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Regional
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Council**

II

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January 4, 2012

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY SUBCOMMITTEE**

MEETING ANNOUNCEMENT AND AGENDA

JANUARY 12, 2012

10:00 A.M.

THOMAS CENTER ROOM 201

306 NE 6TH AVENUE GAINESVILLE, FLORIDA

- I. Introductions (if needed)***
- II. Approval of Meeting Agenda** **APPROVE AGENDA**
- III. Multimodal Level of Service (LOS) Report**** **APPROVE LOS REPORT**
The LOS Report is updated for 2010 average annual daily traffic (AADT)
- IV. Traffic Management System (TMS) Status Report**** **REVIEW ARTPLAN STATUS**
Receive a TMS implementation status report in order to consider use of ARTPLAN analyses
- V. Mobility Plan Status Report**** **APPROVE STATUS REPORT**
Each year, the status report is updated to coincide with the LOS report update
- VI. University of Florida (UF) Innovation Square**** **RECEIVE PRESENTATION**
UF staff requested an opportunity to discuss Innovation Square transportation issues

* No meeting materials provided

** Full color version of meeting materials provided on MTPO website.

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Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

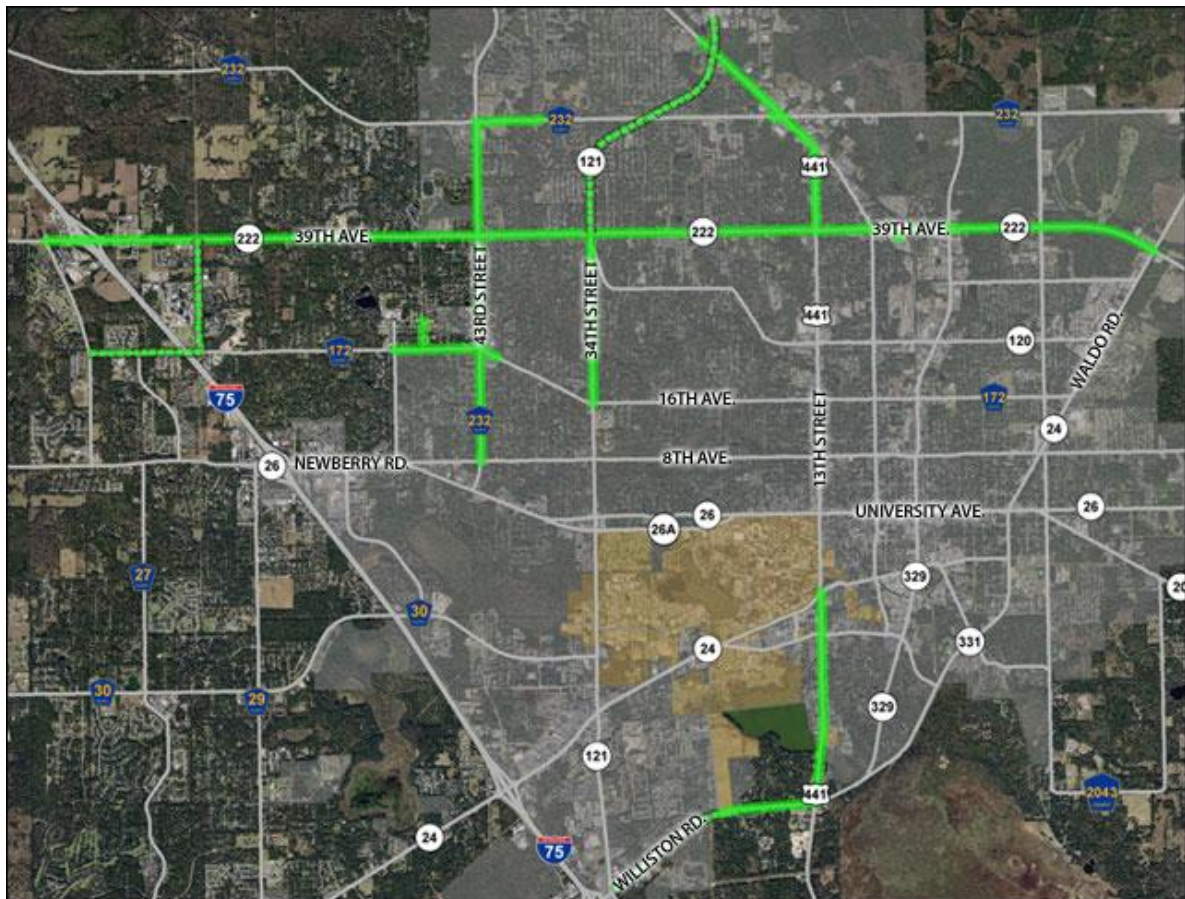
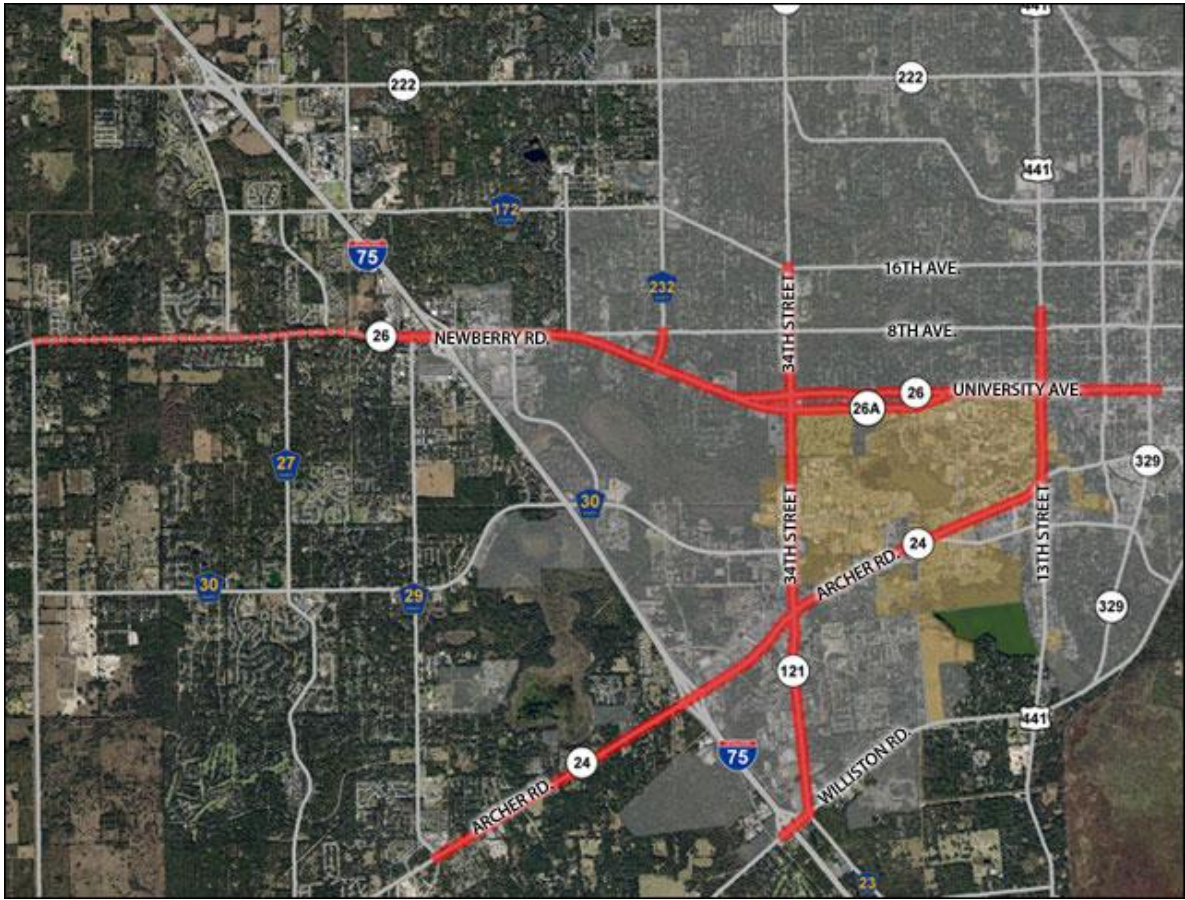
TRAFFIC MANAGEMENT SYSTEM MONTHLY REPORT

December 7 - January 3, 2011

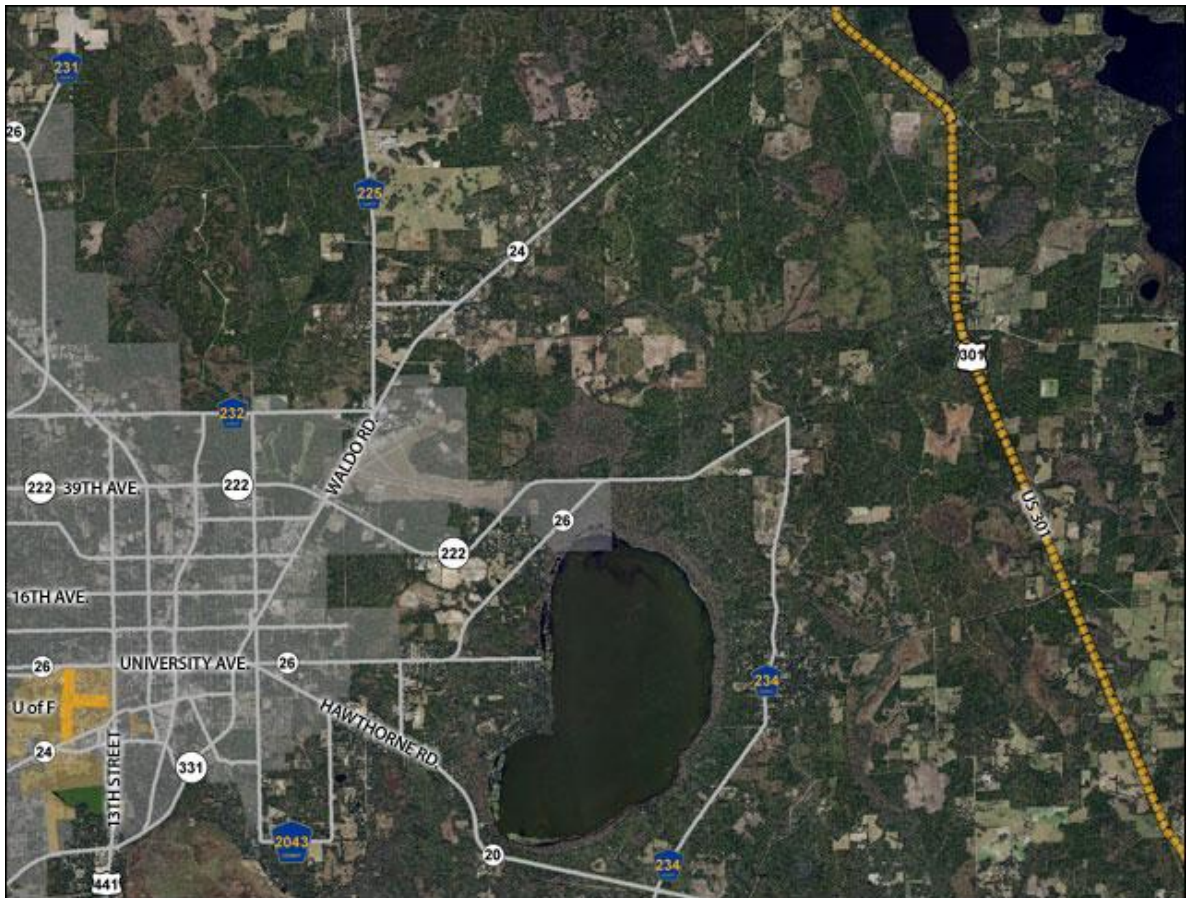
This is the monthly report providing information about the status of the Traffic Management System, including budget, communications, installations, and significant activities.

Part I.....	Budget Status
Part II.....	Communications/Cabinet Update
Part III.....	Cabinet/Communications & Overall Status
Part IV.....	Project Progression

TRAFFIC MANAGEMENT SYSTEM- PHASES 1 AND 2



TRAFFIC MANAGEMENT SYSTEM- PHASES 3 AND 4



Part I - Budget Expenditure Status - Updated 1/3/2011

Budget/Expenditure Status

Type	Budget	Encumbered	Expended to Date	Encumber - Expd	Encumbered U/O	Expended U/O	Encumbered/Bdgt %	Expended / Bdgt %
Controllers & Cabinets	\$2,123,851.17	\$1,787,865.00	\$1,787,865.00	\$0.00	\$335,986.17	\$335,986.17	84.2%	84.2%
Communications	\$7,846,712.00	\$4,453,435.94	\$2,884,702.54	\$1,568,733.40	\$3,393,276.06	\$4,962,009.46	56.8%	36.8%
Cameras	\$857,503.83	\$461,274.33	\$461,274.33	\$0.00	\$396,229.50	\$396,229.50	53.8%	53.8%
Construction Costs	\$2,722,080.00	\$881,543.52	\$881,543.52	\$0.00	\$1,840,536.48	\$1,840,536.48	32.4%	32.4%
Consultant Services	\$1,100,000.00	\$997,629.34	\$778,634.13	\$218,995.21	\$102,370.66	\$321,365.87	90.7%	70.8%
System Software	\$250,000.00	\$245,410.99	\$245,410.99	\$0.00	\$4,589.01	\$4,589.01	98.2%	98.2%
Integration	\$325,000.00	\$81,000.00	\$81,000.00	\$0.00	\$244,000.00	\$244,000.00	24.9%	24.9%
TMC Equipment	\$565,000.00	\$428,660.96	\$428,660.96	\$0.00	\$136,339.04	\$136,339.04	75.9%	75.9%
TMC Construction	\$1,500,000.00	\$1,493,452.31	\$1,493,452.31	\$0.00	\$6,547.69	\$6,547.69	99.6%	99.6%
Priority.now	\$931,350.00	\$931,350.00	\$450,000.00	\$481,350.00	\$0.00	\$481,350.00	100.0%	48.3%

Project Total

Budget	Encumbered	Expended to Date	Encumber - Expd	Encumbered U/O
\$18,221,497.00	\$11,761,622.39	\$9,492,543.78	\$2,269,078.61	\$6,459,874.61
Percentages	64.55%	52.10%		35.45%

Part II – Updates to communications and cabinets

Cabinets:

Cabinet change-out has been completed with the exception of the Alachua County PW N Main St project. Naztec controllers, however, were placed into operation at the older cabinets at 10th Ave and 16th Ave. The contractor recently completed one of three installations.

E/W Name	N/S Name
NW 23rd Ave	Main St

Communications:

The following signals were brought online through temporary wireless:

E/W Name	N/S Name
NW 23rd Ave	Main St
NW 23rd Ave	2nd St
NW 23rd Ave	6th St

The following signals were brought online through permanent wireless:

E/W Name	N/S Name
NW 23rd Ave	15th St
NW 23rd Ave	9th St

Cameras:

PTZ Camera was installed at:

E/W Name	N/S Name
Newberry Rd	76th Blvd

Public cameras were installed at:

E/W Name	N/S Name
NW 23rd Ave	13th St
SW Archer Rd	23rd Dr

This completes the original goal of 20 public cameras for the GAC Smartraffic Website.

Part III - TMS Cabinet/Communication By Phase

Phase I - Traffic Signal Cabinets	
FDOT Contract	39
County Contract	0
City Contract	0
Developer	1
City Staff	4
Naztec	39
Total Intersections	83
Completed	83
To be completed	0
% Complete	100.00%
Online Intersections - Phase I	
Online	82
To be completed	1
% Complete	98.80%

Phase II - Traffic Signal Cabinets	
FDOT Contract	11
County Contract	0
City Contract	0
Developer	7
City Staff	31
Naztec	0
Total Intersections	49
Completed	49
To be completed	0
% Complete	100.00%
Online Intersections - Phase II	
Online	47
To be completed	2
% Complete	95.92%

Phase III - Traffic Signal Cabinets	
FDOT Contract	10
County Contract	2
City Contract	3
Developer	2
City Staff	34
Naztec	0
Total Intersections	51
Completed	51
To be completed	0
% Complete	100.00%
Online Intersections - Phase II	
Online	40
To be completed	11
% Complete	78.43%

Phase IV - Traffic Signal Cabinets	
FDOT Contract	6
County Contract	0
City Contract	0
Developer	0
City Staff	14
Naztec	0
Total Intersections	20
Completed	20
To be completed	0
% Complete	100.00%
Online Intersections - Phase III	
Online	5
To be completed	15
% Complete	25.00%

Not Incl - Traffic Signal Cabinets	
FDOT Contract	8
County Contract	4
City Contract	1
Developer	3
City Staff	7
Naztec	0
Total Intersections	25
Completed	23
To be completed	2
% Complete	92.00%
Online Intersections - Not Incl.	
Online	19
To be completed	6
% Complete	76.00%

TMS Cabinet Installation Overview

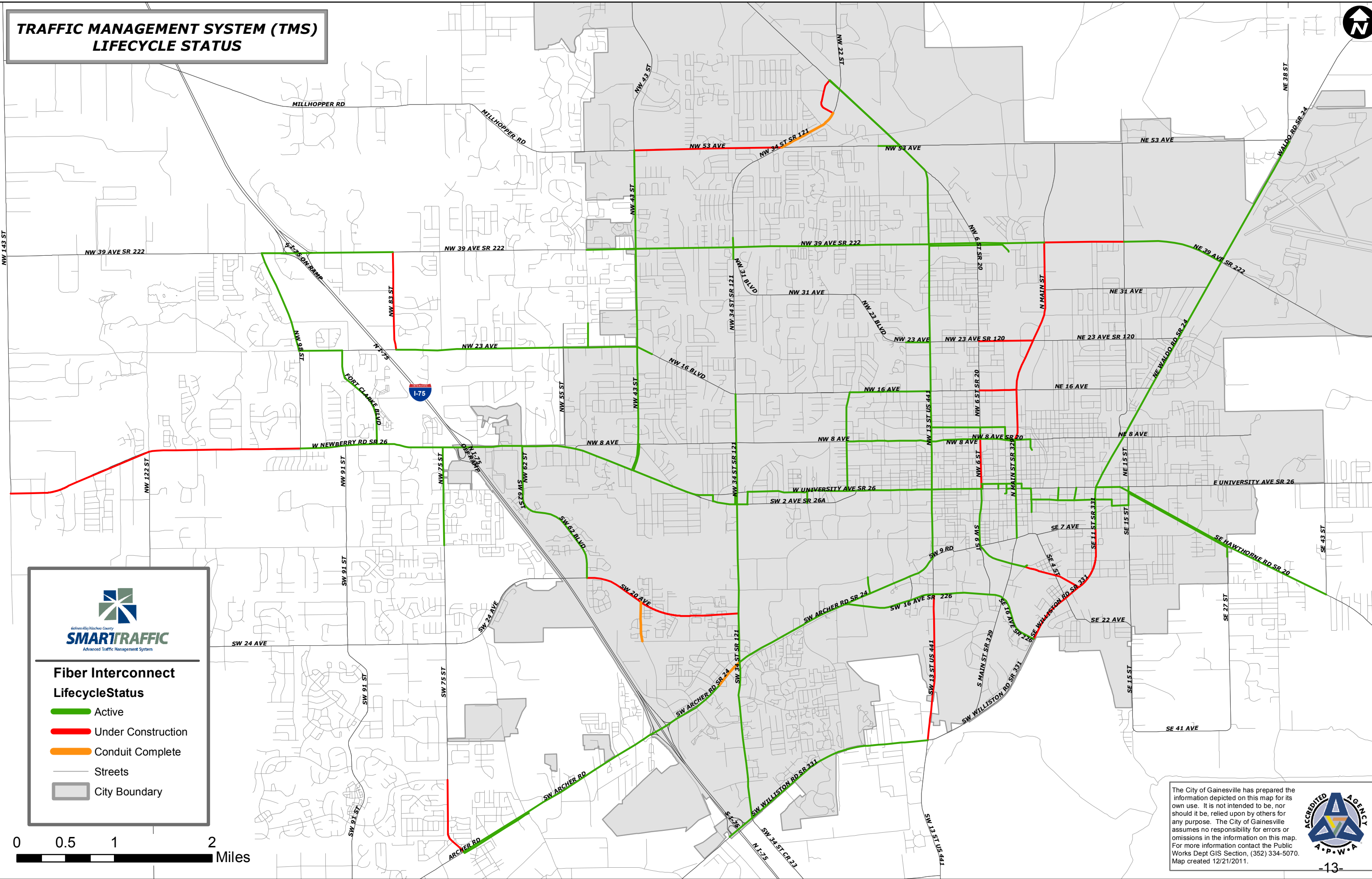
Cabinets installed by:	
FDOT Contract	74
County Contract	6
City Contract	4
Developer	13
City	90
Naztec	39
Total	226

TMS Snapshot

TMS Naztec	
Active Signals	229
Naztec Signals	229
Naztec TS2-1 980 Signals	227
Naztec TS2-2 980 Signals	2
Online	193
Agency	
City FDOT	139
City	31
County FDOT	26
County	13
High Springs	2
Waldo	1
Alachua	7
Newberry	1
Hawthorne	2
Archer	1
University of Florida	5
Devices	
PTZ Camera	98
Video Detection	14
Sensys	8
3M Opticom Complete	110
3M Opticom Half	3
Structures	
MTPO Mast Arm	114
Box Span	76
Diagonal Span	21
Diagonal Steel	2
Old Mast Arm	9
V Span	3
Monotube	2
Hybrid	1
Legacy Equipment	
PEEK 3000	1
Project Totals	
Naztec TMS Completion (TS2 Cabinet)	99.1%
Naztec Machines	100.0%
Naztec % Online	84.3%
Online/Total	84.3%

Remaining off-line signals				
Roadway	Start	Finish	Phase	Project
Newberry Rd	NW 122nd St	County	Phase I	Awaiting GRU OH Permit
NW 53rd Ave	NW 34th St	City	Phase II	Awaiting In-house UG design from Survey Dept / As-built completion for ACPW
North Rd	NW 83rd St	County	Phase II	Awaiting In-house re-design from Survey Dept for ACPW & Progress Energy
South Rd	NW 83rd St	County	Phase II	Awaiting In-house re-design from Survey Dept for ACPW & Progress Energy
US 441	NW 43rd St	Alachua	Phase III	Scoping project w/ Gannet Flemming for wireless repeater on FDOT R/W
NW 23rd Ave	NW 6th St	City	Phase III	Awaiting ACPW N Main St Project completion for OH fiber run
NW 23rd Ave	NW 2nd St	City	Phase III	Awaiting ACPW N Main St Project completion for OH fiber run
NW 16th Ave	NW 6th St	City	Phase III	Awaiting In-house UG design from Survey Dept / As-built completion for ACPW
NW 16th Ave	NW 2nd St	City	Phase III	Awaiting In-house UG design from Survey Dept / As-built completion for ACPW
NE 16th Ave	NE 9th St	City	Phase III	Proposed wireless hop from NE 16th Ave @ Waldo Rd
NE 8th Ave	NE 7th St	City	Phase III	Proposed wireless hop from NE 8th Ave @ Waldo Rd
NW 5th Ave	NW 6th St	City	Phase III	Awaiting Rail Trail Phase II Completion (Don Hambidge, Volkert)
SE 4th St	Williston Rd	City	Phase III	Scoping UG FDOT permit with Gannet Flemming
SW 24th Ave	SW 75th St (Tower Rd)	County	Phase III	Awaiting GRU OH Permit
SW 20th Ave	SW 43rd St	County	Phase III	Awaiting completion of ACPW SW 20th Ave project
SW Archer Rd	SW 122nd St	County	Phase III	Scoping project w/ Gannet Flemming for wireless repeater on FDOT R/W
SW Archer Rd	SW 91st St	County	Phase III	Proposed wireless hop from SW Archer Rd @ Tower Rd
US 441	CR 236	High Springs	Phase IV	Either cellular or FDOT tower wireless project
SR 20	CR 236	High Springs	Phase IV	Either cellular or FDOT tower wireless project
NE 177th Pl	US 301	Waldo	Phase IV	Cellular Project
US 441	173rd St (SR 235A)	Alachua	Phase IV	Either cellular or FDOT tower wireless project
US 441	I-75 (W)	Alachua	Phase IV	Either cellular or FDOT tower wireless project
US 441	I-75 (E)	Alachua	Phase IV	Either cellular or FDOT tower wireless project
US 441	147th Dr	Alachua	Phase IV	Either cellular or FDOT tower wireless project
US 441	Main St	Alachua	Phase IV	Either cellular or FDOT tower wireless project
US 441	SR 235	Alachua	Phase IV	Either cellular or FDOT tower wireless project
SR 26	US 41	Newberry	Phase IV	Cellular Project
SR 26	US 301	Orange Heights	Phase IV	Cellular Project
SR 20	SW 211th St	Hawthorne	Phase IV	Either ACFR tower project or cellular
SR 20	US 301	Hawthorne	Phase IV	Either ACFR tower project or cellular
SR 24	SR 45	Archer	Phase IV	Cellular Project
NW 39th Ave	NW 143rd St	County	Phase IV	Proposed wireless hop from NW 39th Ave @ I-75 E or cellular
N 23rd Ave	N Main St	City	Phase IV	Awaiting In-house UG design from Survey Dept / As-built completion for ACPW
N 16th Ave	N Main St	City	Phase IV	Awaiting ACPW N Main St Project completion
N 10th Ave	N Main St	City	Phase IV	Awaiting ACPW N Main St Project completion
Newberry Rd	NW 170th St	County	Phase IV	Proposed wireless hop from Newberry Rd @ 143rd St
Newberry Rd	NW 143rd St	County	Phase IV	Scoping UG FDOT permit with Gannet Flemming
SW 46th Bl	SW 75th St (Tower Rd)	County	Phase IV	Awaiting GRU OH Permit
SW 24th Ave	SW 43rd St	City	Phase IV	Awaiting completion of ACPW SW 20th Ave project

TRAFFIC MANAGEMENT SYSTEM (TMS) LIFECYCLE STATUS



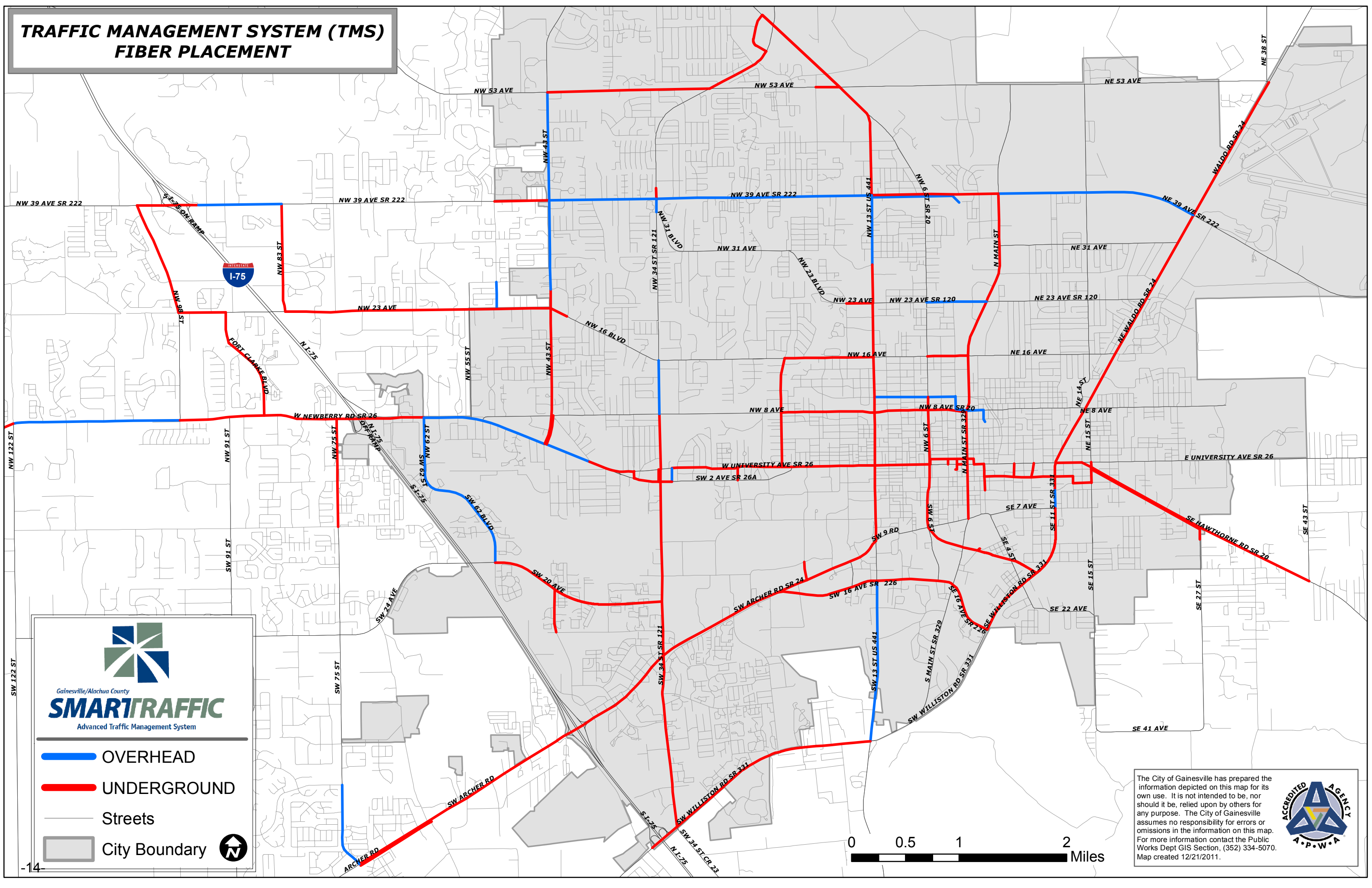
Fiber Interconnect Lifecycle Status

- Active
- Under Construction
- Conduit Complete
- Streets
- ▭ City Boundary



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TRAFFIC MANAGEMENT SYSTEM (TMS) FIBER PLACEMENT



Gainesville/Alachua County
SMARTRAFFIC
Advanced Traffic Management System

- OVERHEAD
- UNDERGROUND
- Streets
- City Boundary

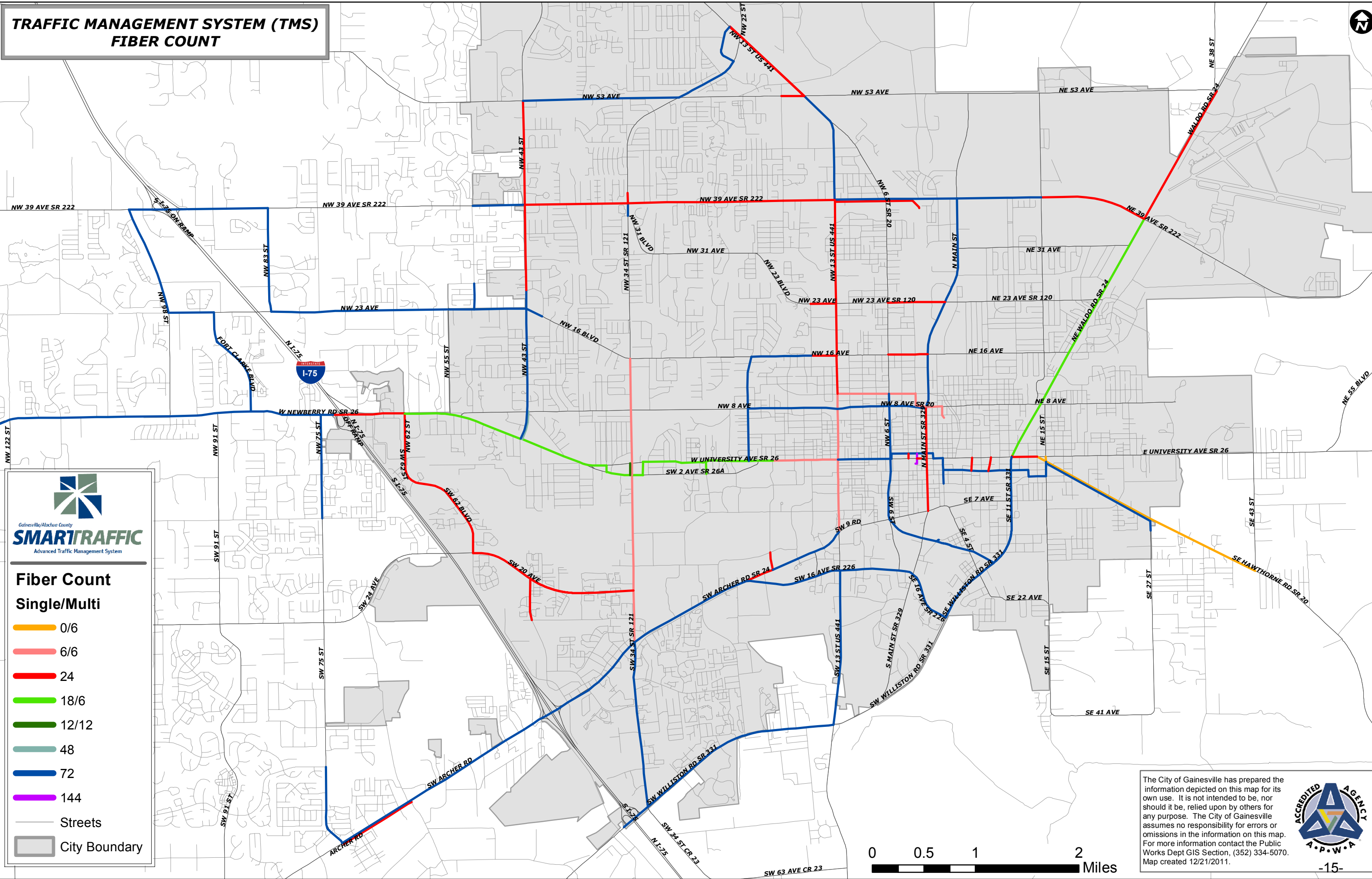


0 0.5 1 2 Miles

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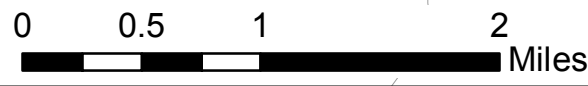


TRAFFIC MANAGEMENT SYSTEM (TMS) FIBER COUNT



Fiber Count
Single/Multi

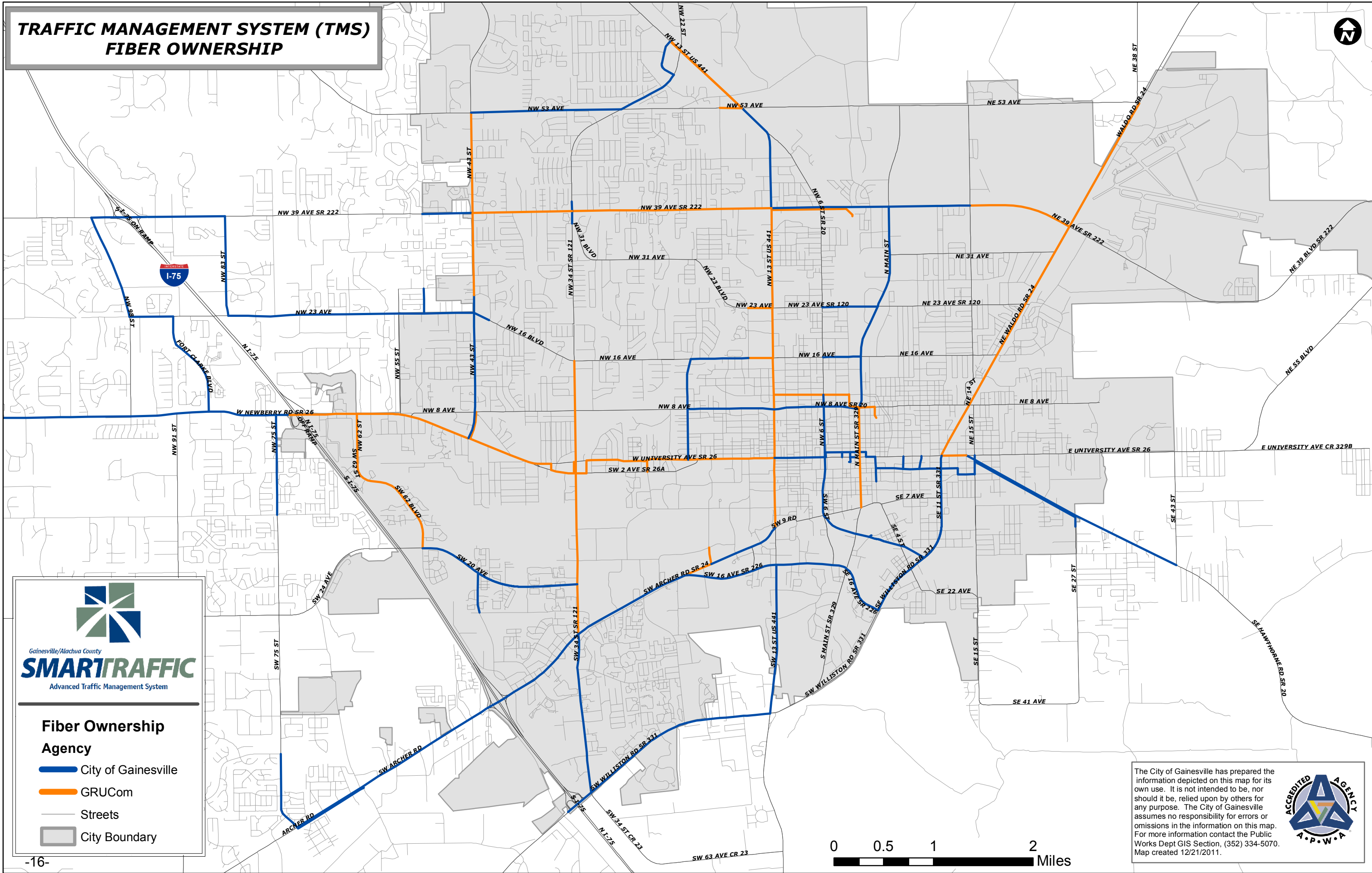
- 0/6
- 6/6
- 24
- 18/6
- 12/12
- 48
- 72
- 144
- Streets
- City Boundary



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TRAFFIC MANAGEMENT SYSTEM (TMS) FIBER OWNERSHIP



Fiber Ownership Agency

- City of Gainesville
- GRUCom
- Streets
- City Boundary

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Mobility Plan/ Congestion Management Process Status Report

2010 Average Annual Daily Traffic (AADT)

prepared for the

Metropolitan Transportation Planning Organization (MTPO)
for the Gainesville Urbanized Area

by the

North Central Florida Regional Planning Council
2009 NW 67 Place
Gainesville, Florida 32653

January 12, 2012

CONGESTION MANAGEMENT PROCESS MONITORING AND EVALUATION

In accordance with the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area Mobility Plan/Congestion Management Process, a Mobility Plan/ Congestion Management Process Status Report is prepared each year. This Status Report shows Year 2010 data and analysis to be used to update the MTPO's List of Priority Projects and Long Range Transportation Plan. Exhibit 1 shows the current congested roadway facilities. Exhibits 2 and 3 show the ratio of total lane miles to congested lanes miles for the federal functionally classified network. Congestion is defined as 85 percent of the maximum service volume.

Data and analysis from the from the MTPO Multimodal Level of Service Report and Transit Monitoring Program of the Regional Transit System (RTS) are used for evaluating and monitoring mobility enhancement and congestion management strategies in the Gainesville Metropolitan Area. The Multimodal Level of Service Report that features Year 2010 traffic data and analysis was approved by the MTPO Technical Advisory Committee (TAC) Level of Service (LOS) Subcommittee in January, 2012. Exhibit 4, a mobility index, shows lane-miles of congestion and transit ridership.

MOBILITY STRATEGY EVALUATION

As stated in the Mobility Plan, there are two tiers of mobility strategies applied within the Gainesville Metropolitan Area. Tier One involves systemwide or subarea strategies. Tier Two involves roadway facility project strategies. The following sections review the status of mobility strategies within the Gainesville Metropolitan Area. Review comments are shown in *italics*.

TIER ONE- TRANSPORTATION SYSTEM MOBILITY STRATEGIES IMPLEMENTATION

COORDINATED TRAFFIC MANAGEMENT SYSTEM- OPERATIONAL MANAGEMENT

- Report completion status of phased implementation of coordinated traffic management system in the Mobility Plan/Congestion Management Process Status Report.

This project was the top priority in the MTPO Year 2025 Livable Community Reinvestment Plan (long range transportation plan (LRTP)). The Florida Department of Transportation funded this project with Transportation Regional Incentive Program (TRIP) funding for \$7,500,000 in fiscal year 2007/2008, \$5,800,000 in fiscal year 2008/2009 and \$4,100,000 in fiscal year 2009/2010. Installation of this multiphase project is currently underway.

FREIGHT MOVEMENT-GAINESVILLE TRUCK ROUTE SYSTEM/ SIGNAGE SYSTEM

- Report status of State Road 24 redesignation in the Mobility Plan/Congestion Management Process Status Report.

The University of Florida Campus Development Agreement-funded project, development and environmental (PD&E) study of the SW 16th Avenue (SR 226) and Archer Road (SR 24) area resulted in multimodal modifications for both corridors. SR 226 was also designated SR 24A. The SR 226 PD&E study from Main Street to Williston Road produced two 4-laning alternatives and a transportation system management (TSM) alternative. With FDOT's acknowledgement to consider designating S 16th Avenue as SR 24 with only TSM modifications, the MTPO approved the TSM Alternative for the corridor. Preliminary engineering is funded in the first and second years of the Transportation Improvement Program.

FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY FACILITIES WITH STATEWIDE LEVEL OF SERVICE STANDARDS- STRATEGIC INTERMODAL SYSTEM AND FLORIDA INTRASTATE HIGHWAY SYSTEM

- Provide SIS/FIHS level of service to the MTPO Level of Service Technical Subcommittee

The Multimodal Level of Service Report that features Year 2010 SIS and FIHS traffic data and analysis was approved by the LOS Subcommittee in January 2011.

FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY- CONCURRENCY MITIGATION TOOLKIT

Recent changes to Florida Statutes' Chapter 163 have made transportation concurrency optional. Currently, the Alachua County and the City of Gainesville comprehensive plans identify transportation concurrency provisions.

DENSE URBAN LAND AREA

In accordance with new legislation, the City of Gainesville has been designated a dense urban land area (DULA). Municipalities with densities of 1,000 persons per square mile are enabled to establish transportation concurrency exception citywide.

TRANSPORTATION CONCURRENCY MANAGEMENT AREA (TCMA)

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCMA

MTPO staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a TCMA. Neither the City nor the County has a TCMA.

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

- Monitor changes to the City of Gainesville Comprehensive Plan TCEA
- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCEA
- Provide TCEA roadway facility level of service in the MTPO Multimodal LOS Report

MTPO staff has reviewed the City of Gainesville Comprehensive Plan amendments for modifications to its TCEA. In accordance with the DULA legislation, the City has designated additional TCEAs. MTPO

staff has also reviewed the Alachua County Comprehensive Plan amendments for establishment of a TCEA. The County has adopted two TCEAs as components of its Mobility Plan. The Multimodal Level of Service Report that features Year 2010 TCEA traffic data and analysis was approved by the LOS Subcommittee in January, 2012.

MULTIMODAL TRANSPORTATION DISTRICT (MMTD)

- Report changes to the Alachua County Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report
- Report changes to the City of Gainesville Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report

MTPO staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a MMTD. The County has not established a MMTD. MTPO staff has also reviewed the City of Gainesville Comprehensive Plan amendments for establishment of a MMTD. The City has not established a MMTD.

NONTRADITIONAL ACTIONS

PUBLIC TRANSPORTATION- REGIONAL TRANSIT SYSTEM

- Include MTPO Transit Monitoring Report in the Mobility Plan/Congestion Management Process Status Report
- Monitor status of Bus Rapid Transit (BRT) feasibility study in the Mobility Plan/Congestion Management Process Status Report

The MTPO Transit Monitoring Report is included as Exhibit 5. BRT corridors, determined from the feasibility study and the County's Mobility Plan, have been incorporated into the Year 2035 Livable Community Reinvestment Plan. Funding for the Transit Maintenance Facility expansion Project- Phases 1 and 2 are shown in the first year of the Transportation Improvement Program. This expansion will enable the Regional Transit System to provide BRT service. Funding for a BRT alternatives analysis and a Rapid Transit Study are shown in the first year of the Transportation Improvement Program.

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

- Report status of implementation of Alachua Countywide Bicycle Master Plan in the Mobility Plan/Congestion Management Process Status Report

The construction of the W 6 Street Rail/Trail is completed. The construction of the Archer Road Rail/Trail between Archer and Gainesville has been split into two separate projects. The Archer Road Rail/Trail from the City of Archer to SW 91 Street begins in the first year [Fiscal Year 2011/2012] of the five-year Transportation Improvement Program (TIP) as a Design/Build project. The Archer Braid from SW 91 Street to Kanapaha Park begins in the second year of the TIP. The University of Florida Campus Greenway begins in the second year of the TIP. Exhibit 6 shows the existing and funded bicycle facilities within the Gainesville Metropolitan Area. There are 23 miles of offroad bicycle facilities, 99 centerline-miles of designated bikelanes and 29 centerline- miles of paved shoulders. There are also 11.3 miles of bicycle/pedestrian trail funded for construction in the TIP.

BICYCLE USAGE TREND REPORT

- Present the Bicycle Usage Trend Report to the MTPO Bicycle/Pedestrian Advisory Board
- Include the Bicycle Usage Trend Report completion date in the Mobility Plan/Congestion Management Process Status Report

The Bicycle Usage Trend Report was completed for the Year 2035 Livable Community Reinvestment Plan in 2009. The Report will be updated in 2014.

ALACHUA COUNTY FUTURE CONNECTIONS

- Report number of facility-miles constructed Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report

Alachua County has amended its comprehensive plan to incorporate the Alachua County Future Connections Corridor Map.

LANE REDUCTION

- Report Main Street preconstruction and postconstruction traffic volumes and LOS in the Mobility Plan/Congestion Management Process Status Report

The Main Street reconstruction project is completed. The MTPO Multimodal Level of Service Report shows that the Year 2007 preconstruction median traffic count and level of service for Main Street is shown in the following matrix. Year 2011 median traffic counts will be reported in the next status report for the post construction counts.

<i>FACILITY</i>	<i>PRECONSTRUCTION</i>		<i>POSTCONSTRUCTION</i>	
	<i>TRAFFIC COUNT</i>	<i>LOS</i>	<i>TRAFFIC COUNT</i>	<i>LOS</i>
<i>Williston Road to University Avenue</i>	<i>13,500</i>	<i>C</i>	<i>-</i>	<i>-</i>
<i>University Avenue to N 8th Avenue</i>	<i>20,200</i>	<i>D</i>	<i>-</i>	<i>-</i>

TRAVEL DEMAND REDUCTION

- Report transit and roadway levels of service for the Campus perimeter corridors [State Road 24, State Roads 26/26A, State Road 121, State Road 226 and US 441] in the Mobility Plan/ Congestion Management Process Status Report

ROADWAY FACILITY	ROADWAY LOS	TRANSIT LOS
<i>[S-3] SW 13th Street from Archer Road to University Avenue</i>	<i>F</i>	<i>B</i>
<i>[S-11] Archer Road from SW 16th Avenue to SW 13th Street</i>	<i>D</i>	<i>A</i>
<i>[S-17] University Avenue from W 34th Street to NW 19th Street</i>	<i>D</i>	<i>C</i>
<i>[S-18] University Avenue from NW 19th Street to W 13th Street</i>	<i>D</i>	<i>B</i>
<i>[S-22] SW 2nd Avenue from SW 34th Street to NW 19th Street</i>	<i>F</i>	<i>A</i>
<i>[S-24] SW 34th Street from Archer Road to University Avenue</i>	<i>D</i>	<i>A</i>
<i>[S-33] SW 16th Avenue from Archer Road to SW 13th Street</i>	<i>C</i>	<i>A</i>
<i>[S-55] Archer Road from SW 34th Street to SW 16th Avenue</i>	<i>E</i>	<i>A</i>

**TIER TWO-
PROJECT MOBILITY STRATEGIES**

MTPO DESIGN REVIEW AT PROJECT SCOPING

- Report mobility strategies applied to new construction and reconstruction projects in the Mobility Plan/Congestion Management Process Status Report

There were no roadway construction or reconstruction projects for design review in the 2010.

ROADWAY FACILITY MULTIMODAL LEVEL OF SERVICE

The level of service analyses of functionally classified arterial and collector roadway facilities reported in the MTPO Multimodal Level of Service.

Summary level of service tables for Year 2010 traffic data are included in the attached exhibits. Exhibit 7 shows the multimodal level of service for state-maintained roadway facilities. Exhibit 8 shows the multimodal level of service for Alachua County-maintained roadway facilities. Exhibit 9 shows the multimodal level of service for City of Gainesville-maintained roadway facilities.

A significant change in the LOS Report was the suspension of MTPO staff analyses of roadway facilities using FDOT ARTPLAN software. Roadway facilities were exclusively analyzed using FDOT Generalized Tables. The consequence of the analytic tool change is that 15 facilities are operating at an unacceptable LOS. This analysis change resulted in no change in overall congestion. However, due increased transit usage and a lower economic growth rate, several count station locations have shown lower traffic counts.

EXHIBIT 1

CONGESTED ROADWAY FACILITIES- 2010

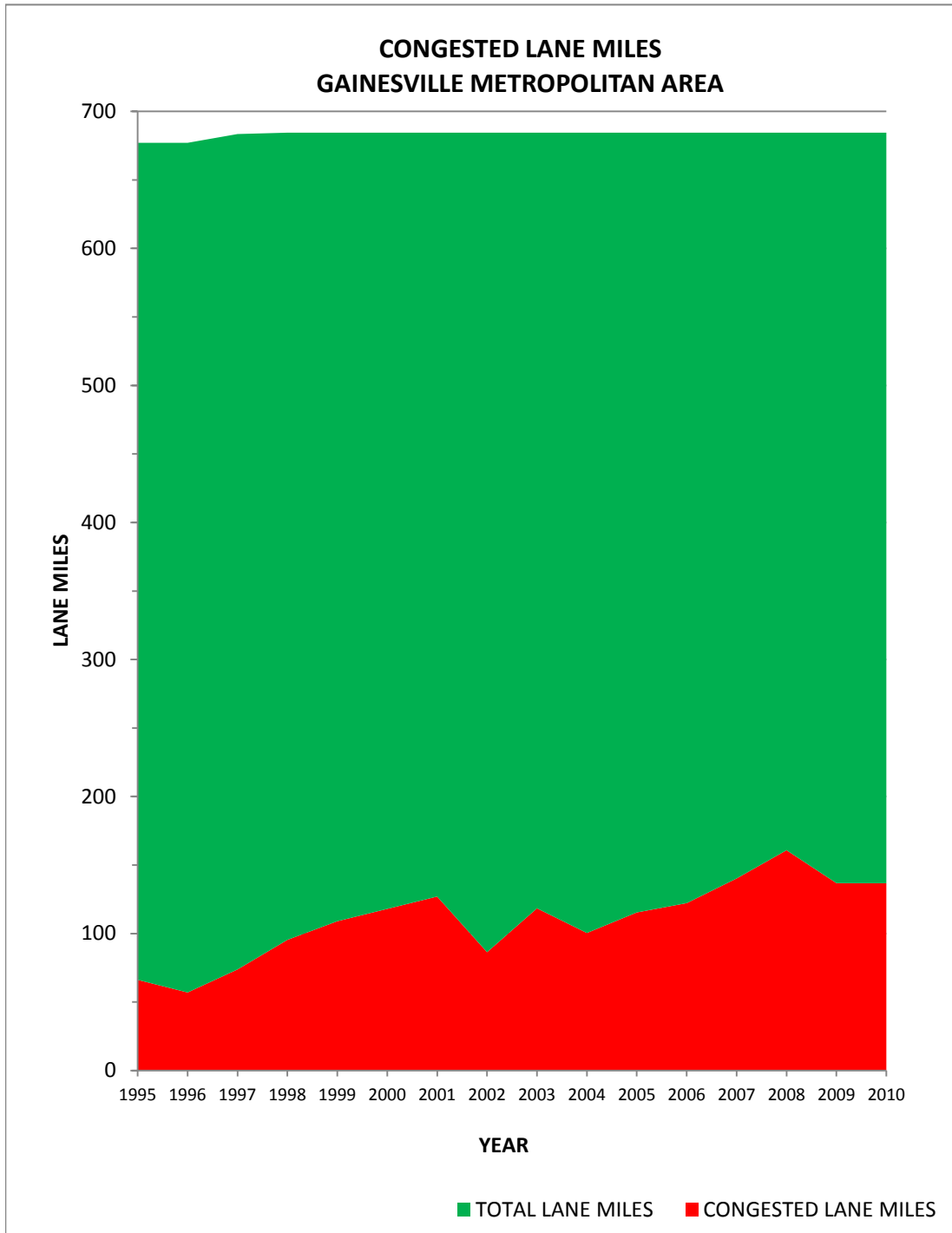
ROADWAY FACILITY	FROM	TO	AADT [V]	LOS	MSV [C]	V/C RATIO
(S-3) SW 13 th Street [US 441]	Archer Road	University Avenue	35,000	F	28,200	1.24
(S-4) NW 13 th Street [US 441]	University Avenue	NW 29 th Road	29,500	F	28,200	1.05
(S-10) Archer Road [SR 24]	Interstate 75	SW 34 th Street	48,510	D	50,300	0.96
(S-11) Archer Road [SR 24]	SW 16 th Avenue	SW 13 th Street	30,000	D	33,200	0.90
(S-14) Newberry Road [SR 26]	NW 122 nd Street	Interstate 75 (West Ramp)	38,500	F	35,500	1.08
(S-15) Newberry Road. [SR 26]	Interstate 75 (West Ramp)	NW 8 th Avenue	48,500	F	43,700	1.11
(S-16) Newberry Road. [SR 26]	NW 8 th Avenue	W 34 th Street [SR 121]	31,500	D	33,200	0.95
(S-17) University Avenue [SR 26]	W 34 th Street	Gale Lemerand Drive	23,000	D	24,550	0.95
(S-18) University Avenue [SR 26]	Gale Lemerand Drive	W 13 th Street	28,500	D	28,200	1.01
(S-21) SW 2 nd Avenue [Sr 26A]	Newberry Road	SW 34 th Street	15,000	E	12,495	1.20
(S-22) SW 2 nd Avenue [Sr 26A]	SW 34 th Street	University Avenue	12,850	D	13,200	0.97
(S-25) NW 34 th Street [SR 121]	University Avenue	NW 16 th Avenue	18,200	F	15,960	1.14
(S-26) NW 34 th Street [SR 121]	NW 16 th Avenue	NW 39 th Avenue	15,050	C	16,500	0.89
(S-27) NW 34 th Street [SR 121]	NW 39 th Avenue	NW 53 rd Avenue	14,800	C	16,500	0.90
(S-37) Main Street [SR 329]	University Avenue	N 8 th Avenue	15,600	D	15,960	0.94
(S-47) Archer Road [SR 24]	GMA Boundary	SW 75 th Street	18,500	F	15,960	1.16
(S-55) Archer Road [SR 24]	SW 34 th Street	SW 16 th Street	52,250	E	50,300	1.04
(A-2) N 53 rd Avenue	NW 13 th Street	Waldo Road	12,558	C	14,440	0.87
(A-3) NW 43 rd Street	Newberry Road	NW 53 rd Avenue	27,131	D	31,540	0.86
(A-9) NW 23 rd Avenue	NW 98 th Street	NW 55 th Street	15,770	F	15,675	1.01
(A-13) SW 75 th Street	Archer Road	SW 8 th Avenue	14,055	D	15,675	0.90
(A-15) SW 20 th Avenue	SW 75 th Street	SW 62 nd Boulevard	14,856	F	15,675	0.95
(A-16) SW 20 th Avenue	SW 62 nd Boulevard	SW 34 th Street	21,524	F	15,675	1.37
(A-19) SW 39 th Avenue	NW 112 th Street	NW 98 th Street	11,389	E	11,550	1.00
(A-23) NW 83 rd Street	NW 23 rd Avenue	NW 39 th Avenue	14,157	E	13,680	1.03
(A-45) Ft. Clarke Boulevard	Newberry Road	NW 23 rd Avenue	13,614	D	14,850	0.92
(G-3) NW 8 th Avenue	NW 22 nd Street	NW 6 th Street	14,101	D	16,160	0.87
(G-32) Radio Road./ Museum Drive	SW 34 th Street	SW 13 th Street	13,621	F	11,260	1.21
(G-39) Gale Lemerand Drive	Museum Drive	University Avenue	12,368	F	10,530	1.17

Notes: Congested roadway facilities are those facilities with average annual daily traffic (AADT) operating at 85 percent of the maximum service volume (MSV) for the adopted level of service (LOS) volume to capacity (V/C) ratio. [AADT/MSV]

Unacceptable operating performance is based on the 2000 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Community Affairs-negotiated LOS standards.

EXHIBIT 2

**CONGESTED LANE MILES
1995 - 2010**

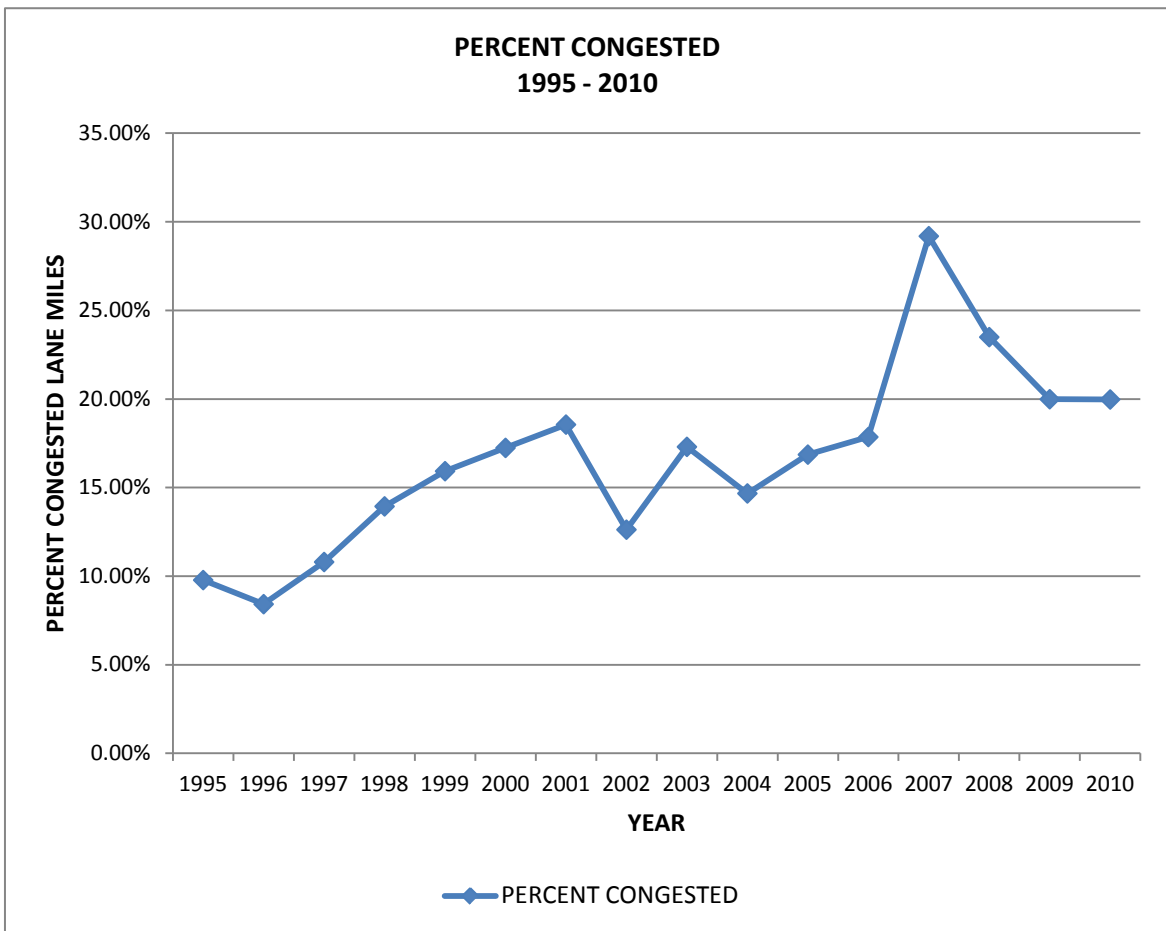


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EXHIBIT 3

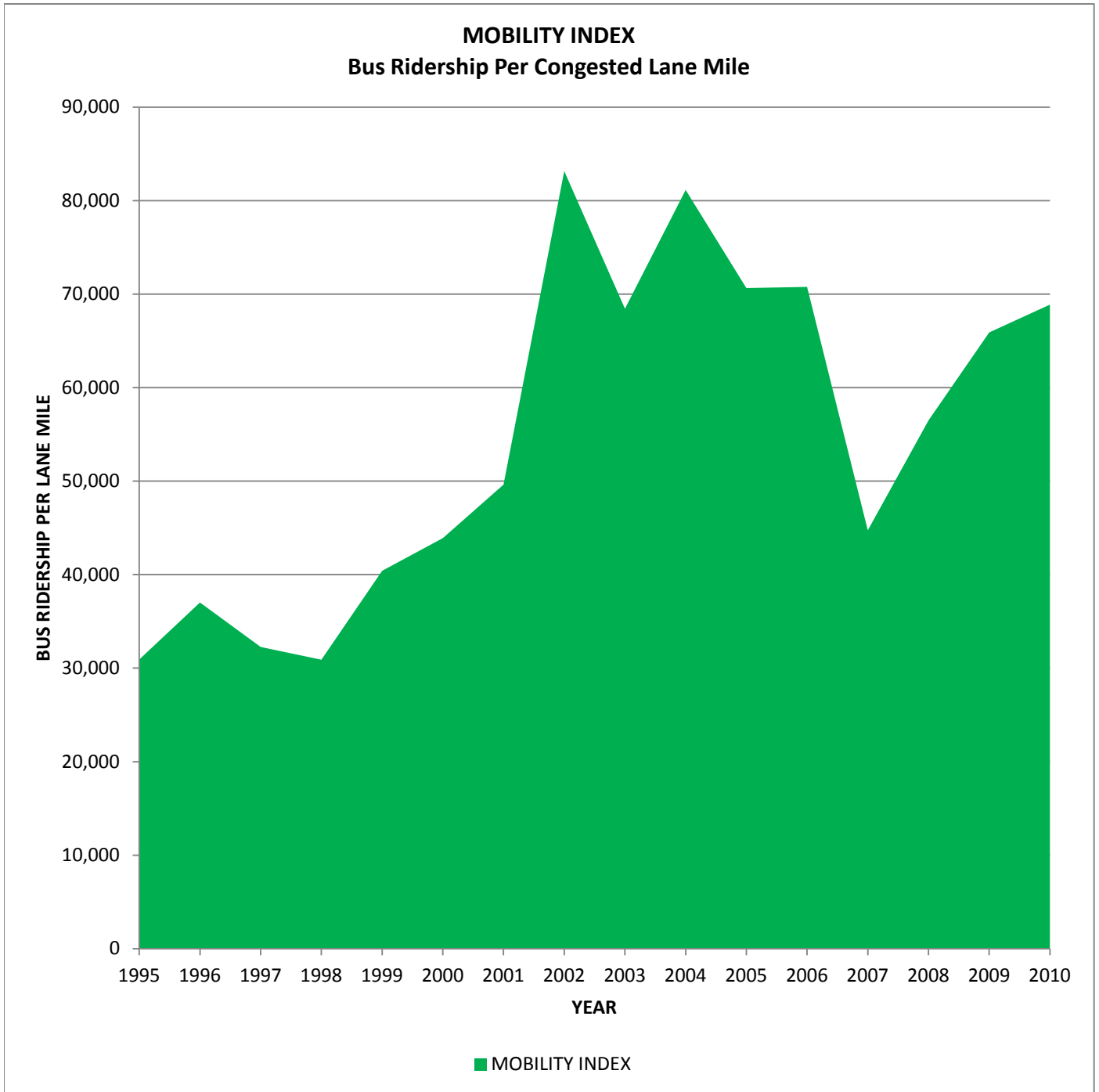
PERCENT CONGESTED LANE MILES 1995-2010

YEAR	PERCENT CONGESTED
1995	9.78%
1996	8.42%
1997	10.80%
1998	13.94%
1999	15.92%
2000	17.24%
2001	18.55%
2002	12.62%
2003	17.30%
2004	14.67%
2005	16.86%
2006	17.85%
2007	29.19%
2008	23.49%
2009	19.99%
2010	19.97%



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EXHIBIT 4
MOBILITY INDEX

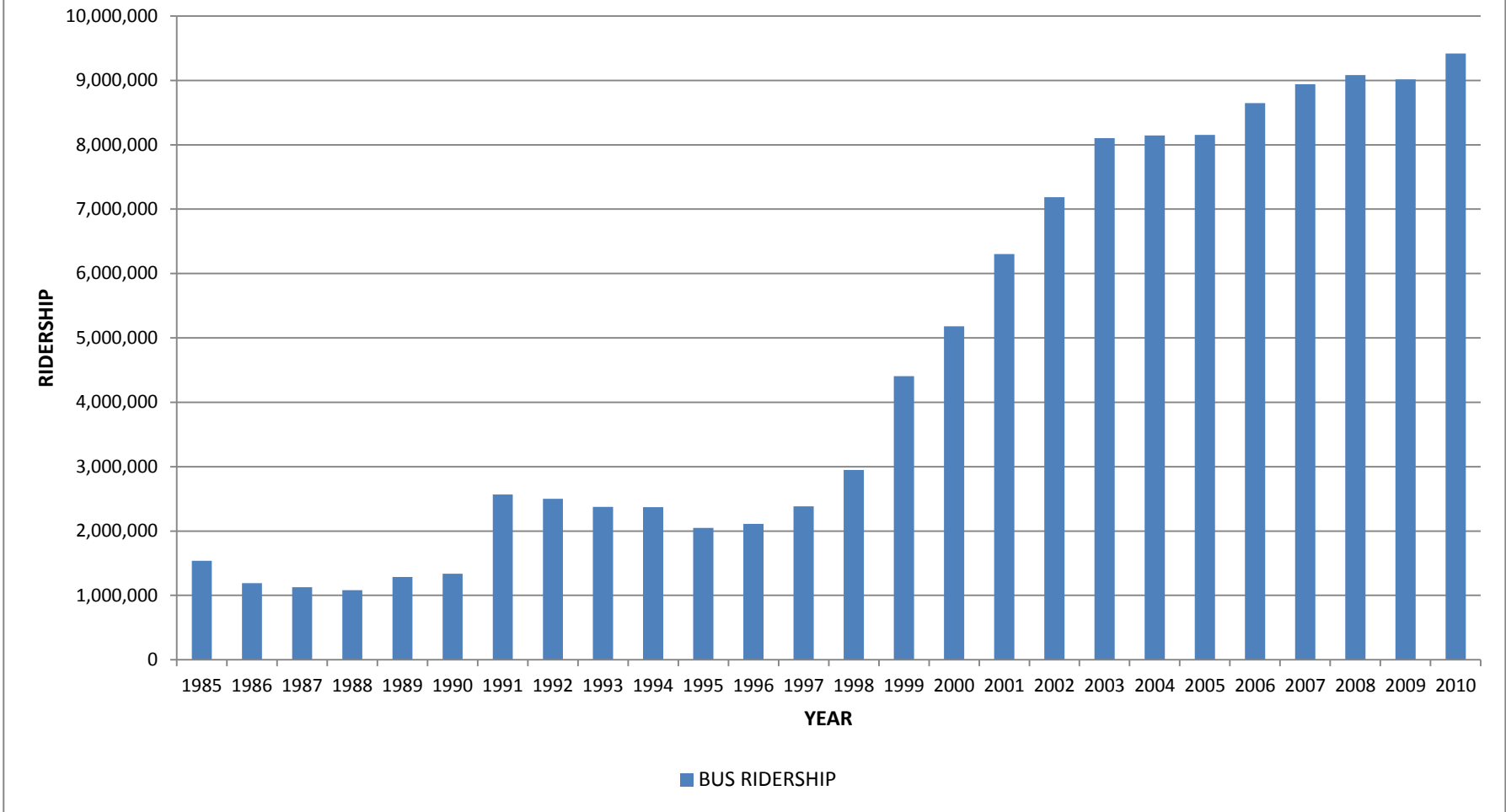


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NOTES: Congestion is defined as 85 percent or more of the maximum service volume for roadway facilities.

Beginning with the 2006 AADT, level of service has been determined by FDOT Generalized Tables only. Use of FDOT ARTPLAN software was suspended for the installation of the Traffic Management System. In 2009, FDOT published a new Quality/Level of Service Handbook with updated Generalized Tables.

**EXHIBIT 5
RTS FIXED ROUTE RIDERSHIP 1985 - 2010**



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Source: Regional Transit System (RTS)

Note: Pre-1991 ridership does not include intracampus route ridership counts.

EXHIBIT 6
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 11/08/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ROADWAYS							
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	B	C	C	A
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	F	D	B	B
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	F	D	D	D
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	B	C	D	E
S-6	SR 20/NW 6th St.	NW 8th Ave.	SR 222/N 39th Ave.	C	D	C	D
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	B	D	C	F
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	C	B	C	F
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	B	C	D	E
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	D	D	D	A
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	D	E	D	A
S-12	SR 24/Waldo Rd.	SR 26/University Ave.	SR 222/E 39th Ave.	B	E	D	F
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [east ramp]	F	D	D	F
S-15	SR 26/Newberry Rd.	Interstate-75 [east ramp]	NW 8th Ave.	F	E	D	D
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	D	D	D	D
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	D	C	D	C
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	D	D	D	B
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	D	D	D	D
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	B	D	C	E
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	E	D	C	B
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	D	D	C	A
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	D	A
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	D	C	E	A
S-25	SR 121/W 34th St.	SR 26/University Ave.	NW 16th Ave.	F	D	C	F
S-26	SR 121/W 34th St.	NW 16th Ave.	SR 222/W 39th Ave.	C	C	C	F
S-27	SR 121/W 34th St.	SR 222/NW 39th Ave.	NW 53rd Ave.	C	C	D	E
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	C	C	D	F
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	B	C	C	D
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	B	C	C	F
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	C	C	D	F
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	C	D	C	A
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	C	D	C	A
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	B	B	D	C
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	C	E
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	D	C	D	D
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	B	C	D	B
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	B	C	D	F
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	C	C	C	F
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	B	N/A	N/A	N/A
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	C	N/A	N/A	N/A
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	C	N/A	N/A	N/A
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	B	B	D	F
S-50	US 441	NW 23rd St.	GMA Boundary	B	C	E	F
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	B	N/A	N/A	N/A
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	B	C	D	E
S-54	SR 121/W 34th St.	NW 53rd Ave.	US 441/W 13th St.	B	B	D	D
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	E	E	E	A
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	B	C	E	E
TRANSITIONING ROADWAYS							
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	B	C	D	A
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	B	C	D	F
S-28	SR 121/W 34th St.	US 441/W 13th St.	N.W. 77th Ave.	C	C	D	F
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	B	B	C	F
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	B	C	D	F
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	F	C	D	F
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	B	C	C	F
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	B	B	D	F
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	B	N/A	N/A	N/A

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also AKI-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

N/A

Not Applicable

EXHIBIT 7
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 09/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
A-1	NW 53rd Ave.	NW 52nd Terr.	US 441/W 13th St.	C	C	E	E
A-3	NW 43rd St.	SR 26/Newberry Rd.	NW 53rd Ave.	D	C	D	E
A-6	NW 43rd St.	NW 53rd Ave.	US 441	C	C	E	F
A-9	NW 23rd Ave.	NW 98th St.	NW 55th St.	F	D	E	E
A-10	NW 23rd Ave.	NW 55th St.	NW 43rd St.	C	D	C	D
A-11	NW 16th Ave.	NW 43rd St.	US 441/W 13th St.	B	D	D	D
A-12	N 16th Ave.	US 441/W. 13th St.	SR 24/Waldo Road	D	C	D	F
A-13	SW 75th St./Tower Rd.	SR 25/Archer Road	SW 8th Ave.	C	E	D	D
A-14	NW 75th St./Tower Rd.	SW 8th Ave.	SR 26/Newberry Rd.	C	D	D	D
A-15	SW 20th Ave.	SW 75th St./Tower Rd	SW 62nd Blvd.	D	C	E	D
A-16	SW 20th Ave.	SW 62nd Blvd.	SR 121/W 34th St.	F	C	E	A
A-17	N Main St.	NW 8th Ave.	NW 23rd Ave.	C	C	C	F
A-18	N Main St.	NW 23rd Ave.	SR 222/N 39th Ave.	B	C	C	F
A-19	NW 39th Ave.	NW 110th St.	NW 98th St.	D	B	D	F
A-47	S Main St.	Williston Rd.	University Ave.	C	C	C	E
URBANIZED MAJOR COUNTY ROADWAYS							
A-20	SW 24th Ave	SW 91st St.	SW 75th St./Tower Rd.	C	E	C	F
A-21	NW 51st St.	NW 23rd Ave.	SR 222/NW 39th Ave.	C	C	C	F
A-22	NW 98th St.	SR 26/Newberry Rd.	CR 222/NW 39th Ave.	C	D	E	F
A-23	NW 83rd St.	NW 23rd Ave.	SR 222/NW 39th Ave.	E	E	D	E
A-24	W 91st St.	SW 24th Ave.	SR 26/Newberry Rd.	B	D	C	F
A-26	SW 8th Ave.	SW 91st St.	SW 75th St./Tower Rd.	B	A	D	F
A-29	Kincaid Loop	SR 20/Hawthorne Rd.	SR 20/Hawthorne Rd.	B	D	D	E
A-30	SW 40 Bd/SW 42/43 St	SR 24/Archer Rd.	SW 20th Ave.	D	E	E	E
A-33	SW 24th Ave	SW 122nd St./Parker Rd.	SW 91st St.	B	D	C	F
A-36	SW 8th Ave.	SW 122nd St./Parker Rd.	SW 91st St.	B	B	D	F
A-45	Ft. Clarke Blvd.	SR 26/Newberry Rd.	NW 23rd Avenue	C	E	D	C
URBANIZED OTHER SIGNALIZED ROADWAYS							
A-40	SW 46th Blvd.	SW 104th Tr.	Tower Road	B	D	D	F
A-44	SW 75th St.	GMA Boundary	SR 24/Archer Road	B	D	D	F
TRANSITIONING ARTERIAL ROADWAYS							
A-2	N 53rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	C	E	F
A-32	W 143rd St./CR 241	SR 26/Newberry Road	GMA Boundary	C	C	E	F
A-37	NW 39th Ave.	CR 241	NW 110th Tr.	C	C	E	F
TRANSITIONING MAJOR COUNTY ROADWAYS							
A-28	Rocky Pt. Rd.	SR 331/Williston Rd.	US 441/SW 13th St.	B	B	D	F
A-34	NW 53rd Ave.	Interstate 75	NW 52nd Terr.	B	B	E	F
A-35	SW 122nd St./Parker Rd.	GMA Boundary	SR 26/Newberry Rd.	B	C	D	F
A-38	SE 43rd St.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	C	C	D
A-39	SW 91st St.	Archer Road	SW 44th Ave.	B	D	D	F
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
A-31	Monteocha Road	NE 53rd Ave.	NE 77th Ave.	B	B	D	F
A-41	SW 62nd Ave./SW 63rd Blvd.	SR 121	SR 24/Archer Road	B	D	D	F
A-42	CR 329B/Lakeshore Dr.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	B	D	F
A-43	NE 77th Ave./CR 225A	NE 38th St.	SR 24 / Waldo Rd.	B	A	D	F
A-46	NW 32nd Ave.	GMA Boundary	CR 241/NW 143rd St.	C	C	C	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

EXHIBIT 8
MULTIMODAL LEVEL OF SERVICE SUMMARY
FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 09/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
G-1	NW 55th St.	SR 26/Newberry Rd.	NW 23rd Ave.	C	C	C	F
G-2	N 8th Ave.	SR 26/Newberry Rd.	W 22nd St.	B	D	D	F
G-3	N 8th Ave.	NW 22nd St.	NW 6th St.	D	E	D	F
G-4	SW 62nd Blvd.	SR 26/Newberry Rd.	SW 20th Ave.	B	E	F	B
G-36	NW 31st Ave/Glen Springs R	SR 121/W 34th St.	NW 16th Terr.	B	D	C	C
G-38	NW 23rd Blvd.	NW 16th Terr.	US 441/W 13th St.	C	C	B	B
URBANIZED MAJOR CITY ROADWAYS							
G-5	NW 22nd St	SR 26/University Ave.	NW 16th Ave.	B	D	C	F
G-6	N 8th Ave.	N Main St.	SR 24/Waldo Rd.	D	D	D	D
G-7	S 2nd Ave.	US 441/W 13th St.	SE 7th St.	D	B	C	B
G-9	W 6th St.	SW 4th Ave.	NW 8th Ave.	D	D	C	E
G-37	SW 23rd Terr.	SR 331/Williston Rd.	SR 24/Archer Rd.	B	C	C	A
URBANIZED OTHER SIGNALIZED ROADWAYS							
G-8	W 6th St.	SW 16th Ave.	SW 4th Ave.	C	D	C	F
G-10	NE 9th St.	SE 2nd Ave.	NE 31st Ave.	C	B	C	F
G-11	NW 38th St.	NW 8th Ave.	NW 16th Ave	C	A	C	F
G-12	NW 24th Blvd.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	D	C	F
G-14	NE 15th St.	SR 26/E University Ave.	NE 8th Ave.	C	D	C	F
G-15	NE 15th St.	NE 16th Ave.	SR 222/NE 39th Ave.	B	D	C	D
G-16	NE 25th St.	SR 26/E University Ave.	NE 8th Ave.	C	D	C	C
G-17	SE 4th St.	SR 331/Williston Rd.	Depot Ave.	C	D	C	E
G-18	SE 4th St.-SE 22nd Ave.	SR 331/Williston Rd.	SE 15th St.	B	D	C	B
G-19	N 8th Ave	SR 24/Waldo Road	NE 25th St.	C	D	C	C
G-20	S 4th Ave.	US 441/SW 13th St.	SE 15th St.	C	D	C	D
G-21	SW 9th Rd.-Depot Ave.-SE	US 441/SW 13th St.	SE 15th St.	C	D	C	D
G-22	S 2nd Ave.	SE 7th St.	SR 331/Williston Rd.	C	A	B	F
G-23	NE 31st Ave.	N Main St.	SR 24/Waldo Road	C	C	C	F
G-24	NW 17th St.	SR 26/W University Ave.	NW 8th Ave.	C	B	C	F
G-25	W 12th St.	SW 4th Ave.	NW 8th Ave.	D	C	C	F
G-26	W 10th St.	SW 4th Ave.	NW 8th Ave.	D	C	C	F
G-27	SW 16th St.	SW 16th Ave.	SR 24/Archer Rd.	C	B	C	A
G-28	NW 5th Ave.	NW 22nd St.	US 441/NW 13th St.	C	C	C	F
G-29	W. 3rd St.	SW 4th Ave.	NW 8th Ave.	C	B	B	F
G-30	W. 2nd St.	SW 4th Ave.	NW 8th Ave.	C	B	B	F
G-31	Gale Lemerand Dr.	SR 24/Archer Rd.	Museum Rd.	C	B	C	A
G-32	Radio Rd.-Museum Rd.	SR 121/S 34th St.	US 441/S 13th St.	F	C	D	A
G-33	E 1st St.	SE 2nd Pl.	NE 8th Ave.	C	C	C	F
G-34	E 3rd St.	SE Depot Ave.	NE 2nd Ave.	D	D	C	A
G-35	Hull Rd.-Mowry Rd	SW 34th St.	Center Dr.	E	C	C	A
G-39	Gale Lemerand Dr.	Museum Rd.	SR 26/W University Ave.	F	C	D	A
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
G-13	N Main St.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	C	D	F

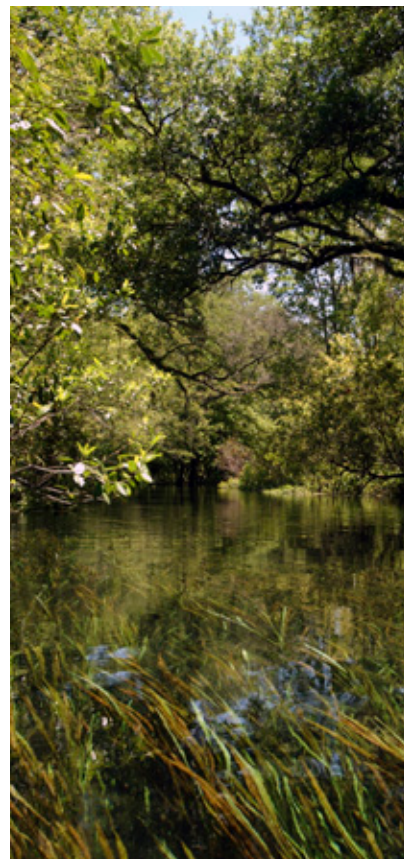
SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

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Roadway facilities in italics have full field study inputs



INNOVATION SQUARE.

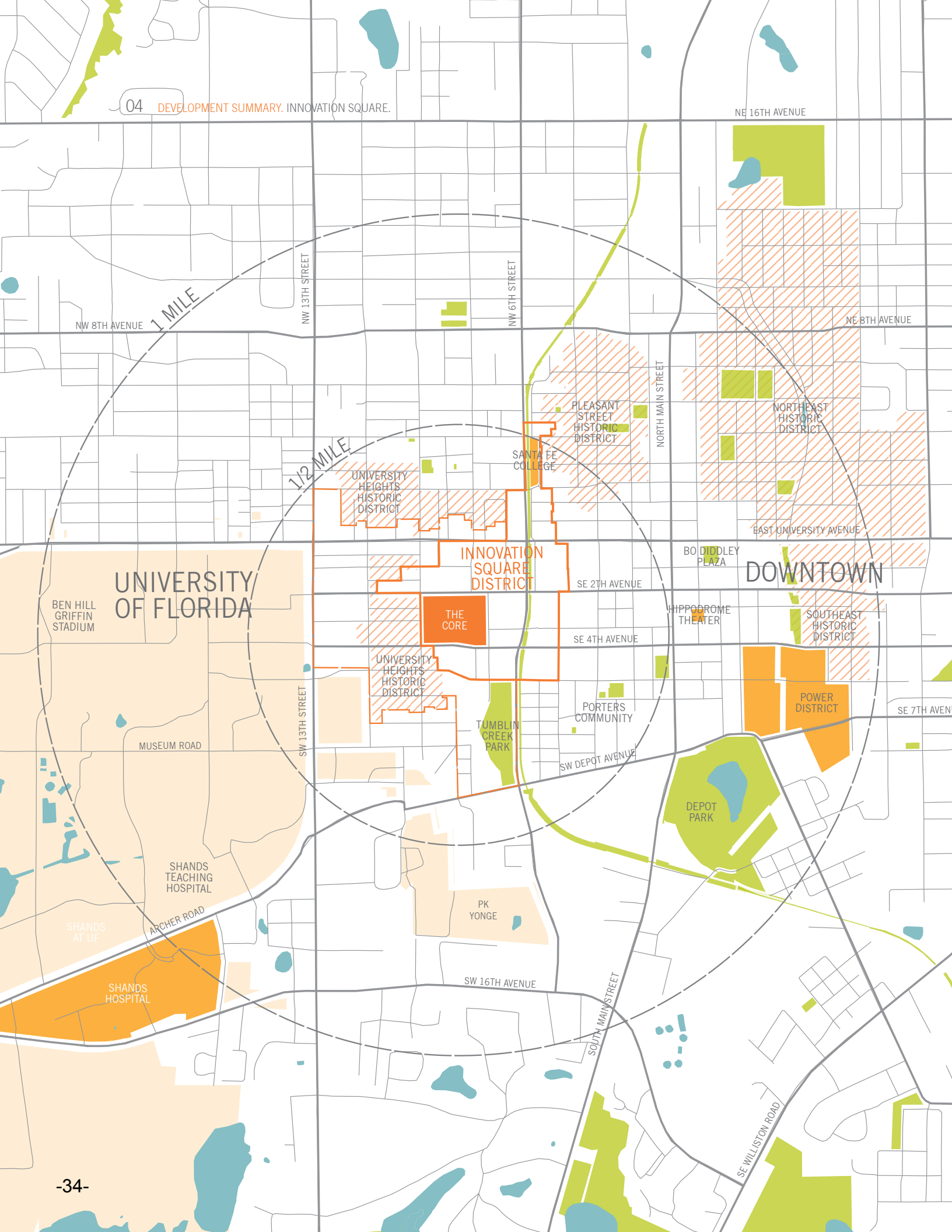
DEVELOPMENT SUMMARY

“The reality of Innovation Square is the result of an amazing community effort, energy and ‘will’ to create that special urban place that will nurture an environment of creativity, entrepreneurship and a sense of home.”

- Ed Poppell, Vice President for Business Affairs and Economic Development, University of Florida







DEVELOPMENT SUMMARY.

OVERVIEW

Cities are growing around the world as people are moving from rural and suburban areas to be a part of the phenomenon that is urban life. While there are many reasons for this, the primary motivation is our need for human interaction and the myriad benefits that emerge from this interaction. For millennia the trend has been for populations to congregate in order to engage with others; to create and innovate through the collision of people and ideas. There may have been dips in this progress over time, but the general trend has remained strong. And it remains strong today.

In the face of emergent technologies that would seem to promote isolation, the reverse has in fact been happening. While we spend more time online and communicating electronically, we have also been spending more time face to face with our fellow citizens; in cafes, restaurants, shops, parks, and other public places. It is this interaction that is emerging as the foundation for the heightened exchange of ideas and the proliferation of innovation.

Innovation is predicated on this collision. Its very nature is taking ideas and making them better, in many cases through avenues that were never intended or conceived of by the originator. This interaction is critical to the process, and there is real value in creating an environment in which this is not only allowed but incentivized at every level. This incentive is captured through a heightened sense of community, through making it as easy as possible to do the things that promote innovation. Much of the world makes demands on us that get us further from this goal. In this project, this district, and this community, the aim is to facilitate the great ideas, the inventions, and the information that will propel us closer to more fulfilling and sustainable communities: a better future for all of us.

Gainesville, the University of Florida, and the broader territory, contain a unique mixture of the ingredients needed for this to happen. The area has a strong community and a premiere research institution. The combination of the two provides a highly livable, walkable, adaptable and sustainable environment within which future research and associated activities will thrive, building on past successes and expanding the positive alliances and partnerships that are precipitating some of the most creative and innovative products, companies and solutions in the world. And all in a place where people live truly fulfilled and rich lives.



DEVELOPMENT SUMMARY.

COMMUNITY

Successful communities are built on strong, lasting foundations. They last through time, building on past success, and they grow, leveraging to full advantage the breadth and diversity of elements within the geography of the community. Gainesville continues to build on its rich history and tradition, and the myriad resources of the city that have produced one of the premiere education and research environments in the world, as well as a great place to live. The city and university are models for both civic and educational excellence. Beginning in the 1970's, the university diversified and expanded into one of the top universities in the nation. Today, the University of Florida is a leading public research university situated in what Money magazine called "the best place to live" in the United States; the Gainesville community.

This community, however, is comprised of much more than just the University and the City. There is a rich fabric and diversity that propels the community beyond the typical college town as evidenced by the following examples. Affiliated with the University of Florida Health Science Center, Shands Healthcare is one of the Southeast's premier health systems. Alachua County and the City of Gainesville have both established levels of excellence and inspiration in the execution of civic and public works programs. The transformation of Gainesville's downtown is being led by the Gainesville Community Redevelopment Agency. The Chamber of Commerce has formed Innovation Gainesville (IG), a community initiative to harness innovation to create jobs in health and green technologies.. Santa Fe College, emerging as a premier technical college, offers a unique advantage to this research community, preparing students for positions within the research and associated fields. Progress Corporate Park is a productive setting for the many bioscience, tech and other companies. The Alachua County School System is one of the premier systems in Florida, with achievements such as the state's highest SAT scores, four of the best high schools in the nation and one of the best International Baccalaureate programs in the world. And Gainesville Regional Utilities is advancing the platform and operation of the necessary and complex systems into an efficient and responsive framework that provides state-of-the-art support for future research-based development.

The Gainesville community is exceptional in ways that go beyond the individual successes of any of its distinguished elements.

ALABAMA

85

GEORGIA

16

SOUTH CAROLINA

08 DEVELOPMENT SUMMARY. INNOVATION SQUARE.



VICINITY

1 MILE



NEIGHBORHOOD

1/2 MILE



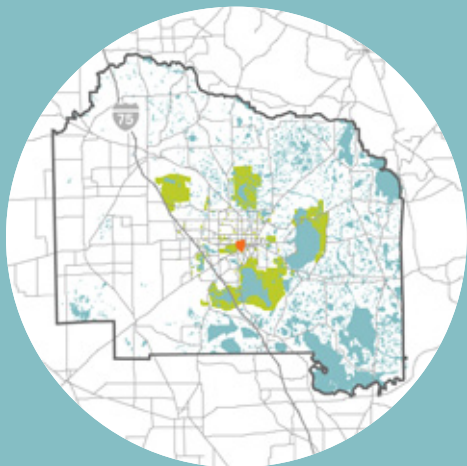
DISTRICT

1/4 MILE



CITY

5 MILES



COUNTY

25 MILES

GULF OF MEXICO

ATLANTIC OCEAN

GAINESVILLE

DAYTONA BEACH

FLORIDA

ORLANDO

FLORIDA'S HIGH TECH CORRIDOR

TAMPA

FT LAUDERDALE
WEST PALM BEACH

MIAMI

STATE

50 MILES



CORE
1/8 MILE

DEVELOPMENT SUMMARY.

DISTRICTS

Innovation Square is envisioned as one among a series of interrelated districts within the larger community; districts that create symbiotic relationships, providing benefits for all. The square, positioned as an intense zone for research and research related activities, will develop and deliver resources and opportunities beyond its boundaries. And conversely, the larger community will contribute resources that benefit the core district. These relationships are a critical element of a successful system and are the cornerstone of the project. The districts span geography and program, and provide an organizational structure within which the myriad elements of the community can be leveraged to best advantage for success. They are organized in the following manner:

Florida High Tech Corridor. The region in the state of Florida that has a concentration of existing and proposed research based projects that will operate in concert with each other. County. The entirety of the county, comprising all of the elements, inclusive, that constitutes the regional vitality of the greater Gainesville area. **City.** The city is the fulcrum through which regional, local, and subsidiary matters are aligned. **Vicinity.** The convergence of geographically proximate entities that impact and are impacted by the development of **Innovation Square**, including the University of Florida campus, downtown Gainesville, the Shands hospitals, and others not in the neighborhood proper. **Neighborhood.** The political boundary, and zoning district, generally understood as University Heights, including the surrounding residential areas, the mixed use areas along University Avenue and other establishments comprising this district. **Innovation Square District (ISD).** This is a newly constituted body that is comprised of mixed use properties that provide a centrally located local authority to oversee the specifics of development in this area. **Core.** The core is the central four-block area in which the highest intensity of research activity is located.

The districts are intended as general area distinctions that foster efficient and appropriate decision making processes to provide for successful interaction of the multiple constituencies throughout the broader community. As the project unfolds and matures, it is reasonable that the parameters of each district might be adjusted to suit future conditions.



DEVELOPMENT SUMMARY.

RESEARCH

Innovation Square is first and foremost a research-oriented development. As such, it is imperative that research is of utmost consideration in planning and implementation decisions. These decisions should be guided by knowledge of global trends and initiatives in research, general issues pertaining to the development of research communities, and specific research considerations for **Innovation Square**. The global research environment is changing constantly. These changes range from specific research endeavors to global shifts in research methodology, all of which affect the planning of environments that foster innovative research. The global evolution of research will have direct impact on the constitution of **Innovation Square**, as it unfolds in the coming years and decades.

Innovation Square presents a number of unique opportunities in planning for a highly integrated environment. First among the opportunities is the location directly adjacent to the University of Florida. This co-location provides future research professionals with unequaled access to research infrastructure and technology at the University, as well as the intellectual capital of the academic researchers. The relationship between the two will foster increased innovation and productivity within the research and academic communities. It is this relationship, and the open exchange of ideas between the two that offers opportunities beyond those found in a traditional research park setting. Because of this, it is critical the project is designed to reinforce this dynamic framework in every way possible.

In the district setting itself, interaction will be facilitated through the careful disposition of the various elements that provide an armature for discourse. Simply put, the district will be designed to make meeting and exchanging ideas and information a commonplace. It is accomplished with centrally located, highly animated public spaces that foster collaboration, much as a local market in a traditional town facilitates interaction among its citizens. The remote laboratory will no longer be the only theater for research, but the streets, courtyards and common interior spaces will themselves be literal extensions of the laboratory. And these areas will have ancillary programs: cafes, restaurants, boutiques, technology centers, conference facilities, as well as shaded outside areas that are required to see this vision fulfilled.



LIVABILITY

Livability is simply the state of well being of the citizens of a community. Ultimately this is a strategy for creating a place where people want to live, and where they thrive as a result living in this place.



WALKABILITY

In the design and execution of this district, a highly connected system of streets that supports healthy activity is critical to the innovative collision in the district. As these ideas are reinforced, the potential of the entire district, and it's research, are greatly expanded.



ADAPTABILITY

Adaptability relies upon the existence of a framework into which components can be inserted, changed, modified and replaced with minimal impact on the larger framework, and it requires that the framework be the permanent platform upon which adaptation occurs.



SUSTAINABILITY

Sustainability is the aligning of one's goals; reduce carbon output, increase healthy food production, create a lasting community, with one's actions to realize our goals. This district is an opportunity to clearly and successfully align our goals and actions in the pursuit of true sustainability.

DEVELOPMENT FRAMEWORK.

PRINCIPLES

The primary act of city building, whether for a new city or research district, is the creation of the physical public realm. This act represents the fundamental principal in this redevelopment and deals specifically with the conversion of land into an urban framework of streets and infrastructure, public spaces and buildings, and block and lot configurations. The urban framework, particularly the configuration of streets and blocks, provides a long-term structure for changing patterns of land use, building form and building occupancies. How this structure is designed is vital to the performance of a city. Small yet easily developable blocks are the key to creating a city that not only allows, but promotes public activity through its walkability. The formation of such a public framework is the first step toward livability, sustainability, and adaptability; all within the context of a strong community. The strategic projection of a public framework has a long history in the constitution of enduring cities, from the Roman use of the 'cardo' and 'decumanus' to Oglethorpe's plan for Savannah, or the Commissioners' Plan of 1811 for the city of Manhattan. These plans all passed from regulatory documents to constructed places, and have all survived adaptations throughout the maturation of each.

In the creation of a district such as **Innovation Square**, it is critical that these principals are reinforced through the development of the public components of the district as well as through the development of the individual projects. **Livability** is predicated on the notion that it should be as easy as possible to live a rich and interactive life without relying on an automobile for the majority of one's daily routine. **Walkability** is critical to the success of a community and to the health of its citizens. If one can, and desires, to walk in a particular place it indicates that there is alignment of a number of factors that make successful cities and towns. **Adaptability** is key to the continued success of any community. Adaptability relies upon the existence of a framework into which components can be inserted, changed, modified and replaced with minimal impact on the larger framework. **Sustainability** is not a single project but a comprehensive strategy for creating better communities; from the energy sources used to power appliances to the way waste is removed from the site. In many ways this is a constant process of experimentation.

Gainesville has evolved over time such that it is, a highly **livable, walkable, adaptable and sustainable community**, and it will continue to strengthen these characteristics into the 21st century.



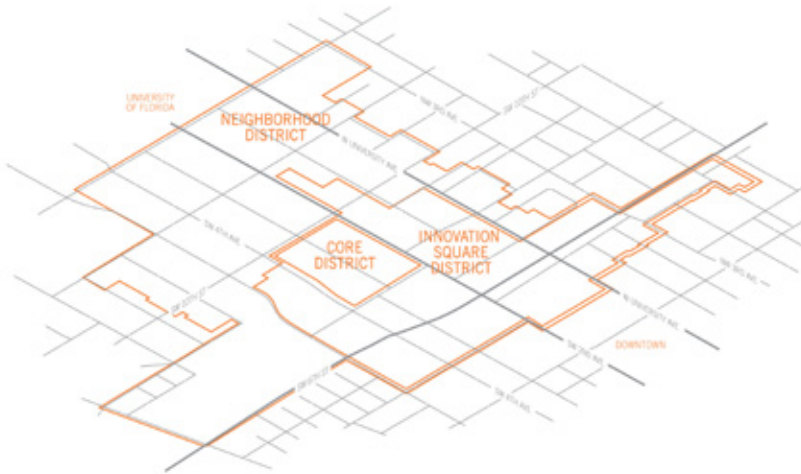
DEVELOPMENT FRAMEWORK.

ELEMENTS

The development framework for **Innovation Square** consists of six critical elements; districts, grid, greenway, streets, parking and uses. Layered together, these elements are vital in implementing a sensitive and systematic approach to creating a dynamic research community within the existing urban fabric of midtown Gainesville.

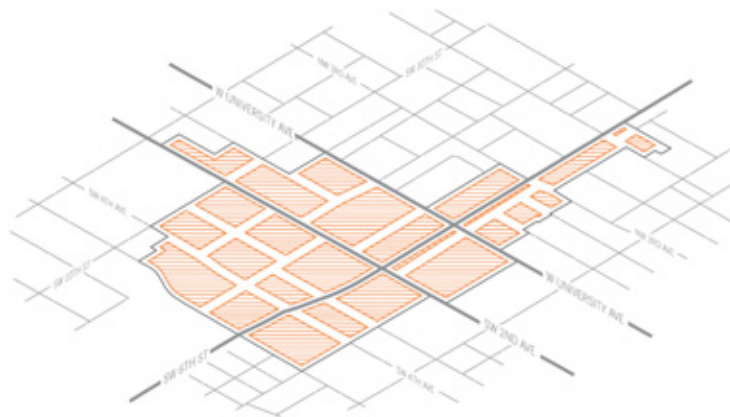
Districts. The districts define the three areas within and contributing to the operation of **Innovation Square**. The core is the high intensity area of science and technology research; the **Innovation Square District** (ISD) is the larger self regulating collection of commercial landowners within which the research and its associated development will unfold; and the vicinity district is the larger area of influence including the residential neighborhoods along with other areas that comprise this part of Gainesville. **Grid.** The grid is the underlying physical structure that clearly delineates between the public and private realm, it is permanent, establishing mobility and development within the district. **Greenway.** The greenway gives a geographical as well as emotional center to the district. **Streets.** The streets define the level of hierarchy within the district, establishing areas of activity, access, recreation and reflection, as well as design criteria for these critical elements. **Parking.** Parking strategically addresses the reality of a needed infrastructure, addressing the needs of today by insuring adequate levels to promote development, but further providing a strategy that addresses the future of a changing and as-yet undefined market, along with a realignment of accessibility and modes of transportation throughout the city. **Uses.** Uses provide a roadmap for providing the richness of activity and collision of members of the community, and for the myriad elements needed to successfully live and work in a particular city district.

The precise implementation of these critical elements establishes a layered relationship between differing urban systems. While each of the elements maintains individual operational characteristics, when they are appropriately combined, they provide the means to achieving the commonly held vision that is the foundation for **Innovation Square**, a diverse and vibrant community that provides a backdrop for innovation.



DISTRICTS

Innovation Square itself is envisioned as one of three symbiotic districts within the larger context of the region. These central districts define, benefit, and support each other: the Vicinity district, the *Innovation Square District* (ISD) and the Core District, and they tie to the larger, regional districts.



GRID

The grid is a sustainable framework that allows for adaptation over time. It allows the physical structure of the City of Gainesville to successfully evolve over time and will continue to allow for the program of *Innovation Square* to unfold with positive and lasting impact to the existing structure of the City.



GREENWAY

The Greenway is central to *Innovation Square*. It is the binding element and focal point within the district. It is a connection between the activity along University and the southern park area; a series of spaces such as squares, plazas, and parks; for researchers, residents and visitors to interact and collaborate.

STREETS

Streets must be addressed as spaces for people and most importantly for the success of Innovation Square, for socializing and interacting. They are central to creating a place that encourages collaboration among researchers and clearly defines a unique sense of place unlike that of other typical research parks.



PARKING

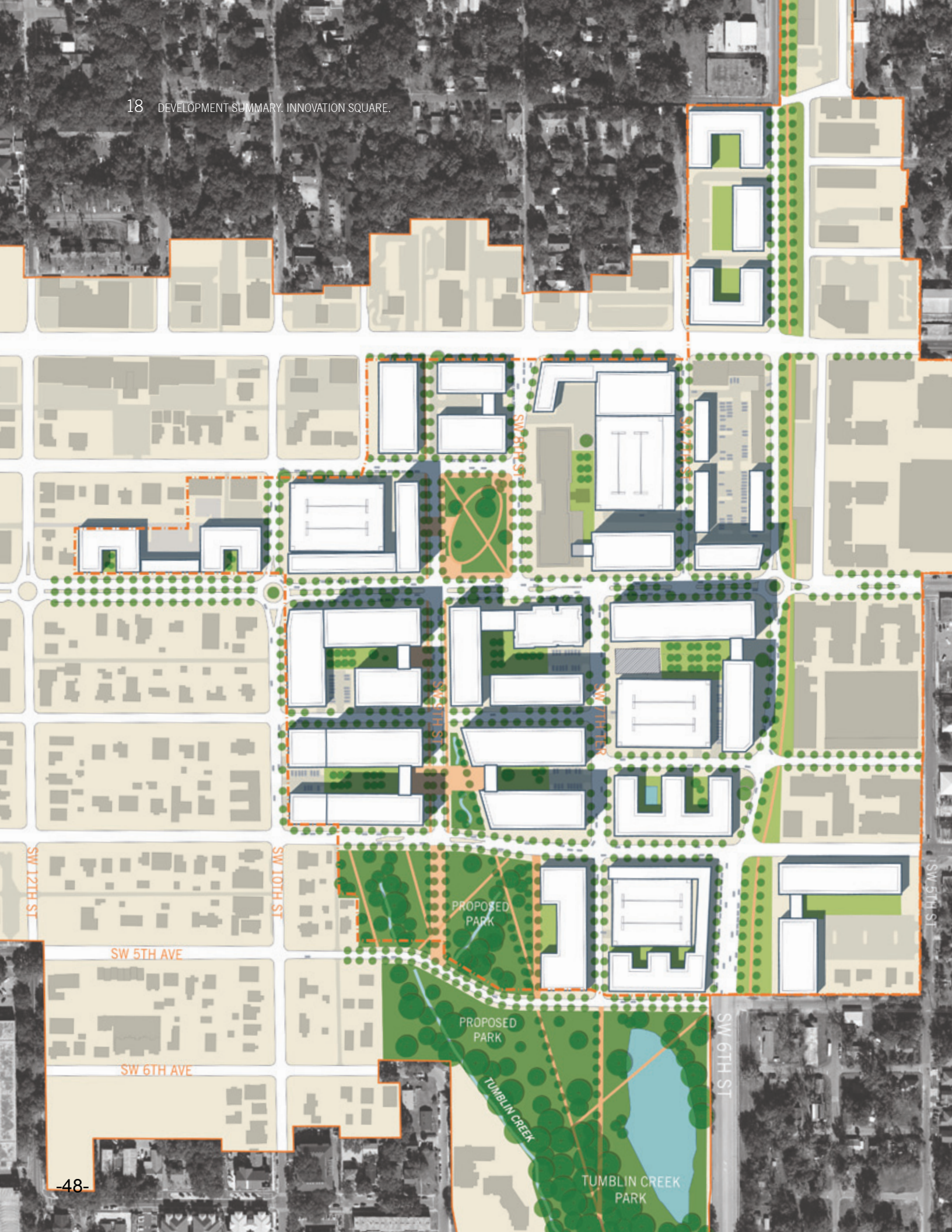
Innovation Square integrates varying land uses that serve the larger goals of the research community and those of the community. While the core district will be the center of research, significant retail, restaurant, residential and hospitality as well as additional lab and supportive space shall be integrated throughout the district.



USES

Innovation Square integrates varying land uses that serve the larger goals of the research community and those of the community. While the core district will be the center of research, significant retail, restaurant, residential and hospitality as well as additional lab and supportive space shall be integrated throughout the district.





DEVELOPMENT FRAMEWORK.

PLAN

The elements of the district, as described in the previous section, are the constituent parts of any successful urban development strategy. These elements, however, must be allocated both geographically as well as temporally; they must unfold across an area and emerge through time in a well-choreographed process that ensures the alignment of the vision and the execution of the project. As such, plan can be considered both a noun and a verb. As a noun, the plan is a document that delineates where and how the parts of the district are located. As a verb, the plan is an active process and a series of projections that indicate the number of elements and the frequency with which they appear. Each of these characteristics of the plan will change over time, but while many elements of the plan are fungible, it is the plan that sets in place the relative importance of each of these elements; those that may change more freely, and those that may not.

The plan clearly delineates the development framework for **Innovation Square**. It defines the physical elements of the vision and how each element interacts within the plan. The plan also clearly describes a preferable relationship among the elements of the plan and the sequencing of their implementation. The plan anticipates that the elements that constitute the public realm will be less open to change; more permanent, while allowing for significant flexibility within the private realm, allowing each building's design and program to vary while adhering to the broader requirements of the plan.

The essential elements within the plan include: **Uses**. The types of uses as well as the desired mix; **Phasing**. The larger strategy for implementation over time; **Projections**. The degree of development and population growth that might occur as the project is developed; **Landscape**. Regulating the elements within the public realm; **Transportation**. A strategy to balance projected growth with multiple accessibility opportunities and options; **Utilities**. A general district-wide strategy for sharing resources and minimizing redundancies of resources, as well as providing an operational framework.





Left. This image is a detail aerial of the **Innovation Square District (ISD)** that indicates the envisioned vibrancy and overall potential for the area. It describes the general character and quality of the area, and it should act as a visual guide for future development.

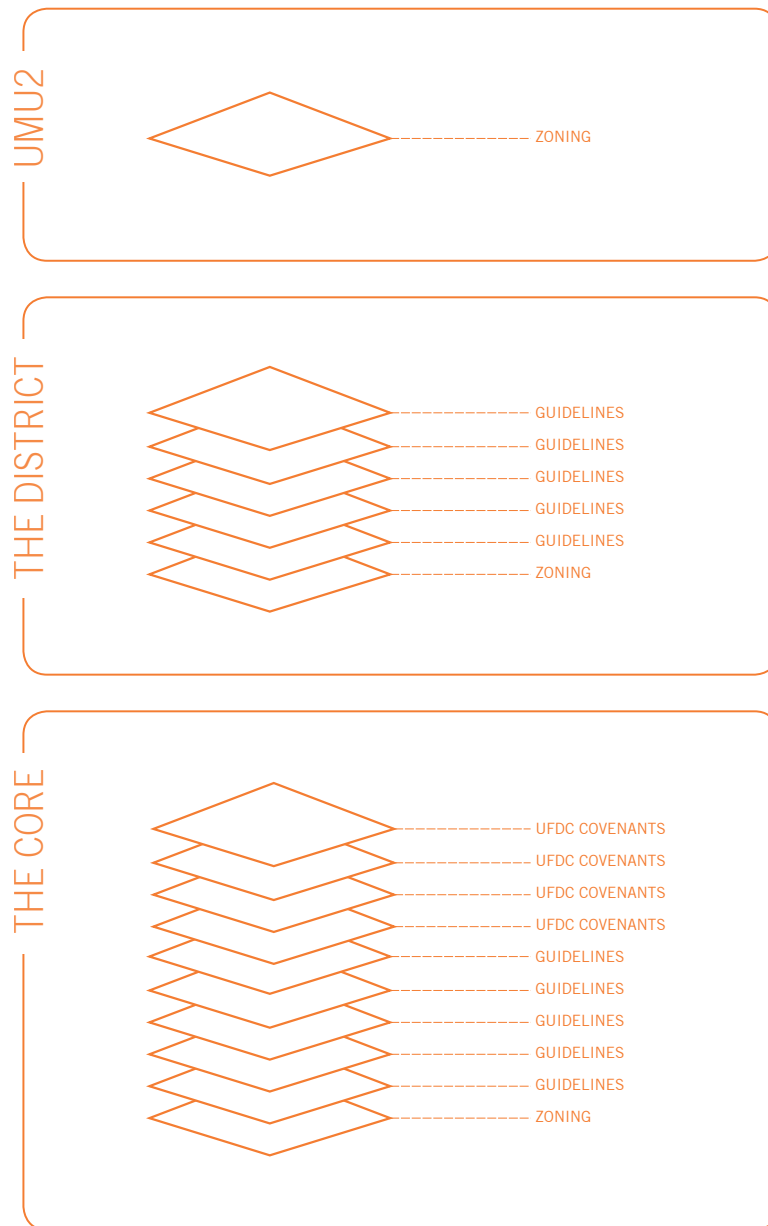
Above. This image is a broader aerial view that indicates the proximity of the ISD to both downtown Gainesville and the University of Florida. The district, as is clearly evident in this image, will provide a seamless link between downtown and the University, as well as a stage for innovation.



Above. This image is a perspective view of the proposed greenway through the heart of the Core District, as well as a threshold to Tumblin Creek and the trail systems beyond. It clearly describes the intention of bringing a flexible and well-designed natural component into the urban framework.

Right. This image, across 2nd Avenue, and into the new square, describes the vibrant public framework, the people, the landscape, the commuters, the residents all harmoniously creating the context for a truly collaborative and rich living and working environment.





Above. The diagram describes the nested relationship between the various design and development regulations and guidelines. The foundation is the flexible, accommodating base zoning district, the Urban Mixed Use-2 District. In the **Innovation Square District**, with the constitution of a BID (see p. 166), a higher level of oversight ensures the vision for the district is maintained. And, finally, in the areas directly managed by the University of Florida Development Corporation, requirements for building performance and operation are provided through the direct agreements between the individual developer and the UFDC. The overlapping system ensures that great flexibility and innovation remain at the forefront of the development process while providing the necessary guidance for specific conditions to create a stable and lasting district.

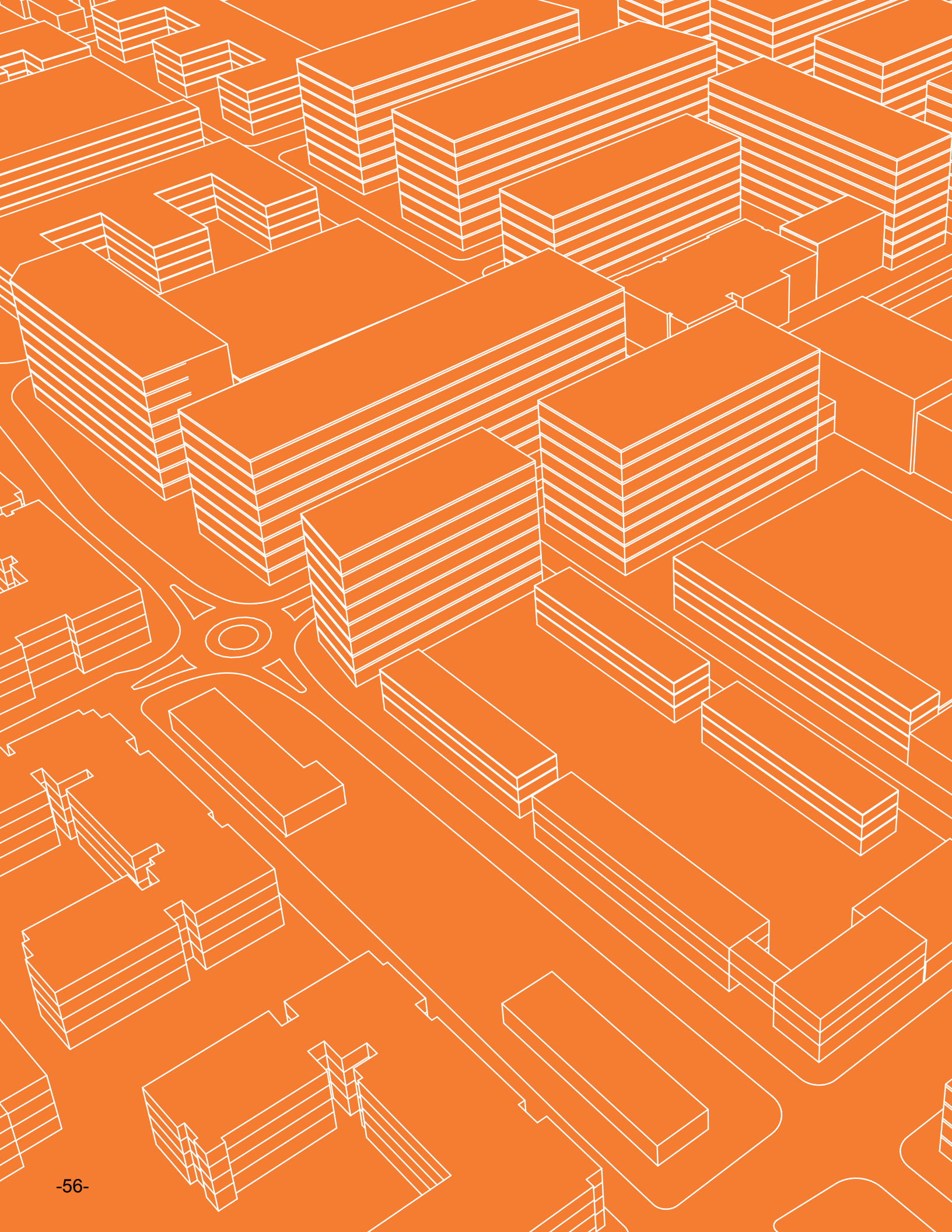
DEVELOPMENT FRAMEWORK.

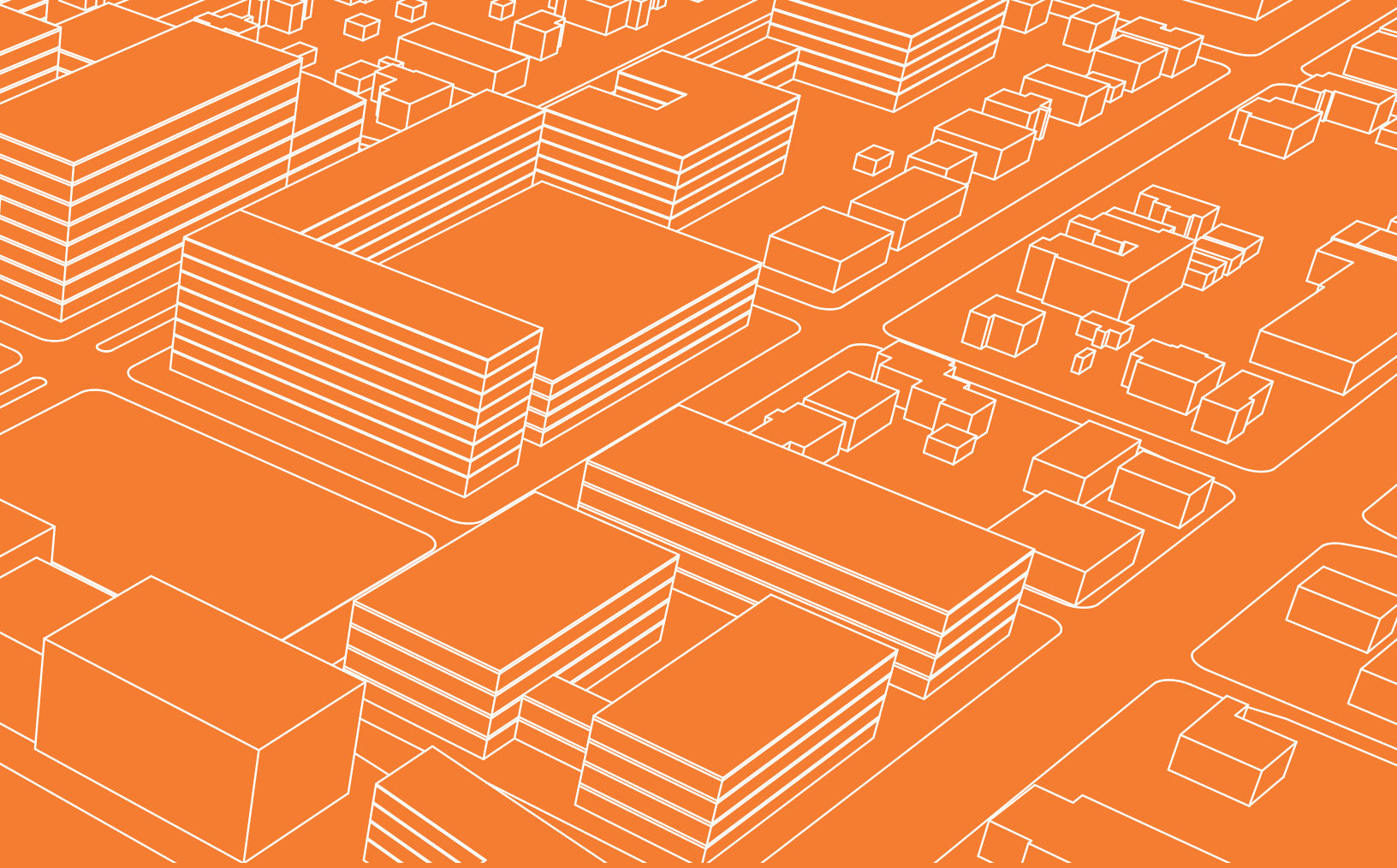
PROCESS

The regulations for this district are created to promote and encourage redevelopment of the existing commercial blocks in this area. The district is intended to encourage pedestrian mobility and to allow uses compatible with each other. Furthermore, this district will allow for establishments engaged in conducting research and experimental development in the physical, engineering or life sciences, in order to facilitate technology transfer from institutions of higher learning to the market place. The basic vision for the district is codified and embedded in the regulatory structure. It is reinforced through a process that yields clarity of intent and execution through simplicity; simple charts, simple maps, simple sentences and simple diagrams. The elements all serve to reinforce the clear relationship between the public and private realms in the district. This simplicity and clarity ensures that these ideals are institutionalized and have a life beyond the single project.

The operation of the code is such that administration is streamlined, variations, when appropriate, are adopted, definitions are minimized, information is centrally located and easily apprehended. Those few elements that are of critical importance to the success of the district are clearly described, while the remaining elements are left open to innovation and creativity.

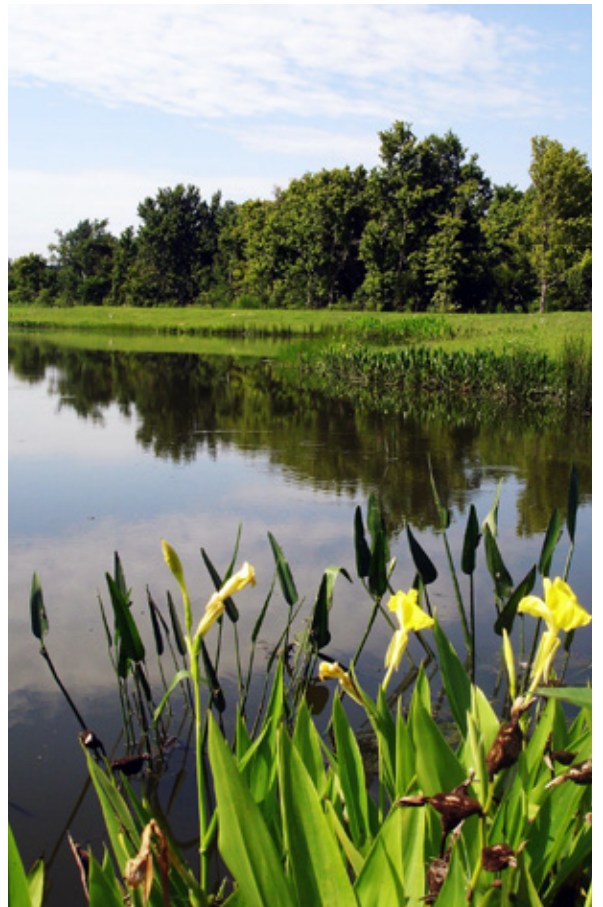
Beyond the jurisdictional regulations there are additional elements of the development process that require a higher level of coordination than can be offered within the flexibility of the underlying regulations. This is carried out through the [Innovation Square District \(ISD\)](#), a business improvement district structured to facilitate development while maintaining a high level of alignment with the vision for the district. The combination of the clear and flexible zoning regulations and the efficient and equitable Business Improvement District works in concert to provide the optimum relationship between requirements and opportunities. In this system creativity and originality, along with speed and efficiency, of development are fostered, while the vision and its vital characteristics are exigent and, ultimately, ensured throughout the district.





Innovation Square represents a significant opportunity to transform the way we develop the world in which we live. As the 21st century unfolds, changes will emerge that we can't possibly yet predict. We can, as we have for the past century, plan for our future based on projections of what we know will come, or we can accept the fact that the future is to a large degree unknowable. At Innovation Square we understand that the future, while unpredictable, is also abundant with opportunity. As such the district provides a framework within which these opportunities may be realized as effortlessly as possible. The system is predicated on the idea that decisions should be made that offer the best possible outcome relative to our vision and goals for the district. These decisions should be based on thoughtfulness and research, not merely the repetition of previous models. And further, the implementation of these decisions should be incentivized. It should be easy to do things, build things, and make things that align with the goals of the district. And the elements that make up the district; the regulations, infrastructure, transportation, and others, should facilitate this process.

We believe that Innovation Square is the environment in which the elements of research converge with the elements of everyday life to provide an incomparable place to create.



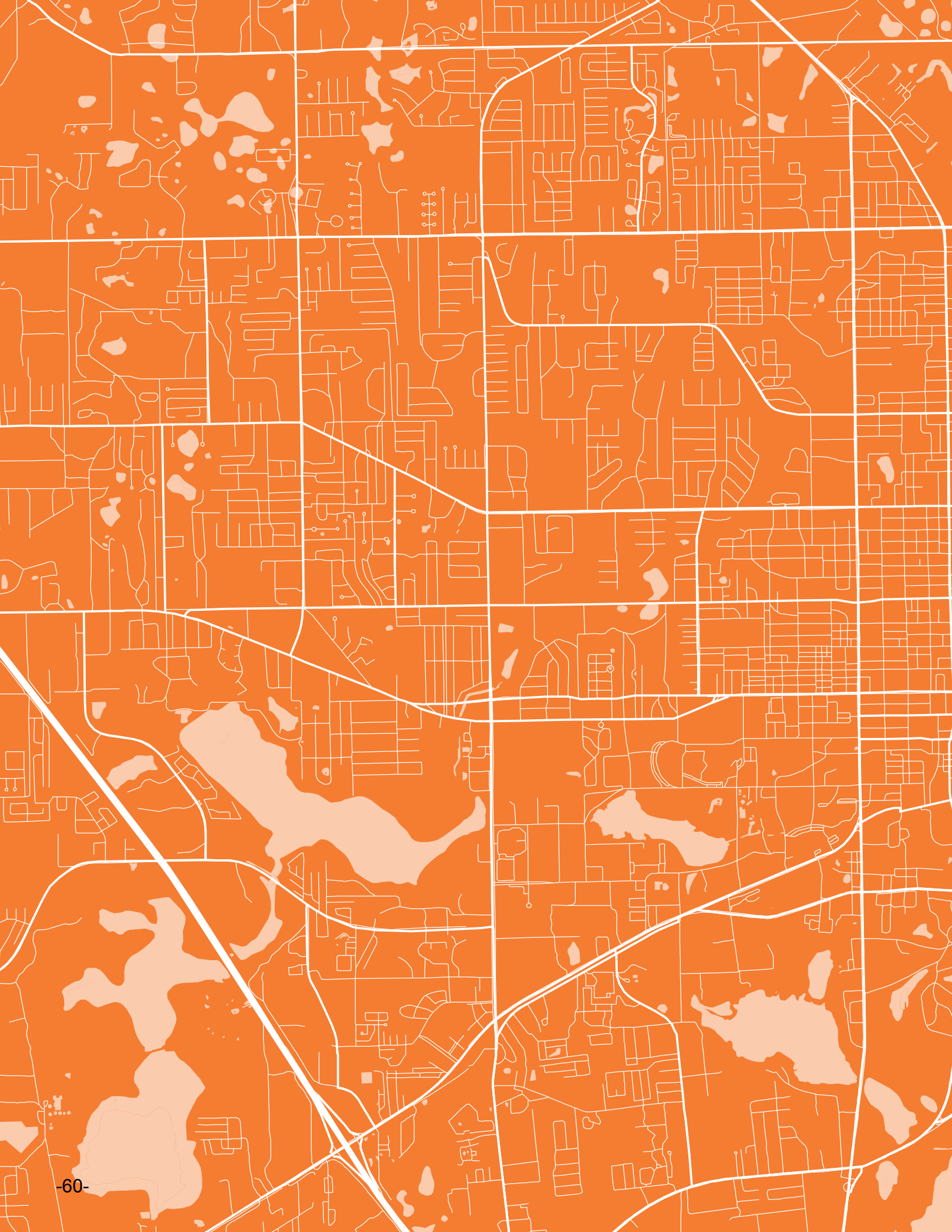
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PERKINS
+ WILL

INNOVATION SQUARE.

TRANSPORTATION OVERVIEW





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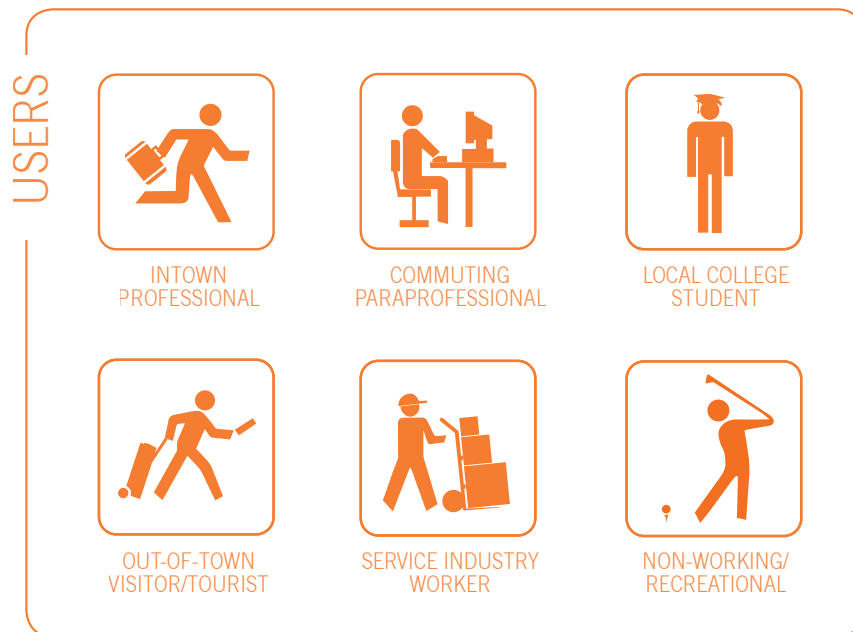
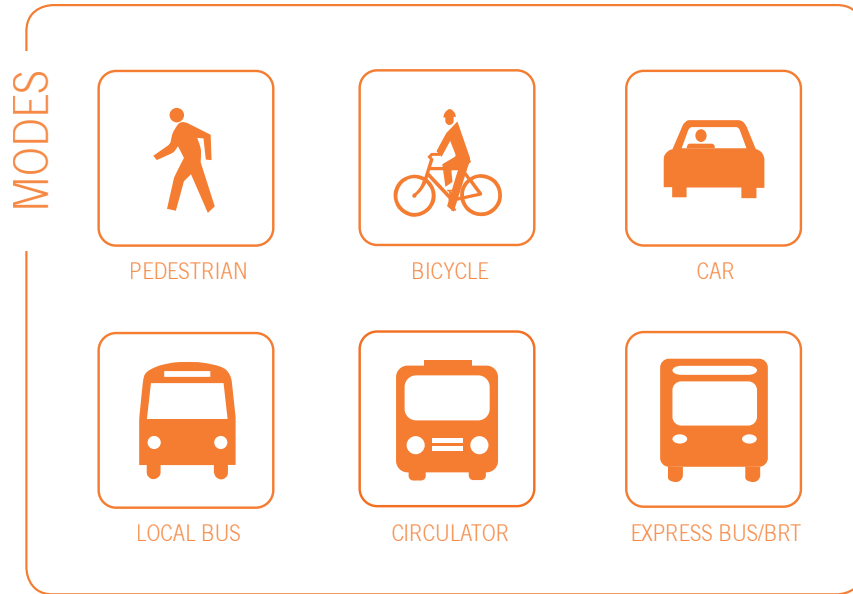


TRANSPORTATION OVERVIEW.

INTRODUCTION

Today's successful cities all share an underlying quality: they understand that services must be provided for a traveling public that has changed dramatically since the early 1970's. As the population continues to evolve in dynamic ways, cities are realizing that the transportation policies they implement have direct and lasting impacts on the future performance of the city as a whole. As with other critical elements in the design and development of Innovation Square, transportation planning requires a collaborative and thoughtful platform upon which to build the systems that will accommodate the future growth of the Innovation Square District and its connection to the city and region beyond. The underlying methodology for this process is one of alignment of the myriad users of transportation and their specific needs, and the various existing and proposed modes of transportation available to those users.

Innovation Square is emerging as a mixed-use, pedestrian-oriented neighborhood as well as a local and regional destination. The area is quickly becoming a desirable place to live for a number of different people: those employed in Gainesville, those seeking affordable housing, seniors, and others who generally desire a more comprehensive, urban lifestyle. This will precipitate a need for more choice and options in the way we move through the city. In order to respond to this changing environment, Innovation Square is designed to take advantage of these changing trip needs and to establish a model transportation system that is both effective and operationally sustainable. There are numerous travel determinants impacting mode choice based upon the nature of the trip and the characteristics of the trip maker. Trip purpose can influence the traveler's selection of a particular travel option. Someone may typically bike to work but decide to drive or take a taxi when a formal business meeting is scheduled for that day. On average, eighty percent of one's trips are to non-work destinations, such as the doctor's office, grocery shops, or the homes of friends and families. Certain types of trips are more easily accomplished using transit or other alternatives to the car.





The capacity to estimate and adapt to these various demands is fundamental to the mission of Innovation Square. A vital component of the successful future of the district is the creation of a model transportation system that addresses the current needs of today but is flexible enough to serve future demands as the district matures. Innovation Square will be accessible through multiple transportation alternatives that clearly and appropriately match the travel demands of the changing population. This will ensure that the area achieves its maximum potential and maintains its success as both an environment for innovation, as well as a rich and rewarding place to live.

The transportation plan for the district is specific to district needs while being consistent with the university, city and county, as well as regional plans. Gainesville currently provides a robust biking system, as well as a cutting-edge regional transit system. Innovation Square will build on these significant assets and provide a platform for increasing accessibility. Issues that are addressed in the plan include: trip purpose, time of day (congestion levels), job types, transit availability and frequency, cost and availability of parking, trip length (time), proximity of stores and services, as well as others that provide the data and influence specific factors in the future design and deployment of the system.

Demographic and economic conditions are changing. The traditional nuclear family appears to be a thing of the past, as do the associated housing preferences and travel patterns. One must now consider both social aspects and individual choices when designing future transportation systems. In the near future, Gainesville will, like the rest of the country, experience historic and significant population shifts. The baby-boomer generation will begin to retire and often seek smaller houses closer to the city. A shift towards having fewer children later in life is emerging and the percentage of households with young children is at its lowest ever recorded. These changes are correlated with a rise in the student population and demand for more economical modes of travel, such as transit. Further, these modes typically appeal to people from around the world who seek out urban settings where they are employed in high-paying research sector jobs. As these changes continue to unfold, travel needs will be significantly different than they were in past decades. Innovation Square is creating an environment in which these alternative accessibility options can thrive and support the district well into the future.

Cities that invest heavily in building robust transportation systems offering a variety of travel options will be best equipped to serve their changing demographics and best positioned to attract new jobs and skilled workers.



TRANSPORTATION OVERVIEW.

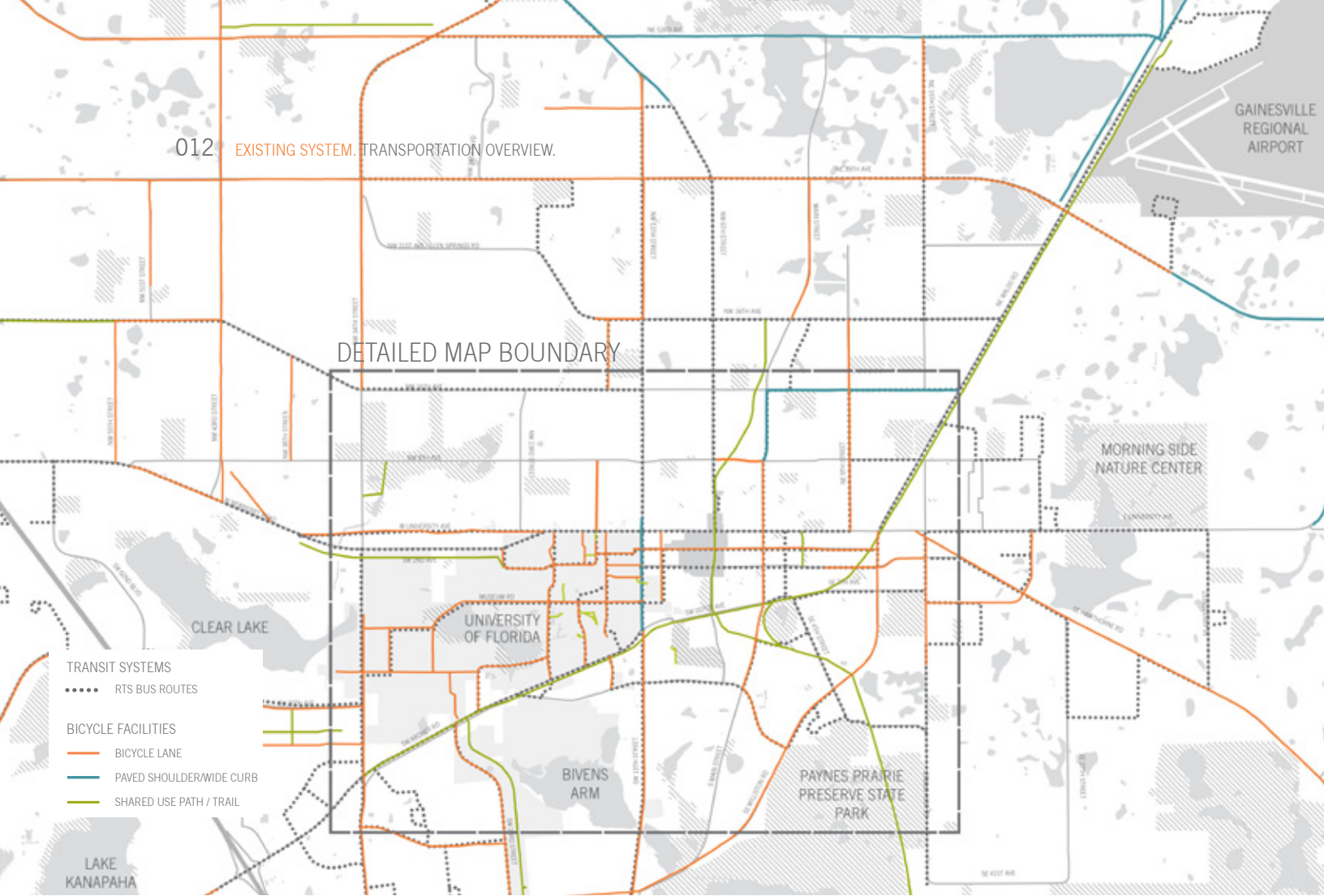
EXISTING SYSTEM

The City of Gainesville currently has a robust transit system in addition to a well-operating transportation network. The central city and its environs enjoy a well-connected grid system that offers a number of travel routes, a pedestrian-scaled environment, bicycle facilities and vehicular travel speeds that are appropriate to a vibrant, urban area, as well as to less central urban area. In addition to this extensive road network, the city is also served by the Gainesville Regional Transit System (RTS). The Gainesville Regional Airport is also increasing its presence as a regional airport.

The present transit system of buses successfully addresses medium distance, rush-hour travel as well as internal circulation for students. There are over 30 routes of varying headways serving the greater Gainesville area, of which three serve Innovation Square (RTS City & Campus Bus Schedule, 2011). The RTS system is also flexible and has the ability to modify headways and routes as needed due to changing transit patterns, events, and development pressures around the city. The routes are comprehensive and well-tracked. The system utilizes an on-line, real-time locator for all busses in the system ensuring the most convenient accessibility to each route. Further the RTS has implemented a smart traffic management system for real-time updates and modifications to traffic flows for optimum efficiency (City of Gainesville Regional Transit System (RTS) Transit Development Plan, 2009).

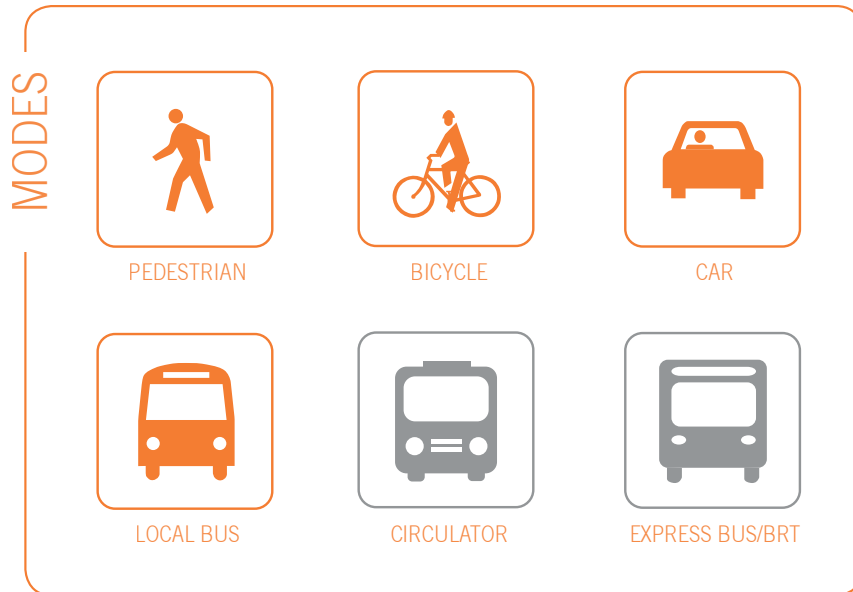
The bicycle infrastructure is a vital component of the system with approximately 100 miles of lanes and trails (City of Gainesville and University of Florida GIS data, 2011). Compared to many cities, automobile drivers support the local commuter and recreational bicycle culture in their general acceptance and regard for bicyclists even on streets where striped bike lanes are not present. Gainesville and the University of Florida (UF) continue to successfully promote and fund a multi-modal system that is the envy of other cities throughout the country. The framework for a high quality system is in place and is continuing to expand; a number of modes of transportation are currently in place, and the number of users accommodated is expanding.

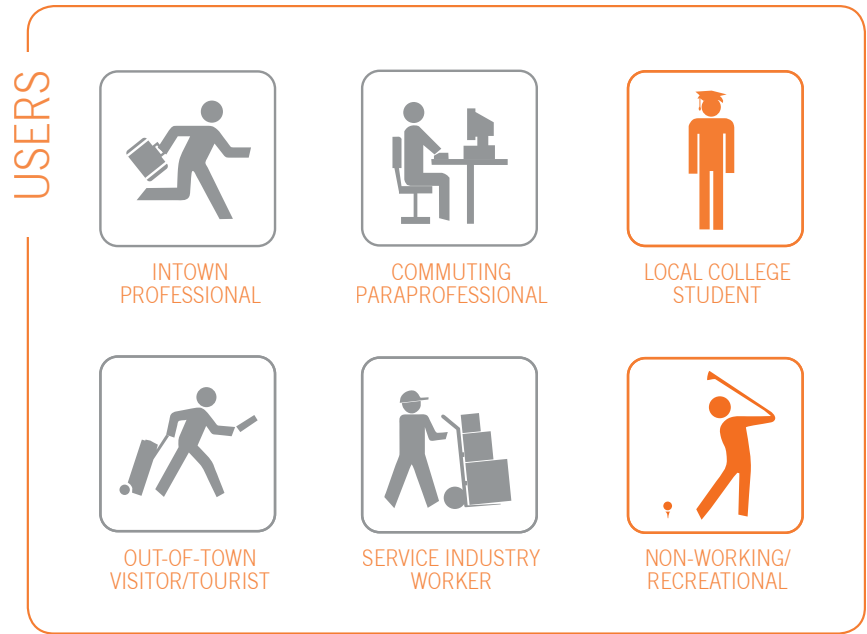
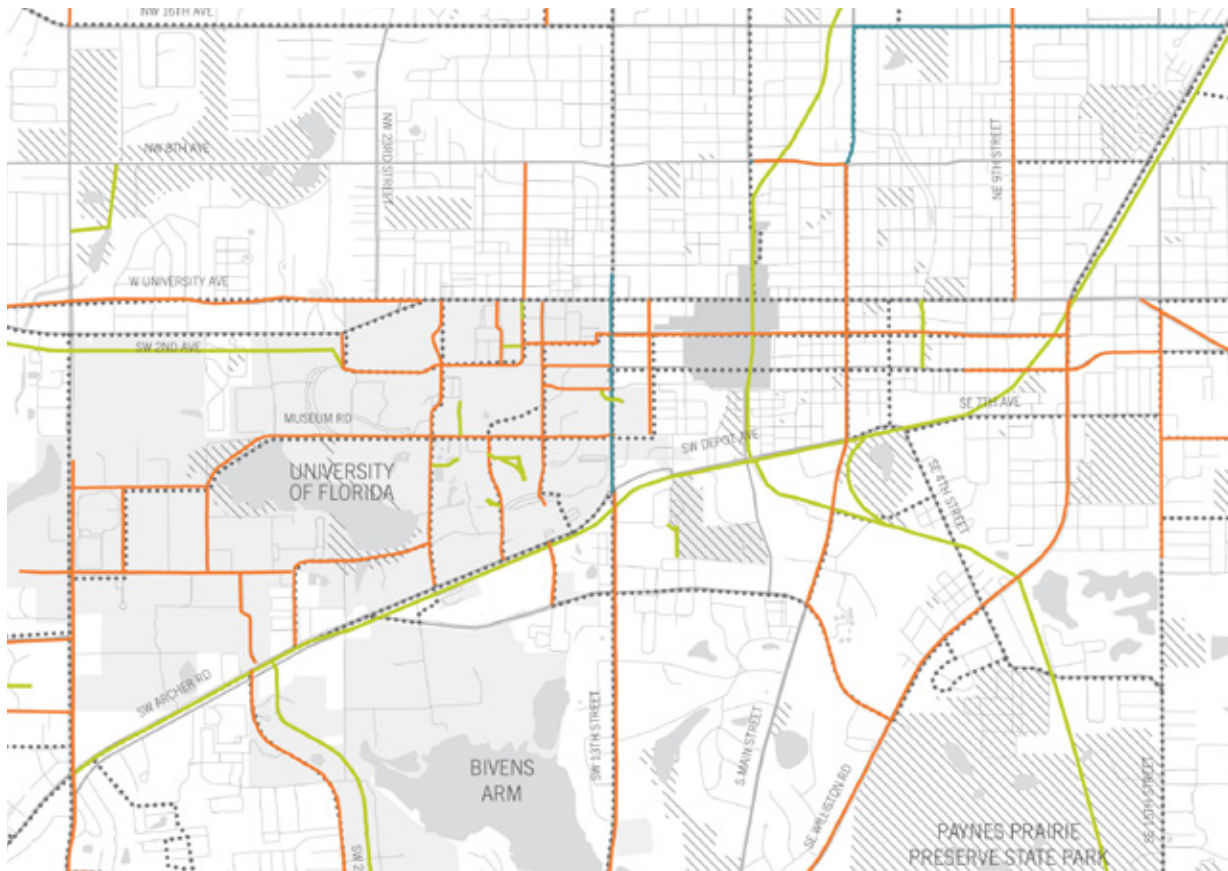
012 EXISTING SYSTEM. TRANSPORTATION OVERVIEW.



Above. Maps of the existing transportation system.

Below. Modes and users prioritized (orange) by the existing system.







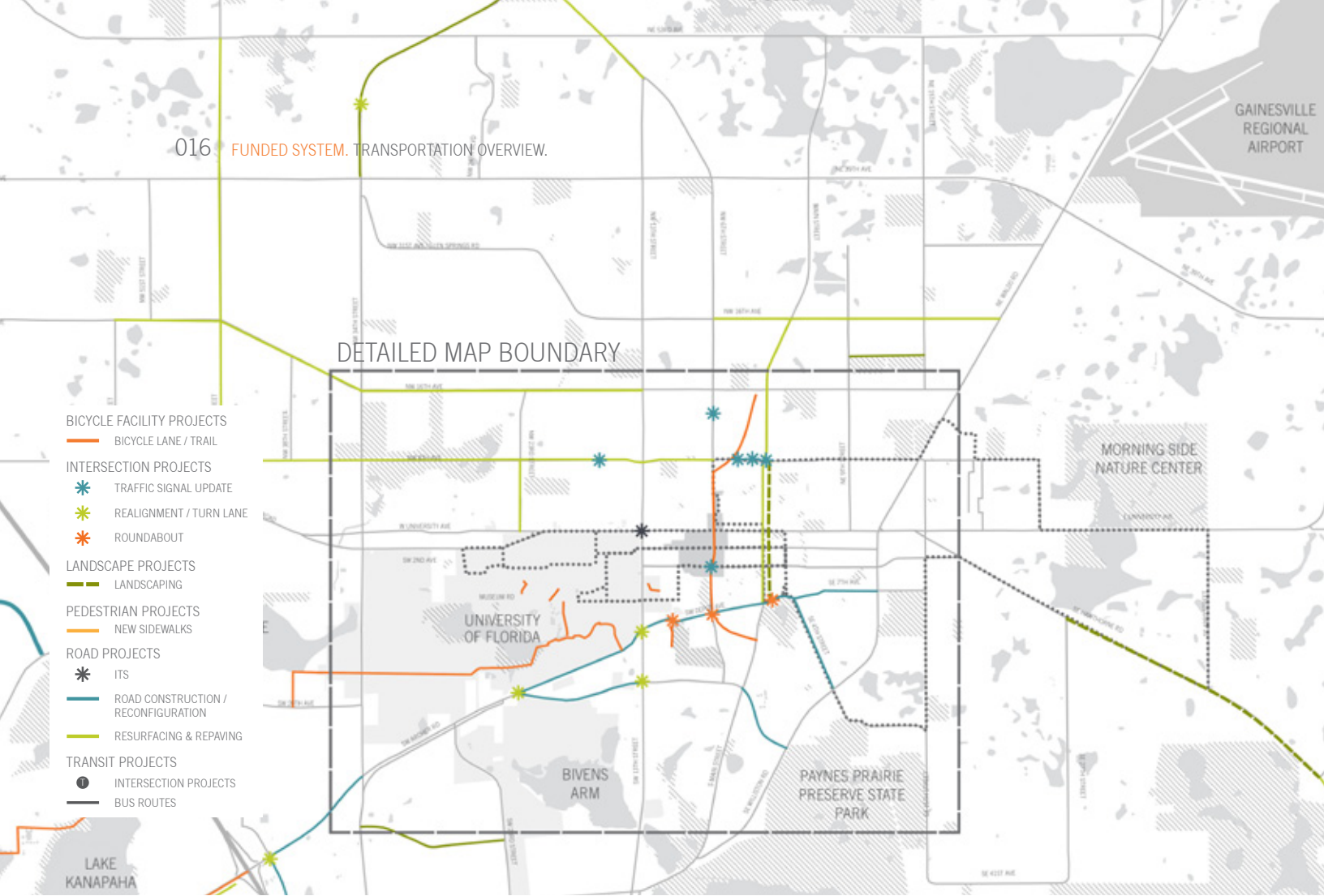
TRANSPORTATION OVERVIEW.

FUNDED SYSTEM

Looking into the near future, Gainesville is maintaining its support for a balanced transportation system. Near term, funded transportation improvements cover a wide range of projects from expansion of bicycle facilities and traffic signal upgrades to the improvement and maintenance of the street network itself (Gainesville MTPO Transportation Improvement Program, 2011). Specific improvements such as the resurfacing of key streets and streetscape enhancements on South Main Street shows that the City is seeking to maintain the condition of its grid for motorists while keeping its streets pedestrian-friendly. Bicycle infrastructure is continuing to be expanded and supported by the addition of new facilities such as the completion of Archer and Bivens Braid Trails, the UF Campus Greenway, and a new dedicated bike path along W. 6th Street, which will directly serve Innovation Square.

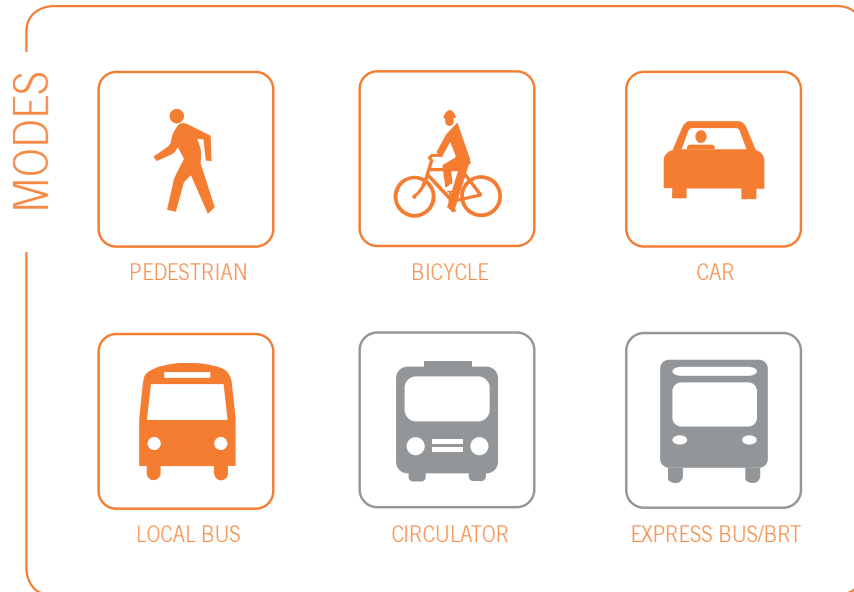
The Gainesville area also benefits from active regional involvement and interest in the various planning efforts. An extensive bus rapid transit (BRT) and express bus system is prioritized for the greater Gainesville area (RTS Rapid Transit System Plan, 2010). Funding for right-of-way is being set aside on some projects and Intelligent Transportation System (ITS) applications are being introduced, including an interchangeable message sign for the 13th Street corridor (City of Gainesville Capital Improvements Plan, 2010). Other Transportation System Management (TSM) measures such as intersection signal-timing updates along 8th Avenue and the construction of several roundabouts along Depot Avenue are part of the City's overall transportation strategy, which will improve traffic flow in the vicinity of Innovation Square.

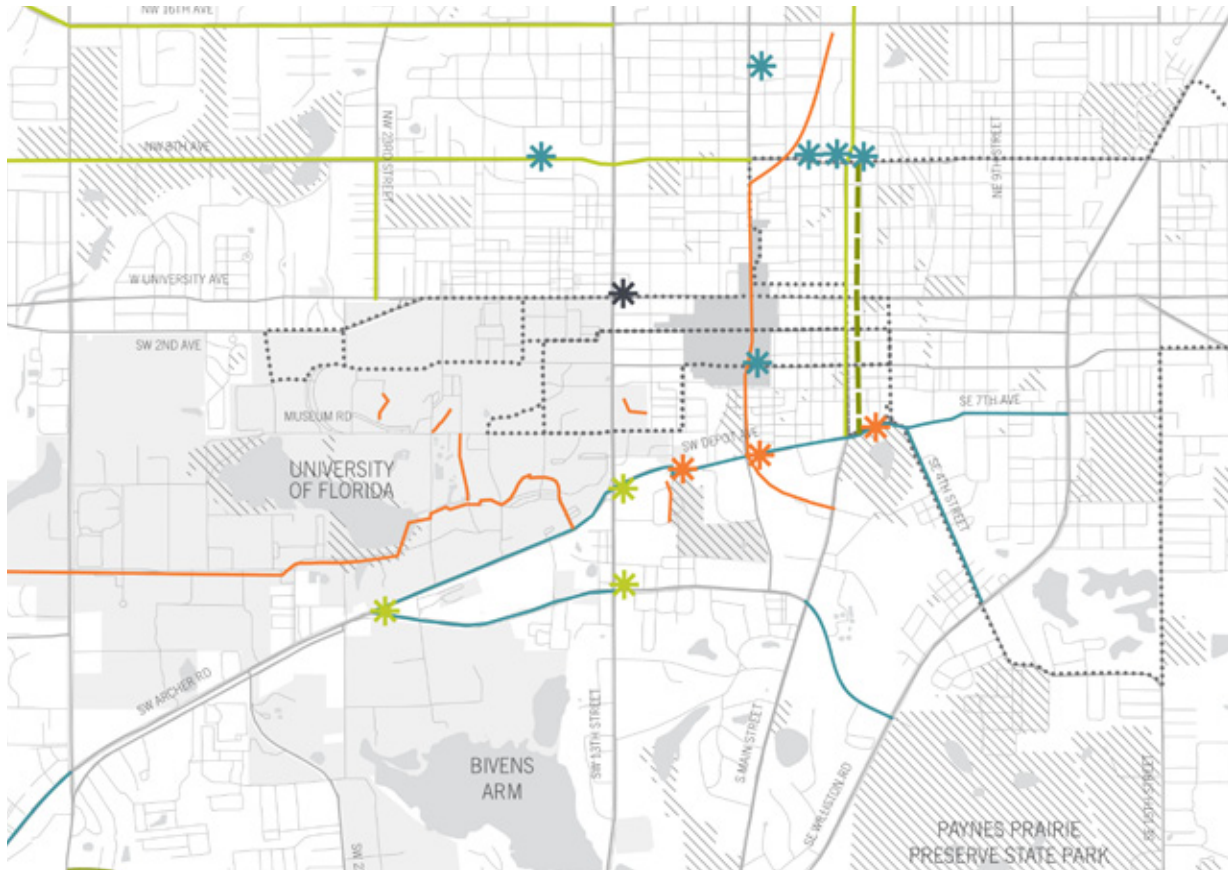
The funded transportation improvements will significantly add to the type and availability of a number of modes of transportation that are currently in place, and the number of users accommodated will expand greatly as the future systems are expanded or introduced.



Above. Maps of the funded transportation system.

Below. Modes and users prioritized (orange) by the funded system.







TRANSPORTATION OVERVIEW.

IDEAL SYSTEM

As projects like Innovation Square continue to spur a renewed interest in Gainesville's urban core, the city is positioned to take advantage of the opportunity to create a model transportation systems that balances both mobility and accessibility. The principle of mobility - the ability to quickly and easily travel between destinations - is often at odds with accessibility, which emphasizes making destinations easy to get to for as many people as possible. And the future of the region's transportation system is poised to realign these needs with the operation of the system.

Innovation Square is predicated on the idea that the maximum number of users are efficiently served by the appropriately implemented modes of transportation. As such, the district will be a major driver in the pursuit of the following enhancements to the already high-performing overall system: expanded bicycling facilities, stronger and more responsive local bus system, introduction of express bus systems, expansion of the current transfer facilities both in capacity and transit types, and support of an expanded traffic signal management system among others.

Innovation Square is committed to enhancing the overall system through advanced technology to improve system efficiencies, vehicle trip reduction to reduce motor vehicle demand and land-use compatibility with multi-modal solutions, including the reduction of parking needed in the district and the surrounding areas. The future transportation planning, as it continues through the life of the project, will include further accessibility analyses, investment strategies, prioritization of project implementation and other components to insure ease of movement and the highest level of accessibility possible.

The system is ultimately set up to allow the community to address future transportation needs without closing off precluding future innovation. By allowing the infrastructure to accommodate the most appropriate solutions to future challenges, it reinforces the fundamental idea of the interactive nature of cities and the production of innovative human interaction.

FURTHER OPPORTUNITIES AND INITIATIVES

The implementation of a bike share program for UF students would place the University in the forefront of reducing vehicular trips for mid-day short range trips. The installation of bike racks and bike stations in the Innovation Square District (ISD) would greatly enhance the visibility and usage of bicycle travel throughout the District.

An internal District circulator shuttle service is envisioned for the future effectiveness of coordinated transportation and parking systems. Running short-trip shuttle service within the District can address short-trip circulation needs for lunch trips, meetings and errands. Such service significantly increases the chances for success of any BRT or express bus service being implemented in the future.

Transit and park and ride facilities are being analyzed and will be implemented to provide an environment that does not impair or discourage pedestrian circulation.

Community benefits of transit investments will be maximized by incentivizing residential and jobs development in proximity of local and regional bus and future BRT service.

Current assessment of the organization of a Transportation Management Organization (TMO) administered through the Innovation Square District will benefit the overall operation of the area. TMOs leverage private funds with public sources to fund programs and incentives. Combined with diligent management of paid parking, TMO programs can encourage area residents, employees and shoppers to choose transit, walking, bicycling, ride-sharing and telecommuting over driving.

While Innovation Square is designed with the best bicycle, pedestrian and vehicular solutions, these streets are a portion of an area-wide system. As such, the district will continue to coordinate with areas beyond its specific boundaries to ensure efficient and appropriate operations.

Ultimately establishing a method for prioritizing and linking identified transportation improvements to appropriate funding mechanisms is an important piece of an implementation

effort. Typically, projects are listed by funding source. However it is more effective to identify necessary projects and programs in a systematic nature regardless of project sponsor and this will be the foundation for prioritizing projects related to Innovation Square. This process is designed to display the necessary system and project sponsorship opportunities that can then be identified by responsible party, while also allowing for inevitable changes in the methods through which infrastructure will be funded. This will help ensure that the proposed systems are both responsive unfold in the appropriate sequence.

Transportation systems are extremely complex, and they have significant impact on the manner in which cities are developed. Innovation Square is providing a platform for the continued growth of a robust and highly efficient system. It has the potential to provide a model transportation system that aligns the myriad users present in a rich and vibrant community with the transportation support needed to see the successful development of a truly livable, walkable, adaptable, sustainable, and most importantly for transportation, accessible district, city and region.

REFERENCES

- City & Campus Bus Schedule. RTS, Spring 2011.
<http://go-rts.com/images/schedules/current-semester/entire-schedule.pdf>
- City of Gainesville Regional Transit System (RTS) Transit Development Plan. RTS, August 2009.
- Bicycle & pedestrian GIS data provided by the City of Gainesville and University of Florida (Spring-Summer 2011).
- 2010/2011-2014/2015 Transportation Improvement Plan. Gainesville MTP, May 10, 2010.
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- 5-Year Schedule of Capital Improvements. City of Gainesville, Ordinance No. 091002, 07-19-2010.



IDEAL SYSTEM

An ideal regional & district transportation system includes:

- Expanded bike system and facilities
- Introduce bike share programs
- Repair & fill gaps in the sidewalks
- Ensure crosswalks are accessible and in a state of good repair
- Offer frequent express bus service during peak hour travel
- Implement frequent peak & off-peak circulator bus

MODES



PEDESTRIAN



BICYCLE



CAR



LOCAL BUS



CIRCULATOR



EXPRESS BUS/BRT

USERS



INTOWN PROFESSIONAL



COMMUTING PARAPROFSSIONAL



LOCAL COLLEGE STUDENT



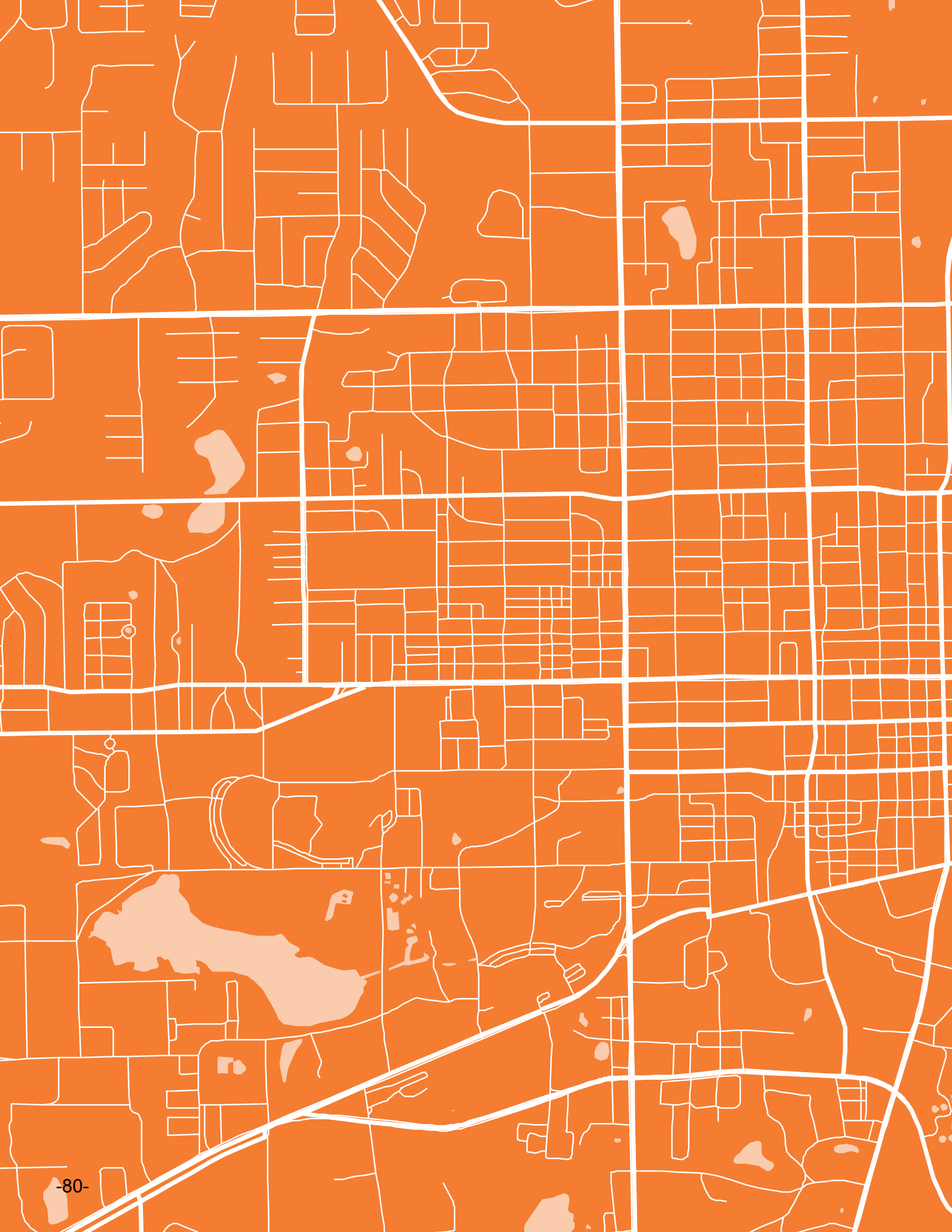
OUT-OF-TOWN VISITOR/TOURIST



SERVICE INDUSTRY WORKER



NON-WORKING/ RECREATIONAL







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