DISCOVER 200
1824 – 2024
ALACHUA COUNTY BICENTENNIAL

Table 407.141.1

ULDC Update Adoption

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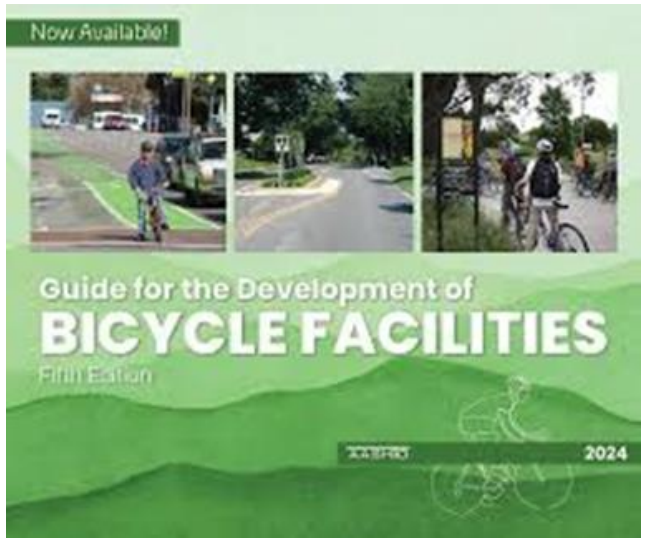
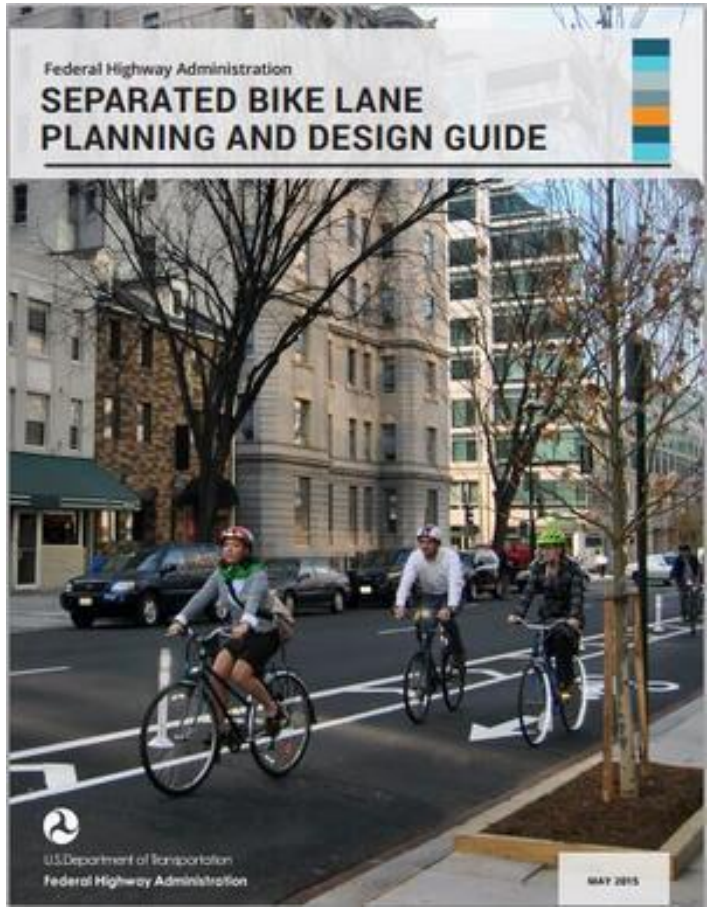
Street Design Table Update

- Bring code up to national and state best practice standards
- Improve safety for all road users





Public Outreach

- A workshop for stakeholders and members of the public was held on February 4, 2025
  - Feedback from this meeting was incorporated into an updated Street Design Specifications Table.
- Follow up meetings were held between internal and external stakeholders, as well as written feedback collected (in item backup packet)

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Proposed Code Updates

Text and Tables

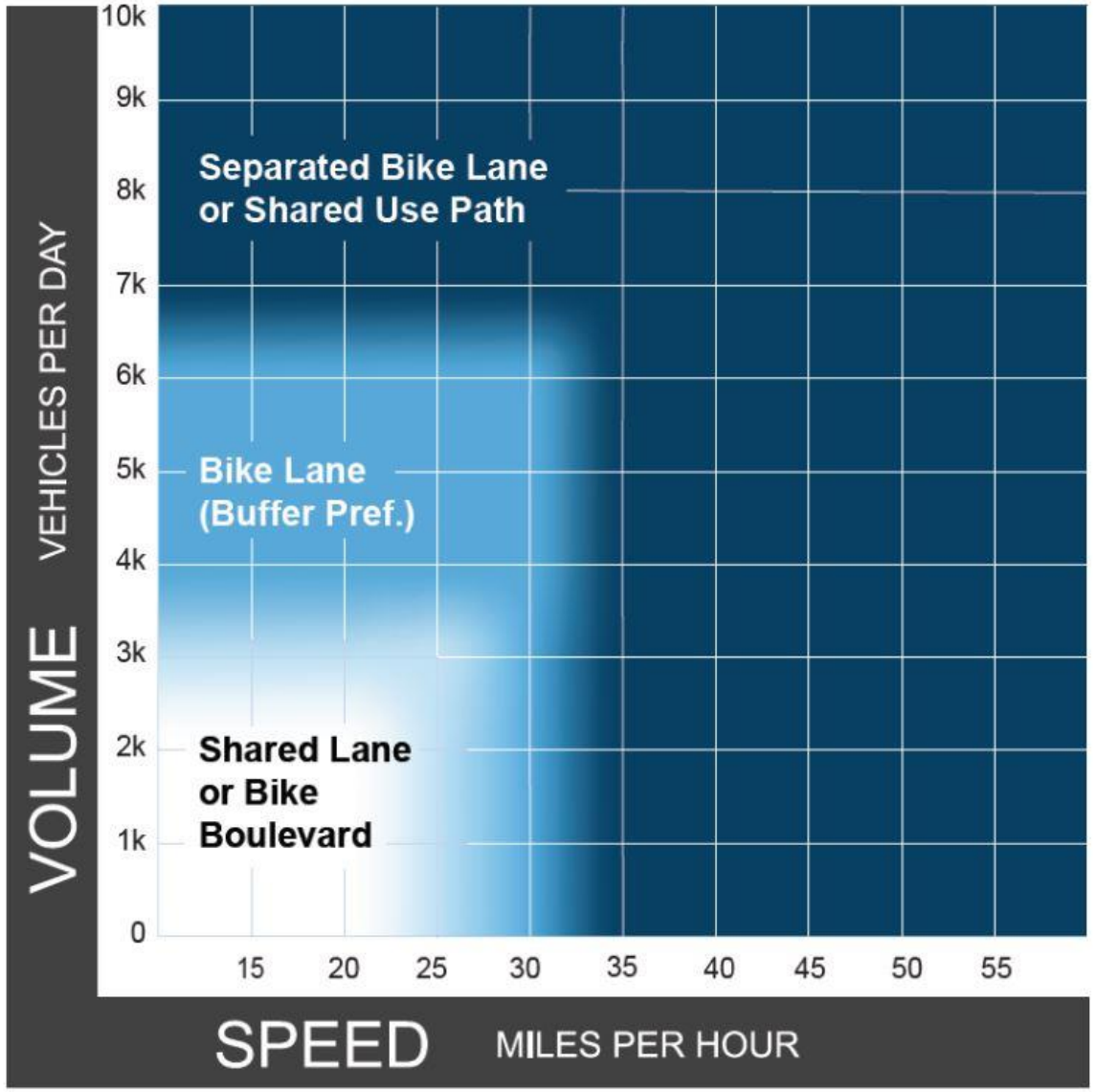
Sections of Code being updated:

- Sec. 407.140. Street network standards.
- Sec. 407.141. Minimum design and construction standards for streets and drainage systems.
- Sec. 407.142. Minimum design and construction standards for pedestrian networks.
- Sec. 407.68. Transit supportive area design standards.

Types of Edits Made:

- Remove references to the corridor design manual and default to the ULDC and Florida Greenbook instead.
- Refer to the Florida Greenbook, the Federal Highway Administration's (FHWA's) Separated Bike Lane Planning and Design Guide, American Association of State Highway and Transportation Official's (AASHTO's) Guide for the Development of Bicycle Facilities (5th Ed), and the North American City Transportation Officials' (NACTO's) Urban Bikeway Design Guide.

FHWA Bikeway Selection Matrix



- Bikeway separation increases with increases in vehicle volume and speed
- In practice painted, even buffered bike lanes do not serve users of ‘all ages & abilities’

Types of Edits Made:

- Updated Table 407.141.1
- Transit supportive area design standards TND/TOD Code refers to updated table 407.141.1 instead of having own road dimensions.

EXISTING TABLE

Table 407.141.1
Street Design Specifications

Type of Street[1] Maximum Daily Trips	Design Speed (mph)	Travel Lane Width (feet)[2]	Access Type	Street Trees[3]	Curb and Gutter	Sidewalks (ft.)	Multiuse Path (ft.)[4]	Median (ft.)[5]	Bike Lanes/ Shoulders (ft)	On Street Parking (ft.)[6]	Minimum Right-of-Way (ft.)
Local—2 Lane											
Under 250 (Rural/AG Only)	25	Cartway 18	Direct	Yes	No	5 (Optional)	6 (One Side)	No	No	No	50
Under 250 (Urban Cluster)	25	Cartway 18	Direct	Yes	Optional	5 (Optional)	8 (One Side)	No	No	7 (Optional One Side)	55
250 to 1,200	25	Cartway 20	Direct	Yes	Optional	5 (Optional	8 (One Side)	No	No	7 (Optional Both Sides)	60
1,200 to 2,500	25	10	Direct	Yes	Optional	5 (One Side)	8 (One side)	10 (Optional)	2	7 (Optional Both Sides)	65
2,500 to 7,500	30	11	Direct	Yes	Optional	6 (One Side)	8 (One Side)	12	5	8 (Optional with Bulbouts)	85
7,500 to 15,000	30	11	Direct	Yes	Optional	NA	8 (Both Sides)	16	6	8 (Optional)	90
Local—4 Lane											
15,000 to 30,000	35	11	Limited	Yes	Optional	NA	8 (Both Sides)	22	5	8 (Optional)	115
Collector—2 Lane - Including collectors on the Future Highway Functional Classification Map											
Under 20,000 - Urban	40	11	Limited	Yes	Required	6 (One Side)	8 (One Side)	12 to 16 (Optional)	5	8 (Optional)	100
Under 20,000 - Rural	60	12	Limited	Yes	No	6 (One Side)	8 (One Side)	12 to 16 (Optional)	8	8 (Optional)	100
Collector—4 Lane - Including collectors on the Future Highway Functional Classification Map											
20,000 to 40,000 - Urban	45	11	Limited	Yes	Required	6 (One Side)	8 (One Side)	22	5	8 (Optional)	115
20,000 to 40,000 - Rural	60	12	Limited	Yes	No	6 (One Side)	8 (One Side)	40	8	8 (Optional)	120

[1] Flexibility in design and less ROW required for developments that provide innovative plans that calm traffic, reduce impervious surface, provide safe and convenient travel for all modes of transportation, and desire to preserve existing natural features and tree canopy. The design of one-way streets and streets featuring dedicated transit lanes shall be reviewed on a case by case basis. The table above does not preclude the development of one-way streets. One-way streets shall have a pavement width between twelve (12) and sixteen (16) feet.

[2] For roadways under two thousand five hundred (2,500) ADT, any lane widths that are proposed greater than the minimum shall be accompanied by mitigating traffic calming measures placed at least every six hundred (600) feet. TNDs, TODs, and activity centers shall not have travel lane widths greater than that shown in the table above.

[3] Street trees are required in the road right-of-way wherever there is an adjacent sidewalk and/or multiuse path per this table. If the required pedestrian facility is removed from within the roadway right-of-way to an alternative location as provided for in this table then existing canopy trees maintained within twenty (20) feet of the edge of the roadway pavement and protected through appropriate covenants and restrictions may be credited as a street tree in the calculation found in Subsection 407.43(d)(2). In all cases pedestrian facilities shall have the plantings required per Subsection 407.43(d)(1). Planting area determined by tree species per ULDC Table 407.50.1. Minimum planting strip without tree is four (4) feet.

[4] Multi-use paths shall be constructed parallel to and up to three hundred (300) feet from the roadway in an Open Space or common area and shall conform to the standards in Section 407.140.

[5] All medians shall be landscaped.

[6] Unstriped on-street parking shall be allowed on roadways less than one thousand two hundred (1,200) ADT. If unstriped on-street parking is proposed it shall be accompanied by mitigation traffic calming measures located at least every six hundred (600) feet. On roadways greater than two hundred fifty (250) ADT, on street parking is required for TNDs, TODs, multi-family and activity centers. Provision of on-street parking shall be adequate to serve the proposed intensity of development in order that the required clearances for public safety vehicles are maintained. For roadways of two thousand five hundred (2,500) ADT or more, on-street parking is allowed via angled or parallel parking spaces with landscaped traffic separators.

Alleys to be designed on a case by case basis.

PROPOSED TABLE

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
Local—2 Lane													
Rural/AG Subdivision	20-25	Travelway 18	Direct	5 (Optional)	Optional	2 (Optional)	No	No	Optional	2 (If No C&G)	No	No	50
Under 150 Urban Cluster	20-25	Travelway 18	Direct	5	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	No	55
150 to 1,500	20-25	Travelway 20	Direct	5	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	No	60
1,500 to 6,000 Residential	20-25	10	Limited	10	Yes	2 (Optional)	No	3	Optional	2 (If No C&G)	8 (Optional)	10 (Optional)	65
1,500 to 3,000 Mixed-Use/ Commercial	20-25	10	Limited	10	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	10 (Optional)	65
3,000 to 6,000 Mixed-Use/ Commercial	25	10	Limited	10	Yes	2	7	3	Optional	No	8	10 (Optional)	85
6,000+ Residential	25-30	10	Limited	10	Yes	2	No	3	Optional	No	8 (Optional)	10	85
6,000+ Mixed-Use/ Commercial	25-30	10	Limited	10	Yes	2	7	3	Optional	No	8	10	90
Collector—2 Lane - Including collectors on the Future Highway Functional Classification Map													
Under 20,000 Urban Residential	30	10	Limited	10	Yes	2	No	3	Optional	No	8 (Optional)	13	100
Under 20,000 Urban Mixed-Use/ Commercial Main Street	30	10	Limited	10	Yes	2	7	3	Yes	No	8	13	100
Under 20,000 Urban Mixed-Use/ Commercial Throughway	30	10	Limited	10	Yes	2	No	No	No	No	No	13	100
Under 20,000 - Rural	60	11	Limited	12 (One Side)	Yes	No	No	No	No	8	No	40	100
Collector—4 Lane - Including collectors on the Future Highway Functional Classification Map													
20,000 to 40,000 Urban Residential	30-35	10	Limited	10	Yes	2	No	No	Optional	No	8 (Optional)	13	115
20,000 to 40,000 Urban Mixed-Use/ Commercial Main Street	30	10	Limited	10	Yes	2	7	3	Yes	No	8	13	115
20,000 to 40,000 Urban Mixed-Use/ Commercial Throughway	30-35	10	Limited	10	Yes	2	No	No	No	No	No	13	115
20,000 to 40,000 Rural	60	11	Limited	12 (One Side)	Yes	No	No	No	No	8	No	40	120

Table ROW and Improvements Width Comparison

Type of Street Maximum Daily Trips	Current Min. Improvement Width	Proposed Min. Improvement Width	Current Min. Impervious Width	Proposed Min. Impervious Width
Local—2 Lane				
Rural/AG Subdivision	60	22	24	22
ıder 150 Urban Clust	51	48	35	32
150 to 1,500	53	50	37	34
1,500 to 6,000 Residential	78	60	50	44
1,500 to 3,000 Mixed-Use/ Commercial	63	60	47	44
3,000 to 6,000 Mixed-Use/ Commercial	78	76	50	54
6,000+ Residential	84	70	52	44
6,000+ Mixed-Use/ Commercial	86	86	54	54

Table ROW and Improvements Width Comparison

Type of Street Maximum Daily Trips	Current Min. Improvement Width	Proposed Min. Improvement Width	Current Min. Impervious Width	Proposed Min. Impervious Width
Collector—2 Lane - Including collectors on the Future Highway Functional Classification Map				
Under 20,000 Urban Residential	78	73	50	44
Under 20,000 Urban Mixed-Use/ Commercial Main Street	78	89	50	54
Under 20,000 Urban Mixed-Use/ Commercial Throughway	78	73	50	44
Under 20,000 - Rural	102	98	46	42

Table ROW and Improvements Width Comparison

Type of Street Maximum Daily Trips	Current Min. Improvement Width	Proposed Min. Improvement Width	Current Min. Impervious Width	Proposed Min. Impervious Width
Collector—4 Lane - Including collectors on the Future Highway Functional Classification Map				
20,000 to 40,000 Urban Residential	120	93	72	64
20,000 to 40,000 Urban Mixed-Use/ Commercial Main Street	110	109	72	74
20,000 to 40,000 Urban Mixed-Use/ Commercial Throughway	120	93	72	64
20,000 to 40,000 Rural	154	120	86	64

SUPPLEMENTAL NOTES OF INTEREST

407.141. (h)

5. Where Traffic Calming Features are required by Table 407.141.1, street section shall be accompanied by mitigating traffic calming measures placed every 260-500 feet.

6. If transit or heavy freight are projected to run on general purpose travel lanes, then the lane width shall be eleven (11) feet.

SUPPLEMENTAL NOTES OF INTEREST

407.141. (h)

10. Where Table 407.141 indicates a sidewalk or multi-use path is required, those facilities shall be provided on both sides of roadway, unless otherwise noted in the Table. Where One Side multi-use paths are proposed, the location must be justified, and appropriate crossing treatments to all major destinations must be provided.

SUPPLEMENTAL NOTES OF INTEREST

407.141. (h)

11. Street trees are required wherever there is an adjacent sidewalk or multiuse path per this table and shall be located between the sidewalk or multi-use path and the vehicular travel lanes. Planting areas and specifications, including root barrier requirements, shall determined by ULDC Table 407.45.1. Tree wells may be used, so long as 7' minimum clear width (on local streets) and 10' minimum clear width (on collector roads) is maintained. Clear width may include flush, ADA-compliant tree grates.

SUPPLEMENTAL NOTES OF INTEREST

407.141. (h)

15. For roads to be dedicated to the public, the right-of-way width must be sufficient to include all required and proposed cross-section elements, plus an additional 2 ft. to accommodate maintenance activities on either side of the section.

18. Developments with a valid preliminary development plan or planned development that identifies street cross sections and was approved prior to [Adoption of Table 407.141.1 Date] may provide street sections consistent with the approved preliminary development plan or planned development.

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Street Cross Sections and Visualizations

Local 2-Lane

Local—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
150 to 1,500	20-25	Travelway 20	Direct	5	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	No	60

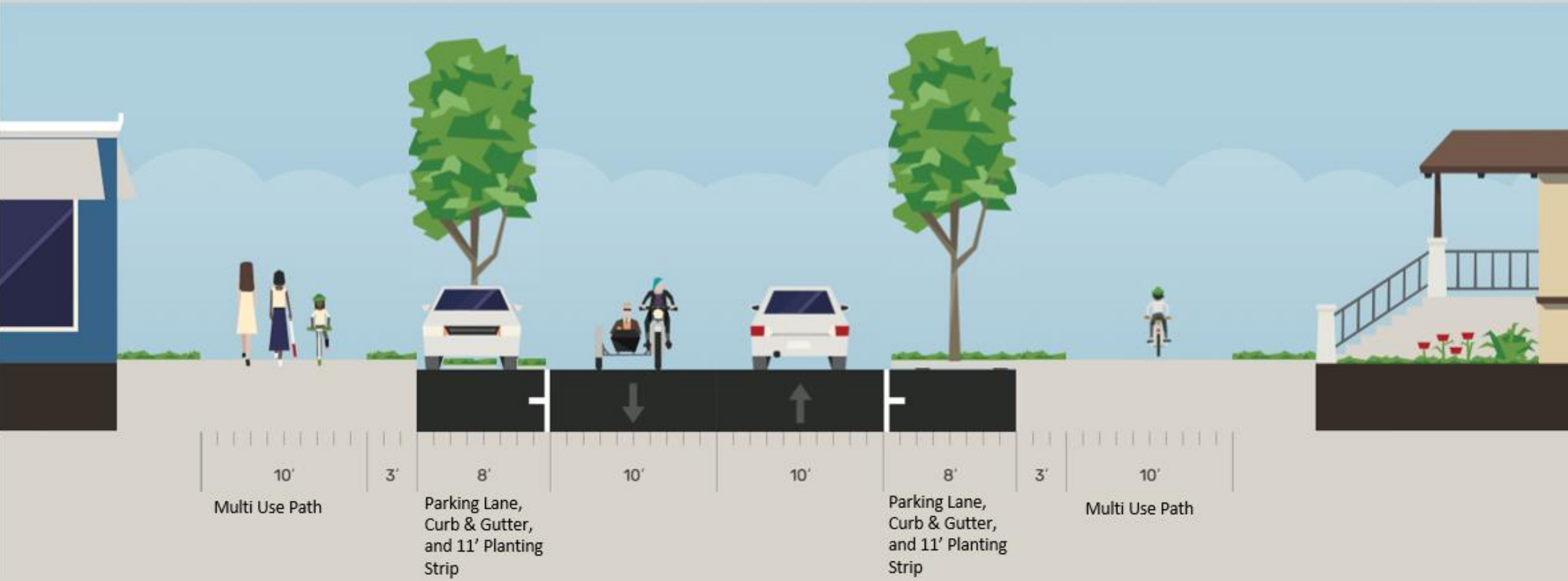
46' Section

Local—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
150 to 1,500	20-25	Travelway 20	Direct	5	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	No	60

Local—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
1,500 to 6,000 Residential	20-25	10	Limited	10	Yes	2 (Optional)	No	3	Optional	2 (If No C&G)	8 (Optional)	10 (Optional)	65



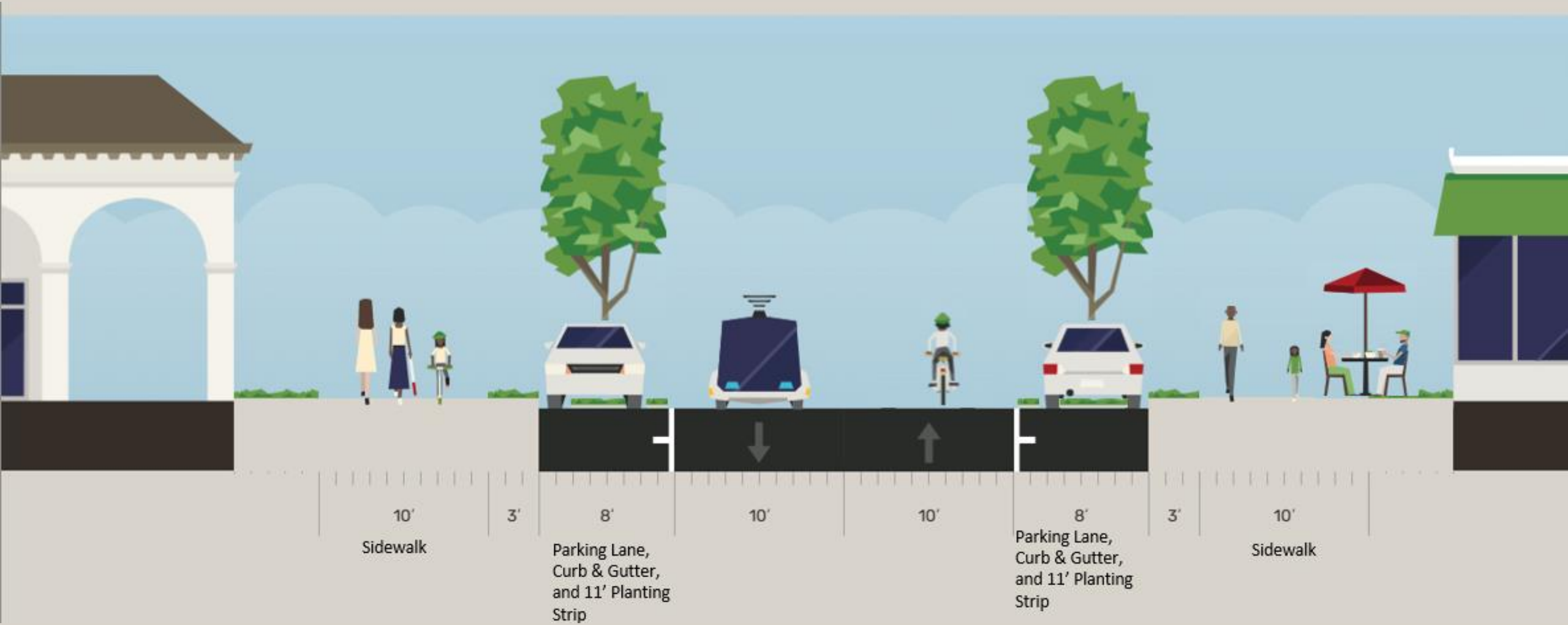
62’ Section

Local 2-Lane: 1,500-6,000 Residential

NW 136th St:

Local—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
1,500 to 3,000 Mixed-Use/ Commercial	20-25	10	Limited	10	Yes	2 (Optional)	No	No	Yes	2 (If No C&G)	8 (Optional)	10 (Optional)	65



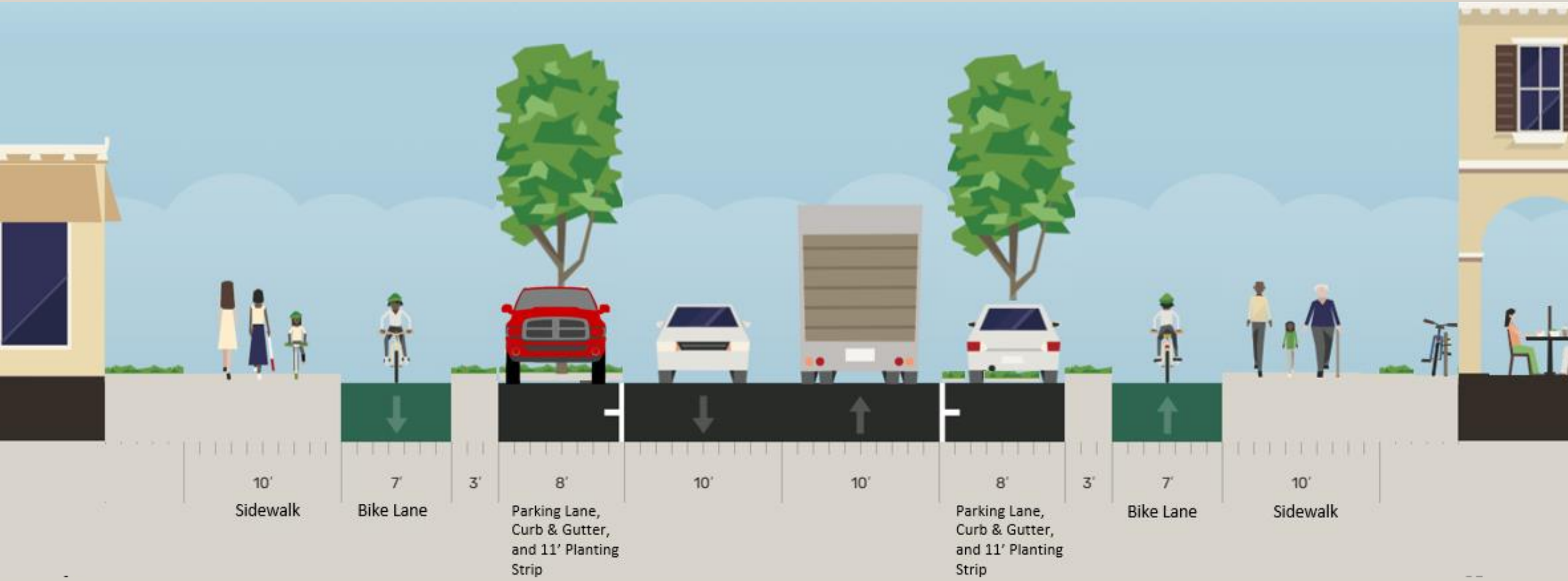
62’ Section

Sample 2-Lane Mixed-Use/ Commercial with Traffic Calming and No Dedicated Bike Facility

Bob Hitchcock's Main Street:
No Trip Count Available

Local—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
3,000 to 6,000 Mixed-Use/ Commercial	25	10	Limited	10	Yes	2	7	3	Optional	No	8	10 (Optional)	85
6,000+ Mixed-Use/ Commercial	25-30	10	Limited	10	Yes	2	7	3	Optional	No	8	10	90



76' Section

Separated Bike Facility

- Street-level facility
- Buffer between parked cars and bike lane

Separated Bike Facility

- Vertical and horizontal separation between sidewalk and bike lane

Local 2-Lane: 3,000-6,000 Mixed Use/ Commercial

NW 3rd Ave at 13th Street: 4,394 Trips

Local 2-Lane: 6,000+ Mixed Use/Commercial

SE 2nd Ave: 6,636 Trips

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Street Cross Sections and Visualizations

Collector 2-Lane

Collector—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
Under 20,000 Urban Mixed-Use/ Commercial Main Street	30	10	Limited	10	Yes	2	7	3	Yes	No	8	13	100

91' Section

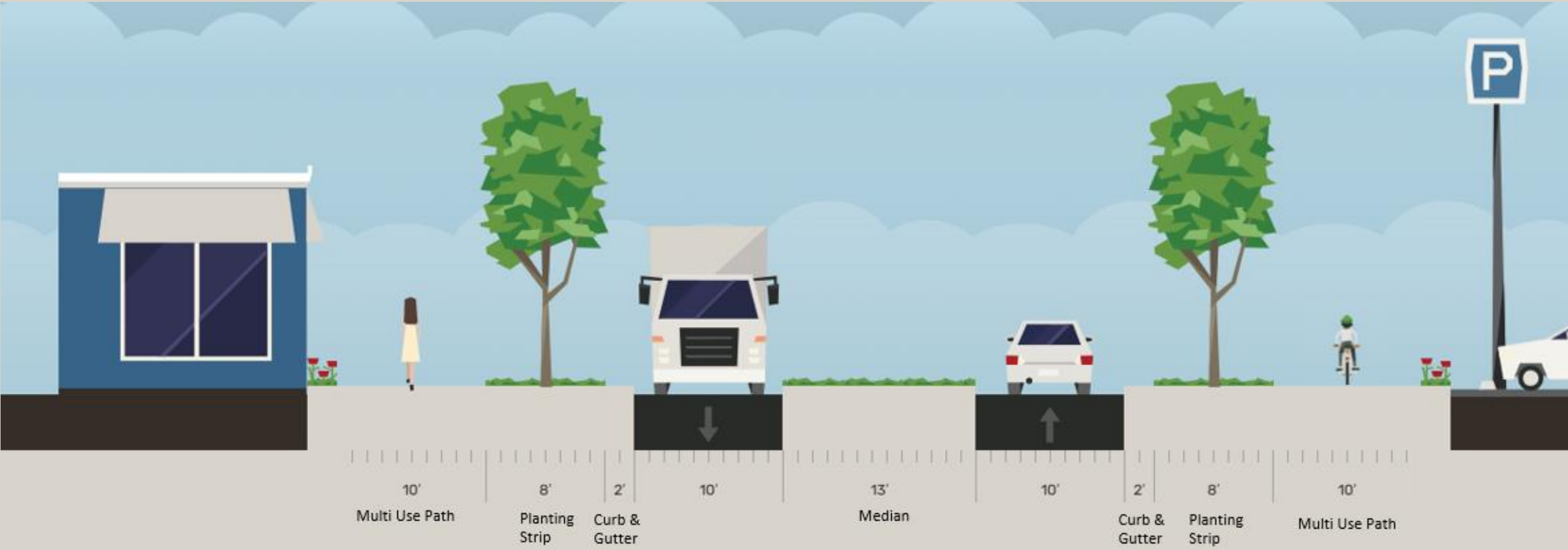
4' Bike Lane Separator Allows for 12' Live Oak planting strip in parking lane and buffer.

Collector 2-Lane: Under 20,000 Main Street

State Road 20: 10,800 Trips

Collector—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
Under 20,000 Urban Mixed-Use/ Commercial Throughway	30	10	Limited	10	Yes	2	No	No	No	No	No	13	100



73’ Section

Collector 2-Lane: Under 20,000 Urban Mixed-Use/ Commercial Throughway

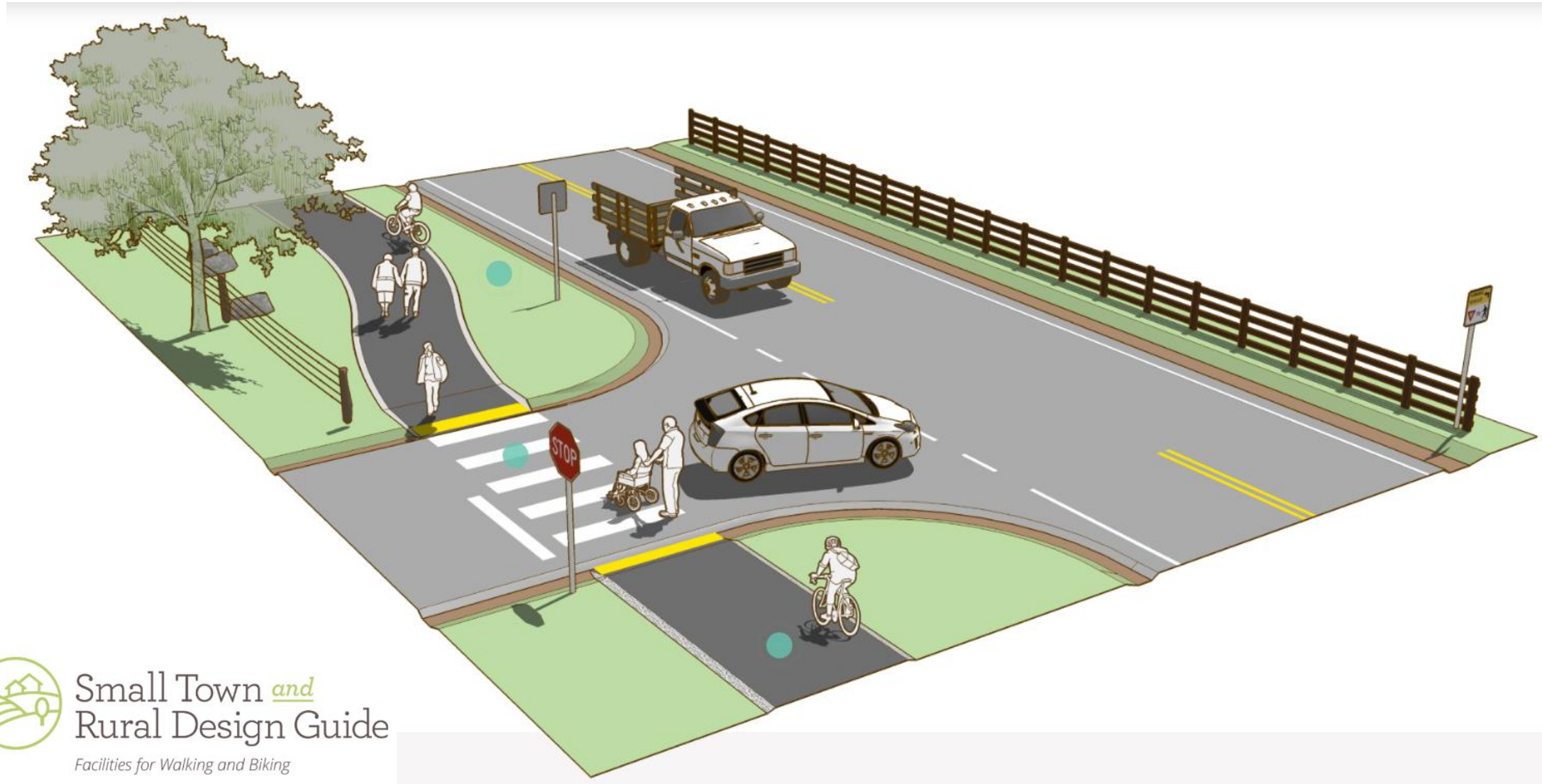
N Main Street: 15,000 Trips

Collector 2-Lane: Under 20,000 Residential

SW 8th Ave: 6,886 Trips

Rural—2 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
Under 20,000 - Rural	60	11	Limited	12 (One Side)	Yes	No	No	No	No	8	No	40	100



Small Town and Rural Design Guide

Facilities for Walking and Biking

Rural 2-Lane: Under 20,000

NW 182nd Ave: 6,500 Trips

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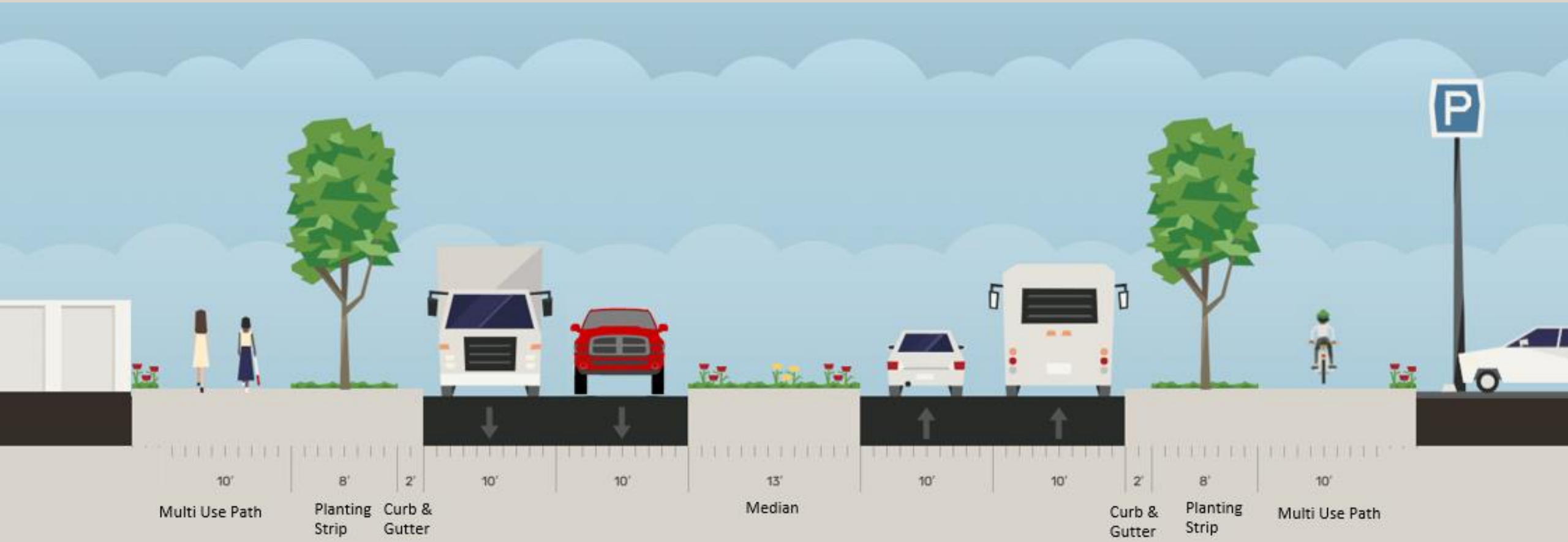
Street Cross Sections and Visualizations

Collector 4-Lane

Collector—4 Lane

Type of Street Maximum Daily Trips	Design Speed (mph)	Travel Lane Widths (ft)	Access Type	Sidewalks or Multi-Use Paths (ft)	Street Tree Planting Strip	Curb and Gutter (C&G) (ft)	Seperated Bike Lanes (ft)	Parking and Bike Lane/MUP Buffer (ft)	Traffic Calming Features - 407.141.3	Shoulders (ft)	On Street Parking (ft)	Median (ft)	Minimum Right-of-Way (ft)
20,000 to 40,000 Urban Mixed-Use/ Commercial Throughway	30-35	10	Limited	10	Yes	2	No	No	No	No	No	13	115



93’ Section

Collector 4-Lane: 20,000-40,000 Commercial

NW 43rd Street: 25,000 Trips

Staff Recommendation

1. Convene as the Land Development Regulation Commission and find the ULDC amendments consistent with the Alachua County Comprehensive Plan.

2. Reconvene as the Board of County Commissioners and approve the ordinance and authorize the Chair's signature on the ordinance.

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Questions or Comments?

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