



13th Street

University Avenue

City of
Gainesville

Corridor Study

**City Commission Presentation
April 7th, 2022**

Agenda

13th Street

University Avenue

Phase 2

Corridor Study

1 | Existing Conditions

2 | Preliminary Recommendations

3 | Interim Opportunities

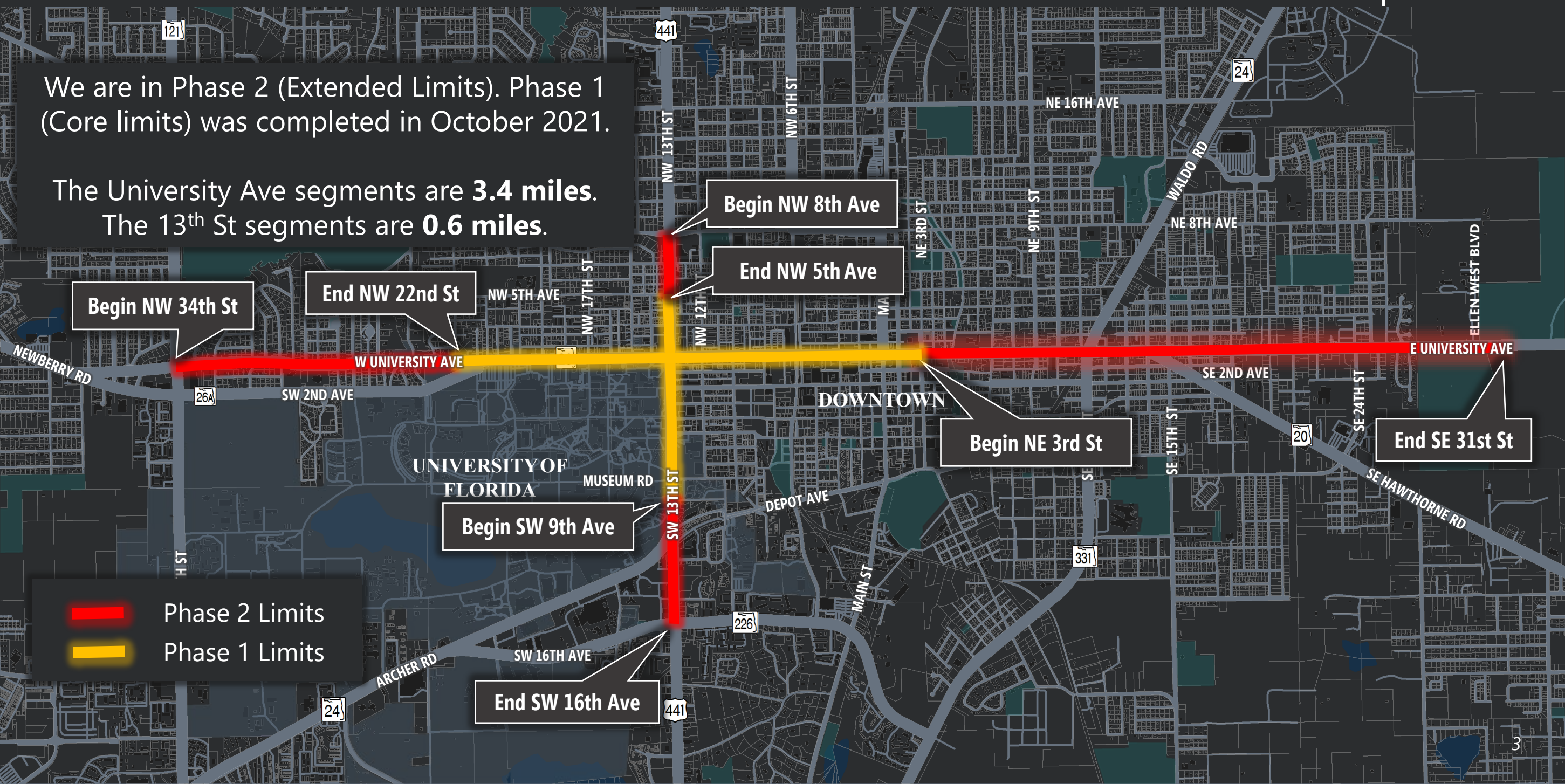
4 | Next Steps



Study Limits

We are in Phase 2 (Extended Limits). Phase 1 (Core limits) was completed in October 2021.

The University Ave segments are **3.4 miles**.
The 13th St segments are **0.6 miles**.



Begin NW 34th St

End NW 22nd St

Begin NW 8th Ave

End NW 5th Ave

Begin SW 9th Ave

End SW 16th Ave

Begin NE 3rd St

End SE 31st St

Phase 2 Limits
Phase 1 Limits

Our Purpose and Goals

13th Street

University Avenue

Phase 2

Corridor Study

Improve safety

Prioritize people

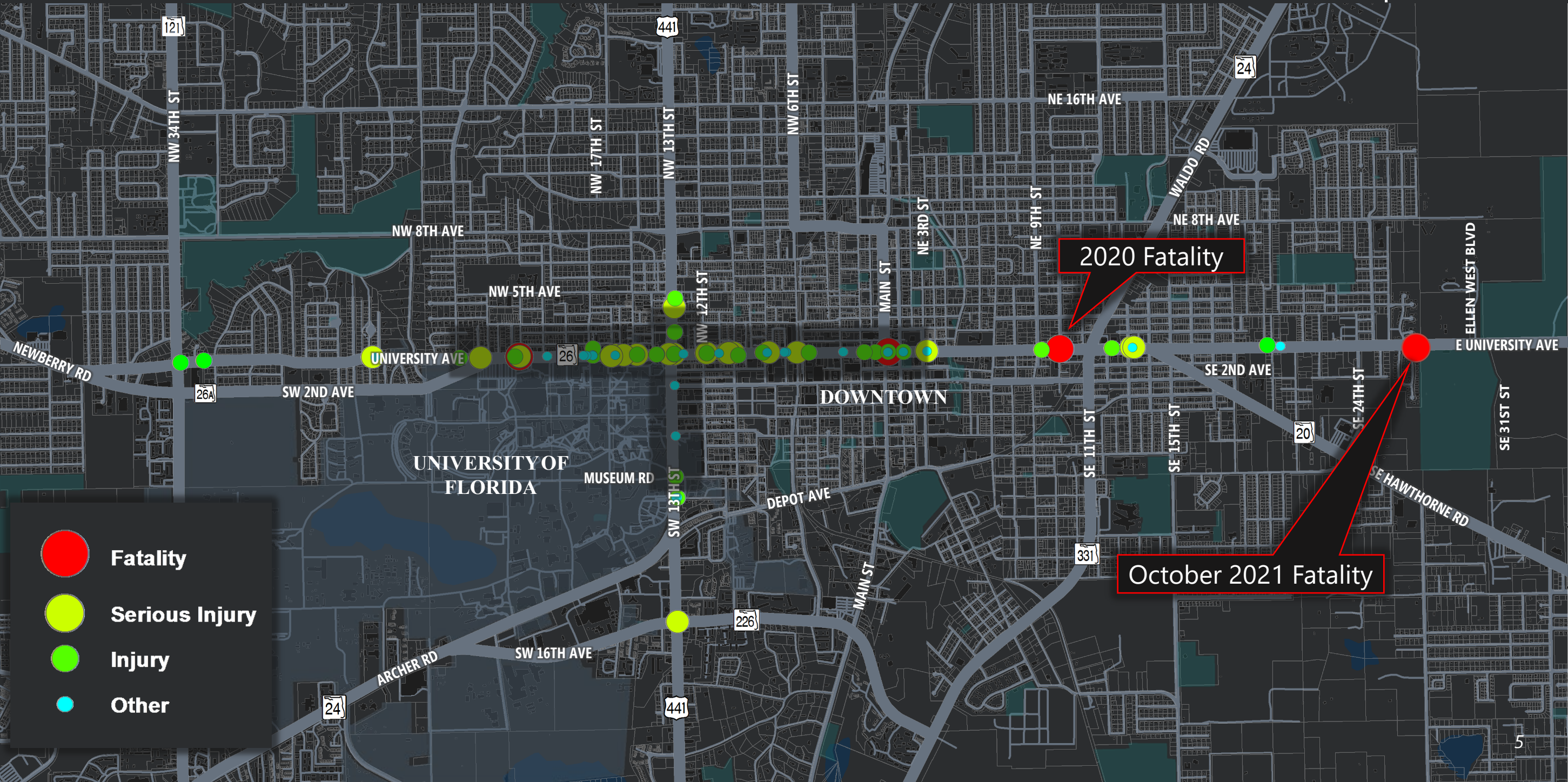
Analyze and develop concepts

Recommend interim & ultimate improvements

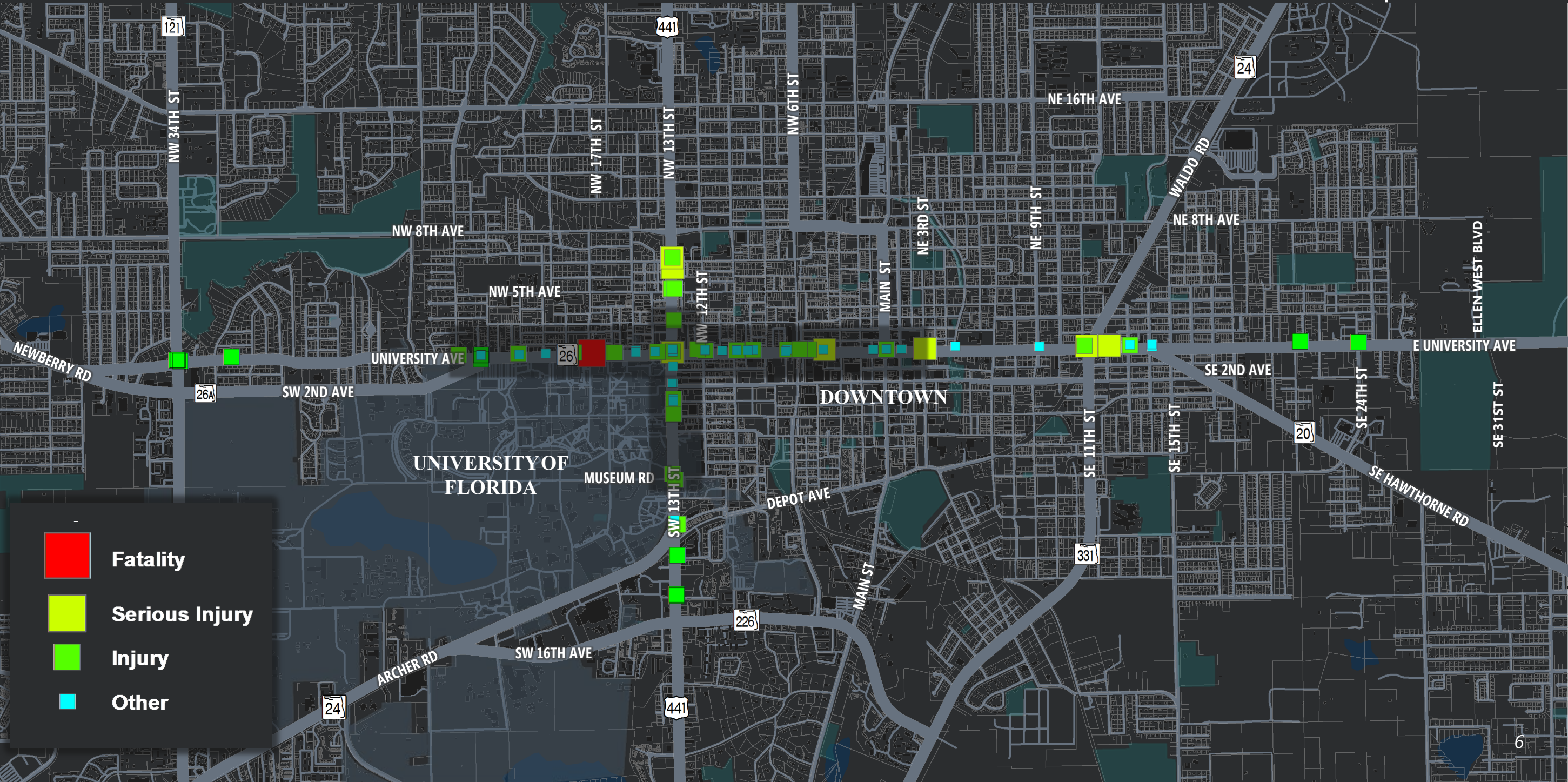
Partner with UF and FDOT



Pedestrian Crashes (2015-2020)



Bicycle Crashes (2015-2020)

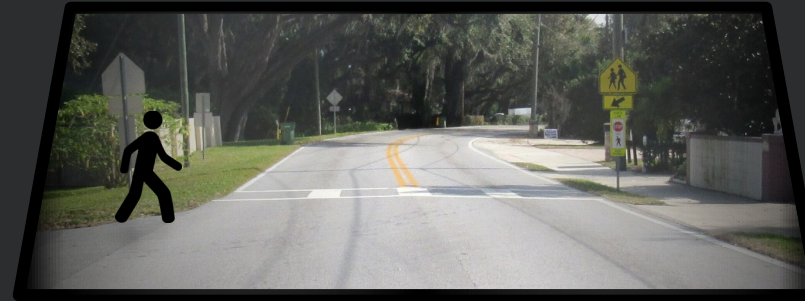


People Driven Design

SPEED

20
MPH

CONE OF VISION



STATISTICAL OUTCOME OF A PEDESTRIAN STRUCK BY A VEHICLE:



9 OUT OF 10
PEDESTRIANS SURVIVE

30
MPH



5 OUT OF 10
PEDESTRIANS SURVIVE

40
MPH



1 OUT OF 10
PEDESTRIANS SURVIVE

Source: UNC Highway Safety Research Center

Guiding Principles

13th Street | University Avenue

Phase 2 | Corridor Study



Safety and Speed Management

Promote safety, reduce speeds, and prioritize vulnerable users

Mobility and Access

Directness, travel times, and convenience

Placemaking and Community Development

Use street space for people

Cost and Ease of Implementation

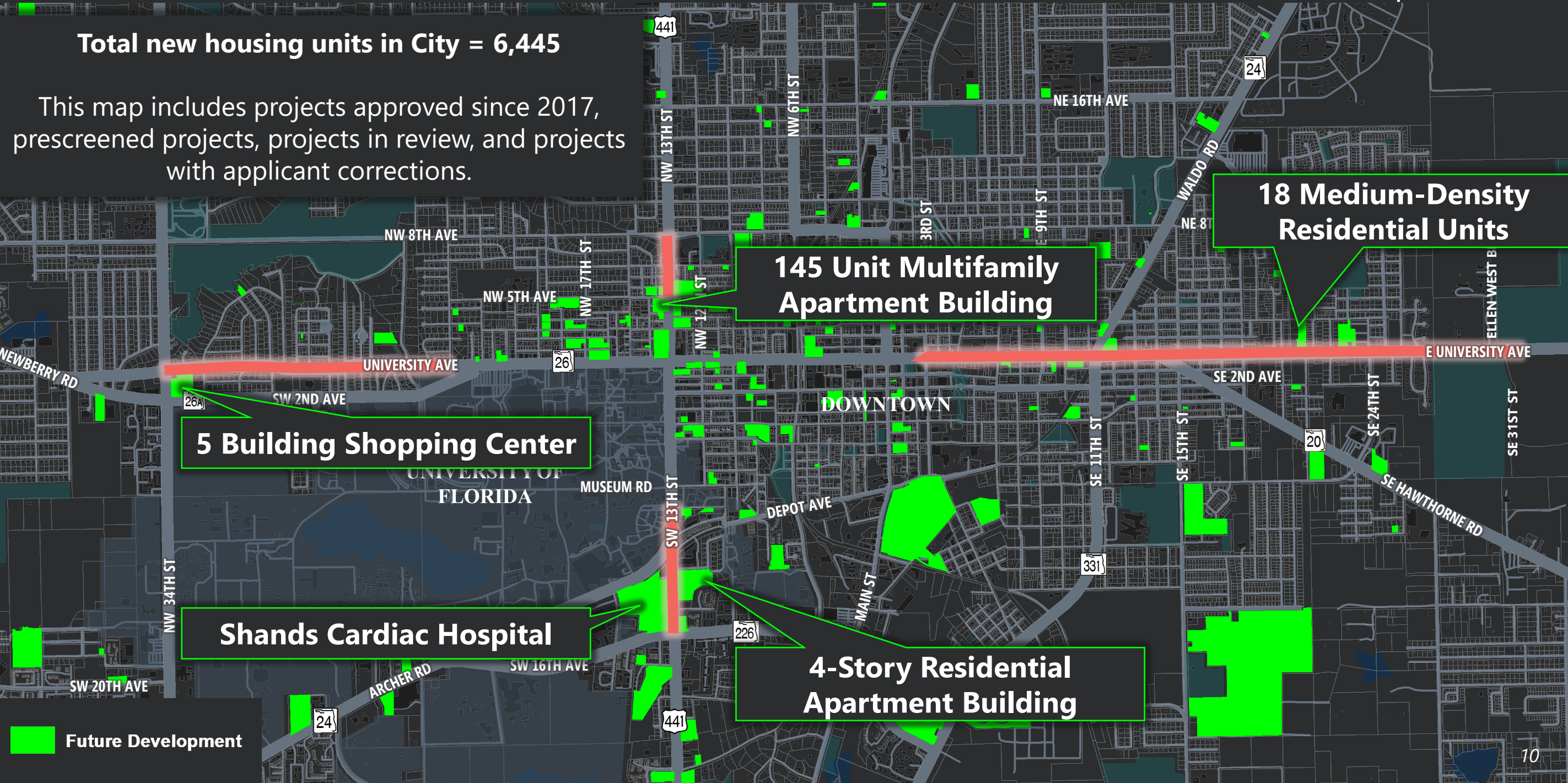
Rapid cost-effective changes

1 | Existing Conditions

Future Development

Total new housing units in City = 6,445

This map includes projects approved since 2017, prescreened projects, projects in review, and projects with applicant corrections.



5 Building Shopping Center

145 Unit Multifamily Apartment Building

18 Medium-Density Residential Units

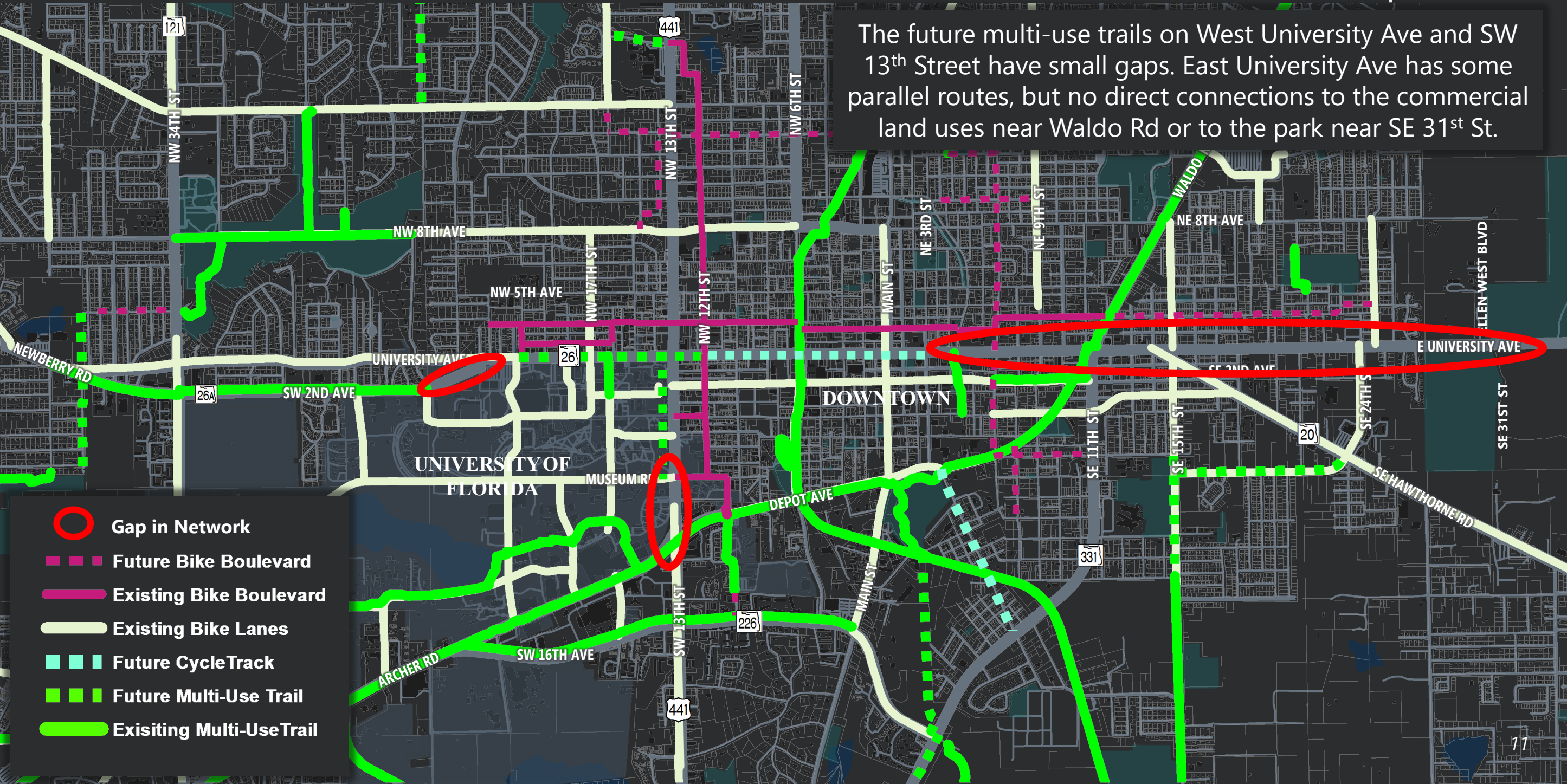
Shands Cardiac Hospital

4-Story Residential Apartment Building

Future Development

Bike Facilities

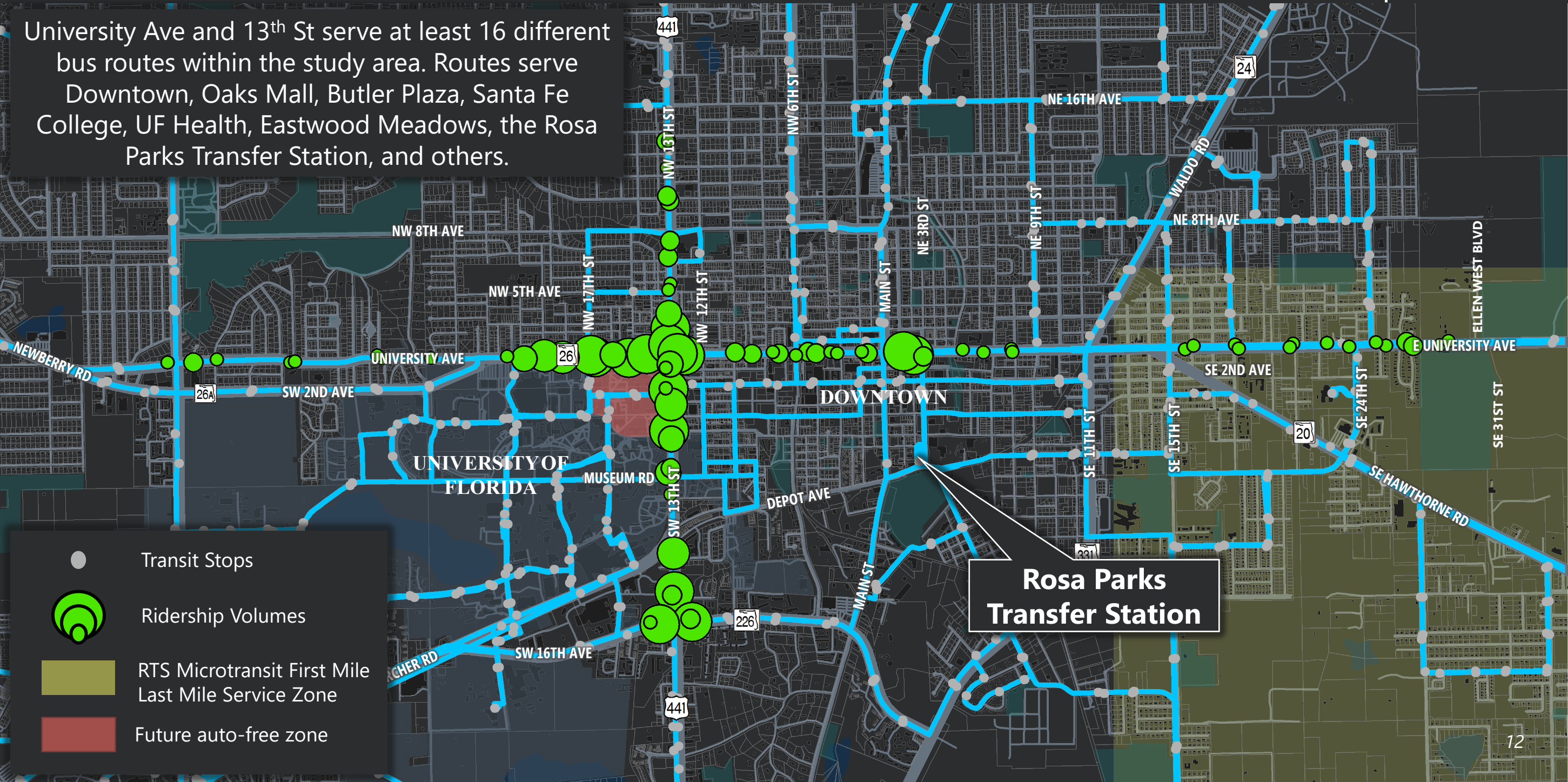
The future multi-use trails on West University Ave and SW 13th Street have small gaps. East University Ave has some parallel routes, but no direct connections to the commercial land uses near Waldo Rd or to the park near SE 31st St.



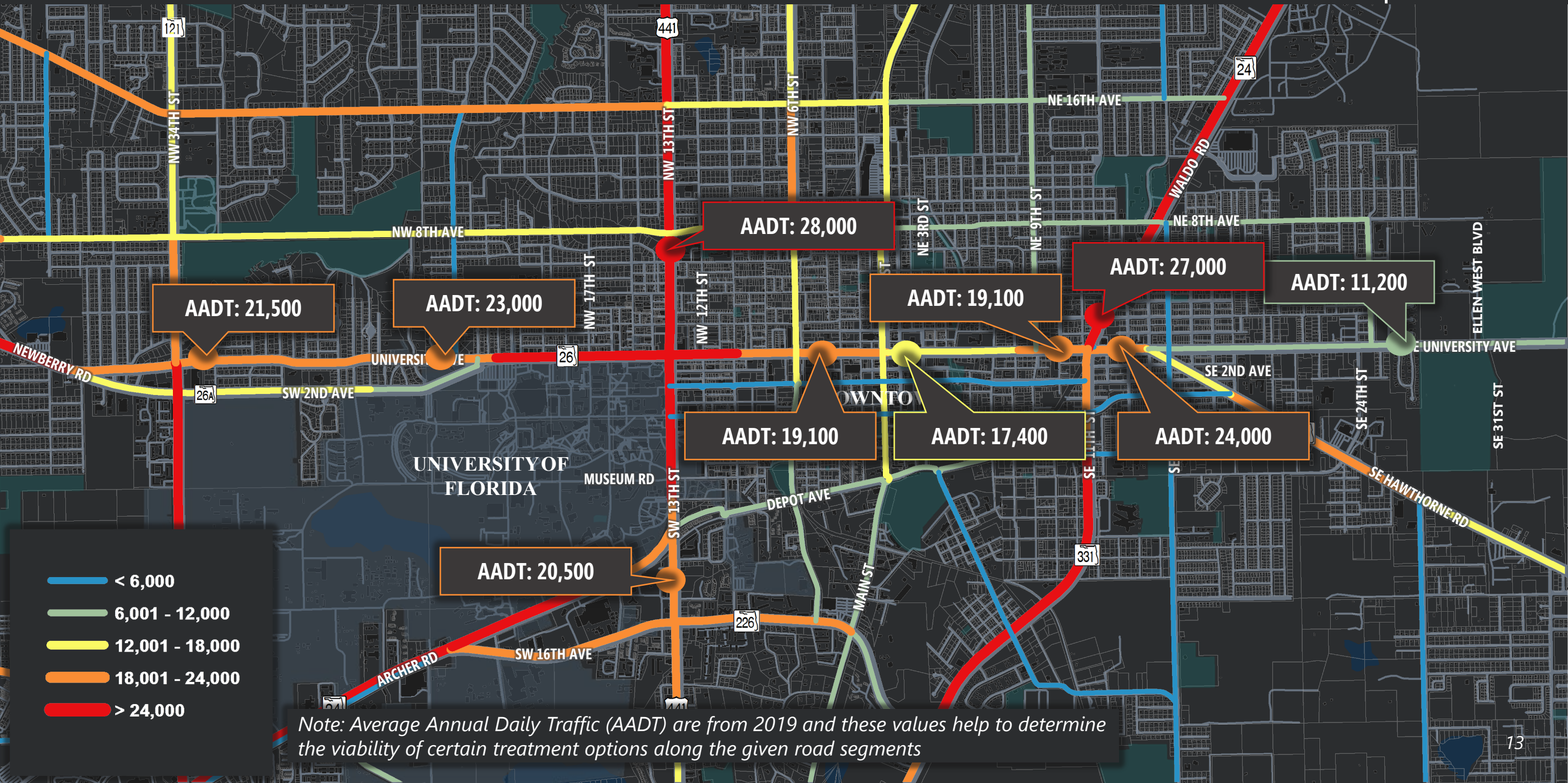
- Gap in Network
- Future Bike Boulevard
- Existing Bike Boulevard
- Existing Bike Lanes
- Future CycleTrack
- Future Multi-Use Trail
- Existing Multi-Use Trail

Transit Routes

University Ave and 13th St serve at least 16 different bus routes within the study area. Routes serve Downtown, Oaks Mall, Butler Plaza, Santa Fe College, UF Health, Eastwood Meadows, the Rosa Parks Transfer Station, and others.



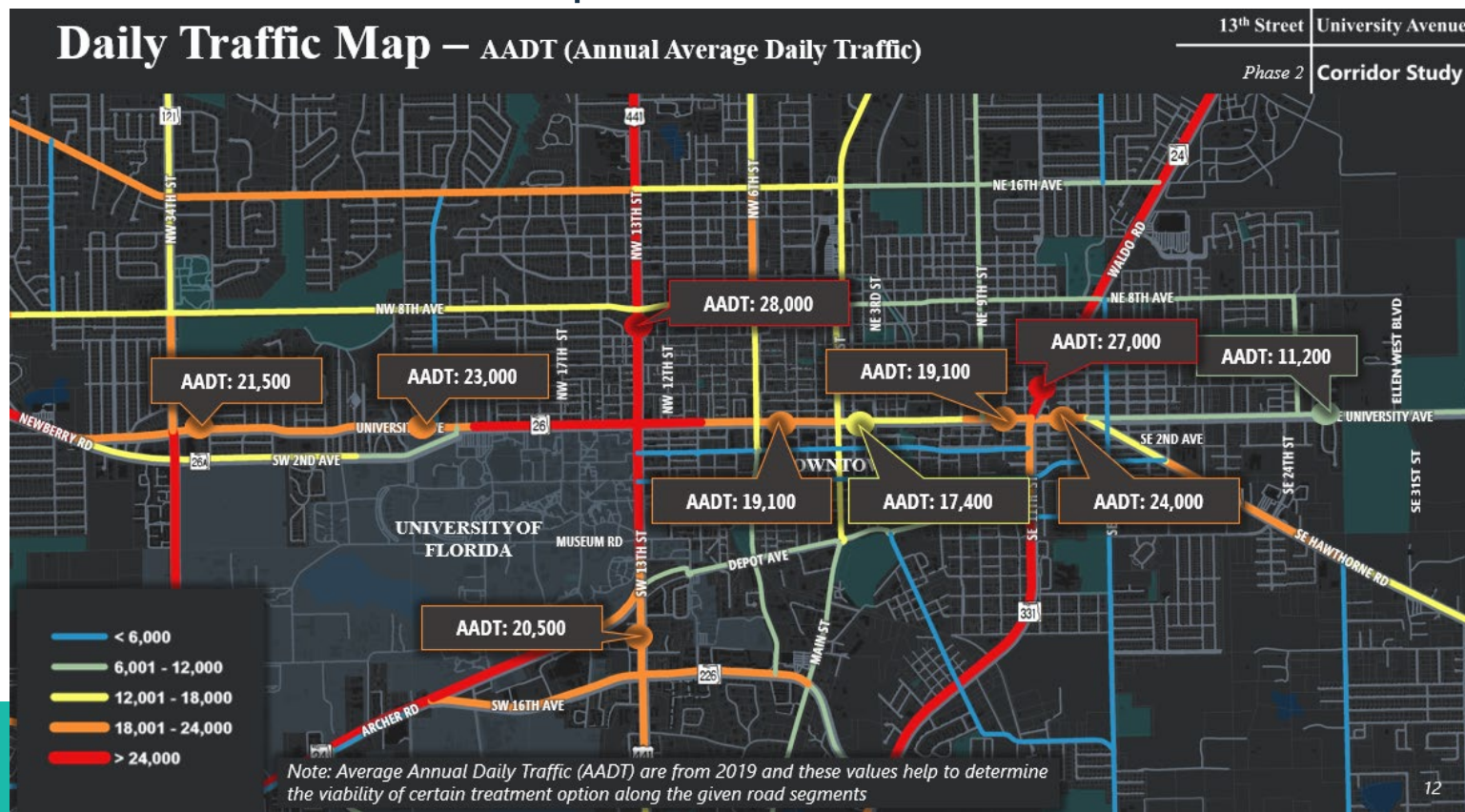
Daily Traffic Map — AADT (Annual Average Daily Traffic)



Note: Average Annual Daily Traffic (AADT) are from 2019 and these values help to determine the viability of certain treatment options along the given road segments

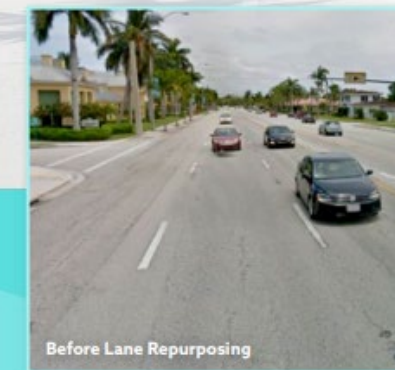
FDOT Daily Traffic Guidance for Lane Repurposing

- Section 3.1.2: Four-lane undivided roadways with **daily traffic of $\leq 20,000$** are typically good candidates for a lane repurposing (e.g. converting to a two-lane, two-way road with a TWLTL, and bicycle facilities). However, projects are evaluated for lane repurposing feasibility on a case-by-case basis.
- Roads **in red** on the map below are well above 20,000.



Lane Repurposing Guidebook

AUGUST 2020



FLORIDA DEPARTMENT OF TRANSPORTATION
SYSTEMS IMPLEMENTATION OFFICE

Key Challenges and Opportunities – University Ave

Corridor-Wide:

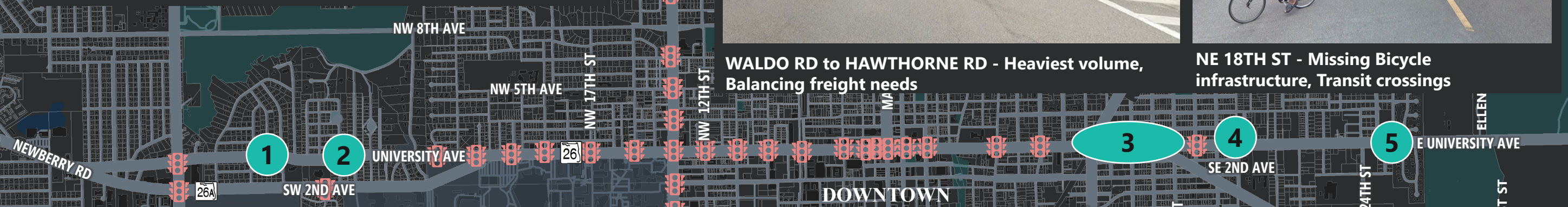
- Reinforcing Short Blocks
- Improve Pedestrian Crossing Opportunities
- Roundabout Possibilities based on ROW
- Game Day/Event Circulation



WALDO RD to HAWTHORNE RD - Heaviest volume, Balancing freight needs



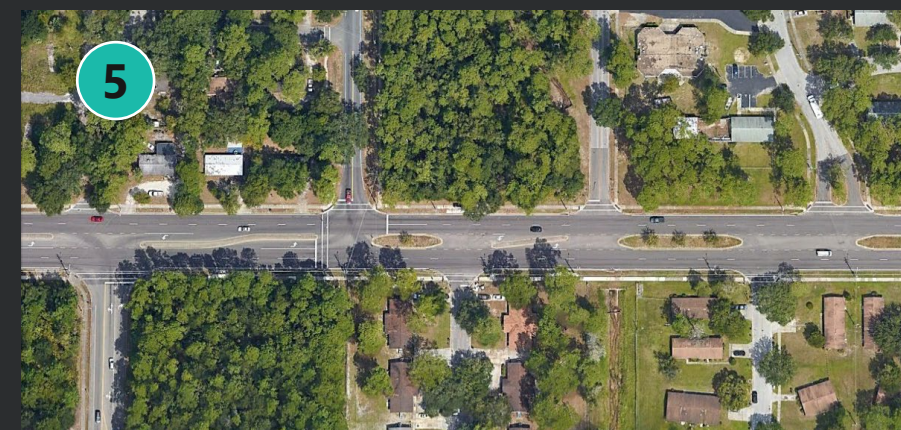
NE 18TH ST - Missing Bicycle infrastructure, Transit crossings



NW 30TH AVE - Few pedestrian / bicyclist crossing opportunities



NW 25TH ST - Reverse Curves

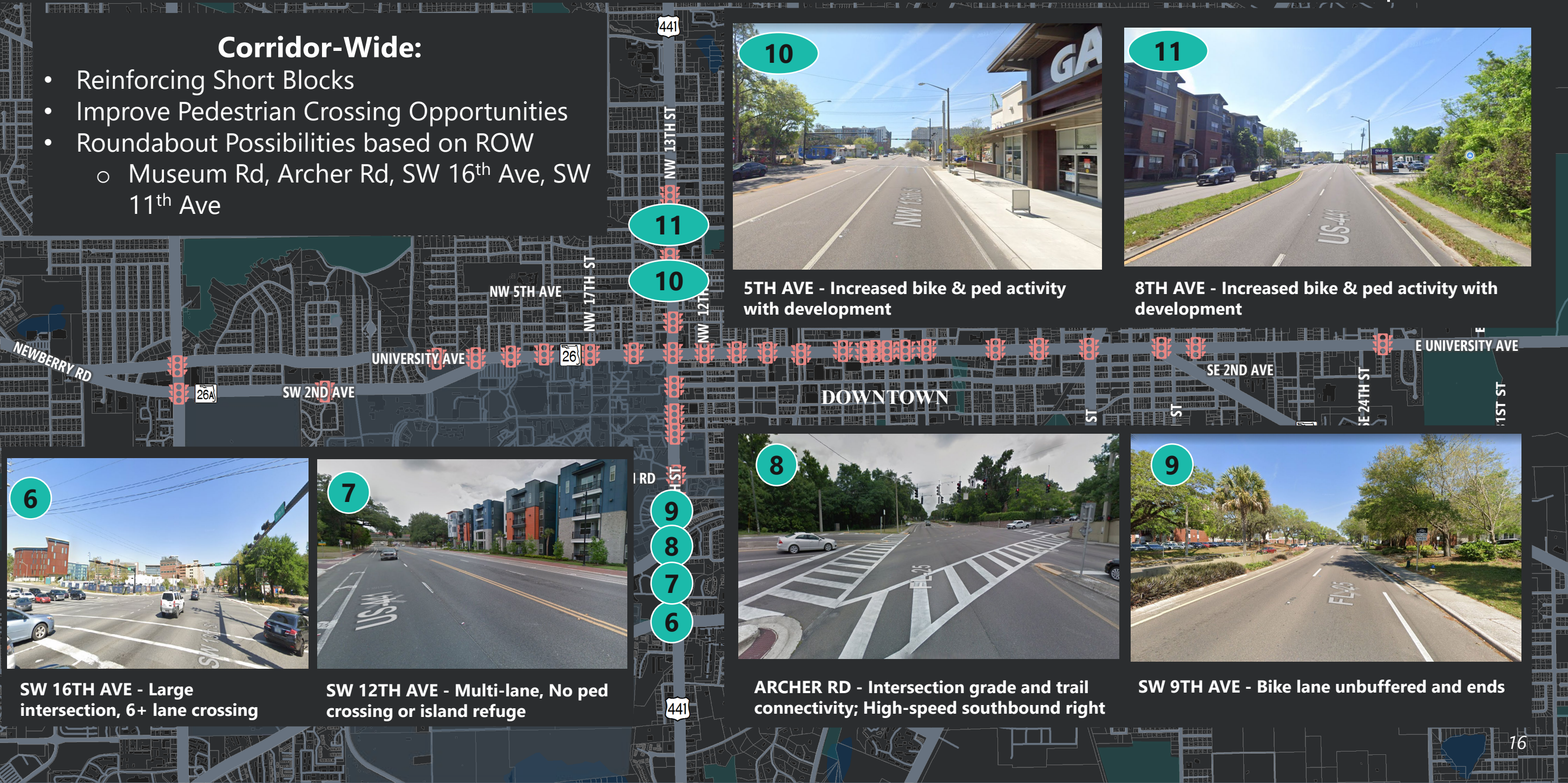


NE 25TH ST - Frequent median openings

Key Challenges and Opportunities – 13th St

Corridor-Wide:

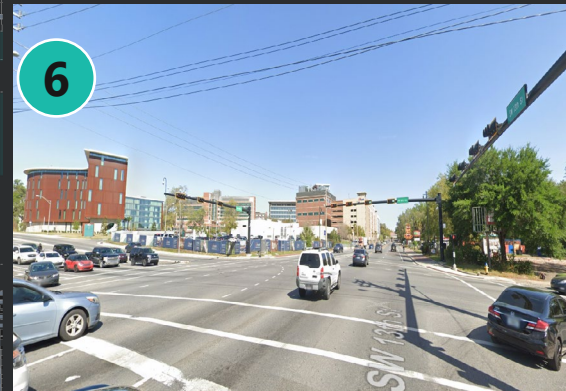
- Reinforcing Short Blocks
- Improve Pedestrian Crossing Opportunities
- Roundabout Possibilities based on ROW
 - Museum Rd, Archer Rd, SW 16th Ave, SW 11th Ave



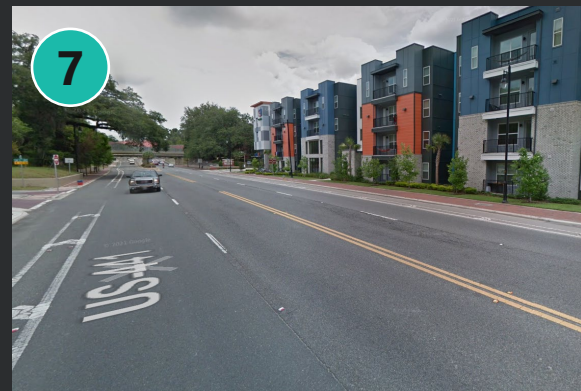
5TH AVE - Increased bike & ped activity with development



8TH AVE - Increased bike & ped activity with development



SW 16TH AVE - Large intersection, 6+ lane crossing



SW 12TH AVE - Multi-lane, No ped crossing or island refuge



ARCHER RD - Intersection grade and trail connectivity; High-speed southbound right



SW 9TH AVE - Bike lane unbuffered and ends

2 | Preliminary Recommendations

Focus on Proven Safety Strategies

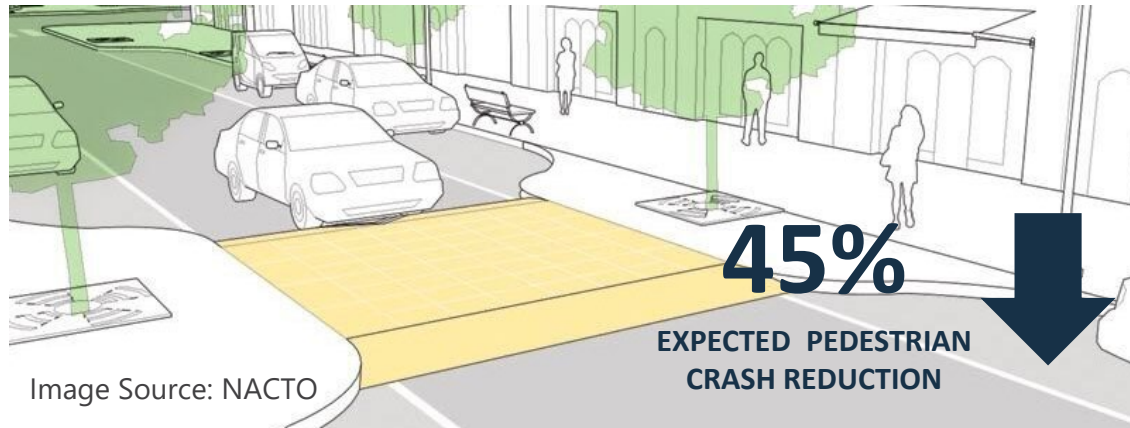
13th Street

University Avenue

Phase 2

Corridor Study

RAISED CROSSWALK (SPEED TABLES)



PEDESTRIAN REFUGE ISLAND



RECTANGULAR RAPID FLASHING BEACON



47%

EXPECTED PEDESTRIAN
CRASH REDUCTION

PEDESTRIAN HYBRID BEACON



SINGLE LANE ROUNDABOUT



78%

EXPECTED
REDUCTION IN
SEVERE CRASHES

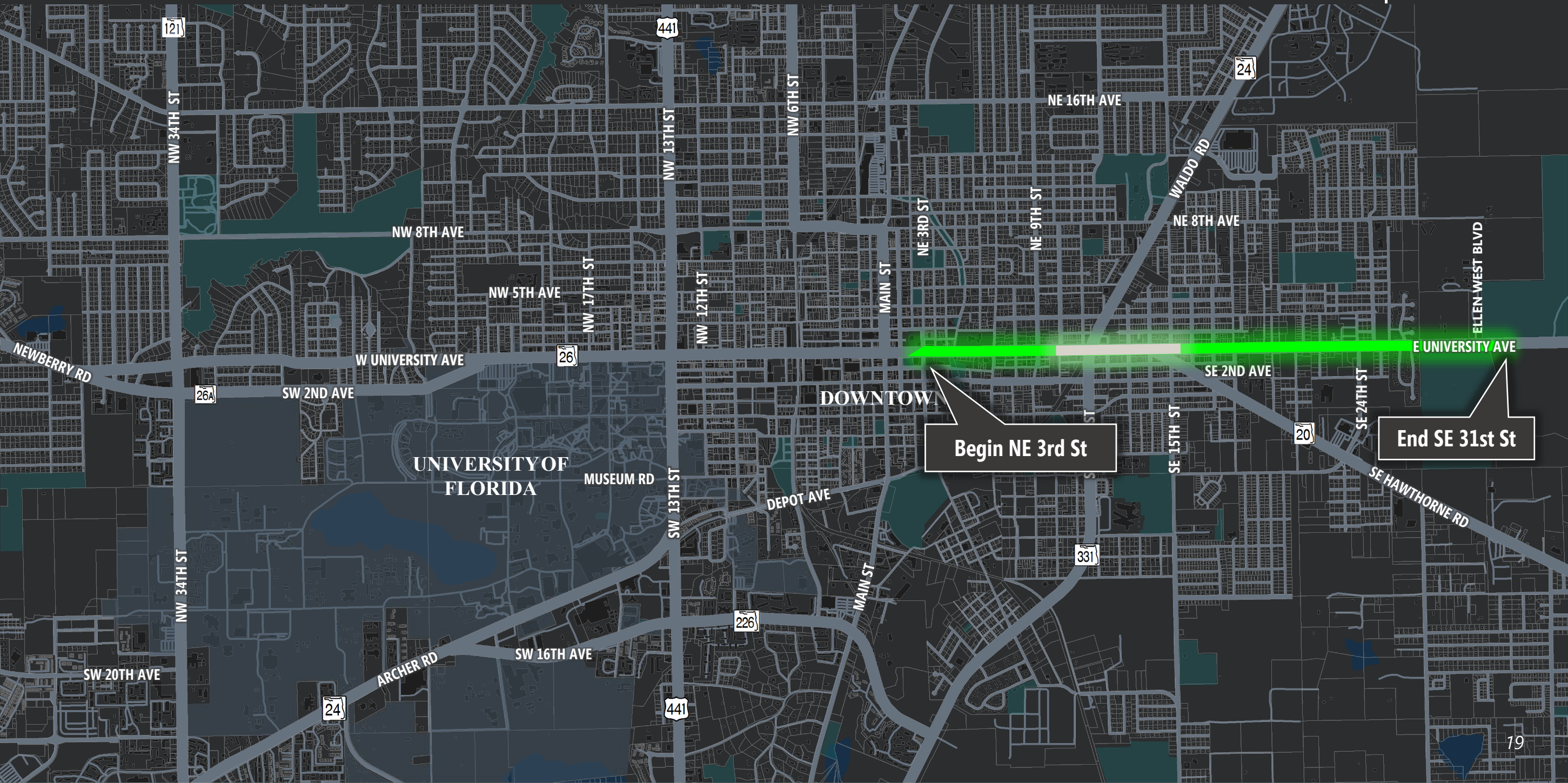
RAISED MEDIANS



46%

EXPECTED PEDESTRIAN
CRASH REDUCTION

East University from NE 3rd St to SE 31st St



Existing Typical Sections

13th Street University Avenue

University Ave Segment: NE 3rd St to SE 31st St

Phase 2 Corridor Study

4-Lane Section (Alternates between Two-Way-Left-Turn-Lane and Median)

On University Ave near NE 25th Terr, Facing East



5' 8' 2' 13' 12' 20' 12' 13' 2' 8' 5'



100' ROW Shown

20

Proposed Typical Sections

13th Street | University Avenue

University Ave Segment: NE 3rd St to SE 31st St

Phase 2 | Corridor Study

2-Lane Section (Narrow Lanes & Add Bike Lane + Two-Way Cycle Track)

On University Ave near NE 25th Terr, Facing East



5' 8' 2' 7' 6' 12' 20' 10' 5' 5' 5' 2' 8' 5'

100' ROW Shown

Existing Typical Sections

13th Street University Avenue

University Ave Segment: NW 34th St to NW 22nd St

Phase 2 Corridor Study

3-Lane Section (Unbalanced Undivided)

On University Ave near NW 27th Terr, Facing East



Varies 0-10' 5' Varies 2-5' 2' 4' 11' 11' 11' 4' 2' Varies 2-5' 5' Varies 0-12'



Varies ~60' to 80' ROW

Proposed Typical Sections

13th Street | University Avenue

University Ave Segment: NW 34th St to NW 22nd St

Phase 2 | Corridor Study

3-Lane Section (Unbalanced Undivided, Painted Bike Lanes)

On University Ave near NW 27th Terr, Facing East



Varies 0-10' 5' Varies 2-5' 2' 4' 11' 11' 11' 4' 2' Varies 2-5' 5' Varies 0-12'



Varies ~60' to 80' ROW

Proposed Typical Sections

13th Street | University Avenue

University Ave Segment: NW 34th St to NW 22nd St

Phase 2 | Corridor Study

2-Lane Section (Two-Way-Left-Turn Lane, Painted Bike Lanes)

On University Ave near NW 27th Terr, Facing East



Varies 0-10' 5' Varies 2-5' 2' 4' 11' 11' 11' 4' 2' Varies 2-5' 5' Varies 0-12'

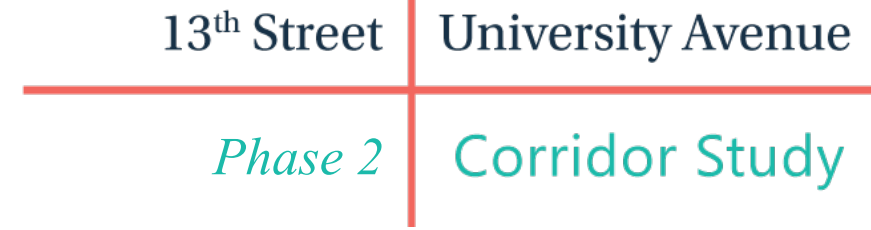


Varies ~60' to 80' ROW

Proposed Typical Sections

University Ave Segment: NW 34th St to NW 22nd St

Median and Pedestrian Crossing Opportunities



NW 34th St

NW 32nd St

NW 30th St

NW 29th St

NW 28th Ter

NW 28th St

NW 27th Ter

NW 27th St

NW 26th St

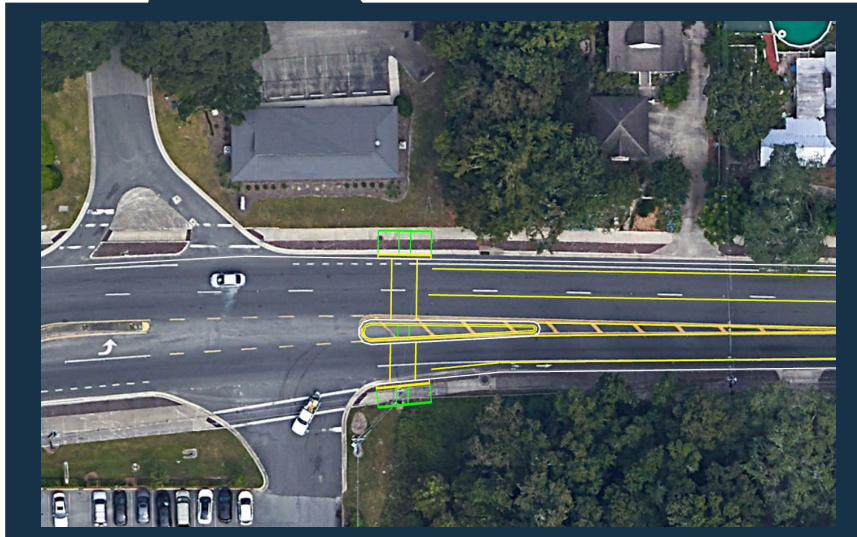
NW 25th St

NW 24th St

NW 23rd Dr

NW 23rd St

NW 22nd Dr

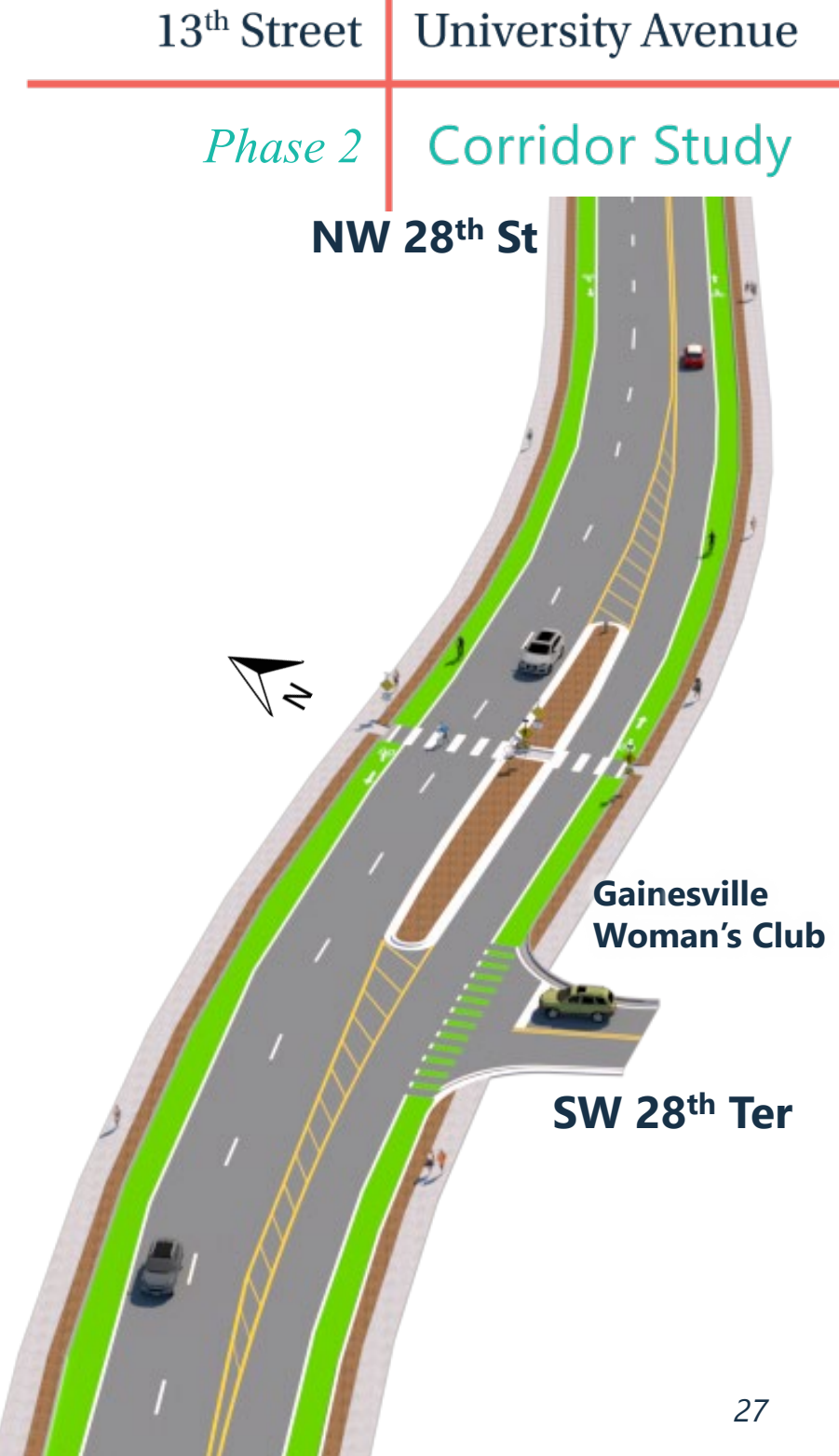


Proposed Typical Sections

University Ave Segment: NW 34th St to NW 22nd St

Median and Pedestrian Crossing Opportunities

On University Ave near NW 28th Ter, Facing East (@ Gainesville Woman's Club)



NW 29th St

Existing Typical Sections

13th St Segment: SW Archer Rd to SW 16th Ave

4-Lane Section (Divided and Undivided)

On 13th Street near SW 13th Ave (Shands), Facing North

13th Street

University Avenue

Phase 2

Corridor Study



15' 2' 6' 2' 12' 12' 12' 12' 0-2' 6' 2' 8'

*Note: Varying medians
north of SW 11th Ave*

Note: New sidewalks partially outside of ROW

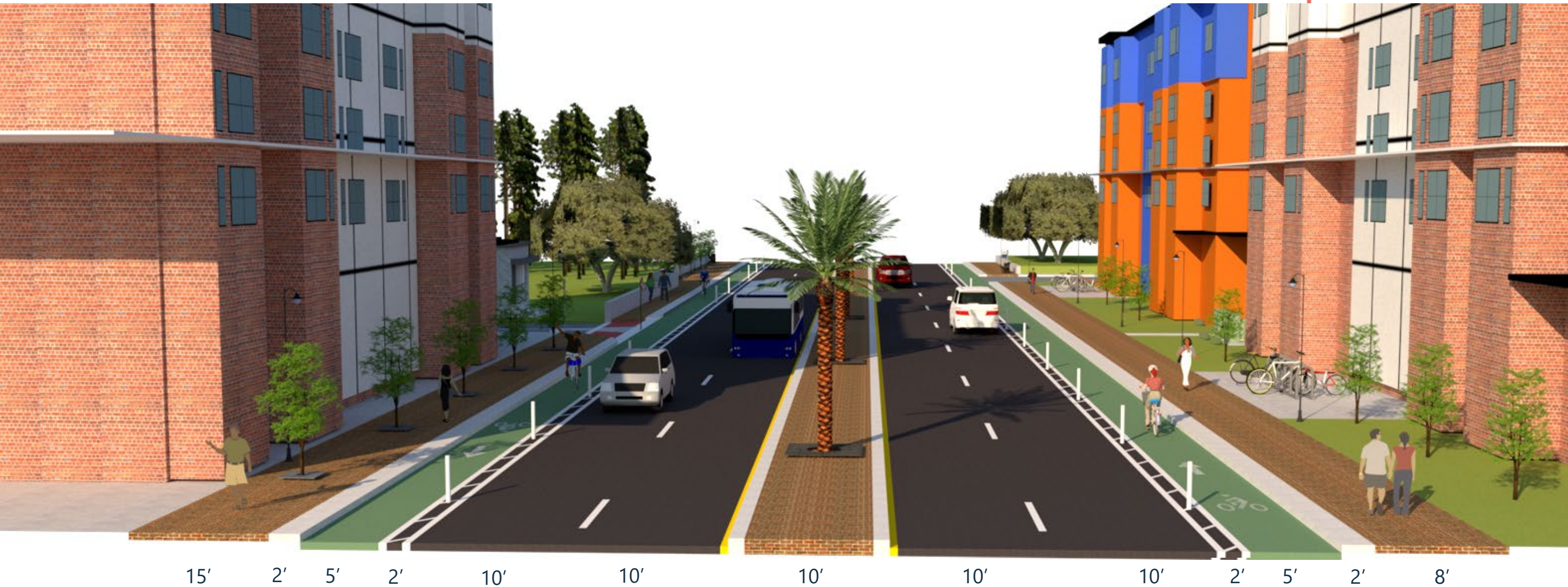
Varies ~ 76' to 94' ROW

Proposed Typical Sections

13th St Segment: SW Archer Rd to SW 16th Ave

13th Street | University Avenue

Phase 2 | Corridor Study



Note: Bicycle lane protection feature to be further discussed in PD&E

Note: New sidewalks partially outside of ROW

Varies ~ 76' to 94' ROW

3 | Interim Opportunities

Short-Term Implementation Opportunities

- **East University Ave**

- Restripe for lane repurposing and narrower vehicle lanes
- Paint green colored bicycle lane and two-way cycle track
- Install temporary physical barriers between vehicle lanes and cycle track / bike lane

- **West University Ave**

- Paint green colored bicycle lanes
- Install spot medians

- **13th Street South**

- Paint green colored bicycle lanes
- Install physical barrier between vehicle lanes and bicycle lanes

East University Ave



West University Ave



South 13th St



Next Steps

Initiate Project Development & Environment (PD&E) for Study Area

Identify funding and project phasing

Coordinate Short-Term Improvement Opportunities & Lane Repurposing with FDOT