



## TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

**April 26, 2016**

### MINUTES

#### Members Present:

Commissioner Earl Arnett,  
Commissioner Kathy Bryant  
Councilman Rick Hancock  
Councilman Brent Malever, Chairman  
Councilman James Hilty, Sr  
Commissioner David Moore  
Councilman Jay Musleh  
Commissioner Carl Zalak

#### Members Not Present:

Commissioner Gary Ernst  
Mayor Kent Guinn  
Commissioner Stan McClain  
Councilman Matthew Wardell  
Councilwoman Mary Rich

#### Others Present:

Greg Slay, TPO Director  
John Voges, TPO Staff  
Ann McGaffic, TPO Staff  
Ken Odom, TPO Staff  
Shakayla Jacobs, TPO Staff  
Kellie Smith, FDOT  
Mary Schoelzel, FDOT  
Oscar Tovar, City of Ocala  
Gennie Garcia, SunTran  
Tony Chau, City of Ocala  
Eddie Esch, City of Dunnellon  
Darren Park, City of Ocala

**Others Present (continued):**

Sean Lanier, City of Ocala  
Rusty Dosh

**Item 1. Call to Order and Roll Call**

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

**Item 2. Proof of Publication**

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

**Item 3a. Dunnellon CR 484 Bicycle Improvements**

Mr. Slay said the CR 484 Bicycle Improvements was a project approved by the board to assist the City of Dunnellon in looking at options to incorporate bicycle lanes on CR 484 providing a link from the Cross heart of Greenway trails into downtown Dunnellon. Mr. Slay said that Transportation Planner, Ken Odom would present.

Mr. Odom presented the Dunnellon CR 484 Bicycle Improvements and talked about a few of the options and pros and cons that contractor Kimley Horn had looked at to improve the bicycle needs of Dunnellon. The first option included looking at the scope of work at Pennsylvania Avenue including evaluating past concepts, analyzing the existing conditions and needs, getting stakeholder input, and final design and concepts.

Mr. Odom talked about the pros and cons with the scope of work at Pennsylvania Avenue with the pros being by narrowing lanes it would mean reduced speeds, on street parking on either one or potentially both sides of street, and low cost option. The cons being the bike lanes would be only for proficient cyclist, may reduce use by non-proficient cyclist, and the vertical barrier would be visible. The Delineator option was also looked at with pros and cons with pros being shared use path for all user types, landscape median/turn lane separates travel lanes, reduced speed and overall best option for safety and connectivity. The cons were no on-street parking and higher cost. The Bridge option was the last option which included using the existing bridge shoulder and would provide separated bicycle/pedestrian passage with pros being vertical barrier between bicyclist and traffic, on-street parking on one side, and would separate bicycles from pedestrians. The cons were may reduce use by non-proficient cyclists and the vertical barrier would be visible.

Commissioner Zalak asked about the jurisdictional boundaries. Mr. Odom responded that it is a County road although located in the City of Dunnellon. Commissioner Zalak then

asked about the funding and Mr. Odom responded that the TPO was perusing funding through the Department of Transportation in order to have the project built. Mr. Slay mentioned that the project was also listed on the off-systems priority project list and was put on there about two years ago. Commissioner Zalak also asked how far the segment would extend and Mr. Slay answered it would just be east of the railroad tracks.

Commissioner Arnett asked about the parking for businesses on the south side of the roadway. Mr. Odom responded that most of the parking was unused and there was adequate parking at businesses to accommodate the business traffic.

Councilman Hancock thanked the board for the efforts made to assist Dunnellon and said that Dunnellon wanted to keep cost for project as low as possible.

Commissioner Zalak asked how consultants came up with the numbers to justify that businesses have enough parking to accommodate customer parking. Mr. Odom responded that consultants had done site inspections over a period of a couple days. Mr. Slay added that the consultants said the busiest times are on the weekends.

Commissioner Zalak asked about the parking at Swampy's Restaurant and Councilman Hancock said that Swampy's has very limited parking and shared parking with their neighbors the Canoe Shop.

Eddie Esch said that the parking was watched over a period of time and 99% of the parkers were tubers and not traffic supporting the Canoe Shop or the Swampy's restaurant and he believed it would be public awareness to let tubers know there was other parking available and would be a safer access point as well.

### **Item 3b. I-75 Relief Task Force Update**

Mr. Slay gave an update to the board informing them that at the April 6 Task Force meeting, FDOT presented a draft map showing three corridor swaths for a potential connector from the end of the planned Suncoast II Parkway to I-75. After a lengthy discussion, the Task Force unanimously voted to remove the southern swath from consideration. The group felt the impact to existing communities and environmental lands was too great.

### **Item 4a. SunTran Service Standards and Service Modification Policy**

Mr. Voges presented the SunTran Service Standards and Service Modification Policy and said the document formalized SunTran's service standards and modification policies, and was the framework for guiding the decisions on establishing standards for the transit system, and determined which services are created and evaluated. The service standards were intended to support the goals and objectives of the City of Ocala and Marion County. The objectives and the resources available to attain them could be expected to change over time. Therefore, the service standards would be revised periodically to reflect those changes.

Previous period experience as well as changes in the City of Ocala and Marion County's goals and objectives, would be used to determine whether any standards needed to be added or revised. Mr. Voges said the service standard areas that were looked at were vehicle load, transit access, service headways and span of service, and also on-time performance.

Councilman Hilty asked about complications with construction that took place downtown. Mr. Voges answered that once the modification policy had taken place the driver's would be able to let passengers know a different route.

Commissioner Zalak asked what had changed in the policy and Mr. Voges responded that it was a refining of the current policy and that the process would be formalized so that the public would know guidelines for any future concerns.

Mr. Hilty made a motion to approve the SunTran Service Standards and Service Modification Policy and Ms. Bryant seconded. The motion was unanimously approved.

#### **Item 4b. Walk-on Item: Amendment 2 to Public Transportation Joint Participation Agreement**

Mr. Slay asked the board's approval on revised Amendment 2 to Public Transportation Joint Participation Agreement stating that some of the funding and co

Mr. McClain made a motion to approve the Executive Director Salary and Ms. Bryant seconded. The motion was unanimously approved.

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

Ms. Bryant moved approval of the consent agenda with the addition of staff travel. Mr. McClain seconded and the motion was unanimously approved.

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

Ms. Smith advised that there would be congestion due to the I-75 resurfacing on the northbound off ramp to CR 326 until approximately April 16. Ms. Smith also advised that due to the US 27 resurfacing project there were intermediate lane closures and the SR 40 downtown project would cause nightly lane closures on the inside lanes.

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

Mr. Slay stated that there had been progress made on the bus shelter project and that TPO staff had met with Mr. Connor to talk his contract and TPO staff had gone along with the City survey crew to do survey work and at the time there was still about five or six months

of work to do. Mr. Slay mentioned that in some areas there was not enough public right of way for a bus shelter and that Mr. Connor would have to reach out to private owners to get permissions.

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

*There were no further comments from the TPO board.*

### **Item 9. Public Comment**

Mr. Perry Drivas of 5701 SE 22<sup>nd</sup> Street, Ocala, commented that on his road there had been ongoing issues with potholes and that a particular pothole nearest his home had been filled several times and the issue persisted.

Mr. Paul Marraffino 19544 SW 82<sup>nd</sup> Place Road, Dunnellon commented that Dunnellon Park was in need of a connector across the river to the community and wanted to know if there had been any progress with plans for the connector. Mr. Slay stated there had been a meeting with the Dunnellon City Council a month prior and a public workshop was planned for the following week to discuss the CR 484 corridor and there had been discussion on a short term solution for the connector which included converting the shoulder of an existing bridge to a walking path. Mr. Slay also mentioned that one of the long term plans was to look at building a separate bridge in the area for the community to have park access.

### **Item 10. Adjournment**

Chairman Malever adjourned the meeting at 4:49 PM.

Respectfully Submitted By:

---

Shakayla Jacobs, TPO Administrative Assistant