

TRANSPORTATION MOBILITY ELEMENT

Goals, Objectives and Policies

GOAL

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, MOTORIZED-VEHICLE USERS, USERS OF RAIL AND AVIATION FACILITIES, AND IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF ALACHUA COUNTY.

AUTOMOBILE, BICYCLE AND PEDESTRIAN CIRCULATION

PRINCIPLE 1

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT AUTOMOBILE, TRANSIT, BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM, CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

PRINCIPLE 2

TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH THE PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

PRINCIPLE 3

DISCOURAGE SPRAWL AND ENCOURAGE THE EFFICIENT USE OF THE URBAN CLUSTER BY DIRECTING NEW DEVELOPMENT AND INFRASTRUCTURE TO AREAS WHERE MOBILITY CAN BE PROVIDED VIA MULTIPLE MODES OF TRANSPORTATION.

PRINCIPLE 4

PROVIDE AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION CONCURRENCY WITHIN THE URBAN CLUSTER THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREAS, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS. CONGESTION ALONG SOME ROADWAYS IS THE TRADEOFF BETWEEN ADDING ROADWAY CAPACITY ON CONGESTED CORRIDORS AND DEVELOPING AN INTERCONNECTED NETWORK OF ROADWAYS, BICYCLE AND PEDESTRIAN FACILITIES AND DEDICATED TRANSIT LANES SERVED BY EFFICIENT TRANSIT SERVICE.

OBJECTIVE 1.1

Urban Cluster Transportation Mobility Districts

Transportation Mobility Districts provide an alternative to conventional transportation concurrency by encouraging future land use and transportation patterns that emphasize mixed-use, interconnected developments that promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

Policy 1.1.1 The Urban Cluster Area as identified on the Future Land Use Map of the Comprehensive Plan shall serve as the boundary for the Transportation Mobility Districts. Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.

Policy 1.1.2 Transportation Mobility Districts are designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multi-modal transportation system that reduces per capita greenhouse gas emissions by encouraging walking, bicycling and driving short distances between residential, retail, office, educational, civic and institutional uses and utilizing transit to commute to regional employment, educational and entertainment destinations.

Policy 1.1.3 The intent of Transportation Mobility Districts are:

1. To provide for mobility within urban areas through the development of an interconnected network of:
 - a. Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).
 - b. Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.
 - c. Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.
2. To recognize that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining roadway level of service on those corridors.
3. To utilize features of the exceptions and alternatives to transportation concurrency and multi-modal transportation districts per F.S. 163.3180.
4. Reduce vehicle miles of travel and per capita greenhouse gas emissions through compact, mixed-use, interconnected developments served by multiple modes of transportation consistent with requirements of F.S. 163.3177.
5. Reduce sprawl and encourage urban development by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.

6. Reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive developments in the Urban Cluster served by transit service that connects to regional employment and educational destinations.
7. To provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.

Policy 1.1.4. Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards for the following:

	Level of Service (LOS)	Standard of Measure
Pedestrian	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis
Motor Vehicle* - SIS**	C	Professionally Accepted Traffic Analysis in consultation with FDOT

* Standard applies to Collector and Arterial Roads

** Strategic Intermodal System

1. In order to achieve the level of service standard for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2030, not a standard that is intended to be achieved on an annual basis for each roadway.
2. Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be achieved starting by 2015 on each of the four (4) routes shown on the Express Transit Corridors map. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hours may be extended to three (3) hours and additional service added to meet demand and maintain fifteen (15) minute headways based on the capacity and productivity of the Service. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.
3. Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north-south and east-west roadways. The Areawide LOS shall be determined by dividing the sum (Σ) of total traffic by the sum (Σ) of the total maximum service volume at

the adopted LOS standard for all functionally classified County and Non SIS State Roadways.

4. The LOS for SIS facilities within the Urban Cluster shall be addressed through the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26th, 2010). The SIS Mitigation Plan identifies mitigation measures such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service. Mitigation projects, consistent with the SIS Mitigation Plan, shall be included in the Multi-Modal Transportation Capital Improvements Program. The SIS Mitigation Plan may be amended, in consultation with FDOT, during updates to the Capital Improvements Element.

Policy 1.1.5 Over the next twenty (20) years as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing capital infrastructure for a multi-modal transportation network to providing frequent transit service along dedicated transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to construction of dedicated transit lane(s).

Policy 1.1.6 The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service standards and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2030.

Policy 1.1.6.1 The annual update of the Capital Improvements Element (CIE) shall include a roadway LOS analysis that demonstrates that the Areawide LOS for each Transportation Mobility District is being achieved. The annual update shall include a LOS analysis of SIS facilities and shall demonstrate consistency with the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26th, 2010). The annual update shall also demonstrate that progress is being made toward achieving the identified bicycle, pedestrian and transit LOS. To measure and evaluate the effectiveness of the Transportation Mobility Districts policies, the annual update of the CIE shall also include a vehicle miles of travel (VMT) and mode share analysis for each Transportation Mobility District and the Urban Cluster.

Policy 1.1.6.2 Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

Policy 1.1.6.3 With the exception of Interstate 75, roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall be four (4) lane roadways with provisions for transit, bicycle lanes, sidewalks and/or multi-use paths

Policy 1.1.6.4 The time frame for construction of the projects identified in the Capital Improvements Element is intended to be flexible to address impact from development as it occurs. Should development activity increase, then the identified projects will be constructed earlier in the time period; conversely, should development activity be below normal rates, then the construction start dates will be pushed back to a later period.

- Policy 1.1.6.5 The County intends to engage in Public/Private Partnerships to develop an interconnected roadway network in undeveloped and underdeveloped portions of the Urban Cluster to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways.
- Policy 1.1.6.6 Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS standards, then the County shall as a part of its annual update to the Capital Improvements Element either identify additional motor vehicle capacity projects or increase peak-hour transit frequencies and provide off-peak transit service with at least 30 minute headways along Express Transit Corridors.
- Policy 1.1.6.7 A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from the alignment shown to serve a Transit Oriented Development, Traditional Neighborhood Development or Activity Center. A Comprehensive Plan amendment shall be required to modify dedicated transit lane(s) for transportation uses other than provision of transit service.
- Policy 1.1.6.8 The County may elect, but shall not be required, to construct dedicated transit lanes on existing roadways identified on the Rapid Transit Corridors map until such time as the roadway is operating at or below the adopted LOS standard. Any changes to time frames shall require an amendment to the Capital Improvements Element.
- Policy 1.1.6.9 Dedicated transit lane(s) shall be designed and constructed in conjunction with new roadway projects consistent with the Rapid Transit Corridors map.
- Policy 1.1.6.10 The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps.
- Policy 1.1.6.11 Bicycle and Pedestrian facilities shall be provided in accordance with Objective 1.6.
- Policy 1.1.6.12 Large Scale Comprehensive Plan amendments to the Future Land Use Element or Map that result in a greater transportation impact shall require the entity requesting the amendment to demonstrate that the adopted LOS standards for the affected Transportation Mobility District and impacted Strategic Intermodal System (SIS) roadways are achieved and that additional required infrastructure, including infrastructure identified in the SIS Mitigation Plan (Alachua County Growth Management Department January 26th, 2010) is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the Comprehensive Plan Amendment.
- Policy 1.1.6.13 Requests to expand the Urban Cluster Boundary, whether by public or private entities, shall require the entity to demonstrate that the adopted LOS standards for the affected Transportation Mobility District is achieved and that additional required infrastructure is fully funded. The entity shall also be required to construct or fully fund bicycle and

pedestrian facilities necessary to achieve the adopted LOS from the development to an existing facility or a logical terminus within the existing Urban Cluster Boundary. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the request to expand the Urban Cluster Boundary. This requirement is in addition to all other conditions of the Comprehensive Plan, including Policy 7.1.3 of the Future Land Use Element in order amend the Comprehensive Plan to the expand the Urban Cluster.

Policy 1.1.6.14 For Annexations within the Urban Cluster the County shall coordinate with applicable jurisdictions to incorporate the transportation infrastructure improvements into the jurisdictions Capital Improvements Element. The County shall not expend any funds for transportation projects within annexed areas or to mitigate the impact of developments within municipalities, unless an intergovernmental agreement is established with the municipality to have developments fund their proportionate share of the cost to address the developments impact.

Policy 1.1.6.15 Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS standards can be meet and that the amendment is in keeping with providing mobility by multiple modes of transportation within the Urban Cluster.

Policy 1.1.6.16 Alachua County accepts the standards and recommendations of the Tower Road Charrette for SW 75th/Tower Road Study Area as a basis for capital improvements programming for transportation facilities in the area. Prior to programming specific projects involving the expenditure of County funds, additional analysis shall be required.

Policy 1.1.7 A multi-modal transportation fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system.

1. Development shall satisfy its transportation concurrency obligations through payment of a multi-modal transportation fee. This provision shall not exempt Developments of Regional Impact, except those located within an Urban Service Area, from statutory requirements for proportionate share mitigation.
2. No development shall receive a final development plan approval where the development impacts a roadway operating below the adopted LOS, except through the proportionate share ordinance or until such time as a multi-modal transportation fee is adopted that address the traffic impact of the development.
3. Modes of transportation to be addressed by the multi-modal transportation fee shall be consistent with the modes identified in Policy 1.1.4.
4. The multi-modal transportation fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

Policy 1.1.8 The following are internal street network requirements for all development within the Urban Cluster:

1. Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.
2. Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.
3. A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles.
4. Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.
5. Internal streets shall connect to stub-outs provided by adjacent developments.
6. Developments shall provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.
7. A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.

Policy 1.1.9 The Transportation Concurrency Exception for Projects that Promote Public Transportation (TCEPPT) shall be limited to those Projects that by April 2nd, 2009 have either been previously approved to utilize the Exception or that have filed a Comprehensive Plan Amendment as part of a Development of Regional Impact seeking to utilize the Exception subject to approval by the Board of County Commissioners. Should the Board of County Commissioners not approve the Comprehensive Plan Amendment filed as part of the Development of Regional Impact, the Project would not be eligible to utilize the TCEPPT in the future.

Policy 1.1.9.1 Exceptions from roadway concurrency requirements may be granted to Projects That Promote Public Transportation, in accordance with F.S. 163.3164 and F.S. 163.3180 for qualifying projects in the Archer Road/Tower Road Activity Center, the Springhills Activity Center and the Oaks Mall Activity Center designated on the Future Land Use

Map Series. A portion of a development outside one of these Activity Centers that meets the criteria for this Transportation Concurrency Exception will be eligible for this exception if that portion is part of a unified plan that is integrated with a project within one of these Activity Centers and the development as a whole meets the criteria specified below.

Policy 1.1.9.2 The County shall adopt land development regulations providing in greater detail the standards for Transportation Concurrency Exception for Projects that Promote Public Transportation, including connectivity index standards for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses.

Policy 1.1.9.3 In order for a project to be eligible for this TCE, the project shall meet all of the following criteria:

- a. Is located on or within 1/4 mile of an existing public transit line, or a planned public transit line, with 15 minute peak hour frequencies, or alternatives that are funded and assured to be operational within the first phase of the development. This may include things as such as express bus service or other transit that meets these requirements.
- b. The development plan includes public transit facilities and services designed to maximize use of the public transit line by persons expected to live and/or work within the proposed development;
- c. Contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses.
- d. Provides a transit shelter or a station on the public transit line of sufficient size to accommodate the persons expected to live and or work/shop within the project boundaries. The transit shelter/station shall be safe, comfortable and convenient for its intended users. The station shall be of a size and design, to include such amenities. The station shall not be a single purpose facility, but shall instead include a mix of uses and amenities. The transit station shall be located near the center of the project. Alachua County shall adopt in the Land Development Regulations, definitions, criteria, and specifications for transit shelters and stations.
- e. The project must be designed in such a way as to provide easy access for transit to service the project. The project should be designed to allow 80% of the residents/workers walking access to the transit station. As an alternative the project may provide for 80% of the users to have walking access to a feeder-distributor service that provides for fast and easy access to the mainline transit shelter/station via shuttles, vans, or some other automated form of people mover (other than a single-occupant vehicle). For the purposes of this section walking access is defined as being within 1/4 mile. Safe, comfortable and pedestrian- and bicycle-friendly facilities shall be provided within the development to the transit shelters, stations and stops, including appropriate bicycle parking and lockers at the transit shelter/station. Access for pedestrians shall be by

sidewalks, trails, and paths, and should provide for safety, shade, comfort and generally a pedestrian friendly atmosphere. The connectivity standards shall address connectivity for pedestrians, bicycles and vehicles.

- f. The project provides a commercial center that includes the main transit station.

Policy 1.1.9.4 The project meets the requirements for Traditional Neighborhood Developments as specified in the Future Land Use Element, and the commercial center must be consistent with the policies for either Neighborhood Center or Activity Centers, whichever is applicable. In addition, the project should be designed according to the following criteria:

1. Residential lots are serviced by a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street. Generally, garages are located on the rear portion of the property and accessed from the rear by an alley or lane.
2. Sidewalks, street trees, landscaping, street furniture, entryway features, signage, and lighting are required and used to strengthen the identity of the neighborhood centers.
3. A continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood.
4. Street design standards address pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards should promote walkability, ensure pedestrian safety and allow for emergency access.
5. Building frontages spatially delineating the thoroughfares and masking the majority of the parking.
6. Parking and loading functions are located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood, through on-street parking, and parking placed behind buildings.

Policy 1.1.9.5 The County shall incorporate into its LDRs procedures and standards for projects that promote public transportation. In the interim period between the effective date of these policies (May 2, 2005) and amendment of LDRs, projects shall meet the requirements in Policies 1.1.9.1 The County may consider TCEs for Planned Development zoning proposals that meet the requirements of these policies and incorporate conditions that the County determines to be sufficient to ensure compliance with these requirements.

- Policy 1.1.10 The Urban Service Area shown on the Future Land Use Map shall be a Transportation Concurrency Exception Area (TCEA) consistent with F.S. 163.3180 (5) (b) 3 c., and shall be exempt from state mandated transportation concurrency. All of the Transportation Mobility District policies of this Element shall apply within the TCEA. The Transportation Concurrency Exception Area is shown on the Transportation Mobility District Map.
- Policy 1.1.10.1 All development within a Transportation Concurrency Exception Area shall mitigate its impact through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. Development shall mitigate its impact consistent with the proportionate share ordinance until such time as a multi-modal transportation fee is in effect that address the traffic impact of the development.
- Policy 1.1.10.2 Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.
- Policy 1.1.10.3 A development greater than 1,000 dwelling units or 350,000 sq ft of non-residential uses shall be required to either:
- a. Mitigate its proportionate share cost for all significant and adverse impacts to roadways, interstates, intersections and interchanges not addressed through the multi-modal transportation fee. Significant and adverse impacts to roadways, intersections, interstates and interchanges shall include all roadways where the development generates traffic that is five (5) percent or more of the Florida Department of Transportation Generalized Tables capacity at the adopted roadway level of service standard. Adverse roadways are roadways that operate below that adopted roadway level of service standard. The Florida Department of Transportation shall be consulted on impacts to Strategic Intermodal System (SIS) facilities, or
 - b. Construct and fund multi-modal improvements, to the extent permitted by law, as described below (capital projects shall be consistent with the Capital Improvements Element):
 1. Construct one of the following:
 - a. Construct an overpass over Interstate 75 that accommodates at least three of the following modes of travel: walking, biking, driving or riding transit, or
 - b. Construct two (2) miles of an off-site roadway capacity project, or
 - c. Construct four (4) miles of single track or two (2) miles of dual track off-site dedicated transit lanes,
 2. Construct an off-site multi-use trail connecting two pedestrian generators,
 3. Fund four (4) hybrid or alternative fuel buses,
 4. Construct a surface park and ride lot designed to accommodate a multi-story

parking structure at a future date, the multi-story parking structure may be constructed in-lieu of the surface lot,

5. All projects, regardless of proximity to Interstate 75, shall be required to fund transit for a cumulative twenty (20) year period. The funding of transit shall occur in three phases and shall commence within one year upon the issuance of building permits where the following cumulative development thresholds, based on the total approved development, are exceeded: 25% for phase one, 50% for phase two and 75% for phase three. The frequency, limits and span of service for each phase are as follows:
 - a. Phase 1: twenty (20) minute headways during the am and pm peak hours and forty (40) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 10 hours, with 4 of those hours occurring during peak periods.
 - b. Phase 2: fifteen (15) minute headways during the am, afternoon and pm peak hours and thirty (30) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 14 hours, with 6 of those hours occurring during peak periods.
 - c. Phase 3: ten (10) minute headways during the am, afternoon and pm peak hours, twenty (20) minute headways during daytime and early evening off-peak hours, thirty (30) minute headways during early morning and late evening off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 18 hours with 8 of those hours occurring during peak periods.

Policy 1.1.10.4 Developments may receive multi-modal transportation fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.10.3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD), a Transportation Concurrency Backlog Authority (TCBA) or Transportation Special District (TSD) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, multi-modal transportation fee credit, development entitlements, and funding mechanisms.

OBJECTIVE 1.2 Transportation Management Outside of Urban Cluster Mobility Areas

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure can be provided in a financially feasible manner, developments outside the Urban Cluster as identified in the Comprehensive Plan shall be required to mitigate directly impacted roadways and impacts to roadways within the urban cluster.

Policy 1.2.1 Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities

Mode of Travel	Level of Service (LOS)
Motor Vehicle – SIS*	B
Motor Vehicle – Multi-lane**	C
Motor Vehicle – Two lane Arterial	C***
Motor Vehicle – Two lane Collector	C

* Strategic Intermodal System, Florida Department of Transportation

** Four or more through lanes

*** LOS D for:

SR 24 (Archer Road) from SW 91st to Levy County
 SR 121 (Williston Rd) from SW 62nd to Levy County
 SR 26 from NE 39th (SR 222) to Putnam County
 CR 241 (NW 143rd) from NW 39th to City of Alachua
 SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

Policy 1.2.2 Alachua County has established level of service standards for rural areas to coordinate capital improvement planning and land use to ensure that growth does not occur faster than the County’s ability to provide for infrastructure in a financially feasible manner. The level of service standards shall not compel or require the County to widen or construct new roadways outside of the Urban Cluster in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties. Alachua County may elect to widen a roadway adjacent to the Urban Cluster where development approved within the Urban Cluster significantly impacts the adverse roadway.

Policy 1.2.3 Adequate roadway capacity necessary to support development shall be required to be available "concurrent" with the impact of that development. The procedures for implementation of concurrency management as detailed in the Capital Improvements Element shall include a requirement for a Certificate of Level of Service Compliance as a condition of approval of a final development order, specifying intensity and density of development. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a reasonable time frame as set out in 1.2.4.7 below, consistent with 9J-5.0055(2). Failure to receive a Certificate of Level of Service Compliance will preclude the establishment of vested rights for a project and will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.2.4.7 have been met. This policy shall be implemented through the Development Review process in accordance with the Concurrency Management Ordinance.

- Policy 1.2.4 Adopted LOS standards shall be used as the criteria to measure the available capacity of facilities that are part of the traffic circulation system. A development order will not be approved unless the adequate capacity is concurrent with the impacts of development based on the following standards:
- Policy 1.2.4.1 The necessary facilities and services are in place at the time the development permit is issued; or
- Policy 1.2.4.2 The development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
- Policy 1.2.4.3 The necessary facilities are under construction at the time the permit is issued; or
- Policy 1.2.4.4 The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur; or
- Policy 1.2.4.5 At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
- Policy 1.2.4.6 The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, F.S.; or
- Policy 1.2.4.7 In areas in which the local government has committed to provide the necessary public facilities and services in accordance with its 5-year schedule of capital improvements, where actual construction is scheduled to commence in or before the third year of the adopted five year Capital Improvement Program. The Capital Improvement Program will recognize projects included in the first three years of the Florida Department of Transportation Five-Year Work Plan where actual construction is scheduled to commence in or before the third year of the five year plan. If projects in the FDOT plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes on level of service to determine if modification to pending development orders should be made. Projects operating under existing development orders with a valid certificate of level of service compliance approved pursuant to this policy shall be considered vested for purposes of this policy. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.
- Policy 1.2.5 Amendments to the Future Land Use Element and/or Map will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level

of service of affected roads based on the roadway functional classification and number of lanes.

- Policy 1.2.6 No amendment to the Future Land Use Element shall be approved where this evaluation indicates that the level of service on affected roads would be reduced below the adopted level of service standards. Under these circumstances, any amendment to the Future Land Use Map shall be accompanied by corresponding amendments to identify roadway modifications needed to maintain adopted level of service standards, as well as the scheduling of such modifications in Alachua County's Five Year Capital Improvement Program

Objective 1.3

To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system

- Policy 1.3.1 Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations

- Policy 1.3.2 Access to roadways shall be controlled in order to maximize the efficiency of the transportation network. The FDOT Access Management Classification System and Standards shall be incorporated and utilized for reviewing plans submitted to the DRC for review and approval. All development orders shall meet at a minimum the FDOT requirements.

- Policy 1.3.3 Alachua County will incorporate within their Land Development Regulations provisions which address the following:

- a. frontage road, joint access, or cross access easement requirements, where appropriate.
- b. mandatory off-street loading and parking
- c. intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges
- d. building setback requirements
- e. design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
- f. intersection spacing standards
- g. minimum maintenance responsibility requirements
- h. sight distance standards

- i. incentives to mitigate poor traffic access/hazardous situations
- j. standards to eliminate traffic conflicts with bicyclists and pedestrians
- k. highway safety for all users
- l. commercial signage/utilities restrictions within rights-of-way
- m. FDOT Access Management Classification System and Standards
- n. cross-access and stub-outs to adjacent parcels

Policy 1.3.4 Development shall be required to address operational site related improvements and operational affects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the limits for major intersections to be addressed and the extent of required operational improvements to ensure safe operations for motor vehicles, pedestrians, and bicyclists. Operational improvements are considered site related requirements. The addition of through motor vehicle lanes not directly related to facilitating access to the site are considered capacity projects and shall be credited accordingly.

Policy 1.3.5 The land development regulations shall include standards, criteria, and procedures to ensure that an adequate system of roads functionally classified as local provides safe and maintainable access to new development that will use such roads. These regulations shall include design standards to ensure that the structural integrity and volume capacity of such roads are adequate based on projected trips to and from such development and shall take into account requirements for fire-fighting and other emergency vehicle access. Evaluation and approval of new development proposals shall include assessment of impact on and capacity of directly connected existing local roads.

Policy 1.3.6 The land development regulations shall include guidelines, standards, and procedures for the identification of existing local graded roads providing access to existing development that are deficient based on findings that the condition of such roads is below or is projected to be below that required to meet minimum standards for public safety based on factors such as accidents, indications of inaccessibility to emergency vehicles, indications of inability to properly maintain, and projected traffic volumes in relation to the condition of the road. A management program for such roads identified as deficient shall be developed by the Alachua County Public Works Department for consideration as part of the annual Capital Improvements Program update. This shall include identification of the cost of required maintenance or improvements necessary to remedy identified deficiencies, identification of existing or proposed sources of funding such expenditures, and identification of areas proposed for deferral of further development pending remedy of existing local road deficiencies.

Policy 1.3.7 Development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones,

stormwater, utilities, sidewalks and multi-use paths. Sidewalks and multi-use paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive areas, and natural features

Policy 1.3.8 Developments that are twenty-five (25) or more residential units in size or that generate more than 250 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where infeasible due to original tract dimensions, environmental or topography constraints or existing development patterns.

OBJECTIVE 1.4.

To establish the Future Transportation Circulation Maps (FTCM) as the guiding documents for development of an adequate network of major roadways in Alachua County for 5 and 20 years.

Policy 1.4.1 The Future Transportation Circulation Maps, and any subsequent updates, shall be developed on an interim basis through projected Areawide levels of service within Transportation Mobility Districts and the levels of service for roadway segments outside the Urban Cluster using best available data.

Policy 1.4.1.1 The Future Transportation Functional Classification Maps for major roadways shall reflect existing functional classifications and future functional classifications consistent with the Future Transportation Circulation Maps.

Policy 1.4.1.2 The Future Transportation Circulation Maps shall be adopted to be used in conjunction with the Capital Improvement Element for capital improvement programming and long-range planning . The capital improvement program shall identify those projects required to provide the facilities indicated on the adopted Future Transportation Circulation Maps.

Policy 1.4.1.3 The Future Transportation Circulation Maps shall be used for the following:

1. Review of all proposed development orders for consistency with level of service standards for facilities as identified on the adopted Future Transportation Circulation Corridor Maps.
2. Review of all proposed capital projects proposed to widen existing, or develop new major roadways. All capital projects shall be consistent with the Future Transportation Circulation Maps.
3. Achieving consistency of this Comprehensive Plan, where appropriate, with the long range transportation plans of all local governments within Alachua County, with the transportation plans of the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO), and with the Florida Department of Transportation's transportation plans.

Policy 1.4.1.4 The Future Transportation Circulation Maps may be amended if one or more of the following criteria are met and remain consistent with the Capital Improvement Element and the Capital Improvement Program:

1. One or more additional major roadways are proposed to be added to the Map or improved where such addition or modification can be demonstrated to improve the level of service or the safety on one or more roadways already shown of the Map, and where such roadways are projected to operate at deficient levels of service in the long-range planning time frame of this Comprehensive Plan. Additions could be proposed by public and / or private entities such as the County, Private Developers, FDOT and the MTPO. Any such amendment shall also be consistent with other Elements of this Comprehensive Plan.
2. Update or amendment of this, or any other element results in a need to amend the FTFCM.
3. Update of the Future Transportation Functional Classification Map results in a need to amend the FTFCM.

OBJECTIVE 1.5

Avoid, minimize, and mitigate adverse impacts upon natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use the transportation system to enhance natural and historic resources and scenic quality where possible.

Policy 1.5.1 Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts Conservation and Preservation areas consistent with Objective 3.6 of the Conservation and Open Space Element.

Policy 1.5.2 Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality, consistent with Objectives 5.3 and 5.4 of the Conservation and Open Space Element.

OBJECTIVE 1.6

Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.

Policy 1.6.1 Transportation facilities shall be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, calm traffic, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses. Where possible, the existing natural landscape shall be retained or appropriately replicated in roadway design so as to maintain the sense of place and environmental heritage of Alachua County.

Policy 1.6.2 The County shall strive to achieve Platinum Level Bicycle Friendly Community Status from the League of American Bicyclists.

Policy 1.6.3 Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element.

- Policy 1.6.4 New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.
- Policy 1.6.5. Streets and roads shall be designed such that automobile and non-automobile modes of transportation are equitably served to the greatest extent possible. Design will include public and emergency vehicle access. Such designs shall include strategies to calm automobile traffic, provide a pleasant pedestrian environment, and create safe, balanced, livable streets, such as:
- a. narrow travel lane width,
 - b. minimum turning radius,
 - c. bike lanes,
 - d. pedestrian-friendly frontage uses and design,
 - e. street trees, street furniture, and landscaping,
 - f. wide sidewalks,
 - g. crosswalks, and/or
 - h. gridded street system of short blocks.
- Policy 1.6.6 The preferred location for sidewalks and multi-use paths is the edge of the right-of-way, behind existing or proposed vegetation.
- Policy 1.6.7 The standard width for multi-use paths is eight (8) feet. In recognition of the difficulty in retrofitting existing roadways, the width of the multi-use path may be decreased to five (5) feet in specific locations to address utilities, stormwater facilities, and right-of-way constraints.
- Policy 1.6.8 Bike lanes or paved shoulders shall be provided whenever turn lanes are constructed on a rural cross-section arterial or collector roadways. Bike lanes or paved shoulders shall be provided in conjunction with the resurfacing or reconstruction of all rural cross-section arterial and collector roadways unless prohibited due to stormwater, environmental or right-of-way constraints.
- Policy 1.6.9 The County shall incorporate bikeways, trails, and scenic corridors into the greenways system as provided in Objective 6.3 of the Conservation and Open Space Element.
- Policy 1.6.10 Bicycle and pedestrian access for recreation and transportation throughout the community shall be incorporated into a linked open space network, or greenways system, consistent with Objective 6.3 of the Conservation and Open Space Element

- Policy 1.6.11 The County shall design and locate recreation sites to encourage and expand bicycle and pedestrian access consistent with the Recreation Element.
- Policy 1.6.12 Developments are encouraged to utilize the sidewalk mitigation fund in lieu of constructing a sidewalk along property boundaries with an external roadway.

OBJECTIVE 1.7

To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Policy 1.7.1 In developing Alachua County's transportation plan, the following plans shall be considered:

1. The Florida Department of Transportation's adopted Five-Year Work Program;
2. the annual Transportation Improvement Program and Long Range Transportation Plan of the Metropolitan Transportation Planning Organization;
3. the transportation plans of the municipalities within Alachua County; and
4. the transportation plans of adjacent counties.

Policy 1.7.2 Alachua County will coordinate transportation modifications with state, local, and regional plans. Regional plans shall be coordinated through the MTPO for the urbanized area. For other areas of the County, transportation improvements shall be coordinated through mutual review of proposed modification programs on an annual basis with affected municipalities and the state. Alachua County shall consider the Long Range Transportation Plan in the development of its Transportation Improvement Program (TIP) for County maintained facilities in the municipalities.

Policy 1.7.3 Road projects may be constructed by private development interests to provide access to properties for the purposes of development in accordance with the Future Land Use Element. These roads must be constructed to appropriate County standards for the anticipated long-range need of the road projects as determined by the Alachua County Public Works Department. Projects that provide access between two existing or proposed collector or arterial roadways may be required to amend the Future Traffic Circulation Maps through the Comprehensive Plan Amendment process.

Policy 1.7.4 In order to assess intergovernmental traffic impacts, Alachua County shall continue to coordinate with the following entities concerning the indicated facilities:

1. the FDOT for state-maintained roads in the unincorporated area,
2. municipalities in Alachua County for County-maintained roads within the municipality and municipal roads which may impact those County-maintained roads, and;
3. adjacent counties for inter-county roads, where appropriate.

The coordination shall include provisions for:

1. Periodic monitoring reports to be prepared by Alachua County for use by the FDOT in determining road modifications needs in their five-year work program.
2. Reporting of development activity from the entity approving development orders that would result in additional traffic on County roads to monitor the capacity of County-maintained facilities and for use in capital improvement programming.
3. Procedures for verification with the County of road capacity for developments whose approval by the entity would generate traffic exceeding more than five percent (5%) of the maximum capacity of the road based on the adopted minimum level of service standards.
4. Bike facilities and sidewalks.

Policy 1.7.5 Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by the County with access to SIS and state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.

Policy 1.7.6 Alachua County will continue to participate in and support the efforts of the Metropolitan Transportation Planning Organization (MTPO) through provision of the County's proposed transportation modification program to the MTPO for review, exchange of information such as traffic counts, accident data necessary for planning by the MTPO, and participation in the MTPO technical advisory committee and on the MTPO.

Policy 1.7.7 Citizen participation shall be a part of the traffic circulation planning process. This shall include, but not be limited to, citizen participation in the annual Capital Improvement Element review process, conducted in accordance with Policy 1.6.1 of the Capital Improvement Element.

OBJECTIVE 1.8

To resolve existing and potential future safety problems within the transportation network.

Policy 1.8.1 Alachua County shall, in conjunction with the FDOT and the municipalities within the County, continue to identify and maintain data on locations of current high concentrations of accidents. This information shall be used as part of the identification of projects for Transportation System Management programs.

Policy 1.8.2 Alachua County shall develop a long range program in conjunction with the Capital Improvement Element to improve County-maintained roadways/intersections identified as having safety problems. Alachua County shall notify the FDOT of the need for modifications for safety problems identified on state-maintained roadways.

OBJECTIVE 1.9

To provide for the acquisition and protection of existing and future rights-of-way from development, including building encroachment.

- Policy 1.9.1 The Future Transportation Corridor Map incorporated herein will be used to identify right-of-way needs along given transportation corridors.
- Policy 1.9.2 Alachua County shall protect existing and future rights-of-way through its development review process. Rights-of-way necessary for County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed developments or modifications are adjacent to state-maintained roadways. The County will coordinate with the Regional Transit Service to determine right-of-way needs when proposed developments or modifications are adjacent to future transit corridors. Alachua County shall encourage the FDOT to acquire rights-of-way necessary for state-maintained projects as soon as funds become available for such specific projects.
- Policy 1.9.3 Standards for roadway construction and development will be established as part of the land development regulations providing for the protection of existing and future rights-of-way and easements. This policy shall be applied through the County's Development Review process.

OBJECTIVE 2.1 TRANSIT

To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

- Policy 2.1.1 Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.
- Policy 2.1.2 Alachua County shall continue to promote the enhancement of transit through the Long Range Transportation Plan
- Policy 2.1.3 Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes
- Policy 2.1.4 Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.

OBJECTIVE 2.2

To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged.

- Policy 2.2.1 Alachua County will assist the Metropolitan Transportation Planning Organization, and the Florida Department of Transportation in planning services for the transportation disadvantaged.
- Policy 2.2.2 Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.

OBJECTIVE 2.3

To promote an appropriate rail transportation system.

- Policy 2.3.1 Alachua County shall promote MTPO activities to coordinate with Federal, State, regional, and local agencies to study the feasibility of a regional light rail system.
- Policy 2.3.2 Alachua County shall encourage continued provision of existing freight and passenger railroad service in the County and promote the expansion of freight and passenger railroad service in the County and explore the possibility of intercity high speed rail.

OBJECTIVE 4.1 AVIATION

To coordinate improvements or expansions of aviation facilities with the Future Land Use Element and the Conservation and Open Space Element; and to prevent obstructions to airport operations.

- Policy 4.1.1 Zoning and other land development regulations shall be updated based on recommendations in the Gainesville Regional Airport FAR Part 150 Study (1986) and subsequent updates, and updates of the Gainesville Regional Airport Master Plan, in order to protect designated airport lands, approach and runway protection zones, Ldn (loudness: day/night) contour lines, and existing and future development adjacent to aviation facilities. The regulations shall address specific methods for County coordination with the Airport to implement these recommendations. Maps 2-5 (depicting the general location of airport facilities and expansions including runway protection zones and obstructions, adjacent land uses, and airport facility ingress and egress for surface transportation), located in the supporting data and analysis for this Element, are adopted and incorporated herein as the Future Aviation and Related Facilities Map Series.
- Policy 4.1.2 Alachua County shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and any approved mitigation plan, consistent with the Conservation and Open Space Element.
- Policy 4.1.3 Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Alachua County Board of County Commissioners in accordance with the Land Development Regulations.
- Policy 4.1.4 Alachua County will notify with the Gainesville Regional Airport Authority and the Flying Ten Airport concerning proposed changes in land use within designated runway protection zones, and any application for approval of communication towers or other

structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County. All other (private) air facilities identified in the most recent report for the Continuing Florida Aviation System Planning Process shall be notified of any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County.

OBJECTIVE 4.2

To coordinate improvements or expansions of aviation facilities with the Transportation Mobility Element.

Policy 4.2.1 Surface transportation access to aviation facilities shall be coordinated with the traffic circulation system shown on the traffic circulation maps.

Policy 4.2.2 Alachua County shall coordinate its traffic planning efforts with the Gainesville-Alachua County Regional Airport Authority, the City of Gainesville, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Florida Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

OBJECTIVE 4.3

To coordinate the capital improvement plans associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, the City of Gainesville, Alachua County, and the Multi-County Regional Airport Task Force.

Policy 4.3.1 Fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, shall be reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Alachua County Capital Improvement Element.

Policy 4.3.2 The County shall encourage and support appropriate funding applications submitted by the Airport Authority to the appropriate agencies.

Policy 4.3.3 Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or modifications to the traffic system to support the facility.

Policy 4.3.4 The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the Alachua County Capital Improvement Program.

Adopted Maps Transportation Mobility Element Map Series

1. Future Transportation Functional Classifications (2015)
2. Future Transportation Functional Classifications (2030)
3. Future Transportation Circulation Map (Number of Traffic Lanes) (2015)
4. Future Transportation Circulation Map (Number of Traffic Lanes) (2030)
5. Express Transit Corridors
6. Rapid Transit Corridors
7. RTS Routes
8. Existing & Future Bicycle and Pedestrian Network
9. Existing and Projected Major Trip Generators and Attractors
10. Future Transportation Corridors Map
11. Urban Cluster Transportation Mobility Districts and Transportation Concurrency Exception Areas

Future Aviation and Related Facilities Map Series

1. Air Facilities Locator Map, Alachua County
2. Existing Land Uses within LDN Contour Lines
3. Clear Zones—Gainesville Regional Airport
4. Gainesville Regional Airport Ingress/Egress
5. Future Land Uses and LDN Contour Lines
6. Flying Ten Airport

See maps online @ <http://growth-management.alachua.fl.us/gis/gallery/compplan.php>