

List of Priority Projects

Fiscal Years 2015-16 to 2019-20

June 2, 2014

Metropolitan Transportation
Planning Organization
for the
Gainesville Urbanized Area

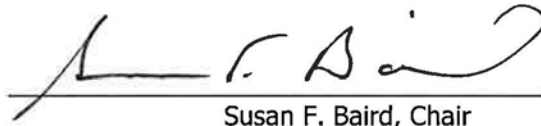


List of Priority Projects

Fiscal Years 2015-16 to 2019-20

ENDORSEMENT

This List of Priority Projects has been developed
consistent with federal and state requirements and
approved on June 2, 2014 by the
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
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Susan F. Baird, Chair

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Approved by the

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June 2, 2014

Table of Contents

Chapter I: Introduction	3
A. Purpose of this Report	3
B. Methodology Used for Setting Priorities.....	3
C. Development.....	7
D. Transportation System Modifications Selected From the Gainesville Metropolitan Area 2035 Transportation Plan - The Livable Community Reinvestment Plan.....	7
E. Relationship to the Management Systems	7
F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies.....	7
G. Public Involvement and Service Equity.....	8
H. Freight Shippers	8
I. Public Transportation Users.....	8
J. Safety and Security in the Transportation System Planning Process	9
Chapter II: Project Priorities	13
A. Transit Priorities	15
B. Transportation Alternatives Program Priorities	19
C. Transportation Regional Incentive Program Priorities	23

Tables

Table 1	Transit Priorities Fiscal Years 2015-16 to 2019-20	15
Table 2	Transportation Alternatives Program Priorities.....	19
Table 3	Transportation Regional Incentive Program Priorities.....	23
Table B-1	Roads Operating at an Unacceptable Highway Level of Service Gainesville Metropolitan Area, 2012 [does not include reserve trips]	B-3
Table C-1	Year 2035 Bicycle/Pedestrian Cost Feasible Plan Priorities.....	C-4
Table C-2	Year 2035 Roadway Cost Feasible Plan Priorities.....	C-5
Table C-3	Year 2035 Transit Cost Feasible Plan Priorities	C-10
Table C-4	Year 2035 Cost Feasible Plan Intelligent Transportation System Priorities Appendix	C-11
Table C-5	Year 2035 Long Range Transportation Plan Existing Plus Committed Capacity Projects Appendix	C-14
Table D-1	Fiscal Years 2015-16 to 2019-20 Public Transportation Priorities Supplemental Information Priority 4 and 5 Projects	D-5

Illustrations

Illustration I	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Calendar	4
Illustration II	Transit Priorities.....	14
Illustration III	Transportation Alternatives Program Priorities.....	18
Illustration IV	Transportation Regional Incentive Program Priorities.....	22
Illustration B-I	Roads Operating at an Unacceptable Highway Level of Service	B-4
Illustration C-I	Year 2035 Long Range Transportation Plan Cost Feasible Priority Ranking of Projects	C-16

Appendices

Appendix A:	Transportation Plans and Programs - Eight Metropolitan Planning Factors to be Considered	A-3
Appendix B:	Roads Operating at an Unacceptable Highway Level of Service	B-3
Appendix C:	2035 Long Range Transportation Plan - Livable Community Reinvestment Plan Project Priorities	C-3
Appendix D:	Regional Transit System Supplemental Information.....	D-3

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 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Fiscal Years 2015-16 to 2019-20 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 Moving Ahead for Progress in the 21st Century 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.

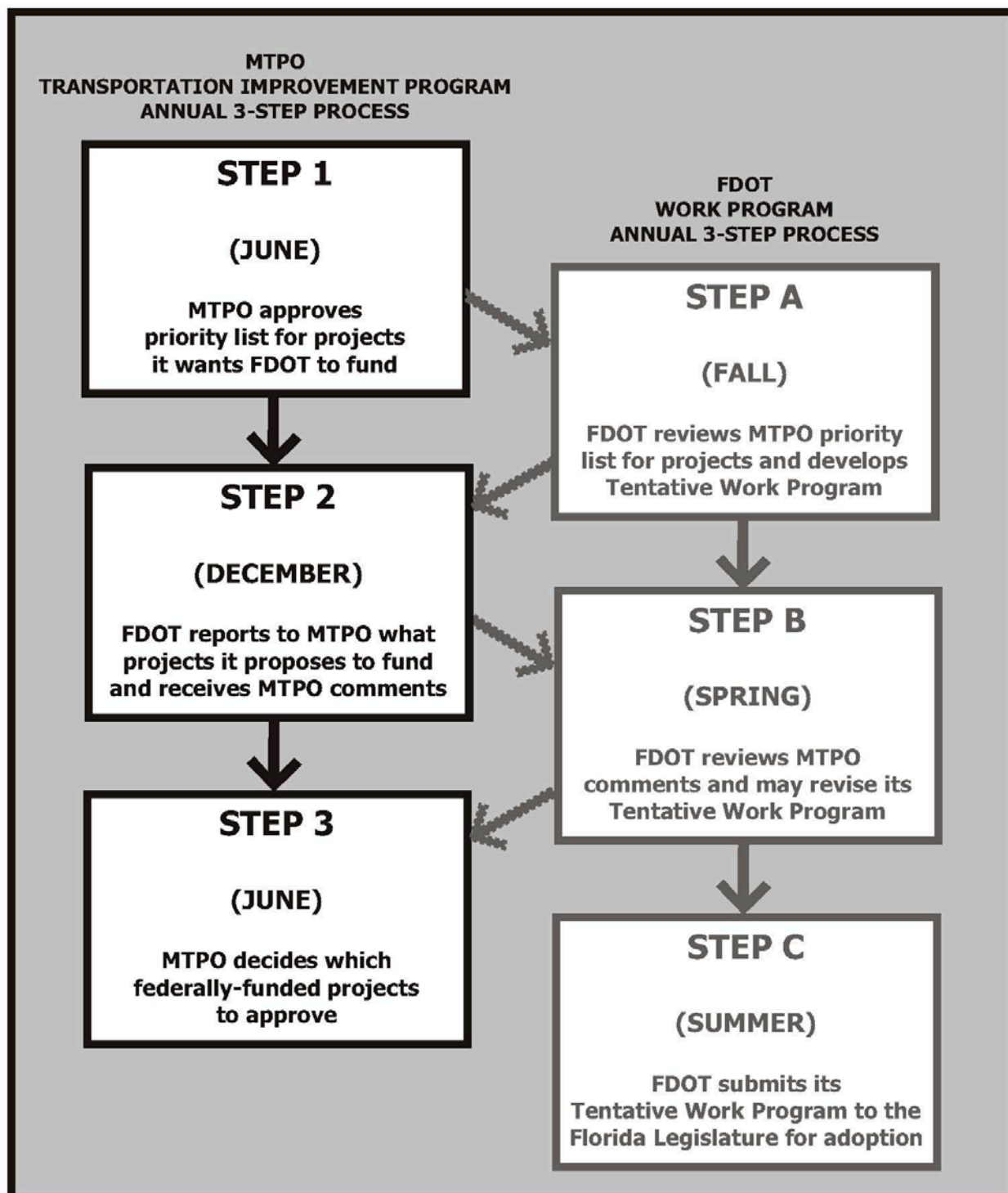
B. Methodology Used for Setting Priorities

Timetable

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

- ☐ March - Draft report distributed to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees that identifies transportation priorities submitted last year and, of those, which ones were funded;
- ☐ May - 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



FDOT= Florida Department of Transportation
MTPO= Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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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 2035 Livable Community Reinvestment 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 2035 Long Range Transportation Plan, the *Livable Community Reinvestment 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 - 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.

2. Table 2 - Transportation Alternatives Program Priorities- recommendations developed by the Bicycle/Pedestrian Advisory Board using the Alachua Countywide Bicycle Master Plan for guidance, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are the 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)

3. Table 3 - Transportation Regional Incentive Program Priorities- recommendations based on the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment 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*

- *Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects. Project recommendations are developed by the Alachua County Transportation Disadvantaged Coordinating Board.*

C. Development

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the eight 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 2035 Transportation Plan - The Livable Community Reinvestment Plan

The transportation system modification priorities from the adopted 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* are shown in Appendix C. Transportation system modifications includes the following categories:

- *Intelligent transportation system projects funded in the Transportation Improvement Program are identified in Table 10 - Traffic Operations Projects;*
- *Strategic Intermodal System or Moving Ahead for Progress in the 21st Century 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 Moving Ahead for Progress in the 21st Century 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.

J. Safety and Security in the Transportation System Planning Process

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:

State of Florida	Alachua County	City of Gainesville
Florida Department of Transportation	Fire Rescue	Fire Rescue
Florida Highway Patrol	Sheriff's Office	Police Department
UF Facilities Planning & Construction	Public Works Department	Public Works Department
UF Police Department	School Board	
UF Transportation Institute	Health Department	-

UF = University of Florida

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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:

- Transit Priorities;
- Transportation Alternatives Program Priorities; and
- Transportation Regional Incentive Program Priorities.

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

Road construction project priorities identified in the Year 2035 Long Range Transportation Plan, also known as the Livable Community Reinvestment Plan, are addressed in Appendix C.

Illustration II
Transit Priorities
Fiscal Years 2015-16 to 2019-20



A. Transit Priorities

Table 1 identifies public transit project priorities. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects and transit system projects for the Fiscal Years 2015-16 to 2019-20.

Table 1
Transit Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Funded Annually	Block Grant- Public Transit Operating	RTS Systemwide	Operating Assistance [Funded annually by State]*
2 Partially Funded	RTS Phase 2 of 2 Maintenance Facility	AT: 34 SE 13th Road	Project includes construction of bus parking lot, including acquisition of property and demolition of existing building. RTS has received SIB Loan contingent on the use of STP funds for loan repayment in the amount of \$3.9 million
3 Partially Funded	Capital Equipment- purchase of rolling stock	RTS Systemwide	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
4	Implement new transit service or expand existing service	RTS Systemwide	Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, RTS Comprehensive Operational Analysis MTPO 2035 Long Range Transportation Plan and City Comprehensive Plan
5	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
6	Capital Equipment- Purchase transit support and paratransit vehicles	RTS Systemwide	Purchase non-revenue and paratransit vehicles to support transit service
7	Enhance transit facilities	AT: Five Points [SR 20 @ SR 24]& UF Campus	Planning, design, engineering and construction of a multimodal transportation center [site not determined]
8	Capital Equipment- Technology Improvements	RTS Systemwide	Purchase Automatic Vehicle Location equipment, Automatic Passenger Counters, Bus Wi-Fi equipment and scheduling software
9	Bus Pullout Bays	RTS Systemwide	Construct bus pullout bays listed in Appendix D

Table 1 (Continued)
Transit Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
10	Capital- Corridor infrastructure for RTS Go Enhance Study Locally Preferred Alternative	Along Preferred Configuration	Construct infrastructure associated with the RTS Go Enhance Study Locally Preferred Alternative
11	Service for RTS Go Enhance Study Locally Preferred Alternative	Along Preferred Configuration	Provide service associated with the RTS Go Enhance Study Locally Preferred Alternative
12	Capital- Construct Park-And-Ride Lots to Support Express Bus Service	Transportation Corridors- State Road 26; & State Road 24	Locations and funding to be determined
13	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]
14	Commuter Assistance	RTS Systemwide	Commuter Assistance Grants

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

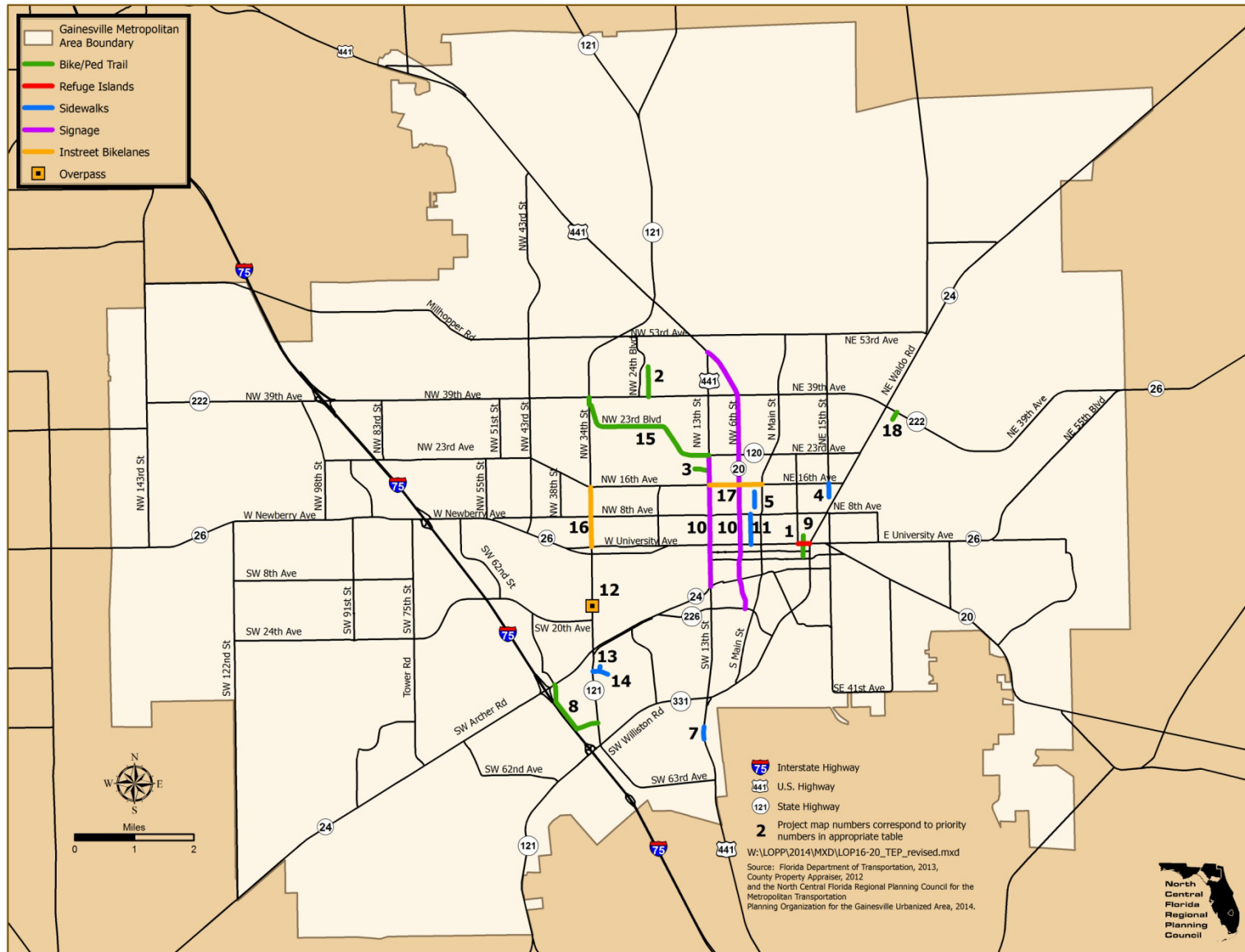
@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States
MTPO = Metropolitan Transportation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

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Illustration III Transportation Alternatives Program Priorities Fiscal Years 2015-16 to 2019-20



B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

Table 2
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands [19,250 AADT]
2	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
3	NW 19 lane	FM: NW 16 Terrace TO: NW 13 Street	Construct two-way cycle track tying to the W 12 Street bike boulevard
4	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
5	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
6	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
7	SW 13 Street	FM: Mosque TO: One-Stop Job Center	Construct ADA-compliant sidewalk
8	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
9	E 10 Street	FM: Depot Avenue Trail TO: NE 3 Avenue	Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/ Waldo Road intersection
10	W 6 Street	FM: SW 16 Avenue TO: NW 13 Street	Install bicycle signage R4-11 Bicycles May Use Full Lane
	W 13 Street	FM: Archer Road TO: NW 23 Avenue	Install bicycle signage R4-11 Bicycles May Use Full Lane or sharrows
11	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk [490 AADT]
12	SW 34 Street Grade-Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing [38,000 AADT]
13	SW 32 Terrace	FM: SW 35 Place TO: Existing Sidewalk	Construct ADA-compliant sidewalk
14	SW 35 Place	FM: SW 34 Street TO: SW 35 Place	Construct ADA-compliant sidewalk
15	Glen Springs Braid	FM: NW 16 Avenue TO: NW 39 Avenue	Construct bicycle/pedestrian trail

Table 2 (Continued)
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
16	NW 34 Street [Westside Braid]	FM: W University Avenue TO: NW 16 Avenue	Construct instreet bikelanes
17	NW 16 Avenue [Millhopper Braid]	FM: NW 13 Street TO: NW Main Street	Construct instreet bikelanes
18	NE 39 Avenue	FM: RTS Bus Stop TO: Grace Market Place	Construct bicycle/pedestrian trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.
*2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

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

Initial Transportation Alternatives Program Priorities were developed by the Bicycle/Pedestrian Advisory Board.

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Illustration IV
Transportation Regional Incentive Program Priorities
Fiscal Years 2015-16 to 2019-20



C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

Table 3
Transportation Regional Incentive Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	SW 62 Connector	FM: Williston Road [SR 331] TO: Newberry Road [SR 26]	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.

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

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Appendix A Transportation Plans and Programs - Eight Metropolitan Planning Factors to be Considered

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Appendix A: Transportation Plans and Programs - Eight Metropolitan Planning Factors to be Considered

The following is a listing of the factors to be considered pursuant to the Moving Ahead for Progress in the 21st Century Act that was enacted July 6, 2012 as Public Law 112-141. 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; and
- 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.

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Appendix B

Roads Operating at an Unacceptable Highway Level of Service

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Appendix B: Roads Operating at an Unacceptable Highway Level of Service

Table B-1
Roads Operating at an Unacceptable Highway Level of Service
Gainesville Metropolitan Area, 2012
[does not include reserve trips]

Roadway Facility	From	To	2012 AADT	2012 LOS	2011 MSV	2012 MSV
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	20,450	F	15,960	15,960
Archer Road [SR 24] (S-47)	GMA Boundary	SW 75 Street	19,200	E	17,010	17,010
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	21,524	F	14,040	14,040
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue	14,157	F	13,320	13,320
Fort Clarke Boulevard (A-45)	Newberry Road	NW 23 Avenue	13,614	E	13,320	13,320

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-I Roads Operating at an Unacceptable Highway Level of Service



Appendix C

2035 Long Range Transportation Plan - Livable Community Reinvestment Plan

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Appendix C: 2035 Long Range Transportation Plan - Livable Community Reinvestment Plan Project Priorities

This appendix includes the project priorities identified in the Year 2035 Cost Feasible Plan that was adopted on October 2010. 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 Bicycle/Pedestrian Cost Feasible Plan project priorities. Table C-2 shows the Roadway Cost Feasible Plan project priorities. Table C-3 shows the Transit Cost Feasible Plan project priorities. This table includes Surface Transportation Program flex funds. Table C-4 shows the Intelligent Transportation System Cost Feasible Plan project priorities. Table C-5 shows the Existing Plus Committed Cost Feasible Plan projects.

Table C-1
Year 2035 Bicycle/Pedestrian Cost Feasible Plan Priorities

Segment Priority	Description	From / To	Length (Miles)	Estimated Cost in 2007 Dollars (Millions)	Implementation Status
Surface Transportation Program Enhancements <i>(Cost Feasible Plan Revenues = \$11.5 million)</i>					
B-1	Cross Campus Greenway	Archer Road to SW 34 Street	2.1	\$1.9	
B-2	Hull Road Parking Area	SW 34 Street to End of Hull Road Parking Area	0.2	\$0.2	
B-3	Hull Road Connector	Hull Road Parking Area/SW 20 Avenue	0.5	\$0.5	
B-4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1	
B-5	SW 34 Street Grade Separated Crossing	SW 34 Street at Hull Road	0.2	\$7.0	
Total Surface Transportation Program Enhancement Funded Projects				\$11.7	
Local Funds- Alachua County Projects (identified as Cost Feasible by Year 2020)					
NA	SW 8 Avenue multi-use offroad facility	SW 122 Street to SW 91 Street	2.0	\$0.4	
NA	NW 98 Street multi-use offroad facility	NW 23 Avenue to NW 39 Avenue	1.0	\$0.3	
Total Alachua County Projects				\$0.7	
Local Funds- City of Gainesville Projects (identified as Cost Feasible by Year 2015)					
NA	SW 35 Place sidewalk	SW 34 Street to SW 23 Terrace	1.1	\$0.5	
Total City of Gainesville Projects				\$0.5	
Grand Total Bicycle/Pedestrian Projects				\$12.9	

NA = Not attainable; NW = Northwest; SW = Southwest

Table C-2
Year 2035 Roadway Cost Feasible Plan Priorities

Priority	Description	From / To	Length (Miles)	Estimated Cost in 2010 Dollars (Millions)	Implementation Status
Strategic Intermodal System (Cost Feasible Plan Revenues = \$6.4 Million)					
Partially Funded	Interstate 75 Interchange Modifications	AT Williston Road	-	\$6.4	
		AT Archer Road			
		AT Newberry Road			
		AT NW 39 Avenue			
Total Strategic Intermodal System				\$6.4	
State Highway System (Cost Feasible Plan Revenues = \$92.0 Million Year of Expenditure Dollars)					
S-1	State Road 226 (SE 16 Avenue) Widen To Four Lanes	Main Street To Williston Road	0.6	\$15.0	Transportation System Management Modification was funded at \$2,768,000
S-2 Partially Funded	State Road 121 (NW 34 Street)- Construction Of Turnlanes To Improve Safety And Traffic Flow	NW 16 Avenue to US 441	3.5	\$6.0	Turnlanes were constructed at YMCA and WalMart
S-3 Partially Funded	State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (See Footnote ^a)	Gale Lemerand Drive to Waldo Road	1.5	\$4.75	\$100,000 Multimodal study is funded.
S-4	US 441 (W. 13 Street) Multimodal Emphasis Corridor Study (See Footnote ^a)	NW 33 Avenue to Archer Road	2.8	\$4.75	
S-5	Waldo Road Multiway Boulevard Redesign To Support Bus Rapid Transit, Multi-Trail And Corridor Redevelopment Study (PD&E) [See Footnote ^b]	University Avenue to NE 39 Avenue	2.5	\$3.0	
S-6	BRT Corridor Infrastructure- Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0	

Table C-2 (Continued)
Year 2035 Roadway Cost Feasible Plan Priorities

Priority	Description	From / To	Length (Miles)	Estimated Cost in 2010 Dollars (Millions)	Implementation Status
State Highway System (Cost Feasible Plan Revenues = \$92.0 Million Year of Expenditure Dollars)					
7	State Road 24 (Archer Road) BRT Dedicated Lane(S) Design, Additional Roadway Capacity And Corridor Management Study (PD&E)	MTPO Boundary to SW 45 Street	3.5	\$0.5	
8	State Road 121 (Williston Road) Additional Roadway Capacity And Corridor Management Study (PD&E)	SW 62 Avenue to SW 35 Way	0.5	\$0.5	
Total State Highway System				\$62.5	

Table C-2 (Continued)
Year 2035 Roadway Cost Feasible Plan Priorities

Priority	Description	From / To	Length (Miles)	Estimated Cost (Millions)	Implementation Status
Alachua County Transit and Roadway Projects <i>(local funds identified as Cost Feasible by the Year 2020)</i>					
1	SW 20 Avenue , four laning and multi-use path	SW 52 Blvd to SW 61 Blvd	0.5	\$8.8	
2	SW 8 Avenue-Phase 2 , two lane roadway and multi-use path	SW 122 Street to SW 143 Street	0.7	\$2.7	
3	NW 23 Avenue , four laning and resurfacing	NW 51 Street to NW 59 Terrace	0.7	\$1.8	
4	NW 23 Avenue , four laning	NW 83 Street to Ft. Clarke Blvd.	0.5	\$12.0	
5	SE 43 Street , construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9	
6	SW 45 / 47 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30 Avenue	0.8	\$4.5	
7	SW 30 Avenue , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43 Street to SW 47 Street	0.5	\$13.0	
8	NW 83 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46 Avenue to NW 39 Avenue (SR 222)	0.4	\$2.5	

Table C-2 (Continued)
Year 2035 Roadway Cost Feasible Plan Priorities

Priority	Description	From / To	Length (Miles)	Estimated Cost (Millions)	Implementation Status
Alachua County Transit and Roadway Projects <i>(local funds identified as Cost Feasible by the Year 2020)</i>					
9	NW 83 Street BRT Dedicated Transit Lanes	NW 23 Avenue to NW 39 Avenue	1.0	\$7.8	
10	Ft. Clarke/NW 83 Street Corridor , BRT Dedicated Transit Lanes & new multi- modal only Interstate 75 overpass	NW 23 Avenue to Newberry Road (SR 26)	1.0	\$14.0	
11	NW 46 Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83 Street to NW 98 Street	1.3	\$15.5	
Total Alachua County Transit and Roadway System				\$83.5	

Table C-2 (Continued)
Year 2035 Roadway Cost Feasible Plan Priorities

Priority	Description	From / To	Length (Miles)	Estimated Cost (Millions)	Implementation Status
City of Gainesville Projects					
<i>(local funds identified as Cost Feasible by the Year 2020)</i>					
N/A	SE 4 Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3	
N/A	SW 62 Boulevard -four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0	
Total City of Gainesville Roadway System				\$113.3	
Grand Total Combined Roadway Systems				\$265.7	

BRT = Bus Rapid Transit; Ft. = Fort; N/A = Not Applicable; NW = Northwest; SE = Southeast
 SR = State Road; SW = Southwest

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

Table C-3
Year 2035 Transit Cost Feasible Plan Priorities

Project Priority	Description	From / To	Length (Miles)	Estimated Cost in 2010 Dollars (Millions)	Implementation Status
Transit (<i>Cost Feasible Plan Revenues = \$3.7 million</i>)					
T-1	Transit Maintenance Facility	NA	NA	\$50.0	Federal Transit Administration-funded project is under construction.
Total				\$50.0	
Surface Transportation Program (<i>Cost Feasible Plan Revenues = \$36.1 million</i>)					
F-1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4	Draft Alternatives Analysis study is completed.
F-2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6	Draft Alternatives Analysis study is completed.
F-3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0	
F-4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4	
F-5	Transit Maintenance Facility	NA	NA	\$50.0	Federal Transit Administration-funded project is under construction.
Total				\$53.4	

NA = Not Applicable

Table C-4
Year 2035 Cost Feasible Plan
Intelligent Transportation System Priorities Appendix

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)	Implementation Status
1 Partially Funded	<u>Interstate 75 Intelligent Transportation System Corridor</u> Marion County line to Columbia County Line	A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times. B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline. C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.	\$9,900,000	Dynamic Message Signs and surveillance cameras are funded for Paynes Prairie area
2	<u>Regional Transportation System Bus Priority System</u> Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.	A. <u>Route #9</u> <u>Archer Road (SR 24) from SW 23 TR to SW 23 DR</u> <u>Williston Road (SR 331) from SW 25 TR to SW 23 ST</u> B. <u>Route # 20</u> <u>SW 34 Street (SR 121) from Hull RD to SW 20 AVE</u> C. <u>Route# 21</u> <u>SW 34 Street(SR 121) from Hull RD to SW 20 AVE</u> D. <u>Route #35</u> <u>Archer Road(SR 24) from SW 23 TR to SW 16 AVE</u> <u>SW 16 Avenue (SR 226) from Archer Road) to Shealy DR</u> <u>SW 34th Street(SR 121) from SW 35 PL to SW 16 AVE)</u> <u>State Road 226 (SW 16 Avenue) from SW 34 ST to SW 23 ST</u>	\$600,000	

Table C-4 (Continued)
Year 2035 Cost Feasible Plan
Intelligent Transportation System Priorities Appendix

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)	Implementation Status
3	<p><u>Dynamic Message Signs on State Highway Arterials</u></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. SW 34 Street (SR 121) @ SW 20 AVE (Southbound)</p> <p>B. SW 34 Street (SR 121) @ State Road 331 (Eastbound)</p> <p>C. W 13 Street (SR 25) @ W University AVE</p> <p>D. NW 13 Street (SR 25) @ NW 39 AVE (Westbound)</p> <p>E. NW 13 Street) @ W 39 AVE (Northbound)</p> <p>F. NW 39 Avenue (SR 222) @ Interstate 75 (Eastbound)</p>	\$700,000	
4	<p><u>Expand Automated Arterial Travel Time System</u></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p>A. <u>NW 13 Avenue (SR 25)</u> NW 39 AVE (SR 222) to Williston RD</p> <p>B. <u>SW 34 Street (SR 25)</u> NW 16 AVE to (Interstate 75) Southbound Ramp</p>	\$600,000	

Table C-4 (Continued)
Year 2035 Cost Feasible Plan
Intelligent Transportation System Priorities Appendix

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)	Implementation Status
5	<u>Travel Demand Management</u> Information technologies project that addresses travel demand strategies, such as HOV lanes, HOT lanes and other travel demand management technologies.	Gainesville Metropolitan Areawide	(to be determined)	
Grand Total Intelligent Transportation System Projects			\$11,800,000	

HOT = High Occupancy Toll; HOV = High Occupancy Vehicle; NA = Not Applicable; NW = Northwest
SW = Southwest

Table C-5
Year 2035 Long Range Transportation Plan
Existing Plus Committed Capacity Projects Appendix

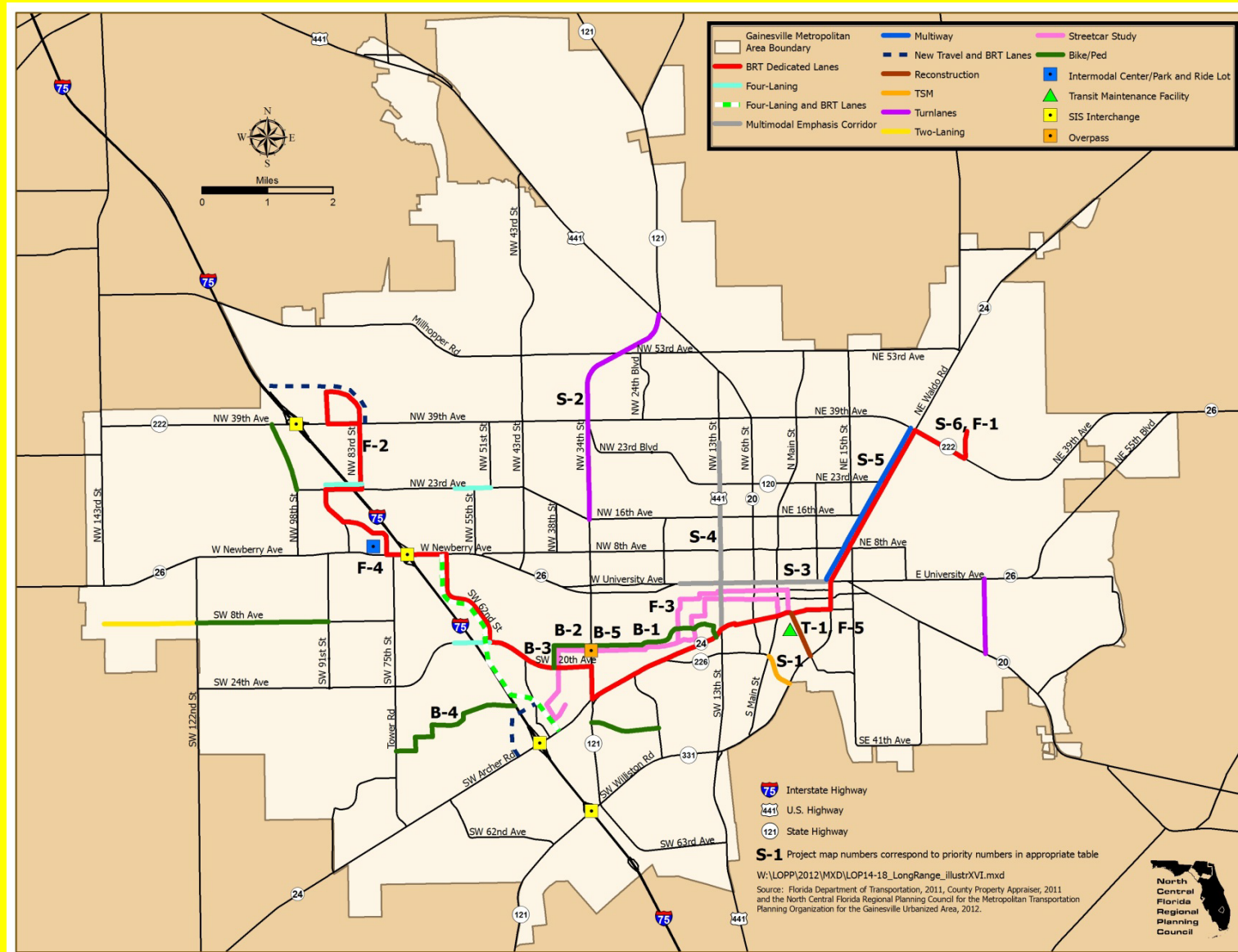
Facility/Location	Type	Fiscal Year	Source	Implementation Status
I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)	Interchange Modification/ Operational Improvement	2011	FDOT WP	Project is completed.
SE 4 Street from Williston Road to Depot Avenue- Phase 1	Reconstruction- Design & Right- of-Way	2014	MTPO - TIP	
SW 8 Avenue to SW 20 Avenue: Connection of SW 8 AVE to SW 61 ST	New Road Connection - SW 8 Ave to SW 61 St	2012	MTPO - TIP	
SW 8 Ave - Phase 1 from SW 122 ST to SW 143 ST	New Roadways/2 lane reconstruction	2015	Alachua County CIP	
SR 121 (NW 34 Street/NW 22 Street) from NW 58 AVE to NW 67 PL	4-laning	2015	City of Gainesville	
SR 226 (SE 16 Avenue) from Main Street to Williston Road	4-laning- Preliminary Engineering	2013	MTPO - TIP	Transportation System Management Modification is fully funded.
SR 329 (Main Street) from Depot AVE to NW 8 AVE	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP	Project is completed.
SR 329 (Main Street) from NW 8 Ave to NW 16 AVE	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget	Project is completed.
SW 40 Boulevard Extension to SW 47 Avenue	New 2-lane roadway	2014	Gainesville CIP	
Depot Avenue from SW 13 ST to Williston RD	Reconstruction	2012	FDOT WP; Gainesville CIP	Partially reconstructed.

Table C-5 (Continued)
Year 2035 Long Range Transportation Plan
Existing Plus Committed Capacity Projects Appendix

Facility/Location	Type	Fiscal Year	Source	Implementation Status
SW 6 Street from SW 4 AVE to University AVE	Reconstruction	2012	Gainesville CIP	

CIP = Capital Improvements Program; FDOT = Florida Department of Transportation; NW = Northwest;
SE = Southeast; SR = State Road; SW = Southwest; TIP = Transportation Improvement Program
US = United States; WP = Work Program
MTPO = Metropolitan Transportation Organization for the Gainesville Urbanized Area

Illustration C-1
Year 2035 Long Range Transportation Plan Cost Feasible Priority Ranking of Projects
Adopted October 27, 2010



Appendix D

Regional Transit System

Supplemental Information

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Appendix D: Regional Transit System Supplemental Information

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

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Table D-1
Fiscal Years 2015-16 to 2019-20
Transit Priorities Supplemental Information
Priority 9 Projects

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

FM = From; N = North; NE = Northeast; SE = Southeast; SW = Southwest

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

List of Priority Projects Team

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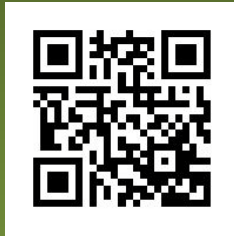
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** Carol Laine, Executive Assistant to the Executive Director

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