1.0 Nets, Braids & Loops Concept Project conceptualization was required to de

Project conceptualization was required to develop appropriate strategies and protocols appropriate to the scales of context that bicycles encounter in the Alachua County region. Nets, Braids & Loops rationalizes these environments to simplify discussion, assign appropriate levels of bicycle infrastructure, make targeted policy recommendations and to recognize the benefits that are in-place and in some cases, not yet being utilized.

Nets: Neighborhood Connectivity

Nets characterize the street grid system and networks of neighborhood streets that organize most housing and in the case of the downtown commercial and public locations as well. This infrastructure is suitable as-is in most locations providing alternate bicycle routes and typically good connectivity.

Recommendation for Nets attempts to connect more problematic high proximity low connectivity neighborhoods via new short connecting paths (bicycle pedestrian only) through renovations of existing emergency right-of-way, storm water and utility easements or through purchase-easement creation-sell programs. Nets strategies promote short-cut bicycle/pedestrian-only routes, support the *safe routes to school* program and greatly reduce travel distances for cyclists and pedestrian by encouraging more routinized use.

Analysis Factors:

- Opportunities for neighborhood connectivity
- Safe routes to school Alachua County "neighborhood schools"
- Travel distance reductions within destination logics
- Potential for local bicycle travel "off" arterial connectors (1 to 3 miles)

Braids: Local Connectivity

Braids are the arterial linkages that included existing streets, roads and paths (green spaces and recovered utility corridors) linking residential areas with commercial and employment destinations. These primary routes promote routinized cycle commuting as the most direct routes and need to be continuous between key destinations in Gainesville — residential areas and the University of Florida and the Downtown.

Recommendation strategies utilize existing right-of-way or easements from roads, rail, or utility corridors to achieve a highly connected network optimizing high use destinations such as the University of Florida . Existing segment analysis is compiled into logical destination based "braids" and recalculated for weighted cost benefit prioritization as complete systems rather than individual segments. To avoid disregarding important segments due to lack of cost data, incomplete segment data from the 2001 Report is estimated in this Addendum. Obviously, more cost analysis will be required and can now be targeted for the most important segments.

Information gathered from sources including the Steering Committee, Gainesville Cycling Club, April 1st public workshop and priority survey data were compiled to prioritize proposed braided segments (Braids).

Analysis Factors:

- Streets, lanes, paths & green way path types (braided threads)
- Destination analysis & prioritization (centripetal linkages)
 Minimizes travel distance

Optimizes connectivity (complete fragmented routes)

- Segment cost benefit ratio analysis (2001 data)
- Cycling barriers analysis (Identify difficult topographic & geographic obstacles)
 - Maximizes accessibility for largest user group
- Quality of Service (QOS) analysis (existing inventory & QOS visualization) Existing amenities, difficulties and expectations
- Hydrology matrix (watersheds & riparian corridors)
 Potentials for greenway integration, new paths and environmental
 stewardship

Loops: Rural Connectivity

Loops are the rural cycle routes that provide connectivity to the natural areas, parks and adjacent communities typically used as competition and recreational circuits. Currently, cyclists share the road with automobiles on rural roads utilizing paved shoulders when available. Although this is an economical solution the safety of the proximity should be questioned. Slightly more than two cyclist are killed each year (on average) in Alachua County on these rural roads when vehicles veer into the paved shoulder occupied by cyclists.

Loops analysis identifies preferred existing and potential new routes to focus resources toward enhanced infrastructure and potential expansion. Expansion would focus on extending to the east and west eventually linking with statewide path networks connecting Florida's coasts via Gainesville. Strategies and recommendations for a safer and more user friendly infrastructure to encourage more riders to utilize cycling as connection to the natural rural areas and scenic ways are included in this report.

Analysis Factors:

- · Identification and map existing use (formalized rides & routes)
- Evaluate new Loop potentials
- · Identify potential for extended regional connectivity

Nature Coast Trail and eastern connections

Identify natural capital potentials

Promote regional history Enhance access to nature areas Advance eco-tourism

Loop multiplicity (support varied user levels)

Varied challenge levels & alternative vistas and scenery