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NW 19 Lane Bicycle Facility

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Purpose

- Project intends to expand the bicycle infrastructure connectivity by **adding a facility along the north side of the road**
- Project concept:
 - construction within available space
 - no loss of parking spaces
 - no change in traffic patterns




Framework

- Bicycle Master Plan, 2001
- Bicycle Master Plan addendum, 2004
- Strategic Initiatives, starting in 2010
 - Enhancement of bicycle network connectivity and safety; promote multimodal use




Framework

- RCAPW Committee, 04/23/2013 & 09/16/2014
- “*Ride with the Commish*”, May 31/2014
- Project included in Sales Tax project list, 2014
- MTPO List of Priority Projects, 2014
- MTPO authorization for grant application, 2014




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Framework



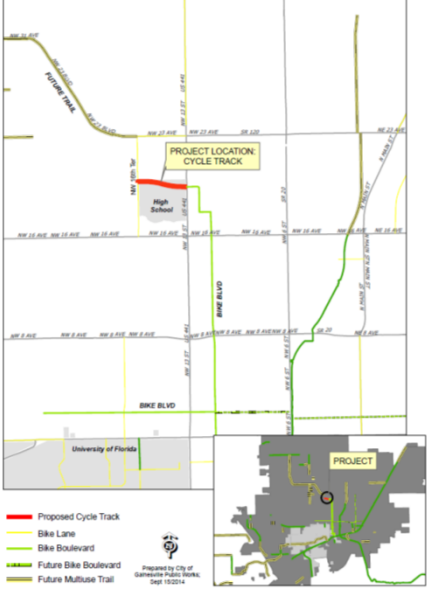
Priority Braids
Source: Bicycle Master Plan Addendum

- Priority *braids* identified
 - Archer Braid and Hawthorne Braid alignments funded and programmed for construction
 - ROW and cost constraints limit implementation of additional segments



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Bicycle Boulevard Connection




PROJECT LOCATION: CYCLE TRACK

Legend:

- Proposed Cycle Track
- Bike Lane
- Bike Boulevard
- Future Bike Boulevard
- Future Multiuse Trail


Prepared by City of Gainesville Public Works Dept 10/2014



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Framework

- City allocation of funding for bike/ped projects
 - \$100,000/year recurring for sidewalks
 - \$200,000 one-time for low cost bike solutions that enhance the multimodal system (connectors; bike boulevards)



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Framework

Bike/Ped Safety Plan:

- Target reduction in incidence and severity of bike/ped crashes
- Period 2006-2010
 - 792 crashes involving bike/ped
 - 541 (68%) bike; 251 (32%) ped
 - 15% severe (death or incapacitating)
 - 30% along Univ. Ave & W 13th St
- Gainesville ranks 2nd in bike and 7th in ped severe crashes in FL (cities w/ pop.>75K; Y07-Y11)

Color	Involved in Crash	Total
Blue	Bicycle	541
Green	Pedestrian	251
TOTAL		792

Color	Crash Severity	Total
Red	Fatality	9
Orange	Incapacitating Injury	299
Yellow	Non-Incapacitating Injury	430
Light Green	Property Damage Only	244
TOTAL		792

Table 1: Corridor Ranking

Corridors	Severity Index Ranking	Crash Frequency Ranking	Crash Rate Ranking	Overall Ranking
W 13th Street: SW 16 th Avenue to NW 30 th Avenue	2	2	2	1
University Avenue: W 23 rd Street to E 15 th Street	5	1	1	2
SW Archer Road: SW 34 th Street to SW 16 th Avenue	1	6	6	3
W Newberry Road: I-75 to W 34 th Street	3	3	7	3
N 23rd Avenue: NW 13 th Street to NE Waldo Road	6	4	4	5
NW 6 th Street : NW 8 th Avenue to NW 31 st Avenue	7	5	3	6
SW 34 th Street : SW 35 th Boulevard to SW 20 th Avenue	4	7	5	7

Table 2: Intersection Ranking

Intersections	Severity Index Ranking	Crash Frequency Ranking	Crash Rate Ranking	Overall Ranking
SW 16 th Avenue at SW 6 th Street	6	6	5	1
NW 23 rd Avenue at NW 13 th Street	9	8	1	2
NW 29 th Road at NW 13 th Street	7	6	5	3
NW 16 th Avenue at NW 13 th Street	9	8	1	4
W University Avenue at W 13 th Street	5	7	4	5
E University Avenue at NE Waldo Road / SE 11 th Street	12	8	1	5
NE 8 th Avenue at NE Waldo Road	3	5	8	7
Windmeadows Boulevard at SW 34 th Street	2	5	8	8
W University Avenue at W 34 th Street	3	5	8	9
Millhopper Road / NW 53 rd Avenue at NW 43 rd Street	13	5	8	10
Waldo Road at NE 16 th Avenue	11	5	8	11
SW Archer Road at SW 34 th Street	8	6	5	12
SW 20 th Avenue at SW 34 th Street	1	4	14	13
NW 39 th Avenue at NW 13 th Street	13	5	8	14

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Safety

Table 9: Summary of Crash Occurrence by Involvement Type

		Cyclist		Ped	
		Total Cyclist Crashes	541	Total Ped Crashes	251
		Cyclist at Fault	169 32%	Ped at Fault	97 39%
		Motorist at Fault	308 57%	Motorist at Fault	137 54%
		No Fault/Unknown	56 11%	No Fault/Unknown	17 7%
Most Prevalent Crash Causes	Cyclist or Ped at Fault	Cyclist failure to yield at intersection	111 66%	Ped failure to yield at midblock	66 68%
		Cyclist failure to yield midblock	22 13%	Ped failure to yield at intersection	12 12%
	Motorist at Fault	Driver turned or merged right	172 56%	Driver turned right	55 40%
		Driver turned or merged left	43 14%	Driver turned left	33 24%

System-wide

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Safety

		Cyclist		Ped	
		Total Corridor Crashes	75	Total Corridor Crashes	19
		Cyclist at Fault	20 27%	Ped at Fault	9 47%
		Motorist at Fault	55 73%	Motorist at Fault	10 53%
Most Prevalent Crash Causes	Cyclist or Ped at Fault	Cyclist failure to yield at intersection	8 40%	Ped failure to yield at midblock	4 44%
		Cyclist failure to yield midblock	5 25%	Ped failure to yield at intersection	2 22%
	Motorist at Fault	Driver turned or merged right	40 73%	Driver turned right	7 70%
		Driver turned or merged left	11 20%	Driver turned left	2 20%

W 13th St Corridor

Existing Conditions



Existing Conditions



Field Test



Potential curb extension of 2 ft.

Maintains travel lane at 13.5 ft wide

Field Test



Field Test



Field test



Field test



Questions?