

CITY OF GAINESVILLE  
VISION ZERO  
FRAMEWORK

April 2020

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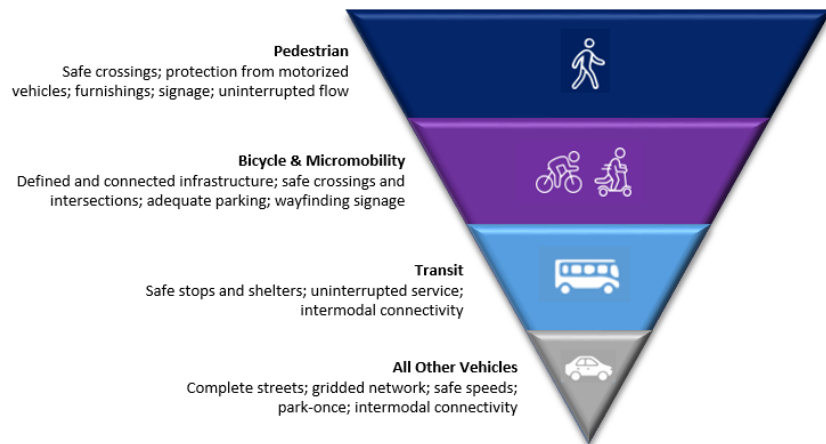
# Introduction

The Gainesville Vision Zero Framework developed in accordance with best practices outlined by the Vision Zero Network, 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 framework 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**

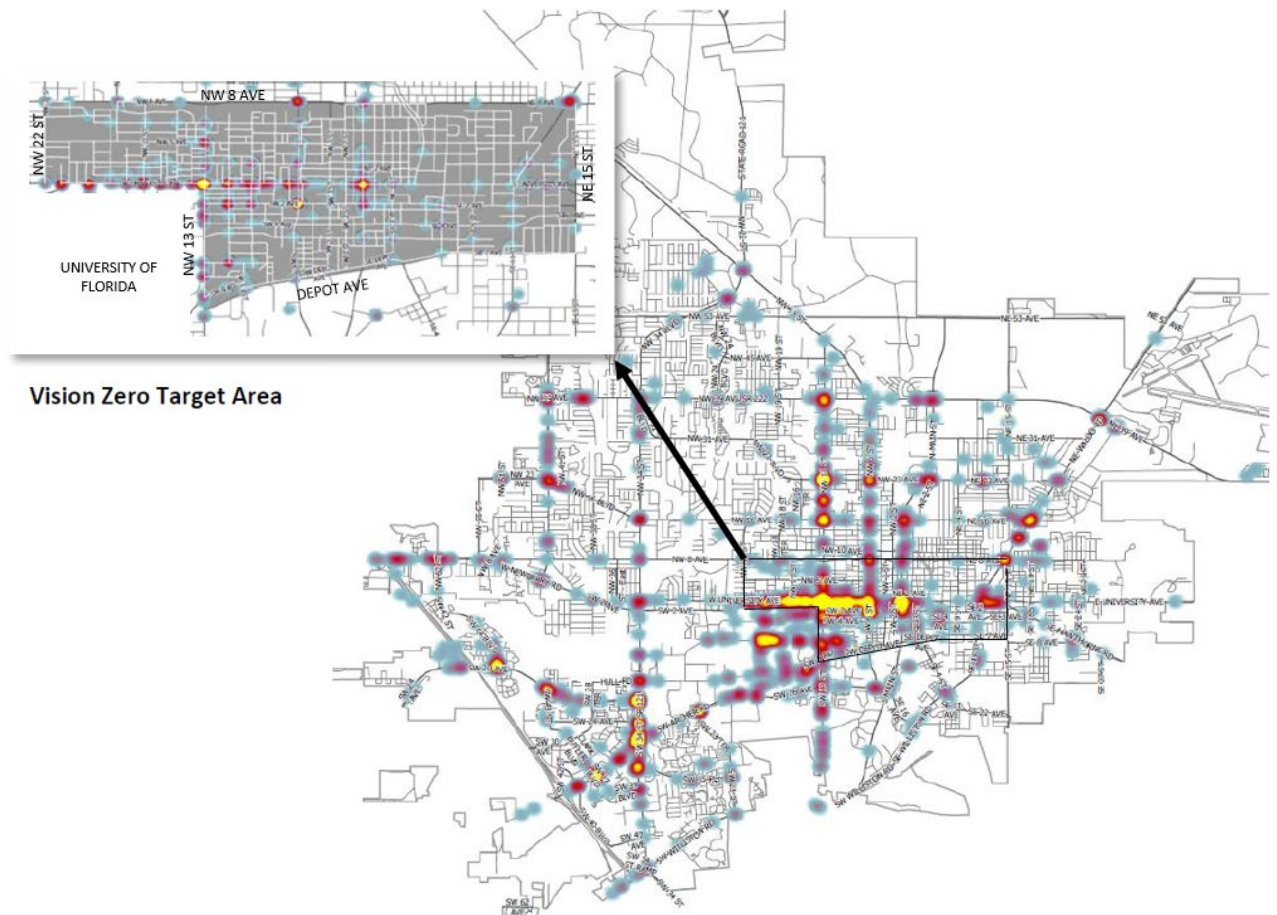


Gainesville will continue to employ the “5Es” framework to systematically develop and implement solutions and analyze the results. Focusing on Engineering, Encouragement, Education, Enforcement, and Evaluation, this plan outlines the proposed short- and long-term actions advance the City’s Vision Zero 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 in the established target area focusing on the 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 and initiatives 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.

# Safety Framework

In September 2017 the City Commission directed staff to focus road user safety efforts for pedestrians and bicyclists around the urban core and the University of Florida campus. Staff was also directed to:

- Create a citywide Vision Zero policy
- Establish a Vision Zero work group
- Develop a Vision Zero plan
- Dedicate recurring funding to implement Vision Zero strategies

## Policy

The City Commission adopted a Vision Zero Policy in 2018 with the goal of eliminating traffic deaths and serious injuries in the City of Gainesville by 2040. The City further reaffirmed its commitment to this initiative by making it a high priority in its FY20/FY21 Strategic Plan.

Based on data and to ensure effectiveness of resource utilization, the Vision Zero Framework will focus initially on a defined area to prioritize serving primarily vulnerable road users. Building on initial efforts, the application of safety solutions will expand to include appropriate measures in other areas of the City.

The City of Gainesville has had measurable success creating Complete Streets that support land use and zoning. Implementing a Vision Zero plan can leverage these prior investments to significantly reduce traffic fatalities and serious injuries with the established goal to eliminate all serious traffic crashes. The basic Vision Zero approach is data-driven and integrates education, equity, engineering, evaluation, encouragement and road user compliance into a comprehensive strategy.

Focusing in high density population areas of Gainesville where many streets were built **to move cars efficiently**, those streets shall be repurposed **to move people safely**.

## Work Group

At the beginning of 2020, a Vision Zero Workgroup was established to create the Vision Zero plan. The core City team is represented by the City Departments of Transportation & Mobility, Public Works, Police, Fire, GCRA, Sustainable Development, and the City Manager's Office. Other agencies included in this effort as advisors and contributors are the Florida Department of Transportation and University of Florida.

## Action Strategy

A primary responsibility of the City of Gainesville government is to ensure the safety and health of all users of the transportation system. The Vision Zero philosophy asserts that traffic deaths and serious injuries are preventable and therefore, ethically unacceptable. **The main goal of a Vision Zero Action Strategy is to eliminate traffic fatalities and serious injuries, while increasing safe and equitable mobility for all neighbors.** Employing a data-driven approach, crash data was analyzed to identify the location, behaviors, and circumstances, including street design purpose, related to serious and deadly crashes.

According to traffic safety data published by the Florida Department of Transportation, the **City of Gainesville ranks in the top 9 out of 33 cities in Florida with population over 75,000 in several categories based on number of fatalities and serious injuries.** Gainesville is: #5 in distracted driving crashes; #7 in impaired driving crashes; #8 in occupant protection crashes; and, #9 in crashes involving bicyclists, pedestrians and motorcycles<sup>1</sup>. Crashes resulting in fatalities and serious injuries represent a significant economic and societal burden to the community. According to the latest estimates from the National Safety Council<sup>2</sup> the average comprehensive economic costs associated with a fatality and a serious injury can exceed \$10.8 million and \$1.1 million respectively.

This Vision Zero Action Strategy places a strong emphasis on equity and will address any disproportionate burden of traffic fatalities and serious injuries on people of color, low-income households, older adults and youth, people with disabilities, and households with limited vehicle access. To employ an equity lens means cars will not always be prioritized. Equity data, including demographics, risk factors, traffic enforcement data, and infrastructure gaps linked to crashes, will be used to ensure the needs of communities of concern are prioritized.

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<sup>1</sup> Based on the Florida Department of Transportation Highway Safety Matrix, available online at <https://www.fdot.gov/safety/3-Grants/Grants-forms.shtm>

<sup>2</sup> Based on Average Economic Cost by Injury Severity, 2018. Available online at <https://injuryfacts.nsc.org/allinjuries/costs/guide-to-calculating-costs/data-details>

The National Association of City Transportation Officials (NACTO) recommends allocating curb space equitably so that all transportation can move smoothly and traffic can be improved. The right of way adjacent to the curb, in denser areas, should be a flexible space with different uses assigned to accommodate the varied demand. The efficient use of curb space for access by multiple modes benefits all users. **The Vision Zero Action Strategy prioritizes filling gaps in infrastructure where those gaps contribute to cyclist and pedestrian exposure, or limit the transportation options of communities of concern.**

### **Vision Zero Target Area**

The proposed target area was identified based on crash incidence, near-misses, demographics and land use as part of a collaborative effort between the City, the University of Florida and the Florida Department of Transportation.

The area is generally comprised of East Gainesville, extending over the downtown and Innovation District to include the area abutting the University of Florida campus. The Vision Zero Target Area encompasses areas of high density and mixed land uses where transit, cycling and walking are critical to meet community needs.

The area depicted in Figure 3 is generally bound by NE 15<sup>th</sup> St to the east, N 8<sup>th</sup> Ave to the north, SW 9<sup>th</sup> St/Depot Ave/SE 7<sup>th</sup> Ave to the south, and NW 22<sup>nd</sup> St/SW 13<sup>th</sup> St to the west immediately adjacent to the university campus.

### **Local Safety Efforts and Data**

Efforts over the past several years have focused on engineering strategies to close transportation network gaps, reduce speed limits, provide better lighting and incorporate pedestrian signals for safer crossing. As shown in Figure 3, significant investments have been applied to create complete streets within or immediately adjacent to the target area recognizing the need to provide a safer environment to all users including the reconstruction of Depot Ave/SE 7<sup>th</sup> Ave, NW 8<sup>th</sup> Ave, Main St, SW 6<sup>th</sup> St, SE 4<sup>th</sup> St and portions of Archer Rd and SW 16<sup>th</sup> Ave, as well as investments in completing the off-street trail network including the Depot trail and the Sixth St trail.

To encourage safe travel behavior, local advocacy groups are frequently engaged to distribute safety messaging and traffic safety education campaigns are presented in partnership with GPD, Santa Fe College and the University of Florida regularly throughout the year.



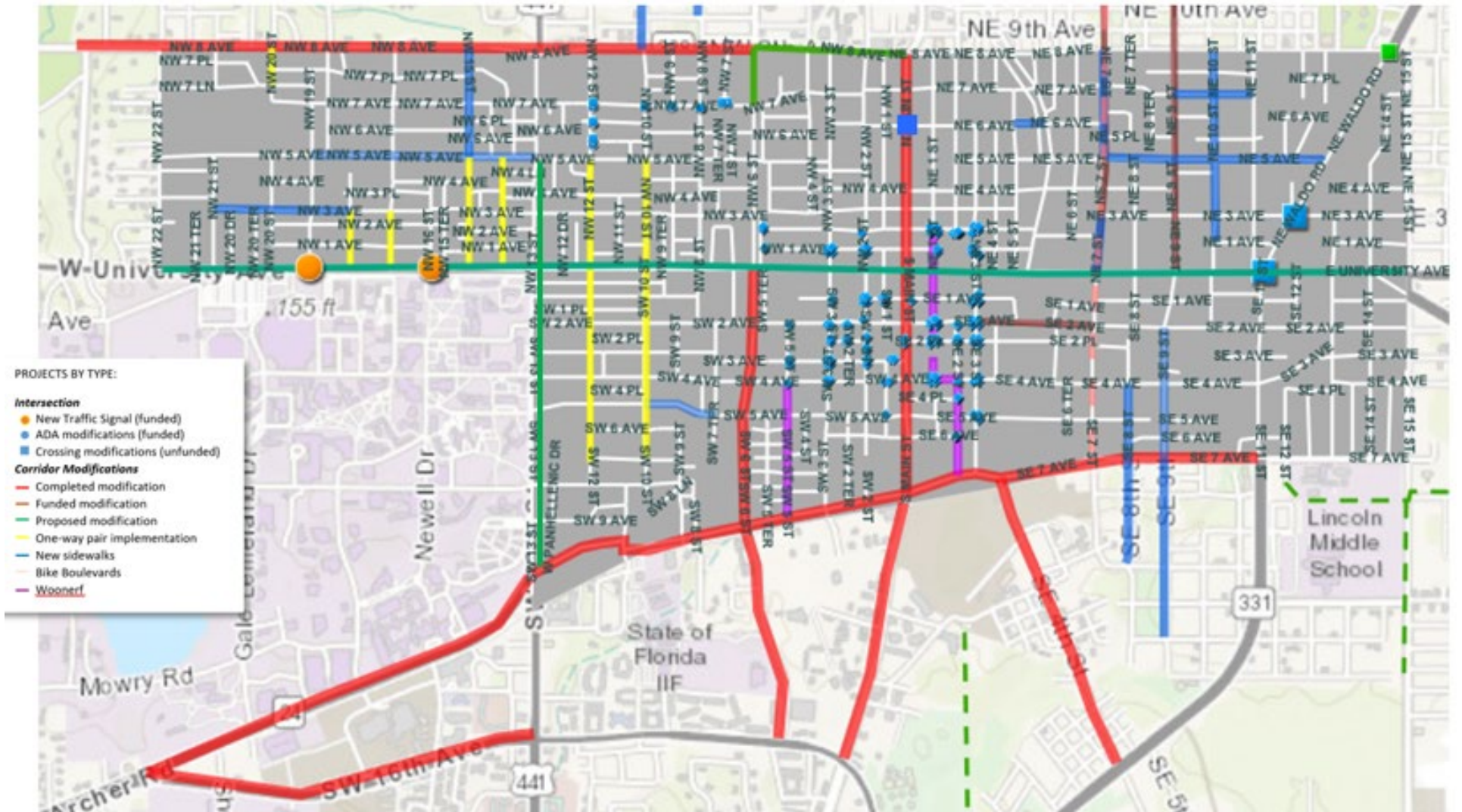
Coordination and leveraging of resources through the development review process have also enabled the application of funding to enhance the overall transportation system through the implementation of infrastructure modifications.

In order to be a livable city, Gainesville must be a safe city. As Gainesville grows, it is clear that protecting the health of our neighbors as users of the transportation system means addressing inequitable infrastructure gaps as well as behavior to create streets that are safe for all Gainesville neighbors.

Data analysis performed using crash data from 2015 to 2019 shows that cyclists and pedestrians are disproportionately affected when involved in a traffic crash. During this period, citywide crashes involving a cyclist or a pedestrian represented less than 3% of total crashes but resulted in 28% of fatalities and 15% of severe injuries. Within the Vision Zero target area, over the same period 6% of all crashes involved a cyclist or a pedestrian, resulting in 30% of all severe injuries. Speeding, lighting conditions and behaviors such as failure to yield the right-of-way were major contributing factors in the incidence of severe crashes.

Comprehensive data analysis and infrastructure assessments are a key component of this strategy; efforts will be emphasized to identify trends and corrective measures. Initial needs identified are shown in Table 1. Overall the projected cost for implementation of safety modifications within the Vision Zero target area are estimated at over \$2.3 million, excluding modifications to W University Ave and W 13<sup>th</sup> St which are currently under evaluation.

Figure 3: Vision Zero Target Area Limits and Projects



**Table 1: Identified Needs and Projected Costs**

<b>Corridor Modifications<sup>(1)</sup></b>			
NW 14th St / NW 15th St	W University Ave to NW 5th Ave	One-way pair implementation. Design underway; expected implementation in FY20/FY21; may benefit from additional funding to install full configuration as a demonstration project	Funded
NW 17th St / NW 18th St	W University Ave to NW 3rd Ave	One-way pair implementation	Funded
W 10th St / W 12th St	SW 8th Ave to NW 5th Ave	One-way pair analysis and implementation	\$ 50,000
NW 20th St	NW 8th Ave to NW 7th Ln	Pedestrian enhancements to facilitate access to JJ Finley	\$ 40,000
University Ave**	Waldo Rd to NW 22nd St	Implementation of multimodal enhancements and lighting	-
NW 3rd Ave Bike Blvd	NW 22nd St to Waldo Rd	Modifications to facilitate access and flow	\$ 10,000
<b>Intersection Modifications</b>			
N Main St at N 6th Ave	-	Installation of new pedestrian signal and high visibility crosswalk to enhance pedestrian crossings	\$ 150,000
E University Ave at Waldo Rd	-	Implement modifications outlined in the University Ave Multimodal Emphasis Corridor Study funded by the MTPO; requires coordination with FDOT	\$ 370,000
W University Ave at NW 16th St		Installation of new traffic signals to enhance pedestrian crossings; outlined in the University Ave Multimodal Emphasis Corridor Study; projects are funded by FDOT with programmed implementation Summer/Fall 21	Funded
W University Ave at NW 19th St			
NE 3rd Ave at Waldo Rd	-	Intersection modification to enhance crossing of bike Blvd; requires coordination with FDOT.	\$ 150,000
NE 8th Ave at Waldo Rd	-	Intersection modification to enhance crossing safety; requires coordination with FDOT.	\$ 150,000
NW 8th Ave at NW 12th St	-	Intersection modification to enhance crossing of bike Blvd; requires coordination with FDOT.	\$ 25,000
<b>Sidewalks and Curb ramps (2)</b>			
Curb ramps	-	Add / retrofit curb ramps to current standards	\$ 290,000
SW 5th Ave gap	900-700 block	Add sidewalk and curb ramp retrofits as needed	\$ 45,000
NW 5th Ave gaps	NW 13th St to NW 19th St	Add sidewalk and curb ramp retrofits as needed	\$ 40,000
SE 9th St	SE 2nd Ave to SE 7th Ave	Add sidewalk and curb ramp retrofits as needed	\$ 65,000
SE 8th St	SE 4th Ave to SE 7th Ave	Add sidewalk and curb ramp retrofits as needed	\$ 45,000
NE 7th St gaps	E University Ave to NE 3rd Ave	Add sidewalk and curb ramp retrofits as needed	\$ 35,000
NE 11th St	NE 1st Ave to NE 8th Ave/Reserve Park	Add sidewalk and curb ramp retrofits as needed	\$ 90,000
NE 5th Ave	NE 9th St to Waldo Rd	Add sidewalk and curb ramp retrofits as needed	\$ 85,000
NW 3rd Ave gaps	NW 18th St to NW 21st St	Add sidewalk and curb ramp retrofits as needed	\$ 60,000
NW 7th Ave	at NW 7th St, NW 8th St, NW 10th St, and NW 12th St	Curb ramps and crosswalks	
NW 12th St	at NW 6th Pl and NW 6th Ave	Curb ramps and crosswalks	\$ 50,000
NW 5th Ave	at NW 10th St	Curb ramps and crosswalks	
<b>Areawide</b>			
Speed reduction		Implement speed reduction along local roads to 20 mph to increase safety and reduce severity of crashes.	\$ 50,000
Lighting enhancement		Local crash data indicates that the most severe crashes involving bikes and pedestrians occurred at nighttime; addition of lighting would improve visibility and awareness.	\$ 500,000
Woonerfs		Multimodal corridors to enhance safety	varies
Outreach		Develop and implement campaign in coordination with RTS	\$ 50,000
<b>Total</b>			<b>\$ 2,350,000</b>

**NOTES:**

- (1) One-way pair conversion is partially funded at \$95,306 in FY20/FY21; additional funds needed for full implementation of project components
- (2) ADA projects listed are funded and planned for construction in FY21; partial funding is available for sidewalk projects which rely on recurring allocation of \$100,000 per year in the CIP. There are 900 non-compliant ADA ramps within the area boundary; approximately 76 will be retrofitted in FY21.
- (3) High level estimates based on cost to fabricate and install signs and posts; lighting estimates based on previous efforts to enhance pedestrian lighting levels in the downtown area.
- \* NE 15th St project is outside of the boundary but advances efforts in the eastside and ties with other programmed investments.
- \*\* Project cost estimate is over \$4.6 MI not including other projects listed along the corridor. Estimates based on MTPO corridor study, available at [http://www.ncfrpc.org/mtpo/publications/UnivAveMultimodal/SR26\\_Phase\\_2\\_Report\\_final\\_submittal.pdf](http://www.ncfrpc.org/mtpo/publications/UnivAveMultimodal/SR26_Phase_2_Report_final_submittal.pdf)

# Short-Term Initiatives

1. Identify built environment design retrofits to:
  - prioritize pedestrians including bulbouts at intersections, ADA compliant curb ramps, fill key sidewalk network gaps, implement mid-block crossings, high visibility crossings, and pedestrian refuge islands; and,
  - safely accommodate bicyclists and other emerging transportation modes that travel at similar speeds with facilities such as cycle tracks, trails, and buffered bicycle lanes that connect the network;
2. Establish and maintain a list and map of project priorities;
3. Implement speed limit reduction to 20 mph where feasible based on data;
4. Incorporate Vision Zero focused policies into the City's Comprehensive Plan, City's Engineering and Construction Design Manual, Downtown Master Plan, UF Campus Master Plan, and MTPo regional bike/pedestrian plan;
5. Emphasize application of Vision Zero aspects through the development review process to leverage resources;
6. Create transportation policy to build a network that complements land use in Urban Transect zoning U5 and greater;
7. Enhance communication sharing and data analysis protocols, both between City departments and with outside agencies;
8. Increase the number of law enforcement personnel and enforcement efforts related to traffic safety;
9. Continue outreach efforts and identify opportunities for enhancements of community engagement through the use of various social media platforms;
10. Implement projects as funding becomes available;
11. Develop and implement evaluation metrics;
12. Develop and implement Vision Zero website and dashboard.

Proposed short-term actions expected to be accomplished within 1 to 3 years are outlined below under different categories as follows: Engineering and Planning, Encouragement and Education, and Enforcement.

# Long-Term Initiatives

1. Identify a sustainable and dedicated funding source such as, \$0.05 of the Micromobility User Fee, to support Vision Zero projects and actions;
2. Measure and track solutions implemented to increase effectiveness of actions and investments;
3. Dedicate staff resources for planning and enforcement;
4. Expand interventions citywide based on results achieved in the target area;
5. Continue to maintain the list and map of projects;
6. Continue outreach efforts;
7. Implement projects as funding becomes available.

**APPENDIX 1:  
VISION ZERO RESOLUTION**

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**RESOLUTION NO. 180165**

**A resolution of the City Commission of the City of Gainesville, Florida, to adopt a 'Vision Zero' Policy, and setting the goal of eliminating all traffic deaths and serious injuries within the City by 2040.**

**WHEREAS**, a primary responsibility of the City of Gainesville government is to ensure the safety and health of all of Gainesville's residents; and

**WHEREAS**, there have been 108 deaths and 1284 serious injuries on streets within the City of Gainesville in the last ten years, making traffic safety a critical public safety and health issue; and

**WHEREAS**, bicyclists and pedestrians represent a disproportionate number of these deaths (34) and serious injuries (260), and the City recognizes that certain vulnerable road users such as people walking, bicycling, using a wheelchair, children, elderly adults, and people with disabilities, are at greater risk of death or serious injury while traveling streets within the City;

**WHEREAS**, vehicle speed is, by far, the most important factor that determines whether a collision with another road user will result in a death or serious injury; and

**WHEREAS**, The City of Gainesville government believes that no one should die or suffer serious injury while traveling on streets within the City – whether by foot, bicycle, wheelchair, automobile or other motorized vehicle, or public transit; and

1 **WHEREAS**, Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while  
2 increasing safe, healthy, equitable mobility for all citizens; and

3  
4 **WHEREAS**, Vision Zero philosophy asserts that traffic deaths and serious injuries are  
5 preventable and therefore, ethically unacceptable.

6  
7 **NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE,**  
8 **FLORIDA:**

9  
10 **SECTION 1.** The City Commission hereby adopts a Vision Zero Policy with a goal of eliminating  
11 traffic deaths and serious injuries in the City of Gainesville by 2040. This goal must be  
12 addressed through the actions of the Commission related to the City’s annual budget processes,  
13 through adoption of an action plan, support of associated measures and improvements, and  
14 dedication of appropriate funding and resources.

15  
16 **SECTION 2.** As guiding principles for implementing this Vision Zero Policy, the City Commission  
17 acknowledges the following:

- 18 (1) Traffic deaths are preventable, rather than inevitable.
- 19 (2) Transportation systems should be designed so that human error does not result in death  
20 or serious injury.
- 21 (3) Focus should be on preventing fatal and severe crashes, rather than preventing all traffic  
22 collisions.



1 (4) A system-based approach should be taken, focusing on the built environment, systems,  
2 and policies that influence behavior, rather than focusing on individual responsibility.

3 (5) Efforts should be data-driven, with a commitment to gathering, analyzing, utilizing, and  
4 sharing reliable data in order to understand traffic safety issues and prioritize resources  
5 based on evidence of the greatest needs and highest potential impacts.

6 (6) This is a complex problem, and therefore will require a coordinated, multidisciplinary  
7 approach, involving policymakers, traffic planners and engineers, local police and  
8 emergency services, public health professionals, and others.

9 (7) Since traffic safety is an issue that affects all citizens, various opportunities should be  
10 created to invite meaningful community engagement.

11  
12 **SECTION 3.** As potential key strategies to reduce deaths and serious injuries on streets within  
13 the City of Gainesville, the City Commission will consider the following:

- 14 - Developing a Gainesville Vision Zero Action Plan
- 15 - Allocating dedicated staffing and resources to accomplish Vision Zero goals
- 16 - Analyzing and publishing crash and safety data regularly in user-friendly formats
- 17 - Prioritizing and constructing engineering improvements
- 18 - Lowering speed limits and installing traffic calming measures in targeted locations
- 19 - Developing an effective multimedia outreach campaign and safety training modules
- 20 - Increasing the number of law enforcement personnel and enforcement efforts against  
21 dangerous transportation behaviors
- 22 - Including traffic fatality and injury prevention messages in public health materials
- 23 - Measure effectiveness of efforts and investments overtime.

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2 **SECTION 4.** This resolution shall take effect immediately upon adoption.

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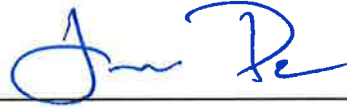
4 **PASS AND ADOPTED** this 2<sup>nd</sup> day of August, 2018.

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\_\_\_\_\_  
LAUREN POE  
MAYOR

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14 Attest:

Approved as to form and legality:

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OMICHELE GAINES  
CLERK OF THE COMMISSION

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\_\_\_\_\_  
NICOLLE M. SHALLEY  
CITY ATTORNEY

**APPENDIX 2:  
2021/2022 ACTION PLAN**



GAINESVILLE  
VISION ZERO  
ACTION PLAN  
2021 - 2022



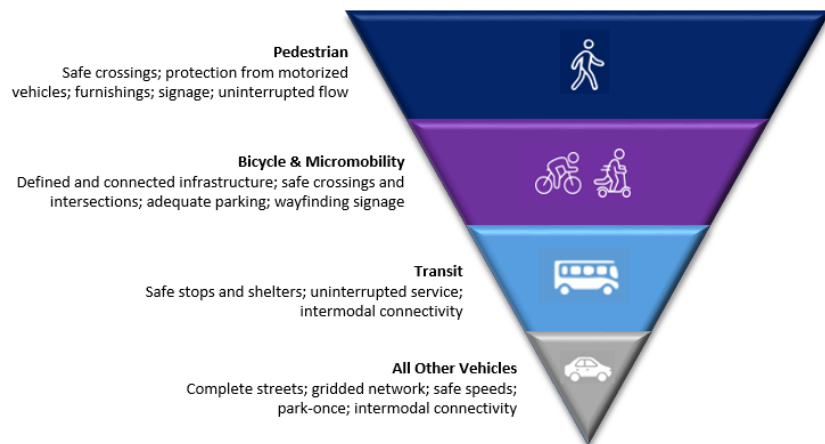
City of Gainesville  
Department of Transportation & Mobility  
February 2021

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**



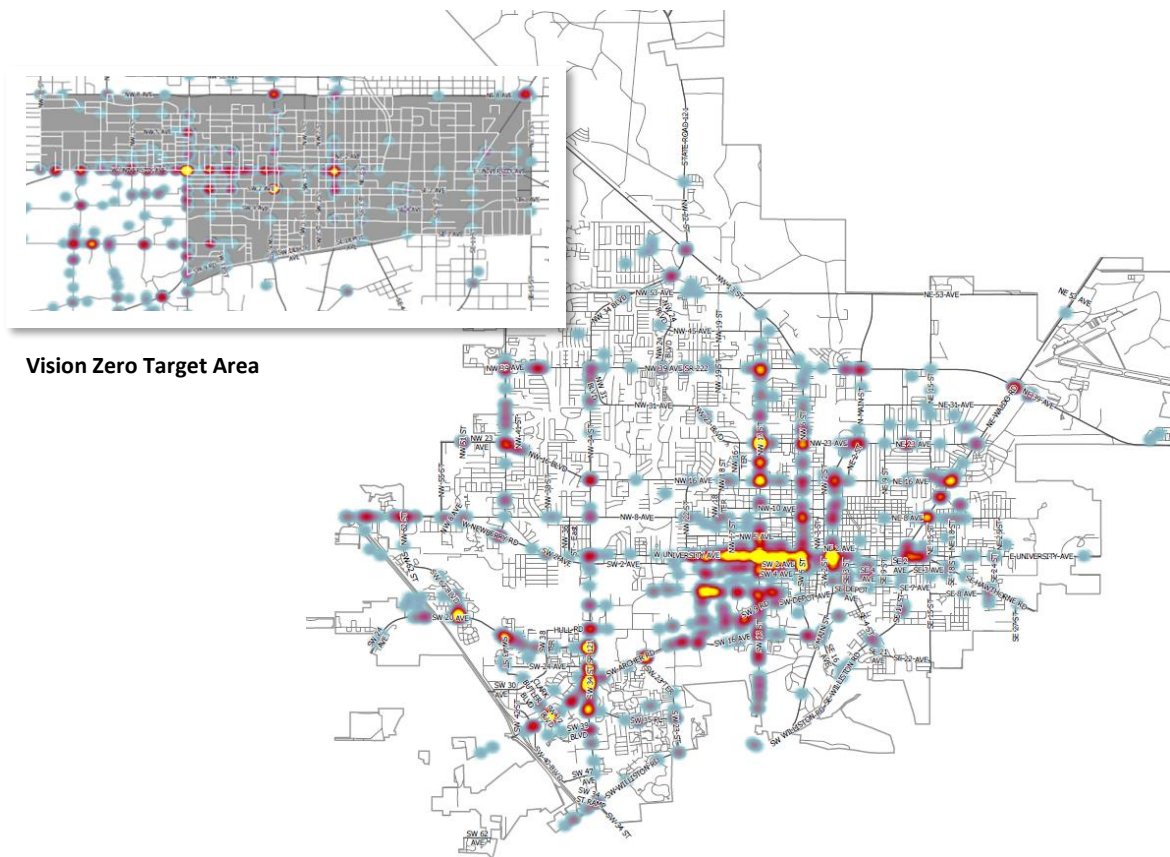
Gainesville will continue to employ the “5Es” framework to systematically develop and implement solutions and analyze the results. Focusing on Engineering, Encouragement, Engagement, Enforcement, and Evaluation, this plan outlines the short-term actions programmed between 2021/2022 to advance the City’s 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:** **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)

---

<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 Sherriff'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.





**APPENDIX 3:  
SUPPLEMENTARY ANALYSIS OF  
SEVERE AND FATAL CRASHES**

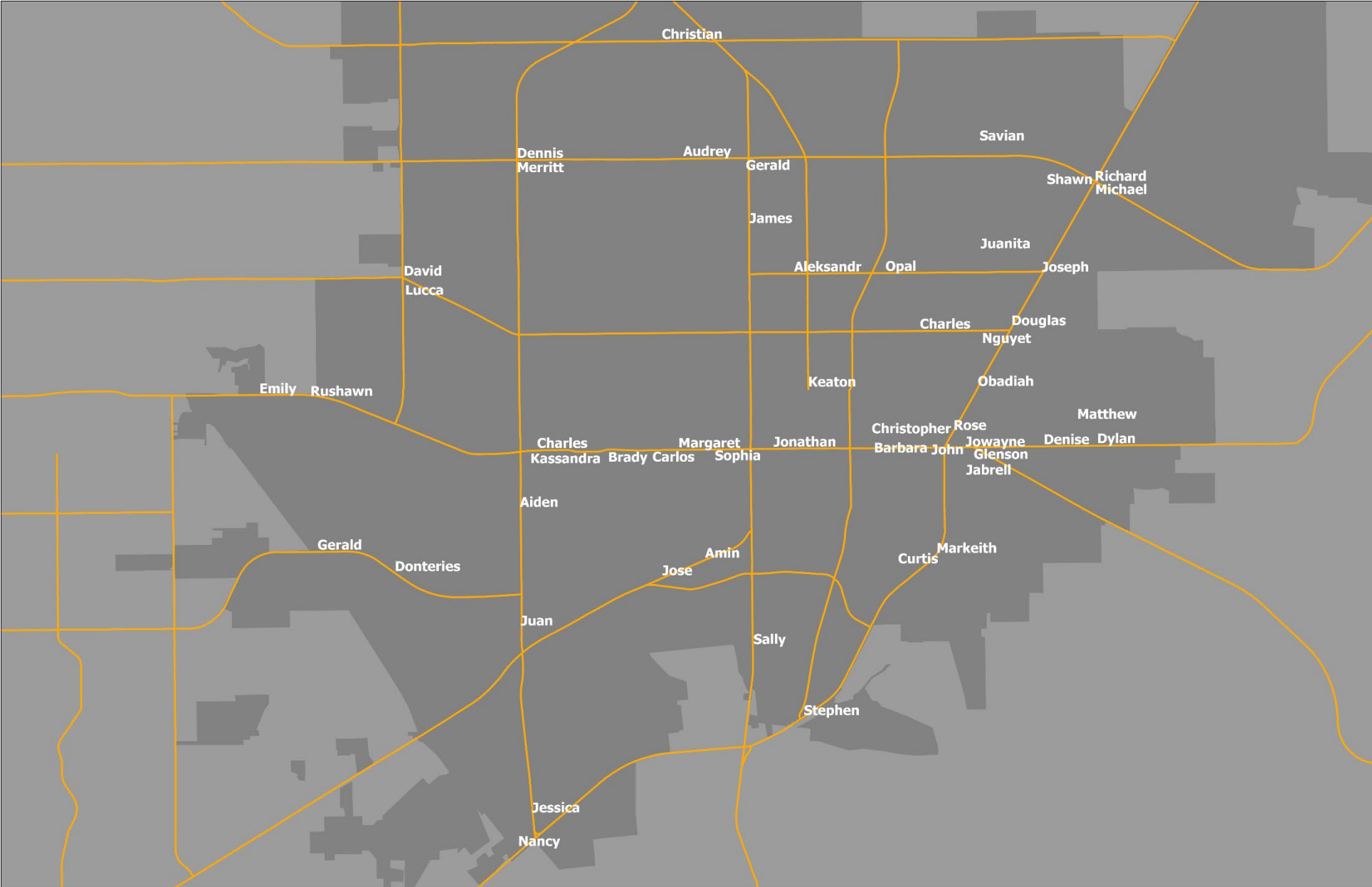
# City of Gainesville – VISION ZERO Report –2019-2021

## People who died in traffic crashes in Gainesville from 2019-2021

Over the last three years, 52 people have died due to traffic crashes in Gainesville, FL.

The City’s annual fatality rate of 13 deaths per 100,000 is greater than the national average of 11 deaths per 100,000.

Gainesville, FL – along with cities around the country and world – has made a commitment to Vision Zero, eliminating all severe and fatal crashes.



# City of Gainesville – VISION ZERO Report –2019-2021

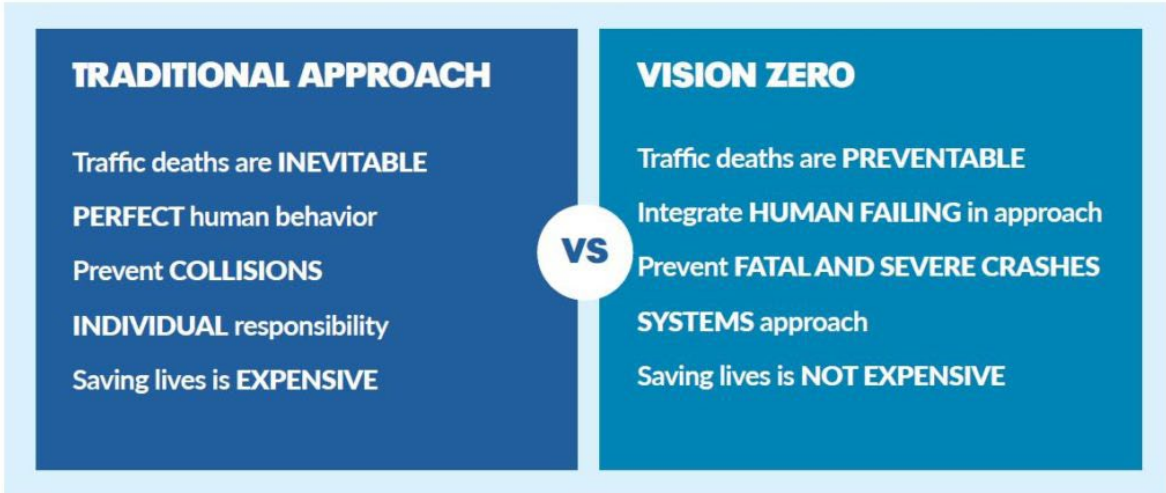
**The table below has detailed information on the 52 people who have died in traffic crashes in the City of Gainesville from 2019-2021.**

Data: Signal4Analytics, verified by Gainesville Police Department

<b>CRASH DATE</b>	<b>NAME</b>	<b>AGE</b>	<b>TRAVEL TYPE</b>	<b>CRASH DATE</b>	<b>NAME</b>	<b>AGE</b>	<b>TRAVEL TYPE</b>
1/12/2019	Sally Beaty Offen	63	Pedestrian	4/14/2020	John Miguel Leuther Prewett	49	Pedestrian
1/18/2019	Richard Harvey Warren	Unavailable	Pedestrian	8/9/2020	Matthew L Cook	13	Motor Vehicle
4/25/2019	David M Washington	52	Pedestrian	8/10/2020	Juanita Mae Jones	30	Motorcycle
4/30/2019	Jonathan Ryan Depina	27	Motorcycle	9/1/2020	Dennis Earl Dabroski	72	Motor Vehicle
5/20/2019	Shawn Patrick Flarity	Unavailable	Pedestrian	10/16/2020	Carlos Joel Martinez	19	Motorcycle
7/20/2019	Keaton Edward Ingeman	23	Motorcycle	11/26/2020	Nguyet Anh Nguyen	73	Motor Vehicle
7/21/2019	James Ryan Kavanaugh	22	Motorcycle	12/9/2020	Margaret Ann Paxton	18	Pedestrian
8/23/2019	Michael Patrick Harvey	Unavailable	Pedestrian	12/19/2020	Jose G Mendoza	61	Pedestrian
9/25/2019	Christian Michael Komorowski	Unavailable	Pedestrian	12/27/2020	Curtis Rowe III	44	Motor Vehicle
10/1/2019	Jabrell J Davis	27	Motor Vehicle	1/16/2021	Sophia Beatrice Lambert	18	Pedestrian
10/4/2019	Amin Taghikhani	19	Motorcycle	1/25/2021	Charles Joseph Kibert	73	Motor Vehicle
10/21/2019	Douglas Walter Tate	Unavailable	Pedestrian	2/24/2021	Savian Jolon McCarthy Jr	3	Bicycle
10/27/2019	Lucca Roch-Hernandez	20	Motor Vehicle	3/14/2021	Emily Hoyos	Unavailable	Motor Vehicle
11/9/2019	Jessica Yadira Martinez	38	Motorcycle	3/17/2021	Aleksandr Grigoryenich Danilov	Unavailable	Pedestrian
11/27/2019	Markeith Khambrel Archie	33	Motor Vehicle	3/27/2021	Gerald Elmer Mosley	67	Bicycle
12/18/2019	Brady Daniel Rue	26	Motor Vehicle	3/29/2021	Merritt Francis O'Brien	88	Motor Vehicle
1/9/2020	Kassandra Rosana Guzman-Ramirez	20	Motor Vehicle	4/14/2021	Gerald Gail Williamson	74	Motor Vehicle
1/26/2020	Christopher Bruce Wilmer	32	Motorcycle	5/23/2021	Jowayne Nicardo Patience	22	Motor Vehicle
1/27/2020	Donteries Washington	16	Pedestrian	6/1/2021	Stephen Ariasacosta	21	Pedestrian
1/27/2020	Denise Lakee Griffiths	21	Pedestrian	6/5/2021	Audrey Lee Cheves	18	Motor Vehicle
1/30/2020	Rose Marlene McDonalds	64	Bicycle	6/11/2021	Nancy Jean DiMaria	74	Motor Vehicle
3/7/2020	Barbara Annette Mincer	Unavailable	Pedestrian	6/18/2021	Obadiah Eli Roberts	25	Motorcycle
3/17/2020	Juan R Velez	Unavailable	Pedestrian	7/6/2021	Opal Curry Pope	89	Motor Vehicle
				7/14/2021	Charles Warren Comwell Jr	34	Motorcycle
				7/20/2021	Aiden Sky Kokkas	24	Motorcycle
				8/17/2021	Glenon Lamar Duncan	66	Pedestrian
				10/27/2021	Dylan Roberts	4	Pedestrian
				11/6/2021	Rushawn Gavin Nelson	19	Motor Vehicle
				11/22/2021	Joseph Charles Maligno	67	Pedestrian

# OVERVIEW

## The Vision Zero / Safe Systems Approach:



## Consistent with Vision Zero / Safe Systems approach, this analysis:

- Focuses on **Fatal and Severe\* Crashes** (non-severe crashes excluded from this analysis)
- Focuses primarily on the **Systems** (engineering treatments), rather than the Individuals or Actors
- Seeks to identify crash “sub-factors,” especially those with mitigation potential

### EQUITY LENS

Disadvantaged Communities (DACs) are disproportionately impacted by severe and fatal crashes. This is in large part due to an historic lack of infrastructure investment in these communities, coupled with high rates of walking, bicycling and transit use.

This report seeks to better understand the extent to which DACs suffer disproportionate impacts of severe and fatal crashes in the City of Gainesville and suggests prioritizing mitigation measures therein.

To do so, it employs the Federally developed Climate and Economic Justice Screening Tool. This census tract-based tool uses an array of environmental/climate and socioeconomic indicators to identify Disadvantaged Communities.

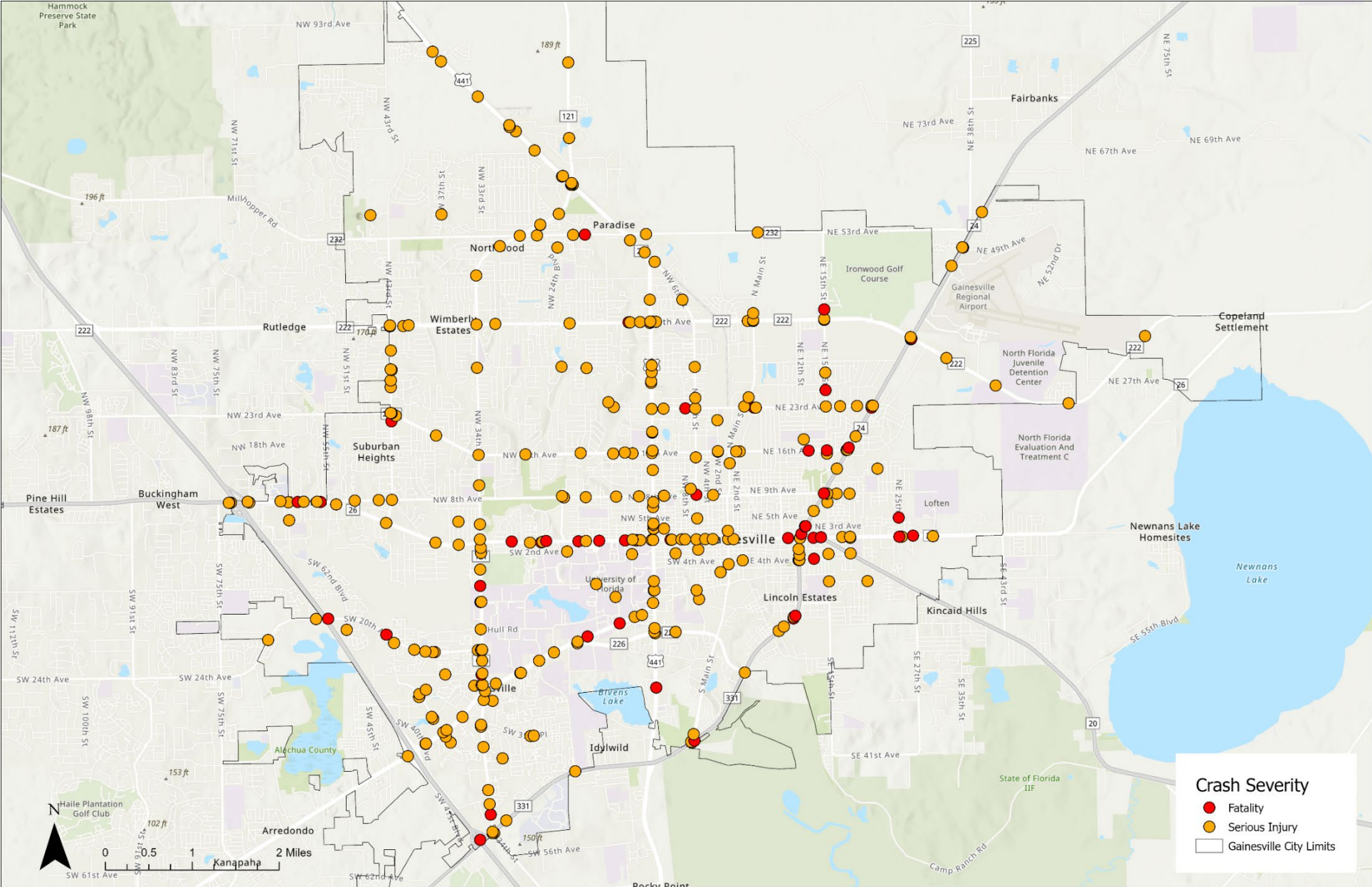
<https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

\*NOTE: The term “severe crash” is most common in Vision Zero/Safe Systems work, while “serious injury” is used in police crash reports. This report uses the two terms interchangeably.

# City of Gainesville – VISION ZERO Report –2019-2021

From 2019-2021 there have been 361 severe and fatal crashes in the City of Gainesville.

Of these, 52 have resulted in fatality.





Gainesville’s Disadvantaged Communities (DACs) experienced:

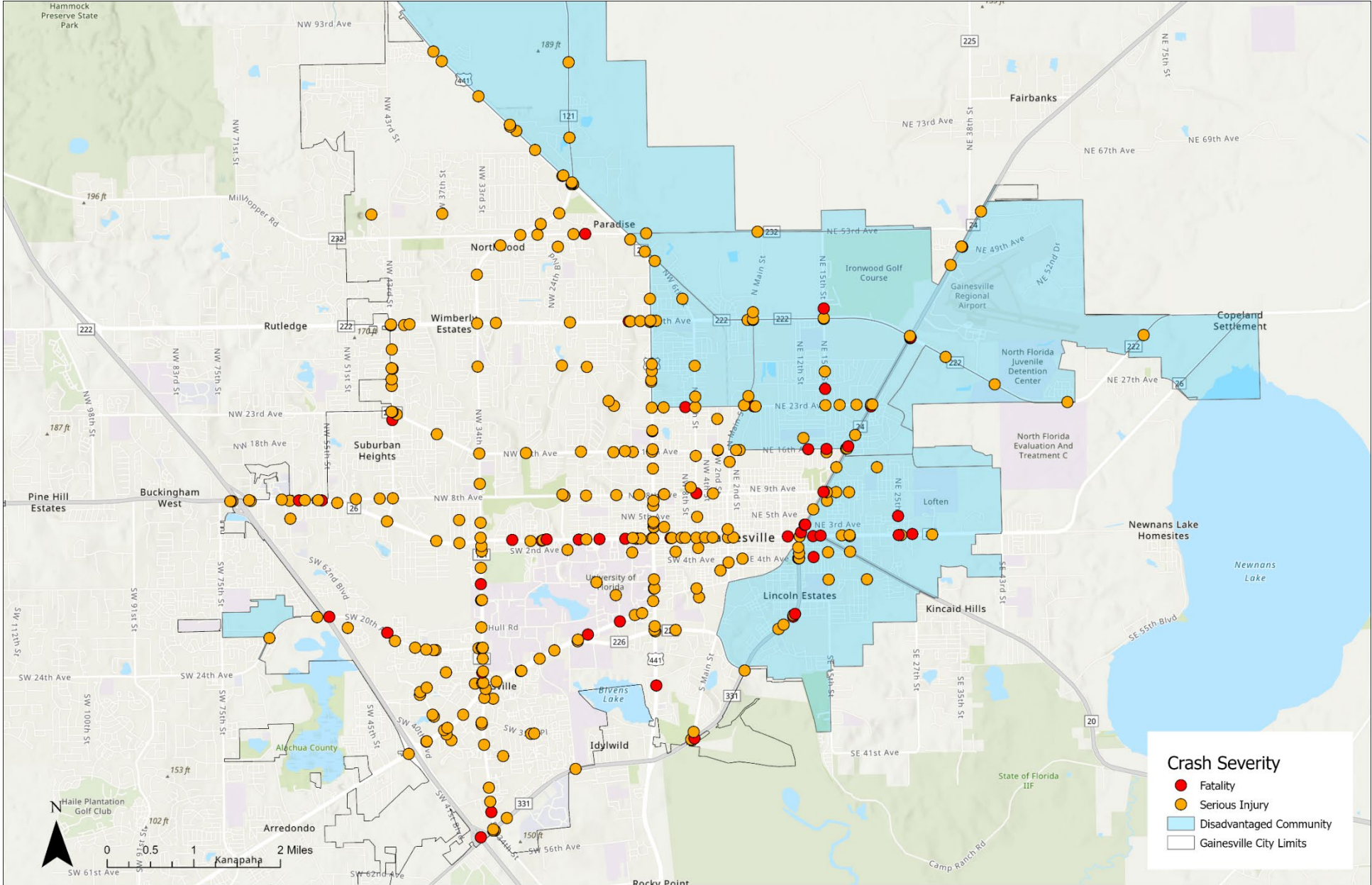
24%

of severe crashes (serious injury)

44%

of fatal crashes

Where DACs contain just 21%\* of Gainesville’s population, these figures reflect a disproportionate impact of severe and fatal crashes on DACs.

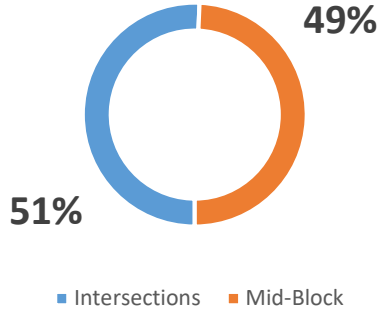


\*Percentage estimated based on census tract-level data, which transcends City boundaries

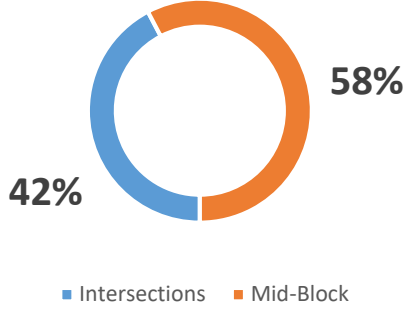
# City of Gainesville – VISION ZERO Report –2019-2021

## CRASHES BY LOCATION

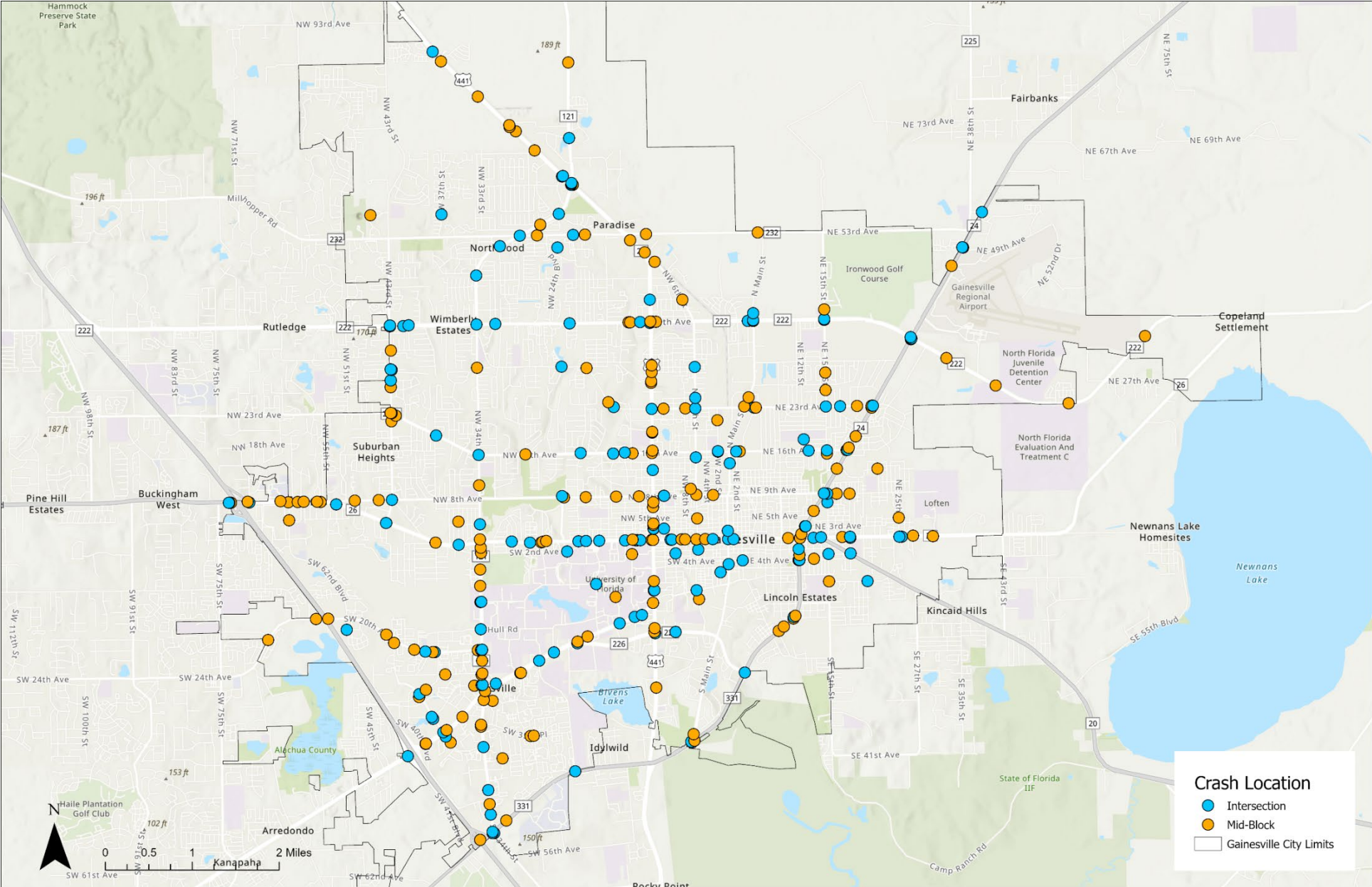
Severe Crashes Occur Equally at Intersection and Mid-Block Locations...



But Fatal Crashes Occur More Frequently at Mid-Block Locations...



Likely due to increased speeds reached mid-block.





## Some crash types are much more severe than others...

**Pedestrian** = 1% of all crashes; **15%** of severe crashes  
**Bicycle** = 1% of all crashes; **4%** of severe crashes  
**Off Road** = 4% of all crashes; **11%** of severe crashes  
**Rollover** = 1% of all crashes; **3%** of severe crashes  
**Left Turn** = 13% of all crashes; **29%** of severe crashes

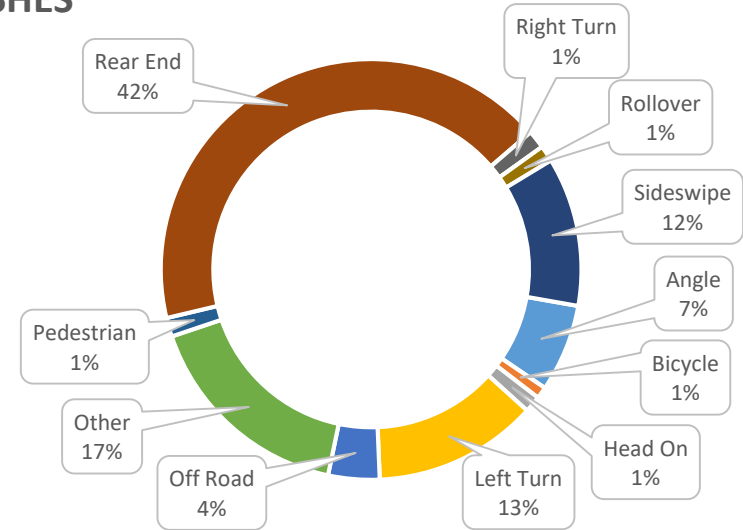
## Conversely...

**Rear End** = 42% of all crashes; **16%** of severe crashes  
**Sideswipe** = 12% of all crashes; **3%** of severe crashes

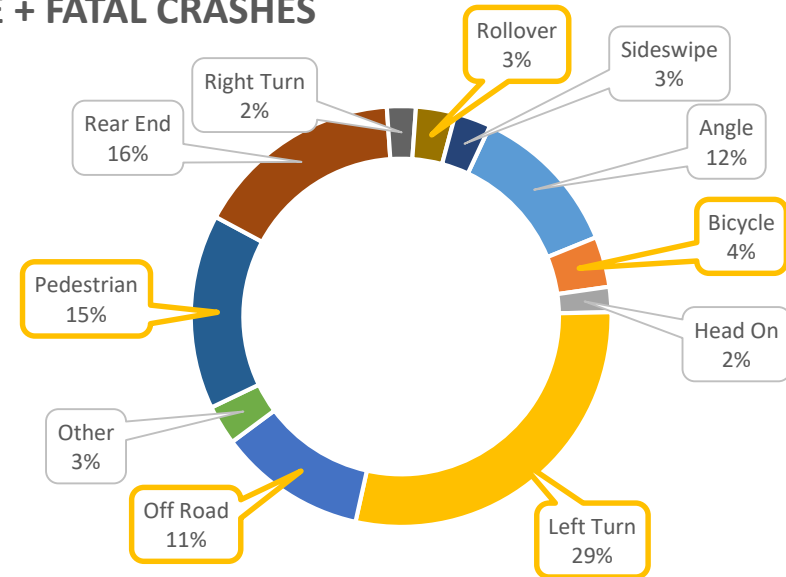
### Notes on “Other” crash type:

- “Other” includes categories “Animal” and “Unknown,” which represent a negligible percentage (<1%) of severe and fatal crashes.
- While the “Other” crash type appears to account for a large portion of “all crashes” (17%), it is reasonable to assume – based on the detailed review of “severe + fatal” crashes – that the number categorized as “Other” is overestimated, and that many better fit other categories (e.g., Angle, Pedestrian, etc.).

ALL CRASHES



SEVERE + FATAL CRASHES



# OVERALL TRENDS WITH MITIGATION POTENTIAL

## OVERALL TRENDS

*Drilling down into each major severe crash type (pedestrian, left turn, etc.), uncovered several overall trends, which span multiple crash types:*

- 1. Permissive Left Turns (at Signalized Intersections)**
- 2. Turns and Through-movements from Minor to Major Streets**
- 3. Red Light Running**
- 4. Pedestrian/Bicycle Crossings at Unmarked and Mid-Block Locations**
- 5. Pedestrian and Bicyclist Crossings Against Signal**

## MITIGATION POTENTIAL

*Preliminary analysis indicates that many severe crashes – captured by one of the overall trends (see left) – could be potentially mitigated by some type of currently known engineering treatment, such as changes to traffic control or street design.*

Following section provides an overview of top severe crash trends with **mitigation potential**.

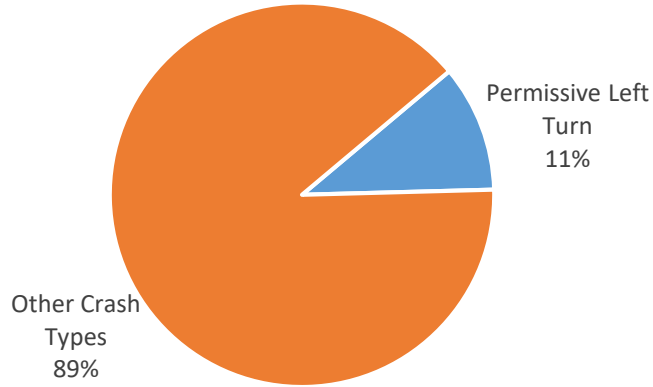
For each trend, the following information is presented:

- Percentage of severe crashes
- Graphic depicting a typical crash
- Impact to Disadvantaged Communities
- High-level mitigation measures

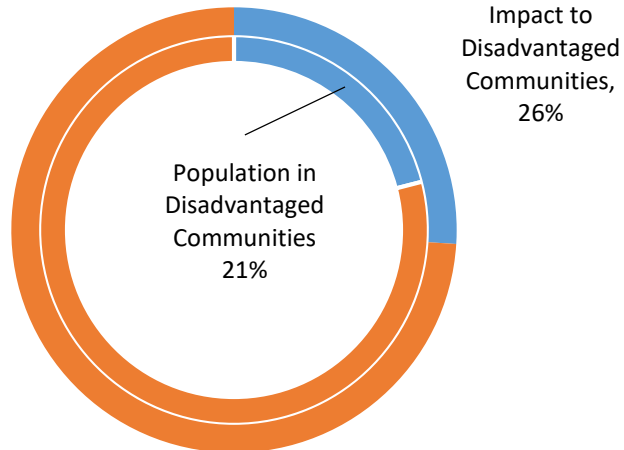
For a deeper investigation of all top severe crash types (Left Turn, Rear End, Pedestrian, Angle, Off Road, Bicycle) please see Appendix.

1. PERMISSIVE LEFT TURNS

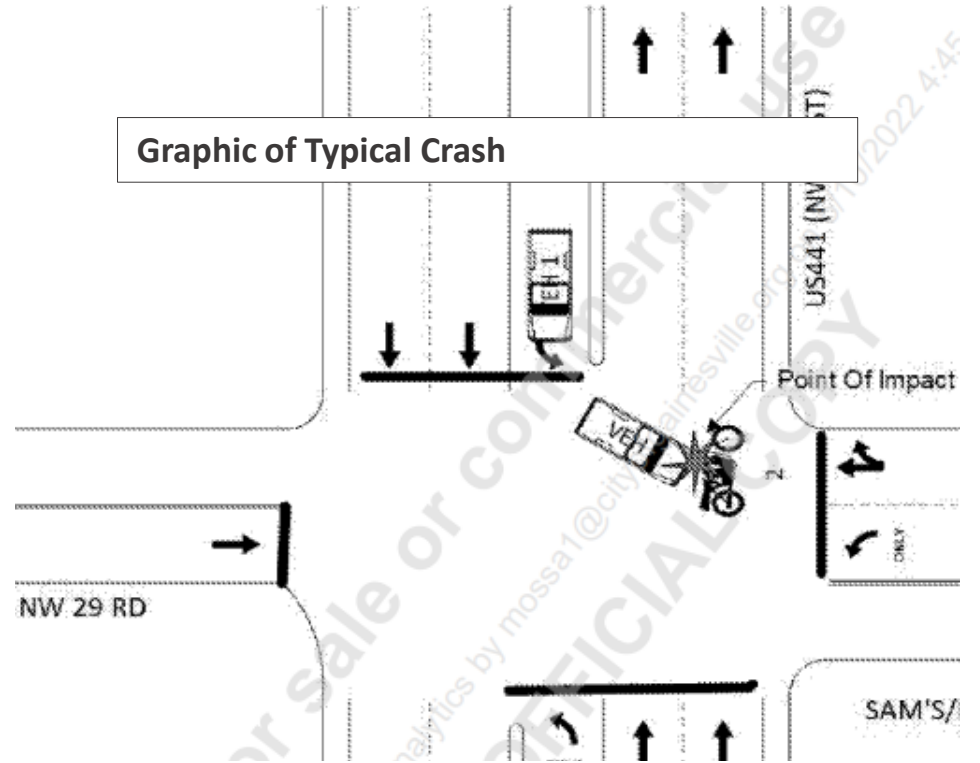
As a Percentage of All Severe + Fatal Crashes



Impact to Disadvantaged Communities



Graphic of Typical Crash



Potential Mitigation Measure(s)

- 1. Protect Left Turns:** Provide separate left turn phase from through vehicle, pedestrian and bicycle traffic
- 2. Leading Pedestrian Interval:** Provide a head start to pedestrians and bicyclists
- 3. Speed Reduction:** Implement design changes and/or enforcement to reduce operating speeds

For more information, see NCHRP 969 "Traffic Signal Control Strategies for Pedestrians and Bicyclists."

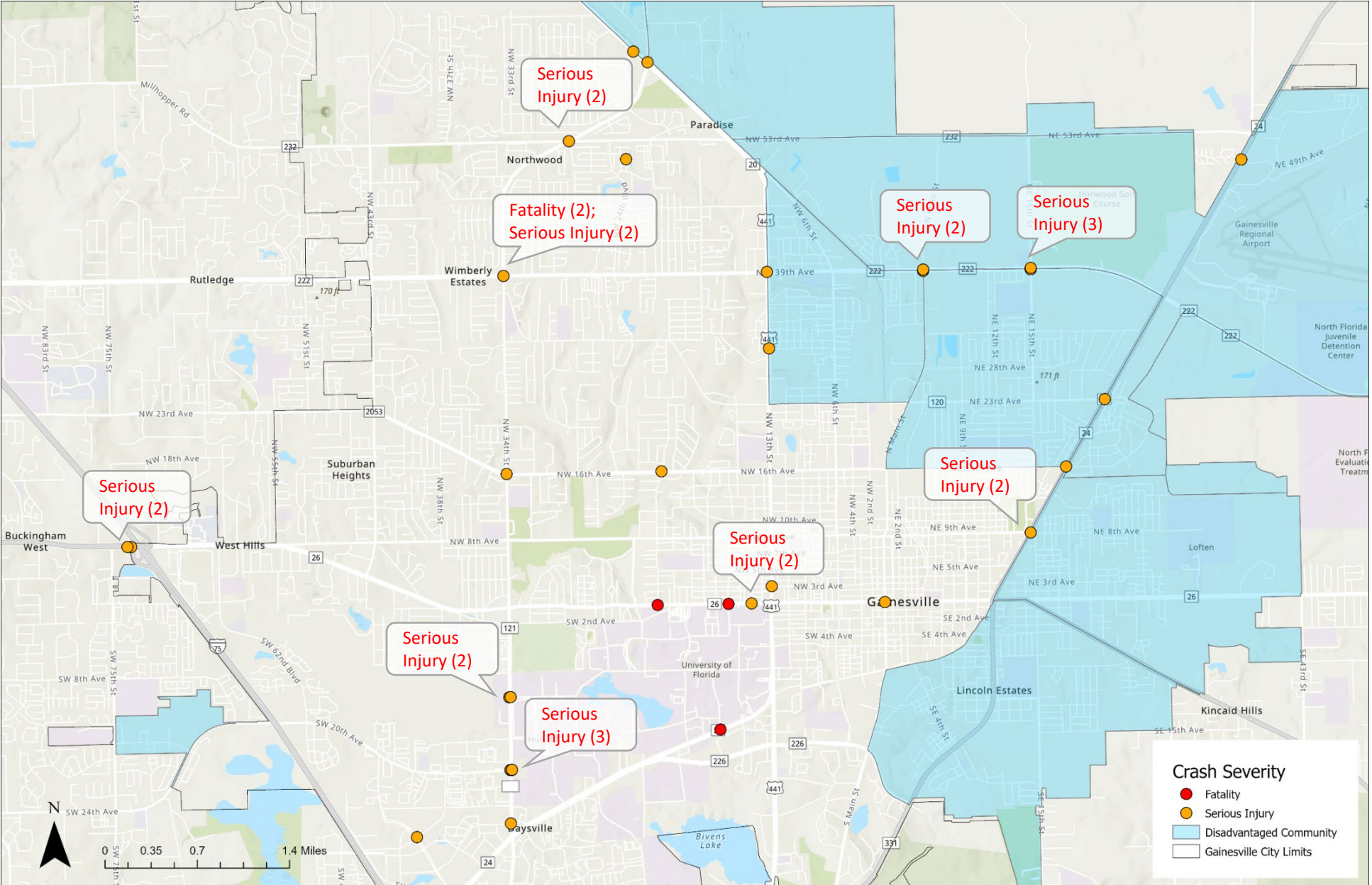
Permissive Left Turns

# 39 Crashes

- 5 Fatalities
- 34 Serious Injuries

Among the severe crash trends observed, **permissive left turns exhibit the strongest spatial trend** with multiple severe and fatal crashes occurring at several locations.

As a first step, this report recommends an evaluation of protected left turn phasing at all locations with multiple severe crashes, and prioritization of those occurring within DACs.

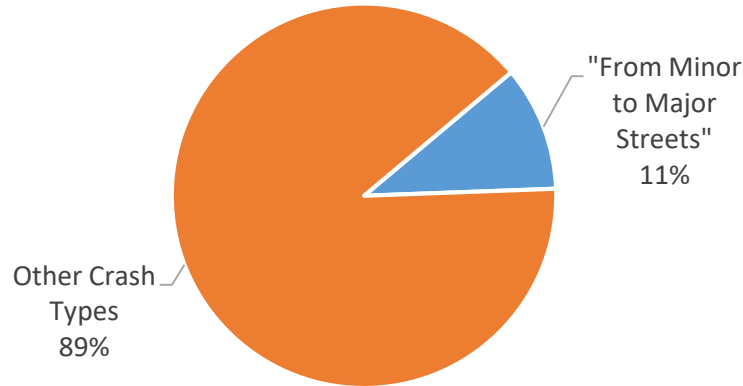


**Crash Severity**

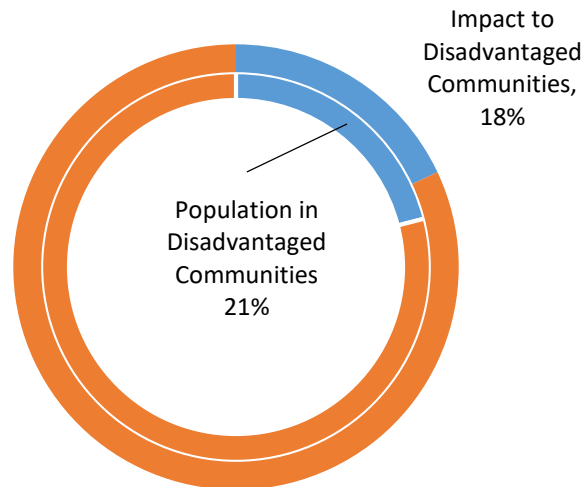
- Fatality
- Serious Injury
- Disadvantaged Community
- Gainesville City Limits

2. TURNS AND THROUGH-MOVEMENTS  
FROM MINOR TO MAJOR STREETS

As a Percentage of All Severe + Fatal Crashes

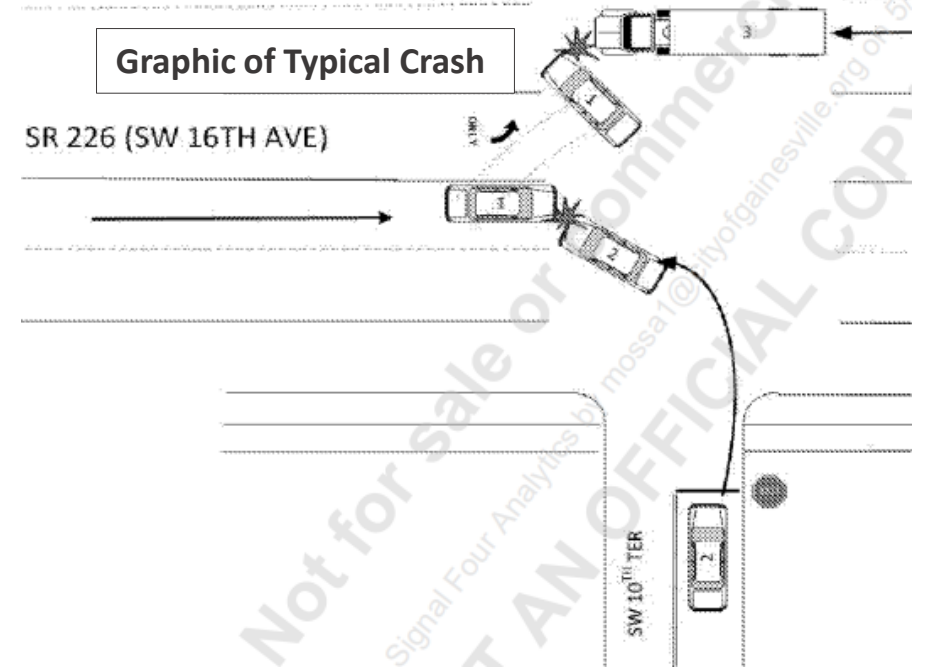


Impact to Disadvantaged Communities



Graphic of Typical Crash

SR 226 (SW 16TH AVE)



Potential Mitigation Measure(s)

1. **Median Barrier:** Provide hardscape barrier to prohibit left turn and through-movements; option to create median refuge for pedestrians and bicyclists
2. **Signalize Intersection:** Provide a full traffic signal, if warranted by crash trends and/or traffic volumes
3. **Speed Reduction:** Implement design changes and/or enforcement to reduce operating speeds, especially on major streets



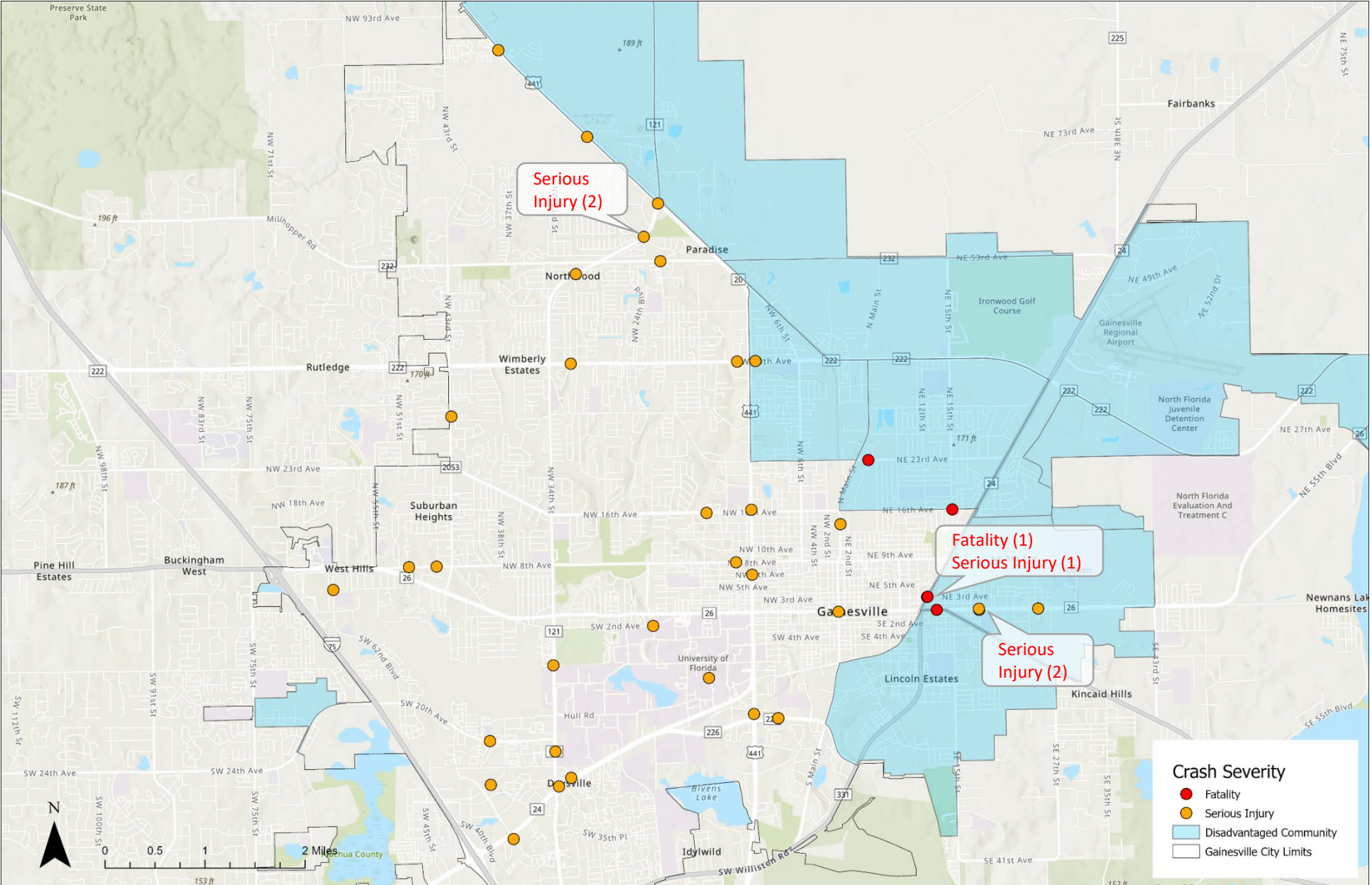
Turns and Through-movements from Minor to Major Streets:

39 Crashes

- 4 Fatalities
- 35 Serious Injuries

“From Minor to Major Streets” crashes exhibit a spatial trend with multiple severe and fatal crashes occurring at a few intersections and along several major corridors. Additionally, three of four fatal crashes are located fully or partially within DACs.

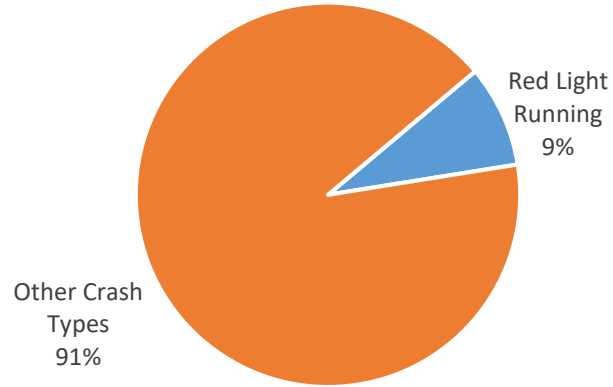
This report recommends an evaluation of medians or signals at all locations with multiple severe/fatal crashes, prioritizing those occurring within DACs, and speed management efforts along other problem segments.\*



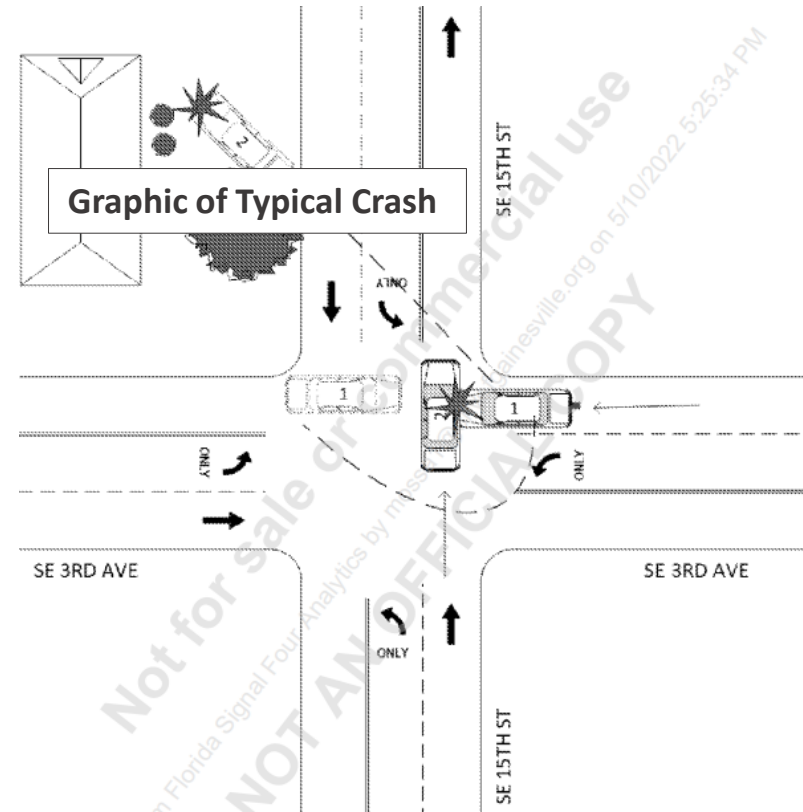
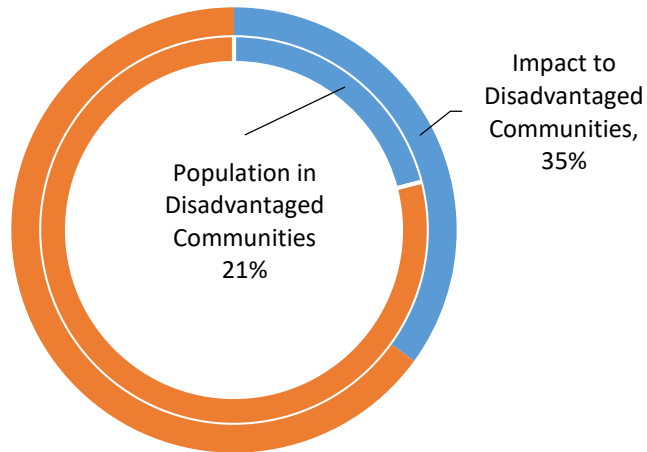
\*Note: City staff are presently engaged in relevant efforts on University Ave, 13<sup>th</sup> St and the intersection of Waldo Rd + NE 3<sup>rd</sup> Ave.

3. RED LIGHT RUNNING

As a Percentage of All Severe + Fatal Crashes



Impact to Disadvantaged Communities



Potential Mitigation Measure(s)

- 1. Enforcement:** Officer or automated (per FS 316.0083(1)(a)) enforcement at problem intersections and corridors
- 2. Signal Phasing Adjustments, Depending on Context:**
  - Adjust Yellow Change Interval
  - Provide or Adjust *All-Red Clearance Interval*
  - Adjust Signal Cycle Length (i.e., balanced signal timing with shorter cycles)
  - Provide *Dilemma Zone Protection* (i.e., dynamically extend green lights using vehicle detection)

References:

FHWA’s *Engineering Countermeasures to Reduce Red-Light Running*  
 NACTO’s *Urban Street Design Guide, Signal Cycle Lengths*



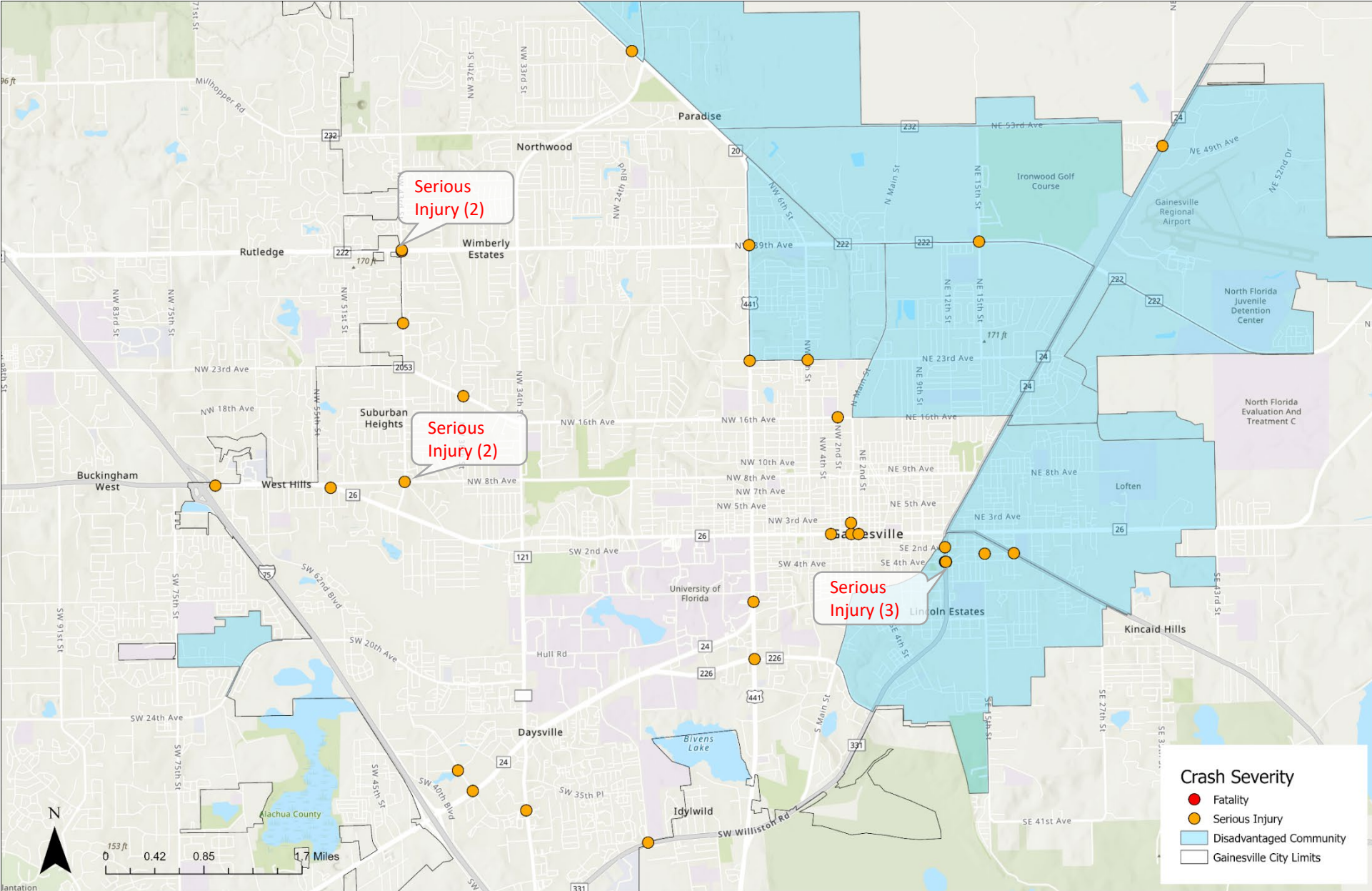
Red Light Running:

# 31 Crashes

- 0 Fatalities
- 28 Serious Injuries

Severe Red Light Running crashes are concentrated on Williston Rd, University Ave, 13<sup>th</sup> St, and at the periphery of the City. Multiple crashes occurred at the following two locations: SE Williston Rd & SE 4<sup>th</sup> Ave, NW 8<sup>th</sup> Ave & NW 43<sup>rd</sup> St and NW 39<sup>th</sup> Ave & NW 43<sup>rd</sup> St. A disproportionate share are located fully or partially within DACs.

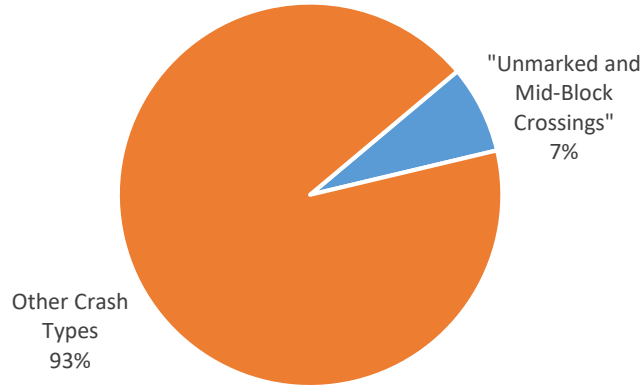
This report recommends increased – Officer or automated\* – enforcement efforts at the locations with multiple crashes and on problem corridors, prioritizing DACs.



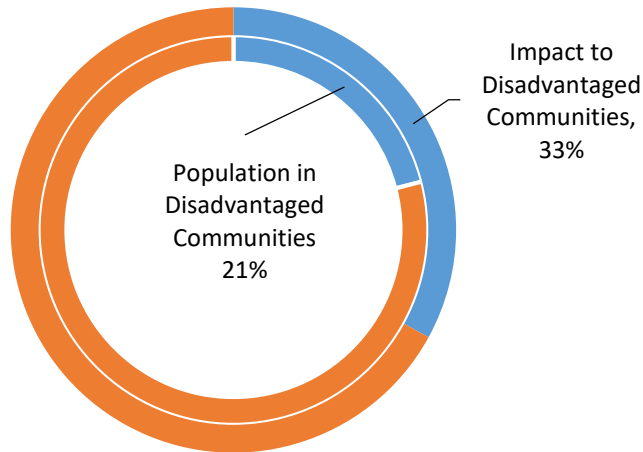
\*Note: Fines collected as a part of a Red Light Running Program could be directly applied to Vision Zero safety improvements, as is done by other FL Vision Zero cities.

4. PEDESTRIAN AND BICYCLE CROSSINGS AT UNMARKED AND MID—BLOCK LOCATIONS

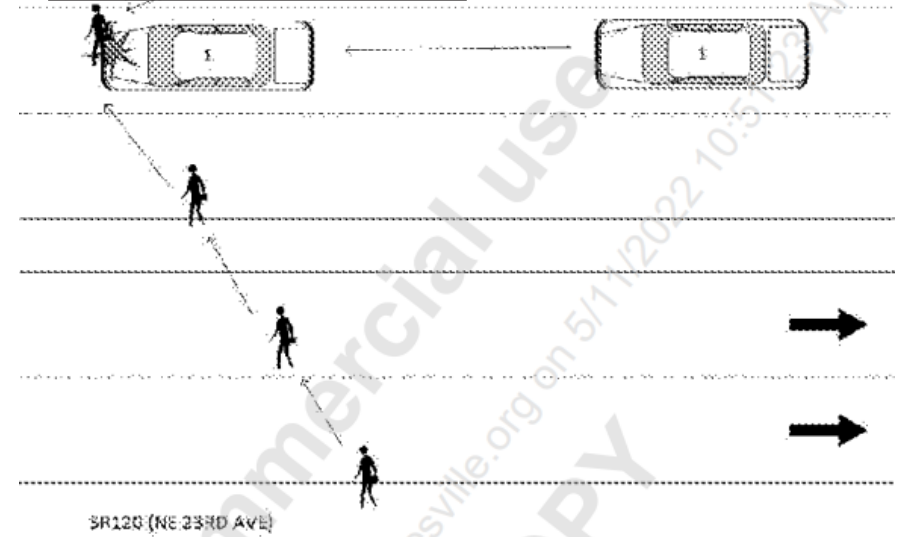
As a Percentage of All Severe + Fatal Crashes



Impact to Disadvantaged Communities



Graphic of Typical Crash



Potential Mitigation Measure(s)

1. **New Ped/Bike Crossings:** Provide new crossing infrastructure, including median refuges and context-appropriate signalization, at unmarked and mid-block locations
2. **Signalize Intersection:** Provide a full traffic signal, if warranted by crash trends and/or traffic volumes
3. **Speed Reduction:** Implement design changes and/or enforcement to reduce operating speeds, especially on major streets



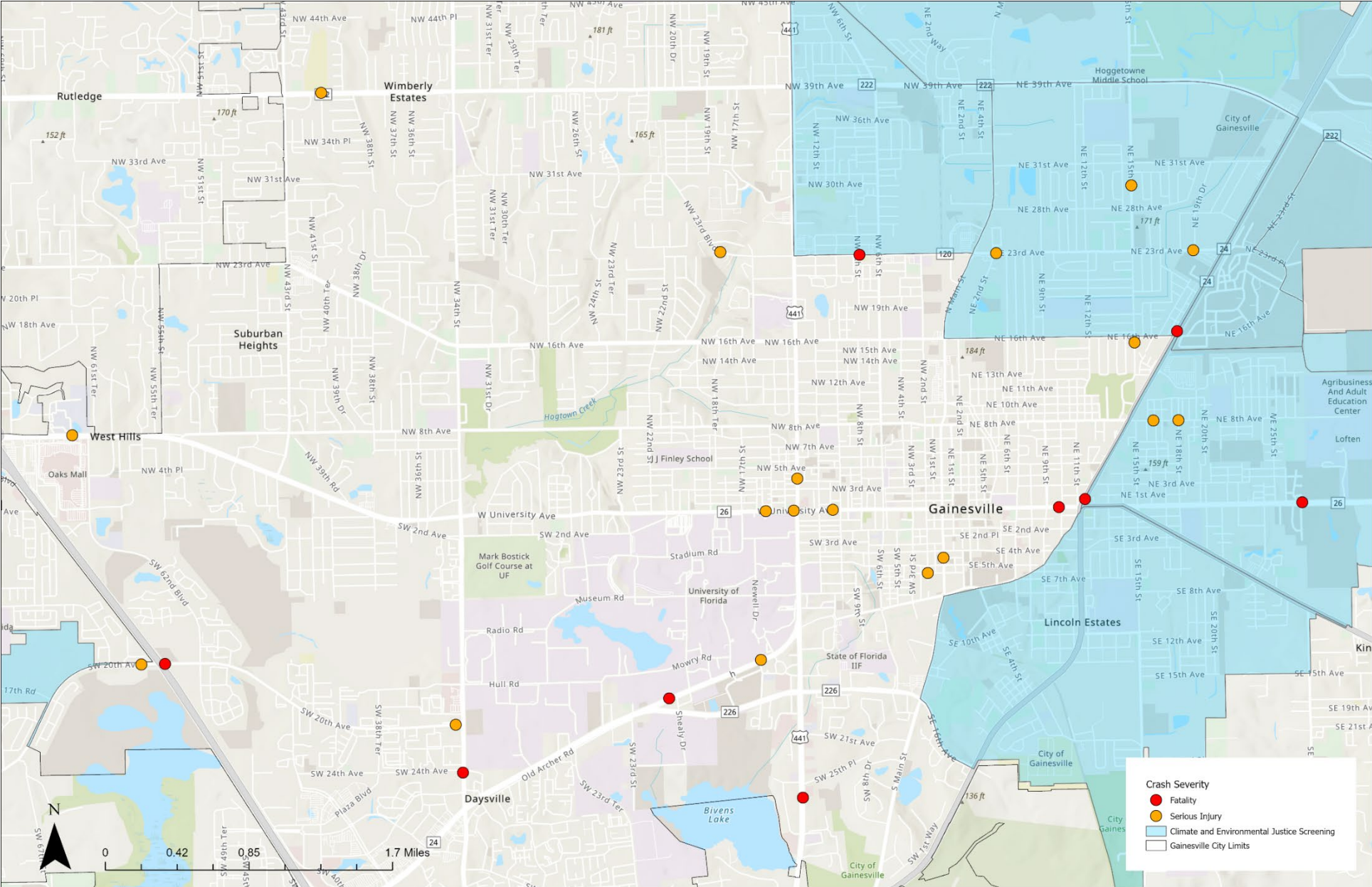
**Pedestrian and Bicycle Crossings at Unmarked and Mid-Block Locations:**

**27 Crashes**

- 9 Fatalities
- 18 Serious Injuries

“Unmarked and Mid-block Crossings” crashes occur around UF, downtown and east Gainesville with a disproportionate share located fully or partially within DACs.

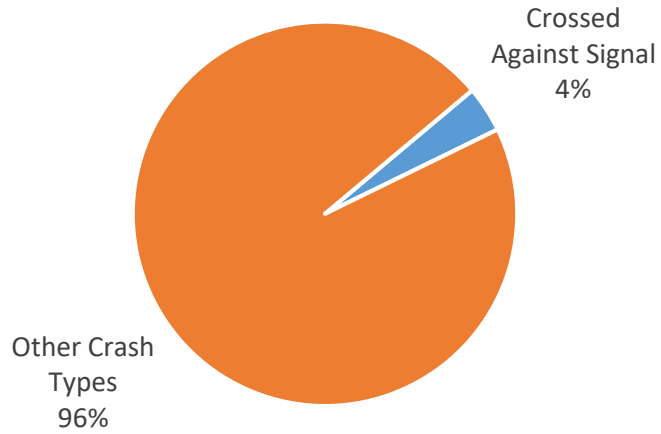
This report recommends an evaluation new ped/bike crossings or signals based on existing crash and count data, as well as speed management efforts along problem corridors.\* This report recommends prioritizing investments in DACs.



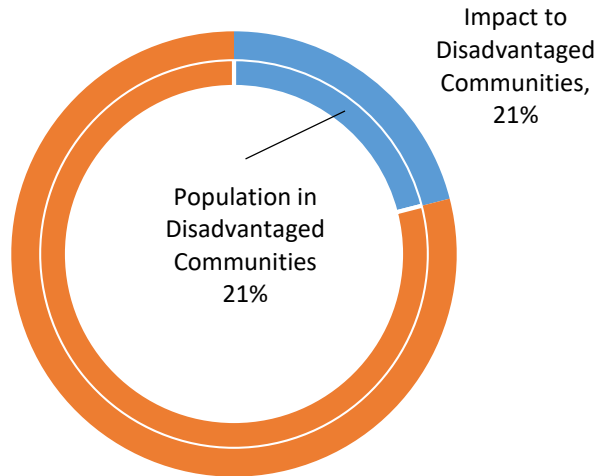
\*Note: City staff are presently engaged in relevant efforts on University Ave and 13th St.

5. PEDESTRIAN OR BICYCLIST CROSSED AGAINST SIGNAL

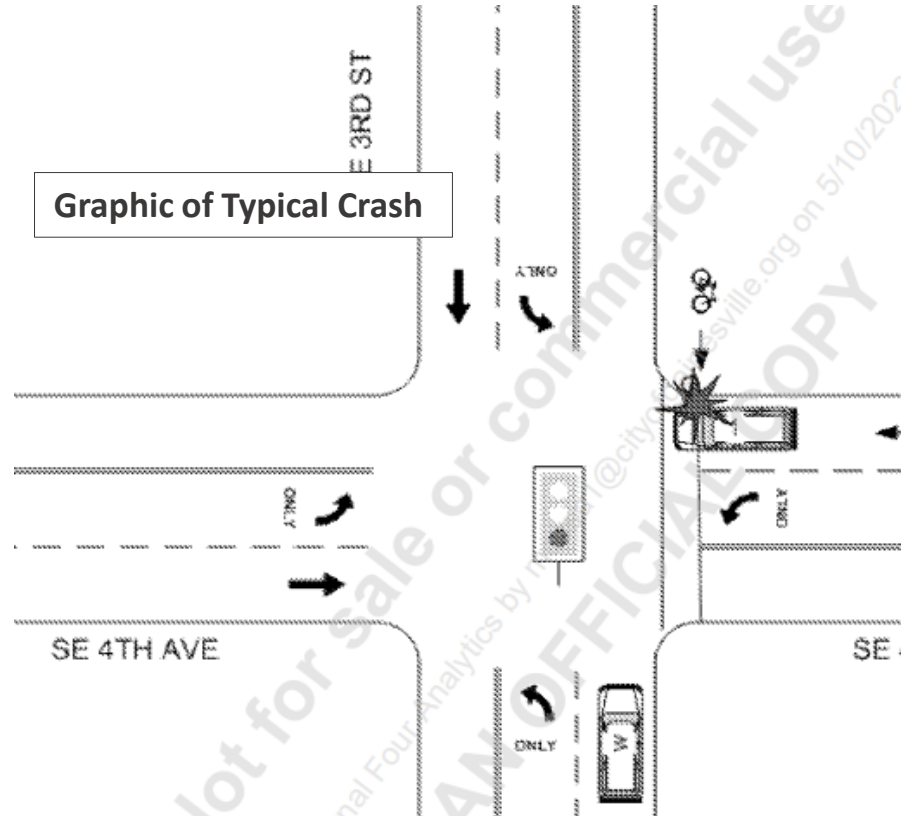
As a Percentage of All Severe + Fatal Crashes



Impact to Disadvantaged Communities



Graphic of Typical Crash



Potential Mitigation Measure(s)

1. **Pedestrian/Bicycle-Friendly Signal Timing**
  1. More balanced signal timing to reduce red light running (increase compliance) from minor streets
  2. Maximize “walk” times
  3. Allow for re-service of walk phase
  
2. **Pedestrian/Bicycle Detection:** Provide reliable and convenient detection at all signalized intersections; At priority locations, automatically detect peds/bikes

For more information, see NCHRP 969 “Traffic Signal Control Strategies for Pedestrians and Bicyclists.”



**Pedestrian or Bicyclist  
Crossed Against Signal:**

**14 Crashes**

- 4 Fatalities
- 10 Serious Injuries

“Crossed Against Signal” crashes are found on SW Williston Rd, SW Archer Rd, University Ave, 13<sup>th</sup> St, and NE Waldo Rd. Multiple crashes occurred at the following three locations: SW Williston Rd & SW 34<sup>th</sup> St, SE 4<sup>th</sup> Ave & SE 3<sup>rd</sup> St, and Waldo Rd & NE 39<sup>th</sup> Ave. A disproportionate share of fatal crashes are located within DACs.

This report recommends more pedestrian/bicycle friendly signal timing at the locations with multiple crashes and on problem corridors, prioritizing DACs. At Waldo Rd & NE 39<sup>th</sup> Ave, in particular, data-informed treatments (e.g., speed management, enhanced lighting) should be considered.

