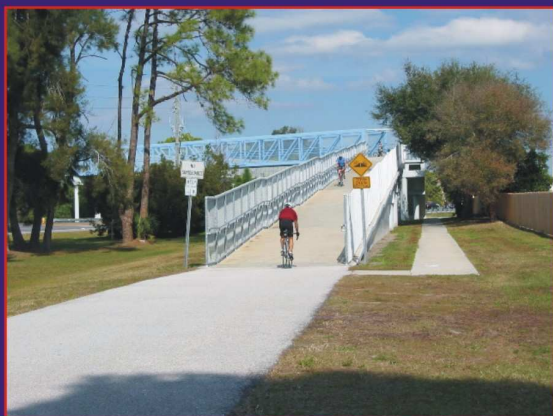


SUMMARY REPORT

Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Adopted November 3, 2005



The Corradino Group, Inc.

Prepared by the:
**Metropolitan Transportation Planning
Organization (MTPO) for the Gainesville
Urbanized Area**

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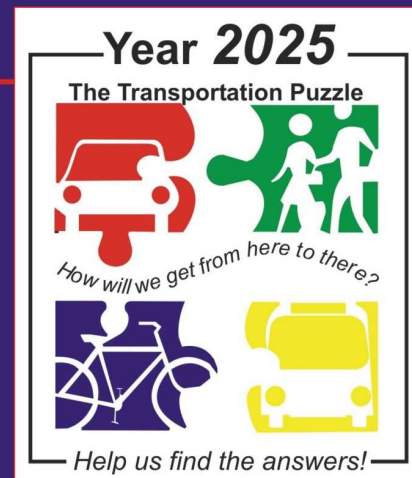


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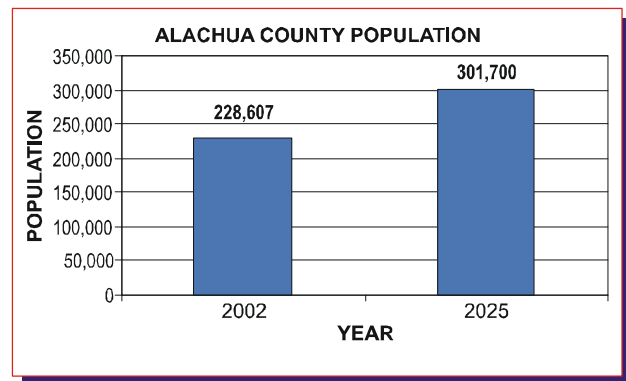
1. Introduction

Every five years, the State of Florida requires the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area to update its Long Range Transportation Plan (LRTP). The purpose of this plan – known as the Year 2025 Livable Community Reinvestment Plan – is to encourage and promote a safe and efficient transportation system to serve future year transportation demands. Results of the LRTP process are intended to serve the overall mobility needs of the area, while also being cost effective and consistent with state and local goals and objectives.

The Gainesville Urbanized Area is located in the center of Alachua County, Fla., and incorporates the City of Gainesville, as well as the surrounding urbanized and transitioning areas (Figure 1). Census 2000 data indicate that this area is inhabited by approximately 159,000 residents and accounts for over half of the county's total population.

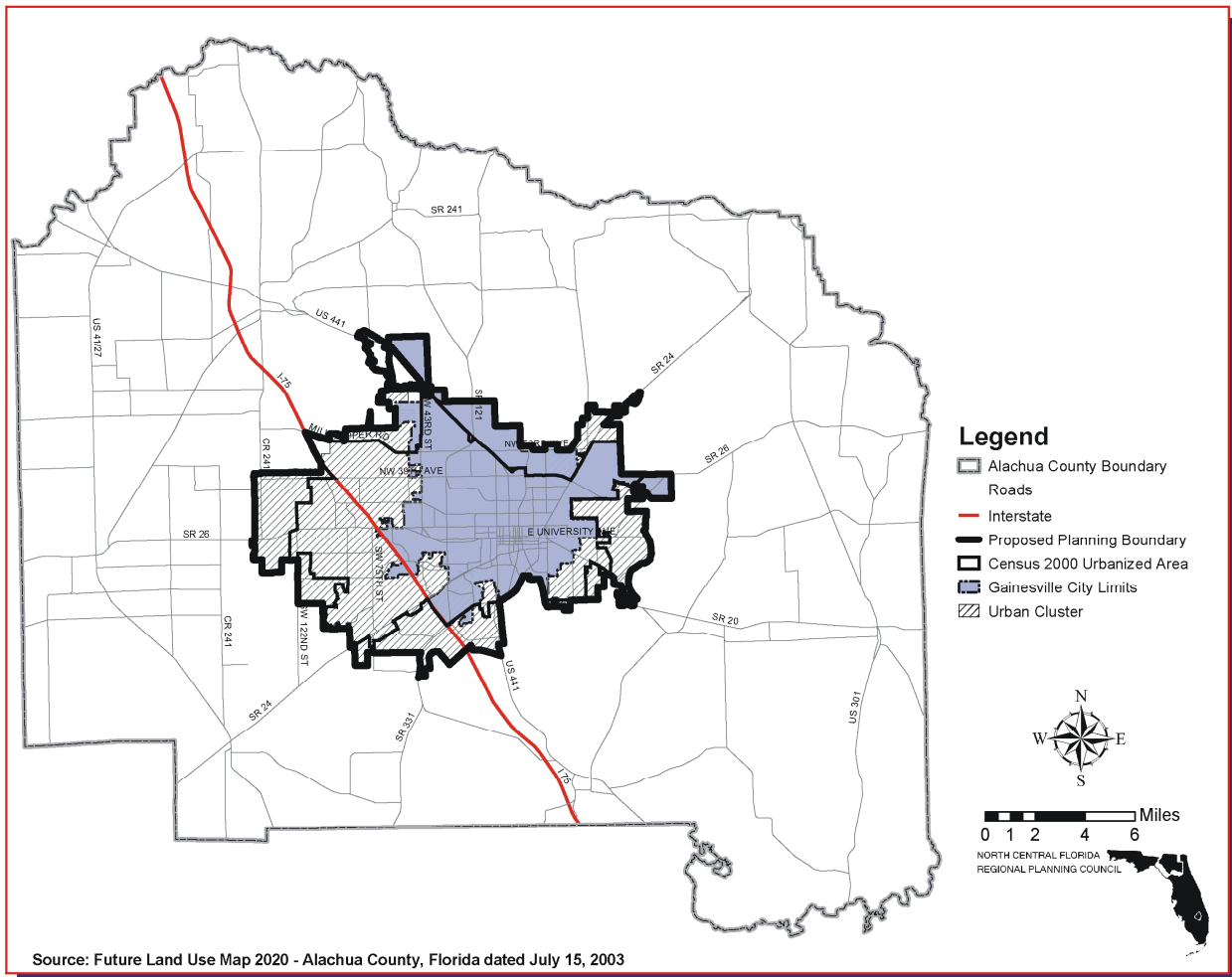
The MTPO manages the transportation network and mobility needs for the defined urbanized area and recognizes the inter-connectivity between network accessibility and land use development patterns. Decision-making has focused on producing a multimodal transportation network consisting of roads, bus service, bicycle/pedestrian facilities, and a regional airport. These modes of transportation provide a foundation for handling the flow of goods and services to and from the area, as well as establish a system for area residents to access jobs, shopping and recreational facilities.

This document provides a summary of the key products developed during the 24-month study. It is supported by a series of seven Technical Reports available through the MTPO offices (phone: 352.955.2200; Web site: www.ncfrpc.org). The products of this unique planning effort include a priority list of financially constrained transportation investments and a vision for how a true multimodal transportation system can preserve the area's quality of life, support its economic vitality and promote a more sustainable development pattern. The study included extensive public outreach and visioning processes.



Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Figure 1
Transportation Planning Boundary



1.1 Metropolitan Transportation Planning Organization (MTPO)

The MTPO is composed of the Gainesville City Commission, the Alachua County Commission and non-voting representatives of the University of Florida, the Florida Department of Transportation, and a rural advisor selected by the Alachua County League of Cities. Staff services to the MTPO are provided by the North Central Florida Regional Planning Council.

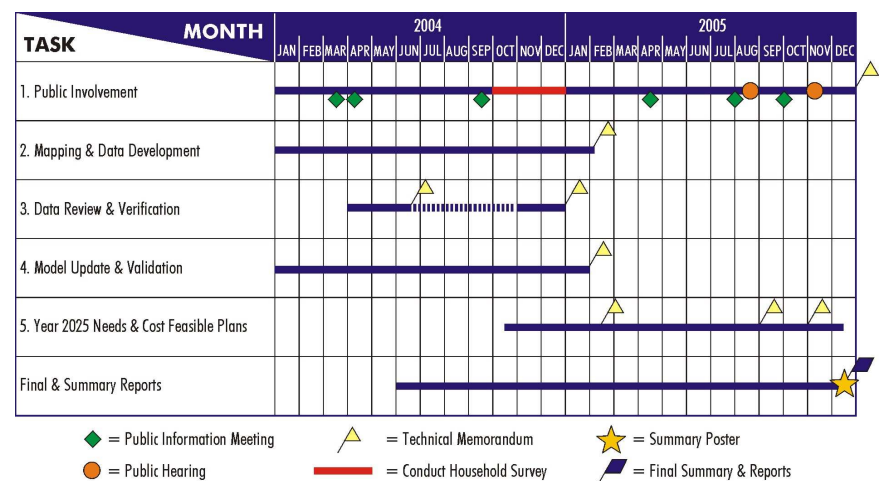
The MTPO is responsible for the continuing, comprehensive, and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

2. Study Process

The Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan was undertaken in the traditional steps of updating a long-range transportation plan, as follows (Figure 2).

The details of Task 1 – Public Involvement – are included in Technical Report 1. In summary, the Public Involvement Strategy of the Year 2025 Long Range Transportation Plan Update involved communicating with the MTPo's Technical and Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board; with key stakeholders affected by the project; and, just as important, with the public at large. A Web site provided documentation of all steps of the process. Several key components of the public's involvement drove the study. One was preparation of the following Vision Statement:

Figure 2
Schedule
(revised July 2005)



Source: The Corradino Group

“Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated transportation funding source and provides for:

- a. walkable University and town centers;***
- b. improved and affordable transit service;***
- c. improved bikeway/trail system; and,***
- d. better road connectivity.”***

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The MTPO adopted the following goals and objectives for the Year 2025 Long Range Plan Update.

First Goal

Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville metropolitan area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.

Objectives

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycle, walking, public transit, carpooling and telecommuting) as options for all users of the transportation system through accessibility, convenience and comfort.
- 1.3 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.4 Establish an interconnected and continuous system of off-road trails and greenways.
- 1.5 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.6 Improve access to transportation facilities and services for elderly, children, disabled and economically disadvantaged individuals.
- 1.7 Reduce the adverse impacts of transportation on the environment, fragmentation of natural areas and wildlife.
- 1.8 Minimize the adverse impacts of transportation on established neighborhoods through development of a balanced transportation system.
- 1.9 Preserve the intended function of the Florid Interstate Highway System (FIHS) and other appropriate corridors for intercity travel and goods movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.



Second Goal

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.

Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Objectives

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.
- 2.3 Improve the interconnectivity of streets and other components of the transportation system, including sidewalks, bikeways and transit ways.
- 2.4 Create opportunities for access by all forms of travel at centers for jobs, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.5 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.6 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 2.7 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 2.8 Phase in new vehicle fleets for public agencies that make use of alternative fuels that reduce air quality impacts.
- 2.9 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 2.10 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.

**Third Goal**

Develop and maintain a safe and secure transportation system for all users and neighbors of transportation facilities and services.

Objectives

- 3.1 Address existing and potential safety and security problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Establish criteria and performance standards for roadways to maintain their residential or rural character, as appropriate.
- 3.4 Ensure that roadways are safe for pedestrians/bicyclists.
- 3.5 Improve the pedestrian/bicycle connections between commercial centers and surrounding neighborhoods.



Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Fourth Goal

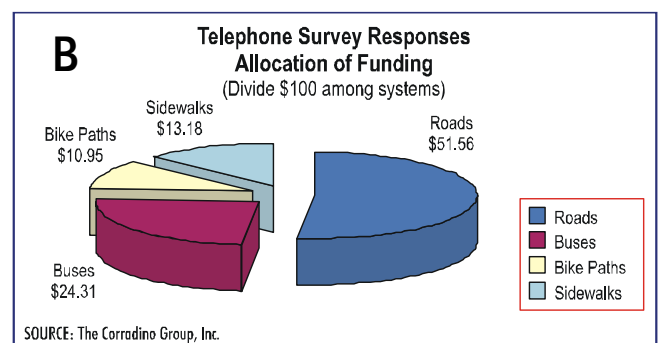
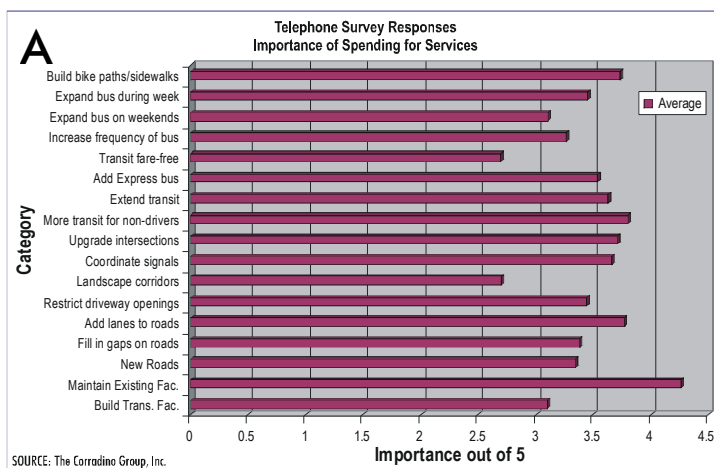
Invest strategically in transportation infrastructure to enhance the vitality of the community.

Objectives

- 4.1 Give priority to preservation and maintenance of the existing transportation system.
- 4.2 Develop a financially responsible plan that allocates available resources and seeks out additional funding sources.
- 4.3 Preserve current and planned rights-of-way for transportation system improvements.



A telephone survey was conducted in the Gainesville Urbanized Area in the spring of 2005 to address a series of transportation issues. Highlights of the survey indicate that the respondents (more than 450 completed interviews) are most interested in investing in maintaining existing facilities (A). They prefer that more than half of that investment be in roads, with about one quarter spent on transit and the remaining 24 percent divided between sidewalks for pedestrians and paths for bicyclists (B).



The public, as well as members of MTPO Technical, Citizens Advisory Committee and Bicycle/Pedestrian Advisory Board, the MTPO and the Consultant, were involved in weighting of nine factors developed to evaluate proposals for elements of the plan. Overall, the three groups indicate the first or second most important factor is "Provide Multiple Choices in Ways to Travel." The three groups all place in either second or third place the factor "Maximize Safe Travel."

Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

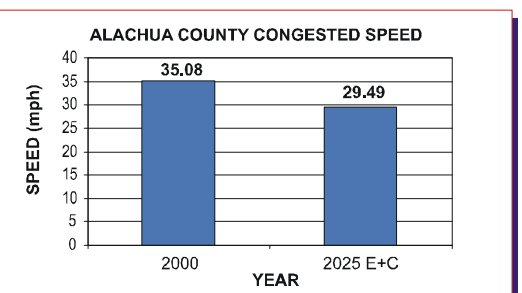
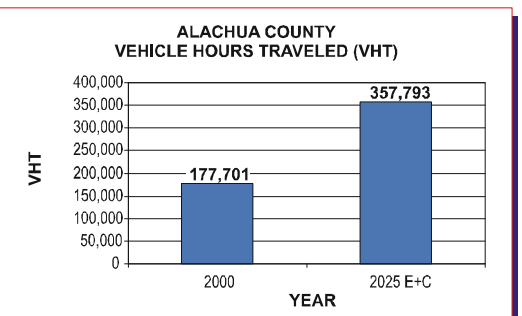
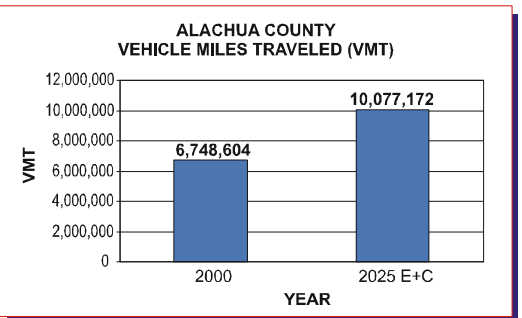
Factor	Weight	MTPO Commissioners		Citizens/MTPO Committees		Consultant	
		Weight	Rank	Weight	Rank	Weight	Rank
Provide multiple choices in ways to travel		14.7%	1	13.8%	1	13.1%	2
Prevent unequal impacts for low-income and minority communities		12.4%	3	8.4%	7	7.3%	8
Better connect links in the transit and road networks		9.6%	6	13.0%	2	13.4%	1
Minimize neighborhood disruption		9.5%	7	7.7%	8	11.2%	5
Maintain good air quality		9.5%	7	11.9%	4	7.8%	7
Minimize purchase of private property to build transportation facilities		2.4%	10	5.1%	10	6.5%	9
Protect open space/parks		10.7%	4	10.4%	6	9.7%	6
Control noise at sensitive locations		6.0%	9	6.5%	9	6.0%	10
Maximize safe travel		14.5%	2	13.0%	3	13.0%	3
Minimize road congestion		10.7%	4	10.4%	5	12.0%	4

Source: The Corradino Group, Inc.

Other tasks of the study process, shown earlier on Figure 2, and their documentation, are as follows:

- Task 2 – Mapping and Data Development – reported upon in Technical Report 2.
- Task 3 – Data Review and Verification – reported upon in Technical Report 3.
- Task 4 – Model Update and Validation – reported upon in Technical Report 4.
- Task 5 – Development of Year 2025 Transportation Needs Plan and Cost Feasible Plan – reported upon in Technical Reports 5, 6 and 7.

It needs to be emphasized that underlying the technical work is a new travel demand/traffic analysis model known as CUBE/Voyager(CV). It breaks new ground in this type planning in the state of Florida. It was used to address the need to keep up with the expected growth in travel and congestion in Alachua County.



E+C is defined as the existing road network plus two committed road projects - the lane reductions on Main Street (from N. 8th Avenue to Depot Avenue) and the construction of SW 24th Avenue from SW 43rd Street east to SW 34th Street.

3. Plan Development

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009. This is the act that provides federal funding for transportation projects.

One of the requirements of SAFETEA-LU is that the plan be cost-feasible. But to begin that process, all transportation needs are studied.

To form a basis upon which to define the transportation needs in the urbanized area, analyses were conducted of the current (Figure 3) and future (Year 2025) road conditions (Figure 4). The congestion of today is expected to worsen as population, employment and amount of trip making continue to grow.

The Year 2025 Needs Plan is projected to cost over \$400 million. However, the available revenues over the next 20 years are only about \$60 million (Figure 5).

Figure 3
Failing Roads Today

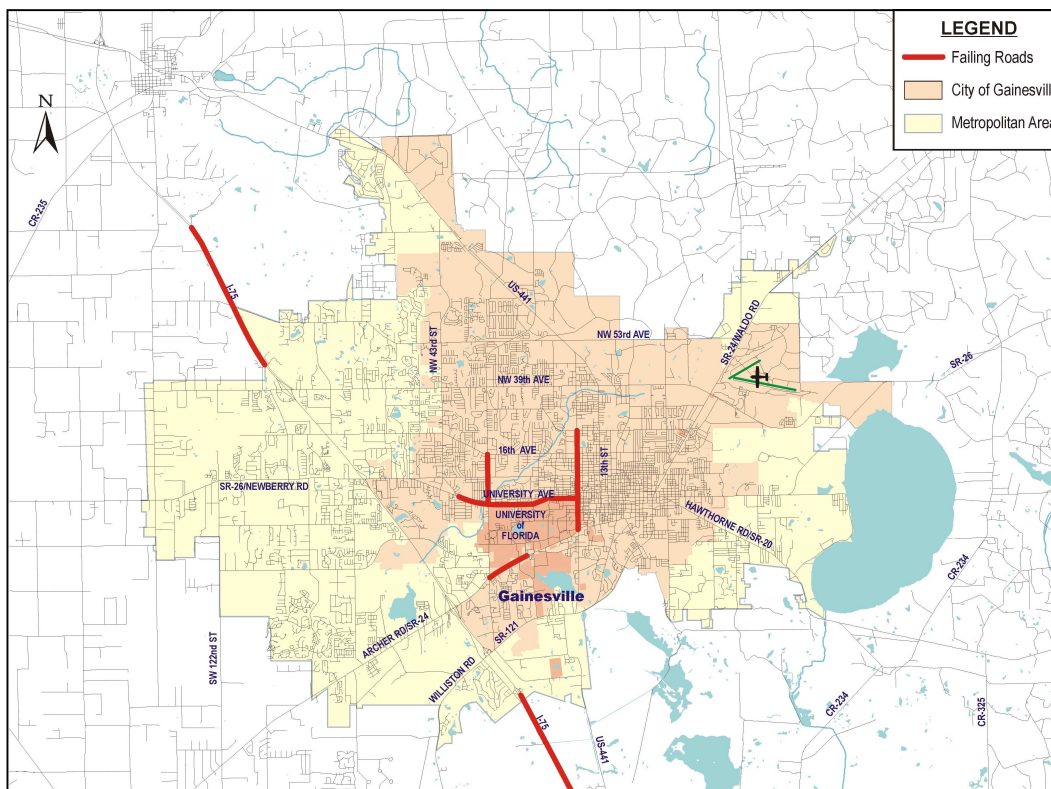
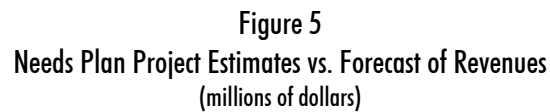


Figure 4
Year 2025 Failing Roads



Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Estimates prepared by the MTPO staff and the Florida Department of Transportation of available funding, and information on the ranking of projects in the Needs Plan, were used by the MTPO to establish the Cost Feasible Plan. This Plan was adopted by the MTPO on November 3, 2005. It consists of three classes of projects:

- **Committed Projects** – These projects are programmed to be implemented from 2006 through 2010. Funding for these projects has already been identified and committed, and is not included in the estimate of available revenue. Improvement and enhancement projects listed in Table 1 are in this class.

Table 1
Years 2006 to 2010 Committed Projects

FISCAL YEAR	PROJECT DESCRIPTION	AMOUNT PROGRAMMED (IN MILLIONS)
2006	Airport Intermodal Facility	\$0.300
	Gainesville Train Depot Restoration	\$0.750
	Gainesville-Hawthorne Trail Urban Connector	\$0.480
	SW 24 th Avenue- Reconstruct as two-lane divided	\$10.000
	University of Florida Pedestrian and Service Access Improvements (Section 117 Earmark)	\$1.000
2007	W. 6 th Street Rail/Trail	\$0.665
2008	Main Street- Reconstruct as 2-lane divided (Depot Avenue to N. 8 th Avenue)	\$14.200
2009	Hull Road Right-Of-Way	\$2.230
	Hull Road Extension Bicycle/Pedestrian Trail	\$0.002
2010	Hull Road Right-Of-Way	\$1.930
TOTAL		\$31.557

Source: The Gainesville Urbanized Area Metropolitan Transportation Planning Organization

- **Earmarked Projects** – SAFETEA-LU legislation included earmarked high priority projects. Funding can be spent only on these projects. Funds for “ear-marked” projects are not included in the estimate of available funding because the MTPO does not have to compete for other areas for these funds. However, to be eligible to receive these funds, the MTPO must put these projects in the Plan. The earmarked projects are programmed for the years of 2007 through 2011, and are listed in Table 2.

Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan

Table 2
Years 2007 to 2011 SAFETEA-LU High Priority Projects

PROJECT DESCRIPTION	AMOUNT (IN MILLIONS)
Airport Access Road Construction	\$1.60
SW 62 nd - 24 th Avenue	\$1.60
Improve North-South Corridor between Archer Road and Newberry Road to provide congestion relief to Interstate 75 corridor, State Road 121, State Road 24 and State Road 26	\$2.40 \$1.50
Depot Avenue Reconstruction- (total project cost is \$15.8)	\$4.80
NE 19 th Street/NE 19 th Terrace	\$0.80
NE 19 th Drive/NE 20 th Street and NE 25 th Street	\$1.60
Regional Transit System (RTS) Bus Facility Expansion	\$3.34
RTS Facility Expansion	\$1.00
RTS Bus Rapid Transit Study	\$0.42
RTS Bus Replacement	\$3.30
TOTAL	\$22.36

Source: The Gainesville Urbanized Area Metropolitan Transportation Planning Organization

- The remaining projects are those that must be within the estimated \$38.5 million expected to be available for transportation improvements between 2011 and 2025. These are the projects that were developed from the Plan Update study and come from the Needs Plan, with one exception. They are shown in Figure 6 and listed in Table 3. The Traffic Management System is the exception. Generally, improvements of traffic signal systems are not identified from FSUTMS travel demand modeling. The request for the update and construction of an integrated traffic signal system was initiated by the City of Gainesville Public Works Department. The MTPO staff and most other participants agreed that this was an effective and low-cost project that should receive high priority.

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4. Conclusion

The Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan is built on a forecast of population and employment growth as well as the associated travel. It examines the expected needs for highway, transit and bicycle/pedestrian projects and the amount of revenue that can realistically flow to implement them. This plan makes optimal use of limited revenues with the objective of supporting community revitalization and redevelopment, environmental preservation and further expansion of a multimodal transportation system.