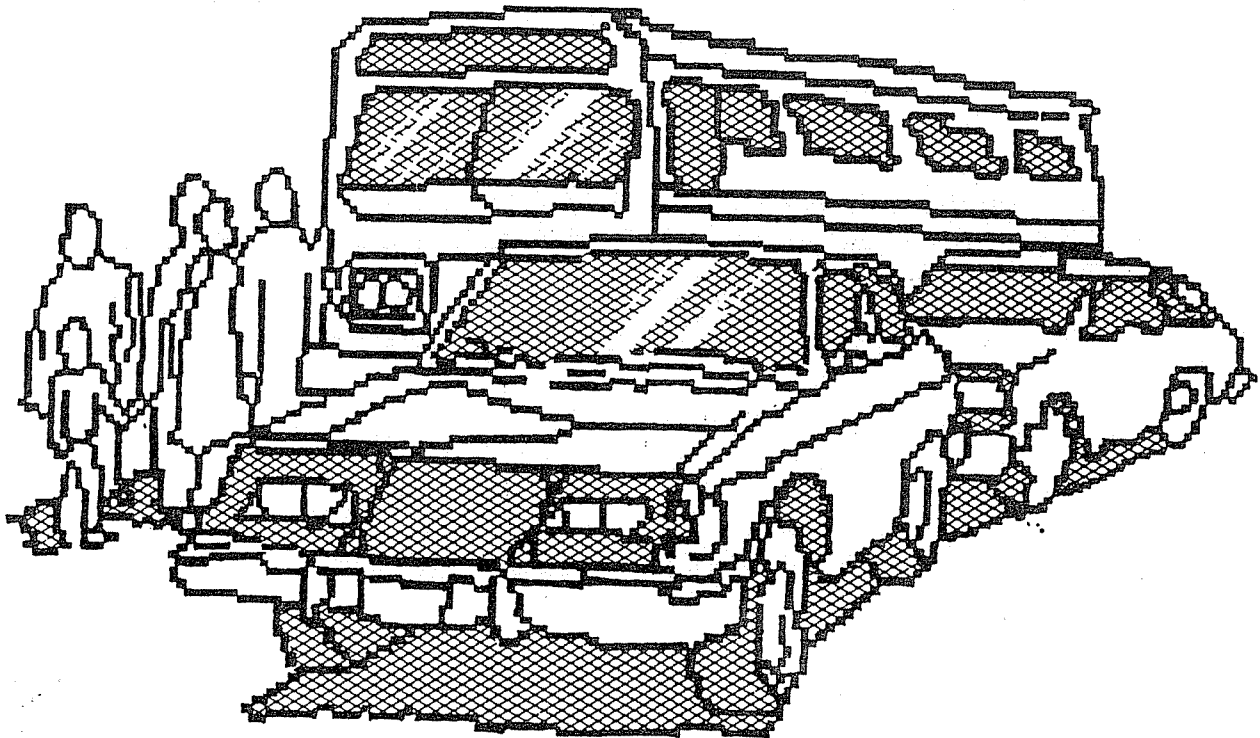


prospectus

guide to transportation planning process



gainesville urbanized area

metropolitan transportation planning organization

august, 1983

GAINESVILLE URBAN AREA
TRANSPORTATION STUDY (GUATS)

GUIDE TO TRANSPORTATION PLANNING PROCESS

Prepared for the
Gainesville Urbanized Area
Metropolitan Transportation Planning Organization

by the
North Central Florida Regional Planning Council

August, 1983

Revised September 7, 1983

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EXECUTIVE SUMMARY

The purpose of this document is to provide introductory material to the transportation planning process in the Gainesville Urban Area. The outline framework for this document is given below:

- (1) What is GUATS? - discusses federal requirements for a continuing, comprehensive, and coordinated transportation planning process, the role of the MTPD, and the historical development of transportation planning in the Gainesville Urban Area.
- (2) GUATS Organization - describes the function, powers, and responsibilities of the MTPD's Advisory Committees and Staff.
- (3) MTPD Rules and Procedures - presents information concerning procedural issues which are addressed by the MTPD on a regular basis.
- (4) GUATS Transportation Plan Summary - describes the GUATS Year 2005 Transportation Plan (Long-Range) and Transportation Systems Management Plan (Short-Range Element).
- (5) Transportation For the Low Income, Elderly, and Handicapped - presents information concerning the Alachua County Coordinated Transportation Disadvantaged Development Plan and the designated Coordinated Provider.

CHAPTER I

WHAT IS GUATS?

The Gainesville Urban Area Transportation Study, or GUATS, is the continuing, comprehensive, and cooperative urban transportation planning program for the Gainesville Urbanized Area (GUA). This planning program is required in order to receive Federal funds for transportation projects. Long-range transportation planning is a requirement of the Federal Aid Highway Act of 1962, as amended, before federal transportation capital improvement dollars can be spent in an urban area of more than fifty thousand (50,000) population.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

The GUATS program officially began in 1971 and is administered by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The MTPO has responsibility for overall program direction, evaluation, and funding approval.

The MTPO is appointed by the Governor, with the voting membership determined on an equitable geographic-population ratio basis. The Gainesville Urbanized Area MTPO, which is a forum for cooperative decision making by locally elected officials, is composed of the five City of Gainesville Commissioners and the five Alachua County Commissioners. Non-voting members of the MTPO include two representatives of the Florida Department of Transportation.

The Governor is required by Chapter 334.215 (3) Florida Statutes to reapportion the MTPO membership at least every five (5) years. MTPO membership terminates upon the member leaving his elective office for any reason.

The duties of the MTPO are those required by Federal and State laws, rules, and regulations necessary to qualify the urban area to receive all federal aid transportation funds for which they are legally eligible. These duties include the development of:

- (1) A continuous, on-going transportation planning program.
- (2) A transportation plan, consisting of a long-range element and a transportation systems management (short-range) element.
- (3) An annual unified planning work program (UPWP) which describes the planning activities to be undertaken to maintain a Federally approved on-going transportation planning program.
- (4) An annually updated staged five-year Transportation Improvement Program (TIP), which shall consist of improvements recommended for implementation from the transportation systems management and long-range elements of the transportation plan.

SCOPE

The scope of MTPO responsibilities are within with two area boundaries: (1) the Gainesville Urban Area (GUA) Study Boundary and (2) the FHWA Urban Area Boundary. The GUA Study Boundary is that area which is expected to have urban characteristics within the next 20 to 25 years. The MTPO is authorized to spend transportation planning (PL) funds inside the Study Boundary. The limits of the GUA Study Boundary are shown in Illustration I.

The FHWA Urban Area Boundary is that area which is currently urbanized according to the latest U.S. Bureau of the Census data. Federal-aid urban system funds for road construction can only be spent inside the FHWA Urban Area Boundary. The limits of the FHWA Urban Area Boundary are shown in Illustration II.

HISTORICAL DEVELOPMENT OF GUATS/MTPO

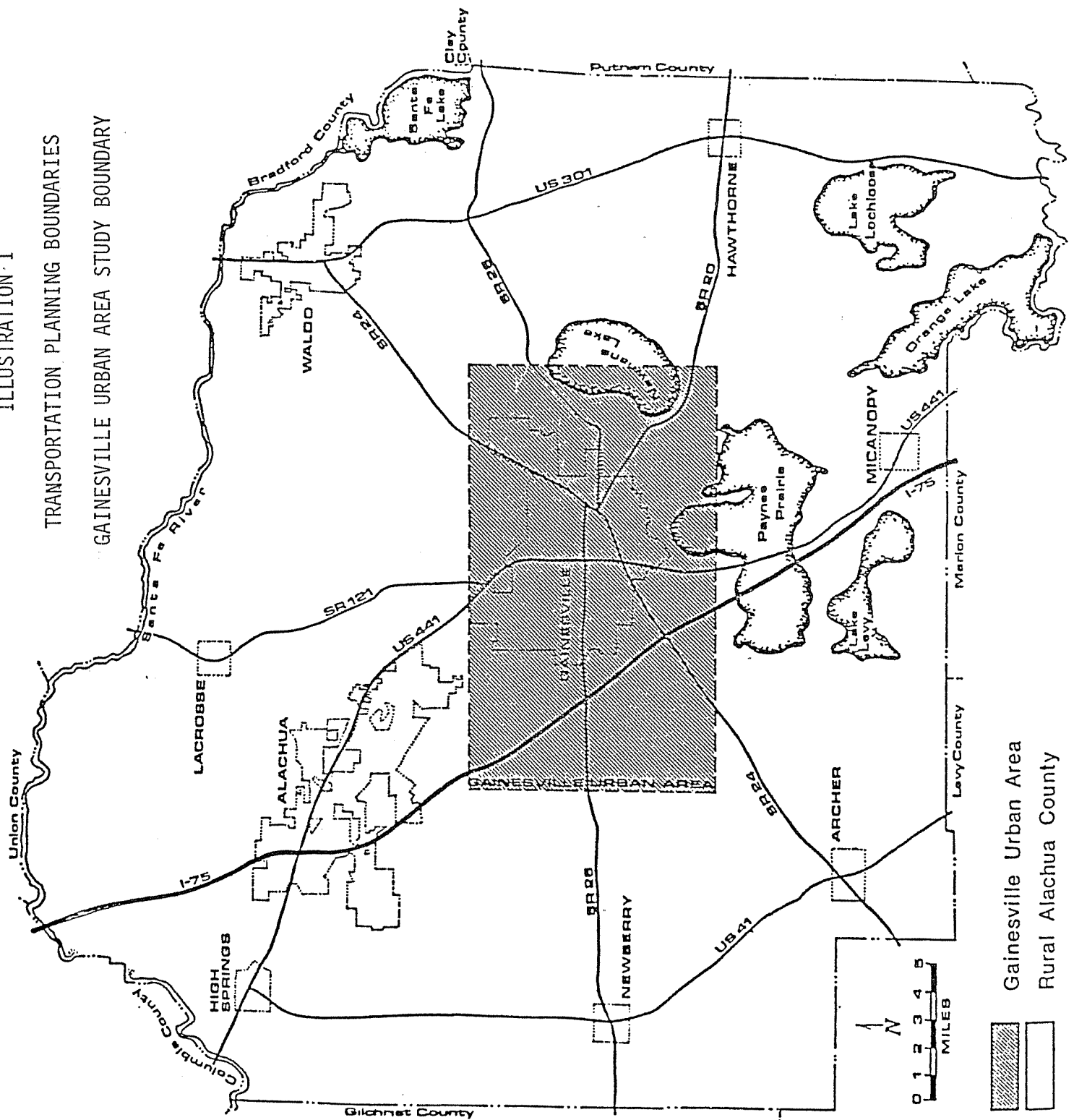
On August 25, 1969, the Florida Department of Transportation (FDOT), Alachua County, and the City of Gainesville entered into a Memorandum of Agreement to participate in the Gainesville Urban Area Transportation Study (GUATS). The objective of this Agreement was to initiate a cooperative, continuing, and comprehensive transportation planning process to assure that highway facilities, parking, mass transit, and bicycle facilities would be properly located and developed in relation to the overall plan of development.

One of the major aspects of the Agreement which would have bearing on the transportation planning process over the next several years was the establishment of an organization of committees to develop and coordinate the long-range transportation planning process. A Policy Committee, composed of the City of Gainesville and Alachua County Commissioners, was established in 1970 to develop and coordinate all policies in terms of the development of the transportation planning process and its effective implementation.

The Policy Committee was charged with taking an active part in evaluating alternative plans and making recommendations to FDOT, the County, and the City. The Policy Committee was also authorized to appoint members to a technical committee to assist in establishing policies and provide guidance whenever necessary.

A technical committee was also established in 1970 with representative professional technical individuals comprising an interdisciplinary background. The Technical Advisory Committee (TAC) was responsible for guiding the work program, evaluating the study procedures and the technical acceptability of the work, and reviewing the study process. Several years later (1973), the Policy Committee formed a Citizens Advisory Committee to provide for citizen review of the transportation planning process.

ILLUSTRATION I
TRANSPORTATION PLANNING BOUNDARIES
GAINESVILLE URBAN AREA STUDY BOUNDARY



[illegible]

After several years of working on this project and after the examination of four alternative transportation plans, on October 7, 1976, the Policy Committee adopted the arterial network system recommendation as the GUATS 1995 Adopted Roadway System. However, this was not the end of the planning process, but rather just one of the first steps along the road of a continuing transportation planning program.

In 1978, the Policy Committee was renamed the Metropolitan Transportation Planning Organization (MTPO). This change was made in order to implement Chapter 334.215 Florida Statutes, which requires each urbanized area, where a planning organization is necessary to meet Federal requirements for obtaining and expending Federal transportation funds, to establish Metropolitan Planning Organizations (MPOs). The MTPO added the word "transportation" to the title "Metropolitan Transportation Planning Organization" in order to clarify its role and scope as a transportation planning organization.

CHAPTER II

GUATS ORGANIZATION

The GUATS organizational structure is designed to provide the MTPD members (local officials) with the best possible transportation information to assist them in making decisions affecting the future development of the Gainesville Urban Area (GUA). The Chapter discusses the function, powers, and responsibilities of the MTPD's Advisory Committees and Staff.

MTPO ADVISORY COMMITTEES

Due to the interdisciplinary nature of the transportation planning process, the MTPD has established three advisory committees to assist it in its deliberations. The three Committees are the:

- (1) Technical Advisory Committee (TAC);
- (2) Citizens Advisory Committee (CAC); and
- (3) Urban Area Bicycle Advisory Board (BAB).

Technical Advisory Committee

The TAC provides technical resources as requested by the MTPD and is responsible for reviewing all transportation studies, reports, plans, and programs that require adoption by the MTPD. All TAC recommendations to the MTPD are based upon the technical sufficiency, accuracy, and completeness of studies, plans, and programs.

In addition, the TAC makes priority recommendations to the MTPD planning program, based upon needs, as determined by technical studies. Current (August, 1983) members of the TAC are listed below:

Charles F. Justice (Chairman), Executive Director, North
Central Florida Regional Planning Council

Dwight Arnold, Director, Regional Transit System

Norman J. Bowman, Director, City of Gainesville
Department of Community Development

Harry Burns, Director, City of Gainesville Department of
Public Works

Ed Culpepper, Director, Alachua County Department of
Public Works

Grady Greene, District II Design Engineer, Florida
Department of Transportation

Nazih K. Haddad, GUATS Area Engineer, Florida Department
of Transportation

Gary Koepke, University of Florida, Department of
Physical Planning Specialist

York Phillips, Director, Alachua County Department of
Planning and Development

J. H. Pitman, District II Planning Engineer, Florida
Department of Transportation

Salem A. Salem, District II Public Mass Transit
Operations Engineer, Florida Department of
Transportation

Richard Vough, Branch Manager, Northeast District Branch
Office, Florida Department of Environmental Regulation

Citizens Advisory Committee

Citizen involvement in the transportation planning process is provided for by the establishment of a Citizens Advisory Committee (CAC). The CAC reviews planning proposals and provides comment with respect to the concerns of various segments of the population. Current (August, 1983) members of the CAC are listed below:

NAME	TERM EXPIRES DECEMBER 31ST
Barry Currier (Chairman)	1983
E. W. Burch, Jr.	1984
Jean Covey	1985
Lydia Deakin	1985
James C. Emerson	1983
Titus J. Harper	1983
Craig Hedgecock	1985
Sidney Knight	1985
John McFerrin	1984
Ronald Nichols	1983

NAME	TERM EXPIRES DECEMBER 31ST
Bill Nuetzel	1984
Francine Robinson	1985
Kermit Sigmon	1984
Thomas C. Spain	1984
Wendell N. Stainsby	1983

Urban Area Bicycle Advisory Board

The Urban Area Bicycle Advisory Board (BAB) makes recommendations to the MTPO, City Commission, and County Commission on all matters concerning planning, implementation, and maintenance of policies, programs, and facilities for the safe and efficient integration of bicycle transportation into the urban area transportation system. This includes, but is not limited to, the design of highway bicycle facilities, bicycle paths, bicycle parking, and the enforcement of traffic and bicycle safety regulations.

Four BAB members each are appointed by the City of Gainesville, Alachua County, and the MTPO. Current (August, 1983) members of the BAB are listed below:

NAME	APPOINTED BY MTPO	MTPO APPOINTMENT TERM EXPIRES OCTOBER 5TH
Kermit Sigmon (Chairman)	MTPO	1985
Roxanne Manning	MTPO	1984
Frank Martin	MTPO	1985
Mark Zumbro	MTPO	1983
Bob Coldwell	City	-
Kate Lee	City	-
Charles Reid	City	-
Ralph Swain	City	-
Don Davis	County	-
Chris Jones	County	-
Sharon Quinn	County	-
(Vacancy)	County	-

MTPO STAFF - NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

The North Central Florida Regional Planning Council (NCFRPC) participates in the urban transportation planning process as Staff to the MTPO. Upon the recommendation of the Florida Department of Transportation (FDOT), the MTPO selected the NCFRPC as its Staff. The FDOT recommendation was based upon the previous performance by the Staff in its work for the GUATS Policy Committee and its ability to maintain certification (Federal and State approval) for the GUA.

An Interlocal Agreement was entered into between the NCFRPC and the MTPO on April 1, 1978. Briefly, the responsibilities of the NCFRPC staff are in two primary areas, those of a technical nature and those activities relating to administration. Within the area of technical responsibilities, the Council Staff provides professional, technical, and administrative assistance in the development of transportation plans and programs.

Administrative responsibilities of the Staff relate to maintaining complete files for the MTPO and advisory committees, subcommittees, and ad-hoc committees created by the MTPO. Furthermore, the Staff is responsible for arranging all meetings for the MTPO and its committees, as necessary.

The Staff is also responsible for performing, on behalf of the MTPO, the financial accounting, bookkeeping, and grants management required by Federal Highway Administration (FHWA), Urban Mass Transportation Administration (UMTA), and FDOT. Provisions have been made for subcontracting of work by the Council as required, following approval by the MTPO.

The responsibility of the MTPO to the NCFRPC primarily relate to providing sufficient funds to meet the staffing cost of the NCFRPC. Current (August, 1983) MTPO staff is listed below:

Charles F. Justice - Executive Director, North
Central Florida Regional Planning Council

Bruce E. Moor - Director of Transportation Planning

Marlie J. Sanderson - Transportation Planner II

CHAPTER III

MTPO RULES AND PROCEDURES

As required by Chapter 120, Florida Statutes, the MTP0 has established a set of rules or bylaws to outline its operating procedures. Appendix A contains a copy of the MTP0 Rules.

The following sections present information concerning procedural issues which are addressed by the MTP0 on a regular basis. These MTP0 issues are:

- (1) Annual Organizational Meeting
- (2) Quorum Requirements
- (3) Voting Procedures
- (4) Notice of Meetings and Workshops
- (5) Public Hearings

ANNUAL ORGANIZATIONAL MEETING

The MTP0 has an organizational meeting each year for the purpose of electing officers. Officers elected at the organizational meeting serve a term of one (1) year starting with the next meeting. The following officers are elected each year in December:

- (1) Chairman
- (2) Vice Chairman
- (3) Secretary-Treasurer

Source: Section 1.021 MTP0 Rules

QUORUM REQUIREMENTS

At least three (3) City Commissioners and three (3) County Commissioners constitute a quorum for the transaction of business.

Source: Section 1.023 (2) MTP0 Rules

VOTING PROCEDURES

The concurring vote of a majority of the voting members present, including the concurring vote of at least a majority of those members representing both the City and County Commission, is necessary in order to adopt any measure or to decide any question.

Source: Section 1.023 (2) MTPO Rules

NOTICE OF MEETINGS AND WORKSHOPS

Except in the case of emergency meetings or workshops, the MTPO gives at least four (4) days' public notice of any meeting or workshop. The notice of such meeting or workshop provides:

- (1) The date, time, and place of the event.
- (2) A brief description of the purpose of the event.
- (3) The address where interested persons may write to obtain a copy of the agenda.

Source: Section 3.01 MTPO Rules

NOTICE OF RULE-MAKING PROCEEDINGS

Except for emergency rule-making proceedings, prior notice of adoption, amendment, or repeal of an MTPO Rule (as defined in Appendix A) is given by publishing a notice of the rule-making proceeding in a newspaper of general circulation in Alachua County at least twenty-one (21) days prior to the intended action. Prior to any notice of a rule adoption, amendment, or repeal, a draft of the proposed rule is prepared and made available to the public.

Source: Section 4.02 MTPO Rules

NOTICE OF LONG-RANGE PLAN ADOPTION OR AMENDMENT

At this time, there are no State or local requirements concerning notice proceedings to adopt or amend the long-range transportation plan. However, Staff schedules a public hearing and publishes a notice concerning the adoption or amendment at least 21 days immediately prior to the hearing date in a newspaper of general circulation in Alachua County.

PROCEDURES TO AMEND THE ADOPTED PLAN

In order for the MTPO to consider a change in the adopted Plan, a formal request (in writing) for change should be reviewed by the MTPO from either the Gainesville City Commission, Alachua County Commission, the Florida Department of Transportation (FDOT), other public agencies, and concerned citizens.

This request for consideration shall include:

- (1) location and description of the link(s) in the network;
- (2) the link number(s) as identified in the adopted GUATS Study Network Map;
- (3) the kind of change requested (i.e., capacity, location, or priority); and
- (4) statement of reason for the requested change.

The MTPO Staff will agenda this request for the next MTPO meeting. The MTPO will decide whether to forward the request for review and evaluation to MTPO Staff.

If a request is forwarded, Staff shall initially notify all affected parties and review each request received based on its potential change to the total network and work program priorities. When this review is complete, the MTPO shall be notified of the results and the reasons for or against the recommendation.

If a request is approved, Staff will ask FDOT to test the modified transportation network. When the results of the analysis of the modified transportation network are received by Staff, they will review the results and make a recommendation to the affected parties and the MTPO. If a valid network results from the testing, then a recommendation for adoption will be made to the MTPO and all affected authorities notified.

NOTICE OF TRANSPORTATION IMPROVEMENT PROGRAM

(TIP) ADOPTION OF AMENDMENT

At this time, there are no State or local requirements concerning notice proceedings to adopt or amend the Transportation Improvement Program (TIP). The TIP can be adopted or amended at any MTPO meeting.

CHAPTER IV

GUATS TRANSPORTATION PLAN SUMMARY

In order to receive Federal aid transportation funds, the MTPD is responsible for the development of a transportation plan, consisting of a long-range element and a transportation systems management (short-range) element. The following sections describe these two elements.

GUATS YEAR 2005 (LONG-RANGE) TRANSPORTATION PLAN SUMMARY

The GUATS Year 2005 (Long-Range) Transportation Plan is a tri-modal plan which is based upon transportation strategies concerning highway, mass transit, and bicycle facilities. The Plan establishes modal split goals of 85 percent of the Year 2005 transportation trips to be made by automobile, 10 percent by bicycle, moped, and pedestrian, and 5 percent by mass transit.

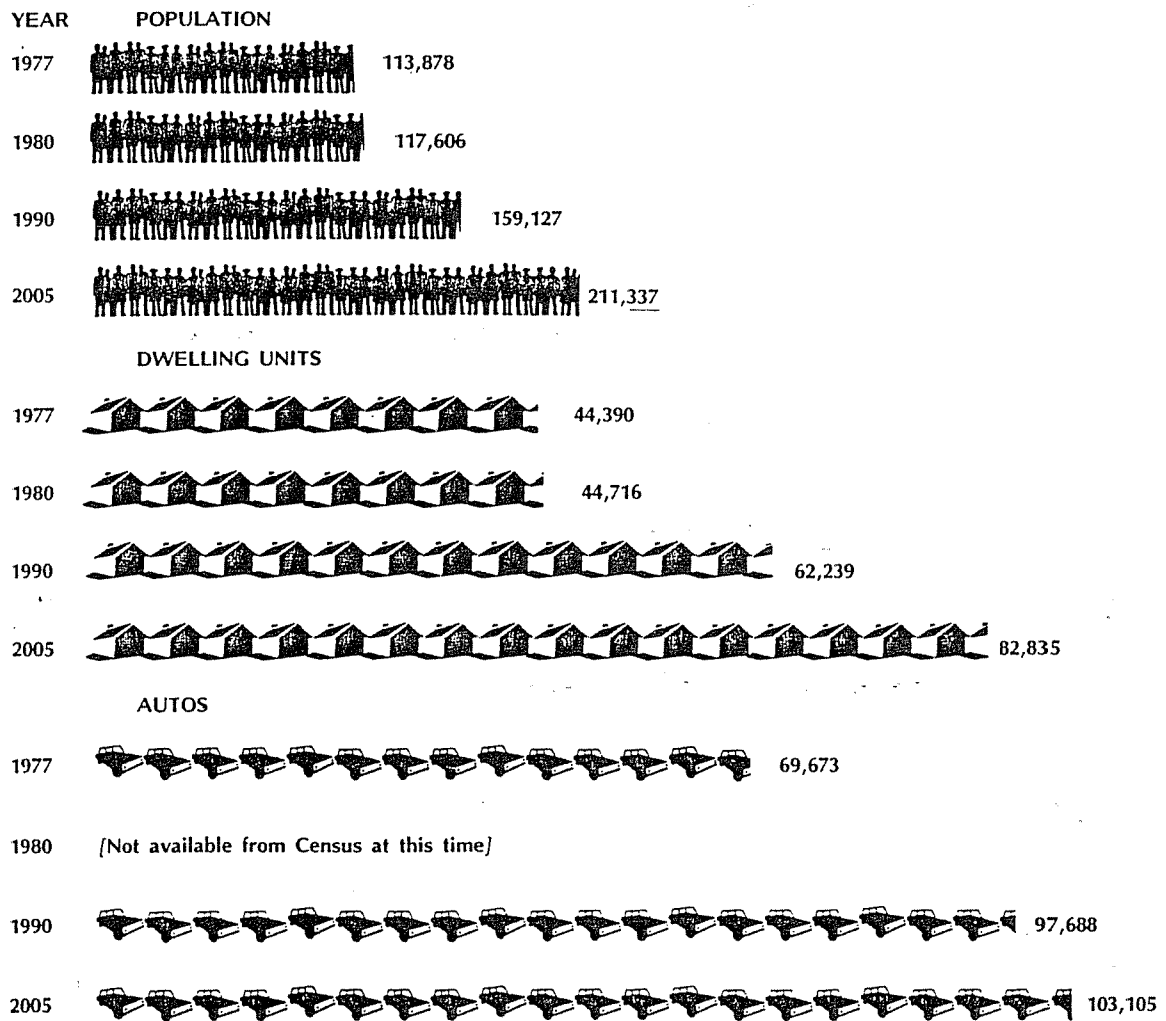
The transportation planning process is based upon adopted land use plans of the City of Gainesville and Alachua County. The City's current land use plan was adopted in June, 1980, while the County's was adopted in April, 1977.

The City and County's Land Use Plans were used to estimate future land patterns and population densities. This information was used, in conjunction with other socioeconomic data, to project future trip generation rates used to develop the GUATS Year 2005 (Long-Range) Transportation Plan. Based upon this information, Illustration III shows existing and projected increases in population, housing, and auto ownership from 1977 to 2005.

The 2005 Transportation Plan is currently made up of the two adopted parts listed below. The mass transit portion is scheduled to be adopted in 1984.

- (1) The GUATS Year 2005 (Long-Range) Highway Plan; and
- (2) Bicycle Systems Plan.

ILLUSTRATION III
SOCIOECONOMIC PROJECTIONS
GAINESVILLE URBAN AREA, 1977 - 2005



GUATS Year 2005 (Long-Range) Highway Plan

On June 9, 1982, the Metropolitan Transportation Planning Organization (MTPO) completed the adoption of the GUATS Year 2005 (Long-Range) Highway Plan. The 2005 Highway Plan was developed by the MTPO in conjunction with the Florida Department of Transportation (FDOT) and with consultant assistance during the initial phases of the project.

The MTPO's Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) provided assistance and input throughout its development. In addition, citizen input was provided through numerous public meetings and several public hearings.

A series of alternative roadway networks were developed, tested, and evaluated during the review and update process. These alternative networks were published in the GUATS 1981 Annual Report.

Projected Year 2005 traffic was assigned to these alternatives in order to see how each alternative would meet future travel needs, as well as to identify roads which would be overloaded in the future. Based upon this evaluation and testing of alternative transportation networks, one network was modified and selected by the MTPO as the GUATS Year 2005 (Long-Range) Highway Plan.

2005 Highway Plan Assumptions

The 2005 Highway Plan was based on the following information and projections:

- (1) the latest available land use plans for the City of Gainesville and Alachua County;
- (2) a level of service "D" - level of service is a measure which, broadly interpreted, denotes the level of congestion on a highway. The levels of service range from A (the highest level of service with the lowest level of congestion) through F (lowest level of service with the highest level of congestion). The lower the level of service, the greater the travel time, the more delay and congestion experienced.

Generally speaking, the streets and highways in the Gainesville Urban Area (GUA) currently operate at a level of service "C" or higher (A or B levels). However, at certain times and in certain locations, motorists experience level of service "D" or worse (E or F levels);

- (3) a year 2005 modal split of 85 percent auto; 10 percent bicycle, moped, and pedestrian; and 5 percent mass transit;

- (4) a financial resource projections of \$50.3 million (in 1982 dollars) for highway and bicycle facility construction through the year 2005; and
- (5) projected GUA population in Year 2005 of 211,000 (note - 1980 Census GUA population estimate is 117,606).

2005 Highway Plan Priorities

The GUATS Year 2005 (Long-Range) Highway Plan is made up of two parts: (1) the GUATS Year 2005 Needs Plan and (2) the GUATS Year 2005 Cost-Feasible Plan. The Needs Plan identifies major improvements to the transportation network which are needed by the Year 2005 in order to address projected patterns and volumes of traffic. The GUATS Year 2005 Needs Plan was adopted by the MTPD on April 7, 1982.

From this list of needed highway projects, the MTPD developed the GUATS Year 2005 Cost-Feasible Plan. The Cost-Feasible Plan is made up of a priority listing of road construction projects, contained in the Needs Plan, which are expected to be funded through the Year 2005. Projected financial resources identified to fund road construction projects through the Year 2005 total approximately \$50.3 million in 1982 dollars. Table 1 lists the projects in the Cost-Feasible Plan and their location is shown on Illustration IV.

Bicycle Systems Plan

Bicycle planning for the GUA took a major step forward in 1981 with the adoption by the MTPD of the Bicycle Systems Plan. The primary goal of the Bicycle Systems Plan is to develop a bicycle system which encourages a larger portion of trips to be made by bicycle through improving bicycle access, safety, security, and riding environment. The Bicycle Systems Plan is based on:

- (1) recognizing the bicycle as a vehicle;
- (2) selecting the appropriate facilities for safe and convenient bicycle riding;
- (3) promoting the desirability of shared facilities between motorized vehicles and bicycles; and
- (4) stressing the need for bicycle education, enforcement, and maintenance.

COST-FEASIBLE PLAN
TABLE 1

PRIORITY NUMBER	PROJECT	FROM	TO	LENGTH (IN MILES)	LANES	1982 COST (IN MILLIONS)
1	SW 16th Avenue	SW 13th St	S. Main St	0.7	4	[\$1.3] ^a
2	W. University Avenue	SW 34th St	Fire Station	0.4	4	0.7
3	NW 39th Avenue	N. Main St	NW 34th St	3.2	4	5.8
		NW 34th St	NW 43rd St	1.0	4	1.8
		N. Main St	Airport Entrance	2.6	4	4.7
4	NW 53rd Avenue	NW 43rd St	U.S. 441	2.8	2	[1.7] ^a
5	N. Main Street	N. 8th Ave	N. 16th Ave	0.5	4 ^b	0.3
		N. 23rd Ave	N. 39th Ave	1.0	4	1.8
		N. 39th Ave	N. 53rd Ave	1.0	2	[0.6] ^a
6	NW 43rd Street	NW 39th Ave	Newberry Rd	2.6	4	4.7
7	Newberry Road ^c	W. 39th Rd	Fire Station	0.3	6	0.7
8	NW 43rd Street	Urban Area Limits	NW 53rd Ave	1.0	2	0.6
9	Newberry Road	NW 75th St	NW 8th Ave	1.4	6	3.4
10	Depot Avenue	SW 13th St	SR 331	1.7	2/4 ^d	1.0
11	W. 6th Street	SW 4th Ave	NW 8th Ave	0.8	4	1.4
12	N. 16th Ave	NW 13th St	Waldo Road	2.3	4	4.1
13	Archer Road	I-75	SW 75th St	2.4	4	4.3
14	NW 34th Street	NW 5th Ave	NW 39th Ave	2.3	4	4.1
15	NW 39th Avenue	NW 43rd St	I-75	3.4	4	6.1
16	NW 53rd Avenue	NW 34th St	N. Main St	2.7	4	4.8 ^e
17	E. University Avenue	SE 15th St	C-329B (Lake Road)	2.9	4	[4.0] ^a
					TOTAL	\$46.5 ^f

^aThis project cost is not included in the total because it has already been scheduled for construction.

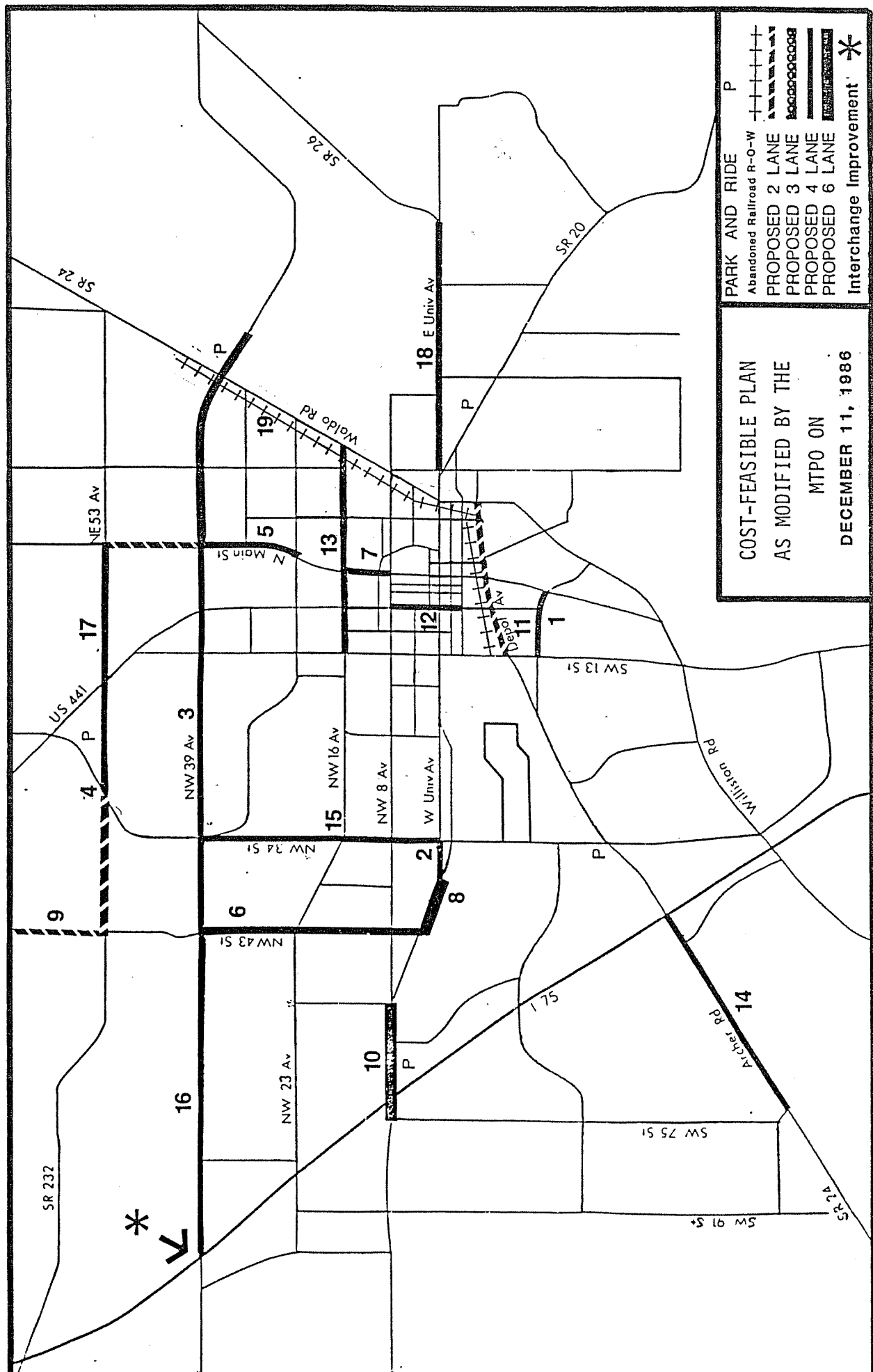
^bThis project should be interpreted as a reconstruction of an existing 4-lane road.

^cFuture road construction plans that affect 38th Street, where it intersects Newberry Road, should have an ingress-egress lane and a striped bike lane.

^dThis project will include the purchase of right-of-way for a 4-lane road, but only 2-lanes will be built in the initial phase of construction. Road construction costs are calculated based on a 2-lane section.

^eThere are insufficient funds to complete this project. Total project cost is estimated to be \$4,900,000, therefore \$100,000 is needed to complete construction.

^fIt is the intent of the Cost-Feasible Plan to set aside \$3,800,000 to implement the Bikeways System Plan. Therefore, the \$50,300,000 projected revenues to fund Cost-Feasible Plan program has been reduced by \$3,800,000.



(1) - Refers to priority numbers of projects listed on Table 1.

Recommendations

Recommendations of the Bicycle Systems Plan are that:

- (1) The MTPD review all roadway construction projects for the potential of incorporating bicycle facilities;
- (2) A bicycle coordinator be designated to provide a single-source point of contact for questions concerning bicycles in the GUA;
- (3) A Gainesville Urban Area Bicycle Advisory Board be established to provide citizen input on bicycling to both the City of Gainesville, Alachua County, and the Metropolitan Transportation Planning Organization (MTPD);
- (4) Secure, safe, and convenient bicycle parking be provided at business and employment centers and major mass transit stops;
- (5) Bicycle information and education programs be developed to inform the public about methods for safe and convenient interaction between bicyclists and motorists;
- (6) Local legislation be enacted that is compatible with laws recommended by the State of Florida Bicycle Coordinator;
- (7) Traffic laws encouraging safe bicycle riding habits be strictly enforced; and
- (8) The bicycle system be evaluated on an annual basis.

Acting on these recommendations, the MTPD set aside up to \$3.8 million of the projected \$50.3 million Cost-Feasible Plan projected revenues to complete implementation of the Bicycle Systems Plan. Appendix B contains information on the miles and estimated cost of bicycle facilities by facility type and a priority listing of bicycle system improvement projects contained in the Bicycle Systems Plan.

Urban Area Bicycle Advisory Board

Another recommendation implemented in 1982 was the reorganization of the former City of Gainesville Bicycle Advisory Board into the Gainesville Urban Area Bicycle Advisory Board. This Board reports directly to the MTPD, the Gainesville City Commission, and Alachua County Commission on all matters concerning planning, implementation, and maintenance of policies, programs, and facilities for the safe and efficient integration of bicycle transportation into the urban area transportation system. This includes, but is not limited to, the design of highway bicycle facilities, bicycle paths, bicycle parking, and the enforcement of traffic and bicycle safety regulations.

Long-Range Mass Transit Policies and Strategies

As noted earlier, the mass transit portion of the 2005 Transportation Plan is scheduled to be adopted in 1984. This part of the tri-modal plan will be concerned with the development of long-range transit plan policies and strategies necessary to achieve the five percent (5%) transit modal split goal.

Amendments to the 2005 Transportation Plan

At this time (August, 1983), there have been two amendments made by the MTPD to the 2005 Transportation Plan. Both amendments were made to the 2005 Highway Plan. At their meeting on June 21, 1983, the MTPD made the following changes to the Year 2005 Highway Plan:

1. North 39th Avenue between N. Main Street and N.W. 34th Street was modified to reflect a four-lane divided facility; and
2. East University Avenue between S.E. 15th Street and County Road 329-B (Lake Road) was included in the 2005 Highway Plan as a four-lane divided facility.

Annual Implementation Program of the Long-Range Plan - Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a staged five-year implementation program of transportation projects consistent with the 2005 Transportation Plan. The TIP is developed as a multi-modal implementation plan for highway, bikeway, mass transit, and airport projects. The purpose of the TIP is to:

- (1) provide the opportunity to coordinate needed transportation projects with respect to timing, location, and source of funding;
- (2) schedule transportation projects over time so that the various steps logically follow one another; and
- (3) give an advance picture of future transportation development activities.

The TIP is developed and updated annually under the direction of the MTPD. The MTPD has jurisdiction over Federal-aid Urban System-funded transportation projects within the limits of the FHWA Urban Area Boundary as discussed earlier in Chapter I and shown in Illustration II.

The TIP contains all Federally-funded transportation projects programmed for the next five (5) years. In addition to these Federal

funds, State and local matching funds associated with Federally-funded projects are also included. According to Federal regulations, the TIP shall as a minimum:

- (1) Consist of improvements from the long-range transportation plan and recommended for Federal funding during the program period;
- (2) Cover a period of not less than 3 years;
- (3) Indicate the area's priorities;
- (4) Include realistic estimates of the total costs and revenues for the program period; and
- (5) Be endorsed (adopted) by the MTP0.

TRANSPORTATION SYSTEMS MANAGEMENT (SHORT-RANGE) ELEMENT

The Transportation Systems Management (TSM) Element addresses the short-term transportation needs of the urbanized area through more efficient use of existing transportation resources. This Program is an effort to get the most out of existing transportation facilities without channeling funds into new capital projects.

The MTP0 has developed a series of studies as part of an ongoing commitment to develop a TSM Program. The TSM Program considers a wide range of actions of an operational nature designed, not only to improve the highway and transit systems, but to reduce transportation travel cost, travel time, energy consumption, and air pollution. The TSM Program is used as a basis for the development of a five-year work implementation program (Transportation Improvement Program).

Some TSM studies which have been prepared for the Gainesville Urban Area include:

- (1) Carpool Demonstration Project (1975-1976)
- (2) Traffic Operations Program to Increase Capacity and Safety Plan (TOPICS) (1972)
- (3) Signal Timing Optimization Project Based on TRANSYT-7F (1981)
- (4) Energy Contingency Plan (1981)
- (5) Automobile Management Study (1980)
- (6) Central City District Experimental On-Street Parking Program (1983)
- (7) Central City District Traffic Operations Plan (1982)

Other TSM studies which are either underway or planned include:

- (1) Transportation Energy Conservation Measures - Inventory and Evaluation (1983)
- (2) Development Program for Regional Transit System Transit 1983-1987 (1983)
- (3) Comprehensive Downtown Parking Management Study (1984)

CHAPTER V

TRANSPORTATION FOR THE LOW INCOME, ELDERLY, AND HANDICAPPED

In 1979 the State Legislature passed Chapter 427, Florida Statutes. This legislation was adopted to address the coordination of transportation services to the low income, elderly, and handicapped.

MTPD responsibilities under this legislation are to develop and adopt a Coordinated Transportation Development Plan and Improvement Program. In addition, the MTPD is responsible for designating a single coordinated community transportation provider. The MTPD met the responsibilities of Chapter 427 with the adoption of the Alachua County Coordinated Transportation Disadvantaged Development Plan and Improvement Program and the designation of a coordinated provider in 1982.

ALACHUA COUNTY COORDINATED TRANSPORTATION DISADVANTAGED DEVELOPMENT PLAN AND IMPROVEMENT PROGRAM

In December, 1982, the MTPD adopted the Alachua County Coordinated Transportation Disadvantaged Development Plan and Improvement Program. The purpose of this Plan is to provide for the coordination of transportation services to the transportation disadvantaged - defined as low income, elderly, and handicapped.

The Plan addresses such issues as reducing the fragmentation and duplication of transportation services among all Federal, State, or locally funded agencies that provide services to the transportation disadvantaged. These agencies and service providers must coordinate transportation services in the future through a single designated transportation provider.

COORDINATED PROVIDER FOR ALACHUA COUNTY

In June, 1982, the MTPD designated Coordinated Transportation System (CTS) as the Coordinated Provider for Alachua County. CTS is a new, recently incorporated not-for-profit corporation, now in a planning phase. CTS is currently working directly with the Florida Department of Transportation (FDOT) on meeting the responsibilities of being the designated coordinated provider for Alachua county.

APPENDICES

APPENDIX A
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION RULES

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTPO)
CHAPTER 1
POLICY MANUAL

- 1.01 Preamble
- 1.02 MTPO Bylaws
- 1.03 Bylaws of MTPO Technical Advisory Committee (TAC)
- 1.04 Bylaws of MTPO Citizens Advisory Committee (CAC)
- 1.05 MTPO General Policies

1.01 Preamble. The following sets forth the bylaws, policies and procedures which shall serve to guide the proper functioning of the Urban Transportation Planning Process for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO). The intent is to provide procedures and policies for the MTPO, the MTPO Technical Advisory Committee, and the MTPO Citizens Advisory Committee for fulfilling the requirements of the Federal Highway Act of 1962, as amended; Section 334.215, Florida Statutes; and subsequent laws setting forth requirements for transportation planning for all modes of travel, and to ensure the accomplishment of the planning tasks within a cooperative framework properly related to comprehensive planning on a continuing basis.

1.02 MTPO Bylaws.

1. Voting Members: Pursuant to the apportionment made by the Governor of the State of Florida, the MTPO shall consist of the following voting members:

a. The five (5) members of the Board of County Commissioners of Alachua County, Florida.

b. The five (5) members of the City Commission of the City of Gainesville, Florida.

2. Nonvoting Members: In addition to the voting members, the MTP0 shall consist of two (2) agents of the Florida Department of Transportation who have nonvoting status.

3. The membership of elected officials as voting members of the MTP0 shall coincide with their respective elected terms.

1.021 MTP0 Officers and Duties.

1. The MTP0 shall hold an organizational meeting each year for the purpose of electing the following officers:

- a. Chairman
- b. Vice Chairman
- c. Secretary-Treasurer

2. Officers shall be elected at the organizational meeting and shall serve a term of one (1) year starting with the next meeting.

3. The Chairman shall preside at all meetings and, in the event of his absence or at his discretion, the Vice Chairman shall assume the powers and duties of the Chairman, including, but not limited to the following:

a. To open the meeting at the appointed time by taking the chair and calling the meeting to order, having ascertained that a quorum is present.

b. To announce in proper sequence the business that comes before the MTP0 or becomes in order in accordance with the

prescribed order of business, agenda, or program, and with existing orders of the day.

c. To recognize members who are entitled to the floor.

d. To state and to put to vote all questions that legitimately come before the MTPO as motions or that otherwise arise in the course of proceedings, and to announce the result of each vote; or, if a motion that is not in order is made, to rule it out of order.

e. To protect the MTPO from obvious frivolous or dilatory motions by refusing to recognize them.

f. To enforce the rule relating to debate, order and decorum within the assembly.

g. To expedite business in every way compatible with the rights of members.

h. To decide all questions of order, subject to appeal, unless, when in doubt, he prefers to submit such a question himself to the MTPO for decision.

i. To respond to inquiries of members relating to parliamentary procedure or factual information bearing on the business of the MTPO.

j. To authenticate by his signature, when necessary, all acts, orders, contracts, and proceedings of the MTPO.

k. To declare the meeting adjourned when the MTPO so votes, where applicable, at the time prescribed in the program, or at any time in the event of a sudden emergency affecting the safety of those present.

4. In addition to those duties otherwise delineated herein, the Secretary-Treasurer shall be responsible for attesting to all contracts, agreements, and other official documents as required and for signing the minutes of the MTPO meetings. In lieu of the Secretary-Treasurer attesting to all contracts, agreements and other official documents such documents may be witnessed by two individuals.

1.023 MTPO Meetings.

1. Meetings of the MTPO may be called by the Chairman or by the initiative of four (4) or more voting members of the MTPO petitioning the Chairman. Reasonable notice of meetings must be provided to all members.

2. A majority of voting members, including a majority of the then current designees representing each of the City and County Commissioners, shall constitute a quorum for the transaction of business. The concurring vote of a majority of the voting members present, including the concurring vote of at least a majority of those members representing both the City and County Commission, shall be necessary in order to adopt any measure to decide any question.

3. The Secretary-Treasurer is responsible for the preparation of the minutes of the meetings of the MTPO and for all notices and agendas for future meetings. The staff of the MTPO shall furnish a recording secretary for all MTPO meetings and assist the Secretary-Treasurer in the preparation, duplication, and distribution of all printed materials necessary for MTPO meetings.

4. Notices and tentative agendas shall be sent to members within a reasonable amount of time prior to MTPO meetings.

5. MTP0 meetings shall be open to the public and press.

1.024 MTP0 Responsibilities and Functions.

1. The MTP0, in cooperation with the Department of Transportation, is charged with the overall responsibility for review and approval of the urban transportation planning and programming process for the Gainesville Urbanized Area and all plans and programs that are developed through the process. The MTP0 is responsible for defining transportation-related goals and objectives and ensuring that the transportation planning process embodies those goals and objectives. The responsibilities of the MTP0 shall be more definitely described in an agreement between the MTP0 and the Florida Department of Transportation relating to urban transportation planning.

2. The MTP0 shall prepare and publish an annual report of study activities for the purpose of disseminating information to the public.

3. The MTP0 shall establish a Technical Advisory Committee and shall guide and assist such Technical Advisory Committee in its activities.

4. Citizen Involvement.

- a. The MTP0 shall establish a Citizens Advisory Committee and shall guide and assist such Citizens Advisory Committee in its activities and public involvement programs.

- b. The MTP0 shall provide the opportunity at each of its meetings for citizens to comment or be heard on any matter pertinent of the urban transportation planning process. Comments on specific items as shown on the agenda of the MPT0 may be in writing and, if

so, shall be read by the Chairman or his designee at the appropriate time, or copies distributed by the Chairman or his designee to the members of the MTPO.

1.025 Subcommittees.

1. Subcommittees shall be designated by the Chairman as necessary to investigate and report on specific subject areas of interest to the MTPO and to deal with administrative and legislative procedures.

1.03 Bylaws of the MTPO Technical Advisory Committee (TAC).

1. The TAC shall consist of voting members who are highway and transportation planners, professional planners and those technical personnel made available by various governmental units and appointed to the TAC by the MTPO. These may include, but are not limited to:

- a. Executive Director, North Central Florida Regional Planning Council.
- b. Director, Gainesville Department of Community Development.
- c. Director, Gainesville Department of Transportation.
- d. Director, Gainesville Department of Buildings and Grounds.
- e. University of Florida Department of Physical Planning Specialist.

f. Director, Alachua County Department of Planning and Development.

g. Alachua County Engineer.

h. Director, Regional Transit System.

i. Director, Alachua County Pollution Control Board.

j. Florida Department of Transportation District 2 Design Engineer.

k. Florida Department of Transportation District 2 Planning Engineer.

l. Florida Department of Transportation Regional Planning Engineer.

2. The TAC shall have additional advisory (nonvoting) members as necessary and desirable. Such nonvoting members appointed by the MTPD, and approved by the TAC, may include, but are not limited to:

a. United States Post Office.

b. Southern Bell Telephone and Telegraph.

c. Gainesville Gas Company.

d. Florida Department of Transportation District 2 Public Transportation Operations Engineer.

e. Housing and Urban Development.

f. Federal Highway Administration.

g. Seaboard Coastline Railway Division Engineer.

h. Bureau of Land and Water Management

1.031 TAC Membership Appointment, Qualification, and Term of Office.

1. Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one-vote-per-member basis.

2. Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPD consideration.

3. All members of the TAC shall serve terms of indefinite length at the pleasure of the MTPD.

1.032 TAC Officers and Duties.

1. The TAC shall hold an organizational meeting each year for the purpose of electing the following officers:

- a. Chairman
- b. Vice Chairman

2. Officers shall be elected by a majority of a quorum of the members of the TAC present and voting at the organizational meetings and shall serve a term of one (1) year, starting with the next meeting.

3. The Chairman shall preside at all meetings and, in the event of his absence or at his direction, the Vice Chairman shall assume the powers and duties of the Chairman.

1.033 TAC Meetings.

1. Meetings may be called by the Chairman or by initiative of two (2) or more voting members of the TAC petitioning the Chairman. Reasonable notice must be provided to the members and alternates of meetings.

2. A majority of voting members on the TAC shall constitute a quorum for the transaction of business. An affirmative vote of a majority of the voting members present and voting at any meeting of the TAC shall be necessary in order to adopt any measure.

3. The Chairman is responsible for the minutes of the meetings of the TAC and for all notices and agendas for future meetings. The staff of the MTP0 shall further assist the Chairman in the preparation, duplication, and distribution of all printed materials necessary for TAC meetings.

4. Notices and tentative agendas shall be sent to members within a reasonable amount of time prior to TAC meetings.

5. TAC meetings will be open to the public and press.

1.034 TAC Responsibilities and Functions.

1. All transportation studies, reports, plans and programs that require adoption by the MTP0 may, at the discretion of the MTP0, be reviewed by the TAC. The TAC shall assist the MTP0 by providing technical resources as requested.

2. The TAC recommendations to the MTP0 shall be based upon the technical sufficiency, accuracy and completeness of studies, plans, and programs.

3. The TAC shall make priority recommendations to the MTP0 for plan and program implementation based upon the needs as determined by technical studies.

4. The TAC shall, at the discretion of the MTP0, serve as an advisory committee for the completion of all required transportation studies, plans, developments and programming recommendations pertaining to all modes of transportation and transportation support facilities.

5. Citizen Involvement

a. The TAC shall provide the opportunity at each of its meetings for citizens to comment or be heard on any matter pertinent to the transportation planning and programming process. Comments on specific items as shown on the agenda may be in writing and, if so, shall be read by the Chairman or his designee at the appropriate time.

b. The TAC shall, when feasible and desirable to do so, utilize any means that may be suggested or devised to provide for citizen participation in the transportation planning process.

1.035 TAC Subcommittees.

1. Subcommittees shall be designated by the Chairman as necessary to investigate and report on specific subject areas of interest to the TAC and to deal with administrative and legislative procedures.

1.04 Bylaws of the MTPD Citizens Advisory Committee (CAC).

The citizens of the area shall be involved in the transportation planning process by the establishment of the CAC. The purpose of the CAC is to insure adequate citizen involvement in the transportation planning process. It shall be the function of the CAC to:

1. Assist the MTPD in the formulation of goals and objectives for shaping the urban environment.
2. Conduct public information programs.
3. Provide an effective citizens' review of the preliminary findings and recommendations of the continuing study.
4. Assist in other functions as deemed desirable by the MTPD.

1.041 CAC Membership Appointment, Qualification, and Term of Office.

1. The MTPD shall invite individuals in the Gainesville Urbanized Area and Alachua County to submit letters of interest and applications to serve on the CAC. The CAC shall be composed of no less than ten (10) persons and no more than fifteen (15). No more than twenty-five (25) percent of the membership of the CAC shall be composed of individuals residing outside the Gainesville Urbanized Area.

2. Voting members of the CAC shall not be elected officials or technical personnel directly involved in transportation planning in the Gainesville Urbanized Area.

3. Voting members of the CAC shall serve three-year terms of office, staggered so that no less than one-third of the total membership shall be appointed in any one year. A person appointed to

fill a vacant position on the CAC shall serve out the remainder of the term of the position being filled. Upon adoption of this provision, the existing membership of the CAC shall be divided into three groups and the first group shall be reappointed for a term of one year, the second group two years, and the third group three years.

4. Removal from Office of Citizens Advisory Committee Appointees.

a. The MTPO, by resolution stating the grounds therefore, may remove from office any appointee to the CAC for malfeasance, misfeasance, neglect of duty, drunkenness, incompetence, permanent inability to perform his official duties, or commission of a felony, and may fill the position by appointment of another to fill any such vacancy.

b. Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than $66\frac{2}{3}\%$ for any six (6) month consecutive period or less than $66\frac{2}{3}\%$ for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

1.042 CAC Officers and Duties.

1. The CAC shall hold an organizational meeting each year for the purpose of electing the following officers:

- a. Chairman.
- b. Vice Chairman

2. Officers shall be elected by a majority of a quorum of the members of the CAC present and voting at the organizational meeting.

1.043 CAC Meetings.

1. Meetings may be called by the Chairman or by the initiative of four (4) members. Reasonable notice must be provided to the members for a meeting.

2. A majority of voting members on the CAC shall constitute a quorum for the transaction of business. An affirmative vote of a majority of the voting members present and voting at any meeting of the CAC shall be necessary in order to adopt any measure.

3. The Chairman of the CAC is responsible for the minutes of the CAC meetings and for all notices for future meetings. The MTPO staff shall furnish a recording secretary for all CAC meetings. The MTPO staff will further assist the Chairman in the preparation, duplication, and distribution of all printed materials necessary for CAC meetings.

4. Notices and tentative agendas shall be sent to members within a reasonable amount of time prior to CAC meetings.

5. CAC meetings will be open to the public and press.

1.044 CAC Responsibilities and Functions.

1. The CAC shall be composed of citizens from the Gaineville Urbanized Area and Alachua County selected to provide a broad cross-section of citizens with an interest in development of an efficient, safe and cost-effective transportation system.

2. The CAC will be responsible for functions within the community involvement program as adopted by the MTP0.

3. The CAC shall transmit to the TAC and MTP0 the findings of all public information programs, citizen comments on study recommendations, and other representative concern expressed by the general public regarding the transportation planning process.

1.045 CAC Subcommittees.

1. Subcommittees shall be designated by the Chairman as necessary to investigate and report on specific subject areas of interest to the CAC and to deal with administrative and legislative procedures.

1.05 MTP0 General Policies. General policies shall apply to all committees and participants of the MTP0.

1. The adopting of reports, studies, plans, and programs must be by motion and vote of the MTP0.

2. All data and reports of the MTP0 and its committees may be released either to individuals or agencies upon the payment of the costs of reproduction; however, only such data and reports approved by the MTP0 shall be released as official materials of the MTP0. All other materials will be released as unpublished data or reports with the word "DRAFT" on the front page.

3. Officially approved and adopted MTP0 materials may be released upon authorization of the MTP0 Chairman with or without the necessity of waiting for the minutes of the entire meeting to be approved at the next MTP0 meeting.

4. A resolution shall be noted as officially adopted by the MTP0 and placed into effect upon signature of the MTP0 Chairman.

5. Changes in the provisions of this Policy Manual may be made only after all members have been sent written copies of proposed amendments at least ten (10) days prior to the meeting.

6. The MTP0 and its committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area- wide needs and properly related to area-wide comprehensive plan goals and objectives.

7. The MTP0 shall establish a special advisory committee on the Transportation Improvement Program (TIP) for the purpose of advising the Chairman of the MTP0 as to minor changes to the TIP. The special advisory committee shall be composed of the Alachua County Engineer, Director of the Gainesville Department of Transportation and the Chairman of the Citizens Advisory Committee. The MTP0 chairman is empowered to approve such minor changes to the TIP, which changes shall be effective immediately and ratified by the full MTP0 at its next scheduled meeting.

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTPO)
CHAPTER 2
ORGANIZATION

- 2.01 MTPO
- 2.02 MTPO Head
- 2.03 General Description of MTPO Structure
- 2.04 Location of MTPO Office
- 2.05 Statutory Provisions and Rules
- 2.06 Public Information and Inspection of MTPO Records
- 2.07 Public Access to MTPO

2.01 MTPO. The establishment, purpose, and internal organization of the Metropolitan Transportation Planning organization for the Gainesville Urbanized Area (MTPO) is as follows:

2.011 Establishment. The MTPO was established by Interlocal Agreement, effective May 13, 1977, entered into by the parties thereto pursuant to Section 163.01, Florida Statutes, the Florida Interlocal Cooperation Act of 1969. The MTPO was reconstituted on December 12, 1979 pursuant to Section 334.215, Florida Statutes. The parties to the Interlocal Agreement which are represented by voting members on the MTPO are Alachua County, Florida, and the City of Gainesville, Florida. The Florida Department of Transportation is a nonvoting member in the MTPO.

2.012 Purpose. The purpose of the MTP0 is to formulate, review, and approve the urban transportation planning and programming process for the Gainesville Urbanized Area and all plans and programs that are developed through that process, and to define transportation related goals and objectives for the Gainesville Urbanized area and to ensure the inclusion of those goals and objectives in the transportation planning process. The purpose of the MTP0 is more fully defined in the Interlocal Agreement and the Urban Transportation Planning Agreement between the MTP0 and the Florida Department of Transportation, dated the 12th day of December, 1979 and the 25th day of April, A.D., 1978, as amended, respectively.

2.013 Internal Organization. The internal organization of the MTP0 and its subagencies is defined in the MTP0 Policy Manual.

2.02 MTP0 Head. The MTP0 is a governing body consisting of ten (10) voting members and two (2) non-voting members representing the parties to the Interlocal Agreement establishing the MTP0. The Florida Department of Transportation is represented by two (2) non-voting members of the MTP0. The officers of the MTP0 consist of a Chairman, Vice Chairman, and Secretary-Treasurer.

2.03 General Description of MTP0 Structure. The MTP0 is defined in Section 2.01 and Section 2.02 hereof. The subagencies of the MTP0 consist of the following:

1. TAC. The MTP0 Technical Advisory Committee (TAC) and its membership, duties, functions, and responsibilities are defined in the MTP0 Policy Manual.

2. CAC. The MTP0 Citizens Advisory Committee (CAC) and its membership, duties, functions and responsibilities are defined in the MTP0 Policy Manual.

3. Staff Assistance. Staff assistance to the MTP0 is provided by the North Central Florida Regional Planning Council pursuant to an Agreement for Staff Services approved by the MTP0 on the 1st day of April, 1978, as amended.

2.04 Location of MTP0 Office. The office of the MTP0 is located at the offices of the North Central Florida Regional Planning Council, 10-300 S.W. 2nd Avenue, Gainesville, Florida 32601-6294. Persons may obtain forms, publications, or documents by writing to or visiting the MTP0 at that location. Business hours of the MTP0 are 8:30 a.m. to 5:00 p.m., Monday through Friday, except legal holidays.

2.05 Statutory Provisions and Rules. The following statutory provisions and rules affect the operation of the MTP0: Section 163.01, Florida Statutes, and rules and regulations published in Volume 40 of the Federal Register, No. 181, Pages 42976 to 42984, September 17, 1975, and in Volume 45 of the Federal Register, No. 207, Pages 70249 to 70250, October 23, 1980.

2.06 Public Information and Inspection of MTP0 Records. All public records of the MTP0 shall be made available for public

inspection pursuant to Chapter 119, Florida Statutes. Any person wishing to examine public records of the MTP0 may do so during normal business hours at the office of the MTP0 as provided in Section 2.04 hereof.

2.07 Public Access to the MTP0. All meetings and workshops of the MTP0 shall be held under Section 266.011, Florida Statutes, and all public hearings shall be open for public access.

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTPO)
CHAPTER 3
AGENDA AND SCHEDULING OF MEETINGS AND WORKSHOPS

- 3.01 Notice of Meetings and Workshops
- 3.02 Agenda
- 3.03 Emergency meetings and Workshops

3.01 Notice of Meetings and Workshops.

1. Except in the case of emergency meetings or workshops, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) shall give at least four (4) days' public notice of any meeting or workshop.

2. The notice of such meeting or workshop shall provide:

- a. The date, time, and place of the event.
- b. A brief description of the purpose of the event.
- c. The address where interested persons may write to obtain a copy of the agenda.

3. The MTPO shall utilize the following form in providing notice of meetings or workshops:

NOTICE OF PUBLIC MEETING OR WORKSHOP

THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA (MTPO) ANNOUNCES A PUBLIC MEETING OR

WORKSHOP TO WHICH ALL INTERESTED PERSONS ARE INVITED.

DATE AND TIME: _____
PLACE: _____
PURPOSE: _____

A COPY OF THE AGENDA MAY BE OBTAINED BY WRITING TO THE MTP0,
NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL, 10-300 S. W. 2ND
AVENUE, GAINESVILLE, FLORIDA 32601-6294, OR APPEARING IN
PERSON AT THE ABOVE ADDRESS DURING REGULAR BUSINESS HOURS.

3.02 Agenda of Meetings and Workshops.

1. At least four (4) days prior to a meeting or workshop, the MTP0 shall prepare and make available an agenda for distribution or request by an interested person.

2. The agenda shall list the items in the order they are to be considered; provided, however, that for good cause stated in the record of the event, items may be considered out of their listed order with the approval of the person presiding at the MTP0 event.

3. The agenda shall be specific as to items to be considered.

4. Any person desiring to have an item placed on the agenda of a meeting of the MTP0 shall request in writing that the item be considered at the next scheduled meeting of the MTP0; provided, however, that such request must be received at least fourteen (14) days in advance of said scheduled meeting. Written requests for placing an item on the agenda must describe and summarize the item and shall be mailed or delivered to the MTP0 at the address indicated in Section 3.01(3) hereof.

3.03 Emergency Meetings and Workshops.

1. The MTP0 may hold an emergency meeting or workshop notwithstanding the provisions of Section 2.01 and 3.02 hereof, for the purpose of acting upon matters affecting the public health, safety, and welfare.

2. Whenever an emergency meeting or workshop is scheduled to be held, the MTP0 may publish, as soon as possible, prior to the event in a newspaper of general circulation in Alachua County, notice of the event, stating the time, date, place, and purpose of the event.

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTPO)
CHAPTER 4
RULE-MAKING PROCEEDING

- 4.01 General Provisions
- 4.02 Notice of Rule-Making Proceedings
- 4.03 Content of Notice
- 4.04 Petitions to Initiate Rule-Making Proceedings
- 4.05 Action on Petitions to Initiate Rule-Making Proceedings
- 4.06 Rule-Making Proceedings--Hearing
- 4.07 Emergency Rule Proceedings

4.01 General Provisions. Proceedings held for the adoption, amendment, or repeal of an agency rule shall be provided for as below. Rule-making proceedings are commenced by the MTPO on its own initiative or on the petition of a person having a substantial interest. A proceeding shall be deemed to have commenced upon notice by the MTPO.

4.02 Notice of Rule-Making Proceedings. Except as provided in Section 4.07 pertaining to emergency rule-making proceedings, prior notice of adoption, amendment, or repeal of a rule shall be given as follows:

1. The MTPO shall specifically give twenty-one (21) days' notice of any proceeding on the adoption, amendment, or repeal of a rule to: (a) any person named in the proposed rule; (b) all persons who have specifically requested notice of the MTPO rule proceedings at

least fourteen (14) days prior to such notification; and (c) other classes of persons designated by the MTP0.

2. Notice of the rule-making proceeding shall be published in a newspaper of general circulation in Alachua County not less than twenty-one (21) days prior to the intended action.

3. Prior to any notice of a rule adoption, amendment, or repeal, a draft of the proposed rule shall be prepared and be made available to the public.

4.03 Content of Notice. The notice shall include a short and plain explanation of the purpose and effect of the proposed rule, amendment to a rule, or repeal of a rule; a summary of the proposed rule; the specific legal authority under which the rule adoption is authorized; and a summary of the estimate of the economic impact, if any, of the proposed rule on all persons affected by it. The notice shall also state the location where the text of the proposed rule or economic impact statement can be obtained, whenever such text is not included in the public notice.

4.04 Petitions to Initiate Rule-Making Proceedings.

1. All petitions for rule-making proceedings must contain the name and address of the petitioner; a summary of the rule and specific reasons for adoption, amendment, or repeal; the specific action requested; and the date submitted.

2. Any interested person may file a statement in support of or in opposition to any petition, or for information purposes, for

rule-making proceedings. The interested person shall furnish the petitioner with a copy upon filing of the statement.

3. Any interested person may submit a reply to the statement in subsection 2 prior to agency action. The interested person shall furnish the petitioner and the person filing under subsection 2 with a copy upon filing of the statement.

4.05 Action on Petitions to Initiate Rule-Making Proceedings. Any petition for rule-making proceedings pursuant to Section 120.54(5), Florida Statutes, shall be considered by the MTP0 within a reasonable period of time. If the MTP0 determines that the petitioner is not substantially interested in the MTP0 rule, the MTP0 shall deny the petition and shall notify the petitioner in writing the reasons for the denial. If the MTP0 determines that the petition sets forth sufficient reasons in support of the action requested, the MTP0 shall issue appropriate notice and commence rule-making proceedings. If the MTP0 determines that the petition is insufficient, the petition shall be denied in writing setting forth the reasons for such denial.

4.06 Rule-Making Proceedings--Hearing.

1. If the rule does not relate exclusively to the organization, practice, or procedure of the MTP0, the MTP0 shall provide, upon request by any person who demonstrates by petition or otherwise that such person is substantially affected or substantially interested in the rule of the MTP0, a public hearing for presentation or oral statements; provided, however, that the MTP0 reserves the authority to impose reasonable conditions and limitations at such public hearing to

avoid duplication, irrelevant comments, unnecessary delay or disruption of the proceeding. Written statements may be submitted to the MTP0 relevant to such rule by any person.

2. If the MTP0 does not hold a public hearing, and materially modifies or alters a proposed rule after notice, the MTP0 shall provide all persons who have alleged and demonstrated that they are substantially affected by, or substantially interested in, the rule, the opportunity to present evidence and argument on all issues of the modified, proposed rule.

3. Subsection 2 shall not apply if the MTP0 holds a public hearing upon the rule(s). A public hearing shall be held if an affected person requests such hearing within fourteen (14) days after the date of publication of the notice provided for in Section 4.02.

4. If a public hearing is to be held, the MTP0 shall prepare an agenda for the hearing that provides affected persons with sufficient time to present evidence, oral statements, and other information. If items or materials are officially recognized by the MTP0 during public proceeding on a rule, these items or materials may be a part of the record and all persons who have demonstrated that they are substantially affected by, or substantially interested in, the rule shall be given a reasonable opportunity to examine and offer comments and rebuttal.

5. Upon request of any person who has demonstrated that he is substantially affected by, or substantially interested in, the rule, the MTP0 shall cause a transcript of the proceedings to be made. The costs of preparing the transcript and recording proceedings shall be

paid by the requesting party. Copies of the transcript shall be available to the public at cost.

6. The record of the proceedings shall include the notice and agenda, all written statements, petitions, requests, and all evidence presented to the MTPO regardless of whether a public hearing is requested. If a transcript is requested, a copy of the transcript shall also be paid for by the requesting person. The record shall be available for public inspection.

4.07 Emergency Rule Proceedings.

1. Notwithstanding any other provisions of Chapter 4, the MTPO may adopt an emergency rule if the MTPO finds that immediate danger to the public health, safety, and welfare exists which requires immediate MTPO action.

2. Unless it defeats the purpose of an emergency rule, the MTPO shall attempt to publish notice of emergency rule-making proceedings in the manner provided for in Section 4.02, and notify any persons who have demonstrated that they are substantially affected by, or substantially interested in, the rule. The MTPO shall permit, if feasible within the emergency rule context, and upon request, all affected persons to present testimony, evidence, and submit written statements.

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTP0)
CHAPTER 5
DECLARATORY STATEMENTS

- 5.01 General
- 5.02 Purpose and Use of Declaratory Statement
- 5.03 MTP0 Disposition

5.01 General. Any person may seek a declaratory statement as to the applicability of any statutory provision or any rule or order of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTP0).

1. The petition seeking a declaratory statement shall be filed in writing with the MTP0.

2. The form for submission of such petitions shall be substantially as follows:

PETITION FOR DECLARATORY STATEMENT

5.02 Notice of Rule-Making Proceedings. Except as provided in Section 4.07 pertaining to emergency rule-making proceedings, prior notice of adoption, amendment, or repeal of a rule shall be given as follows:

PETITION FOR DECLARATORY STATEMENT

1. NAME OF PETITIONER _____
2. ADDRESS OF PETITIONER _____
3. NAME OF AGENCY _____
4. AGENCY RULES, ORDER OF STATUTORY PROVISION ON
WHICH DECLARATORY STATEMENT IS SOUGHT _____

5. DESCRIPTION OF HOW THIS RULE, ORDER, OR
STATUTE MAY OR DOES AFFECT THE PETITIONER

SIGNATURE OF PETITIONER

DATE

5.02 Purpose and Use of Declaratory Statement. A

declaratory statement is a means for determining the rights of parties when a controversy, or when doubt concerning the applicability of any statutory provision, rules, or order, has arisen before any wrong has actually been committed. The potential impact upon petitioner's interests must be alleged in order for petitioner to show the existence of a controversy or doubt.

5.03 MTPO Disposition.

1. The MTPO shall publish notice in a newspaper of general circulation in Alachua County that a petition has been filed. The notice shall contain sufficient information to advise substantially affected persons of the proceeding.

2. The MTPO may, at its discretion, hold a hearing to dispose of a petition submitted pursuant to Section 120.56(1), Florida Statutes.

3. A MTPO order shall be rendered as prescribed in Section 120.59, Florida Statutes, if a hearing is held, or within sixty (60) days of receipt of the petition if no hearing is held.

4. The hearing, if granted by the MTPO, shall be conducted pursuant to Section 120.57(2), Florida Statutes, or as otherwise agreed between the MTPO and the parties.

General Authority: Section 120.53(1) and 120.565, Florida Statutes (Supp. 1976); Section 163.01, Florida Statutes.

RULES OF THE
METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA (MTP0)
CHAPTER 6
DECISIONS DETERMINING SUBSTANTIAL INTERESTS

6.01 General

6.01 General. The MTP0 will follow and conform to the applicable procedures established in the Model Rules of Procedures, Chapter 28-5, Florida Administrative Code, and all applicable sections of Chapter 120, Florida Statutes, as amended, with respect to all proceedings in which substantial interests are determined by the MTP0 and in the instances when the MTP0 determines that the rule-making proceeding does not adequately protect a party's substantial interests.

General Authority: Section 120.53(1) and 120.57, Florida Statutes (Supp. 1976); Section 163.01, Florida Statutes.

Law Implemented: Same.

APPENDIX B
BIKEWAY SYSTEMS PLAN

Executive Summary

BIKEWAY SYSTEMS PLAN GAINESVILLE, FLORIDA

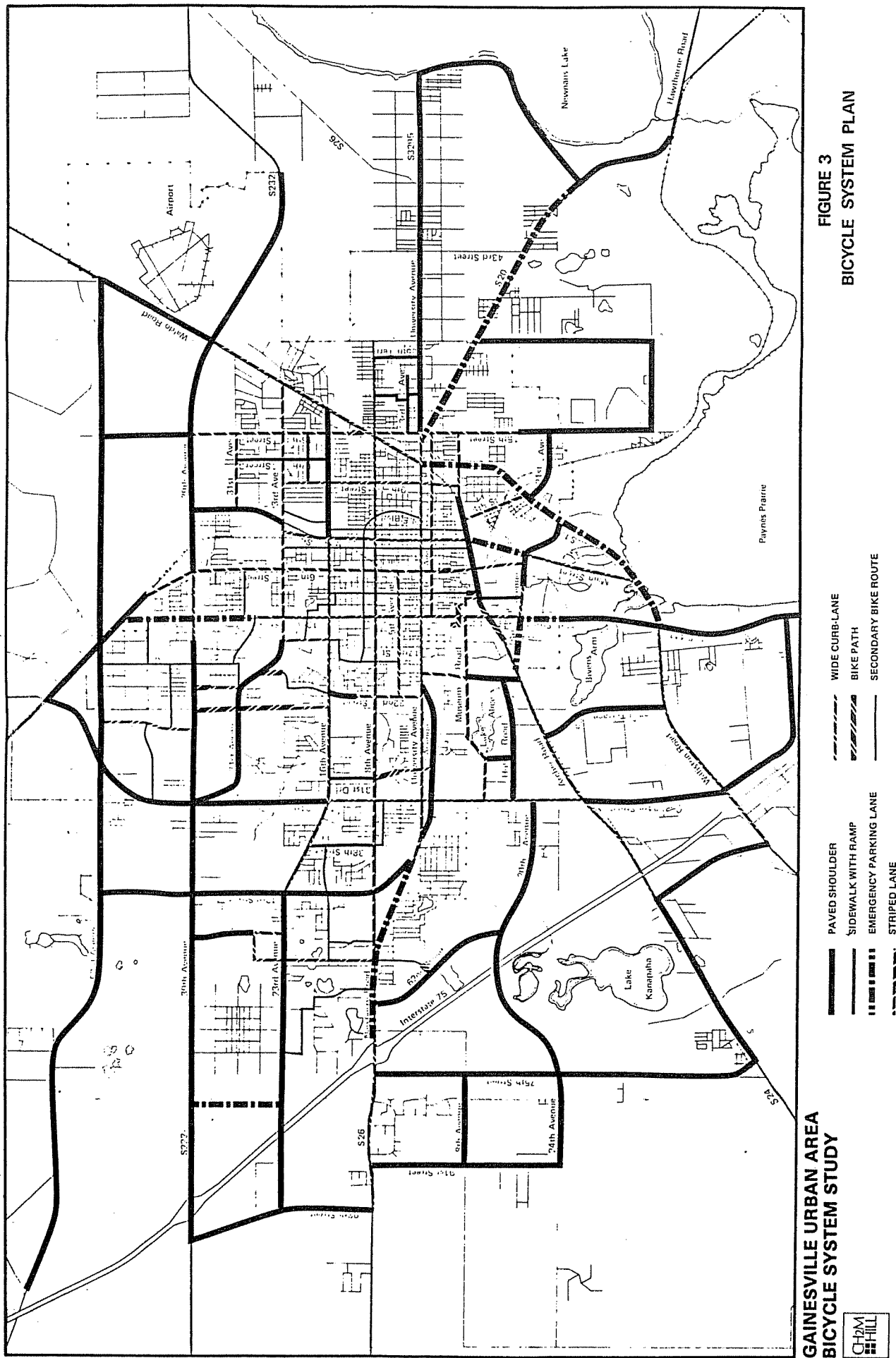
Submitted to

**GAINESVILLE URBANIZED AREA
METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION**



CH2M  HILL

BARTON-ASCHMAN ASSOCIATES



NOTE: This map is taken from the Bikeway System Plan Document adopted by the MTP0 in 1981. Actual bicycle facilities constructed since 1981 may be different than those shown on this Figure

Table 2
GAINESVILLE URBAN AREA BICYCLE SYSTEM
MILES AND ESTIMATED COST BY FACILITY TYPE

<u>Bicycle Facility^a</u>	<u>Miles</u>	<u>Estimated Cost in 1981^{b,c}</u>
Bike Path	2.65	\$ 85,960
Paved Shoulder	89.77	4,308,660
Striped Lane (Widened)	4.73	750,000
Striped Lane (Re-Striped)	11.93	39,690
Wide Curb-Lane	39.77	132,300
Sidewalk with Ramp	.57	25,050
Secondary Route	19.32	-- ^b
Emergency Parking Lane	12.88	<u>42,840</u>
 SUBTOTAL	 181.62	 \$5,384,500
 <u>Existing Facilities^d</u>		
 Sidewalk with Ramp	 7.20	 --
Striped Lane	2.65	--
Wide Curb-Lane	.38	--
Bike Path	<u>.38</u>	<u>--</u>
 TOTAL	 192.23	 \$5,384,500

^a Bicycle facilities listed are on-street facilities. In cases where there are existing off-street facilities, the existing facilities have not been included in the mileage figures; however, it is not the intention that those existing facilities be eliminated or downgraded in any manner.

^b The cost of providing signs for the bicycle facilities has not been included, because sign placement and number of signs needed can be determined only during actual implementation of the facility.

^c This is an order of magnitude estimate and is accurate within 50 percent. It is in accordance with the American Association of Cost Engineers. It is recognized that the Engineer has no control over cost of labor and materials, or over competitive bidding procedures and market conditions, so that he cannot warrant that the project construction costs will not vary from his cost estimate.

^d In cases where the existing facilities have been incorporated into the preferred plan, the mileage has been calculated and added to the total system miles.

Table 3
PRIORITY LISTING OF BICYCLE SYSTEM IMPROVEMENT PROJECTS

<u>Ranking</u>	<u>Street</u>	<u>From</u>	<u>To</u>
1	West 13th Street	N.W. 6th Street	S.W. 25th Place
2	West University Avenue	West 34th Street	West 2nd Street
3	N.W. 43rd Street and N.W. 39th Road	N.W. 23rd Avenue	Newberry Road
4	N.W. 20th Street Bike Path Extension	N.W. 20th Street	N.W. 23rd Boulevard
5	S.W. 20th Avenue	S.W. 75th Street	S.W. 34th Street
6	West 34th Street	N.W. 5th Avenue	Archer Road
7	S.W. 23rd Terrace	Archer Road	Williston Road
8	S.W. 16th Avenue	Archer Road	Williston Road Cut-off
9	North 39th Avenue	N.W. 6th Street	N.E. 15th Street
10	North Main Street	N.E. 39th Avenue	N.E. 16th Avenue
11	N.W. 39th Avenue	N.W. 51st Street	N.W. 43rd Street
12	N.W. 51st Street	N.W. 39th Avenue	N.W. 23rd Avenue
13	N.W. 27th Avenue	N.W. 55th Street	N.W. 51st Street
14	East 15th Street	N.E. 8th Avenue	S.E. 40th Street
15	S.E. 4th Street and S.E. 21st Avenue	Depot Avenue	S.E. 15th Street
16	East 9th Street	N.E. 23rd Avenue	Depot Avenue
17	N.W. 55th Street	N.W. 23rd Avenue	Newberry Road
18	S.W. 34th Street	Archer Road	Williston Road
19	Museum Road and Radio Road	S.W. 34th Street	S.W. 13th Street
20	North-South Drive	West University Avenue	Archer Road
21	Hull Road	S.W. 34th Street	North-South Drive
22	Newberry Road	I-75	N.W. 38th Street
23	Hawthorne Road	East University Avenue	Newnan's Lake Road
24	North 16th Avenue	N.W. 43rd Street	Waldo Road
25	Main Street	N.W. 16th Avenue	S.W. 16th Avenue
26	South Main Street	S.W. 16th Avenue	Williston Road Cut-off
27	S.W. 2nd Avenue	S.W. 38th Street	North/South Drive
28	Archer Road and Depot Avenue	North/South Drive	S.E. 15th Street
29	University Avenue	S.W. 2nd Street	Hawthorne Road
30	East University Avenue	Hawthorne Road	Newnan's Lake Road
31	S.E. 43rd Street	East University Avenue	Hawthorne Road
32	N.W. 23rd Avenue	N.W. 43rd Street	N.W. 98th Street
33	N.W. 39th Avenue	N.W. 51st Street	N.W. 6th Street
34	N.W. 39th Avenue	N.W. 83rd Street	N.W. 51st Street
35	N.W. 83rd Street	N.W. 39th Avenue	N.W. 23rd Avenue

Table 3--(Continued)
PRIORITY LISTING OF BICYCLE SYSTEM IMPROVEMENT PROJECTS

<u>Ranking</u>	<u>Street</u>	<u>From</u>	<u>To</u>
36	Archer Road	S.W. 75th Street	I-75
37	S.W. 75th Street	Newberry Road	Archer Road
38	Glen Springs Road	N.W. 34th Street	N.W. 16th Terrace
39	N.W. 34th Street	West University Avenue	U.S. 441
40	West 6th Street	U.S. 441	S.W. 16th Avenue
41	North 23rd Avenue	N.W. 16th Terrace	Waldo Road
42	N.W. 23rd Street Corridor	N.W. 39th Avenue	N.W. 16th Avenue
43	N.W. 24th Boulevard	N.W. 53rd Avenue	N.W. 39th Avenue
44	N.W. 22nd Street	N.W. 16th Avenue	West University Avenue
45	Waldo Road	N.E. 39th Avenue	East University Avenue
46	N.W. 43rd Street	N.W. 53rd Avenue	N.W. 23rd Avenue
47	N.E. 39th Avenue	N.E. 15th Street	East City Limits
48	S.E. 27th Street	Hawthorne Road	S.E. 40th Avenue
49	S.E. 40th Avenue	S.E. 15th Street	S.E. 27th Street
50	North 8th Avenue	N.W. 23rd Street	N.E. 25th Street
51	East 15th Street	Waldo Road	S.E. 40th Avenue
52	Williston Road	Fred Bear Road	East University Avenue
53	S.W. 13th Street	S.W. 25th Place	Williston Road
54	Newberry Road	I-75	N.W. 98th Street
55	S.W. 8th Avenue	S.W. 91st Street	S.W. 75th Street
56	S.W. 24th Avenue	S.W. 91st Street	S.W. 75th Street
57	S.W. 91st Street	Newberry Road	S.W. 24th Avenue
58	S.E. 2nd Avenue	Southeast Boulevard	S.E. 15th Street
59	N.W. 5th Avenue	N.W. 22nd Street	N.W. 13th Street
60	N.W. 8th Avenue	Newberry Road	N.W. 23rd Street
61	Archer Road	I-75	North/South Drive
62	N.E. 15th Street	N.E. 39th Avenue	N.E. 53rd Avenue
63	N.W. 53rd Avenue	I-75	Waldo Road
64	U.S. 441	N.W. 53rd Avenue	N.W. 6th Street
65	Waldo Road	N.E. 53rd Avenue	N.E. 39th Avenue
66	Rocky Point Road	Williston Road	S.W. 13th Avenue
67	S.W. 13th Avenue	Williston Road	Paynes Prairie
68	Newnan's Lake Road	East University Avenue	Hawthorne Road (SR 20)
69	N.W. 98th Street	N.W. 39th Avenue	Newberry Road
70	N.W. 39th Avenue	N.W. 98th Street	N.W. 83rd Street
71	Fred Bear Road	Archer Road	Williston Road
72	S.W. 62nd Street	Newberry Road	S.W. 20th Avenue

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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