



STRATEGIC INITIATIVE # 1.3

GOAL # 1: PUBLIC SAFETY

Maintain a safe and healthy community in which to live

Legistar #: TBD

INITIATIVE 1.3: DEVELOP STRATEGIES TO IMPROVE SAFETY FOR ALL MODES OF TRANSPORTATION

Champion: TBD

Committees: Public Safety Committee;
Recreation, Cultural Affairs, and Public Works Committee

Stakeholders: TBD

Desired Outcome: TBD

Background: This Strategic Initiative was first introduced by the City Commission in June, 2014 at a Strategic Planning Retreat. The Initiative was later adopted and added to the Strategic Plan in October of 2014.

Scorecard:

Cost Estimate	Estimated Completion	Stage of Progress	Commission Priority
<p>\$TBD</p> <p><i>Fully funded through operating budget</i></p> <p>Funding Gap: 0%</p>	<p>Unknown</p>	<p>Infancy</p>	<p>High</p>

STRATEGIC INITIATIVE # 1.3

Action Plan for FYs 2015-2016

Action Steps	Estimated Completion Date:
1. Discuss public safety element of this initiative at the Public Safety Committee	January 2015
2. Discuss transportation design element of this initiative at the Recreation, Cultural Affairs, and Public Works Committee	January 2015
3. Assign staff champion based on direction received by committees	February 2015
4. Develop desired outcome and develop an integrated approach	March 2015

Critical Success Measures:

- TBD

STRATEGIC INITIATIVE # 5.1



GOAL # 5: INFRASTRUCTURE AND TRANSPORTATION

Invest in community infrastructure and continue to enhance the transportation network and systems Legistar # 130502

INITIATIVE 5.1: PROMOTE AN INTEGRATED TRANSPORTATION SYSTEM THAT IS SAFE AND ACCESSIBLE TO ALL USERS AND SUPPORTIVE OF THE CITY'S ECONOMIC DEVELOPMENT AND SUSTAINABILITY EFFORTS

Co-Champions: Teresa Scott, Public Works Director;
Debbie Leistner, Planning Manager – Public Works

Sponsor: Randy Wells, Commissioner (District IV)

Committee: Recreation, Cultural Affairs & Public Works Committee

Stakeholders: Public, Neighborhoods, University of Florida (UF), Santa Fe College (SFC), Alachua County School Board, Community Redevelopment Agency (CRA), Bicycle and Pedestrian Advisory Board (BPAB), Center for Independent Living, Chamber of Commerce

Desired Outcome: A balanced transportation system that effectively moves people and goods, provides safe and reliable multimodal connections to major destinations, encourages use of alternative transportation modes, promotes economic vitality, and serves as a model to other communities of similar size.

Background: This Strategic Initiative was first introduced by the City Commission in June, 2010 at a Strategic Planning Retreat. The Initiative was later adopted and added to the Strategic Plan on August 5, 2010.

Scorecard:

<i>Cost Estimate</i>	<i>Estimated Completion</i>	<i>Stage of Progress</i>	<i>Commission Priority</i>
<p>>\$150 million</p> <p><i>Additional resource allocation needed</i></p> <p>Funding Gap: 95%</p>	<p>Unknown</p>	<p>Full Steam Ahead</p>	<p>Highest</p>

STRATEGIC INITIATIVE # 5.1

Action Plan for FYs 2015 - 2016

Action Steps	Estimated Completion Date:
1. Meet with sponsoring Commissioner to define project scope, intent and metrics	December 2014
2. Present overview of strategic initiative to PW/PRCA Committee to solicit policy direction and guidance.	January 2015
3. Increase Bike Level Designation	December 2016
4. Maintain an average roadway PCI of 70 or better	On-going
5. Implement Transit Development Plan (TDP)	On-going
6. Implement 1 mile of bike boulevards every year	On-going
7. Construct 1 mile of sidewalks/trails every year	On-going
8. Expand outreach program to promote multimodal use	On-going

Critical Success Measures

- Roadway projects are implemented increasing access and mobility for all users.
- Roadway system operates efficiently and safety is increased with use of time adaptive system.
- Sidewalks are installed and gaps are filled increasing connectivity to major activity centers and to transit stops.
- Bicycle, pedestrian and transit facilities are incorporated in roadway construction, reconstruction or repaving projects.
- Opportunities are identified for low cost implementation of bicycle infrastructure (i.e., pavement markings, bike parking)
- Implementation of transit operating and capital improvement schedule identified in the TDP.
- Lighting is enhanced along bike boulevards to increase safety and accessibility and extend use of corridors.