

Transportation Policy Manual

Draft

May 23, 2012



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

DRAFT

Transportation Policy Manual

A Comprehensive Guide to Adopted Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Policies

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Chapter I

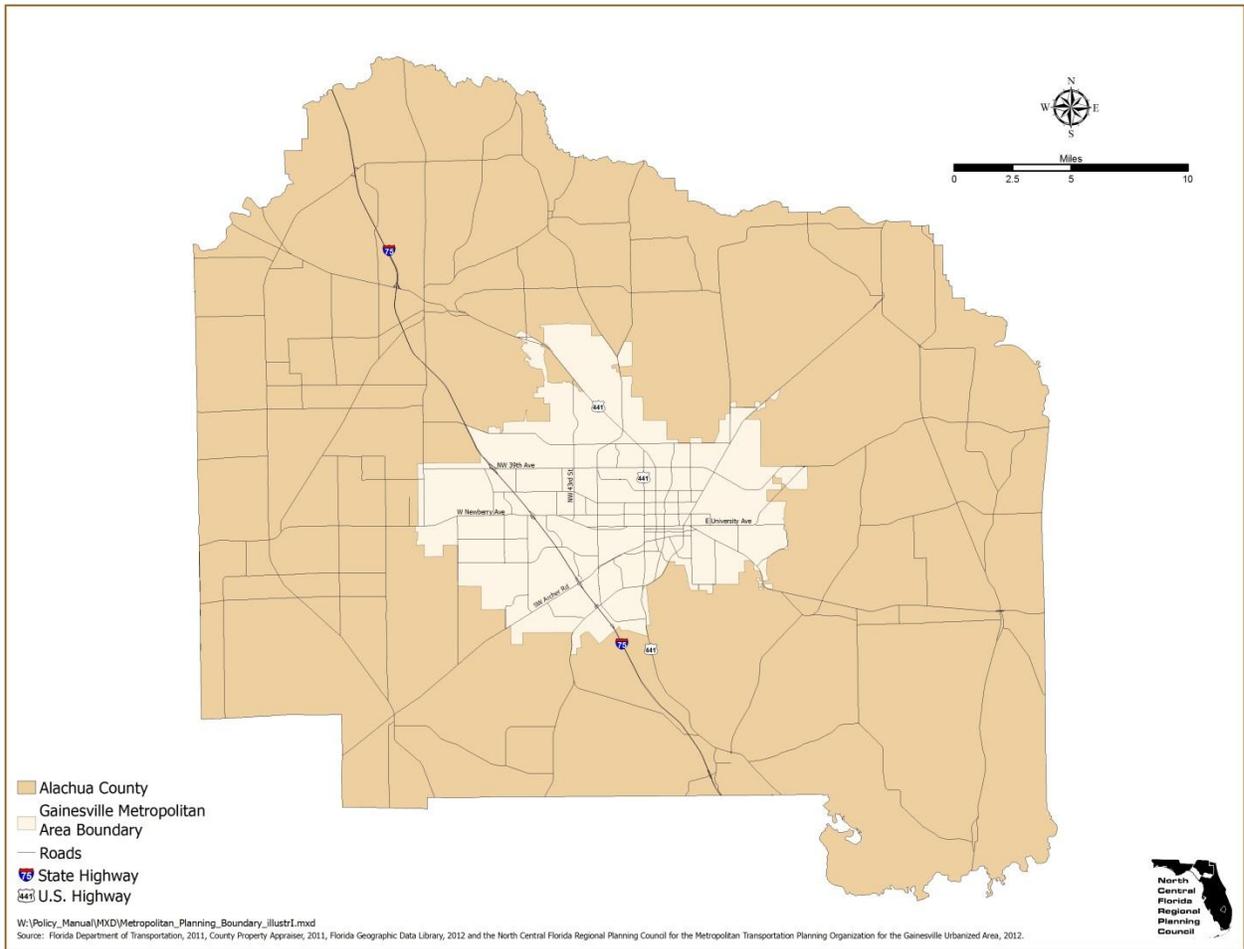
Introduction

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Chapter I: Introduction

This document contains adopted transportation policies of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The policies in this document apply to projects that are located in the area subject to the transportation planning responsibilities of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area - the Gainesville Metropolitan Area (see Illustration I).

Illustration I
Metropolitan Planning Boundary



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Chapter II

Bicycle

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Chapter II: Bicycle

A. Bicycle Travel Facilities

Instreet bicycle lanes (see Figure 1) or wide curb lanes (see Figure 2) shall be provided on all federal aid eligible arterial and collector roadways to accommodate bicycle travel. The facility shall be instreet bicycle lanes, unless it can be documented that physical space constraints or excessive turning movements preclude an instreet location. Illustration II shows arterial and collector roads in the Gainesville Metropolitan Area.



Figure 1 - Instreet Bicycle Lane



Figure 2-Wide Curb Lane

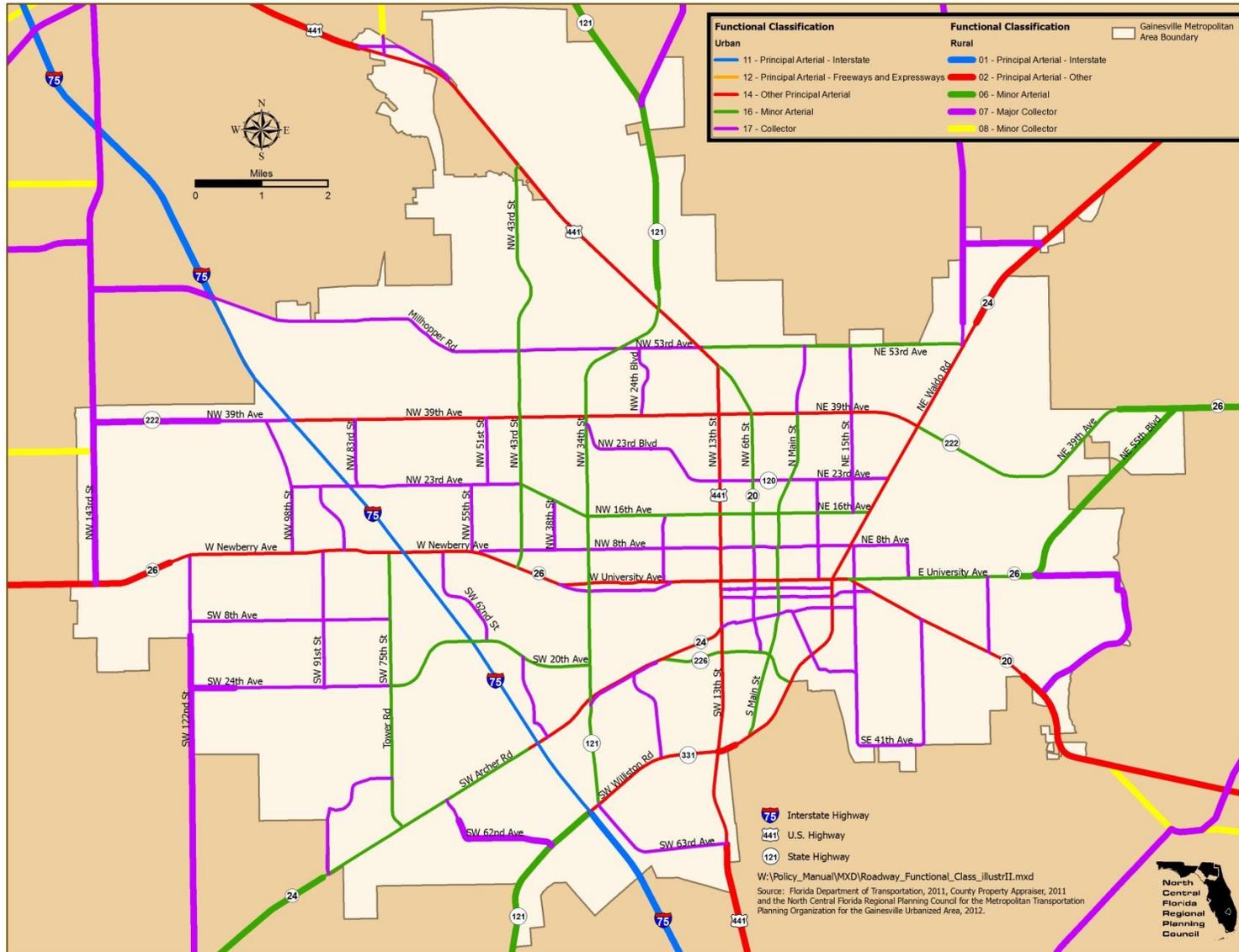
B. Bicycle Parking Facilities

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recommends that the City of Gainesville and Alachua County require the provision of adequate, secure bicycle parking facilities in local zoning regulations (see Figure 3).



Figure 3 - Bicycle Parking

Illustration II Arterial and Collector Roadways Federal Aid Eligible



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Chapter III

Landscaping for the State Highway System

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Chapter III: Landscaping for the State Highway System

A. General Landscaping Principles

Landscaping projects shall be constructed following the priorities identified in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's latest adopted *List of Priority Projects*.

Highway landscaping may be included as part of a highway modification/reconstruction or as a separate landscape project. Proposed landscape projects on the State Highway System may be part of a Florida Department of Transportation funded roadway project or as a permit project by another agency. Highway landscape on the State Highway System proposed by other agencies must be by permit from Florida Department of Transportation District Two and plans must comply with all Florida Department of Transportation design standards. For landscape projects that are part of roadway reconstruction/new construction, the landscape must be within the existing right-of-way and designed as standard Florida Department of Transportation maintained landscape.

The Florida Department of Transportation standard landscape design is grass and sod. If the City of Gainesville or Alachua County desires to include trees, shrubs and ground cover on the State Highway System, they must agree to pay for the additional cost and maintenance (see Figure 4).

Agencies should maintain close coordination and contact with the Florida Department of Transportation District Two Landscape Architect during preliminary project planning phase to ensure compliance with design standards and the need for any additional agreements for the project.



Figure 4 - Enhanced Landscaping on South Main Street

Chapter IV

Language

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Chapter IV: Language

A. Transportation Language Policy

Objective language will be used for all correspondence, resolutions, ordinances, plans, language at meetings and when updating past work.

B. Transportation Language Guidelines

The following examples of biased and objective statements are to be used as guidelines for implementing the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Language Policy.

Transportation Language Policy Samples		
Sample	Biased	Objective
A	The following street improvements are recommended.	The following street modifications are recommended.
	The intersection improvement will cost \$5,000.00.	The right turn channel will cost \$5,000.00.
	The motor vehicle capacity will be improved.	The motor vehicle capacity will be changed.
B	The level of service for motor vehicles was enhanced.	The level of service for motor vehicles was changed.
	The level of service for motor vehicles deteriorated.	The level of service for motor vehicles was increased. The level of service for motor vehicles was decreased.
	The motor vehicle capacity enhancements will cost \$40,000.	The increases to motor vehicle capacity will cost \$40,000.
C	Upgrading the street will require a wider right of way.	Widening the street will require a wider right of way.
	The upgrades will lengthen sight distances.	The changes will lengthen sight distances.
D	The level of service was "A".	The level of service for motor vehicle users was "A". The level of service for pedestrians was "A".
E	The problem is speeding traffic.	The problem is speeding motor vehicles.
	The traffic queued back for one mile.	The motor vehicles queued back for one mile.
F	The traffic demand will increase.	Motor vehicle use will increase. Travel demand will increase.
	The traffic demand projections will be complete soon.	The projections of motor vehicle use will be complete soon.
	The peak hour traffic demand is falling.	The peak hour motor vehicle use is falling.
G	Alternative modes of transportation are important downtown.	Non-automobile modes of transportation are important downtown. Non-motorized modes of transportation are important to the downtown. Alternative modes of transportation to the automobile are important to the downtown.
H	Motor vehicle accidents kill 200 people every year.	Motor vehicle crashes kill 200 people every year.
	He had an accident with a light pole.	He crashed into a light pole.
	Here is the accident report.	Here is the crash report.
I	We have protected this right-of-way.	We have purchased this right-of-way. We have designated this a right-of-way.
J	The traffic signal timings were adjusted to increase motor vehicle efficiency.	The traffic signal timings were adjusted to increase motor vehicle speeds.

Example Summary

Biased Terms	Objective Terms
improve	change, modify
enhance, deteriorate	change, increase, decrease
upgrade	change, redesignate, expand, widen, replace
level of service	level of service for
traffic	motor vehicles
traffic demand	motor vehicle use
accident	collision, crash
protect	purchase, designate
efficient	fast

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Chapter V Pedestrian

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Chapter V: Pedestrian

A. Pedestrian Travel Facilities

Pedestrian travel facilities, such as sidewalks, crosswalks, ramps and refuge islands (see Figure 5), shall be provided on all federal aid eligible arterial and collector roadways, unless it can be documented that physical space constraints preclude such facilities.



Figure 5- Pedestrian Refuge Island

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Chapter VI

Plan Reviews

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Chapter VI: Plan Reviews

A. Plan Review Process

All road construction projects that construct new roads, or add additional through lanes to existing roads, on federal aid eligible arterial and collector roadways, funded in part or whole with federal funds, will be reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees at the scoping phase.

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Chapter VII

Street Lights

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Chapter VII: Street Lights

A. Streetlighting Fixture Policy

This Streetlighting policy applies to those federal aid eligible arterial and collector roadway facilities within the Gainesville Metropolitan Area in which streetlighting fixtures are purchased and/or installed as part of a new construction/reconstruction project or an independent project using state and/or federal funding. Streetlighting is to be installed using best management practices in accordance with appropriate City of Gainesville and Alachua County streetlighting standards and criteria.

- 1. Primary Streetlighting Fixture-** Conventional (cobrahead-shaped) "cutoff" black luminaire fixtures mounted on black poles are to be installed on those roadways that are not within local government-designated special streetlighting fixture districts. Fixtures installed within City of Alachua, Clay Electric and Progress Energy service areas may use "cutoff" luminaires, but they are not required.



Figure 6- Cobrahead Streetlight

2. **Pedestrian-Scale Streetlighting Fixture-** Traditional (acorn-shaped) "cutoff" black luminaire fixtures mounted on black poles are to be installed on those roadways that feature significant pedestrian activity and are not within local government-designated special lighting fixture districts, unless a district allows this type fixture. This fixture is intended to supplement the Primary Streetlighting Fixture. Fixtures installed within City of Alachua, Clay Electric and Progress Energy service areas may use black "cutoff" luminaires, but they are not required.



Figure 7- Acorn Pedestrian-scale Fixture

Chapter VIII

Traffic Signals

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Chapter VIII: Traffic Signals

A. Mast Arms

1. State Highway System

Florida Department of Transportation District Two will install strain pole traffic signals (see Figure 8) on the State Highway System unless the City of Gainesville or Alachua County agree to provide the funds for the additional cost of the mast arm installation. The mast arm request will be considered on a case-by-case basis.

If the City of Gainesville or Alachua County agree to the additional cost of a mast arm signal replacement, the signal structure will be galvanized mast arm. If the City of Gainesville or Alachua County request a “painted” mast arm, they must provide the additional cost for painting and enter into a maintenance agreement for the painted structure with the Florida Department of Transportation.

If a mast arm is installed in the Gainesville Metropolitan Area on the State Highway System, it will be painted black and have horizontal signal heads (see Figure 9).



Figure 8- Strain Pole Traffic Signal

2. City of Gainesville and/or Alachua County Roads

If a mast arm is installed in the Gainesville Metropolitan Area on City of Gainesville or Alachua County roads, it will be painted black and have horizontal signal heads (see Figure 9).



Figure 9- Mast Arm with Horizontal Signal Heads



Figure 10- Mast Arm with Vertical Signal Heads

3. Exceptions for Vertical Heads or Post-mounted Signals

Exceptions for installing vertical heads on mast arms (see Figure 10) or post-mounted signals (see Figure 11) may be granted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on a case-by-case basis.



Figure 11- Post-mounted Signals

4. Monotube Mast Arms

Monotube mast arms (see Figure 12) shall not be constructed within the Gainesville Metropolitan Area unless specifically approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.



Figure 12- Monotube Mast Arm

Chapter IX

Trucks

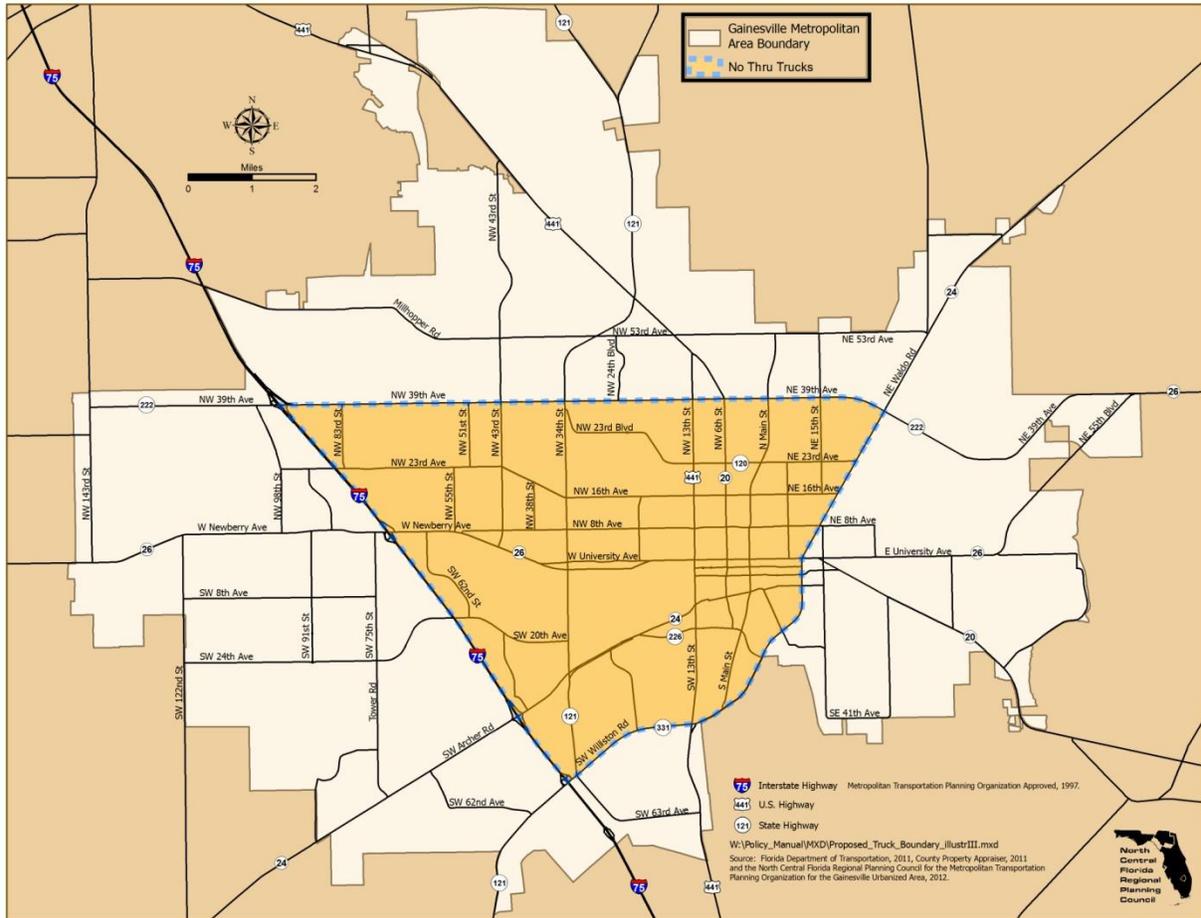
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Chapter IX: Trucks

A. Truck Route System

The Truck Route System for the Gainesville Metropolitan Area is shown in Illustration III. The “through truck route” shown in Illustration III identifies bypass streets for through city truck travel.

Illustration III Truck Route System Boundary



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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