



TECHNICAL ADVISORY COMMITTEE

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

**February 9, 2016
10:00 AM**

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 TAC 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 Technical 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 99th 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.

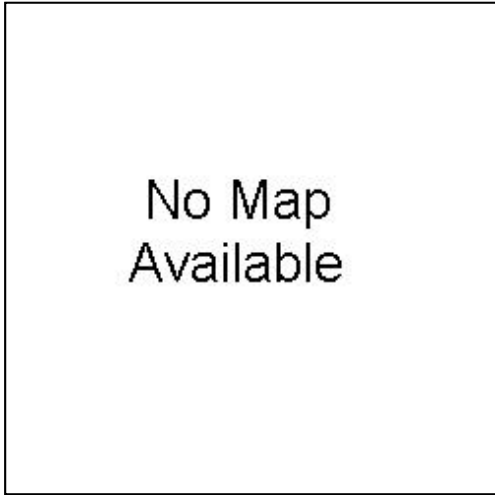
Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

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

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	172,581
Total		172,581	0	0	0	0	172,581

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



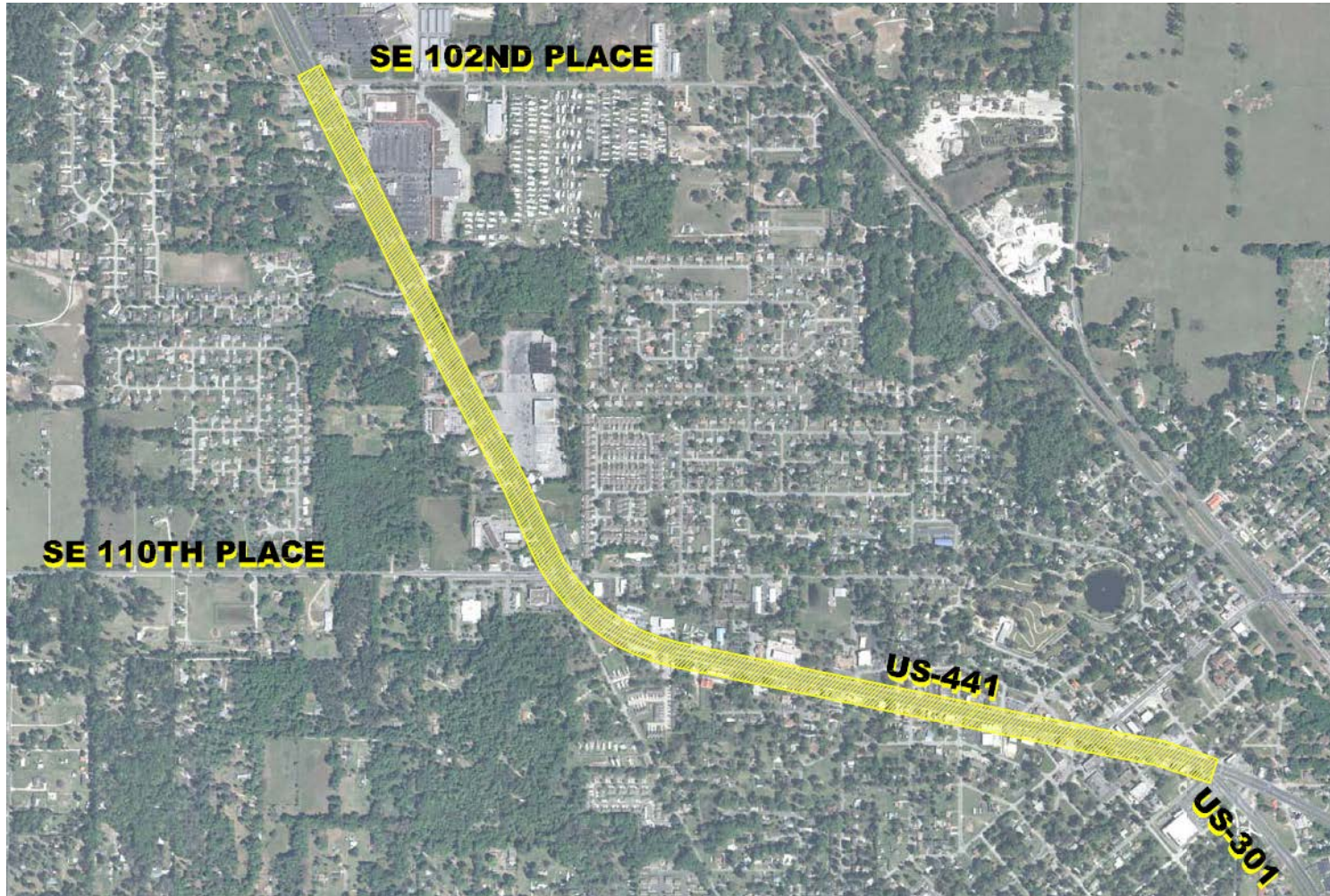
**PRESENTATION TO THE BELLEVIEW
CITY COMMISSION**

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

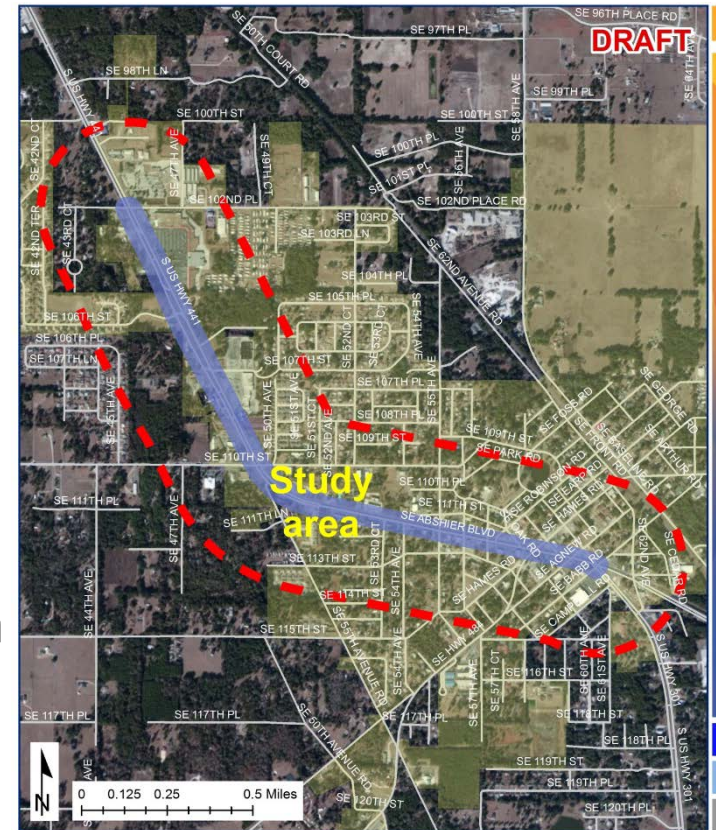
CITY OF BELLEVIEW CORRIDOR PLAN STUDY



LAND USE AND POLICY ANALYSIS

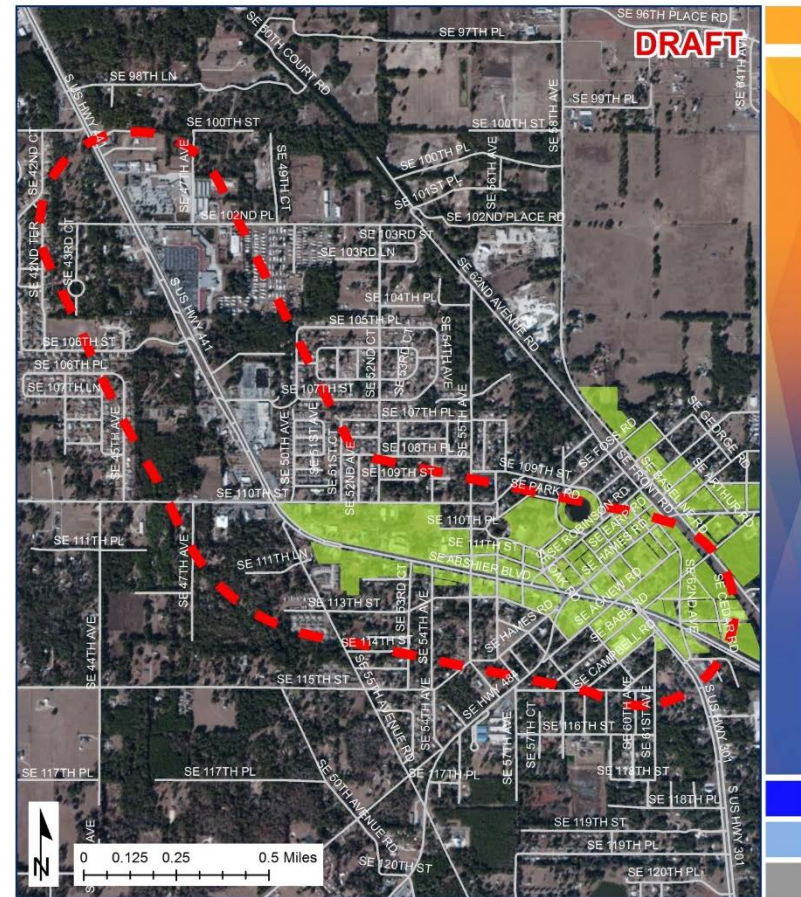


- City’s Future Land Use Element
 - Pedestrian/Bicycle Access to the CBD
 - Ped/Bike Connectivity
 - Landscaping
- City’s LDR
 - Lack of regulation for ped/bike friendly environment
- City’s Community Redevelopment Plan
 - Streetscape
 - Walking and Biking



Legend
 [Red dashed line] US 441 Study area, 1/4 mile boundary
 [Blue shaded area] 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



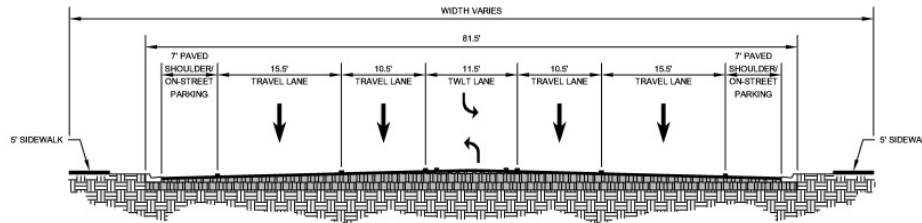
- Review Existing and Future Traffic Conditions
- Future Operational Review and Deficiency Analysis
- Land Use and Transportation Compatibility
- Identify Issues and Constraints

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.



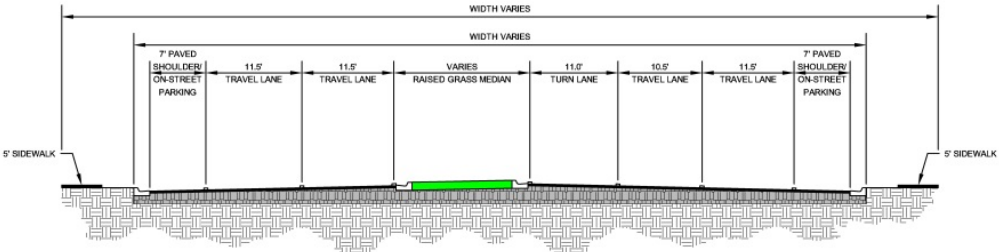
City of Belleview Corridor Plan Study
US-441 (SE Abshire Boulevard) from US-301 to SE 102nd Place
Typical Section "A"

EXISTING CONDITIONS TYPICAL SECTIONS

- US-301 to SE 53rd 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"

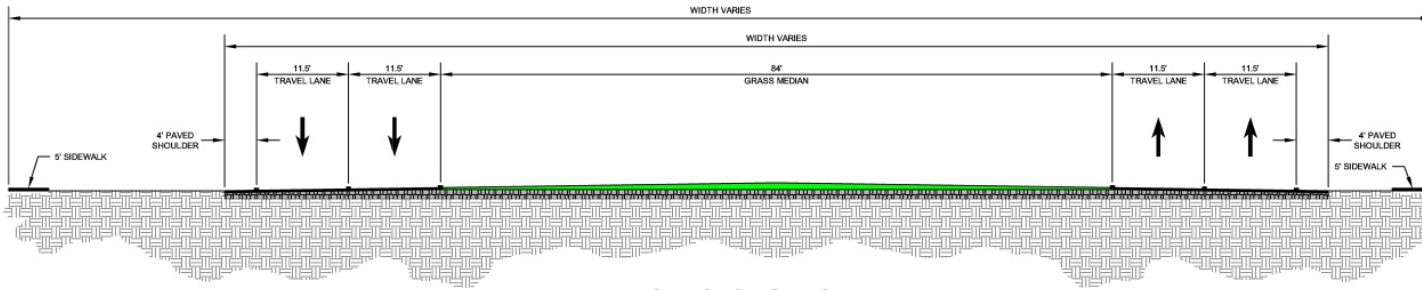
Logos for the City of Belleview and TPO. A north arrow is shown with a scale bar indicating 0, 25, and 50 feet. The scale is 1" = 100'.

EXISTING CONDITIONS TYPICAL SECTIONS

- From 53rd Court to SE 55th 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 110th Street to 102nd 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			
Crash Type	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%
Total		96	116	91	100	100	503	100.6	100%
Injury Severity	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%
	Total		96	116	91	100	100	503	100.6
Lighting Condition	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%
	Total		96	116	91	100	100	503	100.6
Surface Conditions	Dry	76	109	82	91	81	439	87.8	87%
	Wet	20	7	9	9	19	64	12.8	13%
	Total		96	116	91	100	100	503	100.6
Ped/Bike Crashes	Pedestrian	0	0	1	2	1	4	0.8	1%
	Bicycle	2	1	0	1	1	5	1	1%
	Total		2	1	1	3	2	9	1.8

SAFETY ANALYSIS

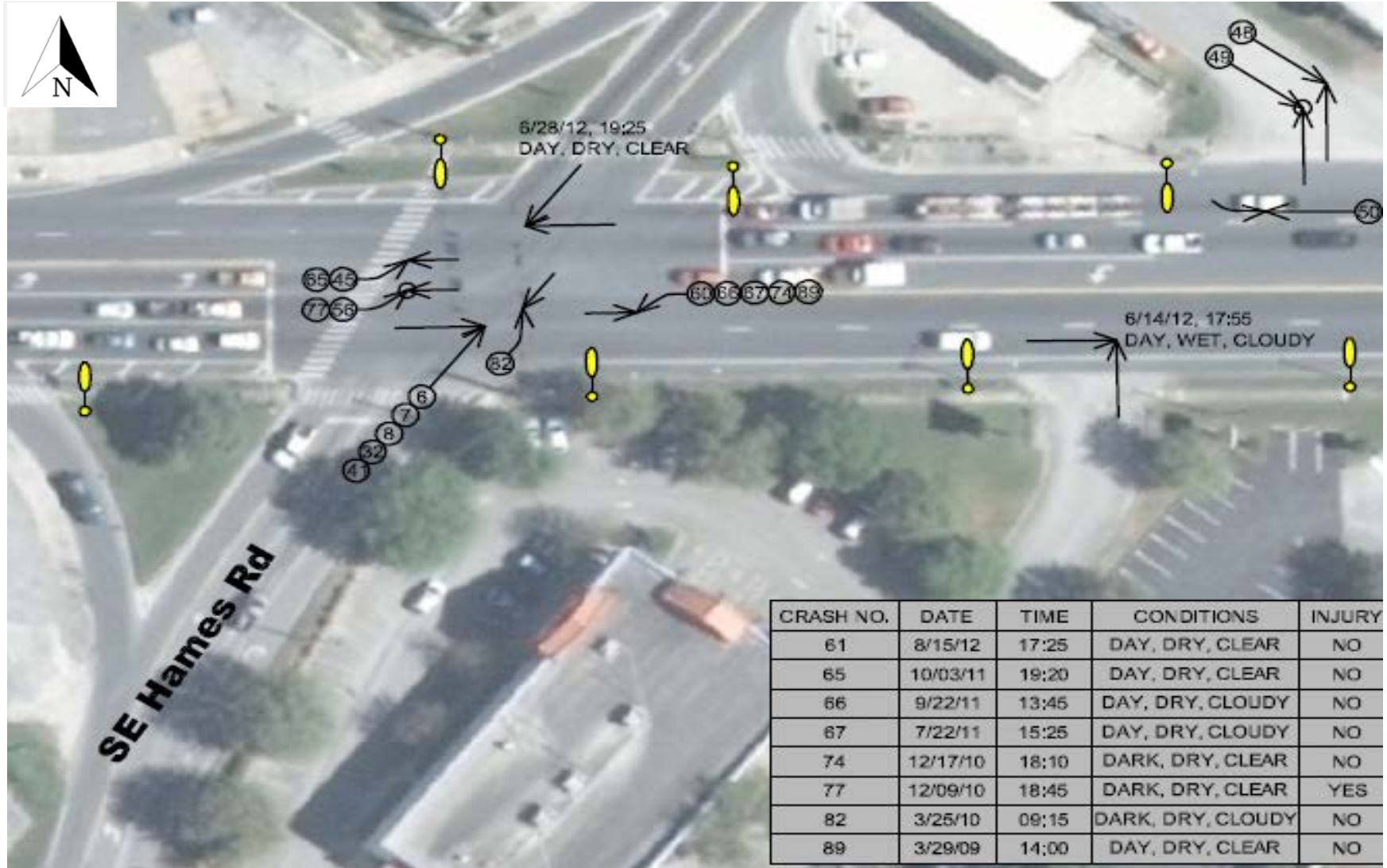
KEY CRASH SUMMARY TABLE



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	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>
Injury Severity	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>
Lighting Condition	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>

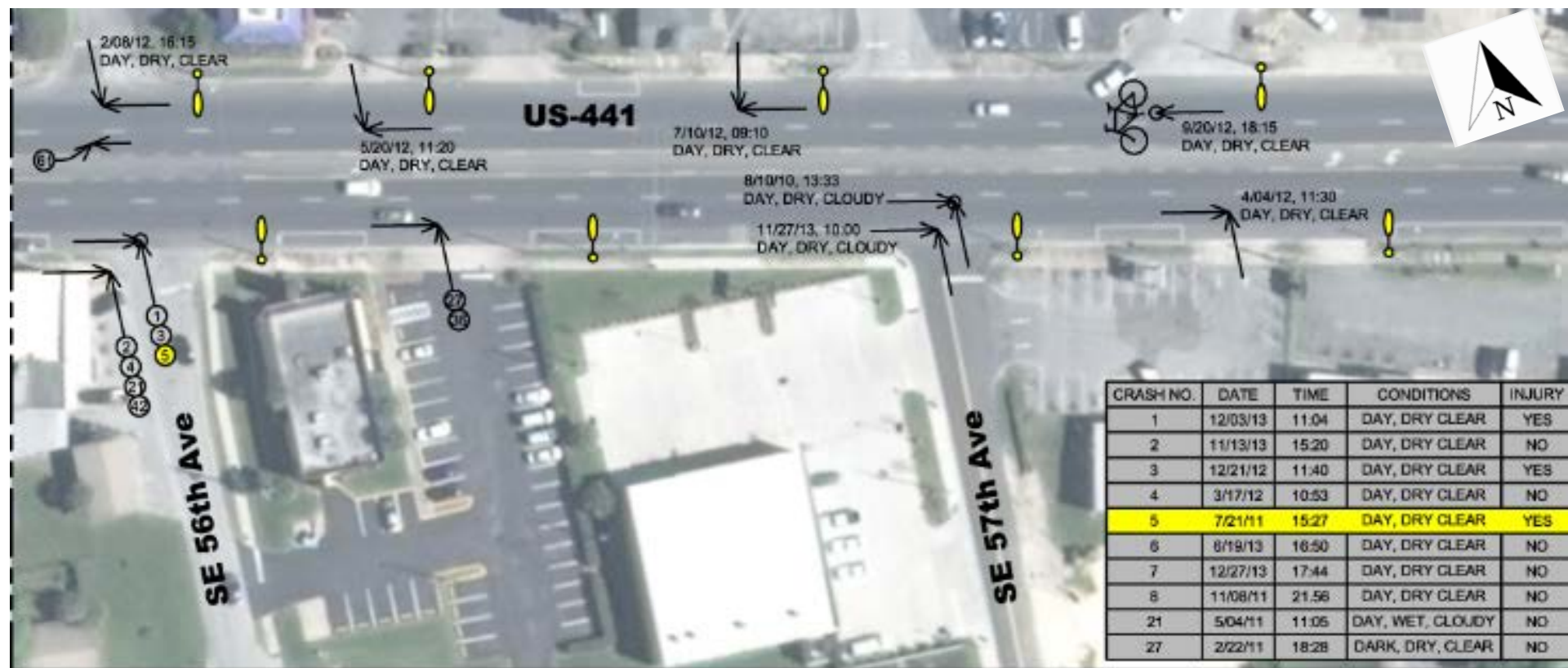
SAFETY ANALYSIS

HIGH CRASH SPOT: HAMES ROAD



SAFETY ANALYSIS

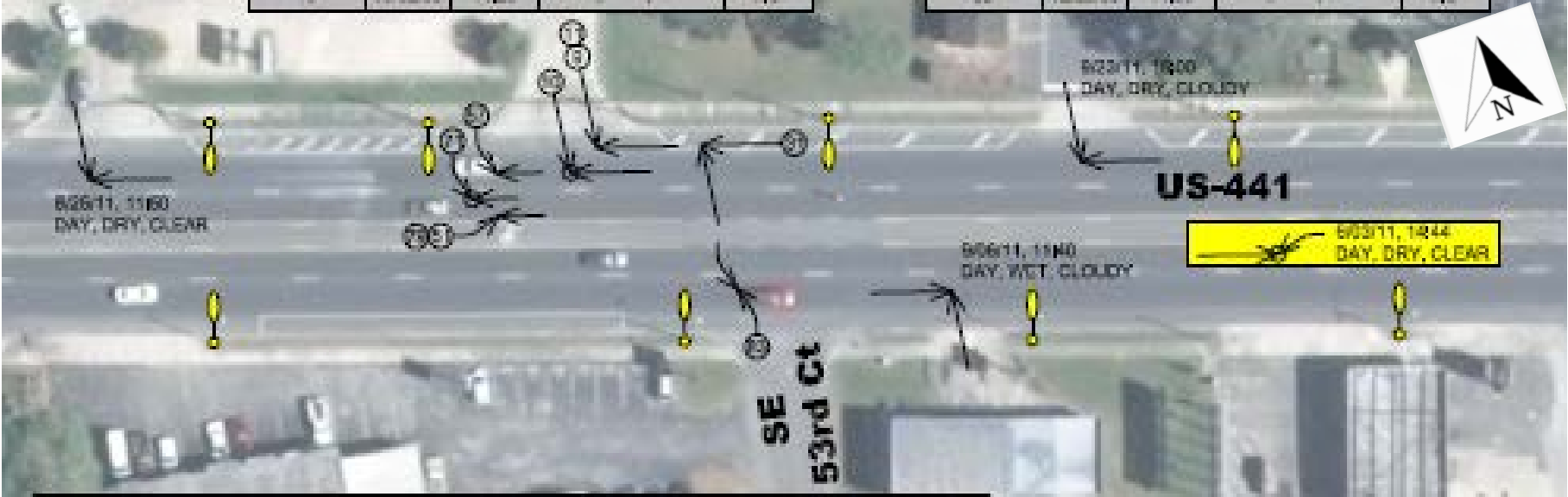
HIGH CRASH SPOT: 56TH AVENUE TO 57TH AVENUE



CRASH NO.	DATE	TIME	CONDITIONS	INJURY
1	12/03/13	11:04	DAY, DRY CLEAR	YES
2	11/13/13	15:20	DAY, DRY CLEAR	NO
3	12/21/12	11:40	DAY, DRY CLEAR	YES
4	3/17/12	10:53	DAY, DRY CLEAR	NO
5	7/21/11	15:27	DAY, DRY CLEAR	YES
6	8/19/13	16:50	DAY, DRY CLEAR	NO
7	12/27/13	17:44	DAY, DRY CLEAR	NO
8	11/08/11	21:56	DAY, DRY CLEAR	NO
21	5/04/11	11:05	DAY, WET, CLOUDY	NO
27	2/22/11	18:28	DARK, DRY, CLEAR	NO

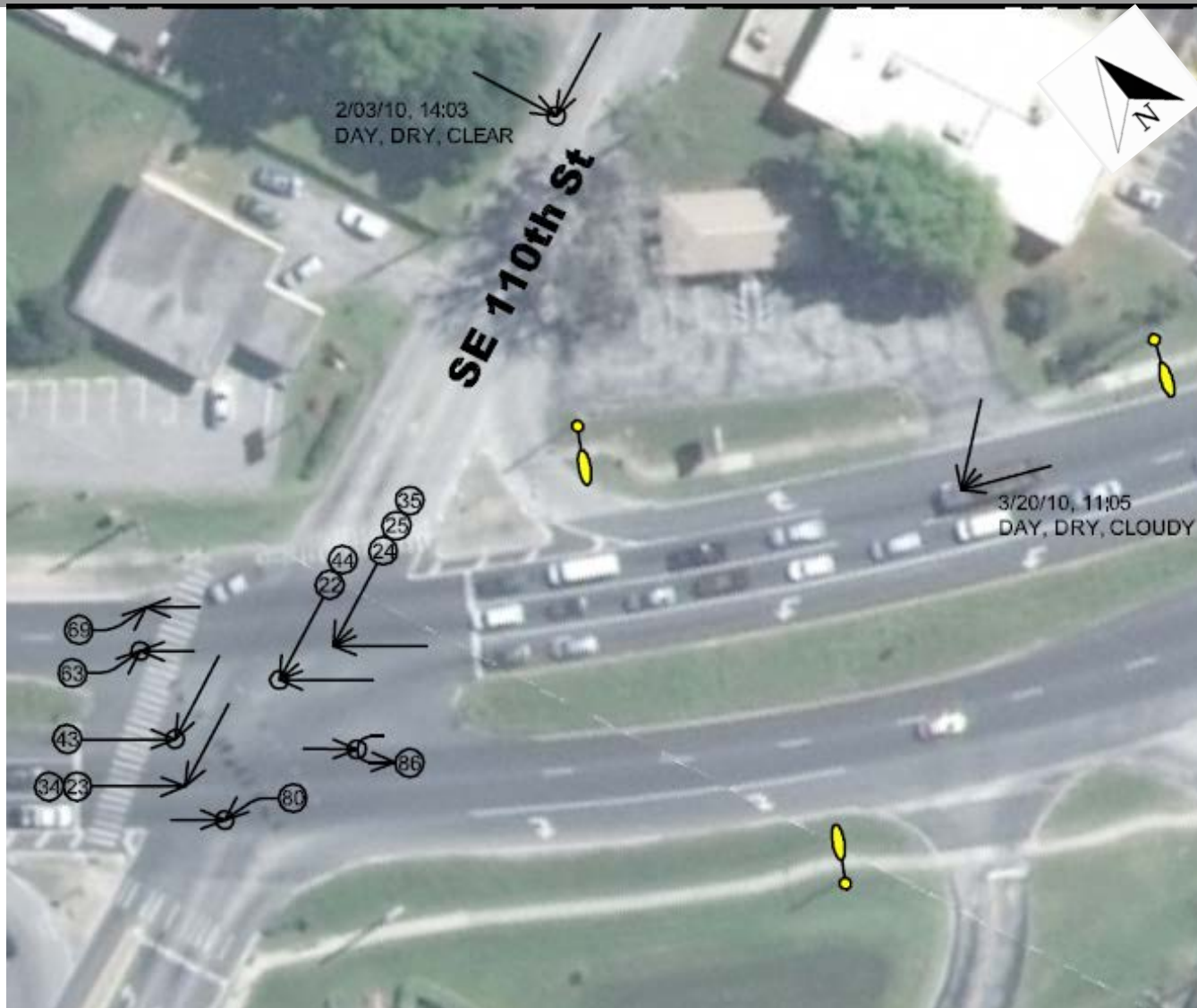
SAFETY ANALYSIS

HIGH CRASH SPOT: RACE TRAC DRIVEWAY



SAFETY ANALYSIS

HIGH CRASH SPOT: 110TH STREET



SAFETY ANALYSIS

HIGH CRASH SPOT: 102ND PLACE



SPEED STUDY

- Conducted by Marion County, July 2015



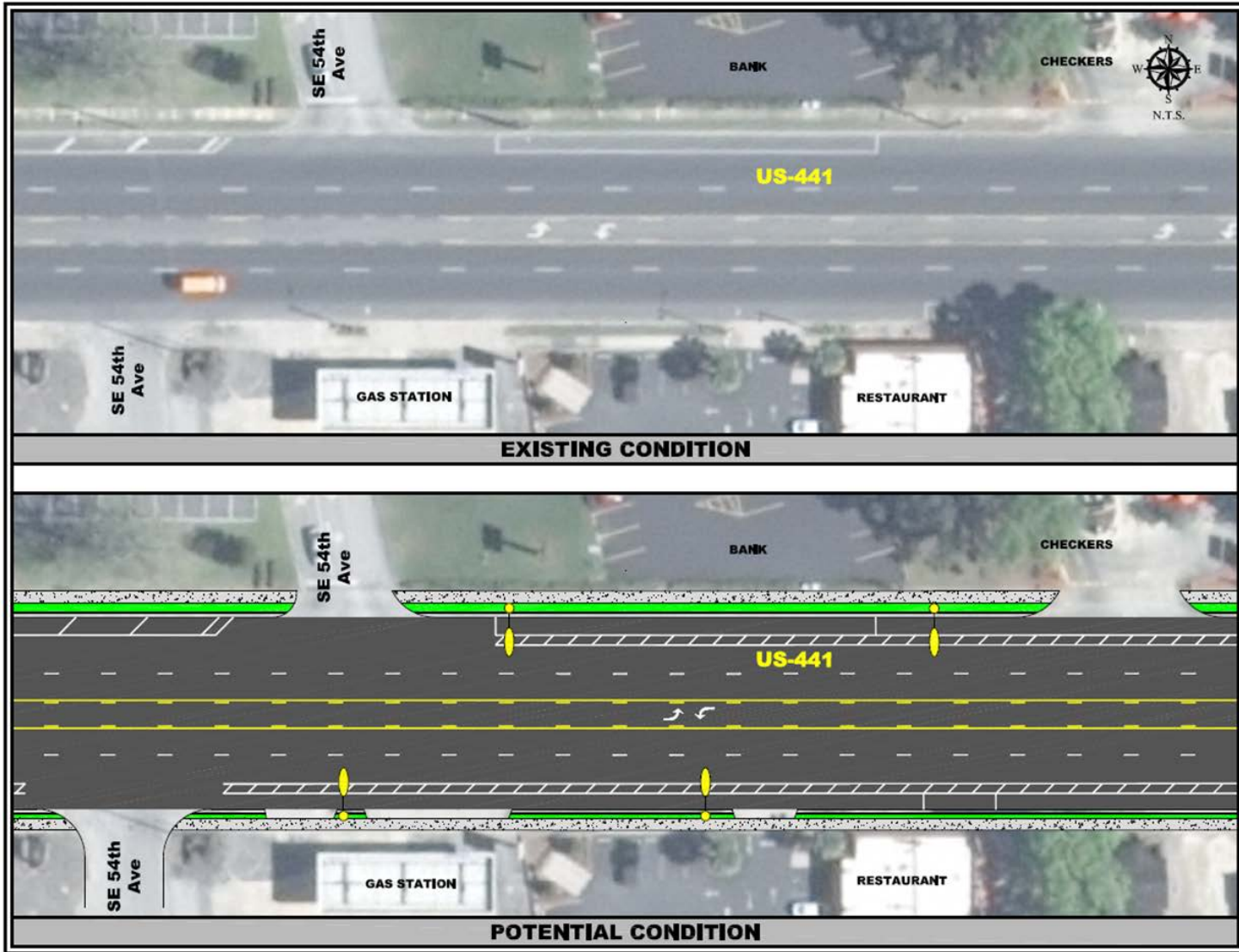
SAFETY ANALYSIS

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 55th Avenue
 - RaceTrac Driveway
 - SE 56th Avenue

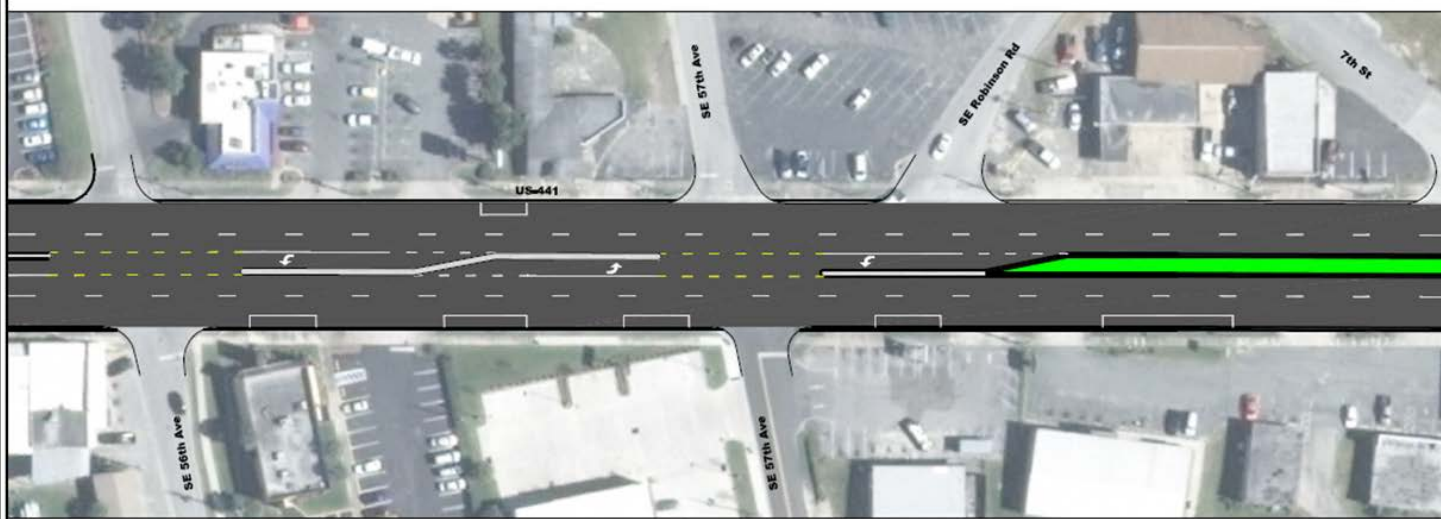
SAFETY ANALYSIS BUFFERED PARKING



SAFETY ANALYSIS ACCESS MANAGEMENT

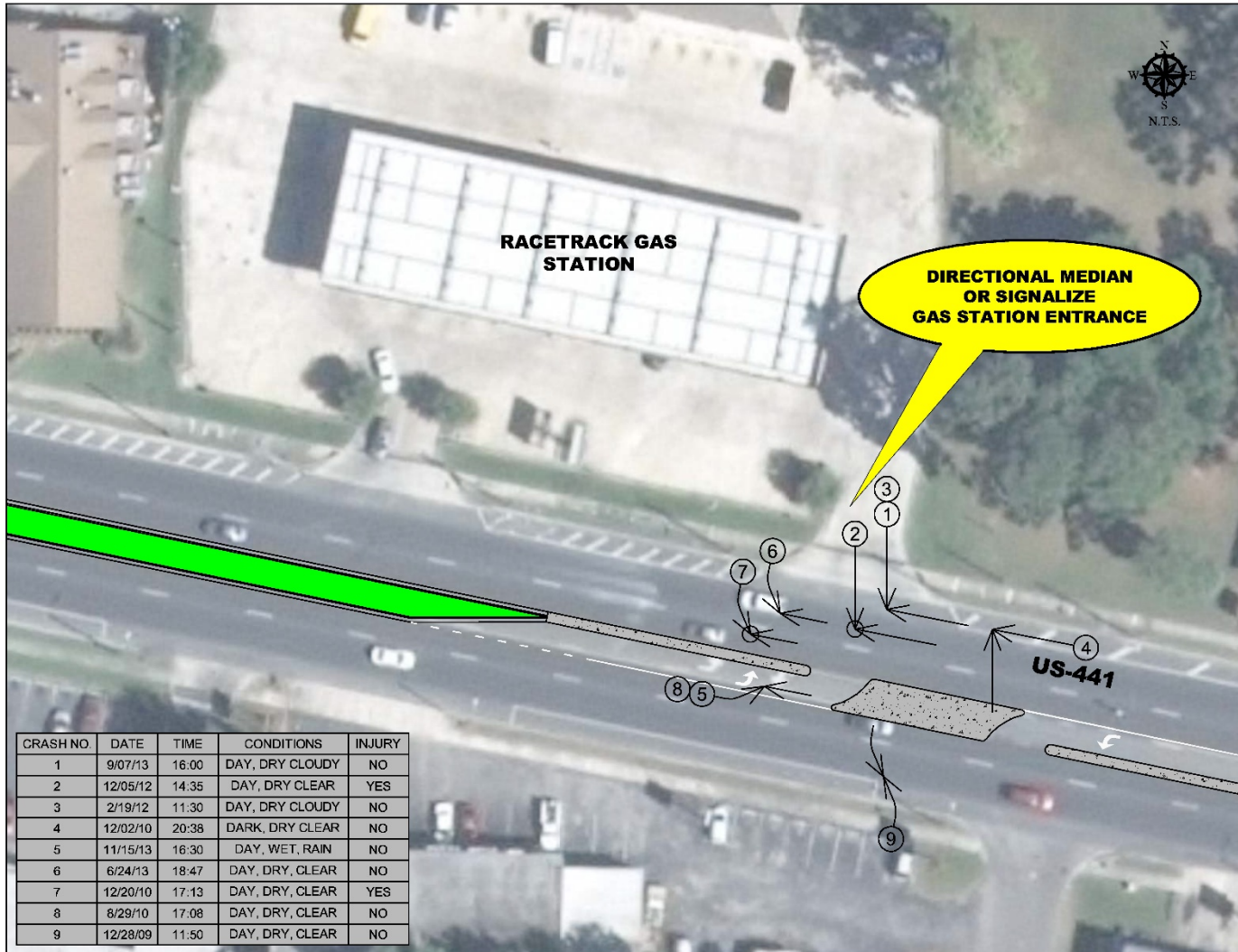


EXISTING CONDITION



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
- 110th Street
- 102nd 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

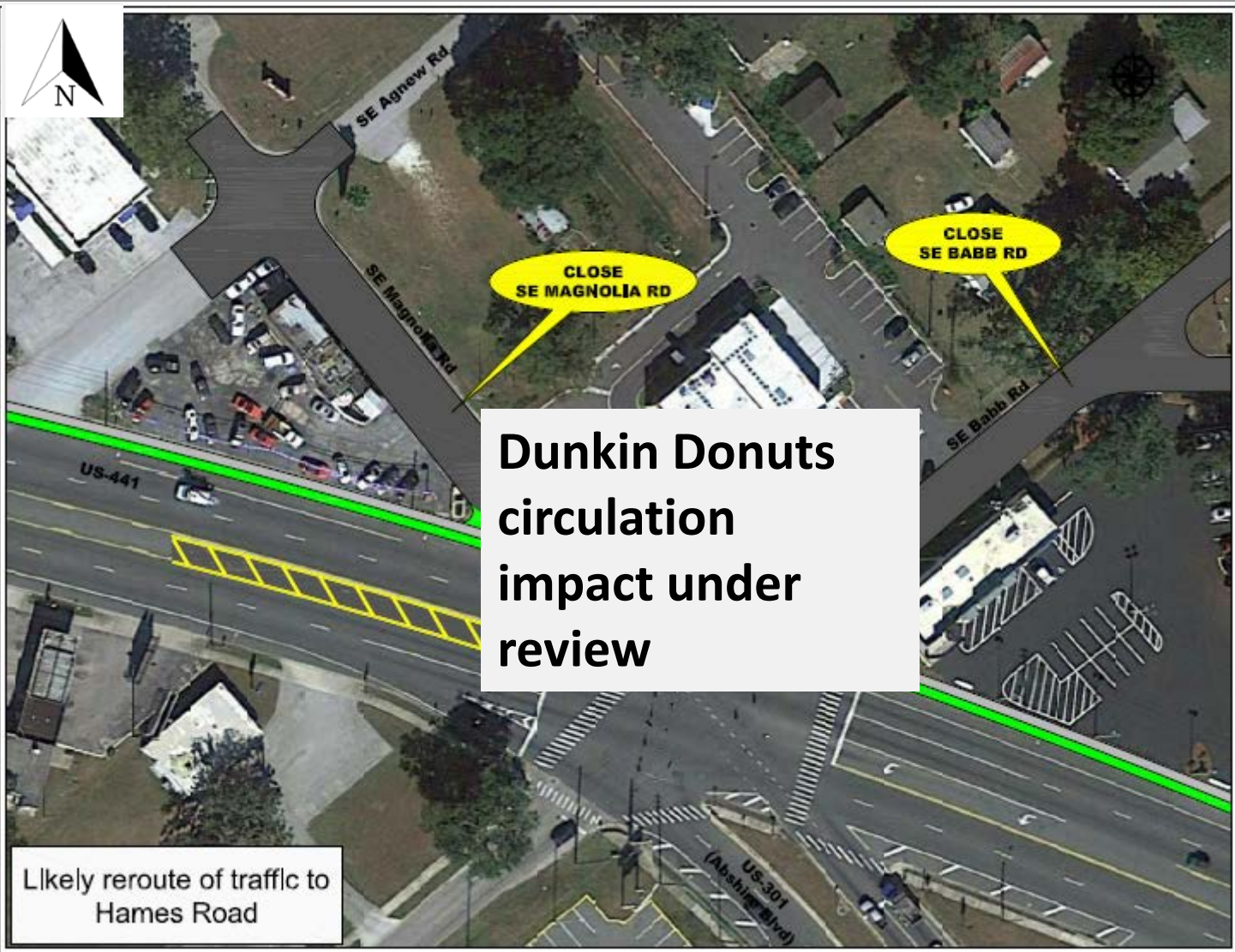
US-441 AT US-301/BABB ROAD



- 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



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

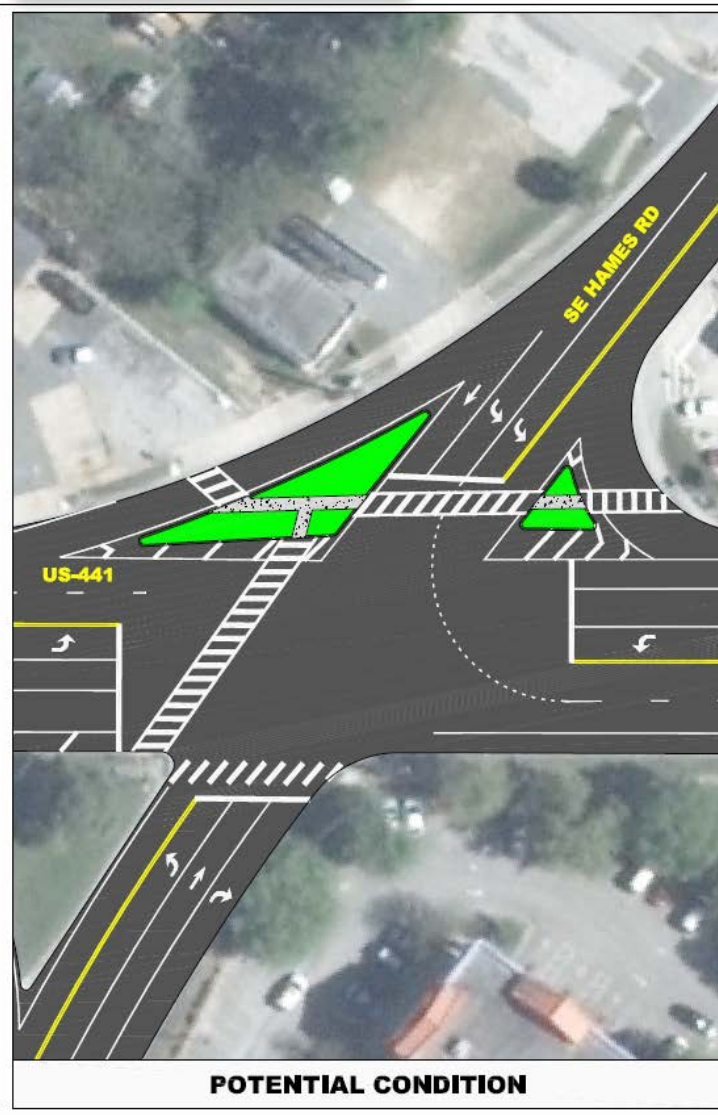
US-441 AT SE HAMES ROAD



- 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

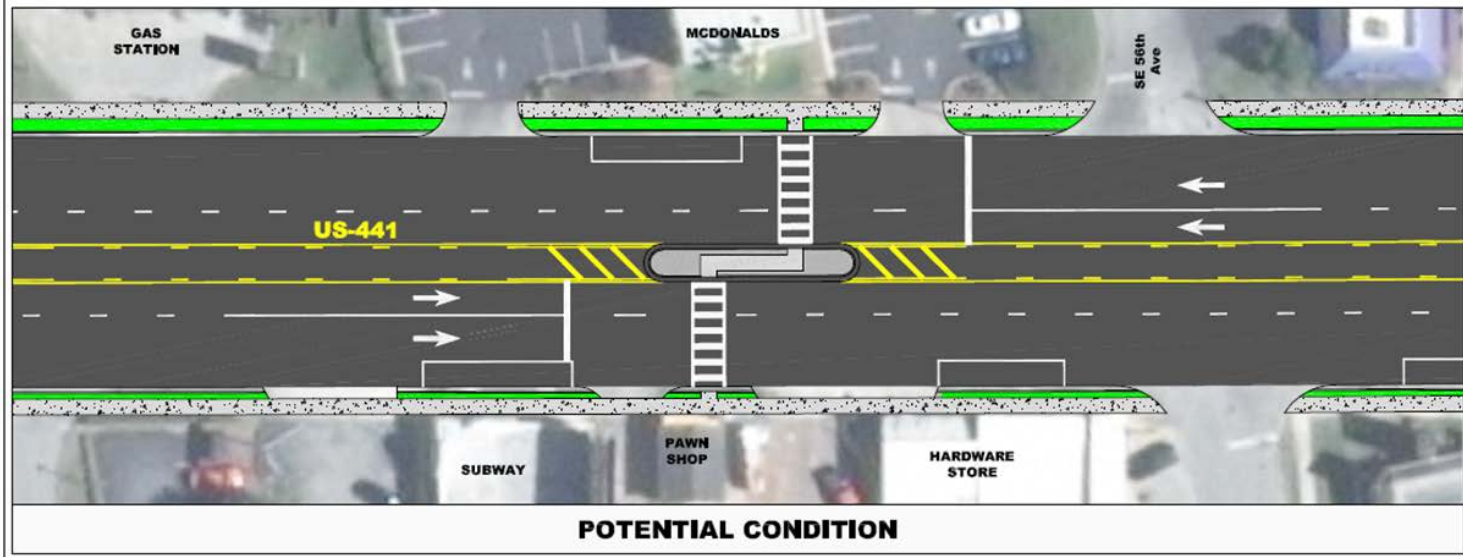


MULTIMODAL REVIEW POTENTIAL STRATEGIES

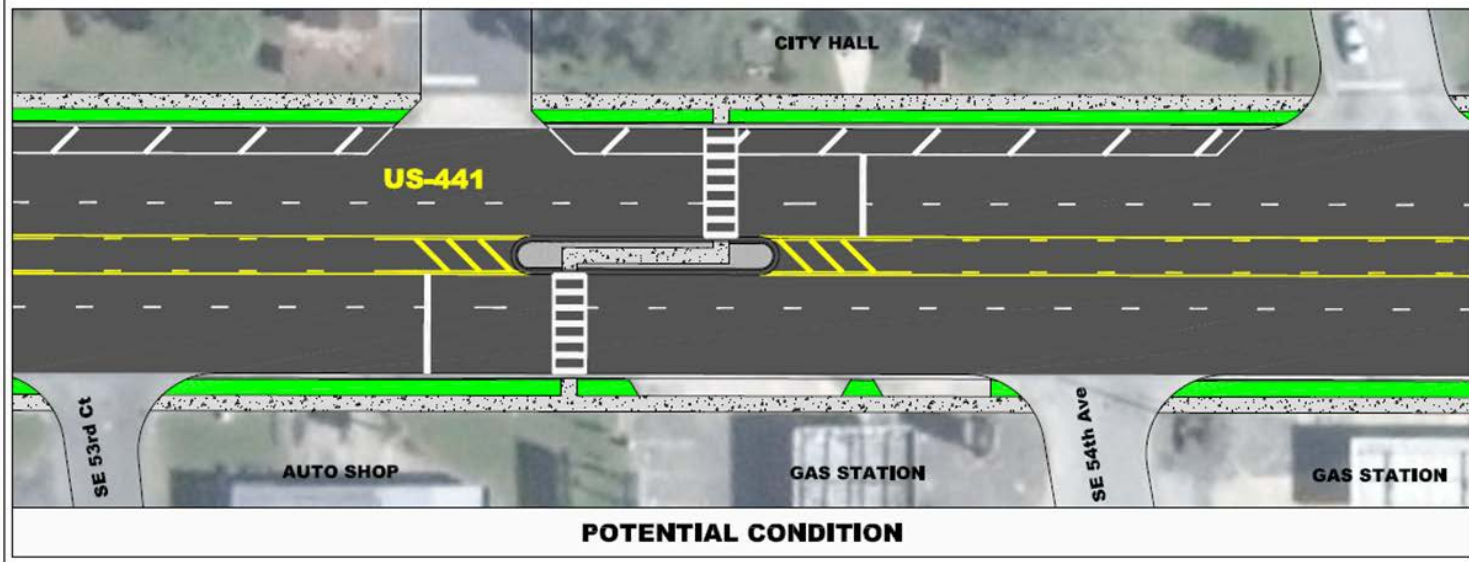


- Midblock Crossings
- Pedestrian/Bicycle Facilities
 - On-Street (Bike Lanes)
 - Off-Street (Shared Use Path)
 - Encourage local and regional mobility
- Transit Strategies

IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK

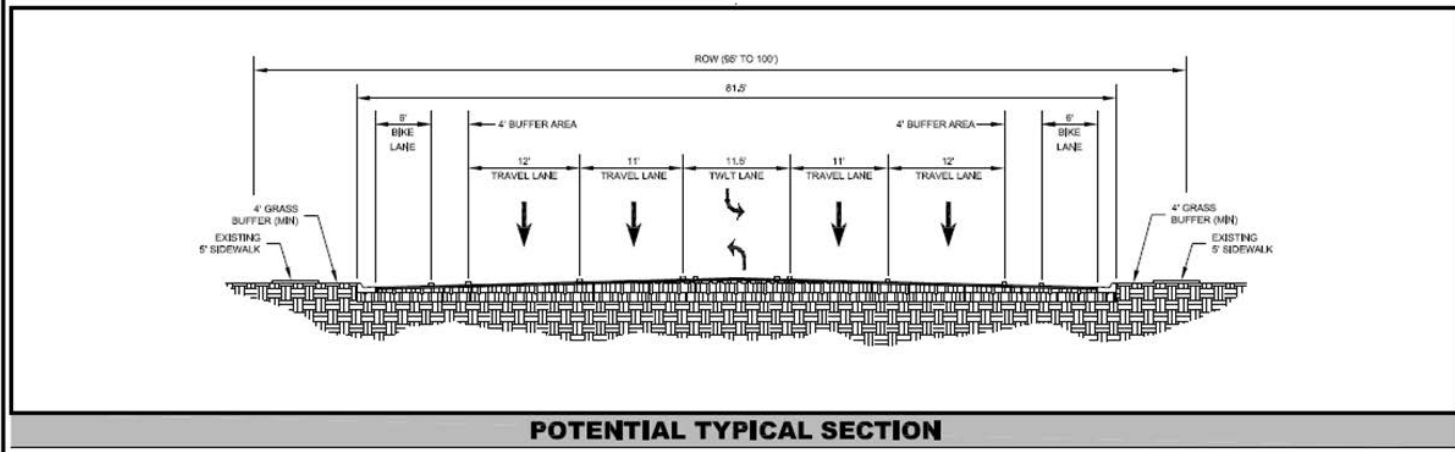
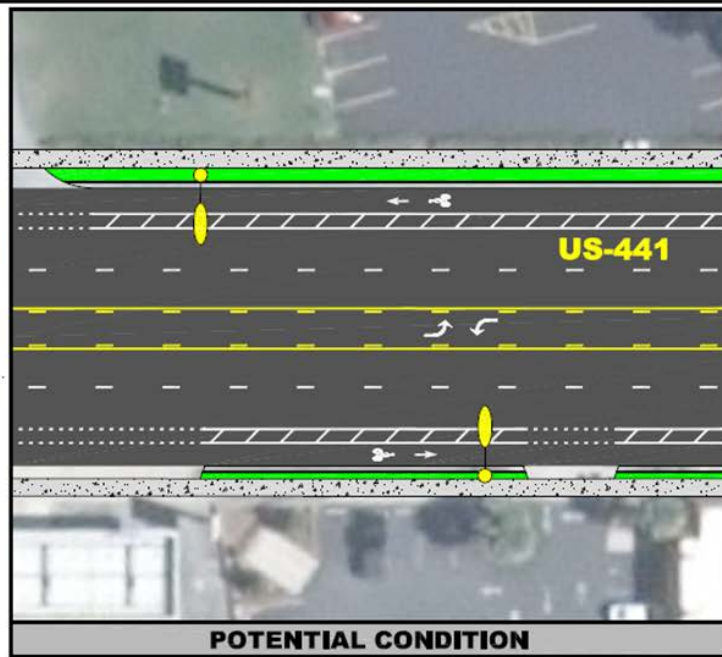


IMPROVEMENTS CONSIDERATION MIDBLOCK CROSSWALK



PED/BIKE ANALYSIS

SHORT TERM: BUFFERED BIKE LANES

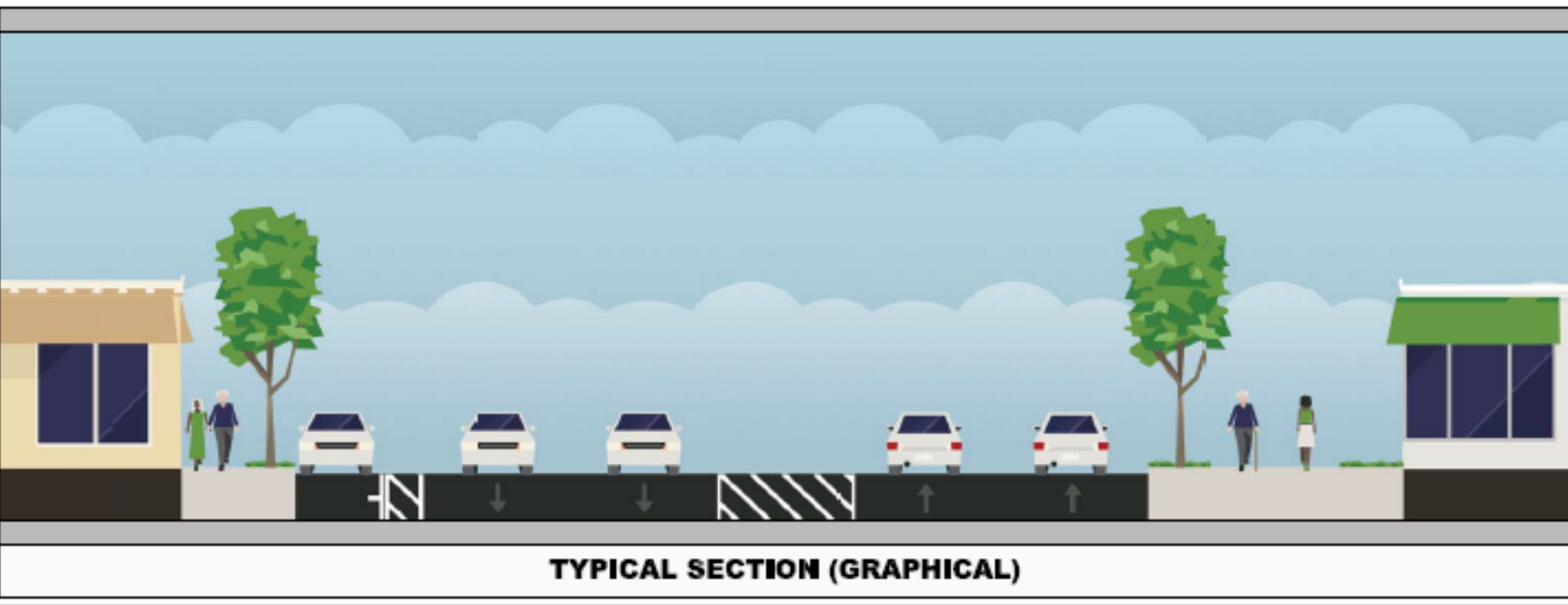


PED/BIKE ANALYSIS

JOINT USE PATH – MAINTAIN PARKING



- US-301 to SE 53rd Ct
- Joint use path

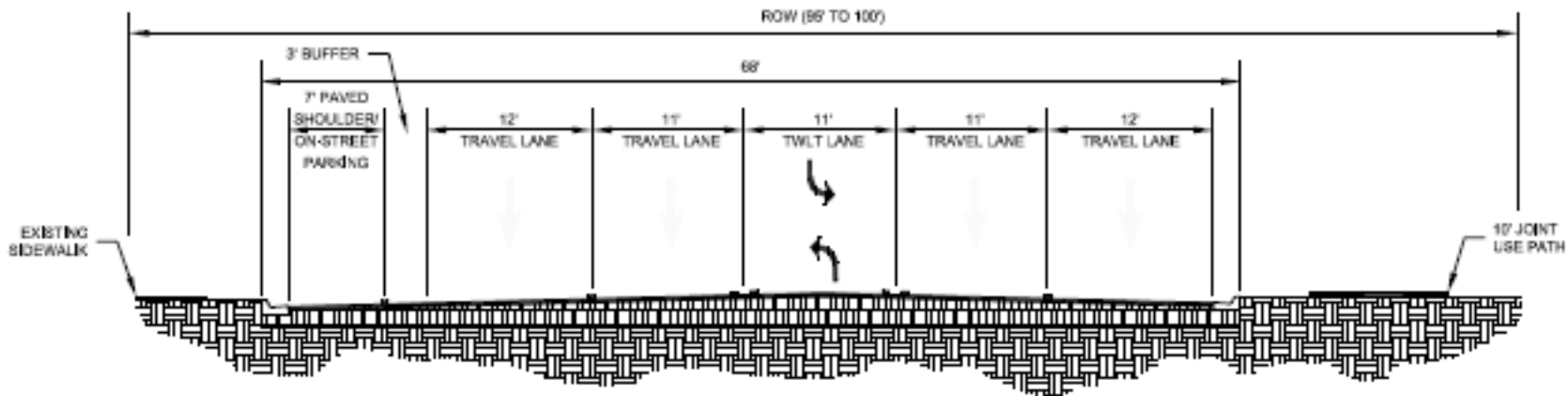


PED/BIKE ANALYSIS

JOINT USE PATH – MAINTAIN PARKING



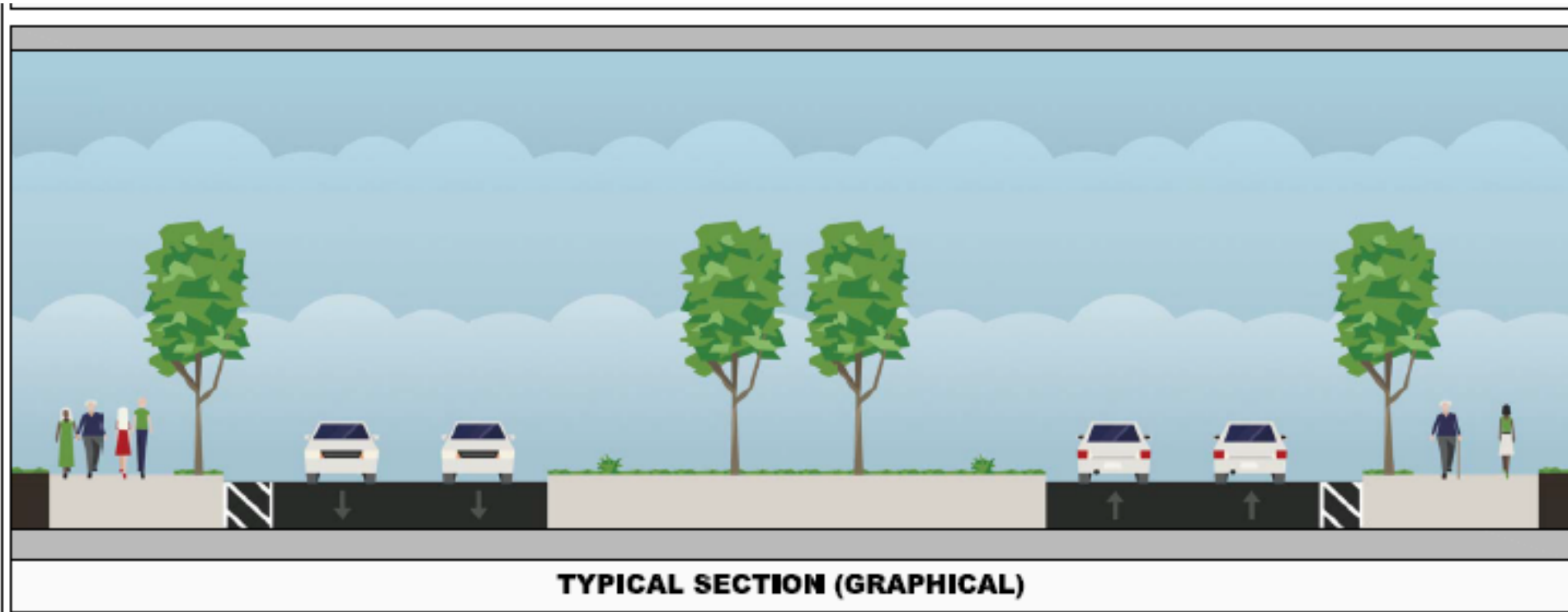
- US-301 to SE 53rd Ct
- Joint use path



PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE

- SE 53rd Ct to SE 55th Ave
- Joint use path

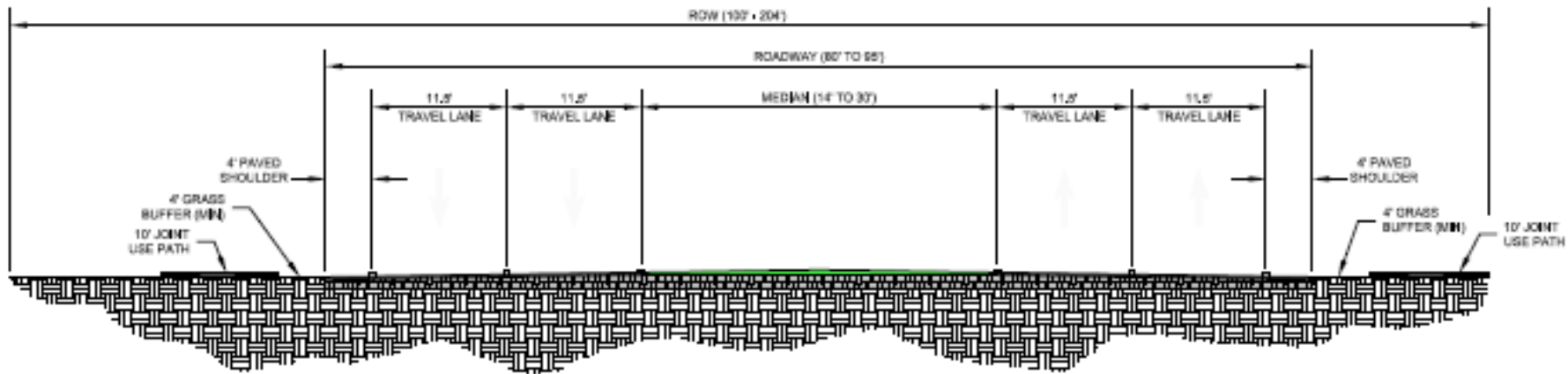


PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



- SE 53rd Ct to SE 55th Ave
- Joint use path

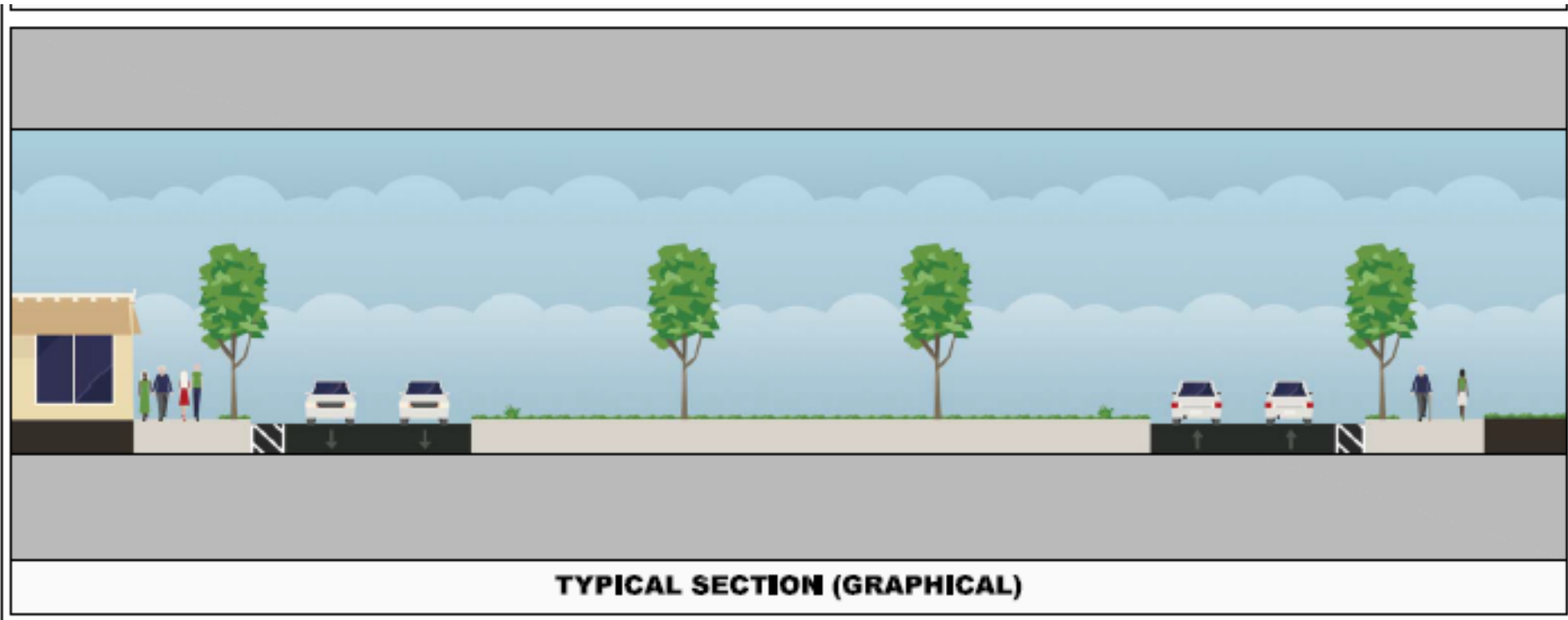


PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



- SE 110th St to SE 102nd Pl
- Joint use path



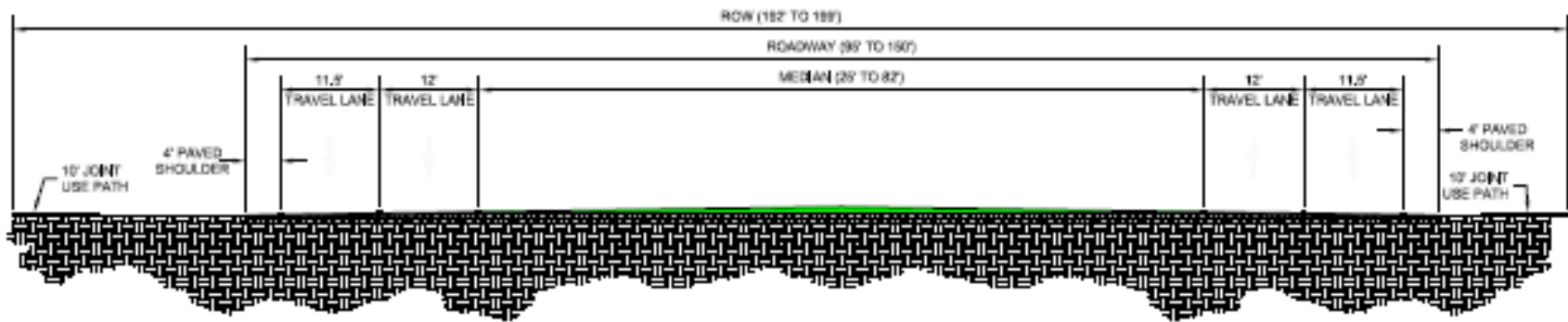
TYPICAL SECTION (GRAPHICAL)

PED/BIKE ANALYSIS

JOINT USE PATH – MODIFY CURB LINE



- SE 110th St to 102nd 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



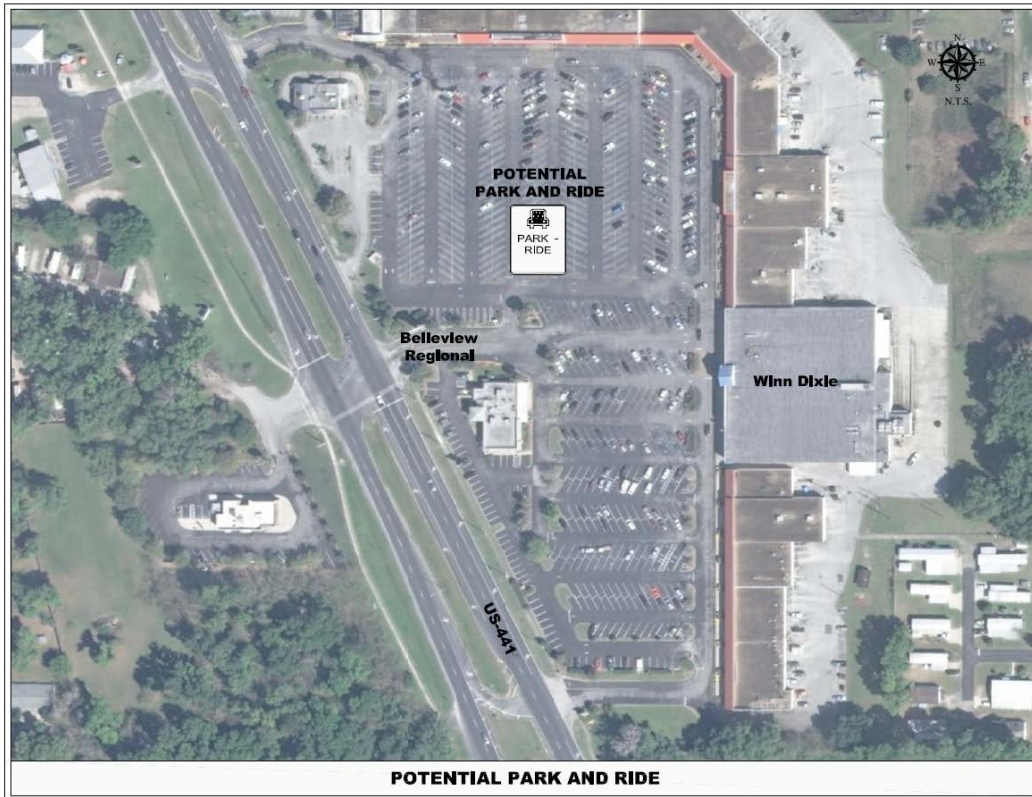
- Short Term
 - Midblock Crossings
 - Repurpose On-Street Parking
 - Buffered Bike Lane
- Mid/Long Term
 - Repurpose On-Street Parking
 - Shared Use Path
 - Landscaped Buffer

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



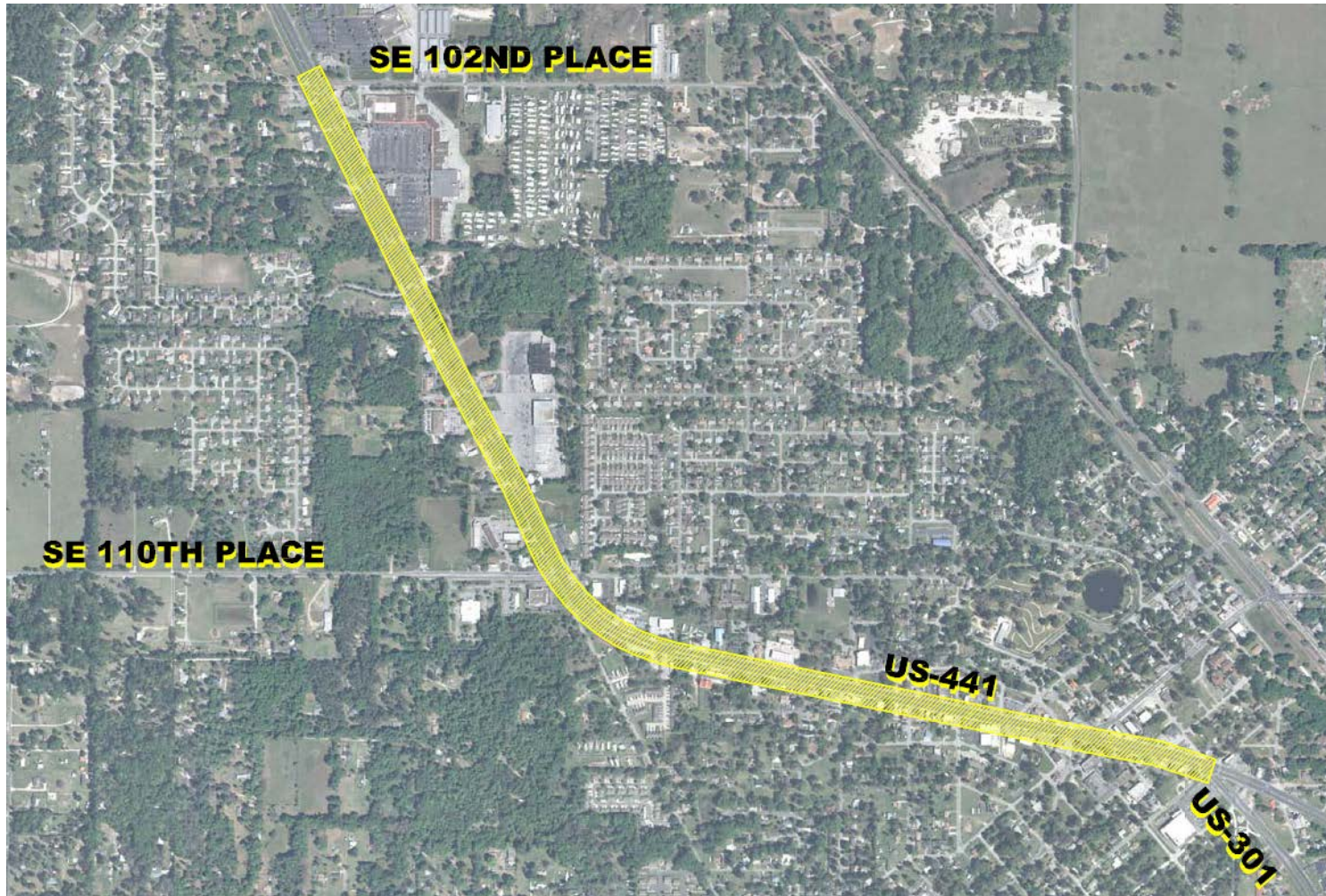
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Corridor wide	Shared use path (modify curb)	Ped/bike	Mid/long term	Repurpose on-street parking
Corridor wide	Placement of midblock crossing	Ped/bike	Mid term	Must meet TEM 3.8 requirements
Corridor wide	Shared use path (maintain curb)	Ped/bike	Mid 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



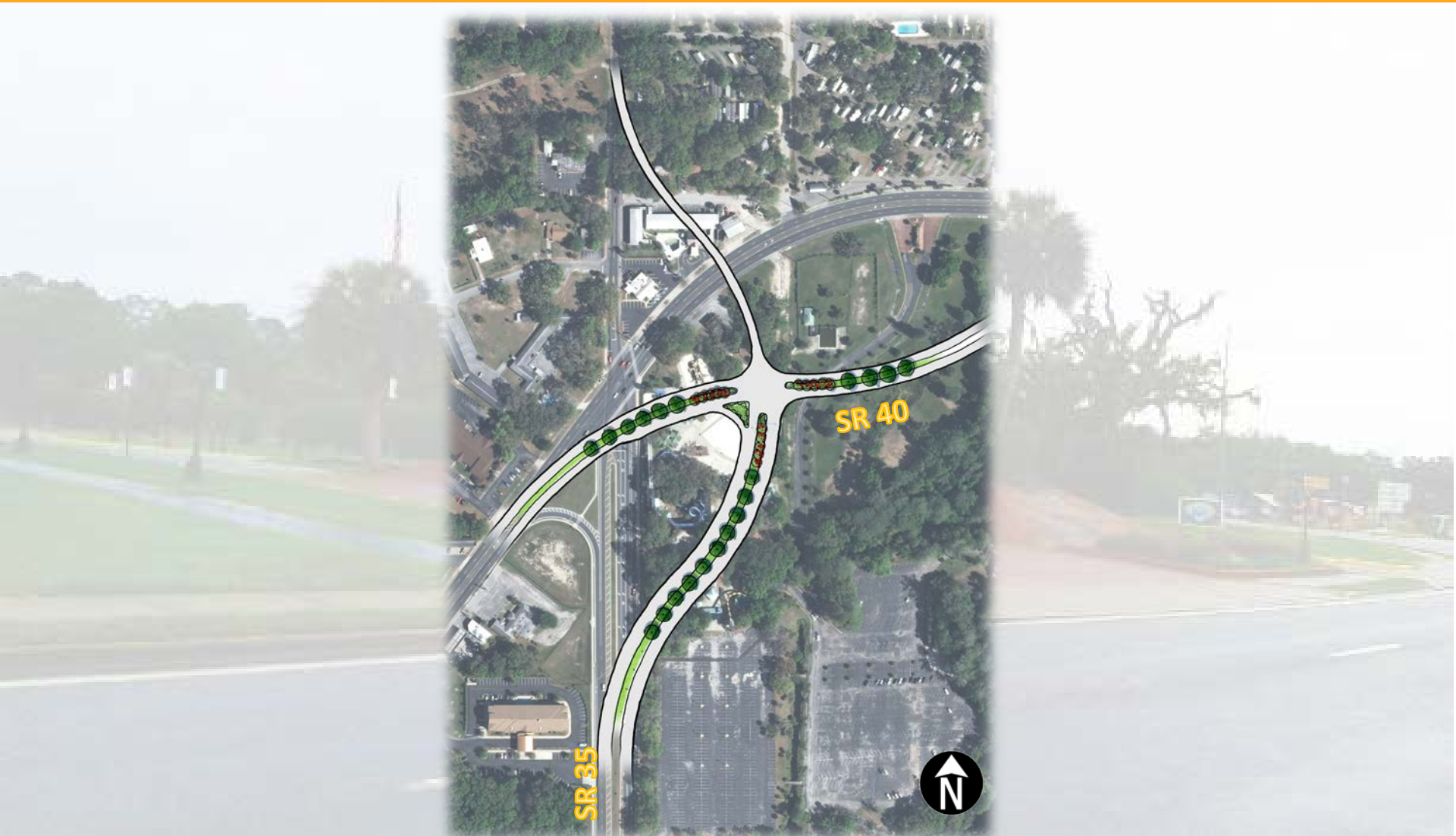
STATE ROAD 40

SILVER SPRINGS CORRIDOR PLAN



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STATE ROAD 40

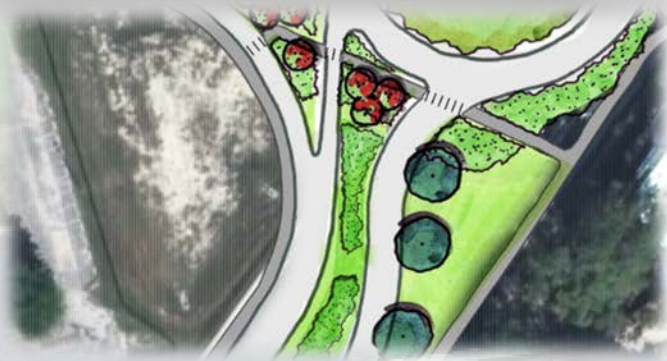
SILVER SPRINGS CORRIDOR PLAN



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SILVER SPRINGS CORRIDOR PLAN

Roundabout Median Sculpture Concepts



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SILVER SPRINGS CORRIDOR PLAN

Existing Perspective



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Proposed Perspective



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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
TOTAL PROJECT ESTIMATE	\$4.0 to \$4.9 Million
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

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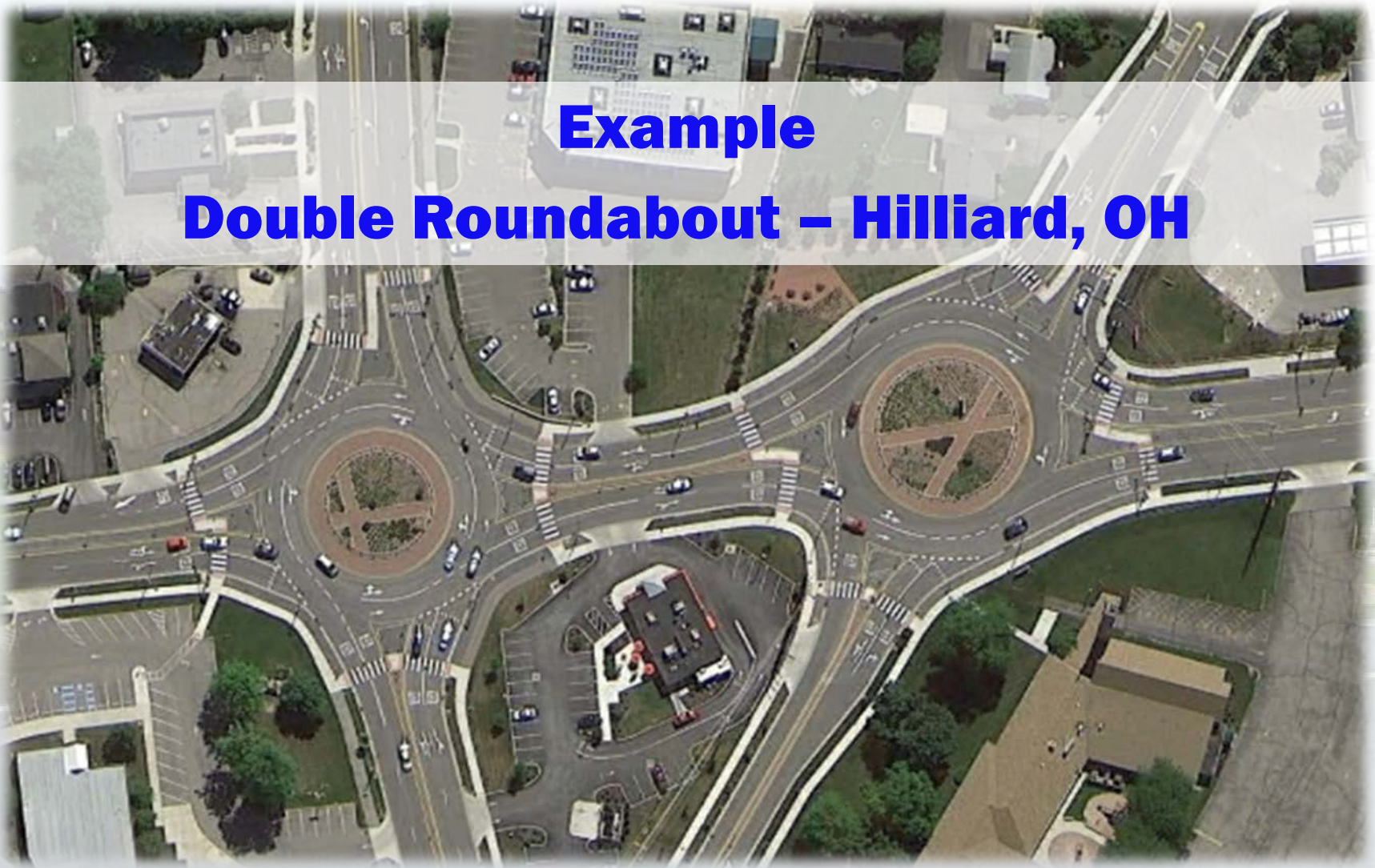
richard.barr@kimley-horn.com

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





TECHNICAL ADVISORY COMMITTEE

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

November 10, 2015

MINUTES

Members Present:

Mike Daniels, Chairman (*arrived 10:06 am*)
Eddie Esch, Vice-chairman
Gennie Garcia
Dave Herlihy
Masood Mirza
Winston Schuler
Kellie Smith
Kevin Smith

Members Not Present:

Sue Farnsworth
Mickey Thomason

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Mike McCammon, FDOT
Bob Wallace, Tindale-Oliver and Associates

Item 1. Call To Order And Roll Call

The meeting was called to order at 10:04 AM by Vice-chairman Eddie Esch. Mr. Esch turned the meeting over the Chairman Mike Daniels with his arrival at 10:06 am. Secretary Kayleen Hamilton called the roll. A quorum was present.

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 the LRTP built on 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 MPOs across the state were struggling with pavement management and a lack of funding. Trails in the cost feasible plan included the TPO trail priorities. The majority of funding in the cost feasible plan was for highway projects; there were also intelligent transportation system (ITS), transit, trail, and maintenance projects.

Mr. Wallace stated that the public comment period for the LRTP was currently open. The TPO had hosted a telephone town hall meeting, at which digital polling was done and poll results and other information was documented. Mr. Wallace stated that over fifty percent of the telephone town hall participants said that they were support a 10-year sales tax for transportation improvements, and over sixty percent said that they would support a 5-year sales tax.

Mr. Schuler asked about I-75 at SR 200, and Mr. Slay advised that FDOT had a project going into design to add dual left turn lanes on SR 200 at the interchange, dual left and right turn lanes on the northbound off-ramp, and additional changes to the southbound off-ramp. Mr. Schuler wondered about ITS improvements on SR 40, and Mr. Slay said there should be some included in the plan. A typographical error was noted on Table 3-4.

Mr. Schuler asked about improvements on SR 35 between NE 35th Street and CR 326, and Mr. Slay stated that traffic did not warrant anything at that time. Mr. McCammon mentioned that Baseline Road was a county road, not a state road, through that section. Mr. Slay added that there was discussion about improvements north of SR 40. The TPO had a corridor study on SR 40 in Silver Springs, and Mr. Slay said that a presentation on the study would be scheduled.

Mr. Chau asked about signalization near the Ocala airport, and Mr. Slay said that any signals would come from a warrant. Traffic projections did not show the need to four-lane in that area. There was discussion regarding cost of the needs versus the cost feasible plan. Mr. Slay commented that the main function of the LRTP was to identify projects. The Transportation Improvement Program was where projects got funded, and Mr. Slay noted that local governments were struggling under the decreasing buying power of the local option gas tax. Mr. Slay said that as time went on, virtually all of the gas tax would go to fund road maintenance.

Mr. Chau asked about the potential of passenger rail in Ocala, and Mr. Slay said that it did not look feasible in terms of density during the LRTP timeframe. The LRTP did identify tracks for the purpose of future preservation for light rail or paved trails.

Mr. Schuler moved approval of the Long Range Transportation Plan with the noted corrections. Mr. Smith seconded and the motion was unanimously approved.

Item 3b. Legislative Priorities

Mr. Slay presented the legislative priorities, which he said were essentially unchanged from the previous year. They included increasing funding for the Transportation Regional Incentive Program, expansion of the charter county and regional transportation surtax, indexing of the local option gas tax, and making texting while driving a primary offense.

Mr. Esch made a motion to approve the legislative priorities as presented. Mr. Smith seconded and the motion was unanimously approved.

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. Mr. Slay asked about the resurfacing on I-75, and Mr. McCammon answered that the bid had come in around twenty-six or twenty-seven million.

Mr. Esch moved approval of the Roll-Forward Transportation Improvement Program with the noted funding corrections. Mr. Schuler seconded and the motion was unanimously approved.

Item 3d. Election of Chairman and Vice-chairman

Mr. Herlihy nominated Mr. Esch for chairman and Mr. Schuler seconded. The nomination carried unanimously.

Mr. Esch nominated Mr. Smith for vice-chairman. Mr. Schuler seconded and 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. Daniels asked if the Ocala sidewalk project included facilities downtown and Mr. Slay answered that it did. Ms. Smith added that there were some plan issues that still needed to be worked out.

Mr. Esch asked about a delay on the Pruitt Trail project, and Mr. Slay said that FDOT was working on the property issue that was causing the delay. Mr. Slay added that staff would probably ask the TPO board to draft a letter to the Department of Environmental Protection regarding putting the trail on its priority list. Mr. Esch asked about alternative routes for the trail, and Mr. Slay said that there had been some discussion and that if the issue could not be resolve, alternatives would need to be developed.

Mr. Mirza asked about the timeline for the NW 49th Street interchange, and Ms. Smith said that FDOT would work with the County to move the project ahead.

Mr. Smith asked what improvements were planned for the I-75 interchange at CR 484, and Mr. Slay advised that the interchange was being reconfigured and turn lanes were being added. Mr. McCammon noted that there were constraints under the overpass. Also, widening the road would require a new signal at the intersection.

Item 4b. Annual Traffic Counts and Trends Manual

Mr. Odom presented the Traffic Counts and Trends Manual. The manual included statistical data such as county population, licensed drivers, registered vehicles, and fuel sales. There were also county road maps with geo-located count station points and corresponding count data tables with five year trends. Mr. Odom advised that some of the counts were being transitioned to a three year cycle to reduce the number of counts taken annually in low count areas where counts remained fairly consistent.

Mr. McCammon reported that he had seen some of the numbers from 2015 and they were definitely up.

Mr. Odom reviewed SunTran ridership and operations data that was also included in the manual. There was also information on accident locations and traffic fatalities.

Item 5. Consent Agenda

Mr. Herlihy made a motion to approve the August 11 and September 8, 2015, meeting minutes. Mr. Smith seconded and the motion was unanimously approved.

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. Ms. Smith also introduced Ms. Deborah Tyrone, who was the new FDOT Bicycle/Pedestrian Coordinator for District 5.

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 effected and other stakeholders such as the Audubon Society. The first meeting was happening shortly and a report was due in October 2016.

Mr. Voges asked about the timeline for resurfacing on US 27, and Mr. McCammon said that currently the friction course was being put down west of I-75. The section east to US 441 would be done afterward.

Item 8. Comments by TAC Members

Mr. Mirza mentioned that the County had advertised for a traffic engineer.

Mr. Herlihy said that Marion County Public Schools were going through open enrollment for school choice applications.

Item 7. Public Comment

There was no public comment.

Item 8. Adjournment

Meeting was adjourned by Mr. Daniels at 11:22 a.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant