

Transportation Mobility Element Evaluation and Appraisal

Major Issues Assessment

Issue 2: Establish Policies for the Reduction of Greenhouse Gases within the City.

State law now requires that transportation elements address: “the incorporation of transportation strategies to address reduction in greenhouse gas emissions from the transportation sector.”

Improved transportation choice through provision of alternative modes of transportation is one method of reducing greenhouse gases because this can lessen single-occupant automobile dependency and vehicle miles travelled. As a requirement of State law, the City must adopt transit and pedestrian levels of service (LOS), which will aid in measuring the City’s provision of existing and new transit and sidewalk facilities. In addition, policies should be added to reference Complete Streets (as defined by the Department of Community Affairs) as the framework for new road construction and reconstruction projects.

Older transit vehicles are not highly fuel efficient. Methods to improve this situation include: purchase of new buses; transitioning the existing bus fleet to bio-diesel by 2019; target goals of fuel consumption reduction by 1 percent annually. See Table 1.

Analysis of Existing Objectives and Policies

While the Transportation Mobility Element contains many policies concerning transportation choice, there are no adopted LOS standards for transit and pedestrians, which is a deficiency. The element also does not currently reflect the Complete Streets framework. See Table 1.

Issue 4: Fund Transportation Choice.

Funding transportation choice is crucial to providing alternatives to the single occupant vehicle. While the City has been successful in funding transit and bicycle/pedestrian facilities (through grants, the Local Option Fuel Tax, the Campus Master Plan Agreement, general fund revenues, and TCEA funds), additional funding and new funding sources will be needed to expand transit services and build new sidewalk and bicycle facilities. One method of calculating funding needs is to establish transit and

pedestrian levels of service. New policies need to be added that include relevant policies from the adopted Transit Development Plan, which reflects priority projects for transit funding.

Analysis of Existing Objectives and Policies

The lack of transit and pedestrian level of service standards in the element makes it difficult to fully assess deficiencies in these facilities, which in turn makes it difficult to know what level of funding is needed to adequately provide transportation choice. Transportation needs should be tied to the 5-Year Schedule of Capital Improvements. The existing sidewalk and bicycle facility inventory has not been fully updated to reflect annexed areas. See Table 1.

Unforeseen or Unanticipated Changes in Circumstances

The existing Transportation Mobility Element did not contemplate the entire city becoming a TCEA under the State's Dense Urban Land Area designation (2009 Senate Bill 360). The City has already responded to this change and adopted comprehensive plan amendments implementing citywide TCEA zones and regulations for development. The Transportation Mobility Element was updated as part of an overall comprehensive plan amendment package to include relevant policies and maps related to the citywide TCEA.

In addition, the element did not contemplate the greenhouse gas reduction requirements that were adopted based on House Bill 697.

The general economic downturn since 2006 was not anticipated, and that has impacted collection of gas taxes for transportation projects.

Several large annexations have occurred since 2005 that brought new roadways within the City's jurisdiction. As a result, the inventory of deficiencies for sidewalk and bicycle facilities has not been updated yet.

Recommended Changes

The recommended changes that are needed to address Issue 2, Establish Policies for the Reduction of Greenhouse Gases within the City, are:

- Adopt transit and pedestrian levels of service.
- Add a new policy that references Complete Streets.
- Adopt policies concerning the fuel efficiency of the transit fleet.

The recommended changes that are needed to address Issue 4, Fund Transportation Choice, are:

- Adoption of transit and pedestrian level of service standards.
- Include relevant policies from the adopted Transit Development Plan.
- Update the sidewalk and bicycle deficiencies inventory to determine needed facilities so that planning, prioritization, and funding can be established.
- Identify funding sources for more fuel-efficient transit vehicles.

Table 1
Major Issues Evaluation Matrix – Transportation Mobility Element
Issue 2 – Establish Policies for the Reduction of Greenhouse Gases within the City

Objective or Policy	Recommended Changes
New Policy	Adopt a transit level of service standard. Consider different LOS standards for existing service versus service needed for new development.
New Policy	Adopt a pedestrian level of service standard. Consider different LOS standards for existing service versus service needed for new development.
New Policy(ies)	Add a new policy or policies concerning Complete Streets.
New Policy(ies)	Add a new policy or policies about the fuel efficiency of new transit vehicles.

Table 1
Major Issues Evaluation Matrix – Transportation Mobility Element
Issue 4 – Fund Transportation Choice

Objective or Policy	Recommended Changes
New Policy	Adoption of pedestrian and transit levels of service.
New Policy(ies)	Adoption of relevant policies from the Transit Development Plan.
Amend Policies 2.1.1 & 4.1.6	Amend to address the inventory of sidewalk and bicycle facility needs and establishment of priorities in conjunction with the MTPO. Amend the date in Policy 2.1.1.

Transportation Mobility Element Evaluation and Appraisal

Element Assessment

Key findings for the Transportation Mobility Element

1. The City of Gainesville has substantially met the goals, objectives, and policies of the Transportation Mobility Element.
2. The Transportation Mobility Element needs new policies that adopt LOS standards for transit and pedestrians.
3. The element should be updated to reflect the Complete Streets framework for new roads and reconstruction of existing roads (as that occurs).
4. The element contains several policies that are unclear, redundant, or not easily measured. The element should have a major re-write for clarity and combination of redundant policies
5. An updated inventory of pedestrian/bicycle facilities is needed, which should include areas annexed since 2000.
6. The element currently does not include relevant provisions/policies from the adopted Transit Development Plan.
7. The element currently does not reflect the new 2035 Long Range Transportation Plan, which will be adopted prior to the EAR-based amendments.

Successes

1. The element has strongly reflected the City's commitment to transportation choice and has been used with the Concurrency Management Element to establish the transportation planning vision for Gainesville.
2. Many policies have been achieved during the 2000-2010 planning period or adequately reflect the ongoing status of the City's transportation planning.

Shortcomings

1. The lack of clarity, overall organization, and redundancy in the element text makes it difficult to read and, in some cases, difficult to implement.
2. The element was not updated to reflect the adopted Transit Development Plan.
3. The element was not updated to meet the State requirement for adoption of transit and pedestrian levels of service.
4. The element was not updated to reflect the completion of some projects associated with policies in the element.
5. The element needs to be updated to reflect the new 2035 Long Range Transportation Plan.

Recommended Changes

The major recommended changes that are needed to update the Transportation Mobility Element are:

- Adoption of transit and pedestrian levels of service in the element.
- Major re-write of the element to reduce redundancy, clarify several policies, and reorganize the element.
- Addition of policies that reflect the relevant policies in the Transit Development Plan.
- Policies about the fuel efficiency of transit vehicles.
- Adoption of policies concerning Complete Streets and Context Sensitive Streets.
- Revision of policies concerning the inventory of deficient sidewalk and bicycle facilities.

The recommended minor changes that are needed to update the Transportation Mobility Element are:

- Updating of dates.
- Deletion of policies that have been accomplished.

- Add clarifying language in several policies.
- Amend all maps so that they correctly reflect city limits.

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>Goal 1: Develop and maintain a safe, convenient and energy efficient motorized and non-motorized transportation system to accommodate the special needs of the service population and the transportation disadvantaged and which provides access to major trip generators and attractors.</p>	<p>Yes, and ongoing.</p>	<p>Reword the policy for clearer language and to include the term "Complete Streets", as defined by the Department of Community Affairs.</p>
<p>Objective 1.1: Create an environment that promotes transportation choices, compact development, and a livable city.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>1.1.1 By 2010, the City shall modify University Avenue between downtown and UF (University of Florida) to enhance the connection between these two areas, and promote transportation choice and livability.</p>	<p>Partially. There have been some pedestrian and streetscaping modifications made in this area.</p>	<p>Amend the policy to reflect that in addition to University Avenue, SW 2nd Avenue also has an important role in the connection between the two areas; and change the date to reflect that this is an ongoing process. Include information about the proposed streetcar connection between downtown and UF.</p>
<p>1.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>1.1.3 By 2004, the City shall explore with FDOT, enhancements to N.W. 13th Street to increase the pedestrian and multi-modal character of that corridor.</p>	<p>Yes, coordination with FDOT occurred. Pedestrian island installed at Gainesville High School.</p>	<p>Delete this policy and create a new policy that references the "Multimodal Emphasis Corridor" designation on 13th Street from SW 16th Avenue to NW 23rd Avenue as shown in the Long Range Transportation Plan Update.</p>
<p>1.1.4 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.</p>	<p>Partially. The City has ongoing coordination with FDOT on this. A priority project in the long-range transportation plan is 4-laning of SE 16th Avenue to redirect truck traffic away from UF & the downtown area.</p>	<p>None.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>1.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.</p>	<p>Yes and ongoing.</p>	<p>None.</p>
<p>1.1.6 The City shall inventory and prioritize enhancements for “A” streets by 2005. An “A” street shall be defined as a street which is designed with, or otherwise characterized by, features that promote the safety, comfort, and convenience of pedestrians.</p>	<p>No.</p>	<p>Delete this policy and create a new policy to reference the “complete streets” terminology that DCA is recommending and reference the priority projects in the MTPO Transportation Improvement Program (TIP) list and the City’s 5-Year Schedule of Capital Improvements.</p>
<p>1.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Element of the City Comprehensive Plan.</p>	<p>Yes, and ongoing. The City reviews and comments on the Campus Master Plan and coordinates with UF on various transportation issues.</p>	<p>None.</p>
<p>1.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>1.1.9 The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and the area between downtown and the UF campus. The land development code shall be amended to ensure that such parking meets performance objectives.</p>	<p>Partially. The City encourages structured parking and shared parking in the development review process; however, this has largely not occurred due to the costs of structured parking and the fact that no minimum parking is required in several areas near campus and downtown.</p>	<p>Revise to provide incentives for structured and shared parking; remove reference to neighborhood centers; clarify what amendments are needed to the Land Development Code for design requirements. Add policy language about evaluation and implementation of the Community Redevelopment Agency Parking Study to improve parking in the downtown area.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>1.1.10 The City shall establish indicators, which track the trends in promoting transportation choice on an annual basis. Such indicators may include, among others, gasoline consumption, bus ridership, jobs/housing balance, vehicle miles traveled, percentage of travel by various forms of travel, and motor vehicle registration.</p>	<p>Minimally. Transit ridership is tracked by RTS. Other indicators have not been tracked due to lack of staff time and resources.</p>	<p>Delete policy due to lack of resources to accomplish this.</p>
<p>1.1.11 Site plans for new developments and redevelopment of non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.</p>	<p>Yes, and ongoing during the development review process.</p>	<p>Revise to indicate that this policy also applies to residential sites and to change the term "site plan" to "development plan."</p>
<p>1.1.12 New development will be encouraged to provide non-motorized vehicle and non-street connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.</p>	<p>Yes, and ongoing.</p>	<p>Revise the policy to clarify that this is referring to pedestrian/bicycle connectivity.</p>
<p>1.1.13 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:</p>	<p>Partially, see below.</p>	<p>Move this policy under Objective 1.3, which is about transportation coordination.</p>
<p>a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>b. Coordinating with the MTPO and Alachua County to extend East 27th Street from University Avenue to NE 39th Avenue;</p>	<p>Yes, coordination occurred.</p>	<p>Delete because this project has been determined to be infeasible based on environmental constraints (wetlands and floodplains), lack of need, and expense relative to benefit. The project is not shown in the 2035 Long Range Transportation Plan needs list.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>c. Coordinating with the MTPO and FDOT to narrow and enhance University Avenue between East 15th Street and East 27th Street;</p>	<p>No.</p>	<p>Delete because this is not in the cost-feasible plan or the 2035 Long Range Transportation Plan. At this time, this project is not a high priority.</p>
<p>d. Coordinating with MTPO and FDOT to modify Waldo Road from NE 16th Avenue to SE 4th Avenue so that this section of road becomes a low-speed, urban gateway boulevard; and</p>	<p>No.</p>	<p>Amend policy for consistency with the 2035 Long Range Transportation Plan to reflect that Waldo Road from E. Univ. Ave. to NE 39th Ave. is proposed as a multi-way boulevard with central travel lanes for through-traffic, medians, one-way access roadways on each side, parking, sidewalks, and street trees.</p>
<p>e. Include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.</p>	<p>Yes, partially. Main Street reconstruction is nearing completion.</p>	<p>Amend policy for clarity and to indicate this will occur with road reconstruction projects.</p>
<p>Objective 1.2: Ensure that future land use map designations promote transportation objectives by designating residential development of sufficient density in appropriate locations to support transportation choice.</p>	<p>Yes, and ongoing.</p>	<p>Revise policy language to delete “residential development of sufficient density” to “transit-supportive development.”</p>
<p>1.2.1 The City’s future land use map shall remain consistent with transportation choice strategies such as: retaining higher residential densities and non-residential intensities near and within neighborhood (activity) centers and within transit route corridors; car-oriented land uses primarily outside of areas oriented toward transportation choice; mixed use designations in appropriate locations; and centrally located community-serving facilities.</p>	<p>Partially. As future land use amendments have been processed, transportation choice and multi-modal access have been major review criteria.</p>	<p>Revise to clarify and indicate that transportation choice is promoted citywide and delete references to neighborhood centers.</p>

Table 2 Evaluation Matrix – Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
1.2.2 The City shall coordinate with the MTPO to increase public awareness of upcoming transportation projects in the approved Year 2020 Livable Communities Reinvestment Cost Feasible Plan.	Yes, and ongoing.	Delete this policy under the objective because it is not relevant to the objective.
Objective 1.3: Ensure that the City coordinates with the Year 2020 Livable Communities Reinvestment Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida Transportation Plan and the FDOT's Adopted Work Program.	Yes, and ongoing.	Revise to reflect the new long range transportation plan is the 2035 plan.
1.3.1 The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.	Yes, and ongoing.	None.
1.3.2 The City shall coordinate with FDOT and Alachua County to implement Access Management, Rule 14-97, F.A.C., and Sections 334.044 (2) and 335.188, F.S.	Yes, and ongoing.	Amend to delete specific F.A.C. and Florida Statutes references because these can change or be added to.
1.3.3 The City shall continue to propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.	Yes, and ongoing.	None.

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>1.3.4 The City shall continue to coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the traffic signal system and timing, and by installing traffic signal pre-emption for emergency vehicles and buses.</p>	<p>Yes, and ongoing.</p>	<p>Revise to reference the County-wide Traffic Management System and change "signal pre-emption" to "traffic signal priority control."</p>
<p>1.3.5 The City shall assist the MTPO in issuing a Level of Service Report on all GUATS system roadways annually and shall coordinate with the MTPO to designate backlogged and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.</p>	<p>Yes, and ongoing.</p>	<p>Revise policy to remove references to backlogged and constrained facilities.</p>
<p>Objective 1.4: Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>1.4.1 By 2005, the City shall continue to work with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs which will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.</p>	<p>Yes, and ongoing.</p>	<p>Delete the date since this is an ongoing coordination effort.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>Pedestrians</p>		<p>An overall recommendation is to combine the SOV Travel, Pedestrians, Transit, and Bicycling sections together under the heading of Multi-modal Transportation and Complete Streets to avoid redundancy and have consistency with the new DCA terminology.</p>
<p>Objective 2.1: Establish land use designations and encourage site plans which reduce trip distances.</p>	<p>Yes, and ongoing.</p>	<p>Revise to discuss reductions in vehicle miles travelled and reductions in greenhouse gases.</p>
<p>2.1.1 By 2002, the City shall inventory and prioritize street segments with sidewalk gaps. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; and (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight.</p>	<p>Yes. However, newly annexed areas have not been fully inventoried yet.</p>	<p>Revise the date to indicate this is an ongoing effort. Amend the priority list to simplify it. Combine with Policy 2.1.3, 2.1.6, and 4.1.6.</p>
<p>2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so that at least one linear mile of sidewalk is installed annually.</p>	<p>Yes, and ongoing.</p>	<p>Amend to reflect that this is an annual goal and re-word the policy for clarity.</p>
<p>2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial, collector and local streets, and place such an inventory on the city Geographic Information System to assist in the identification of gaps and priorities.</p>	<p>Yes.</p>	<p>Delete date. Combine with Policy 2.1.1, and indicate this is an ongoing activity.</p>

100281E

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>2.1.4 By 2002, the City shall identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within the urban area—particularly in pedestrian-oriented areas, or adjacent to, such as downtown, UF, and other neighborhood (activity) centers.</p>	<p>Yes, and ongoing.</p>	<p>Delete date and indicate this is an ongoing activity. Reference the complete streets language.</p>
<p>2.1.5 By 2002, all new streets within the City shall, where feasible, include sidewalks on both sides.</p>	<p>Yes.</p>	<p>Delete and substitute language about complete streets.</p>
<p>2.1.6 The City shall identify, prioritize, and retrofit needed bicycle/pedestrian links between adjacent land uses, where feasible.</p>	<p>Partially, as development has occurred.</p>	<p>Combine with Policy 2.1.1 to reduce redundancy.</p>
<p>2.1.7 Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties.</p>	<p>Yes, and ongoing.</p>	<p>Revise policy to require pedestrian/bicycle connectivity or stub-outs for future connectivity.</p>
<p>2.1.8 Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle and pedestrian travel. Such changes shall include safety features for bicycles and pedestrians to offset any negative impact the modification may otherwise create.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>2.1.9 The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left-turn lanes and areas where a large volume of pedestrians and bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets (or any street with a crossing distance greater than 60 feet).</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>2.1.10 In new development or redevelopment, walking and bicycling shall be promoted by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic in commercial areas.</p>	<p>Partially.</p>	<p>Revise policy to be consistent with recommendations in the Future Land Use/Urban Design Element. Clarify the language and indicate that this does not apply only to commercial areas.</p>
<p>2.1.11 Drive-throughs shall be prohibited or restricted in areas where high pedestrian volumes are expected, or where walkable areas are designated or anticipated. Restrictions shall include number of lanes, width and turning radius of lanes, and entrance to and exit from the drive-through.</p>	<p>Yes, and ongoing.</p>	<p>Regulated in the Concurrency Management Element and by Special Area Plans. Delete policy from Transportation Mobility Element to avoid confusion and redundancy.</p>
<p>2.1.12 Sidewalks shall be kept clear of signs, furniture, and other pedestrian obstacles that reduce the acceptable clear width of the sidewalk.</p>	<p>Yes, and ongoing.</p>	<p>Combine with Policy 2.1.16.</p>

<p style="text-align: center;">Table 2 Evaluation Matrix – Transportation Mobility Element</p>		
Objective or Policy	Achieved?	Recommended Changes
<p>2.1.13 The City, by 2002, in coordination with the CRA, shall prepare a plan that inventories the need for pedestrian enhancements in the downtown Central City District, including filling sidewalk gaps, installing street furniture, adding landscaped curb extensions and other pedestrian enhancements, and shall prepare an affordable and feasible schedule for making such improvements.</p>	<p>Yes.</p>	<p>Delete policy or amend it to reflect that there are ongoing streetscape and sidewalk projects implemented by the CRA.</p>
<p>2.1.14 The City shall work with FDOT and the CRA to enhance and widen sidewalks and provide traffic control and design features to enhance pedestrian activity along University Avenue from W. 38th Street to Waldo Road.</p>	<p>Yes, and ongoing.</p>	<p>Amend policy to reflect that the Long Range Transportation Plan designates University Avenue from Waldo Road to NW 34th Street as a Multimodal Emphasis Corridor.</p>
<p>2.1.15 The City shall amend the Land Development Code to require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to sidewalks, speed tables and crosswalks that connect buildings and parking areas at the development site.</p>	<p>Yes.</p>	<p>Delete reference to speed tables because of concerns from Gainesville Fire Rescue Service because of response time issues.</p>
<p>2.1.16 At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width.</p>	<p>Yes, and ongoing.</p>	<p>Combine with Policy 2.1.12.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>Transit</p>		<p>An overall recommendation is to combine the SOV Travel, Pedestrians, Transit, and Bicycling sections together under the heading of Multi-modal Transportation and Complete Streets to avoid redundancy and have consistency with the new DCA terminology.</p>
<p>Objective 3.1: Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.</p>	<p>Yes, and ongoing.</p>	<p>Delete reference to neighborhood centers for consistency with the Activity Center proposals in the Future Land Use Element.</p>
<p>3.1.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near important transit stops along arterials and collectors.</p>	<p>Partially.</p>	<p>Amend policy to use the term "transit-supportive development" instead of multi-family. Provide more emphasis on mixed use. Delete reference to important transit stops and substitute transit stations and transit centers for consistency with RTS adopted plans and policies.</p>
<p>3.1.2 The City shall strive to link its land use and transportation planning by establishing neighborhood (activity) centers as "transit-oriented developments." Ideally, transit hubs will evolve into having a sense of place and community.</p>	<p>Partially.</p>	<p>Amend to clarify language and delete reference to neighborhood center. Delete reference to transit hubs and reference transit centers and transit stations for consistency with RTS.</p>

100281E

Table 2 Evaluation Matrix – Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
3.1.3 By 2005, the City shall evaluate the citywide bus stops to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop.	Yes.	Delete policy or amend to discuss maintenance of the inventory.
3.1.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.	Yes, and ongoing.	Add language tying this to the 5-Year Schedule of Capital Improvements.
3.1.5 The City shall support expansion of the Bus Card Pass membership to include Shands employees, and consider establishing a program that would provide one to more city residents.	Yes.	Revise policy to use the "Employee Bus Pass Program" as the reference.
3.1.6 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.	Ongoing.	Delete policy. It is redundant with Concurrency Management Element Policy 1.2.8, which is recommended for a minor revision.
Objective 3.2: Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010.	Yes.	Amend to include 2015 and 2020 ridership goals.
3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.	Partially.	Amend policy to discuss transit-supportive development.

100281E

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
3.2.2 The City shall equip new RTS bus stops with easy-to-understand timetable and route information and an easily recognizable RTS logo.	Yes, and ongoing at bus shelters.	Amend stops to say shelters.
3.2.3 The City shall strive to provide main bus service within 1/4 mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area.	Yes, and ongoing.	Combine this policy with adoption of a new transit LOS standard. Amend to include activity centers that will be identified on the Future Land Use Map.
3.2.4 The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents.	Unclear, but RTS attempts to serve the entire Gainesville citizenry.	Ambiguous terminology. Amend to state that service will be expanded in an equitable fashion across the community.
3.2.5 The City bus service shall be enhanced to improve reliability and expand weekday evening and weekend service.	Yes, and ongoing.	None.
3.2.6 In recognition of the value to the community of the many strong, stable, residential neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or 3.2.3 indicate a presumption that the City shall support a change of designation of land use for any parcel. Any such action shall take into account the full range of appropriate factors such as overall compatibility of the proposal, surrounding land uses, environmental constraints, and others, in addition to the factor of the City's support of transit.	Yes, and ongoing.	None.

10028 ITT

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
Bicycling		An overall recommendation is to combine the SOV Travel, Pedestrians, Transit, and Bicycling sections together under the heading of Multi-modal Transportation and Complete Streets to avoid redundancy and have consistency with the new DCA terminology.
Objective 4.1: Strive to increase the number of bicycle trips within city limits.	Yes, and ongoing.	None.
4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the city.	Yes, and ongoing.	None.
4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection.	Yes, consistent with FDOT standards.	Amend policy to indicate that bicycle lanes will be consistent with FDOT design standards for those facilities.
4.1.3 The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets.	Yes, consistent with FDOT standards.	Amend policy to indicate that bicycle detection devices will be consistent with FDOT standards.
4.1.4 By 2003, computerized traffic signalization in the Traditional City shall be designed to strike a balance between the needs of the pedestrian, bus, bicycle, and car, with particular consideration given to locations with high pedestrian volumes, bicycle volumes, or both. The crossing time provided at crosswalks shall take into account the speed of those non-motorized users with the slowest crossing speed.	Partially.	Delete this policy and include a new policy on Complete Streets. This policy should not be directed only at the Traditional City area and should include broader pedestrian-oriented areas within the city.

100281E

Table 2 Evaluation Matrix – Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
<p>4.1.5 By 2003, the City shall identify all arterials and collector segments which are not currently designed for in-street bicycle transportation, and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.</p>	<p>Partially. An inventory was conducted. However, as annexations have occurred, the inventory has not been updated.</p>	<p>Amend policy to indicate that an updated inventory is needed and that coordination with other agencies (FDOT and Alachua County) is needed.</p>
<p>4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as park-n-ride; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.</p>	<p>Priorities have generally been set by the MTPO in coordination with the Citizen's Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Bike/Ped Board.</p>	<p>Combine with Policy 2.1.1. Revise policy to indicate that coordination with the Bike/Ped Board, CAC, TAC, and MTPO is necessary.</p>
<p>4.1.7 By 2003, when sufficient right-of-way is available and when not an "A" street, all new construction, reconstruction, and resurfacing of arterials and collectors shall be designed to accommodate in-street bicycle transportation as approved by state bicycle facility design standards. Designation as an "A" street does not preclude in-street bicycle lanes, nor do in-street bicycle lanes preclude designation as an "A" street.</p>	<p>Partially, when feasible under State standards.</p>	<p>Revise policy. Delete date and language about "A" streets and substitute the Complete Streets terminology.</p>

100281E

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
4.1.8 The City shall continue routine maintenance programs for all designated bicycle and pedestrian facilities in city rights-of-way. Maintenance shall include sweeping of bicycle lanes, filling potholes, and confirming calibration of bicycle detection devices at signalized intersections.	Yes, and ongoing.	Delete policy. This is routine practice and does not need to be a Comprehensive Plan policy.
4.1.9 By 2003, the City shall conduct an inventory of the major streets network within city limits to identify bicycle hazards and barriers, and prepare a plan for removing or mitigating such impediments.	Yes, completed as part of the Bicycle Master Plan.	Delete policy. This has been accomplished.
4.1.10 The City shall continue to equip each transit system bus to carry bicycles.	Yes, and ongoing.	Combine with a transit policy to reduce redundancy.
4.1.11 All new park-n-ride lots shall be designed to accommodate bicycle parking.	Yes, and ongoing.	None.
4.1.12 By 2005, the City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major transit stops and transfer points within city limits.	Partially. Work is ongoing.	Delete date and indicate this is an ongoing activity.
4.1.13 The City shall support continuation of provision of bicycle and pedestrian safety programs in Alachua County schools.	Yes, and ongoing. The City has a Bicycle/Pedestrian Coordinator.	None.
4.1.14 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this plan.	Yes, and ongoing.	Update to include the addendum to the Bicycle Master Plan.

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>Objective 4.2: Improve bicycle-related security.</p>	<p>Yes, and ongoing.</p>	<p>Delete objective. An overall recommendation is to combine the SOV Travel, Pedestrians, Transit, and Bicycling sections together under the heading of Multi-modal Transportation and Complete Streets to avoid redundancy and have consistency with the new DCA terminology.</p>
<p>4.2.1 The City's bicycle parking design guidelines shall only allow bicycle racks which provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the "inverted U" bicycle rack.</p>	<p>Yes, and ongoing.</p>	<p>Delete. This is too specific for Comprehensive Plan policy language and is already part of the Land Development Code requirements.</p>
<p>Trail Network</p>		
<p>Objective 5.1: Develop, by 2006, an average of at least one mile of trail designed for bicycles, pedestrians, and wheelchairs annually.</p>	<p>Yes, and ongoing.</p>	<p>Delete date and indicate this is an ongoing objective.</p>
<p>5.1.1 The City shall fill gaps in the Trail Network, as identified in the Data and Analysis Report and the Bicycle Master Plan, by 2010.</p>	<p>Yes for all that were feasible.</p>	<p>Delete policy. All of the gaps that are feasible to complete have been filled. Replace with a new needs list based on the 2035 Long Range Transportation Plan for trail systems within city limits.</p>
<p>5.1.2 The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer Road corridor.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>

100281E

<p align="center">Table 2 Evaluation Matrix -- Transportation Mobility Element</p>		
Objective or Policy	Achieved?	Recommended Changes
<p>5.1.3 The City shall amend the land development code to require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.</p>	<p>Partially. Additional Land Development Code language needed.</p>	<p>None.</p>
<p>5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations by 2003. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.</p>	<p>Yes, and ongoing as part of the Bicycle Master Plan.</p>	<p>Delete date and indicate this is an ongoing practice.</p>
<p>5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a "rails-with-trails" program is established.</p>	<p>Yes, and ongoing.</p>	<p>Delete the "rails-with-trails" reference due to liability issues. The City prefers permanent conversions.</p>
<p>5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle and pedestrian facilities.</p>	<p>Yes, as part of the Rails-to-Trails program for out-of-service rail facilities.</p>	<p>Delete "rarely used" due to liability issues and change the policy to reference the Rails-to-Trails program.</p>
<p>5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities, and to keep options open for future inter-city passenger rail corridors.</p>	<p>No.</p>	<p>Delete policy.</p>
<p>Livable streets that promote safety and quality of life</p>		

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>Objective 6.1: Revise street design standards and continue installing street design features so that construction of new streets and repair of existing streets will create a safe, balanced, livable street that can be used for all forms of travel—to the benefit of neighborhoods, local businesses, and the overall community.</p>	<p>Yes, and ongoing.</p>	<p>Revise this objective to mention Complete Streets and Context Sensitive solutions and add the term “maintain” after create. The policies under this objective all need revision to reflect Complete Streets and Context Sensitive solutions to road design.</p>
<p>6.1.1 In the Traditional City, University Heights, and College Park, the City shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming, prominent crosswalks, modest building setbacks, and signal timing to achieve more modest average car speeds (no more than 25-30 mph) in order to create a more livable street system rich in transportation choice. The design of streets shall promote land uses that are intended along streets in this portion of the city, such as healthy and walkable retail, residential, office, and civic uses.</p>	<p>Partially, and ongoing.</p>	<p>Revise policy to either focus only on all CRA areas or to be more broadly applicable to all city roadways.</p>
<p>6.1.2 Use traffic calming, where appropriate, to promote transportation choice and to reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.</p>	<p>Yes, and ongoing.</p>	<p>Revise policy to reflect that traffic calming is primarily used to improve safety.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>6.1.3 The City shall make low-speed urban street design specifications and geometrics the normal, default practice for street construction, modification, and reconstruction, and shall encourage the same policy be adopted by FDOT and the County within city limits. Higher speed design shall only be used when specifically warranted.</p>	<p>Yes, and ongoing.</p>	<p>Delete policy because street design is based on its purpose and this is handled by standard practices and adopted regulations (including the MTPO street design guidelines). This can be handled as part of a Complete Streets set of policies.</p>
<p>6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project, the City shall recommend that the State or the County make such enhancements.</p>	<p>Yes, and ongoing.</p>	<p>Delete policy and include these concepts in the new Complete Streets policies.</p>
<p>6.1.5 The City shall work with the State and the County to protect the linear continuity of raised medians as a strategy to promote safety, to provide pedestrian refuge, traffic calming, space for landscaping, and discourage strip commercial development.</p>	<p>Unknown.</p>	<p>Delete policy because it is unclear how it can be measured or implemented.</p>

<p align="center">Table 2 Evaluation Matrix – Transportation Mobility Element</p>		
<p align="center">Objective or Policy</p>	<p align="center">Achieved?</p>	<p align="center">Recommended Changes</p>
<p>6.1.6 The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.</p>	<p>Yes, and ongoing.</p>	<p>Delete this policy. Combine the concepts in the new Complete Streets policies. Coordinate the connectivity issues in this policy with the recommended new connectivity policy in the Concurrency Management Element.</p>
<p>6.1.7 The City should de-emphasize the hierarchical street system in terms of relying on a few large streets to carry the bulk of trips, and shall incrementally move toward a more balanced, connected system whereby trips are more dispersed throughout the entire street system. Additional connections should be added where needed and feasible to make our overall street system more functional, with respect for existing natural and man-made features.</p>	<p>Partially.</p>	<p>Delete this policy. These concepts will be in the new Complete Streets and Context Sensitive Streets policies. Coordinate the connectivity issues in this policy with the recommended new connectivity policy in the Concurrency Management Element.</p>
<p>6.1.8 The City shall set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
SOV Travel		An overall recommendation is to combine the SOV Travel, Pedestrians, Transit, and Bicycling sections together under the heading of Multi-modal Transportation and Complete Streets to avoid redundancy and have consistency with the new DCA terminology.
Objective 7.1: Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means other than single-occupant vehicle.	No. However, the City has made exceptional strides in multi-modal transportation, especially in student-oriented areas with high transit accessibility.	Delete objective because of the difficulty in measuring "all trips." Create a new objective
7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes.	Yes, and ongoing.	Possible amendment to make an exception for I-75 facilities and to allow additional travel lanes for transit vehicles or for high occupancy vehicle lanes.
7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.	Yes, and ongoing.	None.
7.1.3 The City shall amend its Land Development Code to ensure that parking standards are adequate to meet the needs of the community.	Yes, and ongoing.	Delete. Several amendments to the parking section of the Land Development Code have been accomplished since adoption of this element.
7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.	Yes, and ongoing.	None.
7.1.5 The City shall use the Transportation Concurrency Exception Area as shown in the Transportation Mobility Element map series to encourage redevelopment within the city, and to promote transportation choices.	Yes, and ongoing.	Delete policy since the entire city is now a TCEA. In addition, this policy is redundant with policies in the Concurrency Management Element.

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>7.1.6 The City shall adopt LOS "C" for the Florida Intrastate Highway System and LOS "D" for State two-way arterials. Development within the Gainesville Transportation Concurrency Exception Area (TCEA) shall be regulated as shown in the Concurrency Management Element.</p>	<p>Yes, but this is no longer applicable to properties with City land use designations because the TCEA is citywide.</p>	<p>Amend to include LOS for Strategic Intermodal System (SIS) facilities. State law requires that the City maintain LOS standards even though Gainesville is a Dense Urban Land Area TCEA citywide.</p>
<p>7.1.7 The City shall adopt LOS "E" for non-state streets (including Non-state streets functioning as arterials) which are city-maintained facilities in the street network. Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.</p>	<p>Yes, but this is no longer applicable to properties with City land use designations because the TCEA is citywide.</p>	<p>None. State law requires that the City maintain LOS standards even though Gainesville is a Dense Urban Land Area TCEA citywide.</p>
<p>7.1.8 The City shall adopt LOS "D" for non-state streets which are Alachua County-maintained facilities in the street network, as shown in the "Average Annual Daily Traffic Level of Service Report". Development within the Gainesville TCEA shall be regulated as shown in the Concurrency Management Element.</p>	<p>Yes, but this is no longer applicable to properties with City land use designations because the TCEA is citywide.</p>	<p>None. State law requires that the City maintain LOS standards even though Gainesville is a Dense Urban Land Area TCEA citywide.</p>

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>7.1.9 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses, having separate driveways and parking, which are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.</p>	<p>Yes, and ongoing.</p>	<p>No.</p>
<p>7.1.10 The City shall coordinate the transportation network with the Future Land Uses shown on the Future Land Use Map Series in order to encourage compact development patterns and to provide safe and convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida Intrastate Highway System.</p>	<p>Yes, and ongoing.</p>	<p>Include reference to the SIS.</p>
<p>7.1.11 Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>

Table 2 Evaluation Matrix – Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
<p>7.1.12 The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes or parking cash-out policies, for their employees.</p> <p>Objective 7.2: Reduce car dependency to obtain environmental, financial, and social benefits.</p>	<p>Yes, and ongoing. There is an employee bus pass program available from RTS and this has been used as a way of meeting TCEA standards.</p> <p>Partially, and ongoing.</p>	<p>Amend language about subsidized transit passes to “employee bus passes.”</p> <p>Delete this objective. Create a new objective with policies that reference greenhouse gas reduction.</p>
<p>7.2.1 Widening a street will not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, roundabouts, and strategies that promote bus use, bicycling, and walking.</p>	<p>Yes, and ongoing.</p>	<p>Change the term “bus use” to “transit use.”</p>
<p>7.2.2 The City will encourage the use of more sustainable forms of travel, more transportation choice, and a better retail environment to reduce the level of traffic congestion in order to improve the city’s transportation level of service.</p>	<p>Yes, partially.</p>	<p>Re-word this policy for clarity or possibly delete and include a different policy about Complete Streets.</p>
<p>7.2.3 Decision-makers will incorporate the impacts of induced traffic when evaluating results of travel modeling.</p>	<p>Unknown.</p>	<p>Delete. This policy cannot be measured.</p>
<p>Accessibility for the Disabled</p>		
<p>Objective 8.1: Eliminate existing barriers for people with disabilities.</p>	<p>Partially, and ongoing.</p>	<p>None.</p>

Table 2 Evaluation Matrix -- Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
8.1.1 Curb ramps and raised crosswalks shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.	Partially, and ongoing.	Amend the policy to include RTS facilities (bus stops and shelters) and tie implementation to ADA measurable standards.
8.1.2 The City shall continue to equip RTS buses to carry people with disabilities.	Yes, and ongoing.	None.
8.1.3 Car parking spaces for persons who have disabilities shall conform to the Florida Accessibility Code for Building Construction standards.	Yes, and ongoing.	None.
Aviation		
Objective 9.1: Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the 1987 Gainesville Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.	Yes, and ongoing.	Amend date of Airport Master Plan.
9.1.1 The City shall monitor the ridership potential for main bus service to the Gainesville Regional Airport, and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding area.	Yes. A new route (Route 25) from the University to the Airport will begin fall 2010 as a limited demonstration project for one year.	Delete policy since this has been accomplished.
9.1.2 The City shall use the 1987 Gainesville Regional Airport Master Plan as the future land use guide for development in and around the airport.	Yes, and ongoing.	Update the date of Airport Master Plan

Table 2
Evaluation Matrix – Transportation Mobility Element

Objective or Policy	Achieved?	Recommended Changes
<p>9.1.3 The City shall ensure that airport improvements are in compliance with the City's Conservation, Open Space and Groundwater Recharge Element.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>Objective 9.2: Continue to eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating the siting of new (or expansion of existing) airports, or related facilities with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.</p>	<p>Yes, and ongoing. New noise contours have been adopted in the Land Development Code.</p>	<p>Add a new policy that references the noise contours adopted in the Land Development Code.</p>
<p>9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.</p>	<p>Yes, and ongoing. A new Future Land Use Category (Business Industrial) was adopted for this purpose.</p>	<p>None.</p>
<p>9.2.2 The City shall continue to work with Alachua County to ensure that incompatible land uses within the 65, 70 and 75 Ldn airport noise contours are eliminated.</p>	<p>Yes, and ongoing.</p>	<p>Add the 60 Ldn contour based on the Phase I Part 150 study and City Commission action.</p>
<p>9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land which is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.</p>	<p>Yes, and ongoing.</p>	<p>Add reference to the FAR Part 150 Study to indicate it is Phase I.</p>

Table 2 Evaluation Matrix – Transportation Mobility Element		
Objective or Policy	Achieved?	Recommended Changes
<p>Objective 9.3: Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the Florida Department of Transportation and the Metropolitan Transportation Planning Organization.</p> <p>9.3.1 The City shall continue to ensure that future aviation projects and the Airport Industrial Park are integrated with the City's traffic circulation system and with other forms of transportation, such as transit and bicycling.</p>	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>Objective 9.4: Continue to coordinate airport growth with appropriate aviation or other related organizations.</p> <p>9.4.1 The City shall continue to work with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.</p> <p>9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process and other appropriate agencies on all of its aviation projects.</p>	<p>Yes, and ongoing.</p>	<p>Amend "traffic circulation system" to say "transportation system", which would include the other forms of transportation.</p>
	<p>Yes, and ongoing.</p>	<p>None.</p>
	<p>Yes, and ongoing.</p>	<p>None.</p>
	<p>Yes, and ongoing.</p>	<p>None.</p>
<p>Transportation Mobility Element Map Series</p> <ul style="list-style-type: none"> Functional Classification of Streets 		
	<p>NA</p>	<p>Update to show new city limits</p>

**Table 2
Evaluation Matrix – Transportation Mobility Element**

Objective or Policy	Achieved?	Recommended Changes
• Limited and Controlled Access Facilities	NA	Update to show new city limits
• Major Parking Facilities	NA	Update facilities based on new data and show new city limits
• Parking Garages	NA	Update facilities based on new data and show new city limits
• Transit Routes (Walking Service Area)	NA	Update routes based on new data and show new city limits. Delete walking service area because this is not a requirement.
• Transit Routes (Bicycle Service Area)	NA	Delete map because the bicycle service area is not required to be shown.
• Existing & Potential Transit Hubs, Terminals, Transfer Stations	NA	Update based on new data and show new city limits. Rename this map Existing & Potential Transit Centers, Stations, and Park and Ride Facilities to match RTS terminology
• Transportation Concurrency Exception Area	NA	Update to show new city limits as needed
• Gainesville Trail Network	NA	Update based on new data and show new city limits
• Bicycle Facility Types	NA	Update based on new data and show new city limits
• Rail & Airport Facilities	NA	Update based on new data and show new city limits
• Airport Clear Zones and Obstructions	NA	Update based on new data and show new city limits
• Maintenance Responsibility	NA	Update based on new data and show new city limits
• Number of Lanes	NA	Update based on new data and show new city limits
• Major Trip Generators & Attractors	NA	Update based on new data and show new city limits
• Existing Street LOS, 6/00	NA	Update based on new data and show new city limits
• Natural Disaster Emergency Evacuation Routes	NA	Update based on new data and show new city limits

100281E

This page intentionally left blank.

100281E

Memo



Date: 8/10/10
To: Onelia Lazzari, Concurrency Management Planner
Via: Debbie Leistner, Transportation Planning Manager
From: Jacob Kain, Transportation Planning Intern
Subject: Complete Streets and Context Sensitive Streets

Staff was asked to research the concepts known as "Complete Streets" and "Context Sensitive Streets." The concepts are unique but interrelated. The findings are presented in detail below.

Complete Streets

Complete Streets are planned and designed with the needs of all users in mind. According to the *National Complete Streets Coalition*, "Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street." A complete street may include, for example, bike lanes, sidewalks, dedicated transit lanes, or any combination of those or other multimodal features.

The definition of a Complete Street is necessarily vague because a Complete Street differs significantly depending upon its current context. For example, a complete street in an urban context may require separate facilities for users (such as auto lanes, bicycle lanes, parking, and sidewalks) while residential street may be able to accommodate all of these uses in one facility.

Context Sensitive Streets

Context Sensitive Streets are planned and designed with emphasis on the relationship between the street and surrounding area. This process, according to the *Federal Highway Administration (FHWA)*, "is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

The planning and design of Context Sensitive Streets includes additional objectives beyond the traditional street design process, as shown in Table 1.

Table 1. Planning and Design Objectives for Context Sensitive Streets.

Traditional Street Design Objectives	Safety Efficiency Capacity Maintenance
Context Sensitive Objectives	Compatibility Livability Sense of Place Urban Design

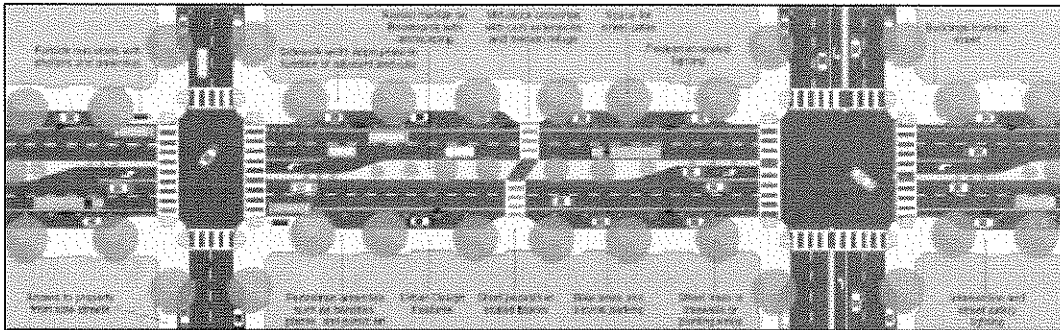
100281E

Relationship between Concepts

Complete Streets and Context Sensitive Streets are two complementary approaches to rethinking traditional infrastructure planning and design (see Figure 1). A Complete Street is likely to contain many elements of a Context Sensitive Street, and vice versa. Both types of streets also respond to existing and impact future surrounding land use and design.

A local example of these concepts is the redesign of SW 2nd Avenue. This project responded to the existing context – a neighborhood between the University and Downtown with a large student population – while also increasing the infrastructure available for all users – such as bike lanes, sidewalks, curbs cuts and other Americans with Disabilities Act Accessibility Guidelines (ADAAG) features. In addition, these modifications were intended to complement future objectives for the corridor, including redevelopment and increased densities; the Jefferson on 2nd student apartment development and proposed UF Innovation Hub are two examples.

Figure 1. Context Sensitive Street Design Elements. Note the inclusion of many Complete Street elements.



Source: ITE. (2010). *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, p. 58.

Resources

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010) by the Institute of Transportation Engineers (ITE) provides recommended practices for engineers and planners seeking to create Context Sensitive and Complete Streets. Included in the guide are tips for integrating these concepts into the planning process and suggestions for the design of individual roadway elements (such as bike lanes and medians).

The *National Complete Streets Coalition* website (www.completestreets.org) provides many relevant resources. In addition, the coalition has produced a joint research publication with the *American Planning Association* (APA) entitled *Complete Streets: Best Policy and Implementation Practices* (2010) that summarizes successful policy and implementation practices from throughout the country.