



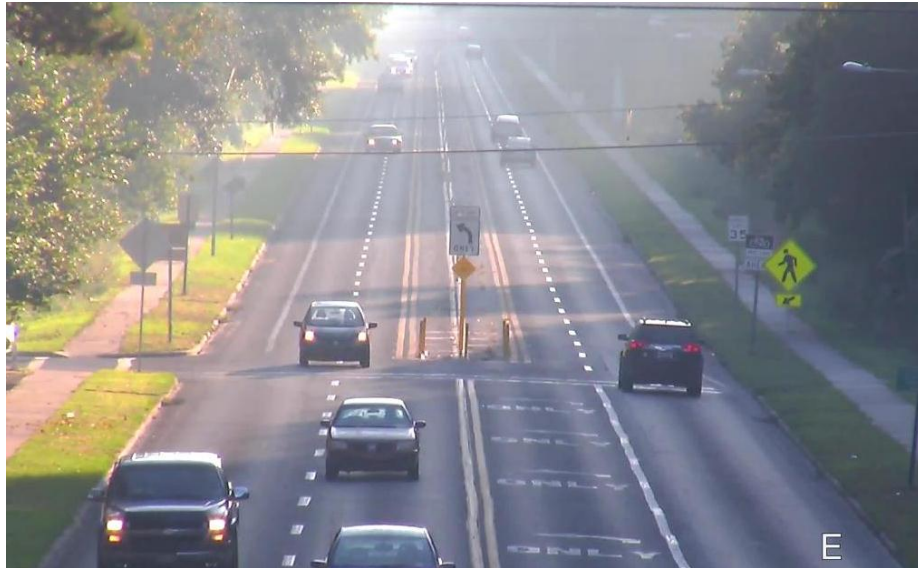
Public Works Department

NW 8TH AVENUE SEGMENT B FOLLOW UP

*Stefan Broadus
Public Works
February 19, 2015*

- “Option #4 and direct staff to come back using 64 feet to develop some kind of pedestrian refuge areas.” (carried 4-3)
- “Additional motion... re-stripe over the holidays... Motion carried 4-2.”
- Asked staff to:
 - Find cost and feasibility of radar detectors
 - Evaluate crossing options
 - Research cycle tracks
 - Assess culvert replacement

- Performed on January 2nd and 3rd, 2015.



Before (2 Lane)



After (4 Lane)

RADAR DRIVER FEEDBACK SIGNS

- 1 westbound & 1 eastbound.
- ~\$8,500 (\$4,250 ea.)
- Captures traffic volumes & speeds.



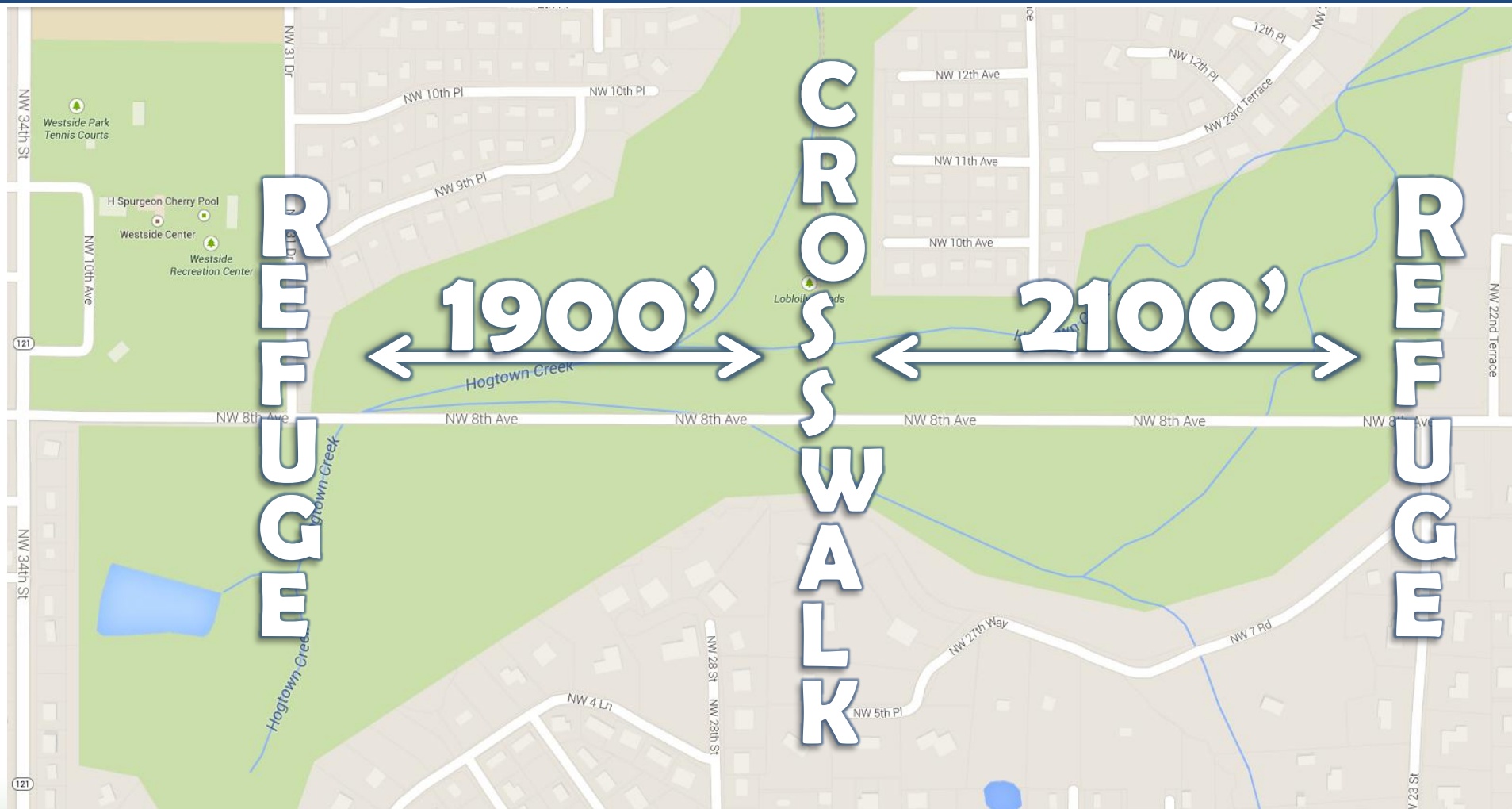
*“Spatial Effectiveness of Speed Feedback Signs”; Kelvin R. Santiago-Chaparro, Madhav Chitturi, Andrea Bill, & David A. Noyce; Supported by Wisconsin DOT
#Driver (Speed) Feedback Signs, Recommended Practice, Alberta Ca.

SECTION B CROSSING OPTIONS

Key Decision 1:

- ❑ No Refuges
- ❑ Localized Refuges
- ❑ Full Length Median

SECTION B CROSSING OPTIONS



SECTION B CROSSING OPTIONS



NW 31ST DR.

An aerial rendering of a road intersection. The main road is a four-lane highway with a yellow center line and white lane markings. A smaller road crosses it from the top to the bottom. The intersection is marked with red and white curbs. There are several trees and green spaces around the road. A blue car is on the left side of the main road, and a white car is on the right side. The background shows a landscape with trees and a blue sky.

ESTIMATED COST: \$65,000

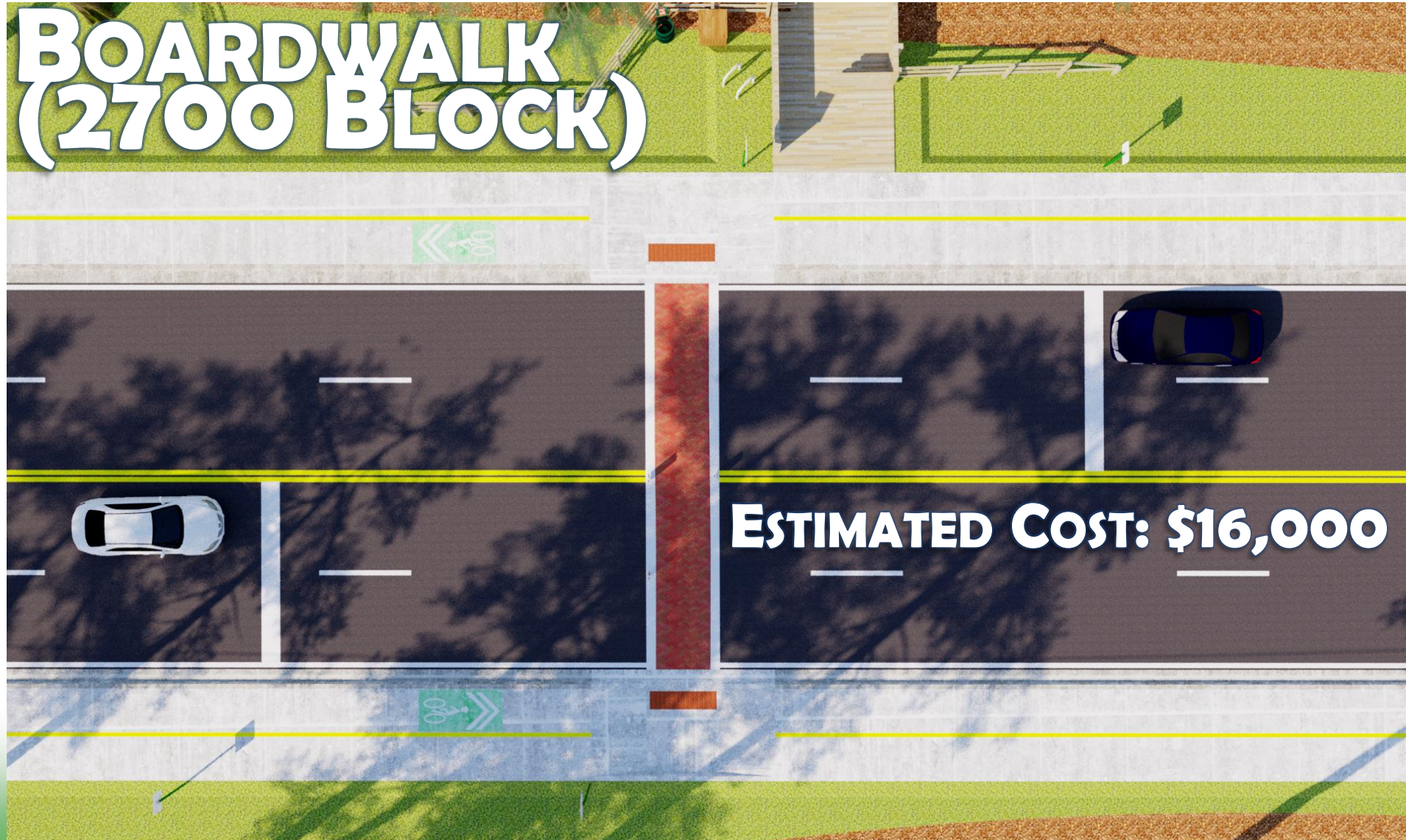
SECTION B CROSSING OPTIONS



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ESTIMATED COST: \$42,000

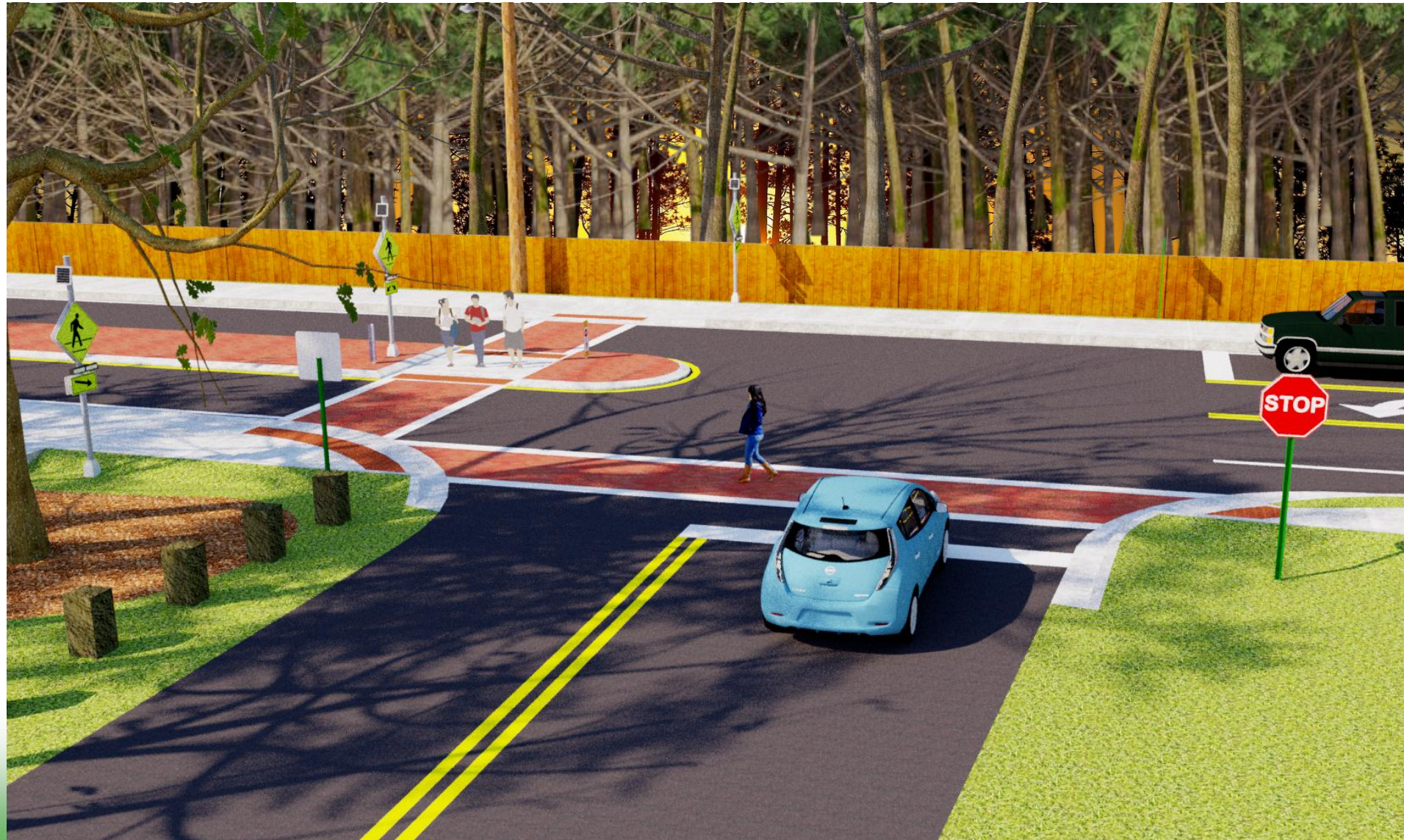
NW 23RD ST.



SECTION B CROSSING OPTIONS



SECTION B CROSSING OPTIONS

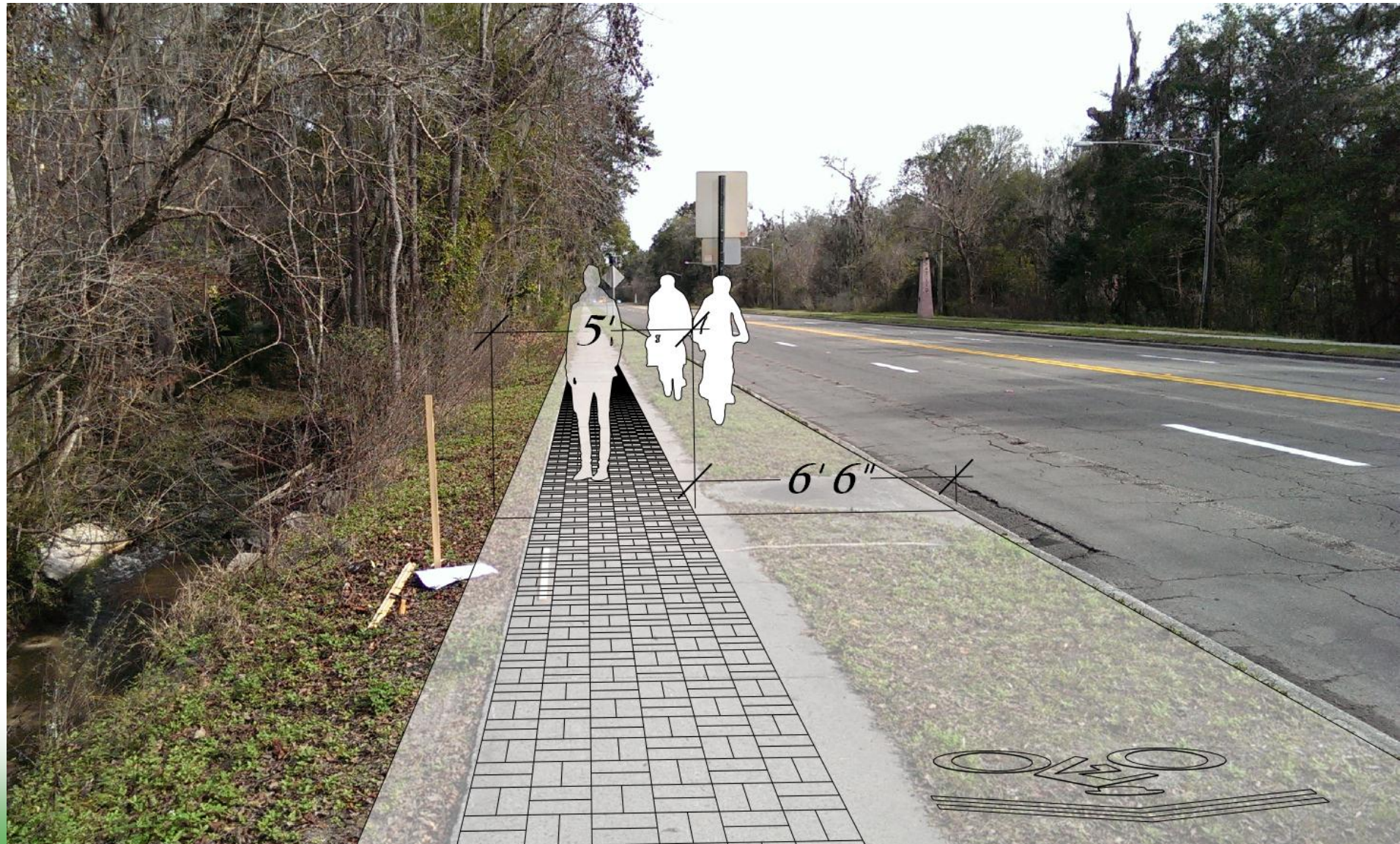


BICYCLE & PEDESTRIAN FACILITIES

Key Decision 2:

- ❑ Shared use paths
- ❑ Cycle tracks







SECTION B - 4 LANE OPTIONS

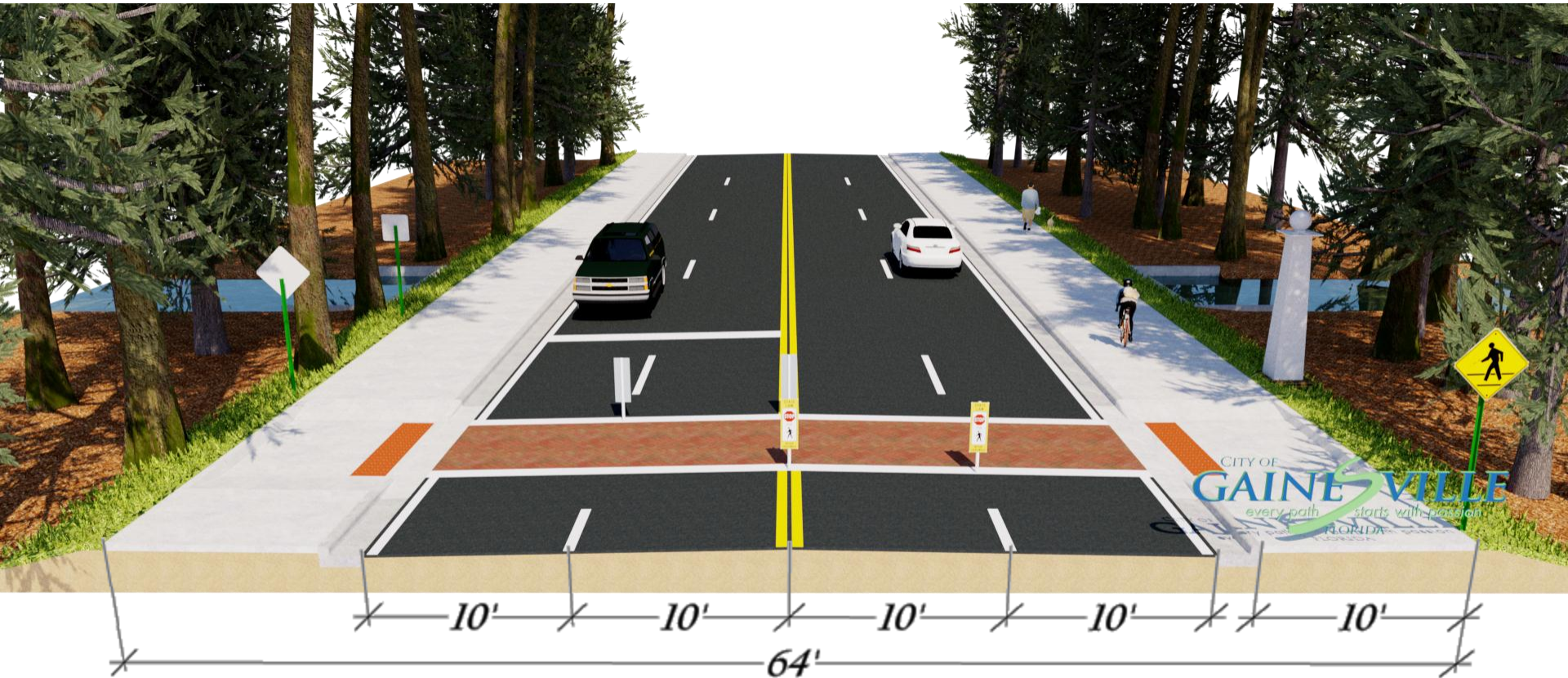
SECTION B – 4 LANE OPTIONS

#	Lanes	North	South	Median / Refuge
#4A	4	10' Shared Use Path*		None
#4B	4	10' Shared Use Path*		Localized Medians with Refuges
#4C	4	6.5' cycle track [#] , 5' sidewalk		Localized Medians with Refuges
#4D	4	6.5' cycle track [#] 5' sidewalk	6.5' cycle track [#] 8' boardwalk	10' Landscaped Full Length Median with Refuges

*Per FHWA Designing Sidewalks and Trails for Access 14.6 Shared-use path width.

[#] Per NACTO Urban Bikeway Design Guide recommended minimum width for Raised Cycle Tracks.

SECTION B - OPTION 4A

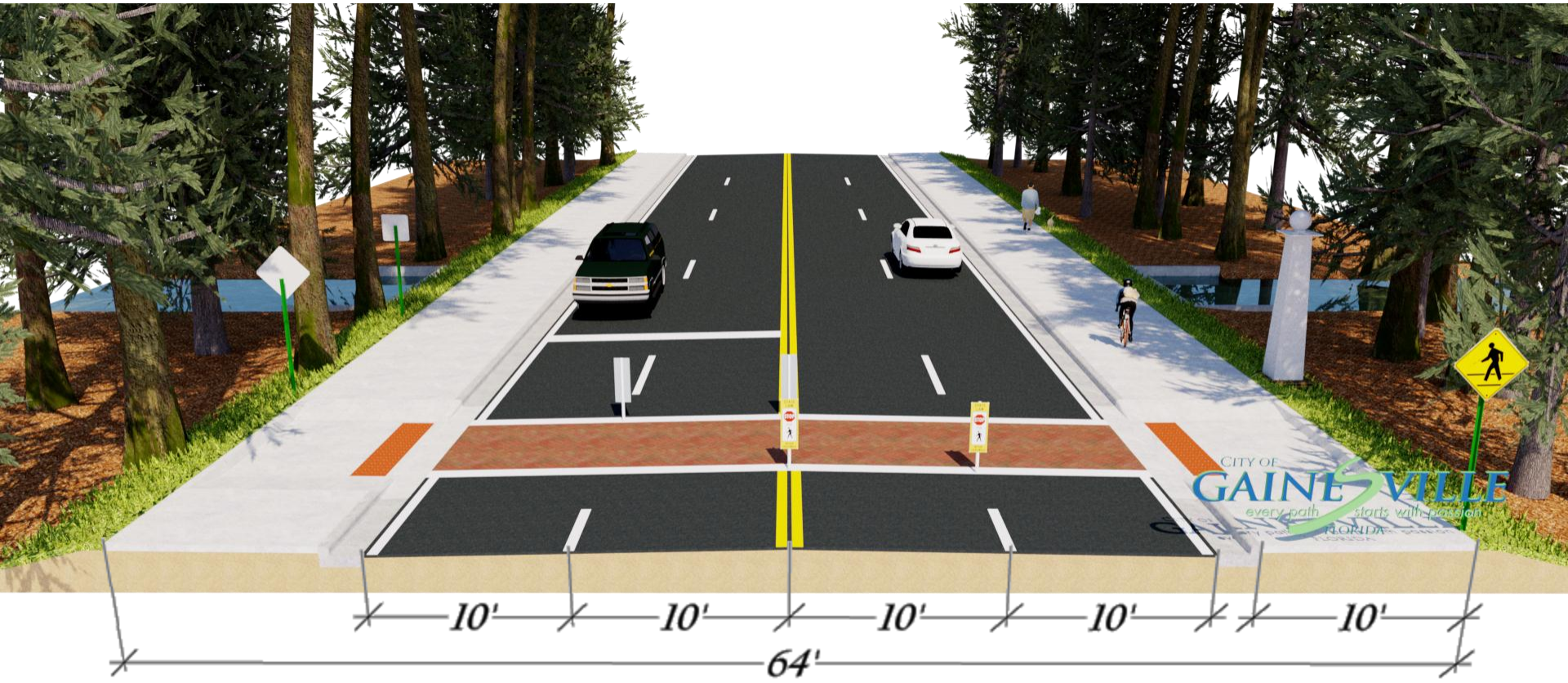


two lane, two way undivided

10' shared use paths

*4 lane crossing w/o refuge
at 31st, boardwalk, & 23rd*

SECTION B - OPTION 4B

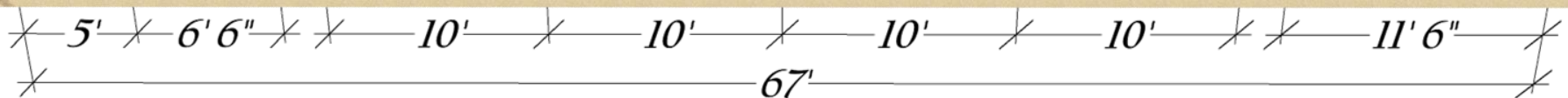


two lane, two way | *mostly undivided*

10' shared use paths

4 lane crossing w/o refuge at boardwalk
4 lane crossing w/ refuge at 31st & 23rd

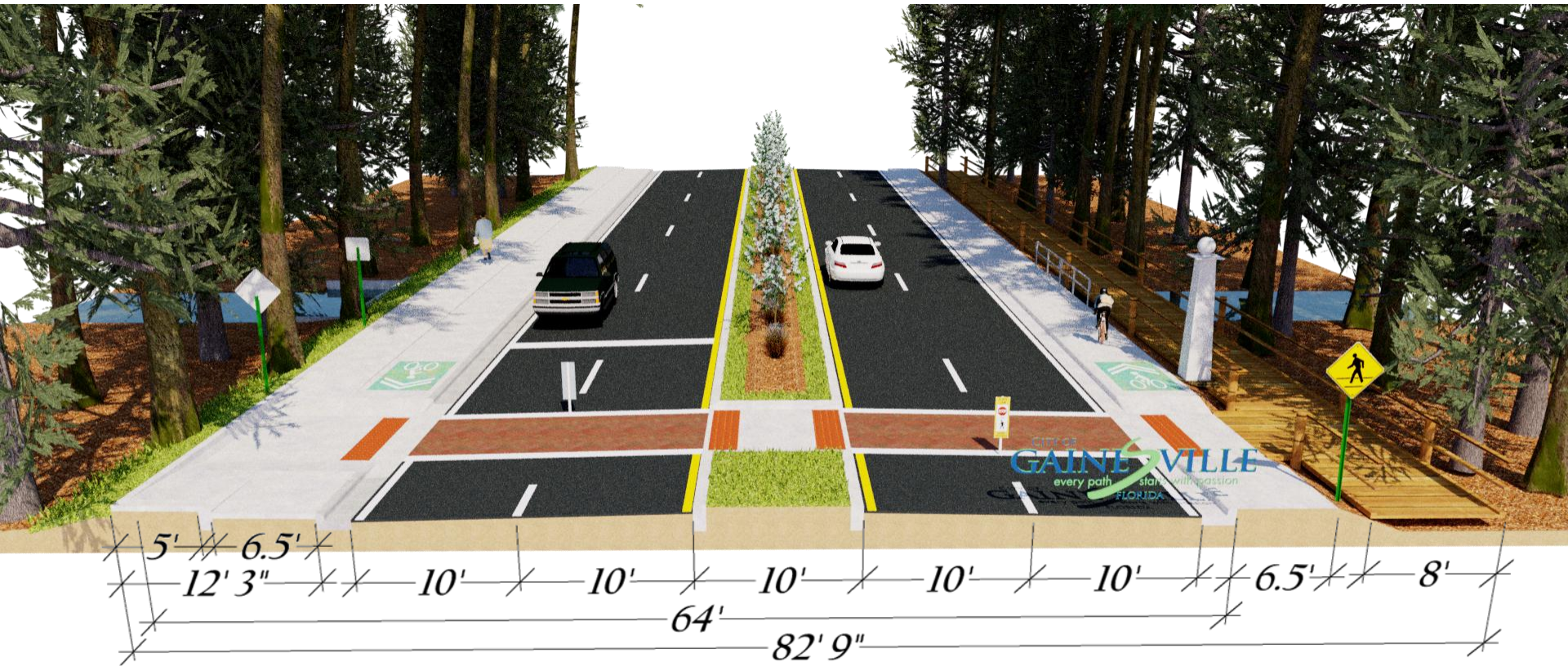
SECTION B – OPTION 4C



two lane, two way | *mostly undivided*

6.5' cycle tracks | *4 lane crossing w/o refuge at boardwalk*
5' sidewalks | *4 lane crossing w/ refuge at 31st & 23rd*

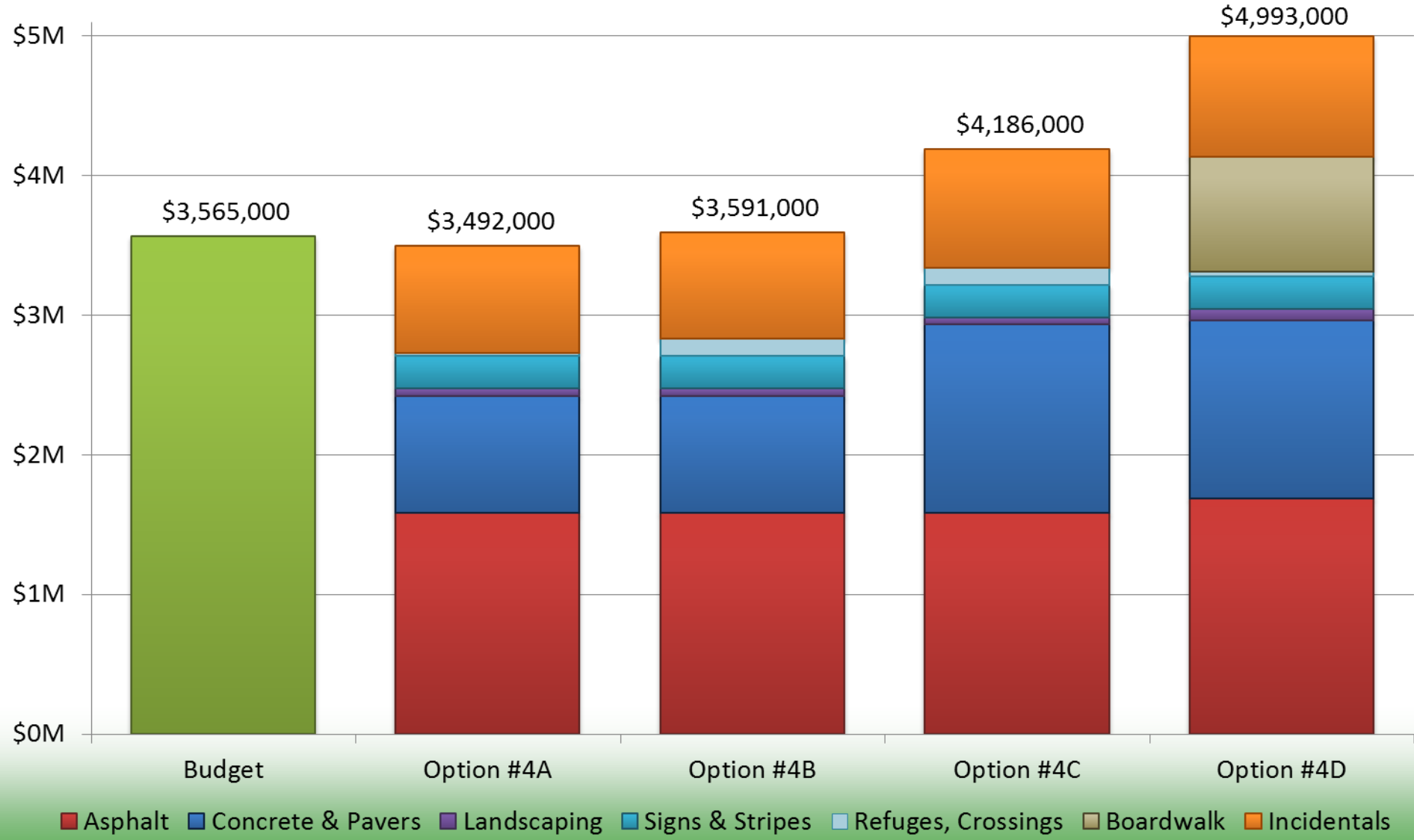
SECTION B – OPTION 4D



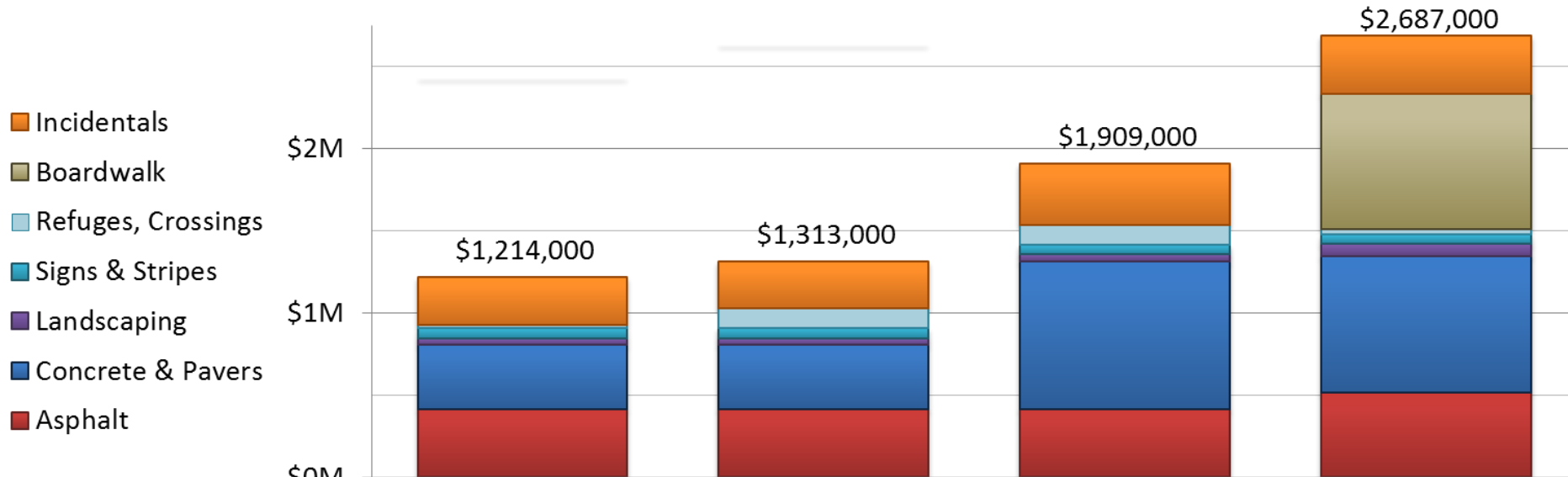
two lane, two way landscaped median

*6.5' cycle tracks 4 lane crossing w/ refuge
pedestrian sidewalk & boardwalk at 31st, boardwalk, & 23rd*

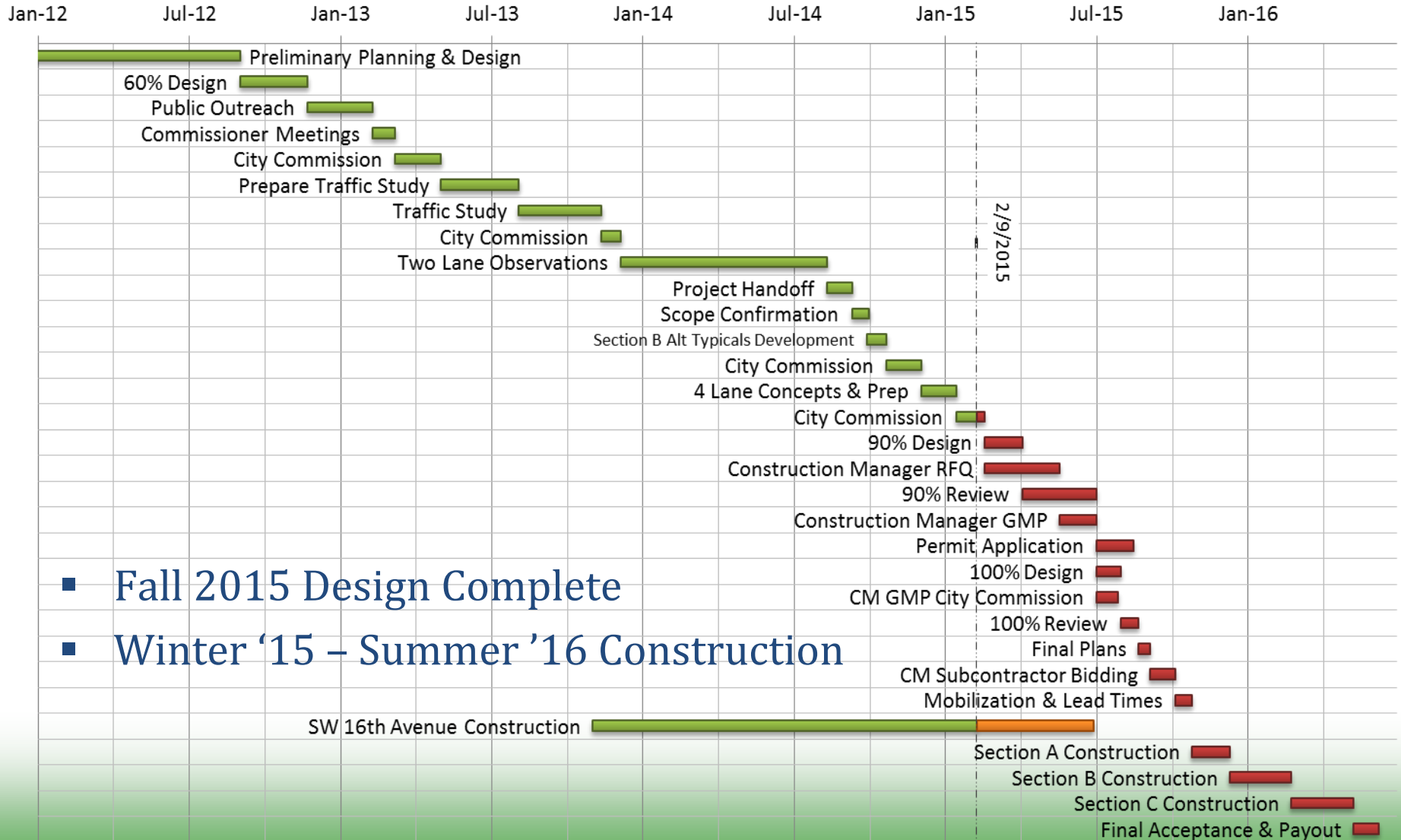
PROJECT COST ESTIMATES



SECTION B COST ESTIMATES



	Option #4A	Option #4B	Option #4C	Option #4D
<i>travel lanes</i>	4	4	4	4
<i>south bikes</i>	10' shared-use path	10' shared-use Path	6.5' cycle track	6.5' cycle track
<i>south peds</i>			5' brick sidewalk	8' boardwalk
<i>north bikes</i>	10' shared-use path	10' shared-use path	6.5' cycle track	6.5' cycle track
<i>north peds</i>			5' brick sidewalk	5' sidewalk
<i>medians / refuges</i>	none	pedestrian refuges	pedestrian refuges	10' landscaped



- Fall 2015 Design Complete
- Winter '15 – Summer '16 Construction

Creek fills existing triple 10' x 7' box culvert structure at ~2500 NW 8th Avenue with sediment.

- 3 Culvert replacement recommendations received.
- CIP Request submitted for \$2.2M.

Recommendation

- Commission receive the staff presentation.
- Select an Option for Section B to proceed toward final plans. Key Decisions:
 1. No refuges Refuge islands Full length median
 2. Shared use paths Cycle tracks

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