



Minutes were approved on 8- 29-2005

**University of Florida Transportation Study Committee
August 1, 2005 @ 3:00 PM
Facilities Planning & Construction Conference Room
226 Stadium
MINUTES**

Members Present:

Ms. Linda Dixon, Manager, Planning Office, Facilities Planning & Construction
Clinton Collins, Bureau of Economic & Business Research
Scott Fox, Transportation and Parking Services
Bob Miller, Finance and Administration
Renee Musson, O'Connell Center
Don Powell, University Police Department
Ruth Steiner, Urban & Regional Planning

Members Absent:

Diego Arguea, Student
Harold Barrand, Physical Plant Division
Linda Crider, Urban & Regional Planning
Lily Elefteriadou, Civil & Coastal Engineering
Arlene Ellis, Physical Plant
Robert Hockman, Veterinary Medicine
Justin Kristan, Student
Willine Momprevil, Student
Sheri Munn, IFAS, Facilities Planning & Operations
Rose Nealis, College of Nursing
Scott Nygren, English
Julia Reiskind, Botany
Alan Rukin, Student
Ata Sarajedini, Astronomy
Gail Sasnett-Stauffer, Student Affairs Office, College of Law

Visitors:

Erik Lewis, Facilities Planning & Construction
Marlie Sanderson, MTOP, Transportation Director

The University Transportation Study Committee (TSC) met on Monday, August 1, 2005 at Facilities Planning and Construction Division, 232 Stadium West Conference Room. Linda Dixon, Chair, presided and called the meeting to order at 3:00 p.m.

I. Welcome and Introductions

Linda Dixon welcomed committee members to the August 1, 2005 TSC meeting and members agreed introductions were not necessary.

II. Adoption of Agenda

Motion: Renee Musson made a motion to adopt the Agenda as presented.

Second: Scott Fox

Motion carried unanimously

III. Adoption of Minutes, July 18th

Motion: Don Powell made a motion to adopt the July 18, 2005 minutes as presented.

Second: Scott Fox

Motion carried unanimously

IV. MTPO Long-Range Transportation Plan Student Village Alternative Projects

At the last TSC meeting members reviewed and discussed the highway alternatives tested for the Metropolitan Transportation Planning Organization's long-range transportation plan. However, they were unable to complete discussion of alternatives tested in the Student Village – an area roughly defined as north of Archer Road, west of SW 34th Street, south of the Orthopaedic & Sports Medicine Center, and east of I-75.

Linda Dixon stated that the transportation consultant modeled eight alternative roadway configurations in this area and the MTPO's committees developed recommendations based on these model results, however, the MTPO has not developed recommendations for its long-range plan. She indicated that the MTPO committees recommended three distinct alternatives that combine elements of the original eight configurations. Linda presented Maps of the eleven alternatives along with project descriptions, comparative statistics, and model data outputs for the original alternatives to the TSC members for review and recommendation for a preferred alternative.

After review and discussion committee members made the following comments and recommendations:

- Renee Musson asked what is the potential growth of the SW 20th Avenue area.
- Renee Musson asked whether the primary purpose of this entire reorganization was to better handle the traffic load, or to reduce the traffic load on SW 20th avenue so that it is ped/bike friendly. Linda stated this is an important question since the purpose may be different for different people, and ultimately, that question should be answered as part of selecting a preferred alternative. Linda said that, from her perspective, a primary purpose is to efficiently carry as much traffic as possible distributed in a network to serve the commercial and residential areas, employment and the University consistent with the Student Village concept.
- Ruth Steiner said she felt they wanted to reduce the impact on major arterial roads and internally capture trips within the localized development area.
- Committee members also discussed roundabouts. Linda Dixon stated roundabout could be thought of as a secondary design detail. The Model recognizes roundabouts but in terms of the regional model, they probably do not show much influence. Ruth Steiner stated that in corridor capacity models roundabouts have about a 30% capacity benefit greater than a signalized intersection. Two lane highways are more favorable for roundabouts as it relates to safety. However, roundabouts can be done in four lane highways.
- Clint Collins stated Option K would likely be more workable.
- Renee Musson asked is it possible to propose Option K with the future option of 4- lane Option C.
- Bob Miller asked what was the downside of Option A.
- Scott Fox suggested extending Hull road all the way through to the west as in some of the Options.
- Ruth Steiner asked if bus pull offs have been considered. Linda stated that she didn't think that bus pull off would be picked up in the Model, but it could be part of the road design.

Motion: Clint Collins made a motion that the TSC members recommend Option K.

Second: Ruth Steiner

Motion carried 5 for and one opposing

VI. Schedule Next Meeting

The next TSC Committee is scheduled for Monday, August 29, 2005 @ 3:00 pm in the Facilities Planning and Construction Office Conference Room.

VII. The meeting adjourned at 4:25 pm.