

# **TRANSPORTATION ELEMENT**

## **GOAL, OBJECTIVES AND POLICIES**

**GOAL 1:** Provide for a traffic circulation system, which serves existing and future land uses.

Objective 1.1: Level of Service

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Policy 1.1a: Establish the Level of Service Standards as noted below at peak hour for the following roadway segments within the City.

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	Existing LOS (2012)	Projected 2025 LOS
1	I-75 (From NCL of Alachua to US 441)	6/D	Freeway	COMM	C	C
2	1-75 (From US 441 to SCL of Alachua)	6/D	Freeway	COMM	B	C
3	US 441 (From NW 126 <sup>th</sup> Ave to CR 2054)	4/D	Principle Arterial	Urban Trans	C	D
4	US 441 (From CR 2054 to SR 235)	4/D	Principle Arterial	Urban Trans	C	D
5	US 441 (From SR 235 to NCL of Alachua)	4/D	Principle Arterial	Urban Trans	C	E
6	US 441 (From CR 25A to NW 126 <sup>th</sup> Ave)	4/D	Principle Arterial	Urban Trans	B	D
7	US 441 (From MPO Boundary to CR 25A)	4/D	Principle Arterial	Urban	B	D
8	SR 235 (From 235/241 intersection to US 441)	2/U Bays	Major Collector	Comm	C	D
9	SR 235 (From US 441 to NCL of Alachua)	2/U Bays	Major Collector	Comm	C	D

County-maintained minor arterials (urban and rural): LOS D

County-maintained collectors (urban): LOS D

County-maintained collectors (rural): LOS C

Objective 1.2: Access Management

The City shall establish access management standards and coordinate with Alachua County and the Florida Department of Transportation to maintain access management standards, which promote safe and efficient travel.

Policy 1.2.a: The City shall control the number and frequency of connections and access points of driveways and streets to arterial and collector streets by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, or subsequent provision,

Policy 1.2.b: The City shall establish the following access point requirements for City streets:

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points for ingress and egress to a single property or development if the minimum distance between the two access points exceeds 20 feet for a single residential lot or 100 feet for nonresidential development and new residential subdivisions;
3. permitting 3 access points for ingress and egress to a single property or development if the minimum distance between each access point is at least 100 feet for residential and non-residential development; or
4. permitting more than 3 access points for ingress and egress to a single property or development where a minimum distance of 1000 feet is maintained between each access point.

Policy 1.2.c: The City of Alachua will incorporate within the Land Development Regulations provisions, which address the following:

1. frontage road requirements
2. mandatory off-street loading and parking, including ADA requirements

3. distance requirements for access cuts near intersections and interchanges
4. building setback requirements
5. design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
6. intersection spacing standards
7. minimum maintenance responsibility requirements
8. sight distance standards
9. incentives to mitigate poor traffic access/hazardous situations
10. standards to eliminate traffic conflicts between vehicular traffic and bicyclists and pedestrians
11. highway safety
12. commercial signage/utilities restrictions within rights-of-way
13. FDOT Access Management Classification System and Standards
14. traffic calming methods
15. placement of street trees

Objective 1.3: Parking

The City shall require innovative parking lot design for multiple-family and non-residential developments, including the provision of bicycle parking, pedestrian-friendly design, and landscaping.

Policy .1.3.a: The City shall establish minimum and maximum parking standards in order to avoid excessive amounts of underutilized parking areas.

Policy 1.3.b: The City shall establish standards that emphasize shared parking and deferred parking facilities to provide flexibility for businesses and to discourage excessive parking areas.

Policy 1.3.c: The City shall establish incentives for the use of pervious surfaces in parking lot design for parking which exceeds the minimum parking standards.

Policy 1.3.d: The City shall require landscaping within parking areas, with an emphasis on canopy trees. The City shall consider establishing incentives for landscaping in excess of minimum standards.

Policy 1.3.e: The City shall establish standards for parking facility design that adequately separates pedestrians from vehicular traffic and delineates pedestrian crossing zones.

Policy 1.3.f: The City shall establish bicycle parking facility standards based on type of use within developments.

Policy 1.3.g: The City shall require spaces to accommodate persons with physical disabilities as required by the Americans with Disabilities Act.

Objective 1.4: Bicycle and Pedestrian Standards

The City shall work to develop a network of bicycle and pedestrian facilities which connect all areas of the City.

Policy 1.4.a: The City shall require any development which must obtain site plan or subdivision approval to provide additional right-of-way width for bicycle and pedestrian ways along all proposed collector and arterial streets.

Policy 1.4.b: The City shall consider establishing regulations to encourage multimodal transportation facilities, including bicycle lanes, pedestrian pathways, trails, and multiple-purpose pathways.

Policy 1.4.c: The City shall require pedestrian paths within subdivisions and within new developments to be connected to paths outside the development.

Policy 1.4.d: The City shall work with the Suwannee River Water Management District, Alachua County, and other public or private entities to implement regional trail systems and other transportation plans related to non-vehicular transportation.

Objective 1.5: Linking Land Use and Transportation

The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.



Policy 1.5.a: The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plans are not consistent with the provisions of the Future Land Use Element.

Policy 1.5.b: In order to establish the link between land use and transportation; the City shall establish the following roadway classifications and develop design standards for development along each type of roadway. These design classifications will also guide highway and roadway beautification projects.

1. Alleys: One-way or two-way service corridors providing access to the rear of residential lots or commercial buildings. Alleys can be up to 30' in width.
2. Neighborhood Streets: Two-way vehicular movements. Parallel parking and sidewalks are allowed on one or both sides of the street. Neighborhood streets can be from 30' to 60'.
3. 3. Drives: These roadways separate a developed area from undeveloped area. May have curb and gutter on developed side and swale on undeveloped side. Right of way width varies on number of travel lanes.
4. Roads: These roadways provide access to residential neighborhoods. May have an urban or rural cross-section.
5. Avenues: (Equivalent of collector streets) These roadways consist of more than one travel lane. The design should emphasize medians with landscaping and sidewalks should be located on both sides of the roadway, separated from travel lanes by parking or plantings. Sidewalks and bike lanes may be included when right of way widths permit.
6. Boulevard: (Equivalent of arterial streets) These roadways are large, multi-lane roadways. The design should emphasize wide, planted medians, with sidewalks separated by a planting verge.



Policy 1.5.c: To the extent feasible, the City shall require new developments which are compatible with adjacent existing development to interconnect with one another through one of the following methods:

1. Through the extension of a public street from one project to another;
2. Through the extension of a sidewalk from one project to another;
3. Through the extension of a multi-purpose trail from one project to another.

Objective 1.6: Coordination with State and County Transportation Plans

The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation and Alachua County for consistency with their Transportation Improvement Plans.

Policy 1.6.a: The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements that will be completed as part of the implementation of the Florida Department of Transportation 5 - Year Transportation Plan so that such capital project planning is consistent with the state roadway improvement planning.

Policy 1.6.b: The City shall coordinate with Alachua County to ensure that necessary improvements to county-maintained roadways with the City limits are reviewed and scheduled in the County's Transportation Improvement Plan.

Policy 1.6.c: The City shall review the Alachua County Corridor Design Manual for its impact on the design and construction of roadways within the City limits. The City may consider and adopt appropriate design standards from the Corridor Design Manual.

Objective 1.7: Right of way

The City shall provide for the protection of future rights of way and seek out rights of ways for new corridors as necessary.

Policy 1.7.b: The City shall maintain a Future Traffic Circulation Map that delineates approximate locations for new roadway corridors to accommodate future growth and development, while enhancing the traffic circulation system.

**Goal 2:** Protect and enhance the long-term viability of the roadway network in the City of Alachua.

Objective 2.1:

The City of Alachua shall continue the application of proportionate share payments, encourage the use of parallel transportation facilities and the use of Transportation Demand Management and Transportation System Management (TDM & TSM) programs to protect and enhance the long-term viability of the roadway networks of the City of Alachua, Alachua County, and the State of Florida.

Policy 2.1.1: Through continued coordination with public and private development, the City of Alachua will incorporate TDM and TSM elements into the provision of establishing multi-modal transportation opportunities where practicable and appropriate.

Policy 2.1.2: TDM strategies shall focus on transportation alternatives, including but not limited to, rail lines, ride sharing, flextime, increased transit usage, walking, and bicycling.

Policy 2.1.3: TSM strategies shall focus on increasing the efficiency, safety, and capacity of existing transportation systems. Techniques to achieve TSM shall include facility design treatments, access management programs, high occupancy vehicle (HOV) lanes, targeted traffic enforcement, and intelligent transportation systems (ITS).

Policy 2.1.4: All modes of transportation shall be analyzed, during the planning and design review stages, for practicability and appropriateness for inclusion in new development and redevelopment opportunities.