

# GAINESVILLE VISION ZERO ACTION PLAN 2021 - 2022



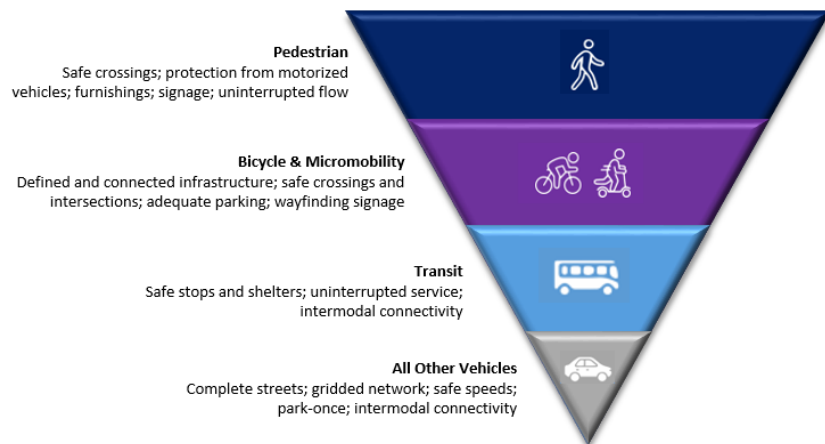
City of Gainesville  
Department of Transportation & Mobility  
February 2021

The Gainesville Vision Zero Strategy highlights the commitment to eliminate traffic deaths and serious injuries within the City by 2040 by seeking to:

- Increase safe and equitable mobility for all neighbors
- Employ an equity lens that prioritizes people
- Fill gaps in infrastructure where those gaps contribute to fatalities and serious injuries, or limit the transportation options of communities of concern

This strategy establishes a new paradigm that transitions the focus from moving cars efficiently to repurposing existing street space for people. This plan emphasizes a hierarchy that prioritizes the safety of the most vulnerable road users, guides transportation planning efforts and focuses capital investment.

**Figure 1: Hierarchy of Modes**



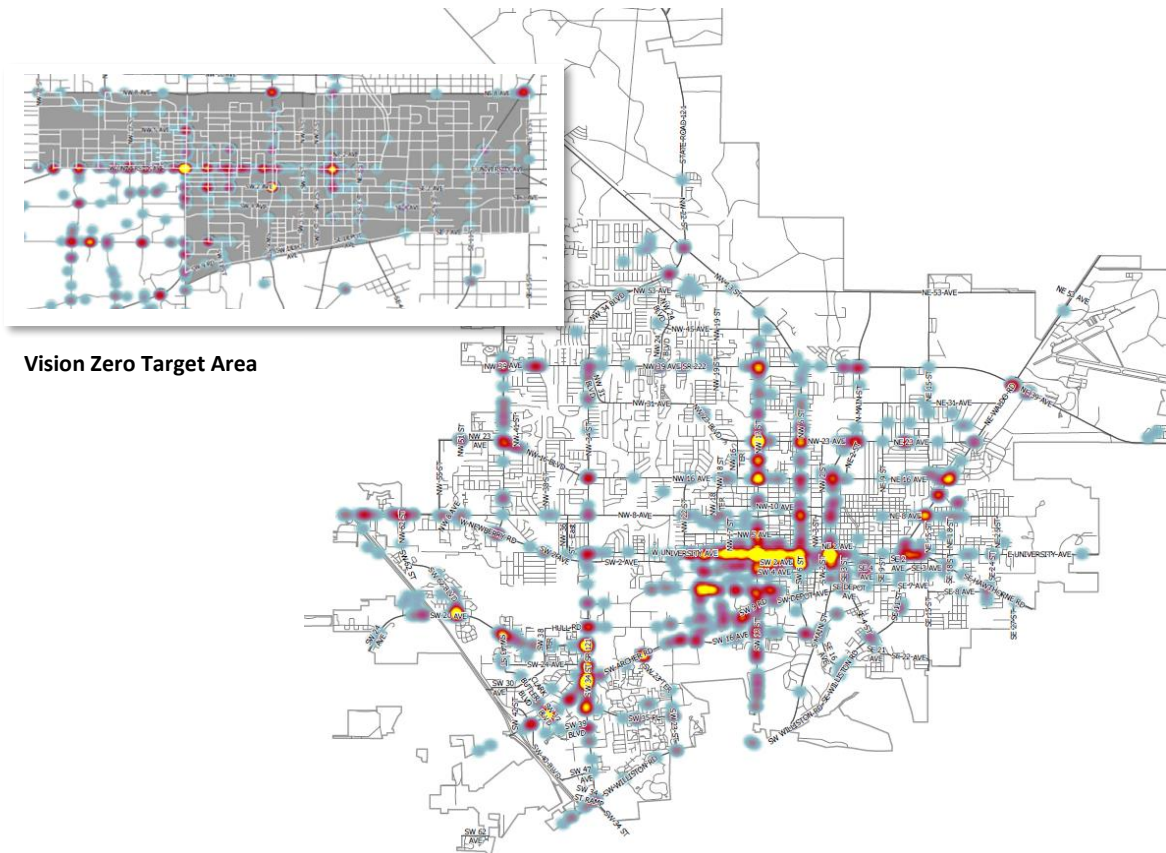
Gainesville will continue to employ the “5Es” framework to systematically develop and implement solutions and analyze the results. Focusing on Engineering, Encouragement, Engagement, Enforcement, and Evaluation, this plan outlines the short-term actions programmed between 2021/2022 to advance the City’s Vision Zero goals. A 6<sup>th</sup> “E”, Equity, is embedded throughout the framework for prioritization criteria, engagement efforts and deployment of solutions tailored to a project’s context.

This is a collaborative effort led by the City’s Department of Transportation and Mobility, with participation from the Gainesville Police Department, Public Works Department, Gainesville Fire Department, GCRA and the Department of Sustainable Development.

Other external agencies also directly involved include the University of Florida (UF) and the Florida Department of Transportation (FDOT).

Initial efforts will be concentrated based on data in the established target area identified in the Vision Zero Action Strategy based on safety of vulnerable road users and equitable distribution of resources. The area was initially defined and adopted due to the high incidence of crashes involving cyclists and pedestrians and unique characteristics associated with high densities and mixed land uses that promote cycling and walking, as well as equity considerations recognizing the impacts on transit dependent areas. Decreasing the number of conflicts with motorized vehicles and the severity of crashes is a priority. Figure 2 depicts the overall incidence of crashes within city limits and the target area.

**Figure 2: Bicycle and Pedestrian Crashes (2015-2019)**



Before and after conditions will be documented for each of the projects listed. Project effectiveness will be evaluated based on metrics applicable to each project type to determine effectiveness of the solutions implemented and applicability for deployment in other areas of the City.

# PROPOSED INITIATIVES

# ENGINEERING AND PLANNING

**Lead:** Department of Transportation & Mobility

**Action:** **One-Way Pair Corridors**

**Funding:** \$65,000

**Source:** City CIP

This project originated from a collaborative effort between the City, UF and FDOT in recognition of the many safety issues associated with the changes in land use and growth in cycling and walking in proximity to the UF campus. The project reallocates available pavement width to incorporate cycling facilities and reduce conflicts at intersection crossings.

The first phase is comprised of NW 14<sup>th</sup> St and NW 15<sup>th</sup> St between W University Ave and NW 5<sup>th</sup> Ave. Implementation is funded and programmed for late Spring/early Summer 2021.

Phase two includes NW 17<sup>th</sup> St and NW 18<sup>th</sup> St between W University Ave and NW 3<sup>rd</sup> Ave. Preliminary design was completed; 100% design is funded in 2021.

Phase three includes W 12<sup>th</sup> St and W 10<sup>th</sup> St between SW 8<sup>th</sup> Ave and NW 5<sup>th</sup> Ave. This phase remains unfunded.

Phase four includes SW 2<sup>nd</sup> Ave and SW 4<sup>th</sup> Ave between downtown and the University of Florida campus. This project was conceptualized via a partnership between the City, UF and private interests seeking to better utilize the space with a two-prong approach of safety and economic revitalization. This phase is under review to refine the concepts for design. This phase is unfunded.

**Lead:** Department of Transportation & Mobility

**Action:** **NE 15<sup>th</sup> St bike lanes**

**Funding:** \$56,000

**Source:** City CIP

The project reallocates available pavement width to incorporate bike lanes along NE 15<sup>th</sup> St between NE 16<sup>th</sup> Ave to NE 39<sup>th</sup> Ave closing a gap in the network. The initial phase is programmed for implementation during Winter 2021 and includes retrofit of ADA ramps to facilitate pedestrian movement and accessibility, and modifications to the intersection of NE 16<sup>th</sup> Ave. Additional enhancements such as enhanced crosswalks, bicycle counters, and bus stop enhancements are planned but not funded. A community engagement effort is proposed for a future date to be determined to solicit input to help prioritize future investments along the corridor.

**Lead:** Department of Transportation & Mobility  
**Action:** **ADA Curb Ramps – New installations and retrofits**  
**Funding:** \$1.27 Million **Source:** City CIP; FDOT Grant

The project envisions the implementation and/or retrofit of ADA curb ramps to enhance accessibility and mobility of pedestrian of all levels of ability, decreasing conflicts with motor vehicles. The City's ADA Transition Plan<sup>1</sup>, dated November 2018, used a systematic approach to identify, analyze, and prioritize needs related to ADA accessibility gaps. In total the study found that of the 5,905 locations where ADA curb ramps should be provided along public sidewalks, 2,506 (42%) needed to be addressed by either retrofit or addition of ramps to meet current ADA standards.

The Department of Transportation & Mobility partnered with the Department of Public Works to develop an implementation plan that will apply approximately \$290,000 in construction of 74 ADA curb ramps in 2021 in conjunction with road resurfacing efforts.

The City of Gainesville partnered with Alachua County on a grant submittal that addresses ADA curb ramp retrofits and accessibility to transit stops. A total of \$677,000 was granted for construction in FY22. Project plans will be developed in 2021 and construction is expected to occur in 2022. Approximately 200 ADA curb ramps and 3 bus stops will be retrofitted within City limits, and another 40 ramps and 30 bus stops will be addressed in the unincorporated area. CIP funds will be used for the design effort.

**Lead:** Florida Department of Transportation  
**Action:** **New Traffic Signals – W University Ave**  
**Funding:** -- **Source:** FDOT

Installation of new traffic signals at the intersections of W University Ave and NW 16<sup>th</sup> St and at NW 19<sup>th</sup> St. The need for pedestrian crossing improvements at these locations was identified in the *SR26/University Ave Multimodal Emphasis Corridor Study*<sup>2</sup>, dated 2015, funded by the Metropolitan Transportation Planning Organization (MTPo) and considered as priority projects. Construction is programmed for Summer/Fall 2021 and will include high visibility pedestrian crosswalks on all legs of the intersections.

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<sup>1</sup> [ADA Transition Plan \(cityofgainesville.org\)](http://cityofgainesville.org)

<sup>2</sup> [http://www.ncfrpc.org/mtpo/FullPackets/SR26\\_Phase\\_2\\_Draft\\_Report\\_051215me.pdf](http://www.ncfrpc.org/mtpo/FullPackets/SR26_Phase_2_Draft_Report_051215me.pdf)

**Lead:** Department of Transportation & Mobility  
**Action:** **New marked crosswalk – N Main St at N 6<sup>th</sup> Ave**  
**Funding:** -- **Source:** --

A new marked crosswalk is proposed for installation at the intersection of N Main St and N 6<sup>th</sup> Ave. Currently marked crosswalks are present only at signalized intersections along the N Main St corridor, which are spaced at approximately 0.4 miles apart. The project envisions installation of high visibility markings and a pedestrian refuge island in the center turn lane to enhance safety of the crossings.

The uncontrolled mainline approaches to the intersection are considered midblock locations under Section 3.8.4 of the FDOT Traffic Engineering Manual (TEM). Engineering evaluation is required to determine if this midblock location meets all of the criteria in Sections 3.8.5(3) and 3.8.5(4) of the TEM. This segment is under FDOT ownership; City will prepare a study and plans as needed for FDOT consideration and approval.

**Lead:** Department of Transportation & Mobility  
**Action:** **University Ave and W 13<sup>th</sup> St corridors Concept Study**  
**Funding:** \$168,275 **Source:** City Campus Development Plan

Both University Avenue and W 13<sup>th</sup> Street are state-owned corridors that carry up to 29,000 vehicles per day on some segments, including heavy vehicles, traversing the core of Gainesville adjacent to the UF campus and through downtown. The right-of-way along the corridors is constrained and given the State Road designation the corridors are designed primarily to move vehicles to the detriment of other modes.

The road configuration along both corridors is inconsistent with the surrounding land uses, especially in view of successful land use and zoning efforts and public/private partnerships which combined led to the development of a vibrant mixed use environment traversed by a large number of cyclists and pedestrians throughout the day and night.

Over the past several years a number of fatalities and severe injuries were documented along the corridors increasing the urgency of improvements.

In 2021 the City has committed to work with the FDOT and UF to devise a plan to address safety concerns, including short-term and long-term solutions. A task force has been established and planning efforts are on-going. The City is in process to engage a consultant to create the ultimate design concepts for both corridors.

**Lead:** Department of Transportation & Mobility

**Action:** **N 3<sup>rd</sup> Ave Bike Blvd enhancements**

**Funding:** \$10,000 **Source:** City funds

The project envisions minor changes along the corridor including: (1) evaluation of intersections to determine the need for signalization changes seeking to enhance the flow of cyclists and (2) minor pavement modifications to eliminate potential barriers and to facilitate the movement of e-scooters in anticipation of the upcoming micromobility program.

The project will be accomplished with operational funds in the Department of Transportation and Mobility. Work will be implemented in coordination with the Public Works Department.

**Lead:** Department of Transportation & Mobility

**Action:** **NW 8<sup>th</sup> Ave modifications (N Main St to NW 6<sup>th</sup> St)**

**Funding:** -- **Source:** --

The project envisions the conversion of NW 8<sup>th</sup> Ave between N Main St and NW 6<sup>th</sup> St from its current 5-lane configuration to a 3-lane with bicycle lanes, enhancing modal connectivity. The corridor is currently owned and maintained by FDOT. The City conducted an evaluation of the proposed intersection modifications and is currently working with FDOT to devise concepts and determine feasibility of implementation. Project is currently unfunded.

Additionally, a concurrent project is ready for implementation of marked crossings and pedestrian activated signals programmed at the intersections of NW 4<sup>th</sup> St and NW 2<sup>nd</sup> St. The project is funded by FDOT and expected for construction by Summer 2021.

**Lead:** Department of Transportation & Mobility

**Action:** **NW 6<sup>th</sup> St bike lane (NW 8<sup>th</sup> Ave to NW 7<sup>th</sup> Ave)**

**Funding:** -- **Source:** --

The project envisions the implementation of bike lanes between NW 8<sup>th</sup> Ave and NW 7<sup>th</sup> Ave to facilitate connectivity to the Sixth Street trail. A traffic study was conducted in the Fall of 2020 determined that there are no negative impacts associated with the lane conversion. Design phase is expected in Fall 2021; implementation is currently unfunded.



**Lead:** Department of Transportation & Mobility

**Action:** **New sidewalks**

**Funding:** \$170,000

**Source:** CIP

The implementation of a continuous and accessible sidewalk system is a priority as it reduces potential pedestrian exposure and minimizes conflicts with motor vehicles. In addition, the presence of a safe and continuous sidewalk network can be linked to overall community health and environmental benefits tied to physical activity and active transportation choices<sup>3</sup>. The City will continue to identify and prioritize sidewalk installations. In addition to the yearly funding allocation in the City's Capital Improvement Plan, sidewalk improvements are implemented in association with road reconstruction projects and land development/redevelopment projects. The City's Comprehensive Plan has a goal of installation of one mile of new sidewalks per year. Approximately 0.5 miles of sidewalks are programmed for installation within the Vision Zero target area in 2021/2022. The following projects are programmed:

- SW 5<sup>th</sup> Ave (700 – 900 block)
- NE 7<sup>th</sup> St (unit block to 300 block)
- NE 11<sup>th</sup> St (100 – 800 block)

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<sup>3</sup> <https://www.cdc.gov/nccdphp/dnpao/features/walk-friendly-communities/index.html>

# ENCOURAGEMENT & ENGAGEMENT

**Lead:** Department of Transportation & Mobility

**Action:** **Policy development**

**Funding:** --

**Source:** --

The City is currently undergoing an effort to update its Comprehensive Plan, led by the Department of Sustainable Development. There is an opportunity to revise current policies and priorities emphasizing the safety of transportation system. This can be accomplished by reinforcing the application of complete streets policies; introducing Crime Prevention Through Environmental Design (CPTED) solutions; and, reconfiguring current Transportation Mobility Program Area (TMPA) boundaries to allow for better distribution of funding among others.

**Lead:** Department of Transportation & Mobility

**Action:** **Vision Zero elements in development review**

**Funding:** --

**Source:** --

The department will work collaboratively with the Department of Sustainable Development to develop and implement Vision Zero criteria to be applied through the development review process, in particular in areas with high volume of bicycle, pedestrian and transit use to minimize the potential incidence of conflicts and increase safety.

**Lead:** Department of Transportation & Mobility

**Action:** **Mobility Hubs**

**Funding:** --

**Source:** --

Identify locations for development and implementation of mobility hubs within the Vision Zero target area seeking to facilitate intermodal connections and reduction in congestion.

As the City reimagines the provision of more nimble and accessible transit services, while deploying micromobility services to facilitate first mile/last mile access, it is important to identify locations where neighbors can exchange transportation modes safely and predictably. The first mobility hub outside of the current RTS transfer stations would be located downtown at SE 3<sup>rd</sup> St near E University Ave within existing City right of way. Implementation is expected in 2021. The use will be monitored and evaluated to determine feasibility of installation in other areas. Types of transportation include fixed route bus, micromobility parking, bicycle parking and enhanced crosswalks for pedestrian visibility.

**Lead:** Department of Transportation & Mobility

**Action:** **Wayfinding signage**

**Funding:** --

**Source:** --

Wayfinding signage enhances overall accessibility of the transportation system and adds predictability throughout trips helping users reach their destination, through one or more modes. Staff will develop a wayfinding plan during FY 21/22 and seek funding options.

**Lead:** Gainesville Police Department

**Action:** **Elementary and middle school outreach**

**Funding:** --

**Source:** --

Coordinate with the Department of Transportation and Mobility to enhance the Safe Routes to Schools Education and Encouragement Program for elementary and middle school students by identifying preferred walking and biking routes; conducting walking and biking skills training; working with parents, students, school personnel, and others to understand the benefits of walking; and engaging in encouragement activities to increase the frequency and numbers of children walking and biking to school.

**Lead:** Gainesville Police Department

**Action:** **Safe Walks program**

**Funding:** --

**Source:** --

Create the “Safe Walks” program in schools to train high school students who would educate second graders about safe walking skills. Programs that teach street-crossing skills to children can help them more successfully cope with complex crossing decisions and reduce their chances of being involved in a crash. The high school students also learn valuable traffic safety lessons that they convey to their friends and family and affect their behavior as newly licensed drivers.

**Lead:** Gainesville Police Department

**Action:** **Walk to School Day**

**Funding:** --

**Source:** --

Increase the number of schools participating annually in “Walk to School Day.” Conduct annual citywide survey of residents, employees and visitors to gauge perceptions of safety and walkability.

# ENFORCEMENT

**Lead:** Gainesville Police Department

**Action:** **Safe Motorcycle/Scooter Rider Program**

**Funding:** \$65,000

**Source:** FDOT

This grant is directed at motorcycle and scooter riders. There is a two prong approach--safety through education and then education and enforcement through high visibility enforcement.

This is a collaborative effort between the Gainesville Police Department (GPD), Alachua County Sheriff's Office (ASO) and the University Police Department (UPD). Current and former motorcycle officers from GPD, ASO and UPD teach a motorcycle safety class two Saturdays a month from January to July. The classes focus on low speed, real life scenarios that motorcycle riders encounter on a daily basis. The exercises focus on strengthening fundamental riding skills with an emphasis on safety.

The second prong is high visibility traffic enforcement. This is done by GPD officers in areas of the City where there is a high level of scooter traffic and or high occurrence of traffic crashes involving scooters or motorcycles.

**Lead:** Gainesville Police Department

**Action:** **Safe Gator Program**

**Funding:** \$50,000

**Source:** FDOT

This grant is directed at impaired driving. This uses a two-prong approach of education and enforcement. GPD officers conduct education at community events using the "*beer goggles*". These are goggles that simulate different levels of impairment for the participant. The officers also do education details in the hospitality districts using PBT's (Portable Breath Test). There is a series of questions that the officers will ask participants (age, sex, number of drinks consumes, effects of impairment, etc). The participant is then asked if they will blow into a PBT to determine their level of impairment. This is for education only and no charges or arrests are made.

The second prong is high visibility saturation details or DUI checkpoints. Often other agencies participate however only GPD personnel are paid through the grant. This is a zero tolerance enforcement detail targeting impaired drivers.

Lead: Gainesville Police Department  
Action: **Distracted Driver Program**  
Funding: \$25,000 Source: FDOT

This grant is directed at distracted drivers. This uses a two-prong approach of education and enforcement. GPD officers conduct education at community events using the distracted driving goggles. Using an app, the facilitator is able to "*black out*" the goggles worn by the participant while they are doing an activity to mimic what it like to take your eyes off the road as if you were texting while driving. The second prong is high visibility traffic enforcement.

Lead: Gainesville Police Department  
Action: **Crash Analysis**  
Funding: -- Source: --

Data analysis is a fundamental aspect of the Vision Zero initiative, helping to identify trends and to inform the development and implementation of actions. This is an on-going collaborative effort between GPD and the City's Department of Transportation & Mobility.

Lead: Gainesville Police Department  
Action: **Targeted enforcement – University Area Focus**  
Funding: -- Source: --

In coordination with the University Police Department, GPD will commence a Special Target Enforcement Program (Gator STEP) which will be recurring and commence with the start of Fall and Spring semesters. The length of future operational efforts will be determined after evaluation of crash and traffic analysis. This program consists of high visibility traffic enforcement along roadways contingent to the University of Florida including W University Ave, SW Archer Rd, SW 34<sup>th</sup> St and SW 13<sup>th</sup> St, focusing on crosswalk, pedestrian, speeding, and scooter safety violations.

Lead: Department of Transportation and Mobility  
Action: **Parking enforcement of safety regulations**  
Funding: -- Source: --

This effort seeks to enhance compliance with parking regulations, particularly as related to safety, in high density areas with high volumes of bicycles and pedestrians. Emphasis will be placed on line of sight infringements to reduce conflicts and enhance safety at intersections.