

# Transportation Policy Manual

**Draft**

August 22, 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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# Table of Contents

Chapter I: Introduction .....	3
Chapter II: Language .....	7
A. Transportation Language Policy .....	7
B. Transportation Language Guidelines .....	7
Chapter III: Plan Reviews .....	13
A. Plan Review Process .....	13
Chapter IV: Trucks .....	17
A. Truck Route System .....	17
Chapter V: Design Standards .....	21
A. Bicycles .....	21
B. Pedestrians .....	25
C. Streetlighting Fixtures .....	27
D. Traffic Signals .....	29
E. Landscaping for the State Highway System .....	33

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# Illustrations

Illustration I Metropolitan Planning Boundary.....	3
Illustration II Truck Route System Boundary.....	18
Illustration III Arterial and Collector Roadways Federal Aid Eligible .....	23

# Chapter I

## Introduction

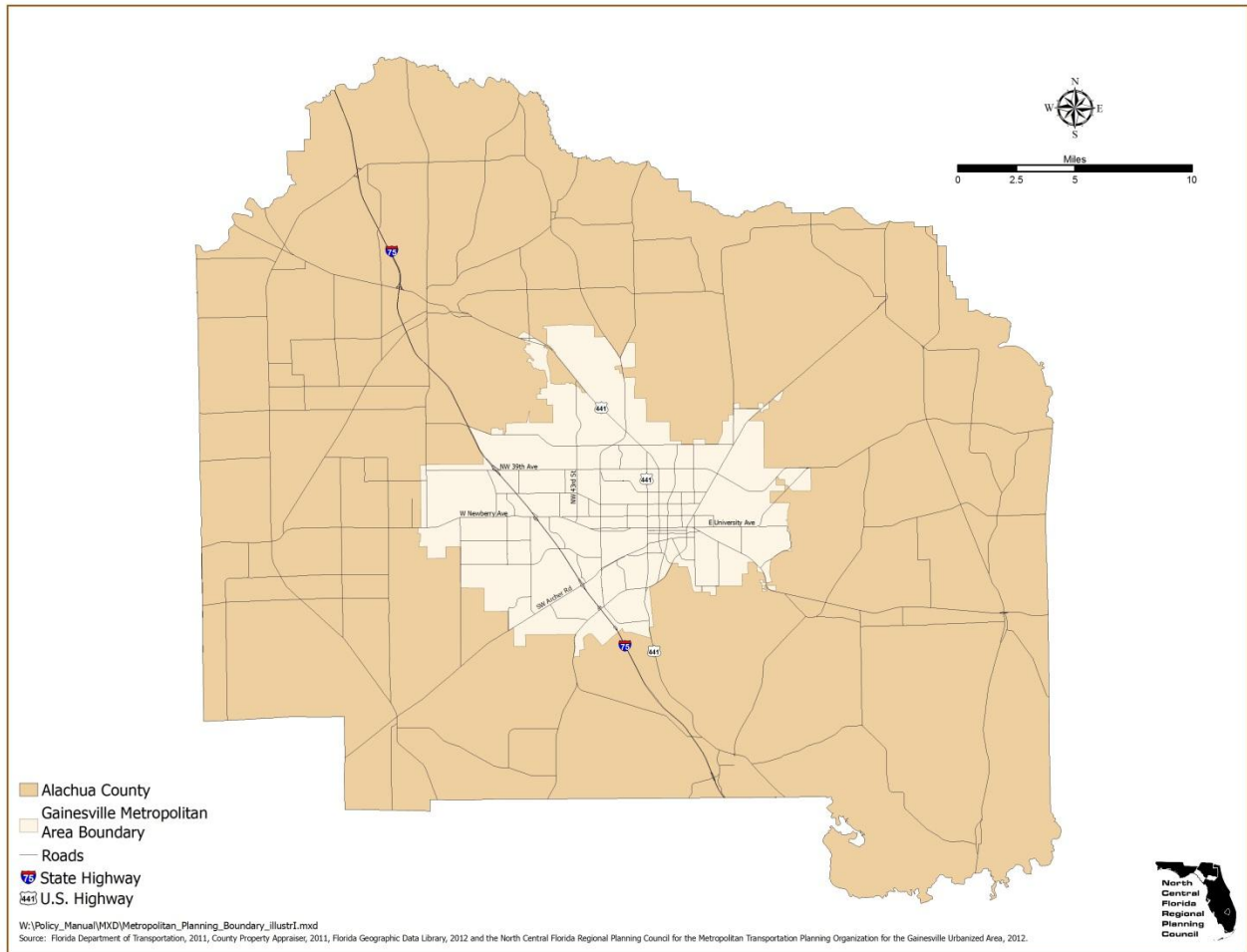
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# Chapter I: Introduction

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

## Language

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## **Chapter II: Language**

### **A. Transportation Language Policy**

**Policy II.A.1.** Objective language shall 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 III

## Plan Reviews

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## **Chapter III: Plan Reviews**

### **A. Plan Review Process**

All road construction projects that construct new roads, add additional through lanes to existing roads or delete through lanes to existing roads on arterial and collector roadways shall 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 IV

## Trucks

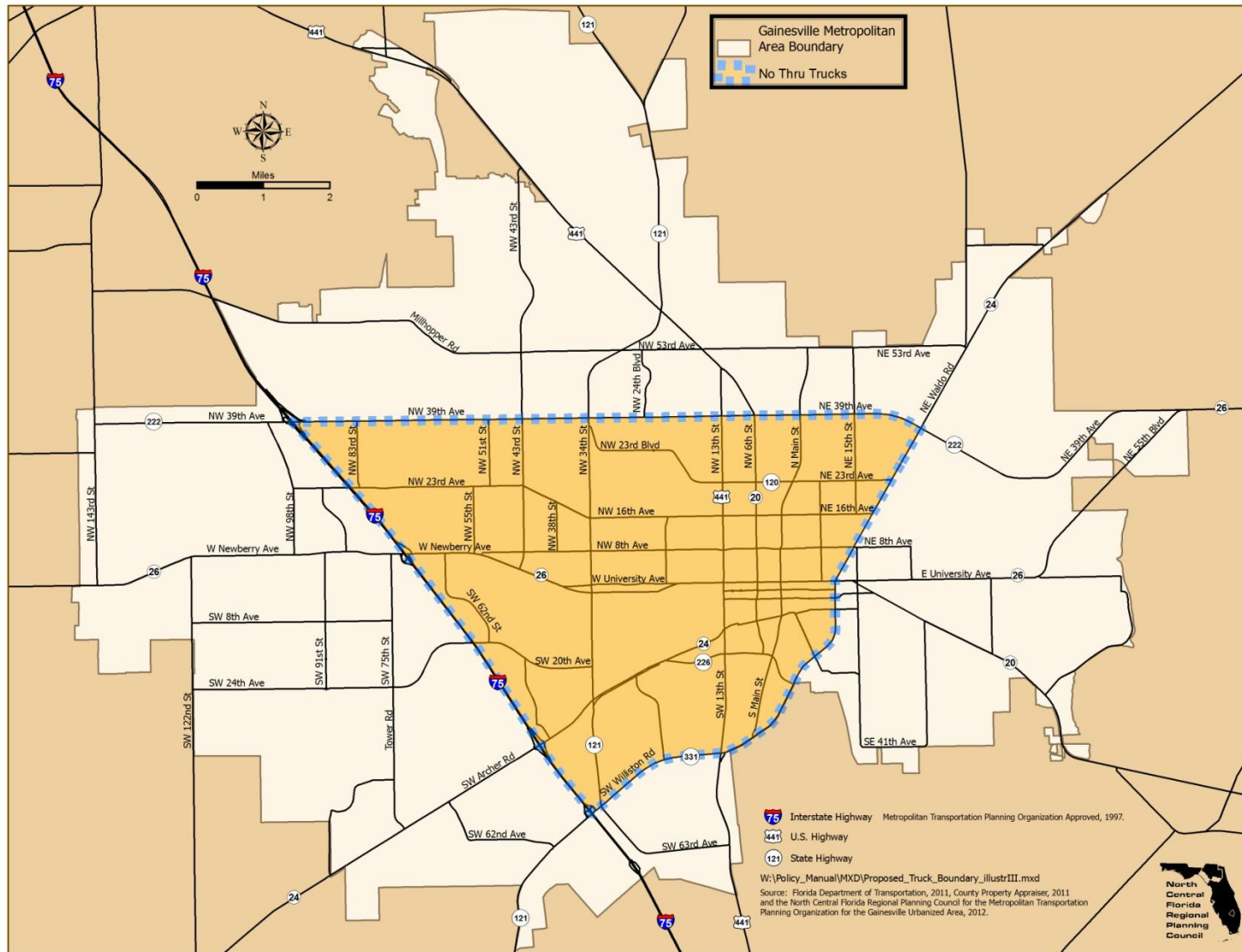
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## **Chapter IV: Trucks**

### **A. Truck Route System**

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

**Illustration II**  
**Truck Route System Boundary**





# Chapter V

## Design Standards

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## Chapter V: Design Standards

This chapter includes design standards for bicycles, pedestrians, streetlighting, traffic signals and landscaping.

### A. Bicycles

#### 1. Bicycle Travel Facilities

**Policy V.A.1.** Instreet bicycle lanes (see Figure 1) or wide curb lanes (see Figure 2) shall be provided on all 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 III shows arterial and collector roads in the Gainesville Metropolitan Area.



Figure 1 - Instreet Bicycle Lane



Figure 2-Wide Curb Lane

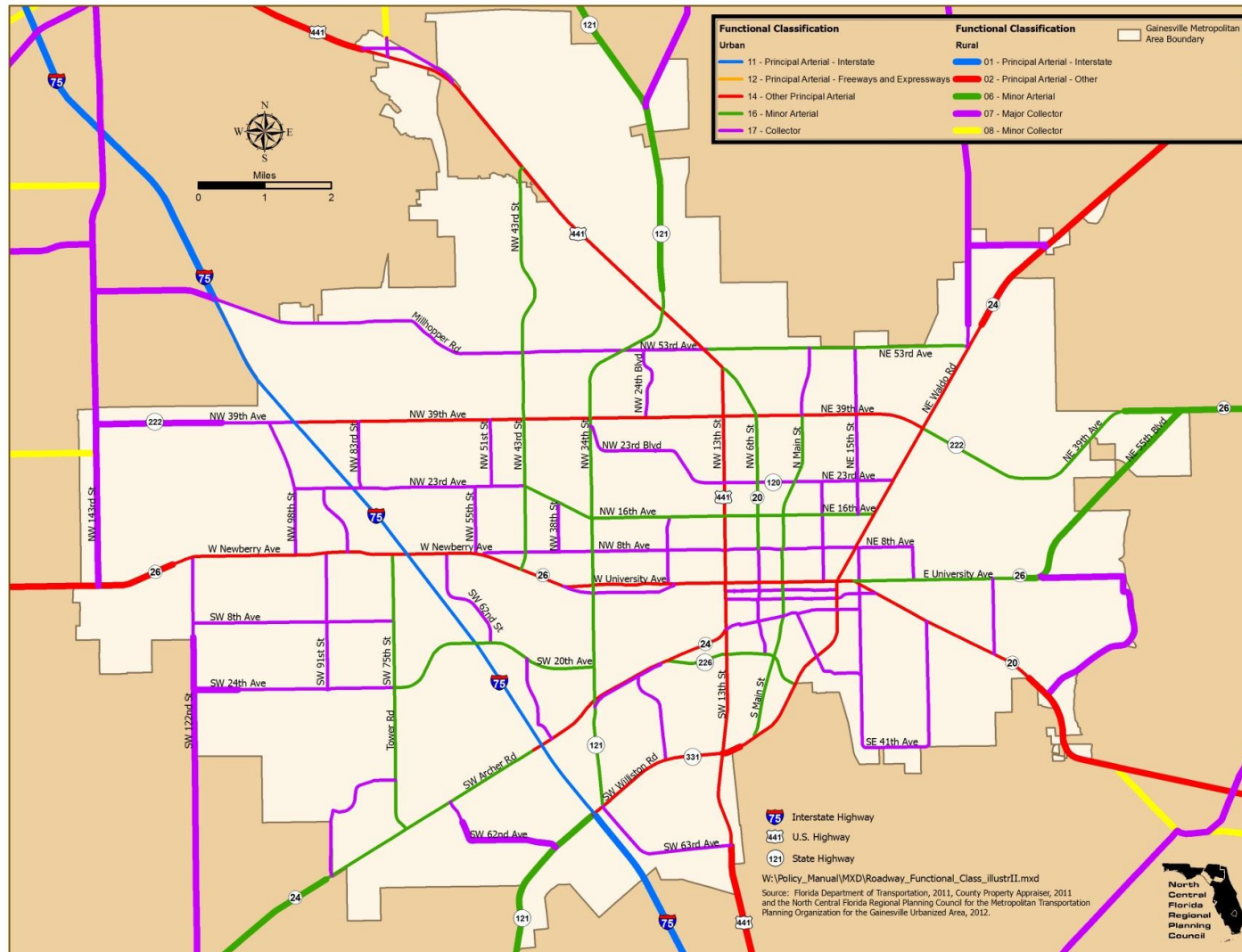
## 2. Bicycle Parking Facilities

**Policy V.A.2.** 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 III Arterial and Collector Roadways Federal Aid Eligible



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## B. Pedestrians

### 1. Pedestrian Travel Facilities

**Policy V.B.1.** Pedestrian travel facilities, such as sidewalks, crosswalks, ramps and refuge islands (see Figure 4), shall be provided on all arterial and collector roadways, unless it can be documented that physical space constraints preclude such facilities.



Figure 4- Pedestrian Refuge Island

## 2. Pedestrian Traffic Signal Timing

**Policy V.B.2.** To improve pedestrian transportation along certain major corridors that have high pedestrian volumes, the following shall be implemented to the extent possible:

Pedestrian phases in which the minimum programmed green time exceeds the length of the "WALK" and flashing "DON'T WALK" will be placed in an automatic mode during times of high pedestrian activity. Generally, this will be in place from 7:00 A.M. to 7:00 P.M.

### Targeted Corridors/Intersections

Corridor/Intersection	Limits
East/West University Avenue	from NE 9th Street to NW 22nd Street
North/South Main Street	from North 2nd Avenue to South Depot Avenue
NW/SW 13th Street	from North 10th Avenue to SW 16th Avenue
Archer Road	from SW 13th Street to SW 34th Street
SW 34th Street	from Radio Road to Archer Road
NW 13th Street/NW 16th Avenue	intersection
SW 2nd Avenue/Village Drive	intersection
SW 2nd Avenue/SW 34th Street	intersection
University of Florida campus streets	-
SW 16th Avenue	from Archer Road to SW 13th Street



## C. Streetlighting Fixtures

**Policy V.C.1.** This Streetlighting policy applies to arterial and collector roadway facilities within the Gainesville Metropolitan Area. 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-**

When streetlights are installed, they shall be conventional (cobrahead-shaped) "cutoff" luminaire fixtures. This policy only applies to 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 5- Cobrahead Streetlight

2. **Pedestrian-Scale Streetlighting Fixture-** When pedestrian-scale lighting is installed, it shall be traditional (acorn-shaped) "cutoff" luminaire fixtures. This policy only applies to 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 "cutoff" luminaires, but they are not required.



Figure 6- Acorn Pedestrian-scale Fixture

## D. Traffic Signals

### 1. Mast Arms

#### a. State Highway System

**Policy V.D.1.** Florida Department of Transportation District Two will install strain pole traffic signals (see Figure 7) 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.

1. 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.
2. If a mast arm is installed in the Gainesville Metropolitan Area on the State Highway System, it shall be painted black and have horizontal signal heads (see Figure 8).



Figure 7- Strain Pole Traffic Signal

b. City of Gainesville and/or Alachua County Roads

**Policy V.D.2.** If a mast arm is installed in the Gainesville Metropolitan Area on City of Gainesville or Alachua County roads, it shall be painted black and have horizontal signal heads (see Figure 8).



Figure 8- Mast Arm with Horizontal Signal Heads



c. Exceptions for Vertical Heads or Post-mounted Signals

**Policy V.D.3.** Exceptions for installing vertical heads on mast arms (see Figure 9) or post-mounted signals (see Figure 10) may be granted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on a case-by-case basis.



Figure 9- Mast Arm with Vertical Signal Heads



Figure 10- Post-mounted Signals

d. Monotube Mast Arms

**Policy V.D.4.** Monotube mast arms (see Figure 11) shall not be constructed within the Gainesville Metropolitan Area unless specifically approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.



Figure 11- Monotube Mast Arm

## E. Landscaping for the State Highway System

### 1. General Landscaping Principles

**Policy V.E.1.** 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*.

**Policy V.E.2.** 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.

**Policy V.E.3.** 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 12).

**Policy V.E.4.** Agencies shall 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 12 - Enhanced Landscaping on South Main Street



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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