

Rebuild SE 4th Street

Legislative ID# 130714F

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

All On Forum Positions sorted chronologically

As of July 29, 2014, 5:51 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.

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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)

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42 ft Right of Way Boundary

48 ft Right of Way Boundary

50 ft Right of Way Boundary

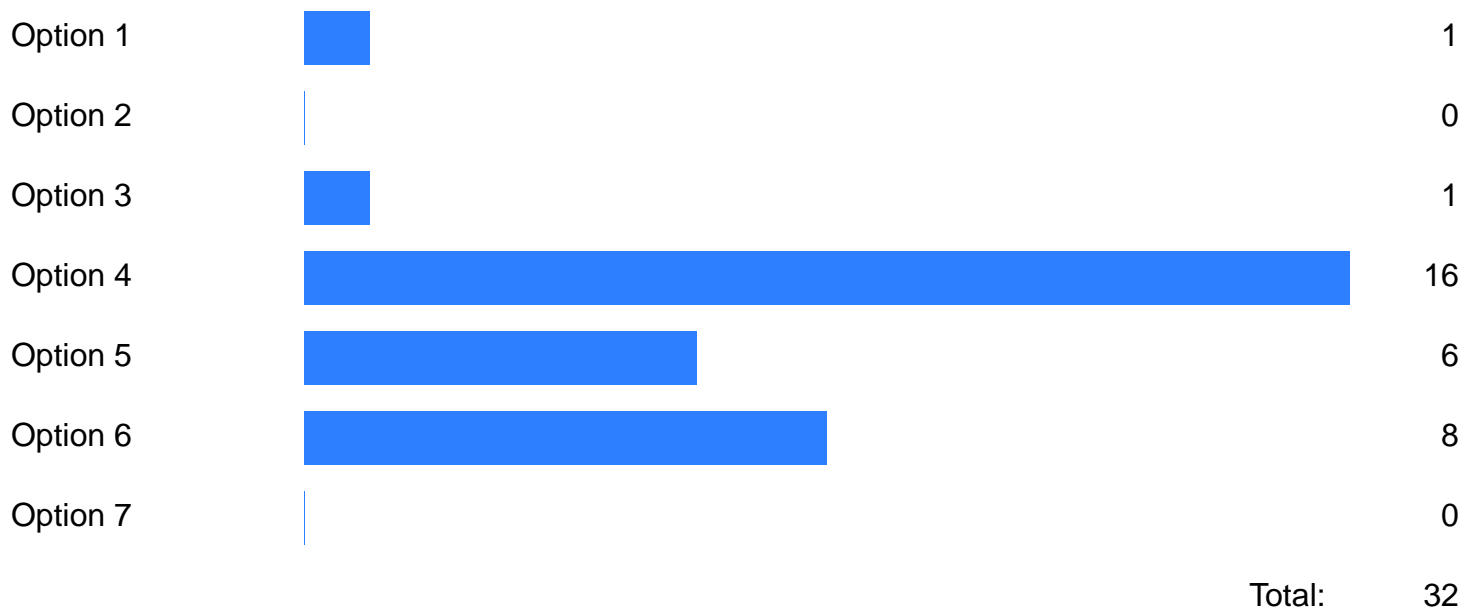
52 ft Right of Way Boundary

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As of July 29, 2014, 5:51 AM, this forum had:

Attendees: 313
On Forum Positions: 32
All Positions: 140
Hours of Public Comment: 7.0



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Joseph Floyd inside Gainesville

July 5, 2014, 4:03 PM

Option 4

Ronnie Lewis outside Gainesville

June 10, 2014, 11:02 PM

Option 4

it seems better for the road and pedestrians

William Nagel inside Gainesville

June 9, 2014, 1:10 PM

Option 3

I believe two 5' sidewalks provide plenty of room for foot traffic. The raised bicycle lanes in option 4 seem hazardous if there's need to swerve. A multi-use path would also be hazardous, even if separation lines were painted. I live on 4th so I bike and drive down 4th street everyday and considering the high speeds I bike as well as most cyclists who use 4th to get to the trail, mixing cyclists with significantly slower foot traffic can only lead to accidents. Bike lanes are a must.

Name not shown

June 5, 2014, 1:21 PM

Option 6

I like the canopied road, I like that it is narrow to keep traffic slow. I want the least impact to the creek and the feel of the road. Maybe some covered bus stops would be nice with money saved. Like they have in the NW section of town and around UF.

Peter Theoktisto inside Gainesville

June 5, 2014, 9:32 AM

Option 4

I do not think bicycles should ever be in a road way like this; too many big vehicles (buses, semis, fire rescue, etc) so I would prefer to see them as part of a sidewalk. However, I see the multiple levels as dangerous if a bike has to swerve either way, off a curb or into a curb. Why can't there be two 10' multi-use side walks, no bike lanes. Maybe stripe and mark it the way the road would be striped and marked? Also, the live oak trees on the West side South of the creek should be preserved, make the sidewalk go around them. It would look nice, break up an otherwise boring straight line, and preserve some really nice trees. Might make bargaining with the neighbors easier.

Sean McDermott outside Gainesville

June 4, 2014, 10:10 AM

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Option 4

As a daily bike commuter, I know that research shows getting hit from behind by a car is the most common and deadly bike accident. But the second most dangerous situation for bikers is riding on a sidewalk with pedestrians/driveways, etc. The raised bike lane with a separation from both cars and pedestrians is best. But the large shared bike/pedestrian path(maybe with a line down the middle to separate) is another great option.

Fyi, a link to an article about recent bike safety research titled "'Protected bike lanes safer, better," says science. "Duh," says rest of us.":

http://grist.org/list/protected-bike-lanes-safer-better-says-science-duh-says-rest-of-us/?utm_source=newsletter&utm_medium=email&utm_term=Living%2520June%252012&utm_campaign=livin-g

P.S., City employees are the best!!

Name not shown inside Gainesville

June 3, 2014, 9:14 PM

Option 4

i like the curb idea

Christopher Miller inside Gainesville

June 2, 2014, 3:25 PM

Option 6

Name not shown

June 2, 2014, 12:46 PM

Option 4

Was leaning towards option #6. I really enjoy the wide multi use lanes, but feel they can cause congestion/traffic/intersection concerns. For Example: SW Archer and SW 16th has sidewalks, multiuse path, and some of the highest foot traffic in the city. I have seen numerous accidents of bicyclists leaving the multiuse lane to enter the intersection in the same space as the pedestrians on the sidewalk. Bicycle traffic should stay closer to the road on dedicated bike paths. Keep the wide multi use for parks or Biking only paths.

Gwendolyn Jones

June 2, 2014, 11:56 AM

Option 1

Cost.

Joshua Ney

June 2, 2014, 11:42 AM

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<http://peakdemocracy.com/1899>

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Option 4

Name not shown inside Gainesville

May 31, 2014, 11:36 PM

Option 6

Multi-use paths seem to be the most family-friendly in terms of making children and their parents feel comfortable with the kids riding their bikes. Some grass, trees, or other plant cover provides separation from motor traffic and a smooth (asphalt) surface unbroken by seams, gutters, and driveways is more pleasant for all non-motorized vehicles, such as roller blades and skateboards, not just cyclists.

The only problem with this design is that it may require motorists entering the roadway to stop twice, once for the multi-use path and once before entering the roadway. On-street bike lanes could be better for this reason but probably most children and their parents feel less comfortable using those than a full lane dedicated to non-motorized traffic separated from motor-traffic by some unpaved green space.

On the other hand, if multi-use paths are going to run through Depot Park and connect to the Gainesville-Hawthorne trail, it might be better to install a road configuration that matches with the roundabout at the intersection of 4th and Depot. That way, cyclists riding on Depot will be able to exit the roundabout within the same type of bike lane they were using on Depot ave.

Raised bike lanes separated from motor-vehicle lanes only by a curb are the least safe option unless they are sufficiently wide. Children and inexperienced riders using such lanes could either jump the curb accidentally and fall while trying to swerve back out of the road in a panic or they could run into one of the drains that aren't seamlessly integrated under the smooth surface of the bike lane.

Another issue for this road is that large trucks and buses turn on and off of it a lot. On-road bike lanes make it easier for these large/long vehicle to turn onto and off-of the road as it provides some extra room for wider turning.

Name not shown inside Gainesville

May 29, 2014, 11:39 AM

Option 6

As a bike commuter, my preferred place to ride is on the multi-use paths. I feel it is much safer than a bike lane, even with a 2' separation. The wide width of the path allows me to easily pass pedestrians and slower moving cyclists, which is not as easy on a traditional sidewalk. I do not ride this stretch of road, but do ride down Depot past the traffic circle at 4th and I rarely see any pedestrian or cyclist activity going down 4th. With the seemingly low pedestrian/bike traffic, the benefits of the path that I mentioned, and the fact that it is the least expensive option, I believe it is the best option.

Name not shown inside Gainesville

May 28, 2014, 4:41 PM

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Option 6

Name not shown inside Gainesville

May 28, 2014, 2:03 PM

Option 5

this gives the bicycle life saving room from cars and does not put them on sidewalks with walkers. also green lanes in intersection for bicyclist

1 Attachment

<https://pd-oth.s3.amazonaws.com/production/uploads/attachments/12bry1hrb20w.2ql/images.jpg> (7.61 KB)

Candace Schwartz outside Gainesville

May 28, 2014, 10:08 AM

Option 5

Ed Dunne inside Gainesville

May 27, 2014, 10:12 PM

Option 4

Name not shown inside Gainesville

May 27, 2014, 6:08 PM

Option 4

It provides a greater safety to both pedestrians and cyclists, by providing a clear spacial distinction for all three kinds of traffic in both directions, and it is one of the cheaper options.

Name not shown inside Gainesville

May 27, 2014, 4:04 PM

Option 5

Option 5 would be the safest design for vehicles, pedestrians, and bicycles. Better to spend a littler more money and protect lives.

Name not shown inside Gainesville

May 27, 2014, 3:48 PM

Option 4

David Miller inside Gainesville

May 27, 2014, 3:37 PM

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Option 6

To me this looks like the most viable option

Christopher Fillie inside Gainesville

May 27, 2014, 12:06 AM

Option 6

I am a proponent of separate/dedicated bike paths along normal motorways, and the use of traffic calming mixed modal streets in the urban core. Inner city/ tight small roads with a mix of bikes and pedestrians put drivers on their toes and removes vehicular "entitlement". Bike lanes set up in this entitlement context endanger the smaller less-protected bikers relegated to a small strip along the roadside. As SE 4th St is a semi-industrial through-street with little foot traffic, and there are numerous bike paths already converging in the area, a bike path seems more safe and appropriate.

Geoffrey Mason

May 26, 2014, 7:48 PM

Option 4

Stacey Jones

May 25, 2014, 8:45 AM

Option 4

Having the physical barrier can be a great traffic deterrent that encourages more use of the bike lanes by non commuters not comfortable with riding in traffic while not hindering the speed of the ride like sidewalks do for regular users.

Roger Pierce inside Gainesville

May 23, 2014, 7:51 PM

Option 4

Option 6 is very dangerous as it would create conflicts at every intersection.

Ally Gill inside Gainesville

May 23, 2014, 11:26 AM

Option 5

I am a cycle-commuter and recreational cyclist who rides on our streets, where bicycles belong. I also own and drive a car. Therefore, I am likely to both drive on and cycle on this road in the future. I like the many bike lane

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options that merely utilize paint and don't include an actual concrete barrier, but prefer Option #5. I don't think that Option #4, with its raised cycle track, is ideal, since the low concrete curb that segregates bike traffic from automotive traffic doesn't afford any real safety advantage to cyclists, but rather presents a navigational hazard to a cyclist who may need to avoid debris or obstacles, pass a slower cyclist, or enter the traffic lane in preparation for making a turn. Such concrete barriers also perpetuate the myth that cyclists cannot safely use roads where cars and other vehicles are present. Option #6 is absolutely the worst of all, since it mixes cyclists with pedestrians, joggers, wheelchairs, skateboards, etc. and directs all cyclists to one side of the street, thereby forcing 50% of cyclists to ride against traffic flow. Riding against the flow of traffic exposes a cyclist to much greater conflict at intersections, driveways, and when making turns. "Wrong-way" cycling results in 3.6 times as much risk of an accident to a cyclist than riding with the flow of traffic. <http://www.bicyclinglife.com/Library/riskfactors.htm>. Driveways are particularly hazardous for a "wrong-way" cyclist, since the cyclist crosses a motorist's path from an unexpected direction. Imagine how many more, and how potentially more dangerous, even fatal, such driveway conflicts might be in a somewhat industrial area of town such as this. The wrong-way cyclist-driveway conflict situation represents a safety issue that must be taken into consideration. Directing inexperienced cyclists into a danger zone by virtue of poor road design is a very bad idea. Standard bike lanes in both directions, with separate sidewalks for pedestrians, would be a safer option. Thanks for inviting citizen comment.

Name not shown outside Gainesville

May 23, 2014, 10:53 AM

Option 5

I like both option 1 and option 5. I like the 12' wide motor vehicle lane in option 1 however I think the bike lane separator in option 5 is a very needed part of the system.

Ed Gardner outside Gainesville

May 22, 2014, 12:42 PM

Option 6

Minimal cost and impact on adjacent areas. Separation of bike/ped from car traffic. No "edge" of different height across 10' pathway; wider path for bikes to pass each other when no pedestrians around, potential lower maintenance cost.

Name not shown inside Gainesville

May 22, 2014, 12:11 PM

Option 4

Raised bicycle lane would be awesome and encourage cyclists of all stripes, and a benefit to the general community.

Name not shown inside Gainesville

May 22, 2014, 11:42 AM

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Option 4

Ewen Thomson inside Gainesville

May 22, 2014, 11:13 AM

Option 5

This is a heavily used corridor for heavy vehicles, pedestrians and bicycles. The safest configuration involves separating all three modes by as much spacing as possible.

Name not shown inside Gainesville

May 22, 2014, 10:58 AM

Option 4
