

Objective 1.1

By DATE, all jurisdictions within Alachua County should adopt *The Alachua Countywide Bicycle Master Plan* and integrate the *Plan's* goals and objectives into their Comprehensive Plans and Land Development Regulations .



Expansion of the on-road bicycle network is a primary goal of the Plan.

Objective 1.2

All jurisdictions within Alachua County should accommodate bicycling in all new roadway construction, widening, or resurfacing projects. Accommodation of bicycling should be defined as designing roads to meet the adopted Bicycle Quality of Service standard "B" for non-state roads, and "C" for state roads.

Objective 1.3

All jurisdictions within Alachua County should retrofit all bicycle facilities and/or maintain a minimum Bicycle Quality of Service "B" for non-state roads, and "C" for state roads of the Plan network (i.e., arterials and collectors) as identified in *The Alachua Countywide Bicycle Master Plan*.

Objective 1.4

Establish a Bicycle Concurrency review and exaction procedure for use in evaluating the impacts of new development

on all roads. The standard described in 1.2, above should be adopted by all local jurisdictions within Alachua County.

Objective 1.5

By 2003, all local governments within Alachua County should adopt and implement Land Development Code requirements that mandate all new land development activities accommodate bicycling and provide bicycle connections to adjacent land uses. Accommodation of bicycling should be as defined in Objective 1.2, above.

Objective 1.6

Maintain on-going programs of the FDOT, Alachua County, and the City of Gainesville for the regular maintenance of the bicycle system (i.e. street sweeping, surface repaving, pavement marking and signage maintenance).

Objective 1.7

Conduct detailed corridor studies for the roadways identified in this *Plan* as roadways in need of further analysis. Develop recommendations for the appropriate improvements to be made for accommodating bicyclists within these roadway corridors.

Off-road trails and bicycle paths perform important transportation and recreation functions within Alachua County, and also complement the on-road bicycle facilities network and encourage new bicyclists. Thus:



Goal 2 Create a network of off-road trails within Alachua County.



Off-road trails perform important transportation and recreation functions.

Objective 2.1

To make continuous and expand the existing off-road trail network.

Objective 2.2

Provide connections between the trail network and the on-road network.

Objective 2.3

Establish a sidepath or off-road trail warrant analysis procedure to determine the appropriateness of providing off-road bike facilities in-lieu of on-road bike facilities, where trail corridors are parallel and in close proximity to potential or existing on-road bicycle facilities.

Objective 2.4

By 2003, all local governments within Alachua County should adopt and implement Land Development Code requirements that mandate all new land development activities provide off-road bicycle connections to adjacent land uses.

Bicyclists and Motorists need proper information and education on the rights and responsibilities of both motorists and cyclists. Hence:

Goal 3 Enhance the safety of bicyclists within Alachua



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County.

Objective 3.1

Enhance the safety of bicyclists within the transportation network through the attainment of the adopted Bicycle Quality of Service standard "B" for non-state roads and "C" for state roads.

Objective 3.2

At all elementary and middle schools, implement at least one of the education programs identified in *The Alachua Countywide Bicycle Master Plan*.

Objective 3.3

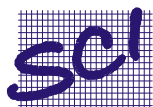
Develop, include, and distribute bicycle safety information segments as well as "Share the Road" driver education information in the Drivers Education Programs in all high schools.

Objective 3.4

Maintain and expand existing programs that distribute bicycle information brochures discussing safety, education, and security at the University of Florida, Santa Fe Community College, the Tag Office, and at local bicycle shops, and in utility bills.

Objective 3.5

Develop and promote, in conjunction with local law enforcement agencies, training programs for law enforcement personnel in regard to enforcement of bicycle and



summary of the system-wide Bicycle Quality of Service information to each jurisdiction for measuring its progress in accommodating bicycle travel.

Objective 4.3

Develop and implement programs to increase the availability of bicycles for public and private transportation.

Objective 4.4

By 2002, Alachua County and its municipalities should require, through their Comprehensive Plans and Land Development Codes, provision for bicycle support facilities (parking, shower, lockers, and rest stops) at major destinations (e.g. parks, rest stops, commercial centers, employment centers, etc.) and at transit stops and parking garages.

Objective 4.5

Uphold the existing policy of the Regional Transit System to equip all buses with racks for carrying bicycles.

Objective 4.6

Develop and implement a public information program encouraging the increased use of the bicycle as a transportation mode.

Objective 4.7

By 2002, Alachua County and the City of Gainesville should adopt Transportation Demand Management policies that require larger employers, including government agencies,



Bike racks on RTS buses facilitate multi-modal transfers.

to offer single-occupant vehicle trip reduction incentives, such as subsidized transit passes or parking cash-out policies, for their employees.

Objective 4.8

By 2002, Alachua County, the City of Gainesville, and the University of Florida should adopt policies that provide for no net increase in parking for existing County and City government facilities and on the UF campus. In addition, Land Development Regulations should be revised to convert minimum car parking requirements to maximum car parking requirements as a way to discourage car trips.

Objective 4.9

By 2002, the MTPo shall develop and adopt a mode shift target for non-automobile travel with regular monitoring of progress toward that target.

