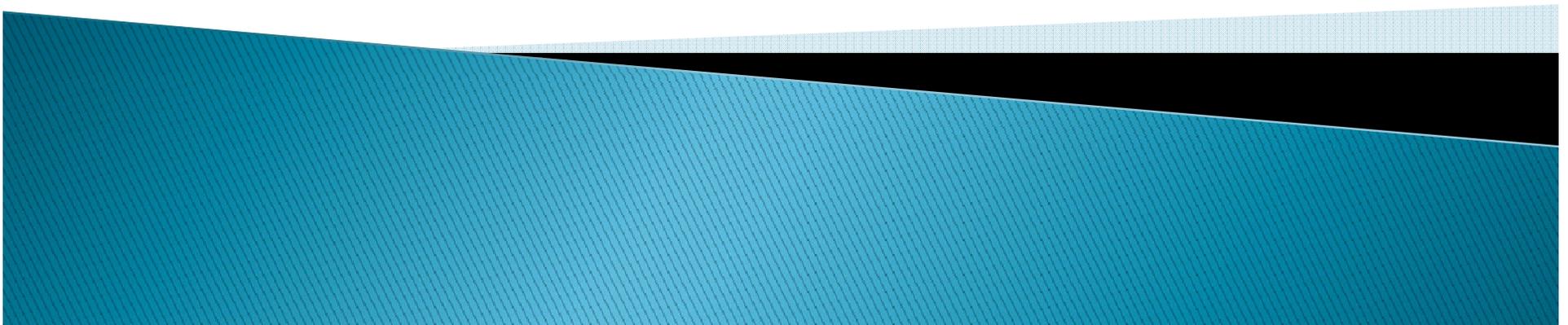


# Department of Community Affairs

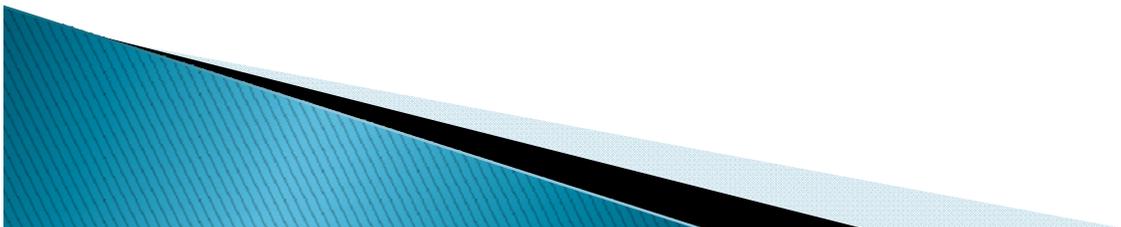
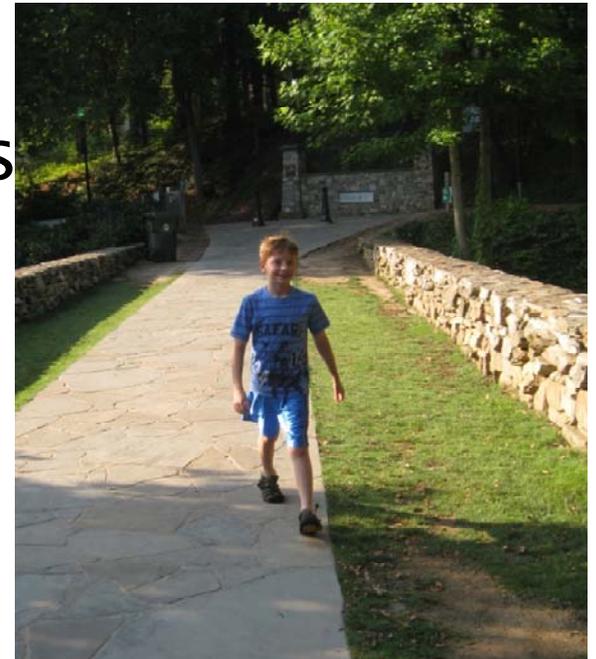
## Bicycles and Pedestrians

Jeannette Hallock-Solomon, AICP  
Planning Analyst



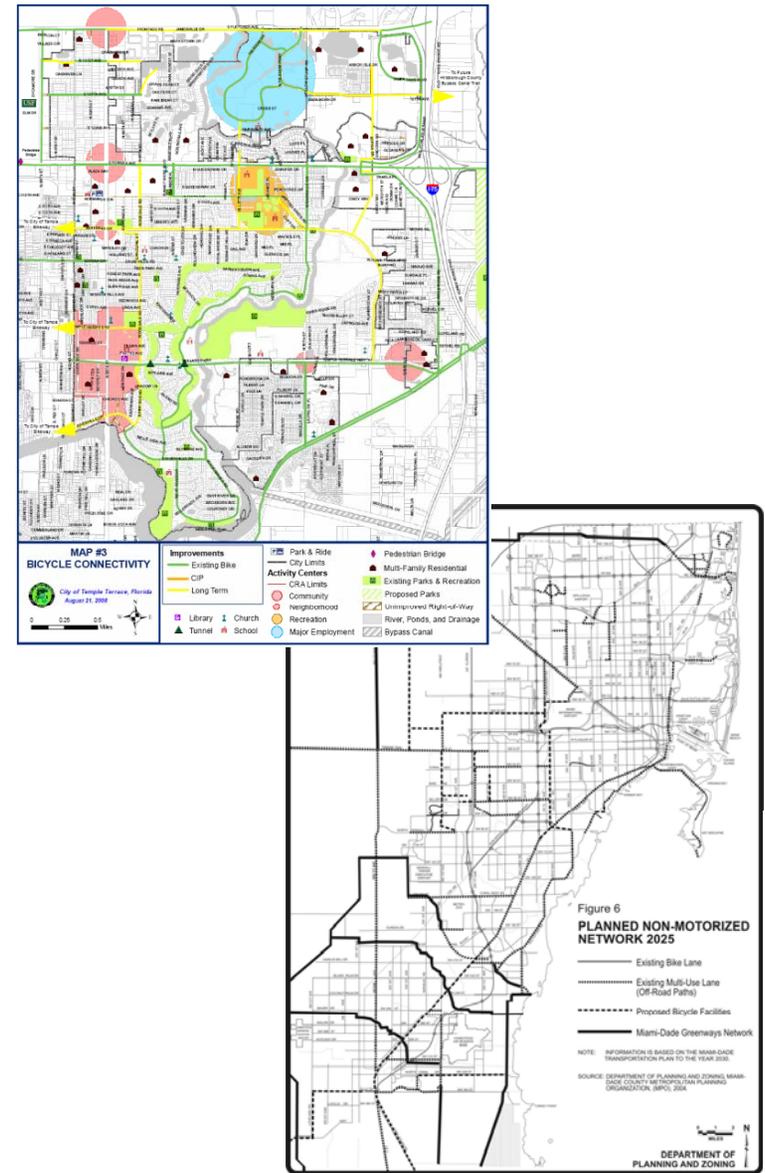
# Authority/ Responsibility

- ▶ Capital Improvements Element Requirements, (S.163.3177(3)(a), F.S.)
- ▶ Transportation Element Requirements, (S.163.3177(6)(b), F.S.)
- ▶ If a local government retains transportation concurrency, then encouraged to develop long-term strategies for development patterns support multimodal solutions (S.163.3180(5)(f) and (h), F.S.)



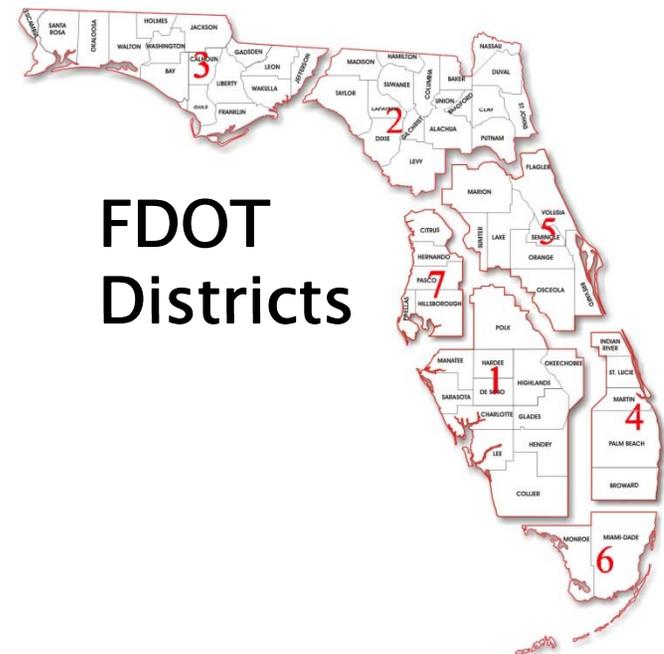
# Role/ Current Practice

- ▶ Review of comprehensive plan amendments and Development of Regional Impacts to ensure consistency with Statutes
- ▶ Efficient Transportation Decision Making (ETDM)
- ▶ Technical Assistance in working with local governments to find solutions



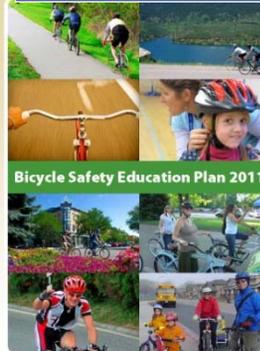
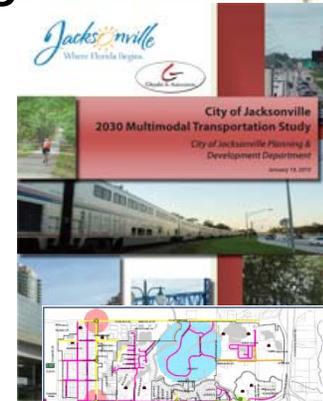
# Planning Partners

- ▶ Work with all local, regional, and state agencies, those that the Agency usually works with regarding transportation questions includes:
  - Local governments
  - Regional Planning Councils
  - Florida Department of Transportation Districts and Central Office



# Opportunities

- ▶ Research creative opportunities
  - Alachua County's Adopted Multimodal Transportation Fee
  - Jacksonville/Duval County's Adopted Mobility Fee
  - Pasco County ongoing effort to adopt a Mobility Fee
  - City of Miami's Miami 21 Form Based Codes
  - Oklahoma City's Project 180 (APA's *Planning* May/June 2011)
  - Temple Terrace Mobility Plan
  - Fort Collins, CO Bicycle Safety Education Plan



## Mobility

ALACHUA COUNTY'S PLAN TO EFFECTIVELY LINK LAND USE AND TRANSPORTATION

**Overview**  
Alachua County is preparing amendments to its Comprehensive Plan which propose to reduce vehicle miles travelled and greenhouse gas emissions per capita by providing for enhanced transportation mobility options in conjunction with land use changes that bring services closer to residents and provide for development densities and intensities that are transit supportive.

**Key features of this plan include:**

- 1) An alternative concurrency management system that will enable new development to satisfy its transportation concurrency obligations through the payment of a multimodal transportation fee.
- 2) Provisions and incentives for Transit Oriented Developments and Traditional Neighborhood Developments that will facilitate a reduction in vehicle miles travelled per capita.
- 3) A financially feasible multimodal infrastructure plan to accommodate future growth and transportation demands within the Urban Cluster Boundary in a fiscally efficient and ecologically responsible way.

**EXISTING & FUTURE BICYCLE & PEDESTRIAN NETWORK**

A map of Alachua County showing the existing and future bicycle and pedestrian network. The map uses various colors and line styles to represent different types of paths: blue for existing bike lanes, green for future bike lanes, red for existing pedestrian paths, and purple for future pedestrian paths. A legend at the bottom left identifies the symbols for 'Bike Lane', 'Proposed Bike Lane', 'Multi-Use Path', 'Proposed Multi-Use Path', 'Urban Cluster', 'Neighborhood', and 'Lakes'.



# For More Information:

- ▶ Department of Community Affairs Website:

<http://www.dca.state.fl.us>

- ▶ American Planning Association Website:

<http://www.planning.org>

- ▶ Planetizen Website:

<http://www.planetizen.com>

- ▶ Jeannette Hallock–Solomon, AICP

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