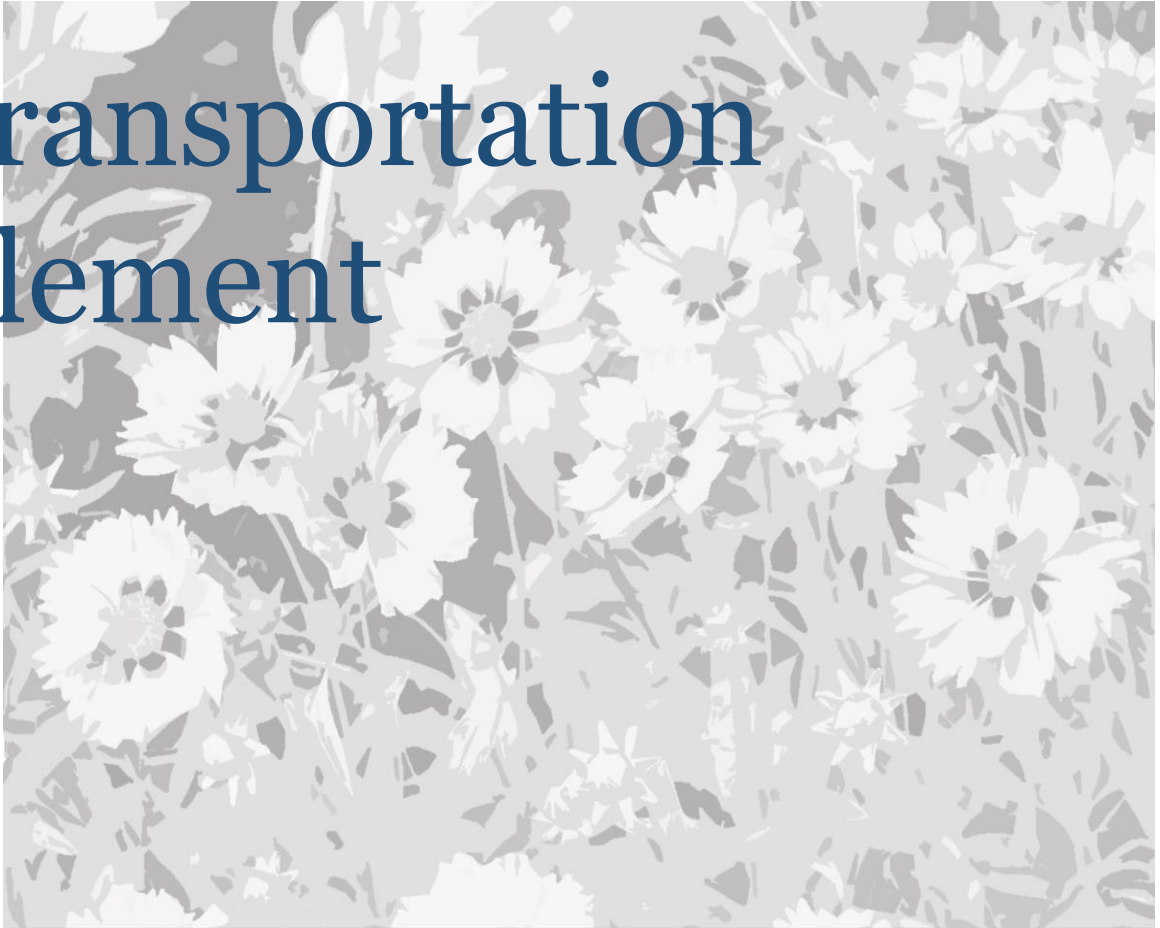


Transportation Element



City of
ALACHUA

THE GOOD LIFE COMMUNITY

TRANSPORTATION ELEMENT

Goal 1: *Traffic Circulation System*

The City shall provide for an efficient 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: The City shall establish and maintain the Level of Service Standards, as noted below, at the PM peak hour for the following roadway segments within the City.

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	Adopted LOS Standard
1	I-75 (From North City Limit to US 441)	6/D	Freeway	COMM	C
2	I-75 (From US 441 to South City Limit)	6/D	Freeway	COMM	C
3	US 441 (From MPO Boundary to CR 25A East Intersection)	4/D	Principle Arterial	COMM	D
4	US 441 (From CR 25A East Intersection to SR 235)	4/D	Principle Arterial	Urban Trans	D
5	US 441 (From SR 235 to I-75)	4/D	Principle Arterial	COMM	D
6	US 441 (From I-75 to CR 235A)	4/D	Principle Arterial	Urban Trans	D
7	US 441 (From CR 235A to NW 188th Street)	4/D	Principle Arterial	Urban Trans	D

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	Adopted LOS Standard
8	SR 235 (From NW 143rd Place to US 441)	2/U Bays	Major Collector	Comm	D
9	SR 235 (From US 441 to NW 140th Street)	2/U Bays	Major Collector	Comm	D
10	SR 235 (From NW 140th Street to East City Limit)	2/U	Major Collector	Comm	D
11	CR 235 (From NW 143rd Place to South City Limit)	2/U	Major Collector	Comm	D
12	CR 241 (From NW SR 235 to North City Limit)	2/U	Major Collector	Comm	D
13	CR 241 (From CR 235 to South City Limit)	2/U	Major Collector	Comm	D
14	CR 2054 (From SR 235 to West City Limit)	2/U	Major Collector	Comm	D
15	CR 2054 (From SR 235 to US 441)	2/U	Major Collector	Comm	D
16	CR 235A (From US 441 to North City Limit)	2/U	Major Collector	Comm	D
17	CR 235A (From US 441 to CR 235)	2/U	Major Collector	Comm	D

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: New ingress / egress connections to arterial and collector roadways shall be designed to conform with the Florida Department of Transportation Access Management Guidebook, as amended. The City shall establish the following access point requirements for local roads:

1. permitting 1 access point for ingress and egress purposes along a single local road to a single property or development;
2. permitting 2 access points for ingress and egress along a single local road 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 along a single local road to a single property or development if the minimum distance between each access point is at least 100 feet for a single residential lot or 250 feet for nonresidential development and new residential subdivision; or
4. permitting more than 3 access points for ingress and egress along a single local road to a single property or development where a minimum distance of 1,000 feet is maintained between each access point.

Policy 1.2.c The City will incorporate standards within the Land Development Regulations 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; and,
16. prioritization of pedestrian and non-vehicular safety over vehicular movement.

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 parking reduction incentives 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, pedestrian, and other multi-modal (non-vehicular) 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 require any commercial, industrial, or residential development which must obtain site plan or subdivision approval to provide a sidewalk along the frontage of any collector street or arterial street when a sidewalk is not present along the frontage of the street. A sidewalk shall not be required if a sidewalk does not exist within 2,640 feet of the property on the same side of the collector or arterial street.

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

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

Policy 1.4.e: The City shall work with the Suwannee River Water Management District, Alachua County, and other public or private entities to implement accessible and functional regional trail systems and 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 scheduling capital improvement projects, review all proposed roadway improvements to determine if such improvements will further the direction of the Future Land Use Element. Where the roadway is 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. Right of way width of alleys can be up to 30’.
2. *Neighborhood Streets*: Roadways with two-way vehicular movements that serve land immediately adjacent to the roadway. Parallel parking and sidewalks are allowed on one or both sides of the street. Right of way width of neighborhood streets can be from 30’ to 60’.
3. *Drives*: Roadways that 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 based upon the number of travel lanes.
4. *Roads*: Roadways that provide access to residential neighborhoods. May have an urban or rural cross-section.
5. *Avenues*: (Equivalent of collector streets) Roadways that 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) Roadways that are large, multi-lane roadways. The design should emphasize wide, planted medians, with sidewalks separated by a generous landscape strip with street trees.

Policy 1.5.c: The City shall require new development and redevelopment which is compatible with an adjacent existing development(s) to interconnect with existing development(s) through one or more of the following methods:

1. Through the extension of a public or private street from the new development to the adjacent existing development or adjacent lands; and/or,
2. Through joint use of driveways and cross access agreements among adjoining properties to allow circulation between sites. Cross access between new development and existing development shall be configured to provide safe and convenient interconnectivity between the new development and all other existing development located along the cross access corridor.

Policy 1.5.d The City shall require new developments which are compatible with adjacent existing development to interconnect with adjacent lands through one or more of the following methods:

1. Through the extension of a sidewalk from the new development to the adjacent existing development or adjacent lands; and/or,
2. Through the extension of a multi-purpose trail from the new development to the adjacent existing development or adjacent lands.

Policy 1.5.e Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.

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 within the City limits are

reviewed and scheduled in the County's Transportation Improvement Plan, the County's Mobility Plan, and/or the County's Strategic Intermodal System Mitigation Program.

Policy 1.6.c: The City shall encourage new roadway design and the redesign of existing roadways to incorporate the principles embodied by the Florida Department of Transportation's Complete Streets approach.

Objective 1.7: *Right of Way*

The City shall provide for the protection of future right of ways and seek out right 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: *Strategies to Support Long-Term Viability of Transportation Systems*

The City shall protect and enhance the long-term viability of the roadway networks within the City.

Objective 2.1: *Programs and Systems to Protect and Enhance Transportation Systems*

The City shall continue the application of proportionate share payments and 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, Alachua County, and the State of Florida.

Policy 2.1.a: Through continued coordination with public and private development, the City will incorporate TDM and TSM elements into the provision of establishing multi-modal transportation opportunities where practicable and appropriate.

Policy 2.1.b: TDM strategies shall focus on transportation alternatives, including but not limited to rail lines, ride sharing, increased transit usage, walking, and bicycling.

Policy 2.1.c: 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, targeted traffic enforcement, and intelligent transportation systems (ITS).

Policy 2.1.d: All modes of transportation shall be analyzed during the planning and design review stages for practicability and appropriateness of inclusion in new development and redevelopment opportunities.