and 2011-2012 The Audit Committee of the Regional Planning Council is recommending an Auditor to conduct the next three MTPO audits Page #27 **CA.3 Engagement Letter for Fiscal Year 2009-10 APPROVE** RECOMMENDATION This year's MTPO Audit will be prepared by Powell and Jones, Certified **Public Accountants** Page #37 **CA.** 4 Citizens Advisory Committee Request-FORWARD REQUEST **City of Gainesville Advisory Committee** TO CITY The Citizens Advisory Committee (CAC) is requesting that the City reinstate the CAC as an advisory committee to the City on transportation issues Page #41 CA. 5 **Transportation Disadvantaged Board** APPOINT MEMBER **Member Appointment** 

The Central Florida Community Action Agency nominated Ms. Monique Harrison to serve as the alternate representative on the Coordinating Board

Page #47	CA. 6	Transportation Disadvantaged Program Status Report	NO ACTION REQUIRED
		The MTPO has asked for regular status reports co	oncerning this program
Page #57	CA. 7	Citizens Advisory Committee (CAC) New Member	NO ACTION REQUIRED
		Ms. Laurie Newsom has filled a vacant position of	on this Committee
Page #59	CA. 8	East University Avenue Landscape Project	NO ACTION REQUIRED
		Enclosed is information from the Florida Departructure concerning the type of trees that will be planted in	

#### **MINUTES** METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida

6:00 p.m. Wednesday October 27, 2010

MEMBERS PRESENT

Paula DeLaney, Chair Thomas Hawkins, Vice Chair

James Bennett/Alan Mosely

Mike Byerly Cynthia Moore Chestnut

Jack Donovan Rodney Long Craig Lowe

Jeanna Mastrodicasa

Lee Pinkoson Lauren Poe Ed Poppell Randy Wells

**MEMBERS ABSENT** 

Scherwin Henry Larry Travis

**OTHERS PRESENT** 

See Exhibit A

**STAFF PRESENT** 

Scott Koons Marlie Sanderson Michael Escalante

#### CALL TO ORDER

Chair Paula DeLaney called the meeting to order at 6:00 p.m.

#### I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended approval of the meeting agenda and consent agenda.

Chair DeLaney asked if there were any public comments on the consent agenda and meeting agenda. There was no public comment.

MOTION: Commissioner Chestnut moved to approve the Consent agenda and Meeting Agenda. Commissioner Long seconded; motion passed unanimously.

#### II. YEAR 2035 COST FEASIBLE PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan (LRTP) every five years.

#### A. WELCOME AND OPENING REMARKS

Chair DeLaney opened the public hearing and welcomed everyone.

# B. DRAFT COST FEASIBLE PLAN

Mr. Sanderson stated that the draft Cost Feasible Plan consisted of the following categories of projects: 1. bicycle and pedestrian; 2. roadway; 3. transit; and 4. optional intelligent transportation system (ITS). He said that November 3rd was the deadline for adopting the LRTP. He presented the LRTP Vision Statement and reviewed the revenue forecast. He discussed the draft Bicycle/Pedestrian Cost Feasible Plan projects, reported the MTPO Advisory Committees and MTPO staff recommendations and answered questions.

Mr. Sanderson discussed the draft Roadway Cost Feasible Plan projects, reported the MTPO Advisory Committees, MTPO staff and Alachua County staff roadway cost feasible plan recommendations and answered questions.

Mr. Sanderson discussed the draft Transit Cost Feasible Plan projects, reported the MTPO Advisory Committees, MTPO staff and Alachua County staff transit cost feasible plan recommendations and answered questions. He also reviewed the transit maintenance facility expansion financing.

Mr. Jesus Gomez, Regional Transit System (RTS) Director, reported that most of the Section 5307 funds that RTS receives is used for transit operations. He noted that \$400,000 of \$3 million in transit funding is used for capital, such as parts and equipment. He added that the \$1.8 million in gas tax revenues is used for operations.

Mr. Sanderson continued discussion of the Transit Cost Feasible Plan recommendations and answered questions.

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff ITS Cost Feasible Plan recommendations and answered questions.

Ms. Teresa Scott, City of Gainesville Public Works Director, discussed the City of Gainesville roadway plan recommendations (Exhibit 1). She also discussed the RTS Maintenance Facility needs and answered questions. She noted that Phase 1A could include four 42-foot bus bays and one 60-foot bus bay for articulated buses that would support bus rapid transit (BRT), at a cost of \$13.7 million.

A member of the MTPO noted that he did not support extension of BRT to Santa Fe Village. The same of the MTPO noted that he did not support extension of BRT to Santa Fe Village.

Mr. Jonathan Paul, Alachua County Concurrency & Impact Fee Manager, discussed the County's Mobility Plan. He noted that \$70 to \$80 million in the 20-year plan was for transit, which is funded in part by developer contributions.

Ms. Scott noted that City staff was not prepared to discuss the City's transit budget forecast.

Mr. Gomez discussed the Transit Development Plan budget and answered questions.

A member of the MTPO recommended discussion of the RTS maintenance Facility and its financing at a separate joint City-County meeting.

Mr. Ed Poppell, University of Florida Vice President for Business Affairs, discussed the need to maintain the existing transit service.

A member of the MTPO noted that the scheduling for the joint City-County meeting to discuss transit issues has not been set.

Ms. Scott stated that BRT would be most effective in areas where there is high ridership, especially on SW 20th Avenue. She discussed transit service to Santa Fe College.

Mr. Russ Blackburn, City of Gainesville Manager, discussed the MTPO-approved BRT Corridor and answered questions.

# C. PUBLIC COMMENTS AND QUESTIONS

Chair DeLaney recognized Mr. David Coffey to speak at the public hearing. She asked if there were any others from the public that wanted to comment.

Mr. Sanderson reported that there were four citizens who have signed up to speak.

The following persons provided comments on the Year 2035 Cost Feasible Plan:

- Mr. David Coffey discussed an alternative roadway plan proposal (Exhibit 2) and answered questions.
- Ms. Karen Taulbee, Florida Department of Transportation (FDOT) District 2 Transportation Specialist, noted that as part of the public involvement process, that Mr. Coffey's proposal needed to be available to the public. (Copies were made and distributed to everyone present.)
- Mr. Naman Henderson, Eastside Redevelopment Advisory Board member, discussed the need for development where there was available capacity on the eastside, carbon targets and phasing of BRT beginning from the eastside.
- Mr. John Glanzer, City of Archer City Manager, discussed the need to address Archer Road. He noted that a lot of Gainesville-bound commuter traffic passes through the City of Archer.
- Mr. Brian Harrington, Business Community Coalition representative, supported BRT service for proposed developments.
- Mr. Paul stated that the County's recommendations included the study of capacity expansion of Archer Road and Williston Road, but did not include roadway construction. He noted that the term "roadway" should be inserted between "additional capacity" in the project descriptions.

# D. CLOSE PUBLIC HEARING

Chair DeLaney closed the public hearing when it was determined there were no additional persons wanting to speak on the draft Cost Feasible Plan.

# III. ADOPTION OF YEAR 2035 COST FEASIBLE PLAN

Mr. Sanderson stated that the MTPO needs to adopt the Year 2035 Cost Feasible Plan. He suggested starting with the Bicycle/Pedestrian Plan followed by the Transit Plan and ending with the Roadway plan.

A member of the MTPO stated that he would like to place a motion regarding the Roadway Plan. He noted that the other draft plans would be less difficult to do.

Chair DeLaney accepted the MTPO member's agenda change.

#### B. ROADWAY PLAN

MOTION: Commissioner Byerly moved to approve the City of Gainesville Staff recommendation for the Year 2035 Roadway Projects Cost Feasible Plan modified to reduce the Priority No. 6 funding from \$28.5 million to \$24.5 million and include the County's Priority No. 2 and Priority No. 3 projects (Exhibit 3). Commissioner Chestnut seconded.

A member of the MTPO discussed alternative funding recommendations for the Roadway Plan projects.

A member of the MTPO discussed his concerns regarding development permitting in the unincorporated area of Alachua County and supported express bus service to the City of Archer.

A member of the MTPO discussed his concerns regarding projects left off the list and, therefore, not able to access other funding sources for the projects.

Mr. Paul noted that Priority No. 9 and Priority No. 10 are not part of the BRT corridor.

Mr. James Bennett, FDOT District 2 Urban Transportation Development Engineer, recommended keeping roadway projects that are not geographically contiguous listed as separate projects. He stated that PD&E studies would not be completed and signed-off by the Federal Highway Administration (FHWA) for projects that funding sources for construction have not been identified. He noted that planning level studies could be done. He added that the LRTP would have to be amended in order for FHWA to fund any project, development and environmental (PD&E) study.

Mr. Paul stated that there are still options in terms of the County's Tax Increment Financing (TIF) Plan and Mobility Plan to identify funding sources for construction. He also discussed the project planning process, noting that studies would need to be completed before a project goes to construction.

# FIRST SUBSTITUTE MOTION:

Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial. Commissioner Poe seconded.

# FRIENDLY AMENDMENT:

Mayor Lowe recommended funding modifications to Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million. Commissioner Pinkoson and Commissioner Poe accepted the amendment.

Mr. Bennett noted that new priority No. 7 and new Priority No. 8 should include the term "additional roadway capacity" as suggested by Mr. Paul. He added that FDOT takes its guidance for funding projects from the MTPO's annual List of Priority Projects, not the long range transportation plan priority rankings. He said that the long range transportation plan would need to be amended to describe project details for the multimodal corridor projects in order for those projects to get funded.

A member of the MTPO noted that some studies have been done for the multimodal corridors.

Mr. Bennett stated that these studies on State Highways have not been reviewed by FDOT. He noted that there is a process to follow and that, if the process is not followed, then federal funds are placed at risk.

Mr. Sanderson stated that the MTPO could amend its LRTP as often as it desired, as long as it is properly publicly noticed.

Mr. Bennett cautioned the MTPO at amending its LRTP too often. He noted that LRTPs are updated on a 5-year cycle and should be a stable plan.

#### AMENDED FIRST SUBSTITUTE MOTION:

Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:

- 1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;
- 2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million; and
- 3. to include "roadway" between the words "additional capacity" in the new Priority No. 7 and the new Priority No. 8.

Commissioner Poe seconded.

Mr. Harrington discussed the proposed roadway plan and Mr. Bennett's comments.

# SECOND SUBSTITUTE MOTION:

Commissioner Byerly moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:

- 1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;
- 2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million;

- 3. to include "roadway" between the words "additional capacity" in the new Priority No. 7 and the new Priority No. 8; and
- 4. to place Priority No. 3 and Priority No. 4 in front of Priority No. 1.

Motion failed for lack of a second.

#### AMENDED FIRST SUBSTITUTE MOTION RESTATED:

Commissioner Pinkoson moved to approve the Draft Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 2) modified:

- 1. to fold Priority No. 7- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) and Priority No. 8- State Road 24 (Archer Road) Bus Rapid Transit Dedicated Lane(s) design and corridor management study (PD&E) into Priority No. 6- Bus Rapid Transit Corridor Infrastructure- Partial;
- 2. to fund Priority No. 3 at \$4.75 million, Priority No. 4 at \$4.75 million, Priority No. 6 at \$28 million and the new Priority No. 7 at \$0.5 million; and
- 3. to include "roadway" between the words "additional capacity" in the new Priority No. 7 and the new Priority No. 8 (Exhibit 4).

Commissioner Poe seconded. Mr. Sanderson conducted a rollcall vote.

	<u>CITY</u>	<b>COUNTY</b>
Commissioner Long		Yes
Mayor Lowe	Yes	
Commissioner Mastrodicasa	Yes	
Commissioner Pinkoson		Yes
Commissioner Poe	Yes	
Commissioner Wells	Yes	
Commissioner Byerly		No
Commissioner Chestnut		Yes
Commissioner Donovan	No	
Commissioner Hawkins	Yes	
Chair DeLaney		Yes

Motion passed 9 to 2.

Mr. Sanderson reported the joint recommendations for Alachua County and City of Gainesville projects for the roadway cost feasible plan that are locally-funded.

MOTION: Commissioner Pinkoson moved to include the locally-funded projects in Table 2 (Exhibit 5) in the adopted Cost Feasible Plan. Commissioner Hawkins seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.

Mr. Sanderson stated that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list.

MOTION: Commissioner Chestnut moved to approve the Year 2035 Roadway Projects Cost Feasible Plan (Exhibit 4) with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list. Commissioner Wells seconded. Mr. Sanderson conducted a show- of-hands vote; motion passed unanimously.

#### A. BICYCLE/PEDESTRIAN PLAN

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff Bicycle/Pedestrian Cost Feasible Plan recommendations.

MOTION: Commissioner Wells moved to approve Table 1 Year 2035 Bicycle/Pedestrian Projects Cost Feasible Plan with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list (Exhibit 6). Mayor Lowe seconded. Mr. Sanderson conducted a show of hands vote; motion passed unanimously.

# C. TRANSIT PLAN

Mr. Sanderson reported the MTPO Advisory Committees and MTPO staff Transit Cost Feasible Plan recommendations.

MOTION: Commissioner Pinkoson moved to approve Table 3 Year 2035 Transit Projects Cost Feasible Plan with the understanding that the final list will be revised to year of expenditure dollars and that some projects may drop off of the Cost Feasible list (Exhibit 7). Commissioner Hawkins seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed 10 to 1 (Commissioner Donovan in dissent).

# D. INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Mr. Sanderson reported the joint recommendations for Table 4 ITS Cost Feasible Plan projects.

A member of the MTPO discussed his interest in expanding the ITS project list to include travel demand management strategies, such as high occupancy vehicle (HOV) lanes and high occupancy toll (HOT) lanes.

MOTION: Commissioner Wells moved to approve Table 4 Year 2035 ITS Projects Cost Feasible Plan, amended to include, as Priority No. 5, a travel demand management information technologies project that addresses travel demand strategies, such as high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes and other travel demand management technologies (Exhibit 8). Commissioner Chestnut seconded. Mr. Sanderson conducted a show of hands vote; motion passed unanimously.

# IV. NEXT MTPO MEETING

Mr. Sanderson stated that there was no business requiring the MTPO to meet in November. He said that the next MTPO meeting is scheduled for December 13th at 5:00 p.m.

It was a consensus of the MTPO to meet on December 13th beginning at 5:00 p.m.

# V. COMMENTS

# A. MTPO MEMBERS

There were no MTPO member comments.

# **B. CITIZENS**

There were no citizens comments.

# C. CHAIR'S REPORT

Chair DeLaney noted that she spent all day on the election canvassing board. She recommended watching the CNBC Executive Vision show on transportation. She and Mr. Sanderson thanked Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President, for RPG's work on the plan update.

# **ADJOURNMENT**

Chair DeLaney adjourned the meeting at 8:42 p.m.

Date MTPO Secretary/Treasurer

# **EXHIBIT A**

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Whit Blanton	Mike Fay	Russ Blackburn	Karen Taulbee
David Coffey	Jonathan Paul	Jesus Gomez	
Bruce DeLaney	Randall Reid	Debbie Leistner	
Steve de MontMallin	David Schwartz	Doug Robinson	
John Glanzer <sup>#</sup> Exhibit 9		Teresa Scott	
Brian Harrington			
Naman Henderson			

<sup>\*</sup> By telephone

# Spoke and provided written comments

# CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium Alachua County Administration Building Gainesville, Florida Wednesday, 6:00 p.m. October 27, 2010

# **STAFF RECOMMENDATION**

Page #9 **CA.** 1 MTPO Minutes- October 4, 2010 APPROVE MINUTES This set of MTPO minutes is ready for review Page #15 **CA. 2** Transportation Disadvantaged Board APPOINT MEMBER Member Appointment The Alachua County Veterans Service Office nominated Mr. Kyle Morrison to serve as the alternate representative on the Coordinating Board Page #19 **CA. 3 Depot Avenue Status Report** FOR INFORMATION ONLY

This material is included in you meeting packet for information only



# EXHIBIT 1 City of Gainesville

# ROADWAY COST FEASIBLE PLAN - RECOMMENDATIONS

	MTP	O Staff	Alachua	County	City Staff	
DESCRIPTION	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST
SR 226 (SE 16 Ave)	1	\$15	9	\$4	1	\$15
widen to 4 lanes		\$15	11	\$11	<u> </u>	
SR 121 (NW 34 St)	2	\$6	7	\$6	2	\$6
add turn lanes	<b>6</b>		<b>,</b>			Ų
SR 26 (University Ave)	3	\$5	4	\$1	3	\$5
multimodal corridor	J	, , , , , , , , , , , , , , , , , , ,	<b>-</b>	τ Υ		, , , , , , , , , , , , , , , , , , ,
US 441 (NW 13 St)	4	<b>\$</b> 5	5	\$1	4	\$5
multimodal corridor	- <b>T</b>	<b>,</b> ,		Ϋ́T	*	7.5
Waldo Rd Multiway Blvd	5	\$3	1	\$3	5	\$3
support BRT & redevelopment	J	ÇÇ	<b>.</b>	رب	3	Ų.
BRT Infrastructure (Santa Fe Village	C	¢10 F	10	ćao	6	ćao r
to Gainesville Airport)	6	\$10.5	10	\$30	6	\$28.5
SR 24 (Archer Rd)	7	ć12				
4-laning	/	\$13	-	-	-	-
SR 331 (Williston Rd)	8	\$5	8	\$0.5		
4-laning	0	ÇÇ	· · · · · · · · · · · · · · · · · · ·	Ş <b>U.</b> .	_	•
SR 24 (Archer Rd)	_	_	2	\$2	_	_
BRT PD&E (US 441 to SW 37 Blvd)	_	_		ŲΖ		-
SR 26 (Newberry Rd)			3	\$2		
BRT PD&E	_		3	γ2.		
SR 24 (Archer Rd)			6	\$2		
BRT PD&E (SW 45 St to MTPO bound.)	***	-	U	٧٤	<b></b>	<b>-</b>

# EXHIBIT 2 TABLE 2- ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIO	C INTERMODAL SYSTEM (SIS) (	Cost Feasible Plan Rever	iues = \$6.4 milli	on)
	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave		\$6.4
TOTAL STR	RATEGIC INTERMODAL SYSTEM	<u>A</u>		\$6.4
STATE HIG	HWAY SYSTEM (Cost Feasible Pla	n Revenues = \$92.0 mill	ion future year d	lollars)
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 turn lanes 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 Study (see footnote <sup>b</sup> )	Gale Lemerand Drive to Waldo Road	1.5	\$3.5
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study (see footnote <sup>b</sup> )	NW 33rd Avenue to Archer Road	2.8	\$3.5
5	Waldo Road Multi-way Boulevard redesign to support bus rapid transit, multi-use trail and corridor redevelopment Study (see footnote <sup>a</sup> ) (PD&E)	University Avenue to NE 39th Avenue	2.5	\$3
6	Bus Rapid Transit (BRT) Corridor Infrastructure - Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$27.5
7	State Road 26 (Newberry Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	SW 62nd Blvd to Ft. Clarke Blvd	1.5	\$1.25
8	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	US 441 to SW 37th Boulevard	3.0	\$1.25
9	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design, additional capacity and corridor management Study (PD&E)	SW 45th Street to MTPO boundary west of SW 91 <sup>st</sup> Street	3.5	\$1.25
10	State Road 121 (Williston Road) additional capacity & corridor management Study (PD&E)	SW 35th Way (west of I-75) to SW 62nd	.75	\$.5
ΓΟΤΑL STA	TE HIGHWAY SYSTEM			\$62.5
	TE HIGHWAY SYSTEM (Future )	T 75 W		\$92.0

<sup>a</sup>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.

<sup>b</sup>Multi-modal 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.

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

# Suggested Consensus Table For Cost Feasible Plan for State Highway System Funds

	MTPO	STARF	A(I/A(GH)U/A	COUNTY	GITY:	STAFF	SUGGESTIED	SUBNESM(0)0)
Description	Priority	Cost	Priority	Cost	Priority	Cost	Priority	Cost
SR 226 (SE 16 Ave)	1	\$15	9	\$4	1	\$15	1	\$15
widen to 4 lanes			11	\$11				
SR 121 (NW 34 St) add turn lanes	2	\$6	7	\$6	2	\$6	2	\$6
SR 26 (University Ave) multimodal corridor	3	\$5	4	\$1	3	\$5	3	\$3.5
US 441 (NW 13 St) multimodal corridor	4	\$5	5	\$1	4	\$5	4	\$3.5
Waldo Rd Multiway Blvd	5	\$3	1	\$3	5	\$3	5	\$3
Support BRT & redevelopment								
BRT Infrastructure (SantaFe Village to Gainesville Airport)	6	\$10.5	10	\$30	6	\$28.5	6	\$27.25
SR 24 (Archer Rd) 4-laning	7	\$13	÷	-	<u>-</u>	<u>-</u>	<u>-</u>	-
SR 331 (Williston Rd) 4-laning	8	\$5	8	\$0.5		erintan i producence de sante especiale. E	10	\$0.5
SR 24 (Archer Rd) BRT PD&E(US 441 to SW 37 Blvd)	<u>-</u>	-	2	\$2	_	<del>-</del>	8	\$1.25
SR 26 (Newberry Rd) BRT PD&E	e como e e e e e e e e e e e e e e e e e e	san i kukani elikule yaginerizi elifikula =	3	\$2			7	\$1.25
SR 24 (Archer Rd) BRT PD&E (SW 45 St to MTPO Boundary)	-	-	6	\$2	-	_	9	\$1.25

EXHIBIT 3
Commissioner Mike Byerly

# ROADWAY COST FEASIBLE PLAN - RECOMMENDATIONS

	MTPC	) Staff	Alachua (	County	City Staff		Commissioner Byerly	
DESCRIPTION	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST	PRIORITY	COST
SR 226 (SE 16 Ave)	1	\$15	9	\$4	1	\$15	1	\$15
widen to 4 lanes	1	\$12	11	\$11	1	212	1	ŞΤЭ
SR 121 (NW 34 St)	2	\$6	7	\$6	2	\$6	2	\$6
add turn lanes	2	٠ <u>٠</u>	,	<b>Ψ</b>		<b>Ψ</b>	2	70
SR 26 (University Ave)	3	<b>\$</b> 5	4	\$1	3	\$5	3	\$5
multimodal corridor	Э	ŞO	4	ŹΤ	3	ŞΟ	3	ŞO
US 441 (NW 13 St)	4	\$5	5	\$1	4	\$5	4	\$5
multimodal corridor	4	, \$5	5	ŹΙ	4	ŞO	4	ŞĐ
Waldo Rd Multiway Blvd	5	\$3	1	\$3	-	\$3	5	\$3
support BRT & redevelopment	J	ŞS	1	<b>33</b>	5	<b>33</b>	3	<b>ر</b> ې
BRT Infrastructure (Santa Fe Village	_	6 \$10.5	10	¢20	_	620 E	6	ć0.5 F
to Gainesville Airport)	ь		10	\$30	6	\$28.5	ь	\$24.5
SR 24 (Archer Rd)	7	\$13	_	_				-
4-laning	,	212	-	-			-	
SR 331 (Williston Rd)	8	\$5	8	\$0.5				
4-laning	8		0	Ç0.5	_	-		<u>-</u>
SR 24 (Archer Rd)	_	_	2	\$2		-	7	\$2
BRT PD&E (US 441 to SW 37 Blvd)	_		2	<b>\$</b> 2	-			7£
SR 26 (Newberry Rd)	_	_	3	\$2	_	_	8	\$2
BRT PD&E	_	_	3	بد 		-	8	
SR 24 (Archer Rd)	_	_	6	\$2		_		
BRT PD&E (SW 45 St to MTPO bound.)	_	_		<i>بد</i>	_	-		-
Total		\$62.5		<i>\$62.5</i>		\$62.5		\$62.5

TABLE 2
YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
			064 ****	1
STRATEGIC	CINTERMODAL SYSTEM (SIS) (Co	At Williston Road	es = \$6.4 millio	<i>n)</i>
		At Archer Road		
	Interestate 75 Interchange	At Newberry Road		
	Interstate 75 Interchange Modifications	At NW 39th Ave	_	\$6.4
– Reservation and servations	Wiodifications	Attwo		
TOTAL CTD	ATEGIC INTERMODAL SYSTEM			\$6.4
IUIAL SIR	A ILGICANA BROWN DATES HE STERM	30 only in Friday Andrews (1988) Services (1986) Services (1985)	11.0.2.1.1945.1985.18.1982.14.19.18.55	The state of the s
COLVER THE	HWAY SYSTEM (Cost Feasible Plan	Revenues = \$92.0 million	n vear of expen	diture dollars)
STATE IIIG	State Road 226 (SE 16th Avenue)	Main Street to		T
1	widen to four lanes	Williston Road	0.6	\$15.0
1	State Road 121 (NW 34th Street)-	William Tead		
	construction of turnlanes to improve	NW 16th Avenue to		
2	safety and traffic flow	US 441	3.5	\$6.0
2	1	00 441	3.3	ψο.σ
	State Road 26 (University	Gale Lemerand Drive		
_	Avenue) Multimodal Emphasis		1.5	\$4.75
3	Corridor Study (see footnote <sup>a</sup> )	to Waldo Road	1.3	\$4.73
	US 441 (W. 13th Street)	>TYY 224 A 45		
	Multimodal Emphasis Corridor	NW 33rd Avenue to	2.8	\$4.75
4	Study (see footnote <sup>a</sup> )	Archer Road	2.8	Φ4.73
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit, multi-trail and corridor redevelopment study (PD&E) (see footnote <sup>b</sup> )	University Avenue to NE 39th Avenue	2.5	\$3.0
		Santa Fe Village to		
	Bus Rapid Transit (BRT)	Gainesville Regional		
6	Corridor Infrastructure- Partial	Airport	14.0	\$28.0
	State Road 24 (Archer Road) BRT			
	Dedicated Lane(s) design,			
	additional roadway capacity and	MTPO Boundary to		
7	corridor management study (PD&E)	SW 45th Street	3.5	\$0.5
	State Road 121 (Williston Road)			
	additional roadway capacity and	SW 62nd Avenue to		
8	corridor management study (PD&E)	SW 35th Way	0.5	\$0.5
TOTAL STA	TE HIGHWAY SYSTEM			\$62.5

# TABLE 2 (Continued)

# YEAR 2035 ROADWAY COST FEASIBLE PLAN

				ESTIMATED
PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	COST (IN MILLIONS)
ar pagg gray garan Manada			Transportation and a second and a	
Alachua Coun	ty Transit and Roadway Projec	ts (local funds identified	l as Cost Feasible	by the Year 2020)
	SW 20th Avenue, four	SW 52nd Blvd to		
1	laning and multi-use path	SW 61st Blvd	0.5	\$8.8
	SW 8th Avenue-Phase 2,			
	two lane roadway and	SW 122nd Street to		, and
2	multi-use path	SW 143rd Street	0.7	\$2.7
	NW 23rd Avenue, four	NW 51st Street to		41.0
3	laning and resurfacing	NW 59th Terrace	0.7	\$1.8
	NW 23rd Avenue, four	NW 83rd Street to	0.5	010.0
4	laning	Ft. Clarke Blvd.	0.5	\$12.0
	SE 43rd Street,			
	construction of two-way	SR 26 (University		
	left turn lanes, multi-use	Avenue) to SR 20		000
5	path and signalization	(Hawthorne Road)	1.1	\$0.9
	SW 45th / 47th Street,			
	new roadway with travel			
	lanes, BRT Dedicated			
	Transit Lanes and multi-use	Archer Road to	0.0	<b>.</b>
6	path	SW 30th Avenue	0.8	\$4.5
	SW 30 <sup>th</sup> Avenue, new			
	Interstate 75 overpass with			
	travel lanes, BRT			
	Dedicated Transit Lanes	SW 43rd Street to	0.5	M12.0
7	and the Archer Braid Trail	SW 47th Street	0.5	\$13.0
	NW 83 <sup>rd</sup> Street, new			
	roadway with travel lanes,	2777.464.4		
	BRT Dedicated Transit	NW 46th Avenue		
_	Lanes and the Millhopper	to NW 39th	0.4	<b>60.</b> 5
8	Greenway	Avenue (SR 222)	0.4	\$2.5
	and a part	NW 23rd Avenue		
-	NW 83 <sup>rd</sup> Street, BRT	to NW 39th	1.0	07.0
9	Dedicated Transit Lanes	Avenue	1.0	\$7.8
	Ft. Clarke/NW 83 <sup>rd</sup> Street			
	Corridor, BRT Dedicated	NTT 02 1 4		
	Transit Lanes & new multi-	NW 23rd Avenue		
10	modal only Interstate 75	to Newberry Road	1.0	<b>6140</b>
	overpass	(SR 26)	1.0	\$14.0

# TABLE 2 (Continued)

# YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
1206 (5 6 0 8 m) 1 2 1 (10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NW 46 <sup>th</sup> Avenue, new			
	roadway with travel lanes, BRT Dedicated Transit			
11	Lanes, multi-use path and	NW 83rd Street to		
1 1	new Interstate 75 overpass	NW 98th Street	1.3	\$15.5
				voa z
TOTAL AL	ACHIIA COUNTY TRANSI	I AND ROADWAY S	YOLLIVI	\$83.5
	ACHUA COUNTY TRANSI			
	wille Projects (local funds identi SE 4th Street- Phase 2			
	ville Projects (local funds identi	ified as Cost Feasible by		\$2.3
City of Gaines	wille Projects (local funds identi SE 4th Street- Phase 2	ified as Cost Feasible by Williston Road to	the Year 2020)	
City of Gaines	wille Projects (local funds idention SE 4th Street- Phase 2 reconstruction SW 62nd Boulevard-four lanes plus two additional	ified as Cost Feasible by Williston Road to Depot Avenue  Newberry Road to	0.7	\$2.3
City of Gaines	wille Projects (local funds idention SE 4th Street-Phase 2 reconstruction SW 62nd Boulevard-four	ified as Cost Feasible by Williston Road to Depot Avenue	the Year 2020)	
N/A N/A	wille Projects (local funds idention SE 4th Street- Phase 2 reconstruction SW 62nd Boulevard-four lanes plus two additional	Williston Road to Depot Avenue  Newberry Road to Archer Road	0.7	\$2.3

<sup>a</sup>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. These projects do not include lane reductions.

<sup>b</sup>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.

T:\Marlie\MS11\Update\roadwayadopted\_oct27\_t2.docx

TABLE 1

<u>YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN</u>

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2007 DOLLARS)
Surface Transn	oortation Program (STP) Enhan	cements (Cost Feasible Pla	n Revenues = \$11	.5 million)
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
		SW 34th Street to End of Hull Road	0.2	\$0.2
2	Hull Road Parking Area	Parking Area Hull Road Parking Area/SW 20th	0.2	\$0.2
3	Hull Road Connector	Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
TOTAL STP	ENHANCEMENT FUNDED	PROJECTS		\$11.7
LOCAL FUND Alachua Count	os y Projects (identified as Cost Fe SW 8th Avenue multi-use	easible by Year 2020) SW 122nd Street to		T
NA	offroad facility	SW 91st Street	2.0	\$0.4
	NW 98th Street multi-use	NW 23rd Avenue to		
NA	offroad facility	NW 39th Avenue	1.0	\$0.3
TOTAL ALA	CHUA COUNTY PROJECT	TS		\$0.7
LOCAL FUND City of Gainesy	oS ville Projects (identified as Cost	Feasible by Year 2015)		
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
TOTAL CITY	Y OF GAINESVILLE PROJ	ECTS		\$0.5
GRAND TOT	'AL BICYCLE/PEDESTRIA	N PROJECTS		\$12.9

NA- Not applicable

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TABLE 3

<u>YEAR 2035 TRANSIT COST FEASIBLE PLAN</u>

PROJECT LENGTH (2010 PRIORITY DESCRIPTION FROM/TO (IN MILES) DOLLARS		the Control of the Co
	PROJECT LENGTH (2010	The first particular transfer of the contract
PROJECT LENGTH (2010		Ullian Induction
	IN MILLION	Strand to the second of the second

Surface Transp	portation Program (Cost Feasib	le 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 Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
5	Transit Maintenance Facility	NA NA	NA	\$50.0
TOTAL				\$53.4

# YEAR 2035 COST FEASIBLE PLAN

# INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX

PROJECT PRIORITY	PROJECT NAME		DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
		A.	Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.  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.	
1	Interstate 75 Intelligent Transportation System Corridor  Marion County line to Columbia County Line	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
			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	
			Route # 20 State Road 121 (SW 34th Street) from Hull Road to SW 20th Avenue	
	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		Route# 21 State Road 121 (SW 34th Street) from Hull Road to SW 20th Avenue  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	
2	on the road.		Road 121 (SW 34th Street) to SW 23rd Street	\$600,000

# YEAR 2035 COST FEASIBLE PLAN

# **INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX**

nic Message Signs on Highway Arterials  nic message on the ls will alert drivers of g traffic conditions, the routes, detour in the event Interstate that down, and travel defended al Travel Time numbers of the system will e motorists with more	A. B. C. D. F.	State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound)  State Road 121 (SW 34th Street) @ State Road 331 (Eastbound)  State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue)  State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound)  State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound)  State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)	\$700,000
Aighway Arterials  nic message on the ls will alert drivers of g traffic conditions, te routes, detour in the event Interstate hut down, and travel  Id Automated al Travel Time n  ding the Arterial Time System will e motorists with more	D.	(W University Avenue)  State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound)  State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound)  State Road 222 (NW 39th Avenue) @ State	\$700,000
Is will alert drivers of g traffic conditions, te routes, detour in the event Interstate that down, and travel ad Automated al Travel Time number of the Arterial Time System will e motorists with more		State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound) State Road 222 (NW 39th Avenue) @ State	\$700,000
hut down, and travel  ad Automated al Travel Time  ding the Arterial Time System will e motorists with more	F.	State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)	\$700,000
al Travel Time  ding the Arterial Time System will e motorists with more			
Time System will e motorists with more			
ne information via e maps or Dynamic ge Signs for actual times to various spots urban area. Motorists			
e able to make a int route choice based information they e. The travel times can	A.	State Road 25 (NW 13th Avenue) State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road) State Road 121 (SW 34th Street)	
s to measure pment related impacts.  I Demand	<b>D</b> .	NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp	\$600,000
gement nation technologies t that addresses travel d strategies, such as ccupancy vehicle ) lanes, high ancy toll (HOT) lanes her travel demand gement technologies.	Gai	inesville Metropolitan Areawide	(to be determined)
	e. The travel times can be used for traffic to measure pment related impacts.  I Demand gement  action technologies to that addresses travel distrategies, such as accupancy vehicle and the travel (HOT) lanes ther travel demand	e. The travel times can e used for traffic s to measure pment related impacts.  I Demand gement  aution technologies t that addresses travel d strategies, such as ecupancy vehicle ) lanes, high ancy toll (HOT) lanes ther travel demand	B. State Road 121 (SW 34th Street) NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp  Lation technologies I that addresses travel d strategies, such as ccupancy vehicle lanes, high ancy toll (HOT) lanes her travel demand ement technologies. Gainesville Metropolitan Areawide

NA- Not applicable

# PROJECT COMMENT FORM

# YEAR 2035 LONG RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN PUBLIC HEARING OCTOBER 27, 2010 6:00 P.M.

The Metropolites Transportation Planning Organization welcomes your comments on the proposed Year

The Metropolitan Transportation Planning Organization welcomes your comments to be addressed by the MTPO at 2035 Long Range Transportation Plan update. In order for your comments to be addressed by the MTPO at the public hearing, they must be received at the MTPO office by noon on October 27, 2010.
1. Please share your concerns concerning the Year 2035 Long Range Transportation Plan update.
Plasse ARPONE TAble 2B (P6 153) AS
per MtPo Staff recomendation. We feel that it
per MtPo staff recomendation. We feel that it is Critical that the Arebu Road project Bets.
an the Franchilly List: MT10 NAS A RESPONSIBILITY
To Address corridor issues along with Transit &
Multi modal issues.
the book of this form
If additional space is needed for your comments, please use the back of this form.
<ol> <li>Please provide your name and address below if you would like to receive future information regarding this project.</li> </ol>
Name: JOHN GEANZER
Organization: City of Archer.
Address: P.O. 130×39 16870 SW 1344 AUE A release
Phone: 495-2886
Email: O, Ly M ANAGET C. Ly of Archen Com.
For further information or comment, please contact the:  Metropolitan Transportation Planning Organization  Attention: Marlie Sanderson  2009 NW 67th Place  Gainesville, FL 32653  Phone: (352) 955-2200 Fax: (352) 955-2209  NORTH CENTRAL FLORIDA  RECEIVED  OCT 2 6 2010
REGIONAL PLANNING COUNCIL

# Sustainable Transportation Work Group Meeting Summary, December 9, 2009 1:30 PM-3:00 PM, UAA Conference Room, 260 Stadium

# **Attendance:**

Members present: Linda Dixon Erik Lewis Stephanie Sims

Scott Fox Sheri Munn Dan Connaughton

Ruth Steiner Jeff Holcomb Ron Fuller Bob Miller Julie Frey Jacob Kain

Members absent: Allison Fischman Jon Priest Anna Prizzia

Guests: Doug Robinson, RTS

# **Welcome and introductions**

Members and guests introduced themselves.

**Review Meeting Summary** – Deferred review of the Nov. 18<sup>th</sup> mtg. report

# **Old Business**

- 1. **One Less Car 2009:** Anna Prizzia reported that an article is coming out in the next sustainability newsletter. She said there were some kinks with using the Greenride software this year, but they were very responsive and it worked out well.
- 2. **TAPS Parking Garage:** Scott Fox reported that the recent Florida Parking Association's conference theme was sustainability. UF's newest garage won an Excellence in Design award.
- 3. **Bus Rapid Transit:** Doug Robinson reported that the RTS BRT study is wrapping up. He distributed some alternative route maps and surveys, which can be returned to him.

# **New Business**

- 1. **Campus Master Plan Data Collection Results (Survey and Counts):** Whit Blanton presented preliminary findings of the transportation data collection. Discussion included the following:
  - a. Data in the auto-restricted zone should be looked at for the breakdown over time to see the effectiveness of the time restrictions.
  - b. Scooters could trigger a count on the count tubes. Data should be evaluated to see if they can be screened out in the vehicle class readings.
  - c. Auto occupancy data should be examined by location related to carpool decal locations.

- d. Scott is interested in seeing the counts over time. Whit responded that they could produce peak and non-peak summary, and also comparisons with 2004-05 counts.
- e. Linda offered that the mode counts at certain entry locations can serve as screenlines. Whit also noted that the MTPO bike/ped screenline counts were collected around campus at about the same time as the fall 2009 UF survey.
- f. Ruth Steiner asked about comparing pedestrian count data to the 1994 Corridors to Campus study and Campus Evaluation study.

# **Other Business**

- 1. Members discussed future agenda items. Other outstanding items include: ZipCar FastFleet, core campus auto-restriction management, carpool program (follow up to 11/09 mtg), bike lockers; bike showers; legal status of electric bikes; bike racks in parking garages; solar electric cars; bike rack standards (Peak Rack evaluation); campus master plan update; and bike registration/commuting.
- 2. Ruth Steiner reported that she has other students working on projects that may be of interest for future agenda items including covered bicycle parking suitability analysis and bike sharing programs.

# Meeting Adjourned 2:40 pm

#### University of Florida Campus Master Plan, 2010-2020: Transportation Data and Analysis

# **Transit Planning Forum Minutes**

# March 16, 2010

Two public workshops to discuss transit issues for the Campus Master Plan update were held at the University of Florida on March 16, 2010 (1:30 and 5:00 PM). Workshop participants marked up maps of the UF area with their suggestions for transit service and completed discussion guides with additional questions on incentives and barriers for using transit to get to and around campus. A summary of comments provided at the workshops is provided below.

#### **Transit Service Enhancements**

# Timing/Frequency

- Better frequency of service after 4:30 at commuter lot
- Route 10 -- not on time; not early enough buses; increase frequency
- Real time for campus buses online
- Faculty/staff: longer service hours and more service frequency in the peak hours. Many faculty don't ride because of buses ending service too early.

#### Additional Service Needed:

- NW of campus (north of NW 8th Avenue, east of NW 83rd Street, south of Millhopper Road, west of 441/34th Street)
- Duck Pond neighborhood (north of University Avenue, east of US 441/13th Street, west of Waldo Road, south of NE 23rd Avenue) NW 43rd Street from University Avenue to NW 62nd Avenue (north of Millhopper Road)
- NW 34th Street from University Avenue to US 441/Northwood Village
- US 441 from NW 8th Avenue south toward Williston Road
- Archer Road from US 441 to Butler Plaza
- SW 20th Avenue from SW 34th Street to SW 62nd Blvd
- University Avenue/Newberry Road from US 441 to I-75
- Main campus to Sorority Row
- Center Drive/Museum Road to US 441 via Center Drive, Shands, Archer Road
- Bring a few buses from campus to pick up people on west side (SW 20th Ave) when buses are full
- Full buses at peak hour at these locations: Newell Drive/Museum Road, Center Drive/Museum Road, along SW 20<sup>th</sup> Avenue west of SW 34<sup>th</sup> Street, SW 32<sup>nd</sup> Terrace (south of Archer)

# New Service/Connections:

- More direct service and more service in general from The Hub to Fraternity Row
- Shuttle service from main campus to UF East Gainesville campus (on Waldo Road) (between human resources offices)
- Downtown to/from Hilton/conference center

- Sorority Row to/from law school
- Streetcar route should come down SW 5<sup>th</sup> Street to SW 8<sup>th</sup> Avenue
- New connections to connect buses (i.e., route 1 and 20/21)
- More similar connections closer to Reitz Union
- New service in employee residential areas
- Downtown/UF to Santa Fe College via US 441 to NW 16<sup>th</sup> Ave to NW 23<sup>rd</sup> Ave
- Consider BRT "student" off campus circulators
  - o Around apartments on Gainesville Place and Enclave
  - o SW 20<sup>th</sup> Ave (Cabana, Canopy, Lexington)
  - o Use for peak hours, more so in morning service.

# **Transit Facilities**

# Proposed Transfer Centers:

- At Park and Ride Lot 2 (SW 34<sup>th</sup> St behind conference center)
- NE corner of University Avenue and US 441
- Newell Drive/south of University Avenue

### Park and Ride Lots:

- I-75 and Archer Road
- SW 34th Street/Williston Road
- US 441 south of Williston Road near Florida Trail Association office
- South of Hull Road, east of SW 34th Street
- North of Hull Road, west of SW 34th Street
- Oaks Mall
- SE Hawthorne Road at SE 43rd Street
- University Ave at SE 43rd Street
- Gainesville Jobs Center / NE 54th Place north of airport east of Waldo Road
- US 441 west of Northwood Village
- US 441 and NW 43rd Street
- US 441 south of SW 16<sup>th</sup> Avenue, north of Sorority Row

# Shelters/Lighting Needed:

- US 441/13th Street between Inner Road and Stadium Road
- Route 10 SW 4<sup>th</sup> Avenue and SW 12<sup>th</sup> Street
- No shelter/bad lighting at US 441 and SW 8<sup>th</sup> Avenue
- Use solar-powered LED lights at stops

#### Bus Stops:

- Bus stop at Reitz Union or Museum Road
- Two stops within 20 feet of each other on Stadium Road west of Gale Lemerand Drive

# **Connectivity Concerns**

- Bad transfer location at Newberry Road/proposed BRT (west of I-75) route/express bus
- Problem areas: schools zones on NW 34<sup>th</sup> Street, US 441 adjacent to UF, SW 34<sup>th</sup> Street from Radio Road to Archer Road, north-south roads congested

# Incentives to using transit

- Greater frequency for people further from campus, especially faculty
- Need reliable arrival times
- Amenities/WiFi on express bus and BRT for business-oriented passengers
- Rainy weather encourages riding the bus vs. riding bike

# Barriers to using transit

No lighting at stops

# **Policy Issues**

- A lot of people will buy parking decals regardless of price because of culture used to driving everywhere back "home"
- Amenities needed: water fountains, Starbucks at transfers, more bike racks, bus pullout on SR 20
- Park and ride lots needed
- Increase trips on high ridership routes
- Examine timing of campus parking lot decal restriction hours

# **Vision for Transit?**

Have a secondary Campus Hub South of Reitz Union and Museum

