

Gainesville Metropolitan Area – The Livable Community Reinvestment Plan

Making Transportation Investments that Support Livable Communities and Neighborhoods

Uniquely Gainesville

Because transportation plays such an important role in shaping the pattern and character of development, it is essential that transportation investments be made to support important growth management and land development objectives. The policy direction of the City of Gainesville and Alachua County is to encourage expanded transportation choices, such as walking, bicycling and using public transit, using a range of growth management and redevelopment strategies.



The Growth Dynamic

Suburban growth toward the west has been the trend in the Gainesville area for more than 20 years, resulting in longer commutes and increasing congestion. Most of this growth is single use, single access, large lot residential subdivisions, which is a land use pattern that requires near absolute reliance on the automobile for work, shopping, recreation and social activities.

Gainesville's westward growth places a heavy demand on the limited road network, fueling the

need for wider roads as commuters and students travel to the University of Florida and downtown Gainesville.

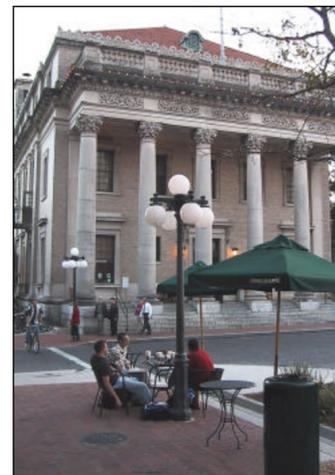
Growth will occur in Gainesville and Alachua County, reaching 280,000 residents by 2020. The challenge for the entire community is to ensure that growth occurs in a manner that maintains the high quality of its new and established neighborhoods, preserves natural resources and makes more efficient use of existing public infrastructure.

Challenges

- Lack of street connectivity
- Uncomfortable streets for walking and bicycling
- Suburban sprawl development patterns and unbalanced growth
- Impacts to existing neighborhoods and changes in town character
- Preservation of natural resources and habitat
- Limited travel options
- Inadequate bus service coverage
- Traffic congestion/safety on major roadways

Goal Statements

1. Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville metropolitan area through expanded transportation choices, improved accessibility and the preservation of environmental, cultural and historic areas.
2. Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, and inter-agency coordination.
3. Develop and maintain a safe transportation system for all users and neighbors of transportation facilities and services.



Vision Statement

In recognition of the guiding principles and technical analysis, the vision statement for the 2020 Transportation Plan is to:

“make transportation investments that support livable community centers and neighborhoods by:

1. Re-investing in the traditional core areas of Gainesville and the towns of Alachua County to develop walkable downtown centers;
2. Connecting a limited number of highly developed mixed-use centers, and
3. Providing a high level of premium transit service in a linear Archer Road corridor.”



ABOVE: Premium transit (dedicated busway) along Archer Road will serve the Shands/VA medical complex, the region's major employment center

BELOW LEFT: A mix of old and new; the Hippodrome and Union Street Station anchor downtown Gainesville's commercial and residential revival

BELOW: Public transit service in and around the University of Florida is a cornerstone of the metropolitan area's transportation system



Cost Feasible Plan

Highway Projects

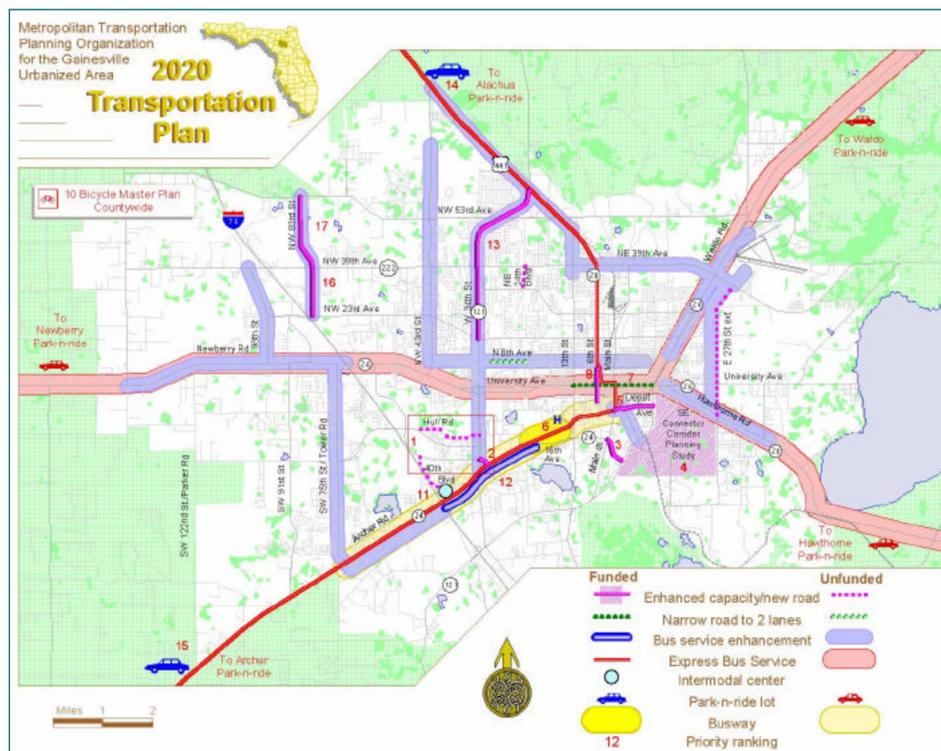
- SW 24th Avenue extension to relieve pressure at Archer Road/SW 34th Street
- Corridor capacity enhancements to West 6th Street, SE 16th Avenue, NW 34th Street, Depot Avenue and NW 83rd Street
- SE Connector Road Corridor Planning Study
- Extension of NW 83rd Street to Millhopper Road to increase connectivity and relieve pressure on NW 43rd Street

Bicycle/Pedestrian Projects

- Complete SW 20th Avenue Charrette projects
- Archer Road/SW 23rd Terrace off-road bicycle/pedestrian trail
- \$3.7 million for bicycle and pedestrian projects to be defined through the County-wide Bicycle Master Plan
- Lane reductions, on-street parking and pedestrian amenities on East and West University Avenue

Transit Projects

- Premium Transit – Dedicated bus lanes, superstops and technology to reduce travel times, increase reliability and enhance user comfort will be implemented within the Archer Road corridor
- Express bus – New service on state road corridors to move people to employment destinations from outlying areas
- Enhanced fixed-route bus service



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area						
Year 2020 Livable Community Reinvestment Cost Feasible Plan						
December 14, 2000						
[shaded areas of table are not currently funded]						
Priority Ranking	Facility/Project Name	From	To	Description	1998 Estimated Cost (in Millions)	
1	SW 20th Avenue Charrette Projects (excluding committed projects and priorities 2 and 22)					\$12.1
2	SW 24th Avenue Extension	SW 34th Street	Archer Road	new 2-lane divided road (2LD)	\$1.8	
3	SE 16th Avenue	Main Street	Williston Road	corridor capacity enhancements	\$2.1	
4	SE Connector	Williston Road	SE 27th Street	charrette and corridor planning study	\$0.3	
5	Depot Avenue Corridor	SW 13th Street	Williston Road	reconstruct 2LD w/ bikelanes & sidewalks	\$6.0	
6	Archer Road	AT: SW 16th Avenue	Shands Hospital	realign intersection	\$1.4	
		SW 16th Avenue		limit vehicular access at SW 16th Avenue and create dedicated bus lanes		
7	University Avenue	W 13th Street	Waldo Road	reduce to 2-lane divided with bus bays	\$0.8	
8	W 6th Street	SW 4th Avenue	NW 8th Avenue	enhanced multi-modal capacity	\$2.8	
9	Archer Rd / SW 23rd Tr Rail-Trail	SR 121-Depot Ave Trail / SR 331-SR 24		off-road bike / pedestrian trail	\$0.5	
10	Bicycle Master Plan	AT: Countywide		placeholder for \$3.7 million in dedicated bike / pedestrian projects	\$3.7	
11	Intermodal Center	Archer Road @ Interstate 75		transit transfer facility with park-n-ride lot	\$0.1	
12	Archer Road Enhanced Transit	Interstate 75	Shands / VA area	increased transit frequency	\$6.2	
13	NW 34th Street	NW 16th Avenue	US 441	widen to add center turnlane	\$10.7	
14	Park-and-Ride / Express Bus- Alachua	City of Alachua	NW 43rd Street	express bus to transfer facilities in GMA	\$7.7	
15	Park-and-Ride / Express Bus- Archer	City of Archer	Tower Square IC	express bus to transfer facilities in GMA	\$6.5	
16	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	corridor capacity enhancements	\$0.4	
17	NW 83rd Street Extension	NW 39th Avenue	Millhopper Road	new 2-lane divided road	\$3.6	
18	Park-n-Ride / Express Bus- Hawthorne	City of Hawthorne	SE 50th Street	express bus to transfer facilities in GMA	\$8.0	
19	Park-n-Ride / Express Bus- Newberry	City of Newberry	Jonesville	express bus to transfer facilities in GMA	\$6.2	
20	Park-n-Ride / Express Bus- Waldo	City of Waldo	NE 50th Avenue	express bus to transfer facilities in GMA	\$8.0	
21	Tower Road Enhanced Transit	Archer Road	Newberry Road	increased transit frequency	\$6.0	
22	Hull Road Extension	SW 62nd Boulevard	SW 34th Street	new 2-lane divided road (IF NEEDED)	\$5.3	
23	SW 40th Boulevard Extension	Archer Road	SW 62nd Boulevard	new 2-lane divided road	\$1.8	
24	Transit- Town / Village Center (TV) Transit Projects (excluding priorities 11, 14, 15, 18, 19, 20 and 21)				\$123.0	
25	Tower Road Charrette Projects (except for the Tower Road enhanced transit service)				\$22.7	
26	NW 24th Boulevard Extension	NW 31st Avenue	NW 39th Avenue	new 2-lane divided road	\$1.8	
27	NW 8th Avenue	NW 31st Drive	NW 23rd Street	reduce to 2-lane divided road	\$0.4	
28	E 27th Street Extension	Hawthorne Road	NW 39th Avenue	new 2-lane divided road	\$10.7	
TOTAL					\$260.6	

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