

HOW WE GET AROUND

APPENDIX I

This section outlines supporting strategies to advance the safety, accessibility and mobility outcomes identified in this chapter. To align with the outcomes and strategies set forth in the chapter, the City will update each of the following Appendix items.

Appendix item	Updates to be made
1. Levels of Service	<i>The current LOS standards prioritize transit service frequency near denser areas, which causes disparities and limits the mobility options for people living in lower-density neighborhoods. The City will update standards to complement transit services through services like first-mile/last-mile so that neighbors' mobility needs are met no matter where they live.</i>
2. Coordination with Land Use Strategies	<i>No updates planned.</i>
3. Coordination with Transportation Agencies	<i>No updates planned.</i>
4. Transportation Mobility Program Areas	<i>Boundaries and fees be to updated per Outcome 1, Strategy 7 and per the outcomes of the Mobility Equity Plan (Outcome 1, Strategy 8).</i>

1. Levels of Service

1. The City adopts a level of service (LOS) E for all city-owned transportation infrastructure within city limits. LOS for facilities owned by other agencies such as Alachua County or the Florida Department of Transportation (FDOT) is not regulated by the City. Transportation LOS for all facilities within city limits is outlined in the Metropolitan Transportation Planning Organization (MTPO) Multimodal Level of Service Reportⁱ and herein incorporated by reference.
2. The City shall strive to encourage public transportation by a variety of different means by providing a mix of services including:
 - i. High frequency premium transit service within ¼ mile to high-density residential areas, mixed-use use areas, and employment centers, with peak hour frequencies of 15 minutes on major roads.
 - ii. On-demand and last mile/first mile services in neighborhoods currently underserved by mobility options and frequent bus services with peak

frequency no longer than 30 minutes on routes with more than 20 passengers per hour.

- iii. Fixed-route service operation for at least 14 hours per day during weekdays.
3. The City encourages the provision and use of a balanced transportation system that reduces dependency on single-occupant vehicles and reduces vehicle-miles travelled.
 - i. The maximum number of travel lanes for new or widened transportation corridors within City limits shall be limited to 4 vehicular travel lanes.
 - ii. At least one linear mile of new sidewalk shall be added annually to retrofit existing areas without sidewalks and close network gaps.
 - iii. At least one linear mile of new bicycle facilities, including a mix of on- and off-street infrastructure, shall be added annually.
 - iv. New streets shall be designed to include sidewalks and bicycle facilities.

2. Coordination with Land Use Strategies

The City shall promote multi-modal transportation choice and interconnectivity of modes by adopting policies that encourage an interconnected street network and encourage redevelopment.

1. The City will strive to promote transportation choice and enhanced accessibility by coordinating transportation investments with land use strategies that promote infill development, short trips, and multimodal transportation use prioritizing the safe movement of people and interconnectivity of modes. This shall include coordination with the University of Florida (UF). The adopted Transportation Mobility Program Area (TMPA) will ensure the application of funding as needed to mitigate impacts of land development and enhance overall safety and access to all transportation modes.
2. Within the portion of the UF Context Area located inside City limits as defined in the UF Campus Master Planⁱⁱ, all new multi-family residential development shall fund the transit capital costs associated with transit service needs. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as shelters, and technology equipment and software. Payments shall be based on the expected transit mode split and projected enhancements needed to serve the proposed development and maintain existing service levels (frequencies) in the Regional Transit System am and pm peak hours. If the development is located within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of trips that may occur by walking or cycling. Any transit payments do not count towards meeting TMPA criteria.
3. In order to promote highly desirable development within the TMPA, the City or Gainesville Community Redevelopment Agency may enter into agreements with

developers to provide all or part of the transportation mobility needs that are required by policies within this Element.

4. The City shall require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
5. The City shall promote walking, transit use, and bicycling in new development and redevelopment by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic, and improved access to transit stops.
6. The City shall require new developments, where feasible, to provide street and/or sidewalk/path connections and/or stub-outs to adjacent properties and developments (i.e., schools, parks, retail, office centers, mobility hubs, etc) to encourage multimodal use and reduce the number of vehicular trips.
7. The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, offsite property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
8. The City shall not close or vacate streets except under the following conditions:
 - i. The loss of the street will not foreclose reasonably foreseeable future bicycle and pedestrian use;
 - ii. The loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
 - iii. The loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and,
 - iv. There is no reasonably foreseeable need for any type of transportation corridor for the area.
9. The City shall promote transportation choice, healthy residential and non-residential development, safety and convenience.
10. The City shall ensure that street modifications support land use, housing choice, and transportation choice.

11. The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives, and policies of the City's Comprehensive Plan.
12. The City shall encourage the installation of parking garages and shared parking lots within neighborhood activity centers, employment centers and the area between downtown and the UF campus.
13. The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
14. The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle, transit, and pedestrian facilities.
15. The City shall coordinate the transportation network with the land uses shown on the Future Land Use Map Series in order to encourage compact development patterns, provide safe and convenient access for work, school, shopping, and service-related trips, protect the cultural and environmental amenities of the City, and protect the integrity of the Florida Strategic Intermodal System.
16. The City's Land Development Code shall require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to, sidewalks and crosswalks that connect buildings, transit stops, and parking areas at the development site.

3. Coordination with Transportation Agencies

1. The City will coordinate with local and state transportation agencies such as the MTPO, FDOT, Alachua County and the UF to identify needs and prioritize investments in projects, programs and services that advance desired city outcomes. This includes long-range planning for the acquisition and protection of existing and future rights-of-way from building encroachment and implementation of features to improve multimodal transportation. Coordination will also occur as part of the land development process to facilitate the identification and implementation of transportation mitigation strategies.
2. The City shall propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.
3. The City shall coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the Traffic

Management System, and by installing traffic signal priority control for emergency vehicles and buses.

4. The City shall collaborate with FDOT and Alachua County to design roadways that promote safety, provide pedestrian refuge, promote traffic calming, and provide space for landscaping.
5. The City shall promote the Gainesville Regional Airport as the aviation facility for the area and support the implementation of its Airport Master Plan where consistent with the City's Comprehensive Plan.
 - i. The City shall provide transit service to the Gainesville Regional Airport and the surrounding area.
 - ii. The City shall use the Airport Master Plan as the future land use guide for development in and around the airport.
6. The City shall eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff or maneuvering of aircraft and coordinate the siting of new (or expansion of existing) airports, or related facilities, with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.
 - i. The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.
 - ii. The City shall collaborate with Alachua County to ensure that incompatible land uses within the adopted airport noise contours are eliminated. The adopted airport noise contours are illustrated on the Airport Noise Zone Map dated August 2009 that is located in Appendix F of the City's Land Development Code.
 - iii. The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land that is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.
7. The City shall coordinate airport growth with appropriate aviation or other related organizations.
 - i. The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
 - ii. 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.
8. As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not

feasible or desirable. These roadway corridors shall then be designated as “Policy Constrained” or “Physically Constrained” facilities where alternatives to road widening are the primary strategy for roadway congestion.

9. Alachua County staff shall be provided the development plans and associated traffic studies for any development within the TMPA that will generate more than 1,000 net, new average daily trips or any development that will generate more than 100 net, new average daily trips within 1/4 mile of an Alachua County-maintained road or the unincorporated area. Alachua County staff shall have the opportunity to comment on the proposed development and its impacts on Alachua County-maintained roads or state-maintained roads. Alachua County staff may raise the trip threshold for review of plans at any time by informing the City of such change in writing. The City shall require large developments that meet the DRI threshold to address regional impacts on facilities.
10. After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts to Alachua County-maintained roads of approved development within the TMPA and share the information with Alachua County
11. For any development that will access state roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on state roads.
12. The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.
13. The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF, and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.
14. The City shall coordinate with FDOT and Alachua County to implement Access Management regulations.
15. The City shall assist the MTPO in annually issuing a Level of Service Report on all GUATS system roadways and shall coordinate with the MTPO to designate backlogged and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.

4. Complete Streets Infrastructure

The City shall offer a variety of transportation infrastructure and services that provide a safe, convenient, accessible, comfortable, continuous, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use using Complete Streets and Context Sensitive design principles.

1. The City shall use context-appropriate design features to create a more livable transportation system throughout the City that is rich in transportation choice.
2. The City shall use the “Complete Streets” principles in all new construction, reconstruction and resurfacing of streets to ensure that roadways are planned, designed, and maintained for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.
3. The City shall use “Context Sensitive Street Design” principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility for all users.
4. Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle, transit, and pedestrian travel. Such changes shall include safety features for bicycles, transit, and pedestrians to offset any negative impact the modification may otherwise create.
5. The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick imprinted, paver, or painted crosswalks, where feasible. If not a City project, the City shall recommend that the State or the County make such enhancements.
6. The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left turn lanes, areas where a large volume of pedestrians and bicyclists are expected or encouraged, and 5 and 7-lane streets (or any street with a crossing distance greater than 60 feet). For streets within city limits that are not under the City’s maintenance responsibility, the City shall coordinate with the governmental unit that has maintenance responsibility to request placement of pedestrian mid-block refuge areas where feasible and appropriate.
7. The City shall evaluate transit stops in city limits to identify needs for improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations.

8. Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.
9. The City shall use traffic calming, where appropriate, to promote transportation choice, reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
10. The City shall set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.
11. Widening a street shall not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, roundabouts, and strategies that promote transit use, bicycling, and walking.
12. The City shall ensure that new streets are designed appropriately for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities, and prohibition of cul-de-sacs, where feasible. Street design standards shall include consideration of usage by transit vehicles, where appropriate.
13. The City shall use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics on City-maintained streets.

5. Infrastructure and services accessibility

The City will create a transportation environment that is equitable and free of barriers for people with disabilities.

1. Curb ramps, raised crosswalks, and transit stop improvements shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.
2. The City shall maintain a transit fleet that can serve persons with disabilities
3. Car parking spaces for persons with disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

6. Transportation Mobility Program Areas

The City adopts Transportation Mobility Program Areas that support the land use and transportation outcomes outlined in this plan.

1. The TMPA encompasses all properties within city limits and it is divided into zones as shown in Figure 1. Properties recently annexed are exempt from TMPA requirements until assigned an adopted City land use category and included in the nearest TMPA zone.
2. All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
3. Developments and redevelopments within TMPA zones shall provide any transportation system modifications that are site related and required for operational and/or safety reasons, such as, but not limited to, turn lanes into the development, driveway modifications, and new/modified traffic signals or roundabouts, and such modifications shall be unrelated to TMPA requirements.
4. Zone A shall promote redevelopment and infill in the eastern portion of the City. Funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Gainesville Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
5. Development and redevelopment in TMPA Zone A are exempt from TMPA requirements but must provide operation and/or safety modifications as needed to address site specific issues. In addition, in order to ensure multimodal access and connectivity to adjacent properties and transit service the developers of properties in Zone A shall provide:
 - a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
 - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
 - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;

- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and
 - e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.
- 6. For any development and redevelopment within TMPA zones, except for Zone A, the developer shall, at the developer's expense, meet the transportation mobility criteria as stipulated on Table 1 based on the number of net new daily trips generated by all phases of the proposed development and specific needs identified in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer. The developer may opt to provide payment to the City in lieu of construction. TMPA fees are stipulated in the Planning Department's fee schedule.
- 7. The City may require special traffic studies within the TMPA, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.
- 8. The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.
- 9. Developments approved prior to the adoption of the TMPA shall provide any transportation improvements, modifications, or mitigation required as part of the development plan approval, consistent with the Future Land Use Element Policy 3.4.5. When development plans that were approved prior to the adoption of the TMPA are amended, they shall meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.
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Table 1: List of Transportation Mobility Criteria

ID #	CRITERIA
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1	Intersection and/or signalization modifications to address congestion and improve multimodal access, including but not limited to: new/upgraded signals, roundabouts, traffic signal timing studies, fiber optics installation, signal preemption, and addition of Intelligent Transportation System (ITS) features, among others as approved by the City.
2	Construction of new roads for vehicles and/or bicycle/pedestrian only facilities that enhance connectivity of all modes and provide alternate routes.
3	Use of joint driveways and/or cross-access to reduce curb cuts.
4	Deeding of land for right-of-way and/or construction of roadways, bicycle lanes, sidewalks; as well as, cross access easements, bicycle and/or pedestrian connections to existing networks that meet City specifications. Prior to deeding land the developer and the City must agree upon the fair market value of the land.
5	Construction of new and/or retrofitted ADA curb ramps to enhance multimodal access and eliminate barriers. (New)
6	Implementation of midblock crossings, pedestrian refuge, bulbouts, pedestrian activated lights, among others to improve safety. (New)
7	Implementation of multimodal oriented wayfinding signage as approved by the City. (New)
8	Implementation of an identified Vision Zero Action Strategy related project to enhance safety and encourage use of multimodal systems (New)
9	Widening of existing public sidewalks. Widening required to meet LDC requirements shall not count towards meeting TMPA.
10	Construction of new sidewalks or completion of sidewalk connectivity projects. Sidewalk construction required to meet LDC requirements along property frontages shall not count as meeting TMPA criteria.
10	Enhancements to the City's paved off-street trail network to increase its utility, convenience and comfort as a multimodal transportation route including but not limited to: (1) benches, wayfinding signage or safety systems; (2) bicycle parking at entry points or connections to transit; (3) land acquisition for expansion or enhanced connectivity; (4) additional entry points; (5) bridges spanning creeks or wetlands; (6) appropriate trail surfacing; and (7) lighting.
11	Funding and/or construction of streetscape and lighting including pedestrian scale as needed along public rights-of-way.
12	Provision of bicycle parking over the minimum required by the LDC.
13	Provision of matching funds for transportation-mobility-related grants.

14	Construct mobility hub(s) to promote and facilitate the interchange of modes at the curb and on the property, built to meet City needs and specifications.
15	Payment to RTS to either increase service frequency or add transit services where RTS deems appropriate.
16	Construction of bus shelters to RTS specifications.
17	Bus shelter lighting using solar or other technology, designed and built to City specifications.
18	Construction of bus turn-out facilities built to City specifications.
19	Construction of transit boarding and alighting areas including accommodation for ADA access.
20	Funding for new buses and other transit capital expenses as approved by RTS.

When transportation operational and safety needs are satisfied along a corridor, additional funding may be applied towards streetscaping and landscaping along public rights-of-way to enhance the visual characteristics of roadways and encourage multimodal use. Landscaping and tree plantings shall meet the requirements stipulated in the City's Land Development Code.

11. In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply to projects that are located within $\frac{1}{4}$ mile of the property lines of an existing transit hub or projects that are located in transit-supportive areas and are within $\frac{1}{4}$ mile of an existing transit route. The City shall reduce by 25% the net, new average daily trip generation for any redevelopment project or any project that expands or converts a building to a new use. The City shall reduce by 40% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component where residential dwelling units equal at least 10% of the floor area of commercial/office uses.
12. In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the NW 13th Street Special Redevelopment Trip Credit Area shall receive redevelopment trip credits as follows. The City shall reduce by 30% the net, new average daily trip generation for any redevelopment or expansion/conversion project. The City shall reduce by 45% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component.

ⁱ ADD LINK TO MTPO LOS REPORT

ⁱⁱ ADD CAMPUS MASTER PLAN LINK/REFERENCE