

Goals, Objectives & Policies



Transportation Mobility Element

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. 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 AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

Objective 1.1 The City shall adopt the following transportation mobility levels of service (LOS). These levels of service are solely for planning purposes and are not used to apply transportation concurrency.

Policy 1.1.1 Roadway LOS:



- a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS D to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.
- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2 Transit LOS:

- a. The City shall strive to provide fixed-route transit service within $\frac{1}{4}$ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within $\frac{1}{4}$ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

- a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.
- c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4 Bicycle and Trail LOS:

- a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
- b. New streets shall be designed and constructed to include bicycle facilities.



GOAL 2

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 THAT PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

Policy 2.1.1 The City shall enhance the multi-modal transportation system between downtown and the University of Florida (UF) to improve connectivity and promote transportation choice and livability.

Policy 2.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.

Policy 2.1.3 The City shall support the “Multimodal Emphasis Corridor” designation on 13th Street from SW 16th Avenue to NW 23rd Avenue as shown in the Long Range Transportation Plan Update.

Policy 2.1.4 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.

Policy 2.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.

Policy 2.1.6 The City shall use “Complete Streets” principles 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.

Policy 2.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Mobility Element of the Comprehensive Plan.

Policy 2.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.

Policy 2.1.9 The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and



the area between downtown and the UF campus. The land development code shall be amended to ensure that such parking meets performance objectives.

Policy 2.1.10 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.

Policy 2.1.11 Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

Policy 2.1.12 New development will be encouraged to provide pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

Objective 2.2 Ensure that Future Land Use Map designations promote transportation objectives by designating transit-supportive densities in appropriate locations to support transportation choice.

Policy 2.2.1 The City’s Future Land Use Map shall remain consistent with transportation choice strategies.

Objective 2.3 Ensure that the City coordinates with the Year 2035 Long Range Transportation Plan and other plans of the MTPo for the Gainesville urbanized area, the Florida Transportation Plan, and the FDOT’s Adopted Work Program.

Policy 2.3.1 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.

Policy 2.3.2 The City shall coordinate with FDOT and Alachua County to implement Access Management regulations.

Policy 2.3.3 The City shall propose transportation projects that affect the City to the MTPo for consideration in the 5-Year Transportation Improvement Program.

Policy 2.3.4 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.



Policy 2.3.5 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.

Policy 2.3.6 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including, but not limited to:

- a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;
- b. Coordinating with the MTPO and FDOT on the implementation of the Waldo Road Multi-Way Boulevard (with limits from University Avenue to NE 39th Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
- c. As road reconstruction occurs, including in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.

Objective 12.4 Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.

Policy 2.4.1 The City shall collaborate with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs that will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

GOAL 3

THE CITY SHALL BECOME A NATIONAL MODEL FOR AN ENHANCED COMMUNITY TRANSIT SYSTEM WITH A VARIETY OF TRANSPORTATION SERVICES THAT PROVIDE A SAFE, CONVENIENT, ACCESSIBLE, COMFORTABLE, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, AND MOST ENERGY EFFICIENT EQUIPMENT FEASIBLE.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.



- Policy 3.1.1 The City shall inventory and prioritize all arterial, collector, and local street segments that have sidewalk gaps, and shall maintain such inventory on the City’s Geographic Information System (GIS) library to assist in the identification of gaps and priorities. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight.
- Policy 3.1.2 The City shall identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within, or adjacent to, the urban area and particularly within pedestrian-oriented areas, such as downtown, UF, and other mixed-use areas.
- Policy 3.1.3 The City shall use the “Complete Streets” principles in the design of all new streets.
- Policy 3.1.4 Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties. Connectivity or stub-outs for future connections shall be included in development and redevelopment plans.
- Policy 3.1.5 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.
- Policy 3.1.6 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.
- Policy 3.1.7 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.



- Policy 3.1.8 The City shall collaborate with FDOT to implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34th Street as a Multimodal Emphasis Corridor.
- Policy 3.1.9 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.
- Policy 3.1.10 At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be free of signs, furniture, and other pedestrian obstacles that reduce the useable width of the sidewalk.
- Objective 3.2 Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent and those who have a choice about using the transit system and make up a substantially larger market. The transit system shall serve major trip generators and attractors such as the UF campus, existing transit hubs, and transit supportive areas with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.**
- Policy 3.2.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near existing transit hubs or transit-supportive areas.
- Policy 3.2.2 The City shall strive to link its land use and transportation planning by using the Transportation Mobility Program.
- Policy 3.2.3 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.
- Policy 3.2.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.
- Policy 3.2.5 The City shall support expansion of the Employee Bus Pass Program.
- Policy 3.2.6 Upon completion of the Go Enhance RTS study, if a Bus Rapid Transit (BRT) route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City



shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

Policy 3.2.7 The City shall equip new RTS transit shelters with easy-to-understand timetable and route information and an easily recognizable RTS logo.

Policy 3.2.8 The City transit service shall be enhanced to improve reliability, availability, comfort, and convenience.

GOAL 4

PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCTIVE TO BICYCLING.

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

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

Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with FDOT design standards for road facilities.

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

Policy 4.1.4 Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.

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

Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as Park and Ride ; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.



- Policy 4.1.7 New construction, reconstruction, and resurfacing of arterials and collectors shall be designed using “Complete Streets” and “Context Sensitive Street Design” principles.
- Policy 4.1.8 The City shall equip each transit system bus to carry bicycles.
- Policy 4.1.9 All new Park and Ride lots shall be designed to accommodate bicycle parking.
- Policy 4.1.10 The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all appropriate transit stops and transfer points within city limits.
- Policy 4.1.11 The City shall support bicycle and pedestrian safety programs in Alachua County schools.
- Policy 4.1.12 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this Comprehensive Plan.

Objective 4.2 Improve bicycle-related security.

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

GOAL 5

DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

Objective 5.1 Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

- Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified as Future Off-Road Trails on the map labeled Off-Street Paved Trail Network in the Transportation Mobility Map Series.
- Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County’s efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits.



- Policy 5.1.3 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.
- Policy 5.1.4 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.
- Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a “rails-with-trails” program is established.
- Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle, transit, and pedestrian facilities.
- Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities and to keep options open for future inter-city passenger rail corridors.

GOAL 6

PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES.

- Objective 6.1 Apply “Complete Streets” and “Context Sensitive Streets” design principles to create a safe, balanced, livable transportation system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**
- Policy 6.1.1 The City shall use context-appropriate design features to create a more livable transportation system throughout the City that is rich in transportation choice.
- Policy 6.1.2 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.
- Policy 6.1.3 The City shall use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics on City-maintained streets.
- Policy 6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project,



the City shall recommend that the State or the County make such enhancements.

- Policy 6.1.5 The City shall collaborate with the State and the County to design roadways that promote safety, provide pedestrian refuge, promote traffic calming, and provide space for landscaping.
- Policy 6.1.6 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, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
- Policy 6.1.7 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.

GOAL 7

STRIVE TO REDUCE SINGLE-OCCUPANT VEHICLE TRIPS WITHIN THE GAINESVILLE METROPOLITAN AREA.

- Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.**
- Policy 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes, except for I-75.
- Policy 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.
- Policy 7.1.3 The City shall periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- Policy 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- Policy 7.1.5 The City shall use the Transportation Mobility Program Area as mapped in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the City, and to promote transportation choices.



- Policy 7.1.6 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses with separate driveways and parking, but are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.
- Policy 7.1.7 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.
- Policy 7.1.8 The City shall encourage large employers to develop incentives for employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes, or parking cash-out policies.
- Objective 7.2 Use the Transportation Mobility Program policies to improve the land use and transportation planning connection and reduce traffic congestion.**
- Policy 7.2.1 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.
- Policy 7.2.2 The City shall encourage the use of sustainable forms of travel, more transportation choice, and a better retail environment to reduce traffic congestion and improve the City's transportation level of service.
- Policy 7.2.3 The Transportation Mobility Program shall promote multi-modal opportunities and better land use planning.

GOAL 8

CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS FOR PEOPLE WITH DISABILITIES.

Objective 8.1 Eliminate existing barriers for people with disabilities.

- Policy 8.1.1 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.



Policy 8.1.2 The City shall maintain a transit fleet that can serve persons with disabilities.

Policy 8.1.3 Car parking spaces for persons with disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

GOAL 9

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

Objective 9.1 Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.

Policy 9.1.1 The City shall provide transit service to the Gainesville Regional Airport and the surrounding area.

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

Objective 9.2 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.

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

Policy 9.2.2 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.

Policy 9.2.3 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.

Objective 9.3 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the



Florida Department of Transportation and the Metropolitan Transportation Planning Organization.

Policy 9.3.1 The City shall ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.

Objective 9.4 Coordinate airport growth with appropriate aviation or other related organizations.

Policy 9.4.1 The City shall collaborate 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.

GOAL 10

IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

- A. URBAN REDEVELOPMENT;**
- B. INFILL DEVELOPMENT;**
- C. A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
- D. THE CITY'S ECONOMIC VIABILITY;**
- E. DESIRABLE URBAN DESIGN AND FORM;**
- F. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
- G. STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**
- H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**

Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.



- Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.
- 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.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. 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.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8



Greater than 5,000	<p>At least 12 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPPO, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.



- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.



- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. 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.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 3
101 to 400	At least 4.5
401 to 1,000	At least 7.5
1,001 to 5,000	At least 12
Greater than 5,000	At least 18 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.



Zone C Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
 3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Use of joint driveways or cross-access connections to reduce curb cuts.
- d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- g. Provision of matching funds for transit or other transportation mobility-related grants.
- h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the



addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- j. Pedestrian-scale lighting in priority areas, including:
 - 1. SW 35th Place;
 - 2. SW 37th/39th Blvd.;
 - 3. SW 23rd Terrace; and
 - 4. Williston Road.
- k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- m. Funding for the construction of new or expanded transit facilities.
- n. Construction of bus shelters built to City specifications.
- o. Bus shelter lighting using solar technology designed and constructed to City specifications.
- p. Construction of bus turn-out facilities to City specifications.
- q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- r. Business operations shown to have limited or no peak-hour roadway impact.
- s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.



- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Construction of an extension of SW 47th Avenue to connect from its terminus east and south to Williston Road.
- c. Funding for the construction of new or expanded transit facilities.

Policy 10.1.9

For any development or redevelopment within Zone D, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. 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.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: <ol style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.



Zone D Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and
 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.
- e. Provision of Park and Ride facilities, built to RTS needs and specifications
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.



- j. Construction of bus shelters built to City specifications.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications.
- l. Construction of bus turn-out facilities to City specifications.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.10 The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Funding for the construction of new or expanded transit facilities.

Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. 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.



Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone E Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.



- e. Provision of Park and Ride facilities, built to RTS needs and specifications.
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.
- j. Construction of bus shelters built to City specifications, where transit service is available.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications, where transit service is available.
- l. Construction of bus turn-out facilities to City specifications, where transit service is available or planned as shown in the Transit Development Plan, Bus Stop Improvement Plan or 5-Year Schedule of Capital Improvements.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.12 The City establishes the following priority for transportation mobility projects within Zone E and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Widening SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of new or expanded transit facilities.



Policy 10.1.13 For any development or redevelopment within Zone M, the developer shall fund transportation mobility criteria, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside of Zone M that can be demonstrated to be a direct benefit to the transportation system in Zone M. The required transportation mobility criteria shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities. 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 transportation mobility criteria for any development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either 1. or 2. as follows:

1. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.
2. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for a minimum of 3 years.

It is anticipated that the provision of all mobility needs in Zone M may span a 20 to 30-year time period, and the mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements.

Zone M Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may include, but shall not be limited to, the following:
 1. extension of Hull Road consistent with MTPO Option M;
 2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and
 3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion.



The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.
- d. Construction of transit superstops in Zone M built to City specifications.
- e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.
- f. Traffic management system equipment for transit vehicles operating on routes in Zone M.
- g. Funding for new buses and other capital expenses for routes serving Zone M.
- h. Funding for articulated buses.
- i. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- j. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- k. Funding for the construction of new or expanded transit facilities.
- l. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- m. Business operations shown to have limited or no peak-hour roadway impact.
- n. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development shall fund the capital transit costs associated with transit service needs. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution for any additional transit service enhancements needed to serve the proposed development and maintain existing service levels (frequencies) in the RTS a.m. and p.m. peak hours. The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of



UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TMPA criteria in Zones B, C, D, or M.

- Policy 10.1.15 Redevelopment or expansions of existing developments that generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic) shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as applicable.
- Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any development or redevelopment within Zones B, C, D, E, or M that meets standards such as neo-traditional, new urbanist, transit-oriented development (TOD), or mixed-use development and includes a mix of both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.
- Policy 10.1.17 An existing DRI that was approved and built prior to the adoption of the TMPA may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.
- a. The DRI is located entirely within the TMPA.
 - b. At least one public transit route serves the DRI and operates at 15-minute frequencies during the RTS a.m. and p.m. peak hours.
 - c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by RTS during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
 - d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
 - e. Cross-access connections or easements shall be provided to adjacent developments/sites.
 - f. Any other transportation modifications (either on or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures found to be required during development review shall be provided or paid for by the DRI. The City



may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

- Policy 10.1.18 In order to promote highly desirable development within the TMPA, the City or 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.
- Policy 10.1.19 The City shall collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.
- Policy 10.1.20 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.
- Policy 10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.
- Policy 10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.
- Policy 10.1.23 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 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.
- Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, and specially regulate developments with 30 or more acres, and by adopting the Existing Transit Hubs & Transit-Supportive Areas Map as part of the Transportation Mobility Map Series.**
- Policy 10.2.1 The City shall not close or vacate streets except under the following conditions:
- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;



- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
- c. 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
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area.

Policy 10.2.2 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.

Policy 10.2.3 The City shall require new residential developments, where feasible, to provide street and/or sidewalk/path connections and/or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail, and office centers) so that motorized vehicle trips are minimized on major roadways.

Policy 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas Map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.

Policy 10.2.5 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 ¼ mile of the property lines of an existing transit hub or projects that are located in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas Map adopted in the Transportation Mobility Element) and are within ¼ 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.

Policy 10.2.6 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 (as shown in the Transportation Mobility Map Series) 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.

Policy 10.2.7

To facilitate a reduction in vehicle miles traveled and energy efficient land use patterns within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following conditions:

- a. A mix of residential and non-residential uses shall be required where residential dwelling units equal at least 10% of the floor area of commercial/office uses.
- b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.
- c. A residential unit credit may be received from off-site development that is within $\frac{1}{4}$ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.
- d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.
- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed-use requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. There shall be an exemption from the mixed-use requirements of this policy for any infill development in Zones A, B, or C that is surrounded by an area that: a) is at least equal to the size of the development; b) is at least 75% developed with a mix of residential and non-residential uses that may provide support needs; and c) has existing adequate and safe sidewalk connections within $\frac{1}{4}$ mile of the development.



Objective 10.3 **The City’s Land Development Code shall provide standards for all new developments and redevelopment within the TMPA. Within the transect zoning district areas, the Land Development code shall regulate urban form to ensure a compact, pedestrian-friendly environment that supports multi-modal opportunities.**

Policy 10.3.1 Within the transect zoning districts, land development regulations shall address urban form in terms of: street types, maximum block perimeter sizes, required new streets or urban walkways, building frontage requirements, building setbacks, location of parking, glazing requirements, building façade articulation, and building entrance location.

Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed with service bays and fueling (gas) pumps located to the rear or side of buildings. These design standards shall not apply in industrial zoning districts. Land development regulations shall specify the criteria for the placement of these uses. The number of fueling positions and service bays shall be regulated in the Land Development Code.

Objective 10.4 **Automobile-oriented developments/uses within the TMPA, including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations, shall be regulated by the Land Development Code.**

Policy 10.4.1 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning, express mail services, and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories that involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

Policy 10.4.2 Drive-through facilities shall be specially regulated by the Land Development Code. The regulations shall include provisions that include; the maximum number of drive-through lanes; queuing space; minimization of the number of access points to public streets; by-pass lanes or driveway areas to avoid backups at the site; consideration of pedestrian/bicyclist safety; location of drive-through lanes; and minimization of the visual impacts of drive-through lanes on street frontage areas.

Policy 10.4.3 Gasoline and alternative fuel stations shall be specially regulated by the Land Development Code. The regulations shall include provisions that include: locating fueling pumps to the rear or side of buildings; minimization of the



number and width of driveways; limitations on the number of fueling positions; and consideration of pedestrian and bicycle safety at the site.

Policy 10.4.4 The Land Development code shall address design requirements for structured parking that include provisions for consideration of: pedestrian and bicycle routes; location and design of vehicle access points; and compatibility with neighborhoods.

Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment that supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.

Policy 10.5.1 The City shall use the November 1998 Gateway Corridor Design Concept Plan as a guideline for all City landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

Policy 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

Policy 10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

Policy 10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.

Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M shall plant trees selected from the Tree List in the City's Land Development Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in trunk caliper, or the equivalent winter-dug and hardened-off balled and burlapped trees. If 65-gallon or equivalent trees are not available, the number of required shade trees may be appropriately increased with the approval of the City Arborist or designee. Within Zone B, these requirements shall only apply along roadways as listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C, D, E, and M, these requirements shall apply to all public and private streets. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Landscaping installations on right-of-way shall comply with the City of Gainesville Engineering Design & Construction Manual. Land Development Code regulations shall specify the type, size, and other tree landscaping standards for the TMPA. All new development within



Zones B, C, D, E, and M shall also install an automated irrigation system to preserve new landscaping.

Redevelopment sites shall be required to plant 50% of the number of street trees otherwise required by the City's Land Development Code. Redevelopment sites where 40% or more of the developed area (as defined in the Land Development Code) is being altered shall also meet the automated irrigation system requirement.

Developments meeting the criteria for Rapid Review pursuant to the Land Development Code and developments within landscape exempt areas, special area plans with pedestrian-oriented build-to line provisions, and the approach and clear zone areas as specified on the Gainesville Regional Airport Master Plan shall be exempt from these requirements.

Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.

Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be prohibited within the TMPA.

Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, based on criteria in the Land Development Code.

Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill, and quality urban design.

Policy 10.7.1 In cooperation with the MTPO, the City shall encourage consideration of features to improve multi-modal transportation in all designs of new roadways and redesigns of existing roadways, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaped medians and right-of-ways, and traffic calming mechanisms.

Policy 10.7.2 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.

Objective 10.8 The City shall coordinate with Alachua County on an ongoing basis concerning the TMPA.



- Policy 10.8.1 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 and any criteria proposed/required pursuant to Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13. 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.
- Policy 10.8.2 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.
- Objective 10.9 The City shall coordinate with the Florida Department of Transportation (FDOT) on an ongoing basis concerning the TMPA.**
- Policy 10.9.1 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.



Transportation Mobility Map Series

- Major Thoroughfares and Transportation Routes
- Transit Routes
- Existing Transit Hubs & Transit-Supportive Areas
- Off-Street Paved Trail Network
- In-Street Bicycle Facilities – Existing
- Rail & Airport Facilities
- NW 13th Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors