

Transportation Mobility Element (Potential Revisions)

Policy 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. **Such modifications may include sidewalk improvements, removal of travel lanes and excessive travel lane widths (in order to achieve wider sidewalks and on-street parking), installation of raised medians, infilling of surface parking fronting the Avenue with buildings, additional street trees, crosswalk improvements to make pedestrian crossings more safe and convenient, and additional on-street parking. This project shall include identification of alternative routes that can be used for non-local, non-destination trips along S.R. 26 (University Avenue).**

(Bold print could be deleted)

Policy 1.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience, **for Main Street between North 8th Avenue and Depot Avenue by supporting the following: low-speed turning radii; new, continuous and permanent on-street parking; pedestrian-scaled lighting; narrow travel lanes; curb extensions; installation of shading street trees; transit enhancements; widening of sidewalks; installation of bicycle lanes, and use of brick crosswalks.**

(Bold print could be deleted)

Policy 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.

(No change proposed)

Policy 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, **and does so in an exceptional way, as determined by the city manager or designee, and as further elaborated by the land development code.**

(Bold print could be deleted)

Policy 1.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology, such as efficient, improvement, enhancement, alternative, accident, upgrade, and deteriorate, when more objective terms are more appropriate.

(Policy 1.1.8 could be deleted)

Policy 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 **require a special use permit** to ensure that such parking meets performance objectives.

(Delete bold print requirement for a special use permit)

Policy 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.

(Policy does not require developments to have these facilities, does require developments to show them if they are existing or proposed, no change proposed)

Policy 1.1.12 New development will be required to provide non-motorized vehicle and non-street connections to nearby land uses such as schools, parks, retail, office, and residential **when feasible**.

(“When feasible” is the key term here, connections may include a path/trail, sidewalk or an access gate, feasibility is usually determined by either the Plan Board, Development Review Board or City Commission)

Objective 1.4

Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.

Policy 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.

(Car was added to ensure a balanced approach)

Policy 2.1.7 Bicycle and pedestrian access from a property to adjacent properties shall be used as a criterion for site plan approval.

Revise policy to state: Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties.

~~Policy 2.1.9 — Turning lanes should not conflict with bike lanes within the curb lane. Crosswalk distances shall be minimized (by using narrow lanes where appropriate, curb extensions, raised medians, and small turning radii). Turning speeds shall be minimized. Left turn lanes and dedicated right-turn lanes shall be minimized or eliminated where appropriate and to the extent feasible in areas which are expected or planned to accommodate high pedestrian volumes (such as downtown and neighborhood centers).~~

(This policy could be deleted, the details of how to design streets and turn lanes could be placed in the Public Works Design Manual if necessary)

Policy 2.1.11 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, and ample sidewalks to carry significant pedestrian traffic in commercial areas. (and other areas where high pedestrian volumes are expected), maximum (and modest) rather than minimum building setbacks and street widths, main entrances that face the street or square, parking to the side or rear of the building, and, where appropriate, alleys.

(Delete the minimum and maximum setbacks and the other standards that are addressed in the Land Development Code)

Policy 2.1.12 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.

(The policy provides the City with flexibility to either prohibit or restrict drive-throughs, in high pedestrian volume area)

Policy 2.1.16 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.

(This is a public safety issue for pedestrians, the City requires this now)

Policy 2.1.17 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 for any distance.

(5 feet sidewalks are the norm for the community and the minimum width needed for two people to walk side by side.)

Goal 6: Create and retain streets that promote a mix of uses such as car travel, transit, and bicycling by designing streets: (1) for slow motor vehicle speeds, (2) for quiet neighborhoods, (3) for safety for children, people with disabilities, and seniors along residential streets, (4) for a livable community featuring neighborhood pride, a sense of place, and a pleasant tree canopy; and (5) that support a sidewalk system supportive of socializing.

(A concern was raised regarding "for slow motor vehicle speed", this item could be deleted from the list, the goal is to create and maintain streets that have this quality, this does not mean that all streets will be designed for slow motor vehicle speed. Policy 6.1.3 below recognizes that higher speed design may be warranted.)

Policy 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. Examples of low-speed design include, but are not limited to:

SOV Travel

Goal 7: Strive to minimize single-occupant vehicle trips within the Gainesville metropolitan area.

(The goal is to minimize single-occupant vehicle trips, additional policies below indicate that the City plans to accommodate 92% of all single-occupant vehicle trips.)

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.

Policy 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes.

Policy 7.1.2 In general, as determined on a case-by-case basis, the City shall not install, or support the installation of, a turn lane, unless it is determined to be a

necessary component in a travel lane removal project, a necessary component to avoid adding travel lanes, or if it is needed for street intersection safety for all forms of travel. However, a turn lane is permissible if there is no practical alternative and substantial pedestrian safety features are installed. In general, turn lanes are usually inappropriate in areas where high pedestrian volumes are expected or near schools.

(Replace Policy 7.1.2 with the following: The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.)

Policy 7.1.3 As of 2001, there shall be no net increase in parking for existing City government facilities, and UF shall be encouraged to adopt a policy of no net increase in the number of car parking spaces on the existing university campus.

(Delete Policy 7.1.3)

Policy 7.1.4 Where appropriate, the City shall convert minimum car parking requirements to maximum requirements as a way to discourage car trips.

(Replace Policy 7.1.4 with the following: The City shall amend its Land Development Code to ensure that maximum parking standards are adequate to meet the needs of the community.)

Policy 7.1.5 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.

(This policy does not require, but encourages, connections between schools and nearby residential areas.)

Policy 7.1.6 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.

(If the City would like to readdress the TCEA, the City Commission should direct staff to schedule a workshop on the Concurrency Management Element. The commission could decide whether to revise the TCEA or make no changes, all the details and policies that govern the TCEA are in the Concurrency Management Element.)

Policy 7.1.7 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.

- Policy 7.1.8 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.
- Policy 7.1.9 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.
- Policy 7.1.10 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.
- Policy 7.1.11 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 by walking, transit and bicycle, to protect the cultural and environmental amenities of the City, and to protect the integrity of the Florida Intrastate Highway System.

(Delete the text: by walking, transit and bicycle.)

Policy 7.1.12 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.

Policy 7.1.13 The City shall adopt a Transportation Demand Management ordinance that requires larger employers to offer single-occupant vehicle trip reduction incentives, such as subsidized transit passes or parking cash-out policies, for their employees.

(Delete Policy 7.1.13, or modify the policy to state: 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.)

Policy 7.1.14 Outside the Transportation Concurrency Exception Area, any new development or change of use of an existing building or building complex along a state or county-maintained arterial or collector in the GUATS network which has a median AADT within 85 percent of maximum service volumes allowed at LOS "D" when calculated using Art-plan analysis and any City-maintained collector in the GUATS network which has a median AADT within 85 percent of maximum service volumes allowed at "E" when calculated using Art-plan analysis shall require the owner to provide transportation multi-modal access improvements that improve transportation choice, if needed, such as parking for bicycles, sidewalk connections from the building(s) to the public sidewalk, completion of public sidewalk from property to existing sidewalks or nearest intersection, and closing of poorly located, overly wide or duplicative curb cuts. New development shall orient buildings to face the primary street when feasible to enhance pedestrian access.

Objective 7.2

Reduce car dependency to obtain environmental, financial, and social benefits.

Policy 7.2.1 ~~By 2010, Strive to reduce single-occupant vehicle trips within the city shall be reduced by 5 percent by 2010.~~

(Delete this policy as being redundant.)

Policy 7.2.23 Widening a street will not be used as a first response strategy to reduce car congestion. Instead, if car congestion is considered excessive, the City shall support alternate solutions such as strategies that promote bus use, bicycling, and walking.

(Revise policy to state: 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.)

Policy 7.2.32 The City's adopted transportation level of service standards will continue to accept some level of congestion in order to encourage use of more sustainable forms of travel, more transportation choice, a better retail environment, and less urban sprawl.

(Revise policy to state: 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.)

Policy 7.2.4 Decision-makers will incorporate the impacts of induced traffic when evaluating results of travel modeling.