AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

   A. REVIEW AND APPROVAL OF 2015 LEGISLATIVE PRIORITIES
      Each year the Transportation Planning Organization develops a set of legislative priorities on which to focus. Staff will present the 2015 legislative priorities for review and approval.

   B. REVIEW AND APPROVAL OF TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS
      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.

   C. DISCUSSION ON CITY OF OCALA RECYCLING BUS WRAP
      Staff will present an update on the current bus wrap advertising program for SunTran. Staff is requesting direction regarding a request to wrap an additional SunTran bus.

4. DISCUSSION ITEMS

   A. FDOT DISTRICT 5 FIVE YEAR WORK PROGRAM PRESENTATION
      Staff from FDOT will provide a presentation on the draft FDOT District 5 Five-Year Work Program Marion County project.
B. INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROGRAM UPDATE
Staff from City of Ocala and Marion County Traffic Departments will provide an update on their respective efforts in implementing various ITS technologies throughout the area.

C. UPDATE ON QUIET ZONES
Staff will present an overview of the Quiet Zone program and findings from the field diagnostic study of railroad crossings that was performed in December 2014.

5. CONSENT AGENDA
A. MINUTES – PUBLIC HEARING OCTOBER 28, 2014
B. MINUTES – TPO MEETING OCTOBER 28, 2014

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY TPO 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.

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Ocala/Marion County Transportation Planning Organization will be held on February 24, 2015.
2015 LEGISLATIVE PRIORITIES

RESTORATION OF FUNDING FOR THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) was established to encourage a regional approach to transportation system improvements. This program proved highly successful in the Central Florida area. Funding for the program has declined steadily since 2008 due to the economic downturn and a shift of $60 million in 2014 to the Florida Rail Enterprise. Restoring the program to its pre-recession levels enable local governments to accelerate a number of transportation projects.

SUPPORT EXPANDED AVAILABILITY OF THE CURRENT CHARTER COUNTY TRANSIT SURTAX

Section 212.055(1) F.S. authorizes charter counties to levy (by countywide referendum) up to 1¢ for various transportation uses including highway construction and maintenance as well as activities to support a transit system. Expanding eligibility for this surtax to counties that are members of a metropolitan/transportation planning organization would provide another resource for local governments in those counties to address transportation issues as well as provide a source of matching funds for programs such as the Transportation Regional Incentive Program (TRIP).

SUPPORT INDEXING OF LOCAL OPTION GAS TAXES

Current market conditions, including more fuel efficient vehicles, are greatly undermining the purchasing power of local option gas taxes. In 1997, the Legislature allowed state gas taxes to be indexed to the Consumer Price Index (CPI) each year. Providing local governments the same opportunity to index local option gas taxes would enable local governments to better address both capacity and maintenance issues. Since 1990, the purchasing power of local option taxes has decreased by approximately 40%.
SUPPORT REDUCTION OF DISTRACTED DRIVING BY DESIGNATING USE OF ELECTRONIC DEVICES AS A PRIMARY OFFENSE

Traffic crashes caused by drivers using wireless communication devices continues to be a concern. In 2013, the legislation was enacted that prohibited use of such devices while driving as a secondary offense, meaning a driver has to have committed a more serious violation (i.e. speeding, careless driving) to be issued a citation for texting while driving. Designating distracted driving as a primary offense would further deter this dangerous activity.

SUPPORT ALLOCATION OF A PORTION OF FUNDS GENERATED THROUGH AMENDMENT 1 TO RECREATIONAL TRAIL DEVELOPMENT AND MAINTENANCE

The development of the Coast-to-Coast Connector, Heart of Florida Loop and River-to-Sea Trail and other trails of statewide significance will provide an international attraction for ecotourism. Currently, the maintenance of these facilities falls primarily to local governments. Dedicating a portion of the funds generated from Amendment 1 to trail development and maintenance will allow local agencies to expand and sustain these vital regional assets.
January 7, 2015

TO: TPO Board 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.

Eight project amendments are proposed by the Florida Department of Transportation this month. Proposed amendments include additional operational capital for the SunTran system, capital improvement funding for Marion Transit Services, design funding for NE 36th Avenue, and design funding for sidewalks near two elementary schools. These projects and additional projects will be discussed in detail. Please see the attached document to preview all of the proposed project amendments to the TIP.

Specific details regarding the addition of these projects and the associated funding changes will be discussed at the January 27, 2015 meeting.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.
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<tr>
<th>Item Segment</th>
<th>Last Approved STIP Amendment</th>
<th>Description</th>
<th>Phase Group</th>
<th>Federal Project</th>
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MEMORANDUM

JANUARY 20, 2015

TO: TPO MEMBERS

FROM: GREG SLAY, DIRECTOR

SUBJECT: BUS WRAP

In February 2012, the TPO approved a bus wrap to promote the City of Ocala’s new recycling program. The city was responsible for installation and maintenance of the wrap and SunTran did not incur any costs due to the warp. Late last year, Ocala staff requested changing the wrap to promote other municipal programs. As we were preparing the request for the agenda, we received an unsolicited offer from a law firm to wrap a bus at the same rate ($1,000 per month) we will be receiving from Steven A. Bagen. As you may recall, we sent out a Request for Opportunity last year and Mr. Bagen’s firm was the high bidder for five bus wraps.

Our current wrap program is as follows:

- 2 unwrapped buses (used for various special events by partner agencies i.e. Ocala & Marion County’s Citizen Academies, Leadership Ocala events, parades, etc. in addition to daily service)
- 3 buses for community advertisements – CrimeStoppers, City of Ocala Utilities, City of Ocala Recycling Program
- 5 buses for revenue-generating advertisement (Steven A. Bagen)

Staff is requesting direction on how to proceed with the subject bus. If you have any questions, please contact our office at 629-8297.
Keep Ocala Clean
Bus Wrap Conceptual Design
Priority No. 6
US 441 Corridor Study-Belleview

- FM No.: 436468-1/417960-1
- Work Mix: Corridor/Subarea Planning
- From: Baseline Road
- To: SE 100th Street
- Phase: Planning
- Year Funded: 2015
- Cost: $250,000
Priority No. 12 (a)

**SR 40**

- **FM No.:** 410674-2
- **Work Mix:** Widening
- **From:** End of 4 Lanes
- **To:** East of CR 314

- **Phase:** Construction
- **Year Funded:** 2020
- **Cost:** $92 Million
Priority No. 11
NE 36th Ave.

- FM No.: 431798-3
- Work Mix: Grade Separation/Overpass Project
- From: NE 20th Place
- To: North of E 25th Street
- Phase: ROW/Construction
- Years Funded: 2017-2020/2019
- Cost: $10.5 Million/$10.5 Million
Priority No. 13
I-75

- FM No.: 435209-1
- Work Mix: New Interchange Project
- At: NW 49th St.
- Phase: PD&E
- Year Funded: 2018
- Cost: $2 Million
Trail Priority No. 1
Pruitt Trail

- FM No.: 435484-1
- Work Mix: Bike Path/Trail
- From: Withlacoochee Bridge Trail at South Bridges Road
- To: SR 200

Phase: Construction
Year Requested: 2016*
Funding Requested: $2.9 Million*
* Pending funding availability and right of way certification

FM No.: 435484-1
Work Mix: Bike Path/Trail
From: Withlacoochee Bridge Trail at South Bridges Road
To: SR 200

Phase: Construction
Year Requested: 2016*
Funding Requested: $2.9 Million*
* Pending funding availability and right of way certification
Trail Priority No. 2
Silver Springs Trail Phase 1

- FM No.: 435486-1
- Work Mix: Trail Project
- From: SE 64th Avenue Rd. Trailhead
- To: Silver Springs State Park
- Phase: Design/Construction
- Years Funded: 2016/2018
- Cost: $500,000/$3.4 Million
Trail Priority No. 3
Downtown Ocala Trail

- FM No.: 436756-1
- Work Mix: Trail Project
- From: Ocala City Hall
- To: Silver Springs State Park
- Phase: Design
- Year Funded: 2020
- Cost: $250,000
Trail Priority No. 6

Belleview Greenway Trail

- FM No.: 437190-1
- Work Mix: Trail Project
- From: Lake Lillian Park
- To: Cross Florida Greenway

- Phase: Feasibility Study
- Year Funded: 2018
- Cost: $75,000
Trail Priority No. 7
SR 40 Trail (Black Bear Scenic Trail)

- FM No.: 436360-1
- Work Mix: Trail Project
- From: Levy Hammock Rd.
- To: SR 15 (US 17)
- Phase: PD&E
- Year Funded: 2020
- Cost: $1 Million
Off System Priority No. 6
City of Ocala and Marion County
ITS Operations & Maintenance

- FM No.: 436361-1
- Work Mix: Operations & Maintenance
- Phase: N/A
- Year Funded: 2020
- Cost: $2.6 Million
Off System Priority No. 7

SR 40 Flood Mitigation

- FM No.: 436368-1
- Work Mix: Storm Water
- From: North of SR 40
- To: East of NE 25th Ave
- Phase: Construction
- Year Funded: 2015
- Cost: $3.2 Million
  (LF= $845,548, FDOT=$2,379,452)
Off System Priority No. 9
SW 80th Avenue

- FM No.: 436186-1
- Work Mix: Resurfacing
- From: SW 80th St.
- To: SW 38th Ave.
- Phase: Construction
- Year Funded: 2015
- Cost: $2.02 Million
  (FDOT= $1,463,321, LF=$564,679)
Off System Priority No. 12
Marion County Sidewalks

- FM No.: 436474-1
- Work Mix: Multi-modal
- Phase: Design
- Year Funded: 2015
- Cost: $60,000
Off System Priority No. 13
US 441

- FM No.: 436407-1
- Work Mix: Intersection Improvement
- At: Sunset Harbor Rd.
- Phase: Design
- Year Funded: 2015
- Cost: $20,230
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<td>SR 40 Downtown Multi-Modal Improvement</td>
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<td>Design deferred to FY 2017. Deferred to allow adequate time for study to finalize, design scope development and consultant acquisition.</td>
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<td>No action this gaming cycle. Study programmed in FY 2015. Corridor planning study just kicking off.</td>
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<td>PD&amp;E</td>
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<td>SW 20th Avenue Road to CR 475A</td>
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<td>SR 40 - East</td>
<td>NE 60th Court to CR 314</td>
<td>8,400 7,100 85% Yes</td>
</tr>
<tr>
<td>13</td>
<td>NW 49th Street Interchange</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td>US 441</td>
<td>SW 95th Street Interchange</td>
<td>39,800 19,900 50% C Yes</td>
</tr>
<tr>
<td>15</td>
<td>US 27/441 Interchange Operational Improvements</td>
<td>NW 44th Avenue to NW 35th Avenue</td>
<td>39,800 19,900 50% C Yes</td>
</tr>
<tr>
<td>16</td>
<td>US 441</td>
<td>SR 492 to NE 35th Street</td>
<td>14,040 13,000 93% D No</td>
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</table>

**ROADWAY DATA**

<table>
<thead>
<tr>
<th>ROAD SEGMENT</th>
<th>Length</th>
<th>LOS Volume</th>
<th>2013 Traffic</th>
<th>Volume Ratio</th>
<th>LOS SIS</th>
<th>Improvement</th>
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<tbody>
<tr>
<td>SW 20th Avenue Road to CR 475A</td>
<td>-</td>
<td>32,400</td>
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<td>76%</td>
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<tr>
<td>SR 492 to NE 35th Street</td>
<td>1.6</td>
<td>14,040</td>
<td>13,000</td>
<td>93%</td>
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<tr>
<td>NE 60th Court to CR 314</td>
<td>10.0</td>
<td>12,400</td>
<td>12,000</td>
<td>101%</td>
<td>D</td>
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<td>NE 35th Avenue</td>
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<tr>
<td>CR 314A to Levy Hammock Road</td>
<td>2.6</td>
<td>8,400</td>
<td>7,100</td>
<td>85%</td>
<td>C</td>
<td>No</td>
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**Comments**

- Interpolated Count
- IJR - Interchange Justification Report
- PD and E - Project Development Enviro Study
- PE - Preliminary Engineering
- ROW - Right-of-Way Acquisition
- CST - Construction
<table>
<thead>
<tr>
<th>RANK</th>
<th>ROAD SEGMENT</th>
<th>Length</th>
<th># of Lanes</th>
<th>LOS Standard</th>
<th>LOS Volume (Capacity)</th>
<th>2013 Traffic Count</th>
<th>Volume/Capacity Ratio</th>
<th>LOS SIS</th>
<th>Improvement</th>
<th>PHASE FY 2020</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>SR 40</td>
<td>3.0</td>
<td>4</td>
<td>D</td>
<td>39,800</td>
<td>29,500</td>
<td>74%</td>
<td>C</td>
<td>Add 2 Lanes</td>
<td>PD&amp;E</td>
<td>No action this gaming cycle.</td>
</tr>
<tr>
<td></td>
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<tr>
<td>20</td>
<td>CR 484</td>
<td>2.7</td>
<td>4</td>
<td>D</td>
<td>29,160</td>
<td>24,500</td>
<td>84%</td>
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<td>Add 2 Lanes</td>
<td>PE</td>
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</tr>
<tr>
<td>21</td>
<td>US 441</td>
<td>2.0</td>
<td>4</td>
<td>D</td>
<td>39,800</td>
<td>29,100</td>
<td>73%</td>
<td>C</td>
<td>Add 2 Lanes</td>
<td>ROW</td>
<td>No action this gaming cycle.</td>
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<tr>
<td>22</td>
<td>US 301 - South</td>
<td>2.00</td>
<td>2</td>
<td>D</td>
<td>24,200</td>
<td>14,100</td>
<td>58%</td>
<td>C</td>
<td>Add 2 Lanes</td>
<td>ROW</td>
<td>No action this gaming cycle.</td>
</tr>
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<td></td>
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<tr>
<td>23</td>
<td>SR 326</td>
<td>2.3</td>
<td>2</td>
<td>D</td>
<td>16,800</td>
<td>9,900</td>
<td>59%</td>
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<td>PE</td>
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</table>
### Regional Trail Priorities

**FY 2015**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Regional Trail</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
<th>FDOT Comments</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Pruitt Trail</td>
<td>Bridges Road</td>
<td>SR 200</td>
<td>9.5</td>
<td>HOF</td>
<td>CST</td>
<td>$3,325,000</td>
<td>Design funded in FY 2015. DEP acquiring remaining necessary ROW. Requested funding in FY 16. Gaming reopens in July. Programming pending on right of way and availability.</td>
<td>435484-1</td>
</tr>
<tr>
<td>2</td>
<td>Silver Springs Bikeway - Phase I</td>
<td>Baseline Paved Trail - North Trailhead</td>
<td>Silver Springs State Park</td>
<td>7.5</td>
<td>HOF</td>
<td>DES</td>
<td>$225,000</td>
<td>Cross Florida Greenway. All ROW under DEP ownership. Changed PD&amp;E phase to Design FY 2016. Programmed CST FY 2018.</td>
<td>435486-1</td>
</tr>
<tr>
<td>3</td>
<td>Downtown Ocala Trail</td>
<td>Silver Springs State Park</td>
<td>Ocala City Hall</td>
<td>6</td>
<td>-</td>
<td>DES</td>
<td>$180,000</td>
<td>All ROW under County/DEP ownership. Programmed Design FY 2020.</td>
<td>436756-1</td>
</tr>
<tr>
<td>4</td>
<td>Indian Lake Trail</td>
<td>Silver Springs State Park</td>
<td>Indian Lake Trailhead</td>
<td>5</td>
<td>-</td>
<td>DES</td>
<td>$150,000</td>
<td>No action this gaming cycle. Waiting on right of way.</td>
<td>436755-1</td>
</tr>
<tr>
<td>5</td>
<td>Silver Springs Bikeway Phase II</td>
<td>Baseline Paved Trail - North Trailhead</td>
<td>CR 42</td>
<td>18.5</td>
<td>HOF</td>
<td>DES</td>
<td>$555,000</td>
<td>Funded in FY 2016 - $500K for PD&amp;E. FDOT reviewing need for PD&amp;E. May move directly into design. Majority of ROW owned by DEP and STJWMD. Potential to construct trail completely on public lands. No action this gaming cycle. Need application.</td>
<td>437190-1</td>
</tr>
<tr>
<td>6</td>
<td>Belleview Greenway Trail</td>
<td>Cross Florida Greenway</td>
<td>Lake Lillian Park</td>
<td>5.3</td>
<td>-</td>
<td>DES</td>
<td>$159,000</td>
<td>Planning phase programmed FY 2018.</td>
<td>436360-1</td>
</tr>
<tr>
<td>7</td>
<td>Ocala National Forest Trail</td>
<td>Ramp</td>
<td>Park (1 mi. east of SR 19)</td>
<td>27</td>
<td>HOF</td>
<td>PD&amp;E</td>
<td>$750,000</td>
<td>FDOT reviewing need for PD&amp;E. PD&amp;E programmed FY 2020.</td>
<td>436360-1</td>
</tr>
</tbody>
</table>

**Funded Projects**

- **Land Bridge Gap**
  - From: SR 200
  - To: SW 49th Avenue
  - Length: 8.25 miles
  - Phase: HOF
  - Phase Estimate: $3,300,000
  - Notes: Cross Florida Greenway. All ROW under DEP ownership. Includes underpass on CR 484.

- **Santos West Gap**
  - From: SW 49th Avenue
  - To: Santos Trail Head
  - Length: 7.4 miles
  - Phase: HOF
  - Phase Estimate: $2,200,000
  - Notes: Cross Florida Greenway. All ROW under DEP ownership.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Agency</th>
<th>Project Type</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
<th>FDOT Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SW 44th Avenue</td>
<td>SR 200</td>
<td>SW 20th Street</td>
<td>1.7</td>
<td>Ocala</td>
<td>Capacity</td>
<td>CST</td>
<td>$4,600,000</td>
<td>New 4-lane. On hold due to ROW acquisition issues</td>
<td>435547-1</td>
</tr>
<tr>
<td>2</td>
<td>SunTran Replacement Buses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>SunTran</td>
<td>Transit</td>
<td>-</td>
<td>$3,600,000</td>
<td>Replacement of 7 transit buses.</td>
<td>435517-1</td>
</tr>
<tr>
<td>3</td>
<td>US 441 @ NW 100th Street</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>MC</td>
<td>Safety</td>
<td>DES/CST</td>
<td>$2,875,000</td>
<td>Elimination of sight distance issues.</td>
<td>435540-1</td>
</tr>
<tr>
<td>4</td>
<td>SW 49th Avenue</td>
<td>SW 95th Street</td>
<td>Osceola Boulevard</td>
<td>4.1</td>
<td>MC</td>
<td>Capacity</td>
<td>CST</td>
<td>$16,200,000</td>
<td>$8.9M local funds, $7.3 FDOT funds.</td>
<td>435549-1</td>
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<tr>
<td>5</td>
<td>East Pennsylvania Avenue (CR 484)</td>
<td>Rainbow River Bridge</td>
<td>US 41</td>
<td>0.8</td>
<td>City of Dunnellon</td>
<td>Multi-Modal</td>
<td>DES</td>
<td>$75,000</td>
<td>Project to add multi-use facilities and enhance safety through access management.</td>
<td>436475-1</td>
</tr>
<tr>
<td>6</td>
<td>Countywide ITS Operations &amp; Maintenance</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Ocala &amp; MC</td>
<td>G/M</td>
<td>-</td>
<td>$500,000</td>
<td>Annual allocation ($250K each agency) for ITS Ops &amp; Maintenance.</td>
<td>436361-1</td>
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<tr>
<td>7</td>
<td>SR 40 Stormwater Mitigation</td>
<td>NE 30th Avenue</td>
<td>NE 7th Street</td>
<td>0.25</td>
<td>Ocala</td>
<td>Stormwater</td>
<td>CST</td>
<td>$1,700,000</td>
<td>Project to eliminate periodic flooding on SR 40 near golf course and reduce nutrient load into Silver Springs. Limits are not exact. Design plan are at 60%</td>
<td>436368-1</td>
</tr>
<tr>
<td>8</td>
<td>CR 200A</td>
<td>NE 35th Street</td>
<td>SR 326</td>
<td>2.7</td>
<td>MC</td>
<td>Resurfacing</td>
<td>CST</td>
<td>$1,875,000</td>
<td>Design to be completed July 31, 2014</td>
<td>436188-1</td>
</tr>
<tr>
<td>9</td>
<td>SW 80th Avenue</td>
<td>SW 80th Street</td>
<td>SW 38th Avenue</td>
<td>3.1</td>
<td>MC</td>
<td>Resurfacing</td>
<td>CST</td>
<td>$2,050,000</td>
<td>Design to be completed July 31, 2014</td>
<td>436186-1</td>
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<tr>
<td>10</td>
<td>SW 20th Street</td>
<td>I-75</td>
<td>SR 200</td>
<td>1.1</td>
<td>Ocala</td>
<td>Capacity</td>
<td>DES</td>
<td>$790,000</td>
<td>Expand existing 3-lane section to 4 lane</td>
<td>436367-1</td>
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<tr>
<td>11</td>
<td>City of Ocala Sidewalks</td>
<td>Various locations</td>
<td>Ocala</td>
<td>Multi-modal</td>
<td>CST</td>
<td>NE 21st,SE 24th, SW 32nd, Downtown</td>
<td>436375-1</td>
<td>No action this gaming cycle.</td>
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<tr>
<td>12</td>
<td>Marion County Sidewalks</td>
<td>Various locations</td>
<td>MC</td>
<td>Multi-modal</td>
<td>CST</td>
<td>Legacy, Saddlevood, Marion Oaks</td>
<td>436474-1</td>
<td>Programmed FY 2015.</td>
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<tr>
<td>13</td>
<td>Sunset Harbor Road</td>
<td>@ US 301/441</td>
<td>-</td>
<td>-</td>
<td>MC</td>
<td>Traffic Ops</td>
<td>DES</td>
<td>$20,230</td>
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<td>436407-1</td>
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<tr>
<td>14</td>
<td>DRA F-14-B Expansion</td>
<td>NE 14th Street</td>
<td>-</td>
<td>Ocala</td>
<td>Storwater</td>
<td>CST</td>
<td>$480,000</td>
<td>Expand existing DRA area to mitigate flooding in the 1200 &amp; 1300 blocks during heavy rainfall events. Design plans are at 90%.</td>
<td>436369-1</td>
<td>No action this gaming cycle.</td>
</tr>
</tbody>
</table>
MEMORANDUM

JANUARY 20, 2015

TO: TPO MEMBERS

FROM: GREG SLAY, DIRECTOR

SUBJECT: QUIET ZONE OVERVIEW

Staff was directed to review the potential to implement rail crossing quiet zones throughout Marion County. On December 2 and 3, local staff along with representatives from the Federal Rail Administration (FRA) and FDOT conducted a field review of 29 crossings to determine the improvements necessary to meet the quiet zone requirements. Twenty-six crossings were on the CSX ‘S’ line and three were on the Florida Northern line running through Dunnellon. The crossings in the existing quiet zone established the City of Ocala were not included.

A quick overview of the program is as follows:

- Quiet Zone must be at least ½ mile in length along the railroad tracks.
- Quiet Zone must have, at a minimum, flashing lights and gates in place at each public crossing. These must be equipped with constant warning time devices where reasonably practical, and power out indicators. Any necessary upgrades must be completed before calculating risk for the Quiet Zone.
- Update the USDOT Grade Crossing Inventory Form to reflect conditions at each public and private crossing; this update should be complete, accurate, and dated within 6 months prior to the Quiet Zone implementation.
- If any private crossings allow access to the public or provide access to active industrial or commercial sites, the public authority must conduct a diagnostic team review of those crossings. Following the diagnostic review, the public authority must comply with the diagnostic team’s recommendations concerning those crossings.
Attached you will find the results of the field diagnostic. Overall, 9 zones have been identified at a cost of $2.1 million. Staff has included a suggested priority list based on the amount of residential population affected by each potential zone. In the past, there has been no federal or state funding available to implement quiet zones. Last year the Legislature set aside $10 million to establish a 50/50 match program to fund quiet zone improvements. The deadline for applications was October 1, 2014. It is unknown if the program will be funded again this year.

Staff is requesting direction on how to proceed. If you have any questions, please contact our office at 629-8297.
## Quiet Zone
### Improvement Overview
#### January 2015

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Jurisdiction</th>
<th>Constant Warning Time (CWT)</th>
<th>Option 1</th>
<th>Preferred Option</th>
<th>CWT</th>
<th>Median</th>
<th>Quad Gate</th>
<th>Total</th>
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<td><strong>Citra</strong></td>
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<tr>
<td>CR 318</td>
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<td>NE 175th St.</td>
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<tr>
<td><strong>Anthony</strong></td>
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<tr>
<td>NE 97th St. Rd.</td>
<td>MC</td>
<td>No</td>
<td>Quad gates</td>
<td>Install median</td>
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<td>Install Median</td>
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<td><strong>Marion North</strong></td>
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<tr>
<td>NE 86th Lane</td>
<td>MC</td>
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<td>Install medians, restrict</td>
<td>2</td>
<td>$70,000</td>
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<td>$7,500</td>
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<td>SR 326</td>
<td>FDOT</td>
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<td>Quad gates</td>
<td>-</td>
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<td>$400,000</td>
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<td>NE 40th Ave. Rd</td>
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<td>No</td>
<td>Install Median</td>
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<td>$77,500</td>
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<td>Install Median</td>
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<td>$7,500</td>
<td>$77,500</td>
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<td>NE 36th Ave</td>
<td>Ocala</td>
<td>Installed</td>
<td>Grade-separated by 2020</td>
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<td>-</td>
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<tr>
<td>NE 25th Ave.</td>
<td>Ocala</td>
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<td>Install Median</td>
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<td>$7,500</td>
<td>$77,500</td>
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<td>NE 19th Ave.</td>
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<td></td>
</tr>
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## Quiet Zone
### Improvement Overview
January 2015

#### Constant Warning Time (CWT)

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Jurisdiction</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Preferred Option</th>
<th>CWT</th>
<th>Median</th>
<th>Quad Gate</th>
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<td>CR 484</td>
<td>Dunnellon</td>
<td>Installed</td>
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**Total:** $162,500

**Grand Total:** $2,100,000

---

Minimum requirement for Quiet Zone - CWT devices provide relatively uniform advance warning time between the activation of warning devices and train arrival based on speed of the train.

### Suggested Priority

1. Ocala - NE
2. Belleview
3. Ocala - South
4. Marion South
5. Dunnellon
6. Anthony
7. Citra
8. Sparr
9. Marion North

*Based on impacted population*
Proposed Quiet Zones Along CSXT S-Line
Marion County, FL

Legend
- CSXT S-Line
- FNOR & CSXT
- Existing Quiet Zone

Proposed Quiet Zones:
- Citra
- Sparr

Preferred Quiet Zone Improvements:
- Four-quadrant Gate System
- Four-quadrant Gate System with CWT
- Install Median
- Install Median with CWT
- Install Median with CWT and Restrict Access to Side Streets
- No Improvement

Grade Crossings and Separations:
- Existing Grade Separation
- Grade Separation in 2020
- Existing Grade Crossings

*CWT: Constant Warning Time Devices
Proposed Quiet Zones Along CSXT S-Line

Legend
- CSXT S-Line
- FNOR & CSXT
- Existing Quiet Zone

Proposed Quiet Zones:
- Anthony
- Marion North
- Ocala-NE

Preferred Quiet Zone Improvements:
- Four-quadrant Gate System
- Four-quadrant Gate System with "CWT"
- Install Median
- Install Median with "CWT"
- Install Median with CWT and Restricted Access to Side Streets
- No Improvement

Grade Crossings and Separations:
- Existing Grade Separation
- Grade Separation in 2020
- Existing Grade Crossings

*CWT: Constant Warning Time Devices
Proposed Quiet Zones Along CSXT S-Line

Marion County, FL

Legend
- CSXT S-Line
- FNOR & CSXT
- Existing Quiet Zone

Proposed Quiet Zones:
- Ocala-NE
- Ocala South

Preferred Quiet Zone Improvements:
- Four-quadrant Gate System
- Four-quadrant Gate System with *CWT
- Install Median
- Install Median with CWT
- Install Median with CWT and
  Restrict Access to Side Streets
- No Improvement

Grade Crossings and Separations:
- Existing Grade Separation
- Grade Separation in 2020
- Existing Grade Crossings

*CWT: Constant Warning Time Devices
Provisional Quiet Zones along CSXT S-Line

Legend
- CSXT S-Line
- FNOR & CSXT
- Existing Quiet Zone
- Proposed Quiet Zones:
  - Belleview
  - Marion South
- Preferred Quiet Zone Improvements:
  - Four-quadrant Gate System
  - Four-quadrant Gate System with *CWT
  - Install Median
  - Install Median with CWT
  - Install Median with CWT and Restrict Access to Side Streets
  - No Improvement
- Grade Crossings and Separations:
  - Existing Grade Separation
  - Grade Separation in 2020
  - Existing Grade Crossings

* CWT: Constant Warning Time Devices
Proposed Quiet Zone
Dunnellon
Marion County, FL

Legend
- FNOR & CSXT
- Existing Grade Crossings

Proposed Quiet Zone:
- Dunnellon

Preferred Quiet Zone Improvements:
- Install Median
- Install Median with CWT

*CWT: Constant Warning Time Devices
MINUTES

Members Present:

Councilman Jay Musleh, Chairman
Commissioner Earl Arnett
Commissioner Kathy Bryant
Commissioner Gary Ernst (for Commissioner Michael Goldman)
Councilwoman Penny Fleeger
Mayor Kent Guinn
Councilman James Hilty, Sr.
Commissioner Stan McClain
Commissioner Carl Zalak

Members Not Present:

Councilman Brent Malever
Councilman John McLeod
Commissioner David Moore
Councilwoman Mary Sue Rich

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffie, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT
Mike McCammon, FDOT
Mounir Bouyounes, Marion County Engineer
Greg Stubbs, Marion County Planning
Sean Lanier, City of Ocala Public Works
Nick Mora, Kimley-Horn & Associates
Others Present (cont):

Bruce Phillips, Belleview Public Works
Tony Chau, City of Ocala Traffic Engineering
Oscar Tovar, City of Ocala Traffic Engineering
Pete Lee, City of Ocala Development Services
Mike Daniels, City of Ocala Development Services
John Sewell, Kimley-Horn & Associates
Martha Moore, Ghyabi & Associates
Connie Mullis, Office of Senator Dorothy Hukill
Approximately (6) members of the public

Item 1. Call to Order and Roll Call

Chairman Musleh called the public hearing to order at 4:08 PM. Secretary Kayleen Hamilton called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Kayleen Hamilton stated the public hearing was advertised in the October 14 and October 21 editions of the Ocala Star Banner.

Item 3a. 2035 Bicycle/Pedestrian Master Plan Update

Mr. Slay reported that the 2035 Bicycle/Pedestrian Master Plan update had kicked off the previous year. The focus had been on regional trails, sidewalk connectivity, and bicycle facilities. Stakeholder meetings and several presentations had happened during the course of the update. Mr. Slay introduced Mr. John Sewell from Kimley-Horn and Associates to present the draft 2035 Bicycle/Pedestrian Master Plan update.

Mr. Sewell reported that top level accomplishments achieved during the update included consensus on trail corridors, successful securing of state funding for the Cross Florida Greenway Bike Trail, development of recommended sidewalk priorities, and development of bicycle and pedestrian recommendations and policy changes.

Public involvement had been part of the update in order to hear from the community. Information was disseminated via newsletters and a project website. Users were able to provide comments and feedback on the website. Mr. Sewell reported that stakeholder coordination had been productive, and that meetings with specific groups like the water management district, local bicycle shops, and the municipalities, had been held to make sure input was comprehensive. Mr. Sewell said that there had also been a booth at the Fat Tire Festival to provide information and take comments.
Mr. Sewell said that for purposes of the update, a multi-use trail was defined as a twelve-foot wide asphalt path. The trails were paved because that’s where the largest market was for the type of ecotourism Marion County was likely to attract.

Mr. Sewell provided a network map showing the Coast-to-Coast Trail, which was partially funded, and discussed how Marion County fit into the big picture of regional trail. Mr. Sewell said that with the Withlacoochee Trail, the Cross-Florida Greenway Bike Trail, and the Heart of Florida Loop all connected, the area would be an international draw.

Mr. Sewell reported that trail and sidewalks were rated the highest desirable neighborhood amenity by realtors. Based on existing studies regarding the economic benefit of trails, Mr. Sewell said that the Cross Florida Greenway Bike Trail was anticipated to have a potential economic impact of $20 million annually. Maintenance was projects to cast approximately $165,000 per year.

The master plan update included feasibility studies for three potential corridors. The Florida Northern Railroad corridor was currently in use and CSX policy and limited right-of-way made it infeasible to add a multi-use trail on the route. The Cross Florida Greenway Trail and the Silver Springs Bikeway were both determined to be feasible corridors for trails. The studies took into account factors such as right-of-way and costs.

The Cross-Florida Greenway Trail was broken into four phases, three of which were funded for design/build and one that was funded through design. Mr. Sewell noted that the project was a great partnership between the TPO, FDOT, the Florida Department of Environmental Protection, and the Office of Greenways and Trails. When finished, the project would provide twenty-two continuous miles of paved trail.

The Silver Springs Bikeway was broken into two separate studies – downtown to Silver Springs, and Silver Springs to CR 42. Mr. Sewell said there was a future phase to connect the trail from CR 42 into the Lake County trail system. The downtown to Silver Springs section was approximately six miles almost entirely on-street. Because of right-of-way challenges, the study proposed to use shared lane markings and signage where bicycle traffic could not be separated from automobile traffic. Mr. Sewell reviewed three options for configuring the Fort King Street section of the trail and said that a separated multi-use trail on one side of the road was the preferred configuration because it would serve more users.

The trail from Silver Springs State Park to CR 42 was two phases, one from the park through Marshall Swamp to the Baseline Trailhead and the second from the Baseline Trailhead to CR 42. Much of the route was on public land, including the water management district’s levee system. The project from Silver Springs to Lake County would provide approximately 30.5 miles of paved trail. Mr. Sewell commented that the Cross Florida Greenway Trail would give the local municipalities the opportunity to start a track record for the county, leading up to completion of the Silver Springs Bikeway.

Outcomes of the Bicycle/Pedestrian Master Plan update included a bike suitability map. The map could be downloaded to mobile devices and was connected to Map My Ride.
Features of the map included ride information and levels of suitability based on things like traffic volumes. The map could also be printed.

There were other bicycle projects identified, and those were a bicycle beltway around Ocala, a Lake Weir connection, bicycle facilities on SR 40, and connections to Alachua, The Villages, and other regional destinations.

The study looked at sidewalk methodology and emphasized looking at where sidewalks would be most effective. A list of sidewalk recommendations had been developed, including the identification of over 225 sidewalk gaps.

Next steps were to finalize the plan, continue work on a conceptual plan for the downtown Ocala to Silver Springs trail, and take a more detailed look at urban bicycle facilities for improvements like adding lanes.

**Item 4. Public Comment**

Mr. Rob Ern of 217 SE 1st Avenue, Ocala, said that he represented the board of the Florida Greenways and Trails Foundation, was a member of the Ocala Mountain Biking Association (OMBA), and was a partner in Brick City Bicycles. Mr. Ern said that the plan was very exciting and commended the board for foresight in the projects. Mr. Ern said that the Foundation was excited about the Coast-to-Coast Trail and that he, as a business owner and Lake County resident, was also excited about the Heart of Florida Loop. Mr. Ern offered the assistance of the Foundation and said he believed that the TPO, working with the OMBA and the Office of Greenways and Trails, had found the trail alignments that worked best for all user groups. Mr. Ern stated that connecting paved trails to the Florida trail system would bring further economic benefit to the community.

Ms. Michelle Shearer of 2301 SE 85th Street, Ocala, representing the Shady Greenway Conservation Alliance, stated that she was thrilled with the project. Ms. Shearer commented that even though the trails might incur some costs such as maintenance, they would create jobs. Ms. Shearer said that the project was great for Marion County.

*Mr. McClain made a motion to approve the 2035 Bicycle Pedestrian Master Plan update as presented. Ms. Bryant seconded the motion.*

Mr. Zalak asked about the trail alignment along Fort King Street, and Mr. Slay said that alternatives would be addressed during the concept plans process. This process would get into more detail and generate more options. Mr. Zalak asked about estimated bicycle traffic, and Mr. Sewell said that it was difficult to determine. Mr. Sewell commented that the more important thing was to anticipate types of users when looking at alternatives. Mr. Sewell added that they would not want to do anything unless Engineering approved of the operations and safety of a chosen alternative. The eastern section of Fort King Street had an existing multi-use sidewalk with sharrow markings. The four-lane section near downtown that was being studied for trail alternatives was approximately three quarters of a mile long, and Mr. Sewell stated that alternatives were mostly methods such as restriping or separating traffic with vertical vinyl. No major construction was planned.
A vote was called and the 2035 Bicycle/Pedestrian Master Plan update was unanimously approved.

Item 5. Adjournment

Chairman Musleh adjourned the public hearing at 4:45 PM.

Respectfully Submitted By:

______________________________
Kayleen Hamilton, TPO Administrative Assistant
MINUTES

Members Present:

Councilman Jay Musleh, Chairman
Commissioner Earl Arnett
Commissioner Kathy Bryant
Commissioner Gary Ernst (for Commissioner Michael Goldman)
Councilwoman Penny Fleeger
Mayor Kent Guinn
Councilman James Hilty, Sr.
Commissioner Stan McClain
Commissioner Carl Zalak

Members Not Present:

Councilman Brent Malever
Commissioner David Moore
Councilwoman Mary Sue Rich

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT
Mike McCammon, FDOT
Mounir Bouyounes, Marion County Engineer
Greg Stubbs, Marion County Planning
Sean Lanier, City of Ocala Public Works
Nick Mora, Kimley-Horn & Associates
Others Present (cont):

Bruce Phillips, Belleview Public Works
Tony Chau, City of Ocala Traffic Engineering
Oscar Tovar, City of Ocala Traffic Engineering
Pete Lee, City of Ocala Development Services
Mike Daniels, City of Ocala Development Services
John Sewell, Kimley-Horn & Associates
Martha Moore, Ghyabi & Associates
Connie Mullis, Office of Senator Dorothy Hukill
Approximately (6) members of the public

Item 1. Call to Order and Roll Call

Chairman Musleh called the meeting to order at 4:45 PM. Secretary Kayleen Hamilton called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Kayleen Hamilton stated the meeting was posted on the TPO, Marion County, Ocala, Belleview, and Dunnellon websites and on the TPO Facebook page.

Item 3a. Election of Chairman and Vice-chairman

Mr. McClain nominated Mr. Arnett for Chairman and Mr. Hilty for Vice-chairman. Mr. Zalak seconded and the nominations were approved unanimously.

Item 3b. Appointment of Members to the Central Florida MPO Alliance and the MPO Advisory Council

Mr. Slay mentioned that Mr. McClain was scheduled to be chairman of the Central Florida MPO Alliance for the next year.

Mr. Zalak made a motion to retain Ms. Bryant, Mr. McClain, and Mr. Guinn as delegate members to the Central Florida MPO Alliance. Mr. Arnett seconded and the motion was unanimously approved.

Ms. Bryant made a motion to appoint Mr. Zalak as the alternate delegate to the Central Florida MPO Alliance, and Mr. Arnett seconded. The motion passed unanimously.

Ms. Bryant made a motion to retain Mr. McLeod as the TPO’s delegate member to the MPO Advisory Council and Mr. Zalak as an alternate. Mr. Hilty 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 roll-forward version of the plan was necessary because of the difference in state and municipal fiscal year cycles. Mr. Odom advised that major construction projects were forthcoming.

Four projects were being amended into the program. These projects were resurfacing on I-75, design-build funding for the Land Bridge Trail, freight-related projects on SR 326, and a SunTran capital expenditure project.

Mr. Odom noted that the Belleview Beltway project was no longer on the Priority Projects list because it was funded for construction in the current fiscal year.

Ms. Bryant commented that the inside lane of the SW 42nd Street flyover at SR 200 needed work. Mr. Slay said that staff would discuss the issue with FDOT. Mr. McCammon said that the current condition would not damage vehicles or their tires and that the Department would look at addressing the road.

*Ms. Bryant made a motion to approve the Roll-Forward TIP. Mr. Zalak seconded and the motion was unanimously approved.*

**Item 4a. Downtown SR 40 Plan**

Ms. Martha Moore of Ghyabi and Associates gave a presentation on the SR 40 conceptual development planning study. The study area was a section from US 441 east to NE 8th Street. Ms. Moore stated that the study looked at the street as it related to its environment and took a complete streets approach.

Ms. Moore reviewed existing conditions within the study area and reported that the study was working in conjunction with other planned projects on the corridor. The study also looked at accident data for the last five years. A goal of the study was to provide better connectivity between the north and south sides of the road.

Ms. Moore provided examples of best practices for pedestrian safety and reviewed existing conditions on SR 40. Ms. Moore also presented concepts for reconfiguring the roadway, including installation of raised medians, widening of sidewalks, and reducing lane widths. There was also a concept to reduce lanes in order to add a buffered bike lane and parallel parking. Ms. Moore reported that there had been discussion regarding converting two of the one-way streets to two-way streets.

Next steps included a joint public meeting and a corridor development plan. Mr. Guinn asked about funding for the project, and Mr. Slay said that there was one million dollars in design funds in FY 2016/2017. Mr. Hilty mentioned that the City was looking at relocating public parking.
There was discussion regarding lane reductions. Mr. Slay explained that a reduction would force traffic to divert. Mr. Musleh commented that SW 17th Street, a potential alternative route for drivers, was already congested. Mr. Zalak asked about other options. Ms. Moore noted that SR 40 did not have excessive traffic volumes and was low speed, so most pedestrians could cross safely without a pedestrian overpass or other expensive features. Mr. Slay advised that narrowing the lanes would slow traffic closer to the posted speed limit. Ms. Moore added that enhanced crosswalks would give drivers visual cues regarding the presence of pedestrians.

**Item 4b. Quiet Zones**

Mr. Slay reported that the city of Ocala had just implemented a quiet zone at one of its railroad crossings. In 2007, when discussions regarding SunRail and diverting freight traffic to the S Line had begun, potential quiet zones had been identified. Mr. Slay advised that quiet zones required upgrades to the crossing. Mr. Slay reported that the legislature had set aside funding for a fifty-fifty match program for improvements needed in order to apply for quiet zones designation. CSX was performing field diagnostics on crossings, and Mr. Slay said that there was potential for funding some of the needed improvements at identified locations.

Mr. Zalak asked what improvements had to be made at crossings, and Mr. Slay answered that it depended on traffic and what was present at the crossing. Generally, the crossing needed to be secure so that vehicles could not drive around the gates when lowered; however, the crossing at Lake Weir Avenue had not had any improvements made for its designation as a quiet zone. Mr. Slay added that just because a crossing was designated as a quiet zone did not mean that the train had to stop blowing its horn. Mr. Slay said that staff could look at the crossings and provide cost estimates for improvements needed for quiet zones.

**Item 5. Consent Agenda**

*Mr. Zalak made a motion to approve the minutes of the September 24, 2014, meeting. Mr. Hilty seconded and the motion passed by unanimous approval.*

**Item 6. Comments by FDOT**

Ms. Smith reported that a public hearing for the FDOT District 5 Work Program would be held in December at the district office. The hearing was scheduled to be broadcast as a live webinar, as well. Public comment would be accepted at the meeting and for two weeks.

Construction on SR 40 was continuing with earthwork, pond construction, and ditch blocks. Resurfacing was ongoing on US 441, CR 492, and SR 200.

Mr. Zalak asked about the line of sight issue just north of Belleview on US 441, and Ms. Smith advised that the traffic study had been completed and submitted to the TPO.
Director. Ms. Smith said that a letter notifying the TPO regarding improvements would be sent shortly.

**Item 7. Comments by TPO Staff**

Mr. Slay reported that FDOT Central Office in Tallahassee was looking at funding the grade separation and four-laning on NE 25th Avenue. Mr. Slay said that NE 36th Avenue was a higher priority because it carried more traffic and had more level of service issues. The TPO board directed staff to discuss with FDOT moving the funding identified for NE 25th Avenue to NE 36th Avenue instead.

**Item 8. Comments by TPO Members**

*There were no further comments from TPO members.*

**Item 9. Public Comment**

Mr. Slay drew the board’s attention to a letter from Mr. Paul Marraffino of Dunnellon. Mr. Marraffino had contacted staff regarding a new pedestrian crossing structure on CR 484 to Blue Run Park. Mr. Slay advised that he had responded to Mr. Marraffino with information regarding work in progress to get design funding for Pennsylvania Avenue. Mr. Slay said that making changes to the existing bridge would be studied. Ms. Fleeger commented that the problem had been discussed over the years, noting that if something could be done to separate pedestrians and cyclists, it would be safer.

**Item 10. Adjournment**

Chairman Musleh adjourned the meeting at 5:34 PM.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant