ALACHUA COUNTY SAFETY ACTION PLAN

MARCH 2026

SAFE STREETS AND ROADS FOR ALL ACTION PLAN

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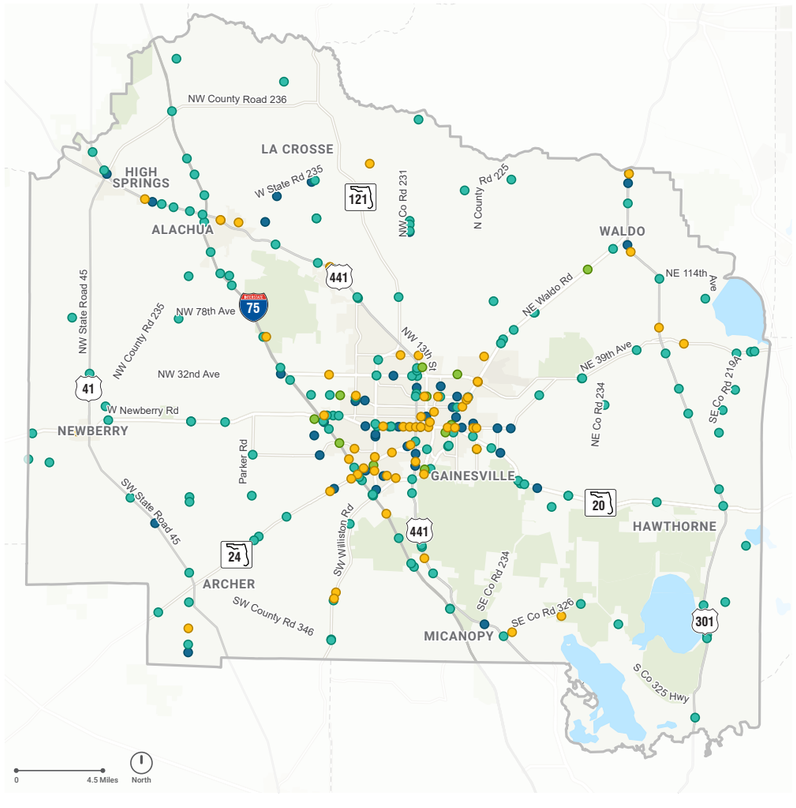
1. ALACHUA COUNTY'S COMMITMENT TO SAFETY

Alachua County is deeply committed to creating safer roads for every resident and visitor, prioritizing the well-being of all who travel our streets. By integrating a data driven approach and strategies aligned with statewide initiatives like Target Zero, the County will continue to actively pursue innovative approaches to reduce traffic fatalities and serious injuries.

In Memoriam

There were 281 fatal crashes and 953 serious injury crashes in Alachua County between January 2019 to June 2024. Every traffic-related death is a tragic loss, one that cuts a life short, devastates loved ones, and impacts the entire community. This Safety Action Plan is dedicated to those who have lost their lives while traveling in Alachua County.



Legend

- Pedestrian Fatality
- Bicyclist Fatality
- Vehicle Fatality
- Motorcycle Fatality

2. THANK YOU!

This Safety Action Plan was made possible by the involvement of Task Force members:

3. EXECUTIVE SUMMARY

Every traffic-related death and injury is a tragedy. Too many residents and visitors have experienced serious crashes with lasting physical, emotional, and financial consequences. These crashes are not just statistics: they are powerful reminders that our streets must be safe for everyone. Alachua County has committed to halving fatal and serious injury crashes by 2035 and to reaching its goal of zero fatal and serious injury crashes by 2045.

This Safety Action Plan (referred to as the "Plan") represents a significant step toward those goals. The Plan was developed through data analysis, community input, and advisement from a Task Force comprised of technical experts. It identifies strategies the County could use to improve transportation safety as well as the locations in the County where these improvements are most needed.

What is a Safety Action Plan?

DATA

Evaluated data trends and use predictive analyses to help prevent future fatal and serious crashes

MANY COMMUNITY VOICES

Engaged with a Task Force, agency partners, and the Alachua community to understand barriers to safety, lived experiences, and concerns

PREPARATION FOR FUTURE SAFETY INVESTMENTS

Set the County up for future investments in safety-related improvements

EVALUATION

Evaluate and monitor the impact of safety strategies and infrastructure improvements to reduce fatal and serious injury crashes

STRATEGY

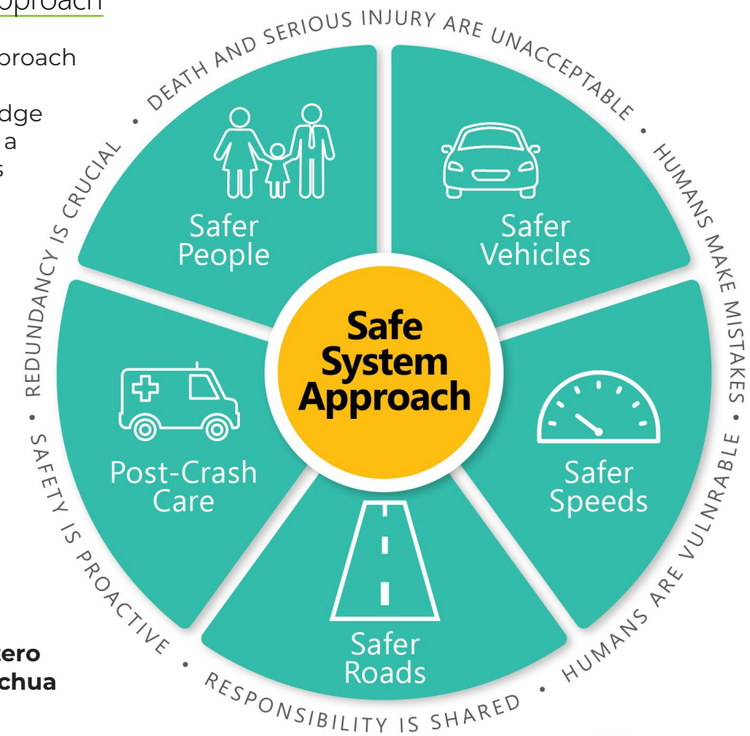
Identified innovative, proactive, strategies and projects that address the key safety problems faced in the County

High Injury Networks Created for Local and State Roadways by Mode

The County's most severe crashes are concentrated along certain corridors and intersections. To focus safety efforts where they are needed most, high injury corridors and intersections were identified by travel modes (vehicle, motorcycle, pedestrian, or bicycle) and combined to create a "High Injury Network," which guides the strategies included in this Plan. A summary of the intersections and segments that comprise the High Injury Network is shown to the right.

Strategies Built on Safe System Approach

This Plan utilizes the Safe System Approach to guide its safety initiatives. The principles of this approach acknowledge human limitations and aim to create a transportation system that prioritizes safety for all users.

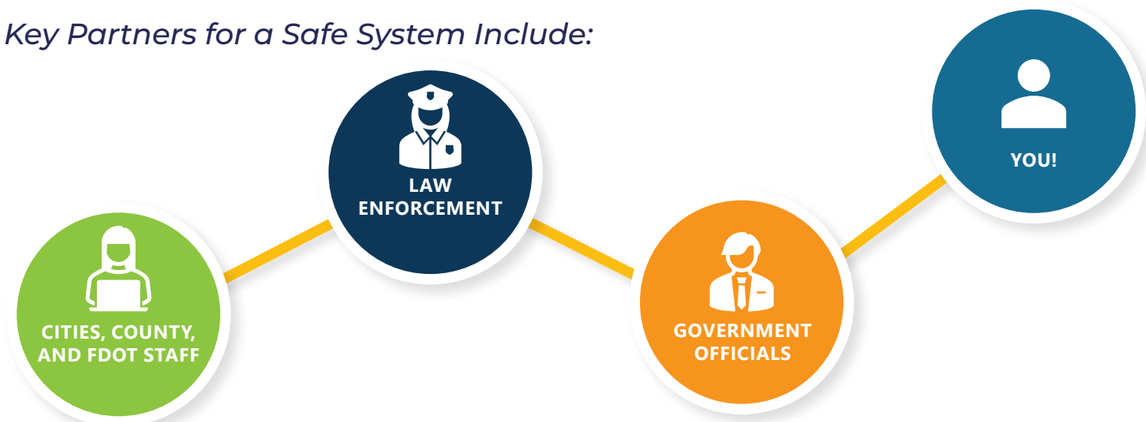


When It Comes to Safety, Cooperation Is Key

Through close coordination with statewide efforts such as the Florida Department of Transportation's Target Zero initiative and City of Gainesville's Vision Zero initiative, Alachua County is working so that every road user regardless of age, ability, income, or mode of travel can move safely through our community.

We all have a role to play to reach zero fatalities and serious injuries in Alachua County.

Key Partners for a Safe System Include:



4. INTRODUCTION

Across Alachua County, too many people are impacted by traffic crashes each year. These incidents are tragic, but they are not inevitable. They result from infrastructure designs, roadway user decisions, and an overall transportation system that we have the power to change. By rethinking how we plan, design, and use our roads, we can prevent future loss and create a safer transportation environment for everyone.

This Safety Action Plan (referred to as the "Plan") draws upon data-driven strategies, strong community engagement, and targeted infrastructure improvements to realize a bold vision of an Alachua County that is grounded in community, safety, and accountability. Together, we can build a transportation system where everyone, whether walking, biking, driving, or using public transit, can move through our community safely.

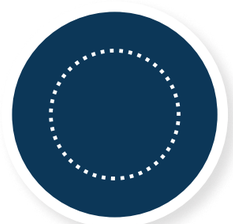
How Vision Zero and the Safe System Approach Factor In

Alachua County is committed to Vision Zero, an international movement to eliminate transportation-related fatalities and serious injuries. The County has adopted a resolution to reduce fatal and serious injury crashes by half by 2035 and reach zero fatal and serious injury crashes by 2045.

To achieve Vision Zero, this Plan is grounded in the Safe System Approach. This approach insists that the responsibility of roadway safety is shared between system designers, policymakers, and road users. This approach acknowledges that human errors are inevitable, but deaths and serious injuries are not. The core principles of the Safe System Approach are to prioritize safety above all else, design roadways, policies, and practices that protect all users regardless of how they travel.

Alachua County commits to Vision Zero as a strategy to eliminate all traffic fatalities and severe injuries, while increasing healthy, safe mobility for all.

50% reduction in fatal and serious injury crashes by 2035 on the High Injury Network and to achieve a goal of **zero fatal and serious injury crashes by 2045**.



Achieve **zero fatal and serious injury crashes** within Alachua County.

Reassess data and targets to make significant and **continuous progress** in achieving zero fatal and serious injury crashes.

A Safe System Approach prioritizes the elimination of crashes that result in **death and serious injuries**.

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of **human mistakes**, and avoid death and serious injuries when a crash occurs.

Reducing risks requires that **all parts of the transportation system** be strengthened, so that if one part fails, the other parts still protect people.

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human centric and accommodates physical **human vulnerabilities**.

Depot Avenue in Gainesville, FL
Source: Kittelson & Associates, Inc.

5. SUPPORTING ALACHUA COUNTY'S FUTURE

Motor vehicle related fatalities remain a serious concern in Alachua County; when they occur, they leave a lasting impact not only on the victims and their families but also on the broader community. These tragedies highlight the ongoing need for roadway safety efforts and community awareness to prevent future loss of life.

Ongoing County Plans

The County's ongoing efforts provide a strong foundation for the successful implementation of safety projects. Alachua County develops a Local Road Safety Plan every five years aimed at analyzing crash trends throughout the County. The Local Road Safety Plan aligns closely with the objectives of this Plan by focusing on a data driven approach to identify trends for fatal and serious injury crashes.

Other County plans include:

2040 Mobility Plan

Alachua County has adopted amendments to its Comprehensive Plan to improve and increase the transportation options available, relieving residents of vehicle reliance, bringing services closer to residents, and providing for development densities and intensities that are transit supportive.

Local Road Safety Plan

Every five years, Alachua County completes a Local Road Safety Plan to identify the latest crash trends. This data provides a valuable insight into the types of crashes occurring on County owned roads.

Kincaid Loop Trail

Over the past 5 years, there have been a total of 34 crashes of varying modes and severity along the Kincaid Loop Trail corridor. The two fatal crashes involved pedestrians and bicyclists, both of whom were struck from behind while traveling on the edge of the roadway.

City of Gainesville Speed Management Plan

The City of Gainesville received a Safe Streets and Roads for All planning grant to complete a citywide speed management plan.

6. VOICES OF ALACHUA COUNTY

Data-driven analyses help identify gaps and issues but do not tell the entire story. Throughout the development of this Plan, the County prioritized meaningful public engagement to better understand the lived experiences and safety concerns of those who travel on local roads.

Community Input

"I really want to cycle as a commuter for work, but too many cycling accidents and deaths have happened from cyclists riding on or crossing main roads where drivers aren't paying attention in Gainesville. More bike paths that have buffers between the main roads would make me feel safe to cycle more in town."

"Some roads are marked 40-45 mph, but people frequently drive 60 mph. I'd like to see better enforcement of these areas."

"Enforce red light laws. Enforce speed limits. Enforce aggressive driving laws."

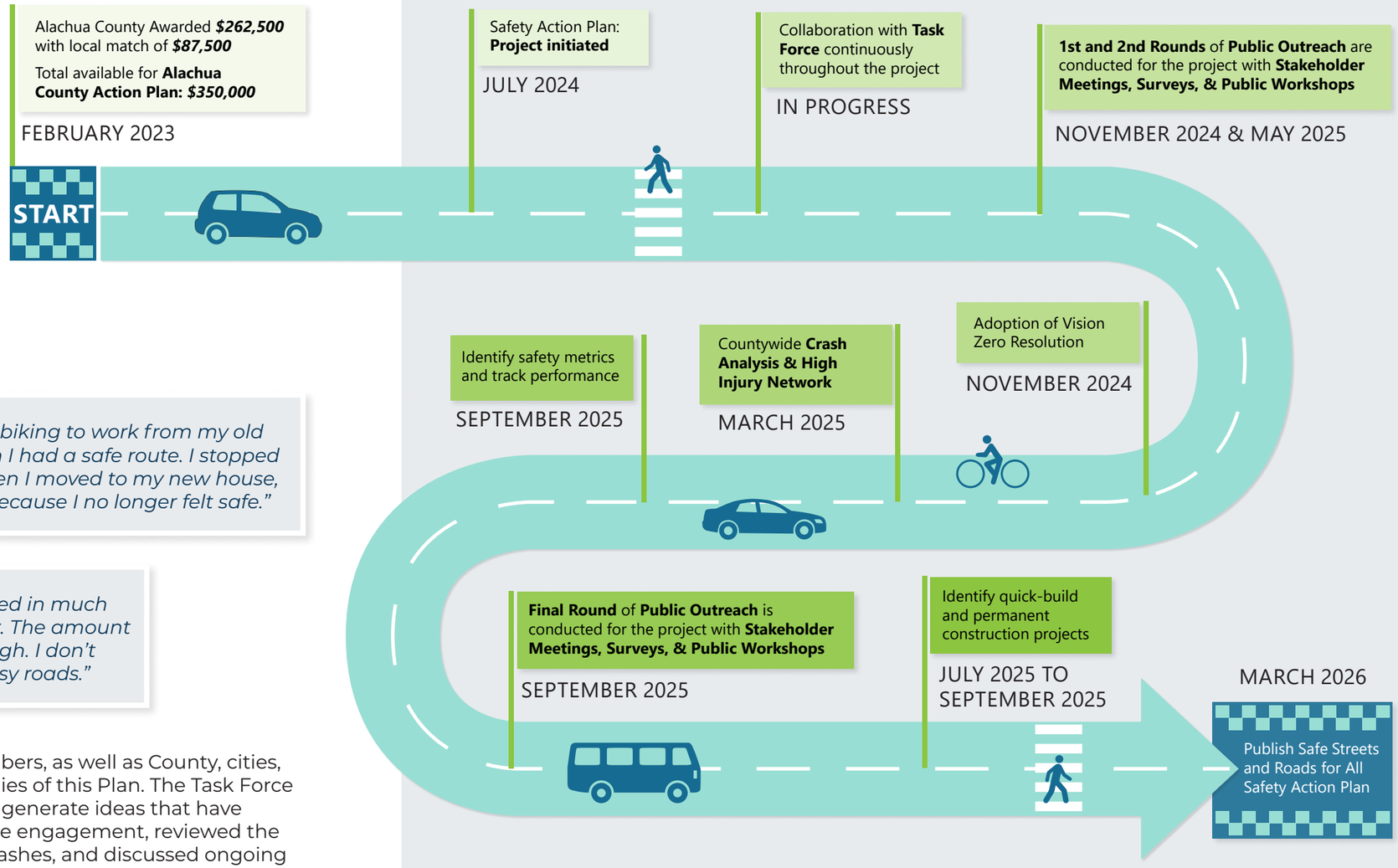
"I enjoyed biking to work from my old house when I had a safe route. I stopped doing it when I moved to my new house, however, because I no longer felt safe."

"It's scary out there. I lived in much bigger cities and felt safer. The amount of reckless driving is high. I don't trust bike lanes on busy roads."

Task Force Input

A multidisciplinary Task Force group made up of community members, as well as County, cities, and state staff, was established to help guide the goals and strategies of this Plan. The Task Force group met four times to discuss safety issues, view crash data, and generate ideas that have informed this Plan. The Task Force shared ideas on ways to enhance engagement, reviewed the High Injury networks, provided input on locations with frequent crashes, and discussed ongoing efforts focused on safety.

DEVELOPMENT OF THE SAFETY ACTION PLAN



COMMUNITY ENGAGEMENT BY THE NUMBERS:

Public Workshops

100+ PEOPLE ATTENDED ONE OF THE THREE IN-PERSON WORKSHOPS

To gather community input, the County hosted three public workshops as well as multiple pop-up events across the region. These outreach efforts were designed to provide a platform for a diverse cross section of residents, including those who walk, bike, drive, use transit, or rely on mobility aids, to share their personal experiences, concerns, and ideas related to roadway safety. This collaborative approach helped shape a locally tailored Plan that reflects the unique needs and values of Alachua County residents.

The first workshop was held on Wednesday, November 13, 2024, at the Harn Museum of Art. The second workshop was held on Tuesday, May 20, 2025, at the Thomas Center in the City of Gainesville. The final workshop was held on September 23, 2025, at the Swick House in the City of Alachua.

Community feedback revealed a wide range of road safety concerns that residents face in their daily lives. This input helped shape the priorities of this Plan to ensure it reflects the needs and experiences of the people it aims to serve.

Surveys

2,600+ PEOPLE RESPONDED TO OUR ONLINE SURVEYS

Two online surveys were conducted alongside the public workshops, which gave community members a chance to share concerns, suggest safety improvements, and identify priorities. Together, the surveys had over 2,600 responses, providing valuable input that helped shape this Plan.

Pop-Up Events

County staff also attend six pop-up events across the County to share information about the plan and hear from community members about their concerns.

These six pop-up events were:

Alachua County Climate Summit

- When: November 16, 2024 from 8:30 a.m. to 1 p.m.
- Where: Blount Center, Gainesville, FL

Alachua County Bicentennial Celebration

- When: January 11, 2025 from 1 to 5 p.m.
- Where: Depot Park and Heartwood Sound Stage, Gainesville, FL

Alachua County Forward Focus Waldo Meeting

- When: January 25, 2025 from 6 to 8 p.m.
- Where: Waldo's City Center Building, Waldo, FL

City of Gainesville Vision Zero Open House

- When: February 26, 2025 from 4 to 7 p.m.
- Where: Historic Thomas Center, Gainesville, FL

Alachua County Forward Focus Monteocha Meeting

- When: Thursday, March 13, 2025 from 6 to 8 p.m.
- Where: Church of God by Jerusalem Faith Fellowship Hall, Gainesville, FL

Alachua County Forward Focus Melrose Meeting

- When: May 3, 2025 from 9 a.m. to 12 p.m.
- Where: Melrose United Methodist Church, Melrose, FL

Engagement Themes

Common themes that emerged from public engagement events include:

Recurring concern about unsafe crossing conditions.

Vehicles drive at excessive speeds.

Speeding vehicles and dangerous intersections were the top ranked safety issues community members would like to see adressed.

82%

of respondents believe the most impactful behavior to reaching zero fatalities and serious injuries is not using a cell phone.

There is a lack of pedestrian and bicycle infrastructure.

The top vision to improve the future of Alachua County's transportation network is to improve pedestrian and bicyclist safety.

There is inadequate lighting and poor visibility for travelers at night.

The highest priorities for safety improvements are adding sidewalks, enforcing speed limits, and improving major intersections.

Changing driver behavior and designing safer roads are cited as hurdles to reaching the goal of zero fatalities and serious injuries.

7. FATAL AND SERIOUS INJURY CRASH TRENDS

To make Alachua County's roads safer for all users, it's essential to understand where and why crashes happen. By understanding these contributing factors, the County can be proactive in identifying solutions.

Crash data from January 2019 to June 2024 were analyzed to understand the types of crashes that occurred and commonalities amongst the data. The analysis considered mode and roadway conditions such as speed limits and number of lanes. Additionally, the analysis located site-specific hotspots where there were multiple fatal and serious injury crashes during the five-year period.

Among the 36,478 crashes that were reported during that time, there were 1,234 fatal or serious injury crashes (including crashes on limited access roads). Most concerning, 36 percent of fatal and serious injury crashes involved the road's most vulnerable users: pedestrians, motorcyclists, and bicyclists.

Each group incorporates both site-specific (location-based solutions) and systemic (risk-based solutions). Site-specific solutions reactively address safety issues based on historical crash data. Systemic (risk-based) solutions proactively install low-cost/high-impact, evidence based countermeasures at targeted locations with the highest contributing factors for fatal and serious injury crashes, regardless of crash history.

1,234
FATAL & SERIOUS INJURY CRASHES

8% Limited Access Crashes

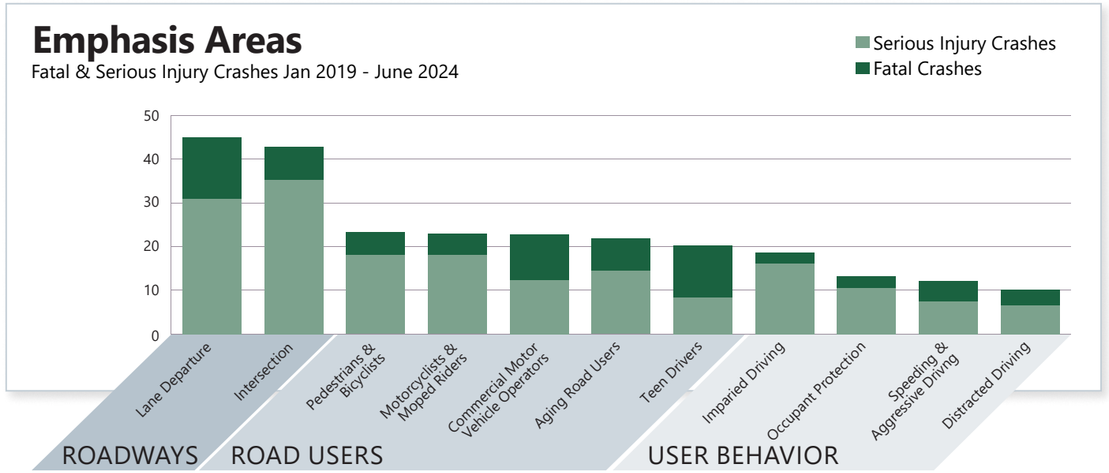
64% State Roadway Crashes

28% Local Roadway Crashes

Focus Area

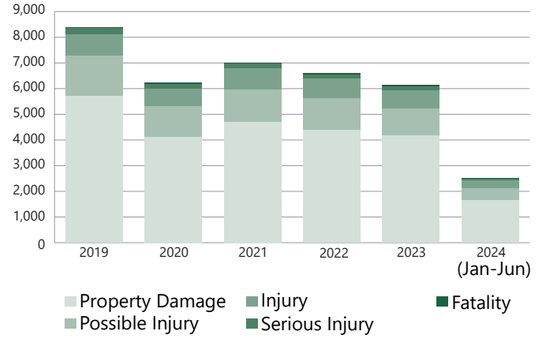
Emphasis Areas

Fatal & Serious Injury Crashes Jan 2019 - June 2024



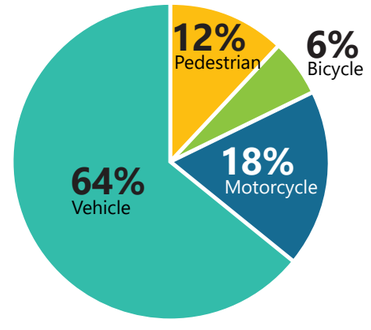
36,478 TOTAL CRASHES

Average of 6,968 Crashes per Year
(Average is based on data in 2019 and 2021 to 2023 to exclude impact of COVID-19)

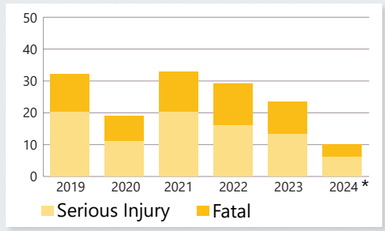


953 SERIOUS INJURY CRASHES

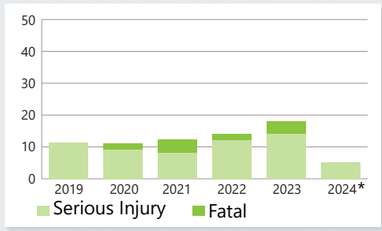
281 FATAL CRASHES



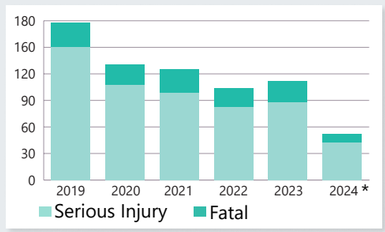
146 Pedestrian Crashes Fatal & Serious Injury



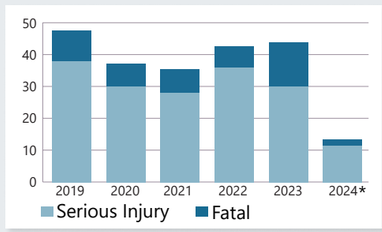
71 Bicycle Crashes Fatal & Serious Injury



699 Vehicle Crashes Fatal & Serious Injury



220 Motorcycle Crashes Fatal & Serious Injury



Note: Does not include limited access crashes

* Crash data is from January 2019 to June 2024

Bicyclists & Pedestrians

To make our roads safer for the most vulnerable users, it's important to understand why crashes involving them occur in disproportionate numbers. Fatal and serious injury crashes are rarely influenced by a single factor, but in examining the data, several key themes emerged:

- Current spacing between crossings makes it challenging for people trying to cross the road – 58% of fatal and serious injury crashes involving pedestrians were people crossing the roadway outside a marked crosswalk.
- Poor lighting and dark conditions disproportionately affect pedestrians – 63% of pedestrian fatal and injury crashes happened at nighttime.
- Buffers and separation between bicyclists and vehicles increases user comfort and safety – 53% of fatal and serious injury crashes involved cycling along the roadway.

Vehicles & Motorcycles

Several key contributing factors emerged when examining fatal and serious injury vehicle and motorcycle crashes:

- Lack of occupant protection remains a major contributor to high severity crashes – 27% of fatal and serious injury vehicle crashes involved individuals not wearing seat belts or using proper restraints.
- Driving at night remains a contributing factor with 40% of vehicle crashes occurring during the nighttime compared to 23% of vehicle crashes of all severities.
- Driving under the influence from drugs and alcohol is extremely risky especially for motorcyclists as 80% of fatal motorcycle crashes involved impaired driving.

PEDESTRIAN
FATAL & SERIOUS INJURY CRASHES

63%
ARE NIGHTTIME CRASHES

58%
ARE CROSSING ROADWAY

BICYCLE
FATAL & SERIOUS INJURY CRASHES

53%
ARE CYCLING ALONG ROADWAY

34%
ARE INTERSECTION RELATED

VEHICLE
FATAL & SERIOUS INJURY CRASHES

40%
NIGHTTIME CRASHES

27%
NOT WEARING SEAT BELT

MOTORCYCLE
FATAL & SERIOUS INJURY CRASHES

80%
FATAL CRASHES INVOLVED DRUGS OR ALCOHOL

15%
SPEEDING OR AGGRESSIVE DRIVING

8. HIGH INJURY NETWORK

In Alachua County, the most severe traffic crashes—those that result in fatalities or serious injuries—are not randomly distributed; they tend to cluster along specific roads and intersections. These high-risk areas have been identified through detailed analysis of crash data involving pedestrians, bicyclists, motorcyclists, and vehicles. The result is the creation of High Injury Networks (HIN) organized based on mode. Each HIN is a subset of corridors and intersections where the most serious crashes consistently occur. By pinpointing where injuries and fatalities are most concentrated, it enables the County to strategically prioritize safety improvements and allocate resources where they will have the greatest impact.

The HIN was analyzed based upon roadway ownership. This will help the County to make progress on improving roads under County jurisdiction while also working collaboratively to improve safety on roads owned by partner agencies such as the state or cities. The detailed HIN on local roadways and intersections can be found in ***Appendix A*** and the state HIN can be found in ***Appendix B***. Additional information on the development of the HIN is provided in a separate memorandum (*"High Injury Network Methodology & Contributing Factors Analysis"*).

How the High Injury Networks were organized:

MODE

- PEDESTRIAN
- BICYCLE
- VEHICLE
- MOTORCYCLE

SEGMENTS

- SEGMENTS ON STATE ROADS
- SEGMENTS ON LOCAL ROADS

INTERSECTIONS

- STATE ROADS INTERSECTING WITH STATE ROADS
- STATE ROADS INTERSECTING WITH LOCAL ROADS
- LOCAL ROADS INTERSECTING WITH LOCAL ROADS

HIGH INJURY NETWORKS CREATED FOR LOCAL AND STATE ROADWAYS BY TRANSPORTATION MODE

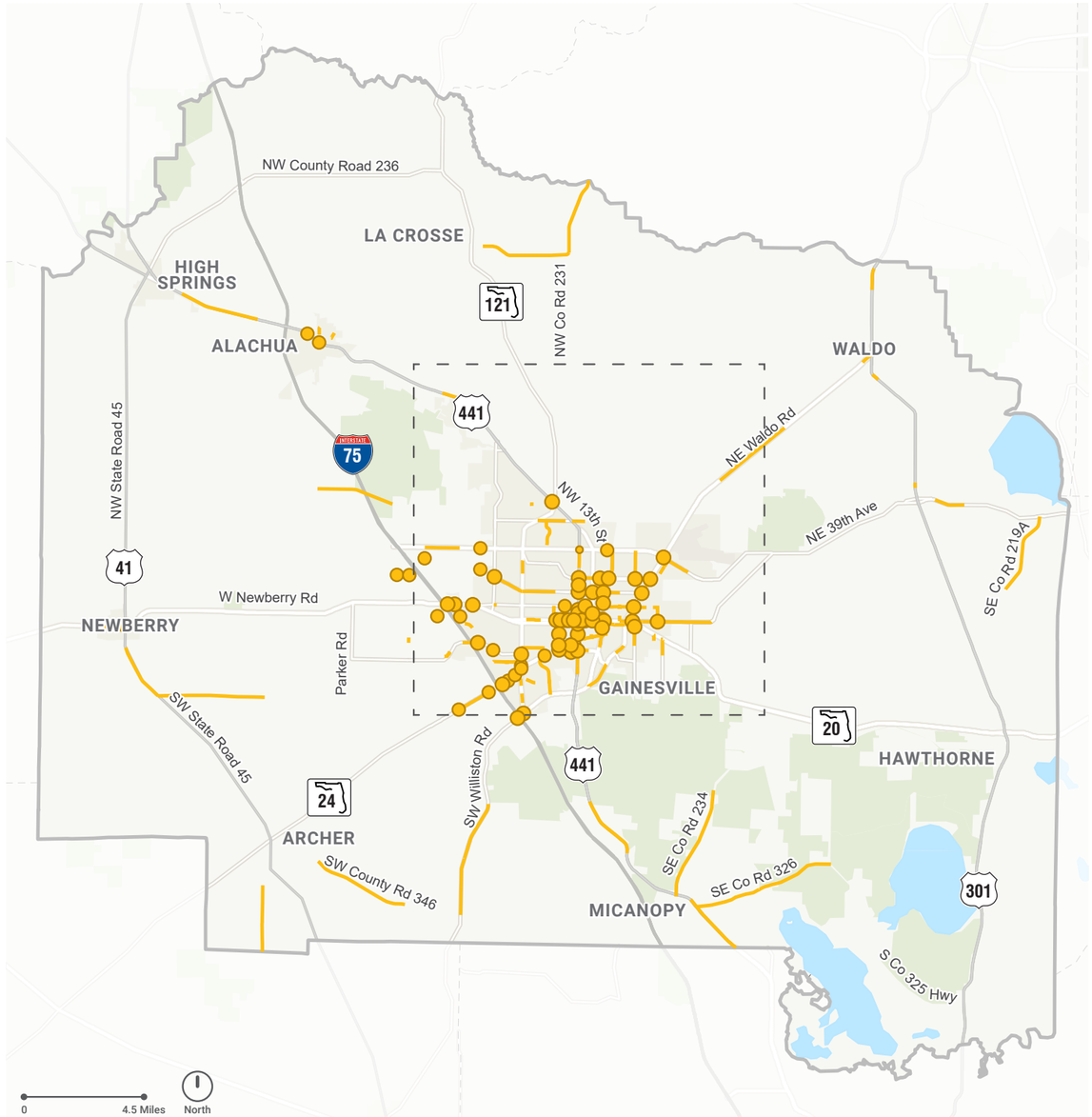
	Local Road* HIN		State Roadway HIN	
PEDESTRIAN				
	18 HIN INTERSECTIONS	**55** HIN SEGMENTS	**57** HIN INTERSECTIONS	**47** HIN SEGMENTS
	100% Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes
	100% Serious Injury Crashes	**48%** Serious Injury Crashes	**87%** Serious Injury Crashes	**41%** Serious Injury Crashes
	40% of Total Intersections	**19%** of Total Network Miles **116** Miles	**38%** of Total Intersections	**21%** of Total Network Miles **42** Miles
BICYCLE				
	14 HIN INTERSECTIONS	**71** HIN SEGMENTS	**57** HIN INTERSECTIONS	**57** HIN SEGMENTS
	100% Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes
	100% Serious Injury Crashes	**100%** Serious Injury Crashes	**100%** Serious Injury Crashes	**100%** Serious Injury Crashes
	31% of Total Intersections	**21%** of Total Network Miles **53** Miles	**38%** of Total Intersections	**21%** of Total Network Miles **41** Miles
VEHICLE				
	10 HIN INTERSECTIONS	**52** HIN SEGMENTS	**58** HIN INTERSECTIONS	**93** HIN SEGMENTS
	0% Fatal Crashes**	**92%** Fatal Crashes	**100%** Fatal Crashes	**97%** Fatal Crashes
	65% Serious Injury Crashes	**43%** Serious Injury Crashes	**80%** Serious Injury Crashes	**71%** Serious Injury Crashes
	22% of Total Intersections	**37%** of Total Network Miles **91** Miles	**38%** of Total Intersections	**65%** of Total Network Miles **129** Miles
MOTORCYCLE				
	5 HIN INTERSECTIONS	**27** HIN SEGMENTS	**26** HIN INTERSECTIONS	**37** HIN SEGMENTS
	100% Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes	**100%** Fatal Crashes
	67% Serious Injury Crashes	**40%** Serious Injury Crashes	**58%** Serious Injury Crashes	**57%** Serious Injury Crashes
	11% of Total Intersections	**17%** of Total Network Miles **43** Miles	**17%** of Total Intersections	**23%** of Total Network Miles **46** Miles

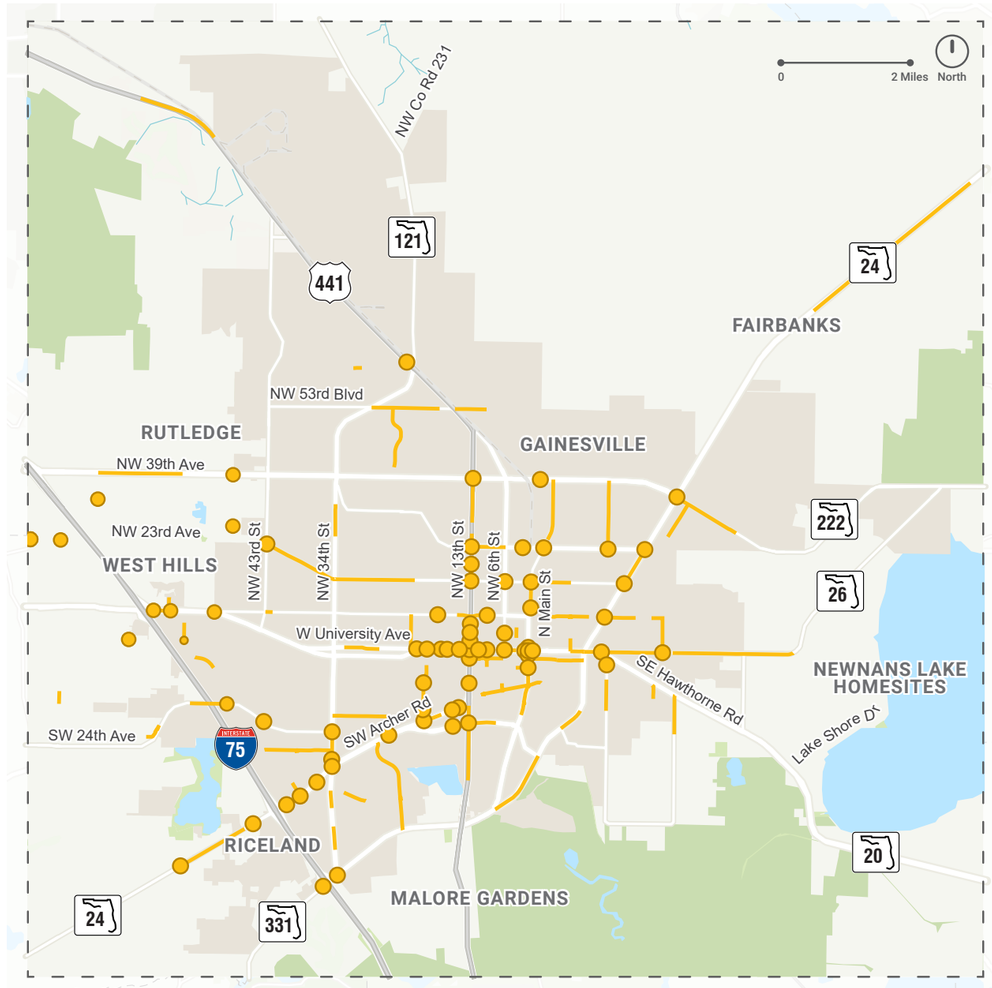
Note: Table includes the percentage of fatal or serious injury crashes by mode covered by the HIN relative to all fatal crashes in the County for that same mode, network type, and roadway ownership.

*Local includes both City and County roadways
**0 fatal crashes occurred on local to local intersections

PEDESTRIAN HIGH INJURY NETWORKS

Pedestrian crashes are more concentrated within the City of Gainesville. These busier areas have more conflicts between people walking and driving.



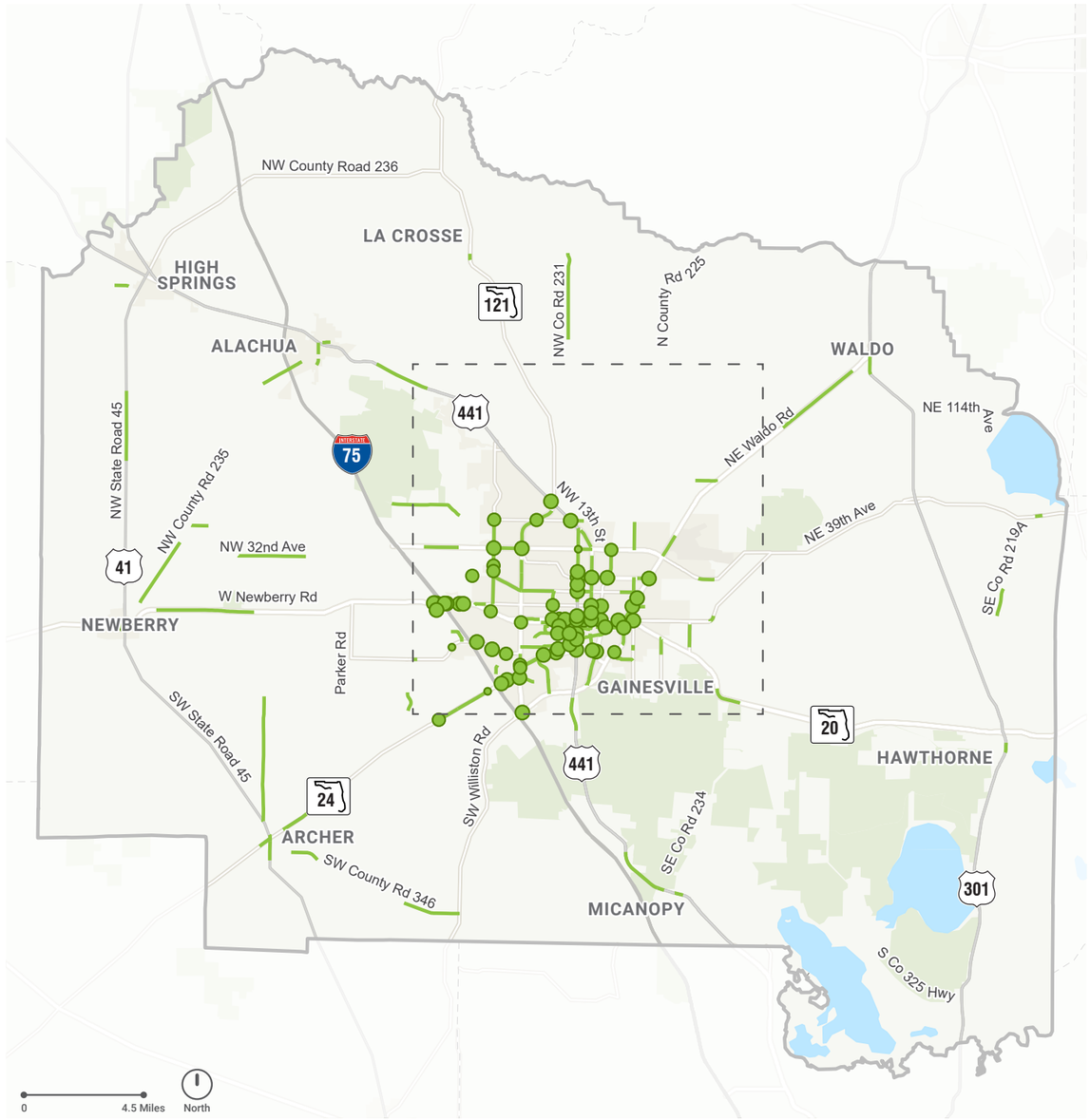


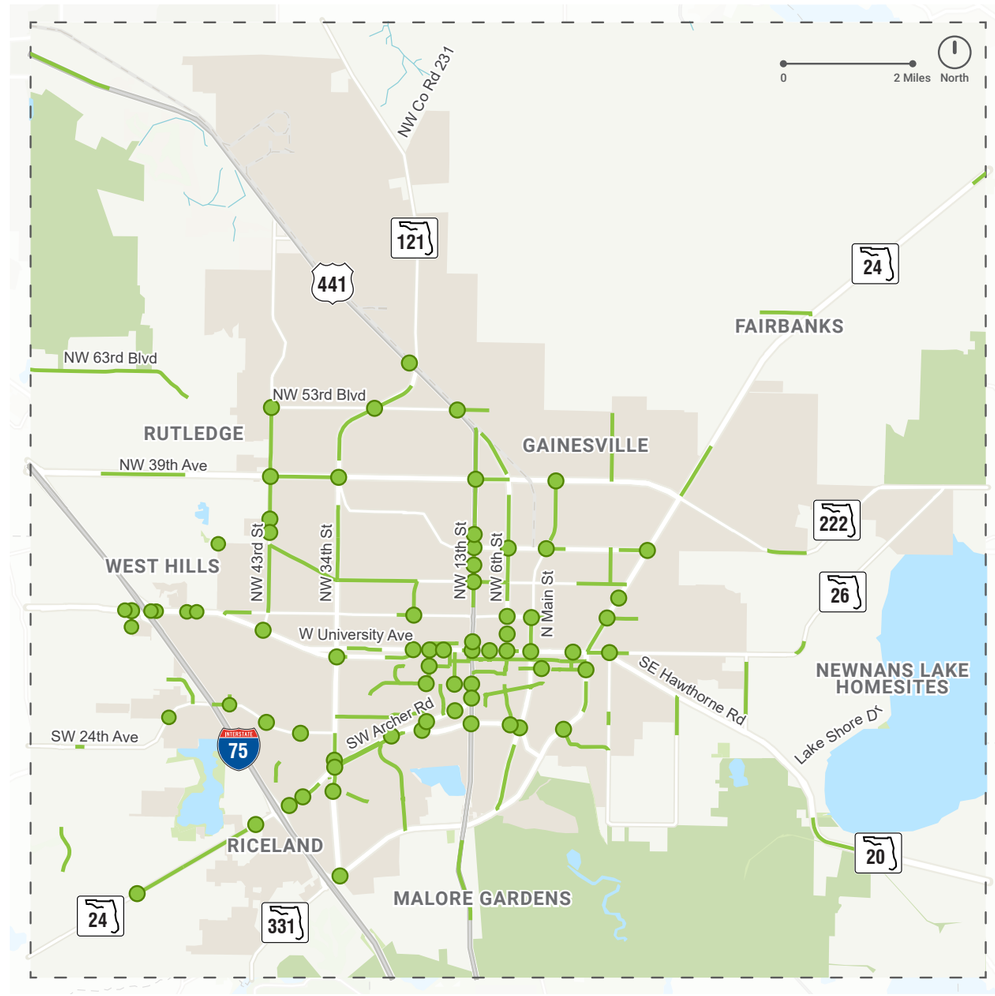
LEGEND

- High Injury Network Intersections
- High Injury Network Segments

BICYCLE HIGH INJURY NETWORKS

The Bicycle High Injury Network follows a similar pattern to the Pedestrian HIN with more fatal and serious injury crashes in the urban boundary.



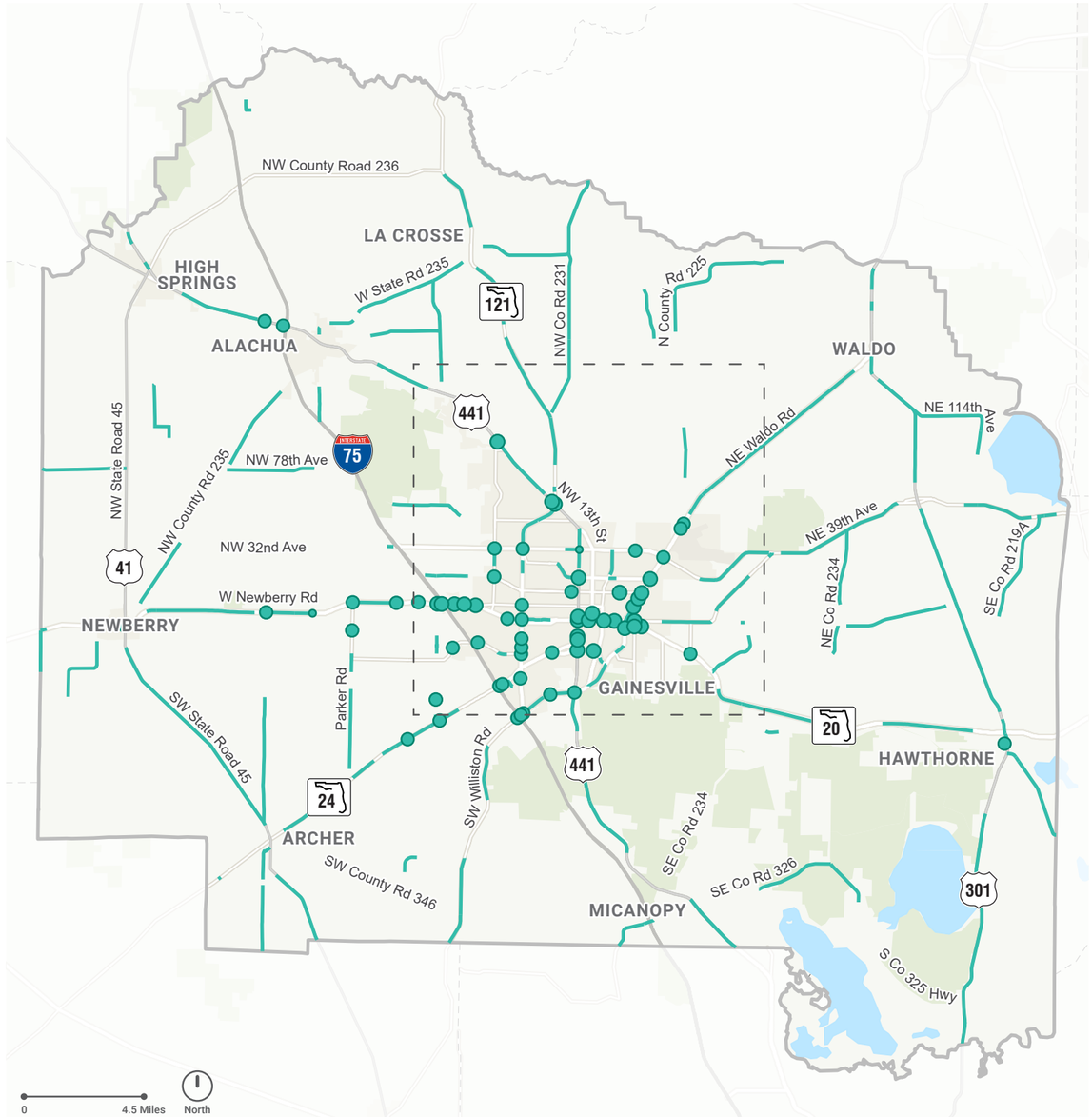


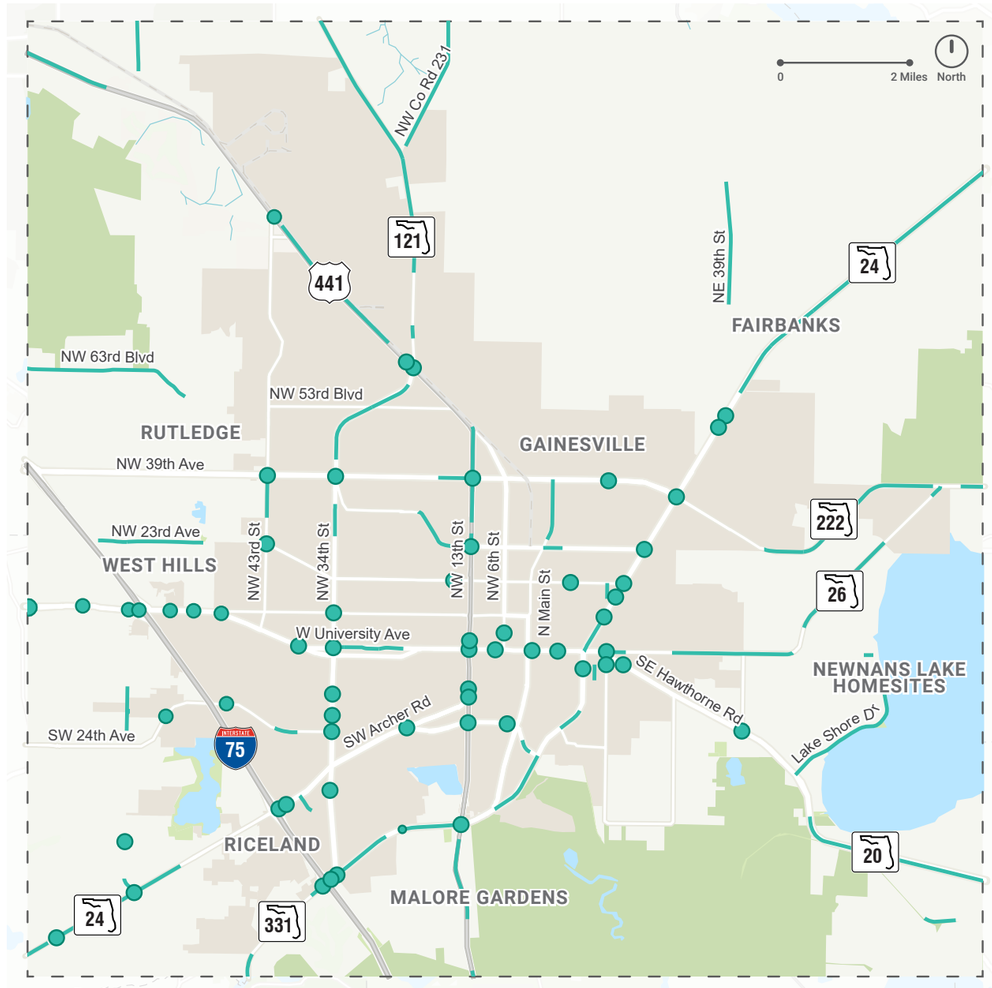
LEGEND

- High Injury Network Intersections
- High Injury Network Segments

VEHICLE HIGH INJURY NETWORKS

The roadway segments of the Vehicle High Injury Network are more concentrated outside the urban boundary. These roadways often have higher speed limits and lower traffic volumes.



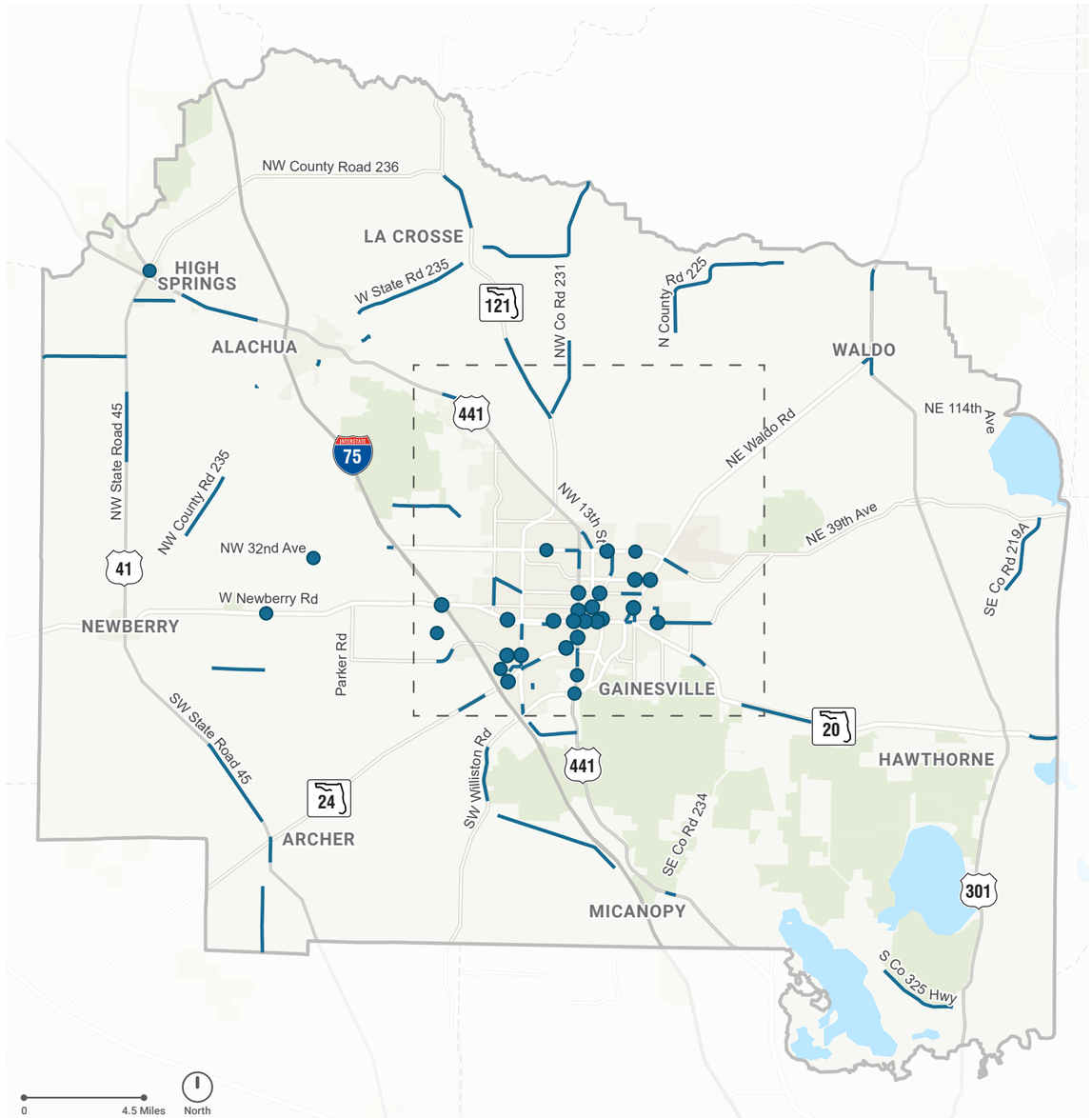


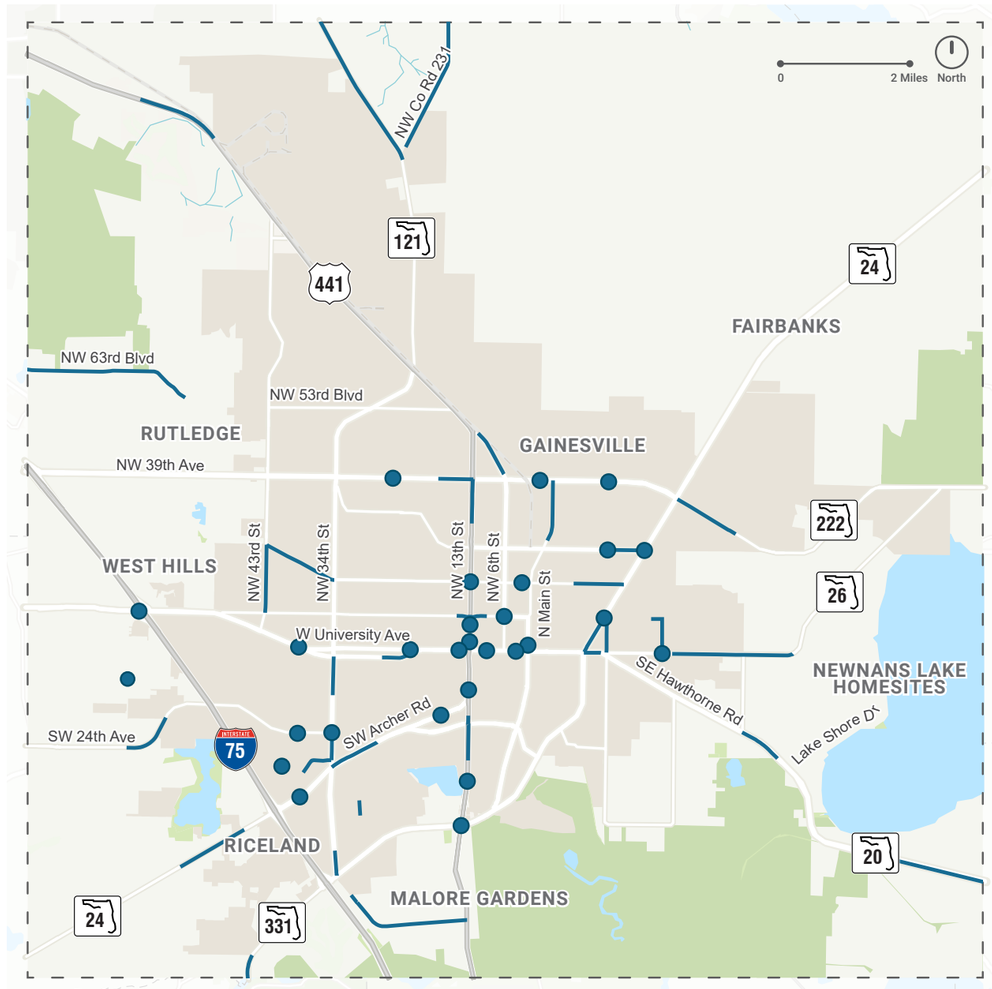
LEGEND

- High Injury Network Intersections
- High Injury Network Segments

MOTORCYCLE HIGH INJURY NETWORKS

The Motorcycle High Injury Network reflects similar patterns as the Vehicle High Injury Network. These roadways often do not have medians and occur on higher speed roadways.





LEGEND

- High Injury Network Intersections
- High Injury Network Segments

9. SYSTEMIC AND LOCATION-BASED FINDINGS AND COUNTERMEASURES

An analysis was conducted to systematically identify common contributing factors on the High Injury Networks, categorized by roadway type, mode, and crash characteristics. While fatal and serious injury crashes are rarely caused by a single factor, a review of crash data on County owned roadways revealed several key trends on the High Injury Networks. The analysis identified the types of road facilities and locations where most fatal and serious injury crashes occurred, along with the most common crash types, where applicable. These systemic findings provide a framework for the County to deploy countermeasures to address similar conditions.

These findings are shown on the next page and indicated that lane departure crashes, higher speeds on urban segments, left turn crashes at signalized intersections, red light running, and bicycle and pedestrian crashes are all areas of focus.

Photo taken at NW 8th Ave and 31st Drive near Littlewood Elementary School and Westwood Middle School at school arrival time

Source: Alachua County

326

FATAL OR SERIOUS INJURY **LANE DEPARTURE CRASHES**

84

FATAL OR SERIOUS INJURY **SPEEDING RELATED** CRASHES

336

FATAL OR SERIOUS INJURY CRASHES AT **SIGNALIZED INTERSECTIONS**

208

FATAL OR SERIOUS INJURY **LEFT TURN** CRASHES

207

FATAL OR SERIOUS INJURY **PEDESTRIAN AND BICYCLE CRASHES**

Note: Signal4 crash data from January 2019 to June 2024

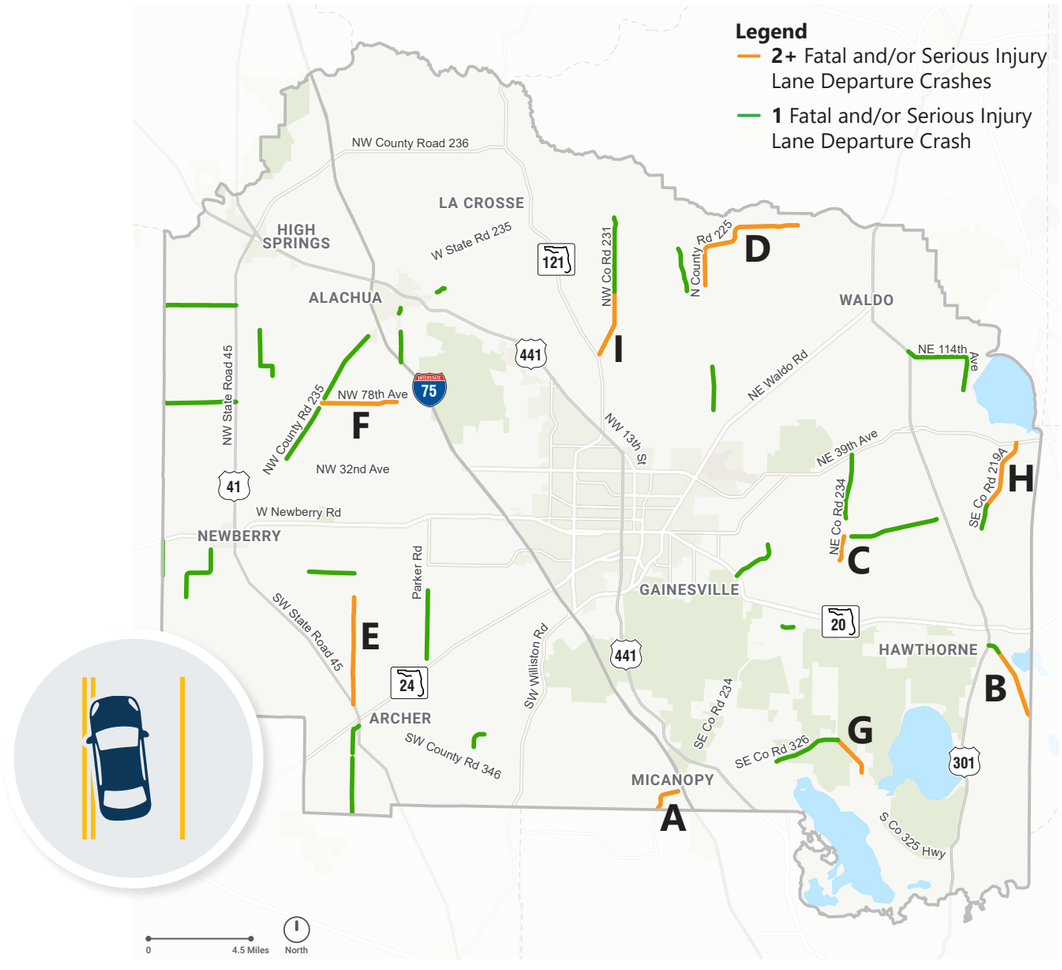
Countermeasures and strategies were then developed based on these emphasis areas. The systemic findings are organized based on the highest number of fatal and serious injury crashes on County roadways. By focusing on the emphasis areas and implementing improvements to infrastructure, Alachua County can create safer roads for all users, regardless of how they travel.

Systemic Findings for Rural Lane Departure Crashes

Lane departure crashes, when a vehicle leaves the travel lane, are overrepresented in fatal and serious injury crashes on County rural roads.

Rural lane departure crashes typically occur on two-lane roadways with limited lighting, sharp curves, and higher speeds. These incidents often involve vehicles veering off the roadway. Approximately 33% of all County segment fatal and serious injury crashes were lane departure crashes.

Along these nine roadway segments there were 47 fatal or serious injury lane departure crashes. These crashes were typically run off the road or head-on crashes which often result in categorically severe outcomes. Nine roadway segments were identified as areas with 2 or more fatal or serious injury lane departure crashes. Seven of these segments have 6-foot stabilized grass (and no paved shoulders) while the remaining two segments have 2 to 4 foot paved shoulders.



Countermeasures for Rural Lane Departure Crashes

Countermeasures for rural lane departure crashes include installing Audible and Vibratory Treatment (rumble strips), adding enhanced signage, installing guardrail (in limited cases) or other barrier, installing SafetyEdge (30 degree edge on pavement to prevent drop-offs), and widening shoulder.

Table 1. ***Segments with 2+ Fatal and/or Serious Injury Lane Departure Crashes***

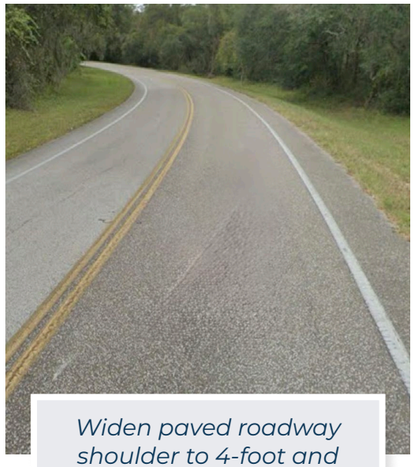
ID	ROADWAY	LIMITS
A	SE CR 234	County Boundary to I-75
B*	SE 75 Avenue/Holden Park	SE US 301 to E County Boundary
C	SE CR 234	NE 7th Ave to SE 16th Ave
D*	E CR 225	NE 159th Place to SW CR 225A
E	CR 241	US 41 to SW 79th Ave
F	CR 232/NW 78th Avenue	NW CR 235 to NW 143rd Street
G	S CR 325	SE CR 346 to S CR 325
H*	NE CR 219A	NE SR 26 to NE CR 1469
I	CR 231	NW 156th to N SR 121

*See Appendix C for information regarding recent County completed or planned projects.

Advance Curve Signage

Source: FHWA

Audible and Vibratory Treatment

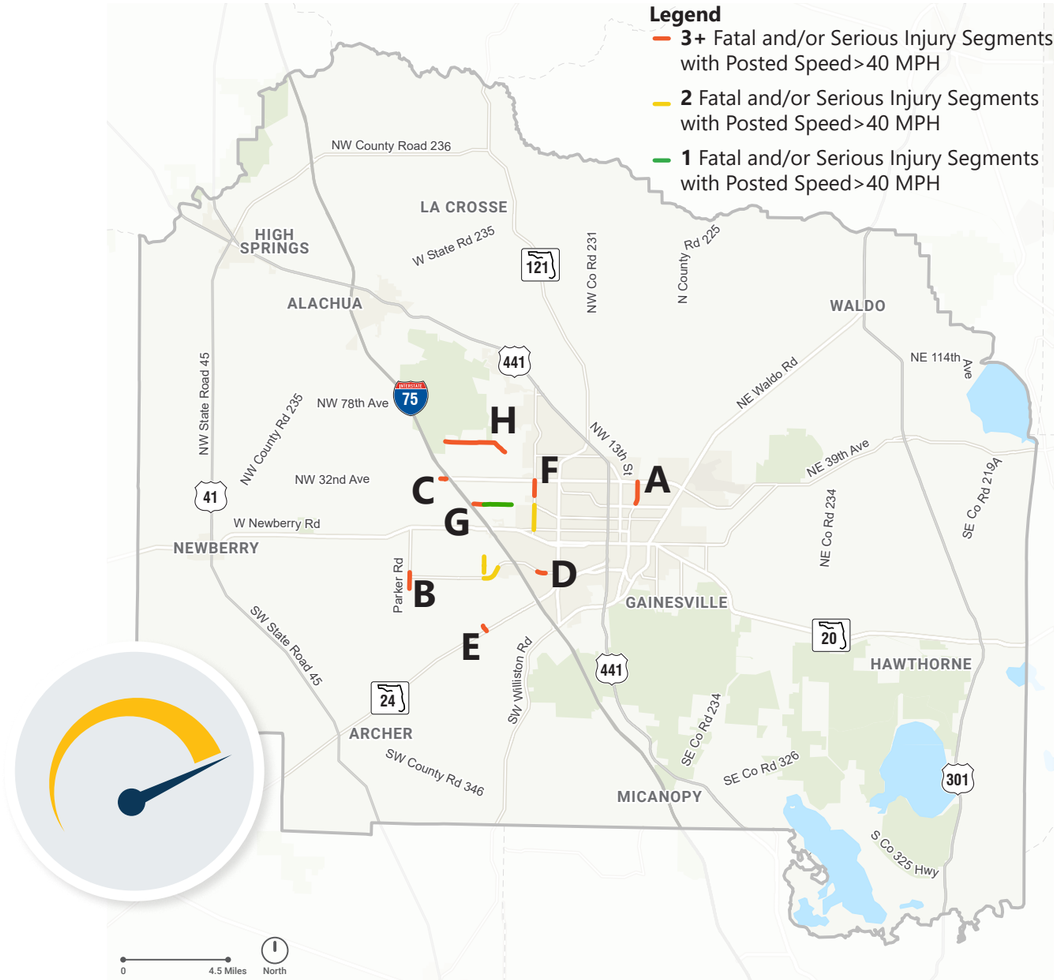


Widen paved roadway shoulder to 4-foot and install SafetyEdge

Systemic Findings for Segments in Urban Areas with Posted Speed Greater than 40 mph

Speed is often a contributing factor to fatal and serious injury crashes. Several roadways on the edge of the urban area boundary had a posted speed limit of 40 miles per hour. These eight roadways segments had 2 or more fatal or serious injury crashes. Left turn, angle, and fixed object crashes are overrepresented in fatal and serious injury crashes on urban local roads. Additionally, 42% of crashes occurred at night on local urban roads.

There were 34 fatal or serious injury injury crashes (24% of all County segment fatal and serious injury crashes) along a roadway with a posted speed limit greater than 40 miles per hour.



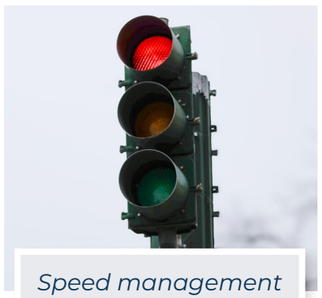
Countermeasures for Segments in Urban Areas with Posted Speed Greater than 40 mph

Countermeasures for these roadways include access management modifications, installing raised medians, performing speed studies to determine if lowering existing speed limit is feasible, adding lighting, adjusting signal timings, posted speed pavement markings, and adding midblock crossings. Countermeasures for these segments vary depending on the context and require site specific considerations to implement speed management treatments.

The FDOT Design Manual (FDM) includes different types of speed management treatments by context classification and design speed that encourage enclosure by creating a contained frame of reference, engagement by adding visual or audial input to connect the driver to the environment, and adding deflection. For example, installing Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) can establish shorter block lengths and create engagement for road users. Additionally, the FDM notes multiple treatments may be needed to achieve the desired operating speed. For these roadways within the urban boundary, setting a target speed that reflects the context should be completed first.

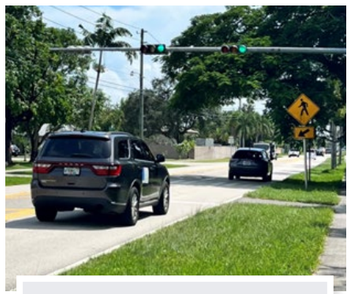
Table 2. ***Locations of Fatal and/or Serious Injury Segments with Posted Speed>40 MPH***

ID	ROADWAY	LIMITS
A	N Main Street (CR 329)	NE 39th Avenue to NE 1st Boulevard
B	SW 122nd Street	SW 14th Avenue to SW 34th Road
C	NW 39 Avenue (CR 222)	NW 98th Street to I-75
D	SW 20th Avenue	SW 42nd Street to SW 38th Terrace
E	SW 75th Street (CR 237)	SW 53rd Place to SW Archer Road
F	NW 43rd Street	NW 39th Avenue to NW 28th Lane
G	NW 23rd Avenue (CR 172)	NW 83rd Street to NW 75th Street
H	Millhopper Road (CR 232)	NW 97th Street to NW 56th Lane



Speed management through Signal Timing Modifications

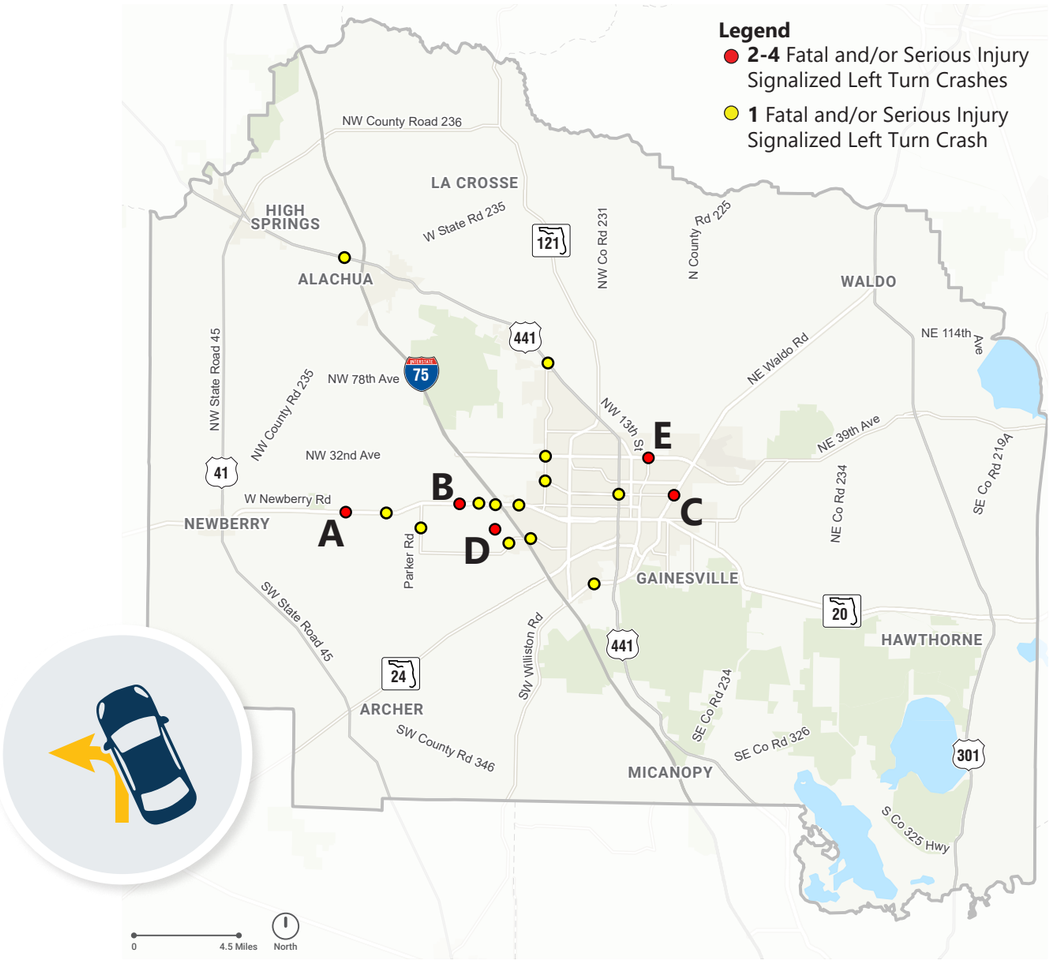
Access management modifications including installing raised medians with landscape



Add midblock crossings

Systemic Findings for Left Turn Crashes at Signalized Intersections

There were 29 fatal or serious injury left turn crashes at signalized intersections that involved a County-owned leg of the intersection. Five intersections had 2 or more left turn crashes. These locations are opportunities to change the existing signal phasing to protected only. At multi-lane roads, drivers must judge this timing and distance accurately across multiple lanes, further increasing their risk.



Countermeasures for Left Turn Crashes at Signalized Intersections

A driver must judge when they believe there is a sufficient gap in traffic to make a left turn during permitted phasing. Changing to protected only phasing provides more direction to motorists when they should proceed with making a left turn. At a protected left turn phase, a driver making a left turn has a green arrow while opposing traffic has a red light.

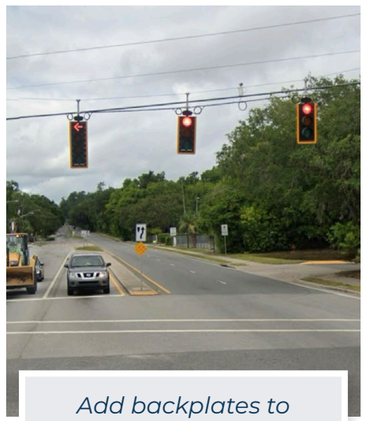
Countermeasures to address left turn crashes at signals include changing permitted phasing to protected only phasing, adding backplates to signal heads, and implementing offset left turn lanes.

Within the City of Gainesville, FDOT and the City of Gainesville have already identified several locations and modified the phasing to protected only. These locations should be evaluated in the future to determine the safety impact from these improvements.

Table 3. ***Intersections with 2 or More Fatal and/or Serious Injury Signalized Left Turn Crashes***

ID	LOCATION
A	SR 26 (W Newberry Rd) & SW 170th Street
B	SR 26 (W Newberry Road) & NW 98th Street
C	NE 16th Avenue & NE Waldo Road
D	SW 8th Avenue & SW 75th Street
E	Main Street & 39th Avenue

Modify existing traffic signal phasing to change from permitted to protected only phasing

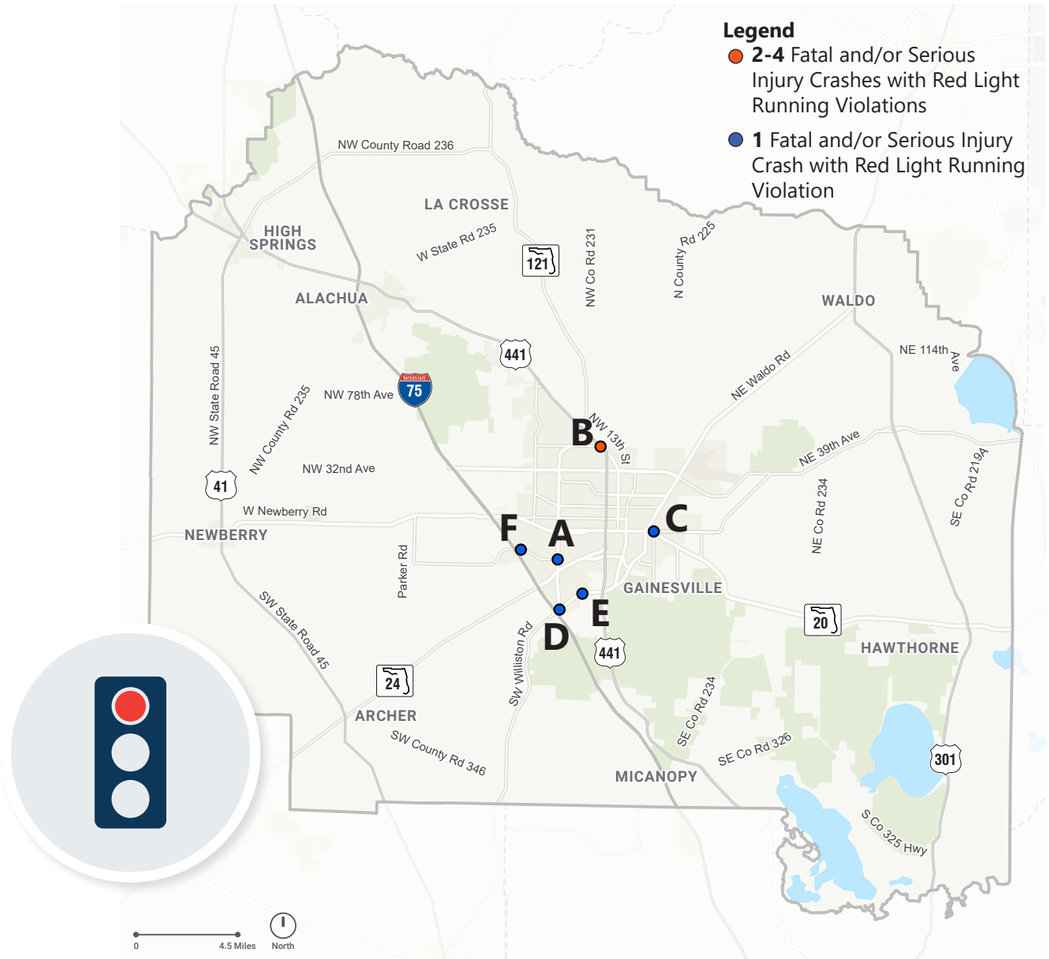


Add backplates to signal heads

Implement offset left turn lanes

Systemic Findings for Red Light Running Crashes at Signalized Intersections

Red light running crashes can cause severe injuries or fatalities to drivers, passengers, pedestrians, and bicyclists. At six County intersections, there were 19 fatal or serious injury crashes that involved a red light running citation. Input from the task force was also solicited to identify additional locations such as SW Williston Road & SW 34th Street with red light running crashes as they are likely under represented as the analysis used citation data.

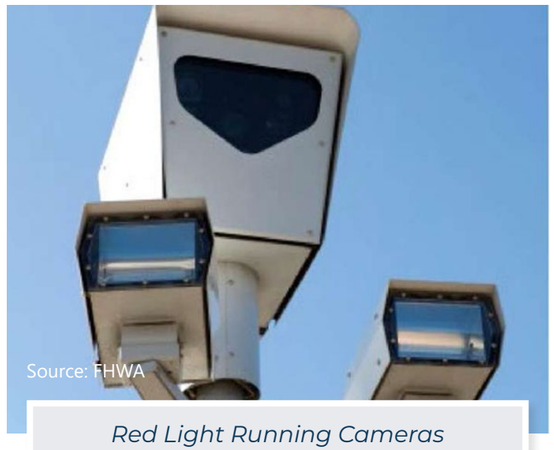


Countermeasures for Red Light Running Crashes at Signalized Intersections

Countermeasures to prevent red light running crashes include installing red light running cameras, installing red light running detection to prevent crashes, and reviewing the yellow or red clearance times. Red light running detection can be used to predict if a vehicle is not going to stop and extend the red phase (delaying the green phase for opposing vehicles) to prevent a crash. By adjusting the red clearances times, more time can be allocated during the all red phase to allow vehicles to pass through the intersection before another movement starts. Adjusting the clearance times is listed as FHWA proven safety countermeasure and requires a review of existing timing to meet the standards set forth in the FDOT Traffic Engineering Manual (TEM) and the Manual on Uniform Traffic Control Devices (MUTCD). Installing backplates to signal heads can also reduce crashes by increasing the visibility of the signal head.

Table 4. ***Intersections with Fatal and/or Serious Injury Crashes with Red Light Running Violations***

ID	LOCATION
A	SW 20th Avenue & SW 34th Street
B	NW 53rd Avenue & NW 13th Street
C	E University Avnue & SE 15th Street
D	SW Williston Road & SW 34th Street
E	SW Williston Road & SW 23rd Street
F	SW 20th Avenue & SW 62nd Boulevard



Red Light Running Cameras

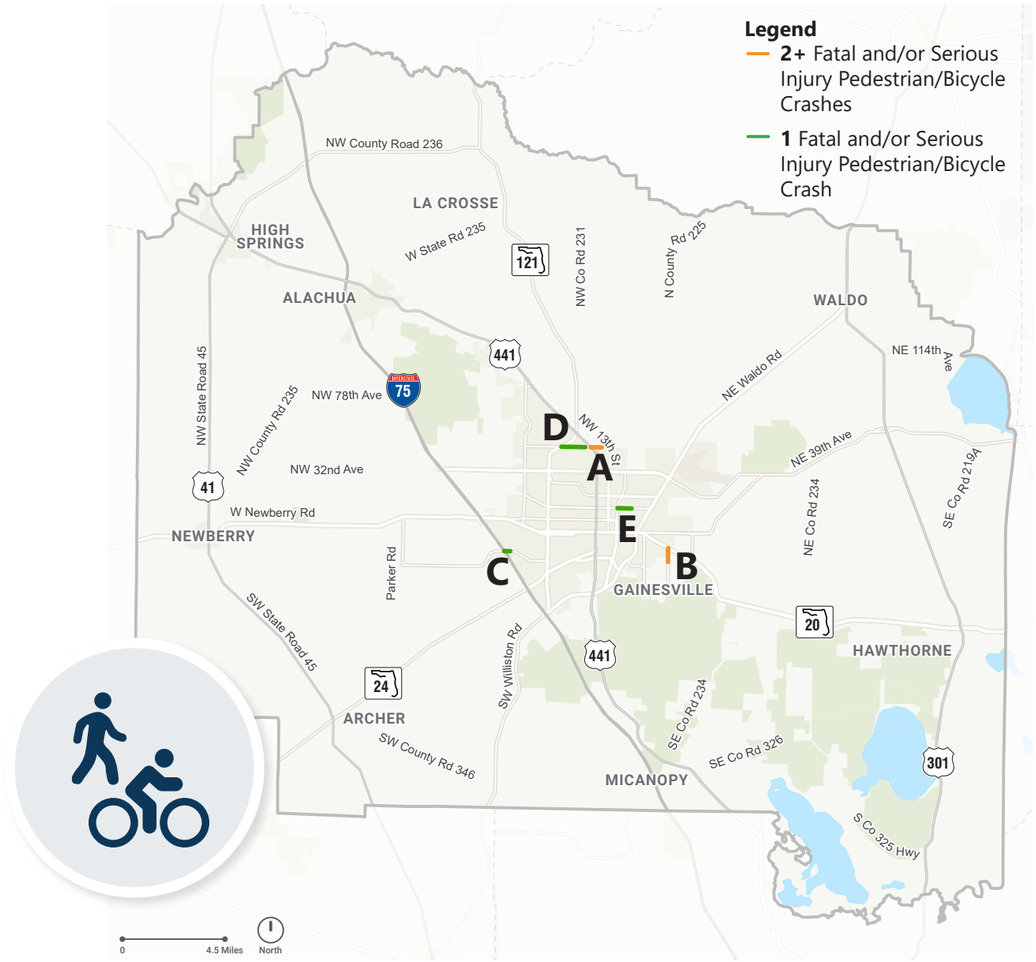
Red Light Running Detection

Systemic Findings for Bicycle and Pedestrian Crashes

County segments within the urban boundary where there were bicycle or pedestrian fatal or serious injury crashes typically had two-lanes and lower volumes. Five County roadways with these characteristics had at least one fatal or serious injury bicycle or pedestrian crash and are shown in ***Table 5***.

These crashes often occurred on local roads at night. Additionally, these segments often have a lack of sidewalk or separated bicycle facilities. Of the five segments identified in ***Table 5***, 5.6 miles of sidewalk do not exist and four of the corridors have wide shoulders but do not have designated bicycle facilities. Pedestrian crashes typically occured when a person was attempting to cross midblock indicating the need for marked crosswalks and traffic control devices.

In rural areas, bicycle crashes typically occurred on roads with high posted speed limits (55 miles per hour posted speed or higher) where there are no pedestrian or bicycle facilities present.



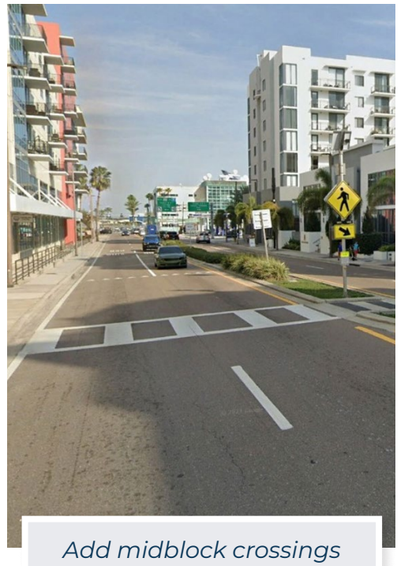
Countermeasures for Bicycle and Pedestrian Crashes

Countermeasures to improve bicycle and pedestrian safety include adding midblock crossings, lighting, and installing separated facilities such as installing sidewalk, shared use path, or separated bicycle facility. Reducing conflicts between vehicles and pedestrians can also include reducing the turning radius at driveways and adding special emphasis crosswalks at minor streets and busy driveways to enhance visibility. To enhance existing midblock crossings, upgrades can include adding Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), or pedestrian signals. Treatments for pedestrian and bicycle should focus on encouraging safe speeds, providing midblock crossings, and providing separated facilities on higher speed roadways.

Table 5. ***Locations of Fatal and/or Serious Injury Pedestrian/Bicycle Crashes***

ID	LOCATION	LIMITS
A	NW 53rd Avenue	NW 13th Street to N Main Street
B	SE 27th Street	SE Hawthorne Road to SE 19th Avenue
C	SW 20th Avenue	I-75 to SW 62nd Boulevard
D	NW 53rd Avenue	NW 34th Street to NW 19th Street
E	NE 16th Avenue	N Main Street to NE 9th Street

Install sidewalk, shared use path, or separated bicycle facility



Add midblock crossings

Add lighting

Location-Based Findings on the High Injury Networks

In addition to reviewing systemic crash trends, the top five urban and top five rural segments for fatal and serious injury crashes were identified. These locations comprise 26% of all County fatal and serious injury crashes. These urban and rural segments each comprised 13% of County fatal and serious injury crashes. On County roads 68% of fatal/serious injury crashes occurred within urban boundary and 32% occurred in rural areas. More information on the countermeasures at these locations can be found in ***Appendix D***. The prioritized list of projects is provided in ***Appendix E***.

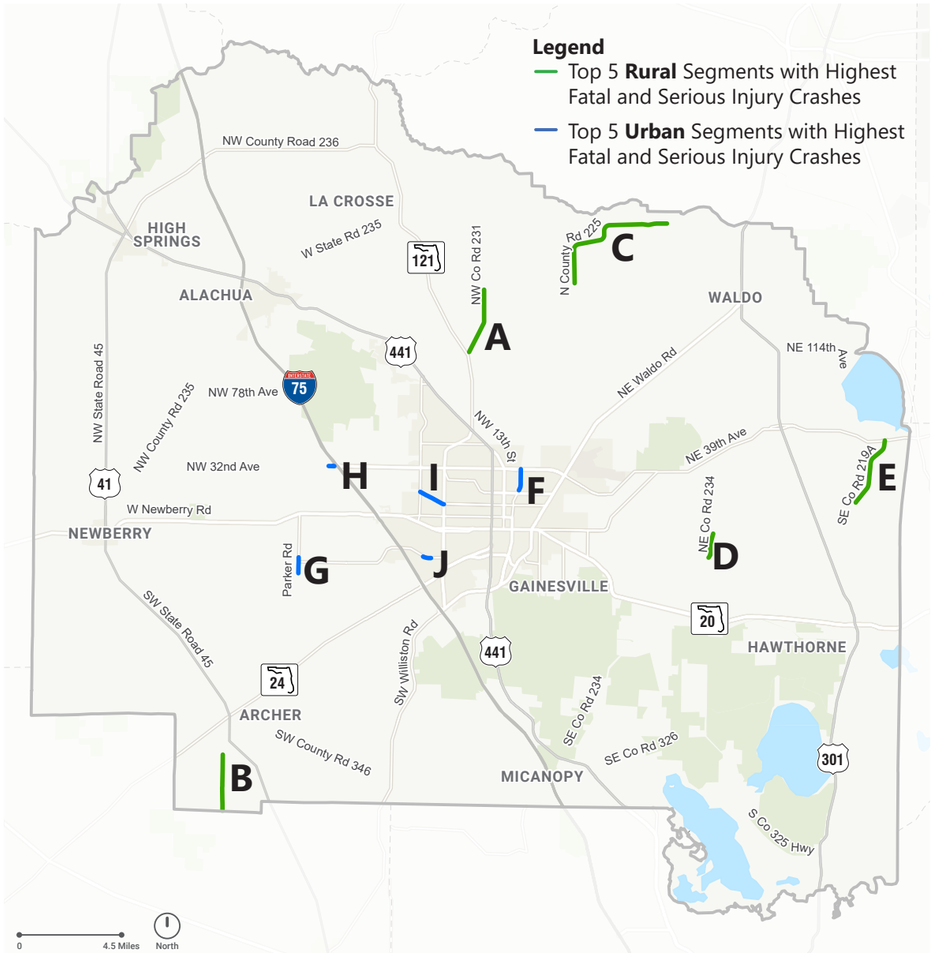


Table 6. ***Top 5 Rural/Urban Segments with Highest Fatal and Serious Injury Crashes***

ID	RURAL/ URBAN	LOCAL NAME	TOTAL FATAL/SERIOUS INJURY CRASHES
A*	**Rural**	CR-231	6
B	**Rural**	SW 170th St	4
C*	**Rural**	E CR-225	3
D*	**Rural**	SE CR-234	3
E*	**Rural**	NE CR-219A	3
F	**Urban**	N Main St	4
G	**Urban**	SW 122nd St	4
H*	**Urban**	NW 39th Ave	4
I	**Urban**	NW 16th Blvd	4
J*	**Urban**	SW 20th Ave	3

* Included in systematic analysis.

10. ENGINEERING STRATEGIES

Clear, data-informed strategies that prioritize community engagement and cross-agency collaboration are critical to reducing fatal and serious injury crashes. By working closely with local organizations, residents, and transportation professionals, Alachua County can plan, program, and construct safety investments that reflect community needs, target high crash areas, and align the roadway network with the Safe System Approach.

The potential strategies are grouped by systemic findings with a focus on County owned roads and intersections. The strategies follow the Safe System Approach and are intended to help the County be proactive towards preventing severe crashes. The Safe System Approach recognizes the need to look beyond only crash hot spots and instead build redundancy with an emphasis on separating modes and protecting vulnerable road users.

Additional information on the development of the strategies is provided in separate memorandums (*"Policy Review"* and *"Safe Streets and Roads for All Strategies"*) available upon request from the County.

These strategies are listed with the highest priority recommendations provided first based on the action item and ease of implementation.

Strategies for Rural Lane Departure Crashes

Strategies for rural lane departure crashes in rural areas focus on identifying and installing improvements on the vehicular and motorcycle HIN. The rural roadway strategies are shown in ***Table 7***.

Table 7. ***Rural Lane Departure Roadway Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	When resurfacing or rehabilitating High Injury Network and roadways with similar characteristics to reduce roadway departure crashes, continue to install FHWA Proven Countermeasures of wider shoulders, guardrails, SafetyEdge, and AVT.	Install safety countermeasures along one rural corridor	5 Years	Vehicle
Safe Speeds	Evaluate the need for speed management strategies, such as enhanced delineation, SafetyEdge, and AVT, on curved roadway segments identified on the High Injury Networks.	Complete a review of one High Injury Network corridor for improvements.	2 years	Vehicle
Safe Roads	Conduct an audit of sign and road marking visibility in areas with multiple lane departure crashes.	Complete a review of one High Injury Network corridor for improvements.	2 years	Vehicle
Safe Roads	Identify lighting needs on High Injury Network corridors in areas with high numbers of lane departure crashes.	Complete a lighting screening of the High Injury Networks	Annually	Vehicle
Safe Roads	Prioritize providing separated pedestrian and bicyclist facilities and crossing locations on rural high-speed roadways within half mile of bicycle and pedestrian generators.	Complete a screening of the High Injury Networks for improvements in rural areas focused on vulnerable road users and identify specific improvements within 0.5 miles of pedestrian and bicycle generators.	5 years	Pedestrian/ Bicycle

Strategies for Segments in Urban Areas

The analysis identified left turn, angle, fixed object crashes, and crashes at night as being overrepresented in fatal and serious injury crashes on urban local roads. The urban roadway strategies, shown in ***Table 8***, are targeted to address the need for access management, speed management, and bicycle and pedestrian facilities.

Table 8. ***Urban Roadway Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Speed	Review roadways with higher speeds (40 MPH or higher) within the urban boundary area for speed management treatments such as installing medians, incorporating horizontal deflection, adding landscape, and physically narrowing lanes.	Complete a screening of the High Injury Networks and install speed reduction in one corridor every two years.	2 years	Vehicle/ Motorcycle
Safe Roads	Review full access median openings on roadways with speed limits 40 mph or higher to determine if access should be modified.	Complete a review of all corridors on High Injury Networks for improvements.	Annually	Vehicle
Safe Speeds	Work with the City of Gainesville to pilot speed management through signal timing adjustments along urban roadways.	Create signal timing speed management pilot.	5 years	All
Safe Speeds	Consider lane narrowing where feasible when implementing resurfacing projects.	Complete a review of all Transportation Improvement Program (TIP) projects for improvements.	Annually	Vehicle
Safe Roads	Evaluate lighting needs on urban High Injury Networks corridors where dark/unlit conditions are an observed crash contributing factor.	Complete a screening of the High Injury Networks.	2 years	All

Strategies for Signalized Intersections

Intersections, by definition, are locations with potential for conflicts between vehicles and other road users. Intersections are areas where road users' cross paths and the potential for a collision is at the greatest on the transportation system.

On local roads in urban areas, fatal and serious injury vehicle and motorcycle crashes generally involved vehicles running a red light or turning left during a permissive left turn phase. The signalized intersection strategies to help reduce these types of crashes are summarized in ***Table 9***.

Table 9. ***Signalized Intersection Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	Implement protected left turns at signalized intersections with higher numbers of left turn crashes starting with intersections on High Injury Networks.	Evaluate and implement intersections per year to consider changing phasing	Annually	Vehicle/ Motorcycle
Safe Roads	Implement pedestrian-focused traffic signal timing, such as elimination of permissive right turns on red in areas with high pedestrian volume or shorter cycle length for intersections on Pedestrian/Bicycle High Injury Networks.	Implement at 5 signalized intersections	5 years	Pedestrian/ Bicycle
Safe Roads	Prioritize pedestrian movements at signals by adding Leading Pedestrian Interval (LPI) or reviewing pedestrian phase timing for intersections on the Pedestrian or Bike High Injury Networks.	Implement LPI or phasing changes at 2 Intersections per year	Annually	Pedestrian/ Bicycle
Safe Roads	Evaluate all yellow change and red clearance intervals for signals on the vehicle and motorcycle High Injury Networks. Investigate implementing red light running detection.	Evaluate two intersections on the High Injury Networks per year where there is a history of red-light running crashes	2 years	Vehicle/ Motorcycle
Safe Roads	Evaluate and implement technology associated with extending LPI when a left turning vehicle is present.	Implement at 2 signalized intersections as pilot	5 years	Pedestrian/ Bicycle
Safe Speeds	Use signal timing to manage vehicular speeds within urban boundary by implementing a green wave and lowering progression speeds to limit speeding opportunities and encourage vehicles to travel at the target speed.	Retime one corridor	2 years	All

Table 9. ***Signalized Intersection Strategies Continued***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Speeds	Use signal timing and phasing to prioritize slower speeds at night in urban boundary by implementing strategies such as "rest in red" where the default is red for all movements before registering the presence of a vehicle.	Work with City of Gainesville to pilot "rest in red" at night.	1 year	
Safe Roads	Pilot safety treatments at signalized intersections on the Pedestrian and Bicycle High Injury Networks such as hardened centerline, reduced corner radii, or protected intersection.	Implement geometric improvements at 1 intersection on High Injury Network	5 years	Pedestrian/ Bicycle
Safe Roads	Partner with the City of Gainesville to develop an intersection attribute dataset to further analyze phasing impacts and update as improvements are completed.	Create database with information on phasing at signals	2 years	All
Safe Vehicles	Evaluate opportunities to use near-miss technology at signalized intersections to understand where perceived safety and red light running issues may exist.	Annual review of latest technology for consideration in best practices training	Annually	All
Safe Roads	Develop an existing conditions lighting dataset at intersections along the High Injury Networks.	Identification of intersections with lighting needs	3 years	All

Pedestrian & Bicycle User Strategies

People walking and biking are overrepresented in fatal and serious injury crashes. As shown in ***Table 10***, strategies are proposed to address bicycle and pedestrian facility needs and speed management along roadway segments. Additional safety strategies for pedestrians and bicyclists are also covered in the other sections (***Strategies for Signalized Intersections***, ***Strategies for Segments in Urban Areas***, and ***Strategies for Rural Lane Departure Crashes***).

Table 10. ***Pedestrian & Bicycle User Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	Evaluate all school zones for compliance with standards in the Speed Zoning Manual.	Evaluate 2 schools zones and program enhancements each year.	Annually	Pedestrian/ Bicycle
Safe Roads	Review Pedestrian and Bicycle High Injury Networks using the Bicycle Pedestrian Master Plan for opportunities to find opportunities to enhance existing crossings to include RRFB or other traffic control devices.	Program up to one crossing enhancement per year.	Annually	Pedestrian/ Bicycle
Safe Roads	Support safe mobility options by evaluating (and ultimately redesigning) roads that currently create barriers and do not facilitate safe and comfortable mobility across and along streets.	Study one corridor per year to identify crossing improvements.	Annually	Pedestrian/ Bicycle
Safe Roads	Evaluate all school zones for compliance with standards in the Speed Zoning Manual.	Evaluate 2 schools zones and program enhancements each year.	Annually	Pedestrian/ Bicycle

11. EDUCATION STRATEGIES

Education strategies can be developed to include interactive activities, comprehensive teaching opportunities, and information on road safety messages and concepts that can be taught at school or in community activities. The strategies in ***Table 11*** are targeted at educating road users.

Table 11. ***Education Strategies***

THEME	STRATEGY	OUTCOME	TIMELINE	MODE
Safe People	Work with FDOT and the City of Gainesville to disseminate educational materials for new traffic control devices or designs.	Number of educational materials developed.	5 years	All
Safe People	Develop educational materials focused on emphasis areas (i.e. flyer, social media graphics) focused on safer driving behaviors and leverage existing partnerships to provide this information at existing community events.	Number of events attended.	2 years	All
Safe People	Support safety programs, such as Safe Routes to Schools, Safe Routes to Places, and other walk and bike education and encouragement programs to increase safety and access to everyday destinations.	Partner with two schools or attend two safety events.	Annually	Pedestrian/ Bicycle

12. ENFORCEMENT STRATEGIES

Even when engineering countermeasures are implemented, failing to adhere to traffic laws can result in crashes of varying severity. Enforcement can increase driver awareness and consequently reduce crashes by promoting safe speeds. Enforcement strategies to address crashes on the HIN are presented in ***Table 12***.

Table 12. ***Enforcement Strategies***

THEME	STRATEGY	OUTCOME	TIMELINE	MODE
Safe Vehicles	Install red-light running cameras at signalized intersections with the highest number of crashes.	Install red-light running camera pilot.	2 years	Vehicle/ Motorcycle
Safe Speeds	Pilot automated speed enforcement in school zones and analyze results.	Implement a pilot program.	5 years	Vehicle/ Motorcycle
Safe Speeds	Prioritize increased enforcement at the top crash locations that are on the High Injury Networks.	Enforcement campaign along High Injury Networks.	Annually	All

13. EVALUATION STRATEGIES

Performance measures are used to evaluate progress in completing the strategies and in achieving the desired outcomes of reducing fatal and severe injury crashes. To measure progress in reducing fatalities and serious injuries, evaluation strategies are provided in ***Table 13***. An interactive dashboard has been created and is available online showing five years of crash data from Signal4.

Table 13. ***Evaluation Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	Partner with FDOT to track and report progress on number of fatal and serious injury crashes on state roadways.	Update report.	Report annually	All
Safe Roads	Work with the MPO and partner agencies to conduct Before and After Studies of projects to measure the safety benefits of countermeasures that were implemented.	5 before/after studies.	5 Years	All
Safe Roads	Create guidelines to consistently evaluate project impacts on safety (before/after studies).	Before/ after study guidelines.	Report annually	All
Safe Roads	Maintain a database of installed safety treatments (this will support before and after safety calculations and quantify return on investment analyses).	Create database.	2 years	All

14. POLICY STRATEGIES

Policy based strategies were identified based upon a review of existing documents and procedures. Implementing these policies and procedures is intended to bring safety benefits to projects as they are advanced through planning, design, and construction. A summary of policy strategies is provided in ***Table 14***.

To implement all of the strategies presented, it is recommended the County consider hiring a full-time employee. This person would be dedicated to collaborating across departments with a focus on safety and implementing a Safe System Approach. Having a champion for the Safe System Approach will allow for collaboration across departments and increased transparency in implementing these strategies.

Table 14. ***Policy Strategies***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	Prioritize projects for funding that reduce fatal and serious injury crashes.	Prioritization process to advance projects on the High Injury Networks.	Continuous	All
Safe Roads	Create a process to review all projects in the TIP that considers how safety countermeasures can be incorporated in the project scope.	Creation of documented process for projects in TIP.	2 Years	All
Safe Roads	Incorporate projects focused primarily on safety measures (solely focused on a reduction of fatal and serious injury crashes) in the Long Range Transportation Plan (LRTP).	Incorporate at lE 2 safety projects in LRTP.	5 Years	All
Safe Roads	Complete a multi-disciplinary desktop safety review or road safety audit of corridors along a prioritized list of High Injury Network segments when planning, designing, and programming improvements that are then advanced in the CIP. Create a category of projects in the CIP that are focused solely on safety enhancements which could include retrofitting intersections or other minor improvements.	Review of High Injury Network projects in the CIP.	1 Year	All

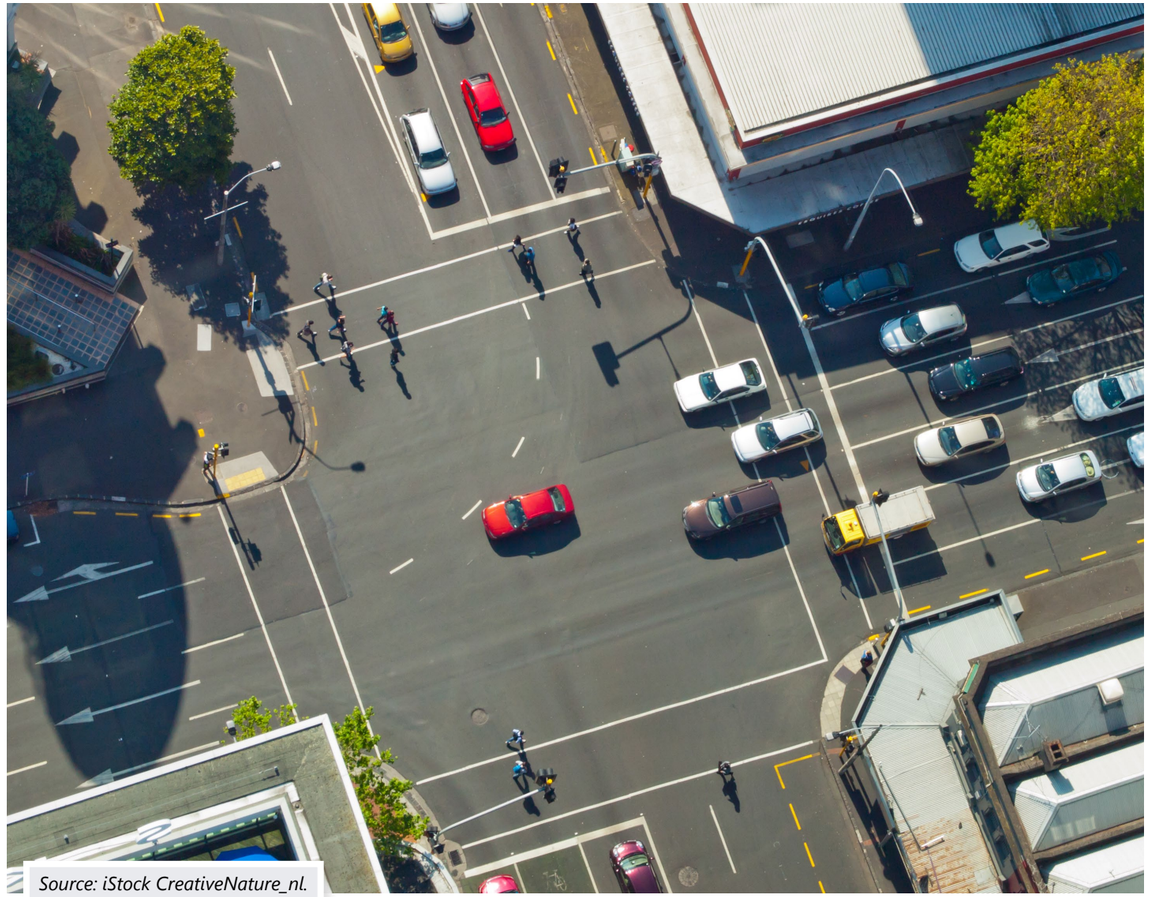
Table 14. ***Policy Strategies Continued***

THEME	STRATEGY	ACTION ITEM	TIMELINE	MODE
Safe Roads	Develop design guidance specific to County and local agencies to set design vehicle and turning radius based on context classification.	Update of County's design guidance to consider context sensitive approach to turning radius.	5 years	All
Safe Roads	Add transit design standards to either Land Development Code Chapter 407 or the Alachua County Corridor Design Manual to identify needed crossings to support transit, lighting standards, accessible pathways, bicycle parking, and signage details.	Adoption of design standards for transit facilities.	5 Years	Pedestrian/ Bicycle
Safe Roads	Adopt a robust approach to identify spacing and locations for mid-block pedestrian crossings where the propensity to cross is high in urban cluster. Implement policies and design standards to reduce pedestrian and bicycle crossing distances.	Adoption of National Association of City Transportation Officials (NACTO) Standards and creation of County policy and standards.	1 Year	Pedestrian/ Bicycle
Safe Roads	Establish and adopt context classifications for County-maintained roadways with an associated target speed.	Adoption of context classification and target speeds considering Table 407.141.1 Street Design Specifications.	3 years	All
Safe Roads	Routinely meet with the Task Force on a quarterly basis to collaborate, provide input, and hear updates on safety initiatives.	Quarterly Task Force meetings are held.	Quarterly	All
Safe Roads	Rapidly address known crash hotspots with lower-cost improvements (e.g., signage, restriping) and establish a quick build program.	Establishment of quick build program.	Review progress annually	

15. WHAT'S NEXT

Alachua County Board of County Commissioners has adopted a resolution committing to reducing fatal and serious injury crashes, provided in ***Appendix F***. This Safety Action Plan followed a data-driven approach and is intended to set a framework with which the County can reduce its fatal and serious injury crashes. The implementation of policies, targeted design standards, and installation of safety countermeasures sets a strong foundation for safer, more accessible roadways for all users. By identifying contributing factors to fatal and serious injury crashes, the County can begin prioritizing and designing safety treatments.

This effort will require continuous evaluation and refinement so that Alachua County can make progress towards zero fatalities and serious injuries. A commitment to ongoing collaboration, monitoring, and adaptation will ensure the long-term success of this Plan, transforming streets into vibrant, safe routes for all.



Source: iStock CreativeNature_nl.

16. APPENDICES

Appendix A Local Road High Injury Network

Appendix B State Road High Injury Network

Appendix C Systemic Studies List

Appendix D Site Specific Studies List

Appendix E Project Prioritization

Appendix F Alachua County Board of County Commissioners Adopted Resolution

Appendix A. Local Road High Injury Network

Appendix A. Local Road High injury Network - Intersections

MAJOR STREET	MINOR STREET	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NW 8th Avenue	NW 10th Street				
NW 16th Terrace	NW 16th Avenue				
NW 55th Street	NW 23rd Avenue				
NW 43rd Street	NW 16th Boulevard				
SW 8th Avenue	SW 75th Street				
W University Avenue	SW 75th Street				
SW 46th Boulevard	SW 75th Street				
NW 4th Boulevard	NW 75th Street				
NW 143rd Street	NW 32nd Avenue				
SW 4th Avenue	S Main Street				
N Main Street	NW 16th Avenue				
NW 8th Avenue	NW 22nd Street				
NW 53rd Avenue	NW 43rd Street				
SW 62nd Boulevard	SW 20th Avenue				
SW 43rd Street	SW 20th Avenue				
SW 38th Terrace	SW 20th Avenue				
NW 16th Avenue	NW 2nd Street				
69th Avenue	221st Street				
NE 9th Street	NE 16th Avenue				
N Main Street	NE 10th Avenue				
NW 6th Street	NW 5th Avenue				
SE 3rd Avenue	SE 15th Street				
Parker Road	SW 8th Avenue				
NW 23rd Avenue	NW 98th Street				
NW 23rd Avenue	Fort Clarke Boulevard				
NW 83rd Street	NW 91st Street				
NW 51st Street	NW 27th Avenue				
NW 43rd Street	NW 25th Place				
NW 8th Avenue	NW 18th Terrace				
NW 1st Place	SW 62nd Boulevard				
SW 24th Avenue	SW 17th Road				
Plaza Boulevard	Clark Butler Boulevard				

MAJOR STREET	MINOR STREET	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SE 4th Avenue	SE 3rd Street				
Stadium Road	Gale Lemerand Drive				
Mowry Road	Gale Lemerand Drive				
Gale Lemerand Drive	Museum Road				
Newell Drive	Museum Road				
NW 75th Street	W Newberry Road				
Hawthorne Road	SE 43rd Street				
NW 51st Street	NW 39th Avenue				
SW 91st Street	Archer Road				
SW 45th Street	Archer Road				
NW 143rd Street	SW 143rd Street				
W Newberry Road	SW 170th Street				
Fort Clarke Boulevard	W Newberry Road				
NW 76th Boulevard	W Newberry Road				
NW 122nd Street	W Newberry Road				
NW 98th Street	W Newberry Road				
NW 43rd Street	Martin Luther King Memorial Highway				
NW 147th Drive	Martin Luther King Memorial Highway				
NW 173rd Street	Martin Luther King Memorial Highway				
NE 15th Street	NE 23rd Avenue				
NW 23rd Avenue	NW 2nd Street				
N Main Street	NE 23rd Avenue				
SW 35th Place	SW 34th Street				
SW 34th Street	Windmeadows Boulevard				
SW 34th Street	SW 20th Avenue				
SW 34th Street	Hull Road				
Radio Road	SW 34th Street				
NW 8th Avenue	NW 34th Street				
NW 53rd Avenue	NW 34th Boulevard				
NW 53rd Avenue	Martin Luther King Memorial Highway				
NW 23rd Street	Martin Luther King Memorial Highway				
N Main Street	NE 1st Avenue				

Appendix A. Local Road High injury Network - Intersections Continued

MAJOR STREET	MINOR STREET	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
N Main Street	NW 2nd Avenue				
NE 8th Avenue	N Main Street				
Hawthorne Road	SE 18th Street				
NW 8th Avenue	NW 6th Street				
NW 16th Avenue	NW 6th Street				
NE 15th Street	NE 39th Avenue				
NE 39th Avenue	N Main Street				
NE 2nd Way	NE 2nd Street				
NW 24th Boulevard	NW 39th Avenue				
NW 43rd Street	NW 39th Avenue				
Shealy Drive	SW 16th Avenue				
SW 16th Avenue	SW 16th Street				
SW 16th Avenue	SE 16th Avenue				
SW 6th Street	SW 16th Avenue				
SW 39th Boulevard	Archer Road				
Archer Road	SW 35 Boulevard				
SW 23rd Drive	Archer Road				
Gale Lemerand Drive	Archer Road				
Center Drive	Archer Road				
Archer Road	SW 16th Street				
Newell Drive	Archer Road				
NE 8th Avenue	Waldo Road				
Waldo Road	NE 12th Avenue				
NE 16th Avenue	Waldo Road				
NE 49th Avenue	Waldo Road				
Waldo Road	NE 53rd Avenue				
SW 13th Street	SW 14th Drive				
Diamond Road	SW 9th Avenue				
SW 8th Avenue	Museum Road				
SW 2nd Avenue	SW 13th Street				
NW 13th Street	NW 3rd Avenue				
NW 13th Street	NW 5th Avenue				
NW 7th Avenue	NW 13th Street				
NW 13th Street	NW 16th Avenue				
NW 12th Terrace	NW 19th Lane				

MAJOR STREET	MINOR STREET	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NW 13th Street	NW 6th Street				
NW 43rd Street	Newberry Road				
NW 8th Avenue	NW 53rd Terrace				
NW 55th Street	W Newberry Road				
NW 62nd Street	W Newberry Road				
NW 60th Street	NW 4th Place				
W Newberry Road	NW 69th Terrace				
NW 66th Street	W Newberry Road				
NE 25th Street	W University Avenue				
NE 7th Street	SE 7th Street				
NE 15th Street	SE 15th Street				
W University Avenue	SE 9th Street				
NW 1st Street	W University Avenue				
NE 1st Street	W University Avenue				
NW 3rd Street	SW 3rd Street				
NW 8th Street	W University Avenue				
W University Avenue	SW 12th Street				
NW 6th Street	SW 6th Street				
W University Avenue	Gale Lemerand Drive				
W University Avenue	SW 10th Street				
W University Avenue	Buckman Drive				
W University Avenue	NW 15th Street				
NW 22nd Street	W University Avenue				
NW 18th Street	Fletcher Drive				
W University Avenue	NW 38th Street				
SW 23rd Street	SW Williston Road				
4th Street	SE Williston Road				
SE 4th Avenue	SE 4th Avenue				
Archer Road	SW 75th Street				
Archer Road	SW 63rd Boulevard				
S Main Street	SE 1st Avenue				
NW 43rd Street	NW 28th Lane				
SW 40th Boulevard	Archer Road				

Appendix A. Local Road High injury Network - Segments

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NW 156 Avenue	CR 22	E of Burnetts Lake Boulevard				
SE 75th Avenue/ Holden Park	W of Gordon Chapel Rd	E of SE 225th Drive				
CR 232/NW 53rd Avenue	NW 13th Street	W of N Main Street				
CR 235/NW CR 235	S of NW 46 Avenue	N of NW 2nd Lane				
CR 234/SE CR 234	E of NW 193rd Street	W of SE 26th Street				
NE 15th Street	NE 39th Avenue	NE 53rd Avenue				
CR 172/NE 16th Avenue	E of NE 9th Street	NE Waldo Road				
SW 24th Avenue	SW 43rd Street	SW 34th Street				
SW 62nd Boulevard	S of SW 9th Place	SW 20th Avenue				
NE 8th Avenue	NE 4th Terrace	NE 12th Street				
SW 24th Avenue	SW 61st Street	I-75				
SW 62nd Boulevard	NW 1st Place	S of W Newberry Road				
SW 6th Street	SW 16th Avenue	SW Depot Avenue				
CR 338/NW 8th Avenue	E of NW 17th Street	NW 10th Street				
CR 329/N Main St	N of NE 23rd Avenue	NE 39th Avenue				
SW 20th Avenue	W of SW 42nd Street	SW 38th Terrace				
CR 172/NW 23rd Avenue	E of NW 77th Boulevard	NW 58th Boulevard				
CR 1469/NE CR 1469	S of NE 107th Lane	N of NE 77th Lane				
CR 172/ NW 16th Boulevard	NW 16th Terrace	NW 13th Street				
SE 27th Street	SE Hawthorne Road	SE 19th Avenue				
CR 1469/NE CR 1469	N of NE 102nd Place	Sid Martin Highway				
Burnetts Lake Rd	N of NW 105th Avenue	NW 156 Avenue				

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SW 24th Avenue	SW 75th Streetreet	SW 17th Road				
CR 172/NE 16th Avenue	NW 13th Street	NW 6th Street				
CR 237/SW 75th Street	SW Archer Road	S of SW 53rd Place				
CR 23/SW 63rd Avenue	SW 56th Avenue	SW 13th Street				
NW 24th Boulevard	N of NW 39th Avenue	NW 53rd Avenue				
CR 172/ NW 16th Boulevard	NW 34th Street	NW 22nd Street				
CR 234/SE CR 234	N of NW 117th Court	SE 21st Street				
SE 2nd Avenue	SE 7th Street	SE 11th Street				
CR 225A/NE 56 Terrace	NE 44th Street	NE Waldo Drive				
NW 32nd Avenue	NW 186th Street	W of NW 144th Terrace				
SE 2nd Avenue	SW 6th Street	S Main Street				
SE 2nd Avenue	S Main Street	SE 7th Street				
CR 237/SW 75th Street	S of SW 8th Avenue	N of SW 22nd Place				
CR 237/NW CR 237	NW 128th Lane	W State Road 235				
Peggy Rd	Entrance of Dollar General Distribution Center	W of NW 173rd Street				
CR 235/NW CR 235	N of Entrance to Argos USA	NW 78th Avenue				
CR 329/N Main Street	NW 16th Avenuue	NW 10th Avenue				
CR 1474 E	E of SE 130th Terrace	W of NE 190th Terrace				
CR 346/SW CR 346	E of SW 143rd Street	SW 91st Street				
CR 329B/SE 55 Boulevard/ Lake Shor	SE Hawthorne Road	S of SE 75th Street				
CR 235/NW CR 235	NW 78th Avenue	NW 123rd Avenue				

Appendix A. Local Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NE 8th Avenue	E of NE 15th Street	NE 20th Street				
SW 20th Avenue	I-75	SW 62nd Boulevard				
NE 9th Street	E University Avenue	NE 4th Avenue				
SW 2nd Avenue	SW 13th Street	SW 6th Street				
NW 22nd Street	NW 8th Avenue	NW 16th Boulevard				
SE CR 2082	SE CR 234	SE 92nd Terrace				
SW 91st Street	S of SW 38th Avenue	SW 46th Boulevard				
NW 174th Street	S Main Street	NW 222nd Street				
CR 346/SW 91st Street	N of SW 147th Lane	W of SW 79th Street				
SW 4th Avenue	SW 3rd Street	S Main Street				
	S Main Street	SE 3rd Street				
SW 6th Street	SW 2nd Avenue	SW 5th Terrace				
SW 91 Street	SW 14th Avenue	SW 12th Avenue				
NE 8th Avenue	N Main Street	NE Boulevard				
CR 232/NW 53rd Avenue	NW 34th Boulevard	NW 19th Street				
CR 338/NW 8th Avenue	NW 7th Road	NW 22nd Street				
NW 182 Avenue	E of NW 250th Street	W of NW 244th Street				
CR 241/SW 170th Street	N of SW 159th Avenue	SW State Road 45				
SE 75Avenue/ Holden Park	SE US 301	E County Boundary				
NE 21st Street	S of NE 188th Place	NE 156th Avenue				
SE 25th Street	NE 22nd Terrace	E University Avenue				
CR 235/NW CR-235	Entrance to Shell	NW 142nd Avenue				
SE 4th Avenue	SE 6th Street	SE 11 Street				

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
CR 231/CR 231	NW 156th Avenue	W State Road 235				
NW 46 Avenue	CR 235	W of NW 202nd Street				
CR 23/SW 34th Street	SW 56th Avenue	Entrance to Victory Church of Gainesville				
SW 122nd Street	N of SW 89th Avenue	S of SW 34th Road				
SW 24th Avenue	E of SW 88th Street	W of SW 84th Street				
NW 142 Avenue	NW 298 Street	NW State Road 45				
CR 338/NW 8th Avenue	NW 43rd Street	W of NW 40th Drive				
SE 75 Avenue/ Holden Park	E of SE 229th Way	E County Boundary				
CR 225/E CR 225	NE CR 1475	NE 160th Place				
SE 21st Avenue	SE Williston Road	SE 15st Street				
CR 346/SW CR 346	SW 154th Street	SW Williston Road				
CR 241/SW 170th Street	SW State Road 45	SW 46 Avenue				
NE 15th Street	NE 39th Avenue	NE 23rd Avenue				
SW 62nd Boulevard	S of Entrance to Palm Garden Convalescent Center	N of SW 9th Lane				
NW 23rd Boulevard	NW 31st Avenue	NW 16th Terrace				
SW 30th Avenue	E of SW 202nd Street	SW 170th Street				
CR 232/ Millhopper Road	NW 143rd Street	W of 97th Street				
CR 241/SW 170th Street	S of SW 147th Avenue	NE 100th Street				
SW 23 Terrace	SW Williston Road	Old Archer Road				
CR 232/NW 43rd Street	NW 53rd Avenue	NW 39th Avenue				

Appendix A. Local Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
CR 329/S Main Street	13th Avenue	SW 4th Avenue				
SW Depot Avenue	SW 11th Street	SE 4th Street				
SW 35th Place	E of SW 32nd Court	W of SE 27th Street				
NW 234 Street	NW CR 2054	NW 94 Avenue				
SW Wacahoota Rd	SW 108th Avenue	W of SE 11th Drive				
CR 234/NE CR 234	N of NE 7th Avenue	NE State Road 26				
CR 234/SE CR 234	Hickory Ranch	US-441 EB to CR 234 Off-ramp				
CR 346/SE CR 346	SE CR 225	S CR 325				
SW 122 Street	SW 14th Avenue	N of SW 34th Road				
CR 329/S Main Street	SE Williston Road	SW 21st Avenue				
SW 42nd Street	SW 33rd Place	Clark Butler Boulevard				
NW 22nd Street	W University Avenue	NW 8th Avenue				
CR 225/SE 43rd Street	N of SE Hawthorne Road	S of E University Avenue				
NE 15th Street	NE 16th Avenue	NE 23rd Avenue				
CR 234/SE CR 234	SE 16th Avenue	CR 1474 E				
NW 43rd Street	NW 28th Lane	NW 39th Avenue				
CR 172/NW 23rd Avenue	NW 83rd Street	NW 75th Street				
CR 225/N CR 225	NE 81st Avenue	NE 77th Avenue				
CR 241/NW 140th Street	S of NW 128th Place	I-75				
CR 222/NW 39 Avenue	NW 98th Street	I-75 SB to SR 222 Off-ramp				
CR 338/NW 8th Avenue	Newberry Road	Entrance to University City Church of Christ				
NE 15th Street	E University Avenue	NE 8th Avenue				

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SW 6th Street	SW Depot Avenue	S of SW 5th Avenue				
Peggy Road	NW 173rd Street	W of SW Peggy Road				
SE 15th Street	SE 12th Place	Entrance to First Baptist Missionary				
CR 329B/E University Avenue	E of SE 71st Street	SE 73rd Terrace				
SE 15th Street	SE 12th Place	SE 7th Avenue				
CR 325/S CR 325	W of Cross Creek Farmhouse	W of SE 197th Street				
CR 232/ Millhopper Road	E of I-75	NW 56th Lane				
CR 172/NE 16th Avenue	N Main Street	NE 9th Street				
CR 23/Old Archer Road	E of SW 34th Street	SW 23rd Street				
CR 172/ NW 16th Boulevard	NW 43rd Street	NW 34th Street				
NW 43rd Street	NW 8th Avenue	NW 16th Boulevard				
NW 43rd Street	NW 28th Lane	NW 25th Place				
Clark Butler Boulevard	SW Archer Road	SW 33rd Place				
NW 181 Drive	NW 181 Drive	W CR 1491				
SW 67th Terrace	SW 67th Terrace	SW 19th Court				
SW 20th Avenue	SW 20th Avenue	Squire Drive				
NE 39th Avenue	NE 39th Avenue	N of NE 23rd Place				
W University Avenue	W University Avenue	Stadium Road				
Museum Road	Museum Road	SW Archer Road				
Stadium Road	Stadium Road	Museum Road				
Museum Road	Museum Road	SW Archer Road				
Stadium Road	Stadium Road	Museum Road				

Appendix A. Local Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NW 133rd Terrace	NW 133rd Terrace	NW 157th Avenue				
SW 23rd Drive	SW 23rd Drive	SW 34th Street				
Hull Road	Hull Road	Gale Lemerand Drive				
Gale Lemerand Drive	Gale Lemerand Drive	Museum Drive				
NE 12th Avenue	NE 12th Avenue	NE 16th Avenue				
Museum Road	Museum Road	W University Avenue				
NW 133rd Terrace	NW 133rd Terrace	NW 137th Terrace				
NW 16th Street	NW 16th Street	NW 20th Street				
NW 15th Terrace	NW 15th Terrace	NW 20th Street; NW 1st Avenue				
NW 4th Avenue	NW 4th Avenue	NW 6th Avenue				
NW 29th Terrace	NW 29th Terrace	NW 31st Terrace; NW 57th Place				
W Newberry Road	W Newberry Road	NW 10th Place				
SE 3rd Avenue	SE 3rd Avenue	SE 7th Avenue				
SE 8th Avenue	SE 8th Avenue	SE 10th Avenue				
SE 2nd Avenue	SE 2nd Avenue	SE 4th Avenue				
Buckman Drive	Buckman Drive	Gale Lemerand Drive				
SW 2nd Avenue	SW 2nd Avenue	SW 4th Avenue				
SW 11th Avenue	SW 11th Avenue	SW 9th Road				
SW 35th Place	SW 35th Place	SW 37th Place				
State Road 26	State Road 26	SE 80th Street				
SW Archer Road	SW Archer Road	SW 39th Boulevard				
SW 6th Street	SW 6th Street	SW 13th Street				
SW 13th Street	SW 13th Street	Buckman Drive				
SW 34th Street	SW 34th Street	SW 30th Place				
CR 232/NW 78 Avenue	NW US 27	NW 90th Avenue				
CR 232/NW 78 Avenue	NW CR 235	NW 143 Street				
CR 232/SW 46 Avenue	SW State Road 45	SW 170th Street				
SW 282 Street	SW 15th Avenue	SW 46th Avenue				
CR 337/S CR 325	S CR 346	N of SE 161st Place				
CR 325/NE CR 219A	NE CR 1469	NE State Road 26				
CR 219A/NE CR 219A	E CR 1474	NE CR 1469				
CR 219A/CR 231	State Road 121	NW 156th Avenue				
CR 231/SW CR 346	SW 91st Street	SW Williston Road				
CR 346/SE CR 346	US 441	SE CR 225				

Appendix B. State Road High Injury Network

Appendix B. State Road High injury Network - Intersections

MAIN RD	MINOR STREET	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SW Williston Road	I-75 Ramp				
NW 140th Street	Martin Luther King Memorial Highway				
Martin Luther King Memorial Highway	I-75 Ramp				
NE 23rd Avenue	NE Waldo Road				
NW 23rd Avenue	NW 6th Street				
NW 23rd Avenue	NW 23rd Avenue				
SW 34th Street	SW 2nd Avenue				
Martin Luther King Memorial Highway	NW 34th Boulevard				
Hawthorne Road	E University Avenue				
NE 39th Avenue	Waldo Road				
NW 39th Avenue	NW 13th Street				
NW 34th Street	NW 39th Avenue				
SW 16th Avenue	Archer Road				
SW 13th Street	SW 16th Avenue				
Archer Road					
SW 34th Street	Archer Road				
SW 9th Road	SW 13th Street				
SW 13th Street	W University Avenue				
W Newberry Road	I-75 Ramp				
W Newberry Road	I-75 Ramp				
N Main Street	W University Avenue				
W University Avenue	SW 2nd Avenue				
W University Avenue	NW 34th Street				
SW Williston Road	SW 34th Street				
SW Williston Road	I-75 Ramp				
SW Williston Road	SW 34th Avenue				
Santa Fe Boulevard	High Springs Main Street				
W Newberry Road	SW 250th Street				

Appendix B. State Road High injury Network - Segments

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 20/NW 13th Street/ Martin Luther King Boulevard	S of NW 43rd Street	NW 68th Avenue				
SR 20/NW 6th Street/ Alabama Street	NW 16th Avenue	S of NW 23rd Avenue				
SR 45/SW SR-45	SW 139th Place	S of SW Archer Road				
SR 26/NE 55 Boulevard	N of E University Avenue	NE 27th Avenue				
SR 25/SW 13th/Martin Luther King Highway	NW 16th Avenue	NW 19th Lane				
SR 25/SW 13th/Martin Luther King Highway	NW 19th Lane	NW 23rd Avenue				
SR 121/SW 34th Street	SW 35th Place	SW 39th Boulevard				
SR 121/SW 34th Street	SW 35th Place	Archer Road				
SR 121/SW Williston Road	S of SW 69th Avenue	SW 105th Avenue				
SR 26/E University Avenue	SE 18th Street	NE 25th Street				
SR 331/SW Williston Road	SW 23rd Street	W of SW 13th Street				
SR 222/NW 39th Avenue	NW 83rd Street	NW 63rd Street				
SR 24/SW Archer Road	E of SW 84th Boulevard	W of SW 73rd Ave				
SR 26/W Newberry Road	Newberry Lane	W of NW 231st Court				
SR 20/SE Hawthorne Road	SE 152 Street	W of SE 211th Street				
SR 25/US-441	SW 63rd Avenue	S of SW Williston Road				
SR 200/SE US-301	CR 1474	Noth of SE 57th Avenue				
SR 24/SW Archer Road	E of Augman Avenue	SW State Road 45				
SR 26/NE SR 26	E of NE 55 Boulevard	W of NE CR 234				
SR 235/NW 140 Street	NW CR 241	NW 156th Avenue				
SR 24/SW Archer Road	SW 34th Street	SW 23rd Terrace				
SR 121/SW Williston Road	SW CR 346	N of NE 98th Lane				
SR 20/US-441 N/Martin Luther King Highway	NW CR 237	NW 111th Boulevard				
SR 121/NW 22nd Street	NW 72nd Place	N of NW 67th Place				
SR 45/SW SR 45	SW 18th Road	SW 170th Street				
SR 26/NE SR 26	E of NE CR 1469	W of NE CR 219A				
SR 20/SE Hawthorne Road	CR 2082	S CR 325				
SR 25/US-441	SE 185 Avenue	S of NE 2nd Street				
SR 25/SW 13th/Martin Luther King Highway	SW 25th Place	SW 16th Avenue				
SR 24/SW Archer Road	Gale Lemerand Drive	Center Drive				
SR 25/SW 13th/Martin Luther King Highway	NW 29th Road	NW 39th Avenue				
SR 235/W SR 235	NW 134th Drive	W of NW CR 239				
SR 121/SR 121	S of NW 202nd Place	N of NW 149th Street				
SR 24/NE Waldo Road	NE 16th Avenue	NE 23rd Avenue				
SR 24/ Kennard Street	Martin Luther King Highway	E of NE 141st Drive				

Appendix B. State Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 24/NE Waldo Road	NE 39th Avenue	NE 40th Terrace				
SR 200/NE US-301	NE CR 1469	NE 77th Lane				
SR 200/NE US-301	NE 136th Place	N of NE 129th Place				
SR 24/NE Waldo Road	NE 141st Drive	NE US 301				
SR 222/NE 39th Avenue	NE Waldo Road	W of Entrance to Santa Fe College Institue of Public Safety				
SR 121/SW 34th Street	SW 20th Avenue	Windmeadows Boulevard				
SR 24/SW Archer Road	SW 91st Street	SW 77th Drive				
SR 24/SE 11 Street	SE 13th Avenue	SE 7th Avenue				
SR 24/SW Archer Road	Clark Butler Boulevard	SW 35th Boulevard				
SR 45/SW SR 45	Entrance to Superior Fence & Rail of Gainesville	Entrance to Family Dollar				
SR 26/W Newberry Road	NW 107th Street	SW 154th Street				
SR 24/W University Avenue	NW 12th Street	W of NW 9th Terrace				
SR 20/SE Hawthorne Road	S of Entrance to Earl P. Powers Park	CR 2082				
SR 121/NW 34th Street	S of NW 33rd Lane	NW 25th Avenue				
SR 222/NE 39th Avenue	W of Santa Fe College Institute of Public Safety	NE 57th Boulevard				
SR 121/ NW 34th Boulevard	NW 41st Avenue	NW 53rd Avenue				
SR 121/SR 121	CR 231	NW 156th Avenue				
SR 25/SW 13th/Martin Luther King Highway	SW 16th Avenue	SW 13th Avenue				
SR 121/NW 34th Street	W University Avenue	NW 5th Avenue				
SR 24/SW Archer Road	SW 75th Street	SW 63rd Boulevard				
SR 24/SW Archer Road	SW 63rd Boulevard	SW 46th Drive				
SR 20/SE Hawthorne Road	NE Waldo Road	NE 14th Street				
SR 121/SR 121	N of NW 77th Avenue	CR 231				
SR 200/ Martin Luther King Highway	SE 75th Avenue	SE 69th Avenue				
SR 200/ Martin Luther King Highway	SE 69th Avenue	SE Hawthorne Road				
SR 25/US-441	N SE 134th Avenue	SW 104 Avenue				
SR 24/NE Waldo Road	E of NE 90th Street	NE 140th Avenue				
SR 26/NE SR 26	E of Island Road	W of Latchstring Road				
SR 26A/SW 2nd Avenue	SW 34th Street	SW 32nd Street				
SR 26/NE SR 26	NE 179th Street	W of NE CR 1469				
SR 26/NE SR 26	W Boulevard	Island Road				
SR 200/ Martin Luther King	SE Hawthorne Road	SE 57 Avenue				
SR 24/SW Archer Road	SW 98th Terrace	SW Lugano Court				
SR 120/NW 23rd Avenue	SW 13th Street	NW 6th Street				
SR 121/ NW 34th Boulevard	NW 53rd Avenue	NW 23rd Street				
SR 121/SW 34th Street	SW Williston Road	SW 47th Avenue				

Appendix B. State Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 121/SW 34th Street	SW 47th Avenue	SW 42nd Avenue				
SR 24/NE Waldo Road	NE 77th Avenue	Entrance of Austin Cary Forest				
SR 25/SW 13th/Martin Luther King Highway	SW 14th Avenue	SW 11th Avenue				
SR 45/SW SR-45	SW 46th Avenue	SW 202nd Street				
SR 25/SW 13th/Martin Luther King Highway	NW 39th Avenue	NW 6th Street				
SR 26/W Newberry Road	SW 122nd Street	NW 8th Avenue				
SR 20/E University Avenue	NE 9th Street	NE Waldo Road				
SR 25/US-441	SE CR 234	NW Okehumkee Street				
SR 45/SW SR 45	SW 162nd Street	SW 175th Avenue				
SR 200/NE US-301	NE 148th Avenue	NE 136th Avenue				
SR 20/US-441 N	NW 218th Terrace	NW 174th Drive				
SR 24/SW Archer Road	SW 77th Street	SW 75th Street				
SR 24/SW Archer Road	147th Avenue	147th Avenue				
SR 121/NW 34th Street	NW 34th Terrace	NW 16th Boulevard				
SR 26/NE SR 26	NE 179th Street	E of W Boulevard				
SR 121/SR 121	Nof NW 58th Terrace	NW 246 Avenue; NW 246th Avenue				
SR 20/N Main Street	NE 8th Avenue	NE 2nd Avenue				
SR 25/W Santa Fe Boulevard	High Springs Main Street	NW 4th Street				
SR 24/NE Waldo Road	N of 55th Place	NE 69th Avenue				

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 235/W SR 235	E of NW CR 239	NW CR 237				
SR 121/SW Williston Road	SW 35th Way	I-75 SB to State Road 121 Off-ramp				
SR 24/NE Waldo Road	NE 69th Avenue	NE 78th Place				
SR 25/W Santa Fe Boulevard	Wareham Avenue	NW 212 Avenue				
SR 26/W Newberry Road	NW 231st Court	SW 218th Street				
SR 26/W Newberry Road	SW 154th Street	NW 143rd Street				
SR 20/NW 6th Street/ Alabama Street	NW 22nd Avenue	NW 36th Avenue				
SR 26/W University Avenue	SW 26th Street	NW 22nd Drive				
SR 26/W Newberry Road	NW 69th Terrace	Oaks Mall				
SR 24A/SR 226/SW 16th Avenue	E of S Main Street	W of SE Williston Road				
SR 20/NW 6th Street/ Alabama Street	E of NW 13th Street	NW 40th Avenue				
SR 26/NE 55 Boulevard	NE 39th Boulevard	NE of NE 27th Avenue				
SR 120/NE 23rd Avenue	N Main Street	NE 7th Terrace				
SR 26/NE 55 Boulevard	SE 26th Terrace	NE 55th Street				
SR 200/NE US-301	N of Entrance to Waldo RV&Motorsports Park	NE 177th Place				
SR 20/NW 6th Street/ Alabama Street	NW 12th Avenue	NW 16th Avenue				

Appendix B. State Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 25/SW 13th/Martin Luther King Highway	NW 10th Avenue	NW 16th Avenue				
SR 26A/SW 2nd Avenue	Village Drive	W University Avenue				
SR 45/NW US-27/US-41/ SR 45	NW 82 Place	NW 122nd Avenue				
SR 200/SE US-301	SE 11th Avenue	N of S CR 325				
SR 24/SW Archer Road	SW 122nd Street	W of SW 84th Boulevard				
SR 26/W Newberry Road	SW 264th Street	SW 260th Street				
SR 200/SE US-301	SE 57 Avenue	SE 75th Avenue				
SR 121/SR 121	S of W State Road 235	NW 156th Avenue				
SR 222/NW 39th Avenue	SW 13th Street	NW 6th Street				
SR 222/ NE 39th Boulevard	NE 57th Boulevard	NE 55th Boulevard				
SR 20/SE Hawthorne Road	E of SE 232nd Terrace	SE 65th Lane				
SR 26/W University Avenue	NW 15th Street	SW 13th Street				
SR 25/US-441	NW Okehumkee Street	SE CR 234				
SR 222/NW 39th Avenue	NW 19th Street	SE 13th Street				
SR 24/W University Avenue	SW 5th Terrace	NW 3rd Street				
SR 331/SE Williston Road	S Main Street	SE 16th Avenue				
SR 231/W SR 235	W State Road 235	Santa Fe River				
SR 121/SW 34th Street	Radio Road	SW 2nd Avenue				

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 26/NE SR 26	Logging Road	W of State Road 26 Frontage Road				
SR 121/SW Williston Road	SW 137th Avenue	Wacahoota Road				
SR 26/W University Avenue	NW 32nd Street	SW 26th Street				
SR 26/W Newberry Road	E of Entrance to Sern Fuel Wood Inc	American Legion Post 149				
SR 25/US-441	Regatta Drive	N of Whitehurst Road				
SR 26/W Newberry Road	SE 90th Avenue	W of Entrance to Post Farms				
SR 24/SW Archer Road	SW 158th Street	SW 132nd Street				
SR 235/NW 140 Street	Peggy Road	Martin Luther King Boulevard				
SR 120/NE 23rd Avenue	NE 16th Terrace	NE Waldo Road				
SR 24A/SR 226/SW 16th Avenue	SW 13th Street	SW 16th Avenue				
SR 25/SW 13th/Martin Luther King Highway	NW 7th Avenue	S of NW 9th Avenue				
SR 200/NE US-301	N of NE 177th Place	E CR 225				
SR 222/NW 39th Avenue	NW 43rd Street	NW 34th Street				
SR 20/US-441 N/Martin Luther King Highway	E of Rachael Boulevard	NW 77th Drive				
SR 25/US-441	NE 1st Street	W of Memorial Lane				
SR 24/NE Waldo Road	E University Avenue	NE 8th Avenue				
SR 25/SW 13th/Martin Luther King Highway	SW 13th Street	SW 25th Place				

Appendix B. State Road High injury Network - Segments Continued

ROADWAY	START ROAD	END ROAD	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SR 26/E University Avenue	NE 15th Street	SE 18th Street				
SR 235/W SR 235	W of NW 52th Street	CR 231				
SR 25/SW 13th/Martin Luther King Highway	NW 23rd Avenue	Entrance to Gainesville Plaza				
SR 25/SW 13th/Martin Luther King Highway	Entrance to Gainesville Plaza	NW 29th Road				
SR 200/NE US-301	S of NE 78th Place	N of NE 168th Terrace				
SR 24/SW 13th/Martin Luther King Highway	SW 4th Avenue	SW 2nd Avenue				
SR 331/SW Williston Road	SW 34th Street	SW 25th Terrace				
SR 26/W University Avenue	NW 34th Street	NW 32nd Street				
SR 200/SE US-301	SE 111th Ave	South County Boundary				
SR 26/NE 55 Boulevard	E Univeristy Avenue	Entrance to Gainesville Work Camp				
SR 26/NE SR 26	E of Old Gainesville Road	Logging Road				
SR 20/SE Hawthorne Road	SE 43rd Street	SE 51st Street				
SR 24A/SE Williston Road	SE 4th Street	SE 12th Avenue				
SR 45/SW SR 45	SW 202nd Street	SW 170th Street				
SR 45/SW SR 45	SW 18th Road	SW 46th Avenue				
SR 200/SE US-301	NE State Road 26	NE 12th Avenue				
SR 200/NE US-301	S of NE 147th Terrace	NE CR 1471				
SR 235/W SR 235	NW 75th Street	W of State Road 121				
SR 121/SW Williston Road	SW CR 346	SW 137th Avenue				
SR 25/US-441	S of SW 66th Place	SW 104th Avenue				

Appendix C. Systemic Studies List

Appendix C. Studies List - Rural Lane Departure Crashes

ID	NAME	LIMITS	FATAL/ SERIOUS INJURY CRASHES	LANE DEPARTURE FATAL/ SERIOUS INJURY CRASHES	RECOMMENDED COUNTERMEASURES
A	SE CR 234	County Boundary to I-75	2	2	• Add curve warning signage and refresh pavement markings • Widen paved shoulder and install SafetyEdge • Evaluate speed limit along curved sections • Add AVT and centerline AVT
B	SE 75th Avenue/ Holden Park	SE US 301 to E County Boundary	2	2	**County has CIP project** • Refresh centerline and edge line pavement markings • Add centerline AVT
C	SE CR 234	NE 7th Avenue to SE 16th Ave	3	3	• Widen paved shoulder and SafetyEdge along curve
D	E CR 225	NE 159th Place to SW CR 225A	2	2	• Install curve warning signage
E	CR 241	US 41 to SW 79th Avenue	2	2	**Overlaps with CIP Project for Major Rehab in 2029** • Widen paved shoulder and install SafetyEdge • Install AVT
F	CR 232/ NW 78th Avenue	NW CR 235 to NW 143rd Street	2	2	• Widen paved shoulder and install SafetyEdge • Refresh pavement markings • Install AVT
G	S CR 325	SE CR 346 to S CR 325	2	2	**County previously installed widened shoulder** • Install AVT
H	NE CR 219A	NE SR 26 to NE CR 1469	3	2	**County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021** • Install AVT
I	CR 231	NW 156th to N SR 121	6	2	• Install AVT and widen shoulder for curve section

Appendix C. Studies List - Countermeasures for Segments with Posted Speed > 40 MPH within Urban Boundary

ID	ROADWAY	LIMITS	LENGTH (MILES)	SPEED	FATAL/ SERIOUS INJURY CRASHES	RECOMMENDED COUNTERMEASURES
A	N Main Street/CR 329	NE 39th Avenue to NE 1st Boulevard Boulevard	0.89	45	4	Add raised landscape medians in existing Two-Way Left Turn Lane near NE 28th Pl, NE 31st Ave, and NE 35th Ave.
B	SW 122 Street/Parker Road	SW 14th Avenue to SW 34th Road	0.66	45	4	**County planning to install traffic signal at Parker Road and SW 24th Ave. New signal should employ protected only left turns.** County to evaluate impact of traffic signal after installation. Install raised medians. Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave.
C	NW 39 Avenue/CR 222	NW 98th Street to I-75	0.24	45	4	**Directional median is scheduled to be installed.** Evaluate impact of median after installation.
D	SW 20th Avenue	SW 42nd Street to SW 38th Terrace	0.34	40	3	**Complete Streets Study to be performed as part of SS4A Supplemental grant.** As part of the study, evaluate the existing speed limit based on context. Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along segment). Add pedestrian crossing with traffic control devices (such as pedestrian signal or PHB) near transit stops near SW 40th Terrace.
E	SW 75 Street/CR 237	SW 53rd Place to SW Archer Road	0.26	45	3	Add raised median in gore areas. Replace the existing painted keyhole bike lane with a shared use path. Evaluate lowering speed limit. Long term: Add crosswalk by transit stops at SW 53 Place.

Appendix C. Studies List - Countermeasures for Segments with Posted Speed > 40 MPH within Urban Boundary Continued

ID	ROADWAY	LIMITS	LENGTH (MILES)	SPEED	FATAL/ SERIOUS INJURY CRASHES	RECOMMENDED COUNTERMEASURES
F	NW 43rd Street	NW 39th Avenue to NW 28th Lane	0.63	45	3	Add raised median at NW 31st Ave. Evaluate lowering speed limit. Implement LPI at NW 28th Ln. Add high emphasis crosswalks along minor side streets.
G	NW 23rd Avenue/CR 172	NW 83rd Street to NW 75th Street	0.42	45	4	**County installed new trail.** Evaluate impact of recent County project. Install raised median and modify existing full access median opening at NW 77th Blvd. Long term: Add crossing (with PHB) at NW 77th Blvd/NW 77th with pedestrian refuge island.
H	CR 232/ Millhopper Road	NW 97th Street to NW 56th Lane	2.57	45	3	Add centerline and edge line AVTs.

Appendix C. Studies List - Countermeasures for Signalized Left Turn Studies

ID	LOCATION	OWNERSHIP	FATAL/ SERIOUS INJURY CRASH	LEFT TURN CRASH	SIGNAL OPERATIONS	RECOMMENDED COUNTERMEASURES
A	W Newberry Road/SW 170th Street	State Road/ County	2	2	Four-section signal heads on all approaches	Modify Westbound left turn to be protected only at all times.
B	W Newberry Road/NW 98th Street	State Road/ County	3	2	Four-section signal heads for EB and WB approaches	Modify Eastbound left turn to be protected only at all times.
C	NE 16th Avenue/ NE Waldo Road*	State Road/ County	5	2	Five-section signal heads on NB and SB approaches	Rebuild of signal to add protected only left turn phasing for Southbound movement. Implement lagging left turn as first phase.
D	SW 8th Avenue/SW 75th Street	County/ County	2	2	Four-section signal heads on NB and SB approaches and five-section signal head on EB and WB approaches	Install LPI and split phasing for eastbound and westbound approaches. Long term install protected phasing for all approaches and associated geometric improvements to add exclusive left turn lane (at east leg and receiving lane).
E	Main St & 39th Avenue	State Road/ County	2	2	Four-section signal heads on all approaches	Implement protected only left turn throughout day for Westbound left.
F	NW 13th Street (US 441)/ NW 16th Avenue**/ NW 16th Avenue	State Road/ County	4	1	Four-section signal heads on all approaches	Modify Northbound and Southbound to be protected phasing all day.

*County has recieved a Safe Streets and Roads for All Supplemental Planning and Demonstration grant for "Pilot Project - Protected Left Turns on the 16th Avenue Corridor

**In September 2023 FDOT modified signal operations to be protected only during weekdays for northbound movement from 5 to 9 PM and southbound from 3 to 7 PM

Appendix C. Studies List - Red Light Running Intersections

ID	LOCATION	OWNERSHIP	FATAL/ SERIOUS INJURY CRASHES	NUMBER OF FATAL/ SERIOUS INJURY CRASHES WITH RED LIGHT RUNNING VIOLATION GIVEN	RECOMMENDED COUNTERMEASURES
A	SW 20th Avenue/SW 34th Street	State Road/ County	6	1	Pilot red light running camera, install red light running detection, to dynamically alter red time. Add backplates to all signal heads.
B	E University Avenue/SE 15th Street	State Road/ County	1	1	
C	SW Williston Road/SW 34th Street	State Road/ County	5	3	
D	SW Williston Road/SW 23rd Street	State Road/ County	2	2*	
E	SW 20th Avenue/ SW 62nd Boulevard	County/City	2	1	
F	SW Williston Rd & SW 13th St **	State Road/ State Road	3	0	

*Non-motorist cited for red light running

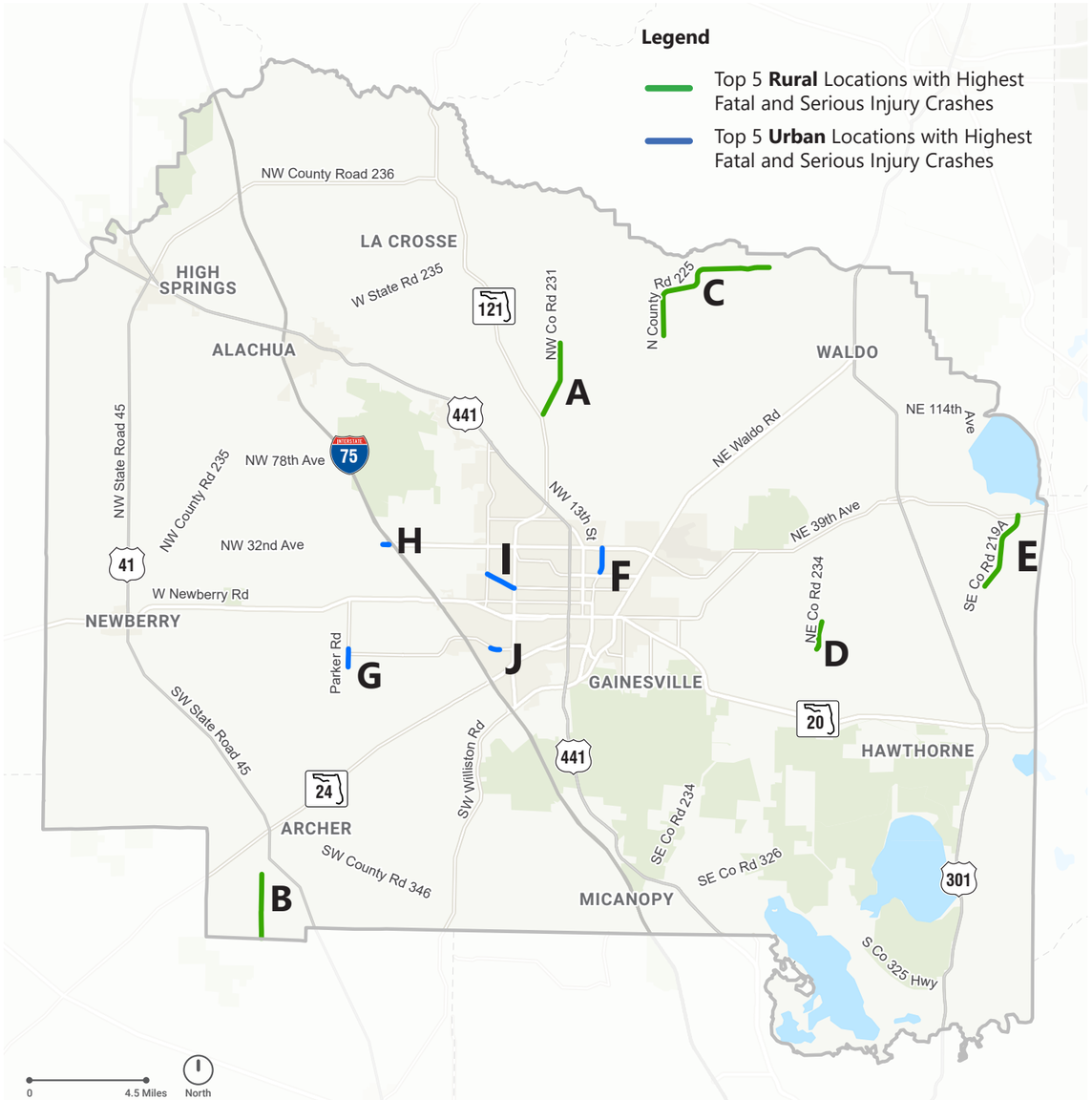
**Included based on Task Force recommendation

Appendix C. Studies List - Countermeasures for Pedestrian/Bicycle Crashes in Urban Areas

ID	ROADWAY	LIMITS	FATAL/ SERIOUS INJURY CRASHES	PEDESTRIAN/ BICYCLE FATAL/ SERIOUS INJURY CRASHES	RECOMMENDED COUNTERMEASURES
A	NW 53rd Avenue	NW 13th Street to N Main Street	3	2	Add lighting. Install 1.6-mile shared use path on south side. Long term: Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.
B	SE 27th Street	SE Hawthorne Road to SE 19th Avenue	2	2	**Kincaid Loop project in design.** Install shared use path. Install pedestrian crossing and traffic control device (RRFB) at SE 15th Ave.
C	SW 20th Avenue	I-75 to SW 62nd Boulevard	2	1	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. Short term Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Install physical separation between bicycle lane and vehicle lane using quick build materials in interim. Upgrade to high emphasis crosswalks at SW 62nd Blvd.
D	NW 53rd Avenue	NW 34th Street to NW 19th Street	3	1	Install shared use path on north side and (5,000 feet) add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).
E	NE 16th Avenue	N Main Street to NE 9th Street	2	1	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/ RRFB at NE 2nd St.

Appendix D. Site Specific Studies List

Appendix D. Site Specific Studies List - Top 10 Corridors in County



Top 5 Rural Corridors for Fatal and Serious Injury Crashes

ID	LOCAL NAME	VEHICLE FATAL/ SERIOUS INJURY CRASHES	MOTORCYCLE FATAL/ SERIOUS INJURY CRASHES	PEDESTRIAN FATAL/ SERIOUS INJURY CRASHES	BIKE FATAL/ SERIOUS INJURY CRASHES	TOTAL FATAL/ SERIOUS INJURY CRASHES
A*	CR 231	5	1	0	0	6
B	SW 170th Street	2	1	1	0	4
C*	E CR 225	2	1	0	0	3
D*	SE CR 234	3	0	0	0	3
E*	NE CR 219A	2	1	0	0	3

* Included in systematic analysis.

Top 5 Urban Corridors for Fatal and Serious Injury Crashes

ID	LOCAL NAME	VEHICLE FATAL/ SERIOUS INJURY CRASHES	MOTORCYCLE FATAL/ SERIOUS INJURY CRASHES	PEDESTRIAN FATAL/ SERIOUS INJURY CRASHES	BIKE FATAL/ SERIOUS INJURY CRASHES	TOTAL FATAL/ SERIOUS INJURY CRASHES
F	N Main Street	2	2	0	0	4
G	SW 122nd Street	4	0	0	0	4
H*	NW 39th Avenue	3	1	0	0	4
I	NW 16th Boulevard	1	2	1	0	4
J*	SW 20th Avenue	2	0	1	0	3

* Included in systematic analysis.

These corridors (with the exception of B, F, G, and I) were previously identified as part of the Systemic Analysis.

Appendix D. Site Specific Studies List

ID	RURAL/ URBAN	ROADWAY	LIMITS	LENGTH (MILES)	VEHICLE FATAL/ SERIOUS INJURY CRASHES	MOTORCYCLE FATAL/ SERIOUS INJURY CRASHES	PEDESTRIAN FATAL/ SERIOUS INJURY CRASHES	BIKE FATAL/ SERIOUS INJURY CRASHES	TOTAL FATAL/ SERIOUS INJURY CRASHES	RECOMMENDED COUNTERMEASURES
B	Rural	CR 241/SW 170 Street	SW 159th Avenue to County Boundary	2.4	2	1	1	0	4	Repaving project recently completed. Evaluate project, which included widening travel lanes to 11 feet and widening shoulder.
F	Urban	CR 329/N Main Street	NE 23rd Avenue to NE 39th Avenue	0.9	2	2	0	0	4	Long Term: Install medians and review pedestrian crossing opportunities and install traffic control devices (such as PHB) at NE 35th Ave, NE 33rd Ave, NE 31st Ave, and NE 28th Ave). Access management modifications at NE 31st Ave. Access management modifications at NE 28th.
G	Urban	SW 122 Street	SW 34th Road to SW 14th Avenue	0.7	4	0	0	0	4	**County to install traffic signal at SW 24th Ave & SW 122 St.** Evaluate corridor after installation of traffic signal. Long Term: Review pedestrian crossing opportunities and install traffic control devices (such as PHB) at SW 28th Ave and SW 34th Rd.
I	Urban	CR 172/NW 16th Boulevard	NW 43rd Street to NW 34th Street	1.1	1	2	1	0	4	**CIP Project will install PHB near NW 38th St.** Implement LPI at Signal of NW 43rd St and retime signal. Reduce driveway radius at NW 41st. Upgrade side streets to high emphasis crosswalks. Evaluate left turn phasing to consider protected only (evaluate all approaches) at the intersection of NW 41st.

Appendix E. Project Prioritization

Appendix E. Project Prioritization - Technical Memo

KITTELSON & ASSOCIATES
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Technical Memorandum

February 27, 2026

To: Alison Moss
Alachua County

From: Travis Hills, PE, RSP1; Kelly, Fearon, PE; Jia Fang, Ph.D
Kittelson & Associates, Inc.

RE: Alachua County Safe Streets and Roads for All Action Plan – Prioritization Memorandum

INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) was tasked by Alachua County to develop the Safe Streets and Roads for All (SS4A) Action Plan which includes strategies and projects aimed at reducing fatal and serious injury crashes. This technical memorandum presents a prioritization methodology for the locations and countermeasures identified in the Action Plan.

PRIORITIZATION METHODOLOGY

Data sources used in the prioritization methodology have been identified and are documented in the section below.

Safety Data

Crash records were obtained from the Florida Department of Transportation's (FDOT) Signal Four Analytics (S4) crash database for the Alachua County study area. The safety analysis was performed for the most recent five years of crash data (January 1, 2019 to June 4, 2024).

Cost Estimate Data

Cost estimate data was obtained from FDOT for the District 2 market area from December 1, 2024 to November 30, 2025. Cost estimate data is preliminary to provide a planning level estimate.

Crash Modification Factor Data

Crash modification factors (CMFs) were obtained from the U.S. Department of Transportation (USDOT) CMF Clearinghouse. To provide a simplified estimate, where multiple countermeasures are suggested for a corridor, only the countermeasure with the highest crash reduction factor was used to assess the score. All countermeasures for the location are listed but only the highest performing countermeasure are used in the scoring.

In some cases, a crash modification factor based on only fatal and serious injury crashes for vehicular or motorcycle crashes was not available from the CMF Clearinghouse. In this scenario, the available crash modification factor for all injury severity crashes was used.

Scoring

The locations for further study identified in the Action Plan were organized into the following categories based on crash types:

- Rural Lane Departures
- Segments with Posted Speed > 40 mph in Urban Boundary
- Intersections with Left Turn Crashes
- Red Light Running Crashes
- Pedestrian/Bicycle in Urban Boundary
- Site Specific Locations

These locations for further study were then scored based on four categories. Each location can receive a maximum of 10 points (with the higher scores being the top ranked). A breakdown of the scoring includes the following:

- Fatal/Serious Injury Crashes per Mile (or Intersection) Score:
  - Score from 1 to 3 based on number of fatal and serious injury crashes per mile. The divisions for segments in the categories are based upon the "natural" breaks in the range of safety data analyzed:
    - 1 – Fatal/Serious Injury Crashes per Mile < 1.0
    - 2 – Fatal/Serious Injury Crashes per Mile > 1.0 but < 5.0
    - 3 – Fatal/Serious Injury Crashes per Mile > 5.0
  - Score from 1 to 3 based on number of fatal and serious injury crashes at intersections. The divisions for intersections in the categories are based upon the "natural" breaks in the range of safety data analyzed:
    - 1 – Fatal/Serious Injury Crashes per Intersection <= 2
    - 2 – Fatal/Serious Injury Crashes per Intersection = 3
    - 3 – Fatal/Serious Injury Crashes per Intersection > 3

Appendix E. Project Prioritization - Technical Memo

- Cost Score:
  - Score from 1 to 3 based on anticipated project cost for segments. The divisions in the categories are based upon the "natural" breaks in the range of project costs developed:
    - 1 – Long term project anticipated to be completed in 10 years or more with a project cost > $5M
    - 2 – Midterm project anticipated to be completed in 5 to 10 years with a project cost between $1M and $5M
    - 3 – Short term project anticipated to be completed in 5 years or less with a project cost < $1M
  - Score from 1 to 3 based on anticipated project cost for intersections. The divisions in the categories are based upon the "natural" breaks in the range of project costs developed:
    - 1 – Long term project anticipated to be completed in 5 years or more with a project cost > $100,000
    - 2 – Midterm project anticipated to be completed in 3 or 4 years with a project cost between $25,000 and $100,000
    - 3 – Short term project anticipated to be completed in 2 years or less with a project cost < $25,000
- Safety Benefit Score:
  - Score from 1 to 3 based on anticipated countermeasure impact based on the project's CMF. The divisions in the categories are based upon the "natural" breaks in the range of applicable CMFs applied for the projects:
    - 1 – Reduction in crashes is anticipated to be < 15%
    - 2 – Reduction in crashes is anticipated to be between 15% and 20%
    - 3 – Reduction in crashes is anticipated to be > 20%
- Underserved Community Score:
  - Score of 0 or 1 based on if a location is within a designated Underserved Community.
    - 0 – Location is not primarily within Underserved Community based upon U.S. DOT SS4A Grant Notice of Funding Opportunity (NOFO) in 2025
    - 1 – Location is within Underserved Community based upon U.S. DOT SS4A Grant Notice of Funding Opportunity (NOFO) in 2025

Appendix E. Project Prioritization - Corridor Combined Score Tables

ID	CATEGORY	LOCATION	LENGTH (MILES)	COUNTERMEASURES	FSI CRASHES	FSI CRASHES/ MILE	CRASH SCORE	PLANNING LEVEL COST	IMPLEMENTATION TIMELINE	COST SCORE	CRASH MITIGATION FACTOR	SAFETY BENEFIT SCORE	UNDERSERVED COMMUNITY SCORE	TOTAL SCORE
C	Pedestrian/ Bicycle	SW 20th Ave from I-75 to SW 62nd Blvd	0.3	County has long term RAISE grant to install sidewalks and Cycle Track on new bridge. Short Term Interim Project: Install flex posts between bike lane and travel lane along the whole segment (including the bridge). Upgrade to high emphasis crosswalk at SW 62nd Blvd.	2	6.7	3	$60,000	Short Term	3	Install buffer on bicycle lane: 22%	3	1	**10**
D	Speed Limit > 40 MPH	SW 20th Ave from SW 42nd St to SW 38th Ter	0.34	Complete Streets study pending and to be performed as part of SS4A supplemental grant. As part of the study, evaluate the existing speed limit based on context. Install sidewalk on north side of SW 20th/24th Ave (approximately 1,400 feet of sidewalk needed along this segment). Add one pedestrian crossing (with PHB or RRFB pending outcome of Complete Streets study) near SW 40th Terr.	3	8.8	3	$1,700,000	Long Term	2	Install PHB: 19% Install shared use path/ sidewalk: 25%	3	1	**9**
E	Speed Limit > 40 MPH	SW 75 St/CR 237 from SW 53rd Pl to SW Archer Road	0.26	Add raised medians in gore area. Replace the existing painted keyhole bike lane with a shared use path. Add crossing (with PHB) at SW 53 Place.	3	11.5	3	$2,200,000	Mid Term	2	Install PHB: 19% Raised median: 19% Install shared use path/ sidewalk: 25%	3	1	**9**
B	Pedestrian/ Bicycle	SE 27th St from SE Hawthorne Rd to SE 19th Ave	0.6	Install shared use path and install crossing (with RRFB) at SE 15th Ave.	2	3.3	2	$70,000	Short Term	3	Install shared use path/ sidewalk: 25% Install RRFB3: 31%	3	1	**9**
E	Pedestrian/ Bicycle	NE 16th Ave from N Main St to NE 9th St	0.6	Retrofit existing RRFB to be raised crosswalk and add new crossing with raised crosswalk/RRFB at NE 2nd St.	2	3.3	2	$100,000	Short Term	3	Install raised crosswalk: 36%	3	1	**9**
G	Lane Departure	CR 325 from SE CR 346 to CR 325	2	Install AVT. County previously widened shoulder.	2	1	2	$60,000	Short Term	3	Centerline & edge line AVT: 18%	2	1	**8**
A	Speed Limit > 40 MPH	N Main St/CR 329 from NE 39th Ave to NE 1st Blvd	0.89	Add landscape raised medians (in existing Two Way Left Turn Lane) near NW 28th Pl, NE 31st Ave, and NE 35th Ave.	4	4.5	2	$390,000	Mid Term	3	Raised median: 19%	2	1	**8**

Appendix E. Project Prioritization - Corridor Combined Score Tables Continued

ID	CATEGORY	LOCATION	LENGTH (MILES)	COUNTERMEASURES	FSI CRASHES	FSI CRASHES/ MILE	CRASH SCORE	PLANNING LEVEL COST	IMPLEMENTATION TIMELINE	COST SCORE	CRASH MITIGATION FACTOR	SAFETY BENEFIT SCORE	UNDERSERVED COMMUNITY SCORE	TOTAL SCORE
H	Speed Limit > 40 MPH	CR 232/ Millhopper Rd from NW 97th St to NW 56th Lane	2.57	Add centerline and edge line AVTs.	3	1.2	2	$155,000	Mid Term	3	Install AVT: 62%	3	0	**8**
A	Pedestrian/ Bicycle	NW 53rd Ave from NW 13th St to N Main St	1.6	Install 1.6-mile shared use path on south side. Modify existing signal at NW 53rd Ave/N Main St to add curb ramps and crosswalks to connect to shared use path connection.	3	1.9	2	$1,780,000	Long Term	2	Install shared use path/ sidewalk: 25%	3	1	**8**
G	Site Specific	SW 122nd St from SW 34th Rd to SW 14th Ave	0.7	County to install traffic signal at SW 24th Ave & SW 122 St. Long term add 2 midblock crossings at SW 28th Ave and SW 34th Rd.	4	5.7	3	$610,000	Long Term	3	Install signal: 14% Install PHB: 19%	2	0	**8**
H	Lane Departure	NE CR 219A from NE SR 26 to NE CR 1469	4	Install AVT. County resurfacing project included replacing existing guardrail and enhanced signing and marking in 2021.	3	0.8	1	$120,000	Short Term	3	Centerline & edge line AVT: 18%	2	1	**7**
B	Speed Limit > 40 MPH	SW 122 St from SW 14th Ave to SW 34th Rd	0.66	County is installing a traffic signal at SW 24th Ave and Parker Road. New signal should employ protected only left turns. Add shared use path on west side and raised medians with pedestrian crossings (with PHB) at SW 34th Rd, SW 28th Ave, SW 24th Ave, and SW 14th Ave.	4	6.1	3	$7,270,000	Mid Term	1	Install signal: 14% Raised median: 19% Install PHB: 19% Install shared use path/ sidewalk: 25%	3	0	**7**
F	Speed Limit > 40 MPH	NW 43rd St from NW 39th Ave to NW 28th Ln	0.63	Add raised median at NW 31st Ave. Evaluate existing speed limit. Implement LPI at NW 28th Lane and add high emphasis crosswalks along minor side streets.	3	4.8	2	$1,400,000	Short Term	2	Raised median: 19% Implement LPI: 14%	2	1	**7**
G	Speed Limit > 40 MPH	NW 23rd Ave/ CR 172 from NW 83rd St to NW 75th St	0.42	Install raised median at NW 77th Ter. Add crossing (with PHB) at NW 77th Blvd/NW 77th Terr with pedestrian refuge island. County recently installed new trail.	3	7.1	3	$1,800,000	Mid Term	2	Raised median: 19% Install PHB: 19% Install shared use path/ sidewalk: 25%	2	0	**7**

Appendix E. Project Prioritization - Corridor Combined Score Tables Continued

ID	CATEGORY	LOCATION	LENGTH (MILES)	COUNTERMEASURES	FSI CRASHES	FSI CRASHES/ MILE	CRASH SCORE	PLANNING LEVEL COST	IMPLEMENTATION TIMELINE	COST SCORE	CRASH MITIGATION FACTOR	SAFETY BENEFIT SCORE	UNDERSERVED COMMUNITY SCORE	TOTAL SCORE
D	Pedestrian/ Bicycle	NW 53rd Ave from NW 34th St to NW 19th St	1	Install shared use path on north side and add three midblock crossings at NW 19th Street, NW 24th Blvd, and NW 55th St/NW 21st Dr (with PHB).	3	3	2	$2,610,000	Long Term	2	Install shared use path/ sidewalk: 25% Install PHB: 19%	3	0	**7**
F	Site Specific	CR 329/N Main Street from NE 23rd Ave to NE 39th Ave	0.9	Access management improvements (raised median) at two intersections (NE 31st Ave and NE 28th Ave). Long term recommendation to install pedestrian crossings with traffic control device at NE 35th Ave, NE 33rd Ave, NE 31st Ave, and NE 28th Ave.	4	4.4	2	$1,650,000	Mid Term	2	Raised median: 19%	2	1	**7**
I	Site Specific	NW 16th Blvd from NW 43rd St to NW 34th St	1.1	CIP project will install PHB near NW 38th St. Implement LPI at NW 43rd St and retime signal, reduce driveway radius at NW 41st St, and upgrade side streets to high emphasis crosswalks. Evaluate left turn phasing to consider protected only at the intersection of NW 41st St (evaluate all approaches).	4	3.6	2	$480,000	Mid Term	3	PHB: 19% Protected Left: 25% Implement LPI: 14%	2	0	**7**
A	Lane Departure	SR CR 234 from County Boundary to I-75	1.6	Add curve warning signage, Refresh pavement markings, widen paved shoulder & install SafetyEdge, add edge line AVT/centerline AVT. Evaluate speed limit along curved sections.	3	1.9	2	$6,050,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	1	**6**
C	Lane Departure	SE CR 234 from NE 7th Ave to SE 16th Ave	1.5	Widen paved shoulder and add Safety Edge along curve.	2	1.3	2	$4,370,000	Long Term	2	Widen paved shoulder (4 feet): 14%	1	1	**6**
D	Lane Departure	E CR 225 from NE 159th Pl to SW CR 225A	6	Install curve warning signage.	3	0.5	1	$25,000	Short Term	3	Improve curve delineation: 18%	2	0	**6**
I	Lane Departure	CR 231 from NW 156th to N SR 121	2.9	Install AVT and widen shoulder for curve section	6	2.1	2	$2,090,000	Long Term	2	Centerline & edge line AVT: 18% Widen paved shoulder (4 feet): 14%	2	0	**6**
B	Lane Departure	SE 75th Ave/ Holden Park from SE US 301 to County Boundary	3.5	County has CIP project along this corridor. Refresh centerline & edge line pavement markings, add centerline AVT.	2	0.6	1	$2,920,000	Short Term	2	Centerline & edge line AVT: 18%	2	0	**5**

Appendix E. Project Prioritization - Corridor Combined Score Tables Continued

ID	CATEGORY	LOCATION	LENGTH (MILES)	COUNTERMEASURES	FSI CRASHES	FSI CRASHES/ MILE	CRASH SCORE	PLANNING LEVEL COST	IMPLEMENTATION TIMELINE	COST SCORE	CRASH MITIGATION FACTOR	SAFETY BENEFIT SCORE	UNDERSERVED COMMUNITY SCORE	TOTAL SCORE
E	Lane Departure	CR 241 from SW US 41 to SW 79th Ave	2.5	Overlaps with CIP project for major rehabilitation in 2029. Widen paved shoulder and install SafetyEdge, and install AVT.	2	0.8	1	$7,350,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	0	**4**
F	Lane Departure	CR 232/NW 78th Ave from NW CR 235 to NW 143rd St	3.1	Widen paved shoulder and install SafetyEdge, install AVT, and refresh pavement markings.	2	0.6	1	$11,610,000	Long Term	1	Widen paved shoulder (4 feet): 14% Centerline & edge line AVT: 18%	2	0	**4**
C	Speed Limit > 40 MPH	NW 39 Ave/ CR 222 from NW 98th St to I-75	0.24	Directional median is scheduled to be installed. Evaluate pending project after installation is complete.	4	16.7	3	--	Long Term	0	Raised median: 19%	0	0	**3**
B	Site Specific	CR 241 from SW 159th Ave to County Boundary CR 241/SW 170th St	2.4	Repaving project recently completed. Recommend evaluating project which included widening lanes to 11 feet and widening shoulder.	4	1.7	2	--	Long Term	0	N/A	0	0	**2**

Appendix E. Project Prioritization - Intersection Combined Score Tables

ID	CATEGORY	LOCATION	FSI CRASHES	CRASH SCORE	COUNTERMEASURES	PLANNING LEVEL COST	IMPLEMENTATION TIMELINE	COST SCORE	ALL CRASHES	FSI CRASHES	CRASH REDUCTION	SAFETY BENEFIT SCORE	UNDERSERVED COMMUNITY SCORE	TOTAL SCORE
B	Left Turn	W Newberry Rd/NW 98th St	3	2	Modify Eastbound left turn to be protected only all times	$18,000	Short Term	3	117	3	25%	3	1	**9**
E	Left Turn	Main St/39th Ave	2	1	Implement protected only left turn throughout day for Westbound left	$18,000	Short Term	3	81	2	25%	3	1	**8**
A	Left Turn	SW 170th St/ SR 26	2	1	Modify Westbound left turn to be protected only all times	$18,000	Short Term	3	42	2	25%	3	0	**7**
C	Left Turn	NE 16th Ave/ NE Waldo Rd	5	3	Implement lagging left turn as first phase and rebuild of signal to add protected only left turn phasing for Southbound movement	$540,000	Long Term	1	94	5	25%	3	0	**7**
A	Red Light Running	SW 20th Ave/SW 34th St	6	3	Install red light running detection and signal backplates	$62,000	Short Term	2	124	6	14%	1	1	**7**
C	Red Light Running	E University Ave/SE 15th St	5	3	Install red light running detection	$50,000	Short Term	2	16	5	14%	1	1	**7**
D	Left Turn	SW 8th Ave/ SW 75th St	2	1	Install LPI and split phasing for eastbound and westbound approaches. Protected phasing for all approaches and geometric improvements to add exclusive left turn lane (at the east leg and receiving lane).	$48,000	Short Term	1	75	2	25%	3	1	**6**
F	Red Light Running	SW 20th Ave/SW 62nd Blvd	3	2	Install red light running detection	$63,000	Short Term	2	141	3	14%	1	1	**6**
B	Red Light Running	NW 53rd Ave/NW 13th St	1	1	Install red light running detection and signal backplates	$64,000	Short Term	2	113	1	14%	1	1	**5**
D	Red Light Running	SW Williston Rd/SW 34th St	2	1	Install red light running detection and signal backplates	$65,000	Short Term	2	137	2	14%	1	1	**5**
E	Red Light Running	SW Williston Rd/SW 23rd St	2	1	Install red light running detection and signal backplates	$59,000	Short Term	2	54	2	14%	1	1	**5**

Appendix F. Alachua County Board of County Commissioners Adopted Resolution

RESOLUTION 2024-96

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA FOR COMMITMENT TO A GOAL OF ZERO ROADWAY FATALITIES AND SERIOUS INJURIES.

WHEREAS, Alachua County Board of County Commissioners has a duty to protect the health, safety, and welfare of the citizens of Alachua County;

WHEREAS, Alachua County's goal in the Comprehensive Plan (2019 to 2040) is to establish a multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized-vehicle users, users of rail and aviation facilities, and is sensitive to the cultural and environmental amenities of Alachua County;

WHEREAS, a principle in the Comprehensive Plan is to establish and maintain a safe, convenient, and efficient transportation system for all users that is capable of moving people and goods throughout the County;

WHEREAS, in Alachua County there were 274 roadway fatalities between 2016 to 2020;

WHEREAS, Vision Zero is a data-driven strategy to eliminate all traffic deaths and severe injuries on our roadways, while increasing safety, healthy, equitable mobility for all; and

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WHEREAS, Vision Zero is founded on a Safe System approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

WHEREAS, Alachua County Board of County Commissioners serves as the governing body of Alachua County with a responsibility to make policy decisions for the organization; and

WHEREAS, the Alachua County Board of County Commissioners serves as a maintaining agency of roadways within Alachua County; and

WHEREAS, Alachua County was awarded a federal Safe Streets and Roads for All (SS4A) planning grant to fund a Vision Zero Action Plan to identify measures for reducing fatal and serious crashes for all modes – vehicles, motorcycles, pedestrians, and bicyclists.

WHEREAS, to comply with the SS4A program requirements, the Vision Zero Action Plan must include a public commitment to the eventual goal of zero roadway fatalities and serious injuries from a high ranking official and/or elected body in the jurisdiction, including a timeline/target for achieving that goal.

WHEREAS, progress toward the national safety goals is monitored as part of the annual Safety Performance Measurement reporting process.

WHEREAS, Florida Department of Transportation (FDOT) has adopted Target Zero goal with the goal of reaching zero traffic fatalities and serious injuries on Florida's roadways.

WHEREAS, the likely time frame from Vision Zero Action Plan adoption to project programming, design, funding, and construction will likely exceed 5 years in most cases.

WHEREAS, under the SS4A grant program, establishing multiple target dates to achieve zero fatal and serious injury crashes is allowable.

NOW, THEREFORE BE IT RESOLVED, by the Board of County Commissioners of Alachua County, Florida: agrees to plan and program projects so that they contribute toward achieving an overall 50 percent reduction in fatal and serious injury crashes by 2035 on the High Injury Network, as well as fatal and serious injuries involving pedestrians and bicyclists, and to achieve a goal of zero fatal and serious injury crashes by 2045.

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DULY ADOPTED in regular session this 12th day in November, A.D., 2024.

ATTEST:	BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA
Jesse K. Irby, II, Clerk	Charles S. Chestnut IV., Chair

DEPARTMENT APPROVAL AS TO CORRECTNESS	APPROVED AS TO FORM
	DocuSigned by: Corbin Hanson 9FF93D92AF02438...
Department of Growth Management Authorized Designee	Alachua County Attorney