



Public Works Department

NW 8TH AVENUE SEGMENT B DESIGN

*Stefan Broadus
Public Works
December 4, 2014*

1. History
2. Limits
3. Section A
4. Section C
5. Section B Trial
6. Section B Options
7. Cost Estimates
8. Schedule

- 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

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*

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 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:

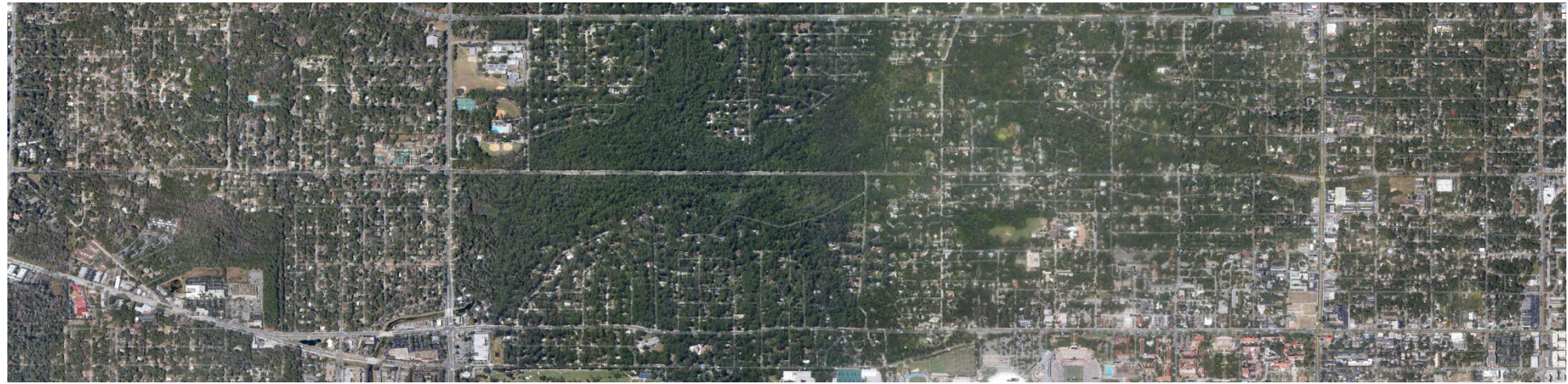
- Section A: Mill & resurface then re-stripe to current lane configuration:
Est. Cost: \$325,220.
- Section B: Reconstruct and re-stripe to 2 travel lanes including a painted median and bike lanes. A trial period is proposed to determine if the new lane configuration should be made permanent and a raised 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

- Motion:
 - Commissioner Hinson-Rawls moved with Commissioner Bottcher seconding to Approve Sections A and C as recommended.
 - 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.





Mill & Resurface / Reconstruct NW 40th Dr. to NW 8th St.



57-62



**NW 40TH
DR**

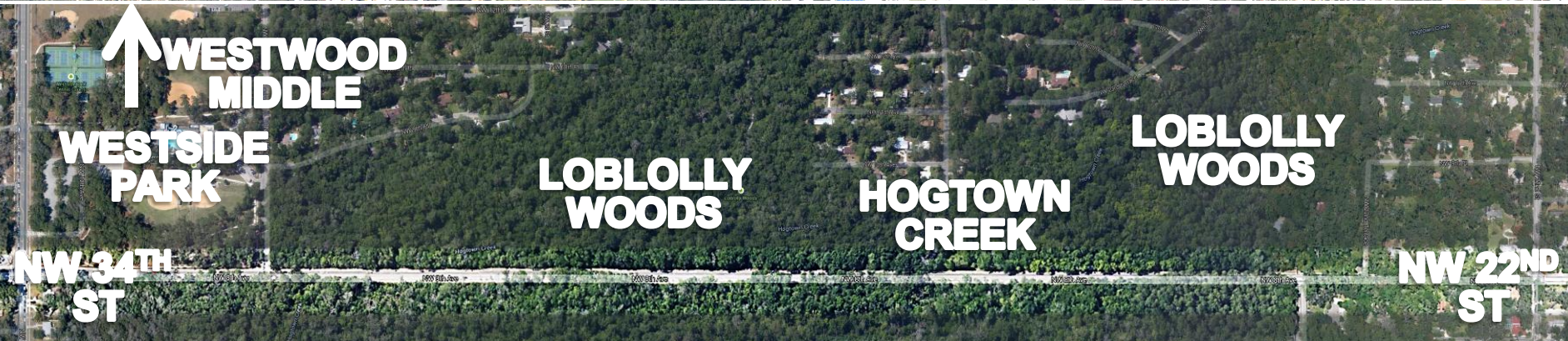
**LITTLEWOOD
ELEMENTARY**

**NW 34TH
ST**

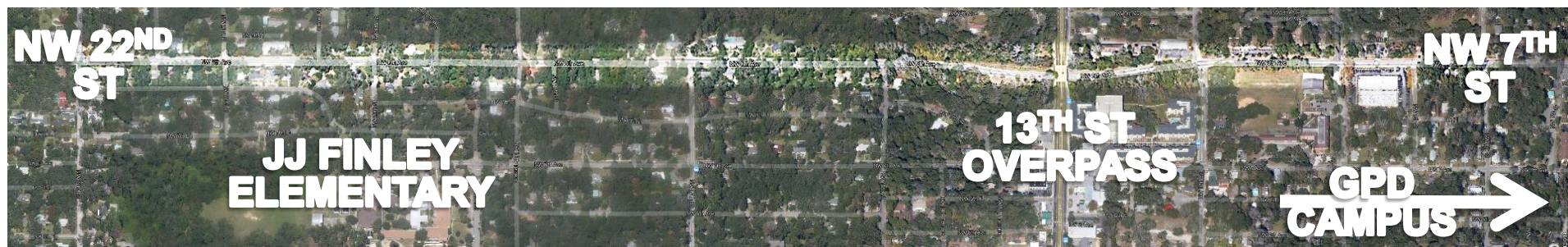
Section A – NW 40th Drive to NW 34th Street



27-52



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



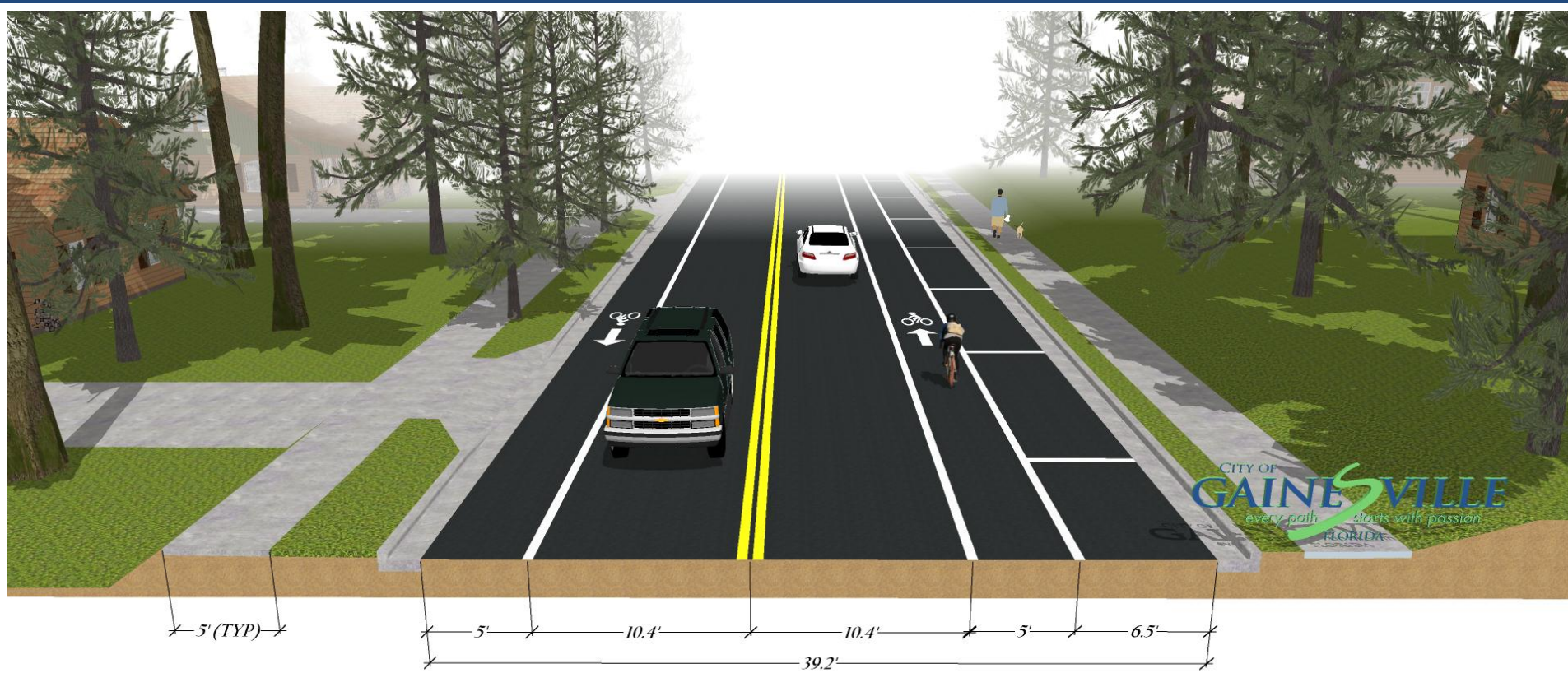
Section C – NW 22nd Street to NW 7th Street



Section A - Mill & Resurface Existing



Section C – Bike Lanes w/ Center Turn Lane



Section C – Bike Lanes w/ On Street Parking (1800-1500)

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

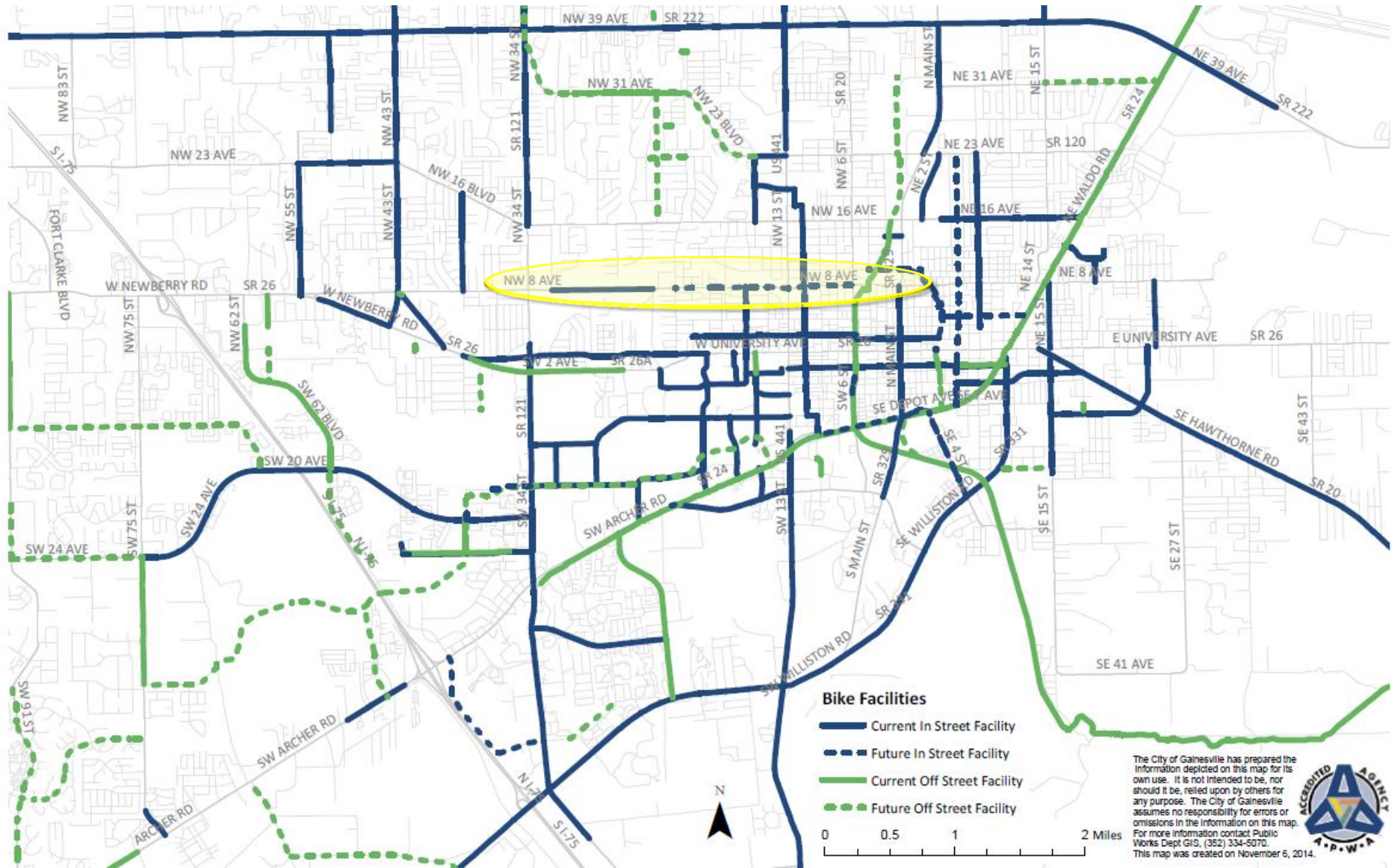
COG Comprehensive Plan, Transportation Mobility Element

- **Overall Goal:** “The transportation system shall provide equal attention to pedestrian, bicycle, auto and public transit needs.”
- **Goal 1:** “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 2:** “Provide a safe, convenient, efficient, continuous, comfortable, and aesthetically pleasing transportation environment that promotes walking...”
- **Goal 3:** “Provide a safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to bicycling”

COG Comprehensive Plan, Urban Design Element

- **Objective 1.3.:** “Any additions of changes to the existing city street pattern shall be designed to provide interconnected patterns that promote effective circulation of car, transit, bicycle and foot traffic...”
- **Policy 3.1.6.:** “In general, physical improvements undertaken by the City shall be designed to encourage travel by transit, foot, bicycle, as well as by car...”

Regional Transportation Goals, MTPO LRTP: “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.”



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>85% Speed (MPH)</i>	<i>50% Speed (MPH)</i>
<i>Before Trial</i>			
<i>2/8/2011</i>	<i>15,159</i>	<i>55.7</i>	<i>N/A</i>
<i>During Trial</i>			
<i>9/17/2013</i>	<i>14,007</i>	<i>49.4</i>	<i>43.8</i>
<i>10/23/2013</i>	<i>14,195</i>	<i>50.6</i>	<i>45</i>
<i>10/30/2013</i>	<i>14,306</i>	<i>50.6</i>	<i>45.2</i>
<i>10/21/2014</i>	<i>14,754</i>	<i>57.5</i>	<i>44.1</i>
<i>10/29/2014</i>	<i>N/A</i>	<i>50</i>	<i>45</i>
<i>10/30/2014</i>	<i>N/A</i>	<i>51</i>	<i>46</i>
<i>Average ('13-'14)</i>	<i>14,316</i>	<i>51.5</i>	<i>44.9</i>

Bicycle Statistics during Evaluation Period

<i>Date</i>	<i>Bikes on Sidewalk</i>	<i>Bikes in Bike Lane</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.

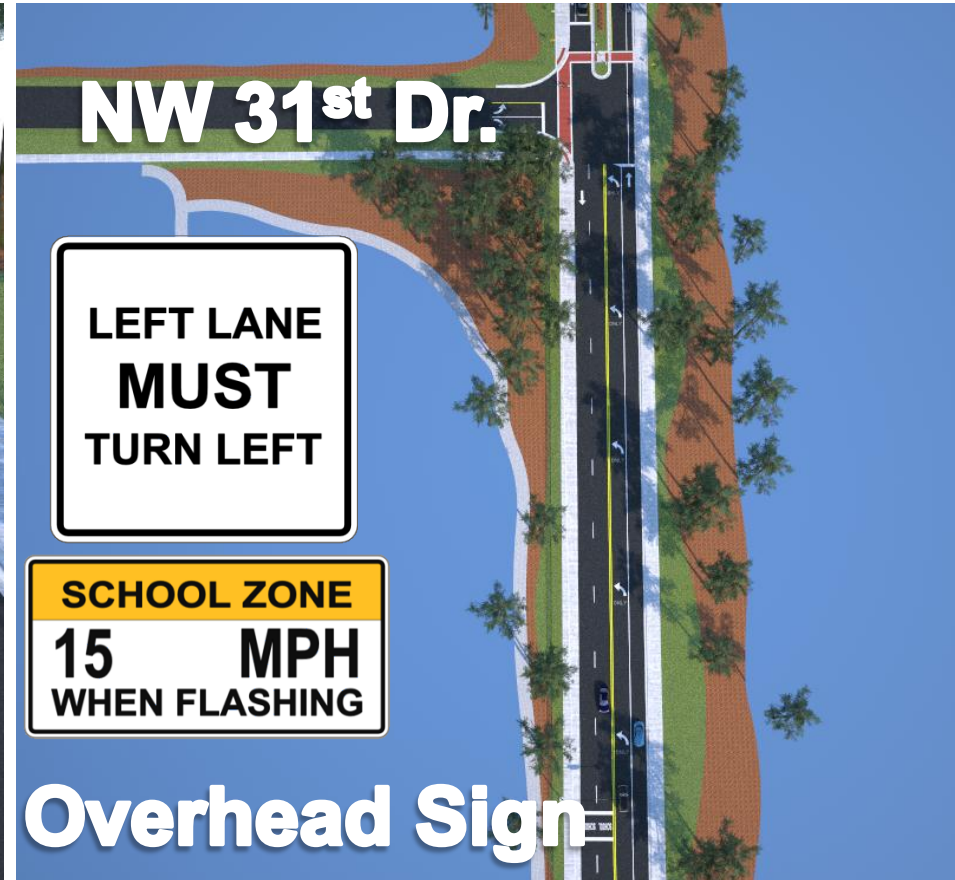
GFR Comments:

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)



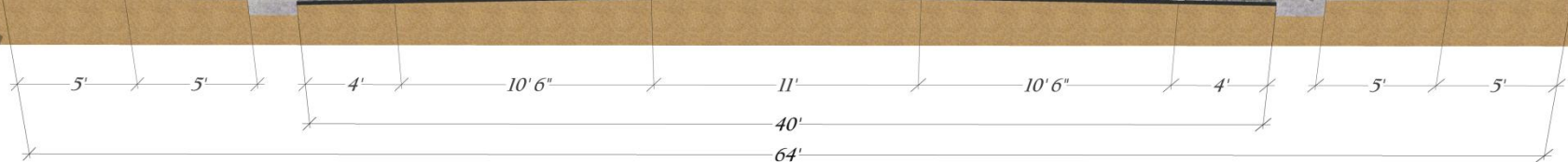
- **Possible Solution – Change Striping Configuration**
 - *Pushes eastbound merge 200'+ east.*
 - *Provides dedicated eastbound left turn lane onto NW 31st Drive.*
 - *Provides 2 lane crossing with refuge aligned at Greenway.*



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

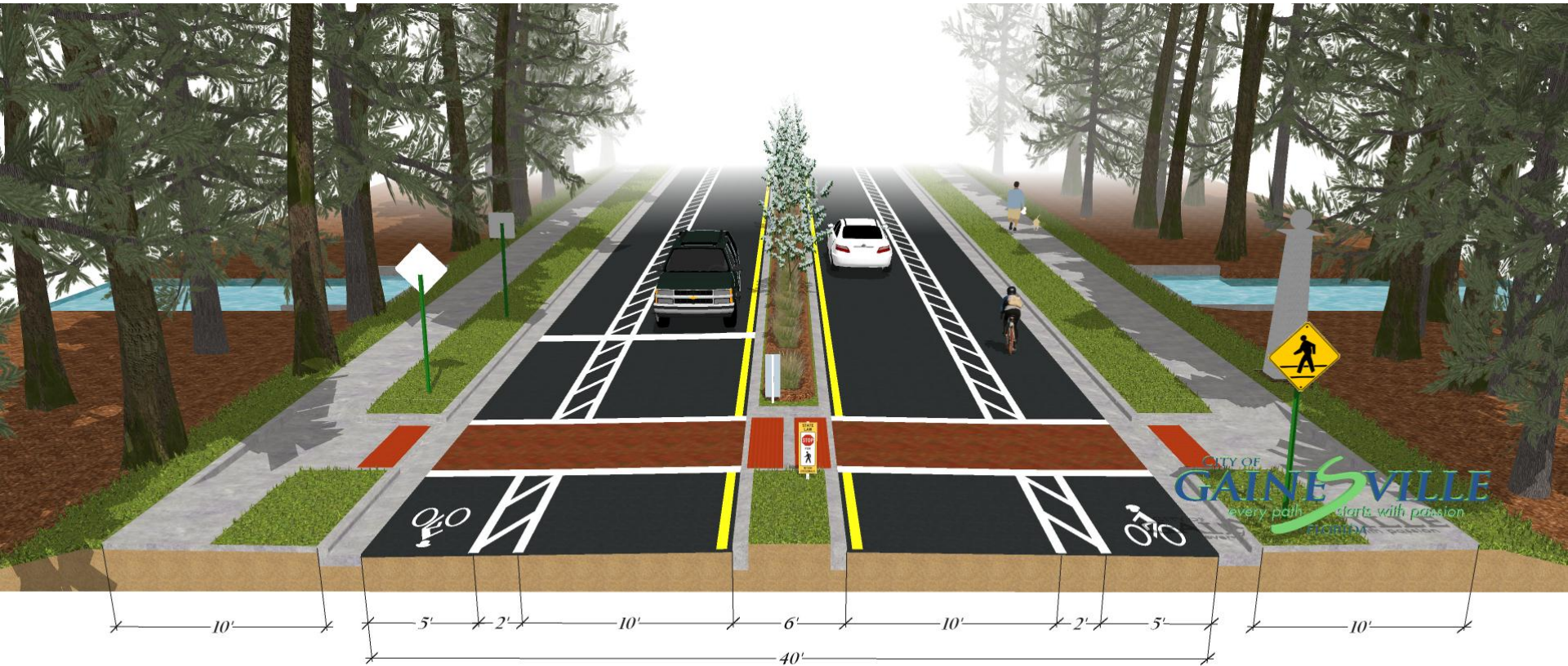
SECTION B – OPTION 1



two lane, two way landscaped median

bike lanes & sidewalk 2 lane crossing w/ refuge

SECTION B - OPTION 2



two lane, two way | landscaped median

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

SECTION B – OPTION 3



two lane, two way undivided

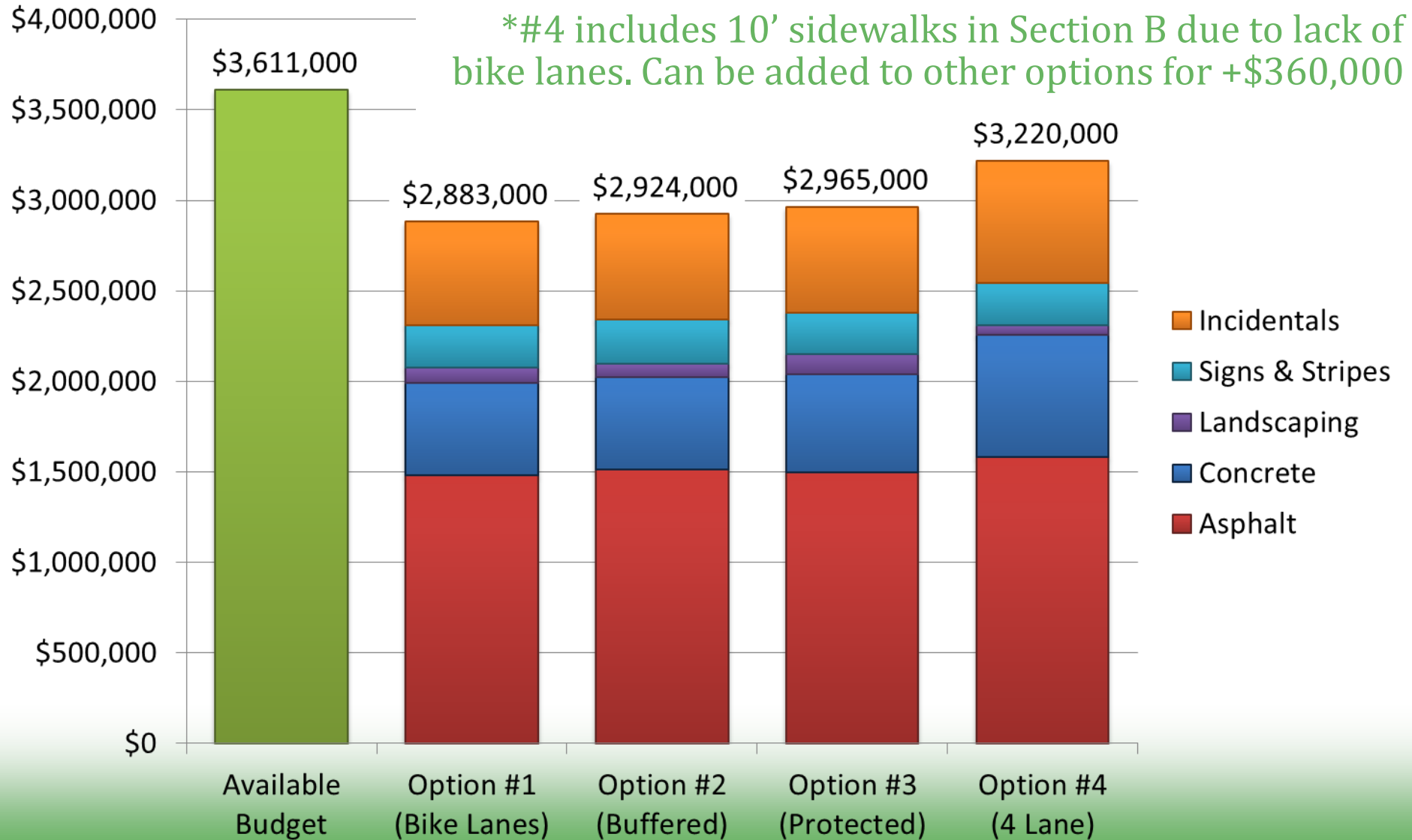
protected bike lanes & sidewalk 2 lane crossing w/o refuge



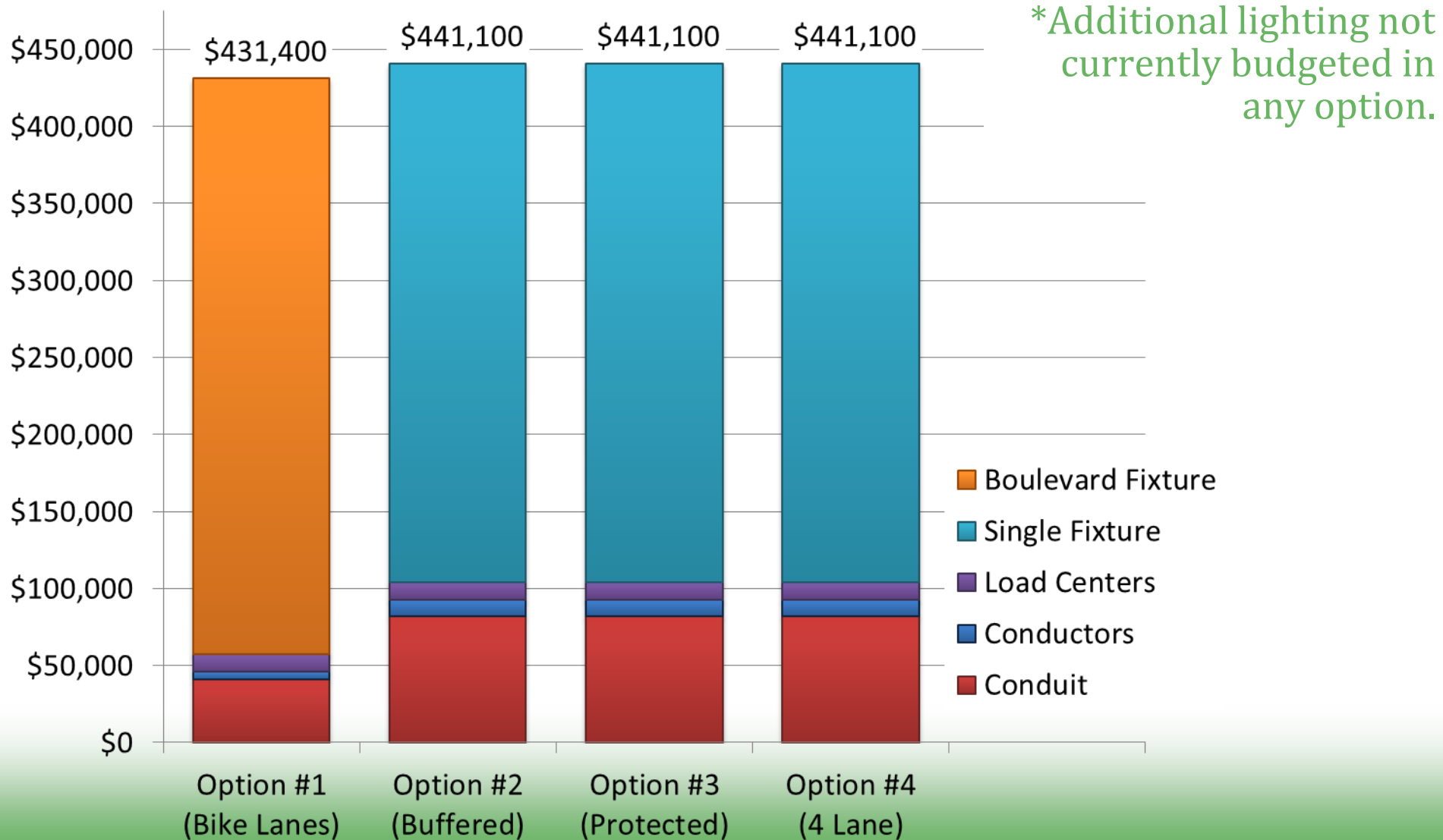
four lane, two way | undivided

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

CAPITAL COST ESTIMATES



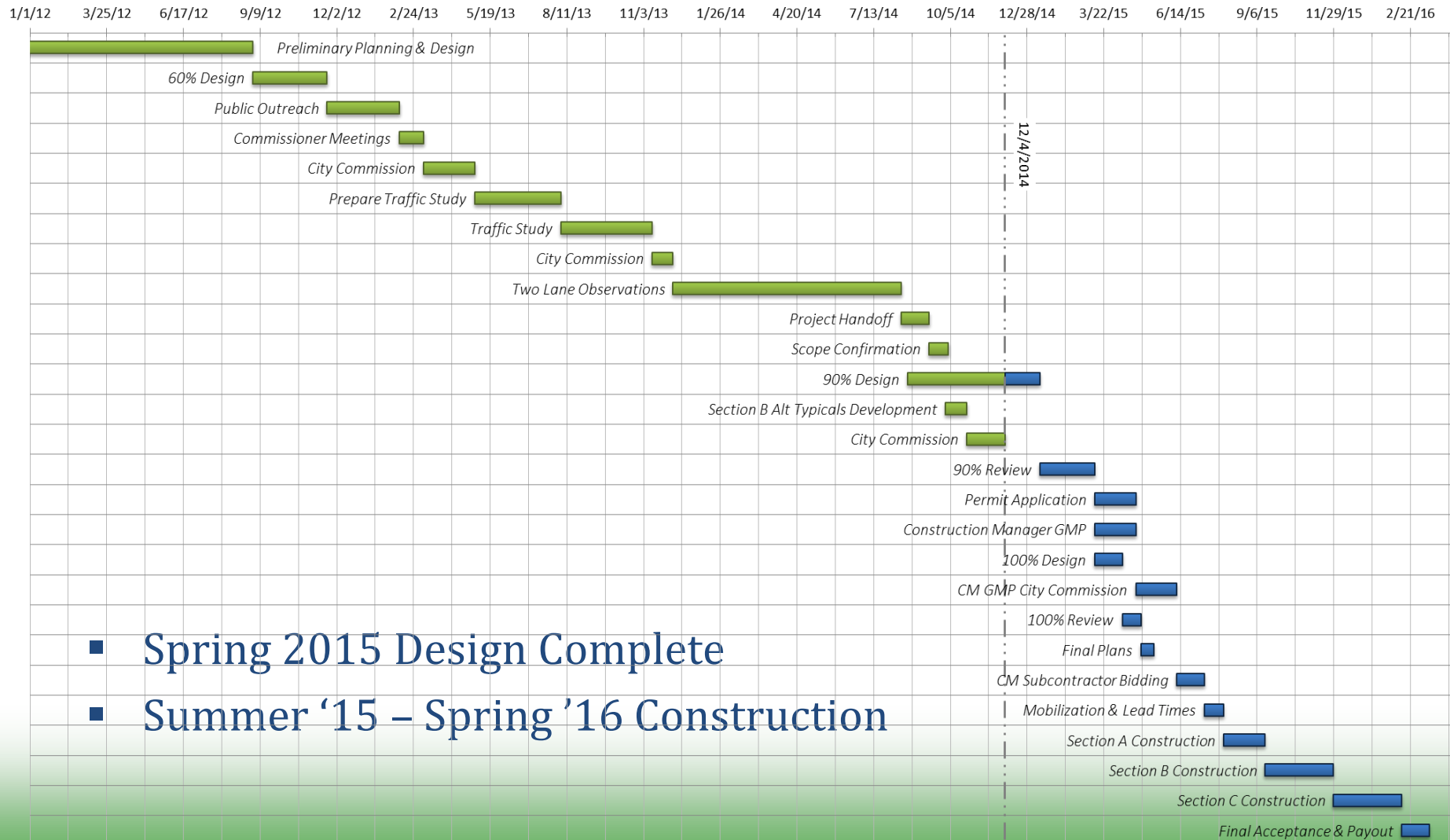
LIGHTING COST ESTIMATES



LIFE CYCLE COST ESTIMATES



NW 8th Avenue Schedule



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

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