



# MEMORANDUM

Office of the City Attorney

Legistar No. 000515  
Phone: 334-5011/Fax 334-2229

Box 46

TO: CITY COMMISSION

DATE: April 9, 2001  
FIRST READING

FROM: CITY ATTORNEY

SUBJECT: Ordinance No. 0-01-19; Petition No. 146CPA-00 PB

An ordinance of the City of Gainesville, Florida, amending the Transportation Mobility Element of the City of Gainesville 1991-2001 Comprehensive Plan; adding a goal and related objectives and policies to promote transportation choices, compact development, and a livable city; adding a goal and related objectives and policies to promote walking; adding a goal and related objectives and policies to promote an accessible and comfortable community transit system; adding a goal and related objectives and policies to promote bicycling; making minor amendments throughout; adding a goal and related objectives and policies to develop a trails network; adding goals and related objectives and policies to create livable streets that promote safety and quality of life and minimize single-occupant vehicle travel; adding a goal and related objectives and policies to promote accessibility to people with disabilities; making minor amendments throughout; providing directions to the city manager; stating intent to adopt the amended element as part of the City of Gainesville 2000-2010 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.

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Recommendation: The City Commission (1) approve Petition 146CPA-00 PB and (2) adopt the proposed ordinance.

## STAFF REPORT

The draft, updated Transportation Mobility Element was the subject of City Plan Board workshops on February 24 and April 27, 2000. In addition, staff has made presentations regarding this proposed element to the Citizens Advisory Committee of the Metropolitan Transportation Planning Organization on May 24, 2000, to the Bicycle/Pedestrian Advisory Board on June 27 and September 26, 2000, and at community workshops on May 23, 2000 at the Millhopper Public Library, June 1, 2000 at Northeast Recreation Center, June 21, 2000 at Westside Park, and July 12, 2000 at the T.B. McPherson Recreation Center. The City Plan Board held a public hearing on the proposed updated Transportation Mobility Element on October 19, 2000 and recommended approval by a vote of 3:2. The City Commission held a public workshop on the Transportation Mobility Element on January 16, 2001.

Revisions proposed for the Transportation Mobility Element include several new or amended objectives and policies including new policies for protecting and promoting transportation

choice, compactness, density, trails, and livability, new policies calling for transportation sustainability indicators, and new policies to reduce barriers for people with disabilities.

Revisions since the January 16, 2001 City Commission workshop have been made to Policies 6.1.3, 7.1.2, 7.2.3 and Objective 3.2. Examples of low-speed design do not need to be listed and were deleted from Policy 6.1.3. Language that prohibited dual turn lanes under all circumstances was deleted from Policy 7.1.2. Policy 7.2.3 was revised to clarify that street widening will not be a first response strategy to reduce car congestion. In response to City Commission questions about proposed requirements of a Transportation Demand Management ordinance in Policy 7.1.13, staff has simplified the text. Transit ridership targets in Objective 3.2 were revised upward to 8 million riders per year by 2005 and 10 million riders per year by 2010.

The proposed updated Element is generally consistent with the Year 2020 Liveable Communities Reinvestment Cost Feasible Plan (i.e., the long-range transportation plan) approved by the Metropolitan Transportation Planning Organization on December 14, 2000.

Fiscal Note. None


#### CITY ATTORNEY MEMORANDUM

The above-referenced ordinance was approved by the Plan Board on October 19, 2000, and the Community Development Department has requested the City Attorney's Office to prepare the appropriate ordinance amending the City of Gainesville 1991-2001 Comprehensive Plan.

Florida Statutes set forth the procedure for adoption of an amendment to the Comprehensive Plan. The second hearing will be held at the adoption stage of the ordinance and must be advertised approximately seven (7) days after the day that the second advertisement is published.

The Plan amendment will not become effective until the State Department of Community Affairs issues a final order determining the adopted amendment to be in compliance in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act, or until the Administration Commission (Governor and Cabinet) issues a final order determining the adopted amendment to be in compliance.

Prepared by:

  
Patricia M. Carter, Sr. Assistant City Attorney

Approved and  
Submitted by:

  
Marion J. Radson, City Attorney

MJR:PMC:sw

ORDINANCE NO. \_\_\_\_\_  
0-01-19

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**An ordinance of the City of Gainesville, Florida, amending the Transportation Mobility Element of the City of Gainesville 1991-2001 Comprehensive Plan; adding a goal and related objectives and policies to promote transportation choices, compact development, and a livable city; adding a goal and related objectives and policies to promote walking; adding a goal and related objectives and policies to promote an accessible and comfortable community transit system; adding a goal and related objectives and policies to promote bicycling; making minor amendments throughout; adding a goal and related objectives and policies to develop a trails network; adding goals and related objectives and policies to create livable streets that promote safety and quality of life and minimize single-occupant vehicle travel; adding a goal and related objectives and policies to promote accessibility to people with disabilities; making minor amendments throughout; providing directions to the city manager; stating intent to adopt the amended element as part of the City of Gainesville 2000-2010 Comprehensive Plan; providing a severability clause; providing a repealing clause; and providing an effective date.**

**WHEREAS**, the City Plan Board authorized the publication of notice of a Public Hearing that the text of the City of Gainesville 1991-2001 Comprehensive Plan be amended; and

**WHEREAS**, notice was given and publication made as required by law and a Public Hearing was then held by the City Plan Board on October 19, 2000; and

**WHEREAS**, pursuant to law, an advertisement no less than two columns wide by 10 inches long was placed in a newspaper of general circulation notifying the public of this proposed ordinance and of the Public Hearing to be held at the transmittal stage, in the City Commission Auditorium, City Hall, City of Gainesville, at least 7 days after the day the first advertisement was published; and

**WHEREAS**, pursuant to law, after the public hearing at the transmittal stage the City of Gainesville transmitted copies of this proposed change to the State Land Planning

1 Agency; and

2           **WHEREAS**, a second advertisement no less than two columns wide by 10 inches  
3 long was placed in the aforesaid newspaper notifying the public of the second Public  
4 Hearing to be held at least 5 days after the day the second advertisement was published;  
5 and

6           **WHEREAS**, the two Public Hearings were held pursuant to the published notices  
7 described at which hearings the parties in interest and all others had an opportunity to be  
8 and were, in fact, heard; and

9           **WHEREAS**, prior to adoption of this ordinance, the City Commission has  
10 considered the comments, recommendation and objections, if any, of the State Land  
11 Planning Agency;

12           **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF**  
13 **THE CITY OF GAINESVILLE, FLORIDA:**

14 **Section 1.** The Transportation Mobility Element of the City of Gainesville 1991-2001  
15 Comprehensive Plan and associated maps are amended as shown in Attachment A.

16 **Section 2.** The City Manager is authorized and directed to make the necessary changes in  
17 maps and other data in the City of Gainesville 1991-2001 Comprehensive Plan, or  
18 element, or portion thereof in order to fully implement this ordinance.

19 **Section 3.** It is the intent of the City Commission that this amended element will become  
20 part of the City of Gainesville 2000-2010 Comprehensive Plan upon adoption of a  
21 resolution.

22 **Section 4.** If any section, sentence, clause or phrase of this ordinance is held to be  
23 invalid or unconstitutional by any court of competent jurisdiction, then said holding shall

1 in no way affect the validity of the remaining portions of this ordinance.

2 **Section 5.** All ordinances or parts of ordinances in conflict herewith are to the extent of  
3 such conflict hereby repealed.

4 **Section 6.** This ordinance shall become effective immediately upon final adoption;  
5 however, the amendment to the 1991-2001 Comprehensive Plan shall not become  
6 effective until the state land planning agency issues a final order determining the adopted  
7 amendment to be in compliance in accordance with section 163.3184(9), or until the  
8 Administration Commission issues a final order determining the adopted amendment to  
9 be in compliance in accordance with section 163.3184(10).

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**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

\_\_\_\_\_  
PAULA M. DeLANEY  
MAYOR

ATTEST:

Approved as to form and legality

\_\_\_\_\_  
KURT M. LANNON  
CLERK OF THE COMMISSION

\_\_\_\_\_  
MARION J. RADSON  
CITY ATTORNEY

This Ordinance passed on first reading this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

This Ordinance passed on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2001.

carter:ordinances:146CPA-00 PB

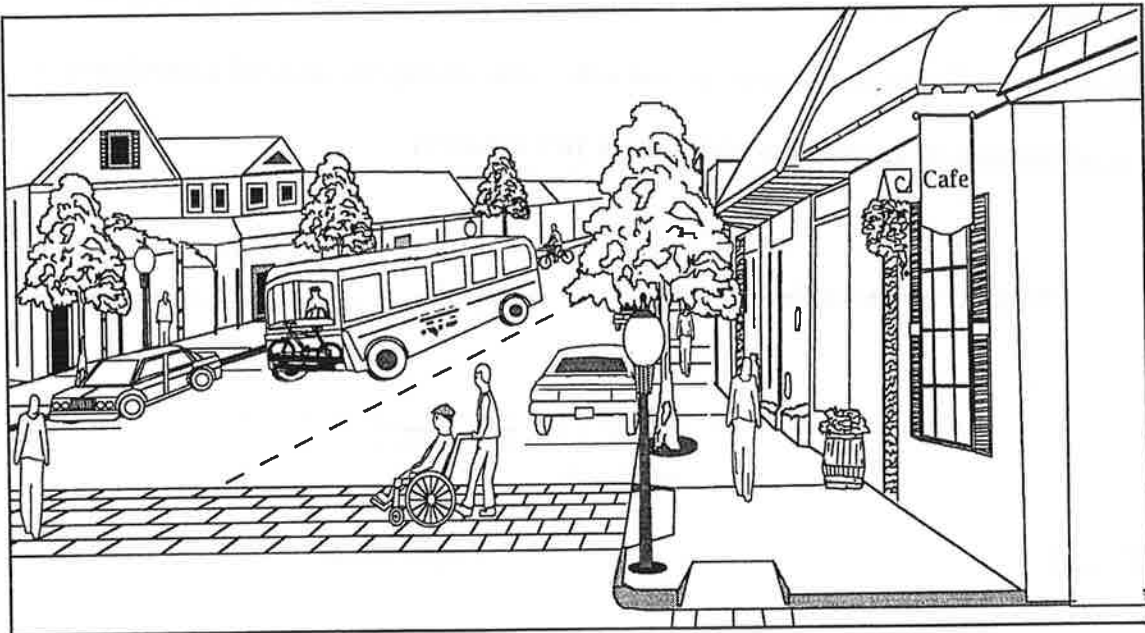
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# ATTACHMENT A Transportation Mobility Element

Draft: January 25, 2001 – Revised March 8, 2001

Text underlined is added; text ~~stricken~~ is deleted.

## Goals, Objectives, Policies



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# Transportation Mobility Element

## Goals, Objectives, and Policies

### *Overall Goal*

Establish a transportation system that enhances compact development, ~~and~~ redevelopment, quality of life, ~~and~~ that is sensitive to the cultural and environmental amenities of Gainesville, ~~and implements the vision of the "Year 2020 Livable Community Reinvestment Plan"~~ (Gainesville 2020 Transportation Plan) within the City of Gainesville. The transportation system shall provide equal attention to pedestrian, bicycle, auto and public mass transit needs. The system should provide vehicular, public mass transit and non-motorized access to activity centers, community facilities and neighborhood commercial areas. Safety and efficiency shall be enhanced by limitations and care in the locations of driveways, provision of sidewalk connections within developments and an overall effort to enhance pedestrian mobility throughout the community by improvement and provision of safe crossings, complete sidewalk and trail systems and sidewalks of adequate widths to encourage pedestrian activity. Basic transportation should be provided for transportation disadvantaged residents to employment, educational facilities and basic services.

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.

#### Objective 1.1:

Create an environment that promotes transportation choices, compact development, and a livable city.

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).

Policy 1.1.2 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to

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designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.

Policy 1.1.3 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience, for Main Street between North 8<sup>th</sup> 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.

Policy 1.1.4 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.

Policy 1.1.5 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.

Policy 1.1.6 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.

Policy 1.1.7 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 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.

Policy 1.1.9 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.

Policy 1.1.10 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.



1 Policy 1.1.11 New development will be required to provide non-motorized vehicle and  
2 non-street connections to nearby land uses such as schools, parks, retail,  
3 office, and residential when feasible.  
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6 Objective 1.2

7 Ensure that future land use map designations promote transportation objectives by  
8 designating residential development of sufficient density in appropriate locations to  
9 support transportation choice.  
10

11 Policy 1.2.1 By 2001, the City shall adopt a future land use map that is consistent with  
12 transportation choice strategies such as: higher residential densities and  
13 non-residential intensities near and within neighborhood (activity) centers  
14 and within transit route corridors; car-oriented land uses outside of areas  
15 oriented toward transportation choice; more mixed use designations; and  
16 centrally located community-serving facilities.  
17

18 Policy 1.2.2 The City shall coordinate with the MTPO to increase public awareness of  
19 upcoming transportation projects in the approved Year 2020 Livable  
20 Communities Reinvestment Cost Feasible Plan.  
21

22 Objective 1.3

23 Ensure that the City coordinates with the Year 2020 Livable Communities Reinvestment  
24 Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida  
25 Transportation Plan and the FDOT's Adopted Work Program.  
26

27 Policy 1.3.1 The City shall coordinate with the MTPO in the Gainesville urbanized  
28 area, the FDOT, UF and other related state and regional and local agencies  
29 to implement land use, transportation, and parking policies that promote  
30 transportation choice.  
31

32 Policy 1.3.2 The City shall coordinate with FDOT and Alachua County to implement  
33 Access Management, Rule ~~14-96~~ and 14-97, F.A.C., and Sections 334.044  
34 (2) and 335.188, F.S.  
35

36 Policy 1.3.3 The City shall continue to propose transportation projects that affect the  
37 City to the MTPO for consideration in the 5-Year Transportation  
38 Improvement Program.  
39

40 Policy 1.3.4 The City shall continue to coordinate with FDOT, MTPO, the Community  
41 Traffic Safety Team, and Alachua County to improve transportation  
42 system management and enhance safety by the continued expansion and  
43 upgrade of the traffic signal system and timing, and by installing traffic  
44 signal pre-emption for emergency vehicles and buses.  
45

46 Objective 1.4

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

3  
4 Policy 1.4.1 By 2005 ~~By 1994~~, the City shall continue to work with FDOT, MTPO,  
5 and Alachua County to identify future transportation rights-of-way and to  
6 provide for development regulations and acquisition programs which will  
7 protect such corridors for their intended future use. Such protection and  
8 long-range planning shall include pedestrian, bicycle, car, and ~~mass~~ transit  
9 facilities. ~~The City shall work with Alachua County to develop joint review~~  
10 ~~procedures for vacation of right of way and variances to building setback lines~~  
11 ~~on any corridor identified in the 2015 GUATS Plan.~~  
12

### 13 *Pedestrians*

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15 Goal 2: Provide a safe, convenient, continuous, comfortable, and aesthetically pleasing  
16 transportation environment that promotes walking. Develop a "park once" environment  
17 at each city neighborhood (activity) center.

#### 18 Objective 2.1

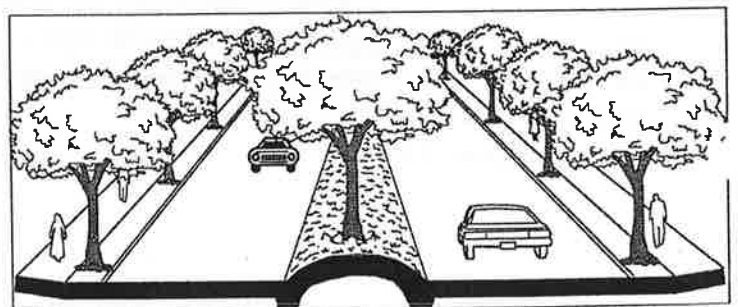
19 Establish land use designations and encourage site plans which reduce trip distances.

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21 Policy 2.1.1 By 2002, the City shall inventory and prioritize street segments with  
22 sidewalk gaps. The following criteria shall be used in prioritizing  
23 sidewalk gap improvements: (1) proximity to public schools; (2)  
24 proximity to major public parks or cultural facilities; (3) proximity to high  
25 density residential and commercial areas, or any area exhibiting (or  
26 potentially exhibiting) a high volume of walking; and (4) proximity to the  
27 Traditional City; (5) arterial and collector streets; (6) proximity to transit  
28 routes; and (7) proximity to areas of significant blight.

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30 Policy 2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so  
31 that at least one linear mile of sidewalk is installed annually.

32  
33 Policy 2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial,  
34 collector and local streets, and place such an inventory on the city  
35 Geographic Information System to assist in the identification of gaps and  
36 priorities.

37  
38 Policy 2.1.4 By 2002, the City shall identify arterial and collector segments that should  
39 be made more walkable. Raised medians, wider sidewalks, and on-street  
40 parking should be used,  
41 where feasible, on these  
42 selected arterials and  
43 collector streets within the  
44 urban area -- particularly  
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1 in pedestrian-oriented areas, or adjacent to, such as downtown, UF, and  
2 other neighborhood (activity) centers.

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4 Policy 2.1.5 By 2002, all new streets within the City shall, where feasible, include  
5 sidewalks on both sides.

6  
7 Policy 2.1.6 The City shall identify, prioritize, and retrofit needed bicycle/pedestrian  
8 links between adjacent land uses, where feasible.

9  
10 Policy 2.1.7 Bicycle and pedestrian access from a property to adjacent properties shall  
11 be used as a criterion for site plan approval.

12  
13 Policy 2.1.8 Street intersection modification, street construction, restriping,  
14 reconstruction, and resurfacing shall not increase the difficulty of bicycle  
15 and pedestrian travel. Such changes shall include safety features for  
16 bicycles and pedestrians to offset any negative impact the modification  
17 may otherwise create.

18  
19 Policy 2.1.9 Turning lanes should not conflict with bike lanes within the curb lane.  
20 Crosswalk distances shall be minimized (by using narrow lanes where  
21 appropriate, curb extensions, raised medians, and small turning radii).  
22 Turning speeds shall be minimized. Left-turn lanes and dedicated right-  
23 turn lanes shall be minimized or eliminated where appropriate and to the  
24 extent feasible in areas which are expected or planned to accommodate  
25 high pedestrian volumes (such as downtown and neighborhood centers).

26  
27 Policy 2.1.10 The City shall establish, as feasible and appropriate, pedestrian mid-block  
28 refuge areas at street mid-points, particularly for streets with continuous  
29 left-turn lanes and areas where a large volume of pedestrians and  
30 bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets  
31 (or any street with a crossing distance greater than 60 feet).

32  
33 Policy 2.1.11 In new development or redevelopment, walking and bicycling shall be  
34 promoted by establishing modest, human-scaled dimensions such as small  
35 street blocks, pedestrian-scaled street and building design, ample  
36 sidewalks to carry significant pedestrian traffic in commercial areas (and  
37 other areas where high pedestrian volumes are expected), maximum (and  
38 modest) rather than minimum building setbacks and street widths, main  
39 entrances that face the street or square, parking to the side or rear of the  
40 building, and, where appropriate, alleys.

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42 Policy 2.1.12 Drive-throughs shall be prohibited or restricted in areas where high  
43 pedestrian volumes are expected, or where walkable areas are designated  
44 or anticipated. Restrictions shall include number of lanes, width and  
45 turning radius of lanes, and entrance to and exit from the drive-through.

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- 1 Policy 2.1.13 Sidewalks shall be kept clear of signs, furniture, and other pedestrian  
2 obstacles that reduce the acceptable clear width of the sidewalk.  
3
- 4 Policy 2.1.14 The City, by 2002, in coordination with the CRA, shall prepare a plan that  
5 inventories the need for pedestrian enhancements in the downtown Central  
6 City District, including filling sidewalk gaps, installing street furniture,  
7 adding landscaped curb extensions and other pedestrian enhancements,  
8 and shall prepare an affordable and feasible schedule for making such  
9 improvements.  
10
- 11 Policy 2.1.15 The City shall work with FDOT and the CRA to enhance and widen  
12 sidewalks and provide traffic control and design features to enhance  
13 pedestrian activity along University Avenue from W. 38<sup>th</sup> Street to Waldo  
14 Road.
- 15 Policy 2.1.16 The City shall amend the Land Development Code to require new  
16 development and redevelopment to provide safe and convenient on-site  
17 pedestrian circulation with features such as, but not limited to sidewalks,  
18 speed tables and crosswalks that connect buildings and parking areas at  
19 the development site.
- 20 Policy 2.1.17 At least 5 feet of unobstructed width shall be maintained on all sidewalks,  
21 except as necessitated by specific physical constraints that require a more  
22 narrow dimension for a short length within a standard width sidewalk.  
23 Under no circumstances shall the sidewalk be less than 36 inches for any  
24 distance.

## 25 *Transit*

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27 Goal 3: Create a premiere community transit system which provides a variety of flexible  
28 transportation services that promote accessibility and comfort. The City becomes a  
29 national model for expanded and enhanced transit service through aggressive efforts to  
30 provide convenient service throughout the city and urban area. Service is provided with  
31 the cleanest, quietest, most efficient equipment feasible.  
32

### 33 Objective 3.1

34 Design the City Regional Transit System (RTS) to strike a balance between the needs of  
35 those who are transit-dependent, and the need to become a viable service designed for the  
36 substantially larger market of those who have a choice about using the bus. Viable  
37 service shall be supported by ensuring that the bus system serves major trip generators  
38 and attractors such as the UF campus and neighborhood (activity) centers, and that  
39 employment and housing are adequately served by safe, pleasant and convenient transit  
40 stops, while also providing for the transportation-disadvantaged.  
41

42 Policy 3.1.1 The City shall strive to increase the amount of land designated for multi-  
43 family development, when appropriate, on the Future Land Use Map near  
44 important transit stops along arterials and collectors.  
45

1 Policy 3.1.2 The City shall strive to link its land use and transportation planning by  
2 establishing neighborhood (activity) centers as “transit-oriented  
3 developments.” Ideally, transit hubs will evolve into having a 24-hour a  
4 day presence, and a sense of place and community.

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6 Policy 3.1.3 By 2005 June 1994, the City shall evaluate the citywide bus stops to  
7 identify needs for bus stop improvements such as well-designed shelters,  
8 bicycle parking, route information, benches, waste receptacles, or the need  
9 for a new bus stop. complete an inventory and evaluation of existing bus stops.  
10 The evaluation shall include the condition of or need for shelter, bicycle parking,  
11 route information, benches and waste receptacles.

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13 Policy 3.1.4 The City shall acquire additional buses to accommodate expanded services  
14 and increased ridership.

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16 Policy 3.1.5 The City shall support expansion of the Bus Card Pass membership to  
17 include Shands employees, and consider establishing a program that  
18 would provide one to more city residents.

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20 Objective 3.2

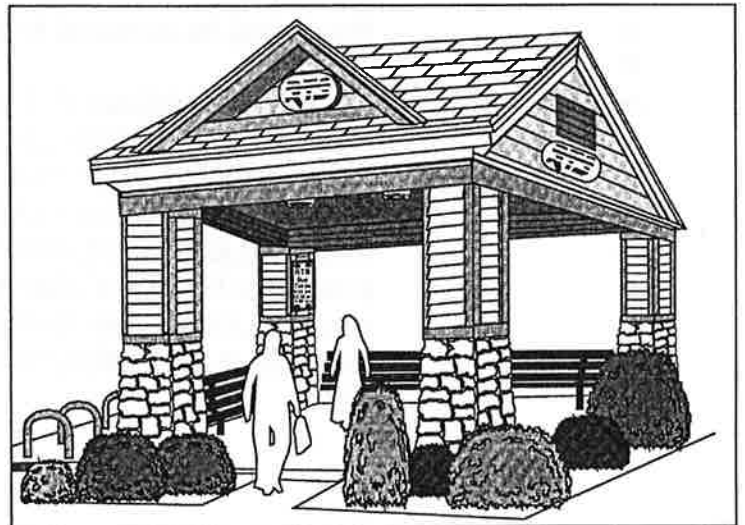
21 Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10  
22 million riders per year by 2010.

23  
24 Policy 3.2.1 The City shall strive for a residential density of at least 8 units per acre for  
25 developments in areas that are or will be served by frequent transit. The  
26 City shall strive for an average net residential density of up to 6 du/acre  
27 citywide.

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29 Policy 3.2.2 The City shall equip new RTS bus stops with easy-to-understand timetable  
30 and route information and an easily recognizable RTS logo.

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32 Policy 3.2.3 The City shall strive to provide main bus service within ¼ mile of 80  
33 percent of all medium and high density residential areas identified  
34 designated on the Future Land  
35 Use Map of the  
36 Comprehensive Plan, and  
37 within the RTS service area.  
38 as shown in Transportation  
39 Map Series.

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49 Policy 3.2.4 The City bus service shall be  
50 expanded to serve a diverse  
51 cross-section of Gainesville  
52 residents.  
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1 Policy 3.2.5 The City bus service shall be enhanced to improve reliability and expand  
2 weekday evening and weekend service.  
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## 4 *Bicycling*

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6 Goal 4: Provide a safe, convenient, efficient, continuous, and aesthetically pleasing  
7 transportation environment that is conducive to bicycling.  
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### 9 Objective 4.1

10 Strive to increase the number of bicycle trips within city limits.  
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12 Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a  
13 route to every major destination in the city.  
14

15 Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure  
16 that the installation of a turn lane will retain or include a continuous bike  
17 lane on the curb lane through the intersection.  
18

19 Policy 4.1.3 The City, in cooperation with the County and FDOT, shall install or  
20 encourage the installation of bicycle detection devices at traffic-activated  
21 signals on arterial and collector streets.  
22

23 Policy 4.1.4 By 2003, computerized traffic signalization in the Traditional City shall be  
24 designed to strike a balance between the needs of the pedestrian, bus,  
25 bicycle, and car, with particular consideration given to locations with high  
26 pedestrian volumes, bicycle volumes, or both. The crossing time provided  
27 at crosswalks shall take into account the speed of those non-motorized  
28 users with the slowest crossing speed.  
29

30 Policy 4.1.5 By 2003, the City shall identify all arterials and collector segments which  
31 are not currently designed for in-street bicycle transportation, and  
32 determine the most appropriate design to accommodate such  
33 transportation, where appropriate. The City's Bicycle/Pedestrian Advisory  
34 Board shall be consulted to prioritize such modifications.  
35

36 Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility  
37 improvements: (1) proximity to major public parks or cultural facilities,  
38 public schools, high-density residential and commercial areas, or any area  
39 exhibiting (or potentially exhibiting) a relatively high volume of bicycle  
40 traffic; (2) arterial and collector streets; (3) promotion of bicycle route  
41 continuity; (4) lack of alternative parallel routes; (5) streets serving  
42 important transit stops such as park-n-ride; (6) areas exhibiting a high  
43 incidence of car crashes with bicycles; and (7) proximity to the Traditional  
44 City.  
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- 1 Policy 4.1.7 By 2003, when sufficient right-of-way is available and when not an “A”  
 2 street, all new construction, reconstruction, and resurfacing of arterials and  
 3 collectors shall be designed to accommodate in-street bicycle  
 4 transportation as approved by state bicycle facility design standards.  
 5 Designation as an “A” street does not preclude in-street bicycle lanes, nor  
 6 do in-street bicycle lanes preclude designation as an “A” street.  
 7
- 8 Policy 4.1.8 The City shall continue routine maintenance programs for all designated  
 9 bicycle and pedestrian facilities in city rights-of-way. Maintenance shall  
 10 include sweeping of bicycle lanes, filling potholes, and confirming  
 11 calibration of bicycle detection devices at signalized intersections.  
 12
- 13 Policy 4.1.9 By 2003, the City shall conduct an inventory of the major streets network  
 14 within city limits to identify bicycle hazards and barriers, and prepare a  
 15 plan for removing or mitigating such impediments.  
 16
- 17 Policy 4.1.10 The City shall continue to equip each transit system bus to carry bicycles.  
 18
- 19 Policy 4.1.11 All new park-n-ride lots shall be designed to accommodate bicycle  
 20 parking.  
 21
- 22 Policy 4.1.12 By 2005, the City shall strive to have bicycle parking facilities designed in  
 23 conformance with City bicycle parking standards at all major transit stops  
 24 and transfer points within city limits.  
 25
- 26 Policy 4.1.13 The City shall support continuation of provision of bicycle and pedestrian  
 27 safety programs in Alachua County schools.  
 28

29 Objective 4.2  
 30 Improve bicycle-related security.  
 31

- 32 Policy 4.2.1 The City’s bicycle parking design guidelines shall only allow bicycle  
 33 racks which provide durability, security, ease of use, attractiveness,  
 34 adaptability to different styles of bicycles and lock types, and minimal  
 35 hazard to pedestrians. Examples include bicycle lockers and the “inverted  
 36 U” bicycle rack.  
 37

38 *Trail Network*

39  
 40 Goal 5: Develop an interconnected Trails Network throughout the urban area.  
 41

42 Objective 5.1

- 43 Develop, by 2006, an average of at least one mile of trail designed for bicycles,  
 44 pedestrians, and wheelchairs annually.  
 45

- 1 Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified in the Data and  
2 Analysis Report and the Bicycle Master Plan, by 2010.  
3
- 4 Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua  
5 County in County efforts to expand the Network -- both for corridor  
6 acquisition and trail construction -- particularly for extensions of the  
7 Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer  
8 Road corridor.  
9
- 10 Policy 5.1.3 The City shall amend the land development code regulations to require  
11 new development and redevelopment to provide pedestrian and bicycle  
12 access to the Greenway System from neighborhoods, shopping areas,  
13 community facilities, activity centers and large employers consistent with  
14 adopted greenway plans nearby trails, where feasible, or to enable a future  
15 retrofit connection.  
16
- 17 Policy 5.1.4 The City shall evaluate ~~prepare criteria for the evaluation of~~ public lands for  
18 pedestrian and bicycle trail ~~mass transit, trail and bikeway connections that~~  
19 link various land use destinations by 2003. ~~These criteria shall also be used~~  
20 ~~when negotiating~~ Utility and stormwater management rights-of-way and  
21 easements will also be evaluated for such connections to provide linkages  
22 between neighborhoods and with activity centers.
- 23 Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails  
24 permanent and not subject to revision, unless a "rails-with-trails" program  
25 is established.
- 26 Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service  
27 rail spurs into bicycle and pedestrian facilities.
- 28 Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail  
29 opportunities, and to keep options open for future inter-city passenger rail  
30 corridors.  
31

## 32 *Livable Streets that Promote Safety and Quality of Life*

33  
34 Goal 6: Create and retain streets that promote a mix of uses such as car travel, transit,  
35 and bicycling by designing streets: (1) for slow motor vehicle speeds, (2) for quiet  
36 neighborhoods, (3) for safety for children, people with disabilities, and seniors along  
37 residential streets, (4) for a livable community featuring neighborhood pride, a sense of  
38 place, and a pleasant tree canopy; and (5) that support a sidewalk system supportive of  
39 socializing.  
40

### 41 Objective 6.1

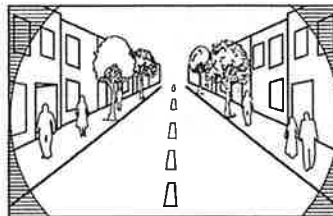
42 Revise street design standards and continue installing street design features so that  
43 construction of new streets and repair of existing streets will create a safe, balanced,  
44 livable street that can be used for all forms of travel -- to the benefit of neighborhoods,  
45 local businesses, and the overall community.



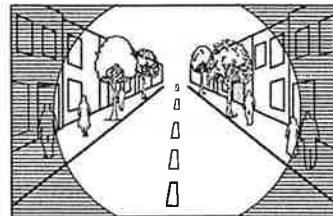
1  
2 Policy 6.1.1 In the Traditional City, University Heights, and College Park, the City shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic calming, prominent crosswalks, modest building setbacks, and 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.

11  
12 Policy 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.. The Florida Pedestrian Safety Plan (FDOT, February 1992) and Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG) shall be used to establish appropriate standards for the design and maintenance of sidewalks and street crossings for new development and all redevelopment. Traffic calming strategies such as roundabouts, on street parking, raised crosswalks, medians and narrowed crossing widths shall be incorporated whenever feasible.

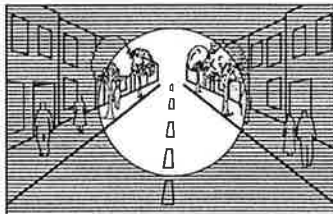
24 FIELDS OF VISION



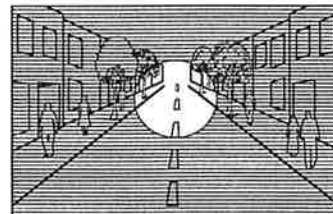
26 15 mph



28 20 mph



30 25 mph



32 30 mph

34  
36  
38  
40  
42  
44  
46  
48  
50  
52  
54  
56  
57 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.

58  
59  
60  
61  
62 Policy 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

1 project, the City shall recommend that the State or the County make such  
2 enhancements.

3 Policy 6.1.5 The City shall work with the State and the County to protect the linear  
4 continuity of raised medians as a strategy to promote safety, to provide  
5 pedestrian refuge, traffic calming, space for landscaping, and discourage  
6 strip commercial development.

7  
8 Policy 6.1.6 The street layout of new developments shall be coordinated with the  
9 streets and parking of surrounding areas. This shall be done by  
10 establishing street connections to adjacent or potentially adjacent streets  
11 and parking lots, when feasible, unless natural features prevent such a  
12 connection. When not feasible, the end of the street shall establish a right-  
13 of-way connection to adjacent, off-site property so that a future motorized  
14 or non-motorized connection to an adjacent street or property is not  
15 foreclosed.

16  
17 Policy 6.1.7 The City should de-emphasize the hierarchical street system in terms of  
18 relying on a few large streets to carry the bulk of trips, and shall  
19 incrementally move toward a more balanced, connected system whereby  
20 trips are more dispersed throughout the entire street system. Additional  
21 connections should be added where needed and feasible to make our  
22 overall street system more functional.

23 Policy 6.1.8 The City shall set aside at least one day each year as a designated and  
24 publicized sustainable transportation day to encourage citizens to switch  
25 from single-occupant car use to another commuting form of travel.  
26

## 27 *SOV Travel*

28  
29 Goal 7: Strive to minimize single-occupant vehicle trips within the Gainesville  
30 metropolitan area.

### 31 Objective 7.1

32 Strive, by 2010, to have at least 8 percent of all trips within the city be made by a means  
33 other than single-occupant vehicle.  
34

35  
36 Policy 7.1.1 The maximum number of travel lanes for a new or widened street within  
37 city limits shall not exceed 4 travel lanes.

38  
39 Policy 7.1.2 In general, as determined on a case-by-case basis, the City shall not install,  
40 or support the installation of, a turn lane, unless it is determined to be a  
41 necessary component in a travel lane removal project, a necessary  
42 component to avoid adding travel lanes, or if it is needed for street  
43 intersection safety for all forms of travel. However, a turn lane is  
44 permissible if there is no practical alternative and substantial pedestrian  
45 safety features are installed. In general, turn lanes are usually

1 inappropriate in areas where high pedestrian volumes are expected or near  
2 schools.

3  
4 Policy 7.1.3 As of 2001, there shall be no net increase in parking for existing City  
5 government facilities, and UF shall be encouraged to adopt a policy of no  
6 net increase in the number of car parking spaces on the existing university  
7 campus.

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

10  
11 Policy 7.1.5 The City shall encourage new public and private schools to provide  
12 bicycle and pedestrian connections to nearby residentially-designated  
13 lands.

14  
15 Policy 7.1.6 The City shall use the Transportation Concurrency Exception Area as  
16 shown in the Transportation Mobility Element map series to encourage  
17 redevelopment within the city, and to promote transportation choices.

18  
19 Policy 7.1.7 The City shall adopt LOS "C" for ~~Limited Access Highways, Controlled~~  
20 ~~Access Highways~~ the Florida Intrastate Highway System and LOS "D" for  
21 State two-way arterials. Development within the Gainesville  
22 Transportation Concurrency Exception Area (TCEA) shall be regulated as  
23 shown in the Concurrency Management Element.

24  
25 Policy 7.1.8 The City shall adopt LOS "E" for non-state ~~streets roadways~~ including  
26 Non-state ~~streets roadways~~ functioning as arterials) which are city-  
27 maintained facilities in the ~~street roadway~~ network. ~~as shown in the~~  
28 ~~Gainesville Urban Area Transportation Study (GUATS), except as~~  
29 ~~specifically provided within any designated Transportation Concurrency~~  
30 ~~Management Area (TCMA) Development within the Gainesville TCEA~~  
31 shall be regulated as shown in the Concurrency Management Element.

32  
33 Policy 7.1.9 The City shall adopt LOS "D" for non-state ~~streets Roadways including~~  
34 Non-state ~~Roadways~~ functioning as arterials) which are Alachua County-  
35 maintained facilities in the ~~street roadway~~ network, as shown in the  
36 ~~"Average Annual Daily Traffic Level of Service Report". GUATS, except~~  
37 ~~as specifically provided within any designated Transportation Concurrency~~  
38 ~~Management Area (TCMA) Development within the Gainesville TCEA~~  
39 shall be regulated as shown in the Concurrency Management Element.

40  
41 Policy 7.1.10 Whenever redevelopment or reuse of a site would result in the  
42 combination of one or more parcels of land that had previously operated as  
43 separate uses, having separate driveways and parking, which are now  
44 proposed to operate jointly or to share parking facilities, the total number  
45 and location and width of driveways shall be reviewed. In order to reduce  
46 access points on the street ~~roadway~~ system, driveways shall be eliminated  
47 when the area served can be connected within the site.

1 Policy 7.1.11 The City shall coordinate the transportation network with the Future Land  
2 Uses shown on the Future Land Use Map Series in order to encourage  
3 compact ~~energy efficient~~ development patterns and to provide safe and  
4 convenient ~~multi-modal~~ access for work, school, shopping and service-  
5 related trips by walking, transit and bicycle, to protect the cultural and  
6 environmental amenities of the City, and to protect the integrity of the  
7 Florida Intrastate Highway System.

8  
9 Policy 7.1.12 Transportation concurrency exceptions granted within the TCEA shall not  
10 relieve UF from meeting the requirements of 240.155 F.S. and the levels  
11 of service established for streets within the UF transportation impact area.

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

16  
17 Objective 7.2

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

19  
20 Policy 7.2.1 By 2010, single-occupant vehicle trips within the city shall be reduced by  
21 5 percent.

22  
23 Policy 7.2.2 The City's adopted transportation level of service standards will continue  
24 to accept some level of congestion in order to encourage use of more  
25 sustainable forms of travel, more transportation choice, a better retail  
26 environment, and less urban sprawl.

27  
28 Policy 7.2.3 Widening a street will not be used as a first response strategy to reduce car  
29 congestion. Instead, if car congestion is considered excessive, the City  
30 shall support alternate solutions such as strategies that promote bus use,  
31 bicycling, and walking.

32  
33 Policy 7.2.4 Decision-makers will incorporate the impacts of induced traffic when  
34 evaluating results of travel modeling.

35  
36 *Accessibility for the Disabled*

37  
38 Goal 8: Create a transportation environment that is free of barriers for people with  
39 disabilities.

40  
41 Objective 8.1

42 Eliminate existing barriers for people with disabilities .

- 1 Policy 8.1.1 Curb ramps and raised crosswalks shall be installed incrementally, in  
2 conjunction with other street modifications or in response to specific  
3 problem locations.  
4  
5 Policy 8.1.2 The City shall continue to equip RTS buses to carry people with  
6 disabilities.  
7  
8 Policy 8.1.3 Car parking spaces for persons who have disabilities shall conform to the  
9 Florida Accessibility Code for Building Construction standards.

## 10 *Aviation*

11  
12 Goal 9: Provide an aviation facility to meet the needs of passengers, commercial airlines,  
13 and general aviation in a safe and efficient manner.

### 14 Objective 9.1

15 ~~The City shall~~ Promote the Gainesville Regional Airport as the aviation facility for  
16 Gainesville and its air service area, and support the implementation of the 1987  
17 Gainesville Airport Master Plan ~~through the year 2001~~ as long as its improvements and  
18 operations are consistent with the City's Comprehensive Plan.  
19

20  
21 Policy 9.1.1 The City shall monitor the ridership potential for main bus service to the  
22 Gainesville Regional Airport, and institute such service when the City  
23 Commission determines that demand warrants transit service to the airport  
24 and the surrounding area.  
25

26 Policy 9.1.2 The City shall use the 1987 Gainesville Regional Airport Master Plan as  
27 the future land use guide for development in and around the airport.

28 Policy 9.1.3 The City shall ensure that airport improvements are in compliance with  
29 the City's Conservation, Open Space and Groundwater Recharge Element.  
30

### 31 Objective 9.2

32 ~~By 1996, the City shall~~ Continue to eliminate incompatible land uses within airport noise  
33 contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of  
34 aircraft, and coordinating the siting of new (or expansion of existing) airports, or related  
35 facilities with the Future Land Use and Conservation, Open Space and Groundwater  
36 Recharge Elements.  
37

38 Policy 9.2.1 The City's Future Land Use Element shall designate compatible land uses  
39 within the vicinity of the airport.  
40

41 Policy 9.2.2 The City shall continue to work with Alachua County to ensure that  
42 incompatible land uses within the 65, 70 and 75 Ldn airport noise contours  
43 are eliminated.  
44

1 Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional  
2 Airport Authority to acquire adjacent land which is not compatible with  
3 the Airport as identified in the FAR Part 150 Study, and determined to be  
4 economically feasible by federal and state land acquisition regulations.  
5

6 Objective 9.3  
7

8 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional  
9 Airport Authority ~~shall be coordinated~~ with transportation plans by the Florida  
10 Department of Transportation and the Metropolitan Transportation Planning  
11 Organization.  
12

13 Policy 9.3.1 The City shall continue to ensure that future aviation projects and the  
14 Airport Industrial Park are integrated with the City's traffic circulation  
15 system and with other forms ~~modes~~ of transportation, such as transit and  
16 bicycling.  
17

18  
19 Objective 9.4  
20

21 ~~The City shall~~ Continue to coordinate airport growth with appropriate aviation or other  
22 related organizations.  
23

24 Policy 9.4.1 The City shall continue to work with the Gainesville-Alachua County  
25 Regional Airport Authority on all of its aviation projects.  
26

27 Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall  
28 coordinate with the City, the Federal Aviation Administration, the Florida  
29 Department of Transportation, North Central Florida Regional Planning  
30 Council, the Continuing Florida Aviation System Planning Process and  
31 other appropriate agencies on all of its aviation projects.  
32  
33

## **Transportation Mobility Element Map Series**

- Functional Classification of Streets
- Limited and Controlled Access Facilities
- Major Parking Facilities
- Parking Garages
- Transit Routes (Walking Service Area)
- Transit Routes (Bicycle Service Area)
- Existing & Potential Transit Hubs, Terminals, Transfer Stations
- Transportation Concurrency Exception Area
- Gainesville Trail Network
- Bicycle Facility Types
- Rail & Airport Facilities
- Airport Clear Zones and Obstructions
- Maintenance Responsibility
- Number of Lanes
- Major Trip Generators & Attractors
- Existing Street LOS, 6/00
- Natural Disaster Emergency Evacuation Routes

# FUNCTIONAL CLASSIFICATION OF STREETS

Arterials & Collectors

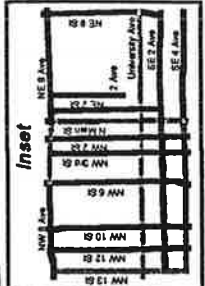
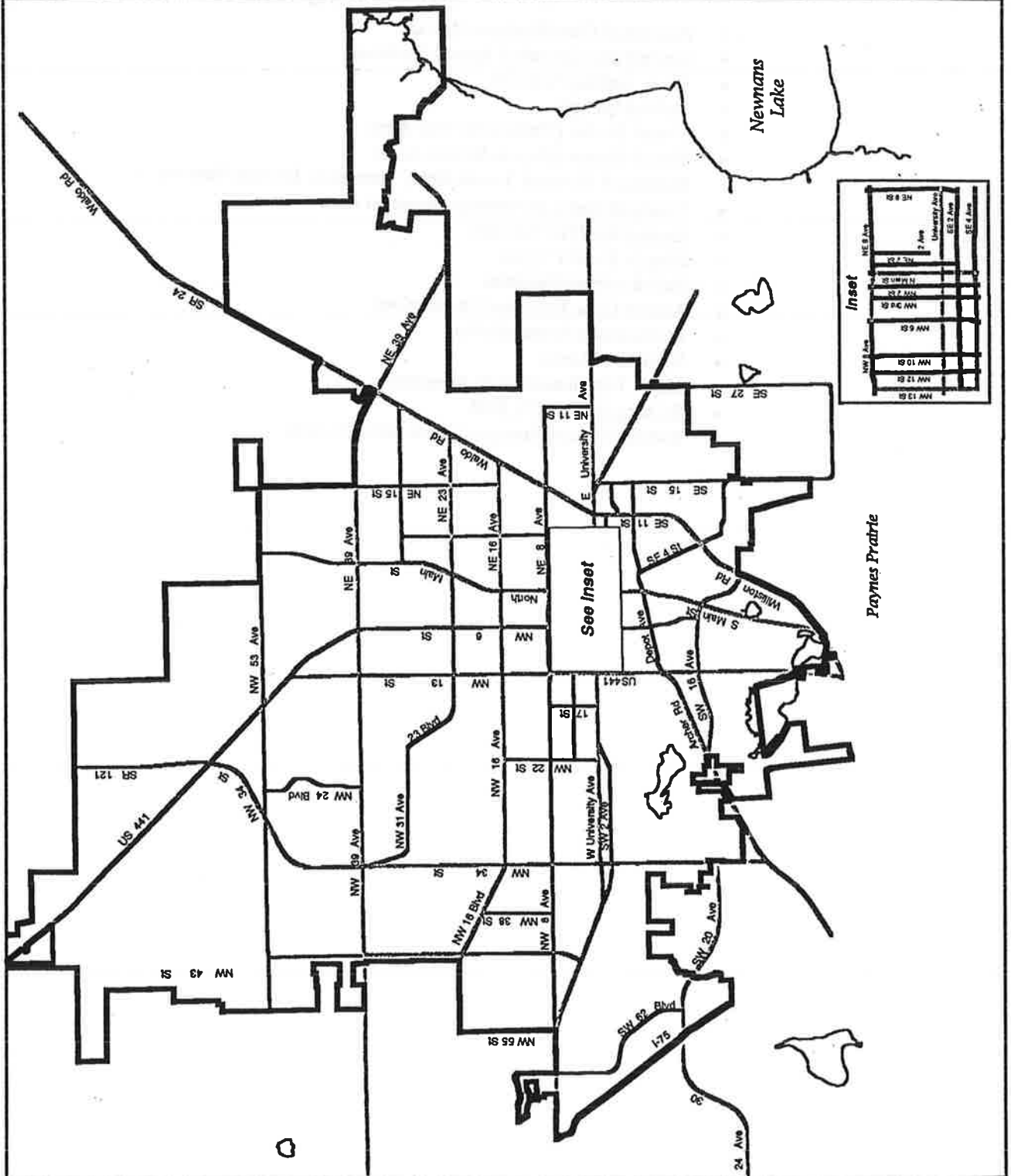
## Legend

- Arterials
- Collectors
- Gainesville City Limits

Notes: Street segments shown are wholly or partially within city limits.  
Designation is based on Florida Department of Transportation Functional Classification.

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
April 2000





# LIMITED AND CONTROLLED ACCESS FACILITIES

Existing Traffic Circulation

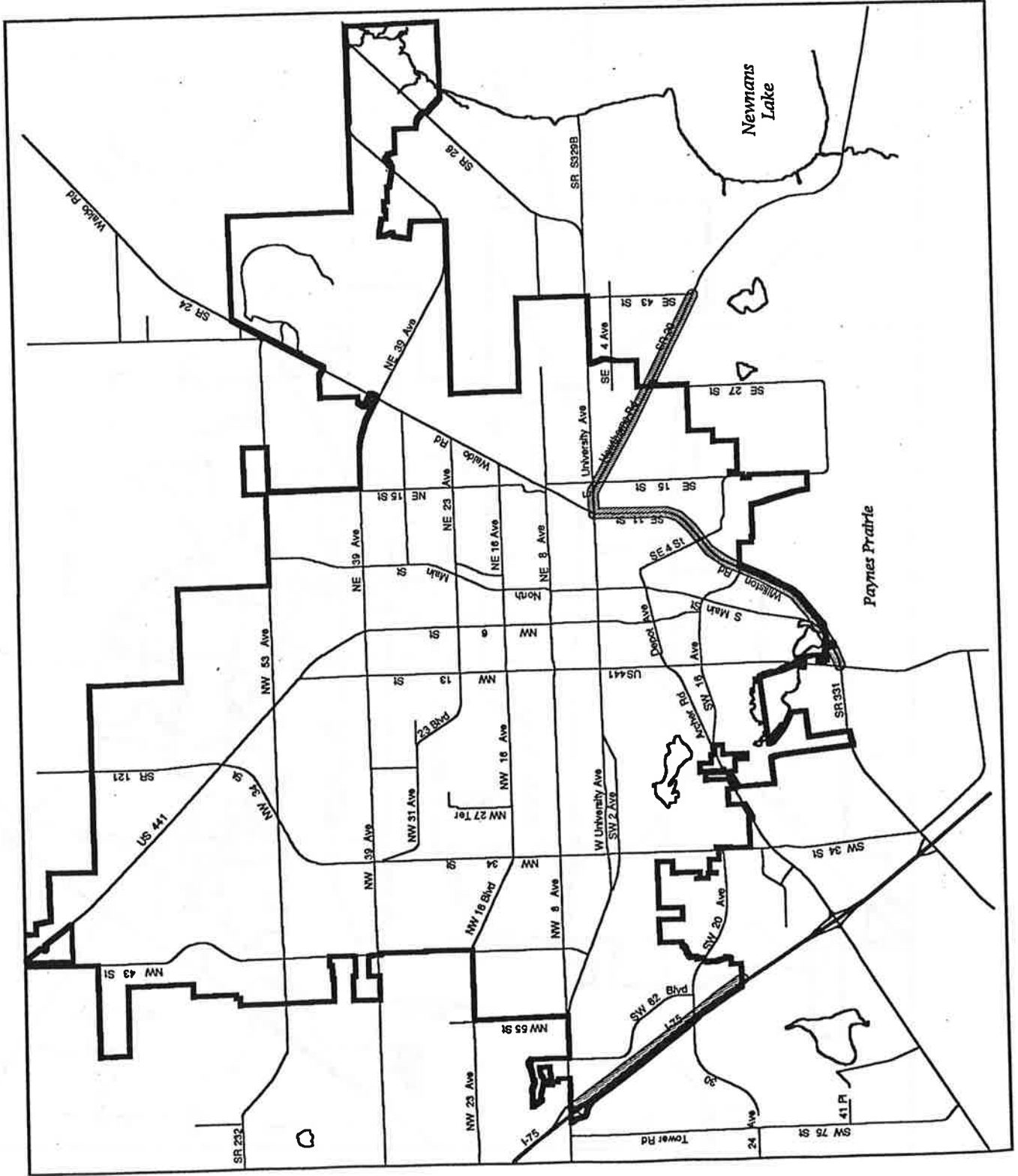
## Legend

-  Intrastate System
-  Gainesville City Limits

Note: Roadway Segments shown are wholly or partially within city limit. Classification based on Florida Department of Transportation Functional Classification.





# City of Gainesville, Florida

Prepared by the  
Department of Community Development  
February 2000



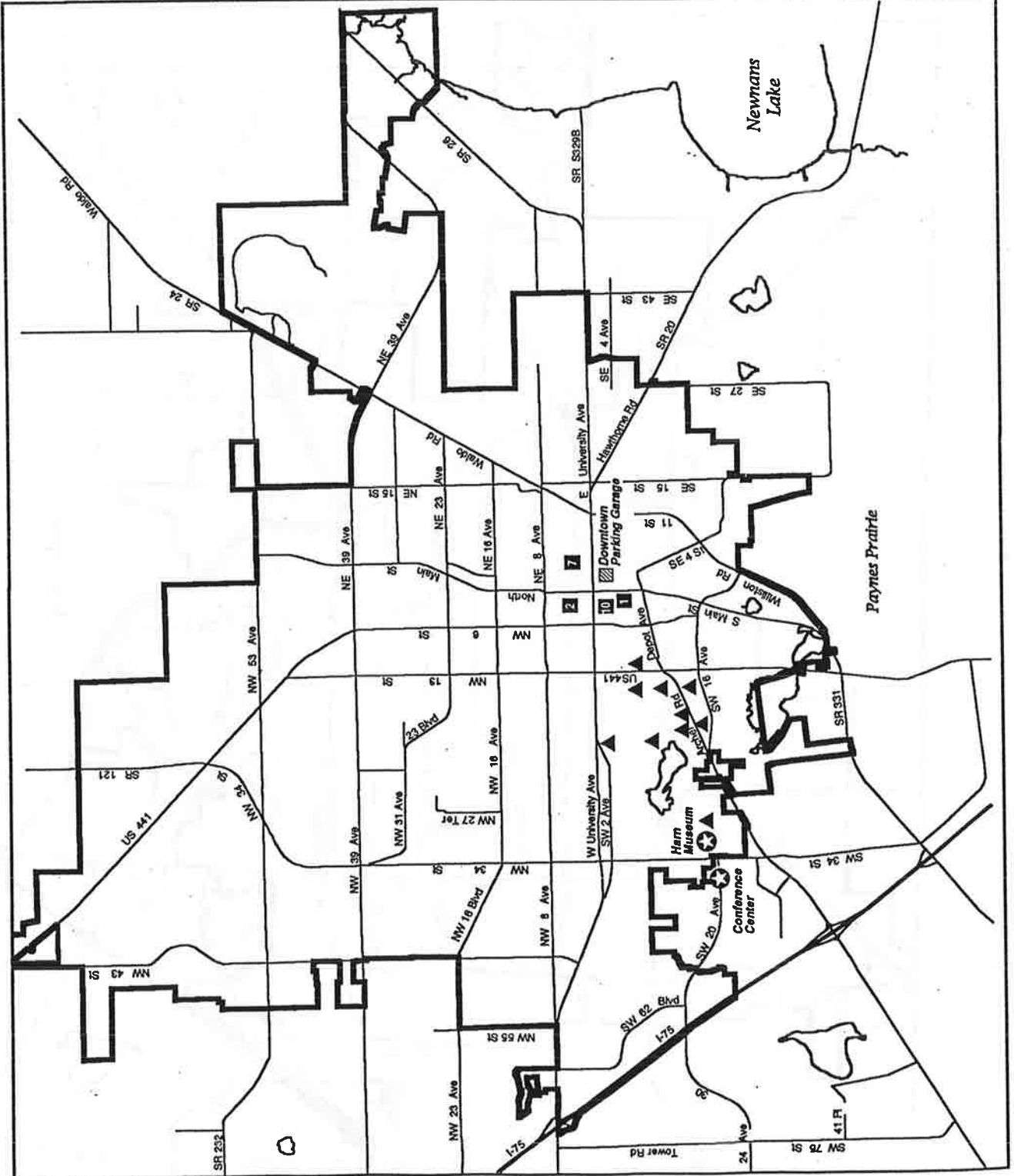
# MAJOR PARKING FACILITIES

## Legend

-  Public Parking Facilities  
Downtown Garage - 400 Spaces
-  Park & Ride/ Existing  
Ham Museum - 1,158 spaces  
Conference Center - 750 spaces
-  UF Parking Garages
-  City Lots  
Lot 1 - 77 spaces (short term)  
Lot 2 - 73 spaces (long term)  
Lot 7 - 83 spaces (long term)  
Lot 10 - 90 spaces (long term)

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
August 2000



# PARKING GARAGES

University of Florida Campus

## Legend

# Parking Garages

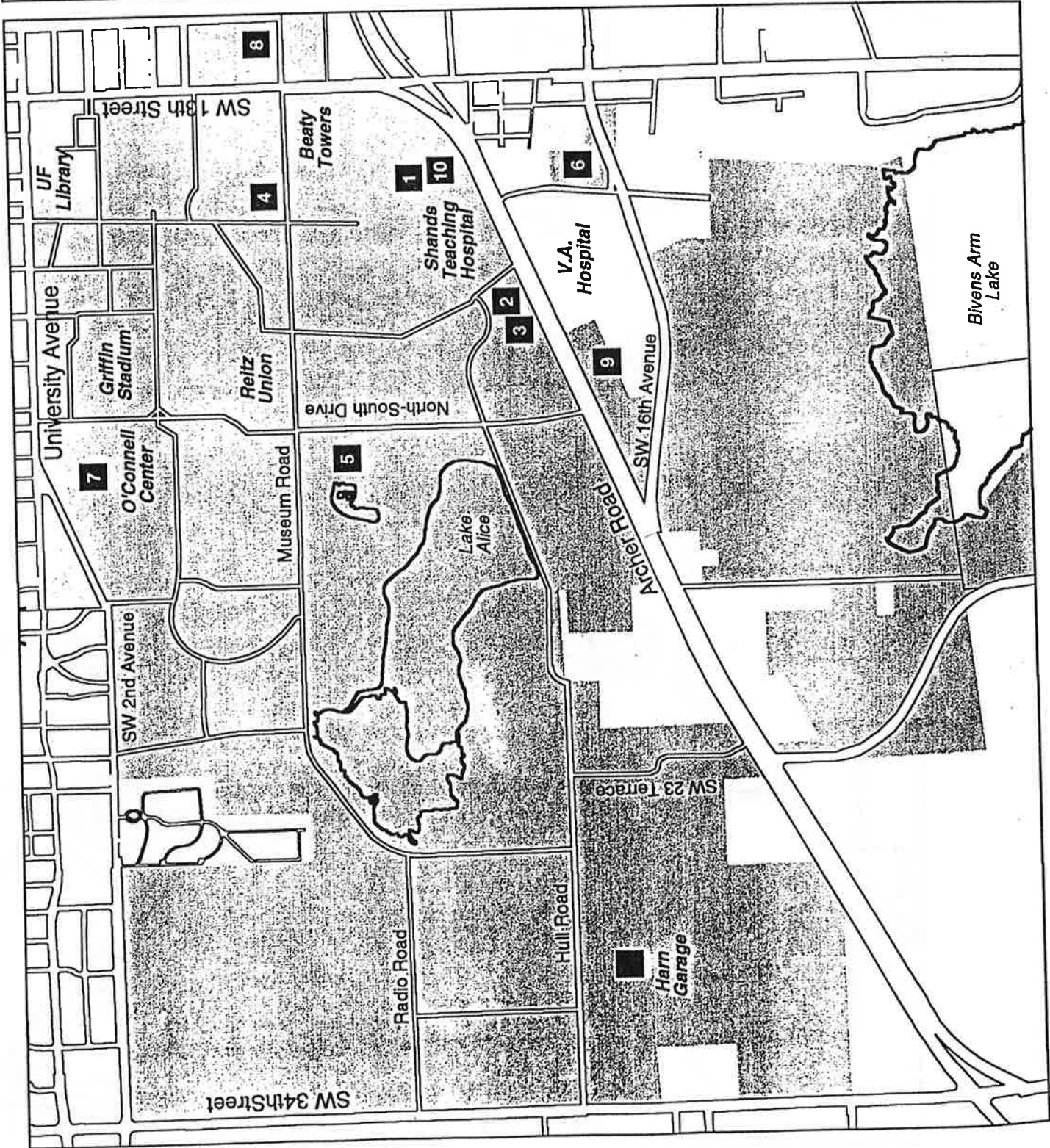
Facility	# of Spaces
Garage 1	472
Garage 2	883
Garage 3	919
Garage 4	659
Garage 5	1,263
Garage 6	607
Garage 7	596
Garage 8	478
Garage 9	749
Garage 10	809
Harr Garage	750

University of Florida



City of Gainesville  
Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000



# TRANSIT ROUTES

Walking Service Area

## Legend



1/4 Mile Walking Distance from Transit Route



Bus Route



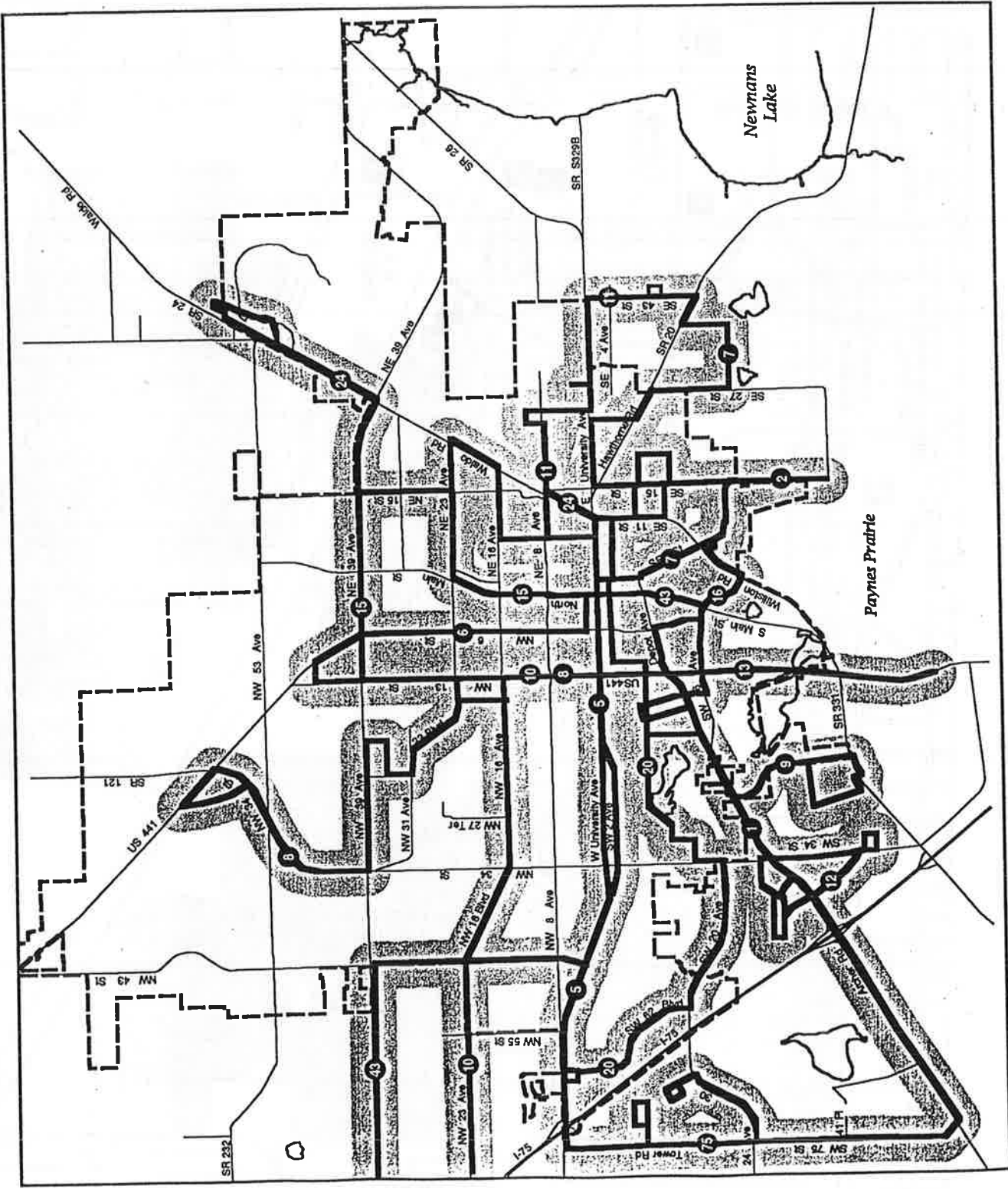
City Limits

Source: Gainesville RTS, Spring 2000, Bus Schedule.

Routes 300 (UF Express) and A (Downtown to Reitz Union) are specialty routes and are not shown.

## City of Gainesville Gainesville, Florida




Prepared by the  
Department of Community Development  
August 2000



# TRANSIT ROUTES

## Bicycle Service Area

### Legend

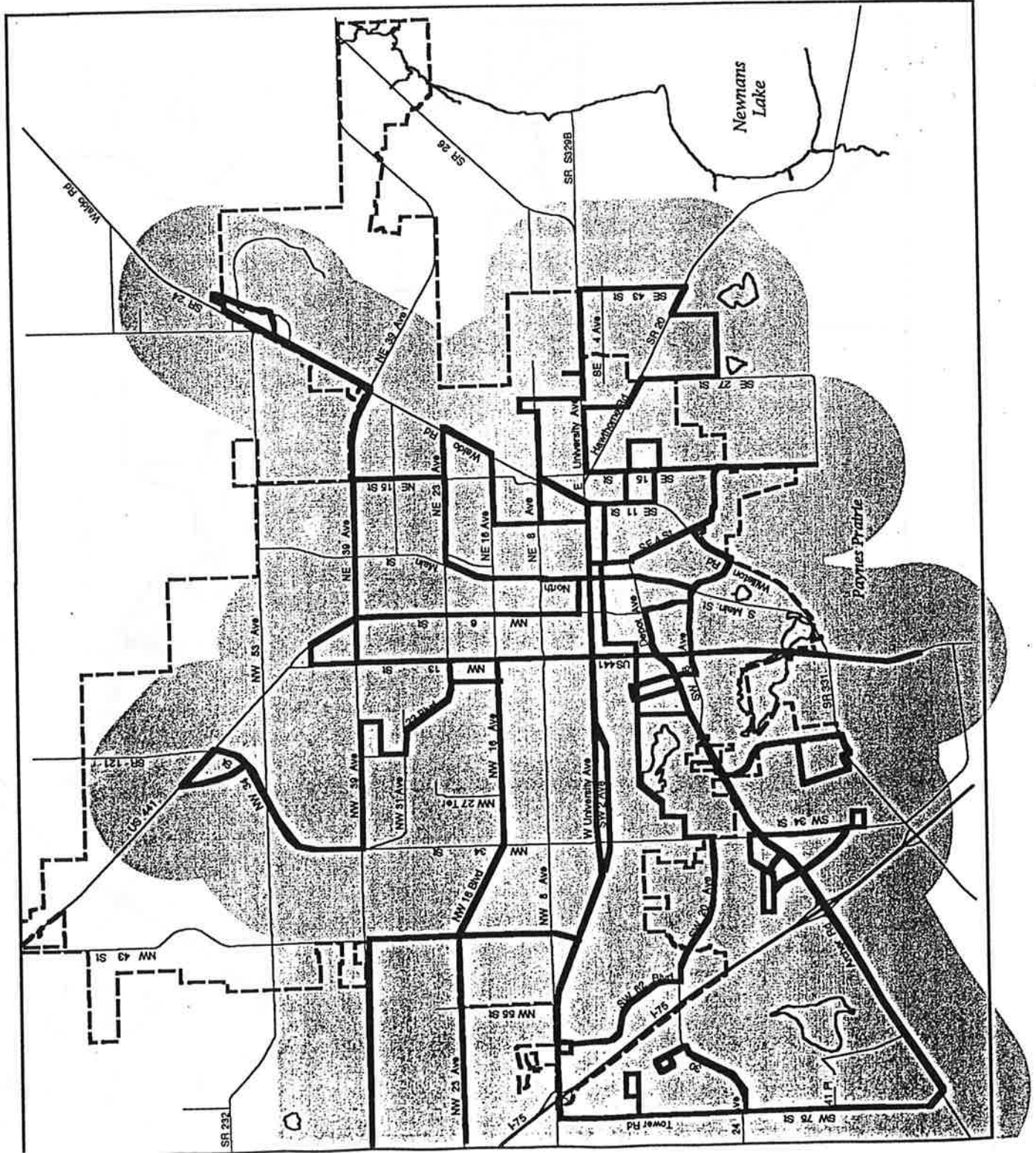
-  1 Mile Bicycle Service Area from Transit Route
-  Bus Route
-  City Limits

Source: Gainesville RTS, Spring 2000, Bus Schedule.

Routes 300 (UF Express) and A (Downtown to Ritz Union) are specialty routes and are not shown.

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
August 2000



# EXISTING & POTENTIAL TRANSIT HUBS, TERMINALS, TRANSFER STATIONS

## # Existing Hubs

7. North 13th Street Neighborhood Center
13. Oaks Mall/North Florida Regional Hospital
16. University of Florida/Shands/VA Hospital
17. Downtown Area

## # Potential Hubs

1. Greenways of Gainesville (Gainesville North Activity Center, unbuilt)
2. Northwood Shopping Center
3. Hunter's Crossing
4. Ridgeway Village Shopping Area
5. Hancock Village (built/Townsend (unbuilt))
6. Exchange Center
8. Minn Diner/Big Lots
9. Millhopper/Chromebrook Village
10. Northgate Shopping Center
11. Main Street Shopping Center
12. Corporate park (Waldo Road)
14. Corporate park
15. Regional/Westgate Regency
17. Regional Transit System Transit Center Site (within downtown area); to be built
18. Waldo Road/East University Avenue
19. Food Lion
20. South Main Street & South 16th Avenue

## # Transit Terminals

21. Downtown Plaza
22. UF Campus

## # Transfer Stations

23. Oaks Mall
24. Butler Plaza

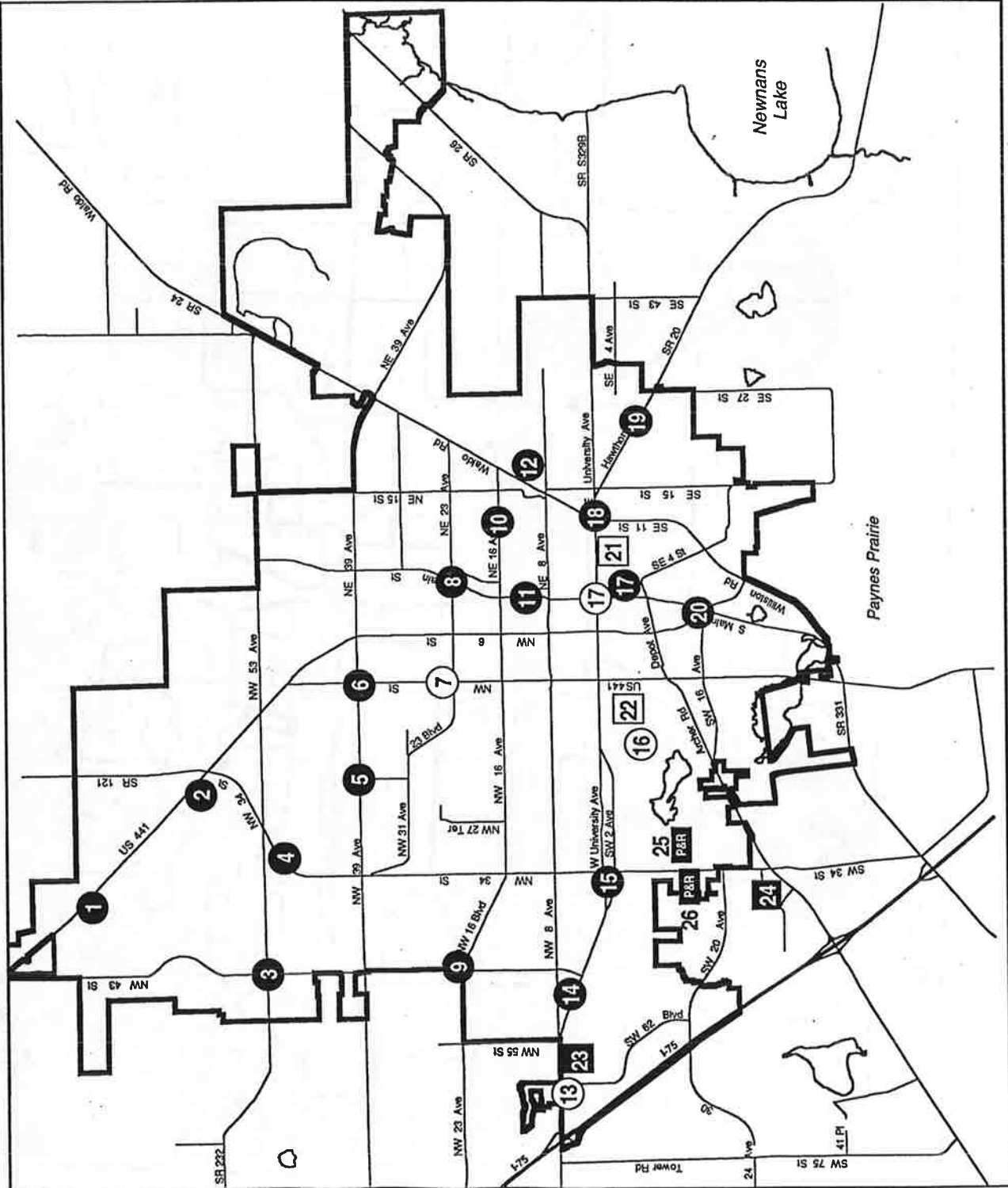
## P&R Park & Ride Facility

25. Ham Museum
26. UF Conference Center

Gainesville City Limits

## City of Gainesville Gainesville, Florida

Prepared by the Department of Community Development August 2000



# TRANSPORTATION CONCURRENCY EXCEPTION AREA

## Legend

Transportation Concurrency  
Exception Area Sub-Zones

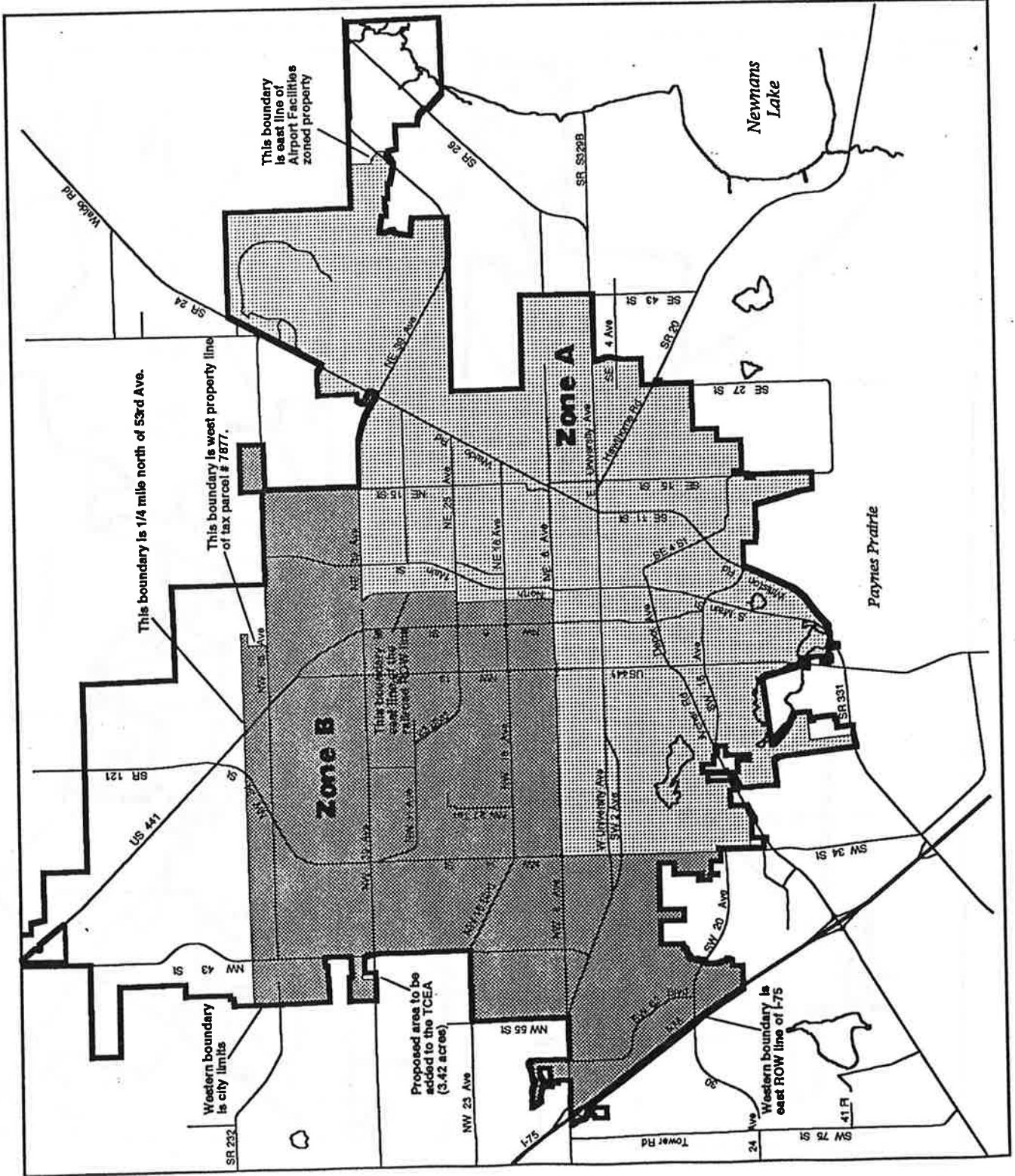


City Limits



**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
January 2001



This boundary is 1/4 mile north of 53rd Ave.

This boundary is west property line of tax parcel # 7877.

This boundary is east line of Airport Facilities zoned property

This boundary is east line of the referenced ROW line

Proposed area to be added to the TCEA (3.42 acres)

Western boundary is east ROW line of I-75

Western boundary is city limits

Newmans Lake

Paynes Prairie

# GAINESVILLE TRAIL NETWORK

## Designated & Future

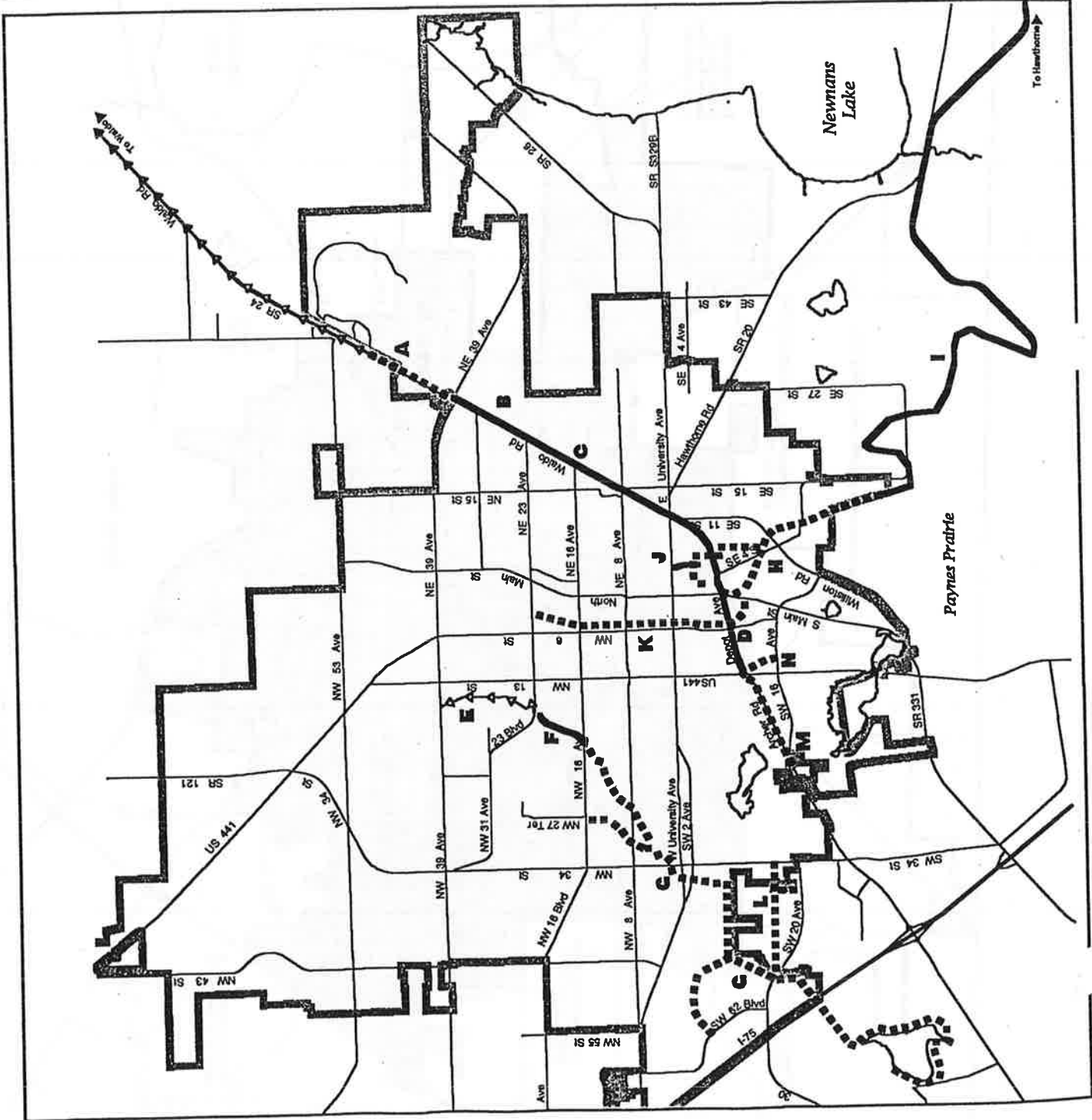
- Designated Network Trail - with Existing Trail
- Designated Network Trail - Trail not Installed
- Future Network Trails
- Gainesville City Limits

**NETWORK TRAILS** Existing • Proposed • TOTAL

Trail Name	Existing	Proposed	TOTAL
<b>WALDO-BEFORE-RAIL TRAIL</b>	0	1.0	1.0
A NE 30th Ave to NE 17th Ave	1.4	0	1.4
B NE 30th Ave to NE 16th Ave	2.2	0	2.2
C NE 1st Ave to Main St	1.1	0	1.1
D Main St to Univ Center Hotel	4.7	1.9	6.7
<b>HOGTOWN TRAIL:</b>	0	1.0	1.0
E NW 30th Ave to Ring North	0.5	0	0.5
F Ring North to NW 16th Ave	0	3.5	3.5
G NW 16th Ave to Kanapaha	0.3	6.5	7.0
<b>HAWTHORNE RAIL TRAIL:</b>	0	1.9	1.9
H Main St to Boutique	7.4	0	7.4
I Boutique to GUA	7.4	1.0	8.3
<b>SWEETWATER TRAIL:</b>	0.2	0	0.2
J University Ave to 4th Ave	0	2.6	2.6
<b>6TH STREET TRAIL</b>	0	2.6	2.6
K NW 23rd St to Main St	0	1.2	1.2
<b>20TH AVE CHARRETTE TRAILS:</b>	0	0.3	0.3
L Park n Ride Extension Trail	0	0.3	0.3
M SW 20 Ave to SW 34 St	0	1.5	1.5
N Park n Ride Lot 2 to SW 20 Ave	0	1.5	1.5
<b>Sigmon Memorial Trail:</b>	0	0.9	0.9
M Univ. Center Hotel to SW 23 Terr	0	0.9	0.9
<b>N PK Youngs Trail:</b>	0	0.4	0.4
N SW 10 Terr to Depot Ave	0	0.4	0.4
<b>Total Miles:</b>			<b>27.6</b>

### City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
August, 2000









# BICYCLE FACILITY TYPES

Existing

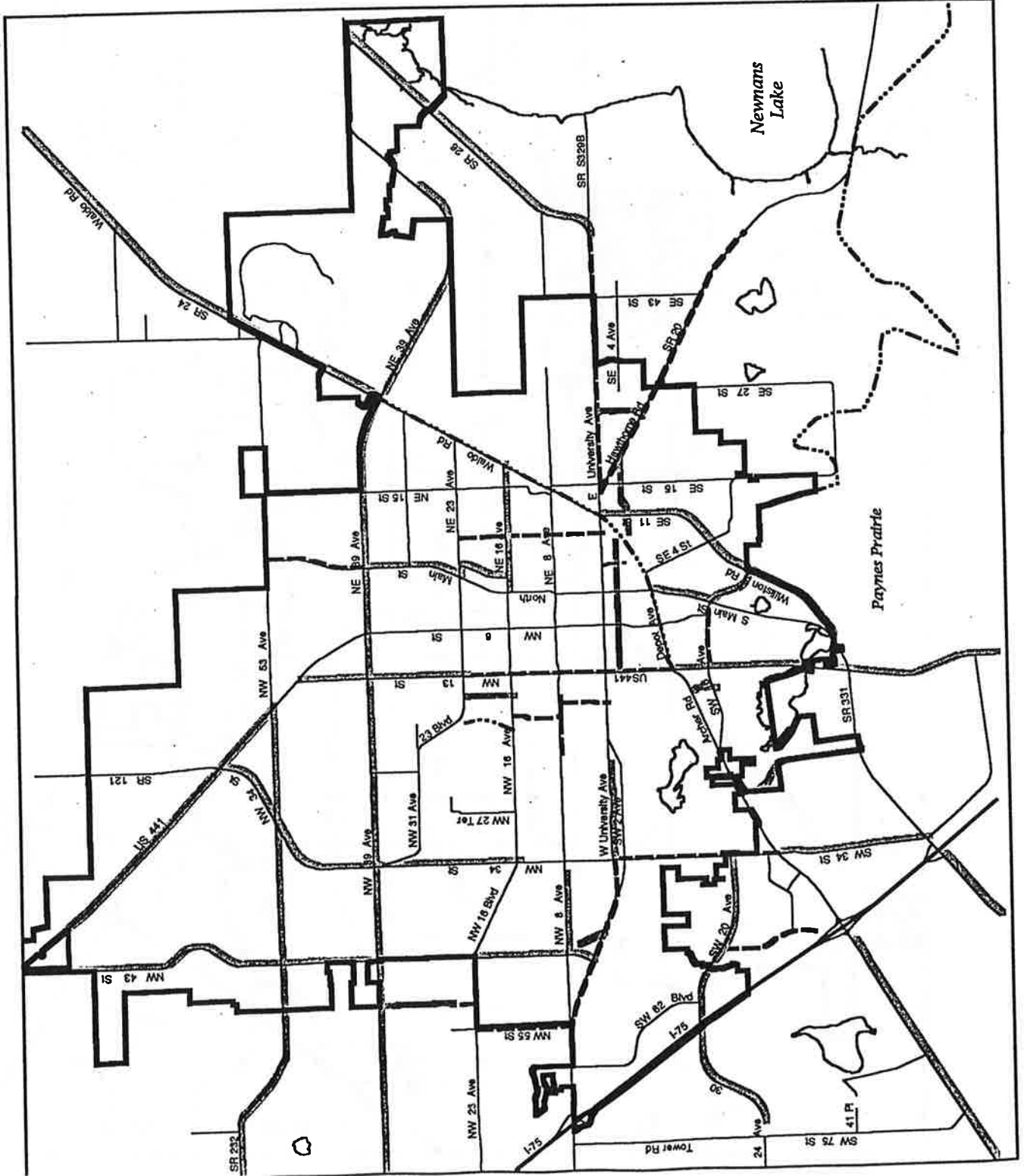
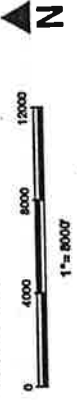
Legend

-  Bike Lane or Paved Shoulder
-  Wide Curb Lane or Parking Lane w/ Minimal Use
-  Off-Street Facility
-  City Limits

Source: "Gainesville Bikeway System Map" prepared by the City of Gainesville Traffic Engineering Department and the Bicycle/Pedestrian Advisory Board, 12/99.

**City of Gainesville  
Gainesville, Florida**

Prepared by the  
Department of Community Development  
August 2000



# RAIL & AIRPORT FACILITIES

## Legend

+++ Active Railways

▨ Airport

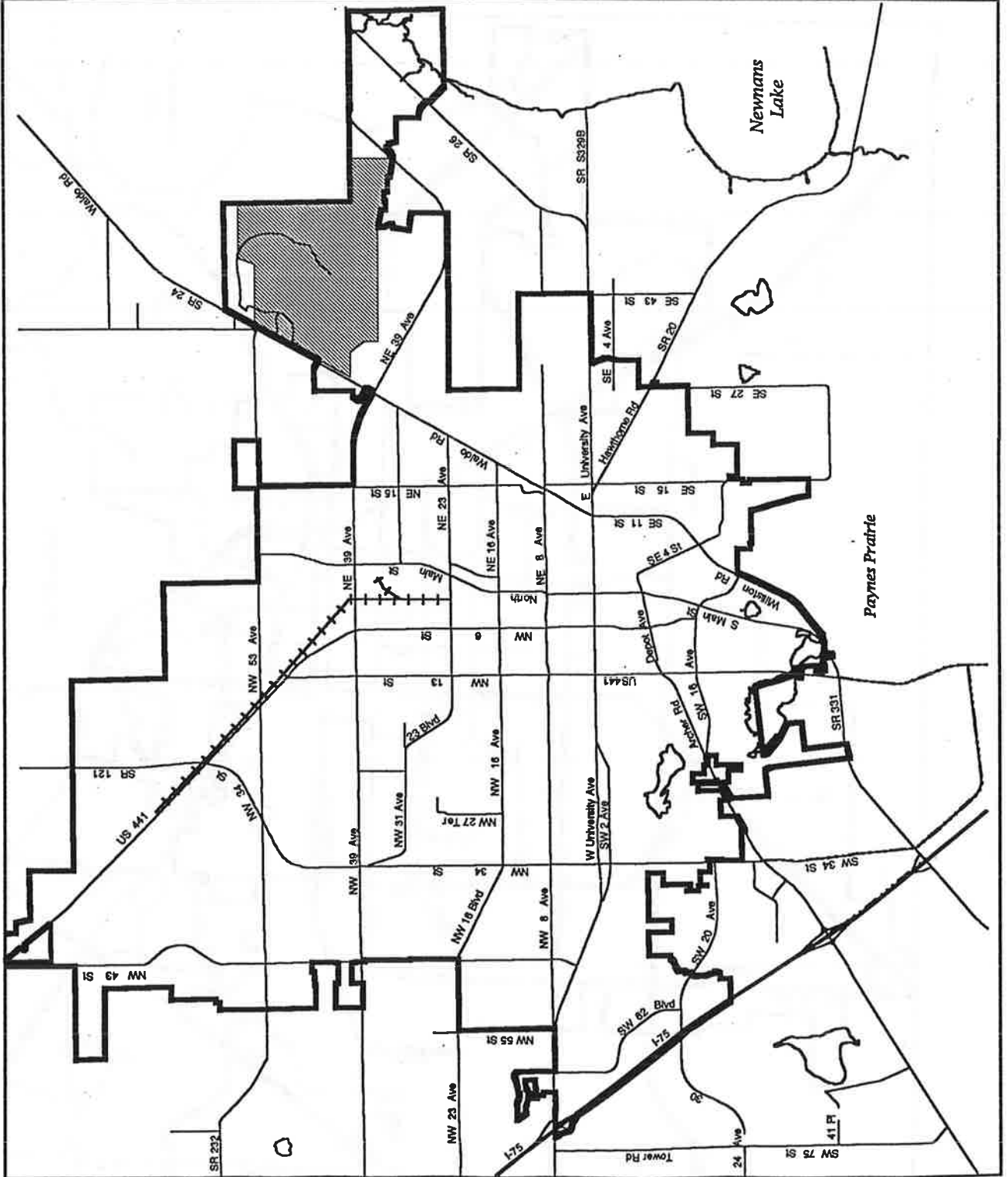
— Gainesville City Limits



1" = 8000'

## City of Gainesville Gainesville, Florida

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February 2000



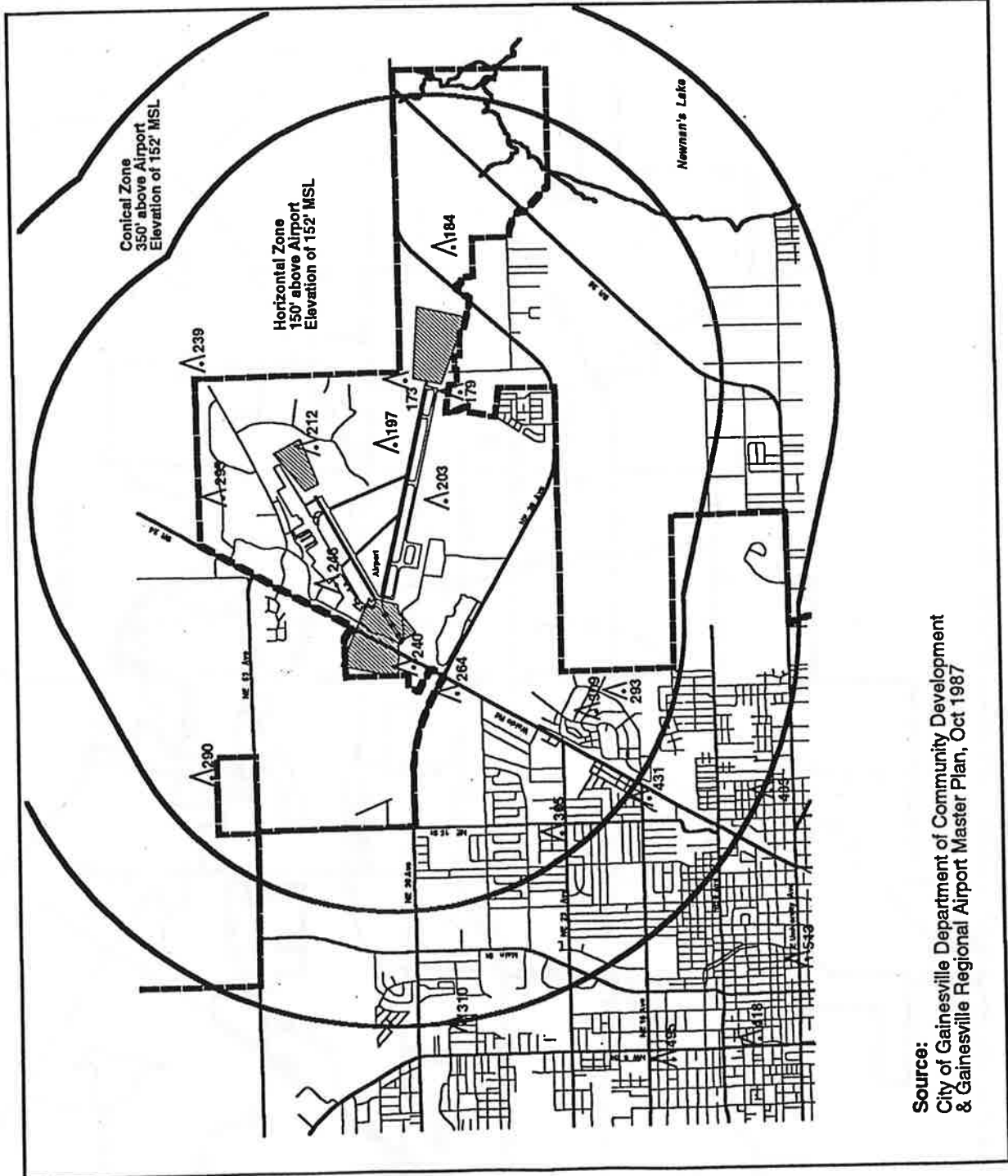
# AIRPORT CLEAR ZONES AND OBSTRUCTIONS

## Legend

-  Clear Zones
-  Obstructions
-  City Limits

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Department of Community Development  
February 2000



**Source:**  
City of Gainesville Department of Community Development  
& Gainesville Regional Airport Master Plan, Oct 1987

# MAINTENANCE RESPONSIBILITY

Selected Streets

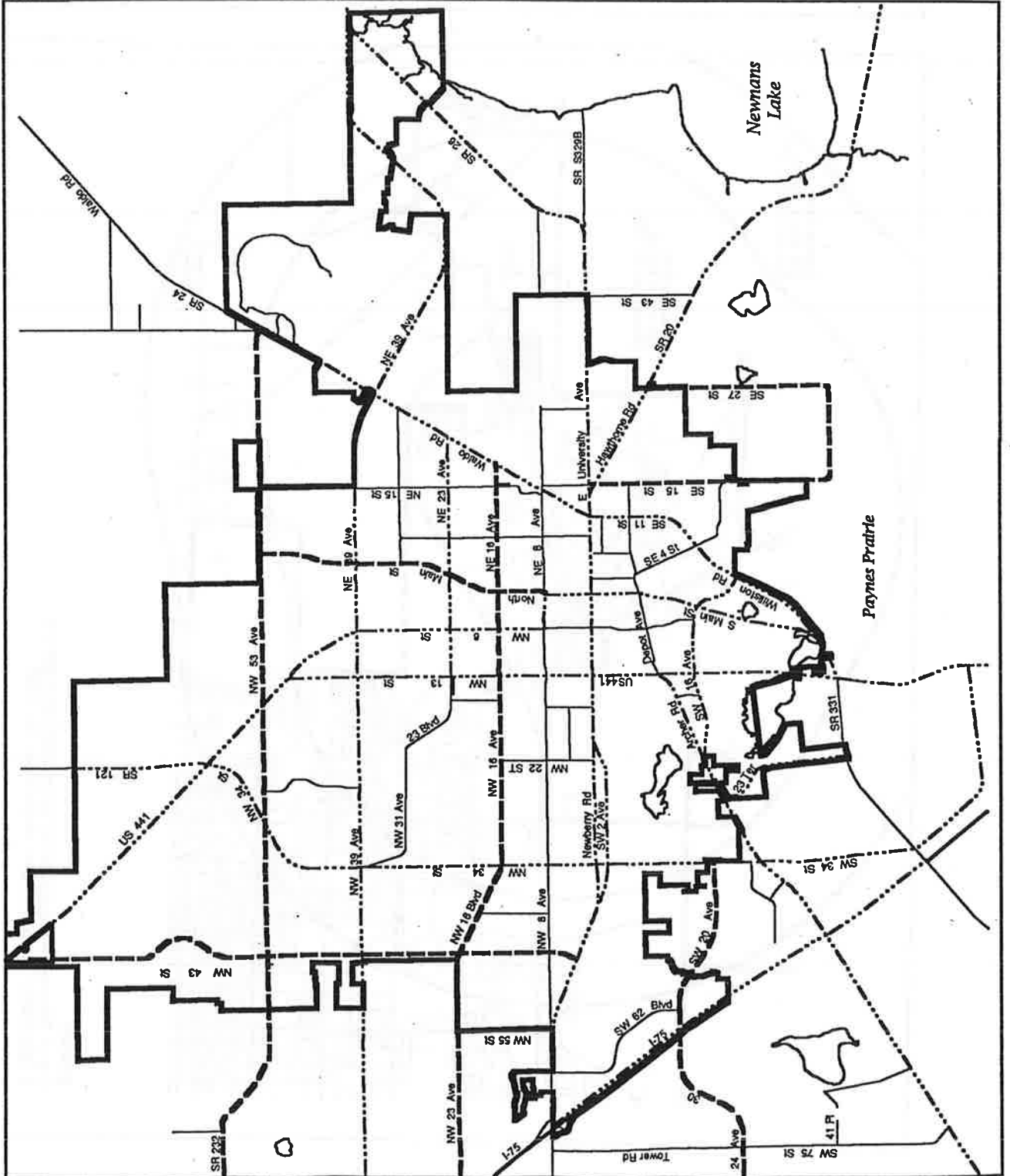
## Legend

- State Maintained
- - - County Maintained
- Gainesville City Limits

Notes: All other public streets within Gainesville are maintained by the City.

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February 2000



# NUMBER OF LANES

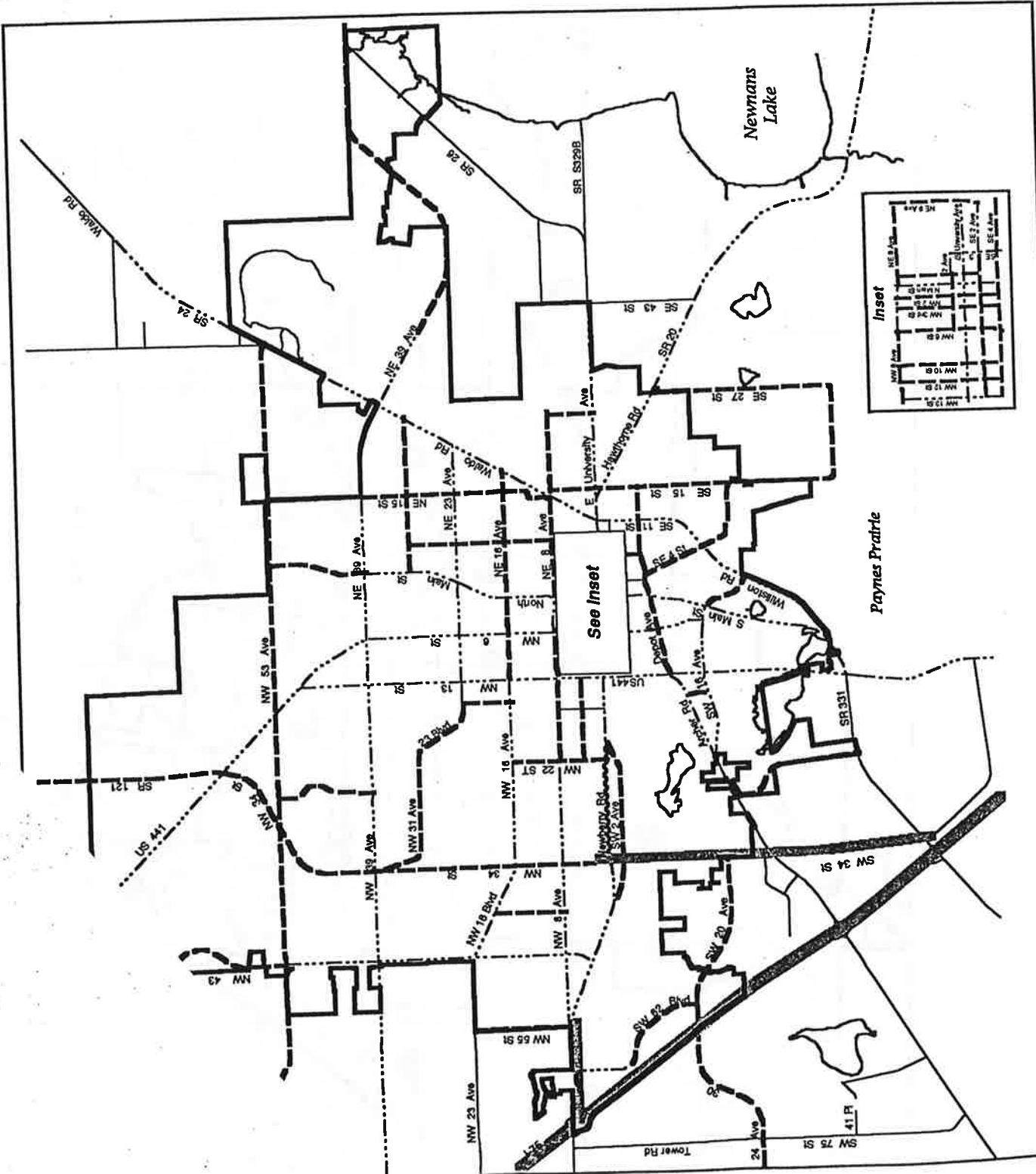
Existing Traffic Circulation

## Legend

- 2 Lane
- - - 3 Lane
- · · 4 Lane
- ▬ 6 Lane
- ▬ Gainesville City Limits

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April 2000



# MAJOR TRIP GENERATORS & ATTRACTORS

## Legend

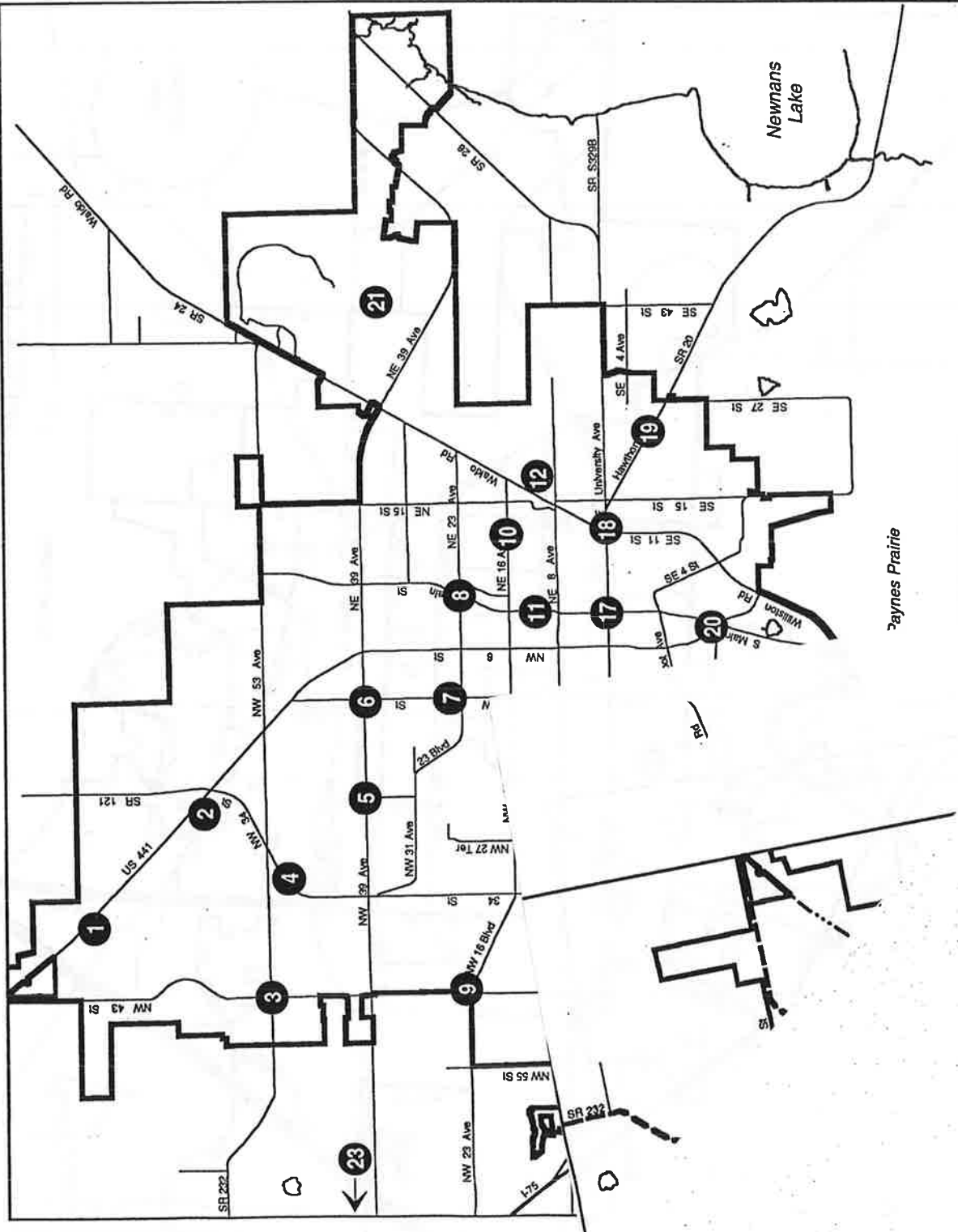
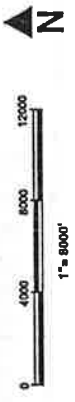
### # Major Trip Generators & Attractors

1. Greenways of Gainesville (Gainesville North Activity Center, unbuilt)
2. Northwood Shopping Center
3. Hunter's Crossing
4. Ridgeway Village Shopping Area
5. Hancock Village (built)/Townsend (unbuilt)
6. Exchange Center
7. North 13th Street Activity Center
8. Winn Dixie/Big Lots
9. Milhopper/Thornbrook Village
10. Northgate Shopping Center
11. Main Street Shopping Center
12. Camp/Filmer (Waldo Road)
13. Oaks Mall/North Florida Regional Hospital
14. Corporate park
15. Westgate/Veetgate Regency
16. University of Florida/Shands/VA Hospital
17. Downtown Area
18. Waldo Road/East University Avenue
19. Food Lion
20. South Main Street & South 16th Avenue
21. Airport
22. Buller Plaza
23. SFCC/Springhill

— Gainesville City Limits

## City of Gainesville Gainesville, Florida

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August 2000



# EXISTING STREET LOS, 6/00

## Legend

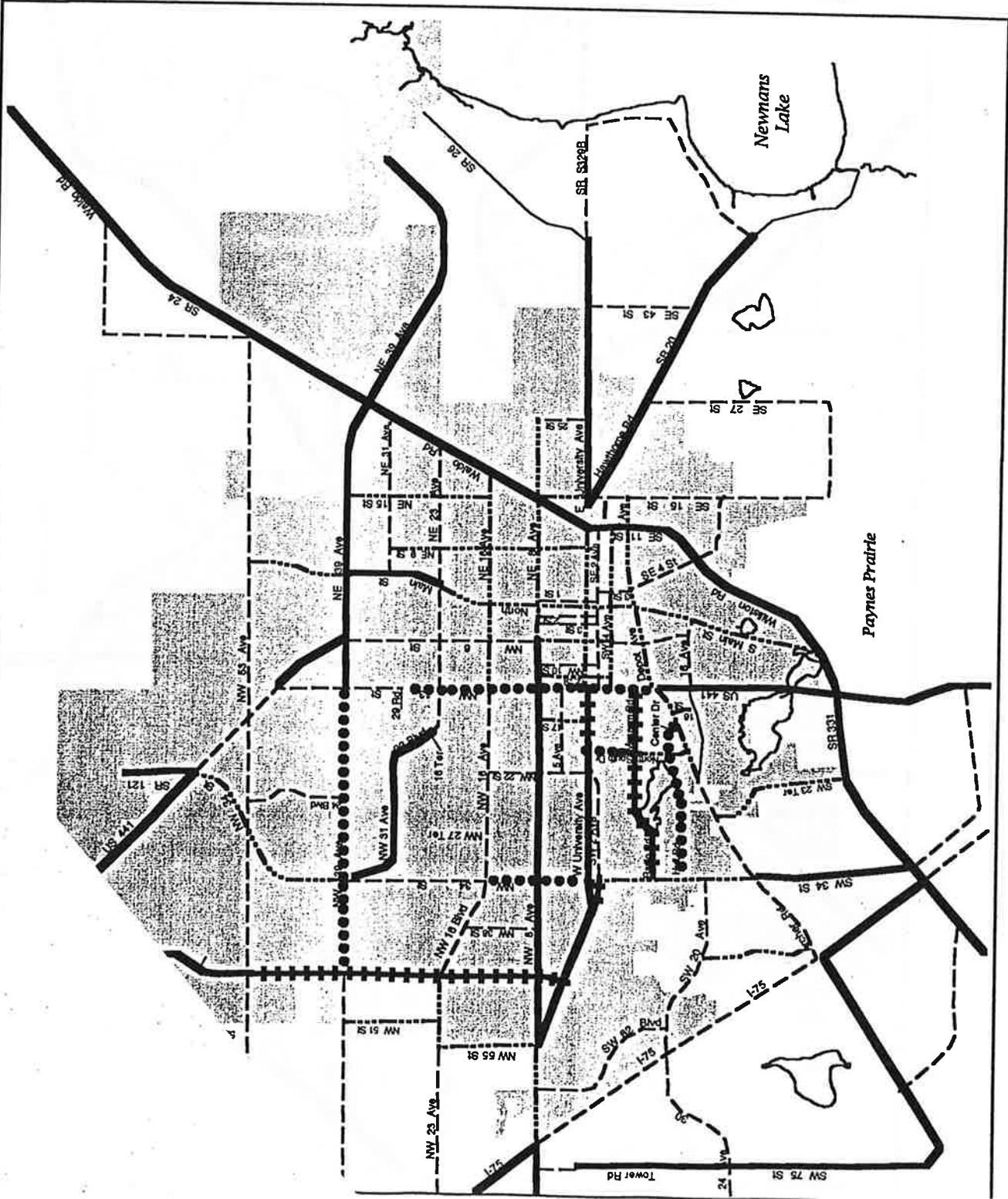
- LOS A
- LOS B
- - - LOS C
- · - · LOS D
- +—+— LOS E
- LOS F

Gainesville City Limits

Does not include trips reserved for approved development.  
Source: 6/00 LOS Map Series prepared by NCFRPC

## City of Gainesville Gainesville, Florida

Prepared by the  
Department of Community Development  
June 2000



# NATURAL DISASTER EMERGENCY EVACUATION ROUTES

## Legend

 Evacuation Routes  
(Interstate, US, & State Highways)

 City Limits

Source: Florida Division of Emergency  
Management, July 1999

**City of Gainesville  
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Department of Community Development  
February 2000

