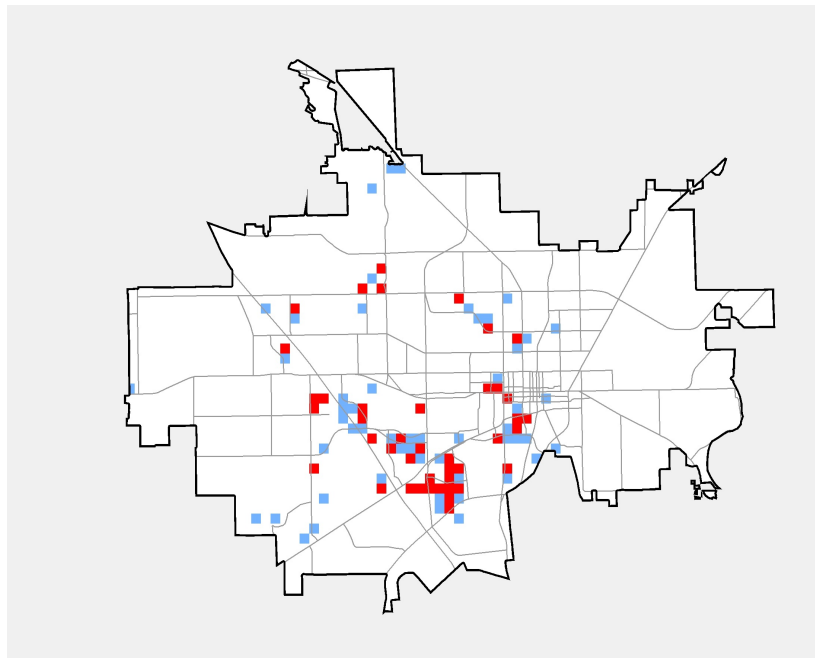


# **PROPOSED ALACHUA COUNTY** **LONG TERM CONCURRENCY MANAGEMENT SYSTEM** **CONSISTENCY REPORT**

**An evaluation for consistency with the:**

- **Countywide Vision and Conceptual Land Use Plan**
- **MTPO Livable Communities Reinvestment Plan**
- **Bus Rapid Transit Feasibility Study**



Prepared for the

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

by the

North Central Florida Regional Planning Council  
209 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653)

August 22, 2008

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## **EXECUTIVE SUMMARY**

At its meeting on May 29, 2008, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area received a presentation concerning Alachua County's proposed Long Term Concurrency Management System. This presentation was requested by the Alachua County Commission in order to "solicit feedback" from the MTPO and its Advisory Committees. A copy of this Alachua County request is included in Appendix A. At the conclusion of this presentation, the MTPO approved a motion to:

*"request that the Alachua County Commission not approve a Long Term Concurrency Management System until an evaluation for consistency with the adopted MTPO Livable Community Reinvestment Plan, the Bus Rapid Transit Feasibility Study and System Master Plan, the adopted Countywide Bicycle Master Plan and the guiding principles of the Alachua Countywide Visioning and Planning Committee's July 2005 Countywide Vision and Conceptual Land Use Plan is completed and reported back to the MTPO so that the MTPO may provide recommendations to the Alachua County Commission."*

## **SUMMARY CONCLUSION**

MTPO staff agrees with the Alachua County staff comment in Appendix B that-

*The MTPO's vision for the Gainesville Metropolitan Area contained in the Livable Community Reinvestment Plan, not to support the westward growth scenario, has not been fully integrated into the Alachua County Comprehensive Plan. The County's Comprehensive Plan allows significant development west of Interstate 75, identifies several activity centers west of Interstate 75, and establishes level of service standards for roadways that are projected to not be met.*

## **RECOMMENDATION**

Over the next two years, the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan. During these plan update processes, the MTPO requests that the Alachua County Board of County Commissioners work with the MTPO to resolve inconsistencies between the Alachua County Comprehensive Plan, including the proposed Concurrency Management System, and the MTPO's Livable Community Reinvestment Plan.

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# I

## INTRODUCTION

On March 13, 2008, Alachua County staff sent a letter to the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area requesting the opportunity make a presentation to the MTPO and its Advisory Committees concerning the proposed *Alachua County Long Term Concurrency Management System*. In addition, the MTPO and its Advisory Committees were also asked to develop and forward review comments and recommendations to the Alachua County Commission. A copy of this letter is included in Appendix A.

### LONG TERM CONCURRENCY MANAGEMENT SYSTEM- DEFINED

Rule 9J-5.0055 (4) of the Florida Administrative Code defines Long Term Concurrency Management Systems as ten to fifteen year financial plans that:

1. correct existing deficiencies in transportation facilities and sets priorities for reducing the backlog on transportation facilities;
2. include the transportation facilities required to correct existing deficiencies as well as accommodate new development; and
3. provide a realistic, financially feasible funding system based upon currently available revenue sources which must be adequate to fund the scheduled improvements.

### ALACHUA COUNTY LONG TERM CONCURRENCY MANAGEMENT SYSTEM

The latest draft of the proposed *Alachua County Long Term Concurrency Management System* is located at: [http://growth-management.alachuacounty.us/TPIF/cm\\_docs.php](http://growth-management.alachuacounty.us/TPIF/cm_docs.php). These documents identify what transportation projects are needed to ensure that transportation facilities operate at acceptable levels of service [at or above the adopted level of service standard]. Illustrations I and II are maps from this report that show needed transportation projects.

Alachua County must have a financially feasible Comprehensive Plan by December 1, 2008. The proposed *Long Term Concurrency Management System* will be used to demonstrate that the Alachua County Comprehensive Plan is financially feasible. Alachua County staff is recommending that the Alachua County Board of County Commissioners adopt a 12-year time horizon.

## **MTPO MEETING- MAY 29, 2008**

On May 29, 2008, the MTPO received a presentation from Alachua County staff concerning the proposed Alachua County Long Term Concurrency Management System. During discussion of this agenda item, the MTPO approved a motion to:

*“request that the Alachua County Commission not approve a Long Term Concurrency Management System until an evaluation for consistency with the adopted MTPO Livable Community Reinvestment Plan, the Bus Rapid Transit Feasibility Study and System Master Plan, the adopted Countywide Bicycle Master Plan and the guiding principles of the Alachua Countywide Visioning and Planning Committee’s July 2005 Countywide Vision and Conceptual Land Use Plan is completed and reported back to the MTPO so that the MTPO may provide recommendations to the Alachua County Commission.”*

## **PURPOSE OF THIS REPORT**

The purpose of this report is to evaluate the consistency of the proposed Alachua County Concurrency Management System with the:

1. guiding principles of the Alachua Countywide Visioning and Planning Committee’s July 2005 Countywide Vision and Conceptual Land Use Plan;
2. MTPO Livable Community Reinvestment Plan; and
3. Bus Rapid Transit Feasibility Study.

The proposed Alachua County Concurrency Management System does not currently contain any bicycle and pedestrian projects. Therefore, this report does not evaluate the consistency of the proposed Alachua County Concurrency Management System with the adopted Countywide Bicycle Master Plan.

## **RELATIONSHIP OF ALACHUA COUNTY CONCURRENCY TO MTPO LONG RANGE PLAN**

The proposed Alachua County Long Term Concurrency Management System identifies needed projects to be consistent with the Florida Growth Management Act and the Alachua County Comprehensive Plan. This list of needed roadway projects must be financially feasible. State financial feasibility means that sufficient revenues are available to fund the projected costs of the needed projects identified in the comprehensive plan that are necessary to ensure that adopted level of service standards are achieved and maintained.

The MTPO Livable Community Reinvestment Plan must also be financially feasible. However, federal financial feasibility means that the adopted long range transportation plan can only include transportation projects that can be funded using future revenue forecasts of federal and state funds prepared by the Florida Department of Transportation. However, there is no requirement that adopted level of service standards must be achieved and maintained.

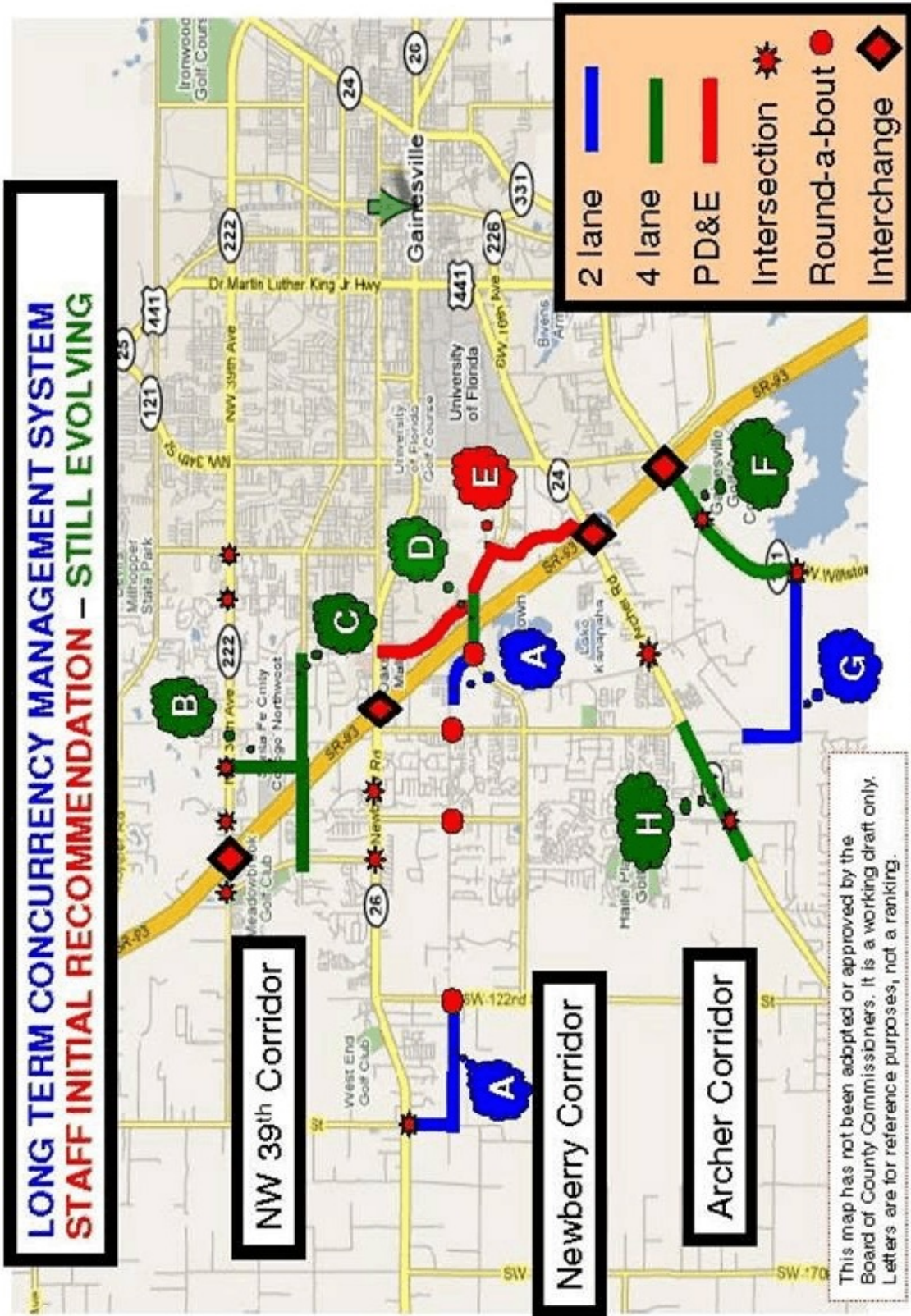
### **ALACHUA COUNTY STAFF REVIEW**

Alachua County staff have reviewed and commented on a draft version of this report (see Appendix B). Their review comments have been incorporated into this final version report.

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ILLUSTRATION I



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ILLUSTRATION II



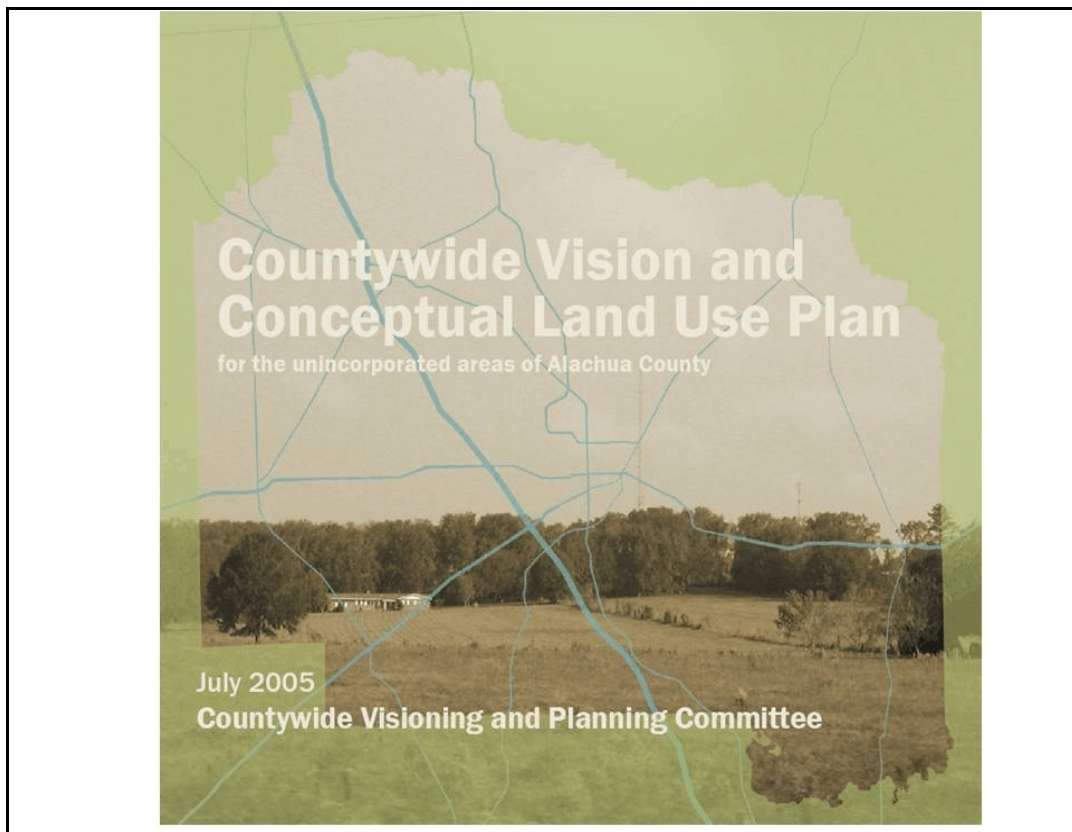
Source: Alachua County Department of Growth Management

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## II

### COUNTYWIDE VISION AND CONCEPTUAL LAND USE PLAN

This section discusses the *Countywide Vision and Conceptual Land Use Plan* prepared by the Countywide Visioning and Planning Committee. In 2004 and 2005, elected officials, from Alachua County and all nine municipalities, prepared a joint plan for growth in Alachua County's unincorporated area.



Source: Countywide Vision and Conceptual Land Use Plan (July 2005)

### COMMON GOALS

During this planning effort, the following common goals were developed:

1. protect environmentally sensitive areas;
2. preserve the unique identity of each community;
3. direct future growth into existing urbanized areas;
4. prevent inefficient, sprawling development between one community and the next; and
5. preserve the rural character of the county.

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The table below discusses consistency of the goals with the proposed Alachua County Long Term Concurrency Management System. As noted in the following material, three of the five goals are not consistent with the proposed Alachua County Long Term Concurrency Management System and two are not applicable.

GOAL	COMMENT	CONSISTENT
protect environmentally sensitive areas	does not protect aquifer recharge areas in western Alachua County	NO
preserve the unique identity of each community	does not support preserving the unique identity of each community's downtown center	NO
direct future growth into existing urbanized areas	allows future growth outside of existing urbanized areas	NO
prevent inefficient, sprawling development between one community and the next	encourages development west of Interstate 75 between the City of Gainesville and the City of Newberry	NO
preserve the rural character of the county	allows future growth in agricultural areas west of Interstate 75	NO

### **GUIDING PRINCIPLES**

In addition to common goals, the following guiding principles were also identified:

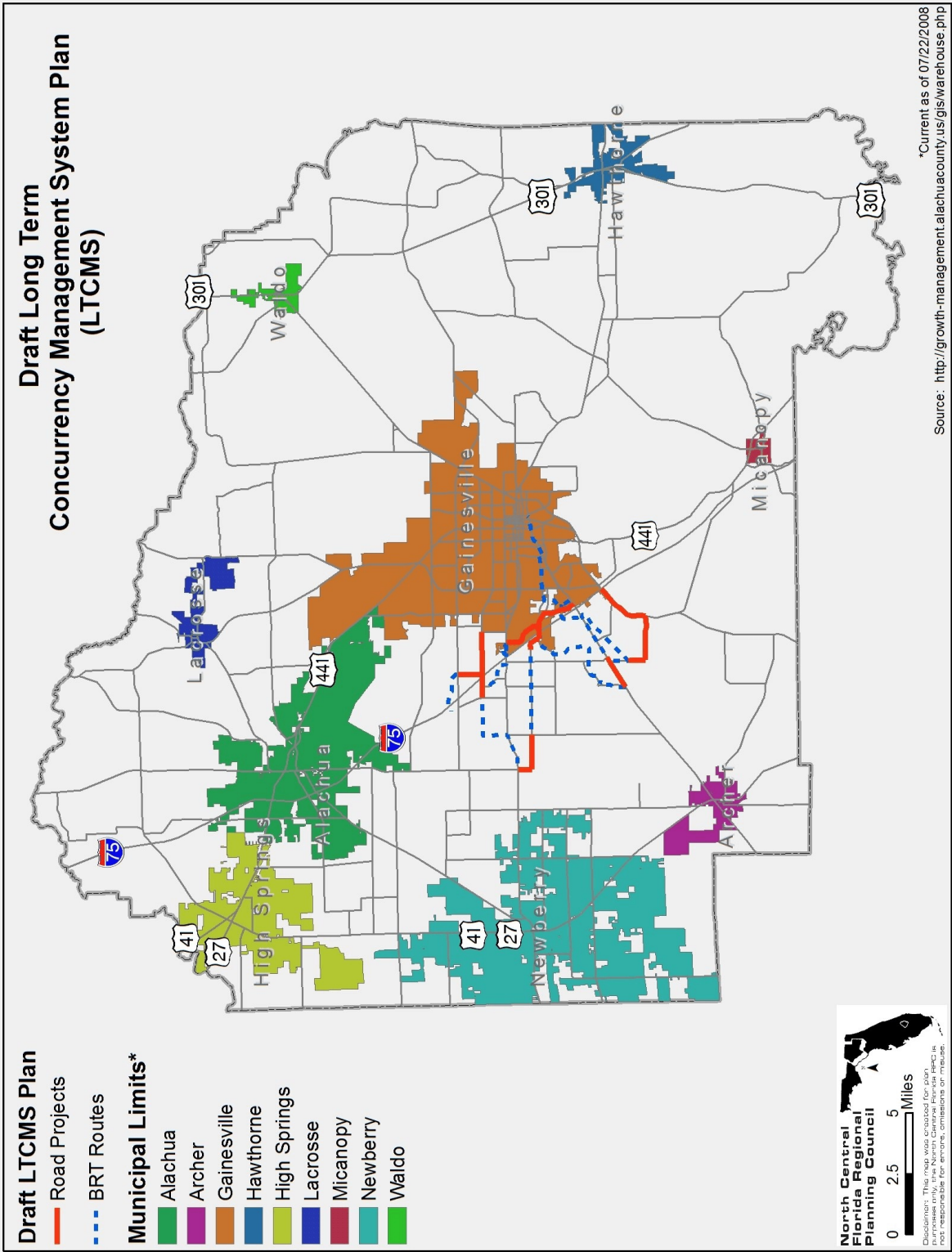
1. concentrate future growth within existing municipal boundaries;
2. create greenbelts/open spaces as buffers between communities;
3. preserve the unique character of existing downtowns and town centers;
4. focus future annexations primarily on enclaves;
5. promote fiscally efficient growth and land use patterns;
6. protect private property rights;
7. ensure equal participation by municipalities, residents and the county in planning for the unincorporated areas; and
8. facilitate relationship building and communication between communities.

The table below discusses consistency of the guiding principles with the proposed Alachua County Long Term Concurrency Management System. As noted in the following material, four of the eight are not consistent with the proposed Alachua County Long Term Concurrency Management System and four are not applicable.

GUIDING PRINCIPLES	COMMENT	CONSISTENT
concentrate future growth within existing municipal boundaries	allows future growth in the unincorporated portions of Alachua County west of Interstate 75 (see Illustration III)	NO
create greenbelts/open spaces as buffers between communities	allows future growth to continue west of Interstate 75 between the City of Gainesville and the City of Newberry (see Illustration III)	NO
preserve the unique character of existing downtowns and town centers	allows future growth outside of existing downtowns and town centers	NO
focus future annexations primarily on enclaves	does not have a significant affect on this guiding principle	Not Applicable
promote fiscally efficient growth and land use patterns	expected to allow additional low density single family development in areas that cannot be economically served by transit (see Illustration III)	NO
protect private property rights	this principle is not applicable	Not Applicable
ensure equal participation by municipalities, residents and the county in planning for the unincorporated areas	this principle is not applicable	Not Applicable
facilitate relationship building and communication between communities	this principle is not applicable	Not Applicable



# ILLUSTRATION III



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**CONCEPTUAL LAND USE PLAN**

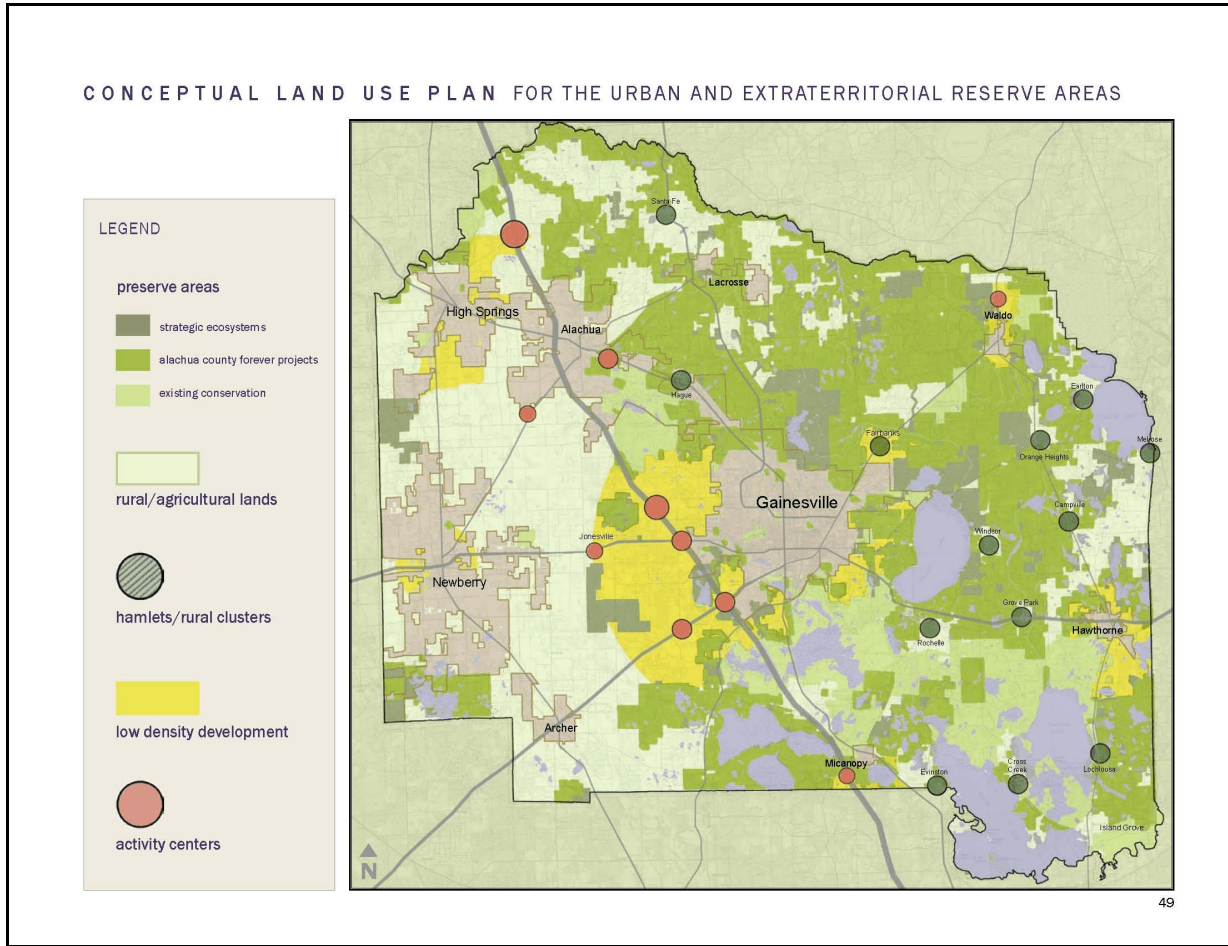
Illustration IV is the Conceptual Land Use Plan prepared by the Countywide Visioning and Planning Committee. According to page 4 of Issue #2 of the Countywide Visioning and Planning Newsletter, the Conceptual Land Use Plan

*“demonstrates the location, function and character of future development based on the individual visions for the municipal reserve areas of each municipality. The plan reflects a strong emphasis on maintaining the natural and rural character of Alachua County. Low density residential development is envisioned in strategic locations with strong connections to existing and future town centers, activity centers and rural hamlets where more intense non-residential development will occur.”*

<b>CONCEPTUAL LAND USE PLAN MAP</b>	<b>COMMENT</b>	<b>CONSISTENT</b>
Conceptual Land Use Plan Map	The County’s <i>Long Term Concurrency Management System</i> is consistent with the Conceptual Land Use Plan because it identifies needed transportation facilities to serve future development areas west of Interstate 75 shown on the Conceptual Land Use Plan Map. One area is between Interstate 75 and Jonesville that is designated as low density residential development. Other areas include the Tower Road and Jonesville Activity Centers, as well as three activity centers along Interstate 75 in the Gainesville Metropolitan Area.	YES

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# ILLUSTRATION IV



Source: Countywide Vision and Conceptual Land Use Plan (July 2005)

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### III

## MTPO LIVABLE COMMUNITY REINVESTMENT PLAN

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area has adopted two long range transportation plans that have been referred to as the MTPO Livable Community Reinvestment Plan (the following sections discuss these two plans). The overall theme of both of these plans is to integrate land use and transportation planning by making transportation investments in areas that support community development objectives.

### YEAR 2020 LIVABLE COMMUNITY REINVESTMENT PLAN

In December 2000, the MTPO adopted the Gainesville Metropolitan Area Year 2020 Transportation Plan- The Livable Community Reinvestment Plan- Making Transportation Investments that Support Livable Communities and Neighborhoods. A central element of this plan was the establishment of a strategic vision. On page 2-2 of this Plan, the following paragraph discusses the development of this strategic vision-

*“One of the challenges facing the strategic visioning process was the existing pattern of suburban development in western Gainesville and Alachua County. This growth represents a sprawling pattern of low-density suburban development that has been placing pressure on state and local roadways. One purpose of the strategic visioning effort was to identify ways to modify this historic development trend and direct future growth to areas where it can be more efficiently supported by the transportation system.”*

#### Vision Statement

The vision statement for this plan was developed after testing and evaluating four alternative future land use scenarios (see Illustration V). The purpose of this testing and evaluation was to determine where growth should be directed and what form it should take in order to allow for the further development of the metropolitan area’s multi-modal transportation system. The vision statement adopted for the Year 2020 Livable Community Reinvestment Plan was to

*“make transportation investments that support livable community centers and neighborhoods.” This is to be accomplished by:*

- 1. Re-investing in the traditional core areas of Gainesville and the towns of Alachua County to develop walkable downtown centers;*
- 2. Connecting a limited number of highly developed mixed use centers, and*
- 3. Providing a high level of premium transit service in a linear Archer Road corridor.”*

## Land Use Scenarios

As noted earlier, the development of the *Year 2020 Livable Community Reinvestment Plan* included the testing and evaluation of the following four land use scenarios. These scenarios are shown in Illustration V.

LAND USE SCENARIO	DESCRIPTION
<b>Westward Growth Concept</b>	continuation of existing trends, what happens if things continue as they have been – more road widenings more decentralization, more auto-oriented retail
<b>Town/Village Centers Concept</b>	building on existing policies to beef-up activity centers include more residential into the mix, etc.
<b>Compact Area Concept</b>	to promote a land use and transportation pattern that can support transit and non-auto modes in addition to the automobile by focusing on densification and infill in traditional downtown centers
<b>Radial Development Concept</b>	to promote a land use and transportation pattern that can support transit and non-auto modes in addition to the automobile by focusing on densification and infill along arterial corridors

## YEAR 2025 LIVABLE COMMUNITY REINVESTMENT PLAN

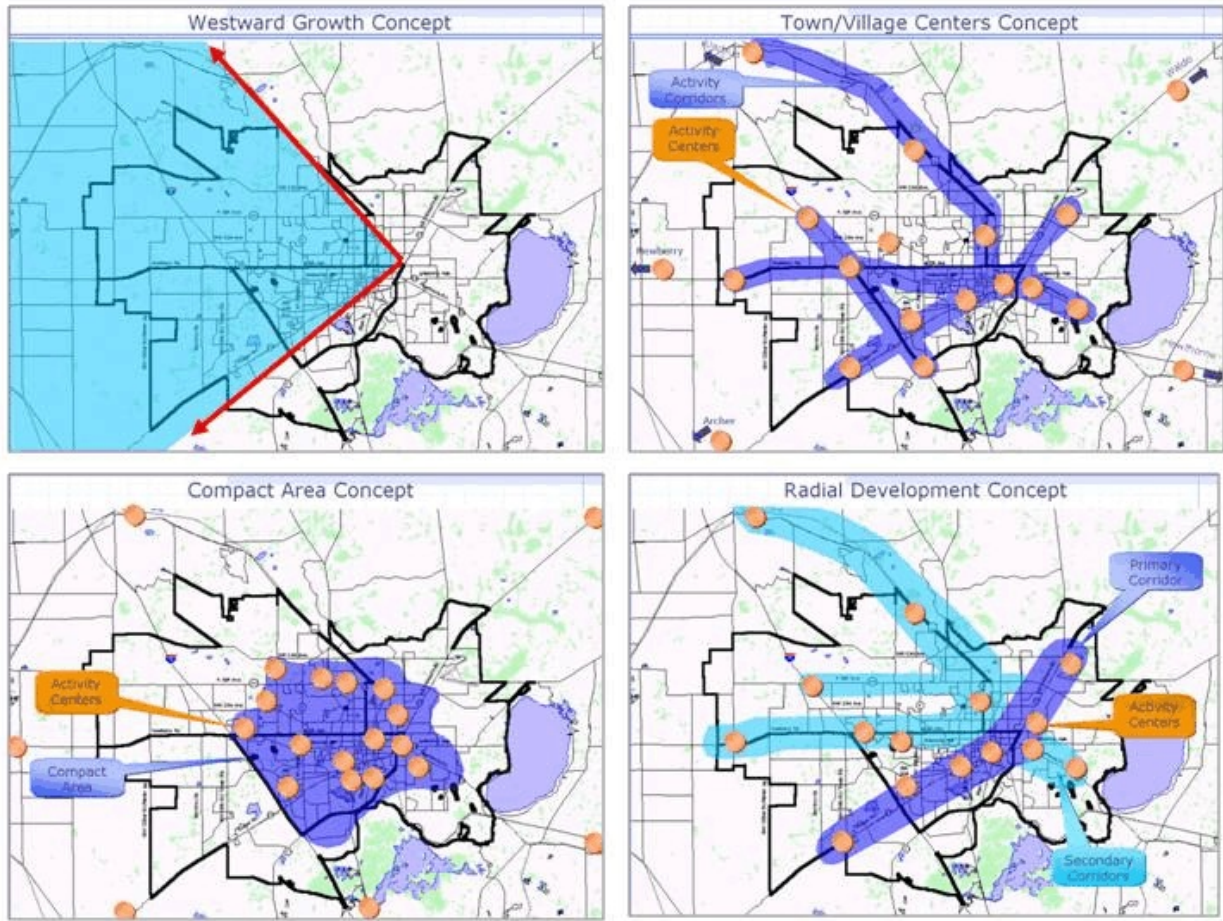
The *Year 2020 Livable Community Reinvestment Plan* has been updated by the *Year 2025 Livable Community Reinvestment Plan* (adopted in November 2005). Since this plan is the one that is currently adopted, the consistency evaluation for this report will be conducted in reference to this second plan.

The following sections discuss the vision statement and some of the goals and objectives of this Plan (see Appendix C for a complete listing of all of the goals and objectives). This discussion compares the vision statement and the applicable goals and objectives of the *Year 2025 Livable Community Reinvestment Plan* to the proposed *Alachua County Long Term Concurrency Management System*.



# ILLUSTRATION V

## Year 2020 Livable Communities Reinvestment Plan Land Use Scenarios



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**Vision Statement**

The vision statement for the Year 2025 Livable Community Reinvestment Plan is-

*Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated funding source and provides for:*

1. *Walkable University and town centers;*
2. *improved and affordable transit service;*
3. *improved bikeway/trail system; and*
4. *better road connectivity.*

As noted in the following material, two of the three vision statement elements are not consistent with the proposed Alachua County Long Term Concurrency Management System and one is consistent.

VISION STATEMENT	COMMENT	CONSISTENT
<i>Land use developed with intensity and density that creates more balance in east-west Gainesville area growth</i>	does not create more balance in east-west Gainesville area growth because all of the proposed projects are west of NW 34th Street, except a portion of the proposed bus rapid transit feeder route that serves the University of Florida campus and downtown	NO
<i>Land use developed with intensity and density that connects a limited number of highly developed mixed use centers</i>	does create more connectivity within the transportation system network	YES
<i>Land use developed with intensity and density that is served by a highly-efficient multimodal transportation system, which allows for mode choice</i>	does not encourage densities and intensities of development that will support a highly-efficient multimodal transportation system, which allows for mode choice	NO

**Goals**

The *Year 2025 Livable Community Reinvestment Plan* contains the following first and second goal statements that are relevant to this report (see Appendix C for a listing of all goal statements)-

**First Goal Statement-** Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville metropolitan area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.

**Second Goal Statement-** Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.

As noted in the following material, the first goal statement is consistent with the proposed *Alachua County Long Term Concurrency Management System* and the second goal statement is not consistent.

GOALS	COMMENT	CONSISTENT
Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville metropolitan area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.	does expand transportation choice and does improve accessibility for motorized and non-motorized users	YES
Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.	does not encourage compact development patterns	NO

**Objectives**

The *Year 2025 Livable Community Reinvestment Plan* contains the following objectives that are relevant to this report (see Appendix C for a listing of all objectives)-

**Objective 1.5-** Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.

**Objective 2.2-** Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.

**Objective 2.6-** Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.

**Objective 2.10-** Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.

As noted in the following material, two of the objectives are not consistent with the proposed *Alachua County Long Term Concurrency Management System* and two are consistent.

OBJECTIVES	COMMENT	CONSISTENT
<b>1.5</b> Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.	does not promote efficient development patterns because the proposed projects will encourage the development of low-density single family developments west of Interstate 75	NO
<b>2.2</b> Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.	does not encourage infill and redevelopment	NO
<b>2.6</b> Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.	does implement transportation demand management strategies before adding general purpose lanes to a roadway by developing a recommended Bus Rapid Transit corridor in west Gainesville	YES
<b>2.10</b> Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.	does contain projects that will disperse traffic across multiple smaller roads rather than concentrating traffic on a few major roadways	YES

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## IV

### MTPO YEAR 2025 HIGHWAY PLAN

The Year 2025 Livable Community Reinvestment Plan is made up of two adopted roadway plans- the Year 2025 Highway Needs Plan and the Year 2025 Highway Cost Feasible Plan. The purpose of this section is to compare the proposed projects in these two adopted MTPO plans with the proposed projects in the proposed Alachua County Long Term Concurrency Management System.

In a document entitled Alachua County 2020 Long Term Concurrency Management System- Roadway Corridor Alternatives & Priorities Analysis, Alachua County staff discuss how proposed road projects were identified. According to page two of this document,

*“The Alachua County Comprehensive Plan encourages the development of an interconnected roadway network that provides multiple transportation route alternatives. While widening existing roadways was evaluated, emphasis was placed on identifying feasible parallel roadways.*

*The standard approach utilized by communities across the state for multi-lane roadways is to widen existing roadways to six (6) lane and eight (8) lane facilities. For existing four (4) lane roadways, Growth Management and Public Works staff are recommending parallel roadway corridors as opposed to widening a roadway to six (6) lanes. In some instances, Staff determined that of an existing roadway from two (2) to four (4) lanes was the most appropriate alternative. In other instances, pursuing the creation of multi-modal transportation districts (MMTD) where priority is given to pedestrian, bicycle and transit mobility is the recommended alternative.*

*The overall focus in evaluating the various alternatives was the development of an interconnected transportation network that will accommodate all modes of travel within the existing urban area boundary. Emphasis was placed on roadway corridors that would make the most efficient use of existing underutilized roadway capacity, addressed the concurrency issues on multiple roadways, limited right-of-way acquisition needs and minimized impacts to the environment, business and residential developments.”*

### YEAR 2025 HIGHWAY NEEDS PLAN

The MTPO’s Year 2025 Highway Needs Plan is a long range transportation plan that identifies highway system modifications required to meet future year mobility demands regardless of cost. Illustration VI and Table 1 identify MTPO adopted Year 2025 Highway Needs Plan projects and proposed Long Term Concurrency Management System projects. According to Table 1, there are six proposed Long Term Concurrency Management System projects that are also in the MTPO’s adopted Highway Needs Plan and five proposed Long Term Concurrency Management System projects that are not in the MTPO’s adopted Highway Needs Plan.

**TABLE 1**  
**PROPOSED ALACHUA COUNTY**  
**LONG TERM CONCURRENCY MANAGEMENT SYSTEM ROAD PROJECTS**

COUNTY PROPOSED ROAD PROJECT		MTPO CONSISTENCY REVIEW		
CMS SEGMENT NUMBER	DESCRIPTION	IN NEEDS PLAN?	NEEDS PLAN ID*	IN COST FEASIBLE PLAN?
A	SW 143 <sup>rd</sup> Street from SW 8 <sup>th</sup> Avenue to Newberry Road [SR 26]- upgrade, 2 lanes, 0.6 miles	NO	-	NO
A	SW 8 <sup>th</sup> Avenue, west of Tioga- extend SW 8 <sup>th</sup> Avenue, 2 lanes, 0.4 miles	YES	S	NO
A	SW 8 <sup>th</sup> Avenue, east of Tioga- extend SW 8 <sup>th</sup> Avenue, 2 lanes, 1.0 miles	YES	S	NO
B	NW 83 <sup>rd</sup> Street from NW 23 <sup>rd</sup> Avenue to NW 39 <sup>th</sup> Avenue [SR 222]	YES	T	NO
C	NW 23 <sup>rd</sup> Avenue from NW 98 <sup>th</sup> Street to NW 55 <sup>th</sup> Street- widen to 4 lanes, including bridge widening, 2.7 miles	YES	U	NO
D	SW 20 <sup>th</sup> Avenue from 61 <sup>st</sup> to SW 62 <sup>nd</sup> - widen to 4 lanes, including bridge widening, 0.5 miles	NO	-	NO
E	SW 40 <sup>th</sup> /SW 62 <sup>nd</sup> Boulevard- widen, 4 lanes	YES	L, K	NO
F	Williston Road [SR 121] from SW 85 <sup>th</sup> Avenue to Interstate 75- widen, 4 lanes	NO	-	NO
G	SW 85 <sup>th</sup> Avenue from SW 75 <sup>th</sup> Street to Williston Road [SR 121]- new construction, 2 lanes, 1.8 miles	NO	-	NO
G	SW 75 <sup>th</sup> Street from Brytan to SW 85 <sup>th</sup> Avenue- upgrade, 2 lanes, 1.0 mile	NO	-	NO
H	Archer Road [SR 24] from SW 91 <sup>st</sup> Street to SW 75 <sup>th</sup> Street- widen to 4 lanes, 1.4 miles	YES	H	NO

\* Needs Plan ID is the identification letter that is assigned to individual projects in the adopted MTPO *Year 2025 Highway Needs Plan*.





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**YEAR 2025 HIGHWAY COST FEASIBLE PLAN**

The MTPO’s *Year 2025 Highway Cost Feasible Plan* is a long range transportation plan that identifies the highest priority highway system modifications needed to address existing and future deficiencies in the transportation system that can be funded based upon projected transportation revenues. Illustration VII and Table 2 identify MTPO adopted *Year 2025 Highway Cost Feasible Plan* projects. According to Table 2, there are no proposed *Long Term Concurrency Management System* projects that are also in the MTPO’s adopted *Highway Cost Feasible Plan*.

**TABLE 2**

**YEAR 2025 LIVABLE COMMUNITY REINVESTMENT PLAN  
COST FEASIBLE PLAN  
(SURFACE TRANSPORTATION PROGRAM FUNDS)**

<b>PRIORITY</b>	<b>PROJECT DESCRIPTION</b>	<b>COST (IN MILLIONS)</b>
1	Traffic Management System- Update and construction of an integrated traffic signalization system	\$16.00
2	SE 16 <sup>th</sup> Avenue [SR 226]- widen to four lane divided	\$5.28
3	SW 20 <sup>th</sup> Avenue Reconstruction	\$12.00
4	NW 34 <sup>th</sup> Street [SR 121] Turnlanes	\$1.75
5	Depot Avenue Corridor Reconstruction (total project cost is \$15.84 million, of which \$4.8 million is funded with SAFETEA-LU High Priority Project funds) [FN # 4205371]	\$3.47
6	Construction of intersection modifications at Archer Road/SW 16 <sup>th</sup> Avenue and Archer Road/ Gale Lemerand Drive, including restricted access on a portion of Archer Road and a new north-south road connection between Archer Road and SW 16 <sup>th</sup> Avenue with associated intersection modifications	\$8.20
<b>TOTAL</b>	-	<b>\$46.70</b>

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## V

### MTPO YEAR 2025 TRANSIT PLAN

#### YEAR 2025 TRANSIT NEEDS PLAN

The *Year 2025 Livable Community Reinvestment Plan* identifies needed Regional Transit System projects. These projects include the following:

1. new buses and expanded maintenance facilities needed to replace the current fleet to preserve existing service levels;
2. new buses needed to enhance service to decrease headways (how often the bus comes by a given location) on selected routes;
3. new buses needed to expand transit service to serve new areas;
4. new buses and facilities needed to implement park-n-ride/express bus service from other municipalities to Gainesville;
5. other transit capital infrastructure needed (multimodal and transfer facilities); and
6. proposed bus rapid transit (BRT) facilities along Archer/Waldo Road (State Road 24) and Hawthorne Road (State Road 20)- the proposed Plan East Gainesville Bus Rapid Transit line.

#### PLAN EAST GAINESVILLE- BUS RAPID TRANSIT

One important project in *Plan East Gainesville* is a proposed bus rapid transit system to provide premium bus service to East Gainesville as an incentive for new development on the eastside (see Illustration VIII). According to page 71 of *Plan East Gainesville*,

*“The cornerstone of the recommended transportation plan for Plan East Gainesville is to establish a Bus Rapid Transit service that unifies East Gainesville with downtown and the Archer Road corridor as part of an integrated regional system.”*

## **ALACHUA COUNTY- BUS RAPID TRANSIT CORRIDOR**

The proposed Alachua County Long Term Concurrency Management System contains several bus rapid transit projects that are shown in Illustration IX. In Illustration IX, primary routes are the top priority routes, feeder routes are secondary routes and alternative routes are other possible routes that may be implemented in place of the primary and secondary routes. According to page 3 of 4 of Appendix A-

*“As part of the Long Term Concurrency Management System, [Alachua County] Staff has identified a future Bus Rapid Transit (BRT) Corridor Plan that identifies corridors where bus only dedicated lanes should be constructed to accommodate a future transit network for western Alachua County. The dedicated lanes would be constructed in conjunction with proposed developments and the construction of new roadways or widening of existing roadway corridors. The continued development of the BRT network will potentially require significant changes to activity center policies and potentially the development or new activity centers. The conversion of activity centers into Transit Oriented Development (TOD)’s will be needed in order to provide the density and support services to make a BRT network feasible.”*

According to Table 3 and Illustration X, there are two proposed Long Term Concurrency Management System- Bus Rapid Transit System projects that are in the MTPO’s adopted Transit Needs Plan. One is the proposed Bus Rapid Transit project along State Road 24 (Archer Road) between Tower Road and Interstate 75. The second one is the proposed Bus Rapid Transit project along State Road 24 (Archer Road)/Depot Avenue just west of US 441 to S. Main Street. Eight proposed Long Term Concurrency Management System- Bus Rapid Transit System projects are not in the MTPO’s adopted Transit Needs Plan.

## **CITY OF GAINESVILLE- BUS RAPID TRANSIT FEASIBILITY STUDY**

The City of Gainesville is also currently studying the potential for bus rapid transit in the Gainesville area. Recently, the City held a kick-off meeting for the development of the Bus Rapid Transit Feasibility Study. According to an April 25, 2008 letter from the Regional Transit System Director,

*“the objective of this study is to investigate, analyze and determine the feasibility of implementing Bus Rapid Transit (BRT) and associated bus service enhancements as part of a Rapid Transit System Master Plan for the Gainesville Metropolitan Area. Bus Rapid Transit, as defined by the Federal Transit Administration, is a series of physical and/or technological improvements to increase the speed of bus service to speeds achieved by rail transit.”*

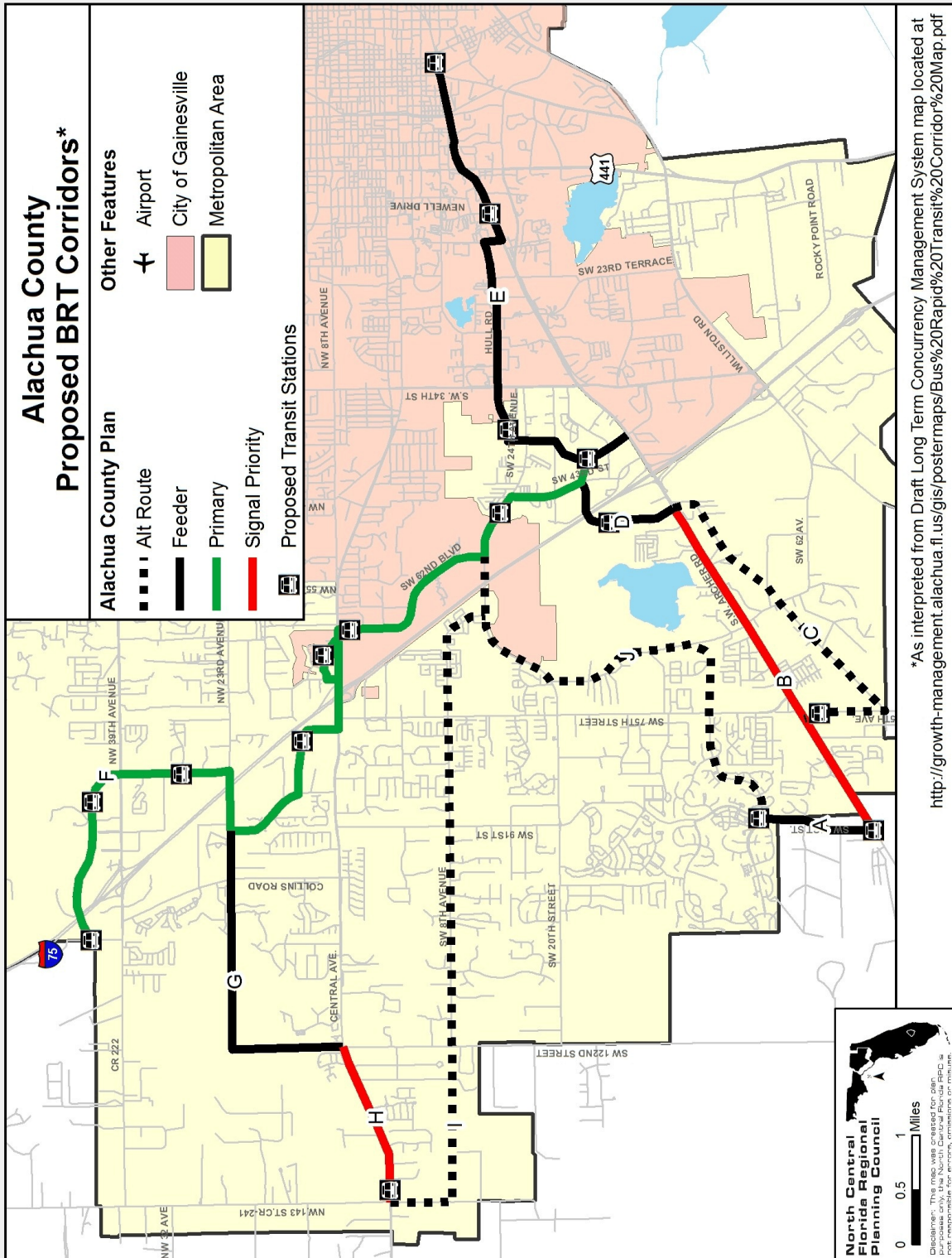
The scope of services for this study specifies that the eight corridors shown on Illustration XI will be analyzed and prioritized. When you compare Illustration IX to Illustration XI, you will see that Alachua County is proposing several BRT corridors that will not be studied as part of the Bus Rapid Transit Feasibility Study.





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# ILLUSTRATION IX



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**TABLE 3**  
**PROPOSED ALACHUA COUNTY**  
**LONG TERM CONCURRENCY MANAGEMENT SYSTEM**  
**BUS RAPID TRANSIT (BRT) PROJECTS**

COUNTY PROPOSED BRT PROJECT			MTPO CONSISTENCY REVIEW		
CMS ROUTE ID	TYPE	NAME- DESCRIPTION	IN RTS BRT STUDY CORRIDOR?	IN NEEDS PLAN?	NEEDS PLAN ID
A	Feeder	<u>Haile Plantation Feeder</u> - from Haile Plantation to Archer Road Transit Station	NO	NO	-
B	Signal Priority	<u>Archer Road [SR 24]</u> - signal priority from SW 91 <sup>st</sup> Street to SW 45 <sup>th</sup> Street	Portion*	Portion**	5
C	Alternate Route	<u>BRT Parallel Archer Road [SR 24]</u> - alternate route parallel to Archer Road part new location	NO	NO	-
D	Feeder	<u>New Location BRT Feeder</u> - route on new location with new grade separation over I-75	NO	NO	-
E	Feeder	<u>Butler Plaza to Downtown</u> - BRT feeder from Butler Plaza to downtown transit station	Portion*	Portion**	5
F	Primary	<u>North-South BRT</u> - BRT corridor parallel to I-75	Portion*	NO	-
G	Feeder	<u>NW 23<sup>rd</sup> Avenue Extension Feeder</u> - BRT feeder on new location	NO	NO	-
H	Signal Priority	<u>W Newberry Road [SR 26]</u> - signal priority from NW 143 <sup>rd</sup> Street to SW 122 <sup>nd</sup> Street	NO	NO	-
I	Alternate Route	<u>SW 8<sup>th</sup> Avenue Alternate Route</u> - from SW 24 <sup>th</sup> Avenue to Newberry Road	NO	NO	-
J	Alternate Route	<u>SW 62<sup>nd</sup> Boulevard to Haile Plantation</u> - from east of I- 75 to Haile Plantation	NO	NO	-

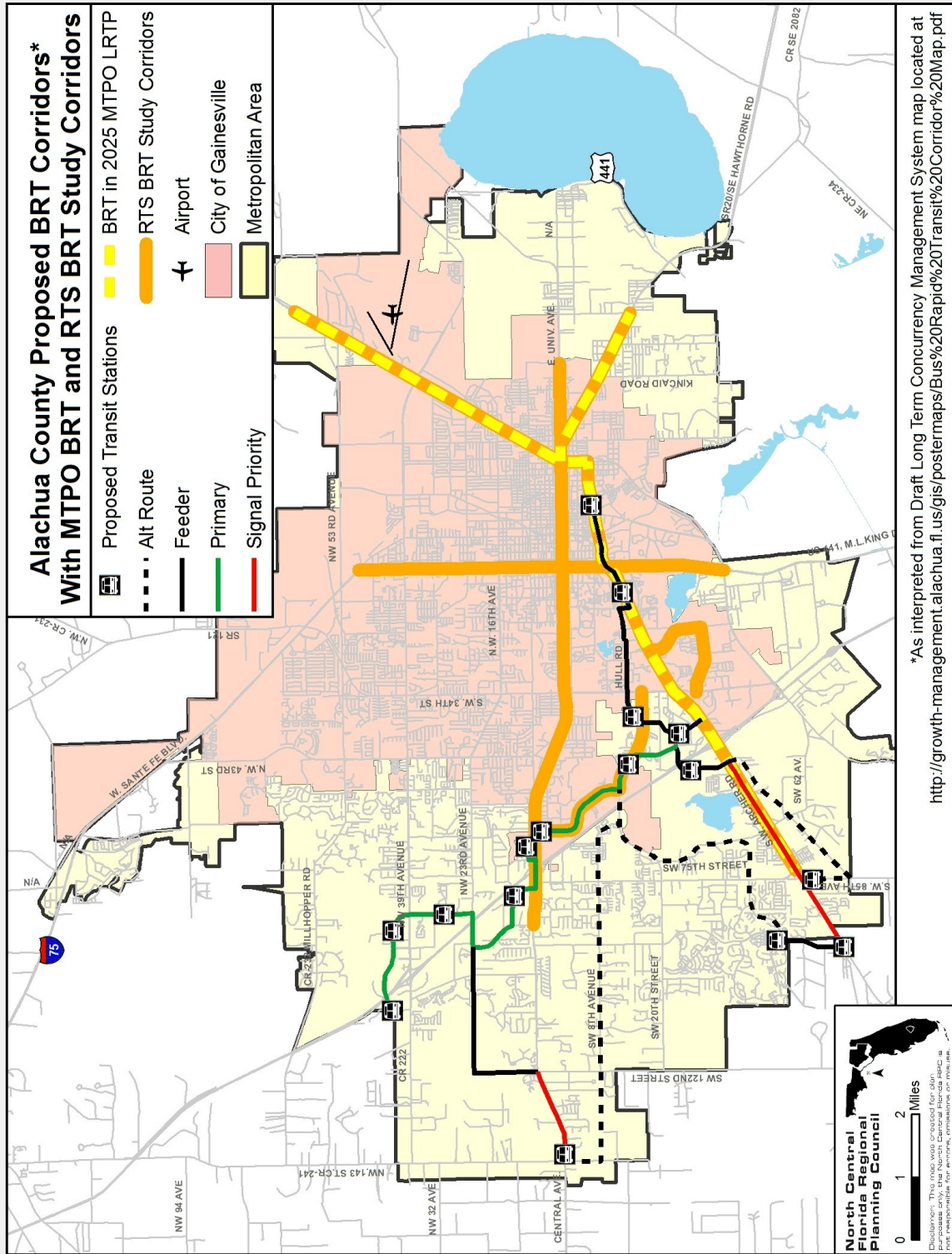
\*Route coincides with a portion of an RTS BRT Study corridor.

\*\*Route is similar in scope to Project 5 in 2025 LRTP (BRT service along Archer Road/Waldo Road & Hawthorne Road).

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# ILLUSTRATION X



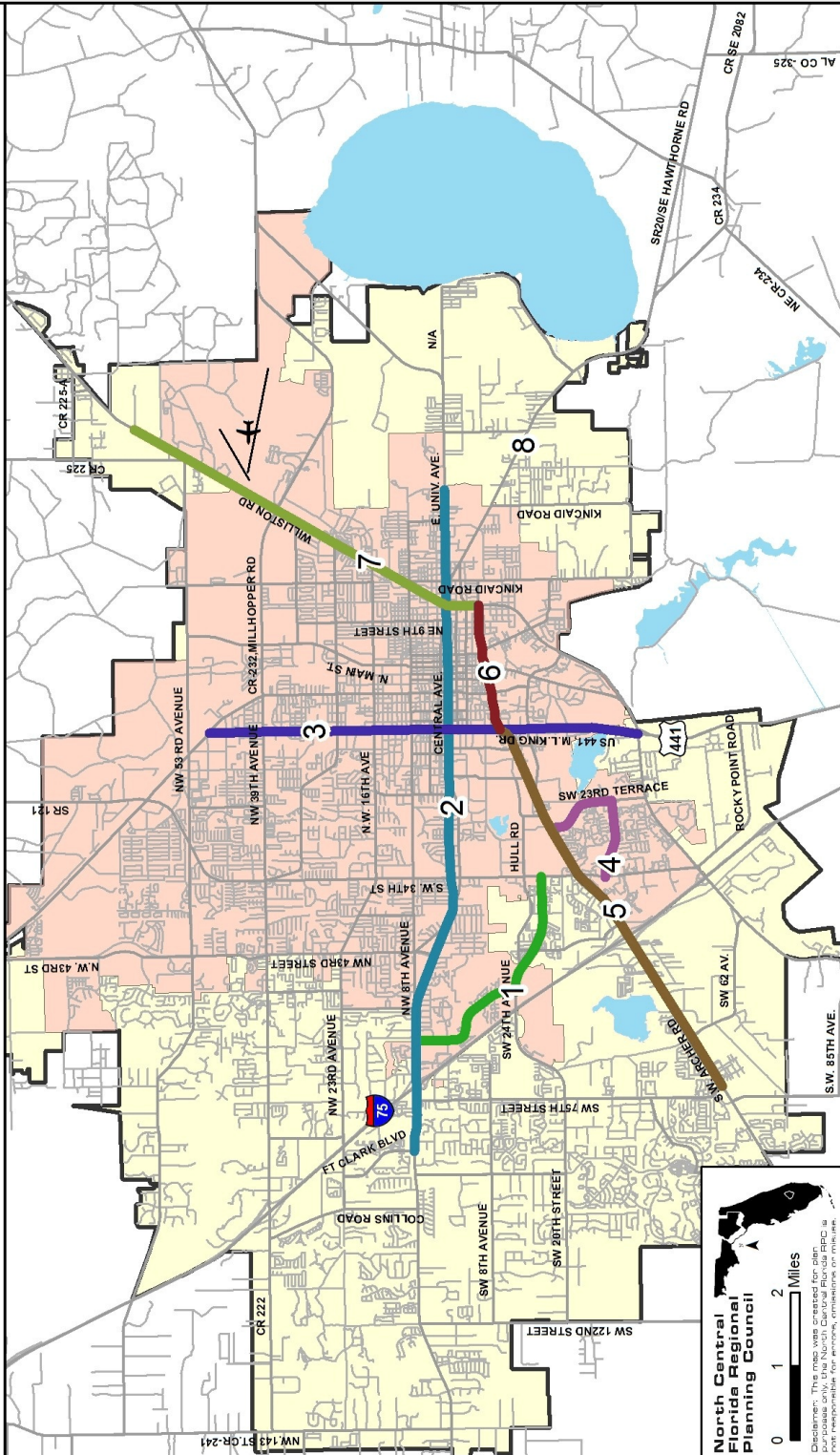
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# ILLUSTRATION XI

## RTS Rapid Transit Feasibility Study

- Pre-Selected Corridors**
- █ 13th Street
  - █ Archer Road (Tower Rd to SW 13th Street)
  - █ Depot Avenue (SW 13th Street to Waldo Road)
  - █ Hawthorne Road/SR 20 (Waldo Rd to SE 43rd St)
  - █ SW 20th Avenue/SW 62nd Boulevard
  - █ SW 23rd Terrace and SW 35th Place
  - █ University Avenue/Newberry Road
  - █ Waldo Road (Depot Ave to Airport Industrial Park)
- Other Features**
- Airport
  - City of Gainesville
  - Metropolitan Area



**North Central Florida Regional Planning Council**

0 1 2 Miles

Disclaimer: This map was created for informational purposes only. The North Central Florida RPC is not responsible for errors, omissions, or any other information.

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## **DWELLING UNIT DENSITY**

Recommended residential densities for transit service are, as follows:

<b>SERVICE LEVELS</b>	<b>RESIDENTIAL DENSITY THRESHOLDS</b>
Bus: Minimum Service (one hour headways)	4 dwelling units per acre
Bus: Intermediate Service (30 minute headways)	7 dwelling units per acre
Bus: Intermediate Service (10 minute headways)	15 dwelling units per acre
Bus Rapid Transit: 5 minute headways during the peak period	9 dwelling units per acre
Light Rail: 5 minute headways during the peak period	9 dwelling units per acre

*Source: Federal Highway Administration, Transit Cooperative Research Program, TCRP Report 16, 1996.*

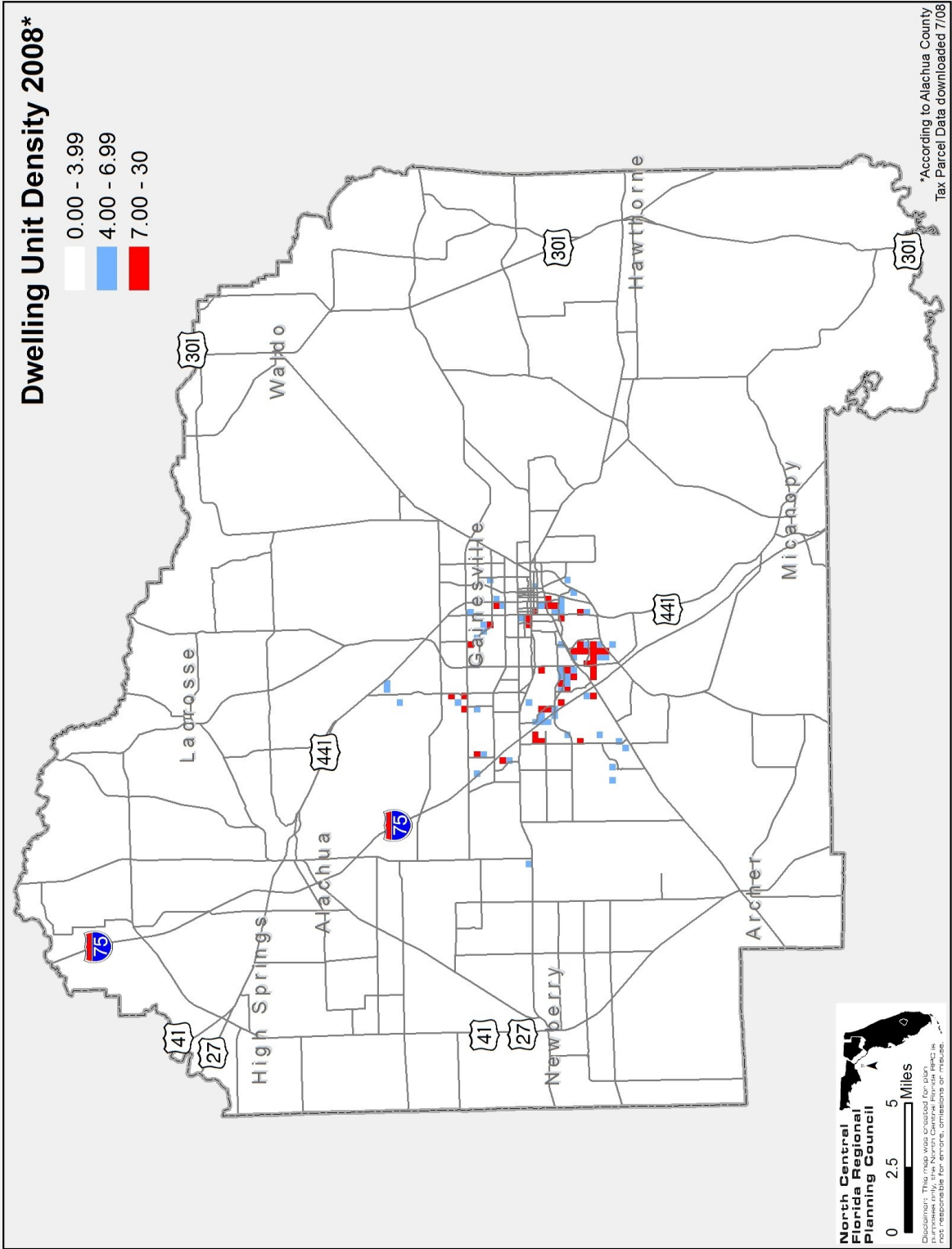
Illustrations XII and XIII show existing residential dwelling unit density for the following three areas (based upon 1/4 mile grids).

- 0.00 to 3.99 dwelling units per acre;
- 4.00 to 6.99 dwelling units per acre; and
- 7.00 to 30 dwelling units per acre.

Based upon this information, transit supportive densities within Alachua County are located primarily east of Interstate 75 within the City of Gainesville. Areas west of Interstate 75 do not have enough residential density to support transit service.

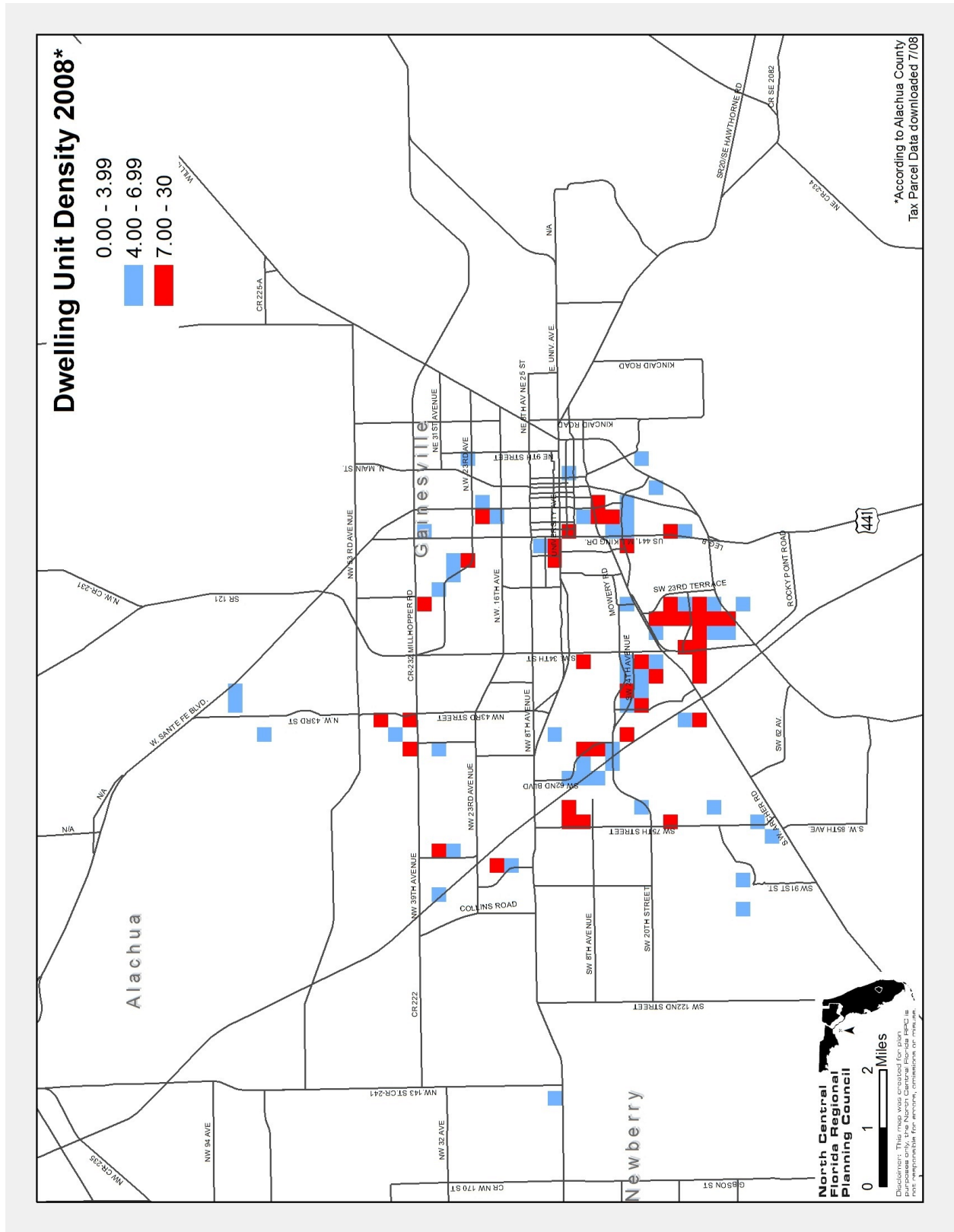
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# ILLUSTRATION XII



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# ILLUSTRATION XIII



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## VI

### CONCLUSIONS / RECOMMENDATIONS

#### CONCLUSIONS

The following table summarizes the information discussed earlier in this report concerning the consistency of the proposed *Alachua County Concurrency Management System* with the:

1. guiding principles of the Alachua Countywide Visioning and Planning Committee's July 2005 Countywide Vision and Conceptual Land Use Plan;
2. MTPO Livable Community Reinvestment Plan; and
3. Bus Rapid Transit Feasibility Study.

As shown in this table, the proposed *Alachua County Concurrency Management System* is consistent with 5 items and not consistent with 14 items.

**TABLE 4**

#### **SUMMARY OF CONSISTENCY**

<b>PLANNING DOCUMENT</b>	<b>CONSISTENT ITEMS</b>	<b>INCONSISTENT ITEMS</b>
Countywide Vision and Conceptual Land Use Plan- <i>Goals</i>	0	5
Countywide Vision and Conceptual Land Use Plan- <i>Guiding Principles</i>	0	4
Countywide Vision- Conceptual Land Use Plan Map	1	0
MTPO Livable Community Reinvestment Plan- <i>Vision Statement</i>	1	2
MTPO Livable Community Reinvestment Plan- <i>Goals</i>	1	1
MTPO Livable Community Reinvestment Plan- <i>Objectives</i>	2	2
<b>TOTAL</b>	<b>5</b>	<b>14</b>

The proposed Alachua County Concurrency Management System is consistent with some of the goals, principles and policies of the Countywide Vision and Conceptual Land Use Plan and the MTPO’s Livable Community Reinvestment Plan. This includes:

- 1. expanding the grid network of two-lane roads and creating more connectivity within transportation system network; and
- 2. recommending the development of a bus rapid transit corridor in west Gainesville.

However, the proposed Alachua County Concurrency Management System is also inconsistent with some of the goals, principles and policies of the Countywide Vision and Conceptual Land Use Plan and the MTPO’s Livable Community Reinvestment Plan. This includes:

- 1. allowing future growth west of Interstate 75 in areas that cannot be economically served by public transit;
- 2. supporting the westward expansion of future development that will not create more balance in east-west Gainesville area growth; and
- 3. supporting development that will not encourage compact or efficient development patterns or infill and redevelopment.

Specifically, the proposed Long Term Concurrency Management System is inconsistent with the following MTPO vision statement, goals and objectives concerning integrating land use and transportation planning-

***Vision Statement-*** *Land use developed with intensity and density that creates more balance in east-west Gainesville area growth and is served by a highly-efficient multimodal transportation system, which allows for mode choice.*

***Second Goal Statement-*** *Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.*

***Objective 1.5-*** *Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.*

***Objective 2.2-*** *Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.*

## **Summary Conclusions**

Overall, this report concludes that the proposed Alachua County *Long Term Concurrency Management System* is not consistent with:

1. the guiding principles of the Alachua Countywide Visioning and Planning Committee's July 2005 Countywide Vision and Conceptual Land Use Plan;
2. the vision for the Gainesville Metropolitan Area contained in the MTPO's Livable Community Reinvestment Plan- not to support the westward growth scenario; and
3. the vision contained in Plan East Gainesville to create more balance in east-west Gainesville area growth.

MTPO staff agrees with the Alachua County staff comment in Appendix B that-

*The vision for the Gainesville Metropolitan Area contained in the MTPO's Livable Community Reinvestment Plan, not to support the westward growth scenario, has not been fully integrated into the Alachua County Comprehensive Plan. The County's Comprehensive Plan allows significant development west of Interstate 75, identifies several activity centers west of Interstate 75, and establishes level of service standards for roadways that are projected to not be met.*

## **RECOMMENDATION**

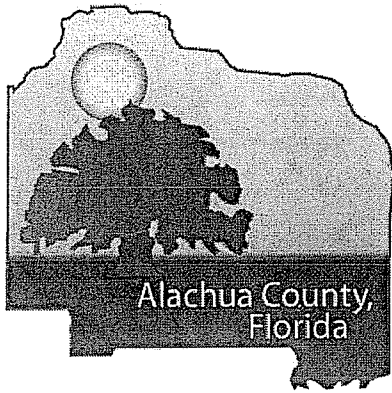
Over the next two years, the MTPO will be updating its long range transportation plan and Alachua County will be preparing its Evaluation and Appraisal Report to update its Comprehensive Plan. During these plan update processes, the MTPO requests that the Alachua County Board of County Commissioners work with the MTPO to resolve inconsistencies between the *Alachua County Comprehensive Plan*, including the proposed *Concurrency Management System*, and the MTPO's *Livable Community Reinvestment Plan*.

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**APPENDIX A**

**ALACHUA COUNTY LETTER  
DATED MARCH 13, 2008**

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**ALACHUA COUNTY  
DEPARTMENT OF GROWTH MANAGEMENT**

10 SW 2<sup>nd</sup> Avenue • Third Floor • Gainesville, Florida 32601-6294

Zoning (352) 374-5244 • Building (352) 374-5243

Fax (352) 491-4510 • Suncom 651-5244

Home Page: <http://growth-management.alachua.fl.us>

Rick Drummond, AICP  
Director  
Growth Management

DATE: March 13, 2008

Richard Wolf  
Assistant Director  
Growth Management

TO: Marlie Sanderson,  
Director Gainesville MTPO

Carol Hurst  
Building Official

RE: Presentation of the Long Term Concurrency Management System

Benny Beckham  
Zoning Administrator

Dear Marlie:

Steven Lachnicht, AICP  
Principal Planner  
Development Services

The Alachua County Board of County Commissioners has directed Staff to present the Long Term Concurrency Management System to the Gainesville MTPO Board, TAC, CAC, BPAB and Plan East Gainesville subcommittee. The intent of the presentation is to solicit feedback from the Gainesville MTPO Board and the various committees. Staff request that any recommendations be provided in writing. A presentation of the Long Term Concurrency Management System will be made to a number of stakeholder groups and will also be presented to the public through a series of three (3) public workshops to be held within the western portions of Alachua County. The responses from the stakeholder groups, the public, and the MTPO Board and its committees will be presented to the Board of County Commissioners for their review and direction on the development of a comprehensive plan amendment for the adoption of the Long Term Concurrency Management System.

Ken Zeichner, AICP  
Principal Planner  
Comprehensive Planning

Tom Webster  
Housing Programs  
Manager

Juna Papajorgji  
GIS Manager

The 2005 amendments to Florida's growth management legislation directed local governments to enact concurrency management ordinances by December 1, 2006, that allow for "proportionate share" contributions from developers toward concurrency requirements (§163.3180(16), Florida Statute). The legislation also enabled local governments to adopt a ten (10) year Long Term Concurrency Management System to address roadways with a lack of vehicular capacity.

The previous concurrency legislation required all roadway capacity projects to be fully funded and commence construction within a five (5) year period identified in an adopted Capital Improvements Program. Since much of the land in Alachua County is publicly owned and our community has a slower rate of growth compared with other parts of the state, the ability to collect enough revenue to fully fund and construct roadway capacity projects is limited. The development of a Long Term Concurrency Management System would provide the County with additional time to collect the necessary revenues to construct the capacity needed to ensure that adopted level of service standards are achieved. The amended concurrency legislation requires that all local governments, by December 2008, adopt a financially feasible Plan for addressing transportation concurrency.

Growth Management Staff, in conjunction with Staff from the Public Works Department, has spent the last year developing a Long Term Concurrency Management System to ensure the Comprehensive Plan will include a financially feasible Capital Improvements Element for transportation prior to the December 2008 deadline.

The development of the Long Term Concurrency Management System (LTCMS) required an evaluation of roadways within Alachua County that are either over capacity or will be over capacity in the near future due to existing traffic volumes, anticipated traffic volumes due to trip reservations for approved developments and long-term trip reservations for planned developments. The evaluation consisted of determining the capacity needed to ensure that roadways would operate at the adopted level of service (LOS) standard.

The overall focus in evaluating the various roadway capacity alternatives was the development of an interconnected transportation network that will accommodate all modes of travel within the existing urban area boundary. Emphasis was placed on roadway corridors that would: (1) make the most efficient use of existing underutilized roadway capacity, (2) address concurrency issues on multiple roadways, (3) limit right-of-way acquisition needs and (4) minimize impacts to the environment, business and residential developments. The document titled Roadway Corridor Alternatives & Priority Analysis provides specific details on the various roadway alternatives



evaluated by Staff. The analysis identifies the recommended Staff alternative. Based on input received from the stakeholder groups, the MTPO and the public, the Board of County Commissioners may select a roadway project that differs from Staff's recommendation.

As part of the Long Term Concurrency Management System, Staff has identified a future Bus Rapid Transit (BRT) corridor plan that identifies corridors where bus only dedicated lanes should be constructed to accommodate a future transit network for western Alachua County. The dedicated lanes would be constructed in conjunction with proposed developments and the construction of new roadways or widening of existing roadway corridors. The continued development of the BRT network will potentially require significant changes to activity center policies and potentially the development of new activity centers. The conversion of activity centers into Transit Oriented Development (TOD)'s would be needed in order to provide the density and support services to make a BRT network feasible. Staff has requested direction from the BOCC on the continued development of a BRT network and substantive changes to existing land use policies to create Transit Orientated Development (TOD) policies that could support a dedicated transit network. There are several pending large scale developments and DRI's along the I-75 corridor that if coordinated properly could result in the development of a BRT network with dedicated lanes and high-frequency transit service well before the 2020 LTCMS time horizon.

The total projected cost in 2008 dollars for the Long Term CMS is \$82.6 million dollars. This figure does not include the cost estimate from the SW 62nd Blvd PD& E study currently being undertaken or the round-a-bouts on Tower Road. The projected impact fee revenue to be paid by already approved development is \$60.5 million. Staff believes that the additional revenue needed to fund the identified capacity projects would be addressed through proportionate fair-share contributions paid by future developments.

The adoption of a Long Term Concurrency Management System (LTCMS) would demonstrate that the County has a finically feasible plan to address transportation concurrency, as required by state statue. In addition, the adoption of a Long Term Concurrency Management System

(LTCMS) would provide applicants for development an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. The Long Term Concurrency Management System (LTCMS) provides the County with additional time to collect the necessary revenue and to fund and construct the required roadway capacity to ensure that roadway level of service standards are achieved.

Staff request comments and recommendations from the Gainesville MTPO Board and the various MTPO committees on the Long Term Concurrency Management System. Staff request that any recommendations be provided in writing. Staff will present the recommendations to the Alachua County BOCC prior to proceeding with a Comprehensive Plan Amendment. If you have any further questions or would like to set up a meeting to discuss this matter further, I can be reached via email at [jbpaul@alachuacounty.us](mailto:jbpaul@alachuacounty.us) or telephone at 352-264-6971.

Sincerely,

*Jonathan B. Paul*

Jonathan B. Paul, AICP, MA<sup>2</sup>  
Alachua County – Growth Management Department  
Concurrency & Impact Fee Manager

**APPENDIX B**  
**ALACHUA COUNTY STAFF REVIEW**

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## Marlie Sanderson

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**From:** Jonathan B. Paul [JBPaul@AlachuaCounty.US]  
**Sent:** Thursday, August 21, 2008 10:35 AM  
**To:** Marlie Sanderson  
**Cc:** Richard Drummond; Steve Lachnicht; Jeffrey L. Hays; Scott Koons  
**Subject:** RE: MTPO Concurrency Report

Not much I can say, other than the MTPO Plan was not designed to address Specific State Law regarding Concurrency and the necessary steps to change state law regarding concurrency were never undertaken by all affected parties. It is fine that the MTPO LRTP has a vision which I support. However, that vision was not fully translated to our Comp Plan, since our Comp Plan still allows for significant development west of I-75, identifies several activity centers west of I-75, establishes LOS standards for roadways that are projected to not be meet, and did not change state statute which still requires that we provide adequate roadway capacity.

The MTPO Plan is not driven by Concurrency mandates, we are. Until state law changes or until we get an amendment to state law, then we are still required to show how LOS standards are meet. Until the MTPO Plan becomes a concurrency plan, until state statute is changed and until our Com Plan is amended, our plan is consistent with the laws that govern concurrency. I think it would be beneficial that your report should make some mention of Concurrency and state law. Federal Law requires that the MTPO Plan be consistent with the County's Comp Plan. The County's Comp Plan establishes LOS standards that are not currently being meet. We are identifying the projects required to meet LOS. If those projects are adopted, then the MTPO Plan will need to be amended during the next LRTP update.

The Report really does not touch on the fact that the Long Term Concurrency Plan and the MTPO Plan are not the same and do not have the same intent. The MTPO Plan identifies where federal funds should be spent. Our Plan identifies the needed roadway projects to be consistent with state statute and our Comp Plan. I do not disagree with your report; however, I feel it is prudent to mention the different purpose both Plans play regarding concurrency. The MTPO Plan should have included language to require amendments to state statute if the intent was not provide for any capacity projects west of I-75. Our plan is not that inconsistent with the needs plan. I wonder why the needs plan did not address Archer Road or Newbery Road, even though both were projected to be over capacity. In addition, Williston Road would have shown up as a need if the proper count was used for base year modeling. The traffic on Williston between SW 62<sup>nd</sup> and I-75 is 15,000 AADT. The number used by the MTPO and the County at the time of the LRTP was only 8,000. The updated LRTP will likely identify all of the failed roadway corridors we identified and the needs plan will likely to be far more consistent with our plan. Again, I don't disagree with your findings I just think it is prudent to identify the fact that the MTPO Plan is not required to be consistent with state statute regarding Concurrency and to meet all of the LOS standards in our Comp Plan.

We are holding a workshop on Sept 2<sup>nd</sup> with our Board to present our final plan. I am sure that our Board will request we present back to the MTPO before we proceed with a comp plan amendment. Our final plan, given the positive feedback we have received from DCA, will be a far more multi-modal plan, with emphasis placed on a multi-modal system. Our final plan takes into account many of the comments we have received from the MTPO and the various committees. Once I finish our agenda item, I will send you copies of our final recommendation.

Thank you for allowing me the opportunity to provide comments and I look forward to continue working with the MTPO as we move forward with a multi-modal transportation plan that encourages appropriate development and mobility for County residents.

### **JONATHAN B. PAUL, AICP, MA<sup>2</sup>**

CONCURRENCY & IMPACT FEE MANAGER  
ALACHUA COUNTY - GROWTH MANAGEMENT  
10 SW 2ND AVENUE, 3RD FLOOR  
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<http://growth-management.alachua.fl.us/>

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**APPENDIX C**

**ADOPTED MTPO YEAR 2025 VISION STATEMENT,  
GOALS AND OBJECTIVES**

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# YEAR 2025 LONG RANGE TRANSPORTATION PLAN

## VISION STATEMENT

[Adopted May 15, 2005]

Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated transportation funding source and provides for:

- a. walkable University and town centers;
- b. improved and affordable transit service;
- c. improved bikeway/trail system; and
- d. better road connectivity.”

## GOALS AND OBJECTIVES

[Adopted May 15, 2005]

### FIRST GOAL STATEMENT

Develop and maintain a balanced transportation system that supports the economic vitality and quality of life in the Gainesville Metropolitan Area through expanded transportation choice, improved accessibility for motorized and non-motorized users and the preservation of environmental, cultural and historic areas.

### OBJECTIVES

- 1.1 Improve regional accessibility to major employment, health care, commerce and goods distribution centers.
- 1.2 Improve the viability of alternatives to the single-occupant automobile (bicycle, walking, public transit, carpooling and telecommuting) as options for all users of the transportation system through accessibility, convenience and comfort.
- 1.3 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.4 Establish an interconnected and continuous system of off-road trails and greenways.
- 1.5 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.6 Improve access to transportation facilities and services for elderly, children, disabled and economically disadvantaged individuals.
- 1.7 Reduce the adverse impacts of transportation on the environment, fragmentation of natural areas and wildlife.
- 1.8 Minimize the adverse impacts of transportation on established neighborhoods through development of a balanced transportation system.

- 1.9 Preserve the intended function of the Florida Interstate Highway System (FIHS) and other appropriate corridors for intercity travel and goods movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

## **SECOND GOAL STATEMENT**

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through compact development patterns, improved system management and operations, coordination and communication.

### **OBJECTIVES**

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment in areas that have existing and adequate infrastructure in place.
- 2.3 Improve the interconnectivity of streets and other components of the transportation system, including sidewalks, bikeways and transit ways.
- 2.4 Create opportunities for access by all forms of travel at centers for jobs, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.5 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.6 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 2.7 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 2.8 Phase in new vehicle fleets for public agencies that make use of alternative fuels that reduce air quality impacts.
- 2.9 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 2.10 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways.

## **THIRD GOAL STATEMENT**

Develop and maintain a safe and secure transportation system for all users and neighbors of transportation facilities and services.

### **OBJECTIVES**

- 3.1 Address existing and potential safety and security problems on or adjacent to transportation corridors through an interagency planning and prioritization process.

- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Establish criteria and performance standards for roadways to maintain their residential or rural character, as appropriate.
- 3.4 Ensure that roadways are safe for pedestrians and bicyclists.
- 3.5 Improve the pedestrian/bicycle connections between commercial centers and surrounding neighborhoods.

#### **FOURTH GOAL STATEMENT**

Invest strategically in transportation infrastructure to enhance the vitality of the community.

#### **OBJECTIVES**

- 4.1 Give priority to preservation and maintenance of the existing transportation system.
- 4.2 Develop a financially responsible plan that allocates available resources and seek out additional funding sources.
- 4.3 Preserve current and planned rights-of-way for transportation system improvements.

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**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL**  
**TRANSPORTATION PLANNING STAFF**

Scott R. Koons, AICP, Executive Director

\* Marlie Sanderson, AICP, Director of Transportation Planning

Lynn Franson-Godfrey, AICP, Senior Planner

\*\* Michael Escalante, AICP, Senior Planner

Ursula Garfield, Assistant Planning Technician

\*\* Jake Petrosky, Planning Intern

\* Primary Responsibility

\*\* Secondary Responsibility