



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

April 24, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant
Councilwoman Valerie Hanchar
Councilman Justin Grabelle
Commissioner Ron Livsey
Councilman Brent Malever
Commissioner David Moore, Chairman
Commissioner Michelle Stone

Members Not Present:

Commissioner Jeff Gold
Mayor Kent Guinn
Councilman Jay Musleh
Councilwoman Mary Rich
Councilman Matthew Wardell
Commissioner Carl Zalak

Others Present:

Carol Scott, FDOT
Doug Shearer
Oliver Cromwell, SunTran
Tim Crobons
Michelle Shearer
Jessie Barnard
Carolyn Hall

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:01 PM. Secretary Shakayla Jacobs called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Jacobs stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3. Public Comment

Doug Shearer, 2301 SE 85th Street, Ocala, FL 34480 spoke about the Belleview connector to paved trail and the Suncoast Connector.

Mr. Shearer said he was in favor of “Option A” and would like to see it funded because he did not want to have two more horse crossings.

Mr. Shearer also said that he was not in favor of the Suncoast Connector that would take roadways through Marion County disturbing the horse farms.

Item 4a. Presentation on the Central Florida Transit Study

Tim Crobons with Hanson Professional Services presented a slideshow presentation to the board and highlighted that the Central Florida Regional Transit Study covered a 10-county area (Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk, Volusia, Seminole and Sumter) and would provide transit investment and policy assessment, regional travel pattern and market analysis, and a regional transit vision framework for 2060. The purpose of the District 5 – led study was to:

- Create consensus on regional priorities;
- Collect data on current and projected traffic demands;
- Incorporate changing demographics and technologies as well as increased desire for transportation options;
- Identify gaps and opportunities in transit planning, from land use policy to funding;
- Create a vision for the future of transit in East Central Florida, with specific suggestions of projects in which to invest.

There was board discussion about additional information on the transit study.

Item 5a. FY 2024 Priority Project List

Mr. Daniels informed the board that after discussions with the Florida Department of Transportation (FDOT) the TPO would bring the FY 2024 Priority Project List as a discussion item and would table any action until the May 22nd TPO meeting.

Mr. Odom presented the FY 2024 Priority Project List and said that there had been the usual changes in the programmed funding as the projects progressed toward final construction. Additionally, there were several changes to all the lists this year. The changes were as followed:

2024 Priority Projects

- **#5: SR 40 Downtown Operational Improvement** – The project has been split into two phases;
- **#8: US 41 from SW 111th Place Lane to SR 40** – Project has been added back to the list because of deferred construction funding;
- **#21: SW 40th Avenue Realignment** – New project

2018 Trail Projects

- **#8: Watula Trail and NE 8th Road Trail** – Projects have been combined into one.
- **#10: Nature Coast Trail** – New Project

2018 Off-System Priorities

- **#1: SW 44th Avenue from SR 200 to SW 32nd Street** – Project has been added back to the list because of deferred construction funding.
- **#10: Lake Tusawilla Flood Relief** – New Project

Mr. Odom mentioned a new project that came from FDOT #28 on the 2024 Priority Projects list US 301-South (SE 143rd Place to CR 42). The Central Office of FDOT had asked the TPO to move the project up for a higher ranking on the Priority List and said it would be necessary for hurricane evacuation.

Commissioner Moore asked if FDOT would be providing the funding for the project.

Mr. Odom replied, FDOT would not be providing the funding and that when FDOT looked at allocation of funding for all districts there was a formula used to do so. FDOT asked that the local funding be used to cover the expenses of the project.

Mr. Odom said that after TPO staff discussed moving the US 301 project up the list staff said that it could be done but there were other projects on the list that were important and would have to be moved down the list.

Commissioner Moore said that he would be more willing to move the project up the list if FDOT provided the funding but without them providing funding he was opposed to moving the project up on the Priority List.

Commissioner Bryant asked if any additional funding from Hurricane Irma would help to fund the project.

Mr. Odom replied that no other funding would be used for the project.

There was more board discussion and ultimately the board was opposed to moving the project up to a higher ranking without any funding being provided by FDOT.

Ms. Bryant made a motion to table the FY 2024 Priority Project List until the May 22nd TPO Board Meeting. Mr. Malever seconded and the motion passed unanimously.

Item 5b. Belleview to Greenway Trail Corridor Feasibility Analysis

Mr. Jon Sewell with Kimley Horn and Associates presented the Belleview to Greenway Trail Corridor Feasibility Analysis and said that in recent years, through multi-agency collaborative efforts, the Ocala/Marion County TPO had directed a great deal of resources to the development of the trail systems on the Marjorie Harris-Carr Greenway and throughout Marion County. A large part of that effort had not only been the development of the rural trail system, but also conceptualizing and studying potential connections from urban centers to those rural trail systems.

The City of Belleview was the last of the three cities in Marion County to navigate through the process and four alternatives had been developed to connect from Lake Lillian Park to different points on the greenway.

Mr. Jon Sewell presented all Alternatives to the board as followed:

Alternative A

Alternative A would begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative A will then continue north along U.S. 27/301/441 to the intersection with SE 80th Street. From this location, the trail would head west until it connects with the Santos Trailhead and Campground facility.

Alternative B

Alternative B would begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place the trail would continue west to connect with U.S. 27/301/441. Alternative B would head north along U.S. 27/301/441 to SE 100th Street where it would head west to SE 36th Avenue. The trail would then head north to the intersection with SE 95th Street, where the trail would then head slightly west to travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail would go west through the Cross-Florida Greenway to connect with the CFGT.

Alternative C- was eliminated due to safety concerns

Alternative C would begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail would continue westward to connect with U.S. 27/301/441. From U.S. 27/301/441 the alternative will head north to the intersection with SE 100th Street. Alternative C would follow SE 100th Street west until the intersection with SE 36th Avenue where the trail would turn north to the intersection with SE 95th Street. From the location, Alternative C would continue west along SE 95th Street until it reaches the CFGT crossing located just east of SE 25th Avenue.

Alternative D

Alternative D represented the combination of Alternatives A and B. Alternative D would begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail would continue westward to connect with U.S. 27/301/441. Alternative D would then continue north along U.S. 27/301/441 to the intersection with SE 100th Street. From SE 100th Street the trail would split into two routes, one continuing north and another going west. One route would continue north along U.S. 27/301/441 to SE 80th Street where the trail would head west until it connects with the Santos Trailhead and Campground facility. From SE 100th Street, the second route of the trail would head west to SE 36th Avenue then head north to the intersection with SE 95th Street, where the trail would head slightly west then travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail would go west through the Cross-Florida Greenway to connect with the CFGT.

There was board discussion about the different Alternatives.

Ms. Bryant made a motion to approve Alternative D as the next step to the Belleview to Greenway Trail Corridor Feasibility Analysis. Mr. Grabelle seconded. A roll-call vote was called and the motion passed unanimously.

Item 6. Consent Agenda

Ms. Bryant made a motion to approve the Consent Agenda. Ms. Hanchar seconded and the motion passed unanimously.

Item 7. Comments by FDOT

Ms. Kersey presented the board with an updated monthly Construction Report.

Ms. Kersey also mentioned that FDOT had funding available for Law Enforcement Agencies to conduct High Visibility Enforcement Operations to improve bicycle and

pedestrian safety and said she sent the link to the TPO Secretary, Shakayla Pullings and that she would be sending the link out to the board.

Item 8. Comments by TPO Staff

Mr. Daniels said that the Unified Planning Work Program (UPWP) would be coming to the board at the next TPO Board meeting on May the 22nd.

Mr. Daniels said that there would two Coastal Connector meeting and that TPO staff would send out the meeting location and time for the board.

Mr. Daniels also introduced Derrick Harris, the TPO's new Transportation Planner.

Mr. Daniels also said that a Triple Crown Rodeo Skills Test for Transit Drivers was taking place in Daytona and one of the SunTran Drivers were going to participate in the rodeo.

Item 9. Comments by TPO Members

There were no comments by TPO members.

Item 10. Public Comment

Michelle Shearer, 2301 SE 85th Street, Ocala, FL 34480 said that Alternate B for the Belleview to Greenway would be more than making a path but lighting was needed. Also, SE 35th Court which goes through the mobile home park has five cross streets that come in there and that there was a safety concern.

Ms. Shearer also talked about trail crossings she was opposed to that would interrupt horse riders and expressed safety concerns.

Ms. Shearer expressed that she was opposed to Alternative B.

Jessie Barnard, 10460 SE 32nd Avenue, Ocala, FL said the traffic light by Publix on the north side of 441 at Mojos took a downward dip and said a suggestion was to put a tunnel under 441 like on 49th and 484 to eliminate people with strollers trying to cross busy intersections.

Ms. Barnard also said she was opposed to the trail crossings on the horse trails and expressed safety concerns as well.

Item 11. Adjournment

Chairman Moore adjourned the meeting at 5:29 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant