2014 Mobility Plan

Gainesville Metropolitan Area Congestion Management Process

January 22, 2014

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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Accepted by the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Technical Advisory Committee
Level of Service Subcommittee

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A. Executive Summary

Chapter 339.175(6)(c)1, Florida Statutes, requires that each metropolitan planning organization prepare a congestion management system for the metropolitan area and cooperate with the Florida Department of Transportation in the development of all other transportation management systems required by state or federal law. Chapter 339.177(2), Florida Statutes, requires all metropolitan planning organizations to develop and implement a traffic congestion management system. The development of the state traffic congestion management system, as required by Chapter 339.177(1)(d), Florida Statutes, shall be coordinated with metropolitan planning organizations so that the state system is reflective of the individual systems developed by the metropolitan transportation planning organizations. According to the Federal Register dated Thursday, December 19, 1996, an effective congestion management system is

> *"a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods "*

This document describes the congestion management system for the Gainesville Metropolitan Area. It is referred to as the "Mobility Plan" so that we emphasize the positive aspects of providing mobility rather than the negative aspects of managing congestion. This Mobility Plan addresses Moving Ahead for Progress in the 21st Century (MAP-21) requirements.

The congestion management process of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is comprised of several components. These include:

1. Livable Community Reinvestment Plan (Long Range Transportation Plan);
2. Transportation Improvement Program;
3. List of Priority Projects;
4. Mobility Plan;
5. Alachua Countywide Bicycle Master Plan;
6. Multimodal Level of Service Report;
7. Bicycle Usage Trend Report;
8. Transit Monitoring Report; and
9. Gainesville Multimodal Corridor and Park and Ride Study.

This Mobility Plan update includes a description of the congested transportation network, mobility strategies and performance measures, along with implementation and monitoring mechanisms. Mobility strategies are applied in two tiers, with Tier One being transportation systemwide or subarea strategies and Tier Two being roadway facility-specific strategies. A Mobility Plan Atlas is included as Appendix A. In Appendix A, Illustration A-I shows the Gainesville Metropolitan Area.

Each year subsequent to the Mobility Plan update, a Mobility Plan/Congestion Management Process Status Report will be prepared for review by the Technical Advisory Committee Level of Service Subcommittee. For years that the Mobility Plan is updated, the information provided in the update serves as the status report. This information will be used to update the List of Priority Projects and Long Range Transportation Plan.

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B. Introduction

23 Code of Federal Regulations Section 500.109 Congestion Management System defines congestion as the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management is defined as the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. Several congestion management terms are defined in Appendix B- Glossary.

The purpose of this report is to identify where congestion is currently occurring in the Gainesville Metropolitan Area's transportation system and to recommend specific projects to relieve this congestion. Within congested highways, the operating conditions for alternative modes of transportation are also identified. This is to insure that adequate consideration is given to improving the operating conditions of all modes of travel within the corridor and that there are viable alternatives to driving single occupant vehicles.

The application of the Congestion Management Process is limited to the:

1. functionally classified arterial and collector roadway facilities monitored in the Multimodal Level of Service Report;

2. existing and planned bicycle facilities/corridors identified in the Alachua Countywide Bicycle Master Plan; and

3. transit service monitored in the Transit Monitoring Report

1. Congestion Management Process

23 Code of Federal Regulations Section 500.109 Congestion Management System states that a congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.

Components to the Gainesville Metropolitan Area Congestion Management Process consist of the:

1. Livable Community Reinvestment Plan (long range transportation plan) and its implementation documents, List of Priority Projects and Transportation Improvement Program;

2. Public Involvement Plan;

3. Multimodal Level of Service Report; and

4. Gainesville Metropolitan Area Mobility Plan.

Additional resources contributing to the Gainesville Metropolitan Area Congestion Management Process include the:

1. Alachua County Comprehensive Plan and concurrency management system;
2. Alachua Countywide Bicycle Master Plan and Addendum;
3. City of Gainesville Comprehensive Plan and Transportation Mobility Program Area system;
4. City of Gainesville Regional Transit System Transit Development Plan;
5. Florida Department of Transportation Gainesville Multimodal Corridor and Park and Ride Study;
6. Bicycle Usage Trend Report; and
7. Transit Monitoring Report.

2. Mobility Plan Requirements

a. Federal Requirements

23 Code of Federal Regulations Section 450.320 Metropolitan Transportation Planning Process: Relation to Management Systems

23 Code of Federal Regulations Section 450.320 requires a congestion management system, to the extent appropriate, shall be part of the metropolitan transportation planning process. [23 United States Code 134 and 49 United States Code 5303- 5305] The planning process must include the development of a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meets the requirements of 23 Code of Federal Regulations Part 500. The effectiveness of the management systems in enhancing transportation investment decisions and improving the overall efficiency of the metropolitan area's transportation systems and facilities shall be evaluated periodically, preferably as part of the metropolitan planning process.

23 Code of Federal Regulations Section 500.109 Congestion Management System

23 Code of Federal Regulations Section 500.109 requires the development of a congestion management system or process that should result in performance measures and strategies that can be integrated into transportation plans and programs. Within the Gainesville Metropolitan Area, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the Single Occupant Vehicle project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.

The level of system performance for measuring congestion is in accordance with the:

1. Florida Department of Transportation Level of Service Standards for its State Highway System;
2. Alachua County Comprehensive Plan Transportation Element Level of Service Standards; and

3. City of Gainesville Comprehensive Plan Transportation Element Level of Service Standards.

Moving Ahead for Progress in the 21st Century Requirements

Congestion Management Process- the transportation planning process shall address congestion management through a process that provides for effective management and operation.

Management and Operations- long range transportation plans shall contain operational and management strategies to improve the performance of existing transportation facilities.

b. State Requirements

Florida Statutes Chapter 339.177 Transportation Management Programs

Florida Statutes Chapter 339.177 requires the Florida Department of Transportation, in cooperation with Metropolitan Transportation Planning Organization and other affected governmental entities, to develop and implement a traffic congestion management system. The Metropolitan Transportation Planning Organization for the Gainesville urbanized Area must develop and implement a traffic congestion management system. The development of the state traffic congestion management system shall be coordinated with metropolitan planning organizations so that the state system is reflective of the individual systems developed by the metropolitan planning organizations.

The congestion management system should be developed and implemented so as to provide information needed to make informed decisions regarding the proper allocation of transportation resources. The congestion management system must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness.

Additional mobility plan requirement material is included in Appendix C.

3. Performance Measures

Performance measures are defined as a quantitative expression of congestion. These measures are used as an indicator of where congestion is occurring so that detailed corridor studies can be conducted to identify specific corridor improvements that can be selected for implementation.

The Florida Department of Transportation Quality/Level of Service Handbook includes tools to evaluate roadway level of service for automotive/highway, bicycle, pedestrian and transit modes. These tools consist of:

1. Generalized Tables [see Appendix D] which show levels of service with corresponding service volumes based on statewide default inputs; and

2. LOSPLAN software which show levels of service with corresponding service volumes for which field-collected data may be inputted for three facility types:

    A. ARTPLAN for signalized arterials and collector functioning as arterials;
    B. HIGHPLAN for unsignalized arterials and collector functioning as arterials; and
    C. FREEPLAN for freeways, such as the Interstate System.

The following sections describe the performance measures that are used in this report for the following modes of transportation- highways, bicycles, pedestrians and transit. Six levels of service are defined for mode of transportation. They are given letter designations, from A to F, with level of service A representing the best operating conditions and level of service F the worst.

a. Automotive/Highway Performance Measures

The performance measure that is being used to identify roadway congestion is highway level of service. Level of service is defined in the 2010 Highway Capacity Manual as

> *"qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience."*

A Constrained Facility means that it is not feasible to add through lanes to meet current or future traffic needs due to physical, environmental or policy constraints. To address mobility where constrained facilities exist, the Florida Department of Economic Opportunity has a mobility toolkit that enables the local jurisdiction to exceed the adopted level of service standard.

For example, Roadway Facility S-26, NW 34th Street, from W. University Avenue to NW 16th Avenue, is operating at an unacceptable level of service relative to the overall standard the City desired for roads in the urbanized area. This facility is within a City of Gainesville Comprehensive Plan Transportation Mobility Program Area.

Table 1 identifies the level of service characteristics from the 2010 Highway Capacity Manual for average travel speed and vehicular delay at signalized intersections for urban arterials. These qualitative characteristics range from a smoothly operating level of service A to a poorly operating level of service F. Level of service is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs.

Table 1
Level of Service for Class I and II Arterials

Level of Service	Average Travel Speed [percent of free flow]	Intersection Delay [seconds per vehicle]
A	>85*	10 or less*
B	>67 to 85*	>10 to 20*
C	>50 to 67*	>20 to 35*
D	>40 to 50*	>35 to 55*
E	>30 to 40*	>55 to 80*
F	30 or less#	>80#

*Volume to capacity ratio no greater than 1.0
#Volume to capacity ratio greater than 1.0

b. Bicycle Performance Measures

Bicycle Level of Service is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Bicycle Level of Service is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

Bicycle LOS = a1ln(Vol15/Ln) + a2SPt(1+10.38HV)2 + a3(1/PR5)2 + a4(We)2 + C

where:

Vol15 = (ADT x D x Kd) / (4 x PHF) Volume of directional traffic in 15 minute time period

where:

ADT = Average Daily Traffic on the segment or link
D = Directional Factor
Kd = Peak to Daily Factor
PHF = Peak Hour Factor

Ln = Total number of directional lanes
SPt = 1.1199 ln(SPp - 20) + 0.8103

where:

SPp = Posted Speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)
PR5 = FHWA's five point pavement surface condition rating
We = Average effective width of outside throughlane:

where:

We = Wv - (10 ft x % OSPA) and Wl = 0
We = Wv + Wl (1 - 2 x % OSPA) and Wl > 0 & Wps = 0
We = Wv + Wl - 2(10 x % OSPA) and Wl > 0 & Wps = 0 & a bikelanes exists

where:

Wt = total width of outside lane and shoulder pavement
OSPA = percentage of segment with occupied onstreet parking
Wl = width of paving between the outside lane stripe & the edge of pavement
Wps = width of pavement striped for onstreet parking
Wv = effective width as a function of traffic volume
and
Wv = Wt if ADT > 4,000 vehicles/day
Wv = Wt(2 - 0.00025ADT) if ADT > 4,000 vehicles/day and if the street/road is undivided and unstriped

a1 = 0.507
a2 = 0.199
a3 = 7.066
a4 = -0.005
C = 0.760

(a1 - a4 are coefficients established by multivariate regression analysis)

The Florida Department of Transportation Generalized Tables and LOSPLAN software incorporate these level of service calculations into their respective Level of Service determinations. Table 2 identifies bicycle level of service characteristics that were applied in the Alachua Countywide Bicycle Master Plan. These levels of service categories have been incorporated into the Florida Department of Transportation Quality/Level of Service Handbook.

Table 2
Bicycle Level of Service Categories

Level of Service	Bicycle Level of Service Score
A	</= 1.5
B	> 1.5 and </= 2.5
C	> 2.5 and </= 3.5
D	> 3.5 and </= 4.5
E	> 4.5 and </= 5.5
F	> 5.5

Source: Alachua Countywide Bicycle Master Plan, 2001

c. Pedestrian Performance Measures

Pedestrian level of service is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Pedestrian Level of Service is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Ped LOS} = -1.2021 \ln(\text{Wol} + \text{Wl} + \text{fp} \times \%\text{OSP} + \text{fb} \times \text{Wb} + \text{fsw} \times \text{Ws}) + 0.253 \ln(\text{Vol15}/\text{L}) + 0.0005\ \text{SPD2} + 5.3876$$

where:

- Wol = Width of outside lane
- Wl = Width of shoulder or bikelane (feet)
- Fp = Onstreet parking effect coefficient (=0.20)
- %OSP = percent of segment with onstreet parking
- Fb = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
- Wb = Buffer width (distance between edge of pavement and sidewalk, feet)
- Fsw = Sidewalk presence coefficient = 6 - 0.3Ws
- Ws = Width of sidewalk (feet)
- Vol15 = Average traffic during a fifteen (15) minute period
- L = Total number of (through)lanes (for road or street)
- SPD = Average running speed of motor vehicle traffic (mi/hr)

The Florida Department of Transportation Generalized Tables and LOSPLAN software incorporate these level of service calculations into their respective Level of Service determinations. Table 3 identifies pedestrian level of service categories from the Florida Department of Transportation Quality/Level of Service Handbook.

Table 3
Pedestrian Level of Service Categories

Level of Service	Pedestrian Level of Service Score
A	</= 1.5
B	> 1.5 and </= 2.5
C	> 2.5 and </= 3.5
D	> 3.5 and </= 4.5
E	> 4.5 and </= 5.5
F	> 5.5

Source: Modeling the Roadside Walking Environment: A Pedestrian Level of Service, Transportation Research Board Paper No. 01-0511, 2001

d. Transit Performance Measures

Transit level of service is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Transit LOS is derived from the Transportation Research Board's 1999 Transit Capacity and Quality of Service Manual and Florida Department of Transportation Transit Level of Service software. The FDOT Generalized Tables and LOSPLAN software incorporate Transit Capacity and Quality of Service Manual and Transit Level of Service calculations into their respective level of service determinations. Table 4 identifies pedestrian level of service categories from the Florida Department of Transportation Quality/Level of Service Handbook.

Table 4
Transit Frequency Level of Service Thresholds

Level of Service	Adjusted Service Frequency (Vehicles/Hour)	Headways (Minutes)	Comments
A	>6.0	<10	Passengers don't need schedules
B	4.01 to 6.0	10 to 14	Frequent service, passengers consult schedules
C	3.0 to 4.0	15 to 20	Maximum desirable time to wait if transit vehicle missed
D	2.0 to 2.99	21 to 30	Service unattractive to choice riders
E	1.0 to 1.99	31 to 60	Service available during hour
F	<1.0	>60	Service unattractive to all riders

Source: FDOT Quality/Level of Service Handbook, 2013

4. Mobility Strategies

Table 5 shows the congestion management/mobility strategies considered initially under Intermodal Surface Transportation Efficiency Act legislation. These strategies have been carried forward in the Mobility Plan. Modifications have been made to the strategy list based to the congestion management/mobility process changes due to the Moving Ahead for Progress in the 21st Century (MAP-21) Act. In addition, mobility strategies in the Congestion Management Process are categorized into two tiers.

Tier One strategies are transportation systemwide or system subareas, such as the transit network service area. These strategies include both traditional and nontraditional strategies that are identified, evaluated and considered for implementation as appropriate.

Tier Two strategies are generally applicable to newly constructed or reconstructed roadway facilities. For each identified congested corridor, specific strategies that are considered to relieve congestion and/or improve mobility are listed in Table 6. These strategies include both traditional and nontraditional strategies that are identified, evaluated and considered for implementation as appropriate.

5. Public Participation

This Mobility Plan is developed and maintained in accordance with the adopted Public Involvement Plan. In addition to access by the general public, input for the Mobility Plan is drawn from advisory committees to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Alachua County and the City of Gainesville, including:

1. Citizens Advisory Committee;
2. Technical Advisory Committee;
3. Bicycle/Pedestrian Advisory Board;
4. Regional Transit System Advisory Board; and
5. Alachua County Traffic Safety Team.

The Mobility Plan is posted on the MTPO's website at:

http://ncfrpc.org/mtpo/publications/GMACMP/MOBLPLANwebFULL.pdf

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C. Roadway Network and Congestion

This section is concerned with traffic congestion that is occurring on roadways in the Gainesville Metropolitan Area. Included in this section is an identification of where roadway congestion is currently occurring, possible causes of this congestion and an identification and evaluation of strategies to relieve roadway congestion.

1. Roadway Network

Within the Gainesville Metropolitan Area, the roadway network for which level of service is monitored includes all federally functional classified arterials and collectors. Illustration A-11 shows the functionally classified roadway network. As noted in the Multimodal Level of Service Report, some of these facilities have special designations. Certain facilities are identified as part of the Florida Strategic Intermodal System. Certain facilities are identified as part of the Florida Intrastate Highway System. Certain facilities are designated as multimodal facilities.

a. Strategic Intermodal System

Florida's Strategic Intermodal System is a transportation system that:

1. is made up of statewide and regionally significant facilities and services (strategic);

2. contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal); and

3. integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).

Florida's Strategic Intermodal System was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life.

The Strategic Intermodal System is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System.

b. Florida Intrastate Highway System

The Florida Intrastate Highway System, created in 1990 by the Florida Legislature, is composed of interconnected limited-access and controlled-access roadways including:

1. Interstate highways;
2. Florida's Turnpike System;
3. Selected urban expressways;
4. Existing major interregional and intercity arterial highways to be upgraded to higher controlled access standards; and
5. New limited access facilities.

It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The system also accommodates High-Occupancy Vehicles, express bus transit and, in some corridors, passenger rail service. The primary function of the system is to serve interstate and regional commerce and long-distance trips. The Florida Department of Transportation's Florida Intrastate Highway System Section develops and maintains the network of highways that combined make up the intrastate system.

c. Multimodal Corridors

The Gainesville Multimodal Corridor and Park and Ride Study, conducted in 1997, identifies multimodal corridors within the Gainesville Metropolitan Area. Illustration A-III shows the multimodal corridors.

d. Alachua County Multimodal Transportation Mitigation Program

The Alachua County Comprehensive Plan includes policies that allow for the establishment of a multimodal transportation districts within the Urban Clusters within the Gainesville Metropolitan Area. This program facilitates the implementation of Traditional Neighborhood Development and Transit Oriented Development projects. Appendix E includes the Alachua County Multimodal Transportation Mitigation Program policies.

e. City of Gainesville Transportation Mobility Program Area

The City of Gainesville Comprehensive Plan includes a transportation mobility program area consisting of three zones. Each of these transportation mobility program area zones has specific transportation mitigation criteria for development. Illustration A-IV shows the City's transportation mobility program area zones. Appendix F includes the City of Gainesville Comprehensive Plan Transportation Mobility Program Area policies.

2. Roadway Congestion

a. Roadway Congestion- Defined

For the purposes of this Plan, roadways are defined as congested if the ratio of traffic volume to roadway capacity for the adopted level of service standard is 85 percent or greater.

b. Threshold for Acceptable Levels of Service

Table 7 shows the currently adopted minimum acceptable level of service standards for roadway facilities within the Gainesville Metropolitan Area.

c. Roadway Congestion- Facility Designation

Roadway level of service estimates are developed each year for all arterial and collector roads in the Gainesville Metropolitan Area. This information is compiled into a report entitled Multimodal Level of Service Report. The information contained in this report is used to designate congested roadway facilities.

d. Congested Roadway Facilities

Table 8 and Illustration A-V identify roadways that are currently identified as congested. Illustration A-VI shows that of 141 roadway level of service sections studied, 16 roadway facilities are identified as congested. Of these 16 congested roadways, five are currently operating at an unacceptable level of service. Three of the roadway facilities currently operating at an unacceptable level of service are within the City of Gainesville Transportation Mobility Program Area. Illustration A-VII shows the congested roadway facilities within the City of Gainesville Transportation Mobility Program Area.

i. Freight Movement-Gainesville Truck Route System

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in conjunction with the Florida Department of Transportation, has developed a truck route system for the Gainesville Metropolitan Area. The purpose of the truck route system is to allow interurban movement of goods to pass through the Gainesville Metropolitan Area by avoiding the most congested areas, such as the University of Florida and downtown area. Illustration A-VIII shows the adopted truck route system. This illustration also shows the Strategic Intermodal System and Florida Intrastate Highway System facilities. This truck route system has enhanced signage that was installed by the Florida Department of Transportation. Appendix G shows the enhanced truck route signage.

Table 7
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Minimal Acceptable Highway Level of Service Standards

Type of Facility	Location	Standard [1, 2, 3]	
		Urbanized	Transitioning[4]
Interstate 75	Countywide	D	C
Other State Highway System and Nonstate Roads	Within City of Gainesville	E	E
	Within Unincorporated Alachua County	D	D

[1] Metropolitan Transportation Planning Organization Minimum Level of Service Standards for Highways were approved May 18, 1995.

[2] Except as specifically provided within any designated Dense Urban Land Area (DULA), Transportation Concurrency Exception Area (TCEA) and/or Transportation Mobility Program Area (TMPA).

[3] There are no City-maintained transitioning roadway facilities identified in the Multimodal Level of Service Report. As the City annexes areas containing transitioning roadway facilities, highway level of service standards specified in the City's Comprehensive Plan Transportation Mobility Element shall apply.

Table 8
Congested Roadway Facilities - 2012

Roadway Facility	From	To	AADT [V]	LOS	MSV [C]	V/C Ratio
(S-3) SW 13 Street [US 441]	Archer Road	University Avenue	33,000	E	33,800	0.98
(S-4) NW 13 Street [US 441]	University Avenue	NW 29 Road	29,092	D	33,800	0.86
(S-11) Archer Road [SR 24]	SW 16 Avenue	SW 13 Street	31,500	D	33,800	0.85
(S-14) Newberry Road. [SR 26]	NW 122 Street	Interstate 75 (West Ramp)	38,750	D	39,800	0.97
(S-17) University Avenue [SR 26]	W 34 Street	Gale Lemerand Drive	22,250	D	23,600	0.94
(S-21) SW 2 Avenue [SR 26A]	Newberry Road	SW 34 Street	14,100	D	16,380	0.86
(S-25) NW 34 Street [SR 121]	University Avenue	NW 16 Avenue	19,050	F	16,380	1.16
(S-27) NW 34 Street [SR 121]	NW 39 Avenue	NW 53 Avenue	15,000	D	17,700	0.85
(S-47) Archer Road [SR 24]	SW 91 Street	SW 75 Street	19,200	F	17,010	1.13
(S-57) Archer Road [SR 24]	Parker Road	SW 91 Street	14,150	C	16,200	0.87
(A-9) NW 23rd Avenue	NW 98 Street	NW 55 Street	15,770	D	15,930	0.99
(A-13) SW 75 Street	Archer Road	SW 8 Avenue	14,055	C	15,930	0.88
(A-15) SW 20 Avenue	SW 75 Street	SW 62 Boulevard	14,856	C	15,930	0.93
(A-16) SW 20 Avenue	SW 62 Boulevard	SW 34 Street	21,524	F	14,040	1.53
(A-23) NW 83 Street	NW 23 Avenue	NW 39 Avenue	14,157	F	13,320	1.06
(A-45) Fort Clarke Boulevard	Newberry Road	NW 23 Avenue	13,316	E	13,320	1.02
(G-3) NW 8 Avenue	NW 22 Street	NW 6 Street	14,502	E	14,740	0.98

Notes: Congested roadway facilities are those facilities with average annual daily traffic (AADT) operating at 85 percent of the maximum service volume (MSV) for the adopted level of service (LOS) volume to capacity (V/C) ratio. [AADT/MSV]

Unacceptable operating performance is based on the 2010 Highway Capacity Manual LOS A to F scale using Florida Department of Transportation Generalized Tables or LOSPLAN software and analyzed for Alachua County and City of Gainesville adopted level of service standards.

Roadway facilities in standard text are Florida Department of Transportation Generalized Tables analyzed and Roadway facilities in italics are ARTPLAN analyzed.

3. Transit Service

The Gainesville Metropolitan Area is served by the City of Gainesville Regional Transit System. Illustration A-IX shows the Regional Transit System bus routes. Illustration A-X shows the Regional Transit System service area. Illustration A-XI shows the Regional Transit System service area and congested roadways. Since 1998, the University of Florida Student Activity Fee contributes to funding Regional Transit System service. University of Florida students may ride Regional Transit System buses at no charge by showing their Gator1 identification cards to the bus driver. As a result of increases in student ridership, the overall Regional Transit System ridership has increased dramatically. Table 9 and Illustration A-XII show Regional Transit System ridership from 1985 to 2012.

Table 9
Regional Transit System Fixed Route Ridership*

Year	Ridership	Percent Change	
		Annual	Cumulative
1985	1,535,757	-	-
1986	1,188,733	-22.6	-22.6
1987	1,127,753	-5.1	-26.6
1988	1,080,456	-4.2	-29.6
1989	1,286,739	-19.1	-16.2
1990	1,336,899	3.9	-12.9
1991	2,569,580	92.2	67.3
1992	2,501,703	-2.6	62.9
1993	2,375,484	-5.0	54.7
1994	2,370,197	-0.2	54.3
1995	2,047,467	-13.6	33.3
1996	2,110,209	3.1	37.4
1997	2,381,427	12.9	55.1
1998	2,948,150	23.8	92.0
1999	4,404,653	49.4	186.8
2000	5,180,872	17.6	237.4
2001	6,302,952	21.7	310.4
2002	7,185,018	14.0	317.9
2003	8,103,120	12.8	427.6
2004	8,146,496	0.5	430.5
2005	8,152,989	0.1	430.9
2006	8,648,370	5.6	463.1
2007	8,939,334	3.4	482.1
2008	9,084,368	1.6	491.5
2009	9,015,643	-0.8	487.0
2010	9,415,672	4.4	513.1
2011	9,987,346	6.1	550.3
2012	10,698,984	7.1	596.7

*Shaded area indicates period preceding Gator1 Card fare free ridership

D. Mobility Strategies and Performance Measures

In order to address congestion within the Gainesville Metropolitan Area, two tiers of congestion management strategies have been developed. Tier One Congestion Management Strategies are applicable to the transportation system or a subarea of the transportation system. Tier Two Congestion management Strategies are applicable to the functionally classified roadway facilities that are monitored in the Multimodal Level of Service Report and new facilities that would be incorporated into the Report.

1. Tier One - Transportation System Congestion Management Strategies and Performance Measures

a. Coordinated Traffic Management System- Operational Management

Strategy- Installation of a Coordinated Traffic Management System was the top priority in the Year 2025 Livable Community Reinvestment Plan (long range transportation plan). Funded by 50 percent State funds and a 50 percent local match under the Transportation Regional Incentive Program, the coordinated traffic management system is nearly completed within the Gainesville Metropolitan Area. When completed, the coordinated traffic management system will be countywide. This system is located and staffed within the City of Gainesville Public Works Department Traffic Management Center.

Performance Measure- Complete installation of a fully coordinated traffic management system.

b. Freight Movement - Gainesville Truck Route System/Signage System

Strategy 1- Promote efficient freight movement by maintaining the Gainesville Truck Route System within the Gainesville Metropolitan Area.

Performance Measure- Annually monitoring of complaints to the Florida Department of Transportation Motor Carrier Compliance for truck route violations.

Strategy 2- Promote use of Gainesville Truck Route System

Performance Measure- Support continued maintenance of the truck route flash signage system (see Appendix G)

Strategy 3- Continue working with Alachua County, City of Gainesville and the Florida Department of Transportation to:

1. remove the State Highway System designation for State Road 24 from:

   - Archer Road from SW 16th Avenue (State Road 226) to SW 13th Street (U.S. 441);
   - SW 13th Street (U.S. 441) from Archer Road to University Avenue (State Road 26);
   - University Avenue (State Road 26) from SW 13th Street (U.S. 441) to Waldo Road (State Road 24).

2. Redesignate as State Road 24:

   - S 16 Avenue (State Road 226) from Archer Road to Williston Road (State Road 331);
   - Williston Road/SW 11 Street (State Road 331) from SE 16 Avenue (State Road 226) to E University Avenue (State Road 26).

Performance Measure- Implement Long Range Transportation Plan Priority #2 SE 16 Avenue Transportation System Management Project. Once the project is constructed, petition the Florida Department of Transportation to redesignate S 16 Avenue and Williston Road/SE 11 Street as State Road 24.

c. Florida Department of Transportation- State Highway System Level of Service Standards

Strategy- Support Florida's State Highway System operation at an acceptable level of service

Performance Measure- roadway facility level of service for all State Highway System facilities

Note- The State Highway System, including the Florida Intrastate Highway System and Strategic Intermodal System, has a standard of "D" within urbanized areas and a standard of "C" outside urbanized areas. The City of Gainesville applies a standard of "E" within urbanized areas.

d. Florida Department of Economic Opportunity-Mobility Toolkit

Florida's Community Planning Act of 2011 provides mechanisms for addressing congestion management in Chapter 163 of the Florida Statutes.

Florida Statutes Chapter 163.3168 Planning Innovations and Technical Assistance.—

(1) The Legislature recognizes the need for innovative planning and development strategies to promote a diverse economy and vibrant rural and urban communities, while protecting environmentally sensitive areas. The Legislature further recognizes the substantial advantages of innovative approaches to development directed to meet the needs of urban, rural, and suburban areas.

(2) Local governments are encouraged to apply innovative planning tools, including, but not limited to, visioning, sector planning, and rural land stewardship area designations to address future new development areas, urban service area designations, urban growth boundaries, and mixed-use, high-density development in urban areas.

(3) The state land planning agency shall help communities find creative solutions to fostering vibrant, healthy communities, while protecting the functions of important state resources and facilities. The state land planning agency and all other appropriate state and regional agencies may use various means to provide direct and indirect technical assistance within available resources. If plan amendments may adversely impact important state resources or facilities, upon request by the local government, the state land planning agency shall coordinate multi-agency assistance, if needed, in developing an amendment to minimize impacts on such resources or facilities.

(4) The state land planning agency shall provide, on its website, guidance on the submittal and adoption of comprehensive plans, plan amendments, and land development regulations. Such guidance shall not be adopted as a rule and is exempt from s. 120.54(1)(a)

The following strategies and performance measures apply planning innovation to address congestion mitigation.

i. Transportation Mobility Program Area

Strategy- A Transportation Mobility Program Area is a strategy enabled by the Florida Community Planning Act that allows for mitigation of congestion on facilities operating in excess of the adopted level of service. New Development and redevelopment within the Transportation Mobility Program Area must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the Transportation Mobility Program Area.

ii. Transportation Concurrency Exception Area

Strategy- A Transportation Concurrency Exception Area is a strategy provided by the Florida Department of Economic Opportunity that allows for congestion in excess of the adopted level of service. New Development and redevelopment within the Transportation Concurrency Exception Area must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the Transportation Concurrency Exception Area

iii. Multimodal Transportation District

Strategy- A Multimodal Transportation District is a strategy developed by the Florida Department of Community Affairs that allows for congestion in excess of the adopted level of service. New Development and redevelopment within the Multimodal Transportation District must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the Multimodal Transportation District

e. Nontraditional Actions

Nontraditional congestion management actions includes strategies that are not directly involving single occupant vehicles.

i. Public Transportation- Regional Transit System

Strategy #1- Implementation of the Regional Transit System Transit Development Plan. Transit service within the Gainesville Metropolitan Area is a significant strategy for reducing single occupant vehicle usage. Illustration A-IX shows the transit routes within the Gainesville Metropolitan Area.

Strategy #2- Conduct Premium Transit Alternatives Analysis

Performance Measure- Monitor Regional Transit System ridership and implementation of the Transit Development Plan, including completion of Premium Transit Alternatives Analysis study

ii. Alachua Countywide Bicycle Master Plan

Strategy- Expansion of the bicycle facility network through the implementation of the Alachua Countywide Bicycle Master Plan.

Performance Measure- Monitor implementation of the Alachua Countywide Bicycle Master Plan for increase in mileage of bicycle facilities (designated bicycle lanes, paved shoulders and offstreet bicycle/pedestrian facilities).

iii. Bicycle Usage Trends Report

Strategy- Continue monitoring bicycle ridership in the Bicycle Usage Trends Report

Performance Measure- Update Bicycle Usage Trends Report to coincide with the update of the Long Range Transportation Plan

f. Alachua County Future Connections

Strategy- The Alachua County Comprehensive Plan has been amended to identify potential corridors to enhance roadway connectivity. It is anticipated that two-lane roads would be constructed by developers as development occurs. The Alachua County Future Connections Map shows the general location for these potential corridor connections.

Performance Measure- Increased connectivity measured by miles of roadway facility constructed in corridors shown in the Alachua County Future Connections Map.

g. Lane Reduction

Strategy- Monitor congestion and, if necessary, consider mitigations to relieve congestion and multimodal conflict of the:

- City of Gainesville Comprehensive Plan-directed conversion of Main Street from Depot Avenue to N. 8 Avenue from a 4-lane facility to a 2-lane facility with instreet parking; and.
- Alachua County Comprehensive Plan-directed conversion of Main Street from N. 8 Avenue to N. 16 Avenue from a 4-lane facility to a 2-lane divided facility.

Performance Measure- roadway facility level of service

h. Travel Demand Reduction

Strategy- Continue support of:

- University of Florida's Campus Master Plan strategy to limit parking availability and Gator1 Pass transit service accessibility; and
- City of Gainesville University Area Parking Permit Program

Performance Measure- traffic count to transit ridership ratio adjacent to campus does not increase

i. Tier Two - Project Mobility Congestion Management Strategies and Performance Measures

i. Design Review at Project Scoping

Strategy- For new roadway construction and reconstruction projects, consider application of mobility strategies shown in Table 6 Project Mobility Strategies

Performance Measure- Implementation of Project Mobility Strategies on new roadway construction and reconstruction projects

E. Implementation

This section discusses how selected strategies to address congestion will be incorporated into the planning process.

For the Gainesville Metropolitan Area, the primary document for allocating resources to provide safe and efficient movement of people and goods is the Livable Community Reinvestment Plan (Long Range Transportation Plan). The Long Range Transportation Plan includes a listing of Cost Feasible Plan projects. This listing identifies projects anticipated to be fully funded within a twenty-year period. The current planning horizon for the Long Range Transportation Plan is Year 2035. The Long Range Transportation Plan is regularly updated every five years. This Mobility Plan update coincides with the Year 2040 Long Range Transportation Plan update.

The short range implementation document of the Long Range Transportation Plan is the Transportation Improvement Program. The Transportation Improvement Program identifies Long Range Transportation Plan, maintenance and operational projects which have programmed funding within a five-year period. The Transportation Improvement Program is updated annually. Prior to the Transportation Improvement Program update, the Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area develops a List of Priority Projects. The purpose of this document is to identify transportation projects that are needed but not currently funded. This List is used by the Florida Department of Transportation to develop its Five Year Work Program, an annual listing of Federal and State-funded projects in the Gainesville Metropolitan Area. The information developed each year in the Mobility Plan will be used in the development of congestion management projects in the List of Priority Projects.

1. Implementation of Nontraditional Actions

Non-traditional actions are those that do not encourage more travel by single occupant vehicles. The planning process that has been used to develop this Mobility Plan has emphasized the implementation of these types of projects (such as bicycle lanes, enhanced pedestrian facilities and improvements to the community's mass transit system).

2. Mobility Plan

- Update the Mobility Plan to coincide with the Year 2040 Livable Community Reinvestment Plan update

3. Tier One - Transportation System Mobility Strategies Implementation

a. Coordinated Traffic Management System - Operational Management

- Identify phased implementation of coordinated traffic management system in the Transportation Improvement Program

b. Freight Movement Gainesville Truck Route System/Signage System

- Monitor implementation of the State Road 24 redesignation

c. Florida Department of Transportation Roadway Facilities with Statewide Level of Service Standards - Strategic Intermodal System and Florida Intrastate Highway System

- Collect and analyze Strategic Intermodal System and Florida Intrastate Highway System facility traffic data for inclusion in the Multimodal Level of Service Report

d. Florida Department of Economic Affairs - Mobility Toolkit

i. Transportation Concurrency Exception Area

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a Transportation Concurrency Exception Area

ii. Transportation Mobility Program Area/District

- Monitor changes to the City of Gainesville Comprehensive Plan Transportation Mobility Program Areas
- Monitor changes to the Alachua County Comprehensive Plan Transportation Mobility Program Districts
- Collect and analyze roadway facility traffic data for inclusion in the Multimodal Level of Service Report

e. Nontraditional Actions

i. Public Transportation - Regional Transit System

- Collect and analyze transit service data for inclusion in the MTPO Multimodal Level of Service Report and the Transit Monitoring Report
- Monitor status of Bus Rapid Transit feasibility study

ii. Alachua Countywide Bicycle Master Plan

- Collect and analyze bicycle facility data for inclusion in the Multimodal Level of Service Report

iii. Bicycle Usage Trend Report

- Update the Bicycle Usage Trend Report to coincide with the Year 2040 Livable Community Reinvestment Plan update

f. Alachua County Future Connections

- Monitor number of facility-miles constructed from Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report.

g. Lane Reduction

- Collect and analyze roadway facility traffic data for inclusion in the Multimodal Level of Service Report
- Collect and analyze transit service data for inclusion in the Multimodal Level of Service Report and the Transit Monitoring Report

h. Travel Demand Reduction

- Collect and analyze roadway facility traffic data for inclusion in the MTPO Multimodal Level of Service Report
- Collect and analyze transit service data for inclusion in the MTPO Multimodal Level of Service Report and the Transit Monitoring Report

i. Tier Two - Project Mobility Strategies

i. Design Review at Project Scoping

- As part of the project scoping process, consider the inclusion of the Table 6 Mobility Strategies for new construction and reconstruction projects
- Where feasible and as part of the project scoping process, consider the inclusion of the Table 6 Mobility Strategies for resurfacing and traffic operations projects

F. Monitoring and Evaluation

Data from the following principal resources for bicycle, highway, pedestrian and transit modes of travel are used for evaluating and monitoring mobility enhancement and congestion management strategies in the Gainesville Metropolitan Area.

Each year, a Mobility Plan/Congestion Management Process Status Report will be prepared for review by the Technical Advisory Committee Level of Service Subcommittee. This information will be used to update the List of Priority Projects and Long Range Transportation Plan.

• Report ratio of congested to total roadway facilities in the Mobility Plan/Congestion Management Process Status Report [See Illustrations A-XIII and A-XIV]

1. Monitoring Resources

a. Bicycle Usage Trends Report

The Bicycle Usage Trend Report monitors ridership for selected sites in the Gainesville Metropolitan Area. This Report is updated to coincide with the Year 2040 Long Range Transportation Plan update.

b. Multimodal Level of Service Report

i. Automotive/Highway

The Multimodal Level of Service Report provides the latest available average annual daily traffic counts and levels of service for the federally functionally classified roadway system of the Gainesville Metropolitan Area.

ii. Bicycle Facilities

The Multimodal Level of Service Report provides the latest available locations and levels of service for bicycle facilities on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

iii. Pedestrian Facilities

The Multimodal Level of Service Report provides the latest available locations and levels of service for pedestrian facilities on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

iv. Transit Service

The Multimodal Level of Service Report provides the latest service availability (headways and duration of service for ARTPLAN-analyzed facilities) and levels of service for transit routes on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

c. Transit Monitoring Program of the Regional Transit System

The Transit Monitoring Program provides annual monitoring of ridership for the Regional Transit System main bus route system in the Gainesville Metropolitan Area.

i. Sidewalk Inventory

The City of Gainesville Comprehensive Plan Transportation Element provides a map of the sidewalk system in the city.

d. Tier One - Transportation System Mobility Strategies Implementation

i. Coordinated Traffic Management System - Operational Management

- Report completion status of phased implementation of coordinated traffic management system in the Mobility Plan/Congestion Management Process Status Report.

ii. Freight Movement - Gainesville Truck Route System/Signage System

- Report status of State Road 24 redesignation in the Mobility Plan/Congestion Management Process Status Report.

iii. Florida Department of Transportation State Highway System Level of Service Standards

- Provide State Highway System level of service to the Level of Service Technical Subcommittee

iv. Florida Department of Community Affairs - Concurrency Mitigation Toolkit

Transportation Concurrency Exception Area

- Monitor changes to the Alachua County Comprehensive Plan Transportation Concurrency Exception Area

Transportation Mobility Program Area/Multimodal Transportation District

- Monitor changes to the City of Gainesville Comprehensive Plan Transportation Mobility Program Areas
- Provide Transportation Mobility Program Area roadway facility level of service in the Multimodal Level of Service Report
- Report changes to the City of Gainesville Comprehensive Plan for establishment of a Multimodal Transportation District in the Mobility Plan/Congestion Management Process Status Report

Multimodal Transportation District

- Monitor changes to the Alachua County Comprehensive Plan Multimodal Transportation Districts
- Provide Multimodal Transportation District roadway facility level of service in the Multimodal Level of Service Report
- Report changes to the Alachua County Comprehensive Plan Multimodal Transportation Districts in the Mobility Plan/Congestion Management Process Status Report

v. Nontraditional Actions

Public Transportation - Regional Transit System

- Include annual transit ridership in the Mobility Plan/Congestion Management Process Status Report
- Monitor status of Bus Rapid Transit studies in the Mobility Plan/Congestion Management Process Status Report

Alachua Countywide Bicycle Master Plan

- Report status of implementation of Alachua Countywide Bicycle Master Plan in the Mobility Plan/Congestion Management Process Status Report

Bicycle Usage Trend Report

- Present the Bicycle Usage Trend Report to the MTPO Bicycle/Pedestrian Advisory Board
- Include the Bicycle Usage Trend Report completion date in the Mobility Plan/Congestion Management Process Status Report

vi. Alachua County Future Connections

- Report number of facility-miles constructed Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report

vii. Lane Reduction

- Report Main Street preconstruction and postconstruction traffic volumes and levels of service in the Mobility Plan/Congestion Management Process Status Report

viii. Travel Demand Reduction

- Report transit ridership and roadway level of service for the Campus perimeter corridors [State Road 24, State Roads 26/26A, State Road 121, State Road 226 and U.S. 441] in the Mobility Plan/Congestion Management Process Status Report

e. Tier Two - Project Mobility Strategies

i. Design Review at Project Scoping

- Report mobility strategies applied to new construction and reconstruction projects in the Mobility Plan/Congestion Management Process Status Report

f. Roadway Facility Multimodal Level of Service

The level of service analysis of functionally classified arterial and collector roadway facilities reported in the Multimodal Level of Service for Year 2012 traffic data is included in the following tables. Table 10 shows the multimodal level of service for state-maintained roadway facilities. Table 11 shows the multimodal level of service for Alachua County-maintained roadway facilities. Table 12 shows the multimodal level of service for City of Gainesville-maintained roadway facilities.

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Table 10
State Highway System Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
			Urbanized Roadways				
S-2	US 441 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	C	B	C	A
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	E	E	D	B
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	D	D	D	D
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	C	B	D	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	C	D	C	D
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	C	D	B	D
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	C	B	C	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	C	C	D	D
S-10	SR 24 / Archer Road	Interstate -75	SR 121 / SW 34 Street	C	E	D	B
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	D	A	C	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	C	B	D	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	D	D	D	F
S-15	SR 26 / Newberry Road	Interstate -75 [east ramp]	NW 8 Avenue	C	E	D	B
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	C	E	D	C
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	C	C	C	D
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	D	B	D	A
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	D	D	C	E
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	C	D	C	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	D	B	C	C
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	D	B	B	C
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	C	B	C	A
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	C	C	C	B
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	F	E	D	OTSA
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	C	B	C	OTSA
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	B	C	D
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	C	B	C	OTSA
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	C	B	C	E
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	C	B	C	F
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	C	B	OTSA	OTSA
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	D	E	C	C
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	D	D	C	A
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	C	B	D	C
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	D	D	B	E
S-37	SR 20 / Main Street	University Avenue	North 8 Avenue	D	B	C	F
S-38	SR 331 / SR 121	Interstate -75 (south)	US 441 / SW 13 Street	C	C	D	C
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	C	B	D	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	C	B	B	E

Table 10 (Continued)
State Highway System Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
S-41	Interstate -75	SR 331 / SR 121	SR 24 / Archer Road	C	N/A	N/A	N/A
S-42	Interstate -75	SR 24 / Archer Road	SR 26 / Newberry Road	C	N/A	N/A	N/A
S-43	Interstate -75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	C	N/A	N/A	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	B	B	E	OTSA
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	F	C	D	OTSA
S-50	US 441	NW 23 Street	NW 126 Avenue	C	C	OTSA	OTSA
S-52	Interstate -75	SR 222 / NW 39 Avenue	GMA	B	N/A	N/A	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	C	C	D	D
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	C	B	D	B
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	C	B	E	A
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	C	C	E	C
Transitioning Roadways							
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	C	B	E	B
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	C	B	D	E
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	C	C	OTSA	OTSA
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	C	C	E	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	C	C	C	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	C	C	C	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	B	C	OTSA	OTSA
S-51	Interstate -75	GMA	SR 331 / SR 121	B	N/A	N/A	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	C	B	OTSA	OTSA
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	C	B	OTSA	OTSA
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	C	C	OTSA	OTSA

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Source: North Central Florida Regional Planning Council

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, OTSA - Outside Transit Service Area, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 11
Alachua County Roads Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
A-1	NW 53 Avenue	NW 71 Street	US 441 / NW 13 Street	C	B	C	F
A-3	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	C	C	D	E
A-6	NW 43 Street	NW 53 Avenue	US 441	C	B	C	OTSA
A-9	NW 23 Avenue	NW 98 Street	NW 55 Street	D	D	E	D
A-10	NW 23 Avenue	NW 55 Street	NW 43 Street	C	D	C	E
A-11	NW 16 Avenue	NW 43 Street	US 441 / NW 13 Street	C	D	C	D
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	D	C	C	F
A-13	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	C	E	D	D
A-14	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	C	D	C	E
A-15	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	C	C	E	D
A-16	SW 20 Avenue	SW 62 Boulevard	SR 121 / West 34 Street	F	C	E	A
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	C	C	C	E
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	C	B	C	OTSA
A-19	NW 39 Avenue	NW 110 Terrace	NW 98 Street	D	A	B	OTSA
A-20	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	D	E	C	E
A-21	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	C	C	OTSA
A-22	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	D	D	C	OTSA
A-23	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	F	E	E	D
A-24	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	D	D	C	OTSA
A-26	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	C	A	B	OTSA
A-29	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	C	C	C	E
A-30	SW 40 Boulevard / SW 42 / 43 Street	SR 24/Archer Road	SW 20 Avenue	D	E	E	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	C	D	C	OTSA
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	C	C	OTSA	OTSA
A-40	SW 46 Boulevard	SW 104 Terrace	Tower Road	B	D	D	OTSA
A-44	SW 75 Street	GMA	SR 24 / Archer Road	B	C	OTSA	OTSA
A-45	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	F	D	D	C
Transitioning Roadways							
A-2	North 53 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	C	C	E	F
A-28	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	C	C	D	OTSA
A-31	Monteocha Road	NE 53 Avenue	11200 Block	C	A	OTSA	OTSA
A-32	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	C	C	OTSA	OTSA
A-34	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	C	C	OTSA	OTSA

Table 11 (Continued)
Alachua County Roads Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
			Transitioning Roadways				
A-35	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	C	C	OTSA	OTSA
A-37	NW 39 Avenue	CR 241	NW 110 Terrace	C	C	E	OTSA
A-38	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	D	C	E
A-39	SW 91 Street	Archer Road	SW 44 Avenue	C	B	C	OTSA
A-41	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	C	D	E	OTSA
A-42	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	C	OTSA	OTSA
A-43	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	C	B	OTSA	OTSA
A-46	NW 32 Avenue	GMA	CR 241 / NW 143 Street	C	C	OTSA	OTSA
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	C	C	OTSA	OTSA
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	C	C	OTSA	OTSA
A-49	CR 231	SR 121	13000 Block	C	C	OTSA	OTSA

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Source: North Central Florida Regional Planning Ccouncil

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, OTSA - Outside Transit Service Area, SE - Southeast, SR - State Road, SW Southwest

Table 12
City of Gainesville/University of Florida Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
			Urbanized Roadways				
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	C	B	B	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	C	D	C	OTSA
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	E	E	D	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	D	E	F	B
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	C	C	A	OTSA
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	D	D	C	D
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	C	A	B	B
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	C	D	B	OTSA
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	D	B	B	E
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	C	A	B	F
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	C	A	A	OTSA
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	B	OTSA
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	D	OTSA
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	C	C	B	OTSA
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	C	C	B	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	C	C	B	D
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	C	C	B	E
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	C	D	B	C
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	C	C	B	C
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	C	C	B	E
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	C	C	B	D
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road	C	A	A	F
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	C	C	B	OTSA
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	C	A	A	OTSA
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	C	C	B	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	C	C	A	OTSA
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	C	A	B	A
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	C	C	B	OTSA
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	OTSA
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	OTSA
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	C	A	B	A
G-32	Radio Road-Museum Road	SR 121 / South 34 Street	US 441 / South 13 Street	D	B	B	A

Table 12 (Continued)
City of Gainesville / University of Florida Multimodal Level of Service Summary- 2012

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	C	C	A	OTSA
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	C	C	B	A
G-35	Hull Road - Mowry Road	SW 34 Street	Center Drive	B	B	B	A
G-36	NW 31 Avenue / Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	D	D	C	C
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	D	D	C	A
G-38	NW 23 Boulevard	NW 16 Terrace	US 441 / West 13 Street	C	C	C	D
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	D	B	C	A
Transitioning Roadways							
-	None	-	-	-	-	-	-

Source: North Central Florida Regional Planning Council t\mike\los\los13\multimodal\12cmmlos.xlsx

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, OTSA - Outside Transit Service Area, SE - Southeast, SR - State Road, SW Southwest

Appendix A: Mobility Plan Atlas

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Illustration A-1
Gainesville Metropolitan Area

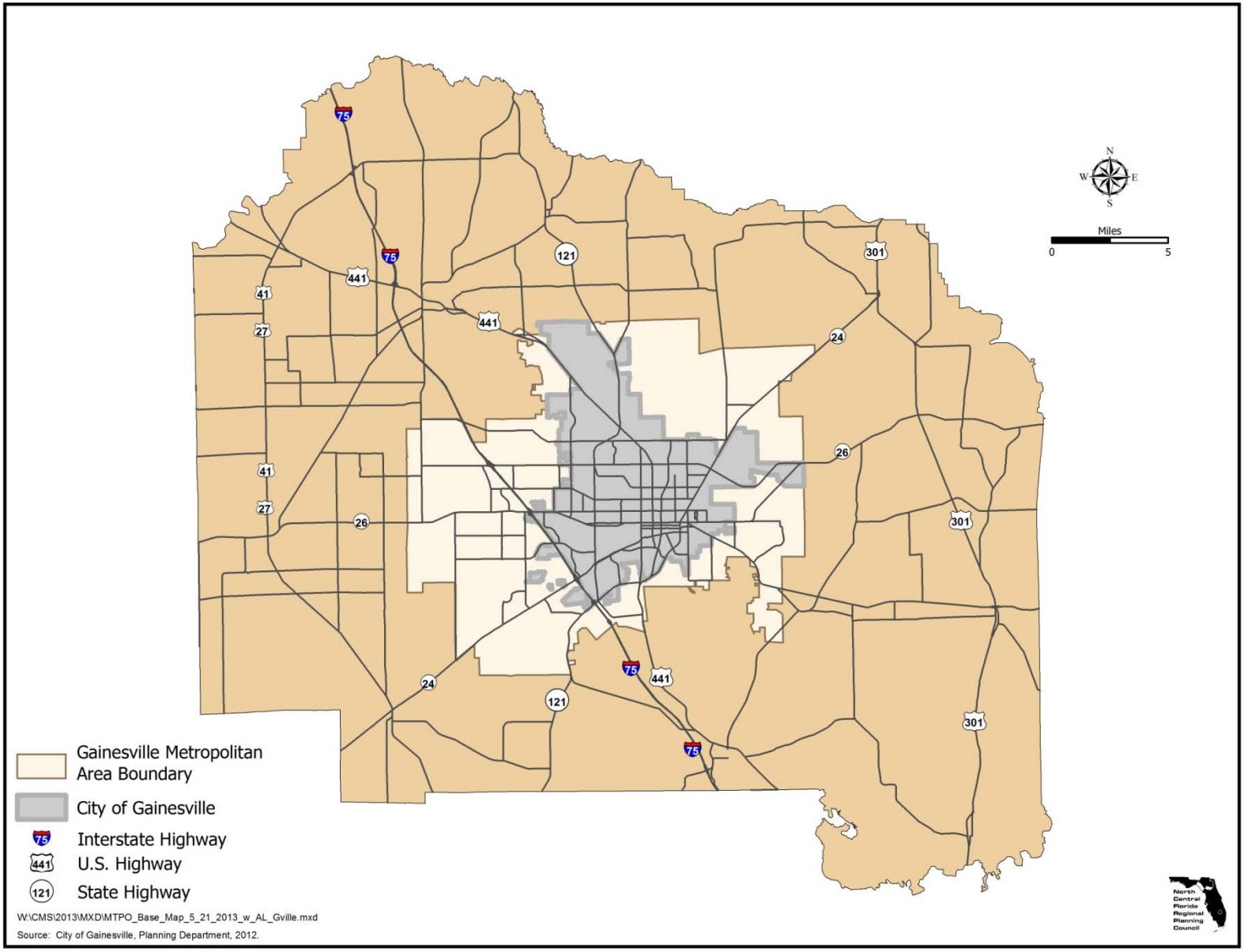


Illustration A-2
Federal Functional Classified Roadways within the Gainesville Metropolitan Area

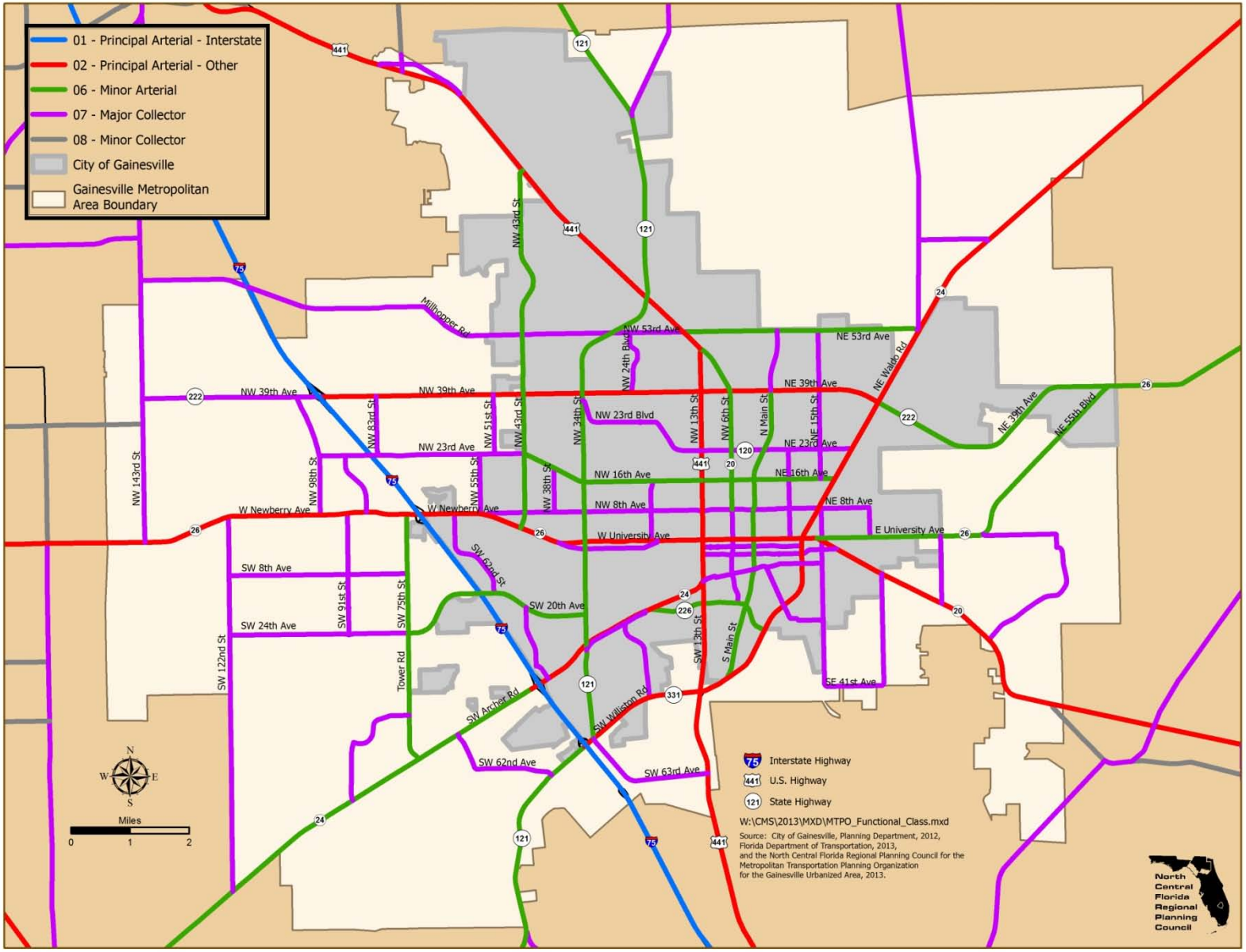


Illustration A-3
Multimodal Corridors

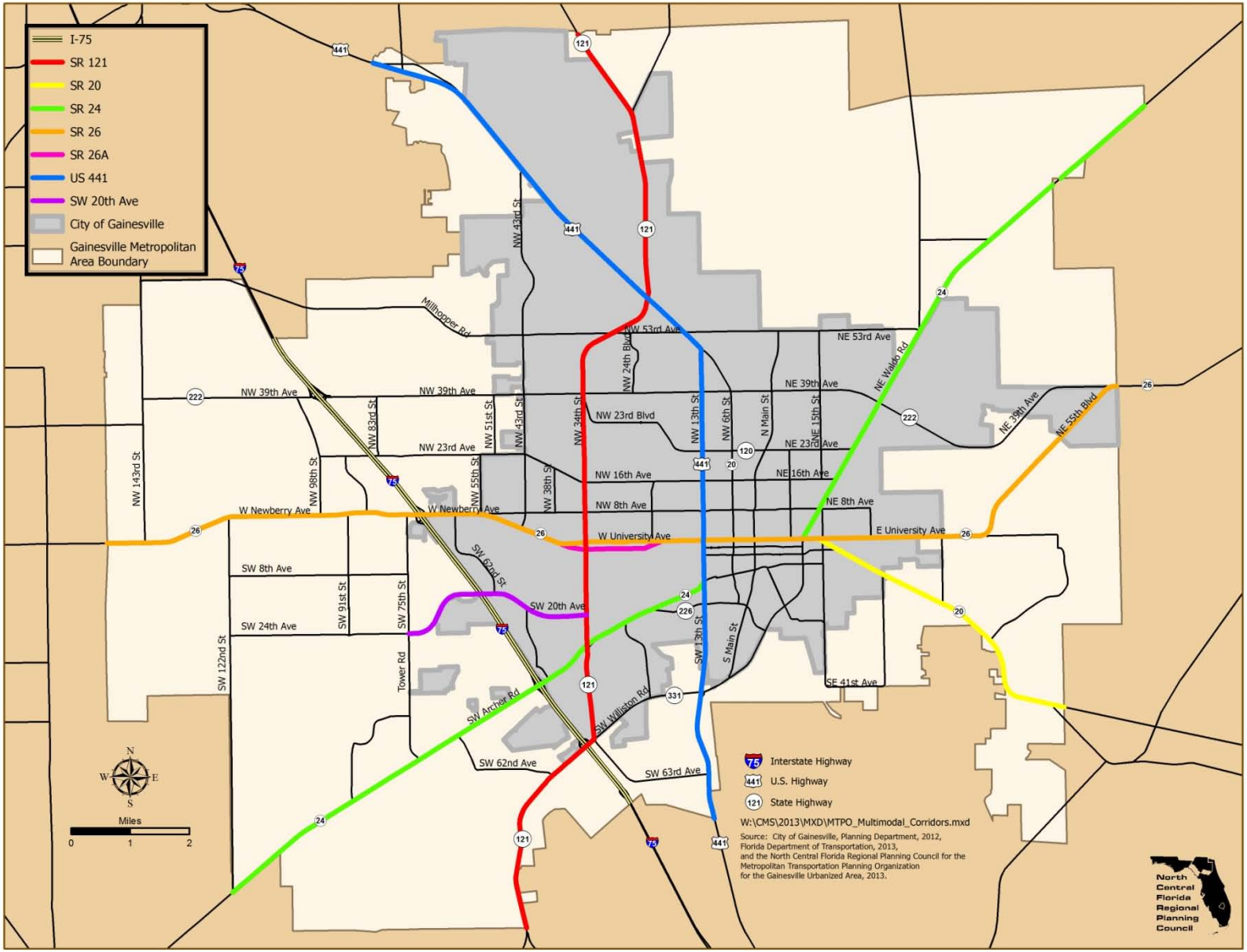


Illustration A-4
City of Gainesville Transportation Mobility Program Area

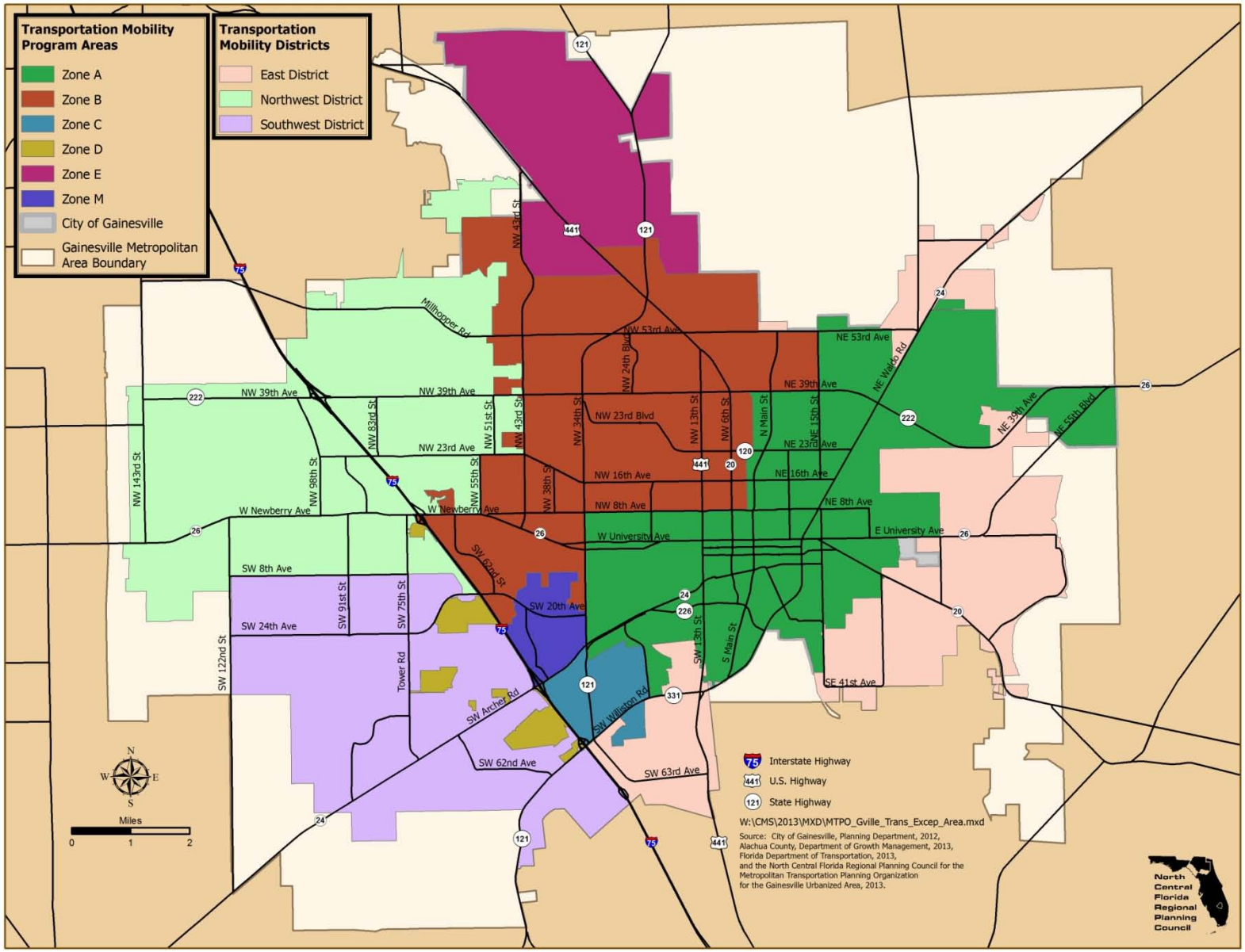


Illustration A-5
Congested Roadways

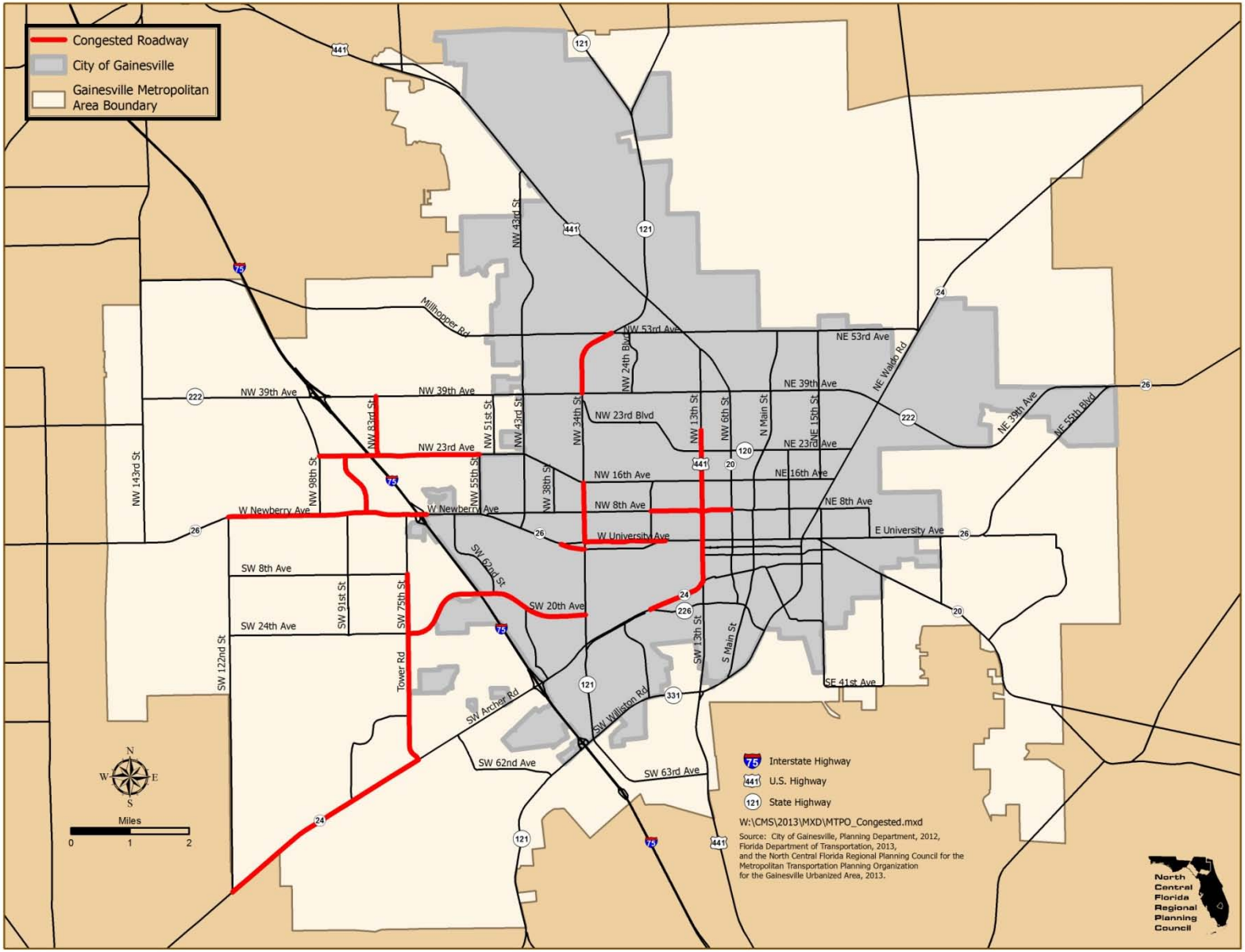


Illustration A-6
Mobility Plan Methodology

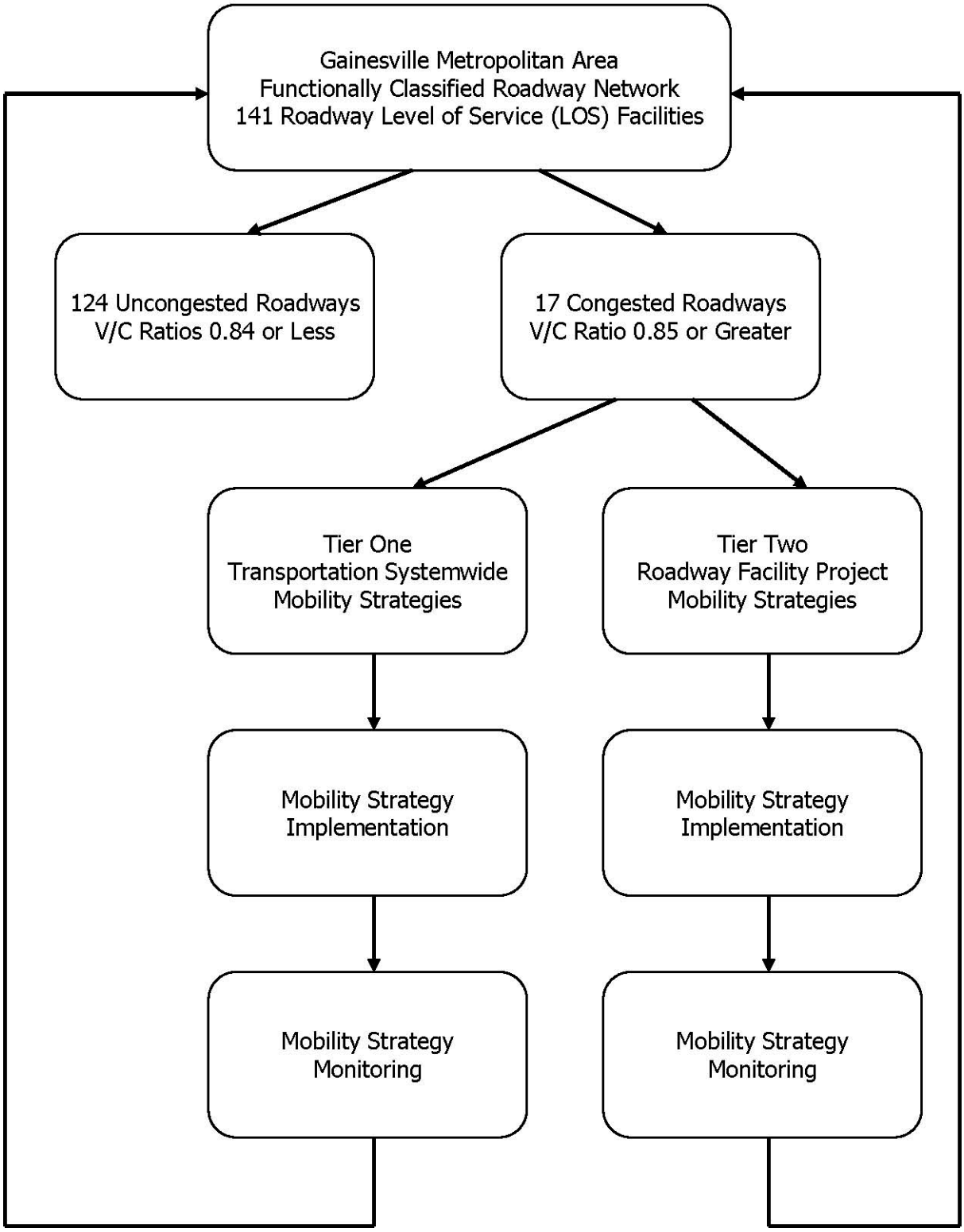


Illustration A-7
Congested Roadways within City of Gainesville
Transportation Mobility Program Area

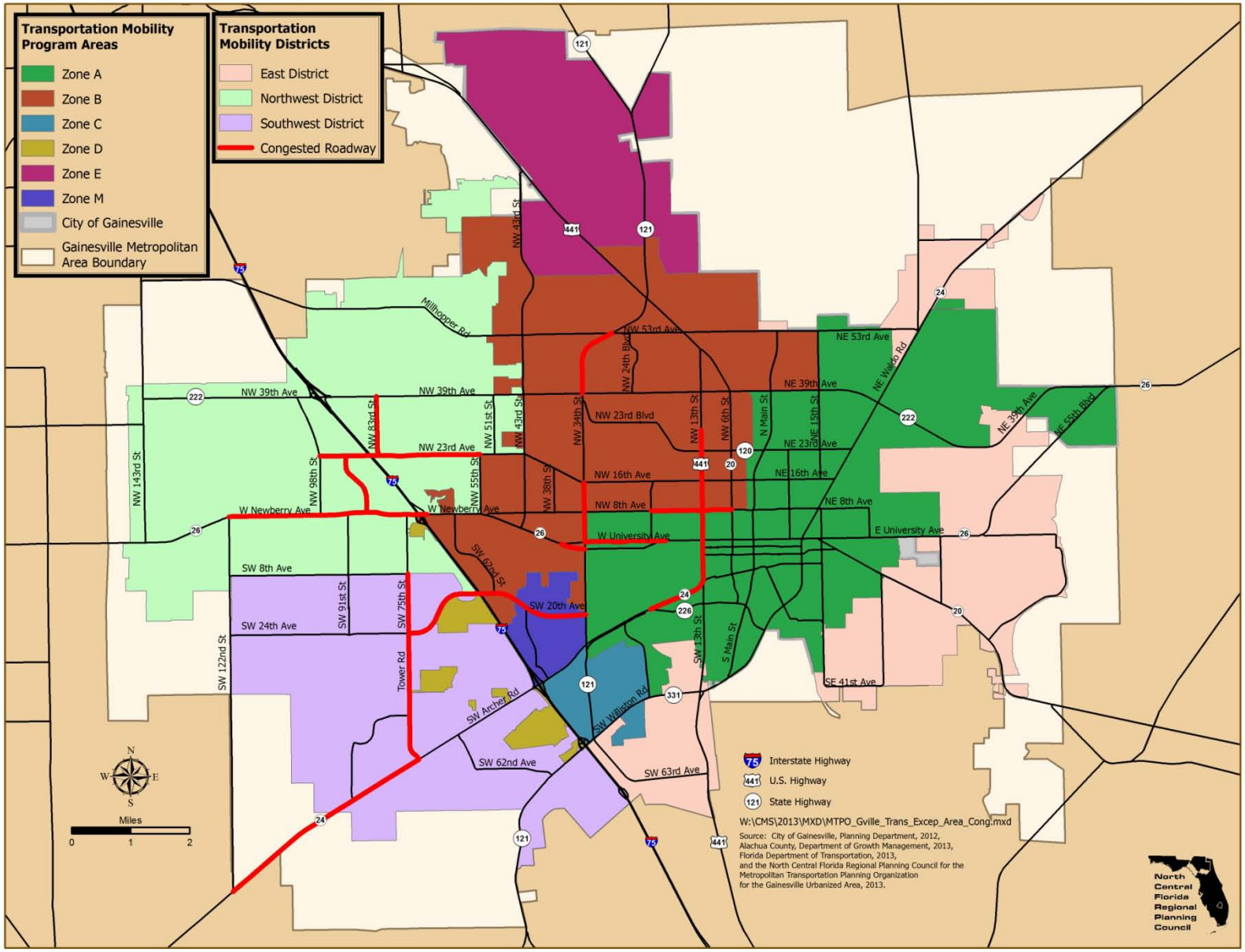


Illustration A-8
Truck Route System

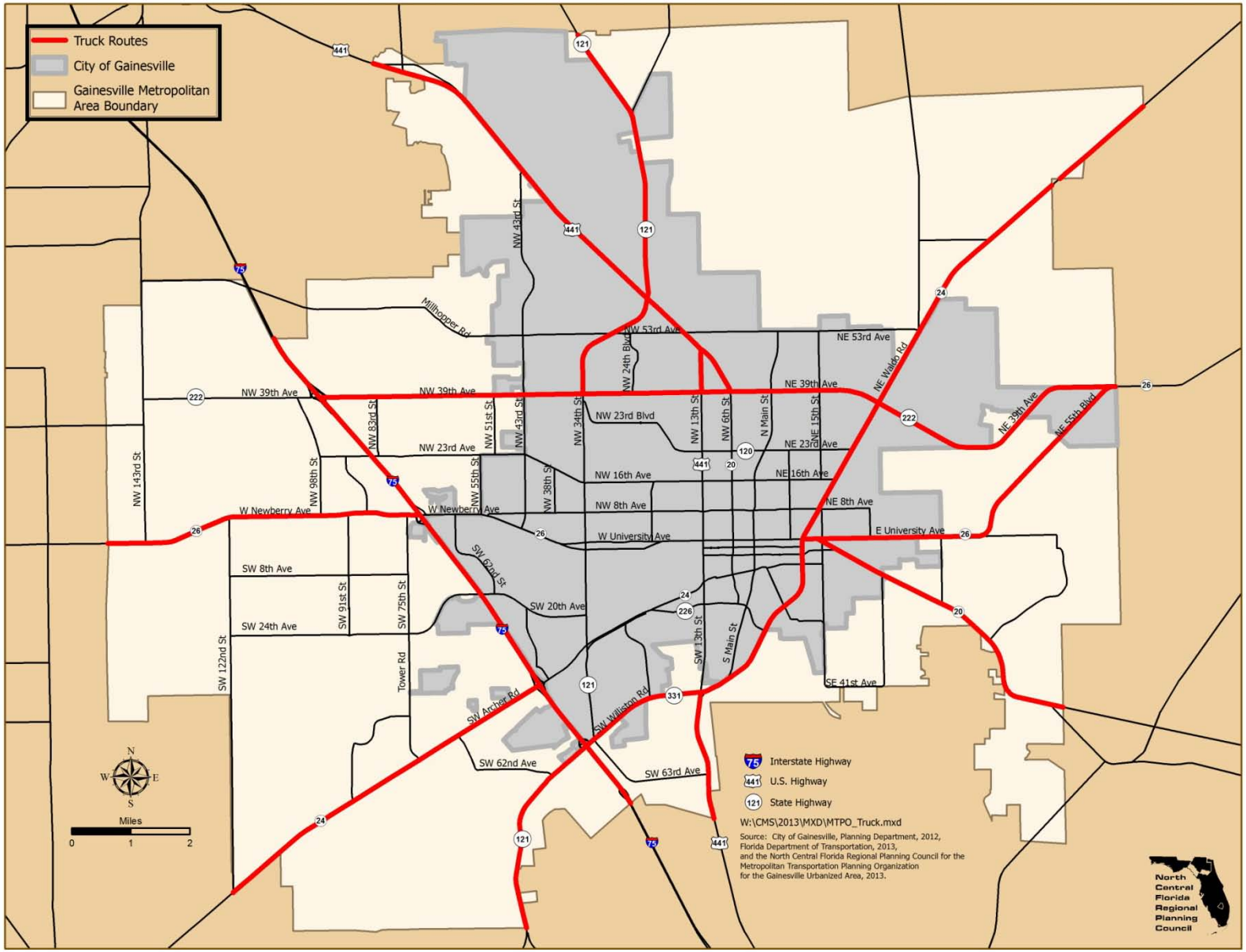


Illustration A-9
Regional Transit System Main Bus Routes

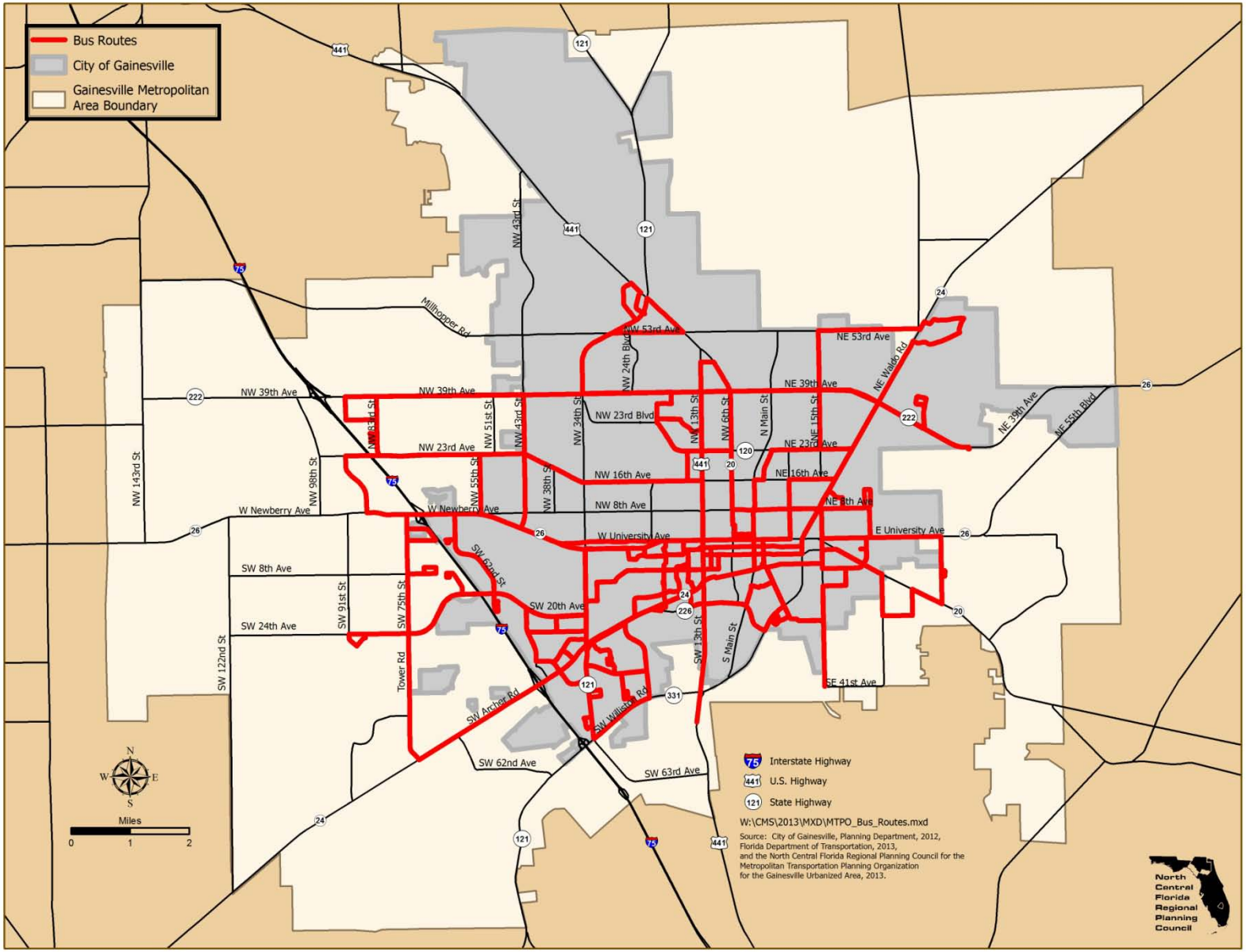


Illustration A-10
Regional Transit System Main Bus Service Area

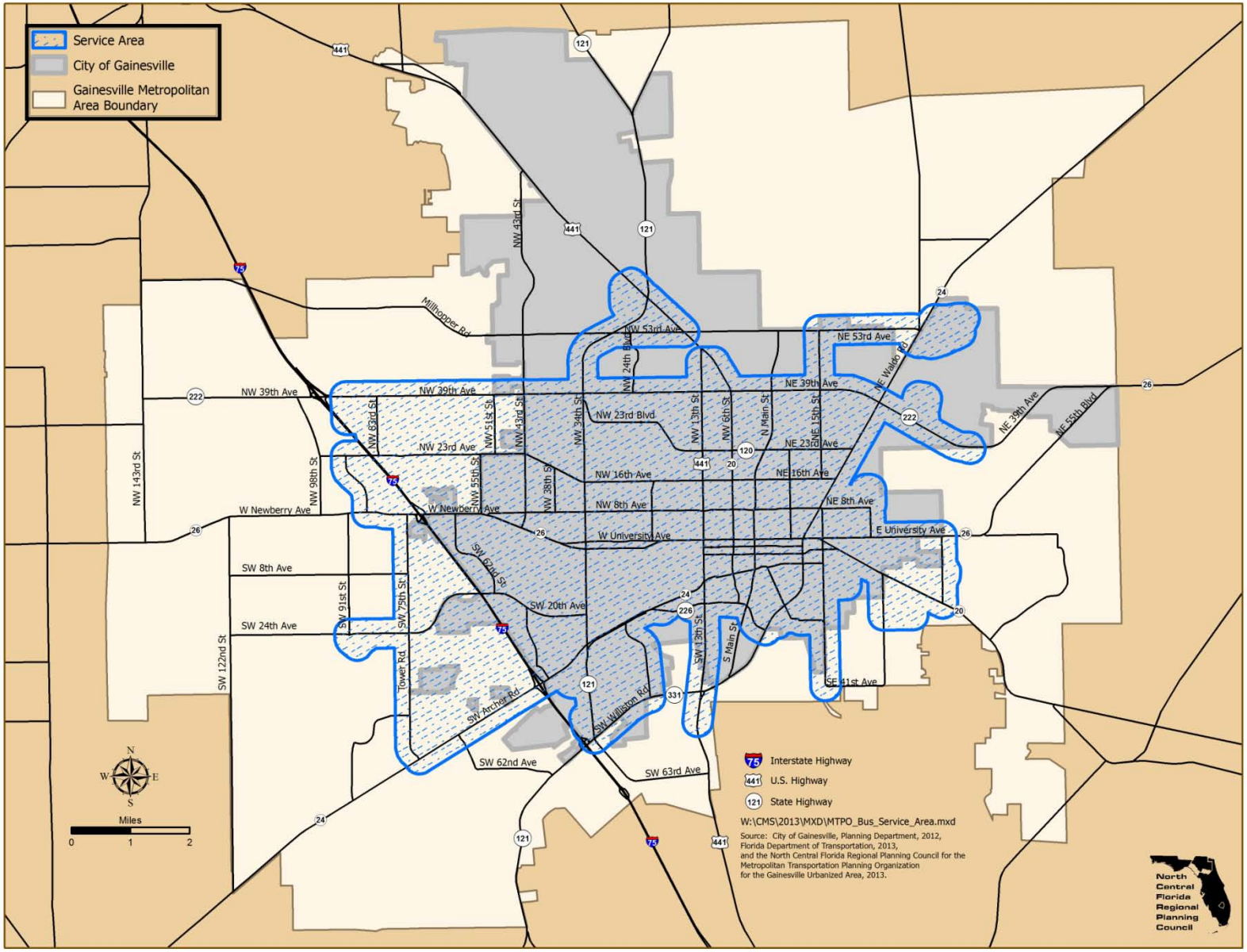


Illustration A-11
Regional Transit System Main Bus Service Area and Congested Areas

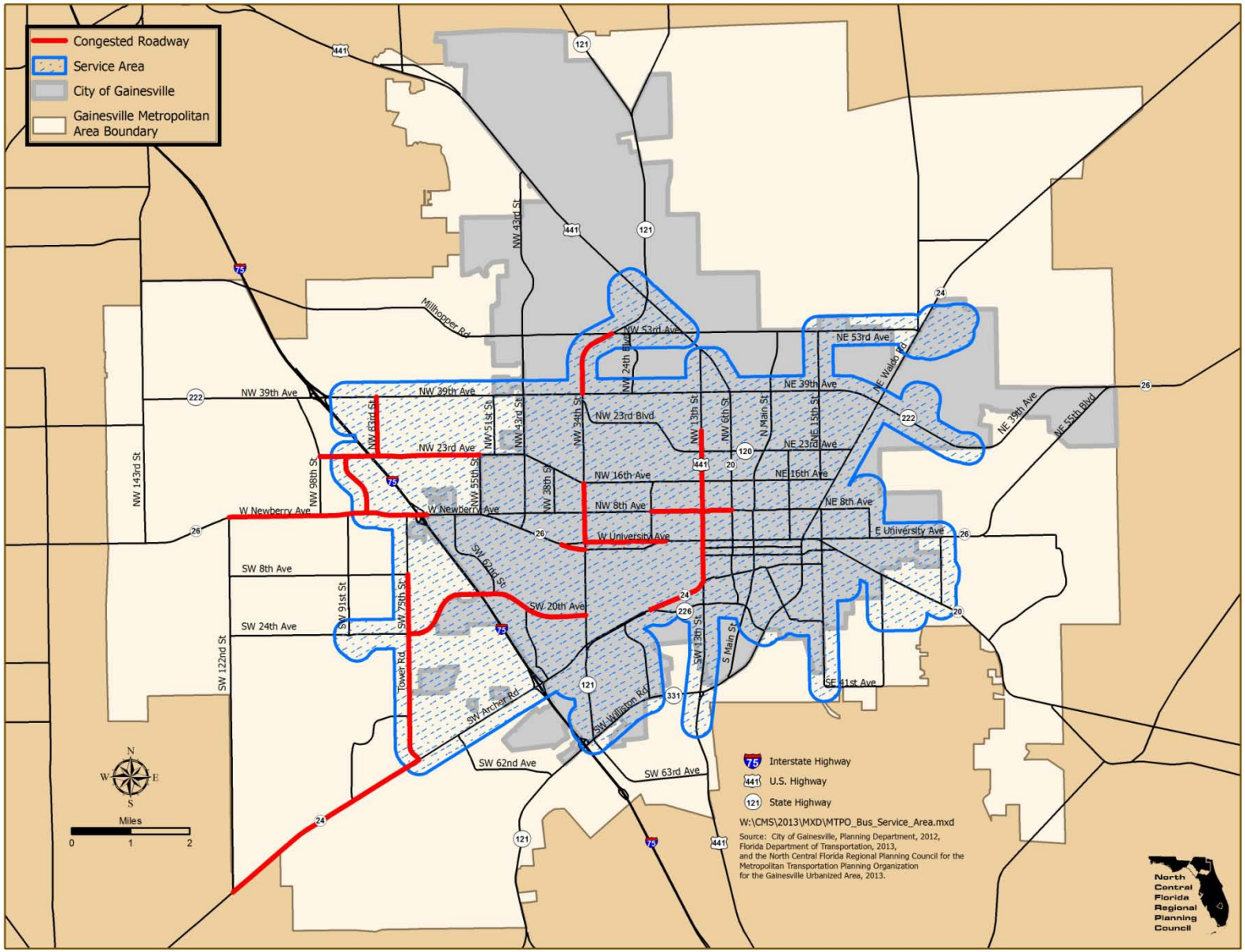


Illustration A-12
Regional Transit System Fixed Route Ridership 1985 - 2012

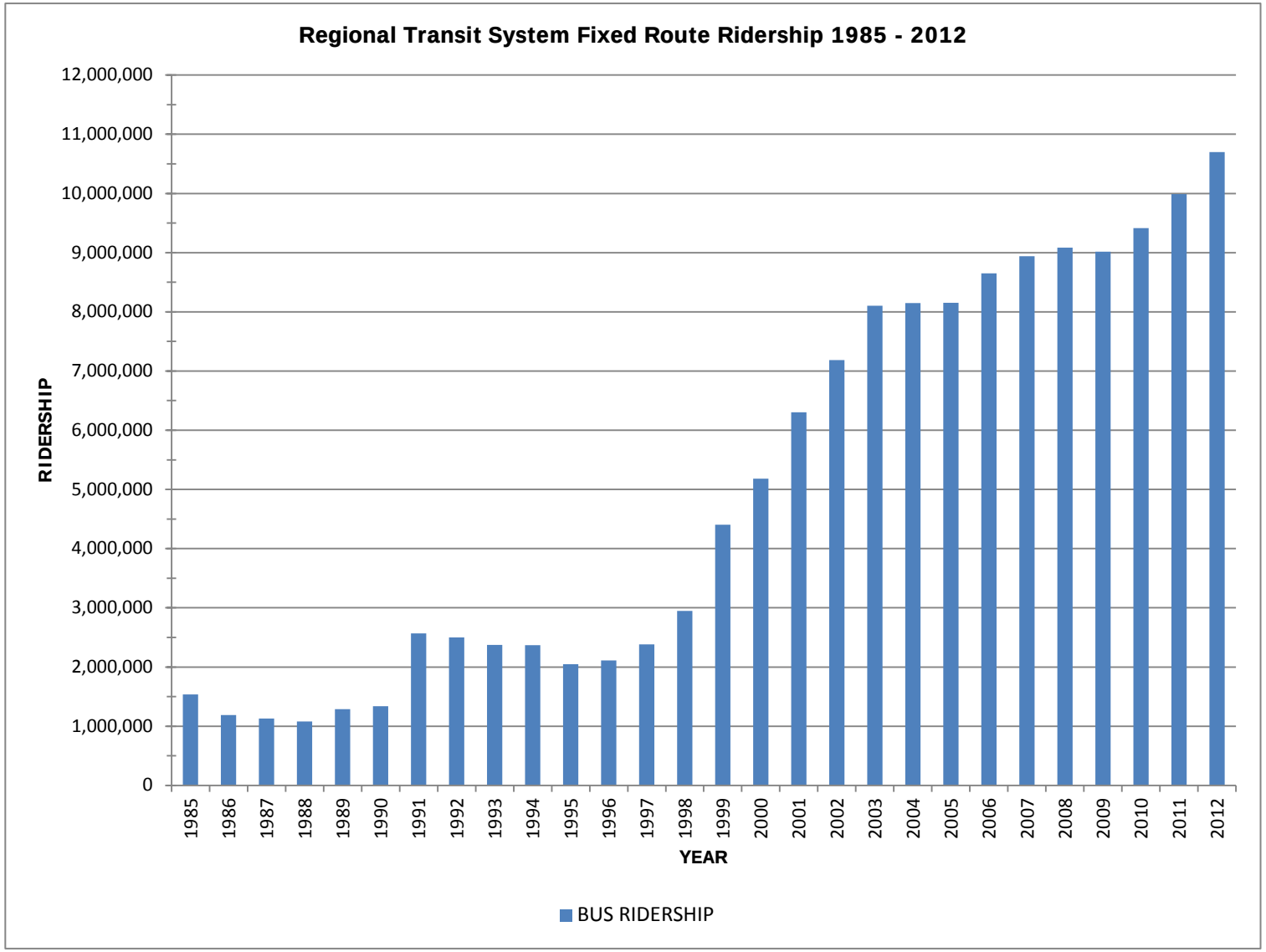


Illustration A-13
Congested Lane Miles - 1995 - 2012

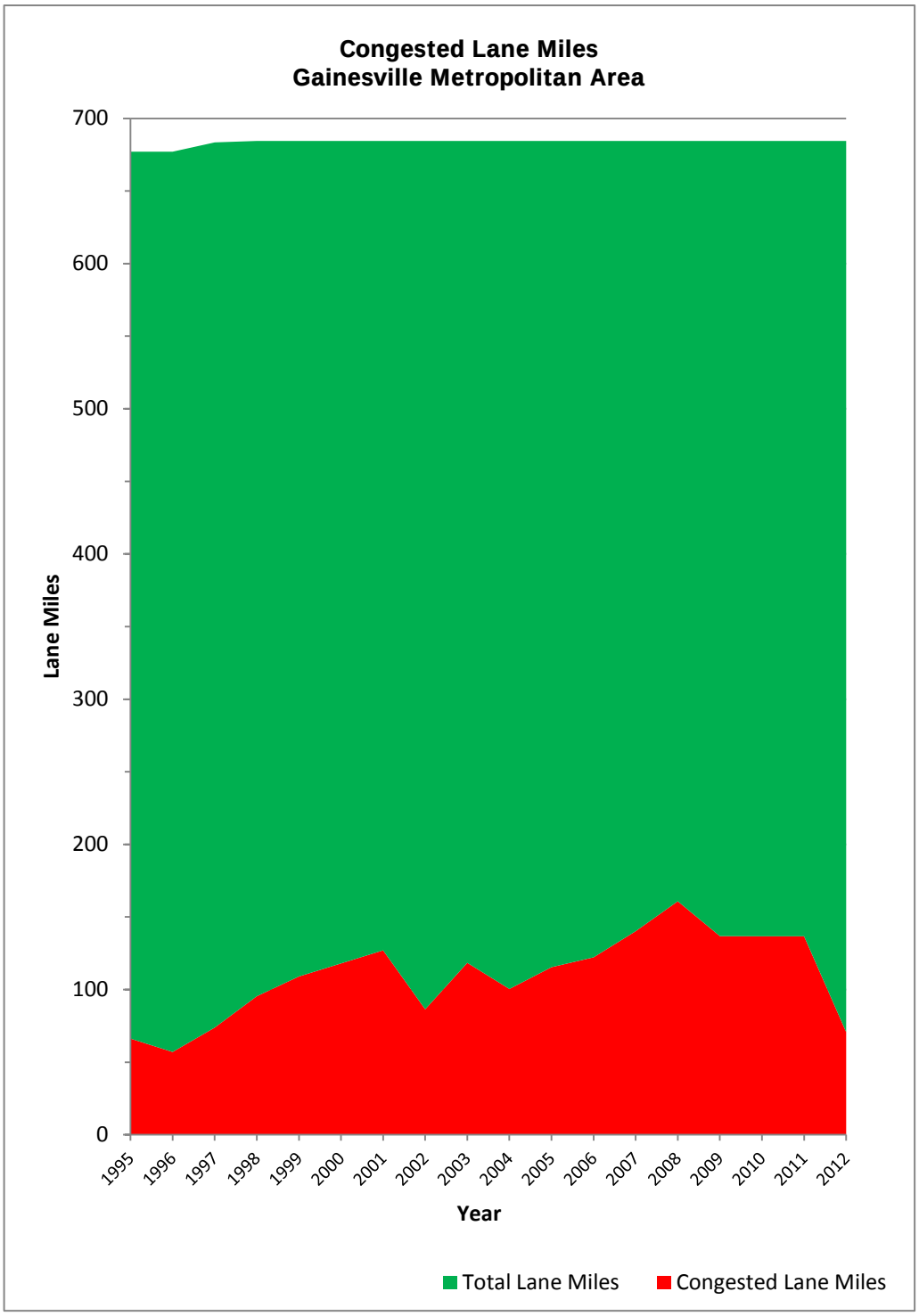
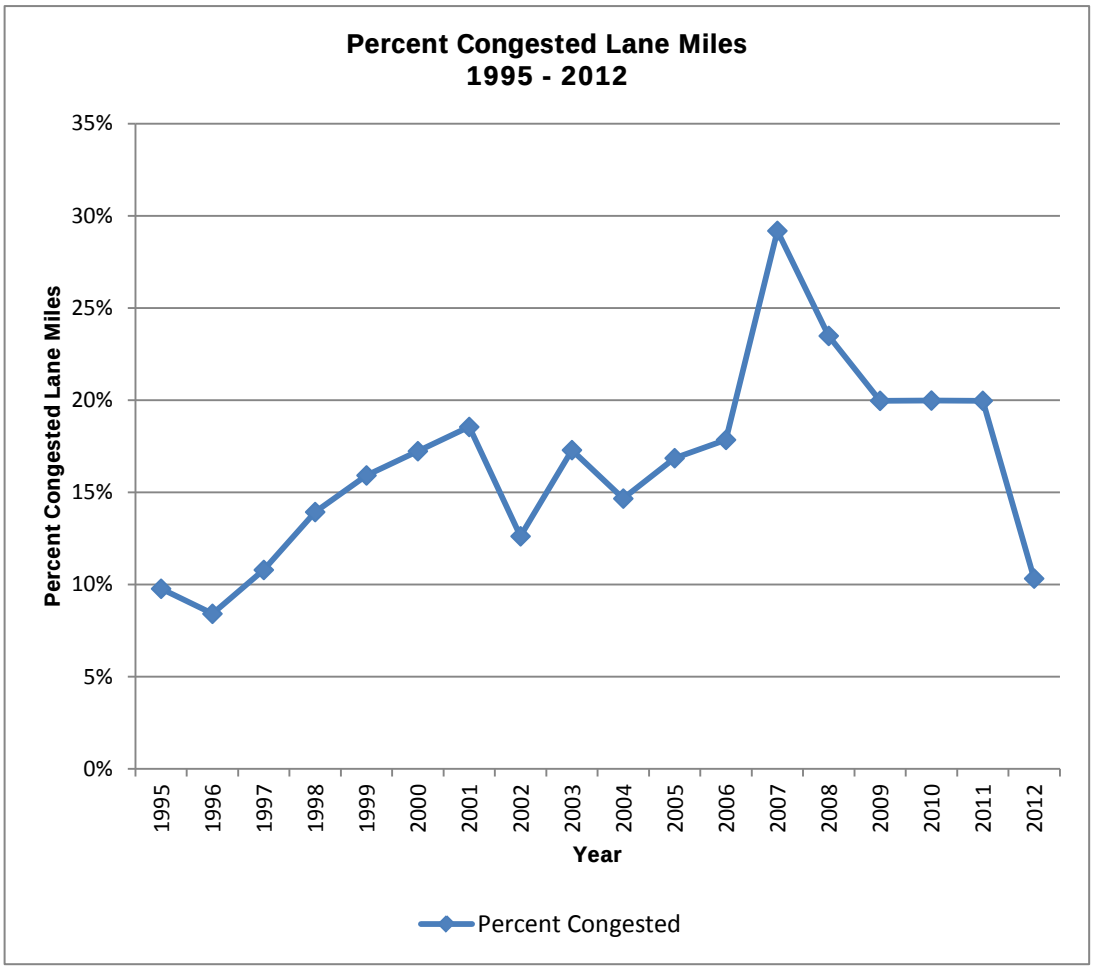


Illustration A-14
Percent Congested Lane Miles - 1995 - 2012



Appendix B:Glossary

The following definitions are used to indicate strategies that should be appropriately considered according to the Management and Monitoring Systems; Final Rule, Section 500.109(c)(4) of the Federal Register dated Thursday, December 19, 1996.

1. access management techniques- the practice of managing the location, number and spacing of connections, median openings and traffic signals on the highway system.

2. addition of general purpose lanes- the construction of new travel lanes on the highway system that is available for use by all vehicles.

3. advanced public transportation system technology- the application of advanced technologies to improve the efficiency and effectiveness of transit. "Smart cards" for fare payment, automated telephone information systems to distribute transit information and automatic vehicle location systems for transit buses are all examples of APTS.

4. allocating more greentime to the congested corridor- congestion reduction technique to allow above-normal flow of vehicular traffic during periods or at locations of higher traffic volumes.

5. alternative work hours- allows employees to shift their work start and end times (and thus travel times) to less congested times of the day.

6. bicycle commuter showers and lockers - employer based- a strategy to encourage bicycle commuting which is implemented by an employer to reduce the number of single occupant vehicle trips generated to a given location. The employer provides shower and locker facilities for the use of bicycle commuters.

7. bicycle level of service measures- bicycle level of service measures are categorized according to the degree to which a roadway safely and comfortably accommodates bicyclists of various skill levels. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.

8. bicycle loop detectors- the provision of loop detectors that are sensitive enough to detect bicyclists. These detectors are typically needed most in side streets that have a high volume of bicycle use and low volume of motor vehicle use.

9. bicycle storage facilities- bicycle parking racks or lockers which provide safe and secure storage for bicycles.

10. bicyclist support groups- employer-based support group which encourages bicycle commuting through the distribution of information, apprentice-like ride partners, and encouragement of increased bicycle commuter facilities such as showers and lockers. Program examples include Buddy-Bicyclist Programs which match experienced bicycle commuters with novice bicycle commuters using similar software and data-bases as carpool matching services.

11. bicycle user groups- bicyclists have been categorized as Group A, B, and C, with groups B and C often combined into one category due to the similarities in their preferred facilities. These groupings of bicyclists are defined in Selecting Roadway Design Treatments to Accommodate Bicycles by William C. Wilkerson as:

a. Group A - Advanced Adult Bicyclists: experienced riders who can operate under most traffic conditions, they comprise only about 5% of all bicyclists, but they are the majority of the current a users of collector and arterial streets and are best served by the following:

(1) Direct access to destinations usually via the existing street and highway system;

(2) The opportunity to operate at maximum speed with minimum delays; and

(3) Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

b. Group B - Basic Bicyclists: These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many basic bicyclists. They prefer:

(1) Comfortable access to destinations, preferable by a direct route; either low-speed, low traffic-volume streets or designated bicycle facilities; and

(2) Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders), or on separate bike paths.

c. Group C - Children: Pre-teen riders whose roadway use is initially monitored by parents, eventually they are accorded independent access to the system. They and their parents prefer the following:

(1) Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;

(2) Residential streets with low motor vehicle speed limits and volumes; and

(3) Well-defined separation of bicycles and motor vehicles on arterial and collector streets, or on separate bike paths.

12. bike on transit program- programs, policies, or special facilities that allow bicyclists to travel with their bicycles on transit.

13. bus bays- short pulloff lanes separate from through lanes to allow for access/egress from transit vehicles so as to not inhibit through traffic.

14. bus bypass ramps- the designation of an entrance ramp to a limited access roadway facility or HOV facility for the express use of transit vehicles thus providing priority/exclusive access or bypass of mixed traffic queues.

15. bus shelters to encourage intermodal use- the provision of bus shelters at strategic locations, with bicycle parking facilities, to encourage bicyclists and pedestrians to use transit.

16. bus transfer facility- a designated area where: multiple bus routes converge, covered shelters and benches are provided, and bus route information is posted.

17. carpooling- a voluntary arrangement for ride-sharing among a group of persons usually with conveniently similar origins and destinations.

18. changing lane widths- alteration of lane width for the accommodation of multimodal traffic or for affecting the speed of traffic.

19. channelization- improvements at intersections to eliminate unnecessary conflicts and to provide safe and efficient traffic flow patterns, such as installing curbed islands or marking the pavement. The most common type of channelization involves the separation of right turning vehicles from the through traffic stream, so that a right turn may be made without the delay imposed by the intersection traffic signal or stop sign.

20. computerized signal systems (signal progression)- linking traffic signals to a computer network in order to enhance the progressive movement of traffic along specific travel routes throughout an urban network.

21. congestion pricing- the imposition of fees, in differential rates varying by time of day and location depending on the level of congestion, on road users in congested zones or traveling on congested roads.

22. employer parking cash out- the employer gives employees eligible for discount parking the choice of taking subsidized parking or taking the parking subsidy in cash.

23. exclusive rights-of-way- provision of special lanes for high occupancy vehicles to bypass congested points, such as toll plazas.

24. express bus service- a transit service that has no stops or very few stops between origin and destination that usually moves people from outlying parking facilities to a central business district or major activity center.

25. fare reductions- decreasing the cost transit fares in order to increase transit ridership.

26. guaranteed ride home program- a program that guarantees a ride home from the workplace to people who use transit or ride-share. transportation management associations, employers, developers, or other parties can administer a guaranteed ride home program. rides home are usually given via bus, car, van, or taxi.

27. growth management and activity center strategies- increasing population and employment densities in order to increase the efficiency of transit services and to encourage more trips to be made by bicycle and walking.

28. high occupancy vehicle (HOV) lanes- special travel lanes restricted to carpools, vanpools and transit to bypass congested sections of roadway, thereby decreasing their travel time and making those modes of travel more attractive to the public.

29. highway level of service measures- qualitative descriptions of operational conditions within the highway traffic stream as perceived by motorists and/or passengers. See 1994 Highway Capacity Manual Special Report 209, page 1-3, for further descriptions of highway levels of service. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.

30. HOV ramp bypass lanes- special freeway access ramps that are restricted to use by carpools, vanpools and transit.

31. incident management- unscheduled and untimely events on freeways and highways that occur which results in the reduction or prevention of normal traffic movement.

32. instreet bicycle facilities- a facility on which bicycle traffic shares the road with motor vehicles. examples include bike lanes, wide curb lanes and paved shoulders. (Year 2020 Long Range Transportation Plan Update Bicycle/Pedestrian Element).

33. intelligent transportation system (ITS)- the application of advanced electronics and communications technologies to transportation systems.

34. intersection or midblock widening (additional turn or through lanes)- adding turn lanes so that turning vehicles are properly separated from through vehicles.

35. illuminated blank-out message signs: no right turn on red- an illuminated sign which prohibits vehicular right- turn on red movements and can be programmed for activation during specific hours. the illuminated sign has been shown to have the highest level of motorist compliance of any turn prohibition treatments and can be very useful in school zones, central business districts and other high pedestrian volume areas.

36. limiting accommodation of heavy vehicles- control access either spatially and/or time constraint of heavy vehicles, such as semi-tractor trailers, to enhance flow of traffic.

37. limiting accommodation of left turning vehicles in the offpeak direction- control access either spatially and/or time constraint, such as during peak periods, of all vehicles to enhance flow of traffic.

38. midblock median crossings- pedestrian crossing facility located at midblock which has raised median refuge.

39. motorist information systems- a method of delivering information about current traffic conditions to drivers. Motorist Information Systems can use a wide range of media to deliver the information - variable message signs, highway advisory radio, output to private traffic information brokers such as Metro Traffic Control, telephone call-in system, even home computers.

40. offstreet bicycle facilities- areas used by bicycles which are physically separated from motorized vehicular traffic by an open space, a barrier, or are their own right-of-way. (Year 2020 Long Range Transportation Plan Update Bicycle/Pedestrian Element).

41. one-way pairs- the use of adjacent parallel streets as one-way streets with opposite direction vehicular flow to increase the capacity of the existing corridor without additional lanes.

42. paratransit services- public transportation services outside the conventional fixed-route, fixed-schedule systems. These services are usually provided to low-density areas and/or special transportation disadvantaged people, such as low-income, elderly and handicapped persons.

43. park and ride and mode change facilities- an arrangement that allows transit riders to use parking facilities adjacent to a transit station or bus stop.

44. parking management- strategies that regulate either the supply of parking or the demand for parking through pricing.

45. pavement management/maintenance program- a program of routine inspection and maintenance of in-street bicycle facilities which increases bicycle accessibility along roadways by eliminating debris, potholes, vegetative encroachment and other surface hazards.

46. pedestrian access to transit facilities- the provision of adequate sidewalks to bus stops, benches and bus shelters to encourage pedestrians to use transit.

47. pedestrian amenities- providing special facilities along the corridor to encourage walking, such as adequate lighting, benches and shade trees.

48. pedestrian crossings - at grade- at-grade access facilities which create greater separation, visibility, or refuge for pedestrians crossing a roadway and/or decrease the overall crossing distance. These facilities may include raised medians and refuge islands, painted, textured or tabled crosswalks, motorist warning devices and other such treatments at intersections or midblock locations.

49. pedestrian crossings - grade-separated- grade-separated access for nonmotorized traffic to cross a roadway on a separate facility such as an overpass or underpass.

50. pedestrian level of service (LOS) categories- categories which are defined based upon a combination of pedestrian safety features and the level of auto-oriented development characteristics along a corridor. The LOS measures the degree to which pedestrians are encouraged to use the corridor based upon the provision of safety and comfort features. The measure may also reflect the level of Americans with Disability Act (ADA) compliance within a corridor. Note: These level of service (LOS) categories are not to be confused with adopted LOS standards in local government comprehensive plans.

51. pedestrian malls/auto reduced zones- areas that separate pedestrians and vehicles in order to increase the safety of pedestrians and improve the attractiveness of walking.

52. pedestrian signalization at signalized intersections- special facilities at signalized intersections to assist pedestrians cross busy intersections typically including pedestrian signal heads and push buttons which may be enhanced with infrared sensors and pedestrian buttons that light up when pushed.

53. raised medians- above grade-roadway dividers to safely separate opposing flows of vehicular traffic which can also provide refuge for pedestrian traffic.

54. ramp metering- using pre-timed or traffic-actuated ramp signals to only allow vehicles to enter the traffic stream of freeways only when acceptable gaps exist.

55. removal of pedestrian barriers- the elimination of impediments which restrict pedestrian movement or decrease the useable pedestrian space to less than five foot clearance. Such impediments may include signal poles, nonramped curbs, ill-placed street furniture, etc.

56. reversible lanes- the use of peak flow responsive allocation of laneage in a corridor, where traffic signalization designates the direction of vehicular flow the lanes within the corridor are to accommodate to increase the capacity of the existing corridor without additional lanes.

57. sidewalks with ramps- constructing sidewalks with ramps in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

58. telecommuting- an arrangement where employees work at a location other than the conventional office, which results in the employee having fewer and shorter commute trips. employees typically keep in touch with the central office by telephone, facsimile, and computer.

59. traffic control centers- a place from which various aspects of a traffic network - traffic signal timings, ramp meters, etc. - are controlled. Usually, the center has access to information gathered by traffic surveillance, so that the traffic components are controlled in response to current traffic conditions. See Traffic Surveillance and Control System.

60. traffic signal preemption- the installation of optically or electronically actuated detectors in selected traffic signals. These detectors will respond to a bus signal and preempt the regular timing to allow buses to pass through without stopping for a red light.

61. traffic signal type- represents the degree to which a traffic signal's cycle length and phasing are preset or actuated. Signal types used are pre-timed (preset repetitive sequence of phases with constant cycle length), semi-actuated (major street remains green unless actuation by vehicle detector on minor street) and actuated (all streets have vehicle detectors and maximum phase times).

62. traffic surveillance and control systems- a system which gathers information through a variety of media - loop detectors, surveillance cameras, surveillance by airplane, motorist call-in, etc. - and controls various aspects of the traffic network in response to current traffic conditions.

63. transit information systems- A method of delivering information regarding transit schedules to potential passengers, usually via an interactive media such as telephone or home computer. When transit information systems can inform passengers when the bus will actually arrive, as opposed to when it is scheduled to arrive.

64. transit level of service- qualitative descriptions of transit operational conditions within the traffic stream as perceived by motorists and/or passengers. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.

65. transit service enhancement or expansion- providing additional transit services or improving existing ones.

66. transportation demand management (TDM) - improvements to the transportation system related to transportation planning, alternative modes of transportation, restrictions on automobile or other vehicle use, and land use planning considerations.

67. transportation systems management (TSM) - improvements to the transportation system related to traditional traffic engineering techniques, such as improved traffic signalization or turn lanes.

68. trip reduction ordinance- a government mandate which requires that traffic congestion be reduced in certain areas through implementation of a series of strategies which are devised and implemented by a certain group or individual (usually a major employer or developer of a large business) and which are aimed at reducing the number of single occupant vehicle trips generated to and from a given location. These strategies may include, but are not limited to the following: bicyclist support groups, carpool/vanpool, bicycle parking, showers, and lockers. (adapted from the Commute Alternatives Systems Handbook, CUTR, 1992).

69. vanpooling- an arrangement normally organized by corporations, agencies or institutions for ride-sharing among employees.

APPENDIX C: MOBILITY PLAN REQUIREMENTS

FEDERAL REQUIREMENTS

23 Code of Federal Regulations Section 450.320 Metropolitan Transportation Planning Process: Relation to Management Systems.

a. Within all metropolitan areas, congestion, public transportation, and intermodal management systems, to the extent appropriate, shall be part of the metropolitan transportation planning process required under the provisions of 23 United States Code 134 And 49 United States Code 5303-5305.

b. In Transportation Management Areas designated as nonattainment for ozone or carbon monoxide, Federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles (a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks) unless the project results from a congestion management system (CMS) meeting the requirements of 23 Code of Federal Regulations Part 500. Such projects shall incorporate all reasonably available strategies to manage the Single Occupant Vehicle facility effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies, as appropriate for the corridor, but not appropriate for incorporation into the Single Occupant Vehicle facility itself, shall be committed to by the State and the MPO for implementation in a timely manner, but no later than the completion date for the Single Occupant Vehicle project. Projects that had advanced beyond the National Environmental Policy Act stage prior to April 6, 1992, and which are actively advancing to implementation, e.g., right-of-way acquisition has been approved, shall be deemed programmed and not subject to this provision.

c. In Transportation Management Areas, the planning process must include the development of a Congestion Management System that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meets the requirements of 23 Code of Federal Regulations Part 500.

d. The effectiveness of the management systems in enhancing transportation investment decisions and improving the overall efficiency of the metropolitan area's transportation systems and facilities shall be evaluated periodically, preferably as part of the metropolitan planning process.

23 Code of Federal Regulations Section 500.109 Congestion Management System.

(a) For purposes of this part, congestion means the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management means the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.

(b) The development of a congestion management system or process should result in performance measures and strategies that can be integrated into transportation plans and programs. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea and/or non-metropolitan area), and/or time of day. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the single occupant vehicle project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.

Moving Ahead for Progress in the 21st Century Requirements

Congestion Management Process- the transportation planning process shall address congestion management through a process that provides for effective management and operation

Management and Operations- Long Range Transportation Plans shall contain operational and management strategies to improve the performance of existing transportation facilities

STATE REQUIREMENTS

Florida Statutes Chapter 339.177 Transportation Management Programs

(1) the Department of Transportation shall, in cooperation with metropolitan planning organizations and other affected governmental entities, develop and implement separate a and distinct system for managing each of the following program areas:

(a) Highway pavement;
(b) Bridges;
(c) Highway safety;
(d) Traffic congestion;
(e) Public transportation facilities and equipment; and
(f) Intermodal transportation facilities and equipment.

(2) Each metropolitan planning organization within the state must develop and implement a traffic congestion management system. The development of the state traffic congestion management system pursuant to subsection (1) shall be coordinated with metropolitan planning organizations so that the state system is reflective of the individual systems developed by the metropolitan planning organizations.

(3) The management systems required by this section should be developed and implemented so as to provide information needed to make informed decisions regarding the proper allocation of transportation resources. Each system must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness.

Appendix D: Florida Department of Transportation Generalized Tables

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Appendix D: Minimum Acceptable Highway Level of Service Standards

Tier one level of service is evaluated using the Florida Department of Transportation Generalized Tables. Figure D-1 includes Table 1 Urbanized Areas Average Annual Daily Volumes and input volume assumptions. Figure D-2 includes Table 7 Urbanized Areas Peak Hour Directional Volumes and input volume assumptions. Figure D-3 includes Table 2 Transitioning Areas Average Annual Daily Volumes and input volume assumptions. Figure D-4 includes Table 8 Transitioning Areas Peak Hour Directional Volumes and input volume assumptions.

A. Urbanized Areas

Figure D-1
Urbanized Areas Average Annual Daily Volumes and Input Volume Assumptions

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]
(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Figure D-1 (Continued)
Urbanized Areas Average Annual Daily Volumes and Input Volume Assumptions

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Figure D-2
Urbanized Areas Peak Hour Directional Volumes and Input Volume Assumptions

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]
(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Figure D-2 (Continued)
Urbanized Areas Peak Hour Directional Volumes and Input Volume Assumptions

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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B. Areas Transitioning Into Urbanized Areas or Areas Over 5,000 Not in Urbanized Areas

Figure D-3
Transitioning Areas Average Annual Daily Volumes and Input Volume Assumptions

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]
(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Figure D-3 (Continued)
Transitioning Areas Average Annual Daily Volumes and Input Volume Assumptions

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Figure D-4
Transitioning Areas Peak Hour Directional Volumes and Input Volume Assumptions

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]
(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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Figure D-4 (Continued)
Transitioning Areas Peak Hour Directional Volumes and Input Volume Assumptions

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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Appendix E: Alachua County Mobility Strategies

A. Alachua County Comprehensive Plan Transportation Mobility Element Multimodal Transportation District

Note- Blue text identifies components of Article 12 that were not modified by Ordinance 11-03 that was adopted on April 12, 2011 by the Alachua County Board of County Commissioners

OBJECTIVE 1.3 Multimodal Transportation Districts

To promote innovative solutions to transportation concurrency through the use of Multimodal Transportation Districts (MMTD) designed to give priority to pedestrians and connections to transit, including strategies and standards to implement specific transportation concurrency management plans.

Policy 1.3.1 Areas may be identified on the Future Land Use Map through the Comprehensive Plan Amendment process as overlay zones with the Multimodal Transportation District (MMTD) designation in accordance with F.S. 163.3180, incorporating a complementary mix and range of land uses including educational, recreational, and cultural, of a density and intensity appropriate to support transit within walking distance. An area that may be considered for this designation through a comprehensive plan amendment is the 20th Avenue Charrette area shown in Appendix B.

Policy 1.3.2 Alachua County shall adopt connectivity index standards in the Unified Land Development Code for designated MMTDs for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and vehicles.

Policy 1.3.3 Within the MMTD existing and new development shall be designed, to the maximum extent practicable, to be connected by roadways, bikeways, and pedestrian systems that encourage travel between developments and neighborhoods without requiring use of the major thoroughfare system.

Policy 1.3.4 Alachua County shall adopt in the land development regulations typical cross- sections and traffic calming features for all roadway types within the MMTD.

Policy 1.3.5 New development, or redevelopment within the MMTD shall incorporate stubouts of the existing transportation systems to adjacent abutting land with development or redevelopment potential. Provisions for future connections should be made in all directions whether the facilities are public or private, except where abutting land is undevelopable.

Policy 1.3.6 The County shall ensure that new development or redevelopment within the MMTD aligns its transportation systems with the stubouts provided by adjacent developments.

Policy 1.3.7 Within the MMTD, development or redevelopment shall be designed to:

a. Orient pedestrian access to transit centers and existing and planned transit routes;

b. Provide pedestrian accessibility to building entrances and walkways from the street, rather than separating the building from the street by parking;

c. Clearly delineate routes for pedestrians and bicycles through any parking areas to accommodate safe and convenient pedestrian and bicycle circulation; and

d. Provide sidewalk connections from the development to any existing or planned public sidewalk along the property frontage, or an existing or planned pedestrian connection to recreation or education facilities.

Policy 1.3.8 Alachua County shall conduct area studies to determine the additional needed transportation modifications within the MMTD for all transportation modes. The listed of financially feasible projects for the MMTD contained in the CIE shall be included upon completion of the study. Projects needed for the MMTD shall be included in the Capital Improvements Program upon adoption of the MMTD.

Policy 1.3.9 Within the MMTD, TND development proposals designed to enhance pedestrian modes with connections to transit, and that meet all of the following criteria, shall be excepted from roadway concurrency requirements:

a. transit-supportive with a complementary mixed-use pattern forming neighborhood centers;

b. a size that is defined by an easy walking distance from the edge to the center, typically 1/4 mile;

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 for 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;

e. sidewalks, street trees, landscaping, street furniture, entryway features, signage and lighting are required and used to strengthen the identity of the TND neighborhood;

f. when adjacent to a land use of a significantly lower intensity or density, a buffer that may be vegetated open space or a transitional use, may be required;

g. a minimum of 20% of the land area is devoted to landscaping and open space, inclusive of a system of public greens or squares located within 1/4 mile of residences, and gathering space throughout the neighborhoods;

h. a discernible neighborhood center creating a community focal point capable of serving multiple neighborhood needs;

i. Special sites are reserved for civic buildings. Civic buildings and public space, where appropriate, placed and oriented to terminate vistas, and provide a focal point in the TND B sites designed to provide for social, cultural, and/or religious activities;

j. 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;

k. 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 shall promote walkability, ensure pedestrian safety, and allow for emergency access;

l. parking and loading functions located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood through on-street parking, and parking placed behind or on the side of buildings; and

m. provides a Neighborhood Center at an identifiable central location, including the main transit station, and designed consistent with Future Land Use Element Objective 1.6.

B. Alachua County Unified Development Land Code Concurrency Management

Article 12 Concurrency Management*

407.117 Purpose

The purposes of this Article are to implement the Alachua County Comprehensive Plan's adopted level of service standards for roads, potable water, sanitary sewer, parks, solid waste, stormwater management, public school facilities, mass transit and bicycle and pedestrian facilities.

407.118 Requirements for Concurrency

No final development order shall be approved, except for the development that is defined as exempt or vested pursuant to this Chapter, unless it is determined that the necessary public facilities will be available concurrent with the impacts of the proposed development. The burden of meeting this concurrency requirement will be on the applicant requesting a final development order. The following criteria will be used to determine whether the public facilities affected by the development will be available based on the level of service standards adopted in the Alachua County Comprehensive Plan for each public facility:

(a) For potable water, sanitary sewer, solid waste, and stormwater management facilities:

1. The necessary facilities and services are in place at the time a development permit is issued; or

2. A development permit is issued subject to the condition that the necessary facilities will be in place when the impacts of development occur; or

3. The necessary facilities are under construction at the time a development permit is issued and will be in place when the impacts of development occur; or

4. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions in §407.118(a)1, 2 or 3 above. An enforceable development agreement may include, but is not limited to:

(1) development agreements pursuant to F.S. § 163.3220, or

(2) an agreement or development order issued pursuant to F.S. Chapter 380. Any such agreement must guarantee that the necessary facilities and services will be in place when the impacts of development occur.

(b) For parks and recreational facilities, in addition to meeting one of the criteria defined under subsection §407.118(a), above, the requirement for concurrency may be met if:

1. 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

2. 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 F.S. §163.3220, or an agreement or development order issued pursuant to F.S. Chapter 380.

(c) For Motor Vehicle, Transit, Pedestrian & Bicycle,

1. The requirement of concurrency, for development in the Urban Cluster without a valid final Certificate of Level of Service Compliance (CLSC), as of the adoption of the Multi-Modal Transportation Mitigation Program, that are below the Development of Regional Impact threshold or exempt from the Development of Regional Impact process, shall be satisfied through the payment of the Multi-Modal Transportation Mitigation as long as the approved development order remains valid. Developments within the Urban Service Area that are greater than 1,000 dwelling units or 350,000 square feet of non-residential square feet shall also be required to mitigate its impact consistent with Transportation Mobility Element Policy 1.1.10.3 of the Comprehensive Plan. Projects outside of the Urban Service Area that exceed the Development of Regional Impact threshold shall meet concurrency through the proportionate share process per F.S. 163.3180 (12) and F.S. 380.06.

2. For development projects with a valid final Certificate of Level of Service Compliance (CLSC) as of the adoption of the Multi-Modal Transportation Mitigation Program. or are exempt per 407.124 shall continue satisfying transportation concurrency through payment of a transportation impact fee. Upon expiration of the CLSC, the development shall mitigate its impact through payment of the Multi-Modal Transportation Mitigation. No further extensions of a valid CLSC for transportation concurrency shall be granted upon adoption of the Multi-Modal Transportation Mitigation program, except as provided for in 407.118 (e) 3.

3. Developments with a valid CLSC shall have the option to extend the transportation concurrency provision of the CLSC for two years from the current expiration date. In addition, development shall be permitted to extend all phasing dates by two years from the current expiration date. Complete and accurate applications must be September 30th. 2011. No additional traffic analysis shall be required. The date for any required transportation mitigation shall also be extended for two years.

4. Developments that have currently constructed 25% or more of the roadway lane miles for the entire development based on the approved preliminary or final development plans or that have constructed a collector or arterial roadway shown on the future highway functional classification map may apply for a transportation concurrency vesting letter and may request and be granted vesting to the transportation impact fee schedule in effect at the time of application. The transportation impact fee schedule would be used to determine the impact fee rate for the

remaining un-built portions of the development. Complete and accurate applications must be submitted by September 30th. 2011. The application must include documentation, signed and sealed by a licensed professional engineer, that demonstrates the 25% threshold has been achieved or that a collector or arterial roadway consistent with the future highway functional classification map has been constructed.

5. Developments that have constructed 50% or more of the roadway lane miles for the entire development based on approved preliminary or final development plans prior to expiration of a valid transportation CLSC may apply for a concurrency vesting letter and may request and be granted vesting to pay the transportation impact fee in effect at the time of building permit for the remainder of the development. Complete and accurate applications must be submitted prior to expiration of a valid transportation CLSC. The application must include documentation, signed and sealed by a licensed professional engineer, that demonstrates the 50% threshold has been achieved.

6. The vesting provisions in 407.118 (e) 4 and 5 above shall not preclude a Developers right to demonstrate that they are vested for transportation concurrency and vested to pay the transportation impact fee. However, request for vesting that does not meet the criteria established above shall be evaluated on a case-by-case basis.

7. Development projects with a valid CLSC shall have the option to pay either the Multi-Modal Transportation Mitigation or the transportation impact fee, should the Multi-Modal Transportation Mitigation be less than the transportation impact fee due to the addition of revenue sources and/or the modification of the list of projects in the Capital Improvements Element.

8. The requirement of concurrency for development projects outside the Urban Cluster is satisfied by meeting one of the criteria under §407.118 (a) or (b) above , in accordance with Section 163.3180(2)(c), F.S., maybe met if transportation facilities needed to serve new development shall be in place or under actual construction within three years issuance of the final development order for a development that will result in additional traffic generation. or may be met through the proportionate fair-share process under §407.125.1.

(d) For public school facilities, the requirement for concurrency, in accordance with Section 163.3180(13)(e),F.S., may be met if:

1. Adequate school facilities are available in the affected School Concurrency Service Area (SCSA) or will be in place or under construction within three years, as provided in the School Board of Alachua County 5-Year District Facilities Plan for School Concurrency adopted as part of the Capital Improvements Element, after the issuance of the final development order for residential development; or,

2. Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at the adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years, as provided in the School Board of Alachua County 5-Year District Facilities Plan for School Concurrency adopted as part of the Capital Improvements Element, after the issuance of the final development order; or,

3. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final development order; or,

4. The proposed development type is listed as exempt in Policy 2.4.2. of the Public School Facilities Element (PSFE) and thus is not required to provide the adopted level of service.

5. The following types of residential development are exempt from concurrency requirements for public school facilities:

   a. Single family lots of record that received final subdivision or plat approval prior to the effective date of the PSFE, or single family subdivisions or plats actively being reviewed at the time of adoption of the PSFE that have received preliminary development plan approvals and the development approval has not expired.

   b. Multi-family residential development that received final site plan approval prior to the effective date of the PSFE, or multi-family site plans actively being reviewed at the time of adoption of the PSFE that have received preliminary development plan approvals and the development approval has not expired.

   c. Amendments to subdivisions or plat and site plan for residential development that were approved prior to the effective date of the PSFE, and which do not increase the number of students generated by the development.

   d. Age restricted developments that prohibit permanent occupancy by persons of school age. Such restrictions must be recorded, irrevocable for a period of at least thirty (30) years and lawful under applicable state and federal housing statutes. The applicant must demonstrate that these conditions are satisfied.

   e. Group quarters that do not generate students in public school facilities, including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and non-youth facilities.

407.119 Information and Methodology

(a) For the purposes of transportation planning within the Urban Cluster and for making transportation concurrency determinations for development outside the Urban Cluster. Affected roadway facilities shall be determined as follows:

   1. For proposed developments generating less than or equal to 1,000 external average daily trips, (ADT) affected roadway segments are all those wholly or partially located within 1/2 mile of the project's entrances/exits, or to the nearest intersecting major street, whichever is greater.

   2. For proposed developments generating greater than 1,000 external ADT, affected roadway segments are those on which the project's impacts are five percent or greater of the maximum service volume of the roadway per the Alachua County LOS Report. The study area for proposed developments generating greater than 1,000 external ADT must, at a minimum, include all roadway segments located partially or wholly within 1/2 mile of the projects entrances/exits, or to the nearest major intersection, whichever is greater.

(b) The necessary public facilities will be deemed available concurrent with the impacts of the proposed development if the sum of proposed development impacts when added to the existing demand and the capacity reservation is less than the maximum service volume on the affected facilities.

(c) For the purposes of transportation planning within the Urban Cluster and for making transportation concurrency determinations for development outside the Urban Cluster, affected roadway facilities shall be determined as follows:

1. For proposed developments generating less than or equal to 1000 external average daily trips, (ADT) affected roadway segments are all those wholly or partially located within 1/2 mile of the project's entrances/exits, or to the nearest intersecting major street, whichever is greater.

2. For proposed developments generating greater than 1,000 external ADT, affected roadway segments are those on which the project's impacts are five percent or greater of the maximum service volume of the roadway per the Alachua County LOS Report. The study area for proposed developments generating greater than 1000 external ADT must, at a minimum, include all roadway segments located partially or wholly within 1/2 mile of the projects entrances/exits, or to the nearest major intersection, whichever is greater.

(d) For the purposes of making public school concurrency determinations, the School Board of Alachua County staff shall conduct a concurrency review for all development plan applications subject to school concurrency. This review shall include findings and recommendations to the County on whether there is adequate school capacity to accommodate the proposed development. The County will issue a concurrency determination based on the School Board of Alachua County staff's written findings and recommendations. The concurrency review and determination shall be in accordance with the provisions of the Interlocal Agreement for Public School Facility Planning (ILA) including the maps of the School Concurrency Service Areas (SCSAs).

407.120 Preliminary Certificate of Level of Service Compliance

An applicant must apply for a preliminary Certificate of Level of Service Compliance (CLSC) no later than the time of application for preliminary development plan approval. Except for projects associated with an approved Planned Development, the preliminary CLSC application shall be submitted with an application for preliminary development plan approval, consistent with the requirements of Article 3, Chapter 402 of the Unified Land Development Code. If the application is determined to be complete, an assessment of whether the concurrency requirements are met for each public facility affected by the proposed development will be provided by the Development Review Committee with its review of the preliminary development plan.

(a) Transportation

1. The applicant shall submit, with the preliminary application:

   a. Documentation supporting any assertion of de minimis impact. The documentation shall also include an analysis to show that the impacted roadways do not operate above 110% of the maximum service volume or is a designated evacuation route. De minimis impacts shall only pertain to developments outside of a Transportation Mobility District.

   b. If the applicant is not asserting de minimis impacts, the appropriate traffic documentation including impacts to affected roadway facilities as defined in §407.119(c) shall be included in the application.

2. The county will review the application and supporting traffic documentation for completeness and correctness within the timeframes of the applicable DRC cycle in order to ensure that the information submitted is sufficient to accept the application and continue its review. If the application is determined to be incomplete or incorrect, the applicant will be notified within the applicable DRC review period and advised of the deficiencies required to be addressed in a new or revised application.

(b) Public Schools

1. Development applications must include the number and type of units, and projection of students by type of school based on the student generation rates established by the School Board.

2. The County will transmit complete applications for residential development to the School Board. The School Board staff will review the projected student generation associated with the development application and report its findings and recommendations in writing to the County DRC staff as to whether adequate school capacity exists for each school type to accommodate the proposed residential development in all applicable School Concurrency Service Areas adopted as part of the Interlocal Agreement, and based on the LOS standards adopted in the Public School Facilities Element.

3. In the event that the findings and recommendations from the School Board staff state that there is not sufficient school capacity to meet the adopted LOS standards in the affected School Concurrency Service Area or an adjacent School Concurrency Service Area to address the impacts of a proposed development, the following standards shall apply. Either (1) the final development plan must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation in accordance with Public School Facilities Element Objective 2.5; or (2) the final development plan may not be approved until sufficient capacity enhancement to meet the level of service can be assured.

(c) Based on the assessment by the Development Review Committee, the Concurrency Management Official (CMO) will issue a preliminary CLSC determination within five working days of DRC action on the preliminary development plan. The preliminary CLSC determination will indicate if the proposed developments' impacts are considered de minimis impacts or if the requirements for concurrency will be met, subject to any limitations indicated by the public facility provider, based on the preliminary development plan. The CLSC will also indicate any additional information or items that are required to be submitted with final plan application. Projects determined to have de minimis impacts shall not be required to meet roadway concurrency requirements, or if the requirements will not be met based on the preliminary development plan, the preliminary CLSC will indicate what deficiencies will have to be addressed in the final development plan in order for a final CLSC to be issued. A preliminary CLSC is valid for 180 days from the date of assessment by the DRC. If there are changes to a proposed development's timing, the proposed density or intensity increases, or if the preliminary CLSC expires, then an amended CLSC must be obtained through the appropriate DRC process. An amended preliminary CLSC is valid for 180 days from the date of reassessment by the DRC.

407.121 Concurrency Reservations for Projects with Phasing Schedules

(a) Planned Developments

For projects associated with a phased planned development (PD), the preliminary CLSC may be issued for time periods established by the phasing schedule of the PD provided that the applicant demonstrates that LOS standards can be met for the time frames established with the PD phasing plan. Any preliminary or final CLSC and associated reservation of public school capacity for such a planned development must be in accordance with a development agreement as provided in the ILA between the County and the School Board as detailed in Section 407.125.2(f) below. A CLSC for a phased PD shall not exceed a 10-year time frame, except a longer period may be considered in conjunction with a development agreement involving the reservation of public school capacity consistent with the ILA between the County and the School Board as detailed in Section 407.125.2 below.

(b) Affordable Housing Developments

For affordable housing developments, as defined in Chapter 409 of this ULDC, the preliminary CLSC may be issued for time periods established by the phasing schedule associated with an approved preliminary development plan. The applicant shall demonstrate that LOS standards can be met for the each of the time frames established with the approved preliminary development plan. Any preliminary or final CLSC and associated reservation of public school capacity for such an affordable housing development must be in accordance with a development agreement as provided in the ILA between the County and the School Board as detailed in Section 407.125.2(f) below. A CLSC for a phased PD shall not exceed a five year time frame, except a longer period may be considered in conjunction with a development agreement involving the reservation of public school capacity consistent with the ILA between the County and the School Board as detailed in Section 407.125.2 below.

(c) Traditional Neighborhood and Transit Oriented Developments

For Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) (Chapter 407, Article 7) the preliminary CLSC may be issued for time periods established by the phasing schedule associated with an approved preliminary development plan. The phasing schedule shall specify, as a percentage, that portion of the project that will be completed at the end of each calendar year. Any preliminary or final CLSC and associated reservation of public school capacity for such a TND or TOD must be in accordance with a development agreement as provided in the ILA between the County and the School Board as detailed in Section 407.125.2(f) below. A CLSC for a TND or TOD shall not exceed a ten year time frame, except a longer period may be considered in conjunction with a development agreement involving the reservation of public school capacity consistent with the ILA between the County and the School Board as detailed in Section 407.125.2 below.

407.122 Final Certificate of Level of Service Compliance

(a) The preliminary CLSC determination issued by the CMO may be submitted with an application for final development order or plat approval as the basis for a final CLSC which shall be issued by the CMO provided all of the following conditions are met:

1. The final development order is submitted and determined to be complete by the DRC prior to the expiration date of a valid preliminary CLSC.

2. Any conditions identified in the preliminary CLSC are adequately addressed and are contained in the final development order application.

3. The intensities and densities requested for the final development order approval do not exceed those approved for the preliminary development plan, unless the applicant has applied for and been issued an amended preliminary CLSC addressing the impacts of the increased densities or intensities requested and finding that adequate capacity will be available for each affected public facility. In order to obtain an amended preliminary CLSC, the applicant must submit the proposed increases in densities or intensities and relevant information to the DRC for an amended preliminary CLSC to be issued. The amended preliminary CLSC approval must be obtained by the applicant prior to application for final development plan approval by the DRC. If the DRC determines that revised preliminary review is not required, an amended preliminary CLSC is not required for final development order approval.

(b) The final CLSC shall be valid for a period of one year from date of issuance by the DRC, unless otherwise specified for a phased PD, affordable housing project or TND with a village center, after which it shall be void unless construction has commenced prior to expiration of the one year period, or other period specified for a phased PD, affordable housing project or TND with a village center, or an extension of no more than one (1) year has been granted by the CMO for good cause (defined in Chapter 409) shown by the applicant. Any such extension will be issued only if no imminent or existing public facility deficiencies exist at the time of the application for extension. Denial of an extension by the CMO may be appealed in accordance with this ULDC. Provided that construction has commenced within the allowable period, the project shall have reserved capacity for a period of no more than two years from commencement of construction. After that two-year period, or any period otherwise specified in the final CLSC, the public facility capacity required to accommodate the impacts of the unconstructed portions of the development may be made available to other proposed developments applying for CLSCs. Once the County approves a final CLSC reserving the required public school capacity in accordance with the Interlocal Agreement and the final development order, the capacity necessary to serve the development shall be reserved by the School Board for a period not to exceed three (3) years or until completion of construction of development infrastructure, whichever occurs first.

(c) The County shall notify the School Board within fifteen (15) days of the approval or expiration of a concurrency reservation for a residential development.

(d) Notwithstanding the regulations in Section 407.122(b), a development for which a Preliminary or Final CLSC was issued between January 1, 2007 and December 31, 2008 will be granted a CLSC extension to December 31, 2009 provided they apply to the CMO for such extension by December 1, 2009. A Planned Development, Traditional Neighborhood Development or Affordable Housing Development with an approved CLSC, for which a phase expired between January 1, 2007 and December 31, 2008 will be granted a CLSC extension for that phase until December 31, 2009 provided they apply to the CMO for such extension by December 1, 2009. Such projects will not be required to re-evaluate public facilities level of service impacts.

407.123 Development Orders Requiring Certificate

The following development orders and permits are subject to a determination that the proposed development will not cause levels of service to fall below the county's adopted standards for roads, potable water, sanitary sewer, stormwater management, parks, solid waste and mass transit and public schools:

(a) An application for a final development order issued by the Alachua County DRC, where the proposed final development order would authorize any change in the density, intensity, location, land uses, capacity, size, or other aspects of the proposed development that could be expected to result in additional impacts on public facilities; or

(b) An application for a mining, land excavation permit, or other permits for development that do not undergo review by the DRC, that will affect one or more of the public facilities that are subject to concurrency. Concurrency determinations for such permits will be limited to those public facilities which the DRC or Public Works Department determines will be impacted by the proposed activity.

407.124 Exemptions from Requirement for Certificate

Issuance of the following development orders shall be exempt from the requirements for obtaining a determination of capacity and a certificate of level of service compliance:

(a) Projects determined to be vested from pertinent concurrency requirements pursuant to Chapter 402, Article 27, Vested Rights;

(b) A demolition permit;

(c) The initial permit for a temporary use;

(d) A flood prone area permit;

(e) A facility which by state or federal law is not subject to the concurrency requirements of local land development regulations. This shall include projects that create a special part-time demand located within areas designated as either urban infill and redevelopment areas under s. 163.2517, F.S., existing urban service, or downtown revitalization areas. A special part-time demand is one that does not have more than 200 scheduled events during any calendar year and does not affect the 100 highest traffic volume hours;

(f) Additions to existing single-family or duplex residential structures;

(g) Ancillary facilities to existing residential structures including pools, screen enclosures, and utility sheds;

(h) Permits to bring existing structures into code compliance, including re-roofs; and

(i) Individual single-family residences and accessory building permits on existing lots of record.

(j) Expansion of existing non-residential uses that result in a de minimus transportation impact, defined as less than 10 average annual daily trips.

407.125 Denial of Certificate

If it is determined that the requirements for concurrency cannot be met for any public facility impacted for a proposed development, an initial CLSC denial notice identifying the facilities that were determined not to be concurrent, the level of service deficiency and the impact assessment that was the basis for that determination will be issued by the concurrency management official and provided to the applicant.

(a) Request for Reconsideration

Upon receipt of an initial CLSC denial notice, the applicant may submit a request for reconsideration of initial CLSC denial to the concurrency management official with a proposed alternative impact assessment demonstrating that impacts will not violate concurrency management requirements. Any such request for reconsideration and the accompanying documentation shall be submitted within 45 days of the issuance of the initial CLSC denial notice and reviewed by the concurrency management official and approved or denied within 45 days of the receipt of the request for reconsideration.

(b) Proposal to Address Denial

Upon receipt of an initial CLSC denial notice, the applicant may submit a proposal to address an initial CLSC denial to the concurrency management official. Such proposal will identify proposed options to remedy the deficiency or deficiencies identified by the county as the basis for the initial CLSC denial. These options may include:

1. Modification of the density, intensity, or timing of the proposed development with identification of how the modifications will remedy the deficiency that was the basis for the initial CLSC denial; or

2. Measures to mitigate the deficiency, including an action plan to reduce the impacts of the proposed development on the affected public facilities that were determined not to be concurrent; such action plans may include special demand management measures to be incorporated as conditions of the final development order; or

3. Proposed improvements to the affected public facility that will be sufficient to offset the impacts of the proposed development resulting in the failure to meet concurrency. Such improvements may be included by the applicant as part of a development agreement or proposed as an amendment to the comprehensive plan in the form of projects to be included in the capital improvement program of the comprehensive plan or amendments to adopted level of service standards.

4. Pay a proportionate fair-share contribution for transportation facilities as defined in §407.125.1 of this Chapter, or provide proportionate share mitigation for public school facilities as defined in §407.125.2 of this Chapter.

(c) Response to Proposal

The CMO shall respond to the proposal within 45 days of receipt with an indication of whether the proposal, if implemented, would allow the proposed development to meet the concurrency requirement. If the proposal would require further action by the DRC or by the Board of County Commissioners, the applicant will be informed of the process to be followed to apply for such approval.

407.125.1 Proportionate Fair Share Contribution for Transportation Facilities

(a) Purpose and Intent

The purpose of this Section is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Proportionate Fair-Share Program, as required by and in a manner consistent with §163.3180(16), F.S.

(b) Findings

Alachua County finds and determines that transportation capacity is a commodity that has a value to both the public and private sectors and the Alachua County Proportionate Fair-Share Program:

1. Provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;

2. Allows developers to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their proportionate fair-share of the cost of transportation facilities;

3. Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive facilities planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion;

4. Maximizes the use of public funds for adequate transportation facilities to serve future growth, and may, in certain circumstances, allow Alachua County to expedite transportation improvements by supplementing funds currently allocated for transportation improvements in the Comprehensive Plan Capital Improvements Element CIE).

5. Is consistent with §163.3180(16), F.S., and supports the policies in the Alachua County Comprehensive Plan, Policy 1.1.8 of the Transportation Mobility Element and the Capital Improvements Element.

(c) Applicability

The Proportionate Fair-Share Program shall apply to all developments outside the Urban Cluster in Alachua County that have been notified of a lack of capacity to satisfy transportation concurrency in the Alachua County Concurrency Management System (CMS), including transportation facilities maintained by FDOT or another jurisdiction that are relied upon for concurrency determinations. The Proportionate Fair-Share Program does not apply to developments of regional impact (DRIs) using proportionate share under §163.3180(12), F.S., developments exempted from concurrency as provided in Policy 1.1.8 of the Alachua County Comprehensive Transportation Mobility Element, or developments exempted in §407.124 above.

(d) Fair-Share Mitigation Options

1. An applicant may choose to satisfy the transportation concurrency requirements of Alachua County by making a proportionate fair-share contribution, pursuant to the following requirements:

   a. The proposed development is consistent with the Alachua County Comprehensive Plan and applicable Unified Land Development Code (ULDC) regulations.

   b. The five-year schedule of capital improvements in the Alachua County Comprehensive Plan CIE or the long-term schedule of capital improvements for an adopted long-term Concurrency Management System (CMS) includes a transportation improvement(s) that, upon completion, will satisfy the requirements of the Alachua County Concurrency Management System (CMS). The provisions of §407.125.5(d)2 may apply if a project or projects needed to satisfy concurrency are not presently contained within the Alachua County Comprehensive Plan Capital Improvements Element or an adopted long-term schedule of capital improvements.

2. Alachua County may choose to allow a developer to satisfy transportation concurrency through the Proportionate Fair-Share Program by contributing to an improvement that, upon completion, will satisfy the requirements of the Alachua County Concurrency Management System (CMS), but is not contained in the five-year schedule of capital improvements in the Alachua County Comprehensive Plan Capital Improvements Plan or a long-term schedule of capital improvements for an adopted long-term Concurrency Management System (CMS), where the following apply:

a. Alachua County adopts, by resolution or ordinance, a commitment to add the improvement to the five-year schedule of capital improvements in the Alachua County Comprehensive Plan CIE or long-term schedule of capital improvements for an adopted long-term CMS no later than the next regularly scheduled update. To qualify for consideration under this Section, the proposed improvement must be reviewed by the Alachua County Board of County Commissioners, and determined to be financially feasible pursuant to §163.3180(16)(b)1, F.S., consistent with the Alachua County Comprehensive Plan, and in compliance with the provisions of this Section. Financial feasibility for this Section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities.

b. If the funds identified in the five-year Alachua County Comprehensive Plan CIE or financially feasible adopted long-term CMS are insufficient to fully fund construction of a transportation improvement required by the CMS, Alachua County may still enter into a binding proportionate fair-share agreement with the developer authorizing construction of that amount of development on which the proportionate fair-share is calculated if the proportionate fair-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the governmental entity maintaining the transportation facilities, significantly benefit the impacted transportation system. The improvement(s) funded by the proportionate fair-share agreement shall be adopted into the five-year CIE or the long-term schedule of capital improvements for an adopted long-term CMS at the next annual CIE update.

c. Any transportation capacity project proposed to meet the developer's fair-share obligation must meet the design standards of both Alachua County and FDOT.

(e) Intergovernmental Coordination

Pursuant to policies in the Intergovernmental Coordination Element of the Alachua County Comprehensive Plan, Alachua County shall coordinate with affected jurisdictions, including FDOT, regarding mitigation to impacted facilities not under the jurisdiction of the local government receiving the application for proportionate fair-share mitigation. An interlocal Agreement may be established with other affected jurisdictions for this purpose. The interlocal Agreement may include provisions to allow for local governments to provide Alachua County proportionate fair-share contributions from Developers to address deficiencies on County maintained roadways that are within the boundary of a local jurisdiction or are impacted by development within the local jurisdiction. Pursuant to §163.3180(16)(e), F.S., proposed proportionate fair-share mitigation for development impacts to facilities on the Strategic Intermodal System (SIS) requires the concurrence of the FDOT.

(f) Application Process

1. Upon notification of a lack of capacity to satisfy transportation concurrency, the applicant shall also be notified in writing of the opportunity to satisfy transportation concurrency through the Proportionate Fair-Share Program.

2. Prior to submitting an application for a proportionate fair-share agreement, a pre-application meeting shall be held to discuss eligibility, application submittal requirements, potential mitigation options, and related issues. If the impacted facility is on the Strategic Intermodal System (SIS), then the FDOT will be notified and invited to participate in the pre-application meeting.

3. Eligible applicants shall submit an application to Alachua County that includes an application fee and the following information:

a. Name, address and phone number of owner(s), developer and agent;

b. Property location, including parcel identification numbers;

c. Legal description and survey of property; Project description, including type, intensity and amount of development;

d. Phasing schedule, if applicable;

e. Trip generation and distribution analysis; and

f. Description of requested proportionate fair-share mitigation method(s).

4. The Concurrency Management Official shall review the application and certify that the application is sufficient and complete within 15 business days. If an application is determined to be insufficient, incomplete or inconsistent with the general requirements of the Proportionate Fair-Share Program, then the applicant will be notified in writing of the reasons for such deficiencies within 15 business days of submittal of the application. If such deficiencies are not remedied by the applicant within 30 days of receipt of the written notification, then the application will be deemed abandoned. The Concurrency Management Official may, in its discretion, grant an extension of time not to exceed 60 days to cure such deficiencies, provided that the applicant has shown good cause for the extension and has taken reasonable steps to effect a cure.

5. Pursuant to §163.3180(16)(e), F.S., proposed proportionate fair-share mitigation for development impacts to facilities on the SIS requires the concurrence of the FDOT. The applicant shall submit evidence of an agreement between the applicant and the FDOT for inclusion in the proportionate fair-share agreement.

6. When an application is deemed sufficient, complete and eligible, the Applicant shall be advised in writing and a proposed proportionate fair-share obligation and Binding Agreement will be prepared by the applicant with direction from Alachua County and delivered to the appropriate parties for review, including a copy to the FDOT for any proposed proportionate fair-share mitigation on a SIS facility, no later than 60 days from the date at which the applicant received the notification of a sufficient application and no fewer than 30 days prior to the Alachua County Board of County Commissioners meeting when the Agreement will be considered.

7. Alachua County shall notify the Applicant regarding the date of the Alachua County Board of County Commissioners meeting when the agreement will be considered for final approval. No proportionate fair-share agreement will be executed until approved by the Board of County Commissioners and final development plan approval has been granted. Approval of the agreement shall not be binding upon the decision on the application for final development plan approval.

8. The Public Notice requirement for a proportionate fair-share agreement shall be the same as the public notice requirements for development plans as stated in Chapter 402, Article 4, Public Hearings, Table 402.12.1.

(g) Determining Proportionate Fair-Share Obligation

1. Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.

2. A development shall not be required to pay more than its proportionate fair-share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.

3. The methodology used to calculate an Applicant's proportionate fair-share obligation shall be as provided for in §163.3180(12), F.S., as follows:

   "The cumulative number of Peak Hour trips from the proposed development expected to reach the impacted roadways from the complete build out of a stage or phase being approved, divided by the change in the Peak Hour Maximum Service Volume (MSV) of roadways resulting from construction of an improvement necessary to maintain the adopted LOS, multiplied by the construction cost, at the time of developer payment, of the improvement necessary to maintain the adopted LOS."

   OR

   Proportionate Fair Share = Σ**[** [(Development Tripsi) / (SV Increasei)] **x** Costi**]**

   Where:

   Development Trips i = Total number of trips from the stage or phase of development under review (minus pass-by, internal capture, and multi-modal trips) that are assigned to roadway segment "I" and have triggered a deficiency per the CMS;

   SV Increase i = The increase in capacity provided by the improvement to the roadway segment "i" (The FDOT Generalized Tables shall be used to establish the base capacity and future year capacity with improvements);

   Cost i = Cost of the additional capacity. Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, maintenance of traffic, utility relocation, inspection, contingencies, stormwater facilities, turn lanes, traffic control devices, bicycle and pedestrian facilities, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

4. The methodology used to calculate an applicant's proportionate fair-share obligation for stand alone intersection improvements shall be as follows:

   "The cumulative number of trips from 1 the proposed development expected to reach the impacted intersection during peak hours from the complete build out of a stage or phase being approved, divided by the change in the peak hour maximum service volume (MSV) of the intersection resulting from construction of an improvement necessary to maintain the adopted LOS, multiplied by the construction cost, at the time of developer payment, of the improvement necessary to maintain the adopted LOS. The LOS for intersections shall be determined based upon all movements operating at a volume to capacity ratio of 1.0 or less, the overall intersection shall operate at the least restrictive LOS standard for the intersecting roadways, and the left turn storage length shall be adequate to accommodate the average traffic queue."

OR

Proportionate Fair-Share = Σ**[** [(Peak Hour Development Tripsi) / (Additional Capacityi)] x Costi **]**

Where:

Development Trips i = Total number of trips from the stage or phase of development under review (minus pass-by, internal capture, and multi-modal trips) that reach the impacted intersection "i" and have triggered a deficiency per the CMS;

Additional Capacity i = The increase in capacity shall be obtained by subtracting the lane group capacity of the improved intersection minus the lane group capacity of the unimproved intersection;

Cost i = Adjusted cost of the improvement to intersection "i". Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, maintenance of traffic, utility relocation, inspection, contingencies, stormwater facilities, turn lanes, traffic control devices, bicycle and pedestrian facilities, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

5. For the purposes of determining proportionate fair-share obligations, Alachua County shall determine improvement costs based upon the actual cost of the improvement as obtained from the Capital Improvements Plan, the MTPO Transportation Improvement Program or the FDOT Work Program. Where such information is not available, improvement cost shall be determined using one of the following methods:

   a. An analysis by Alachua County of costs by cross section type that incorporates data from recent projects and is updated annually and approved by the Alachua County Board of County Commissioners or the Concurrency Administrator. In order to accommodate increases in construction material costs, project costs shall be adjusted by FDOT Construction Cost Inflation Forecast; or

   b. The most recent issue of FDOT *Transportation Costs*, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on acquisition, drainage and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road improvements not included in the adopted FDOT Work Program shall be determined using this method in coordination with the FDOT District.

6. If Alachua County has accepted an improvement project proposed by the applicant, then the value of the improvement shall be determined using one of the methods provided in this Section.

7. If Alachua County has accepted right-of-way dedication for the proportionate fair-share payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 120 percent of the most recent assessed value by the Alachua County Property Appraiser or, at the option of the applicant, by fair market value established by an independent appraisal approved by Alachua County and at no expense to Alachua County. The applicant shall dedicate the right-of-way to Alachua County per all applicable County requirements at no expense to Alachua County.

(h) Proportionate Fair-Share Agreement

1. The Applicant shall provide a draft Proportionate Fair-Share Agreement to Alachua County which contains all required documentation within this Section prior to issuance of a Preliminary Certificate of Level of Service Compliance (CLSC). If the draft Agreement is acceptable to Alachua County, then a Preliminary CLSC may be issued with the condition that, "Prior to the issuance of a Final Certificate of Level of Service Compliance, the applicant shall enter into a Binding Proportionate Fair-Share Agreement approved by the Alachua County Board of County Commissioners."

2. Upon acceptance by the Alachua County Board of County Commissioners of a Proportionate Fair-Share Agreement the applicant shall receive a Final CLSC consistent with the provisions of §407.122. Should the applicant fail to apply for a final development permit within 12 months, or as otherwise established in a binding Agreement, then the Agreement shall be considered null and void, and the applicant shall be required to reapply.

3. Applicants may submit a letter to withdraw from the Proportionate Fair-Share Agreement at any time prior to the execution of the Agreement. The application fee and any associated advertising costs to Alachua County will be nonrefundable. The applicant will lose its Preliminary CLSC approval upon withdrawal from the Proportionate Fair-Share Agreement.

4. The Proportionate Fair-Share Agreement shall specify the following:

    a. The Payment of the proportionate fair-share contribution shall be due in full prior to issuance of the final development order or recording of the final plat and shall be non-refundable. If the payment is submitted more than 12 months from the date of execution of the Agreement, then the proportionate fair-share cost shall be recalculated at the time of payment based on the best estimate of the construction cost of the required improvement at the time of payment and adjusted accordingly. The acceptable form of payment of the contribution shall also be specified.

    b. All developer transportation capacity projects authorized under this Section must be completed prior to issuance of a building permit, or as otherwise established in a binding Agreement that is accompanied by a security instrument that is sufficient to ensure the completion of all required improvements. It is the intent of this Section that any required improvements be completed before issuance of building permits.

    c. Dedication of necessary right-of-way for transportation capacity projects pursuant to a Proportionate Fair-Share Agreement shall be completed prior to issuance of the final development order or recording of the final plat. The dedication and supporting documentation shall be completed at no expense to Alachua County.

    d. Any requested change to a development project subsequent to a development order may be subject to additional proportionate fair-share contributions to the extent the change would generate additional traffic that would require mitigation.

    e. Time frame that the Development is vested for concurrency, to include any phasing provisions or development thresholds.

    f. Process for addressing amendments to the Agreement after the Agreement has been accepted by the Alachua County Board of County Commissioners.

g. Provisions for withdrawal of the Agreement after the Agreement has been accepted by the Alachua County Board of County Commissioners. Upon commencement of development, withdrawal shall not be allowed unless the applicant can clearly demonstrate that the development commenced has complied with all applicable concurrency requirements and that the traffic impact of the development has been acceptably mitigated.

5. Alachua County may enter into a Proportionate Fair-Share Agreement with multiple applicants for selected corridor capacity projects to facilitate collaboration with multiple applicants and allow for shared transportation capacity projects.

6. Pursuant to §163.3180(16)(e), F.S., proposed proportionate fair-share mitigation for development impacts to facilities on the SIS requires the concurrence of the FDOT.

(i) Appropriation of Proportionate Fair-Share Revenues

1. Proportionate fair-share contributions shall be placed in the appropriate project account for funding of scheduled improvements in the five-year Capital Improvement Plan or Long Term Concurrency Management System Plan, or as otherwise established in the terms of the proportionate fair-share agreement. At the discretion of the local government, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project from which the proportionate fair-share revenues were derived. Proportionate fair-share revenues may also be used as the 50% local match for funding under the FDOT Transportation Regional Incentive Program (TRIP).

2. In the event a scheduled facility improvement is removed from the five-year Capital Improvement Plan or Long Term Concurrency Management System Plan, then the revenues collected for its construction may be applied toward the construction of another improvement within that same corridor or sector that would mitigate the impacts of development.

3. Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in Section 339.155, F.S., Alachua County may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT TRIP. Such coordination shall be ratified by the Alachua County Board of County Commissioners through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.

4. Where a Developer constructs a transportation facility that exceeds the developer's proportionate fair-share obligation, Alachua County may elect to establish an account for the developer for the purpose of reimbursing the developer for the excess contribution with proportionate fair-share payments from future developments that impact the transportation facility.

(j) Cross-Jurisdictional Impacts

1. In the interest of intergovernmental coordination and to acknowledge the shared responsibilities for managing development and concurrency, Alachua County may enter into an Interlocal Agreement with one or more adjacent local governments to address cross-jurisdictional impacts of development on regional transportation facilities. The Agreement shall provide for application of the methodology in this subsection to address the cross-jurisdictional transportation impacts of development.

2. A development application submitted to Alachua County subject to a transportation concurrency determination meeting all of the following criteria shall be subject to this subsection:

a. All or part of the proposed development is located within one (1) mile of the area which is under the jurisdiction, for transportation concurrency, of an adjacent local government with which Alachua County has entered into an Interlocal Agreement per the provisions of paragraph (1) above; and

b. Using its own concurrency analysis procedures, Alachua County concludes that the additional traffic from the proposed development would use five (5) percent or more of the FDOT Generalized Tables maximum service volume at the adopted LOS standard of a regional transportation facility within the concurrency jurisdiction of the adjacent local government ("impacted regional facility"); and

c. The impacted regional facility is projected to be operating below the level of service standard, adopted by the adjacent local government, when the traffic from the proposed development is included.

3. Upon identification of an impacted regional facility, Alachua County shall notify the applicant and the affected adjacent local government in writing of the opportunity to derive an additional proportionate fair-share contribution, based on the projected impacts of the proposed development on the impacted adjacent facility.

a. The adjacent local government shall have up to ninety (90) days in which to notify Alachua County of a proposed specific proportionate fair-share obligation, and the intended use of the funds when received. The adjacent local government must provide reasonable justification that both the amount of the payment and its intended use comply with the requirements of §163.3180(16), F.S. Should the adjacent local government decline proportionate fair-share mitigation under this Section, the provisions of this subsection would not apply.

b. If the subject application is subsequently approved by Alachua County, the approval shall include a condition that the applicant provides, as specified in the Proportionate Fair-Share Agreement, evidence that the proportionate fair-share obligation to the adjacent local government has been satisfied. Alachua County may require the adjacent local government to declare, in a resolution, ordinance, or equivalent document, its intent for the use of the concurrency funds to be paid by the applicant.

(k) Impact Fee Credit

Impact Fee Credits for proportionate fair-share contributions shall be provided per the Alachua County Impact Fee Ordinance and shall be consistent with §163.3180(16)(b)2., F.S.

407.125.2 Proportionate Share Mitigation for Public School Facilities and Phased Reservations

(a) Purpose and Intent

The purpose of this Section is to establish a method whereby the impacts of development on public school facilities can be mitigated by the cooperative efforts of the public and private sectors. Alachua County, in coordination with the School Board of Alachua County, shall provide for mitigation options that are determined by the SBAC to be financially feasible and will achieve and maintain the adopted LOS standard consistent with the adopted SBAC's financially feasible 5-Year Work Program.

(b) Mitigation Options

Mitigation may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the SBAC agrees to assume operational responsibility through incorporation in the adopted SBAC's financially feasible Five-Year Work Program and which will maintain adopted LOS standards.

1. The donation, construction, or funding of school facilities or sites sufficient to offset the demand for public school facilities created by the proposed development;

2. The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits; and,

3. The establishment of a charter school with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF).

(c) Mitigation Must Enhance Permanent Capacity

Mitigation must be directed toward a permanent capacity improvement identified in the SBAC's financially feasible 5-Year Work Program, which satisfies the demands created by the proposed development consistent with the adopted LOS standards. Relocatable classrooms will not be accepted as mitigation.

(d) Mitigation to Meet Financial Feasibility

Mitigation shall be directed to projects on the SBAC's financially feasible 5-Year Work Plan that the SBAC agrees will satisfy the demand created by that development approval. Such mitigation proposals shall be reviewed by the SBAC, the County and any affected municipality. If agreed to by all parties, the mitigation shall be assured by a legally binding development agreement between the SBAC, the County, and the applicant which shall be executed prior to the County's issuance of the final subdivision plat or the final development plan approval. If the mitigation proposal is for a project that is not within the SBAC's adopted 5-Year Work Plan, acceptance of the proposal will be subject to determination by the SBAC of the financial feasibility of the project. In order to agree to the mitigation, the SBAC must commit in the agreement to placing the improvement required for mitigation in its 5-Year Work Program.

(e) Calculating Proportionate Share

The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) = NUMBER OF DWELLING UNITS BY HOUSING TYPE X STUDENT GENERATION MULTIPLIER (BY HOUSING TYPE AND SCHOOL TYPE)

PROPORTIONATE SHARE AMOUNT = NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) X COST PER STUDENT STATION FOR SCHOOL TYPE.

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle or high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review. The SBAC average cost per student station shall only include school facility construction and land costs, and costs to build schools to emergency shelter standards when applicable.

The applicant's proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

(f) Phased Reservations

Phased projects consistent with Section 407.121 may be approved, provided the development order is in accordance with a development agreement entered into by the School Board, Alachua County, and the developer, which may include a phasing schedule or other timing plan for development plan approvals, capacity reservation fees, capacity enhancement agreements, or other requirements as determined by the School Board. Any modifications to a phased project shall be pursuant to the Development Agreement and in accordance with the ILA.

407.125.3 Multi-Modal Transportation Mitigation Program

(a) Purpose and Intent

The purpose of this Section is to establish a method whereby the impacts of development on transportation facilities in the Urban Cluster can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Multi-Modal Transportation Mitigation Program, in a manner consistent with 163.3180 F.S.

(b) Findings

Alachua County finds and determines that transportation capacity is a commodity that has a value to both the public and private sectors and the Alachua County Multi-Modal Transportation Mitigation Program:

1. Provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;

2. Allows developers to proceed through a one-time mitigation payment to address their impact to the multi-modal transportation system within Transportation Mobility Districts established in the Urban Cluster;

3. Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive transportation mobility planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion without viable multi-modal alternatives;

4. Maximizes the use of public funds for adequate transportation mobility to serve future growth. and may. in certain circumstances, allow Alachua County to expedite transportation mobility improvements by supplementing funds currently allocated for transportation mobility in the Comprehensive Plan Capital Improvements Element CIE; and.

5. Is consistent with 163.3180 F.S., and supports the policies in the Alachua County Comprehensive Plan, Policy 1.1.7 of the Transportation Mobility Element and Policy 1.3.2 (C) 3. of the Capital Improvements Element.

(c) Applicability

1. The Multi-Modal Transportation Mitigation Program shall apply to all developments in Alachua County within Transportation Mobility Districts located in the Urban Cluster that do not have a valid final CLSC for transportation concurrency as of the date of adoption of the Multi-Modal Transportation Mitigation Ordinance.

2. The Multi-Modal Transportation Mitigation Program does not apply to projects that exceed thresholds for developments of regional impact (DRIs) outside of the Urban Service Area per Objective 8.6 of the Future Land Use Element.

3. Developments greater than 1,000 dwelling units or 350.000 square feet of non-residential uses shall also address the mitigation requirements per Transportation Mobility Element Policy 1.1.10.3 of the Comprehensive Plan.

4. In order for a development to receive a final CLSC, the Developer shall enter into a Multi-Modal Transportation Mitigation Agreement that stipulates the Developer voluntarily agrees to pay the mitigation in order to address its transportation impact.

(d) Payment of Multi-Modal Transportation Mitigation

1. The Multi-Modal Transportation Mitigation rates will be established at fipl development plan approval and included as part of the CLSC. The MMTM will be assessed at the time of final development building permit application based upon the rates established as part of the final CLSC. The MMTM shall be paid prior to approval of the final inspection for the use. The MMTM rates shall represent the maximum mitigation to be paid by the development so long as the CLSC remains valid. Should the MMTM rates decrease due to additional revenue to fund transportation mitigation and/or the modification of the projects included in the Capital Improvements Element, then the development shall have the right to pay the lower rates.

2. For uses that do not require a building permit. the Multi-Modal Transportation Mitigation shall be paid prior to final development plan approval, unless otherwise specified in the MMTM Agreement.

3. A Developer has the option to pay their Multi-Modal Transportation Mitigation concurrent with final development plan approval and if applicable, approval of any subsequent Developer Agreement. The Mitigation shall be based on the MMTM schedule in effect at the time of final development plan approval. The mitigation shall be re-evaluated at the time of building permit application to determine if additional mitigation or a refund of the mitigation is due based on changes to the size of the use or unit of measure used to determine the mitigation at final development plan approval or if the MMTM rates decrease due to additional revenue to fund transportation mitigation and/or the modification of the projects included in the Capital Improvements Element.

4. Shell buildings shall be assessed at the time of building permit application for interior completion of the shell. The Mitigation shall be based on the MMTM schedule in effect at the time of building permit application for the interior completion of the shell.

5. Upon payment of the Multi-Modal Transportation Mitigation. The development will have mitigated its impact and not be subject to any subsequent changes in the Multi-Modal Transportation Mitigation program.

6. Recognizing the "time value of money" component to financing, Alachua County offers the following MMTM payment incentives:

   a. Payment concurrent with Final Development Plan Approval = 15% reduction

   b. Payment concurrent with Building Permit Application = 7.5% reduction

   c. Payment concurrent with Final Building Inspection = 0% reduction

(e) Determining Multi-Modal Transportation Mitigation Obligation

1. Multi-Modal Transportation Mitigation for transportation mobility impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.

2. A development shall not be required to pay more than its impact to the transportation system. The fair market value of the Multi-Modal Transportation Mitigation for mobility impacts shall not differ regardless of the method of mitigation.

3. The methodology used to calculate an Applicant's Multi-Modal Transportation Mitigation shall be as follows:

   "The target funding level divided by the growth in vehicle miles of travel times the vehicle miles of travel for the proposed use."

   OR

   VMTg = VMTf - VMTb
   Tdfl= Cc - Cr
   Ttofl = Toc - Cr
   VMTr = (Tcfl / VMTg) + (Ttofl / VMTg)
   VMTp = iTg* Atfl * .5) * (1 - %CC * 1%NT)
   Multi-Modal Transportation Mitigation VMTr * VMTp

   Where:

   Vehicle Miles of Travel Growth (VMTg) The projected total of vehicle miles traveled in the horizon year (VMTf) minus the base year (VMTb) vehicle miles of travel.

   Target Capital Funding Level (Tcffl = The total cost of transportation capital (Cc) for projects consistent with the Capital Improvements Element. Cost shall include all capital infrastructure construction costs, along with cost for design, right-of-way, planning, engineering, maintenance of traffic, utility relocation, inspection, contingencies, project management, stormwater facilities, turn lanes, traffic control devices, bicycle and pedestrian facilities, transit vehicles. and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

   Target Transit Operations Funding Level (Ttofl) = The total cost of transit operations (Toc) consistent with the Capital Improvements Element.

Committed Revenue (Cr) = The total committed revenue to fund transportation capital and transit operations.

Vehicle Miles of Travel Rate (VMTr) = Target Funding Level for transportation capital and transit operations divided by Vehicle Miles of Travel Growth
Vehicle Miles of Travel Proposed Use (VMTp) =
(Tg) = Trip Generation Rate
(Atl) = Average Trip Length
(CC) = Community Capture
(NT) = New Trips

4. For the purposes of determining Multi-Modal Transportation Mitigation obligations. Alachua County shall determine mobility improvement costs, including transit, based upon the actual cost of the improvement utilizing the latest available data. Mobility improvements, including transit shall be consistent with projects identified in the Capital Improvements Element.

5. An applicant shall have the option to conduct an alternative Multi-Modal Transportation Mitigation study consistent with the methodology in 407.125.3 (d) (3). A signed methodology agreement by the Alachua County CMO or his/her designee shall be required prior to the applicant conducting the alternative analysis. The analysis shall be conducted by a professional engineer or certified planner with documented experience in conducting transportation analysis. The alternative study must be found sufficient and requires acceptance and approval by Alachua County before an applicant can receive a CLSC.

(f) Multi-Modal Transportation Mitigation Agreement

1. The Applicant shall provide a Multi-Modal Transportation Mitigation (MMTM) Agreement in the form provided by the County that contains all required documentation within this Section. The Agreement shall require approval by the Board of County Commissioners (BOCC) before becoming effective.

2. An applicant may submit the Agreement with preliminary development plans. For projects that require preliminary development plans be approved by the BOCC, the Agreement may be approved concurrent with preliminary development plans. For projects where preliminary development plans are approved by the Development Review Committee, the Agreement would require separate approval by the BOCC upon approval of the preliminary development plans. The Applicant shall enter into a binding Agreement with the County prior to any final development plan approval. Such agreement shall not constitute Final Development Plan approval or any intent by Alachua County to guarantee approval of the Final Development Plan application. Entering into the Agreement only satisfies the applicant's transportation concurrency requirements. Should the application for Final Development Plan be denied, the Agreement shall be null and void.

3. The Multi-Modal Transportation Mitigation Agreement shall be an addendum to the Final Certificate of Level of Service Compliance. The MMTM schedule in effect at the time of final development plan approval shall be included with the CLSC to establish the MMTM rate to be evaluated at building permit application. Should the applicant fail to apply for a final development plan within 12 months, or as otherwise established in a binding Agreement. Then the Agreement shall be considered null and void, and the applicant shall be required to reapply.

4. Request for credit for the construction of infrastructure or right-of-way dedication shall be made in the draft MMTM agreement. If the infrastructure project or right-of-way dedication was requested or required by the County after submittal of the draft MMTM agreement, then the draft agreement shall be revised prior to submittal of the final development plan. The CMO has the option to require an Applicant to enter into a Developers Agreement, which would require approval by the Alachua County Board of County Commissioners before going into effect, where credit is requested for large scale infrastructure projects or right-of-way dedication. A Developers Agreement shall be required in instances where a Developer requests reimbursement for the expenditure of funds beyond the Developer's Multi-Modal Transportation Mitigation.

5. Applicants may submit a letter to withdraw from the Multi-Modal Transportation Mitigation Agreement at any time prior to the approval of the Final CLSC. The application fee and any associated advertising costs to Alachua County will be nonrefundable. The applicant will lose its Preliminary CLSC approval upon withdrawal from the Multi-Modal Transportation Mitigation Agreement.

6. Any requested change to a development project subsequent to a development order may be subject to additional Multi-Modal Transportation Mitigation to the extent the change would generate additional traffic that would require mitigation.

7. The Agreement shall specify the following:

    a. The proposed timing of the payment of the Multi-Modal Transportation Mitigation.

    b. The process for determining the required Multi-Modal Transportation Mitigation. The applicant shall specify whether they elect to utilize the Multi-Modal Transportation Mitigation schedule or they conducted an alternative Multi-Modal Transportation Mitigation study. The study, if applicable, shall be included as an addendum to the agreement. If the CMO has agreed to an alternative timing to conduct the study, then the timing shall be specified in the agreement.

    c. The process for establishing the value of an infrastructure project or right-of-way dedication where credit is requested. If a dollar amount is agreed to, then the dollar amount and the basis for the agreed to figure shall be included in the agreement.

    d. The voluntary acknowledgment that the Developer will pay the required mitigation. The Developer is required to provide a disclosure form to be utilized by a builder applying for a building permit or occupant applying for development plan approval for uses not requiring a building permit that specifies who is responsible for payment of the mitigation. A copy of the disclosure form specifying the entity that will pay the mitigation shall be provided with all building permit or development plan applications. The disclosure form shall be signed by both the Developer and the builder or occupant. The Developer will be required to pay the required mitigation if the building permit applicant fails to pay the required mitigation within 10 days of receiving the County's demand for payment.

    e. Time frame that the Development is vested for concurrency, including any phasing provisions or development thresholds.

    f. Process for addressing amendments to the Agreement after the Agreement has been accepted by the Alachua County Board of County Commissioners.

g. Provision for withdrawal once the agreement has been approved by the County. Upon commencement of development, withdrawal shall not be allowed unless the applicant can clearly demonstrate that the development commenced has complied with all applicable concurrency requirements and that the traffic impact of the development has been acceptably mitigated.

(g) Appropriation of Multi-Modal Transportation Mitigation Funds

1. The Comprehensive Plan identifies three (3) Transportation Mobility Districts within the Urban Cluster. The NW District is generally the area north of Newberry Road east of Interstate 75 and north of SW 8th Avenue west of Interstate 75. The SW District is generally the areas south of SW 8th Avenue and west of Interstate 75. The East District is generally the areas east of NW 34th Street (SR 1211.

2. Multi-Modal Transportation Mitigation funds shall be placed in special revenue / mobility project trust funds established for the three (3) Transportation Mobility Districts for funding of scheduled transportation improvements consistent with the Capital Improvements Element. Funds shall be placed in the Transportation Mobility District trust fund from which the revenues were collected. Funds shall be spent in the District from which they were collected.

3. Multi-Modal Transportation Mitigation funds shall be used to fund infrastructure projects and transit operations consistent with the Capital Improvements Element. Multi-Modal Transportation Mitigation revenues shall not be spent for maintenance of infrastructure, within any municipality or for local roads or mainline Interstate improvements.

4. Multi-Modal Transportation Mitigation funds may be used for intersection operational and capacity improvements prior to construction of a corridorwide capacity project identified in the Capital Improvements Element.

5. Where a Developer constructs a transportation mobility improvement that exceeds the developer's Multi-Modal Transportation Mitigation, Alachua County may elect to establish an account for the developer for the purpose of reimbursing the developer for the excess contribution with Multi-Modal Transportation Mitigation payments from future developments within the same Transportation Mobility District.

6. Alachua County may elect to establish a separate infrastructure account within a Transportation Mobility District to ensure that funds collected in a particular area are spent on a specific infrastructure project(s) or within a specific development from which they are collected.

7. The full cost to administer the Multi-Modal Transportation Mitigation Program such as preliminary assessments, application for credit due to construction of improvements, dedication of right-of-way or existing uses, front-ending agreements, building permit assessment, alternative analysis, annual reporting and monitoring, periodic updates, infrastructure and transit planning and dispute resolution.

(h) Determining Multi-Modal Transportation Mitigation Credit

1. An applicant may request Multi-Modal Transportation Mitigation credit for the dedication of non-site related right-of-way and construction of infrastructure consistent with the Capital Improvements Element. In addition, an applicant may request credit for funds expended to fund transit operations to and from the development consistent with transit service identified in the Capital Improvements Element.

2. If Alachua County has accepted an infrastructure project. consistent with the Capital Improvements Element, in lieu of the entire or a portion thereof of the applicant's Multi-Modal Transportation Mitigation, then the value of the improvement shall be determined using invoices based on actual cost.

3. If Alachua County has accepted right-of-way dedication consistent with the Capital Improvements Element, in lieu of the entire or a portion thereof applicant's Multi-Modal Transportation Mitigation, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 130 percent of the most recent assessed value by the Alachua County Property Appraiser or, at the option of the applicant, by fair market value established by a licensed independent appraiser at no expense to Alachua County. To receive the credit, the applicant shall dedicate the right-of-way to Alachua County per all applicable County requirements at no expense to Alachua County.

4. For projects not indentified in the Capital Improvements Element, the Board of County Commissioners may elect to adopt the projects for inclusion in the Capital Improvements Element and include the project in subsequent updates of the Capital Improvements Element.

5. Multi-Modal Transportation Mitigation credits maybe transferred to other developments within the same Transportation Mobility District, so long as all the developments are owned by the same development entity. If the credit is based on an improvement or right-of-way dedication for a facility that forms the border of two Transportation Mobility Districts, the credit could be utilized in either District.

(i) Multi-Modal Transportation Mitigation Schedule

The Multi-Modal Transportation Mitigation schedule shall be provided in a tabular format with specified uses, the mitigation for each use and the effective date of the schedule. The schedule shall be made available on the Growth Management Department's website and posted in the building permit division.

(j) Updates of Multi-Modal Transportation Mitigation

The Multi-Modal Transportation Mitigation shall be evaluated on an annual basis concurrent with updates to the Capital Improvements Element. The Multi-Modal Transportation Mitigation shall be re-evaluated should transportation mobility improvements in the Capital Improvements Element be added, modified or removed. The Multi-Modal Transportation Mitigation shall be re-evaluated in the event a sales tax, gas tax or other revenue source is established to pay for all or a portion of the transportation mobility improvements in the Capital Improvements Element. Any increase in the Multi-Modal Transportation Mitigation Program, not related to a phase-in of the mitigation, shall require 90 days advertised notice and posting on the Growth Management website prior to the increase going into effect.

(k) Administrative Manual

An administrative manual shall be developed to specify the procedures related to the administration of the Multi-Modal Transportation Mitigation Program, updates, reporting requirements, exceptions, alternative studies, credit applications and forms.

(l) Impact Fee

Developments that pay the Multi-Modal Transportation Mitigation shall not be required to pay a transportation impact fee. Once a development's Certificate of Level of Service Compliance expires, all subsequent building activity within the development shall be required to mitigate its impact through payment of the Multi-Modal Transportation Mitigation.

407.126 Appeals

Any person with legal standing who wishes to challenge a final CLSC or a proportionate share final determination may do so in accordance with the procedures outlined in Chapter 402, Article 28, Appeal Procedures.

407.127 Enforcement

A violation of this Chapter shall be a misdemeanor punishable according to law; however, in addition to or in lieu of any criminal prosecution, Alachua County shall have the power to sue in civil court to enforce the provisions of this Chapter. Violations of this Chapter may also be referred to the Alachua County Codes Enforcement Board for enforcement in accordance with F.S. Ch. 162 and Chapter 24 of the Alachua County Code of Ordinances, which relate to the Codes Enforcement Board.

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Appendix F: City of Gainesville Mobility Strategy

A. City of Gainesville Comprehensive Plan Transportation Mobility Program Goal, Objectives and Policies

Goal 10- Implement A Transportation Mobility Program That Promotes And Enhances:

A. Urban Redevelopment;

B. Infill Development;

C. A Variety Of Transportation Choices and Opportunities Including Automotive, Pedestrian, Bicycle And Transit;

D. The City's Economic Viability;

E. Desirable Urban Design And Form;

F. A Mix Of Residential And Non-Residential Uses;

G. Streetscaping/Landscaping Of Roadways Within the City; and

H. Pedestrian And Bicyclist Comfort, Safety and Convenience.

Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.

Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.

Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

b. Cross-access connections/easements or joint driveways, where available and economically feasible;

c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;

d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and

e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the

development review process and shall be memorialized in a TMPA agreement between the City and the developer**.**

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8
Greater than 5,000	At least 12 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone B Criteria

a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.

b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPO, as relevant.

c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.

d. Use of joint driveways or cross-access to reduce curb cuts.

e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.

f. Provision of ride sharing or van pooling programs.

g. Provision of Park and Ride facilities, built to RTS needs and specifications.

h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.

i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.

k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.

l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.

m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.

n. Widening of existing public sidewalks to increase pedestrian mobility and safety.

o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.

p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.

q. Funding for the construction of new or expanded transit facilities.

r. Construction of bus shelters built to City specifications.

s. Bus shelter lighting using solar technology designed and constructed to City specifications.

t. Construction of bus turn-out facilities to City specifications.

u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

v. Business operations shown to have limited or no peak-hour roadway impact.

w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer**.**

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 3
101 to 400	At least 4.5
401 to 1,000	At least 7.5
1,001 to 5,000	At least 12
Greater than 5,000	At least 18 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone C Criteria

a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:

1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;

2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;

3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and

4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.

b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

c. Use of joint driveways or cross-access connections to reduce curb cuts.

d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.

e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.

f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.

g. Provision of matching funds for transit or other transportation mobility-related grants.

h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.

j. Pedestrian-scale lighting in priority areas, including:

1. SW 35th Place;

2. SW 37th/39th Blvd.;

3. SW 23rd Terrace; and

4. Williston Road.

k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.

l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.

m. Funding for the construction of new or expanded transit facilities.

n. Construction of bus shelters built to City specifications.

o. Bus shelter lighting using solar technology designed and constructed to City specifications.

p. Construction of bus turn-out facilities to City specifications.

q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

r. Business operations shown to have limited or no peak-hour roadway impact.

s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.

b. Construction of an extension of SW 47th Avenue to connect from its terminus east and south to Williston Road.

c. Funding for the construction of new or expanded transit facilities.

Policy 10.1.9 For any development or redevelopment within Zone D, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer**.**

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone D Criteria

a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:

   1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and

   2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.

b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.

d. Provision of matching funds for transit or other transportation mobility-related grants.

e. Provision of Park and Ride facilities, built to RTS needs and specifications.

f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.

h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.

i. Funding for the construction of new or expanded transit facilities.

j. Construction of bus shelters built to City specifications.

k. Bus shelter lighting using solar technology designed and constructed to City specifications.

l. Construction of bus turn-out facilities to City specifications.

m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

n. Business operations shown to have limited or no peak-hour roadway impact.

o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.10 The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.

b. Funding for the construction of new or expanded transit facilities.

Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the

development review process and shall be memorialized in a TMPA agreement between the City and the developer**.**

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone E Criteria

a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:

   1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and

   2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.

b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.

d. Provision of matching funds for transit or other transportation mobility-related grants.

e. Provision of Park and Ride facilities, built to RTS needs and specifications.

f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.

h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.

i. Funding for the construction of new or expanded transit facilities.

j. Construction of bus shelters built to City specifications, where transit service is available.

k. Bus shelter lighting using solar technology designed and constructed to City specifications, where transit service is available.

l. Construction of bus turn-out facilities to City specifications, where transit service is available or planned as shown in the Transit Development Plan, Bus Stop Improvement Plan or 5-Year Schedule of Capital Improvements.

m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

n. Business operations shown to have limited or no peak-hour roadway impact.

o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.12 The City establishes the following priority for transportation mobility projects within Zone E and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

a. Widening SR 121 to 4 lanes north of US 441 to CR 231.

b. Funding for the construction of new or expanded transit facilities.

Policy 10.1.13 For any development or redevelopment within Zone M, the developer shall fund transportation mobility criteria, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside of Zone M that can be demonstrated to be a direct benefit to the transportation system in Zone M. The required transportation mobility criteria shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer**.** The transportation mobility criteria for any

development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either 1. or 2. as follows:

1. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.

2. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for a minimum of 3 years. It is anticipated that the provision of all mobility needs in Zone M may span a 20 to 30-year time period, and the mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements.

Zone M Criteria

a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may include, but shall not be limited to, the following:

   1. extension of Hull Road consistent with MTPO Option M;

   2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and

   3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.

b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.

d. Construction of transit superstops in Zone M built to City specifications.

e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.

f. Traffic management system equipment for transit vehicles operating on routes in Zone M.

g. Funding for new buses and other capital expenses for routes serving Zone M.

h. Funding for articulated buses.

i. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.

j. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.

k. Funding for the construction of new or expanded transit facilities.

l. Construction of access to transit stops and/or construction of transit boarding and alighting areas.

m. Business operations shown to have limited or no peak-hour roadway impact.

n. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development shall fund the capital transit costs associated with transit service needs. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution for any additional transit service enhancements needed to serve the proposed development and maintain existing service levels (frequencies) in the RTS a.m. and p.m. peak hours. The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TMPA criteria in Zones B, C, D, or M.

Policy 10.1.15 Redevelopment or expansions of existing developments that generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic) shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as applicable.

Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any development or redevelopment within Zones B, C, D, E, or M that meets standards such as neo-traditional, new urbanist, transit-oriented development (TOD), or mixed-use development and includes a mix of both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.

Policy 10.1.17 An existing DRI that was approved and built prior to the adoption of the TMPA may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.

a. The DRI is located entirely within the TMPA.

b. At least one public transit route serves the DRI and operates at 15- minute frequencies during the RTS a.m. and p.m. peak hours.

c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by RTS during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.

d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.

e. Cross-access connections or easements shall be provided to adjacent developments/sites.

f. Any other transportation modifications (either on or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

Policy 10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation mobility needs that are required by policies within this Element.

Policy 10.1.19 The City shall collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 10.1.20 The City may require special traffic studies within the TMPA, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

Policy 10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.

Policy 10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.

Policy 10.1.23 Developments approved prior to the adoption of the TMPA shall provide any transportation improvements, modifications, or mitigation required as part of the development plan approval, consistent with Future Land Use Element Policy 3.4.5. When development plans that were approved prior to the adoption of the TMPA are amended, they shall meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.

Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, and specially regulate developments with 30 or more acres, and by adopting the Existing Transit Hubs & Transit- Supportive Areas Map as part of the Transportation Mobility Map Series.

Policy 10.2.1 The City shall not close or vacate streets except under the following conditions:

a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;

b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;

c. the loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and

d. there is no reasonably foreseeable need for any type of transportation corridor for the area.

Policy 10.2.2 The City shall ensure that new streets are designed appropriately for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities, and prohibition of cul-de-sacs, where feasible. Street design standards shall include consideration of usage by transit vehicles, where appropriate.

Policy 10.2.3 The City shall require new residential developments, where feasible, to provide street and/or sidewalk/path connections and/or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail, and office centers) so that motorized vehicle trips are minimized on major roadways.

Policy 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas Map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.

Policy 10.2.5 In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply to projects that are located within ¼ mile of the property lines of an existing transit hub or projects that are located in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas Map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. The City shall reduce by 25% the net, new average daily trip generation for any redevelopment project or any project that expands or converts a building to a new use. The City shall reduce by 40% the net, new average daily trip generation for any mixed-use project that includes both a residential and nonresidential component where residential dwelling units equal at least 10% of the floor area of commercial/office uses.

Policy 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Map Series) shall receive redevelopment trip credits as follows. The City shall reduce by 30% the net, new average daily trip generation for any redevelopment or expansion/conversion project. The City shall reduce by 45% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component.

Policy 10.2.7 To facilitate a reduction in vehicle miles traveled and energy efficient land use patterns within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following conditions:

a. A mix of residential and non-residential uses shall be required where residential dwelling units equal at least 10% of the floor area of commercial/office uses.

b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.

c. A residential unit credit may be received from off-site development that is within ¼ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.

d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.

e. In the case of residential land use, an amendment to PUD will be required to implement the mixed-use requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.

f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.

g. There shall be an exemption from the mixed-use requirements of this policy for any infill development in Zones A, B, or C that is surrounded by an area that: a) is at least equal to the size of the development; b) is at least 75% developed with a mix of residential and non-residential uses that may provide support needs; and c) has existing adequate and safe sidewalk connections within ¼ mile of the development.

Objective 10.3 The City's Land Development Code shall provide design standards for all new developments and redevelopment within the TMPA.

Policy 10.3.1 The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/redevelopment projects within the TMPA. These standards address building placement, parking, sidewalks, building wall articulation, and placement of mechanical equipment, and shall be the guiding design standards for development/redevelopment on roadways in the TMPA that are listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C and M, the build-to line may be modified on Archer Road, SW 34th Street, SW 20th Avenue, or Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Land Development Code's Special Area Plan for Central Corridors. These design standards shall not supersede design standards adopted as part of a Special Area Plan, Overlay District, Planned Development, or Urban Mixed-Use District 2 (UMU-2) zoning district.

Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed with service bays and fueling (gas) pumps located to the rear of buildings. These design standards shall not apply in industrial zoning districts. The number of fueling positions shall be regulated by TMPA policies.

Objective 10.4 Automobile-oriented developments/uses within the TMPA, including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations, shall be regulated as follows.

Policy 10.4.1 The City may establish pedestrian, transit, and bicycle-oriented areas, through a special area plan overlay zone adopted within the Land Development Code, to prohibit or further regulate automobile-oriented developments/uses beyond the standards set by the TMPA.

Policy 10.4.2 Special area plan overlay district regulations (such as the College Park Special Area Plan and the Traditional City) that prohibit and regulate automobile-oriented developments/uses, as described in Objective 10.4, shall not be modified by provisions or policies of the TMPA.

Policy 10.4.3 New development of surface parking lots as a principal use shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features that maintain pedestrian, bicycle, and transit safety and do not discourage pedestrian, bicycle, and transit use in the area.

Policy 10.4.4 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning, express mail services, and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories that involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of a drive-through facility shall be based on the following criteria:

a maximization of pedestrian and bicycle safety and convenience;

b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;

c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;

d. minimization of the visual impacts of the drive-through lanes on street frontage areas;

e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;

f. minimization of the number of access points to roadways;

g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;

h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and

i. meeting any additional design criteria established in the Land Development Code.

Policy 10.4.5 Unless otherwise prohibited or regulated by a special area plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities not meeting the provisions of Policy 10.4.6 shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria in the Land Development Code and review criteria shown in Policy 10.4.4. In addition, drive-through facilities not developed under the provisions of Policy 10.4.6 or 10.4.7 shall also meet the following standards:

a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85% or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 feet distance requirement shall not apply if any of the following criteria are met:

   1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities;

   2. Cross access is provided with an adjoining property;

   3. A public or private road intervenes between the two sites; or

   4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.

b. There shall be no credit for pass-by trips in association with the drive-through facility. Criteria that must be met for any of the zones shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

Policy 10.4.6 Unless otherwise prohibited or regulated by a special area plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments that are regulated by a unified development plan, consist of three or more acres, have a minimum of 25,000 square feet of gross floor area, provide centralized motorized vehicle access, and include a mix of at least three uses that may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments that meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle, and transit features that facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting of design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

Policy 10.4.7 New development of a drive-through facility may be permitted, by Special Use Permit, when it will be part of a single mixed-use building that is at least 25,000 square feet and that has more than one business or use at the site. Only one drive-through use at such site shall be allowed. In addition to the review criteria in the Land Development Code for Special Use Permits and the review criteria in Policy 10.4.4, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle, and transit features that facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting of design criteria established in the Land Development Code. Drive-

through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

Policy 10.4.8 On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed-use centers, or mixed-use buildings, as defined in this Element. Drive-through facilities on this road segment shall meet the requirements of Policies 10.4.6 and 10.4.7.

Policy 10.4.9 Within the TMPA, retail petroleum sales at service stations and/or car washes, either separately or in combination with the sale of food or eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria in the Land Development Code for Special Use Permits, the following review standards shall apply:

a. Site design shall enhance pedestrian/bicycle access to any retail and/or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.

b. The number and width of driveways shall be minimized.

c. Except where more stringently regulated by a special area plan or overlay district, the maximum number of fueling positions shall be set as follows:

1. No limitation on fueling positions in the Industrial zoning categories;

2. Six fueling positions in the Mixed-Use Low land use category or Mixed-Use 1 zoning district;

3. Until adoption in the Land Development Code of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:

a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;

b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;

c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;

d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points;

e. Cross-access or joint driveway usage is provided to other adjacent developments; and

f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:

1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;

2. A minimum of 30% window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent;

3. A pedestrian entry is provided from the public sidewalk on the property frontage or near a building corner when the building is on a corner lot;

4. Off-street parking shall be located to the side or rear of the building; and

5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.

4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within 1/4 mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 10.4.10 Within the TMPA, development plans for the placement of new parking garages as a principal or accessory use shall address:

a. minimizing conflict with pedestrian and bicycle travel routes;

b. providing parking for residents, employees, and/or customers to reduce the need for on-site surface parking;

c. being located and designed to discourage vehicle access through residential streets; and

d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment that supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.

Policy 10.5.1 The City shall use the November 1998 Gateway Corridor Design Concept Plan as a guideline for all City landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

Policy 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

Policy 10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

Policy 10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.

Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M shall plant trees selected from the Tree List in the City's Land Development Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in trunk caliper, or the equivalent winter-dug and hardened-off balled and burlapped trees. If 65-gallon or equivalent trees are not available, the number of required shade trees may be appropriately increased with the approval of the City Arborist or designee. Within Zone B, these requirements shall only apply along roadways as listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C, D, E, and M, these requirements shall apply to all public and private streets. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Landscaping installations on right-of-way shall comply with the City of Gainesville Engineering Design & Construction Manual. Land Development Code regulations shall specify the type, size, and other tree landscaping standards for the TMPA. All new development within Zones B, C, D, E, and M shall also install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to plant 50% of the number of street trees otherwise required by the City's Land Development Code. Redevelopment sites where 40% or more of the developed area (as defined in the Land Development Code) is being altered shall also meet the automated irrigation system requirement. Developments meeting the criteria for Rapid Review pursuant to the Land Development Code and developments within landscape exempt areas, special area plans with pedestrian-oriented build-to line provisions, and the approach and clear zone areas as specified on the Gainesville Regional Airport Master Plan shall be exempt from these requirements.

Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.

Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be prohibited within the TMPA.

Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, based on criteria in the Land Development Code.

Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill, and quality urban design.

Policy 10.7.1 In cooperation with the MTPO, the City shall encourage consideration of features to improve multi-modal transportation in all designs of new roadways and redesigns of existing roadways, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaped medians and right-of-ways, and traffic calming mechanisms.

Policy 10.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or "Physically Constrained" facilities where alternatives to road widening are the primary strategy for roadway congestion.

Objective 10.8 The City shall coordinate with Alachua County on an ongoing basis concerning the TMPA.

Policy 10.8.1 Alachua County staff shall be provided the development plans and associated traffic studies for any development within the TMPA that will generate more than 1,000 net, new average daily trips or any development that will generate more than 100 net, new average daily trips within 1/4 mile of an Alachua County-maintained road or the unincorporated area. Alachua County staff shall have the opportunity to comment on the proposed development and its impacts on Alachua County-maintained roads or state-maintained roads and any criteria proposed/required pursuant to Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13. Alachua County staff may raise the trip threshold for review of plans at any time by informing the City of such change in writing. The City shall require large developments that meet the DRI threshold to address regional impacts on facilities.

Policy 10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts to Alachua County-maintained roads of approved development within the TMPA and share the information with Alachua County.

Objective 10.9 The City shall coordinate with the Florida Department of Transportation (FDOT) on an ongoing basis concerning the TMPA.

Policy 10.9.1 For any development that will access state roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on state roads.

Appendix G: Gainesville Metropolitan Area Truck Route Signage System

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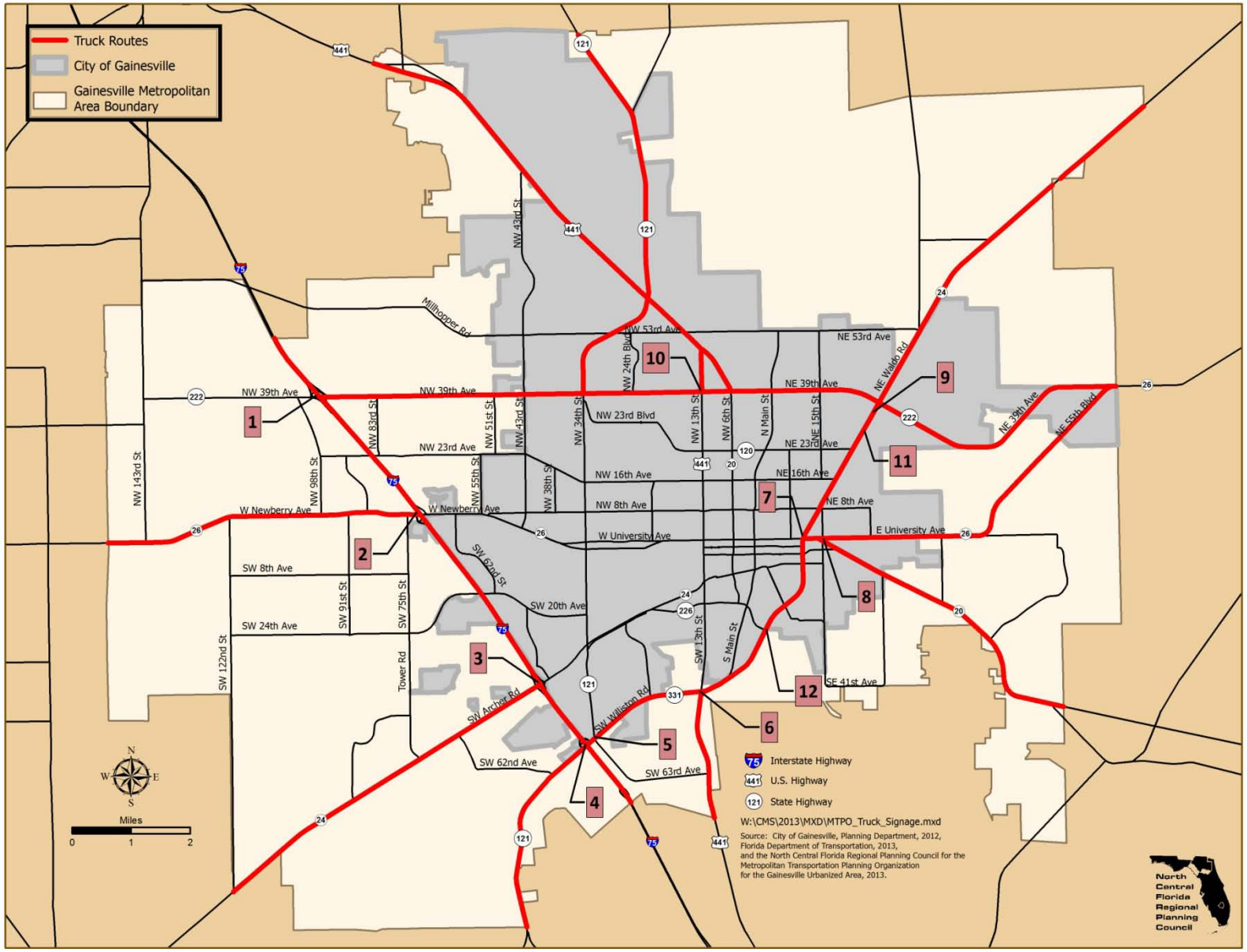
Truck Route Signage Illustration Legend



1- Interstate 75 at NW 39 Avenue- Southbound

1- Interstate 75 at NW 39 Avenue- Westbound

2- Interstate 75 at Newberry Road-Eastbound

2- Interstate 75 at Newberry Road-Southbound Ramp

3- Interstate 75 at Archer Road-Eastbound

3- Interstate 75 at Archer Road-Southbound Ramp

4- Interstate 75 at Williston Road-Northbound

4- Interstate 75 at Williston Road-Northbound

4- Interstate 75 at Williston Road-Southbound Ramp

4- Interstate 75 at Williston Road-Northbound Ramp

4- Interstate 75 at Williston Road-Westbound

5- SW 34 Street at Williston Road-Eastbound

6- SW 13 Street at Williston Road-Eastbound

6- SW 13 Street at Williston Road-Westbound

6- SW 13 Street at Williston Road-Eastbound

6- SW 13 Street at Williston Road-Eastbound

6- SW 13 Street at Williston Road-Northbound

6- SW 13 Street at Williston Road-Northbound

6- SW 13 Street at Williston Road-Southbound

7- East University Avenue at Waldo Road-Eastbound

7- East University Avenue at Waldo Road-Eastbound

7- East University Avenue at Waldo Road-Westbound

7- East University Avenue at Waldo Road-Northbound

7- East University Avenue at Waldo Road-Westbound

8- East University Avenue at Hawthorne Road-Southbound

9- NE 39 Avenue at Waldo Road-Eastbound

9- NE 39 Avenue at Waldo Road-Westbound

9- NE 39 Avenue at Waldo Road-Southbound

10- NW 39 Avenue at NW 13 Street-Southbound

10- NW 39 Avenue at NW 13 Street-Southbound

10- NW 39 Avenue at NW 13 Street-Eastbound

10- NW 39 Avenue at NW 13 Street-Eastbound

11- Waldo Road South of NE 39 Avenue- Southbound

12- Williston Road at SE 16 Avenue- Eastbound

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Mobility Plan/
Gainesville Metropolitan Area Congestion Management Process Team

Scott R. Koons, AICP, Executive Director

Marlie Sanderson, AICP, Director of Transportation Planning

** Steven Dopp, Senior Planner

* Michael Escalante, AICP, Senior Planner

** Michael DePalma, Associate Planner

* Primary Responsibility
** Secondary Responsibility

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