



Planning Department – Legistar 100281F

**EAR Discussion
Transportation
Mobility Element
City Commission
9/2/10**

Plan Element Presentation

- **Major Issues**
- **Key Findings**
- **Recommended Changes**

Major Issues Assessment

- **Issue 2: Reduction of Greenhouse Gases**
- **New policies needed to:**
 - address transit and pedestrian level of service (LOS) requirements
 - transit vehicle fuel efficiency
 - include Complete Streets guidelines (Mobility)





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Complete Streets

- As defined by the DCA:
- “Means an arterial or collector road corridor that: includes separate bicycle and pedestrian ways; safely and efficiently accommodates transit users, bicyclists, pedestrians, and motorists; and provides easy access to adjacent land uses.”

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.”

Design Objectives for Traditional vs. Context Sensitive Streets

Traditional Street Design Objectives

Safety
Efficiency
Capacity
Maintenance

Context Sensitive Objectives

Compatibility
Livability
Sense of Place
Urban Design

Complete & Context Sensitive Streets

- Complementary approaches to rethinking traditional infrastructure planning and design.
- 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 land use and impact future surrounding land use and design.
- Example: SW 2nd Ave. road redesign

Major Issues Assessment

- **Issue 4: Fund Transportation Choice**
- **New policies needed to:**
- address transit and pedestrian level of service (LOS) requirements
- address the Transit Development Plan
- update inventory of bicycle/sidewalk deficiencies

Key Findings for Transportation Mobility Element

- City has substantially met the goals, objectives & policies
- The element has redundant and unclear policies
- New policies to adopt transit and pedestrian LOS
- New policies for Complete Streets

Key Findings for Transportation Mobility Element cont.

- Updated inventory of pedestrian/bicycle deficiencies needed
- No references to the Transit Development Plan
- Does not reflect the 2035 LRTP update in progress

Recommended Changes – Transportation Mobility Element

- Major re-write of the element
- Adopt transit/pedestrian LOS
- Add policies to reflect the TDP
- Add policies about fuel-efficient transit vehicles
- Add policies about Complete Streets and Context Sensitive Streets
- Other minor changes for dates, etc.

New Pedestrian/Transit LOS

- **Alternatives for discussion include:**
- **Same or different LOS standards for existing vs. redevelopment vs. Greenfield development (Staff recommendation is to differentiate)**
- **Setting transit LOS on headways vs. load factors or include both (Staff recommendation: Both)**

Conclusion

- **Discussion & Questions**