Power District Redevelopment

- GRU Redevelopment Driven
- The Warehouse Restaurant
- Haisley Lynch Park
- Rosa Parks RTS Hub
- Bethel Station
- Citizens Co-op
- Cotton Club

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Depot Park
Phase I

- Depot Building
- Comfort Station
- Children’s Area
- Multi-use Trails
- Promenade
- Depot Context Area
Depot Park
Phase I

Community Redevelopment Agency
The focus is on creating community.

The Cade Museum
South Main Street’s Gem
South Main Street
Veitch Street to Depot Avenue

If you hadn’t noticed...

When completed, Main Street between North Eighth Avenue and Depot Avenue will be a two-lane road with a center turn lane, bicycle lanes, bus bays, on-street parking and upgraded traffic signals and underground utilities.

Causseaux, Hewett, & Walpole
Engaged in February to provide conceptual design

The campaign was begun after police determined an average of three pedestrians a week are involved in accidents in Gainesville. A subsequent study showed slightly more than 20 percent of drivers in the city have been yielding to pedestrians at crosswalks.
South Main Street

Existing Conditions

**CONSTRAINTS**
- ±120 feet of Right of Way,
- 80 feet of Existing Pavement,
- Not Pedestrian Friendly,
- Not Bicycle Friendly, and
- No Medians.

**OPPORTUNITIES**
- ±120 feet of Enhancements,
- 36 feet of Proposed Pavement,
- Protected Pedestrian Facilities,
- Protected Bicycle Facilities, and
- Lush Landscaped Medians.

What could this corridor look like??
South Main Street

Existing Conditions

With the current industrial nature of the Main Street corridor, 80 feet of unbroken asphalt is acceptable.

CONRAINTS

- not pedestrian friendly
- not bicyclist friendly
- no medians
- 120 feet right of way
- 80 feet of existing pavement
- no green spaces
- no amenities
- no streetscaping

“With the plans to build the Cade Museum and the Depot Park, a corridor that supports the facilities is needed. The roadway design should not detract from the urban form, but rather, compliment the Cade Museum, Depot Park, and promote safety for all users.”

Limitations, constraints, requirements:

At a Minimum, the Design Must:

- Meet applicable FDOT, County, and City roadway requirements;
- Maintain consistent access to the corridor’s existing businesses;
- Protect the museum’s pedestrian traffic to/from the parking lot on the opposite side of the street;
- Accommodate all bicycle traffic crossing South Main corridor;
- Provide both public and private transit loading facilities;
- Enhance the safety and quality of bike lanes;
- Modify center turn lanes for safety and function; and
- Include onstreet parking where practicable.
South Main Street
Concept Development

Depot Park/ Cade Museum Design Elements

- Overall Traffic Calming
- Medians between Travel Lanes and Parking & Bicycle Lanes
- Pedestrian Crossing
- Designated Turn Lanes
- Designated Bicycle Lanes
- More Protected Parking

- Improve Corridor Safety
- Create in-street refuge area adding safety for users and adding greenspace
- Provide Hierarchy for Users
- Promote Proper Maneuvering
- Provide Hierarchy for Users
- Enhance Corridor’s Urban Form

South Main Street
Design Goals

_Incorporate:_
- Connect All Depot Area Attractions
- Reduce the Amount of Asphalt
- Enhance Urban Streetscaping
- Improve All Pedestrian Facilities
- Add Traffic Calming Elements
- Create Green Spaces/Street
- Build Bike Friendly Facilities
- Use LID Where Appropriate
South Main Street

Concept Plan, detail view

1) Review Design Concept
2) Provide Input on Design

- CRA Board Feedback received in Summer 2010
- CHW to meet with various agencies including:
  - TAC
  - CAC
  - Bicycle/Pedestrian Advisory Board (B/PAB)
  - MTPO
- Coordinate with DOT, Alachua County, and City of Gainesville to determine future ownership and long-term maintenance