Section 1: Community Visioning, Goals & Objectives

Vision

"To improve the quality of life of Alachua County residents by increasing their transportation choices through the development of a safe and convenient countywide system of on-road and off-road bike facilities that connect neighborhoods with schools, businesses, transit, and recreational areas".

The above vision is that articulated by the Community through the public input process and the *Plan's* Steering Committee, and is based upon Goals established in the *Livable Communities Reinvestment Plan* that was recently adopted by the leadership of Alachua County and the City of Gainesville. The first goal of the *Livable Community Reinvestment Plan* calls for the "Development and maintenance of a balanced transportation system that improves the quality of life for County residents through expanding transportation choices and improving accessibility". Goal 3 of the *Livable Community Reinvestment Plan* strives for the "Development and maintenance of a safe transportation system for all users and neighbors of transportation facilities and services"

Towards this vision, the development of a bicycle network throughout Alachua County is an essential ingredient in creating a balanced transportation system that enhances mobility and maintains the high quality of life that Alachua County residents have come to enjoy. This *Alachua Countywide Bicycle Master Plan* provides a blueprint for

facilities construction and programs development that will serve both the transportation and recreational needs of County residents and visitors well into the 21st Century. The following sections detail the Goals and Objectives that support this vision.

1.1 Goals & Objectives

Goals and objectives are an integral part of a transportation plan because they provide direction, or focus, to the community's vision. For the *Alachua Countywide Bicycle Master Plan*, they result from community and Steering Committee's input, and the MTPO's translation of this into specific guidelines and recommendations to the agencies that either construct transportation facilities or implement programs.

Definitions

Goal: A "Goal" is the long-term end toward which programs or activities are ultimately directed. It broadly addresses a desired outcome that supports the Plan Purpose.

Objective: An "Objective" is a specific, measurable, intermediate end that is achievable and allows measurement of progress toward a goal.

The importance of providing on-road bicycle facilities is clearly expressed by the community and is evident by the large number of bicyclists who currently use streets with, and without, bicycle facilities. Therefore:

Goal 1 Provide a safe and convenient on-road bicycle network within Alachua County.



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 Com-

prehensive 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 po-

tential 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



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, Sante 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 motor vehicle laws and increased accuracy in bicycle crash reporting.

Objective 3.6

Alachua County and the City of Gainesville should develop a Cops-on-Bikes program to ensure compliance with motor vehicle laws and help officers understand issues improtant to bicyclists.

According to the National Bureau of Transportation Statistics, bicycling is the second most prevalent form of non-recreational transportation in the United States. This, coupled with the County's progressive history of bicycle transportation, establishes the Plan's final Goal:



Bicycle parking at major destinations encourages cycling as an alternative transportation form.

Goal 4 Increase bicycle travel in Alachua County through various Mode Shift Initiatives.

Objective 4.1

By 2002, Alachua County and its municipalities should adopt model land development ordinances requiring adequate and conveniently located bicycle parking.

Objective 4.2

Beginning in 2002, the MTPO shall biannually update the roadway facilities inventory. The MTPO shall provide a 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 multimodal 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.