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# MEETING NOTICE

## REGIONAL PLANNING COMMITTEE

There will be a meeting of the Regional Planning Committee of the North Central Florida Regional Planning Council on **June 25 2015**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:30 p.m.**

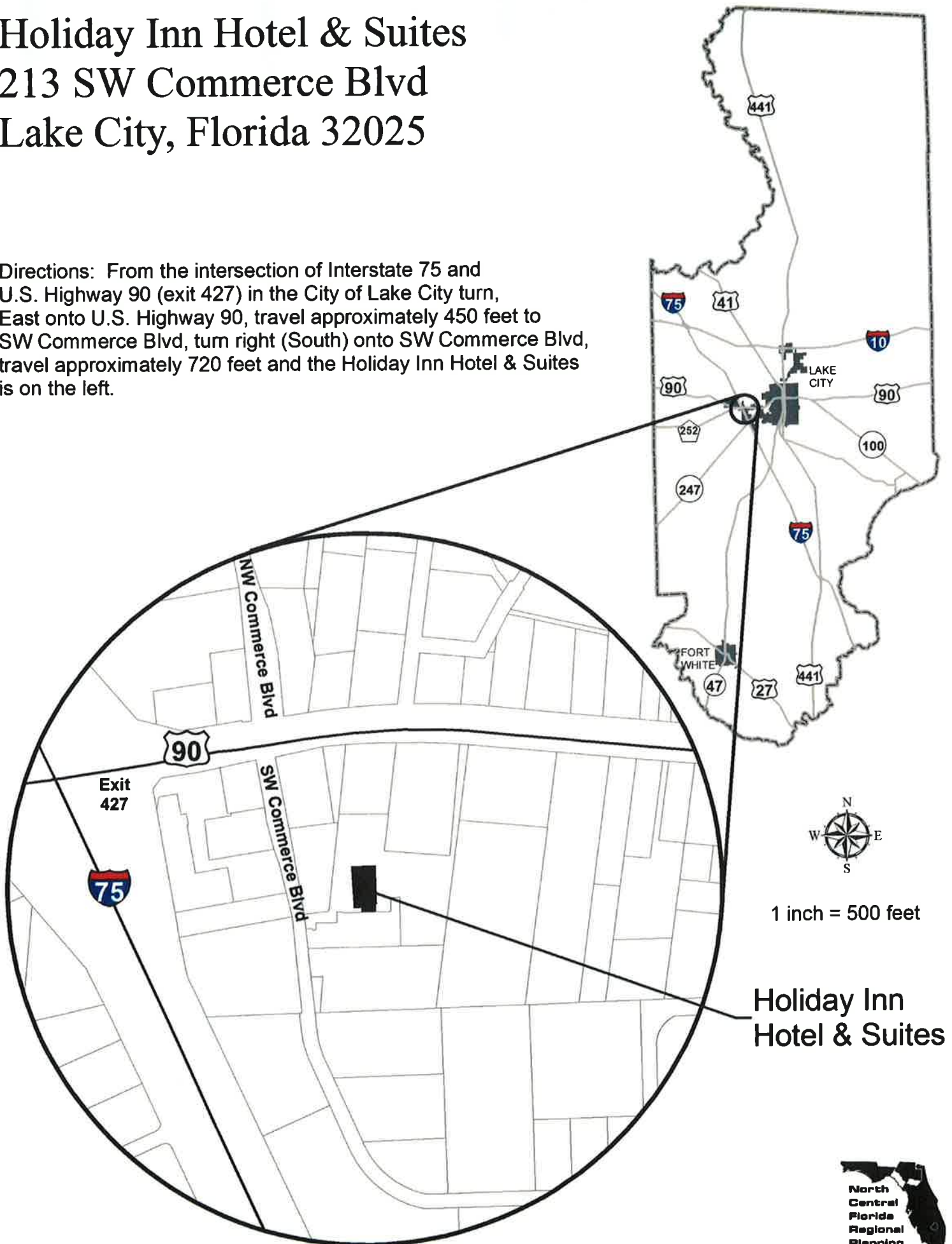
(Location Map on Back)

Dedicated to improving the quality of life of the Region's citizens,  
by coordinating growth management, protecting regional resources,  
promoting economic development and providing technical services to local governments.

# Holiday Inn Hotel & Suites

213 SW Commerce Blvd  
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.



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## AGENDA

### REGIONAL PLANNING COMMITTEE

Holiday Inn Hotel & Suites  
Lake City, Florida

June 25 2015  
6:30 p.m.

**PAGE NO.**

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| I.  | APPROVAL OF THE MAY 28, 2015 MEETING MINUTES | 5 |
| II. | REGIONAL TRANSPORTATION ELEMENT              | 7 |



NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

REGIONAL PLANNING COMMITTEE

MINUTES

Holiday Inn Hotel & Suites  
Lake City, Florida

May 28, 2015  
6:30 p.m.

MEMBERS PRESENT

Chuck Chestnut, IV  
Donnie Hamlin  
James Montgomery  
Randy Wells, Chair, (via telephone)  
Stephen Witt

MEMBERS ABSENT

Beth Burnam,  
Vice-Chair  
Lorene Thomas  
Robert Wilford  
Mike Williams

STAFF PRESENT

Steven Dopp

Chair Wells called the meeting to order at 6:30 p.m.

I. APPROVAL OF THE APRIL 23, 2015 MEETING MINUTES

**ACTION:** It was moved by Mr. Montgomery and seconded by Commissioner Chesnut to approve the April 23, 2015 Committee minutes as circulated. The motion carried unanimously.

II. NATURAL RESOURCES OF REGIONAL SIGNIFICANCE ELEMENT

Mr. Dopp presented the staff evaluation of the Natural Resources of Regional Significance Element. The Committee reviewed and discussed the staff evaluation. The Committee agreed by consensus to withhold approval of the evaluation until completion of the review of all elements of the regional plan.

The meeting adjourned at 6:50 p.m.

\_\_\_\_\_  
Randy Wells, Chair

6/25/15  
Date



# REGIONAL TRANSPORTATION

## INTRODUCTION

Chapter 2015-30, Laws of Florida, dissolved the Withlacoochee Regional Planning Council and transferred its member counties to adjoining regional planning councils. Levy County and Marion County have been assigned to the North Central Florida Regional Planning Council. As provided for by Chapter 2015-30, Laws of Florida, the Withlacoochee Strategic Regional Policy Plan remains in effect for Levy and Marion Counties until such time as the two counties are added to the North Central Florida Strategic Regional Policy Plan.

The Withlacoochee Strategic Regional Policy Plan, as the North Central Florida Strategic Regional Policy Plan, identifies regional transportation facilities and contains goals and policies addressing these facilities.

**REGIONAL GOAL 5.1.      MITIGATE THE IMPACTS OF DEVELOPMENT TO THE REGIONAL ROAD NETWORK AS WELL AS ADVERSE EXTRAJURISDICTIONAL IMPACTS WHILE ENCOURAGING DEVELOPMENT WITHIN URBAN AREAS.**

### **REGIONAL INDICATORS**

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction had at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region were projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

**REGIONAL GOAL 5.2. COORDINATE WITH AND ASSIST STATE AGENCIES, TRANSPORTATION PLANNING ORGANIZATIONS AND LOCAL GOVERNMENTS TO IMPLEMENT AN ENERGY-EFFICIENT, INTERAGENCY COORDINATED TRANSPORTATION SYSTEM.**

**REGIONAL INDICATORS**

As of January 2008, the Council provided staff services to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

**REGIONAL GOAL 5.3. MITIGATE ADVERSE IMPACTS TO REGIONAL TRANSPORTATION FACILITIES ASSOCIATED WITH ENROLLMENT GROWTH AT THE UNIVERSITY OF FLORIDA.**

**REGIONAL INDICATORS**

- 1 During the fall 2004 semester, the University of Florida had no off-campus parking areas.
2. During 2005, 542 class meetings occurred after 5:00 pm on weeknights.
3. During the fall 2004 semester, 22.0 percent of University of Florida students lived on-campus in either university housing, housing for college fraternities, or housing for college sororities.

**REGIONAL GOAL 5.4. MAXIMIZE THE USE OF THE GAINESVILLE REGIONAL AIRPORT BEFORE DEVELOPING A NEW REGIONAL AIRPORT.**

**REGIONAL INDICATOR**

In 2008, Gainesville Regional Airport experienced 84,495 itinerant airport operations.

**REGIONAL GOAL 5.5. INCLUDE RAIL LINES AND RAILROADS AS PART OF AN INTEGRATED REGIONAL TRANSPORTATION SYSTEM CONSISTING OF THE REGIONAL ROAD NETWORK, REGIONAL AIRPORTS AND TRANSIT SERVICE PROVIDERS.**

**REGIONAL INDICATOR**

As of 2010, north central Florida had 314.8 miles of rail lines.



**REGIONAL GOAL 5.6.      REDUCE THE UNMET GENERAL TRIP DEMAND OF THE  
NORTH      CENTRAL      FLORIDA      TRANSPORTATION  
DISADVANTAGED POPULATION.**

**REGIONAL INDICATORS**

1.      An estimated 424,276 general demand trips, 33.2 percent of total estimated transportation disadvantaged trips, were unmet in 2005.
2.      In Fiscal Year 2008-09, 778,348 paratransit trips occurred in the region by north central Florida paratransit service providers.
- 3      In Fiscal Year 2008-09, north central Florida paratransit service providers reported annual operating revenues of \$10,906,472.

**REGIONAL GOAL 5.7.      INCREASE THE PERCENTAGE OF NORTH CENTRAL  
FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION AS  
A PRIMARY MEANS OF TRANSPORTATION.**

**REGIONAL INDICATORS**

1.      In 2000, 1.5 percent of north central Florida residents used public transportation as a primary means of travel to work.
2.      The 2007 Gainesville Regional Transit System fixed-route ridership was 8,939,334.

**RECOMMENDED MODIFICATIONS TO  
THE NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**

It is recommended that the Regional Transportation Element be amended to identify and map Regional Transportation Facilities located in Levy and Marion Counties. It is further recommended that the Regional Indicators be updated to include the latest available data as well as the inclusion of Levy and Marion Counties. Finally, it is recommended that Tables 5.1 through 5.16 be updated to reflect the latest available data as well as the inclusion of Levy and Marion Counties.



# Chapter V

## Regional Transportation

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



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Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



## Chapter V: Regional Transportation

### A. Conditions and Trends

#### 1. Introduction

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

#### 2. Public Transit

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, MV Transportation, and Suwannee Valley Transit Authority. The Gainesville Regional Transit System also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Hawthorne (bus stop), Waldo (bus stop), Starke, Lake City, and Perry.<sup>1</sup>

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 1.5 percent of year 2000 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 2.4 percent. Lafayette County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1990 and 2000.

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<sup>1</sup>Greyhound Bus Lines, Inc., July 8, 2009, <http://www.greyhound.com/home/TicketCenter/en/locations.asp?state=fl>



**TABLE 5.1**

**NORTH CENTRAL FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION  
AS PRIMARY MEANS OF TRAVEL TO WORK  
WORKERS AGE 16 AND OVER**

Area	Number of Workers Age 16 and Over		Number Using Public Transportation		Percent Using Public Transportation	
	1990	2000	1990	2000	1990	2000
<b>Alachua</b>	83,897	102,713	1,510	2,465	1.8	2.4
<b>Bradford</b>	8,278	9,314	0	37	0.0	0.4
<b>Columbia</b>	17,323	22,707	52	23	0.3	0.1
<b>Dixie</b>	3,223	4,506	13	14	0.4	0.3
<b>Gilchrist</b>	3,504	5,686	4	40	0.1	0.7
<b>Hamilton</b>	3,723	4,076	34	33	0.9	0.8
<b>Lafayette</b>	2,083	2,475	0	0	0.0	0.0
<b>Madison</b>	5,986	6,736	36	7	0.6	0.1
<b>Suwannee</b>	10,289	13,496	21	27	0.2	0.2
<b>Taylor</b>	6,718	7,218	54	14	0.8	0.2
<b>Union</b>	3,283	3,239	7	16	0.2	0.5
<b>Region</b>	148,307	182,166	1,729	2,675	1.8	1.5
<b>State</b>	5,794,452	6,910,168	115,889	131,293	2.0	1.9

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, and P35, and Florida Statistical Abstract, 1994, Table 13.01.

**a. Public Transit Service Providers**

**i. Big Bend Transit, Inc.**

Big Bend Transit operates a demand-response system of vans and mini-buses within Madison and Taylor counties. The service is provided to employment centers as well as to social service, health, medical, shopping, and recreational facilities. Intra- and inter-county transportation service is provided within/from each of the rural counties in the service area with an emphasis on inter-county service to Leon County, which provides a high concentration of employment opportunities and specialized medical services. Big Bend Transit, Inc., is the designated coordinated community transportation provider for Madison and Taylor Counties.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



## ii. Gainesville Regional Transit System

The Gainesville Regional Transit System operates ten fixed main bus routes which serve the City of Gainesville and the adjacent surrounding urbanized area of Alachua County. The fixed route system operates on a radial pattern with seven of its ten routes originating at a downtown transfer point. The University of Florida contracts with the Gainesville Regional Transit System to provide campus shuttles. The Gainesville Regional Transit System also contracts with MV Transportation to provide paratransit service.

Between 1999 and 2007, Gainesville Regional Transit System fixed route ridership increased by 170.9 percent, from 3,299,933 to 8,939,334.<sup>2</sup> The growth in ridership was primarily due to the University of Florida student government providing a subsidy to the Gainesville Regional Transit System in exchange for allowing university students to ride the system free of charge.

## iii. Suwannee Valley Transit Authority

Suwannee Valley Transit Authority offers a variety of transportation services within Columbia, Hamilton, and Suwannee counties. These range from a weekly service which brings rural residents to Jasper, Lake City, and Live Oak, to daily commuter runs which carry workers to several major employment locations. Other services provided by the Suwannee Valley Transit Authority include the Gainesville Medical Bus which is a daily run which connects Jasper, Lake City, and Live Oak to regional medical facilities located in Gainesville. The Suwannee Valley Transit Authority also provides services to various human services agencies within its three-county area as well as charter services for groups needing special transportation requirements. The Suwannee Valley Transit Authority is the designated coordinated community transportation provider for Columbia, Hamilton, and Suwannee counties.

## iv. Suwannee River Economic Council, Inc.

The Suwannee River Economic Council provides demand-responsive paratransit services for senior citizens and is the designated coordinated community transportation provider for Bradford, Dixie, Gilchrist, and Lafayette counties.

## b. Paratransit Services and the Transportation Disadvantaged

Paratransit services for the transportation disadvantaged are available in all north central Florida counties. These systems operate as a part of Florida's Transportation Disadvantaged program. The purpose of the program is to provide transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient, and reduces fragmentation and duplication of services.<sup>3</sup> Transportation services for the transportation disadvantaged are provided through the systems using a variety of vehicles, including

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<sup>2</sup>Gainesville Regional Transit System, June 2000, and Gainesville Regional Transit System, Fiscal Year 2007 Ridership by Route, ([http://www.go-rts.com/pdf/FY07\\_Ridership.pdf](http://www.go-rts.com/pdf/FY07_Ridership.pdf))

<sup>3</sup>The transportation disadvantaged are those persons who, due to physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high risk or at-risk as defined in s.411.202, Florida Statutes and 427.011(1), Florida Statutes.



mini-buses, vans, mini-vans and automobiles. Many of the vehicles used are specially equipped to serve the needs of the disabled and public transit riders. Coordinated transportation systems which receive government public transit grants serve the general public, including the transportation disadvantaged general public. All of the coordinated transportation systems in the region heavily rely upon local, state, and federal financial assistance.

The Florida Commission for the Transportation Disadvantaged serves as the policy development and implementing agency for the state's transportation disadvantaged program. Major participants which implement the program at the county level include:

The Official Planning Agency, a Metropolitan Planning Organization or designated entity which performs long-range transportation disadvantaged planning and assists the Florida Commission for the Transportation Disadvantaged and the Local Coordinating Board in implementing the transportation disadvantaged program within a designated service area;

The Local Coordinating Board, a group with a diverse membership appointed by the Official Planning Agency which identifies local service needs, advises the Community Transportation Coordinator on the coordination of services, and serves as an advisory body to the Florida Commission for the Transportation Disadvantaged in its designated service area;

The Community Transportation Coordinator, a public, private non-profit, or private for-profit entity functioning as a sole provider, partial brokerage or complete brokerage which is responsible for, among other things, the delivery of transportation disadvantaged services originating in its designated service area;

Purchasers of transportation services such as the Florida Agency for Health Care Administration for Medicaid trips; and

Transportation operators, which are either public, private non-profit, or private for-profit entities which contract with a partial or complete brokerage Community Transportation Coordinator to provide transportation services within a coordinated transportation system.

Table 5.2 identifies the Official Planning Agency, Local Coordinating Board, and Community Transportation Coordinator for each of the counties within the region. The transportation services provided or arranged by Community Transportation Coordinators include program trips subsidized by government or social services agencies and general trips subsidized by state Transportation Disadvantaged Trust Fund trip/equipment grants or other sources. A general trip is one made by a transportation disadvantaged person or member of the general public to a destination of his or her choice. A program trip is one made by a client of a government or social service agency for the purpose of participating in a program of that agency. Examples include Medicaid, congregate meal, day training and day treatment program trips. Examples include medical, shopping, employment, and social/recreational trips. As can be seen in Table 5.2, the North Central Florida Regional Planning Council directly serves as the official planning agency for nine of the region's counties. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the official planning agency for Alachua County and is staffed by the Council.<sup>4</sup>

<sup>4</sup>See Coordination Outline, page VII-4, for additional information regarding the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the transportation disadvantaged program.





**TABLE 5.2**  
**NORTH CENTRAL FLORIDA**  
**TRANSPORTATION DISADVANTAGED PROGRAMS**

Area	Planning Agency	Community Transportation Coordinators
<b>Alachua</b>	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 2009 N.W. 67th Place Gainesville, FL 32653-1603	MV Transportation 3713 SW 42nd Ave Gainesville, FL 32608 (sole provider)
<b>Bradford</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 (partial brokerage)
<b>Columbia</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 (partial brokerage)
<b>Dixie</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 (sole provider)
<b>Gilchrist</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 (sole provider)
<b>Hamilton</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 (partial brokerage)
<b>Lafayette</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 (sole provider)
<b>Madison</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Big Bend Transit, Inc. P.O. Box 1721 Tallahassee, FL 32302 (partial brokerage)
<b>Suwannee</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 (partial brokerage)
<b>Taylor</b>	Taylor County Board of County Commissioners P.O. Box 620 Perry, FL 32347	Big Bend Transit, Inc. P.O. Box 1721 Tallahassee, FL 32302 (partial brokerage)
<b>Union</b>	North Central Florida Regional Planning Council 2009 N.W. 67th Place Gainesville, FL 32653-1603	A & A Transport 55 North Lake Ave. Lake Butler, FL 32054 (sole provider)

Source: North Central Florida Regional Planning Council, April 2008.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



The state's transportation disadvantaged program serves two population groups. The first group, the "Transportation Disadvantaged Category I" population, includes disabled, elderly, and low-income persons and "high-risk" or "at-risk" children. These individuals are eligible for government and social service agency programs based on their demographic status. They are also eligible to receive agency subsidies for program and general trips. The second group, the "Transportation Disadvantaged Category II" population, includes individuals who are transportation disadvantaged according to the guidelines in Chapter 427, Florida Statutes, (i.e., unable to transport themselves or purchase transportation) and are therefore eligible to receive Transportation Disadvantaged Trust Fund subsidies for non-sponsored general trips. The Transportation Disadvantaged Category II population is a subset of the Transportation Disadvantaged Category I population.

Table 5.3 presents 2000 to 2025 Transportation Disadvantaged Category I and Transportation Disadvantaged Category II population forecasts for north central Florida counties and the region as a whole. Forecasted annual rates of increase in the Transportation Disadvantaged Category I population range from 129.5 percent for Gilchrist County to 14.4 percent for Madison County. Forecasted rates of increase in the Transportation Disadvantaged Category II population range from 139.8 percent for Gilchrist County to 13.6 percent for Taylor County.

**TABLE 5.3**

**PROJECTED TRANSPORTATION DISADVANTAGED POPULATION**

Area/Group	2000	2005	2010	2015	2020	2025	Percent Increase 2000-2025
<b>Alachua</b>							
Category I	79,884	86,385	94,221	103,263	113,731	125,885	57.6
Category II	14,320	15,696	17,499	19,607	22,074	24,969	74.4
<b>Bradford</b>							
Category I	9,070	9,429	9,784	10,154	10,541	10,948	20.7
Category II	3,055	3,171	3,286	3,405	3,530	3,660	19.8
<b>Columbia</b>							
Category I	20,300	21,865	23,948	26,277	28,883	31,802	56.7
Category II	6,992	7,528	8,268	9,096	10,025	11,068	58.3

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.3 (Continued)**

**PROJECTED TRANSPORTATION DISADVANTAGED POPULATION**

Area/Group	2000	2005	2010	2015	2020	2025	Percent Increase 2000-2025
<b>Dixie</b>							
Category I	6,924	7,616	8,373	9,211	10,143	11,176	61.4
Category II	1,521	1,675	1,843	2,031	2,239	2,471	62.5
<b>Gilchrist</b>							
Category I	5,013	5,831	6,815	8,020	9,500	11,326	125.9
Category II	1,735	2,039	2,415	2,878	3,451	4,161	139.8
<b>Hamilton</b>							
Category I	5,220	6,029	6,458	6,930	7,452	8,029	53.8
Category II	1,597	2,389	2,550	2,725	2,918	3,131	96.1
<b>Lafayette</b>							
Category I	2,867	3,079	3,301	3,544	3,806	4,091	42.7
Category II	634	680	728	781	837	899	41.8
<b>Madison</b>							
Category I	7,954	8,180	8,400	8,629	8,860	9,099	14.4
Category II	3,806	3,919	4,023	4,130	4,240	4,353	14.4
<b>Suwannee</b>							
Category I	13,396	14,478	15,779	17,219	18,812	20,582	53.6
Category II	3,659	3,948	4,281	4,650	5,056	5,503	50.4
<b>Taylor</b>							
Category I	7,726	7,879	8,120	8,379	8,656	8,952	15.9
Category II	2,257	2,297	2,357	2,421	2,489	2,563	13.6
<b>Union</b>							
Category I	4,091	4,442	4,824	5,250	5,729	6,266	53.2
Category II	1,690	1,848	2,020	2,214	2,434	2,679	58.5

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.3 (Continued)**

**PROJECTED TRANSPORTATION DISADVANTAGED POPULATION**

Area/Group	2000	2005	2010	2015	2020	2025	Percent Increase 2000-2025
<b>Region</b>							
<b>Category I</b>	162,445	175,213	190,023	206,876	226,113	248,156	52.8
<b>Category II</b>	41,266	45,190	49,270	53,938	59,293	65,457	58.6
<b>Florida</b>							
<b>Category I</b>	5,945,540	6,549,138	7,334,244	8,247,091	9,312,260	10,559,703	77.6
<b>Category II</b>	1,286,906	1,412,767	1,572,775	1,758,221	1,973,962	2,225,975	73.0

Note: TD = Transportation Disadvantaged

Source: Center for Urban Transportation Research, T20YDMD.123, 2001.

Table 5.4 compares the 2000 and 2025 Transportation Disadvantaged Category I and II population forecasts to the estimated and projected year 2000 and 2025 populations for north central Florida counties. Table 5.4 indicates the north central Florida Transportation Disadvantaged category I population is projected to increase from 37.3 percent of the regional population in 2000 to 40.5 percent of the regional population in 2025. It also indicates that the year 2025 Transportation Disadvantaged Category I populations range from a high of 53.5 percent of total county population in Dixie County to a low of 32.5 percent in Bradford County. The Transportation Disadvantaged Category II population is projected remain stable between 2000 and 2025, rising from 8.1 percent of the total regional population in 2000 to 8.2 percent in 2025. The 2025 Transportation Disadvantaged Category II population range from a high of 19.4 percent in Hamilton County to a low of 8.2 percent in Alachua County.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.4**  
**TRANSPORTATION DISADVANTAGED POPULATION**  
**AS A PERCENTAGE OF TOTAL POPULATION, 2000 - 2025**

Area	Year					
	2000	2005	2010	2015	2020	2025
<b>Alachua</b>						
Category I	36.7%	35.9%	36.1%	37.2%	39.0%	41.3%
Category II	6.6%	6.5%	6.7%	7.1%	7.6%	8.2%
<b>Bradford</b>						
Category I	34.8	33.5	32.8	32.5	32.4	32.5
Category II	11.7	11.3	11.0	10.9	10.9	10.9
<b>Columbia</b>						
Category I	35.9	35.6	34.8	35.4	36.5	38.1
Category II	12.4	12.2	12.0	12.3	12.7	13.3
<b>Dixie</b>						
Category I	50.1	49.5	49.5	50.1	51.5	53.5
Category II	11.0	10.9	10.9	11.0	11.4	11.8
<b>Gilchrist</b>						
Category I	34.7	35.9	36.6	38.7	41.9	46.0
Category II	12.0	12.6	13.0	13.9	15.2	16.9
<b>Hamilton</b>						
Category I	39.2	42.1	43.1	44.7	46.6	49.0
Category II	12.0	16.7	17.0	17.6	18.2	19.4
<b>Lafayette</b>						
Category I	40.8	38.6	39.3	39.8	40.9	42.6
Category II	9.0	8.5	8.7	8.8	9.0	9.4
<b>Madison</b>						
Category I	42.5	41.5	41.0	40.5	40.3	42.6
Category II	20.3	19.9	19.6	19.4	19.3	19.2
<b>Suwannee</b>						
Category I	38.4	37.9	36.3	36.3	37.2	38.5
Category II	10.5	10.3	9.8	9.8	10.0	10.3
<b>Taylor</b>						
Category I	40.1	37.0	36.3	35.8	35.5	35.4
Category II	11.7	10.8	10.5	10.3	10.2	10.1

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**TABLE 5.4 (Continued)**

**TRANSPORTATION DISADVANTAGED POPULATION  
AS A PERCENTAGE OF TOTAL POPULATION, 2000 - 2025**

Area	Year					
	2000	2005	2010	2015	2020	2025
<b>Union</b>						
Category I	30.4	29.5	29.8	30.9	32.2	33.9
Category II	12.6	12.3	12.5	13.0	13.7	14.5
<b>Region</b>						
Category I	37.3	36.6	36.5	37.3	38.6	40.5
Category II	9.5	9.4	9.5	9.7	10.1	10.7
<b>Florida</b>						
Category I	37.2	36.6	36.7	36.4	37.4	39.0
Category II	8.1	7.9	7.9	7.8	7.9	8.2

Note: TD = Transportation Disadvantaged.

Source: Florida Statistical Abstract 2007, Tables 1.20 and 1.41, and Center for Urban Transportation Research, T20YDMD.123, 2001.

Table 5.5 presents 2000 to 2023 general trip demand forecasts for north central Florida counties. They were computed by applying a trip rate of 1.2 trips per month for rural areas to the Transportation Disadvantaged Category II population forecasts included in Table 5.3. The trip rate was developed through a study of seven paratransit systems around the country which were meeting most or all of the trip demand in their service areas, were providing high levels of service and ad eligibility guidelines similar to those contained in Chapter 427, Florida Statutes.<sup>5</sup> Surveys on the trip purposes of transportation disadvantaged persons in other U.S. paratransit systems indicate that approximately 35.0 percent of the general trips taken are medical trips, 20.0 percent are work or educational trips, 10.0 percent are shopping trips, and 35.0 percent are social, recreational, and other trips.<sup>6</sup>

<sup>5</sup>Rural areas include counties without an Federal Transit Administration Section 9 operator. The rate developed for urban areas is 1.0 trips per month. See Center for Urban Transportation Research, University of South Florida, Florida Five Year Transportation Disadvantaged Plan, 1992-1996, June 1992. Prepared for the Florida Transportation Disadvantaged Commission and the Florida Department of Transportation.

<sup>6</sup>Center for Urban Transportation Research, 1992.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.5**

**PROJECTED TRANSPORTATION DISADVANTAGED GENERAL TRIP DEMAND**

Area	2000	2005	2010	2015	2020	2023
<b>Alachua</b>	186,275	204,174	227,627	255,048	287,139	309,005
<b>Bradford</b>	43,992	45,662	47,318	49,032	50,832	51,941
<b>Columbia</b>	100,685	108,403	119,059	130,982	144,360	153,158
<b>Dixie</b>	21,902	24,120	26,539	29,246	32,242	34,200
<b>Gilchrist</b>	24,984	29,362	34,776	41,443	49,694	55,570
<b>Hamilton</b>	32,184	34,402	36,720	39,240	42,019	43,834
<b>Lafayette</b>	9,130	9,792	10,483	11,246	12,053	12,571
<b>Madison</b>	54,806	56,434	57,931	59,472	61,056	62,050
<b>Suwannee</b>	52,690	56,851	61,646	66,960	72,806	76,579
<b>Taylor</b>	32,501	33,077	33,941	34,862	35,842	36,475
<b>Union</b>	24,336	26,611	29,088	31,882	35,050	37,123
<b>Region</b>	583,484	628,887	685,129	749,414	823,092	872,506
<b>State</b>	17,166,861	18,854,037	20,986,511	23,449,309	26,302,457	28,231,244

Source: Center for Urban Transportation Research, , Florida Statewide Transportation disadvantaged Plan, Population and Demand Forecasts 96-2015, 1996.

As indicated in Table 5.6, north central Florida paratransit ridership increased by 36.9 percent between 1999 and 2009, rising from 568,554 trips in 1999 to 778,348 trips in 2009. Significant increases in ridership occurred in Columbia, Hamilton and Suwannee Counties, while noticeable declines occurred in Bradford, Lafayette, Madison and Dixie Counties.



**TABLE 5.6**  
**NORTH CENTRAL FLORIDA PARATRANSIT RIDERSHIP**  
**FISCAL YEARS 1998-99 AND 2008-09**

Area	Fiscal Year 1998-99	Fiscal Year 2008-09	Percent Change
<b>Alachua</b>	176,078	157,997	(10.3)
<b>Bradford</b>	61,048	13,617	(77.7)
<b>Columbia, Hamilton &amp; Suwannee</b>	201,169	515,415	156.2
<b>Dixie</b>	12,050	8,591	(28.7)
<b>Gilchrist</b>	6,056	4,892	(19.2)
<b>Lafayette</b>	12,282	4,485	(63.5)
<b>Madison</b>	36,296	24,232	(33.2)
<b>Taylor</b>	33,773	22,737	(32.7)
<b>Union</b>	29,802	26,382	(11.5)
<b>Region</b>	568,554	778,348	36.9
<b>Region, w/o Alachua</b>	392,476	620,351	58.1

Sources: 1999 & 2009 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.

Table 5.7 indicates that paratransit funding for north central Florida Transportation Disadvantaged service providers increased by 140.4 percent during this period, rising from \$5,404,914 in fiscal year 1999 to \$10,906,472 in 2009. The primary reason for the increased funding is due to changes made at the state and federal levels in Medicaid reimbursement for Medicaid-eligible transportation services in 2003. In north central Florida, the primary beneficiaries of these changes were, as indicated in Table 5.7, rural counties.





**TABLE 5.7**  
**NORTH CENTRAL FLORIDA PARATRANSIT FUNDING**  
**FISCAL YEARS 1998-99 AND 2008-09**

Area	Fiscal Year 1998-99	Fiscal Year 2008-09	Percent Change
<b>Alachua</b>	\$2,192,689	3,183,962	45.2
<b>Bradford</b>	341,602	623,353	82.5
<b>Columbia, Hamilton &amp; Suwannee</b>	836,887	4,233,836	405.9
<b>Dixie</b>	442,055	428,013	(3.2)
<b>Gilchrist</b>	137,976	237,581	72.2
<b>Lafayette</b>	152,952	335,578	119.4
<b>Madison</b>	617,026	684,942	11.0
<b>Taylor</b>	454,970	638,539	40.3
<b>Union</b>	228,757	540,668	136.4
<b>Region</b>	5,404,914	10,906,472	101.8
<b>Region w/o Alachua</b>	3,212,225	7,722,510	140.4

Source: 1999 & 2009 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.



It should be noted that not all paratransit riders consist of the Transportation Disadvantaged. If they were, then a comparison of Transportation Disadvantaged trip demand in Table 5.5 to paratransit ridership portrayed in Table 5.6 would suggest that the transportation needs of the Transportation Disadvantaged are currently being met five north central Florida counties (Columbia, Hamilton Suwannee, Taylor and Union). Information provided by the Center for Urban Transportation Research indicates this is not the case. Table 5.8 provides estimated and projected Transportation Disadvantaged population total unmet trip demand through 2023. As can be seen, every county is projected to have significant unmet demand for trips from its Transportation Disadvantaged population.

**TABLE 5.8**  
**ESTIMATED AND PROJECTED TRANSPORTATION DISADVANTAGED**  
**TOTAL UNMET TRIP DEMAND**

Area	1995	2000	2005	2010	2015	2020	2023
<b>Alachua</b>	112,792	122,168	134,601	152,122	173,104	198,206	215,596
<b>Bradford</b>	31,730	33,148	34,265	35,339	36,442	37,600	38,308
<b>Columbia</b>	60,301	63,825	68,499	75,858	84,213	93,728	100,056
<b>Dixie</b>	13,620	15,303	16,544	17,841	19,261	20,777	21,746
<b>Gilchrist</b>	16,338	18,687	22,026	26,231	31,489	38,098	42,861
<b>Hamilton</b>	21,324	22,923	24,326	25,758	27,314	29,045	30,186
<b>Lafayette</b>	4,758	5,276	5,558	5,831	6,135	6,437	6,630
<b>Madison</b>	46,130	47,554	48,941	50,191	51,476	52,795	53,626
<b>Suwannee</b>	28,065	30,037	32,328	35,097	38,218	41,690	43,945
<b>Taylor</b>	24,917	25,293	25,633	26,252	26,922	27,640	28,113
<b>Union</b>	10,677	11,286	11,556	11,719	11,844	11,933	11,937
<b>Region</b>	370,652	395,500	424,276	462,241	506,417	557,949	593,004
<b>State</b>	9,995,138	11,058,976	12,256,251	13,845,142	15,703,106	17,881,326	19,367,266

Source: Center for Urban Transportation Research, TD20YDMD.123, 2001.

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### 3. Regionally Significant Transportation Facilities

Regionally significant transportation facilities are those facilities used to provide transportation between cities located both within and outside the region and other specially designated facilities. They include one airport, two interstate highways, nine U.S. highways, 25 state roads, and four public transit service providers.<sup>7</sup>

**TABLE 5.9**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
<b>Airport</b>	Gainesville Regional Airport	Gainesville	n/a
<b>Public Transit Service Provider</b>	A & A Transit	Designated coordinated community transportation provider for Union County	n/a
<b>Public Transit Service Provider</b>	MV Transportation	Designated coordinated community transportation provider for Alachua County	n/a
<b>Public Transit Service Provider</b>	Big Bend Transit, Inc.	Designated coordinated community transportation provider for Madison and Taylor counties	n/a
<b>Public Transit Service Provider</b>	Gainesville Regional Transit System	Fixed-route public transit service provider for Gainesville and nearby urbanized, unincorporated Alachua County	n/a
<b>Public Transit Service Provider</b>	Suwannee Valley Transit Authority	Designated coordinated community transportation provider for Columbia, Hamilton, and Suwannee counties	n/a
<b>Public Transit Service Provider</b>	Suwannee River Economic Council	Designated coordinated community transportation provider for Bradford, Dixie, Gilchrist and Lafayette counties	n/a
<b>Regional Road Network - Interstate Highways</b>	I-75	From Hamilton County line at the Georgia border to the Alachua County/Marion County line (SIS)	96

<sup>7</sup> North central Florida regionally significant facilities and resources, as defined in Rule 27E.005, Florida Administrative Code, consist of Regionally Significant Emergency Preparedness Facilities identified in Table 3.2, Natural Resources of Regional Significance identified in Table 4.1, Regionally Significant Transportation Facilities identified in Table 5.8, and Regionally Significant Facilities and Resources, identified in Section VI.



**TABLE 5.9 (Continued)**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
<b>Regional Road Network - Interstate Highways</b>	I-10	From the Madison County/Jefferson County line to the Columbia County/Baker County line (SIS)	80.5
<b>Regional Road Network - State Road</b>	SR 2	From Columbia Co. - Georgia border to Columbia Co. - Baker Co. line	1.0
<b>Regional Road Network - State Road</b>	SR 6	From I-10 to U.S. 41	1.5
<b>Regional Road Network - State Road</b>	SR 10A	From US 90 to US 90	4.0
<b>Regional Road Network - State Road</b>	SR 14	From I-10 to SR 53	5.5
<b>Regional Road Network - State Road</b>	SR 18	From SR 121 to SR 231	4.5
<b>Regional Road Network - State Road</b>	SR 20	From SR 26 to Alachua Co. - Putnam Co. line (SIS)	18.0
<b>Regional Road Network - State Road</b>	SR 21	From Putnam Co. Line to Clay Co. line	3.6
<b>Regional Road Network - State Road</b>	SR 24	Levy Co. - Alachua County line to US 441	17.0
<b>Regional Road Network - State Road</b>	SR 24	From SR 26 to SR 120 (SIS)	1.6
<b>Regional Road Network - State Road</b>	SR 24	From SR 120 to US 301	12.4
<b>Regional Road Network - State Road</b>	SR 26	From US 19/98 to I-75(SIS)	34.5
<b>Regional Road Network - State Road</b>	SR 26	From I-75 to U.S. Highway 301 (SIS)	18.6
<b>Regional Road Network - State Road</b>	SR 26	From U.S. Highway 301 to Alachua Co. - Putnam County line (SIS)	5.5

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**TABLE 5.9 (Continued)**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
Regional Road Network - State Road	SR 26A	From SR 26 to SR 26	2.0
Regional Road Network - State Road	SR 47	From US 441 to US 129	41.0
Regional Road Network - State Road	SR 51	From US 129 to terminus in unincorporated community of Steinhatchee	53.0
Regional Road Network - State Road	SR 53	From Madison Co. - Georgia border to I-10	19.0
Regional Road Network - State Road	SR 100	From US 90 to US 301(SIS)	35.4
Regional Road Network - State Road	SR 100	From US 90 to Bradford Co. - Clay Co. line (SIS)	10.6
Regional Road Network - State Road	SR 120	From US 441 to Greyhound Bus Station	1.1
Regional Road Network - State Road	SR 120	From Greyhound Bus Station to SR 24 (SIS)	1.4
Regional Road Network - State Road	SR 121	From Union Co. - Baker Co. line to Alachua Co. - Levy Co. line	60.0
Regional Road Network - State Road	SR 145	From Madison Co. - Georgia border to SR 53	16.0
Regional Road Network - State Road	SR 222	From I-75 to entrance to Gainesville Regional Airport (SIS)	10.5
Regional Road Network - State Road	SR 222	From entrance to Gainesville Regional Airport to SR 26	4.1
Regional Road Network - State Road	SR 226	From SR 24 to SR 331	2.3
Regional Road Network - State Road	SR 231	From Fl. Dept. of Corrections Lake Butler Receiving and Medical Center to SR 121	3.0

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**TABLE 5.9 (Continued)**  
**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
Regional Road Network - State Road	SR 235	From US 441 to SR 121	21.2
Regional Road Network - State Road	SR 238	From US 441 to SR 100	15.0
Regional Road Network - State Road	SR 247	From US 129 to US 90	15.5
Regional Road Network - State Road	SR 329	From SR 20 to SR 331	4.0
Regional Road Network - State Road	SR 331	From I-75 to SR 20 (SIS)	6.0
Regional Road Network - State Road	SR 349	From US 27 to US 19/98	24.5
Regional Road Network - U.S. Highway	US 19	From Madison Co. - Jefferson Co. line to Gilchrist Co. - Levy Co. line (SIS)	82.0
Regional Road Network - U.S. Highway	US 27	From Madison Co. - Jefferson Co. line to Alachua Co. - Levy Co. line	96.0
Regional Road Network - U.S. Highway	US 41	From Hamilton Co. - Georgia border to I-10	37.0
Regional Road Network - U.S. Highways	US 41	From I-10 to U.S. 90 (SIS)	4.5
Regional Road Network - U.S. Highway	US 90	From Jefferson Co. - Madison Co. line to U.S. 41	80.0
Regional Road Network - U.S. Highway	US 90	From U.S. 41 to SR 100 (SIS)	2.1
Regional Road Network - U.S. Highway	US 90	From SR 100 to Columbia Co. - Baker County line	8.9
Regional Road Network - U.S. Highway	US 98	From Taylor Co. - Jefferson Co. line to intersection with US 19 at Perry	27.5
Regional Road Network - U.S. Highway	US 129	From Hamilton Co. - Georgia border to Gilchrist Co. - Levy Co. line	78.0

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**TABLE 5.9 (Continued)**

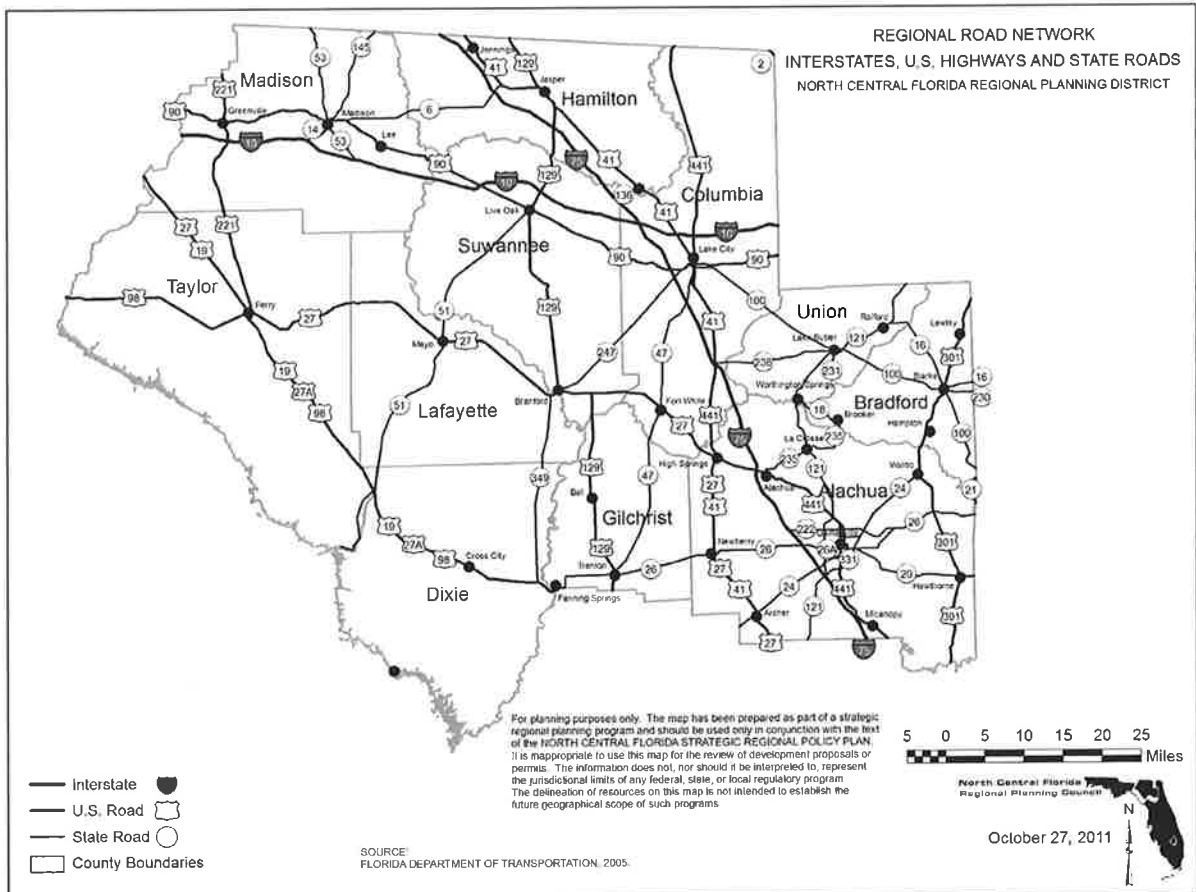
**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
<b>Regional Road Network - U.S. Highway</b>	US 221	From Madison Co. - Jefferson Co. line to Perry	32.7
<b>Regional Road Network - U.S. Highway</b>	US 301	From Bradford Co. - Clay Co. line to Alachua Co. - Marion Co. line (SIS)	50.5
<b>Regional Road Network - U.S. Highway</b>	US 441	From Columbia Co. - Georgia border to Alachua Co. - Marion Co. line	69.5
<b>Regional Rail Line</b>	CSX Transportation	From Jefferson County - Madison County line to the Columbia County - Baker County line	85.1
<b>Regional Rail Line</b>	CSX Transportation	From Bradford County - Alachua County line to the Alachua County - Marion County line	33.4
<b>Regional Rail Line</b>	CSX Transportation	From Bradford County - Alachua County line to the City of Newberry	24.2
<b>Regional Rail Line</b>	CSX Transportation	From the City of Hawthorne to the Alachua County - Putnam County line	2.1
<b>Regional Rail Line</b>	CSX Transportation	From Alachua County - Bradford County line to the Bradford County - Clay County line	19.5
<b>Regional Rail Line</b>	CSX Transportation	From Alachua County - Bradford County line to the Bradford County - Clay County line	20.4
<b>Regional Rail Line</b>	CSX Transportation	From the City of Gainesville to the Bradford County - Alachua County line in the City of Newberry	12.4
<b>Regional Rail Line</b>	Florida Northern Railroad	From western Alachua County terminus to the Alachua County - Levy County line	21.7
<b>Regional Rail Line</b>	Georgia and Florida Railnet	From Georgia State line - Madison County line to the City of Perry	48.2
<b>Regional Rail Line</b>	Norfolk Southern	From Georgia State line - Columbia County line to the City of Lake City	47.8

Source: North Central Florida Regional Planning Council, May 2010.

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### ILLUSTRATION 5.1 NORTH CENTRAL FLORIDA REGIONAL ROAD NETWORK GAINESVILLE REGIONAL AIRPORT



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Gainesville Regional Airport provides commercial air carrier service to north central Florida. The airport is a state-designated Strategic Intermodal System facility. The Gainesville Airport Authority oversees all aspects of airport operations. The Authority is composed of nine members, five of whom are appointed by the City of Gainesville, one by the Alachua County Commission, and three by the Governor.

The airport is serviced by two major airlines and three smaller shuttle/commuter airlines. Along with providing service to north central Florida, it also serves nearby Marion, Levy, and neighboring counties to the south and east of the region. Other major airports providing air service to the region are Jacksonville International Airport, Tallahassee Municipal Airport, Tampa International Airport, and Orlando International Airport.

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The airport has one runway with the capacity to safely handle full-sized jet aircraft. The area to the east of the airport is most impacted by the noise, but population density under the flight path is low (four homes were affected by noise when a 1,000 foot runway extension was constructed in the late 1980s). Land to the west of the airport is expected to develop as urban uses, but both the City of Gainesville and Alachua County have adopted land use plans which assure compatible land uses in noise-sensitive areas near the airport.

In 2000, Gainesville Regional Airport experienced 54,432 itinerant airport operations (non-local aircraft arrivals or departures). By 2009, the number of itinerant airport operations had increased by 55.2 percent, to 84,495.<sup>8</sup>

The Multi-County Regional Airport Task Force was formed in 1987 to address the question of whether or not airport service could be improved by building a new airport located between the cities of Ocala (Marion County) and Gainesville. It was thought at the time that the combined market area of the two cities might be large enough to attract additional air carriers and more through flights than currently provided by Gainesville Regional Airport. The task force concluded that the combined market area was not large enough to attract a significant number of new flights and that the 174 million dollar price tag for a new airport was prohibitive.<sup>9</sup>

#### a. Regional Road Network

The regional road network is comprised of interstate highways, U.S. highways and state roads. Overall, the regional road network consists of 1,263.3 miles of roadways, of which 177.2 miles are comprised of interstate highways while 1086.1 miles are designated as of U.S. highways and state roads. Additionally, 430.3 miles of the regional road network are designated as a part of the Strategic Intermodal System. The regional road network provides good transportation service to the region. With the exception of a few specific segments in Gainesville, the largest municipality in the region, nearly all the regional road network operates at or above the minimum level of service standards contained within local government comprehensive plans.

Chapter 163, Florida Statutes, allows local governments to establish concurrency requirements for local government comprehensive plans. Concurrency requires public facilities to be adequate to service new development. New development cannot occur which will drop roadways below the minimum operating level of service standard established by the local comprehensive plan. The level of service for a road segment is determined by the average travel speed a motorist can reasonably attain through the section. The 2009 Quality/Level of Service Handbook, published by the Florida Department of Transportation, establishes five levels of service ranging from A (free-flowing traffic) to F (highly congested).

<sup>8</sup>Florida Statistical Abstract 2000, and Florida Statistical Abstract 2009, University of Florida, Bureau of Economic and Business Research, 2010, Table 13.90.

<sup>9</sup>Multi-County Regional Airport Task Force, Economic/Market Feasibility Study, pp. V-1 - V-13, Aviation Planning Associates, Inc., Cincinnati, OH, January 1989.



**TABLE 5.10**  
**MILES OF REGIONAL ROAD NETWORK SEGMENTS NOT MEETING**  
**ADOPTED LEVEL OF SERVICE STANDARDS**  
**BY YEAR**

Segment Type	Total		Year			
			2009	2015	2020	2025
<b>All Segments</b>	<b>Miles</b>	1,263.3	33.9	55.4	59.6	95.2
	<b>Percent</b>	100.0%	2.7%	4.4%	4.7%	7.5%
<b>Strategic Intermodal System Only</b>	<b>Miles</b>	430.3	23.4	40.3	40.3	69.1
	<b>Percent</b>	100.0%	5.4%	9.4%	9.4%	16.1%
<b>State Highway System, Less Strategic Intermodal System</b>	<b>Miles</b>	833.0	10.5	15.1	19.3	26.1
	<b>Percent</b>	100.0%	1.3%	1.8%	2.3%	3.1%
<b>Unincorporated Areas</b>	<b>Miles</b>	1,037.8	20.5	34.7	34.7	66.0
	<b>Percent</b>	100.0%	2.0%	3.3%	3.3%	6.4%
<b>Incorporated Areas</b>	<b>Miles</b>	225.5	13.4	20.7	24.9	29.3
	<b>Percent</b>	100.0%	5.9%	9.2%	11.0%	13.0%
<b>Incorporated Areas, Strategic Intermodal System Only</b>	<b>Miles</b>	68.2	0.0	7.4	7.4	9.8
	<b>Percent</b>	100.0%	0.0%	10.9%	10.9%	14.4%

Source: North Central Florida Regional Planning Council, January 2011. Derived from Florida State Highway System Level of Service Report, 2009, Florida Department of Transportation, Jacksonville, Florida, September 2010.

Table 5.10 indicates that Strategic Intermodal System facilities have a higher percentage of miles which did not meet minimum service standards in 2009 than the region average (5.4 percent for Strategic Intermodal System facilities versus 1.3 percent for non Strategic Intermodal System facilities). It also indicates that incorporated areas have a higher percentage of roads which do not meet level of service standards than unincorporated areas (5.9 percent for incorporated areas compared to 2.0 percent for unincorporated areas).

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As can be seen in Table 5.10, the percentage of Regional Road Network anticipated to not meet adopted level of service standards is projected to increase from 2.7 percent in 2009 to 7.5 percent in 2025. Strategic Intermodal System facilities are projected to have an even higher percentage of miles which do not meet minimum service standards (5.4 percent in 2009 compared to 16.1 percent in 2025).

Table 5.10 also indicates that incorporated areas are projected to have a higher percentage of road miles which do not meet level of service standards than unincorporated areas in 2025 (13.0 percent in incorporated areas compared to 6.4 percent in unincorporated areas). Finally, the table indicates that incorporated areas are projected to have a large increase in the percentage of Regional Road Network miles which do not meet level of service standards, nearly doubling from 5.9 percent in 2009 to 13.0 percent in 2025. When Gainesville is removed from consideration, the percentage of regional roads in the remaining north central Florida incorporated areas are also projected to experience noticeable declines in service.

At least one north central Florida local government has established policy directives in their comprehensive plan which establishes higher levels of planning and design considerations for development when road segments are at or above 85 percent of their maximum service volume. The 85 percent trigger is indicative of roads which need a higher level of planning as they are nearing their design capacity.



**TABLE 5.11**

**MILES OF REGIONAL ROAD NETWORK SEGMENTS, LESS GAINESVILLE,  
NOT MEETING ADOPTED LEVEL OF SERVICE STANDARDS, BY YEAR**

Segment Type	Total		Year			
			2009	2015	2020	2025
<b>All Segments</b>	<b>Miles</b>	1,187.9	26.2	44.5	47.8	80.9
	<b>Percent</b>	100.0%	2.2%	3.7%	4.0%	6.8%
<b>Strategic Intermodal System Only</b>	<b>Miles</b>	406.5	23.4	40.3	40.3	68.1
	<b>Percent</b>	100.0%	5.8%	9.9%	9.9%	16.8%
<b>State Highway System, Less Strategic Intermodal System</b>	<b>Miles</b>	781.4	2.8	4.3	7.6	12.7
	<b>Percent</b>	100.0%	0.4%	0.6%	1.0%	1.6%
<b>Unincorporated Areas</b>	<b>Miles</b>	1,037.8	20.5	34.7	34.7	66.0
	<b>Percent</b>	100.0%	2.0%	3.3%	3.3%	6.4%
<b>Incorporated Areas</b>	<b>Miles</b>	150.1	5.7	9.8	13.1	14.9
	<b>Percent</b>	100.0%	3.8%	6.5%	8.7%	9.9%
<b>Incorporated Areas, Strategic Intermodal System Only</b>	<b>Miles</b>	44.4	0.0	7.4	7.4	8.7
	<b>Percent</b>	100.0%	0.0%	16.7%	16.7%	19.6%

Source: North Central Florida Regional Planning Council, January 2011. Derived from Florida State Highway System Level of Service Report, 2009, Florida Department of Transportation, Jacksonville, Florida, September 2010.

Table 5.11 reports the same information as Table 5.10, but removes data for the City of Gainesville. When Gainesville is removed, one significant difference is revealed between Tables 5.10 and 5.11. The percentage of roads in incorporated areas which do not operate at the adopted level of service standard drops from 5.9 percent with Gainesville to 3.8 percent without Gainesville. This suggests that Gainesville has a higher percentage of roads which do not operate at the adopted level of service standard than the remaining 32 incorporated cities and towns within the region. Table 5.11 notes that the percentage of regional road network mileage which does not meet level of service standards is projected to rise from 2.2 percent in 2009 to 6.8 percent in 2025.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.12**  
**MILES OF REGIONAL ROAD NETWORK MEETING**  
**ADOPTED LEVEL OF SERVICE STANDARDS BUT WITHIN 15 PERCENT OF**  
**SERVICE VOLUME CAPACITY, BY YEAR**

Segment Type	Total		Year			
			2009	2015	2020	2025
<b>All Segments</b>	<b>Miles</b>	1,263.3	17.8	69.7	141.8	117.3
	<b>Percent</b>	100.0%	1.4%	5.5%	11.2%	9.3%
<b>Strategic Intermodal System Only</b>	<b>Miles</b>	430.3	0.0	43.0	105.1	78.8
	<b>Percent</b>	100.0%	0.0%	10.0%	24.4%	18.3%
<b>State Highway System, Less Strategic Intermodal System</b>	<b>Miles</b>	833.0	17.8	26.7	36.8	38.4
	<b>Percent</b>	100.0%	2.1%	3.2%	4.4%	4.6%
<b>Unincorporated Areas</b>	<b>Miles</b>	1,037.8	7.7	54.6	109.2	79.3
	<b>Percent</b>	100.0%	0.7%	5.3%	10.5%	7.6%
<b>Incorporated Areas</b>	<b>Miles</b>	225.5	10.1	15.1	32.6	38.0
	<b>Percent</b>	100.0%	4.5%	6.7%	14.5%	16.9%
<b>Incorporated Areas, Strategic Intermodal System Only</b>	<b>Miles</b>	68.2	7.4	4.3	19.2	19.2
	<b>Percent</b>	100.0%	10.9%	6.3%	28.2%	28.2%

Source: North Central Florida Regional Planning Council, January 2011. Derived from Florida State Highway System Level of Service Report, 2009, Florida Department of Transportation, Jacksonville, Florida, September 2010.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



**TABLE 5.13**

**MILES OF REGIONAL ROAD NETWORK SEGMENTS, LESS GAINESVILLE, MEETING  
ADOPTED LEVEL OF SERVICE STANDARDS BUT WITHIN 15 PERCENT OF SERVICE VOLUME  
CAPACITY, BY YEAR**

Segment Type	Total		Year			
			2009	2015	2020	2025
<b>All Segments</b>	<b>Miles</b>	1,187.9	14.7	59.7	126.9	100.7
	<b>Percent</b>	100.0%	1.2%	5.0%	10.7%	8.5%
<b>Strategic Intermodal System Only</b>	<b>Miles</b>	406.5	0.0	40.0	96.3	69.4
	<b>Percent</b>	100.0%	0.0%	9.8%	23.7%	17.1%
<b>State Highway System, Less Strategic Intermodal System</b>	<b>Miles</b>	781.4	14.7	19.7	30.6	31.4
	<b>Percent</b>	100.0%	1.9%	2.5%	3.9%	4.0%
<b>Unincorporated Areas</b>	<b>Miles</b>	1,037.8	7.7	54.6	109.2	79.3
	<b>Percent</b>	100.0%	0.7%	5.3%	10.5%	7.6%
<b>Incorporated Areas</b>	<b>Miles</b>	150.1	6.9	5.1	17.7	21.4
	<b>Percent</b>	100.0%	4.6%	3.4%	11.8%	14.3%
<b>Incorporated Areas, Strategic Intermodal System Only</b>	<b>Miles</b>	44.4	7.4	1.3	10.5	9.7
	<b>Percent</b>	100.0%	16.7%	2.9%	23.6%	21.8%

Source: North Central Florida Regional Planning Council, January 2011. Derived from Florida State Highway System Level of Service Report, 2009, Florida Department of Transportation, Jacksonville, Florida, September 2010.

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Tables 5.12 and 5.13 examine the total mileage as well as percentage of Regional Road Network which is either at or projected to be within 85 percent of, but still operating within its maximum service volume, through the year 2025. The 85 percent threshold represents a level whereby the road segment is approaching its maximum capacity, where one moderate-to-large sized development could cause the road segment to fail.<sup>10</sup>

As can be seen in Table 5.12, an additional 17.8 miles of Regional Road Network were operating within 85 percent of the remaining service volume in 2009. By 2025, a total of 117.3 miles of regional roads are projected to operate within 85 percent of their maximum service volumes. Table 5.13, which removes the City of Gainesville, indicates that an additional 14.7 miles of Regional Road Network was operating within 85 percent of the remaining service volume in 2009. By 2025, a total of 100.7 miles of regional road segments, less Gainesville, are projected to be operating within 85 percent of their maximum service volumes.

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<sup>10</sup>North central Florida maximum service volumes at level of service D range between 15,000 and 50,000 average annual daily trips, depending on number of travel lanes, frequency of traffic lights, and whether the road is divided or undivided. This suggests that, at the 85 percent threshold, available excess capacity generally ranges between 2,250 to 7,500 average annual daily trips for identified road segments in Tables 5.12 and 5.13. Assuming a 0.25 floor area ratio, this suggests that a retail shopping center ranging from 5.8 to 19.4 acres would use up all of the available excess capacity, depending on the factors identified in the above-paragraph. Similarly, an office building ranging between 18.8 and 62.5 acres could use up all of the available capacity. For a single-family residential development built at 4 dwelling units per acre, a development ranging between 58.8 to 196 acres could use up all of the available capacity. Derived from Institute of Transportation Engineers, Trip Generation, 7th Edition, Washington, D.C., for land use codes 814, Specialty Retail, 710, General Office Building, and 210, Single-family Detached Housing. A 25 percent pass-by trip allowance for land use code 814 is also included in the transportation analysis.



TABLE 5.14

**PROJECTED MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM  
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD  
BY JURISDICTION AND YEAR**

Jurisdiction		Total	Year			
			2009	2015	2020	2025
Alachua County						
Unincorporated Area	Miles	150.8	12.6	26.6	40.0	40.0
	Percent	100.0%	8.4%	17.6%	26.5%	26.5%
Alachua, City of	Miles	19.5	0.9	0.9	10.4	10.4
	Percent	100.0%	4.6%	4.6%	53.3%	53.3%
Archer	Miles	4.1	2.0	2.0	2.0	2.0
	Percent	100.0%	48.8%	48.8%	48.8%	48.8%
Gainesville	Miles	75.4	10.9	20.9	26.6	30.9
	Percent	100.0%	14.5%	27.7%	35.3%	41.0%
Hawthorne	Miles	4.5	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
High Springs	Miles	11.1	2.3	2.8	5.6	5.6
	Percent	100.0%	20.7%	25.2%	50.5%	50.5%
LaCrosse	Miles	5.5	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Micanopy	Miles	1.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Newberry	Miles	19.1	3.0	3.0	3.0	8.0
	Percent	100.0%	15.7%	15.7%	15.7%	41.9%
Waldo	Miles	4.2	1.3	1.3	1.3	1.3
	Percent	100.0%	31.0%	31.0%	31.0%	31.0%
Bradford County						
Unincorporated Area	Miles	56.7	6.4	16.6	20.9	21.3
	Percent	100.0%	11.3%	29.3%	36.9%	37.6%
Brooker	Miles	1.2	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Hampton	Miles	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%
Lawtey	Miles	1.3	0.0	1.3	1.3	1.3
	Percent	100.0%	0.0%	97.6%	97.6%	97.6%
Starke	Miles	9.8	1.8	1.8	1.8	1.8
	Percent	100.0%	18.4%	18.4%	18.4%	18.4%

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**TABLE 5.14 (Continued)**

**PROJECTED MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM  
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD  
BY JURISDICTION AND YEAR**

Jurisdiction		Total	Year			
			2009	2015	2020	2025
Columbia County						
Unincorporated Area	Miles	186.6	0.5	21.3	30.1	30.4
	Percent	100.0%	0.3%	11.4%	16.1%	16.3%
Fort White	Miles	3.4	0.0	0.0	2.0	2.0
	Percent	100.0%	0.0%	0.0%	58.8%	58.8%
Lake City	Miles	13.9	0.3	0.4	2.5	2.5
	Percent	100.0%	2.2%	2.9%	18.0%	18.0%
Dixie County						
Unincorporated Area	Miles	44.5	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%
Cross City	Miles	1.8	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%
Horseshoe Beach	Miles	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%
Gilchrist County						
Unincorporated Area	Miles	54.0	8.6	8.6	15.9	15.9
	Percent	100.0%	15.9%	15.9%	29.4%	29.4%
Bell	Miles	1.6	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Fanning Springs	Miles	0.6	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Trenton	Miles	4.0	1.4	1.4	1.4	1.9
	Percent	100.0%	35.0%	35.0%	35.0%	47.5%
Hamilton County						
Unincorporated Area	Miles	86.3	0.0	0.0	18.4	18.4
	Percent	100.0%	0.0%	0.0%	21.3%	21.3%
Jasper	Miles	1.6	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Jennings	Miles	1.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
White Springs	Miles	1.7	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%
Lafayette County						
Unincorporated Area	Miles	60.1	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%

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**TABLE 5.14 (Continued)**

**PROJECTED MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM  
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD  
BY JURISDICTION AND YEAR**

Jurisdiction		Total	Year			
			2009	2015	2020	2025
<b>Mayo</b>	<b>Miles</b>	2.1	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Madison County</b>						
<b>Unincorporated Area</b>	<b>Miles</b>	130.4	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Greenville</b>	<b>Miles</b>	2.4	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Lee</b>	<b>Miles</b>	1.1	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Madison</b>	<b>Miles</b>	4.5	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Suwannee County</b>						
<b>Unincorporated Area</b>	<b>Miles</b>	119.4	0.0	15.9	18.4	19.0
	<b>Percent</b>	100.0%	0.0%	13.3%	15.4%	15.9%
<b>Branford</b>	<b>Miles</b>	2.2	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Live Oak</b>	<b>Miles</b>	7.3	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0	0.0	0.0	0.0
<b>Taylor County</b>						
<b>Unincorporated Area</b>	<b>Miles</b>	101.2	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Perry</b>	<b>Miles</b>	9.5	0.0	0.0	1.7	1.7
	<b>Percent</b>	100.0%	0.00%	0.00%	17.89%	17.89%
<b>Union County</b>						
<b>Unincorporated Area</b>	<b>Miles</b>	51.3	0.0	0.2	0.2	0.2
	<b>Percent</b>	100.0%	0.0%	0.4%	0.4%	0.4%
<b>Lake Butler</b>	<b>Miles</b>	4.3	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Raiford</b>	<b>Miles</b>	0.5	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%
<b>Worthington Springs</b>	<b>Miles</b>	1.5	0.0	0.0	0.0	0.0
	<b>Percent</b>	100.0%	0.0%	0.0%	0.0%	0.0%

Source: North Central Florida Regional Planning Council, January 2011. Derived from Florida State Highway System Level of Service Report, 2009, Florida Department of Transportation, Jacksonville, Florida, September 2010.

Table 5.14 identifies Florida Department of Transportation projections for miles and percentage of total Regional Road Network anticipated to be above 85 percent of the maximum service volume threshold, by jurisdiction. The table reveals that in 2009, five of the 44 local governments in the region had at least 10 percent of the regional road mileage within their jurisdiction operating at or above 85 percent of maximum

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service volumes. If current trends continue, by year 2025, the number of local governments in this category is projected to increase to 15.

Some communities are projected to experience significantly higher percentage of Regional Road Network mileage at or above the 85 percent threshold. By 2025, 48.8 percent of regional road segment road miles within the Gainesville area are at or above the 85 percent threshold. Other notable jurisdictions projected to have high percentages of Regional Road Network operating above the 85 percent threshold by 2025 include: City of Alachua, at 53.3 percent; Archer, 48.8 percent; Lawtey, at 97.6 percent; and Trenton, at 47.5 percent.

## b. Local Government Comprehensive Plans

Chapter 163, Florida Statutes, authorizes the Council to review the effects of proposed comprehensive plan amendments on regional transportation facilities identified in the Strategic Regional Policy Plan. Between 2000 and 2009, the Council reviewed 278 proposed amendments to local government comprehensive plan future land use maps. Of these, 96 amendments, or 34.5 percent, were identified by the Council as having potential significant adverse impacts to one or more segments of the Regional Road Network.<sup>11</sup>

Typically, comprehensive plans of north central Florida local governments contain concurrency management provisions designed to protect the level of service standards of regional roads. However, the policy language is generally not explicit as to how this is to be accomplished. Local government data and analysis reports for future land use map amendments generally limit transportation impact analysis to road segments adjoining the subject property of the amendment. Sometimes, these segments have adequate capacity, but road segments adjoining the analyzed segments do not. Generally, local government data and analysis reports do not include a trip distribution. Trip distributions would assist the Council in determining impacts to these adjoining segments. Without a trip distribution, the Council must assume a worst case scenario to assess the impacts of the proposed amendment on the Regional Road Network.

At least one north central Florida local government has addressed the concurrency issue through its land development regulations by requiring developers to submit a trip distribution analysis prior to receiving a building permit for developments over a specified size. By requiring a trip distribution, impacts on adjoining roads can be properly assessed. However, such analysis may identify needed road modifications to allow construction of the proposed development which are beyond the financial capacity of many north central Florida local governments, thereby restricting development or forcing development to rural areas where the road system has sufficient remaining capacity to support the development, thus encouraging urban sprawl.

## c. Funding for Capacity Enhancements

State funding for roadway modifications to the Regional Road Network is not keeping pace with demand. The Florida Department of Transportation publishes per-mile road construction cost estimates. These cost estimates can be used to estimate the cost of road improvements needed to maintain the Regional Road Network at adopted level of service standards. Tables 5.15 and 5.16 provide such estimates.

<sup>11</sup>The reported numbers are skewed by one local government comprehensive plan amendment which consisted of 27 separate amendments to the Future Land Use Plan Map. The Council identified potential significant adverse impacts to the regional road network for all 27 amendments. If this item is removed, the Council reviewed 251 proposed amendments to local government comprehensive plan future land use maps. Of these, 69 amendments, or 27.5 percent, were identified by the Council as having potential adverse impacts to the regional road network.



**TABLE 5.15**

**ESTIMATED COSTS TO UPGRADE REGIONAL ROAD NETWORK  
OPERATING OVER 100 PERCENT OF CAPACITY TO  
MINIMUM LEVEL OF SERVICE STANDARDS - 2009 DOLLARS\***

Area	Years				Total
	2009	2010-2015	2016 -2020	2021-2025	
<b>Unincorporated Total</b>	\$167,772,624	\$116,764,890	\$0	\$256,490,643	\$541,028,157
<b>Incorporated Total</b>	49,513,723	35,694,325	28,897,473	15,355,851	129,461,372
<b>Total</b>	217,286,347	152,459,215	28,897,473	271,846,494	670,489,529

\*Excludes the City of Gainesville. Includes all regional road segments operating above capacity. Assumes 50 percent of needed modifications consists of adding 2 additional lanes to existing roadways and 50 percent of needed modifications consist of adding 1 traffic signal per mile.

Source: North Central Florida Regional Planning Council, January 2011. Per mile costs for road widening, including engineering, land acquisition, and construction and traffic signal costs from Florida Department of Transportation, "Roadway Cost per Centerline Mile, Revised June 2009."

**TABLE 5.16**

**ESTIMATED COSTS TO UPGRADE REGIONAL ROAD NETWORK  
OPERATING AT 85 PERCENT AND OVER OF MAXIMUM VOLUME CAPACITY  
TO MINIMUM LEVEL OF SERVICE STANDARDS - 2009 DOLLARS\***

Area	Years				Total
	2009	2010-2015	2016-2020	2021-2025	
<b>Unincorporated Total</b>	\$231,142,637	\$501,094,793	\$448,446,412	\$10,573,974	\$1,191,257,816
<b>Incorporated Total</b>	109,791,299	19,670,073	138,254,746	47,864,423	315,580,541
<b>Total</b>	340,933,936	520,764,866	586,701,158	58,438,397	1,506,838,357

\*Excludes the City of Gainesville. Includes all regional road segments operating at or above 85 percent of capacity. Assumes 50 percent of needed modifications consists of adding 2 additional lanes to existing roadways and 50% of modifications consist of adding two traffic signals per mile.

Source: North Central Florida Regional Planning Council, January 2011. Per mile costs for road widening, including engineering, land acquisition, and construction and traffic signal costs from Florida Department of Transportation, "Roadway Cost per Centerline Mile, Revised June 2009."

As shown in Tables 5.15 and 5.16, the cost of meeting and maintaining the Regional Road Network at the adopted level of service standard is substantial. Excluding the City of Gainesville, the estimated average annual cost ranges between \$39.4 to \$88.6 million, not adjusting for inflation.<sup>12</sup> Meanwhile, the Florida Department of Transportation Fiscal Year 2010-14 five-year work program schedules \$26.5 million, or \$5.3 million per year, for transportation capacity enhancements, exclusive of the City of Gainesville, to the

<sup>12</sup>These figures include addressing an existing \$217.3 to \$340.9 million backlog.



Regional Road Network.<sup>13</sup> In some ways, the gap between available funds and needed funds is understated in the above example. The estimated unmet need for the years between 2010 and 2025 ranges between \$453.2 to \$1,165.9 million, while available Florida Department of Transportation funds are estimated at \$79.5 million, or \$5.3 million per year.<sup>14</sup>

North central Florida local governments are not financially able to fund this shortfall. The 2008 regionwide taxable value, minus property located within the City of Gainesville, was \$20,090,983,000.<sup>15</sup> Assuming all county governments levied a 10 mil tax rate, the maximum amount of revenue which could be generated equals \$200.9 million per year. However, several north central Florida counties ad valorem tax rates are already near the 10 mil cap.

In 2008, north central Florida county governments, excluding property located within the City of Gainesville, collected \$167.3 million in ad valorem revenues, leaving an untapped "surplus" of approximately \$33.6 million which could be raised by increasing all county millage rates to 10 mils.<sup>16</sup> These untapped funds could be applied to upgrading the Regional Road Network. Comparable numbers are not readily available for north central Florida municipalities. Assuming they could generate one-third of what the counties can generate, the municipalities could add an additional \$11.2 million, raising the local government theoretical total to \$44.8 million per year, short of the estimated unmet need which ranges between \$31.0 million and \$81.9 million annually between 2009 and 2025.

#### d. Transportation Concurrency and Proportionate Share

Recent amendments to Chapter 163, Florida Statutes, make traditional transportation concurrency management optional for local government comprehensive plans. If local governments rely on traditional transportation concurrency, recent changes to Chapter 163, Florida Statutes, authorize the local government to establish minimum level of service level standards for all state roads, including state roads which are part of the Strategic Intermodal System. Additionally, local governments relying on traditional level of service standards must also allow mitigation of transportation impacts through the use of proportionate-share. Proportionate share was previously limited to Developments of Regional Impact. However, recent changes to Chapter 163, Florida Statutes, expands the use of the technique to all development, including development which is below the Development of Regional Impact thresholds.

The dollar amount of proportionate share mitigation is determined through a transportation impact study of the project to determine which road segments will fail to meet level of service standards as a result of the development, what it will cost to modify the failing facilities to meet level of service standards, and what

<sup>13</sup> North Central Florida Regional Planning Council, January 2011. Derived from Florida Department of Transportation 2010/11-2013/14 State Transportation Improvement Program <http://www.dot.state.fl.us/programdevelopmentoffice/federal/STIP/stipfile.xls>) Excludes transit projects, resurfacing, bicycle lanes, landscaping, and similar projects.

<sup>14</sup> Assumes the 2010/11-2013/14 \$5.3 million annual State Transportation Improvement Program funds allocated for new construction in north central Florida, excluding Gainesville, remains constant through 2025.

<sup>15</sup> Florida Statistical Abstract 2009, Bureau of Business and Economic Research, University of Florida, Table 23.91 and 23.92.

<sup>16</sup> North Central Florida Regional Planning Council, January 2011. Derived from Florida Statistical Abstract 2009, Bureau of Business and Economic Research, University of Florida, Tables 23.91 and 23.93.



proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

## e. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

### Enhance Road Network Connectivity by

Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;

Encouraging the creation of paths that provide shortcuts for walking and cycling where dead-end streets exist, mid-block bike paths and pedestrian shortcuts, and limiting the maximum spacing between pedestrian/bicycle connections as well as; or

Limiting or discouraging gated communities and other restricted-access roads.

Provide Parallel Local Routes and Other Alternative Local Routes to the Regional Road Network.

Planning and mapping parallel roadway and cross street networks to provide a clear framework for implementing alternative routes to the Regional Road Network;

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Adding segments of the parallel roadway and cross street networks to the capital improvements program;

Encouraging developer participation in implementing the system through fair share agreements as a condition of development approval for Regional Road Network concurrency mitigation; or

Encouraging the establishment of a long-term concurrency management system plan for accomplishing the parallel local routes and interparcel cross-access in selected areas.

**Promote Access Management Strategies by**

Requiring large commercial developments to provide and/or extend existing nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on the Regional Road Network;

Requiring shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system;

Properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not received the maximum potential number of access points for that frontage indicated under minimum access spacing standards;

Existing lots unable to meet the access spacing standards for the Regional Road Network must obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;

Establishing minimum access spacing standards for locally maintained thoroughfares and use these to also guide corner clearance;

Maintaining adequate corner clearance at crossroad intersections with the Regional Road Network;

Encouraging sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Encouraging cross-access connections easements and joint driveways, where available and economically feasible;

Encouraging closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site;

Encouraging safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site;

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Encouraging intersection and/or signalization modifications to improve roadway operation and safety;

Encouraging the addition of dedicated turn lanes into and out of development;

Encouraging the construction of public sidewalks along all street frontages, where they do not currently exist;

Encouraging the widening of existing public sidewalks to increase pedestrian mobility and safety;

Encouraging the deeding of land for the addition and construction of bicycle lanes;

Encouraging the provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from inclement weather to encourage walking;

Encouraging the construction of new road facilities which provide alternate routes to reduce congestion; or

Encouraging the addition of lanes on existing road facilities, especially where it can be demonstrated that the road will lessen impacts to the Regional Road Network.

#### Develop Multimodal Transportation Systems by

Encouraging development at densities within urban areas which support public transit;

Providing one or more park-and-ride lots to encourage carpooling and ridesharing, and the use of public transit among inter-city commuters;

Providing a system of sidewalks and/or bike paths connecting residential areas to schools, shopping, and recreation facilities;

Establishing an interlocal agreement with an existing public mass transit system provider to provide regular daily inter-city transit service for inter-city commuters; or

Establishing a local public mass transit system.





#### f. Regional Review of Local Government Comprehensive Plans and Plan Amendments

Transportation impact analysis of local government comprehensive plans and plan amendments conducted by the Council are generally limited to applicable road segments within one-half mile of the property which is the subject of the comprehensive plan and/or plan amendment. The analysis assumes that the subject property is developed to the maximum allowable intensity of use permitted by the Future Land Use Map category. The analysis does not include a trip distribution, although a trip distribution is used by the Council if a trip distribution is provided by the local government. In lieu of a trip distribution analysis, the Council examines what would happen if all of the trips were distributed to all directions of functionally classified road segments. If the resulting analysis finds that a segment of the regional road network will not meet level of service standards, the Council includes an Objection in its report. The Council recommends that the local government conduct a trip distribution analysis for the amendment and should the analysis result in adverse impacts, modify the amendment to prevent the adverse impacts. Such modification could include a reduction in the size of the subject property, a reduction in maximum allowable intensity of use, or a lowering of the adopted level of service standard of adversely impacted regional road segments.

#### g. Developments of Regional Impact

The regional plan has two alternative approaches for Developments of Regional Impact to mitigate significant and adverse impacts to the Regional Road Network. First, significant and adverse impacts are considered to be adequately mitigated if the local government development order contains conditions which maintain the minimum level of service standard for all significantly and adversely impacted segments of the Regional Road Network. Second, impacts to the Regional Road Network are considered to be adequately mitigated when the local government development order contains conditions which implement the proportionate share provisions of Chapter 163, Florida Statutes.

Chapter 163, Florida Statutes, allows Developments of Regional Impact to make a proportionate-share payment/contribution for its significant and adverse traffic impacts. The proportionate share funding provided for a Development of Regional Impact must reflect its share of the cost of all roadway modifications needed to ensure that regional road segments, which are otherwise significantly adversely impacted by the development, can operate at the adopted level of service standard established in the applicable local government comprehensive plan should all of the identified modifications be constructed. Furthermore, the payment for the Development of Regional Impact must be sufficient to pay for at least one transportation modification without the use of additional funds from state or local government.

### 4. University of Florida Campus Master Plan and Impacts to Regional Transportation Facilities

Section 240.155, Florida Statutes, requires the University of Florida to prepare a campus master plan to address the impacts of campus development on off-site public facilities. The data and analysis on which the plan is based must identify the projected impacts of campus development on off-site infrastructure. Campus master plans are required by Section 240.155(5), Florida Statutes, to be consistent with the State Comprehensive Plan and not to conflict with local government comprehensive plans.

Florida Statutes also require the university and applicable local governments to enter into a campus development agreement. The agreement must identify any deficiencies in service which the proposed campus development will create or contribute and identify all improvements to facilities and services

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necessary to eliminate the identified deficiencies. Section 240.155(13), Florida Statutes, states that the Board of Regents is responsible for paying its fair share of the costs for removing deficiencies to affected services and facilities. Identification of the board's fair share must be included in the agreement. Once the campus development agreement is completed, all campus development may proceed without further review by the host local government provided such development is consistent with the adopted campus master plan and associated campus development agreement. In 2009, enrollment at the University of Florida main campus was 46,438 students.

#### a. Context Area

Rule 6C-202(3), Florida Administrative Code, defines the Context Area as an area surrounding the University, within which on-campus development may impact local public facilities and services and natural resources, and within which off-campus development may impact university resources and facilities. The size of the Context Area may be defined by natural or man-made functional or visual boundaries, such as areas of concentration of off-campus student-oriented housing and commercial establishments, stormwater basins, habitat range, or other natural features. The Council regularly reviews transportation impacts of Developments of Regional Impact using a transportation impact analysis methodology based on Rule 9J-2.045, Florida Administrative Code. The methodology requires a trip distribution analysis to determine a transportation impact area. The area includes all regionally significant road segments for which the projected volumes of transportation, upon buildout of the development, equals at least 5.0 percent of all projected trips for the impacted road segment. Such an approach may be useful in defining the Context Area.

#### b. Impacts to Regional Transportation Facilities

The following segments of the regional road network within the Context Area are projected to operate below the adopted minimum level of service standard contained in local government comprehensive plans by 2015:

1. I-75 from the southern Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area boundary to State Road 222 (Northwest 39th Avenue);
2. U.S. 441 (West 13th Street) from State Road 24 (Archer Road) to Northwest 29th Avenue;
3. State Road 24 (Archer Road) from Southwest 75th Street to Southwest 16th Avenue;
4. State Road 26 (West Newberry Road) from Northwest 122nd Street to Northwest 8th Avenue;
5. State Road 121 (West 34th Street) from State Road 331 to Northwest 16th Avenue; and
6. State Road 331 (Williston Road) from Southwest 8th Avenue to U.S. 441 (West 13th Street).

#### c. Transportation Demand Management

One of the most significant developments mitigating University-related transportation impacts in the last 10 years is the implementation of an agreement between the Gainesville Regional Transit System and the University to provide University students and employees with prepaid, unlimited access to transit service. The agreement has led to enhancements to the Gainesville Regional Transit System service, including an increase in number of buses, a decrease in headtimes (intervals between buses), and expanded hours of operation for certain bus routes heavily used by University students. A student transportation fee was added in 1998 at a rate of \$0.19 per credit hour to pay for the additional service. The fee has been increased over the years to a rate of \$7.88 per credit hour in the 2011-2012 school year. As a result, Gainesville Regional Transit System bus ridership has increased from 2.9 million passengers in 1998 to 9.0

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million in 2009. The Campus Master Plan Transportation Element contains a number of policies continuing the relationship between the University and Gainesville Regional Transit System.

#### d. Off-Campus Park-and-Ride

The University operates two park-and-ride facilities on the western edge of its main campus (Park and Ride Lot #1, located near SW 34th Street at the Cultural Plaza, and Park and Ride Lot #2, located on Hull Road west of SW 34th Street). Furthermore, campus shuttle buses connect the park and ride lots, as well as other on-campus parking facilities, to the main campus. Additionally, Campus Master Plan Transportation Element Policy 3.1 of Goal 2.0 calls for the University to participate with the City and the County and the Gainesville Regional Transit System to examine the feasibility of park and ride facility development and expanded transit service. While the Campus Master Plan proposes the construction of an additional 1,000 parking space near the Ben Hill Griffin, Jr., Stadium and the Stephen C. O'Connell Center adjacent to State Road 26, it also proposes the construction of an additional 888 parking spaces in the western portion of the campus in areas which are currently used, essentially, as park and ride facilities.

Although the University has established and is proposing to expand its park and ride facilities, the current and proposed parking facilities continue to require automobile drivers to use roads which are, or are projected to be, operating below the minimum level of service standard contained in local government comprehensive plans by 2015. The Campus Master Plan Transportation Element Data and Analysis Report notes a trend of student populations moving from west of Interstate Highway 75 to areas closer to campus in the downtown and the West 13th Street corridor. Such movement may make the establishment of park-and-ride facilities unfeasible if located a significant distance from student residences.

#### e. On-Campus Housing

The Campus Master Plan indicates that on-campus housing is currently available for approximately 22 percent of the student population. The Housing Data and Analysis Report notes that an additional 835 housing units are needed to maintain the current percent level. In conjunction with increased enrollment, the Capital Improvements Element of the Campus Master Plan calls for two on-campus housing construction projects with the intent of increasing the number of students residing on campus by approximately 800. One of the projects is only partially funded and the other project is completely unfunded. Nevertheless, should neither of these two on-campus housing projects are constructed, the percentage of students housed on-campus will be 20.3 percent in 2015.

#### f. Evening Classes

Campus Master Plan Transportation Element Policy 7.4 states that the University shall continue to expand, where appropriate, distance learning and evening class offerings to reduce the peak hour travel demand and its impact on roads and parking. Additionally, the University Campus Master Plan Data and Analysis report indicates that, during 2005, 642 class meetings occurred after 5:00 pm on weeknights. The report notes that this represents an increase of 49 class meetings since 1999, and that 274 more students were served by evening classes in 2005 compared to 1999.



## g. Prohibitions on Freshmen Parking On-Campus

Campus Master Plan Transportation Element Policy 4.1 of Goal 2.0 calls for the University to restrict parking overall availability for lower division students, combined with incentives and opportunities to use public transit, as an alternative to driving.

## 5. Livable Community Reinvestment Plan

Regional Plan Policy 5.6.3 calls for the Council to assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in implementing the vision statement entitled, The Livable Community Reinvestment Plan. The plan serves as a policy and program guide for the development of the Gainesville Metropolitan Area transportation system over 25 years. The plan also guides the City of Gainesville and Alachua County in the update of their growth management plans and the Florida Department of Transportation in the preparation of its five-year work program. As such, the plan outlines the priority list of transportation projects which can be funded with available revenue sources over 25 years.

The Year 2035 Transportation Plan includes a strategic vision for integrating transportation and land use decisions in the Gainesville area. The vision statement states:

*"The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good healthy relations with the region's other communities and natural systems. Specific outcomes will be:*

- 1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;*
- 2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;*
- 3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;*
- 4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and*
- 5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area."*

The Livable Community Reinvestment Plan is the framework upon which the economic strength of the Gainesville Metropolitan Area, its development character, and its continued quality of life rests. Transportation decisions made in the past have shaped the way the area has developed and how it continues to grow today. Decisions made today will shape how the area grows and how its transportation system will function in the future. As the economic and institutional center of north central Florida, the successful implementation of The Livable Community Reinvestment Plan strategic vision statement is of regional importance.

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The Year 2035 Long Range Transportation Plan of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes recommended transportation modifications on or adjacent to the University of Florida campus. These include the construction of the Cross Campus (Bicycle and Pedestrian) Greenway from Archer Road to SW 34th Street; the Hull Road Parking Area Bicycle Pedestrian Facility from SW 34th Street to the end of the Hull Road Parking Area; the State Road 26 (University Avenue) Multimodal Emphasis Corridor Study from Gale Lemerand Drive to Waldo Road; and the US 441 Multimodal Emphasis Corridor Study from NW 33rd Avenue to Archer Road. Also included in this Plan are several projects to implement bus rapid transit service, including a proposed Bus Rapid Transit project on Archer Road that will serve portions of the University of Florida Campus and the Shands Teaching Hospital area. Policy 1.1.1 of the 2005 - 2015 Campus Master Plan Transportation Element states that the University will cooperate with Gainesville, Alachua County, the Florida Department of Transportation, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the planning, implementation, and updating of multimodal strategies and projects outlined in the Long Range Transportation Plan. Regional Policy 5.6.1 calls for the Council to coordinate with Gainesville Regional Transit System, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the University, Gainesville, and Alachua County to assist in implementing the Livable Communities Reinvestment Plan.

## **B. Problems, Needs and Opportunities**

The Council identifies the following regional transportation problems, needs, and opportunities:

1. A need exists to provide public transit services to the north central Florida transportation disadvantaged.
2. A need exists to increase ridership on north central Florida fixed-route public transit systems.
3. A need exists to mitigate transportation impacts to the regional transportation facilities associated with increased enrollment at the University of Florida.
4. An opportunity exists to minimize adverse transportation impacts to segments of the regional road network which service the University of Florida by relocating proposed on-campus parking lots to off-campus locations and operating a series of shuttle buses between the off-campus parking lots and the campus.
5. A need exists to maximize the use of the Gainesville Regional Airport before constructing a new regional airport.
6. A need exists to direct urban development to existing north central Florida municipalities and urban areas.
7. A problem exists with the use of traditional transportation concurrency assessments within many small north central Florida municipalities and urban areas which cannot allow new development due to segments of the Regional Road Network which are either at or near capacity.
8. An opportunity exists to provide policy guidance at the regional level which results in sound transportation planning within small north central Florida municipalities and urban areas while also encouraging urban development within small north central Florida municipalities and urban areas and thereby discouraging urban sprawl.

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## C. Regional Goals and Policies

### 1. Regional Road Network

**REGIONAL GOAL 5.1.** Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

#### Regional Indicators

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

#### a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



**TABLE 5.17**

**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4  
LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

**Policy 5.1.1.** Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

**Policy 5.1.2.** Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

**Policy 5.1.3.** Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

**Policy 5.1.4.** Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

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## b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

**TABLE 5.18**  
**SUMMARY OF REGIONAL PLAN POLICIES 5.1.5 THROUGH 5.1.6**  
**DEVELOPMENTS OF REGIONAL IMPACT**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Local Comprehensive Plan Level of Service Standard
Municipalities, Urban Service Areas, Urban Development Areas	No	Local Comprehensive Plan Level of Service Standard
Rural Areas	Yes	Local Comprehensive Plan Level of Service Standard
Rural Areas	No	Local Comprehensive Plan Level of Service Standard

Source: North Central Florida Regional Planning Council, 2011.

**Policy 5.1.5.** The significant and adverse transportation impacts to the Regional Road Network created by a Development of Regional Impact shall be considered adequately mitigated where the local government development order contains conditions which either maintain the minimum level of service standard established in local government comprehensive plans for all significantly and adversely impacted portions of the Regional Road Network consistent with Section 380.06, Florida Statutes, or where the local government development order mitigates impacts to the Regional Road Network through the use of proportionate share consistent with Section 163.3184, Florida Statutes, and Rule 9J-2.045, Florida Administrative Code.

**Policy 5.1.6.** For purposes of Policy 5.1.5, the minimum level of service standard for the Regional Road Network shall be as established in local government comprehensive plans.

**Policy 5.1.7.** All proportionate share funds generated by anticipated significant and adverse impacts to the Regional Road Network as a result of Developments of Regional Impact shall be used to make transportation modifications identified in the local government development order which benefit the Regional Road Network.

## 2. Coordination and Assistance

**REGIONAL GOAL 5.2.** Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

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**Regional Indicator:**

As of January 2008, the Council provides staff services to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

**Policy 5.2.1.** Provide technical assistance to local governments in preparing and updating Traffic Circulation Elements in local government comprehensive plans to implement an energy-efficient, interagency coordinated transportation system.

**Policy 5.2.2.** Coordinate with the Florida Department of Transportation regarding proposed modifications to the Regional Road Network to assure consistency with local government comprehensive plans which implement an energy-efficient, interagency coordinated transportation system.

**Policy 5.2.3.** Review proposals for road widening and new transportation corridors for impacts upon natural resources of regional significance and adjacent local governments.

**Policy 5.2.4.** Provide technical assistance to local governments seeking funds for transportation modifications which implement an energy-efficient, interagency coordinated transportation system.

**a. University of Florida**

**REGIONAL GOAL 5.3.** Mitigate adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida.

**Regional Indicators**

1. During the fall 2004 semester, the University of Florida had no off-campus parking areas.
2. During 2005, 542 class meetings occurred after 5:00 pm on weeknights.
3. During the fall 2004 semester, 22.0 percent of University of Florida students lived on-campus in either university housing, housing for college fraternities, or housing for college sororities.

**Policy 5.3.1.** Construct parking lots and garages which serve the University of Florida off-campus and operate a series of University-sponsored shuttle buses between the parking lots and the campus instead of constructing additional parking spaces on the campus.

**Policy 5.3.2.** Maintain the percentage of students living on-campus at 22.0 percent.

**Policy 5.3.3.** Provide an evening division of classes in order to reduce off-campus impacts on the regional road network during peak hour traffic periods.

**Policy 5.3.4.** Complete multi-modal corridor studies as soon as possible for the following roads:

1. I-75 from the southern Gainesville Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area boundary to State Road 222 (NW 39th Avenue);
2. U.S. 441 (W. 13th Street) from State Road 24 (Archer Road) to NW 29th Avenue;
3. State Road 24 (Archer Road) from SW 75th Street to SW 16th Avenue;

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4. State Road 26 (W. Newberry Road) from NW 122nd Street to NW 8th Avenue;
5. State Road 121 (W. 34th Street) from State Road 331 to NW 16th Avenue; and
6. State Road 331 (Williston Road) from SW 8th Avenue to U.S. 441 (W. 13th Street).

**Policy 5.3.5.** Adopt transportation demand management strategies such as carpools, vanpools, public transit, bicycling, incorporating public transit costs in University of Florida student activity fees, and walking to encourage use of the multi-modal corridors for modes of travel other than single-occupant automobiles.

**Policy 5.3.6.** Adopt measures such as prohibiting freshmen from purchasing parking decals to park on campus in order to reduce the demand for parking facilities and encouraging freshmen to use public transit, bicycles, and walking while traveling to and from the University area.

**Policy 5.3.7.** Encourage the University of Florida to determine the Context Area for the University Campus Master Plan based on the transportation impact analysis methodology used for Developments or Regional Impact.

## b. Gainesville Regional Airport

**REGIONAL GOAL 5.4.** Maximize the use of the Gainesville Regional Airport before developing a new regional airport.

### Regional Indicator

In 2008, Gainesville Regional Airport experienced 84,495 itinerant airport operations.<sup>17</sup>

**Policy 5.4.1.** Coordinate development plans of the Gainesville Regional Airport with the City of Gainesville and Alachua County comprehensive plans to avoid unnecessary conflicts, to ensure the safety of airport operations, and to allow for future increases in the operational capacity of the airport.

## c. Rail Lines

**REGIONAL GOAL 5.5.** Include rail lines and railroads as part of an integrated regional transportation system consisting of the Regional Road Network, regional airports and transit service providers.

### Regional Indicator

As of 2010, north central Florida has 314.8 miles of rail lines.

**Policy 5.5.1.** Coordinate rail line expansion plans with the Florida Department of Transportation and with local governments to ensure consistency with local government comprehensive plans, to ensure public safety, and to allow for future increases in the operational capacity of rail lines.

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<sup>17</sup>Florida Statistical Abstract 2000, and Florida Statistical Abstract 2009, University of Florida, Bureau of Economic and Business Research, 2010, Table 13.90.



**Policy 5.5.2.** Review proposals for new rail lines for impact upon natural resources of regional significance and adjacent local governments.

#### d. Paratransit Services and the Transportation Disadvantaged

**REGIONAL GOAL 5.6.** Reduce the unmet General Trip demand of the north central Florida Transportation Disadvantaged population.

##### Regional Indicators

1. An estimated 424,276 general demand trips, 33.2 percent of total estimated transportation disadvantaged trips, were unmet in 2005.
2. In fiscal year 2008-09, 778,348 paratransit trips occurred in the region by north central Florida paratransit service providers.
3. In fiscal year 2008-09, north central Florida paratransit service providers reported annual operating revenues of \$10,906,472.

**Policy 5.6.1.** Improve mobility options for low-income, elderly and disabled citizens.

**Policy 5.6.2.** Increase funding for coordinated transportation systems for the transportation disabled.

**Policy 5.6.3.** The Council and/or the Metropolitan Transportation Organization for the Gainesville Urbanized Area should provide technical assistance to designated north central Florida local transportation coordinating boards and community transportation coordinators.

#### e. Public Transit and Livable Community Reinvestment Plan

**REGIONAL GOAL 5.7.** Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

##### Regional Indicators

1. In 2000, 1.5 percent of north central Florida residents used public transportation as a primary means of travel to work.
2. The 2007 Gainesville Regional Transit System fixed-route ridership was 8,939,334.

**Policy 5.7.1.** Coordinate with the Gainesville Regional Transit System, the Metropolitan Transportation Planning Agency for the Gainesville Urbanized area, the University of Florida, the City of Gainesville, and Alachua County to provide opportunities through their respective plans and programs for a greater likelihood of increased public transit ridership.

**Policy 5.7.2.** Coordinate with Community Transportation Coordinators and north central Florida local governments to provide opportunities through their respective plans and programs for a greater likelihood of increased public transit ridership.

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**Policy 5.7.3.** Assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in implementing the vision statement contained in its Gainesville Metropolitan Area Year 2035 Transportation Plan entitled, The Livable Community Reinvestment Plan.

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