



MEMORANDUM

Office of the City Attorney

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

Box 46

TO: CITY COMMISSION

DATE: September 10, 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; 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.

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 and March 7, 2001, 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, May 31, 2001, and August 22, 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 August 22, 2001 City Commission workshop have been made to numerous policies and objectives. Policy 1.2.1 was revised in order to make the language consistent with the current adopted future land use map. Policy 1.3.5 was inserted as it was inadvertently deleted from the last version of the Comprehensive Plan. Policy 3.2.1 was revised to reflect the policy decision to delete an average net residential density. Policy 3.2.6 was added to address concerns expressed by the public about the presumption of support for land use changes. Policy 4.1.14 was added to reflect the City's support of the County's bicycle master plan, which was adopted by the MTPO in June 2001. Policy 6.1.3 was revised to delete examples of low-speed design. Policy 7.1.2 was revised to prohibit dual turn lanes under all circumstances. Policy 7.1.14 was inserted as it was inadvertently deleted from the last version of the Comprehensive Plan. Policy 7.2.1 was revised to reduce single-occupant vehicle trips by 5 percent by 2010. Policy 7.2.3 was revised to clarify that street widening will not be a first response strategy to reduce car congestion. Objective 3.2 was revised to raise transit ridership targets 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

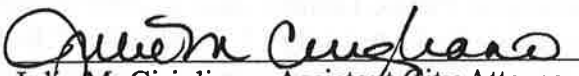
CITY ATTORNEY MEMORANDUM

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.

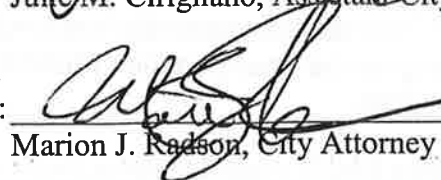
Florida Statutes set forth the procedure for adoption of an amendment to the Comprehensive Plan. The second hearing will be held at the adoption stage of the ordinance and must be advertised approximately seven (7) days after the day that the second advertisement is published.

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:


Julie M. Cirigliano, Assistant City Attorney

Approved and
Submitted by:


Marion J. Radson, City Attorney

MJR:JMC: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; 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).

10
11
12 **PASSED AND ADOPTED** this _____ day of _____, 2001.
13

14
15 _____
16 THOMAS D. BUSSING
17 MAYOR

18
19 ATTEST:

Approved as to form and legality

20
21
22 _____
23 KURT M. LANNON
24 CLERK OF THE COMMISSION

MARION J. RADSON
CITY ATTORNEY

25 This Ordinance passed on first reading this _____ day of _____, 2001.

26 This Ordinance passed on second reading this _____ day of _____, 2001.

27
28 carter:ordinances:146CPA-00 PB

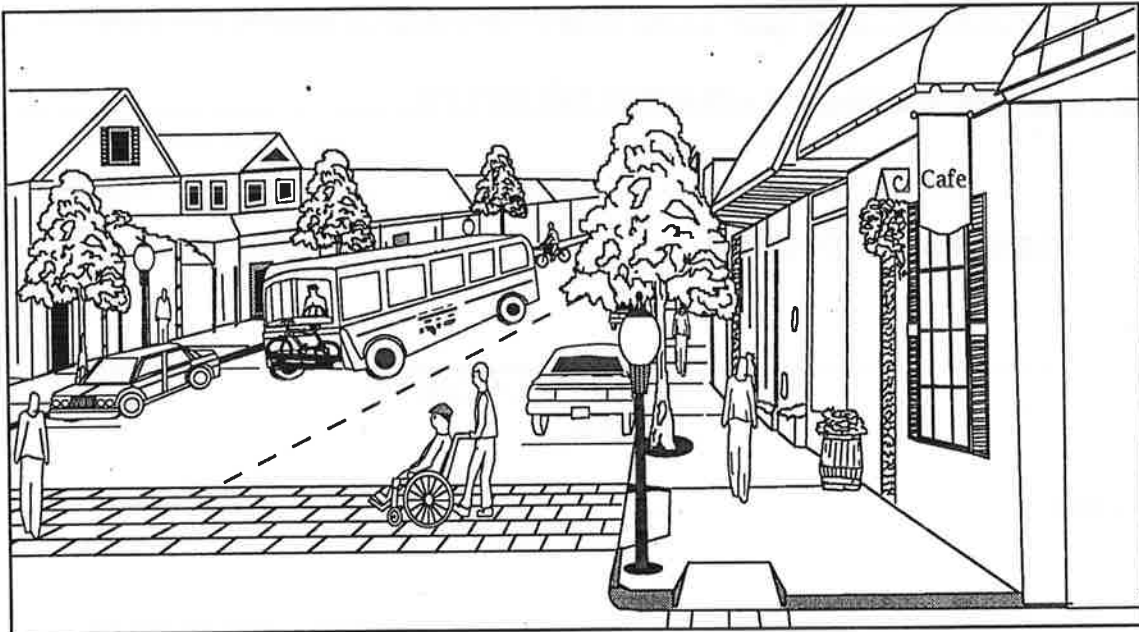
ATTACHMENT A

Transportation Mobility Element

Draft: August 23, 2001

Underlines and strike-throughs are changes from 1991 adopted policies. **Bold items are from 8/22/01 Workshop.**

Goals, Objectives, Policies



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

- 1 designated truck routes. Improved signs and enforcement shall direct non-
2 local or through trucks to the designated truck route.
3
4 Policy 1.1.3 The City shall promote transportation choice, healthy residential and non-
5 residential development, safety, and convenience, for Main Street between
6 North 8th Avenue and Depot Avenue by supporting the following: low-
7 speed turning radii; new, continuous and permanent on-street parking;
8 pedestrian-scaled lighting; narrow travel lanes; curb extensions;
9 installation of shading street trees; transit enhancements; widening of
10 sidewalks; installation of bicycle lanes, and use of brick crosswalks.
11
12 Policy 1.1.4 The City shall ensure that street modifications support land use, housing
13 choice, and transportation choice objectives.
14
15 Policy 1.1.5 The City shall inventory and prioritize enhancements for “A” streets by
16 2005. An “A” street shall be defined as a street which is designed with, or
17 otherwise characterized by, features that promote the safety, comfort, and
18 convenience of pedestrians, and does so in an exceptional way, as
19 determined by the city manager or designee, and as further elaborated by
20 the land development code.
21
22 Policy 1.1.6 The City shall coordinate with UF to ensure that the Campus Master Plan
23 is consistent with the goals, objectives and policies of the Transportation
24 Element of the City Comprehensive Plan.
25
26 Policy 1.1.7 The City, in accordance with the policy adopted by the MTPO in 1999,
27 shall avoid using biased transportation terminology, such as efficient,
28 improvement, enhancement, alternative, accident, upgrade, and
29 deteriorate, when more objective terms are more appropriate.
30
31 Policy 1.1.8 The City shall encourage the installation of parking garages and shared
32 parking lots within neighborhood (activity) centers, employment centers,
33 and the area between downtown and the UF campus. The land
34 development code shall be amended to require a special use permit to
35 ensure that such parking meets performance objectives.
36
37 Policy 1.1.9 The City shall establish indicators, which track the trends in promoting
38 transportation choice on an annual basis. Such indicators may include,
39 among others, gasoline consumption, bus ridership, jobs/housing balance,
40 vehicle miles traveled, percentage of travel by various forms of travel, and
41 motor vehicle registration.
42
43 Policy 1.1.10 Site plans for new developments and redevelopment of non-residential
44 sites shall be required to show any existing and proposed bicycle and
45 pedestrian access to adjacent properties and transit stops.
46

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.
4

5
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's ~~shall adopt~~ a future land use map ~~that is shall~~
12 remain consistent with transportation choice strategies such as: retaining
13 higher residential densities and non-residential intensities near and within
14 neighborhood (activity) centers and within transit route corridors; car-
15 oriented land uses primarily outside of areas oriented toward
16 transportation choice; more mixed use designations in appropriate
17 locations; and centrally located community-serving facilities.

18
19 Policy 1.2.2 The City shall coordinate with the MTPO to increase public awareness of
20 upcoming transportation projects in the approved Year 2020 Livable
21 Communities Reinvestment Cost Feasible Plan.
22

23
24 Objective 1.3

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

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

33
34 Policy 1.3.2 The City shall coordinate with FDOT and Alachua County to implement
35 Access Management, Rule 14-97, F.A.C., and Sections 334.044 (2) and
36 335.188, F.S.

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

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

1
2 **Policy 1.3.5** **The City shall assist the MTPO in issuing a Level of Service Report on**
3 **all GUATS system roadways annually and shall coordinate with the**
4 **MTPO to designate backlogged and constrained facilities; these**
5 **designations shall be amended as appropriate to reflect updated**
6 **traffic count information and system improvements.**

7
8
9 Objective 1.4

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

12
13 Policy 1.4.1 By 2005, the City shall continue to work with FDOT, MTPO, and Alachua
14 County to identify future transportation rights-of-way and to provide for
15 development regulations and acquisition programs which will protect such
16 corridors for their intended future use. Such protection and long-range
17 planning shall include pedestrian, bicycle, car, and transit facilities.

18
19
20 *Pedestrians*

21
22 Goal 2: Provide a safe, convenient, continuous, comfortable, and aesthetically pleasing
23 transportation environment that promotes walking. Develop a “park once” environment
24 at each city neighborhood (activity) center.

25
26 Objective 2.1

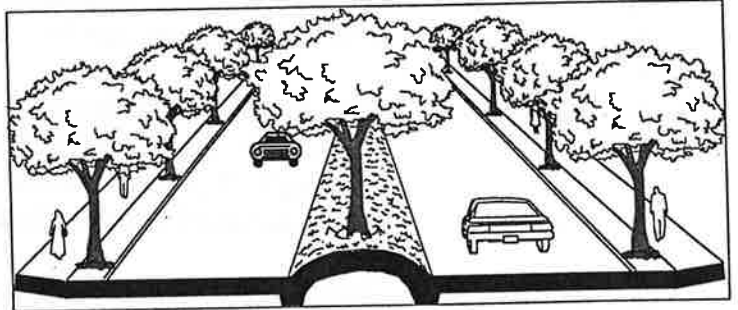
27 Establish land use designations and encourage site plans which reduce trip distances.

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

37
38 Policy 2.1.2 By 2003, the City shall prioritize and continue a retrofitting program so
39 that at least one linear mile of sidewalk is installed annually.

40
41 Policy 2.1.3 By 2002, the City shall complete an inventory of sidewalks on all arterial,
42 collector and local streets, and place such an inventory on the city
43 Geographic Information System to assist in the identification of gaps and
44 priorities.

1
2 Policy 2.1.4 By 2002, the City shall identify arterial and collector segments that should
3 be made more walkable. Raised medians, wider sidewalks, and on-street
5 parking should be used,
7 where feasible, on these
9 selected arterials and
11 collector streets within the
13 urban area -- particularly
15 in pedestrian-oriented
17 areas, or adjacent to, such
19 as downtown, UF, and
21 other neighborhood
23 (activity) centers.



24
25 Policy 2.1.5 By 2002, all new streets within the City shall, where feasible, include
26 sidewalks on both sides.

27
28 Policy 2.1.6 The City shall identify, prioritize, and retrofit needed bicycle/pedestrian
29 links between adjacent land uses, where feasible.

30
31 Policy 2.1.7 Bicycle and pedestrian access from a property to adjacent properties shall
32 be used as a criterion for site plan approval.

33
34 Policy 2.1.8 Street intersection modification, street construction, restriping,
35 reconstruction, and resurfacing shall not increase the difficulty of bicycle
36 and pedestrian travel. Such changes shall include safety features for
37 bicycles and pedestrians to offset any negative impact the modification
38 may otherwise create.

39
40 Policy 2.1.9 Turning lanes should not conflict with bike lanes within the curb lane.
41 Crosswalk distances shall be minimized (by using narrow lanes where
42 appropriate, curb extensions, raised medians, and small turning radii).
43 Turning speeds shall be minimized. Left-turn lanes and dedicated right-
44 turn lanes shall be minimized or eliminated where appropriate and to the
45 extent feasible in areas which are expected or planned to accommodate
46 high pedestrian volumes (such as downtown and neighborhood centers).

47
48 Policy 2.1.10 The City shall establish, as feasible and appropriate, pedestrian mid-block
49 refuge areas at street mid-points, particularly for streets with continuous
50 left-turn lanes and areas where a large volume of pedestrians and
51 bicyclists are expected or are to be encouraged, or on 5- and 7-lane streets
52 (or any street with a crossing distance greater than 60 feet).

53
54 Policy 2.1.11 In new development or redevelopment, walking and bicycling shall be
55 promoted by establishing modest, human-scaled dimensions such as small
56 street blocks, pedestrian-scaled street and building design, ample

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

6
7 Policy 2.1.12 Drive-throughs shall be prohibited or restricted in areas where high
8 pedestrian volumes are expected, or where walkable areas are designated
9 or anticipated. Restrictions shall include number of lanes, width and
10 turning radius of lanes, and entrance to and exit from the drive-through.

11
12 Policy 2.1.13 Sidewalks shall be kept clear of signs, furniture, and other pedestrian
13 obstacles that reduce the acceptable clear width of the sidewalk.

14
15 Policy 2.1.14 The City, by 2002, in coordination with the CRA, shall prepare a plan that
16 inventories the need for pedestrian enhancements in the downtown Central
17 City District, including filling sidewalk gaps, installing street furniture,
18 adding landscaped curb extensions and other pedestrian enhancements,
19 and shall prepare an affordable and feasible schedule for making such
20 improvements.

21
22 Policy 2.1.15 The City shall work with FDOT and the CRA to enhance and widen
23 sidewalks and provide traffic control and design features to enhance
24 pedestrian activity along University Avenue from W. 38th Street to Waldo
25 Road.

26
27 Policy 2.1.16 The City shall amend the Land Development Code to require new
28 development and redevelopment to provide safe and convenient on-site
29 pedestrian circulation with features such as, but not limited to sidewalks,
30 speed tables and crosswalks that connect buildings and parking areas at
31 the development site.

32
33 Policy 2.1.17 At least 5 feet of unobstructed width shall be maintained on all sidewalks,
34 except as necessitated by specific physical constraints that require a more
35 narrow dimension for a short length within a standard width sidewalk.
36 Under no circumstances shall the sidewalk be less than 36 inches for any
37 distance.

38 *Transit*

39
40 Goal 3: Create a premiere community transit system that ~~which~~ provides a variety of
41 flexible transportation services that promote accessibility and comfort. The City shall
42 become a national model for expanded and enhanced transit service through aggressive
efforts to provide convenient service throughout the city and urban area. Service shall be
provided with the cleanest, quietest, most efficient equipment feasible.

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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.

Policy 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.

Policy 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 24-hour a day presence, and a sense of place and community.

Policy 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.

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

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

Objective 3.2

Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10¹ million riders per year by 2010.

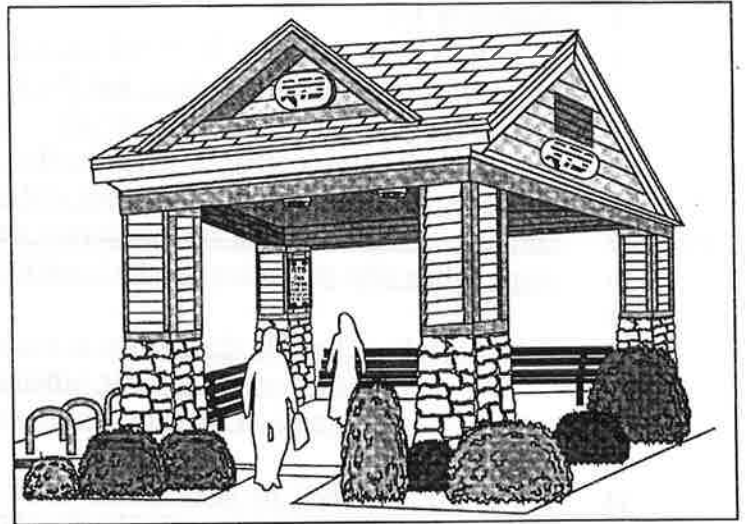
Policy 3.2.1 The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit. ~~The City shall strive for an average net residential density of up to 6 dwelling units per acre du/acre citywide.~~

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

1 Policy 3.2.3 The City shall strive to provide main bus service within 1/4 mile of 80
2 percent of all medium and high density residential areas identified on the
4 Future Land Use Map of the
6 Comprehensive Plan, and
8 within the RTS service area.

10
12 Policy 3.2.4 The City bus service shall be
14 expanded to serve a diverse
16 cross-section of Gainesville
18 residents.

20
22 Policy 3.2.5 The City bus service shall be
24 enhanced to improve
26 reliability and expand
28 weekday evening and
30 weekend service.



32
34 **Policy 3.2.6 In recognition of the value**
35 **to the community of the many strong, stable, residential**
36 **neighborhoods in the City, in no case shall Policies 3.1.1, 3.1.2, 3.2.1 or**
37 **3.2.3 indicate a presumption that the City shall support a change of**
38 **designation of land use for any parcel. Any such action shall take into**
39 **account the full range of appropriate factors such as overall**
40 **compatibility of the proposal, surrounding land uses, environmental**
41 **constraints, and others, in addition to the factor of the City's support**
42 **of transit.**
43

44 *Bicycling*

45
46 Goal 4: Provide a safe, convenient, efficient, continuous, and aesthetically pleasing
47 transportation environment that is conducive to bicycling.

48
49 Objective 4.1
50 Strive to increase the number of bicycle trips within city limits.

51
52 Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a
53 route to every major destination in the city.

54
55 Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure
56 that the installation of a turn lane will retain or include a continuous bike
57 lane on the curb lane through the intersection.

58
59 Policy 4.1.3 The City, in cooperation with the County and FDOT, shall install or
60 encourage the installation of bicycle detection devices at traffic-activated
61 signals on arterial and collector streets.

- 1
2 Policy 4.1.4 By 2003, computerized traffic signalization in the Traditional City shall be
3 designed to strike a balance between the needs of the pedestrian, bus,
4 bicycle, and car, with particular consideration given to locations with high
5 pedestrian volumes, bicycle volumes, or both. The crossing time provided
6 at crosswalks shall take into account the speed of those non-motorized
7 users with the slowest crossing speed.
- 8
9 Policy 4.1.5 By 2003, the City shall identify all arterials and collector segments which
10 are not currently designed for in-street bicycle transportation, and
11 determine the most appropriate design to accommodate such
12 transportation, where appropriate. The City's Bicycle/Pedestrian
13 Advisory Board shall be consulted to prioritize such modifications.
- 14
15 Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility
16 improvements: (1) proximity to major public parks or cultural facilities,
17 public schools, high-density residential and commercial areas, or any area
18 exhibiting (or potentially exhibiting) a relatively high volume of bicycle
19 traffic; (2) arterial and collector streets; (3) promotion of bicycle route
20 continuity; (4) lack of alternative parallel routes; (5) streets serving
21 important transit stops such as park-n-ride; (6) areas exhibiting a high
22 incidence of car crashes with bicycles; and (7) proximity to the Traditional
23 City.
- 24
25 Policy 4.1.7 By 2003, when sufficient right-of-way is available and when not an "A"
26 street, all new construction, reconstruction, and resurfacing of arterials and
27 collectors shall be designed to accommodate in-street bicycle
28 transportation as approved by state bicycle facility design standards.
29 Designation as an "A" street does not preclude in-street bicycle lanes, nor
30 do in-street bicycle lanes preclude designation as an "A" street.
- 31
32 Policy 4.1.8 The City shall continue routine maintenance programs for all designated
33 bicycle and pedestrian facilities in city rights-of-way. Maintenance shall
34 include sweeping of bicycle lanes, filling potholes, and confirming
35 calibration of bicycle detection devices at signalized intersections.
- 36
37 Policy 4.1.9 By 2003, the City shall conduct an inventory of the major streets network
38 within city limits to identify bicycle hazards and barriers, and prepare a
39 plan for removing or mitigating such impediments.
- 40
41 Policy 4.1.10 The City shall continue to equip each transit system bus to carry bicycles.
- 42
43 Policy 4.1.11 All new park-n-ride lots shall be designed to accommodate bicycle
44 parking.
- 45

1 Policy 4.1.12 By 2005, the City shall strive to have bicycle parking facilities designed in
2 conformance with City bicycle parking standards at all major transit stops
3 and transfer points within city limits.

4
5 Policy 4.1.13 The City shall support continuation of provision of bicycle and pedestrian
6 safety programs in Alachua County schools.

7
8 **Policy 4.1.14 The City shall support implementation of the Alachua Countywide**
9 **Bicycle Master Plan adopted by the Metropolitan Planning**
10 **Organization in 2001 to the extent that it does not conflict with**
11 **policies in this plan.**

12
13
14 Objective 4.2
15 Improve bicycle-related security.

16
17 Policy 4.2.1 The City's bicycle parking design guidelines shall only allow bicycle
18 racks which provide durability, security, ease of use, attractiveness,
19 adaptability to different styles of bicycles and lock types, and minimal
20 hazard to pedestrians. Examples include bicycle lockers and the "inverted
21 U" bicycle rack.
22

23 *Trail Network*

24
25 Goal 5: Develop an interconnected Trails Network throughout the urban area.

26
27 Objective 5.1
28 Develop, by 2006, an average of at least one mile of trail designed for bicycles,
29 pedestrians, and wheelchairs annually.

30
31 Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified in the Data and
32 Analysis Report and the Bicycle Master Plan, by 2010.

33
34 Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua
35 County in County efforts to expand the Network -- both for corridor
36 acquisition and trail construction -- particularly for extensions of the
37 Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer
38 Road corridor.

39
40 Policy 5.1.3 The City shall amend the land development code to require new
41 development and redevelopment to provide pedestrian and bicycle access
42 to nearby trails, where feasible, or to enable a future retrofit connection.

43
44 Policy 5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail
45 connections that link various land use destinations by 2003. Utility and

1 stormwater management rights-of-way and easements will also be
2 evaluated for such connections.

3
4 Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails
5 permanent and not subject to revision, unless a “rails-with-trails” program
6 is established.

7
8 Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service
9 rail spurs into bicycle and pedestrian facilities.

10
11 Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail
12 opportunities, and to keep options open for future inter-city passenger rail
13 corridors.

14 15 *Livable Streets that Promote Safety and Quality of Life*

16
17 Goal 6: Create and retain streets that promote a mix of uses such as car travel, transit,
18 and bicycling by designing streets: (1) for slow motor vehicle speeds, (2) for quiet
19 neighborhoods, (3) for safety for children, people with disabilities, and seniors along
20 residential streets, (4) for a livable community featuring neighborhood pride, a sense of
21 place, and a pleasant tree canopy; and (5) that support a sidewalk system supportive of
22 socializing.

23 24 Objective 6.1

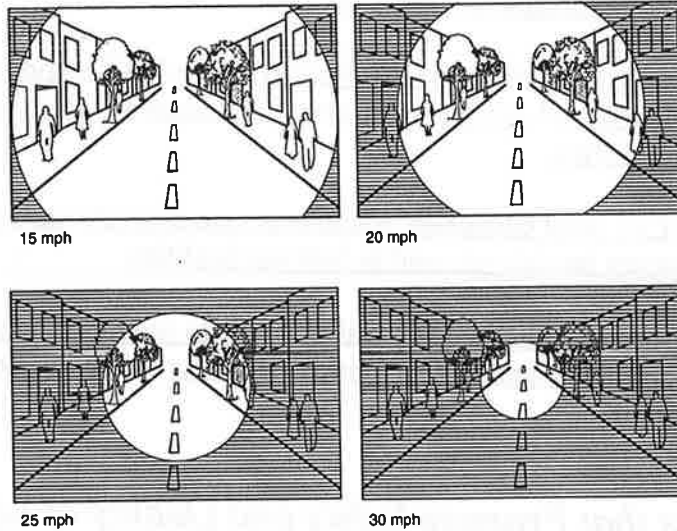
25 Revise street design standards and continue installing street design features so that
26 construction of new streets and repair of existing streets will create a safe, balanced,
27 livable street that can be used for all forms of travel -- to the benefit of neighborhoods,
28 local businesses, and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

29
30 Policy 6.1.1 In the Traditional City, University Heights, and College Park, the City
31 shall use design features such as wide sidewalks, street trees, on-street
32 parking, narrow travel lanes, reduced use of turn lanes, bus stops, traffic
33 calming, prominent crosswalks, modest building setbacks, and signal
34 timing to achieve more modest average car speeds (no more than 25-30
35 mph) in order to create a more livable street system rich in transportation
36 choice. The design of streets shall promote land uses that are intended
37 along streets in this portion of the city, such as healthy and walkable retail,
38 residential, office, and civic uses.

39
40 Policy 6.1.2 Use traffic calming, where appropriate, to promote transportation choice
41 and to reduce the negative impacts of car travel, alter driver behavior, and
42 improve conditions for non-motorized street users.

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FIELDS OF VISION



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:

- ~~Turn lanes are discouraged, particularly within the Traditional City and other sensitive, pedestrian-oriented areas.~~
- ~~One-way streets will only be supported if such a design is required to remove travel lanes, add on-street parking, otherwise enhance transportation choice, or will not increase average car speeds.~~
- ~~Superelevation of street curves is discouraged.~~
- ~~Travel lanes are no wider than 10 or 11 feet except on streets appropriate for wide bicycle curb lanes.~~
- ~~Local residential streets are no more than 22 feet wide, but can be wider if on-street parking intended and expected.~~
- ~~The traffic calming program is continued to address neighborhood concerns regarding speeding, safety, neighborhood livability, and cut-through traffic. On new streets, traffic calming is the normal practice. Other street designs must be warranted.~~
- ~~The maximum turning radius for local streets is 15 feet, and up to 20 feet for streets expecting large truck volumes in industrial or highway-oriented areas, unless on-street parking or curb extensions increase the effective size of the radius, in which case 15 feet shall be the maximum.~~

- 1 Policy 6.1.4 The City shall use street resurfacing projects as an opportunity to install or
2 enhance sidewalks, bicycle lanes, raised medians, and brick or brick-
3 imprinted, paver, or painted crosswalks, where feasible. If not a City
4 project, the City shall recommend that the State or the County make such
5 enhancements.
- 6
- 7 Policy 6.1.5 The City shall work with the State and the County to protect the linear
8 continuity of raised medians as a strategy to promote safety, to provide
9 pedestrian refuge, traffic calming, space for landscaping, and discourage
10 strip commercial development.
- 11
- 12 Policy 6.1.6 The street layout of new developments shall be coordinated with the
13 streets and parking of surrounding areas. This shall be done by
14 establishing street connections to adjacent or potentially adjacent streets
15 and parking lots, when feasible, unless natural features prevent such a
16 connection. When not feasible, the end of the street shall establish a right-
17 of-way connection to adjacent, off-site property so that a future motorized
18 or non-motorized connection to an adjacent street or property is not
19 foreclosed.
- 20
- 21 Policy 6.1.7 The City should de-emphasize the hierarchical street system in terms of
22 relying on a few large streets to carry the bulk of trips, and shall
23 incrementally move toward a more balanced, connected system whereby
24 trips are more dispersed throughout the entire street system. Additional
25 connections should be added where needed and feasible to make our
26 overall street system more functional.
- 27
- 28 Policy 6.1.8 The City shall set aside at least one day each year as a designated and
29 publicized sustainable transportation day to encourage citizens to switch
30 from single-occupant car use to another commuting form of travel.
31

32 *SOV Travel*

33
34 Goal 7: Strive to minimize single-occupant vehicle trips within the Gainesville
35 metropolitan area.

36 37 38 Objective 7.1

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

41
42 Policy 7.1.1 The maximum number of travel lanes for a new or widened street within
43 city limits shall not exceed 4 travel lanes.
44

- 1 Policy 7.1.2 In general, as determined on a case-by-case basis, the City shall not install,
2 or support the installation of, a turn lane, unless it is determined to be a
3 necessary component in a travel lane removal project, a necessary
4 component to avoid adding travel lanes, or if it is needed for street
5 intersection safety for all forms of travel. However, a turn lane is
6 permissible if there is no practical alternative and substantial pedestrian
7 safety features are installed. In general, turn lanes are usually
8 inappropriate in areas where high pedestrian volumes are expected or near
9 schools.
- 10
11 Policy 7.1.3 As of 2001, there shall be no net increase in parking for existing City
12 government facilities, and UF shall be encouraged to adopt a policy of no
13 net increase in the number of car parking spaces on the existing university
14 campus.
- 15
16 Policy 7.1.4 Where appropriate, the City shall convert minimum car parking
17 requirements to maximum requirements as a way to discourage car trips.
- 18
19 Policy 7.1.5 The City shall encourage new public and private schools to provide
20 bicycle and pedestrian connections to nearby residentially designated
21 lands.
- 22
23 Policy 7.1.6 The City shall use the Transportation Concurrency Exception Area as
24 shown in the Transportation Mobility Element map series to encourage
25 redevelopment within the city, and to promote transportation choices.
- 26
27 Policy 7.1.7 The City shall adopt LOS “C” for the Florida Intrastate Highway System
28 and LOS “D” for State two-way arterials. Development within the
29 Gainesville Transportation Concurrency Exception Area (TCEA) shall be
30 regulated as shown in the Concurrency Management Element.
- 31
32 Policy 7.1.8 The City shall adopt LOS “E” for non-state streets including Non-state
33 streets functioning as arterials) which are city-maintained facilities in the
34 street network. Development within the Gainesville TCEA shall be
35 regulated as shown in the Concurrency Management Element.
- 36
37 Policy 7.1.9 The City shall adopt LOS “D” for non-state streets which are Alachua
38 County-maintained facilities in the street network, as shown in the
39 “Average Annual Daily Traffic Level of Service Report”. Development
40 within the Gainesville TCEA shall be regulated as shown in the
41 Concurrency Management Element.
- 42
43 Policy 7.1.10 Whenever redevelopment or reuse of a site would result in the
44 combination of one or more parcels of land that had previously operated as
45 separate uses, having separate driveways and parking, which are now
46 proposed to operate jointly or to share parking facilities, the total number

1 and location and width of driveways shall be reviewed. In order to reduce
2 access points on the street system, driveways shall be eliminated when the
3 area served can be connected within the site.

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

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

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

20
21 Policy 7.1.14 Outside the Transportation Concurrency Exception Area, any new
22 development or change of use of an existing building or building complex
23 along a state or county-maintained arterial or collector in the GUATS
24 network which has a median AADT within 85 percent of maximum
25 service volumes allowed at LOS "D" when calculated using Art-plan
26 analysis and any City-maintained collector in the GUATS network which
27 has a median AADT within 85 percent of maximum service volumes
28 allowed at "E" when calculated using Art-plan analysis shall require the
29 owner to provide transportation multi-modal access improvements that
30 improve transportation choice, if needed, such as parking for bicycles,
31 sidewalk connections from the building(s) to the public sidewalk,
32 completion of public sidewalk from property to existing sidewalks or
33 nearest intersection, and closing of poorly located, overly wide or
34 duplicative curb cuts. New development shall orient buildings to face the
35 primary street when feasible to enhance pedestrian access.

36
37
38
39
40 Objective 7.2

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

42
43 Policy 7.2.1 By 2010, Strive to reduce single-occupant vehicle trips within the city
44 shall be reduced by 5 percent by 2010.
45

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

5
6 Policy 7.2.32 The City's adopted transportation level of service standards will continue
7 to accept some level of congestion in order to encourage use of more
8 sustainable forms of travel, more transportation choice, a better retail
9 environment, and less urban sprawl.

10
11 Policy 7.2.4 Decision-makers will incorporate the impacts of induced traffic when
12 evaluating results of travel modeling.

13
14 *Accessibility for the Disabled*

15
16 Goal 8: Create a transportation environment that is free of barriers for people with
17 disabilities.

18
19 Objective 8.1
20 Eliminate existing barriers for people with disabilities.

21
22 Policy 8.1.1 Curb ramps and raised crosswalks shall be installed incrementally, in
23 conjunction with other street modifications or in response to specific
24 problem locations.

25
26 Policy 8.1.2 The City shall continue to equip RTS buses to carry people with
27 disabilities.

28
29 Policy 8.1.3 Car parking spaces for persons who have disabilities shall conform to the
30 Florida Accessibility Code for Building Construction standards.

31
32 *Aviation*

33
34 Goal 9: Provide an aviation facility to meet the needs of passengers, commercial airlines,
35 and general aviation in a safe and efficient manner.

36
37 Objective 9.1

38 Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its
39 air service area, and support the implementation of the 1987 Gainesville Airport Master

1 Plan as long as its improvements and operations are consistent with the City's
2 Comprehensive Plan.

3
4 Policy 9.1.1 The City shall monitor the ridership potential for main bus service to the
5 Gainesville Regional Airport, and institute such service when the City
6 Commission determines that demand warrants transit service to the airport
7 and the surrounding area.

8
9 Policy 9.1.2 The City shall use the 1987 Gainesville Regional Airport Master Plan as
10 the future land use guide for development in and around the airport.

11
12 Policy 9.1.3 The City shall ensure that airport improvements are in compliance with
13 the City's Conservation, Open Space and Groundwater Recharge Element.

14
15
16 Objective 9.2

17 Continue to eliminate incompatible land uses within airport noise contours and hazardous
18 obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinating
19 the siting of new (or expansion of existing) airports, or related facilities with the Future
20 Land Use and Conservation, Open Space and Groundwater Recharge Elements.

21
22 Policy 9.2.1 The City's Future Land Use Element shall designate compatible land uses
23 within the vicinity of the airport.

24
25 Policy 9.2.2 The City shall continue to work with Alachua County to ensure that
26 incompatible land uses within the 65, 70 and 75 Ldn airport noise contours
27 are eliminated.

28
29 Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional
30 Airport Authority to acquire adjacent land which is not compatible with
31 the Airport as identified in the FAR Part 150 Study, and determined to be
32 economically feasible by federal and state land acquisition regulations.

33
34
35
36 Objective 9.3

37
38 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional
39 Airport Authority with transportation plans by the Florida Department of Transportation
40 and the Metropolitan Transportation Planning Organization.

41
42 Policy 9.3.1 The City shall continue to ensure that future aviation projects and the
43 Airport Industrial Park are integrated with the City's traffic circulation
44 system and with other forms of transportation, such as transit and
45 bicycling.

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Objective 9.4

Continue to coordinate airport growth with appropriate aviation or other related organizations.

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

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

1 1991 Transportation Mobility Element

2
3 ~~overall goal~~

4
5 ~~ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT AND~~
6 ~~REDEVELOPMENT AND THAT IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL~~
7 ~~AMENITIES OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL PROVIDE~~
8 ~~EQUAL ATTENTION TO PEDESTRIAN, BICYCLE, AUTO AND MASS TRANSIT NEEDS.~~
9 ~~THE SYSTEM SHOULD PROVIDE VEHICULAR, MASS TRANSIT AND NON-MOTORIZED~~
10 ~~ACCESS TO ACTIVITY CENTERS, COMMUNITY FACILITIES AND NEIGHBORHOOD~~
11 ~~COMMERCIAL AREAS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY~~
12 ~~LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF~~
13 ~~SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS AND AN OVERALL EFFORT TO~~
14 ~~ENHANCE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND~~
15 ~~PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS AND~~
16 ~~SIDEWALKS OF ADEQUATE WIDTHS TO ENCOURAGE PEDESTRIAN ACTIVITY. BASIC~~
17 ~~TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION DISADVANTAGED~~
18 ~~RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES AND BASIC SERVICES.~~

19
20
21 ~~Goal 1~~

22
23 ~~DEVELOP AND MAINTAIN A SAFE, CONVENIENT AND ENERGY EFFICIENT MOTORIZED~~
24 ~~AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL~~
25 ~~NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED~~
26 ~~AND WHICH PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.~~

27
28
29 ~~Objective 1.1~~

30
31 ~~The City shall establish Levels of Service for roadways that are~~
32 ~~consistent with Florida Department of Transportation (FDOT) guidelines~~
33 ~~for peak hour, and peak direction operation. The City shall establish~~
34 ~~peak hour Levels of Service for Mass Transit that serve existing and~~
35 ~~future major trip generators and attractors.~~

36
37
38 ~~Policies~~

39
40 ~~1.1.1 The City shall adopt LOS "C" for the Florida Intrastate Highway~~
41 ~~System and LOS "D" for State Two-way Arterials except:~~

42
43 ~~a. Until one year after a finding of sufficiency on the City's~~
44 ~~Evaluation and Appraisal Report, the LOS for N.W. 34th Street from N.W.~~
45 ~~39th Avenue to U.S. 441 shall be LOS "E" plus 10%.~~

46
47 ~~b. Development within the Gainesville Transportation Concurrency~~
48 ~~Exception Area (TCEA) shall be regulated as shown in the Concurrency~~
49 ~~Management Element.~~

50
51 ~~e. Until one year after a finding of sufficiency on the City's~~
52 ~~Evaluation and Appraisal Report, the LOS for N.W. 13th Street from~~
53 ~~University Avenue to N.W. 29th Road shall be a maximum of 44,400~~
54 ~~average daily trips.~~

1 ~~1.1.2 The City shall adopt LOS "E" for Non state Roadways (including~~
2 ~~Non state Roadways functioning as arterials), which are city maintained~~
3 ~~facilities in the roadway network, as shown in the Gainesville Urban~~
4 ~~Area Transportation Study (GUATS). Development within the Gainesville~~
5 ~~Transportation Concurency Exception Area (TCEA) shall be regulated as~~
6 ~~shown in the Concurency Management Element.~~

7
8 ~~1.1.3 The City shall adopt LOS "D" for Non state Roadways (including~~
9 ~~Non state Roadways functioning as arterials), which are Alachua County-~~
10 ~~maintained facilities in the roadway network, as shown in GUATS.~~
11 ~~Development within the Gainesville Transportation Concurency Exception~~
12 ~~Area (TCEA) shall be regulated as shown in the Concurency Management~~
13 ~~Element.~~

14
15 ~~1.1.4 The City shall coordinate with the MTPO to provide Art Plan~~
16 ~~analysis for all GUATS system roadways that have service volumes~~
17 ~~at 85% or more of the maximum service volume established for the~~
18 ~~minimum acceptable Level of Service as determined by the FDOT~~
19 ~~Generalized Tables.~~

20
21 ~~1.1.6 The City shall provide main bus service to each Medium and High~~
22 ~~Intensity Mixed Use area identified on the Future Land Use Map of the~~
23 ~~Comprehensive Plan unless the City Commission determines that there is~~
24 ~~inadequate ridership to support this service.~~

25
26 ~~1.1.7 The City shall provide main bus service to Medium and High~~
27 ~~Intensity Mixed Use areas identified in the Future Land Use map of the~~
28 ~~Comprehensive Plan with minimum headways of one hour during peak hours.~~
29 ~~Peak hours of operation shall be operating hours before 9 a.m. and~~
30 ~~between 3:30 and 7:00 p.m.~~

31
32 ~~1.1.8 The City shall provide main bus service within 1/4 mile of 80~~
33 ~~percent of all Medium and High Density Residential areas designated on~~
34 ~~the Future Land Use Map of the Comprehensive Plan, and within the RTS~~
35 ~~service area, as shown in the Transportation Mobility Map Series.~~

36
37 ~~1.1.9 The City shall evaluate transit destinations and the main bus~~
38 ~~service area to determine the need for service modification. At a~~
39 ~~minimum, these evaluations shall occur when:~~

40
41 ~~a. New Medium and High intensity Mixed Use areas are designated on~~
42 ~~the Future Land Use Map;~~

43
44 ~~b. Annexations take place; and~~

45
46 ~~c. Medium and High density residential development is permitted.~~

47
48 ~~1.1.10 The City shall permit extensions of routes or the main bus~~
49 ~~service area only when the following criteria are met:~~

50
51 ~~a. The area to receive transit service is within one mile of an~~
52 ~~existing route;~~

53
54 ~~b. The area to receive transit service is characterized by~~
55 ~~residential densities of at least 4 dwelling units per acre, or the~~

1 ~~area contains a Medium or High Mixed Use area that supplies employment,~~
2 ~~shopping and/or service needs to City residents, and/or~~

3
4 ~~e. The City determines that the area will produce adequate ridership~~
5 ~~to support the extension. Adequate ridership will be based on needs~~
6 ~~assessment conducted by RTS that will include surveys of existing~~
7 ~~and/or potential riders, public hearings, and an evaluation of service~~
8 ~~requests and available funding to support the expansion.~~

9
10 ~~1.1.11 In addition to the Level of Service requirements in Policy~~
11 ~~1.1.1, development projects within one quarter mile of the segment of~~
12 ~~N.W. 34th Street from N.W. 39th Avenue to U.S. 441 shall be required to~~
13 ~~meet the following requirements:~~

14
15 ~~a. Development of new drive through facilities, as defined in Policy~~
16 ~~1.4.5, shall not gain access directly from or onto 34th Street between~~
17 ~~N.W. 39th Avenue and U.S. 441. Drive through facilities shall be~~
18 ~~designed to gain access internally from existing or proposed shopping~~
19 ~~centers or mixed use development parking, whenever it is available.~~
20 ~~Development plan design shall direct auto traffic to areas of the site~~
21 ~~that will have the least conflict with pedestrian and bicycle travel~~
22 ~~routes.~~

23
24 ~~b. Development projects on this segment must provide mitigation in~~
25 ~~proportion to the transportation impacts generated by the development~~
26 ~~in order to meet transportation concurrency compliance and the~~
27 ~~provisions of Policy 1.1.6. Special traffic studies may be required as~~
28 ~~a part of the development approval process to determine the~~
29 ~~proportional traffic impacts, as measured by trip generation and~~
30 ~~distribution, from the development. Mitigation shall include items such~~
31 ~~as, but not limited to: intersection and/or signalization improvements~~
32 ~~to improve roadway operation and safety; addition of dedicated turn~~
33 ~~lanes into and out of developments to maintain the Level of Service and~~
34 ~~safe operating conditions of the roadway; provision of transit shelters~~
35 ~~built to City specifications; bus passes provided to residents or~~
36 ~~employees of a development; subsidies to the mass transit system which~~
37 ~~either increase headways or add additional bus service to the segment;~~
38 ~~a contractual agreement with the City for the provision of mass transit~~
39 ~~service on the segment; sidewalks and sidewalk connections; addition of~~
40 ~~bicycle lanes; and/or ride sharing or van pool programs.~~

41
42 ~~e. Development plan design shall maximize the safe and efficient~~
43 ~~operation of this roadway segment in accordance with generally accepted~~
44 ~~professional traffic engineering principles and practices.~~

45
46 ~~1.1.12 In addition to the Level of Service requirements in Policy~~
47 ~~1.1.1, development projects within one quarter mile of the segment of~~
48 ~~NW 13th Street between University Avenue and NW 29th Road shall be~~
49 ~~required to meet the following:~~

50
51 ~~a. Development projects on this segment must provide mitigation in~~
52 ~~proportion to the transportation impacts generated by the development~~
53 ~~in order to meet transportation concurrency compliance and the~~
54 ~~provisions of Policy 1.1.6. Special traffic studies may be required as~~
55 ~~a part of the development approval process to determine the~~
56 ~~proportional traffic impacts, as measured by trip generation, trip~~

1 ~~distribution, and intersection analysis, from the development.~~
2 ~~Mitigation shall include items such as, but not limited to:~~
3 ~~intersection and/or signalization improvements to improve roadway~~
4 ~~operation and safety; addition of dedicated turn lanes into and out of~~
5 ~~developments to maintain the Level of Service and safe operating~~
6 ~~conditions of the roadway; provision of transit shelters built to City~~
7 ~~specifications; dedication of right of way for the construction of bus~~
8 ~~turn out facilities; construction of bus turn out facilities; bus~~
9 ~~passes provided to residents or employees of a development; subsidies~~
10 ~~to the mass transit system which either increase headways or add~~
11 ~~additional bus service to the segment; a contractual agreement with the~~
12 ~~City for the provision of mass transit service on the segment;~~
13 ~~sidewalks and sidewalk connections to the public sidewalk; widening of~~
14 ~~existing sidewalks; dedication of right of way for the addition of~~
15 ~~bicycle lanes; ride sharing or van pool programs; reduction of curb~~
16 ~~cuts on existing sites; and/or provision of cross access agreements or~~
17 ~~joint driveways.~~

18
19 ~~b. Development of new drive through facilities, as defined in Policy~~
20 ~~1.4.5, shall only be allowed from within existing or proposed shopping~~
21 ~~centers such that all access is internal to the shopping center. Each~~
22 ~~drive through facility shall only be allowed a single drive through~~
23 ~~lane.~~

24
25 ~~c. Parking in excess of that required by the Land Development Code~~
26 ~~shall not be allowed.~~

27
28 ~~d. Development plan design shall maximize the safe and efficient~~
29 ~~operation of this roadway segment in accordance with generally accepted~~
30 ~~professional traffic engineering principles and practices.~~

31
32
33 **Objective 1.2**

34
35 ~~The City shall coordinate the transportation network with the Future~~
36 ~~Land Uses shown on the Future Land Use Map Series in order to encourage~~
37 ~~compact, energy efficient development patterns and to provide safe and~~
38 ~~convenient multi-modal access for work, school, shopping and service-~~
39 ~~related trips, to protect the cultural and environmental amenities of~~
40 ~~the City, and to protect the integrity of the Florida Intrastate~~
41 ~~Highway System.~~

42
43
44 **Policies**

45
46 ~~1.2.1 The City shall consider existing access to the main bus system or~~
47 ~~the feasibility of future access to the main bus system when~~
48 ~~designating medium and high intensity mixed use activity centers,~~
49 ~~medium and high density residential development, and for development~~
50 ~~that is planned primarily for transportation disadvantaged groups.~~

51
52 ~~1.2.2 Pedestrian accessibility shall be a review criteria for all~~
53 ~~development plans. At a minimum, sidewalks shall be included as part~~
54 ~~of the following: a) subdivision streets with an expected average daily~~
55 ~~trip generation of more than 1200 trips; and b) internal traffic~~
56 ~~circulation plans of intermediate and major development plans. The~~

1 ~~City shall include pedestrian and bicycle access as a component in~~
2 ~~special area studies and corridor studies, street vacation and closing~~
3 ~~studies conducted by the City and the MTPO.~~

4
5 ~~1.2.3 The priority of road improvements within the city shall be to~~
6 ~~enhance access to existing employment centers, redevelopment areas and~~
7 ~~multi-family housing areas. Roadway improvements shall include in-~~
8 ~~street bicycle facilities.~~

9
10 ~~1.2.4 Redevelopment and mixed use areas designated on the Future Land~~
11 ~~Use Map that promote compactness shall be given priority in the~~
12 ~~allocation of highway capacity.~~

13
14 ~~1.2.5 The City shall monitor the ridership potential for main bus~~
15 ~~service to the Gainesville Regional Airport, and institute such service~~
16 ~~when the City Commission determines that demand warrants mass transit~~
17 ~~service to the airport and the surrounding area.~~

18
19 ~~1.2.6 The City shall annually analyze accident reports to identify~~
20 ~~vehicle to vehicle conflicts, vehicle to bike conflicts and vehicle to~~
21 ~~pedestrian conflicts.~~

22
23 ~~1.2.7 The City shall prepare criteria for the evaluation of public~~
24 ~~lands for mass transit, trail and bikeway connections. These criteria~~
25 ~~shall also be used when negotiating utility and stormwater management~~
26 ~~rights of way and easements to provide linkages between neighborhoods~~
27 ~~and with activity centers.~~

28
29 ~~1.2.8 The Future Land Use Map shall continue to show areas for housing~~
30 ~~which serve the needs of employees and students within walking distance~~
31 ~~of the University and the downtown.~~

32
33 ~~1.2.9 Whenever redevelopment or reuse of a site would result in the~~
34 ~~combination of one or more parcels of land that had previously operated~~
35 ~~as separate uses, having separate driveways and parking, which are now~~
36 ~~proposed to operate jointly or to share parking facilities, the total~~
37 ~~number and location and width of driveways shall be reviewed. In order~~
38 ~~to reduce access points on the roadway system, driveways shall be~~
39 ~~eliminated when the area served can be connected within the site.~~

40
41 ~~Objective 1.3~~

42
43 ~~The City shall require new development and redevelopment to be designed~~
44 ~~to augment mass transit and non-motorized access to community~~
45 ~~facilities, employment centers and activity centers.~~

46
47
48 ~~Policies~~

49
50 ~~1.3.1 All residential subdivisions shall be designed to provide~~
51 ~~pedestrian and bicycle connections to community facilities and~~
52 ~~neighborhood shopping.~~

53
54 ~~1.3.2 The City shall amend land development regulations to require~~
55 ~~development and redevelopment to provide access to the Greenway System~~

1 ~~from neighborhoods, shopping areas, community facilities, activity~~
2 ~~centers and large employers consistent with adopted greenway plans.~~

3
4 ~~1.3.3 All development and redevelopment shall have on site circulation~~
5 ~~designed to maximize ease of access throughout the development to~~
6 ~~transit stops, and shall dedicate right of way or easements as~~
7 ~~necessary to accommodate mass transit service.~~

8
9 ~~1.3.4 The City shall coordinate with FDOT and Alachua County to~~
10 ~~implement Access Management, 14-96 and 14-97 FAC.~~

11
12 ~~1.3.5 The Florida Pedestrian Safety Plan (FDOT, February 1992) and~~
13 ~~Americans with Disabilities Act Accessibility Guidelines for Buildings~~
14 ~~and Facilities (ADAAG) shall be used to establish appropriate standards~~
15 ~~for the design and maintenance of sidewalks and street crossings for~~
16 ~~new development and all redevelopment. Traffic calming strategies such~~
17 ~~as roundabouts, on street parking, raised crosswalks, medians and~~
18 ~~narrowed crossing widths shall be incorporated whenever feasible.~~

19
20 ~~1.3.6 By January 1995, the City shall survey all sidewalks within the~~
21 ~~city for barriers to pedestrians. A plan shall be completed for~~
22 ~~removing obstacles and for regular maintenance of the sidewalk surface,~~
23 ~~vegetation and lighting within City rights of way. The MTPO shall be~~
24 ~~informed of the needs on County and State rights of way. The placement~~
25 ~~of poles, signs, furniture or other objects in the right of way shall~~
26 ~~allow a minimum 60 inch clear, accessible width to be maintained.~~

27
28 ~~1.3.7 The City shall coordinate with the School Board of Alachua County~~
29 ~~to promote bicycle and pedestrian safety and to develop strategies to~~
30 ~~reduce auto trips to school sites. School sites shall be accessible~~
31 ~~from pedestrian trail systems where trails are adjacent to school~~
32 ~~property during hours for school arrival and dismissal. Schools shall~~
33 ~~be designed to enhance the safety and comfort of students arriving on~~
34 ~~foot or by bicycle, by separating auto and school bus loading zones~~
35 ~~from pedestrian access points. Pedestrian gates should be located at~~
36 ~~school property corners, in order to provide the most direct travel~~
37 ~~path onto school grounds. Auto and school bus access to the site shall~~
38 ~~be designed to minimize interruption of pedestrian facilities.~~

39
40 **Objective 1.4**

41
42 ~~The City shall increase the effectiveness of the transportation system~~
43 ~~through coordinated planning with the Metropolitan Transportation~~
44 ~~Planning Organization (MTPO), the Florida Department of Transportation~~
45 ~~(FDOT) and Alachua County.~~

46
47
48 **Policies**

49
50 ~~1.4.1 The City shall provide staff review and information to assist the~~
51 ~~North Central Florida Regional Planning Council on updates of the~~
52 ~~Gainesville Urban Area Transportation Study (GUATS).~~

53
54 ~~1.4.2 The City shall continue to propose transportation projects that~~
55 ~~affect the City to the MTPO for consideration in the 5 Year~~
56 ~~Transportation Improvement Program.~~

1
2 ~~1.4.3 By 1994, the City shall coordinate with FDOT, MTPO and Alachua~~
3 ~~County to improve transportation system management and enhance safety~~
4 ~~by the installation of loop detector system and by review of signal~~
5 ~~timing on state highway system roads.~~

6
7 ~~1.4.4 The City shall continue to compile accident records and provide~~
8 ~~the MTPO with timely information on safety problems within the City.~~

9
10 ~~1.4.5 By 1994, the City shall work with FDOT, MTPO, and Alachua County~~
11 ~~to identify future transportation rights of way and to provide for~~
12 ~~development regulations and acquisition programs which will protect~~
13 ~~such corridors for their intended future use. Such protection and~~
14 ~~long range planning shall include pedestrian, bicycle and mass transit~~
15 ~~facilities. The City shall work with Alachua County to develop joint~~
16 ~~review procedures for vacation of right of way and variances to~~
17 ~~building setback lines on any corridor identified in the 2015 GUATS~~
18 ~~Plan.~~

19
20 ~~1.4.7 N.W. 8th Avenue between N.W. 22nd Street and N.W. 6th Street~~
21 ~~shall be defined as "Policy Constrained" and "Physically Constrained"~~
22 ~~in accordance with FDOT Florida Highway System Plan, LOS Manual, 1992.~~

23
24 ~~1.4.8 The City shall cooperate with the MTPO, FDOT, Alachua County and~~
25 ~~local businesses/institutions in the formation of a transportation~~
26 ~~demand management association which shall develop programs to modify~~
27 ~~peak hour travel demand and to reduce the number of vehicle miles~~
28 ~~travelled per capita in the community and region. The first priority~~
29 ~~shall be establishment of programs to reduce single passenger vehicle~~
30 ~~trip ends in the Downtown/Campus Sub-area.~~

31
32 ~~1.4.9 The City shall work with FDOT to widen sidewalks and provide~~
33 ~~traffic control and design features to enhance pedestrian activity~~
34 ~~along University Avenue from North South Drive to the Matheson Museum.~~

35
36 ~~Objective 1.5~~

37
38 ~~RTS shall continue to improve the handicapped accessibility to the~~
39 ~~main bus fleet and shall supplement the fixed route main bus system~~
40 ~~with a demand responsive transit system. The demand responsive system~~
41 ~~shall serve ADA eligible patrons as a first priority and shall serve~~
42 ~~handicapped, low income and elderly persons who cannot use the main bus~~
43 ~~system.~~

44
45
46 ~~Policies~~

47
48 ~~1.5.1 The City shall cooperate with Coordinated Transportation System,~~
49 ~~Inc., the MTPO and FDOT in planning services for the transportation~~
50 ~~disadvantaged within RTS's service area and in promoting the efficient~~
51 ~~and effective use of various transportation assistance programs.~~

52
53 ~~1.5.2 The City shall continue to use a demand responsive transit system~~
54 ~~to provide transit services to those who cannot use the main bus~~
55 ~~system.~~

56

1 ~~1.5.3 If federal, state and local funding becomes inadequate to support~~
2 ~~the existing demand responsive system the first priority for demand~~
3 ~~responsive service shall be to meet Federal requirements in the RTS~~
4 ~~Main bus service area.~~

5
6
7 Objective 1.6

8
9 ~~By 1996, the City shall increase transit ridership by at least five~~
10 ~~percent over 1990 levels by making transit safer, more convenient,~~
11 ~~predictable and visible.~~

12
13
14 Policies

15
16 ~~1.6.1 The City shall produce annual performance reports of individual~~
17 ~~routes. These reports shall:~~

18
19 ~~a. Evaluate the efficiency of service delivery in terms of riders~~
20 ~~per mile, riders per hour, cost per service hour, cost per passenger~~
21 ~~trip, and other measures identified by RTS; and~~

22
23 ~~b. Separate funding sources by main bus, demand responsive system,~~
24 ~~and campus shuttle routes to distinguish the costs of operating each~~
25 ~~service.~~

26
27 ~~1.6.2 The City shall annually evaluate ridership to ensure that there~~
28 ~~is adequate capacity to accommodate any increases in ridership.~~
29 ~~Reserve capacity shall be a minimum of 1.25 percent of existing~~
30 ~~ridership.~~

31
32 ~~1.6.3 By June 1994, the City shall complete an inventory and evaluation~~
33 ~~of existing bus stops. The evaluation shall include the condition of or~~
34 ~~need for shelter, bicycle parking, route information, benches and waste~~
35 ~~receptacles.~~

36
37 ~~1.6.4 The City shall provide periodic maintenance of bus stops, and~~
38 ~~shall repeat the bus stop inventory and evaluation on an annual basis.~~

39
40 ~~1.6.5 The City in cooperation with the MTPD and FDOT shall identify~~
41 ~~locations to establish park and ride programs.~~

42
43 ~~1.6.6 By 1995, the City shall determine if there is adequate demand for~~
44 ~~providing evening service to locations that are considered as major~~
45 ~~ridership generators. Examples include the University of Florida~~
46 ~~Libraries, Santa Fe Community College Downtown Campus, area medical~~
47 ~~facilities, and major shopping/entertainment centers located on Archer~~
48 ~~Road, N.W. 13th Street and Newberry Road.~~

49
50 ~~1.6.7 By 1996, the City in cooperation with the Urban Area Bicycle~~
51 ~~Advisory Board shall identify strategic bus stops for the installation~~
52 ~~of bicycle racks and strategic routes to receive buses equipped with~~
53 ~~bike carriers.~~

1 ~~1.6.8 The City shall review progress toward the MTPD adopted modal~~
2 ~~split for the year 2005 of 95% auto trips, 5% bicycle trips, 5% transit~~
3 ~~trips, 5% pedestrian trips at each update of the GUATS Plan.~~

4
5 ~~1.6.9 New community facilities and shopping areas, within the main bus~~
6 ~~service area, shall be located no further than one half mile from~~
7 ~~transit routes.~~

8
9
10 ~~Goal 2~~

11 ~~MINIMIZE THE NEGATIVE IMPACTS OF TRANSPORTATION ON THE ENVIRONMENT AND~~
12 ~~NEIGHBORHOODS.~~

13
14
15
16 ~~Objective 2.1~~

17 ~~The motorized transportation network shall be designed to minimize~~
18 ~~intrusions into environmentally significant areas and shall include~~
19 ~~streetseaping.~~

20
21
22
23 ~~Policies~~

24
25 ~~2.1.1 The City shall coordinate with FDOT and Alachua County to~~
26 ~~designate appropriate routes for hazardous materials handlers; such~~
27 ~~routes shall be consistent with well field protection.~~

28
29 ~~2.1.2 Improvements to transportation corridors shall include provisions~~
30 ~~to enhance the aesthetic character of the city through landscape design~~
31 ~~and augmentation of the tree canopy.~~

32
33 ~~2.1.3 The motorized transportation system shall be designed to~~
34 ~~minimized the impacts on viable residential and single family~~
35 ~~neighborhoods.~~

36
37 ~~D. Aviation Element~~

38
39 ~~goal 1~~

40 ~~PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS,~~
41 ~~COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT~~
42 ~~MANNER.~~

43
44
45
46 ~~Objective 1.1~~

47
48 ~~The City shall promote the Gainesville Regional Airport as the aviation~~
49 ~~facility for Gainesville and its air service area, and support the~~
50 ~~implementation of the 1987 Gainesville Airport Master Plan through the~~
51 ~~year 2001 as long as its improvements and operations are consistent~~
52 ~~with the City's Comprehensive Plan.~~

53
54
55 ~~Policies~~

56

1 ~~1.1.1 The City shall use the 1987 Gainesville Regional Airport Master~~
2 ~~Plan as the future land use guide for development in and around the~~
3 ~~airport.~~

4
5 ~~1.1.2 By June 1992, the City shall adopt Land Development Regulations~~
6 ~~that implement an Airport Facility Overlay District to guide future~~
7 ~~airport improvements and to ensure compliance with the Comprehensive~~
8 ~~Plan.~~

9
10 ~~1.1.3 The City shall ensure that airport improvements are in compliance~~
11 ~~with the City's Conservation, Open Space and Groundwater Recharge~~
12 ~~Element.~~

13
14 ~~1.1.4 The City shall ensure that the development of Airport property be~~
15 ~~consistent with the objectives and policies of the Conservation, Open~~
16 ~~Space and Groundwater Recharge Element including the mitigation of any~~
17 ~~adverse structural and non structural impacts.~~

18
19
20 Objective 1.2

21
22 ~~By 1996, the City shall eliminate incompatible land uses within airport~~
23 ~~noise contours and hazardous obstructions affecting the landing,~~
24 ~~takeoff, or maneuvering of aircraft.~~

25
26
27 Policies

28
29 ~~1.2.1 The City's Future Land Use Element shall designate compatible~~
30 ~~land uses within the vicinity of the airport.~~

31
32 ~~1.2.2 The City shall continue to work with Alachua County to ensure~~
33 ~~that incompatible land uses within the 65, 70 and 75 Ldn airport noise~~
34 ~~contours are eliminated.~~

35
36 ~~1.2.3 The City shall encourage the Gainesville Alachua County Regional~~
37 ~~Airport Authority to acquire adjacent land which is not compatible with~~
38 ~~the Airport as identified in the FAR Part 150 Study, and determined to~~
39 ~~be economically feasible by federal and state land acquisition~~
40 ~~regulations.~~

41
42 ~~1.2.4 By June 1992, the City shall adopt Land Development Regulations~~
43 ~~which will limit the height of structures and other uses affecting~~
44 ~~navigable airspace in and around the airport.~~

45
46
47 Objective 1.3

48
49 ~~The City shall continue to ensure future aviation projects are~~
50 ~~integrated with the City's traffic circulation system and with other~~
51 ~~modes of transportation.~~

52
53
54 Policies

1 ~~1.3.1 Proposed airport expansions by the Gainesville Alachua County~~
2 ~~Regional Airport Authority shall be coordinated with transportation~~
3 ~~plans by the Florida Department of Transportation and the Metropolitan~~
4 ~~Transportation Planning Organization.~~

5
6
7 Objective 1.4

8
9 ~~The City shall continue to coordinate airport growth with appropriate~~
10 ~~aviation or other related organizations.~~

11
12
13 Policies

14
15 ~~1.4.1 The City shall continue to work with the Gainesville Alachua~~
16 ~~County Regional Airport Authority on all of its aviation projects.~~

17
18 ~~1.4.2 The Gainesville Alachua County Regional Airport Authority shall~~
19 ~~coordinate with the City, the Federal Aviation Administration, the~~
20 ~~Florida Department of Transportation, North Central Florida Regional~~
21 ~~Planning Council, the Continuing Florida Aviation System Planning~~
22 ~~Process and other appropriate agencies on all of its aviation projects.~~




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

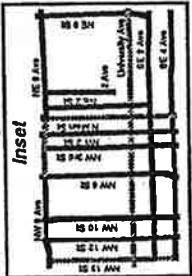
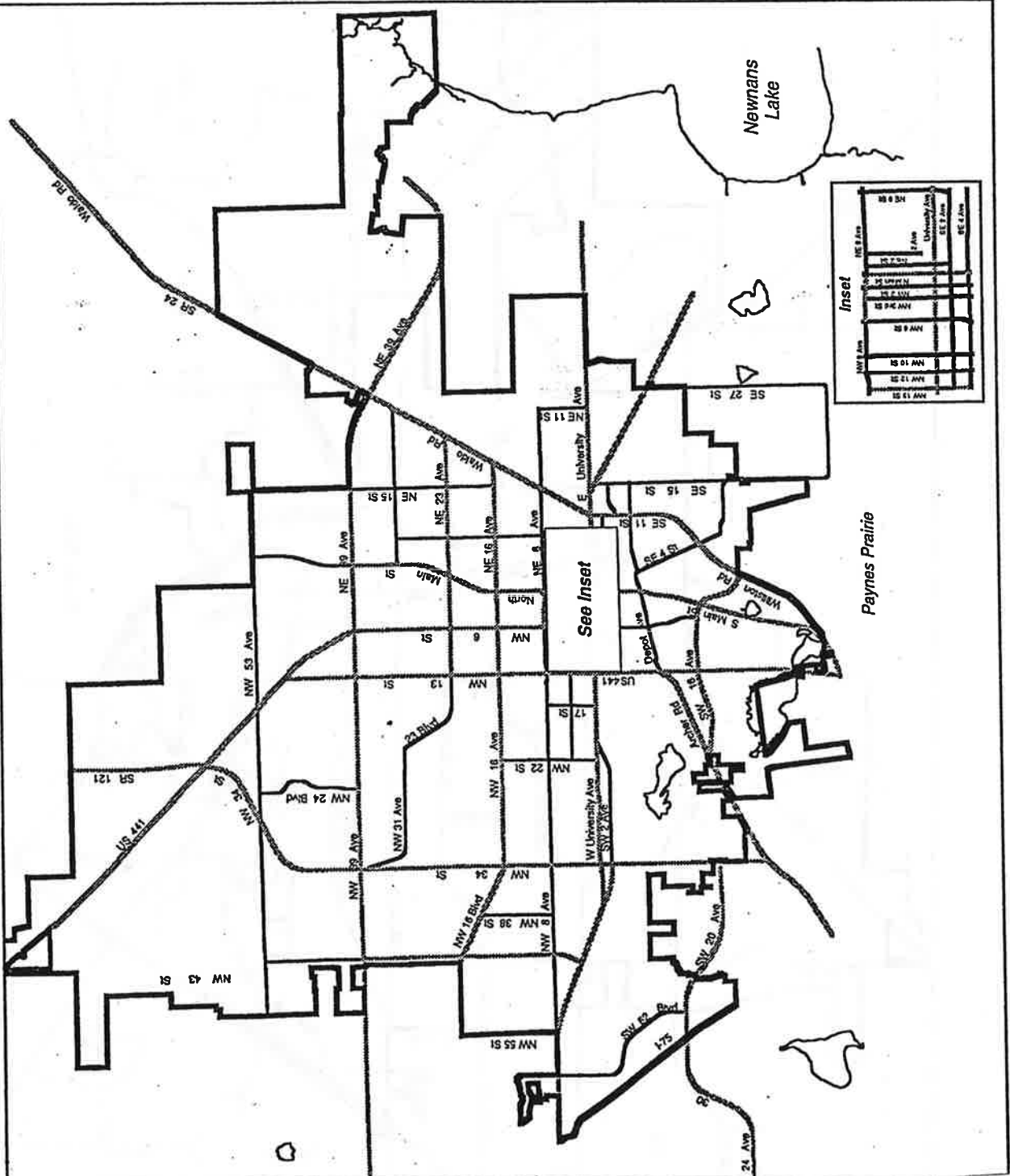
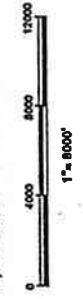
-  Arterials
-  Collectors
-  Gainesville City Limits

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

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Department of Community Development
April 2000



LIMITED AND CONTROLLED ACCESS FACILITIES

Existing Traffic Circulation

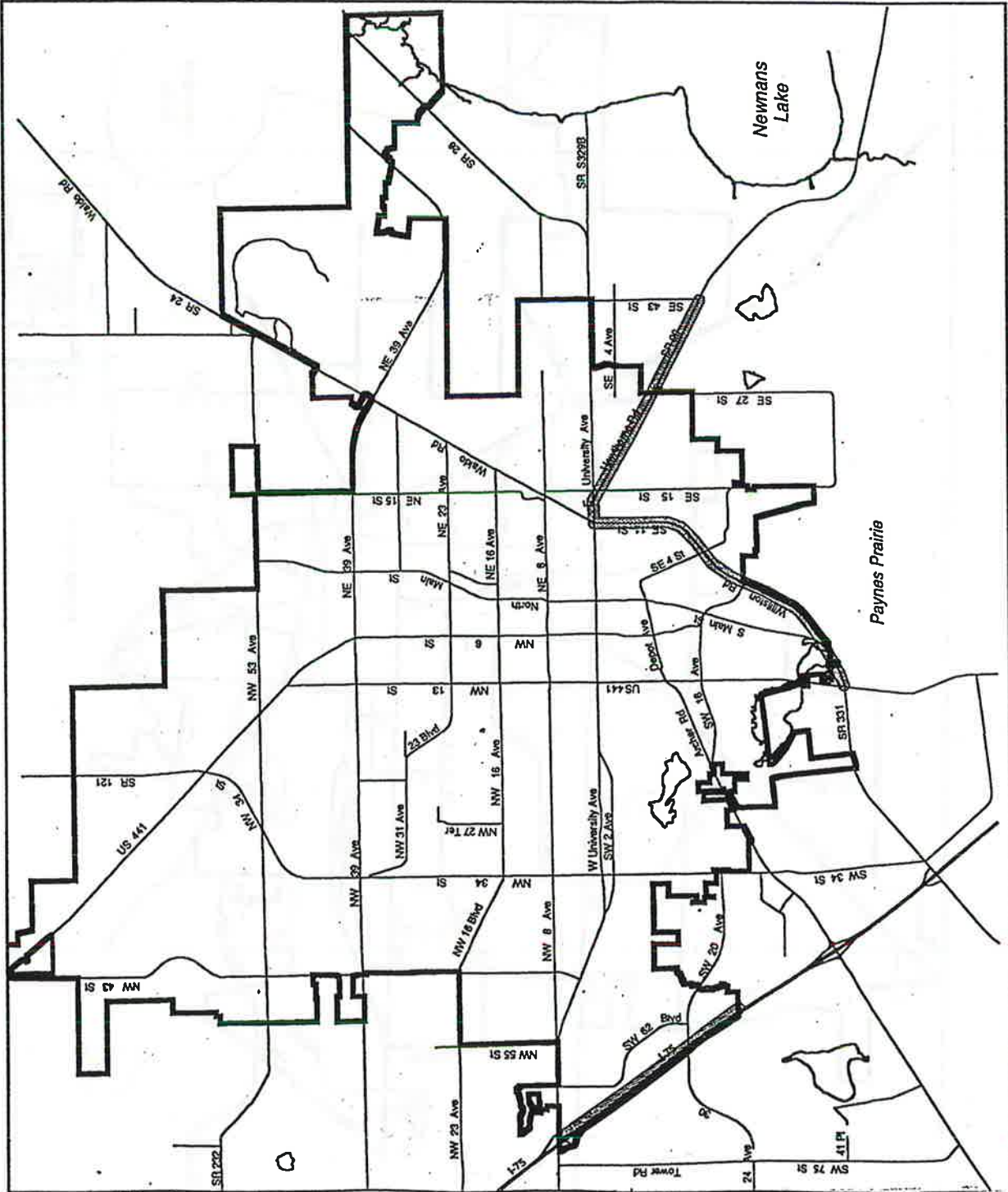
Legend

- Intrastate System
- Gainesville City Limits

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

City of Gainesville Gainesville, Florida


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February 2000




PARKING GARAGES

University of Florida Campus

Legend

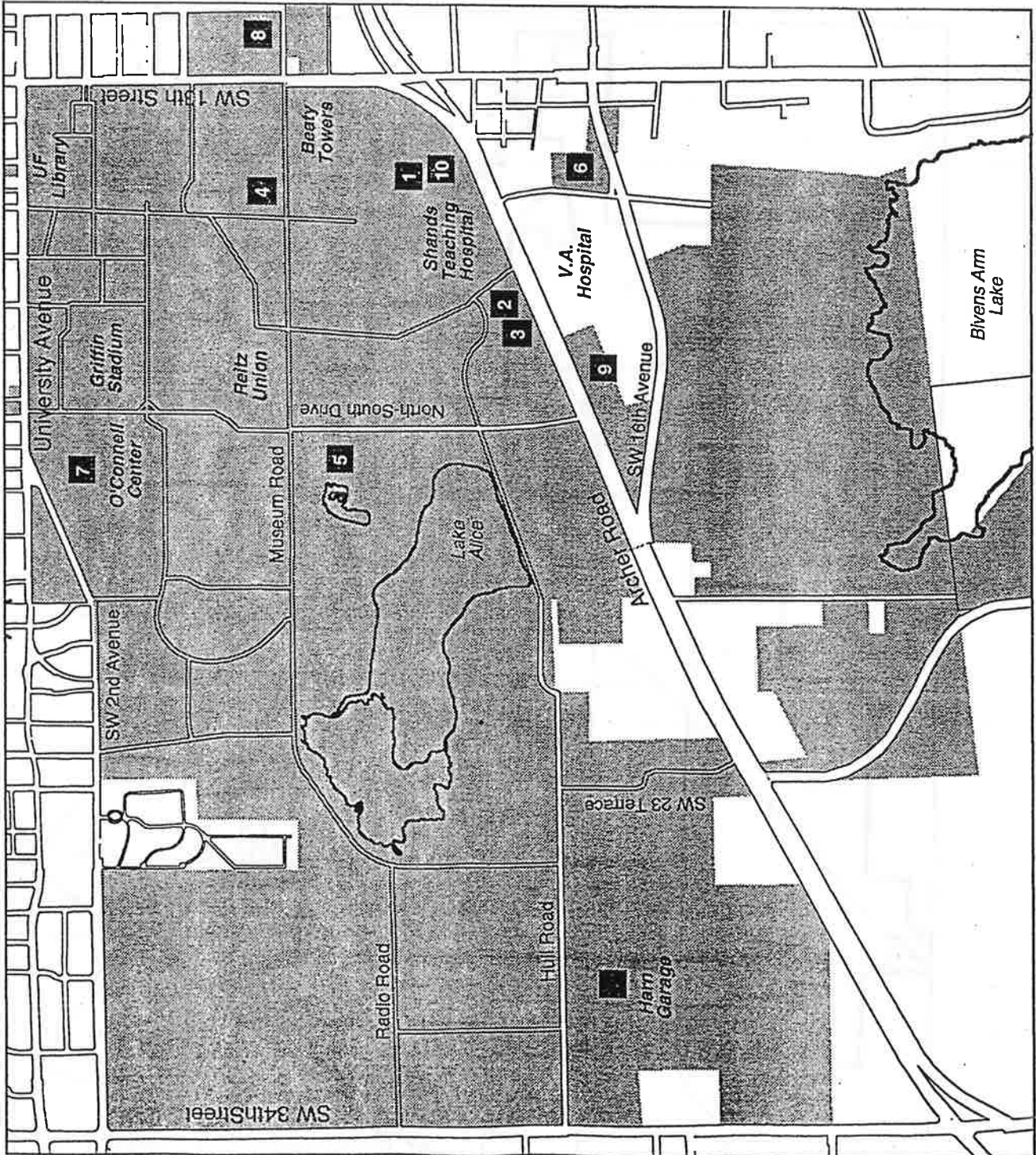
 Parking Garages

Facility	# of Spaces
Garage 1	472
Garage 2	863
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

Bicycle Service Area

Legend

 1 Mile Bicycle Service Area from Transit Route

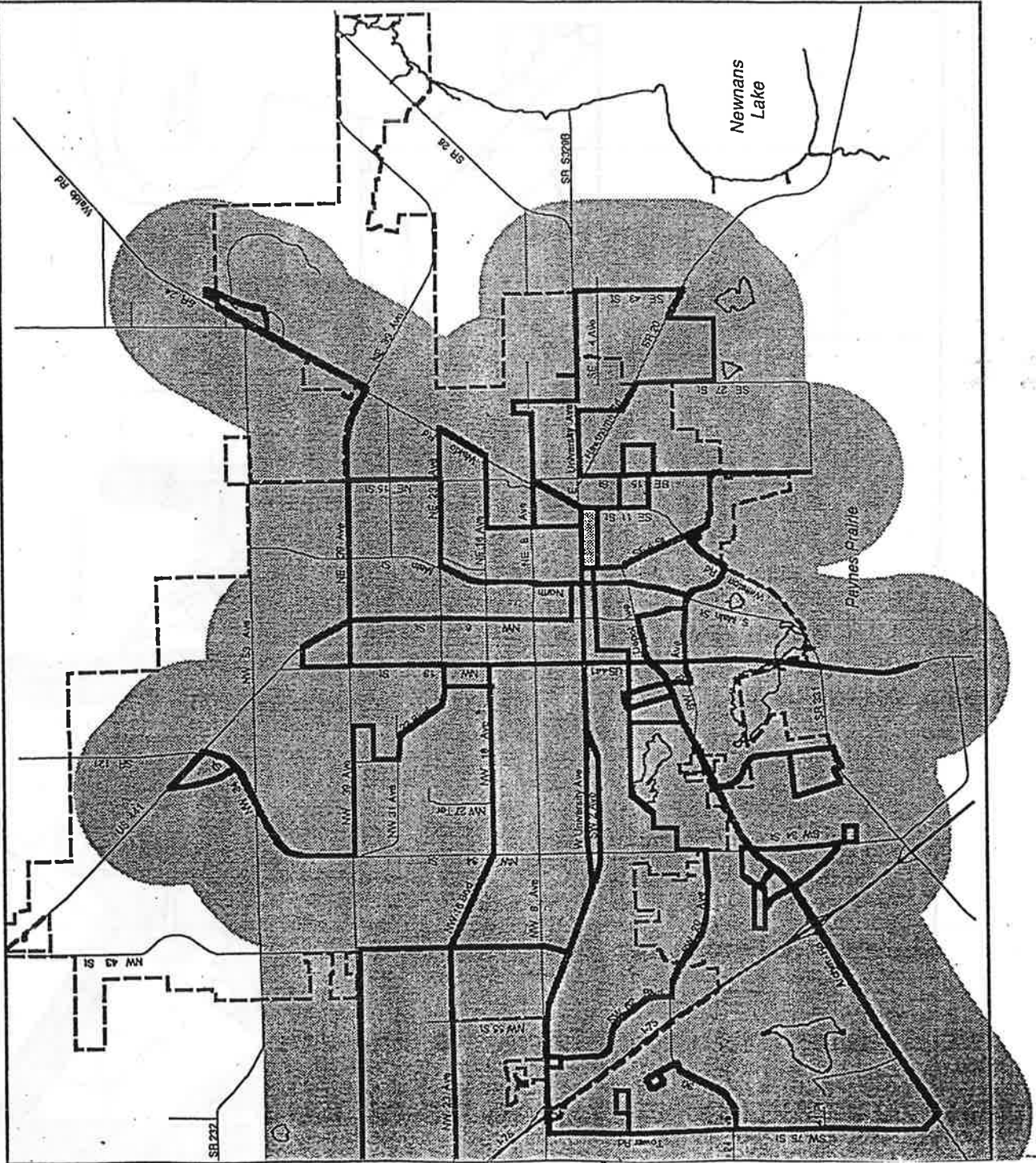
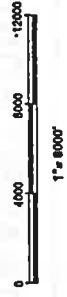
 Bus Route

 City Limits

Source: Gainesville RTS, Spring 2000, Bus Schedule.
Routes 300 (UF Express) and A (Downtown to Reitz Union) are specialty routes and are not shown.

City of Gainesville Gainesville, Florida

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August 2000



EXISTING & POTENTIAL TRANSIT HUBS, TERMINALS, TRANSFER STATIONS

Transportation Mobility
Map Series

Existing Hubs

6. North 13th Street Neighborhood Center
12. Ocala Mall/North Florida Regional Hospital
15. University of Florida/Shands/VA Hospital
16. Downtown Area

Potential Hubs

1. Northwood Shopping Center
2. Hunter's Crossing
3. Ridgeway Village Shopping Area
4. Harcoek Village (built/Townsend (unbuilt))
5. Exchange Center
7. Winn Dixie/Big Lots
8. Millhopper/Thornbrook Village
9. Northgate Shopping Center
10. Main Street Shopping Center
11. Camp/Filmer (Waldo Road)
13. Corporate park
14. Westgate/Westgate Regency
16. Regional Transit System Transit Center Site (within downtown area); to be built
17. Waldo Road/East University Avenue
18. Food Lion
19. South Main Street & South 16th Avenue

Transit Terminals

20. Downtown Plaza
21. UF Campus

Transfer Stations

22. Oaks Mall
23. Butler Plaza

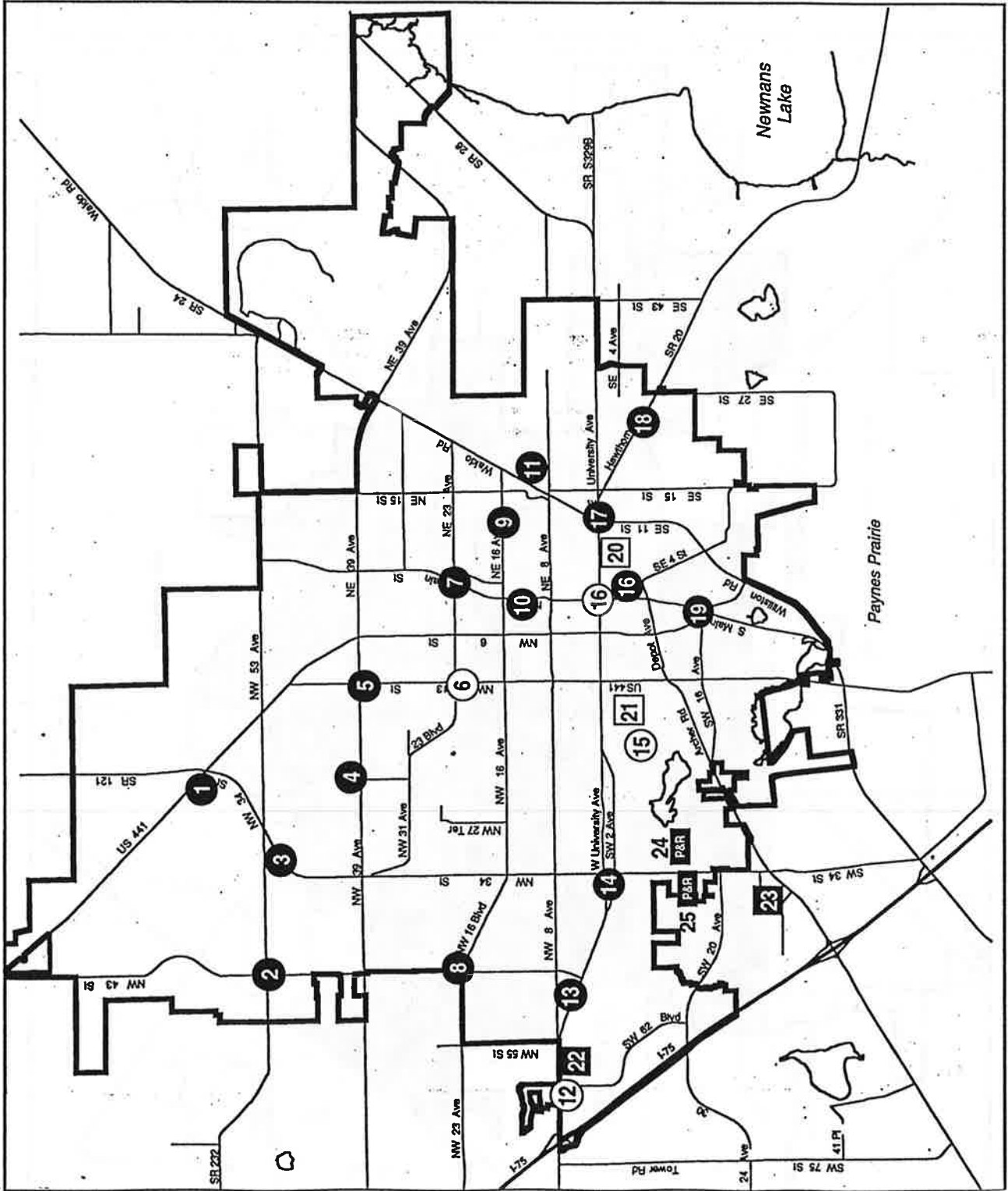
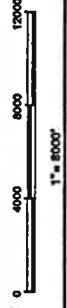
P&R Park & Ride Facility

24. Harm Museum
25. UF Conference Center

— Gainesville City Limits

City of Gainesville Gainesville, Florida

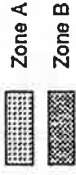
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August 2001



TRANSPORTATION CONCURRENCY EXCEPTION AREA

Legend

Transportation Concurrency
Exception Area Sub-Zones

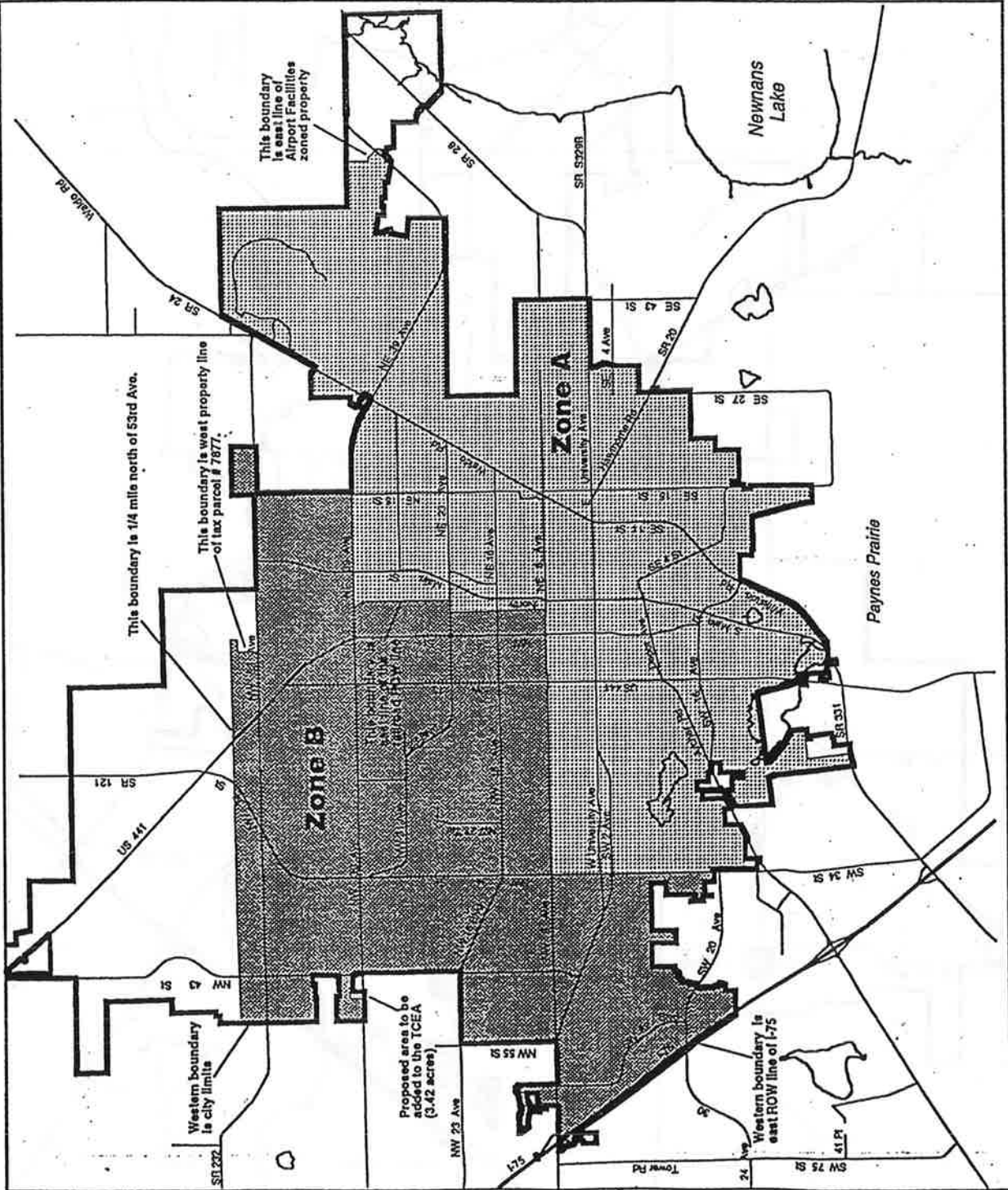


City Limits



City of Gainesville
Gainesville, Florida

Prepared by the
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January 2001



GAINESVILLE TRAIL NETWORK

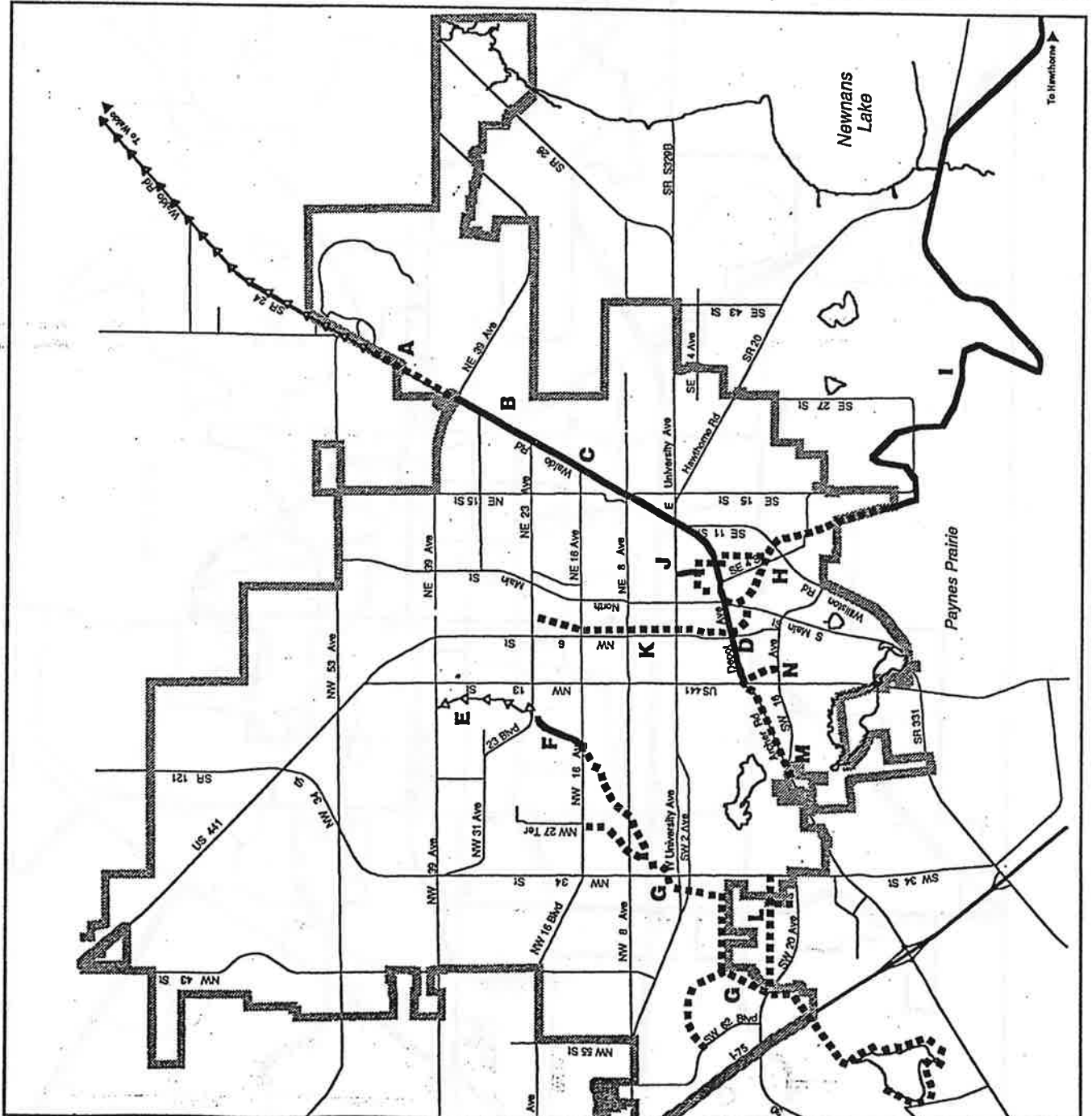
Designated & Future

- Designated Network Trail - with Existing Trail
- ▣ Designated Network Trail - Trail not Installed
- ◀→ Future Network Trails
- ▤ Gainesville City Limits

NETWORK TRAILS

NETWORK TRAILS	Existing	Proposed	TOTAL
WALDO DEPOT RAIL TRAIL:			
A NE 30th Ave to NE 17th Ave	0	1.0	
B NE 30th Ave to NE 16th Ave	0	4	
C NE 16th Ave to Main St	2.2	0	
D Main St to Univ Center Hotel	1.1	0	
	4.7	1.0	5.7
HOOPTOWN TRAIL - Rice North			
E Rice North to NW 16th Ave	0	1.0	
F Rice North to NW 15th Ave	0.5	0	
G NW 16th Ave to Kanapaha	0.5	0.5	7.0
HAYTHORNE RAIL TRAIL:			
H Main St to Bouchard	0	1.9	
I Bouchard to GUA	7.4	0	
	7.4	1.9	9.3
SWEETWATER TRAIL:			
J University Ave to 4th Ave	0.2	0	0.2
4TH STREET TRAIL			
K NW 23rd St to Main St	0	2.6	2.6
20TH AVE CHARENTE TRAILS:			
L Hull Road Extension Trail:	0	1.2	
M SW 20 Ave to SW 34 St	0	0.3	
N Park n Ride Lot 2 to SW 20 Ave	0	1.5	1.5
Sigmon Memorial Trail:			
M Univ. Center Hotel to SW 23 Terr	0	0.9	0.9
PK Youngs Trail:			
N SW 10 Terr to Depot Ave	0	0.4	0.4
			Total Miles: 27.6





**City of Gainesville
Gainesville, Florida**
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August 2000



BICYCLE FACILITY TYPES

Existing

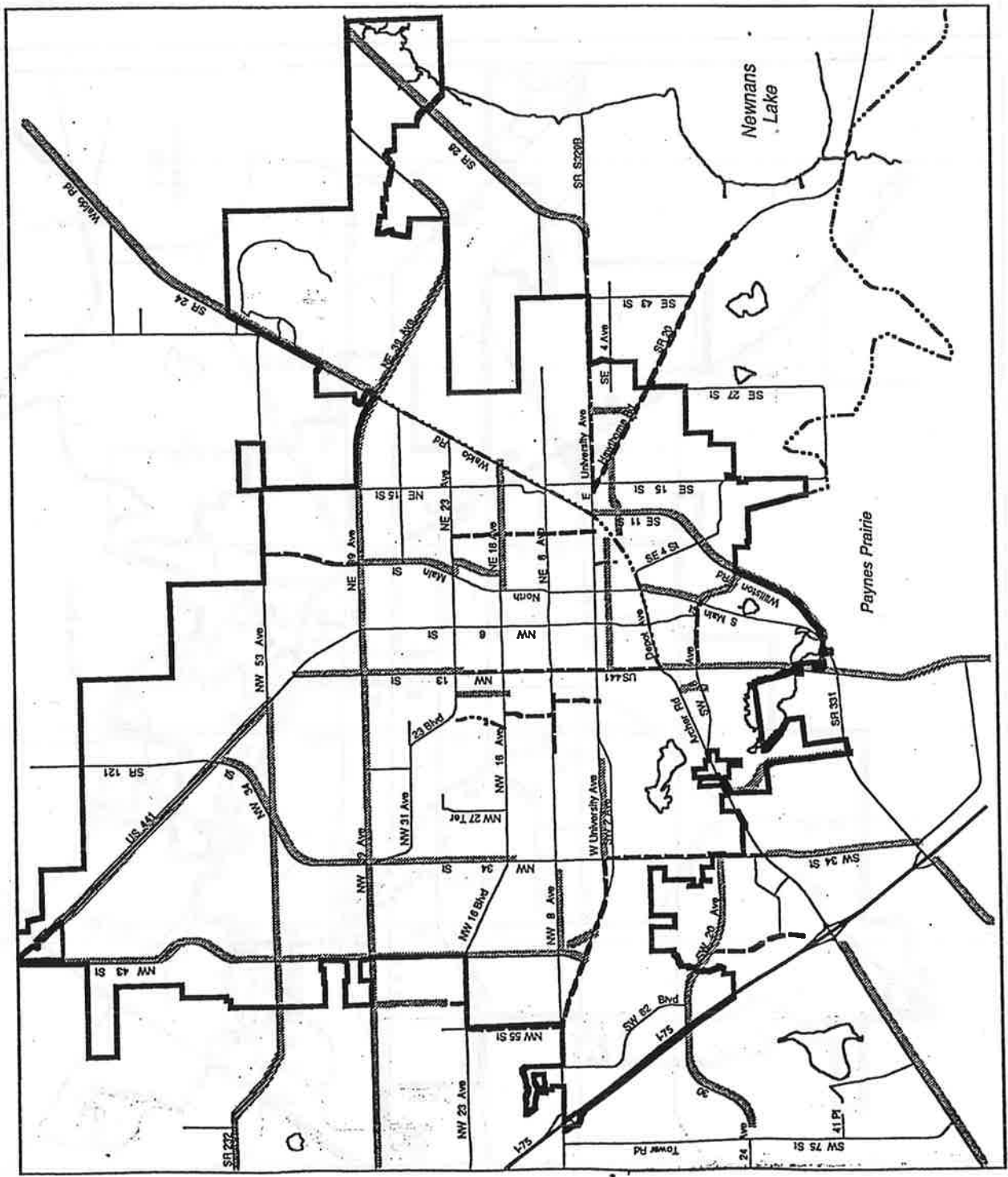
Legend

-  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

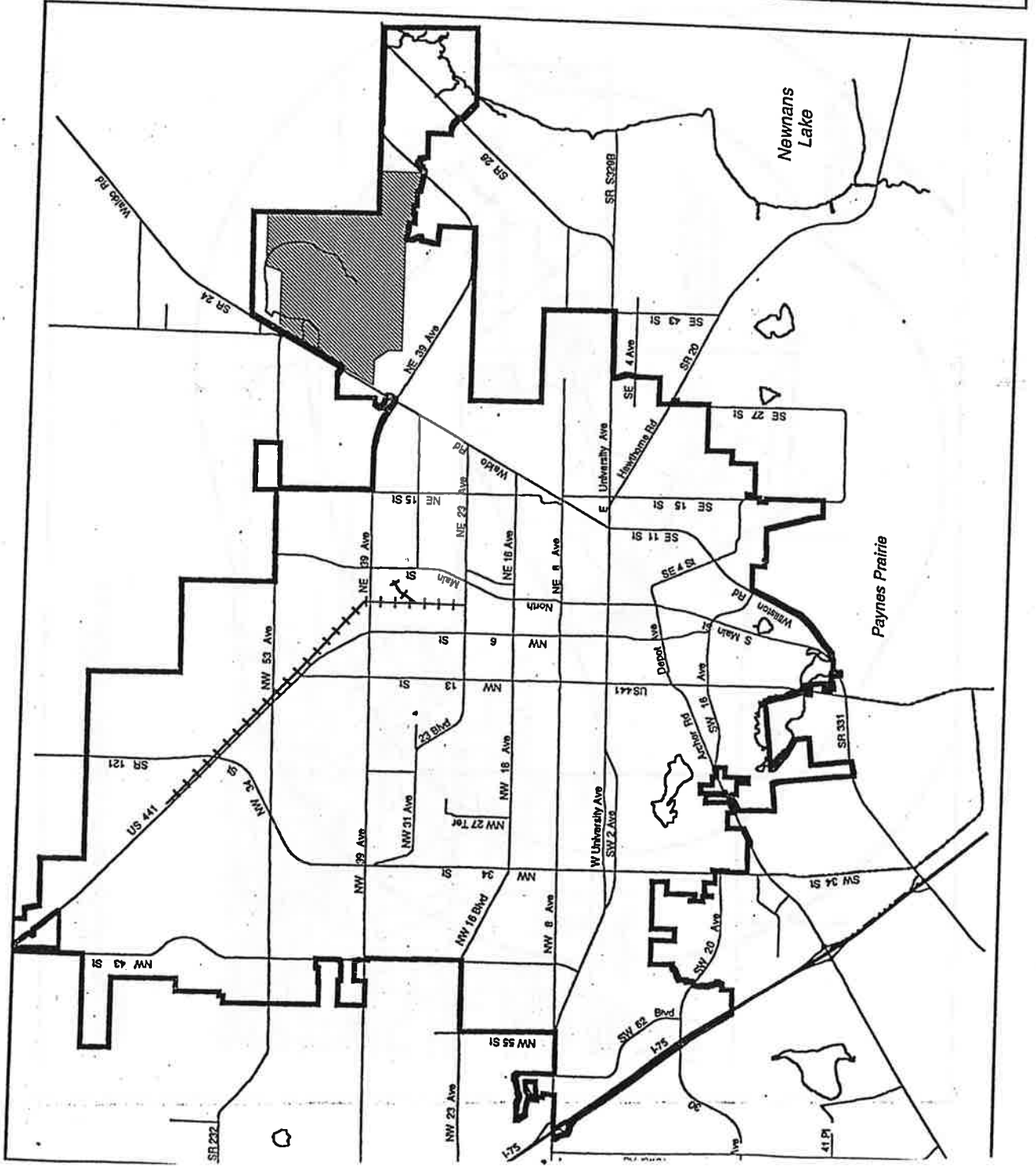
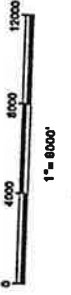


RAIL & AIRPORT FACILITIES




- Legend**
- Active Railways
 - ▨ Airport
 - Gainesville City Limits

**City of Gainesville
Gainesville, Florida**

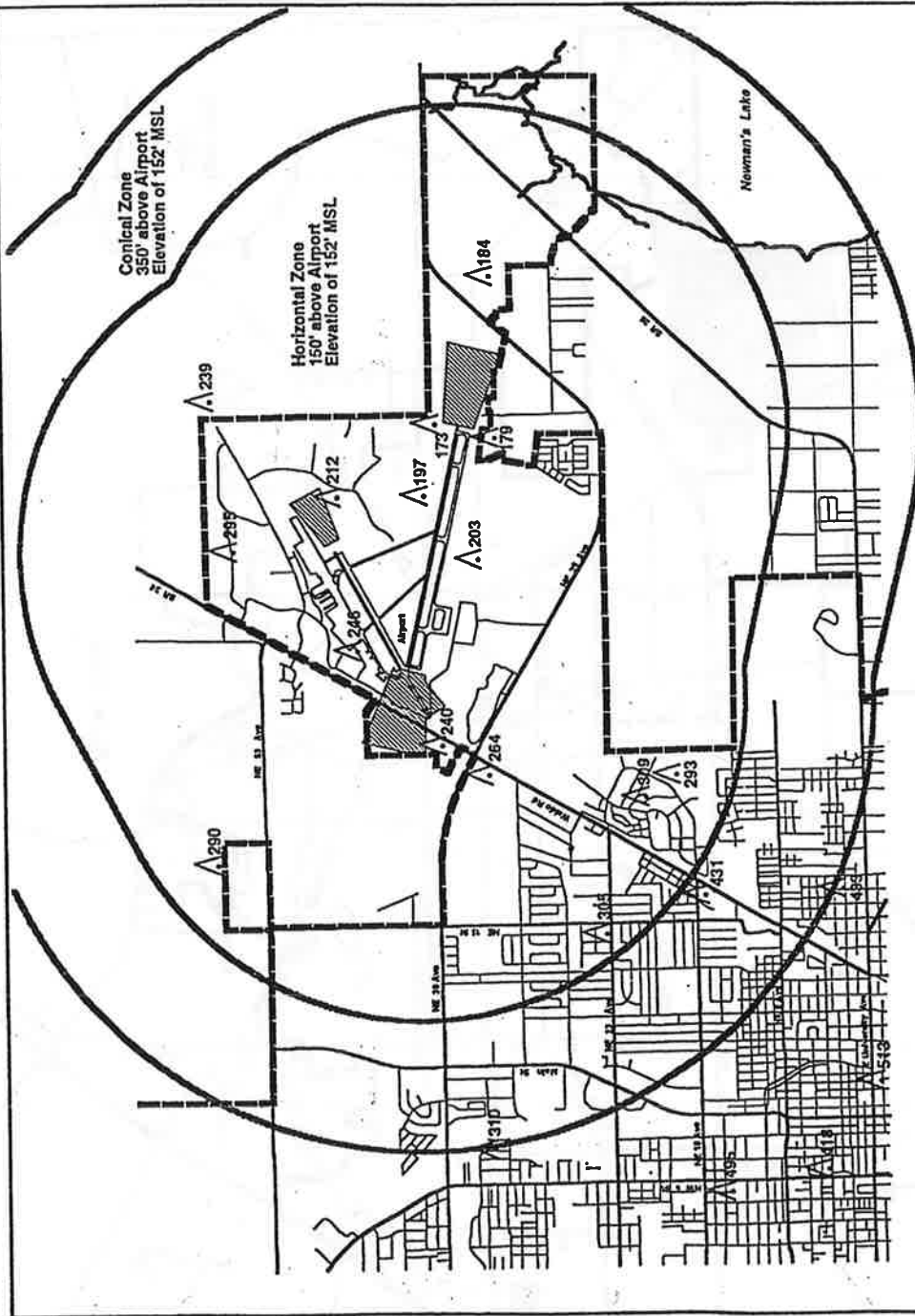
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February 2000



AIRPORT CLEAR ZONES AND OBSTRUCTIONS

- Legend**
-  Clear Zones
 -  Obstructions
 -  City Limits

**City of Gainesville
Gainesville, Florida**
Prepared by the
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

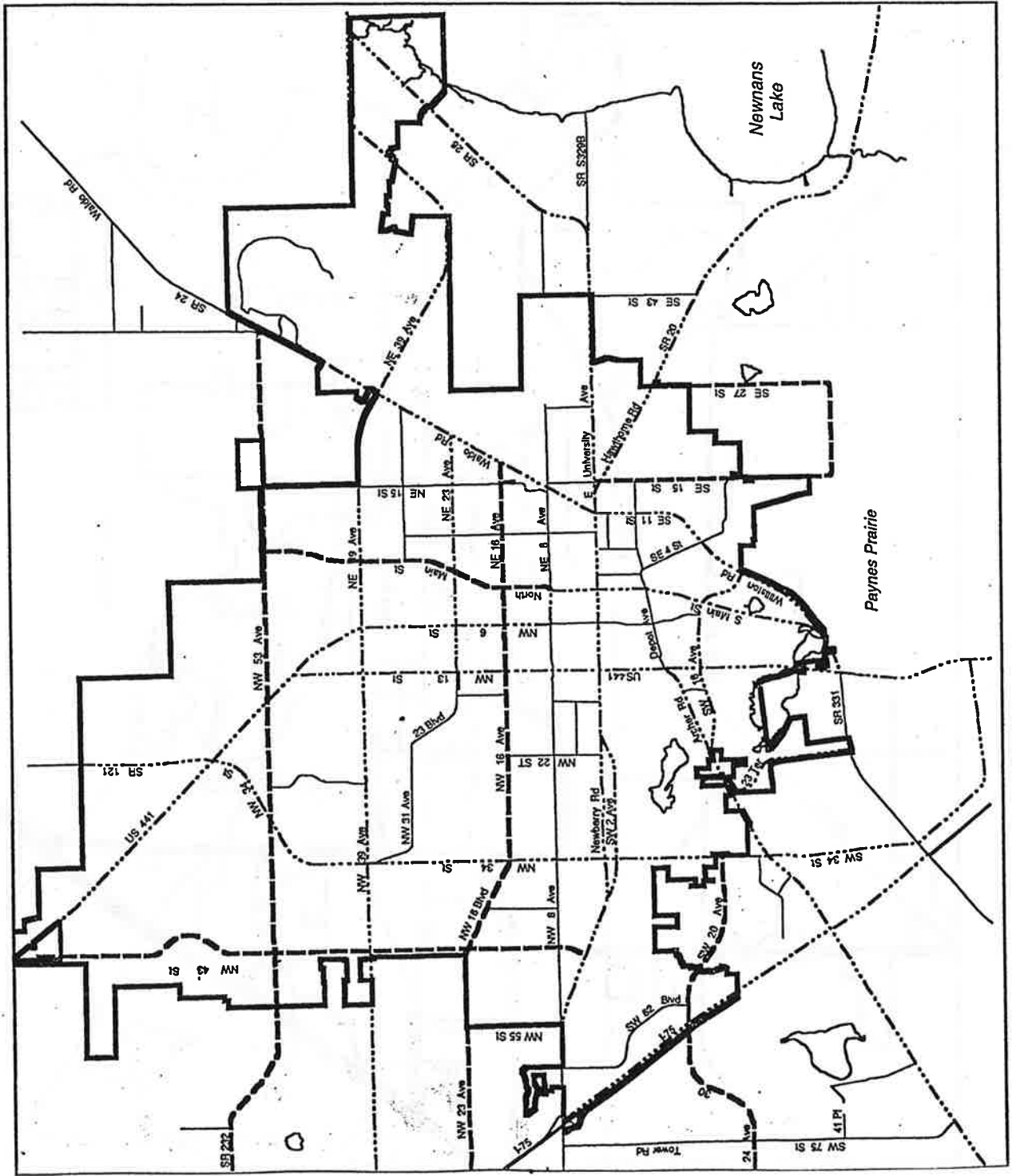
Legend

- State Maintained
- County Maintained
- Gainesville City Limits

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

**City of Gainesville
Gainesville, Florida**

Prepared by the
Department of Community Development
February 2000



NUMBER OF LANES

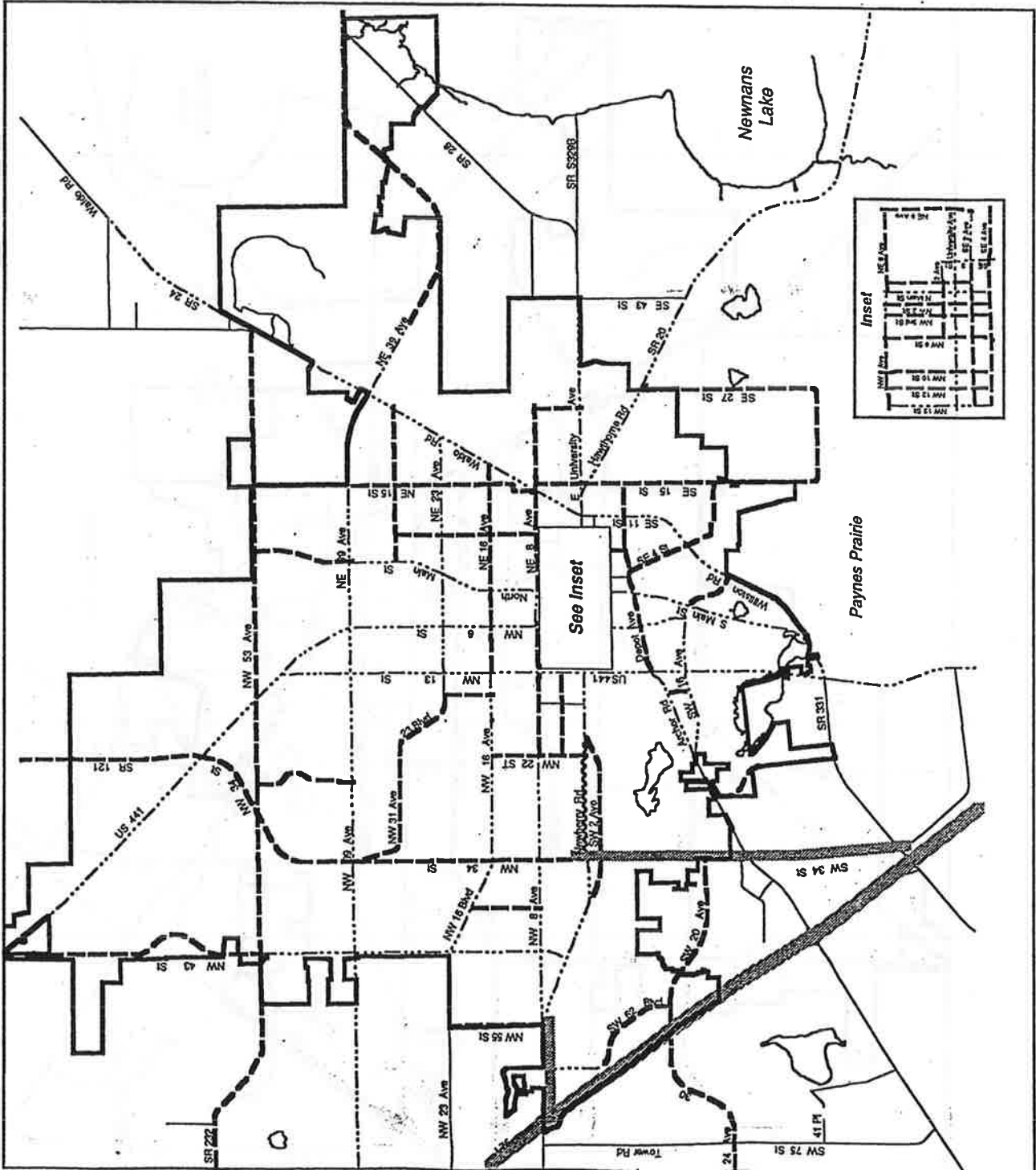
Existing Traffic Circulation

Legend

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

City of Gainesville Gainesville, Florida

Prepared by the
Department of Community Development
April 2000



MAJOR TRIP GENERATORS & ATTRACTORS

2000-2010 Future Transportation
Mobility Map Series

Legend

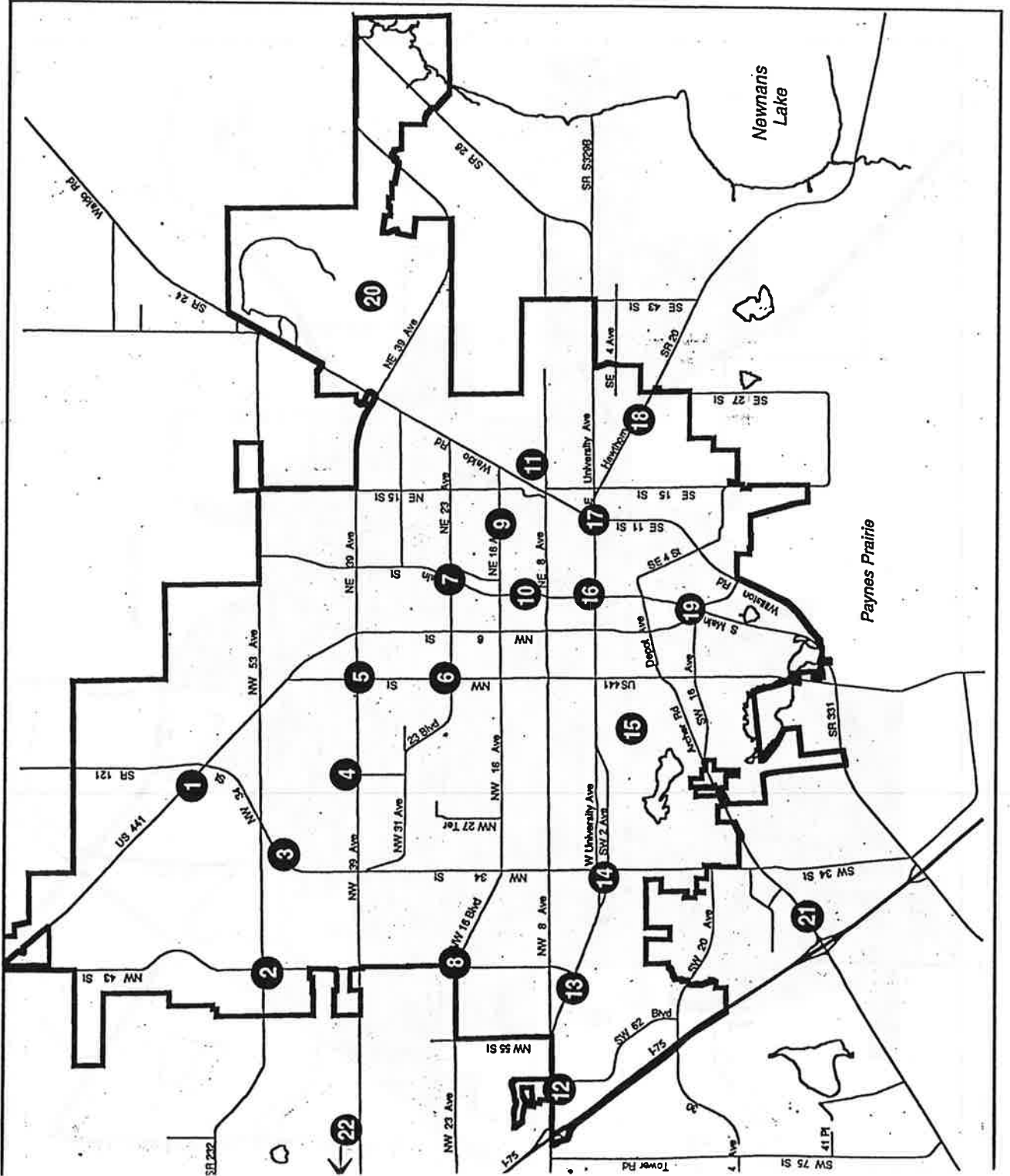
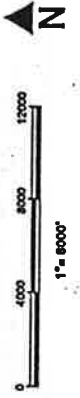
Major Trip Generators & Attractors

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

— Gainesville City Limits

City of Gainesville
Gainesville, Florida

Prepared by the
Department of Community Development
August 2001



EXISTING STREET LOS, 6/00

Legend

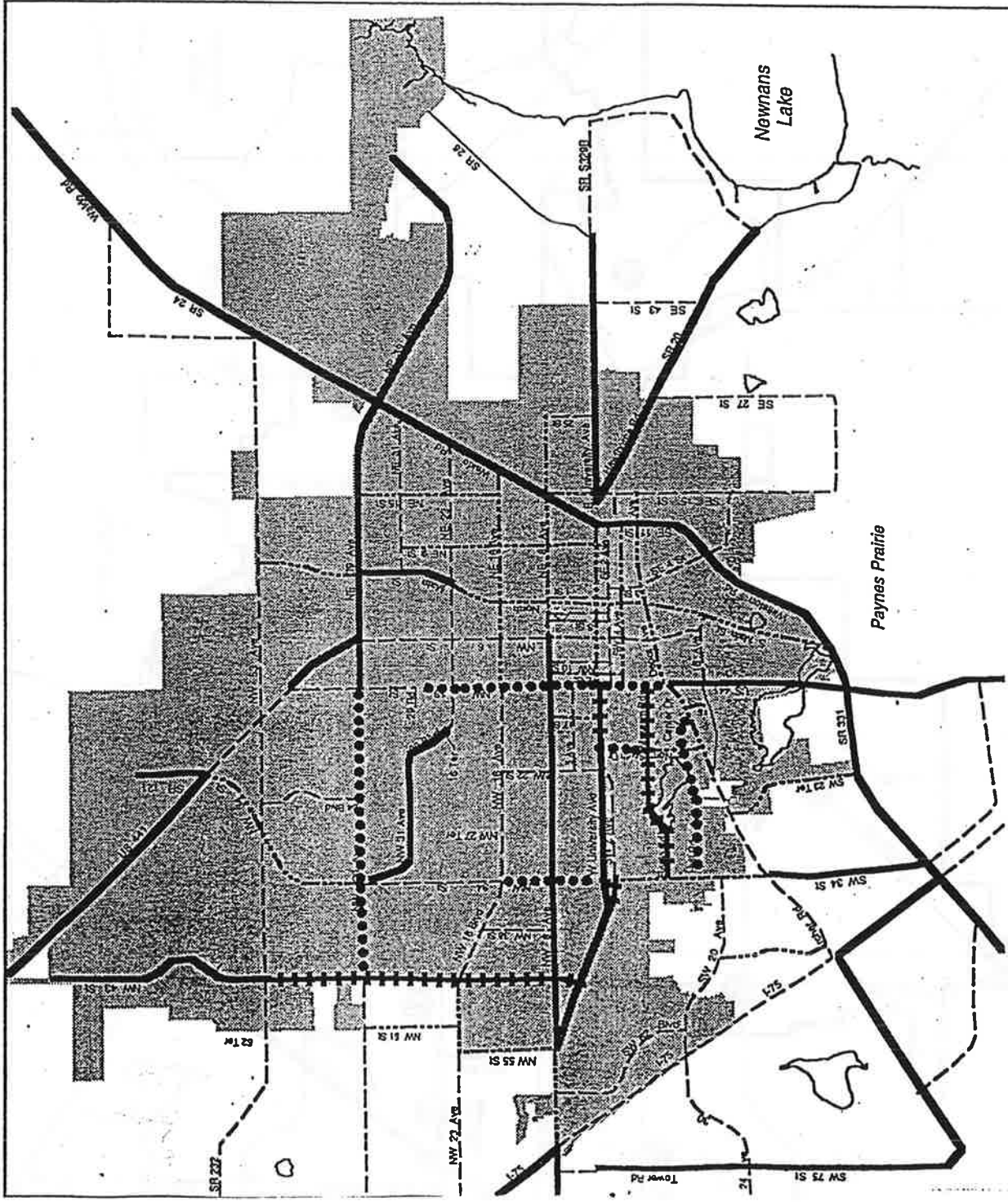
- LOS A
- LOS B
- - - LOS C
- · - · - LOS D
- +—+— LOS E
- · · · · LOS F
- ▒ Gainesville City Limits

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
Gainesville, Florida

Prepared by the
Department of Community Development
February 2000

