

Project Update:

Alachua Countywide Bicycle & Pedestrian Master Plan

Agenda



Project Background



Network & Project Development



Project Prioritization



Cost Estimation



Next Steps

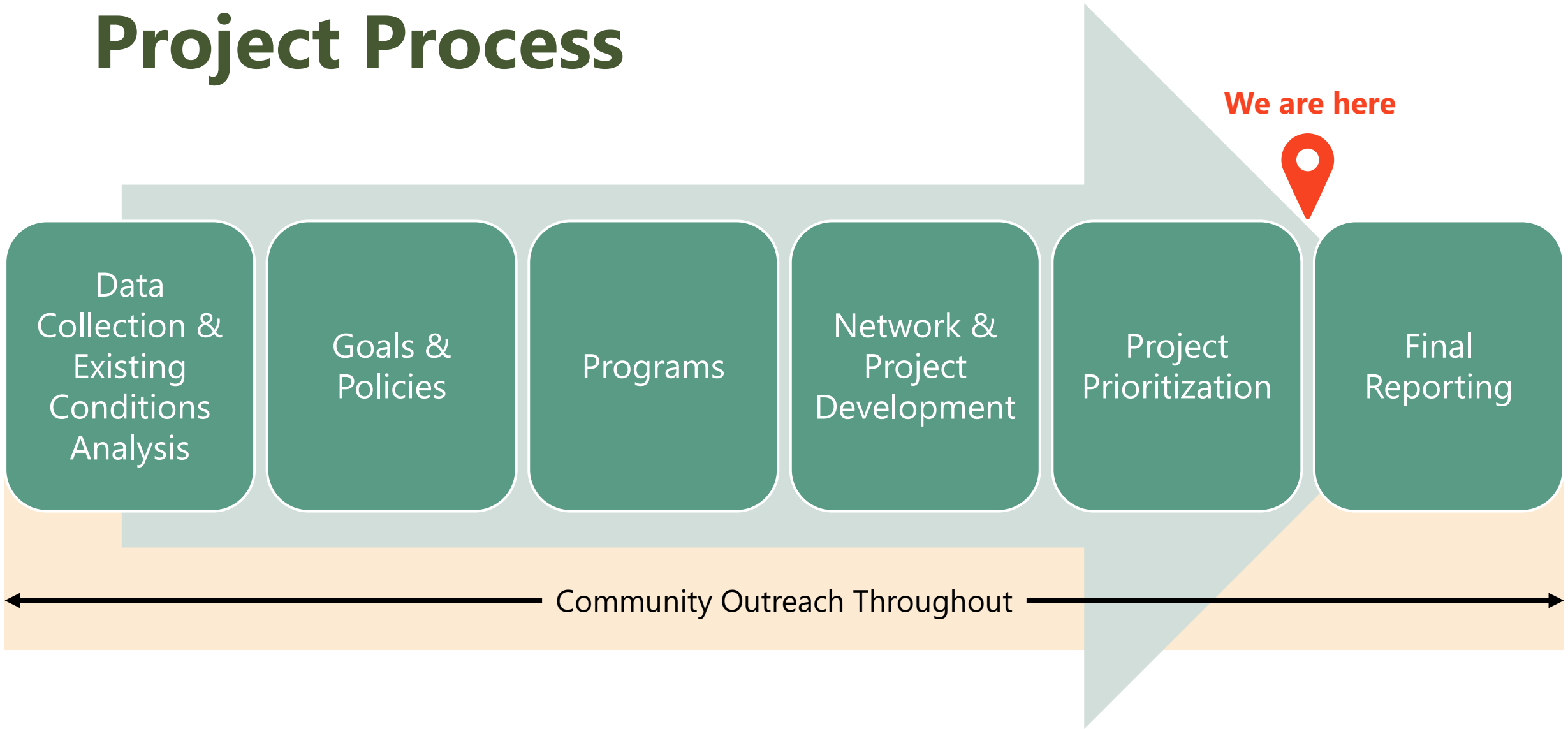
Project Background

Project Purpose

Make **walking and biking attractive transportation choices** for residents and visitors of **all ages and abilities**.

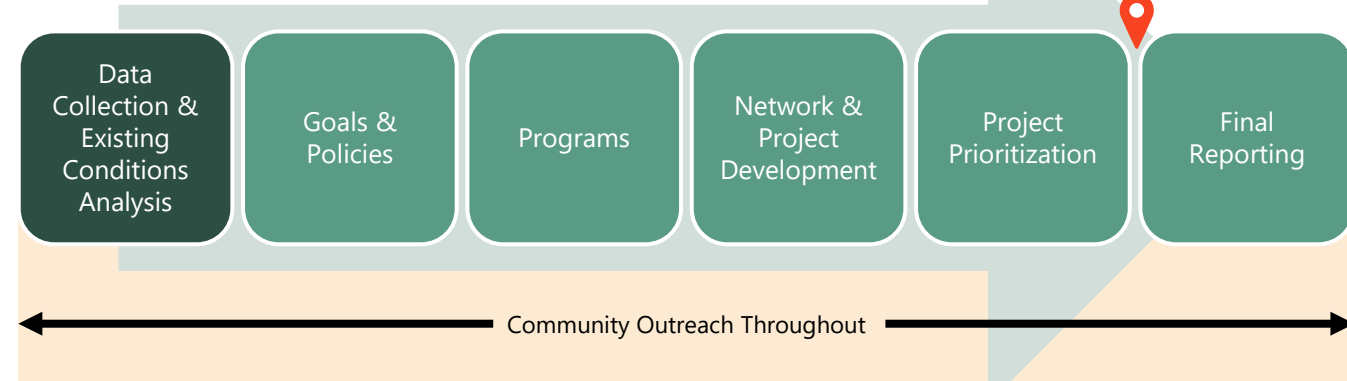
Recommend **the creation of goals, policies, programs, and projects** that will make **walking and biking safer, more comfortable, and more convenient**.

Project Process



Project Process

Existing Conditions



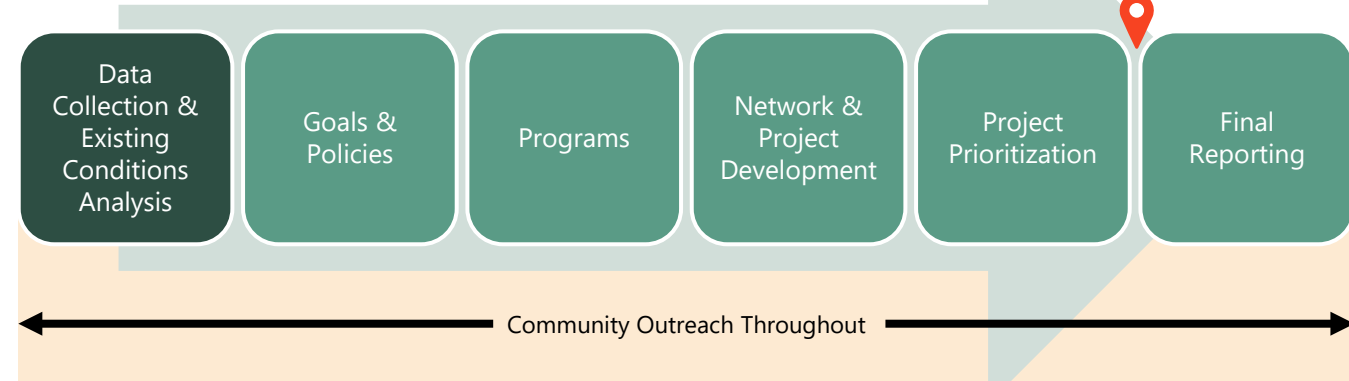
- **Develop an existing roadway network and intersection inventory** compiling the following data types:

- Demographic/equity
- Land use
- Safety
- Planned projects
- Roadway characteristics
- Bicycle and pedestrian facilities

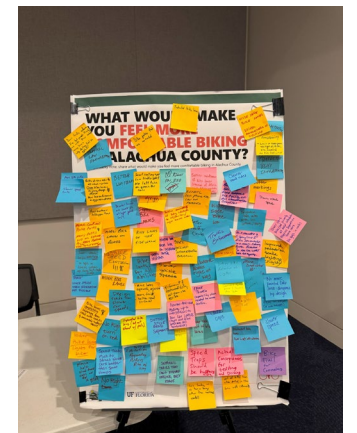


Project Process

Community Outreach Touchpoint #1

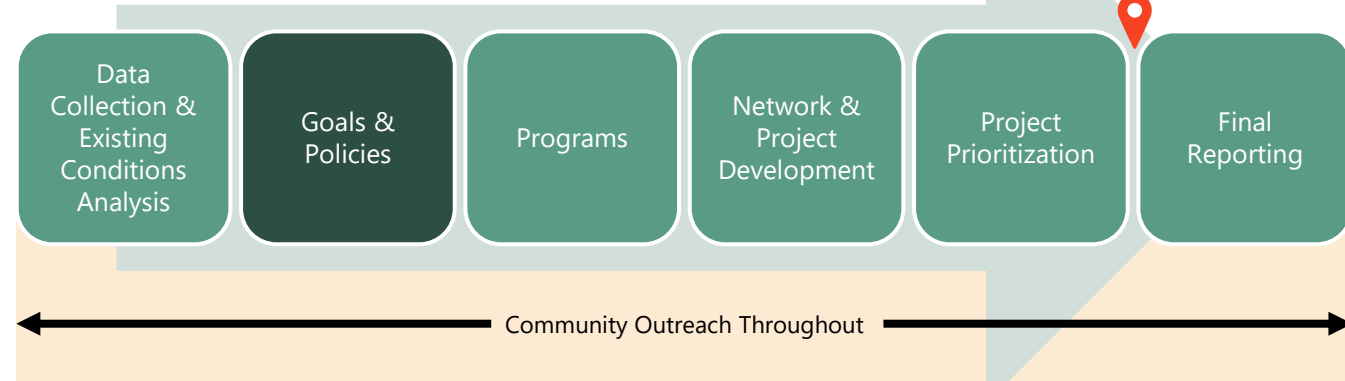


- Engaged with the public to **identify challenges and opportunities for bicycling and walking through**
 - Online survey
 - Online mapping tool
 - In-person public workshop
 - Parallel pop up events



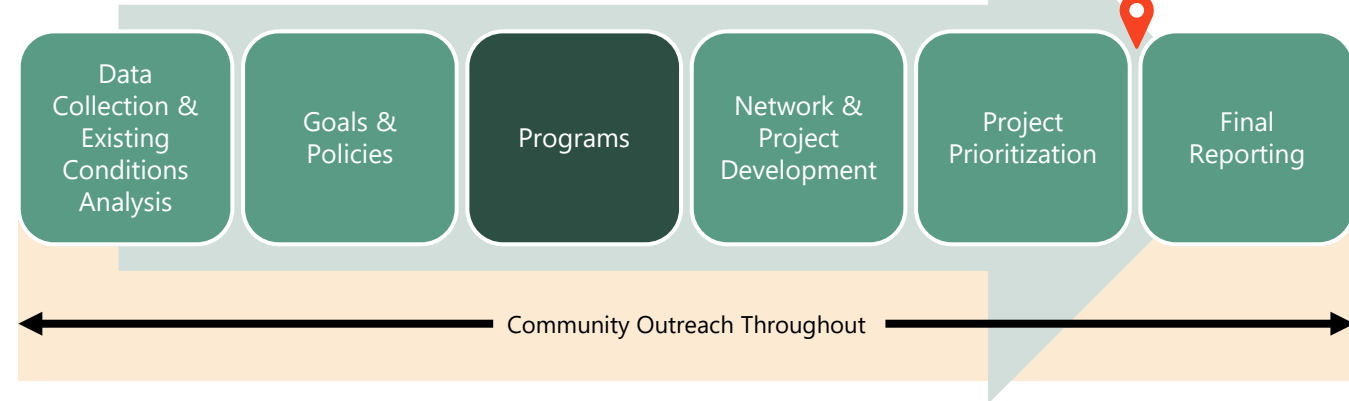
Project Process

Goals & Policies



- **Review of existing goals & policies** related to increasing bicycle and pedestrian mode share and safety.
- **Recommendation for new goals & policies** for Alachua County to adopt.
- **Project “Working Group” provided feedback on these goals & policies:** *Safety, Connectivity, Health, Increased Multimodal Trips, Equity, Implementation*

Project Process Programs



- **Identify potential programs** that have the potential to increase bicycle and pedestrian mode share and safety **through the six E's**
 - Education
 - Encouragement
 - Engineering
 - Enforcement
 - Evaluation
 - Equity
- **Recommendation for new programs** for Alachua County to adopt.

Network & Project Development

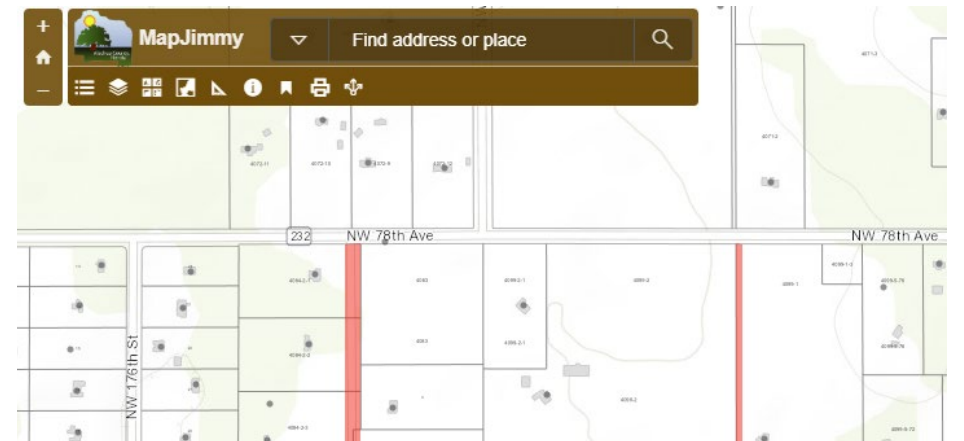
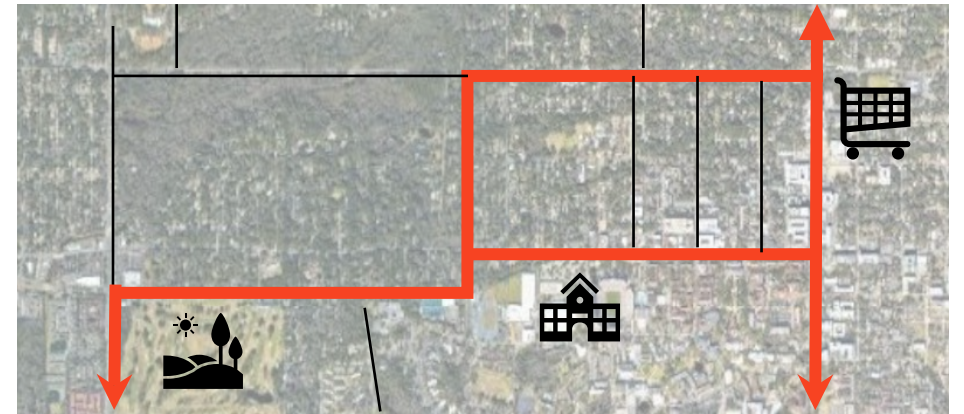
Network Development Principles

- The network consists of state, county, and local roads within Alachua County, placing emphasis on certain **key principles**:
 - *Connectivity*
 - *Route Directness*
 - *Route Density*
 - *Impacts to Private Property*
 - *Planning for User Comfort*
 - *Community Input*
- This network will serve as a **regional tool to help improve walking/biking** throughout the County

Building the Network

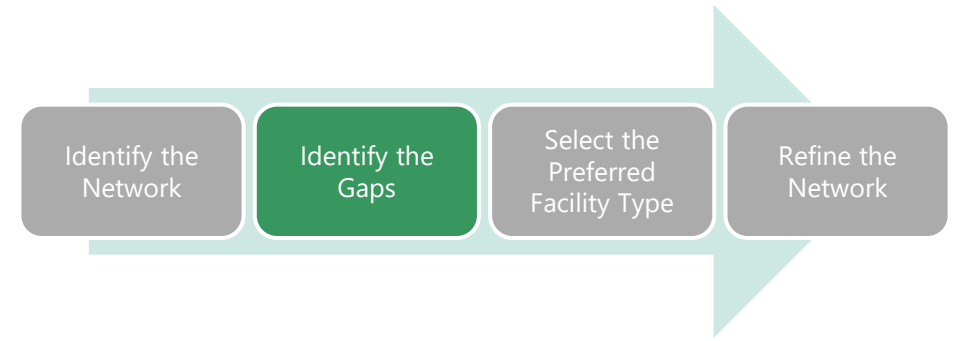
Identify the Network

- Enhance connections to key destinations
- Provide a dense network: 1/4 - 1/2 mile grid in City of Gainesville and Urban Cluster
- Utilize Existing and Planned Routes
- Plan for new development



Building the Network

Identify the Gaps



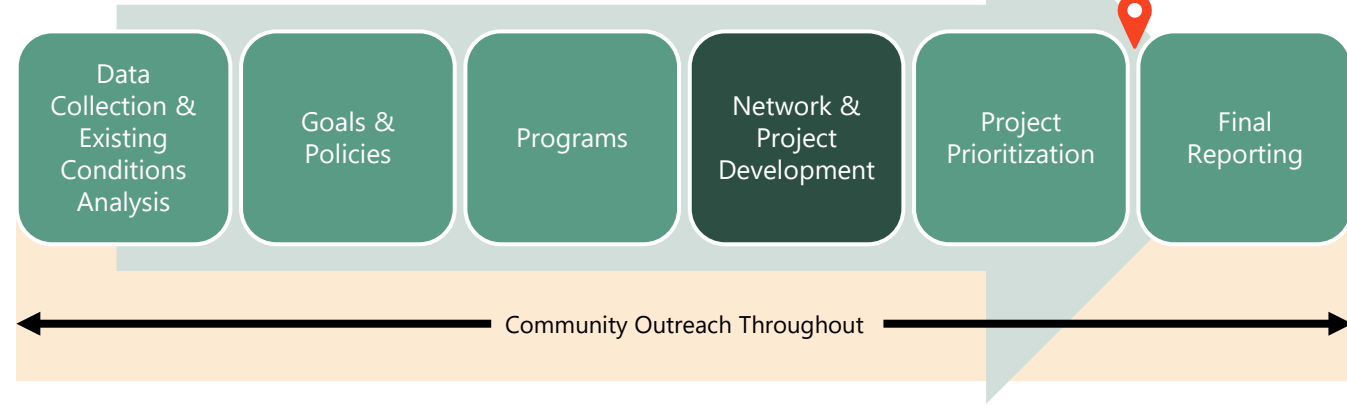
- Assess existing facilities and fill gaps
- A gap was defined as either no facility or a need to improve an existing facility



Source: Kittelson

Project Process

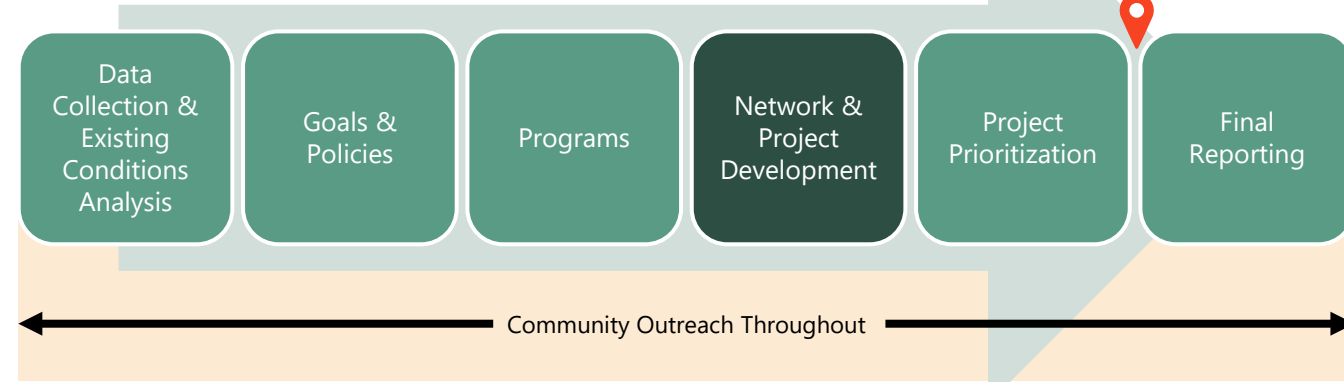
Community Outreach Touchpoint #2



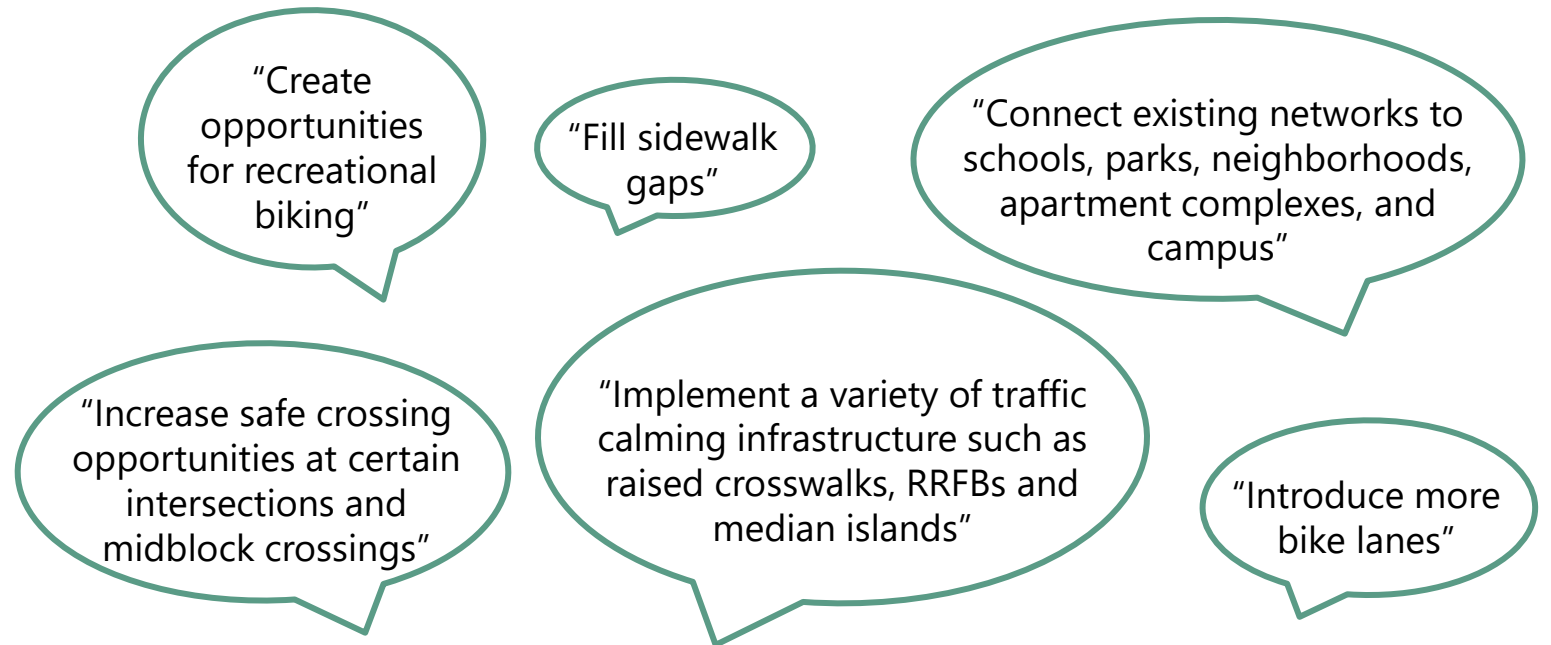
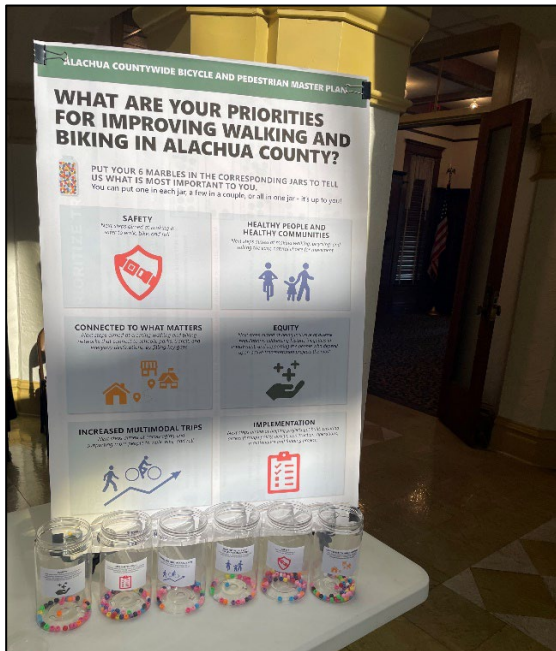
- Develop a **priority bicycle and pedestrian network** to provide connected facilities to key destinations.
- Identify **development contexts**.
- Develop a **list of projects**.

Project Process

Community Outreach Touchpoint #2



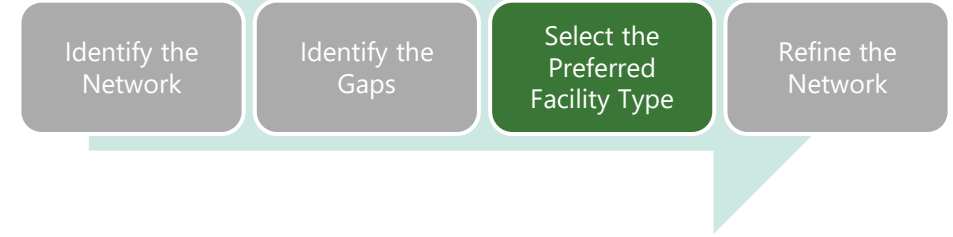
- Most Alachua County residents ranked **Safety** and **Connectivity** among their highest priorities



Building the Network

Select Preferred Facility Type

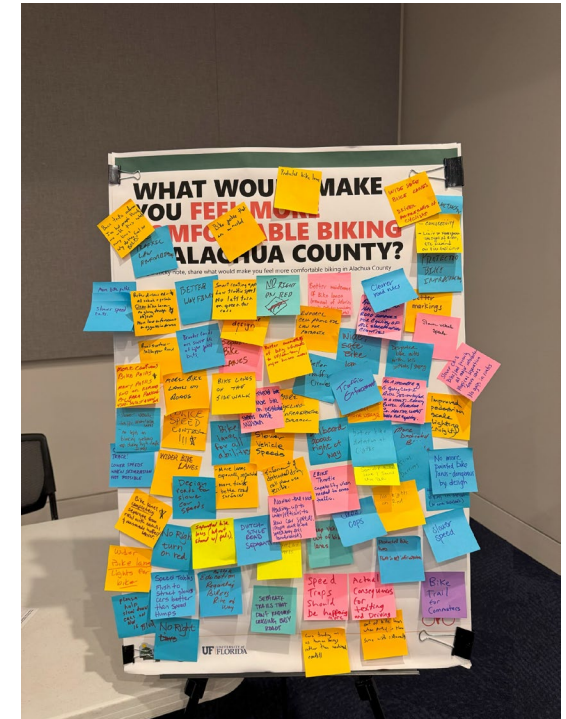
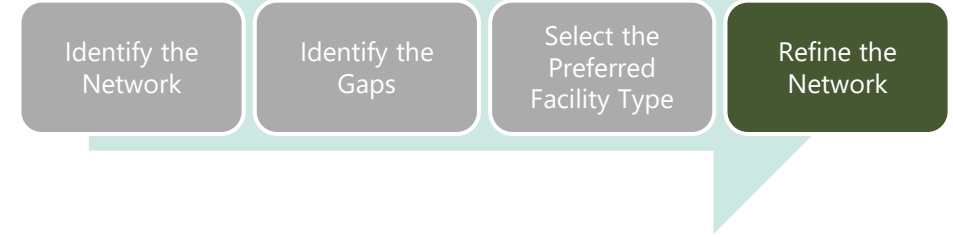
- Integrate County Land Development Code, City Mobility Plan, and UF Plans to identify facility types



Building the Network

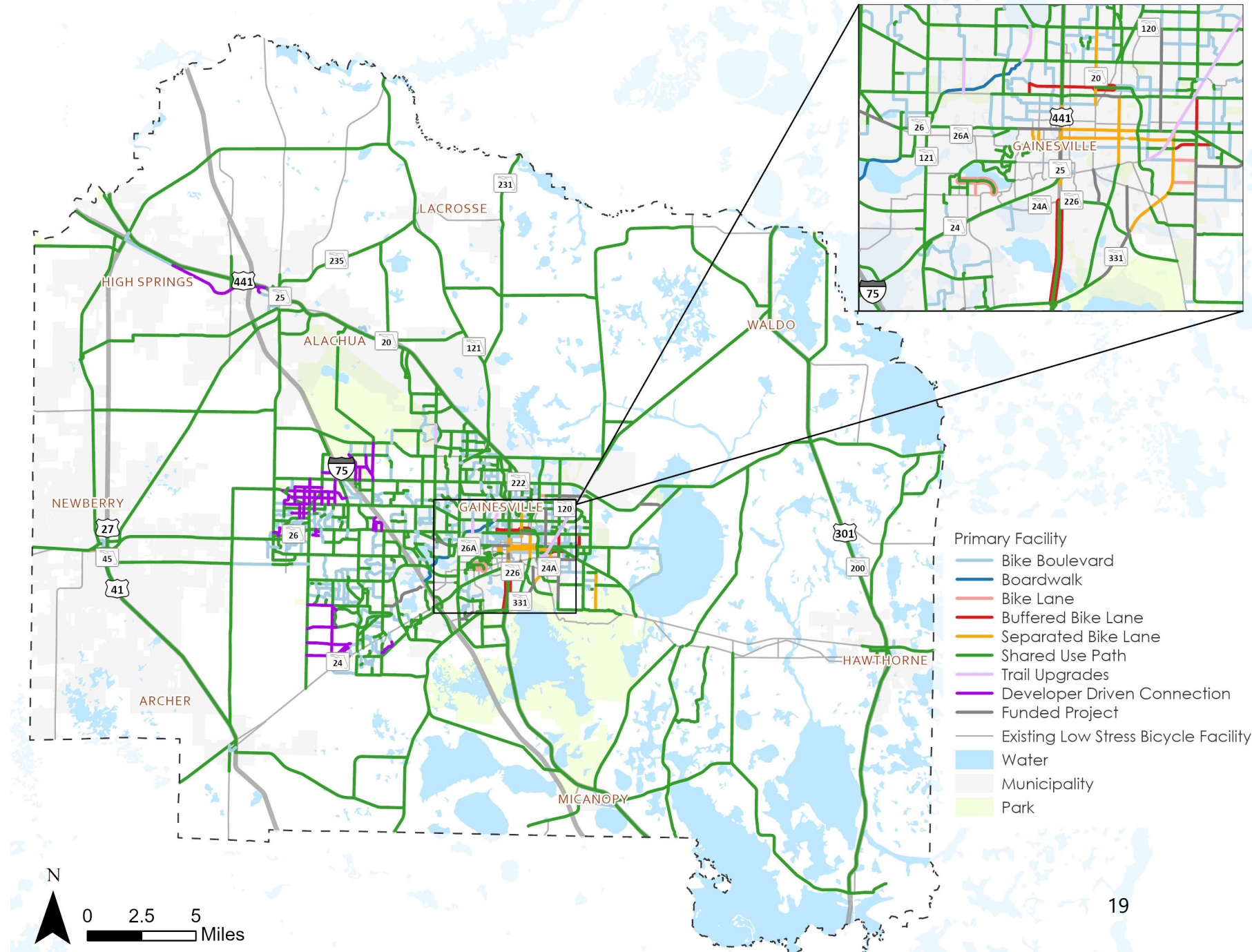
Refine the Network

- Modifications based on public input (key destinations, facility type preferences, etc.) and on recurring project team engagement



Source: Kittelson

Draft Network & Projects



Project Prioritization

Prioritization Methodology

Projects were prioritized based on the following:

Safety

Making it safer to walk, bike, and roll

Healthy People & Healthy Communities

Making active transportation the easy, natural choice

Connected Network

Filling gaps and connecting people to places

Transportation Disadvantage

Addressing 'HDCs' and supporting those who depend on active transportation

Increased Multimodal Trips

Encouraging integration of walking, biking, and transit use

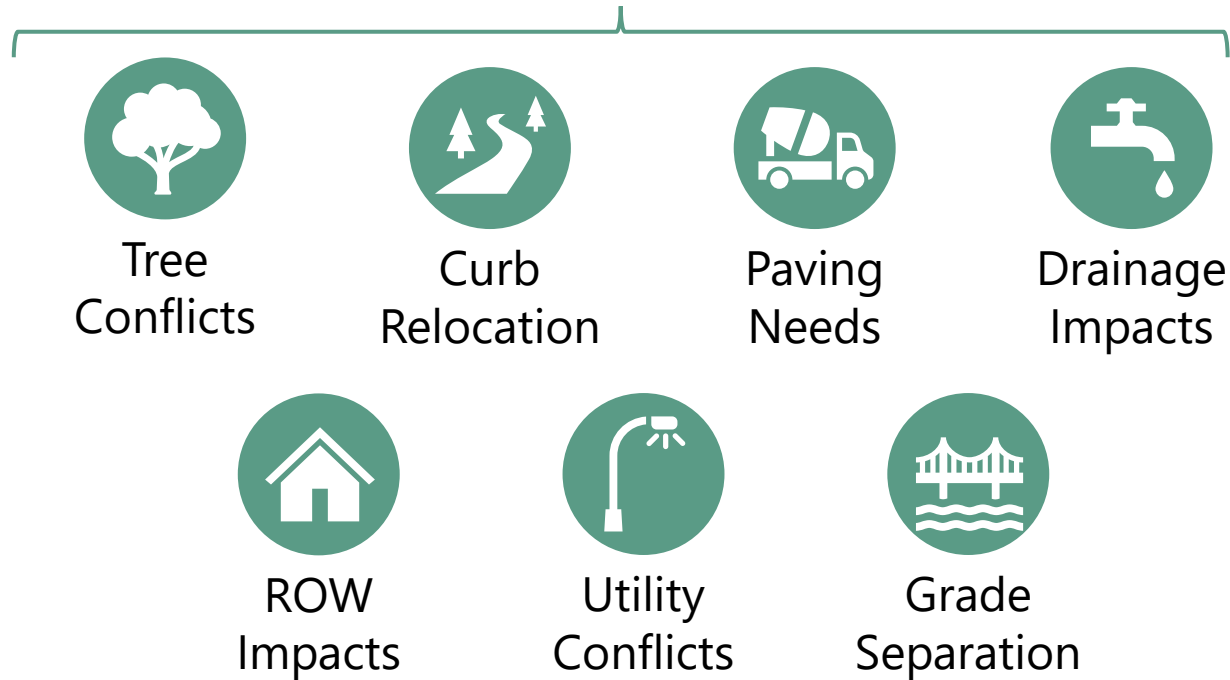
Feasibility

Addressing project feasibility regarding tree removal, ROW, utilities, grading, etc.

Prioritization Methodology

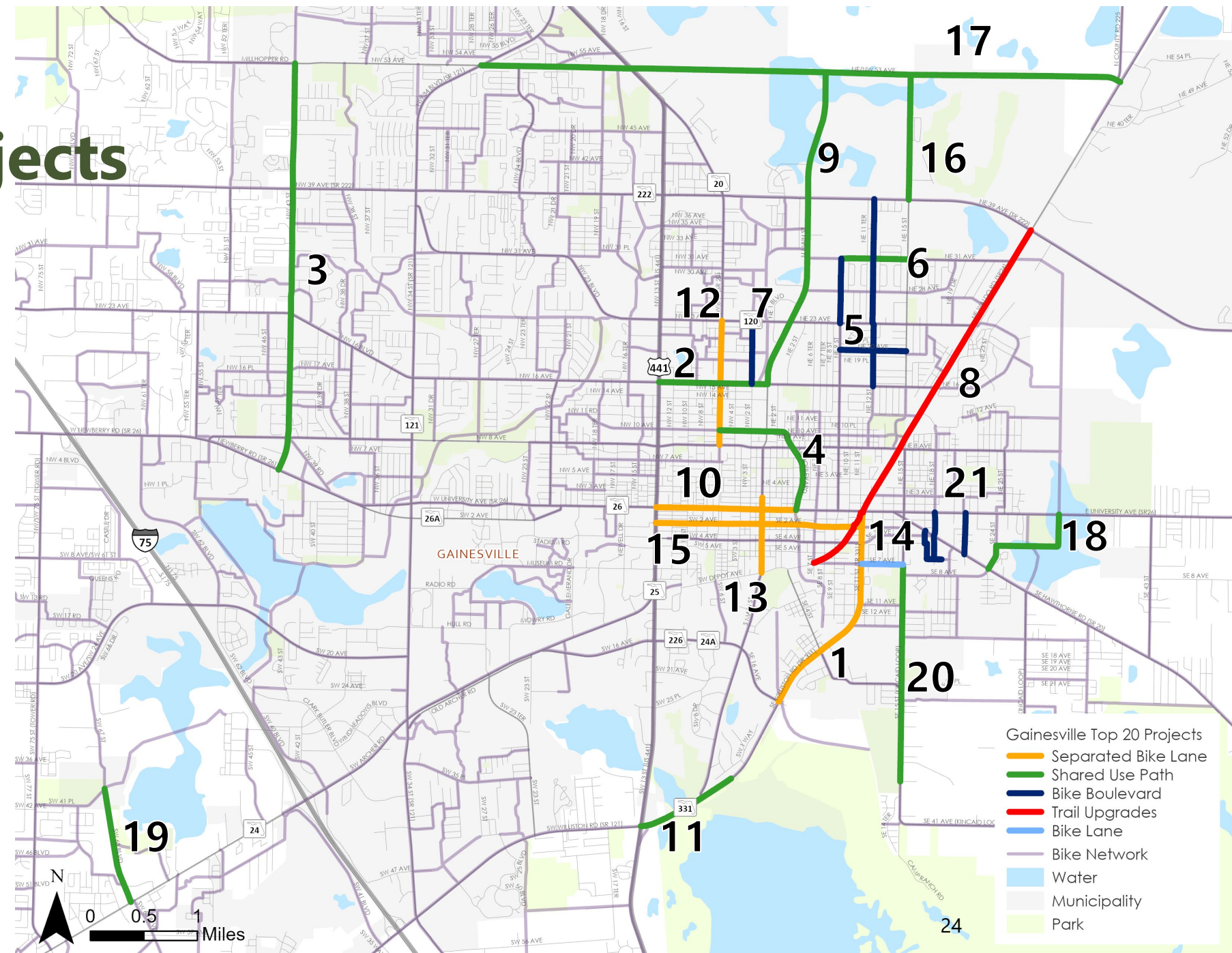
Feasibility

Categories



Gainesville Top 20 Bike Projects

- 12. NW 6th St from NW 8th Ave to NW 23rd Ave (SR120) (16.88)
- 13. N/S Main St from SW/SE Depot Ave to NW 2nd Ave (16.88)
- 14. SE 7th Ave from SE 11th St to SE 15th St (16.75)
- 15. SW/SE 2nd Ave from SW 13th St (US 441) to SE 11th St (SR 331) (16.75)
- 16. NE 15th St from NE 39th Ave to NE 53rd Ave (SR 232) (16.75)
- 17. NE 53rd Ave from NW34th Blvd to NE Waldo Rd (SR 24) (16.75)
- 18. SE 24th St from NE Hawthorne Rd (SR 20) to E University Ave (SR 26) (16.75)
- 19. SW 63rd Blvd/SW 67th St/SW 69th Ter from SW Archer Rd (SR 24) to SW 24th Ave (16.75)
- 20. SE 15th St from SE 7th Ave to SE 35th Ave (16.75)
- 21. SE 17th St, SE 4th Ave, SE 17th Ter, SE 6th Ave, SE 18th St, SE 21st St (16.75)

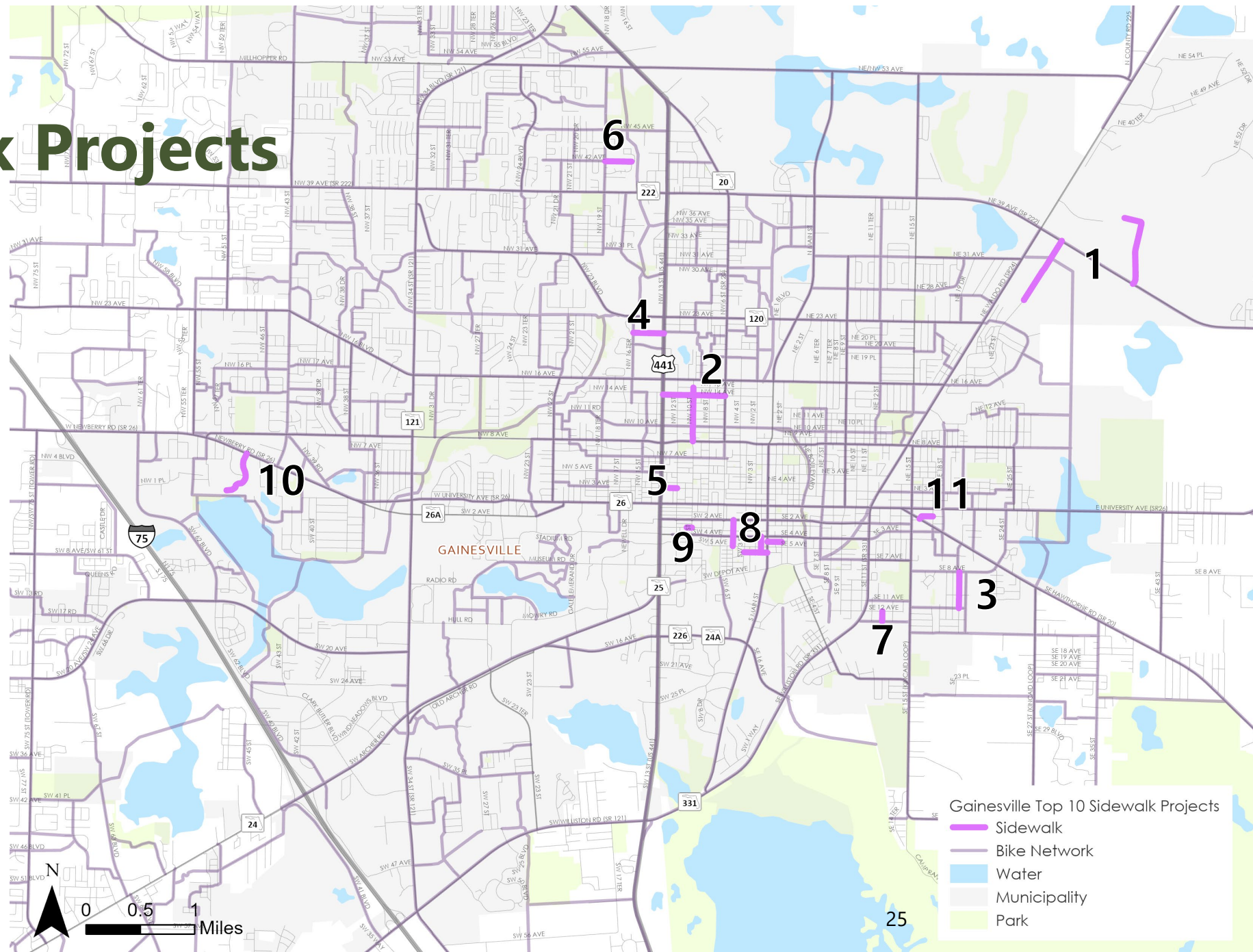


Gainesville Top 20 Projects

- Separated Bike Lane
- Shared Use Path
- Bike Boulevard
- Trail Upgrades
- Bike Lane
- Bike Network
- Water
- Municipality
- Park

Gainesville Top 10 Sidewalk Projects

1. Dixie Dr, Gainesville Regional Airport Rd (16.17)
2. NW 14th Ave, NW 10th St (15.45)
3. SE 19th Ter from SE 8th Ave to SE 12th Ave (14.8)
4. NW 21st Ave from NW 16th Ter to NW 13th St (14.8)
5. NW 3rd Ave from NW 12th Dr to NW 12th St (14.15)
6. NW 42nd Ave from NW 19th St to NW 41st Ave (14.15)
7. SE 13th Ter from SE 13th Ave to SE 12th Ave (14.15)
8. SW 5th Ave, SW 6th Ave, SW 1st St, SE 4th Ave (14.15)
9. SW 3rd Ave from SW 10th St to Midblock (14.15)
10. NW 48th Blvd from Newberry Rd to NW 1st PI (14.15)
11. SE 1st Ave from SE Hawthorne Rd to SE 17th St (14.15)

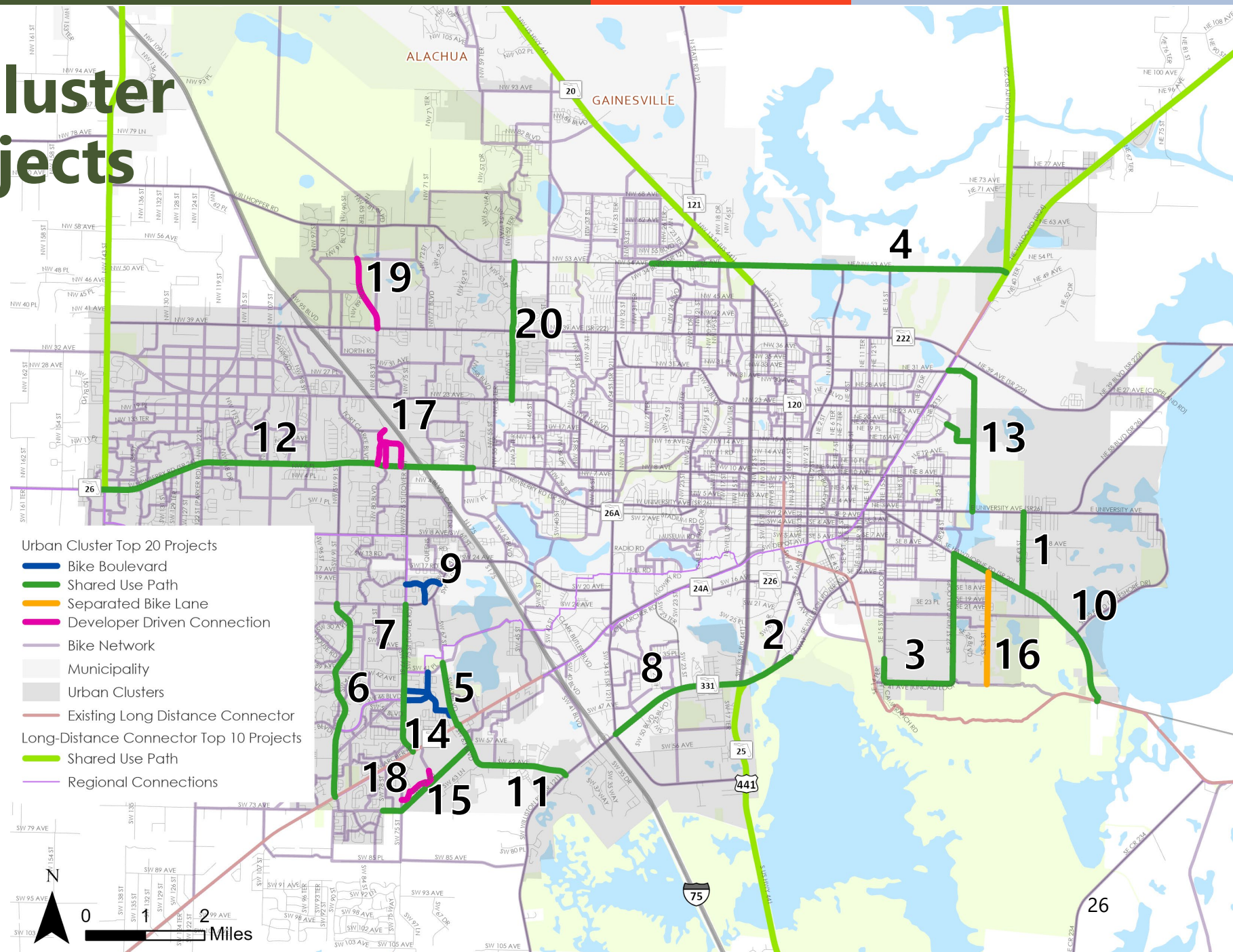


Gainesville Top 10 Sidewalk Projects

- Sidewalk
- Bike Network
- Water
- Municipality
- Park

County Urban Cluster Top 20 Bike Projects

1. SE 43rd St from SR 20/SE Hawthorne Rd to SR 26/E University Ave (17.18)
2. SW Williston Rd (SR 331) from SW 13th St (US 441) to Sweetwater Wetlands Park Entrance (16.88)
3. Kincaid Loop from SE 39th Pl to SE Hawthorne Rd (SR 20) (16.82)
4. NE 53rd Ave from NW 34th Blvd to NE Waldo Rd (SR 24) (16.75)
5. SW 63rd Blvd, SW 67th St, SW 69th Ter from SW Archer Rd (SR 24) to SW 24th Ave (16.75)
6. SW 91st St from SW Archer Rd (SR 24) to SW 24th Ave (16.17)
7. SW 75th St from SW Archer Rd (SR 24) to SW 24th Ave (15.52)
8. SW Williston Rd (SR 331) from SW 34th St (SR 121) to SW 13th St (US 441) (15.52)
9. SW 19th Pl, SW 70th Ter, SW 19th Ct from SW 75th St to SW 24th Ave (15.45)
10. Hawthorne Rd (SR 20) from SE 27th St to Hawthorne Trail (15)

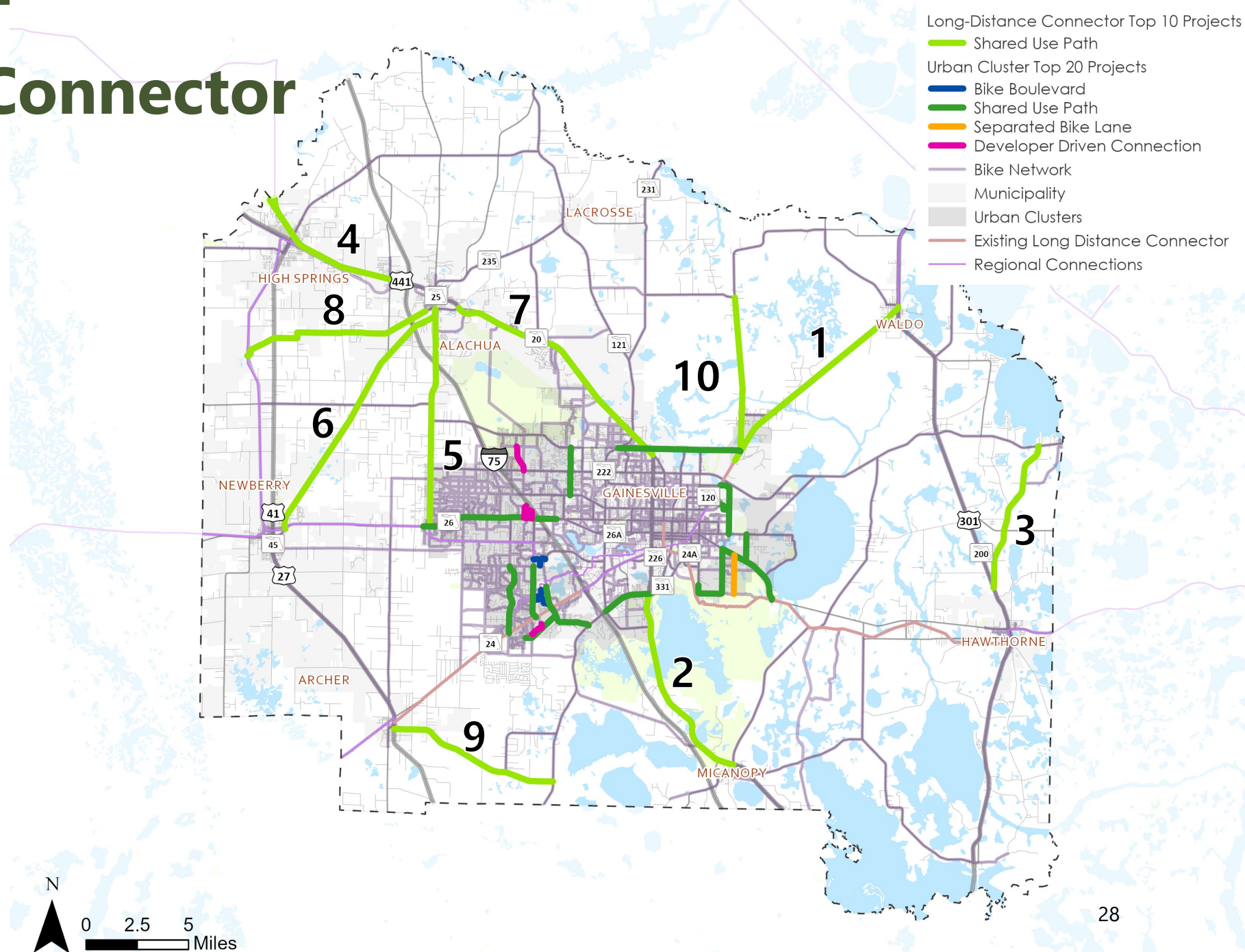


Urban Cluster Top 20 Projects

- Bike Boulevard
- Shared Use Path
- Separated Bike Lane
- Developer Driven Connection
- Bike Network
- Municipality
- Urban Clusters
- Existing Long Distance Connector
- Long-Distance Connector Top 10 Projects
- Shared Use Path
- Regional Connections

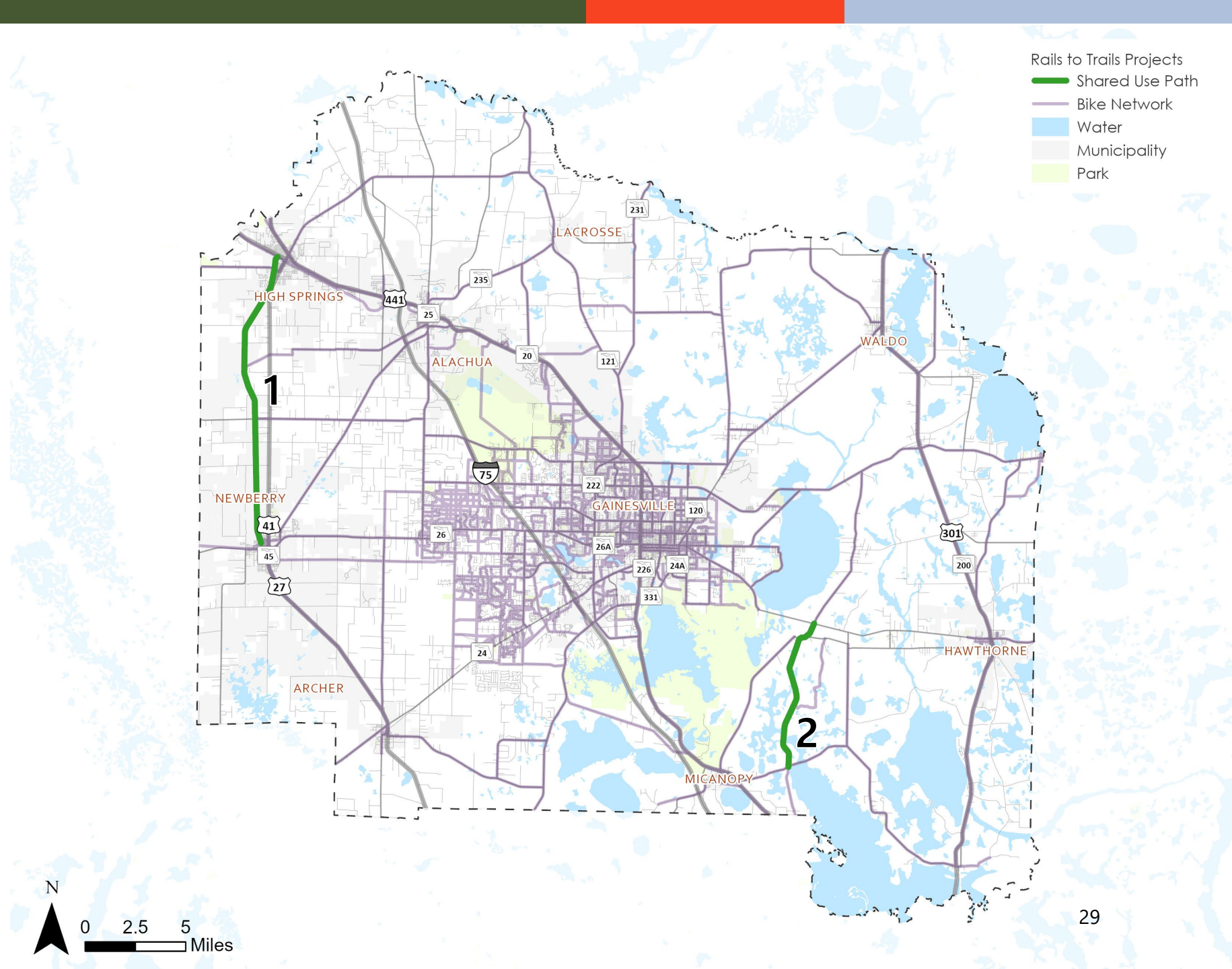
Long-Distance Connector Top 10 Projects

1. NE Waldo Rd/Kennard St from NE 47th Ave to US301 (14.51)
2. SW 13th St (US 441) from CR 234 to SW Williston Rd (SR 331) (14.28)
3. SE CR 219A from SE US301 to SR 26 (14.15)
4. NW Santa Fe Blvd (US 441) from I-75 to County Border (13.77)
5. NW 140th St/NW 143rd St from W Newberry Rd (SR 26) to NW CR 235 (13.70)
6. NW CR 235 from W Newberry Rd (SR 26) to Rachel Blvd (13.63)
7. NW 13th Blvd (US 441) from Rachael Blvd to NW 6th St (13.48)
8. NW 122nd Ave, NW 234th St, NW CR2054, Peggy Rd from CR26A to NW 146th Ter (13.41)
9. SW CR 346 from S University Ave (US 41) to SR 121 (13.28)
10. N CR 225 from NE 53rd Ave to NE 156th Ave (13.13)

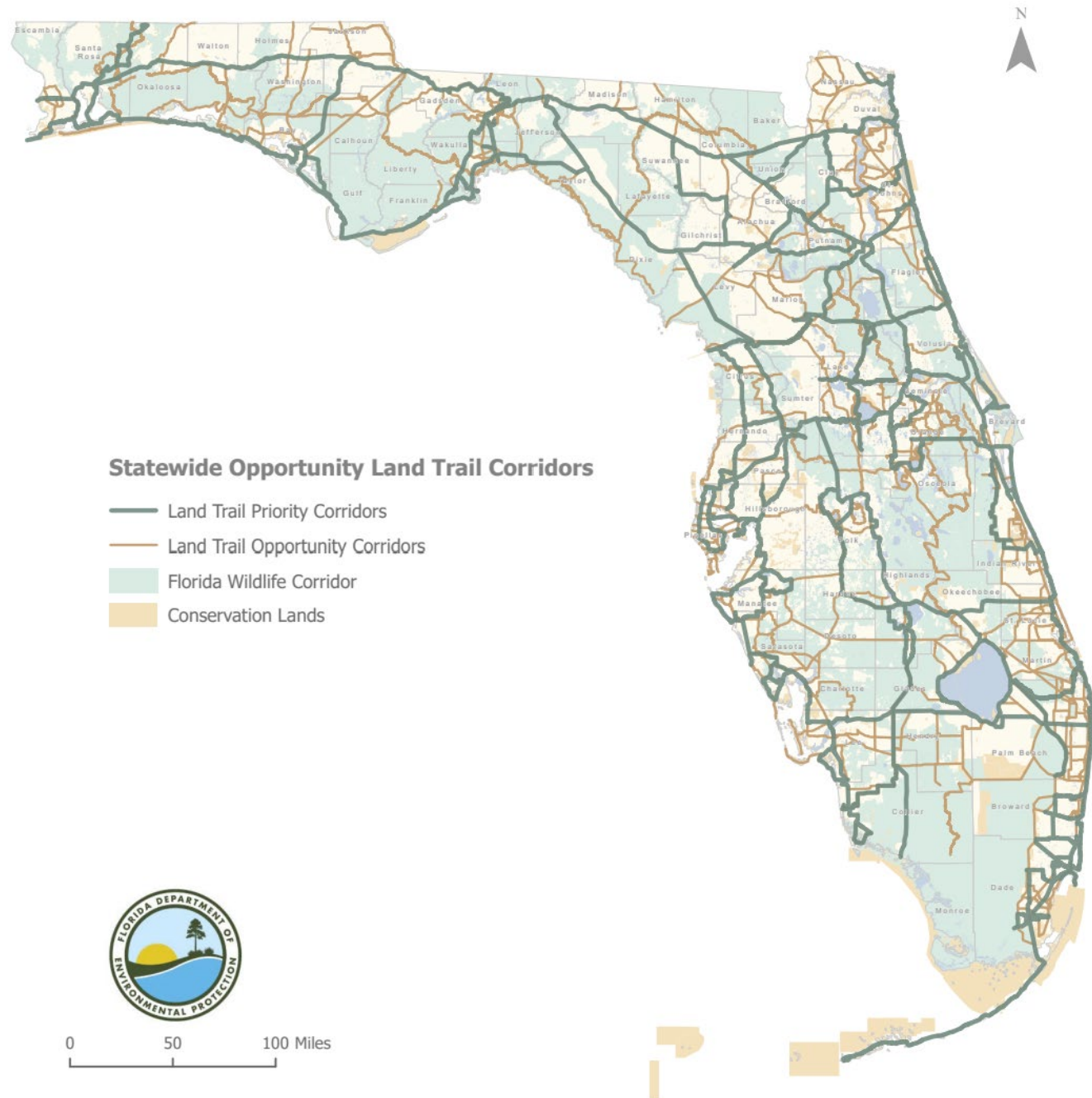


Rails to Trails Projects

1. High Springs to Newberry
2. Rochelle to Micanopy



Regional Connections



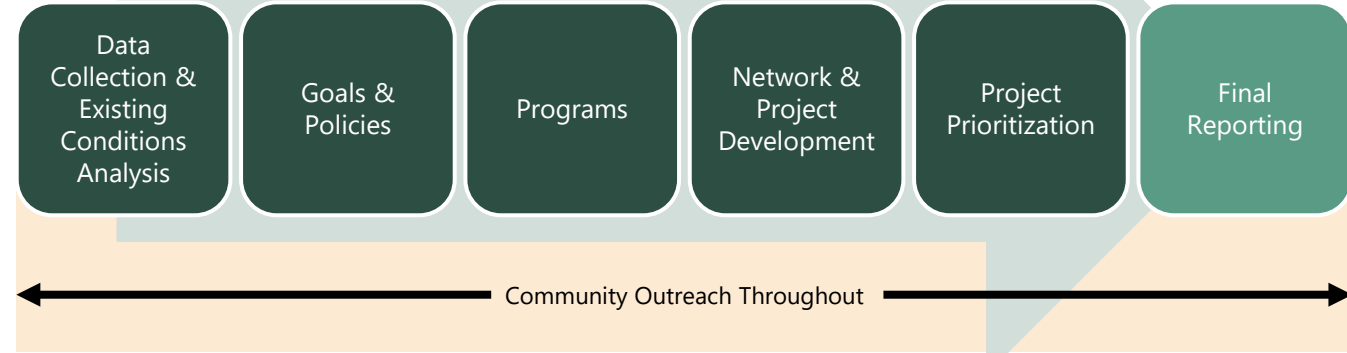
Cost Estimation

Cost Estimates Methodology

- Developed **planning level** cost estimates
- Included **drainage and utility impacts** in cost considerations
- Utilized a combination of data sources, including:
 - City of Gainesville cost estimates
 - FDOT cost per mile estimates

Next Steps

Next Steps



- Incorporate feedback from the GACTPO and its advisory committees, etc.
- Engage the Public to hear feedback (Spring 2026)
- Prepare and finalize the full Master Plan
- Share findings with all relevant Boards
- Promote this as a regional tool to improve walking/biking throughout Alachua County