

LEGISLATIVE #

100270B

Background:

- *City Commission Strategic Initiative 5.1* calls for the implementation of infrastructure improvements for bicycle and pedestrian use, including expansion of the transportation network with the addition of sidewalks, trails and other enhancements that facilitate access and mobility
- *City Commission funded \$200,000 in FY13 for the implementation of low cost solutions that enhance the multimodal system, such as bike boulevards and connectors*
- *Corridors initially selected for implementation*

Goals:

- Create efficient routes for cyclists by reducing number of times a cyclist has to stop and improve the ability to cross major intersections
- Increase visibility of bikeways in the city
- Implement cost effective strategies
- Monitor post implementation to ensure boulevards are functioning properly

Bike Boulevards Characteristics:

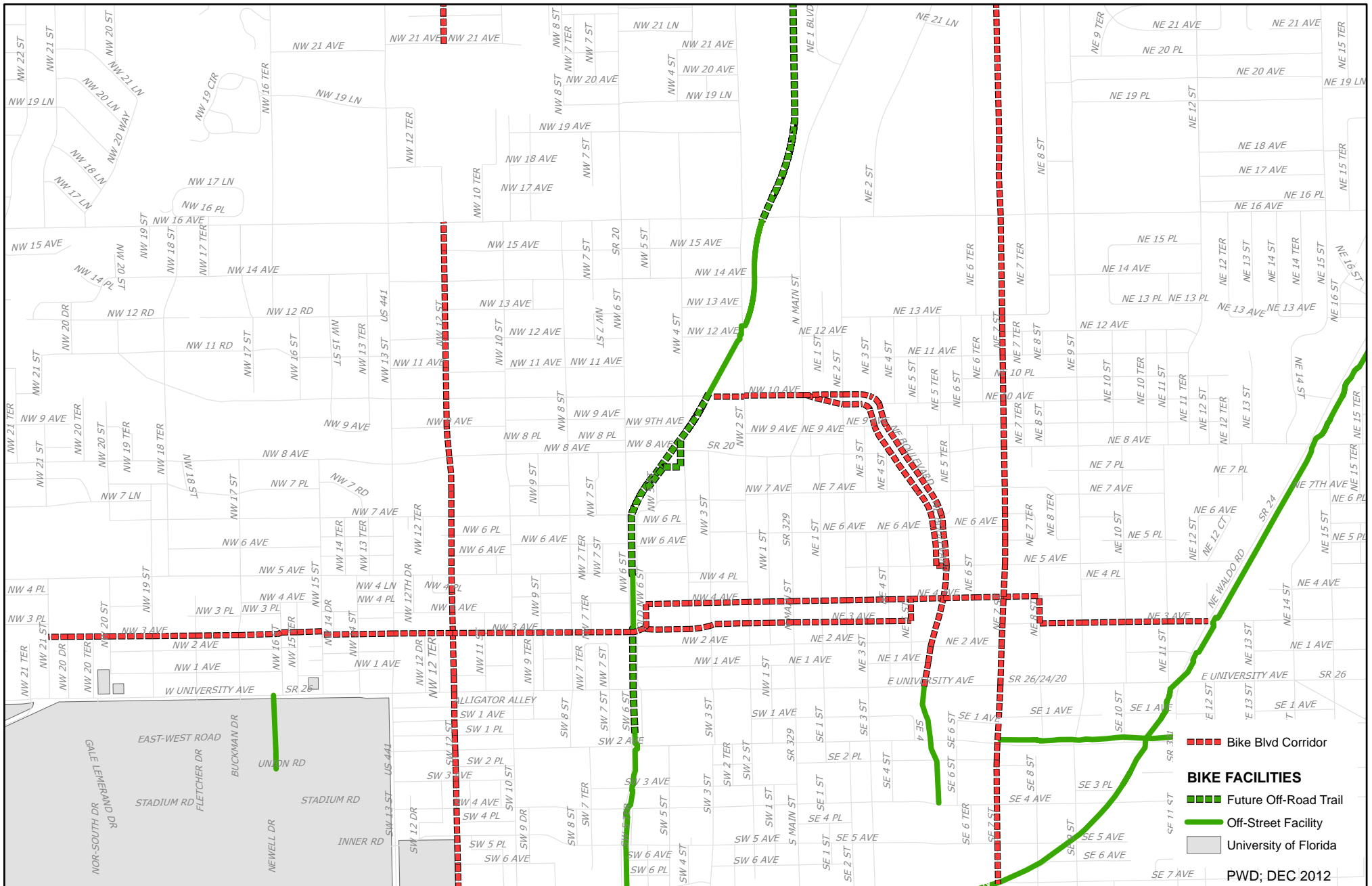
- Low traffic volumes
- Low posted speed
- Discouragement of non-local motor vehicle traffic
- Free-flow travel for bikes by assigning the right-of-way to the bike boulevard at intersections wherever possible (crossing street stops; bike boulevard has preference – minimize stops for cyclists)
- Traffic control to help bikes cross major streets (arterials)
- A distinctive look/ambiance to alert motorists that the road is a priority route for cyclists
- Users of all levels would feel safe riding

Road Selection Criteria:

- Local street or low-volume collector
- Not a transit or truck route
- Little commercial frontage
- Within ¼ mile of a major street or a high-traffic collector
- Gridded network provides route choice for vehicular traffic
- Spaced between ¾ to 1 ½ miles from another bike blvd
- Reasonably continuous
- Few jogs with main segments at least ½ mile long
- Traffic signals at major intersections or signals are potentially feasible
- Access to major destinations

Candidate Corridors:

Location	Destinations	Description
NW/SW 12 th St (SW 8 th Ave to NW 16 th Ave)	University of Florida Campus Gainesville High School Retail centers (north end)	Local road Posted speed 30 mph Two-lane corridor; bike lanes between SW 8 th Ave and SW 2 nd Ave Roundabout and mini-circles present Signal at W University Ave Total length: 1.5 miles Traffic volumes: <ul style="list-style-type: none"> - S of SW 2 Ave – 6,300 ADT - SW 2 - W Univ Ave – 4,500 ADT - W Univ – NW 3 Ave – 2,800 ADT - NW 3 - NW 16 Ave – 1,300 ADT
NE/SE 7 th St (Depot Ave to NE 23 rd Ave)	St. Patrick’s Catholic School Northeast Park Waldo Rd railtrail Bed & Breakfast district Downtown area	Local road Posted speed 25 / 30 mph Two-lane corridor; no bike lanes Traffic calming devices present Not a bus route or truck route Signals at NE 8 Ave and E University Ave Roundabout at SE 4 Ave Majority residential land uses; SE portion on bed & breakfast district Total length: 1.9 miles Traffic volumes: <ul style="list-style-type: none"> - NE 23 - 16 Ave - 300 ADT - NE 16 - 8 Ave – 700 ADT - NE 8 - Univ Ave - 900 ADT - Univ - Depot Ave – 1,700 ADT
NW/NE 3 rd /4 th Ave (NW 21 st St to Waldo Rd)	University of Florida Campus JJ Finley Elementary School Downtown area	Local road Posted speed 25 / 30 mph Traffic calming devices present Signal at NW 6 th St Majority residential land uses Total length: 3 miles Traffic volumes: <ul style="list-style-type: none"> - W of NW 13 St - 2,100 ADT - E of NW 13 St - 2,400 ADT - E of NW 6 St - 700 ADT
NE Blvd (6 th St trail to E University Ave)	Sixth Street trail Retail center Downtown area Power District	Local road Posted speed 30 mph Majority residential land uses Total length: 1 mile Traffic volumes: <ul style="list-style-type: none"> - NW 10 Ave - 2,700 ADT - N of E Univ Ave - 400 ADT



BIKE BLVD CANDIDATE CORRIDORS

