

**LEGISLATIVE**

**# 120521**



## Public Works Department

# NW 8<sup>th</sup> Ave Project

October 30, 2012  
City Commission Public Workshop

- **Presentation Outline**
  1. Introduction & Purpose
  2. Guiding Policies
  3. Existing Characteristics
  4. Public Involvement & Input
  5. Alternatives Evaluated
  6. Summary
  7. Questions & Comments

# *1. Introduction & Purpose*

- Project Length: 3.31 miles
- Project Limits:
  - East of NW 40<sup>th</sup> Drive to NW 6<sup>th</sup> Street
- Funding
  - Local Option Gas Tax: \$3,640,000

# 1. Introduction & Purpose

- **Scope:**
  - Milling and resurfacing: NW 40<sup>th</sup> Drive to NW 34<sup>th</sup> Street (PCI range high 50's)
  - Rehabilitation: NW 34<sup>th</sup> Street to NW 6<sup>th</sup> Street (PCI's range 20's to high 60's)
    - Repair base problems
    - Address substandard cross slope
  - Repair and widen sidewalk
  - ADA modifications

# Guiding Policies

- City policies encourage the creation of a balanced transportation system that serves the needs of all users.

### 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.”

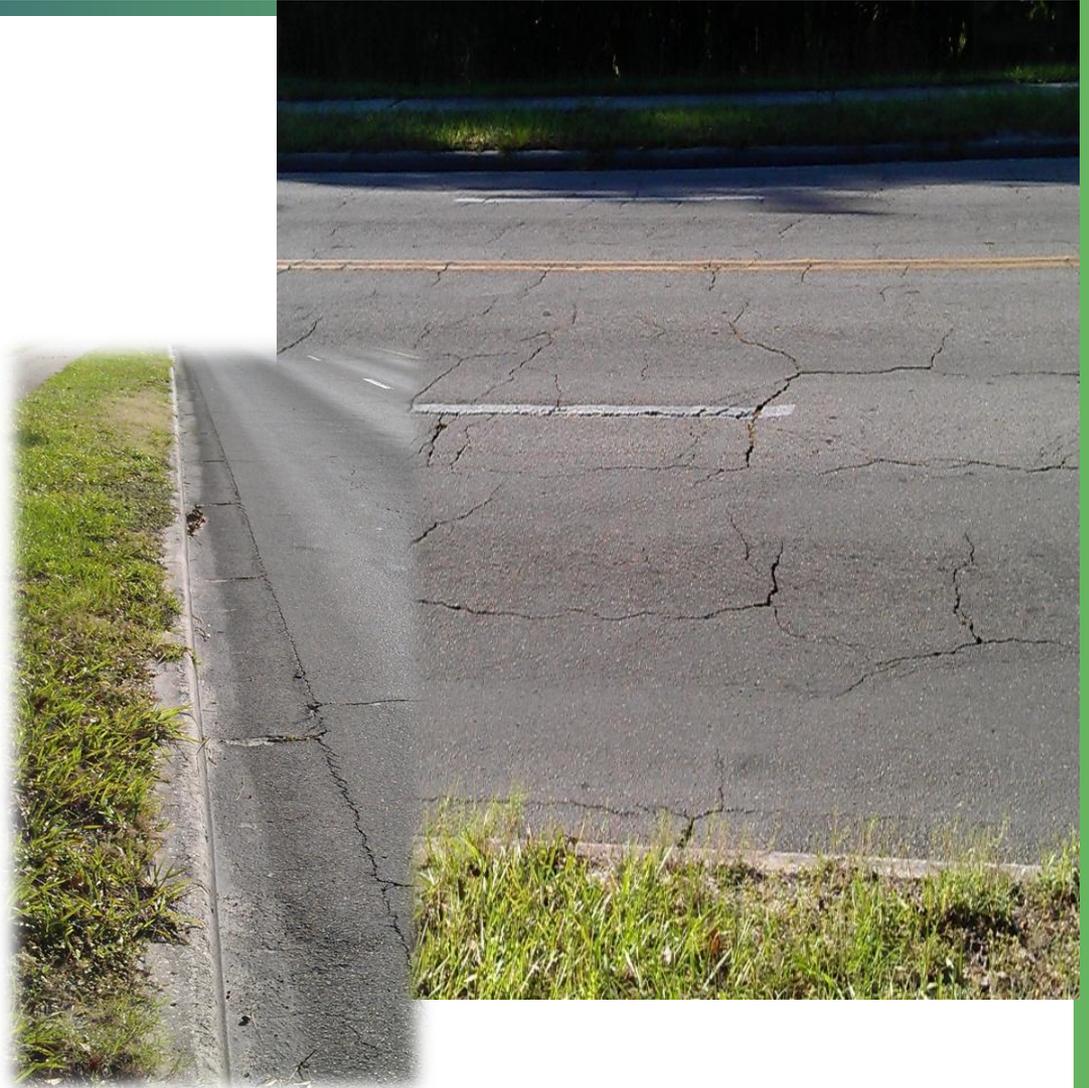
# Existing Characteristics



- Segment A
  - PCI: 57-59
  - Cracked pavement
  - Base is good
  - Asphalt in gutter



- Segment B
  - PCI: 27-52
  - Base failure
  - Cracked pavement
  - Asphalt in gutter
  - Substandard cross slope

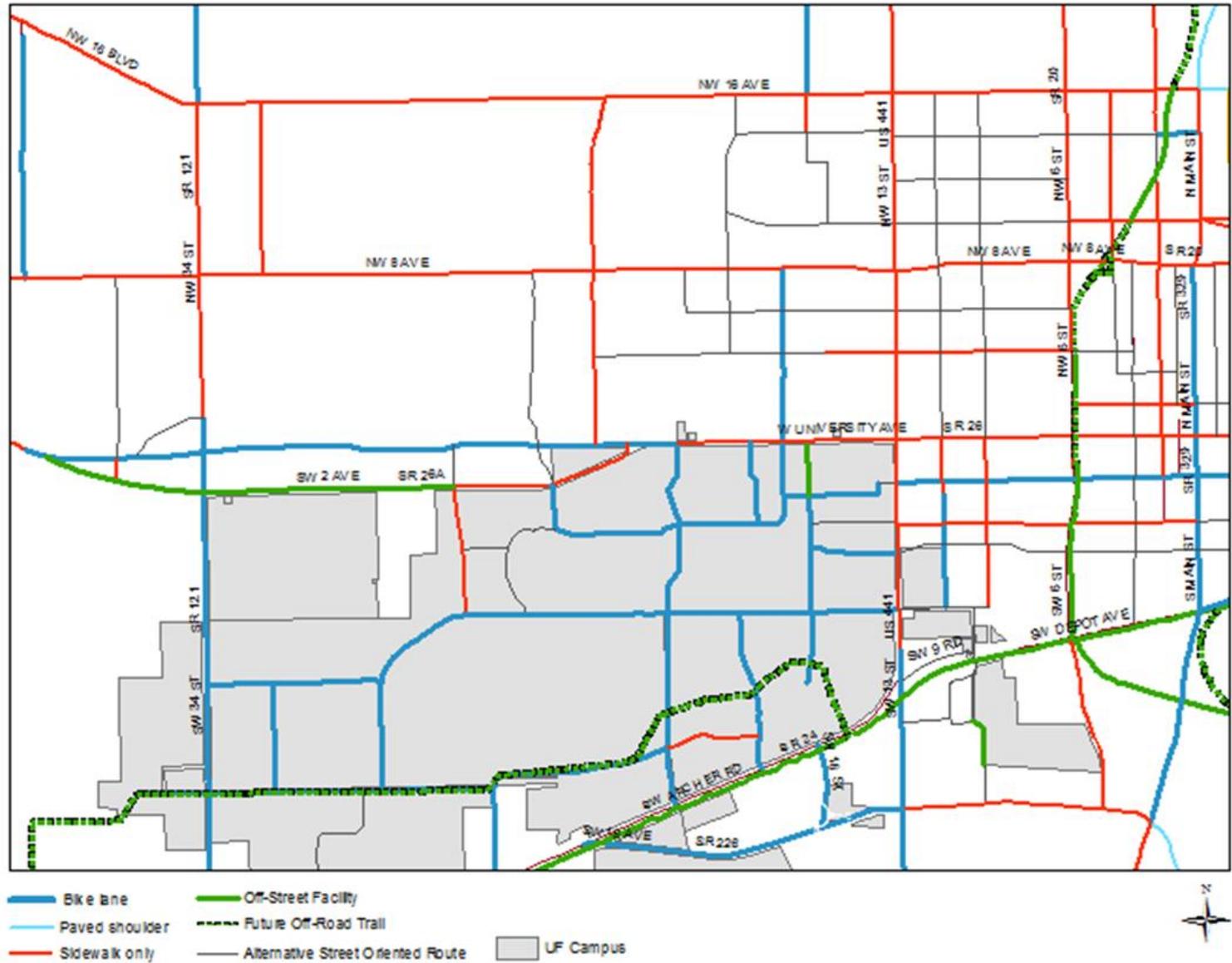


- Segment C
  - PCI: 56-72
  - Base failure
  - Cracked pavement
  - Asphalt in gutter
  - Deflection in pavement



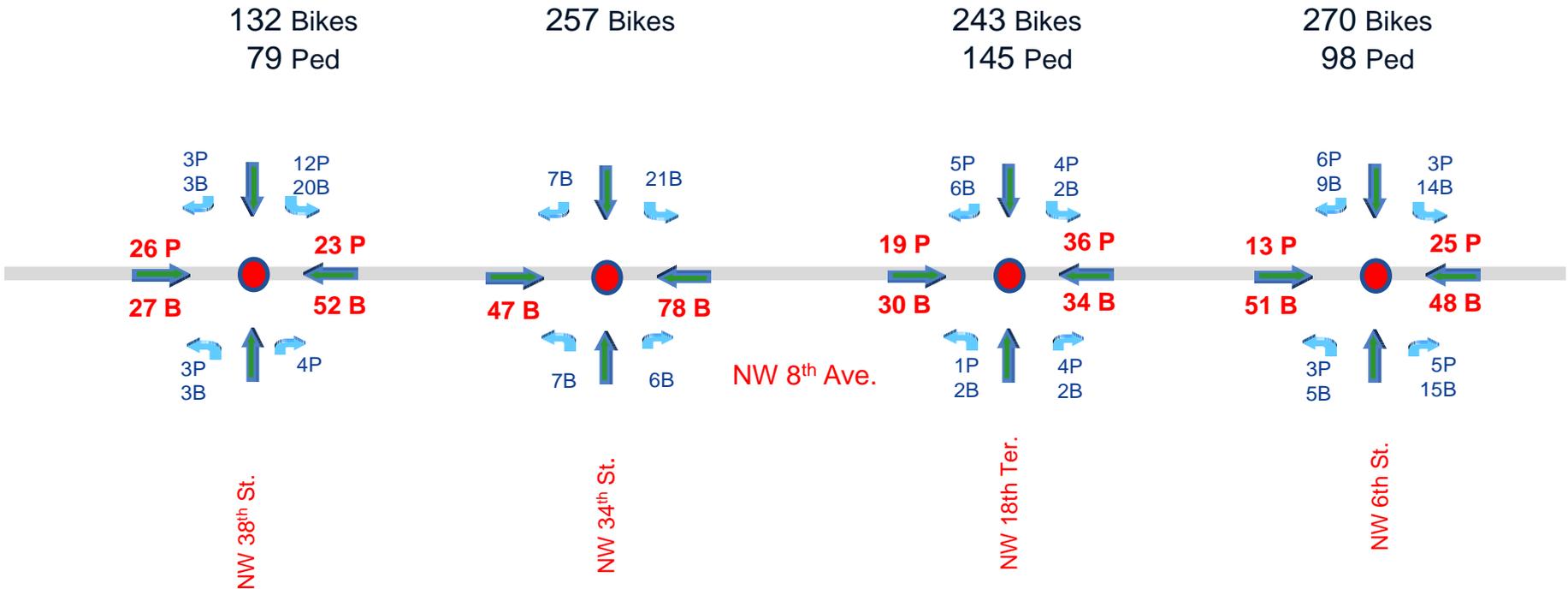
## 3. Existing Characteristics

### Bicycle Routes in area



## ■ Pedestrian and bicycle traffic

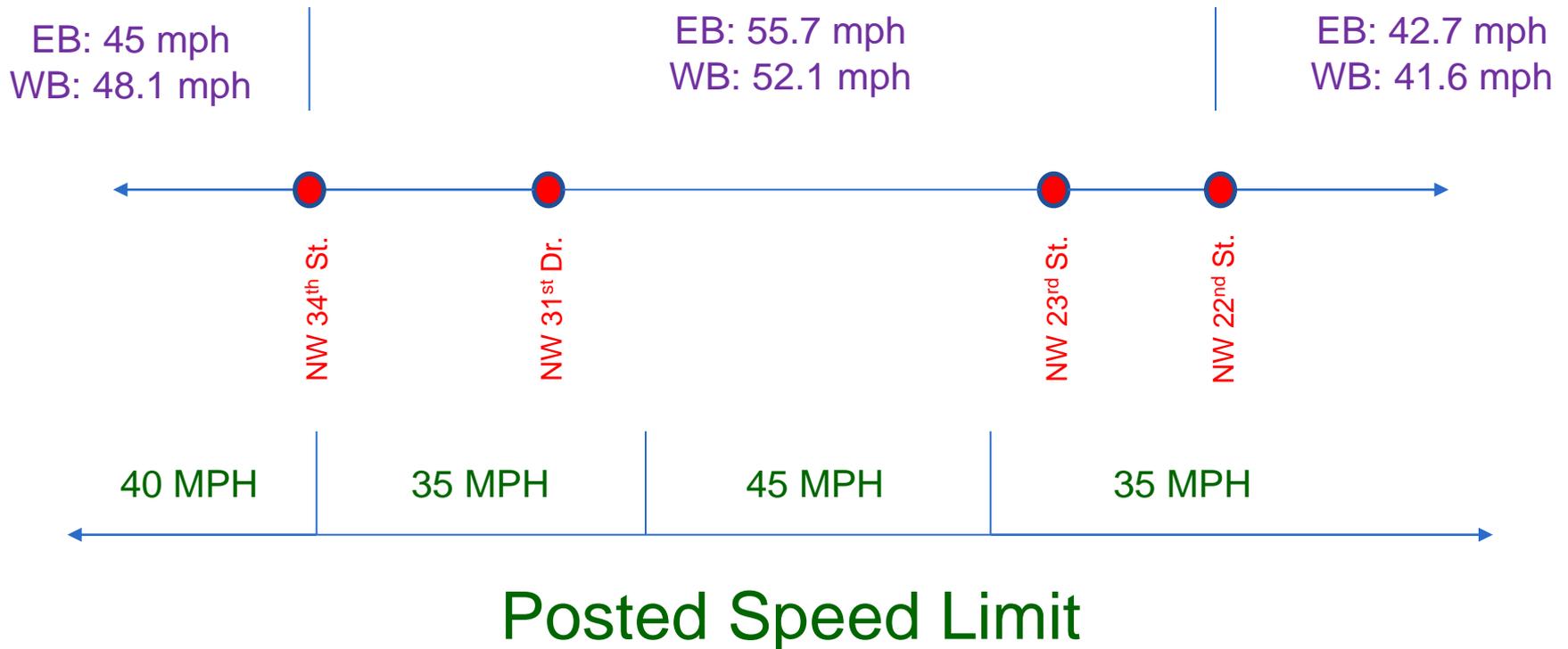
(NW 38<sup>th</sup> St. to NW 6<sup>th</sup> St.)



Count date: Tuesday, 09/27/11  
 Count period: 7:00 am to 7:00 pm  
 NW 34<sup>th</sup> St data obtained from the 2009 *Bicycle Usage Trends Program* report, by the North Florida Regional Planning Council

## ■ Speeds along corridor

### Measured Speeds



### ■ Traffic Volumes

#### ○ Current AADT: 2011

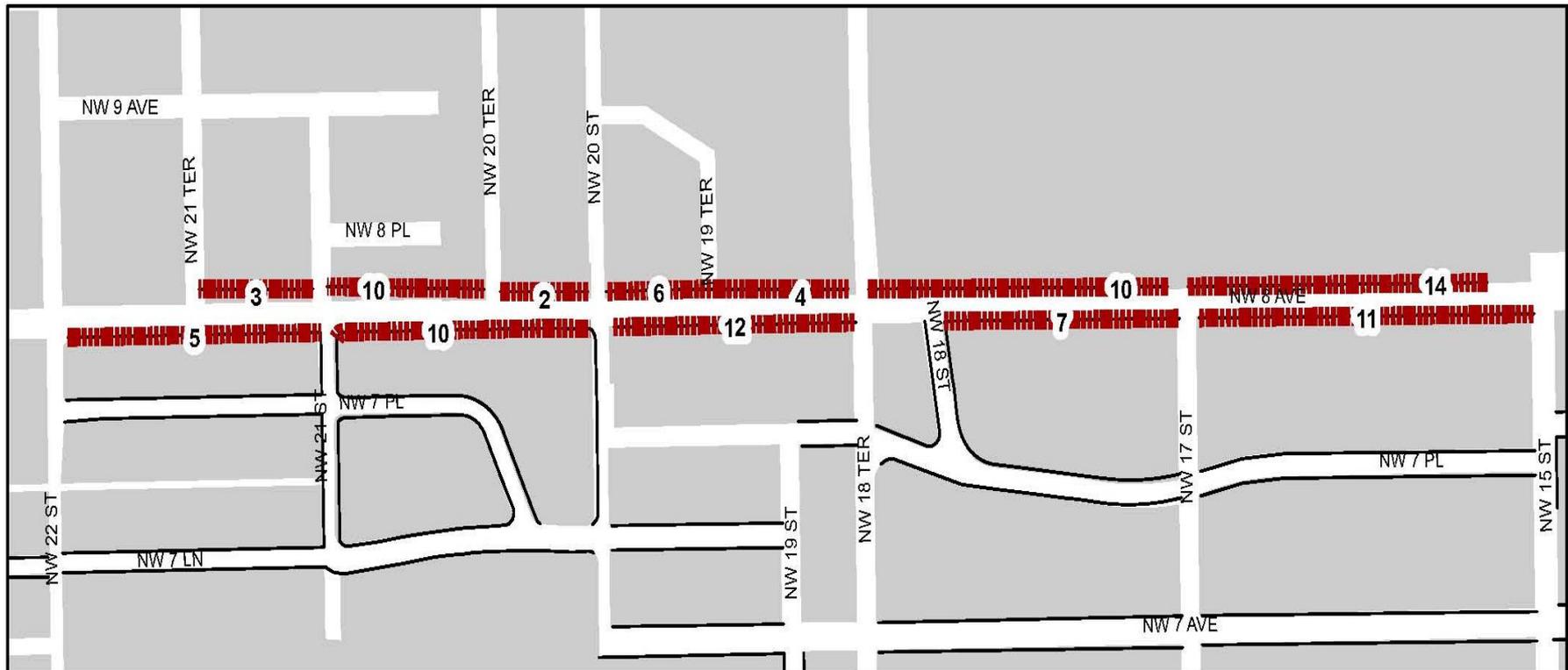


#### ○ Changes in AADT over time: 5-year trend

Newberry Rd to NW 22<sup>nd</sup> St: **11.2% reduction**

NW 22<sup>nd</sup> St to NW 6<sup>th</sup> St: **4.8% reduction**

- Existing on-street parking – 94
  - 3% average weekday occupancy (parking study)
  - Total 6 decals purchased (2 residences)



■■■■■ STUDY AREA PARKING - NW 8TH AVE  
— ON-STREET PARKING

# Public Involvement & Input

### ■ Public Involvement:

- 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

- **Input Received – Public Meeting**
  - Reduce lanes from 4 to 2
  - Add bike lanes
  - Add landscaped medians
  - Leave typical section the same
  - Provide a buffer between the bike lanes and travel lanes
  - Widen sidewalk instead of bike lanes
  - Reduce speed
  - Provide additional tree canopy

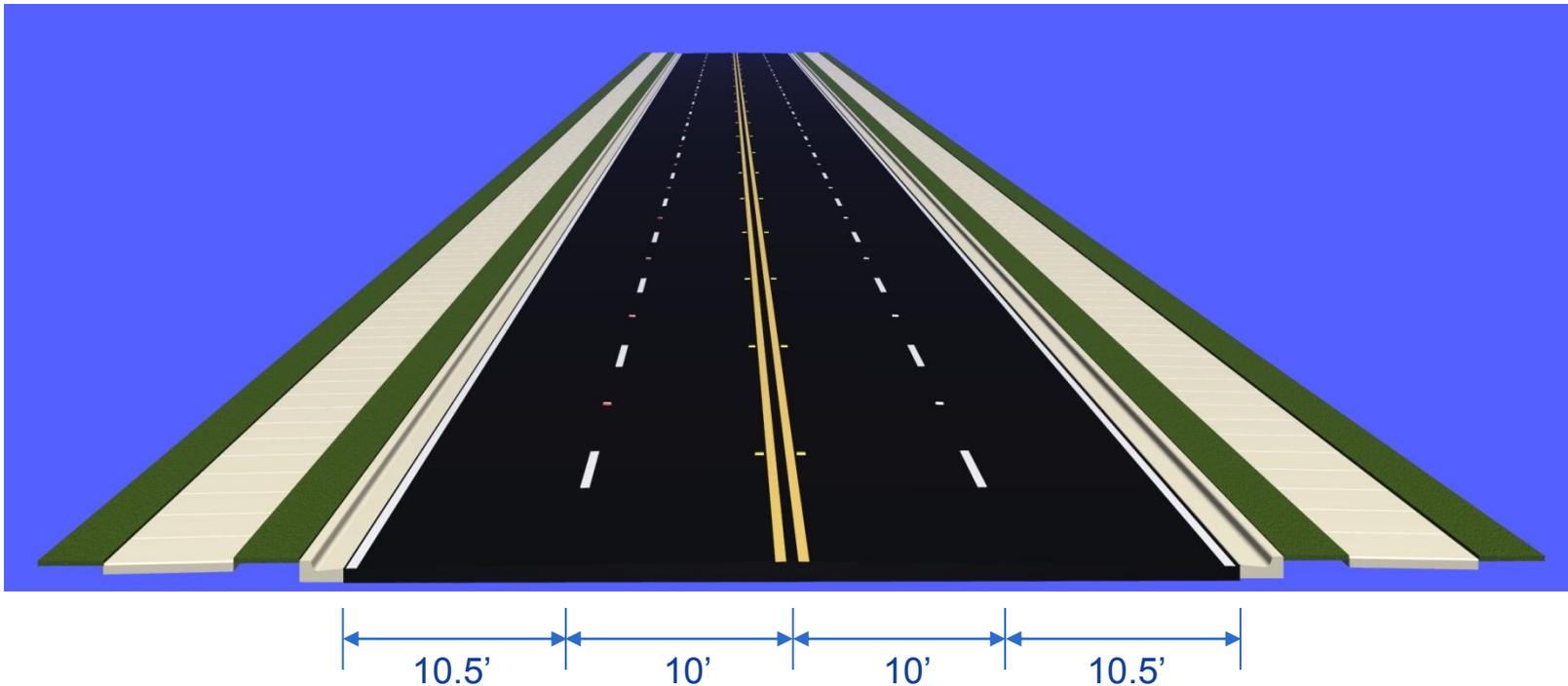
- Input Received – HOA and Neighborhood Association
  - Add turn lane at NW 31<sup>st</sup> Drive
  - Accommodate bicyclists
  - Speeding was a concern through the corridor
  - Reducing the length of the merge (NW 34<sup>th</sup> Street to NW 23<sup>rd</sup> Street) would back up traffic
  - Most bicyclists would use sidewalk – provide wider sidewalk

- **Input Received – TAC, CAC and BPAB**
  - Evaluate need for on-street parking near Westside Park
  - Provide enough room for west-bound vehicles to stack at the intersection of NW 34<sup>th</sup> Street
  - The left turn at NW 31<sup>st</sup> Drive may be dangerous and back up traffic
  - Provide a dedicated right turn lane for east bound traffic before the intersection of NW 34<sup>th</sup> Street
  - Provide differential pavement only at conflict points with bicyclists
  - Provide continuous bike lanes by eliminating on street parking on one side

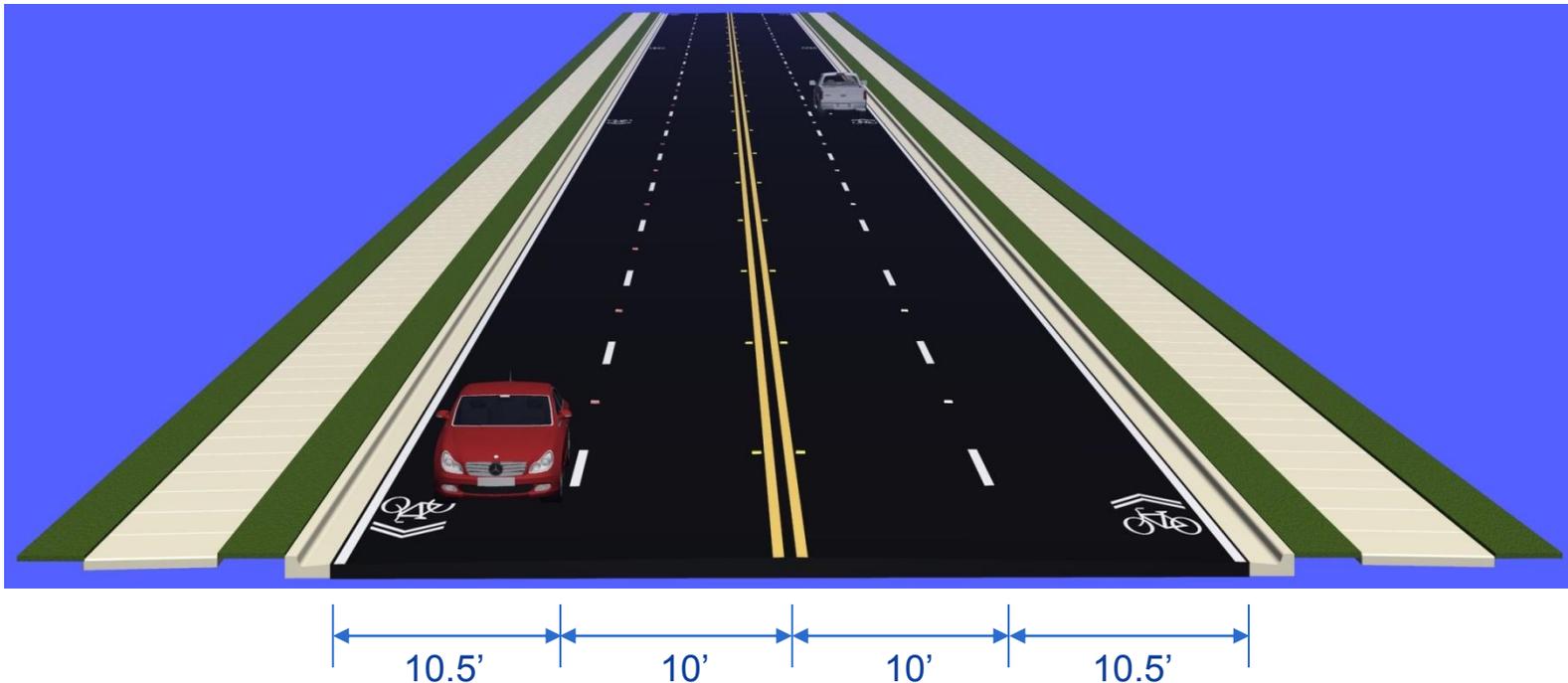
# Alternatives Evaluated

- Minimum required to repair road:
  - Segment A: Mill, Resurface, Current Configuration: \$325,220
  - Segment B: Mill, Resurface, Rehab Base, Current Configuration: \$876,600
  - Segment C: Mill, Resurface, Rehab Base, Current Configuration: \$1,334,020
  
- Total cost: \$2,535,840

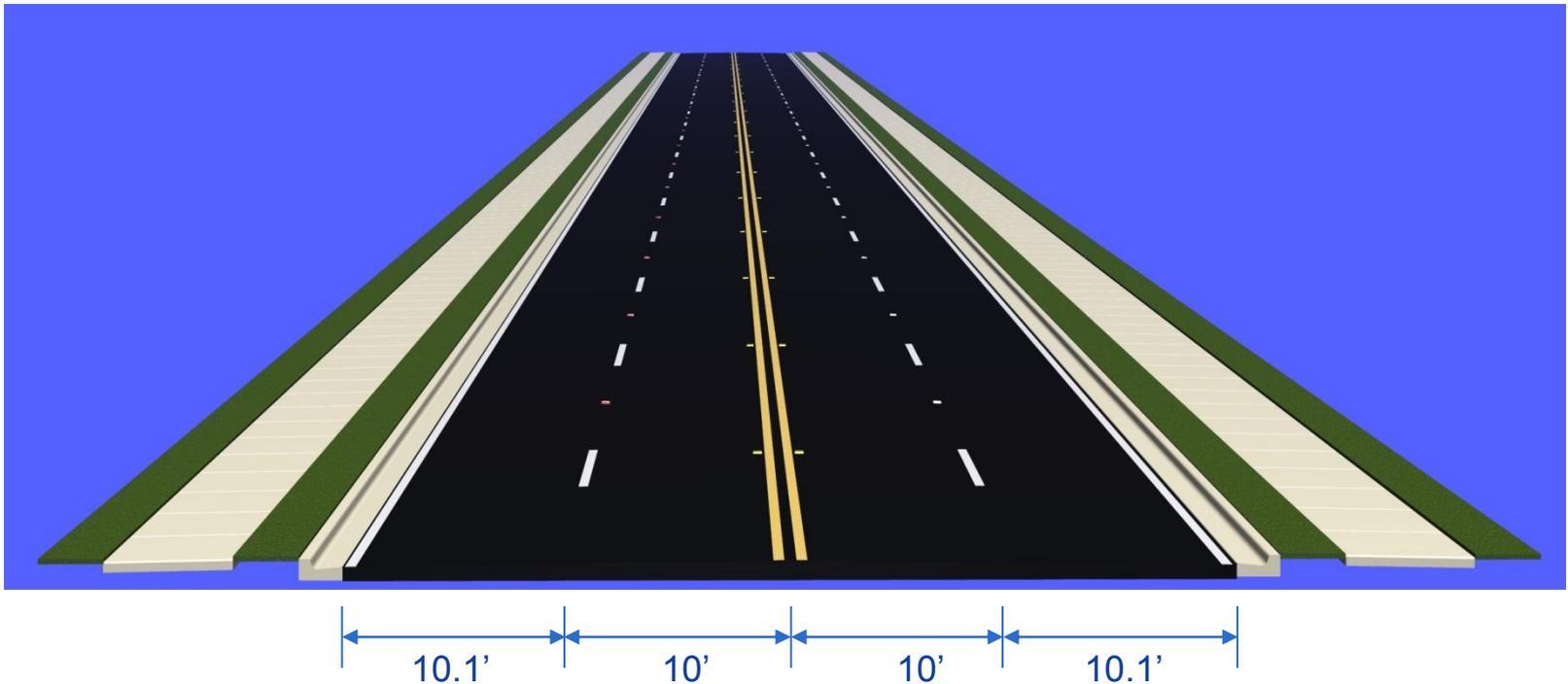
- Segment A – NW 40<sup>th</sup> Dr. to NW 34<sup>th</sup> St.
  - Alternative A1: Stripe with current marking configurations: \$325,220



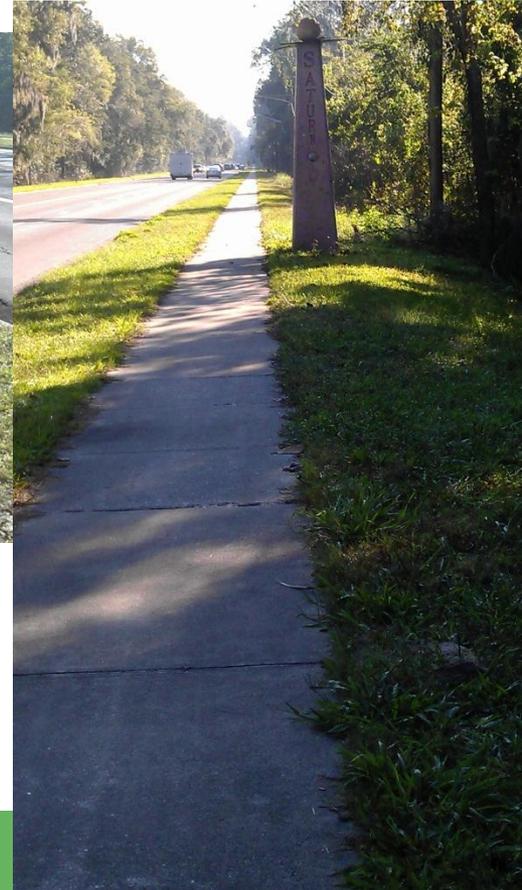
- Segment A – NW 40<sup>th</sup> Dr. to NW 34<sup>th</sup> St.
  - Alternative **A2**: Add sharrows lanes, drop speed limit down to 35 MPH: \$327,140



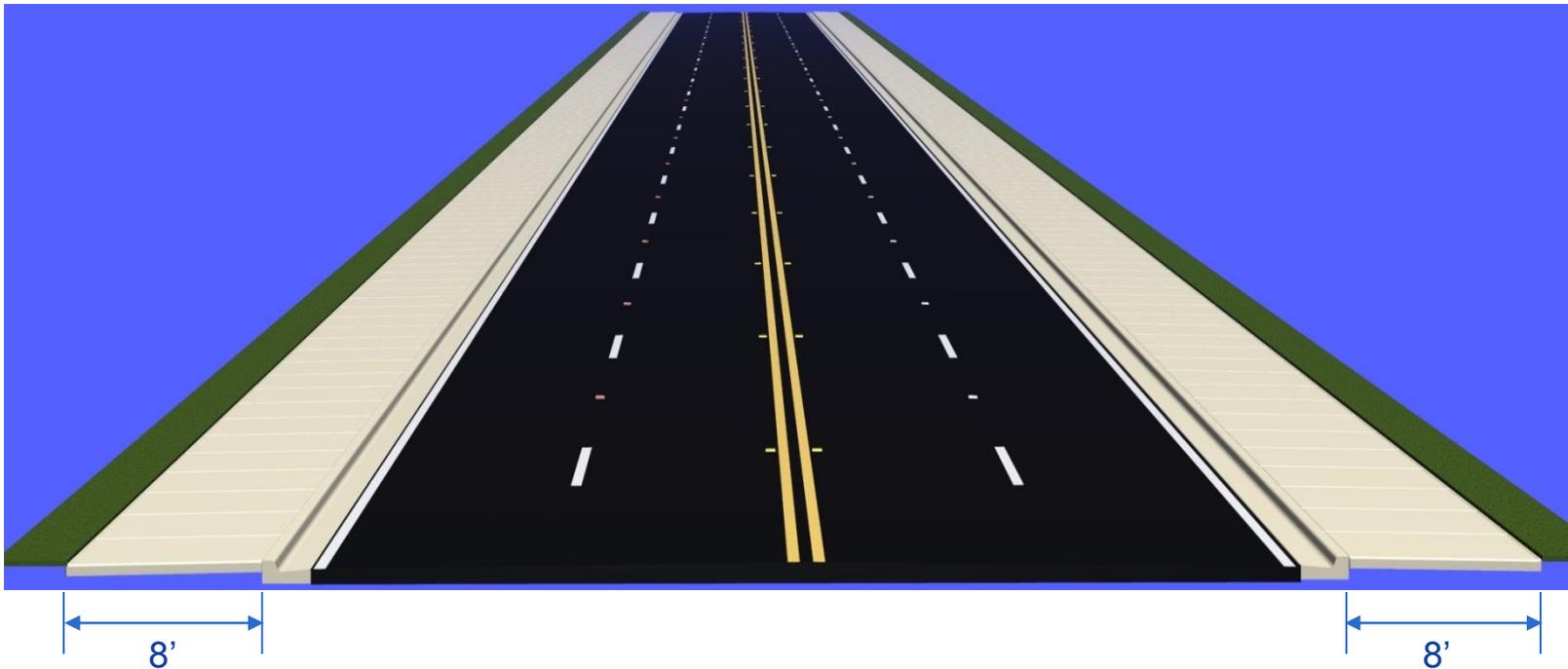
- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B1**: Same config.: \$876,600



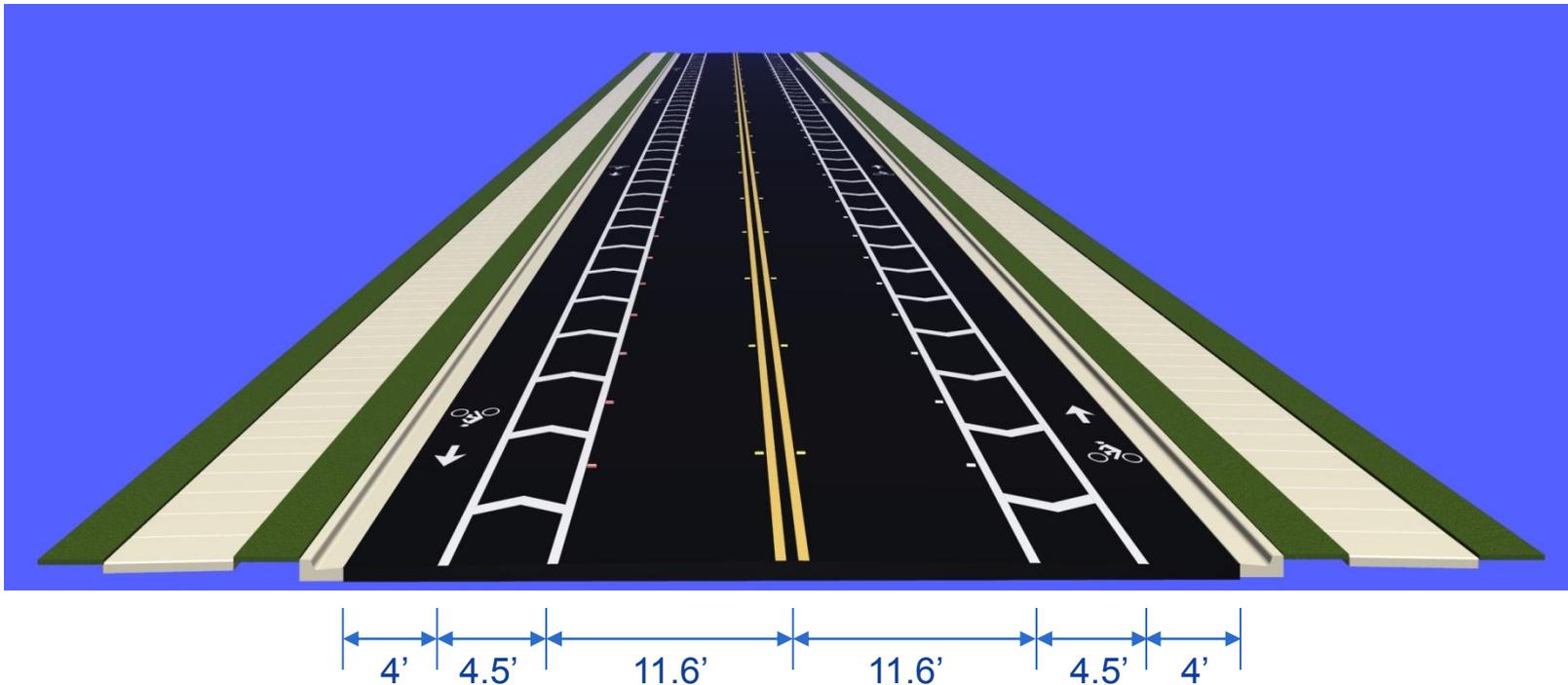
- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B2**: Elevated off-street multi-use trail: \$788,000



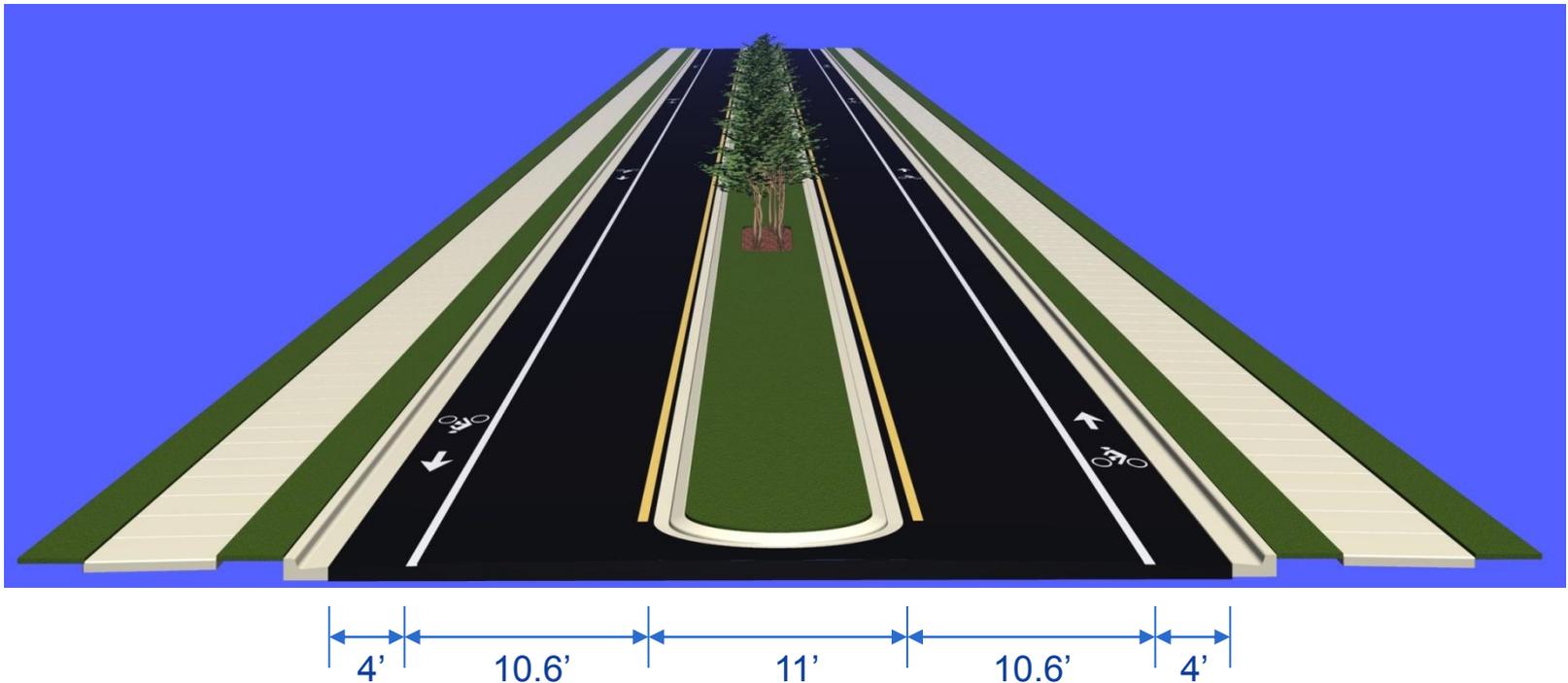
- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B3**: Widen sidewalk - \$234,000



- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B4**: Wide buffer: \$887,720



- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B5**: Wide median: \$823,060

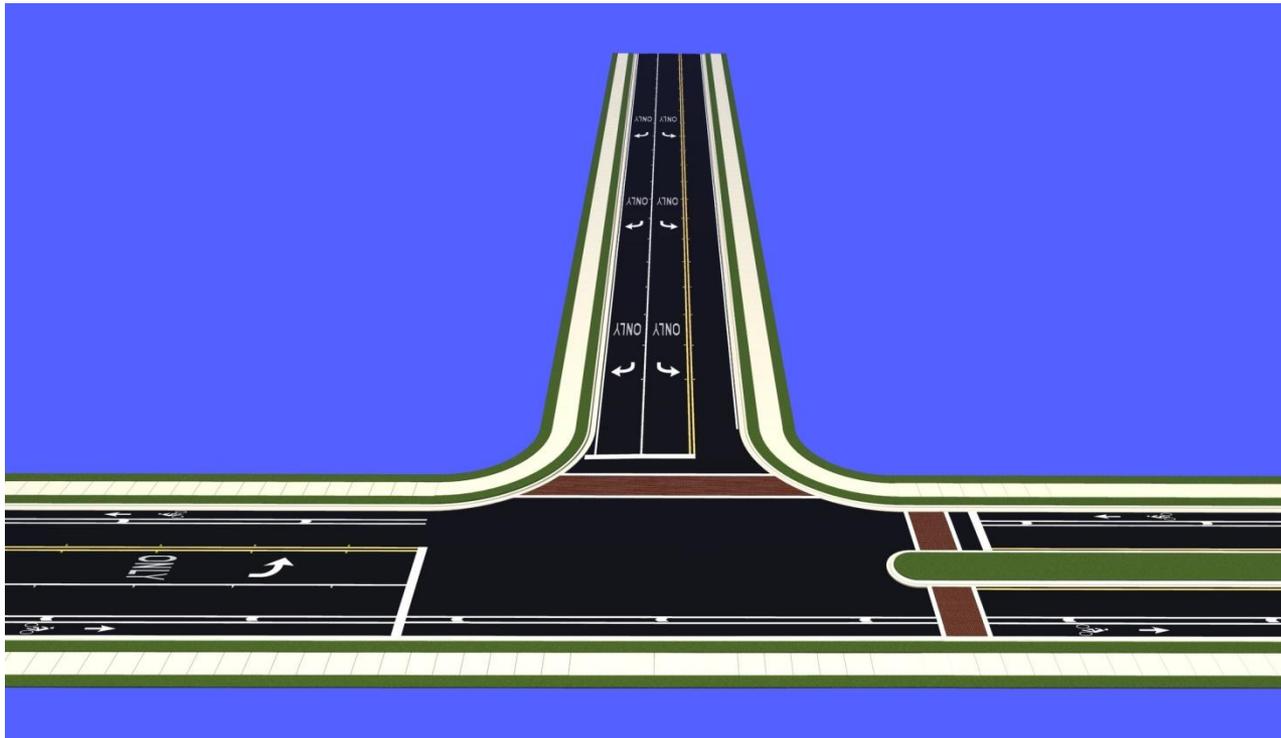


- Segment B – NW 34<sup>th</sup> St to NW 23<sup>rd</sup> St.
  - Alternative **B6**: Median & Buffer: \$852,680

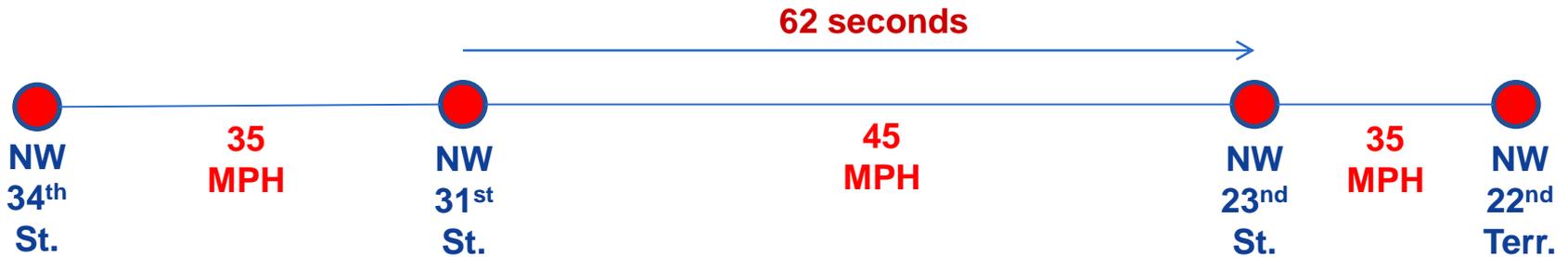


### ■ Median Impacts

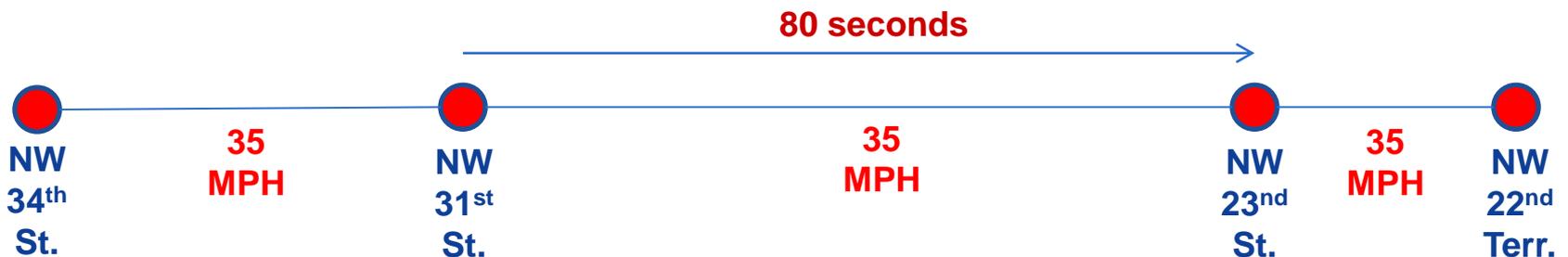
- Operations Analysis of Median Impacts to NW 34<sup>th</sup> St. and NW 31<sup>st</sup> Dr. – LOS Impacts?



- Travel Time – Segment B: 18 sec. increase
  - Existing Conditions



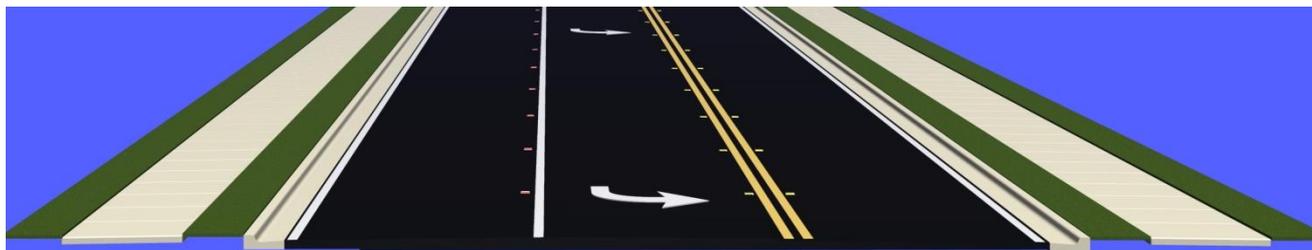
- Proposed Conditions



- Segment C – NW 23<sup>rd</sup> St to NW 6<sup>th</sup> St.
  - Alternative **C1**: Same config.: \$1,334,020

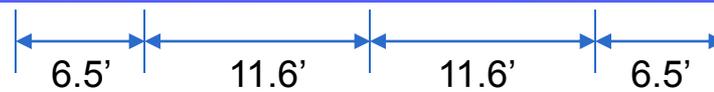


6.5' 11.6' 11.6' 6.5'

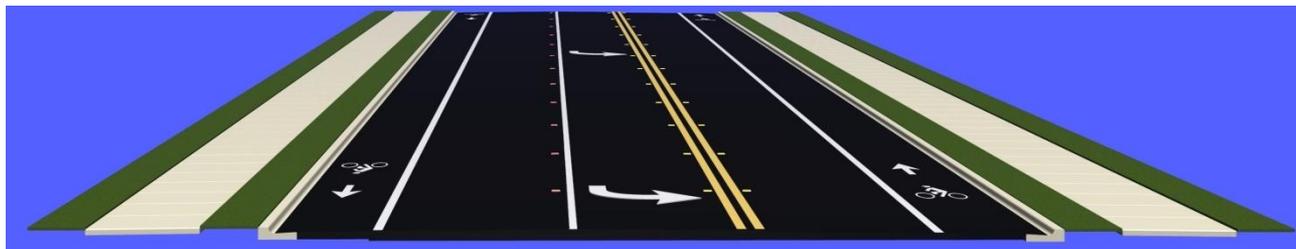
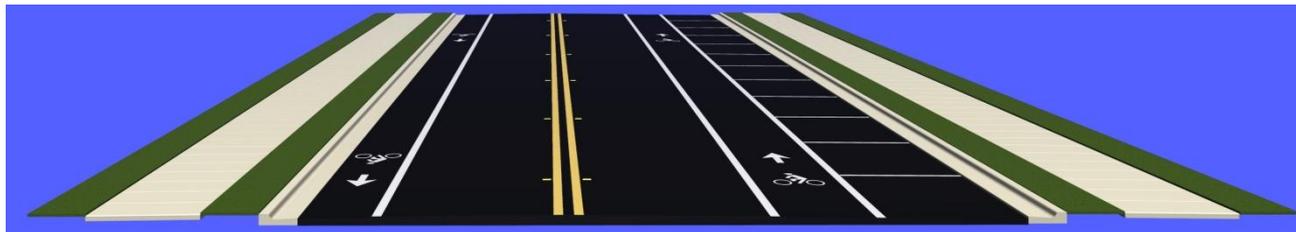


12.1' 12' 12.1'

- **Segment C – NW 23<sup>rd</sup> St to NW 6<sup>th</sup> St.**
  - **Alternative C2: Sharrow Lanes and parking on both sides (NW 18<sup>th</sup> Terr. To NW 15<sup>th</sup> St.): \$1,337,760**



- **Segment C – NW 23<sup>rd</sup> St to NW 6<sup>th</sup> St.**
  - **Alternative C3:** Bike Lanes and parking on south sides (NW 18<sup>th</sup> Terr. To NW 15<sup>th</sup> St.): \$1,581,100



Alt.	Description	Total Cost
<b>Segment A: NW 40th Drive to NW 34th Street</b>		
A1	Mill and resurface, stripe with current marking configuration – minimum required	<b>\$325,220</b>
A2	Mill and resurface, stripe with sharrow markings	<b>\$327,140</b>
<b>Segment B: NW 34th Street to NW 23rd Street</b>		
B1	Rehab pavement, stripe with current marking configuration – minimum required	<b>\$876,560</b>
B2	<i>Elevated off-street multiuse trail</i>	<b>\$788,000</b>
B3	<i>Widen sidewalk</i>	<b>\$234,000</b>
B4	Rehab pavement, wide bike lane buffer	<b>\$887,720</b>
B5	Rehab pavement, 11' wide landscaped median w/ bike lanes	<b>\$823,060</b>
B6	Rehab pavement, 10' median w/ bike lanes and buffer	<b>\$852,680</b>
<b>Segment C: NW 23rd Street to NW 6th Street</b>		
C1	Rehab pavement, stripe with current marking configuration – minimum required	<b>\$1,334,020</b>
C2	Rehab pavement, stripe with sharrow markings, parking on both sides	<b>\$1,337,760</b>
C3	Rehab pavement, with bike lanes and parking on south side	<b>\$1,581,100</b>

# Questions & Comments?