

CITY OF GAINESVILLE MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

WHAT IS A MOBILITY PLAN?

The mobility plan proposed by NUE Urban Concepts is a holistic vision that brings together various City initiatives to continue **reimagining and repurposing** the transportation system **from moving cars** on congested roads to further expanding the multimodal system to continue **emphasizing safely moving people**.

WHY DOES THE CITY NEED A MOBILITY PLAN?

The City is projected to experience continued growth in population and employment, which will result in an increase in travel demand over the next 20 years. **The mobility plan identifies projects needed to meet the increase in travel demand** and are intended to provide people with safe, comfortable, and convenient mobility options, whether they choose to walk, bicycle, scoot, ride transit, or drive a vehicle. The projects identified in the mobility plan are the foundation for development of a mobility fee (detailed below). The mobility plan also serves as a tool for the City to continue pursuit of funding for multimodal projects through County, Federal and State grants, initiatives, and programs.

WHAT TYPE OF PROJECTS CAN BE INCLUDED IN THE MOBILITY PLAN?

The **projects (i.e., improvements, services, programs)** identified in the mobility plan include sidewalks, multi-use trails and trail upgrades, bike lanes (on-street, buffered and protected), boardwalks, priority pedestrian streets, bicycle boulevards, low speed streets, complete streets, road widenings and upgrades, safety enhancements and intersection upgrades. To address transit, the mobility plan incorporates transit projects identified in the Transit Development Plan.

WHAT IS A MOBILITY FEE?

A mobility fee is a **one-time fee** paid by new development activity (**aka growth**) to the City to **mitigate the traffic impact** on the City's transportation system. The mobility fees are based on the projects adopted in the mobility plan. The mobility fee is also intended to replace the City's current **Transportation Mobility Program Areas (TMPA)**.

HOW DOES A MOBILITY FEE DIFFER FROM THE CURRENT TMPA SYSTEM?

- (1) The mobility fee, as currently calculated, requires all new development activity to pay the fee.
- (2) The TMPA does not require the following to make a payment to mitigate its traffic:
 - (a) development in TMPA Zone A (Campus Area, Downtown and East Gainesville);
 - (b) single family and accessory dwelling units on existing lots of record;
 - (c) change of use that does not require a site plan; or
 - (d) development that generates less than 10 daily trips.
- (3) The mobility fee includes transit, replacing the existing transit fee. Today, only multifamily in the UF Context Area pay for transit via a transit fee.
- (4) The City, per statute, can lower or exempt mobility fees for affordable and workforce housing. The current TMPA does not include a provision to lower or exempt mitigation for housing.

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The current TMPA has six (6) zones with different mitigation and mobility criteria for new development. Zone A (Campus Area, Downtown and East Gainesville) is the only zone that is not currently required to make a monetary payment to mitigate traffic impact. Developments in the other five (5) zones are currently required to make payments, which vary by zone, to mitigate traffic impact.

The below map shows the proposed Mobility Plan Zones layered on top of the existing TMPA zones. Four (4) zones are proposed within the City: Northwest, Southwest, East, and Central. The majority of the proposed Central and East Zones are currently in TMPA Zone A. The Northwest Zone includes the majority of TMPA Zones B & E. The Southwest Zone includes the majority of TMPA Zones C, D, & M.

Each zone is associated with an expansion zone for future annexations. Each expansion zone could expect to pay the same fee as the associated TMPA zone, should a property in that area be annexed into the City. Establishing expansion zones provide guidance to development that considers annexation into the City. The City mobility fee is lower than the County mobility fee.

