

# City of Gainesville

# VISION

# ZERO



## Action Plan

## 2024-2028

Department of Transportation

# City of Gainesville

## Message from the City Manager



In the five years between 2018 and 2022, 95 neighbors lost their lives and 647 suffered severe injuries while traveling within Gainesville city limits. The loss of lives is unacceptable. The impact on families, loved ones, and the community as a whole is immeasurable.

This plan reveals that the majority of fatalities and severe injuries occurred along major state and county roads where speeds were a factor. Vulnerable road users, pedestrians, and cyclists, were disproportionately affected when involved in traffic crashes, suffering life-altering consequences. While the city has made significant strides in enhancing the transportation system over the years, a lot remains to be done.

Following Vision Zero best practices, the City has made a commitment to eliminate traffic-related deaths and severe injuries by 2040 recognizing that traffic-related deaths and severe injuries are preventable. While this is an ambitious goal, I am certain that it is achievable through dedicated focus and targeted efforts, and by intentional collaboration between local, state, and federal agencies. This action plan is our pledge to continue to work towards enhancing the safety of our transportation system, reducing transportation inequities, and guiding investments in speed management, safety of vulnerable road users, and intersection and street lighting enhancements.

Through the provision of a safer transportation system, where risk and exposure are minimized, we will strengthen and enhance our community, creating livable spaces and streets where neighbors are not concerned about their safety or the safety of their loved ones while walking or cycling while crossing streets, or while driving to work or going to school. For some of our neighbors walking and cycling are the main transportation option; for others, it is a choice. A safer transportation system with a complete and well-connected multimodal network will enhance the quality of life for our neighbors by promoting the use of active transportation and improving community health outcomes.

Safety is a shared responsibility. We have made significant progress, but through Vision Zero and by working together we can continue to make Gainesville a safer community for all.

In the spirit of excellence,

A handwritten signature in black ink that reads "Cynthia H. Curry". The signature is written in a cursive, flowing style.

# Acknowledgments

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Cynthia Chestnut - Mayor Pro-Tem, Commissioner At-large  
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## WHAT IS VISION ZERO?

The primary reason for implementing Vision Zero is to save lives and prevent serious injuries caused by traffic crashes. Vision Zero was first developed and implemented in Sweden in 1997 and has been adopted around the world. In the United States, the Federal Highway Administration (FHWA) has incorporated Vision Zero supporting a safety culture that reflects a diversity of investments in projects and programs as part of a safety culture that fosters a collaborative, multidisciplinary **Safe Systems** approach “*founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts<sup>1</sup>*”. The Vision Zero holistic approach is centered on people, transforming the road environment to encourage safe speeds and reduce the severity of traffic impacts through the implementation of proven countermeasures.

In addition to saving lives and preventing injuries, Vision Zero has numerous other benefits. It can help to reduce the economic and social costs of traffic crashes, such as medical expenses, lost productivity, and property damage. It can improve the livability of communities and advance equity goals by making streets safer and more pleasant for all users, including pedestrians, cyclists, and motorists. It can also support sustainable transportation modes and climate action strategies by creating safer and more accessible infrastructure that encourages the use of multimodal and active transportation options.



**Safer Roads:** Increasing the number of safe crossings and sidewalks, improving pedestrian scale lighting, design retrofit to improve safe conditions .



**Safer and Equitable Community:** Address the safety of all road users with action, focused outreach programs and a culture of safe mobility.



**Reliable Data and Reporting:** Enhancing communication between departments and systems. Examples include improved data accuracy, roadmaps and data sharing protocols.



**Safer Mobility:** The City of Gainesville provides mobility options with walking, biking and transit as the top priority.



**Post-Crash Care:** The City of Gainesville’s public safety agencies – Gainesville Fire Rescue and Gainesville Police Department respond to those in need. Tracking and evaluating actions help inform what is working and where additional focus on safety is needed.

Figure 1: Vision Zero Safe System Components

<sup>1</sup> FHWA, <https://highways.dot.gov/safety/zero-deaths>

## HOW TO ACHIEVE VISION ZERO

Continuing to build upon previous efforts, this plan involves collaboration between agencies, stakeholders, and community groups to ensure everyone works together to achieve the shared goals. The Vision Zero approach was based on a combination of **safe systems** and the **6 E's of road safety**. The Safe System approach is based on six principles: deaths and serious injuries are unacceptable; humans make mistakes; humans are vulnerable; responsibility is shared; safety is proactive; and, redundancy is crucial. The 6 E's of road safety: Engineering, Education, Enforcement, Environment, Equity, and, Evaluation (Figure 2) represent the action tools to achieve the principles of a safe system.

The plan relies on a data-driven approach, which involves collecting and analyzing traffic crash data to identify the most dangerous locations, times, and causes of crashes. As a result, a high-risk network and focus area were established for infrastructure improvements.

The plan provides a guideline to prioritize infrastructure improvements through the application of context-sensitive **engineering** countermeasures in road design, traffic calming, and multimodal infrastructure to make roads safer for all users.

**Education** through public outreach programs raises awareness about safe behaviors for all road users. Combined with **enforcement** of traffic laws it can help improve driver, pedestrian, and cyclist behavior, bringing awareness to traffic safety culture.

**Environment** interventions reflected in land use, zoning, and transportation planning are intended to be transformative measures such as transit-oriented development, complete streets policies, etc, that may influence travel mode choice and contribute to enhancing safety.

**Equity** refers to ensuring that interventions are targeted toward the communities most in need and that progress is being made in reducing disparities.

Regular **evaluation** and monitoring to assess progress toward the goals and make adjustments as needed are also part of the plan. Overall, a Vision Zero effort counts on data-driven redundant systems to make roads safe for all users.



Figure 2: E's of Vision Zero Program

## VISION ZERO IN GAINESVILLE

Gainesville has long emphasized the safety of the transportation system through collaborative actions and investments in traffic calming, multimodal network, transit, and traffic operations dating back to the 1990s. In 2018 the City Commission adopted a Vision Zero Resolution to further strengthen the City’s commitment to safety, seeking to eliminate traffic-related deaths and reduce serious injuries by 2040.

The 2020 Gainesville Vision Zero Action Plan emphasized the prioritization of the safety of the most vulnerable road users, guiding policy and planning decisions, and targeting capital investments outlining a commitment to:

- Increase safe and equitable mobility for all neighbors;
- Prioritize people over traffic efficiency; and,
- Fill infrastructure gaps where they contribute to fatalities and serious injuries and/or limit access/mobility for communities of concern.

Since then the City Commission dedicated over \$3 million to the Vision Zero effort; hired dedicated staff; and adopted policies to strengthen its Vision Zero commitment:

- Funding was allocated to projects within the initial Vision Zero core area, closing gaps in the sidewalk network; adding bicycle facilities including protected bike lanes and bike signals; enhancing crossings with markings, signage, and pedestrian-activated signals; enhancing driver awareness and seeking to improve compliance with speed limits at key locations by adding speed feedback signs. The funds also advanced studies for the transformation of University Ave and W 13th St into complete streets.
- A Vision Zero Coordinator role was established to enhance collaboration with partner agencies and the Vision Zero Workgroup.

- Vision Zero-related policies were adopted in the City’s Engineering Design and Construction Manual and incorporated into the proposed revisions to the City’s Comprehensive Plan; in addition, Vision Zero was outlined as a top priority in the City’s Strategic Action Plan.

This updated Action Plan advances the continuing efforts based on enhanced data analysis, also focusing on implementation, monitoring, and assessment of metrics to improve road safety conditions.

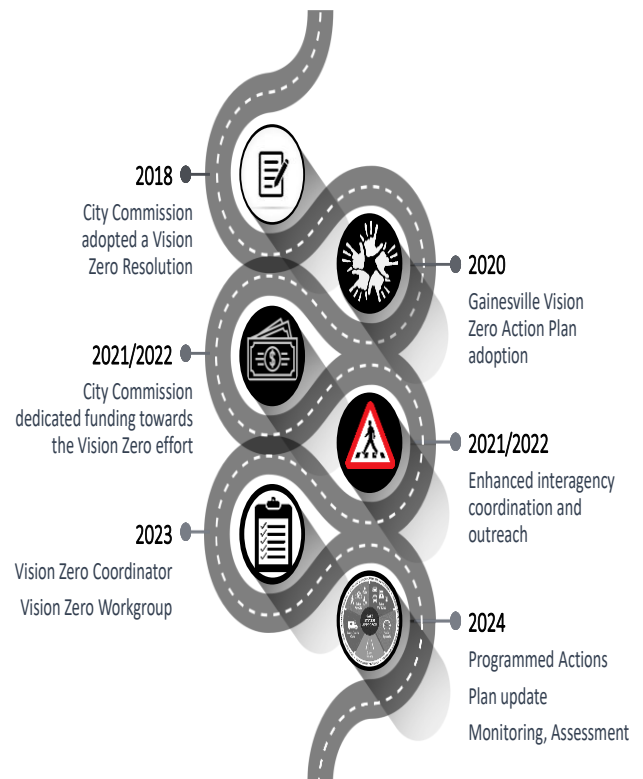


Figure 3: Timeline of Traffic Safety-Related Plans and Milestones



## ACCOMPLISHMENTS & STATUS

Several strategies were identified as part of the first Vision Zero Action Plan as listed below. All short-term initiatives have either been completed or have been significantly advanced; some are ongoing. Long-term initiatives remain relevant and are carried forward in this plan enveloped in the updated action strategies. Table 1 outlines the status of the initiatives.

*Table 1: Summary of Previous Work Plan*

<b>SHORT-TERM INITIATIVES</b>	<b>STATUS</b>
S1. Identify built environment design retrofits to prioritize pedestrians and safely accommodate bicyclists and other emerging transportation modes	Complete
S2. Establish and maintain a list and map of project priorities	Complete
S3. Implement speed limit reduction to 25 mph where feasible based on data	Under development
S4. Incorporate Vision Zero-focused policies into the City's Comprehensive Plan, City Engineering and Construction Design Manual, Downtown Master Plan, UF Campus Master Plan, and MTPo regional bike/pedestrian plan	Complete
S5. Emphasize the application of Vision Zero aspects through the development review process to leverage resources	Complete & Ongoing
S6. Create a transportation policy to build a network that complements land use in Urban Transect zoning U5 and greater	Ongoing
S7. Enhance communication sharing and data analysis protocols, both between City departments and with outside agencies	Complete & Ongoing
S8. Increase the number of law enforcement personnel and enforcement efforts related to traffic safety	Ongoing
S9. Continue outreach efforts and identify opportunities for enhancements of community engagement through the use of various social media platforms	Complete & Ongoing
S10. Implement projects as funding becomes available	Complete & Ongoing
S11. Develop and implement evaluation metrics	Complete
S12. Develop and implement the Vision Zero website and dashboard	Complete
<b>LONG-TERM INITIATIVES</b>	<b>STATUS</b>
L1. Identify a sustainable and dedicated funding source, such as \$0.05 of the micro-mobility User Fee, to support Vision Zero projects and actions	Ongoing
L2. Measure and track solutions implemented to increase the effectiveness of actions and investments	Ongoing
L3. Dedicate staff resources for planning and enforcement	Ongoing
L4. Expand interventions citywide based on results achieved in the target area	Ongoing
L5. Continue to maintain the list and map of projects	Ongoing
L6. Continue outreach efforts	Ongoing
L7. Implement projects as funding becomes available	Ongoing

## VISION ZERO WORKGROUP

The City of Gainesville established a Vision Zero workgroup (Figure 4) to increase coordination of safety-related efforts. The workgroup comprises diverse disciplines, including transportation planners, traffic engineers, emergency response personnel from police and fire, and public health and communications experts. Multiple agencies collaborate in this effort, including the City of Gainesville, Alachua County, the Florida Department of Transportation, the University of Florida, and Santa Fe College. The collaborative focus seeks to advance a common goal and interest in enhancing the safety of the transportation system and all of its users.



Figure 4: City of Gainesville Workgroup

In addition, several focus groups were part of the Vision Zero initiative to address specific issues associated with data consistency, community outreach, high-risk network development, website development, and infrastructure prioritization.

## UNDERSTANDING THE PROBLEM

In the five years between 2018 and 2022, 95 neighbors lost their lives and 647 suffered severe injuries while traveling within Gainesville city limits<sup>2</sup>. Vision Zero is based on a data-driven approach to understanding the risk factors related to traffic crashes. Crash data used in this analysis, from 2018 to 2022, was provided by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), which compiles and manages crash data statewide<sup>3</sup>. This plan contains an analysis of the overall safety conditions of the roadway system and focuses on reducing fatal and severe injuries.

On average, during the study period, **18 fatal crashes/year occurred within Gainesville City limits**, representing 37% of total traffic-related deaths in Alachua County (Figure 5). Between 2021 and 2022 there was a reduction of approximately 30% in the incidence of all crashes when compared to 2018-2019 (Figure 6), and a similar pattern was observed for crashes resulting in severe and fatal injuries. To accelerate this decreasing trend for severe and fatal crashes in Gainesville by 2040 and achieve the benchmark of zero fatal crashes, several actions should be taken as outlined in this plan.

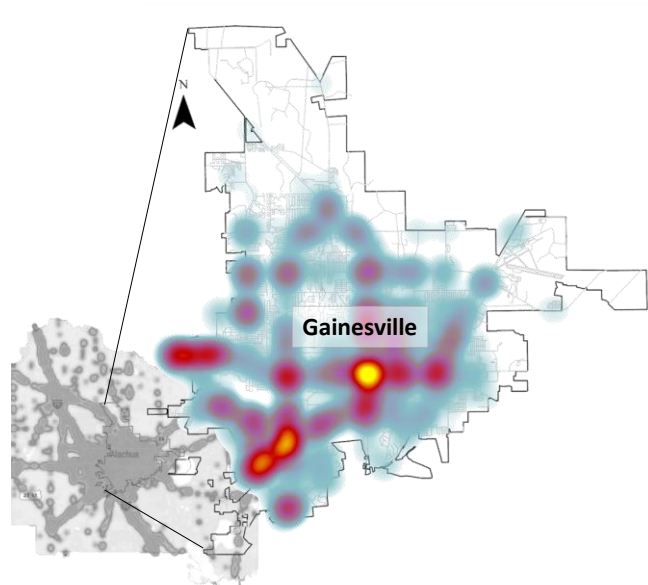


Figure 5: Heatmap of Gainesville crashes concentration

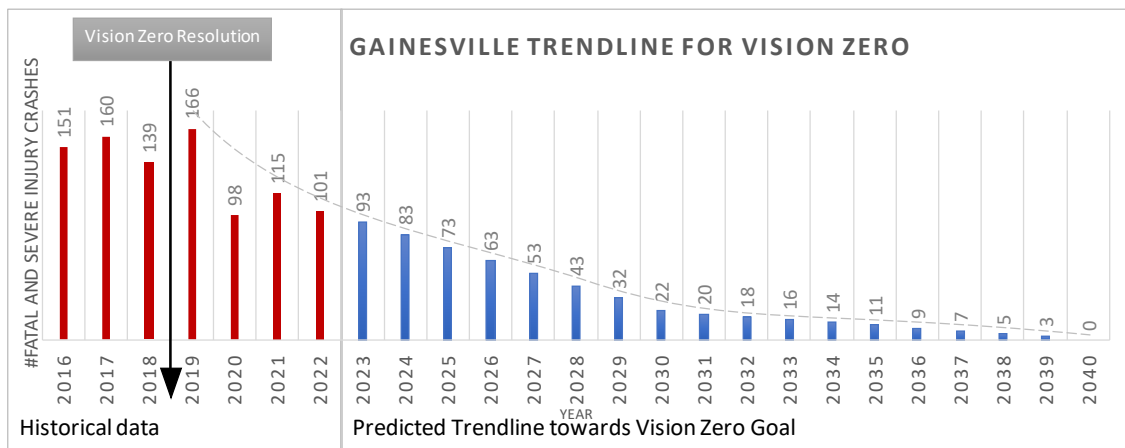


Figure 6: Gainesville Trendline Goal for Vision Zero

<sup>2</sup> In the studied period 91 fatal crashes events occurred within City limits--- 95 people died and 19 got severely injured in these crashes. 528 severe injury crash events happened within City limits ---- 628 people got severely injured in these crashes

<sup>3</sup> <https://signal4analytics.com/>

## Top Contributing Factors

Crash data were aggregated into a five-year interval focusing on the incidence of severe and fatal crashes. A total of 22,242 crashes occurred within City Limits, of which 91 resulted in fatalities and 528 in severe injuries.

## Alignment with the Florida Strategic Safety Plan

The 2021-2025 Florida Strategic Safety Plan (FSSP) established statewide target zero guidelines to reduce fatalities in the roadway system based on key emphasis areas<sup>4</sup> that included: Vulnerable Road Users (VRUs, cyclists, and pedestrians); Lane Departures; Distracted Driving; Work Zone; Occupant Protection; Impaired Driving; Teen Driver; Aging Road Users; and, Motorcycle.

Crashes within City limits were classified according to these categories as applicable to provide a consistent overview and to help target efforts and funding. As shown in Figure 7, crashes involving VRUs and motorcyclists resulted in the highest incidence of fatalities during the study period (146 VRUs + 100 motorcycle severe and fatal crashes).

Notice that crashes shown on the graphic below can be placed in more than one key emphasis area.

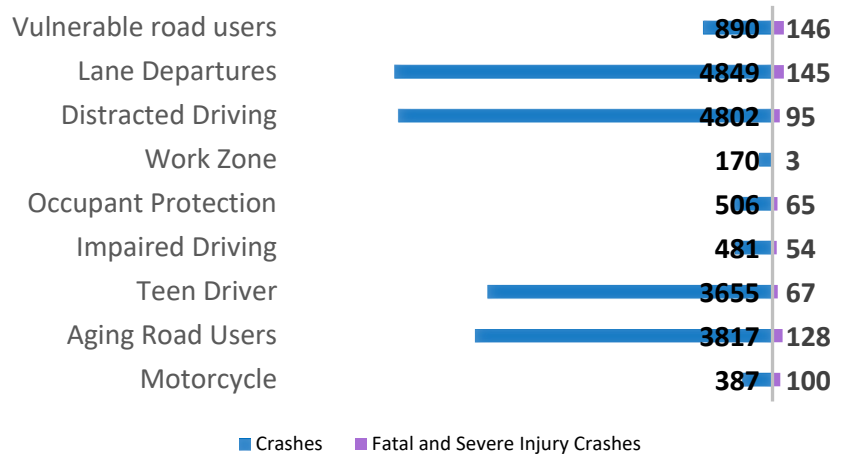


Figure 7: Florida's Strategic Highway Safety Emphasis - City of Gainesville 2018-2022

## Crash Severity and Crash Type

From 2018 to 2022, the most predominant crash type that resulted in fatal injury in Gainesville was a collision with pedestrians. Figure 8 shows a representation of the crash proportions. **Fatal and severe injury crashes represent 3%** of total crashes in Gainesville for the studied period. Some typically intersection-related crashes, such as left-turn, rear-end, and angle crashes, presented high injury potential.

Crashes involving a VRU (cyclists and pedestrians) represented approximately 4% of total crashes (890 of 22,242) but resulted in 24% of all fatal and severe injury crashes (146 of 619).

<sup>4</sup> <https://www.fdot.gov/Safety/shsp/shsp.shtml>

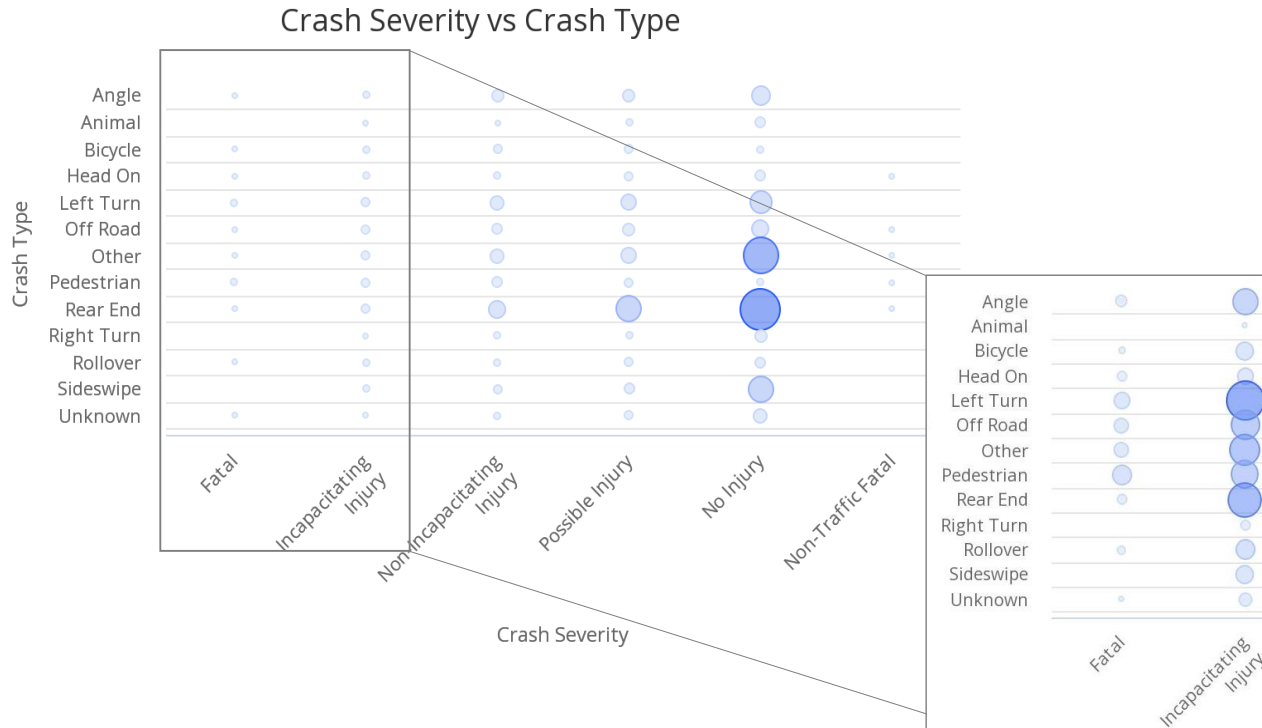


Figure 8: City of Gainesville Crash Severity and Type

Intersection-related crashes ranked as the most significant proportion of total crashes, 41.2 %, and resulted in the higher absolute number of injury crashes within city limits. Some typically intersection-related crashes, such as left-turn and angle crashes, present high injury potential and worsen whenever a pedestrian or bicyclist is involved.

### Crashes with Pedestrians— When, Where, and How

Crashes involving pedestrians represented less than 2% of all crashes in Gainesville (420 out of 22,242 crashes) within the study period but resulted in an alarming 40% of total fatal crashes (36 out of 91) and 11.9% of severe injury crashes (63 out of 528). From 420 crashes flagged as involving pedestrians, 91% resulted in an injury (fatal, severe, or minor injury - Figure 9).

**45.7% of the crashes involving pedestrians happened during nighttime.** A concentration of crashes involving pedestrians was observed along specific corridors, within the Vision Zero Core Area, near intersections, and bus stops. In addition, 37% of crashes that involved pedestrians within historically disadvantaged communities. In Figure 10, the distribution of crashes over the years shows a decreasing crash trend for all crashes, however, crashes with pedestrians show an increasing proportion. Crashes involving pedestrians tend to generate a higher proportion of severe and fatal crashes, for Gainesville, on average, it is 8 times greater than an average crash type.

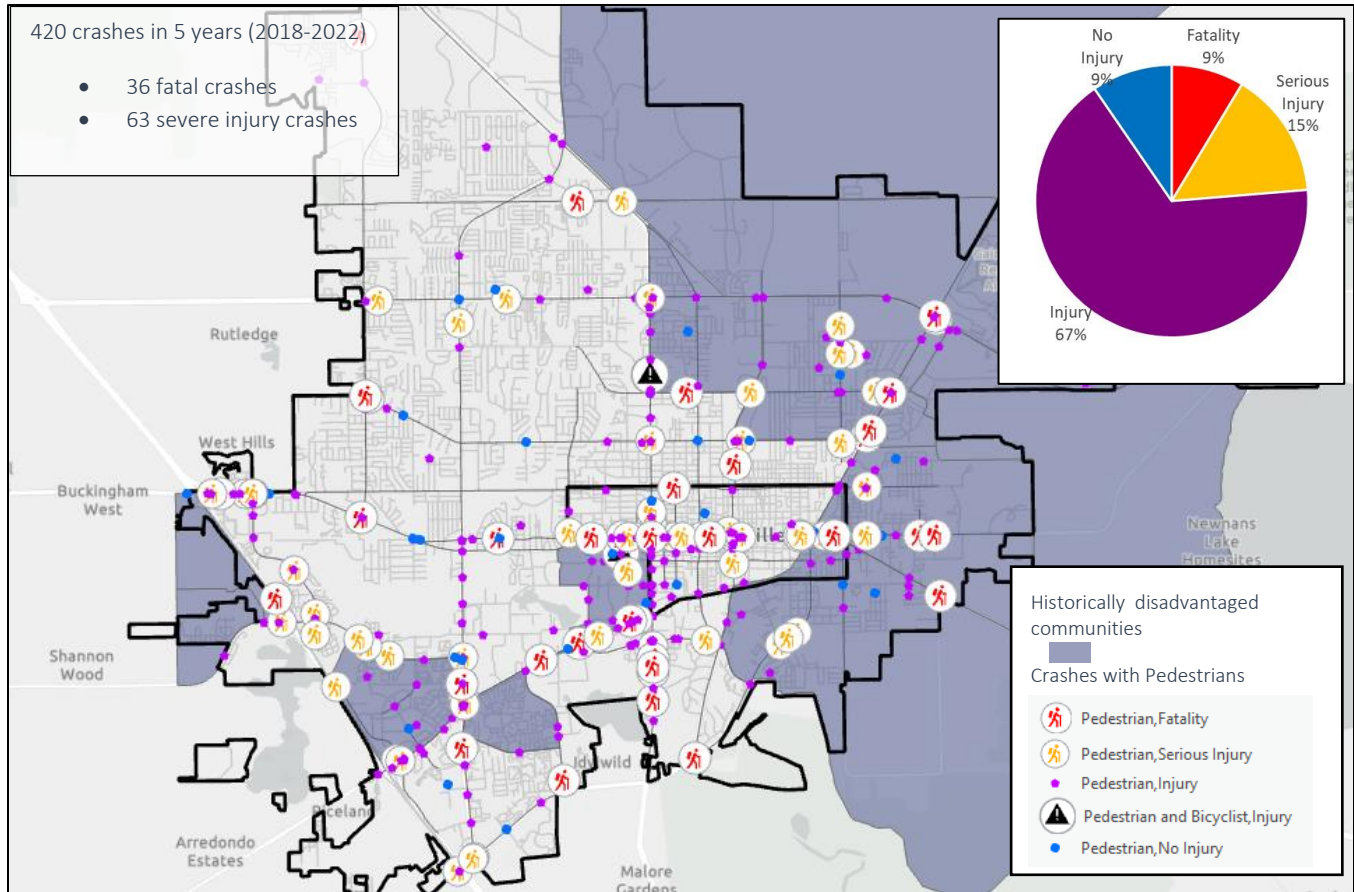


Figure 9: Crashes with Pedestrians

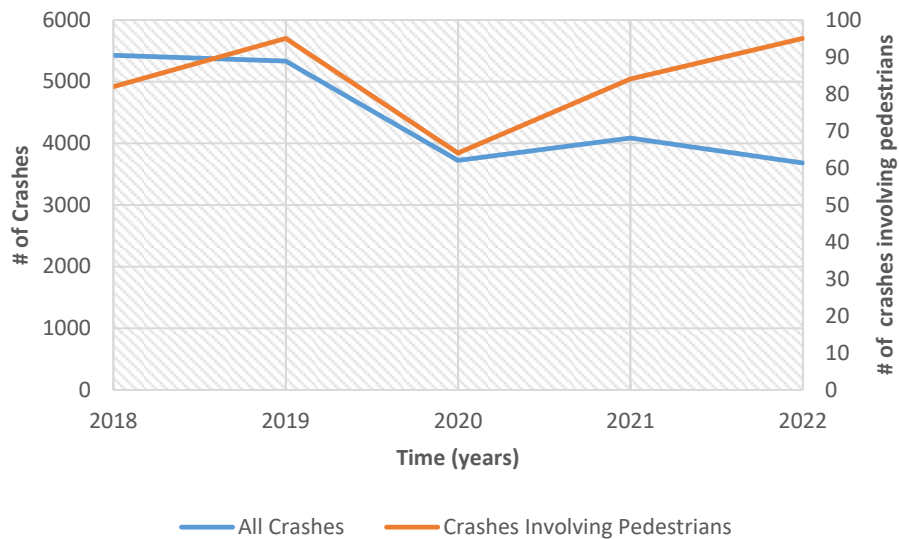


Figure 10: Crashes with Pedestrians—Trends over time

## Crashes with Bicyclists– When, Where, and How

Crashes involving bicyclists represented 2% of all crashes in Gainesville (470 out of 22,242 crashes) within the study period resulting in 7% of total fatal crashes inside city limits (6 over 91), and 8 % of severe injury crashes (41 out of 528). From 470 crashes flagged as involving bicyclists, 85% resulted in an injury crash (fatal, severe, or minor injury - Figure 11).

**84.7% of the crashes involving bicyclists happened during daylight** (including dusk and dawn). A concentration of crashes involving bicyclists was observed along specific corridors and near intersections and bus stops. In addition, 35% of crashes that involved bicyclists intersect historically disadvantaged communities. In Figure 12, the distribution of crashes over the years shows a decreasing crash trend for all crashes including crashes that involve bicyclists. Crashes involving bicyclists tend to generate a higher proportion of severe and fatal crashes, for Gainesville, on average, it is 4 times greater than an average crash type. The severity tends to be higher on corridors where the speed limit is greater than 30 mph, reaching the proportion of 66.7 % on roads where the speed limit is 45 mph.

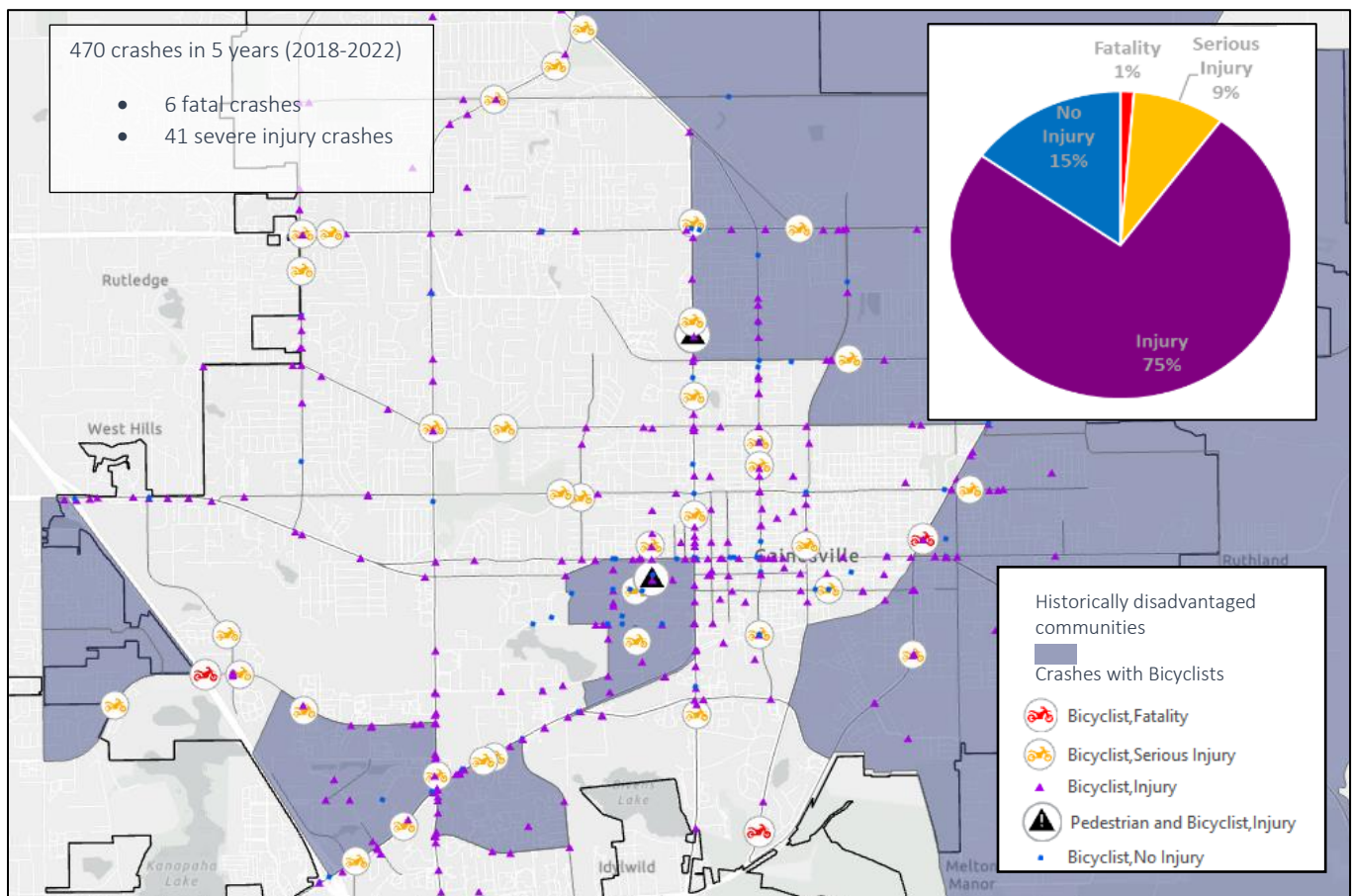


Figure 11: Crashes with Bicyclists

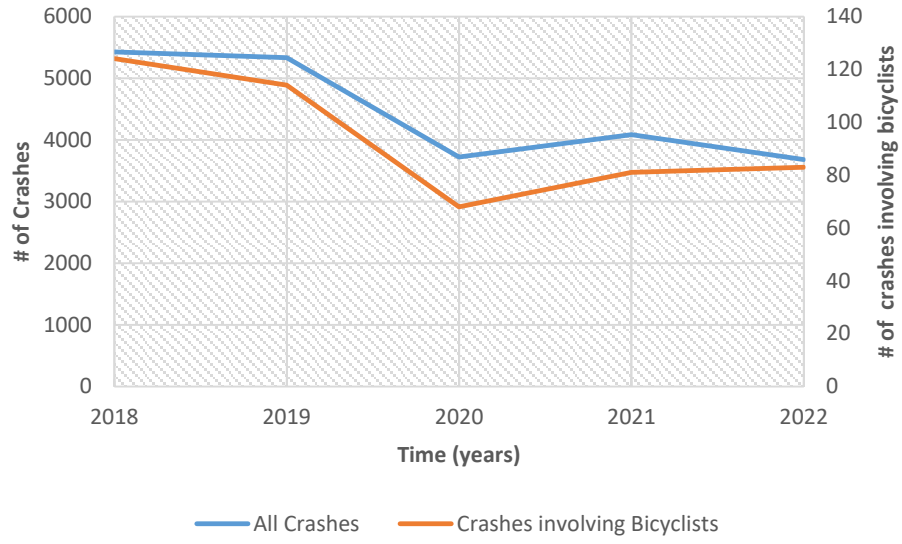


Figure 12: Crashes with Bicyclists – Trends over time



## Speed

The chance of a severe or fatal injury crash occurring is strongly related to the posted speed limit, with the chance increasing at higher speeds. Overall during the study period, **approximately 30% of severe and fatal injury crashes occurred along roads with speed limits of 45 mph or more** (excluding I-75 - Figure 13), which represents 7% of the total road network within City limits; the majority of such roads are outside of the City’s jurisdiction. In comparison, the incidence was approximately 2% along corridors with speed limits at or below 25 mph.

This study found that traveling along a road with a posted speed of 20 mph represents a much lower risk relative to the occurrence of all crashes (1.2% of all crashes along 20 mph corridors resulted in a severe crash, no fatality) when compared to the proportion of crashes occurring along roads with posted speed limits of 45 mph or above where 3.3% and 6.6% respectively resulted in a severe or fatal injury (see Figure 13). Prioritizing safe speeds will help reduce the chance of traffic-related fatalities.

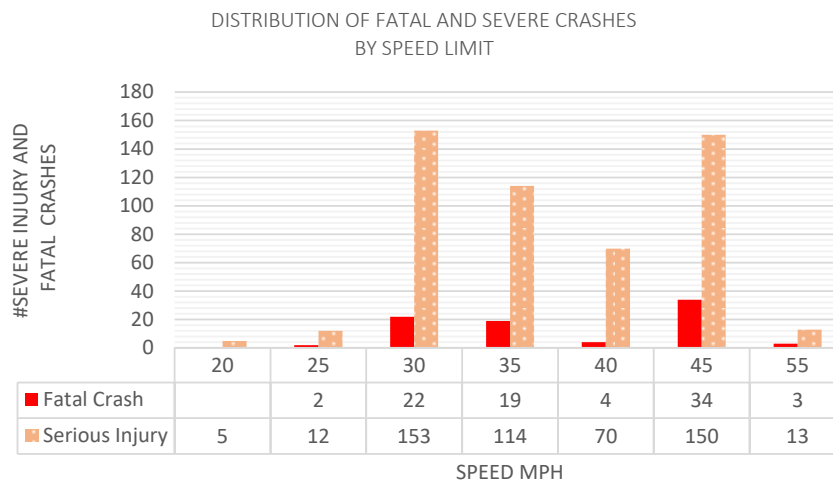


Figure 13: Distribution of Severe and Fatal Injury Crash by Speed Limit, 2018-2022

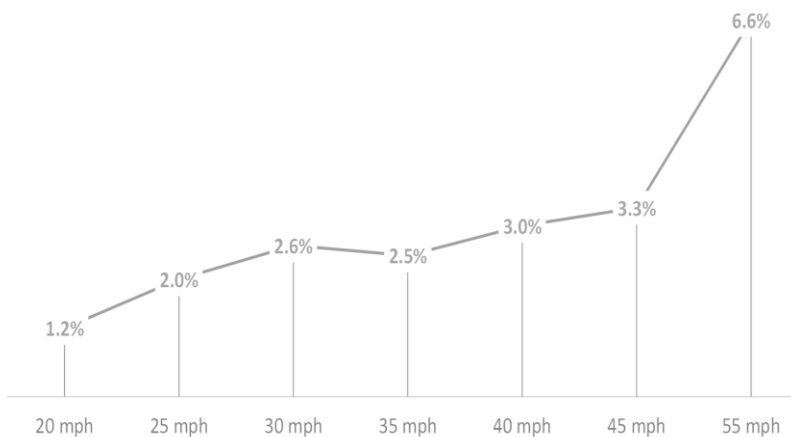


Figure 14: Proportion of Severe and Fatal Injury Crash by Speed Limit, 2018-2022

## Seasonal Patterns

Crash patterns in Gainesville are linked to the typical population fluctuation characteristics of a college town. Crash peaks happened consistently in Spring and Fall when the university was in session, see Figure 15. During the Summer months, the travel pattern tends to change drastically in the City due to Summer break, and Gainesville experiences a crash reduction. For fatal and severe injury crashes, although the trend is similar, the months of January, March, and October were the most critical. This information can help target community enforcement and outreach efforts during key periods.

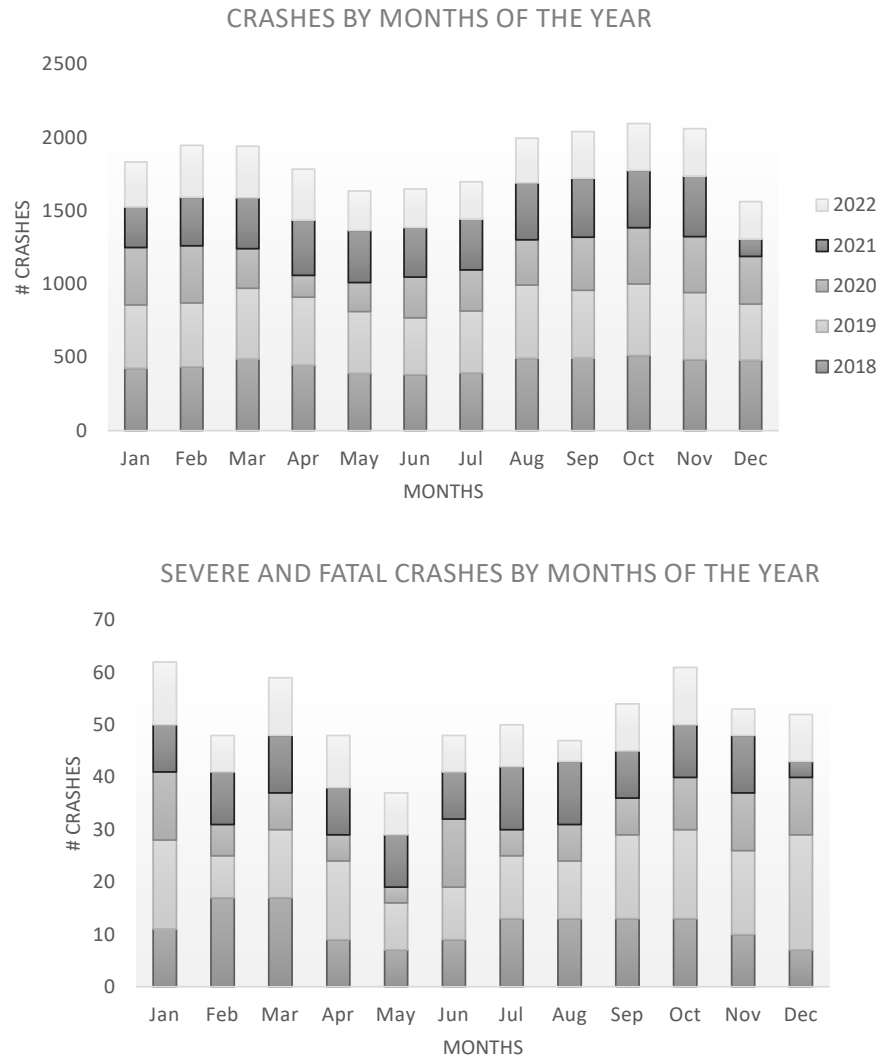


Figure 15: Crash Seasonal Patterns

## WHERE ARE CRASHES HAPPENING?

There are approximately 700 center miles of roadways within city limits, of which 58% are under the City’s jurisdiction, 15% are under the State’s jurisdiction, and 5% are under Alachua County’s jurisdiction; the remaining 22% are private roads.<sup>5</sup> **State roads carry more traffic and mixed local and regional traffic patterns; 61% of all crashes within City limits occur along State roads, including crashes along I-75.** As illustrated in Figure 16, the crash severity rate can be ten times higher on State roads and five times higher on County roads when compared to City roads.

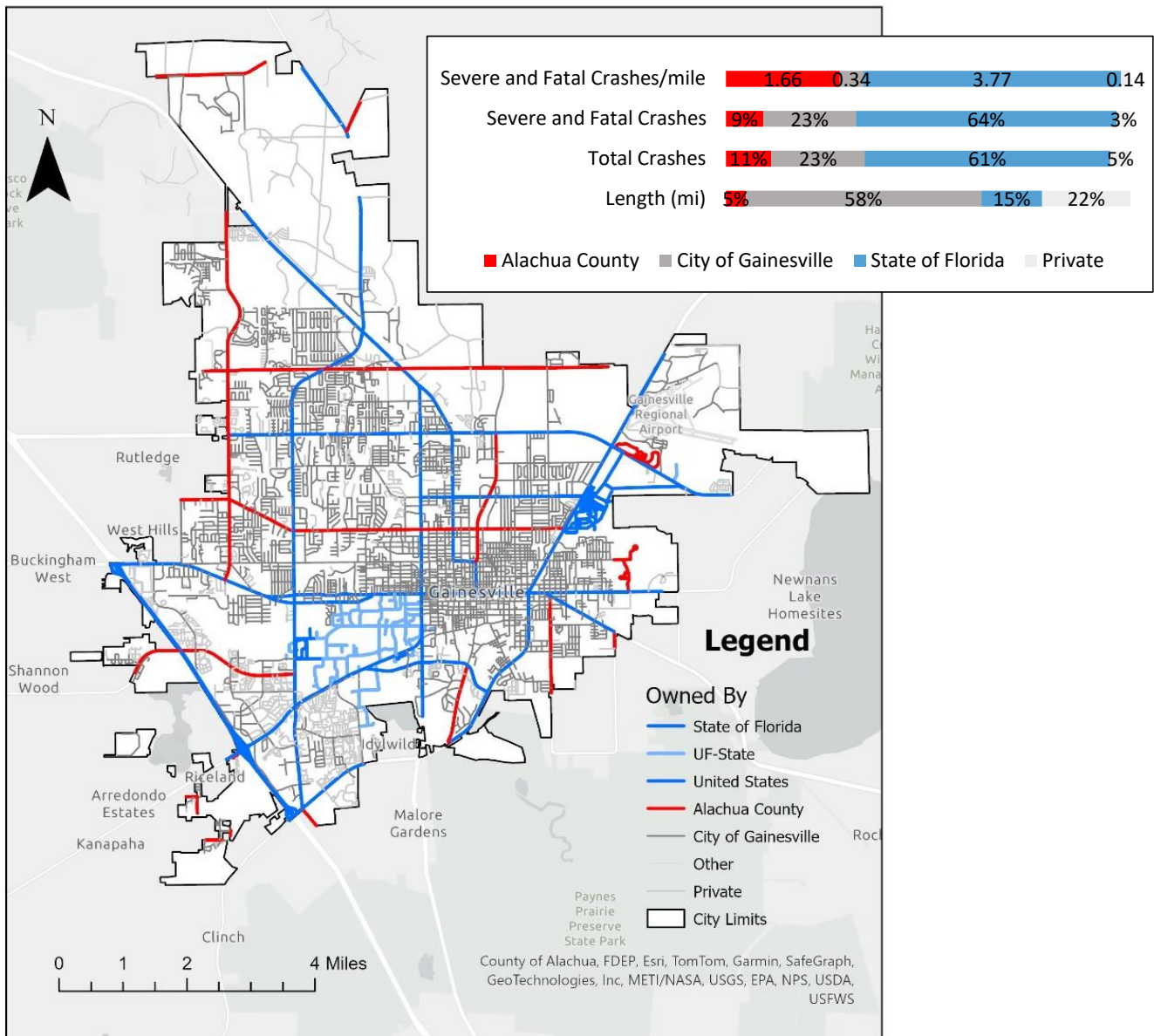


Figure 16: Street Ownership and Crashes Proportions

<sup>5</sup>Source: [Transportation Maps Welcome to the City of Gainesville \(gainesvillefl.gov\)](https://www.gainesvillefl.gov) and [Street Ownership Lookup \(arcgis.com\)](https://arcgis.com)

## HIGH-RISK NETWORK

The High-Risk Network (HRN) consists of **17% of the total miles of roads within city limits** (Figure 17) with the **highest risk of traffic fatalities and serious injuries**. The HRN was identified based on the fatal and severe crash concentration, the overall number of injury crashes, traffic volumes, infrastructure features (i.e., sharp curves, intersections), and equity metrics such as crash concentration within historically disadvantaged communities and vulnerable road users' presence and needs. During the study period **75% of all crashes occurred within the HRN, representing 80% of all fatal and severe injury crashes**. This increases to 92% when considering crashes at the approach of intersecting roads. The HRN will serve as the focus of the Vision Zero strategies outlined in this Action Plan and will be the basis for the next steps.

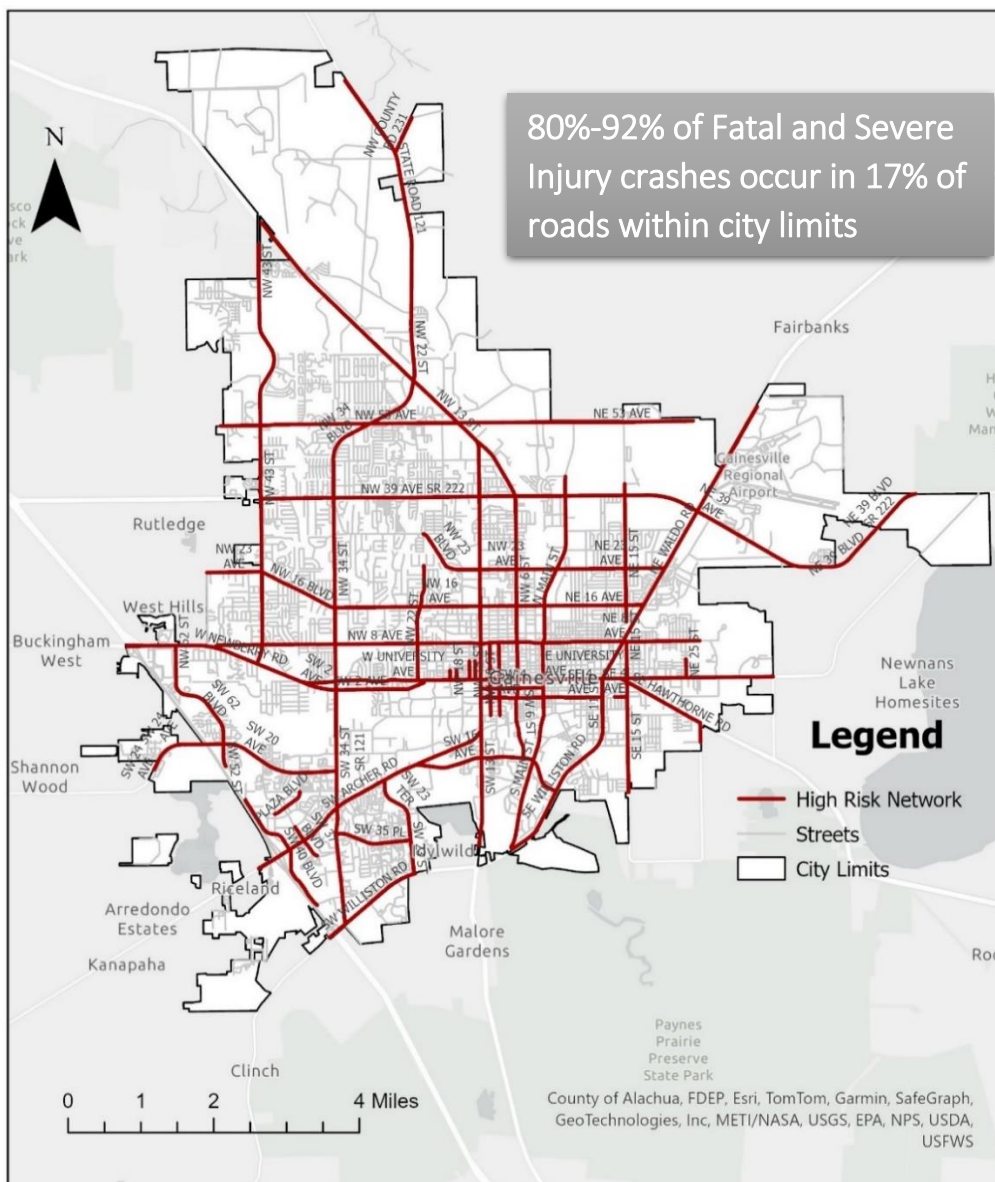


Figure 17: High-Risk Network

## HRN Predominant Crash Types

The predominant crash type resulting in fatal and severe injury crashes along the HRN was **intersection-related (49.3%)**, of which the majority involved a left-turn (17.8%) or a VRU (8.7%) (Figure 18).

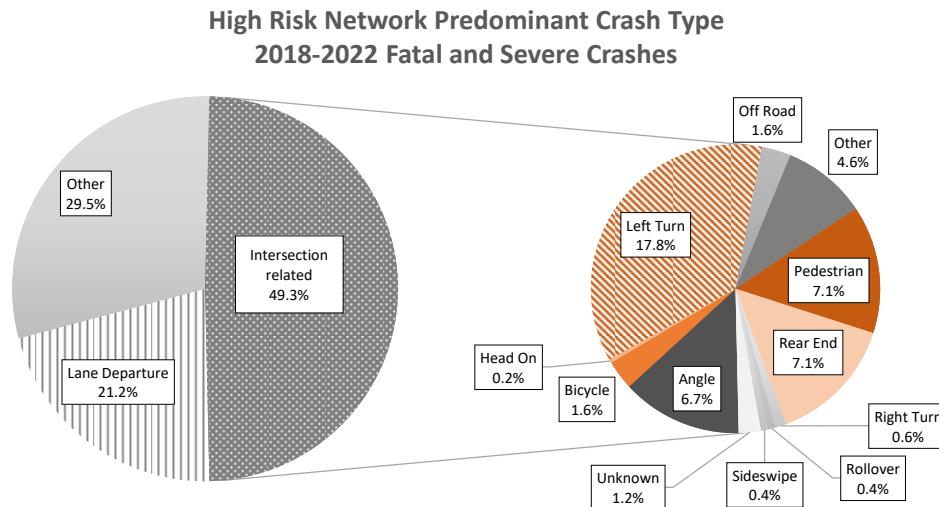


Figure 18: Predominant crash type on the High-Risk Network

## HRN Predominant Roadway Jurisdiction

The HRN consists of a majority of State roads (54%). The mixed-use of local and long-distance travel patterns behaviors combined with high traffic volumes and different speed expectations results in unsafe traffic conditions. Figure 19 shows the proportion of fatal and severe injury crashes per mile by jurisdiction. On average over the study period **4.16 fatal and severe injury crashes per mile occurred along the HRN, with the majority along the State system.** However, this metric does not consider the effect of traffic volumes. The following section presents an additional analysis considering vehicle miles traveled.

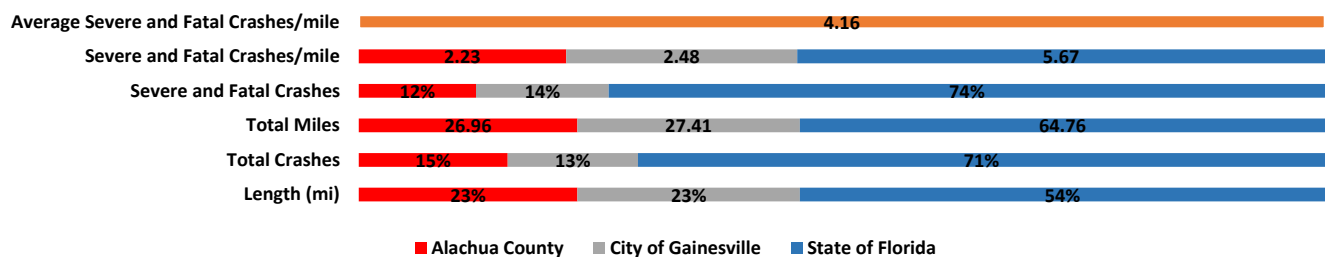


Figure 19: Proportions of Severe Crashes on the High-Risk Roads 2018-2022

## HRN Predominant Traffic Volume

Traffic volume trends are linked to crash occurrence. As expected, in the HRN crashes tend to be more numerous on roads that carry more traffic. However, the data shows that **52% of fatal and severe injury crashes** along the HRN happened disproportionately on roads with **traffic volumes between 15,000-33,000 vehicles/day**. The segments that correlate with these traffic volume ranges within HRN are shown in Figure 20

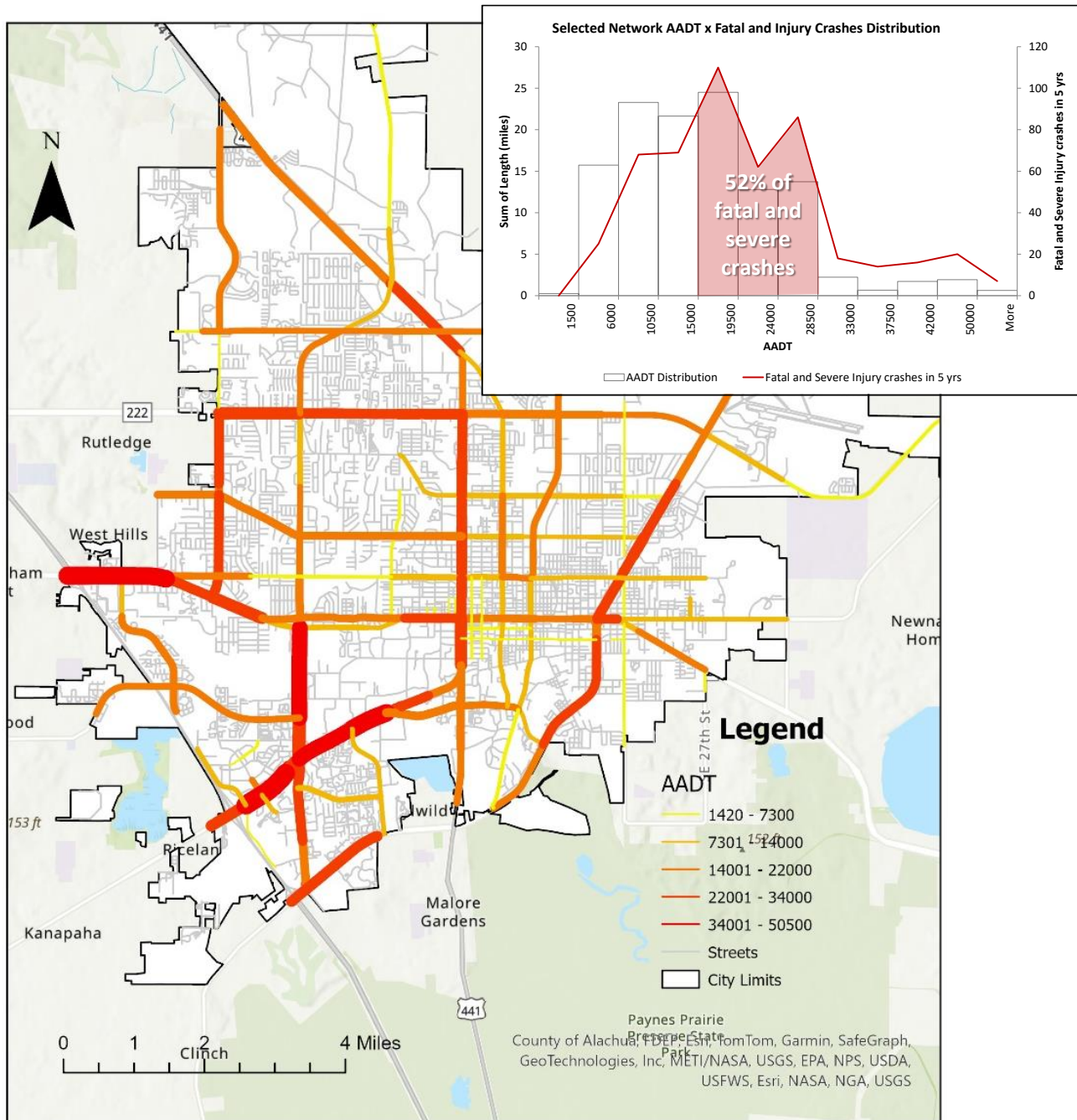


Figure 20: HRN Traffic Volumes

The fatality rate is a **key metric** for measuring traffic safety and progress toward Vision Zero. It quantifies the number of traffic-related fatalities in relation to the vehicle miles traveled (VMT) during the analyzed period. The fatality rate per 100 million of VMT provides a standardized way to compare safety outcomes across different locations and times. The Gainesville HRN has fatality rates that are double of national standard and up to 1.6 higher than the State average<sup>6</sup> as shown in Figure 21.

GAINESVILLE FATALITY RATE PER 100 MILLION VMT BY ROAD OWNERSHIP

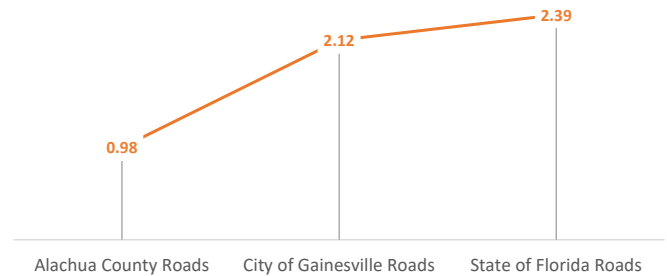


Figure 21: HRN Fatality Rate by Jurisdiction

### HRN Predominant Speed Limits

The predominant speed limits along the HRN range from 30-45 mph. Fatal and severe injury crashes presented more concerning patterns when speed limits were above 35 mph. Figure 22 shows a **higher severity/mile rate** on roads with a **speed limit of 45 mph**, such as Waldo Rd, Williston Rd, and Archer Rd. It is worth noticing that the proportion of fatal and severe injury crashes increases directly proportional to the speed limit, as expected.

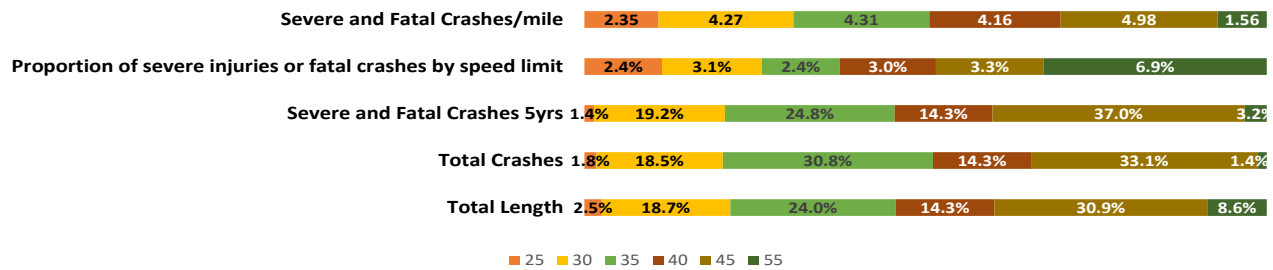


Figure 22: Occurrence of Fatal and Severe Crashes Based on Posted Speed

### HRN Predominant Intersection Type

Figure 23 shows the predominant intersection type along the HRN. The values were obtained based on 1,220 intersections, using a buffer of 250 ft.

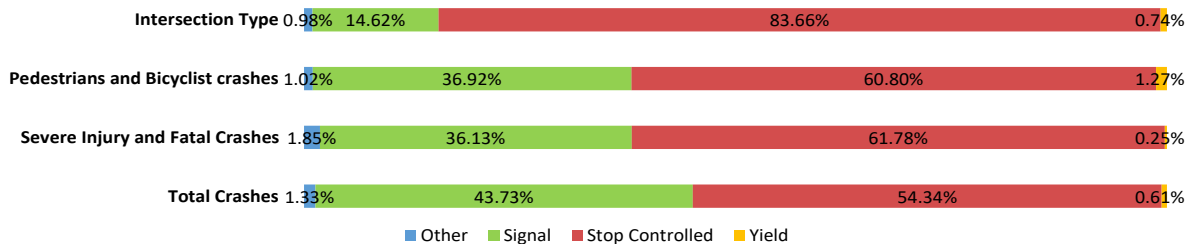


Figure 23: HRN Intersection Crashes by Control Type

<sup>6</sup>[www.nhtsa.gov/press-releases/traffic-crasdeath-estimates-2022](http://www.nhtsa.gov/press-releases/traffic-crasdeath-estimates-2022)

The majority of intersections (83.7%) along the HRN are stop-controlled. However, the pattern of crashes indicates a disproportional **concentration of crashes at signalized intersections (43.7%)**. Even though this pattern is linked to higher traffic volumes at some key intersections, it helps decision-making and countermeasure implementation. Figure 24 shows intersections by type. Symbology size is proportional to number of crashes. The top 3 intersections based on the incidence of crashes during this study period are SR121/SW 34<sup>th</sup> St at SR24/Archer Rd, SR26/W University Ave at US441/W 13<sup>th</sup> St, and SW 40<sup>th</sup> Blvd at SR24/Archer Rd. Considering fatal and severe crashes, the top 3 intersections are US441/NW 13<sup>th</sup> St at SR222/NW 39<sup>th</sup> Ave, SR121/SW 34<sup>th</sup> St at SR24/Archer Rd (including left-turn of private roads) and SR 24/Waldo Rd at NE 23<sup>rd</sup> Ave.

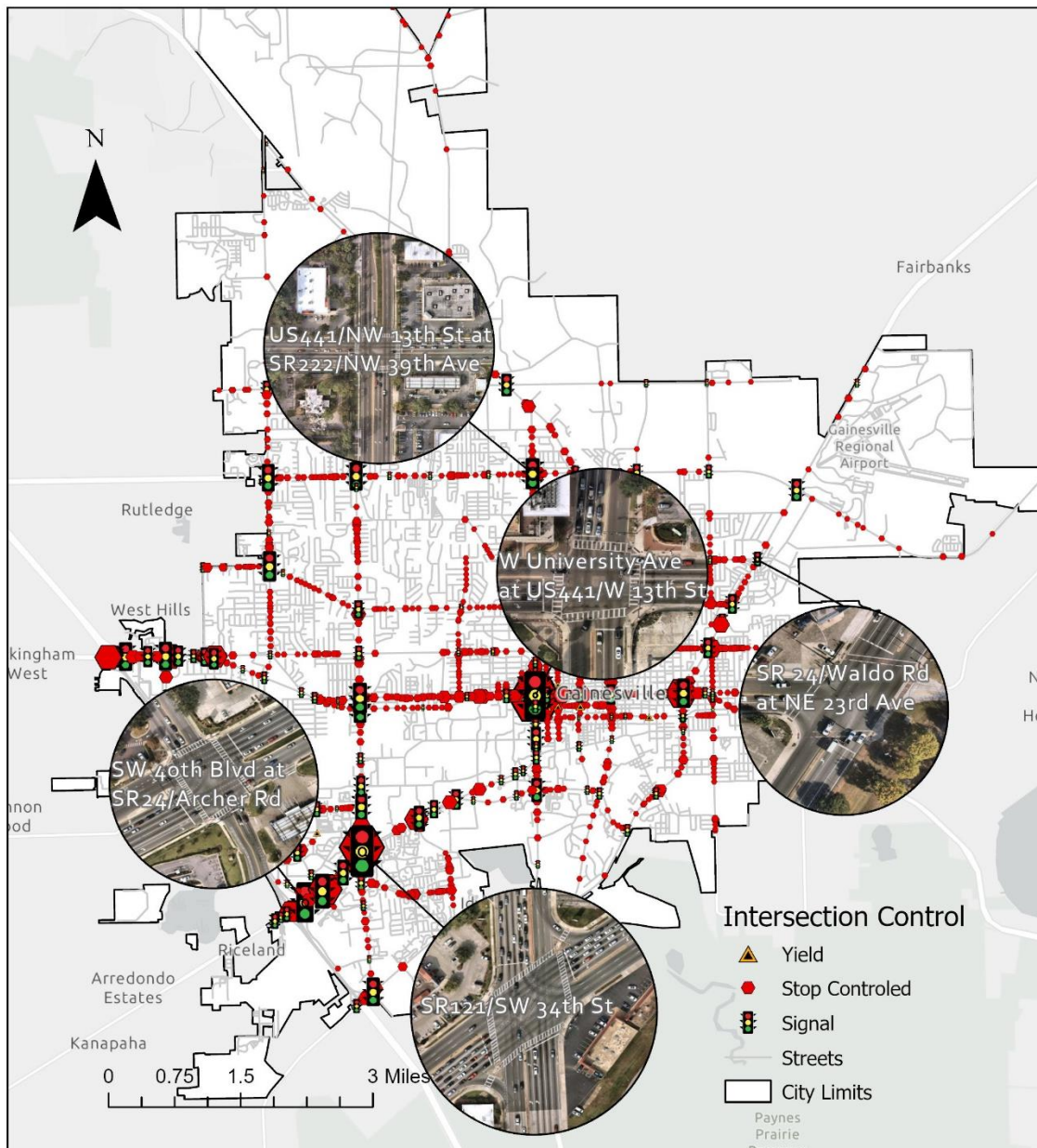


Figure 24: HRN Intersections and Control Type



## HRN and Vulnerable Road Users

Ensuring road safety for VRUs requires targeted strategies and interventions. Gainesville aims to provide safe and equitable transportation options to support different user needs particularly in areas with a high concentration of VRUs, such as those delimited by Vision Zero Core. The FDOT<sup>7</sup> Pedestrian and Bicycle Strategic Safety Plan ranks Alachua County (comprising Gainesville) as one of the 25 critical counties related to fatalities and serious injuries for people walking and biking. **Less than 3% of overall crashes in Gainesville involved VRUs and 70% of these occurred along the HRN, with the majority resulting in injuries (Figure 25).**

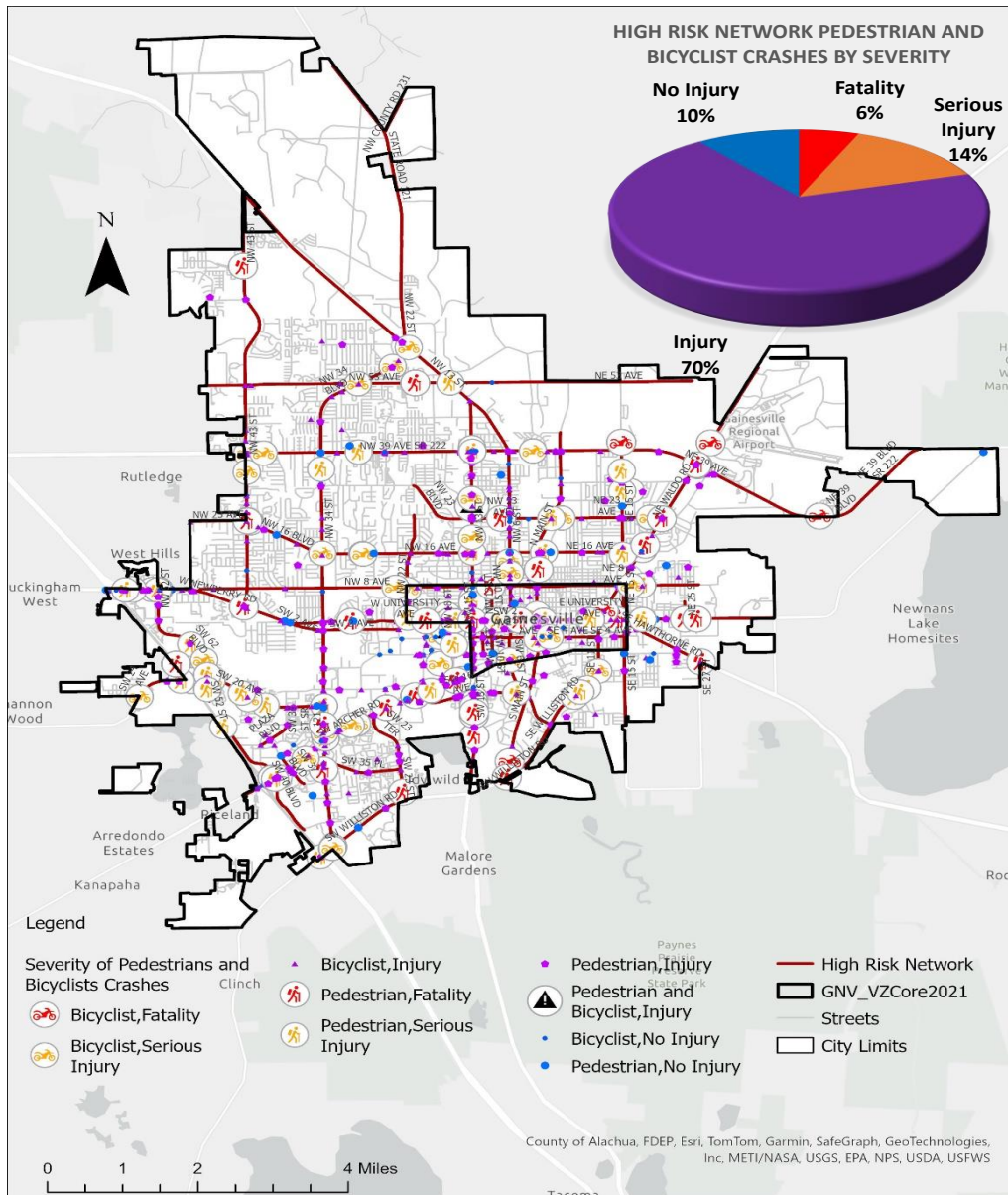


Figure 25: VRU Crashes Along the HRN

<sup>7</sup> <https://www.fdot.gov/Safety/programs/pedestrian-and-bicycle-safety>

### Predominant Environmental Conditions for Crashes Involving VRUs

The predominant high-risk environmental condition for VRUs is **poor lighting**. This factor contributed to a high proportion of severe and fatal injury crashes at intersections. Figure 26 depicts the location of crashes due to poor lighting conditions by crash severity.

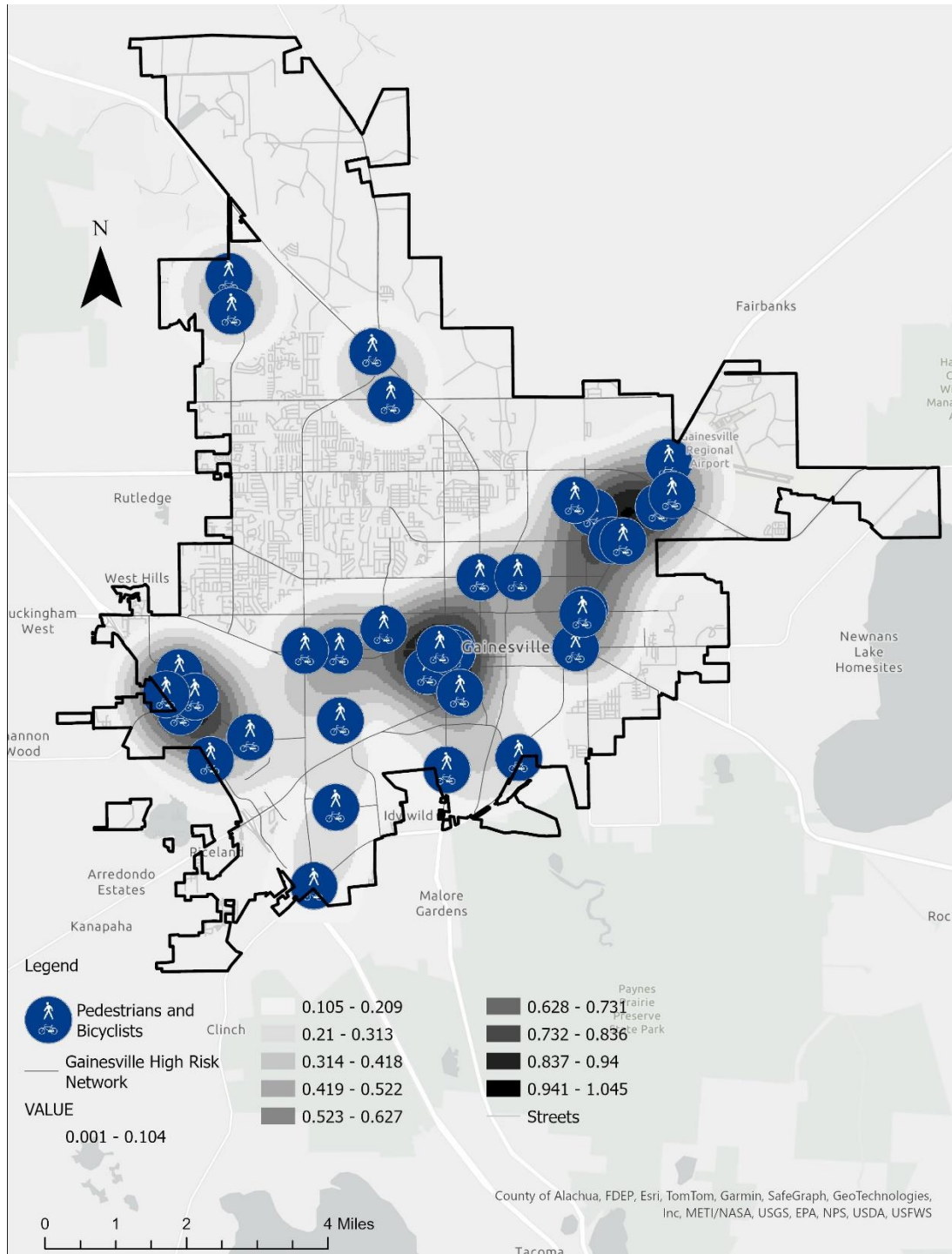


Figure 26: Crashes with Pedestrians in Unlighted Conditions 2018-2022

## Predominant Conditions for Pedestrians with Low Mobility

The provision of safe and accessible paths of travel along the public right-of-way is a key aspect of Vision Zero providing a separation between conflicting modes. Accessibility for people with disabilities is considered as part of this action plan in coordination with the City’s ADA Transition Plan<sup>8</sup>. The need for curb ramp improvements within the identified high-priority improvement zones from the ADA Transition Plan was contrasted with pedestrian crashes (Figure 27). **34% of non-compliant ADA curb ramps (212 total) are located along the HRN.**

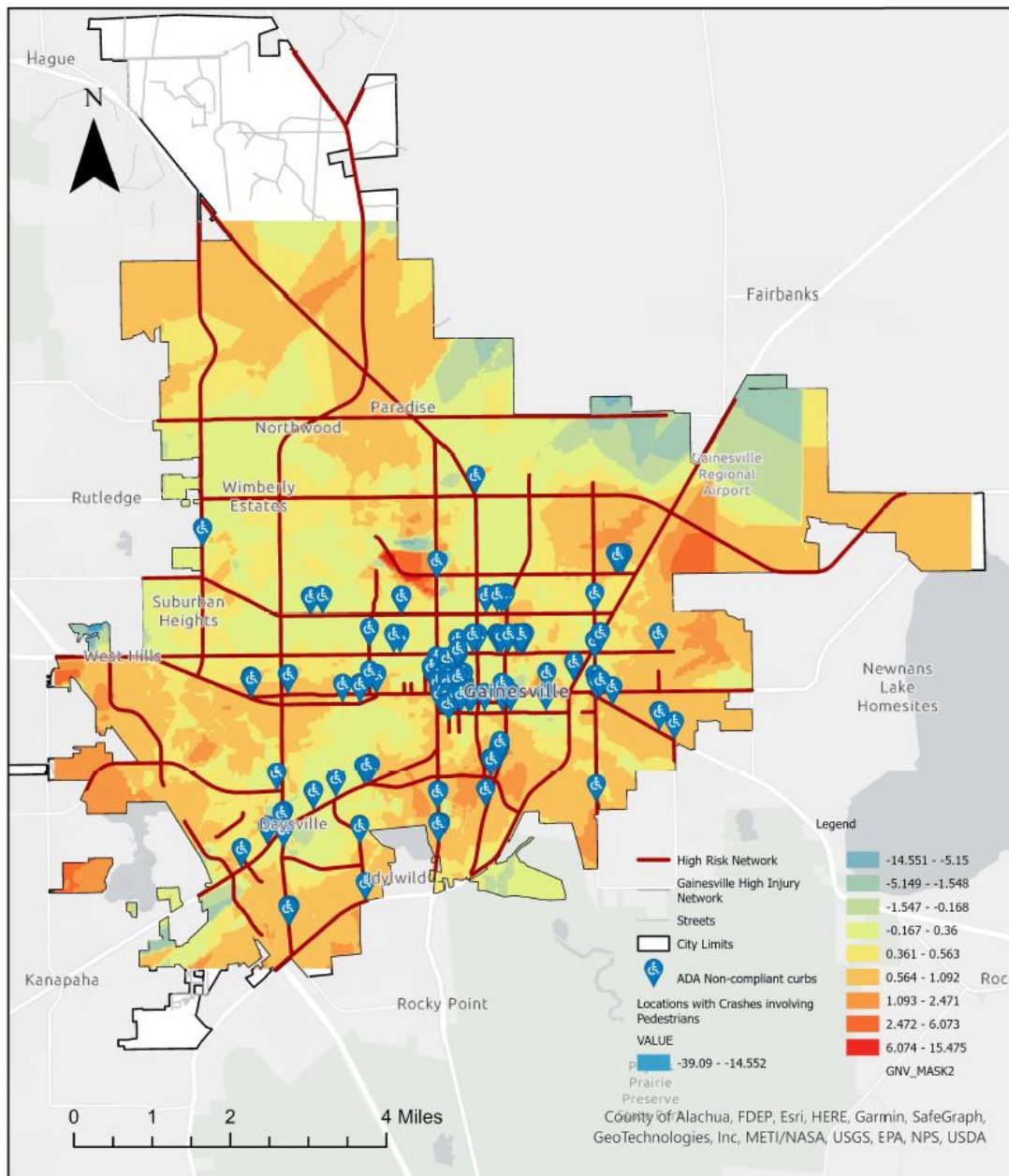


Figure 27: HRN and Accessibility

<sup>8</sup> ADA Transition Plan, [https://www.gainesvillefl.gov/files/assets/public/office-of-equity-and-inclusion/documents/ada-transition-plan\\_fy19-fy28.pdf](https://www.gainesvillefl.gov/files/assets/public/office-of-equity-and-inclusion/documents/ada-transition-plan_fy19-fy28.pdf)

## EQUITY CONSIDERATIONS

Gainesville is committed to eliminating racial, socio-economic, and disability-related disparities across the City's services, infrastructure, decision-making, and community engagement processes<sup>9</sup>. Vision Zero aligns closely with this work, recognizing that it is impossible to eliminate traffic fatalities and severe injuries without acknowledging disparities in the transportation system. The spatial analysis (Figure 28) shows low median household income contrasted with areas of high crash concentration; this corroborates the use of the HRN as an equity approach focused on the historically disadvantaged areas of Gainesville.

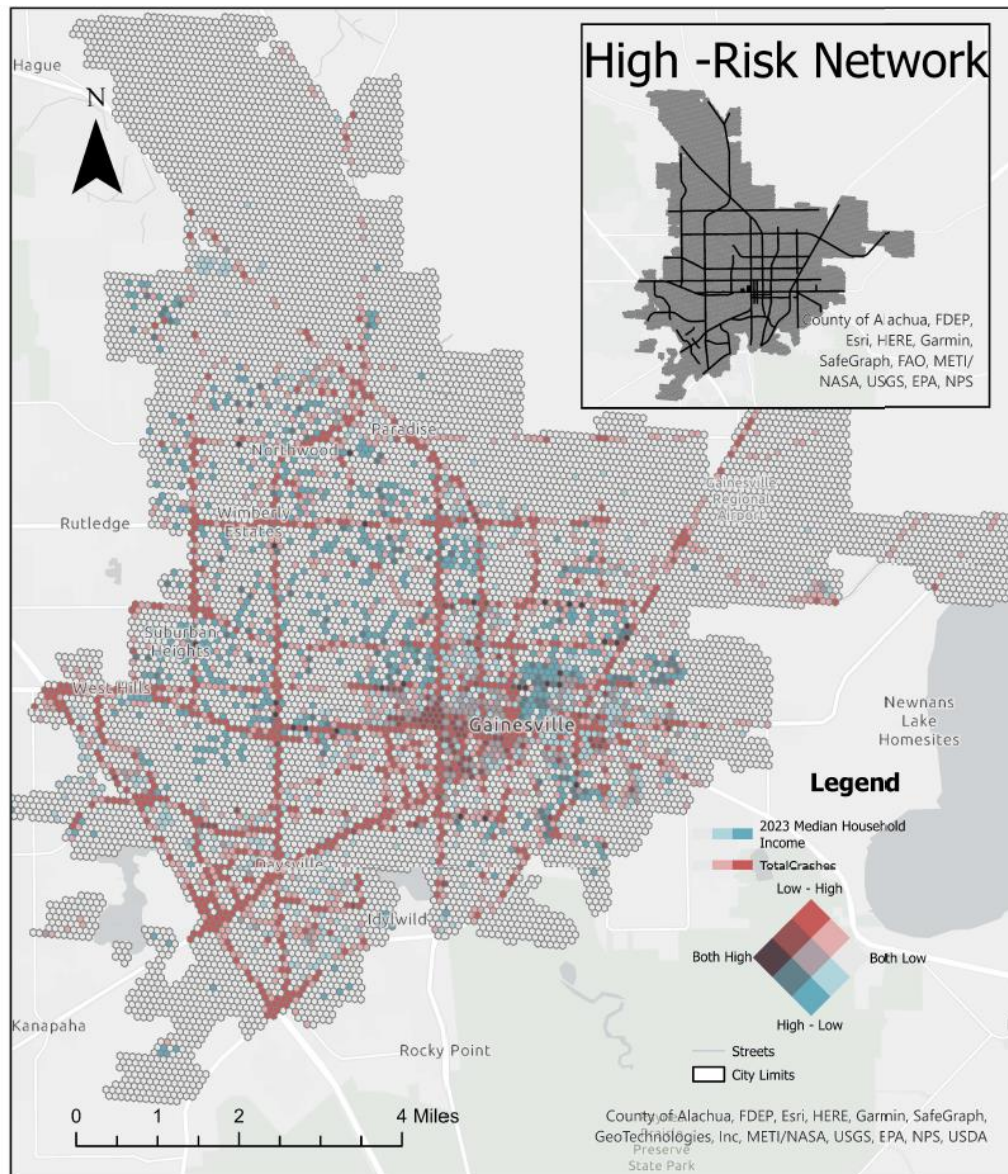


Figure 28: Median house income and total crashes

<sup>9</sup> <https://www.gainesvillefl.gov/Government-Pages/Government/City-Manager/Gainesvilles-Strategic-Plan>

## Equity for Vulnerable Road Users

By making roads safer for VRUs we make roads safer for everyone. To move toward more equitable mobility for pedestrians and cyclists, the diagnostic of the zones where there is a combination of low-income and high incidence of crashes can help the prioritization of investments. Figure 29 highlights locations where both conditions are met, and also in relation to the initial Vision Zero core area where targeted investments have been programmed and are at different levels of implementation.

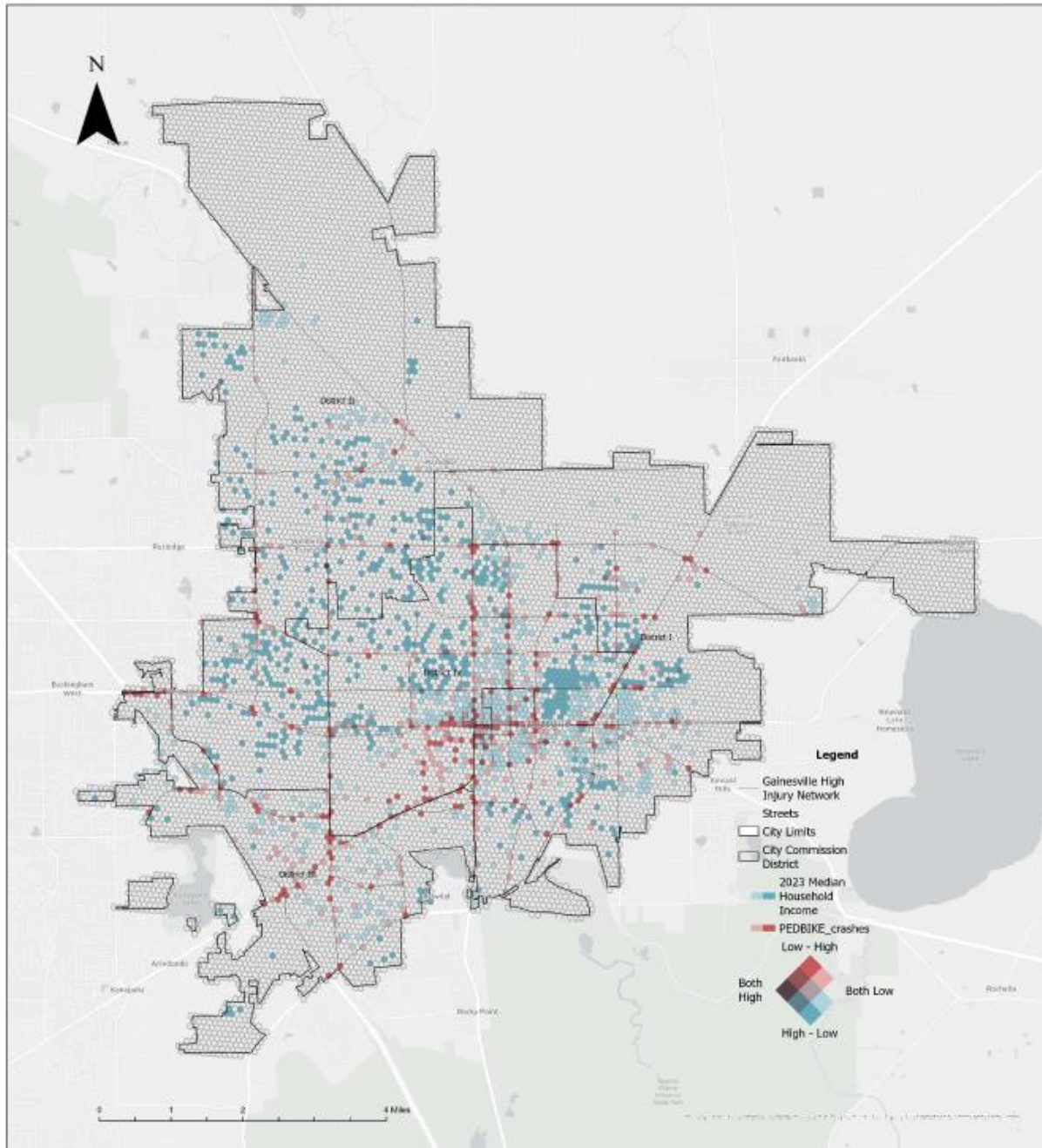


Figure 29: VRU Crashes by income

## Safety for Disadvantaged Communities

A complementary effort to enhance the analysis of crashes involving VRUs was performed, specifically aiming to reveal target zones that can be further diagnosed and treated with low-cost safety countermeasures. The primary focus of the analysis was VRU safety within disadvantaged areas.

This effort was funded via a grant from the National Highway Traffic Safety Administration (NHTSA) in coordination with Dunlap and Associates, Inc. to examine a comprehensive, low-cost, safe system approach combining education, enforcement, and engineering countermeasures in "zone" applications. To create a geographic focus area to identify disadvantaged communities, the Climate and Economic Justice Screening Tool<sup>10</sup> was used to identify target Census Tracts which were overlaid with the micromobility equity area. The two geographies nearly overlapped completely. The kernel density tool in ArcGIS was used to create cluster maps of the three different crash severities, with the output being the predicted density value per square mile around a particular cell over seven years. Each cell size varies but is generally between 60 and 70 square meters (Figure 30).

Sample measures identified included lighting enhancements, crossing enhancements, additional signage including larger and brighter signs, and traffic calming. For these locations, more rigorous monitoring metrics were developed and will be integrated in this plan, see Table 2.

*Table 2: Monitoring Safety in Disadvantage Communities*

Metrics	Description of data source or collection method	Frequency for compiling data	Timeline for data collection
Crashes	Crash database (Signal4 Analytics)	On-going	Six-month intervals
Before/After Multimodal Counts	Potential data collection at high-volume marked crosswalks	Once before and after	Once before and after
Traffic Volumes and Speeds	Traffic data collected by the City and FDOT	Based on the count schedule	Based on the count schedule
Audience Reached	Website traffic; the number of attendees at events	Based on scheduled events	Based on scheduled events

Out of a total of six target zones identified (Figure 25), two were selected for implementation of countermeasures along with other programmed improvements along NE 8<sup>th</sup> Ave, SR24/Waldo Road and NE 9<sup>th</sup> St (Figure 26).

<sup>10</sup> <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

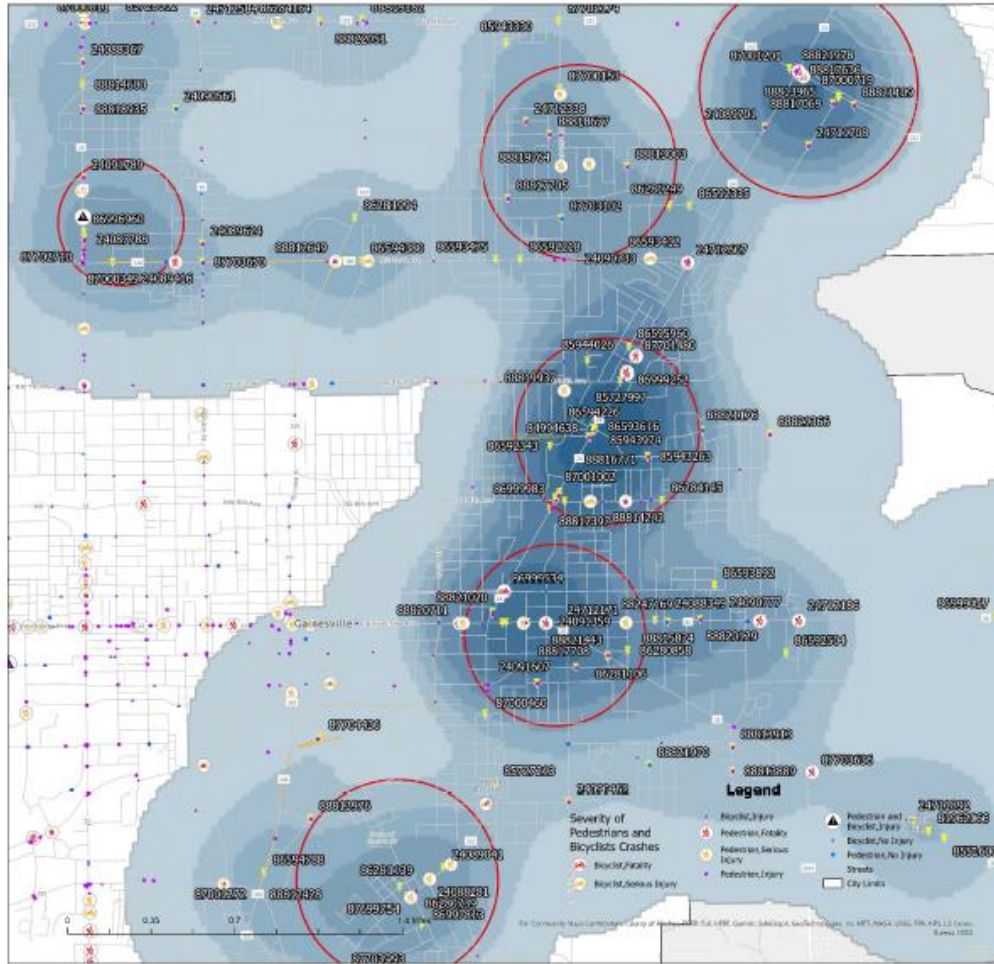


Figure 30: Identified Target Zones within Equity Area

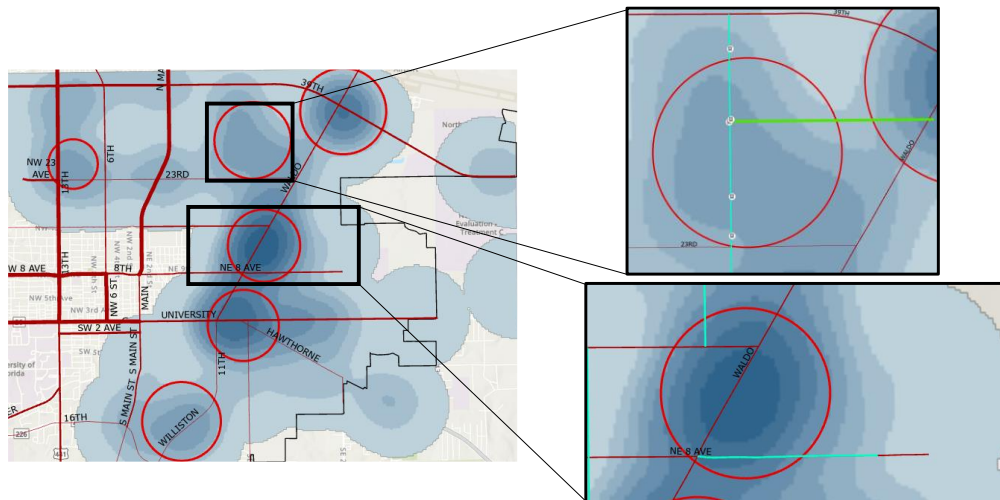


Figure 31: Selected Zones for Low-Cost Countermeasure Implementation

## ENFORCEMENT AND POST-CRASH CARE

The Gainesville Police Department (GPD) plans regular enforcement focused on a data-driven approach (Figure 32), considering the following:

- Speeding Focus Areas
- School Zones Speeding Complaints
- Areas in Need of High-Profile Details
- Distracted Driving Crash Areas
- Impaired Driving Crash Areas
- Motorcycle Crash Areas



Figure 32: Enforcement data-driven approach (Source: GDP)

GPD has the ability to enforce proper road user behaviors and help the community be safer. In addition, enforcement in the City of Gainesville is supported by the University Police Department and Alachua County Sheriff's Office. All these agencies are committed to increasing traffic safety around the City.

Since 2004, GPD has had the ability to write electronic incident and traffic crash reports in the field, transmitting them electronically to the State for inclusion in the overall State crash database. As part of the Vision Zero framework action plan of 2021<sup>11</sup> a **roadmap of crash data to enhance communication sharing and data analysis protocols** was created, and several initiatives were undertaken since then to improve data quality (Figure 33).

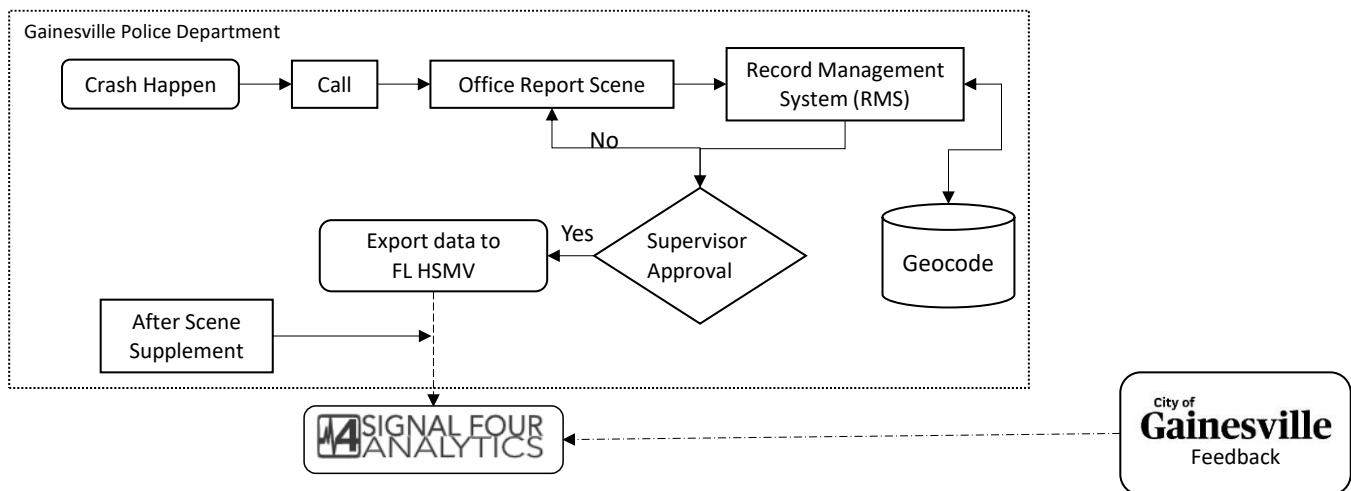


Figure 33: Roadmap of crash data

As part of crash data reporting and protocols, GPD provides statistics of all crashes; **severe injury crashes that can lead to a fatality are monitored for 30 days**. This commitment helps to plan effective actions to

<sup>11</sup> <https://www.gainesvillefl.gov/files/assets/public/transportation/vision-zero-framework-and-action-plan.pdf>



reduce the incidence of severe and fatal injury crashes. As part of this plan, actions targeting the HRN will be expanded.

Besides enforcement, post-crash care is a critical component of Vision Zero. Post-care involves the provision of **timely and appropriate medical care and support to individuals who have been involved in traffic crashes**. To help ensure adequate incident response time, Gainesville Fire Rescue (GFR) has nine facilities distributed within City limits (Figure 34).

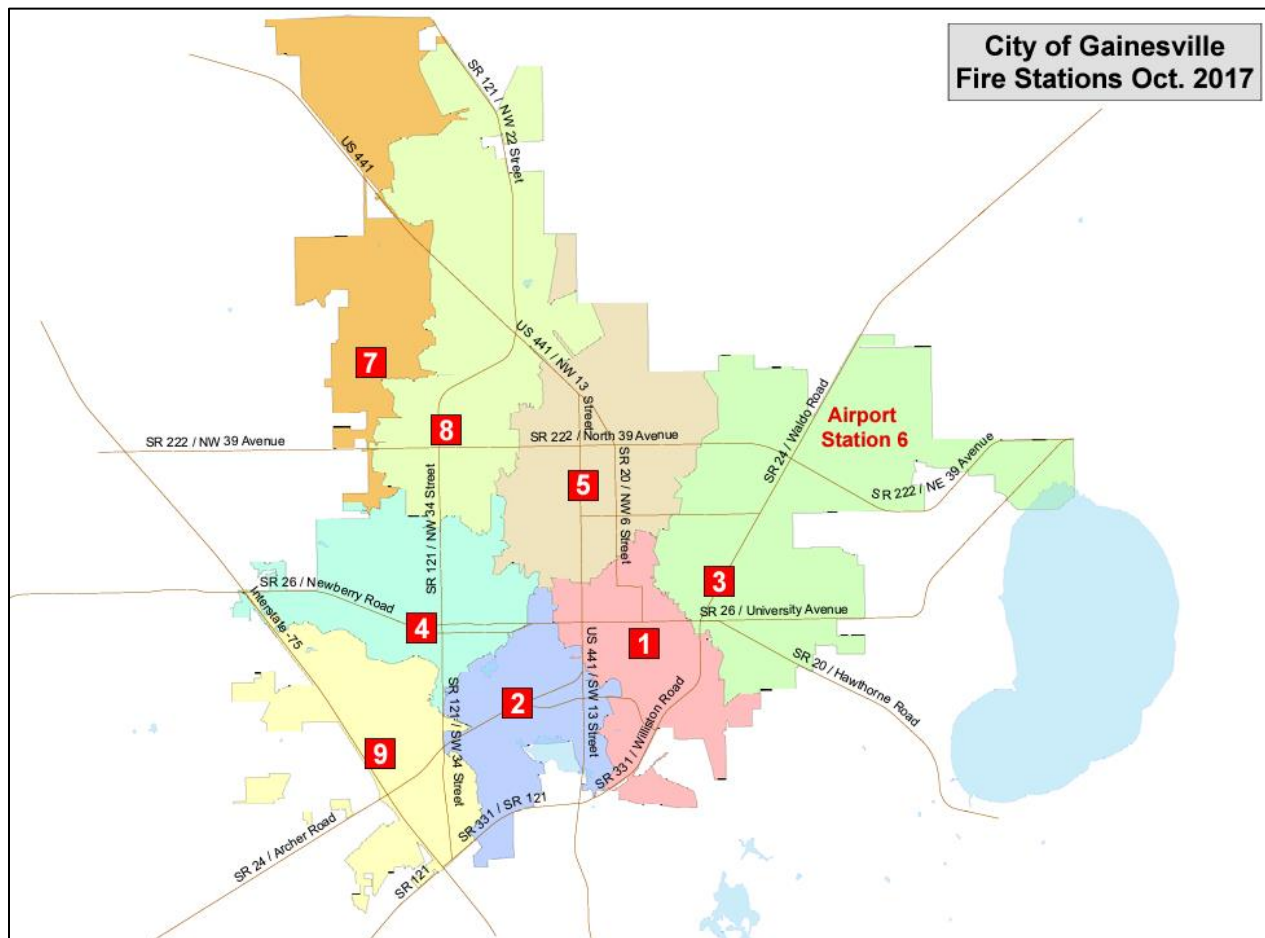


Figure 34: Fire Stations (Source: Gainesville Fire Rescue)

An effective post-crash care program contributes to reducing the severity of injuries and preventing fatalities, aligning with the Vision Zero goal of eliminating traffic-related deaths and serious injuries. Rapid response is crucial to providing immediate medical attention to crash victims. The Vision Zero workgroup will continue to work with emergency responders and community health partners to ensure actions are undertaken with the "Golden Hour". Golden Hour is the critical time window immediately following a crash during which prompt medical attention can significantly impact survival and recovery; minimizing response times and facilitating quick transportation to medical facilities is critical.

A critical balance exists between infrastructure-safe conditions and potential impacts to response times, especially when considering the application of speed management countermeasures. The average speed

of response during fire and medical emergencies often determines whether or not there is a positive outcome for the affected person or property. During serious medical emergencies that include cardiac events and stroke, rapid intervention with appropriate advanced medical procedures is necessary for patient survivability<sup>12</sup>. Figure 35 depicts the primary corridors used by emergency response based on information provided by GFR; 87 % coincide with the HRN.

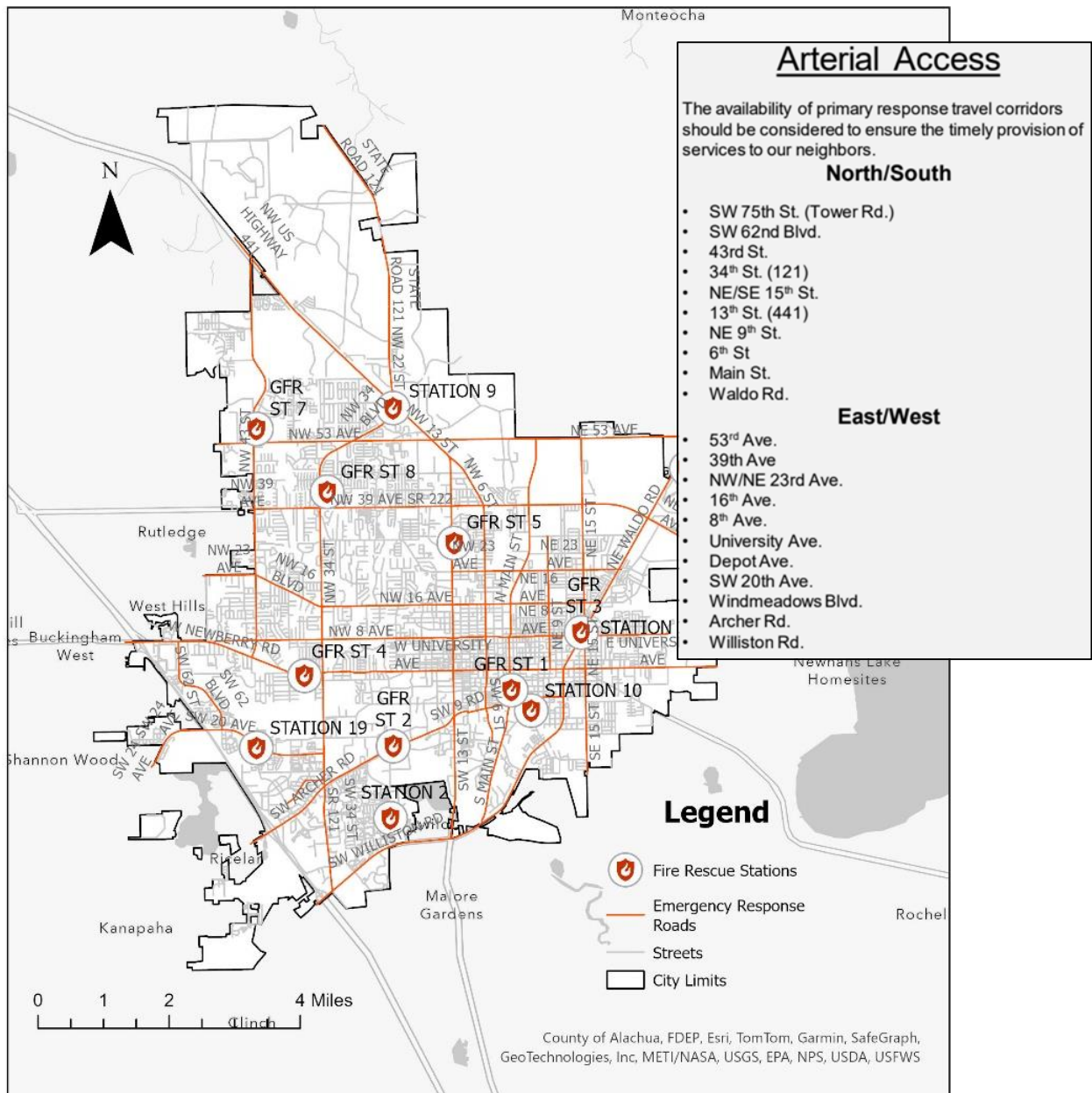


Figure 35: Primary response travel corridors

<sup>12</sup> Gainesville Fire Rescue - Traffic Calming and Emergency Responses

While the implementation of traffic calming measures may impact overall emergency response times they also promote a safer transportation system where fewer severe and fatal injury crashes occur decreasing the burden on emergency services, while simultaneously offering fewer crash-related traffic disruptions potentially supporting more stable travel/response times. The City implemented a moratorium on the implementation of traffic calming devices years ago due to concerns associated with emergency response times. This plan proposes that the traffic calming program be reevaluated and reconsidered as an important tool for achieving Vision Zero goals.

Emergency response protocols answer calls related to traffic-related crashes that involve a series of metrics such as response time, appropriate care injury assessment, etc. In addition, the Florida Department of Health tracks Hospitalizations From Non-Fatal Motor Vehicle Traffic-Related Injuries.

These records refer to hospitalizations with motor vehicle-related injuries where the patient was alive when discharged. In 2022, the age-adjusted rate per 100,000 Hospitalizations From Non-Fatal Motor Vehicle Traffic-Related Injuries in Alachua County was 82.8 compared to Florida at 80.4 as shown in Figure 36. Alachua County is in the second quartile for this measure. This means that relative to other counties in Florida, the age-adjusted rate per 100,000 Hospitalizations From Non-Fatal Motor Vehicle Traffic-Related Injuries is more in about half of the counties and less in about one-quarter of the counties. Florida Dashboards tracks the last ten years of occurrence<sup>13</sup> aggregated by County.

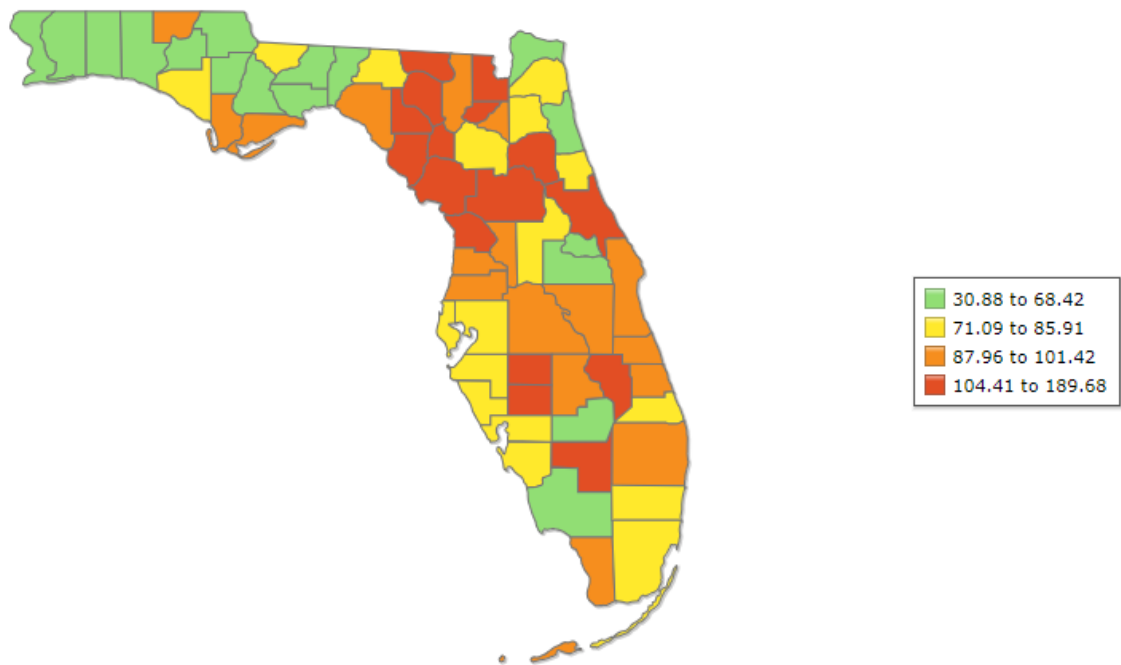


Figure 36: Age-adjusted Hospitalizations From Non-Fatal Motor Vehicle Traffic-Related Injuries, Rate Per 100,000 Population, 2022

<sup>13</sup> [Hospitalizations From Non-Fatal Motor Vehicle Traffic-Related Injuries - FL Health CHARTS - Florida Department of Health | CHARTS](#)

## EDUCATION AND OUTREACH

Community programs help to promote road safety, raise awareness, and engage residents in Vision Zero efforts. Some important programs promoted by the City of Gainesville are listed below.

### Car Seat Program

GFR provides car seat certification for instructors (Figure 37). The Child Passenger Safety Technician (CPST) certification is a national certification with a standardized curriculum developed through a partnership of organizations. The NHTSA developed the original program and remains committed to providing regular updates to the curriculum. The National Child Passenger Safety Board (NCPSB) maintains the quality and integrity of the National CPST Certification Training curriculum.

By understanding the correct use of car seats, booster seats, and seat belts, CPS Technicians provide caregivers with important information,

resources, and education about the best practices for the safe transportation of children. This equips caregivers to make educated decisions on transportation options.



Figure 37: Car Seat Event



Figure 38: Bike/ Micromobility Events

### Bike/Micromobility Safety Events

Several safety events are conducted throughout the year in partnership with other agencies to promote safe cycling and riding through education programs, safety tips with fun activities for kids, and distribution of education materials, helmets, lights, and safety-related equipment, including free helmets. Figure 38 shows examples of past events.

## FDOT Target Zero

Target Zero takes many existing safety programs or campaigns a critical step further by focusing on identifying behaviors that contribute to crashes, understanding why those behaviors are occurring, identifying the target audience, and creating impactful messages to influence safe driving. The FDOT program aligns resources and establishes actions for all safety partners to take evolutionary steps to improve how Florida connects, interacts, plans, designs, operates, and maintains its transportation system<sup>14</sup>.

## Community Traffic Safety Team Program

The Alachua County Community Traffic Safety Team (AC-CTST)<sup>15</sup> consists of a multidisciplinary / multi-agency group that meets every month to evaluate new and ongoing traffic concerns. Additionally, public information, construction updates, and traffic safety program reports, resources, and events are addressed. The meeting holds periodic discussions on the Florida Strategic Highway Safety Plan strategies, crash data, and funding opportunities. This coordinated local approach helps solve issues and improve safety on our roadways. The City’s Vision Zero Workgroup works collaboratively with the AC-CTST to provide timely feedback to the community.

## Vision Zero Open House

As part of the Vision Zero initiative, a Vision Zero Open House is programmed on an annual basis to showcase transportation safety efforts from various perspectives, fostering collaboration and public engagement. The focus of the event is to raise awareness of safety issues, trends, and solutions, and to provide an opportunity for public input. The first event was held in February 2024 (Figure 39), helping inform this plan and other transportation-related efforts such as the mobility hub study.



Figure 39: Vision Zero Open House Event

<sup>14</sup> <https://www.fdot.gov/agencyresources/target-zero>

<sup>15</sup> <https://trafficsafetyteam.org/>

## Sharing of Information

Sharing of information is key for the successful development and deployment of projects and initiatives, addressing community concerns, enhancing opportunities for collaboration, and leveraging resources. A Vision Zero website and Vision Zero newsletter inform about program initiatives, and an interactive project dashboard showcases information about completed and proposed projects funded via multiple sources, advancing the City’s Vision Zero safety goals and promoting multimodal use.

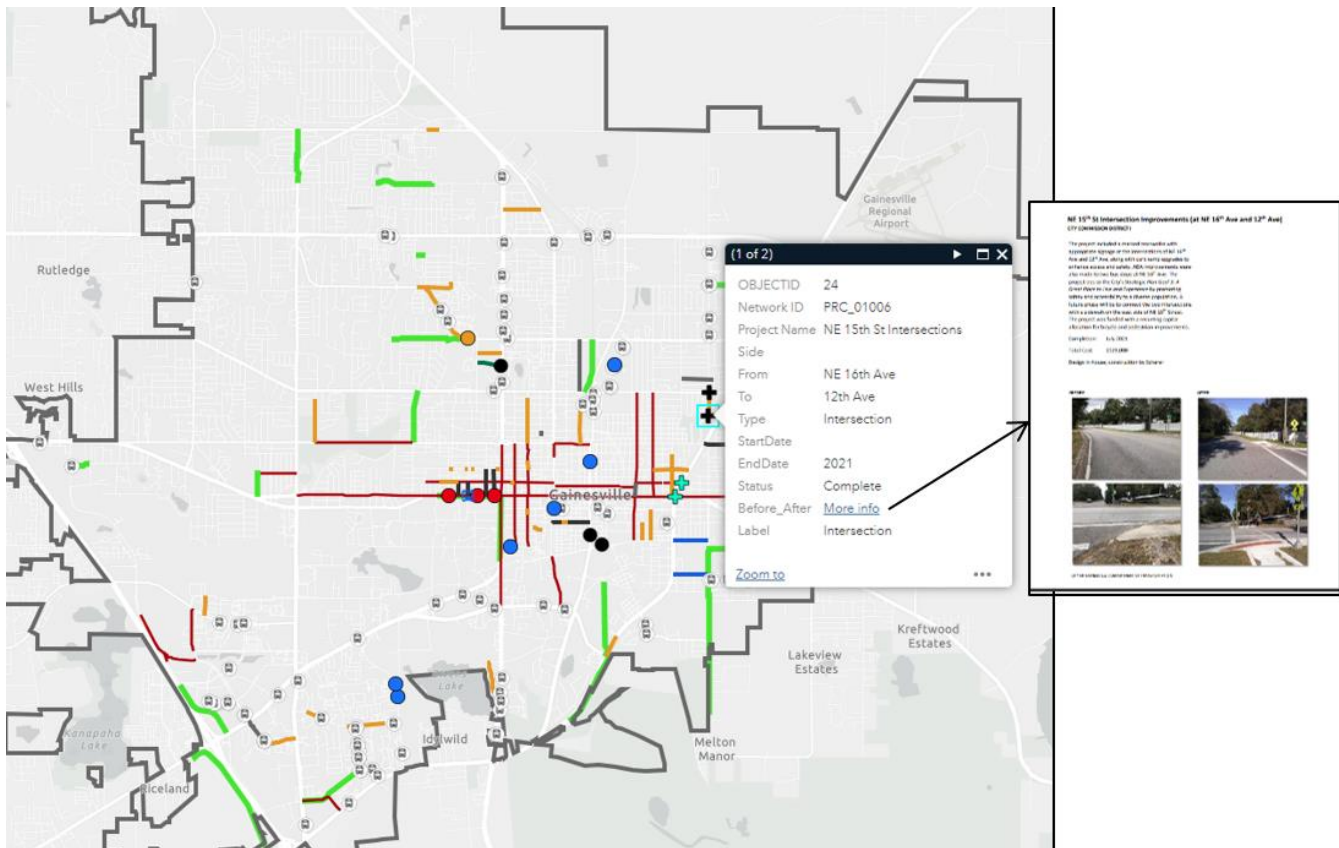


Figure 40: Planned and Completed Projects

## Other Programs and Initiatives

Other outreach and education efforts and community-oriented programs aligned with the City’s Vision Zero strategies are:

- Annual Back to School Campaign, including coordination with the University of Florida
- Annual Touch a Truck event
- GFR's Emergency Vehicle Operator Training
- Social media posts, including public safety announcements (PSAs)
- GFR's burn permit process for smoke impact on visibility and driving conditions

## HRN PRIORITY AREAS

Segments in the HRN were ranked based on the following criteria. This will help guide future studies to define specific countermeasures tailored to each location. Locations highlighted denote work that has been done or is in progress to enhance safety.

- High priority: Improvement needs within the HRN with a high number of crashes and/or a high ratio of crashes/traffic volume (Tier 1 and Tier 2);
- Medium priority: Improvement needs within the HRN with fewer crashes or where the ratio crashes/traffic volume is lower (Tier 3);
- Lower priority: Improvement needs outside of the HRN.

High-priority corridors in Tier 1 are listed below and depicted in Figure 41:

- **SW 20<sup>th</sup> Ave**
- SR121/SW 34<sup>th</sup> St
- **SR24/Archer Rd**
- SR26/Newberry Rd
- SR26/W University Ave
- **US441/W 13<sup>th</sup> St**
- **SR331/SW Williston Rd**
- SR222/NW 39<sup>th</sup> Ave
- N Main St
- NW 16<sup>th</sup> Ave
- NW 53<sup>rd</sup> Ave

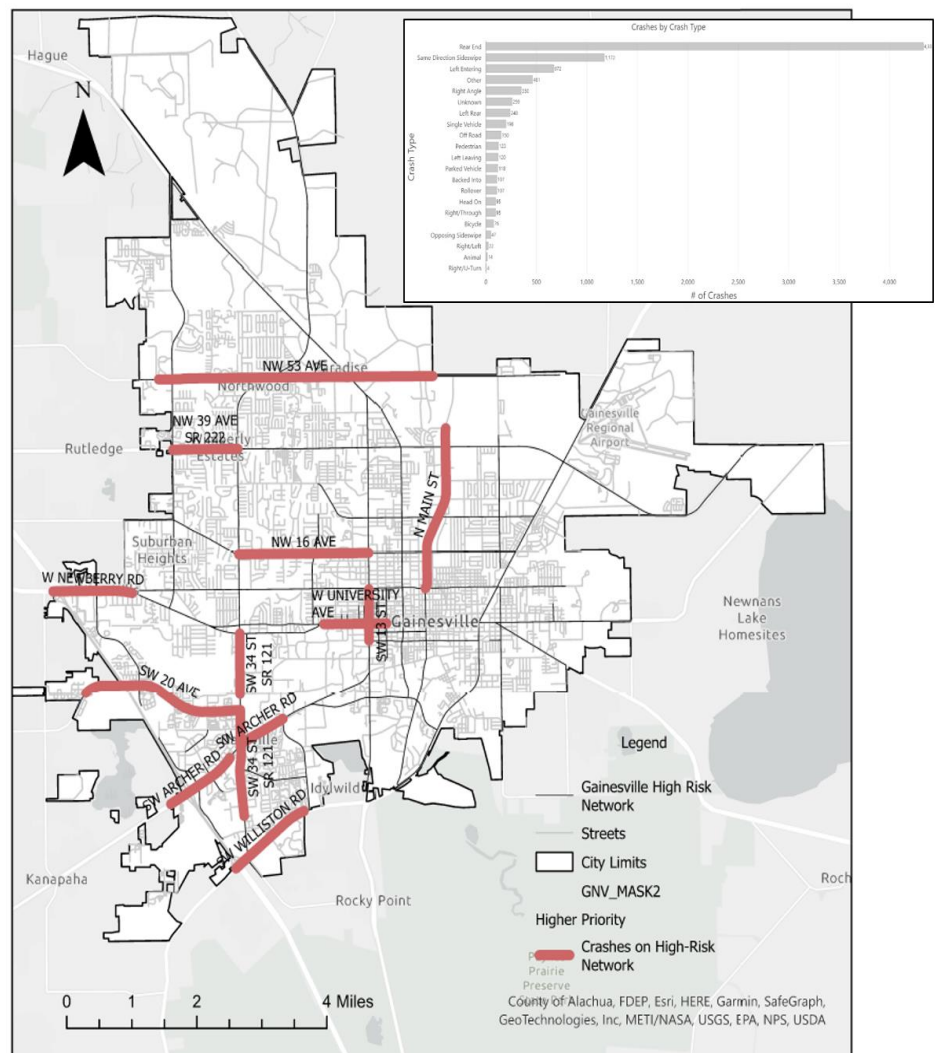


Figure 41: Gainesville Tier 1 Priority

High-priority corridors in Tier 2 are listed below and depicted in Figure 42:

- SR24/NE Waldo Rd
- SR24/SW Archer Rd
- SR226/SW 16<sup>th</sup> Ave
- US441/NW 13<sup>th</sup> St
- N 16<sup>th</sup> Ave
- US441/SW 13<sup>th</sup> St
- SR121/SW 34<sup>th</sup> St
- NE 8<sup>th</sup> Ave
- SR121/NW 34<sup>th</sup> St
- NW 16<sup>th</sup> Blvd
- SR26/University Ave
- SR222/N 39<sup>th</sup> Ave
- NW 43<sup>rd</sup> St
- NW 62<sup>nd</sup> St
- SW 40<sup>th</sup> Blvd
- SW 62<sup>nd</sup> Blvd
- NW 23<sup>rd</sup> Ave
- NW 8<sup>th</sup> Ave
- SW 37<sup>th</sup> Blvd
- SW 35<sup>th</sup> Pl
- SR26/Newberry Rd
- S Main St
- NW 6<sup>th</sup> St
- SR331/Williston Rd
- SW 2<sup>nd</sup> Ave

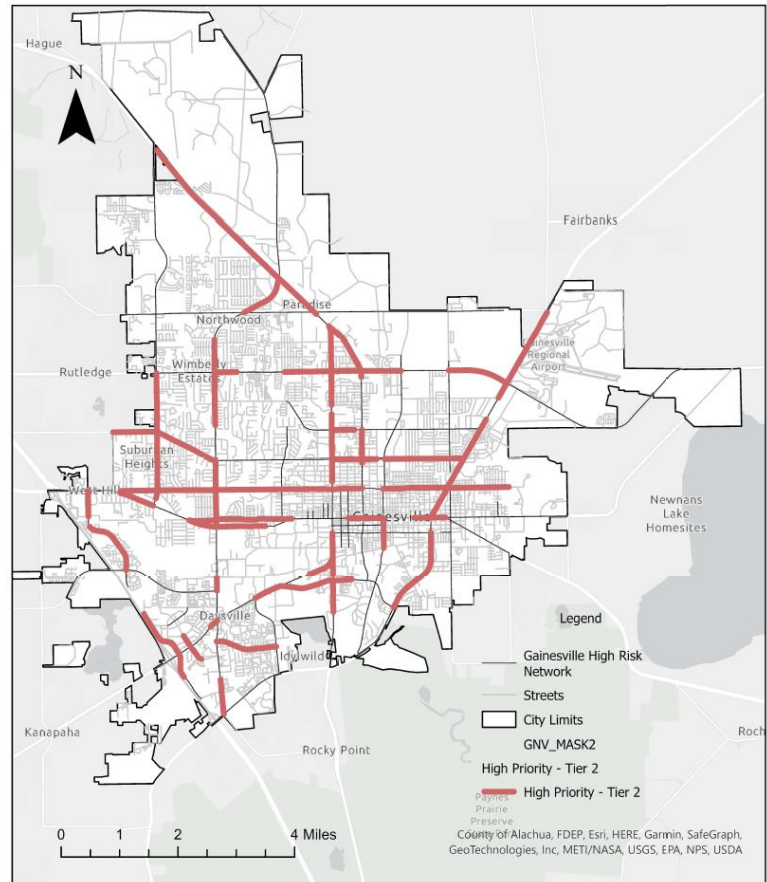


Figure 42: : Gainesville Tier 2 Crashes



Tier 1 and 2 signalized intersections that merit additional evaluation include, classified by both total crashes and severe and fatal crash frequency:

- |   |   |
|---|---|
| 1) <i>SR121/SW 34<sup>th</sup> St at SR24/Archer Road</i>         | 16) US441/NW 13 <sup>th</sup> St at NW 23 <sup>rd</sup> Ave           |
| 2) <i>US441/W 13<sup>th</sup> St at SR26/W University Ave</i>     | 17) NW 43 <sup>rd</sup> St at SR222/NW 39 <sup>th</sup> Ave           |
| 3) <i>SW 40<sup>th</sup> Blvd at SR24/Archer Rd</i>               | 18) <i>SR121/SW 34<sup>th</sup> St at SW 20<sup>th</sup> Ave</i>      |
| 4) NW 16 <sup>th</sup> Ave at US441/NW 13 <sup>th</sup> St        | 19) SW 20 <sup>th</sup> Ave at SW 43 <sup>rd</sup> St (hybrid)        |
| 5) <i>SW 37<sup>th</sup> Blvd and SR24/Archer Rd</i>              | 20) <i>SW 35<sup>th</sup> Blvd at SR24/Archer Rd</i>                  |
| 6) US441/W 13 <sup>th</sup> St at NE 39 <sup>th</sup> Ave/SR222   | 21) <i>US441/W 13<sup>th</sup> St at SR226/SW 16<sup>th</sup> Ave</i> |
| 7) <i>SR26/University Ave at SR121/SW 34<sup>th</sup> St</i>      | 22) SR24/Archer Road at SW 23 <sup>rd</sup> Ter                       |
| 8) SW 62 Blvd at SW 20 <sup>th</sup> Ave                          | 23) NE 23rd Ave at SR24/Waldo Rd                                      |
| 9) <i>NW 23<sup>rd</sup> Ave at NW 43<sup>rd</sup> St</i>         | 24) SE 4 <sup>th</sup> Ave at SE 11 <sup>th</sup> St                  |
| 10) SR26/W Newberry Rd at NW 62 <sup>nd</sup> St                  | 25) NE 15th ST at SR222/NE 39th Ave                                   |
| 11) <i>SR26/E University Ave at SR24/Waldo Rd</i>                 | 26) <i>SR329/MainSt at SR26/W University Ave</i>                      |
| 12) SR121/NW 34 <sup>th</sup> St at SR222/NW 39 <sup>th</sup> Ave | 27) <i>NE 8<sup>th</sup> Ave at SR24/Waldo Rd (hybrid)</i>            |
| 13) SR26/W Newberry Rd at NW 69 <sup>th</sup> Ter                 | 28) SR26/W Newberry Rd at NW 60 <sup>th</sup> St                      |
| 14) <i>SR121/SW 34<sup>th</sup> St at SR331/Williston Rd</i>      | 29) <i>NE 16<sup>th</sup> Ave at SR24/Waldo Rd</i>                    |
| 15) SR26A/SW 2 <sup>nd</sup> Ave at SR121/SW 34 <sup>th</sup> St  | 30) <i>NW 23<sup>rd</sup> Ave and NW 43<sup>rd</sup> St</i>           |

Tier 1 and Tier 2 stop-controlled intersections for further evaluation, classified by severe and fatal crashes frequency:

- 1) *SW 37<sup>th</sup> Blvd at SW 38<sup>th</sup> St*
- 2) *NE 8<sup>th</sup> Ave at NE 15<sup>th</sup> St*
- 3) US441/NE 13<sup>th</sup> St at NW 3<sup>rd</sup> PI
- 4) US441/NW 13<sup>th</sup> St at NW 4<sup>th</sup> Ave
- 5) SR26/E University Ave at E 18<sup>th</sup> St
- 6) US441/NW 13<sup>th</sup> St at NW 3<sup>rd</sup> Ave
- 7) NE 5<sup>th</sup> Ter at NE 23<sup>rd</sup> Ave
- 8) *NE 3<sup>rd</sup> Ave at SR24/Waldo Rd*
- 9) NW 8<sup>th</sup> Ave at NW 23<sup>rd</sup> St
- 10) NW 50<sup>th</sup> Ter at NW 8<sup>th</sup> Ave
- 11) SR226/SW 16<sup>th</sup> Ave at SW 6<sup>th</sup> St
- 12) SR226/SW 16<sup>th</sup> Ave and SW 10<sup>th</sup> Ter
- 13) *SR26/W University Ave and NW 22<sup>nd</sup> St*
- 14) SR26/E University Ave and SE 25<sup>th</sup> Ter
- 15) *NE 12<sup>h</sup> Ave at SR24/Waldo Rd (hybrid)*

Several actions are underway, programmed, or have been completed through the period of analysis to address safety concerns along the segments identified as HRN priorities as described below:

- **SR26/University Ave and US441/W 13<sup>th</sup> St** – complete streets study and design underway; this includes evaluation of intersections and addition of dedicated bicycle facilities, midblock crossings and crossing enhancements, and bus stop improvements. This project received grant funding for partial implementation from the *Safe Streets and Roads for All (SS4A)* initiative;
- **SR24/Archer Rd (NW 34<sup>th</sup> St – US441/W 13<sup>th</sup> St)** – The complete street corridor is funded and a grant application was submitted in FY24;
- **SR24/Waldo Rd (SR26/University Ave – SR222/NE 39<sup>th</sup> Ave)** – resurfacing and intersection improvements funded in FY25 including modifications at the intersection of SR26/E University Ave; evaluation of intersections are programmed as part of the east side recreation complex initiative in FY25; and, additional funding is programmed for a complete street study;
- **SR24/Waldo Rd at NE 3<sup>rd</sup> Ave** – implementation of intersection modifications funded by FDOT in FY25;
- **NE 8<sup>th</sup> Ave (SR24/Waldo Rd – NE 25<sup>th</sup> St)** – accessibility and crossing enhancements completed in FY24, including crossing modifications at the intersection of NE 15<sup>th</sup> St;
- **SW 37<sup>th</sup> Blvd (south of SR24/Archer Rd)** – modifications implemented in FY22/FY24 funded through redevelopment; due to site constraints additional coordination is needed with the private sector to fully address the concerns at the intersections of SR24/Archer Rd and SW 38<sup>th</sup> St;
- **SW 62nd Blvd (SW 20<sup>th</sup> –SW 24<sup>th</sup> Ave)** – new road connector and trail completed in FY24 expanding grid connectivity; the project is expected to alleviate crash incidence along major corridors and at key intersections within the HRN;
- **NW 8<sup>th</sup> Ave (N Main St – NW 6<sup>th</sup> St), NW 6<sup>th</sup> St (NW 8<sup>th</sup> Ave – NW 7<sup>th</sup> Ave)** – lane repurposing with the addition of protected bicycle facilities and crossing enhancements funded in FY25;
- **W 10<sup>th</sup> St / W 12<sup>th</sup> St (SW 8<sup>th</sup> Ave – NW 8<sup>th</sup> Ave) one-way-pair** – lane repurposing partially funded in FY25; the project will modify intersections along W University Ave reducing conflicts;
- **SW 35<sup>th</sup> Pl (SW 23<sup>rd</sup> Ter – SR121/SW 34<sup>th</sup> St)** – planning and demonstration grant obtained via an SS4A grant (Cycle 2) in partnership with the University of Florida;
- **SW 20<sup>th</sup> Ave (SW 34<sup>th</sup> St - SW 69<sup>th</sup> Ter)** – planning and demonstration grant obtained via a SS4A grant (Cycle 3) in partnership with Alachua County;
- **N 16<sup>th</sup> Ave (SR24/Waldo Rd – NW 55<sup>th</sup> St)** – planning and demonstration grant obtained via a SS4A grant (Cycle 3) in partnership with Alachua County;
- **Speed management plan, lighting enhancements & quick builds** – planning and demonstration grant obtained via an SS4A grant (Cycle 3).

In addition, over the past several years since the adoption of the Vision Zero initiative, the following has been accomplished reducing conflicts between modes, promoting multimodal use, decreasing congestion, and helping achieve safety goals:

- **11 new crossings** added and 21 programmed, including 9 funded for construction;
- **3 miles of bicycle facilities trails/lanes** added and another 17 programmed;
- **1.2 miles of sidewalks** were added and another 7 miles are programmed for construction;
- **79 curb ramps retrofitted** and funding obtained for continued improvements;
- **100 bus stop retrofits ready for construction** and an additional 242 identified for redesign;
- Over \$10M secured in state & federal funding for joint Vision Zero initiatives with FDOT, Alachua County, and the University of Florida;
- **Major intersection improvements** were completed or are underway:
  - **University Ave:** reduced the number of turning movements at 4 intersections and added 4 signalized crossings;
  - **Signalized pedestrian crossings** added at SW 16<sup>th</sup> Ave, SR222/NE 39<sup>th</sup> Ave, Depot Ave, and SW 43<sup>rd</sup> St
  - **Other programmed crossings** programmed at NW 8<sup>th</sup> Ave at NW 12<sup>th</sup> St; N Main St at N 4<sup>th</sup> Ave; NW 8<sup>th</sup> Ave by Cofrin Park; NW 8<sup>th</sup> Ave at Oakview Park, along with others funded via a local sales tax initiative;
  - **Leading Pedestrian Interval** added at 20 intersections improving pedestrian safety.
- **Major corridor improvements** are at different stages of implementation: **SW 47<sup>th</sup> Ave extension** (SR121/SW 34<sup>th</sup> St to SR331/Williston Rd) is under design to extend the road network, alleviate congestion and improve safety; the conversion of **NW 10<sup>th</sup> St and NW 12<sup>th</sup> St** (SW 8<sup>th</sup> Ave to NW 8<sup>th</sup> Ave) into one-way pairs adding protected bicycle facilities and crossing improvements is partially funded for FY25; and the addition of bicycle lanes along **SW 6<sup>th</sup> St** (Depot Ave to SR226/SW16th Ave).
- A **speed management plan** for the Vision Zero Core Area is under development;
- **Mobility Plan**, a complementary effort to this action plan, is under development with expected adoption in FY25.

Additional actions are needed to continue to enhance the system and reduce the number and severity of crashes along the priority corridors. This will be accomplished by applying the Vision Zero safe systems approach as outlined in the proposed initiatives.

## PROPOSED INITIATIVES

The results of the analysis indicate the need to develop strategies that focus on **speed management, intersection operations, safety of VRUs, lighting, and enhanced collaboration** as key aspects to achieve the desired goal of zero fatalities and severe injuries within City limits. In order to advance these strategies, supporting actions are outlined (Figure 43).

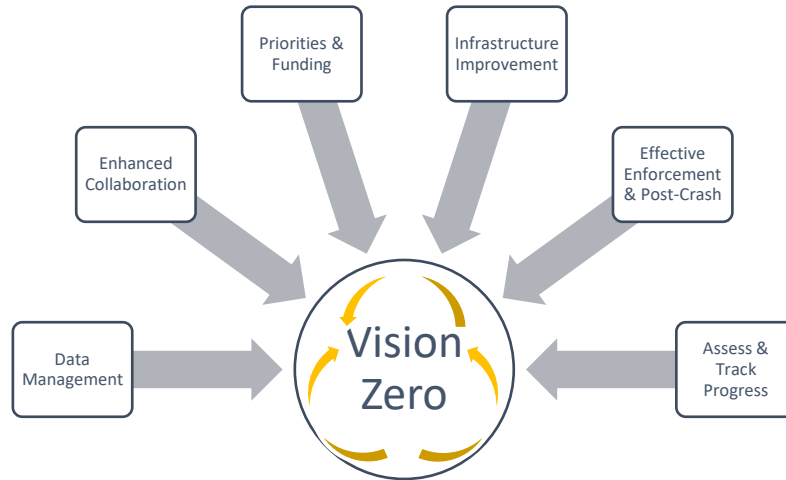


Figure 43: City of Gainesville Safety Path Framework

## Data Management

Data accuracy, uniformity, and access across multiple agencies are key to ensure reliability and avoid redundancy of efforts. Collecting and analyzing traffic crash data can help to identify the most dangerous locations, times, and causes of crashes, and prioritize interventions accordingly. A comprehensive safety analysis involves the merging of multiple datasets including exposure, police reports, hospital, and post-care emergency medical service (EMS) records which can be time-consuming. Establishing and maintaining communication and data protocols with other city departments and external agencies will help standardize processes, improve coordination, and enhance transparency of efforts. This effort will be measured based on the following strategies.

	GOALS	STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
<b>A1</b>	Improve crash geolocation accuracy.	A.1.1 Dedicate staff to correct crash geolocation accuracy.	2025	Alachua County Public Works; Gainesville Department of Transportation	The City dedicated 6 hr/month to correct the geolocation of all crashes from 2023; Alachua County delegates correction of crashes to 1 staff.
		A.1.2 Work with crash records software to include the geolocation tool	2025	Gainesville Department of Transportation	The Vision Zero Coordinator will schedule periodic meetings with workgroups and the Vision Zero data accuracy task force.
<b>A2</b>	Enhance communication sharing and data analysis protocols	A.2.1 Identify key datasets, and users, and develop protocols for data updates and access	2025	Gainesville Department of Transportation	Ensure data can be accessed by different departments Define data keeper, metadata needs, and key people Update datasets frequently as needed (as projects are implemented).
<b>A3</b>	Improve GIS data reliability.	A.3.1 Track changes in operations over time	2025	Gainesville Public Works -Traffic Operations	Build a seasonal plan over time, as well as a tracking log of complaints.
		A.3.2 Maintain a dashboard of planned and completed projects	2024	Gainesville Department of Transportation	Maintain a public-facing dashboard of projects.
		A.3.3 Improve traffic count dashboard	2025	Gainesville Department of Transportation; Alachua County Public Works	Build a compatible framework for network analysis; and improve information sharing.
		A.3.4 Maintain inventory of key datasets	2025	Gainesville Department of Transportation; Alachua County Public Works	Update inventory of transportation infrastructure regularly for accuracy.

## Enhanced Collaboration

The analysis indicates that the majority of fatal and severe injury crashes in Gainesville occur along the HRN, which is comprised primarily of streets outside of the City’s jurisdiction. Enhanced collaboration between different agencies, stakeholders, and community groups is key to ensuring that everyone is working together to achieve the shared goal of Vision Zero, using reliable information and promoting shared safety goals. Tasks related to this action include collaboration in addressing problems, devising solutions and seeking funding (i.e., partnerships in grant applications); organizing outreach events; and enhancing information sharing through the Vision Zero Workgroup, periodic newsletters, and improved website and use of social media for effective safety campaigns.

	GOALS	STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
<b>B1</b>	Establish and maintain Vision Zero outreach events.	B.1.1 Build a short-term calendar of events	2024	Gainesville Police Department; Gainesville Fire Rescue; Gainesville Community Health; Florida Department of Health	Vision Zero Outreach workgroup will make a log of events in the city.
		B.1.2 Annual Vision Zero Open House	Yearly	All	Organize events with multidisciplinary participation; including a survey to gather public input.
		B.1.3 Coordinate deployment of safety campaigns	On-going	All	Coordinate with other agencies to enhance the reach of targeted campaigns.
<b>B2</b>	Maintain a Vision Zero website and social media presence.	B.2.1 Update website content and make the website more engaging	2024	All	Include content of the several stakeholders; provide status information.
		B.2.2 Make available <i>Friendly Driver Course</i>	2025	Communications and Marketing – City of Gainesville	Include periodic content available at NTHSA, DSHMV, FDOT, or city-exclusive.
		B.2.3 Disseminate information to encourage safe behaviors	On-going	Communications and Marketing – City of Gainesville; Santa Fe College; University of Florida	Work with local media and student organizations Enhance coordination with UF and Santa Fe.
<b>B3</b>	Increase collaboration on project design and funding	B.3.1 Identify joint grant opportunities	On-going	All	
		B.3.2 Early identification of safety improvements in coordination with other funded projects	On-going	All	
		B.3.3 Increase coordination through the Vision Zero Workgroup	On-going	All	
<b>B4</b>	Post-Crash Outreach	B.4.1 Work with victims of injury crashes to reinforce a safer culture	2025	UF Health Trauma Center	Testimonials, and Social Engagement

## Priorities & Funding

HRN-based priority tiers and Vision Zero Core Area were identified based on high-injury locations, traffic-intensive corridors, impacts to vulnerable road users, and equity consideration; these areas will be the target of the proposed investments. The establishment of a dedicated budget for Vision Zero involves allocating resources to support various strategies and interventions in engineering, educational campaigns, enforcement, and post-crash care. This should include consideration of additional resources needed such as deployment of technology, additional personnel, or specialized training depending on the scale of the program, the specific needs and challenges of the community, and the scope of planned interventions. Funding should be set aside for pilot programs and innovation initiatives. These can be used in several approaches from emergency response and post-crash care to test new ideas, technologies, and interventions before full-scale implementation.

	GOALS	STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
<b>C1</b>	Identify funding sources for Vision Zero initiatives	C.1.1 Seek joint opportunities for funding design retrofits	On-going	Gainesville Department of Transportation	Determine priorities and funding sources for Vision Zero
		C.1.2 Dedicate funds for enforcement and educational improvements	2025	Gainesville Police Department; VZ workgroup	Keep the current programs and expand new initiatives
		C.1.3 Dedicate funding for maintenance	Yearly	City Commission	
<b>C2</b>	Set aside funds for pilot programs and rapid deployment	C.2.1 Deploy low-cost interventions before full-scale implementation	2027	Gainesville Department of Transportation	Working with agencies that can help with technology implementation
		C.2.2 Identify opportunities for rapid deployment of interventions	On-going	All	
<b>C3</b>	Maintain a list of needs	C.3.1 Maintain a list of project priorities with estimated cost projections	On-going	All	Leverage joint needs across departments
		C.3.2 Identify locations that can benefit from low-cost countermeasures	2024	Gainesville Department of Transportation; Alachua County Public Works; Florida Department of Transportation	Identify corridors where crashes are outstanding

## Improve infrastructure

One of the most effective ways to reduce traffic fatalities and serious injuries is to improve infrastructure through the application of design measures that induce safer behavior and decrease the potential severity of crashes (i.e., traffic-calming measures and dedicated infrastructure for VRUs). Site-specific analysis should be performed to evaluate feasible alternatives to improve safety focusing on **speed management, intersection improvements, and safety of VRUs** using cost-effective solutions where possible, and targeting faster deployment of interventions as funding becomes available. Several projects are in progress at different stages of development. The implementation of these projects is a priority.

GOALS		STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
D1	Enhance the safety of VRUs	D.1.1 Countywide Bicycle & Pedestrian Master Plan	2025	Gainesville Department of Transportation; Gainesville Public Works	Work with Alachua County
		D.1.2 Infill sidewalk network	On-going		Revise the list of priorities annually.
		D.1.3 Infill bicycle network gaps	On-going		
		D.1.4 Identify locations for crossing improvements	On-going		Use the ADA Transition Plan as a source.
		D.1.5 Identify locations for lighting improvements	On-going		
D2	Provide safe speed	D.2.1 Implement slow zone in VZ Core Area	2025	Gainesville Department of Transportation; Gainesville Public Works; Alachua County Public Works; Florida Department of Transportation	Implement projects as funds become available.
		D.2.2 Update the City's traffic calming regulations	2025		
		D.2.3 Develop a citywide speed management plan	2027		
		D.2.4 Increase the number of targeted enforcement	On-going	Gainesville Police Department	
D3	Decrease conflicts at intersections	D.3.1 Conduct road safety analysis	2025	Gainesville Department of Transportation; Gainesville Public Works Alachua County; Florida Department of Transportation	Keep maintenance schedule up to date
		D.3.2 Evaluate the use of permissive left-turns at priority locations	2025		
		D.3.3 Continue to partner with UF on the implementation and evaluation of traffic operations technology to improve safety	On-going	Gainesville Department of Transportation; University of Florida Gainesville Department of Transportation	



## Effective Enforcement & Post-Crash Care

Strong enforcement of traffic laws, such as speeding, seat belt use, and impaired driving, can help deter dangerous driving behaviors and hold violators accountable. In addition, increasing the number of law enforcement personnel and the deployment of enforcement technology is critical to maximize coverage within city limits. Post-crash actions are critical in ensuring timely and effective responses to traffic incidents, minimizing injuries, and providing appropriate care to those involved. A well-coordinated post-crash response is essential for supporting the affected individuals, gathering critical information for analysis, and improving the overall identification and deployment of safety measures. Regular reviews of enforcement and post-crash responses can help enhance protocols and contribute to the broader goal of Vision Zero.

GOALS		STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
<b>E1</b>	Enforcement of traffic laws, such as speeding, seat belt use, and impaired driving	E.1.1 Enhance enforcement in the HRN	2028	Gainesville Police Department	The number of law enforcement personnel is critical for broader coverage.
		E.1.2 Evaluate and implement automated enforcement in school zones	2025		Florida House Bill (HB 657): Enforcement of School Zone Speed Limits approved in 2023.
		E.1.3 Evaluate the use of automated enforcement of red light running.	2025		
<b>E2</b>	Enhance the efficacy of traffic details	E.2.1 Document areas of request for high-profile details	2024	Gainesville Police Department	Compile weekly reports and effort annually.
<b>E3</b>	Reduce bicycle/pedestrian / micro-mobility traffic infractions	E.3.1 Address dangerous behaviors of VRU	2026	Gainesville Police Department; University of Florida; Santa Fe College	Work with focus groups to address unsafe behaviors.
<b>E4</b>	Parking enforcement	E.4.1 Make sure spaces dedicated to parking are used correctly		Gainesville Department of Transportation	Periodic visit to parking locations
<b>E5</b>	Regular reviews of post-crash responses	E.5.1 Assess the percentage of survivor	2028	Gainesville Police Department	Calculate absolute and relative metrics.
<b>E6</b>	Enhance Response Protocols	E.6.1 Evaluate best routes for timely response	2028	Gainesville Fire Rescue	Response time reduction

## Assess & Track Progress

Regular evaluation and monitoring can help to assess progress toward the goal of Vision Zero and determine where adjustments are needed. It is important to develop a benchmark and models for comparison of do-nothing scenarios. By calculating absolute and relative metrics, Vision Zero's effectiveness will assess the relative safety levels between different regions and over time. It helps identify areas with higher needs and accommodate and prioritize interventions accordingly. It's worth noting that the metrics can be calculated for different subsets of the population, modes of transportation, or geographical areas, to gain more targeted insights into safety challenges and progress. Policy assessment is part of this effort, measuring the effectiveness, impact, and outcomes of policies to determine their success in achieving intended goals, and where adjustments may be needed as conditions change.

GOALS		STRATEGY	DEADLINE	LEADERSHIP	NOTES/STATUS
<b>F1</b>	Monitor the results of policies and interventions	F.1.1 Compile before and after annual reports	2028	Gainesville Department of Transportation	Calculate absolute and relative metrics.
		F.1.2 Track safety performance metrics annually	On-going	Gainesville Department of Transportation; Gainesville Public Works; Alachua County; Florida Department of Transportation	
		F.1.3 Collect public input through annual surveys	On-going	Gainesville Department of Transportation	
		F.1.4 Incorporate traffic-related metrics on health assessment surveys	On-going	Department of Health	Community Partner Assessment Survey
<b>F2</b>	Enhance data collection	F.2.1 Improve collection of traffic data	2026	Gainesville Department of Transportation; Gainesville Public Works; Alachua County; Florida Department of Transportation	
		F.2.2 Expand the collection of multimodal data	2026	Gainesville Department of Transportation; Alachua County Florida Department of Transportation	