North Central Florida Regional Planning Council II
2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

September 15, 2010

TO: Citizens and Technical Advisory Committees (CAC & TAC)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, September 22nd, the TAC will meet at 2:00 p.m. in the ***Multi-purpose Room, Gainesville Regional Utilities.*** Also on Wednesday, September 22nd, the CAC will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the CAC meeting.

STAFF RECOMMENDATION

7:00 p.m. **I. Introductions (if needed)***

II. Approval of Meeting Agenda **APPROVE AGENDA**

Page #3 **III. Approval of Committee Minutes** **APPROVE MINUTES**
7:05 p.m.

Page #9 **IV. Upcoming Meetings** **FOR INFORMATION ONLY**
7:10 p.m.

A. Next MTPO meeting- October 4th at 5:00 p.m.
B. Next set of Committee Meetings- (October 13th if needed)
C. Year 2035 Long Range Transportation Plan Workshop Ad- September 21st

V. Long Range Transportation Plan Update- Draft Cost Feasible Plan

Page #11 **A. Prioritization Criteria** **NO ACTION REQUIRED**
7:15 p.m.

The MTPO's Consultant will discuss the prioritization criteria

Page #14 7:25 p.m.

B. Draft Transit Plan **APPROVE STAFF RECOMMENDATION**

The Committee will develop its recommended Transit Plan

Page #23 7:45 p.m.

C. Draft Bicycle/Pedestrian Plan **APPROVE STAFF RECOMMENDATION**

The Committee will develop its recommended Bicycle/Pedestrian Plan

Page #31 8:05 p.m.

D. Draft Roadway Plan **APPROVE STAFF RECOMMENDATION**

The Committee will develop its recommended Roadway Plan

Page #43 8:25 p.m.

E. Peak Oil/Land Use Strategies **REVIEW AND COMMENT**

The MTPO's Consultant will discuss this report

VI. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested

Page #54

A. CAC and TAC Attendance Records

*No handout included with the enclosed agenda material.

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III

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)

Gainesville Regional Utilities General Purpose Meeting Room
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
September 1, 2010

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Doug Robinson, Chair	John Gifford	Whit Blanton	Marlie Sanderson
Jonathan Paul, Vice Chair	Harrell Harrison	Doreen Joyner-Howard	Michael Escalante
Dekova Batey	Steve Kabat		
Linda Dixon	Debbie Leistner		
Steve Dopp	Dean Mimms		
Kathy Fanning			
Ron Fuller			
Thomas Hill			
Michael Iguina			
Ha Nguyen			

CALL TO ORDER

Vice Chair Jonathan Paul, Alachua County Impact Fee & Concurrency Manager, called the meeting to order at 2:12 p.m.

I. INTRODUCTIONS

Vice Chair Paul introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Paul asked for approval of the agenda.

ACTION: Mike Iguina moved to approve the meeting agenda. KathyFanning seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that the August 4, 2010 minutes are ready for approval

ACTION: Mike Iguina moved to approve the August 4, 2010 TAC minutes. Ha Nguyen seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 4th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the TAC's next meeting, if needed, is scheduled for September 22nd.

V. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT COST FEASIBLE PLAN

A. REVENUE FORECASTS

Mr. Sanderson discussed the revenue forecasts and answered questions.

B. PRIORITIZATION CRITERIA

Mr. Sanderson discussed the prioritization criteria and answered questions.

C. DRAFT ROADWAY PLAN

Mr. Sanderson discussed the draft Roadway Plan and answered questions. He noted that the new staff recommendation included the conversion and/or construction of dedicated transit lanes. He reported that Florida Department of Transportation (FDOT) staff is requiring that any added transit lanes constructed using FDOT funds cannot be separated from the general purpose lanes.

It was a consensus of the TAC to modify the staff recommendation to have:

Priority 1- SE 16 Avenue 4-laning from Main Street to Williston Road;
Priority 2- NW 34 St. turnlanes from NW 16 Ave. to US 441;
Priority 3a- Archer Rd. dedicated transit lanes from SW 37 Bd. to SW 13 St.;
Priority 3b- Archer Rd. dedicated transit lanes from Tower Rd. to SW 45 St.;
Priority 4- Waldo/Williston Rd. dedicated transit lanes from SE 7 Ave. to NE 39 Ave.;
Priority 5- Newberry Rd. dedicated transit lanes from Ft. Clarke Bd. to SW 62 Bd.;
Priority 6- Williston Rd. 4-laning from SW 62 Avenue to SW 35 Way;
Priority 7- Archer Rd. 4-laning from SW 91 St. to Tower Rd.;
Priority 8a- W 13 St. multimodal emphasis corridor from Archer Rd. to NW 23 Ave.;
Priority 8b- UniversityAve. multimodal emphasis corridor from W 34 St. to W 13 St.; and
Priority 8c- UniversityAve. multimodal emphasis corridor from W 13 St. to Waldo Rd.

It was a consensus of the TAC to include the Alachua County Capital Improvement Element projects in the Roadway and Transit tables and maps.

D. DRAFT TRANSIT PLAN

Mr. Sanderson discussed the draft Transit Plan and answered questions.

It was a consensus of the TAC to modify the staff recommendation to add the Street Car project.

E. DRAFT BICYCLE/PEDESTRIAN PLAN

Mr. Sanderson discussed the draft Bicycle/Pedestrian Plan and answered questions.

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 3:54 p.m.

_____ _____

Date Douglas Robinson, Chair

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
CITIZENS ADVISORY COMMITTEE (CAC)

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
September 1, 2010

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Rob Brinkman, Vice Chair	Jan Frentzen, Chair	Patrick Bekoe	Marlie Sanderson
Holly Blumenthal	Nelle Bullock	Thomas Hill	Mike Escalante
Harvey Budd	Valerie Rosenkrantz	Wes MacLeod	
Mary Ann DeMatas		Ridwan Sutriadi	
Roderick Gonzalez		Brad Weitekamp	
Chandler Otis			
James Samec			
Ruth Steiner			
Ewen Thomson			

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:00 p.m.

I. INTRODUCTIONS

Vice Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Brinkman asked for approval of the meeting agenda.

ACTION: Ruth Steiner moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Brinkman asked for approval of the CAC meeting minutes.

ACTION: Holly Blumenthal moved to approve the August 4, 2010 CAC minutes. Ruth Steiner seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 4th at 5:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting is September 22nd. He announced upcoming City of Gainesville Evaluation and Appraisal Report workshops.

V. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT COST FEASIBLE PLAN

A. REVENUE FORECASTS

Mr. Sanderson and Mr. Thomas Hill, Florida Department of Transportation (FDOT) District 2 Growth Management Administrator, discussed the revenue forecasts and answered questions.

B. PRIORITIZATION CRITERIA

Mr. Sanderson discussed the prioritization criteria and answered questions.

C. DRAFT ROADWAY PLAN

Mr. Sanderson discussed the draft Roadway Plan and answered questions. He noted that the FDOT Strategic Intermodal System (SIS) Cost Feasible Plan would be included in the next CAC meeting packet

D. DRAFT TRANSIT PLAN

Mr. Sanderson discussed the draft Transit Plan and answered questions.

It was a consensus to request Regional Transit System staff attend the September 22nd CAC meeting.

E. DRAFT BICYCLE/PEDESTRIAN PLAN

Mr. Sanderson discussed the draft Bicycle/Pedestrian Plan and answered questions. He said that there would be a State Highway System map in the September 22nd meeting packet

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

ACTION: Ruth Steiner moved to adjourn the meeting. James Samec seconded; motion passed unanimously.

The meeting was adjourned at 8:27 p.m.

_____ _____

Date Jan Frentzen, Chair

SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
JANUARY	-	-	(None Scheduled)
FEBRUARY	Jan. 27 - TAC Sub @ NCFRPC @ 1 pm ***Jan. 27 - TAC & CAC - CANCELLED***	January 28	***CANCELLED***
MARCH	CAC Orientation @ 6:30 pm March 3	March 4	March 15 at 6:00 p.m.
APRIL	***CANCELLED***	***CANCELLED***	***CANCELLED***
MAY	TAC & CAC @ NCFRPC April 21	April 22	May 10 at 3:00 p.m.
JUNE	June 2	June 3	June 14 at 1:00 p.m.
JULY	June 30 - TAC @ NCFRPC ***CAC - CANCELLED***	July 1	***CANCELLED***
AUGUST	August 4	August 12	August 23 at 5:00 p.m.
SEPTEMBER	September 1	September 2	***CANCELLED***
OCTOBER	September 22	September 23	October 4 at 5:00 p.m.
NOVEMBER	TAC & CAC @ NCFRPC October 13	October 14	November 1 at 3:00 p.m.
DECEMBER	December 1	December 2	December 13 at 5:00 p.m.

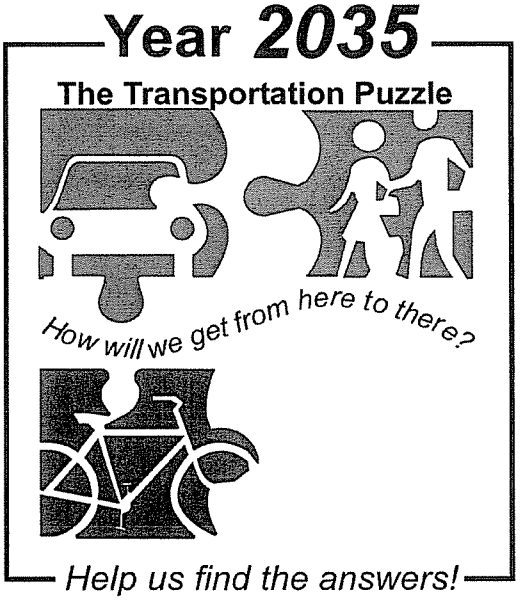
Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting. Corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.

YEAR 2035
LONG RANGE TRANSPORTATION
COST FEASIBLE PLAN
GAINESVILLE METROPOLITAN AREA

COMMUNITY PUBLIC WORKSHOP

Tuesday, September 21, 2010
5:30 p.m. to 8:00 p.m.
Presentation at 6:00 p.m.
Gainesville Regional Utilities
301 SE 4th Avenue
Gainesville, Florida



We want your opinion and your involvement. Please come to share your ideas.

The Gainesville City Commission and the Alachua County Commission [sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO)] are developing the Year 2035 Livable Community Reinvestment Plan Update for the Gainesville Metropolitan Area. This is the final public workshop prior to the adoption of the Year 2035 Long Range Transportation Cost Feasible Plan. This workshop is your opportunity to provide input on the selection of future roadway, transit, bicycle and pedestrian projects for the Cost Feasible Plan before it is presented to the MTPO for approval on October 4, 2010.

Please visit our Year 2035 Livable Community Reinvestment Plan update website at www.livabletransportation.org

More detailed information concerning this public workshop can be obtained in several ways: by visiting the website at www.ncfrpc.org (click Metropolitan Transportation Planning); by writing to the MTPO, 2009 NW 67th Place Gainesville, Florida 32653; by appearing in person at the above address 8:00 a.m. to 5:00 p.m., Monday through Friday; or by calling (352) 955-2200. Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge), to participate in this workshop should contact Mr. Marlie Sanderson at (352) 955-2200, extension 103, at least five (5) days before the workshop.

EXHIBIT 1

MTPO Needs Plan Prioritization Criteria

DRAFT

Criteria	Points
1. Is the project on or parallel to an existing or future congested roadway?	1.2 or more = 20 1.05 to 1.2 = 15 .80 to 1.05 = 10
2. Does the project extend existing transit service to serve areas meeting minimum population & employment density thresholds? (Average of 9 du/acre or 12 employees per acre using 2035 data)	Transit service = 20 Park-and-ride connection = 15 Roadway project to enable future transit service = 10
3. Where is the project located relative to the accessibility analysis for the metropolitan area?	Completely within highly accessibility area = 20 Partially within highly accessible area = 15 Within moderately accessible area = 10 Within low accessibility area = 5
4. Does the project connect two or more collector or arterial roads?	Both roads are congested = 20 One road is congested = 10
5. Does the project increase frequency of transit service to less than 30 minutes or expand operating hours?	Both = 20 One = 10

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YEAR 2035 LONG RANGE TRANSPORTATION PLAN
TRANSIT PROJECT PRIORITY SCORING

	FACILITY/LOCATION	TYPE	Length	Plan Prioritization Criteria					
TRANSIT				#1	#2	#3	#4	#5	Total Score
T-A	Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit (Dedicated Lane)	16.3	20	20	15	20	20	95
T-B	Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit (Dedicated Lane)	6.5	20	20	15	20	20	95
T-C1	Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit (Dedicated Lane)	14.2	20	20	15	20	20	95
T-C2	Northwood Village to UF/ 2nd Ave S (via 13th Street)	Bus Rapid Transit (Dedicated Lane)	5.3	10	20	20	20	20	90
T-D	Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	Bus Rapid Transit (Dedicated Lane)		20	20	15	20	20	95
T-G	Downtown/UF	Streetcar	5.4	20	20	20	20	20	100
T-H	Urban Village/UF	Streetcar	3.6	20	20	20	20	20	100
T-I	High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route	13.2	20	0	5	20	20	65
T-J	Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route	7.2	15	0	5	20	20	60
T-K	Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route	6.8	10	0	5	10	20	45
T-L	Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route	10.2	0	0	5	0	20	25
T-M	Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route	12.2	0	0	5	0	20	25
N	Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus	5 Routes	0	20	15	0	20	55
O	Planned RTS Fixed Route Bus (new fixed route service)	Fixed Route Bus	6 Routes	0	20	15	20	20	75
AH	Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Fixed Route Bus		20	0	15	20	20	75
P	I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot		20	0	20	20	0	60
Q	Newberry Road and Ft. Clarke Road	Park & Ride Lot		15	0	10	0	0	25
U	US 441 and Williston Road	Park & Ride Lot		15	0	10	0	0	25
W	SE Hawthorne Road and SE 24th Street/SE 8th Ave	Park & Ride Lot		0	0	10	0	0	10
R	Newberry Road and CR 241 (Jonesville)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
S	Butler Plaza Area	Intermodal Center/Park & Ride Lot		20	15	20	0	0	55
T	Archer Road and Tower Road (SW 75th Street)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
V	Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center/Park & Ride Lot		0	0	10	0	0	10
X	NW 34th Street and US 441 (Northwood Village)	Intermodal Center/Park & Ride Lot		20	0	10	0	0	30
Y	NW 39th Avenue and I-75 (Springhills Area)	Intermodal Center/Park & Ride Lot		20	0	20	0	0	40
Z	NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center/Park & Ride Lot		10	0	5	0	0	15
AI	Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center/Park & Ride Lot		0	0	20	0	20	40
AA	RTS Maintenance Facility	Transit Maintenance Facility		0	0	20	0	20	40
AB	Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transit Center		20	15	20	0	0	55
	Bus Replacement Program								

YEAR 2035 LONG RANGE TRANSPORTATION PLAN
ROADWAY PROJECT PRIORITY SCORING

	FACILITY/LOCATION	FROM/TO	TYPE	Length	Plan Prioritization Criteria					
ROADWAY					#1	#2	#3	#4	#5	Total Score
ROADWAY										
A	Airport Access Road	Waldo Rd to Airport	New 2 lane road	0.5	0	0	10	0	0	10
B	Archer Road	West of I-75 to Archer (city limits)	Add 2 lanes (2 to 4)	7.0	15	0	10	20	0	45
D	Hull Road Extension	SW 34th St to SW 43rd St Ext	New 2 lane road	1.1	20	10	15	20	0	65
E	Radio Road Extension	SW 34th St. to Hull Rd Extension	New 2 lane road	1.0	20	0	20	20	0	60
F	Springhills Boulevard	NW 83rd St Ext to NW 115th St	New 2 lane road	2.3	20	0	10	0	0	30
AB	Tower Road	SW 8th Avenue to Archer Road	Reconstruct (2 lane upgrade)	3.2	20	15	20	0	0	55
G	University Avenue	NW 34th St to Waldo Rd	Multimodal Emphasis	3.7	20	10	15	20	0	65
AD	Waldo Road Multiway Boulevard	University Avenue to NE 39th Street	New 2 lane road	2.6	10	0	15	10	0	35
H	Williston Road	West of I-75 to SW 62nd Ave	Add 2 lanes (2 to 4)	0.8	20	0	10	10	0	40
AG	NE 39th Avenue (SR 222)	Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)	1.7	0	0	5	0	0	5
I	NW 122nd Street Extension	NW 46th Ave to Newbery Rd	New 2 lane road	2.2	0	0	10	20	0	30
J	NW 23rd Avenue	NW 55th St to NW 98th St	Add 2 lanes (2 to 4)	2.7	20	0	10	10	0	40
K	NW 23rd Avenue Extension	NW 98th St to NW 143rd St (CR 241)	New 2 lane road	3.12	20	0	5	0	0	25
L	NW 34th Street	NW 16th Ave to US 441	Add turn lanes	3.67	20	0	10	20	0	50
M	NW 34th Street/SR121	NW 58th Ave to NW 67th Place	Add 2 lanes (2 to 4)	0.7	15	0	15	0	0	30
N	NW 76th Boulevard Extension	NW 76th Blvd to Ft Clarke	New 2 lane road	0.6	0	20	15	0	20	55
O	NW 83rd Street Extension	NW 39th St to Millhopper Rd	New 2 lane road	1.5	0	20	15	20	20	75
P	NW/SW 13th Street	SW 16th Ave to NW 23rd Ave	Multimodal Emphasis	2.6	20	0	20	20	0	60
AC	SE 4th Ave	Depot Ave to Williston Rd	Multimodal Emphasis	0.7	0	10	15	10	0	35
Q	SE 16th Avenue	Main St to Williston Rd	Add 2 lanes (2 to 4)	0.6	15	0	10	0	0	25
Z	SW 8th Avenue Extension	SW 122nd St to SW 143rd (CR 241)	New 2 lane road	1.4	10	0	5	0	0	15
R	SW 20th Avenue	SW 34th Ave to SW 43rd St	Add turn lanes	1.0	20	0	10	0	0	30
S	SW 20th Avenue	SW 43rd St to SW 62nd Blvd	Add 2 lanes (2 to 4)	0.6	20	15	20	0	0	55
T	SW 23rd Terrace Extension to University of Florida campus	Hull Rd to Archer Rd	New 2 lane road	0.3	20	0	10	0	0	30
V	SW 45th Street	Archer Rd to I-75	New 2 lane road	0.6	0	0	10	0	0	10
AA	SW 47th Street Extension	SW 47th St to SW 40th Place	New 2 lane road	0.5	0	0	20	0	20	40
AF	SW 57th Road	SW 75th Street to SW 63rd Boulevard	New 2 lane road	2.2	20	0	10	10	0	40
X	SW 62nd Boulevard*	Newberry Rd to SW 20th Ave	Add 2 lanes (2 to 4)	1.7	20	0	10	0	0	30
Y	SW 62nd Boulevard Extension*	SW 20th Ave to Windmeadows Blvd	New 4 lane road	0.97	20	0	20	0	0	40
AE	SW 63rd/SW 67th Ave	SW 24th Ave to Archer Road	New 2 lane road	1.9	0	0	10	20	0	30
	I-75 @ SR 222/39th Avenue		SIS Interchange Modification							
	I-75 @ SR 24/Archer Road		SIS Interchange Modification							
	I-75 @ SR 26/Newberry Road		SIS Interchange Modification							
	I-75 @ SR 331/Williston Road		SIS Interchange Modification							

NOTES

PD&E = 10% of Construction Costs
ROW = 20% of Construction Costs
Bridge = $10,000,000
*SW 62nd Blvd Cost from HNTB

North Central Florida Regional Planning Council
2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

September 13, 2010

TO: Metropolitan Transportation Planning Organization (MTPO) Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Draft Cost Feasible Plan- Draft Transit Plan

MTPO STAFF RECOMMENDATION

Recommend that the MTPO approve the draft Cost Feasible Transit Plan (see enclosed Table 2).

BACKGROUND

The following materials are enclosed as background information for the development of the draft Cost Feasible Transit Plan:

Table 1- Revenue Forecasts;

Table 2- draft Cost Feasible Transit Plan;

Exhibit 1- email dated September 7th from the Regional Transit System (RTS) Director. *In this email, he states that RTS staff can attend the next Citizens Advisory Committee (CAC) meeting to discuss RTS plans for the needed bus maintenance facility (note- at the last meeting, the CAC requested that RTS staff attend the next CAC meeting to discuss the draft Cost Feasible Transit Plan answer questions about the maintenance facility).*; and

Exhibit 2- latest cost and phasing plan for the RTS Maintenance Facility.

Exhibit 3- Adopted Year 2035 Transit Needs Plan Map; and

Exhibit 4- Adopted Year 2035 Transit Needs Plan Table.

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TABLE 1

REVENUE FORECASTS
(IN MILLIONS OF YEAR OF EXPENDITURE DOLLARS)

TYPE OF PROJECT	FISCAL YEAR					22 YEAR TOTAL
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	
Enhancements	$0.9	$2.5	$2.6	$2.7	$2.7	$11.5
State Highways and Intelligent Transportation System (ITS)	6.0	18.5	20.8	22.4	24.3	92.0
Flex- To Enhancements, Federal-aid Eligible Highways (on or off the State Highway System) or Transit	2.3	7.1	8.1	8.8	9.8	36.1
Transit*	5.6	14.5	16.4	18.3	19.9	74.7
Future Transit Operating Expenses*	(5.3)	(13.8)	(15.6)	(17.4)	(18.9)	(71.0)
Transit Revenues Minus Future Operating Expenses*	0.3	0.7	0.8	0.9	1.0	3.7
TOTAL	$14.8	$42.7	$47.9	$52.2	$56.7	$214.3

Note- rows and columns may not sum due to rounding.
**Assumes revenues as Section 5307 Formula Allocation and service area is less than 200,000 population.*

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TABLE 2

DRAFT TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit ***(Cost Feasible Plan Revenues = $3.7 million)***				
1	Transit Maintenance Facility	NA	NA	$50.0 ($3.7 available)
TOTAL				**$3.7**

Surface Transportation Program ***(Cost Feasible Plan Revenues = $36.1 million)***				
1	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0	$1.0
2	Intermodal Center/Park and Ride Lot	Tower Road at Archer Road	NA	$0.4
3	Santa Fe to Airport Bus Rapid Transit Alternatives Analysis	Santa Fe Village to Airport (via Oaks Mall, Archer Road and Downtown)	NA	$1.0
4	Santa Fe to Airport Bus Rapid Transit	Santa Fe Village to Airport (via Oaks Mall, Archer Road and Downtown)	16.3	$85.6 ($33.7 available)
TOTAL				**$36.1**

NA- Not applicable

TABLE 2 _Continued

DRAFT TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Alachua County Projects (identified as Cost Feasible by the Year 2020)				
NA	**Ft Clarke Boulevard** dedicated transit lanes	Newberry Road to NW 23rd Avenue	0.5	$3.0
NA	**NW 83rd Street,** BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	$7.8
NA	**NW 83rd Street,** BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	$14.0
TOTAL ALACHUA COUNTY TRANSIT PROJECTS				**$24.8**
GRAND TOTAL COMBINED TRANSIT PROJECTS				**$64.6**

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EXHIBIT 1

Marlie Sanderson

From: Gomez, Jesus M. [gomezjm@cityofgainesville.org]
Sent: Tuesday, September 07, 2010 9:06 AM
To: Marlie Sanderson; Robinson, Douglas K.
Cc: Scott Koons; Mike Escalante; Scott, Teresa A.; jfrentzn@bellsouth.net; Starling, Paul K.
Subject: RE: RTS Maintenance Facility Questions

Marlie:

We can present our plans to the CAC but I will give you a quick answer to your questions below.

Purchasing or leasing was an option we studied but The City Commission approved to continue the expansion process in property adjacent to the RTS main facility. The City Manager did not like the idea of using business or dealership properties that may want to be there in the future.

Purchasing or leasing usually undergo a long process when using FTA funds. RTS already bought property with FTA funds and took one year to acquire property. Using FTA funds to buy existing dealership or business properties will take a lot longer to buy (FTA discourage leases) due to environmental regulations we need to comply with when using federal funds. Location of the property was a main reason for the decision to stay near our current facility. Operating costs to run on a new satellite facility can go up to $700,000 per year.

We are currently in the process of selecting an agency for the engineering and design. We do not have any drawings yet and we will present it to all the MTPO advisory committees when we get them.

The current maintenance facility has a little over 10,000 sq. f. and is adequate for only 50-60 buses.

Thanks,

Jesus Gomez
RTS Director
(352) 393-7852
www.go-rts.com

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Friday, September 03, 2010 3:14 PM
To: Robinson, Douglas K.
Cc: Scott Koons; Mike Escalante; Gomez, Jesus M.; Scott, Teresa A.; jfrentzn@bellsouth.net
Subject: RTS Maintenance Facility Questions

Doug-

At Wednesday's Citizens Advisory Committee (CAC) meeting, the Committee asked us to contact you and see if you can attend the next CAC meeting on September 22nd at 7:00 p.m. This meeting will be held in the Grace Knight Conference Room of the Alachua County Administration Building.

The CAC stated that they wanted to discuss with RTS staff the need for constructing a new RTS Maintenance Facility versus purchasing or leasing one or more of the vacant car dealerships on N. Main Street to serve as a bus maintenance facility.

Also, the CAC asked us to include the following information in the next Committee meeting packet concerning the existing and proposed RTS Maintenance Building:

1. the total number of square feet in the existing RTS Maintenance Building; and

2. copies of any plans, drawings, etc... for the new RTS Maintenance Facility.

Thanks for considering this request, Marlie

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

EXHIBIT 2

RTS Bus Maintenance and Operations Facility

Phase	Total	Year of Completion
Phase 1	$ 33,319,603.24	2015
Phase 2	$ 24,165,229.50	2016
Phase 3	$ 8,561,959.22	2019
Project Total	**$ 66,046,791.96**	

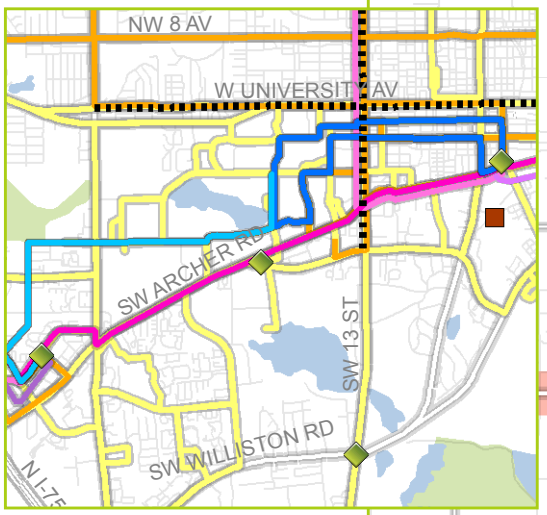
Note: Project estimates based on conceptual design.

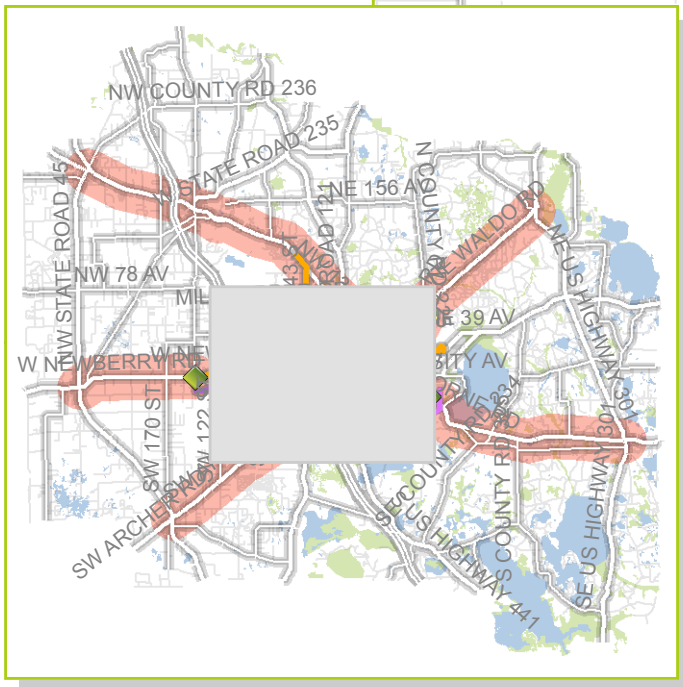
Updated: September 1, 2010

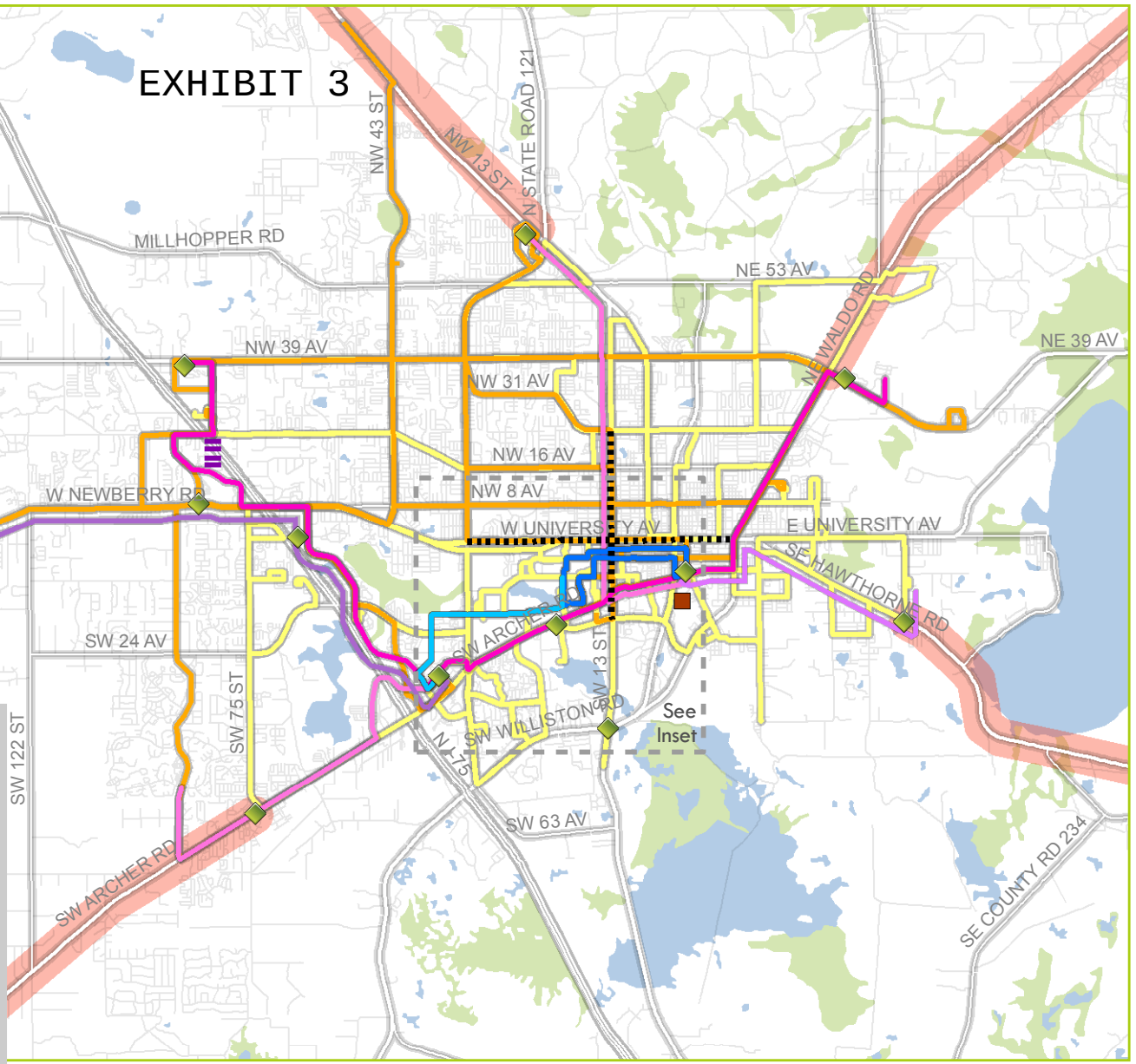
For use in MTPO Cost Feasible Plan

2035 TRANSIT NEEDS PLAN

EXHIBIT 3







Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- Intermodal Facility/ Park & Ride
- Existing RTS Routes
- Planned RTS Routes
- Express Routes

Bus Rapid Transit (BRT)

- Eastside Activity Center to Downtown Intermodal Center
- Haile Village Center to Buttler Plaza
- Jonesville to Butler Plaza Northwood Village (13th St) to UF to 2nd Ave S
- Santa Fe to Airport

- RTS Maintenance Facility
- Streetcar Downtown/UF
- Streetcar Urban Village/UF
- Multimodal Emphasis Corridors
- Transit Overpass

EXHIBIT 4

Adopted Year 2035 Transit Needs Plan Projects

	FACILITY/LOCATION	TYPE
	Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit Trunk Line (dedicated lanes)
	Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit Feeder Route (dedicated lanes)
	Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit Feeder Route (dedicated lanes)
	Northwood Village to UF/ 2nd Ave S (via 13th Street)	Bus Rapid Transit Feeder Route (mixed traffic)
	Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	Bus Rapid Transit Feeder Route (mixed traffic)
	Downtown/UF	Streetcar
	Urban Village/UF	Streetcar
	High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route
	Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route
	Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route
	Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route
	Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route
	Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus
	Planned RTS Fixed Route Bus (new service)	Fixed Route Bus
	Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Premium Fixed Route (15 minute frequencies)
	Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transportation Center
	Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center
	Newberry Road and CR 241 (Jonesville)	Intermodal Center & Park & Ride Lot
	Butler Plaza Area	Intermodal Center & Park & Ride Lot
	Archer Road and Tower Road (SW 75th Street)	Intermodal Center & Park & Ride Lot
	Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center & Park & Ride Lot
	NW 34th Street and US 441 (Northwood Village)	Intermodal Center & Park & Ride Lot
	NW 39th Avenue and I-75 (Springhills Area)	Intermodal Center & Park & Ride Lot
	NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center & Park & Ride Lot
	I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot
	Newberry Road and Ft. Clarke Road	Park & Ride Lot
	US 441 and Williston Road	Park & Ride Lot
	Transit Overpass (NW 83rd Street extension south over I-75)	Transit Overpass
	RTS Maintenance Facility	Transit Maintenance Facility Expansion
	Bus Replacement Program	Transit Capital

North Central Florida Regional Planning Council
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V.C

September 13, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Draft Cost Feasible Plan- Draft Bicycle/Pedestrian Plan

MTPO STAFF RECOMMENDATION

Recommend that the MTPO approve the draft Year 2035 Cost Feasible Bicycle/ Pedestrian Plan in Table 1.

BACKGROUND

The draft Year 2035 Cost Feasible Bicycle/Pedestrian Plan is enclosed as Table 1.

Exhibit 1 shows the draft Archer Braid priority project recommendations for the Cost Feasible Plan. Exhibit 2 is the adopted Year 2035 Bicycle/Pedestrian Needs Plan Map. Exhibit 3 is the adopted Year 2035 Bicycle/Pedestrian Needs Plan Table.

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TABLE 1

DRAFT BICYCLE/PEDESTRIAN COST FEASIBLE PLAN

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (2007 DOLLARS)
Surface Transportation Program (STP) Enhancements ***(Cost Feasible Plan Revenues = $11.5 million)***				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	$1,890,000
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	$180,000
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	$450,000
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	$2,070,000
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	$7,000,000
TOTAL STP ENHANCEMENT FUNDED PROJECTS				**$11,590,000**
Alachua County Projects (identified as Cost Feasible by Year 2020)				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	$395,000
NA	SW 8th Avenue sidewalk	SW 75th Street to East Terminus	0.5	$60,000
NA	W University Avenue sidewalk	SW 75th Street to East Terminus	0.5	$62,000
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	$260,000
TOTAL ALACHUA COUNTY PROJECTS				**$777,000**
City of Gainesville Projects (identified as Cost Feasible by Year 2015)				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	$460,000
TOTAL CITY OF GAINESVILLE PROJECTS				**$460,000**
GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS				**$12,827,000**

NA- Not applicable

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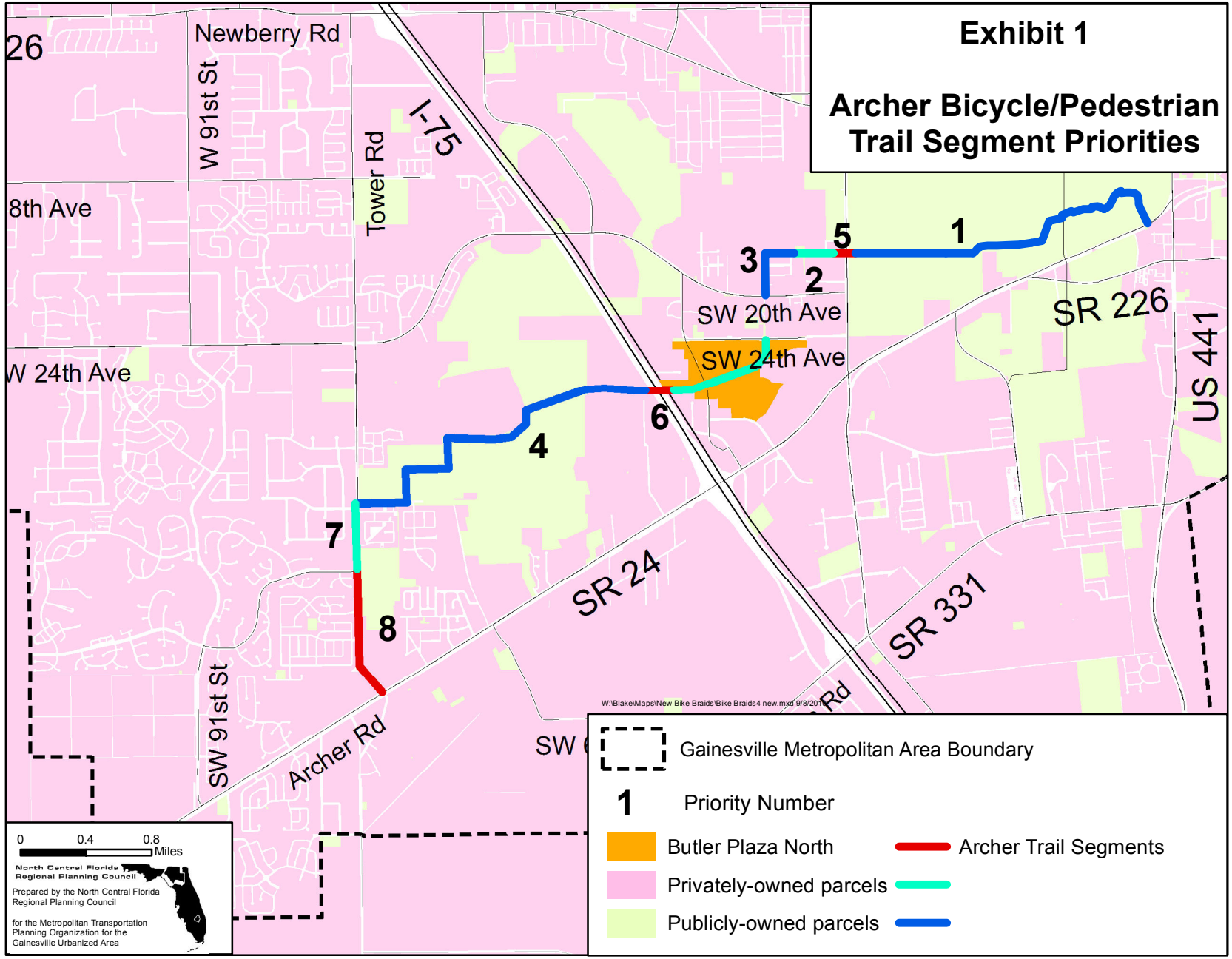
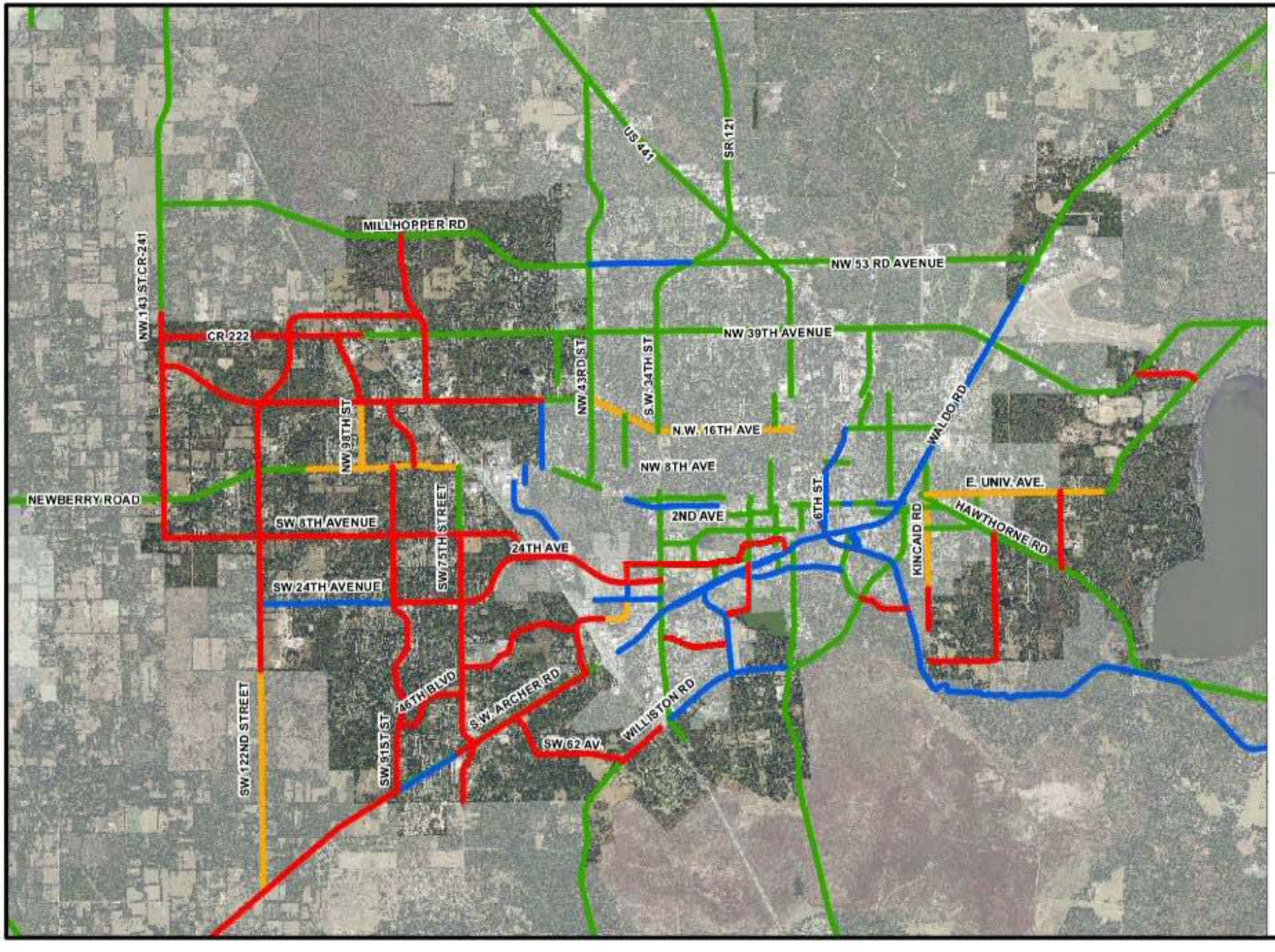


Exhibit 1
Archer Bicycle/Pedestrian Trail Segment Priorities
26
Newberry Rd
W 91st St
Tower Rd
I-75
8th Ave
W 24th Ave
SW 20th Ave
SW 24th Ave
SR 226
US 441
SR 24
SR 331
SW 91st St
Archer Rd
1
2
3
4
5
6
7
8
0 0.4 0.8 Miles
North Central Florida Regional Planning Council
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Gainesville Metropolitan Area Boundary
Priority Number
Butler Plaza North
Archer Trail Segments
Privately-owned parcels
Publicly-owned parcels

EXHIBIT 2



Existing & Future Bicycle & Pedestrian Network

Legend

- Existing multi-use path
- Existing bike lane/shoulder
- Future multi-use path
- Future bike lane/shoulder
- Area Outside of Urban Cluster

N

0 1 2 4

Miles

Metropolitan Transportation Planning Organization

Year 2035 Needs Plan

EXHIBIT 3

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

(Note- Projects must not have significant environmental justice or civil rights impacts or policy, physical or environmental constraints)

BRAID	SEGMENT/DESCRIPTION
ARCHER	University of Florida Cross Campus Greenway Trail
	SW 34th Street Grade Separated Crossing
	Hull Road Parking Area to SW 34th Street
	SW 38th Terrace (north of SW 20th Avenue to Hull Road Parking Area)
	Butler Plaza Planned Development
	Interstate 75 Grade Separated Crossing
	Tower Road east to Interstate 75
	Tower Road north of Haile Boulevard
	Tower Road south of Haile Boulevard
	Enhance pedestrian crossing between Shands Hospital and Cancer Center
	Waldo Road Bicycle/Pedestrian Overpass at or near NE 8th Avenue
	SW 91st Street from Archer Road to Haile/SW 46th Boulevard
	Haile/SW 46th Boulevard from SW 91st Street to Tower Road
	SW 41st Place from Tower Road to SW 63rd Boulevard
	Archer Braid Trail from SW 41st Place to SW 45th Street Bridge
	SW 45th Street Bridge from SW 45th Street to SW 42nd Street
ALACHUA	US 441 Bikelanes (NW 23rd Avenue to Archer Road)
UNIVERSITY	Enhance bike trail crossing at E. University/Waldo/Williston Road Intersection
HAWTHORNE	(Bicycle/pedestrian trail has been completed)
BIVENS	SW 23rd Street Trail from Archer Road to SW 23rd Terrace
WESTSIDE	Enhance pedestrian crossing at SW 34th Street and Archer Road
	Bikelanes on NW 34th Street between NW 23rd Avenue and SW 2nd Avenue

1

EXHIBIT 3 CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
MILLHOPPER	Bikelanes & sidewalks as part of NW 23rd Avenue 4-laning from NW 55th Street to NW 98th Street
	NW 83rd Street from NW 23rd Avenue to NW 39th Avenue
GLEN SPRINGS	Enhance pedestrian crossing at US 441 and NW 23rd Avenue
-	Bike Lane/Shoulder on E. University Avenue from NE 15th Street to State Road 26
-	Bike Lane/Shoulder on Kincaid Road from SE 22nd Avenue to Hawthorne Road
-	Bike Lane/Shoulder on Newberry Road from NW 115th Street to Tower Road/SW 75th Street
-	Bike Lane/Shoulder on NW 16th/23rd Avenue from NW 43rd Street to NW 13th Street
-	Bike Lane/Shoulder on NW 98th Street from Newberry Road to NW 23rd Avenue
-	Bike Lane/Shoulder on SW 122nd Street from Archer Road to Diamond Sports Complex
-	Multi-Use Path on Archer Road from SW 75th Terrace to SW 45th Street
-	Multi-Use Path on Archer Road from State Road 45 to SW 91st Street
-	Multi-Use Path on Downtown East Central Trail from Depot Avenue Rail/Trail to NE 39th Avenue
-	Multi-Use Path on Fort Clarke Boulevard from Newberry Road to NW 23rd Avenue
-	Multi-Use Path on NE 27th Avenue from NE 39th Boulevard to NE 55th Boulevard
-	Multi-Use Path on NW 23rd/32nd Avenue from NW 143rd Street to NW 98th Street

EXHIBIT 3 CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
-	Multi-Use Path on NW 39th Avenue from NW 143rd Street to Interstate 75
-	Multi-Use Path on NW 83rd Street from NW 39th Avenue to Millhopper Road
-	Multi-Use Path on NW 98th Street from NW 23rd Avenue to NW 98th Street
-	Multi-Use Path on SE 15th Street from SE 32nd Place to SE 22nd Avenue
-	Multi-Use Path on SE 41st Avenue/ 27th Street from SE 15th Street to Hawthorne Road
-	Multi-Use Path on SE 43rd Street from Hawthorne Road to E University Avenue
-	Multi-Use Path on SW 8th Avenue from SW 143rd Street to SW 24th Avenue
-	Multi-Use Path on SW 20th/24th Avenue from SW 91st Street to SW 34th Street
-	Multi-Use Path on SW 45th Street from Archer Road to SW 45th Street Bridge
-	Multi-Use Path on SW 62nd Avenue/Williston Road from Archer Road to Interstate 75
-	Multi-Use Path on SW 91st Street from SW 46th Boulevard to Newberry Road
-	Multi-Use Path on Sweetwater Preserve from Williston Road to SE 15th Street
-	Multi-Use Path on Tower Road/SW 75th Street from SW 41st Place to SW 8th Avenue
	Multi-Use Path on Tower Road/SW 75th Street from SW 57th Avenue to Archer Road

EXHIBIT 3 CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

-	Multi-Use Path on W 122nd Street from Diamond Sports Complex to NW 39th Avenue
-	Multi-Use Path on W 143rd Street from SW 8th Avenue to NW 44th Avenue
-	Sidewalk on SW 35th Place from SW 23rd Terrace to SW 34th Street
-	Proposed I-75 Crossing from NW 115th Terrace to NW 83rd St
-	Trail corridor on east side of Interstate 75 from Newberry Road north to Millhopper Road

Notes- [1] *The Archer Braid from SW 91st Street to Tower Road is a committed project.*
[2] *The Archer Braid from SW 24th Avenue to SW 20th Avenue is constructed.*
[3] *TBD- grade-separated crossing size and cost to be determined by Renaissance Planning Group.*
[4] *Projects labeled with a - under the Braid column are not part of a braid.*

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North Central Florida Regional Planning Council
2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

V.D

September 13, 2010

TO: Metropolitan Transportation Planning Organization (MTPO) Advisory Committees

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Draft Cost Feasible Plan- Draft Roadway Plan

MTPO STAFF RECOMMENDATION

Recommend that the MTPO approve the draft Year 2035 Cost Feasible Roadway Plan (see enclosed Table 2).

BACKGROUND

The following materials are enclosed as background information for the development of the draft Cost Feasible Roadway:

Illustration I-	entitled State Maintained Roadways in Gainesville;
Exhibit 1-	Adopted Needs Plan Roadway Projects Federal Aid Highway Eligibility Status;
Exhibit 2-	Highway Component 2035 Cost Feasible Plan (Florida Strategic Intermodal System (SIS));
Illustration II-	Committed Transportation Projects;
Exhibit 3-	Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects
Table 1-	Draft Roadway Cost Feasible Plan (developed by the Technical Advisory Committee on September 1st;
Table 2-	Draft Roadway Cost Feasible Plan recommended by MTPO staff;
Exhibit 4-	Adopted Year 2035 Roadway Needs Plan Map; and
Exhibit 5-	Adopted Year 2035 Roadway Needs Plan Table.

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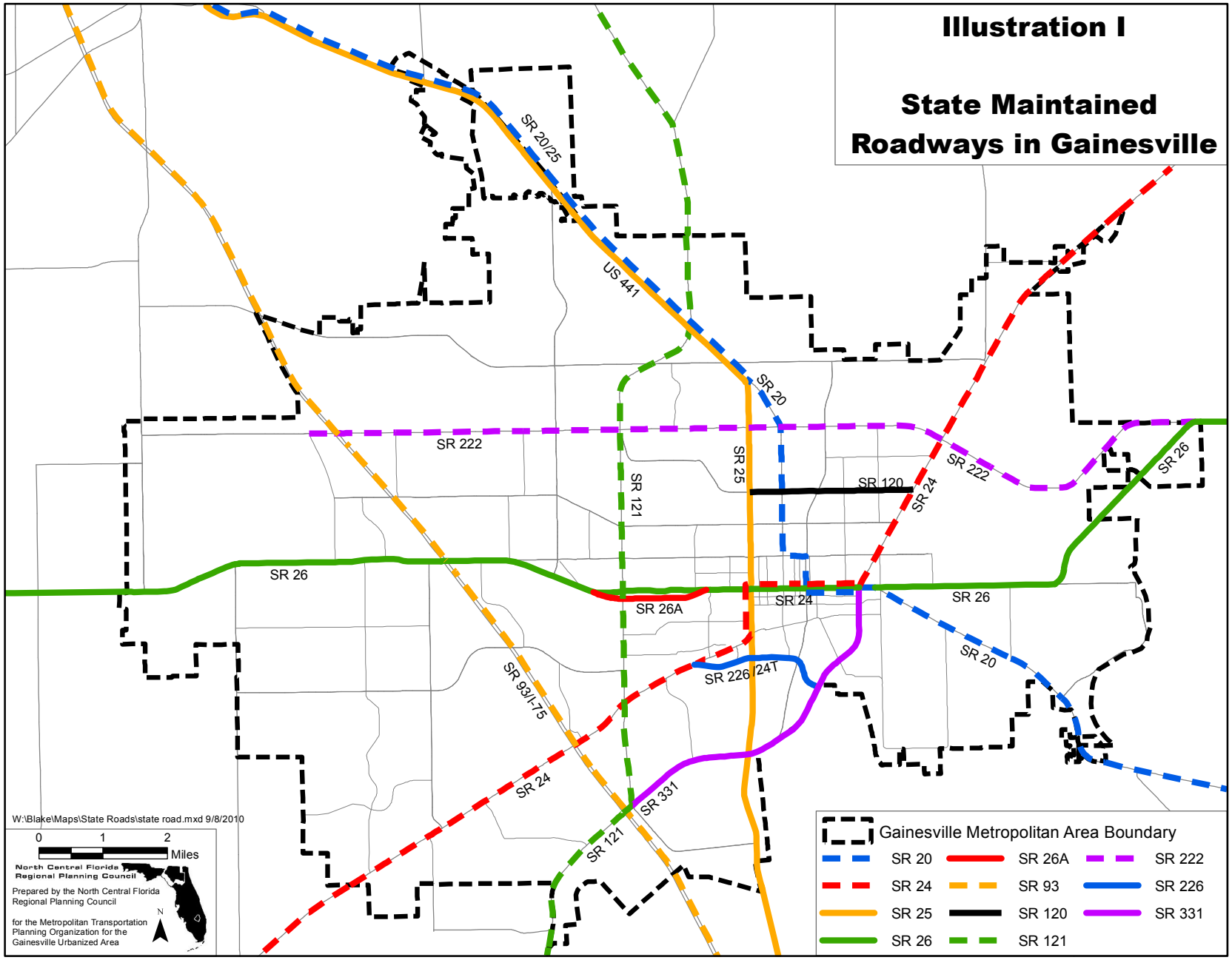
Illustration I
State Maintained Roadways in Gainesville
SR 20/25
US 441
SR 20
SR 222
SR 25
SR 121
SR 120
SR 24
SR 26
SR 26A
SR 93/I-75
SR 226/24T
SR 331
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0 1 2
Miles
North Central Florida Regional Planning Council
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
N
Gainesville Metropolitan Area Boundary
SR 20
SR 26A
SR 222
SR 24
SR 93
SR 226
SR 25
SR 120
SR 331
SR 26
SR 121

EXHIBIT 1

ADOPTED NEEDS PLAN ROADWAY PROJECTS
FEDERAL AID HIGHWAY ELIGIBILITY STATUS

ROADWAY PROJECTS
STATE HIGHWAY SYSTEM PROJECTS- 92 Milliion Dollars
Archer Road [SR 24] 4-laning from City of Archer to Tower Road
NE 39th Avenue [SR 222] from Gainesville Regional Airport to NE 27th Avenue
NW 22nd Street/NW 34th Street [SR 121] 4-laning from NW 58th Avenue to NW 67th Place
NW 34th Street [SR 121] turnlanes from NW 16th Avenue to US 441
SE 16th Avenue [SR 226] 4-laning from Main Street to Williston Road
University Avenue [SR 26] Multimodal Emphasis Corridor from W 34th Street to Waldo Road
W 13th Street [SR 25] Multimodal Emphasis Corridor from SW 16th Avenue to NW 23rd Avenue
Waldo Road [SR 24] Multiway Boulevard from E University Avenue to NE 39th Avenue
Williston Road [SR 121] 4-laning from SW 62nd Avenue to SW 35 Way
OTHER FEDERAL AID HIGHWAY ELIGIBLE PROJECTS- 36.1 Million Dollars
NW 23rd Avenue 4-laning from NW 98th Street to NW 55th Street
SW 20th Avenue reconstruction with turnlanes from Sw 62nd Boulevard to SW 34th Street
SW 62nd Boulevard 4-laning with Bus Rapid Transit in median from SW 20th Avenue to Newberry Road
Tower Road reconstruction with turnlanes from Archer Road to SW 8th Avenue
EXTENSION PROJECTS TO OTHER FEDERAL AID HIGHWAY ELIGIBLE FACILITIES
NW 23rd Avenue Extension from NW 98th Street to NW 143rd Street- new 2-lane road
NW 83rd Street Extension from NW 39th Avenue to Millhopper Road- new 2-lane road
NW 122nd Street Extension from Newberry Road to NW 39th Avenue/SpringHill Boulevard- new 2-lane road
SW 8th Avenue Extension from SW 122nd Street to SW 143rd Street- new 2-lane road
SW 23rd Terrace Extension from Archer Road to Hull Road- new 2-lane road
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from Arcehr Road to SW 24th Avenue
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from SW 24th Avenue to SW 20th Avenue
OTHER NON-FEDERAL AID HIGHWAY ELIGIBLE PROJECTS
Airport Access Road- new 2-lane road
Hull Road Extension from SW 20th Avenue to SW 34th Street- new 2-lane road
NW 76th Boulevard Extension- new 2-lane road with Bus Rapid Transit
Radio Road Extension- new 2-lane road from SW 20th Avenue to SW 34th Street
Springhills Boulevard- new 2-lane road west of I-75 to east of I-75
SW 45th Street- new 2-lane road from Archer Road to SW 40th Boulevard
SW 47th Street Extension (east to SW 40th Place)- new 2-lane road
SW 57th Road from SW 75th Street to SW 63rd Boulevard- new 2-lane road
SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road- new 2-lane road

HIGHWAY COMPONENT 2035 COST FEASIBLE PLAN

2009 EDITION

District 2

MAP ID	FACILITY	FROM	TO	State Managed Funds					State Managed MEGA Project			District Managed Funds					Other Funds	MOD TYPE
				PDE	PE	ROW	CON	TOTAL	COST	BEGINYEAR	#YEARS	PDE	PE	ROW	CON	TOTAL	TOTAL	
									$0	2020	16						$1,840,000	NR
H21-023-0170	Outer Beltway/SR-23/BFC	I-10	I-95				$75,142	$75,142										M-INCH
H28-009-0110	SR 9A	I-95	Dames Point Bridge				$42,800	$42,800										A2-6
H28-200-0060	SR-200/A1A	I-95	West of Still Quarters Road				$22,829	$22,829										A2-6
H28-200-0040	SR-200/A1A	West of Still Quarters Road	West of Rubin Road				$64,899	$64,899										A2-6
H28-200-0020	SR-200/A1A	West of Rubin Road	East of CR-107												$16,234	$16,234		M-INCH
H23-295-0190	I-295	At Pritchard Road					$42,240	$42,240										A2-AUX
H21-295-0170	I-295	SR-13	I-95				$200,000	$200,000										A2-8
H21-095-0170	I-95	International Golf Parkway	I-295										$2,300	$4,420		$6,720		M-INCH
H29-075-0910	I-75	At US-90										$400	$6,000			$6,400		M-INCH
H21-075-0140	I-75	Alachua County	4 Interchanges										$4,200			$4,200		A2-4
H24-026-0120	SR-26	US-19	Gilchrist/Alachua County Line									$500	$6,000	$7,000		$13,500		M-INCH
H23-09A-0050	SR-9A	@ Hecksher Drive					$65,000	$65,000										A2-4
H24-301-0060	SR-200/US-301	North of Thomas Creek	South of Callahan										$1,000	$4,750		$5,750		M-INT
H23-09A-0019	SR-9A	SR-9B	J. Turner Butler Blvd				$73,000	$73,000										A2-4
H24-301-0040	SR-200/US-301	Duval/Nassau County Line	North of Thomas Creek				$40,000	$40,000										A2-4
H24-301-0020	SR-200/US-301	North of Baldwin	Duval/Nassau County Line				$76,000	$76,000										NR
H24-301-0220	SR-200/US-301 (Baldwin ByPass)	US-90	US-301 (North of Baldwin)										$4,634	$4,006		$8,640		A2-8
H21-010-0510	I-10	SR-228	Baker/Nassau County Line										$4,680	$4,006		$8,686		A2-6
H21-010-0500	I-10	CR-125	SR-228										$5,300	$3,500		$8,800		A2-6
H21-010-0550	I-10	Nassau/Duval County Line	US-301										$200	$700		$900		A2-6
H21-010-0520	I-10	Baker/Nassau County Line	Nassau/Duval County Line				$71,368	$71,368						$18,056		$18,056		A2-6
H21-010-0561	I-10	US-301	SR-23/Branan Field Chaffee				$31,250	$31,250					$3,000	$5,460		$8,460		M-INCH
H29-010-0130	I-10	At SR-200/US-301					$26,000	$26,000										A2-6
H21-295-0050	I-295	I-10	Commonwealth Avenue				$7,500	$7,500										M-INCH
H21-295-0190	I-295	At Commonwealth											$4,441			$4,441		A2-4
H24-026-0100	SR-26	Gilchrist/Alachua County Line	CR-26A															
			Funded CFP Totals:	$0	$0	$0	$838,028	*$838,028*				$900	$41,755	$51,898	$16,234	*$110,787*		
			Funded MegaProject Totals:						*$0*							*$0*	*$1,840,000*	
			Funded CFP and MegaProject Totals:						***$838,028***							***$110,787***		

LEGEND

Fiscal Year 2020 - 2025	Mega Projects Phased Over Time
Fiscal Year 2026 - 2030	Funded, Planned, Not Needed
Fiscal Year 2031 - 2035	Unfunded Needs Plan

Projects color coded by highest feasible phase year.

NOTES

(1) All values in thousands of Present Day Dollars (2009).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support.
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) This plan is based on July 1, 2009 1st Five-Year Adopted Work Program and September 2009 Approved 2nd Five-Year Plan.

MODIFICATION TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A4-8: Add 4 Lanes to Build 8
A2-AUX: Add 2 Auxiliary Lanes
A2-RUL: Add 2 Reversible Use Lanes
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes

M-INCH: Modify Interchange
N-INCH: New Interchange
N-CONH: New Connector Highway
UP: Ultimate Plan - Maximum Build Out
NR: New Road
SERV: Service Road
BRIDGE: Bridge
MODAL: Intermodal Facility
AMS: Access Management System

Illustration II

Committed Transportation Projects

Committed Projects Defined as Funded Through FY 14-15

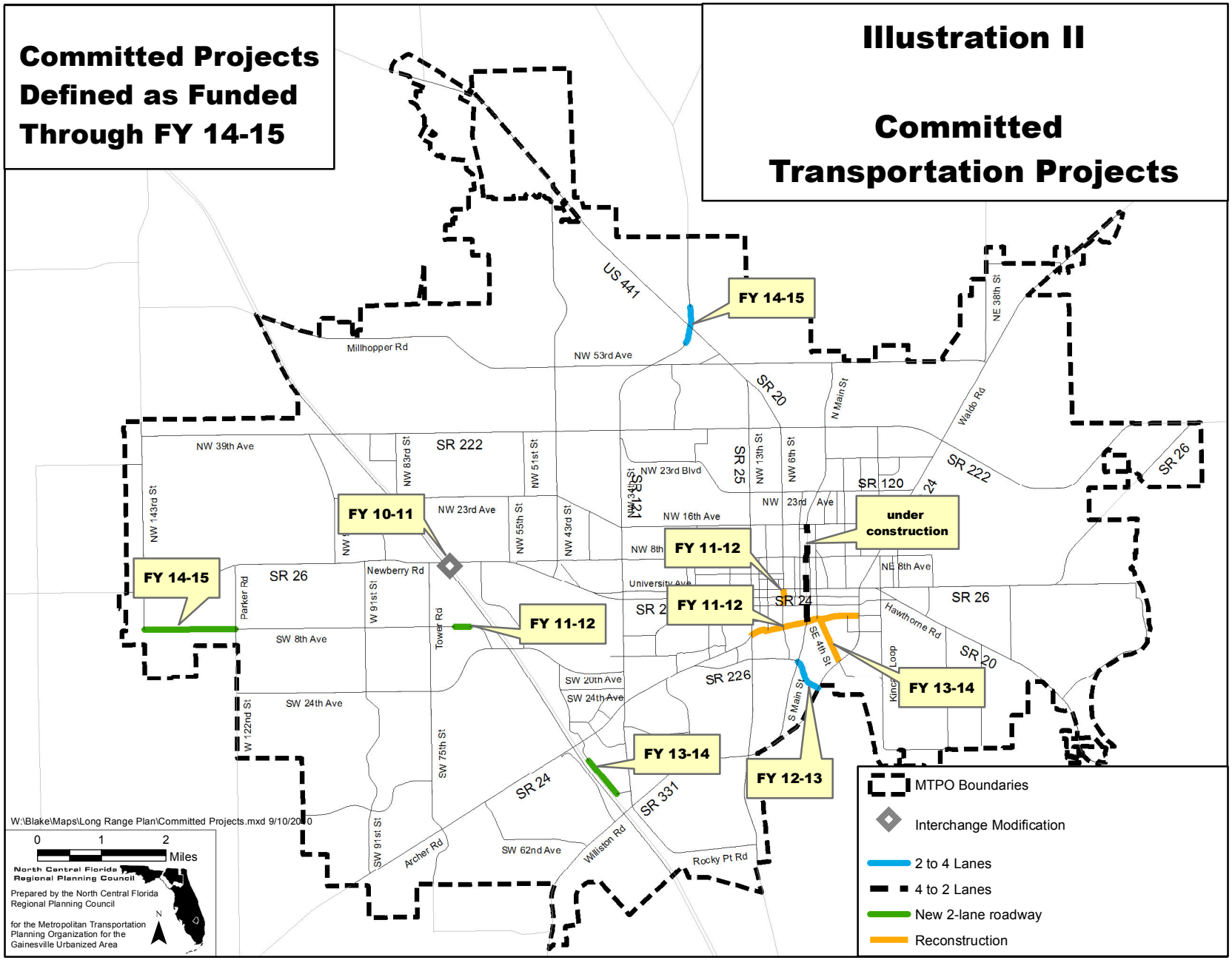

EXHIBIT 3

Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects

	FACILITY/LOCATION	TYPE	FISCAL YEAR	SOURCE
	I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)	Interchange Modification/Operational Improvement	2011	FDOT WP
	SE 4th Street from Williston Road to Depot Avenue- Phase 1	Reconstruction- Design & Right-of-Way	2014	MTPO - TIP
	SW 8th Avenue to SW 20th Avenue: Connection of SW 8th Avenue to SW 61st Street	New Road Connection - SW 8th Ave to SW 61st St	2012	MTPO - TIP
	SW 8th Ave from SW 122nd Street to SW 143rd Street- Phase 1	New Roadways/2 lane reconstruction	2015	Alachua County CIP
	SR 121 (NW 34th Street/NW 22nd Street) from NW 58th Avenue to NW 67th Place	4-laning	2015	City of Gainesville
	SR 226 (SE 16th Avenue) from Main Street to Williston Road	4-laning- Preliminary Engineering	2013	MTPO - TIP
	SR 329 (Main Street) from Depot Avenue to NW 8th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP
	SR 329 (Main Street) from NW 8th Ave to NW 16th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget
	SW 40th Boulevard Extension to SW 47th Avenue	New 2-lane roadway	2014	Gainesville CIP
	Depot Avenue from US 441/SR 25/SW 13th Street to Williston Road	Reconstruction	2012	FDOT WP; Gainesville CIP
	SW 6th Street from SW 4th Avenue to University Avenue	Reconstruction	2012	Gainesville CIP

TABLE 1

September 2, 2010

DRAFT ROADWAY COST FEASIBLE PLAN*

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
STRATEGIC INTERMODAL SYSTEM (SIS) ***(Cost Feasible Plan Revenues = $6.4 million)***				
-	**Interstate 75 Interchanges**	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	$6.4
STATE HIGHWAY SYSTEM ***(Cost Feasible Plan Revenues = $92.0 million year of expenditure dollars)***				
1	**State Road 226 (SE 16th Avenue)** four-laning	Main Street to Williston Road	0.6	$6.0
2	**State Road 121 (NW 34th Street)**-construction of left turnlanes, where needed	NW 16th Avenue to US 441	3.5	$6.0
3	**Archer Road Bus Rapid Transit (BRT) Dedicated Lanes**	SW 37th Boulevard to US 441	3.0	$18.0
4	**Archer Road BRT Dedicated Lanes**	Tower Road east to SW 45th Avenue		
5	**Waldo Road BRT Dedicated Lanes**	SE 7th Avenue to NE 39 Avenue	?	?
6	**State Road 331 (Williston Road)** four-laning	Interstate 75 to SW 62nd Avenue	0.8	$8.0
7	**State Road 24 (Archer Road)** four-laning	Tower Road to SW 91st Street	1.3	$13.0
8	**State Road 26 (University Avenue)** Multimodal Emphasis Corridor	W. 34th Street to US 441	?	$?
9	**State Road 26 (University Avenue)** Multimodal Emphasis Corridor	US 441 to Waldo Road		
10	**Newberry Road BRT Dedicated Lanes**	Ft. Clarke Blvd east to SW 62nd Blvd		
TOTAL STATE HIGHWAY SYSTEM				$92.0

*Preliminary Technical Advisory Committee (TAC) recommendations

TABLE 2

September 8, 2010

DRAFT ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) ***(Cost Feasible Plan Revenues = $6.4 million)***				
-	**Interstate 75 Interchanges**	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	$6.4
STATE HIGHWAY SYSTEM ***(Cost Feasible Plan Revenues = $92.0 million year of expenditure dollars)***				
1	**State Road 226 (SE 16th Avenue)** four-laning	Main Street to Williston Road	0.6	$15.1
2	**State Road 121 (NW 34th Street)**-construction of left turnlanes, where needed	NW 16th Avenue to US 441	3.5	$6.0
3	**State Road 26 (University Avenue)** Multimodal Emphasis Corridor	Gale Lemerand Drive to Waldo Road	1.5	$15.0
4	**US 441 (W. 13th Street)** Multimodal Emphasis Corridor	NW 23rd Avenue to Archer Road	2.2	$15.0
5	**Waldo Road Multiway Boulevard** redesign to support bus rapid transit and corridor redevelopment	University Avenue to NE 39th Avenue	2.5	$3.0
6	**State Road 24 (Archer Road)** four-laning	Tower Road to SW 91st Street	1.3	$13.0
7	**State Road 331 (Williston Road)** four-laning	SW 62nd Avenue to SW 35th Way	0.5	$5.0
TOTAL STATE HIGHWAY SYSTEM				**$72.1**

TABLE 2 (Continued)

September 8, 2010

DRAFT ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Projects (identified as Cost Feasible by the Year 2020)				
1	**SW 20th Avenue,** four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	$8.8
2	**SW 8th Avenue-Phase 2,** two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	$2.7
3	**NW 23rd Avenue,** four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	$1.8
4	**NW 23rd Avenue,** four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	$12.0
5	**SE 43rd Street,** construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	$0.9
6	**SW 45th / 47th Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	$4.5
7	**SW 30th Avenue,** new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	$13.0
8	**NW 83rd Street,** new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	$2.5
9	**NW 46th Avenue ,** new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	$15.5
TOTAL ALACHUA COUNTY ROADWAY SYSTEM				**$70.9**

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
12	**NW 46th Avenue ,** new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	$15.5
TOTAL ALACHUA COUNTY ROADWAY SYSTEM				**$92.7**
City of Gainesville Projects (identified as Cost Feasible by the Year 2020)				
N/A	**SE 4th Street- Phase 2** reconstruction	Williston Road to Depot Avenue	0.7	$2.3
N/A	**SW 62nd Boulevard**-four lanes plus two additional BRT lanes in the middle	SW 24th Avenue to Archer Road		$43.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				**$45.3**
GRAND TOTAL COMBINED ROADWAY SYSTEMS				**$204.0**

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

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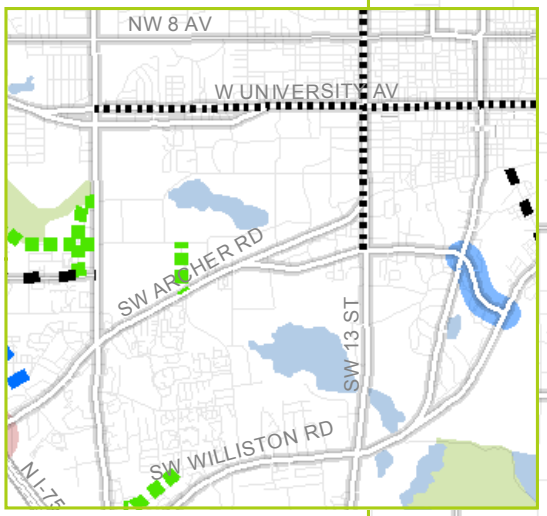
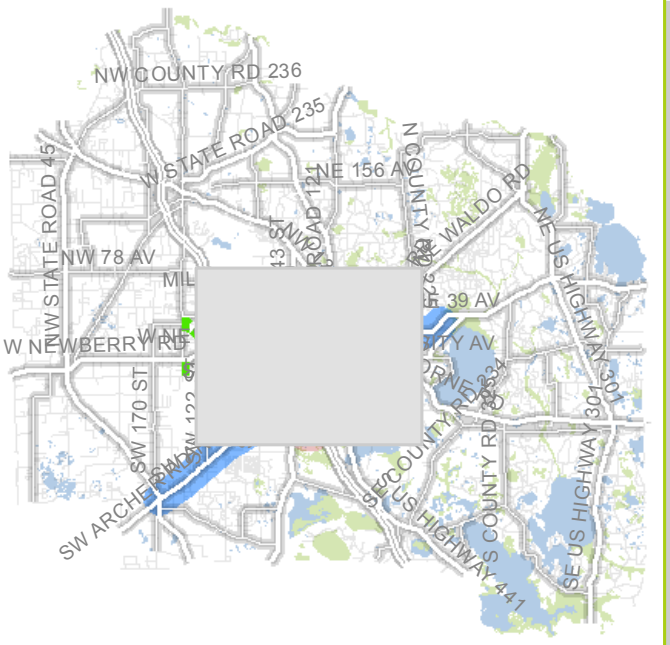
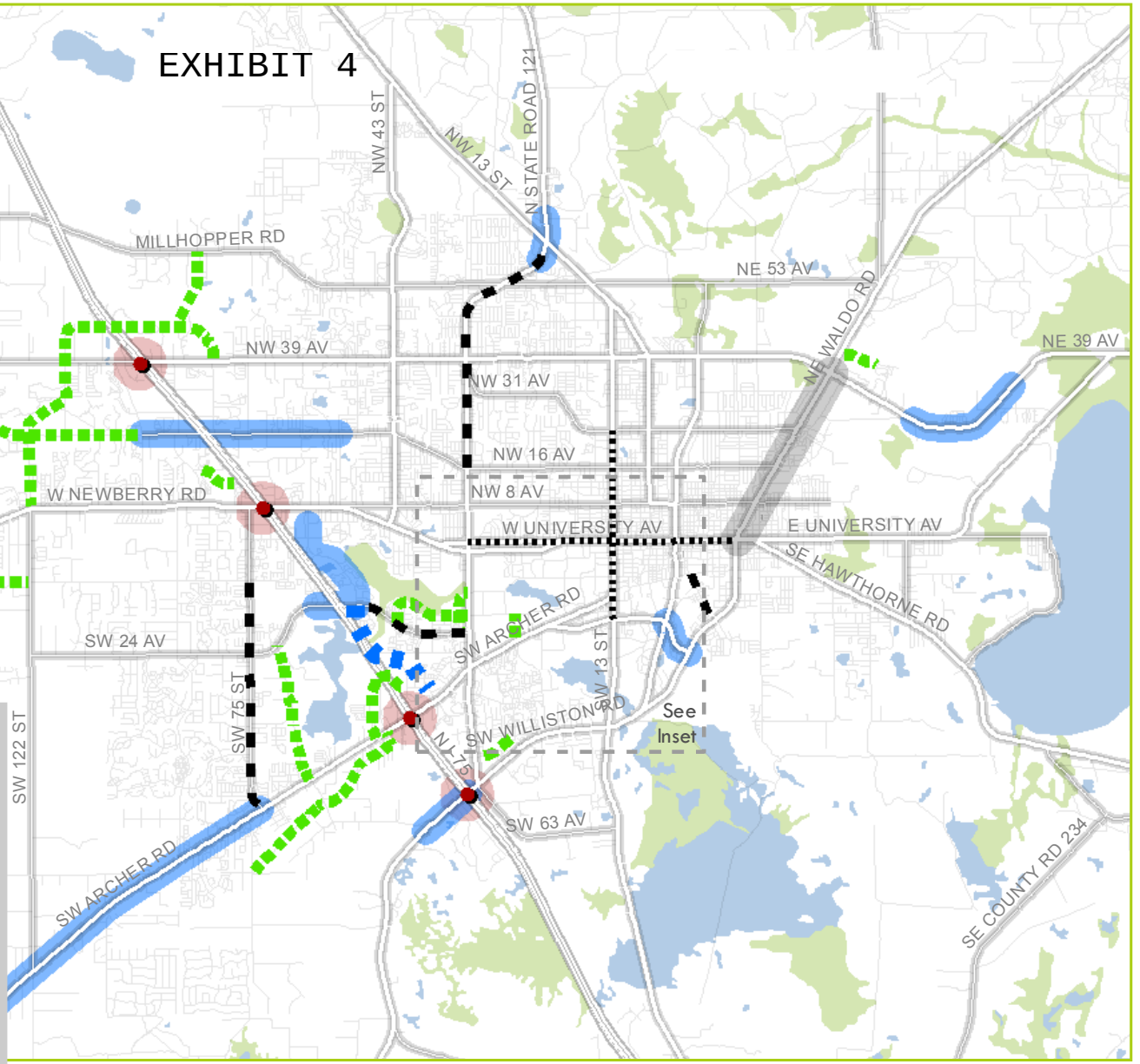
2035 ROADWAY NEEDS PLAN

EXHIBIT 4







Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- New 2 Lane Road
- New 4 Lane Road (with two additional BRT lanes)
- Multiway Blvd
- Roadway Widening
- Multimodal Emphasis Corridors
- Reconstruction / Turning Lane
- Interchange Modification

EXHIBIT 5

Adopted Year 2035 Roadway Needs Plan Projects

	FACILITY/LOCATION	TYPE
	Archer Road (west of I-75 to Archer)	Add 2 lanes (2 to 4)
	NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)
	NW 23rd Avenue	Add 2 lanes (2 to 4)
	SE 16th Avenue	Add 2 lanes (2 to 4)
	SR 121 (NW 58th Avenue to NW 67th Place)	Add 2 lanes (2 to 4)
	SW 20th Avenue (SW 43rd Street to SW 62nd Boulevard)	Add 2 lanes (2 to 4)
	SW 62nd Boulevard	Add 2 lanes (2 to 4)
	Williston Road (West of I-75 to SW 62nd Avenue)	Add 2 lanes (2 to 4)
	NW 34th Street (NW 16th Ave to US 441)	Add turn lanes
	I-75 @ SR 222/39th Avenue	Interchange Modification
	I-75 @ SR 24/Archer Road	Interchange Modification
	I-75 @ SR 26/Newberry Road	Interchange Modification
	I-75 @ SR 331/Williston Road	Interchange Modification
	University Avenue (NW 34th Street to Waldo Road)	Multimodal Emphasis
	NW/SW 13th Street (SW 16th Avenue to NW 23rd Avenue)	Multimodal Emphasis
	Waldo Road Multiway Boulevard (University Avenue to NE 39th Street)	Multiway boulevard (additional one-way access road on west side separated from main roadway)
	Airport Access Road	New 2 lane road
	Hull Road Extension	New 2 lane road
	NW 122nd Street Extension	New 2 lane road
	NW 23rd Avenue Extension	New 2 lane road
	NW 76th Boulevard Extension	New 2 lane road
	NW 83rd Street Extension	New 2 lane road
	Radio Road Extension	New 2 lane road
	Springhills Boulevard	New 2 lane road
	SW 23rd Terrace Extension to University of Florida campus	New 2 lane road
	SW 43rd Street (Hull Road extension to SW 20th Avenue)	New 2 lane road
	SW 47th Street Extension (east to SW 40th Place)	New 2 lane road
	SW 57th Road from SW 75th Street to SW 63rd Boulevard	New 2 lane road
	SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road	New 2 lane road
	SW 8th Avenue Extension	New 2 lane road
	SW 45th Street	New 2 lane road (with 2 dedicated transit lanes, bike lanes, trail)
	SW 62nd Boulevard Extension	New 4 lane road
	SE 4th Ave	Reconstruction (sidewalks, bike lanes, center turn lane)
	SW 20th Avenue	Reconstruction (sidewalks, center turn lanes, raised medians, bus bays, & transit "super stops")
	Tower Road	Reconstruction (two lane divided)

Potential Future Land Use and Transportation Scenarios to Mitigate Effects of Peak Oil (Draft)

Introduction

According to various sources, peak oil theory states that any finite resource (including oil) will have a beginning, middle and an end of production, and at some point it will reach a level of maximum output. Oil production typically follows a bell shaped curve when charted on a graph, with the peak of production occurring when about half of the oil has been extracted. With some exceptions, this holds true for a single well, a whole field, an entire region, and presumably the world. In the US for example, oil production grew steadily until 1970 and declined thereafter, regardless of market price or improved technologies. World discovery of oil peaked in the 1960s, and has declined since then. If the 40 year cycle seen in the US holds true for world oil production, that puts global peak oil production right about now; after which oil becomes less available, and more expensive.

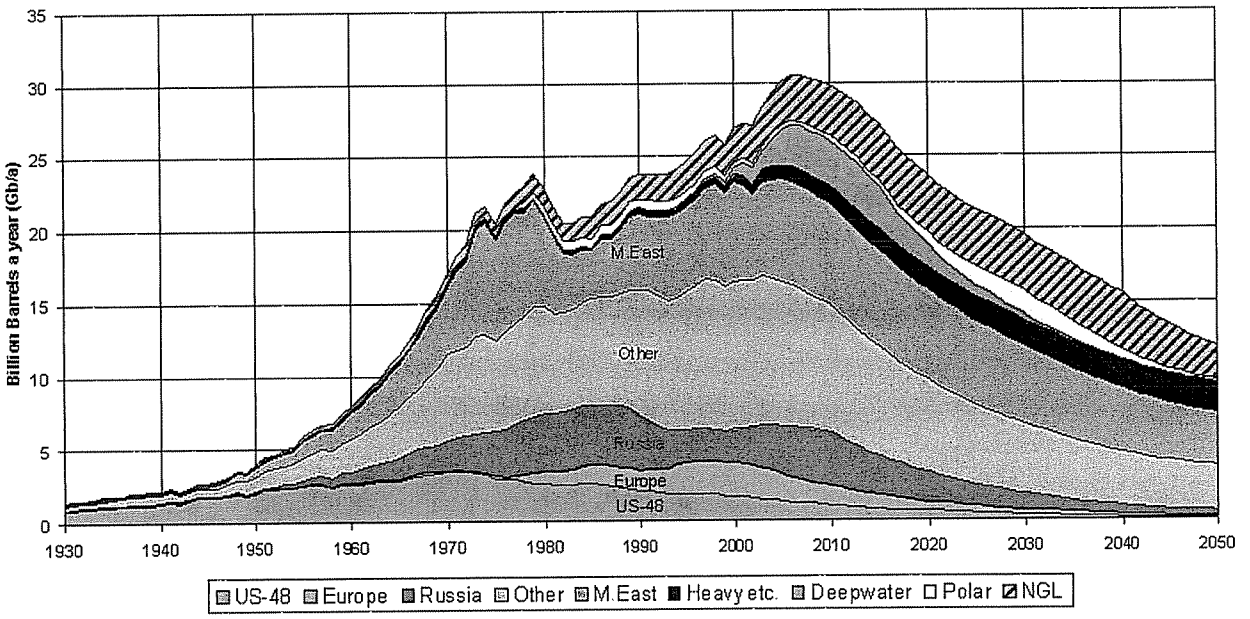


Figure 1 - Bell-shaped curve of world's oil production

Numerous respected authorities, including the International Energy Agency, predict rising demand for oil as global industrialization occurs, particularly in rapidly developing countries like China. This increasing demand, combined with harder to reach oil production sites and declining production levels, has significant environmental and geo-political implications. This confluence of factors is already leading to rising costs and greater price volatility, which is predicted to increase sharply as the world economy rebounds. This is expected to result in chain of events that threatens to dramatically affect how people

live, work and reach their destinations. Fuel prices will spike, then fall, but will generally trend upward, making many activities we now take for granted cost prohibitive. From review of the literature, at a minimum, transportation impacts may include dramatic changes in personal mobility as private automobiles become too expensive for the average citizen, and changes in freight mobility as the economic advantages of mass production, consolidated processing and truck distribution evaporate. Land use impacts are likely to mean the urban footprint contracts, agricultural production requires increased human labor, and employment is more labor-intensive and focused in centers of economic activity.

While better technology and renewable energy sources are becoming increasingly important, many sources dismiss their ability to prevent major changes to industrial society. Hydroelectricity aside, renewable sources of energy provide only about one percent of world energy production. For instance, a report prepared for the US Department of Energy analyzed what would be needed to mitigate the effect of a peak in oil production and found that a crash program of renewable energy measures would need to be begun 20 years before the peak occurred. Instead, we may have arrived at the peak with only tentative steps toward effectively developing solar, wind and other alternative energy sources for mass worldwide production.

Peak Oil in the 2035 Long Range Transportation Plan

The MTPO's 2035 Long Range Transportation Plan is evaluating transportation and land use strategies associated with peak oil. The approach taken for the Plan is to test each of the transportation alternative networks under a "peak oil scenario" and then develop recommendations for incorporation into the plan. An accessibility analysis examined the availability of various land use and transportation factors that support use of non-auto travel modes, and indicated that the core area around downtown Gainesville and the University of Florida provided a relatively high level of accessibility. A moderate level of accessibility was observed generally consistent with the city limits and portions of the unincorporated area, primarily east of I-75 and south of NW 39th Avenue, and the smaller cities outside of the urbanized area. The remainder of Alachua County was classified as having low accessibility, including much of the rapidly growing western areas of the county.

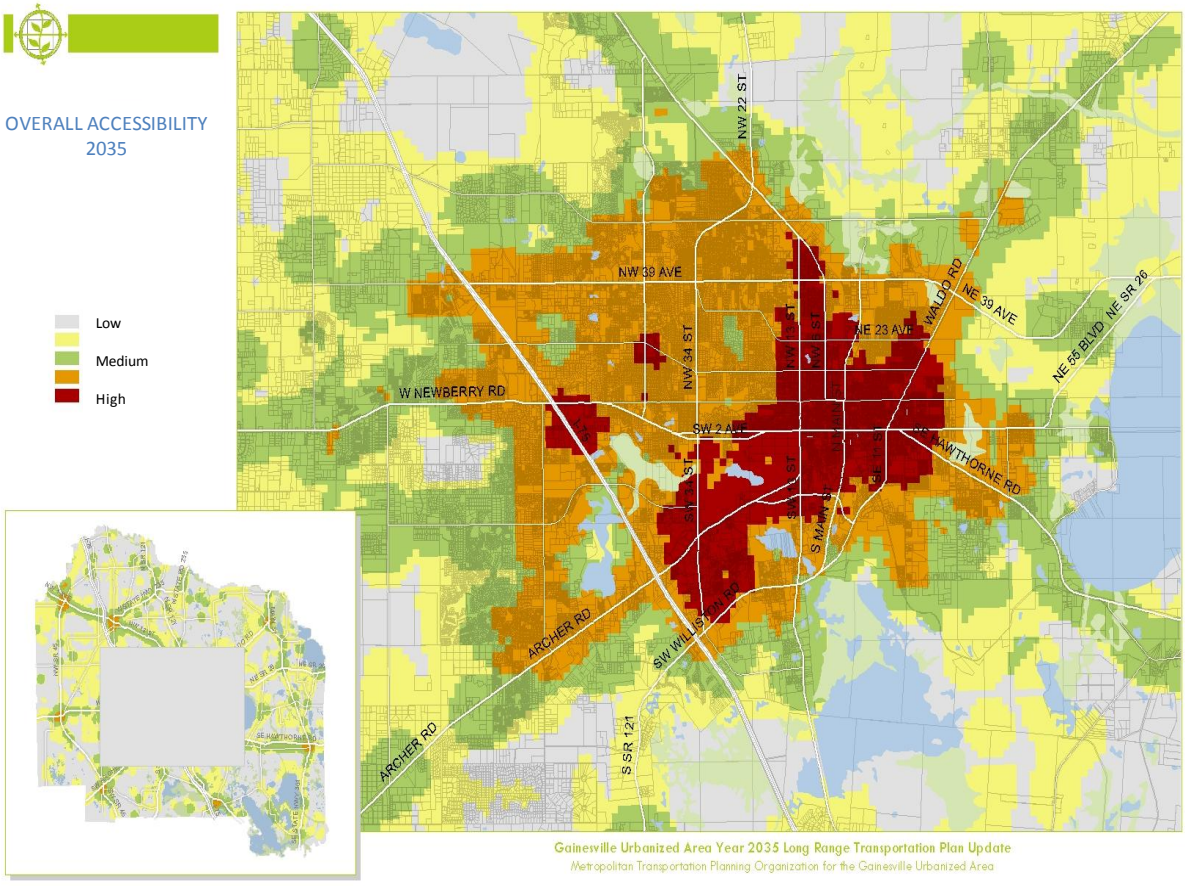


Figure 2 - Results of 2035 LRTP Accessibility Analysis

An important statewide context for this analysis is HB 697, which the Florida Legislature passed in 2008 to reduce energy consumption and lower greenhouse gas emissions. Among other things, HB 697 requires local governments to adopt greenhouse gas emission reduction and energy conservation strategies in the land use and transportation elements of the Comprehensive Plans. A similar bill was passed requiring MPOs to consider strategies to reduce greenhouse gas emissions in their Long Range Transportation Plans. HB 697 also commits the state to address energy demand and supply, develop new technologies and promote clean energy economic zones. Two pilot programs have been established in Miami and Sarasota.

Locally, the Alachua County Energy Conservation Strategies Commission (ECSC) addressed issues related to peak oil as part of a comprehensive report aimed at reducing energy consumption and saving money. In its report released last year, the ECSC identified transportation and land development imperatives to respond to the challenges of peak oil. For transportation, these strategies include maximizing modal choices available to people, emphasizing walkability, discouraging large-scale parking lots that create

barriers for pedestrian and transit accessibility, and requiring Bus Rapid Transit or other forms of premium transit in developing or redeveloping corridors. From a land development perspective, the ECSC recommended encouraging infill development and redevelopment, oriented to transit facilities along corridors, restricting new development to areas served by rapid transit, and incorporating a variety of uses and densities to form walkable centers or transit villages.

The MTPO's 2035 Long Range Transportation Plan seeks to address these key issues and build on complementary statewide and local efforts with development of the Needs and Financially Feasible Plans, and a policy framework that reflects strategies outlined in this memo.

Peak Oil Scenarios

The peak oil analysis conducted for the MTPO network alternatives included adjustments to the travel demand model to estimate the impacts of rising fuel prices on travel demand. Each network alternative entailed a set of similar peak oil adjustment factors to determine effects on travel behavior and implications for future transportation investments. While this is just one of many aspects of how peak oil may influence life in the future, the results were notable.

Volatile and generally rising fuel prices are likely to curtail automobile use and ownership. It is expected that more carpooling and ridesharing will take place for essential trips, and people will shift to other modes where practical, particularly for shorter trips, and reduce their non-essential auto trips. Eventually, people will lower their automobile ownership. Highways become less congested as workers telecommute and people use other modes and reduce trip-making. This likely would free up roadway space for other purposes, such as dedicated bus lanes, bike paths and wider paths for smaller electric vehicles, similar to golf carts.

Testing peak oil adjustments for the Needs Plan evaluation in the development of the 2035 LRTP entailed two primary factors: 1) adjusting automobile ownership, and 2) increasing vehicle operating costs. The accessibility analysis completed in the first phase of the study was the basis for the automobile ownership adjustments. As described above, the accessibility analysis employed various modal and land use factors to identity the relative accessibility of the entire county, based on 1/8-acre grid cells. For auto ownership, in traffic analysis zones (TAZs) rated as High for accessibility, the scenario assumes an increase in 0- and 1-auto households (10 percent and 15 percent, respectively) and a reduction of similar magnitude in 2- and 3+- auto households (10 and 15 percent, respectively) in those same TAZs. This adjustment represents changes in travel habits of residents due to availability of multiple transportation options, jobs, housing, and retail/services. For Medium accessibility, the scenario adjusted these same percentages by three and seven percent (10 percent total). No adjustments were made to TAZs in the Low accessibility areas.

For vehicle operating costs, the peak oil analysis quadrupled these costs, with the basis of $2.50 per gallon fuel price to roughly approximate a $10 per gallon fuel price. While this may be low from a real-

world perspective in 2035, this increase is a reasonable adjustment within the context of the 2007 validated model. The vehicle operating cost adjustments were made countywide, regardless of accessibility rating. There is little precedent regarding peak oil analyses for use as a guide for these adjustments. In the case of the auto ownership, the data used in the validated countywide travel demand model for the 2007 base year served as the basis for the percentage adjustments.

The results of the peak oil adjustment show substantial increases in transit ridership and significant decreases in the hours of travel and delay measures. Countywide, there were relatively modest changes in walking and bicycling, primarily due to how the pedestrian environment model is calibrated and the fact that the automobile ownership variable is primarily influencing transit propensity. On the whole, the peak oil adjustment shifts substantial trip-making from auto to transit, reflecting the more robust transit networks and limitations in auto availability (and operating cost) incorporated into the modeling. Congestion was essentially eliminated in the analysis, even for persistently congested corridors like Archer Road and Newberry Road.

Overall, the peak oil scenario reduces vehicle miles traveled by nearly 20 percent across all network alternatives, and reduces hours of travel by an even greater number, along with delay. In the corridors where premium transit investments are assumed, the peak oil adjustment has a significant impact on ridership and reduction in VMT. Within the Archer and Newberry corridors, for example, transit use increased by about 800 percent for the streetcar scenario (60 to 100% for the highway emphasis scenario) and bicycle/pedestrian travel increased by roughly 40 percent. There were substantial increases in mode share in other corridors, such as US 441 and East Gainesville.

Although they were not modeled, it is also expected that peak oil will have significant impacts on freight distribution, which could lead to substantial increases in price and reducing the availability of goods, as the manufacturing, shipping and agricultural industries pass along their rising costs to suppliers and consumers. This could mean a shift to rail freight from trucking, and could also isolate a community like Gainesville that is not closely located to a major port or rail facility, such as Jacksonville or Tampa. Recognizing these threats to their economic security, people will begin making decisions to change their behavior. Those who can will move into the urban core, where supplies are more available and travel is more convenient without automobiles. Those who cannot move will need to develop options for travel and access to goods and services.

Peak Oil Strategies

There are two primary ways to address transportation needs: through speed and proximity. Speed addresses the ability to cover relatively longer distances in a reasonable amount of time, reducing the cost of travel (time and money) to a point where the trip makes economic sense. Proximity enables shorter trips to occur that are less dependent on speed because the travel time, and the resulting cost, is less. Both are important parts of an urbanized area's transportation network, but under peak oil,

proximity and the accessibility of destinations by more energy-efficient travel modes becomes an increasingly important factor. As the urban footprint contracts, speed is less critical to mobility. This is an important consideration in developing policies and strategies for a peak oil condition in the future.

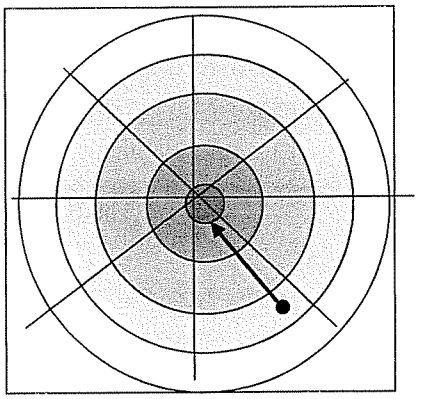
Land Use Strategies

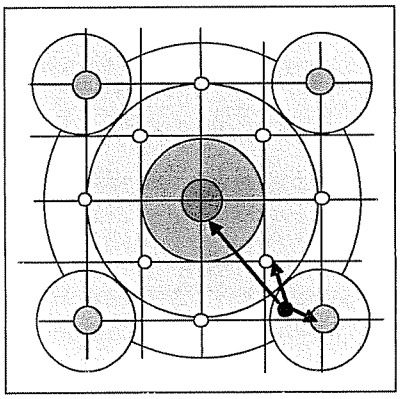
Land use strategies related to peak oil relate to location efficiency and modifying existing land use patterns to expand the types of uses that will be more in demand with higher energy prices and scarcity of supplies. *Location efficiency* means creating more affordable housing choices close to public facilities and services, establishing better linkages of housing, jobs and other destinations in close proximity, ensuring that community services and facilities are located along public transportation corridors, and that convenient transit, bicycle and pedestrian networks exist to serve new development. *Modifying land use patterns* means adaptive re-use of existing sites, such as automobile dealerships and other auto-oriented uses into higher density transit-supportive uses or clean energy uses, such as solar energy catchment and distribution areas. Similarly, these existing uses can be converted into urban agricultural gardens that would provide locally-grown fresh food products.

In the context of the 2035 Needs Plan and peak oil, the MTPO should consider the following strategies:

Compact Urban Form

Create clusters of mixed-use development focal points that provide a high level of transportation accessibility with relatively intense complementary land uses. These should be located strategically in the Gainesville and Alachua County region to reduce trip lengths from the surrounding areas they serve, such as development within a 1-3 mile radius, which would encourage bicycling and walking. As the graphic illustrates below, a hierarchy of mixed use centers that can capture a share of home-based work and non-work trips can reduce the overall average trip length substantially, reducing vehicle miles of travel and creating better opportunities for trips to be made through less energy-dependent modes like bicycling, walking and shuttles.





There are several ways that compact urban form can be accomplished, including substantial increases in density within the core area of Gainesville, East Gainesville, and areas surrounding the University of Florida where many services and a good transportation grid network exist. However, with numerous well-established residential areas and sensitive natural systems, this may pose some conflicts that may limit the amount of higher density development in these areas.

Transit Oriented Development

The planned Bus Rapid Transit and streetcar network in the 2035 LRTP depends on higher density station areas that support use of the system, and provide convenient intermodal connections and transfers between lines. Under the principles of Transit Oriented Development (TOD), the land within the first quarter mile of the station should provide the highest density land uses, ideally with a strong vertical and horizontal mix of land uses with an employment base, civic space, and complementary residential and retail land uses. The core depends on short block sizes (400'-600') to increase walkability, minimum densities and limited parking. The next quarter mile, ½ mile from the station, is generally less intensely developed than the core, but retains a high degree of mixed uses and network connectivity. Land uses shift toward diverse residential development at higher densities, with complementary office and retail uses. Each of the BRT station areas should have a TOD framework plan in place, with planned intermodal stations having relatively more intense mixed-use development activity. Components should include the transit station as the centerpiece of development, minimum densities, maximum parking limits and pedestrian-oriented design standards.

The local governments should consider development or expansion of a program for Transfer of Development Rights (TDR) that would incentivize future development toward public transit corridors and provide financial return for landowners in the rural and suburban areas in exchange for giving up development rights. So-called "sending zones" could be defined as areas more than ½ mile from an existing or planned transit corridor, park-and-ride location or station area. "Receiving zones" targeted for future higher density development would include land along the transit corridor (within ¼ to ½ mile distance), in mixed-use centers and transit station areas. The goal would be to capture 75 to 80 percent of Alachua County's future growth in designated transit corridors or places that are pedestrian-oriented.

Schools

Schools are important community focal points and a source of much trip-making. Peak oil is likely to auger a shift toward neighborhood schools that reduce reliance on automobile travel, enabling more elementary, middle and high school students to walk or bicycle to class. With changes in population patterns over time in response to energy demand, there may be fewer schools needed in suburban areas and more demand in the urban focal points. Schools should be sited in efficient locations with services and facilities in place. Strategies should support adaptive reuse of auto-oriented land uses for schools along transit lines and in targeted mixed-use areas, with the school forming a key activity destination at the core area with higher density residential land uses. Transportation networks

supporting safe bicycle and pedestrian access should be developed to link schools with surrounding areas, reducing reliance on automobiles and school buses.

Urban and Suburban Agriculture

As peak oil threatens to affect the food supply due to shipping costs, it is important to preserve farmland and expand local food production to adequately serve the existing and future population of the area. Since American cities now import a substantial amount of food from long distances and the county is expected to add nearly 70,000 more people by 2035, Gainesville and Alachua County should create more agricultural land in proximity to development through the provision of community gardens and agricultural areas of varying sizes. Where practical, policies should enable the conversion of large surface parking lots or suburban auto-oriented land uses into larger farming tracts through a Transfer of Development Rights program working in a complementary manner with development of the BRT network.

Development in East Gainesville

East Gainesville already has a strong grid street network, and its proximity to downtown, the University and targeted development areas makes it a relatively accessible part of the county. The area also is in close proximity to agricultural lands and community gardens that already supply local produce for consumption. Under peak oil, East Gainesville is likely to become an even more attractive area for future growth, despite the likely impacts on the Gainesville Regional Airport and related industry. The mixed-use areas defined through the Plan East Gainesville process should be supported with investments in better multimodal transportation networks and greenways, which serve the dual purpose of improving connectivity while buffering more intense development from lower density areas and natural lands.

Create Alternative Energy Generation Systems in Rural Areas

Similar to the agricultural strategy, local governments and Gainesville Regional Utilities should use the TDR program defined above to establish economic value for rural and suburban area land for the development of solar and wind energy platforms that supply energy and tie to the electric grid. Existing parking areas that may not be needed in future may also be candidates for these modifications, as well as the rooftops of buildings in the urban area.

Transportation Strategies

There are a wide range of transportation strategies that would support efforts to respond to peak oil. In general, the transportation strategies are linked directly with land use strategies to reduce vehicle miles of travel and increase the ability of people to use human-powered transportation options for more of their trips. The following are suggested as ways to reduce energy demand and support both accessibility and mobility within the urbanized area and Alachua County.

Transit Priority Corridors

In conjunction with the planned Bus Rapid Transit network and rising prices of fuel, reduce the number of travel lanes for autos and provide dedicated lanes that make using transit more efficient on the major corridors serving the University of Florida, the Shands/VA medical district and downtown Gainesville. Establish park and ride spaces in garages in outlying mixed-use districts (e.g., smaller towns and in educational and commercial nodes)

Parking

Establish parking maximums for mixed-use and non-residential development areas, and substantially lower parking requirements for all other new development and redevelopment occurring within transit accessible areas (within ¼ mile of transit service). This would reduce on-site parking. Parking ratios for multi-family residential developments should be lowered to 1 or perhaps even .5 spaces per residential unit, and non-residential developments should have no more than 3 spaces per 1000 square feet. Structured parking with retail and residential components should be encouraged in mixed use districts to promote walkability. Additional parking should be discouraged and, as peak oil effects begin to occur, conversion of existing parking garages and lots should occur to reflect lower demand for auto travel and the need to adapt these uses for other needs (e.g., agriculture, housing, manufacturing).

Pricing

In preparation for peak oil changes, the MTPO and state and local agencies should consider some form of transportation pricing to induce shifts in travel behavior and generate revenue for the development of the BRT, streetcar and multi-use trail networks defined in the LRTP. There are various ways in which technology can be used to charge a fee for automobile travel on major corridors leading into the Gainesville urbanized areas, such as by time of day (peak period pricing), by occupancy or by simply crossing a cordon line. In the short-term this would discourage single-occupant vehicle travel for discretionary trips and encourage use of non-auto or non-SOV modes. In the longer term it could generate substantial local revenue to support improved public transportation services and redesign of facilities for walking and bicycling.

Complete Streets and Complete Corridors

Adapt existing roadways, where practical, to incorporate a full complement of pedestrian, bicycle and transit facilities to improve the accessibility, comfort, convenience and safety for people of all ages and abilities. This includes a range of strategies, such as wider sidewalks with adequate separation (buffer) from the travel way, clearly defined and marked crossing areas using pedestrian countdown signals and bicycle-actuated signals at intersections, lighting, bus shelters and various amenities to support use of these modes. Because not every street can or should undergo such a conversion due to cost and physical constraints, the concept of complete corridors is a way to make sure that good parallel and connecting networks for non-auto modes exist between logical origins and destinations. Complete

corridors can take advantage of parallel local street networks, which are generally lower in speed and traffic volume, to strengthen the multimodal network.

Enable Alternative Fuel Vehicles

There are emerging technologies involving solar- and electric-powered vehicles that can help provide carbon-free connectivity within and to highly developed mixed use activity centers in the Gainesville Urbanized Area. Low Speed Vehicles (LSV) or Neighborhood Electric Vehicles (NEV) should be considered as modes in the multimodal transportation network. LSVs, with a speed of at least 20 but not more than 25 mph, are used primarily for short trips and recreational purposes, and have some safety equipment such as lights, reflectors, mirrors, parking brake, windshield, and safety belts. LSV operation should be included in complete street design.

Establish and encourage Solar Electric Trolley (SET) zones, where solar electric transporters, known as Micro Transit Vehicles (MTV), weighing more than 3000 pounds, would legally provide transportation in certain zones, such as downtown Gainesville, the University of Florida, and mixed-use districts, etc.

Establish preferred routes for LSV/NEV and MTV, including marking certain roads as LSV-friendly. Establish mapped routes in communities similar to bicycle routes. Begin with streets that have traffic calming already; the key is to provide continuous routes that are 35 mph or less for street legal vehicles. Design new and retrofit existing parking lots to provide LSV-size spaces and electric plug-in capabilities. Require or encourage at least one fast charger in parking lots of new developments.

Foothill Transit in California is about to debut a new ecology bus electric vehicle. Known as the "Ecoliner," it is the nation's first heavy-duty, electric-powered bus to operate in revenue service. It can carry 68 passengers, drive 30-miles without charging, and can recharge in less than 10 minutes at an in-route docking station. By using quick charging lithium ion batteries and light-weight fiberglass, the Ecoliner is the world's only vehicle that does not emit gas. Foothill Transit will begin testing the Ecoliner on routes in San Gabriel and Pomona. These preliminary tests will help the city decide whether to continue with the project. Each prototype costs around $1 million — twice the amount of a regular bus. According to the manufacturer, companies will save more than $400,000 per vehicle in fuel costs over a 12-year period, along with savings due to less maintenance.

Bicycle and Pedestrian Networks

The 2035 LRTP calls for development of a stronger off-road network of trails ("braids") to complement on-street networks that exist and are planned. Under peak oil, this network will need to be developed and expanded to reflect the increasing importance of human-powered transportation. Among the key strategies to consider is the completion of road diets along major corridors to accommodate both transit and a continuous network of bikeways and pedestrian facilities. These defined bikeways should include bike stations strategically located at network connecting points (trailheads or hubs), which offer services for maintenance, sustenance (food/beverage), changing clothes and storage.

Efforts should be made to better define the bicycle network for safety and visibility through use of colored routes and establishment of bicycle boulevards, where efficient bicycle travel is given priority. In addition, efforts should be made to increase bicycle and pedestrian access through cul-de-sacs to connect adjacent resident areas to larger regional networks and mixed-use destinations. This could be part of the complete corridors program. Expansion of bike sharing programs should be considered that enables use of bicycles at different locations for various time periods through a credit card reservation system.

Performance Monitoring

One of the important things the MTPO can do in partnership with state and local government is link on-going transportation performance monitoring of transportation outcomes identified in the Long Range Transportation Plan with energy and pollution levels. Plans developed by other communities, such as Portland, OR and San Buenaventura, CA, establish goals for reducing oil and natural gas consumption (50% by 2032 per the City of Portland's plan). The MTPO should work with the Florida Department of Transportation, Alachua County, City of Gainesville, other municipalities, the University of Florida and other appropriate entities to establish goals to reduce non-renewable energy consumption by the transportation sector. In addition to tracking trends of transit ridership, bicycling and mode share, consideration should be given to the following performance measures as indicators of reduced energy demand:

- Vehicle miles of travel by corridor, sub-area (district) and overall
- Development activity occurring within ¼ mile of planned major transit corridors (BRT, streetcar) relative to development occurring elsewhere
- Development activity occurring within planned BRT station areas versus other development areas
- Miles of bicycle and pedestrian facilities established or retrofitted to enhance walking and cycling

Other performance measures and a monitoring program should be defined to reflect broadly defined goals and benchmarks (performance targets) that are consistent with local government comprehensive plans and the MTPO Long Range Transportation Plan.

TECHNICAL ADVISORY COMMITTEE (TAC)
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 8-4-10	MEETING DATE 9-1-10	IN VIOLATION IF ABSENT AT NEXT MEETING?
CHRIS BIRD Alt - Kathy Fanning Alt - Steven Hofstetter	Alachua County Environmental Protection Department	P	P	NO
STEVE LACHNICHT Alt - Jonathan Paul, Chair Alt - Jeff Hays Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RICHARD HEDRICK Alt- Ha Nguyen Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	P	A	NO
ERIK BREDFELDT Alt - Ralph Hilliard Alt - Dean Mimms Alt - Onelia Lazzari*	City of Gainesville Department of Community Development	P	A	NO
DEBBIE LEISTNER Alt- Vacant Alt- Phil Mann	City of Gainesville Department of Public Works	P	A	NO
JESUS GOMEZ Alt- Doug Robinson, V Chair Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- Michelle Danisovzsky Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	P	A	NO
KAREN TAULBEE Alt - Thomas Hill Alt - Milton Locklear	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	A	P	NO
BILL REESE^	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	P	NO
SCOTT FOX Alt- Ron Fuller	University of Florida Transportation & Parking Services	P	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

me\p\em05\tac\attendance wk4

* City of Gainesville Concurrency Management Staff is the representative for only level of service issues before the TAC Subcommittee.
^ Santa Fe College representative currently is a non-voting position.

Attendance Rule:

1. Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reaons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more that three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	3/3/2010	4/21/2010	6/2/2010	8/4/2010	9/1/2010	PERCENT IF ABSENT AT NEXT MEETING 9/22/2010
Holly Blumenthal	10-Dec	-	-	P	P	P	-
Rob Brinkman	11-Dec	P	P	P	A	P	67%
Harvey Budd	12-Dec	P	E	P	P	P	67%
Nelle Bullock	10-Dec	P	P	P	P	A	67%
VACANT	12-Dec	-	-	-	-	-	-
Mary Ann DeMatas	11-Dec	A	P	P	P	P	67%
Jan Frentzen	10-Dec	P	P	P	P	E	67%
Roderick Gonzalez	11-Dec	-	-	P	P	P	-
Laurie Newsom	12-Dec	-	-	-	-	-	-
Chandler Otis	12-Dec	P	E	P	P	P	67%
VACANT	12-Dec	-	-	-	-	-	-
James Samec	11-Dec	P	P	P	P	P	83%
Ruth Steiner	***11-Dec***	***P***	***E***	***P***	***E***	***P***	***50%***
Ewen Thomson	10-Dec	A	P	P	P	P	67%
VACANT	10-Dec	-	-	-	-	-	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

t\mike\em11\cac\attd_cac xls

ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than 66-2/3% for any six (6) month consecutive period or less than 66-2/3% for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
   A. all CAC meetings will require mandatory attendance by all members; and
   B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

Focused on Excellence
Delivered with Integrity

MEMORANDUM

TO: Marlie Sanderson, AICP, North Central Florida Regional Planning Council
Assistant Executive Director & Director of Transportation Planning

FROM: Monique Heathcock, P.E., LEED AP, Senior Project Manager
Gerry Dedenbach, AICP, LEED® AP, Director of Planning and GIS Services

DATE: September 13, 2010

RE: City of Gainesville Community Redevelopment Agency (CRA),
South Main Street

Attached, please find forty-five copies of the City of Gainesville Community Redevelopment Agency (CRA), South Main Street presentation. We would very much appreciate it if the presentation could be included in the MTPO's subcommittees' mail-out packages or the upcoming round of meetings, starting on September 22, 2010. We understand that, if acceptable to the respective Committees and their Chairs, this item could be added to the agenda at each meeting.

We apologize for the last minute change of plans that delayed our submittal to you earlier today. Since we did not submit in time to have it included on the agenda before-hand, we appreciate your understanding and allowing us to submit this item under separate cover. We greatly value the Committees' input and involvement with this project and look forward to working with them later this month.

Please call or email me directly if you have any questions or need additional information. Thank you again for your assistance.

cc: Mr. Anthony Lyons, Gainesville CRA Director

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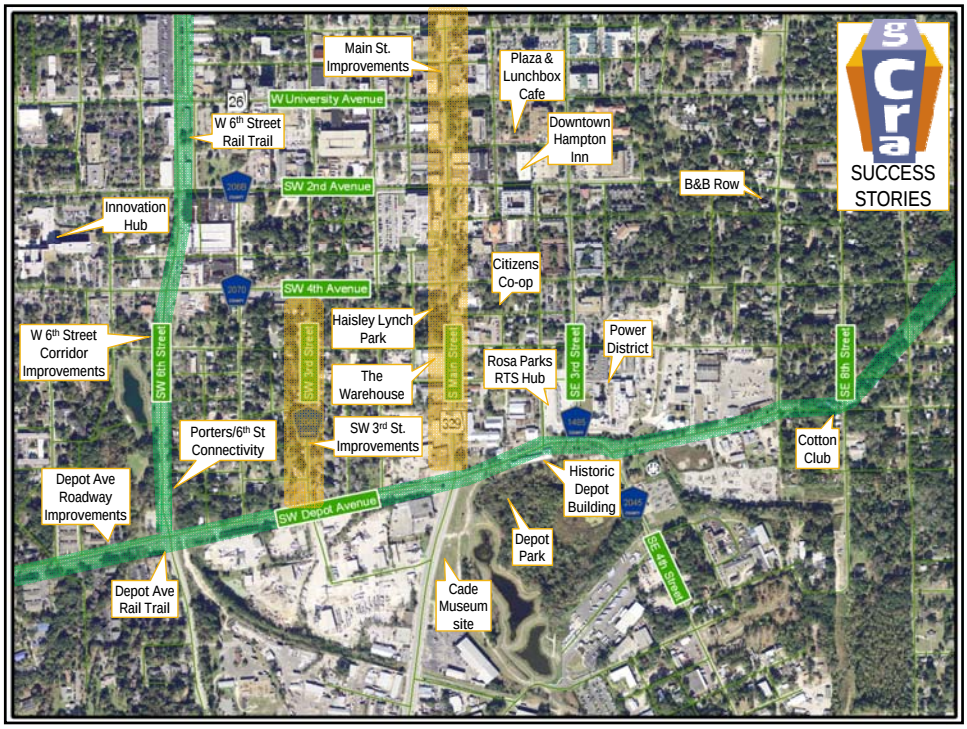
6011 NW 1st Place, Gainesville, Florida 32607 • Phone (352) 331-1976 • Fax (352) 331-2476 • www.chw-inc.com

South Main Street

Technical and Citizens' Advisory Committee- 9/22/10

Bicycle/Pedestrian Advisory Board – 9/23/10

Metropolitan Transportation Planning Organization – 10/4/10



Power District
Redevelopment

- GRU Redevelopment Driven
- The Warehouse Restaurant
- Rosa Parks RTS Hub
- Haisley Lynch Park
- Citizens Co-op
- Bethel Station
- Cotton Club

Power District
Redevelopment

- The Warehouse Restaurant
- Rosa Parks RTS Hub

Power District
Redevelopment

- Perryman's Grocery
- Haisley Lynch Park

CHW

Power District
Redevelopment

- Citizens Co-op
- Bethel Station
- Cotton Club

CHW

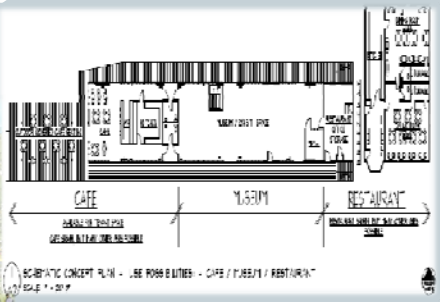
Depot Park
Phase I

Depot Building | Comfort Station | Children's Area

Promenade | Depot Context Area | Multi-use Trails

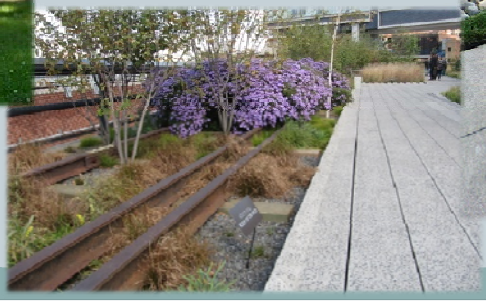
Depot Park
Phase I

- Depot Building
- Depot Context Area



Depot Park
Phase I

Community Redevelopment Agency
The focus is on creating community.



The Cade Museum
South Main Street's Gem

South Main Street

Veitch Street to Depot Avenue

If you hadn't noticed...

Powered by The Gainesville Sun Gainesville.com

Published: Wednesday, August 25, 2010 at 1:33 p.m.

When completed, Main Street between North Eighth Avenue and Depot Avenue will be a two-lane road with a center turn lane, bicycle lanes, bus bays, on-street parking and upgraded traffic signals and underground utilities.

CHW

South Main Street

Veitch Street to Depot Avenue

Causseaux, Hewett, & Walpole Engaged in February to provide conceptual design

Two-week police crackdown focuses on pedestrian safety

Powered by The Gainesville Sun Gainesville.com

Published: Tuesday, August 31, 2010 at 12:39 p.m.

The campaign was begun after police determined an average of three pedestrians a week are involved in accidents in Gainesville. A subsequent study showed slightly more than 20 percent of drivers in the city have been yielding to pedestrians at crosswalks.

CHW

South Main Street

Existing Conditions

South Main Street

Existing Conditions

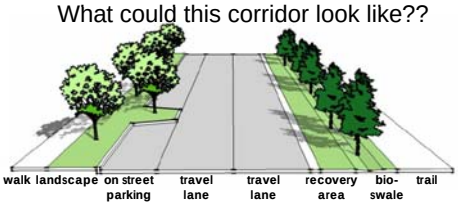
CONSTRAINTS

±120 feet of Right of Way,
80 feet of Existing Pavement,
Not Pedestrian Friendly,
Not Bicycle Friendly, and
No Medians.

OPPORTUNITIES

±120 feet of Enhancements,
36 feet of Proposed Pavement,
Protected Pedestrian Facilities,
Protected Bicycle Facilities, and
Lush Landscaped Medians.

What could this corridor look like??



South Main Street

Existing Conditions

With the current industrial nature of the Main Street corridor, 80 feet of unbroken asphalt is acceptable.

CONSTRAINTS

- not pedestrian friendly
- not bicyclist friendly
- no green spaces
- no medians
- no amenities
- 120 feet right of way
- 80 feet of existing pavement
- no streetscaping

"With the plans to build the Cade Museum and the Depot Park, a corridor that supports the facilities is needed. The roadway design should not detract from the urban form, but rather, compliment the Cade Museum, Depot Park, and promote safety for all users."

South Main Street

Limitations, constraints, requirements:

At a Minimum, the Design Must:

- ☑ Meet applicable FDOT, County, and City roadway requirements;
- ☑ Maintain consistent access to the corridor's existing businesses;
- ☑ Protect the museum's pedestrian traffic to/from the parking lot on the opposite side of the street;
- ☑ Accommodate all bicycle traffic crossing South Main corridor;
- ☑ Provide both public and private transit loading facilities;
- ☑ Enhance the safety and quality of bike lanes;
- ☑ Modify center turn lanes for safety and function; and
- ☑ Include onstreet parking where practicable.

South Main Street

Concept Development

Depot Park/ Cade Museum Design Elements

- ❖ Overall Traffic Calming
- ❖ Medians between Travel Lanes and Parking & Bicycle Lanes
- ❖ Pedestrian Crossing
- ❖ Designated Turn Lanes
- ❖ Designated Bicycle Lanes
- ❖ More Protected Parking

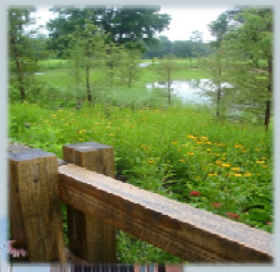
- ☑ Improve Corridor Safety
- ☑ Create in-street refuge area adding safety for users and adding greenspace
- ☑ Provide Hierarchy for Users
- ☑ Promote Proper Maneuvering
- ☑ Provide Hierarchy for Users
- ☑ Enhance Corridor's Urban Form

South Main Street

Design Goals

Incorporate:

- ☑ Connect All Depot Area Attractions
- ☑ Reduce the Amount of Asphalt
- ☑ Enhance Urban Streetscaping
- ☑ Improve All Pedestrian Facilities
- ☑ Add Traffic Calming Elements
- ☑ Create Green Spaces/Street
- ☑ Build Bike Friendly Facilities
- ☑ Use LID Where Appropriate



South Main Street

Concept Plan

South Main Street

Concept Plan, detail view

South Main Street

Concept Plan, detail view

The Cade Museum from the Northwest

South Main Street

Next Steps

1) Review Design Concept

2) Provide Input on Design

- CRA Board Feedback received in Summer 2010
- CHW to meet with various agencies including:
  - TAC
  - CAC
  - Bicycle/Pedestrian Advisory Board (B/PAB)
  - MTPO
- Coordinate with DOT, Alachua County, and City of Gainesville to determine future ownership and long-term maintenance