



Street Light & Vegetation Committee

Prepared by: Planning and Research Unit

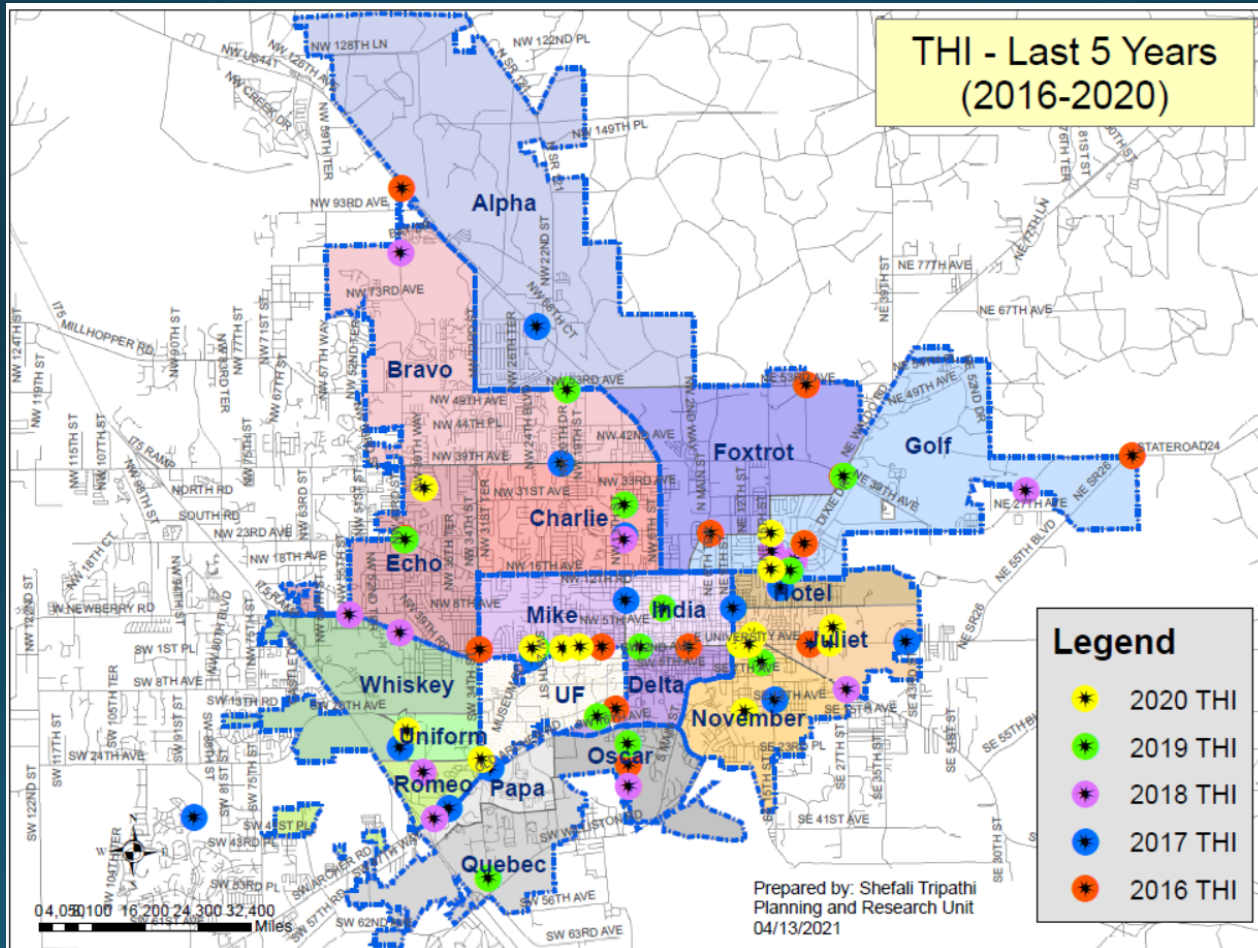
Presented By Chief Inspector Jaime Kurnick

May 12, 2022

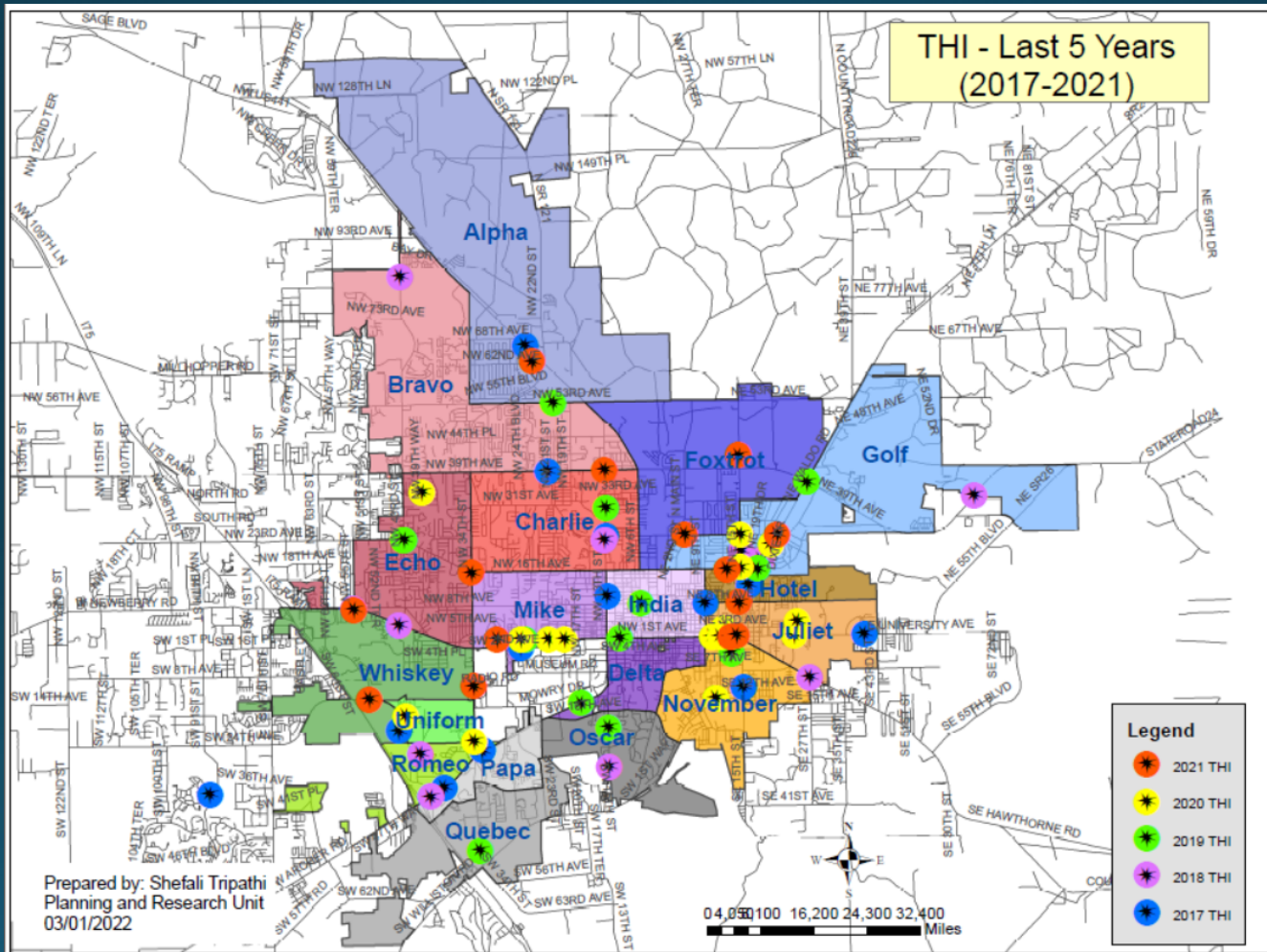
Cross Functional Committee

- City Manager's Office – Phil Mann – Special Advisor
- GPD – Chief Inspector Jaime Kurnick
- GRU – Kelly Ann Rose, Senior Technical Support Specialist
 - Don Eyster – Utility Forester
- GCRA – Sara Vidal – Director
- Sustainable Development – Lawrence Calderon
- Department of Technology – Sheyla De Santana – Smart City Coordinator
- Public Works Department – Jimmy Jones – Engineer
 - David Conser – City Arborist
 - Herb Poole – Tree Surgeon III

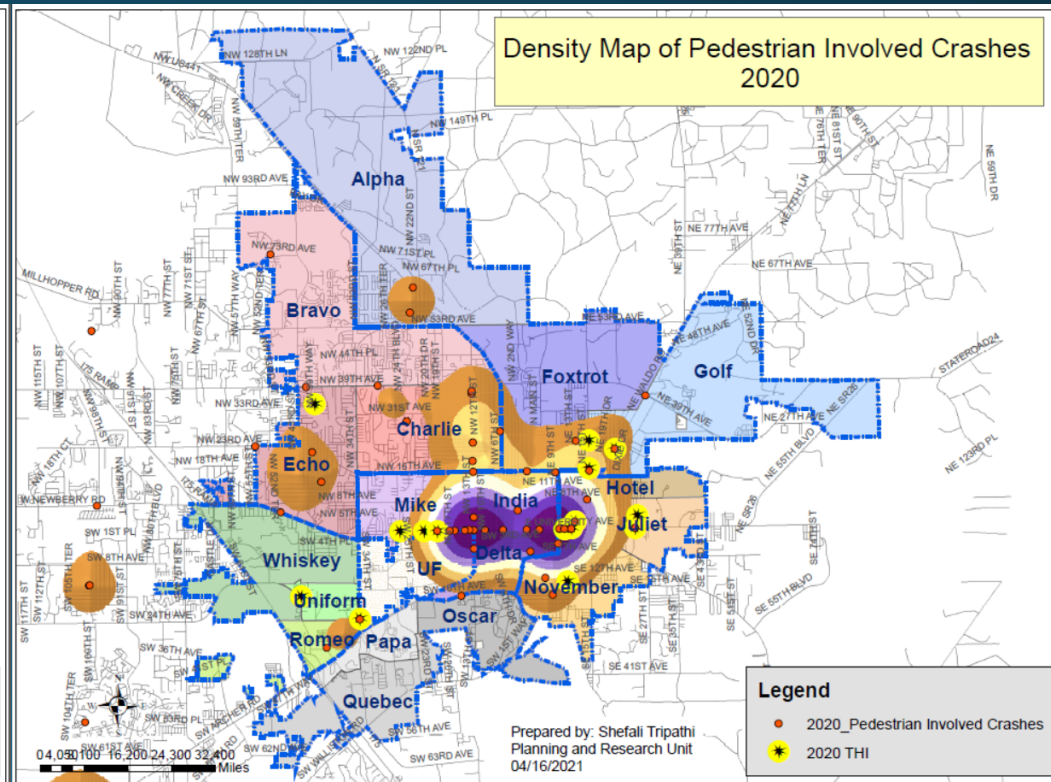
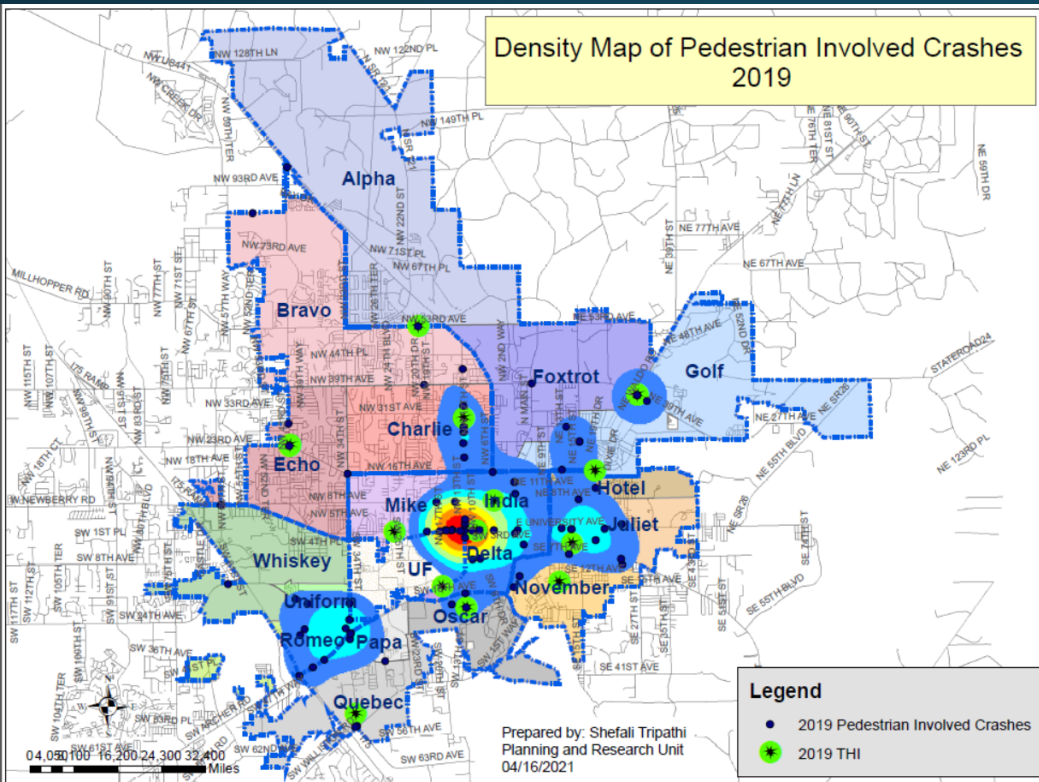
Traffic Homicides 2016-2020



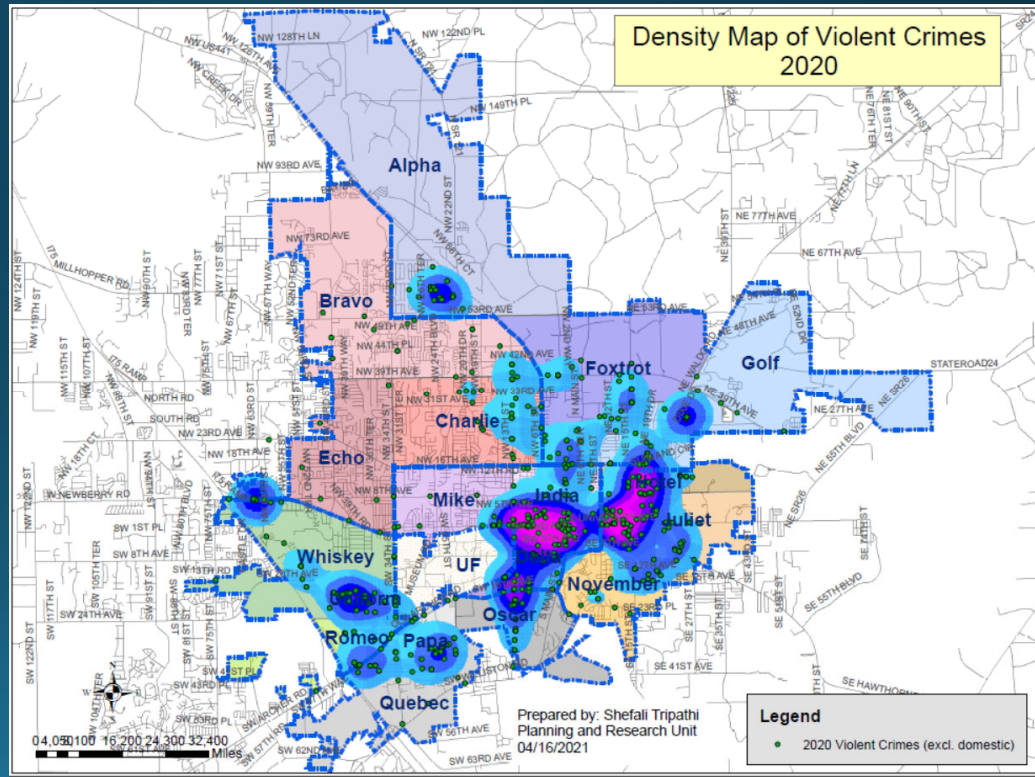
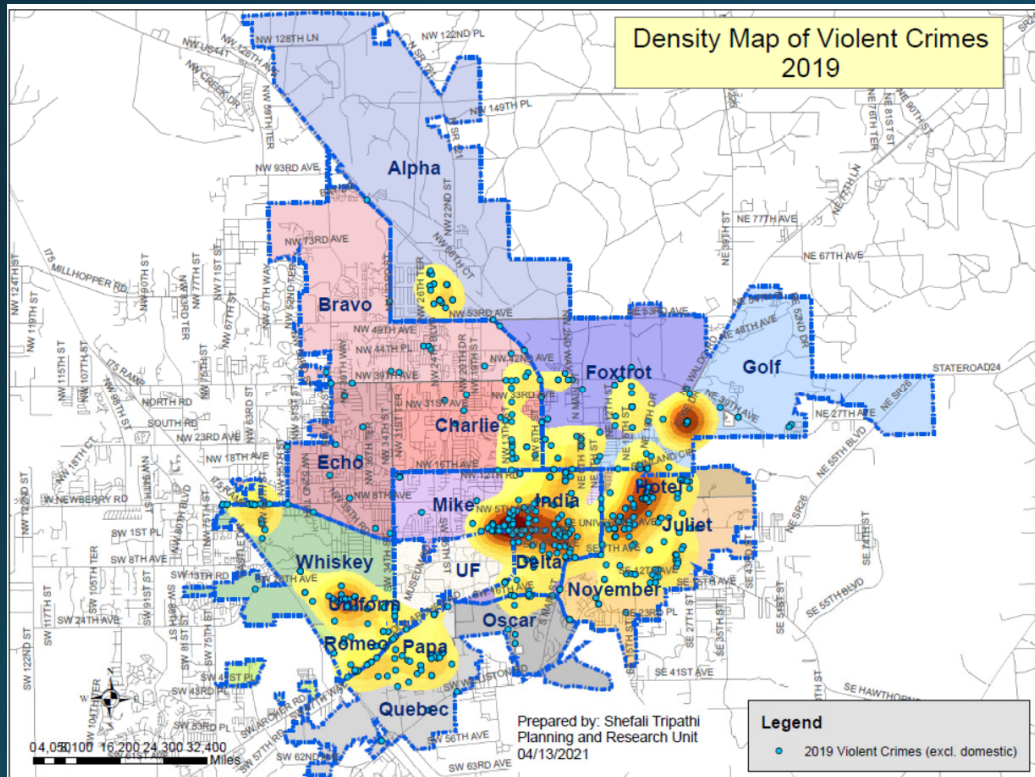
Traffic Homicides 2017-2021



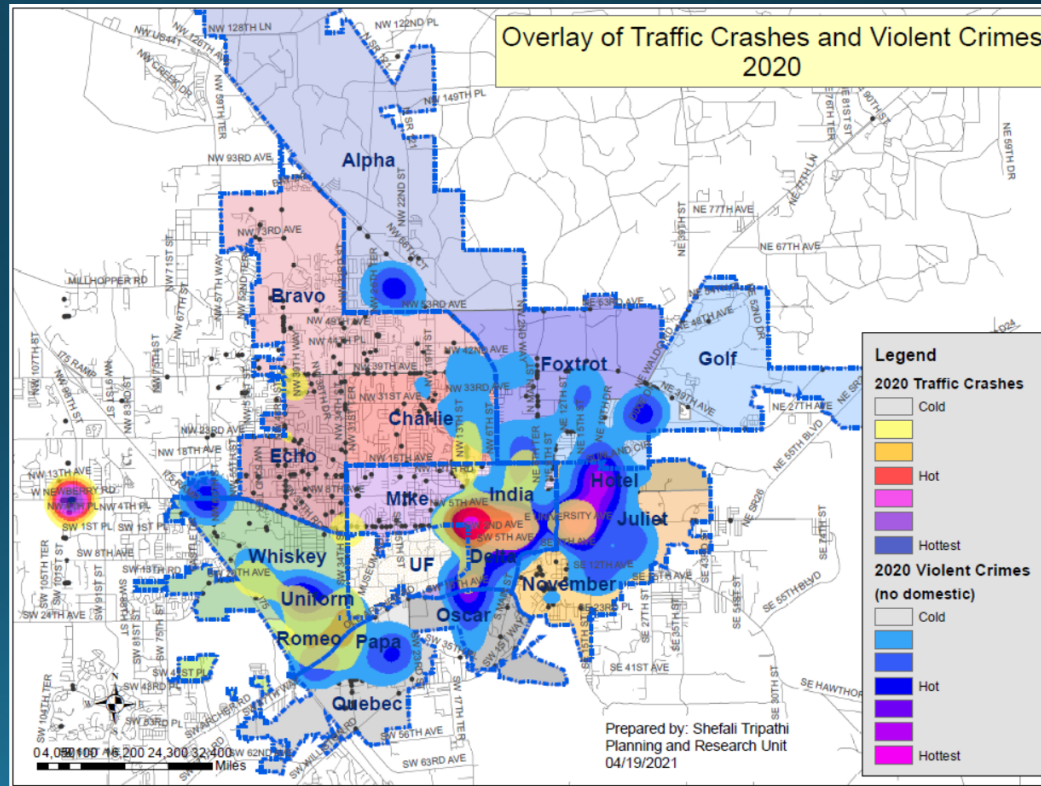
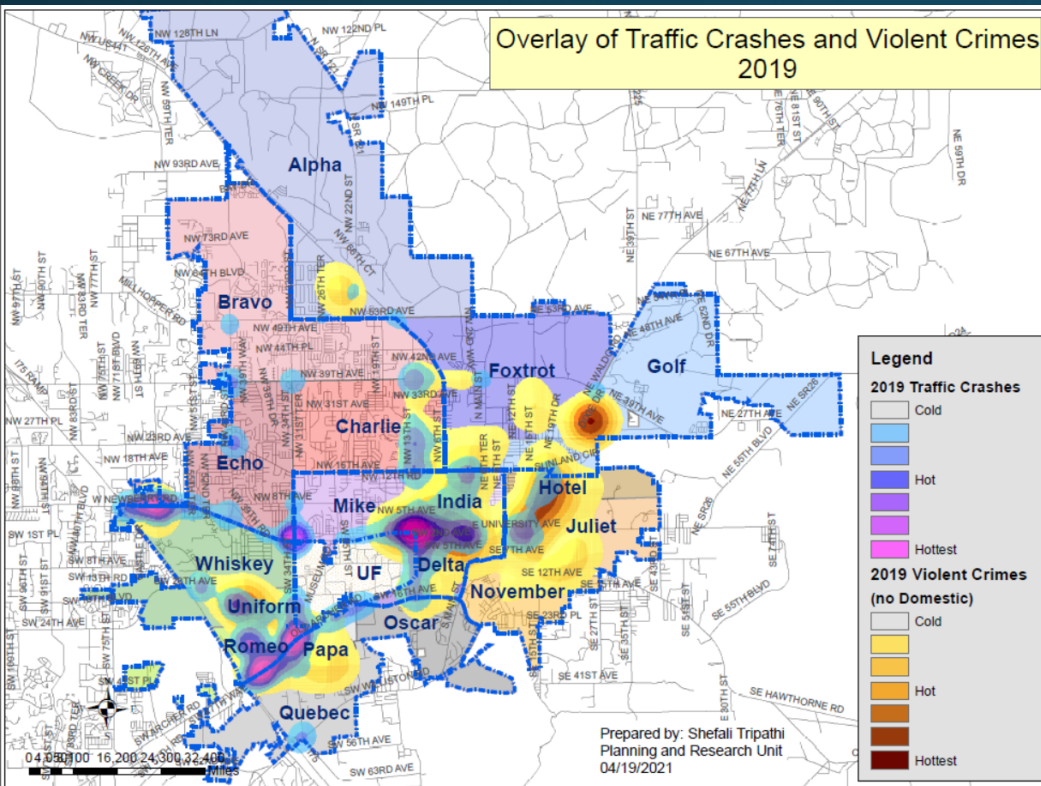
Density Maps of Pedestrian Involved Crashes 2019 & 2020



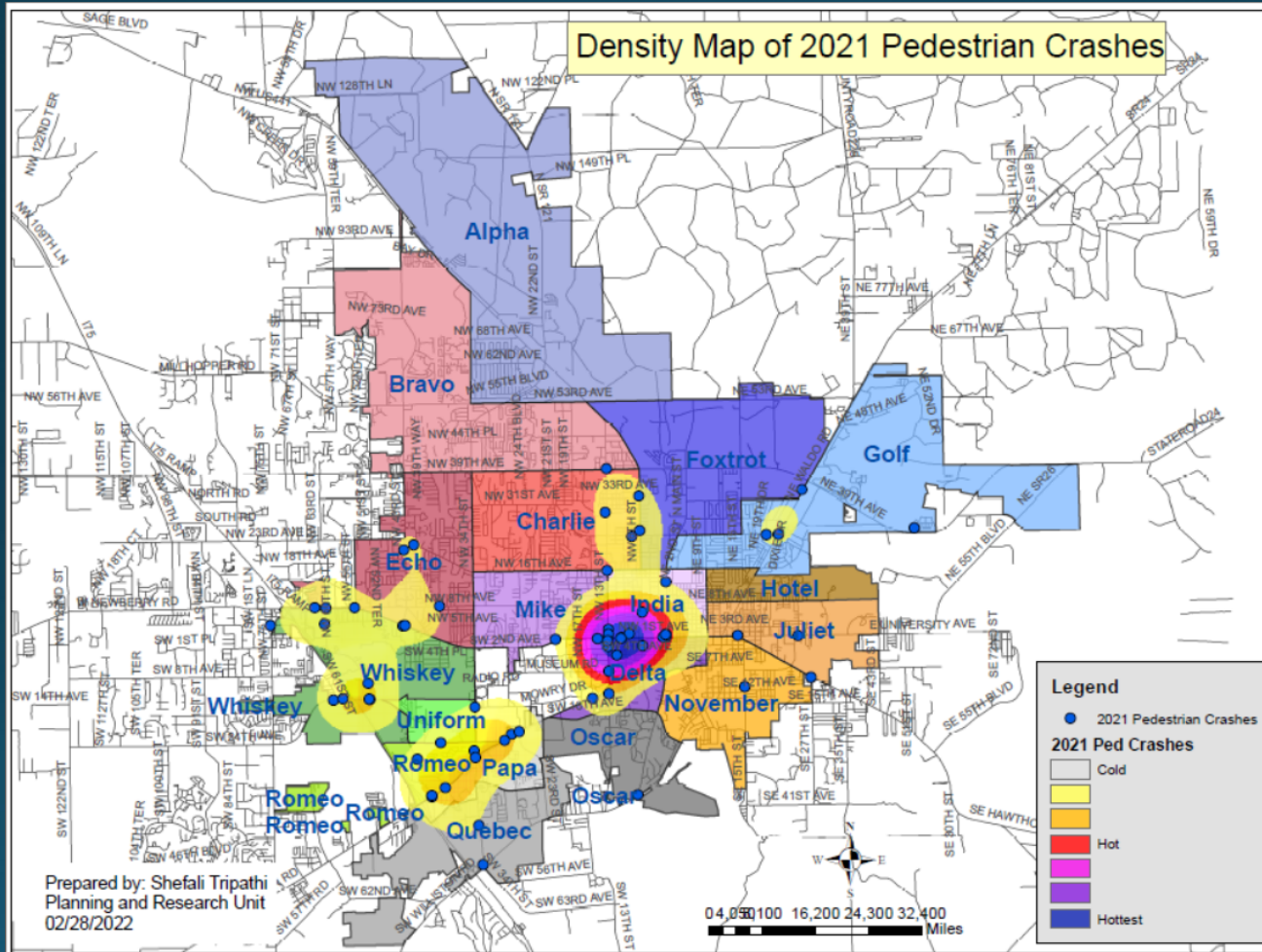
Density Maps of Violent Crimes 2019 & 2020



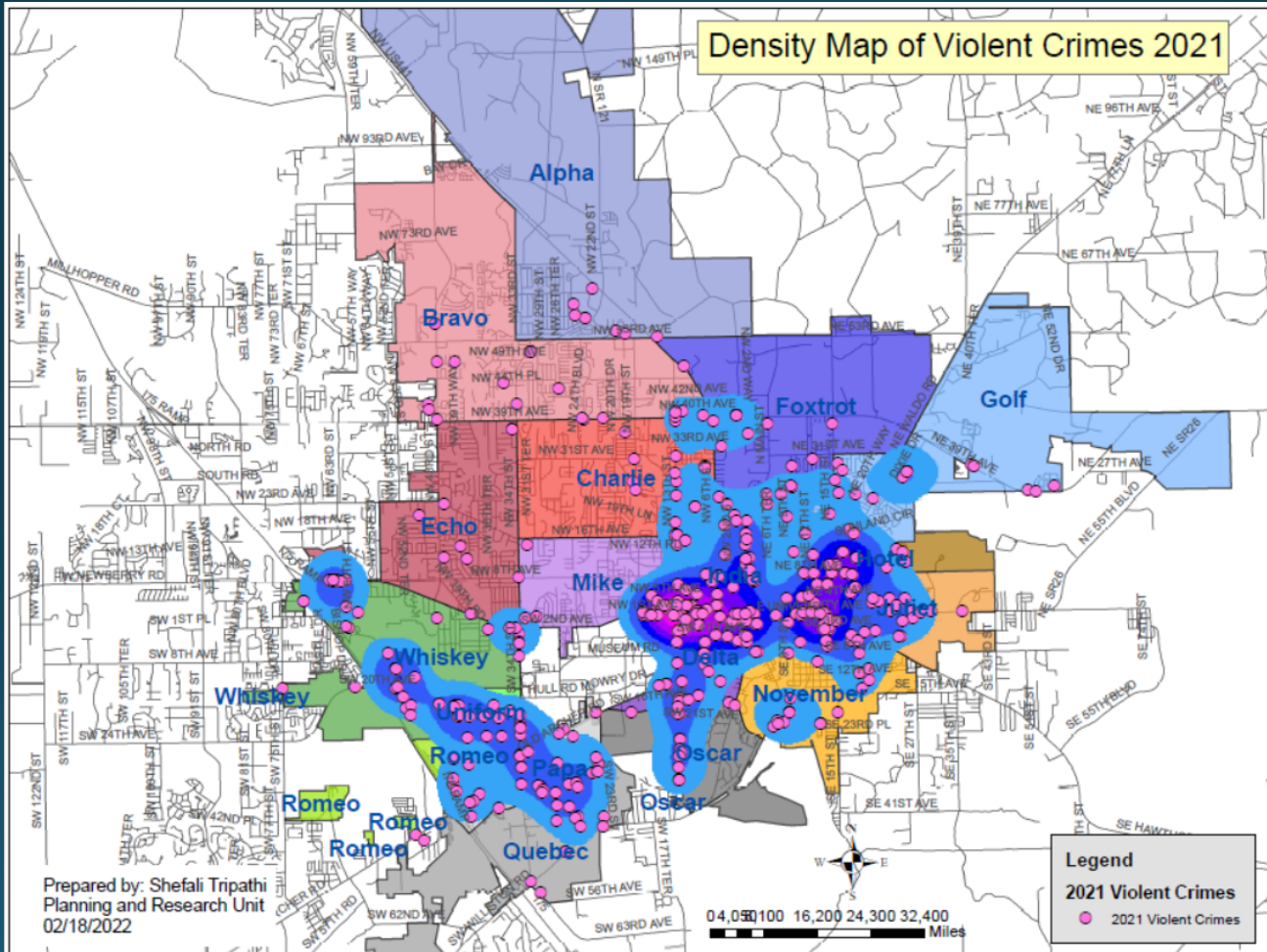
Density Maps of Traffic Crashes & Violent Crimes 2019 & 2020



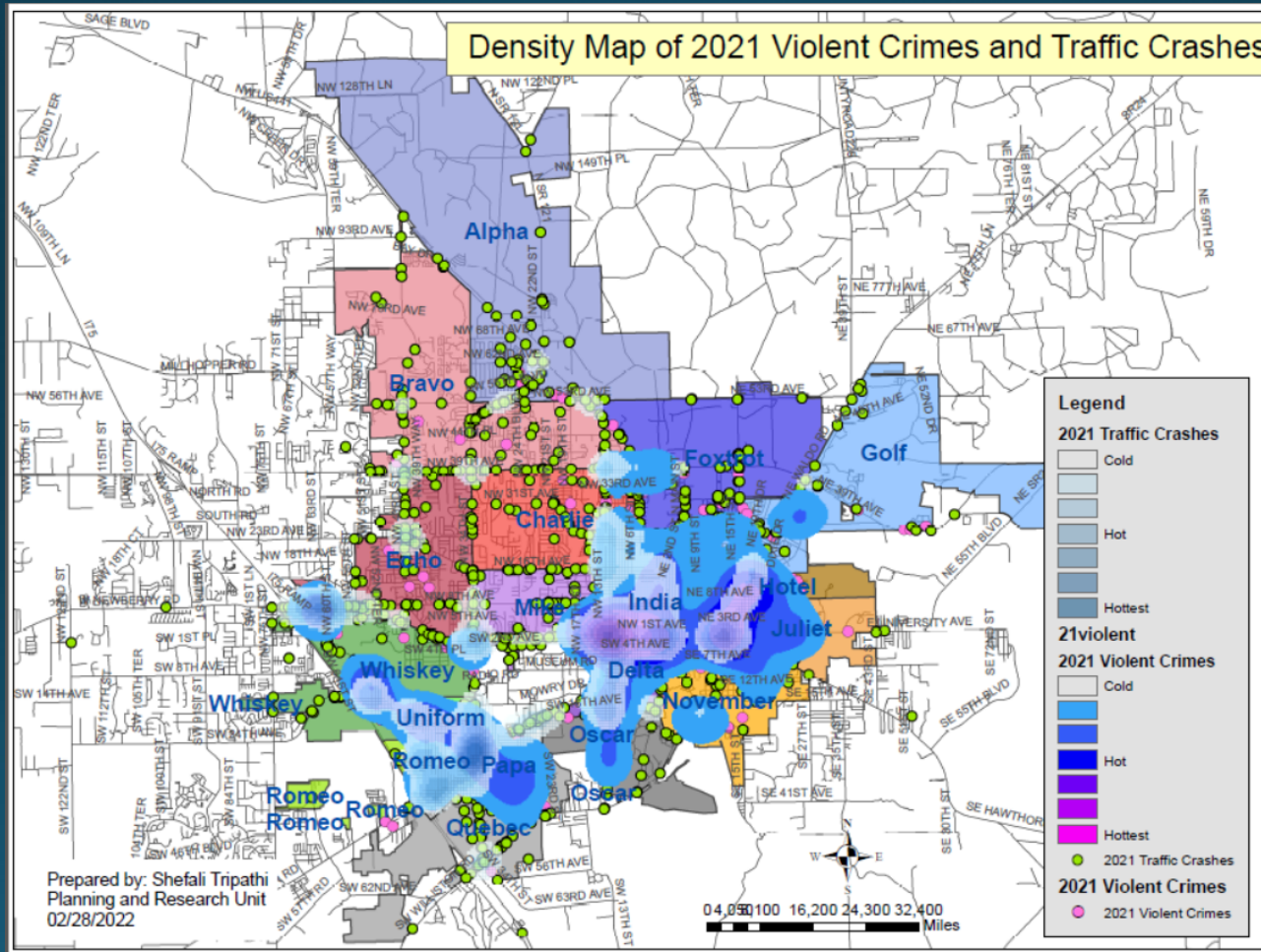
Density Map of Pedestrian Involved Crashes - 2021



Density Map of Violent Crimes - 2021



Density Map of Traffic Crashes & Violent Crimes - 2021



City of Gainesville



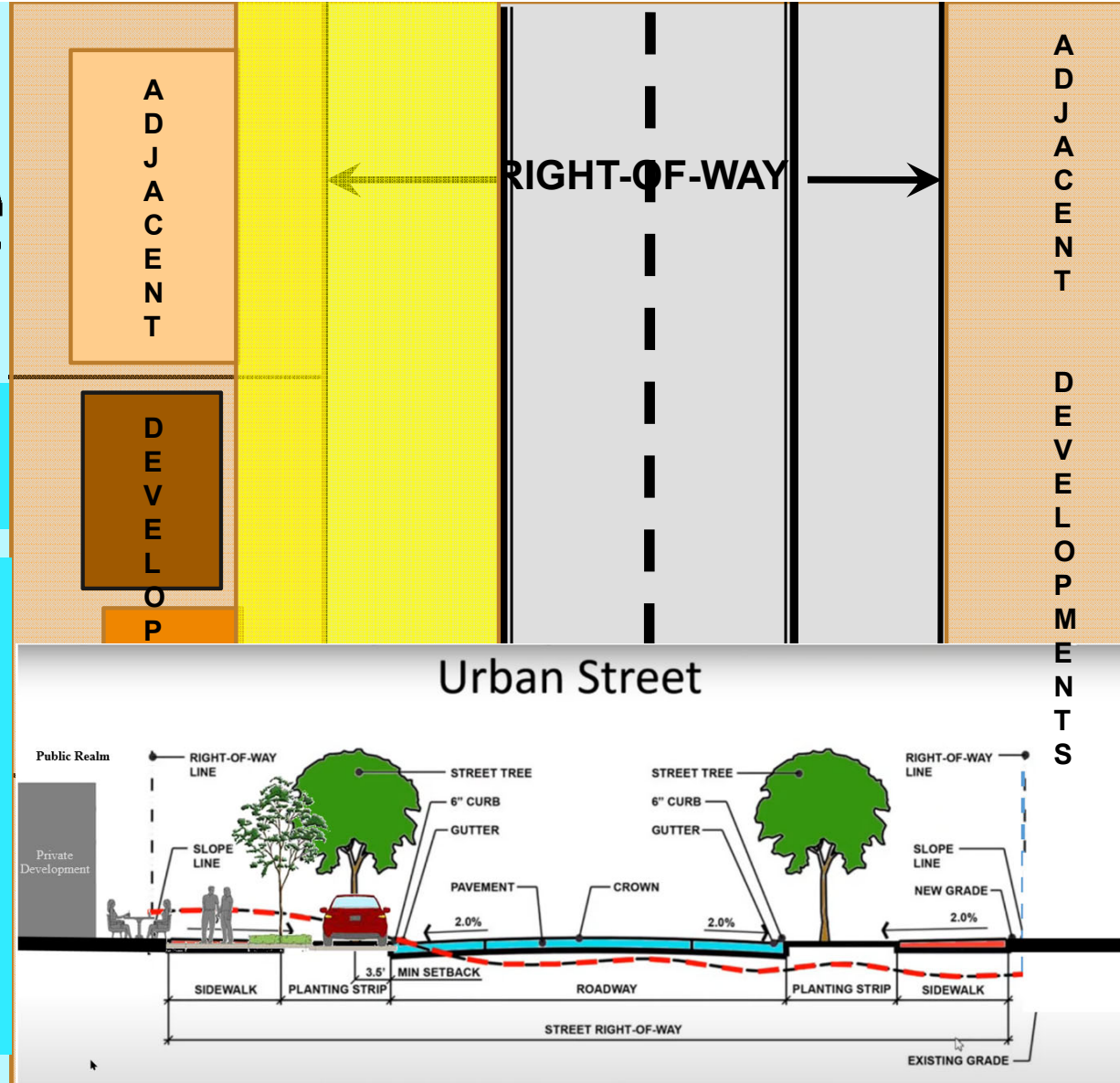
*City Roadway Edge Lighting
Summary May 12, 2022*

The lighting committee is currently working on ordinances for review by the City Plan Board and City Commission to address the following:

Provide for a coordinated set of standards and a review process for developments within the public Right-of-ways and the adjacent Private property fronting the roadway.

Establish a framework for considering public/private improvements along the street edge

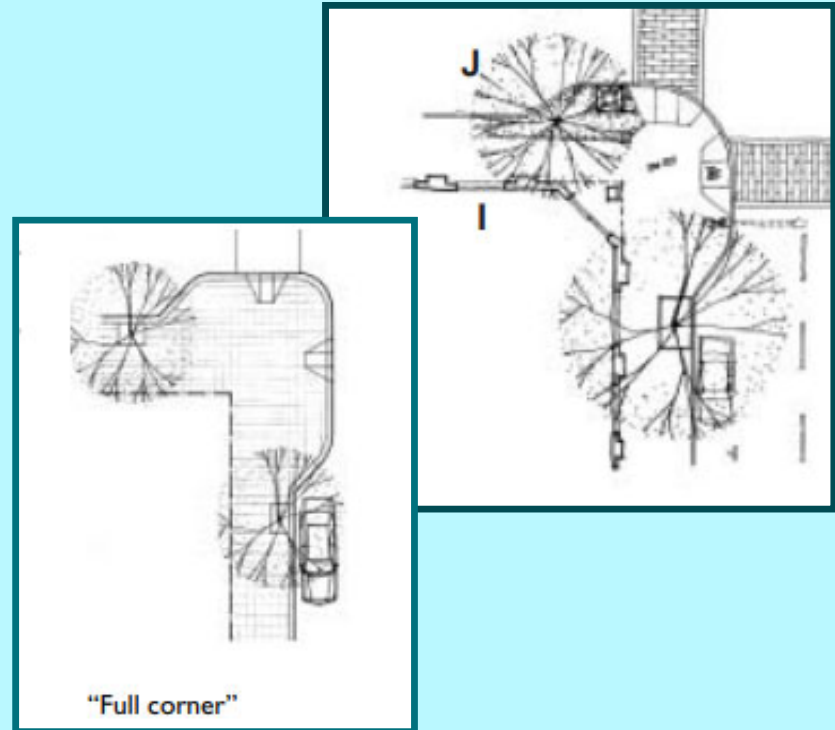
Extend the development review process for street front developments to address street lighting and pedestrian scale lighting



*AREAS OF FOCUS WITHIN THE CORRIDOR AND
ALONG PRIVATE PROPERTIES (continued)*

CROSSWALKS AND MID-BLOCK CROSSINGS

- ❖ Require higher density and intensity developments to mitigate for crosswalks and mid-block crossings
- ❖ Require corner lots of certain densities and intensities to create more space at intersections and mid-block crossings to accommodate pedestrians
- ❖ Provide early planning and guidance to proposed developments
- ❖ Require a roadway corridor lighting and landscaping plan
- ❖ Coordination with the city to make roadway improvements



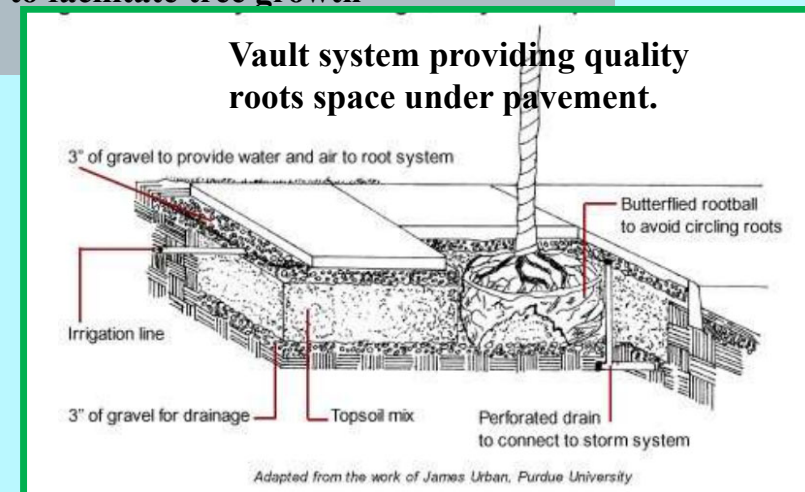
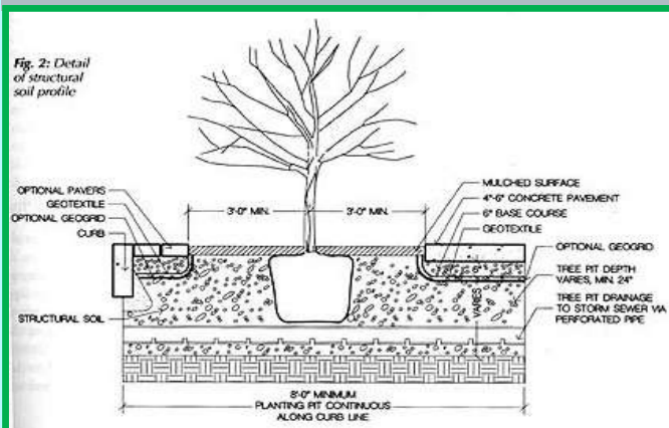
SIDEWALKS AND STREET WIDTHS

- ❖ Evaluate the need for available space along the corridor to accommodate sidewalks, trees, utilities, and other amenities
- ❖ Require wider sidewalks along some transect streets, in medium and high intensity areas, educational institutions, sporting complexes and high intensity shopping centers.

AREAS OF FOCUS WITHIN THE CORRIDOR AND ALONG PRIVATE PROPERTIES (continued)

LANDSCAPING AND TREE MANAGEMENT

- ❖ Involving the arborist and urban forester to be front and center with engineers, landscape architects and planners in evaluating the process for preserving existing trees and required trees within the corridor
- ❖ Establish a process that would keep structures and other street amenities away from required street trees
- ❖ Affording early involvement of Urban Forester, Arborist and Landscape Architects to change the design of the site to preserving existing trees and providing space for new trees.
- ❖ Adopt new technologies that facilitate the growth of trees:
 - ❖ Utilizing structural soils and large planting pits under paved areas to facilitate tree growth
 - ❖ Creating planting vaults to give roots more soil to grow



FINAL RECOMMENDATIONS ON OUTDOOR LIGHTING INTENSITIES ALONG STREETS, ROADWAYS AND ALONG PEDESTRIAN PATHS.

Work with standards developed by reputable agencies such as:

- ❑ IESNA (Illumination Engineering Society of North America)
- ❑ The Florida Green Book
- ❑ AASHATO Standards
- ❑ IESNA's Model Lighting Ordinance
- ❑ Using assistance from consultants

Lighting standards shall be based on:

Roadway Classifications

Traffic Volumes

High, Moderate and Low Pedestrian areas

Density and Intensity of Developments

❑ **MODERATE HIGH LIGHTING AREAS**

Areas of **human activity where the vision of human residents and users is adapted to moderately high light levels**. Lighting is generally desired for safety, security and/or convenience and it is often uniform and/or continuous. After curfew, lighting may be extinguished or reduced in most areas as activity levels decline.

❑ **HIGH LIGHTING AREAS**

Areas of **human activity where the vision of human residents and users is adapted to high light levels**. Lighting is generally considered necessary for safety, security and/or convenience and it is mostly uniform and/or continuous. After curfew, lighting may be extinguished or reduced in some areas as activity levels decline.