

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

MINUTES FOR 1/20/00 MEETING - DRAFT

IV. Alachua County Bicycle Master Plan

ACTION: Commissioner Newport moved to:

- 1. approve the Alachua County Bicycle Master Plan Scope of Services;**
- 2. approve a funding strategy that has the Florida Department of Transportation (FDOT) paying for one-half of the cost of this project (\$37,125) and the City of Gainesville, Alachua County and the MTPO each paying one-third of the remaining cost (\$12,375 each);**
- 3. request that the FDOT, the City of Gainesville and Alachua County make arrangements to provide these funds so that Tasks One through Four can be completed in May and Tasks Five and Six can be completed this Fall; and**
- 4. clarify that the scope of work will include the following items recommended by the Alachua County Internal Support Committee:**
 - A. look at proposed and existing bicycle trail facilities in surrounding counties and, if possible, provide for connectivity;**
 - B. look at on-road and off-road trail systems and opportunities for both transportation and recreational use; and**
 - C. invite all municipalities in Alachua County to participate in the preparation of the master plan.**

Commissioner Hutchinson seconded; motion passed unanimously.

Task 1: Identify Community Transportation Needs & Values

This important first task will include: Project kick-off with B/PAB, TAC & CAC; Developing a corridors evaluation and prioritization methodology; Holding community workshops with the specific purpose of obtaining input for on-road bicycle facility location needs (for both utilitarian and recreational travel), urban trail corridor location ideas, transit linkage focus areas, and etc.; Identifying, through a community workshop questionnaire, the community's performance expectations for bicycle accommodation within public rights-of-way; and preparing a memo documenting the community's transportation needs and values. (Estimate: \$6,800)

Task 2: Evaluate Existing Conditions and Profile Trends

This task primarily consists of integrating several of the evaluations and analyses completed from the long range plan with a bicycle and pedestrian crash analysis and an area-wide transit system linkage assessment. The evaluations and analyses from the long range plan will be expanded (particularly the *Latent Demand Score Analysis*) to include the preliminarily-identified off-road trail network from Task 1 to estimate the trail corridors' potential to serve utilitarian travel. Evaluation of the linkage potential between public transit, off-road trails, and on-road bicycle and pedestrian facilities will be accomplished in a similar manner. A technical memorandum will summarize the results of these studies and profile the current transportation system. (Estimate: \$15,800)

Task 3: Establish the Framework for the Regional Bicycle Transportation System

The framework for the bicycle transportation network will be developed using the technical results of Task 2, input from a second round of community workshops, and recommendations from the advisory committees. The framework is anticipated to include an on-road bicycle network and a viable off-road trail system integrated with the existing and committed (E+C) pedestrian and public transit system. Existing

Gainesville-Alachua County
County-wide Bicycle Master Plan
Preliminary Scope of Services

The Gainesville Urban Area MTPO is making major strides in planning for a fully integrated transportation system. Known throughout Florida and the United States for their progressive planning, they are explicitly evaluating bicycling and walking conditions for both the current and future traffic scenarios as part of their long range transportation plan. Within the context of the *Long Range Transportation Plan Update* and the federal *Transportation and Community and System Preservation Pilot Program Grant*, extensive data is being collected and compiled for in-depth evaluation of how well the transportation network accommodates the modes. Innovative transportation modeling is being used to analyze the latent demand for bicycle and pedestrian travel. Furthermore, the Florida DOT's central planning office has selected the Gainesville urbanized area as a test site to develop their areawide multi-modal level of service planning method tools.

A unique opportunity exists to build upon these current planning initiatives. The *Bicycle Level of Service* and *Latent Demand* study activities of the Long Range Plan Update and the TCSP Program Grant will provide a foundation for developing a *comprehensive* bicycle transportation master plan for the Gainesville-Alachua region. Additional planning activities that are needed include: specific community visioning for an integrated bicycle urban trail & transit transportation system; identification and corridor evaluation for a regional off-road trail system; bicycle and pedestrian crash analysis; roadway bike & pedestrian facilities prioritization; and a funding and implementation action plan. These activities will culminate in the *County-wide Bicycle Plan*, which, when accomplished in tandem with the bicycle planning work of the long range transportation plan, will ensure that the Gainesville-Alachua region will have a fully-integrated transportation system.

Outlined below is a general description of the anticipated tasks and an estimated cost.

the scope of the Bicycle Master Plan be expanded from the Gainesville Metropolitan Plan to include all of Alachua County. During this discussion, Commissioner Hutchinson requested that Alachua County staff

"work with Mr. Bruce Landis, SCI Inc. Vice-President, to develop a cost estimate for the Bicycle Master Plan as a countywide project and to bring the additional cost estimate to the Alachua County Commission."

Scope of Services and Cost Estimate

Enclosed is a "Preliminary Scope of Services" and cost estimate for a countywide Bicycle Master Plan prepared by Mr. Landis. As discussed in this enclosure, the estimated cost for this proposed plan is \$67,500. In addition, there will be an additional ten percent (\$6,750) added to the cost of this project by TransCore to administratively process this additional work. Therefore, the total cost of this project is \$74,250.

Mr. Landis recommends that work on this project begin as soon as possible in order to coordinate this planning effort with the update of the MTPO's long range transportation plan. As you may remember, the updated long range transportation plan is expected to be adopted in December, 2000.

FDOT District 2 staff have agreed to fund half of the cost of this project (\$37,125) if local funds are provided for the remaining half. FDOT is currently researching whether funds for this project could be available around April 1 or whether these funds will be in next fiscal year and not available until July 1.

As noted earlier, the remaining \$37,125 will need to be funded from local sources. We recommend that the MTPO, City of Gainesville and Alachua County each pay for one-third of the remaining local share (\$12,375 each). Local funds for this project will need to be available to match FDOT funds. Therefore, if FDOT funds are available April 1, then matching local funds will also need to be made available April 1.

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North Central Florida Regional Planning Council

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January 12, 2000

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, Director of Transportation Planning
SUBJECT: Alachua County Bicycle Master Plan

ADVISORY COMMITTEE AND MTPO STAFF RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board (B/PAB), Citizens Advisory Committee, Technical Advisory Committee and MTPO staff all recommend that the MTPO:

1. approve the enclosed scope of work;
2. approve a funding strategy that has the Florida Department of Transportation (FDOT) paying for one-half of the cost of this project (\$37,125) and the City of Gainesville, Alachua County and the MTPO each paying one-third of the remaining cost (\$12,375 each); and
3. request that the FDOT, the City of Gainesville and Alachua County make these funds available so that Tasks One through Four can be completed in May and Tasks Five and Six can be completed this Fall.

BACKGROUND

December 9 MTPO Meeting

At its December 9 meeting, the MTPO discussed the enclosed November 23 letter from the B/PAB. At this meeting, it was reported that the B/PAB recommends that the FDOT

"include the proposed Bicycle Master Plan as a funded project in FDOT's Tentative Five Year Work Program for Fiscal Years 2000/2001 to 2004/2005."

During this discussion, Alachua County Public Works Department staff requested that

programs and policies will be evaluated for effectiveness and funding adequacy.
(Estimate: \$18,000)

Task 4: Develop Action Plan

Implementation of the Regional Bicycle Transportation System will be developed during this task. The physical bicycle network will be prioritized using criteria developed with the advisory committees during Tasks 1 and 3. Funding sources will be identified and recommendations will be made for enhanced revenue streams. Essential policies & programs will be outlined to ensure that the transportation network will be effectively built and utilized. Policy recommendations will be made including roadway cross-sectional design performance standards (as opposed to rigid cross-sectional standards) for bicycling conditions. Included will be an outline of essential programs with objective targets and schedules: mode shift incentive programs such as bicycle parking, transit linkage, and land development credits; safety enhancement programs such as educational initiatives and law enforcement; and local government Comprehensive Plan and Land Development Regulations modifications with an emphasis on developer incentives. (Estimate: \$19,600)

Task 5: Compile Final Document & Maps

The format for the *Gainesville-Alachua Bicycle Master Plan* will be an easy-to-read, single bound document with attendant GIS-based map inserts and a separately bound *Technical Appendix*. An electronic version of the document, maps and appendix will be provided for easy reproduction, distribution, and updating. (Estimate: \$4,800)

Task 6: Plan Adoption

It is anticipated that the MTPO and Alachua County will be the adopting agencies. Up to two meetings are anticipated within the preliminary budget. (Estimate: \$2,500)

(Total Project Estimate: \$67,500)



CITY OF GAINESVILLE

Public Works Department

November 23, 1999

The Honorable Paula DeLaney
City of Gainesville
City Commission, M. S. 19
P. O. Box 490
Gainesville, Florida 32602

Dear Mayor DeLaney:

Presently, our community is grappling with how to handle the transportation needs of our growing community, balancing convenience, cost, traffic congestion, and the effects on our air quality. Bicycle transportation is part of the solution and provides an increasingly attractive alternative to the proliferation of automobiles. Our challenge as the Bicycle/Pedestrian Advisory Board is to encourage the greater use of bicycling for transportation. A US Department of Transportation study titled "Reasons Why Bicycling and Walking Are and Are Not Being Used More Extensively As Travel Modes" concludes that "The main disincentives to bicycle (use) are concerns over traffic safety, lack of routes, and weather."

The Bicycle/Pedestrian Advisory Board has long provided advice and priorities regarding bicycle facilities in our community. While this advice has been based on the collective knowledge and experience of the members of the board, we have lacked the tools needed to make objective determinations of where our limited infrastructure funds should be spent for the most effect. To provide a better foundation for the priorities advocated by the board, we decided several years ago that we needed a bicycle master plan for the Gainesville metropolitan area.

Much of the data needed for such a plan already exists, or is currently being prepared for other purposes, including a GIS map of bike routes within the city, the Bicycle/Pedestrian Element of the MTPO Long Range Transportation Plan, the MTPO Bicycle Usage and Trends Reports, and the information being gathered for the update of the Long Range Transportation Plan. What is needed now is to pull these disparate elements together, conduct some public meetings to gather input, and use this information to develop prioritized lists of projects based on each project's ability to promote the greatest gains in bicycle usage. We would like to place special emphasis on identifying gaps in our current bicycle network, and finding ways to connect the existing facilities to enhance their value as a transportation network. The study would also identify potential funding sources for the projects, and produce policy recommendations to further encourage and enhance the use of bicycling.

Sprinkle Consulting, Inc, the subcontractor for the bicycle element of the LRTP update, has provided an estimate of \$30,000 to complete this plan, based on the extensive background work they will already be

performing for the MPTO's LRTP. The ability to tie this master plan in with work already funded provides an excellent opportunity to achieve greater value for our planning dollars, and gains us the benefit of highly respected consultants at a price far less than we would otherwise expect to pay.

The bicycle master plan is currently unfunded, but is ranked #7 on the MTPO List of Priority Projects in the table of Capacity/Other Project Priorities.

Because this plan will cover the entire Gainesville metropolitan area, it falls within the jurisdictions of the City of Gainesville, Alachua County, and the MTPO. We ask that each agency participate in this planning process by funding one-third of the consultant's fee (\$10,000 each), and directing their respective staff to provide any additional assistance needed in the development of this plan.

Fortunately, the Gainesville area has a history of high bicycle usage and facility development. Upon completion of this master plan, we will know where to focus efforts to improve upon the work already done and provide a safe and comprehensive community-wide bicycle network. This will make bicycling a convenient way to get to work, school, and shopping and help alleviate congestion and pollution. The Bicycle/Pedestrian Advisory Board hopes that you see the value of this planning effort and support its cooperative funding. The timing of this funding is critical since it will be most cost-effective if the bicycle master plan is coordinated with the update of the MTPO long-range plan.

Respectfully,

David Welch
Chair, BPAB

Cc: Linda B. Dixon, Transportation Planning Analyst

