10-1961

Major Thoroughfare for the City of Gainesville, Florida

DeWitt McGee & Associates

Follow this and additional works at: https://digitalcommons.unf.edu/simonsflorida

Recommended Citation

MAJOR THOROUGHFARE PLAN

for the

CITY OF GAINESVILLE

FLORIDA
MAJOR THOROFARE PLAN

For

THE CITY OF GAINESVILLE

FLORIDA

October, 1961
# MAJOR THOROFARE PLAN
GAINESVILLE, FLORIDA

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>I  INTRODUCTION</td>
<td></td>
</tr>
<tr>
<td>A. Definition</td>
<td>1</td>
</tr>
<tr>
<td>B. Purpose</td>
<td>1</td>
</tr>
<tr>
<td>C. Scope</td>
<td>2</td>
</tr>
<tr>
<td>II EXISTING STREET PATTERN</td>
<td></td>
</tr>
<tr>
<td>A. Highways</td>
<td>4</td>
</tr>
<tr>
<td>B. Thorofares</td>
<td>4</td>
</tr>
<tr>
<td>C. Collectors</td>
<td>5</td>
</tr>
<tr>
<td>D. Other Streets</td>
<td>6</td>
</tr>
<tr>
<td>III DETERMINING FACTORS</td>
<td></td>
</tr>
<tr>
<td>A. Present Routes</td>
<td>7</td>
</tr>
<tr>
<td>B. Land Use</td>
<td>8</td>
</tr>
<tr>
<td>C. Topographical Features</td>
<td>8</td>
</tr>
<tr>
<td>IV CLASSIFICATION AND DESIGN STANDARD</td>
<td></td>
</tr>
<tr>
<td>A. Classification</td>
<td>10</td>
</tr>
<tr>
<td>B. Design Standards</td>
<td>11</td>
</tr>
<tr>
<td>V  THE MAJOR THOROFARE PLAN</td>
<td></td>
</tr>
<tr>
<td>A. General</td>
<td>13</td>
</tr>
<tr>
<td>B. Highways</td>
<td>13</td>
</tr>
<tr>
<td>C. Thorofares</td>
<td>14</td>
</tr>
<tr>
<td>D. Major Collectors</td>
<td>17</td>
</tr>
<tr>
<td>E. Other Streets</td>
<td>18</td>
</tr>
<tr>
<td>VI CONCLUSIONS</td>
<td></td>
</tr>
<tr>
<td>A. Summary</td>
<td>20</td>
</tr>
<tr>
<td>B. Recommendations</td>
<td>20</td>
</tr>
</tbody>
</table>
A. DEFINITION

The orderly growth and development of an urban area is dependent upon several factors, one of the most important of which is the provision of routes for the circulation and movement of both local and regional traffic. This plan is entitled the "Major Thorofare Plan" because this study is intended to provide a plan of major thorofares to work within both the present and anticipated total street pattern of the City of Gainesville and its urban area.

Because of the nature of this plan in purpose and scope, major classifications are established as highways, thorofares, and major collector streets. For other purposes and of a more specialized nature, certain private service streets are shown in order that their relationship to the major thorofares may be understood.

This plan is intended to be a companion study to a Street and Traffic Study in the process of being published by the State Road Department. During the development of this plan, it has been reviewed with the Traffic and Planning Department of the State Road Department in Tallahassee, in addition to review with local city and county officials. This plan does not, in its basic concept, conflict with the State Road Department's Planning Study. Whereas the State Road Department's Study is designed to provide a street and traffic plan for the entire city, including the Central Business District and the suburban area, this plan is limited in its scope and purpose as will be defined in the following paragraphs.

B. PURPOSE

The purpose of this Major Thorofare Plan is to determine the location of major
traffic routes serving both local and regional traffic, in order to provide adequate, efficient, and economical circulation of traffic both into and within the Gainesville urban area.

The location of these major thorofares, and such other routes as are indicated, will provide a basis for the layout, orientation, and the location of streets of a secondary nature as new areas are developed. Existing streets may be improved in accordance with their relationship to the proposed major thorofares in keeping with traffic demands and other determining factors.

The preparation of this plan is brought about by, and is primarily oriented to, the area which will become officially annexed to the City of Gainesville effective January 1, 1962. This Major Thorofare Plan, in conjunction with studies on Population, the Economic Base, and Land Use, is intended to provide a factual and sound basis for planning controls within the newly annexed area in order that sound growth and development will result. Principal among these planning controls is the Land Use Plan and Zoning Regulations based upon such Land Use Plan. However, before such Land Use Plan and Zoning Regulations may be devised, it is necessary that a system of major thorofares be established, in addition to a determination of factual data in the fields of Population and Economics.

The primary purpose of this plan, therefore, is to provide a basis for developing the Land Use Plan and subsequent zoning ordinances applicable to the newly annexed area. The method of presentation and scope are determined accordingly.

C. SCOPE

The scope of this Major Thorofare Plan is primarily directed to the establishment of a major thorofare network within the newly annexed area to become effective January 1, 1962. However, because it would be unrealistic to attempt the development of a Major
Thorofare Plan not including considerations for the entire urban area, it is necessary that the scope of this plan show major thorofares as they relate to both the present corporate area and the new corporate area, and in addition, beyond the immediate urban area. This study is not intended to go into detail, however, on problems of traffic flow and congestion existing within the present corporate area. This matter is adequately dealt with in the previously mentioned State Road Department Traffic Study. The principal scope of this plan, however, is limited to the annexation area although, as has been pointed out, such routes must also include the present corporate area, and must likewise include areas outside of both the present corporate area and the newly annexed area in order to show the purpose and service area of these thorofares. It is for this reason that several of the proposed major thorofares are shown several miles beyond both the present and new corporate boundary. It may be expected that, as the City of Gainesville continues to grow and annex new areas, these routes will then fit into the total urban complex of the thorofare system. By such routes being established at the present time, the number and degree of future problems in traffic control will be minimized, in addition to an inestimable savings in public funds in street rights-of-way alone.
II EXISTING STREET PATTERN

A. HIGHWAYS

The present flow of traffic on state and federal highway routes predominate the total street pattern. The most predominant of the two principal highways is U. S. 441 passing through the city in north-south direction on West Thirteenth Street. This street borders the University of Florida campus to the east. U. S. 441 extends into Florida from Georgia, through Lake City, south through Gainesville to Ocala and south through the central portion of the State to Miami. A considerable volume of transient tourist traffic uses this route.

The second major highway route through the City of Gainesville is Florida 20, combining with Florida 26 and 24 on University Avenue, leading in an east-west direction perpendicular to West Thirteenth Street and U. S. 441. This route abuts the University of Florida campus on its north boundary. Florida 20 extends easterly to Palatka and to intersect with U. S. 1 at Bunnell. Florida 26 extends westerly to tie in with U. S. 19 - 98 at Old Town. Florida 24 extends northeasterly to the Community of Stark, and extends southwesterly to the Gulf Coast fishing Community of Cedar Key.

Traffic flow maps and tables showing traffic volumes on these highways are provided in the Florida State Road Department Traffic Study.

B. THOROFARES

Principal thorofares, functioning in that capacity at the present time, consist of west Sixth Street, which provides traffic relief to U. S. 441 coming into the City of Gainesville from the north and extending to University Avenue. Paralleling West Sixth Street to the east is Main Street, which provides traffic circulation in the thorofare capacity from
North Sixteenth Avenue south through the Central Business District and to intersect with U. S. 441 south of Bivens Lake.

Existing major east-west thorofares are North Thirty-ninth Avenue, North Twenty-third Boulevard, and North Sixteenth Street. These routes provide the east-west traffic flow in the northern part of the city. North Eighth Avenue also serves as a major thorofare extending from Northwest Twenty-third Street east to Northeast Twenty-fourth Street.

South of University Avenue, the only principal east-west thorofare route which may be identified is Fourth Avenue, extending from West Thirteenth Street east to intersect with Florida Highway 20 in the vicinity of East Eighteenth Street.

C. MAJOR COLLECTORS

Existing major collectors, serving for the movement of lesser volumes of traffic and distances less than those provided by highways and thorofares, are mostly situated within the central portion of the city. Principal among these is North Tenth Avenue, connecting West Thirteenth Street to Main Street. Northwest Fifth Avenue and Northwest Seventh Avenue also serve as major collectors from Northwest Sixth Street to Northwest Twenty-second Street for Northwest Fifth Avenue, and to Northwest Nineteenth Street for Northwest Seventh Avenue.

Northwest Twenty-third Street serves as a major collector between West University Avenue and Northwest Sixteenth Avenue. Northwest Seventeenth Street serves as a major collector primarily for university traffic from University Avenue to Northwest Eighth Street. West Tenth Street serves in the capacity of a major collector from northwest Eighth Street south to intersect with Southwest Depot Avenue.

Southeast Fourth Street also serves as a major collector in the southeastern quadrant of the city, and Northeast Ninth Street serves as a major collector in the northeast
quadrant of the city connecting East University Avenue with Northeast Twenty-third Boulevard. East Eleventh Street serves as a connector between East University Avenue and Southeast Fourteenth Street. Northwest Twenty-second Street connects Northwest Sixteenth Avenue with West University Avenue.

D. OTHER STREETS

Although certain other streets serve in lesser capacities as minor collectors, there is indicated little organization among the traffic flow on the balance of the streets. Streets serving the University of Florida campus primarily provide circulation within the university campus for students, faculty, and employees having business at the University of Florida. Most other streets, in addition to the private service streets on the University of Florida campus, principally provide access to abutting properties including residential, business, industrial and public uses.
III  DETERMINING FACTORS

A. PRESENT ROUTES

One of the principal factors contributing to the Major Thorofare Plan is the location and use of existing traffic routes. Streets which presently exist were built for a purpose, and that purpose was to provide for the movement of vehicular traffic to and from a particular area, and to provide access to abutting properties. Most present traffic routes exist because a need existed for them. The location of these routes generally reflects a logical relationship to the origin and destination of traffic from one area to another. For this reason, it will be found that many existing routes are so situated that they may become a major thorofare.

A second factor to consider in existing traffic routes is the fact that they represent the location of existing rights-of-way. The acquisition of land for street rights-of-way is a major factor to consider in determining the location of thorofares, and particularly in areas which would require the removal or demolition of costly improvements such as buildings and structures. It may be readily seen that it behooves the municipality to make use of existing rights-of-way whenever possible, provided that such rights-of-way lend themselves to the location of thorofares.

The City of Gainesville is fortunate in that many rights-of-way exist within the new annexation area which lend themselves to the location of major thorofares. Although there exist many unfortunate street layouts in lesser areas and subdivisions, the routes which are proposed in this plan to become thorofares are, for the most part, laid out in a logical order or may be made usable as thorofares with minor adjustments and changes.
B. Land Use

A second factor of major concern in developing a Major Thorofare Plan is that of land use. Major categories of land use will determine factors relative to the origin and destination of traffic movement. Considerations of traffic congestion are also created by certain types of land use in various locations. Other considerations involving residential areas concern themselves with the need of preserving residential characteristics in minimizing traffic hazards to such areas.

The degree of land development, and the cost of improvements on such land in which the various land uses exist, quite often constitute both a physical and financial barrier in cases where a new route is proposed to pass over or through a developed area. In cases where the cost of land and improvements is beyond the financial means of the city an alternate route must be considered, which, although not as desirable from the traffic pattern standpoint, will at least provide an almost equivalent solution with a lesser expenditure making the project feasible.

The present land use pattern has, for the most part, developed in accordance with existing land use, and to serve existing development. Within the City of Gainesville two major points of destination and origin are created by the University of Florida and the industrial activities along Florida Highway 24 in the vicinity of the Gainesville Municipal Airport. Most other areas of the city are predominantly residential in character, or provide business and commercial services to meet the needs of the community.

C. TOPOGRAPHICAL FEATURES

A third major category contributing to a determination of the location of major thorofares are those factors brought about by topographical conditions. These conditions
reflect not only the feasibility of constructing the thorofare, but also determine the areas in need of service by such thorofare. Most of the territory within the present corporate area of the City of Gainesville, and also within the area to be annexed, is of suitable topographical condition for various uses and also suitable for the construction of streets. However to the south of the annexation area a large swamp area, known as Payne's Prairie, prohibits development and consequently eliminates the need for thorofares to serve such area. Newnan's Lake exists to the extreme east of the city, approximately two and one-half miles east of the new corporate boundary. This body of water limits growth in that direction and affects the need for thorofares to serve that area. Territory to the extreme north consists of usable areas, and areas which are not suitable for development because of low topographical conditions. Property to the northwest is generally suitable for development and thus constitutes a need for a workable system of major thorofares. Territory to the southeast varies with suitable land conditions and others not so suitable, contributing to a major thorofare network with less uniformity than in other portions of the city.
IV CLASSIFICATION AND DESIGN STANDARD

A. CLASSIFICATION

The classification of streets as set forth in this Major Thorofare Plan is divided into Highways, Thorofares, and Major Collectors. Other streets are indicated as private service streets.

Streets classified as highways are those officially designated as federal or state highway routes, or such portions of other streets functioning in carrying highway traffic. Highway traffic, for the purposes of this Plan, is defined as that traffic which passes through the community with both its destination and origin being outside of the corporate boundary. Such highway traffic should be accommodated by permitting it to pass through the urban area with a minimum of effort. The intentional harassment of highway traffic, made in an effort to increase retail sales, defeats the purpose for which the highways are built and creates unnecessary inconvenience and resulting displeasure to the transient. It may be expected that a subsequent trip planned by a traveler who has had difficulty in passing through a community will make an effort to avoid the community, if possible, on his next trip.

Although it is recognized that certain commercial services are necessary to provide for the needs of the transient, it is pointed out that these establishments should be located at strategic areas and made available to the transient in the event he should want them, and not imposed upon him as a captive customer.

Although it is possible to break down the classification of thorofares into regional thorofares, local thorofares, major thorofares, and minor thorofares, it is found that for the purposes of this plan a single classification called Thorofares is adequate. As set forth in this plan, thorofares are identified as those major traffic routes, serving in the capacity of...
moving large volumes of traffic from one major portion of the city to another. These routes will generally transverse the city throughout its entire length or width. The movement of traffic on these routes will have priority over other subordinate streets of lesser classification. Although major thorofares, in addition to their primary purpose of moving through local traffic also provide access to abutting properties, it is pointed out that the fact that these routes do provide access to abutting properties is of secondary importance. All devices protecting the flow of traffic on these thorofares should be implemented.

The third major classification of streets as set forth in this plan is identified as Major Collectors. These streets are thorofares of a lesser magnitude in that their service area is considerably less than that of the thorofares, although in many instances the actual amount of traffic may exceed those of thorofares. The service area and the distance of the route are the principal factors determining whether or not a route is classified as a major collector or a thorofare. The major collector street serves in the primary capacity of collecting traffic from minor streets in a residential or business area carrying such traffic for limited distances, and feeding such traffic into the thorofares and highways. The use of major collectors providing access and service to abutting properties is not as critical as that of thorofares and highways. However, this factor should not be overlooked, and the protection of the movement and flow of traffic on them should be a major consideration.

Other streets set forth in this plan are identified as private service streets and constitute service to areas not customarily owned or maintained by the municipality.

B. DESIGN STANDARDS

Although a determination of design standards is not within the scope of this plan, it is suggested that a schedule of minimum design standards be established by the Engineering
Department of the City of Gainesville in order to provide adequate rights-of-way and street improvements, particularly in new developments and within new areas. Design standards involving the engineering features of street construction should also be set forth in conjunction with other features considered in street improvements such as drainage, storm sewers, and the installation of utility lines.

In addition to determining the minimum right-of-way for the various classifications of streets set forth in this plan, the width and number of driving lanes should also be established, including a determination of parking lanes on the street and such other special uses in the nature of loading zones, fire zones, and safety zones, which should be established in the public interest.
A. GENERAL

The Major Thorofare Plan is set forth in this study showing the street classifications previously discussed. This plan shows the corporate boundary which includes the annexation area, in addition to showing areas beyond which will be served by these major traffic routes. This plan is shown in color over a base map of the Gainesville urban area. The existing streets, shown in black, indicate where such routes exist in relation to those proposed. Although certain existing streets are found to form a part of the Major Thorofare Plan, this is not intended to imply that such existing routes are adequate for the classification proposed, either in right-of-way or street improvements.

B. HIGHWAYS

The general highway pattern is relatively unchanged with the exception of one significant feature which shows the extension of Florida 24 across East University Avenue and along the Seaboard Airline Railroad onto Depot Avenue, to intersect with the present Florida Highway 24 at Southwest Thirteenth Street, or U. S. Highway 441. This route will provide for the direct flow of traffic passing through the area on Florida 24 and will reduce traffic volume and congestion now existing and created by the present routing of this traffic flow.

Also proposed in the highway category is the segment extending south on the Southeast Eleventh Street from the intersection of Florida Highway 24 and East University Avenue, extending into Williston Road, crossing U. S. 441 and extending southwesterly to intersect with Interstate 75. This will provide a connection of traffic moving from Florida Highway 24
south to U. S. 441 and to the I-75 Interchange without having to pass through congested areas of the city.

Interstate 75 will exist to the extreme west, a section of which is indicated on the Major Thorofare Plan. Although Florida Highway 24 will not connect with Interstate 75 at an interchange, but will pass under the Interstate by a grade separation, Florida 26 will lead to an interchange to the west.

The route of U. S. 441 is unchanged. Florida 20 to the east and Florida 26 to the northeast also remain unchanged as to location and classification.

C. THOROFARIES

This category represents the bulk of major thorofares set forth in this plan. These routes are of primary importance in providing access to the outlying areas and for providing movement from one section of the city to another.

The northern most thorofare is shown in the extreme northwest portion of the Major Thorofare Plan, a portion of which exists as Northwest Fifty-fifth Boulevard. The next southerly east-west thorofare is proposed at North Thirty-ninth Avenue, and constitutes the major thorofare in the northern portion of the city, providing for traffic circulation from the west rural area outside of the corporate boundary, across the northern part of the city, along a portion of the new north corporate boundary, and extending east between Sunland and the Gainesville Municipal Airport.

North Twenty-third Boulevard is proposed as the next southerly major east-west thorofare, a portion of which presently exists from west of North Thirteenth Street east to Florida Highway 24. South of Eighteenth Avenue, the next proposed major east-west thorofare is North Sixteenth Avenue, followed by North Eighth Avenue. This route will provide relief to traffic coming in from the west on Florida 26 with a destination in the north-
eastern portion of the city or beyond. This street presently exists from Northeast Twenty-seventh Street to Northwest Twenty-third Street.

South of the major east-west highway, which is University Avenue, the principal east-west thorofare is proposed on Fifth Street beginning at Southwest Thirteenth Street, and extending easterly across Florida Highway 20 to Southeast Fifty-ninth Street. This route will provide access to and from University of Florida campus to a large portion of the southeast area. A second major thorofare providing access to the University of Florida campus is shown originating from the southeast portion of the University campus extending south across the Seaboard Airline Railroad, then east to cross South Main Street, continuing to coincide with Southeast Twenty-second Avenue, continuing easterly along the section line to the northern tip of Trout Lake, crossing Florida Highway 20 as Twenty-fourth Avenue, and intersecting with Southeast Fifty-ninth Street. This route will also provide access and service from the southeast portions of the urban area to the University of Florida campus.

The southern most east-west thorofare exists as a segment connecting State Road 331 with Kincaid Road on Southeast Forty-first Avenue. This route loops over the northern end of Payne's Prairie swamp to the south of the city, and provides access to the usable land within this area. This route also provides access to I-75 from the southeast section without having to pass through the congested urban area.

The major north-south thorofares begin to the west with Northwest Forty-third Street. This route terminates south of Florida Highway 26 because of topographical conditions, but is diverted easterly to tie in with the next easterly north-south thorofare proposed on West Thirty-fourth Street. West Thirty-fourth Street will extend from the extreme north to the extreme southern portion of the urban area serving both the corporate area and the territory outside. This route also passes through the western portion of the University of Florida cam-
pus. The next easterly major north-south thorofare begins at Northwest Twenty-second Street on West University Avenue, extends north to Northwest Eighteenth Avenue, then veers westerly to connect with Northwest Twenty-third Boulevard. This route then extends north to connect with U.S. 441. A segment of this thorofare is also indicated south of the University of Florida campus as Southwest Twenty-third Street, extending south from Florida Highway 24 and west of Bivens Lake, connecting to State Road 331, on the Williston Road. This street is not intended to provide through traffic through the University of Florida campus. It will, however, connect to a University campus service street providing access to and from this area.

The next major north-south thorofare is proposed east of U.S. 441 and is situated on West Sixth Street north of University Avenue, connecting into U.S. 441 at the north corporate boundary. This street provides a relief route for U.S. 441 traffic with destination in the City of Gainesville. This route is proposed to be extended south of University Avenue to cross Depot Avenue and to tie in with South Main Street.

Main Street is indicated as the next easterly major north-south thorofare extending from the north corporate boundary south to intersect with State Road 331 immediately before its connection with U.S. 441.

Continuing easterly, East Fifteenth Street is shown as a major north-south thorofare extending from the north corporate boundary south to Kincaid Road, or Southeast Forty-first Avenue. This route exists almost in its entirety with the exception of a small segment to the north. Continuing easterly, East Twenty-seventh Street is proposed as a major north-south thorofare extending from the South Kincaid Road north through Sunland property and to intersect with Florida Highway 24 and Northeast Thirty-ninth Avenue. This route presently terminates at the Sunland property.
One mile east of East Twenty-seventh Street, the next major north-south thorofare proposed is East Forty-third Street passing to the east of Trout Lake, crossing Florida Highway 20 and terminating at the intersection of Northeast Eighth Avenue.

The easterly most north-south major thorofare shown on the Major Thorofare Plan is East Fifty-ninth Street, serving the area immediately west of Newnan's Lake. This route extends along a section line from the vicinity of Florida Highway 20 north to connect with Northeast Thirty-ninth Avenue. Only a small segment of this route exists along either side of East University Avenue.

D. MAJOR COLLECTORS

Major collectors, as set forth in the Major Thorofare Plan are relatively few and limited in their function as compared to the previously discussed thorofares. The major collectors shown begin with Northwest Seventeenth Street, extending from University Avenue north to Northwest Twenty-third Boulevard. This street will primarily provide for accommodating university traffic to the north.

East of West Thirteenth Street, or U. S. Highway 441, West Tenth Street is proposed to serve as a collector from Depot Avenue to Northwest Sixteenth Avenue.

Serving in a comparable capacity to the thorofare established on Main Street is East Second Street, tying into Main Street north of Northeast Sixteenth Avenue, and extending south to connect with Southeast Fourth Street intersecting with Twenty-second Avenue in the southeastern portion of the city. Functioning in the capacity of a major collector, this route closely parallels Main Street and serves primarily for local circulation within and through the Central Business District area.

Northeast Ninth Street is proposed as a major collector from Northeast Twenty-third Boulevard south to cross East University Avenue and intersect with the proposed new
route of Florida Highway 24.

East-west major collectors are shown as North Fifth Avenue, extending from North-west Twenty-second Street east to the new corporate boundary on Northeast Twenty-seventh Street, and existing approximately midway between University Avenue and North Sixth Avenue.

South of University Avenue, Fourth Street is proposed as a major collector providing access to the University of Florida campus area parallel to University Avenue, extending from Thirteenth Street east to intersect with Florida Highway 20.

A street of the major collector category is also proposed to parallel the new route of Florida Highway 24, such route proposed to exist on the south side of the Seaboard Airline Railroad, whereas the proposed new Florida Highway 24 route exists to the north of the railroad. This will provide access and service parallel to Florida Highway 24 for the area south of the railroad thus minimizing railroad crossings in this area and providing for access to undeveloped area. This route extends from Southwest Twenty-third Street to Southeast Fourth Street.

The last of the streets proposed in the major collector category is in the southeast portion of the city, encompassing a portion of Southeast Thirteenth Avenue, connecting to Southeast Fifteenth Avenue, extending to tie in with Southeast Eighteenth Avenue, and terminating to the east with its intersection of Florida Highway 20.

E. OTHER STREETS

Because the University of Florida is a major point of traffic destination, and because certain routes outside of this area are established to coincide with private university streets, the principal university campus streets for internal circulation as set forth on the official street plan for the University of Florida, are shown in the Major Thorofare Plan.
It will be noted that these internal circulation streets tie in to the major routes proposed in this Plan consisting of Northwest Seventeenth Street, South Fifth Avenue, the new route proposed in the southeastern portion of the campus, and a connection to Southwest Twenty-third Street. A westerly extension is proposed to intersect with Southwest Thirty-fourth Street and extend westerly to tie in with Southwest Forty-third Street. A total of five thoroughfares connect directly to the campus service streets.

All other streets existing within both the present corporate area and the annexation area serve a primary purpose of providing access and service to abutting properties. Although further streets may be identified as collector streets of a minor category, such routes are not of principal concern in the development of this Major Thorofare Plan and in keeping within its purpose and our scope. However, as new developments are proposed it will be necessary to establish collector streets of a lesser magnitude in order to provide a logical, workable, and acceptable street system within the areas of less coverage.

RECOMMENDATIONS

Reconsider for this Major Thorofare Plan in lieu of essential value and to serve the
VI CONCLUSIONS

A. SUMMARY

The City of Gainesville is situated at the intersection of principal regional highways consisting of U. S. 441, Florida 20, 24, and 26. The location of these highway routes has contributed significantly to the growth pattern of the urban area. The location of these routes is permanently fixed and treatment of these routes must consider existing land use and topographical features. Because of these circumstances, highway routes are proposed to remain in the present location with an exception modifying the route of Florida Highway 24 through the central urban area.

Thorofares are proposed at distances of approximately one mile, with lesser distances established in the urban areas of greater density in order to provide service and access to both developed and undeveloped areas. Major collector streets are proposed to serve areas of lesser magnitude, and for the purpose of this study, major collectors are proposed primarily to serve in parallel and to provide relief to highway and thorofare routes.

Local service streets, not owned and maintained by the City of Gainesville, are considered in this study only in the University of Florida campus, in order to provide for service to this area at the principal points of ingress and egress. All other streets not identified in a specific category in the Major Thorofare Plan serve primarily in providing access and service to abutting properties, although certain ones may also function in the capacity of minor collector streets.

B. RECOMMENDATIONS

In order for this Major Thorofare Plan to be of material value and to serve the
purposes for which it is intended, it is recommended that this Plan be officially adopted by
the chief legislative body of the City of Gainesville, and that it be implemented by munici-
pal law in both the Zoning Ordinance and the Subdivision Ordinance. Through these
planning tools, adequate rights-of-way may be obtained and preserved for new routes; the
location of new routes may be established, and a workable total street system may result
from the layout and design of new subdivisions conforming to the Major Thorofare Plan.

Provisions in the Zoning Ordinance should establish a minimum set-back from the
center line of each classification of street in the Major Thorofare Plan in order to prevent
the encroachment of structures and the subsequent additional cost which may be involved
in the demolition or removal of such structures with future street widening. The Subdivision
Ordinance should establish minimum standards for rights-of-way widths and surface improve-
ments in the number and width of driving lanes and other accessory functions which such
routes will perform. In order to minimize future costs to the city in bringing streets up to
standard and assuring a minimum expense in future maintenance costs, engineering construc-
tion standards should also be established and enforced in all new developments.

This Plan should also provide a basis for determining the subsequent Land Use Plan
and Zoning Ordinances for the newly annexed areas.

Although this Plan has been reviewed with the Traffic and Planning Department of
The Florida State Road Department, in Tallahassee, and with local city, county, and uni-
versity officials, it is recognized that unforeseen events may create conditions which will
necessitate a restudy and revaluation of this Plan and with subsequent adjustments. It is
therefore recommended that this Plan be reviewed periodically and, following such review,
be revised and brought up to date as deemed appropriate. However, this Plan should not
be promiscuously altered or changed, otherwise the validity of its purpose in providing for the locations and rights-of-way for future thorofares may be jeopardized.