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NW 13th Street

W University Avenue to NW 5th Avenue

Transportation Alternatives Grant Application

Aerial Location Map

HIGH-RISK NETWORK

The High-Risk Network (HRN) consists of **17% of the total miles of roads within city limits** (Figure 17) with the **highest risk of traffic fatalities and serious injuries**. The HRN was identified based on the fatal and severe crash concentration, the overall number of injury crashes, traffic volumes, infrastructure features (i.e., sharp curves, intersections), and equity metrics such as crash concentration within historically disadvantaged communities and vulnerable road users' presence and needs. During the study period **75% of all crashes occurred within the HRN, representing 80% of all fatal and severe injury crashes**. This increases to 92% when considering crashes at the approach of intersecting roads. The HRN will serve as the focus of the Vision Zero strategies outlined in this Action Plan and will be the basis for the next steps.

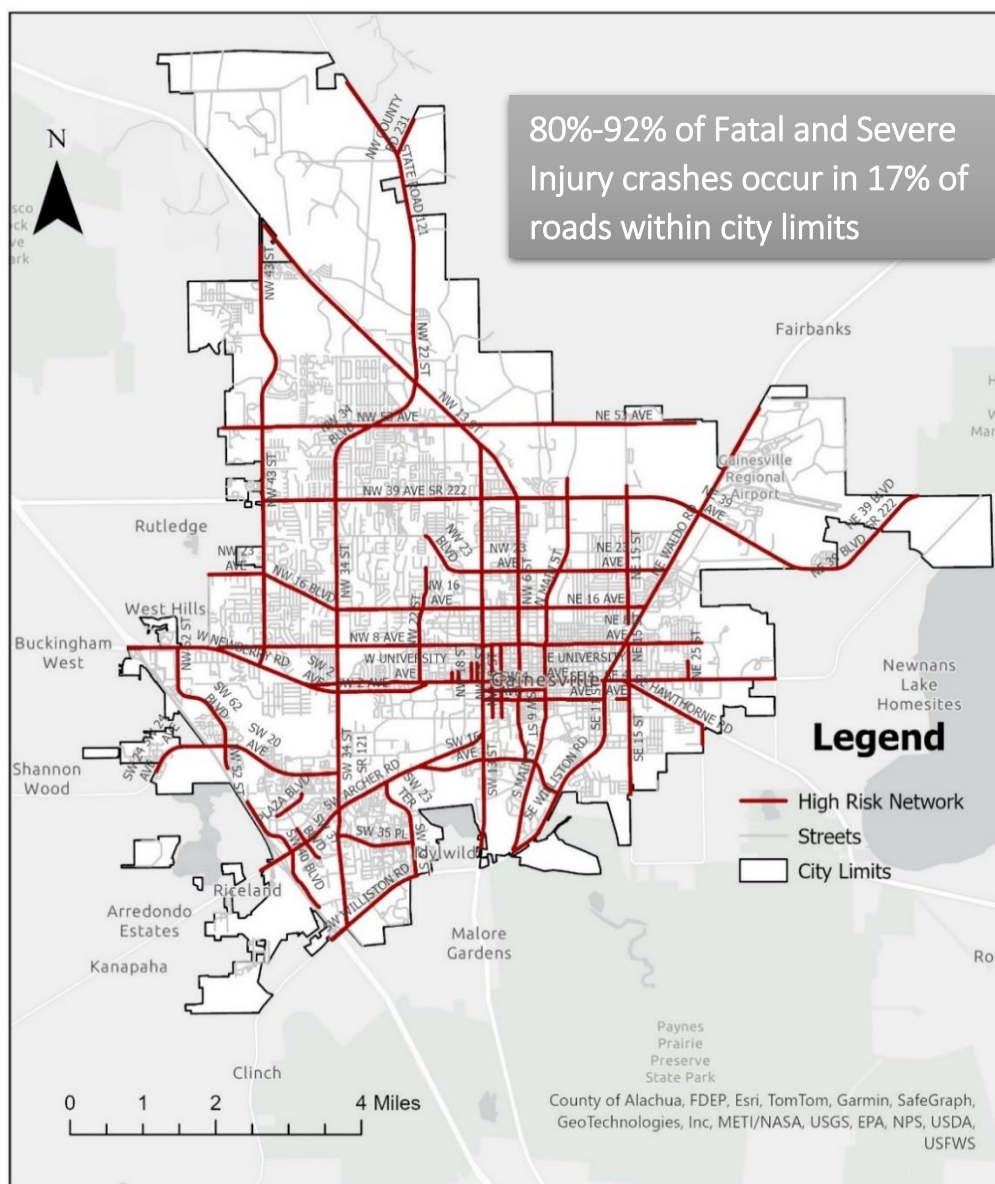


Figure 17: High-Risk Network

HRN PRIORITY AREAS

Segments in the HRN were ranked based on the following criteria. This will help guide future studies to define specific countermeasures tailored to each location. Locations highlighted denote work that has been done or is in progress to enhance safety.

- High priority: Improvement needs within the HRN with a high number of crashes and/or a high ratio of crashes/traffic volume (Tier 1 and Tier 2);
- Medium priority: Improvement needs within the HRN with fewer crashes or where the ratio crashes/traffic volume is lower (Tier 3);
- Lower priority: Improvement needs outside of the HRN.

High-priority corridors in Tier 1 are listed below and depicted in Figure 41:

- **SW 20th Ave**
- SR121/SW 34th St
- **SR24/Archer Rd**
- SR26/Newberry Rd
- **SR26/W University Ave**
- **US441/W 13th St**
- **SR331/SW Williston Rd**
- SR222/NW 39th Ave
- N Main St
- NW 16th Ave
- NW 53rd Ave

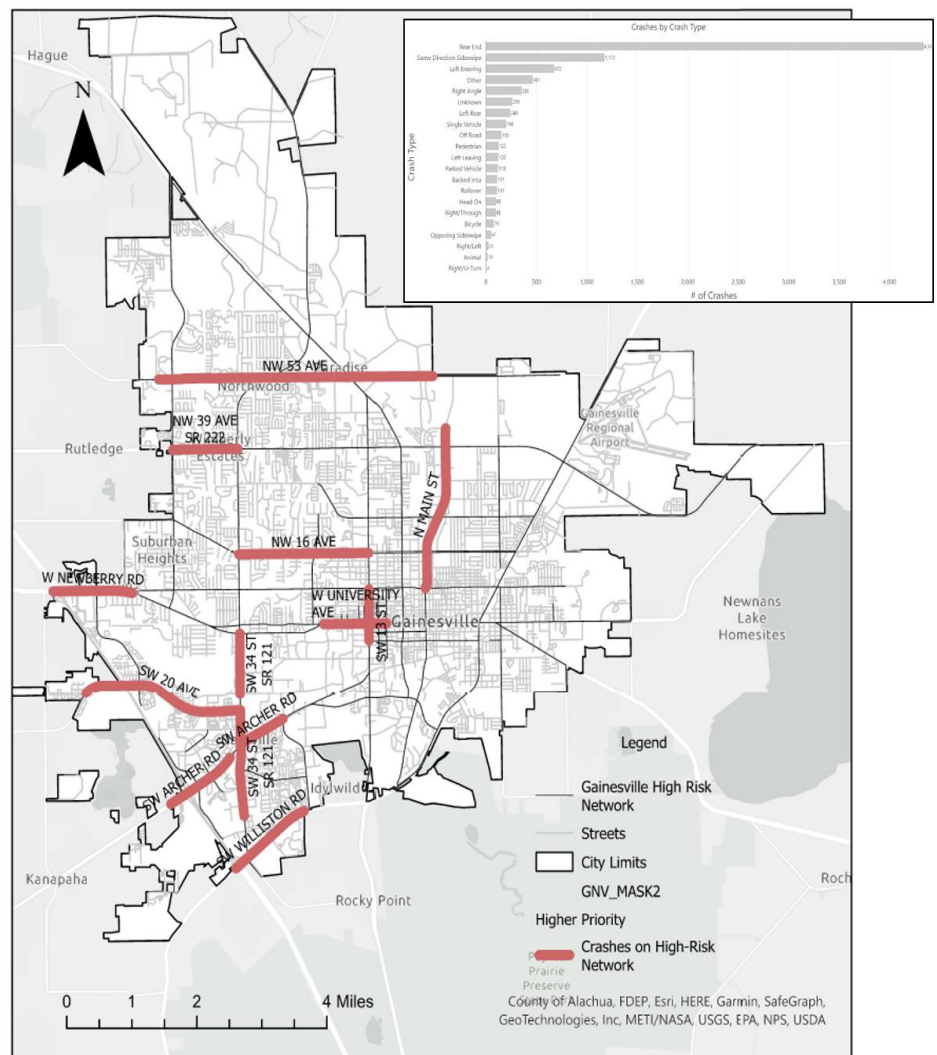


Figure 41: Gainesville Tier 1 Priority

Supporting Goals, Objectives, and Policies from the City of Gainesville Comprehensive Plan

GOAL 2

DEVELOP AND MAINTAIN A SAFE, CONVENIENT, AND ENERGY EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED THAT PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

GOAL 4

PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCTIVE TO BICYCLING.

Objective 4.1 Strive to increase the number of bicycle trips within city limits.

Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the City.

GOAL 5

DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

Objective 5.1 Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

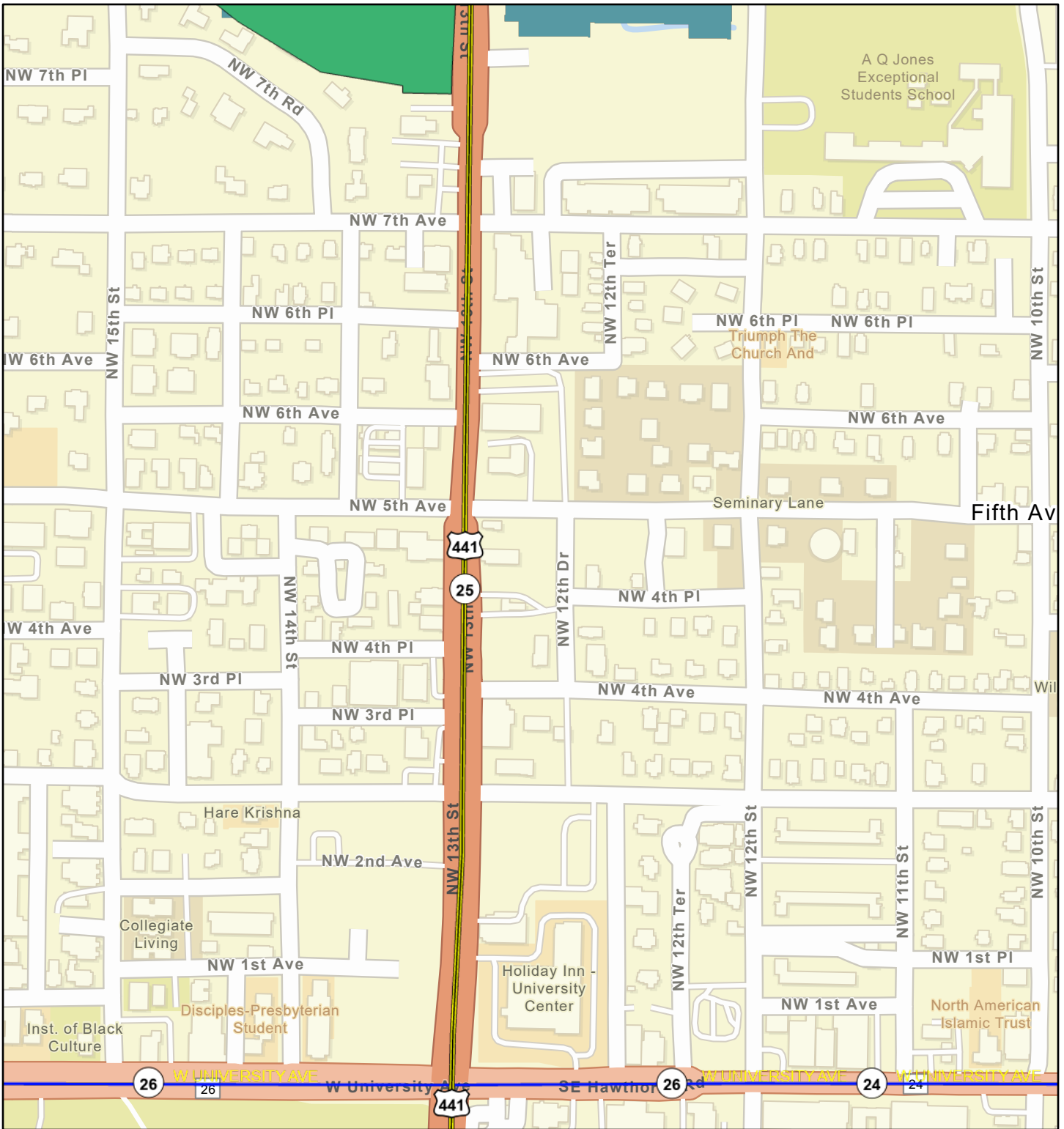
GOAL 6

PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES.

Objective 6.1 Apply “Complete Streets” and “Context Sensitive Streets” design principles to create a safe, balanced, livable transportation system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.

Policy 6.1.1 The City shall use context-appropriate design features to create a more livable transportation system throughout the City that is rich in transportation choice.

NW 13th St (Univ Ave to NW 5th Ave)



December 8, 2025

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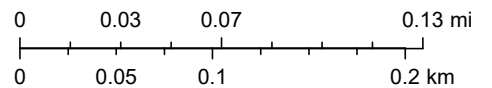
WMD Wetlands

Wetland Hardwood Forests

DFIRM (SFHA) 100 Year Flood Zones

0

- A
- Local Roads
- State Roads
- US Highways



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

A. Transportation System Priorities

Table 1
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2026-27 to 2030-31

Number	Local Funds Available	Funding Source	Project	Location	Description
1			Newberry Road [SR 26]	FM: NW 43 Street TO: NW 38 Terrace	Install Offstreet Bicycle/Pedestrian facilities per modified design
2			Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
3	YES	TAP	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
4			University Avenue [SR 26]	FM: W 34 Street [SR 121] TO: NW 22 Street	2-Lane Divided with Center Turnlanes with Pedestrian Crossing [Raised Medians Study]
				FM: NW 22 Street TO: NE 31 Street	Upgrade Streetlighting; Widen Sidewalks; Add Protected Bikelanes; Additional Landscaping and Raised Medians; Narrow General Purpose Lanes
5			W 13 Street [U.S. HWY 441]	FM: SW 9 Avenue TO: NW 5 Avenue	More Areas with Medians; Widen Medians Narrower Vehicle Lanes
6	YES		NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
7		SS SR25 SUNTrail TAP	Waldo Road [SR 24]- Williston Road [SR 331]-	AT: NE 3 Avenue	Intersection Modifications
				FM: University Avenue [SR 26] TO: NE 39 Avenue [SR 222] FM: SE 4 Street TO: University Avenue [SR 26]	Provide Bicycle and Pedestrian Safety Enhancements
8	YES		SW 47th Avenue Extension	FM: SW 34 Street TO: Williston Road/SW 27 Street	Extend 2-Lane Facility
9			Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings and evaluation of Existing Traffic Signals for Pedestrian Safety

West 13th Street Concept Plans – University Ave to NW 5th Ave

