



Public Works Department

NW 8TH AVENUE SEGMENT B DESIGN

Stefan Broadus
Public Works
December 4, 2014

1. Commission & Public Meeting History
2. Limits
3. Section A
4. Section C
5. Section B Trial
6. Section B Options
7. Cost Estimates
8. Schedule
9. Recommendation, Comments, & Questions

December 11th, 1995

- Recommendation: The Public Works Committee recommended the City Commission authorize the City Management (Traffic Engineering) to contract with JHK and Associates to perform the analysis of traffic lane reductions on NW 8th Avenue and in the Gainesville Central City District at their fixed fee amount of \$2,700.
- Motion: A motion was made by Commissioner Delaney, seconded by Commissioner Delaney, that this matter be Approved and Remain in Committee. The motion carried unanimously.



*Prepared by Arnall Downs and Larkin M. Sullivan
Drawn by Larkin M. Sullivan
City Beautification Board
May 23rd, 1995*

May 13, 1996

- Recommendation:
 - A) no lane reduction on NW 8 Avenue
 - B) construct 5-lane section on NW 8 Avenue at 31 Drive for a pedestrian refuge island and an eastbound left-turn lane on NW 8 Avenue
 - C) create signalized crossing at NW 8 Ave. and 31 Dr. w/ special pedestrian features
 - D) eliminate pedestrian crossing at 2700 block of NW 8 Ave and 5-lane roadway section
 - E) realign Greenway between NW 8 Avenue and NW 16 Avenue to the intersection of NW 8 Avenue and 31 Drive
 - F) construct Greenway staging area at intersection of NW 8th Ave & NW 31st Dr.
- Motion: A motion was made by Commissioner McKnew, seconded by Commissioner Delaney, that this matter be Approved as Recommended. The motion carried unanimously.

October 1, 2008

- NW 8th Avenue added to the FY 2009-2013 Capital Improvement Plan with \$4M allocated funding from the Local Option Gas Tax.

December 3, 2009

- City of Gainesville enters into a contract with Comprehensive Engineering Services for design. Original scope defined as “...milling and resurfacing and providing ADA accessibility upgrades.”

September 21, 2011

- Creek fills existing triple 10' x 7' box culvert structure at ~2400 NW 8th Avenue with sediment incurring \$100,000+ cost to clean periodically.
- EC Driver was retained to evaluate alternative solutions.
- Recommended upgrading existing structure to a quadruple 10' x 5.5' structure at estimated \$1.7M.
- Unfunded and not included in current scope (funding was proposed through transportation surtax).

May 2nd 2013 - Recommendation

- Section A: Mill & resurface then re-stripe to current lane configuration: Est. Cost: \$325,220.
- Section B: Reconstruct and re-stripe to 2 travel lanes including a painted median and bike lanes. A trial period is proposed to determine if the new lane configuration should be made permanent and a raised median be constructed
- Alt Section B: Reconstruct and re-stripe to 2 travel lanes including a raised median and bike lanes.
- Alt Section B: Reconstruct and re-stripe to existing 4 lane configuration.
- Section C: Reconstruct and re-stripe including bike Lanes and parking along south side (NW 18th Terr. To NW 15th St.).

May 2nd 2013 - Motions

- Comm Hinson-Rawls moved with Comm Bottcher seconding to Approve A1 and C3 with wider sidewalks.
 - Motion carried 7-0.
 - A1 and C3 are the typical sections shown in the current presentation for these areas.
- Commissioner Hinson-Rawls moved with Commissioner Bottcher seconding to approve Section B (reconstruct and re-stripe to 2 travel lanes including a painted median and bike lanes) with modified trail with Option 1, Option 2 without irrigation, and Option 3 just conduit.
 - Motion carried 6-1 with Commissioner Chase voting no.

December 5, 2013

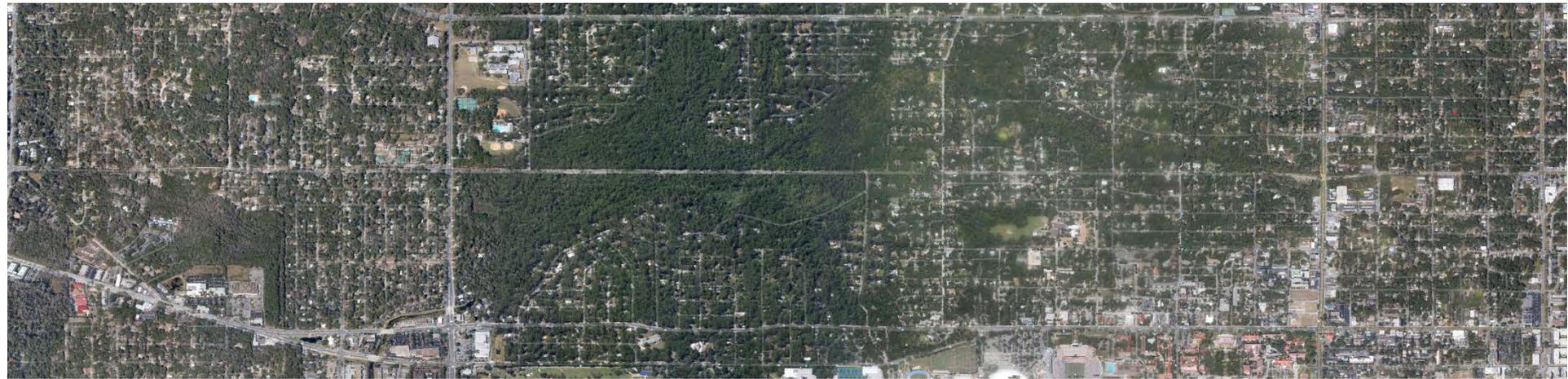
- **Subject:**
 - This item is presentation regarding the data collected during the trial testing of NW 8th Avenue between NW 31st Drive and NW 23rd Street as a two lane facility with on-street bike lanes.
- **Recommendation:**
 - The City Commission hear a presentation regarding the data collected during the NW 8th Avenue lane reduction trial.
- **Motion:**
 - Two Lane Configuration (with current configuration to stay until construction), include raised median and plan for bike lanes. Aye vote by Bottcher, Poe, Hawkins, & Wells. Nay vote by Braddy, Chase, and Hinson-Rawls.

- March 8, 2011 – Fifth Avenue Neighborhood Association
- March 29, 2011 – University Park Neighborhood Association
- April 10, 2011 – Landmark Woods HOA
- April 14, 2011 – Woodland Terrace HOA
- April 21, 2011 – Bicycle Pedestrian Advisory Board (BPAB)
- May 11, 2011 – Public Meeting at Westside Park
- March 22, 2012 – Bicycle Pedestrian Advisory Board (BPAB)
- July 25, 2012 – Technical Advisory Committee (TAC)
- July 25, 2012 – Citizens Advisory Committee (CAC)
- July 26, 2012 – Bicycle Pedestrian Advisory Board
- October 30, 2012 – City Commission Public Workshop

October 30, 2012 – December 5th, 2013

- Public Comments Received:

Form of Communication	# of Responses	Preferred 2 Lanes	Preferred 4 Lanes	No Preference
Phone	175	15	151	8
Email/Letters	30	7	21	3
Petition	19	0	19	0
10/30/12 Workshop	59	31	24	4
TOTALS	283	53	215	15





Mill & Resurface / Reconstruct NW 40th Dr. to NW 7th St.



57-62

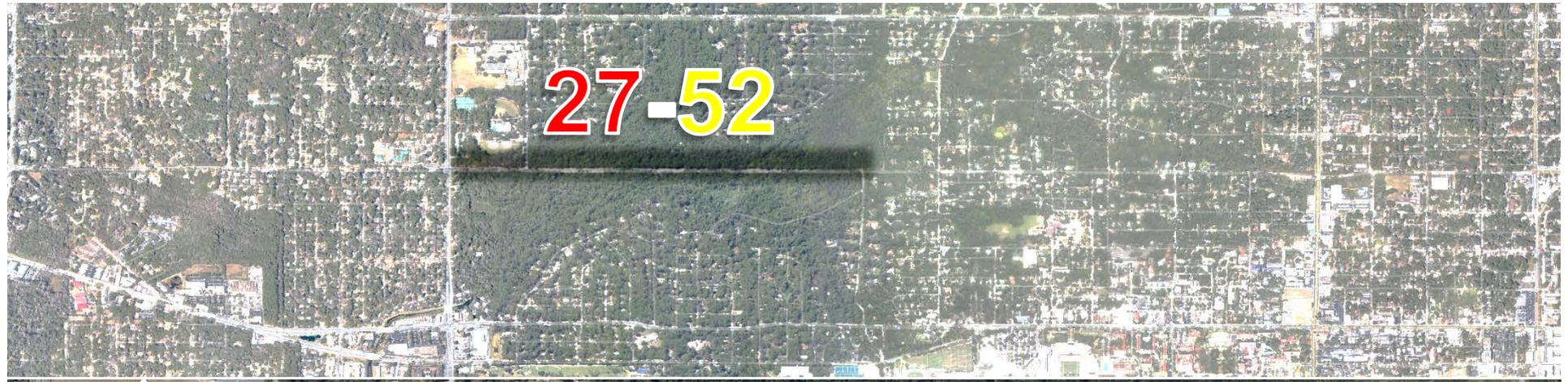


**NW 40TH
DR**

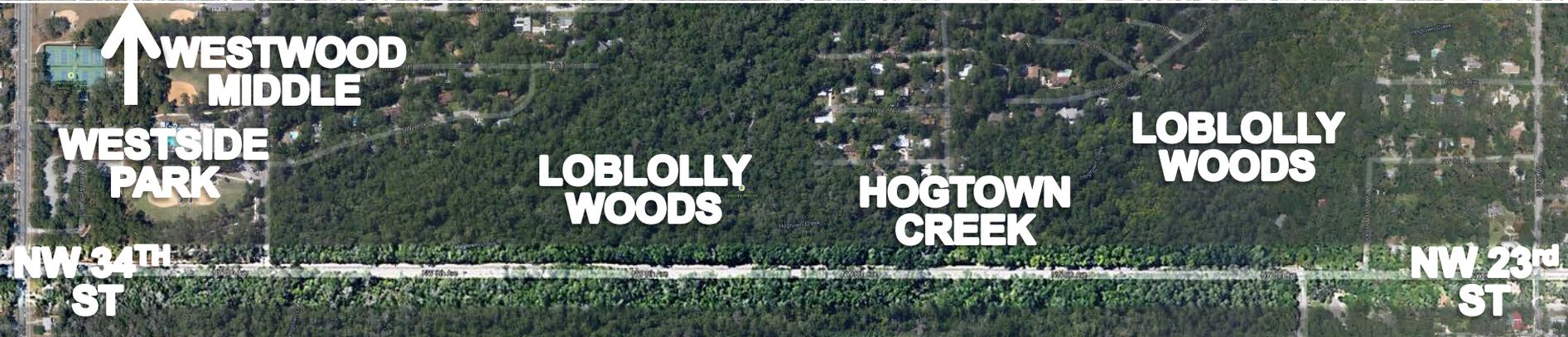
**LITTLEWOOD
ELEMENTARY**

**NW 34TH
ST**

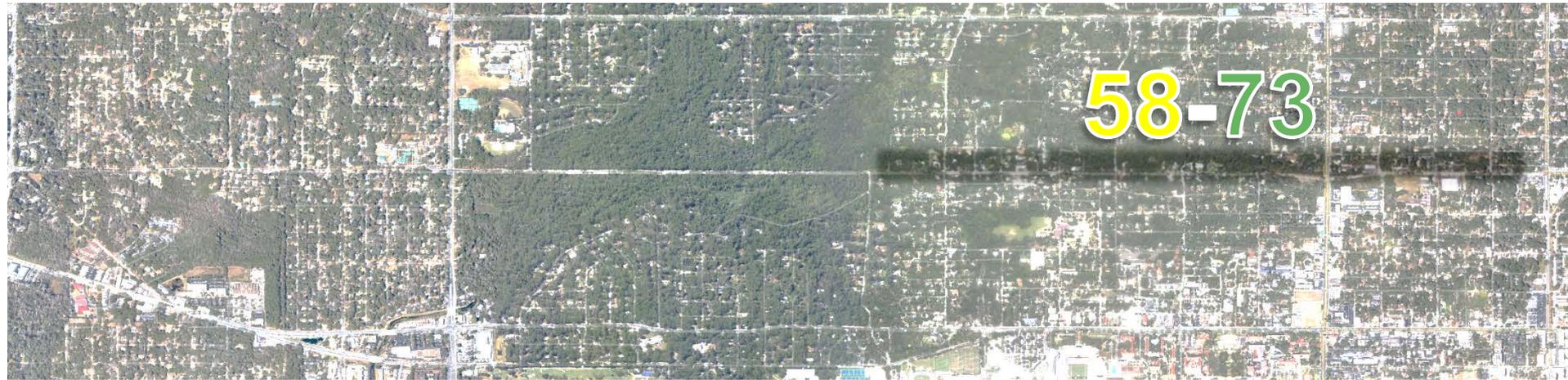
Section A – NW 40th Drive to NW 34th Street



27-52



Section B – NW 34th Street to NW 23rd Street



Section C – NW 23rd Street to NW 7th Street



Section A - Mill & Resurface Existing



**Section C – Bike Lanes w/ Center Turn Lane
(includes 8' widened sidewalks where possible)**



**Section C – Bike Lanes w/ On Street Parking (1800-1500)
(includes 8' widened sidewalks where possible)**

Section B Sub-Agenda

- Comprehensive Plan Elements Guiding Design
- Crash & Traffic Statistics
- GPD & GFR Comments
- NW 31st Drive Merge Evaluation & Proposals
- Illustration of Current Conditions
- Typical Section Options
- Capital Cost Estimates
- Life Cycle Cost Estimates

COG Comprehensive Plan, Transportation Mobility Element

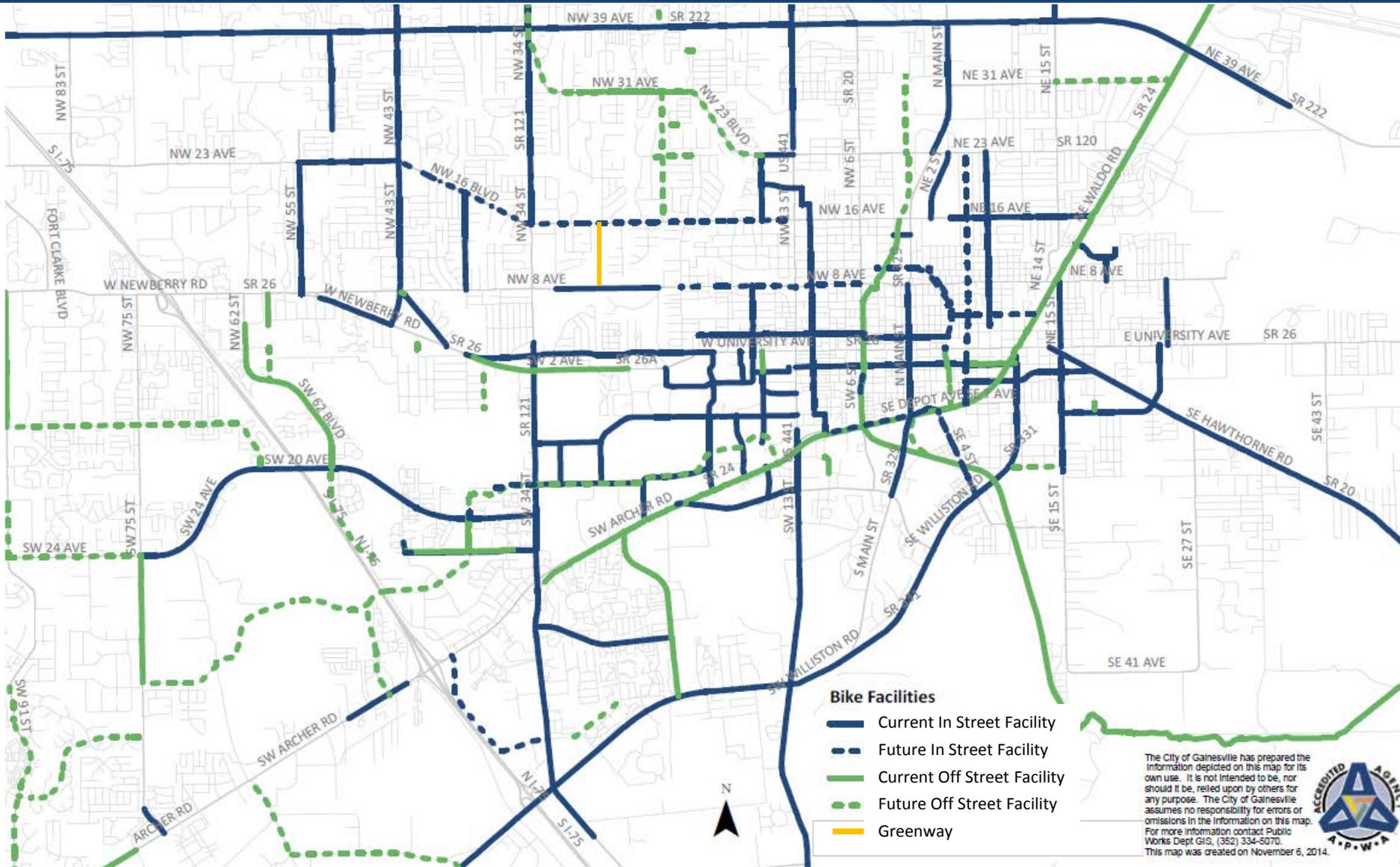
- **Overall Goal:** “The transportation system shall be designed to meet the needs of pedestrians, bicyclists, transit, and auto users.”
- **Goal 2:** “Develop and maintain a safe, convenient and energy efficient motorized and non-motorized transportation system to accommodate the special needs of the service population...”
- **Goal 3:** “...provide a safe, convenient, accessible, comfortable, continuous, and aesthetically pleasing transportation environment that promotes walking...”
- **Goal 4:** “Provide a safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to bicycling”

COG Comprehensive Plan, Future Land Use Element

- **Policy 1.2.7.:** “form an interconnected network of neighborhood streets and sidewalks supportive of car, bicycle, pedestrian, and transit routes within a neighborhood and between neighborhoods...”
- **Policy 4.2.2.:** “The City shall adopt land development regulations that encourage better access between residential neighborhoods and adjacent neighborhood centers through the use of street design and the use of pedestrian, bicycle and transit modifications.”
- **Objective 5.1:** “Urban design standards established in the Land Development Code shall enhance the sense of place, improve the urban form, and provide for the safety and comfort of pedestrians, bicycles, transit, and other vehicles in the City. These standards shall reflect a commitment to improve and maintain the vitality of the City and its neighborhoods.”

Year 2035 Livable Community Reinvestment Plan adopted by the MTPo on 10/27/2010:

- **Goal Statement 1: Economic Vitality and Community Livability:** “Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability and increased housing-employment proximity.”



- Bike Facilities**
- Current In Street Facility
 - - Future In Street Facility
 - Current Off Street Facility
 - - Future Off Street Facility
 - Greenway

The City of Gainesville has prepared the information depicted on this map for its own use. It is not intended to be, nor should it be, relied upon by others for any purpose. The City of Gainesville assumes no responsibility for errors or omissions in the information on this map. For more information contact Public Works Dept GIS, (352) 334-5070. This map was created on November 6, 2014.

Crash Statistics for 12 Month Evaluation Period

<i>Location</i>	<i>Before Trial 2009 (4 Lanes)</i>			<i>Before Trial 2012 (4 Lanes)</i>			<i>During Trial 9/2013-9/2014 (2 Lanes)</i>		
	<i>#</i>	<i>\$</i>	<i>!</i>	<i>#</i>	<i>\$</i>	<i>!</i>	<i>#</i>	<i>\$</i>	<i>!</i>
<i>NW 23rd St.</i>	2	\$701	2	2	\$5,350	0	1	\$5,500	0
<i>NW 31st Dr.</i>	2	\$10,500	0	4	\$30,900	6(2)	5	\$11,550	0
<i>NW 34th St.</i>	11	\$67,225	5	6	\$7,400	5	8	\$10,700	2
<i>Other</i>	1	\$1,500	0	6	\$34,800	4	2	\$8,200	0
<i>Total</i>	16	\$79,926	7	18	\$78,450	15(2)	16	\$35,950	2

! = Injuries (Incapacitating Injuries)

Traffic Statistics for 12 Month Evaluation Period

<i>Date</i>	<i>Volume (Daily)</i>	<i>Post Speed</i>	<i>85% Speed (MPH)</i>	<i>50% Speed (MPH)</i>
<i>Before Trial</i>				
<i>2/2001</i>	<i>16,148</i>	<i>45</i>	<i>N/A</i>	<i>N/A</i>
<i>2/2004</i>	<i>16,050</i>	<i>45</i>	<i>N/A</i>	<i>N/A</i>
<i>2/2007</i>	<i>18,479</i>	<i>45</i>	<i>N/A</i>	<i>N/A</i>
<i>2/2010</i>	<i>16,273</i>	<i>45</i>	<i>N/A</i>	<i>N/A</i>
<i>2/8/2011</i>	<i>15,159</i>	<i>45</i>	<i>55.7</i>	<i>N/A</i>
<i>During Trial</i>				
<i>9/17/2013</i>	<i>14,007</i>	<i>35</i>	<i>49.4</i>	<i>43.8</i>
<i>10/23/2013</i>	<i>14,195</i>	<i>35</i>	<i>50.6</i>	<i>45</i>
<i>10/30/2013</i>	<i>14,306</i>	<i>35</i>	<i>50.6</i>	<i>45.2</i>
<i>10/21/2014</i>	<i>14,754</i>	<i>35</i>	<i>57.5</i>	<i>44.1</i>
<i>10/29/2014</i>	<i>N/A</i>	<i>35</i>	<i>50</i>	<i>45</i>
<i>10/30/2014</i>	<i>N/A</i>	<i>35</i>	<i>51</i>	<i>46</i>

Bicycle Statistics during Evaluation Period

<i>Date</i>	<i>Bikes on Sidewalk</i>	<i>Bikes in Street</i>	<i>Total</i>
<i>Before Trial</i>			
<i>Wed. 4/13/2011</i>	<i>126</i>	<i>5</i>	<i>131</i>
<i>During Trial</i>			
<i>Thurs. 9/19/2013</i>	<i>115</i>	<i>43</i>	<i>158</i>
<i>Wed. 9/24/2014</i>	<i>121</i>	<i>47</i>	<i>168</i>
<i>Thurs. 9/25/2014</i>	<i>94</i>	<i>43</i>	<i>137</i>

GPD Survey of Officers:

- Question: Have the changes on 8th Avenue impeded any emergency response to calls for service?
- 50 Votes Yes.
- 10 Votes No.
- 8 Skipped Question.

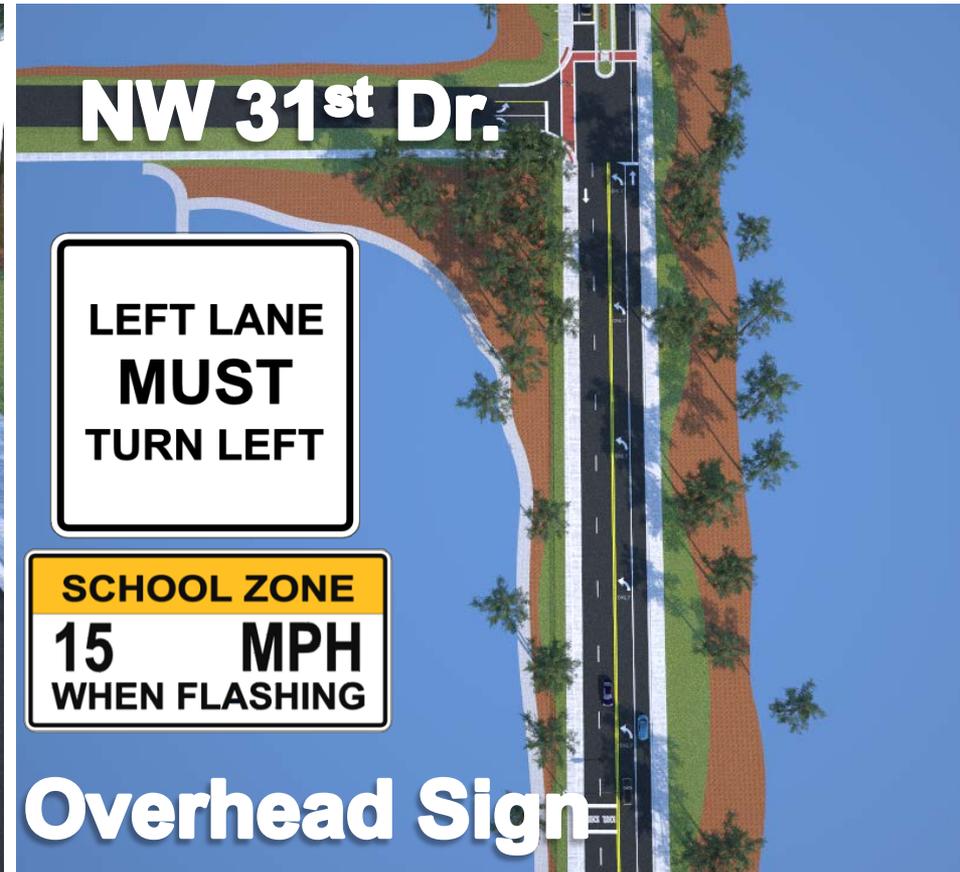
GFR Comments:

1. As a general statement, GFR would rarely be in favor of a reduction or narrowing of travel lanes in a roadway because it always impedes emergency response.
2. Reducing travel lanes along this section of 8th Ave, where there is already little opportunity to get around traffic on this roadway during emergency response, acts to reduce our ability to meet response time goals. The plan to have mountable medians while better than the alternative, still slows emergency response.
3. While no current study has been completed of the impact of travel lane reductions on emergency response in Gainesville, the study that was completed on the effect of traffic calming devices, presented evidence of how the slowing of emergency vehicles to navigate these devices increased response times.
4. The question that will always be raised is; to what degree does it affect emergency response and without a specific study it will always be up for debate.

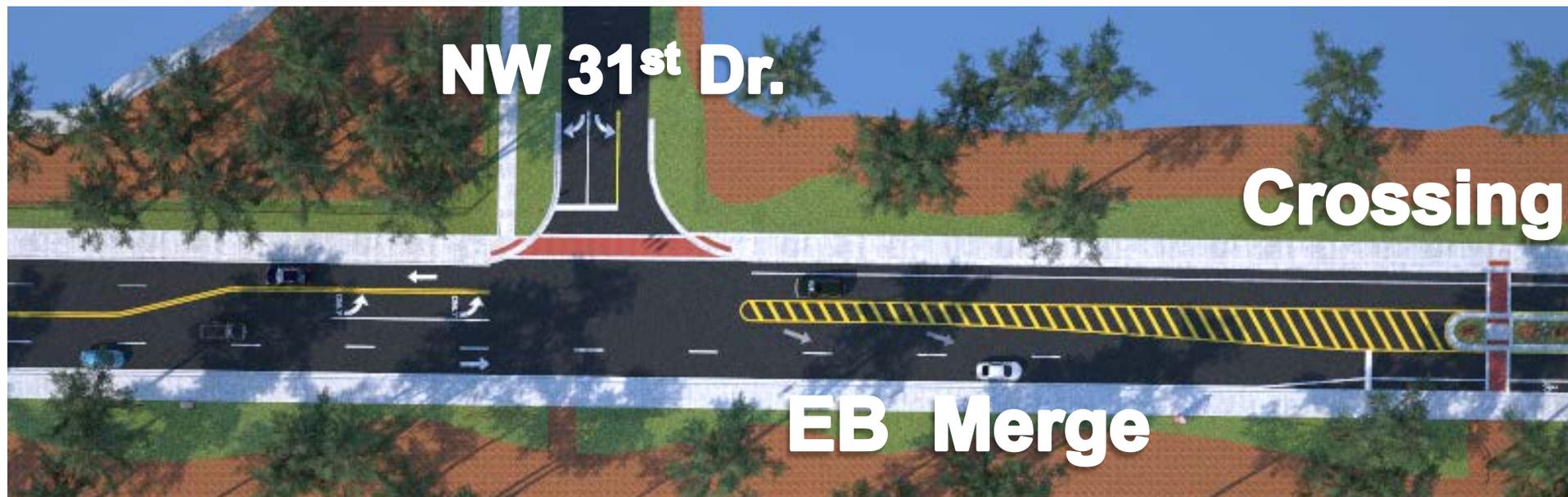
- Commission requests recommendations for improvements to the merge point at NW 31st Drive.



- **Possible Solution:** Can the eastbound, outside through lane at NW 34th Street be changed to right turn only?
- **Staff Response:** Public Works reviewed the traffic impact of this configuration which caused the NW 34th Street intersection to fail during the A.M. rush hour and through the Littlewood startup. Without 2 through lanes eastbound on N.W. 8th Avenue through the intersection, the eastbound traffic would back up in the sole through lane to almost 43rd Street.



- Possible Solution – Overhead Sign Structure (+\$65,000)



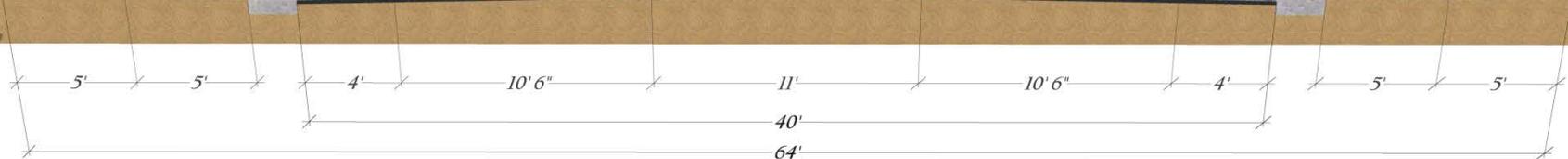
- **Possible Solution – Change Striping Configuration**
 - *Pushes eastbound merge 200'+ east.*
 - *Provides dedicated eastbound left turn lane onto NW 31st Drive.*
 - *Provides 2 lane crossing with refuge aligned at Greenway.*



Eastbound



Westbound



two lane, two way wide, unraised median

bike lanes & narrow sidewalks failing pavement

Option	Description
#1	Two Lanes w/ Bike Lanes
#2	Two Lanes w/ Buffered Bike Lanes
#3	Two Lanes w/ Protected Bike Lanes
#4	Four Lanes w/ Multi-Use Path

SECTION B - OPTION 1



two lane, two way | landscaped median

bike lanes & sidewalk | 2 lane crossing w/ refuge



two lane, two way | landscaped median

buffered bike lanes & sidewalk | 2 lane crossing w/ refuge



two lane, two way undivided

protected bike lanes & sidewalk | 2 lane crossing w/o refuge

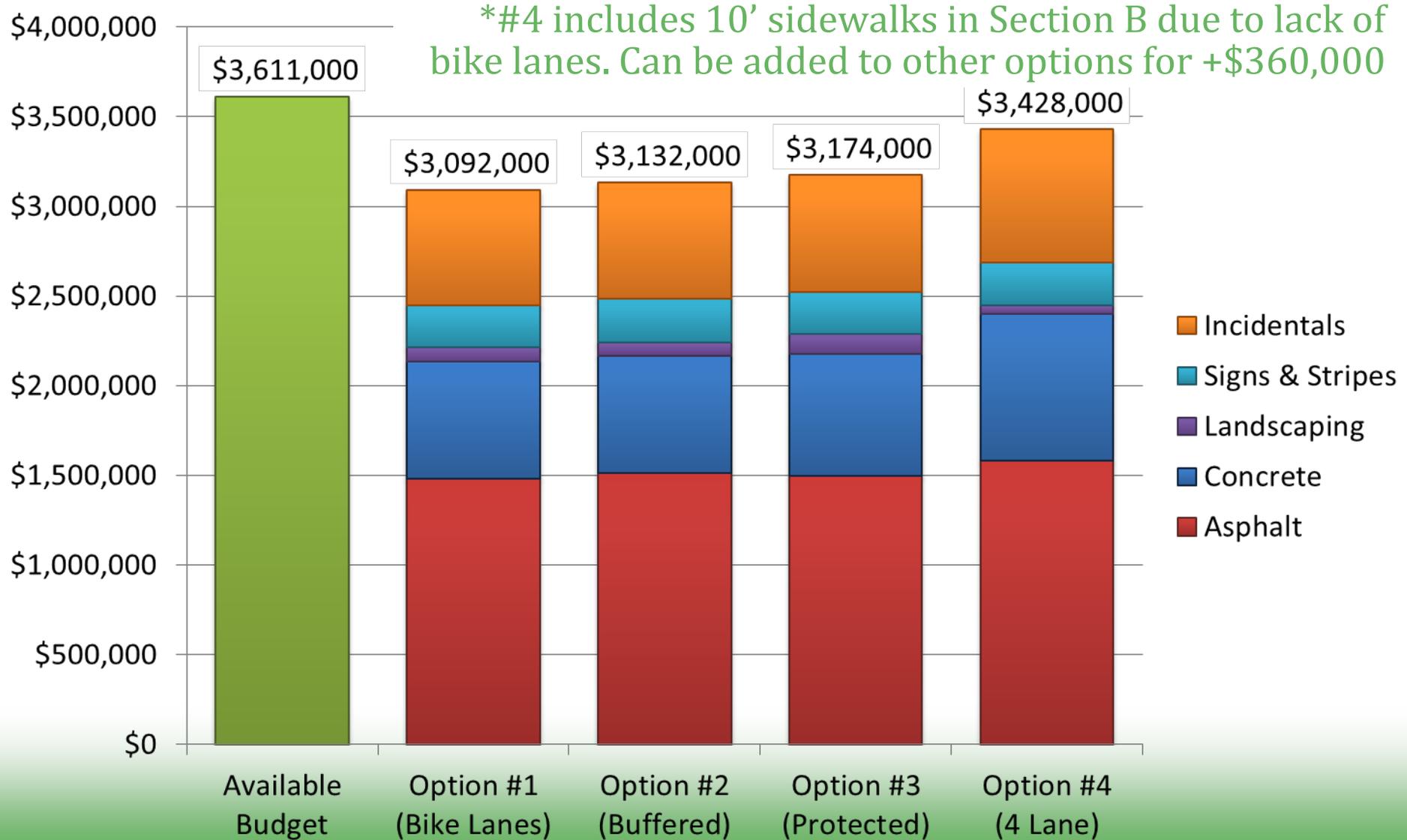
SECTION B - OPTION 4



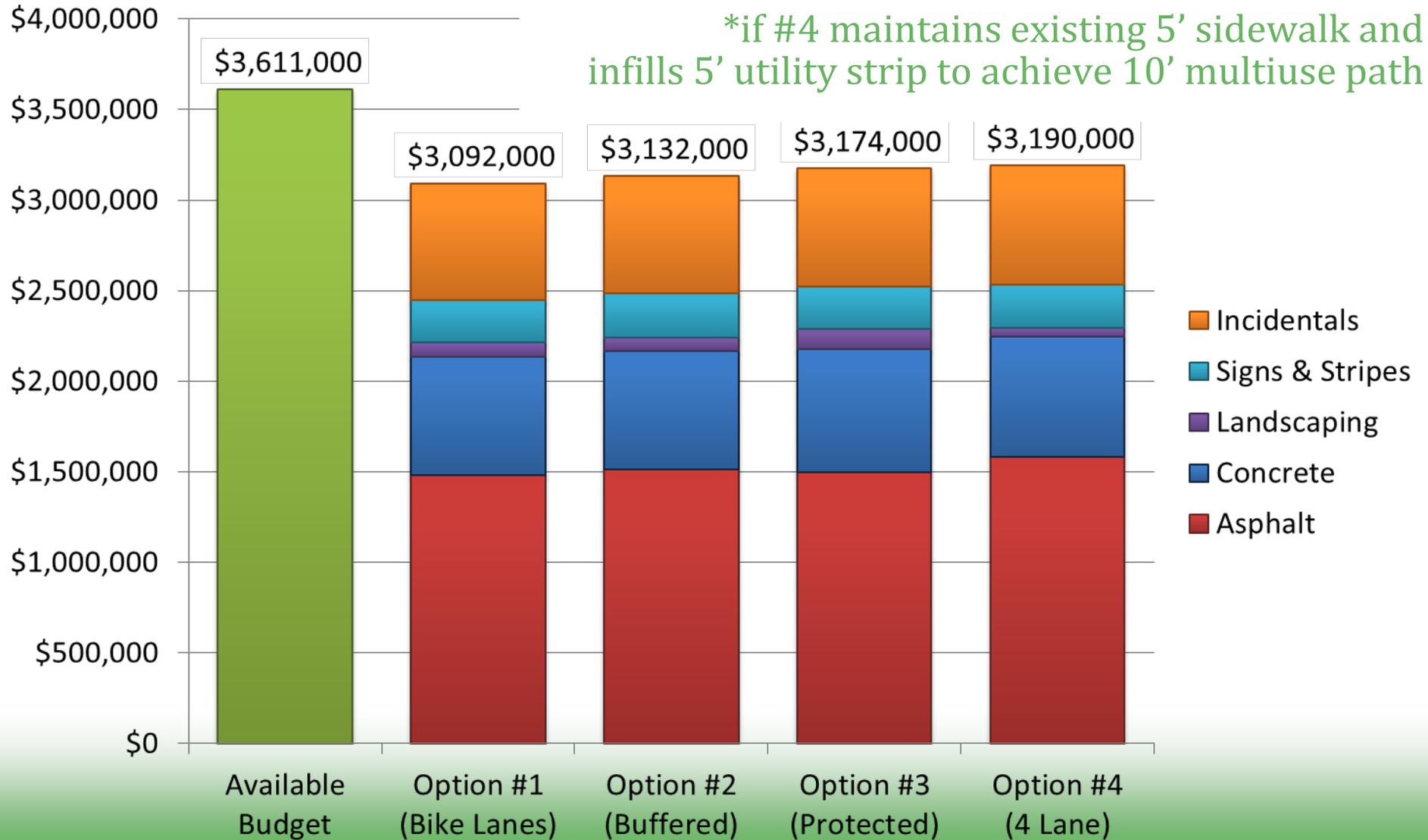
four lane, two way | undivided

multi-use path | 4 lane crossings w/o refuge

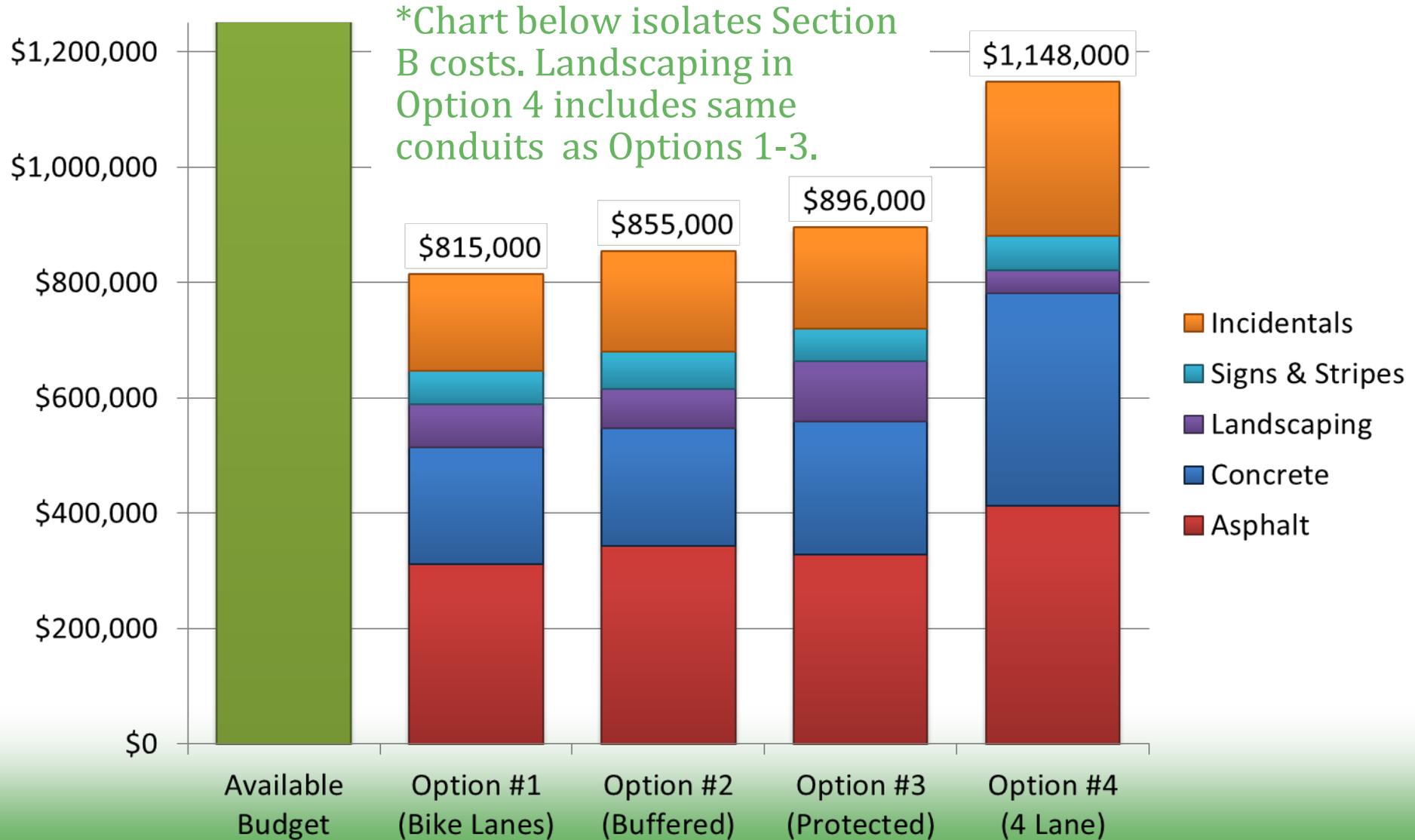
CAPITAL COST ESTIMATES



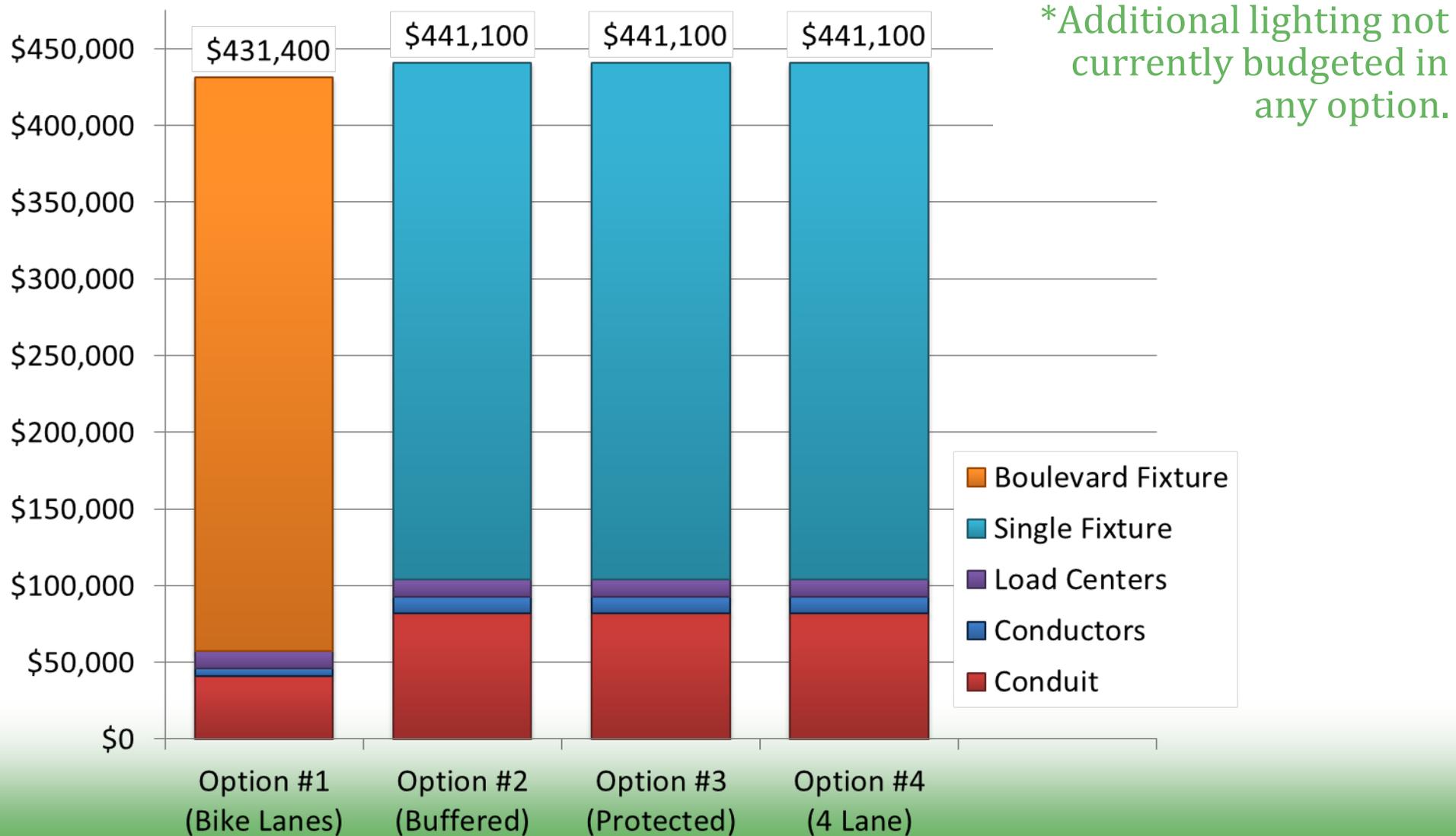
CAPITAL COST ESTIMATES



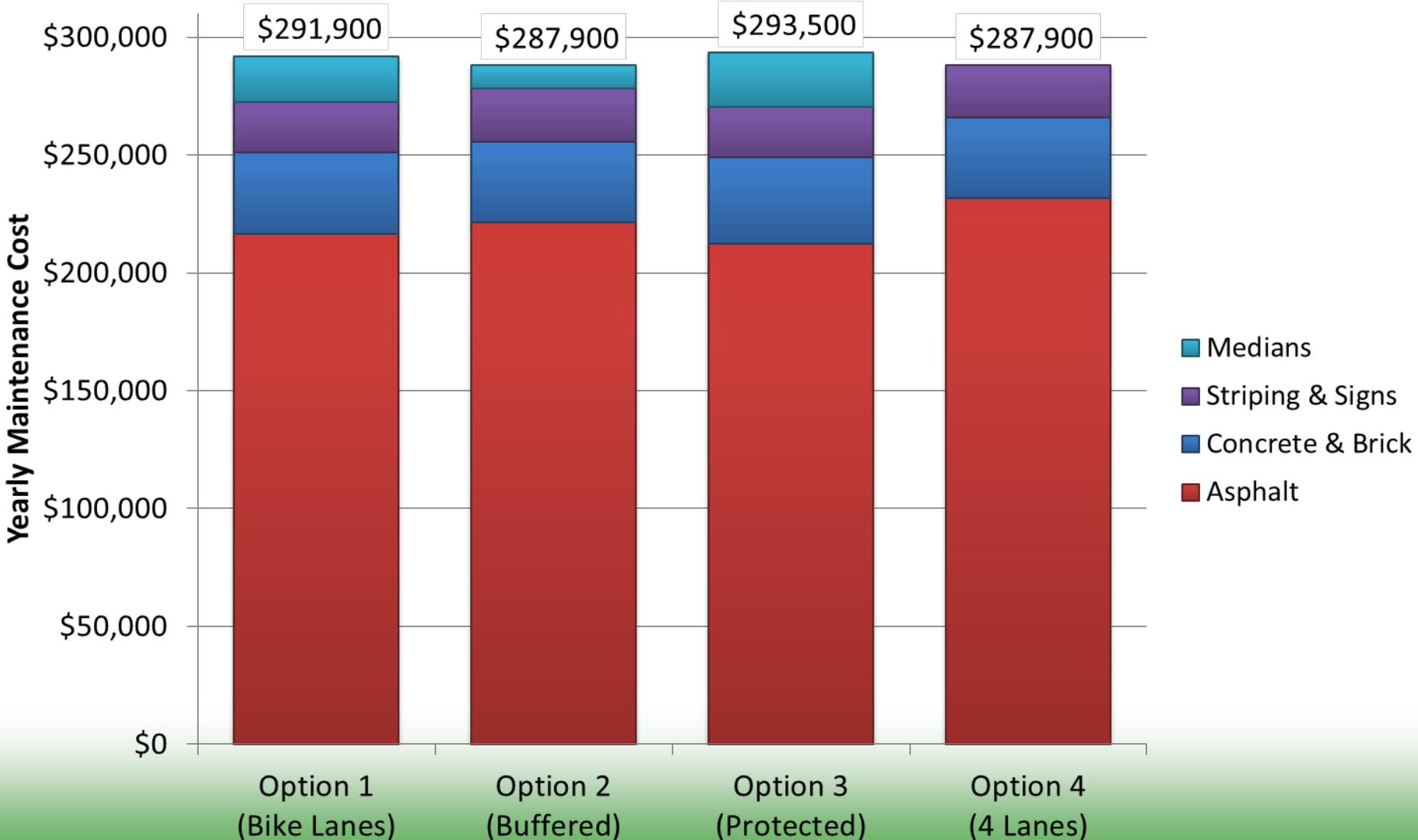
CAPITAL COST ESTIMATES



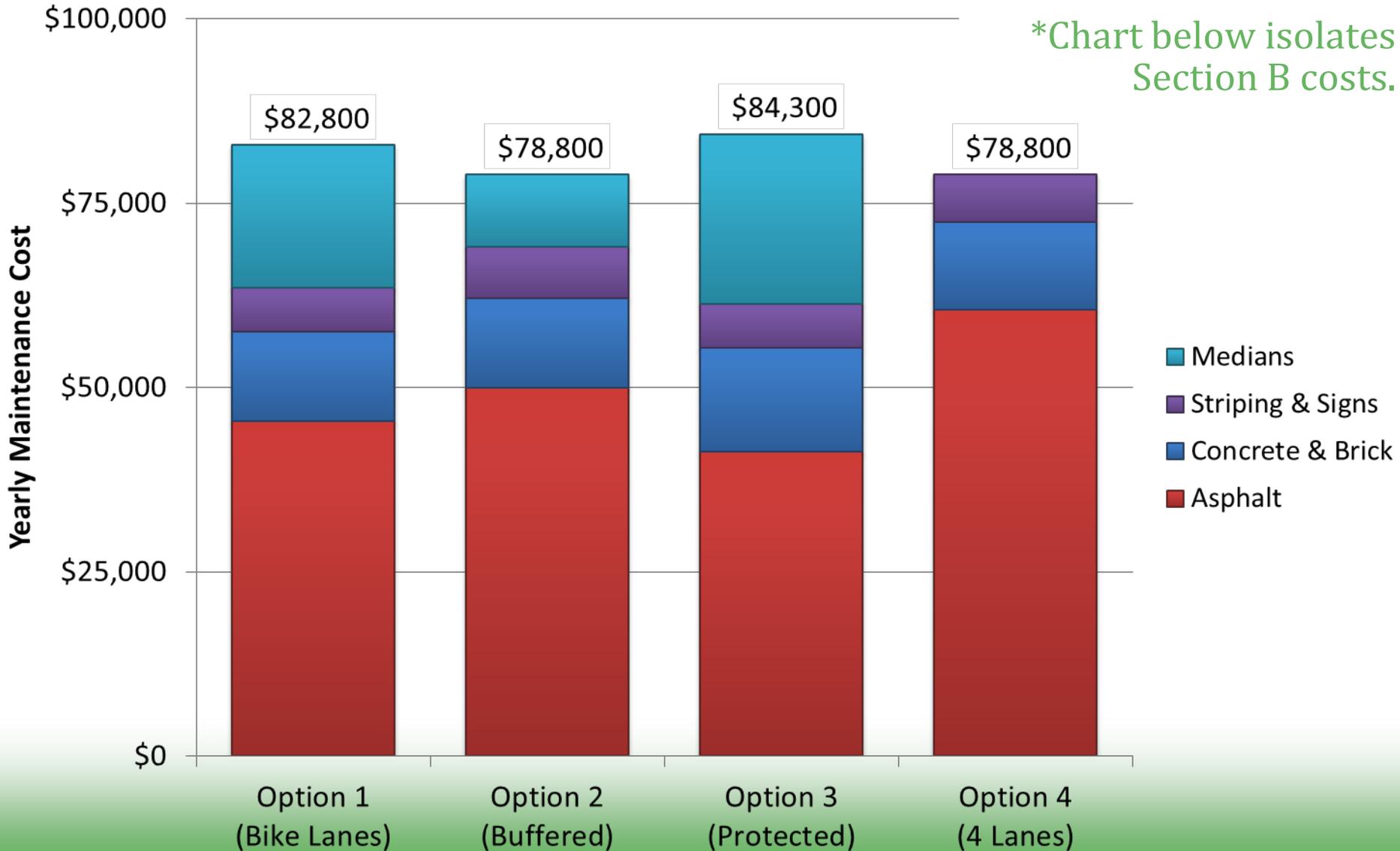
LIGHTING COST ESTIMATES



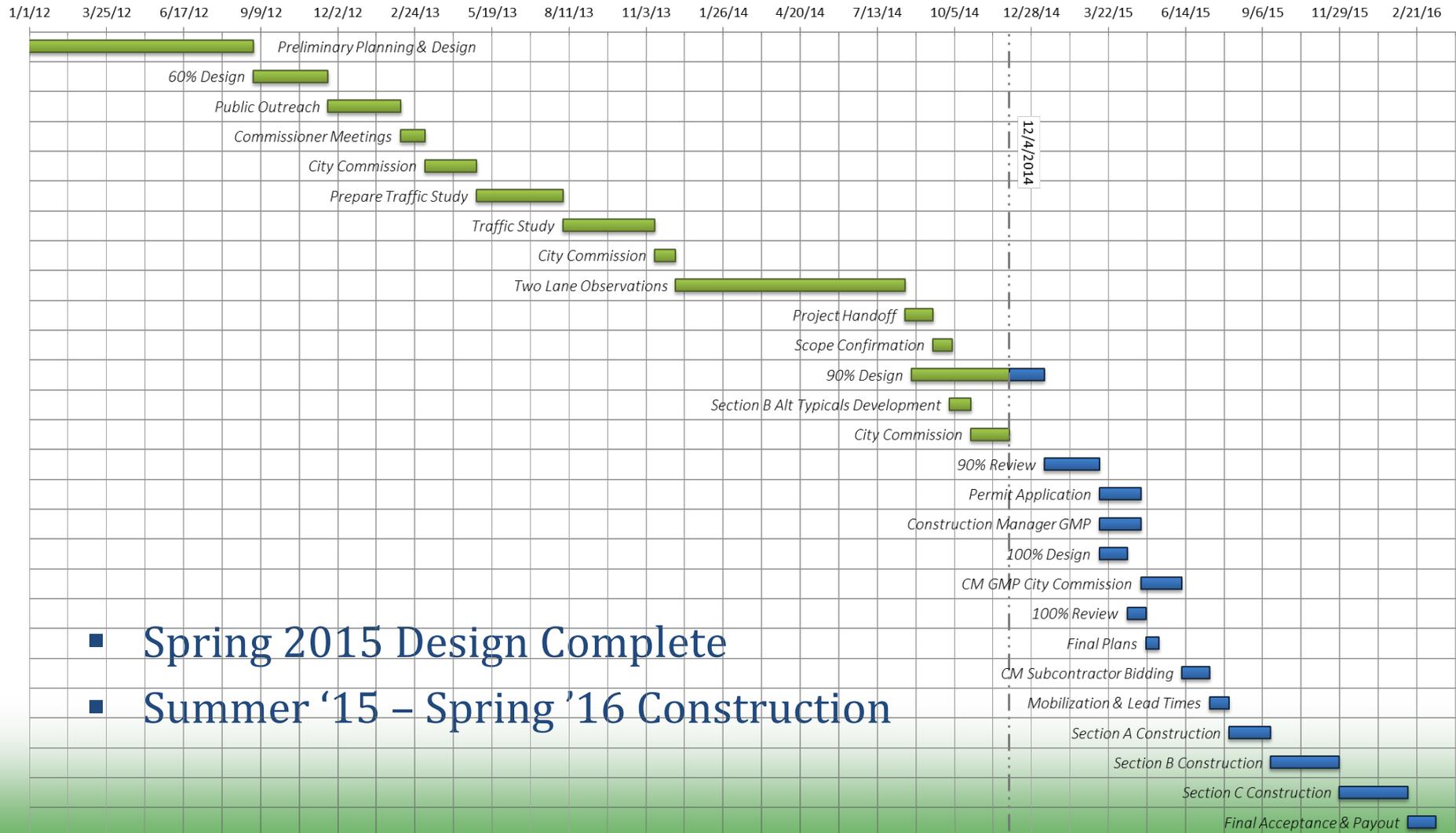
LIFE CYCLE COST ESTIMATES



LIFE CYCLE COST ESTIMATES



NW 8th Avenue Schedule



- Spring 2015 Design Complete
- Summer '15 – Spring '16 Construction

Recommendation

- Commission receive the staff presentation.
- Select an Option for Section B to proceed toward final plans.

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