



City of
Gainesville



**Public Workshop
Summary Report**

NE 9th Street
From University Avenue to NE 23rd Avenue

April 17, 2024

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1. Public Workshop

In preparation for development of a potential project scope to improve NE 9th Street in Gainesville, Florida, the Public Works Department conducted a public workshop to seek input regarding NE 9th Street from East University Avenue to NE 23rd Avenue.

There were 60 attendees at the public workshop. Sign-in sheets and photos from the workshop are provided in **Appendix A**.

1.1 Outreach

Post cards (Figure 1-1) were mailed to 428 residents adjacent to the project corridor. The post card included an invitation to the public workshop as well as a link to an online survey, which is further discussed in Section 1.3. In addition, a media release (Figure 1-2) was sent out on January 18, 2024 and a Facebook event (Figure 1-3. Facebook EventFigure 1-3) was created by the City of Gainesville Communications Office announcing the Public Workshop. During the week leading up to the meeting, variable message signs were posted at the north and south ends of the corridor stating “Public Meeting NE 9th St Project; Howard Bishop 1/23/24 @ 6 pm”. On the day of the meeting, directional signs were posted to guide neighbors to the meeting location.

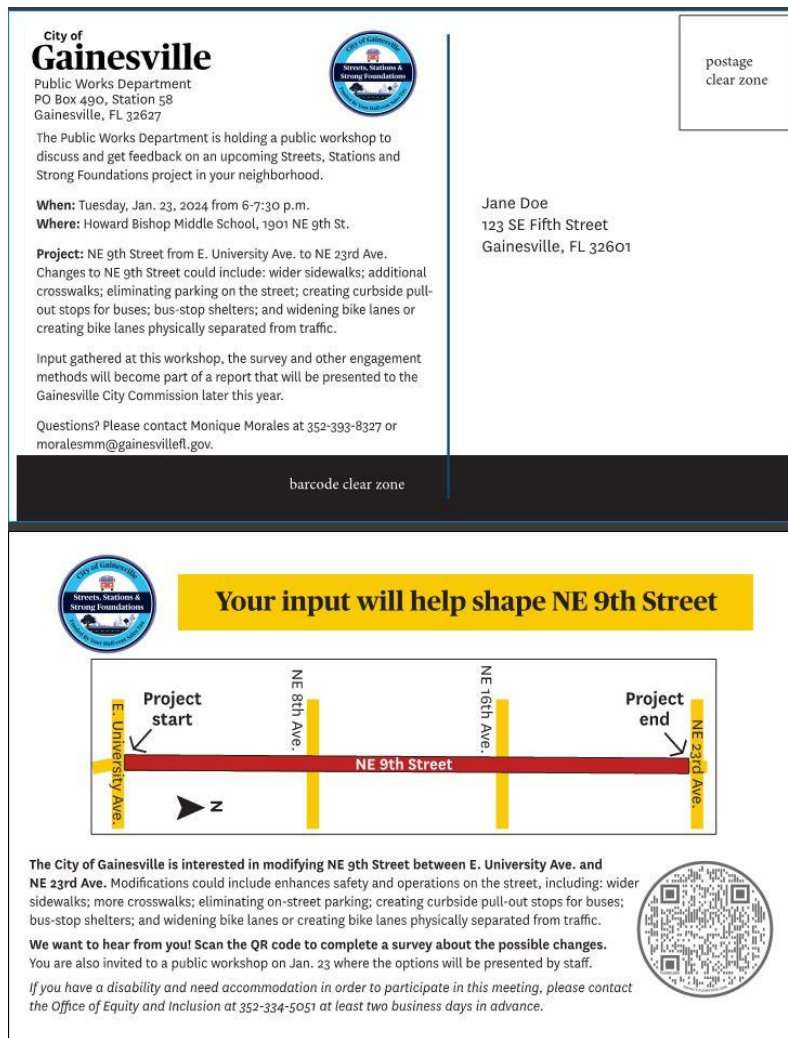


Figure 1-1. Post Card

Public Workshop Summary Report NE 9th Street

City of Gainesville seeks community input about changes to NE 9th Street
January 18, 2024



Press release from City of Gainesville

GAINESVILLE, Fla. – The City of Gainesville invites all neighbors to a public workshop designed to gather feedback about roadway safety options for a portion of NE 9th Street. Individuals also can participate through an online [survey](#) that will be available as a printed handout at the workshop.

When: 6-7:30 p.m. on Tuesday, Jan. 23

Where: Howard Bishop Middle School (The Nest building), 1901 NE 9th St.

This Streets, Stations and Strong Foundations (SSSF) project is funded by the half-cent infrastructure surtax. The project includes repairing the pavement along a 1.5-mile strip of NE 9th Street from East University Avenue to NE 23rd Avenue.

Modifications along this section also could include wider sidewalks; additional crosswalks; eliminating parking on the street; bus-stop shelters; creating curbside pull-out stops for buses; and widening bike lanes or creating bike lanes physically separated from traffic.

Input gathered through community engagement opportunities will become part of a report to be presented to the Gainesville City Commission later this year. Depending on which changes the commission approves, estimated costs for NE 9th Street could fall between \$3.2-6.2 million.

In November 2022, Alachua County residents voted in favor of a one-cent sales tax levied for the next 10 years, expected to generate \$17.4 million per year to the City of Gainesville. Fifty percent of surtax proceeds are dedicated to Wild Spaces Public Places projects. The remaining half is dedicated to road repair, public-safety buildings, and land for affordable housing.

Figure 1-2. January 18, 2024 Media Release



Figure 1-3. Facebook Event

1.2 Workshop Materials

The January 23, 2024 workshop was held at the Howard Bishop Middle School Nest Building (1901 NE 9th St, Gainesville, Florida) from 6:00 p.m. to 7:30 p.m. The project was displayed on poster boards showing four roadway layout options and on roll plots with aerial existing aerial photography with street names labeled. The project maps and poster boards with layout options that were on display at the workshop are provided at a reduced scale in **Appendix B**.

City staff provided a presentation covering an overview of the project, some of the existing conditions along the corridor, and presented transportation and traffic data that was utilized to develop four potential layout options. The presentation was followed by an interactive session, during which members of staff were available to answer questions and discuss the project with individual attendees.

Throughout the workshop, attendees were encouraged to complete the online survey, and the link (QR code) was provided on every project board that was on display. In addition, tablets were available for attendees to take the survey, and paper surveys were provided upon request. Attendees were also given the opportunity to write comments on sticky notes and attach them to the project boards that were on display.

1.3 Survey

To solicit structured responses from the public pertaining to desired project corridor improvements, a survey was developed to gather feedback regarding the following main topics:

- Reducing Traffic Congestion
- Bicycle Facilities
- Pedestrian Facilities
- Drainage Issues
- Public Transit Facilities
- On-Street Parking

A blank copy of the survey, converted from the on-line format, is provided in **Appendix C**.

Feedback was sought on possible options for the layout, including:

- Keep Existing Layout
- Keep Existing Layout and Extend Bike Lanes
- Buffered Bike Lanes
- Protected Cycle Track

The survey also provided space for general comments and suggestions.

1.4 Survey Results

Four hundred and fifteen (478) survey responses were received. A summary of the survey results, including a compilation of general comments and suggestions, is provided in **Appendix D**.

1.4.1 Question 1 (#1 on paper survey): What modifications do you think will help with traffic congestion on NE 9th Street between East University Avenue and NE 23rd Avenue?

There were **Three hundred and thirty three (333)** respondents.

A list of features was provided to choose from to help reduce traffic congestion. More than one feature could be chosen.

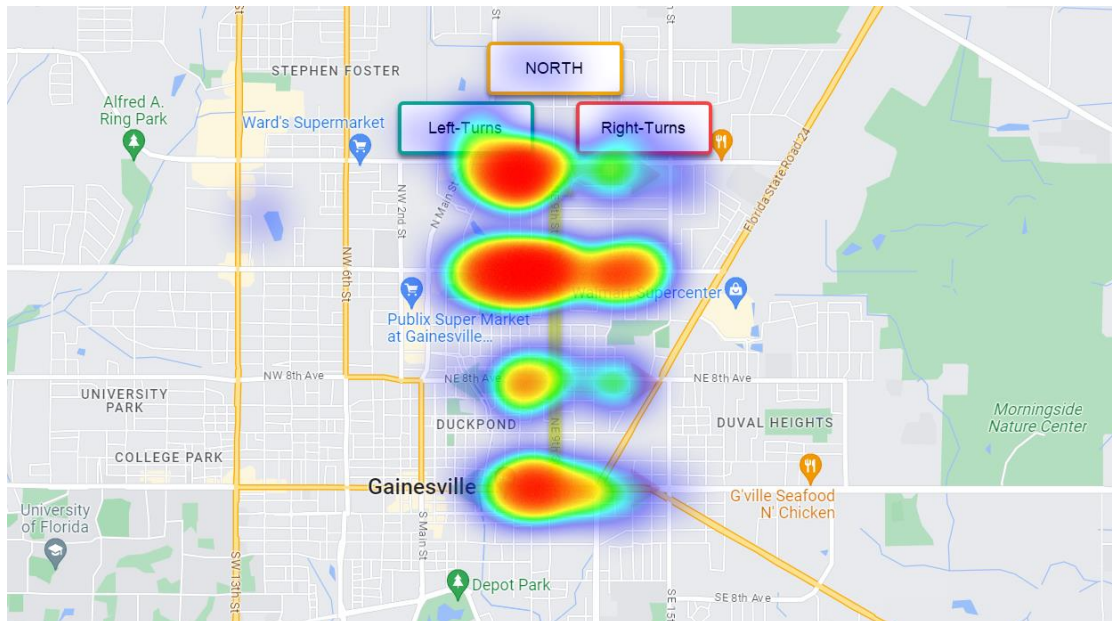
Percentages are based on the number of respondents to this question:

- *Additional Turn Lanes and Signals*
29% felt that additional travel lanes could reduce traffic congestion.
- *Bus Pull-offs for bus stops*
35% felt that bus turnouts or pull-offs could reduce traffic congestion. Amenities were noted as follows:
 - Bus shelters
 - Benches
- *Improve Traffic Signal Operations*
30% felt that traffic signal operations improvement could reduce traffic congestion.
- *Other Improvements*
55% of respondents provided comments under “Other” to reduce traffic congestion.

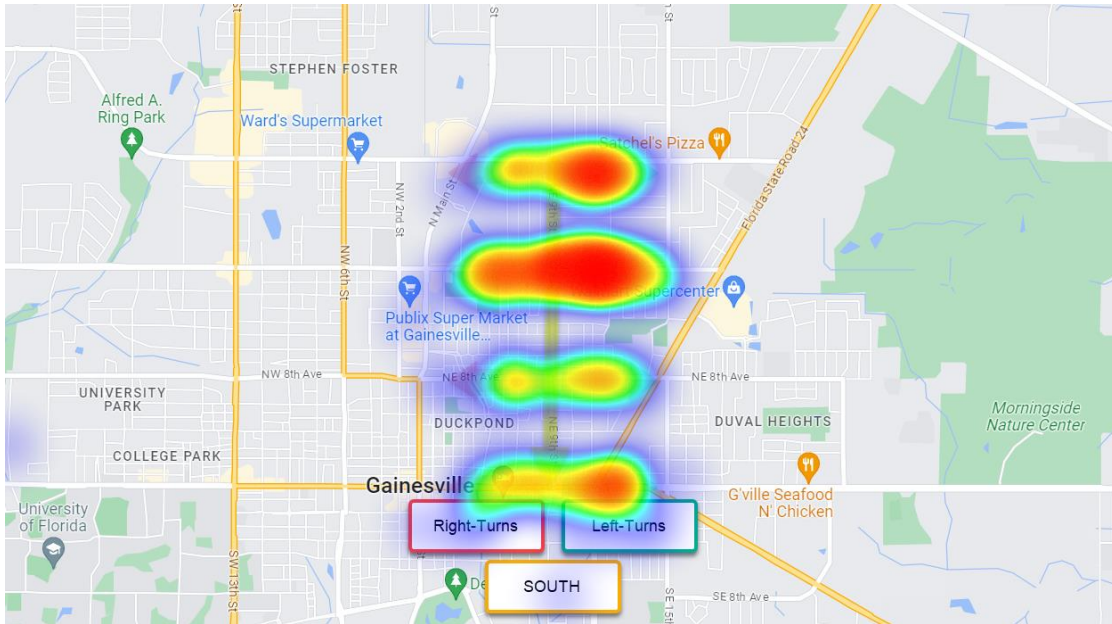
The following appear to be general roadway concerns as it relates to traffic congestion:

- Reduce school area congestion
- Additional crosswalks
- Traffic calming/and or reduced speed limit at roundabout
- Install flashing beacons to regulate speed

1.4.1.1 Question 1-1 (#8 on paper survey): Answer this question if you previously (Q1) said that adding turn signals would help with traffic, please let us know where they should go. Imagine you are heading North on NE 9th Street. Mark on the arrows that need turn signals.



1.4.1.2 *Question 1-2 (#9 on paper survey): Now, imagine you are heading South on NE 9th Street. Mark the arrows that need turn signals.*



1.4.2 *Question 2 (#2 on paper survey): What modifications do you think will help with bicycle and pedestrian travel on NE 9th Street between East University Avenue and NE 23rd Avenue?*

Three Hundred and Fifty (350) respondents provided feedback on modifications they feel will help with bicycle and pedestrian travel. A list of options was provided to survey their preference for bicycle and pedestrian facilities. Respondents could choose more than one improvement type, as well as provide alternative suggestions. They are summarized below.

Percentages are based on the number of respondents to this question:

- Protected bicycle lanes (physically separated from traffic)*
68% had a preference for protected bicycle lanes.
- Accessibility modifications (sidewalk slope adjustments, curb ramps additions, etc.)*
47% felt that accessibility modifications are needed.
- Additional Cross Walks*
47% felt that additional cross walks are needed.
- Buffered Bicycle Lanes (wider than standard bike lanes)*
39% had a preference for buffered bicycle lanes.
- Wider Sidewalks*
36% had a preference for wider sidewalks.

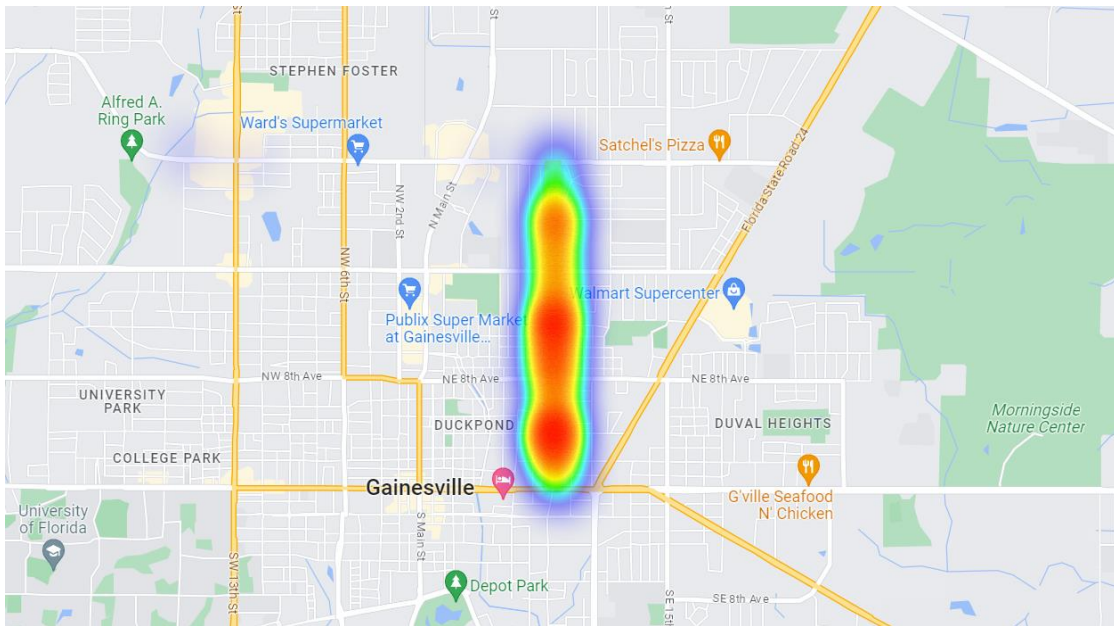
□ *Other (Please Describe)*

32% provided alternative suggestions and other comments. Refer to **Appendix D** for a compilation of individual responses. In most cases, the comments elaborated on the above choices; below are common themes among comments noted:

- Bicycle safety,
- High visibility at crosswalks,
- Improve pedestrian facilities.

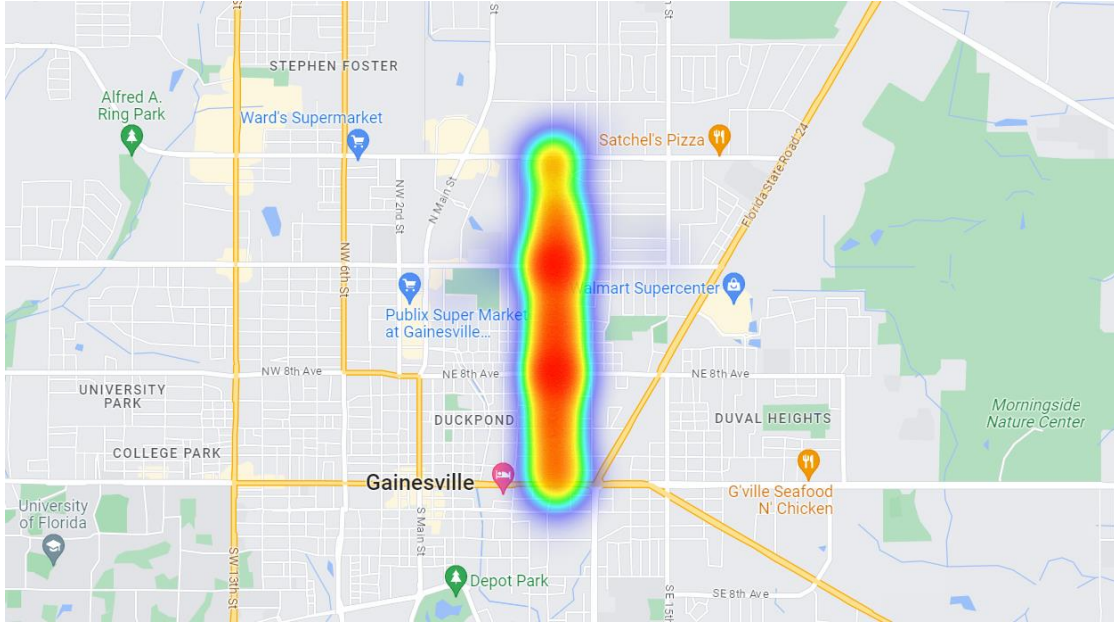
1.4.2.1 Question 2-1 (#11 on paper survey): Answer this question if you previously (Q2) said that adding cross walks would help with safety. Mark on the map to show us where you think they should go.

Four Hundred and Seven (407) respondents provided feedback on desired locations for additional crosswalks:



1.4.2.2 Question 2-2 (#12 on paper survey) Answer this question if you previously said (Q2) that adding accessibility features would help with safety. Mark on the map to show us where you think they should go.

Three Hundred and Twenty Six (326) respondents provided feedback on desired locations for accessibility features:



1.4.3 Question 3 (#3 on paper survey): What modifications do you think would help with bus travel on NE 9th Street between East University Avenue and NE 23rd Avenue?

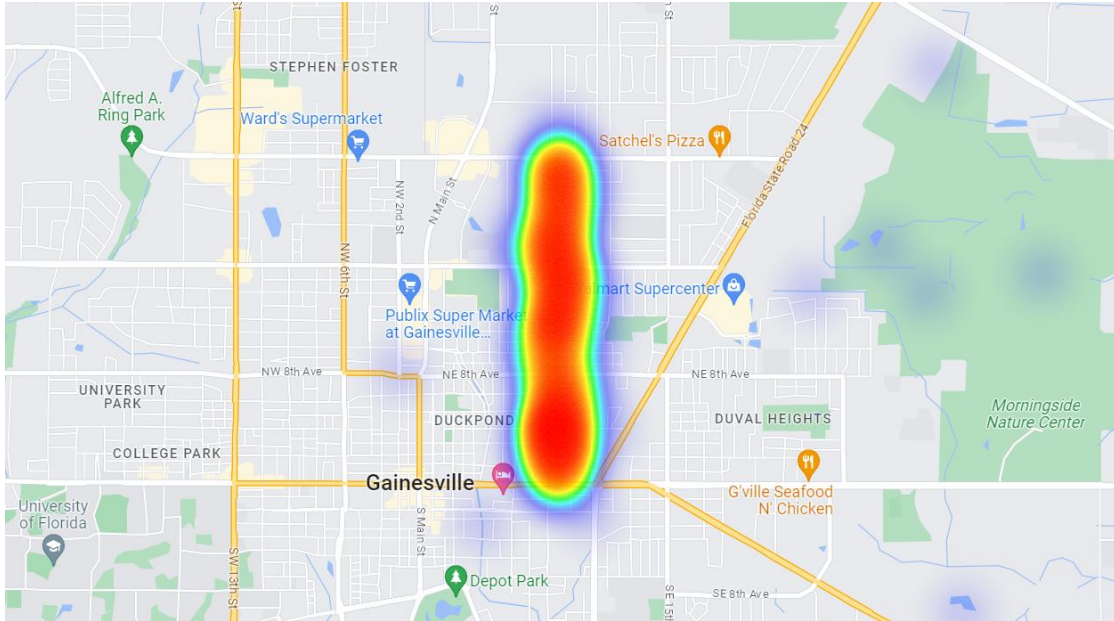
Three Hundred and Two (302) respondents provided feedback regarding public transit facility modifications. A list of options was provided to survey their preference for public transit facilities. Respondents could choose more than one option.

Percentages are based on the number of respondents to this question:

- Bus Shelters*
One Hundred and Eighty Four (184) or **61%** of respondents believe bus shelters are needed.
- Bus Pull-offs for Bus Stops*
One Hundred and Sixty (160) or **53%** of respondents believe bus pull-offs for bus stops are needed.
- Bus Benches*
One Hundred and Thirty Nine (139) or **46%** of respondents believe bus stop benches are needed.
- Other Public Transit Facility Improvements*
Fifty Nine (59) or **20%** of respondents provided additional comments regarding public transit facilities. Refer to **Appendix D** for individual responses. In most cases, the “other” comment elaborated on the above choices; below are common themes among comments noted:
 - Reduce bus arrival times
 - Reduce bus size

1.4.3.1 *Question 3-1 (#10 on paper survey): Answer this question if you previously said (Q3) that adding bus pull-offs for bus stops would help with traffic. Mark on the map to show us where you think they should go.*

Two Hundred and Three (203) respondents provided feedback on desired locations for bus pull-offs:



1.4.4 *Question 4 (#4 on paper survey): Do you think there are any drainage issues that should be addressed with this project? Please describe.*

Ninety (90) respondents noted drainage issues they think should be addressed with this project. Refer to **Appendix D** for individual responses. The following summarizes the main drainage issues that were noted:

- Underground pipe modifications needed
- Ponding at 7th Ave

1.4.5 *Question 5 (#5 on paper survey): Do you think this project needs any additional amenities?*

Two Hundred and Sixty Four (264) respondents believe that additional amenities are needed along the project corridor. For those that agreed, a list of amenities was provided to choose from to improve the appearance of the corridor. More than one feature could be chosen.

- Improved landscaping along the street*
One Hundred and Forty Nine (149) respondents believed improved landscaping along the street is necessary.
- Additional trees along the street*
One Hundred and Forty Eight (148) respondents believed additional trees along the street are needed.

- *Other (Please describe)*
One Hundred and Ten (110) respondents provided alternative suggestions and other comments. Refer to **Appendix D** for a compilation of individual responses.

1.4.6 Question 6 (#6 on paper survey): Which option do you prefer?

Three Hundred and Twenty Nine (329) respondents indicated which layout they would prefer to see for NE 9th Street.

One Hundred and Sixty Six (166) or **50.5%** of respondents prefer Option 4: Protected Cycle Track.

Sixty One (61) or **18.5%** of respondents prefer Option 3: Buffered Bike Lanes/Extended Bike Lanes.

Fifty Six (56) or **17.0%** of respondents prefer Option 1: Existing Layout.

Forty Six (46) or **14.0%** of respondents prefer Option 2: Existing Layout/Extend Bike Lanes.

1.4.7 Question 7 (#7 on paper survey): Should street parking be retained on NE 9th Street between East University Avenue and NE 23rd Avenue? If parking is retained, wider bike lanes can't be added.

Three Hundred and Thirty One (331) respondents provided their preference on whether street parking should be retained along the project corridor.

Percentages are based on the number of respondents to this question.

71% believe street parking should not be retained on NE 9th Street between East University Avenue and NE 23rd Avenue.

29% believe street parking should be retained.

Respondents were provided with the option of explaining why street parking should or should not be retained. Individual responses are provided in **Appendix D**.

1.4.8 Questions 8-10 (#13-15 on paper survey): Demographics

This section contained demographic questions based on the US Census 2020. Answering these questions was optional, with the intent of better understanding the diversity of responses.

Hispanic, Latino, or Spanish Origin:

Two Hundred and Fifty Six (256) respondents were not of Hispanic, Latino, or Spanish Origin

Sixteen (16) respondents indicated they are of Hispanic, Latino, or Spanish Origin:

Seven (7) were Cuban

Seven (7) were Mexican

Two (2) were Puerto Rican

Race or Origin:

Two Hundred and Forty Two (242) respondents identify as White or European American

Sixteen (16) respondents identify as some other race or origin

Nine (9) respondents identify as Black or African American

Eight (8) respondents identify as Indigenous American or Alaska

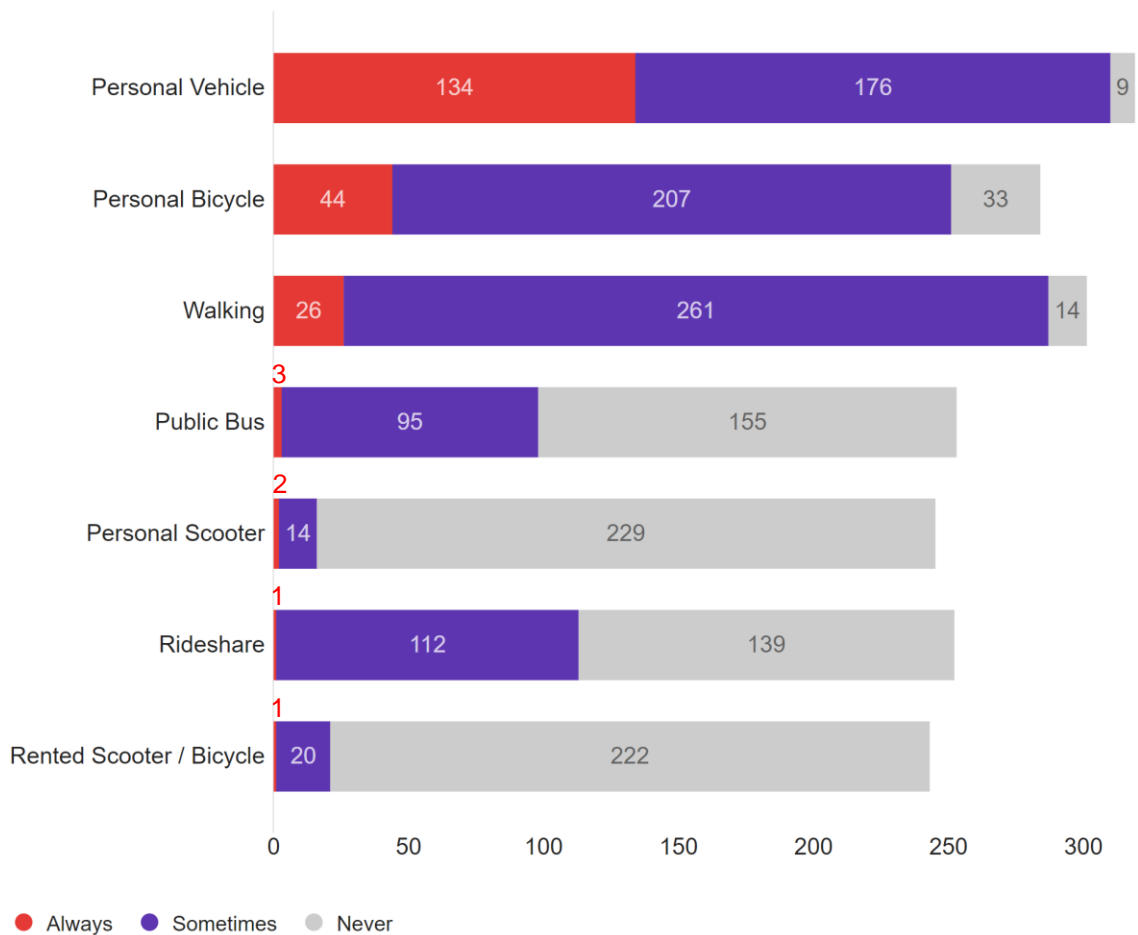
Four (4) respondents identify as Filipino

One (1) respondents identify as Other Asian

Zip code of residence:

There were **Two Hundred and Eighty Eight (288)** respondents of which the majority indicated they live in the 32601 and 32609 zip codes. Other responses were: 32603, 32605, and 32607.

1.4.9 Question 11 (#16 on paper survey): How do you get around Gainesville?



1.5 Compilation of Project Map Comments

A compilation of written comments received from workshop attendees via sticky notes on the project boards is provided in **Appendix E**.

1.6 Miscellaneous Correspondence

A compilation of miscellaneous correspondence received by the Public Works Department regarding this project is provided in **Appendix F**.

APPENDIX A
WORKSHOP SIGN-IN SHEETS AND PHOTOS

**Public Information Workshop
For NE 9th Street
January 23, 2024**

No.	Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
1	Louis Hindery	352 258 5328	hindery1@sno8.org	Y
2	Teresa Myhre	503 824 9518	teresa.myhre@icloud.com	yes
3	Mercedes Oowmer	772-475-4082	mercedesgilbert@gmail.com	yes
4	Kevin Ratkus		kratkus@hotmail.com	yes
5	Cheryl Moody	352 812-8744	itscheryl60@gmail.com	yes
6	Silvestre Homunds-flays	352 2815277	Silvestre.designs@gmail.com	yes.
7	Tamara Leisey	352 275 2824	tamaraleisey@gmail.com	yes
8	Jennifer Brodzik			
9	Christianah Falcode	352-317-8686	Christianah@comestonerepublic.com	Y
10	FOREST MUYEDS	352.870.3962	fo.muyers@gmail.com	Yes

**Public Information Workshop
For NE 9th Street
January 23, 2024**

No.	Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
1	Joshua Ney	352-283-4443	joshua.ney@gmail.com	sure
2	JEAN-PAUL PEREZ	954-666-2841	VERNONHADLEY@EMAIL.COM	Y
3	DENISE DORMAN	352-294-1331	DDORMAN36@gmail.com	N
4	James Fertit	786-439-7300	stephenson2112@yahoo.fr	Y
5	Larry Reshad	352-377-4630	Reshad@AOL.COM	YES
6	Don Wolf	515 337-2673	jonrswolf@gmail.com	Yes
7	Ava Szychalski	612-812-5461	-	-
8	DAVID AUTHI	352-371-1991	DAVIDAUTHI@HOTMAIL.COM	YES
9	JILLIAN WESTFALL	706 246 4483	jillianwestfall@gmail.com	YES
10	Caleb Moore	352-222-4872	Calebmoore17@gmail.com	NO

**Public Information Workshop
For NE 9th Street
January 23, 2024**

No. Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
1 Victoria Miracle	(352) 213-7551	tori_miracle@aol.com	N
2 Bryan Cotter	352 3176211	bcotter@watersandair.com	Y
3 Tricia Lopez	352-214-2175	triciamlopez@gmail.com	N
4 Celeste Shitama	352-258-2772	celesteas@gmail.com	Y
5 Melina R	377-4217	melinaeb@soi.net	Y
6 Pam Moorhead	352-214-5538	pamrx@huffmail.com	Y
7 Scott Wright		wrightsa@gainesvillefl.gov	N
8 Doug Nesbit	352 339 4695	DOUGNESBIT@GMAIL.COM	Y
9 Stephen Hesson	352 318-5982	Hesson.se@ci.gainesville.org	N
10 Fred Smayson + Keith Hesse	352 219-0100	phredkika@gmail.com	Y

**Public Information Workshop
For NE 9th Street
January 23, 2024**

No. Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
1. Tam Lyons	352-264-0846	lyonstkd@yahoo.com	Yes
2. Lauri Trintzi	814-571-8577	lauri.trintzi@gmail.com	Yes
3. Abigail Vlasak	352-2408555	abigailv@gmail.com	NO
4. CHAIR FALADE	352-317-7780	cfamosi@gmail.com	Yes
5. BRETON HONCEWOOD	352-231-5561	Breton.Honewood@gmail.com	yes
6. Richard Allen	352-3172954		
7. Karla Rodriguez Sills		rodriguezklaggames@hotmail.com	Yes
8. Woody Blue	352-256-2598	wblue57@hotmail.com	Yes
9. Abcut Surtama	352-258-1771	hoch@akirawood.ca	Yes
10. Dawn Blackbird	352-398-2670	Dawn@solar@gmail.com	Yes

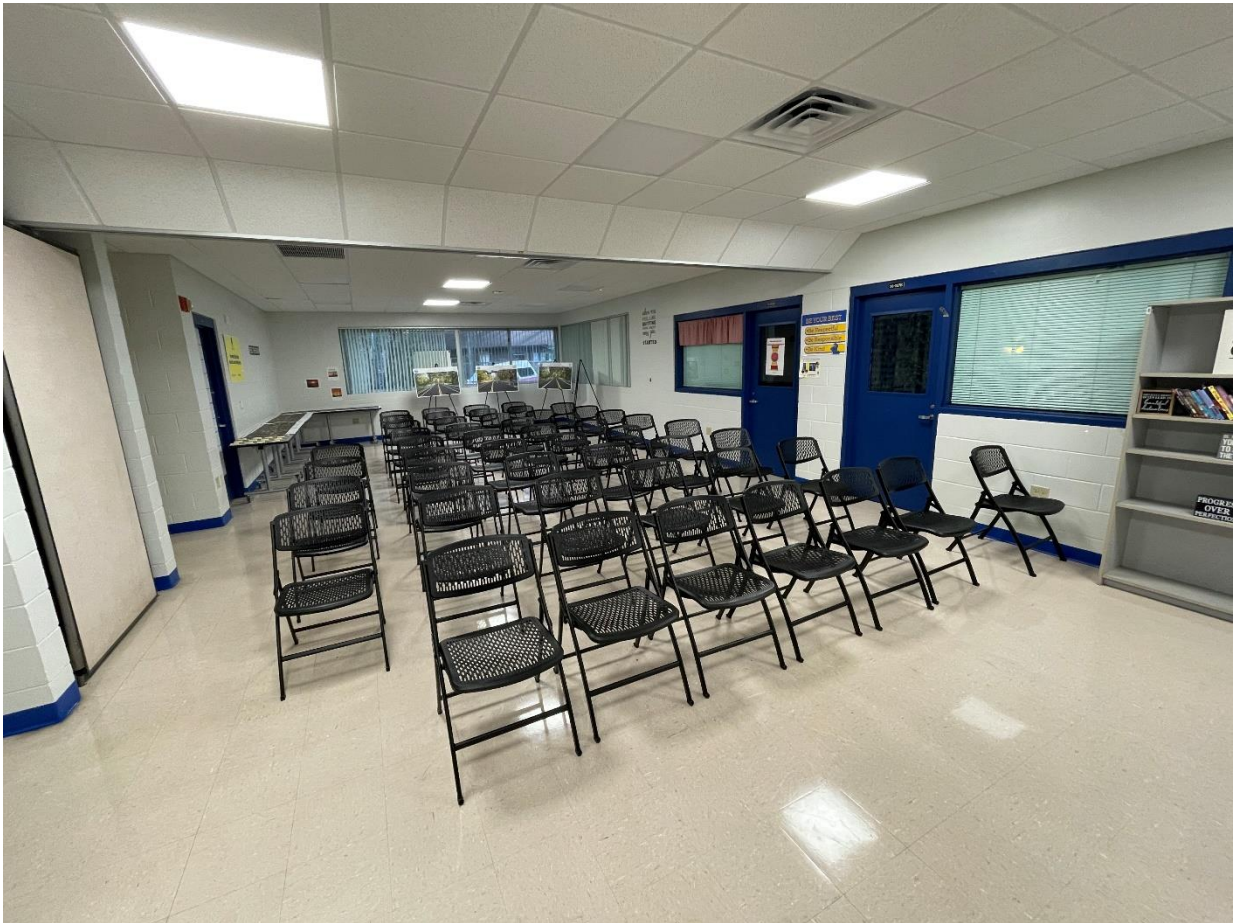
**Public Information Workshop
For NE 9th Street
January 23, 2024**

No.	Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
71	April Macadangdang	954-673-7831	asm27@miami.edu	No
72	Jawob Adams	352-318-4467	instagvl@gmail.com	yes!
73	Phil Johnson	1 ^o		yes
74	Amani Florence	616 931 2411	HealthCoach48@gmail.com	YES
75	Christy Swirko	352-359-6114		No
76	Jaime Auth	352 371-1991	jba4trees@earthlink.net	No
77	Sue Sickenj	352-871-2472	sue3269@bellsouth.net	No
78	Zini Popejoy	352 665 2511	peacekp@outbks.com	Y
79	Abigail Trueman	413 687 8378	abigailtrueman@gmail.com	Y
80	Alicia Paparek	310 415 9974	aliciapaparek@gmail.com	Y

**Public Information Workshop
For NE 9th Street
January 23, 2024**

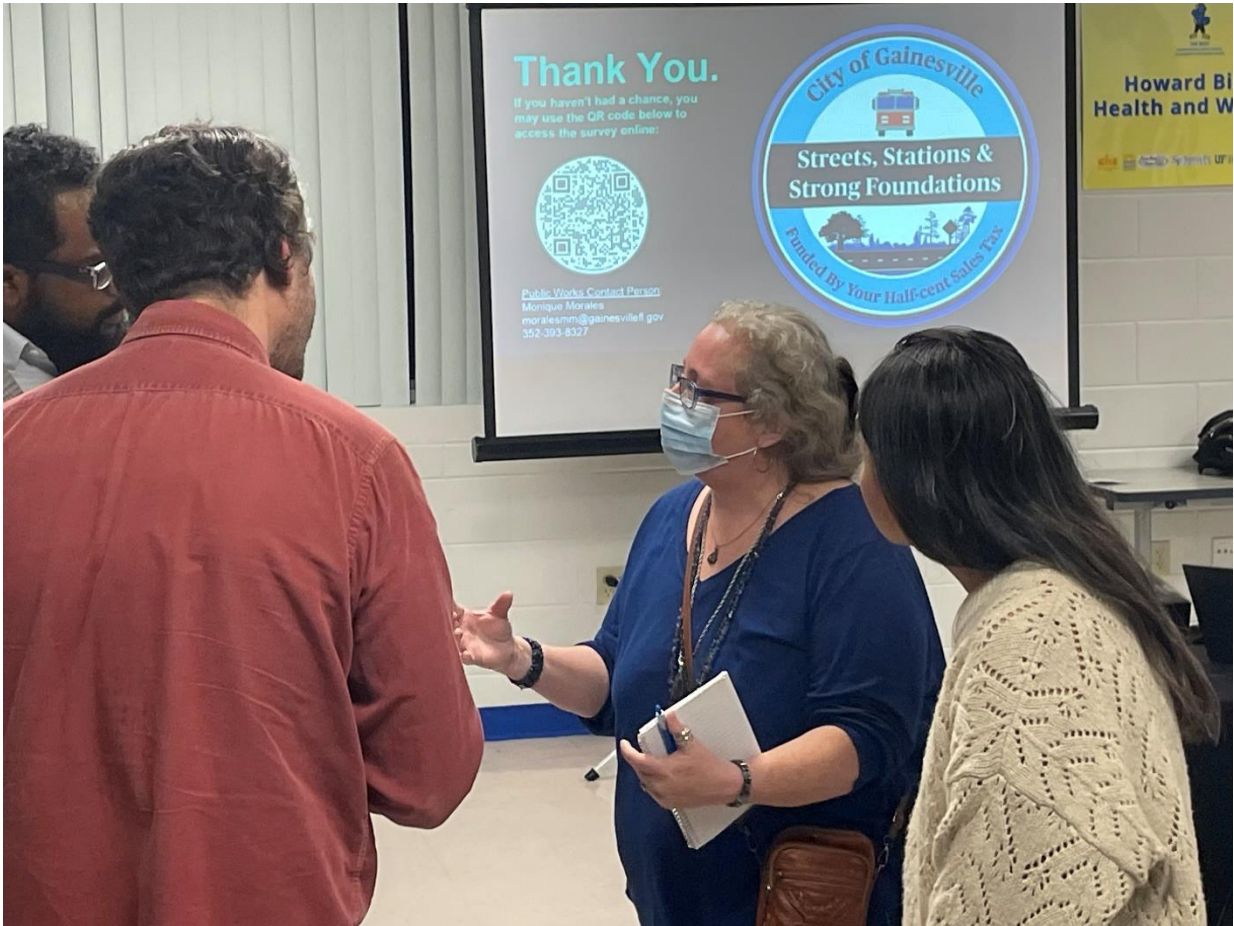
No.	Name	Phone Number	Email	Would You Like a Copy of the Presentation Material?
81	Steve McManara	352-363-7636		X
82	Liz Braun	617-895-4937	lizzbraun@gmail.com	Yes
83	Brad Guy	814-571-0659	guy-brad@yahoo.com	X
84	Bryon Eastman	850-933-1527	BASTMAN.BM@CITYOFEMERSON.ORG	Yes
85	Lanier May	352-281-2953	lmay7@cox.net	
86	Brittany Barbeau	815-601-9037	brittany.barbeau@gmail.com	Yes
87	Max DeZutter	773-720-1027	maxdezutter@gmail.com	Yes
88	Jodi Schorb	852-672-1140	jodi@schorb@gmail.com	Yes
89	Jennifer Brownell	352-283-5909	Jennifer.Brownell@gmail.com	Yes
90	CHRISTOPHER MILLER	352-256-3124	CHRISTOPHER.MILLER@GMAIL.COM	Yes

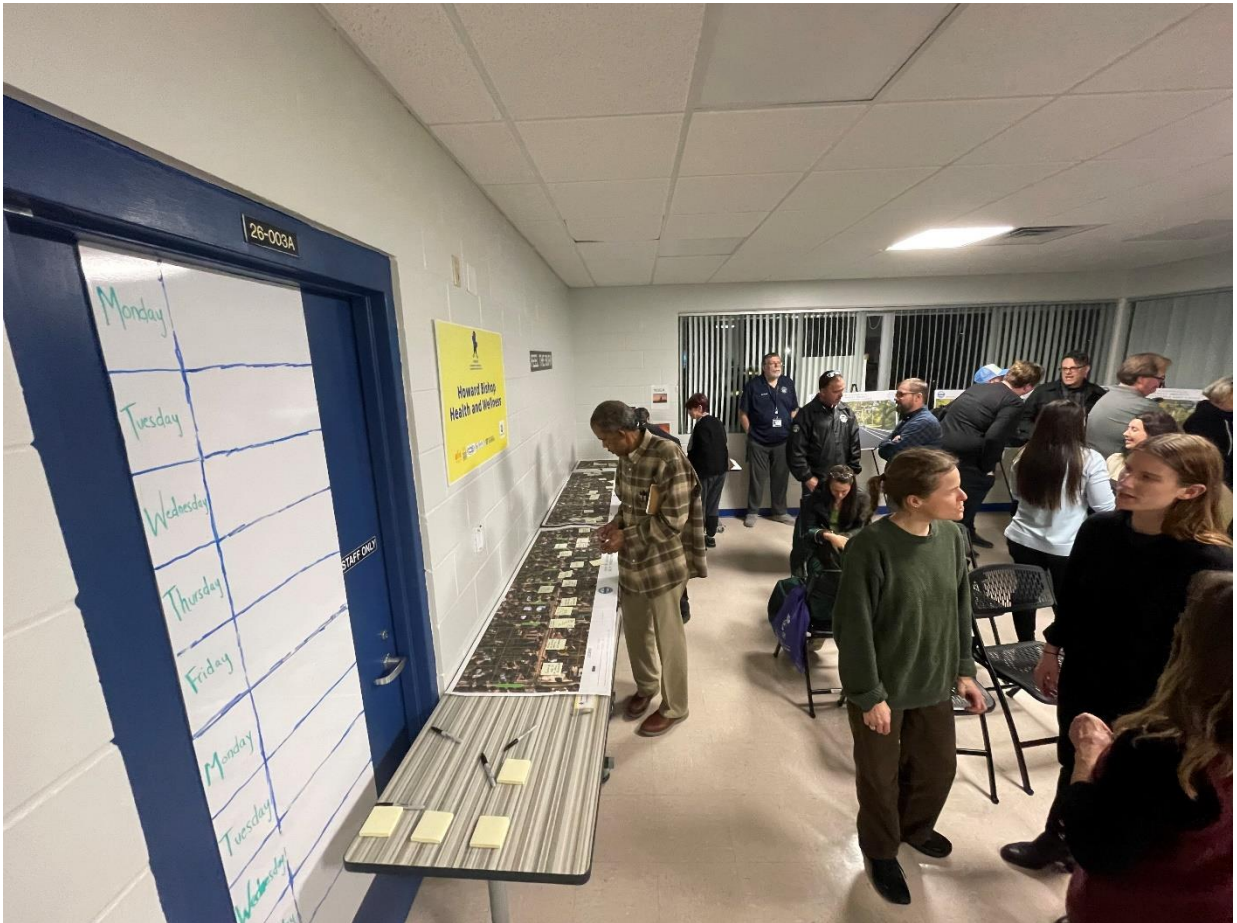












APPENDIX B
POSTER BOARD AND PROJECT MAPS



CITY OF GAINESVILLE
NE 9TH STREET PROJECT
OPTION 1 - EXISTING LAYOUT



CITY OF GAINESVILLE
NE 9TH STREET PROJECT
OPTION 2 - EXISTING LAYOUT/EXTEND BIKE LANES





CITY OF GAINESVILLE
NE 9TH STREET PROJECT
OPTION 3 - BUFFERED BIKE LANES



CITY OF GAINESVILLE
NE 9TH STREET PROJECT
OPTION 4 - CYCLE TRACK





**CITY OF GAINESVILLE
NE 9TH STREET PROJECT**



LEGEND

- STREET ADDRESS
- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE



**CITY OF GAINESVILLE
NE 9TH STREET PROJECT**



LEGEND

- STREET ADDRESS
- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE



LEGEND

- STREET ADDRESS
- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE



**CITY OF GAINESVILLE
NE 9TH STREET PROJECT**

APPENDIX C
BLANK SURVEY

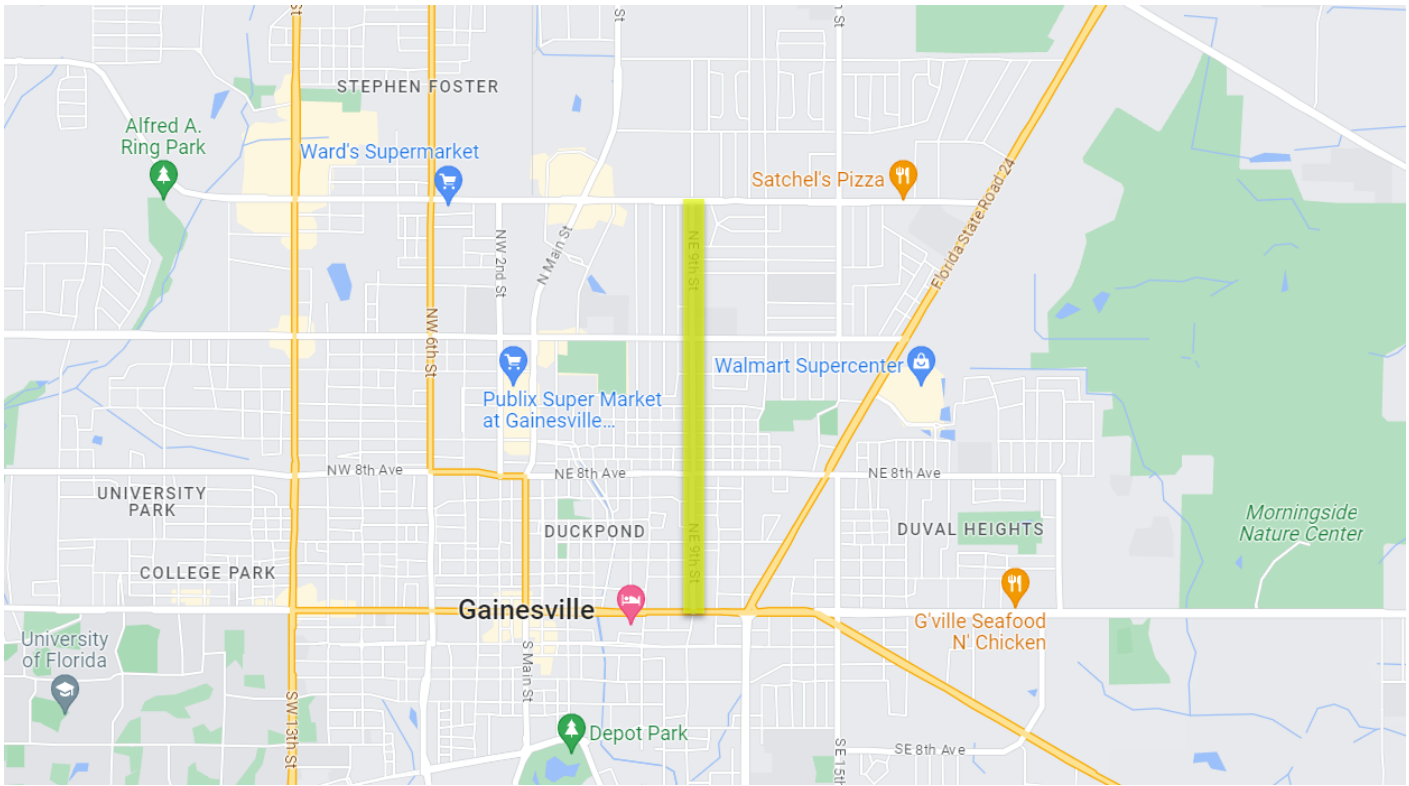


Survey

The City of Gainesville is interested in modifying NE 9th Street between East University Avenue and NE 23rd Avenue.

Modifications could include enhanced safety and operations on this street. We want to know what you think this area needs.

Please fill out this brief survey to share your thoughts.



Q1. What modifications do you think will help with traffic congestion on NE 9th Street between East University Avenue and NE 23rd Avenue?

- Additional turn lanes and signals
- Bus pull-offs for bus stops
- Improve traffic signal operations
- Other (Please describe)

Q2. What modifications do you think will help with bicycle and pedestrian travel on NE 9th Street between East University Avenue and NE 23rd Avenue?

- Buffered bicycle lanes (wider than standard bike lanes)
- Protected bicycle lanes (physically separated from traffic)
- Additional cross walks
- Wider sidewalks
- Accessibility modifications (sidewalk slope adjustments, curb ramp additions, etc)
- Other (Please describe)

Q3. What modifications do you think would help with bus travel on NE 9th Street between East University Avenue and NE 23rd Avenue?

- Bus shelters
- Bus benches
- Bus pull-offs for bus stops
- Other (Please describe)

Q4. Do you think there are any drainage issues that should be addressed with this project? Please describe.



Q5. Do you think this project needs any additional amenities?

- Additional trees along street
- Improved landscaping along street
- Other (Please describe)



Here are a few options for how the street can be changed to improve traffic flow and bicycle safety. It shows options for travel, bike, and parking lanes. Which do you prefer?

OPTION 1: Existing Layout. Keep the existing roadway configuration at an estimated cost of \$3.2 million.



OPTION 2: Existing Layout/Extend Bike Lanes. Keep the existing layout and extend the bike lanes through the intersection with traffic signals at an estimated cost of \$5.2 million.



OPTION 3: Buffered Bike Lane. Add a buffered bike lane and eliminate on street parking at an estimated cost of \$5.2 million.



OPTION 4: Protected Cycle Track. Add a bike path that is separated from traffic and eliminate on street parking at an estimated cost of \$6.2 million.



Q6. Which option do you prefer?

- OPTION 1: Existing Layout. Keep the existing roadway configuration at an estimated cost of \$3.2 million.
- OPTION 2: Existing Layout/Extend Bike Lanes. Keep the existing layout and extend the bike lanes through the intersection at an estimated cost of \$5.2 million.
- OPTION 3: Buffered Bike Lane. Add a buffered bike lane and eliminate on street parking at an estimated cost of \$5.2 million.
- OPTION 4: Protected Cycle Track. Add a bike path that is separated from traffic and eliminate on street parking at an estimated cost of \$6.2 million.

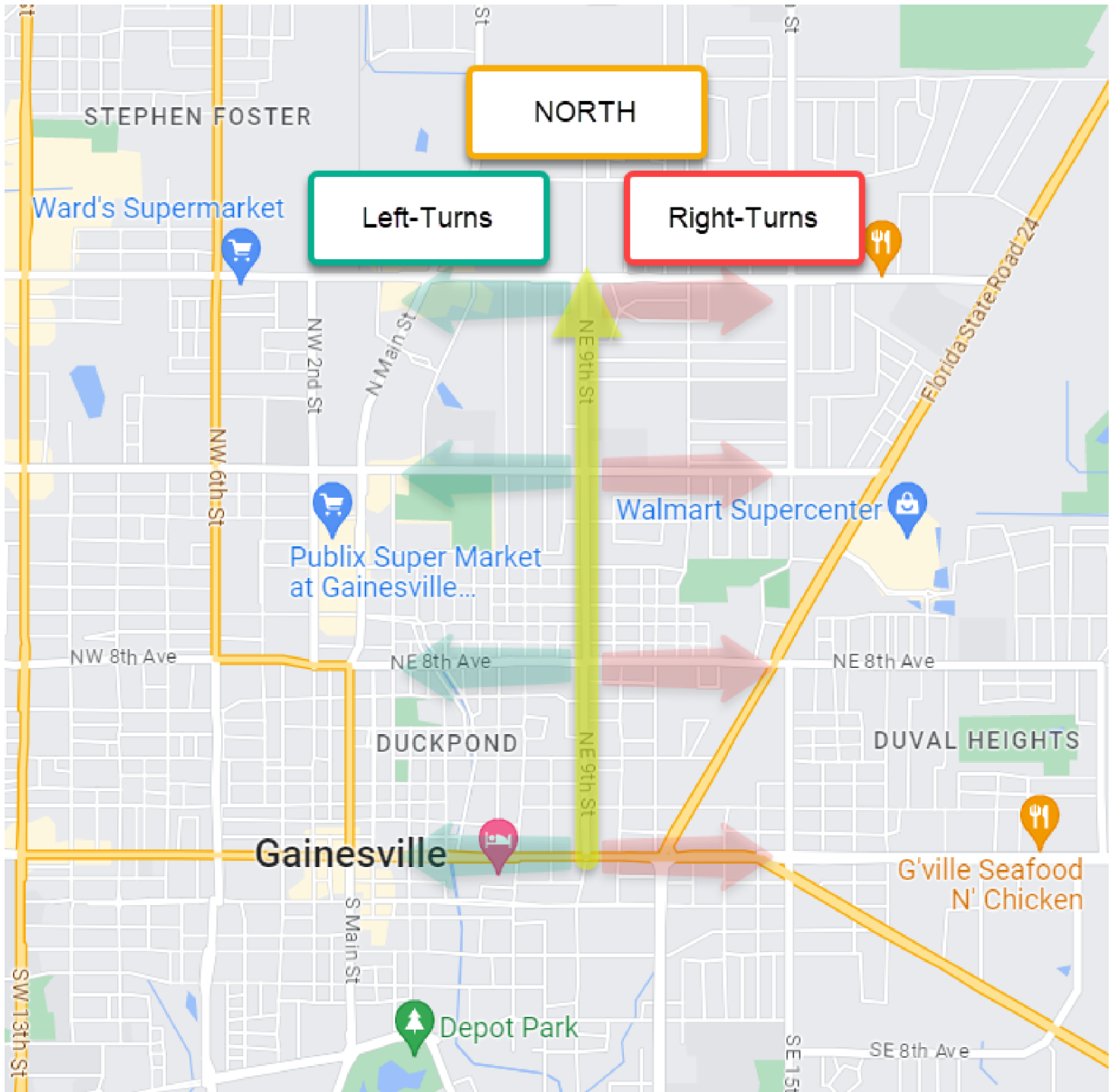
Q7. Should street parking be retained on NE 9th Street between East University Avenue and NE 23rd Avenue? If parking is retained, wider bike lanes can't be added.

- Yes
- No

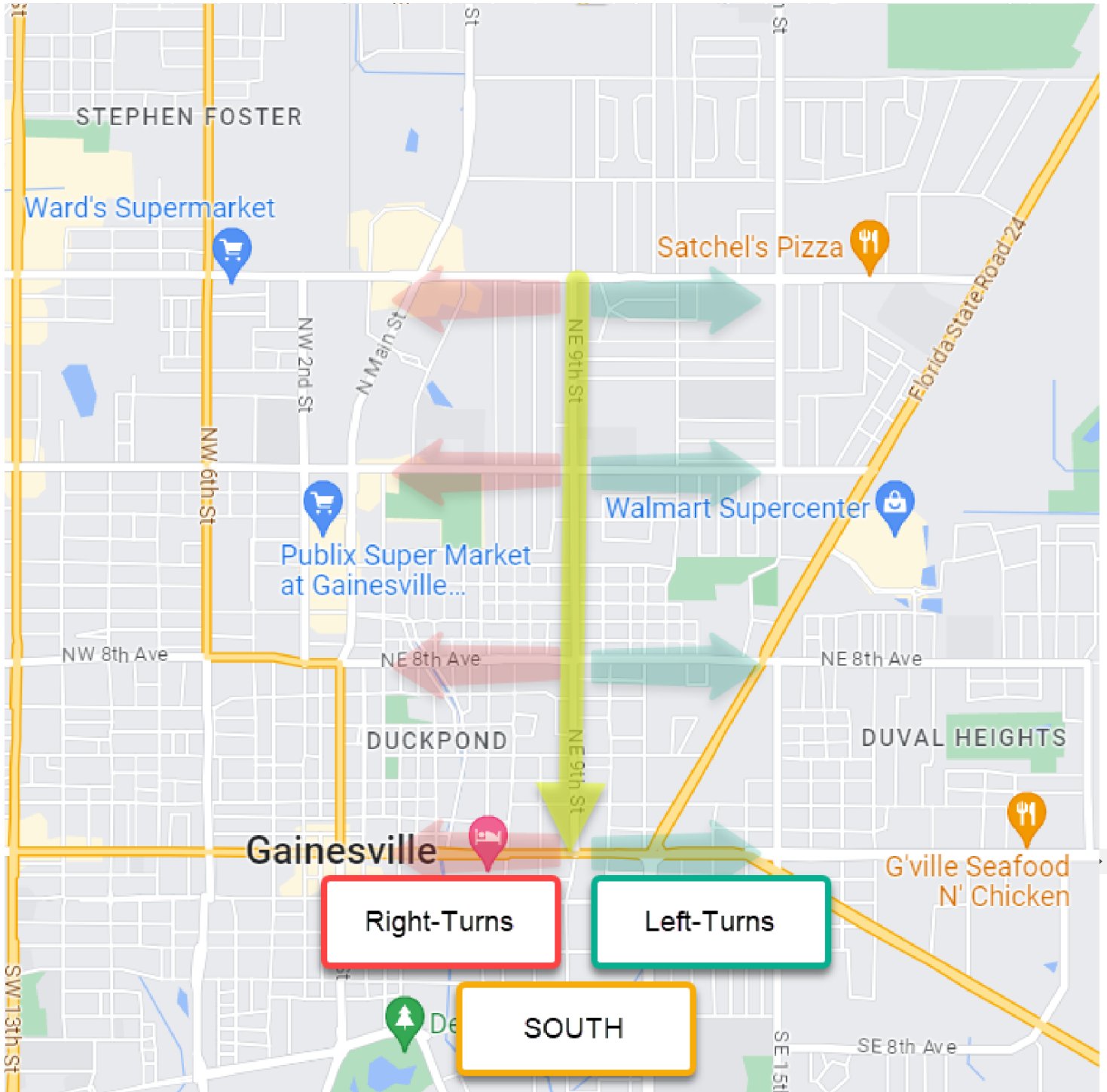
Please tell us why you think parking should or should not be retained.

Q8. Answer this question if you previously (Q1) said that adding turn signals would help with traffic, please let us know where they should go.

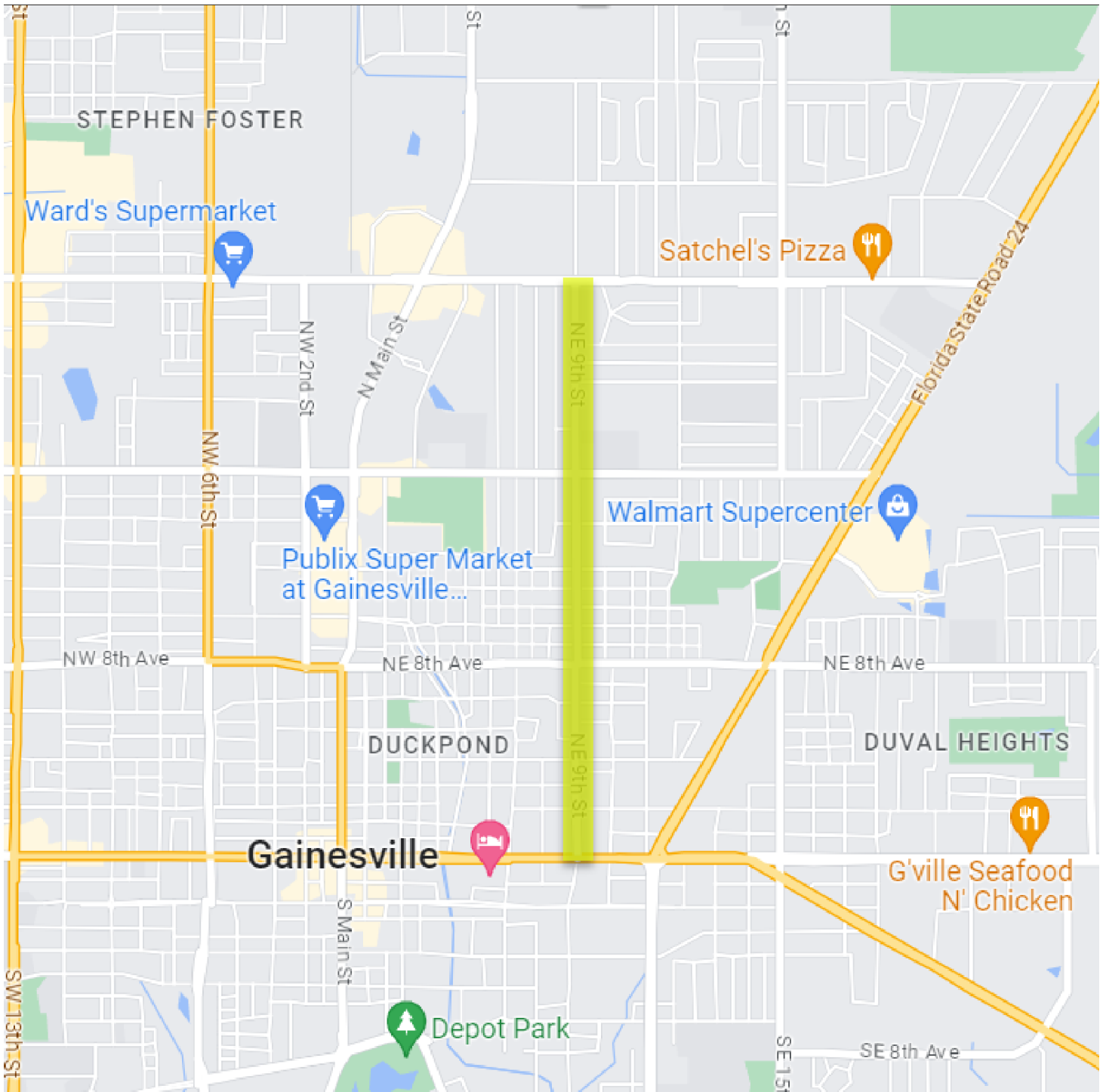
Imagine you are heading North on NE 9th Street. Mark on the arrows that need turn signals.



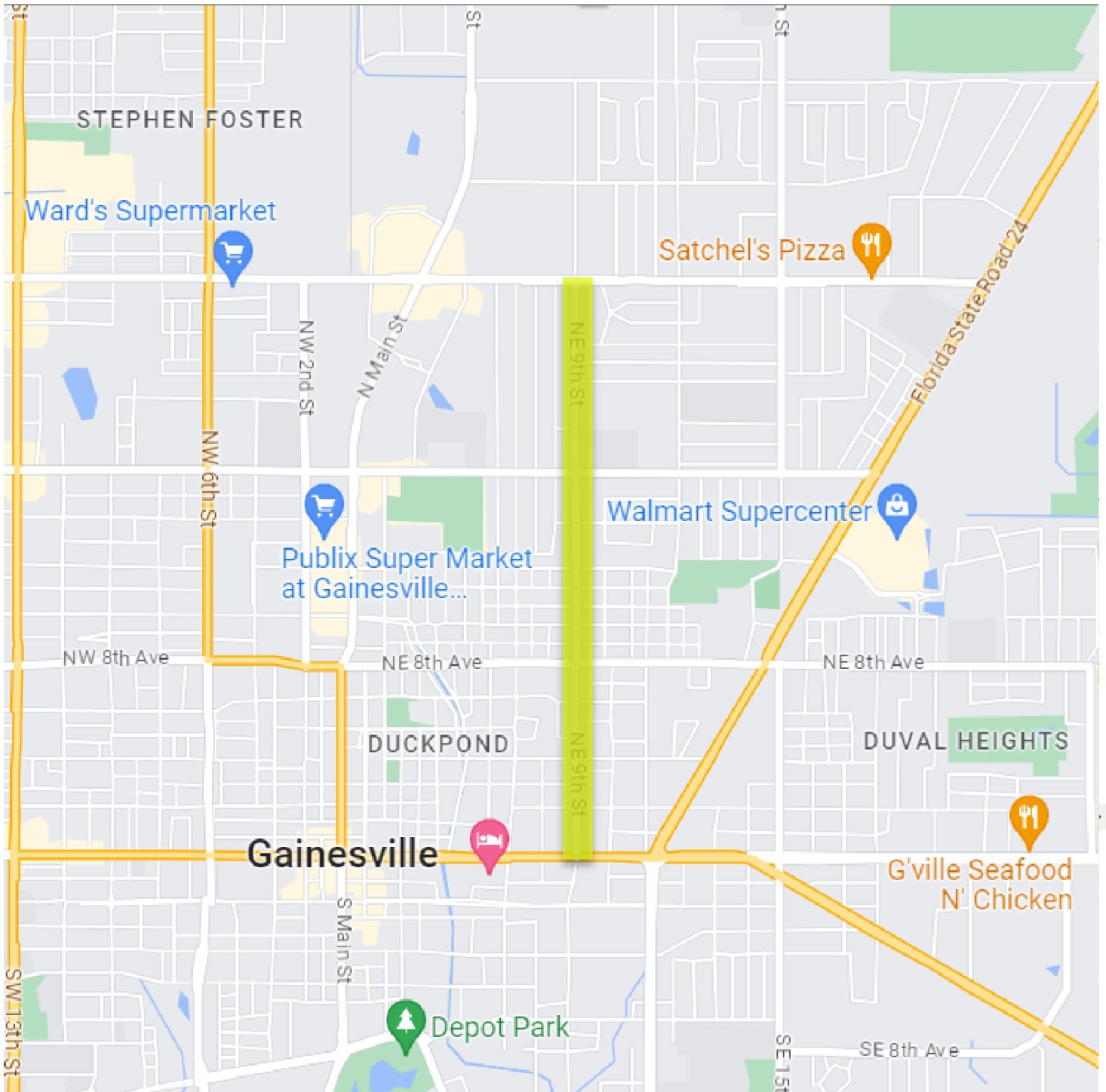
Q9. Now, imagine you are heading South on NE 9th Street. Mark the arrows that need turn signals.



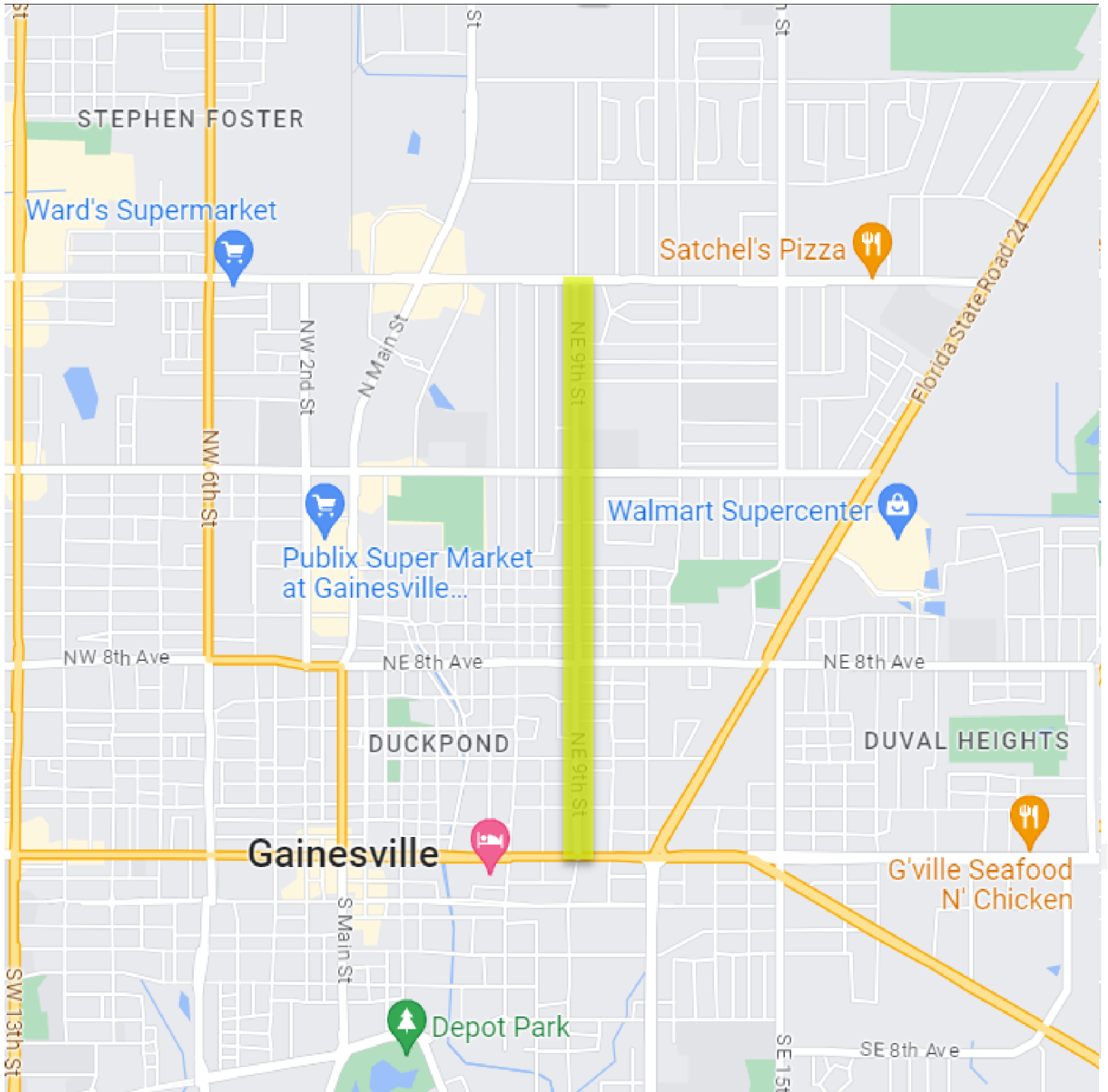
Q10. Answer this question if you previously said (Q3) that adding bus pull-offs for bus stops would help with traffic. Mark on the map to show us where you think they should go.



Q11. Answer this question if you previously (Q2) said that adding cross walks would help with safety. Mark on the map to show us where you think they should go.



Q12. Answer this question if you previously said (Q2) that adding accessibility features would help with safety. Mark on the map to show us where you think they should go.



Demographics

This section contains demographic questions that are based on the US Census 2020. Answering these questions is optional, but we use these to better understand the diversity of responses. Thank you for your participation.

Q13. Are you of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican American, Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin - Please specify, for example, Salvadoran, Dominican, Colombian, Guatemalan, Spaniard, Ecuadorian, etc.

Q14. How would you identify your race or origin?

- Indigenous American or Alaska Native - You may choose to specify name of enrolled or principal tribe(s), for example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village or Barrow Inupiat Traditional Government, Nome Eskimo Community, etc.

- White or European American - You may choose to specify, for example, German, Irish, English, Italian, Lebanese, Egyptian, etc.

- Black or African American - You may choose to specify, for example, African American, Jamaican, Haitian, Nigerian, Ethiopian, Somali, etc.

- Chinese
- Vietnamese
- Filipino
- Korean
- Indian (Asian)
- Japanese
- Other Asian - Please specify, for example, Pakistani, Cambodian, Hmong, etc.

- Native Hawaiian
- Samoan
- Chamorro
- Other Pacific Islander - Please specify, for example, Tongan, Fijian, Marshallese, etc.

- Some other race or origin - Please specify

Q15. What zip code do you live in?

Q16. How do you get around Gainesville?

	Always	Sometimes	Never
Personal Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal Scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rented Scooter /Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rideshare	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Optional Contact Info

Q17. Interested in participating more? Tell us your contact information so we can notify you of future meetings.

NOTE: All survey information is subject to public record requests. Please don't provide your contact information if you are uncomfortable with this possibility.

Name _____

Home Address _____

Email Address _____

APPENDIX D
SUMMARY OF SURVEY RESULTS



Survey Results

NE Ninth Street Survey

PROJECT OVERVIEW

Public Works conducted a neighbor survey in January 2024. The goal of the survey was to gather neighbor feedback on possible road improvements to NE 9th Street. Responses were collected online through newsletter and social media posts as well as printed surveys at a community meeting.

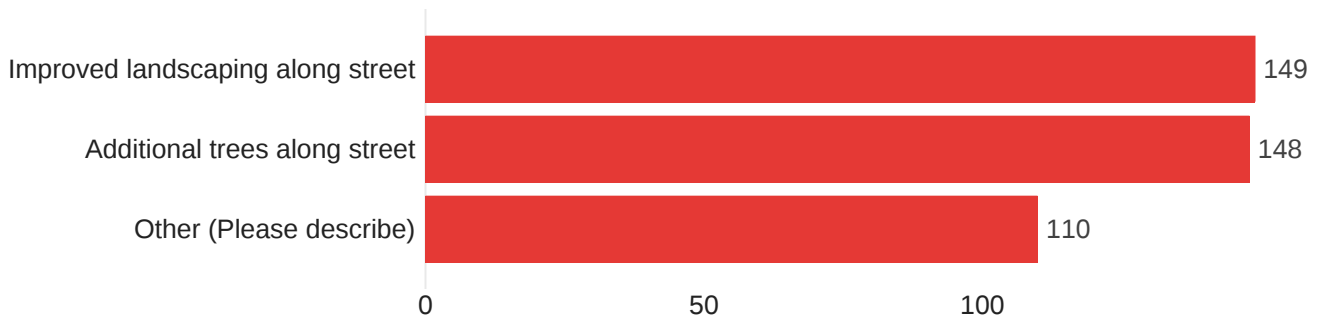
RESPONSES: 478

HIGH LEVEL TRENDS

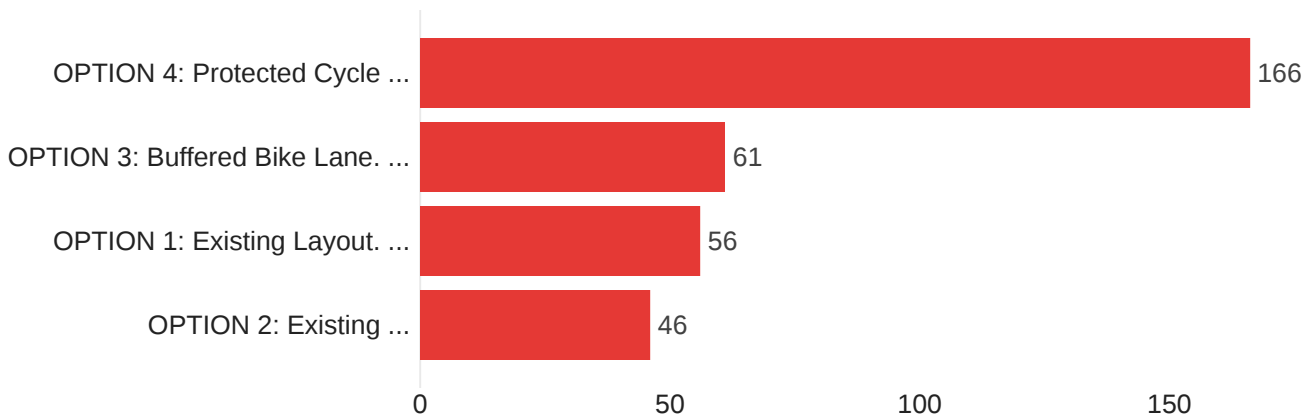
- Respondents preferred a protected bike lane.
- Respondents did not feel that parking should be retained.
- Respondents felt NE 16th Avenue needed more turn signals for both directions.
- Respondents indicated crosswalks were needed near 5th Ave and 12th Ave.
- Respondents were from 32601 and 32609 postal codes.
- Most respondents self-reported that they were white, non-Hispanic.

Amenities - Do you think this project needs any additional amenities? - Selected Choice

264 Responses

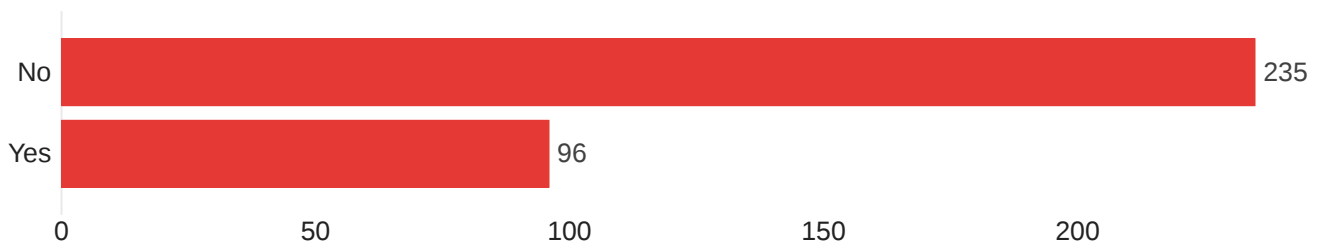


Options - Which option do you prefer?



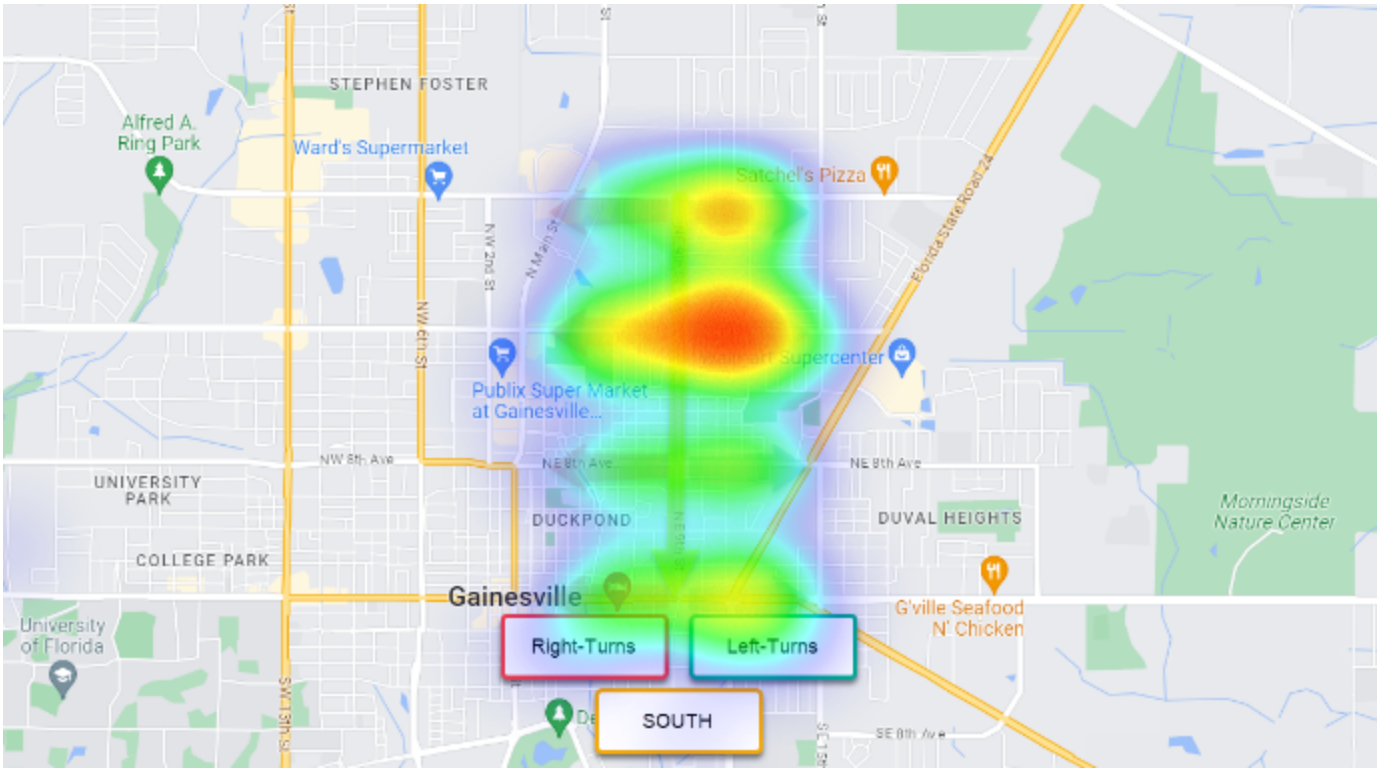
Parking - Should street parking be retained on NE 9th Street between East University Avenue and NE 23rd Avenue? If parking is retained, wider bike lanes can't be added.

331 Responses



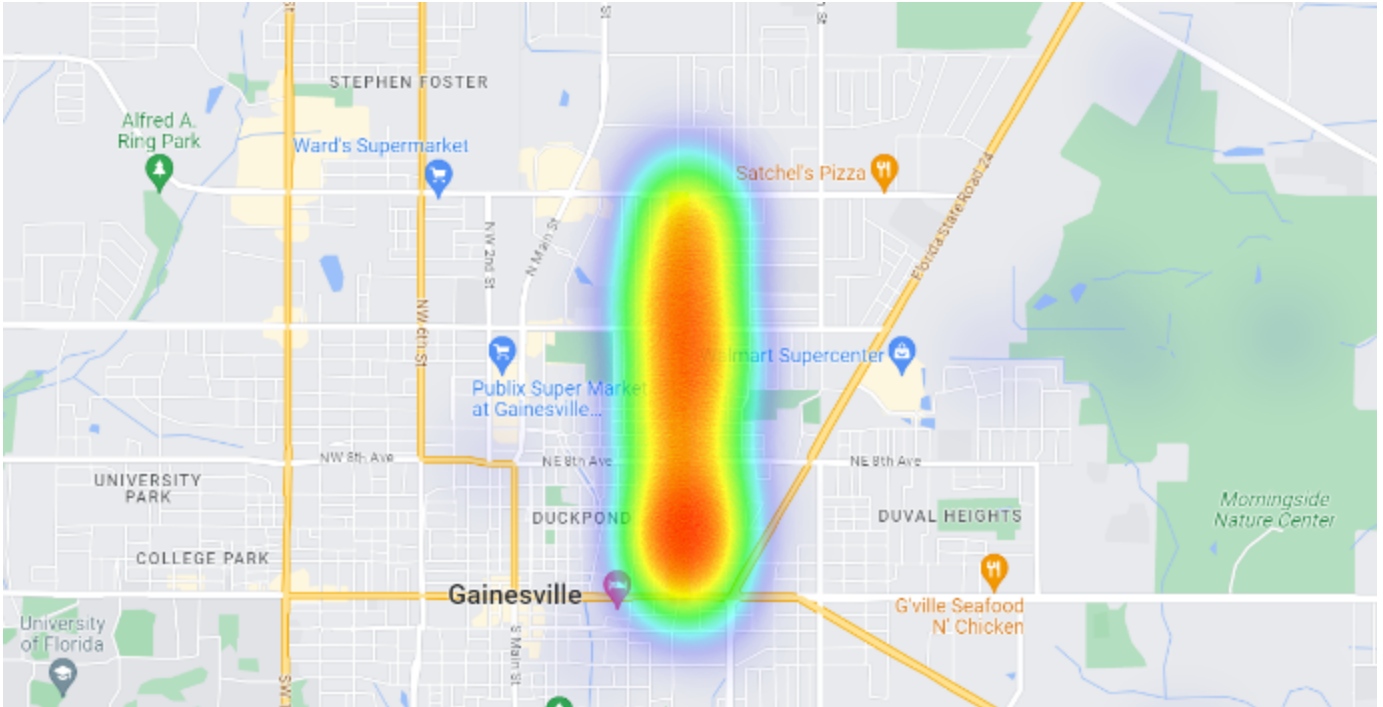
South Turn Signals - Now, imagine you are heading South on NE 9th Street. Click on the arrows that need turn signals.

186 Responses



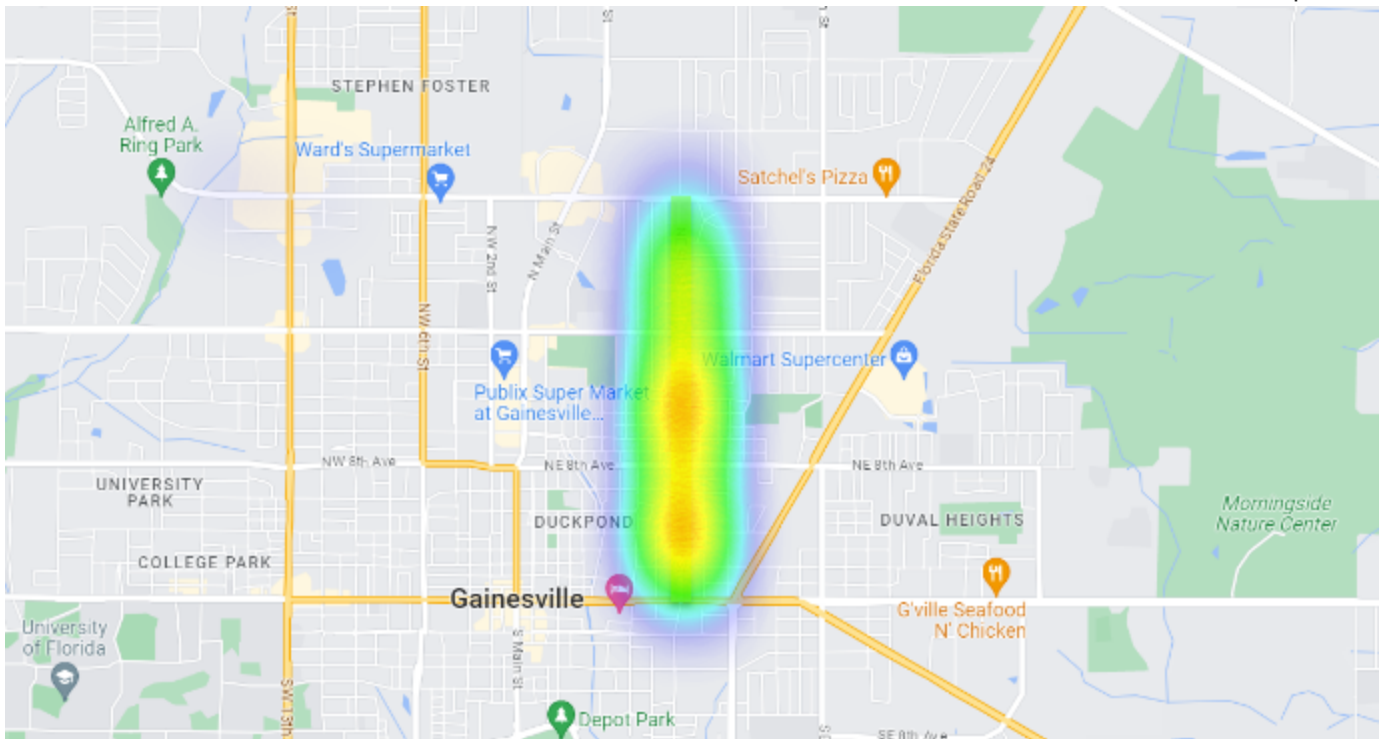
Bus Pull-offs - Earlier, you said that adding bus pull-offs for bus stops would help with traffic. Click on the map to show us where you think they should go.

230 Responses



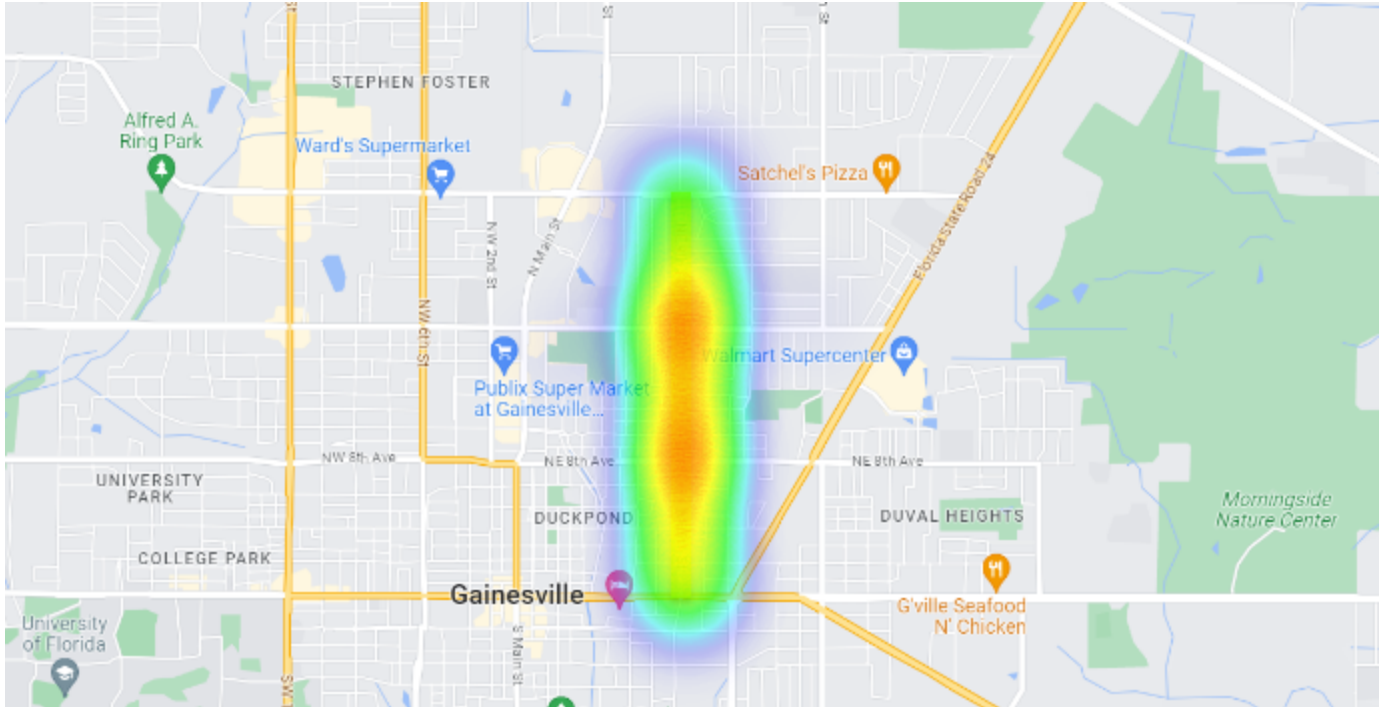
Cross Walks - Earlier, you said that adding cross walks would help with safety. Click on the map to show us where you think they should go.

407 Responses



Accessibility - Earlier, you said that adding accessibility features would help with safety. Click on the map to show us where you think they should go.

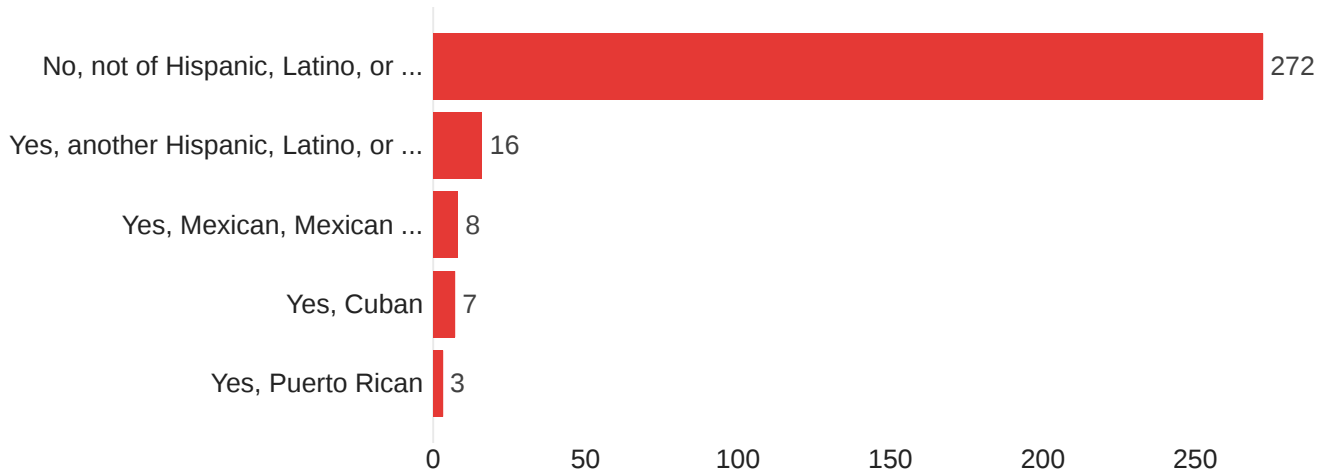
326 Responses



Demographics of Respondents

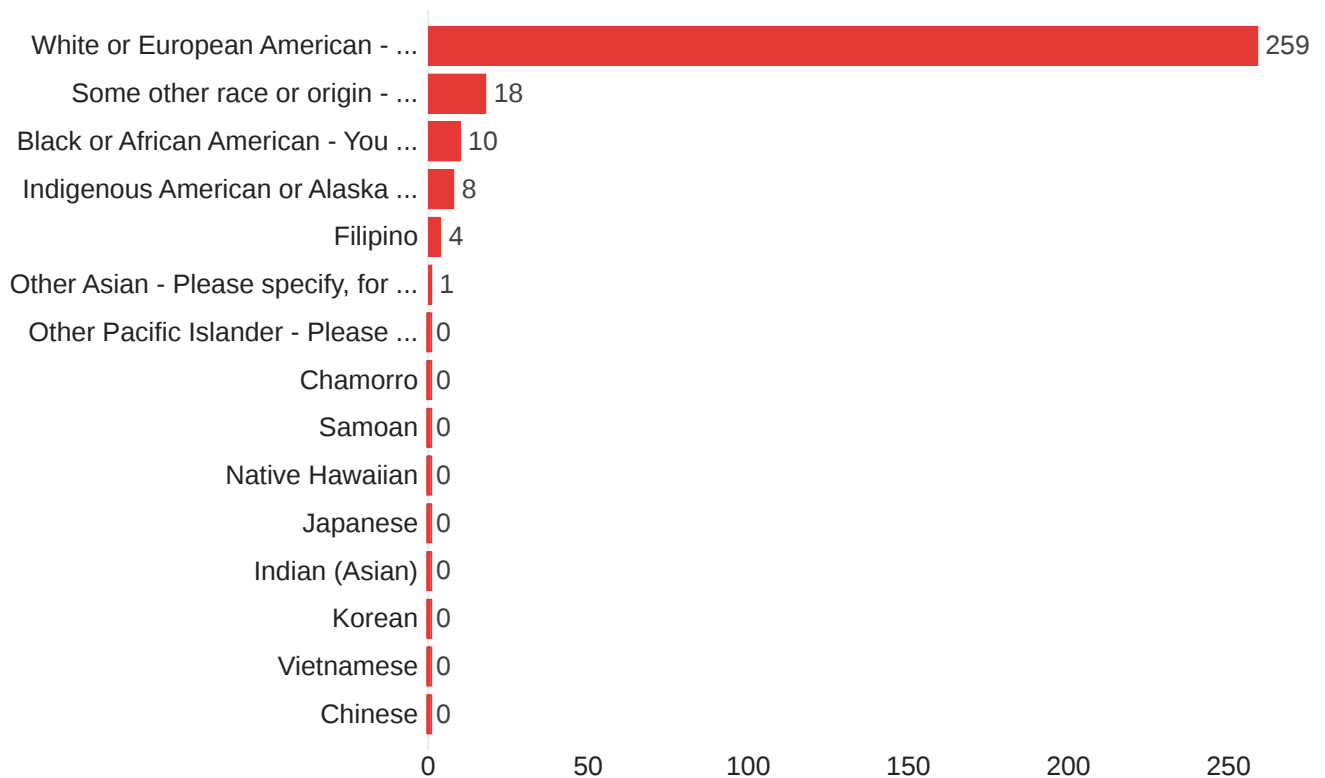
Are you of Hispanic, Latino, or Spanish origin?

306 Responses



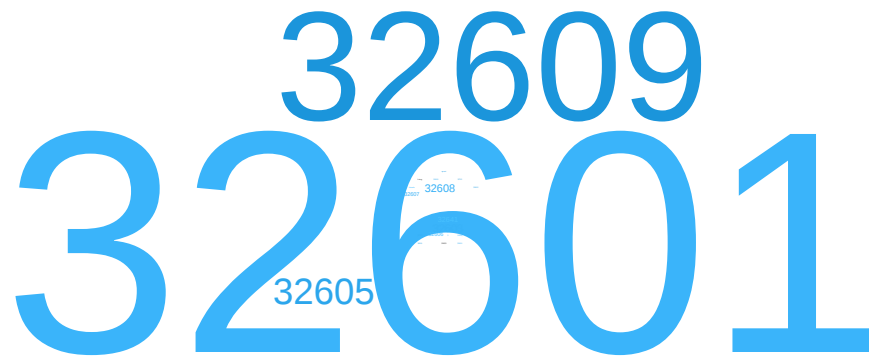
How would you identify your race or origin?

300 Responses

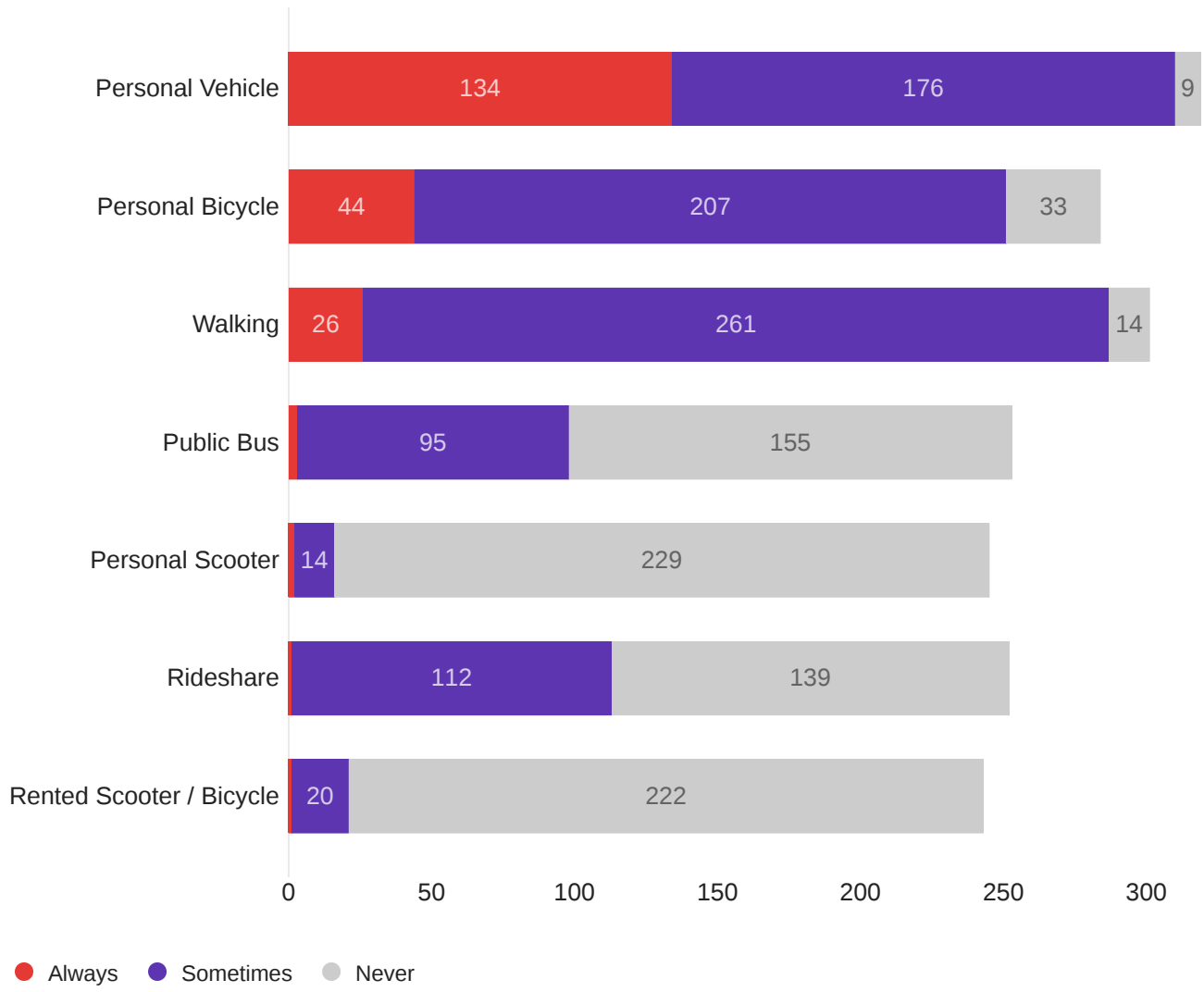


What zip code do you live in?

307 Responses



Q20 - How do you get around Gainesville?



Appendix

For each question, here are the text responses captured.

Traffic - Other (Please describe) - Text

Other (Please describe) - Text

Separated Bike Lanes!!!

Congestion isn't a problem.

Figure out 3:30 pickup at Howard B. Traffic stands still and passers are dangerous. Car parking spots are useful to delivery drivers so they don't have to back out onto 9th St out of a driveway. Howard Bishop traffic would be worse without the parking spots.

Option 2 but make extra lane a through lane instead just a left turn lane. This would alleviate traffic problem (congestion) when parents pickup children at Howard Bishop

a roundabout at 9th street and 16th Ave should be a priority.

Remove street parking on the sides (rarely used) and plant up beds in its place. Drivers use the street parking to illegally pass traffic which is so dangerous to pedestrians, cyclists, and drivers. Use the extra space to expand the sidewalk and bike lanes.

Re paint street and cycling lines and create cross walks.

Put in a round about at 16th Ave and 9th ST similar to the one on 8th Ave and 9th ST.

Put in speed bumps on connecting roads that shoot off of 9th ST. I live on 14th AVE + 9th ST and people speed down the road and there have even been cop chases down the street too.

"Ah, Gotham. Behold, the streets lay silent, devoid of the chaos that once plagued them. There is no traffic congestion on this street. The flow of vehicles, unimpeded by the shackles of gridlock, moves swiftly, a testament to order restored. Let this be a symbol of the city's redemption, a triumph over disorder. For in the absence of congestion, there is clarity, there is efficiency, there is... peace."

Congestion doesn't seem to be a problem with the current structure.

School area congestion (complete blockage of the road) at afternoon pickup

Ban parking at the curb on the NE 9th St. side of Howard Bishop.

For dropping off and picking up children, run a loop driveway from NE 9th St. to behind the school and out on the north side of the building on NE 19th Place. This would take a lot of pressure off of NE 9th St. in front of the school.

I think there are adequate turn lanes but there should be a left turn arrow at the intersection of NE 9th St and 16th Ave, and at University and 23rd (if there is not one already). I have never noticed traffic congestion due to public buses so I don't think a bus pull-off is necessary. The only area where there is notable traffic congestion is in front of Howard Bishop at school drop-off and pick-up hours, which could be minimized by making it safer for kids to walk and bike to school so less parents are in their vehicles for these times.

The largest area for improvement is traffic signal operations that enforce the speed limit and enhance public safety. As someone who lives at 1514 NE 9th Street, near the intersection of NE 9th St and 16th Ave and within eye sight of Howard Bishop, I can confidently say the largest area for improvement is safety, not traffic congestion. Additional traffic signal operations that enforce the speed limit and enhance public safety will also manage congestion by reducing the number of vehicles on the road by encouraging people to walk or bike.

There is not an opportunity to safely cross the street anywhere on 9th St between University Ave and 23rd Ave with the exception of the intersections and the round-about. There need to be additional crosswalks between the intersections - 3rd Ave, 5th Ave, 11th Ave, 12th Ave, 20th Place - are all places where there could be pedestrian crossing with an actual visible crosswalk. There should be a yellow flashing light somewhere between 8th Ave and 16th Ave to slow traffic because I have seen far too many cars going 60-70 mph there at all times of day, and even run red lights at 16th Ave. Driving east on 8th Avenue, from Main Street toward Ne 9th Street, features several traffic signals to slow speeding - there are yellow flashing lights, signs indicating "pedestrian crossing ahead" with visible crosswalks, etc. - and none of these features seem to add more congestion to the road.

The main congestion I've experienced is related to the school hours where the vehicles need a longer turn lane to get onto the school property or other traffic needs a better passing lane in the center.

Teach drivers how to drive properly, obey traffic laws & speed limits. Get rid of all the roundabouts no one knows how to use them in this city and it makes them useless! Traffic is worse in those areas than if there was just a traffic light.

Get rid of the schools. Picking up children is the only cause of congestion on that corridor.

Somehow slow down traffic (pinch down the contiguous 9th ST segments, perhaps?) along NE 9th ST as it approaches the traffic circle from both the South and North. The northbound drivers appear to be particularly prone TJ approaching it at high speeds and to not yield to traffic already in the circle and proceeding eastbound along 8th AVE.

Provide wider bike lanes and narrower motor vehicle lanes for all of NE 9th ST.

I drive 9th daily and live in the neighborhood. Congestion is minimal. Safety and bike-led improvements could be made.

I use NE 9th Street daily on my commutes at the end of the workday from SE 7th Avenue, across University Avenue and continuing north until NE 9th St intersects with NE 28th Avenue. This occurs right after 5:00pm. My commute on this route has been occurring for years.

I have yet to observe any traffic congestion events on NE 9th Street at all during end of day rush hour, other than 1 event which resulted from a minor traffic accident.

I will say that the reason I prefer using SE/NE 9th Street is because there is NOT traffic congestion on this street at end of day rush hour, and all the other northbound routes from downtown are full of choke points. However, I can't speak to what occurs when school time is starting/ending for the 2 schools on the street, that's not in my realm of experience.

I do not see the need for improvements on this street as listed in the above choices. NE 9th Street does need re-paving, especially on the section between NE 8th and NE 16th Avenues.

Not sure the problem is with congestion but seems like safety is the bigger issue. So with that in mind, speed bumps would help since many people speed down this road.

There's isn't much traffic on this road in that area.

Fix the pit holes, maybe blinking lights that will tell drivers that they are going to fast.

Bicycle - Other (Please describe) - Text

Other (Please describe) - Text

Please do not widen the bike lines, cars already use them as a second lane and this will just increase that dangerous action. Sidewalks are fine.

See Option 3

bike lines should stay as is, but be extended through the intersections

"Gotham, hear me! We demand protected bicycle lanes, where the wheels of the righteous can roll unimpeded, shielded from the dangers of the motorized behemoths. More crosswalks shall be carved into the very fabric of this city, bridges of safety for pedestrians to traverse without fear or hindrance. And let there be greater ADA compliance, for the strength of a society is measured by how it uplifts its most vulnerable. Let these changes be the foundation of a new Gotham, a city of equality and accessibility, where justice reigns supreme!"

Possibly fix the uneven road so drivers stay on the road rather than drive in the bike lane.

There is hardly any bicycle traffic on this road as the presentation in meeting earlier this week pointed out. I'm sure better cross walks near the school will be helpful, but they are unnecessary between University Ave and 16th Ave.

No parking along NE 9th St. on one or the other [designated]side. Ban parking in the bike/sidewalk areas with Towing signs.

People are too prone to ignore cross walks, so improving visibility when someone tries to cross NE 9th St. is going to help most.

This project needs to improve not just bicycle and pedestrian travel but the safety of residents that live on NE 9th Street and the surrounding areas. Even though this was not highlighted in the data shared at Tuesday night's meeting, cars frequently use NE 9th Street as a race track. I have personally witnessed cars traveling at high speeds - 60, 70 mph at all times of the day. We need to find ways to enforce the speed limit. I have seen cars traveling these speeds run red lights at 16th Ave and have witnessed two major vehicle accidents at the intersection of NE 9th St and 16th Ave, one in which an infant was in the car. My neighbor who has lived on NE 9th Street for four decades had a family member get killed at this intersection. I have known a cat to get killed between 8th Ave and 16th Ave and a dog to get injured from speeding vehicles and a neighbor with young children to move out of fear of the speeding on NE 9th Street. All of these things make me scared to travel as a cyclist or pedestrian on my own street, a residential street. I do think that anything that improves bicycle and pedestrian travel will have a traffic calming affect, and I think protected bicycle lanes are the only option to make the road feel smaller and more residential, and encourage drivers to slow down (while still allowing emergency vehicles to travel at high speeds if necessary). Additionally, cars still try to park in bicycle lanes, making it dangerous for travelers, so the only way to mitigate that is with protected bike lanes.

I do not think wider sidewalks are necessary. Crosswalks, however, are a priority. As mentioned above, there is nowhere to safely cross NE 9th Street between University Ave and 23rd Ave except for at the intersections and roundabout. 3rd Ave, 5th Ave, 11th Ave, 12th Ave, and 20th Place are all opportunities for pedestrian crossing. This could look like one of those green "Stop Here for Pedestrians" signs that flashes once a pedestrian presses the button, or at the very least, a crosswalk. Additionally, the crosswalk at NE 9th Street and 16th Ave should have more visible white lines for vehicles to see.

Anything to promote accessibility such as sidewalk slope adjustments will be appreciated by the community - many of my neighbors have lived on NE 9th St for decades and will be aging in this community. Let's make the community stay accessible for them as this is more their home than anyone else! I have seen the elderly travel directly on the road on their electric scooters because of a lack of curb ramps or sidewalk slopes, and it is difficult for individuals riding their bikes (including kids riding their bikes to school at Howard Bishop) to leave the road and enter the sidewalk where bike lanes end close to intersections due to a lack of slopes and ramps.

Street parking is unnecessary on this stretch of NE 9th Ave and interferes with bicycle safety. There are rarely cars parked between University Ave and 8th Ave and only ever one or two parked between 8th Ave and 16th Ave. The only place where street parking is actually utilized is after 18th Ave in front of Howard Bishop during school hours. But if it was safer to bike and walk on NE 9th Street, perhaps less people would be driving.

I would say wider sidewalks and no bike lanes in the roadway but I doubt that will happen so I would not recommend spending money on wider sidewalks when there are other streets, such as NE 11th ST, that have mostly no sidewalks. I do think the pedestrian crossings at the NE 8th Avenue circle are risky at times and need to be marked more boldly and/or have signals. I've had people zoom in front of me on bicycles. If they fell down there's no time to stop. I don't think we need wider bike lanes, but I do like the idea of raised reflectors to mark the bike lane boundaries and cause vehicles to feel the bumps if they drift into the lane.

Teach people how to drive in this city!

Teach bicyclists how to obey traffic laws.

Cars a bigger than bicycle & some bicyclists think they own the road & don't have to obey traffic laws.

I think most of the bicycle users are middle school children who will walk their bikes or ride on a sidewalk. And I believe they will do so more safely than if they had a buffered or protected bike lane. I just don't think they would use a bike lane. More crosswalks would allow them to get to school more easily

Reduced on street parking—it is not really needed or used between about 5th ave and 16 th ave

Get rid of street parking for cars and widen bike lanes and sidewalks

Remove Traffic signals at NE 16th Ave and NE 9th St. and replace with a roundabout.

Problem with "Protected Bicycle" lanes is they become repositories for broken glass and other debris and trash making cycling more hazardous.

In the "for what it's worth" section, at end of the day rush hour time I rarely see bicyclists using SE/NE 9th Street. Pedestrians have ample sidewalks available & they do use them. Cross walk use is same as elsewhere in Gainesville - people make use of them or not, drivers just have to adjust. I think the pedestrian and bicycle travel infrastructure already in place is sufficient - I have not observed safety concerns or infringement issues.

Many cars get confused with the bike lane being between the road and the parking spots along the road (which are often empty). I have seen many cars to think the parking spots are an extra lane and cut off bikers.

Some lighting would be good because some stretches of the road can be very dark at night. Or a cheaper option could be more of a delineation between the bike line and the road (bright colored striping).

All the ramps in Gainesville are poorly designed I have yet to find one smooth transition I mean, I think you guys have engineers designing them, right?

Listen up, fool! We gotta talk about keepin' our streets safe for everyone, especially those pedal-pushin' folks on their bikes. I pity the fool who thinks we don't need protected bike lanes in our residential neighborhoods! Now, imagine cruisin' down the street, wind in your hair, and not a worry in the world. That's the dream, right? But reality hits hard when cars come zoomin' by like they own the road. We need them bike lanes, and we need 'em protected! Ain't nobody got time for dodgin' traffic like an obstacle course.

I'm talkin' about safety, my friends. We need our kids, our grannies, and everybody in between to pedal around without fear. It's time to stand up and say, "I want my bike lane, and I want it protected!" You don't mess with safety, and you don't mess with Mr. T.

These protected bike lanes, they're like a shield. They'll keep our cyclists safe from the craziness of the streets. No more swervin' into traffic or playin' a game of chicken with oncoming cars. Let's build these lanes and make our neighborhoods safe havens for bikers!

And don't get me started on the environment! Bikes are green machines, my friends. They don't guzzle gas or spew out nasty fumes. We need to encourage people to hop on their bikes, and the best way to do that is with safe, protected lanes. It's good for the planet, and it's good for our health.

I know change can be tough, but we gotta do what's right. It's time to make a stand for those who pedal and push towards a healthier, safer community. So, I say to you, let's get those protected bike lanes rollin' through our neighborhoods. Don't be a fool – be a champion for safety and a supporter of the bike lane movement! Thank you, and remember, I pity the fool who doesn't ride safely!"

Wider sidewalks are not necessary. Cutting the roots out from under our big live oak trees that create a beautiful canopy covered road will lead to fungal infections and dead trees in 20 years. I guess who cares, right. I've been told that since we aren't in a "hoity toity" neighborhood, it doesn't matter.

Bus - Other (Please describe) - Text

Other (Please describe) - Text

Please do not add bus shelters or benches. If you must do something, add pull-offs, but it isn't needed.

Too many people waiting for buses in rain/sun w/o shelter around town

I don't see busses very often on 9th ST

"Gotham, listen closely! We demand the construction of bus shelters and bus benches, sanctuaries for those who rely on public transportation. Let these structures rise like monuments, offering respite to weary travelers amidst the urban tumult. For the strength of a city lies not only in its towers of steel, but also in the care it provides for its citizens. Let no commuter be left exposed to the elements, for in the shadows of these shelters, they shall find refuge and dignity. This is the decree of the people, and it shall be fulfilled!"

I've never experienced any delays or congestion due to the busses on this road.

I know people must ride the bus but I only ever see a few people waiting for the bus each day on this stretch of NE 9th St, and I walk my dog down 9th twice a day and drive at least twice daily. This could largely be due to the bus routes being far from ideal (for example, I live at 1514 NE 9th Street and work at UF Health Shands - a 7 min drive - but the bus routes are on average 45-50 minutes long). If the bus routes in Gainesville were overall better I would definitely take the bus because we are single-car household. Yet I don't think it makes sense to build additional bus shelters and bus benches without first adding more bus routes or making existing bus routes more frequent/more convenient.

The goal should be for any and all RTS bus stops to have at least an overhead shelter from the rain.

More shade. Utilities on the west side of 9th south of 16 th should be put underground so live oaks can be planted on that side of the road as well.

As noted earlier, I've used SE/NE 9th Street for years & have not observed issues that would point toward needing a bus pull-off. The traffic, even at rush hour, does not warrant installation of pull-offs.

Since I work at RTS I can share that RTS is also already in the process of a multi-phased project, identifying and improving bus stops/bus shelters on a City-wide basis, starting with ADA/accessibility improvements as a priority. Since bus stop/shelter improvements are not funded from City general funds, RTS relies on grant funding, which does create a longer window for completion. The needs for improvements at stops/shelters throughout the City have already been identified and RTS is making progress on this front.

Bus travel on this road is acceptable as is.

Listen up, people! We gotta show some love for those taking the bus. They need shelter, they need comfort – we're talkin' bus shelters and bus benches! Give 'em a place to sit, a place to wait, and treat 'em right! We're in this together, so let's make sure everyone's got a spot to catch that bus!

I don't use the bus but I do not want any. Ore bus shelters! The ones that do exist here (8th ave at 11 terr) end up as shelters for our house-less community members. It makes my child feel unsafe on the street.

However you need to survey the neighborhood to understand bus utilization. My opinion is it's too low to justify added expense or added expense in lieu of having adequate funding to separate bike lane from traffic lane as i would like to see.

Smaller buses

I take the 15 — 23rd is a great and functional road so don't mess it up. Just give the few passengers shade or rain cover but not giant commercial design bus stops. could Mini 4 foot covered stops be used instead of cumbersome and too large RTS stops.? Non of this is that urgent given ridership patterns

Why is there no plan to tidy up 16th street bike lanes overgrown with weeds and covered in gravel and glass???
Leave 23 alone and focus on bikeable east side 16th ave

The stop by my house has a bench and I occasionally see people on it. I doubt people are not riding the bus because of no shelter. I do wish there were trash cans, as I often find trash at the bus stop bench. I personally do not ride the bus often because the routes only go to the east side of town, and generally if I consider the bus I need to go west towards campus. I find multiple transfers on the bus are less efficient than cycling.

Adequate space for large vehicles to operate, including buses and emergency vehicles

Do not want bus stop near or in front of my home

There are no buses traveling between 16 and 23. Leave street as is. You are going to do whatever you all want, don't know why you all asking.

Bus services is not frequent or used enough to justify any modifications or investment of this kind.

Drainage - Do you think there are any drainage issues that should be addressed with this project? Please describe.

Do you think there are any drainage issues that should be addressed with this project? Please describe.

I haven't noticed any huge puddles during storms. I've lived in the area between 8th Ave and 16th Ave for over 30 years

Make sure resurfacing is drained properly

Ditch?

I don't know.

If the side street parking is changed into planting beds: design the beds to receive storm water run off similar to south Main Street planting beds that treat storm water run off

Is that why there are so many pot holes

No, my block seems fine with the drainage.

Oh, YES! Follow the potholes to determine where the leaks of underground pipes are occurring. Why try to put a hard shell over Jello?

Drainage issues in front of 1424 NE 9th Street. My neighbor has been facing drainage issues for many years on the road in front of his driveway and has been continuously attempting to get it resolved through the city with no long-term solution.

Don't know

Deborah heights and 16th ave west of 9th are way overdue for proper storm water infrastructure.

I've not observed any problematic issues with roadside drainage on the segment of NE 9th Street in question. There may be some issues at some of the bus stops/shelters, but those will be addressed with the improvements that RTS will identify and correct as they make progress with bus stops/bus shelter improvements.

No. Roadways drain fine into the current culverts.

An assessment of drainage should be done!

Yes. The slope to the drains need to be modified.

No

All the drains in the area between 16th and 23rd Ave (not just on 9th) need to be dug out.

All full of dirt, that's why they flood

The potholes all down the road will not be permanently fixed if the pipe erosion UNDER the road is not fixed. Fix pipes under road before wasting money on any resurfacing projects.

No ... amazing!

The NE corner of 9th ST and 7th AVE always has a giant puddle when it rains right in front of the sidewalk.

Amenities - Other (Please describe) - Text

Other (Please describe) - Text

More trees and landscaping would be great.

I often pick up litter and would appreciate some trash cans.

Please don't cut the current healthy older trees lining the street.

No - just do the basics given budget situation

No-just improve street

on street parking should remain, but it could be broken up by planters to add visual interest and beauty as well as periodic breaks to prevent motorists from using the parking lanes as a passing lane

See above comment- remove street parking and plant beds instead to prevent dangerous illegal passing.

Take tree out of 9th and 16 light so many oaks trying to grow

Better choices of vegetation at the 8th Ave. traffic circle. It can block views. Also, I think it would help to post "Yield to traffic already in circle. No vehicle "chaining".

People still don't know how to use these roundabouts. Why can't the City do some educating on its channel 12?

Additional trees and improved landscaping between sidewalks and the street would be appreciated! I have heard from older neighbors that there used to be a greater canopy of live oaks along NE 9th Street. I hope that fixing the road and improving bike lanes, all of the work in this project, does not compromise the landscaping already existing on NE 9th Street. Working with UF IFAS or gaining volunteer help from the neighborhood to plant species native to North Central Florida would be appreciated by the community to highlight the fact that this is, after all, a residential neighborhood, and not just a commute.

All the safety elements mentioned in previous sections - that is more important than anything!

The NE 8th Avenue circle should not have raised vegetation that blocks the view of on-coming traffic. It is important for drivers to see on-coming traffic, especially if they are signaling to make a turn in the circle. It helps the on-coming driver to be more prepared to slow down to yield for the circling driver.

Wider and more visible bike lanes. Regularly maintained sidewalks. Demonstrate by actions that pedestrian mobility matters, that we are serious about becoming a much more walkable city.

See comment above. It's a shame that the beautiful live oak canopy on the east edge of 9th isn't complemented by oaks on the west side of the street due to overhead utilities. Bury the utilities so we can have a full live oak canopy!

As noted earlier, the section of NE 9th St between NE 8th and NE 16th Avenues really needs re-paving.

Some areas on the road could use some repaving.

More speed, signs, or other signs to tell people to slow down

anything to slow traffic ie more roundabouts

If we cut the roots out of all of the big oak trees to make wider sidewalks, we should anticipate them decaying and dying in the next 20 years. We need to plan ahead and plant new trees now.

nothing that can add love and joy to our community as we walk down the street. Many people have walking clubs or just walk

Across or down 9th. I have a teen and they are always on

This street so any art, native plants and wildflowers would be amazing too.

Live oaks planted along entire corridor

Parking Why - Please tell us why you think parking should or should not be retained.

Please tell us why you think parking should or should not be retained.

Always empty

parking is not the main priority on this street, it is a thoroughfare not a destination. separated bike lanes should be mandatory on every single redevelopment in Gainesville, no question.

It is primarily used as a through street; parking is currently sparse and a poor use of capacity.

We need to prioritize the safety of pedestrians and bikers above it.

This should be up to the people who live on that street. Do most of them have driveways to park in?

NE 9th St. has too much traffic for street parking

It isn't necessary and it would increase safety

I think we should incentivize biking and pedestrian traffic and de-incentivize driving cars whenever possible in Gainesville!

The parking lanes are used mostly between Univ + 8th Ave because these are apartments and no parking lots. The rest of the streets aren't used as much unless people are moving, having deliveries, having landscaping work done or having a party. The spaces for parking get 16th and 23rd are always full during school days

It is the only place for delivery drivers to use to avoid backing out onto 9th St. At least a few spots per block

Parking hinders visibility for walkers and cyclists as well as drivers. Larger bike lanes are needed throughout Gainesville. Perhaps on street parking could be placed, if not already available, on the cross streets rather than NE 9th Street.

Public right of ways on busy streets should not be used to subsidize storing cars vs moving people around our city. Park it in a driveway or yard.

Causes more congestion. Limits thru traffic access

For those who live directly on 9th street, there is no other place for anyone to park beyond the very limited number of spaces in driveways, this could cause even more congestion and problems.

Living directly on 9th st, there would be no where else to park for any guests . My front yard does not accommodate for more than 3 cars in a 3 car family. Any guests would have to park at least 2 blocks away on someone else's property clogging up side streets.

parking is needed, especially in front of Howard Bishop. turn lanes into the school pick up would also help with the flow of traffic and safety around school pick up times. On street parking is important for larger vehicles and trailers. I think there could be less parking, but it would need to be offset by planting areas that would prevent passing on the right when going north, add beauty and visual interest, and act as traffic calming devices where it limits the width of the street

Please get rid of the parking! It is not used at all and all the houses have driveways! Huge waste of space and like I said in previous responses, drivers use the parking to illegally pass cars

Some homeowners have limited parking on their property

Physically protected bike lanes and reduced street parking will help to reduce traffic congestion and greenhouse gas emissions by making bicycle traffic more accessible, safer, and more convenient.

I think on street parking could be permitted until 16 th Ave to Howard Bishop Middle school
.cars leaving school circle cannot be seen with cars parked on street .very dangerous, and very congested, with 3 schools and library traffic

What zip code do you live in?

What zip code do you live in?

32605

32607

32601

32603

32603

32603

32605

32605

32601

32601

32609

32609

32605

3609

32601

32601

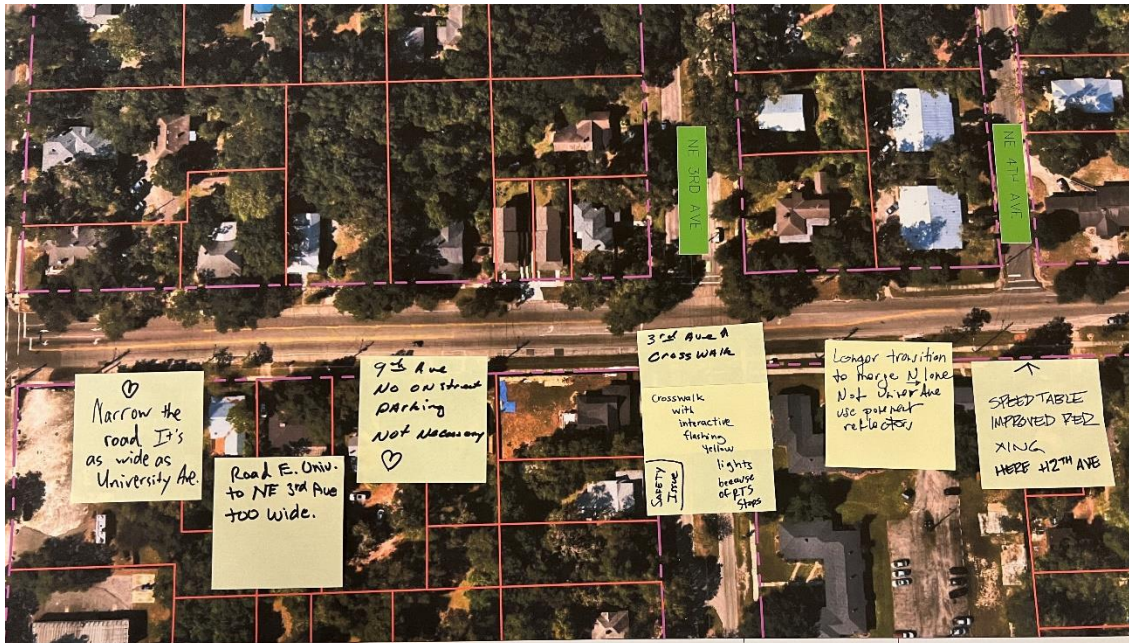
32601

32601

32601

32609

APPENDIX E
COMPILATION OF PROJECT MAP COMMENTS

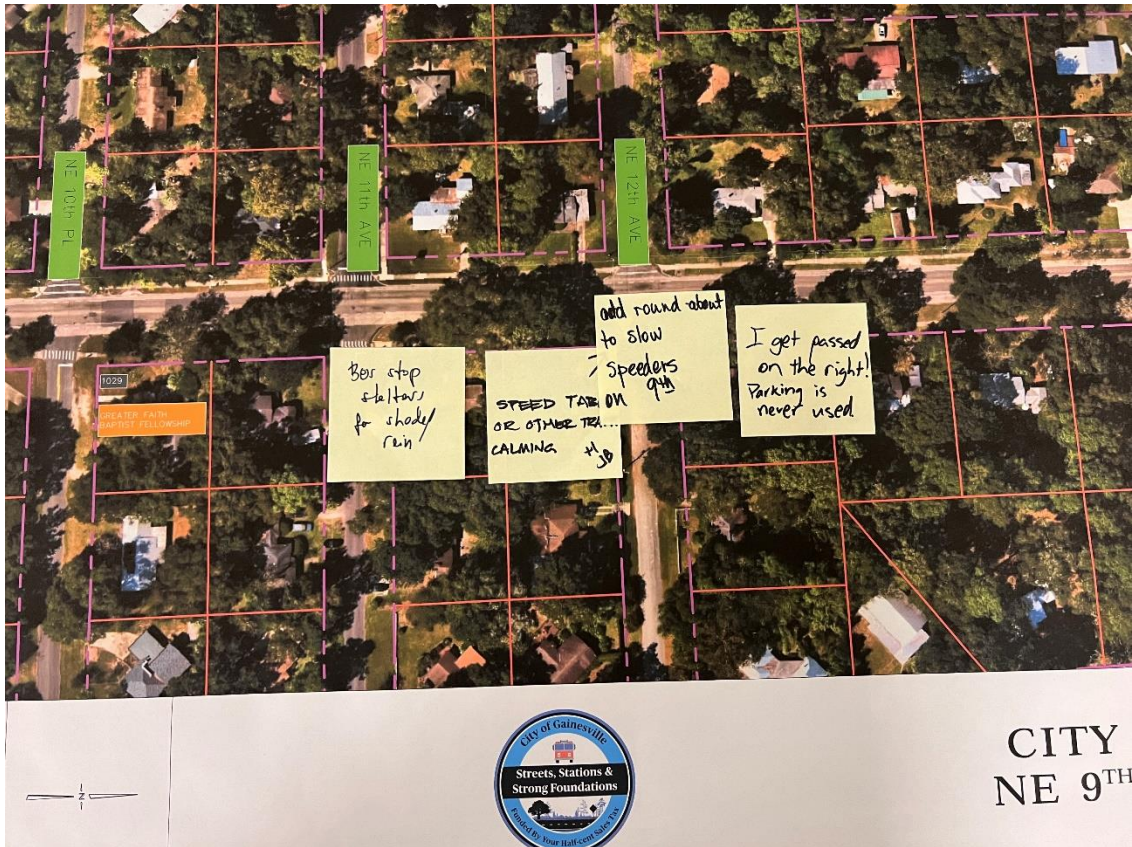
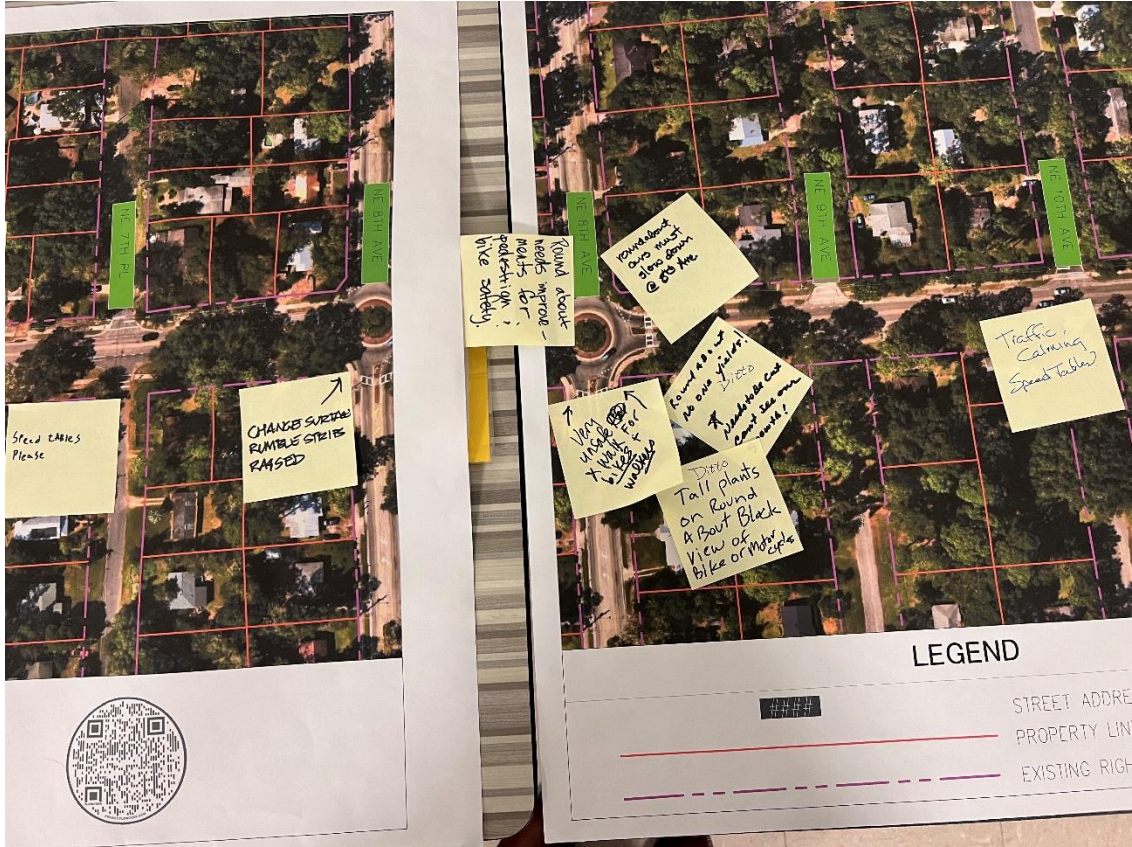


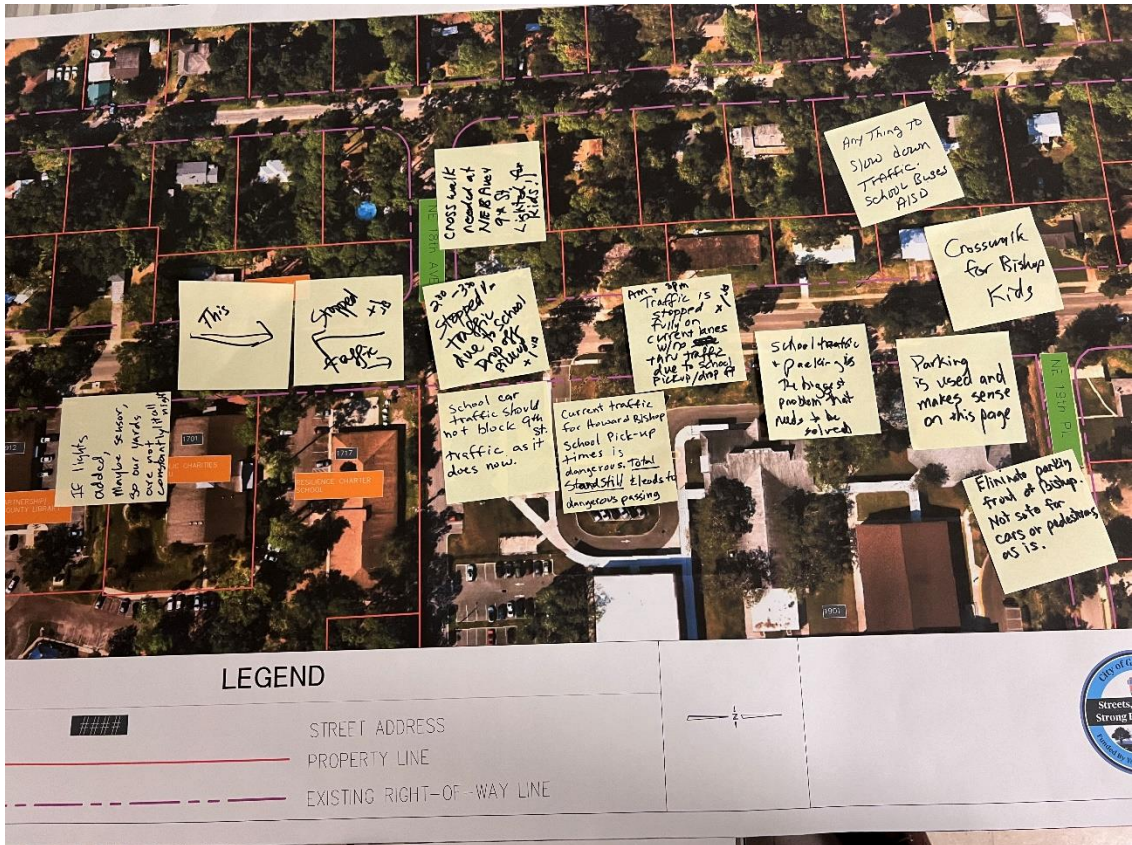
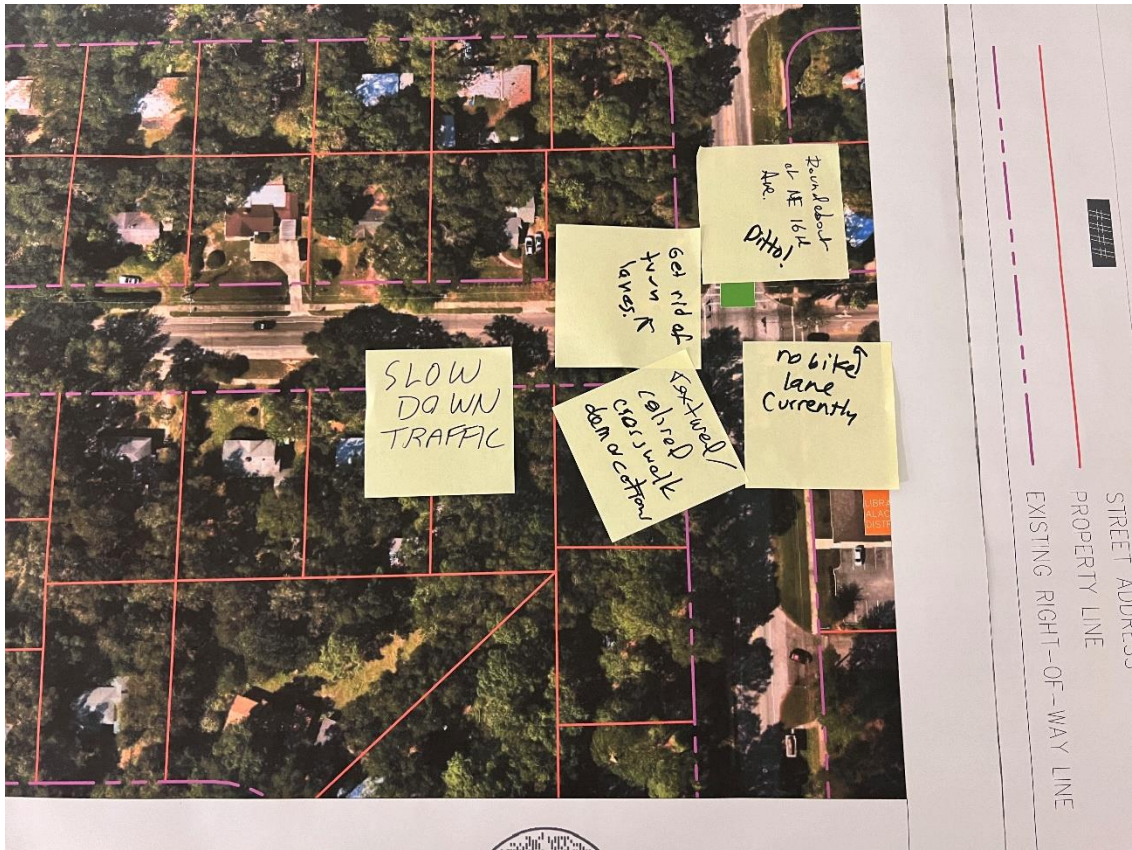
LEGEND

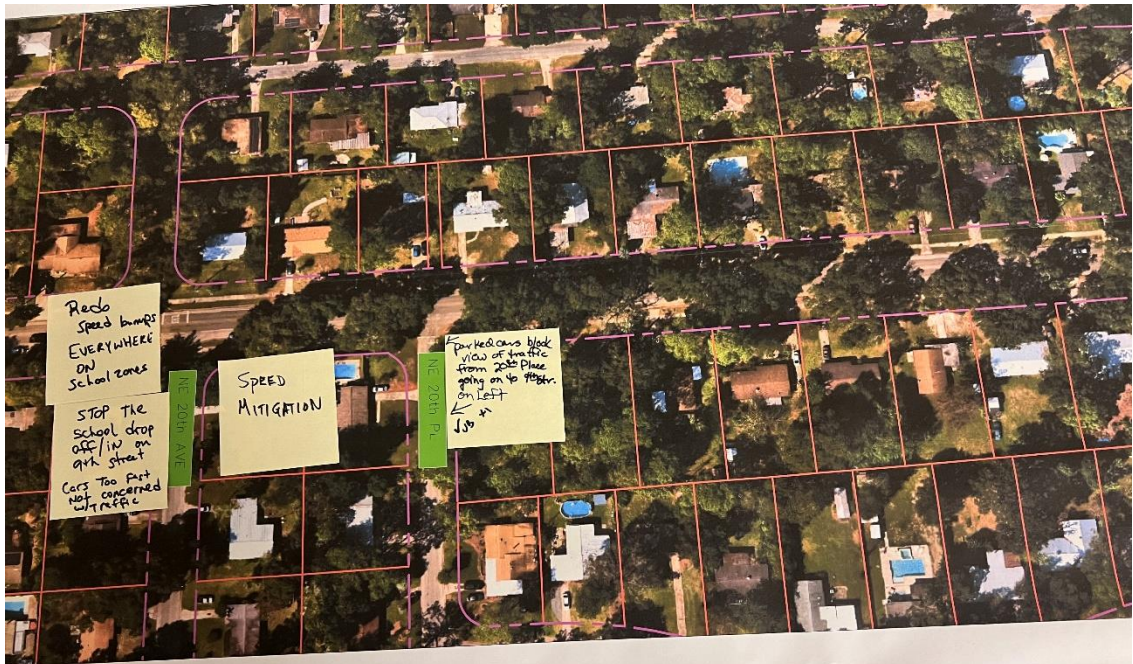
	STREET ADDRESS	
	PROPERTY LINE	
	EXISTING RIGHT-OF-WAY LINE	



**CITY OF GAINESVILLE
NE 9TH STREET PROJECT**







Place
Speed bumps
EVERYWHERE
ON
School zones

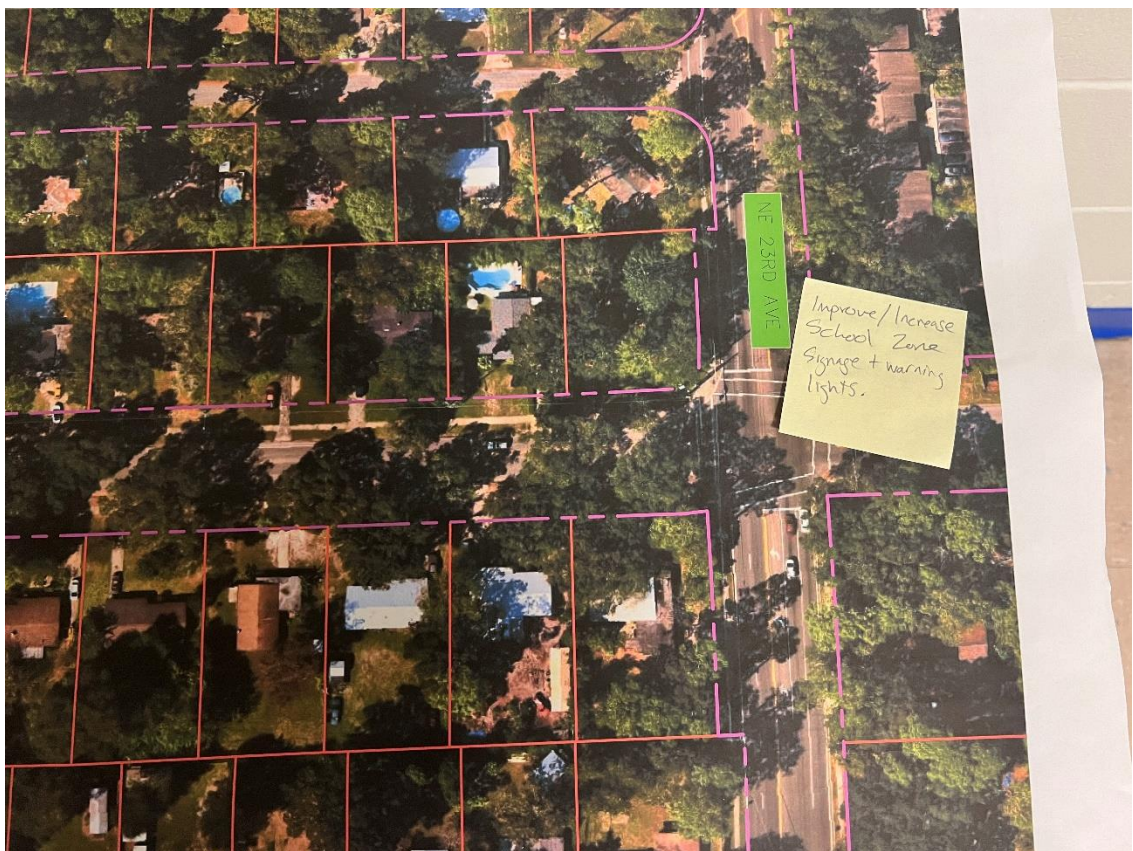
STOP The
school drop
off/in on
park street
Cars too fast
not concerned
w/ traffic

SPEED
MITIGATION

Further down block
view of traffic
from 20th place
going on to 19th.
on left
↓

NE 20th Pl

CITY OF GAINESVILLE NE 9TH STREET PROJECT



Improve/Increase
School Zone
Signage + warning
lights.

NE 23RD AVE

APPENDIX F
MISCELLANEOUS CORRESPONDENCE

Knight, Chase

From: Singleton, Brian M
Sent: Friday, January 19, 2024 5:45 PM
To: francesmlane@gmail.com
Cc: Mowry, Gail L; Knight, Chase; Lloyd, Jarod T; Passaniti, Rossana; Mann, Philip R
Subject: RE: Road Work

Good evening Dr. Lane:

The Public Works Department is in receipt of inquiries regarding N.E. 9th Street and N.E. 7th Street.

You reference N.E. 9th Street as it existed in the 1970's when the City of Gainesville removed the trees and the median. Staff does not have records of the conversion or why the conversion was made to eliminate the median. However, the City Commission has adopted a complete streets approach for roads that focuses on vision zero. N.E. 9th Street is classified as a collector street and staff will be focusing on the design of the road to meet the current standards. Staff will present design options for N.E. 9th Street for the public to comment upon those designs. Once a consensus is built, the plan will be presented to the City Commission for consideration.

As to the condition of N.E. 7th Street, in the early 1990's, N.E. 7th Street was classified as a residential street so that it would be eligible for residential traffic calming techniques. As a result of that classification, the speed humps and tables were installed along the corridor from East University Avenue to the north. That effort is to slow traffic down on this street as well as encourage non-local traffic to utilize one of the adjacent north/south major roads (N.E. 9th Street & North Main Street). With a residential street classification, Capital Improvement Program (CIP) funds and Streets, Station & Strong Foundation funds are not programmed for it. Those funds are utilized for the major streets the City owns and operates such as N.E. 9th Street, N.E. 8th Avenue, S.E. 4th Street, S.E./S.W. Depot Avenue, etc.).

N.E. 7th Street is eligible to be funded through the City's Pavement Management Program as relates to residential streets. Those funds come from the Local Option Gas Tax. In the Pavement Management Plan, the City follows the nationally accepted practice of prioritizing residential streets based upon their Pavement Condition Index (PCI) and optimizing the life cycle cost of the City's entire network. The PCI of each street is measured every 3-5 years and resurfacing is prioritized based upon minimizing pavement management cost to the public. N.E. 7th Street is currently on the list for streets to be resurfaced as funds become available. Staff does not have a current timeframe for this project due to the limited availability of funds.

If you have any additional questions, please let me know.

Regards,

Brian

Brian M. Singleton, P.E. | Public Works Director
Public Works Department | City of Gainesville
desk 352-393-8801 | reception 352-334-5070 | mobile 352-222-5103
email singletonbm@gainesvillefl.gov

PLEASE NOTE: Florida has a very broad public records law (F.S.119). All e-mails to and from City Officials and City Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

From: Frances Lane <francesmlane@gmail.com>
Sent: Thursday, December 21, 2023 11:04 AM
To: Passaniti, Rossana <PassanitiR1@gainesvillefl.gov>
Subject: [EXTERNAL] Road work

Good afternoon,

I read with interest the email about SSSF projects and was curious about the choices for road repair. I lived on 9th Street for several years from 1982 - 1997 and continue to frequently use this road for travel. The pavement is beginning to deteriorate. However, to my knowledge the history of this roadway was that originally a center landscaped median existed in the middle of this road until the mid 70's when, without any consideration of the effects on the quality of the neighborhood, the trees were chopped down and the medians removed. Thus creating the 9th street drag strip.

The traffic circle at 8th avenue has done a great job of traffic calming. The renovations of the apartments at 9th and 3rd Ave have improved the neighborhood. I am wondering if any of the street work will include replacing these medians. It would transform 9th street from university to 8th Ave.

Second question, in 1997 my family moved from 9th street to 7th street to get away from the nightly noise of the 24-hour car wash that was built (and should never have been approved) catercorner to our back yard in the early 90's.

7th street was quieter but also a drag strip. The traffic calming speed tables solved this issue and I felt safer with my young children playing in the front yard, The sidewalks were a bonus. However the pavement was in deplorable condition and barely bike-able. Multiple streets in the Duckpond area were resurfaced but never 7th street. I have since moved to 6th Terr between 16th and 23rd Ave. I continue to regularly bike on the Hawthorne trail. Traveling south on 7th street is my shortest route by bicycle to the Hawthorn Trail, but the street is too rough for a road bike. So my question is - why is this high traffic road that has had nothing other than pot hole maintenance in the last 30 years, not on the list of roads to be resurfaced?

Thank you in advance for your response,

--

Frances Lane, DVM
Medical manager
Saint Francis Pet Care
352 372 4959
104 SE 4th Pl
Gainesville, FL 32601

Hello all, my name is Joshua Ney, co-founder of Gainesville is for People but more importantly the father of two children that currently attend Howard Bishop and I've lived on NE 9th Street for twenty years.

I stand before you to advocate for a cause that affects the safety and well-being of our communities – the need for slower car speeds, protected bike infrastructure, and safer routes for our children to get to school.

Our streets are the arteries of our society, connecting us all in our daily pursuits. However, the speed at which vehicles traverse these streets has reached alarming levels, posing significant risks to pedestrians, cyclists, and especially our children. It is time for us to rethink and recalibrate the pace at which we move through our neighborhoods.

Firstly, let us consider the importance of slower car speeds. The benefits are manifold – from reducing the severity of accidents to creating a more livable and inclusive environment. Slower speeds not only save lives but also foster a sense of community where people feel safe walking, scooting or cycling, contributing to healthier and happier neighborhoods.

Protected bike infrastructure is pivotal element in promoting alternative modes of transportation. By creating dedicated lanes separated from vehicular traffic, we not only encourage more people to cycle but also ensure their safety. This investment in infrastructure pays off in multiple ways, from reducing congestion to promoting physical activity and reducing our carbon footprint.

Equally vital is the need for safe routes for our children to get to school. Every parent's primary concern is the safety of their children, and we must address the challenges they face when commuting to and from school. Designing safe paths, implementing traffic calming measures, are crucial steps in making our school zones secure for our kids.

There are a couple of specific asks that I would like to discuss. First, please make sure the bicycle infrastructure that you build is protected.