



# University Avenue *and* W 13th Street

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

City of  
**Gainesville**

**Kimley»»Horn**

**BURGESS & NIPLE**



# Overview

The background of the slide is a photograph of a wide, paved university campus street. On the left, there are several large, mature trees with green foliage. In the middle ground, several people are walking across a crosswalk. The sky is blue with scattered white clouds. The overall scene is bright and clear, suggesting a sunny day.

Purpose & Need

History

Goals

Process

Concepts

Next Steps



# Purpose & Need



Need: Serious safety concerns for pedestrians and bicyclists were identified along the both University Avenue and W 13<sup>th</sup> Street

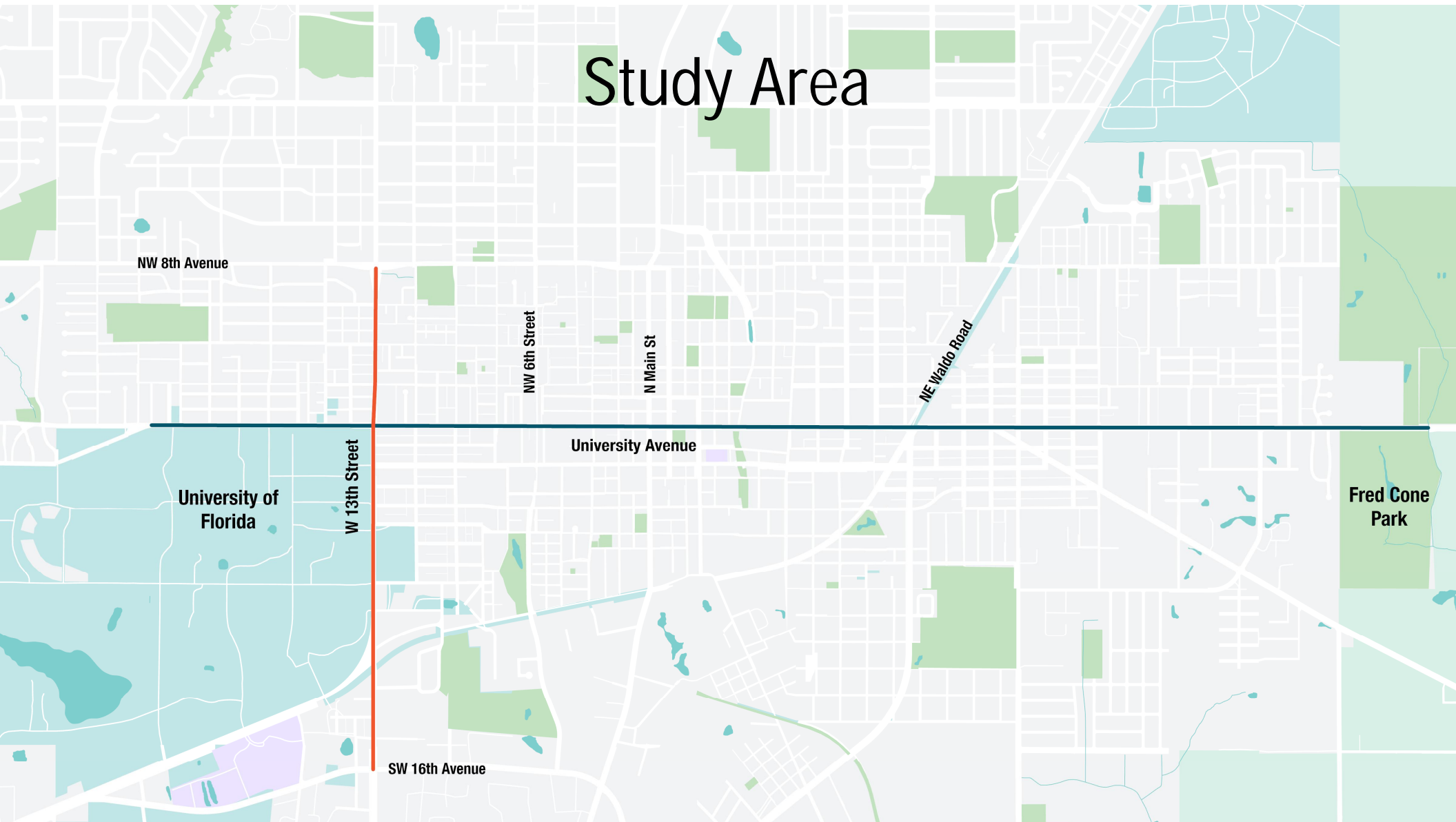


Purpose: To further assess the Preliminary Corridor Study Concepts and further engage the community as part of the PD&E Process



Why PD&E? A PD&E is part of a formal environmental and engineering process developed by FDOT in response to the National Environmental Policy Act of 1969

# Study Area



NW 8th Avenue

NW 6th Street

N Main St

NE Waldo Road

University Avenue

University of  
Florida

W 13th Street

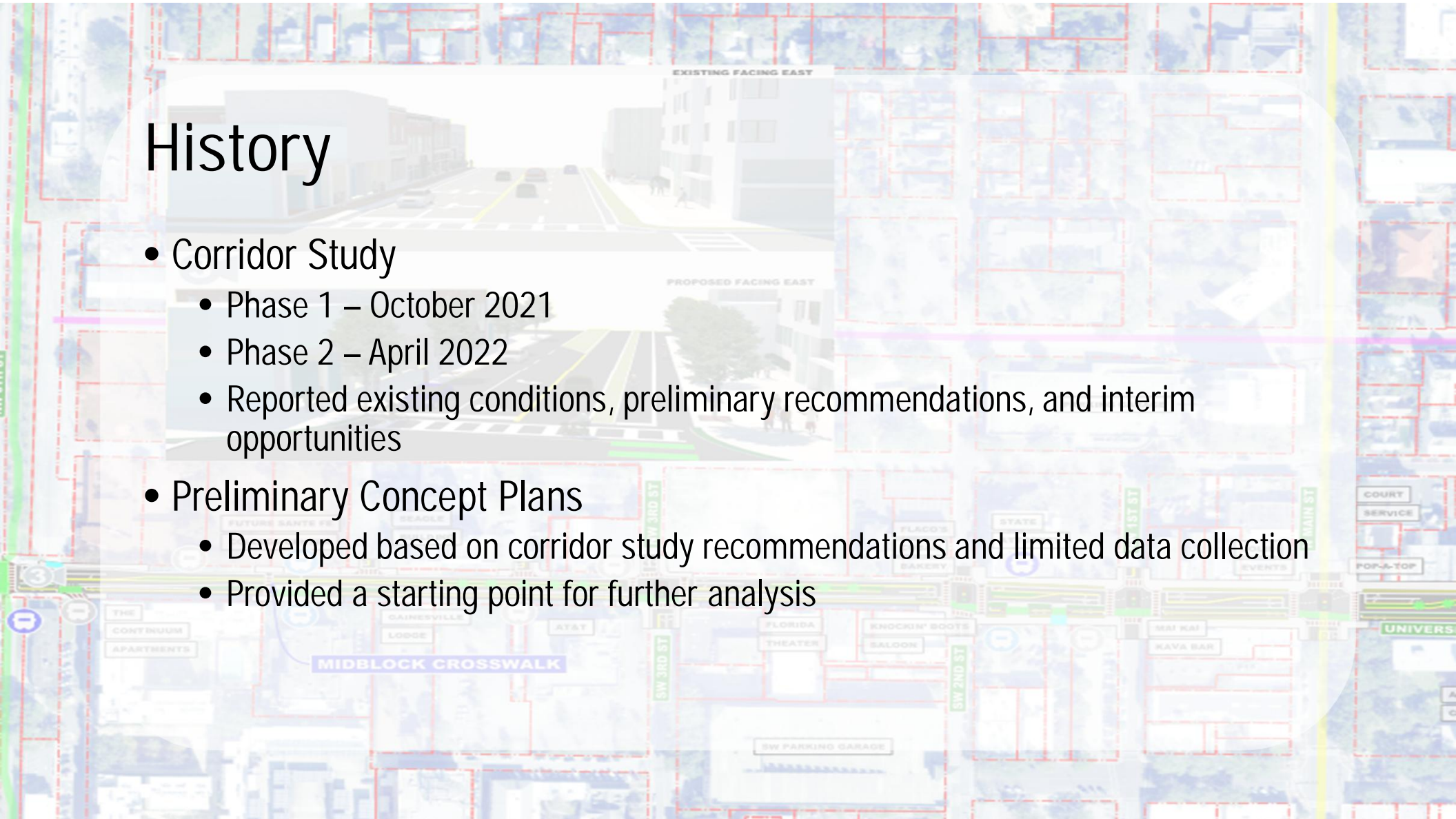
Fred Cone  
Park

SW 16th Avenue



# History

- Corridor Study
  - Phase 1 – October 2021
  - Phase 2 – April 2022
  - Reported existing conditions, preliminary recommendations, and interim opportunities
- Preliminary Concept Plans
  - Developed based on corridor study recommendations and limited data collection
  - Provided a starting point for further analysis



# History – Corridor Study, University Avenue

Existing Roadway



Proposed Roadway



Snapshot: Adjacent to Campus



Snapshot: Innovation District



# History – Corridor Study, University Avenue

Existing Roadway



Proposed Roadway



Snapshot: Downtown



Snapshot: East Gainesville

# History – Corridor Study, W 13<sup>th</sup> Street

Existing Roadway



Snapshot:  
North of  
University  
Avenue



Snapshot:  
Adjacent to  
Campus



Snapshot:  
South of  
Archer

Proposed Roadway





# History – Improvements Since 2021



Speed Limit Reduction



Two New Signalized Intersections



Three New Midblock Crossings

## Additional Improvements

- Pedestrian Conscious Signal Timing Modifications
- One-Way Intersection Modifications

# PD&E Goals



Reconstruct University Avenue and W 13<sup>th</sup> Street as Complete Streets



Increase roadway safety and prioritize people versus cars



Enhance accessibility for cyclists and pedestrians, and to transit



Reduce disparities and increase availability of transportation options to disadvantaged communities



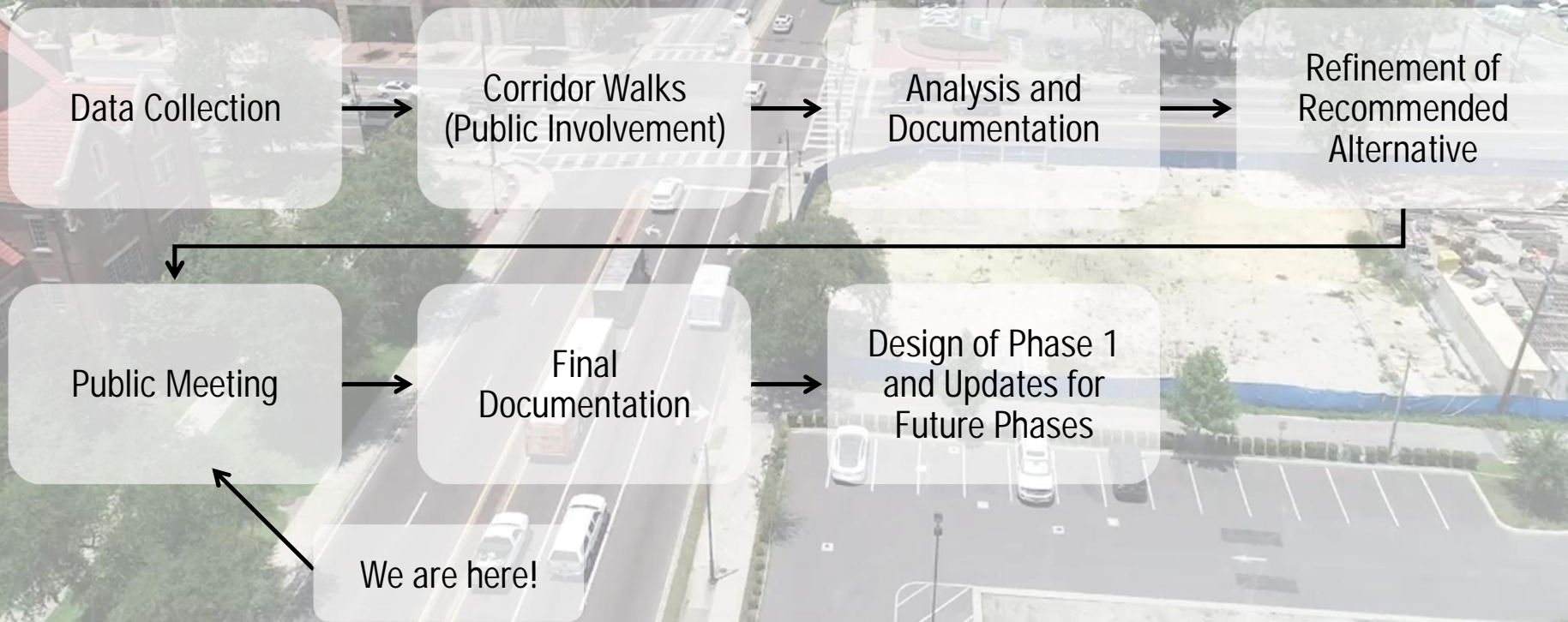
Focus on safety and speed management, mobility and access, placemaking and community development



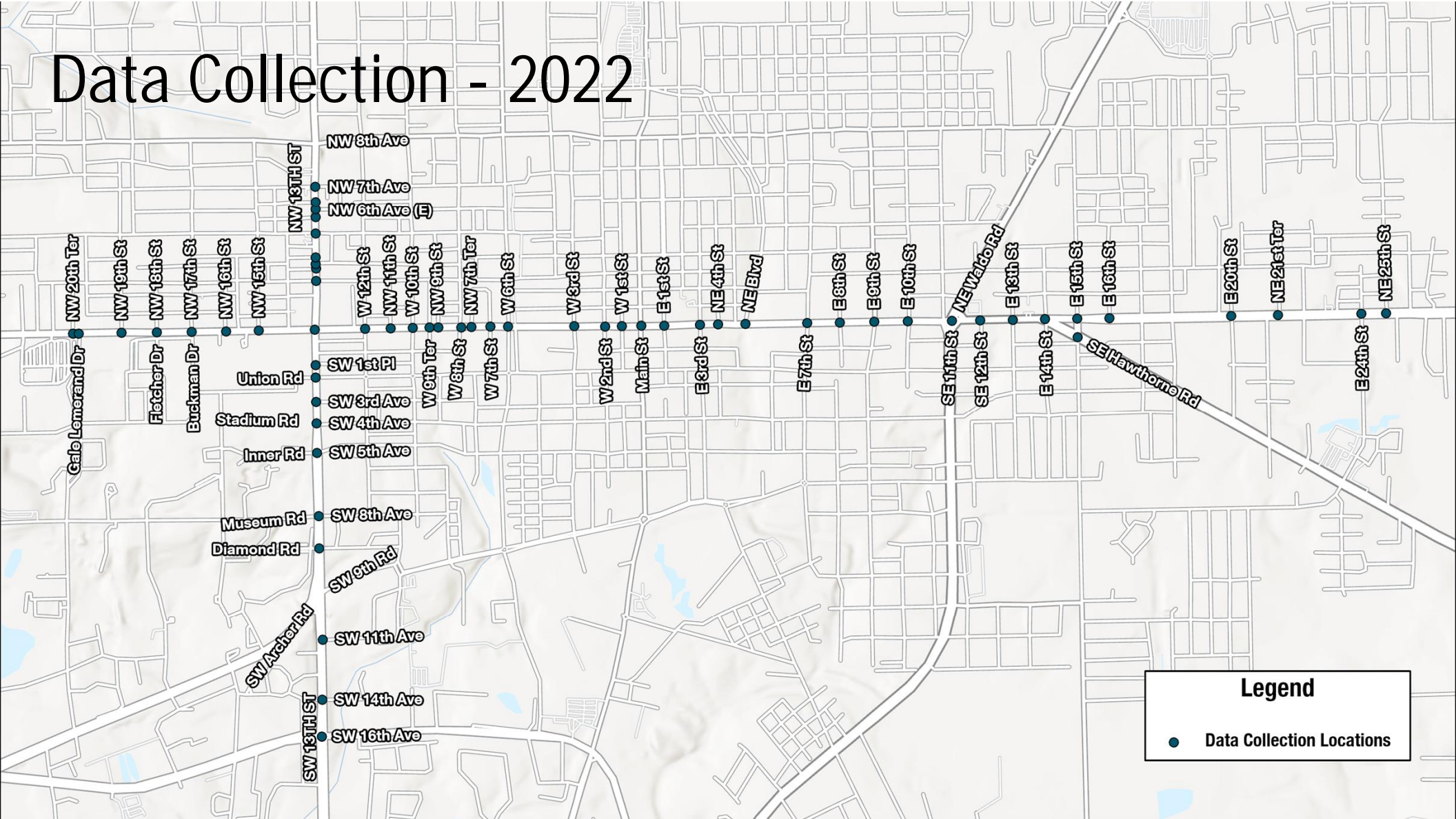
Coordinate with key stakeholders and engage the public



# Process



# Data Collection - 2022



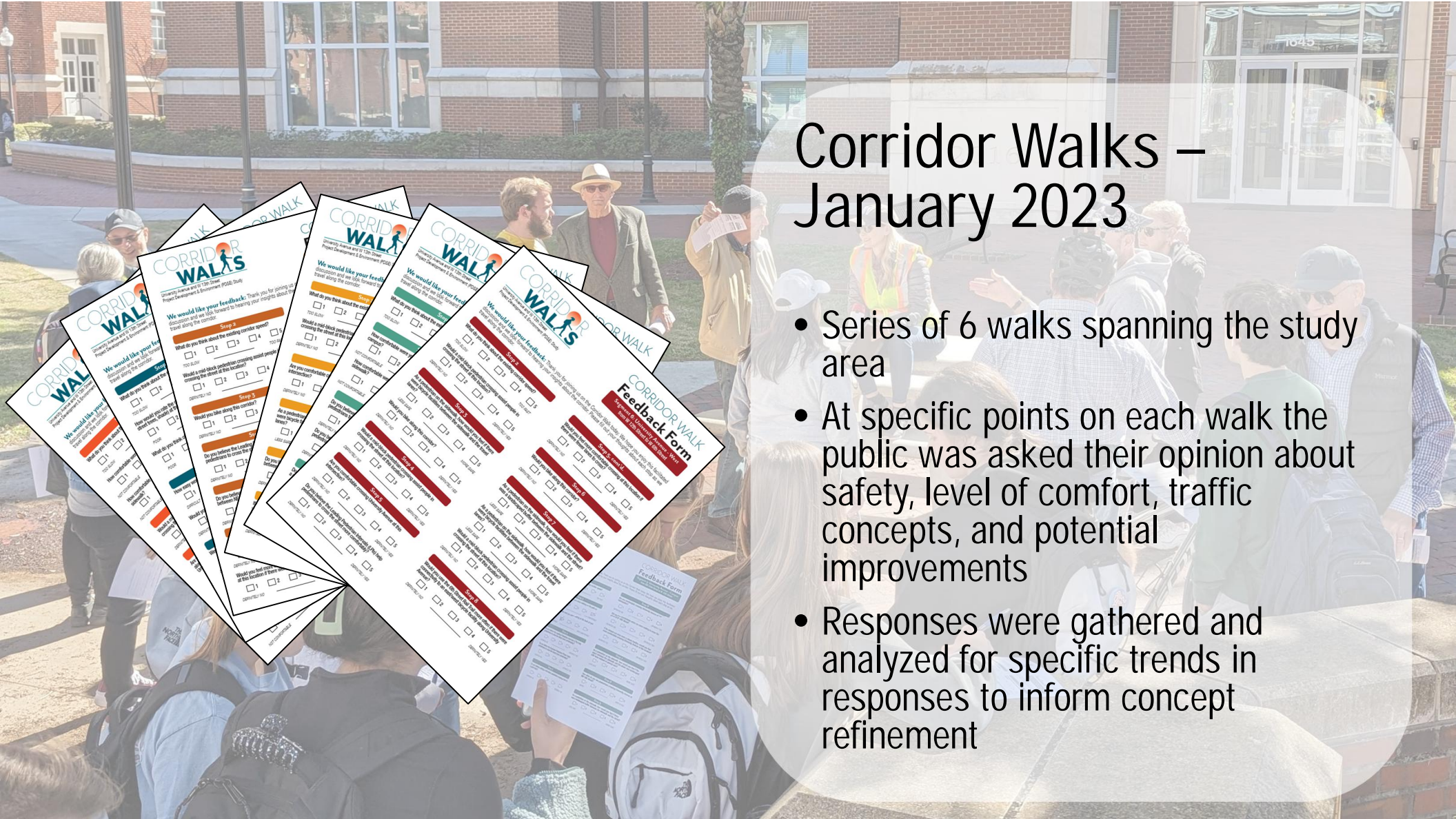
**Legend**

- Data Collection Locations



# Corridor Walks – January 2023

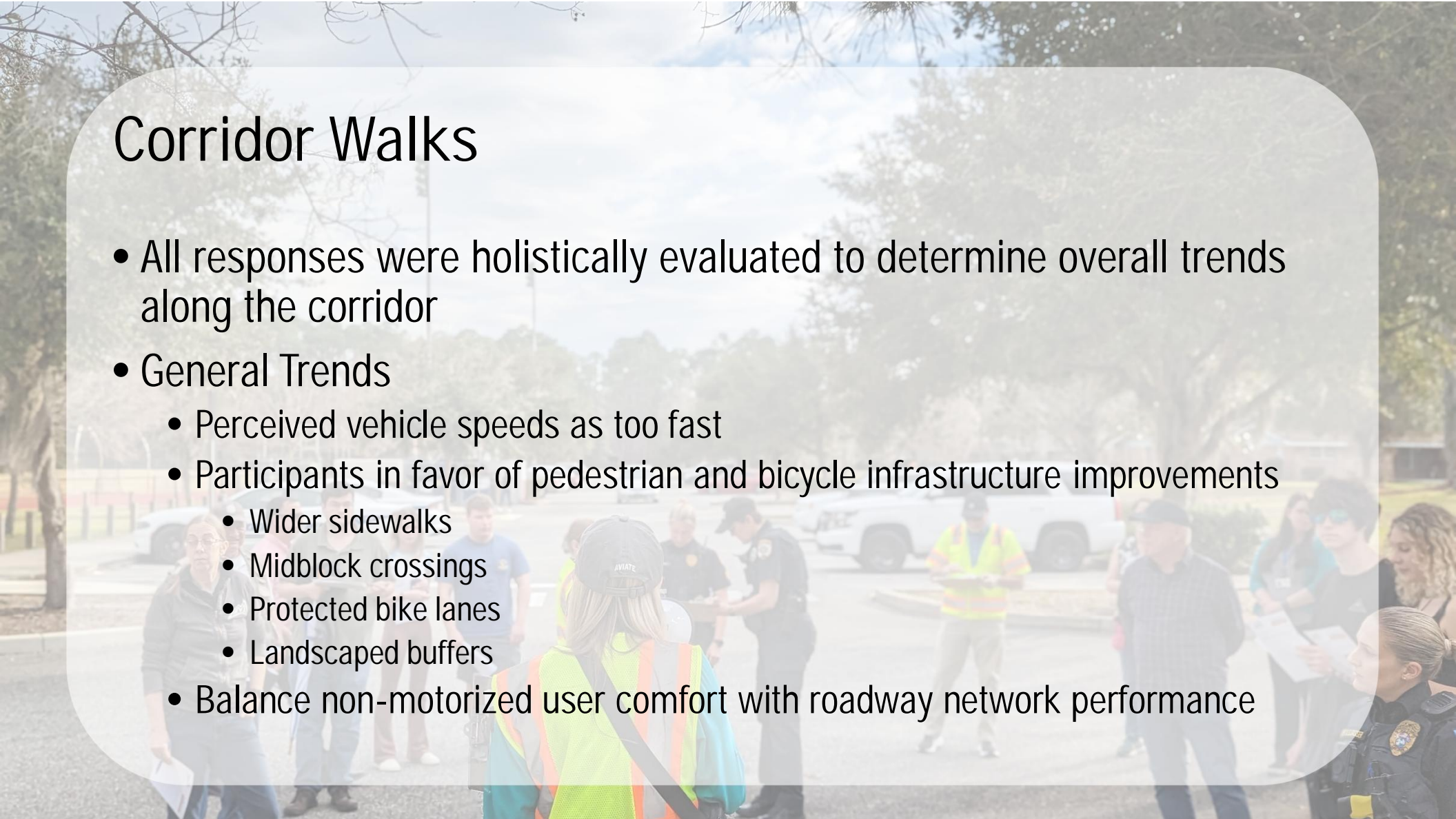
- Series of 6 walks spanning the study area
- At specific points on each walk the public was asked their opinion about safety, level of comfort, traffic concepts, and potential improvements
- Responses were gathered and analyzed for specific trends in responses to inform concept refinement





# Corridor Walks

- All responses were holistically evaluated to determine overall trends along the corridor
- General Trends
  - Perceived vehicle speeds as too fast
  - Participants in favor of pedestrian and bicycle infrastructure improvements
    - Wider sidewalks
    - Midblock crossings
    - Protected bike lanes
    - Landscaped buffers
  - Balance non-motorized user comfort with roadway network performance





# Stakeholder Coordination

- Alachua County Sherriff's Office
- Florida Department of Transportation (FDOT)
- Gainesville Citizens for Active Transportation (GCAT)
- Gainesville City Commissioners
- Gainesville Fire Rescue
- Gainesville Police Department
- Metropolitan Transportation Planning Organization (MTPO)
- University of Florida

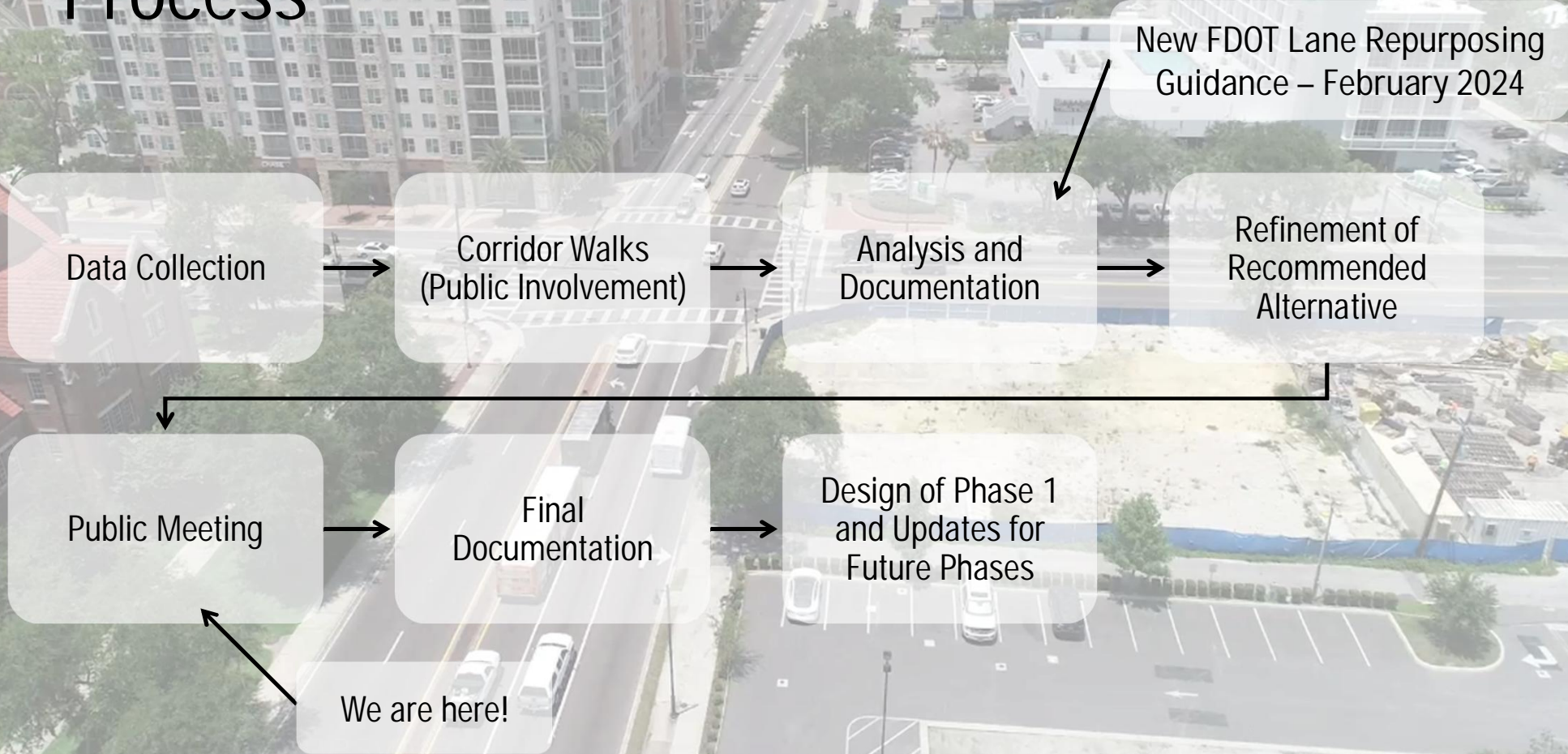
# Analysis and Documentation



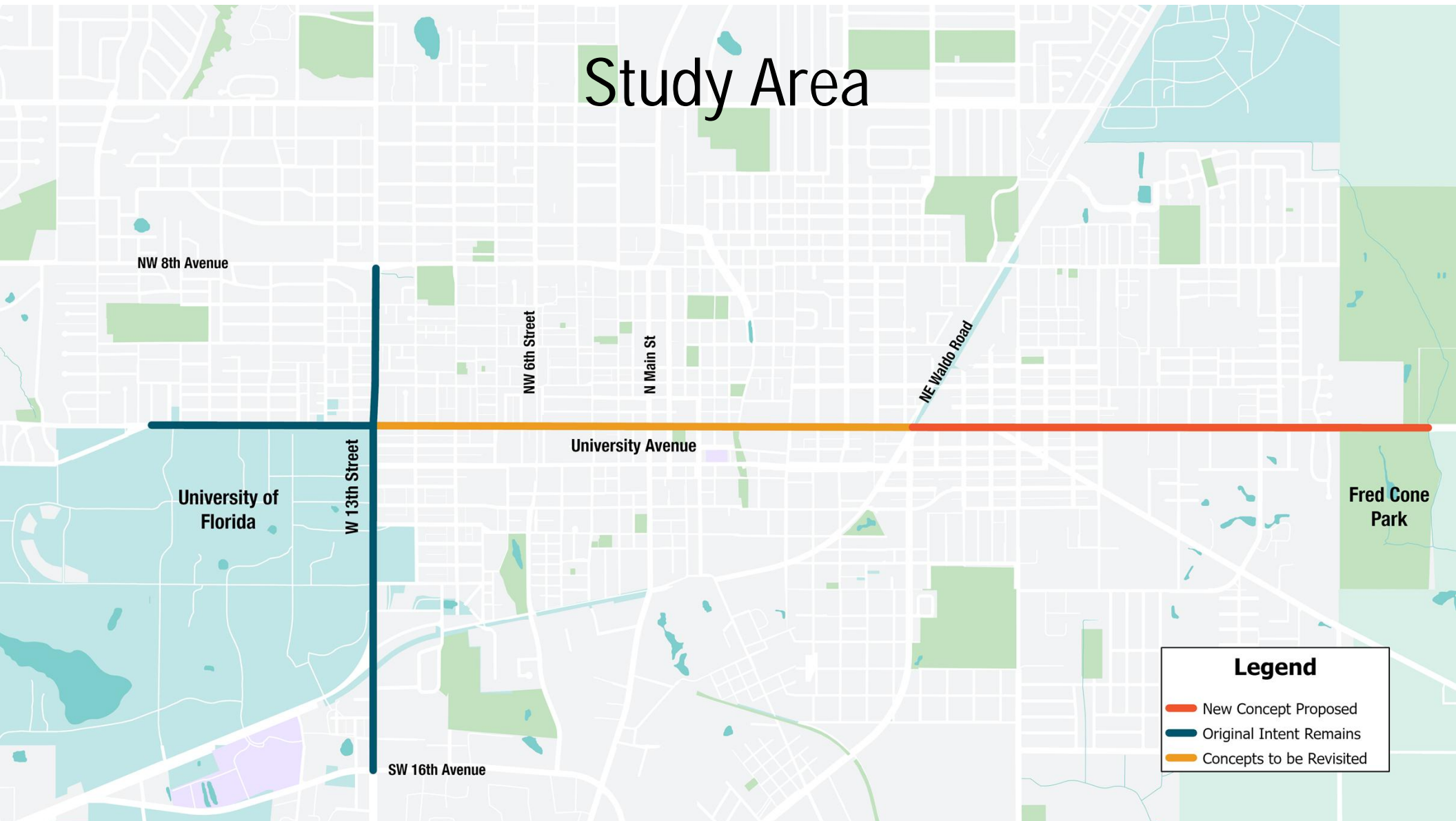
- Project Traffic Analysis Report
  - Traffic Analyses
    - Intersection Analyses
    - Arterial Analysis
  - Safety Analyses
    - Historical Crash Analysis
    - Predictive Crash Analysis
- Traffic and Safety Analyses inform Roadway Plans



# Process



# Study Area



NW 8th Avenue

NW 6th Street

N Main St

NE Waldo Road

University of  
Florida

W 13th Street

University Avenue

Fred Cone  
Park

SW 16th Avenue

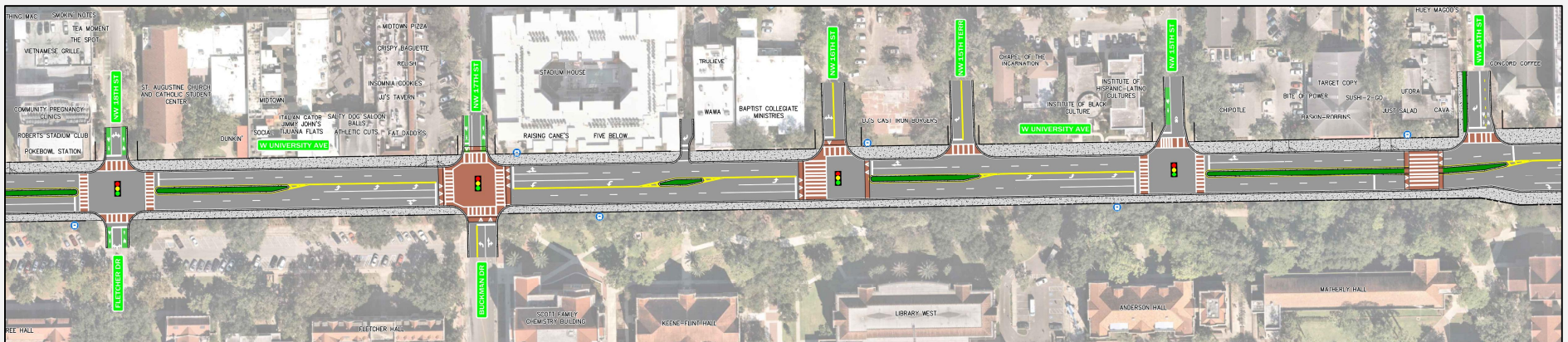
## Legend

- New Concept Proposed
- Original Intent Remains
- Concepts to be Revisited



# University Avenue – Near Campus

- Intent of overall typical section is consistent with the Previous Concepts
- Lane width refinements as coordinated with FDOT and RTS

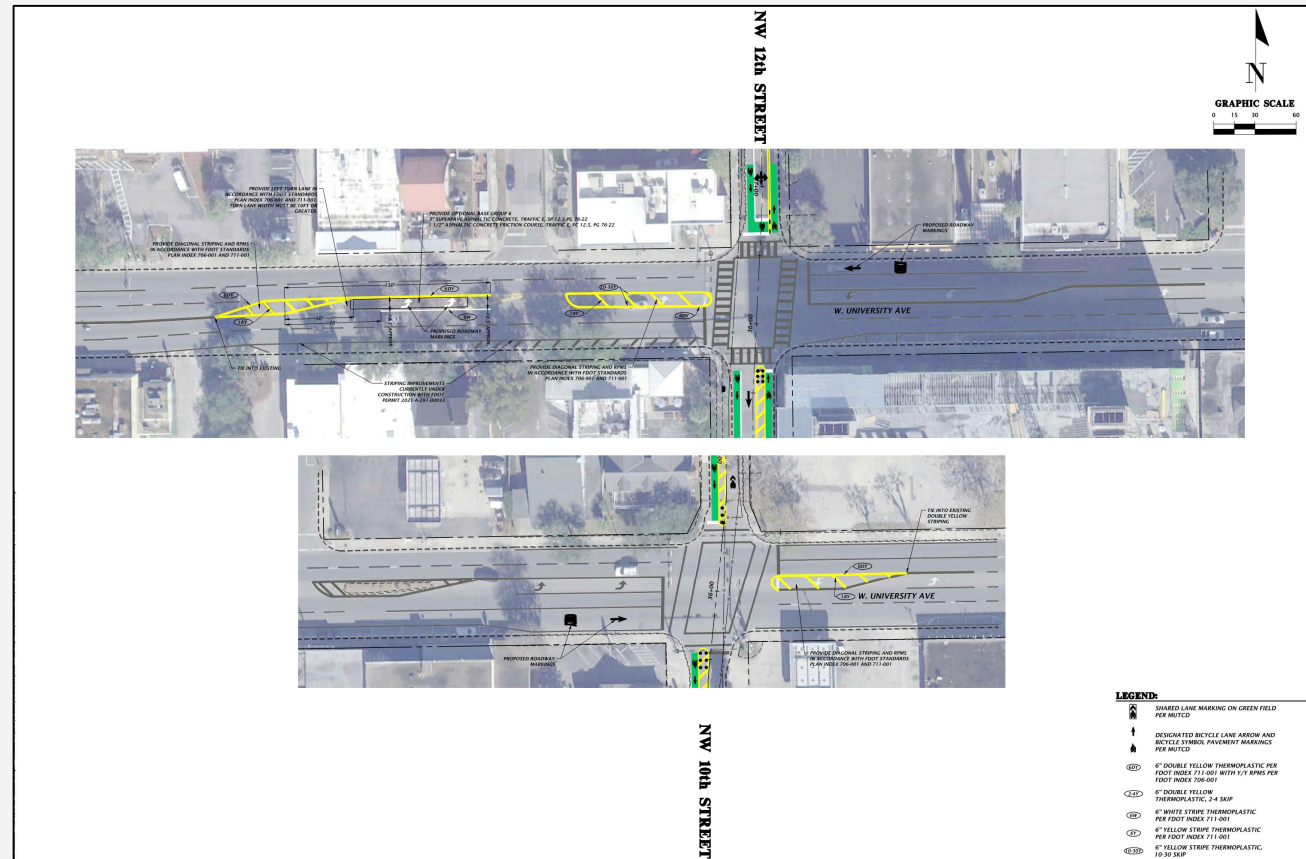


# University Avenue – at NW 12<sup>th</sup> St and NW 10<sup>th</sup> St

- One-Way Pairs

- NW 12<sup>th</sup> Street: Southbound

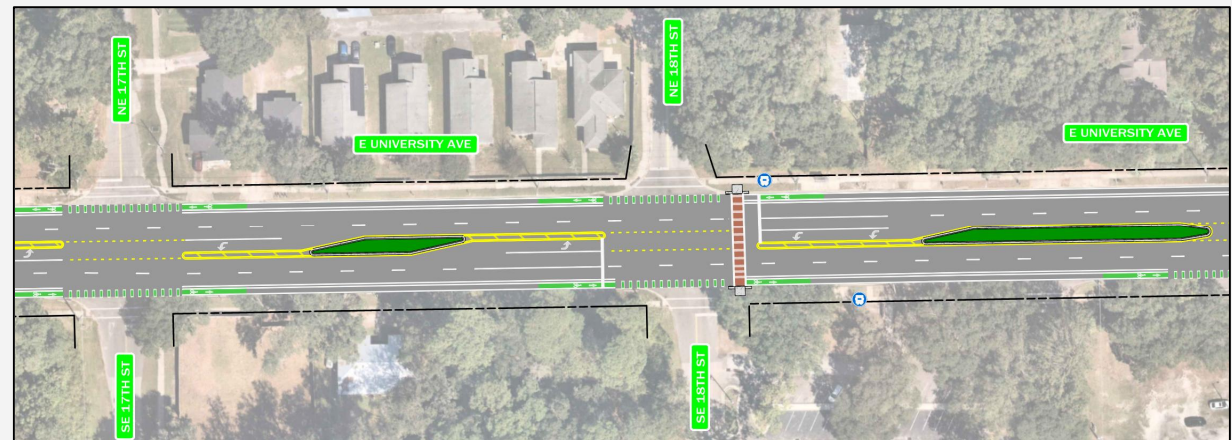
- NW 10<sup>th</sup> Street: Northbound





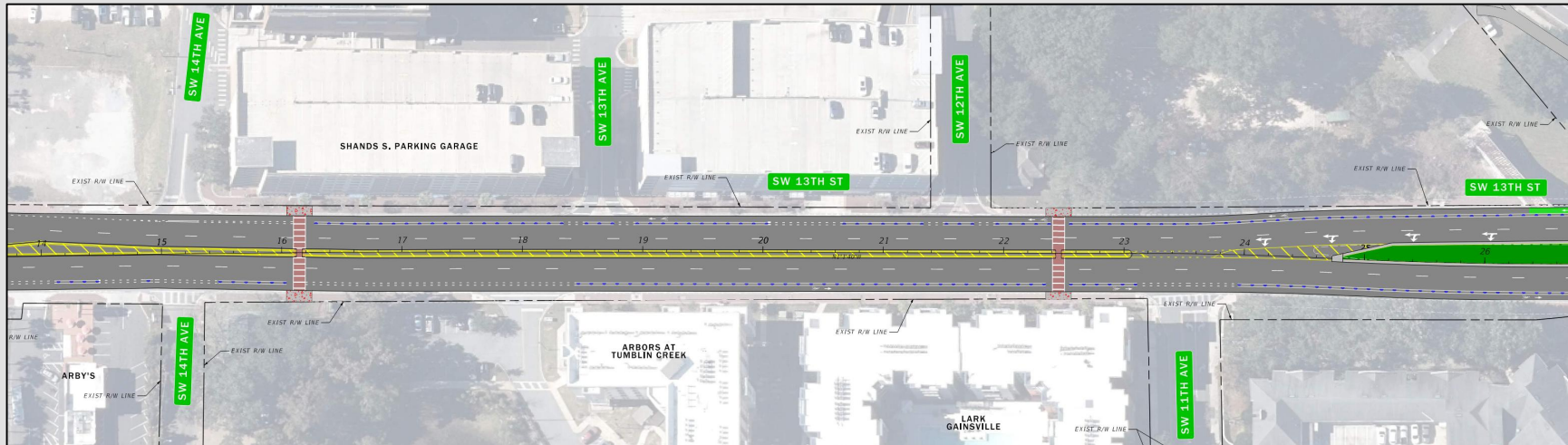
# Proposed Phase 1 Project – E University Avenue

- Waldo Road to SE 31<sup>st</sup> Street
- Lanes narrowed
- Buffered Bike Lane
- Added crosswalks



# SW 13<sup>th</sup> Street – South of Archer Road

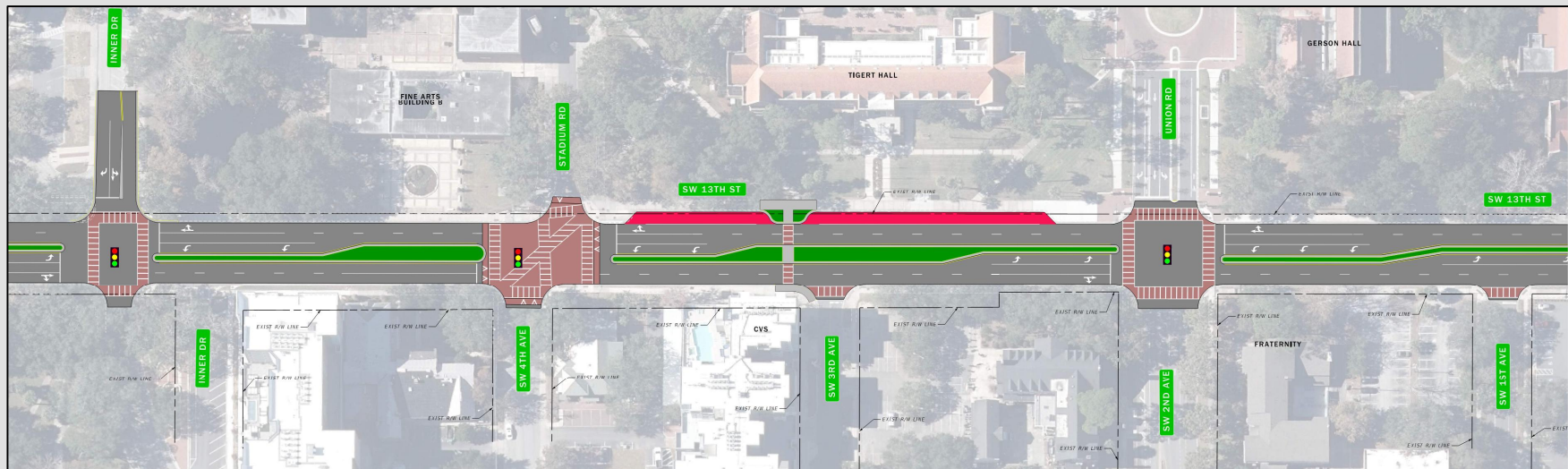
- Typical section refinements as coordinated with FDOT and RTS
  - Narrowed 10-foot inside lanes; 12-foot outside lanes
  - Striped median
  - Buffered bike lanes





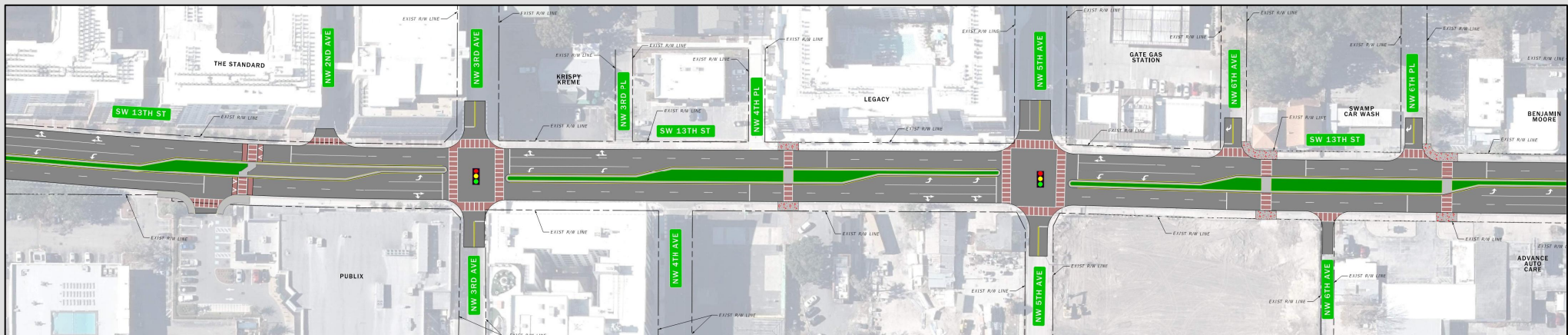
# SW 13<sup>th</sup> Street – Adjacent to Campus

- Bus bay and mid-block crossing between Stadium Rd and Union Rd
- Narrowed 10-foot inside lanes; 12-foot outside lanes; raised medians
- Bike facilities begin/end at Diamond Rd/SW 9<sup>th</sup> Ave – seeking to connect to existing and planned networks



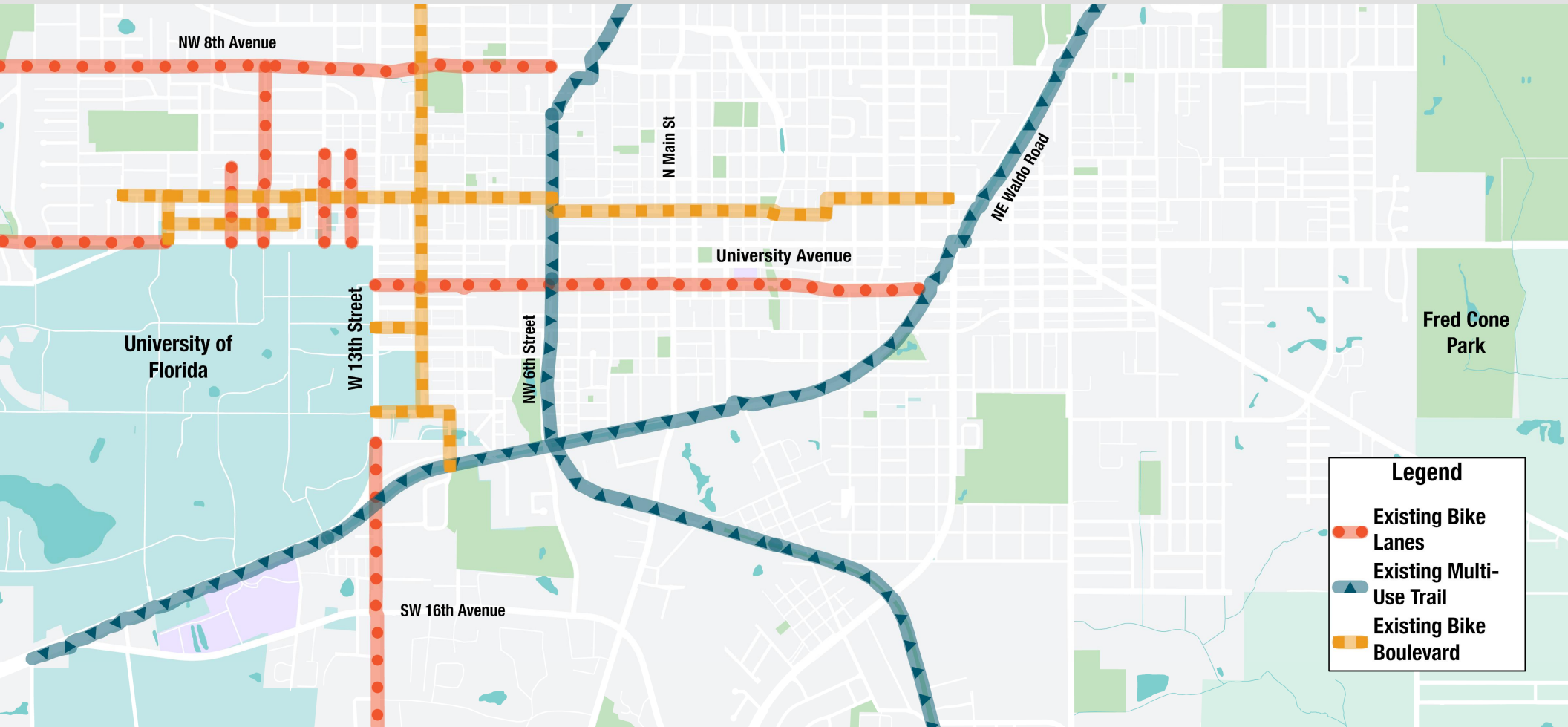
# NW 13<sup>th</sup> Street – North of University Avenue

- Narrowed 10-foot inside lanes; 12-foot outside lanes; raised medians
- Four mid-block crossings north of W University Ave (raised crossing between W University Ave and NW 2<sup>nd</sup> Ave)





# Study Corridor Bike Facilities – Existing



# Study Corridor Bike Facilities – Proposed





# Next Steps



Get additional feedback from stakeholders and the public



Refine recommendations based on input received from public meetings



Finalize documentation for use in the Design Phase

# Next Steps – Post PD&E

- Funding and Construction
  - Safe Streets and Roads for All (SS4A) Grant
    - City of Gainesville was awarded an SS4A Implementation Grant
    - \$8 million funded with a \$2 million local match, totaling \$10 million
  - Phase 1 improvements can be installed using the \$10 million
  - Additional funding is being pursued for full implementation
- Additional study for Innovation District and Downtown segments

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Safe Streets and Roads for All  
(SS4A) Grants



Rural

## Completing a City's Primary Street: Implementation of University Avenue Redesign

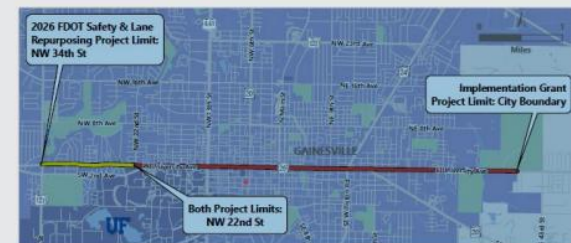
Applicant: City of Gainesville  
Gainesville, Florida

SS4A Award: \$8,000,000

### Project Description

This project will convert approximately 4.15 miles of University Avenue—a hotspot for pedestrian and bicyclist crashes between 2015 and 2019—into a fully redesigned [Complete Street](#) using [Proven Safety Countermeasures](#) that will reduce crashes and improve safety and visibility, particularly for pedestrians and bicyclists.

The project will improve safety by narrowing and repurposing vehicle lanes from four lanes to two lanes; converting undivided segments to divided roadways; and installing a buffered two-way cycle track, mid-block and minor street high-visibility marked crosswalks, mid-block pedestrian refuge islands, and raised crosswalks or speed bumps. The project will also enhance signal timing with leading pedestrian intervals, exclusive pedestrian phases, and protected turning phases.







Questions?