



13th Street

University Avenue

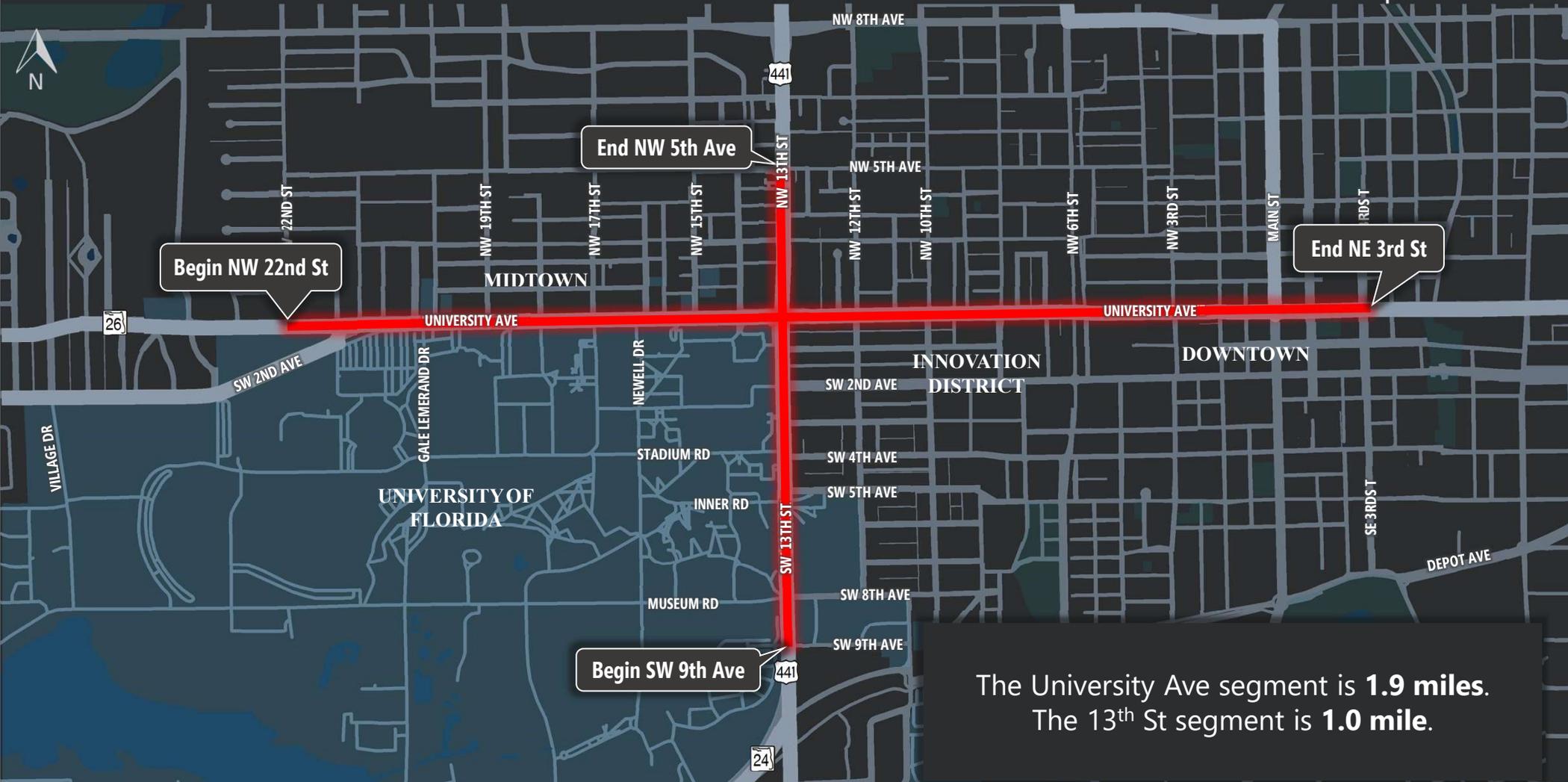
City of
Gainesville

Corridor Study

**City Commission Presentation
October 21st, 2021**

Study Limits

13th Street | University Avenue
Corridor Study



The University Ave segment is **1.9 miles**.
The 13th St segment is **1.0 mile**.

Our Purpose and Goals

13th Street University Avenue

Corridor Study

Improve safety

Prioritize people

Analyze and develop concepts

Recommend interim & ultimate improvements

Partner with UF and FDOT

Pedestrian Crashes (2015 – 2020)

with 2021 Fatalities

13th Street University Avenue

Corridor Study

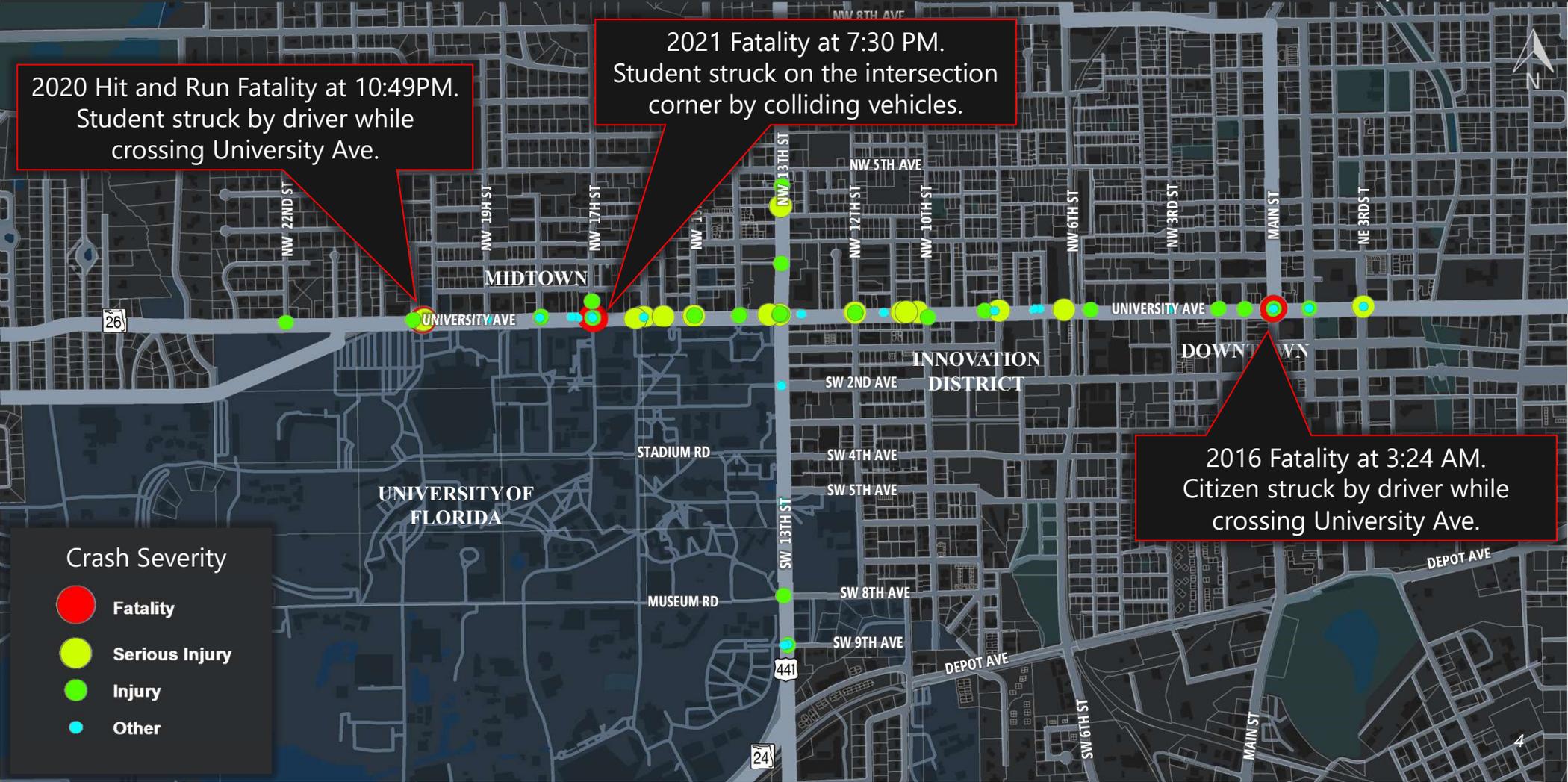
2020 Hit and Run Fatality at 10:49PM.
Student struck by driver while
crossing University Ave.

2021 Fatality at 7:30 PM.
Student struck on the intersection
corner by colliding vehicles.

2016 Fatality at 3:24 AM.
Citizen struck by driver while
crossing University Ave.

Crash Severity

- Fatality
- Serious Injury
- Injury
- Other



People Driven Design

SPEED

20
MPH

CONE OF VISION



STATISTICAL OUTCOME OF A PEDESTRIAN STRUCK BY A VEHICLE:



9 OUT OF 10
PEDESTRIANS SURVIVE

30
MPH



5 OUT OF 10
PEDESTRIANS SURVIVE

40
MPH



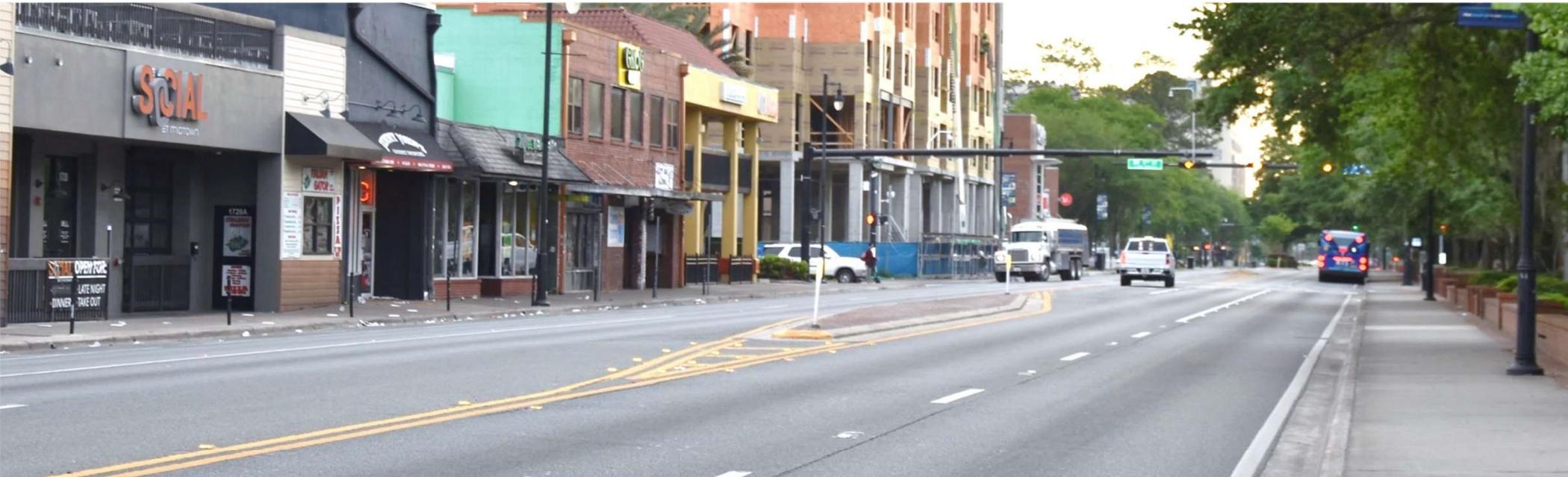
1 OUT OF 10
PEDESTRIANS SURVIVE

Source: UNC Highway Safety Research Center

Guiding Principles

13th Street University Avenue

Corridor Study



Safety and Speed Management

Promote safety, reduce speeds, and prioritize vulnerable users

Mobility and Access

Directness, travel times, and convenience

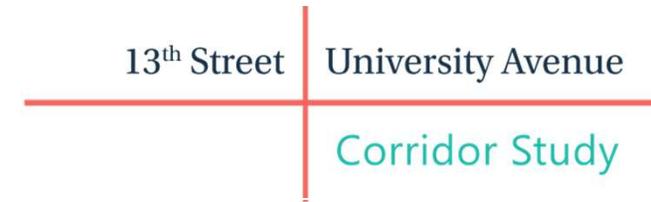
Placemaking and Community Development

Use street space for people

Cost and Ease of Implementation

Rapid cost-effective changes

List of 2021 Improvements



Implemented since January 2021

- Retimed traffic signals for people
- Established more urban FDOT design standards
- Installed better crosswalks
- Improved signage
- Trimmed overhanging trees
- Installed speed tables
- Reduced speed limit to 25 mph on University Ave
- Added one-way pairs at 14th/15th St

Scheduled

- More crosswalk improvements
- Improve pedestrian signals
- Add new traffic signals at NW 19th St and NW16th St
- More signage improvements
- Add one-way pairs at 17th/18th St

Under Development / Review

- Install raised midblock crosswalks Improve pedestrian lighting
- More crosswalk improvements
- Widen sidewalk with new developments
- Additional side street one-way pairs
- Address sidewalk gap on 13th St



Bikes, Pedestrians, and Infill Development

13th Street | University Avenue
Corridor Study

4 Highest Hours of the Day

2,415

 Pedestrians

366

 Bicyclists

4 Highest Hours of the Day

180

 Pedestrians

4 Highest Hours of the Day

3,171

 Pedestrians

309

 Bicyclists

4 Highest Hours of the Day

184

 Pedestrians

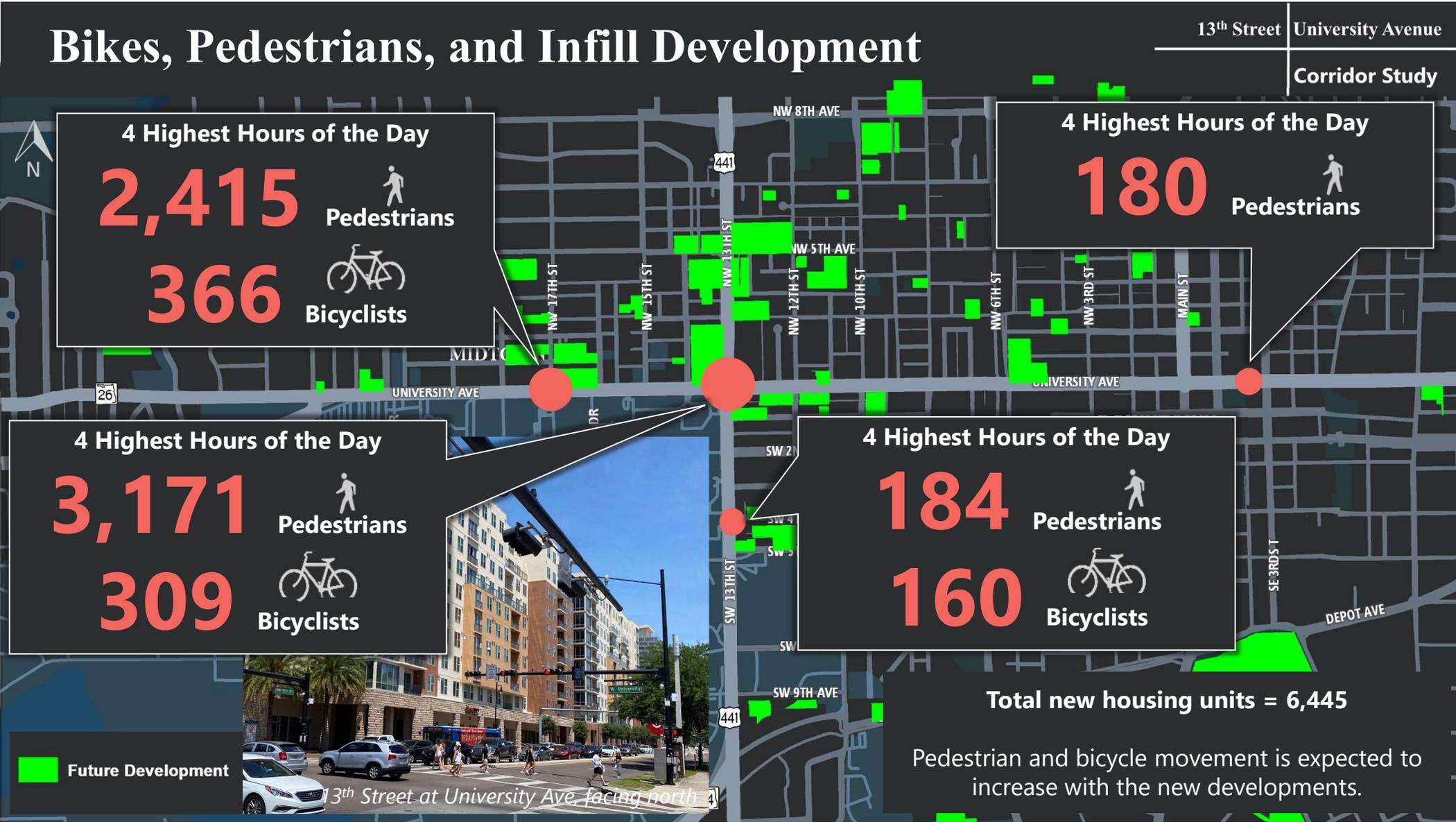
160

 Bicyclists

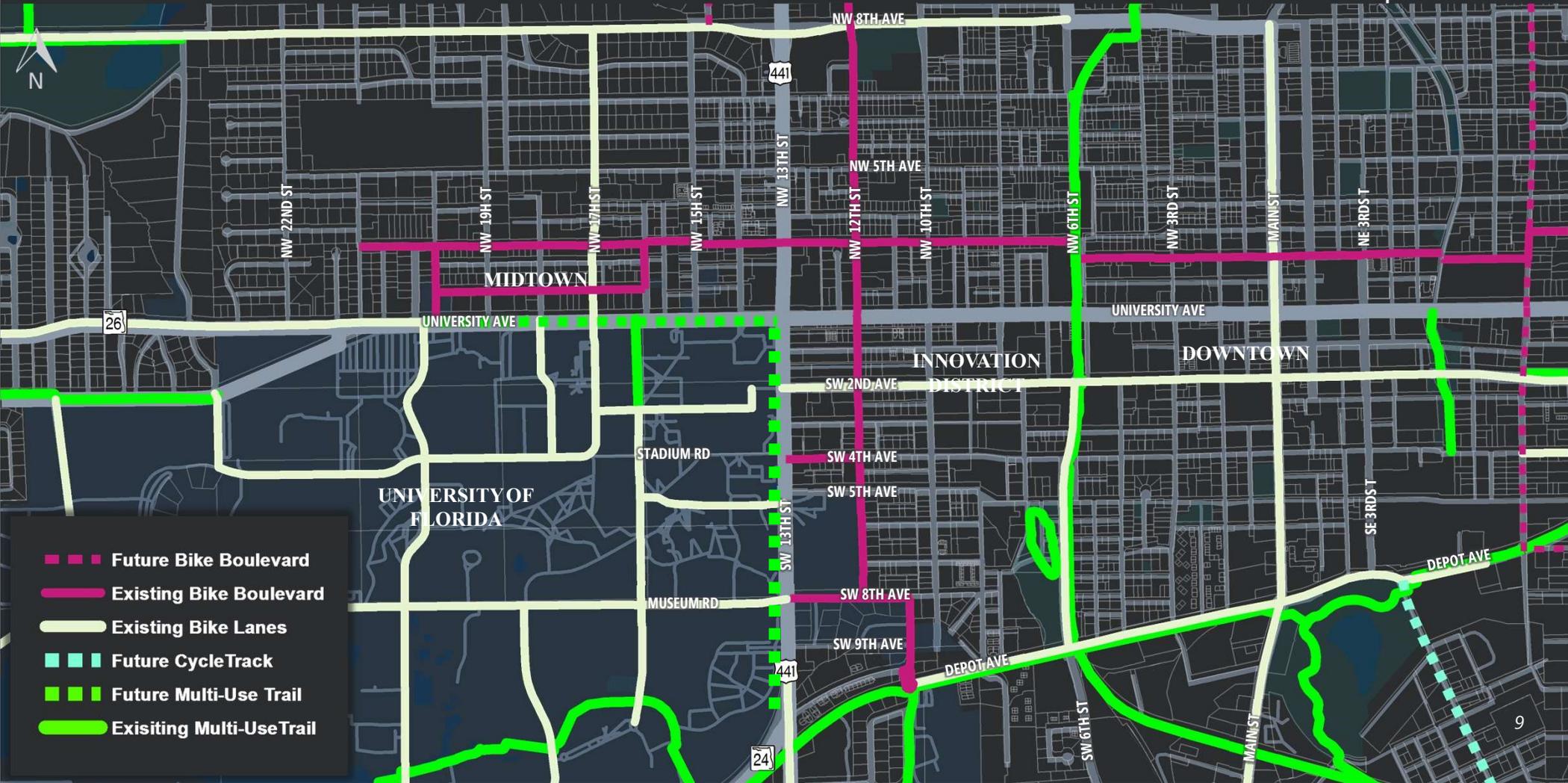
Total new housing units = 6,445

Pedestrian and bicycle movement is expected to increase with the new developments.

 Future Development

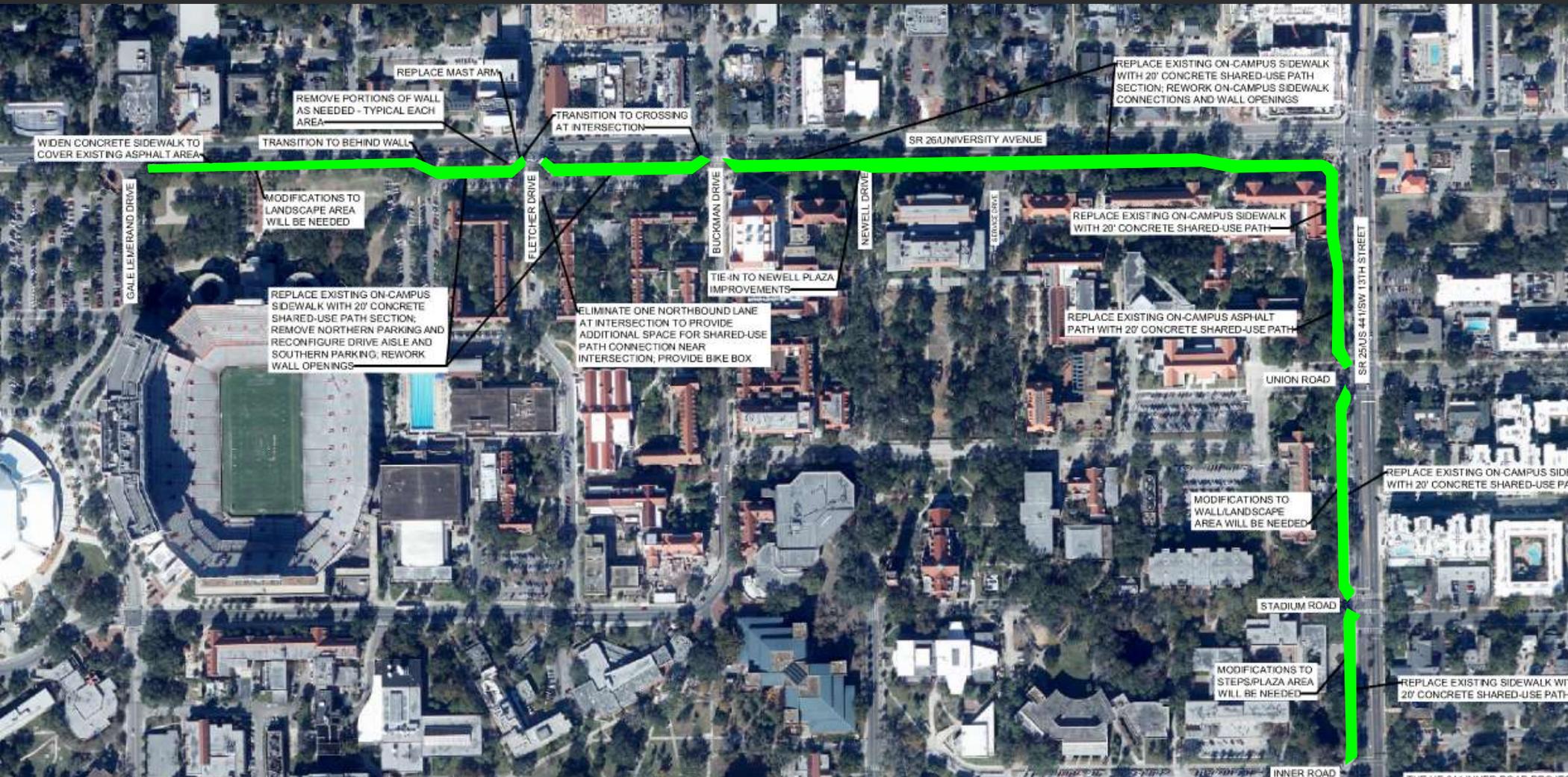


Bike Facilities



Planned 20-Foot Shared Use Path on UF Campus

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Transit Ridership per Stop

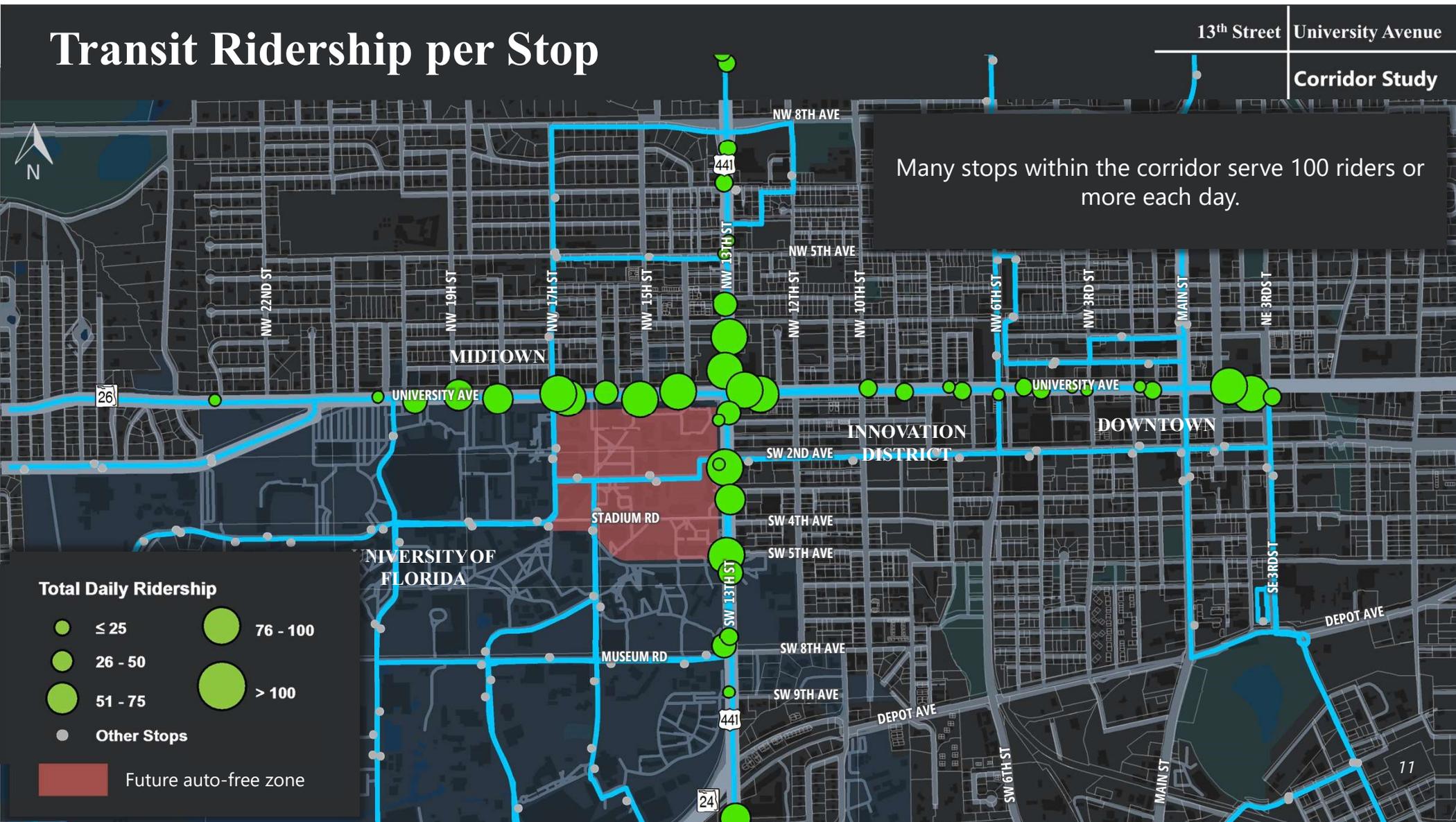
13th Street University Avenue
Corridor Study

Many stops within the corridor serve 100 riders or more each day.

Total Daily Ridership

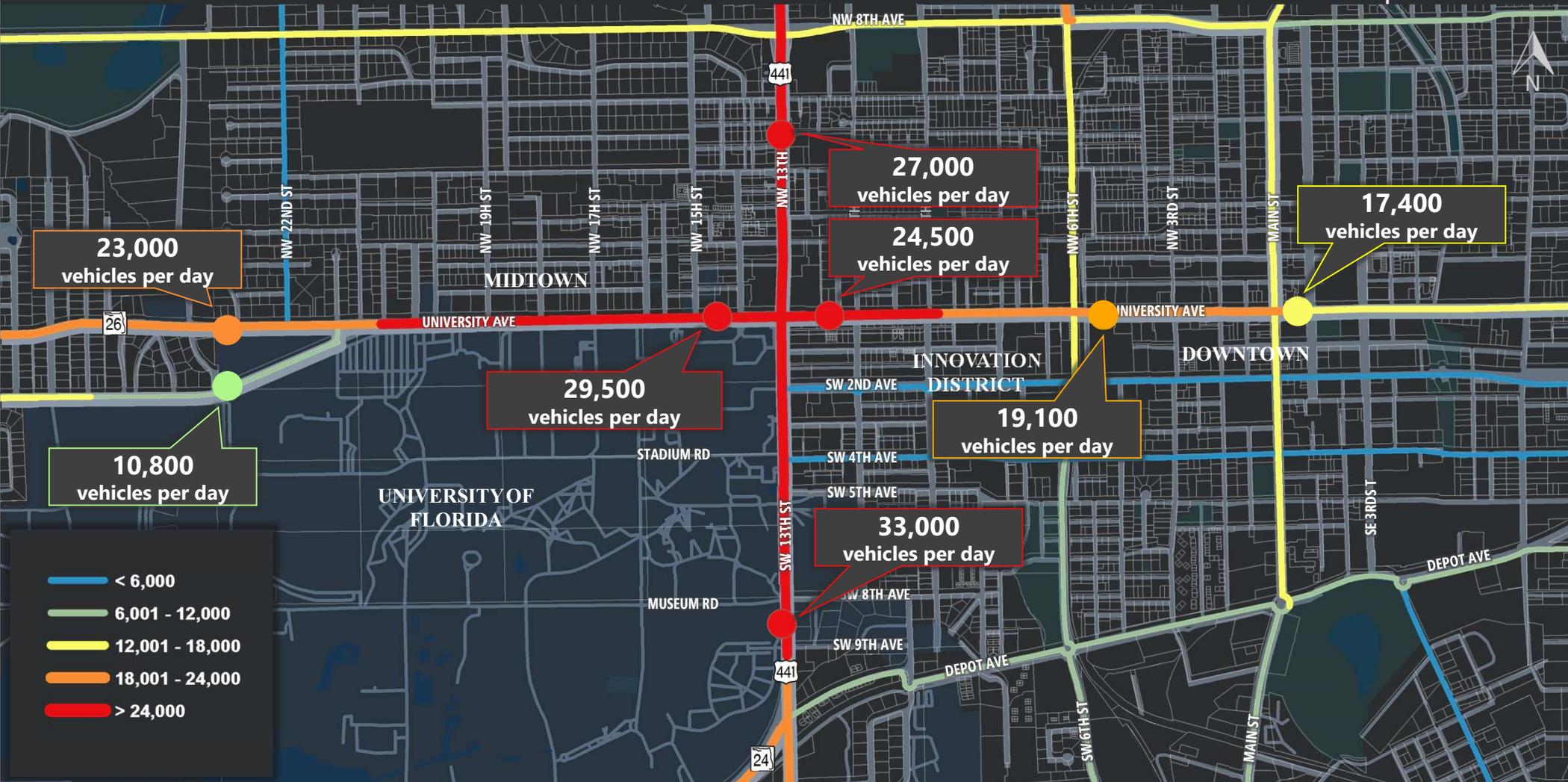
- ≤ 25
- 26 - 50
- 51 - 75
- 76 - 100
- > 100
- Other Stops

Future auto-free zone



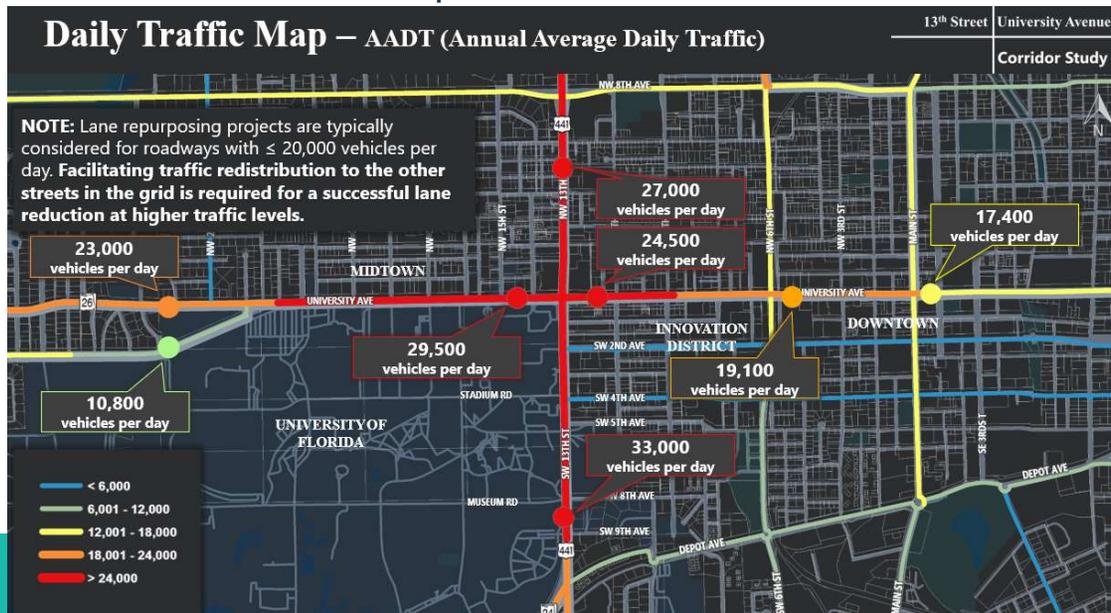
Daily Traffic Map – AADT (Annual Average Daily Traffic)

13th Street University Avenue
Corridor Study



FDOT Daily Traffic Guidance for Lane Repurposing

- Section 3.1.2: Four-lane undivided roadways with **daily traffic of $\leq 20,000$** are typically good candidates for a lane repurposing (e.g. converting to a two-lane, two-way road with a TWLTL, and bicycle facilities). However, projects are evaluated for lane repurposing feasibility on a case-by-case basis.
- Roads **in red** on the map below are well above 20,000.



13th Street University Avenue

Corridor Study

Lane Repurposing Guidebook

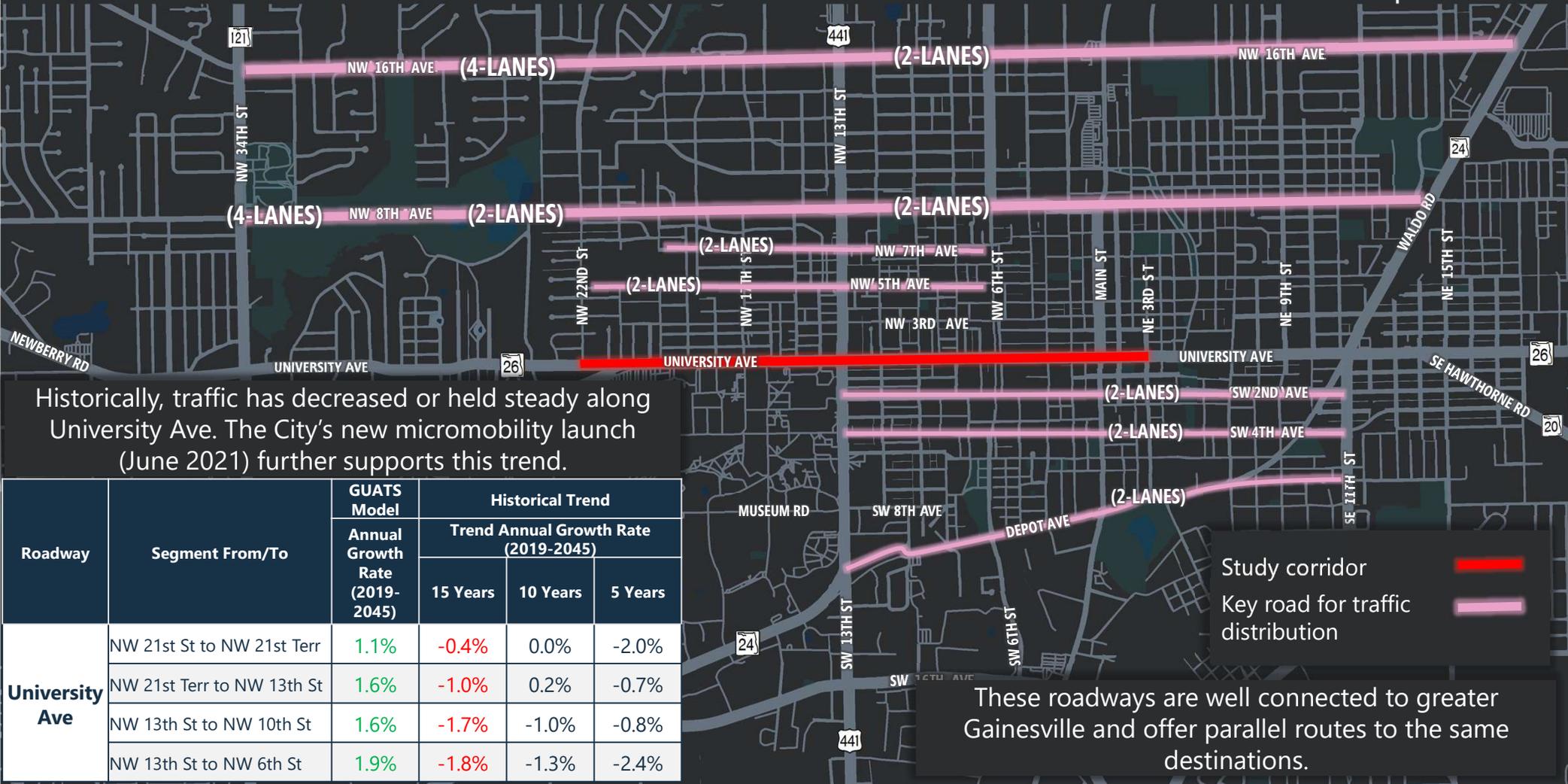
AUGUST 2020



FLORIDA DEPARTMENT OF TRANSPORTATION
SYSTEMS IMPLEMENTATION OFFICE

Street Grid & Traffic Growth

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Corridor Study



Historically, traffic has decreased or held steady along University Ave. The City's new micromobility launch (June 2021) further supports this trend.

Roadway	Segment From/To	GUATS Model Annual Growth Rate (2019-2045)	Historical Trend		
			Trend Annual Growth Rate (2019-2045)		
			15 Years	10 Years	5 Years
University Ave	NW 21st St to NW 21st Terr	1.1%	-0.4%	0.0%	-2.0%
	NW 21st Terr to NW 13th St	1.6%	-1.0%	0.2%	-0.7%
	NW 13th St to NW 10th St	1.6%	-1.7%	-1.0%	-0.8%
	NW 13th St to NW 6th St	1.9%	-1.8%	-1.3%	-2.4%

Study corridor █
Key road for traffic distribution █

These roadways are well connected to greater Gainesville and offer parallel routes to the same destinations.

2 | Preliminary Recommendations

Focus on Proven Safety Strategies

13th Street University Avenue

Corridor Study

RAISED CROSSWALK (SPEED TABLES)



PEDESTRIAN REFUGE ISLAND



RECTANGULAR RAPID FLASHING BEACON



47%

EXPECTED PEDESTRIAN
CRASH REDUCTION

PEDESTRIAN HYBRID BEACON



SINGLE LANE ROUNDABOUT



78%
EXPECTED
REDUCTION IN
SEVERE CRASHES

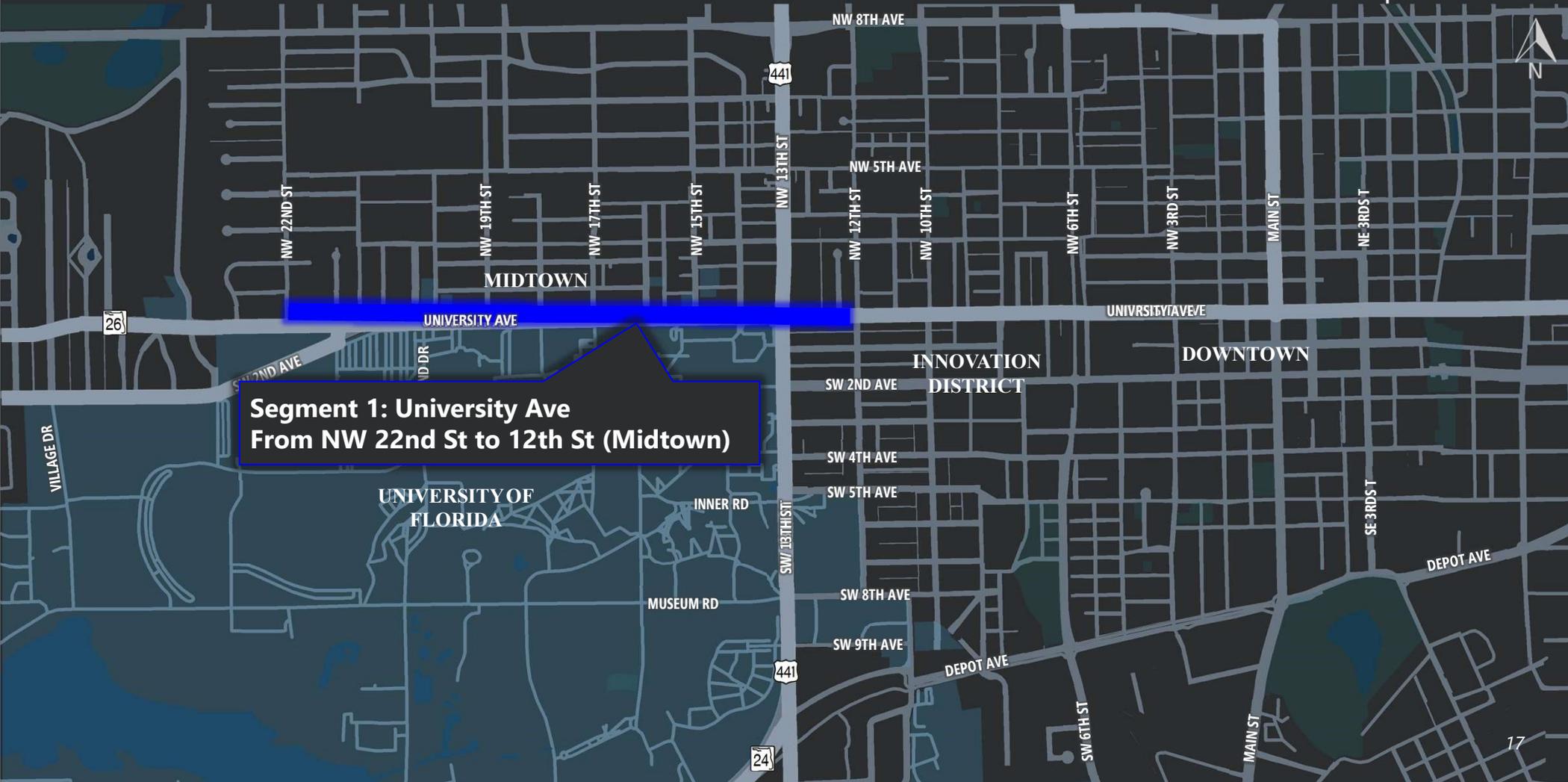
RAISED MEDIANS



46%
EXPECTED PEDESTRIAN
CRASH REDUCTION

University Ave from NW 22nd St to 12th St

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University Ave – Near Campus

Looking east (along University Ave, west of 12th St)



13th Street University Avenue

Corridor Study

TODAY'S ROADWAY

~ 82' ROW



7' 2' 7' 11' 11' 13' 11' 11' 2' 7'

University Ave – Near Campus

Looking east (along University Ave, west of 12th St)

PROPOSED ROADWAY

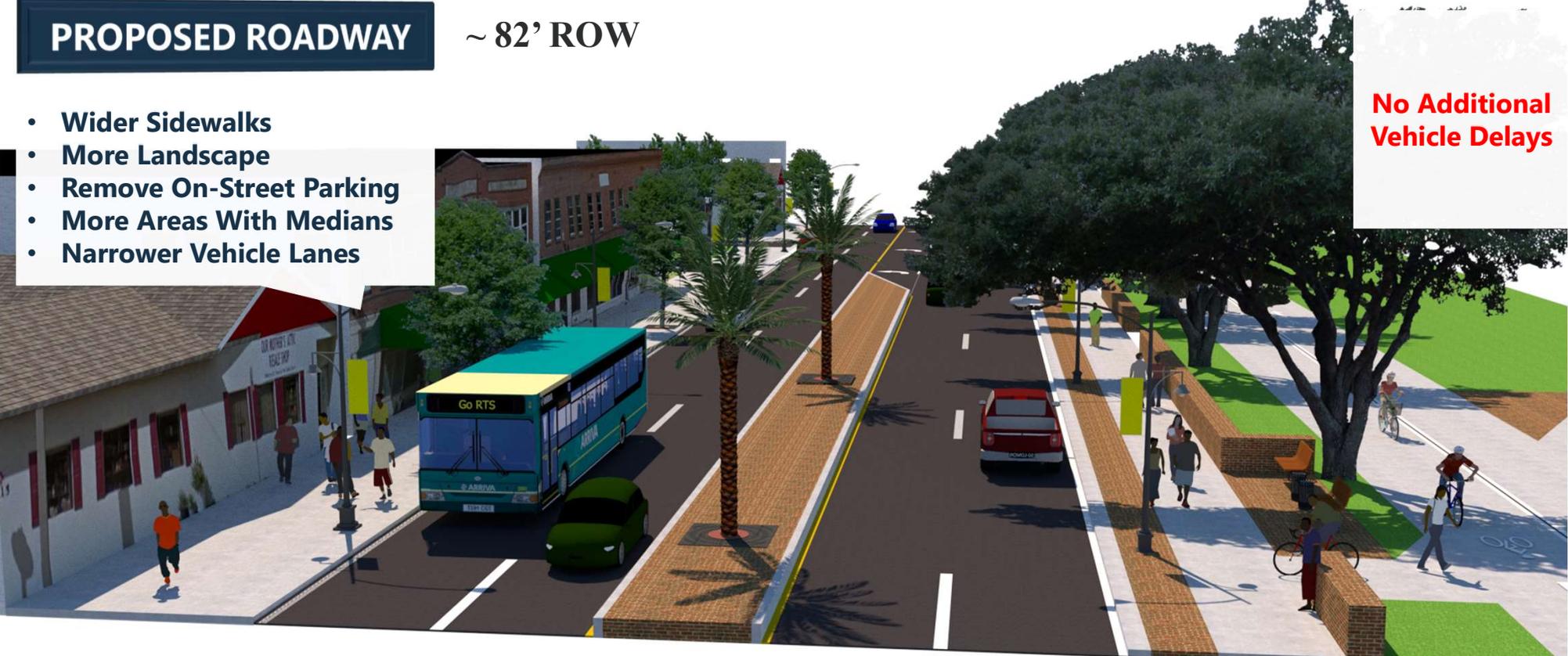
~ 82' ROW

- Wider Sidewalks
- More Landscape
- Remove On-Street Parking
- More Areas With Medians
- Narrower Vehicle Lanes

13th Street University Avenue

Corridor Study

No Additional Vehicle Delays

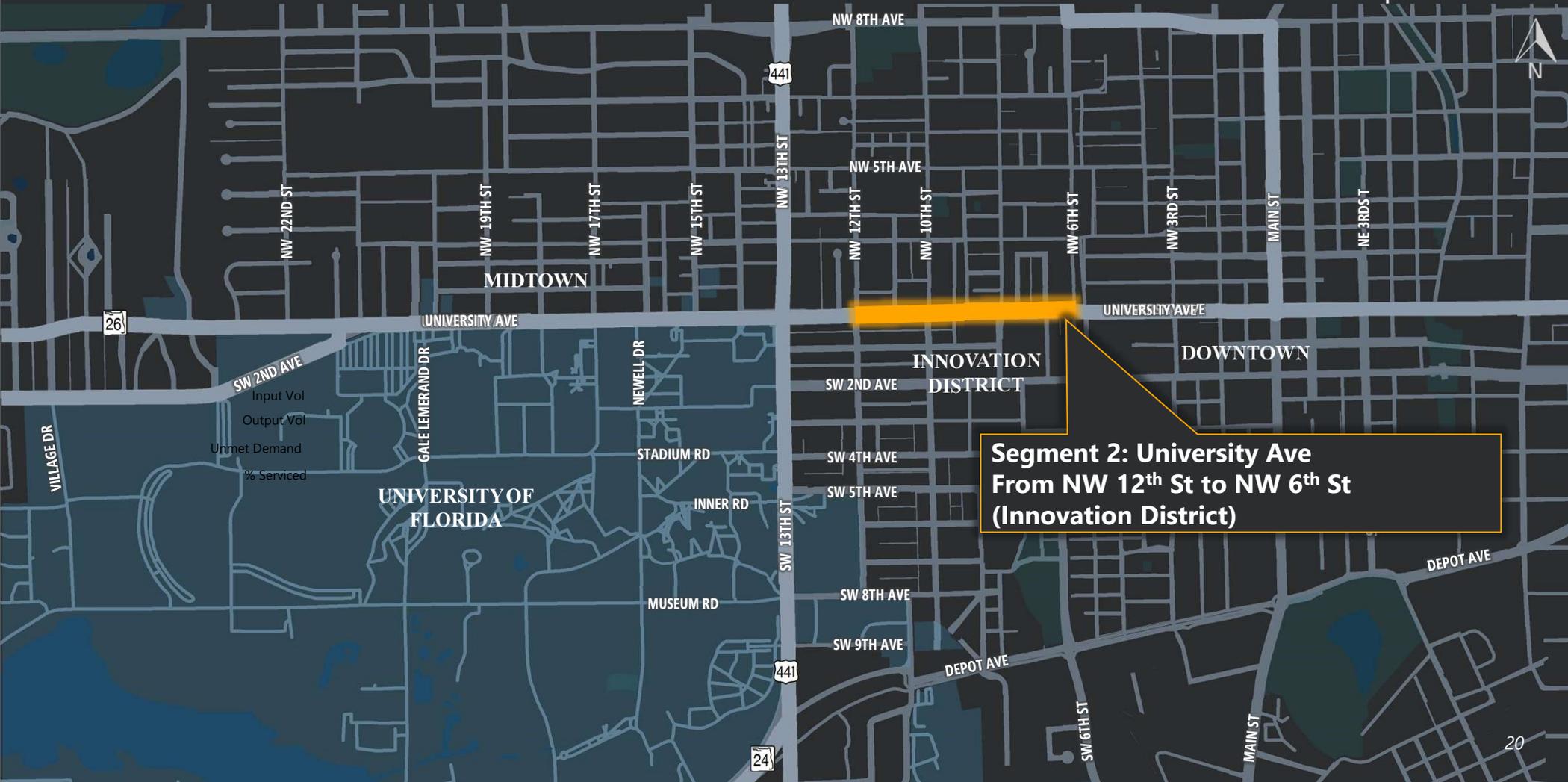


16' 2' 11' 10' 10' 10' 11' 2' 10'

Shared Use Path – 20' (separate project)

University Ave from NW 12th St to NW 6th St

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**Segment 2: University Ave
From NW 12th St to NW 6th St
(Innovation District)**

University Ave – Innovation District

Looking east (along University Ave, 12th St to 6th)



13th Street University Avenue

Corridor Study

TODAY'S ROADWAY

75' – 82' ROW



7' 2' 11' 11' 13' 11' 11' 7' 2' 7'

University Ave – Innovation District

Looking east (along University Ave, 12th St to 6th)



13th Street University Avenue

Corridor Study

PROPOSED ROADWAY

82' ROW

- Cycle Track
- Wider Sidewalks
- More Landscape
- Median
- Narrower Vehicle Lanes

With Current Traffic

With 0.5% Growth

+0.3 minutes of peak hour delay per vehicle

+1.1 minute of peak hour delay per vehicle



12' 2' 10' 10' 10' 8' 3' 11' 2' 12'

University Ave – Downtown

Looking east (along University Ave, east of NW 6th St)

13th Street University Avenue

Corridor Study



TODAY'S ROADWAY

Varies 66' to 82' ROW



9' 2' 11' 11' 11' 11' 2' 9'

University Ave – Downtown

Looking east (along University Ave, east of NW 6th St)

13th Street University Avenue

Corridor Study



PROPOSED ROADWAY

Varies 66' to 82' ROW

- **Cycle Track**
- **Narrower Vehicle Lanes**
- **Some Areas**
 Wider Sidewalks
 More Landscape
 Added Medians

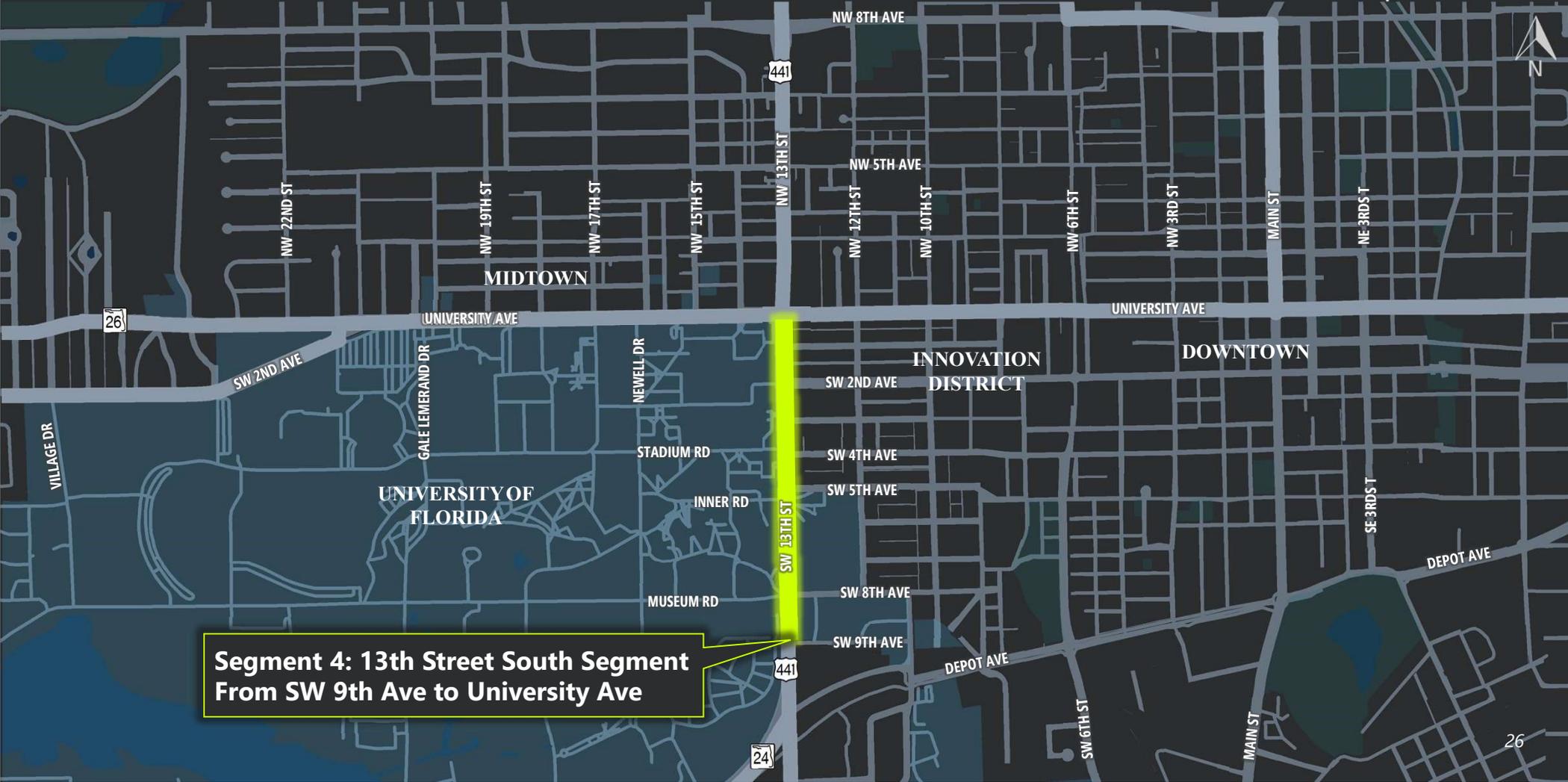
Travel delays unavailable – volumes similar to Innovation District



9' 2' 10' 10' 10' 3' 11' 2' 9'

13th St from SW 9th Ave to University Ave

13th Street | University Avenue
Corridor Study



Segment 4: 13th Street South Segment From SW 9th Ave to University Ave

13th Street (South) – Near Campus

Looking north (along 13th St, south of University Ave)



13th Street | University Avenue

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TODAY'S ROADWAY

Varies ~ 78' to 100' ROW



10' 2' 12' 12' 12' 13' 12' 12' 2' 8'

13th Street (South) – Near Campus

Looking north (along 13th St, south of University Ave)



13th Street | University Avenue

Corridor Study

PROPOSED ROADWAY

Varies 78' ~ 100' ROW

- More Areas With Medians
- Wider Medians
- Narrower Vehicle Lanes

No Additional Vehicle Delays



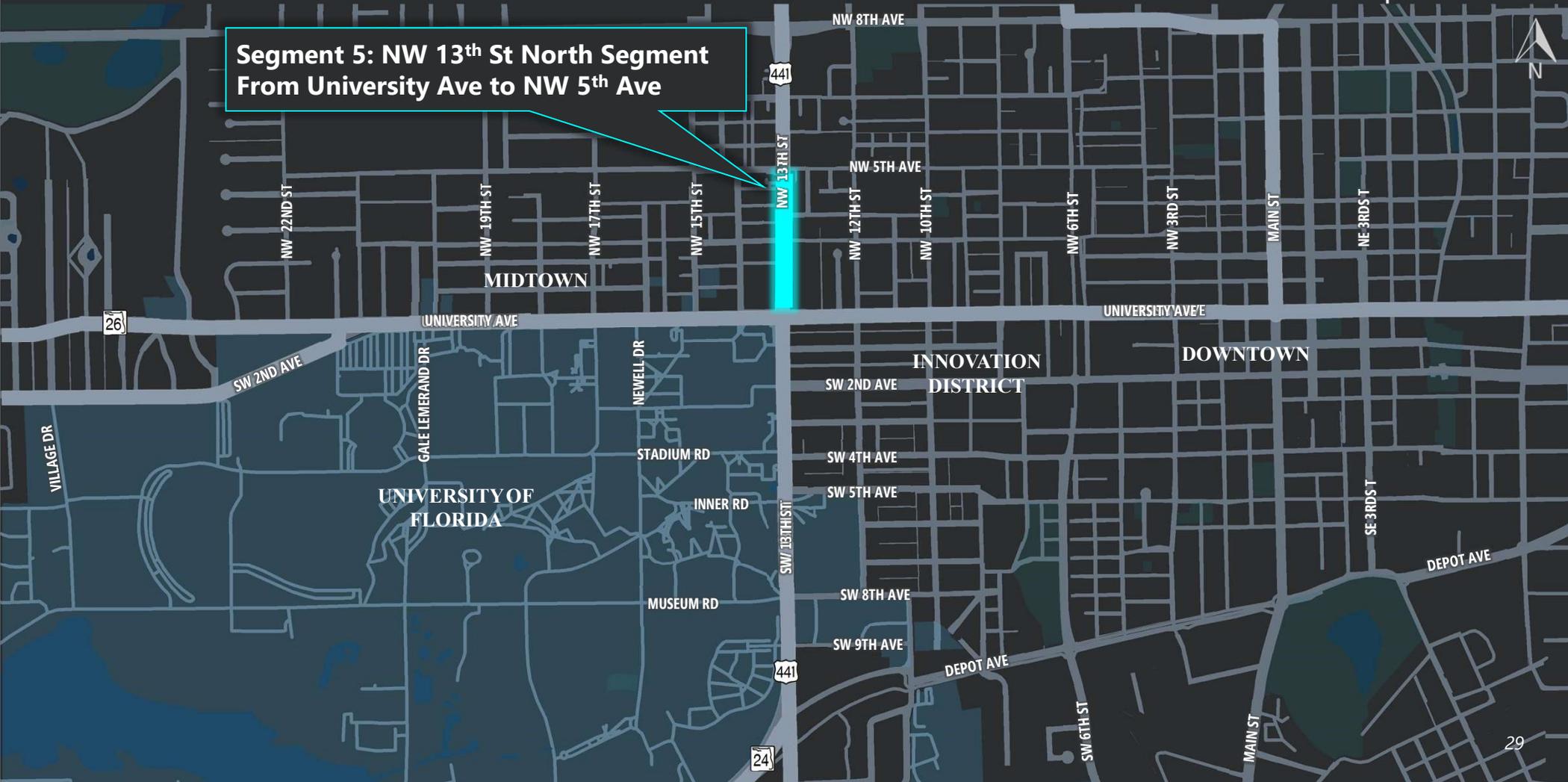
Shared Use Path - 20'
(separate project)

13' 2' 11' 10' 18' 10' 11' 2' 8'

13th St from University Ave to NW 5th Ave

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Corridor Study

Segment 5: NW 13th St North Segment
From University Ave to NW 5th Ave



13th Street (North)

Looking north (along 13th St, north of University Ave)

13th Street University Avenue

Corridor Study



TODAY'S ROADWAY

~80' ROW



Varies 2' 12' 12' 13' 12' 12' 2' Varies

13th Street (North)

Looking north (along 13th St, north of University Ave)

13th Street | University Avenue
Corridor Study



PROPOSED ROADWAY ~ 80' ROW

- More Areas With Medians
- Wider Medians
- Narrower Vehicle Lanes

No Additional Vehicle Delays



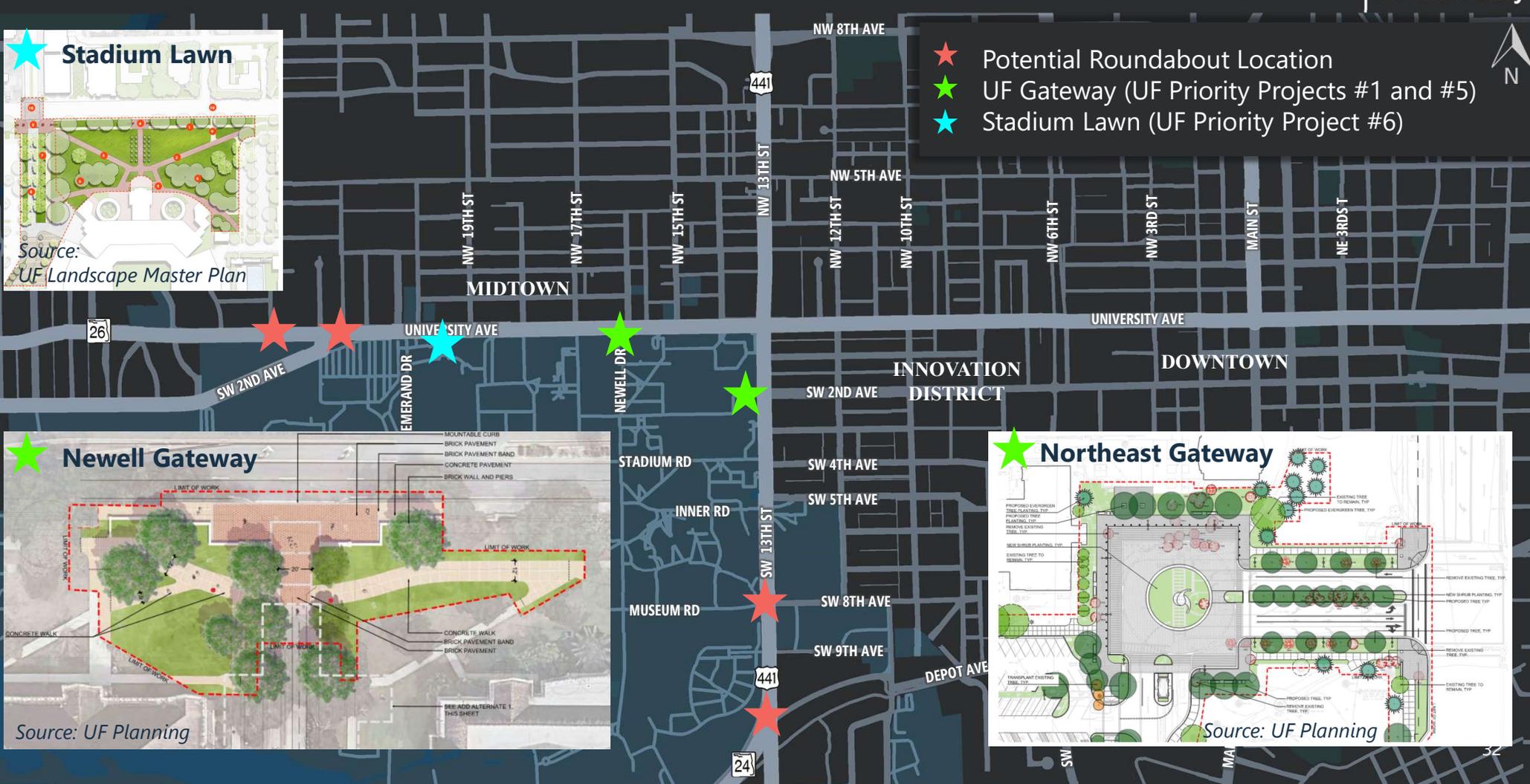
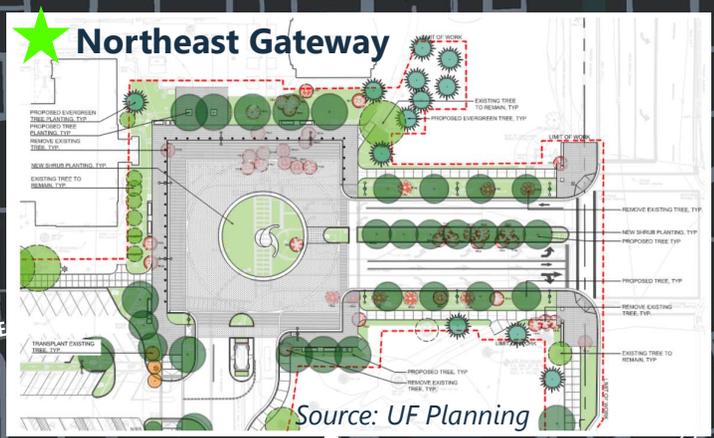
Varies 2' 11' 10' 10' 9' 10' 11' 2' Varies



Potential Roundabout Locations & UF Projects



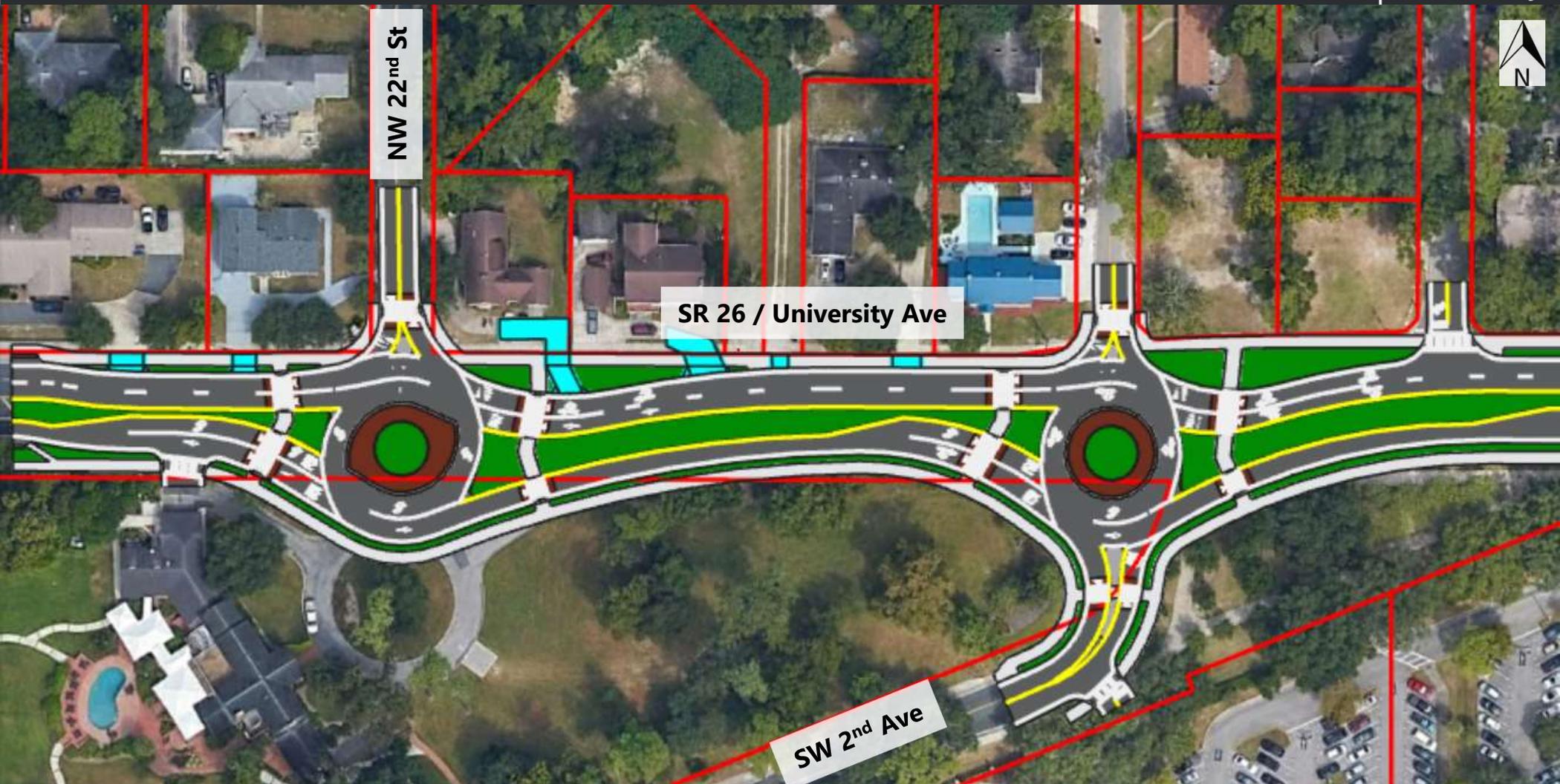
- ★ Potential Roundabout Location
- ★ UF Gateway (UF Priority Projects #1 and #5)
- ★ Stadium Lawn (UF Priority Project #6)



Potential Roundabouts at 22nd Street & 2nd Ave

13th Street | University Avenue

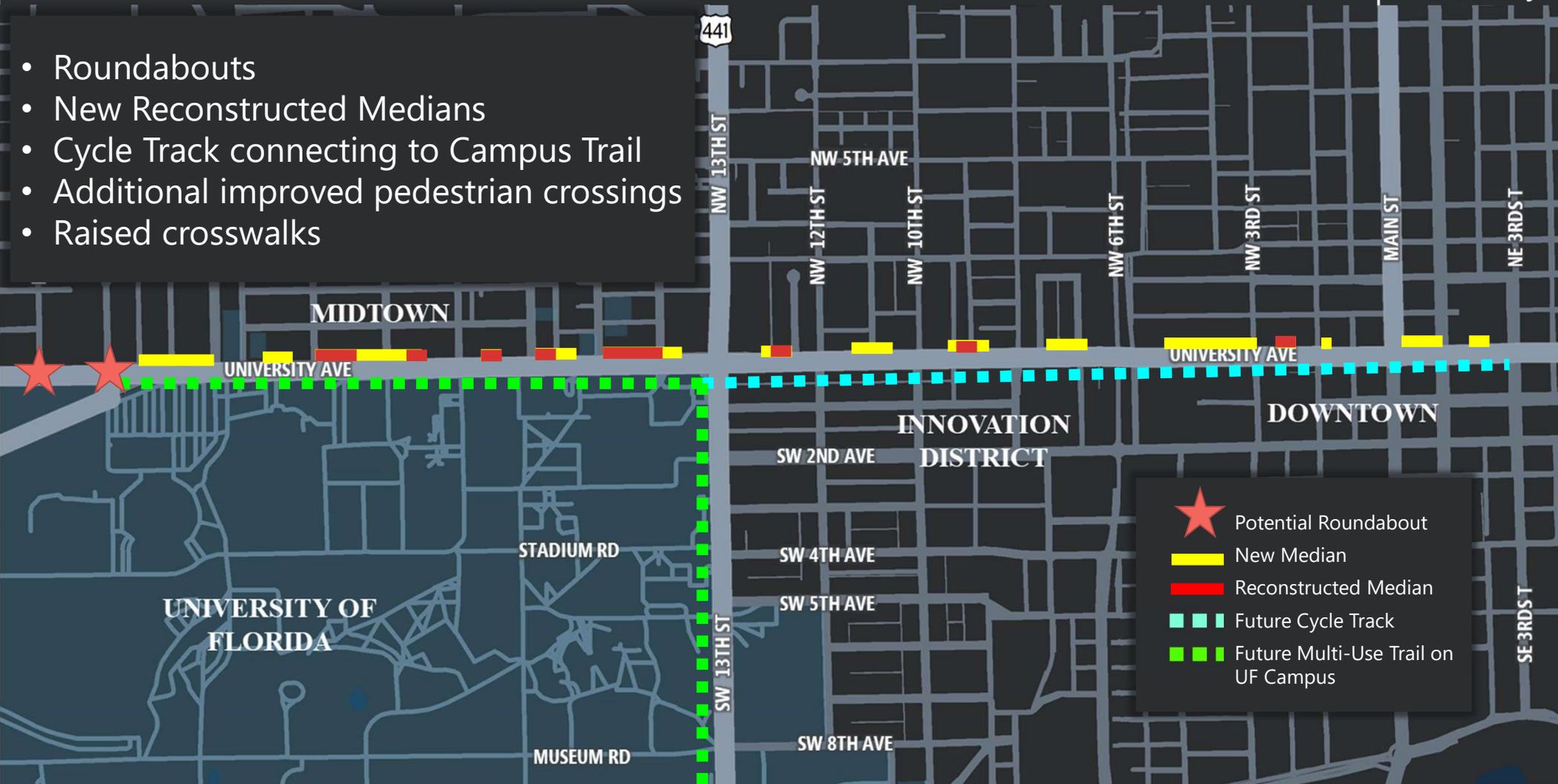
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Interim Improvement Opportunities

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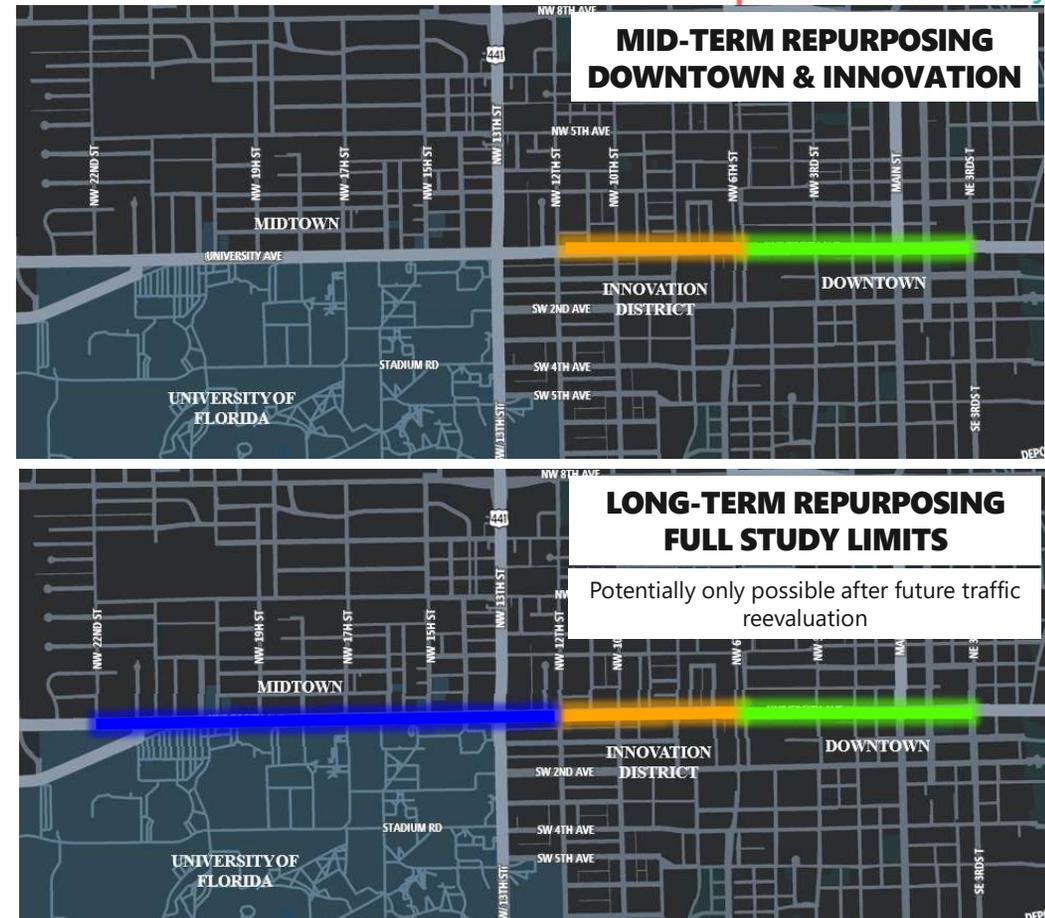
- Roundabouts
- New Reconstructed Medians
- Cycle Track connecting to Campus Trail
- Additional improved pedestrian crossings
- Raised crosswalks



Long-Term Lane Repurposing

Repurposing the section of University Ave from NW 22nd St to NW 12th St will require travel pattern changes.

- The 4-Lane Option presented on the previous slide meets the present-day traffic conditions and is intended to be a mid-term solution at this time.
- A 2-Lane Option can be a future analysis.
- The 4-Lane Option is intended to be shown in conceptual design.



Next Steps

Complete extended limits

Identify funding and project phasing

Coordinate lane repurposing with FDOT

