List of Priority Projects
Fiscal Years 2017-18 to 2021-22

June 27, 2016 Draft

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects
Fiscal Years 2017-18 to 2021-22

ENDORSEMENT

This List of Priority Projects has been developed consistent with federal and state requirements and approved on June 27, 2016 by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 2009 NW 67th Place Gainesville, FL 32653-1603

______________________________
Helen K. Warren, Chair

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Approved by the

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June 27, 2016 Draft
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Chapter I
Introduction
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Chapter I: Introduction

Each spring, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves a five-year program for transportation system modification projects to be funded with federal, state and local funds. This five-year program is referred to as the Transportation Improvement Program.

As shown in Illustration I, the Transportation Improvement Program has the following three phases.

- Spring - The Metropolitan Transportation Organization for the Gainesville Urbanized Area approves priority lists for projects it wants Florida Department of Transportation to fund;

- Late Fall - The Florida Department of Transportation reports to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area what projects it proposes to fund; and

- Spring - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area decides which federally-funded projects to approve.

A. Purpose of this Report

This report develops a list of needed, but unfunded, transportation projects. The projects listed later in this report are determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to be necessary to effectively implement the adopted 2040 Long-Range Transportation Plan. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

Development of the Long Range Transportation Plan, List of Priority Projects and Transportation Improvement Program address the transportation planning process requirements in the Fixing America’s Surface Transportation Act. In accordance with 23 United States Code 134 (c)(3) and 49 United States Code 5303 (a)(3), this document is developed based on a continuing, comprehensive, and cooperative process.

B. Methodology Used for Setting Priorities

Timetable

The following timetable has been used to establish the priorities contained in this report.

- May - Draft tables distributed to the Technical Advisory Committee Working Group that identifies bicycle/pedestrian priorities submitted last year and, of those, which ones were funded;

- June - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees develop recommended transportation priorities for the coming year; and

- June - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves transportation priorities for the coming year and submits a List of Priority Projects to the Florida Department of Transportation.
Illustration I
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Calendar

MTPO
TRANSPORTATION IMPROVEMENT PROGRAM
ANNUAL 3-STEP PROCESS

STEP 1
(JUNE)
MTPO approves priority list for projects it wants FDOT to fund

STEP 2
(DECEMBER)
FDOT reports to MTPO what projects it proposes to fund and receives MTPO comments

STEP 3
(JUNE)
MTPO decides which federally-funded projects to approve

FDOT
WORK PROGRAM
ANNUAL 3-STEP PROCESS

STEP A
(FALL)
FDOT reviews MTPO priority list for projects and develops Tentative Work Program

STEP B
(SPRING)
FDOT reviews MTPO comments and may revise its Tentative Work Program

STEP C
(SUMMER)
FDOT submits its Tentative Work Program to the Florida Legislature for adoption

FDOT = Florida Department of Transportation
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long range transportation plan every five years. The current long range transportation plan is known as the Year 2040 Long-Range Transportation Plan. The long range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long range transportation plan is implemented using the Transportation Improvement Program process.

The Transportation Improvement Program process requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop a List of Priority Projects. This document is forwarded to the Florida Department of Transportation. The Florida Department of Transportation considers the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects in its development of the draft Tentative Work Program. The Florida Department of Transportation submits the Tentative Work Program for Alachua County to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and comment. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in turn, submits its comment on the draft Tentative Work Program to the Florida Department of Transportation. After considering the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area comments, the Florida Department of Transportation transmits the (revised) draft Tentative Work Program to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to develop the Transportation Improvement Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area develops its Transportation Improvement Program and transmits it to the Florida Department of Transportation. Illustration 1 shows the Transportation Improvement Program process.

To implement the Year 2040 Long-Range Transportation Plan and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects were developed, as follows:

1. **Table 1 - Bicycle/Pedestrian Priorities** - recommendations developed by a Technical Advisory Committee Working Group using the Alachua Countywide Bicycle Master Plan for guidance. This category includes: Safe Routes to School projects; State Highway System projects; SUNTrail projects; and Transportation Alternatives Program projects. The recommendations are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

   *Bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle Facility Projects (Independent)*

   *Pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)*

2. **Table 2 - Transit Priorities** - recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; and transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.
Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 17 - Transit-Regional Transit System Projects.

3. Table 3 - Transportation Regional Incentive Program Priorities- recommendations based on the Year 2040 Long-Range Transportation Plan Cost Feasible Plan priorities and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville, Alachua County and neighboring counties initiative to participate in the Transportation Regional Incentive Program, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transportation Regional Incentive Program-Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

Transportation Regional Incentive Program-Road Construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

In addition to local-funded projects, the Transportation Improvement Program includes the following project categories:

- Federal Aviation Administration-funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 5 - Airport Projects;
- Florida State Highway System drainage projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 7 - Drainage of Right-of-Way Projects;
- Interstate facility projects funded in the Transportation Improvement Program are identified in Table 9 - Interstate/Interchange Projects;
- Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 20 - Resurfacing/Repaving Projects;
- Landscaping projects funded in the Transportation Improvement Program are identified in Table 10 - Landscaping Projects;
- Railroad facility projects funded in the Transportation Improvement Program are identified in Table 13 - Railroad Projects;
- Safety projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Safety Team;
- Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Operations Team; and
C. Development

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the ten factors contained in Appendix A. These factors have been considered in the development of the project priorities contained in this report.

D. Transportation System Modifications Selected From the Gainesville Metropolitan Area Year 2040 Long-Range Transportation

The transportation system modification priorities from the adopted 2040 Long Range Transportation Plan are shown in Appendix C. Transportation system modifications includes the following categories:

- Strategic Intermodal System or Fixing America’s Surface Transportation Act High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects; and
- Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

E. Relationship to the Management Systems

The transportation priorities contained in this report are developed from available information from the management systems required for the Gainesville Metropolitan Area as in accordance with the Fixing America’s Surface Transportation Act. The congestion management system for the Gainesville Metropolitan Area was fully operational by October 1, 1997.

F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has, over the years, adopted various urban design and streetscape policies. These policies have been consolidated into a document entitled Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policy Manual. Therefore, unless otherwise stated within this List of Priority Projects document, all priority project recommendations shall be in conformance with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policy Manual document.
G. Public Involvement and Service Equity

Citizen involvement in the Transportation Improvement Program three-step process is promoted through the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Process which was developed and adopted pursuant to 23 Code of Federal Regulations 450.316(b)(1) requirements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan describes a process to involve the public, including private transportation operators, in the transportation planning process, including the annual development of the Transportation Improvement Program, in accordance with Section 339.175(7), Florida Statutes. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan includes strategies to address service equity, including outreach to socio-economic communities that have traditionally been underrepresented in the transportation planning process. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area sponsors workshops and charrettes, as necessary, regarding projects in the Transportation Improvement Program.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides local news media notification of meetings when the List of Priority Projects is scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, thereby providing citizens an opportunity to participate in the development of the List of Priority Projects. To inform the general public and other interested persons who may want to review and comment on the List of Priority Projects, public notice is also provided through the Clerk of the City of Gainesville, who places meeting notices on City Community Calendar and in the local newspaper listing of public meetings of the week.

H. Freight Shippers

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Correspondence is sent to the freight shippers inviting them to participate in the development of the Transportation Improvement Program. Freight shippers are notified of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting dates when the List of Priority Projects and the Transportation Improvement Program documents are considered by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

I. Public Transportation Users

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with Regional Transit System staff for public involvement in the development of the Transportation Improvement Program. The Regional Transit System Advisory Board provides input for transit projects to be included in the List of Priority Projects. In addition, Regional Transit System staff conducts transit forums to gather public input. The Alachua County Transportation Disadvantaged Coordinating Board, which includes public transportation users, provides input for transportation disadvantaged projects to be included in the List of Priority Projects. Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area solicits input from the Regional Transit System and the Alachua County Transportation Disadvantaged Coordinating Board for projects to be included in the List of Priority Projects.
The Florida Department of Transportation supports a network of Community Traffic Safety Teams. These Teams are comprised of state and local technical expertise for transportation system management and planning, public safety, including police and fire personnel, and education. In addition to a Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area representative, the Alachua County Traffic Safety Team is comprised of representatives from:

<table>
<thead>
<tr>
<th>State of Florida</th>
<th>Alachua County</th>
<th>City of Gainesville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Department of Transportation</td>
<td>Fire Rescue</td>
<td>Fire Rescue</td>
</tr>
<tr>
<td>Florida Highway Patrol</td>
<td>Sheriff’s Office</td>
<td>Police Department</td>
</tr>
<tr>
<td>UF Design, Planning &amp; Construction</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
</tr>
<tr>
<td>UF Police Department</td>
<td>School Board</td>
<td>-</td>
</tr>
<tr>
<td>UF Transportation Institute</td>
<td>Health Department</td>
<td>-</td>
</tr>
</tbody>
</table>

UF = University of Florida
Chapter II
Project Priorities
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Chapter II: Project Priorities

This chapter includes the project priorities for several funding categories which are described on maps and tables. These project priority categories include:

- Bicycle/Pedestrian Priorities;
- Transit Priorities; and
- Transportation Regional Incentive Program Priorities.

Projects that have received partial funding are shown in shaded rows in Tables 1, 2 and 3.

Bicycle/Pedestrian projects are eligible for federal Transportation Alternatives Program funds, state Safe Routes to School, State Highway System and SUNTrail funds and local funds. Transit projects are eligible for Federal Transit Administration funds, Federal Highway Administration Surface Transportation Program flex funds, state funds and local funds. Projects regarding regionally significant transportation facilities are eligible for state Transportation Regional Incentive Program funds.

Road construction project priorities identified in the Year 2040 Long-Range Transportation Plan are addressed in Appendix C.
Illustration II

Bicycle/ Pedestrian Priorities

Fiscal Years 2017-18 to 2021-22
### A. Bicycle/ Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

#### Table 1
**Bicycle/ Pedestrian Priorities**  
**Fiscal Years 2017-18 to 2021-22**  
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safe Routes to School Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1-SR   | NW 42 Avenue | FM: NW 13 Street  
TO: NW 6 Street | Construct Sidewalk |
| 2-SR   | SE 43 Street | FM: Hawthorne Road  
TO: University Avenue | Pedestrian Modifications |
| 3-SR   | SW 24 Avenue | FM: SW 87 Way  
TO: SW 77 Street | Construct Multi-use Path |
| 4-SR   | NW 45 Avenue | FM: NW 34 Street  
TO: NW 24 Boulevard | Construct Multi-use Path |
| **State Highway System Funds** |
| 1-SH   | W University Avenue [SR 26] | FM: Gale Lemerand Drive  
TO W 13 Street [SR 25] | Construct Bikeway/Sidewalk [29,000 AADT] |
| 2-SH   | W University Avenue [SR 26] | AT: NW 16 Street  
AT: NW 19 Street | Install Enhanced Pedestrian Crossings [29,000 AADT] |
| 3 SH   | E University Avenue [SR 26] | AT: Waldo Road [SR 24] | Pedestrian-Oriented Intersection Design [18,700 AADT] |
| 4-SH   | E University Avenue [SR 26] | FM: E 7 Street  
TO: E 10 Street | Construct Raised Median [20,500 AADT] |
| 5-SH   | University Avenue [SR 26] | AT: Corridorwide | Install Transit Shelters and Benches [29,000 AADT] |
| 6-SH   | E University Avenue [SR 26] | FM: E 1 Street  
TO: E 3 Street | Construct Midblock Pedestrian Crossings [20,500 AADT] |
| 7-SH   | University Avenue [SR 26] | AT: Corridorwide | Install Bicycle Striping and Signal Detection [29,000 AADT] |
| **SUNTrail Funds** |
| 1-ST   | Tower Road | FM SW 26 Place  
TO: SW 8 Avenue | Construct Multi-use Path |
| 2-ST   | Archer Road | FM: SW 76 Court  
TO: SW 43 Street | Construct Multi-use Path |
| 3-ST   | Gainesville-Hawthorne Trail | FM: La Chua Trail Entrance  
TO: Depot Park | Resurface Trail |
| 4-ST   | Hull Road | AT: SW 34 Street [SR 121] | Construct Grade-Separated Crossing |
Table 1 (Continued)
Bicycle/ Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-T</td>
<td>SW 20th Avenue</td>
<td>FM: SW 43 Street TO: SW 34 Street [SR 121]</td>
<td>Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings</td>
</tr>
<tr>
<td>3-T</td>
<td>NW 69 Terrace</td>
<td>FM: Newberry Road TO: NW 11 Place</td>
<td>Construct Sidewalk</td>
</tr>
<tr>
<td>4-T</td>
<td>Glen Springs Braid</td>
<td>FM: Gainesville High School TO: NW 34 Street [SR 121]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>5-T</td>
<td>Gainesville Regional Utilities Right-Of-Way</td>
<td>FM: Depot Park TO: Williston Road [SR 331]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>6-T</td>
<td>NE 27 Avenue</td>
<td>FM: State Road 222 TO: State Road 26</td>
<td>Construct 8-Foot Multiuse Path on North Side of Roadway</td>
</tr>
<tr>
<td>7-T</td>
<td>Williston Road [SR 331]</td>
<td>FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>9-T</td>
<td>NW 143 Street</td>
<td>FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]</td>
<td>Complete Sidewalk Network</td>
</tr>
</tbody>
</table>

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest; UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.
Illustration III
Transit Priorities
Fiscal Years 2017-18 to 2021-22
B. Transit Priorities

Table 2 identifies public transit project priorities for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

### Table 2
**Transit Priorities**
**Fiscal Years 2017-18 to 2021-22**
**(within the Gainesville Metropolitan Area)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Block Grant- Public Transit Operating</td>
<td>RTS Systemwide</td>
<td>Operating Assistance [Funded annually by State]*</td>
</tr>
<tr>
<td>2</td>
<td>Capital Equipment-purchase of rolling stock</td>
<td>RTS Systemwide</td>
<td>Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP</td>
</tr>
<tr>
<td>3</td>
<td>Implement new transit service or expand existing service</td>
<td>RTS Systemwide</td>
<td>Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, RTS Comprehensive Operational Analysis MTPO 2040 Long Range Transportation Plan and City Comprehensive Plan</td>
</tr>
<tr>
<td>4</td>
<td>RTS Bus Stop Amenities</td>
<td>RTS Systemwide</td>
<td>Purchase and install bus shelters bicycle racks, etc.</td>
</tr>
<tr>
<td>5</td>
<td>Capital Equipment-Purchase transit support and paratransit vehicles</td>
<td>RTS Systemwide</td>
<td>Purchase non-revenue and paratransit vehicles to support transit service</td>
</tr>
<tr>
<td>6</td>
<td>Enhance transit facilities</td>
<td>AT: Five Points [SR 20 @ SR 24] AT: UF Campus AT: Santa Fe Campus AT: NW 13 Street AT: Oaks Mall</td>
<td>Planning, design, engineering and construction of a multimodal transportation center [site not determined]</td>
</tr>
<tr>
<td>7</td>
<td>Capital Equipment-Technology Improvements</td>
<td>RTS Systemwide</td>
<td>Purchase Automatic Passenger Counters, Bus Wi-Fi equipment and real-time signage</td>
</tr>
<tr>
<td>8</td>
<td>Bus Pullout Bays</td>
<td>RTS Systemwide</td>
<td>Construct bus pullout bays listed in Appendix D</td>
</tr>
</tbody>
</table>
### Table 2 (Continued)
#### Transit Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
</table>
| 9      | Limited Stop Bus Service to outlying municipalities or unincorporated Alachua County | Transportation Corridors-
State Road 20; State Road 26; State Road 24; & US 441 | Implement service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs, Newberry and Waldo [service priority contingent on community funding support] |
| 10     | Capital- Construct Park-And-Ride Lots to Support Express Bus Service | Transportation Corridors-
State Road 20; & State Road 24 | Locations and funding to be determined |
| 11     | Alternative Fuels Fueling Facility | RTS Maintenance Center | Infrastructure to provide alternative fuels use |

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Public Transportation Priorities were developed by Regional Transit System staff, based on the Regional Transit System Transit Development Plan.
Illustration IV
Transportation Regional Incentive Program Priorities
Fiscal Years 2017-18 to 2021-22
C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

Table 3
Transportation Regional Incentive Program Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SW 62 Connector</td>
<td>FM: Williston Road [SR 331] TO: Newberry Road [SR 26]</td>
<td>SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road - regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. improve system connectivity; and 3. add roadway capacity.</td>
</tr>
</tbody>
</table>

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From; SR = State Road; SW = Southwest

Initial Transportation Regional Incentive Program Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on Alachua County and City of Gainesville Comprehensive Plan Transportation Elements
Appendix A
Transportation Plans and Programs -
Ten Metropolitan Planning Factors To Be Considered
Appendix A: Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered

The following is a listing of the factors to be considered pursuant to the Fixing America’s Surface Transportation Act that was enacted December 4, 2015 as Public Law 114-94. As required by the Act, these factors are being addressed in the development of transportation plans and programs.

FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;

FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;

FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;

FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, and improve quality of life;

FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;

FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;

FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.
Appendix B
Roads Operating at an Unacceptable Highway Level of Service
## Appendix B: Roads Operating at an Unacceptable Highway Level of Service

### Table B-1
Rocks Operating at an Unacceptable Highway Level of Service
Gainesville Metropolitan Area, 2014
[does not include reserve trips]

<table>
<thead>
<tr>
<th>Roadway Facility</th>
<th>From</th>
<th>To</th>
<th>2014 AADT</th>
<th>2014 LOS</th>
<th>2014 MSV</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW 13 Street US 441 (S-3)</td>
<td>Archer Road</td>
<td>University Avenue</td>
<td>35,500</td>
<td>F</td>
<td>16,380</td>
</tr>
<tr>
<td>Newberry Road SR 26 (S-14)</td>
<td>NW 122 Street</td>
<td>NW 16 Avenue</td>
<td>39,500</td>
<td>F</td>
<td>16,380</td>
</tr>
<tr>
<td>NW 34 Street SR 121 (S-25)</td>
<td>University Avenue</td>
<td>NW 16 Avenue</td>
<td>18,150</td>
<td>F</td>
<td>16,380</td>
</tr>
<tr>
<td>Archer Road SR 24 (S-47)</td>
<td>SW 91 Street</td>
<td>SW 75 Street</td>
<td>20,000</td>
<td>F</td>
<td>17,010</td>
</tr>
<tr>
<td>NW 23 Avenue A-9</td>
<td>NW 98 Street</td>
<td>NW 55 Street</td>
<td>16,078</td>
<td>F</td>
<td>14,040</td>
</tr>
<tr>
<td>SW 75 Street / Tower Road A-13</td>
<td>Archer Road</td>
<td>SW 8 Avenue</td>
<td>17,089</td>
<td>F</td>
<td>14,040</td>
</tr>
<tr>
<td>SW 20 Avenue A-15</td>
<td>Tower Road</td>
<td>SW 62 Boulevard</td>
<td>16,868</td>
<td>F</td>
<td>14,040</td>
</tr>
<tr>
<td>SW 20 Avenue A-16</td>
<td>SW 62 Boulevard</td>
<td>SW 34 Street</td>
<td>25,415</td>
<td>F</td>
<td>14,040</td>
</tr>
<tr>
<td>N Main Street A-17</td>
<td>N 8 Avenue</td>
<td>N 16 Avenue</td>
<td>15,976</td>
<td>F</td>
<td>14,740</td>
</tr>
<tr>
<td>NW 39 Avenue A-19</td>
<td>NW 110 Terrace</td>
<td>NW 98 Street</td>
<td>21,248</td>
<td>F</td>
<td>14,040</td>
</tr>
<tr>
<td>SW 62 Boulevard G-42</td>
<td>SW 20 Avenue</td>
<td>NW 1 Place</td>
<td>18,544</td>
<td>F</td>
<td>14,040</td>
</tr>
</tbody>
</table>

AADT = Average Annual Daily Traffic; GMA = Gainesville Metropolitan Area; NW = Northwest
LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest
# Maximum service volume for Level of Service D is not attainable.
* Roadway is within the City of Gainesville Transportation Concurrency Exception Area.
Illustration B-1
Roads Operating at an Unacceptable Highway Level of Service

Levels of Service
Generalized Tables
ARTPLAN
- A, B or C
- D
- E
- F

Gainesville Metropolitan Area Boundary

Appendix C
2040 Long-Range Transportation Plan - Project Priorities
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Appendix C: 2040 Long-Range Transportation Plan - Project Priorities

This appendix includes the project priorities identified in the Year 2040 Cost Feasible Plan that was adopted on October 5, 2015. The following tables also include the implementation status of the projects. Projects in shaded rows have received full or partial funding.

Table C-1 shows the Strategic Intermodal System and State Highway System Cost Feasible Plan project priorities. Table C-2 shows the Surface Transportation Program flex funds, Transportation Alternatives Program and Transit Cost Feasible Plan project priorities. Table C-3 shows the Existing Plus Committed Cost Feasible Plan projects.
### Table C-1
**Year 2040 Strategic Intermodal System and State Highway System Cost Feasible Plan Priorities**

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding Period</th>
<th>Strategic Intermodal System Revenues (Year of Expenditure dollars)</th>
<th>State Highway System Revenues (Year of Expenditure dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>$23.6 Million</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ROW $0.10</td>
<td>Design FDOT</td>
</tr>
<tr>
<td>1 - Modifications at Interstate 75 / State Road 121 Interchange</td>
<td>2021 - 2025</td>
<td>-</td>
<td>ROW NA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CST $5.00</td>
<td>CST $2.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CEI $0.40</td>
<td>CEI $0.40</td>
</tr>
<tr>
<td>2 - Multimodal Emphasis Corridor projects on State Road 26</td>
<td></td>
<td></td>
<td>Design FDOT</td>
</tr>
<tr>
<td>(University Avenue) from Gale Lemerand Drive to Waldo Road</td>
<td></td>
<td>ROW $0.30</td>
<td>ROW NA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CST $6.55</td>
<td>CST $6.55</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CEI $1.00</td>
<td>CEI $1.00</td>
</tr>
<tr>
<td>3 - Pedestrian Safety Modifications on State Roads 24.331</td>
<td></td>
<td></td>
<td>Design FDOT</td>
</tr>
<tr>
<td>(Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue</td>
<td></td>
<td>ROW NA</td>
<td>ROW NA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CST $3.30</td>
<td>CST $3.30</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CEI $0.50</td>
<td>CEI $0.50</td>
</tr>
<tr>
<td>4 - Safety and Capacity Enhancements on State Road 121</td>
<td></td>
<td></td>
<td>Design FDOT</td>
</tr>
<tr>
<td>(West 34th Street) from SW 2nd Avenue to US 441 designed and</td>
<td></td>
<td>ROW $1.65</td>
<td>ROW $1.65</td>
</tr>
<tr>
<td>constructed as a Complete Street with protected bike lanes</td>
<td></td>
<td>CST $6.55</td>
<td>CST $6.55</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CEI $1.00</td>
<td>CEI $1.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5 - Widen State Road 24 (Archer Road) to four lanes from Tower Road to</td>
<td></td>
<td></td>
<td>Design FDOT</td>
</tr>
<tr>
<td>SW 122nd Street</td>
<td></td>
<td>ROW $9.70</td>
<td>ROW $9.70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CST $6.10</td>
<td>CST $6.10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CEI $0.80</td>
<td>CEI $0.80</td>
</tr>
</tbody>
</table>

Note: CST = Conceptual Study, CEI = Conceptual Engineering Investigation, FDOT = Florida Department of Transportation, ROW = Right of Way.
### Table C-2

#### Year 2040 Surface Transportation Program / Transportation Alternatives Program / Transit Cost Feasible Plan Priorities

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Funding Period</th>
<th>2021 - 2025</th>
<th>2026 - 2030</th>
<th>2031 - 2040</th>
<th>Beyond 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surface Transportation Program Revenues (Year of Expenditure dollars)</strong></td>
<td></td>
<td>$8.7 Million</td>
<td>$8.3 Million</td>
<td>$18.0 Million</td>
<td>$71.9 Million</td>
</tr>
<tr>
<td>1 - Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes</td>
<td>ROW</td>
<td>$8.25</td>
<td>$4.15</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Design</td>
<td>$0.33</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2 - Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes</td>
<td>CST</td>
<td>$6.55</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>CEI</td>
<td>$1.00</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3 - Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners</td>
<td>ROW</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Design</td>
<td>$0.45</td>
<td>Design</td>
<td>$1.40</td>
<td>-</td>
</tr>
<tr>
<td>4 - Resurface City Roads according to priorities established by the Gainesville City Commission</td>
<td>CST</td>
<td>$0.60</td>
<td>CST</td>
<td>$0.80</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>CEI</td>
<td>$0.15</td>
<td>CEI</td>
<td>$0.20</td>
<td>-</td>
</tr>
<tr>
<td><strong>Transportation Alternatives Program Revenues (Year of Expenditure dollars)</strong></td>
<td></td>
<td>$1.45 Million</td>
<td>$1.45 Million</td>
<td>$2.9 Million</td>
<td>-</td>
</tr>
<tr>
<td>1 - Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects</td>
<td>Design</td>
<td>$0.20</td>
<td>Design</td>
<td>$0.15</td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>ROW</td>
<td>NA</td>
<td>ROW</td>
<td>NA</td>
<td>ROW</td>
</tr>
<tr>
<td></td>
<td>CST</td>
<td>$1.10</td>
<td>CST</td>
<td>$1.15</td>
<td>CST</td>
</tr>
<tr>
<td></td>
<td>CEI</td>
<td>$0.15</td>
<td>CEI</td>
<td>$0.15</td>
<td>CEI</td>
</tr>
<tr>
<td><strong>Transit Revenues (Year of Expenditure dollars)</strong></td>
<td></td>
<td>$18.2 Million</td>
<td>$19.1 Million</td>
<td>$40.0 Million</td>
<td>-</td>
</tr>
<tr>
<td>1 - Maintain and operate existing City of Gainesville Regional Transit System</td>
<td>TOP</td>
<td>$18.20</td>
<td>TOP</td>
<td>$19.10</td>
<td>TOP</td>
</tr>
</tbody>
</table>
Illustration C-I
Year 2040 Long Range Transportation Plan Cost Feasible Priority Ranking of Projects
Adopted October 5, 2015
<table>
<thead>
<tr>
<th>Roadway</th>
<th>From/To</th>
<th>Modification</th>
<th>Implementation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Road Projects Completed Since 2010</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 - Gainesville Regional Airport Entrance</td>
<td>Waldo Road / Airport Terminal</td>
<td>New two-lane facility</td>
<td>Complete</td>
</tr>
<tr>
<td>2 - SW 9 Street</td>
<td>SW 2 Avenue / SW 4 Avenue</td>
<td>New two-lane facility</td>
<td>Complete</td>
</tr>
<tr>
<td>3 - SW 3 Avenue</td>
<td>SW 10 Street / SW 7 Terrace</td>
<td>New two-lane facility</td>
<td>Complete</td>
</tr>
<tr>
<td>4 - Hull Road Extension</td>
<td>SW 34 Street / SW 38 Terrace</td>
<td>New two-lane facility</td>
<td>Complete</td>
</tr>
<tr>
<td>5 - SW 38 Terrace</td>
<td>SW 20 Avenue / Hull Road</td>
<td>New two-lane facility</td>
<td>Complete</td>
</tr>
<tr>
<td><strong>New Road Projects Funded Through Construction by 2019</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge</td>
<td>Archer Road / SW 42 Way</td>
<td>New four-lane facility</td>
<td>Funded in Fiscal Year 2014-15</td>
</tr>
<tr>
<td>7 - SW 62 Boulevard</td>
<td>Archer Road / SW 43 Street</td>
<td>New four-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>8 - Plaza Boulevard (SW 38 Terrace)</td>
<td>SW 24 Avenue / SW 42 Street</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>9 - SW 30 Avenue</td>
<td>SW 42 Street / SW 40 Boulevard</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>10 - SW 42 Way Extension</td>
<td>SW 30 Place / SW 30 Avenue</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>11 - SW 30 Place Extension</td>
<td>SW 42nd Way / SW 42 Street</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>12 - SW 8 Avenue</td>
<td>SW 143 Street / SW 122nd Street</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2014-15</td>
</tr>
<tr>
<td>13 - Road Connecting SW 8 Avenue and SW 61 Street</td>
<td>SW 75 Street / SW 24 Avenue</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2014-15</td>
</tr>
<tr>
<td>14 - NW 23 Avenue</td>
<td>NW 55 Street / NW 58 Boulevard</td>
<td>Widen to four-lanes</td>
<td>Funded in Fiscal Year 2014-15</td>
</tr>
<tr>
<td>15 - SW 40 Boulevard Extension</td>
<td>South of Archer Road / SW 47 Avenue</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2016-17</td>
</tr>
<tr>
<td>16 - SW 91 Street</td>
<td>Archer Road / SW 73 Avenue</td>
<td>New two-lane facility</td>
<td>Funded in Fiscal Year 2017-18</td>
</tr>
</tbody>
</table>
Appendix D
Supplemental Priority Project Information - Regional Transit System Priorities and Safety-Funded Priorities
Appendix D: Supplemental Project Priority Information - Regional Transit System and Safety-Funded Priorities

A. Regional Transit System Priorities

Table D-1 provides supplemental project descriptions from the Regional Transit System Transit Development Plan for project priority No. 9 of Table 2 of the List of Priority projects.

B. Safety-Funded Priorities

Table D-2 provides project descriptions for highway safety funding.
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Table D-1  
Fiscal Years 2016-17 to 2020-21  
Transit Priorities Supplemental Information  
Priority 9 Projects

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>Bus Stop</th>
<th>Location [Cross-Street]</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Main Street</td>
<td>763</td>
<td>AT: NE 14 Avenue</td>
<td>Construct southbound bus pullout adjacent to Publix parking lot</td>
</tr>
<tr>
<td>2</td>
<td>Main Street</td>
<td>703</td>
<td>AT: NE 14 Avenue</td>
<td>Construct northbound bus pullout adjacent to post office parking lot</td>
</tr>
<tr>
<td>3</td>
<td>SW 20 Avenue</td>
<td>815</td>
<td>AT: SW 42 Drive</td>
<td>Construct westbound bus pullout across from Ventura Apartments</td>
</tr>
<tr>
<td>4</td>
<td>SW 20 Avenue</td>
<td>810</td>
<td>AT: SW 34 Street</td>
<td>Construct westbound bus pullout across from Windsor Terrace Apartments</td>
</tr>
<tr>
<td>5</td>
<td>SW 62 Boulevard</td>
<td>818</td>
<td>AT: SW 20 Avenue</td>
<td>Construct bus pullout across from The Woodlands Apartments</td>
</tr>
<tr>
<td>6</td>
<td>SW 2 Avenue</td>
<td>191</td>
<td>AT: SW 34 Street</td>
<td>Construct eastbound bus pullout across from Westgate Shopping Center</td>
</tr>
<tr>
<td>7</td>
<td>Gale Lemerand Drive</td>
<td>1253</td>
<td>AT: Museum Road</td>
<td>Construct northbound bus pullout across from Graham Hall</td>
</tr>
<tr>
<td>8</td>
<td>SW 20 Avenue</td>
<td>814</td>
<td>AT: SW 40 Terrace</td>
<td>Construct westbound bus pullout across from the Pinetree Gardens apartments</td>
</tr>
<tr>
<td>9</td>
<td>Main Street</td>
<td>766</td>
<td>FM: State Road 26 TO: N 8 Avenue</td>
<td>Construct southbound bus pullout</td>
</tr>
<tr>
<td>10</td>
<td>Main Street</td>
<td>700</td>
<td>FM: State Road 26 TO: N 8 Avenue</td>
<td>Construct northbound bus pullout</td>
</tr>
<tr>
<td>11</td>
<td>NW 13 Street</td>
<td>255</td>
<td>AT: NW 29 Road</td>
<td>Construct northbound bus pullout adjacent to WalMart parking lot</td>
</tr>
<tr>
<td>12</td>
<td>SW 13 Street</td>
<td>685</td>
<td>AT: SW 36 Place</td>
<td>Construct northbound bus pullout adjacent to The Landings Apartments</td>
</tr>
</tbody>
</table>

FM = From;  N = North; NE = Northeast; SE = Southeast; SW = Southwest
Table D-2
Fiscal Years 2016-17 to 2020-21
Highway Safety Fund Priorities

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NW 39 Avenue</td>
<td>AT: NW 83 Street</td>
<td>Construct Intersection Modifications- Upgrade Traffic Signals and Add Northbound Left Turnlane</td>
</tr>
</tbody>
</table>

-
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

List of Priority Projects Team

Scott R. Koons, AICP, Executive Director

* Michael Escalante, AICP, Senior Planner

** Lauren Yeatter, AICP, Principal Planner

** Kevin Parrish, Information Technology and Property Management Director

** Jean Strong, Executive Assistant to the Executive Director

* Primary Responsibility

** Secondary Responsibility

t:\mike\tip\priorities\lop1621\lopp16dft.docx
Use the QR Reader App on your smart phone to visit our website!

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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