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

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.
4390981 SW 99TH PLACE (DUNNELLON) Non-SIS

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

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**Lead Agency:** FDOT

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

**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.
PRESENTATION TO THE BELLEVIEU
CITY COMMISSION
JANUARY 25, 2016
6:00 PM
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
**LAND USE ANALYSIS AND POLICY**

- **Summary of Potential Strategies**
  - Develop a form-based code
  - Review and increase densities
  - Update the LDR
  - Parcel assemblage
  - Catalyst sites
EXISTING AND FUTURE TRANSPORTATION CONDITIONS
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"
• From 53rd Court to SE 55th Avenue
• From SE 110\textsuperscript{th} Street to 102\textsuperscript{nd} 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.
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<tr>
<th>Crash Type</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>5 Year Total</th>
<th>Mean Crashes</th>
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<td>23</td>
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<tr>
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<td>54</td>
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<td>16</td>
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<td>1</td>
<td>2</td>
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<td>4</td>
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<td>1%</td>
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<tr>
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<td>4</td>
<td>4</td>
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<td>100</td>
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<tr>
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<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>5 Year Total</th>
<th>Mean Crashes</th>
<th>%</th>
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<tbody>
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<td>Daylight</td>
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<td>99</td>
<td>72</td>
<td>87</td>
<td>85</td>
<td>430</td>
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<td>2%</td>
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<td>2</td>
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<td>1</td>
<td>0.2</td>
<td>0%</td>
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<tr>
<td>Total</td>
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<td>116</td>
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<td>100</td>
<td>100</td>
<td>503</td>
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<td>81</td>
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<td>9</td>
<td>9</td>
<td>19</td>
<td>64</td>
<td>12.8</td>
<td>13%</td>
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<tr>
<td>Total</td>
<td>96</td>
<td>116</td>
<td>91</td>
<td>100</td>
<td>100</td>
<td>503</td>
<td>100.6</td>
<td>100%</td>
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<table>
<thead>
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<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>5 Year Total</th>
<th>Mean Crashes</th>
<th>%</th>
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<tbody>
<tr>
<td>Pedestrian</td>
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<td>2</td>
<td>1</td>
<td>4</td>
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<td>1%</td>
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<tr>
<td>Bicycle</td>
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<td>0</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
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<td>3</td>
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## SAFETY ANALYSIS
### KEY CRASH SUMMARY TABLE

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<th>Crash Type</th>
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<th>5 Year Total</th>
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<th>%</th>
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<tr>
<td></td>
<td>2009</td>
<td>2010</td>
<td>2011</td>
<td>2012</td>
</tr>
<tr>
<td>US-441 from US-301 to 102nd Place</td>
<td>2009</td>
<td>2010</td>
<td>2011</td>
<td>2012</td>
</tr>
<tr>
<td>Angle</td>
<td>18</td>
<td>23</td>
<td>18</td>
<td>25</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>9</td>
<td>14</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td>Head-on</td>
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<td>3</td>
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<td>0</td>
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<tr>
<td>Pedestrian</td>
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<td>2</td>
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<td>Bicycle</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
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<td>116</td>
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<td><strong>Total</strong></td>
<td>96</td>
<td>116</td>
<td>91</td>
<td>100</td>
</tr>
</tbody>
</table>
SAFETY ANALYSIS
HIGH CRASH SPOT: HAMES ROAD

SAFETY ANALYSIS
HIGH CRASH SPOT: HAMES ROAD

6/28/12, 19:25
DAY, DRY, CLEAR

6/14/12, 17:55
DAY, WET, CLOUDY

CRASH NO. | DATE     | TIME   | CONDITIONS          | INJURY
----------|----------|--------|---------------------|------
61         | 8/15/12  | 17:25  | DAY, DRY, CLEAR     | NO   
65         | 10/03/11 | 19:20  | DAY, DRY, CLEAR     | NO   
66         | 9/22/11  | 13:45  | DAY, DRY, CLOUDY    | NO   
67         | 7/22/11  | 15:25  | DAY, DRY, CLOUDY    | NO   
74         | 12/17/10 | 18:10  | DARK, DRY, CLEAR    | NO   
77         | 12/09/10 | 18:45  | DARK, DRY, CLEAR    | YES  
82         | 3/25/10  | 09:15  | DARK, DRY, CLOUDY   | NO   
89         | 3/29/09  | 14:00  | DAY, DRY, CLEAR     | NO   

Ocala/Marion TPO | US-441 Corridor Study
SAFETY ANALYSIS
HIGH CRASH SPOT: 56TH AVENUE TO 57TH AVENUE
SAFETY ANALYSIS
HIGH CRASH SPOT: RACE TRAC DRIVEWAY
SAFETY ANALYSIS
HIGH CRASH SPOT: 110TH STREET

2/03/10, 14:03
DAY, DRY, CLEAR

3/20/10, 11:05
DAY, DRY, CLOUDY
SAFETY ANALYSIS

HIGH CRASH SPOT: 102\textsuperscript{ND} PLACE
SPEED STUDY

- Conducted by Marion County, July 2015

![Map of Ocala/Marion TPO US-441 Corridor Study](image)

- S of 102nd Pl: 48.09 mph
- City Hall: 49.25 mph
- W of CR-484: 38.68 mph
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
ACCESS MANAGEMENT
SAFETY ANALYSIS
RACETRAC DRIVEWAY

<table>
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<tr>
<th>CRASH NO</th>
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<th>CONDITIONS</th>
<th>INJURY</th>
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<td>3</td>
<td>2/19/12</td>
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<td>DAY, DRY CLOUDY</td>
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<tr>
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<td>12/2/12</td>
<td>30:30</td>
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<td>5</td>
<td>11/15/13</td>
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<td>12/28/09</td>
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<td>DAY, DRY, CLEAR</td>
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</tbody>
</table>

RACETRACK GAS STATION

DIRECTIONAL MEDIAN OR SIGNALIZE GAS STATION ENTRANCE

US-441
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

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
• 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

EXISTING CONDITION

POTENTIAL CONDITION
Corridor-wide Signal Retiming and ITS Solutions
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

EXISTING CONDITION

POTENTIAL CONDITION
IMPROVEMENTS CONSIDERATION
MIDBLOCK CROSSWALK

EXISTING CONDITION

POTENTIAL CONDITION
PED/BIKE ANALYSIS

SHORT TERM: BUFFERED BIKE LANES
• 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
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

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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
Today’s Briefing

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

- Existing Conditions
- Pedestrian Enhancements & Bicycle Facilities
- Access Management & Median Treatments
- Transit Enhancements & Street Amenities
- SR 40/Baseline Road Operations & Park Access
Alternatives Development
Roundabout Median Sculpture Concepts
EXISTING PERSPECTIVE
STATE ROAD 40
SILVER SPRINGS CORRIDOR PLAN

Proposed Perspective
Proposed Perspective – Turn Lanes
### Preliminary Planning Cost Estimate

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<th>Activity</th>
<th>Cost Estimate</th>
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<tr>
<td>Construction</td>
<td>$3.0 to $3.5 Million</td>
</tr>
<tr>
<td>Surveying and Engineering</td>
<td>$550,000 to $750,000</td>
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<tr>
<td>Construction Engineering Inspection</td>
<td>$450,000 to $650,000</td>
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<tr>
<td>TOTAL PROJECT ESTIMATE</td>
<td>$4.0 to $4.9 Million</td>
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#### Additional Options

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<th>Option</th>
<th>Cost Estimate</th>
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<tr>
<td>Complete Mill and Resurface of Asphalt</td>
<td>$200,000 to $300,000</td>
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<tr>
<td>Enhanced Landscaping</td>
<td>$200,000 to $300,000</td>
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<tr>
<td>Pedestrian Bridge near Silver Springs</td>
<td>$1.0 to $1.5 Million</td>
</tr>
<tr>
<td>Bury Utilities</td>
<td>$2.0 to $3.0 Million</td>
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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
CONTACT INFORMATION

Greg Slay, AICP
Director
Ocala/Marion County TPO
352 629 8297
gsly@ocalafl.org

Richard Barr, AICP
Project Manager
Kimley-Horn
352 438 3000
richard.barr@kimley-horn.com

Kimley-Horn
Example
Double Roundabout – Hilliard, OH
Example
Roundabout Landscaping – Hilliard, OH
Example
Roundabout Landscaping – Hilliard, OH
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