

# SOUTH MAIN STREET



**GAINESVILLE COMMUNITY REDEVELOPMENT BOARD: OCTOBER, 17 2016**



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# PROJECT SCOPE

- 3,200 LF Between Depot Avenue (Roundabout) & South 16<sup>th</sup> Avenue
- Within The CRA's College Park/University Heights Redevelopment Area
- Evaluate Existing & Known Future Conditions To Evaluate Possible Public Safety and Operational Improvements To The Corridor
- Engage Community Stakeholders To Ensure Participatory Process





# Existing South Main

FACING NORTH

GRU Electric Primary

Secondary Utilities

WEST

EAST

100' Right-Of-Way



# EXISTING CONDITIONS





# RECENT AREA DEVELOPMENTS : *Depot Park*





# RECENT AREA DEVELOPMENTS : *Cade Museum*





# RECENT AREA DEVELOPMENTS : *Roundabout*



# APPROACH

## LISTEN + LEARN

- Community Meetings
- Stakeholder Outreach
- Surveys
- Research
- Data Collection



## THINK

- Guiding Principles
- Workshops
- Site Tours
- Case Studies
- Charrettes



## INSPIRE + CREATE

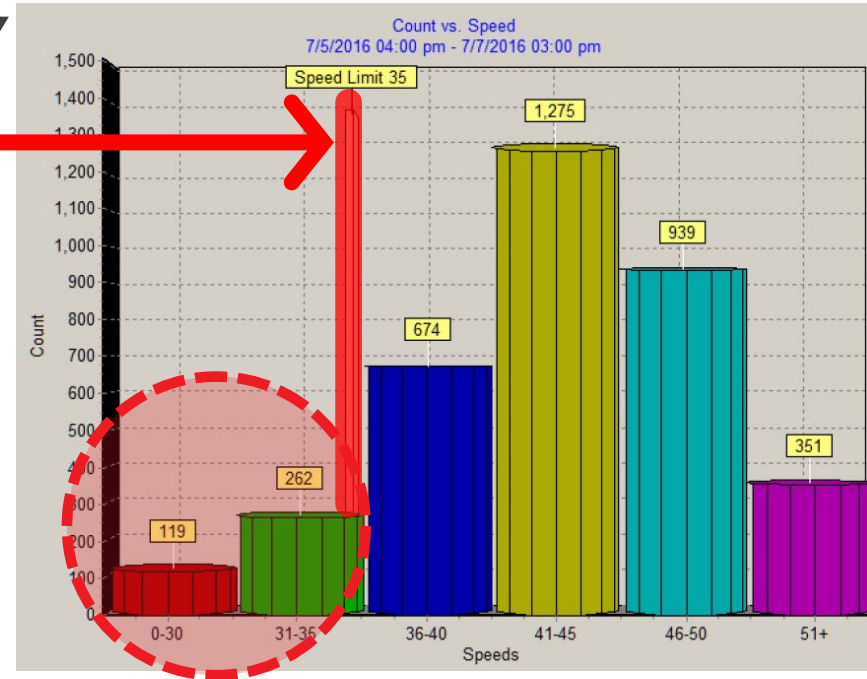
- Design Alternatives
- Online Tools (streetmix)
- Concept Development
- Facade Facelifts
- Best Practices
- Modeling



# DATA COLLECTION

## VEHICULAR SPEED SUMMARY

- Posted Speed Limit **35 mph**
- 48 Hour Speed Study
- **3,620** Vehicles
- 85<sup>th</sup> Percentile 49 mph
- **89% Exceeding 35 mph**
- **11% Observing 35 mph**
- Highest Speed **80 mph**



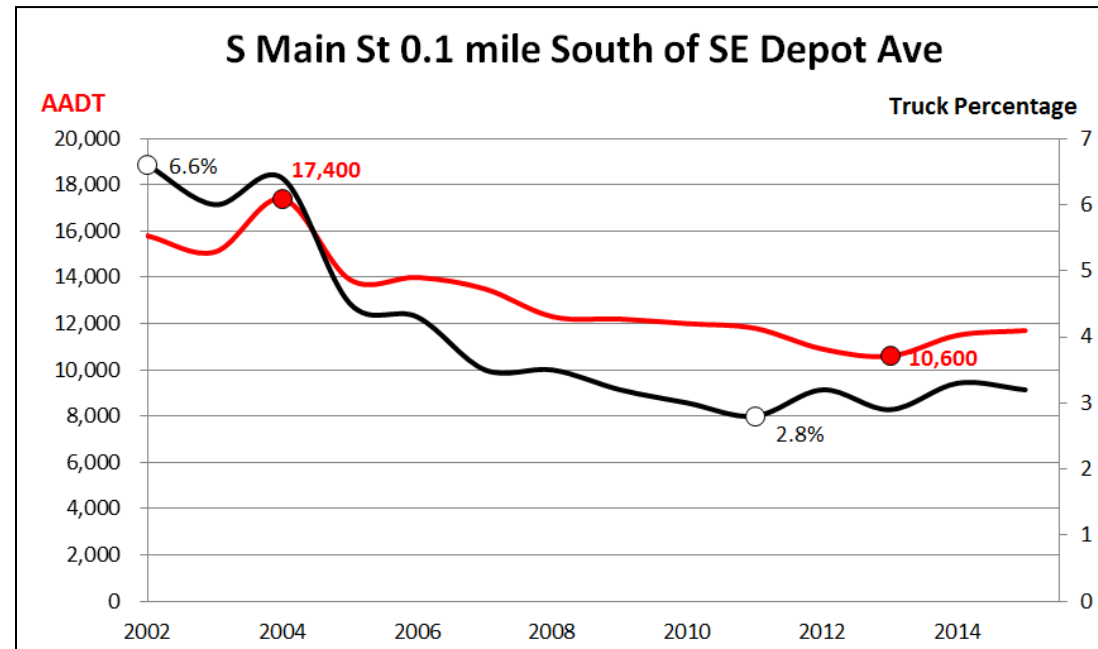
# DATA COLLECTION

## VEHICULAR VOLUME SUMMARY

- 2015 Annual Average Daily Traffic (AADT) = **11,700 Near Rail Trail** Along South Main
- 2015 AADT = **6,700 South Of 16<sup>th</sup> Avenue** Along South Main (3,400 Northbound)
- 2015 AADT = **12,100 At University Avenue** Along South Main
- **3.1% Average Daily Truck/Heavy Vehicle Traffic** = 374
- Decreases in AADT's Match **General Trend** Throughout City

## VEHICULAR CRASHES

- 2013 = 10 (2 Injuries)
- 2012 = 20 (0 Injuries)
- 2011 = 15 (0 Injuries)





# DATA COLLECTION



## OBSERVATIONS SCOPE

- Survey Completed In 2015 (Pre-Depot Park Opening)
- 3 Locations (Depot Ave, Rail-Trail, S 16<sup>th</sup> Ave)
- 2 Days (Weekday & Weekend)
- Morning (7:30A-9:30A), Lunch (11A-1P), Afternoon (4:30P-6:30P)

## OBSERVATIONS RESULTS

- 60 Peds (27%) **VERSUS** 166 Bicyclists (73%)
- 16 Female Peds (27%) **VERSUS** 44 Male Peds (73%)
- 37 Female Bicyclists (22%) **VERSUS** 129 Male Bicyclists (78%)
- 23 Bicyclists on Sidewalk (30%)
- 54 Bicyclists on Street (70%)
- 149 Rail Trail Users
- 20.53 Secs To Walk Across 84' Of Street



# OVERHEAD UTILITY SUMMARY

- **24 Poles**

- 8 North Of Rail Trail
- 16 South Of Rail Trail

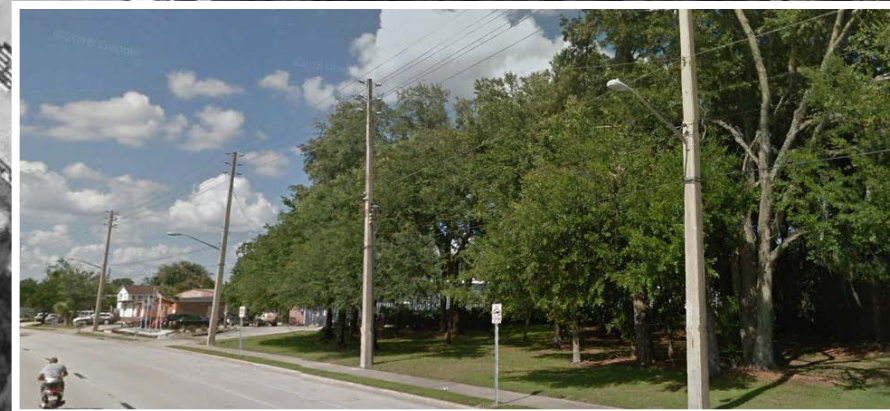
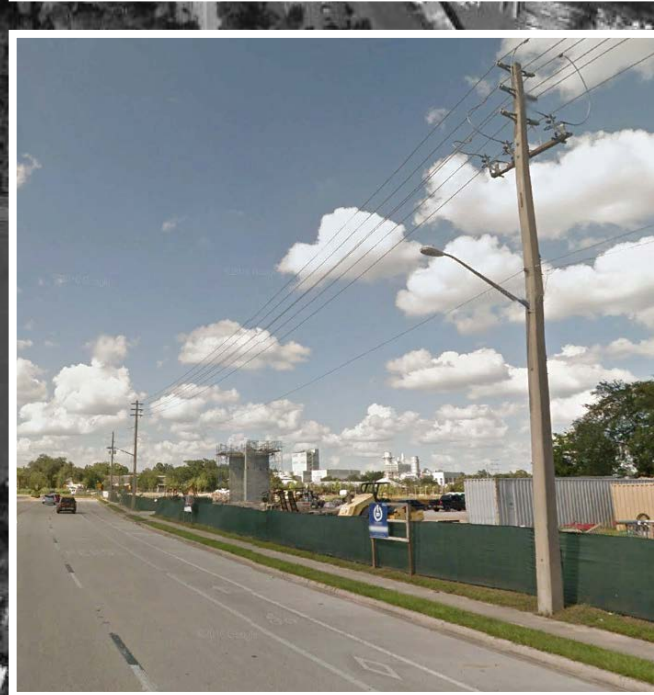
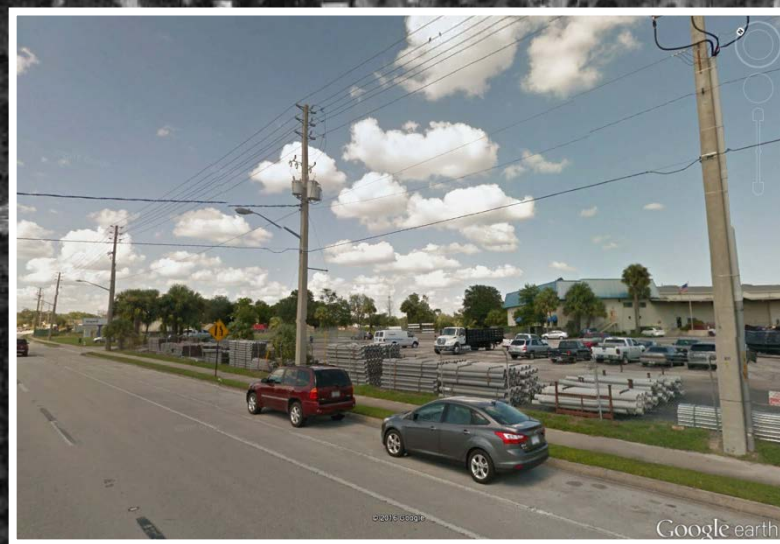
- **Majority On East Side Of Street**

- **Cade Is Removing 1 & Relocating 1**

- **Major Coordination Required With Private Property Owners & Existing Underground Utilities**

- **Preliminary Undergrounding Cost Is > \$2,100,00**

- \$800,000 North Of Rail Trail
- \$1,300,00 South Of Rail Trail





# STAKEHOLDER OUTREACH

## LISTEN + LEARN

- Focus Groups
- Community Meetings
- Stakeholder Outreach
- Surveys
- Research
- Data Collection



# STAKEHOLDER OUTREACH

**LISTEN +  
LEARN**

- Focus Groups
- Community Meetings
- Stakeholder Outreach
- Surveys
- Research
- Data Collection

- **4** Survey Questions Asked
- **63** Survey Responses
- **+ 350** Comments Received
- **4,000** Individual Terms Evaluated



# STAKEHOLDER SURVEYS



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Gainesville, Florida 32601

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## **SOUTH MAIN STREET** COMMUNITY VISIONING SESSION #1 September 24, 2014

### **Question #1 : WHAT OPPORTUNITIES DO YOU ENVISION FOR SOUTH MAIN STREET + SURROUNDING AREA?**

- GATEWAY TO DOWNTOWN
- SOFTEN & BEAUTIFY GATEWAY
- PARKING FOR BUSINESSES & PARK

### **Question #2 : WHAT ARE THE GREATEST CHALLENGES WITH SOUTH MAIN STREET + SURROUNDING AREA?**

- HOW TO BEAUTIFY INDUSTRIAL USES.
- WALKING AROUND UTILITIES
- PARKING

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What improvements to South Main Street could be done to enhance the area around Depot Park?

Introduction

Feedback

Your Response

Outcome

#### Introduction

Welcome to the Gainesville Community Redevelopment Agency's (CRA) stakeholder engagement project site for the South Main Street initiative. engageGNV is the online location where general information, project updates, meeting notices, feedback opportunities, design documents, and community engagement efforts will occur. We ask that you consider [becoming a registered user](#) so that you may share ideas, collaborate with fellow participants, and conveniently receive important periodic project notices and information.



The CRA is acting as the lead organization facilitating the visioning process for South Main Street. With the future opening of [Depot Park](#) and the [Cade Museum for Creativity & Invention](#), modifications to the right-of-way are being considered to accommodate anticipated park and museum users, support area businesses, and maintain the roadway as a functional vehicular thoroughway. [CLICK HERE TO BE DIRECTED TO THE SURVEY](#) or [read more](#) for additional

# FEEDBACK HIGHLIGHTS

## QUESTION # 1 : What Opportunities Do You Envision For South Main Street + Surrounding Area?

- “**Safe for all users** and ages”
- “Available space for **maintaining the traffic flow through area**. The existing pass-through trips will remain.”
- “Community space. Walkable. Family oriented. **Business friendly. Bikeable. Trees and green space.**”
- “Putting me and other biz owners **out of biz**”

# FEEDBACK HIGHLIGHTS

## QUESTION # 2 : What Are The Greatest Challenges With South Main Street + Surrounding Area?

- “Not desirable or aesthetic. Buildings are run down and the area **feels unsafe** at times.
- “**Speeding**, no crosswalks from Depot Ave. to 16th, **safety concerns**”
- “Need to **maintain truck access** to my property.”
- “Improve the area to a nicer/fancier area and our **industrial businesses** that seems to be in direct conflict.”



# FEEDBACK HIGHLIGHTS

## QUESTION # 3 : What Is Most Important To You About South Main Street + Surrounding Area?

- “More **parking**, **safety** (slow down), beautification (**trees**). Making **South Main a draw!**”
- “**Parking**, reduced traffic **speed**, **green** corridor.”
- “I can **drive fast** on it.”
- “**Balancing** the **needs** with the **aesthetics**”
- “Don't one lane like Main between Depot and 8th Ave.  
**Traffic is backed-up & stupidly slow** since it went to one lane.”

# FEEDBACK HIGHLIGHTS

## QUESTION # 4 : What Are The Most Important Outcomes From A South Main Street Project?

- “Keep as **four lanes** with **turn lanes where needed**. Don't turn into one lane each direction!”
- “Slower traffic; **easier to cross the street** (at bike path crossing)”
- “**More people** on South Main Street could create my **business** and **opportunity** to **increase**!”
- “**Create a balance** that will allow new development exist along with existing industrial businesses. Create roadways that **allow large tractor trailer access**.”



## GUIDING PRINCIPLE STATEMENT

### THINK

- Guiding Principles
- Workshops
- Site Tours
- Case Studies
- Charrettes

Develop an improvement strategy for the South Main Street corridor which supports existing businesses, attracts new investments, and prepares the corridor for future needs and additional users.

# GUIDING PRINCIPLES

## 1. Parking Opportunities *(95 existing on-street)*

*Depot Park : Cade Museum : Businesses : Rails-to-Trails*



“Existing **on-street parking opportunities should be preserved and increased** wherever possible to support adjacent businesses, park and trails. An increase in well-designed publically available on-street parking could contribute to better access, increased safety, and the overall success of the area, while also serving business owners, Depot Park, and the network of nearby rail trails.”



# GUIDING PRINCIPLES

## 2. Safety & Connectivity *(existing & future users)*

*Motorist : Transit : Pedestrian : Bicyclist*



“South Main Street currently functions as a corridor that serves businesses, motorists, transit riders, pedestrians, and bicyclists. Stakeholders voiced a desire to **evaluate changes that could improve connectivity and safety for all current and future users** passing through or arriving to the area. Respondents noted **vehicular speeds and the width of the roadway as considerable challenges** to the comfort and safety of the corridor for motorists, pedestrians, and bicyclist.”

# GUIDING PRINCIPLES

## 3. Accessibility + Flow + Balance

*Motorist : Tractor Trailer : Transit : Pedestrian : Bicyclist*



“Stakeholders advocated for the **efficient flow of traffic and accessibility to adjacent businesses** along the corridor. The design should include creative and functional strategies that **balance the operational requirements of existing businesses with the desire for calming traffic and facilities that support pedestrians and bicyclists.**”



# GUIDING PRINCIPLES

## 4. Visual Character

*Overhead Utilities : Lighting : Signage : Streetscape Materials*



“Survey respondents cited the **vast amounts of pavement, lack of trees and greenspace, existing utility lines, and condition of some properties as being contributors to the general negative appearance of the corridor.** The community supports small, coordinated aesthetic changes, accompanied by targeted physical improvements, to increase the visual appeal, character, function, and overall attractiveness of the area.”

# GUIDING PRINCIPLES

## 5. Destination + Identity

*Retain Existing Businesses : Increase Commerce : Encourage Investment*



**“Make South Main Street a place to go to, not just a place to go through.** Stakeholders expressed a desire for amenities, activities, and destinations throughout the area that would give South Main a unique, brand-able identity celebrating its distinctive character. By leveraging its close proximity to Downtown, the Power District, University of Florida, and established residential neighborhoods, South Main has the potential to attract increased interest for existing and future business opportunities.”

# VALIDATION

## THINK

- Guiding Principles
- Workshops
- Site Tours
- Case Studies
- Charrettes

### SOUTH MAIN STREET IMPROVEMENT PROJECT

The Gainesville CRA invites you to a **Walking Site Tour** and **Project Workshop** on **Wednesday, November 19** to continue evaluating potential improvements to South Main Street

**1 WALKING SITE TOUR** of South Main from 12P-1P beginning at the Cade Museum for Creativity and Invention @ 904 S. Main Street

**2 DROP-IN PROJECT WORKSHOP** anytime between 4P-7P at First Magnitude Brewing Company @ 1220 SE Veitch Street

For individual meeting requests, questions, or additional information, contact Andrew Meeker, CRA Project Manager [meekerag@gainesvillecra.com](mailto:meekerag@gainesvillecra.com)



**Gainesville Community Redevelopment Agency**

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Are we on track with our proposed South Main Street Planning Process Statement and 5 Guiding Planning Principles?

Introduction

Feedback

Your Position

Outcome



# VALIDATION



## SOUTH MAIN STREET

### EXISTING PEDESTRIAN CONDITIONS EVALUATION

**Instructions:** Using your first impressions, answer the following questions by **CIRCLING** the condition that best fits your evaluation from a pedestrian's perspective. Consider not only existing conditions; but also envision the area once Depot Park and the Cade Museum are active.

**Scoring Definitions:** 1 = Unacceptable : 2 = Poor : 3 = Good : 4 = Excellent

#### EVALUATION CRITERIA

##### 1. DESTINATION + IDENTITY

Make South Main Street a place to go to, not just a place to go through. Stakeholders expressed a desire for amenities, activities, and destinations throughout the area that would give South Main a unique, brandable identity celebrating its distinctive character. By leveraging its close proximity to Downtown, the Power District, University of Florida, and established residential neighborhoods, South Main has the potential to attract increased interest for existing and future business opportunities.

Is the South Main Street area currently an inviting destination for you?  
Unacceptable : Poor : Good : Excellent

Does South Main Street area have a unified brand and identity?  
Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to Destinations + Identity?  
*100 foot*  
*10-15% only*  
*10's design*  
*bulb-out*  
*parking*  
*space*

##### 2. PARKING OPPORTUNITIES

Existing on-street parking opportunities should be preserved and increased wherever possible to support adjacent businesses, park and trails. An increase in well-designed publicly available on-street parking could contribute to better access, increased safety, and the overall success of the area, while also serving business owners, Depot Park, and the network of nearby rail trails.

Is the existing on-street parking inviting?  
Unacceptable : Poor : Good : Excellent

Will the amount of existing on-street parking be adequate for future users and uses?  
Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to parking?  
*moderate*  
*red in the*  
*park like*  
*with*  
*bulb-out*  
*parking*  
*space*

##### 3. ACCESSIBILITY + FLOW + BALANCE

Stakeholders advocated for the efficient flow of traffic and accessibility to adjacent businesses along the corridor. The design should include creative and functional strategies that balance the operational requirements of existing businesses with the desire for calming traffic and facilities that support pedestrians and bicyclists.

Additional recommendations or comments related to accessibility + flow + balance?  
*better more*  
*parking*



## DID WE GET IT RIGHT?

AGREE	DISAGREE
	<p>Parking shouldn't be a separate principle that is equally considered to the others, i.e. connectivity + safety. Perhaps it can be nested under another category. Parking is important, but not equally so.</p>



# VALIDATION

## Façade Facelifts



**BEFORE**



**AFTER**



# STAKEHOLDER ENGAGEMENT

## SOUTH MAIN STREET IMPROVEMENT PROJECT

The Gainesville CRA invites you to a **Community Design Workshop** starting **Monday, August 29** through **Tuesday, August 30** to continue evaluating potential improvements to South Main Street associated with the opening of Depot Park. The public is invited to stop-by at any time during the two-day workshop to participate in the design process of South Main Street by building an interactive model of your ideal street.



**DROP-IN COMMUNITY WORKSHOP** anytime between 12P-8P on Monday, August 29 or anytime between 9A-12P on Tuesday, August 30 at the Gainesville Fine Arts Association @ 1314 South Main Street

For individual meeting requests, questions, or additional information, contact Andrew Meeker, CRA Project Manager [meekerag@gainesvillecra.com](mailto:meekerag@gainesvillecra.com)



**Gainesville Community Redevelopment Agency**

352.393.8200

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## INSPIRE + CREATE

- Design Alternatives
- Online Tools (*streetmix*)
- Concept Development
- Facade Facelifts
- Best Practices
- Modeling



Gainesville Community Redevelopment Agency added an event.

40 mins



AUG  
29

**South Main Street Community Workshop**

10 people are interested

You and 2 others

Like

Comment

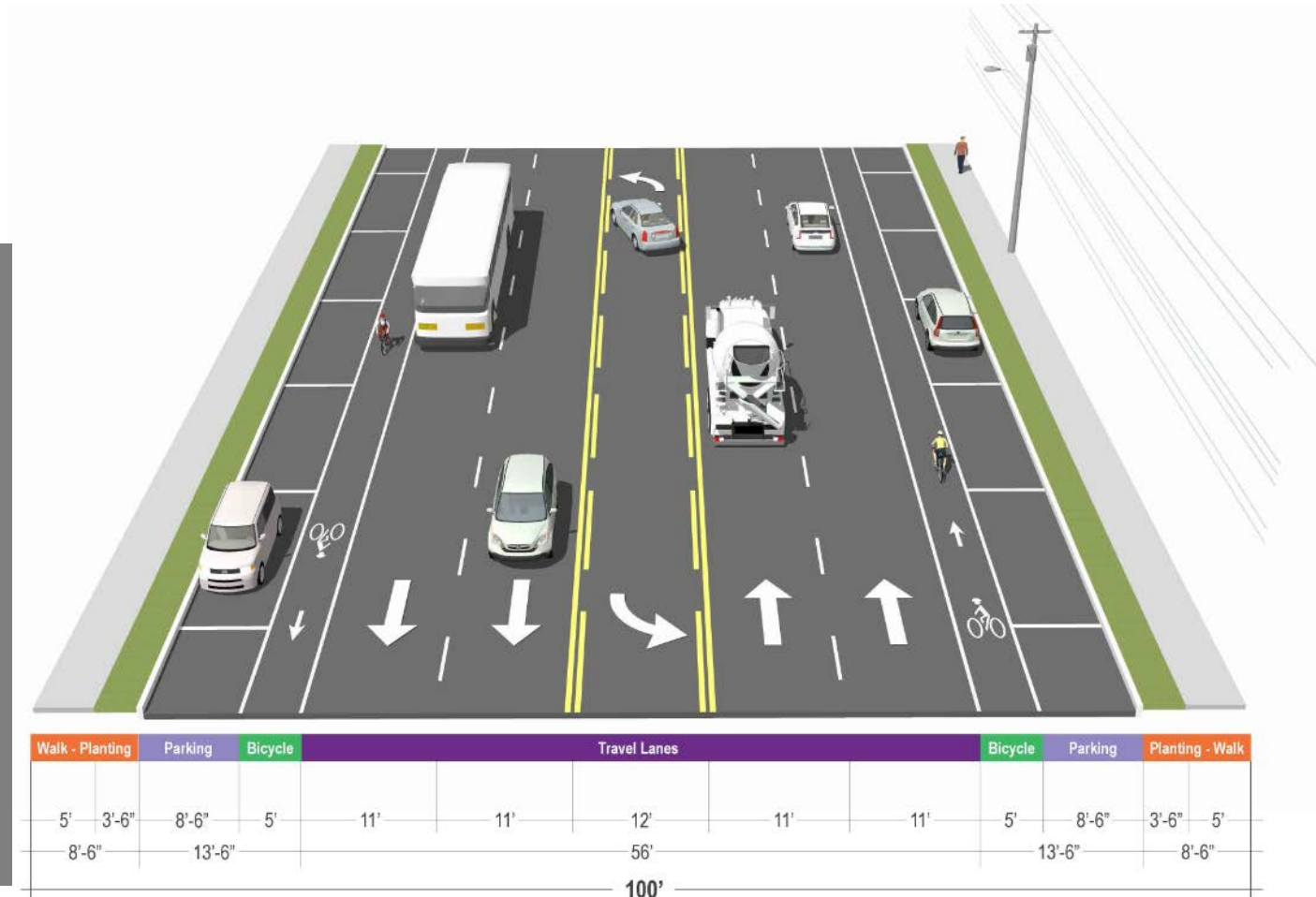
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# STAKEHOLDER ENGAGEMENT

## INSPIRE + CREATE

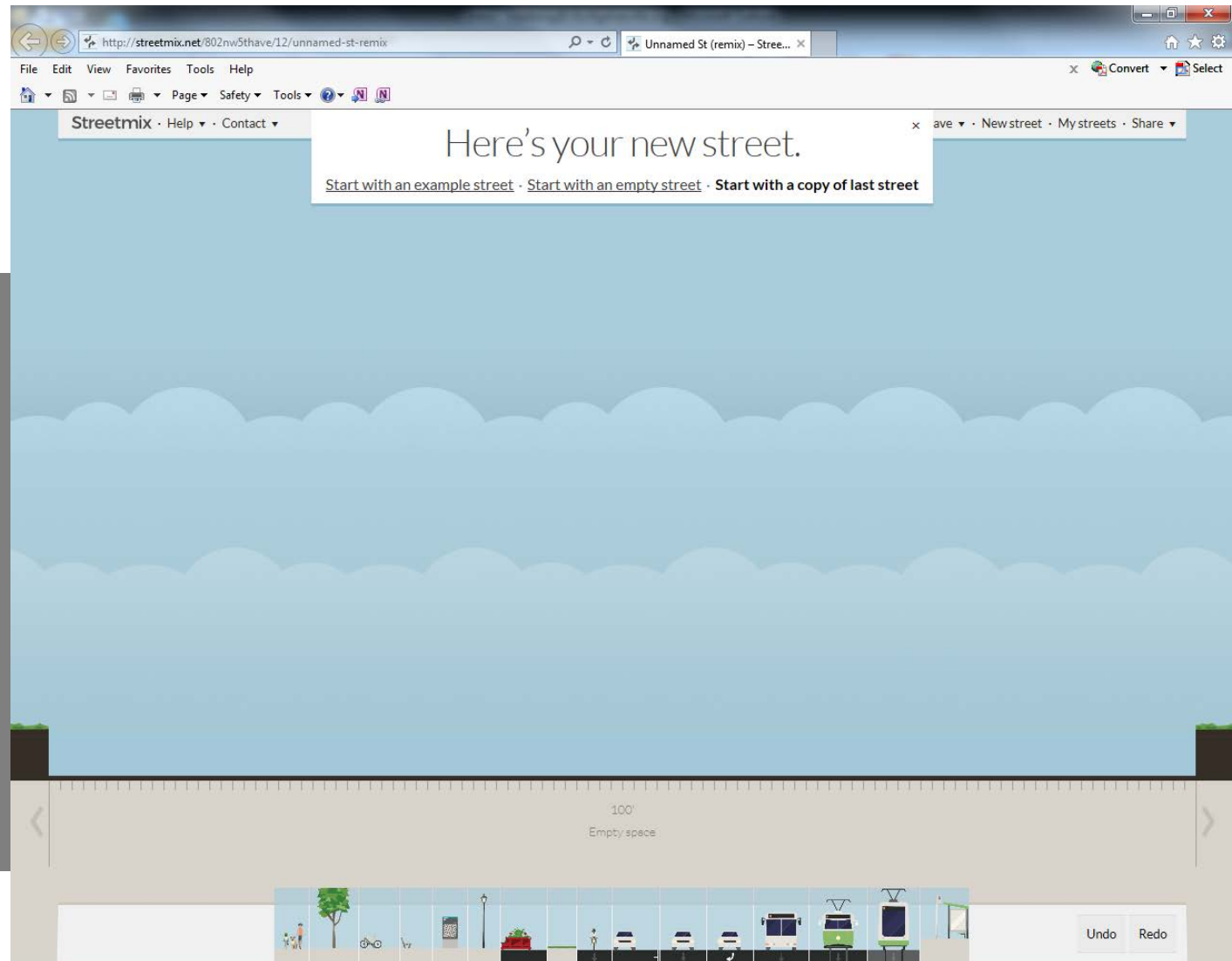
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# STAKEHOLDER ENGAGEMENT

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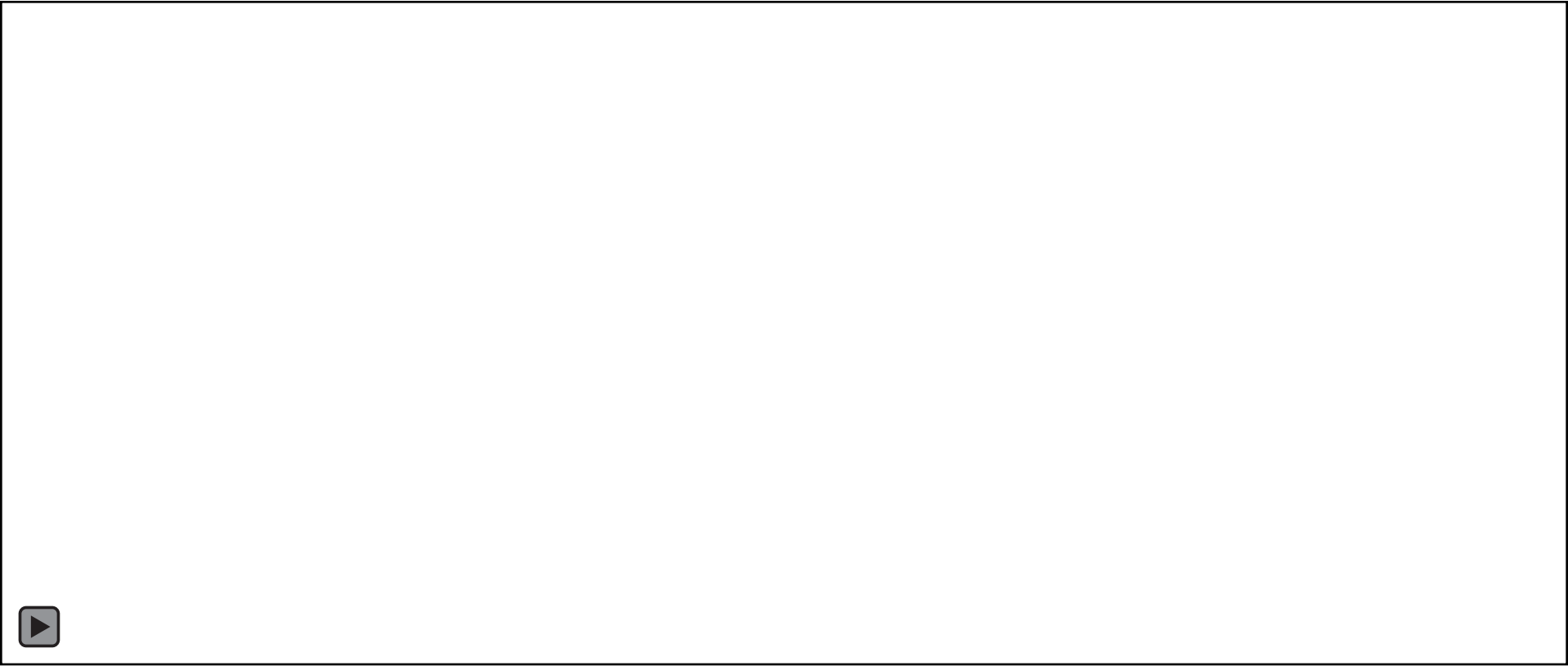


# STAKEHOLDER ENGAGEMENT





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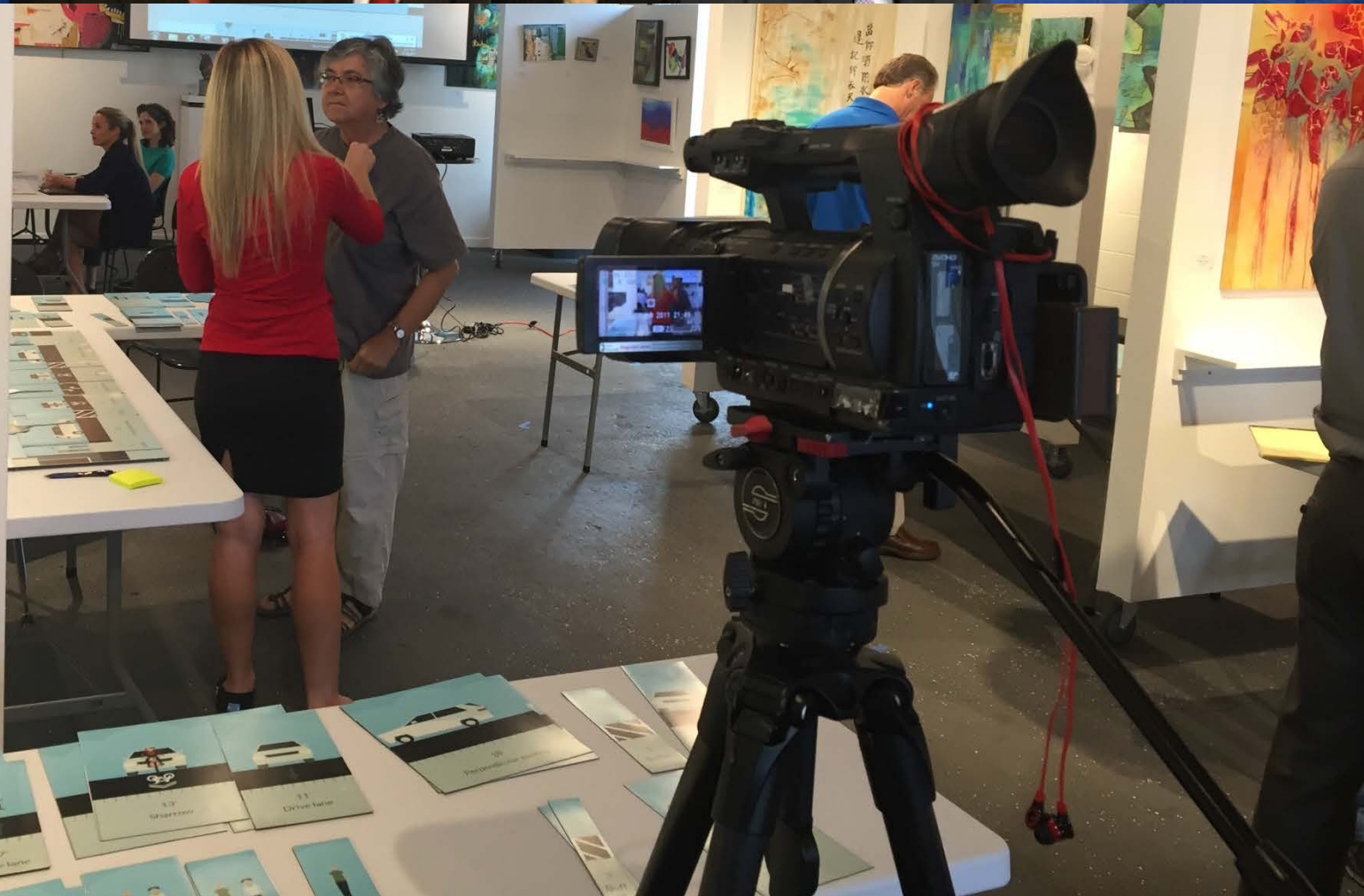




# STAKEHOLDER ENGAGEMENT



Search the news 

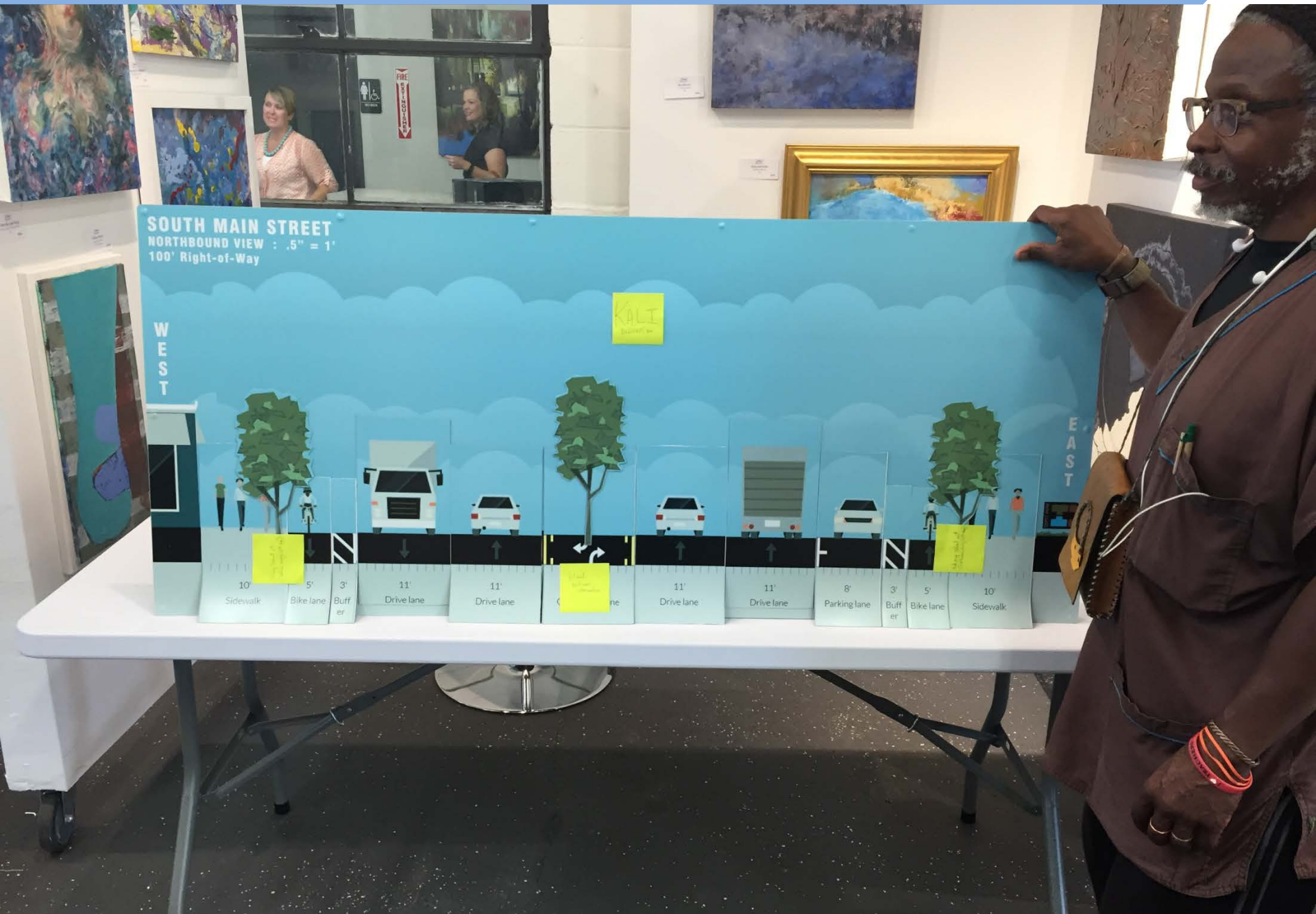


# STAKEHOLDER ENGAGEMENT





# STAKEHOLDER ENGAGEMENT





# STAKEHOLDER ENGAGEMENT

## WHAT WE LEARNED

- **53 Submissions**
  - 38 Via Community Workshop
  - 12 Via Email
  - 3 Via EngageGNV



### [South Main Street Improvements](#)

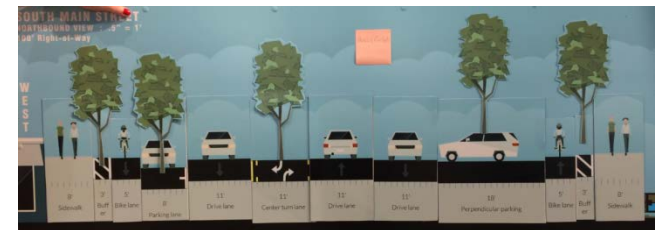
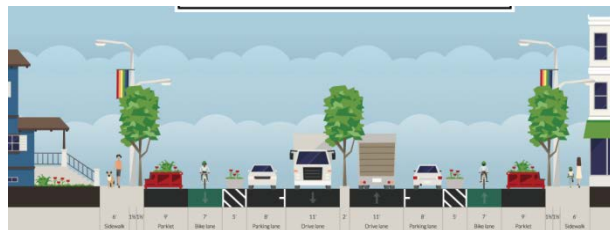
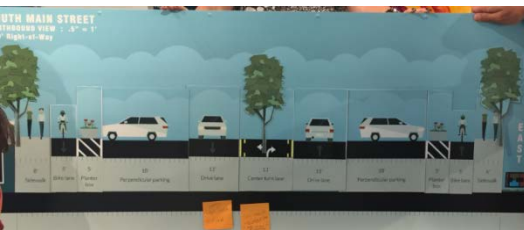
What changes can you envision for S. Main St. to(1) improve safety & connectivity for motorists, pedestrians, & bicyclists(2)address increased parking demands associated with Depot Park+Cade(3)improve the identity & visual character of the corridor(4)balance the flow & accessibility for all users

The deadline is near

*This topic has 127 visitors and 5 ideas: 3 registered ideas and 2 unregistered ideas. The deadline for participation is 12:00 AM on September 25, 2016.*

[Go to the topic](#)

[Read Less](#)



# STAKEHOLDER ENGAGEMENT

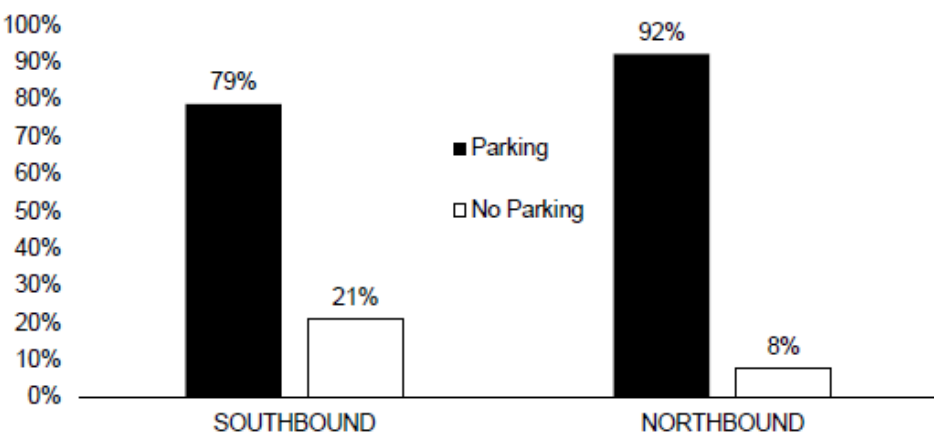
## WHAT WE LEARNED

### Parking

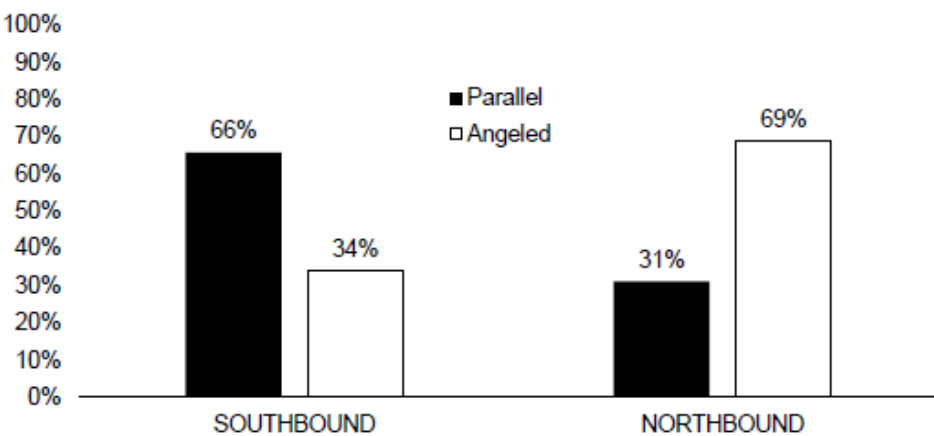
A majority of the submitted designs included both south- and northbound parking. A majority preferred southbound parallel parking and northbound angled parking.



### PARKING



Parking.1 (Above): Of the submitted designs, 79% included southbound parking and 92% included northbound parking.



Parking.2 (Above): Of the submitted designs that included southbound parking, 66% were parallel. Of the submitted designs that included northbound parking, 69% were angled.

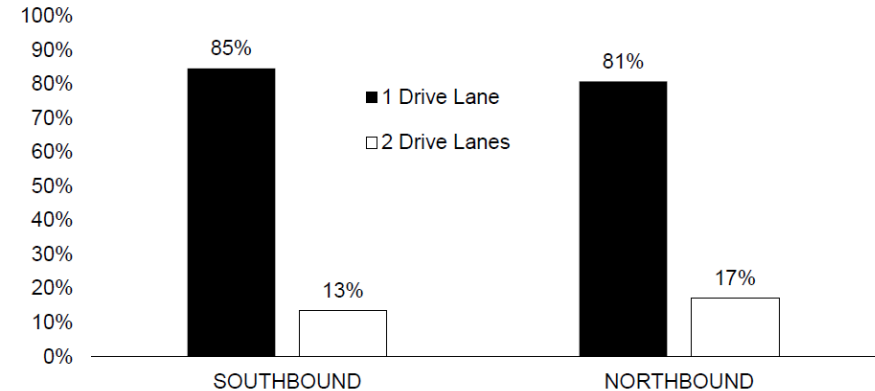
# STAKEHOLDER ENGAGEMENT

## WHAT WE LEARNED

### *Drive Lanes*

Over 80% of participants submitted designs that included **one southbound** and **one northbound** drive lane.

### DRIVE LANES



**Drive Lanes.1 (Above):** Of the submitted responses, 85% included 1 southbound drive land and 81% included 1 northbound drive lane.





# STAKEHOLDER ENGAGEMENT

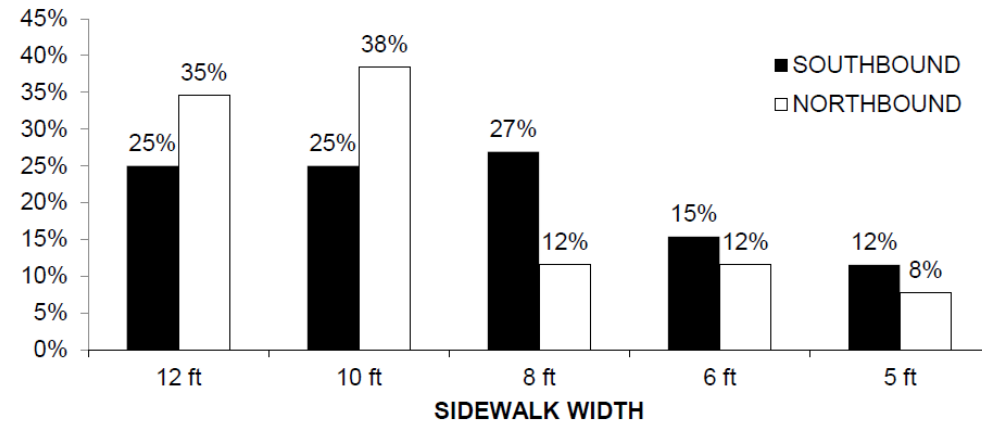
## WHAT WE LEARNED

### *Sidewalks*

Roughly **90%** Of Participants  
Desired Sidewalk Widths  
**Wider Than The Existing 5'**

**73%** Of Participants Desired  
Sidewalks **10' Or Greater**  
Adjacent To **Depot Park**

### SIDEWALKS



# STAKEHOLDER ENGAGEMENT

## WHAT WE LEARNED

### *Bicycle Facilities*

A majority of the submitted designs included designated bike lanes. The **majority preferred protected bike lanes** (i.e. bike lanes separated from drive lanes with a physical barrier, including parked vehicles or planters).

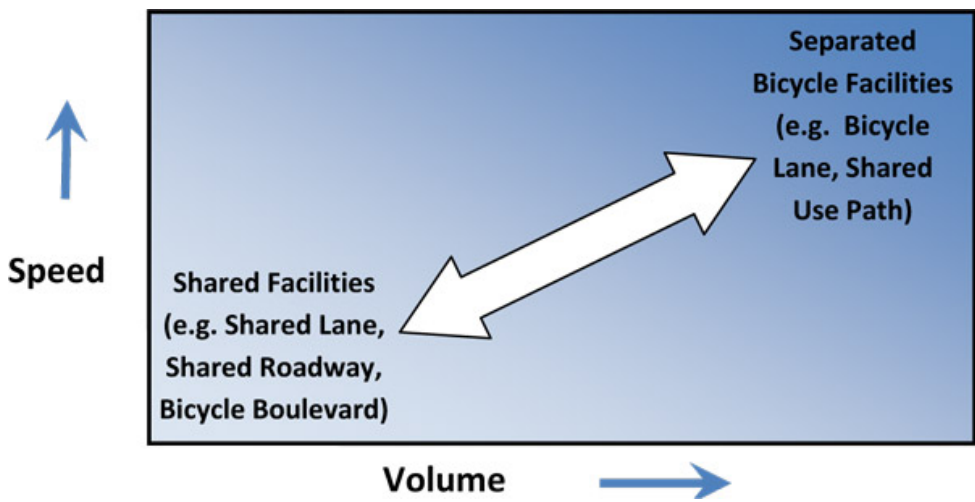
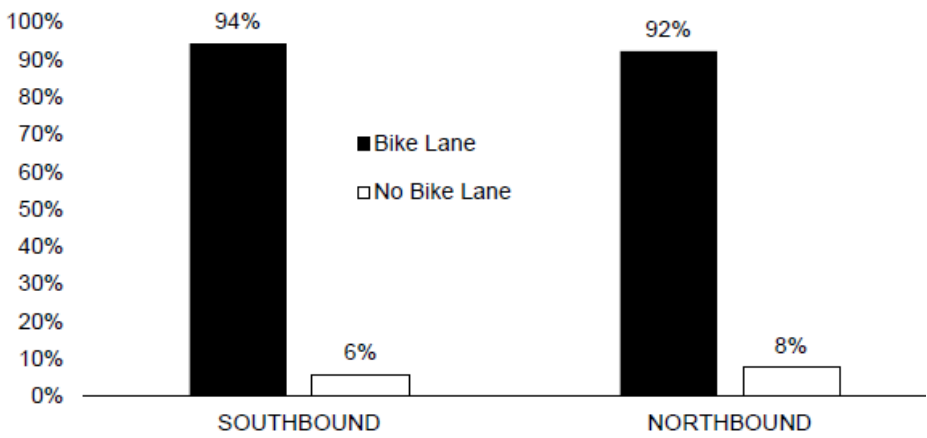
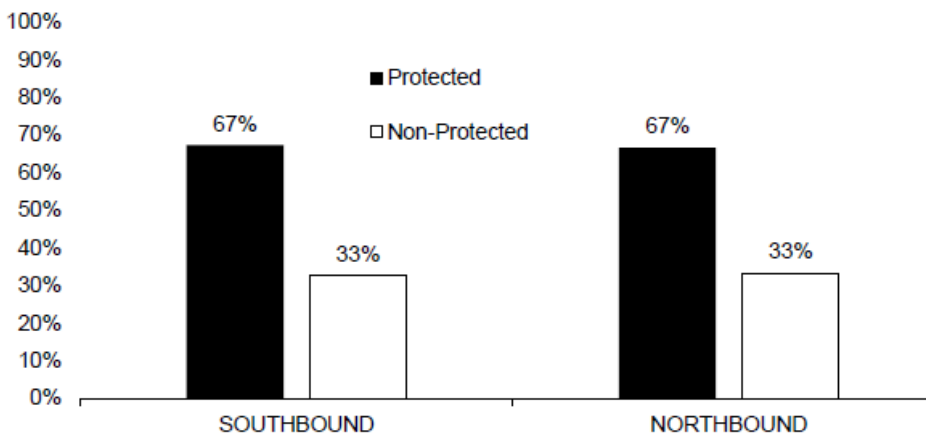


Diagram illustrating the relationship between higher vehicular speeds and volumes result in bicyclists preference for enhanced bicycle facilities

### BIKE LANES



**Biking.1 (Above):** Of the submitted designs, **94%** included southbound bike lanes and **92%** included northbound bike lanes.



**Biking.2 (Above):** Of the submitted designs that included southbound bike lanes, **67%** were protected by a physical barrier (e.g. parked cars, planters). Of the submitted designs that included northbound bike lanes, **67%** were protected.

# STAKEHOLDER ENGAGEMENT

## WHAT ELSE WE HEARD

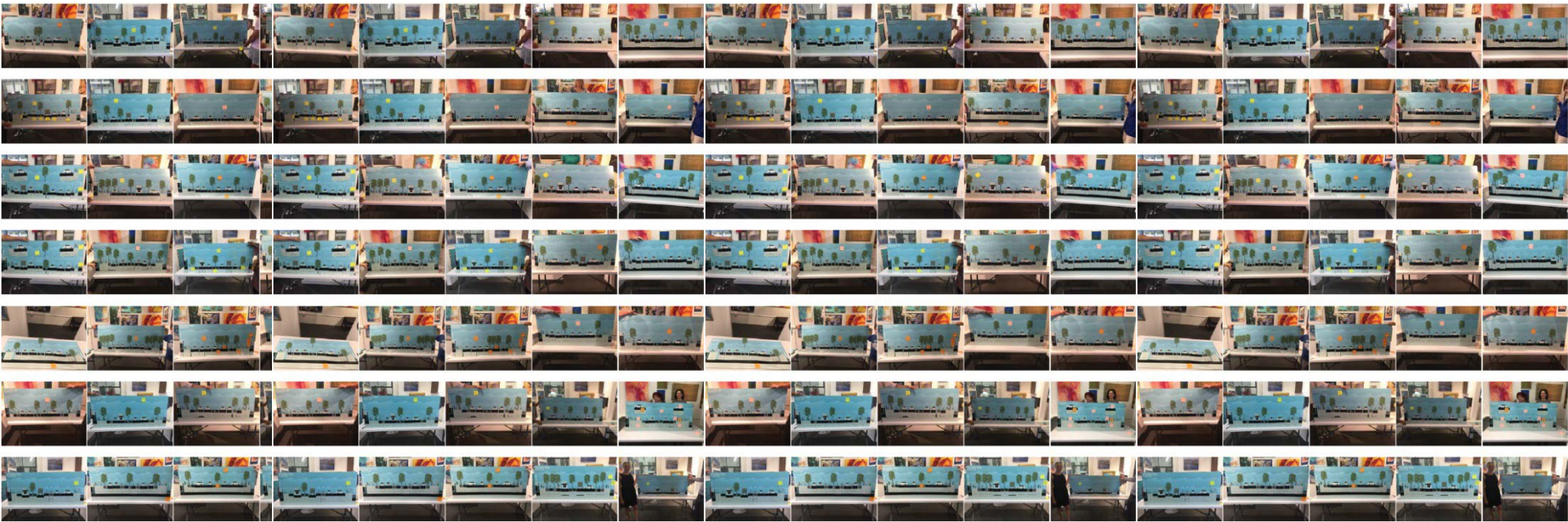
- Many Participants View The Street As **Two Segments**
  - North (Depot Avenue To Rail Trail)
  - South (Rail Trail To South 16<sup>th</sup> Avenue)
- Increasing **Crosswalks** & Pedestrian Facilities **Across South Main Street** Was A Reoccurring Priority
  - Specifically At The Rail Trail
- Undergrounding **Utilities** Was A Main Concern
- Adding **Street Trees** Was Almost A Universal Priority
- Maintaining The **Center Turn Lane** Was A Reoccurring Priority
- Business & Commuter **Impacts During Construction** Was A Significant Concern
- The Number, Frequency, Location, & Maintenance Of **Existing Driveways** Posed A Challenge With **Street Designs** & Existing **Operational Needs** Of The Corridor



# STAKEHOLDER ENGAGEMENT

## CRITICAL QUESTIONS...

- How To **Balance** Diverse Priorities?
- How Should The Street **Form** Influence Its **Functionality**?
- What Is The **Relationship** Between Public Realm Urban **Design** & **Land-Use**?
- How Are **Guiding Principles Applied** & **Considered** During Decision Making?  
(Parking Opportunities, Safety & Connectivity, Accessibility/Flow/Balance, Visual Character, Destination/Identity)



# POLICY DIRECTION

## DECISION NEEDS

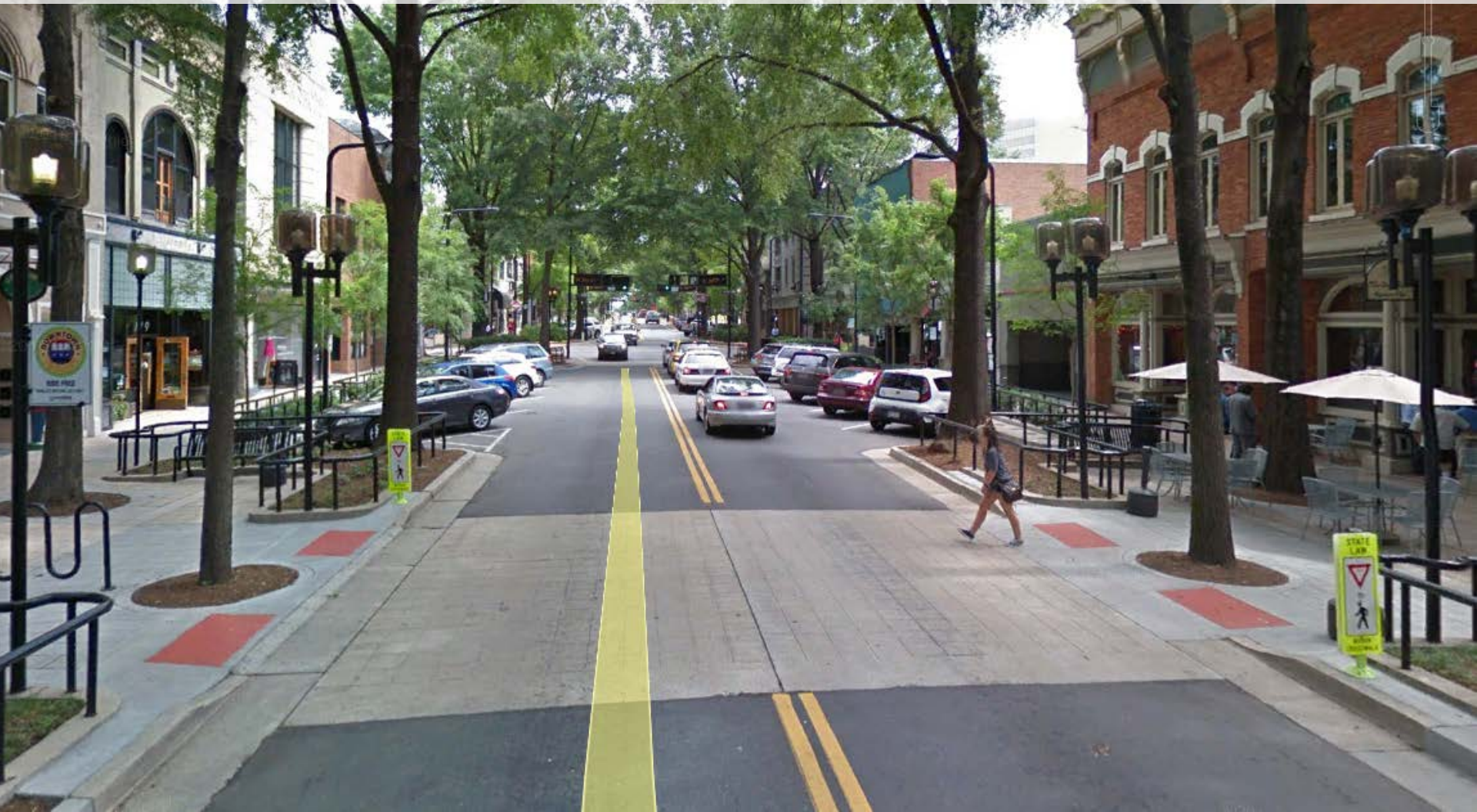
- **Limits Of Implementation**
- **Schedule & Timing**
- **Prioritization Of Street Elements**
- **Basis Of Design Approval**



# CASE STUDY

## GREENVILLE, SC

### PAVE + PAINT + PLANT APPROACH





# North Main Street Before 2012 PAVING



# North Main Street Before 2012 PAVING





# North Main Street **After 2012 PAVING/PAINTING**





# North Main Street

## After 2012 PAVING/PAINTING





# North Main Street **After 2012 PLANTING**





# North Main Street After 2012 PLANTING





# North Main Street After 2012 PLANTING



# CROSS-SECTION OPTION ASSUMPTIONS TO MEET OCTOBER 2017 DEADLINE

- Maintain Existing 84' Curb-To-Curb Dimension For **Minimal** Impacts To Existing **Curblines** & **Stormwater Infrastructure**
- Existing **Driveway Access** (21 On West + 17 On East = 38 Total) Will Be **Maintained** Unless Property Owner Agrees Otherwise
- Engineering Will Ensure **Tractor Trailer Access** Is **Maintained** To Properties
- Cross-Section **Options** Can Be **Applied** To Northern, Southern, Or Entire Corridor
- Width Of **Sidewalk** On East Side Along Depot Park & Cade Property Can Be **Increased** Beyond Existing Right-Of-Way Limit
- Angled Parking Can Be **Head-In** Or **Back-In Style**
- Overhead **Utilities** Will **Remain** As Is
- Existing **Underground** Utilities Will **Remain** As Is



# SUMMARY OF SECTION

# OPTION #1

- **4 Vehicular Travel Lanes** (2 Southbound & 2 Northbound)
- Maintains **Parallel Parking On Both Sides Of Street**
- Adds **Landscaping Opportunities**
- **Enhances Bicycle Facilities** With Buffers
- **Pedestrian Crossing** Accommodations





OPTION 1 GUIDING PRINCIPLES BENEFIT MATRIX	Considerable Decrease	Minimal Decrease	Neutral	Minimal Increase	Moderate Increase	Considerable Increase
<b>Safety &amp; Connectivity</b> <ul style="list-style-type: none"> <li>Motorists</li> </ul>				Vehicular Speed Managed Via Landscaping		
<ul style="list-style-type: none"> <li>Pedestrians</li> </ul>				Vehicular Speed Managed Via Landscaping + Crosswalks		
<ul style="list-style-type: none"> <li>Bicyclists</li> </ul>				Vehicular Speed Managed Via Landscaping		
<b>Parking Opportunities</b>		Reduction In Parking Resulting In Landscape Islands				
<b>Accessibility + Flow + Balance</b>			No Impacts Due to No Lane Reconfig uration			
<b>Destination + Identity</b>				Landscaping Assists Identity		
<b>Visual Character</b>				Landscape Islands + Trees		

1714 SE Hawthorne Rd

Gainesville, Florida

Street View - Jul 2016

# OPTION #1

Gainesville, FL  
**Bike Lane With Parallel Parking + 5 Lane Section**

# SUMMARY OF SECTION

# OPTION #2

- 2 Vehicular Travel Lanes (1 Southbound & 1 Northbound)
- Maintains **Parallel Parking On Both Sides Of Street**
- Adds **Landscaping Opportunities**
- **Enhances Bicycle Facilities** With Buffers
- **Pedestrian Crossing** Accommodations
- **Parklet Opportunities**



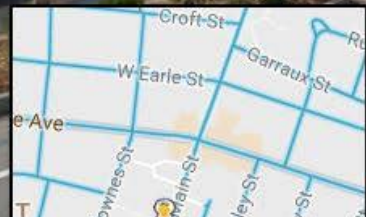


OPTION 2 GUIDING PRINCIPLES BENEFIT MATRIX	Considerable Decrease	Minimal Decrease	Neutral	Minimal Increase	Moderate Increase	Considerable Increase
<b>Safety &amp; Connectivity</b> <ul style="list-style-type: none"><li>Motorists</li></ul>				Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes		
<ul style="list-style-type: none"><li>Pedestrians</li></ul>						(1) Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes (2) Shorter Crossing Distances + Crosswalks
<ul style="list-style-type: none"><li>Bicyclists</li></ul>					(1) Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes (2) Buffered Bike Lane	
<b>Parking Opportunities</b>		Reduction In Parking Resulting In Landscape Islands				
<b>Accessibility + Flow + Balance</b>			Flow Is Maintained As A Result Of On-Street Parking Maneuver Within Bike Lanes	Corridor Is More Accessible + Balanced To Accommodate Multiple User Groups		
<b>Destination + Identity</b>				Landscaping Assists Identity		
<b>Visual Character</b>				(1) Reduction In Asphalt Surface (2) Landscaping/Trees		

634 N Main St  
Greenville, South Carolina

Street View - Aug 2015

# OPTION #2



Greenville, SC  
**Islands + Bicycle Lane + Parallel Parking**





Option 2 - BEFORE  
**Conceptual Rendering**





Option 2 - DURING  
**Conceptual Rendering**



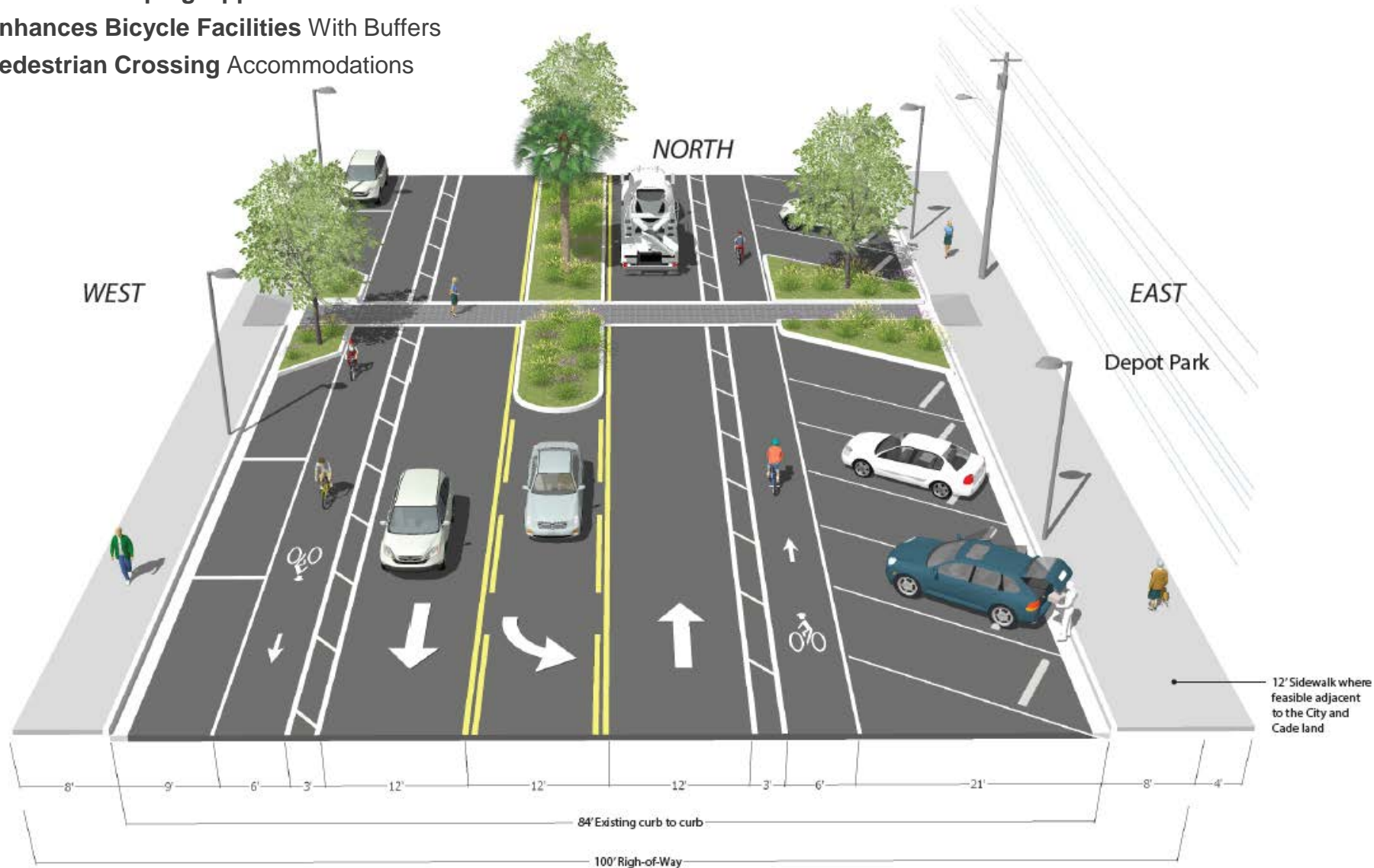


Option 2 - AFTER  
**Conceptual Rendering**

# SUMMARY OF SECTION

# OPTION #3

- 2 Vehicular Travel Lanes (1 Southbound & 1 Northbound)
- Adds **Angled Parking On East Side Of Street**
- Maintains **Parallel Parking On West Side Of Street**
- Adds **Landscaping Opportunities**
- **Enhances Bicycle Facilities** With Buffers
- **Pedestrian Crossing** Accommodations





OPTION 3 GUIDING PRINCIPLES BENEFIT MATRIX	Considerable Decrease	Minimal Decrease	Neutral	Minimal Increase	Moderate Increase	Considerable Increase
<b>Safety &amp; Connectivity</b> <ul style="list-style-type: none"><li>Motorists</li></ul>		Potential Safety Conflicts Between Single Northbound Travel Lane And Angled Parking Ingress/Egress		Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes		
<ul style="list-style-type: none"><li>Pedestrians</li></ul>						(1) Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes (2) Shorter Crossing Distances + Crosswalks
<ul style="list-style-type: none"><li>Bicyclists</li></ul>		Conflicts With Angled Parking Ingress/Egress On East Side				
<b>Parking Opportunities</b>					Angled Parking Increases Parking On East Side	
<b>Accessibility + Flow + Balance</b>		Potential Decrease In Northbound Traffic Flow As A Result Of (1) Single Northbound Travel Lane (2) Angled Parking Ingress/Egress		Corridor Is More Accessible + Balanced To Accommodate Multiple User Groups		
<b>Destination + Identity</b>				Increase Parking Assists Destination + Landscaping Assists Identity		
<b>Visual Character</b>					(1) Reduction In Asphalt Surface (2) Landscape/Trees	

# OPTION #3



Pottstown, PA  
**Reverse Angled Parking + Bicycle Lane**

# Back-In Parking?

The same movement as parallel parking –  
**It's as easy as:**

1. Signal
2. Stop
3. Reverse

## **Advantages:**

- More Parking Stalls
- Curbside Loading
- Better Sight Lines

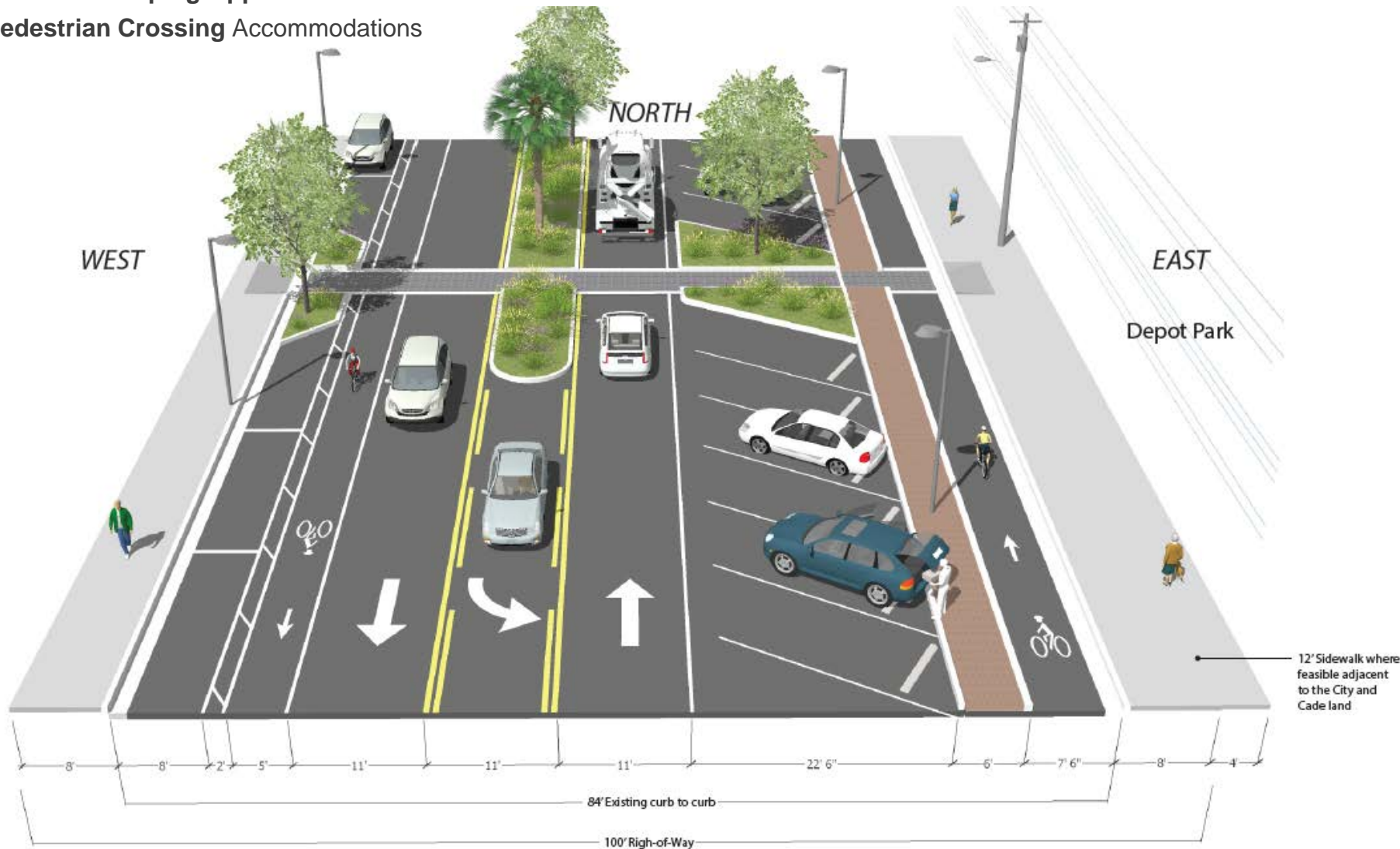




# SUMMARY OF SECTION

# OPTION #4

- 2 Vehicular Travel Lanes (1 Southbound & 1 Northbound)
- Adds **Angled Parking On East Side Of Street**
- Maintains **Parallel Parking On West Side Of Street**
- Adds **Cycletrack On West Side Of Street + Buffered Bike Lane On West**
- Adds **Landscaping Opportunities**
- **Pedestrian Crossing Accommodations**



OPTION 4 GUIDING PRINCIPLES BENEFIT MATRIX	Considerable Decrease	Minimal Decrease	Neutral	Minimal Increase	Moderate Increase	Considerable Increase
<b>Safety &amp; Connectivity</b> <ul style="list-style-type: none"> <li>Motorists</li> </ul>		Potential Safety Conflicts Between Single Northbound Travel Lane And Angled Parking Ingress/Egress		Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes		
<ul style="list-style-type: none"> <li>Pedestrians</li> </ul>		Potential Safety Conflicts Between Pedestrians Crossing Cycletrack On East Side				(1) Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes (2) Shorter Crossing Distances + Crosswalks
<ul style="list-style-type: none"> <li>Bicyclists</li> </ul>		(1) Potential Safety Conflicts Between Pedestrians Crossing Cycletrack On East Side (2) Potential Safety Conflicts Between Cycletrack and Vehicular Ingress/Egress At Cade/Graybar Driveways				Cycletrack Separated From Vehicular Traffic
<b>Parking Opportunities</b>					Angled Parking Increases Parking On East Side	
<b>Accessibility + Flow + Balance</b>	Potential Decrease In Northbound Traffic Flow As A Result Of (1) Single Northbound Travel Lane (2) Angled Parking Ingress/Egress	Property Accessibility To Be Coordinated As A Result Of Possible Conflicts With Landscape Medians		Corridor Is More Accessible + Balanced To Accommodate Multiple User Groups		
<b>Destination + Identity</b>				Increase Parking Assists Destination + Landscaping Assists Identity		
<b>Visual Character</b>					(1) Reduction In Asphalt Surface (2) Landscape/Trees	



# OPTION #4



San Francisco, CA  
**Back-In Angled Parking + Buffered Cycletrack**



# OPTION #4



CITY OF  
**LINCOLN**  
NEBRASKA

Lincoln, NE  
**Buffered Cycletrack + Stormwater Planters**



Hoboken, NJ  
**Back-In Angled Parking  
Against Single Travel Lane**

**OPTION #4**

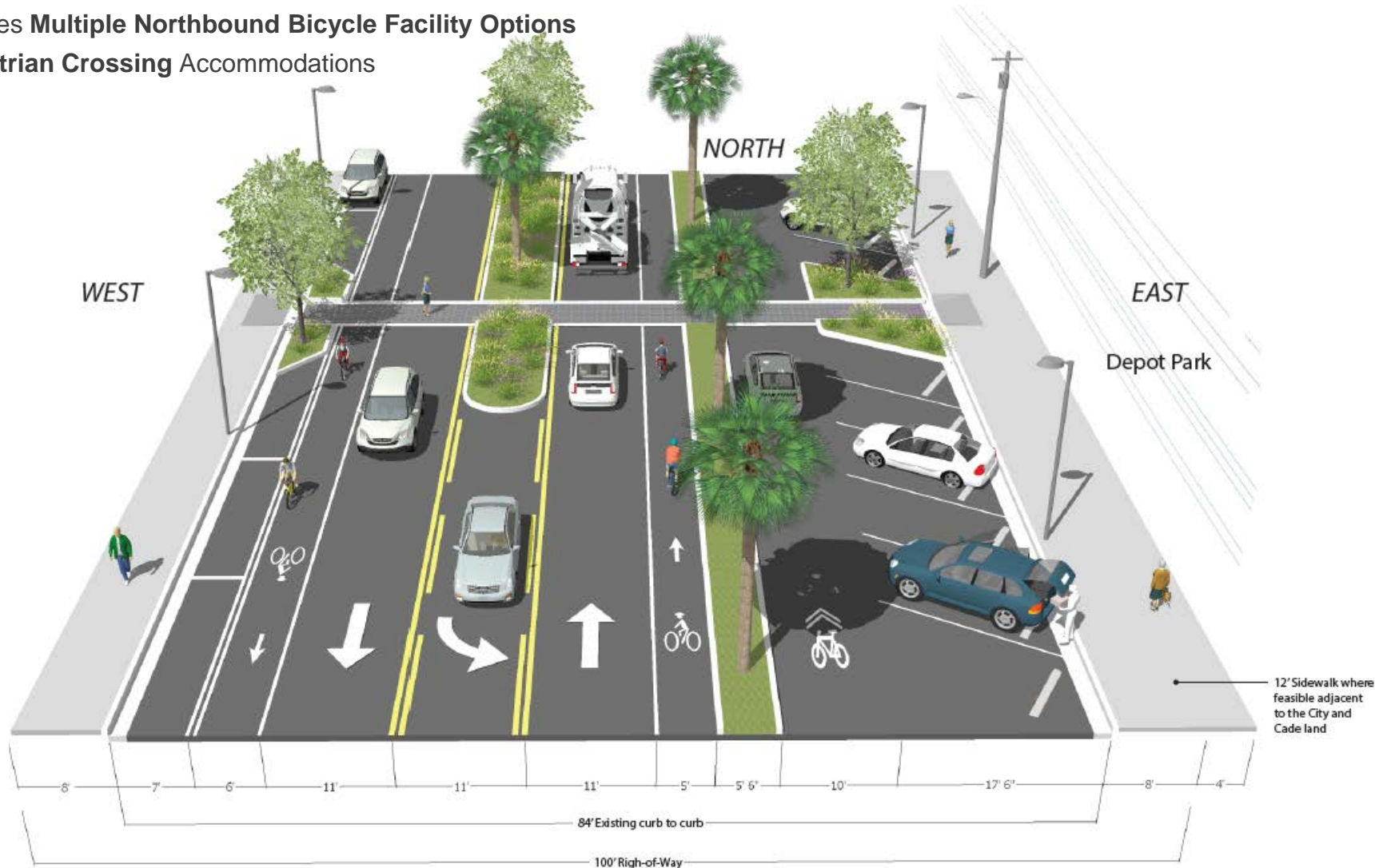




# SUMMARY OF SECTION

# OPTION #5

- 3 Vehicular Travel Lanes (1 Southbound & 2 Northbound)
- Adds **Angled Parking On East Side Of Street**
- Provides **Low Speed Access Lane** For Angled Parking
- Maintains **Parallel Parking On West Side Of Street**
- Adds **Landscaping Opportunities**
- Provides **Multiple Northbound Bicycle Facility Options**
- **Pedestrian Crossing** Accommodations





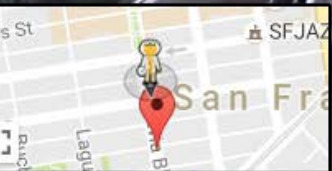
OPTION 5 GUIDING PRINCIPLES BENEFIT MATRIX	Considerable Decrease	Minimal Decrease	Neutral	Minimal Increase	Moderate Increase	Considerable Increase
<b>Safety &amp; Connectivity</b> <ul style="list-style-type: none"><li>Motorists</li></ul>				Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes		Potential Safety Conflicts Between Single Northbound Travel Lane And Angled Parking Ingress/Egress Resolved
<ul style="list-style-type: none"><li>Pedestrians</li></ul>						(1) Vehicular Speed Managed Via Landscaping + Single Northbound & Southbound Travel Lanes (2) Shorter Crossing Distances + Crosswalks (3) Families Using Angled Parking Are Separated From Northbound Thru Traffic
<ul style="list-style-type: none"><li>Bicyclists</li></ul>						(1) Vehicular Speed Managed Via Landscaping (2) Northbound Bike Lane Separated From Parking Ingress/Egress (3) Northbound Alternative To Ride In Access Lane
<b>Parking Opportunities</b>					Angled Parking Increases Parking On East Side	
<b>Accessibility + Flow + Balance</b>		Property Accessibility To Be Coordinated As A Result Of Possible Conflicts With Landscape Medians				By Providing Additional Northbound Access Lane (1) Accessibility Of Angled Parking Increases (2) Flow Of Northbound Traffic Is Improved (3) Corridor Is Balanced With Accommodations For Multiple User Groups, Including Transit
<b>Destination + Identity</b>						By Providing Northbound Access Lane Space East Of Median Could Be Used For Special Events While Maintaining Northbound Traffic
<b>Visual Character</b>						(1) Reduction In Asphalt Surface (2) Landscaping/Trees

San Francisco, CA

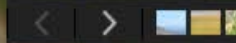
San Francisco, California

# Parking Access Lane + Bicycle Friendly Speed Cushions

OPTION #5



Google

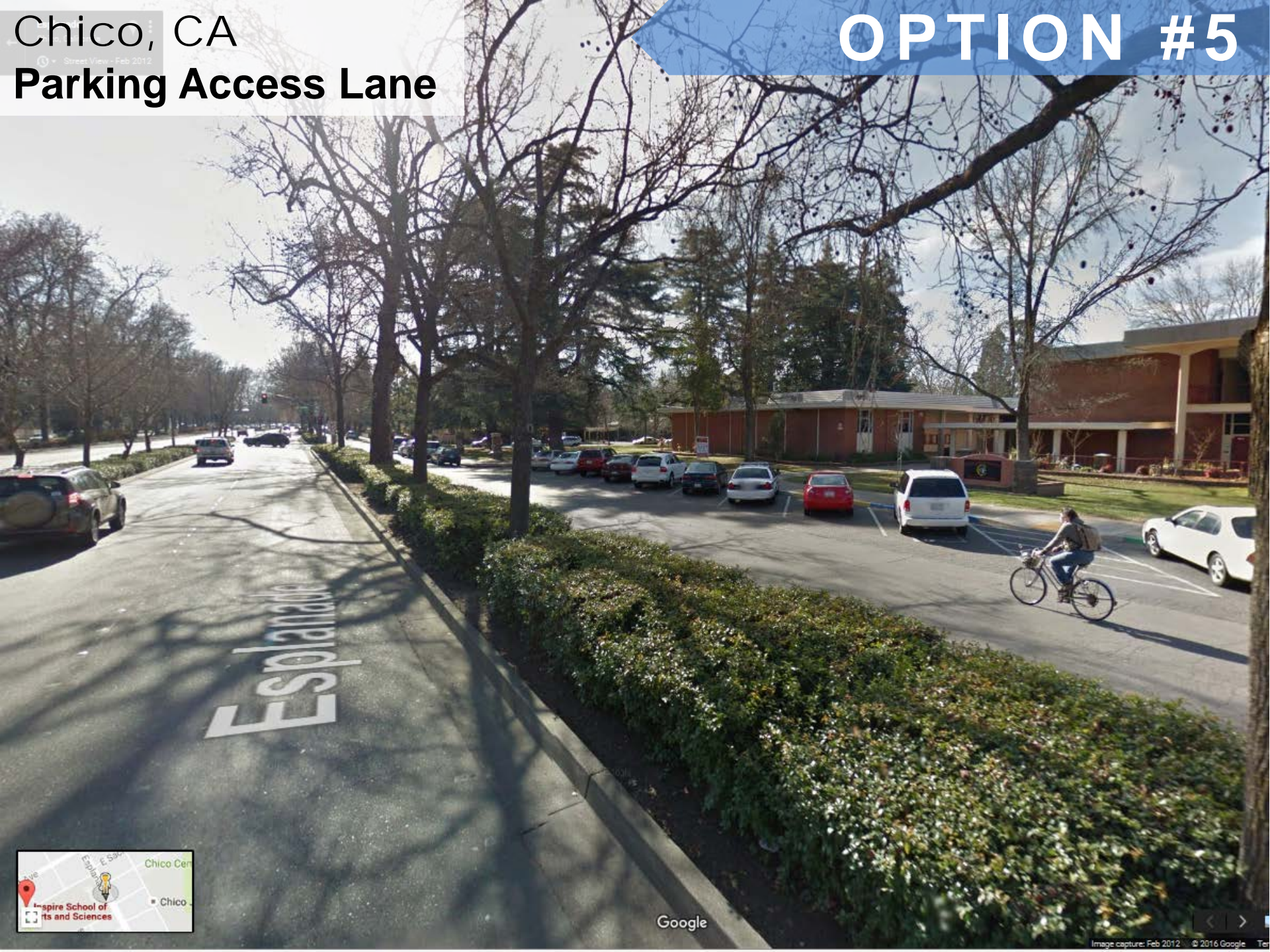




# Chico, CA

## Parking Access Lane

# OPTION #5



Google

Image capture: Feb 2012 © 2016 Google





Option 5 - BEFORE  
**Conceptual Rendering**





Option 5 - DURING  
**Conceptual Rendering**





Option 5 - AFTER  
**Conceptual Rendering**



# COST OPINIONS

**Design + Engineering** ≈ \$200,000 (Pending Future CRA Board Approval)

## Paving + Painting

- Northern Segment (Depot Ave To Rail Trail 1,300LF) ≈ \$220,000
- Southern Segment (Rail Trail To S. 16<sup>th</sup> Ave 1,900LF) ≈ \$285,000
- Entire Corridor ≈ \$500,000

## New Sidewalks

- 5' To 8' On West Side Of Northern Segment (Depot Ave To Rail Trail 1,300LF) ≈ \$300,000
- 5' To 12' On East Side Of Northern Segment (Depot Ave To Rail Trail 1,300LF) ≈ \$325,000
- 5' To 8' On West Side Of Southern Segment (Rail Trail To S. 16<sup>th</sup> Ave 1,900LF) ≈ \$435,000
- 5' To 8' On East Side Of Southern Segment (Rail Trail To S. 16<sup>th</sup> Ave 1,900LF) ≈ \$435,000
- Entire Corridor ≈ \$1,500,000

## Undergrounding Costs

- \$800,000 North Of Rail Trail
- \$1,300,00 South Of Rail Trail
- Entire Corridor ≈ \$2,100,000

Current CRA South Main Budget = \$2,200,000

FY18 Adopted Appropriation = \$975,000

PROJECTED TOTAL BEGINNING 10/1/17 = \$3,175,000

## New Landscape Planters

- Each 7' x 10' Bulb Out Planter ≈ \$4,500
- Each 10' x 18' Bulb Out Planter ≈ \$7,400
- Each 9' x 30' Landscape Median ≈ \$10,300

(Decorative Lighting, Existing Underground Utility Protection, Enhanced Crosswalks, Irrigation, Specialty Paving, Etc. TBD)

# TENTATIVE SCHEDULE

## PENDING DECISION FROM OCTOBER 17 CRA BOARD MEETING

- November 2016 To December 2016 **Pavement Geotech Analysis**
- November 2016 To December 2016 = **30% Construction Documents**
- Engage Construction Manager For **Preliminary GMP Negotiations**
- January 2017 To February 2017 = **60% Construction Documents**
- March 2017 To April 2017 = **90% Construction Documents & Permitting**
- May 2017 = **100% Construction Documentation & Final CM GMP Proposal**
- June 2017 = **Construction Commences**
- October 2017 = **Targeted Construction Completion**



# RECOMMENDATION

CRA Executive Director to CRA Board :

- (1) Approve **Option 5** Conceptual Cross-Section As Basis Of Design For **Northern Segment** Between Depot Ave And Rail Trail
- (2) Approve **Option 2** Conceptual Cross-Section As Basis Of Design For **Southern Segment** Between Rail Trail and South 16<sup>th</sup> Ave

## Option 5



## Option 2

