

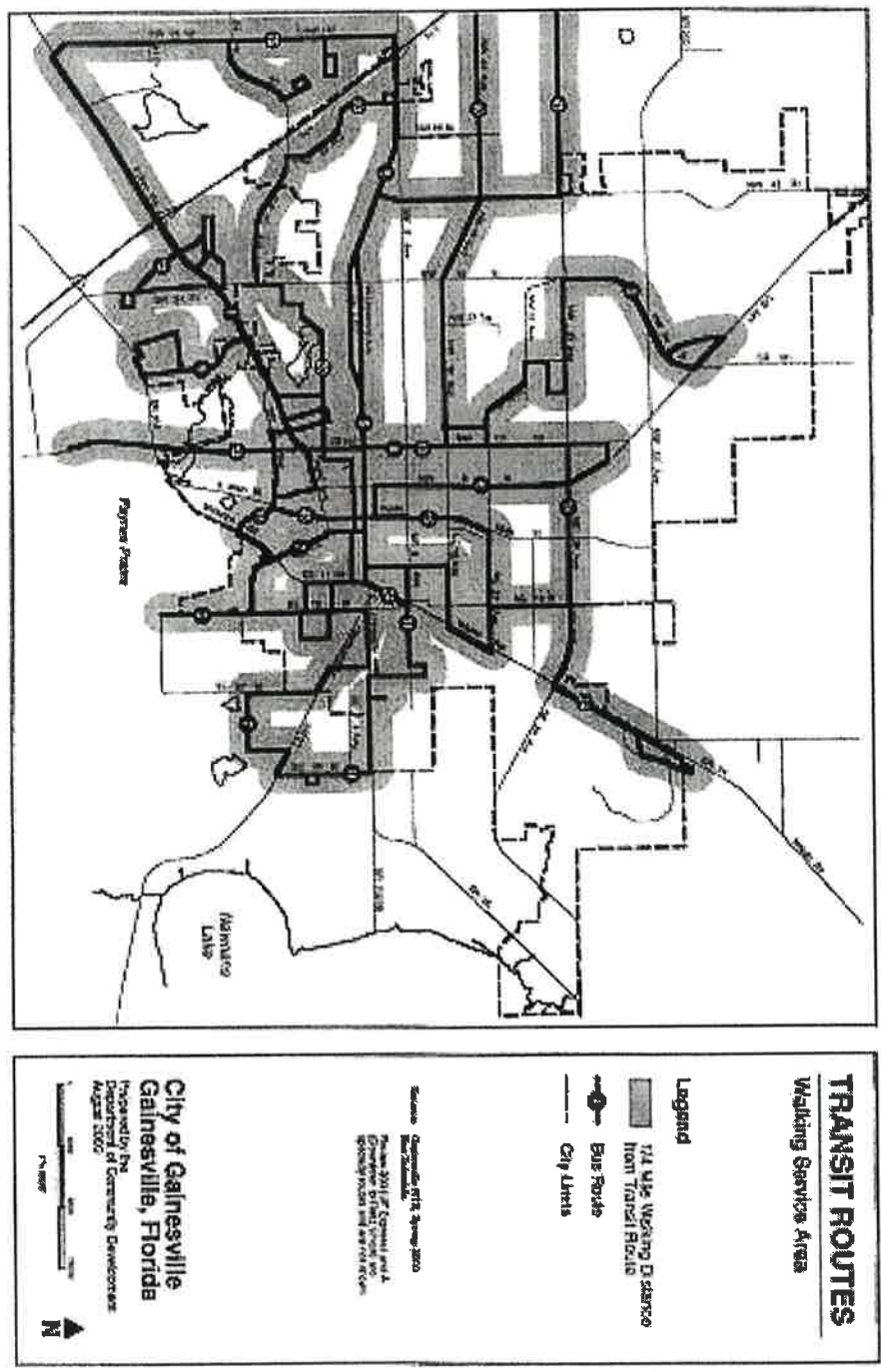
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Submitted
Summary

Comments on Transportation Element of the Comprehensive Plan Addressed to the City Commission on June 10, 2002 by Dian R. Deevey.

In addition to criticism previously transmitted to DCA, I would like to add the following:

1. The Transportation element does is not based on the data about the current transportation system and analyses as provided by 9J-5.0019(2), Many critical information items are lacking.
It does not based on an analysis of the ability of the present system to meet transportation needs, as provided in 9J-5.019(3), nor an analysis of the growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the future land use and transportation elements,
2. In particular, the Transportation element identifies areas deemed suitable for higher density residential densities to support a public transit system. But target for densities that are "appropriate" to "transportation choice" are urged for redeveloped neighborhood centers, but numeric densities or density targets are not specified.
3. The element does not relate the proposed transit system to the Future Land Use Map. Maps of the existing transit routes are provided and the a higher residential densities in mapped areas near neighborhood centers and along the existing transit route corridors are proposed. However, these maps designate all land within one quarter mile of existing bus routes, and all land within one quarter mile of the existing neighborhood centers. Examination or these maps (attached) shows that well over half the total area inside the TCEA is so designated. It is evident that not all of them will be redeveloped to accommodate higher residencies, and some prioritization is essential. These maps were not co-ordinated with the densities on the Future Land Use Map. These maps and the statements in the element itself are too broad and non-specific to put property owners of the effect the comprehensive plan will have on their use of their property.

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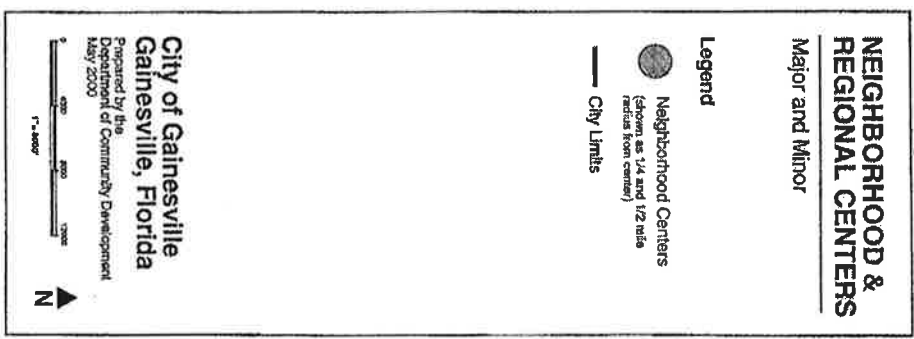
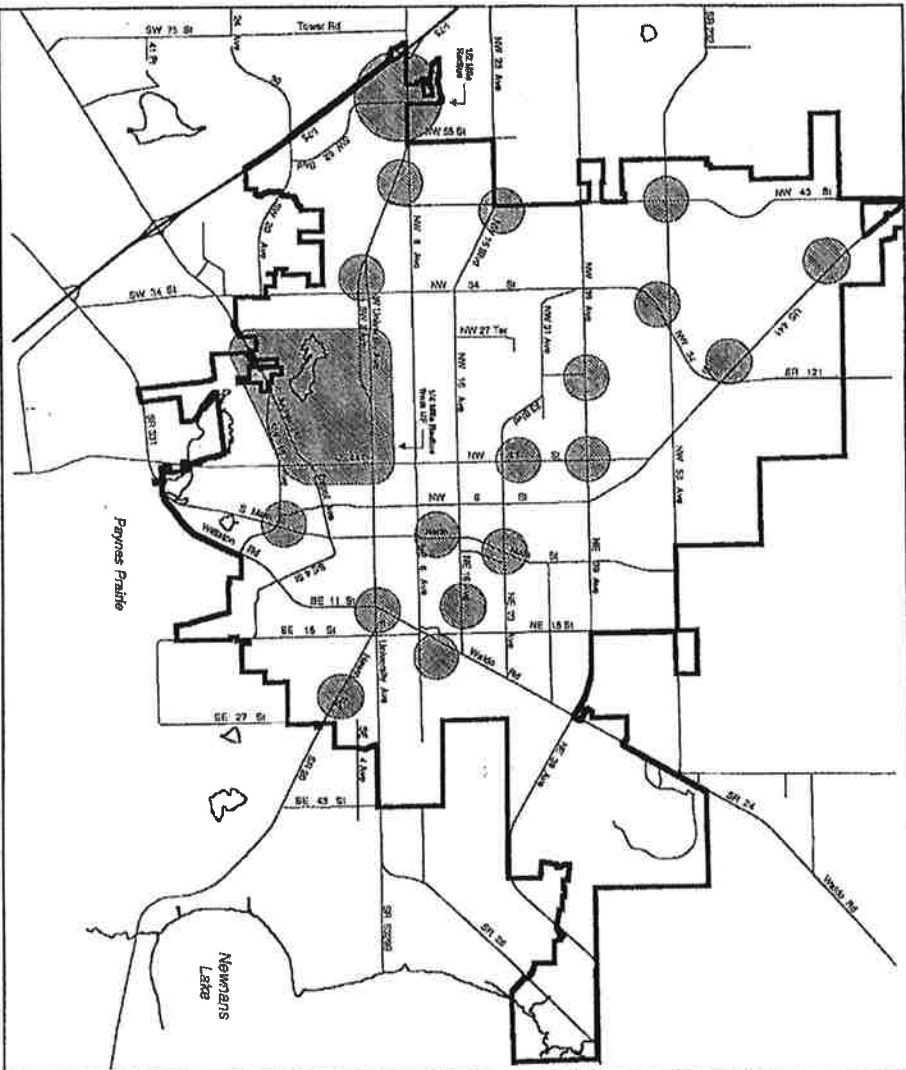


Figure 3