

ATTACHMENT 3 TO ORDINANCE NO. 0-09-34

Transportation Mobility Element

Objective 3.1 Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.

- Policies
- 3.1.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near important transit stops along arterials and collectors.
 - 3.1.2 The City shall strive to link its land use and transportation planning by establishing neighborhood (activity) centers as “transit-oriented developments.” Ideally, transit hubs will evolve into having a sense of place and community.
 - 3.1.3 By 2005, the City shall evaluate the citywide bus stops to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop.
 - 3.1.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.
 - 3.1.5 The City shall support expansion of the BusCard Pass membership to include Shands employees, and consider establishing a program that would provide one to more city residents.
 - 3.1.6 Upon completion of the Bus Rapid Transit (BRT) study, if a BRT route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

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.

- 1 Policies
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- 4 7.1.1 The maximum number of travel lanes for a new or widened street
- 5 within city limits shall not exceed 4 travel lanes.
- 6
- 7 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure
- 8 that intersections are safe for all modes of travel.
- 9
- 10 7.1.3 The City shall amend its Land Development Code to ensure that
- 11 parking standards are adequate to meet the needs of the
- 12 community.
- 13
- 14 7.1.4 The City shall encourage new public and private schools to provide
- 15 bicycle and pedestrian connections to nearby residentially
- 16 designated lands.
- 17
- 18 7.1.5 The City shall use the Transportation Concurrency Exception Area
- 19 as shown in the Transportation Mobility Element map series to
- 20 encourage redevelopment within the city, and to promote
- 21 transportation choices.
- 22
- 23 7.1.6 The City shall adopt LOS “C” for the Florida Intrastate Highway
- 24 System and LOS “D” for State two-way arterials. Development
- 25 within the Gainesville Transportation Concurrency Exception Area
- 26 (TCEA) shall be regulated as shown in the Concurrency
- 27 Management Element.
- 28
- 29 7.1.7 The City shall adopt LOS “E” for non-state streets (including non-
- 30 state streets functioning as arterials) which are city-maintained
- 31 facilities in the street network. Development within the
- 32 Gainesville TCEA shall be regulated as shown in the Concurrency
- 33 Management Element.
- 34
- 35 7.1.8 The City shall adopt LOS "D" for non-state streets which are
- 36 Alachua County-maintained facilities in the street network, as
- 37 shown in the "Average Annual Daily Traffic Level of Service
- 38 Report". Development within the Gainesville TCEA shall be
- 39 regulated as shown in the Concurrency Management Element.
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- 41 7.1.9 Whenever redevelopment or reuse of a site would result in the
- 42 combination of one or more parcels of land that had previously
- 43 operated as separate uses, having separate driveways and parking,
- 44 which are now proposed to operate jointly or to share parking
- 45 facilities, the total number and location and width of driveways
- 46 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.

1 7.1.10 The City shall coordinate the transportation network with the
2 Future Land Uses shown on the Future Land Use Map Series in
3 order to encourage compact development patterns and to provide
4 safe and convenient access for work, school, shopping and service-
5 related trips to protect the cultural and environmental amenities of
6 the City, and to protect the integrity of the Florida Intrastate
7 Highway System.

8
9 7.1.11 Transportation concurrency exceptions granted within the TCEA
10 shall not relieve UF from meeting the requirements of 240.155 F.S.
11 and the levels of service established for streets within the UF
12 transportation impact area.

13
14 7.1.12 The City shall work with and encourage large employers to
15 develop incentives to offer employees to reduce single-occupant
16 vehicle trips to work, such as flex hours, subsidized transit passes
17 or parking cash-out policies, for their employees.

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19 ~~7.1.13 Outside the Transportation Concurrency Exception Area, any new~~
20 ~~development or change of use of an existing building or building~~
21 ~~complex along a state or county maintained arterial or collector in~~
22 ~~the GUATS network which has a median AADT within 85 percent~~
23 ~~of maximum service volumes allowed at LOS "D" when calculated~~
24 ~~using Art plan analysis and any City maintained collector in the~~
25 ~~GUATS network which has a median AADT within 85 percent of~~
26 ~~maximum service volumes allowed at "E" when calculated using~~
27 ~~Art plan analysis shall require the owner to provide transportation~~
28 ~~improvements that improve transportation choice, if needed, such~~
29 ~~as parking for bicycles, sidewalk connections from the building(s)~~
30 ~~to the public sidewalk, completion of public sidewalk from~~
31 ~~property to existing sidewalks or nearest intersection, and closing~~
32 ~~of poorly located, overly wide or duplicative curb cuts. New~~
33 ~~development shall orient buildings to face the primary street when~~
34 ~~feasible to enhance pedestrian access.~~