



## **CITIZENS ADVISORY COMMITTEE**

Ocala Citizens Service Center  
201 SE 3rd Street, Ocala FL 34478

**February 9, 2016  
3:00 PM**

### **AGENDA**

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. ACTION ITEMS**
  - A. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

*To ensure that the Transportation Improvement Program reflects the most current project information, it is periodically necessary to amend the document. Staff will present the Transportation Improvement Program amendments for review and approval.*
- 4. DISCUSSION ITEMS**
  - A. BELLEVIEW CORRIDOR STUDY PRESENTATION**
  - B. SR 40- SILVER SPRINGS CORRIDOR PRESENTATION**
- 5. CONSENT AGENDA**
  - A. MINUTES – NOVEMBER 10, 2015**
- 6. COMMENTS BY FDOT**
- 7. COMMENTS BY TPO STAFF**

**8. COMMENTS BY CAC MEMBERS**

**9. PUBLIC COMMENT (Limited to 5 minutes)**

**10. ADJOURNMENT**

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352)629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Citizens Advisory Committee will be held on  
**March 8, 2016.***



February 3, 2016

**TO: TAC/CAC Committee Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: 'ROLL-FORWARD' FY 2015/2016-2019/2020 TIP AMENDMENT**

---

In order to ensure that the Ocala/Marion County TIP reflects the most current project information, it is necessary to periodically amend the document. Amendments to the TIP are typically required:

- To add or delete a project;
- To change the state or federal funding allocation of a project;
- To change the year of anticipated funding of a project phase;
- To change the scope of work of a project;
- To change the source of federal or state funds.

The FDOT has requested that the Ocala/Marion TPO add project FM# 439098-1 to the current version of the "Roll-Forward" TIP. This is a rail safety project that will upgrade the infrastructure at the 'at-grade' crossing on SW 99<sup>th</sup> Place north of the City of Dunnellon.

Add FM# 439098-1: RRU \$172K

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.

*Cooperative and comprehensive planning for our transportation needs*  
*Marion County • City of Belleview • City of Dunnellon • City of Ocala*

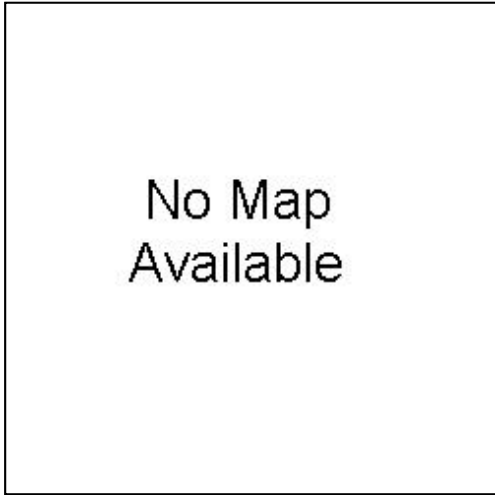
---

121 S.E. Watula Avenue • Ocala, Florida 34471  
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)

4390981

**SW 99TH PLACE (DUNNELLON)**

**Non-SIS**



**Work Summary:** RAIL SAFETY PROJECT **From:** XING #622596-H

**To:**

**Lead Agency:** FDOT

**LRTP #:** Objective 1.51: Page 2-6

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	RHP	172,581	0	0	0	0	<b>172,581</b>
<b>Total</b>		<b>172,581</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172,581</b>

**Prior Cost < 2015/16:** 0

**Future Cost > 2019/20:** 0

**Total Project Cost:** 172,581

**Project Description:** At-grade rail crossing improvements. Flagging, parts, labor and related costs to upgrade signalization.

Ocala/Marion TPO

CITY OF BELLEVIEW CORRIDOR PLAN STUDY



**PRESENTATION TO THE BELLEVIEW  
CITY COMMISSION**

**JANUARY 25, 2016**

**6:00 PM**



# STUDY AREA



# STUDY OBJECTIVES



- Develop a study vision and principles for improvements and strategies
- Develop corridor strategies: enhance multimodal environment (accessibility, traffic flow, safety, walkability, and aesthetics)
- Support infill and economic development

# TASKS COMPLETED



- Data Collection and Review
- Land Use Analysis and Policy Review
- Existing Conditions Analysis
- Future Conditions Analysis
- Potential Corridor Strategies



Ocala/Marion TPO

CITY OF BELLEVIEW CORRIDOR PLAN STUDY

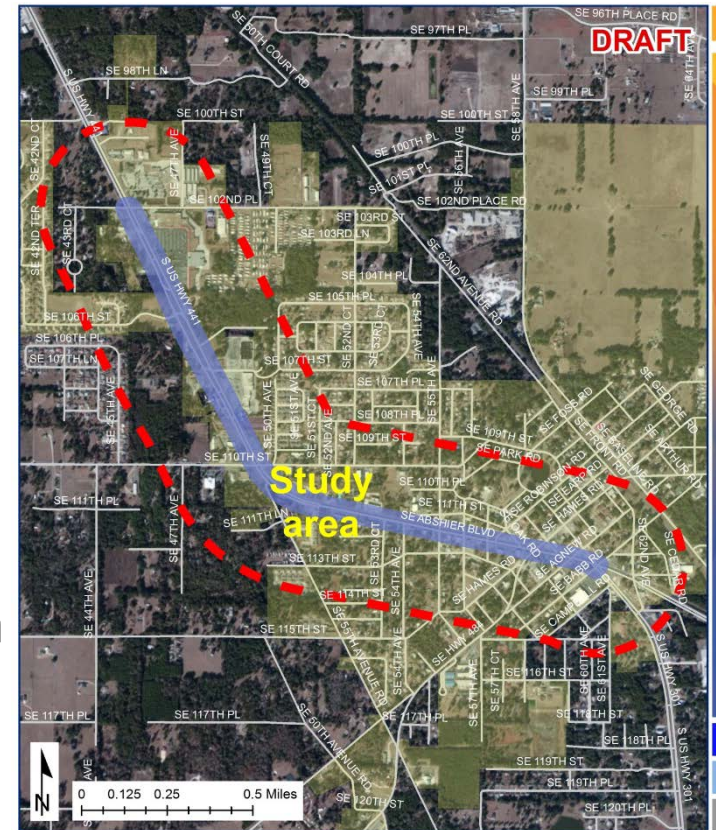


LAND USE AND POLICY ANALYSIS



# LAND USE ANALYSIS AND POLICY

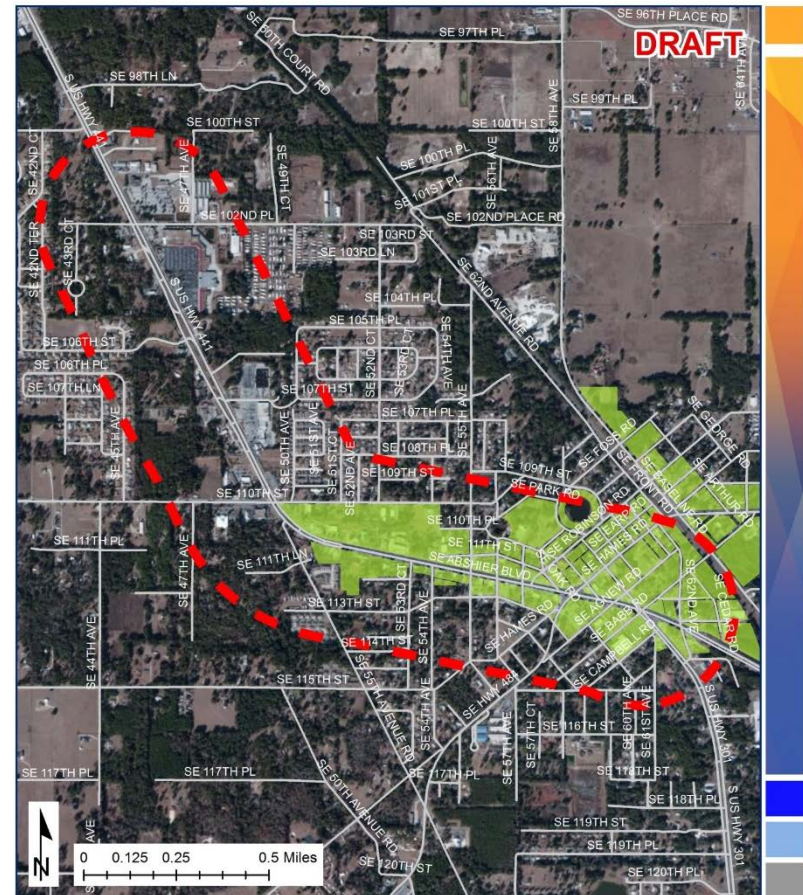
- City's Future Land Use Element
  - Pedestrian/Bicycle Access to the CBD
  - Ped/Bike Connectivity
  - Landscaping
- City's LDR
  - Lack of regulation for ped/bike friendly environment
- City's Community Redevelopment Plan
  - Streetscape
  - Walking and Biking



## Legend

- US 441 Study area, 1/4 mile boundary
- Belleview Municipal Boundary

- Summary of Potential Strategies
  - Develop a form-based code
  - Review and increase densities
  - Update the LDR
  - Parcel assemblage
  - Catalyst sites



#### Legend

- US 441 Study area, 1/4 mile boundary
- Bellevue CRA

EXISTING AND FUTURE  
TRANSPORTATION CONDITIONS



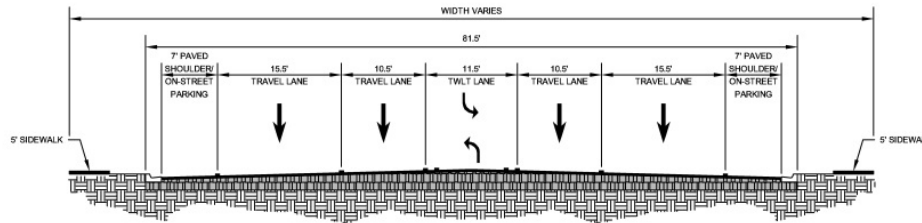
- Review Existing and Future Traffic Conditions
- Future Operational Review and Deficiency Analysis
- Land Use and Transportation Compatibility
- Identify Issues and Constraints

# STUDY AREA

- US-441
  - 4-lane divided, 25K AADT (35K Capacity)
  - Posted speed of 40 mph
  - Six signalized intersections
    - US-301
    - CR-484
    - Belleview Square
    - Belleview Regional
    - SE 102nd Place



# EXISTING CONDITIONS TYPICAL SECTIONS



**TYPICAL SECTION "A"**  
N.T.S.



**City of Belleview Corridor Plan Study**  
**US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place**  
**Typical Section "A"**

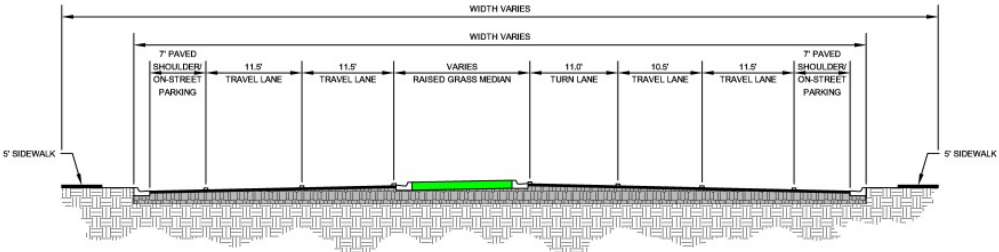
# EXISTING CONDITIONS TYPICAL SECTIONS

- US-301 to SE 53<sup>rd</sup> Court





# EXISTING CONDITIONS TYPICAL SECTIONS



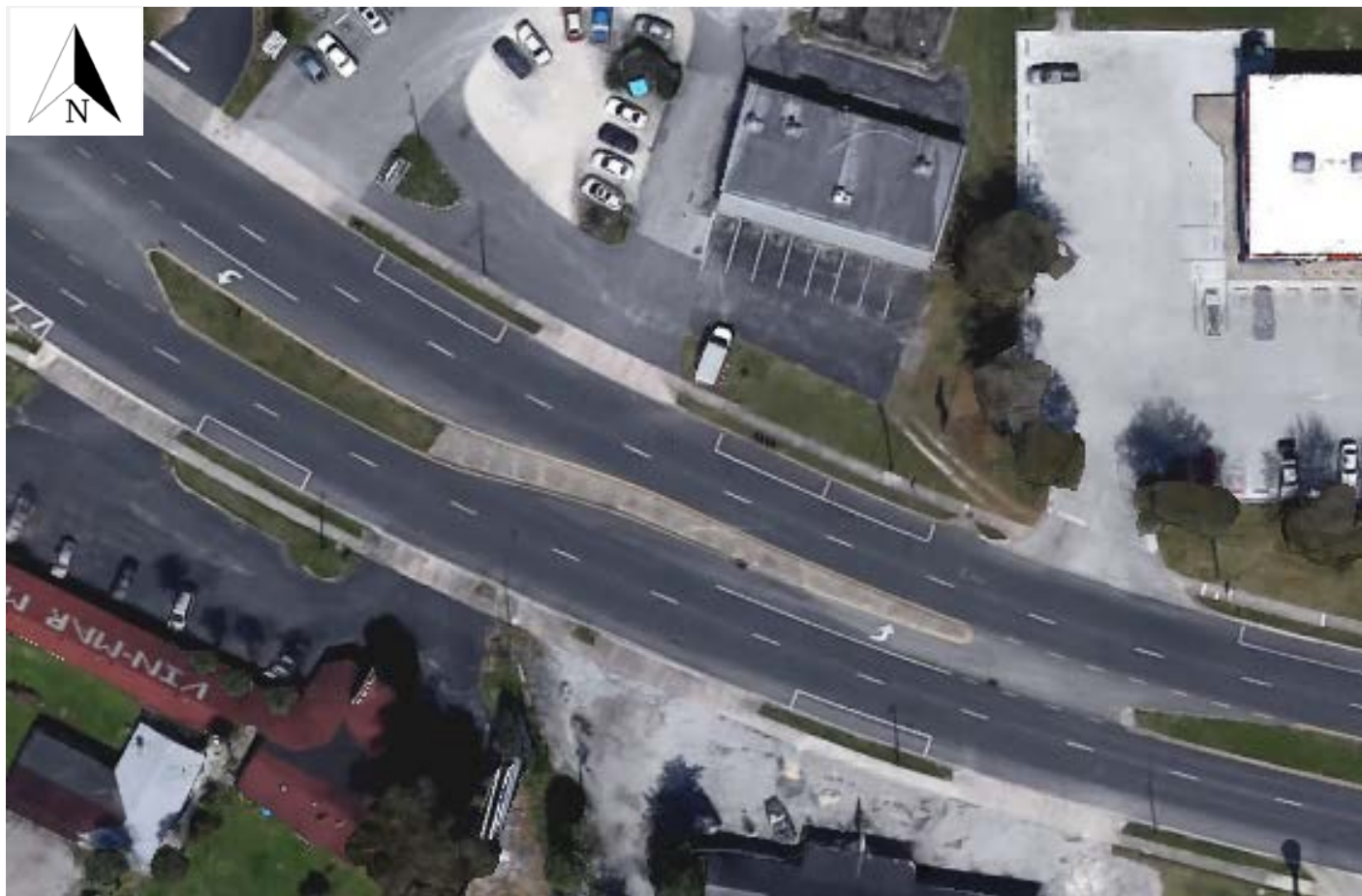
**TYPICAL SECTION "B"**  
N.T.S.



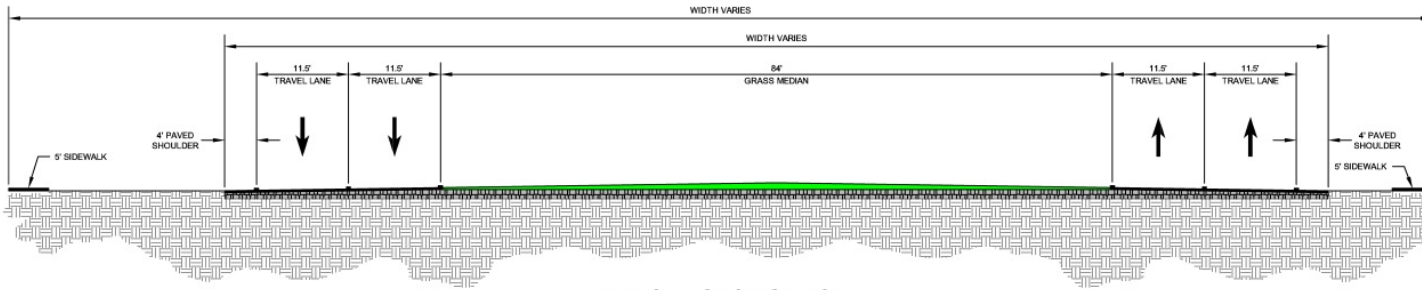
**City of Belleview Corridor Plan Study**  
**US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place**  
**Typical Section "B"**

# EXISTING CONDITIONS TYPICAL SECTIONS

- From 53<sup>rd</sup> Court to SE 55<sup>th</sup> Avenue



# EXISTING CONDITIONS TYPICAL SECTIONS



**TYPICAL SECTION "C"**

N.T.S.



City of Belleview Corridor Plan Study  
US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place  
Typical Section "C"

# EXISTING CONDITIONS TYPICAL SECTIONS

- From SE 110<sup>th</sup> Street to 102<sup>nd</sup> Place



# EXISTING AND FUTURE CONDITIONS

## KEY OBSERVATIONS



- Existing Conditions
  - Ample Vehicular Capacity
  - Crash “Hot Spots”
  - Signal Operational Issues at US-301 and at Hames Road
  - Significantly Underutilized On-Street Parking
  - No Transit Service
  - No Bicycle Facilities
- Future Conditions
  - Minimal Growth

Without significant redevelopment, future conditions will mimic the existing conditions.

### EXISTING CONDITIONS: SAFETY ANALYSIS



# SAFETY ANALYSIS

## CRASH SUMMARY TABLE



US-441 from US-301 to 102nd Place		Number of Crashes					5 Year Total	Mean Crashes	%
		2009	2010	2011	2012	2013			
<b>Crash Type</b>	Angle	18	23	18	25	19	103	20.6	20%
	Left-Turn	9	14	10	9	12	54	10.8	11%
	Fixed Object	7	4	2	5	3	21	4.2	4%
	Head-on	1	3	2	0	2	8	1.6	2%
	Front to Rear	38	54	47	44	50	233	46.6	46%
	Motorcycle	0	0	0	0	1	1	0.2	0%
	Sideswipe, same direction	21	16	11	14	10	72	14.4	14%
	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	Unknown	0	1	0	0	1	2	0.4	0%
<b>Total</b>	<b>96</b>	<b>116</b>	<b>91</b>	<b>100</b>	<b>100</b>	<b>503</b>	<b>100.6</b>	<b>100%</b>	
<b>Injury Severity</b>	Fatal	0	0	0	0	0	0	0	0%
	Incapacitating	0	1	2	0	1	4	0.8	1%
	NonIncapacitating	6	4	4	3	7	24	4.8	5%
	PossibleInjury	19	25	15	18	22	99	19.8	20%
	None	71	86	70	79	70	376	75.2	75%
	<b>Total</b>	<b>96</b>	<b>116</b>	<b>91</b>	<b>100</b>	<b>100</b>	<b>503</b>	<b>100.6</b>	<b>100%</b>
<b>Lighting Condition</b>	Daylight	87	99	72	87	85	430	86	85%
	Dawn	1	2	3	2	3	11	2.2	2%
	Dusk	1	2	1	2	3	9	1.8	2%
	Dark-Lighted	6	13	15	9	9	52	10.4	10%
	Dark-Not Lighted	1	0	0	0	0	1	0.2	0%
	<b>Total</b>	<b>96</b>	<b>116</b>	<b>91</b>	<b>100</b>	<b>100</b>	<b>503</b>	<b>100.6</b>	<b>100%</b>
<b>Surface Conditions</b>	Dry	76	109	82	91	81	439	87.8	87%
	Wet	20	7	9	9	19	64	12.8	13%
	<b>Total</b>	<b>96</b>	<b>116</b>	<b>91</b>	<b>100</b>	<b>100</b>	<b>503</b>	<b>100.6</b>	<b>100%</b>
<b>Ped/Bike Crashes</b>	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>1.8</b>	<b>2%</b>

# SAFETY ANALYSIS

## KEY CRASH SUMMARY TABLE

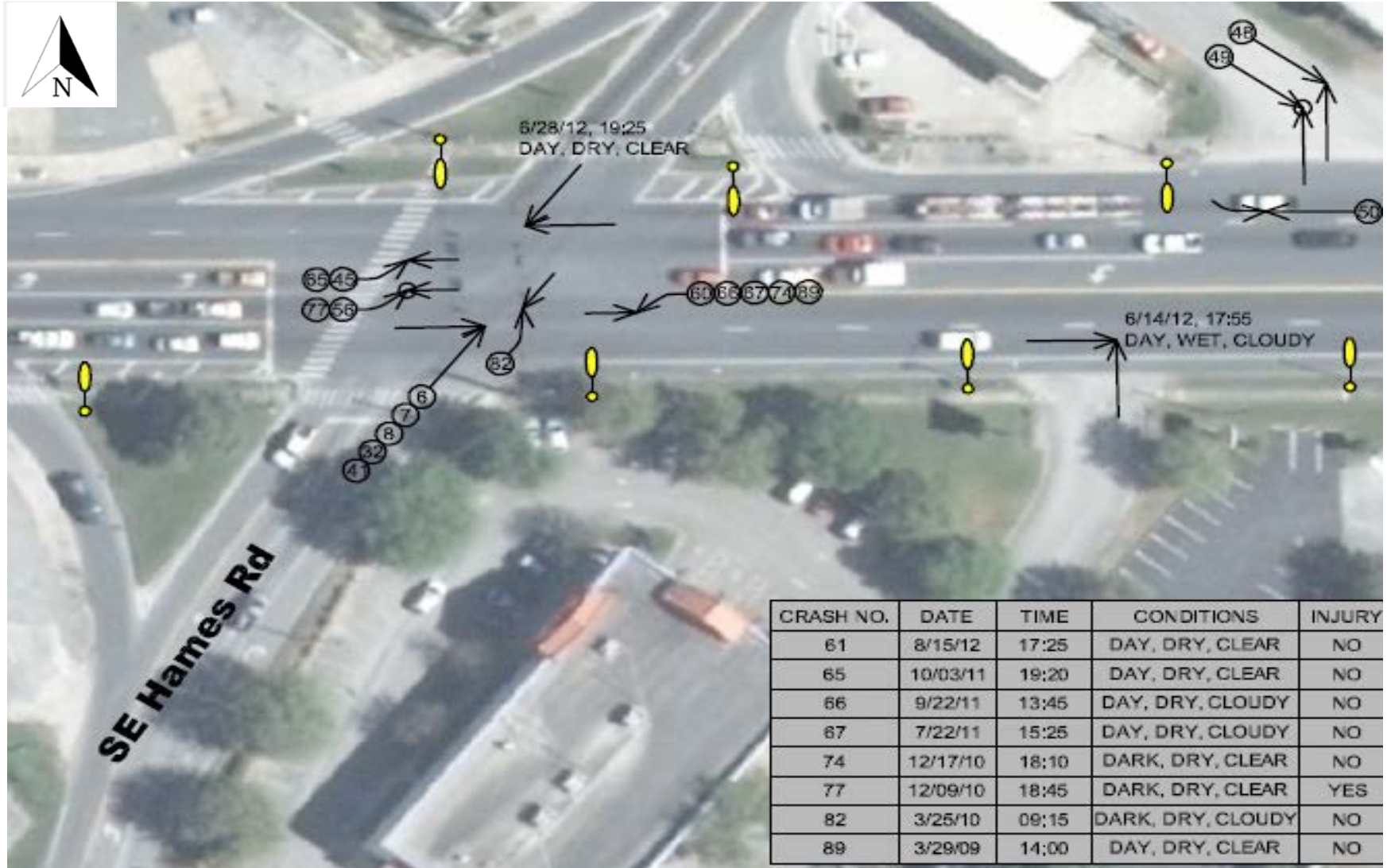


US-441 from US-301 to 102nd Place		Number of Crashes					5 Year Total	Mean Crashes	%
		2009	2010	2011	2012	2013			
<b>Crash Type</b>	Angle	18	23	18	25	19	103	20.6	20%
	Left-Turn	9	14	10	9	12	54	10.8	11%
	Head-on	1	3	2	0	2	8	1.6	2%
	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>
<b>Injury Severity</b>	Fatal	0	0	0	0	0	0	0	0%
	Incapacitating	0	1	2	0	1	4	0.8	1%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>
<b>Lighting Condition</b>	Daylight	87	99	72	87	85	430	86	85%
	<i>Total</i>	<i>96</i>	<i>116</i>	<i>91</i>	<i>100</i>	<i>100</i>	<i>503</i>	<i>100.6</i>	<i>100%</i>



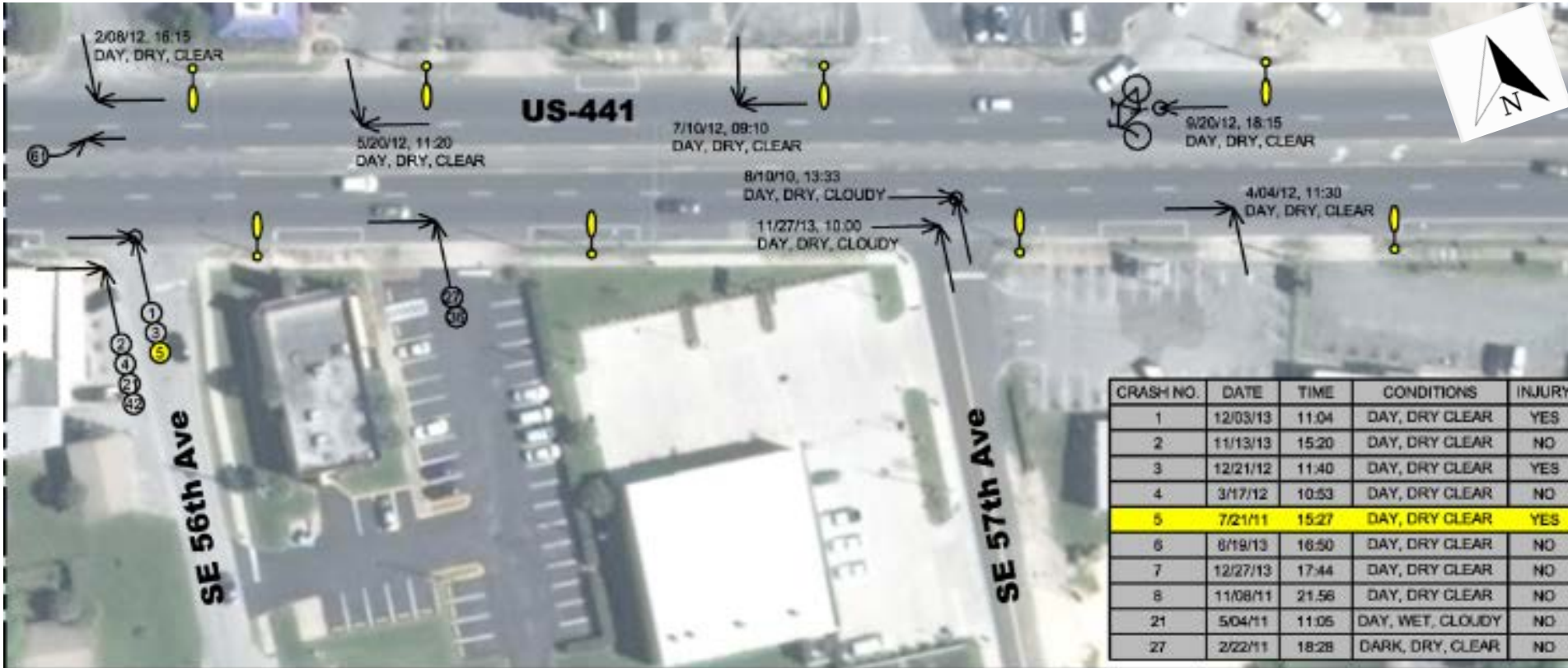
# SAFETY ANALYSIS

## HIGH CRASH SPOT: HAMES ROAD



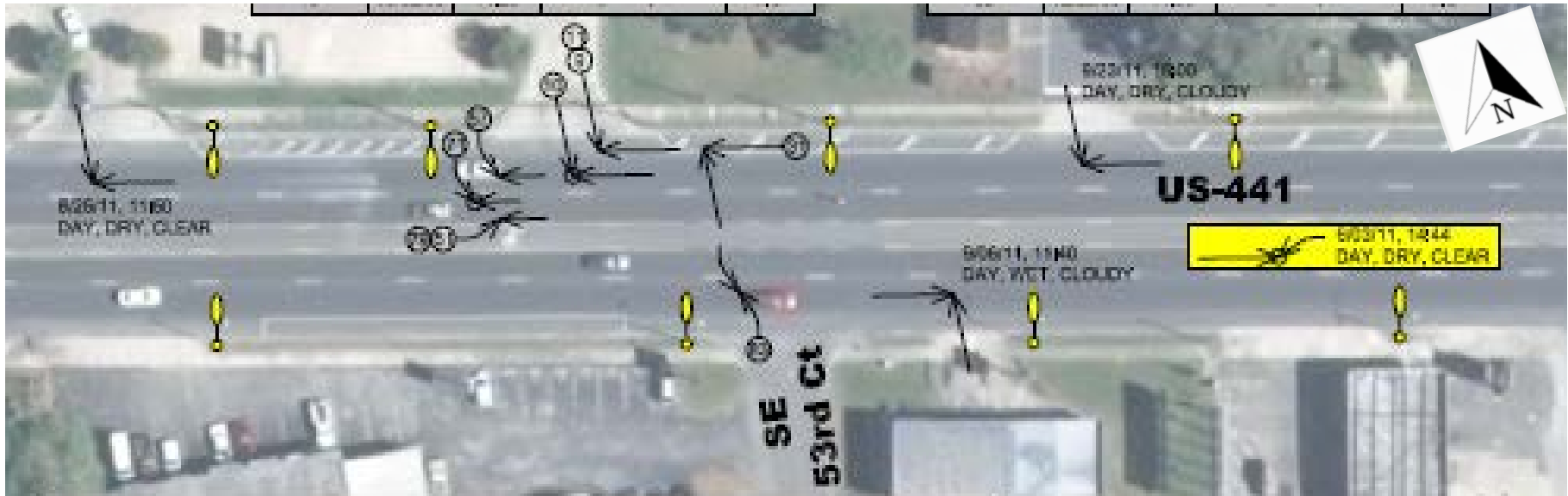
# SAFETY ANALYSIS

## HIGH CRASH SPOT: 56<sup>TH</sup> AVENUE TO 57<sup>TH</sup> AVENUE



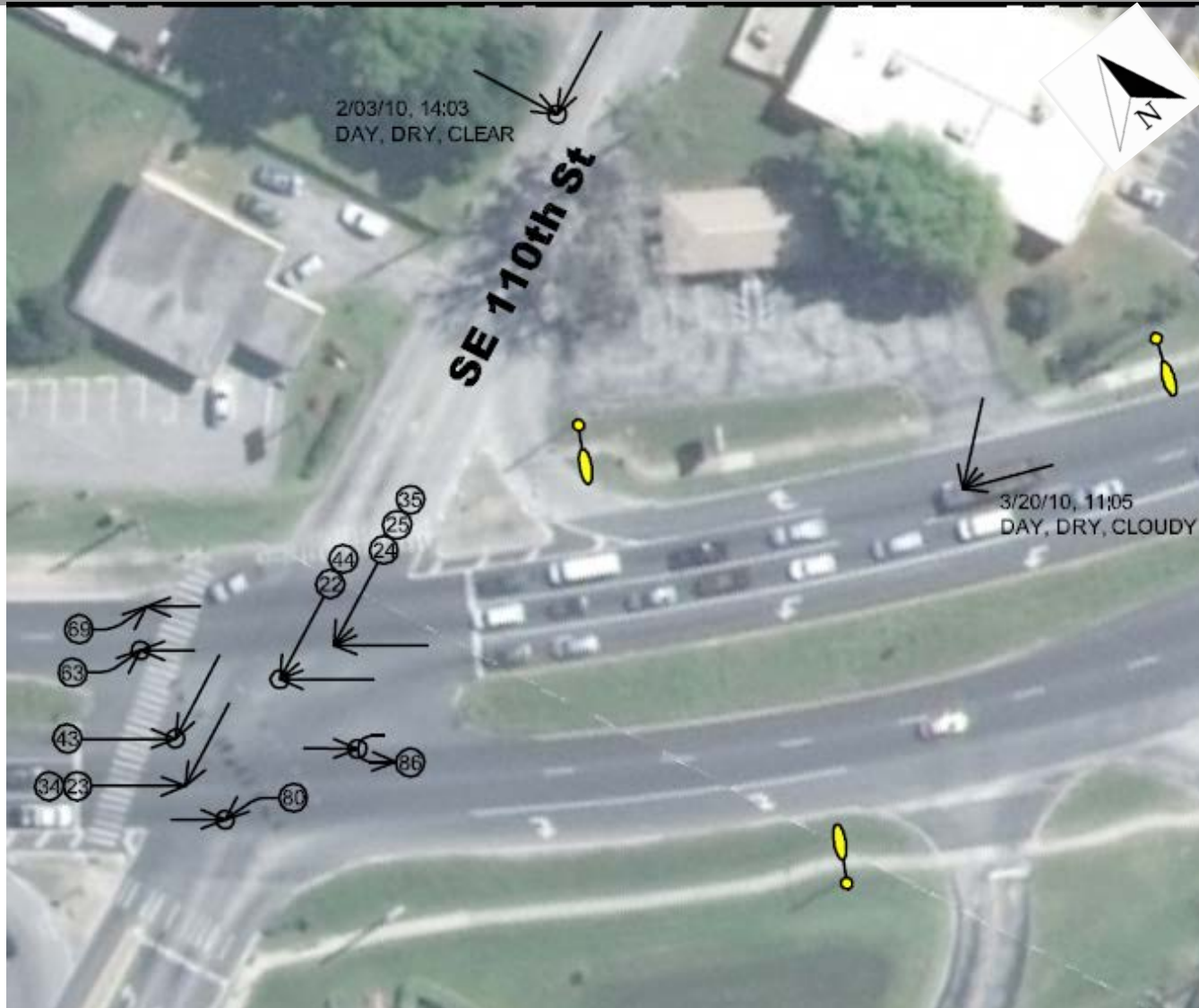
# SAFETY ANALYSIS

## HIGH CRASH SPOT: RACE TRAC DRIVEWAY



# SAFETY ANALYSIS

## HIGH CRASH SPOT: 110<sup>TH</sup> STREET



# SAFETY ANALYSIS

## HIGH CRASH SPOT: 102<sup>ND</sup> PLACE



# SPEED STUDY

- Conducted by Marion County, July 2015



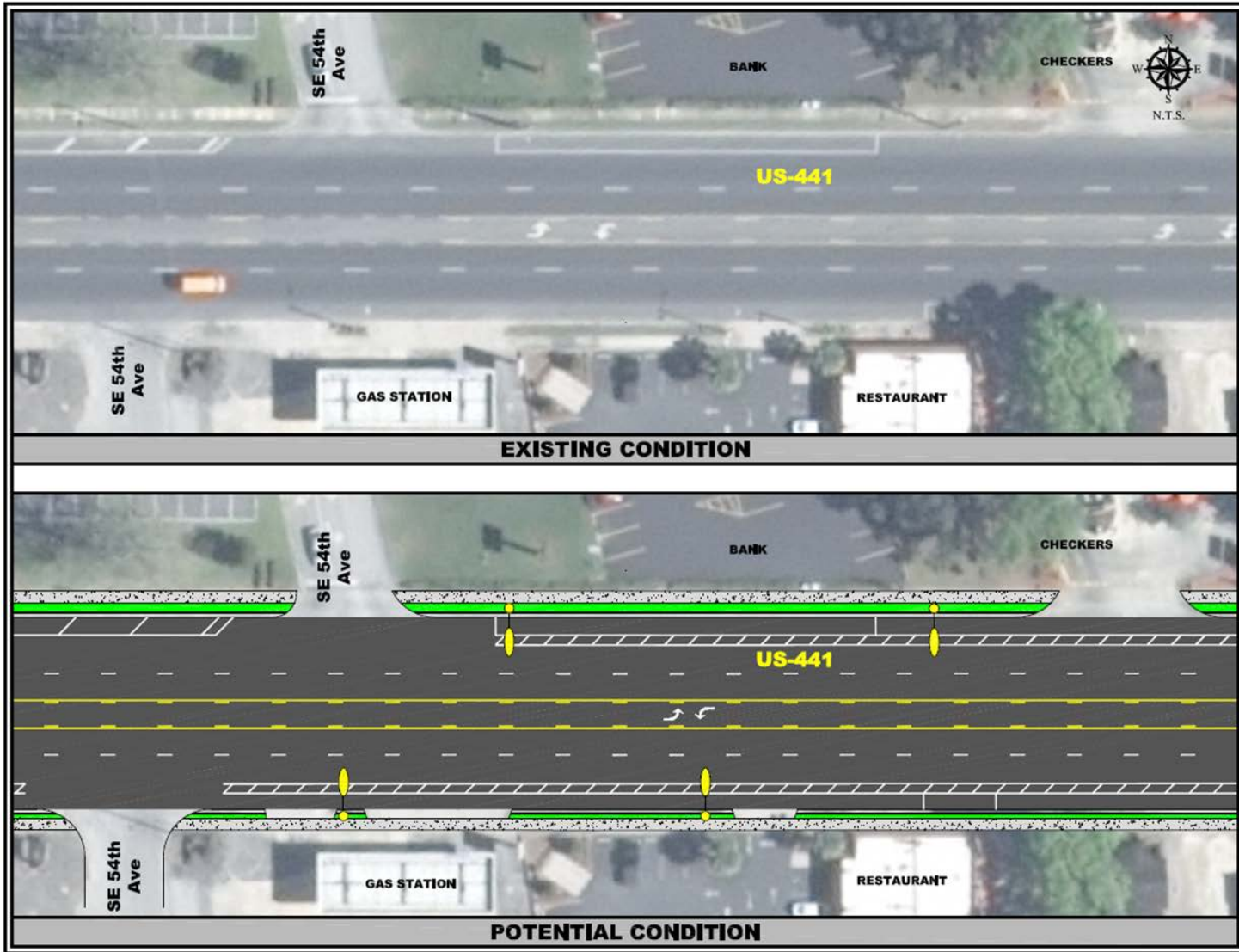
# SAFETY ANALYSIS

## KEY POTENTIAL STRATEGIES



- Speed Reduction
  - Modify lane widths (see ped/bike section)
- Signalized Intersections
  - Consider mainline protected phasing (by time of day)
  - Review Yellow and All-Red Intervals
- Modify Access management
  - Section “A” from US-301 to south of SE 55<sup>th</sup> Avenue
  - RaceTrac Driveway
  - SE 56<sup>th</sup> Avenue

# SAFETY ANALYSIS BUFFERED PARKING

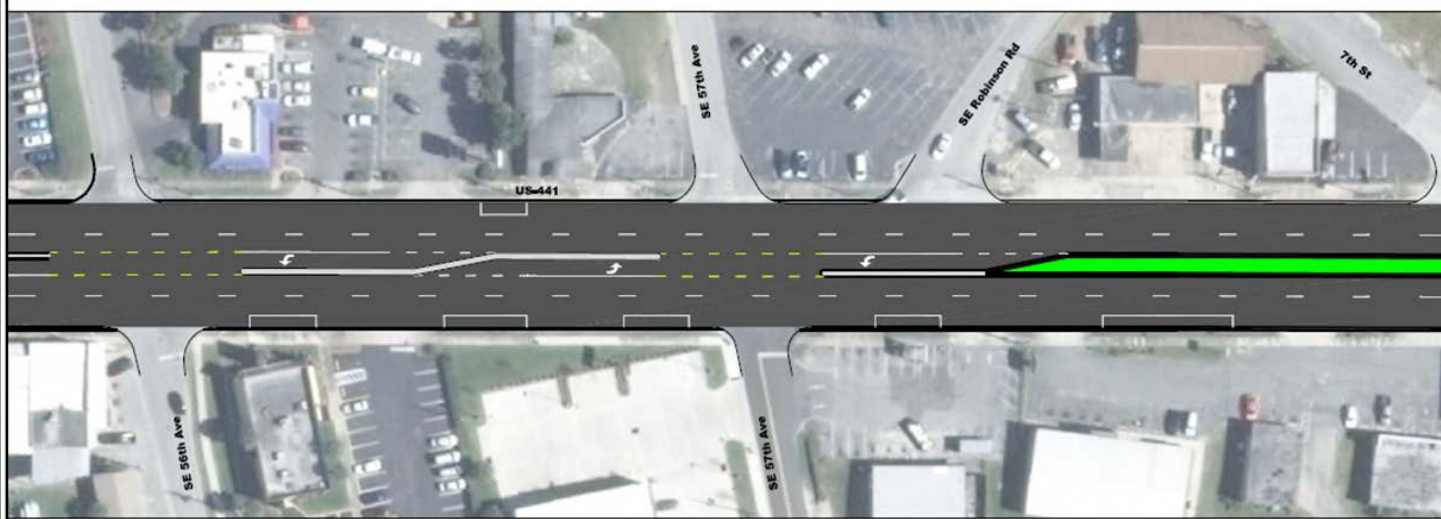




# SAFETY ANALYSIS ACCESS MANAGEMENT

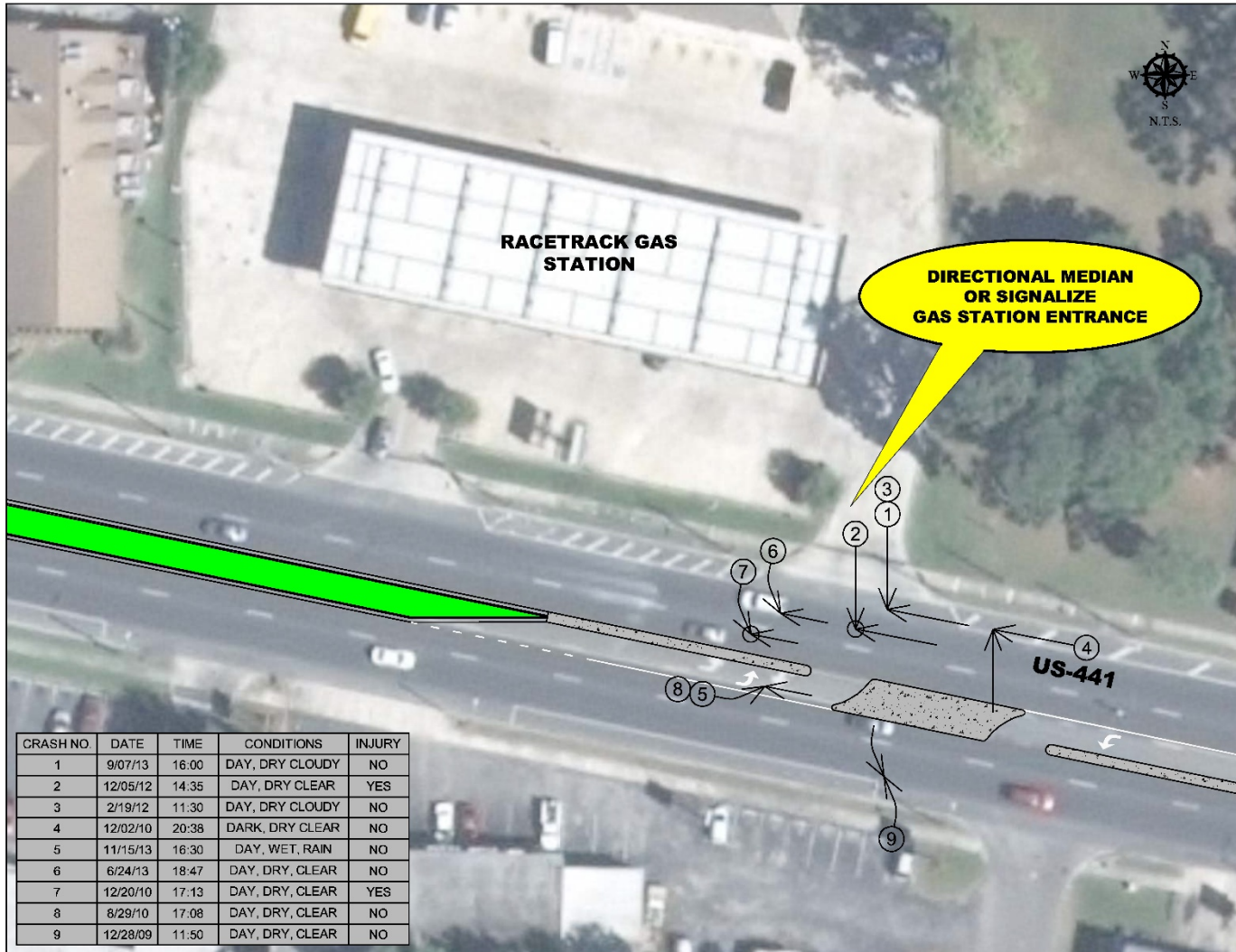


**EXISTING CONDITION**



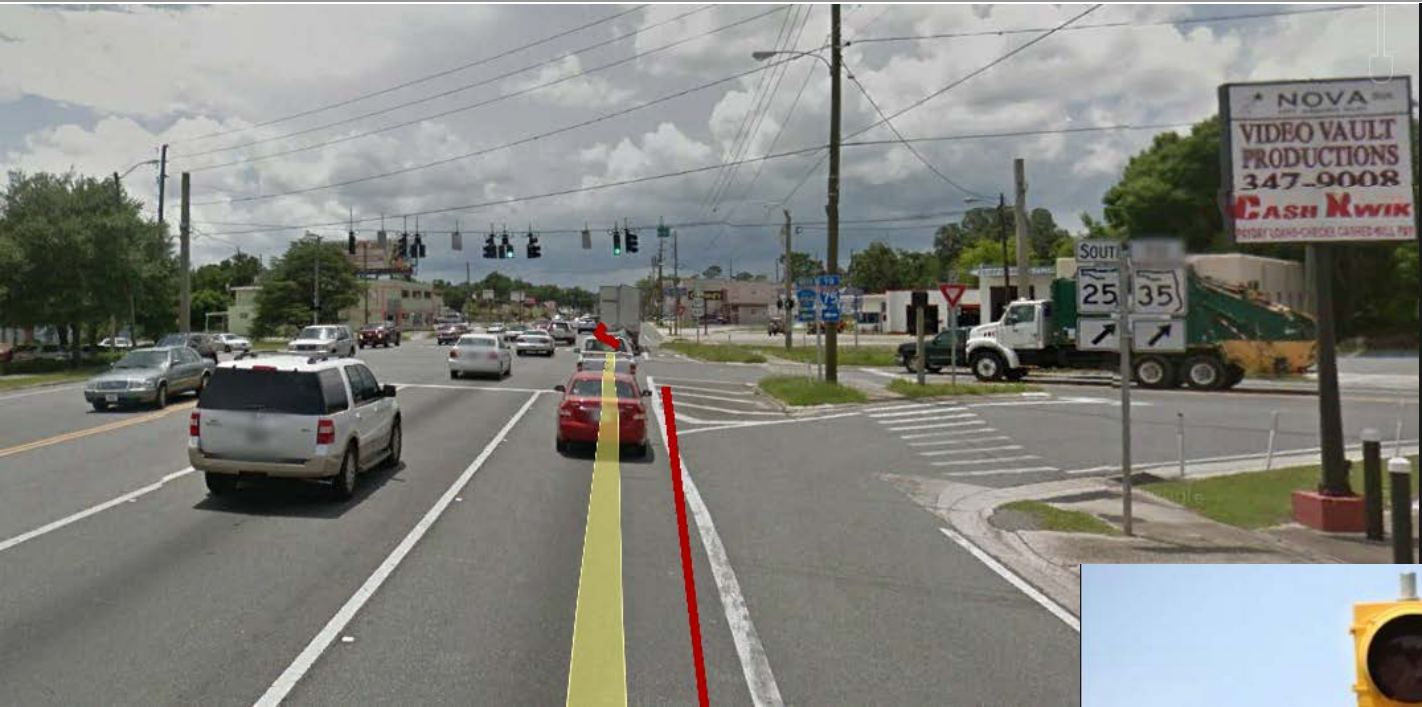
**POTENTIAL CONDITION**

# SAFETY ANALYSIS RACETRAC DRIVEWAY



# SAFETY ANALYSIS

## SIGNALIZED INTERSECTIONS



- Review Phasing and Timing



INTERSECTION OPERATIONAL  
ANALYSIS



# OPERATIONAL ANALYSIS

## SIGNALIZED INTERSECTIONS

- US-301
- Hames Road
- 110<sup>th</sup> Street
- 102<sup>nd</sup> Place



# OPERATIONAL ANALYSIS

## US-441 AT US-301/BABB ROAD



- Protected-permissive phasing
- Over capacity on US-301
- Intersection v/c ratio 0.86

# OPERATIONAL ANALYSIS

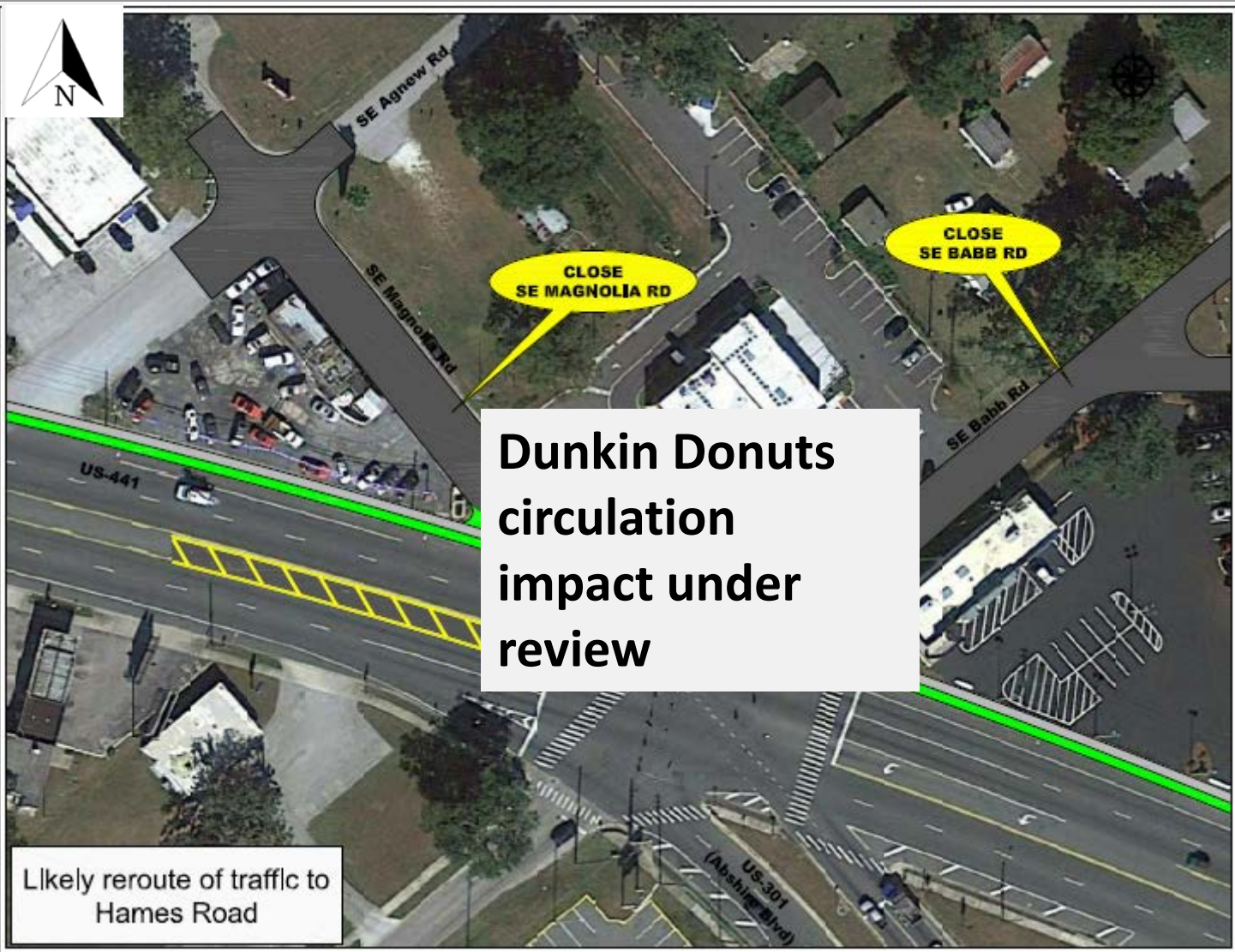
## US-441 AT US-301/BABB ROAD



- Short Term
  - Evaluate signal timings and phasing
- Mid Term
  - Modify Babb Road and Magnolia Road (1) (2)
- Long Term
  - Evaluate the Feasibility of a Roundabout

- (1) Will reroute approximately 200 vehicles to/from Hames Road
- (2) Analyzing impacts to Dunkin Donuts

# OPERATIONAL ANALYSIS US-441 AT US-301/BABB ROAD



**Dunkin Donuts  
circulation  
impact under  
review**

Likely reroute of traffic to  
Hames Road



# OPERATIONAL ANALYSIS

## US-441 AT SE HAMES ROAD



- US-441 operates in protected only phasing
- SE Hames Road operates in protected-permissive phasing
- All legs v/c ratio less than 1.0
- Intersection v/c ratio 0.76
- Crash 16

# OPERATIONAL ANALYSIS

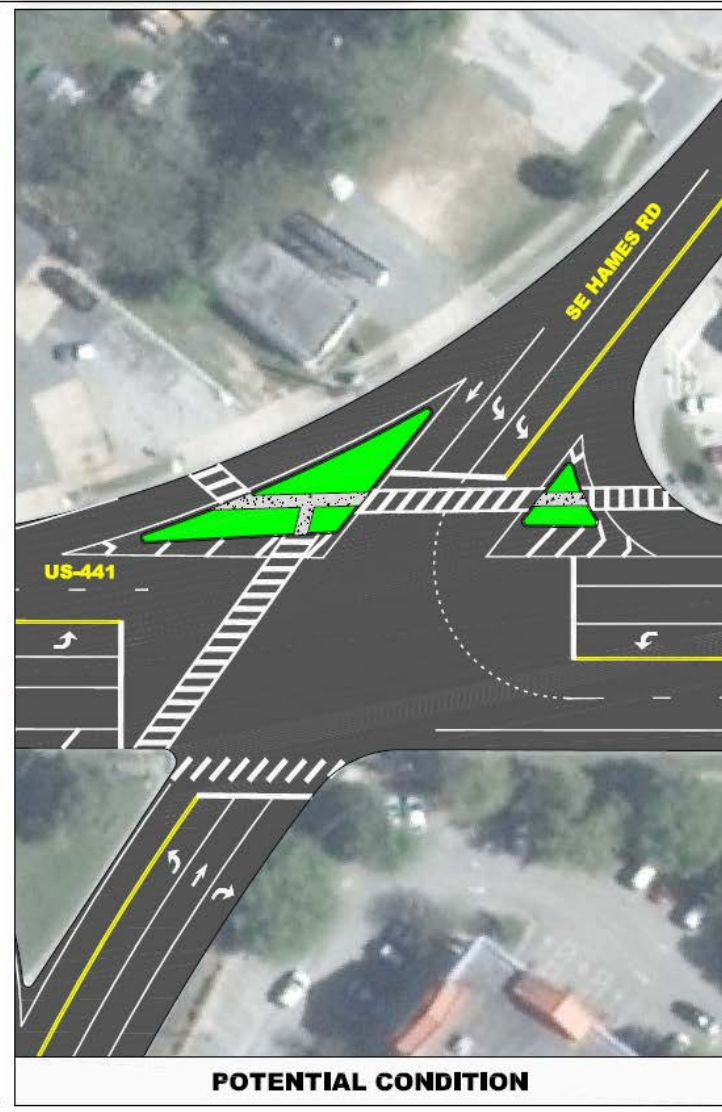
## US-441 AT SE HAMES ROAD



- Short Term
  - Evaluate signal timings and phasing
- Mid Term
  - Modify Southeast approach for dual left-turns (1)

(1) Accommodate and encourage use of Hames

# OPERATIONAL ANALYSIS US-441 AT SE HAMES ROAD



# OPERATIONAL ANALYSIS CORRIDOR-WIDE



## Corridor-wide Signal Retiming and ITS Solutions

Ocala/Marion TPO

CITY OF BELLEVIEW CORRIDOR PLAN STUDY



MULTIMODAL REVIEW

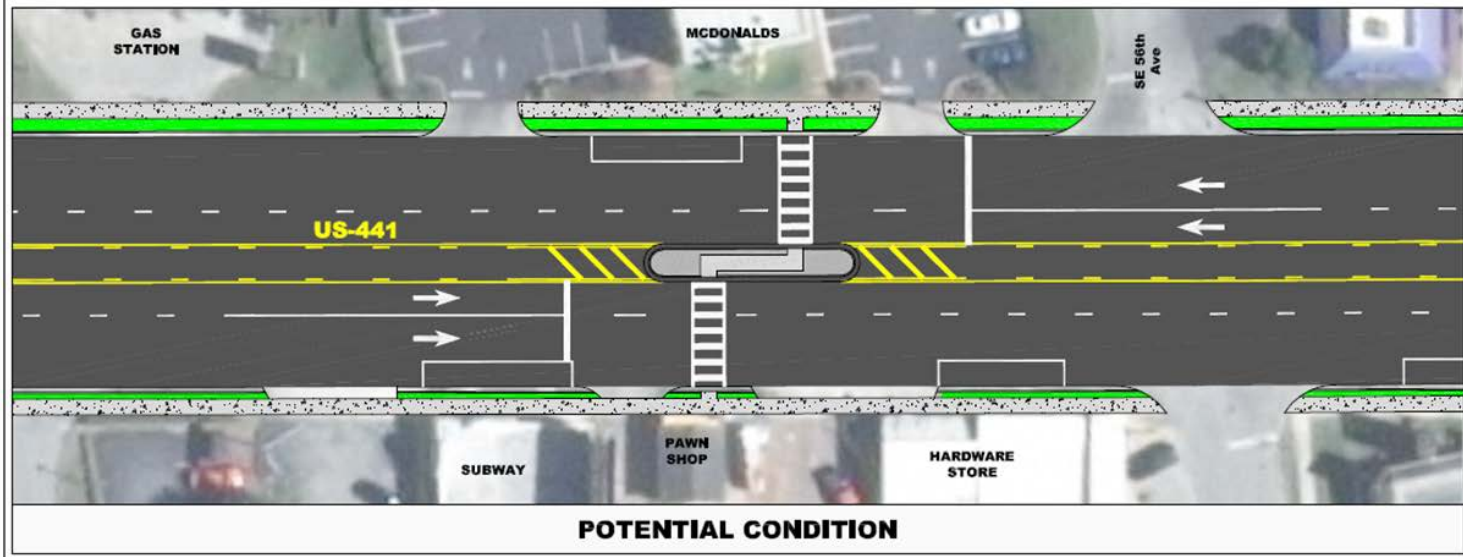


# MULTIMODAL REVIEW POTENTIAL STRATEGIES

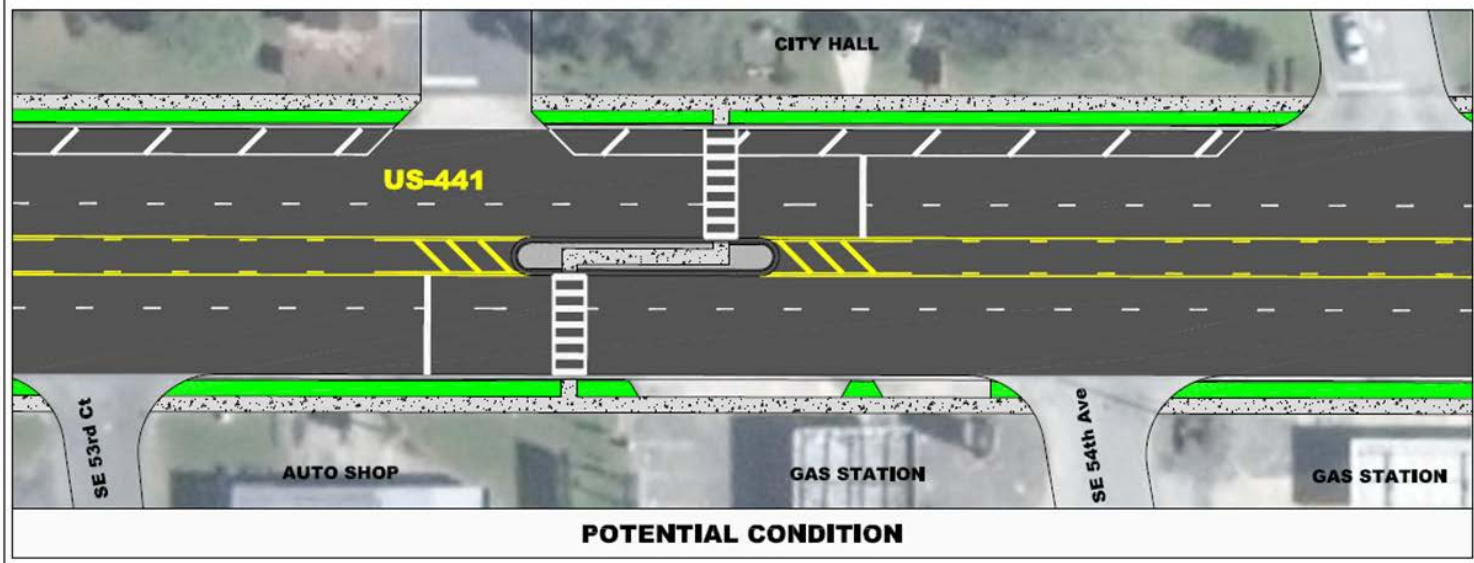


- Midblock Crossings
- Pedestrian/Bicycle Facilities
  - On-Street (Bike Lanes)
  - Off-Street (Shared Use Path)
  - Encourage local and regional mobility
- Transit Strategies

# IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK



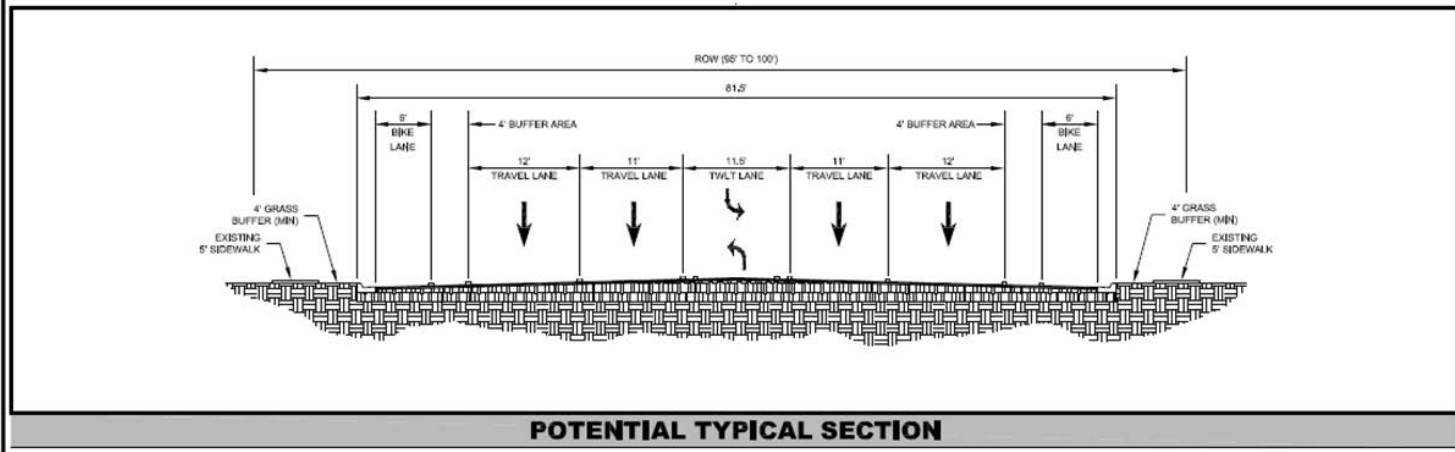
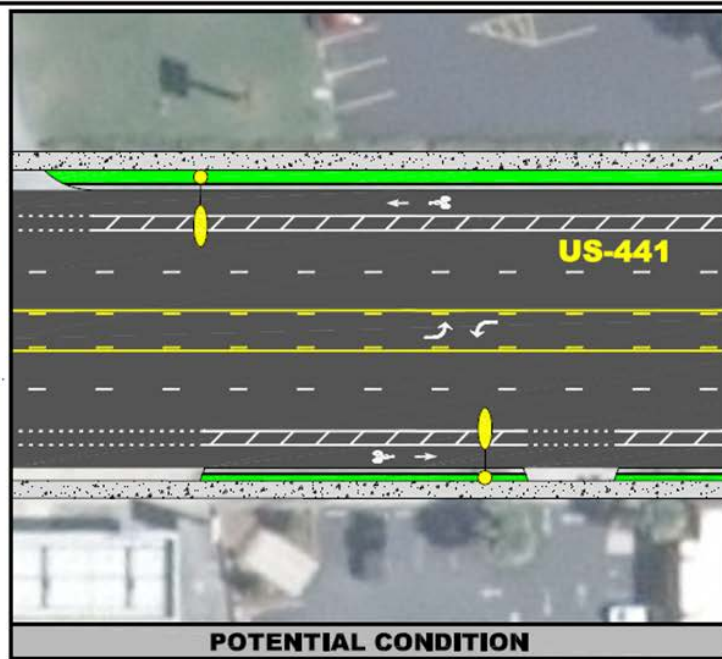
# IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK





# PED/BIKE ANALYSIS

## SHORT TERM: BUFFERED BIKE LANES

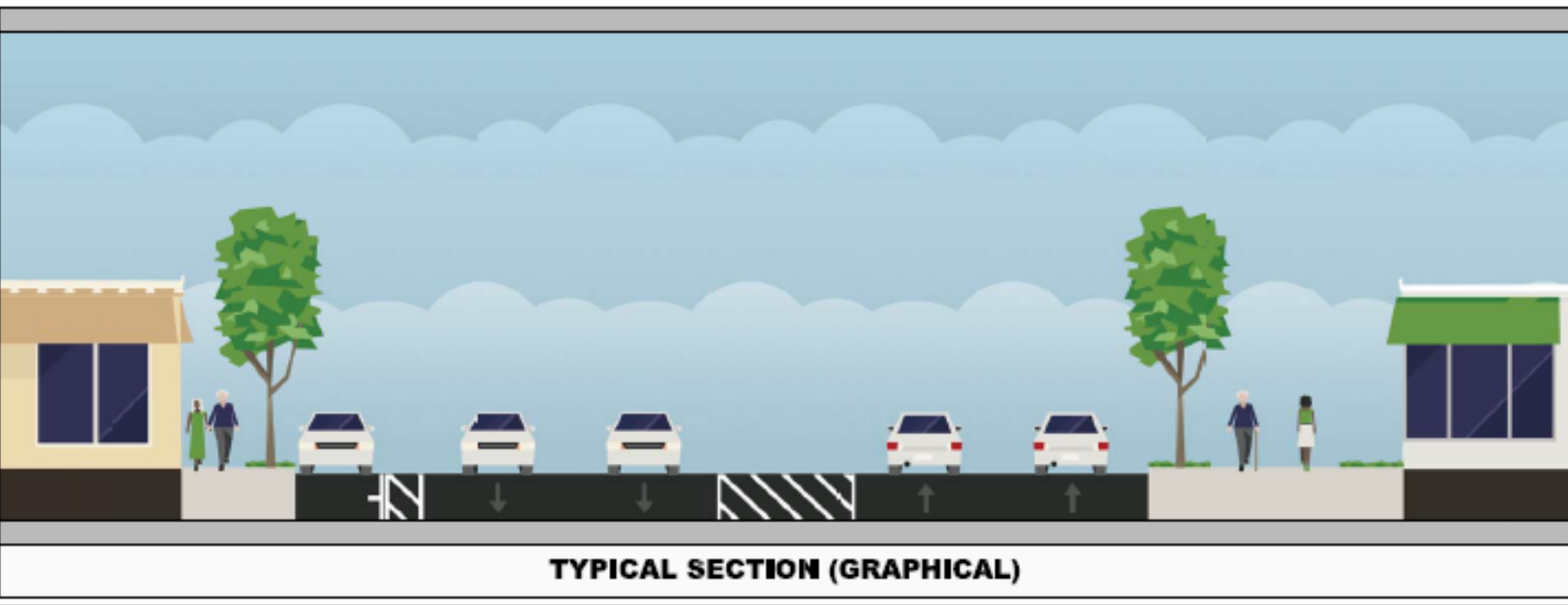


# PED/BIKE ANALYSIS

## JOINT USE PATH – MAINTAIN PARKING



- US-301 to SE 53<sup>rd</sup> Ct
- Joint use path

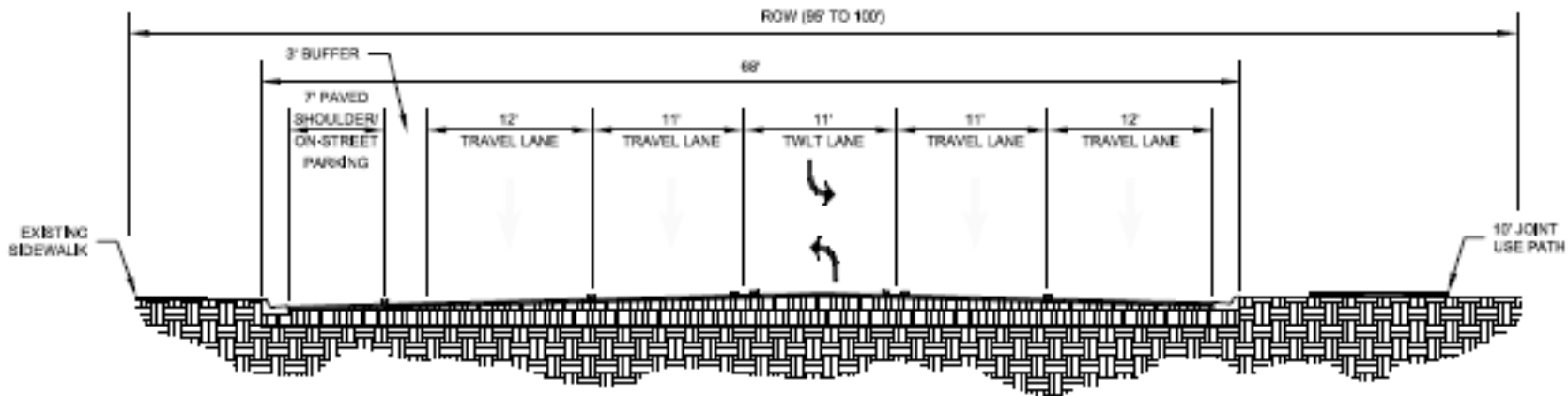


# PED/BIKE ANALYSIS

## JOINT USE PATH – MAINTAIN PARKING



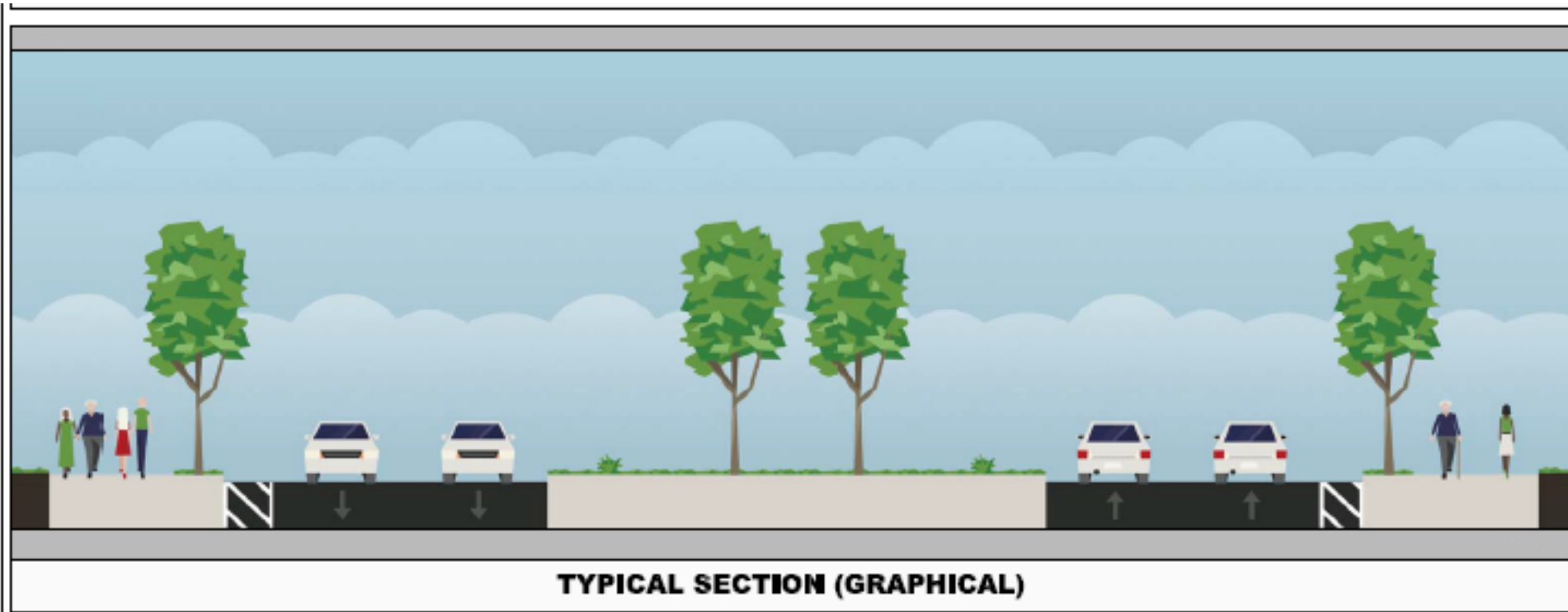
- US-301 to SE 53<sup>rd</sup> Ct
- Joint use path



# PED/BIKE ANALYSIS

## JOINT USE PATH – MODIFY CURB LINE

- SE 53<sup>rd</sup> Ct to SE 55<sup>th</sup> Ave
- Joint use path

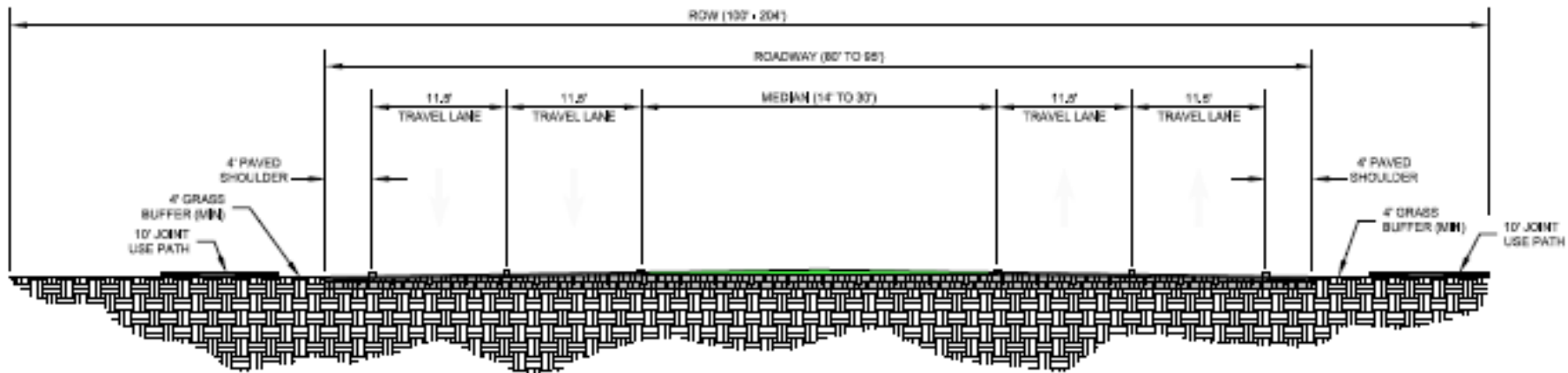


# PED/BIKE ANALYSIS

## JOINT USE PATH – MODIFY CURB LINE



- SE 53<sup>rd</sup> Ct to SE 55<sup>th</sup> Ave
- Joint use path

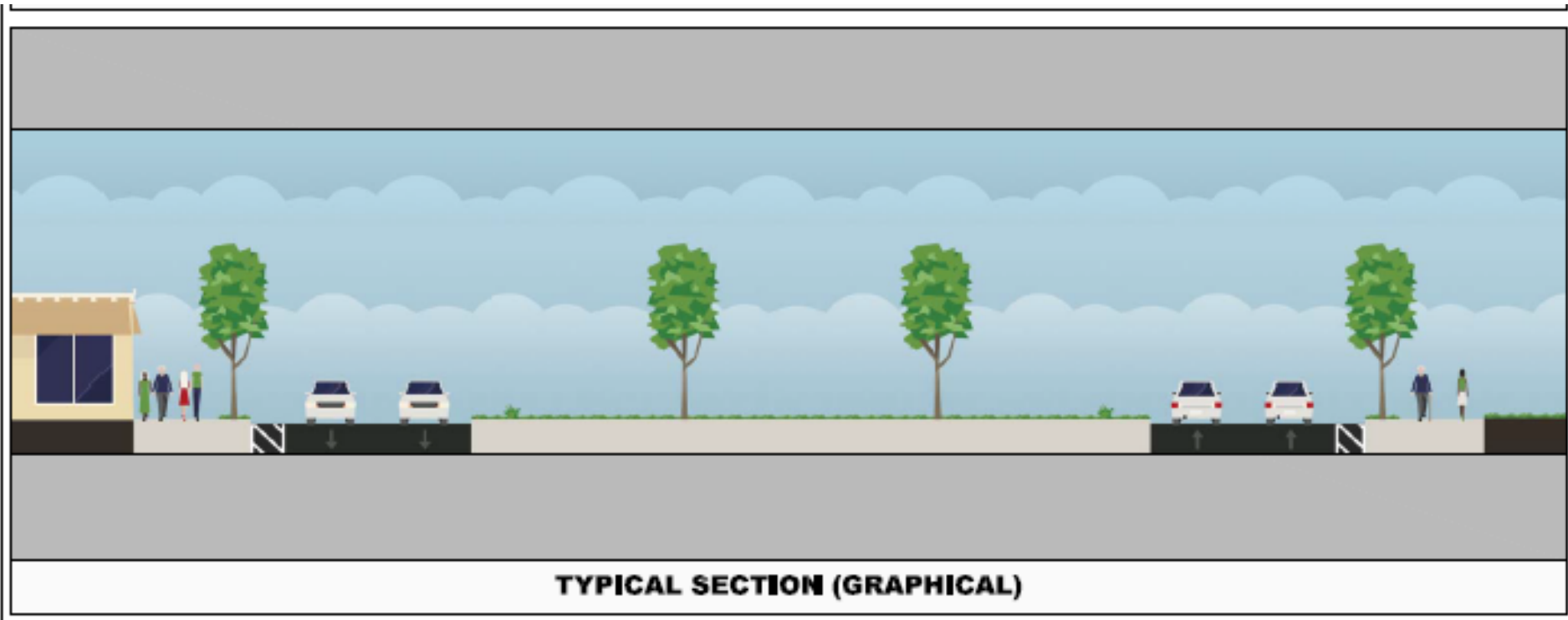


# PED/BIKE ANALYSIS

## JOINT USE PATH – MODIFY CURB LINE



- SE 110<sup>th</sup> St to SE 102<sup>nd</sup> Pl
- Joint use path



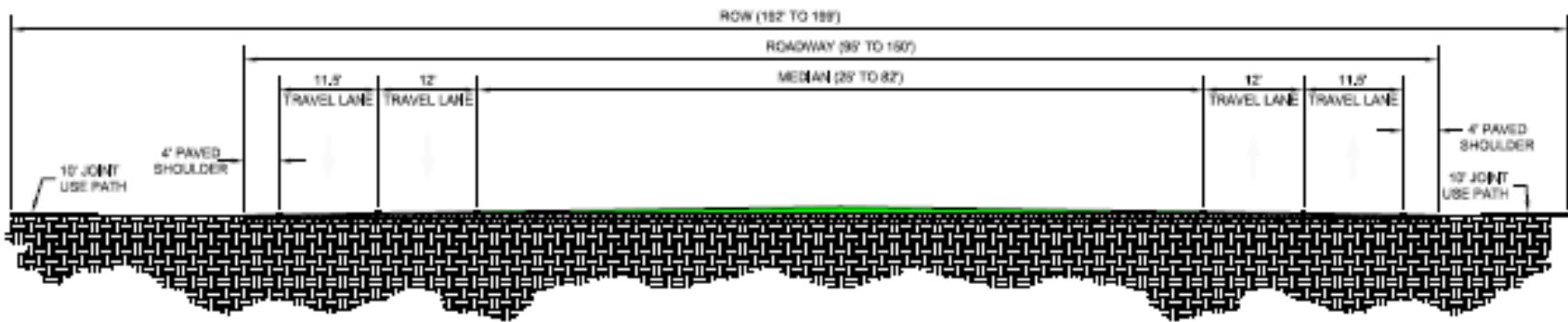
**TYPICAL SECTION (GRAPHICAL)**

# PED/BIKE ANALYSIS

## JOINT USE PATH – MODIFY CURB LINE



- SE 110<sup>th</sup> St to 102<sup>nd</sup> Pl
- Joint use path



# PED/BIKE ANALYSIS

## POTENTIAL STRATEGIES



- Midblock Crossing
  - Improve safety
- On-Street Bike Facilities
  - Reduce Cross-sections
  - Repurpose On-Street Parking
  - Promote Mobility
- Shared Use Path
  - Repurpose On-Street Parking
  - Promote Mobility
  - Opportunity for Landscaping
  - Consistent with “Downtown vision”



# PED/BIKE ANALYSIS

## POTENTIAL STRATEGIES



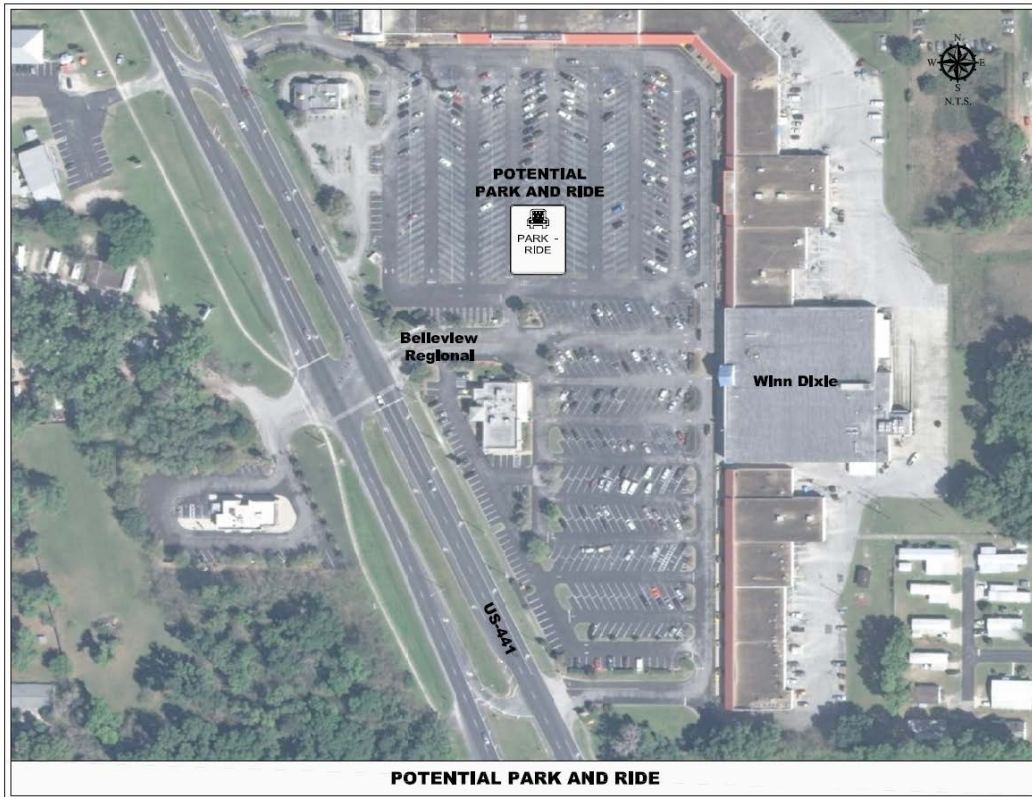
- Short Term
  - Midblock Crossings
  - Repurpose On-Street Parking
  - Buffered Bike Lane
- Mid/Long Term
  - Repurpose On-Street Parking
  - Shared Use Path
  - Landscaped Buffer

# TRANSIT CONSIDERATION

## COMMUTER BUS: SHARED PARK AND RIDE



- Short term to Mid term: Commuter assistance program
  - Carpool or Vanpool
- Long term: Regional commuter bus



SUMMARY OF POTENTIAL  
STRATEGIES



# POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Protected mainline phasing	Safety	Short term	Will require retiming study
Corridor wide	Review and update yellow and all-red clearances	Safety	Short term	Will require retiming study
Corridor wide	Reduce lane widths	Safety	Short term	Buffered parking or buffered bike lane
Corridor wide	Access management/median closure	Safety	Mid term	Will require public involvement per State law
53rd Court/Race Trac Driveway	Directionalize, close, or signalize	Safety	Mid term	May require detailed analysis and public involvement
SE 56th Ave/SE 57th Ave	Directionalize or close median	Safety	Mid term	May require public involvement

# POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
US-301	Evaluate signal timing and phasing	Operational	Short term	
Hames Road	Evaluate signal timing and phasing	Operational	Short term	
US-301	Close Babb Road and Magnolia Road	Operational	Mid term	Likely to redistribute traffic to Hames Road
Hames Road	Southeast dual lefts	Operational	Mid term	Consider with modifications to US-301
US-301	Evaluate roundabout option	Operational	Long term	Will require detailed analysis and design. Likely to require significant ROW

# POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Add buffered bike lane	Ped/bike	Mid term	Repurpose on-street parking
Corridor wide	Shared use path (modify curb)	Ped/bike	Mid/long term	Repurpose on-street parking
Corridor wide	Placement of midblock crossing	Ped/bike	Mid term	Must meet TEM 3.8 requirements
Corridor wide	Shared use path (maintain curb)	Ped/bike	Mid term	Maintain on-street parking

# POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
TBD	Provide commuter transit service	Multi modal	Mid/long term	Study demand and desire for periodic service to/from Ocala and the Villages
Corridor wide	Enhance landscaping	Landscaping	Mid term	Landscaping improvements with modifications to sidewalk and median

# POTENTIAL RECOMMENDATIONS FOR CONSIDERATION



Location	Improvement	Focus	Timeline	Notes/Comments
Corridor wide	Protected mainline phasing	Safety	Short term	Will require retiming study
Corridor wide	Review and update yellow and all-red clearances	Safety	Short term	Will require retiming study
Corridor wide	Reduce lane widths	Safety	Short term	Buffered parking or buffered bike lane
Corridor wide	Access management/median closure	Safety	Mid term	Will require public involvement per State law
53rd Court/Race Trac Driveway	Directionalize, close, or signalize	Safety	Mid term	May require detailed analysis and public involvement
SE 56th Ave/SE 57th Ave	Directionalize or close median	Safety	Mid term	May require public involvement
Corridor wide	Add buffered bike lane	Ped/bike	Mid term	Repurpose on-street parking
Corridor wide	Shared use path (modify curb)	Ped/bike	Mid/long term	Repurpose on-street parking
Corridor wide	Placement of midblock crossing	Ped/bike	Mid term	Must meet TEM 3.8 requirements
Corridor wide	Shared use path (maintain curb)	Ped/bike	Mid term	Maintain on-street parking
US-301	Evaluate signal timing and phasing	Operational	Short term	
Hames Road	Evaluate signal timing and phasing	Operational	Short term	
US-301	Close Babb Road and Magnolia Road	Operational	Mid term	Likely to redistribute traffic to Hames Road
Hames Road	Southeast dual lefts	Operational	Mid term	Consider with modifications to US-301
US-301	Evaluate roundabout option	Operational	Long term	Will require detailed analysis and design. Likely to require significant ROW
TBD	Provide commuter transit service	Multi modal	Mid/long term	Study demand and desire for periodic service to/from Ocala and the Villages
Corridor wide	Enhance landscaping	Landscaping	Mid term	Landscaping improvements with modifications to sidewalk and median

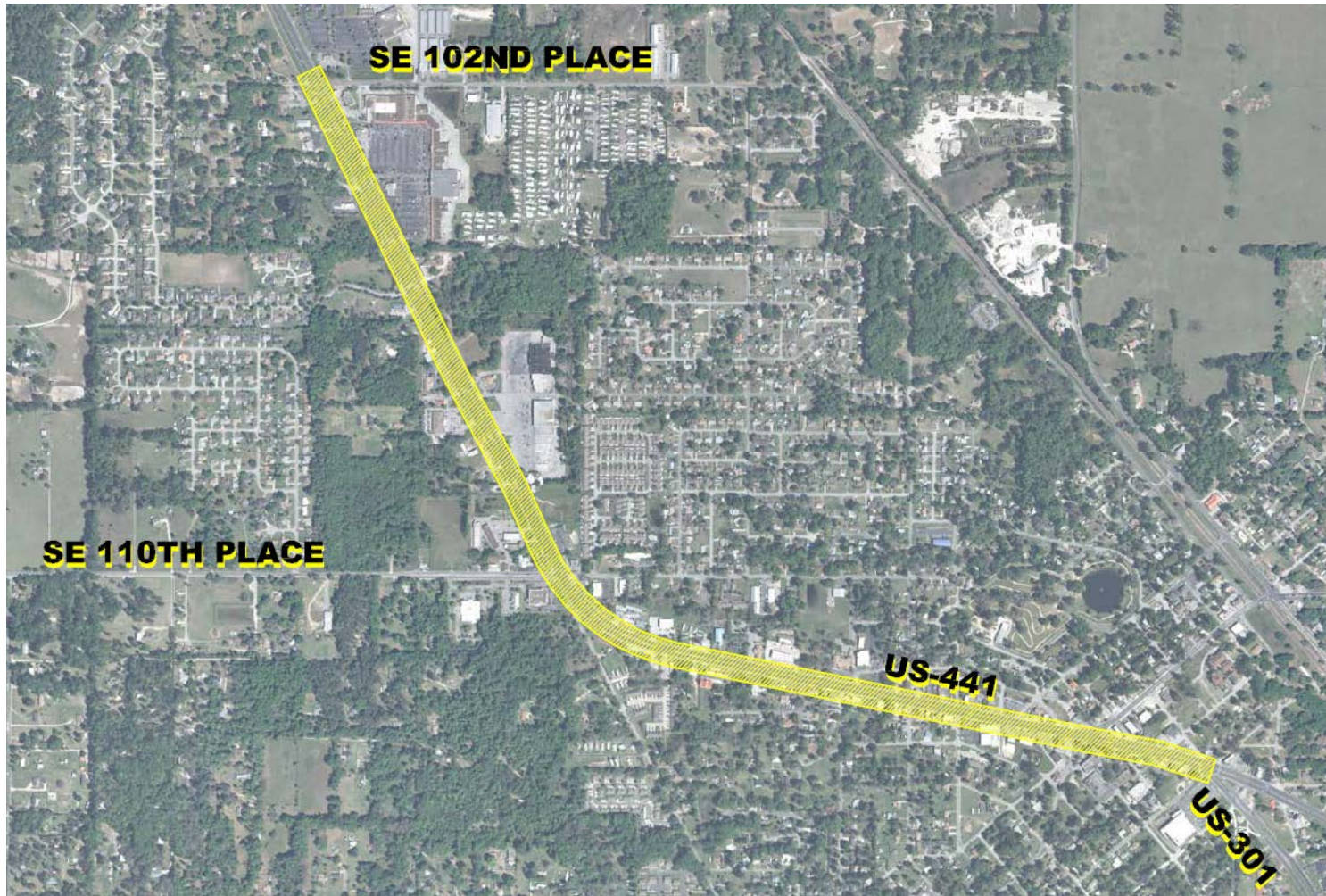


# CONCLUSION

- Short Term Strategies improve signal operation and safety
- Mid Term Strategies promote safety and pedestrian/bicycle mobility and support the future vision and redevelopment
- Long Term Strategies enhance short and mid terms strategies



# DISCUSSION



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### State Road 40 Multi-Modal Corridor Study Alternatives Study

Wednesday, December 16, 2015



Kimley»»Horn

# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Today's Briefing

- What are we doing?
- Kickoff Meeting
- Alternatives Development
- Corridor Alternatives Meeting
- Next Steps



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

- What are we doing?



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

**In coordination with:**



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

- **Where are we in the process?**

- Public Kickoff Meeting – June 24, 2015
- Alternatives Development and Evaluation – Summer & Fall 2015
- Public Corridor Alternatives Meeting – December 16, 2015

- **What will come of the recommendations?**





# **STATE ROAD 40**

## **SILVER SPRINGS CORRIDOR PLAN**

### **Kickoff Meeting**

**June 24, 2015 – 5:00 PM**

**Meeting Location:**

**Marion County Growth Management Office Training Room  
2710 East Silver Springs Boulevard  
Ocala, Florida 34470**

**34 Attendees**

# **STATE ROAD 40**

## SILVER SPRINGS CORRIDOR PLAN

### **Kickoff Meeting**

- Existing Conditions
- Pedestrian Enhancements & Bicycle Facilities
- Access Management & Median Treatments
- Transit Enhancements & Street Amenities
- SR 40/Baseline Road Operations & Park Access

# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Alternatives Development



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN





# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

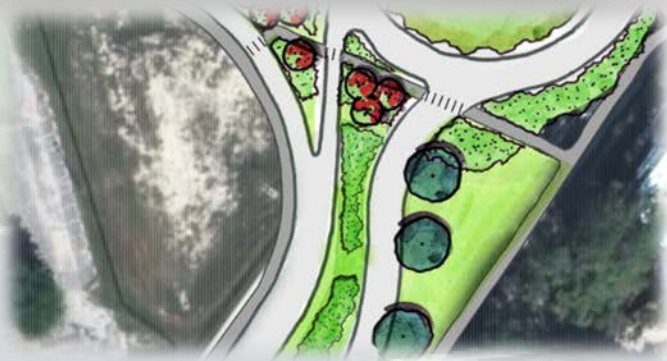
## SILVER SPRINGS CORRIDOR PLAN



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Roundabout Median Sculpture Concepts



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Existing Perspective



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Proposed Perspective



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Proposed Perspective – Turn Lanes



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### Preliminary Planning Cost Estimate

Activity	Cost Estimate
Construction	\$3.0 to \$3.5 Million
Surveying and Engineering	\$550,000 to \$750,000
Construction Engineering Inspection	\$450,000 to \$650,000
<b>TOTAL PROJECT ESTIMATE</b>	<b>\$4.0 to \$4.9 Million</b>
Additional Options	
Complete Mill and Resurface of Asphalt	\$200,000 to \$300,000
Enhanced Landscaping	\$200,000 to \$300,000
Pedestrian Bridge near Silver Springs	\$1.0 to \$1.5 Million
Bury Utilities	\$2.0 to \$3.0 Million



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### NEXT STEPS

- Finalize Concepts and Corridor Plan
- Coordination with FDOT D5 for Implementation
- Coordination with CRA for Future Phases

# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

### CONTACT INFORMATION

#### **Greg Slay, AICP**

*Director*

*Ocala/Marion County TPO*

*352 629 8297*

*gslay@ocalafl.org*



#### **Richard Barr, AICP**

*Project Manager*

*Kimley-Horn*

*352 438 3000*

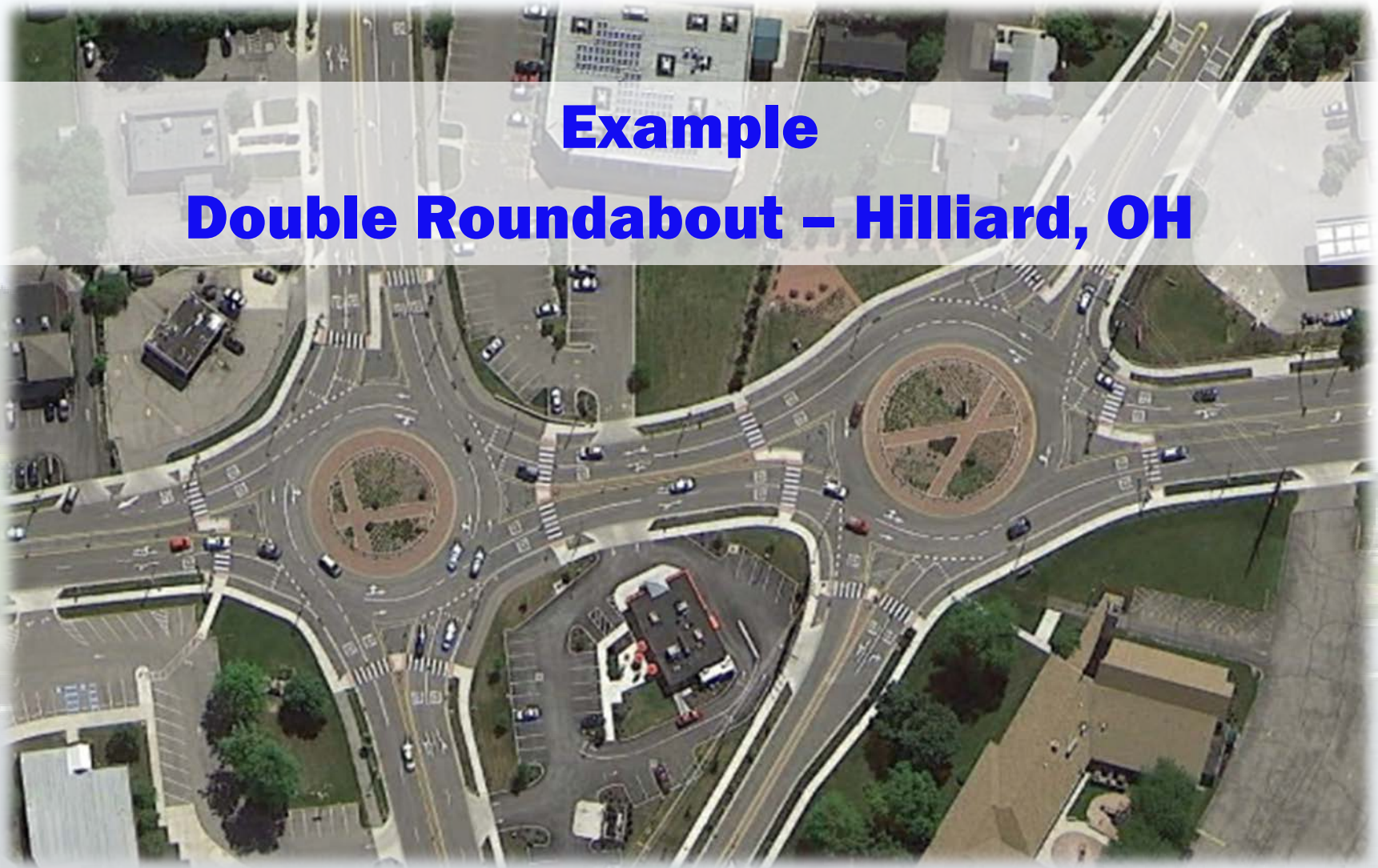
*richard.barr@kimley-horn.com*

**Kimley»»Horn**

# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

**Example**  
**Double Roundabout – Hilliard, OH**



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

**Example**

**Roundabout Landscaping – Hilliard, OH**



# STATE ROAD 40

## SILVER SPRINGS CORRIDOR PLAN

**Example**

**Roundabout Landscaping – Hilliard, OH**





## CITIZENS ADVISORY COMMITTEE

Ocala Citizens Service Center  
201 SE 3rd Street, Ocala FL 34478

**November 10, 2015**

### MINUTES

#### Members Present:

Renee Blaney, Chairwoman  
Ed Kelly  
Richard McGinley  
Suzanne Mangram  
Michelle Shearer (*arrived 3:06 pm*)

#### Members Not Present:

Davis Dinkins  
Joe London  
Robert Sulzer  
Clark Yandle

#### Others Present:

Greg Slay, TPO Director  
John Voges, TPO Staff  
Ken Odom, TPO Staff  
Kayleen Hamilton, TPO Staff  
Kellie Smith, FDOT  
Bob Wallace, Tindale-Oliver and Associates

#### Item 1. Call To Order And Roll Call

The meeting was called to order at 3:02 p.m. by Chairwoman Renee Blaney. Secretary Kayleen Hamilton called the roll. A quorum was not present; however, a quorum was achieved with the

arrival of Ms. Shearer at 3:06 p.m. The quorum was lost with the departure of Ms. Mangram at 4:00 p.m.

## **Item 2. Proof Of Publication**

Secretary Kayleen Hamilton stated that the meeting had been published online on the TPO website and Facebook page and on the city of Ocala, Belleview, and Dunnellon websites.

## **Item 3a. Year 2040 Long Range Transportation Plan Final Draft**

Mr. Slay reported that the Long Range Transportation Plan (LRTP) had been under development for the last eighteen to twenty-four months. Staff was seeking approval of the final draft of the LRTP for transmittal to the TPO board. Mr. Slay introduced Mr. Bob Wallace from Tindale Oliver and Associates to present the LRTP final draft.

Mr. Wallace advised that the LRTP had included a robust public involvement program that utilized digital polling, stakeholder interviews, grassroots meetings, informal presentations, and a telephone town hall meeting. The LRTP contained a vision statement, needs assessment, and available revenue data. This information was utilized to develop the cost feasible plan.

Mr. Wallace advised that LRTP built on the projects already included in the Transportation Improvement Program. Transit projects in the cost feasible plan were based on the highest performing routes. Locally funded projects were influenced by the impact fee district. The majority of gas tax revenue was applied to maintenance projects. Mr. Wallace mentioned that local gas taxes were not a progressive revenue source because cars were getting more fuel efficient, people were driving less, and the gas tax was not indexed.

Ms. Mangram asked about SR 200 south, and Mr. Slay that the road would be widened to the bridge. Mr. Slay added that staff had been discussing the project with the Hernando/Citrus MPO. Mr. Wallace said that the bridge was a high priority for Citrus County but that funds were limited. Ms. Mangram asked about US 301 from CR 42 north and Mr. Slay said that it was targeted for four-laning. Design was done but there was no funding on the project. Ms. Mangram asked whether the Marion Oaks Manor overpass at I-75 or the CR 484 interchange improvements would be done first, and Mr. Slay answered that the CR 484 interchange improvements would be first.

Mr. Wallace reviewed projects in the cost feasible plan, a breakdown of funding by mode of transportation, and results from the digital polling at the telephone town hall meeting. Comments received through the town hall meeting, community meetings, and via the website would be taken to the TPO board as part of the plan.

Ms. Shearer commented that in a previous presentation, the committee had heard that now was the time in shaping the plan to decide what should be saved. Ms. Shearer said that with that in mind, she knew a lot of people did not want to see scenic roads like CR 475A four-laned. Ms.

Shearer suggested removing the SW 95<sup>th</sup> Street interchange from the plan. Mr. Slay advised that the committee could decide if they wanted to remove the SW 95<sup>th</sup> Street interchange from the cost feasible plan; it would, however, remain identified in the needs assessment. There was discussion regarding the impact to CR 475 and CR 475A.

*Ms. Shearer made a motion to remove the SW 95<sup>th</sup> Street interchange from the cost feasible plan and Ms. Mangram seconded.*

Mr. Slay advised that if the committee voted to remove the SW 95<sup>th</sup> Street interchange, the LRTP would be transmitted to the TPO with a memo regarding the TAC recommendation and the CAC recommendation. If the board voted to remove the project, the plan would be brought back to adjust some of the other projects. Mr. McGinley asked about the need to four-lane CR 475A if the interchange was not built, and Mr. Slay said that traffic projections only showed a need to four-lane north of SW 66<sup>th</sup> Street. Mr. Slay added that traffic counts had dropped and that things might change by the next plan update.

*A vote was called and the motion passed three to two with Mr. Kelly and Mr. McGinley opposed.*

Ms. Shearer noted a correction to the Shady Greenway Conservation Alliance name where it was listed as a community group.

*Mr. McGinley moved approval of the Long Range Transportation Plan as amended and Mr. Kelly seconded.*

Ms. Shearer said that she wanted to make further amendments to the plan, and Mr. Kelly withdrew his second.

Ms. Shearer made a motion to remove adding lanes to CR 475A north of SW 66<sup>th</sup> Street from the needs assessment. The motion died due to lack of a second.

*Mr. McGinley moved approval of the Long Range Transportation Plan as amended and Mr. Kelly seconded. The motion passed four to one with Ms. Shearer opposed.*

### **Item 3b. Legislative Priorities**

*This item was deferred due to a lack of quorum.*

### **Item 3c. Roll-Forward Transportation Improvement Program**

Mr. Odom presented the Roll-Forward Transportation Improvement Program (TIP). The TIP was a five-year document that anticipated the phases and funding of transportation project. It was developed consistent with MAP-21 legislation. The roll-forward version of the TIP was produced because of the difference between the state and federal funding cycles. Mr. Odom



mentioned that resurfacing funding was down a little from previous years and reviewed highlights from the TIP.

Ms. Shearer asked about a bike trail from Belleview to Lake Louise, and Mr. Odom advised that a feasibility study for a route had been initiated.

Mr. Kelly made a motion to approve the Roll-Forward Transportation Improvement Program as presented. Mr. McGinley seconded and the motion was unanimously approved.

### **Item 3d. Election of Chairman and Vice-chairman**

Mr. Kelly nominated Mr. McGinley for chairman and Ms. Shearer seconded. The nomination was unanimously approved.

Mr. McGinley nominated Ms. Blaney for vice-chair and Ms. Mangram seconded. The nomination was unanimously approved.

### **Item 4a. FDOT Five Year Work Program Presentation**

Ms. Smith presented the FDOT Five Year Work Program. The Work Program included projects from the TPO's trail priorities and off-system priorities, as well as roadway, bicycle, and pedestrian projects.

Mr. McGinley asked about the land issue on Pruitt Trail, and Mr. Slay said that the Department of Environmental Protection was working with the land owner. Mr. McGinley asked about the conservation easement on the Withlacoochee River, and Mr. Slay said that he could find out. Mr. Kelly wondered about historical significance of the area.

### **Item 4b. Annual Traffic Counts and Trends Manual**

Mr. Odom presented the Traffic Counts and Trends Manual. The manual contained some statistical data such as population, number of licensed drivers, vehicle registrations, and fuel sales. Mr. McGinley asked about fuel sales, and Mr. Slay said that it was taxed sales and did not include off-road diesel.

The manual also included maps and corresponding count tables with five-year historical data. The traffic count locations on the map were geo-located. The manual also contained a list of the county's most heavily traveled corridors. Mr. Slay noted that the baseline traffic counts that had been used for the LRTP development were lower than the counts ten years earlier. Mr. McGinley asked if registered vehicles were down and Mr. Slay said that the numbers were going back up. Mr. Odom added that while car and pickup truck registrations went down, motorcycle registrations went up.

The manual also contained location information about traffic crashes and fatalities.

Mr. McGinley noted that there was not a count on I-75 south of CR 484, and Mr. Odom said that there was a count station between CR 44 and CR 484 that could be included in the manual.

### **Item 5. Consent Agenda**

*This item was deferred due to a lack of quorum.*

### **Item 6. Comments by FDOT**

Ms. Smith reported that I-75 resurfacing on the southbound inside lanes would require lane closures. A flyer for the Florida Transportation Plan was included in the meeting packet, and Ms. Smith mentioned that the comment period for the plan would end on November 14.

### **Item 7. Comments by TPO Staff**

Mr. Slay advised the committee that an I-75 Relief Task Force had been formed to look at making connections between Tampa and Jacksonville. The task force was comprised of representatives from the various counties that would be affected and other stakeholders such as the Audubon Society. The first meeting was happening shortly and a report was due in October 2016. Ms. Kelly asked about weather, particularly fog, issues, and Mr. Slay said that they would probably stay away from the Paynes Prairie area. Mr. McGinley asked if this was regarding the turnpike extension, and Mr. Slay said that it was to look at tying the SunCoast Parkway 2 into the interstate. Mr. McGinley asked about the Sabal Trail pipeline, and Mr. Slay said that it was farther to the west. Mr. Slay said that staff would send out the Task Force meeting information.

### **Item 8. Comments by CAC Members**

Ms. Shearer commented that information regarding the SW 95<sup>th</sup> Street decision should have been made available in one of the CAC packets.

### **Item 7. Public Comment**

*There was no public comment.*

### **Item 8. Adjournment**

Meeting was adjourned by Ms. Blaney at 4:19 p.m.

Respectfully Submitted By:

---

Kayleen Hamilton, TPO Administrative Assistant