



ALACHUA COUNTY COMPREHENSIVE PLAN: 2011-2030 EVALUATION AND APPRAISAL ISSUE SUMMARY

April 17, 2018

STATEMENT OF ISSUES

Update Transportation Mobility Plan policies and maps.

Proactively address the potential for I-75 relief corridors being extended through Alachua County, including identification of preferred locations to ensure consistency with the Comprehensive Plan.

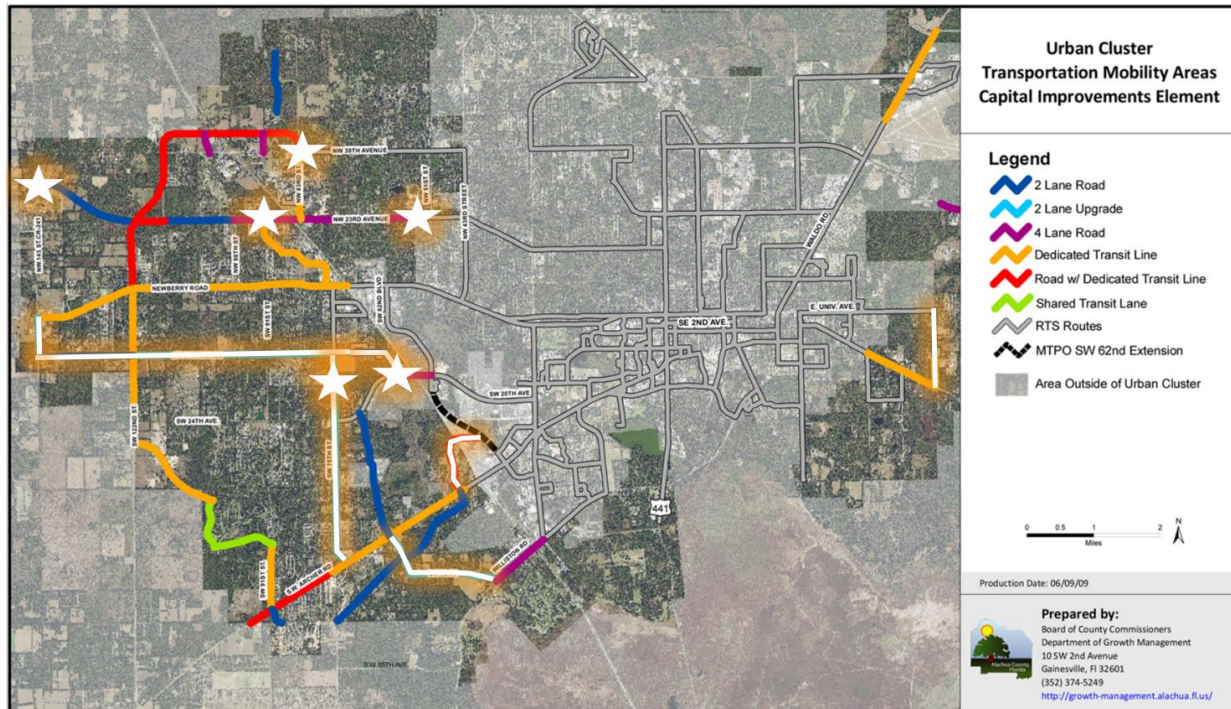
Provision of **premium transit service**, through **coordination with Gainesville Regional Transit System (RTS)**, to complement the County's policies that promote Transit Oriented Development and Traditional Neighborhood Development.

Coordinated approaches to transportation planning and funding with the City of Gainesville, relating to annexation in the Urban Cluster.

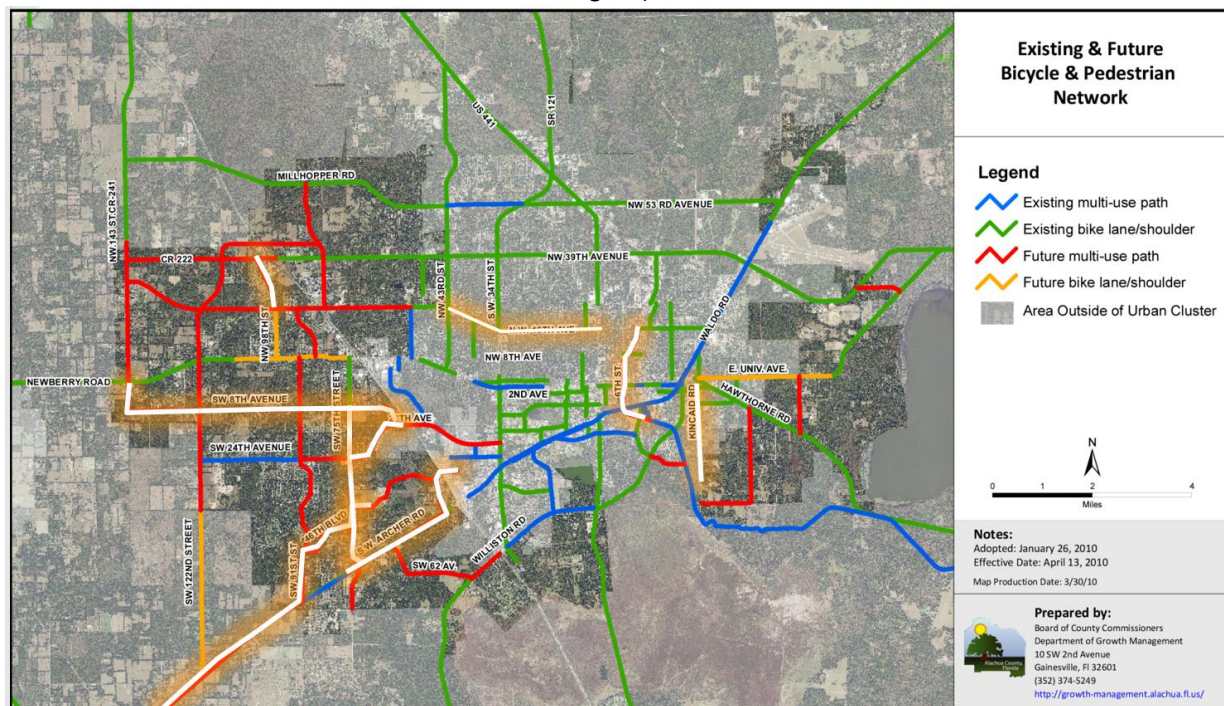
INTRODUCTION

Update Transportation Mobility Plan Policies and Maps

In 2010, The County adopted a set of land use, transportation and capital planning amendments known as the Mobility Plan. Included in this amendments were revised multi-modal levels of service for transportation. These new levels of service included an areawide level of service for automobiles. This focus on areawide level of service reduced the overreliance on segment by segment congestion analysis. The new levels of service informed the adoption of a multimodal capital improvements element for transportation that focused on providing parallel capacity in the roadway network, a bicycle and pedestrian network on existing roadway corridors and new transit service once sufficient density is present in the Urban Cluster to support it. The County has either a number of transportation projects since the adoption of the Capital Improvements Element.



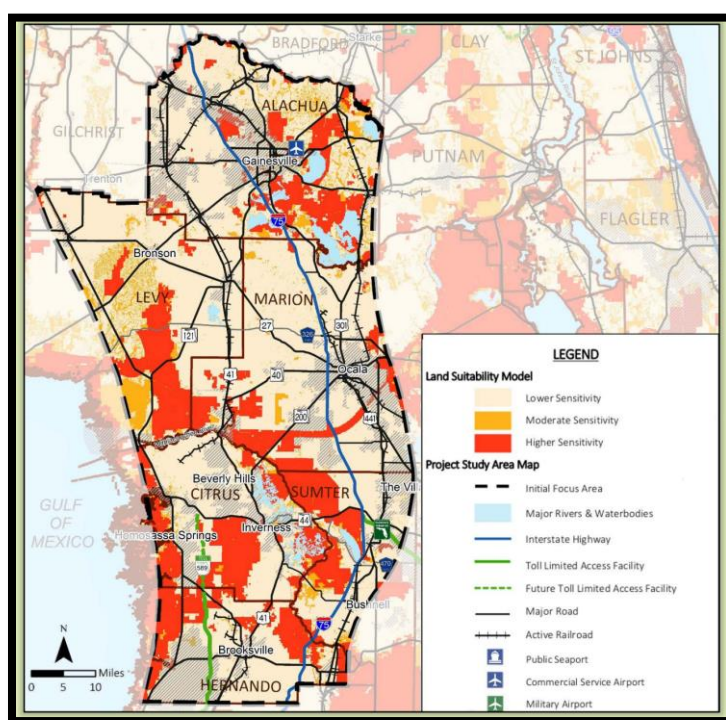
Mobility Plan Roadway Projects that are either constructed or under contract (White highlighted in gold)



Bicycle and Pedestrian Projects that are either completed or under contract (White highlighted in gold)

I-75 Relief and Future State Corridors

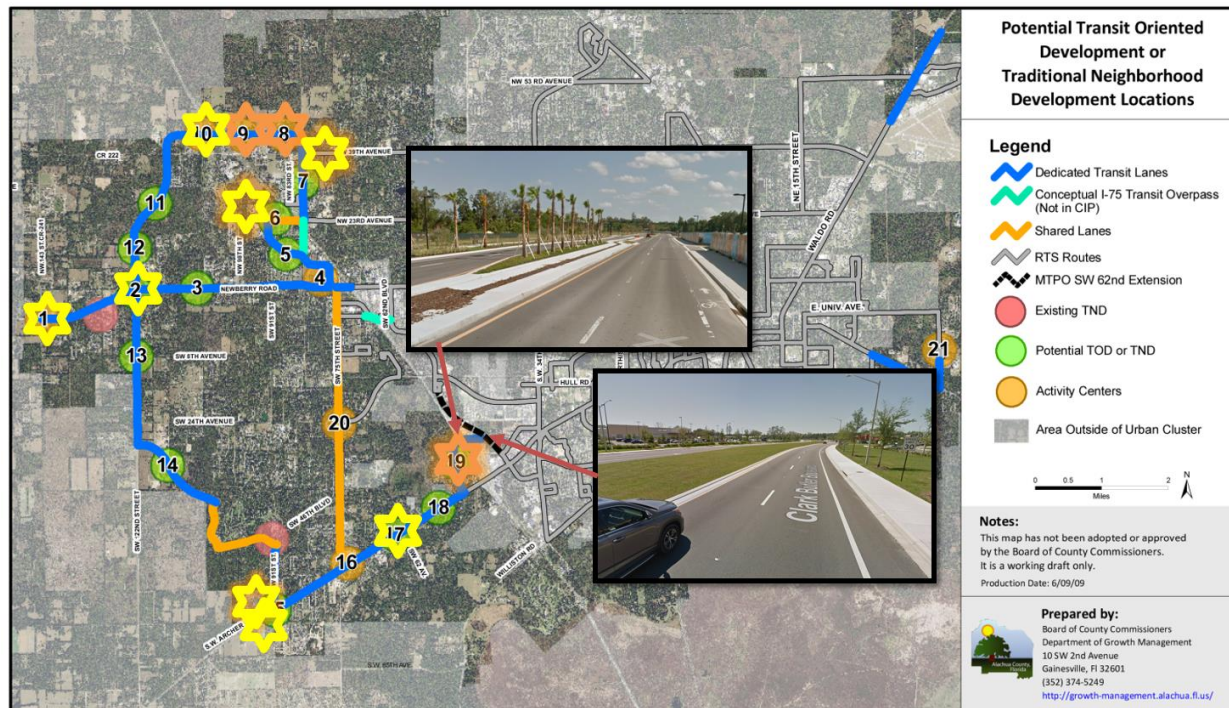
In 2016, the Florida Department of Transportation (FDOT) began a review of the I-75 corridor in several central Florida counties including Alachua County. The stated aim of the study was to relieve congestion and mitigate safety concerns in the I-75 corridor while reviewing potential new corridors between Tampa and Jacksonville. The final report from the study in September 2016 did not propose any specific new corridors but the FDOT continues to study potential extension of the Suncoast Parkway from Citrus County into Marion County through the Coastal Connector Study. This new study has not yet identified any specific corridors and does not include consideration of a new corridor through Alachua County. Staff does not feel that it would be timely to identify any potential corridors through Alachua County at this time but proposes to remain actively involved in any corridor plans that may have future impacts on Alachua County.



Sensitivity Mapping from the I-75 Relief Study, 2014

Premium Transit Planning

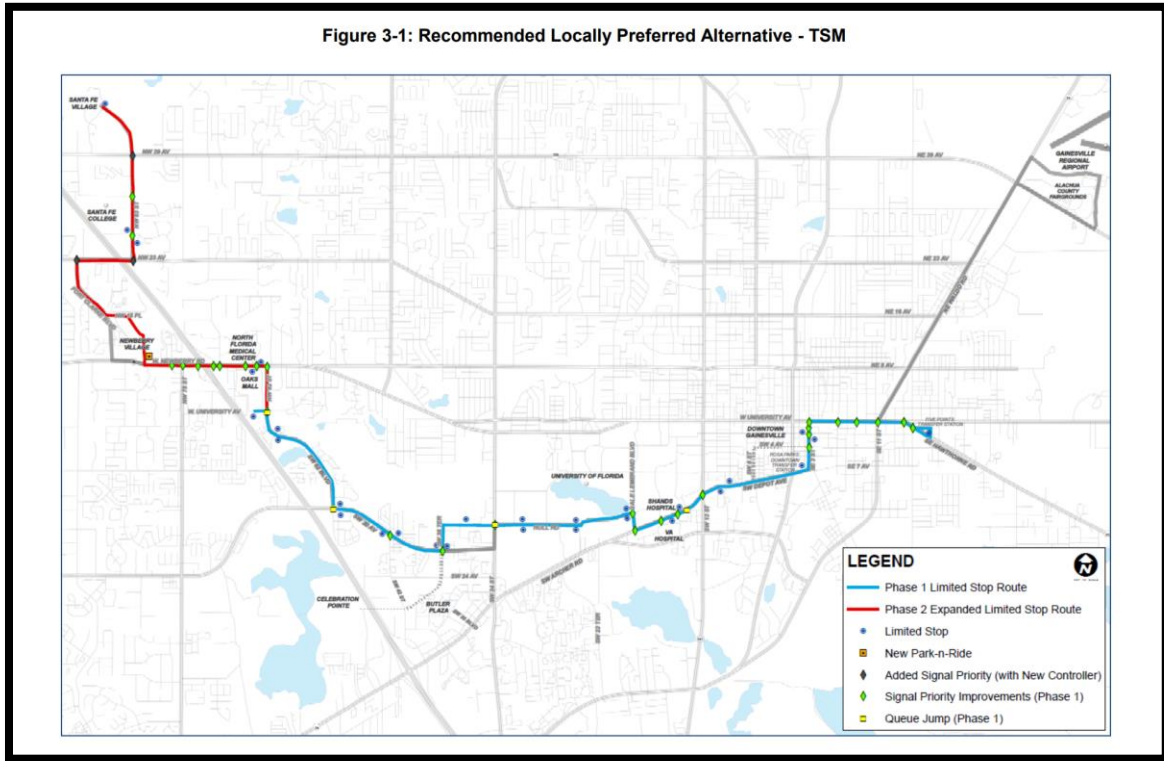
One of the primary focuses of the Mobility Plan amendments from 2010 was the adoption of proposed bus rapid transit service using dedicated transit lanes in select locations. The provision of these facilities was to be initially determined by the location of Transit Oriented Developments (TODs) within the Urban Cluster. To date, the County has approved Preliminary Development Plans for three TODs within the unincorporated area (Celebration Pointe, Santa Fe Village and Springhills). The County has entered into developers agreements with Celebration Pointe and Santa Fe Village and has a pending agreement with Springhills. All of these agreements include some provision for the construction of dedicated transit lanes as well as the provision of rapid transit service.



Approved Traditional Neighborhood Developments (TNDs) and Transit Oriented Developments (TODs) (TNDs Yellow Stars / TODs Orange Stars)

The City of Gainesville has also studied the provision of the bus rapid transit consistent with the Metropolitan Transportation Planning Organization's (MTPo) 2035 Long Range Transportation Plan. The most recent study was the "GO Enhance RTS Study" Alternatives Analysis which concluded in 2014. At the conclusion of that study the City chose a "Transportation System Management (TSM) corridor option. This type of system also known as "BRT Light" would not have dedicated lane infrastructure but could contain such elements as premium branding, signal preemption, queue jumping, enhanced stops and other premium elements. The City has not pursued this service type since the conclusion of the study.

Figure 3-1: Recommended Locally Preferred Alternative - TSM



2014 Locally Preferred Alternative Map from “Go Enhance RTS Study”

Transportation Planning and Funding with the City of Gainesville

County staff has held a series of meetings with the City of Gainesville staff regarding the possibility of enhanced Joint Planning between the two jurisdictions. These talks have specifically focused on annexation, transportation planning and transportation funding. These meetings are in response to several annexation and comprehensive plan challenges initiated by the County in 2017 around annexed properties. County staff is of the opinion that there is an opportunity for enhanced cooperation through the implementation of a possible Joint Planning Agreement between the County and the City of Gainesville. Meetings are ongoing and staff will be prepared to update the County Commission in the near future. Ultimately the outcome of these discussions may affect the proposed Evaluation and Appraisal based Comprehensive Plan Amendments.

COMPREHENSIVE PLAN POLICIES RELATING TO ISSUE

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.

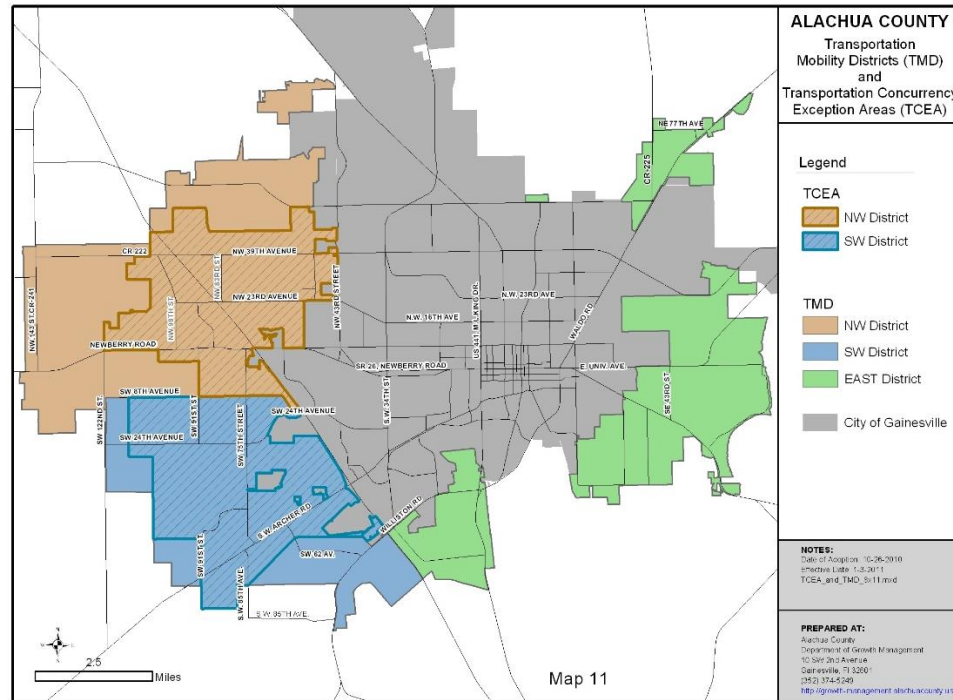
OBJECTIVE 1.1 Urban Cluster Transportation Mobility Districts

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:*

- (a) *To provide for mobility within urban areas through the development of an interconnected network of:*
 - (1) *Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).*
 - (2) *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.*
 - (3) *Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.*
- (b) *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.*
- (c) *To utilize features of the exceptions and alternatives to transportation concurrency and multi-modal transportation districts per F.S. 163.3180.*

- (d) *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.*
- (e) *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.*
- (f) *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.*
- (g) *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:*

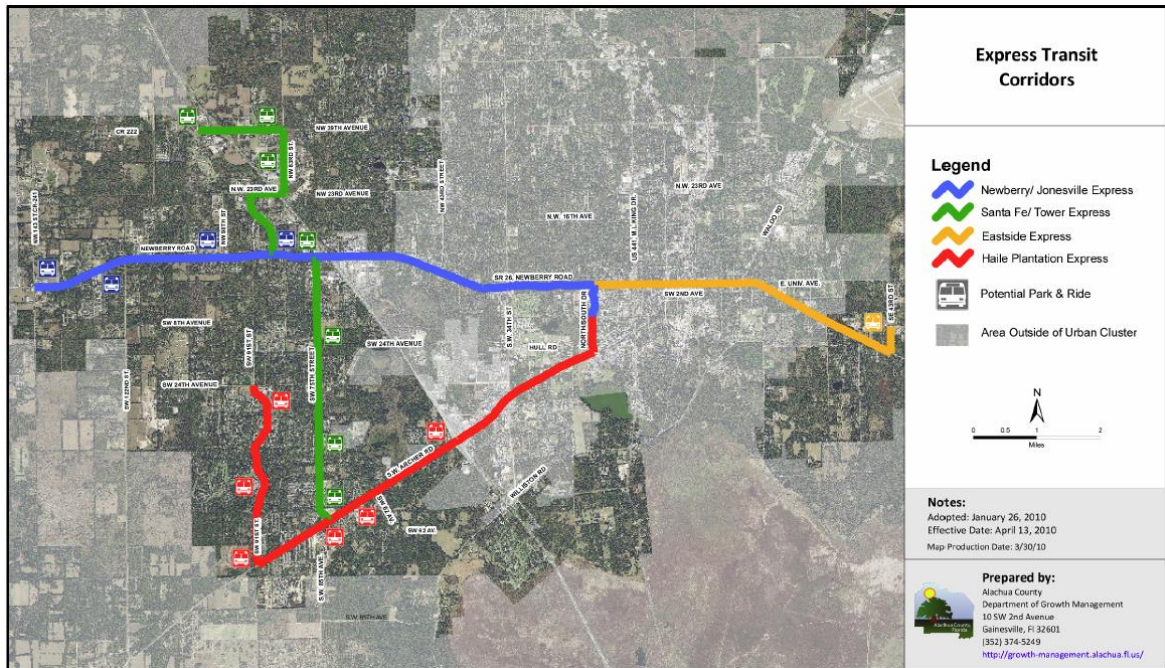
	<i>Level of Service (LOS)</i>	<i>Standard of Measure</i>
<i>Pedestrian</i>	<i>B</i>	<i>Based on Presence of a pedestrian facility</i>
<i>Bicycle</i>	<i>B</i>	<i>Based on Presence of a bike lanes / paved shoulders</i>
<i>Express Transit</i>	<i>B</i>	<i>Based on Peak Hour Frequency of 15 minutes or less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

* *Standard applies to Collector and Arterial Roads*

** *Strategic Intermodal System*

- (a) *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.*
- (b) *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.



- (c) 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.
- (d) 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](#).

DATA AND ANALYSIS RELATING TO THE ISSUES

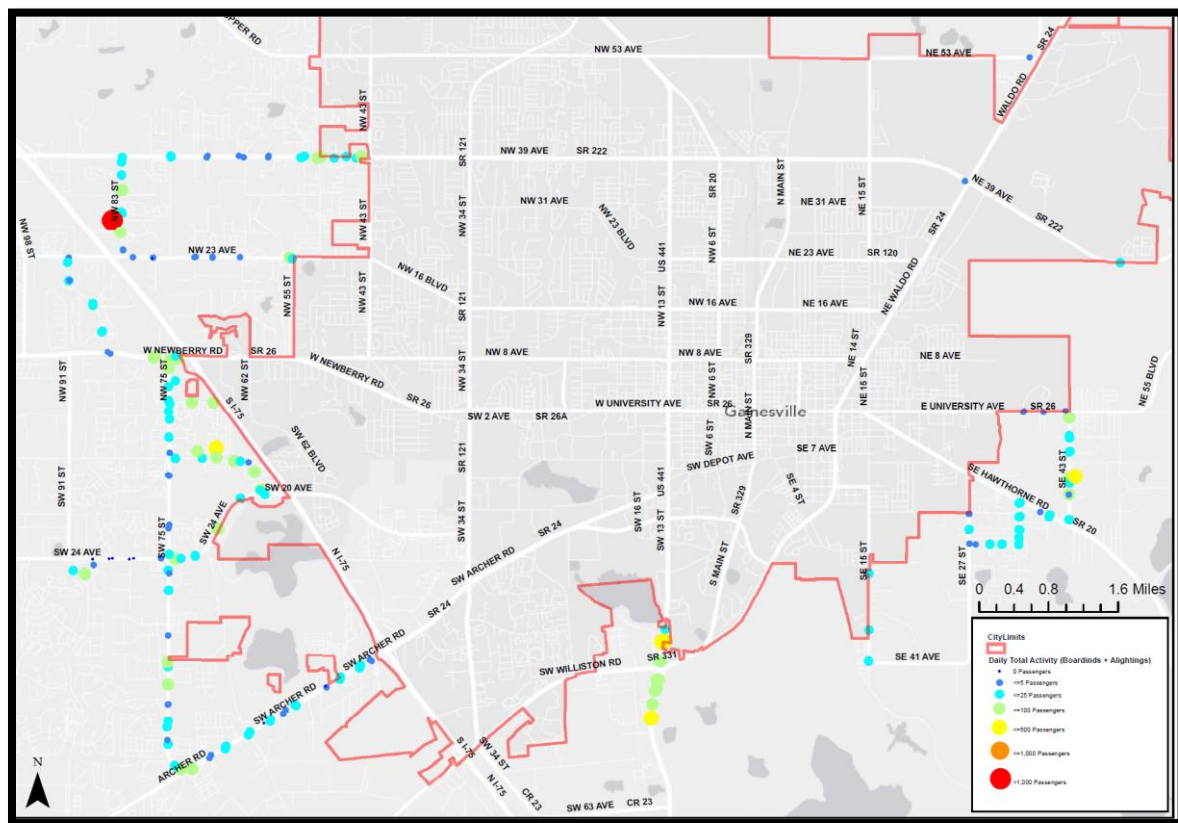
Staff analysis demonstrates that the areawide level of service for automobile travel is being met inside the Transportation Mobility Districts and there are no roadway segments overcapacity in the unincorporated area outside the Urban Cluster.

Transportation Mobility District	Northwest	Southwest	East
Average Annual Daily Trips	265,237	208,952	75,923
Areawide Maximum Service Volume	408,655	349,370	229,350
Volume/Capacity	64.9%	59.8%	33.1%

Transportation Mobility Districts Level of Service Analysis

There are several individual County maintained roadway segments that do not currently have average annual daily trip levels over that of their maximum service volume including portions of SW 20th Ave and Tower Road.

Daily activity on County funded RTS routes has seen slight reductions in recent two years after many years of growth.



Daily Activity on County RTS Stops

POTENTIAL STRATEGY FOR ADDRESSING THE ISSUES

Review and update Mobility Plan maps and Capital Improvements Element for consistency with existing Comprehensive Plan policies regarding multimodal transportation.

Staff proposes to amend the Comprehensive Plan with updates to the Capital Improvements Element and Transportation Mobility Project Maps. Projects that have been completed will be removed while new projects may be added to meet the Comprehensive Plan goals regarding multimodal transportation and land use. The project additions and subtractions will take into account a review of rights of way to determine what portions are realistically feasible for any dedicated transit infrastructure.

Any additional discussions between the City of Gainesville and County may lead to increased proposed collaboration on cross-jurisdictional transportation planning and funding. The amendments to the Comprehensive Plan will require an update to the Multi-Modal Transportation Mitigation program to maintain consistency between the plan and the mitigation program.