

# SW 20<sup>th</sup> AVENUE / STUDENT VILLAGE AREA WORKSHOP



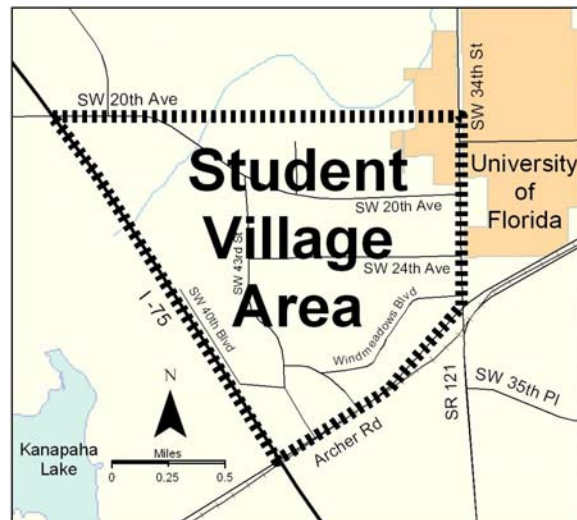
**WEDNESDAY, JUNE 29<sup>TH</sup>  
7:00 P.M.**

**JACK DURRANCE AUDITORIUM,  
ALACHUA COUNTY  
ADMINISTRATION BUILDING  
12 SE 1<sup>ST</sup> STREET, GAINESVILLE**



The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area will conduct a workshop to discuss possible changes to proposed transportation plans for the SW 20<sup>th</sup> Avenue area (see map below). Current MTPO policy is to develop this area as a transit-oriented, walkable and bikeable student village. Interested citizens are encouraged to attend this workshop and provide comments to the MTPO concerning proposed transportation plans for this area.

Additional information concerning this workshop may be obtained by calling (352) 955-2200, visiting our website at [www.ncfrpc.org](http://www.ncfrpc.org) (click Transportation - MTPO), or appearing in person, during regular business hours, at 2009 NW 67<sup>th</sup> Place, Gainesville, Florida. If accommodations for persons with disabilities are needed, please contact MTPO Staff at 955-2200 by June 24<sup>th</sup>.



## SW 20<sup>TH</sup> AVENUE/STUDENT VILLAGE AREA WORKSHOP

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## SW 20<sup>TH</sup> AVENUE/STUDENT VILLAGE AREA WORKSHOP

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# **EXHIBIT 1**

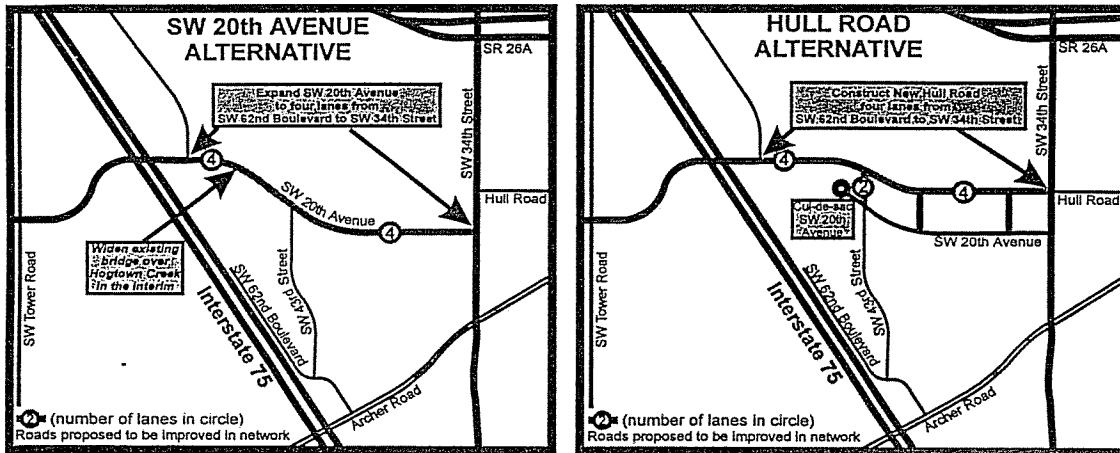
## **PROPOSED SW 20<sup>TH</sup> AVENUE AREA ROAD IMPROVEMENTS**

**COMMUNITY PUBLIC HEARING- JUNE 11, 1997**





# PROPOSED S.W. 20th AVENUE AREA ROAD IMPROVEMENTS



## COMMUNITY PUBLIC HEARING

June 11, 1997 at 7:00 p.m.

**JACK DURRANCE AUDITORIUM, COUNTY ADMINISTRATION BUILDING  
12 S.E. 1st STREET, GAINESVILLE, FLORIDA**

The Metropolitan Transportation Planning Organization (MTPo) for the Gainesville Metropolitan Area in cooperation with the Florida Department of Transportation (FDOT), has scheduled a joint Public Hearing. The hearing is being held to discuss proposed transportation improvements and a proposed amendment to the year 2020 Long Range Transportation Plan; and to afford interested persons the opportunity of expressing their views concerning the location aspects, design concepts, social, economic and environmental effects of State Project Number 26506-1603, Work Program Item Number 2120147, Federal Aid Project Number M-2156-[2] otherwise known as SW 20th & 24th Avenues/Hull Road Extension from SW 75th Street (Tower Road) to State Road 121 (SW 34th Street), a distance of approximately 3.4 miles.

The Hearing will consist of a presentation by the MTPo and FDOT staff concerning the proposed project and associated impacts, followed by a Public Comment period. For your convenience, beginning at 5:00 p.m. MTPo and FDOT staff with maps, drawings, and other pertinent information will be available to discuss the proposed improvements and amendment with you and to answer your questions.

The proposed improvements will provide a four-lane urban highway with raised medians, provisions for bicyclists, curbs and gutters, and sidewalks. From Tower Road to SW 62nd Boulevard, the proposed improvements follow the existing alignment. From SW 62nd Boulevard to SW 34 Street, two alternative locations shown above are being considered and will be discussed at the Hearing. The proposed improvements will require additional right of way for the roadway improvements and for retention/detention ponds. The project has been evaluated in accordance with the provisions of Executive Order 11990 "Protection of Wetlands" and Executive Order 11988 "Floodplain Management", and this involvement will be discussed at the Hearing. The proposed improvements will require residential and business relocations, therefore the FDOT's Relocation Assistance Program will be part of the proposed improvements. Personnel will be available to discuss the policies on property acquisition and the Relocation Assistance Program. The project is being developed to comply with Title VI and VII of the Civil Rights Act.

As of May 21, 1997, maps, drawings, and other pertinent information will be available for your review and inspection during normal working hours. Anyone desiring additional information regarding the Public Hearing, the proposed improvements, the proposed Amendment, or a copy of the Hearing Agenda should contact Mr. Marlie Sanderson, Director of Transportation Planning, NCFRPC, 2009 NW 67th Place, Suite A, Gainesville, Florida 32653-1603 (352) 955-2200 ext. 103, Mr. Jim Knight, FDOT Project Manager at P.O. Box 1089 Lake City, Florida 32056-1089 (1-800-749-2967) or Mr. Rob Ayers, Regional Planner, 408 West University Avenue, Suite 604, Gainesville, Florida (352) 955-2255. Persons desiring to submit written statements and other exhibits in lieu of, or in addition to, oral statements, may do so at the Hearing. Also, other written statements and/or exhibits received at the NCFRPC or the FDOT District Two Office by July 11, 1997, will be documented as part of the Hearing.

Persons with disabilities who may require special accommodations to participate in the Hearing should contact either MTPo or FDOT staff at the addresses above in writing at least seven (7) calendar days before the Hearing. All persons are advised that, if they decide to contest any decision made at this Public Hearing, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or familial status. This Public Hearing is being held in compliance with Chapter 339 F.S., Chapter 120 F.S., 23 CFR 771, and 23 USC 128.



YEAR 2020

EXHIBIT 2

The Transportation Puzzle



**PROPOSED SW 20th AVENUE AREA TRANSPORTATION IMPROVEMENTS**

Plans are currently being developed to relieve traffic congestion in the SW 20th Avenue area between SW 62nd Boulevard east to SW 34th Street. Some of the alternatives that are being considered include:

1. four-laning this portion of SW 20th Avenue;
2. constructing a new four-lane road by extending Hull Road west of SW 34th Street;
3. constructing new two-lane roads in this area; and
4. constructing new bicycle, pedestrian and transit facilities to serve this area.

*You are invited to attend one or more of the community focus groups identified below to discuss these options, as well as other options that you would like to see considered. Although specific focus groups are listed below, please feel free to attend at the time that is most convenient for you. Detailed maps and information will be on display at these meetings and staff will be present to try and answer any questions that you may have.*

**DATE AND PLACE**

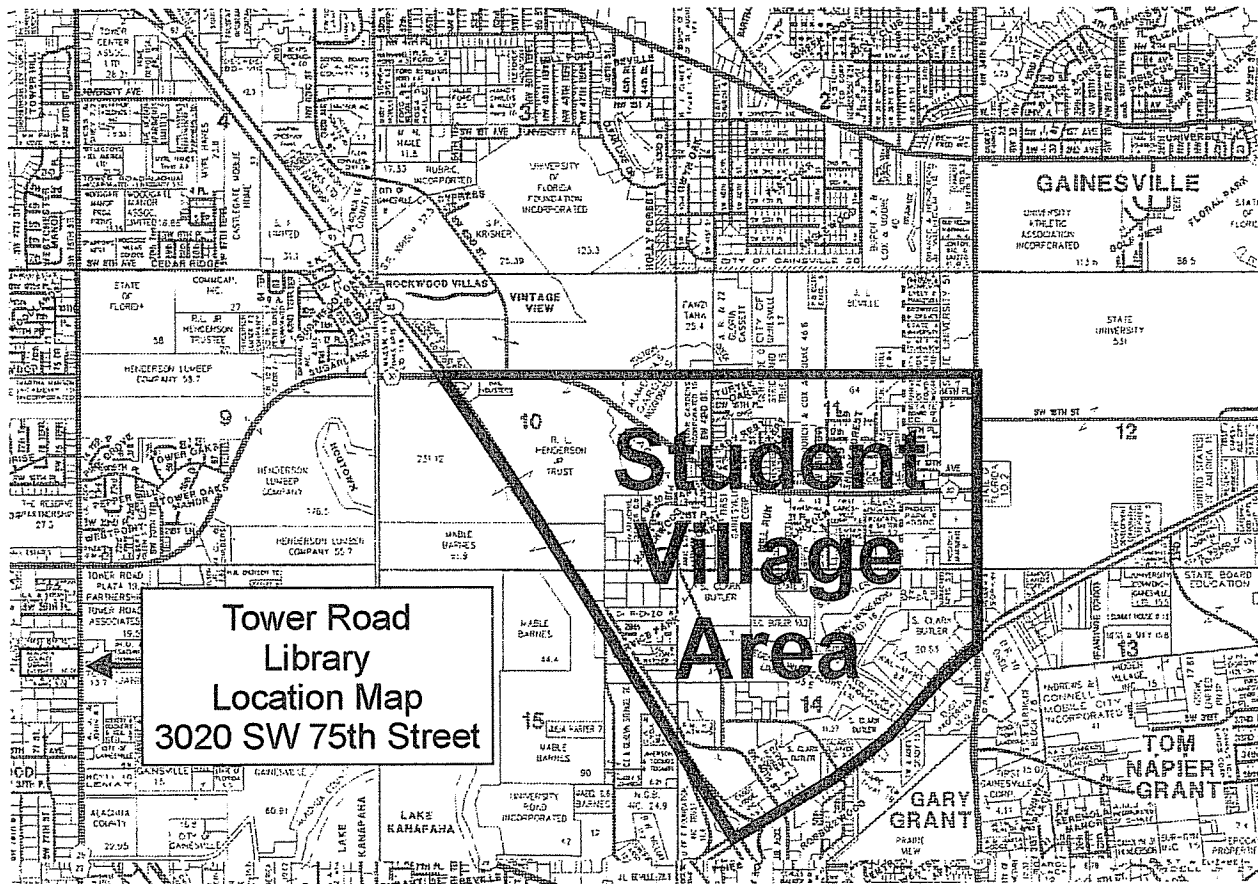
*December 18, Tower Road Library, 3020 SW 75th Street*

**COMMUNITY FOCUS GROUPS TIME**

Developers/Landowners	10:00 a.m. until noon
University officials	1:00 p.m. until 2:30 p.m.
Retail/Business Owners	3:00 p.m. until 5:00 p.m.
Neighborhood/ Environmental Groups	6:00 p.m. until 8:30 p.m.

***(LOCATION MAP ON BACK)***





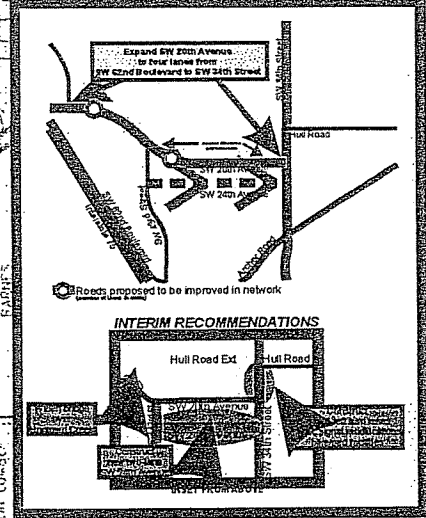
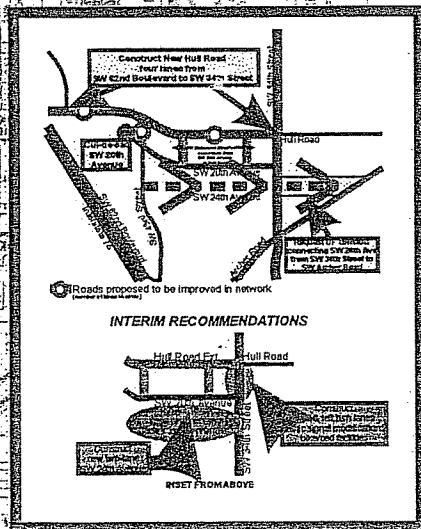
These focus groups are being conducted by the Metropolitan Transportation Planning Organization (MTPO). The MTPO is composed of the five City of Gainesville Commissioners, the five Alachua County Commissioners and a non-voting representative of the University of Florida. This organization is responsible 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. Staff services to the MTPO are provided by the North Central Florida Regional Planning Council.

If you have any questions or need any additional information, please call Mr. Marlie Sanderson, MTPO Director of Transportation Planning, or Mr. Gerry Dedenbach, MTPO Senior Planner, at (352) 955-2200



# SW 20th Avenue/ Hull Road Extension Design Charrette

EXHIBIT 3

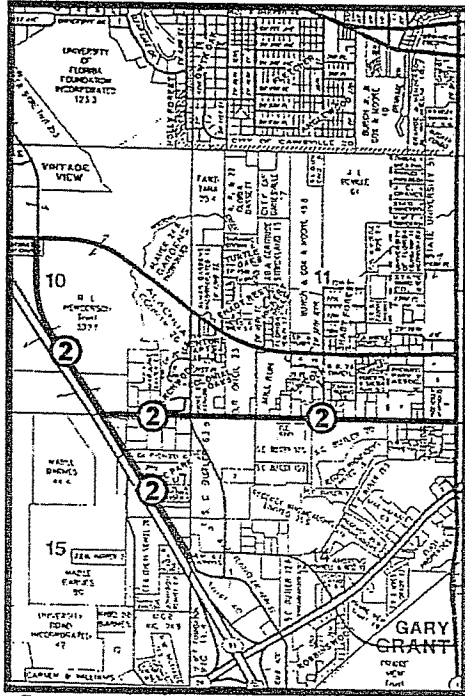






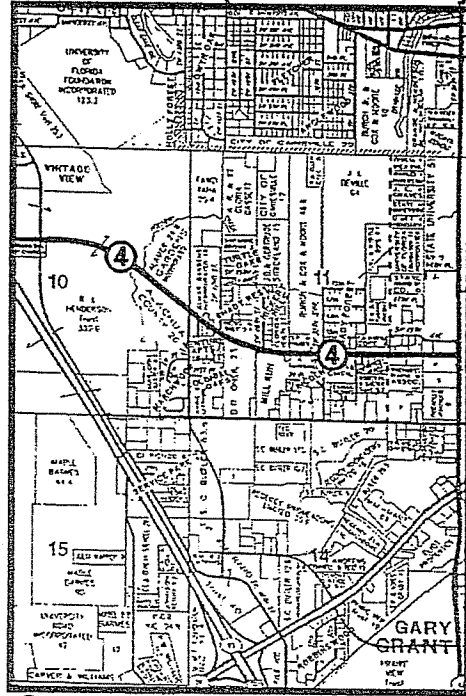
# ILLUSTRATION III

Alternative 1



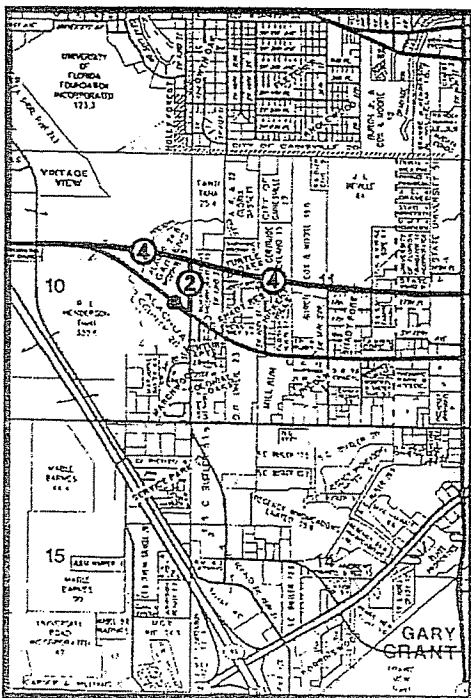
② Roads proposed to be added to network  
(number of lanes in circle)

Alternative 2 (P.D. & E. Study)



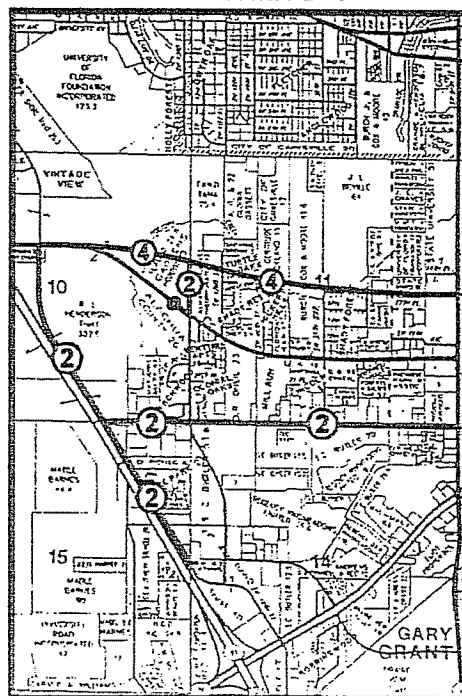
② Roads proposed to be added to network  
(number of lanes in circle)

Alternative 3



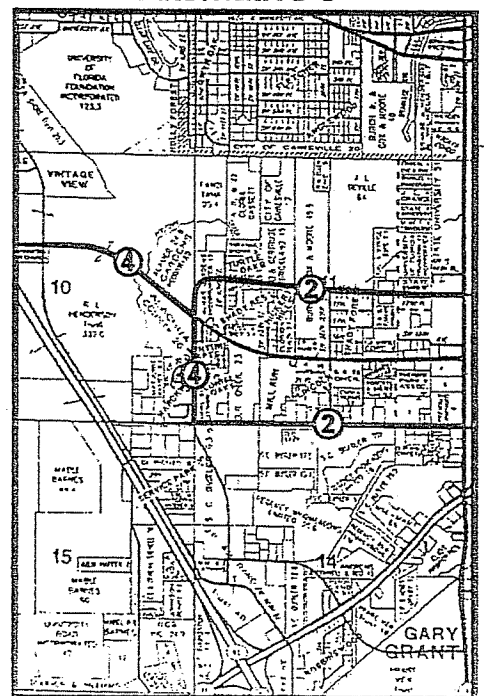
② Roads proposed to be added to network  
(number of lanes in circle)

Alternative 4



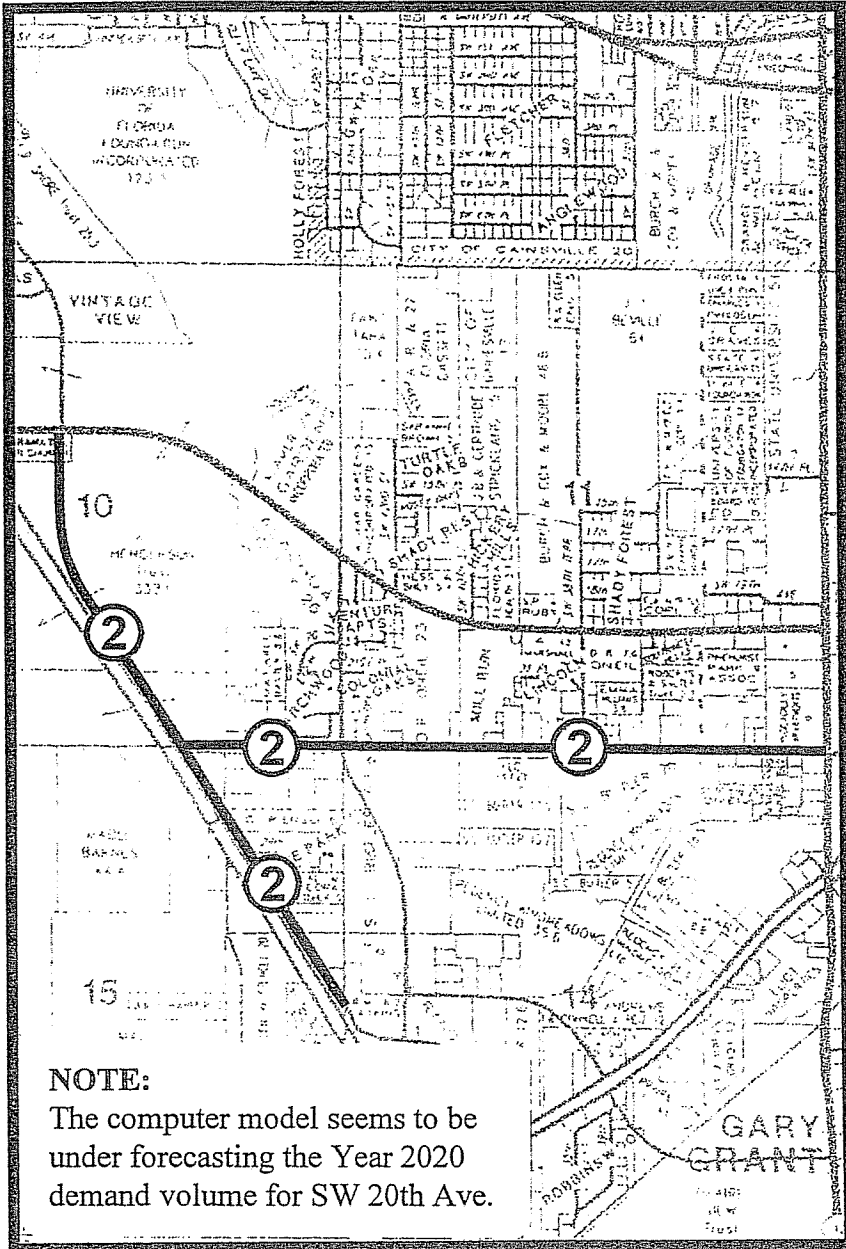
② Roads proposed to be added to network  
(number of lanes in circle)

Alternative 5



② Roads proposed to be added to network  
(number of lanes in circle)

# Alternative 1 (Minimum Design)



②-Roads proposed to be added to network  
(number of lanes in circle)

	Demand Volume/Service Volume		
	E/W Roads	N/S Roads	Total
Demand Volume	35,050	20,100	55,150
Service Volume	25,970	20,400	46,370

Roadway	Termini	Alternative 1 Minimum		
		Demand Volume	Service Volume	V/C Ratio
SW 24th Ave	FM: Tower Rd (Howze Rd) TO: SW 62nd Bld	11,900	15,770	0.75
SW 24th Ave	FM: SW 62nd Blvd TO: SW 43rd St	9,550	10,200	0.94
SW 24th Ave	FM: SW 43rd St TO: SW 34th St	17,100	10,200	1.68
SW 20th Ave	FM: SW 62nd Blvd TO: SW 43rd St	13,850	15,770	0.88
SW 20th Ave	FM: SW 43rd St TO: SW 34th St	17,950	15,770	1.14
Hull Rd	FM: SW 62nd Blvd TO: SW 34th St			
Hull Rd	FM: SW 43rd St TO: SW 34th St			
SW 40th Blvd	FM: Archer Rd TO: SW 43rd St	6,400	10,200	0.63
SW 62nd Blvd	FM: SW 37th Blvd TO: SW 24th Ave	3,500	10,200	0.34
SW 62nd Blvd	FM: SW 24th Ave TO: SW 20th Ave	12,900	10,200	1.26
SW 62nd Blvd	FM: SW 20th Ave TO: State Road 26	15,000	16,150	0.93
SW 43rd St	FM: SW 40th Blvd TO: SW 37th Blvd	4,900	10,200	0.48
SW 43rd St	FM: SW 37th Blvd TO: SW 24th Ave	7,200	10,200	0.71
SW 43rd St	FM: SW 24th Ave TO: SW 20th Ave	4,800	10,200	0.47
SW 43rd St	FM: SW 20th Ave TO: Hull Rd			
SW 34th St	FM: Archer Rd TO: Windmeadow Dr	56,050	51,400	1.09
SW 34th St	FM: Windmeadow Dr TO: SW 24th Ave	53,000	51,400	1.03
SW 34th St	FM: SW 24th Ave TO: SW 20th Ave	49,300	51,400	0.96
SW 34th St	FM: SW 20th Ave TO: Hull Rd	47,500	51,400	0.92
SW 34th St	FM: Hull Rd TO: Radio Rd	43,900	51,400	0.85
SW 34th St	FM: Radio Rd TO: State Road 26A	44,800	51,400	0.87
SW Archer Rd	FM: SW 40th Blvd TO: SW 37th Blvd	41,650	53,700	0.78
SW Archer Rd	FM: SW 37th Blvd TO: SW 34th St	37,200	53,700	0.69
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	53,000	53,700	0.99
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95

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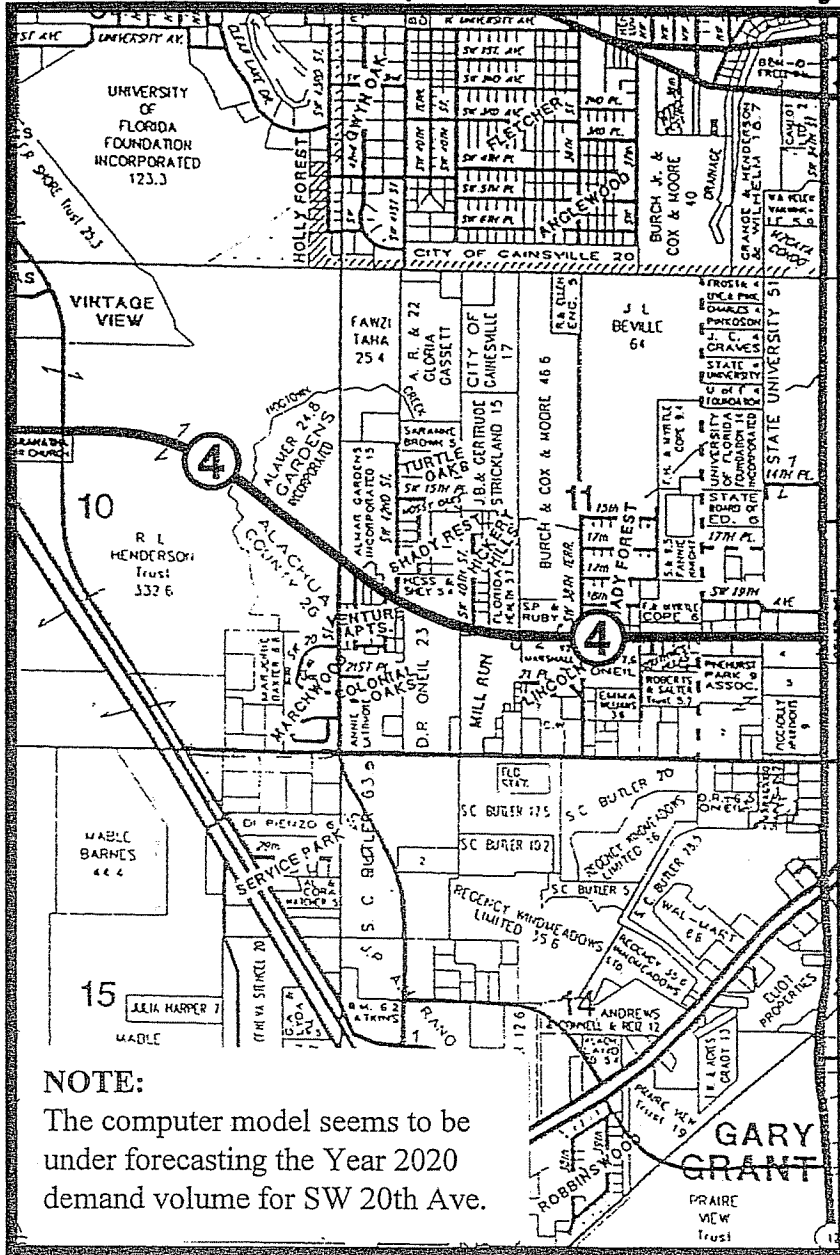
Alternative 1	SW 24th Ave	SW 24th Ave	SW 20th Ave	SW 20th Ave	Hull Rd	Hull Rd	SW 62nd Blvd	SW 62nd Blvd	SW 43rd Street	
Termini	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 34th St	FM: SW 43rd St TO: SW 34th St	FM: SW 37th Blvd TO: SW 24th Ave	FM: SW 24th Ave TO: SW 20th Ave	FM: SW 20th Ave TO: SW Hull Rd	TOTAL
Construction \$	\$608,000	\$1,842,000					\$1,418,000	\$1,345,000		\$5,213,000
R.O.W. \$										
Wetland \$										
Utility \$										

Note: Right of Way totals do not include stormwater treatment ponds

Shaded boxes indicate information not available

Grand Total \$5,213,000

# Alternative 2 (P.D. & E. Study)



## ② Roads proposed to be added to network (number of lanes in circle)

	Demand Volume/Service Volume		
	E/W Roads	N/S Roads	Total
Demand Volume	26,200	8,250	34,450
Service Volume	35,700	10,200	45,900

Alternative 2	SW 24th Ave	SW 24th Ave	SW 20th Ave	SW 20th Ave	Hull Rd	Hull Rd	SW 62nd Blvd	SW 62nd Blvd	SW 43rd Street	
Termini	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 34th St	FM: SW 43rd St TO: SW 34th St	FM: SW 37th Blvd TO: SW 24th Ave	FM: SW 24th Ave TO: SW 20th Ave	FM: SW 20th Ave TO: SW Hull Rd	<b>TOTAL</b>
Construction \$			\$2,299,200	\$3,448,800						\$5,748,000
R.O.W. \$			\$4,250,000	\$6,375,000						\$10,625,000
Wetland \$			\$120,000	\$180,000						\$300,000
Utility \$			\$1,042,800	\$1,564,200						\$2,607,000
Grand Total										\$19,280,000

Note: Right of Way totals do not include stormwater treatment ponds. \$10,625,000 is non-4F right-of-way, 4F right-of-way is \$8,510,000.

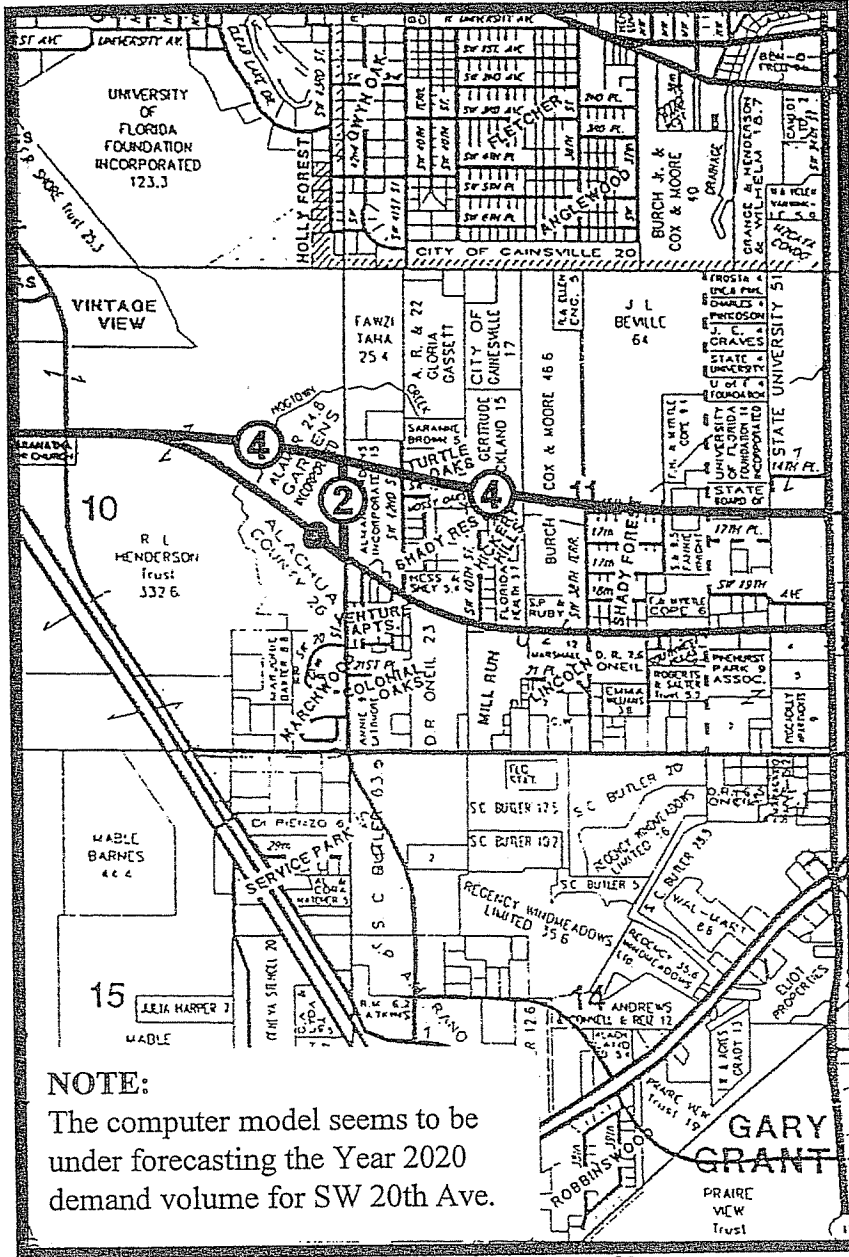
Construction \$ include construction, engineering & inspection costs.

Shaded boxes indicate information not available

Roadway	Termini	Alternative 2 Base		
		Demand Volume	Service Volume	V/C Ratio
SW 24th Ave (Howze Rd)	FM: Tower Rd TO: SW 62nd Bd	12,200	15,770	0.77
SW 24th Ave	FM: SW 62nd Blvd TO: SW 43rd St			
SW 24th Ave	FM: SW 43rd St TO: SW 34th St			
SW 20th Ave	FM: SW 62nd Blvd TO: SW 43rd St	25,500	35,700	0.71
SW 20th Ave	FM: SW 43rd St TO: SW 34th St	26,200	35,700	0.73
Hull Rd	FM: SW 62nd Blvd TO: SW 34th St			
Hull Rd	FM: SW 43rd St TO: SW 34th St			
SW 40th Blvd	FM: Archer Rd TO: SW 43rd St	3,400	10,200	0.33
SW 62nd Blvd	FM: SW 37th Blvd TO: SW 24th Ave			
SW 62nd Blvd	FM: SW 24th Ave TO: SW 20th Ave			
SW 62nd Blvd	FM: SW 20th Ave TO: State Road 26	14,500	16,150	0.90
SW 43rd St	FM: SW 40th Blvd TO: SW 37th Blvd	4,400	10,200	0.43
SW 43rd St	FM: SW 37th Blvd TO: SW 24th Ave	8,250	10,200	0.81
SW 43rd St	FM: SW 24th Ave TO: SW 20th Ave	8,250	10,200	0.81
SW 43rd St	FM: SW 20th Ave TO: Hull Road			
SW 34th St	FM: Archer Rd TO: Windmeadow Dr	53,400	51,400	1.04
SW 34th St	FM: Windmeadow Dr TO: SW 24th Ave	49,400	51,400	0.96
SW 34th St	FM: SW 24th Ave TO: SW 20th Ave	49,400	51,400	0.96
SW 34th St	FM: SW 20th Ave TO: Hull Rd	46,300	51,400	0.90
SW 34th St	FM: Hull Rd TO: Radio Rd	44,250	51,400	0.86
SW 34th St	FM: Radio Rd TO: State Road 26A	44,850	51,400	0.87
SW Archer Rd	FM: SW 40th Blvd TO: SW 37th Blvd	40,000	53,700	0.74
SW Archer Rd	FM: SW 37th Blvd TO: SW 34th St	41,800	53,700	0.78
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	51,550	53,700	0.96
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95

Shaded boxes indicate information not applicable for this alt

# Alternative 3



②-Roads proposed to be added to network  
(number of lanes in circle)

🔑 Cul-de-sac

	Demand Volume/Service Volume		
	EW Roads	N/S Roads	Total
Demand Volume	37,900	4,500	42,400
Service Volume	51,470	10,200	61,670

Roadway	Termini	Alternative 3 FDOT Rec.		
		Demand Volume	Service Volume	V/C Ratio
SW 24th Ave	FM: Tower Rd (Howze Rd) TO: SW 62nd Bd	14,200	22,600	0.63
SW 24th Ave	FM: SW 62nd Blvd TO: SW 43rd St			
SW 24th Ave	FM: SW 43rd St TO: SW 34th St			
SW 20th Ave	FM: SW 62nd Blvd TO: SW 43rd St			
SW 20th Ave	FM: SW 43rd St TO: SW 34th St	16,100	15,770	1.02
Hull Rd	FM: SW 62nd Blvd TO: SW 34th St	21,800	35,700	0.61
Hull Rd	FM: SW 43rd St TO: SW 34th St			
SW 40th Blvd	FM: Archer Rd TO: SW 43rd St	6,500	10,200	0.64
SW 62nd Blvd	FM: SW 37th Blvd TO: SW 24th Ave	4,900	10,200	0.48
SW 62nd Blvd	FM: SW 24th Ave TO: SW 20th Ave	4,900	10,200	0.48
SW 62nd Blvd	FM: SW 20th Ave TO: State Road 26	15,200	16,150	0.94
SW 43rd St	FM: SW 40th Blvd TO: SW 37th Blvd	3,600	10,200	0.35
SW 43rd St	FM: SW 37th Blvd TO: SW 24th Ave	4,500	10,200	0.44
SW 43rd St	FM: SW 24th Ave TO: SW 20th Ave	5,800	10,200	0.57
SW 43rd St	FM: SW 20th Ave TO: Hull Road	7,400	10,200	0.73
SW 34th St	FM: Archer Rd TO: Windmeadow Dr	54,000	51,400	1.05
SW 34th St	FM: Windmeadow Dr TO: SW 24th Ave	50,200	51,400	0.98
SW 34th St	FM: SW 24th Ave TO: SW 20th Ave	50,200	51,400	0.98
SW 34th St	FM: SW 20th Ave TO: Hull Rd	44,100	51,400	0.86
SW 34th St	FM: Hull Rd TO: Radio Rd	48,750	51,400	0.95
SW 34th St	FM: Radio Rd TO: State Road 26A	48,300	51,400	0.94
SW Archer Rd	FM: SW 40th Blvd TO: SW 37th Blvd	42,750	53,700	0.80
SW Archer Rd	FM: SW 37th Blvd TO: SW 34th St	37,200	53,700	0.69
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95

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Alternative 3	SW 24th Ave	SW 24th Ave	SW 20th Ave	SW 20th Ave	Hull Rd	Hull Rd	SW 62nd Blvd	SW 62nd Blvd	SW 43rd Street	
Termini	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 34th St	FM: SW 43rd St TO: SW 34th St	FM: SW 37th Blvd TO: SW 24th Ave	FM: SW 24th Ave TO: SW 20th Ave	FM: SW 20th Ave TO: SW Hull Rd	TOTAL
Construction \$					\$5,188,000				\$368,000	\$5,556,000
R.O.W. \$					\$6,413,000					\$6,413,000
Wetland \$					\$900,000					\$900,000
Utility \$					\$1,272,000					\$1,272,000

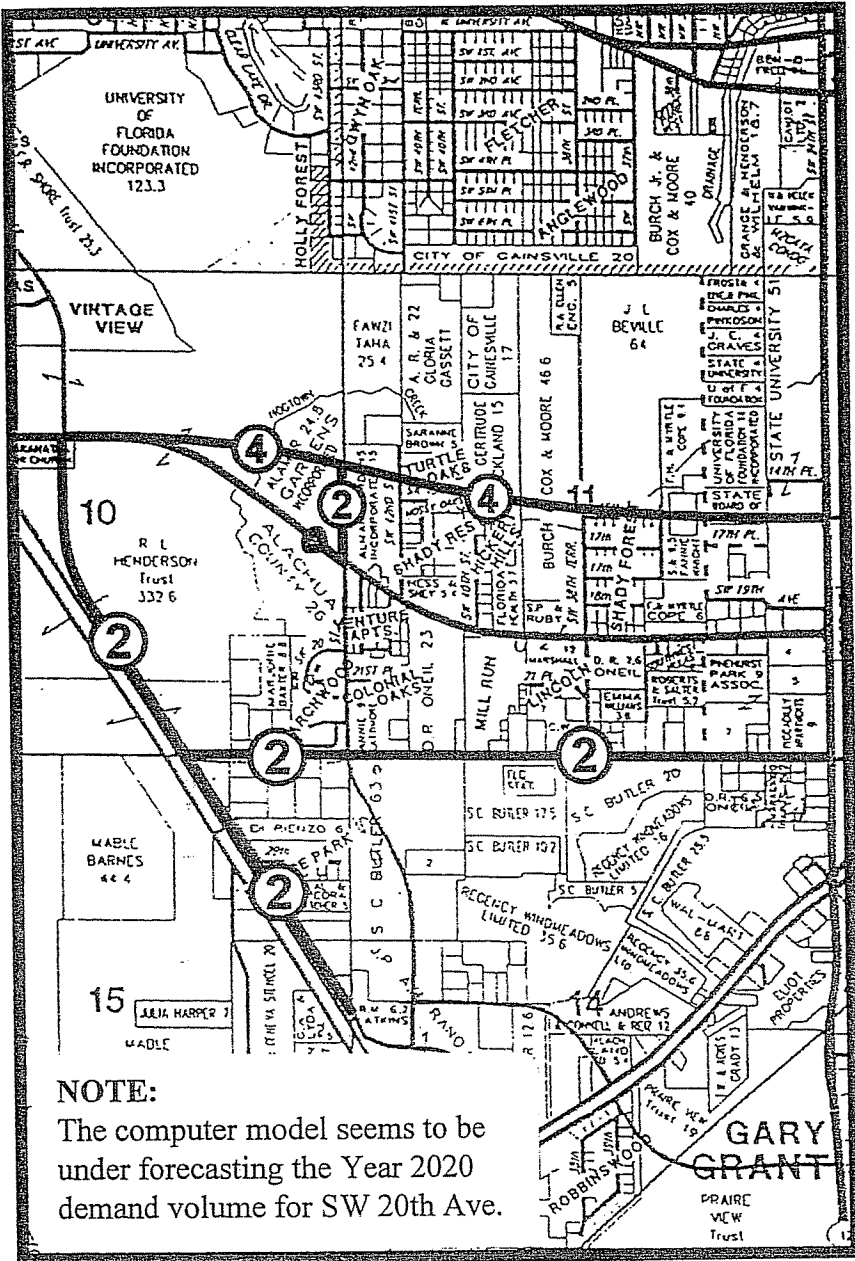
Note: Right of Way totals do not include stormwater treatment ponds

Construction \$ include construction, engineering & inspection costs.

Shaded boxes indicate information not available

Grand Total \$14,141,000

# Alternative 4



② Roads proposed to be added to network  
(number of lanes in circle)

🔑 Cul-de-sac

	Demand Volume/Service Volume		
	E/W Roads	N/S Roads	Total
Demand Volume	36,100	15,200	51,300
Service Volume	61,670	20,400	82,070

Roadway	Termini	Alternative 4 FDOT Rec.		
		Demand Volume	Service Volume	V/C Ratio
SW 24th Ave (Howze Rd)	FM: Tower Rd TO: SW 62nd Bd	14,400	22,600	0.64
SW 24th Ave	FM: SW 62nd Blvd TO: SW 43rd St	6,100	10,200	0.60
SW 24th Ave	FM: SW 43rd St TO: SW 34th St	5,150	10,200	0.50
SW 20th Ave	FM: SW 62nd Blvd TO: SW 43rd St			
SW 20th Ave	FM: SW 43rd St TO: SW 34th St	12,950	15,770	0.82
Hull Rd	FM: SW 62nd Blvd TO: SW 34th St	18,000	35,700	0.50
Hull Rd	FM: SW 43rd St TO: SW 34th St			
SW 40th Blvd	FM: Archer Rd TO: SW 43rd St	4,800	10,200	0.47
SW 62nd Blvd	FM: SW 37th Blvd TO: SW 24th Ave	3,300	10,200	0.32
SW 62nd Blvd	FM: SW 24th Ave TO: SW 20th Ave	9,400	10,200	0.92
SW 62nd Blvd	FM: SW 20th Ave TO: State Road 26	9,400	16,150	0.58
SW 43rd St	FM: SW 40th Blvd TO: SW 37th Blvd	3,500	10,200	0.34
SW 43rd St	FM: SW 37th Blvd TO: SW 24th Ave	5,800	10,200	0.57
SW 43rd St	FM: SW 24th Ave TO: SW 20th Ave	4,000 #3	10,200	0.39
SW 43rd St	FM: SW 20th Ave TO: Hull Road			
SW 34th St	FM: Archer Rd TO: Windmeadow Dr	54,400	51,400	1.06
SW 34th St	FM: Windmeadow Dr TO: SW 24th Ave	51,000	51,400	0.99
SW 34th St	FM: SW 24th Ave TO: SW 20th Ave	46,900	51,400	0.91
SW 34th St	FM: SW 20th Ave TO: Hull Rd	40,900	51,400	0.80
SW 34th St	FM: Hull Rd TO: Radio Rd	49,100	51,400	0.96
SW 34th St	FM: Radio Rd TO: State Road 26A	48,700	51,400	0.95
SW Archer Rd	FM: SW 40th Blvd TO: SW 37th Blvd	41,700	53,700	0.78
SW Archer Rd	FM: SW 37th Blvd TO: SW 34th St	36,700	53,700	0.68
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,500	53,700	0.94
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95

re Shaded boxes indicate information not applicable for this alt

Alternative 4	SW 24th Ave	SW 24th Ave	SW 20th Ave	SW 20th Ave	Hull Rd	Hull Rd	SW 62nd Blvd	SW 62nd Blvd	SW 43rd Street	TOTAL
Termini	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 34th St	FM: SW 43rd St TO: SW 34th St	FM: SW 37th Blvd TO: SW 24th Ave	FM: SW 24th Ave TO: SW 20th Ave	FM: SW 20th Ave TO: SW Hull Rd	
Construction \$	\$608,000	\$1,842,000			\$5,188,000		\$1,418,000	\$1,345,000	\$368,000	\$10,769,000
R.O.W. \$					\$6,413,000					\$6,413,000
Wetland \$					\$900,000					\$900,000
Utility \$					\$1,272,000					\$1,272,000
Grand Total										\$19,354,000

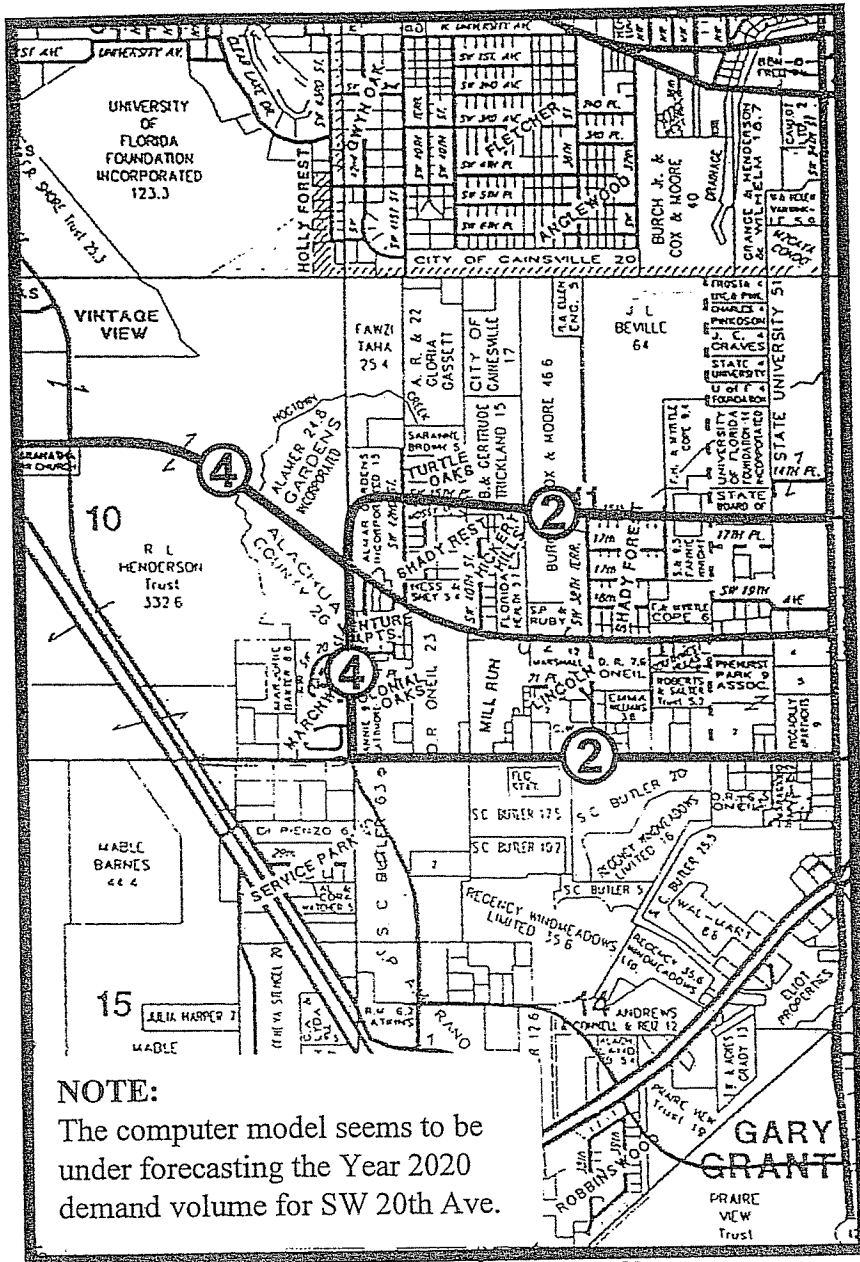
Note: Right of Way totals do not include stormwater treatment ponds

Shaded boxes indicate information not available

Construction \$ include construction, engineering & inspection costs.



# Alternative 5



**NOTE:**  
The computer model seems to be under forecasting the Year 2020 demand volume for SW 20th Ave.

② Roads proposed to be added to network  
(number of lanes in circle)

	Demand Volume/Service Volume		
	E/W Roads	N/S Roads	Total
Demand Volume	34,000	8,500	42,500
Service Volume	41,740	10,200	51,940

		Alternative 5		
Roadway	Termini	Demand Volume	Service Volume	V/C Ratio
SW 24th Ave	FM: Tower Rd (Howze Rd) TO: SW 62nd Blvd	11,700	15,770	0.74
SW 24th Ave	FM: SW 62nd Blvd TO: SW 43rd St			
SW 24th Ave	FM: SW 43rd St TO: SW 34th St	10,000	10,200	0.98
SW 20th Ave	FM: SW 62nd Blvd TO: SW 43rd St	26,900	22,600	1.19
SW 20th Ave	FM: SW 43rd St TO: SW 34th St	13,200	15,770	0.84
Hull Rd	FM: SW 62nd Blvd TO: SW 34th St			
Hull Rd	FM: SW 43rd St TO: SW 34th St	10,800	15,770	0.68
SW 40th Blvd	FM: Archer Rd TO: SW 43rd St	5,300	10,200	0.52
SW 62nd Blvd	FM: SW 37th Blvd TO: SW 24th Ave			
SW 62nd Blvd	FM: SW 24th Ave TO: SW 20th Ave			
SW 62nd Blvd	FM: SW 20th Ave TO: State Road 26	14,600	16,150	0.90
SW 43rd St	FM: SW 40th Blvd TO: SW 37th Blvd	7,100	10,200	0.70
SW 43rd St	FM: SW 37th Blvd TO: SW 24th Ave	8,500	10,200	0.83
SW 43rd St	FM: SW 24th Ave TO: SW 20th Ave	9,800	35,700	0.27
SW 43rd St	FM: SW 20th Ave TO: Hull Road			
SW 34th St	FM: Archer Rd TO: Windmeadow Dr	56,050	51,400	1.09
SW 34th St	FM: Windmeadow Dr TO: SW 24th Ave	52,600	51,400	1.02
SW 34th St	FM: SW 24th Ave TO: SW 20th Ave	46,400	51,400	0.90
SW 34th St	FM: SW 20th Ave TO: Hull Rd	40,200	51,400	0.78
SW 34th St	FM: Hull Rd TO: Radio Rd	47,150	51,400	0.92
SW 34th St	FM: Radio Rd TO: State Road 26A	48,800	51,400	0.95
SW Archer Rd	FM: SW 40th Blvd TO: SW 37th Blvd	42,200	53,700	0.79
SW Archer Rd	FM: SW 37th Blvd TO: SW 34th St	37,700	53,700	0.70
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	51,850	53,700	0.97
SW Archer Rd	FM: SW 34th St TO: SW 23rd Tr	50,800	53,700	0.95

re Shaded boxes indicate information not applicable for this alt

Alternative 5	SW 24th Ave	SW 24th Ave	SW 20th Ave	SW 20th Ave	Hull Rd	Hull Rd	SW 62nd Blvd	SW 62nd Blvd	SW 43rd Street	
Termini	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 43rd St	FM: SW 43rd St TO: SW 34th St	FM: SW 62nd Blvd TO: SW 34th St	FM: SW 43rd St TO: SW 34th St	FM: SW 37th Blvd TO: SW 24th Ave	FM: SW 24th Ave TO: SW 20th Ave	FM: SW 20th Ave TO: SW Hull Rd	TOTAL
Construction \$		\$1,842,000	\$2,299,200			\$3,256,800				\$7,398,000
R.O.W. \$						\$4,445,000				\$4,445,000
Wetland \$						\$900,000				\$900,000
Utility \$						\$1,272,000				\$1,272,000
									Grand Total	\$14,015,000

Note: Right of Way totals do not include stormwater treatment ponds

Shaded boxes indicate information not available

## SPEAKING OUT

## EXHIBIT 4

# Hogtown making history again

An intricate system of alternative people-moving techniques are being considered in the area.

*Dr. Linda B. Crider is an urban planner who once helped to create a bicycle plan for the state of Florida.*

By LINDA B. CRIDER  
Special to The Sun

**O**n the Friday before Christmas, in a small room on the third floor of the University of Florida's Reitz Union, a consensus decision was reached among city, county and UF representatives, along with Regional Planning Council and Department of Transportation staff — with the participation of several Gainesville citizens.

That consensus could reshape the future of Alachua County, the state of Florida and maybe even this nation.



LINDA CRIDER

Some of the people in that room were aware of the "landmark" decisions being made. Others just wanted to do things differently.

But all were in agreement on what that meant: "We don't want more cars, congestion and pollution if that's what four-laning and six-laning our roadways will bring. We want to move people, not just cars. We want a different solution."

They were referring to the recent four-day planning forum (called a "charette") to discuss the SW 20th Avenue/Hull Rd. extension.

Such public-involvement efforts are not always done for road-widening projects. But it was requested when city and county commissioners, sitting as the MTP (Metropolitan Transportation Planning Organization) could not agree on either of the four-laning solutions presented to them for this west-of-UF corridor.

When the Bicycle/Pedestrian Advisory Board jumped into the middle of the debate with a proposal for a separate dedicated multi-use path (bicycle, pedestrian and possibly some form of tram or trolley system) down an existing utility right-of-way directly into campus, state transportation designers went back to the drawing boards.

But instead of getting their feelings hurt and their fur up, they solicited the help of the citizens.

"Just tell us what you want, and we'll help you figure out how to build it and where to get the funds," to paraphrase Jim Knight, project director for state Department of Transportation.

During the charette, the concept of a "corridor" to campus and to the major destination points of downtown, the Medical Center on Archer Road, Butler Plaza, and the Oaks Mall area became



Sun file photo

Planners from the community to state level are working to devise alternative plans to alleviate traffic congestion typical on SW 20th Avenue.

the focus.

"Could we create a system to disperse the traffic and give more options to people of where they go and how they get there?"

And could we begin to do something soon, rather than over the span of the traditional 8-10-year process normally required by a major road-building project?

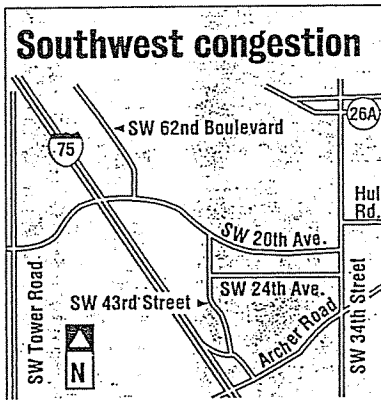
But the bigger question was one that may set a new precedent for the way we look at urban growth. It has to do with "level-of-service" constraints in our comprehensive plan that prohibit growth (more building of apartments, homes, businesses, activity centers) along roadways that presently have or are predicted to have too much traffic without something being done to improve them.

Traditionally, that "something" has been to widen the roadways to four lanes or six lanes (really five lanes or seven lanes if you count turning lanes). Otherwise, the growth must go out (witness the urban sprawl west of I-75), and more roads have to be built that also eventually become clogged.

Alachua County Commissioner Penny Wheat begged the question: "You mean by the year 2020 if we widen this road now we will just have to widen it again?" When DOT answered in the affirmative, the city and county commissioners collectively shook their heads.

But how could we create the multi-modal choices (transit, bikes, walking, car-pooling and cars) for this corridor and get the necessary federal and state dollars to do it? And how to support more growth in this area directly adjacent to three major activity centers and UF?

These questions are being struggled with all over the country. Our present comprehensive planning language — constructed to save us from uncontrolled urban sprawl — backfired on us. Somewhere there was a glitch in the understanding that we were going to



JAKE FULLER/The Gainesville Sun

create a transportation system that moves people, not just cars.

It was interesting that the final two days of this charette came just a week after President Clinton made the bold move of signing a treaty to check global warming. This country will have to figure a way to reduce significant amounts of carbon dioxide emissions, and soon, or we will lose the leadership status in the world we have fought to achieve.

What does that have to do with roads? Mostly that it is time to plan for ways to get people around efficiently and pleasantly by means other than their cars. Not all the time, but perhaps just part of the time.

Reducing our emissions by 10 percent doesn't mean we can't own and operate cars. It just means we can't drive them all the time and go anywhere we want to go, expecting free or inexpensive parking at our destinations.

I think Gainesville wants to do something different, and we are looking for ways to make it happen. That's what this charette and its solutions were all about.

The solutions included a multi-modal

approach: looking at it as a corridor that involves many smaller, people-scaled roads: designating SW 24th Avenue as an east-west road; and designating a connection from 62nd St. southward to 24th, Archer Road and the Butler Plaza area.

The segment of SW 20th from 62nd to campus would be improved with turning lanes, crossing medians, sidewalks, bus bays and intersection improvements with some traffic roundabouts.

There would also be a dedicated bicycle/pedestrian boulevard connecting from the 62nd Street off-road path and running a mile and half directly to campus along power-line right-of-ways. The

intent would be to create a safe, pleasantly landscaped and well-lit pathway — away from speeding cars and exhaust fumes — that would entice people who choose to walk, jog, rollerblade and bicycle to campus or the Oaks Mall.

UF's newly planned 34th Street surface parking lot would become a modal transfer center, where buses could pick up and deliver pedestrians and cyclists.

The more people bicycling and taking the bus, the fewer cars on the roads and less need to spend precious transportation dollars on building new roads or expanding old ones.

It is a new day in transportation and land-use planning. There is a lot more work to do to make this project happen. But Gainesville's citizens deserve to know that government can work if we all work at it together.

We are truly blessed with a competent and knowledgeable city and county commission, and citizens who have been supported to stand up and say what they want. DOT is listening and so are our officials.

This was the best Christmas gift I could have ever wished for. Now I hope that 1998 truly will be a new year.



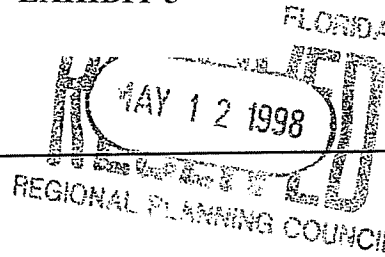


EXHIBIT 5



UNIVERSITY OF  
FLORIDA

Administrative Affairs  
Office of the Vice President



204 Tigert Hall  
PO Box 113100  
Gainesville, FL 32611-3100  
(352) 392-1336  
Fax (352) 392-6278

May 11, 1998

Mr. Marlie Sanderson  
Director of Transportation Planning  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

Dear Marlie:

You asked that I clarify the position of the University of Florida with respect to the development of Hull Road, specifically the segment west of 34<sup>th</sup> Street. The University of Florida has always opposed any expansion of Hull Road east of 34<sup>th</sup> Street because we believe it would have a significant detrimental affect on the University of Florida. Any development of Hull Road from the west to 34<sup>th</sup> Street provides potential future opportunity for consideration of a Hull Road expansion east through campus. Accordingly, the University strongly discourages any development of Hull Road as long as there are other appropriate alternatives to accomplish transportation objectives.

It is our belief that such alternatives exist and Hull Road development is unnecessary. The Charrette team made their recommendations after a lengthy process that considered various alternatives. The recommendations emanating from the design Charrette team appear to be based on sound transportation management criteria and accordingly should be implemented.

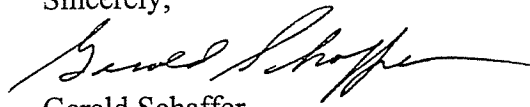
As you know, the University will be building a park-and-ride facility west of 34<sup>th</sup> Street off of Hull Road. While the University has agreed to provide DOT a right-of-way, we do not believe it is in the University's best interest to have this road developed through a portion of our planned parking facility.

Finally, the University has spent the last 12 months working with Regional Transit in an effort to develop enhanced bus service, thereby increasing the utilization by students from high-density apartment complexes to the University of Florida campus. We began our experiment this past year, and it has proved to be extremely successful. It is our position that SW 20<sup>th</sup> Avenue should be modified according to the recommendations of the Charrette which would enable expanded and faster bus service to campus.

Mr. Marlie Sanderson  
May 11, 1998  
Page 2

I have been asked by you and Mr. Culpepper the following question: "Would the University under any circumstances not be opposed to the development of Hull Road west of 34<sup>th</sup> Street?" The University is not in a position of dictating a policy to DOT or MTPO regarding the development of Hull Road on non-University of Florida property. However, the University's position on the entire matter would seem to be quite clear as enumerated above.

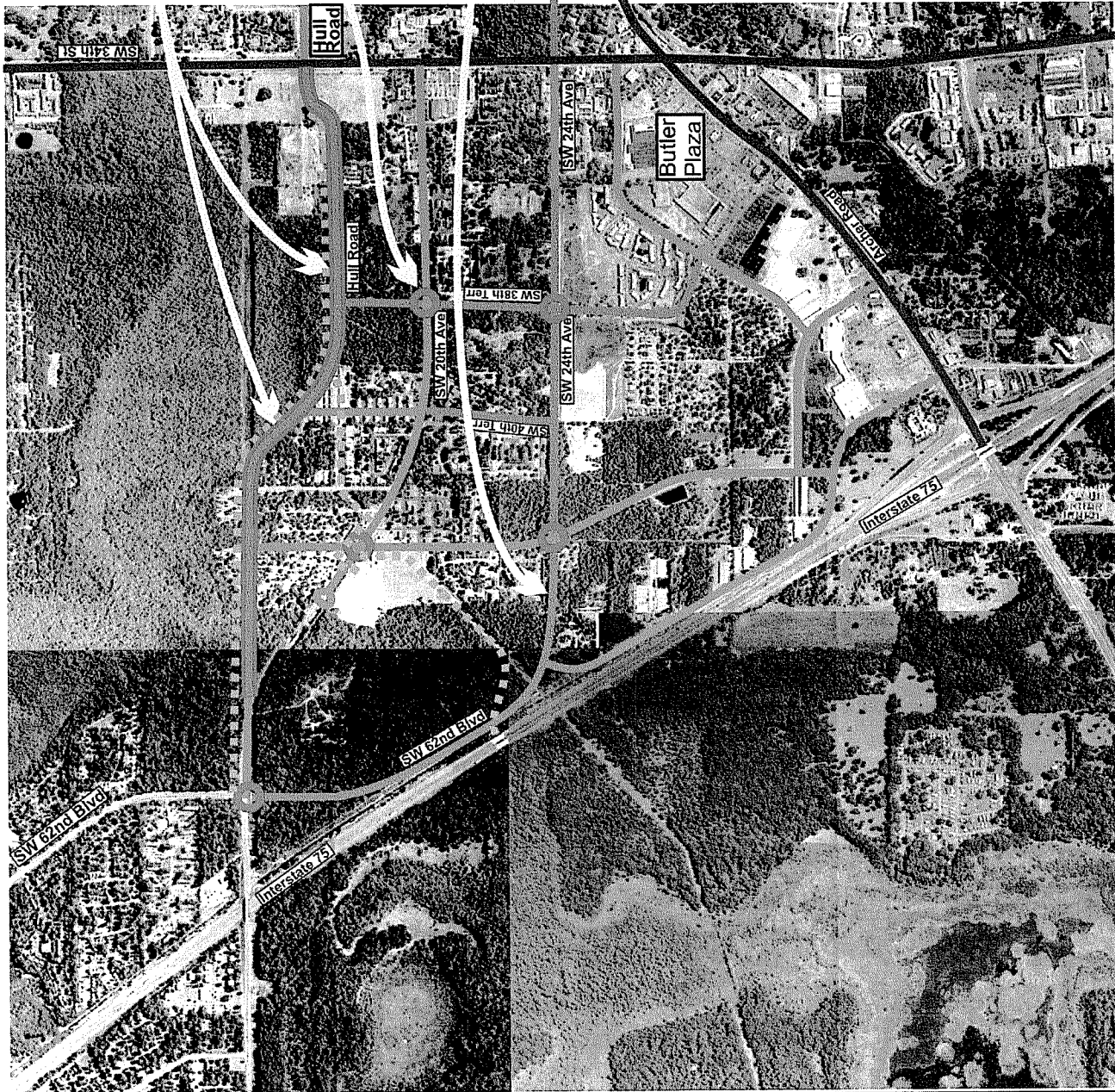
Sincerely,

A handwritten signature in black ink, appearing to read "Gerald Schaffer", with a long horizontal flourish extending to the right.

Gerald Schaffer  
Vice President for  
Administrative Affairs

GS/gh

# ORIGINAL SW 20th AVENUE AREA TRANSPORTATION MODIFICATIONS



**NOTE 1-** In order to work, this plan requires an annual commitment of transit funding to support enhanced transit operations.  
**NOTE 2-** City and County should cooperate to create a grid system during all phases of this project.

## PHASE ONE-A

Construct bicycle/pedestrian path along utility easement and construct a grade separated crossing at SW 34th Street.

## PHASE ONE-B

Construct cost effective corridor capacity enhancements along SW 20th Avenue such as turn lanes, center medians, roundabouts, transit bus bays and super stops and complete missing sidewalk segments and construct turn lanes on SW 34th Street.

## PHASE TWO

Construct SW 62nd Boulevard/SW 24th Avenue from SW 20th Avenue to Archer Road as a divided two lane facility with roundabouts.

## PHASE THREE

Construct a two lane Hull Road extension if additional capacity is still required.

## LEGEND

- Existing Two Lane
- Existing Six Lane
- Proposed Two Lane
- Proposed Roundabouts
- Four Lane Right of Way
- Proposed Bicycle/Pedestrian Tra

**NOTE:**

All proposed two lane roads are to be constructed with bikelanes/sidewalk. All existing two lane roads to be improved to include bikelanes/sidewalks.

D:\Graphics\Thomas\Graphics\OrgSW20

ED CRAPO		ALACHUA COUNTY PROPERTY APPRAISER	
DATE	15	TIME	10:51 AM
PROJECT: SW 20th AVENUE TRANSPORTATION MODIFICATIONS			



# 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



June 14, 2000

Mr. Huey Hawkins, District 2 Secretary  
 Florida Department of Transportation (FDOT)  
 P.O. Box 1089  
 Lake City, FL 32056-1089

RE: Hull Road Extension- Proposed Cross Section

Dear Secretary Hawkins:

At its June 13 meeting, the Metropolitan Transportation Planning Organization (MTPO) discussed the Hull Road Extension- Proposed Cross Section from SW 62nd Boulevard east to SW 34th Street. During this discussion, the MTPO approved a motion to:

*"approve the typical cross section as shown in Illustration I with the roadway located in the southern portion of the right-of-way. This recommendation is being made in order to allow for a meandering trail in a park-like setting."*

If you have any questions, or would like additional information, please feel free to contact Mr. Gerry Dedenbach, MTPO Senior Planner, at extension 115.

Sincerely,

Chuck Clemons, Chair  
 Metropolitan Transportation Planning Organization

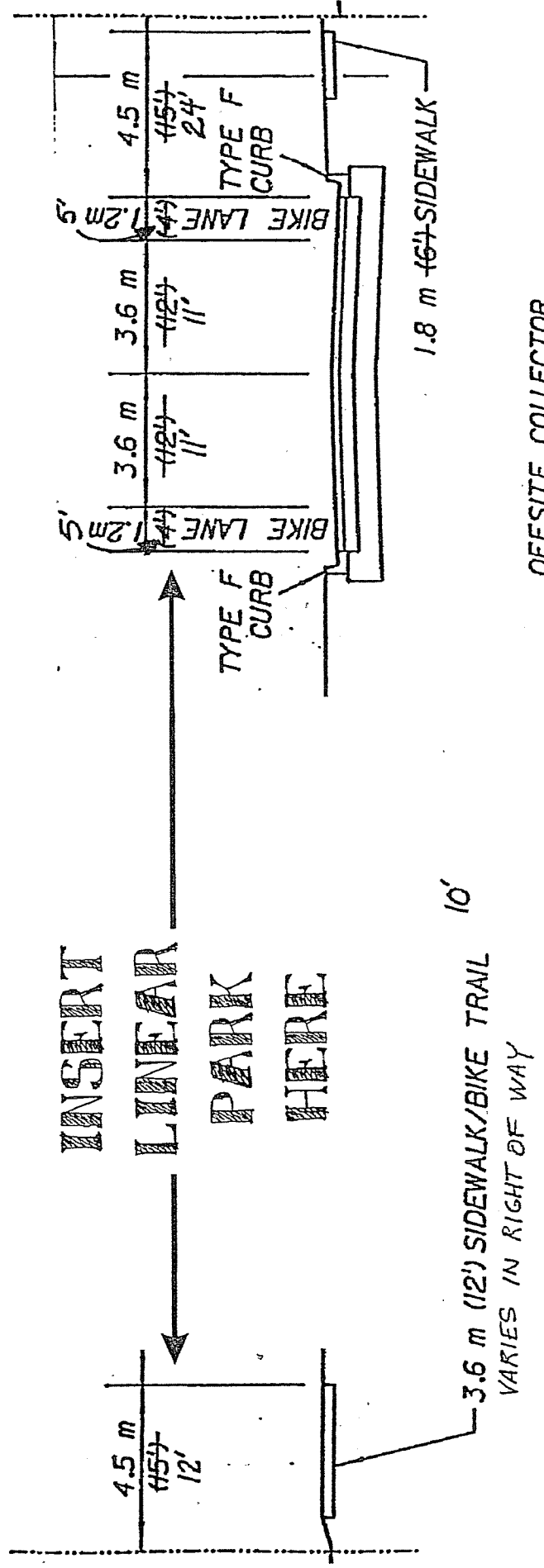
xc: Ms. Joye Brown, FDOT District 2 Assistant Planning Manager  
 Mr. James Dees, FDOT District 2 Planning Manager  
 Mr. Matt Dominy, Alachua County Public Works Department Director  
 Ms. Teresa Scott, City of Gainesville Public Works Department Director



# ILLUSTRATION I

## MTPO APPROVED B/PAB, CAC, TAC and Staff Linear Park Section Recommendation

(north is to the left)



OFFSITE COLLECTOR  
SWALE (AS NEEDED)





[illegible]

An aerial photograph of a city street. A prominent sign on the left side of the road reads 'Bvd'. The street is lined with trees and buildings. A large, multi-story building is visible on the right side of the street. The image is oriented vertically, matching the text 'Bvd' which is also oriented vertically.

- 

ED CRAPO  
ALACHUA COUNTY PROPERTY APPRAISER

TAXPAYER'S NAME	DATE	TIME	DAY	MONTH	YEAR
			5	10	19 E

PROPERTY IS FOR INFORMATION OF TAXPAYERS  
FOR THE YEAR - JANUARY 1ST TO DECEMBER 31ST

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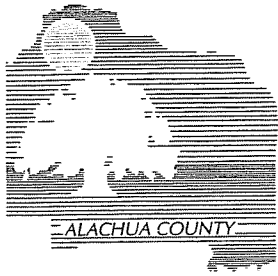


EXHIBIT 9

# Alachua County Board of County Commissioners

Rodney J. Long, *Chair*  
Mike Byerly, *Vice Chair*  
Cynthia Moore Chestnut  
Lee Pinkoson  
Penny Wheat

**Administration**  
Randall H. Reid  
*County Manager*

November 19, 2003

Mr. Marlie Sanderson  
North Central Florida Regional Planning Council  
2009 N.W. 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

NORTH CENTRAL FLORIDA  
RECEIVED  
NOV 20 2003  
REGIONAL PLANNING COUNCIL

Dear Mr. Sanderson:

At the November 4<sup>th</sup> meeting of the Alachua County Commission, County staff was requested to notify the Metropolitan Transportation Planning Organization (MTPo) that SW 24<sup>th</sup> Avenue would be constructed as a two-lane road. We would request initiating the procedure to appropriately amend the Transportation Improvement Plan to describe SW 24<sup>th</sup> Avenue as a two-lane road.

In Public Service,

Randall H. Reid  
County Manager

RHR/lm

cc: Board of County Commissioners  
Dave Wagner, County Attorney  
Mr. Clark Butler  
Wayne Bowers, Gainesville City Manager

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P.O. Box 2877 ■ Gainesville, Florida 32602-2877 ■ Tel. (352) 374-5210 ■ Fax (352) 338-7363

1-800-491-4496 (toll free) ■ Suncom 651-5210 ■ TDD (352) 491-4430

Commissioners' E-Mail: [bocc@co.alachua.fl.us](mailto:bocc@co.alachua.fl.us) ■ Home Page: [www.co.alachua.fl.us](http://www.co.alachua.fl.us)

An Equal Opportunity Employer M.F.V.D.





***Alachua County  
Public Works Department***

Michael J. Fay Acting Director	E-Mail: <a href="mailto:mfay@co.alachua.fl.us">mfay@co.alachua.fl.us</a>
Robert A Bonetti	E-Mail: <a href="mailto:rbonetti@co.alachua.fl.us">rbonetti@co.alachua.fl.us</a>
Randy Caligiuri	E-Mail: <a href="mailto:randycal@co.alachua.fl.us">randycal@co.alachua.fl.us</a>
Wendell Chastain	E-Mail: <a href="mailto:chastain@co.alachua.fl.us">chastain@co.alachua.fl.us</a>
Norm Thomas	E-Mail: <a href="mailto:nthomas@co.alachua.fl.us">nthomas@co.alachua.fl.us</a>

**November 5, 2003**

**MEMORANDUM**

**TO: Technical Advisory Committee**

**FROM: Bill Lecher, PE, Design/Contracts Manager  
Transportation & Development**

**SUBJECT: FDOT Project 2113353; SW 20<sup>th</sup> Avenue Roundabout @ SW 38<sup>th</sup> Terrace**

Part of the County's SW 24<sup>th</sup> Avenue project is to design and construct a roundabout at the intersection of SW 38<sup>th</sup> Terrace at SW 20<sup>th</sup> Avenue. Renaissance Planning Group conducted a feasibility study at the request of the County. The study shows that this intersection is not a good candidate for a single lane roundabout. A two-lane roundabout is feasible, but would have significant impact on adjacent properties requiring possible condemnation of apartment buildings. At this time the County is proposing two-way stop signs with left turn lanes to meet current conditions.

Based on this study, FDOT funds for this roundabout may be allocated for future corridor planning along SW 20<sup>th</sup> Avenue. The Department proposes that the funds be used to develop a cohesive plan to adequately address the design needed to facilitate future traffic on this corridor. This plan should also outline transportation system management (TSM) projects which may be implemented in the interim.

Due to the limited 80' right-of-way and the traffic safety and drainage issues associated with the SW 20<sup>th</sup> Avenue corridor, the Department recommends that the plan be developed as a 30% construction plan set which should include the following:

- A. Traffic analysis
  - a. Accident analysis
  - b. Future traffic volume
  - c. Intersection analysis
- B. Drainage study
- C. Proposed right-of-way allocation
- D. Development of proposed roadway cross-section
- E. Traffic safety evaluation

Based on the plans developed above, the feasibility of various TSM strategies can be determined and then programmed.

The results of this plan will develop both a cohesive design for SW 20<sup>th</sup> Avenue as well as identify

interim TSMs which can be developed and funded based on known information. This will allow the drainage and right-of-way issues to be addressed during the implementation of the most effective and cost feasible TSMs.

WDL:wsm

VIII. LONG RANGE TRANSPORTATION PLAN AMENDMENT- SW 24<sup>TH</sup> AVENUE

Mr. Sanderson stated that Alachua County staff has requested that the MTPO amend its long range transportation plan to show SW 24<sup>th</sup> Avenue from SW 43<sup>rd</sup> Street to SW 34<sup>th</sup> Street as a two-lane divided road.

Mr. Randall Reid, Alachua County Manager, discussed the SW 24<sup>th</sup> Avenue plan amendment and answered questions.

The following persons discussed this agenda item:

Lt. Don Tyson	Bob Cameron	Sharon Hawkey	David Miller
Chip Holden	Richard Fletcher	Sam Goforth	Fred Henderson

Mr. Dave Schwartz, MTPO Attorney, discussed the possible conflicts with the Alachua County Comprehensive Plan and the MTPO Long Range Transportation Plan regarding SW 24<sup>th</sup> Avenue and answered questions.

**ACTION: Commissioner Braddy moved to:**

1. deny the Alachua County's request that the MTPO schedule a public hearing to consider amending its long range transportation plan to show SW 24<sup>th</sup> Avenue from SW 43<sup>rd</sup> Street east to Archer Road as a two-lane divided road; and
2. direct the MTPO Chair to send a letter to the Alachua County Commission requesting that it consider amending its Comprehensive Plan to show SW 24<sup>th</sup> Avenue from SW 43<sup>rd</sup> Street east to SW 34<sup>th</sup> Street as a four-lane divided road consistent with the MTPO Long Range Transportation Plan.

Commissioner Bryant seconded. Chair Byerly asked for a rollcall vote:

	<u>CITY</u>	<u>COUNTY</u>
Commissioner Bryant	Yes	
Commissioner Chestnut IV	Yes	
Commissioner Domenech	Yes	
Commissioner Long		No
Commissioner Lowe	No	
Commissioner Nielsen	No	
Commissioner Pinkoson		Yes
Commissioner Wheat		No
Commissioner Braddy	Yes	
Chair Byerly		No

Motion failed.



**ACTION: Commissioner Braddy moved to continue discussion of this agenda item at its next meeting.**

**SUBSTITUTE ACTION:**

**Commissioner Pinkoson moved to authorize staff to schedule a public hearing and publish a public hearing advertisement in the Gainesville Sun concerning a proposed MTPO amendment to its long range transportation plan to show SW 24<sup>th</sup> Avenue from SW 43<sup>rd</sup> Street east to Archer Road as a two-lane divided road. Commissioner Nielsen seconded. Chair Byerly asked for a rollcall vote:**

	<u>CITY</u>	<u>COUNTY</u>
Commissioner Chestnut IV	No	
Commissioner Domenech	No	
Commissioner Long		No
Commissioner Lowe	Yes	
Commissioner Nielsen	Yes	
Commissioner Pinkoson		Yes
Commissioner Wheat		No
Commissioner Braddy	No	
Commissioner Bryant	No	
Chair Byerly		Yes

**Motion failed.**



# UNIVERSITY OF FLORIDA

EXHIBIT 12

J. BERNARD MACHEN  
President

226 Tigert Hall  
PO Box 113150  
Gainesville, FL 32611-3150  
(352) 392-1311  
jbmachen@ufl.edu

May 3, 2004

NORTH CENTRAL FLORIDA  
RECEIVED  
MAY - 3 2004  
REGIONAL PLANNING COUNCIL

Metropolitan Transportation Planning Organization  
2009 NW 67 Place, Suite A  
Gainesville, FL 32653

Dear MTPO,

During the past year the University of Florida has searched for a decision on whether to donate a right-of-way and provide the necessary land to connect SW 24<sup>th</sup> Avenue east of 34<sup>th</sup> Street to Archer Road. Since coming to Florida in January, 2004 I have been briefed and advised by many people regarding this proposed road through our Natural Area Teaching Laboratory. Both the University Student Senate and Faculty Senate have considered the issue and provided input. I am satisfied the University has been diligent and comprehensive in its deliberations and I have reached the conclusion I cannot support this proposal to extend this road through University property. Please allow me to review our findings and offer some modest suggestions for the future.

## History

The SW 24<sup>th</sup> Avenue road has its origin in the 1997 SW 20<sup>th</sup> Avenue charette which led to the creation of the concept of a grid network of roads in the southwest area that would attract developers to build a "student village" in close proximity to the University of Florida. It was felt the first phase of this development should be the improvement of SW 24<sup>th</sup> Avenue west of 34<sup>th</sup> Street. In 1998 the University committed \$3.2million for this part of the project.

In the 20<sup>th</sup> Avenue charette it was envisioned that SW 24<sup>th</sup> Avenue would eventually be extended as a two-lane road east to Archer Road. There was no timetable or other documentation of this step but it was included in the Gainesville Metropolitan Area Livable Communities Reinvestment Plan, which passed in the year 2000.

## The Role of the University

The University of Florida recognizes we are a source of traffic congestion in Gainesville. Over 50,000 people commute to campus daily, including 18,000 faculty and staff and over 34,000 students. Our impact is not just on traffic. We are the county's largest employer and contribute significantly to the local economy.

In recent years the University has made substantial steps to reduce traffic congestion, and we intend to do more. So far, we have:

- increased bus rider ship 12% annually by working with RTS, the City and the County
- provided approximately \$6 million annually in funding to RTS
- offered UF employees free bus rider ship
- placed new limits to students' use of cars on campus
- improved on-campus bus service
- created dedicated carpool parking spaces to encourage carpooling
- spent \$1million on improved sidewalks and bicycle lanes, especially north and east of campus.
- improved lighting for safer pedestrian travel.

### **Why We Must Say No**

The University has limited land and a legal obligation to be a good caretaker of our finite resources. We cannot give away University property without a compelling reason. The land in question, the Natural Area Teaching Laboratory, is used by hundreds of students and faculty each semester. Because this land is integrated into the University's academic mission, the Faculty Senate, based on conclusions made by a University fact-finding group, strongly opposes granting this easement. The fact-finding group identified a number of negative impacts that could not be overcome.

While a two-lane extension east of 34<sup>th</sup> Street was listed among many options in the 1997 charrette, this was not the centerpiece of the plan. In fact, the 24<sup>th</sup> Avenue extension east of 34<sup>th</sup> Street was not included in UF's 2000 Master Plan Update, a document which received substantial input from all segments of the University and the public at-large.

The University has just partnered with MTPO to engage a professional transportation consultant to analyze and evaluate the situation in Greater Gainesville. This includes the area in which the easement is requested. The preliminary modeling results do not demonstrate any appreciable roadway improvement through 2010 with the addition of a two-lane eastern extension of SW 24<sup>th</sup> Avenue.

### **What CAN we do?**

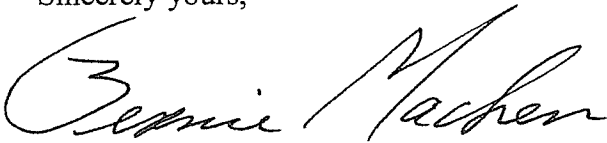
It is clear to me the University, City and County are making a serious effort to reduce traffic congestion. We must continue to pursue alternative road development and we are fully committed to working with the community. I have directed our staff to make a comprehensive review of all available information regarding sources of traffic congestion. We must look beyond the City, and even the County, boundaries to account for commuters arriving at campus from across North Central Florida.

We urge you to proceed with transportation plans west of 34<sup>th</sup> Street.

If more planning or public input is needed, I will direct the University to work with appropriate planning agencies to extend the scope of our efforts. When it is appropriate for the University to take the lead, I will find ways to do so.

Some of our local traffic problems come from a lack of funding. The University stands ready to contribute its fair share for road improvements and other transportation enhancements. Should it be appropriate for us to seek new funding sources in partnership with local government, we are prepared to do so.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Bernie Machen". The signature is fluid and cursive, with the first name "Bernie" written in a larger, more prominent script than the last name "Machen".

J. Bernard Machen

Cc: Tom Bussing, Mayor, City of Gainesville  
Mike Byerly, Chair, Board of County Commissioners



# EXHIBIT 13

<b>SW 62nd Boulevard Cost Summary (\$-2006)</b>								
<b>2-Lane Urban Divided</b>								
Segment	Description	Approx. Length (Feet)	County Cost of PD&E and Design	County Cost of Bridge CEI	County Cost of ROW (Est.)	Wetland Mitigation Costs	Est. County Construction Cost	ESTIMATED TOTAL COST
2	SW 62nd Blvd. to Hogtown Creek Bridge	550	\$ 283,997	\$ -	\$ 248,494	\$ -	\$ 336,974	\$ 869,464
3	Hogtown Creek Bridge	840	\$ 934,983	\$ -	\$ 132,643	\$ 1,371,183	\$ 6,846,832	\$ 9,285,641
4	SW 62nd Blvd. from Hogtown Creek Bridge to north entrance Cabana Beach	1600	\$ 348,329	\$ 250,000	\$ 395,037	\$ -	\$ 980,287	\$ 1,973,652
5	SW 62nd Blvd. from N. Entrance Cabana Beach to SW 20th Ave.	750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL ALL SEGMENTS</b>		<b>3740</b>	<b>\$ 1,567,309</b>	<b>\$ 250,000</b>	<b>\$ 776,173</b>	<b>\$ 1,371,183</b>	<b>\$ 8,164,092</b>	<b>\$ 12,128,757</b>

## Notes:

- 1) Segment 2 includes ROW for a 2.35 acre pond
- 2) Segment 4 includes ROW for a 2.07 acre pond
- 3) Segment 5 to be designed and constructed by others
- 4) Construction costs estimated from the FDOT Office of policy Planning "2002 Transportation Costs"
- 5) Primary Wetland Mitigation (Bridge Piling) calculated at 20:1; Secondary Wetland Mitigation (Bridge Shading) calculated at 10:1

<b>SW 62nd Boulevard Cost Summary (\$-2006)</b>							
<b>4-Lane Urban Divided</b>							
Segment	Description	Approx. Length (Feet)	County Cost of PD&E and Design	County Cost of Bridge CEI	County Cost of ROW (Est.)	Wetland Mitigation Costs	Est. County Construction Cost
2	SW 62nd Blvd. to Hogtown Creek Bridge	550	\$ 301,330	\$ -	\$ 320,565	\$ -	\$ 510,297
3	Hogtown Creek Bridge	840	\$ 934,983	\$ -	\$ 161,824	\$ 1,371,183	\$ 6,846,832
4	SW 62nd Blvd. from Hogtown Creek Bridge to north entrance Cabana Beach	1600	\$ 398,750	\$ 250,000	\$ 497,394	\$ -	\$ 1,484,500
5	SW 62nd Blvd. from N. Entrance Cabana Beach to SW 20th Ave.	750	\$ 40,012	\$ -	\$ -	\$ -	\$ 400,119
<b>TOTAL ALL SEGMENTS</b>		<b>3740</b>	<b>\$ 1,675,075</b>	<b>\$ 250,000</b>	<b>\$ 979,783</b>	<b>\$ 1,371,183</b>	<b>\$ 9,241,747</b>
							<b>\$ 13,517,788</b>

Notes:

- 1) Segment 2 includes ROW for a 3.12 acre pond
- 2) Segment 4 includes ROW for a 2.75 acre pond
- 3) Segment 5 to be designed and constructed by others
- 4) Construction costs estimated from the FDOT Office of policy Planning "2002 Transportation Costs"
- 5) Primary Wetland Mitigation (Bridge Piling) calculated at 20:1; Secondary Wetland Mitigation (Bridge Shading) calculated at 10:1

# EXHIBIT 14

## TRANSPORTATION IMPROVEMENT PROGRAM SW 20TH AVENUE AREA PROJECTS

ROAD CONSTRUCTION PROJECTS			FISCAL YEAR (FY) COSTS (\$000) / PROJECT PHASE					FUND CODE Table 3	FED FUNDS
PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	
SW 24th Avenue FM: SW 43rd Street TO: SW 34th Street	1	1.0	Reconstruct as a 2-laned divided roadway	10,000 CST	-	-	-	-	NO
Four Lane Arterial Connector in Alachua County, Florida Section 117 (2113653)	-	-	FFY 2005 Federal Earmark Project	1,500 PE 1,500 ROW	-	-	-	-	YES
SW 20th Avenue FM: SW 62nd Boulevard TO: SW 34th Street	2	-	University of Florida SW 20th Avenue Transportation Design Study	20 PE	-	-	-	-	YES
SW 20th Avenue FM: SW 62nd Boulevard TO: SW 34th Street (2113353)	2	-	Corridor study & 30 % plans that lead to the construction of the Phase 1-B Charrette projects within a 2-lane divided cross-section & addresses the issues listed in the 11/05/03 Alachua County Public Works memo	-	200 PE	-	-	-	YES
Hull Road Extension FM: SW 62nd Boulevard TO: SW 34th Street (2113352)	3	1.6	Acquisition of MTPO-approved right-of-way cross-section	-	-	-	2,227 ROW	1,934 ROW	YES
Hull Road Extension North FM: SW 62nd Boulevard TO: SW 34th Street	4	1.4	Offstreet Bike/Ped Trail	-	-	-	2 PE	-	YES

mep\p\p0510\blsw20.wk4

CIGP- County Incentive Grant Program  
UFCD- University of Florida Campus Development Program





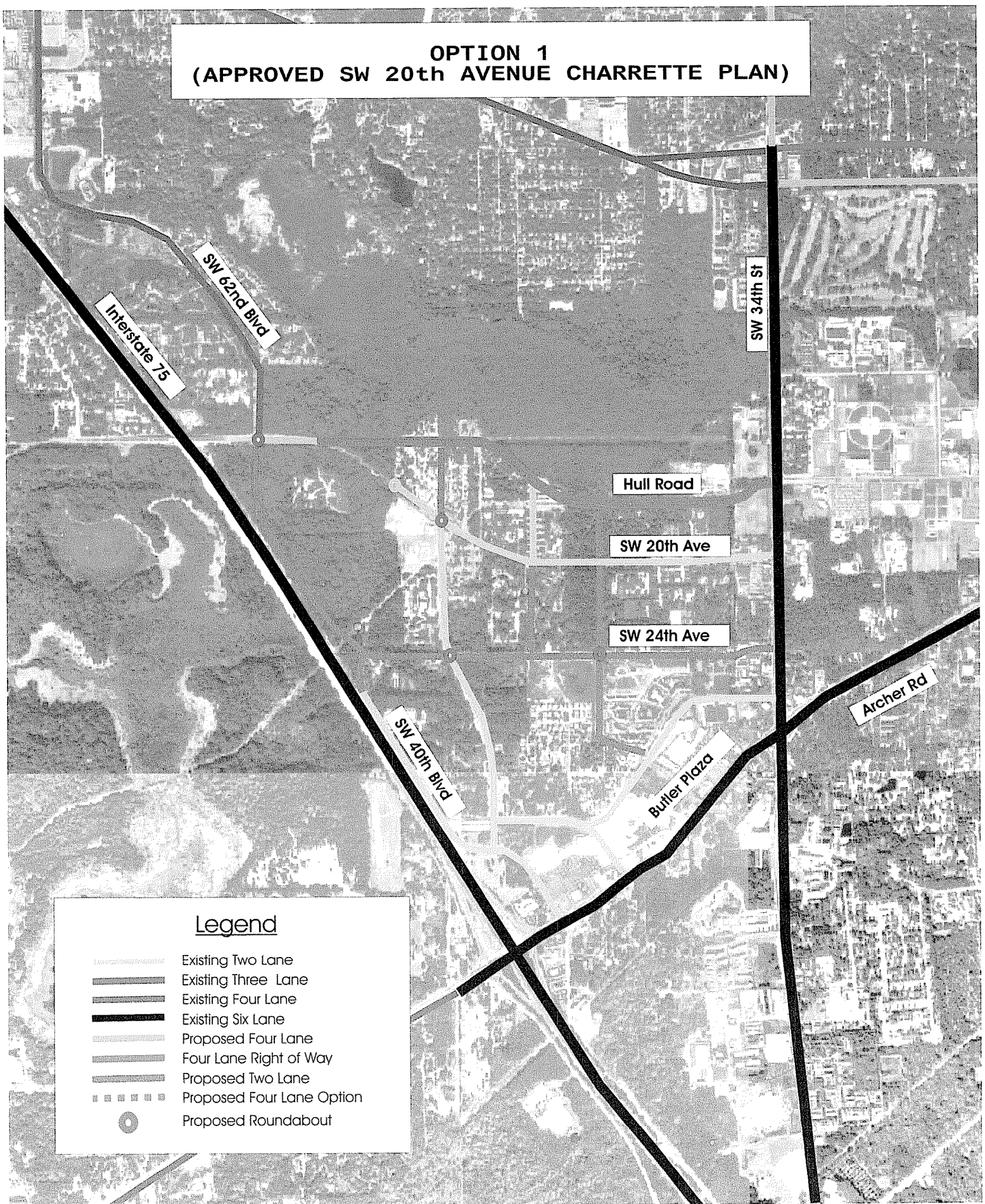
## **EXHIBIT 15**

# **LONG RANGE TRANSPORTATION PLAN- MTPO-APPROVED SW 20<sup>TH</sup> AVENUE AREA PROJECT TEST OPTIONS AND RESULTS**

### **Option 1- CAC and TAC**

1. How much traffic uses SW 62<sup>nd</sup> Boulevard?
  - Estimated 2025 average daily traffic (ADT) = 7,875
  - Estimated 2025 volume to capacity (V/C) ratio = 0.52
  
2. How much traffic is on Hull Road Extension as a two-lane in Option 1 and as a four-lane in Option 5. Does the difference justify four-laning this road.
  - Option 1: ADT just west of SW 34<sup>th</sup> Street = 16,286; V/C = 0.65  
At Interstate 75 ADT = 25,772; V/C = 0.70
  - Option 5: ADT just west of SW 34<sup>th</sup> Street = 28,095; V/C = 0.50  
At Interstate 75 ADT = 27,432; V/C = 0.76
  - Option 1 reduces traffic on other East-West roads, including Archer Road. The answer is not clear, but an argument can be made for four (4) lanes on Hull Road.

# **OPTION 1** **(APPROVED SW 20th AVENUE CHARRETTE PLAN)**



### Option 2- CAC

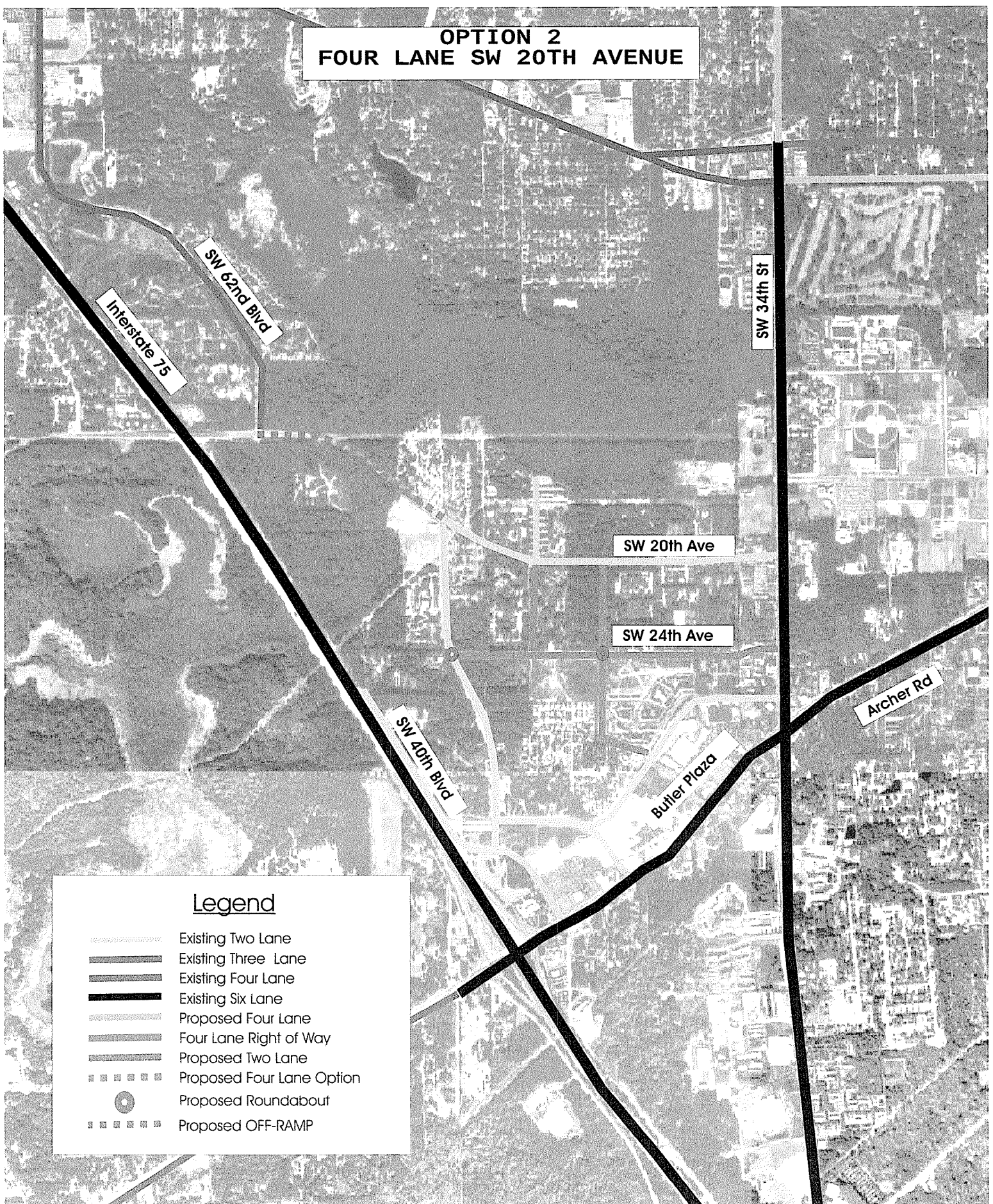
1. Is SW 20<sup>th</sup> Avenue overloaded just east of SW 43<sup>rd</sup> Street? Is a four-lane needed from east of SW 43<sup>rd</sup> Street to SW 34<sup>th</sup> Street?
  - $V/C = 0.98$  with Option 2. Thus, it is very close to requiring four (4) lanes.
2. Is SW 43<sup>rd</sup> Street overloaded just south of SW 20<sup>th</sup> Avenue?
  - $V/C = 0.70$ . It is not overloaded.
3. What are the traffic volumes on SW 20<sup>th</sup> Avenue with and without Hull Road in place (Option 1).
  - Option 1 (without Hull Road):

11,000 just east of SW 43<sup>rd</sup> Street  
16,800 just west of SW 34<sup>th</sup> Street
  - Option 2 (with Hull Road):

24,500 just east of SW 43<sup>rd</sup> Street  
34,000 just west of SW 43<sup>rd</sup> Street  
23,400 just west of SW 34<sup>th</sup> Street



# OPTION 2 FOUR LANE SW 20TH AVENUE

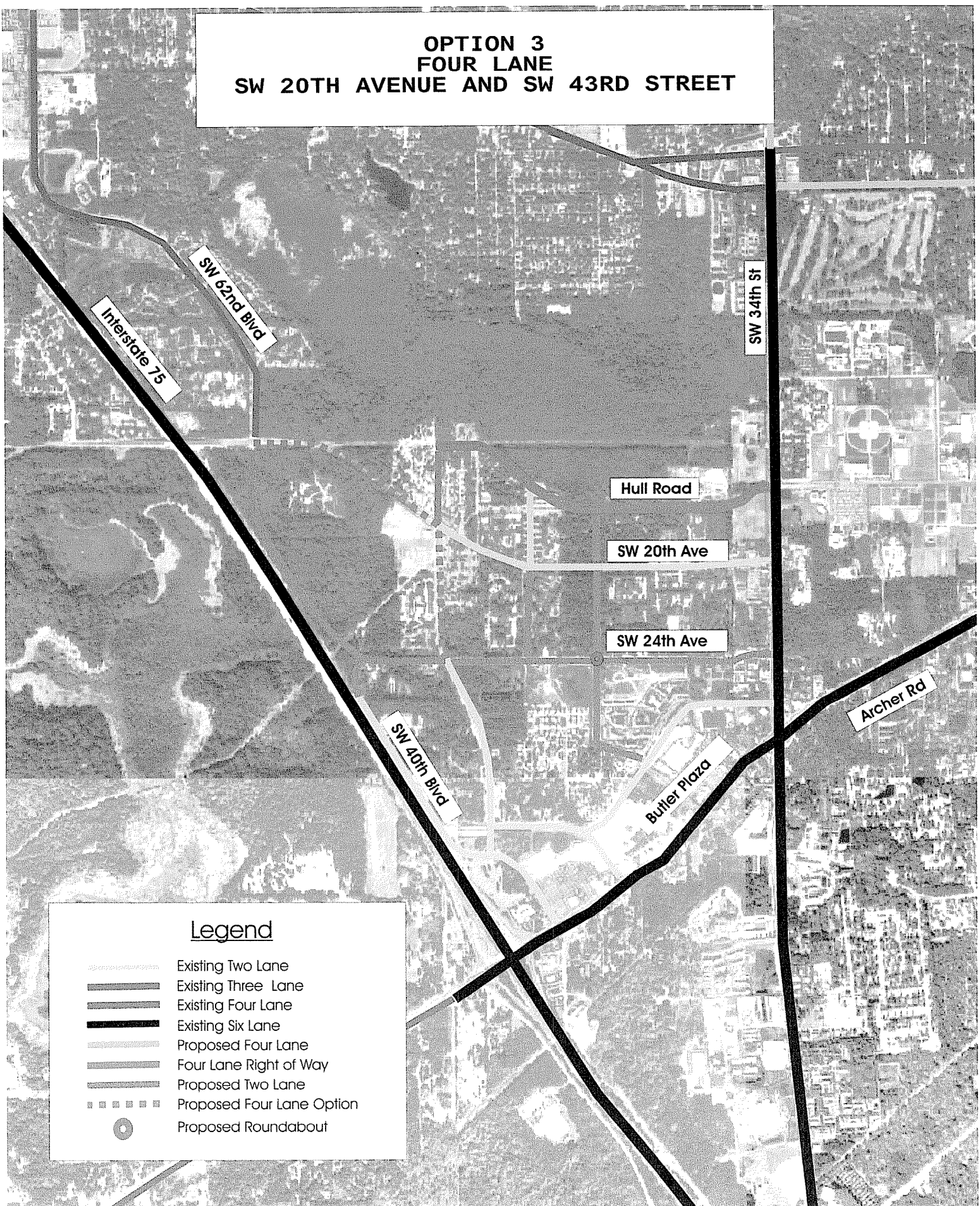


### **Option 3- TAC**

1. Is SW 43<sup>rd</sup> Street overloaded just south of SW 24<sup>th</sup> Avenue?
  - $V/C = 0.40$ . It is not overloaded.
  
2. How much traffic uses the extension of SW 62<sup>nd</sup> Boulevard? Does enough use it to justify the costs and environmental impacts?
  - $ADT = 4,680$
  - $V/C = 0.29$
  
3. Is the SW 62<sup>nd</sup> Boulevard extension warranted and are four lanes needed on SW 20<sup>th</sup> Avenue and SW 43<sup>rd</sup> Street?
  - While the conclusions are somewhat subjective, it appears that four (4) lanes are needed on SW 20<sup>th</sup> Avenue. One or the other of the SW 62<sup>nd</sup> Boulevard extension, or 4-laning of SW 43<sup>rd</sup> Street are needed, but probably not both.



**OPTION 3  
FOUR LANE  
SW 20TH AVENUE AND SW 43RD STREET**

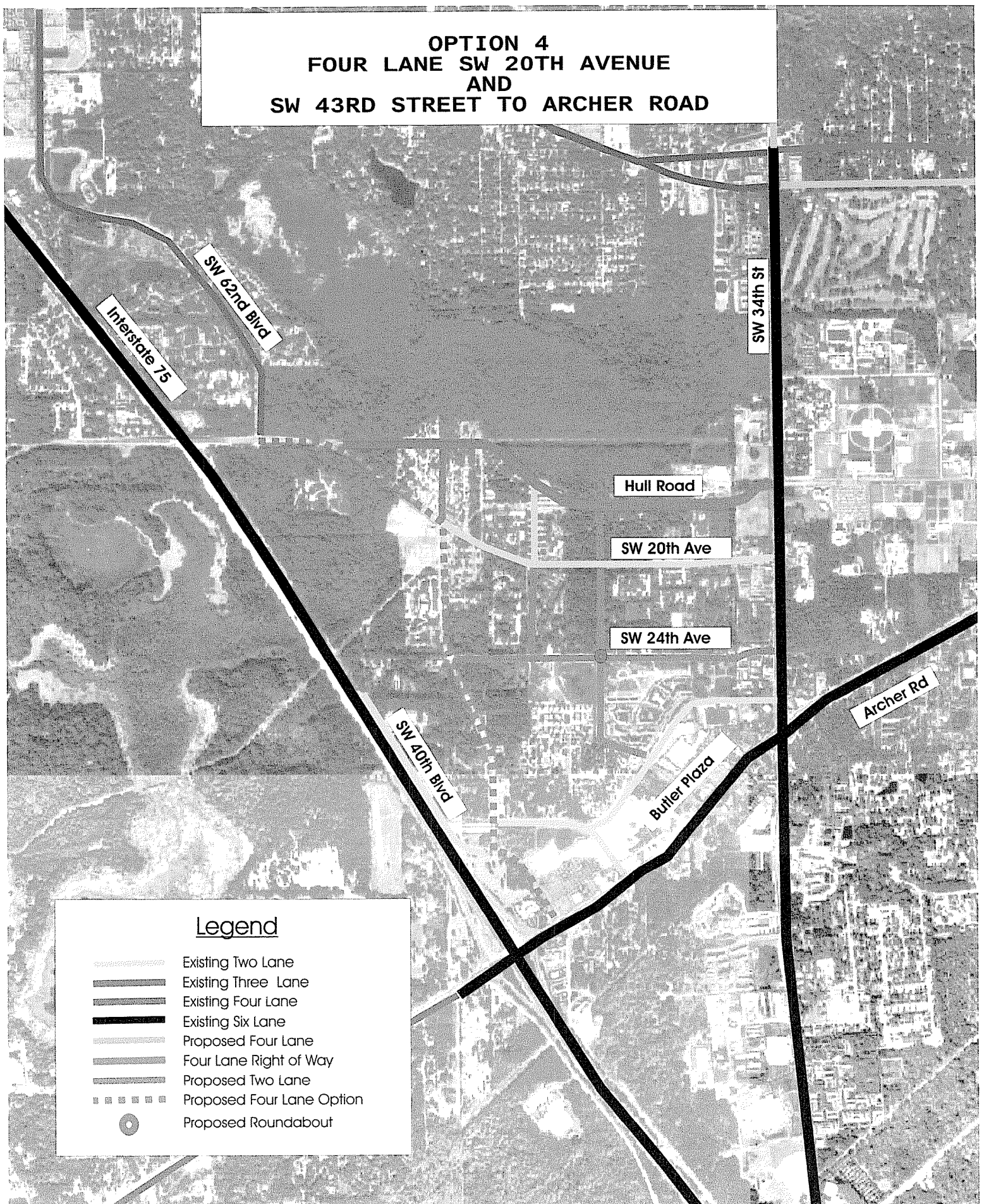




#### **Option 4- MTPO STAFF**

1. With Hull Road, what happens to traffic on SW 34<sup>th</sup> Street between SW 20<sup>th</sup> Avenue and Hull Road? Is Hull Road justified?
  - $V/C = 0.58$ . It is not overloaded.
2. Do traffic volumes on Archer Road, between I-75 and SW 34<sup>th</sup> Street, increase or decrease?
  - There is a small decrease in traffic on Archer Road, except there is a small increase in traffic on Archer Road just west of SW 40<sup>th</sup> Boulevard compared to Option 1 and existing plus committed (E+C). Differences are probably not significant.
3. Do traffic volumes on I-75, between Archer Road and Newberry Road, increase or decrease?
  - Volumes on I-75 decrease very slightly from Opt. 1. Nearly the same as E+C. Differences are probably not significant.

**OPTION 4  
FOUR LANE SW 20TH AVENUE  
AND  
SW 43RD STREET TO ARCHER ROAD**

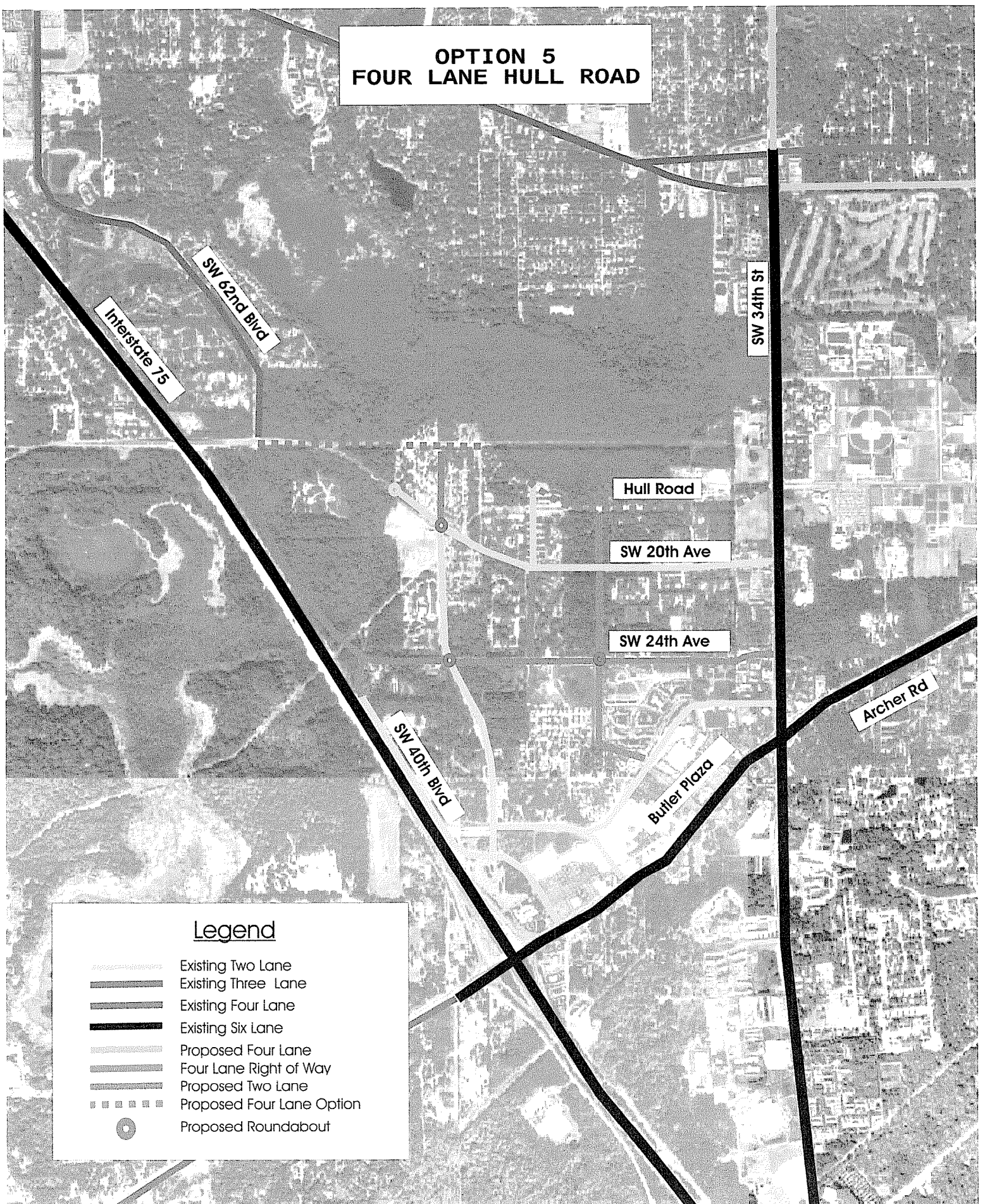


### **Option 5- MTPO**

1. With Hull Road, what happens to traffic on SW 34<sup>th</sup> Street between SW 20<sup>th</sup> Avenue and Hull Road? Is Hull Road justified?
  - Hull Road reduces SW 34<sup>th</sup> Street V/C from 1.64 (E+C) to about 1.3 (Option5).
2. With Hull Road, what happens to traffic on SW 34<sup>th</sup> Street between Archer Road and SW 2<sup>nd</sup> Avenue?
  - In general, Hull Road reduces the V/C on SW 34<sup>th</sup> Street from 1.6 to 1.4, with a greater reduction between SW 20<sup>th</sup> Avenue and Hull Road.



# OPTION 5 FOUR LANE HULL ROAD



### **Overall Question**

1. Which Option seems to take the greatest number of vehicles out of the Archer Road and SW 34<sup>th</sup> Street intersection?
  - Options 1, 2, 4 and 5 reduce intersection traffic by about the same amount (1.7%). Option 3 reduces it by only 1%. The changes are very small.
2. Which Option does the best job of alleviating traffic on Archer Road, SW 34<sup>th</sup> Street, or I-75?
  - For Archer Road, Option. 5 is slightly better.
  - For SW 34<sup>th</sup> Street, Options 3 and 4 are the best and are very close.
  - Option 4 is best for I-75, but the differences are all within about 1,000 vehicles per day (VPD) of the E+C volume.

## EXHIBIT 16



UNIVERSITY OF  
FLORIDA

College of Design, Construction & Planning  
School of Architecture

231 Architecture Building  
POB 115702  
Gainesville FL 32611-5702  
(352) 392-0205 Fax (352) 392-4606

April 14, 2005

Marlie Sanderson, Director of Transportation Planning  
North Central Florida Regional Planning Council  
2009 N.W. 67th Place, Suite A  
Gainesville, FL 32653-1603

### RE: Southwest 20<sup>th</sup> Avenue Transportation Design Proposal

Dear Mr. Sanderson:

This letter of proposal outlines the goals, process, deliverables and cost for a design study of SW 20<sup>th</sup> Avenue, Gainesville, Florida to integrate multiple transportation modes, suggest housing morphology, promote appropriate linkages between residential and commercial areas, and to provide transportation options to area destinations including the University of Florida.

**Goals.** A study will evaluate implementation strategies based on the recommendations of the SW 20<sup>th</sup> Avenue Charrette, MTPO Long-Range Transportation Plan, recommendations from the 2004 Alachua Countywide Bicycle Master Plan + Addendum, FDOT preliminary engineering study on SW 20th Avenue and other relevant published guidelines. This proposal will include strategies and protocols to enhance the character, promote development and be compatible with the student village concept put forward in the community charrette. Rather than make a case for a specific design solution, the study, will visualize options and impacts on the character and quality of this important corridor. This model will establish a reference for public debate and advance design innovation and the potentials for innovative multi-modal transportation corridors in Gainesville.

**Process and Scope of Project.** A design studio consisting of architecture, landscape and urban planning students will be lead by Martin Gold, Associate Professor in the School of Architecture. Students will work individually and in groups to gather and translate relevant information into diagrammatic vignettes that identify components and protocols appropriate for a pedestrian cycle friendly environment. Based on these studies, the most robust options will be developed further and integrated within a designed context. This process will produce two outcomes, (1) integrated design options and (2) a matrix of potential components to be integrated. This dual approach provides elasticity in terms of ownership, scheduling, phasing and budgeting of future projects while advancing a positive community vision.

1. The studio will evaluate relevant materials including the SW 20<sup>th</sup> Avenue Charrette, MTPO Long-Range Transportation Plan, Bicycle Master Plan + Addendum, FDOT preliminary engineering study on SW 20th Avenue, transportation right-of-way, Corridors to Campus Study, Alachua County Corridor Design Manual, AASHTO guidelines and other related resources. We will also meet with key individuals to gather insights that may not be evident in the reports. Objectives and priorities for the corridor will be identified and diagramed.
2. Develop a project specific components matrix that can be adapted in any number of integrated design proposals. Components would include crossing designs, bus stops, bike paths and lanes, cycle parking infrastructure, area lighting, sustainable landscaping, storm water retention areas and recommendations for remediation if required. This will include location specific recommendations for lane widths, crossings, separated paths, speed limits, surface materials etc.

3. Review existing and proposed land use in the SW 20th Avenue area (from Hull Road on the north to Butler Plaza on the south) to recommend changes that are needed to support transit, bicycling and pedestrian travel along SW 20th Avenue and provide recommendations for implementation of the "Student Village Concept" in this area.
4. Study the future connection of the Hull Road Extension with SW 20th Avenue near SW 62nd Boulevard including automobile, transit buses, bicycle and pedestrian travel modes.
5. Provide pedestrian and cycle linkage options to connect the area to the proposed Alachua Braid corridor and the Butler Plaza area.
6. Provide design recommendations for appropriate public space and show those program components in the integrated schemes.
7. Integrate components into design schemes for the corridor. Add components as needed to the matrix. Integrated design will evaluate at least 2 complete schemes to explore variations and potentials of alternatives identified and presented in the matrix of components.
8. Wherever possible, design strategies will include sustainable practices, the integration of civil infrastructure including storm water catchments, riparian reclamation, contaminant stabilization and remediation, and proposals for appropriate uses of alternative surface materials. This research and subsequent recommendations for integration will be solely supported by the College of Design Construction and Planning at the University of Florida. *No funds provided by the FDOT for the related work of this proposal will be used for this portion of the work.*
9. Conduct a public workshop to present preliminary ideas and gain public feedback.
10. Prepare printed format posters, a booklet, internet ready publication and powerpoint executive summary for use by MTPO and NCRPC staff at community meetings.

The work will be vetted through review by outside consultants, steering committee meetings and a public workshop. Consultants will include local environmental engineers, transportation planning experts and community design experts from other areas. The Steering Committee will be selected in consultation with the North Central Florida Regional Planning Council and will include members of that organization; members of the Alachua County Bicycle Pedestrian Advisory Committee, the Bicycle/Pedestrian Coordinator of the City of Gainesville, a representative from Regional Transit Systems (RTS) and a representative from the University of Florida.

**Deliverables.** Project protocols, design schemes and the component implementation matrix will be provided in poster, powerpoint and book format. An internet ready interactive format of the book will be provided for integration into the MTPO's website. Professor Gold will be available as needed to give a 15 minute executive summary of the results and answer questions on the MTPO's behalf at community events. Delivered documents will include narrative, consultants reports, comments and recommendations, aerial renderings, street level renderings, plans, conceptual vignettes of components and charts and graphs as needed to convey important issues and concepts. Progress letters-of-report will be provided at the end of each phase as outlined below.

**Schedule.** The project will commence in the last week of August 2005 and will occur over four months in three phases. Phase 1 (one month) - gather and review documentation, previous studies, maps and develop initial design components that meet community criteria. Phase 2 (two months) - continue component development and refinement in conjunction with integrated design proposals.

Phase 3 (one month) - evaluate and review initial proposals, redress conflicts, develop final proposals and format for distribution and presentation. A public workshop would occur at the beginning of Phase 3. Steering committee meetings would occur at the onset (1), end of Phase 1(2), prior to the workshop near the end of Phase 2 (3), at the beginning of Phase 3 (4) and at final acceptance (5) for a total of five meetings. A review of the work by the Bike/Ped Advisory Board, Technical Committee, and Citizens Committee will occur at the beginning of Phase 3. Near the end of Phase 3 after incorporation of preliminary committee recommendations, a presentation will be made to the MTPO for recommendations, revisions and/or acceptance. Additional refining and presentations will be made as necessary to address MTPO concerns.

**Schedule Summary Table**

Phase 1	Phase 2	Phase 3
± 30 days	± 60 days	± 30 days
gather and review local studies, reports and guidelines.  travel to in-state precedent sites.  initiate component diagram studies	refine and expand component vignettes  develop integrated schemes  additional travel as appropriate	finalize component matrix  finalize integrated schemes  prepare publication documents and presentations
initiate consultants	meet with consultants (beginning of phase)	meet with consultants (beginning of phase)
Steering Committee meetings (2)	Steering Committee meeting + public workshop	Steering Committee meetings (2) + Advisory Committee meetings (3) + MTPO (1+)

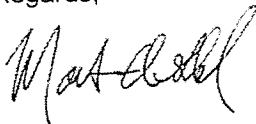
**Budget.** The proposed budget of \$20,000 includes anticipated consultants fees, some regional travel (within the state), reference purchases, software upgrades and project specific materials to produce high quality graphics, expenses for the public workshop and the costs to publish final books (6 color copies and 14 black and white copies will be provided).

**Schedule of Fees**

Phase 1 completion	\$3,500.00
Phase 2 completion	\$8,000.00
Phase 3 completion	\$8,500.00
<b>TOTAL</b>	<b>\$20,000.00</b>

On behalf of The School of Architecture and the College of Design Construction and Planning, I look forward to the opportunity to work again with the MTPO, and to strengthen our relationship. I am hopeful the MTPO will find this proposal acceptable.

Regards,

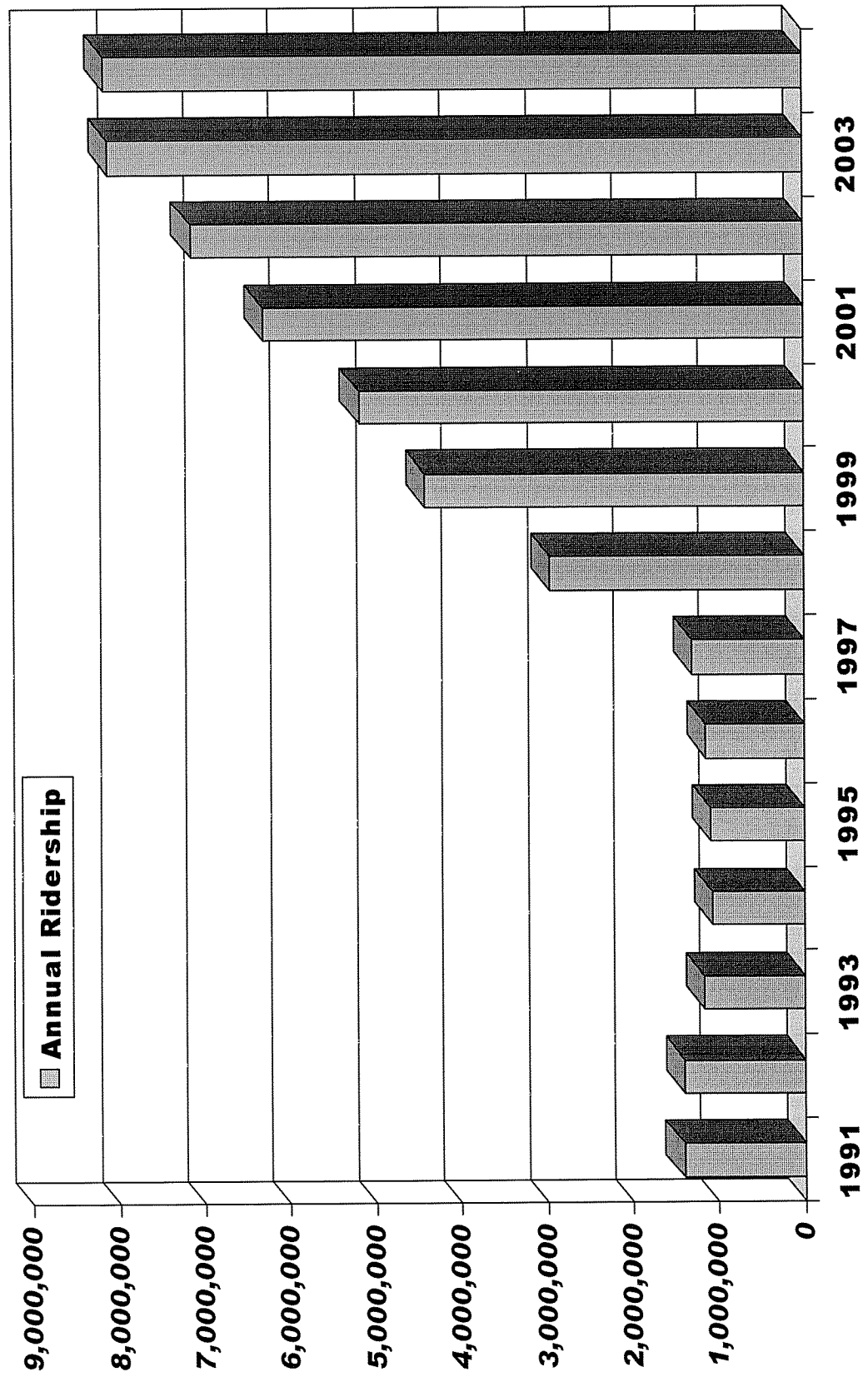


Martin A. Gold  
Associate Professor



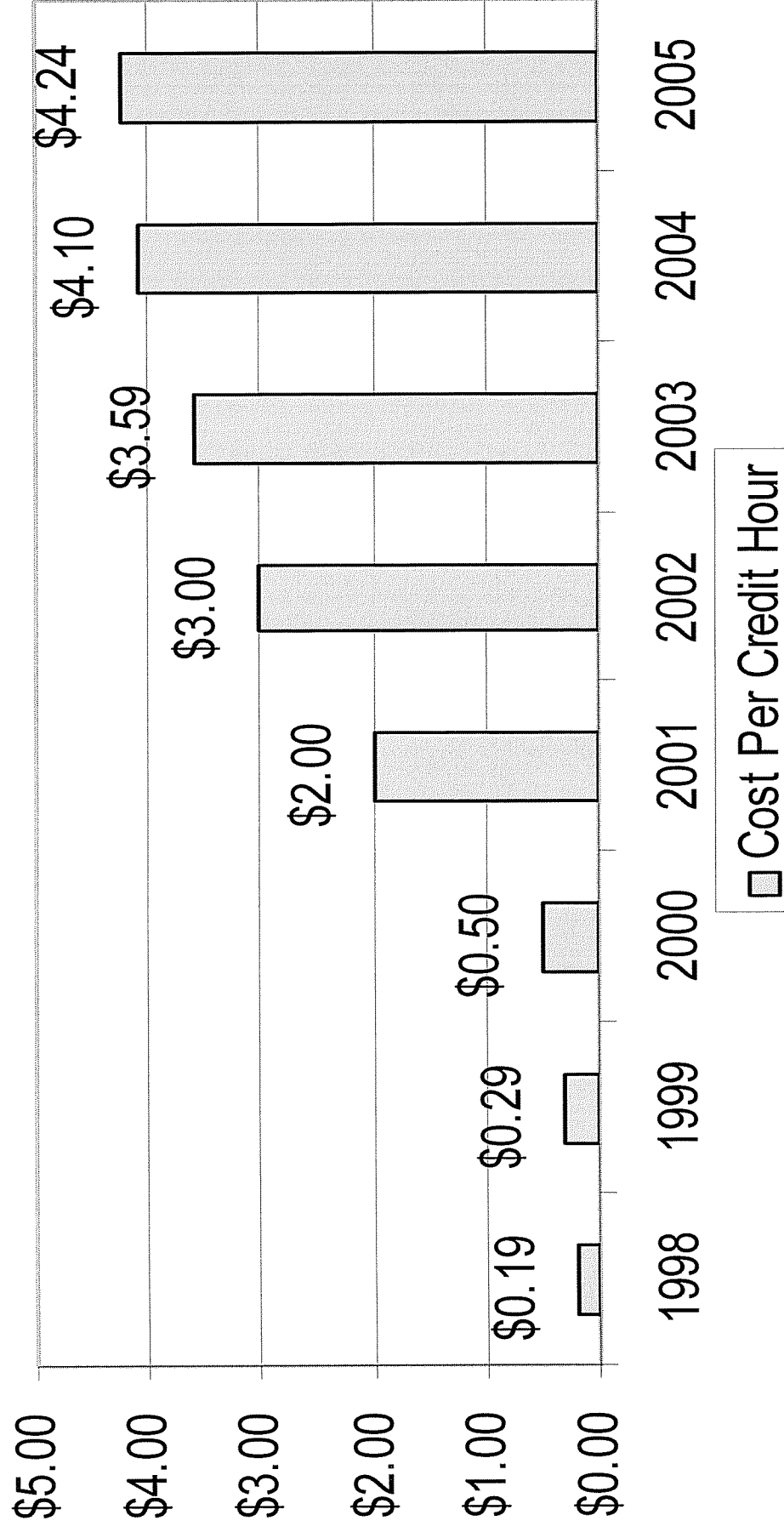


# Transit Ridership

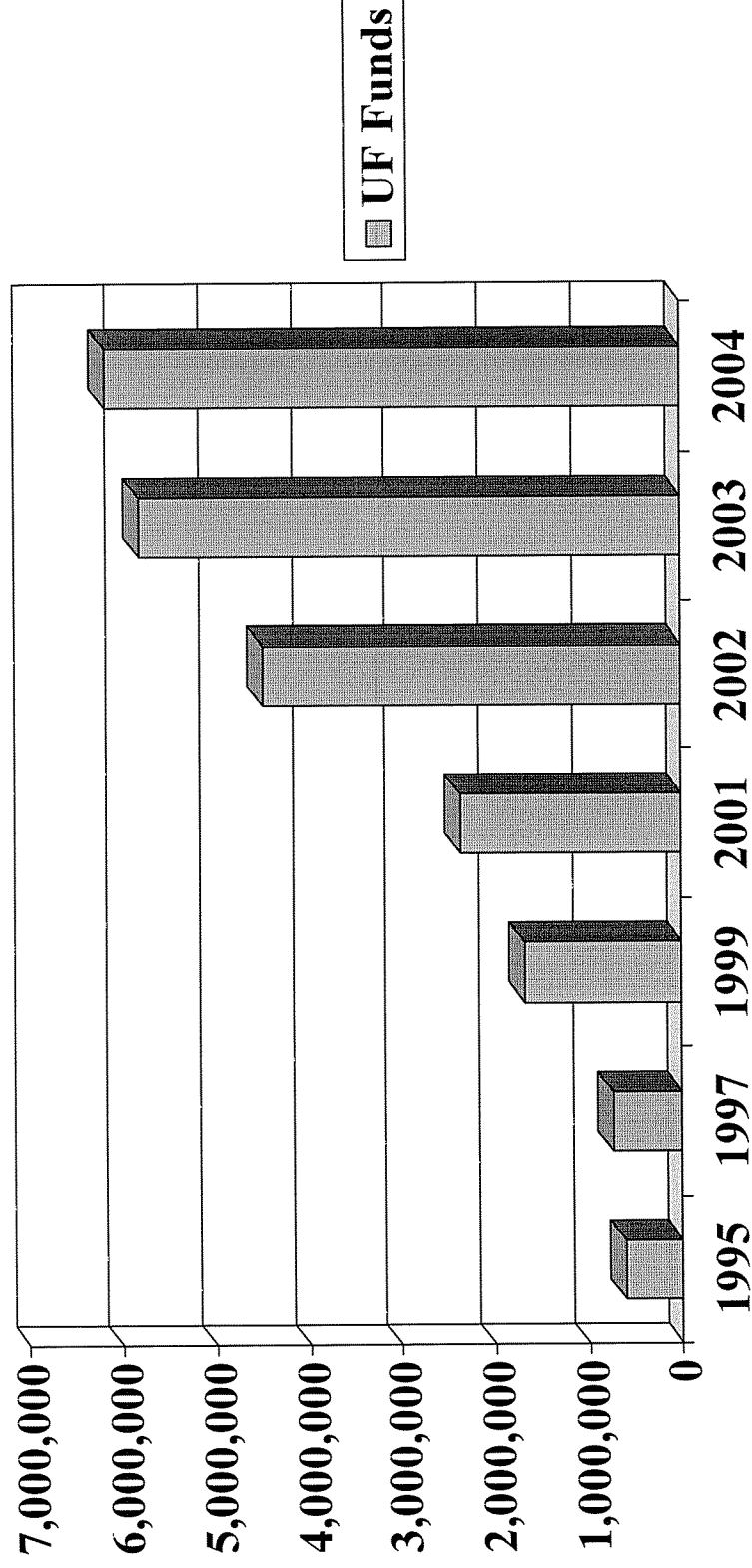


# UNIVERSITY OF FLORIDA

## TRANSPORTATION FEE



# UF Total Financial Contributions to RTS





## **EXHIBIT 18**

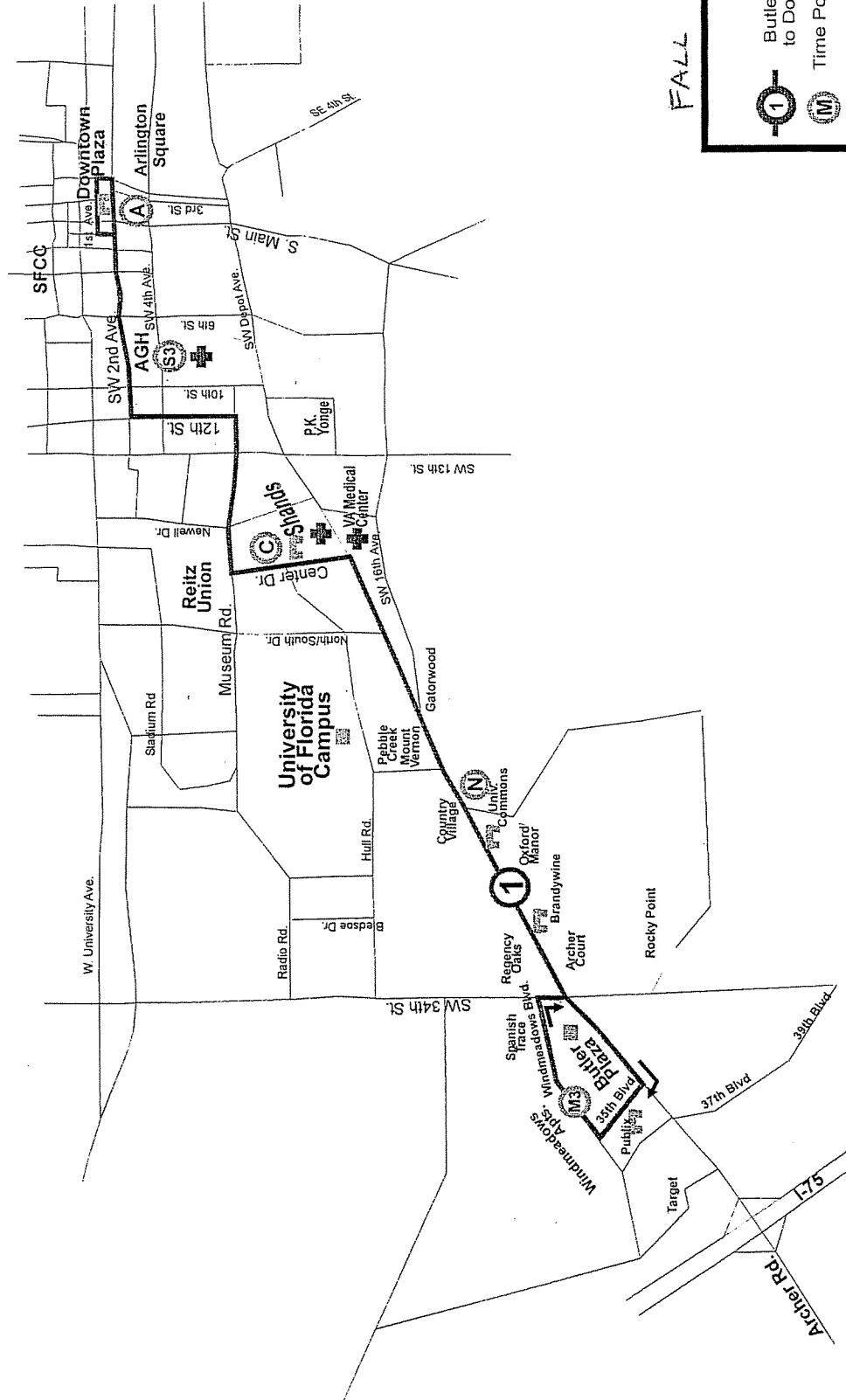
### **SW 20<sup>TH</sup> AVENUE / STUDENT VILLAGE AREA**

#### **TRANSIT SERVICE**

**ROUTES  
HEADWAYS  
RIDERSHIP**



REGIONAL  
TRANSIT  
SYSTEM  
Phone 334-2600

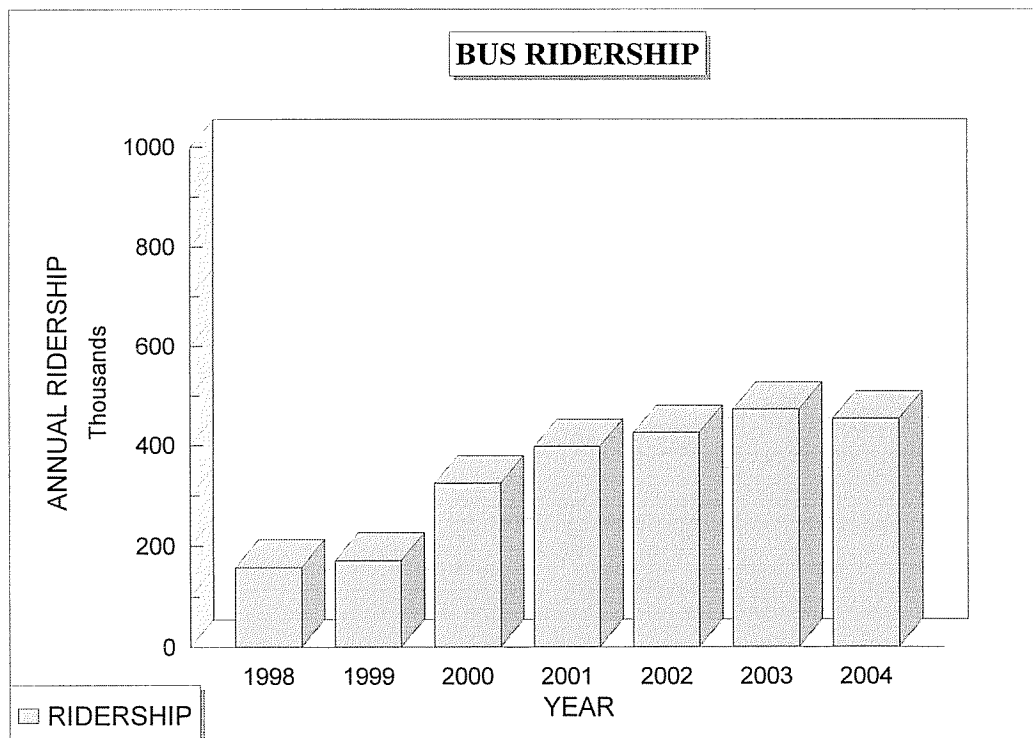
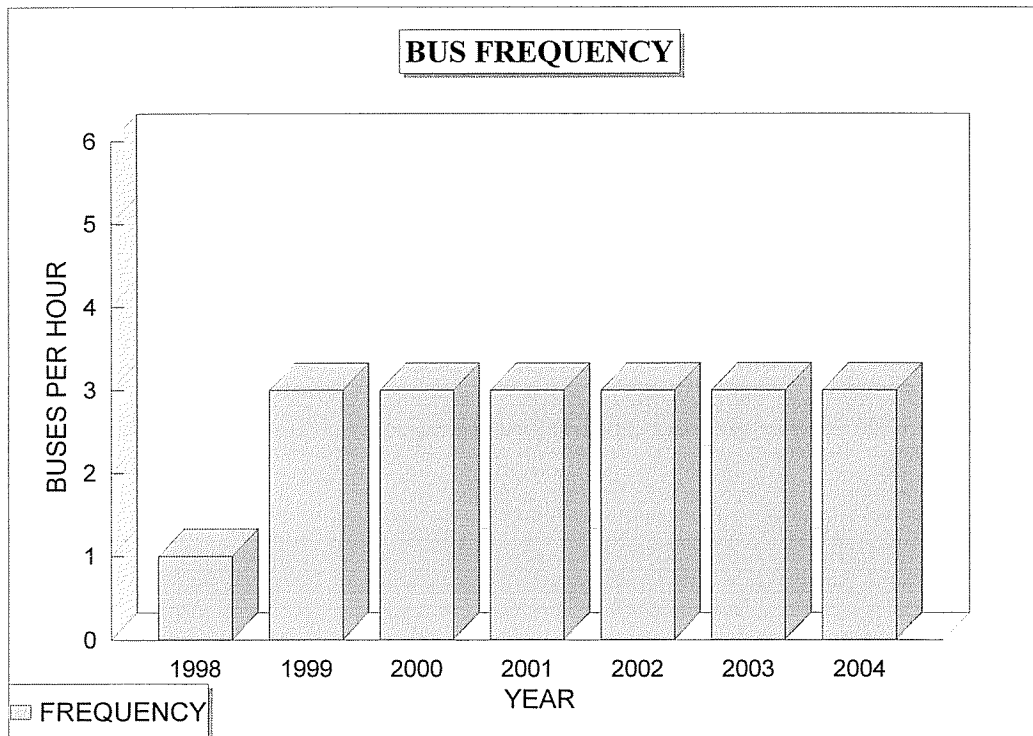


FALL 1999

- Butler Plaza to Downtown
- Time Point
- Point of Interest
- Shelter
- Hospital

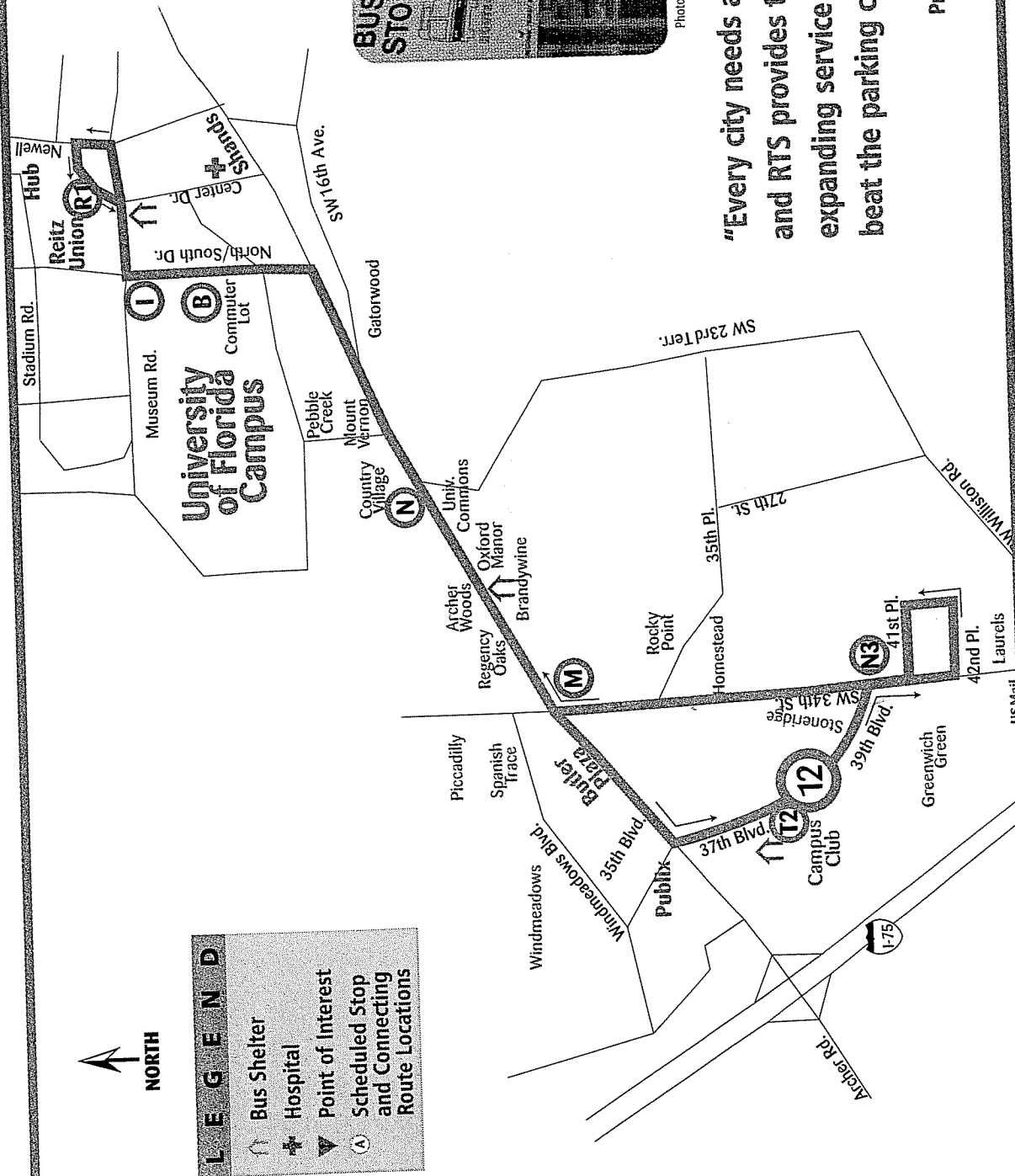


## ROUTE 1



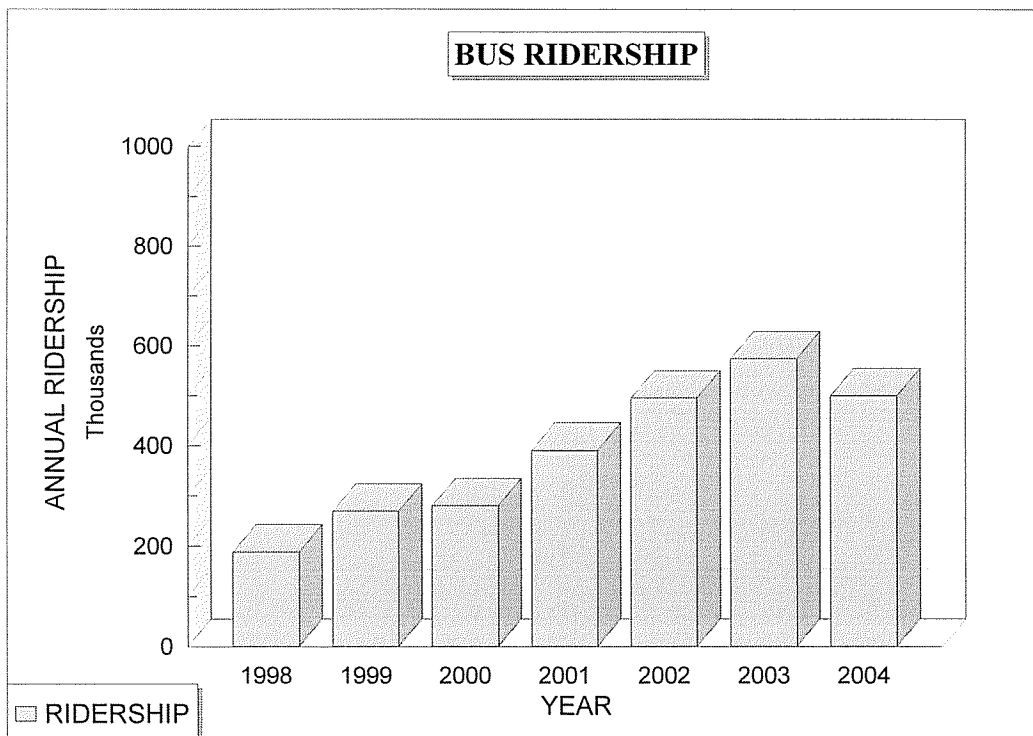
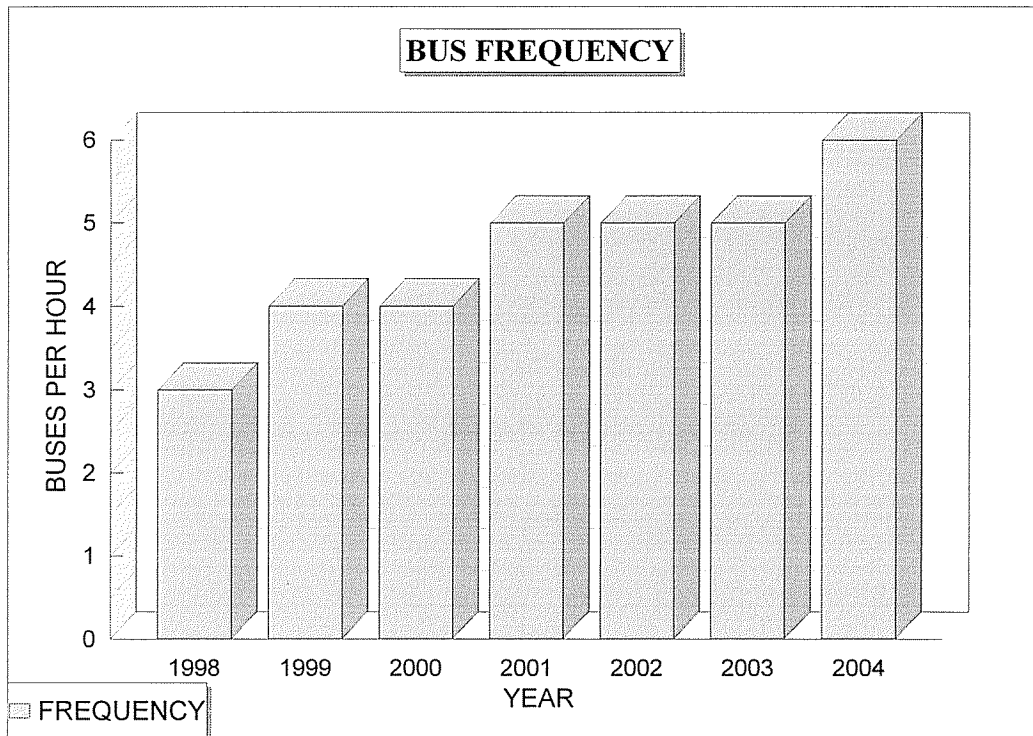


# ROUTE 12 ➡ Campus Club to McCarty Hall via Archer Road

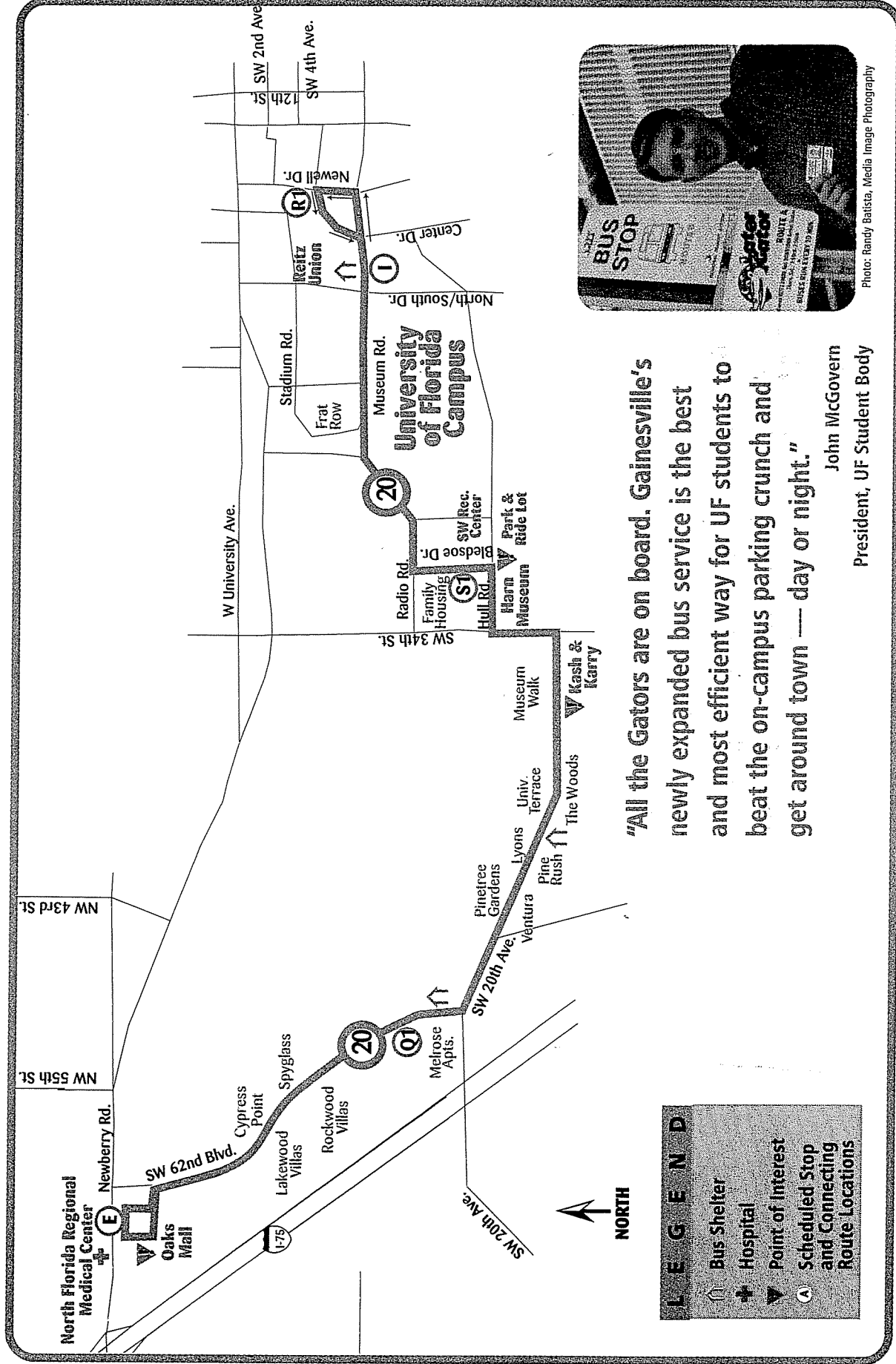


See pages 6-7 for a complete listing of Points of Interest.

## ROUTE 12

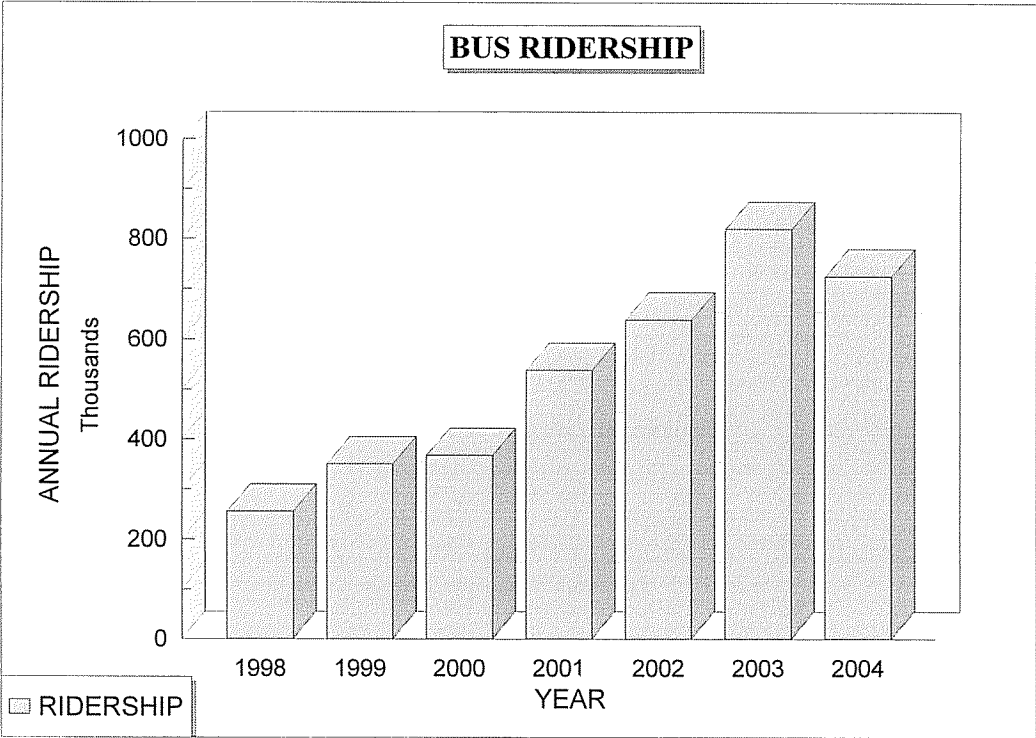
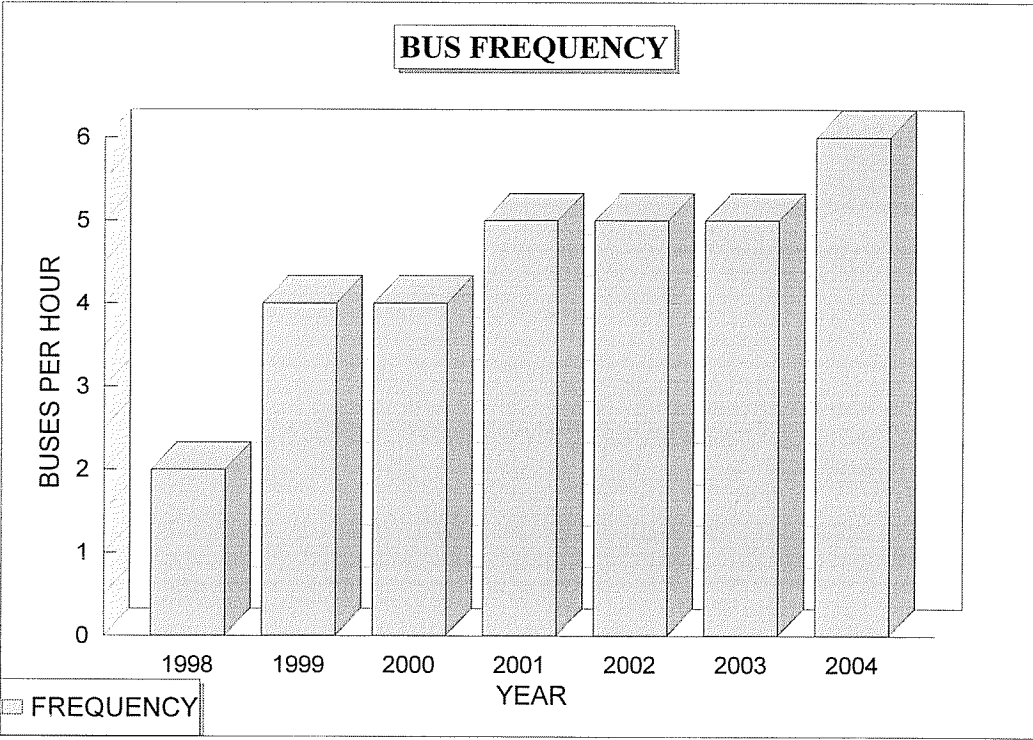


# ROUTE 20 ➡ Oaks Mall to McCarty Hall via 20th Avenue



See pages 6-7 for a complete listing of Points of Interest.

**ROUTE 20**

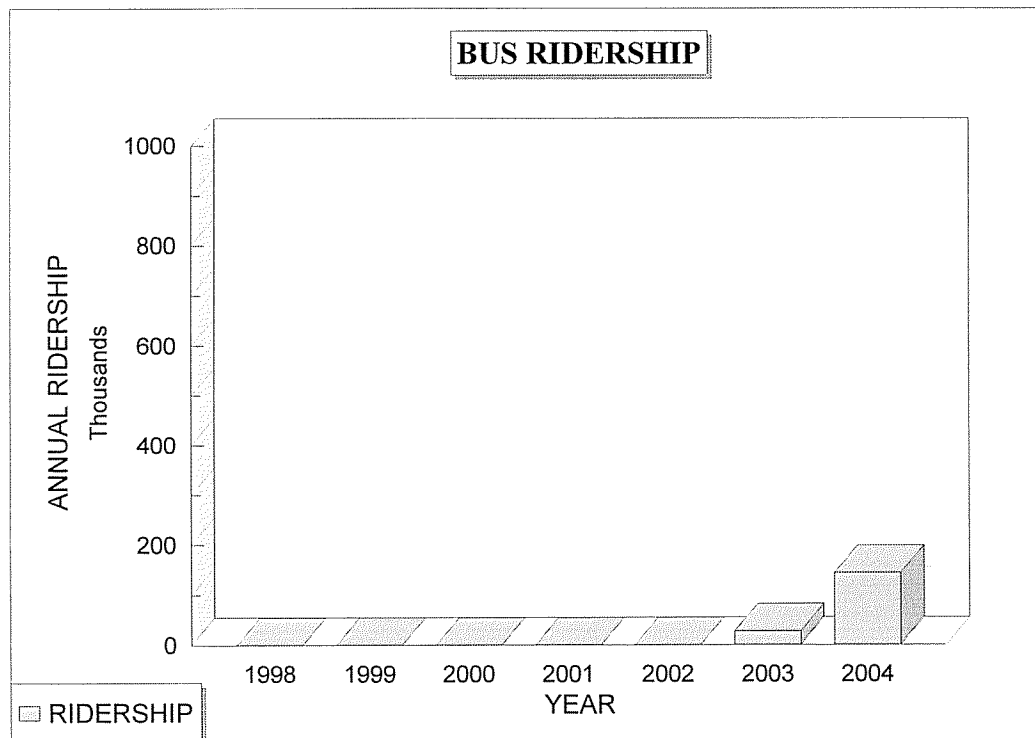
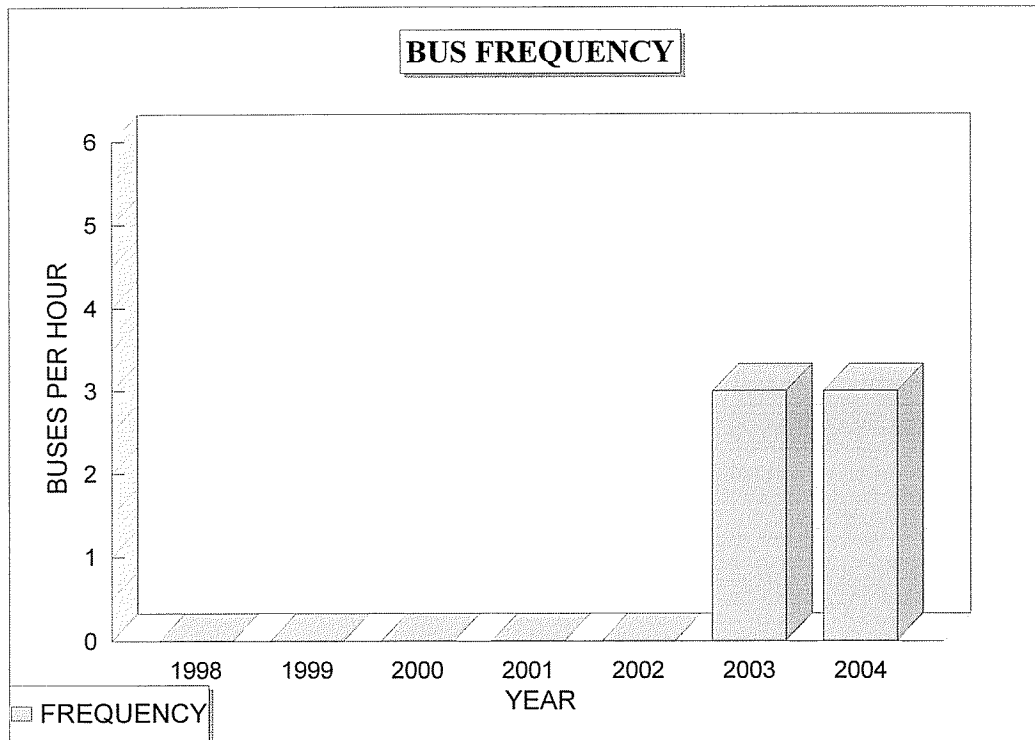


## 21



REGIONAL TRANSIT SYSTEM

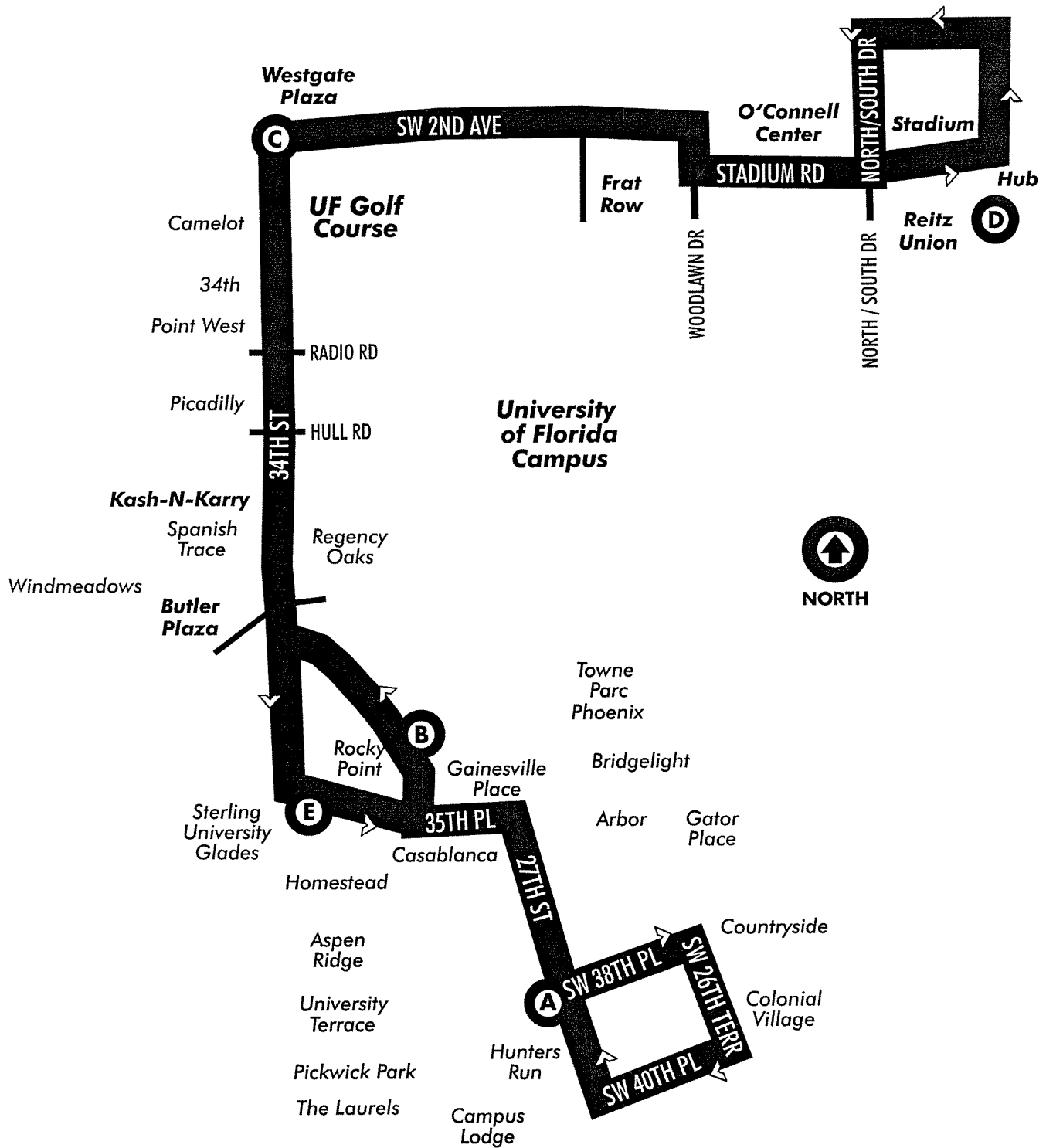
## ROUTE 21



# Lexington Crossing to the Hub

ROUTE

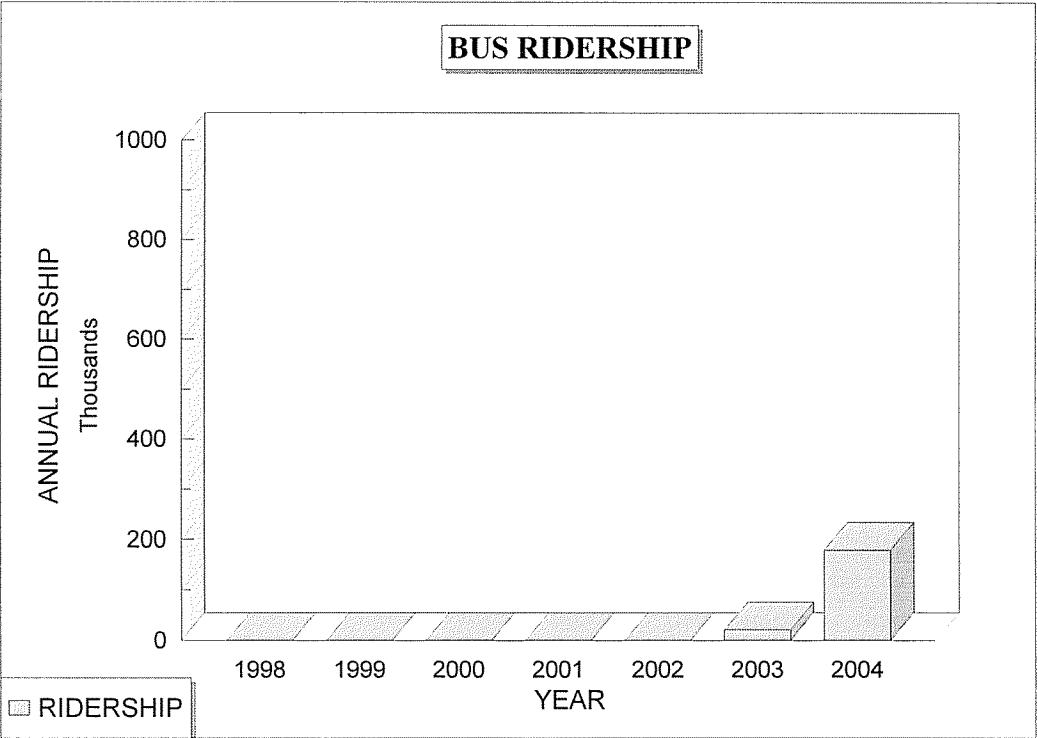
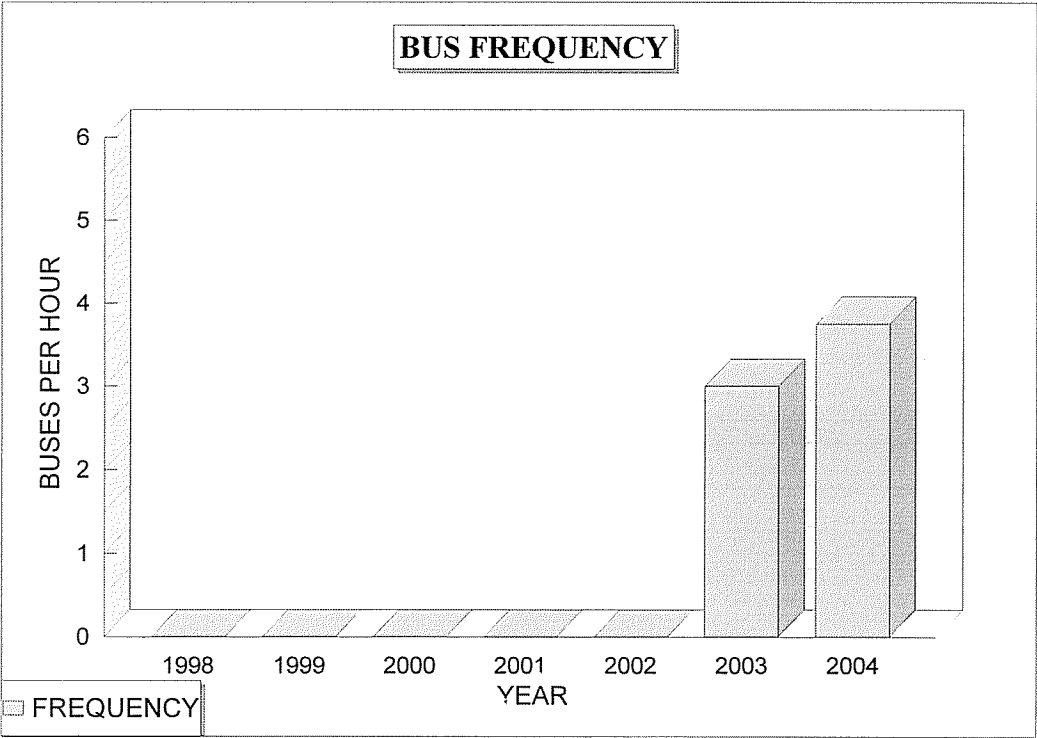
34



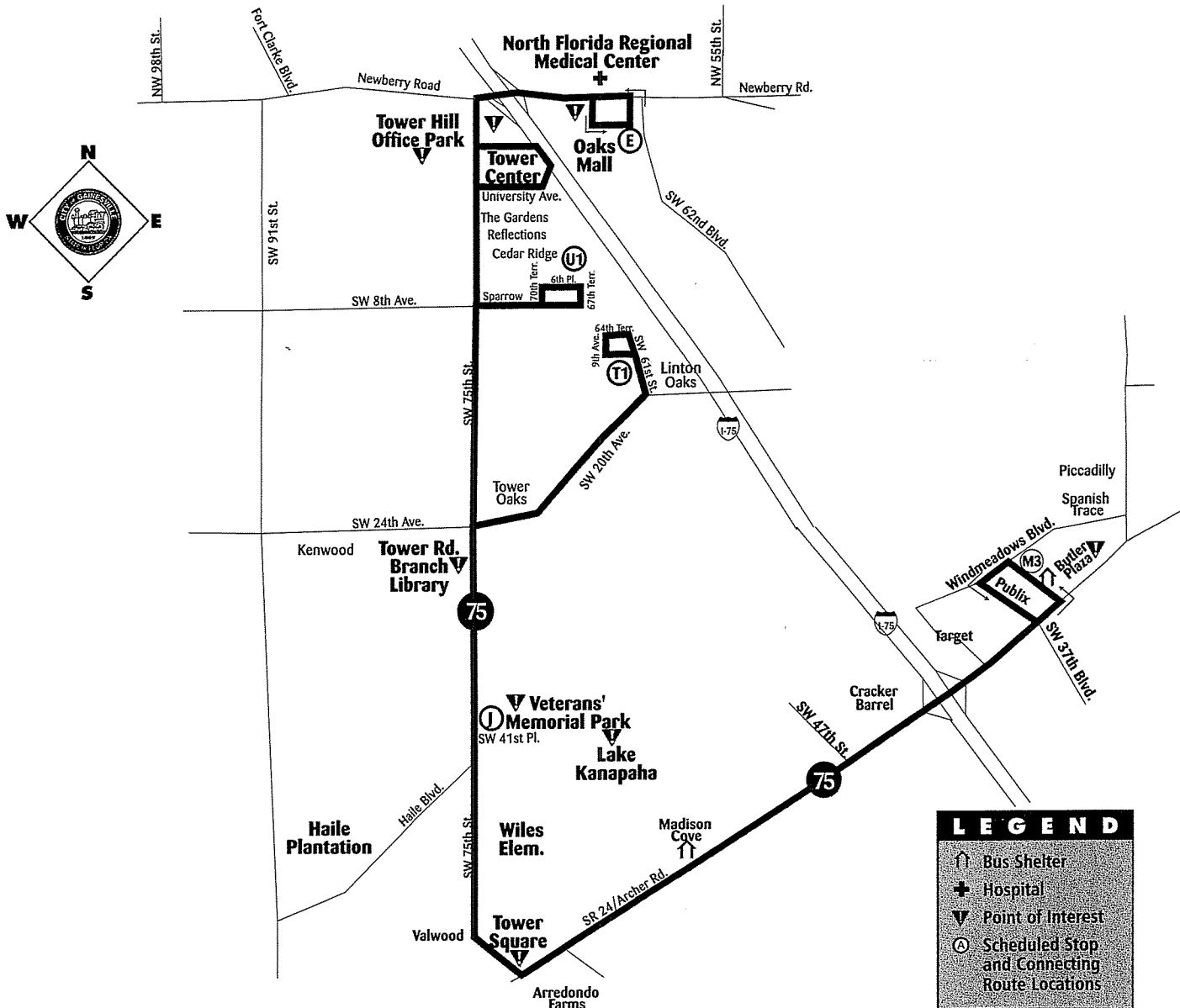
# RTS

REGIONAL TRANSIT SYSTEM

**ROUTE 34**







## TRANSFER INFORMATION

These routes connect best at the following times.

### Route 75

### Route 1

Buses arrive at Butler Plaza from The Oaks Mall at the following times.

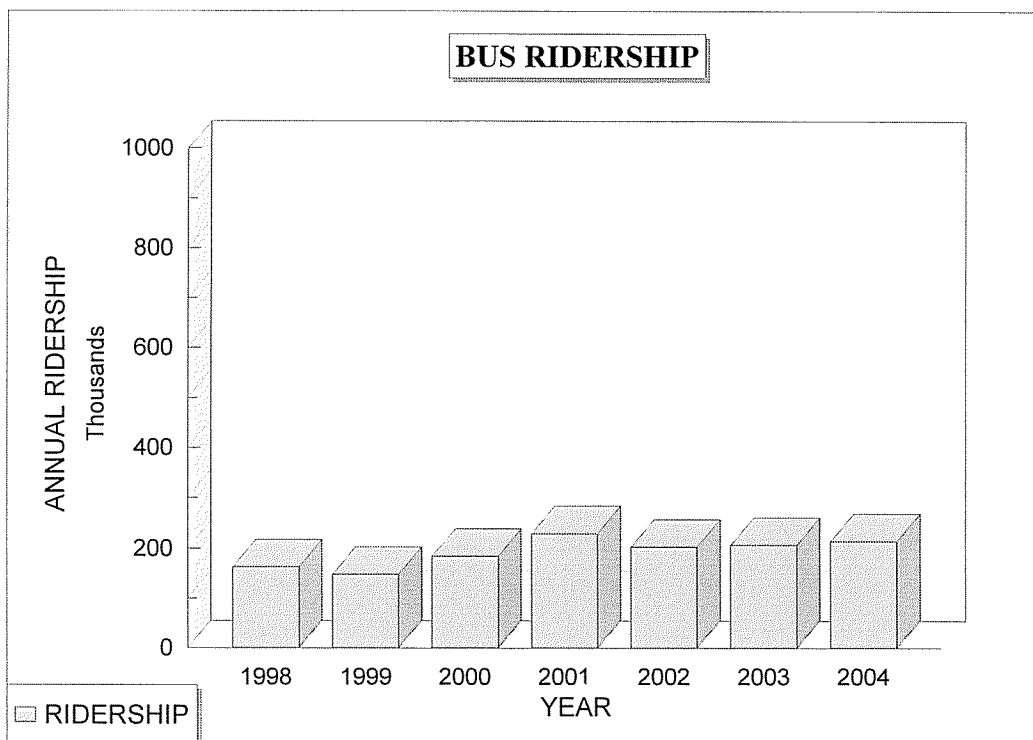
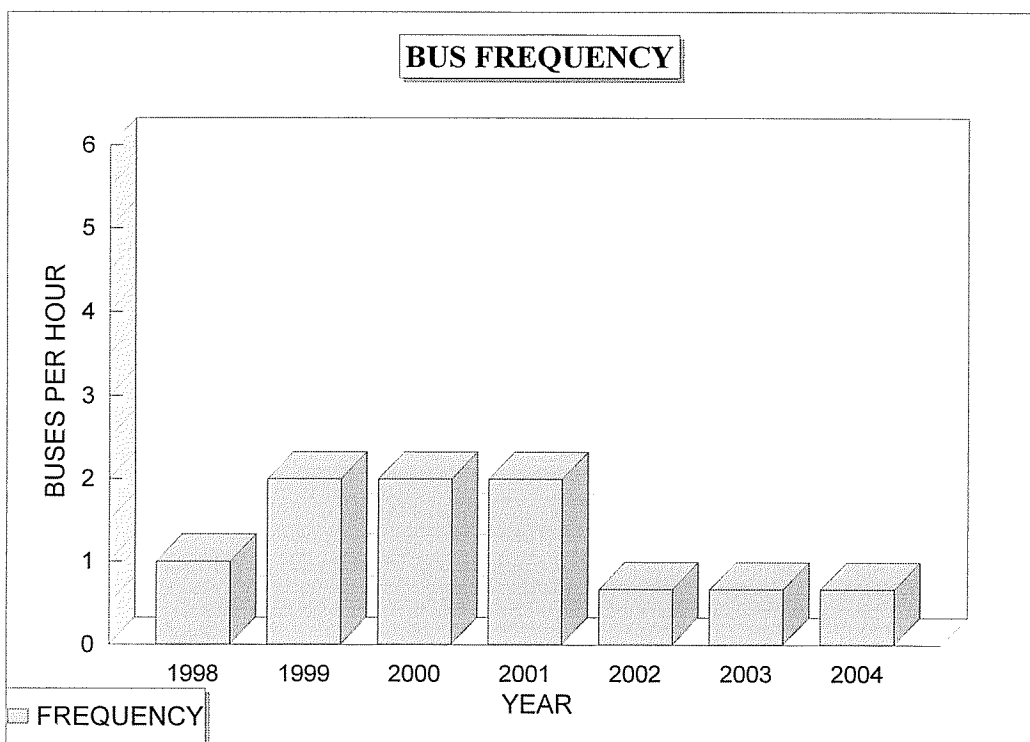
:12 :42

Leaves Butler Plaza to Downtown at the following times.

:10 :30 :50

Wait time is approximately 8-18 minutes

## ROUTE 75





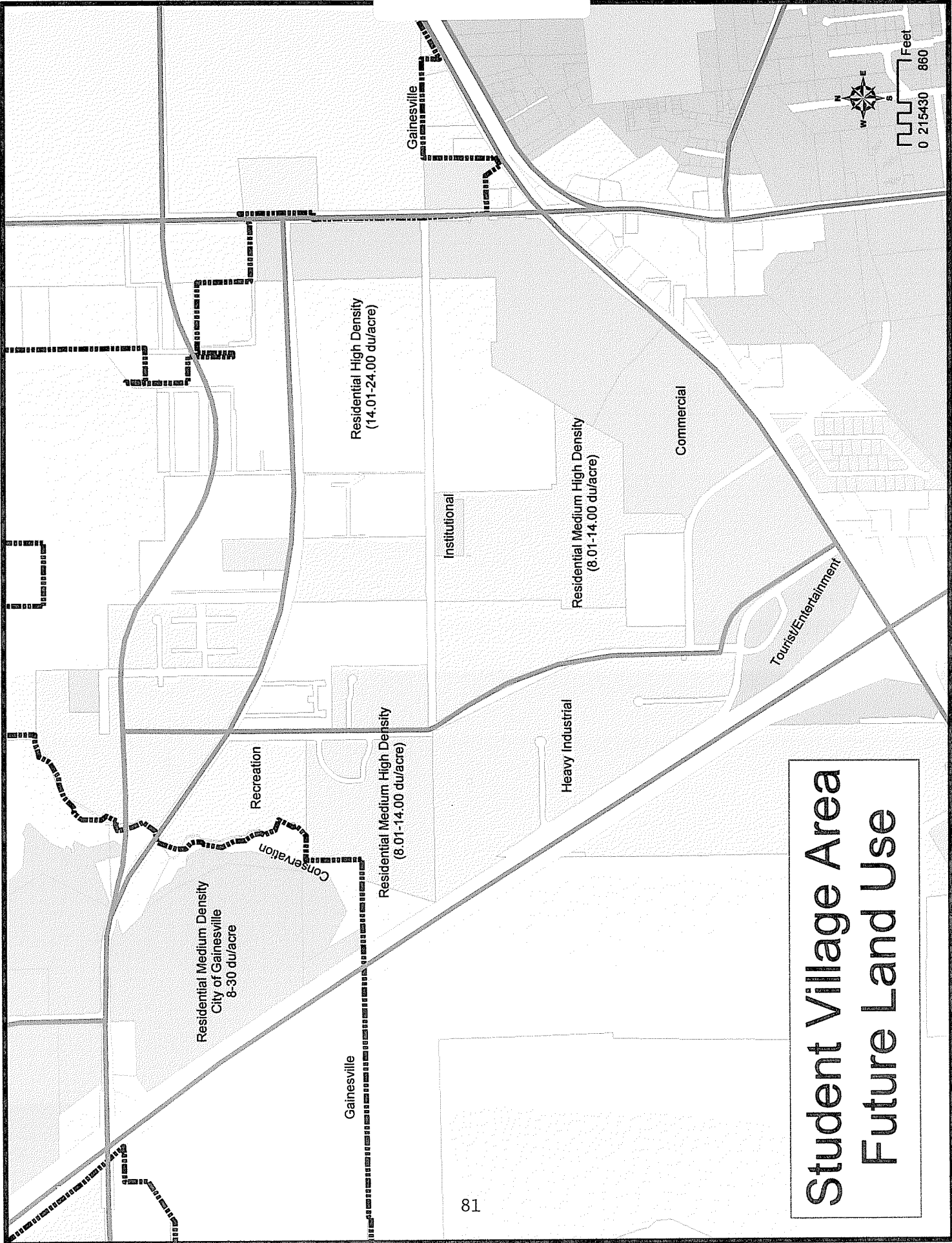
## EXHIBIT 19

### SW 20TH AVENUE / STUDENT VILLAGE AREA EXISTING ROADWAY LEVEL OF SERVICE- 2003

ROADWAY [FACILITY NUMBER]	LEVEL OF SERVICE
SW 20TH AVENUE SW 62nd Boulevard to SW 34th Street [A-16]	D
SW 34TH STREET Archer Road to W. University Avenue [S-24]	D
ARCHER ROAD Interstate 75 to SW 34th Street [S-10]	C
ARCHER ROAD SW 34th Street to SW 16th Avenue [S-55]	F

me:\p\los\los05\sw20exh.wk4





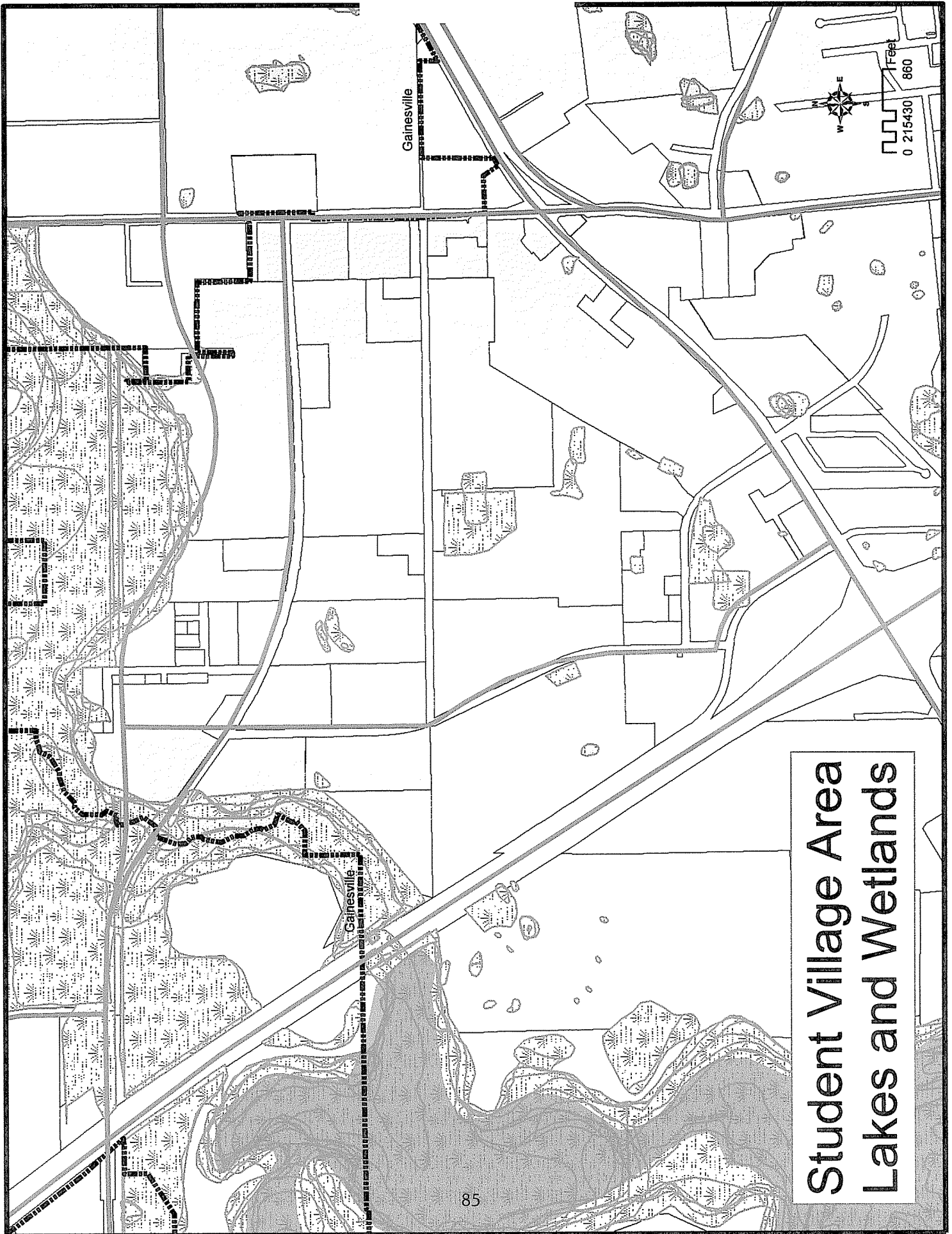
Student Village Area  
Future Land Use

















# Student Village Area Lakes and Wetlands



Figure 11-1F

UNIVERSITY OF FLORIDA CAMPUS  
RECOMMENDED ROADWAY  
IMPROVEMENTS

LEGEND

-  Pedestrian Enhancement Zone
-  Potential New Corridor
-  Potential Corridor Reconfiguration
-  Potential New "Auto Free" Corridor
-  Potential Roundabout
-  Intersection Improvement



UNIVERSITY OF  
**FLORIDA**

Gainesville, Florida  
April 25, 2001

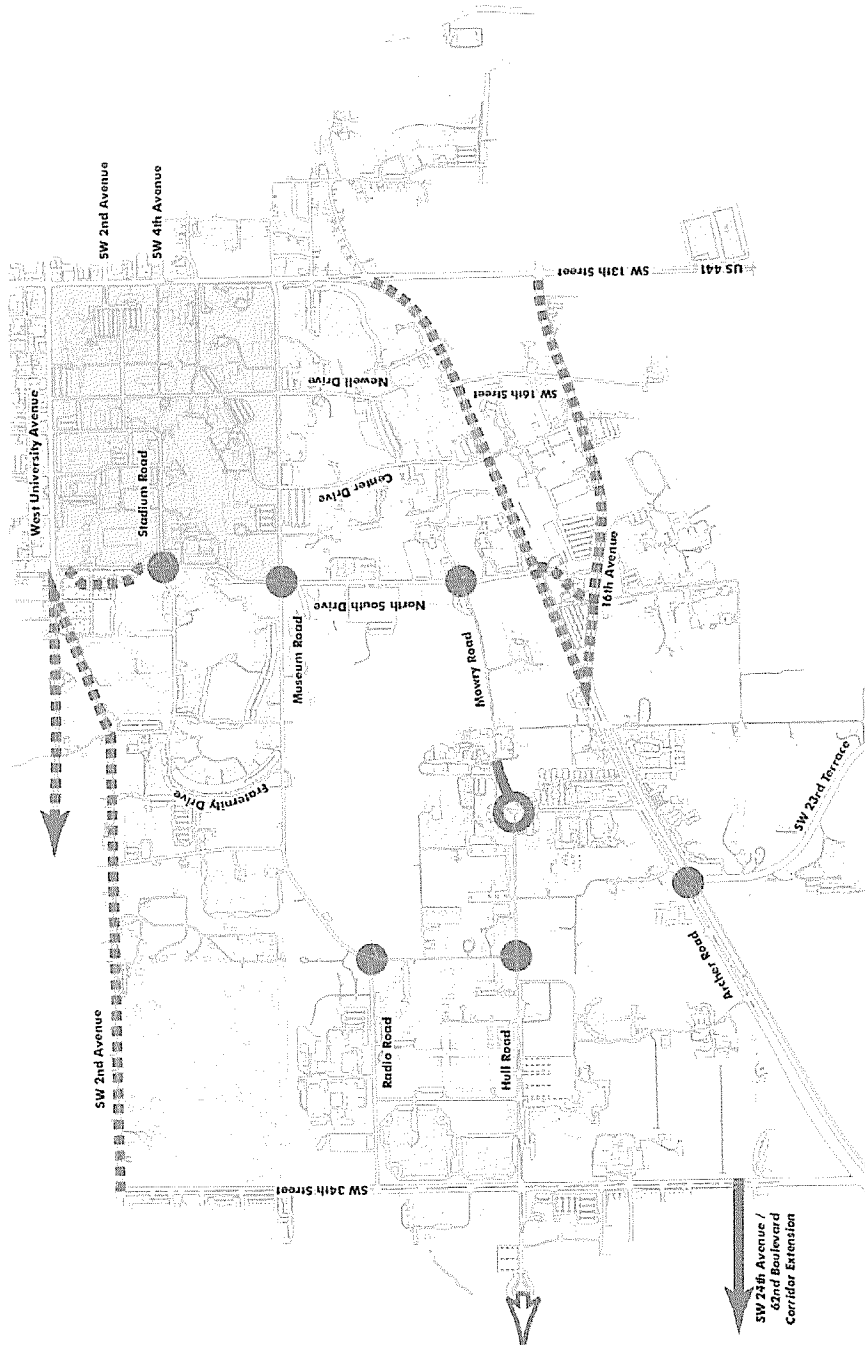




Figure 11-2F

UNIVERSITY OF FLORIDA CAMPUS  
CONCEPTUAL TRANSIT  
CIRCULATION\*

LEGEND

Pedestrian Enhancement Zone

South / Shands Circulator

East Circulator

North Circulator

West Circulator

Gator Circulator

Core Circulator

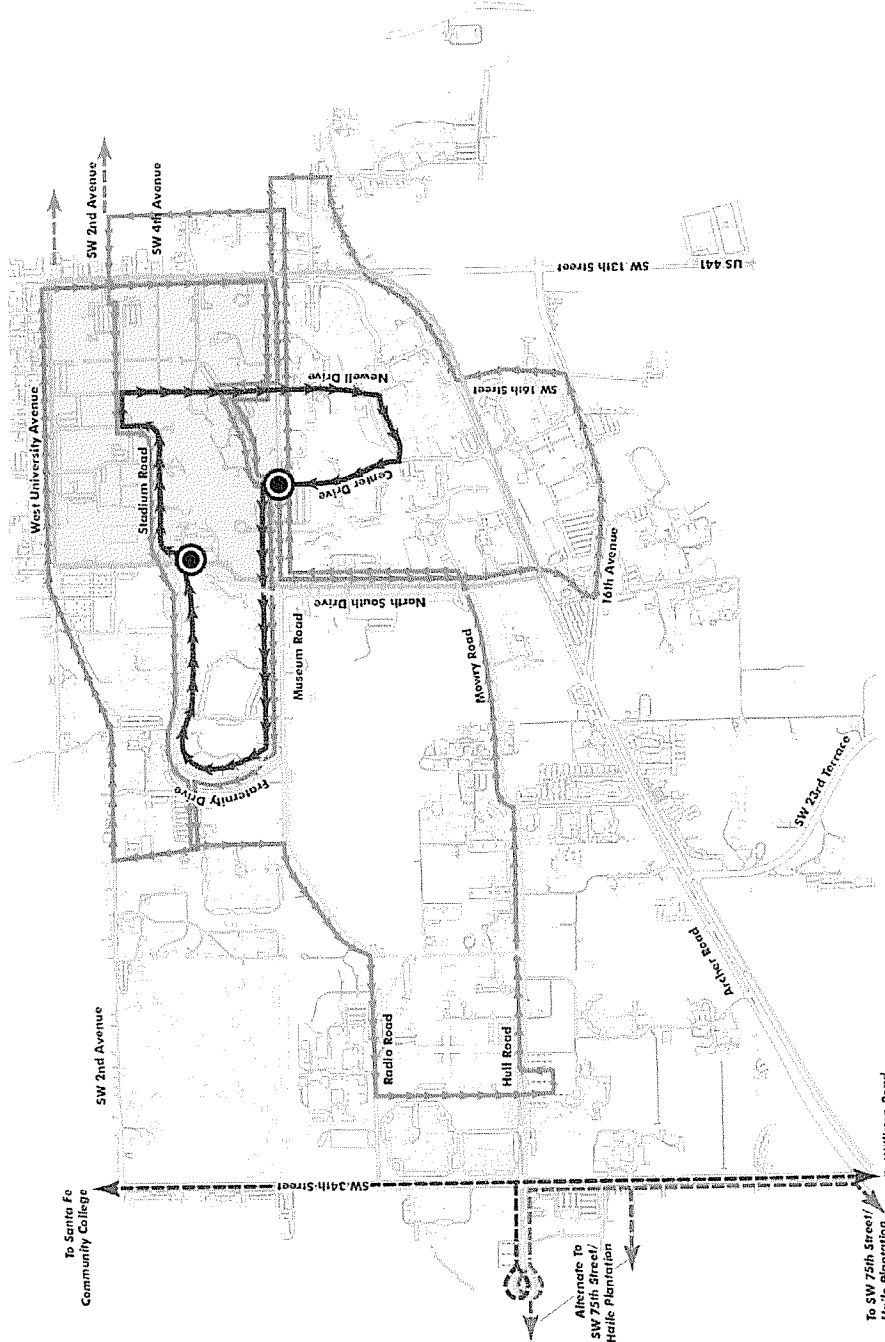
Super Stops

Potential New or  
Restructured City Routes



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FLORIDA

Gainesville, Florida  
April 25, 2001



\* This conceptual transit circulation plan may be revised based on the outcome of an RTS operations study.



