



NW 19 Lane Bicycle Facility

Purpose

- Project intends to expand the bicycle infrastructure connectivity by ***adding a facility along the north side of the road***
- Project concept:
 - construction within available space
 - no loss of parking spaces
 - no change in traffic patterns

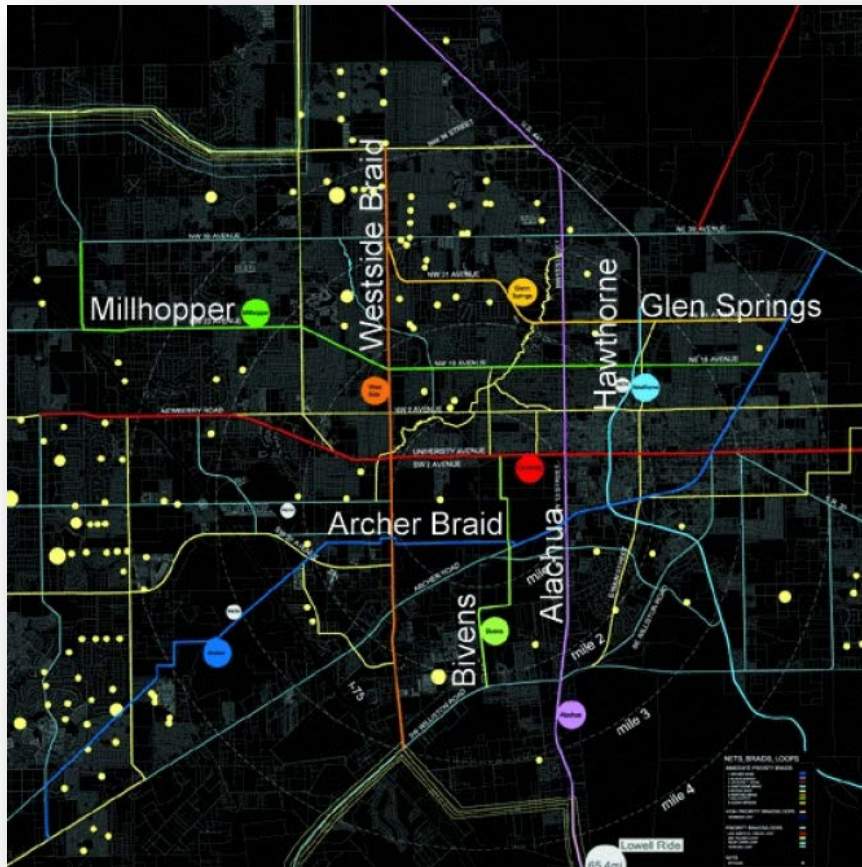
Framework

- Bicycle Master Plan, 2001
- Bicycle Master Plan addendum, 2004
- Strategic Initiatives, starting in 2010
 - Enhancement of bicycle network connectivity and safety; promote multimodal use

Framework

- RCAPW Committee, 04/23/2013 & 09/16/2014
- “*Ride with the Commish*”, May 31/2014
- Project included in Sales Tax project list, 2014
- MTPO List of Priority Projects, 2014
- MTPO authorization for grant application, 2014

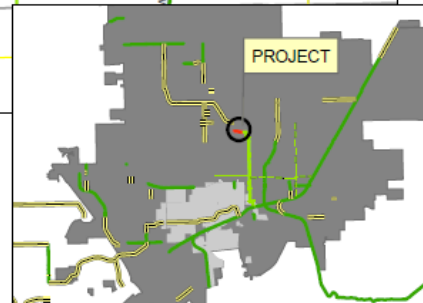
Framework



Priority Braids

Source: Bicycle Master Plan Addendum

- Priority *braids* identified
 - Archer Braid and Hawthorne Braid alignments funded and programmed for construction
 - ROW and cost constraints limit implementation of additional segments



Framework

- City allocation of funding for bike/ped projects
 - \$100,000/year recurring for sidewalks
 - \$200,000 one-time for low cost bike solutions that enhance the multimodal system (connectors; bike boulevards)

Bike/Ped Safety Plan:

- Target reduction in incidence and severity of bike/ped crashes
- Period 2006-2010
 - 792 crashes involving bike/ped
 - 541 (68%) bike; 251 (32%) ped
 - 15% severe (death or incapacitating)
 - 30% along Univ. Ave & W 13th St
- Gainesville ranks 2nd in bike and 7th in ped severe crashes in FL (cities w/ pop.>75K; Y07-Y11)

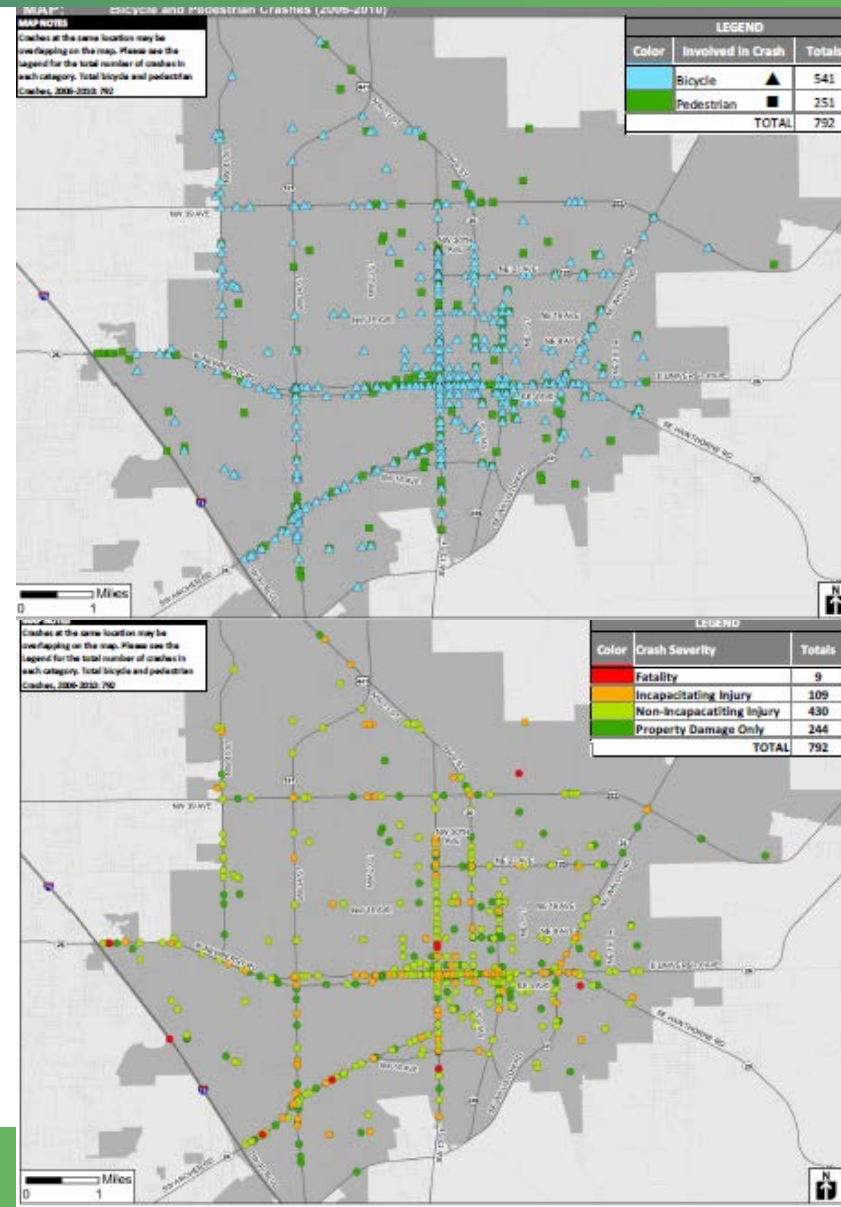


Table 1: Corridor Ranking

Corridors	Severity Index Ranking	Crash Frequency Ranking	Crash Rate Ranking	Overall Ranking
W 13th Street: SW 16 th Avenue to NW 30 th Avenue	2	2	2	1
University Avenue: W 23 rd Street to E 15 th Street	5	1	1	2
SW Archer Road: SW 34 th Street to SW 16 th Avenue	1	6	6	3
W Newberry Road: I-75 to W 34 th Street	3	3	7	3
N 23rd Avenue: NW 13 th Street to NE Waldo Road	6	4	4	5
NW 6 th Street : NW 8 th Avenue to NW 31 st Avenue	7	5	3	6
SW 34 th Street: SW 35 th Boulevard to SW 20 th Avenue	4	7	5	7

Table 2: Intersection Ranking

Intersections	Severity Index Ranking	Crash Frequency Ranking	Crash Rate Ranking	Overall Ranking
SW 16 th Avenue at SW 6 th Street	6	6	5	1
NW 23 rd Avenue at NW 13 th Street	9	8	1	2
NW 29 th Road at NW 13 th Street	7	6	5	3
NW 16 th Avenue at NW 13 th Street	9	8	1	4
W University Avenue at W 13 th Street	5	7	4	5
E University Avenue at NE Waldo Road / SE 11 th Street	12	8	1	5
NE 8 th Avenue at NE Waldo Road	3	5	8	7
Windmeadows Boulevard at SW 34 th Street	2	5	8	8
W University Avenue at W 34 th Street	3	5	8	9
Millhopper Road / NW 53 rd Avenue at NW 43 rd Street	13	5	8	10
Waldo Road at NE 16 th Avenue	11	5	8	11
SW Archer Road at SW 34 th Street	8	6	5	12
SW 20 th Avenue at SW 34 th Street	1	4	14	13
NW 39 th Avenue at NW 13 th Street	13	5	8	14

Safety

Table 9: Summary of Crash Occurrence by Involvement Type

		Cyclist			Ped		
		Total Cyclist Crashes	541		Total Ped Crashes	251	
		Cyclist at Fault	169	32%	Ped at Fault	97	39%
		Motorist at Fault	308	57%	Motorist at Fault	137	54%
		No Fault/Unknown	56	11%	No Fault/Unknown	17	7%
Most Prevalent Crash Causes	Cyclist or Ped at Fault	Cyclist failure to yield at intersection	111	66%	Ped failure to yield at midblock	66	68%
		Cyclist failure to yield midblock	22	13%	Ped failure to yield at intersection	12	12%
	Motorist at Fault	Driver turned or merged right	172	56%	Driver turned right	55	40%
		Driver turned or merged left	43	14%	Driver turned left	33	24%

System-wide

Safety

		Cyclist			Ped		
		Total Crashes	Corridor	Cyclist 75	Total Crashes	Corridor	Ped 19
		Cyclist at Fault			Ped at Fault		
		Motorist at Fault			Motorist at Fault		
Most Prevalent Crash Causes	Cyclist or Ped at Fault	Cyclist failure to yield at intersection	8	40%	Ped failure to yield at midblock	4	44%
		Cyclist failure to yield midblock	5	25%	Ped failure to yield at intersection	2	22%
	Motorist at Fault	Driver turned or merged right	40	73%	Driver turned right	7	70%
		Driver turned or merged left	11	20%	Driver turned left	2	20%

W 13th St Corridor

Existing Conditions



Existing Conditions



Field Test



Potential curb
extension of 2 ft.

Maintains travel lane
at 13.5 ft wide

Field Test



Field Test



Field test



Field test



Questions?