

YEAR 2025 LONG RANGE TRANSPORTATION PLAN

VISION STATEMENT

[Adopted May 15, 2005]

Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated transportation funding source and provides for:

- a. walkable University and town centers;
- b. improved and affordable transit service;
- c. improved bikeway/trail system; and
- d. better road connectivity.”

GOALS AND OBJECTIVES

[Adopted May 15, 2005]

FIRST GOAL STATEMENT

Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.

OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycle, walking, public transit, carpooling and telecommuting) as options for all users of the transportation system through accessibility, convenience and comfort.
- 1.3 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.4 Establish an interconnected and continuous system of off-road trails and greenways.
- 1.5 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.6 Improve access to transportation facilities and services for elderly, children, disabled and economically disadvantaged individuals.
- 1.7 Reduce the adverse impacts of transportation on the environment, fragmentation of natural areas and wildlife.
- 1.8 Minimize the adverse impacts of transportation on established neighborhoods through development of a balanced transportation system.

- 1.9 Preserve the intended function of the Florida Interstate Highway System (FIHS) and other appropriate corridors for intercity travel and goods movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

SECOND GOAL STATEMENT

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.
- 2.3 Improve the interconnectivity of streets and other components of the transportation system, including sidewalks, bikeways and transit ways.
- 2.4 Create opportunities for access by all forms of travel at centers for jobs, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.5 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.6 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 2.7 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 2.8 Phase in new vehicle fleets for public agencies that make use of alternative fuels that reduce air quality impacts.
- 2.9 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 2.10 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.

THIRD GOAL STATEMENT

Develop and maintain a safe and secure transportation system for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety and security problems on or adjacent to transportation corridors through an interagency planning and prioritization process.

- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Establish criteria and performance standards for roadways to maintain their residential or rural character, as appropriate.
- 3.4 Ensure that roadways are safe for pedestrians and bicyclists.
- 3.5 Improve the pedestrian/bicycle connections between commercial centers and surrounding neighborhoods.

FOURTH GOAL STATEMENT

Invest strategically in transportation infrastructure to enhance the vitality of the community.

OBJECTIVES

- 4.1 Give priority to preservation and maintenance of the existing transportation system.
- 4.2 Develop a financially responsible plan that allocates available resources and seek out additional funding sources.
- 4.3 Preserve current and planned rights-of-way for transportation system improvements.