060591

CITY OF GAINESVILLE

Public Works Department

Inter-Office Communication

Telephone 334-5070
Fax 334-2093
Box 58

DATE: October 5, 2006

TO: City Commission

VIA: Russ Blackburn
City Manager

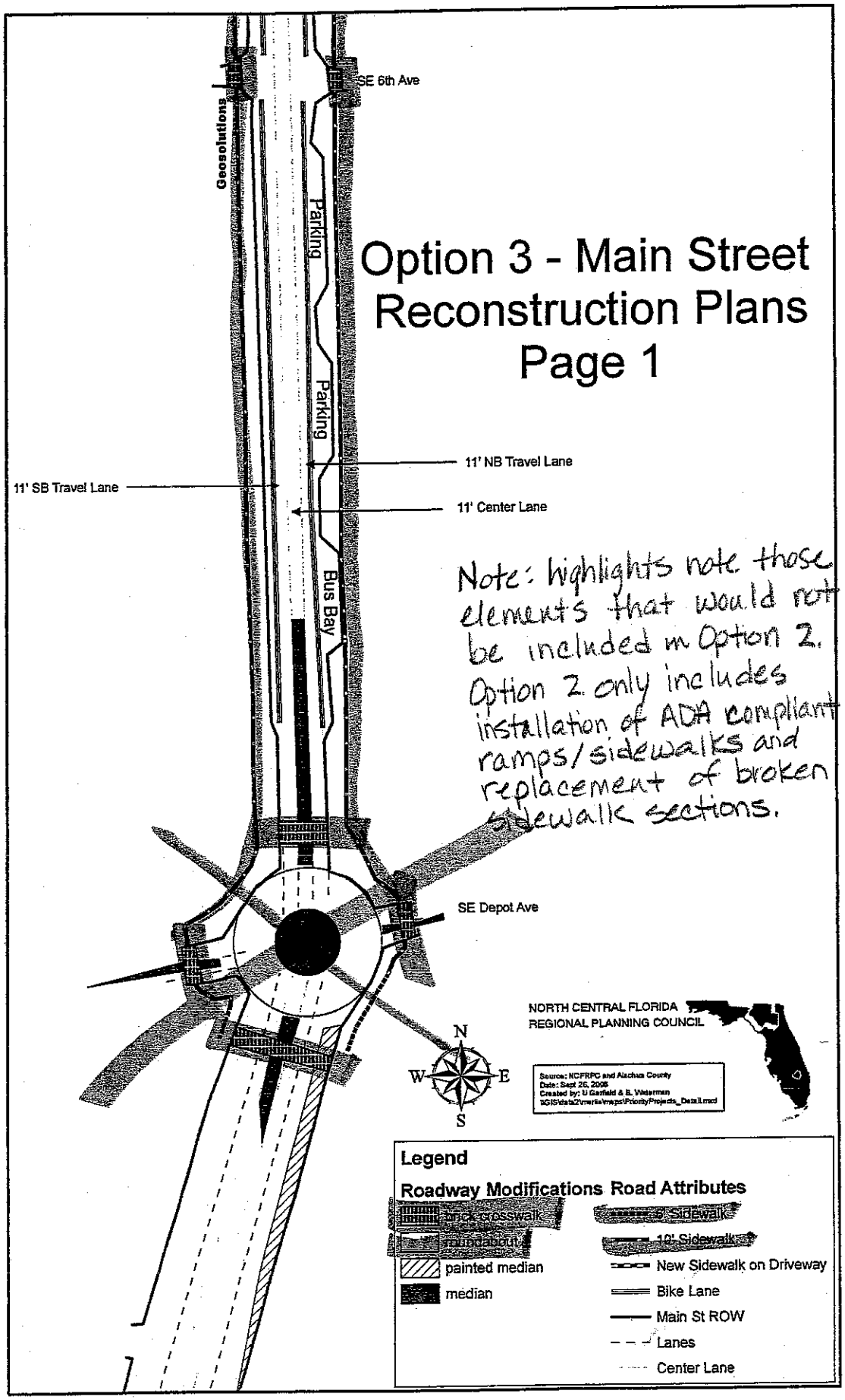
FROM: Teresa Scott, P.E.
Director of Public Works

SUBJECT: Main Street Project

In response to the Metropolitan Transportation Planning Organization's direction, the Main Street project discussion will be held on Monday, October 9 at 7:30 p.m. In advance of that meeting, we are adding an item for this subject on the afternoon meeting to allow the City Commission an opportunity to discuss the matter more fully.

Attached is a copy of the agenda item and background information for your consideration. If additional information is needed please call me at x5801.

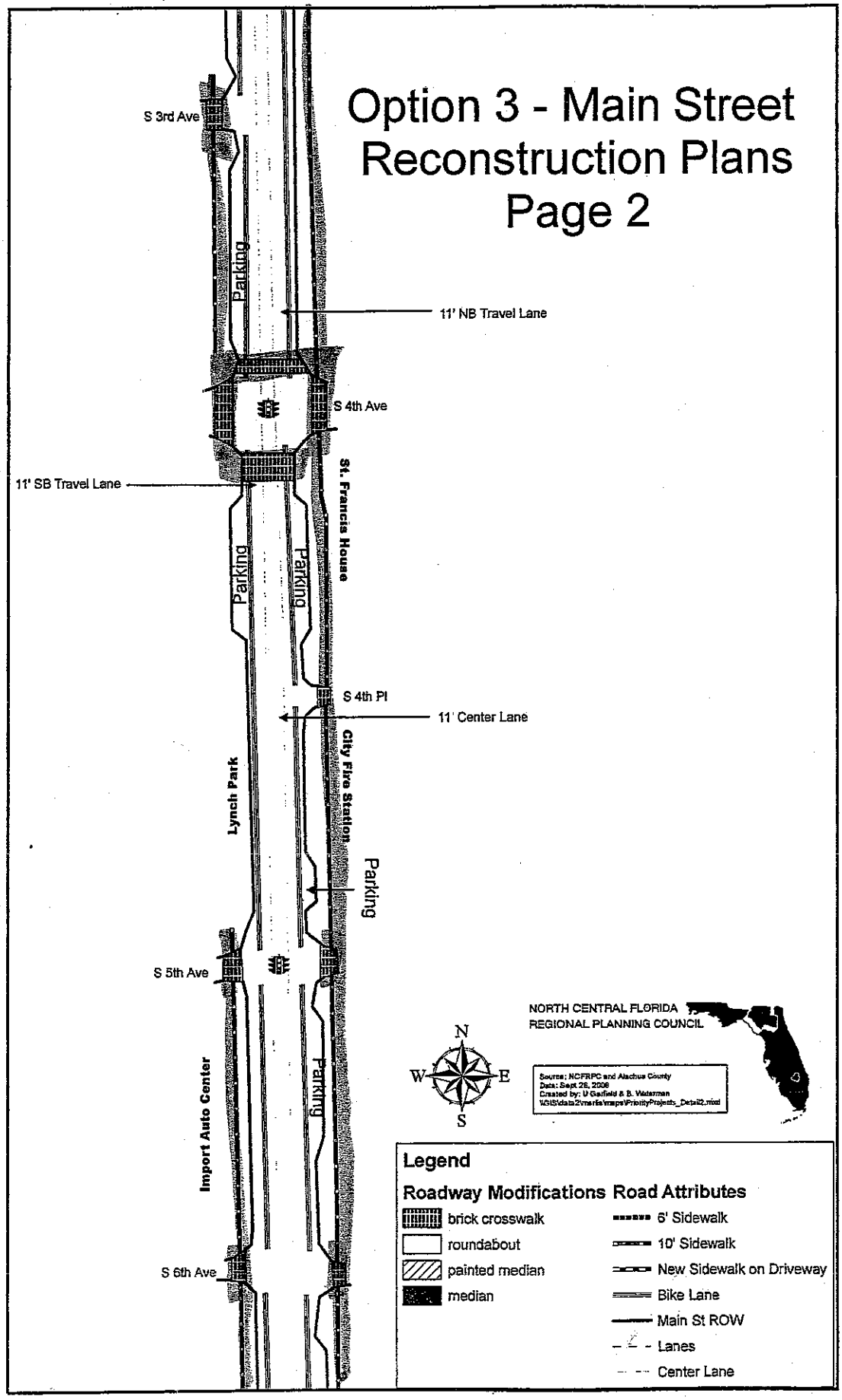
Attachments



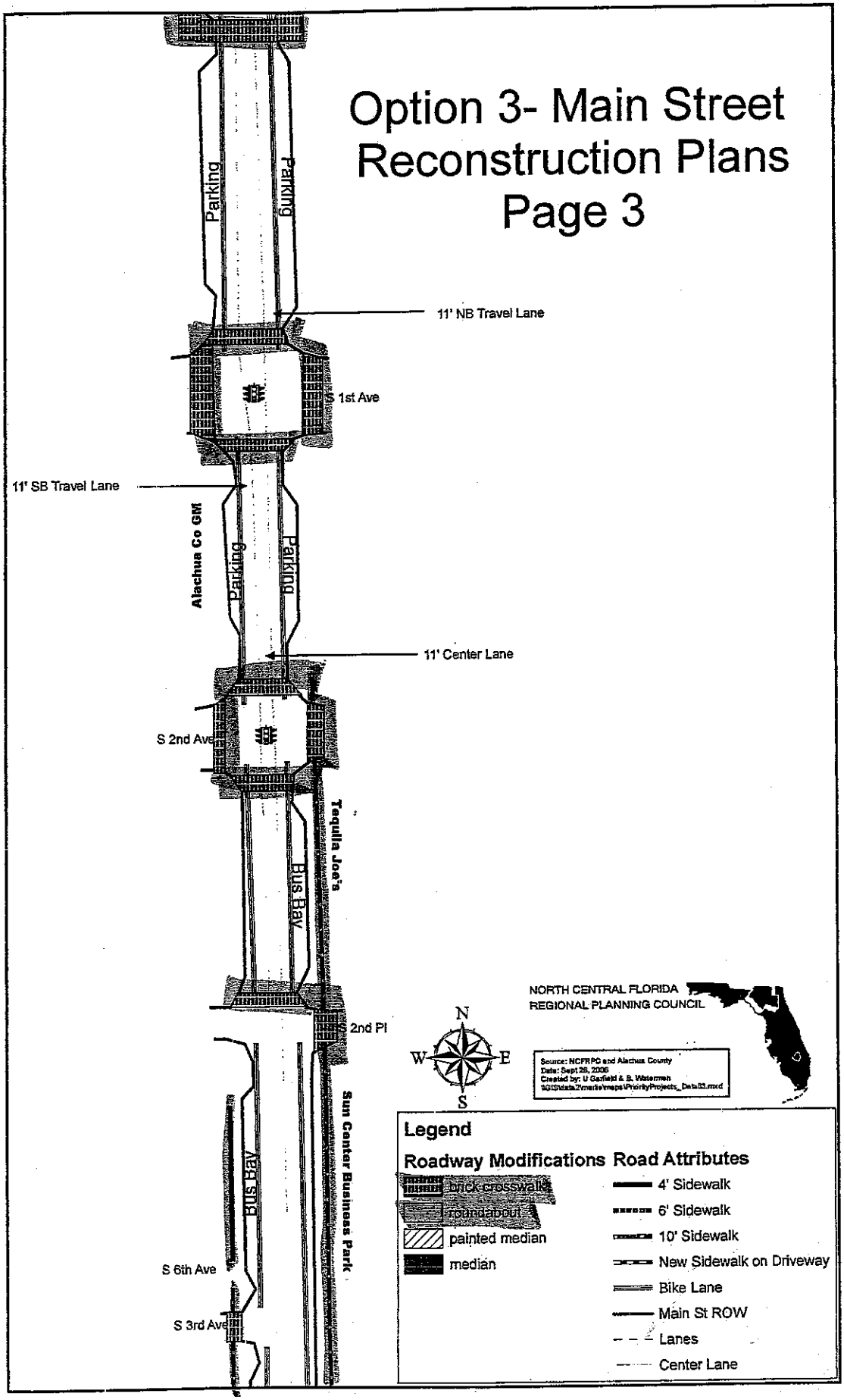
Option 3 - Main Street Reconstruction Plans Page 1

Note: highlights note those elements that would not be included in Option 2. Option 2 only includes installation of ADA compliant ramps/sidewalks and replacement of broken sidewalk sections.

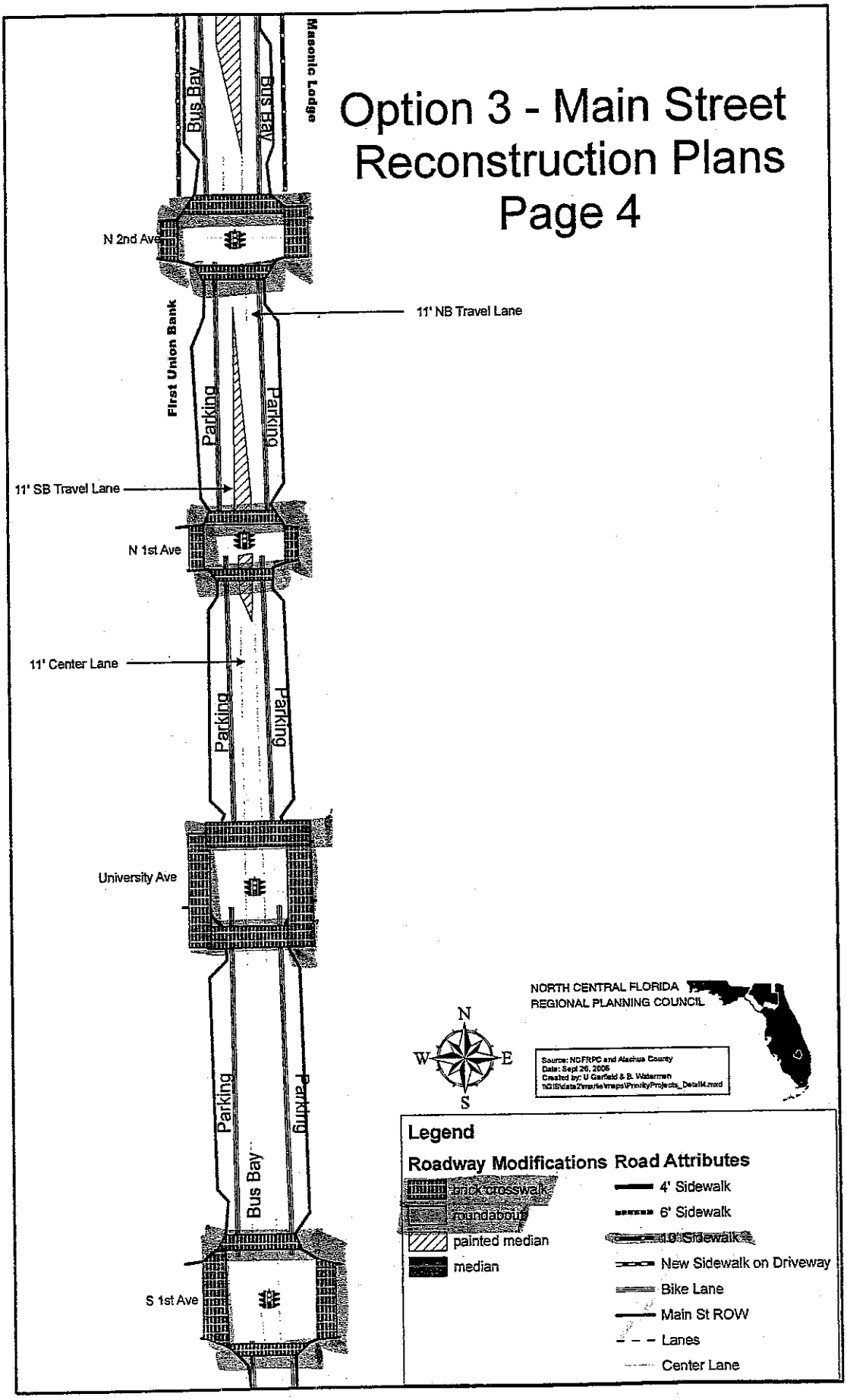
Option 3 - Main Street Reconstruction Plans Page 2



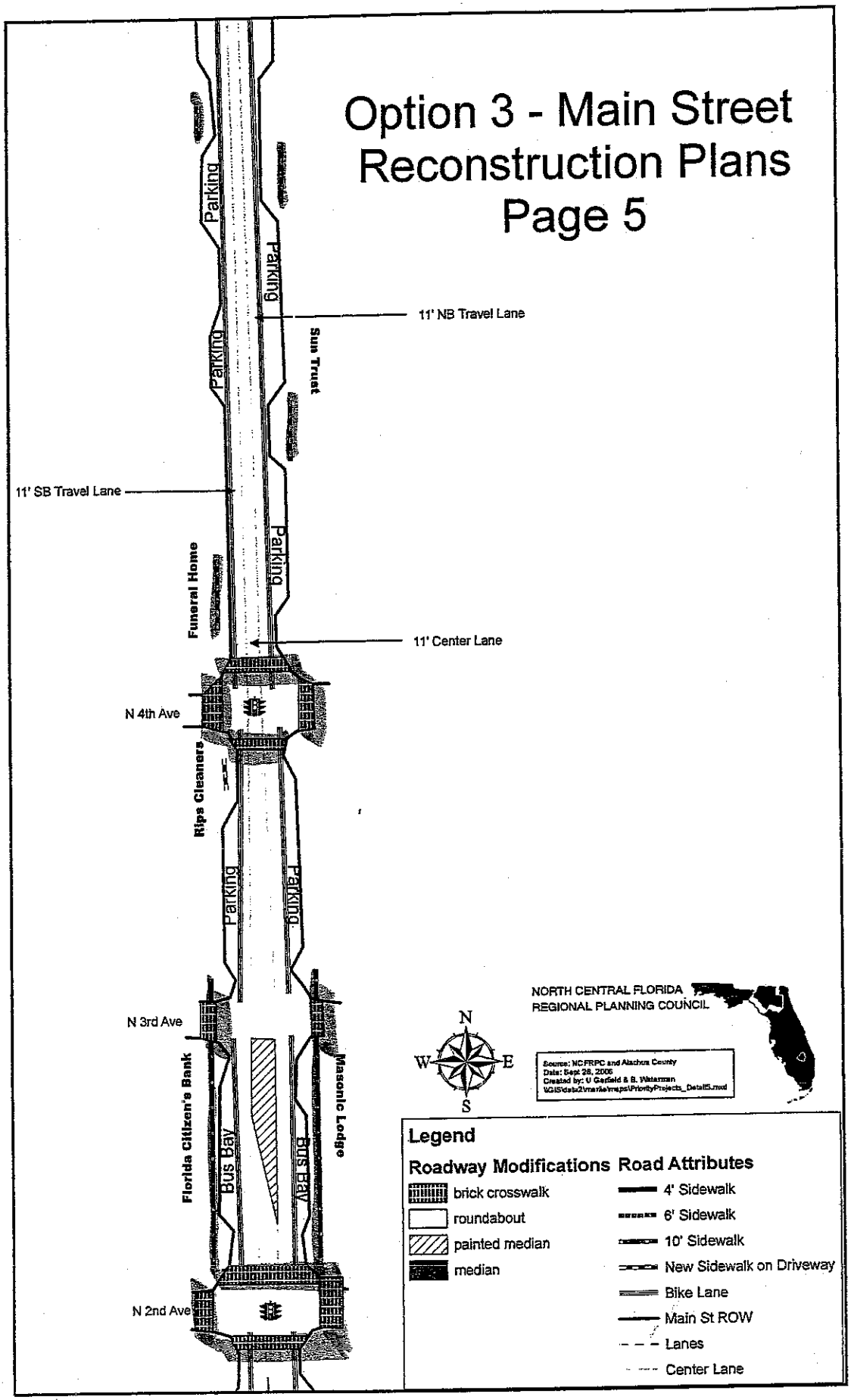
Option 3- Main Street Reconstruction Plans Page 3

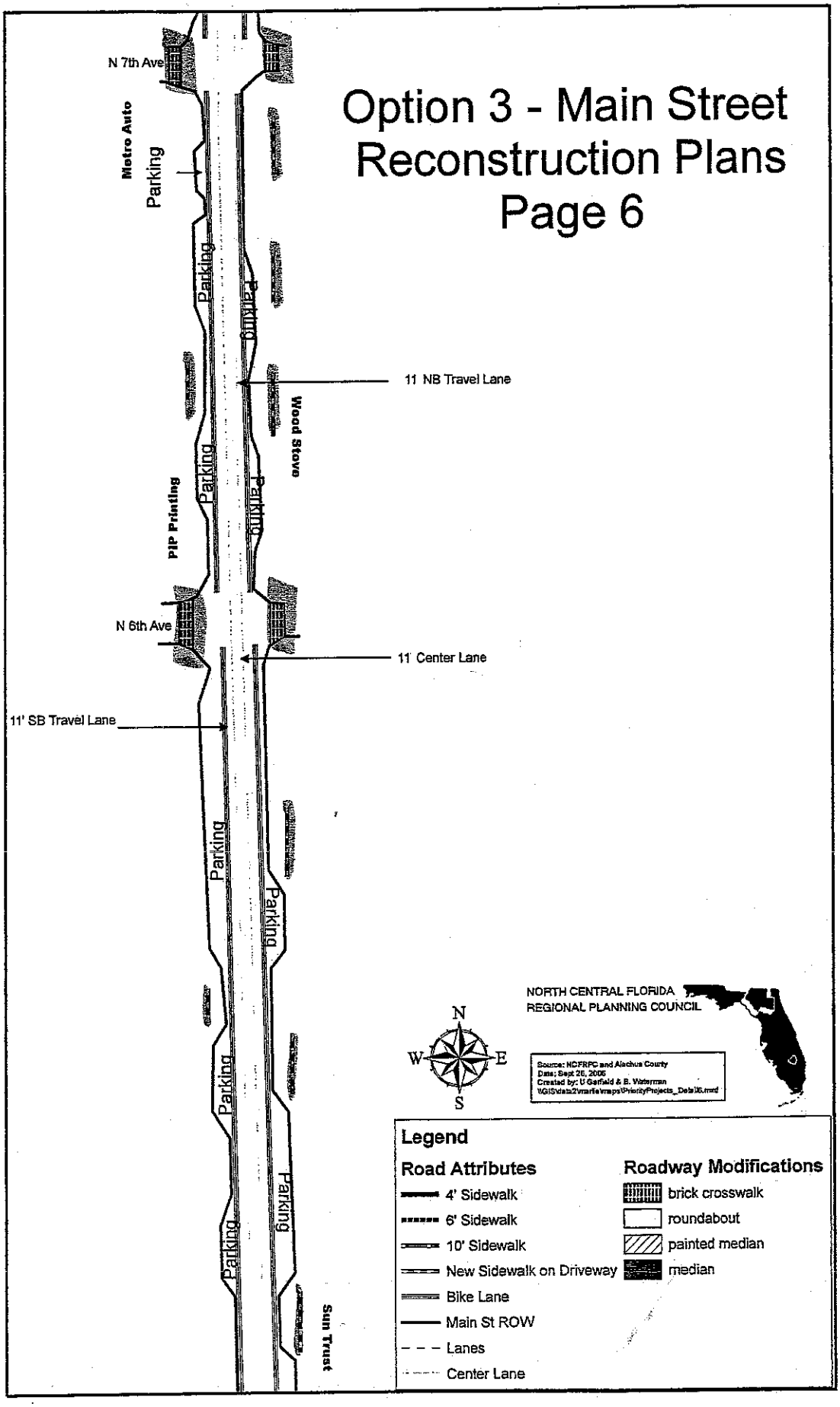


Option 3 - Main Street Reconstruction Plans Page 4



Option 3 - Main Street Reconstruction Plans Page 5




Option 3 - Main Street Reconstruction Plans Page 6
N 7th Ave
Metro Auto
Parking
Parking
Parking
Parking
11' NB Travel Lane
Wood Stove
PIP Printing
Parking
Parking
N 6th Ave
11' Center Lane
11' SB Travel Lane
Parking
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NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL
Source: NCFRPC and Alachua County
Date: Sept 26, 2006
Created by: U Garfield & B. Waterman
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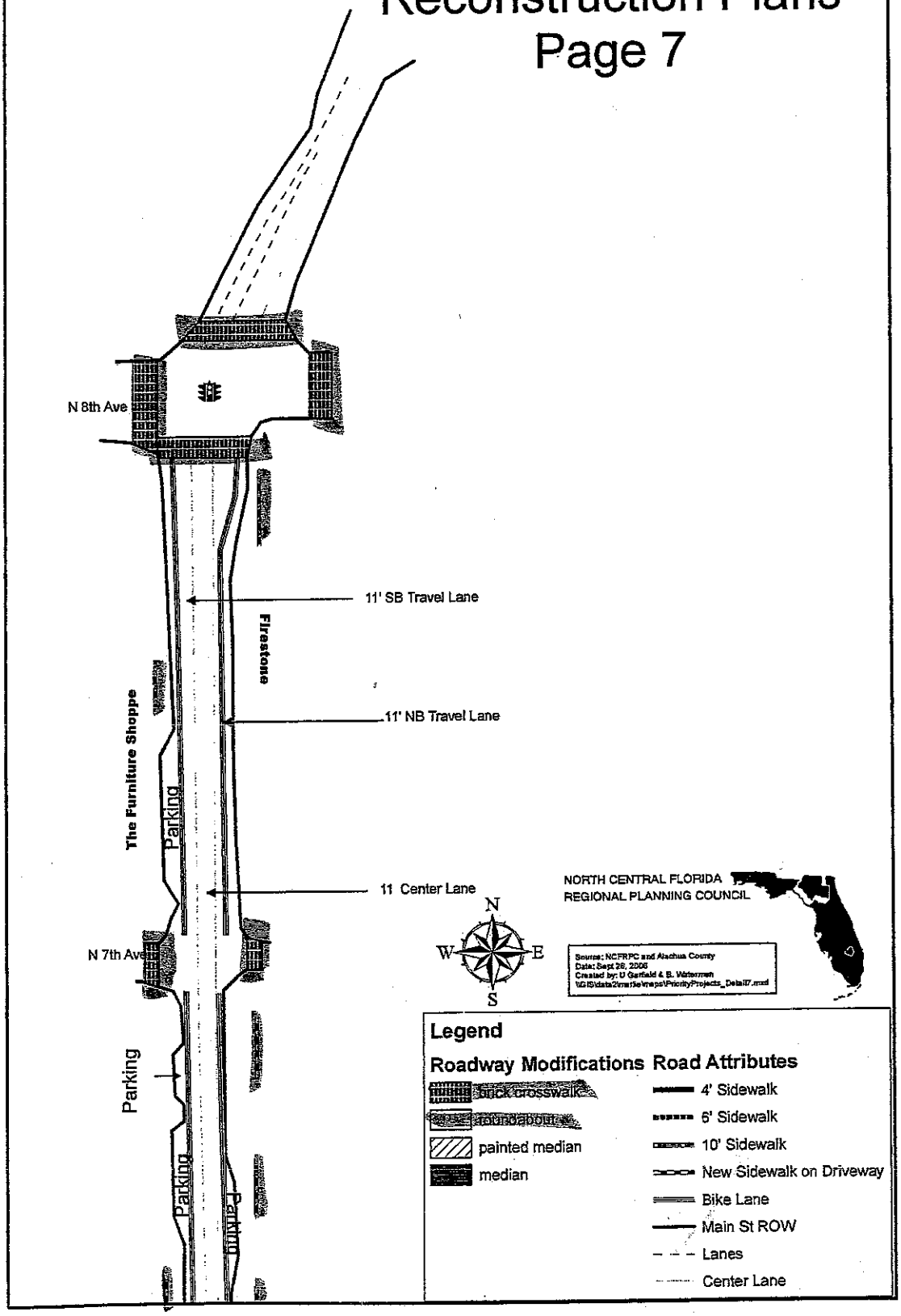
Legend
Road Attributes
4' Sidewalk
6' Sidewalk
10' Sidewalk
New Sidewalk on Driveway
Bike Lane
Main St ROW
Lanes
Center Lane
Roadway Modifications
brick crosswalk
roundabout
painted median
median

Option 3 - Main Street Reconstruction Plans Page 7



Dixon, Linda B.

From: Dixon, Linda B.
Sent: Friday, June 22, 2001 4:23 PM
To: NCFRPC - Marlie Sanderson (E-mail)
Cc: Scott, Teresa A ; Saunders, Thomas D.; NCFRPC - Gerry Dedenbach (E-mail); Kanely, Brian D.
Subject: Main St. Meetings

This may be a bit late - I've been intending to do this for awhile - but I'm sending it anyway in hopes it will still be of use.

In April, I saw that you had compiled a list of Main St. meetings that were on record and were to be posted on a listserve. There were additional City-sponsored meetings that particularly sought input from downtown interests. I would like you to have those dates and actions for your record. If your posting is updated, placed on the MTPO website, or otherwise referenced in the future, please include these additional meeting dates. I think it is important to document the *very extensive* public involvement that we all sought prior to the final decision being made. I still fear that this project will gain new criticism when it gets closer to construction and FDOT begins its public hearings. Thanks.

January 24, 2000 - At a regular City Commission meeting, a referral was made requesting the Community Redevelopment Agency to consider the possible two-laning (with on-street parking lanes) of Main Street.

January 31, 2000 - Discussed at Community Redevelopment Agency meeting and referred to its Downtown Redevelopment Advisory Board.

February 3, 2000 - Downtown Redevelopment Advisory Board (DRAB) voted to "request that the CRA recommend to the City Commission that Main Street, from S. 4 Ave. to N. 4 Ave. be three lanes (two lanes plus a turning lane)."

February 21, 2000 - Community Redevelopment Agency approved the recommendation from the Feb. 3 DRAB meeting.

March 13, 2000 - City of Gainesville/Public Works staff presented the Main Street lane reduction proposal to the Gainesville Downtown Owners and Tenants Association (GDOT). GDOT voted to "recommend that the City study the proposal regarding the 3-laning of Main Street between Depot Ave. and N. 8 Avenue, and try to make it work with adjustments and also to improve existing roadways to make them better alternative routes to Main Street". (Kinnon Thomas, GDOT Chair at the time)

Linda B. Dixon, AICP
Transportation Planning Analyst
City of Gainesville - Public Works Dept., MS 58
P. O. Box 490
Gainesville, FL 32606

phone: 352/334-5074

North Central Florida Regional Planning Council

2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

April 10, 2001

TO: Commissioner John Barrow, Chair
Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Main Street/University Avenue Two-Laning Timeline

BACKGROUND

Enclosed please find the timeline information you requested concerning the two-laning of University Avenue and Main Street. Working with City staff, we have tried to identify all of the workshops, public meetings and public hearings where these projects were discussed or acted upon by either the Gainesville City Commission or the MTPO.

As soon as you have reviewed the requested information, we will post it on the Townsquare listserve.

xc: Wayne Bowers
Teresa Scott
Tom Saunders

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EXHIBIT 1

MAIN STREET/UNIVERSITY AVENUE TWO-LANING TIMELINE

DATE	MEETING	EVENT
1997		
April 21	City Commission	hired consultant for University Avenue Corridor, University Heights and College Park Special Area Plans (SAPs).
1998		
July 13	City Commission	approved Professional Service Agreement with Dover, Kohl and Partners, Inc. for Designing Proposed Changes to the West University Avenue Corridors between W 6th Street and W 13th Streets.
October 3	City Commission	received first presentation by Mr. Victor Dover, Dover, Kohl & Partners, Inc. Principal, on University Avenue, College Park and University Heights SAPs.
October 3 - October 8	City Charrette	a weeklong University Avenue Design Charrette involving the City's consultant, City planning staff and several interested citizens
October 26	City Commission	received University Avenue Design Charrette report presentation.
December 10	MTPO	discussed the Main Street Reconstruction Project, which included discussion of the City of Gainesville's Position Paper regarding the accommodation of onstreet parking, as well as other transportation design for livable community (TDLC) strategies, on Main Street and approved a motion to: *"adopt and approve the City of Gainesville position paper concerning the Main Street reconstruction project."*
December 16	City CRA	endorsed Community Redevelopment Agency (CRA) Manager's recommendation to coordinate the City's various redevelopment plans, which included Main Street/ University Avenue projects.
1999		
January 20	City Commission	received second presentation by Mr. Dover on College Park/University Heights and University Avenue SAPs.
August 17	MTPO	discussed the West University Avenue Corridor Traffic Study and received a presentation on the study by Mr. Dover and Mr. Walter Kulash, Glatting, Jackson, et al Principal. During discussion of the study, the MTPO approved a motion to: *"refer the West University Avenue preferred alternative to the Bicycle/ Pedestrian Advisory Board (B/PAB), Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), Florida Department of Transportation (FDOT) District 2 and Ms. Melanie Carr, FDOT Management Systems Coordinator, for review and comment, including developing a recommendation concerning whether the boundaries of the project should go farther east and west and for a review of the Year 2020 transportation model assumptions."*

EXHIBIT 1 (Continued)

MAIN STREET/UNIVERSITY AVENUE TWO-LANING TIMELINE

DATE	MEETING	EVENT
1999 (Continued)		
October 4	MTPO	discussed downtown parking and approved a motion to: *"have the MTPO Chair send a letter to FDOT regarding the restriping of East University Avenue for parallel parking on both sides of the road between East 1st Street and Waldo Road."*
November 9	MTPO	discussed onstreet parking on East University Avenue and approved a motion to: *"have FDOT present various on-street parking alternatives along East University Avenue at a future MTPO meeting."*
December 9	MTPO	discussed the Main Street Reconstruction Project and approved a motion to: *"request that City and MTPO staffs research the maintenance of brick pedestrian crossings and look into the City swapping maintenance of roads with FDOT."*
December 16	MTPO	conducted a public workshop on the Main Street Reconstruction Project that was publicly noticed by a display advertisement in the Gainesville Sun and meeting notice flyers that were hand-delivered to all businesses along Main Street.
2000		
January 20	MTPO	discussed the Main Street Reconstruction Project, which included discussion on the City of Gainesville's request for Main Street to be reconfigured as a two-lane divided facility to accommodate onstreet parking and other transportation design for livable communities (IDLC) strategies in the City Commission and MTPO-approved Main Street Position Paper. During this discussion: 1. FDOT staff noted that selection of a two-lane option would delay the project so that FDOT could conduct two-lane scenario traffic analysis; 2. Gainesville City staff stated it supported the two-lane option; and 3. the MTPO approved a motion to: *"defer this agenda item to the February 3rd MTPO meeting."*
February 3	MTPO	Although a quorum was not present, several MTPO members discussed the Main Street Reconstruction Project and received comments from Gainesville City staff, FDOT staff and several other citizens. FDOT staff noted that the City's Comprehensive Plan and the MTPO's Year 2020 Long Range Transportation Plan will need to be amended if they decide to pursue to the Main Street two-lane option. FDOT staff said that the MTPO may want to hold a public hearing to discuss this issue. MTPO staff said that it will schedule and advertise a public hearing concerning the Main Street Reconstruction Project.

EXHIBIT 1 (Continued)

MAIN STREET/UNIVERSITY AVENUE TWO-LANING TIMELINE

DATE	MEETING	EVENT
2000 (Continued)		
March 9	MTPO	discussed the University Avenue/Main Street Traffic Analysis Contract with Renaissance Planning Group and approved a motion: *"to approve:* *1 option one of the University Avenue/Main Street Corridor Traffic Analysis;* *2 the University Avenue/Main Street Traffic Corridor Analysis Contract Agreement; and* *3. the Unified Planning Work Program amendment."*
March 20	MTPO	discussed the East University Avenue Onstreet Parking Options and approved a motion to: *"defer discussion of this agenda item until additional information is available from the University Avenue traffic analysis."*
		conducted a public hearing on the Year 2020 Long Range Transportation Plan to consider reducing Main Street to a two-lane facility, and approved a motion to: *"defer action on the proposed Main Street long range transportation plan amendment until addition technical information is available from the Main Street traffic analysis and to request additional information at the next public hearing, including visual aids showing design details, whether there should be parallel or angle parking, future traffic counts on surrounding roadways, whether bus bays should be included in the project, and whether there should be instreet bikelanes adjacent to the onstreet parking or whether bicyclists should be encouraged to divert to adjacent side streets."*
May 11	MTPO	discussed the University Avenue/Main Street corridor traffic analysis and approved a motion to: *"recommend that the:* *1 sixth alternative to be tested have two lanes on West University Avenue from W 34th Street to North-South Drive and two lanes on Main Street from Depot Avenue to N 16th Avenue;* *2. sixth alternative identify strategies to enhance efficient transportation flow on alternative corridors on regional roadways in response to the results from the UM Alternative- University Avenue from W 34th Street to Waldo Road/Main Street from Depot Avenue to N 16th Avenue; and* *3 consultant provide the percent changes in roadway traffic as a result of the sixth alternative test and qualitative changes on the regional roadway network which affect quality of life issues compared to the other alternatives."*

EXHIBIT 1 (Continued)

MAIN STREET/UNIVERSITY AVENUE TWO-LANING TIMELINE

DATE	AGENCY	EVENT
2000 (Continued)		
June 8	MTPO	discussed the draft Fiscal Years 2001-2005 Transportation Improvement Program, which included Main Street configured as a two-lane facility, and approved a motion to: *"approve the draft Fiscal Years 2001-2005 Transportation Improvement Program."*
		discussed the Year 2020 Long Range Transportation Plan, which included Main Street configured as a four-lane facility, and approved the following motions to: 1. *"A. reconstruct Main Street, from Depot Avenue to N 8th Avenue, and University Avenue, from W 13th Street to Waldo Road, as two-lane divided facilities; and* *B. include parallel parking, bus bays and instreet bikelanes in the Main Street project design;"* and 2. *"amend the MTPO's adopted long range transportation plan to include the Main Street Reconstruction Project, as a two-lane facility, from Depot Avenue north to N. 8th Avenue, as the new project priority number three."*
September 14	MTPO	conducted a public hearing on the draft Year 2020 Long Range Transportation Needs Plan, which included Main Street and University Avenue configured as two-lane facilities.
October 12	MTPO	discussed the draft Year 2020 Land Use Alternative and Needs Plan, which included Main Street and University Avenue configured as two-lane facilities and approved a motion to: "adopt the hybrid land use alternative and name the hybrid land use alternative the Livable Communities Reinvestment Plan."
December 14	MTPO	conducted a public hearing on the draft Year 2020 Cost Feasible Plan, which included Main Street and University Avenue configured as two-lane facilities, and approved a motion to: *"adopt the MTPO staff/Consultant recommendation for the Year 2020 Livable Communities Reinvestment Cost Feasible Plan"* This action resulted in the Main Street two-laning being identified as an existing plus committed (E+C) project and the University Avenue two-laning being identified as priority #7 in the Cost Feasible Plan.
		received a presentation on the FDOT Tentative Work Program for Fiscal Years 2001/02 - 2005/06. FDOT's presentation included the construction phase of the Main Street Reconstruction Project as a two-lane facility in Fiscal Year 2002/03.

EXHIBIT 1 (Continued)

MAIN STREET/UNIVERSITY AVENUE TWO-LANING TIMELINE

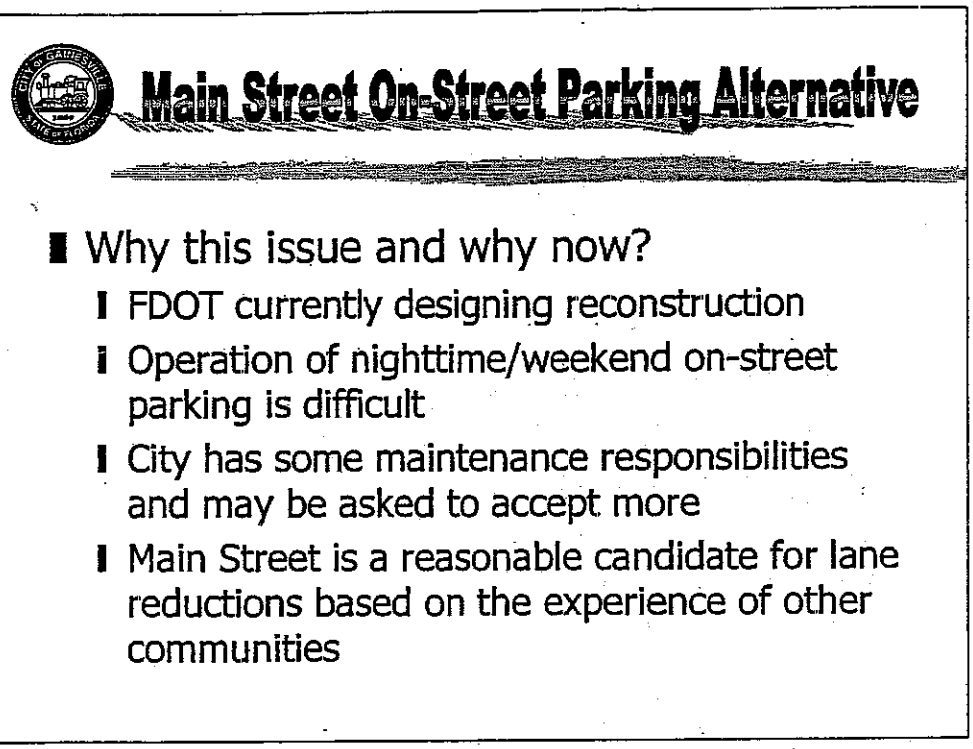
DATE	MEETING	EVENT
		2001
January 18	MTPO	discussed the Main Street jurisdictional change recommendation by its Technical Advisory Committee (TAC) Working Group: *"That Alachua County execute an agreement with FDOT to accept ownership of Main Street from State Road 331 north to University Avenue. There will be a concurrent interlocal agreement executed between the City of Gainesville and Alachua County confirming that the City will maintain Main Street from Depot Avenue north to University Avenue."* and approved a motion to: *"refer the Technical Advisory Committee (TAC) Working Group recommendation to the Alachua County and Gainesville City Commissions for approval and to make the necessary arrangements for this transfer to occur."*
February 15	MTPO	discussed the Main Street Reconstruction Project and approved a motion to: *"1. approve the Main Street design plans as presented by FDOT with the understanding that:* *A. FDOT and the City of Gainesville will further research signalization alternatives, such as mastarms and post-mounted signals, throughout the Main Street reconstruction project corridor; and* *B. landscape details will be determined once design details are finalized;* *2 request that Alachua County staff conduct a traffic design analysis of Main Street between N 8th Avenue and N 16th Avenue that includes participation from affected businesses and neighborhoods; and* *3. request that FDOT investigate the use of brick-hued, non-textured bicycle lanes throughout the project."*

Main Street On-Street Parking Alternative

MTPO Presentation

Monday, March 20, 2000

City of Gainesville



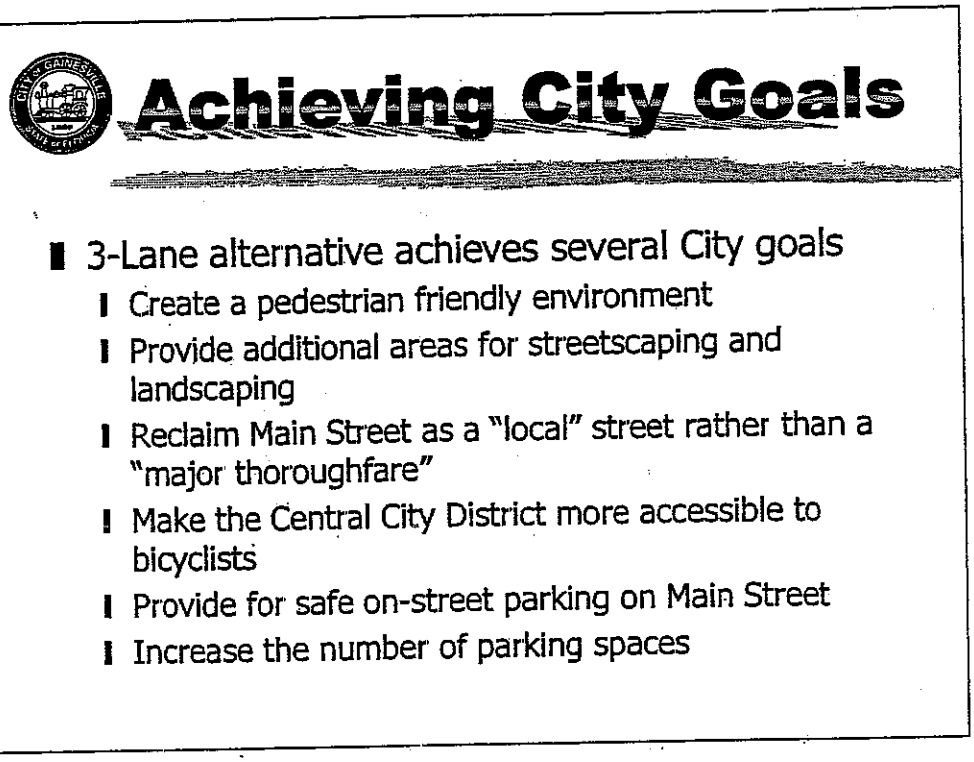
- **Community Redevel. Agency** asked Public Works to find a new way to implement the night/weekend parking without cones.
- **Weekday Underutilization** - people don't want to be first parked there, cones not much protection

- **Main Street is a reasonable candidate** for reducing lanes based on the experience of other communities have begun to set some parameters for determining candidate roadways and designs.

Ideal candidates carry **12-18,000** ADT, but **19-25,000** ADT can still be candidates. Upper comfort range for arterials appears to be **20-25,000** ADT, but some have gone as high as **30,000**.

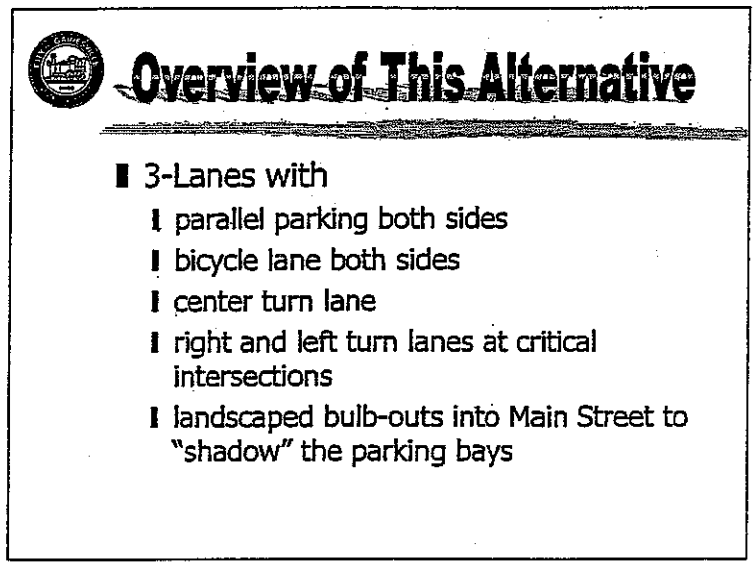
Main Street is at 20,000-22,000 ADT

(Source: Dan Burden and Peter Lagerwey. Road Diets, March 1999).



OTHER/GENERAL BENEFITS OF FEWER LANES (From Literature Review)

- **Speeds decrease**
- On multi-lane roads, high speed drivers set the prevailing speed as other motorists seek to match speeds. When slower, more uniform speeds are achieved, actual speed limit may be lowered.
- **Conflicts decrease**
- **Crash frequency and severity decrease**
- **Adjacent property values increase**
- **Pedestrian** and **transit** users can find gaps and **cross a 3-lane** more easily
- Multi-lane roads can create situations where cars in adjacent lanes screen views
- Bike lanes and/or parking created by the extra travel lanes **increases the separation of pedestrians and traffic**
- Bike lanes and parking also **increase visibility and turn radii at intersections**
- **Entering/Exiting roadway** is made easier
- In all cases, **ADT was accommodated**. It stayed the same **or even *increased*** after the conversion.
- Many of the example communities above have reduced the number of lanes for the express purpose of providing bicycle lanes.



Current **FDOT proposal** is 5-lane w/ center turn lane

- **On-street parking only where currently exists** in northern section
- **Medians** North of Depot Ave, at SW 6 Ave, SW 3 Ave, NW 3 Ave
- Many **pedestrian -friendly features (bulb-outs, on-street parking for S 2nd Ave, crosswalk treatments,** Univ/Main intersection patterning, black mast arms and horizontal heads, **ped-scale streetlights,** reusing **granite curb** and **bricks,** etc.

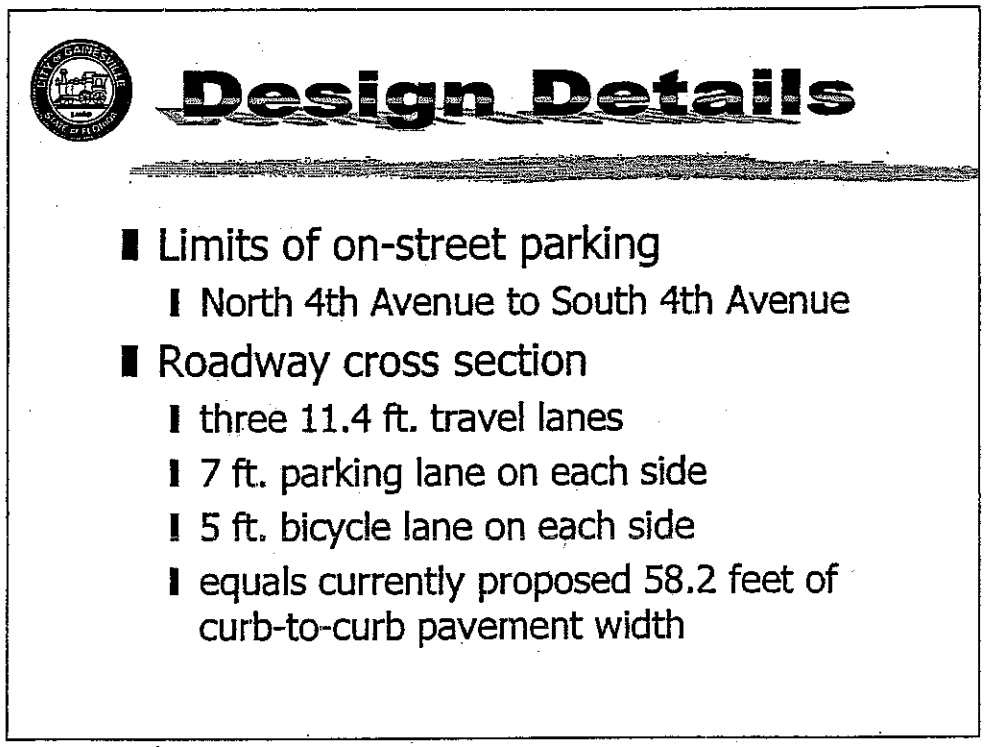
3-Lane Alternative

- **Maintains nearly all elements of the 5-lane proposal** including the existing proposed curb location
- **Eliminates medians at SW 3 Ave. and NW 3 Ave. for emergency vehicle access (Per Fire/Rescue request)**
- **Adds bike lanes**
- **Permits bulb-outs into Main St.** to shadow the parking and provide space for landscaping (**in lieu of the median landscaping**)

DESIGN CONSIDERATIONS

- Keep turn lanes at intersections
- Center turn lanes can **increase efficiency by 30%** and **cut crashes in half**

(Source: Dan Burden and Peter Lagerwey. Road Diets, March 1999).



This would not require significant redesign

- **The curb line does not change**
- **ROW needed will not be significantly affected (will be less!)**
- **Drainage details that would be affected have not yet been designed** by FDOT at this stage (location of inlets)
- **Proposed limits are S. 4 Ave. to N. 4 Ave.**

Parallel Parking Option: Provides 90-100 spaces

- Maintain right-turn lanes at key intersections
- Place bicycle lanes next to parking (like on S. Main, NE 9 St., Hawthorne Rd.)

Angled Parking Option: Provides approximately 90 spaces

Locate parking on west side (fewer driveway conflicts)

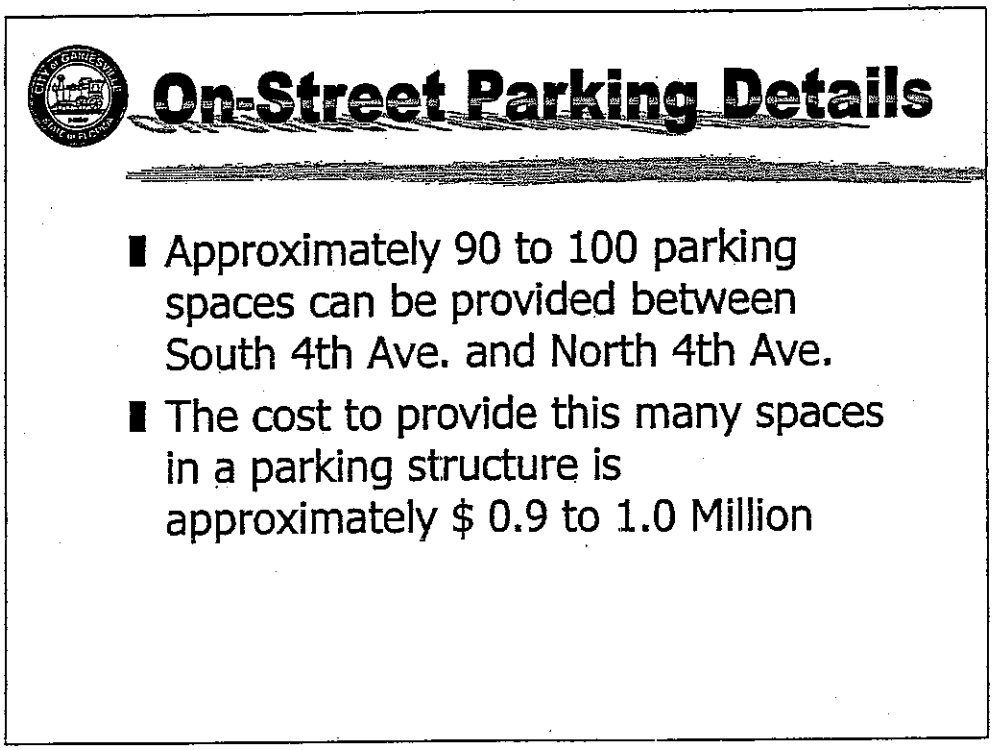
18 ft. parking bay

15 ft. southbound lane (accommodates backout maneuver)

12 ft. center lane

13 ft. northbound lane

- Eliminates bicycle lanes (could adjust dimensions for two 15 ft. travel lanes to operate as wide curb lanes for bicycles)
- Eliminates Main St. bulb-outs on the non-parking east side



Parking transitions just south of S. 4th Ave. and just north of N. 4th Ave.

Each parking bay is **protected by bulb-outs**

Only two places where driveways limit parking

- West side between S. 3 Ave. and S. 4 Ave., but access to this private parking lot is proposed to be closed in the FDOT 5-lane design (access to parking via S. 3 and S. 4 Ave. retained)

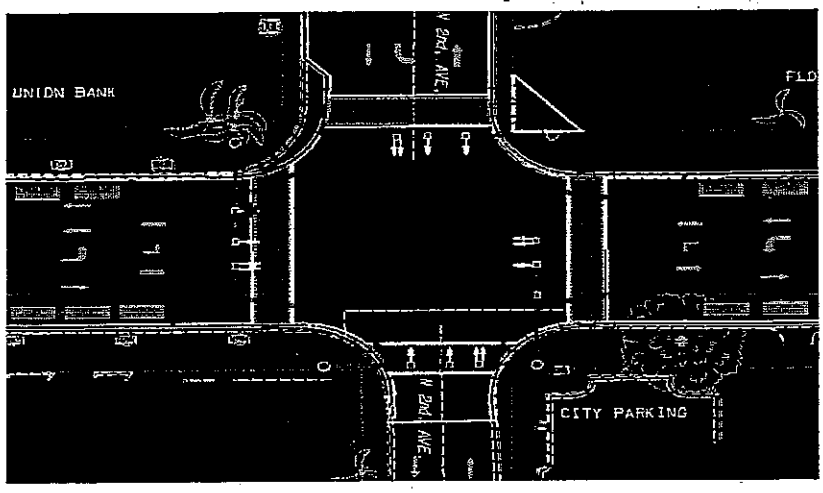
- East side between S. 2 Place and S. 4 Ave. with driveways to Milan Funeral Home, Sun Center and Chesapeake Bagel Co.

Parking design details would be worked out in the next phase of FDOT design.

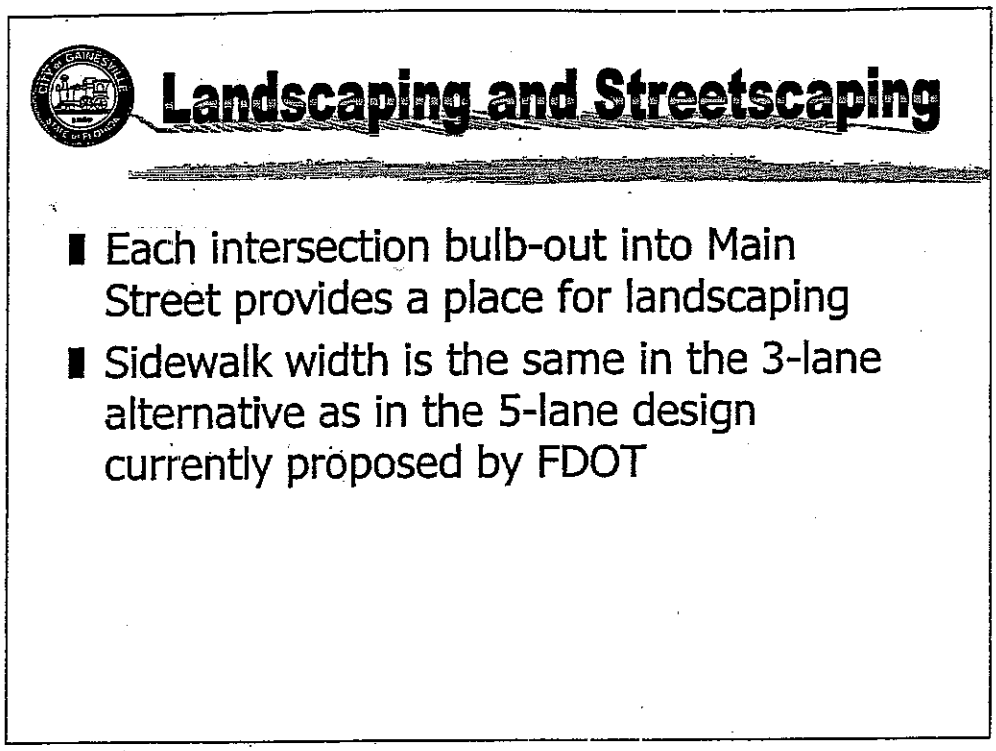
Eliminates the need for the existing advanced warning signs and confusion with the existing evening/weekend on-street parking for Main Street.

Design Sample

North 2nd Avenue - Proposed



Conceptual



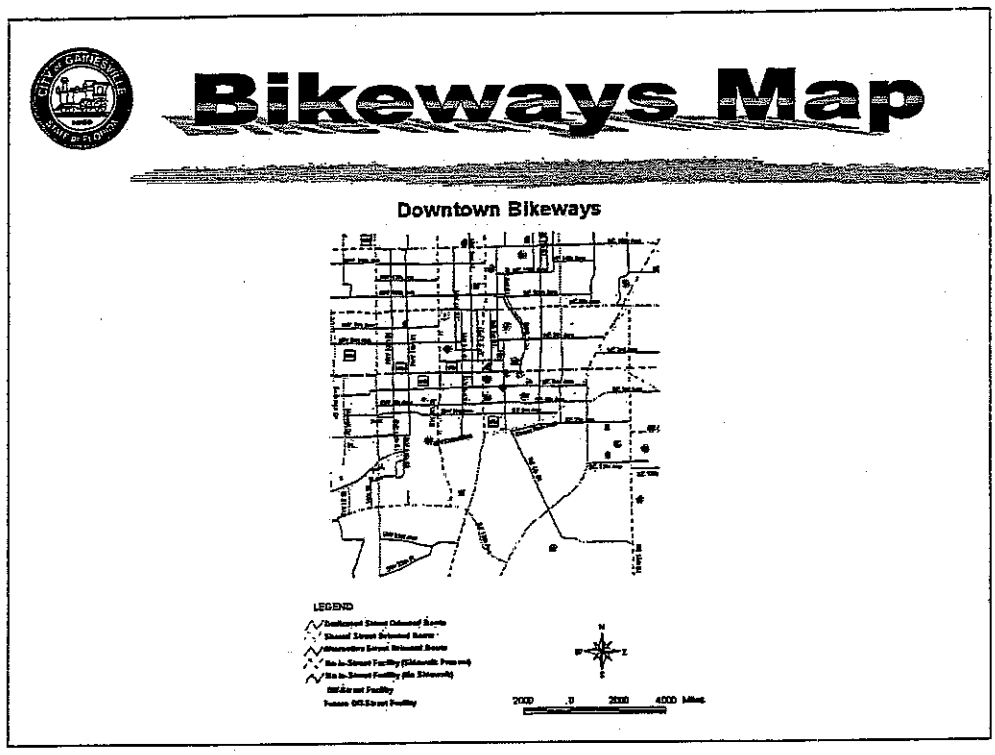
Landscaping in the bulb-outs **similar to SE 1 Ave. and 1st Street** bulb-out landscaping

The 3-lane alternative has the **same amount of landscaping as the 5-lane design**

- **Moved from the proposed medians at S. 3 Ave. and N. 3 Ave.** to the intersection bulb-outs.

Bicycle Lanes

- Bicycle lanes would be provided from S. 4 Ave. to N. 4 Ave.
  - increases bicycle access to downtown
  - links to existing bicycle facilities and residential streets, particularly at S. 2 Ave.
  - decreases bicycle v. pedestrian conflicts on sidewalks



Bikeways in the downtown area including

- SW 2 Ave.
- Rail-Trails
- Local, residential street connections
- Not very good north-south access into the heart of downtown
- (Note: the dots on this map refer to points of interest on the official Gainesville Bikeway System Map)

Main Street Capacity

- Roadway and Intersection Level of Service Analysis was performed for the proposed 3-lane cross section.
  - The roadway and intersections can accommodate the traffic in a 3-lane configuration with traffic operations adjustments and a moderate decrease in traffic volumes.
    - Traffic volumes can be decreased through rerouted trips, increased bus and/or bicycle trips, and modified work schedules to avoid the peak hour.

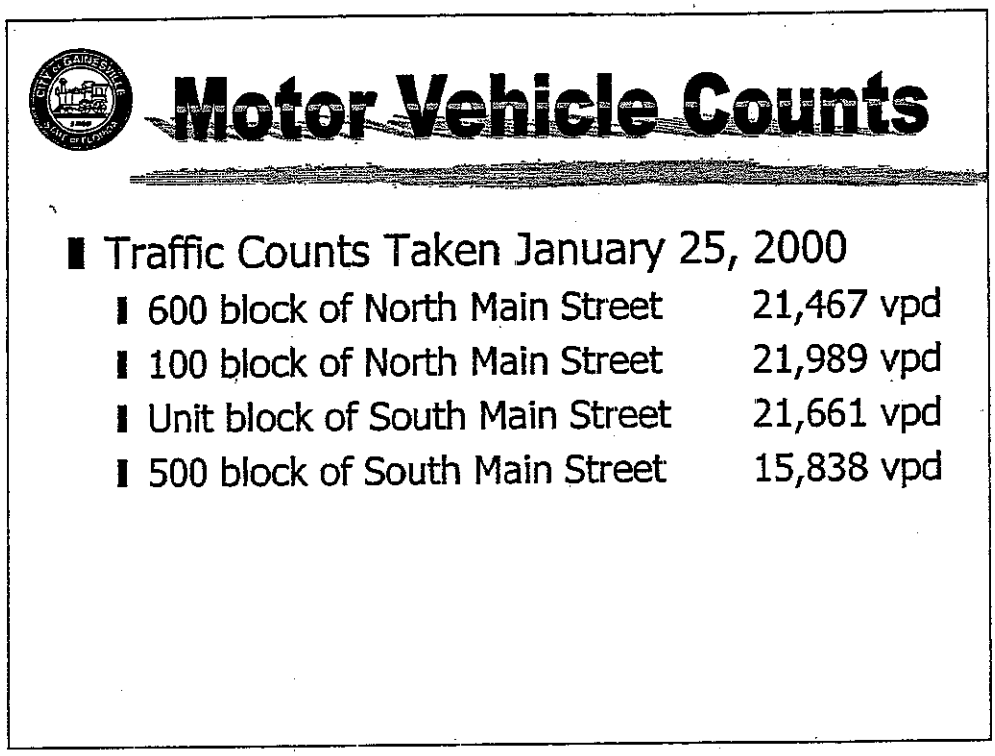
2-day Experiment - Tue and Wed.

Validated the analysis we had done.

- The **timing, duration** and **severity** of congestion was as our analysis had predicted
- Observed about **4 minute travel time** through the corridor

Probably a worst-case scenario

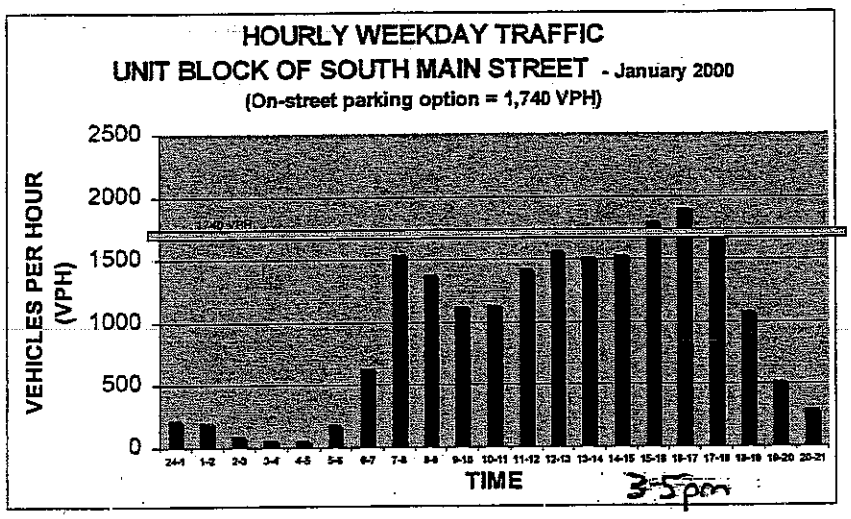
- People didn't have time to adjust their **driving habits** (time, routes, or mode)
- Couldn't properly adjust **signal timing**
- People **blocked intersections** expecting to get through (relearning)
- People didn't take full advantage of the **ability to park** (didn't understand the test)
- Efforts such as the City's proposal to provide **employee bus passes** can help decrease traffic without decreasing trips.
- Potential impacts of **flex-time** scheduling (start and stop times of employers)
- Future changes to **jobs-housing balance** in the downtown (**Customer base living downtown**) from Union St. Station, Commerce building, other residential projects.
- Possible incorporation of **signal removal** in the redesign (S. 5 Ave., S. 1 Ave., N. 1 Ave.)



Took 2-day count - **Jan. 25, 2000** was highest

Well **w/in parameters** found in other communities w/ successful lane reductions.

Main Street Traffic



1740 VPH was used in the Dover/Kohl study of W. University as the carrying capacity for a **two-lane** road with the **directional flow** and **peak hour factor** exhibited on University Ave. **Trips above this line are those that need to be diverted in order to maintain an acceptable LOS E.**

Main Street Capacity

Duration of Congestion with 3-Lanes and Parking

DAILY TRAFFIC	DURATION OF CONGESTION
EXISTING TRAFFIC (22,088)	2 HOURS
10% *LESS* TRAFFIC (19,879)	0 HOURS
2 % *LESS* TRAFFIC (21,646)	1 HOUR
8% *MORE* TRAFFIC (23,855)	4 HOURS
10% *MORE* TRAFFIC (24,297)	6 HOURS *

* Note: 2 hours were at capacity and 4 hours were over capacity.

Analysis was performed **using Dover/Kohl's methodology** for W. University Ave.

The **2 Hours of existing congestion** are depicted in the previous graph.

Used the highest single day count and location (South Main, Unit Block)

Results of Base Analysis:

- 3-lane design would be over capacity for **2 hours**
- Over capacity from **3-5 pm**
- This **assumes NO DIVERSION to other routes, NO CHANGE in travel time, and NO CHANGE of mode**
- Not unlike other major arterials in Gainesville in the peak hour

Results of Analysis with Decrease in Traffic:

- Less 2% traffic = Over capacity for 1 hour
- Less 10% traffic = No Hours over capacity

Results of Analysis with Increase in Traffic:

- Increase 10% traffic = Over capacity for 6 hours
- Increase 8% traffic = Over capacity for 4 hours

Intersection Capacity

	Existing Traffic & Lanes	Modified Lanes & 5% Less Traffic	Modified Lanes & 20% Less Traffic	Modified Lanes & 5% Less Traffic
	3,306 vph	3,141 vph	2,644 vph	2,586 vph
	4:45 - 5:45 p.m.	4:45 - 5:45 p.m.	4:45 - 5:45 p.m.	5:30 - 6:30 p.m.
Eastbound University Ave.	D	E	D	E
Westbound University Ave.	D	D	D	D
Northbound Main St.	D	F	D	D
Southbound Main St.	D	F	D	D
Intersection Total	D	F	D	D

Intersection was analyzed w/ Highway Capacity Software(latest version) using 1998 counts (same as in the LOS handbook)

Determined Peak Hour is 4:45-5:45 p.m. (replicated in 2000 counts)

Currently, intersection operates at LOS D. (with 4% trucks)

VPH above is for all traffic (Main and Univ.) in the intersection

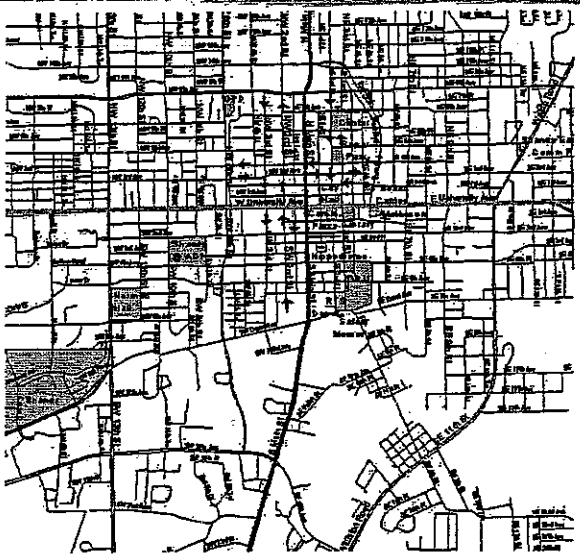
W/ 3-lane option and current traffic

- Intersection will operate at LOS F in the Peak Hour, even with a 5% decrease in peak hour traffic (also assumes 3% trucks)
- Intersection will operate at LOS D in the "shoulder" of the peak from 5:30-6:30 p.m. with a 5% decrease in traffic (also assumes 3% trucks)
- Existing traffic from 5:30-6:30 is approximately 2,750 vph
- **The LOS F condition will last about 45-60 minutes**

The 3-lane option requires a 20% decrease in peak hour traffic to operate at current LOS D from 4:45-5:45 (also assumes 3% trucks)

- 143 fewer eastbound cars
- 133 fewer westbound cars
- **202 fewer northbound cars (3.5 fewer cars/minute OR 7 few cars/ signal cycle)**
- 184 fewer southbound cars

Alternate Route Map



Dense street network and other major north-south routes create several **potential routes for trips to be diverted**.

W. 13 Street

W. 12 Street

W. 8 Street

W. 6 Street

E. 7 Street

E. 9 Street

Waldo/Williston Roads

Arrows denote one-way streets.

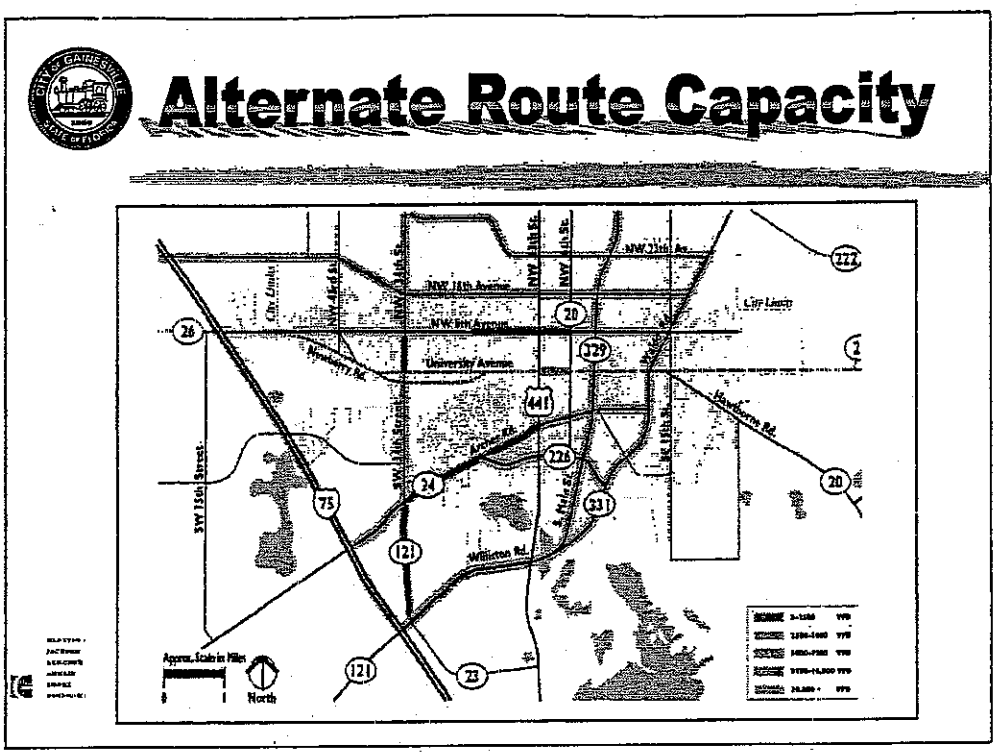
Alternate Route Capacity

STREET	COUNT YEAR	COUNTS (ADT)	CAPACITY * (ADT)	AVAILABLE CAPACITY (ADT)
NE/SE 3 Street				
N. Unit Block	1999	1,653	15,000	13,347
S. Unit Block	1999	5,707	15,000	9,293
S. 400 Block	1997	2,881	10,000	7,119
SE/NE 5 Street				
N. 600 Block	1999	6,135	10,000	3,864
S. Unit Block	1997	2,633	10,000	7,367
NW 2 Street				
N. 100 Block	1999	924	1,200	276
NW 3 Street				
N. 500 Block	1998	595	1,200	605
NW/SW 6 Street				
N. 600 Block	1998	17,000	28,000	11,000
N. 100 Block	1995	8,150	10,000	1,850
S. Unit Block	1995	5,878	10,000	4,122

* Note: Capacity based upon an assumption of 5,000 vpdpl on two-lane roadways; 7,500 vpdpl on three-lane roadways; and a maximum of 1,200 vpd on local residential streets.

Roadway capacity analysis indicates a need to shift **approximately 2,000 vpd**

Intersection capacity analysis indicates a need to shift approximately **600 vehicles in the peak hour.**



This map was prepared by Dover Kohl for the West Univ. Avenue study.

The indicated ranges represent the difference between **roadway capacity** and **predicted 2020 ADT**.

The **green routes have the most available capacity in 2020**.

Didn't evaluate W. 6th Street, but shows capacity on **I-75** and on **Williston/Waldo Roads** (along w/ **SW 16 Ave.**) for through north-south traffic.

Maintenance

- If constructed as a 3-lane with on-street parking, ownership on portions of the roadway will need to be renegotiated.

Discussions have been on-going regarding the ownership and maintenance issues

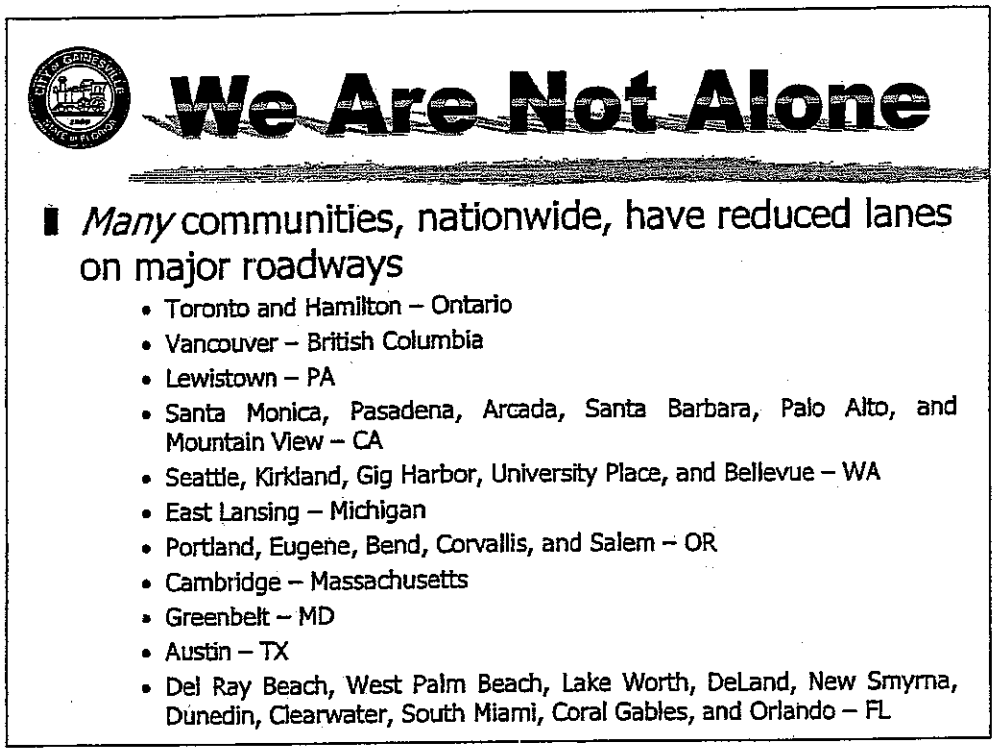
- Appeared that County would need to be a partner, but **FDOT has determined it CAN transfer an arterial directly to the City**
- County would not have to be involved
- **FDOT may be willing to retain ownership** of Main St. between University Ave. and N. 8 Ave. with the 3-lane configuration.

City already involved in Main St. Maintenance

- City **already maintains** signals, sidewalks, trees and some signage
- City will have to **assume responsibility of crosswalks** if the new design uses bricks or pavers
- City will be **involved in the lighting (ped scale lights) and drainage** (Depot Stormwater Park) issues in the redesign
- The **additional maintenance is negligible**.
- **Resurfacing won't be needed** for many years

Ownership/Maintenance issues not a "deal-breaker" for the agencies.

The intergovernmental negotiations to make these changes must occur quickly in order to avoid delaying FDOT in their design work!!!



- **Kirkland, WA** highest ADT w/ **30,000**)
- East Lansing – Michigan (**23,000** AADT arterial road)
- **Cambridge – Massachusetts** (Massachusetts Ave.:"the Main Drag in Cambridge". 4-lane to 3-lane w/ bike lanes, parking, and wider sidewalks. **21,000** ADT on a state numbered road.)
- **Greenbelt – MD** (4-lanes to 2 w/ bicycle lanes and median/ped refuge. Access to a major Metro Stop. **Opposition from Governor**. Now a truly multimodal corridor - bike, ped, commuter rail, car w/ landscaping amenities)
- Del Ray Beach, West Palm Beach, Lake Worth, DeLand, New Smyrna, Dunedin, Clearwater, South Miami, Coral Gables, and Orlando – FL
  - In **New Smyrna, FDOT kept maintenance** on both the "business" and by-pass routes
  - **Coral Gables went from 6 lane to 4 lane w/ medians** on the Miracle Mile
  - Orlando went from 3-lanes to 2-lanes w/ bike lanes and on-street parking along the paired Princeton and Smith Streets (in one-way pair design this is equivalent to going from 6 lanes to 4 lanes); and reduced lanes on Livingston Street (removing two travel lanes and a center turn lane to add parking and bicycle lanes).

- **All communities found the roadway accommodated the traffic. In 9 out of 17 communities (across the country) ADT went UP.**

Other Considerations

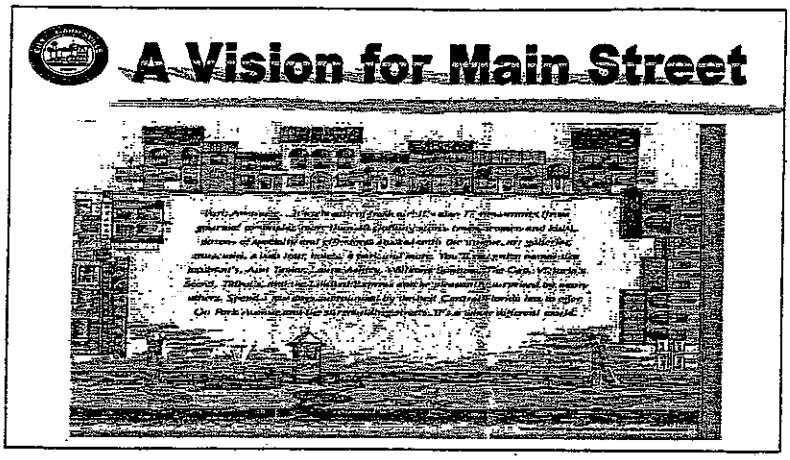
- Alachua County Courthouse Location
  - Location of on-street parking
  - Security issues
- Other downtown development/redevelopment
  - RTS Transfer Station
  - Depot Stormwater Park
  - North/south rail-trail extensions

Parking and security issues will need to be addressed during design of a new Court House located on S. Main St.

Many unknowns, but the more density, jobs/housing, etc. the better the function as a **"Park Once"** environment and supporting alternate modes.

This on-street proposal is consistent with the other development/redevelopment efforts downtown

- Public and Private (Union St. Station).



This is largely a **Policy Decision** - do we want to continue w/ the downtown as it is today or do we have a vision for something different.

IN SUMMARY

- The 3-lane with parking alternative **achieves Many City goals** with respect to Main Street and the downtown.
- **Additional parking and landscaping** will greatly improve the function and appearance of the downtown businesses.
- The **additional hours of traffic congestion will be no worse than on other major thoroughfares** in Gainesville.
- There are **alternative routes** with available capacity that traffic can be diverted to.
- Additional **transit, bicycling and flexible work hours** can address some of the congestion in an urban core area.

RECOMMENDATIONS

City Public Works Dept. has attended meetings of GDOT, DRAB, and CRA to present this 3-lane w/ parking concept. Overall, they are supportive of the proposal for permanent on-street parking.

- CAC and TAC voted for additional study (not totally inconsistent to have approved consultant study - will need to know details of impacts/needs on alternate routes.)
- BPAB and DRAB voted to support this concept
- GDOT voted to "study the proposal...regarding the 3-laning of Main St. between Depot Ave. and N. 8th Ave. and try to make it work with adjustments and also to improve existing roadways to make them better alternative routes to Main St."

TOWER RD. ANALOGY

- MTPO approved amending the LRTP for a 3-lane reconstruction rather than a 5-lane reconstruction
- The study came in recently and supported that MTPO action
- Tower Rd. had a visible strong advocate in SWAP. The primary project champion for Main St. is City Public Works staff.
- Feb meeting public comment primarily in support of the 3-lane concept.

2 committees in support, 2 committees wanting more study, 1 committee generally supportive and requesting further study. No one said "no". It is a policy decision. Data presented herein.