

# Rebuild SE 4th Street

*How should the City of Gainesville rebuild SE 4th Street?*

All Off Forum Positions sorted chronologically

As of July 29, 2014, 5:52 AM



*As with any public comment process, participation in engageGNV is voluntary. The positions in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Rebuild SE 4th Street

*How should the City of Gainesville rebuild SE 4th Street?*

## Introduction

The City of Gainesville City Commission is asking residents for input concerning the rebuilding of SE 4th Street from Depot Avenue to SE Williston Road. The City Commission is looking for input from the general public with regard to the impact of the right-of-way width on adjoining properties, the costs associated with each option, and the impact to the safety and welfare of the public. Pending a decision from the City Commission, rebuilding would take place in Summer of 2015. Please scroll down to select your preferred option and then let us know why you selected that alternative, what modes of transportation you use on SE 4th Street, and any other comments you would like to provide us with.

A public workshop will be held to present and discuss the various options, too:

Date: Wednesday, June 4, 2014

Time: 5:00 PM – 7:00 PM

Location: Historic Depot Building, east of Main Street

You can provide feedback at both the public workshop, City Commission Meeting, and this forum. Staff will share the results from the workshop and this forum at the City Commission Meeting. This topic has been rescheduled to the August 21, 2014 City Commission Meeting.

## Details

SE 4th Street from Williston Road to Depot Avenue is an urban collector roadway with heavy industrial type traffic that traverses both industrial and residential land uses. The pavement condition is rated between 44 and 79 PCI and is 17' wide. From 2013 data, the average daily traffic for the northern portion is 3,212 with 17% heavy traffic and the southern portion is 2,403 with 20% heavy traffic. There is a 4' sidewalk along the east side that is in poor condition. This project is currently fully funded through the City's adopted Capital Improvement Plan using Local Option Gas Tax. There are two proposed stormwater management facilities located on either side of the creek as well as a reconstructed creek crossing. Also, the proposed improvements currently include a right-turn lane at SE Williston Road.

The original option proposed two 12' vehicular lanes, two 4' on-street bike lanes, and two 6' sidewalks. The City Commission requested staff to evaluate several different cross sections. The request was to evaluate right-of-way impacts to adjoining properties, cost benefits, and the effect to the safety and welfare of the general public. Staff was also directed to obtain input from the general public with regard to the roadway cross section.

Please review the seven different cross sections and select your preference for SE 4th Street. Staff will provide the City Commission with the outcome of this forum and will seek direction on which roadway cross section to utilize for SE 4th Street.

## Additional Documents

Right of Way Impact Image (Version A)

Right of Way Impact Image (Version B)

# Rebuild SE 4th Street

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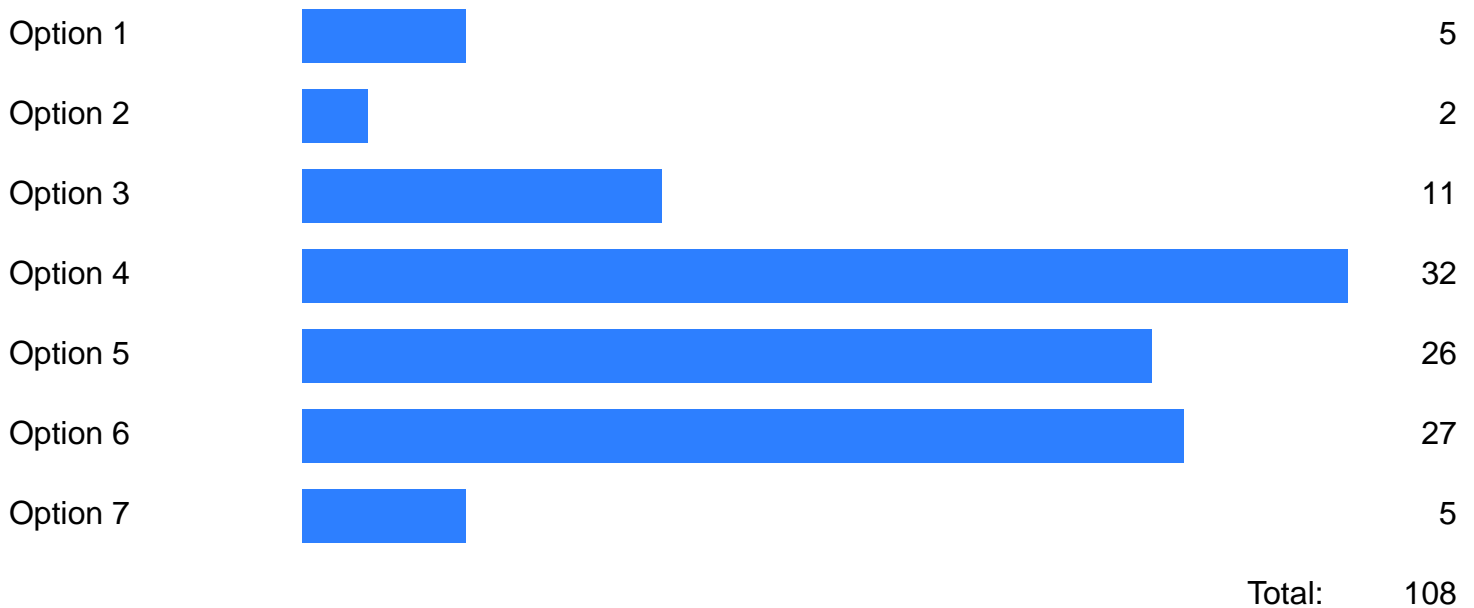
- 42 ft Right of Way Boundary
- 48 ft Right of Way Boundary
- 50 ft Right of Way Boundary
- 52 ft Right of Way Boundary

# Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

As of July 29, 2014, 5:52 AM, this forum had:

Attendees: 313  
Off Forum Positions: 108  
All Positions: 140  
Hours of Public Comment: 7.0



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## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Name not available (unclaimed)

July 16, 2014, 7:58 AM

Option 5

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Name not available (unclaimed)

July 2, 2014, 2:31 PM

Option 4

Two bike lanes is very important. The raised option seems safest because it allows for a greater separation of cyclist and car. One path for bikers and walkers would also be safe, but the disadvantage is that walkers often take up the entire path, not allowing for steady bike traffic, thus this seems the best of all possible worlds. It is also still a less expensive option than some.

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Name not available (unclaimed)

June 18, 2014, 1:41 PM

Option 4

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Name not available (unclaimed)

June 18, 2014, 1:40 PM

Option 3

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Name not available (unclaimed)

June 18, 2014, 1:38 PM

Option 4

My choices are Option #1 and #4. I would like for the sidewalks to be on both sides of the roadway.

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Name not available (unclaimed)

June 18, 2014, 1:37 PM

Option 4

But less one sidewalk, preferably by removing the sidewalk on the west side.

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Name not available (unclaimed)

June 18, 2014, 1:36 PM

Option 6

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Name not available (unclaimed)

June 18, 2014, 1:36 PM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 3

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Name not available (unclaimed)

June 18, 2014, 1:35 PM

Option 4

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Name not shown (unverified)

June 18, 2014, 12:16 AM

Option 7

The roadway should be as narrow as possible and the sidewalks/bikeways multi-use; the future will hopefully have smaller cars and more alternate forms of transportation. IN ADDITION, the city MUST preserve the heritages oaks and, in fact, should preserve as many oaks as possible and create greenways wherever possible.

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Name not available (unclaimed)

June 9, 2014, 11:24 AM

Option 1

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Name not available (unclaimed)

June 8, 2014, 11:34 PM

Option 4

good option

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Name not available (unclaimed)

June 7, 2014, 2:59 PM

Option 6

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Name not available (unclaimed)

June 5, 2014, 5:00 PM

Option 4

Option 4

Thanks for making it possible to chime in on the discussion! I bike and drive on this stretch of road and see a fair number of cyclists heading to the Connector bike path. In my experience, people will walk on both sides of

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

the street, so option 7 is not ideal (and maybe also 6). I like separate lanes for bikes, pedestrians, and cars in Holland and it would be nice to try that here -- so I think that makes option 4 preferred. Cars wander into bike lanes no matter how wide the roadway is (thanks to cell phones and other distractions), so it would be nice to get away from lanes on the roadway (options 1, 2, 3, 5).

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Name not available (unclaimed)

June 5, 2014, 12:45 PM

Option 4

Option 4

Thanks for making it possible to chime in on the discussion! I bike and drive on this stretch of road and see a fair number of cyclists heading to the Connector bike path. In my experience, people will walk on both sides of the street, so option 7 is not ideal (and maybe also 6). I like separate lanes for bikes, pedestrians, and cars in Holland and it would be nice to try that here -- so I think that makes option 4 preferred. Cars wander into bike lanes no matter how wide the roadway is (thanks to cell phones and other distractions), so it would be nice to get away from lanes on the roadway (options 1, 2, 3, 5).

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Name not available (unclaimed)

June 5, 2014, 12:17 PM

Option 4

Option 4

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Name not available (unclaimed)

June 5, 2014, 12:13 PM

Option 4

Option 4

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## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

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Name not available (unclaimed)

June 5, 2014, 12:12 PM

Option 4

Option 4

Thanks for making it possible to chime in on the discussion! I bike and drive on this stretch of road and see a fair number of cyclists heading to the Connector bike path. In my experience, people will walk on both sides of the street, so option 7 is not ideal (and maybe also 6). I like separate lanes for bikes, pedestrians, and cars in Holland and it would be nice to try that here -- so I think that makes option 4 preferred. Cars wander into bike lanes no matter how wide the roadway is (thanks to cell phones and other distractions), so it would be nice to get away from lanes on the roadway (options 1, 2, 3, 5).

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Name not available (unclaimed)

June 5, 2014, 12:10 PM

Option 4

Thanks for making it possible to chime in on the discussion! I bike and drive on this stretch of road and see a fair number of cyclists heading to the Connector bike path. In my experience, people will walk on both sides of the street, so option 7 is not ideal (and maybe also 6). I like separate lanes for bikes, pedestrians, and cars in Holland and it would be nice to try that here -- so I think that makes option 4 preferred. Cars wander into bike lanes no matter how wide the roadway is (thanks to cell phones and other distractions), so it would be nice to get away from lanes on the roadway (options 1, 2, 3, 5).

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Name not available (unclaimed)

June 5, 2014, 12:09 PM

Option 4

Thanks for making it possible to chime in on the discussion! I bike and drive on this stretch of road and see a fair number of cyclists heading to the Connector bike path. In my experience, people will walk on both sides of the street, so option 7 is not ideal (and maybe also 6). I like separate lanes for bikes, pedestrians, and cars in Holland and it would be nice to try that here -- so I think that makes option 4 preferred. Cars wander into bike lanes no matter how wide the roadway is (thanks to cell phones and other distractions), so it would be nice to get away from lanes on the roadway (options 1, 2, 3, 5).

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Name not available (unclaimed)

June 4, 2014, 9:07 AM



## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 6

A sidewalk on one side is adequate.

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Name not available (unclaimed)

June 4, 2014, 8:23 AM

Option 4

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Name not available (unclaimed)

June 3, 2014, 4:03 PM

Option 4

I prefer Option #4 as it provided a protected bike lane, and Option #6 as the second best.

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Name not available (unclaimed)

June 3, 2014, 3:59 PM

Option 5

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Name not available (unclaimed)

June 3, 2014, 3:53 PM

Option 4

I would not want to ride in an on street bike lane with any car or truck traffic. With bike lane on each side perhaps the bikers will ride in the right direction.

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Name not shown inside Gainesville (unverified)

June 2, 2014, 2:50 PM

Option 6

This is the most reasonable approach offered in the materials. It is cost efficient and increases safety by segregating the very different transportation types (bicycles and motor vehicles). This design option demonstrates that engineers are thinking about how to do more with less resources, which is good for the environment and good for tax payers. Also, it shows that they are creating plans which deal with the reality rather than the fantasy of mixed vehicles using the say roadway. I wish the 8th Ave designs showed the same type of understanding.

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Name not available (unclaimed)

June 2, 2014, 12:45 PM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

### Option 7

This option maintains a similar configuration to what is currently in place. Currently, bike lanes alongside auto traffic is the prominent configuration throughout Gainesville. The pedestrian traffic is currently separate from the auto traffic along these segments. I believe this reconfiguration should have the smallest price tag?..

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Name not available (unclaimed)

June 2, 2014, 12:08 PM

### Option 6

This seems the best as well as easier and more cost efficient to keep maintained in the long run as my guess. It would be nice to see estimated cost for maintenance or upkeep to give the bigger picture of each option.

---

Name not available (unclaimed)

June 2, 2014, 12:06 PM

### Option 6

Least expensive option! Also, since there is industrial/heavy truck traffic on the street, it doesn't seem like a good idea to have in-street bike facilities.

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Name not available (unclaimed)

June 2, 2014, 11:51 AM

### Option 1

Name not available (unclaimed)

June 1, 2014, 9:48 PM

### Option 6

Name not available (unclaimed)

June 1, 2014, 12:31 PM

### Option 6

This is an area in transition which will include both heavy industrial traffic and families going to and from Depot Park. The separate multi-use path seems like the best way to allow heavy traffic to continue to use the roadway while also providing a safe and comfortable means for families to walk and bike to Depot Park.

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Name not available (unclaimed)

June 1, 2014, 7:54 AM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 3

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Name not available (unclaimed)

May 31, 2014, 11:26 PM

Option 3

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Name not available (unclaimed)

May 29, 2014, 4:37 PM

Option 6

this should be what you build

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Name not available (unclaimed)

May 28, 2014, 4:00 AM

Option 4

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Name not available (unclaimed)

May 27, 2014, 9:48 PM

Option 4

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Name not available (unclaimed)

May 27, 2014, 9:22 PM

Option 5

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Name not available (unclaimed)

May 27, 2014, 8:27 PM

Option 3

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Name not available (unclaimed)

May 27, 2014, 7:54 PM

Option 5

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Name not available (unclaimed)

May 27, 2014, 7:39 PM

Option 5

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Name not available (unclaimed)

May 27, 2014, 7:26 PM

All Off Forum Positions sorted chronologically

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 6

Lowest cost and bike and pedestrian separation

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Name not available (unclaimed)

May 27, 2014, 6:49 PM

Option 5

The corner at 7th and 4th...good luck with that...

---

Name not available (unclaimed)

May 27, 2014, 6:44 PM

Option 6

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Name not available (unclaimed)

May 27, 2014, 6:01 PM

Option 1

basic, simple, multi-modal.

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Name not available (unclaimed)

May 27, 2014, 5:24 PM

Option 5

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Name not available (unclaimed)

May 27, 2014, 5:23 PM

Option 4

It is not okay to continue to just paint bike lanes onto roads. It's not best practice and would be a waste of improvement dollars. Raised or with a gap is the only way to go if we are actually moving forward.

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Name not available (unclaimed)

May 27, 2014, 4:38 PM

Option 4

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Name not available (unclaimed)

May 27, 2014, 4:38 PM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 4

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Name not available (unclaimed)

May 27, 2014, 4:34 PM

Option 6

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Name not available (unclaimed)

May 27, 2014, 3:54 PM

Option 6

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Name not available (unclaimed)

May 27, 2014, 2:16 PM

Option 6

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Name not available (unclaimed)

May 27, 2014, 2:10 PM

Option 6

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Name not available (unclaimed)

May 27, 2014, 1:45 PM

Option 6

Though cycle tracks seem nice, this doesn't appear to be a urban bikeway area that will have heavy commuter traffic of people biking at similar speed. This area seems more likely to have a mix of much slower cyclists (homeless folks biking to where they live, neighborhood transportation traffic on small bikes) and higher speed folks looking to connect to Hawthorne Trail from the downtown area for sport or exercise. A multi-use trail seems to fit the need better.

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Name not available (unclaimed)

May 27, 2014, 1:31 PM

Option 2

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Name not available (unclaimed)

May 27, 2014, 1:03 PM

Option 4

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

I bicycle fairly often and would like to see a much greater percentage of people using bikes to get around town. At this point in the adoption of bicycling in Gainesville, providing physical separation between cars and bikes is critical. I favor option 4 because it offers raised bike lanes going in both directions. Raising the lanes provides a little more physical protection to bicyclists.

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Name not available (unclaimed)

May 27, 2014, 12:17 PM

Option 4

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Name not available (unclaimed)

May 27, 2014, 9:18 AM

Option 1

This is a test

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Name not available (unclaimed)

May 27, 2014, 8:25 AM

Option 4

This is a test

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Name not available (unclaimed)

May 26, 2014, 8:24 PM

Option 4

My preference would be a bike path separated by a curb.

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Name not available (unclaimed)

May 26, 2014, 7:21 PM

Option 1

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Name not available (unclaimed)

May 25, 2014, 1:07 PM

Option 5

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Name not available (unclaimed)

May 25, 2014, 11:52 AM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 6

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Name not available (unclaimed)

May 25, 2014, 9:50 AM

Option 6

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Name not available (unclaimed)

May 25, 2014, 9:48 AM

Option 6

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Name not available (unclaimed)

May 25, 2014, 9:37 AM

Option 6

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Name not available (unclaimed)

May 25, 2014, 9:09 AM

Option 4

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I think given the propensity of cyclists in our county, especially those like us who use SE 4th to get to the Hawthorne Trail, a raised bike lane with some added protection from us is necessary

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Name not available (unclaimed)

May 24, 2014, 3:36 PM

Option 3

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Name not available (unclaimed)

May 24, 2014, 11:04 AM

Option 5

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Name not available (unclaimed)

May 24, 2014, 10:59 AM

Option 5

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Name not available (unclaimed)

May 24, 2014, 10:33 AM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 6

I like the wide multiuse option, particularly since there is a sidewalk as well.

---

Name not available (unclaimed)

May 24, 2014, 9:28 AM

Option 5

This version most closely matches the trail pattern that it links, from the Depot Park to the GVL-HAW Trail

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Name not available (unclaimed)

May 24, 2014, 8:42 AM

Option 7

Simple and effective.

---

Name not available (unclaimed)

May 23, 2014, 10:13 PM

Option 5

Name not available (unclaimed)

May 23, 2014, 9:11 PM

Option 5

Option 5 offers the most safety to all user types

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Name not available (unclaimed)

May 23, 2014, 9:09 PM

Option 5

Option 5 offers the most safety to all types of users.

---

Name not available (unclaimed)

May 23, 2014, 2:55 PM

Option 6

Name not available (unclaimed)

May 23, 2014, 1:46 PM



## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 6

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Name not available (unclaimed)

May 23, 2014, 1:46 PM

Option 6

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Name not available (unclaimed)

May 23, 2014, 12:47 PM

Option 4

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Name not available (unclaimed)

May 23, 2014, 12:22 PM

Option 4

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Name not available (unclaimed)

May 23, 2014, 12:15 PM

Option 2

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Name not available (unclaimed)

May 23, 2014, 12:04 PM

Option 3

My true priority would be for you to fix existing roads. NW 8 Avenue is terrible.

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Name not available (unclaimed)

May 23, 2014, 11:33 AM

Option 5

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Name not available (unclaimed)

May 23, 2014, 11:21 AM

Option 6

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Name not available (unclaimed)

May 23, 2014, 10:53 AM

Option 3

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Name not available (unclaimed)

May 23, 2014, 10:52 AM

All Off Forum Positions sorted chronologically

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 5

I drive a car, commute by bike, and also walk so I have experience with all three modes of transportation. The "mixed use" path combining cyclists and walkers/joggers is the worst possible. Typically walkers and joggers are not paying attention to their surroundings and may be walking a dog with a long leash. This does not combine well with a cyclist going over 15mph. The 2 foot separation with raised bumps of some sort between bike lane and car lane is important so drivers feel and hear it when they drift toward the bike lane as they update their facebook status. Sadly, that's not a joke at all.

---

Name not available (unclaimed)

May 23, 2014, 10:39 AM

Option 5

Several options are decent, but multi-use paths don't work in Gainesville, and would lead to a lot of bike/pedestrian collisions.

---

Name not available (unclaimed)

May 23, 2014, 10:20 AM

Option 5

This is the option that seems the safest for cyclists.

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Sami Rifai (unverified)

May 23, 2014, 10:13 AM

Option 4

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Name not available (unclaimed)

May 23, 2014, 10:08 AM

Option 7

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Name not available (unclaimed)

May 23, 2014, 10:06 AM

Option 7

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Name not available (unclaimed)

May 23, 2014, 10:01 AM

Option 3

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Name not available (unclaimed)

May 23, 2014, 9:21 AM

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

Option 5

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Name not available (unclaimed)

May 22, 2014, 7:39 PM

Option 6

A single multi-use track & sidewalk should handle the non-vehicle use along this section of road. For the past 9 years I have traveled this section of road about 1x/wk, i can only remember a sole bicyclist and I don't remember any pedestrians. A wider track would also provide a clearer sight line, which could reduce the loiterers that are abundant on this road.

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Name not available (unclaimed)

May 22, 2014, 6:37 PM

Option 5

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Name not available (unclaimed)

May 22, 2014, 5:30 PM

Option 5

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Name not available (unclaimed)

May 22, 2014, 5:28 PM

Option 3

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Name not available (unclaimed)

May 22, 2014, 5:10 PM

Option 4

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Name not available (unclaimed)

May 22, 2014, 4:05 PM

Option 5

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Name not available (unclaimed)

May 22, 2014, 1:22 PM

Option 5

I especially like the 2-foot buffer between auto and bike lanes. 11 foot lane width is appropriate for this lower-

## Rebuild SE 4th Street

How should the City of Gainesville rebuild SE 4th Street?

speed street.

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Name not available (unclaimed)

May 22, 2014, 12:40 PM

Option 5

In street buffered bike lanes will be the safest option for cyclists and pedestrians. The extra expense is minimal.

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Name not available (unclaimed)

May 22, 2014, 12:13 PM

Option 5

Name not available (unclaimed)

May 22, 2014, 11:58 AM

Option 5

I use this route frequently to access the GHT from Downtown. This configuration allows bikes and peds to safely traverse the area along with the regular bus and truck traffic that makes it a tight fit today.

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Name not available (unclaimed)

May 22, 2014, 11:08 AM

Option 4

Name not available (unclaimed)

May 22, 2014, 11:05 AM

Option 4

Name not available (unclaimed)

May 22, 2014, 10:57 AM

Option 3

Name not available (unclaimed)

May 21, 2014, 4:18 PM

Option 6

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