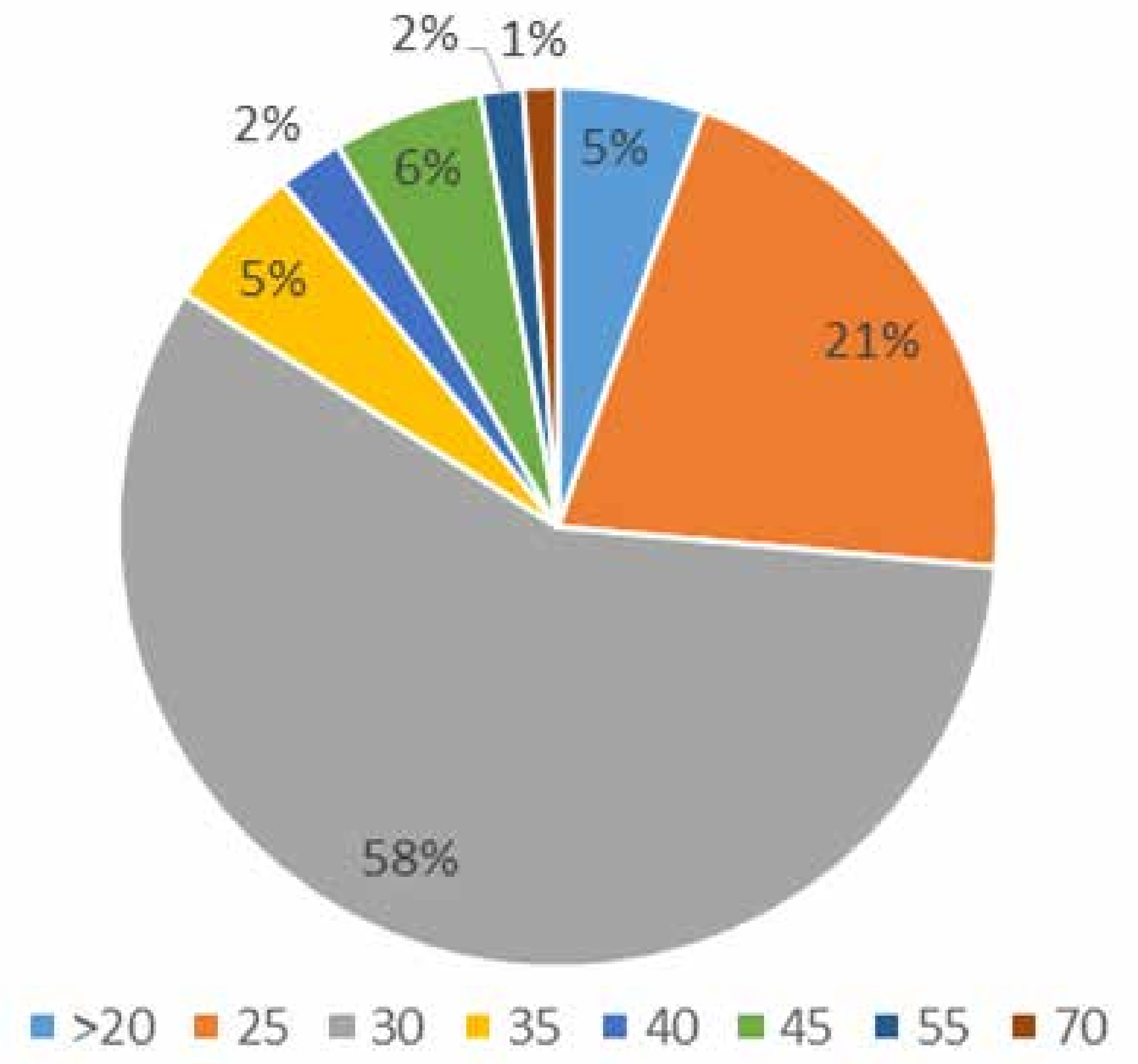


City of Gainesville Roads - Speed limit proportion



There are more than 700 miles of roadways within City limits:

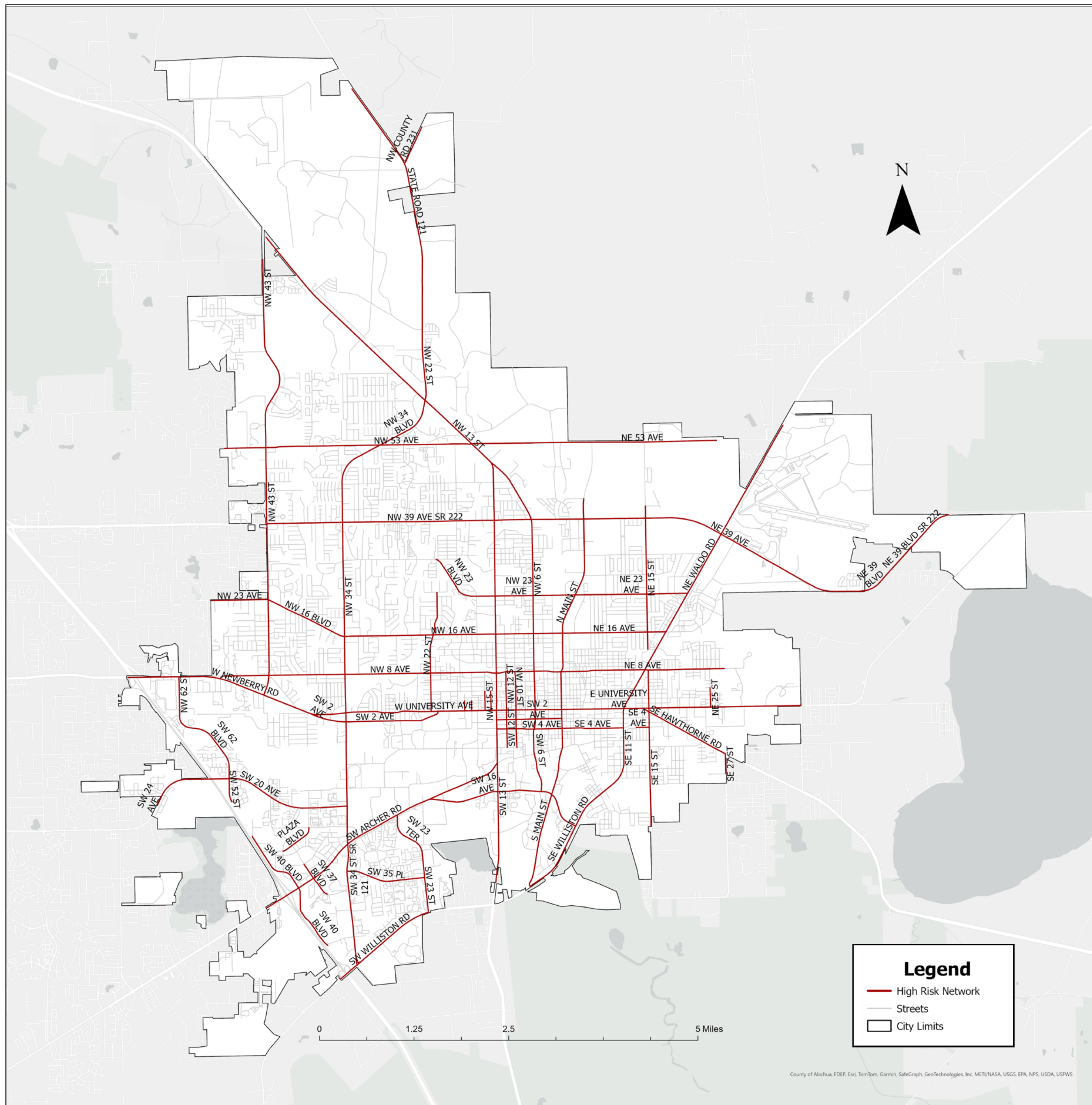
- **58%** are owned and maintained by the City,
- **5%** are owned and maintained by Alachua County,
- **15%** are State or US roads,
- **22%** are private roads

**State Roads carry more traffic and mixed local and regional traffic patterns resulting in 61% of total crashes and 65% of severe and fatal crashes within the City Limits.**

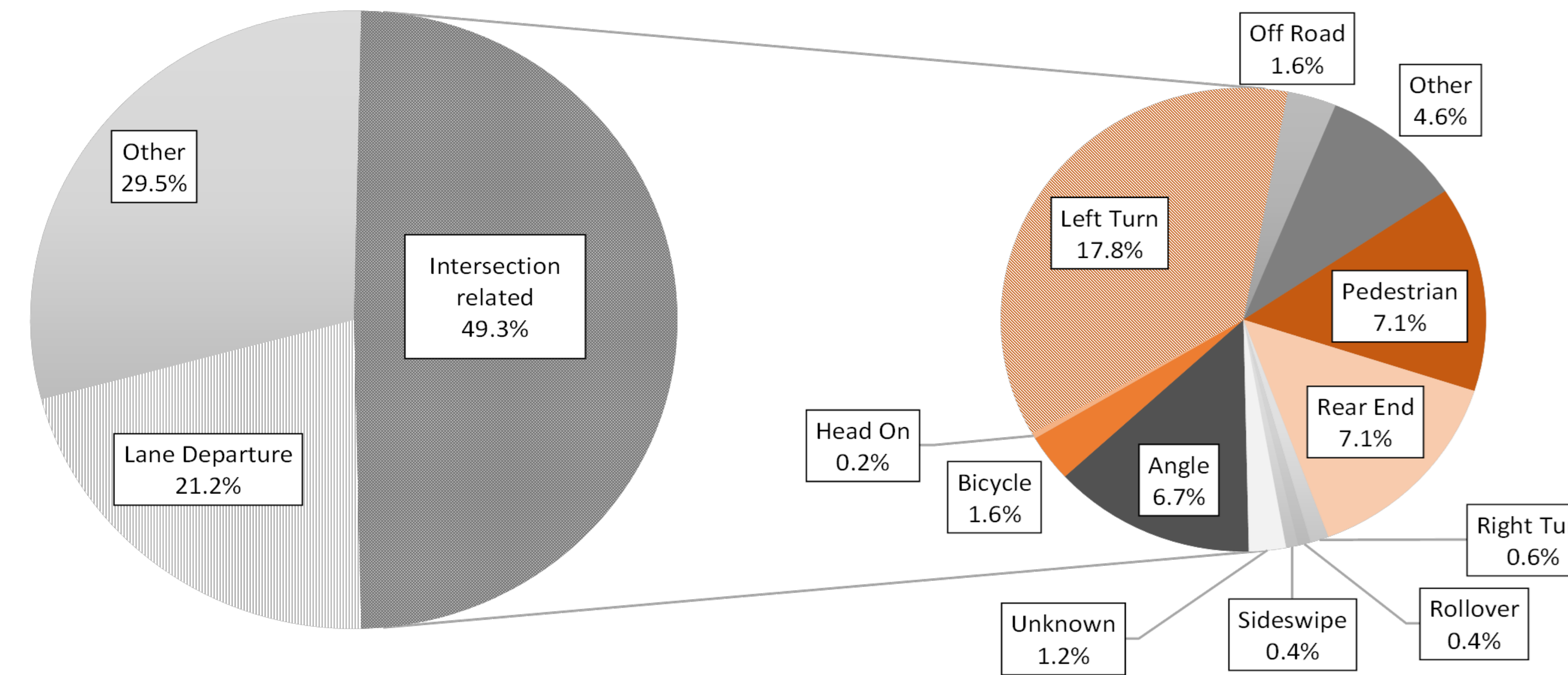


# Street Ownership Map

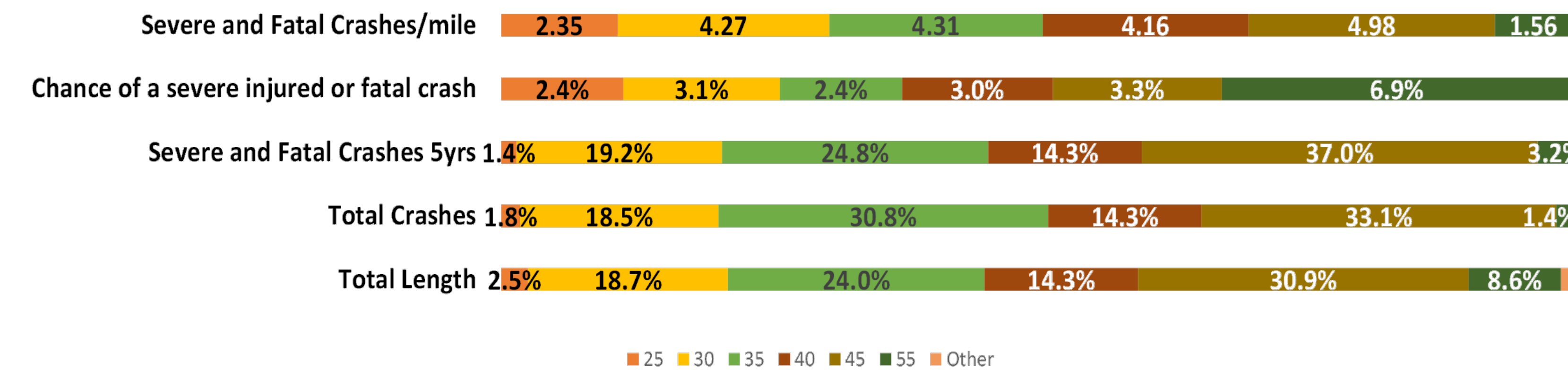




High Risk Network Predominant Crash Type  
2018-2022 Fatal and Severe Crashes



**Intersection-related** is the predominant crash type that results in fatal and severe crashes on high-risk roads.

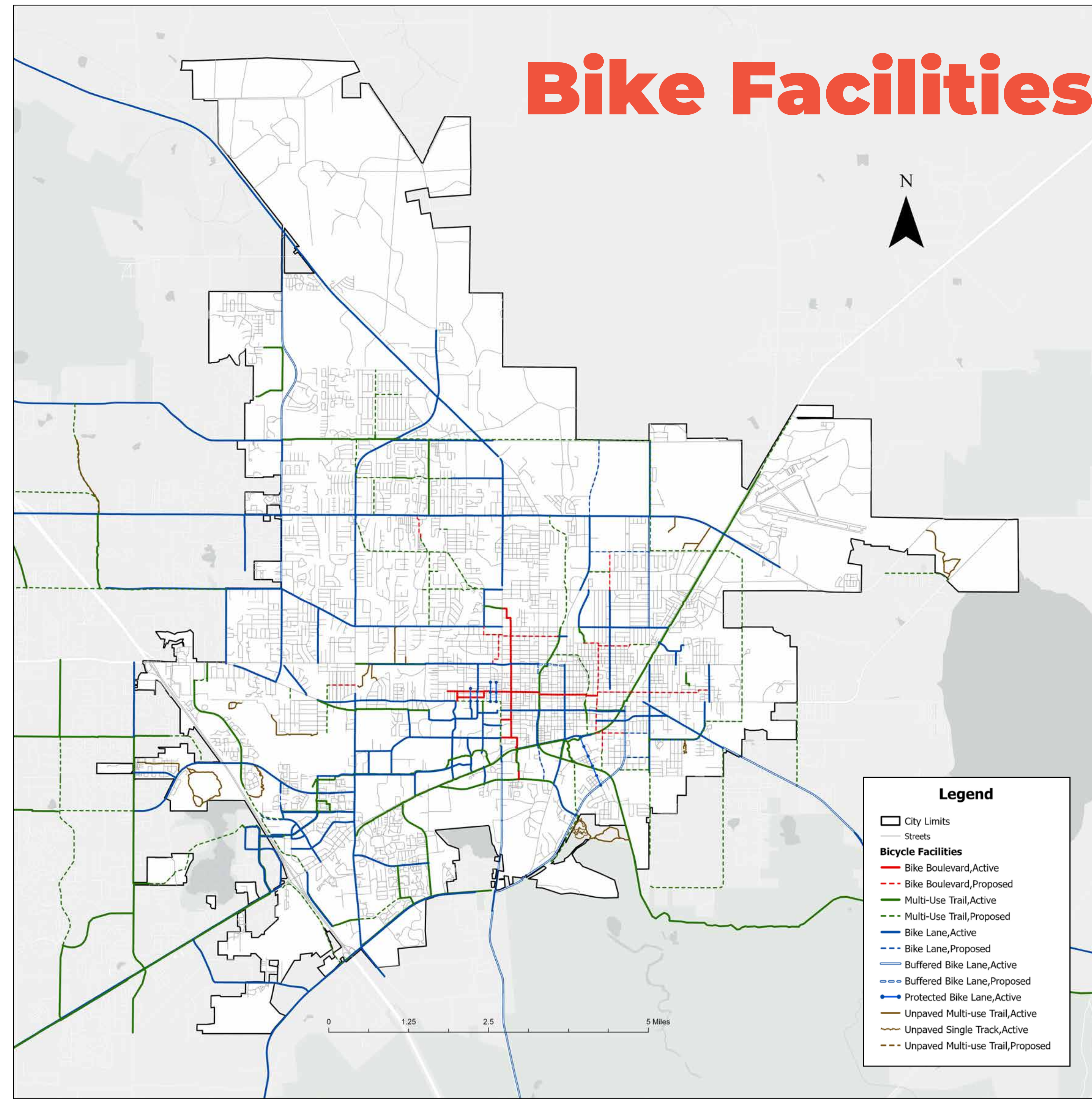
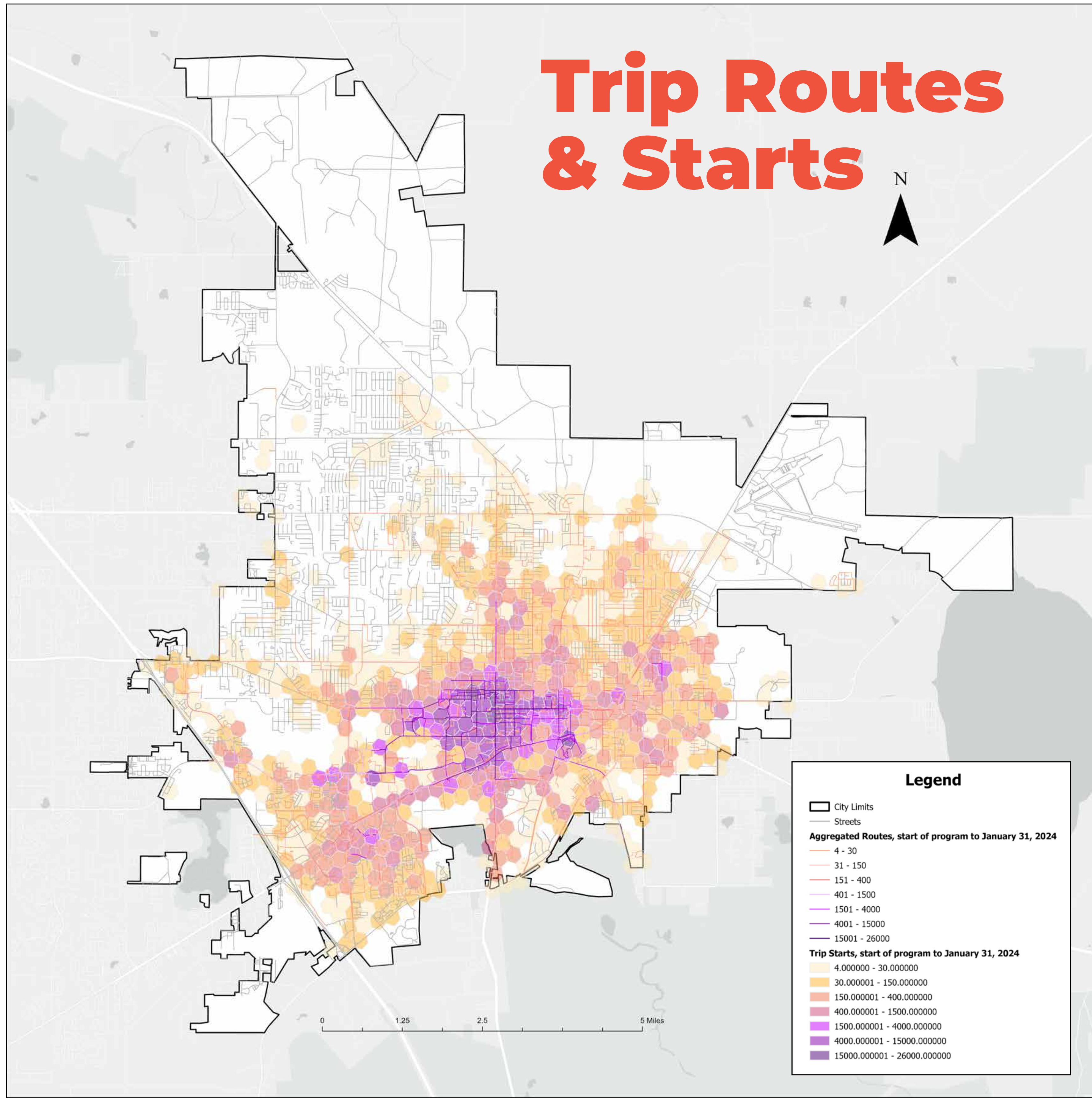


The High-Risk Network's predominant speed limits range from 30-45 mph. Fatal and Severe crashes presented more concerning patterns for roads where the speed limit is 35 mph and 45 mph.

The High-Risk Network helps to identify and prioritize locations with the highest risk of traffic fatalities and serious injuries within city limits.

*80% of severe and fatal crashes within city limits occur within the 17% of roads that comprise the High-Risk Network.*





### Micromobility

The micromobility program is regulated by City Ordinance (No. 180115) and serves to complement mobility options. A total of 3 vendors are allowed to operate in the City; the total number of units is capped at 600. Since inception of the program in 2021:

- 463,471** trips taken
- 745,000** miles travelled
- 1.05** mi median trip distance
- 7.0** min median trip duration
- 443** median trips per day

### Bikes

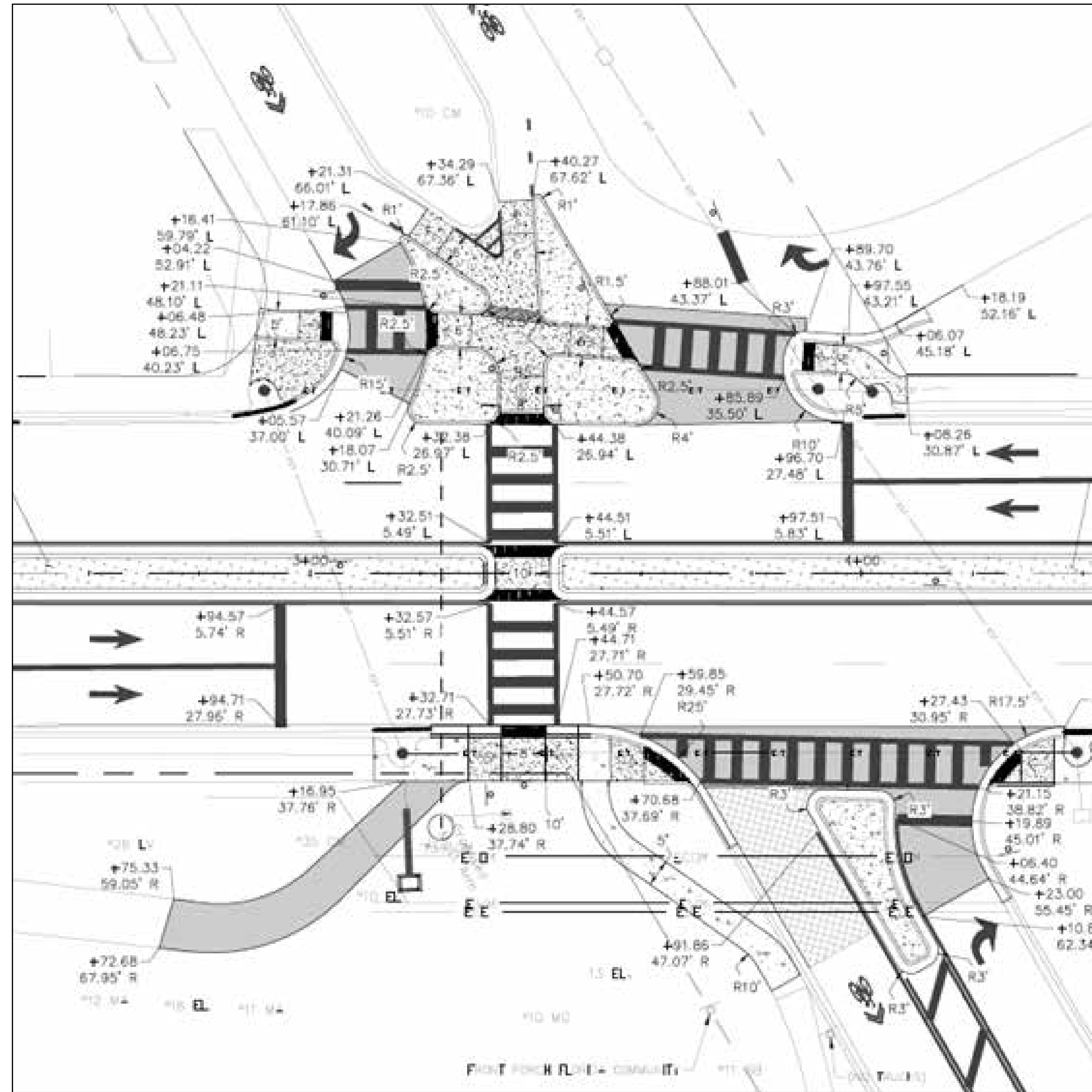
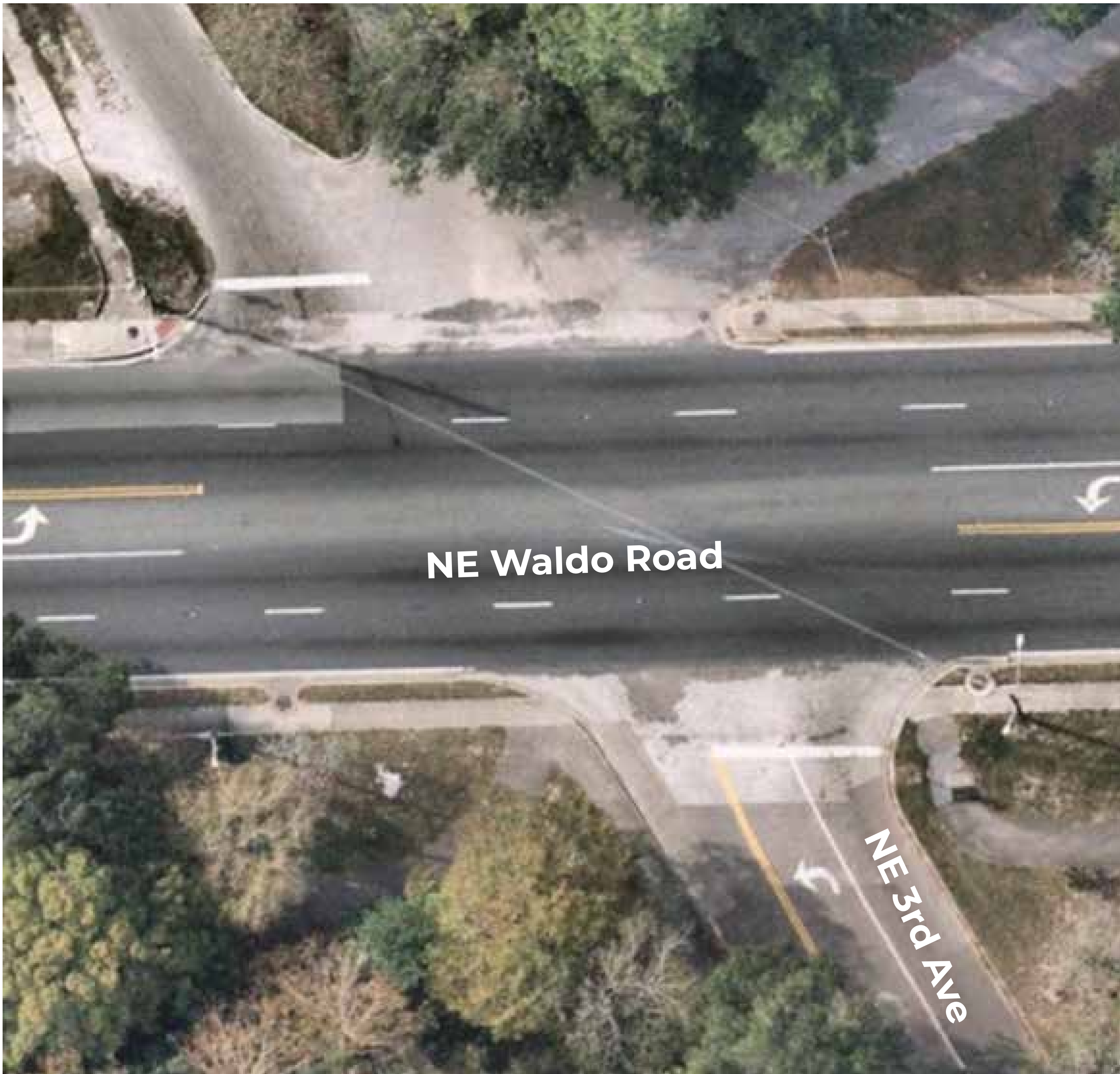
Life Cycle	Bike Facility	Length (miles)
Active	Bike Boulevard	5.33
Future	Bike Boulevard	6.86
Active	Bike Lane	74.99
Future	Bike Lane	3.54
Active	Buffered Bike Lane	11.30
Future	Buffered Bike Lane	0.48
Active	Multi-use Trail	33.89
Future	Multi-use Trail	31.78
Active	Protected Bike Lane	1.53
Active	Unpaved Multi-use Trail	8.58
Future	Unpaved Multi-use Trail	0.44
Active	Unpaved Single Track	0.03



# Multimodal Facilities



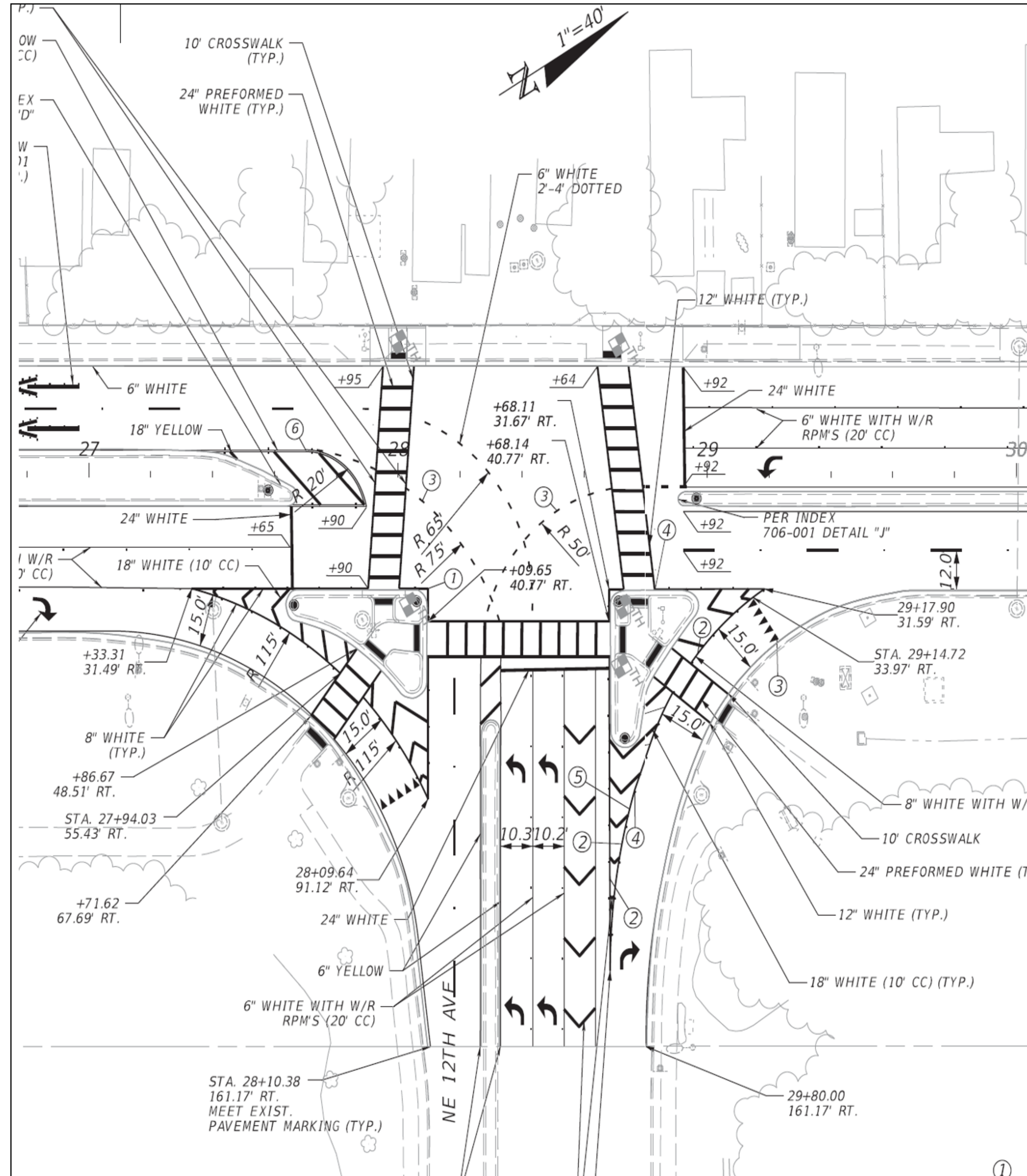
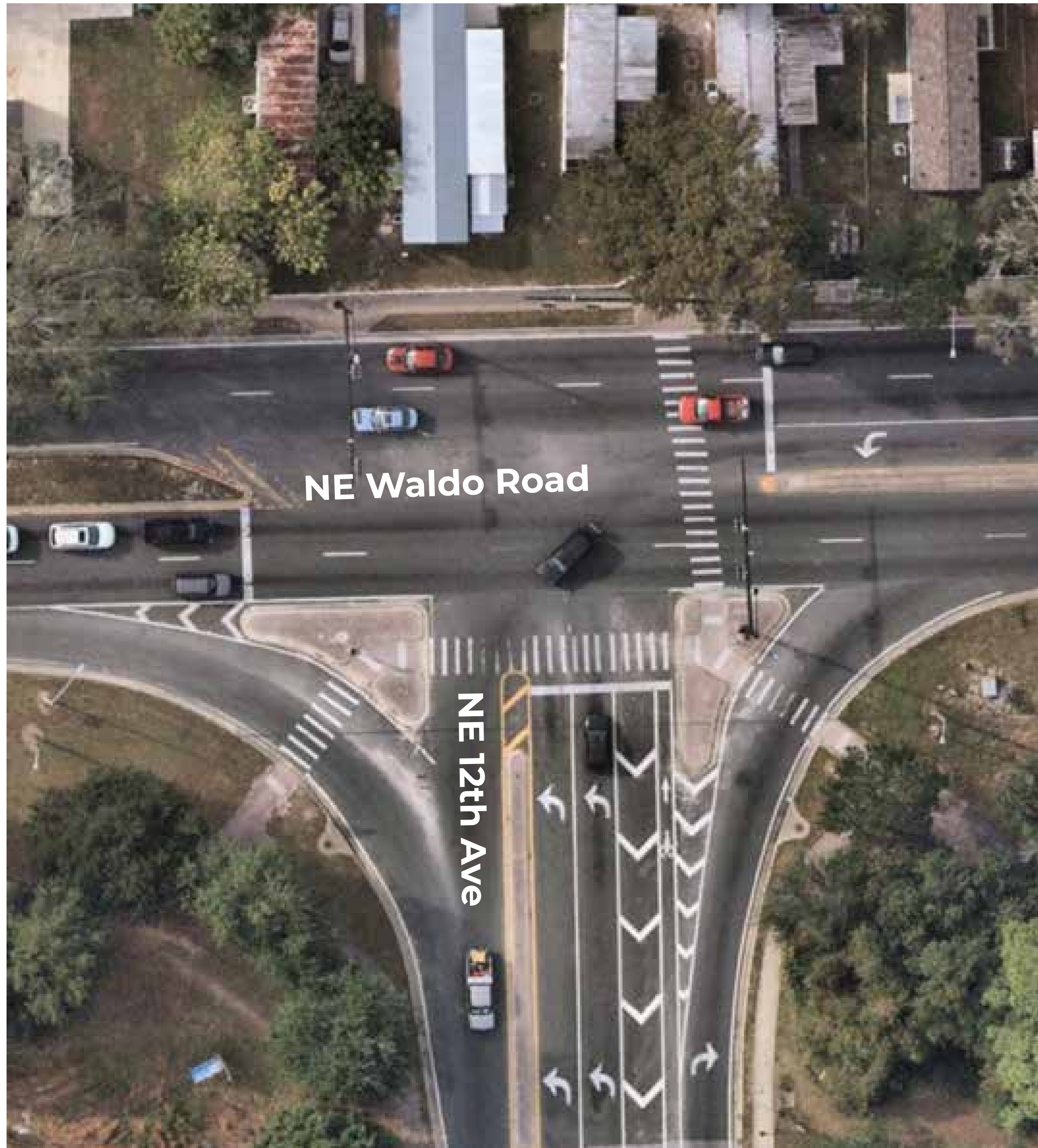




### Waldo Rd @ NE 3rd Ave

Intersection modifications are planned to address safety concerns and enhance intermodal connectivity. The project improves access to transit and will enable the expansion of the bike boulevard system to the east of Waldo Rd. Design was funded with proceeds from the American Rescue Plan Act of 2021 (ARPA); construction is currently unfunded.





**Waldo Rd @ NE 12th Ave**  
 Sample interagency coordination: leveraging resources to expedite implementation of improvements.

Intersection safety enhancements to reduce conflicts between vehicles and pedestrians. Crossings are enhanced; pavement markings and signage are added to increase driver's awareness and enhance visibility of pedestrians. Modifications were added as part of the programmed resurfacing project.

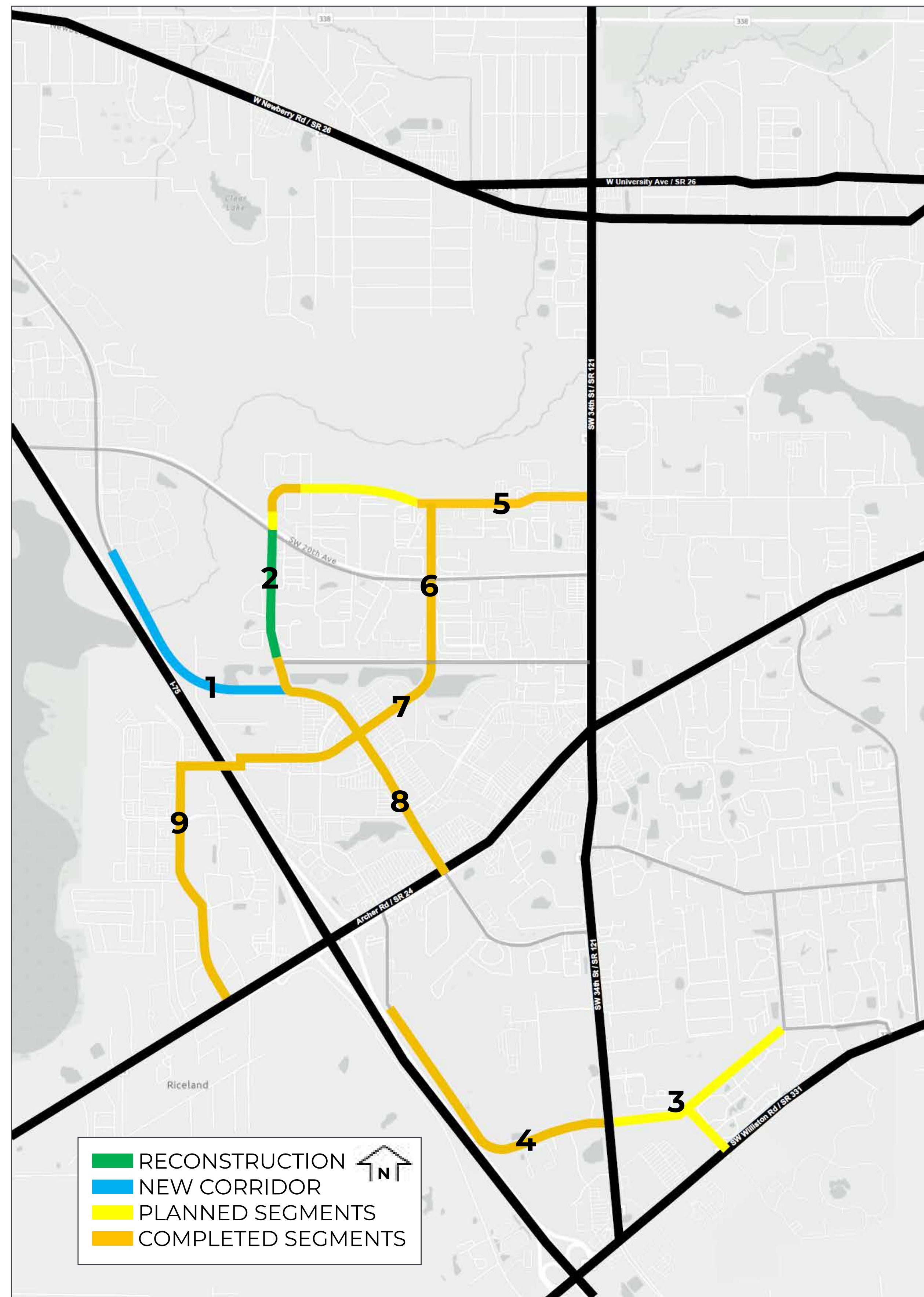
\* FDOT Project ID 439489-2-52-01  
 Construction will be funded in FY2025

\* FLORESCENT YELLOW-GREEN PANEL WITH REFLECTIVE SIGN STRIP

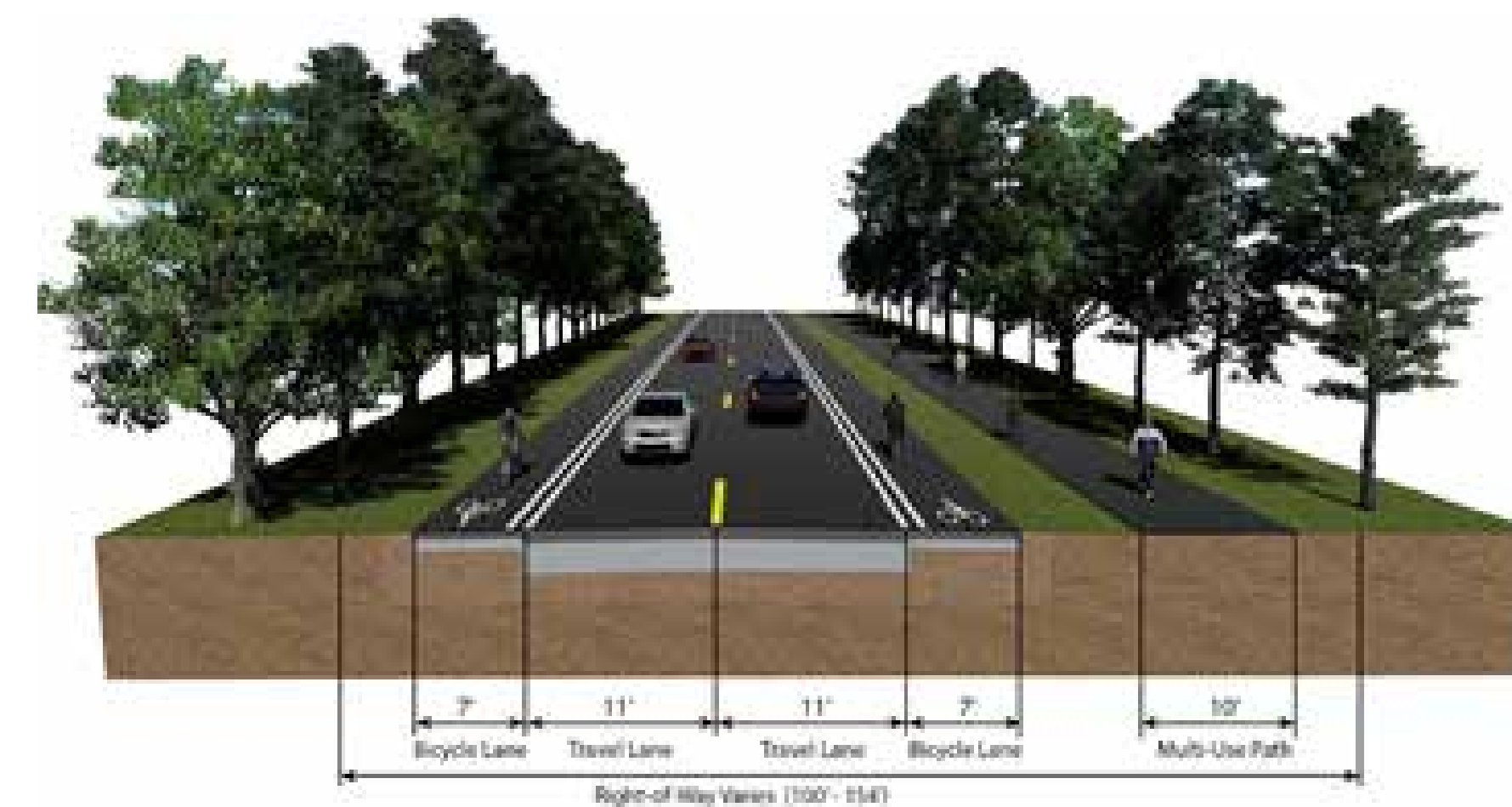


# Interagency Coordination





**1 SW 62nd BLVD EXTENSION**  
 New road segment with bicycle and pedestrian facilities. Long-term community priority to increase connectivity and safety, providing congestion relief to I-75, SW 34th St, Archer Rd, Newberry Rd and SW 20th Ave. Construction underway.



**2 SW 43rd STREET**  
 Reconstruction with added bike lanes, sidewalks and midblock crossing at Forest Park. Enhanced connectivity completing the multimodal network and enhancing accessibility and safety. Construction programmed for 2024.

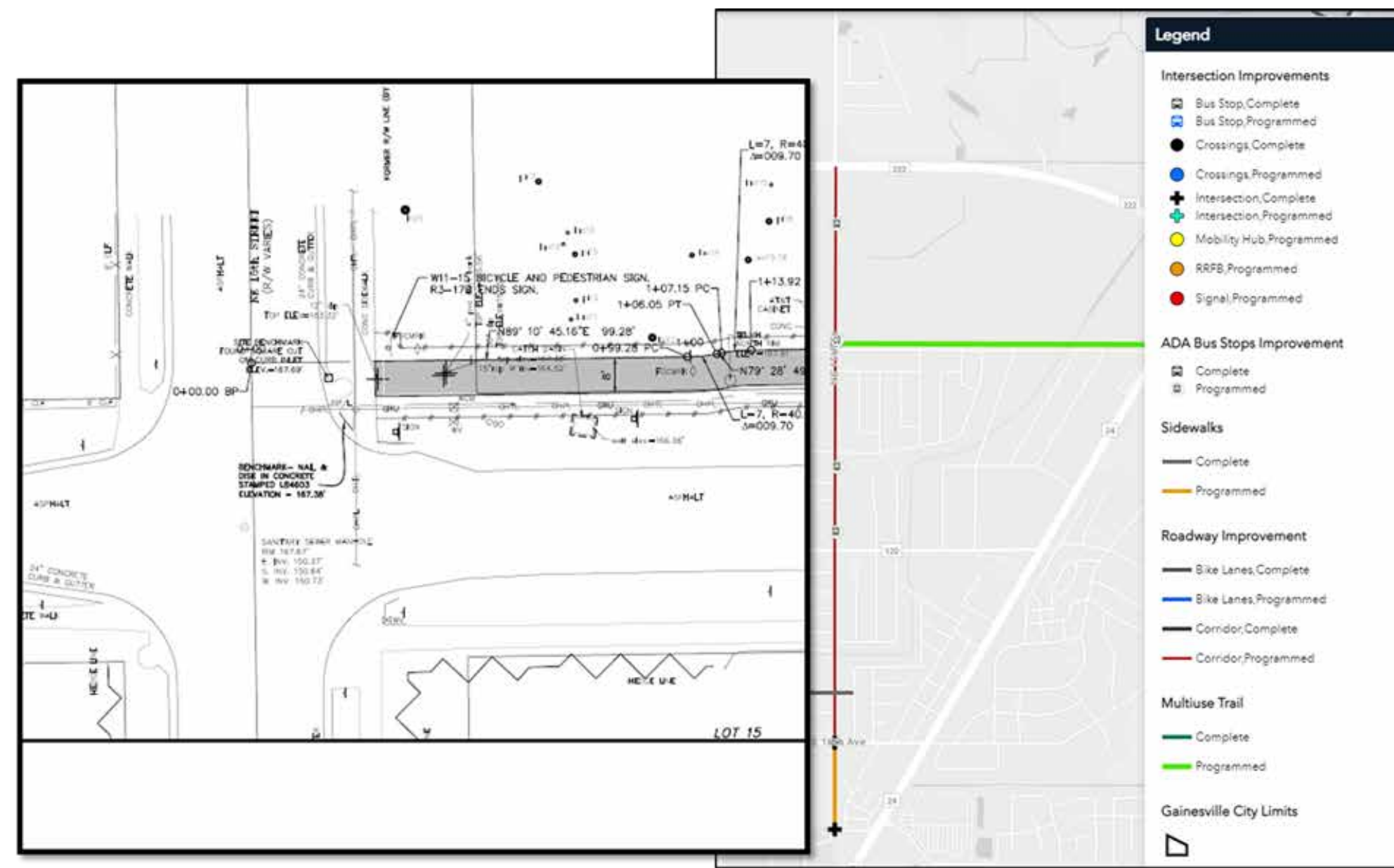
**3 SW 47th AVE EXTENSION**  
 Proposed 2-lane connection to expand connectivity and alleviate congestion. Project includes bicycle and pedestrian facilities, and a new signal at Williston Rd. Design underway.

- A well connected road network helps disperse traffic, reduce delay and congestion, improve safety, promote use of alternative modes of transportation, and, ultimately increase community livability.
- Long-term road priorities in southwest Gainesville are at various stages of implementation. The new connections help to reduce traffic along I-75 and other major corridors/intersections, advancing Vision Zero goals.
- Several projects have been completed over the years in coordination with land development projects, the University of Florida or through grants:
  - **4.** SW 40th Blvd Extension
  - **5.** Hull Rd (partially completed)
  - **6.** SW 38th Ter.
  - **7.** Plaza Blvd
  - **8.** Clark Butler Blvd
  - **9.** SW 45th St



## NE 31st Ave trail

Design is complete and construction is expected in 2024.



## NE 8th Ave

This project retrofits curb ramps to enhance accessibility and safety along NE 8th Ave. The project also enhances the existing crossings at the intersection of NE 15th St, adds new pedestrian crossings at the intersection of NE 19th Ter, and adds new enhanced signage to improve

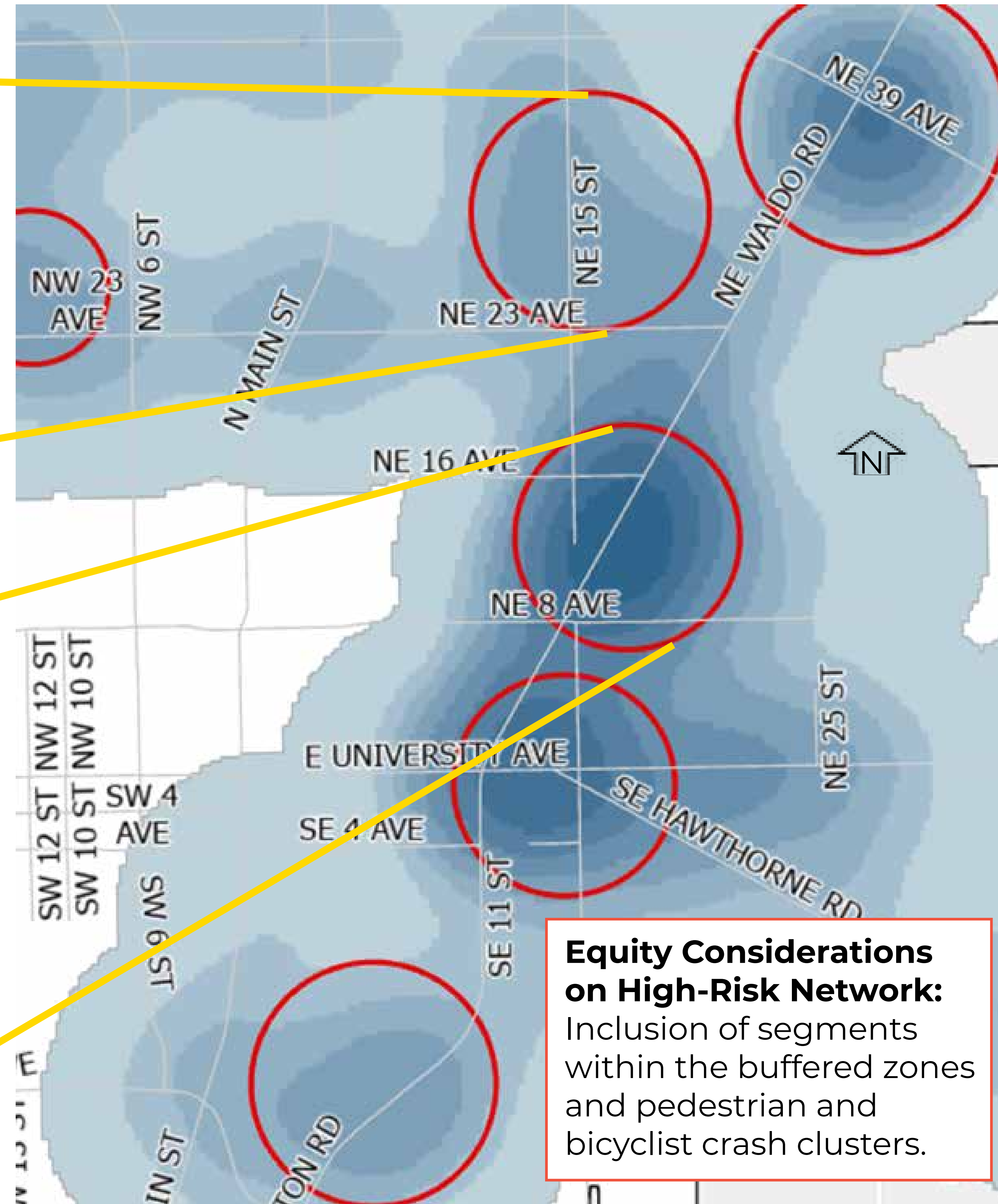
safety. Funding for this project was complemented by grant funds from the National Highway Traffic Safety Administration (NHTSA) which seek to evaluate the effectiveness of low cost pedestrian safety measures.



BEFORE



AFTER



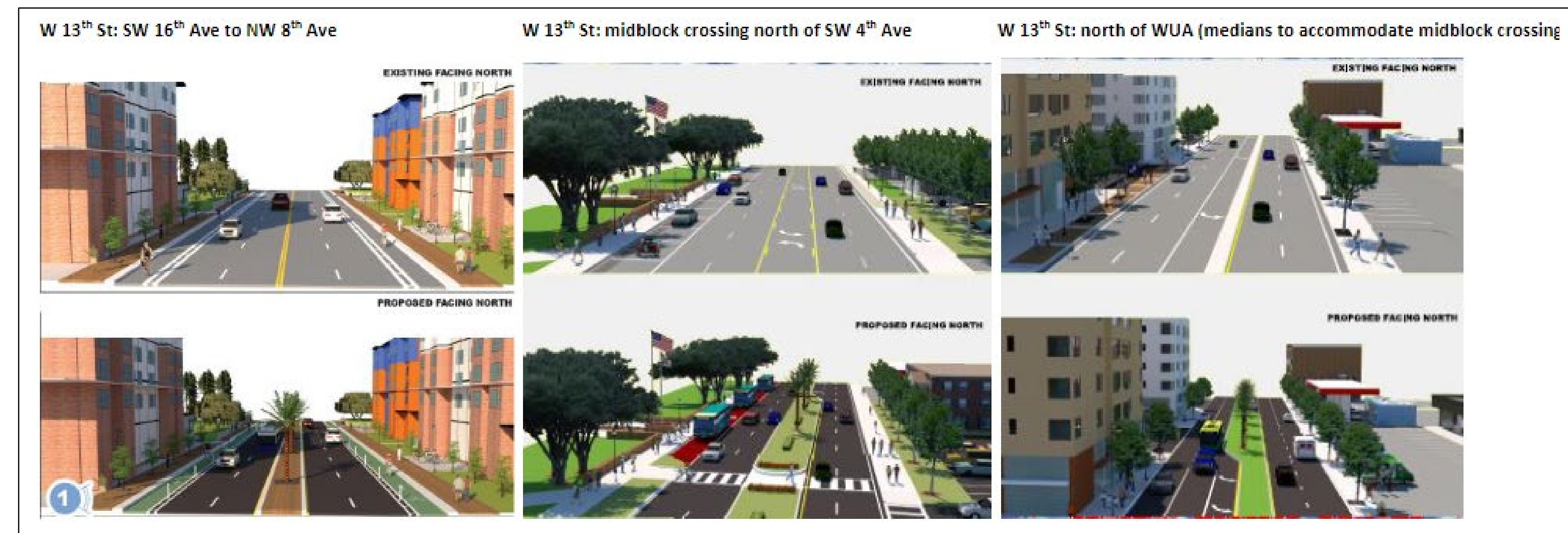
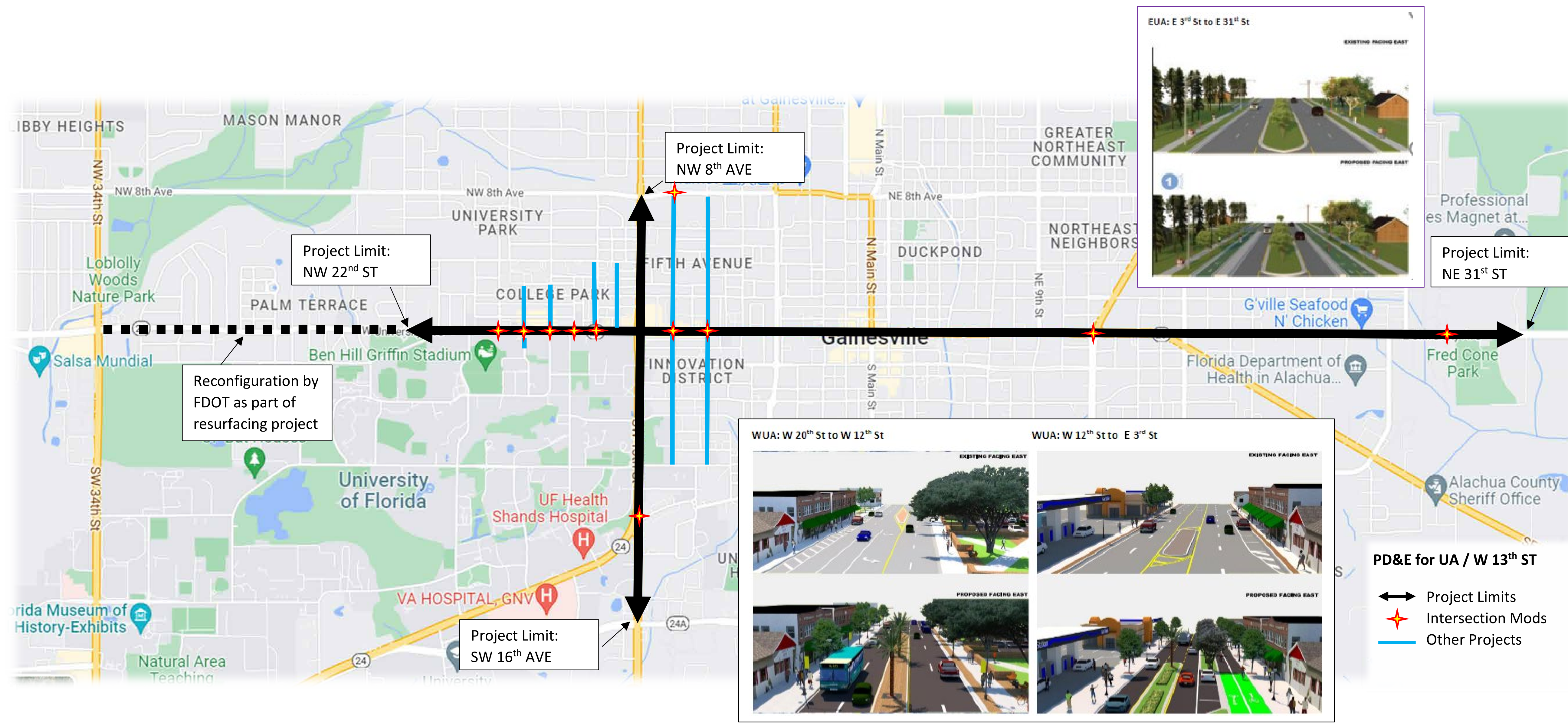
**Equity Considerations on High-Risk Network:**  
Inclusion of segments within the buffered zones and pedestrian and bicyclist crash clusters.

The Gainesville Vision Zero Action Strategy places a strong emphasis on equity, considering the disproportionate burden of traffic fatalities and serious injuries on people of color, low-income households, older adults and youth, people with disabilities, and households with limited vehicle access. To employ an equity lens means cars are not always prioritized.



# Safety and Equity Considerations





- The reconstruction of University Ave and W 13th St into complete streets is a priority project addressing significant safety concerns.
- In 2021/2022 the City Commission approved design concepts for the corridors envisioning the addition of protected bicycle lanes, enhanced crossings, and enhanced access to transit. Evaluation is ongoing in coordination with FDOT.
- In 2023 the City was awarded \$8MI under the federal Safe Roads and Streets for All (SS4A) grant for implementation of modifications along University Ave, via resurfacing and pavement markings only due to cost constraints. The implementation segment will be determined as part of the current study.
- Between 2015 and 2022, **16 people lost their lives along University Ave**. The crash rate along the corridor is more than double the Alachua County, and more than triple the statewide average crash rates for similar corridors.
- For more information visit: [www.transformUA.com](http://www.transformUA.com)



# PD&E Study for UA / W 13th St: Project Limits