North Central Florida Regional Planning Council

Alachua Countywide Bicycle Master Plan

Final Report
June, 2001

Prepared by:

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North Central Florida
Regional Planning Council

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

Cover Photo Courtesy of John Moran

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Acknowledgments

The *Alachua Countywide Bicycle Master Plan* has been prepared under the direction of the Alachua County Metropolitan Transportation Planning Organization (MTPO), in cooperation with:

- Alachua County
- Bicycle/Pedestrian Advisory Board
- City of Gainesville
- Florida Department of Transportation (FDOT)
- North Central Florida Regional Planning Council (NCFRPC)

This *Master Plan* is the result of a 12-month planning effort that was completed in June 2001. The *Bicycle Master Plan* is a comprehensive plan that will enable Alachua County to effectively, efficiently, and proactively plan bicycle facilities construction throughout the County. The *Plan* incorporates public participation in the establishment of the bicycle facilities needs priorities. This priority ranking will guide funding allocation to specific bicycle facility projects throughout the County and identify opportunities to construct bicycle facilities in conjunction with other roadway or development projects. It is Alachua County's vision to implement a *Bicycle Master Plan* that has broad community support and best addresses the needs of residents and visitors.

Bicycle Master Plan Photos Courtesy of:
Dekova Batey, City of Gainesville
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Linda Dixon, City of Gainesville
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Executive Summary

The *Alachua Countywide Bicycle Master Plan* provides a blueprint for the expanded development of a countywide system of on-road and off-road bicycle facilities and programs that will serve the transportation and recreational needs of residents and visitors to Alachua County well into the 21st Century. The *Alachua Countywide Bicycle Master Plan* is the result of a project completed in June 2001 for the Gainesville Urbanized Area Metropolitan Transportation Planning Organization (MTPO). This study was conducted as part of the MTPO's *2020 Long Range Transportation Plan*. The focus of the *Plan* is fourfold:

- Expand the **on-road network** of bicycle facilities,
- Expand the **off-road network** of trails,
- **Improve safety** conditions for bicyclists through various safety education programs and by improving existing bicycling conditions, and
- Effect a **mode shift** to bicycling through the implementation of innovative policies and the provision of bicycle facilities and amenities

Central to the achievement of each of these four Goals is the development of a countywide bicycle network. Alachua County and the City of Gainesville have a long history of accommodating bicyclists in their transportation networks. The *Alachua Countywide Bicycle Master Plan* builds upon that history with a call to action that includes: innovative retrofitting of roadways with bicycle facilities; the continued inclusion of bicycle facilities with all new construction and reconstruction of roadways; the continuation and expansion of safety and mode shift incentive initiatives; and the institution of several new and innovative policies for local, regional, and state government and agencies. This recommended course of action will help create a balanced transportation system that will improve the quality of life for the residents and visitors of Alachua County and continue to make it a desirable place to live.

Why is Bicycling Important to Alachua County?

Why should we accommodate bicycling? Beyond the fact that bicycles are legally considered to be vehicles with the right to use the roadway system, there are some other very good reasons:

Bicycling preserves the character and quality of life for the residents of and visitors to Alachua County.

- Bicycling is an important activity for Alachua County residents, many of whom already enjoy riding for both recreation and transportation.

- Bicycling contributes to Alachua County's image as a friendly, welcoming community.

- Bicycling, along with walking and transit, provides residents and visitors with multiple transportation choices that increase their mobility and reduces traffic congestion.

Bicycling is a necessary part of Alachua County's transportation system.

- Bicycle facilities are needed to form important connections among the City of Gainesville, the University of Florida, and adjacent jurisdictions.

Bicycling preserves the character and quality of life in Alachua County.

• Bicycling is an affordable option when compared to the expense of owning and operating an automobile ($120/year for bicycles compared to over $5,000/year for autos). This is an important factor in Alachua County where there are over 50,000 community college and university students.

• Many trips made each day in Alachua County, and in particular the City of Gainesville, are short enough to be made by bicycle.

• Residents of Alachua County will be more likely to use the bicycle for transportation if there are safe places to ride: a 1990 Harris Poll found that 40% of U.S. adults say they would commute by bike if bike lanes and pathways were available.

Alachua County is home to the University of Florida, which generates a high volume of concentrated bicycle usage.

- The University of Florida, with over 40,000 students, is a major economic engine in Alachua County. A 1993 Board of Regents study revealed that about 12% of UF students, faculty, and staff bicycle to campus each day (a number that is substantially higher than all other Universities in the State University System combined). This amounts to several thousand commuters a day riding to campus.

- Providing adequate and safe bicycle connections from the surrounding community to the University can increase the number of bicyclists that ride to the campus and safely accommodate the thousands of bicyclists riding to campus today. In turn this can help relieve traffic congestion on the major corridors into campus and support the University's parking policies.

- The areas surrounding the campus feature high residential densities and a mixture of land uses that makes travel by bicycling a viable transportation mode.

How this Master Plan was Developed

This project was conducted by consultant Sprinkle Consulting, Inc. (SCI) under the direction of the Gainesville Urbanized Area Metropolitan Transportation Planning Organization and a Project Steering Committee comprised of planners, engineers, and representatives of various stakeholder groups and implementing agencies. In addition to the individuals on the Steering Committee (listed on page 3), numerous other individuals and organizations actively participated in Steering Committee meetings and work groups including representatives of the following:

- North Central Florida Regional Planning Council
- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
- The City of Gainesville
- Alachua County

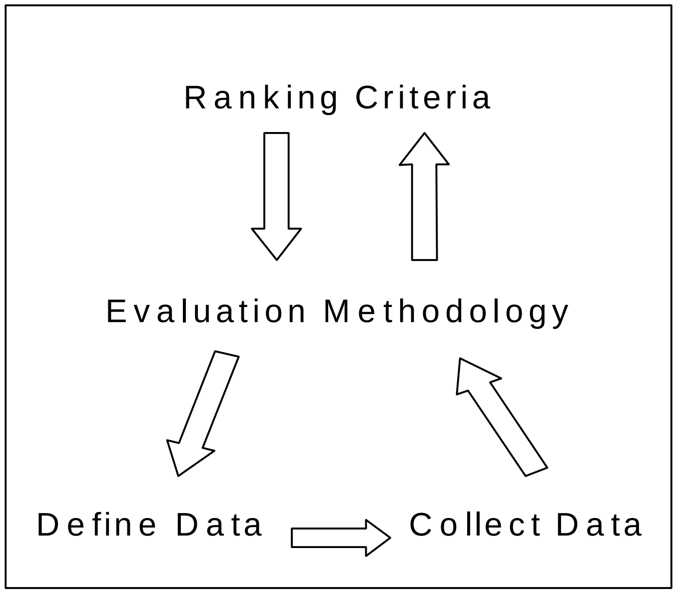
- Florida Department of Transportation
- The University of Florida
- The Regional Transit System
- The Bicycle & Pedestrian Advisory Board
- The Citizens Advisory Committee
- The Technical Advisory Committee
- Paynes Prairie State Park
- San Felasco State Park
- Suwannee River Water Management District
- St. Johns River Water Management District
- Gainesville Regional Utilities
- Gainesville Police Department
- City of High Springs
- FDOT District Two Rail Office
- Sustainable Alachua County

Draft plan materials and Steering Committee meeting notifications were also submitted to mayors of each incorporated town in Alachua County.

Two of the *Plan's* primary goals are to expand both the on-road bicycle network and the off-road (trail) network. In order to achieve this within a context of limited financial resources, the study network segments have been prioritized for bicycle facility construction. The ranking process is a five-step process (see Figure 1). The first step is to define and establish the **ranking criteria**. The second step is to determine the **evaluation methodology** that is used for each of the study segments according to the established criteria. The third step is to **define the data needs** for the evaluations. The fourth step, **data collection**, was undertaken to support the other steps of the process. Finally, the fifth step involves **evaluation of the study**

segments for bicycle facility retrofit funding **prioritization.**

Figure 1 Ranking Process



The study network for which the ranking was performed includes all of the arterial and collector roads in the Count y, including several local roads within the University of Florida Campus, and numerous potential off-road trail corridors. There is a total of 1,185 miles of roadways and trails in the study network, of which the on-road network comprises 823 miles. Approximately 229 miles of the on-road network have paved shoulders or bike lanes. The 362 miles of trails in the study network includes 58 miles of existing trails. Thus, 287 miles (or 24%) of the entire study network presently have bicycle facilities (bike lane, trail, or paved shoulder).

While Gainesville and Alachua County may lead Florida and perhaps the Nation in providing good bicycle accommodations, the majority

(58%) of the study network mileage does not currently provide good bicycling conditions. Based on a scientific grading scale that reports bicycling conditions on an"A" through "F" academic styled scale (with "A" being the best and "F" the worst), the current bicycling conditions for the study network are a "C ". Furthermore, according to the recently adopted *Gainesville Metropolitan Area 2020 Transportation Plan*, the network's bicycling conditions for the study network will fall to a "D" unless action is taken beyond what is currently being done. Thus, there is a pressing need for Alachua County and its jurisdictions to improve those roadways that do not presently accommodate bicyclists. This must be done to build upon and enhance the existing bicycle network and to ensure that bicycling remains a viable, safe, and popular mode of transportation.

The provision of roads with good bicycling conditions plays an important role in the Master Plan's prioritization process.

The primary ranking criteria used to prioritize the study network segments include: an evaluation of **bicycling conditions**, an analysis of the potentia**bicycle travel demand**, quantification of **public desire** for facility location, recommended **facility** and facility (unit) **construction cost**. The evaluation methodologies associated with each of these criteria are briefly described below.

Bicycle Quality of Service (QOS)

The bicycling conditions ranking criteria was evaluated using the *Bicycle Level of Service (LOS) Model*. The *Model* is the statistically reliable method of evaluating the bicycling conditions of a shared roadway environment. It uses the same measurable traffic and roadway factors that transportation planners and engineer's use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles' speed and type, and on-street parking.

The *Bicycle Level of Service Model* is based on the proven research documented in *Transportation Research Record 1578* [3], published by the Transportation Research Board of the National Academy of Sciences. It has been applied to over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It is established by the Florida Department of Transportation as the recommended standard methodology for determining existing and anticipated bicycling conditions throughout Florida.

Latent Demand Method

The bicycle travel demand analysis was performed using the *Latent Demand Method*. This analysis is an essential component of the prioritization process. The *Latent Demand Method* determines *potential* bicycle trip activity within a corridor quantifying the potential trip interchange between trip origins and destinations. This method is used in lieu of bicycle counts as a determinant of bicycle demand. The reason bicycle counts were not used is that they only indicate *revealed* demand. Revealed demand fails to account for the bicycle trips that do not occur due to impediments in the bicycle transportation network. Thus a surrogate measure of demand must be used to account for these *latent* bicycle trips.

[3] Landis, Bruce W. "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997

The *Latent Demand Method* quantifies the potential latent bicycle trips for each study segment corridor by assuming that the impediments to bicycle travel are eliminated throughout the study network. It is a probabilistic gravity model that uses readily available demographic data and employs simplified GIS geocoding and data input for spreadsheet-based gravity model computations. The *Latent Demand Method* estimates the relative probability of bicycle travel on an individual corridor segment; it is based upon the proximity, frequency, and magnitude of adjacent trip generators and/or attractors. It quantifies latent bicycle travel demand by excluding the effect of all travel impedances except that of distance. The datasets of the adopted *Gainesville Metropolitan Area 2020 Transportation Plan* Preferred Alternative were used in the *Latent Demand Method* analysis.

Public Input

Public input is an important criterion in the formation of this *Plan*, specifically in the identification of the potential off-road trail network and in helping to further prioritize the analytically ranked network segments for bicycle facility retrofit funding. Pubic input in the development of the *Alachua Countywide Bicycle Master Plan* was achieved through two rounds of public workshops.

The 1st round of public workshops was held principally to identify the locations of potential trail corridors throughout Alachua County. In addition to identifying potential trail corridors, workshop participants also ranked the draft Goals for the *Alachua Countywide Bicycle Master Plan.* Each attendee was given a questionnaire that allowed them to rank, in order of importance, the four Goal categories that had been established by the *Plan's* Steering Committee. The participants ranked the continued development of an on-road bicycle network as the top goal, with the development of an off-road network of trails ranking a close second. The goals and objectives are further discussed in Section 1 of this *Plan*.

The establishment of a minimum Bicycle Quality of Service (QOS) standard (or standards) is an essential component of this *Plan.* The attendees were provided with a questionnaire that asked them to vote for a minimum standard. The questionnaire described the existing average countywide bicycle quality of service ("C"). They were also provided with a general time frame and cost of achieving the different target standards. The Steering Committee used the public input from the 1st workshop to establish a target Bicycle QOS of "B" for non-state roads and "C" for state roads.

The purpose of the 2nd round of public workshops was to present the draft prioritization results and latent demand results. A significant feature of this round of workshops was the ability of participants to review draft work products and recommendations, and to vote for where they wanted bicycle facilities built, for either on-road facilities or trails. A detailed account of public input and participation is provided in Section 3.3 of this *Plan.* Appendix "A" contains copies of the questionnaires used in the workshops as well as completed attendance sheets.

Facility Recommendation and Cost

Selecting the appropriate bicycle facility to construct is an important function of the prioritization process. The selection process for the general type of improvement needed for individual roadway segments, along with the associated estimated per mile construction cost, is illustrated in Figure 7, the *Bicycle Facility Selection & Cost Decision Tree,* in Section 4.3.

Since cost is always a determining factor in infrastructure investment decisions, per mile construction costs based on each segment's construction level of difficulty have been integrated into the prioritization process. These general costs are associated with typical roadway cross-sectional conditions and the resultant necessary general improvements. The per mile cost of right-of-way acquisition is also used in determining the (total) facilities construction cost.

Benefit-Cost Ratio

Each of the primary ranking criteria is combined into a benefit-cost ratio (or specifically an Index) to prioritize roadways and trails for construction. Benefit-Cost ratios are tools classically used in infrastructure investment planning and programming. They provide an indication of the relative value of improving a transportation facility with respect to other (candidate) transportation facilities. The individual terms of the Benefit-Cost factor are the ranking criteria evaluation methods. Those in the numerator (ΔBicycle QOS, Demand, and Public Input) are the "benefits"; the denominator is the "cost (per mile)". The "ΔBicycle QOS" term is the numeric difference between the existing bicycle level of service and the target bicycle level of service recommended in this *Plan.*

The results of the benefit-cost ratio are used to develop a prioritization list (needs ranking) for roadway and trail segments. The resulting prioritization list (needs ranking) is included in Appendix A & B. This prioritization list represents the final *needs* ranking, but not necessarily the construction order/schedule that bicycle facilities or trails will be programmed for construction. This final needs ranking provides an objective basis for County, MTPO, and local jurisdiction staff to select and schedule roadway and trail segment projects for bicycle retrofit improvements. Other deciding factors in construction orders/

schedule include opportunities to implement these bicycle projects in conjunction with roadway construction or special funding opportunities such as grants or partnerships.

Summary of Recommendations

The focus of the *Alachua Countywide Bicycle Master Plan* is the development of a countywide bicycle transportation network of on-road and off-road bicycle facilities as well as the expansion of programs to support bicyclist safety and effect a mode shift. These facilities and programs will serve both the transportation and recreational needs of the community. A crucial element of this *Bicycle Master Plan's* Action Plan is the establishment of target Bicycle quality of service standards for roadways. Based on input from the first public workshop, the Steering Committee's recommendation is that all new and retrofit construction on County and City roads and streets should achieve a Bicycle Quality of Service standard of "B", whereas state roads should achieve a "C" (on a scale of "A" through "F", with "A" being the highest quality bicycling environment, and "F" being the worst).

Using these Bicycle QOS standards, the percentage of the (on-road) network with bike lanes and paved shoulders would increase from 28 percent to 71 percent (an additional 353 miles of bikeways) if all of the recommended facilities were constructed. As the remainder of the report demonstrates, much of this expansion of the on-road bicycle network will be achieved through minimal cost approaches using techniques such as re-striping during repaving projects or constructing paved bike shoulders on roads with buildable shoulders.

The existing bicycle network is identified on Maps 4A & 4B at the end of this *Plan*. The maps also depict the identified and prioritized study segments that currently fall below the County's target Bicycle Quality of Service standards. The aforementioned evaluation criteria ***(Bicycle Quality of Service***, ***Latent Demand***, **Public Input**, and per mile construction **costs)**, provide a rational and objective basis for the prioritization and retrofit construction of roadway and trail corridor improvements recommended in this *Plan*.

Section 1: Community Visioning, Goals & Objectives

Vision

"To improve the quality of life of Alachua County residents by increasing their transportation choices through the development of a safe and convenient countywide system of on-road and off-road bike facilities that connect neighborhoods with schools, businesses, transit, and recreational areas".

The above vision is that articulated by the Community through the public input process and the *Plan's* Steering Committee, and is based upon Goals established in the *Livable Communities Reinvestment Plan* that was recently adopted by the leadership of Alachua County and the City of Gainesville. The first goal of the *Livable Community Reinvestment Plan* calls for the "Development and maintenance of a balanced transportation system that improves the quality of life for County residents through expanding transportation choices and improving accessibility". Goal 3 of the *Livable Community Reinvestment Plan* strives for the "Development and maintenance of a safe transportation system for all users and neighbors of transportation facilities and services"

Towards this vision, the development of a bicycle network throughout Alachua County is an essential ingredient in creating a balanced transportation system that enhances mobility and maintains the high quality of life that Alachua County residents have come to enjoy. This *Alachua Countywide Bicycle Master Plan* provides a blueprint for facilities construction and programs development that will serve both the transportation and recreational needs of County residents and visitors well into the 21st Century. The following sections detail the Goals and Objectives that support this vision.

1.1 Goals & Objectives

Goals and objectives are an integral part of a transportation plan because they provide direction, or focus, to the community's vision. For the *Alachua Countywide Bicycle Master Plan*, they result from community and Steering Committee's input, and the MTPO's translation of this into specific guidelines and recommendations to the agencies that either construct transportation facilities or implement programs.

Definitions

Goal: A "Goal" is the long-term end toward which programs or activities are ultimately directed. It broadly addresses a desired outcome that supports the Plan Purpose.

Objective: An "Objective" is a specific, measurable, intermediate end that is achievable and allows measurement of progress toward a goal.

The importance of providing on-road bicycle facilities is clearly expressed by the community and is evident by the large number of bicyclists who currently use streets with, and without, bicycle facilities. Therefore:

Goal 1 Provide a safe and convenient on-road bicycle network within Alachua County.

Objective 1.1
By DATE, all jurisdictions within Alachua County should adopt *The Alachua Countywide Bicycle Master Plan* and integrate the *Plan's* goals and objectives into their Comprehensive Plans and Land Development Regulations .

Expansion of the on-road bicycle network is a primary goal of the Plan.

Objective 1.2
All jurisdictions within Alachua County should accommodate bicycling in all new roadway construction, widening, or resurfacing projects. Accommodation of bicycling should be defined as designing roads to meet the adopted Bicycle Quality of Service standard "B" for non-state roads, and "C" for state roads.

Objective 1.3
All jurisdictions within Alachua County should retrofit all bicycle facilities and/or maintain a minimum Bicycle Quality of Service "B" for non-state roads, and "C" for state roads of the Plan network (i.e., arterials and collectors) as identified in *The Alachua Countywide Bicycle Master Plan.*

Objective 1.4
Establish a Bicycle Concurrency review and exaction procedure for use in evaluating the impacts of new development

on all roads. The standard described in 1.2, above should be adopted by all local jurisdictions within Alachua County.

Objective 1.5
By 2003, all local governments within Alachua County should adopt and implement Land Development Code requirements that mandate all new land development activities accommodate bicycling and provide bicycle connections to adjacent land uses. Accommodation of bicycling should be as defined in Objective 1.2, above.

Objective 1.6
Maintain on-going programs of the FDOT, Alachua County, and the City of Gainesville for the regular maintenance of the bicycle system (i.e. street sweeping, surface repaving, pavement marking and signage maintenance).

Objective 1.7
Conduct detailed corridor studies for the roadways identified in this *Plan* as roadways in need of further analysis. Develop recommendations for the appropriate improvements to be made for accommodating bicyclists within these roadway corridors.

Off-road trails and bicycle paths perform important transportation and recreation functions within Alachua County, and also complement the on-road bicycle facilities network and encourage new bicyclists. Thus:

Goal 2 Create a network of off-road trails within Alachua County.


Off-road trails perform important transportation and recreation functions.

Objective 2.1
To make continuous and expand the existing off-road trail network.

Objective 2.2
Provide connections between the trail network and the on-road network.

Objective 2.3
Establish a sidepath or off-road trail warrant analysis procedure to determine the appropriateness of providing off-road bike facilities in-lieu of on-road bike facilities, where trail corridors are parallel and in close proximity to potential or existing on-road bicycle facilities.

Objective 2.4
By 2003, all local governments within Alachua County should adopt and implement Land Development Code requirements that mandate all new land development activities provide off-road bicycle connections to adjacent land uses.

Bicyclists and Motorists need proper information and education on the rights and responsibilities of both motorists and cyclists. Hence:

Goal 3 Enhance the safety of bicyclists within Alachua

County.

Objective 3.1
Enhance the safety of bicyclists within the transportation network through the attainment of the adopted Bicycle Quality of Service standard "B" for non-state roads and "C" for state roads.

Objective 3.2
At all elementary and middle schools, implement at least one of the education programs identified in *The Alachua Countywide Bicycle Master Plan*.

Objective 3.3
Develop, include, and distribute bicycle safety information segments as well as "Share the Road" driver education information in the Drivers Education Programs in all high schools.

Objective 3.4
Maintain and expand existing programs that distribute bicycle information brochures discussing safet y, education, and security at the University of Florida, Sante Fe Community College, the Tag Office, and at local bicycle shops, and in utility bills.

Objective 3.5
Develop and promote, in conjunction with local law enforcement agencies, training programs for law enforcement personnel in regard to enforcement of bicycle and

motor vehicle laws and increased accuracy in bicycle crash reporting.

Objective 3.6
Alachua County and the City of Gainesville should develop a Cops-on-Bikes program to ensure compliance with motor vehicle laws and help officers understand issues improtant to bicyclists.

According to the National Bureau of Transportation Statistics, bicycling is the second most prevalent form of non-recreational transportation in the United States. This, coupled with the County's progressive history of bicycle transportation, establishes the Plan's final Goal:

Bicycle parking at major destinations encourages cycling as an alternative transportation form.

Goal 4 Increase bicycle travel in Alachua County through various Mode Shift Initiatives.

Objective 4.1
By 2002, Alachua County and its municipalities should adopt model land development ordinances requiring adequate and conveniently located bicycle parking.

Objective 4.2
Beginning in 2002, the MTPO shall bi-annually update the roadway facilities inventory. The MTPO shall provide a

summary of the system-wide Bicycle Quality of Service information to each jurisdiction for measuring its progress in accommodating bicycle travel.

<u>Objective 4.3</u>

Develop and implement programs to increase the availability of bicycles for public and private transportation.

Bike racks on RTS buses facilitate multi-modal transfers.

<u>Objective 4.4</u>

By 2002, Alachua County and its municipalities should require, through their Comprehensive Plans and Land Development Codes, provision for bicycle support facilities (parking, shower, lockers, and rest stops) at major destinations (e.g. parks, rest stops, commercial centers, employment centers, etc .) and at transit stops and parking garages.

<u>Objective 4.5</u>

Uphold the existing policy of the Regional Transit System to equip all buses with racks for carrying bicycles.

<u>Objective 4.6</u>

Develop and implement a public information program encouraging the increased use of the bicycle as a transportation mode.

<u>Objective 4.7</u>

By 2002, Alachua County and the City of Gainesville should adopt Transportation Demand Management policies that require larger employers, including government agencies, to offer single-occupant vehicle trip reduction incentives, such as subsidized transit passes or parking cash-out policies, for their employees.

Objective 4.8

By 2002, Alachua County, the City of Gainesville, and the University of Florida should adopt policies that provide for no net increase in parking for existing County and City government facilities and on the UF campus. In addition, Land Development Regulations should be revised to convert minimum car parking requirements to maximum car parking requirements as a way to discourage car trips.

Objective 4.9

By 2002, the MTPO shall develop and adopt a mode shift target for non-automobile travel with regular monitoring of progress toward that target.

Section 2:
Existing Conditions & Trends

Alachua County has a fairly extensive bicycle facilities network and bicycling in the County has been popular for many years. Residents bicycle for both recreation and utilitarian purposes. A large number of students, faculty, and staff commute each day to the University of Florida campus. The City of Gainesville has some of the highest levels of bicycling activity in Florida. Alachua County and the City of Gainesville has a strong reputation across the United States as being bicycle friendly communities. In fact, Gainesville was the first Florida city recognized by the League of American Bicyclists under its national "Bicycle Friendly Community" program. Bicyclists can be seen every day on their way to work, school, to the grocery store, and on a variety of other kinds of trips and numerous children bicycle to school every day.

Some people are bicycle riders by choice - they bicycle to improve their health, to reduce their dependence on the automobile, or for a number of other reasons. For others who cannot afford an automobile, getting around town on a bicycle is necessary to earn a living, go to school, or to buy groceries – it is their primary mode of transportation.

The existing bicycle network has been developed from a variety of sources. For example, the Florida Department of Transportation (FDOT) now incorporates provisions for bicyclists on all state roads. This has helped expand the bicycle network to many of the less urbanized areas of Alachua County. Despite this, many of the major roadway corridors into the University of Florida campus and into downtown Gainesville currently lack bicycle facilities or operate considerably below the target Bicycle QOS standards that are adopted in this *Plan.* The following sections broadly document these existing conditions as well as bicycle-related trends within the County.

2.1 Roadway Conditions

Bicycle Quality of Service (QOS)

The bicycling conditions ranking criteria was evaluated using the *Bicycle Level of Service (LOS) Model*. The *Model* is the statistically reliable method of evaluating the bicycling conditions of a shared roadway environment. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles' speed and type, and on-street parking.

Low motor vehicle volume roadways and paved shoulders/ bike lanes provide good bicycling conditions.

The *Bicycle Level of Service Model* is based on the proven research documented in *Transportation Re-*

[4] Landis, Bruce W. "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997

search Record 1578 published by the Transportation Research Board of the National Academy of Sciences. It has been applied to over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It has been adopted by the Florida Department of Transportation as the recommended standard methodology for determining existing and anticipated bicycling conditions throughout Florida. Many urbanized area planning agencies and state highway departments throughout the U.S. and Canada are using this established method of evaluating their roadway networks. These include Anchorage AK, Arlington TX, Baltimore MD, Birmingham AL, Buffalo NY, Houston TX, Philadelphia PA, San Antonio TX, Lexington KY, Springfield MA, Tampa FL, as well as the Arizona Department of Transportation (ADOT), Delaware Department of Transportation (DelDOT), New York State Department of Transportation, (NYSDOT), Maine Department of Transportation (MeDOT), and many others.

Poor cycling conditions are an impediment for bicyclists.

On-road bicycling conditions in Alachua County have a tremendous effect on bicyclists' ability to get to and from their destinations. Many of the roadways in the County have existing bicycle facilities or provide acceptable bicycling conditions (with respect to the target minimum QOS standards). On roadways where bicycle facilities (bike lanes/paved shoulders) have been installed, bicycling conditions are greatly improved. However, there are also many roadways throughout the County that are high speed and/or high traffic volume facilities or have otherwise poor bicycling conditions. These factors contribute to the perception among residents and visitors that current bicycling conditions within Alachua County are not accommodating of bicyclists.

In order to objectively evaluate the bicycling conditions throughout the County, a comprehensive evaluation of bicycling conditions on the (on-road) study network was performed. This study network included all of the arterial and collector streets in Alachua County as well as several local streets identified by the *Plan's* Steering Committee.

Bicycling conditions were evaluated using the *Bicycle Level of Service (LOS) Model*. The *Bicycle LOS Model* uses measurable traffic and roadway factors such as:

- Lateral separation between bicyclists and adjacent motor vehicle traffic (measured by the width of the right-most lane)
- Volume and speed of motor vehicle traffic
- Percentage of trucks
- Number of travel lanes
- Presence of a paved shoulder/ bike lane
- Pavement conditions

The results of the Bicycle QOS evaluation are represented by a numerical score stratified into six grades or levels of service (see Table 1). Level "A" reflects the best conditions for bicyclists; Level "F" represents the worst.

Table 1 Bicycle Quality of Service Categories

Quality-of-Service	Bicycle QOS Score
A	<= 1.5
B	> 1.5 and <= 2.5
C	> 2.5 and <= 3.5
D	> 3.5 and <= 4.5
E	> 4.5 and <= 5.5
F	> 5.5

The (separately bound) Bicycle QOS Technical Report includes the collected data, tabular, and mapped results of the bicycling conditions evaluation for the study corridors. The average Bicycle Quality of Service (QOS) of the entire study network mileage is "C" (or 3.28 numerically). Figure 1 shows the distribution of the bicycle quality of service grades for the study network. It should be noted that Bicycle quality of service grades are not equivalent to motor vehicle LOS grades, but rather are more similar to school grades. A bicycle quality of service grade of "C" indicates (mathematically) average conditions, whereas a motor vehicle LOS grade of "C" would in most jurisdictions be considered relatively good. The *Bicycle LOS Model* was developed in 1995 based on statistically calibrated user perceptions using an "A" to "F" scale similar to that used for school grades. Thus, the bicycle quality of service of "C" is an average to poor grade for the study network. In fact 36% of the study network mileage has a bicycle quality of service of "D" or "E" (see Figure 1).

Table 2 summarizes the inventory of existing facilities as well as those roads that currently meet or exceed the target Bicycle quality of service ("B" for non-state roads and "C" for state roads). Approximately 28 percent (or 229 miles) of roads within the study network currently have bicycle lanes or paved shoulders.

Figure 1 Bicycle Quality of Service Distribution, Year 2000

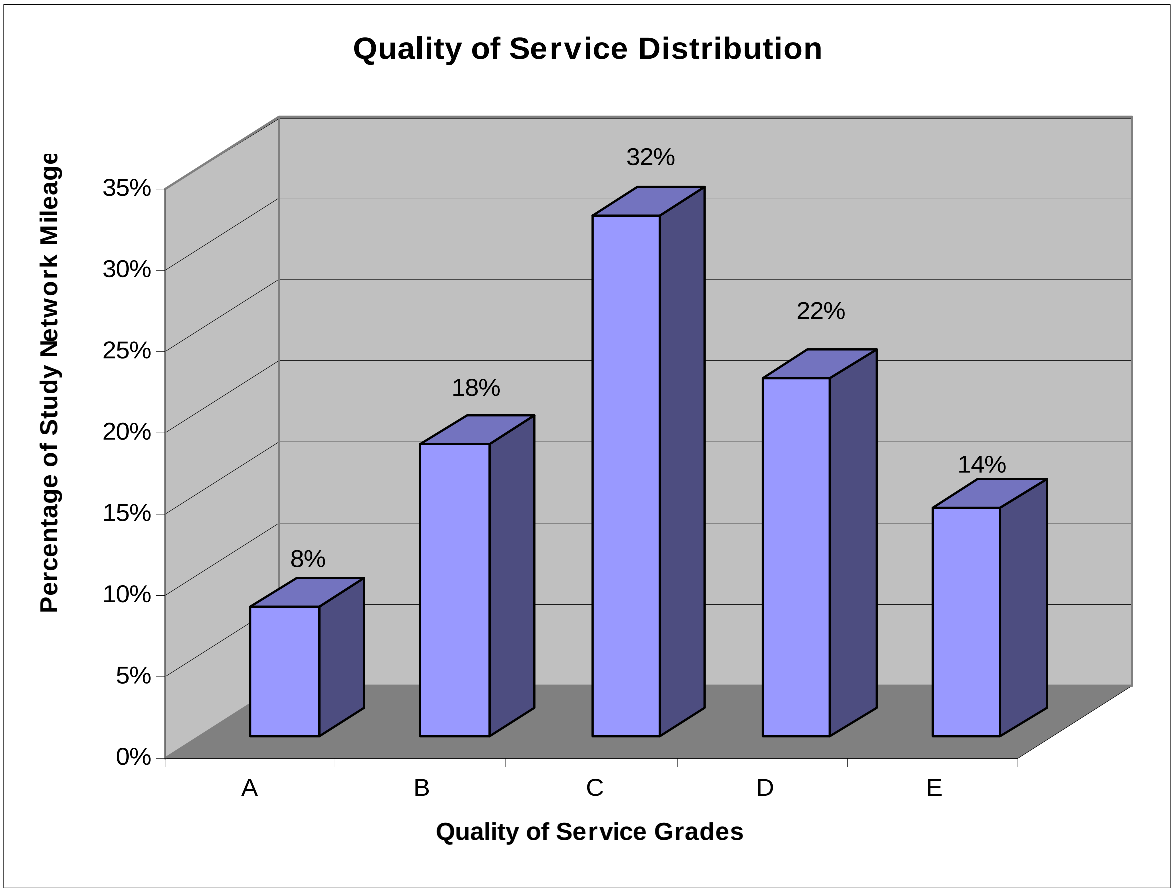


Table 2 Existing Bicycle Facilities and Conditions

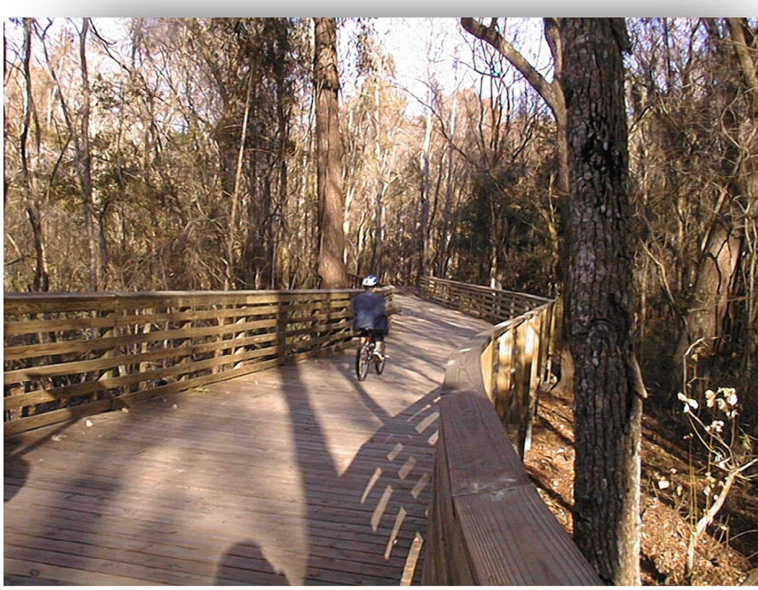
Facility Type	Mileage	Percent of Miles
Existing Bike Lane\Paved Shoulder*	229 miles	28%
Bicycle QOS A/B/C	127 miles	15%
Programmed Improvements	46 miles	6%
Prioritized Roadway Network (retrofit candidates)	421 miles	51%
Total	829 miles	100%

*May or may not be operating at Bicycle QOS A, B, or C (see bound Bicycle QOS technical appendix)

When combined with roadways that currently meet the target Bicycle Quality of Service standards, 43 percent (or 356 miles) of the study network roadways currently accommodate bicyclists (see Map 1A & 1B Bicycle Facility Inventory & Quality of Service Evaluation of the Study Road Network). However, 51% of the existing study network mileage do not currently have bicycle facilities nor meet the target Bicycle Quality of Service standards established in this *Plan*.

2.2 Off-Road Trails

Off-road trails are an important part of the bicycle transportation network. There are 14 existing trails within the study network area. They are a combination of paved and unpaved facilities. The majority of unpaved trails are within recreational/conservation areas such as Paynes Prairie and around Lochloosa Lake. Trails proposed for the Hogtown Creek Greenway within the City of Gainesville are subject to paving restrictions put in place through local referendum.



The Hogtown Creek Greenway provides a pleasant riding experience.

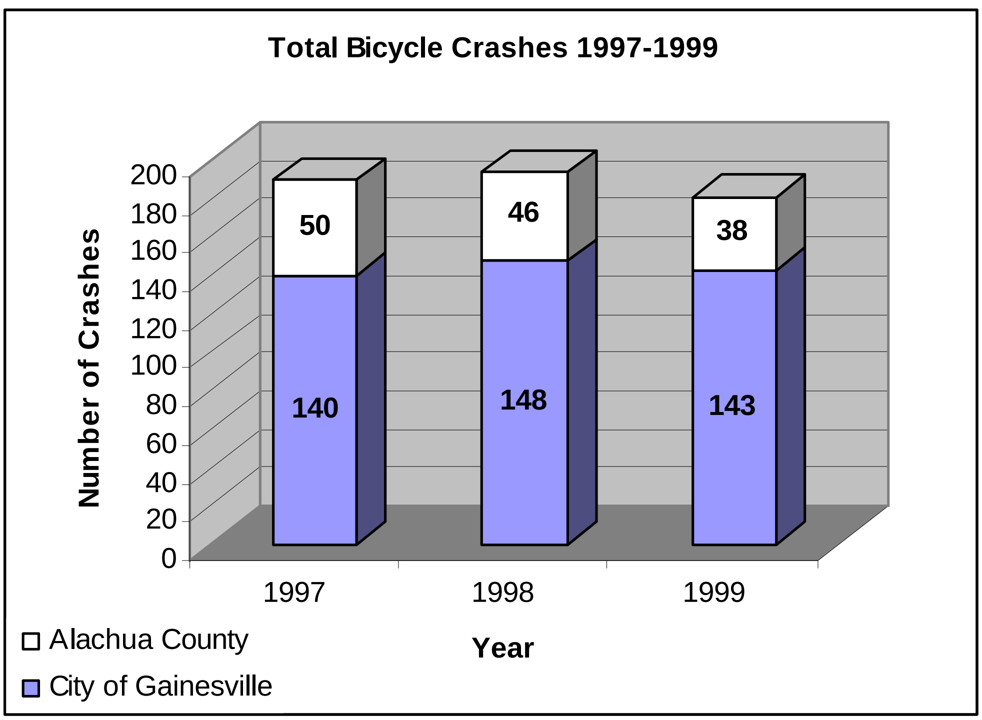
Rails-to-trails conversions account for many of the existing off-road trails. The Gainesville-Hawthorne Trail runs along a former railroad right-of-way and is the most well known of the existing trails. The Depot Avenue and Waldo Road Greenway trails are also popular off-road trails that were once former railroad beds. These trails total 58.2 miles in length.

In addition to the existing trails included in the *Plan's* study network, there are a number of smaller off-road trails that serve as connectors between local streets and neighborhoods. The *Gainesville Bikeway System Map*, available from the City of Gainesville, depicts the location of many of these off-road connector trails.

2.3 Bicycle Crash Analysis

As part of this *Plan*, an analysis of bicycle crashes was performed. Bicycle crashes were evaluated for the period from 1997 to 1999. There were a total of 565 crashes involving bicyclists during the study analysis time frame. Of the 565 crashes, approximately 431 occurred within the City of Gainesville. Figure 2 below depicts that the total number of crashes has remained relatively constant.

Figure 2 Total Bicycle Crashes by Year



The crashes, their location and typology, were evaluated using software developed by the Federal Highway Administration titled "Pedestrian and Bicycle Crash Analysis and Typology" (PBCAT). Information from traffic crash report forms was used to locate the crashes and perform the typology. The following sections provide a description of the different types of crash analyses performed.

Crash Location

The PBCAT software establishes *three* general categories of crash locations: intersection, non-intersection, and non-roadway. Intersections can be classified as either signalized or unsignalized; however, they do not include commercial, industrial, or residential driveways. Non-intersection locations do include driveway access points as well as on-road locations. The highest number of bicycle accidents (349 or 61.8%) occurred at intersections. The second highest number of bicycle crashes (195 or 34.5%) occurred at non-intersection locations. The remaining 3.7% of crashes occured at non-roadway locations. Map 2A and 2B at the end of this section displays the location of each of the accidents (41 crashes could not be mapped due to incomplete crash report data).

Crash Type

The assessment of crash typology was an important part of the crash analysis. The PBCAT method uses numerous criteria from the crash report forms in determining the typology of each crash that occurred. The highest frequency of crash occurrence types have been combined into six crash types that represent 434 or 77% of all crashes (see Table 3). The other 23% of the crashes are spread across another 30 categories of crash types (e.g. turning movements, improper equipment, alcohol, and weather conditions, etc…). The majority of crashes (347 or 61.4%) were due to a motorist failing to yield the right of way to the bicyclist. The crash data analysis further reveals that a bicyclist failing to yield right-of-way accounted for 80 (or 14%) of the total crashes. Significantl y, *the majority of crashes 427 (or 76%) occurred because either the motorist or the bicyclist failed to yield the right-of-way.* Thus it can be surmised that the majority of crashes are not an indication of inadequate bicycle facilities, but rather may be an indication of bicycle travel demand *and* the need for enhanced safety education.

Crash Statistics

Crashes were analyzed several different ways. The following sections outline each of these.

Crash Severity - The injury severity resulting from the bicycle crash was evaluated. The majority of crashes involving a bicyclist did not result in a fatality (see Table 4). However, 11 crashes did result in a bicycle fatality. Few of the bicyclists (77 or 14%) were uninjured.

Table 3 Crash Type

Type of Crash	# of Crashes	% of Crashes
Motorist driving through a controlled intersection	151	26.7%
Motorist driving out from a driveway (commercial, residential, industrial)	60	10.6%
Bicyclist driving through a controlled intersection	58	10.3%
Motorist making a right turn on red	58	10.3%
Uncontrolled intersection (caused by either a motorist or a bicyclist)	55	9.7%
Motorist overtaking	52	9.2%
Total	434	76.8%

Table 4 Severity of Bicyclists Injury

Injury Severity	Number	Percent
Fatality	11	2%
Incapacitated	76	14%
Non-incapacitating	267	47%
Possible	121	21%
None	77	14%
Unknown	13	2%
Total*	565	100%

* Percent rounded

Crashes by Age – In Alachua Count y, the highest number of bicycle/motor vehicle crashes occurred in the 25 - 34 age group (see Figure 3).

Persons between the ages of 20 – 24 accounted for 24% of the bicycle/motor vehicle crashes. Individuals 65 and over represented the fewest number of crashes for any of the age groups.

Crashes by Month – The highest number of crashes occurred in the month of September (see Figure 4). The numbers of crashes per month are fairly constant, except for June and Decembe r. The drop in the number of crashes in June and December is likely attributable to the winter and summer breaks for the University of Florida.

Crashes by Time of Day – The vast majority of crashes occurred between noon and 6:00 p.m. (see Figure 5). Relatively few of the crashes occurred during evening hours. Most of the crashes occurred during the weekda y, with the highest number of crashes occurring

Figure 3 Crash-by-Age

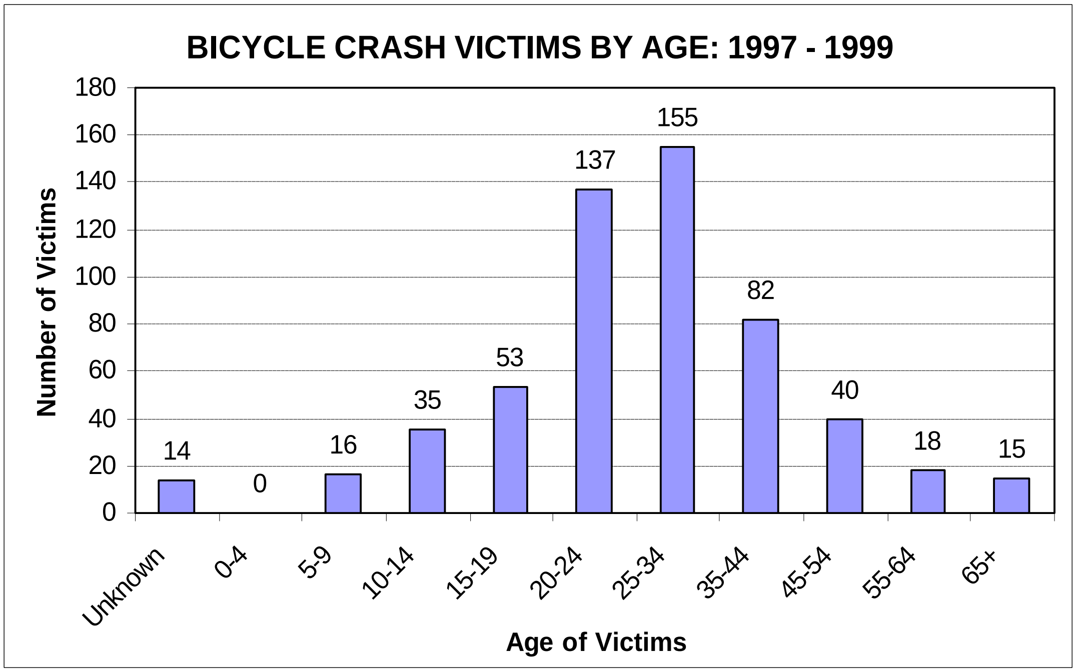
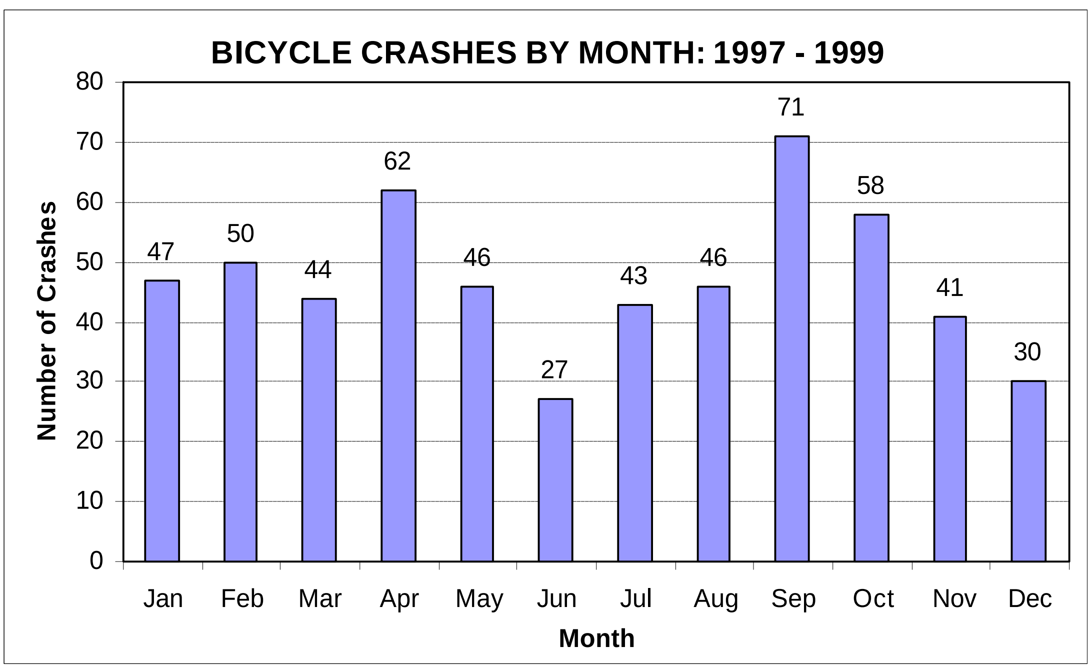


Figure 4 Crash-by-Month



on Tuesday (see Figure 6). The high number of crashes occurring during the weekday and afternoon hours can likely be attributed to the number of bicyclists commuting to and from the UF campus.

High Crash Roadways and Areas

The highest number of crashes occurred along the primary roadway corridors into the UF Campus and downtown Gainesville, specifically along University Ave/SR 26, where 70 crashes occurred. Within an approximately one-mile radius of the main UF campus boundary (including the campus itsel f), a total of 310 bicycle accidents occurred, accounting for 55% of the total reported bicycle crashes for the three-year period analyzed. Table 5 lists the "high bicycle crash roadways" within the MTPO boundary, with the respective number of crashes that occurred on them. These four roadways represent the borders of the contiguous University of Florida campus.

Figure 5 Crash-by-Time-of-Day

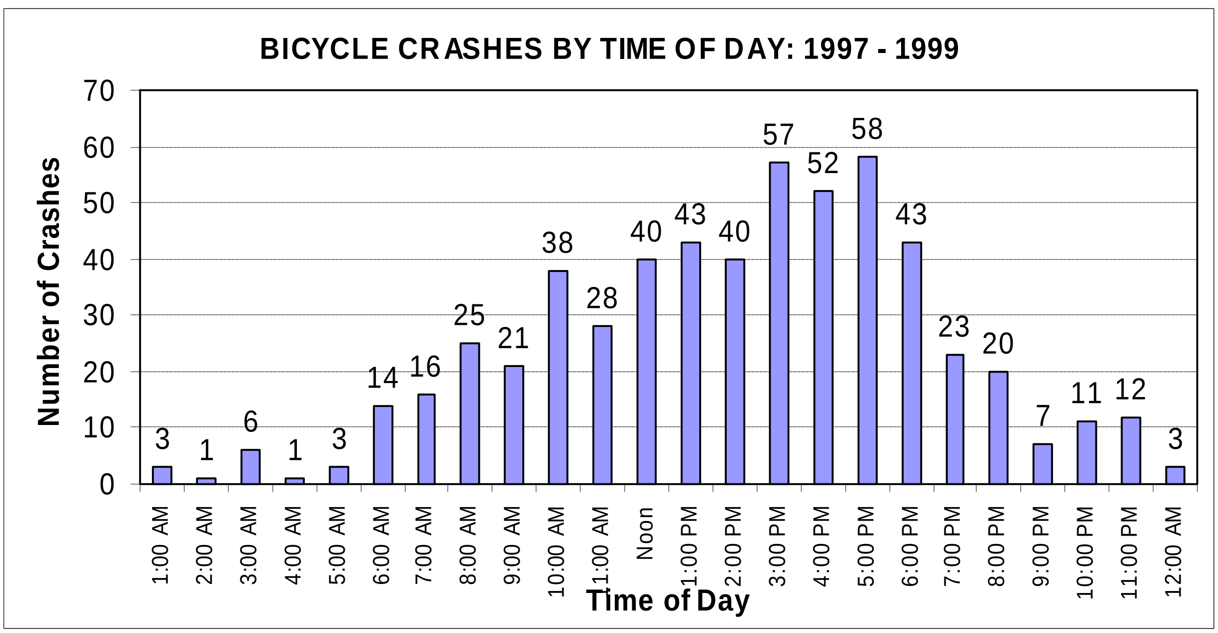


Figure 6 Crash-by-Day of Week

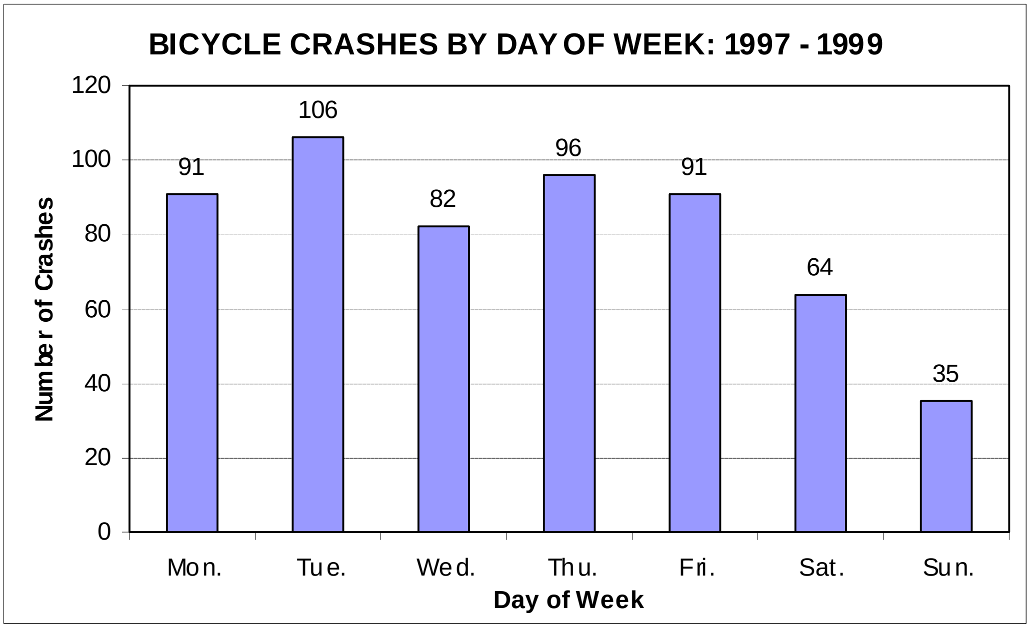


Table 5 High Crash Roadways

Roadway	Number of Crashes
University Ave (SR 26)	70
US 441 (13th Street)	66
Archer Road	36
NW 34th Street	22

The frequency of crashes along these roadways and within the area directly surrounding the University of Florida are most likely due to the high number of cyclists who commute to the campus each da y. Improving existing roadway conditions and increasing safety education for bicyclists and motorists alike are important steps that can be taken by Alachua County, the MTPO, law enforcement agencies, the University of Florida, and the local jurisdictions to help reduce the number of crashes occurring within Alachua County.

Although the analysis of bicycle crashes was an important feature in the development of this *Master Plan*, crashes were not a discrete factor in the prioritization process. This is primarily because the majority of crashes involved failure to yield right-of-way or occurred at intersections or driveway crossings. Only 9.2% of the crashes involved a motorist overtaking (passing) bicyclists and some of these incidents occurred when the bicyclist was on a shoulder or in a bike lane. Since the majority of crashes are caused by behavioral factors, their countermeasures are focused on the education and enforcement initiatives, rather than facility construction.

The Bike Memorial is dedicated to those killed or injured in a 1996 automobile/bicycle collision. The collision spawned statewide public safety awarness efforts.

The development of sidepaths and off-road trails is often cited as a way to increase the safety for bicyclists. However, great care needs to be undertaken in the location of these types of facilities. Furthermore, many believe that sidewalks are also safe places for bicycle riding. This is not necessarily true - according to research published in the National Academy of Sciences *Transportation Research Record No. 1636*, bicyclists riding on sidewalks are 40 times more likely to be involved in a crash than are bicyclists riding in a bike lane or on a paved shoulder. Of the 565 crashes in Alachua County, 293 (52%) occurred when a bicyclist was riding on or coming from a sidewalk. Of those 293 crashes, 226 occured when the bicyclist was in an intersection, while the remaining 67 crashes occured while the cyclist was traversing a driveway. A bicyclist riding in a bike lane or paved shoulder accounted for 79 (14%) of the total number of crashes.

Off-road bicycle facilities can be constructed and located in a manner will increase bicyclists' safety, increase bicycle travel, and increase mobility choices. However, they need to be designed and located to ensure a high level of saftey for all users. Objective 2.3 of this Plan instructs the implementing agencies to develop a process for ensuring the safe design and construction of off-road bicycle facilities.

Section 3: Community Response

Highlighted in this section is the concurrence among the general community, the *Plan* Steering Committee, and the MTPO members that the existing bicycling conditions within Alachua County do not fully meet the needs of its residents or visitors. Also featured in this section are the planning initiatives currently undertaken toward improving bicycling in Alachua County as well as the bicycle-related activities of adjacent and regional jurisdictions.

3.1 Public Input

Public input and participation in this study is important for several reasons; first, to identify the locations of potential off-road trail corridors; second, to get an indication of the desired Bicycle Quality of Service target standard and preferred Goals ranking; and third, to garner public input (votes) as to where bicycle facilities are desired. Toward these ends, two rounds of community workshops were held, the first in June of 2000 and the second in April 2001. The following paragraphs document the purpose and results of these workshops.

The Steering Committee's insights were valuable in helping shape the Master Plan.

1st Public Workshop

At the initial round of workshops, the *Plan's* purpose was described, as was the purpose of the workshops. There were three goals of the initial workshop. The first was to have participants mark the locations of potential off-road trail corridors on maps provided to them. The second was to obtain an indication of the public's preferred ranking of importance of the *Plan's* four draft Goals. The third was to vote on a minimum Bicycle QOS standard. The results of the network-wide Bicycle QOS (bicycling conditions) evaluation were also presented at this round of workshops.

In order to identify potential off-road trails, attendees were each given maps of Alachua County and were asked to mark on the maps where they would like to see off-road trails constructed. The maps depicted the study road network, the background street network, schools, parks, roads with existing bike lanes or shoulders, trails, and roads achieving or exceeding the proposed minimum Bicycle QOS standard. The trail corridors identified on the public workshop participants' maps was combined into one map. This map was then circulated to various agencies and organizations with potential authority over the identified trail right-of-ways. These agencies and organizations were asked to determine whether or not the trail corridors were on right-of-ways that would allow the construction of a trail. The final (potential) trails map was prepared based on the input from these agencies and organizations. The total mileage of trails is 298.5 miles. The potential trails network, pursuant to the *Plan's* Steering Committee, has been stratified into two classifications: urban and rural – though for prioritization purposes, there is only one trail network. Urban trails (108.7 miles) are those that lie within the MTPO planning boundary; all other trails are classified as rural trails (189.8 miles).

Workshop participants were also asked to rank the draft Goals for the *Alachua Countywide Bicycle Master Plan.* Each attendee was given a questionnaire that allowed them to rank, in order of importance, the four Goal categories that had been established by the *Plan's* Steering Committee (see Appendix "A" for questionnaire). The questionnaire also provided the participants with the opportunity to specify additional goals. The public responses, in addition to the Plan's Steering Committee input were used to establish the ranking of the Plan's goals as stated in Section 1 .

The establishment of a minimum roadway Bicycle QOS standard (or standards) is an essential component of this *Plan.* The attendees were provided with a contingent valuation questionnaire that asked them to vote for a minimum standard. The questionnaire described the existing average countywide bicycle quality of service ("C"). The possible responses were broken into five categories ("A" to "F"), with the associated generalized cost and time required to meet the quality of service target (see Appendix "A" for survey). Participants were also provided with pictures that depicted the different bicycling conditions for each QOS grade to help participants understand the differences between each grade. The public input, along with direction from the Steering Committee, led to the establishment of a target Bicycle QOS standard of "B" for non-state roads and "C" for state roads.

2nd Public Workshop

The principal purpose of the second round of workshops was to allow participants to vote for both on-road and off-road study network segments on which they would like to see bicycle facilities constructed. The results of the *Latent Demand* assessment, bicycle crash analysis, and (draft) network prioritization were also presented.

The attendees were each given maps of the existing and potential bicycle network. The maps depicted the study road network, potential trails, the background street network, schools, parks, roads with existing bike lanes or shoulders, trails, roads with Bicycle QOS "A", "B", and "C ", and roads for which bicycle improvements are programmed. Included with each map were ten self-adhesive dots. Participants placed a dot on each network segment that they desired a bicycle facility, which then represented a "vote" for having a bicycle facility built on that network segment. The tallied votes (see Table 6) were then used to help further refine the draft prioritization. Although these votes do constitute one of the prioritization criteria, this criterion is not a deciding one. Rather, it provides an indication or confirmation of the technical work, i.e., the bicycling conditions evaluation and the assessment of potential bicycle travel demand. The prioritization process discussed in Section 4 describes how these votes are utilized in the ranking of road segments for bicycle retrofit construction. The public participation is further documented in Appendix "A" at the end of this *Plan*.

Table 6 Summary of Public Workshop Votes

Facility Type	Number of Votes
On-Road	123
Trails	189
Total Votes	312

3.2 Planning Initiatives

The development of the *Alachua Countywide Bicycle Master Plan* coincides with a number of other planning activities that are improving conditions for bicycling within Alachua County. The activities and recommendations of this *Master Plan* study are integrated with these other planning initiatives as much as possible. The discussion below is a summary of these initiatives.

On-Road Facilities

The FDOT, Alachua County, the City of Gainesville, and the University of Florida each have planning initiatives in place to expand the on-road network. A brief description of each of these entity's initiatives follows.

The Florida Department of Transportation – has reconstructed many of their roadways to include paved shoulders. The FDOT now provides accommodations for bicyclists on all state roads. The FDOT has completed improvements to US 441 and is currently reconstructing State Road 20 from Gainesville to Hawthorne to include paved shoulders. Upcoming programmed projects will add bicycle lanes to portions of Main Street and SW 2nd Avenue. Main Street is an important corridor for serving bicycle and pedestrian travel. The Main Street corridor ranks as a high priority corridor according to this *Plan* due to it's high potential to serve bicycle travel (high "latent" demand) and the poor conditions it currently provides for bicycling.

Alachua County – will be constructing paved shoulders on 122nd Street from SR 26 (Newberry Road) to SR 24 (Archer Road). In cooperation with the FDOT, paved shoulders will also be added to CR 241.

The City of Gainesville – has recently constructed bicycle facilities on SW 12th Street and NW 38th Street. In addition, the City has also recently completed the construction of bike lanes on NE 9th Street, NW 55th Street, and SE 8th Avenue. The City is currently retrofitting several other roadways with bicycle facilities.

The University of Florida – has constructed bike lanes on Hull Road, Mowry Road, and Museum Road and is presently retrofitting a number of other roadways within the main campus to include bike lanes. These are just a few examples of the various initiatives that are being undertaken within the community to improve conditions for bicyclists.

Off-Road Trails

Off-road trails are an integral part of developing a comprehensive bicycle network throughout Alachua Count y. Off-road trails offer an excellent opportunity to give bicyclists the chance to ride without constant concern over motor vehicle traffic. Off-road trails are excellent places for children to learn to ride, and can offer them an alternate route to destinations such as parks and schools. The trail initiatives highlighted below will help expand these opportunities.

The 6th Street Rail -Trail Corridor is an important off-road trail project that is currently being designed and is partially funded, and it also ranks very high in terms of "latent" bicycle demand. This trail has the potential to serve both recreation and utilitarian bicycle riding. A number of residents indicated their interest in this (and other) trails during the public workshops. Furthermore, Alachua County has initiated an off-road trail project along the Archer Road Corridor that will run from SW 75th/Tower Road to SW 88th Street. This trail would be a ten-foot paved facility serving both bicyclists and pedestrians. The

SW 23rd Terrace Trail has been identified in the *Long Range Transportaion Plan*, and has been earmarked to receive a portion of the $4.2 million dollars in funding projected to be available through the year 2020.

Several of the potential trails in the study network could connect with existing trails in and around Lochloosa Lake and Paynes Prairie State Preserve. Haile Plantation, a large neo-traditional community in Alachua County, has developed some trails within the community. There are a number of potential trail corridors identified in this *Plan* (e.g. Archer Road Corridor Trail and the Lake Kanapaha Trails) that could eventually tie into the trails within Haile Plantation. In addition, the City of Gainesville is actively working with neighborhoods throughout the City to identify opportunities for interconnecting trails that would provide bicyclists and pedestrians with the ability to access adjacent neighborhoods, schools, and shopping centers.

The UF Campus Master Plan emphasizes bicycling for student transportation.

The University of Florida Campus Master Plan

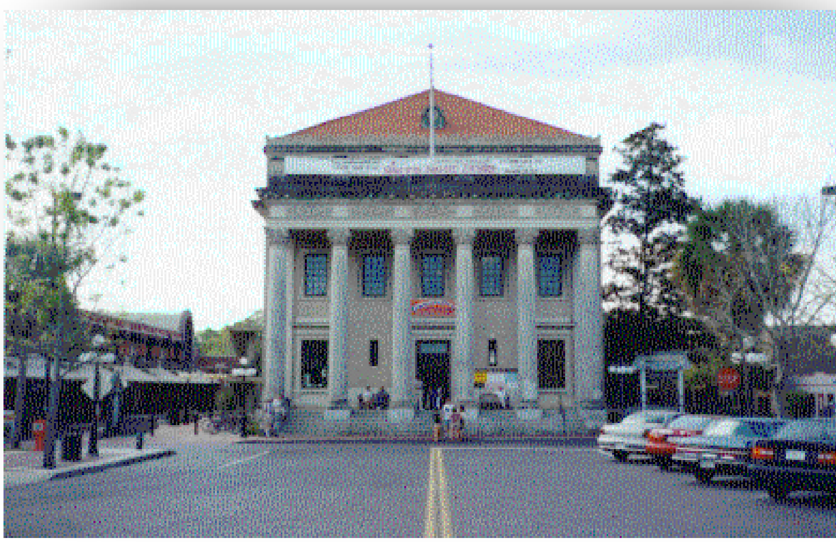
The University of Florida has developed a *Campus Master Plan* that includes bicycle improvements. The *UF Master Plan* proposes the construction of a number of on-road and off-road bicycle facilities throughout the main campus area. Additionally, over the last two years, a number of roadways have been retrofitted with bike lanes. Connectivity with the existing and future bicycle network within the City of Gainesville and Alachua County is an important feature of the *Campus Master Plan*. The construction of bicycle facilities on the UF Campus will further enhance the overall bicycle network within the County.

Gainesville Metropolitan Area 2020 Transportation Plan

The *Gainesville Metropolitan Area 2020 Transportation Plan* focuses on developing a multi-modal transportation system to complement the preferred land use scenario. The *2020 Plan* establishes a cost-feasible plan for new roadway construction and retrofit construction of existing roadways. Bicycle related improvements are a key component of the *2020 Plan.*

Gainesville Urbanized Area MTPO Urban Design Policy Manual

Originally published in 1995, this manual guides the construction of bicycle accommodations on all arterials and major collectors within the MTPO boundar y. The *Manual* provides guidelines and standards on the width of travel lanes and bicycle facilities. The *Manual* specifies requirements for open shouldered roads and roads with curbs and gutters, provides recommendations for the provision of bicycle ac-



The City of Gainseville Comprehensive Plan integrates provisions, policies, and guidelines for the accommodation of bicyclists.

commodations in subdivisions and in negotiated development orders. Bicycle parking facilities and their location and bicycle detection devices at signalized intersections are also included in the *Manual*. In keeping with the *2020 Plan,* a strong emphasis is placed on providing accommodations for the bike, pedestrian, and transit modes and integrating these modes into the planning and development process.

City of Gainesville Comprehensive Plan

The Transportation Mobility Element of the City of Gainesville's Comprehensive Plan is currently being revised to integrate provisions, policies, and guidelines for the accommodation of bicyclists within the City. Providing bicycle connections between adjacent land uses and neighborhoods is a major focus in the Transportation Mobility Element. Providing on-road and off-road bicycle accommodations throughout the City is the primary goal of the bicycle section of the City's *Comprehensive Plan*. Increasing bicyclists' safety through improving existing conditions and education, along with providing bicycle parking facilities and bicycle detection devices at signalized intersections are also priorities of the bicycle section of the *Plan*.

Alachua County Comprehensive Plan

The Transportation Element of Alachua County's Comprehensive Plan is in the process of being revised to integrate provisions, policies, and guidelines for the accommodation of bicyclists within the County. The County may require, at its discretion, that new developments meet the Bicycle QOS standards that are being adopted in this *Plan*. The Element focuses on treating all modes equally within a roadway cross-section. Integrating bicycle facility connections with the City of Gainesville is also an important objective of the Element. Coordination with the City of Gainesville to provide a network of bicycle facilities, through expansion of the Transportation Concurrency Exception Area, the enactment of Multi-modal Transportation Districts, and Neo- Traditional developments, are all features of the element that will expand the existing bicycle network within the County.

Safety Programs

There are several safety program projects that will soon be started to increase safety for bicyclists and pedestrians along a number of roadways within the Gainesville Metropolitan Area. One of the anticipated studies concerns the US 441 corridor that runs through Paynes Prairie. Along with the US 441 study, safety projects are also anticipated for University Ave/SR 26/26A corridor.

There are also several safety and bicycle education programs that currently exist. The Florida Bicyclist Training Program was established in 1984 to educate elementary and middle school children on bicycle safety. The University of Florida Police Department's Bicycle Safety Education Program is designed to promote a greater awareness of the duties and responsibilities associated with the operation of bicycles in the greater campus traffic mix. The goal of the program is to provide students, faculty, and staff of the university community with a desirable combination of education, encouragement, enforcement and facilities necessary to gain voluntary acceptance and compliance with bicycle safety standards and the law.

City of Gainesville Bicycle/Pedestrian Program

The City of Gainesville was one of the first communities to establish a local Bicycle/Pedestrian Program in 1983. The Program has been staffed by a full-time coordinator for nearly all of its nineteen year history. Currently, the Program is staffed with two employees – a full time bicycle/pedestrian program assistant who manages the education and promotion activities of the program; and a transportation planning analyst who manages project design and development activities. The City's Bicycle/Pedestrian Program has been aided by the support and input of a citizen advisory board that was first established by the City in 1968. This early advisory board has evolved into a Bicycle/Pedestrian Advisory Board providing recommendations to the City of Gainesville Commission, Board of Alachua County Commissioners, and the Metropolitan Transportation Planning Organization. The City's Bicycle/Pedestrian Program has been maintained by the City of Gainesville with periodic supplemental funding from various safety and energy grants from the State of Florida. Throughout the years, the City of Gainesville Bicycle/ Pedestrian Program has encouraged bicycling through development of on-road and off-road networks, bicycle supportive policies, bicycle and pedestrian facility maps, community-wide special events, bicycle safety rodeos, bike/walk-to-work/school promotions, bicycle safety curriculum and training, newsletters, public safety advertising campaigns, and numerous other activities.

3.3 Activities of Adjacent / Regional Jurisdictions

Alachua County is in the geographic center of the north Florida region. Many of the agencies and communities in the north Florida region, (in conjunction with theWater Management Districts, FDOT and various utility companies) have developed or plan on developing an extensive network of regional trails. Due to its central location, Alachua County could serve as a nexus for connecting the existing and future regional trails in north Florida. Many of the potential trails identified in this *Plan* are located in the more rural parts of Alachua County and have the potential to connect to the trail networks that exist in adjacent counties. Furthermore, connection to the regional trails network has been identified as important to the promotion of eco-tourism within Alachua County and North Florida.

Existing trails in the North Florida Region include the Nature Coast Greenway, Jacksonville-Baldwin Trail, Bell Trail, Cross Florida Greenway, and the Withlacoochee Trail. Other trails that are planned or under consideration include connections between the City of High Springs and Ichetucknee, Palatka and Starke, and numerous extensions of existing trails. All of these trails are located within a reasonable bicycling distance of Alachua County and the City of Gainesville. This Plan identifies general trail corridors that could be developed into trails that place Gainesville in the center of a hub of regional trails. Map 3 at the end of this section displays these trails in the context of existing and planned regional trails.

Section 4: The Action Plan

As stated in Section 1 of this document, the Alachua Countywide Bicycle Master Plan has four Goals:

1. To provide a safe and convenient **On-Road Bicycle network** within Alachua County.
2. To create a **network of Off-Road Trails** within Alachua County.
3. To **enhance the Safety** of bicyclists within Alachua County.
4. To increase bicycle travel in Alachua County through **Mode Shift** initiatives.

As has been articulated in the analysis of existing conditions and trends, and through the public's input at the community workshops, it is evident that maintaining the status quo will not satisfy the Goals or Objectives of the Community. Thus an Action Plan has been prepared to proactively pursue the *Plan's* Goals and achieve the Objectives. This Action Plan calls for four **initiatives**:

- On-Road Bicycle Facilities
- Off-Road Trails
- Bicycle Safety
- Mode Shift

The following sections detail each of these initiatives.

4.1 On-Road Bicycle Network

The goal of the On-Road Bicycle Network initiative is the incorporation of bicycle facilities into new and existing roads. As the vast majority of bicyclists' travel origins, destinations, and routes coincide with those of the motor vehicle network, an enhanced, integrated, and interconnected *on-road* facility system is a clear solution. The physical network for this system includes all of the collector and arterial roadways in the *Gainesville Metropolitan Transportation Area 2020 Transportation Plan* network as well as the local roads added to the study network by the *Plan's* Steering Committee. Local roads that function as good bicycle facilities due to low speeds and light traffic volumes were not part of this *Plan's* study network, but are certainly an important part of the overall bicycle system.

Implementation

Implementation of the On-Road Bicycle Network initiative occurs through two means: programmed improvements and retrofits. Programmed improvements include funded roadway modifications or funded new road construction. The network segments *programmed* for bicycle facility construction are by definition "funded projects"; hence they do not require supplemental funding (e.g. enhancement or retrofit funding). Therefore, these segments are not addressed *in this Plan from an allocation of funds or a prioritization standpoint*. However, all other roads in the Plan network, those not programmed for improvements, are candidates for retrofit construction. These retrofit candidates are the focus of the On-Road Bicycle Network priorities.

4.2 The Off-Road Trails Network

The goal of the Off-Road Trails Network initiative is the development of a trail network that connects with the existing and proposed on-road bicycle facilities, expands the existing trails network, and provides connectivity to the trails network adjoining Alachua County. An interconnected network of trails and on-road bicycle facilities is an important part of developing a multi-modal transportation system and reducing travel time and distance for bicyclists, while at the same time increasing their level of safety and/or comfort. The study network of trails consists of existing trails and potential trail corridors situated along rights-of-way that are potentially available for trail development (e.g., utility corridors, abandoned railroad beds, etc.). Thus, right-of-way acquisition costs associated with these trail corridors are minimized.

Implementation

The Off-Road Trails initiative will be implemented along the same means as the On-Road Bicycle Network initiative – through programmed improvements and retrofit construction. As in the On-Road Bicycle Initiative, trails *programmed* for construction are by definition "funded projects"; and hence do not require supplemental funding. Therefore, the Off-Road Trails are not address *from an allocation of funds or a prioritization standpoint*. Those trail corridors identified in this *Plan* that are not programmed are retrofit candidates and are hence the focus of the Off-Road Trails initiative.

4.3 Prioritization Process

The minimum projected funding available for new construction through the Year 2020 is $4.2 million total for both on-road facilities and trails. Trail projects may compete equally with on-road bicycle facilities for funding from the base $4.2 million. The $4.2 million does not include any additional funds that can be allocated through the Safety or Enhancements Programs of the FDO T, construction or reconstruction of roadways, RecreationalTrails funding, or from other grants and partnerships. The cumulative cost to complete all of the retrofit construction (both on-road facilities and off-road facilities) for the entire study network is approximately $81 million. It is therefore apparent that the limited amounts of funding available for retrofit construction (5% of the current need) must be allocated to those retrofit candidates that will best serve the Alachua County communit y. In order to accomplish this task, an objective prioritization methodology and process is needed. The methodology selected for prioritizing the candidate retrofit study network segments is a Benefit-Cost ratio (or specifically an index). Benefit-Cost ratios are tools classically used in infrastructure investment planning and programming. They provide an indication of the relative value of improving a transportation facility with respect to other (candidate) transportation facilities. The Benefit-Cost ratio and its constituent terms follow:

Commercial developments are prime destinations for bicycle trips and are accounted for in the Latent Demand analysis.

$$\text{Benefit-Cost} = \frac{(0.4)\Delta\,\text{Bicycle QOS} + (0.4)\,\text{Demand} + (0.2)\,\text{Public Input}}{\text{Cost per Mile}}$$

Where:

- "ΔBicycle QOS" is the difference between the Plan's *target* bicycle quality of service grade of "B" (or 2.5 numerically) for non-state roads and "C" (or 3.5 numerically) for state roads and each road segment's *existing* bicycle quality of service grade. A somewhat different approach was taken for calculating the "ΔBicycle QOS" for trails. A trail (would likely) provide a bicycling environment similar to bicycle quality of service grade "A" (or 1.5 numerically) due to the lack of motor vehicle traffic interaction. There were two different steps taken in establishing an existing bicycle level of service grade for potential trails. If a trail is within 1/4 mile of a roadway segment (or segments) that meet or exceed the QOS standard(s), and the trail parallels the road segment (or segments) for at least 80% of its length, then the adjacent roadway's bicycle level of service was used in calculating the "ΔBicycle QOS". However, if the adjacent roadway's bicycle level of service was less than a bicycle LOS "A/B/C", then an existing bicycle LOS of "F" (6.5 numerically) was used in calculating the "ΔBicycle QOS",

- "Demand" is the potential bicycle activity along a particular road segment or trail, as assessed by the *Latent Demand Method*,

- "Public Input" is the number of votes a particular road segment or trail received during the second Community Workshop plus roadways and/or trails that have previously been identified as planned/prioritized though are unfunded, and

- "Cost", which is the particular roadway segment's bicycle facility construction cost (per mile) illustrated in Table 7. The facilities for each network segment were selected using the Facility Selection & Cost Decision Tree, illustrated in Figure 7. This selection tree illustrates the decisions that are programmed into the prioritizaiton database. These decisions ultimately result in the selection of a recommended bicycle facility, each of which has an associated unit cost (per mile), and where

- "0.4", "0.4", and "0.2" are the respective weightings assigned to the terms in the numerator. The "ΔBicycle QOS" score and the *Latent Demand Score* were each weighted as 40% of the

Table 7 Facility Construction & R/W Acquisition Costs

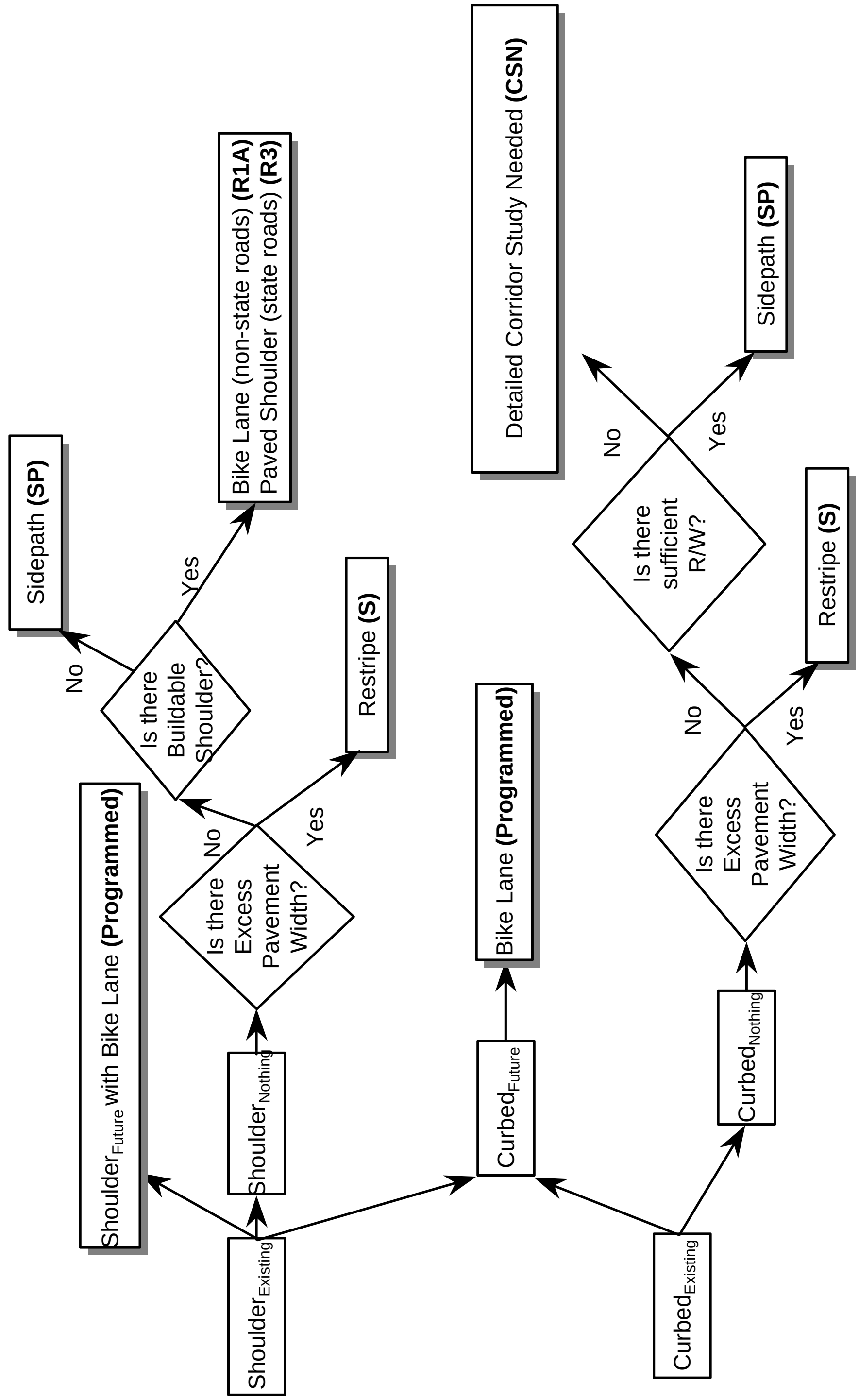
Facility Type	Cost
Bike Lane (Open Shoulder Cross-Section: R1A)	$109,000/mi
Paved Shoulder (Open Shoulder Cross-Section: R3)	$102,000/mi
Restriping (In conjunction with Roadway Resurface: S)*	$1%/mi
Trail/Sidepath (12 foot paved facility: SP)**	$138,000/mi
Urban Right-of-Way Cost***	N/A
Suburban Right-of-Way Cost	$1/sq. ft.
Rural Right-of-Way Cost	$0.15/sq. ft.

*Since restriping is only performed in conjunction with resurfacing projects, the added incremental cost to restripe for bikeways is considered negligible.
Restriping a roadway to create bike lanes adds roughly 1% to the total resurfacing cost. One dollar was used in the cost-benefit ratio to represent the minimal cost of restriping.
** Sidepath is within a roadway corridor ROW; Trails are within their own ROW
*** Urban ROW is often constrained and limited due to adjoining land development. The cost of acquiring ROW is dependent upon the value of the entire property. The development patterns change from roadway to roadway. Thus, an urban ROW cost could not be established on a network wide basis. The availability of urban ROW can be estimated during a Detailed Corridor Study.

total benefit value. The remaining 20% of the benefit value was used for Public Input. The cost portion of the benefit-cost ratio was the only factor in the denominato r, thus represents 100% of the denominato r. [The *Plan's* Steering Committee arrived at these weightings through consensus.]

The individual terms of the Benefit-Cost index are the ranking criteria evaluation methods. Those in the numerator (∆Bicycle QOS, Demand, and Public Input) are the "benefits"; the denominator is the "cost".

Figure 7 Bicycle Facility Selection & Cost Decision Tree



This Benefit-Cost ratio was employed in a three-step prioritization process, illustrated in Figure 8. The first step was to "filter out" roadways and trail segments that currently have bicycle facilities (i.e. bike lanes, paved shoulders, trail); those that are programmed for improvements; those that currently have a bicycle level of service of "A" or "B" (or "C" for state roads); and those roads that fall under the purview of the UF Master Plan. By filtering out these roads, the County, MTPO, and the local jurisdictions will be able to extend the bicycle network in the most cost effective way. The remaining roads are the retrofit candidates.

Figure 8 – Project Filtering, Prioritization, and Selection Process

STEP 1 : Filter Out Segments with Existing Bicycle Facilities, Programmed Improvements, or Bicycle QOS A/B/C

↓

STEP 2 : Calculate Benefit-Cost Ratio For Remaining Candidate Segments:

$\underline{(0.4)\Delta \text{ Bicycle QOS} + (0.4)\text{Demand} + (0.20)\text{Public}}$
Input

↓

STEP 3 : Prioritize Remaining Candidate Road and Trail Segments for Bicycle Facility Construction By sorting in Descending B/C Ratio

The second step in the prioritization process involved calculating the Benefit-Cost ratio for each candidate roadway and trail segment.

The third and final step in the prioritization process, subsequent to calculating the Benefit-Cost ratio for each roadway and trail segment, was to rank the roadway and trail segments in descending Benefit-Cost Ratio. The resulting prioritization list (needs ranking) is included in Appendix "B" & "C ". The prioritization list in Appendix "B" is sorted by descending Benefit-Cost Ratio, while the list in Appendix "C" is sorted alphabetically as an aid to locating network segments of particular interest to the reader. This prioritization list represents the final *needs* ranking, but not necessarily the final *order* in which bicycle facilities for roadways or trails will be programmed for construction. This final needs ranking provides an objective and rational basis for County, MTPO, and local jurisdiction staff to select roadway and trail segment candidates for bicycle retrofit improvements.

The results of the above described prioritization process have been graphically portrayed on the Prioritization Maps found at the end of this document (see Maps 4A and 4B). In addition to depicting existing bicycle facilities (bike lanes, paved shoulders, and trails), the maps also depict programmed roads and trails, those roads that meet or exceed the target levels of service ("B" or "C"), and roads that fall under the purview of the UF Campus Master Plan. Finall y, the map shows two other categories of network segments, Priority I, II, and III road and trails, and "Detailed Corridor Study Needed" roads. The Priority I, II and III groups were established based upon the results of the Benefit-Cost analysis while "Detailed Corridor Study Needed" roads were derived from the Facility Selection and Cost Decision Tree (Figure 7). A description of these two final categories follows:

Priority I – These are study segments that have the highest priority for retrofit construction. The reasons for the high rankings are typically a combination of poor bicycling conditions, high latent demand, high votes, and low cost. The high ranking for trails are due to poor bicycling conditions on parallel roadways, the absence of existing bicycle facilities , high latent demand, high votes, and low cost.

Priority II – These segments represent the second tier of retrofit candidates - latent demand is somewhat lower, and/or bicycle conditions were generally not as poor as those in the Priority I category. The majority of rural trails are in this priority grouping.

Priority III (Long-Term Route Network) – These segments are a lower priority for a variety of reasons: they may have relatively better bicycling conditions (but not achieve the performance standards) combined with low latent demand; or they may be costly to implement. Potential trails adjacent to roadways with good bicycling conditions and/or existing bicycle facilities typically fall within this category. While the network segments in this group may be the furthest away in terms of implementation, many of these routes still provide important connections within the bicycle route network, and thus should be improved when opportunities arise.

Detailed Corridor Study Needed – As shown in the Facility Selection Tree (Figure 7), one of the recommended facilities is termed "CSN" (Detailed Corridor Study Needed). Roadway segments with this designation are constrained due to unavailability of right-of-way. Therefore, a detailed corridor-level study is needed to assess how bicyclists can be accommodated within the general corridor area. The study level of detail needed for these corridors is beyond the network level analyses used in developing this *Plan*. A significant number of these form important corridors and represent critical gaps in the bicycle network. Therefore, in accordance with Objective 1.7 of this *Plan*, it is recommended that funding be allocated towards performing these detailed corridor studies to further expand Alachua County's bicycle network. Table 8 lists the majority of roadway corridors classified as Detailed Corridor Study Needed. A prioritized list of all these roadway segments is in Appendix D. Detailed corridor study roadways were evaluated and are prioritized based on the benefit portion *only* of the benefit-cost ratio.

Table 8 Corridor Study Needed Roadways*

Roadway	From	To
8th Ave NW	SR 26 (Newberry Rd)	22nd Street NW
16th Ave NW	43rd Street NW	NW 6th Street (SR 20)
NW 6th Street (SR 20)	N 39th Ave (SR 222)	Depot Ave
SR 26/University Ave	22nd Street NW	Waldo Rd (SR 24)
Archer Road (SR 24)	Interstate 75	NW 13th Street (US 441)
NW 13th Street (US 441)	23rd Avenue N	Archer Road
NW 34th St (SR 121)	16th Ave NW	Archer Road
8th Ave NW	Main Street	25th Street NE
Tower Road (75th St SW)	SW 8th Ave	SW 46th Blvd
S 16th Avenue (SR 226)	Archer Road	Main Street
10th Street NW	8th Ave NW	8th Ave SW
SR 26/Newberry Ave	Tower Road (75th St SW)	8th Ave NW
Waldo Rd (SR 24)	SR 26/University Ave	N 39th Ave (SR 222)

* This table combines the roadway segments of several CSN roadways into one CSN corridor. Not al Corridor Study Needed roadways are shown. For the complete list of CSN roadways and the combined roadway segments, see Appendix D.

The preceding prioritization methodology and process has been developed to expand the physical bicycle network within Alachua Counyt However, to ensure that the County's residents and visitors can effectively use the network, a variety of support programs are needed to enhance safety and precipitate a mode shift. These include: enhanced bicycle education for all age levels; motorist education; incentives to employers who maintain programs that encourage bicycle commuting; and continued and enhanced distribution of bicycle route maps to the general public. The following sections detail these programs.

4.4 Safety Improvement

The importance of improved educational outreach is reflected in the fact that 77% of all crashes in Alachua County involving bicyclists were due to failure to yield the right-of-wa y. While physical improvements are being addressed through the construction of on-road and off-road bicycle facilities, attitudes and associated behaviors of bicyclists and motorists must be changed to improve bicycle safety, and attitudes and behaviors are oftentimes more difficult to change than the physical environment. Properly designed education and enforcement programs can positively influence them. Such programs form the basis of the safety improvements presented below.

Bicycle safety lessons, like these at Mebane Middle School, reinforce safe behavior through practice.

Bicycle/Traffic Safety Education

There are several educational programs that have been in existence for a number of years. These programs should be continued. The Florida Bicyclist Training Program was established in 1984 to educate elementary and middle school children on bicycle safety. In the early 1990's the School Board of Alachua County, the City of Gainesville, and the Safe Kids Coalition partnered to bring the *In-school On-bike Safety Education Program* to Alachua County elementary and middle schools. Equipment was purchased and several teacher training seminars were held. The *In-school On-bike Program* curriculum continues to be taught in Alachua County public schools through the Driver's Education Program and physical education classes.

Additionally, a similar bicycle education program for adults has been in place for several years. *Effective Cycling* is an in-depth course that provides adults with information regarding bicycle safety, operation, and maintenance. This has been an effective program that should be continued.

The University of Florida Police Department's Bicycle Safety Education Program promotes greater awareness of the rights and responsibilities associated with the operation of bicycles in the greater campus traffic mix. The goal of the program is to provide students, faculty, and staff of the university community with a desirable combination of education, encouragement and enforcement necessary to gain voluntary acceptance and compliance with bicycle safety standards and the law. An important part of the program is the inclusion of bicycle safety issues and laws in the UF Student Guide that is given to incoming students during orientation. The guide can be obtained from the UF website at: *http://www.dso.ufl.edu/STG/Traffic_Safety.html*

Bicycle Traffic Safety School

In conjunction with the Alachua County Traffic Court, the University of Florida Police Department's Community Services Division conducts Bicycle Traffic Safety School twice a week. This portion of the program allows bicyclists who violate traffic laws while on the university campus the opportunity to attend a safety school in lieu of paying the assessed fine.

A variety of methods of promoting cycling should be pursued.

The school is designed to provide an educational alternative to the payment of traffic fines, thus creating an incentive to learn more about safe bicycling. The school is also available to anyone interested in obtaining a greater awareness of the rights and responsibilities associated with the operation of bicycles in the campus traffic mix. Expansion of the program to include mandatory attendance for all motorists and bicyclists involved in accidents in and around the UF campus may be another way to promote education of bicycle safety issues. Furthermore, first time offenders for motor vehicle violations and those receiving parking tickets should also be allowed to have their fees waived or reduced in exchange for attending the bicycle training session.

Law Enforcement Training

The Florida Department of Transportation (FDOT) offers local training courses to educate law enforcement personnel on bicycle safety and the importance of enforcing traffic violations relating to the safety of bicyclists. These courses can also be used to instruct officers on properly filling out crash reports involving bicyclists. Properly completed bicycle crash forms can assist in the development of effective countermeasures for reducing bicycle crashes. A local sponsor would be needed to assist FDOT.

Cops-on-Bikes

The crash analysis conducted for this Plan indicates that 77% of all crashes involving bicyclists occurred because either the motorist or the bicyclists failed to yield the right-of-way. Law enforcement agencies should increase the enforcement of existing laws to help improve bicyclists' safety. The initiation of a *Cops on Bikes Program* could increase safety conditions for bicyclists. Since 310 (55%) of all crashes occurred within 1 mile of the University of Florida Campus, the program could be concentrated within this area to improve safety conditions for bicyclists and increase both bicyclists and motorists knowledge of existing laws and safe operating procedures. The *Cops-on-Bikes Program* would allow for the greater enforcement of existing laws as they relate to yielding right-of-way.

Public Relations Campaign

Resistance to enforcing bicycle traffic violations often results from the negative image such enforcement has in the community (e.g., "Why don't the police spend their time catching criminals rather than hassling me for not crossing the street at the intersection.") Public relations efforts would help to 1) inform the community regarding bicycle safety, and 2) inform the community of the importance of the involvement of law enforcement in both educating bicyclists and motorists as well as issuing citations for traffic safety violations.

An important part of the public relations effort would be to distribute information brochures that describe bicycle violations. A brochure of

"Safe Ways to School" maps will help students choose safe bicycling route.

violations could be issued to bicyclists riding in an unsafe manner. Brochures are available from the FDOT and can also be downloaded from the FDOT website at: *http://www.dot.state.fl.us/safety/ped_bike/brochures/ped_bike_brochures_bicycle.htm.*

Improve Driver Education Curriculum, Handbook and Examinations

More extensive and better information on developing skills to help motorists more effectively share the road should be built into the drivers education curriculum (as well as into re-education programs, such as defensive driving courses) and the licensing process. A strong lobbying effort, and potentially grantsmanship efforts, would be needed.

Develop and Distribute Bicycle Safety Public Information

Bicycle safety information should not be limited to the development and distribution of brochures, but should also utilize various media to reach a diverse audience. Billboards, radio announcements, advertisements in newspapers, and public service announcements can be utilized. Information/education should target avoidance of prevalent types of crashes; along with high-risk groups and frequent crash locations. The City of Gainesville's *Bicycle/Pedestrian Program* and Bicycle/Pedestrian Advisory Board have funded "Share the Road" media campaigns and participated in community safety fairs and bicycle safety rodeos. These efforts should be maintained and expanded.

Provision of Emergency Phones

Providing emergency phones along identified bicycle routes/trails and roadways of particular importance to bicyclists (i.e. commuter routes, roads near schools, recreation centers and other trip attractors) will help to increase safet y. Solar powered phones, tied into a central source, such as the local police department, would be appropriate in some areas. Phones equipped with area lighting are appropriate in areas without streetlights.

Increased Law Enforcement and Crash Reporting Efforts

Increasing police patrols along identified bicyclists routes/trails and roadways of particular importance to bicyclists (i.e, commuter routes, roads near schools, recreation centers and other trip attractors), especially in isolated areas and areas perceived as dangerous, would help to increase cyclist safety and securit y. Additionall y, increased data gathering efforts and accuracy on police accident reports would help to focus future safety improvement efforts.

Create Parent/Neighborhood Safety Programs

These programs could be created by schools to provide such services as bicyclist pools; block mothers; neighborhood watches, bicyclist patrols; parent information and safety centers through hospitals and clinics, and Safe Kids Coalitions. This effort should also include the development and distribution of "Safe Ways to School" Maps. Such maps were developed by the City of Gainesville in the 1990's. They should be updated and promoted in cooperation with the School Board of Alachua Count y. Schools and parent groups could work together to review and discuss maps to be used to help students choose safe bicycling routes to school.

Research/Lobby for Increased Funding Opportunities

Current financial resources limit bicycle safety efforts. Funds are needed for both staff and materials to implement the numerous programs recommended throughout this document, as well as for increased research to assist in program development. This program would provide staff time to research financial opportunities and secure funds for appropriate implementing agencies and organizations.

Commuter Center

Designed as a one-stop location for commuters to obtain information about all transportation alternatives to the single occupant vehicle, the center would include information pertaining to ridesharing, bus schedules, bicycling, walking, transportation maps and general information on transportation events and projects. Road sharing and other pedestrian awareness and safety information would also be distributed through the Cente r. The Center should include installation of oversized personal lockers and showers.

4.5 Mode Shift Initiative

The purpose of this initiative is to facilitate a change (or shift) in Alachua County's residents' selection of transportation method (mode). This "mode shift" can only occur as the current impediments to bicycling are removed. Removal of these impediments will be accomplished through a variety of strategies ranging from capital outlay projects such as bicycle facility construction to relatively low cost local government policy changes such as the requirement of bicycle and pedestrian connections in new residential subdivisions and changes in existing parking policies.

Bicycle Routes

The City of Gainesville, in conjunction with the Bicycle/Pedestrian Advisory Board has identified a number of routes within and surrounding downtown Gainesville to be included in a bicycle route system. The proposed bicycle route system is made up of a combination of local roadways and roadways that are a part of this Plan's study network, including several roadways identified as Detailed Corridor Studies Needed.

A bicycle route system is defined as a "system of bikeways designated by the jurisdiction having authority with appropriate directional and information route markers, with or without specific bicycle route numbers. Bike routes should establish a continuous routing, but may be a combination of any and all types of bikeways" (AASHTO, 1999). By this definition, a bicycle route system can include streets with bicycle lanes, wide curb lanes, and shared roadways. Very often, they are designated on secondary roadways that provide an alternative to major thoroughfares and are bicycle compatible due to the lower speeds and volumes of automobiles (i.e., better quality of service).

The AASHTO guide for the *Development of Bicycle Facilities* lists four reasons for designating signed bicycle routes: (1) the route provides continuity to other bicycle facilities such as bike lanes and shared use paths; (2) the road is a common route for bicyclists through a high demand corridor; (3) in rural areas, the route is preferred for bicycling due to low motor vehicle traffic volume or paved shoulder availability; and (4) the route extends along local neighborhood streets and collectors that lead to an internal neighborhood destination such as a park, school or commercial district. Table 9 on the following page indicates the roadways identified for the downtown bicycle route network.

Signage

The bicycle route system would be identified with a unique sign developed exclusively for this purpose. The sign satisfies guidelines in the *Manual on Uniform Traffic Control Devices* and heeds the AASHTO recommendation that bicycle route signage include destination information.

The signs would be located along the bicycle route at the approach and departure side of major intersections, particularly those where bicycle routes intersect and turn options are available within the bicycle route system.

Directional information will be more general on the periphery of the bicycle route system, indicating destinations such as "Downtown", "UF" or the terminating street for the bicycle route. Closer to the final destinations, directional information will become more specific, but will generally identify a few key locations such as "Downtown Plaza", "Depot Trail Hub", and "Gainesville-Hawthorne Rail-Trail".

Implementation and Costs

The bicycle route system would be implemented by the City of Gainesville Public Works Department. Estimated cost for sign fabrication is $20 each including the primary sign and sub-plate. The Public Works Department will strive to place these signs on existing posts in order to reduce sign clutter and installation costs. However, where signposts are necessary, the unit cost is estimated to be $10 each. Implementation is expected to take about six to nine months to complete.

Based on an estimate of 231 signs and 160 signposts necessary for the initial installation of the bicycle route system, the total materials cost is anticipated to be approximately $6,300.

Table 9 Downtown Bicycle Routes

Roadway	Facility	# of Signs
SW 11 St. (Depot Ave.-SW 8 Ave.)	Shared	4
SW 8 Ave. (SW 11 St.-SW 12 St.)	Shared	2
SW/NW 12 St. (SW 8 Ave.-NW 16 Ave.)	Bikelane/Shared	22
SW 6 St. (SW 16 Ave.-Depot Ave.)	Shared	4
SW/NW3 St. (Depot Ave.-NW 16 Ave.)	Shared	15
S. Main St. (SW 16 Ave.-Depot Ave.)	Bikelane	4
S/N Main St. (Depot Ave.-N. 8 Ave.)	Shared/Bikelane	16
NE 1 St. (E. University Ave.-NE 8 Ave.)	Shared	10
NE 2 St. (NE 3 Ave.-NE 5 Ave.)	Shared	3
SE/NE 3 St. (Depot Ave.-NE 2 Ave.)	Shared	13
NE Boulevard (E. Univ. Ave.-NE 5 Ave.)	Shared	6
SE/NE 9 St. (SE 12 Ave.-NE 23 Ave.)	Shared/Bikelane	30
Williston Road (SE 16 Ave.-E. Univ. Ave.)	Bikelane	14
SE/NE 15 St. (SE 35 Ave.-NE 8 Ave.)	Shared	20
SE 16 Ave. (S. Main St.-Williston Rd.)	Paved Shoulder	6
SW/SE 2 Ave. (SW 13 St.-Williston Rd.)	Bikelane	22
NW/NE 3 Ave. (NW 12 St.-NE 5 St.)	Shared	10
NE 5 Ave. (NE 2 St.-Waldo Rd.)	Shared	14
SE 4 Ave. (SE 9 St.-Williston Rd.)	Bikelane	6
SE 3 Ave. (Williston Rd.-Hawthorne Rd.)	Bikelane	10

Land Development Regulations

Land Development Regulations should address the provision of bicycle amenities in all nonresidential developments. A key component to an effective mode shift will be missing if bicycle amenities are not required for all nonresidential developments. Bicycle amenities are an area where the private sector can have a strong impact on effecting a mode shift by providing such amenities as bicycle parking, showers and lockers, etc.

The provision of bicycle amenities strongly influences commuter levels.

Bicycle Facilities in New Subdivision Collector Roads

As publicly funded efforts toward establishing a more balanced transportation system increase, complimentary participation by the private sector in the incorporation of bicycle facilities in new land development is essential to making the overall effort successful. With the prevalence of mixed-use developments combining both residential and commercial land uses, the incorporation of bike lanes in new subdivision collector roads continues to be one of the most effective ways the private sector participates in a mode-shift effort. Bike lanes internal to subdivisions serve dual purposes; they connect the primary generators of bicycle trips (residences) with the external collector and arterial road network, and they provide the primary conduit for internal trips. These internal trips not only include Home-Based Recreation and Social trips, but more importantly, they include neighborhood level Home-Based Shopping trips to the fringe or nodal commercial development, a typical feature in today's planned unit developments. Additionally, Objective 1.5 and 2.4 of this *Plan* recommends that on- and off-road bicycle connectivity to adjacent land uses be provided.

Bicycle Amenities

An effective form of participation by the private sector is the incorporation of bicycle amenities into their development plans. Such amenities may include trees (for shade), bike racks, and transit stops, among others. With these amenities, bicycle travel is more convenient, safe and secure. Providing amenities also strongly influences bicycle commuting levels without which the return on public investment in on- and off-road facilities will not be realized. Amending and adding to the Alachua County and each Cities land development codes to include bicycle amenity requirements furthers the area-wide implementation of a balanced transportation system.

Provide and Maintain Bike Lanes and Paved Shoulders

If the potential for bicycle travel is to be realized, better facilities must be available. In addition to initial construction, bicycle facilities must be regularly maintained. Repairing cracked and uneven bike lanes and paved shoulders, and removing debris are all needed to maintain a pleasant and safe bicycling environment.

Mix Land Uses and Shorter Trip Lengths

A commonly voiced reason for not bicycling for the home-to-work trip is that transportation is needed during the workday for either job or personal reasons. One viable solution, as articulated in the recently adopted *Livable Communities Reinvestment Plan*, is the focusing, or aggregating, of commercial development in an urban form whereby distances are short. This would allow the bicycle mode to be a more viable transportation choice for daytime trips. The *Livable*

Communities Reinvestment Plan focuses on the creation of activity centers and village-style development through public policy efforts such as comprehensive land use, growth management and public transit planning initiatives, which could bring about the needed mixing of uses.

Parking Policies

Alachua County and the City of Gainesville should develop Transportation Demand Management policies such as requiring larger employers, including government agencies, to offer single-occupant vehicle trip reduction incentives, such as subsidized transit passes or parking cash-out policies for their employees.

Alachua County and the City of Gainesville should also consider adopting policies that provide for no net increase in parking for existing County and City government facilities. In addition, the MTPO, Alachua County, and the City of Gainesville should work with the University of Florida on restricting the number of available parking spaces on the University of Florida campus. Restricting the number of parking spaces will encourage students, facult y, and staff to seek other means of transportation.

Alachua County and the City of Gainesville should also consider revising their Land Development Regulations to convert minimum car parking requirements to maximum car parking requirements. Reducing the number of available parking spaces will encourage individuals to seek alternative modes of transportation such as bicycling.

Employee Flextime

The opportunity to work flextime hours would allow employees to consider alternate travel-to-work times, thus affording them the opportunity to avoid peak traffic volumes. This in turn could encourage a mode shift to bicycling due to an increased perception of safet y. Furthermore, it would allow bicyclists to take advantage of cooler morning and evening temperatures.

Distribute Bicycle Facility Maps

Continued distribution of a bicycle map to the general public will increase the awareness of available bicycle routes, hence their potential for both utilitarian and recreational use. Continued distribution will help booster Alachua County's reputation as a bicycle friendly community through safety and educational program information printed on the map. The Bicycle facility map should be made available on-line for viewing and downloading.

Shower and Lockers at Workplaces

Bicycle commuters face the additional impediment of a lack of showers and lockers at their work places. The provision of showers and lockers at workplaces should be encouraged and perhaps stipulated through Alachua County and the individual municipalities' land development regulations. Accordingl y, incentives should be offered, possibly in the form of Floor-to-Area Ratio (FAR) increases, transportation impact fee reductions, building area exemptions, or traffic impact analysis reductions for equitable concurrency evaluations.

4.6 Funding Sources

There are numerous existing and potential funding sources for implementing the recommended facility improvements and programs identified in this *Plan*. They include:

TEA-21 Surface Transportation Program (STP)

Fund Source: Federal

Contact: Marlie Sanderson AIC P, Gainesville Urbanized Area MTPO, (352) 955-2200

The Surface Transportation Program is a flexible federal funding program. STP funds may be used for the construction of bicycle facilities on all categories of roads and for non-construction bicycle safety projects such as brochures, educational programs, and route maps. Bicycle trails can also be funded through the Surface Transportation Program.

Ten percent of Florida's annual STP funds must be set-aside for Transportation Activities. There are specific criteria that proposed bicycle facilities must meet in order to receive enhancement funds.

1) The facilities must meet or exceed standard provisions for the safe accommodation of non-motorized users on or along roadways. 2) The facility must meet the most recently approved planning and design requirements of the American Association of State Highway Transportation Officials Guide to Bicycle Facilities, FDOT's Florida Safety Plan, and the Americans with Disabilities Act Architectural Guidelines. 3) Facilities called for in state or federal guidelines are not eligible for enhancement funding, but should be included in roadway projects. Enhancement funds can be used to complement such facilities, link existing facilities, and otherwise help complete a comprehensive system. 4) The facilities must be available and accessible to the general public. 5) The application must include a written commitment from a public agency for the maintenance and operation of the proposed facility. 6) The facility must be supported by a local or regional plan, where applicable.

The 2020 Transportation Plan set aside roughly $3.7 over the next 20 years for roadways and trails identified as top priorities in this

Plan. Funds allocated in the 2020 Plan come from State and Federal sources, primarily the Federal Surface Transportation Program. The prioritization ranking of roadways and trails for construction is established in the Cost-Feasible Section of the *2020 Transportation Plan.*

TEA-21 Transportation Enhancement Funding

Fund Source: Federal

Contact: Marlie Sanderson AIC P, Gainesville Urbanized Area MTPO, (352) 955-2200

The Transportation Enhancement Program is a flexible federal funding program that specifically targets provisions for bicycle infrastructure. Enhancement funds may be used for the construction of bicycle facilities on all categories of roads and for various bicycle safety and education programs and projects. The conversion of former railroad corridors into bicycle paths is also something that can be funded through the Transportation Enhancement Program.

Transit enhancements is a new program enacted as part of TEA-21. Transit enhancement funding can be used to construct bicycle facilities to access transit service. In addition, the transit funding can also be used for the construction of bicycle parking facilities at transit stops and for installing bike racks on buses.

Impact Fees and Bicycle Concurrency

Potential Fund Source: Alachua County and its Jurisdictions

Under 163.3202 F.S. each county and municipality is encouraged to use innovative land development regulations including impact fees. Currently, Alachua County and the City of Gainesville do not collect impact fees. However, it is possible in the foreseeable future that an

Impact Fee Ordinance may be adopted. The Impact Fee Ordinance should include language that allows a rational percentage of the revenues to be used for bicycle "capacity" improvements.

Target bicycle LOS standards are being adopted in this *Plan*. These targets can be used for concurrency purposes. If a development degrades the LOS of an existing bicycle facility below the target bicycle LOS standard, they should be required to mitigate that impact by constructing improved bicycle facilities or by paying a fee in-lieu of constructing the facilities. The City of Gainesville could require development within the Transportation Concurrency Exception Area to provide bicycle facilities or contribute to a bicycle improvement fund, in exchange for not being required to meet automobile concurrency requirements.

State Safety Grant Program

Fund Source: State

Contact: Andrea Atran, FDOT Community Traffic Safety Team, at (800) 207-8236

Bicyclist safety remains a priority area for the Florida Intrastate Highway System and all state roadways. The safety funds can be used to conduct safety studies as well as the reconstruction of roadways to enhance bicyclists' safety.

Section 402 Highway Safety Grant Program

Fund Source: Federal

Contact: Pat Pieratte, FDOT State Safety Office, at (850) 410-4929

Bicyclist safety remains a priority area for highway safety program funding under the Section 402 State and Community Highway Safety

Grant Program. Section 402 funds are primarily for program activities and research, but can be used for capital projects also. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) jointly administer projects initiated under the bicyclist safety priority area. Florida's Highway Safety Office receives Section 402 funds and allocates them to state agencies and local governments. The State submits a highway safety plan to NHTSA that serves as the application for a Section 402 grant. This plan identifies highway safety problems and countermeasures to address them. Florida's Highway Safety Plan must be submitted to the NHTSA Regional Administrator for Region IV by August 1 for the next fiscal year's funding consideration.

Recreational Trails Program

Fund Source: State

Contact: Alexandra Weiss, Florida Departement of Environmental Protection Office of Greenways & Trails, at (850) 488-3701

The Recreational Trails Program is a competitive program which provides grants for projects that provide, renovate or maintain recreational trails, trailhead and trailside facilities. The RTP funding is allocated as part of TEA-21. The program requires that a local government pursuing program funding must provide some level of matching funds. The maximum amount of funding per project is $80,000. The program provide grant opportunities once a yea r.

Greenways and Trails Acquisition Program

Fund Source: State

Contact: Cindy Radford, FDEP Office of Greenways &Trails, at (850) 488-3701

The Greenways and Trails Acquisition Program is a component of Florida Forever, the successor to Preservation 2000. The Greenways & Trails Acquisition Program receives 1.5 percent of the Florida Forever annual distribution. Communities can apply to the program to receive funding to acquire land for greenways and trails projects.

Florida Communities Trust

Fund Source: State

Contact: Florida Department of Community Affairs (850) 922-2207

A Component of Florida Forever, the Florida Communities Trust program provides grant and loan assistance to local governments for the acquisition of conservation and outdoor recreation lands that are needed to implement local government comprehensive plans. A portion of the funds are earmarked for acquisition related to recreational trails.

Suburban Mobility Initiatives Program (FTA)

Fund Source: Federal

Contact: Joseph Goodman, F TA (202) 366-0231

This program was established in response to a need to develop solutions to suburban mobility problems. The objective of the program is to provide assistance to suburban public agencies and nonprofit private organizations in their efforts to reduce dependence on the use of single occupant vehicles in suburban areas. The program provides funding, technical assistance, and support for local activities.

Regional Mobility Program (FTA)

Fund Source: Federal

Contact: Edward Thomas, F TA (202) 366-4984.

This program provides technical assistance, develops planning methods, and conducts outreach, research, demonstrations, and project evaluations that assist local communities in improving regional transportation mobility through relatively low-cost, innovative management strategies.

Community Development Block Grants

Fund Source: Federal

Contact: Susan Cook, State CDBG Program Officer, and (850) 487-3644

Under Title I of the Housing and Community Development Act of 1974 (Public Law 93-383), grants are awarded to communities to carry out a wide range of community development activities. These activities may include construction of public facilities and improvements. In addition, funds may be used for public services within certain limits and for activities relating to energy conservation and renewable energy resources.

CDBG funds are generally available to jurisdictions with a population with 51 percent low or moderate income. Eighty percent of the CDBG funds go directly from the federal government to urban areas and twenty percent go to the state, which distributes it to smaller jurisdictions of less than 50,000 population, using a competitive application process.

Florida Recreation Development & Assistance Program

Fund Source: State

Contact: FDEP, Division of Recreation and Parks, Bureau of Design and Recreation Services, at (850) 488-7896.

The Florida Recreation Development and Assistance Program is a competitive program which provides grants for acquisition or development of land for public outdoor recreation use.

Seed Grant Program

Fund Source: State

Contact: Mark Lippert, FDEP Office of Greenways & Trails, at (850) 488-3701.

The seed grant program provides funding for the planning of trails and the addition of amenities to existing or planned trails. The grants are a maximum of $5,000 per project.

Nature Tourism / Heritage Tourism Grant Program

Fund Source: Visit Florida

Contact: Phobe Williams, Visit Florida, at (850) 410-560 7.

Visit Florida is a non-profit corperation developed to promote tourism within Florida. The tourism grant program provides three different funding levels with differing requirements. The grant money is for marketing efforts aimed at promoting tourism and heritage activities including recreational trails and bicycle routes.

American Greenways Awards Program

Fund Source: The Conservation Fund

Contact: Leigh Anne McDonald, Amercian Greenways Coordinator, at (703) 526-6300.

The American Greenways Awards Program is a program started by The Conservation Fund. The Fund works with private companies such as DuPont and Kodak to provide funding for greenway development and enhancement. The maximum grant is $2,500 per project. The Fund works with different orginizations to provide funding for different greenway projects. The Conservation Fund should be contacted on a periodic basis as new grants are awared on a continuous basis.

Bikes Belong Grant

Fund Source: BikesBelong Coalition, Ltd.
Contact: BikeBelong Coalition, at (617) 734-2800.

The Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. Their goal is to increase bicycling activity nation wide. Bikes Belong awards grants of up to $10,000. The primary focus of the grant is for the planning and construction of bicycle facilities and off-road trails.

Private & Non-Profit Grants

Fund Source: Private Business & Non-Profit Orginizations
Contact: Theo Petritsch, FDOT Pedestrian/Bicycle Coordinator, State Safety Office, at (850) 410-4927.

A number of private companies and trust funds often sponsor grants for recreational improvements including bicycle trails. DuPont and Kodak are examples of two corporations who have previously provided grants for the development of bicycle and pedestrian trails. The Conservation Fund and the National Rails-to-Trails Association are examples of two non-profit orginaztaions that often provide grant funds for greenways and trails. These grants are often offered on a competitive basis. The grants can become available at any time and the requirements and funding available differ from grant to grant.

$^{9}/_{10}$ Cent ($0.009) Gas Tax

Fund Source: County

Under 336.021 F.S. any county in the state may impose a one-cent gas tax upon every gallon of motor fuel and special fuel sold in the County. The purpose of this tax is for "paying the costs and expenses of establishing, operating, and maintaining a transportation system and related facilities, and the cost of acquisition, construction, reconstruction, and maintenance of roads and streets." Counties are authorized to spend funds received under this section in conjunction with state or federal funds in joint projects.

Local Option Gas Tax

Fund Source: County

Under 336.025 F.S. a county may impose a local option gas tax that totals between one and eleven cents, in addition to the "$^{9}/_{10}$ Cent Gas Tax" described above. Funds received under this section may only be used for transportation expenditures, including bike lanes.

Local Assessments For Bikepath/Sidewalk Construction And Special Assessments On Builders and Contractors

Fund Source: Local

Under 170.01 F.S. any municipality is authorized to provide for the construction or reconstruction of sidewalks and streets. Special assessments will be levied only on the benefited real property based on the special benefit that the property is receiving from the improvement. The assessment can only be levied when the improvements funded by the special assessment provide a benefit, which is different from benefits provided by the community as a whole.

Municipal Service Benefit Unit

Fund Source: Local

Under 125.01 F.S. any County is authorized to establish municipal service taxing or benefit units within which may be provided "essential facilities and municipal services (including sidewalks and transportation) from funds derived from service charges, special assessments, or taxes within such unit only."

Low Interest Loans to Commercial Property Owners

Fund Source: Local

Under 163.370 F.S., authorizing community redevelopment agencies, local governments may make low-interest loans for the purpose of construction or reconstruction of streets, including bike lanes along those streets.

Local Government Infrastructure Surtax

Fund Source: Local

Under 212.055 F.S. each county may levy a discretionary sales surtax of 0.5 percent or 1.0 percent. The proceeds shall be expended to finance, plan, and construct infrastructure.

Map 1A
Alachua Countywide
Bicycle Facility Inventory &
Quality of Service Evaluation
North Central Florida
Regional Planning Council
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See Map Inset
LEGEND
Existing Bicycle Network
Existing Bike Lane/Trail/Paved Shoulder
Programmed Improvements
Bicycle QOS A/B/C
Final study network
Limited access road
Schools
University
Parks
Major
Staffed
Minor
Background Street Network
Water bodies
Conservation
Municipalities
MTPO Boundary
Sprinkle Consulting Inc.
SCI
technology and innovation
Planners and Engineers


Map 1B
Alachua Countywide
Bicycle Facility Inventory &
Quality of Service Evaluation
North Central Florida
Regional Planning Council
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LEGEND
Existing Bicycle Network
Existing Bike Lane/Trail/Paved Shoulder
Programmed Improvements
Bicycle QOS A/B/C
Final study network
Limited access road
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Water bodies
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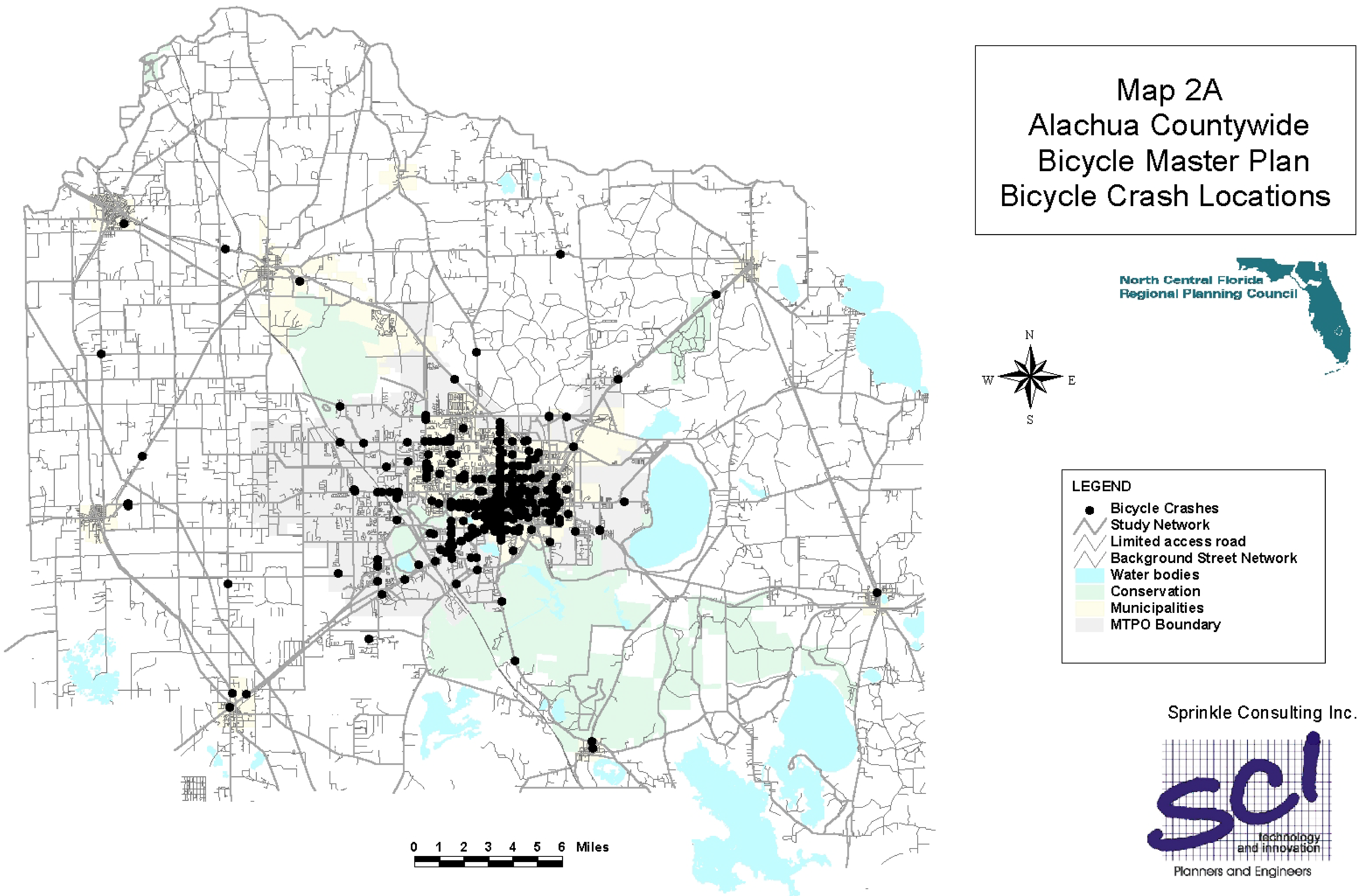
Sprinkle Consulting Inc.
SCI
technology and innovation
Planners and Engineers


Map 2A
Alachua Countywide
Bicycle Master Plan
Bicycle Crash Locations
North Central Florida
Regional Planning Council
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Bicycle Crashes
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Limited access road
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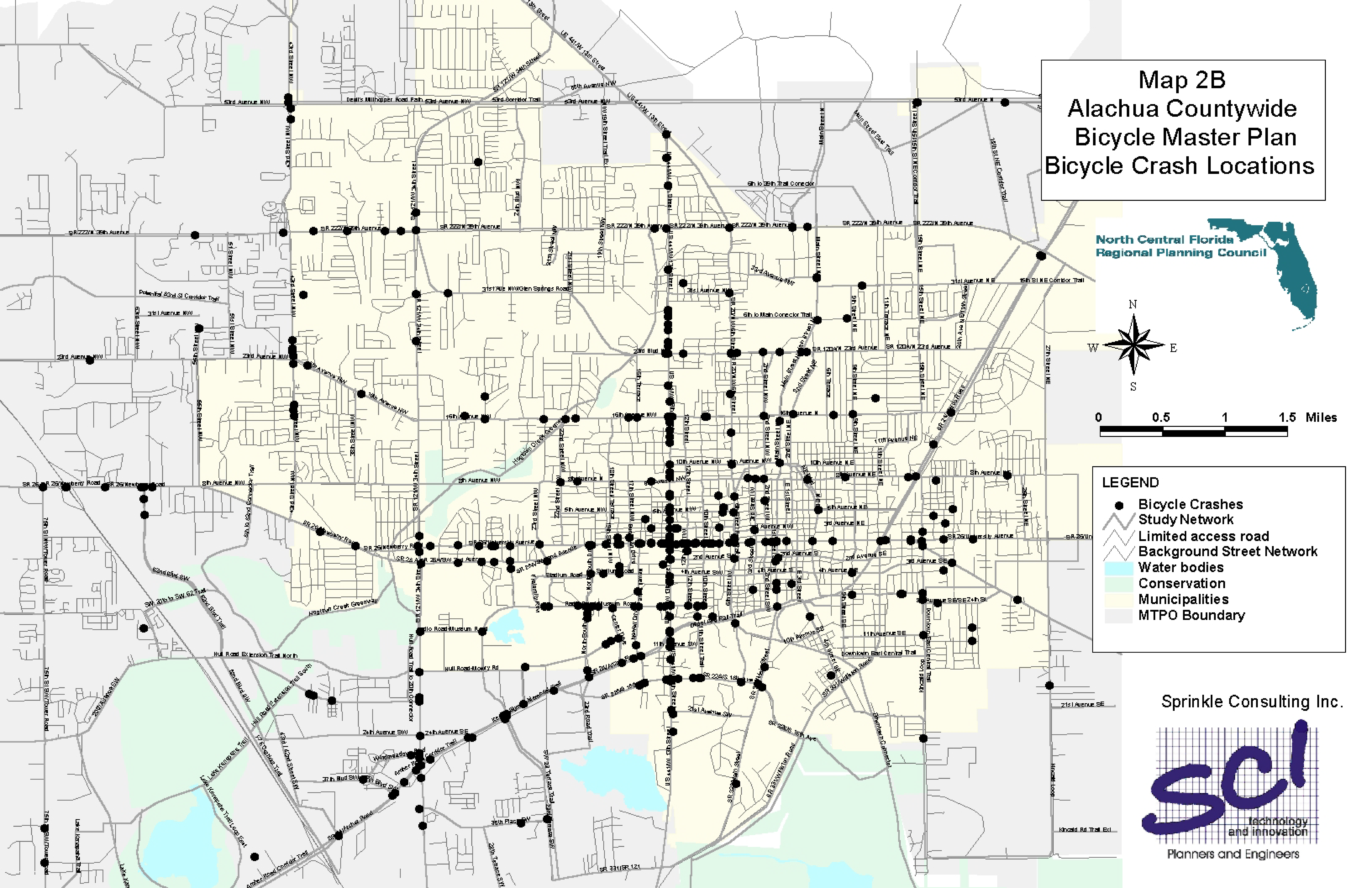

Map 2B
Alachua Countywide
Bicycle Master Plan
Bicycle Crash Locations
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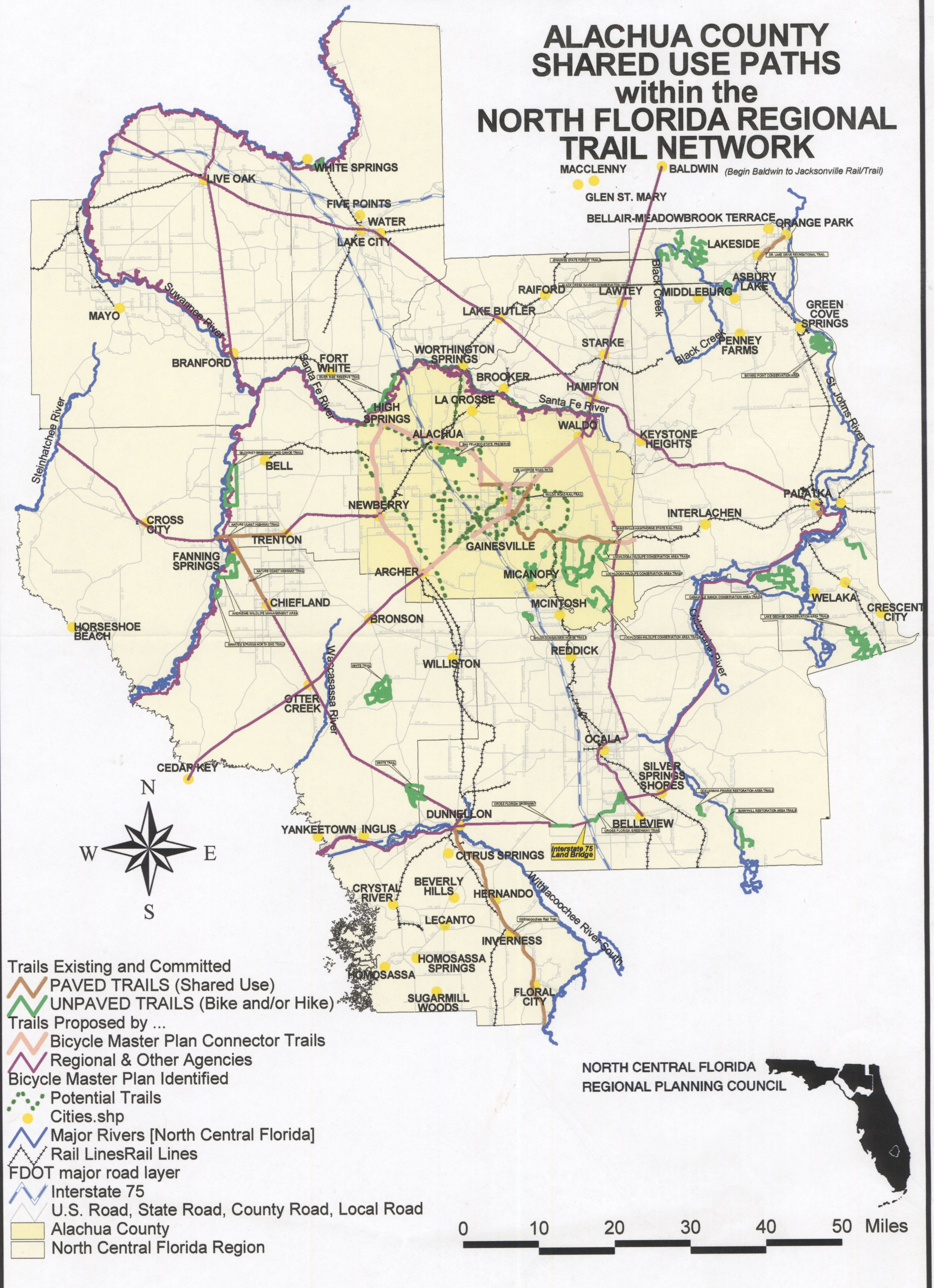
Planners and Engineers

MAP 3
REGIONAL TRAIL MAP




Map 4A
Alachua Countywide
Bicycle Master Plan
Prioritization
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LEGEND
Study Network
Existing Bike Lane/Trail/Paved Shoulders
Programmed Improvements
Bicycle QOS A/B/C
Priority I Roads
Priority II Roads
Priority III Roads
Priority I Trails
Priority II Trails
Priority III Trails
UF Campus Roads
Detailed Corridor Study Needed
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Limited Access Road
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Parks
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Water Bodies
Conservation
Municipalities
MTPO Boundary
Sprinkle Consulting Inc.
technology and innovation
Planners and Engineers


Map 4B
Alachua Countywide
Bicycle Master Plan
Prioritization
North Central Florida
Regional Planning Council
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Study Network
Existing Bike Lane/Trail/Paved Shoulders
Programmed Improvements
Bicycle QOS A/B/C
Priority I Roads
Priority II Roads
Priority III Roads
Priority I Trails
Priority II Trails
Priority III Trails
UF Campus Roads
Detailed Corridor Study Needed
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Limited Access Road
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Appendix “A”

Public Involvement and Interagency Coordination

In addition to the Steering Committee, interagency coordination was obtained for the Countywide Bicycle Master Plan through a special working group meeting held on July 26, 2000, and multiple meetings between the project manager and individual organizations during July and August 2000. Through these meetings, input was gathered from the following people/organizations:

Steve Phillips, City of Gainesville – Nature Operations Division
Emery Swearingen, City of Gainesville – Public Works Dept.
Stu Pearson, City of Gainesville – Public Works Dept.
Joye Brown, FDOT District Two – Planning Office
Donna Whitney, FDOT District Two – Rail Office
Kristie Brewer – GRU Real Estate
Edwin McCook – Suwannee River Water Management District
Mark Gluckman – consultant to Suwannee River Water Management District
Nels Parson – St. Johns River Water Management District
Jim Weimer – Paynes Prairie State Preserve
Randy Brown, San Felasco Hammock State Preserve
Bill Lecher – Alachua County Public Works Dept.
Ernie Taylor – Alachua County Public Works Dept.

These agency representatives were contacted because their respective agencies would ultimately be involved in implementation of the Plan recommendations. In addition to this interagency coordination effort, a strong public involvement program was part of the Plan development process. Two public workshops were held, in June 2000 and April 2001, to gather public input. Throughout the Plan development process, status reports and incremental work products were provided to the Citizens Advisory Committee, Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board to the Metropolitan Transportation Planning Organization. These meetings are advertised and open to the public, thus providing additional opportunities for input. Furthermore, the Countywide Bicycle Master Plan process was the subject of a Town Meeting organized by Sustainable Alachua County and held as part of the eighth annual Bike, Hike and Bus Week activities on September 13, 2000.

QUESTIONNAIRE:

STANDARD FOR A BICYCLING LEVEL OF SERVICE

The purpose of this survey is to help establish a minimum bicycling level of service (LOS) for development of the *Master Plan*. This level of service standard will be used to help plan on-street bikeways. Your opinion (at the bottom of this sheet) as to what the minimum bicycle LOS standard should be will help to determine the *Master Plan's* LOS standard.

Please consult MAP 1: Bicycle Level of Service Results: Existing Conditions as well as the graphic titled "Bicycling Conditions" to help in your selection of a Bicycle LOS standard. The level of service grades represent varying bicycling conditions; bicycle LOS "A" being the highest or best, and bicycle LOS "E" & "F" being the lowest or worst. The cost associated with achieving LOS "A" is very high compared to that for achieving LOS "E" & "F". Consequently, the amount of time it would take to implement LOS "A", countywide, is much longer than it would take to implement LOS "E" & "F".

The existing average countywide bicycle level of service is "C".

Knowing this, what bicycling LOS grade would you like to see adopted for the Master Plan given the following combinations of grade, cost, and time to implement? (Please check only <u>one</u>)

	LOS Grade	Cost	Time to Implement
_____	A	High	Long
_____	B	Mod. High	Mod. Long
_____	C	Moderate	Moderate
_____	D	Mod. Low	Mod. Short
_____	E & F	Low	Short

Comments:

____

____

____

Name: ______________________________________

Address: ______________________________________

City/State/Zip: ______________________________________

QUESTIONNAIRE:

DRAFT GOALS: THE GAINESVILLE – ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

GOALS are an integral part of a transportation plan because they provide direction, or focus, to the community's vision. For the *Bicycle Master Plan*, they will result from community and advisory committee's input, and the MTPO's translation of this into specific guidelines and recommendations to the agencies that construct transportation facilities.

Your assistance in ranking the Goals listed below is requested. Your ranking will influence the Goals on which emphasis will be placed, hence how funding is ultimately allocated. There are four Goal categories, please rank them in order of importance to you. Rank them in descending order, with the most important Goal as "1", the least important as "4". A comment(s) section is also provided for your convenience. The draft Goals of the *Bicycle Master Plan* are:

_____ A) To provide, through the *On-Road Facilities Program*, a safe and convenient bicycle network within Alachua County.

_____ B) To provide, through the *Off-Road Facilities Program*, a network of urban trails within Alachua County.

_____ C) To enhance, through the *Safety Improvements Program*, the safety of bicyclists in Alachua County.

_____ D) To increase, through the *Mode Shift Program*, non-motorized travel in Alachua County.

_____ E) Other (please specify): ____

____

Comments:

____

____

____

Name: ____

Address: ____

City/State/Zip: ____

Countywide Bicycle Master Plan
Public Workshop #1 Attendance
6/6/2000

Suzanne Sheridan
Gainesville Resident

Wesley Harrell
Gainesville Resident

Geoff Sample
Gainesville Resident

Roger Pierce
Gainesville Resident/
Gainesville Cycling Club

Marlie Sanderson
MTPO staff / NCFRPC

Laura Dedenbach
Alachua County Planning Office

Gerry Dedenbach
MTPO staff / NCFRPC

Maggi Davison
Bike/Ped Advisory Board

Ken Cline
Gainesville Resident

Lauri Jenkins
Gainesville Resident

Jay Nordqvist
Bike/Ped Advisory Board

Audra Strahl
Gainesville Resident

Steve Lachnicht
Gainesville Resident

Bob Karp
Gainesville Resident

Robert Hewitt
Gainesville Resident

Kent Walker
Gainesville Resident

Diann Dimitri
Gainesville Resident
John Jack
Gainesville Resident

George & Lee Edwards
Gainesville Resident

Denise & Matt Herrmann
Gainesville Resident

Brian Raisler
Gainesville Resident

David Welch
Bike/Ped Advisory Board

Robert Hamlin
Keystone Resident

John Matthews
Gainesville Resident

Jim Leary
Gainesville Resident

Bob Casey
Gainesville Resident/
FL State Representative

Avi Baumstein
Bike/Ped Advisory Board

Robert Hutchinson
Alachua County Commission

Karen Kolinski
UF/URP Student

Brian Cotter
Gainesville Resident

Patrick Burger
Gainesville Resident

Lauri Triulzi
Bike/Ped Advisory Board

Cindy & Danny Dresdner
Gainesville Resident

Matt Dube'
City of Gainesville CRA

Sally Warrick
Classic 89

Michael Walker
Gainesville Resident

Sally Dickinson
Gainesville Resident

Victor Gonzalez
Gainesville Resident

Warren Nielsen
Gainesville City Commission

Larry Schwandes
Gainesville Resident

Peter NeSmith
Gainesville Resident

Steve Schell
Sustainable Alachua County

Matthew Hurst
Gainesville Resident

Purvis Dedenbaugh
Gainesville Resident

Mike Gilbert
Gainesville Resident

Bill Harden
City of Gainesville Public Works Dept.

Linda Dixon
City of Gainesville Public Works Dept.

Countywide Bicycle Master Plan
Public Workshop #2 Attendance
4/19/2001

Autumn Hollis
UF Journalism Student

Marlie Sanderson
MTPO staff / NCFRPC

Chandler Otis
Bike/Ped Advisory Board

Mark Fusano
High Springs Herald

Angie Perez
RTS

Abbas Bagheri
Gainesville Resident

Steve Lachnicht
Alachua Planning

Dekova Batey
City of Gainesville Public
Works Dept.

Doreen Howard
FDOT

Karen Taulbee
FDOT

Alice Bojanowski
UF/SAC

Maggie Johnson
Gainesville Resident

Mary Tod
Gainesville Resident/
Gainesville Cycling Club

Amy Brady
UF/URP Student

Alexis Massaro
UF

Brian Cotter
Gainesville Resident/
Spare Tire Bike Club

Matt & Denise Harrmann
Gainesville Residents

Laura Namm
Gainesville Resident

Peter NeSmith
Gainesville Resident

Tim Strauser
Bike/Ped Advisory Board

Gus Antonini
Gainesville Resident/
Gainesville Cycling Club

Mike Warren
Gainesville Resident/
Gainesville Cycling Club

David Welch
Bike/Ped Advisory Board

Pat Burger
Gainesville Resident

John Sabatella
Alachua County Public
Works Dept.

Wesley Harrell
Gainesville Resident
Jill Kerr
Gainesville Resident

Gary Dockter
High Springs Resident

George Edwards
Bike/Ped Advisory Board

Paul Campbell
Bike/Ped Advisory Board

Julia Reiskind
Bike/Ped Advisory Board

Brian McAllister
Gainesville Resident

Sally Warrick
Classic 89

Christopher Slotts
UF/URP Student

Linda Dixon
City of Gainesville Public
Works Dept.

Appendix “B”

Column Heading	Definition
F_Seg_ID	This is a unique ID number for each study segment within the bicycle study network.
Street	The street name of the study segment
From	The study segment start point
To	The study segment end point
Length (miles)	The length of the study segment
Traffic Vol. (ADT)	Denotes the average daily (motor vehicle) traffic volume that occurs on the study segment
Bicycle QOS (Score)	Indicates the numerical Bicycle Quality of Service (BQOS) score of the study segment.
Bicycle QOS (Grade)	Indicates the BQOS letter grade of the study segment. Each segment is rated from "A" to "F", where "A" indicates the best bicycle conditions and "F" indicates the worst bicycle conditions
Final Facility Selected (see Figure 7 – Facility Selection and Cost Decision Tree)	Indicates the retrofit facility selected for each individual network segment, including: • Trail – for off-road facilities • S – for restriping projects • R1A – for bikelane • R3 – for paved shoulder • SP – for sidepaths • CSN – for Corridor Study Needed • Existing – for roads or trails that currently have bicycle facilities • LOS – for roads that meet or exceed the target Level of Service standards ("B" for non-state roads, "C" for state roads)
Target BQOS Score	Depicts the numerical target Bicycle Quality of Service score for individual road segments
Delta BQOS Score	Shows the numeric difference between the target BQOS score and the existing BQOS score for individual road segments
100% Delta BQOS	Denotes the Delta BQOS score converted to a 100 percentile scale, for use in calculating the Benefit-Cost ratio
100% LD Score	Denotes each segment's Latent Demand score converted to a 100 percentile scale, for use in calculating the Benefit-Cost ratio
100% Public Input Score	Indicates the public input score on a 100 percentile scale, for use in calculating the Benefit-Cost ratio
Benefit Score	The score of the numerator of the Benefit-Cost ratio = (0.4)x(∆BQOS) + (0.4)x(Latent Demand) + (0.2)x(Public Input)
Unit Facility Cost	Shows the unit cost of the facility selected for individual segments via the Facility Selection & Cost Decision Tree
100% B/C Ratio	Each segments Benefit-Cost ratio converted to a 100 percentile scale
Priority Group (I, II & III)	Indicates the priority group in which the segment falls: • Priority I – These are study segments that have the highest priority for retrofit construction. • Priority II – These segments represent the second tier of retrofit candidates. • Priority III – These segments have the lowest priority and represent the "long-term" bicycle network
Facility Cost	The cost to construct the bicycle facility (unit cost x length)
Cumulative Cost	A running total of network segment facility costs
Fund. Alloc.	Funding Allocation – states whether or not a particular segment falls within the anticipated funding through the Year 2020; "FA" indicates yes, "-" indicates no

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
5007.0	Downton Connector	6th St Trl /Eof S. Main St	SE 4th Street	0.39		**6.50**	**F**	Trail	2.5	4	100	88	89	93	138000	**100**	I	53820	53,820	FA
6001.0	Hull Road Extension Trail North	SR 121/W 34th Street	SW 20th Ave/SW 62nd Blvd	1.60		**6.50**	**F**	Trail	2.5	4	100	96	70	92	138000	**100**	I	220800	274,620	FA
70.0	6th Street W	SW 16th Avenue	Depot Avenue	0.54	5,549	**3.29**	**C**	S	2.5	0.79	19.75	92	56	56	1	**100**	I	1	274,621	FA
214.0	SR 26/University Avenue	NE 15th Street	NE 25th Street	0.82	10,300	**4.26**	**D**	S	3.5	0.76	19	90	53	54	1	**100**	I	1	274,622	FA
78.0	Main Street N	NW 16th Avenue	NE 8th Avenue	0.52	5,320	**3.58**	**D**	S	2.5	1.08	27	83	50	54	1	**100**	I	1	274,623	FA
1548.0	10th Avenue NE	2nd Street NE	NE Blvd	0.13	4,268	**3.31**	**C**	S	2.5	0.81	20.25	80	50	50	1	**100**	I	1	274,624	FA
430.0	2nd Street W	NW 2nd Avenue	NW 8th Avenue	0.41	2,210	**2.70**	**C**	S	2.5	0.2	5	94	50	50	1	**100**	I	1	274,625	FA
312.0	E 3rd Street	SR 26/E University Avenue	NE 2nd Avenue	0.09	2,881	**2.68**	**C**	S	2.5	0.18	4.5	91	53	49	1	**100**	I	1	274,626	FA
1580.0	15th Street NE	NE 16th Avenue	NE 23rd Avenue	0.51	3,883	**2.72**	**C**	S	2.5	0.22	5.5	86	50	47	1	**100**	I	1	274,627	FA
279.0	SR 26/University Avenue	NE 25th Street	NE 43rd Street	1.18	10,300	**4.11**	**D**	S	3.5	0.61	15.25	76	50	47	1	**100**	I	1	274,628	FA
24.0	SR 26/University Avenue	SR 20/Hawthorne Road	NE 15th Street	0.09	10,300	**3.92**	**D**	S	3.5	0.42	10.5	81	50	47	1	**100**	I	1	274,629	FA
1546.0	10th Avenue NW	Main Street N	2nd Street NW	0.12	4,268	**3.31**	**C**	S	2.5	0.81	20.25	83	0	41	1	**100**	I	1	274,630	FA
1582.0	15th Street NE	NE 23rd Avenue	NE 31st Avenue	0.50	3,883	**2.72**	**C**	S	2.5	0.22	5.5	73	50	41	1	**100**	I	1	274,631	FA
74.0	4th Street SE	SR 331/Williston Road	Depot Avenue	0.72	3,003	**3.08**	**C**	S	2.5	0.58	14.5	85	3	41	1	**100**	I	1	274,632	FA
1542.0	10th Avenue NW	2nd Street NW	6th Street NW	0.27	4,360	**2.94**	**C**	S	2.5	0.44	11	87	3	40	1	**100**	I	1	274,633	FA
299.0	SR 331/Williston Road	SE 1st Avenue	SR 26/University Avenue	0.06	16,700	**4.12**	**D**	S	3.5	0.62	15.5	80	0	38	1	**100**	I	1	274,634	FA
146.0	SR 20/Hawthorne Road	SR 24/Waldo Road	NE 15th Street	0.25	15,400	**3.82**	**D**	S	3.5	0.32	8	85	3	38	1	**100**	I	1	274,635	FA
252.0	15th Street NE	NE 31st Avenue	SR 222/NE 39th Avenue	0.50	5,330	**2.80**	**C**	S	2.5	0.3	7.5	59	50	37	1	**100**	I	1	274,636	FA
280.0	SR 26/University Avenue	NE 43rd Street	CR 329B/Lakeshore Drive	0.67	10,300	**4.11**	**D**	S	3.5	0.61	15.25	50	50	36	1	**100**	I	1	274,637	FA
207.0	SR 26/Newberry Road	NW 43rd Street	SR 26A/ SW 2nd Avenue	0.67	32,875	**3.73**	**D**	S	3.5	0.23	5.75	79	0	34	1	**100**	I	1	274,638	FA
231.0	51st Street NW	NW 23rd Avenue	27 AVE	0.52	9,037	**3.13**	**C**	S	2.5	0.63	15.75	66	0	33	1	**100**	I	1	274,639	FA
249.0	SR 20/NW 6th Street	SR 222/N 39th Avenue	US 441/W. 13th Street	0.91	9,700	**3.96**	**D**	S	3.5	0.46	11.5	63	0	30	1	**100**	I	1	274,640	FA
1328.0	US 41	W County Line	N Main Street	1.86	*8,000*	**4.11**	**D**	S	3.5	0.61	15.25	30	0	18	1	**100**	I	1	274,641	FA
5005.0	Downtown Connector	SE 4th Street	Gainesville-Hawthorne Trail	1.12		**6.50**	**F**	Trail	2.5	4	100	77	100	91	138000	**99.89**	I	154560	429,201	FA
6039.0	Lake Kanapaha Trail	I-75	Lake Kanapaha Trail Loop Wes	1.05		**6.50**	**F**	Trail	2.5	4	100	89	72	90	138000	**99**	I	144900	574,101	FA
7058.0	Hogtown Creek Greenway	NW 16th Ave	NW 25th Terr	0.63		**6.50**	**F**	Trail	2.5	4	100	86	72	89	138000	**97.98**	I	86940	661,041	FA
7053.0	Sweetwater Branch/Kelly Plant Greenway	SW 4th Ave	Depot Ave	0.26		**6.50**	**F**	Trail	2.5	4	100	94	56	89	138000	**97.49**	I	35880	696,921	FA
6013.0	Archer Road Corridor Trail	SR 121\W 34th St	SW 23rd Terr.	0.78		**6.50**	**F**	Trail	2.5	4	100	89	61	88	138000	**96.67**	I	107640	804,561	FA
6075.0	Hogtown Creek Greenway	SR 222/N 39th Ave	NW 23rd Blvd	1.02		**6.50**	**F**	Trail	2.5	4	100	87	64	88	138000	**96.66**	I	140760	945,321	FA

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6076.0	Hogtown Creek Greenway	NW 23rd Blvd	NW 16th Ave	0.85		6.50	F	Trail	2.5	4	100	91	56	88	138000	96.57	I	117300	1,062,621	FA
5006.0	Downtown Connector	Depot Ave Rail Trail	6th St Trail/S. Main St	0.34		6.50	F	Trail	2.5	4	100	91	56	88	138000	96.52	I	46920	1,109,541	FA
7057.0	Hogtown Creek Greenway	NW 25th Terr	N 8th Avenue	0.49		6.50	F	Trail	2.5	4	100	90	56	87	138000	95.78	I	67620	1,177,161	FA
6054.0	Downtown East Central Trail	SR 20\Hawthorne Rd	SE 8th Avenue	0.67		6.50	F	Trail	2.5	4	100	90	56	87	138000	95.7	I	92460	1,269,621	FA
6053.0	Downtown East Central Trail	NE 8th Ave	SR 20\Hawthorne Rd	1.55		6.50	F	Trail	2.5	4	100	88	59	87	138000	95.55	I	213900	1,483,521	FA
7056.0	Hogtown Creek Greenway	N 8th Avenue	SR 121/W 34th Street	0.35		6.50	F	Trail	2.5	4	100	90	53	86	138000	95.24	I	48300	1,531,821	FA
7065.0	23rd Road Trail	SR 24/Archer Rd	SW 23rd Terr.	1.02		6.50	F	Trail	2.5	4	100	89	53	86	138000	94.82	I	140760	1,672,581	FA
6014.0	SW 23 Terrace Trail	SR 24/Archer Rd	35th Place SW	0.57		6.50	F	Trail	2.5	4	100	88	53	86	138000	94.59	I	78660	1,751,241	FA
6010.0	I-75 Corridor Trail	SW 20th Ave	SW 41st Blvd	0.90		6.50	F	Trail	2.5	4	100	85	59	86	138000	94.33	I	124200	1,875,441	FA
7018.0	Downtown East Central Trail	Depot Ave	SR 331/Williston Road	0.81		6.50	F	Trail	2.5	4	100	83	59	85	138000	93.51	I	111780	1,987,221	FA
7055.0	Hogtown Creek Greenway	SR 121/W 34th Street	SR 26/Newberry Road	0.36		6.50	F	Trail	2.5	4	100	86	53	85	138000	93.48	I	49680	2,036,901	FA
6077.0	Hogtown Creek Greenway	NW 22nd St	NW 23rd Ave	0.50		6.50	F	Trail	2.5	4	100	87	50	85	138000	93.28	I	69000	2,105,901	FA
7054.0	Hogtown Creek Greenway	Hull Road Extension Trail	SR 26/Newberry Road	1.06		6.50	F	Trail	2.5	4	100	83	56	84	138000	92.98	I	146280	2,252,181	FA
7060.0	8th to 62nd Connector Trail	SR 26/Newberry Road	SW 62nd Blvd.	1.32		6.50	F	Trail	2.5	4	100	78	64	84	138000	92.65	I	182160	2,434,341	FA
6002.0	Hull Road Extension Trail South	SR 121/W 34th Street	SW 20th Ave	1.01		6.50	F	Trail	2.5	4	100	85	50	84	138000	92.62	I	139380	2,573,721	FA
206.0	62nd Blvd SW	SR 26/Newberry Road	SW 20th Avenue	1.66	19,361	4.81	E	R1A	2.5	2.31	57.75	82	50	66	109000	92.1	I	180940	2,754,661	FA
6012.0	Archer Road Corridor Trail	I-75	SR 121\W 34th St	1.04		6.50	F	Trail	2.5	4	100	81	53	83	138000	91.28	I	143520	2,898,181	FA
6029.0	Archer Road Corridor Trail	I-75	SW 56th Terrace	1.29		6.50	F	Trail	2.5	4	100	82	50	83	138000	90.99	I	178020	3,076,201	FA
6051.0	6th to Main Conector Trail	SR 20/NW 6th St	N. Main St	0.69		6.50	F	Trail	2.5	4	100	82	50	83	138000	90.99	I	95220	3,171,421	FA
5003.0	Hull Road Trail to 20th Connector	SW 20th Ave	Hull Road Extension Trail No	0.25		6.50	F	Trail	2.5	4	100	80	53	83	138000	90.91	I	34500	3,205,921	FA
6023.0	Idylwild Connector Trail	16th Avenue SE	Gainesville-Hawthorne Trail	0.84		6.50	F	Trail	2.5	4	100	72	64	82	138000	89.79	I	115920	3,321,841	FA
6016.0	SW 23 Terrace Trail	35th Place SW	SR 331	0.88		6.50	F	Trail	2.5	4	100	77	53	81	138000	89.68	I	121440	3,443,281	FA
7072.0	Hogtown Creek Greenway	8th to 62nd Connector Trail	Hull Road Trail Extension	1.90		6.50	F	Trail	2.5	4	100	72	64	81	138000	89.67	I	262200	3,705,481	FA
6022.0	Idylwild Connector Trail	SR 331	16th Ave SE	1.37		6.50	F	Trail	2.5	4	100	79	50	81	138000	89.64	I	189060	3,894,541	FA
6086.0	Potential 83rd St Corridor Trail	NW 83rd St	NW 51st St	2.12		6.50	F	Trail	2.5	4	100	68	70	81	138000	89.24	I	292560	4,187,101	FA
6055.0	Downtown East Central Trail	SE 8th Avenue	SR 331/Williston Road	0.83		6.50	F	Trail	2.5	4	100	74	56	81	138000	89.03	I	114540	4,301,641	--
93.0	9th Road SW-Depot Avenue-SE 7th Avenue	Main Street	SW 6th Street	0.27	5,401	4.06	D	R1A	2.5	1.56	39	95	50	64	109000	88.91	I	29430	4,331,071	--
6069.0	I-75 Corridor Trail	SR 121	Sw 23rd Terr	1.10		6.50	F	Trail	2.5	4	100	74	53	80	138000	88.51	I	151800	4,482,871	--
6009.0	SW 20th to SW 62 Trail	SW 20th Avenue	62 SW Blvd	0.80		6.50	F	Trail	2.5	4	100	70	59	80	138000	87.86	I	110400	4,593,271	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6011.0	I-75 Corridor Trail	SW 41st Blvd	SR 24	0.87		6.50	F	Trail	2.5	4	100	74	50	80	138000	87.62	I	120060	4,713,331	--
7073.0	Hull Road Extension Trail South	SW 20th Ave	SW 40th Blvd	0.28		6.50	F	Trail	2.5	4	100	72	53	79	138000	87.52	I	38640	4,751,971	--
6019.0	I-75 Corridor Trail	SW 40th Blvd	SR 121	1.20		6.50	F	Trail	2.5	4	100	70	53	79	138000	86.48	I	165600	4,917,571	--
7074.0	Hull Road Extension Trail South	SW 40th Blvd	I-75 Corridor Trail	0.24		6.50	F	Trail	2.5	4	100	70	50	78	138000	86.05	I	33120	4,950,691	--
6015.0	SW 23 Terrace Trail	SR 331	SW 56th Ave	0.91		6.50	F	Trail	2.5	4	100	70	50	78	138000	85.99	I	125580	5,076,271	--
7075.0	11th Street SW	Depot Avenue	11th Terrace	0.30		6.50	F	Trail	2.5	4	100	95	0	78	138000	85.94	I	41400	5,117,671	--
6021.0	Idylwild Connector Trail	US 441/W 13th Street	SR 331	0.86		6.50	F	Trail	2.5	4	100	68	53	78	138000	85.82	I	118680	5,236,351	--
6018.0	I-75 Corridor Trail	SR 24	SW 40th Blvd	0.25		6.50	F	Trail	2.5	4	100	69	50	77	138000	85.23	I	34500	5,270,851	--
6043.0	Lake Kanapaha Trail Loop East	Lake Kanapaha Trail	A	1.07		6.50	F	Trail	2.5	4	100	67	50	77	138000	84.39	I	147660	5,418,511	--
6020.0	Idylwild Connector Trail	SW 23rd Terr Trail	US 441/W 13th Street	0.76		6.50	F	Trail	2.5	4	100	65	50	76	138000	83.63	I	104880	5,523,391	--
6044.0	Lake Kanapaha Trail Loop West	A	Lake Kanapaha Trail	1.15		6.50	F	Trail	2.5	4	100	62	50	75	138000	82.34	I	158700	5,682,091	--
6080.0	Main Street West Trail	NW 53rd Ave	SR 222/N 39th Ave	1.06		6.50	F	Trail	2.5	4	100	60	53	75	138000	82.31	I	146280	5,828,371	--
7059.0	8th to 62nd Connector Trail	NW 8th Ave	SR 26/Newberry Road	0.15		6.50	F	Trail	2.5	4	100	62	50	75	138000	82.31	I	20700	5,849,071	--
6052.0	Downtown East Central Trail	NW 39th Ave	NE 8th Ave	1.65		6.50	F	Trail	2.5	4	100	56	61	75	138000	82.15	I	227700	6,076,771	--
6037.0	Lake Kanapaha Trail	SW 24th Ave	SW 41st Place	0.94		6.50	F	Trail	2.5	4	100	59	56	75	138000	82.13	I	129720	6,206,491	--
6057.0	6th to 39th Trail Conector	N Main Street	SR 20/NW 6th St	0.86		6.50	F	Trail	2.5	4	100	61	50	74	138000	81.75	I	118680	6,325,171	--
6056.0	6th to 39th Trail Conector	SR 222/N 39th Ave	N Main Street	0.66		6.50	F	Trail	2.5	4	100	58	53	74	138000	81.33	I	91080	6,416,251	--
6040.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.86		6.50	F	Trail	2.5	4	100	57	53	74	138000	80.96	I	118680	6,534,931	--
6063.0	San Felasco Park Trail	San Felasco Park Trail	North Alachua Rail Trail	2.04		6.50	F	Trail	2.5	4	100	42	84	73	138000	80.79	I	281520	6,816,451	--
6050.0	15th St NE Corridor Trail	Rawling E.S.	Downtown East Central Trail	1.56		6.50	F	Trail	2.5	4	100	58	50	73	138000	80.5	I	215280	7,031,731	--
6017.0	SW 23 Terrace Trail	SW 56th Ave	Rocky Point Rd	0.48		6.50	F	Trail	2.5	4	100	58	50	73	138000	80.43	I	66240	7,097,971	--
6049.0	15th St NE Corridor Trail	NW 53rd Ave	Rawling E.S.	1.18		6.50	F	Trail	2.5	4	100	56	53	73	138000	80.29	I	162840	7,260,811	--
6042.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.02		6.50	F	Trail	2.5	4	100	57	50	73	138000	80.2	I	2760	7,263,571	--
6038.0	Lake Kanapaha Trail	SW 41st Place	SR 24/Archer Rd	0.93		6.50	F	Trail	2.5	4	100	54	56	73	138000	80.11	I	128340	7,391,911	--
6041.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.02		6.50	F	Trail	2.5	4	100	57	50	73	138000	80.09	I	2760	7,394,671	--
6078.0	NW 19th Street Trail Ext	NW 53rd Ave	NW 45th Ave	0.50		6.50	F	Trail	2.5	4	100	56	50	72	138000	79.59	I	69000	7,463,671	--
6032.0	Haile-Kanapaha Trail	SW 41st PL	SW 75th ST/Tower Rd	0.44		6.50	F	Trail	2.5	4	100	53	53	72	138000	78.91	I	60720	7,524,391	--
6082.1	15th St NE Corridor Trail	SR 222/N 39th Ave	31st Ave NE	0.38		6.50	F	Trail	2.5	4	100	52	53	72	138000	78.82	I	52440	7,576,831	--
6005.0	53rd Corridor Trail	US 441/NW 13th St	NE 2nd Way	1.03		6.50	F	Trail	2.5	4	100	53	50	71	138000	78.27	I	142140	7,718,971	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
6030.0	Archer Road Corridor Trail	SW 56th Terrace	SW 63rd Blvd	0.35		**6.50**	**F**	Trail	2.5	4	100	52	50	71	138000	**77.77**	I	48300	7,767,271	--
6003.0	53rd Corridor Trail	SR 121/NW 34th St	NW 55th Blvd	0.59		**6.50**	**F**	Trail	2.5	4	100	52	50	71	138000	**77.75**	I	81420	7,848,691	--
6004.0	53rd Corridor Trail	NW 55th Blvd	US 441/NW 13th St	0.63		**6.50**	**F**	Trail	2.5	4	100	51	50	70	138000	**77.6**	I	86940	7,935,631	--
6006.0	53rd Corridor Trail	NE 2nd Way	15 St NE	1.25		**6.50**	**F**	Trail	2.5	4	100	50	53	70	138000	**77.59**	I	172500	8,108,131	--
6081.0	Main Street East Trail	Main Street West Trail	NW 53rd Ave	0.43		**6.50**	**F**	Trail	2.5	4	100	50	50	70	138000	**77.1**	I	59340	8,167,471	--
6082.0	Main Street East Trail	Main Street East Trail	15st NE	0.64		**6.50**	**F**	Trail	2.5	4	100	50	50	70	138000	**76.98**	I	88320	8,255,791	--
6046.0	15th St NE Corridor Trail	NE 53rd Avenue	NE 39th Ave	1.09		**6.50**	**F**	Trail	2.5	4	100	49	50	69	138000	**76.49**	I	150420	8,406,211	--
6033.0	Haile-Kanapaha Trail	SW 75th ST/Tower Rd	SW 81st Terr	0.72		**6.50**	**F**	Trail	2.5	4	100	47	53	69	138000	**76.25**	I	99360	8,505,571	--
7008.0	Waldo Road Greenway	N 53rd Avenue	NW 39th Ave	1.38		**6.50**	**F**	Trail	2.5	4	100	47	53	69	138000	**76.22**	I	190440	8,696,011	--
6048.0	15th St NE Corridor Trail	SR 24/Waldo Road	NE 39th Ave	1.31		**6.50**	**F**	Trail	2.5	4	100	48	50	69	138000	**76.08**	I	180780	8,876,791	--
6031.0	Archer Road Corridor Trail	SW 63rd Blvd	SW 75th ST/Tower Rd	0.81		**6.50**	**F**	Trail	2.5	4	100	48	50	69	138000	**75.98**	I	111780	8,988,571	--
278.0	75th St SW/Tower Road	SW 46th Boulevard	0.2 mi N of SR 24	0.74	13,558	**4.76**	**E**	R1A	2.5	2.26	56.5	46	50	51	102000	**75.93**	I	75480	9,064,051	--
6045.0	15th St NE Corridor Trail	NE 53rd Avenue	15th St NE	0.67		**6.50**	**F**	Trail	2.5	4	100	47	50	69	138000	**75.73**	I	92460	9,156,511	--
6062.0	North Alachua Rail Trail	US 441	NW 53rd Ave	2.97		**6.50**	**F**	Trail	2.5	4	100	45	53	69	138000	**75.51**	I	409860	9,566,371	--
6007.0	53rd Corridor Trail	15st NE	SR 24	1.69		**6.50**	**F**	Trail	2.5	4	100	43	56	68	138000	**75.38**	I	233220	9,799,591	--
302.0	9th Road SW-Depot Avenue-SE 7th Avenue	SW 6th Street	SW 11th Street	0.28	5,401	**4.06**	**D**	R1A	2.5	1.56	39	94	3	54	109000	**75.26**	I	30520	9,830,111	--
6070.0	Kincaid Rd Trail Ext	SE 27th Street	35st SE	0.51		**6.50**	**F**	Trail	2.5	4	100	44	50	68	138000	**74.44**	I	70380	9,900,491	--
7042.0	Potential 23rd Ave Trail	122nd Street NW	NW 98th Street	1.57		**6.50**	**F**	Trail	2.5	4	100	38	61	67	138000	**74.23**	I	216660	10,117,151	--
6047.0	15th St NE Corridor Trail	NE 53rd Ave	SR 24/Waldo Road	0.76		**6.50**	**F**	Trail	2.5	4	100	41	53	67	138000	**73.56**	I	104880	10,222,031	--
7066.0	Hawthorne-Waldo Trail	US 301/Gainesville-Hawthorne	SR 20	0.67		**6.50**	**F**	Trail	2.5	4	100	40	50	66	138000	**72.88**	I	92460	10,314,491	--
6034.0	Haile-Kanapaha Trail	SW 81st Terr	SW 91st Street	0.81		**6.50**	**F**	Trail	2.5	4	100	38	53	66	138000	**72.24**	I	111780	10,426,271	--
6072.0	Newnans Lake Trail	SR 24\Waldo Rd	SR 222	2.55		**6.50**	**F**	Trail	2.5	4	100	38	50	65	138000	**71.8**	I	351900	10,778,171	--
6085.0	Potential 83rd St Corridor Trail	NW 53rd Ave	83rd Street NW	1.77		**6.50**	**F**	Trail	2.5	4	100	36	50	64	138000	**70.92**	I	244260	11,022,431	--
6087.0	Newnans Lake Trail Loop	CR 329B/Lakeshore Drive	SE 16th Ave	5.13		**6.50**	**F**	Trail	2.5	4	100	35	50	64	138000	**70.48**	I	707940	11,730,371	--
7047.0	High Sprg\Neberry\Archer Trl	SR 26	SW 46 Ave	2.90		**6.50**	**F**	Trail	2.5	4	100	34	50	63	138000	**69.91**	I	400200	12,130,571	--
6073.0	Waldo-Gainesville Trail Ext	SR 24	Newnans Lake Trail	0.39		**6.50**	**F**	Trail	2.5	4	100	33	50	63	138000	**69.52**	I	53820	12,184,391	--
1568.0	12th Street	11th Avenue	8th Avenue N	0.19	4,817	**4.00**	**D**	R1A	2.5	1.5	37.5	87	0	50	109000	**69.41**	I	20710	12,205,101	--
7009.0	Waldo Road Greenway	NE 77th Ave	N 53rd Avenue	1.91		**6.50**	**F**	Trail	2.5	4	100	30	53	62	138000	**68.8**	I	263580	12,468,681	--
6035.0	122nd Corridor Trail-Haile Plan	SW 24th Ave	A	1.04		**6.50**	**F**	Trail	2.5	4	100	31	50	62	138000	**68.74**	I	143520	12,612,201	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1572.0	12th Street	16th Avenue N	11th Avenue/ Terrace	0.32	4,817	**4.00**	**D**	R1A	2.5	1.5	37.5	86	0	49	109000	**68.62**	I	34880	12,647,081	--
6084.0	Progress Blvd Trail	US 441	High Springs-Alachua Trail	0.82		**6.50**	**F**	Trail	2.5	4	100	30	50	62	138000	**68.15**	I	113160	12,760,241	--
7048.0	High Springs-Alachua Trail	US 27	NW 202 St.	3.03		**6.50**	**F**	Trail	2.5	4	100	27	53	61	138000	**67.69**	I	418140	13,178,381	--
6064.0	122nd Corridor Trail	NW 39th Ave	23rd Ave NW	1.01		**6.50**	**F**	Trail	2.5	4	100	29	50	61	138000	**67.62**	I	139380	13,317,761	--
7052.0	Gilchrist-Newberry Trail	Countyline West-Gilchrist	Newberry Rail Trans Station	2.73		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.5**	I	376740	13,694,501	--
6091.0	Newnans Lake Trail Loop	Newnans Lake Trail	CR 329B/Lakeshore Drive	2.50		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.47**	I	345000	14,039,501	--
6027.0	Archer Road Corridor Trail	SW 91st Street	A (Mid-Point)	0.76		**6.50**	**F**	Trail	2.5	4	100	26	53	61	138000	**67.31**	I	104880	14,144,381	--
6061.0	North Alachua Rail Trail	SR 121	US 441	3.44		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.24**	I	474720	14,619,101	--
7071.0	High/Poe Springs Trail	Countyline West	US 27/US 41	3.44		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**67.15**	I	474720	15,093,821	--
30.0	8th Avenue N	SR 24/Waldo Road	NE 15th Street	0.05	5,570	**4.10**	**D**	SP	2.5	1.6	40	87	50	61	138000	**67.07**	I	6900	15,100,721	--
6074.0	Newnans Lake Trail Ext	Newnans Lake Trail	SR 24	1.63		**6.50**	**F**	Trail	2.5	4	100	26	53	61	138000	**67.04**	I	224940	15,325,661	--
6083.0	441 Corridor Trail	US 441	NW 43rd St	2.95		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**67.04**	I	407100	15,732,761	--
7017.0	Branford-Highs Springs Trail	Countyline North West	Poe Springs Road	2.40		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**67.04**	I	331200	16,063,961	--
7002.0	High Springs-Alachua Trail	I-75	Progress Blvd Trail	2.21		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**66.9**	I	304980	16,368,941	--
6024.0	Haile-Kanapaha Trail	SW 91st Street	A (Mid-Point)	0.65		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**66.75**	I	89700	16,458,641	--
6036.0	122nd Corridor Trail-Haile Plan	A	SW 122nd St	0.98		**6.50**	**F**	Trail	2.5	4	100	26	50	61	138000	**66.69**	I	135240	16,593,881	--
7049.0	High Sprg\Neberry\Archer Trl	US 27	NW 142nd Ave	3.31		**6.50**	**F**	Trail	2.5	4	100	26	50	61	138000	**66.65**	I	456780	17,050,661	--
7050.0	High Springs-Alachua Trail	NW 202 St	I-75	3.32		**6.50**	**F**	Trail	2.5	4	100	26	50	60	138000	**66.43**	I	458160	17,508,821	--
6065.0	122nd Corridor Trail	45th Ave SW	SR 24	2.72		**6.50**	**F**	Trail	2.5	4	100	24	53	60	138000	**66.16**	I	375360	17,884,181	--
6079.0	Newnans Lake Trail Ext	SR 26	SR 222	1.03		**6.50**	**F**	Trail	2.5	4	100	24	50	60	138000	**65.64**	I	142140	18,026,321	--
7067.0	Hawthorne-Waldo Trail	SR 20	CR 219	1.74		**6.50**	**F**	Trail	2.5	4	100	24	50	60	138000	**65.58**	I	240120	18,266,441	--
6058.0	122nd Corridor Trail	I-75\NW 53rd Ave	NW 97th Terr.	1.50		**6.50**	**F**	Trail	2.5	4	100	24	50	59	138000	**65.48**	I	207000	18,473,441	--
7004.0	High Springs-Alachua Trail	Progress Blvd Trail	US 441	2.79		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.34**	I	385020	18,858,461	--
7019.0	Sante Fe River Trail Corridor	Poe Springs Road	US 27	3.10		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.32**	I	427800	19,286,261	--
7020.0	Sante Fe River Trail Corridor	US 27	US 41	2.99		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.32**	I	412620	19,698,881	--
6066.0	122nd Corridor Trail	SR 26	SW 122nd St	2.54		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.28**	I	350520	20,049,401	--
6094.0	High Sprg\Neberry\Archer Trl	SR 26	NW 48th Ave	3.63		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.28**	I	500940	20,550,341	--
7041.0	Potential 23rd Ave Trail	NW 143rd Street	122nd Street NW	1.66		**6.50**	**F**	Trail	2.5	4	100	22	53	59	138000	**65.23**	I	229080	20,779,421	--
7061.0	122nd Corridor Trail	NW 8th Ave	30th Ave SW	1.45		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.2**	I	200100	20,979,521	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6059.0	122nd Corridor Trail	NW 97th Terr.	NW 39th Ave	1.09		6.50	F	Trail	2.5	4	100	23	50	59	138000	65.11	I	150420	21,129,941	--
7063.0	122nd Corridor Trail	23rd Ave NW	SR 26/Newberry Road	1.27		6.50	F	Trail	2.5	4	100	23	50	59	138000	65.05	I	175260	21,305,201	--
7062.0	122nd Corridor Trail	30th Ave SW	45th Ave SW	1.03		6.50	F	Trail	2.5	4	100	23	50	59	138000	65.01	I	142140	21,447,341	--
6025.0	Haile-Kanapaha Trail	A (Mid-Point)	SW 107th Street	0.71		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.93	I	97980	21,545,321	--
7051.0	Gilchrist Cty-Archer Trail	SW 170th St	SR 24	2.64		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.93	I	364320	21,909,641	--
6060.0	High Springs-Alachua Trail	US 441	North Alachua Rail Trail	3.21		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.79	I	442980	22,352,621	--
7064.0	122nd Corridor Trail	SR 26/Newberry Road	NW 8th Avenue	1.00		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.76	I	138000	22,490,621	--
6067.0	Archer Road Corridor Trail	SW 122nd St	Gilchrist Cty-Archer Trail	2.21		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.72	I	304980	22,795,601	--
6028.0	Archer Road Corridor Trail	A (Mid-Point)	Haile-Kanapaha Trail	0.76		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.72	I	104880	22,900,481	--
1755.0	9th Street SE	7th Avenue SE/ Depot Ae	11th Avenue SE	0.35	2,633	3.77	D	R1A	2.5	1.27	31.75	83	3	46	109000	64.72	I	38150	22,938,631	--
7013.0	Gum Root Swamp Trails	Newnans Lake	SR 222	1.70		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.7	I	234600	23,173,231	--
6090.0	Gilchrist Cty-Archer Trail	SW 30th Ave	170th St	3.40		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.69	I	469200	23,642,431	--
7068.0	Hawthorne-Waldo Trail	CR 219	CR 1474	3.20		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.66	I	441600	24,084,031	--
7038.0	High Sprg\Neberry\Archer Trl	SW 95th AVE	SR 24	2.71		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.56	I	373980	24,458,011	--
6068.0	Archer Road Corridor Trail	Gilchrist Cty-Archer Trail	High Sprg\Neberry\Archer Trl	1.67		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.53	I	230460	24,688,471	--
6096.1	Gilchrist Cty-Archer Trail	SR 24	CR 346	2.26		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.53	I	311880	25,000,351	--
7021.0	Sante Fe River Trail Corridor	US 41	A	2.57		6.50	F	Trail	2.5	4	100	21	50	59	138000	64.44	I	354660	25,355,011	--
6026.1	Haile-Kanapaha Trail	SW 107th Street	SW 122nd Street	1.25		6.50	F	Trail	2.5	4	100	21	50	59	138000	64.41	I	172500	25,527,511	--
7035.0	Gilchrist Cty-Archer Trail	US 27\41	CR 235	2.27		6.50	F	Trail	2.5	4	100	21	50	58	138000	64.4	I	313260	25,840,771	--
7016.0	Haines-Lake Butler Greeway	NW 222 Ave	SR 235	2.73		6.50	F	Trail	2.5	4	100	21	50	58	138000	64.15	I	376740	26,217,511	--
6008.0	Gainesville Hawthorne Trail	US 301	County Line South West	1.93		6.50	F	Trail	2.5	4	100	21	50	58	138000	64.15	I	266340	26,483,851	--
7036.0	Gilchrist Cty-Archer Trail	CR 235	SR 26/Newberry Rd	1.57		6.50	F	Trail	2.5	4	100	20	50	58	138000	63.96	I	216660	26,700,511	--
6099.0	Lochloosa Lake Trail SE	CR 2082	A	3.65		6.50	F	Trail	2.5	4	100	20	50	58	138000	63.93	I	503700	27,204,211	--
7046.0	High Sprg\Neberry\Archer Trl	SW 46 Ave	US 27\41	2.56		6.50	F	Trail	2.5	4	100	20	50	58	138000	63.9	I	353280	27,557,491	--
7007.0	Gilchrist Cty-Archer Trail	CR 232	US 27\41	2.53		6.50	F	Trail	2.5	4	100	19	50	58	138000	63.43	I	349140	27,906,631	--
6097.0	Gilchrist Cty-Archer Trail	CR 346	Countyline SW	2.63		6.50	F	Trail	2.5	4	100	19	50	58	138000	63.33	I	362940	28,269,571	--
6089.0	Newnans Lake Trail Loop	NE 8th Ave	Newnans Lake Trail	3.29		6.50	F	Trail	2.5	4	100	18	50	57	138000	62.98	I	454020	28,723,591	--
6092.0	Gilchrist Cty-Archer Trail	NW 202nd St	SW 30th Ave	1.74		6.50	F	Trail	2.5	4	100	18	50	57	138000	62.98	I	240120	28,963,711	--
127.0	Kincaid Loop	SE 21st Avenue	SE 14th Street	3.23	4,590	4.44	D	R1A	2.5	1.94	48.5	64	0	45	109000	62.89	I	352070	29,315,781	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6096.0	High Sprg\Neberry\Archer Trl	NW 48th Ave	CR 232	1.99		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.63**	I	274620	29,590,401	--
7069.0	Hawthorne-Waldo Trail	CR 1474	SR 26	3.95		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.63**	I	545100	30,135,501	--
7043.0	Potential 23rd Ave Trail	NW 39th Ave	23rd Ave NW	0.44		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.36**	I	60720	30,196,221	--
6093.0	Gilchrist Cty-Archer Trail	SR 26	NW 202nd St	0.92		**6.50**	**F**	Trail	2.5	4	100	16	50	57	138000	**62.24**	I	126960	30,323,181	--
7037.0	High Sprg\Neberry\Archer Trl	US 27\41	SW 95th AVE	1.47		**6.50**	**F**	Trail	2.5	4	100	16	50	56	138000	**62.19**	I	202860	30,526,041	--
7070.0	Hawthorne-Waldo Trail	SR 26	Waldo Rd	5.40		**6.50**	**F**	Trail	2.5	4	100	16	50	56	138000	**62.19**	I	745200	31,271,241	--
7012.0	Waldo Road Greenway	US 301	County Rd 17B	1.61		**6.50**	**F**	Trail	2.5	4	100	15	50	56	138000	**61.71**	I	222180	31,493,421	--
6071.0	Newnans Lake Trail	SR 26	Newnans Lake Trail Loop	0.80		**6.50**	**F**	Trail	2.5	4	100	15	50	56	138000	**61.43**	I	110400	31,603,821	--
6088.0	Newnans Lake Trail Loop	SE 16th Ave	NE 8th Ave	1.45		**6.50**	**F**	Trail	2.5	4	100	10	59	56	138000	**61.37**	I	200100	31,803,921	--
14.0	SR 26/Newberry Road	NW 98th Street	W 91st Street	0.50	29,875	**4.91**	**E**	R3	3.5	1.41	35.25	43	50	41	102000	**61.25**	I	51000	31,854,921	--
7010.0	Waldo Road Greenway	NE 80th Ct	NE 77th Ave	1.87		**6.50**	**F**	Trail	2.5	4	100	12	53	56	138000	**61.18**	I	258060	32,112,981	--
199.0	Kincaid Loop	SE 21st Avenue Street	SR 20/Hawthorne Road	0.74	4,590	**4.04**	**D**	R1A	2.5	1.54	38.5	71	0	44	109000	**60.83**	I	80660	32,193,641	--
7040.0	High Sprg\Neberry\Archer Trl	NW 122 Ave	CR 232	2.16		**6.50**	**F**	Trail	2.5	4	100	13	50	55	138000	**60.78**	I	298080	32,491,721	--
7003.0	Paynes Prairie Trail	CR 2082	A	3.06		**6.50**	**F**	Trail	2.5	4	100	11	53	55	138000	**60.57**	I	422280	32,914,001	--
7039.0	High Sprg\Neberry\Archer Trl	NW 142 Ave	NW 122 Ave	2.05		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.52**	I	282900	33,196,901	--
7006.0	Gilchrist Cty-Archer Trail	Countyline West-Gilchrist	CR 232	3.59		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.43**	I	495420	33,692,321	--
1558.0	11th Avenue NE	14th Street NE	11th Street NE	0.29	*1,000*	**3.05**	**C**	R1A	2.5	0.55	13.75	95	0	43	109000	**60.37**	I	31610	33,723,931	--
1658.0	2nd Street NW	23rd Avenue N	16th Avenue N	0.50	2,269	**2.87**	**C**	R1A	2.5	0.37	9.25	96	6	43	109000	**60.28**	I	54500	33,778,431	--
7015.0	Haines-Lake Butler Greeway	CR 236	NW 222 Ave	1.76		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.16**	I	242880	34,021,311	--
46.1	75th St NW/Tower Road	W Univ. Avenue	SR 26	0.40	18,213	**4.09**	**D**	SP	2.5	1.59	39.75	72	50	55	138000	**60.05**	I	55200	34,076,511	--
7011.0	Waldo Road Greenway	County Rd 17B	NE 80th Ct	3.59		**6.50**	**F**	Trail	2.5	4	100	11	50	54	138000	**59.76**	I	495420	34,571,931	--
7000.0	Lochloosa Lake Trail SE	A	CR 325	3.63		**6.50**	**F**	Trail	2.5	4	100	11	50	54	138000	**59.72**	I	500940	35,072,871	--
7029.0	Sante Fe River Trail Corridor	CR 1493/CR 237	CR 235	3.11		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.55**	I	429180	35,502,051	--
7030.0	Sante Fe River Trail Corridor	CR 235	A	3.29		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.37**	II	454020	35,956,071	--
7031.0	Sante Fe River Trail Corridor	CR 235	NE CR 27	2.62		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.32**	II	361560	36,317,631	--
7028.0	Sante Fe River Trail Corridor	CR 239	CR 1493/CR 237	4.40		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.25**	II	607200	36,924,831	--
7034.0	Sante Fe River Trail Corridor	US 301	CR 1471/SR 325	1.79		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.25**	II	247020	37,171,851	--
7033.0	Sante Fe River Trail Corridor	CR 1475/SR 200A	US 301	3.67		**6.50**	**F**	Trail	2.5	4	100	9	50	54	138000	**59.11**	II	506460	37,678,311	--
202.0	SR 226/S 16th Ave	SW 16th Street	US 441/W 13th Street	0.23	20,300	**4.36**	**D**	SP	3.5	0.86	21.5	87	50	53	138000	**58.81**	II	31740	37,710,051	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
186.0	16th Avenue N	SR20/NW 6th Street	N Main Street	0.39	12,813	**4.50**	**D**	SP	2.5	2	50	83	0	53	138000	**58.78**	II	53820	37,763,871	--
7014.0	Haines-Lake Butler Greeway	Countyline North	CR 236	2.66		**6.50**	**F**	Trail	2.5	4	100	8	50	53	138000	**58.71**	II	367080	38,130,951	--
7005.0	Paynes Prairie Trail	A	CR 325	2.83		**6.50**	**F**	Trail	2.5	4	100	5	56	53	138000	**58.64**	II	390540	38,521,491	--
261.0	53rd Avenue N	US 441/W 13th Street	N Main Street	1.52	9,941	**4.35**	**D**	R1A	2.5	1.85	46.25	55	9	42	109000	**58.61**	II	165680	38,687,171	--
290.0	53rd Avenue N	N Main Street	SR 24/Waldo Road	2.43	9,941	**4.75**	**E**	R1A	2.5	2.25	56.25	49	0	42	109000	**58.5**	II	264870	38,952,041	--
7032.0	Sante Fe River Trail Corridor	NE CR 27	CR 1475/SR 200A	3.02		**6.50**	**F**	Trail	2.5	4	100	8	50	53	138000	**58.36**	II	416760	39,368,801	--
6098.0	Lochloosa Lake Trail SE	CR 2082	A	2.53		**6.50**	**F**	Trail	2.5	4	100	7	50	53	138000	**58.32**	II	349140	39,717,941	--
194.0	SR 331/SR 121	SR 121/W 34th Street	SW 23rd Terrace	1.17	21,000	**4.73**	**E**	SP	3.5	1.23	30.75	73	56	53	138000	**57.94**	II	161460	39,879,401	--
401.0	Kincaid Loop	SE 7th Avenue	11th Avenue	0.33	6,839	**4.42**	**D**	SP	2.5	1.92	48	83	0	53	138000	**57.91**	II	45540	39,924,941	--
7001.0	Lochloosa Lake Trail SE	A	CR 346	2.68		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.7**	II	369840	40,294,781	--
7044.0	Lochloosa Lake Trail SE	CR 325	Lochloosa Lake Trail SE	1.57		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.65**	II	216660	40,511,441	--
7022.0	Sante Fe River Trail Corridor	A	B	2.51		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.61**	II	346380	40,857,821	--
7045.0	Lochloosa Lake Trail SE	CR 346	CR 325	2.60		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.56**	II	358800	41,216,621	--
7026.0	Sante Fe River Trail Corridor	CR 241/143rd Street	A	3.28		**6.50**	**F**	Trail	2.5	4	100	5	50	52	138000	**57.26**	II	452640	41,669,261	--
7027.0	Sante Fe River Trail Corridor	A	CR 239	2.98		**6.50**	**F**	Trail	2.5	4	100	5	50	52	138000	**57.04**	II	411240	42,080,501	--
7024.0	Sante Fe River Trail Corridor	I-75	A	2.30		**6.50**	**F**	Trail	2.5	4	100	4	50	52	138000	**56.91**	II	317400	42,397,901	--
7023.0	Sante Fe River Trail Corridor	B	I-75	2.44		**6.50**	**F**	Trail	2.5	4	100	4	50	51	138000	**56.68**	II	336720	42,734,621	--
7025.0	Sante Fe River Trail Corridor	A	CR 241/143rd Street	2.05		**6.50**	**F**	Trail	2.5	4	100	3	50	51	138000	**56.56**	II	282900	43,017,521	--
276.0	8th Avenue SW	SW 91st Street	SW 75th Street/Tower Road	1.00	3,874	**4.39**	**D**	R1A	2.5	1.89	47.25	54	0	40	109000	**56.4**	II	109000	43,126,521	--
1634.0	21st Avenue SW	US 441/ 13th Street	Main Street S	0.65	*3,000*	**3.02**	**C**	R1A	2.5	0.52	13	86	0	39	109000	**55.02**	II	70850	43,197,371	--
1370.0	US 27/ US 41	S 15th Avenue/8th	S 30th Avenue	1.06	*11,000*	**5.35**	**E**	R3	3.5	1.85	46.25	46	0	37	102000	**54.89**	II	108120	43,305,491	--
284.0	98th Street NW	NW 23rd Avenue	CR 222/NW 39th Avenue	0.97	6,513	**4.68**	**E**	R1A	2.5	2.18	54.5	44	0	39	109000	**54.85**	II	105730	43,411,221	--
1667.0	31st Avenue NW	SR 20/ NW 6th Ave	4th Street NW	0.11	*3,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	68	0	39	109000	**54.72**	II	11990	43,423,211	--
166.0	22nd Street NW	NW 8th Avenue	NW 16th Avenue	0.51	5,852	**3.94**	**D**	SP	2.5	1.44	36	87	0	49	138000	**54.17**	II	70380	43,493,591	--
1725.0	41st Blvd SW	SR 24	SR 1221/ Williston Road	1.40	3,049	**3.71**	**D**	R1A	2.5	1.21	30.25	66	0	38	109000	**53.61**	II	152600	43,646,191	--
1624.0	23rd Street NW	8th Avenue	SR 26A	0.64	*4,000*	**2.70**	**C**	R1A	2.5	0.2	5	90	0	38	109000	**53.24**	II	69760	43,715,951	--
262.0	62nd Avenue SW	SR 121	SR 24/Archer Road	2.27	3,225	**4.08**	**D**	R1A	2.5	1.58	39.5	56	0	38	109000	**53.23**	II	247430	43,963,381	--
403.5	9th Road SW-Depot Avenue-SE 7th Avenue	US441/ SW 13th Street	SW 11th Street	0.24	5,401	**3.49**	**C**	SP	2.5	0.99	24.75	96	0	48	138000	**53.2**	II	33120	43,996,501	--
1544.0	10th Avenue NW	6th Street NW	10th Street N	0.24	4,268	**3.83**	**D**	SP	2.5	1.33	33.25	87	0	48	138000	**53.08**	II	33120	44,029,621	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1665.0	4th Street NW	33rd Avenue NW	NW 36th Avenue	0.17	*3,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	65	0	38	109000	**53.05**	II	18530	44,048,151	--
322.0	SR 329/Main Street	SR 226/SW 16th Avenue	SR 331/Williston Road	1.27	19,000	**4.83**	**E**	SP	3.5	1.33	33.25	84	6	48	138000	**52.96**	II	175260	44,223,411	--
147.0	Main Street N	NW 53rd Avenue	SR 222/NW 39th Avenue	1.00	15,767	**4.83**	**E**	SP	2.5	2.33	58.25	60	0	47	138000	**52**	II	138000	44,361,411	--
1728.0	6th Terrace	23rd Avenue N	16th Avenue N	0.51	*2,000*	**2.82**	**C**	R1A	2.5	0.32	8	85	0	37	109000	**52**	II	55590	44,417,001	--
164.0	SR 331/SR 121	Interstate 75 (south)	SR 121/W 34th Street	0.16	21,000	**4.73**	**E**	SP	3.5	1.23	30.75	61	50	47	138000	**51.47**	II	22080	44,439,081	--
1606.0	19th Street NW	3rd Avenue N	SR 26	0.12	2,305	**2.73**	**C**	R1A	2.5	0.23	5.75	87	0	37	109000	**51.47**	II	13080	44,452,161	--
76.0	83rd Street NW	NW 23rd Avenue	SR 222/NW 39th Avenue	0.98	10,252	**4.36**	**D**	SP	2.5	1.86	46.5	42	56	47	138000	**51.39**	II	135240	44,587,401	--
309.0	SR 331/SR 121	SW 23rd Terrace	US 441/SW 13th Street	0.88	21,000	**4.88**	**E**	SP	3.5	1.38	34.5	75	9	46	138000	**50.21**	II	121440	44,708,841	--
1654.0	2nd Street NE	16th Avenue N	8th Avenue N	0.50	2,210	**2.78**	**C**	R1A	2.5	0.28	7	82	0	36	109000	**49.63**	II	54500	44,763,341	--
240.0	SR 120A/N 23rd Avenue	NE 9th Street	NE 15th Street	0.54	14,000	**4.43**	**D**	SP	3.5	0.93	23.25	89	0	45	138000	**49.61**	II	74520	44,837,861	--
270.0	24th Avenue SW	SW 91st Street	SW 75th Street/Tower Road	1.00	5,737	**3.93**	**D**	R1A	2.5	1.43	35.75	53	0	35	109000	**49.22**	II	109000	44,946,861	--
1368.0	US 27/ US 41	SR 26	S 15th Avenue	0.47	*12,000*	**4.51**	**E**	R3	3.5	1.01	25.25	57	0	33	102000	**49.11**	II	47940	44,994,801	--
115.0	SR 26/Newberry Road	Ft. Clarke Boulevard	SW 76th Street	0.72	29,875	**4.91**	**E**	SP	3.5	1.41	35.25	51	50	44	138000	**48.87**	II	99360	45,094,161	--
275.0	8th Avenue SW	SW 122nd Street/Parker Road	SW 91st Street	2.00	3,874	**4.21**	**D**	R1A	2.5	1.71	42.75	45	0	35	109000	**48.76**	II	218000	45,312,161	--
151.0	75th Street SW	GMA Boundary	SR 24/Archer Road	1.45	2,408	**3.49**	**C**	R1A	2.5	0.99	24.75	37	50	35	109000	**48.61**	II	158050	45,470,211	--
1329.0	US 441	N. Main Street	SR 20/ 6th Street	0.61	*28,000*	**5.23**	**E**	R3	3.5	1.73	43.25	38	0	33	102000	**48.55**	II	62220	45,532,431	--
277.0	91st Street W	8th Avenue	SR 26/ 8th Avenue	1.03	5,130	**4.15**	**D**	R1A	2.5	1.65	41.25	46	0	35	109000	**48.53**	II	112270	45,644,701	--
271.0	91st Street W	SW 24th Avenue	8th Avenue	1.00	5,130	**4.15**	**D**	R1A	2.5	1.65	41.25	46	0	35	109000	**48.46**	II	109000	45,753,701	--
1663.0	33rd Avenue NW	4th Street NW	Main Street	0.55	3,033	**3.25**	**C**	R1A	2.5	0.75	18.75	67	0	34	109000	**47.94**	II	59950	45,813,651	--
1586.0	15th Street NE	53rd Avenue N	SR 222/ 39th Ave N	0.96	2,894	**3.79**	**D**	R1A	2.5	1.29	32.25	53	0	34	109000	**47.73**	II	104640	45,918,291	--
287.0	39th Avenue NW	CR 241	NW 110th Tr.	2.23	8,269	**4.87**	**E**	R1A	2.5	2.37	59.25	25	3	34	109000	**47.61**	II	243070	46,161,361	--
1676.0	31st Avenue NW	13th Street NW	SR 20/ 6th Street	0.48	*3,000*	**3.02**	**C**	R1A	2.5	0.52	13	72	0	34	109000	**47.58**	II	52320	46,213,681	--
1670.0	31st Avenue NE	N Main Street	NE 9th Street	0.47	2,785	**2.91**	**C**	R1A	2.5	0.41	10.25	73	3	34	109000	**46.98**	II	51230	46,264,911	--
100.0	SR 26/Newberry Road	W 91st Street	Ft. Clarke Boulevard	0.08	29,875	**4.91**	**E**	R3	3.5	1.41	35.25	43	0	31	102000	**46.6**	II	8160	46,273,071	--
1672.0	31st Avenue NE	NE 9th Street	NE 15th Street	0.33	2,942	**2.99**	**C**	R1A	2.5	0.49	12.25	70	0	33	109000	**45.74**	II	35970	46,309,041	--
1230.0	CR 241	Main Street	S County Line	3.78	4,162	**4.81**	**E**	R1A	2.5	2.31	57.75	24	0	33	109000	**45.31**	II	412020	46,721,061	--
1392.0	CR 235	CR 232	Newberry Lane	5.93	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	26	0	32	109000	**44.08**	III	646370	47,367,431	--
1410.0	CR 241/ 143rd Street	School	CR 235	0.26	1,688	**2.77**	**C**	R1A	2.5	0.27	6.75	47	50	31	109000	**43.87**	III	28340	47,395,771	--
1386.0	CR 235	I-75	CR 235A	1.61	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	23	3	31	109000	**43.52**	III	175490	47,571,261	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
263.0	Rocky Pt. Road	5700 SW 34th Street	US 441/SW 13th Street	0.34	2,531	**3.70**	**D**	R1A	2.5	1.2	30	48	0	31	109000	**43.46**	III	37060	47,608,321	--
1689.0	21st Avenue SE	SE 31st Avenue	SE 27th St/ Kincaid Lane	0.51	2,564	**3.32**	**C**	R1A	2.5	0.82	20.5	56	0	31	109000	**42.88**	III	55590	47,663,911	--
1388.0	CR 235	CR 235A	CR 232	2.46	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	22	3	31	109000	**42.74**	III	268140	47,932,051	--
308.0	43rd Street SE	SR 20/Hawthorne Road	SR 26/E. University Avenue	1.14	3,049	**3.40**	**C**	R1A	2.5	0.9	22.5	54	0	31	109000	**42.56**	III	124260	48,056,311	--
136.0	E 1st Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,774	**2.65**	**C**	SP	2.5	0.15	3.75	93	0	39	138000	**42.41**	III	17940	48,074,251	--
1448.0	Poe Springs Road	US 27	W County Line	3.43	3,625	**4.34**	**D**	R1A	2.5	1.84	46	27	0	29	109000	**40.95**	III	373870	48,448,121	--
1516.0	CR 231	CR 340	SR 121	2.99	3,773	**4.49**	**D**	R1A	2.5	1.99	49.75	22	3	29	109000	**40.8**	III	325910	48,774,031	--
1600.0	18th Street/ Terrace	16th Avenue N	8th Avenue N	0.51	2,722	**2.66**	**C**	SP	2.5	0.16	4	87	0	36	138000	**40.15**	III	70380	48,844,411	--
1674.0	31st Avenue NE	15th Street NE	SR 24/Waldo Road	0.85	2,942	**2.99**	**C**	R1A	2.5	0.49	12.25	59	0	29	109000	**39.92**	III	92650	48,937,061	--
1086.0	5th Street NW	SR 20	CR 2082	0.40	*5,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	42	0	29	109000	**39.89**	III	43600	48,980,661	--
1318.0	CR 232	CR 235	143rd Street	3.11	4,440	**4.44**	**D**	R1A	2.5	1.94	48.5	22	0	28	109000	**39.23**	III	338990	49,319,651	--
1372.0	US 27/ US 41	S 30th Avenue	S 46th Avenue	1.31	*11,000*	**5.35**	**E**	R3	3.5	1.85	46.25	20	0	26	102000	**39.17**	III	133620	49,453,271	--
1376.0	US 27/ US 41	SW 202nd Street	SW 170th Street	3.53	*10,000*	**5.24**	**E**	R3	3.5	1.74	43.5	22	0	26	102000	**39.1**	III	360060	49,813,331	--
94.0	Ft. Clarke Blvd.	SR 26/Newberry Road	NW 23rd Avenue	1.03	7,851	**4.13**	**D**	SP	2.5	1.63	40.75	44	3	35	138000	**38.08**	III	142140	49,955,471	--
293.0	SR 24/Waldo Road	NW 53rd Ave	CR 255A/NE 77th Ave	1.90	13,600	**4.87**	**E**	R3	3.5	1.37	34.25	29	0	25	102000	**37.96**	III	193800	50,149,271	--
1374.0	US 27/ US 41	S 46th Avenue	SW 202nd Street	2.45	*10,000*	**5.24**	**E**	R3	3.5	1.74	43.5	20	0	25	102000	**37.84**	III	249900	50,399,171	--
1604.0	19th Street NW	SR 222/ 39th Ave	36th Avenue	0.19	2,305	**2.73**	**C**	R1A	2.5	0.23	5.75	62	0	27	109000	**37.82**	III	20710	50,419,881	--
1692.0	36th Avenue NW	19th Street	21st Street	0.28	*2,000*	**2.63**	**C**	R1A	2.5	0.13	3.25	63	0	26	109000	**36.73**	III	30520	50,450,401	--
1364.0	US 27/ US 41	CR 232	Newberry Lane	5.12	*14,000*	**4.97**	**E**	R3	3.5	1.47	36.75	24	0	24	102000	**36.2**	III	522240	50,972,641	--
1434.0	CR 236	NW 13th Avenue	I-75	3.71	2,683	**4.09**	**D**	R1A	2.5	1.59	39.75	24	0	25	109000	**35.28**	III	404390	51,377,031	--
68.0	Monteocha Road	NE 53rd Avenue	NE 77th Avenue	1.57	2,845	**3.73**	**D**	R1A	2.5	1.23	30.75	30	0	24	109000	**33.89**	III	171130	51,548,161	--
1493.0	SR 235	CR 241	I-75	1.14	5,900	**4.34**	**D**	R3	3.5	0.84	21	34	3	23	102000	**33.76**	III	116280	51,664,441	--
1242.0	SR 26	W. County Line	CR 337	2.17	*7,000*	**5.00**	**E**	R3	3.5	1.5	37.5	19	0	22	102000	**33.49**	III	221340	51,885,781	--
1201.0	CR 18	SR 121	I-75	6.03	454	**3.96**	**D**	R1A	2.5	1.46	36.5	23	0	24	109000	**33.08**	III	657270	52,543,051	--
269.0	24th Avenue SW	SW 122nd Street/Parker Road	SW 91st Street	2.00	2,398	**3.11**	**C**	R1A	2.5	0.61	15.25	44	0	24	109000	**32.85**	III	218000	52,761,051	--
1362.0	US 27/ US 41	CR 24	CR 232	4.00	*12,000*	**4.88**	**E**	R3	3.5	1.38	34.5	20	0	22	102000	**32.65**	III	408000	53,169,051	--
1326.0	32nd Avenue NW	15th Road	170th Street	1.00	3,033	**4.18**	**D**	R1A	2.5	1.68	42	16	0	23	109000	**32.5**	III	109000	53,278,051	--
48.0	32nd Avenue NW	GMA Boundary	CR 241/NW 143rd Street	1.66	3,033	**4.03**	**D**	R1A	2.5	1.53	38.25	20	0	23	109000	**32.5**	III	180940	53,458,991	--
1088.0	CR 2082	SR 20	CR 234	1.40	751	**3.88**	**D**	R1A	2.5	1.38	34.5	22	0	23	109000	**31.74**	III	152600	53,611,591	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1438.0	CR 236	I-75	CR 241	3.15	2,713	**4.28**	**D**	R1A	2.5	1.78	44.5	12	0	23	109000	**31.39**	III	343350	53,954,941	--
281.0	CR 329B/Lakeshore Drive	SR 20/Hawthorne Road	SR 26/E. University Avenue	3.87	1,258	**3.03**	**C**	R1A	2.5	0.53	13.25	42	0	22	109000	**30.91**	III	421830	54,376,771	--
1080.0	6th Avenue	US 301	E County Line	3.54	2,007	**3.86**	**D**	R1A	2.5	1.36	34	21	0	22	109000	**30.47**	III	385860	54,762,631	--
1506.0	CR 237	CR 22/ NW 156 Ave.	US 441	2.20	2,031	**3.81**	**D**	R1A	2.5	1.31	32.75	21	0	21	109000	**29.92**	III	239800	55,002,431	--
1504.0	CR 237	SR 235	CR 22/NW 156 Avenue	1.86	2,031	**3.81**	**D**	R1A	2.5	1.31	32.75	21	0	21	109000	**29.74**	III	202740	55,205,171	--
99.0	43rd / 42nd Street SW	SR 24/Archer Road	SW 20th Avenue	1.68	11,666	**4.50**	**D**	SP	2.5	2	50	80	0	52	270000	**29.19**	III	453600	55,658,771	--
1284.0	170th Street	S 15th Avenue	S 30th Avenue	1.03	3,115	**3.90**	**D**	R1A	2.5	1.4	35	17	0	21	109000	**28.99**	III	112270	55,771,041	--
292.0	Monteocha Road	NE 77th Avenue	GMA Boundary	1.96	2,845	**3.73**	**D**	R1A	2.5	1.23	30.75	20	0	20	109000	**28.43**	III	213640	55,984,681	--
1282.0	170th Street	SR 26	S 15th Avenue	1.05	3,115	**3.90**	**D**	R1A	2.5	1.4	35	16	0	20	109000	**28.38**	III	114450	56,099,131	--
1216.0	137th Avenue SW/ CR 346A	SR 121	CR 346	3.65	1,243	**3.69**	**D**	R1A	2.5	1.19	29.75	20	0	20	109000	**27.76**	III	397850	56,496,981	--
1254.0	CR 337	SR 26	30th Avenue	1.48	939	**2.80**	**C**	R1A	2.5	0.3	7.5	42	0	20	109000	**27.59**	III	161320	56,658,301	--
66.0	98th Street NW	SR 26/Newberry Road	NW 23rd Avenue	1.11	6,513	**4.27**	**D**	SP	2.5	1.77	44.25	47	50	46	270000	**26.14**	III	299700	56,958,001	--
296.0	46th Blvd SW	SW 104th Tr.	Tower Road	1.63	*2,000*	**2.56**	**C**	R1A	2.5	0.06	1.5	45	0	19	109000	**26.09**	III	177670	57,135,671	--
1432.0	CR 236	NW 13th Avenue	NE 8th Avenue	0.52	2,683	**3.61**	**D**	SP	2.5	1.11	27.75	39	0	27	157800	**25.53**	III	82056	57,217,727	--
1134.0	Line Avenue	NW 6th Street	US 301	0.50	*3,000*	**3.48**	**C**	R1A	2.5	0.98	24.5	21	0	18	109000	**25.32**	III	54500	57,272,227	--
1146.0	CR 225	Monteocha Road	GMA Boundary	2.90	2,188	**3.73**	**D**	R1A	2.5	1.23	30.75	14	0	18	109000	**24.78**	III	316100	57,588,327	--
1280.0	170th Street	NW 32nd Avenue	SR 26	1.96	1,238	**3.41**	**C**	R1A	2.5	0.91	22.75	19	0	17	109000	**23.39**	III	213640	57,801,967	--
1424.0	CR 235A	I-75	US 441	2.25	1,711	**3.27**	**C**	R1A	2.5	0.77	19.25	23	0	17	109000	**23.34**	III	245250	58,047,217	--
1359.0	US 27	6th Avenue	SR 20/ SW 1st Avenue	0.39	*12,000*	**4.14**	**D**	SP	3.5	0.64	16	37	0	21	138000	**23.28**	III	53820	58,101,037	--
1312.0	94th Avenue NW	US 41	CR 235A	3.06	*1,000*	**3.36**	**C**	R1A	2.5	0.86	21.5	20	0	16	109000	**22.87**	III	333540	58,434,577	--
1422.0	CR 235A	CR 236	I-75	3.20	1,711	**3.33**	**C**	R1A	2.5	0.83	20.75	20	0	16	109000	**22.87**	III	348800	58,783,377	--
1476.0	CR 239	SR 121	CR 236	3.11	2,364	**3.75**	**D**	R1A	2.5	1.25	31.25	9	0	16	109000	**22.34**	III	338990	59,122,367	--
1316.0	CR 232	NW 226th Street	CR 235	2.08	2,057	**3.20**	**C**	R1A	2.5	0.7	17.5	20	0	15	109000	**20.85**	III	226720	59,349,087	--
1440.0	CR 236	CR 241	CR 239	2.42	2,332	**3.54**	**D**	R1A	2.5	1.04	26	11	0	15	109000	**20.51**	III	263780	59,612,867	--
1132.0	6th Street NW	CR 1475/ SR 200A	Line Avenue	0.17	*2,000*	**3.10**	**C**	R1A	2.5	0.6	15	20	0	14	109000	**19.78**	III	18530	59,631,397	--
1310.0	CR 232	W County Line	US 27	3.03	2,091	**3.37**	**C**	R1A	2.5	0.87	21.75	14	0	14	109000	**19.77**	III	330270	59,961,667	--
1480.0	CR 239	SR 236	SR 235	5.41	1,093	**2.96**	**C**	R1A	2.5	0.46	11.5	24	0	14	109000	**19.75**	III	589690	60,551,357	--
1084.0	7th Street NW	CR 2082	NW 2rd Avenue	0.18	*2,000*	**2.63**	**C**	SP	2.5	0.13	3.25	41	0	18	138000	**19.65**	III	24840	60,576,197	--
1031.0	SR 24	US 301	SR 24	0.43	*10,000*	**4.42**	**D**	SP	3.5	0.92	23	21	0	18	138000	**19.33**	III	59340	60,635,537	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1115.0	CR 219	CR 1474	US 301	2.54	1,307	**3.00**	**C**	R1A	2.5	0.5	12.5	22	0	14	109000	**18.99**	III	276860	60,912,397	--
1380.0	US 27/ US 41	SR 24	CR 346	0.46	*8,000*	**4.41**	**D**	SP	3.5	0.91	22.75	20	0	17	138000	**18.96**	III	63480	60,975,877	--
1314.0	CR 232	US 27	NW 226th Street	1.50	2,057	**3.20**	**C**	R1A	2.5	0.7	17.5	15	0	13	109000	**18.3**	III	163500	61,139,377	--
1119.0	CR 219	CR 1469	SR 26	3.02	1,425	**3.20**	**C**	R1A	2.5	0.7	17.5	15	0	13	109000	**18.13**	III	329180	61,468,557	--
1197.0	CR 234	SE 26th Street	Seminary Street	0.31	2,594	**3.55**	**D**	R1A	2.5	1.05	26.25	6	0	13	109000	**17.98**	III	33790	61,502,347	--
1442.0	CR 236	CR 239	SR 121	1.75	2,332	**3.39**	**C**	R1A	2.5	0.89	22.25	10	0	13	109000	**17.87**	III	190750	61,693,097	--
1396.0	Newberry Lane	US27/ US 41	SR 26	0.81	*8,000*	**4.18**	**D**	SP	2.5	1.68	42	37	0	31	270000	**17.67**	III	218700	61,911,797	--
1500.0	CR 340	CR 231	CR 31A/NE 215 Street	3.00	1,553	**3.07**	**C**	R1A	2.5	0.57	14.25	17	0	13	109000	**17.43**	III	327000	62,238,797	--
1151.0	CR 234	SR 26	CR 1474	3.40	943	**3.19**	**C**	R1A	2.5	0.69	17.25	12	0	12	109000	**16.03**	III	370600	62,609,397	--
1117.0	CR 219	CR 1469	CR 1474	0.98	1,425	**3.09**	**C**	R1A	2.5	0.59	14.75	14	0	11	109000	**15.97**	III	106820	62,716,217	--
1110.0	CR 1474	US 301	CR 219A	1.76	510	**3.00**	**C**	R1A	2.5	0.5	12.5	15	0	11	109000	**15.56**	III	191840	62,908,057	--
1159.0	CR 234	CR 2082	US 441	6.84	986	**2.70**	**C**	R1A	2.5	0.2	5	20	6	11	109000	**15.51**	III	745560	63,653,617	--
1108.0	CR 1474	CR 234	US 301	4.31	864	**2.90**	**C**	R1A	2.5	0.4	10	18	0	11	109000	**15.33**	III	469790	64,123,407	--
1256.0	CR 337/ 30th Avenue	30th Avenue	CR 337	1.00	939	**2.80**	**C**	R1A	2.5	0.3	7.5	19	0	11	109000	**14.89**	III	109000	64,232,407	--
1325.0	46th Avenue NW / 36th Road	186th Street	202nd Street	1.01	*1,000*	**2.87**	**C**	R1A	2.5	0.37	9.25	17	0	10	109000	**14.47**	III	110090	64,342,497	--
1327.0	186th Avenue NW / 15th Road	NW 32nd Avenue	36th Road	1.01	*1,000*	**2.87**	**C**	R1A	2.5	0.37	9.25	16	0	10	109000	**14.3**	III	110090	64,452,587	--
1383.0	US 27/ US 41	CR 346	Peachtree	0.51	*8,000*	**3.94**	**D**	SP	3.5	0.44	11	21	0	13	138000	**13.98**	III	70380	64,522,967	--
1064.0	CR 325	CR 346	US 301	8.08	676	**2.88**	**C**	R1A	2.5	0.38	9.5	12	3	9	109000	**12.99**	III	880720	65,403,687	--
1258.0	CR 337	30th Avenue	46th Avenue	1.01	939	**2.95**	**C**	R1A	2.5	0.45	11.25	11	0	9	109000	**12.46**	III	110090	65,513,777	--
1106.0	CR 1474	CR 219	County Line	2.09	511	**2.82**	**C**	R1A	2.5	0.32	8	14	0	9	109000	**12.32**	III	227810	65,741,587	--
1290.0	46th Avenue SW	CR 337	US 41	3.20	1,015	**2.56**	**C**	R1A	2.5	0.06	1.5	18	0	8	109000	**10.76**	III	348800	66,090,387	--
1292.0	46th Avenue SW	US 41	SW 202nd Street	1.81	1,015	**2.56**	**C**	R1A	2.5	0.06	1.5	18	0	8	109000	**10.71**	III	197290	66,287,677	--
1155.0	CR 234	CR 30B/ SE 6th Ave.	SR 20	2.64	1,007	**2.72**	**C**	R1A	2.5	0.22	5.5	12	0	7	109000	**9.76**	III	287760	66,575,437	--
1260.0	CR 337	46th Avenue	63rd Avenue	2.00	939	**2.80**	**C**	R1A	2.5	0.3	7.5	10	0	7	109000	**9.76**	III	218000	66,793,437	--
1060.0	CR 325	CR 2082	CR 346	4.30	595	**2.78**	**C**	R1A	2.5	0.28	7	10	0	7	109000	**9.42**	III	468700	67,262,137	--
1320.0	36th Road NW	CR 235	202nd Street	0.59	*1,000*	**2.53**	**C**	R1A	2.5	0.03	0.75	15	0	6	109000	**8.95**	III	64310	67,326,447	--
1220.0	CR 346/ SR 346	137th Avenue	SR 121	2.08	349	**2.60**	**C**	R1A	2.5	0.1	2.5	13	0	6	109000	**8.86**	III	226720	67,553,167	--
1203.0	CR 18	I-75	US 441	0.40	454	**2.81**	**C**	R1A	2.5	0.31	7.75	7	0	6	109000	**8.34**	III	43600	67,596,767	--
1262.0	CR 337	63rd Avenue	S County Line	3.10	939	**2.80**	**C**	R1A	2.5	0.3	7.5	7	0	6	109000	**8.14**	III	337900	67,934,667	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1400.0	CR 241/ 143rd Street	County Line Road	CR 236	4.54	1,120	**2.65**	**C**	R1A	2.5	0.15	3.75	10	0	6	109000	**7.78**	III	494860	68,429,527	--
1126.0	SR 225	CR 1475/ SR 200A	US 301	3.28	*1,500*	**3.57**	**D**	R3	3.5	0.07	1.75	11	0	5	102000	**7.42**	III	334560	68,764,087	--
1195.0	CR 234	I-75	S County Line	2.35	1,377	**2.68**	**C**	R1A	2.5	0.18	4.5	8	0	5	109000	**7.14**	III	256150	69,020,237	--
1058.0	CR 325	SR 20	CR 2082	0.58	559	**2.70**	**C**	R1A	2.5	0.2	5	6	0	4	109000	**6.02**	III	63220	69,083,457	--
222.0	8th Avenue NW	SR 121/W 34th Street	W 22nd Street	1.13	16,070	**4.75**	**E**	CSN	2.5	2.25	56.25	97	70	75	CSN	**CSN**	CSN	--	-	--
217.0	8th Avenue NW	SR 26/Newberry Road	NW 43rd Street	0.75	16,070	**4.94**	**E**	CSN	2.5	2.44	61	92	50	71	CSN	**CSN**	CSN	--	-	--
228.0	16th Avenue NW	SR 121/W 34th Street	NW 22nd Street	1.17	22,046	**4.75**	**E**	CSN	2.5	2.25	56.25	94	56	71	CSN	**CSN**	CSN	--	-	--
229.0	16th Avenue NW	NW 22nd Street	US 441/W 13th Street	0.82	22,046	**4.53**	**E**	CSN	2.5	2.03	50.75	94	53	68	CSN	**CSN**	CSN	--	-	--
220.0	8th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.51	16,070	**4.82**	**E**	CSN	2.5	2.32	58	86	50	68	CSN	**CSN**	CSN	--	-	--
218.0	8th Avenue NW	NW 43rd Street	NW 38th Street	0.49	16,070	**4.94**	**E**	CSN	2.5	2.44	61	76	56	66	CSN	**CSN**	CSN	--	-	--
159.0	6th Street W	SR 26	7th Avenue	0.38	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	56	66	CSN	**CSN**	CSN	--	-	--
15.0	6th Street W	SW 4th Avenue	S 2nd Avenue	0.14	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	50	65	CSN	**CSN**	CSN	--	-	--
109.0	6th Street W	S 2nd Avenue	SR 26	0.12	7,022	**4.02**	**D**	CSN	2.5	1.52	38	98	50	64	CSN	**CSN**	CSN	--	-	--
227.0	16th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.54	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	78	53	63	CSN	**CSN**	CSN	--	-	--
223.0	8th Avenue NE	15th Street NE	NE 25th Street	0.81	5,570	**3.89**	**D**	CSN	2.5	1.39	34.75	95	50	62	CSN	**CSN**	CSN	--	-	--
133.0	SR 26/University Avenue	NW 17th Street	US 441/W 13th Street	0.33	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	95	53	61	CSN	**CSN**	CSN	--	-	--
429.0	6th Street W	7th Avenue	8th Avenue	0.14	15,000	**4.05**	**D**	CSN	2.5	1.55	38.75	87	50	60	CSN	**CSN**	CSN	--	-	--
201.0	SR 24/Archer Road	SR 121/W 34th Street	SW 23rd Terrace	0.80	48,250	**4.96**	**E**	CSN	3.5	1.46	36.5	89	50	60	CSN	**CSN**	CSN	--	-	--
16.0	4th Avenue S	US 441/SW 13th Street	SW 12th Street	0.13	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	97	50	60	CSN	**CSN**	CSN	--	-	--
111.0	SR 26/University Avenue	North/South Drive	NW 17th Street	0.30	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	91	56	60	CSN	**CSN**	CSN	--	-	--
209.0	SR 26A/SW 2nd Avenue	SR 26/Newberry Road	SW 28th Street	0.59	17,000	**4.75**	**E**	CSN	3.5	1.25	31.25	93	50	60	CSN	**CSN**	CSN	--	-	--
84.0	US 441/W 13th Street	Radio/ Museum Road	S 4th Avenue	0.23	39,000	**4.46**	**D**	CSN	3.5	0.96	24	100	50	60	CSN	**CSN**	CSN	--	-	--
134.0	SR 26/University Avenue	W 6th Street	W 3rd Street	0.18	22,000	**4.46**	**D**	CSN	3.5	0.96	24	98	53	60	CSN	**CSN**	CSN	--	-	--
92.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 3rd Street	Main Street	0.10	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	93	50	59	CSN	**CSN**	CSN	--	-	--
34.0	US 441/W 13th Street	SR 26/University Avenue	NW 5th Avenue	0.25	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	95	53	59	CSN	**CSN**	CSN	--	-	--
188.0	Main Street N	NW 23rd Avenue	NW 16th Avenue	0.53	18,650	**4.22**	**D**	CSN	2.5	1.72	43	80	50	59	CSN	**CSN**	CSN	--	-	--
57.0	SR 24/Archer Road	North/South Drive	SW 16th Street	0.45	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	92	67	59	CSN	**CSN**	CSN	--	-	--
53.0	SR 24/Archer Road	SR 226/SW 16th Avenue	North/South Drive	0.26	29,250	**4.68**	**E**	CSN	3.5	1.18	29.5	89	59	59	CSN	**CSN**	CSN	--	-	--
210.0	SR 121/W 34th Street	SR 26/Newberry Road	N 8th Avenue	0.50	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	88	50	59	CSN	**CSN**	CSN	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
58.0	US 441/W 13th Street	NW 5th Avenue	NW 8th Avenue	0.24	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	94	50	58	CSN	**CSN**	CSN	--	-	--
205.0	SR 121/W 34th Street	Radio/Museum Road	SR 26A/ SW 2nd Avenue	0.55	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	85	53	58	CSN	**CSN**	CSN	--	-	--
55.0	SR 226/S 16th Ave	SR 24/Archer Road	SW 16th Street	0.70	20,300	**4.49**	**D**	CSN	3.5	0.99	24.75	93	53	58	CSN	**CSN**	CSN	--	-	--
221.0	SR 121/W 34th Street	N 8th Avenue	NW 16th Avenue	0.53	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	83	56	58	CSN	**CSN**	CSN	--	-	--
1734.0	8th Avenue NW	US 441/ 13th Street	10th Street SW	0.25	15,420	**4.54**	**E**	CSN	2.5	2.04	51	91	0	57	CSN	**CSN**	CSN	--	-	--
61.0	US 441/W 13th Street	Diamond Rd.	Radio/ Museum Road	0.09	39,000	**4.46**	**D**	CSN	3.5	0.96	24	93	50	57	CSN	**CSN**	CSN	--	-	--
32.0	SR 121/W 34th Street	SR 24/Archer Road	SW 20th Avenue	0.51	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	82	50	57	CSN	**CSN**	CSN	--	-	--
318.0	31st Ave NW/Glen Springs Road	SR 121/W 34th Street	NW 16th Terr.	2.33	9,622	**4.35**	**D**	CSN	2.5	1.85	46.25	92	6	56	CSN	**CSN**	CSN	--	-	--
185.0	16th Avenue N	US 441/W. 13th Street	SR 20/NW 6th Street	0.49	12,813	**4.50**	**D**	CSN	2.5	2	50	87	6	56	CSN	**CSN**	CSN	--	-	--
130.0	SR 121/W 34th Street	SW 20th Avenue	Hull/ Mowry Road	0.25	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
200.0	SR 121/W 34th Street	Hull/ Mowry Road	Radio/Museum Road	0.31	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
81.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 15th Street	0.34	15,000	**3.88**	**D**	CSN	2.5	1.38	34.5	80	50	56	CSN	**CSN**	CSN	--	-	--
131.0	SR 24/Archer Road	SW 16th Street	US 441/W 13th Street	0.31	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	91	50	56	CSN	**CSN**	CSN	--	-	--
212.0	SR 26/University Avenue	SR 26A/ SW 2nd Avenue	North/South Drive	0.08	28,750	**4.60**	**E**	CSN	3.5	1.1	27.5	85	53	56	CSN	**CSN**	CSN	--	-	--
211.0	SR 121/W 34th Street	SR 26A/ SW 2nd Avenue	SR 26/Newberry Road	0.12	40,750	**4.61**	**E**	CSN	3.5	1.11	27.75	86	50	56	CSN	**CSN**	CSN	--	-	--
135.0	SR 26/University Avenue	W 3rd Street	W 2nd Street	0.08	22,000	**4.35**	**D**	CSN	3.5	0.85	21.25	92	50	55	CSN	**CSN**	CSN	--	-	--
272.0	75th St SW/Tower Road	SW 24th Avenue	SW 46th Boulevard	1.19	13,558	**4.80**	**E**	CSN	2.5	2.3	57.5	54	50	55	CSN	**CSN**	CSN	--	-	--
38.0	SR 24/Waldo Road	SR 26/ University Avenue	N 8th Avenue	0.58	21,500	**4.51**	**E**	CSN	3.5	1.01	25.25	86	50	55	CSN	**CSN**	CSN	--	-	--
137.0	US 441/W 13th Street	NW 8th Avenue	NW 16th Avenue	0.52	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	85	50	54	CSN	**CSN**	CSN	--	-	--
138.0	SR 26/University Avenue	W 2nd Street	N Main Street	0.10	22,000	**4.22**	**D**	CSN	3.5	0.72	18	92	50	54	CSN	**CSN**	CSN	--	-	--
86.0	6th Street W	Depot Ave	SW 4th Avenue	0.33	5,549	**3.90**	**D**	CSN	2.5	1.4	35	98	6	54	CSN	**CSN**	CSN	--	-	--
89.0	SR 26/University Avenue	NW 22nd Street	SR 26A/ SW 2nd Avenue	0.16	28,750	**4.40**	**D**	CSN	3.5	0.9	22.5	88	50	54	CSN	**CSN**	CSN	--	-	--
216.0	SR 26/Newberry Road	Interstate-75 [east ramp]	SW 62nd Boulevard	0.58	47,750	**4.96**	**E**	CSN	3.5	1.46	36.5	74	50	54	CSN	**CSN**	CSN	--	-	--
178.0	8th Avenue NE	NE 9th Street	SR 24/Waldo Road	0.49	9,521	**4.15**	**D**	CSN	2.5	1.65	41.25	93	0	54	CSN	**CSN**	CSN	--	-	--
317.0	23rd Avenue NW	NW 83rd Street	NW 55th Street	1.80	11,225	**4.77**	**E**	CSN	2.5	2.27	56.75	76	3	54	CSN	**CSN**	CSN	--	-	--
140.0	SR 26/University Avenue	E 1st Street	E 3rd Street	0.09	22,000	**4.22**	**D**	CSN	3.5	0.72	18	91	50	54	CSN	**CSN**	CSN	--	-	--
98.0	SR 120A/N 23rd Avenue	US 441/W 13th Street	SR 20/NW 6th Street	0.50	14,000	**4.54**	**E**	CSN	3.5	1.04	26	83	50	53	CSN	**CSN**	CSN	--	-	--
139.0	SR 26/University Avenue	N Main Street	E 1st Street	0.07	22,000	**4.22**	**D**	CSN	3.5	0.72	18	90	50	53	CSN	**CSN**	CSN	--	-	--
187.0	SR 20/NW 6th Street	NW 16th Avenue	NW 23rd Avenue	0.52	15,000	**4.38**	**D**	CSN	3.5	0.88	22	83	56	53	CSN	**CSN**	CSN	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
170.0	8th Avenue N	NW 10th Street	NW 6th Street	0.25	14,378	**4.29**	**D**	CSN	2.5	1.79	44.75	88	0	53	CSN	**CSN**	CSN	--	-	--
3.0	12th Street W	SR 26	NW 8th Avenue	0.50	5,219	**3.92**	**D**	CSN	2.5	1.42	35.5	96	0	53	CSN	**CSN**	CSN	--	-	--
204.0	4th Street SE-SE 22nd Avenue	SR 331/Williston Road	SE 15th Street	0.81	3,965	**3.59**	**D**	CSN	2.5	1.09	27.25	74	59	52	CSN	**CSN**	CSN	--	-	--
158.0	10th Street W	SR 26	NW 8th Avenue	0.51	4,587	**3.91**	**D**	CSN	2.5	1.41	35.25	95	0	52	CSN	**CSN**	CSN	--	-	--
27.0	SR 24/Archer Road	Interstate 75	SW 40th Boulevard	0.12	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	69	50	52	CSN	**CSN**	CSN	--	-	--
403.0	9th Road SW-Depot Avenue-SE 7th Avenue	US441/ SW 13th Street	SW 11th Street	0.24	5,401	**3.84**	**D**	CSN	2.5	1.34	33.5	96	0	52	CSN	**CSN**	CSN	--	-	--
1557.0	8th Avenue SW	SW 2nd Avenue	SR 26	0.12	*4,000*	**3.73**	**D**	CSN	2.5	1.23	30.75	98	0	52	CSN	**CSN**	CSN	--	-	--
266.0	75th St SW/Tower Road	SW 8th Avenue	SW 24th Avenue	1.01	13,558	**4.35**	**D**	CSN	2.5	1.85	46.25	57	50	51	CSN	**CSN**	CSN	--	-	--
1554.5	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.79**	**D**	CSN	2.5	1.29	32.25	96	0	51	CSN	**CSN**	CSN	--	-	--
105.0	4th Avenue S	SR 20/NW 6th Street	SW 3rd Street	0.18	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	99	3	51	CSN	**CSN**	CSN	--	-	--
4.0	8th Avenue N	N Main Street	E 1st Street	0.11	9,521	**4.02**	**D**	CSN	2.5	1.52	38	89	0	51	CSN	**CSN**	CSN	--	-	--
13.0	Kincaid Loop	SR 20/Hawthorne Road	3rd Avenue SE	0.14	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	88	0	51	CSN	**CSN**	CSN	--	-	--
177.0	8th Avenue NE	E 1st Street	NE 9th Street	0.51	9,521	**4.02**	**D**	CSN	2.5	1.52	38	83	9	50	CSN	**CSN**	CSN	--	-	--
128.0	22nd Street NW	SR 26/University Avenue	NW 5th Avenue	0.25	5,852	**3.99**	**D**	CSN	2.5	1.49	37.25	88	0	50	CSN	**CSN**	CSN	--	-	--
88.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 3rd Street	0.23	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	95	0	50	CSN	**CSN**	CSN	--	-	--
104.0	4th Avenue SW	SW 10th Street	SR 20/NW 6th Street	0.23	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	98	0	50	CSN	**CSN**	CSN	--	-	--
2.0	SR 226/S 16th Ave	US 441/W 13th Street	6th Street	0.56	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	88	50	50	CSN	**CSN**	CSN	--	-	--
184.0	16th Avenue NW	NW 43rd Street	NW 38th Street	0.56	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	68	9	50	CSN	**CSN**	CSN	--	-	--
160.0	3rd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	737	**2.54**	**C**	CSN	2.5	0.04	1	98	50	50	CSN	**CSN**	CSN	--	-	--
101.0	4th Avenue S	SW 12th Street	SW 10th Street	0.12	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	96	0	50	CSN	**CSN**	CSN	--	-	--
79.0	Kincaid Loop	SE 3RD Avenue	7th Avenue	0.23	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	85	0	50	CSN	**CSN**	CSN	--	-	--
87.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 7th Street	0.39	5,401	**4.06**	**D**	CSN	2.5	1.56	39	85	0	49	CSN	**CSN**	CSN	--	-	--
311.0	SR 24/Archer Road	SW 23rd Terrace	SR 226/SW 16th Avenue	0.47	48,250	**4.84**	**E**	CSN	3.5	1.34	33.5	90	0	49	CSN	**CSN**	CSN	--	-	--
102.5	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.53**	**E**	CSN	3.5	1.03	25.75	97	0	49	CSN	**CSN**	CSN	--	-	--
112.0	4th Avenue S	SE 3rd Street	SW 2nd Street	0.08	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	95	0	49	CSN	**CSN**	CSN	--	-	--
1554.0	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.51**	**D**	CSN	2.5	1.01	25.25	96	3	49	CSN	**CSN**	CSN	--	-	--
123.0	4th Avenue S	N Main Street	E 3rd Street	0.16	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	94	0	49	CSN	**CSN**	CSN	--	-	--
149.0	22nd Street NW	NW 5th Avenue	NW 8th Avenue	0.25	5,852	**3.81**	**D**	CSN	2.5	1.31	32.75	88	0	48	CSN	**CSN**	CSN	--	-	--
179.0	SR 24/Waldo Road	N 8th Avenue	N 16th Avenue	0.58	21,500	**4.74**	**E**	CSN	3.5	1.24	31	90	0	48	CSN	**CSN**	CSN	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
103.0	US 441/W 13th Street	S 2nd Avenue	SR 26/University Avenue	0.12	39,000	**4.46**	**D**	CSN	3.5	0.96	24	97	0	48	CSN	**CSN**	CSN	--	-	--
402.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 7th Street	0.23	5,401	**3.62**	**D**	CSN	2.5	1.12	28	93	0	48	CSN	**CSN**	CSN	--	-	--
107.0	10th Street W	SW 2nd Avenue	SR 26	0.13	4,587	**3.56**	**D**	CSN	2.5	1.06	26.5	94	0	48	CSN	**CSN**	CSN	--	-	--
117.0	4th Avenue S	SW 2nd Street	S Main Street	0.10	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	92	0	48	CSN	**CSN**	CSN	--	-	--
1551.0	8th Avenue SW	10th Street SW	13th Street SW	0.26	*4,000*	**3.29**	**C**	CSN	2.5	0.79	19.75	100	0	48	CSN	**CSN**	CSN	--	-	--
60.0	SR 226/S 16th Ave	6th Street	SR 329/Main Street	0.15	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	80	50	47	CSN	**CSN**	CSN	--	-	--
197.0	SR 24/Archer Road	SW 40th Boulevard	SR 121/W 34th Street	0.88	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	80	3	47	CSN	**CSN**	CSN	--	-	--
106.0	10th Street W	SW 4th Avenue	S 2nd Avenue	0.12	4,587	**3.43**	**C**	CSN	2.5	0.93	23.25	94	0	47	CSN	**CSN**	CSN	--	-	--
169.0	SR 26/Newberry Road	SW 75th Street/Tower Road	Interstate-75 [east ramp]	0.23	29,875	**4.49**	**D**	CSN	3.5	0.99	24.75	67	50	47	CSN	**CSN**	CSN	--	-	--
144.0	SR 26/University Avenue	E 3rd Street	NE 9th Street	0.46	22,000	**4.40**	**D**	CSN	3.5	0.9	22.5	91	6	46	CSN	**CSN**	CSN	--	-	--
181.0	US 441/W 13th Street	NW 16th Avenue	NW 23rd Avenue	0.52	32,750	**4.73**	**E**	CSN	3.5	1.23	30.75	85	0	46	CSN	**CSN**	CSN	--	-	--
114.0	2nd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	1,186	**3.34**	**C**	CSN	2.5	0.84	21	94	0	46	CSN	**CSN**	CSN	--	-	--
64.0	12th Street W	SR 26	S 2nd Avenue	0.13	5,219	**3.23**	**C**	CSN	2.5	0.73	18.25	95	0	45	CSN	**CSN**	CSN	--	-	--
143.5	E 3rd Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,881	**3.29**	**C**	CSN	2.5	0.79	19.75	92	3	45	CSN	**CSN**	CSN	--	-	--
1538.0	10th Avenue NE	NE Blvd	9th Street NE	0.47	4,268	**3.46**	**C**	CSN	2.5	0.96	24	88	0	45	CSN	**CSN**	CSN	--	-	--
75.0	E 3rd Street	SE Depot Avenue	SE 4th Avenue	0.22	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	94	3	45	CSN	**CSN**	CSN	--	-	--
102.0	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.06**	**D**	CSN	3.5	0.56	14	97	0	45	CSN	**CSN**	CSN	--	-	--
1540.0	10th Avenue NW	US 441/ 13th Street	12th Street NW	0.25	4,451	**3.52**	**D**	CSN	2.5	1.02	25.5	85	0	44	CSN	**CSN**	CSN	--	-	--
248.0	SR 20/NW 6th Street	NW 23rd Avenue	SR 222/N 39th Avenue	1.02	15,000	**4.38**	**D**	CSN	3.5	0.88	22	86	3	44	CSN	**CSN**	CSN	--	-	--
145.0	SR 26/University Avenue	NE 9th Street	SR 24/Waldo Road	0.21	22,000	**4.53**	**E**	CSN	3.5	1.03	25.75	83	3	44	CSN	**CSN**	CSN	--	-	--
1807.0	West Bld	10th Avenue NE	5th Avenue NE	0.39	*4,000*	**3.40**	**C**	CSN	2.5	0.9	22.5	87	0	44	CSN	**CSN**	CSN	--	-	--
77.0	E 3rd Street	SE 4th Avenue	SE 2nd Avenue	0.12	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	93	0	44	CSN	**CSN**	CSN	--	-	--
1550.0	10th Avenue/ NE Blvd	Main Street N	10th Avenue/ NE Blvd	0.17	4,268	**3.63**	**D**	CSN	2.5	1.13	28.25	81	0	44	CSN	**CSN**	CSN	--	-	--
1700.0	3rd Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	3,371	**2.94**	**C**	CSN	2.5	0.44	11	97	0	43	CSN	**CSN**	CSN	--	-	--
153.5	5th Avenue NW	NW 17th Street	US 441/NW 13th Street	0.32	2,824	**3.22**	**C**	CSN	2.5	0.72	18	90	0	43	CSN	**CSN**	CSN	--	-	--
180.0	SR 24/Waldo Road	N 16th Avenue	N 23rd Avenue	0.59	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	76	0	42	CSN	**CSN**	CSN	--	-	--
235.0	SR 120A/N 23rd Avenue	SR 20/ NW 6th Street	N Main Street	0.55	14,000	**4.54**	**E**	CSN	3.5	1.04	26	79	0	42	CSN	**CSN**	CSN	--	-	--
236.0	SR 120A/N 23rd Avenue	N Main Street	NE 9th Street	0.41	14,000	**4.43**	**D**	CSN	3.5	0.93	23.25	79	0	41	CSN	**CSN**	CSN	--	-	--
1656.0	2nd Street NE	8th Avenue N	2nd Avenue N	0.40	2,210	**2.78**	**C**	CSN	2.5	0.28	7	94	0	40	CSN	**CSN**	CSN	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
182.0	SR 20/NW 6th Street	NW 8th Avenue	NW 16th Avenue	0.49	15,000	**4.02**	**D**	CSN	3.5	0.52	13	86	0	40	CSN	**CSN**	CSN	--	-	--
1722.0	5th Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	2,472	**2.57**	**C**	CSN	2.5	0.07	1.75	97	0	40	CSN	**CSN**	CSN	--	-	--
307.0	SR 120A/N 23rd Avenue	NE 15th Street	SR 24/Waldo Road	0.55	14,000	**4.58**	**E**	CSN	3.5	1.08	27	71	0	39	CSN	**CSN**	CSN	--	-	--
113.0	3rd Street W	SR 26	NW 8th Avenue	0.51	737	**2.63**	**C**	CSN	2.5	0.13	3.25	95	0	39	CSN	**CSN**	CSN	--	-	--
1730.0	7th Avenue NW	2nd Street NW	2nd Street NE	0.21	1,488	**2.63**	**C**	CSN	2.5	0.13	3.25	94	0	39	CSN	**CSN**	CSN	--	-	--
300.0	SR 26/Newberry Road	SW 62nd Boulevard	NW 55th Street	0.44	47,750	**5.00**	**E**	CSN	3.5	1.5	37.5	60	0	39	CSN	**CSN**	CSN	--	-	--
141.0	3rd Street W	SW 2nd Avenue	SR 26	0.13	737	**2.51**	**C**	CSN	2.5	0.01	0.25	96	0	38	CSN	**CSN**	CSN	--	-	--
1330.5	US 441	NW 144th Street	CR 241	0.11	*28,000*	**5.03**	**E**	CSN	3.5	1.53	38.25	58	0	38	CSN	**CSN**	CSN	--	-	--
1753.0	9th Street NE	NE 23rd Avenue	NE 31st Avenue	0.52	3,436	**3.37**	**C**	CSN	2.5	0.87	21.75	74	0	38	CSN	**CSN**	CSN	--	-	--
150.0	5th Avenue NW	NW 22nd Street	NW 17th Street	0.56	2,824	**2.69**	**C**	CSN	2.5	0.19	4.75	87	0	37	CSN	**CSN**	CSN	--	-	--
230.0	SR 24/Waldo Road	N 23rd Avenue	NE 31st Avenue	0.60	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	57	0	35	CSN	**CSN**	CSN	--	-	--
1775.0	Kincaid Loop	4th Street SE	SE 11th Avenue	0.68	6,839	**2.97**	**C**	CSN	2.5	0.47	11.75	71	3	34	CSN	**CSN**	CSN	--	-	--
413.0	SR 26	76 street NW	75th Street NW	0.19	29,875	**4.69**	**E**	CSN	3.5	1.19	29.75	54	0	33	CSN	**CSN**	CSN	--	-	--
241.0	SR 24/Waldo Road	NE 31st Avenue	SR 222/E 39th Avenue	0.30	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	50	0	32	CSN	**CSN**	CSN	--	-	--
283.0	SR 26/Newberry Road	107th Terrace	NW 98th Street	0.59	29,875	**4.91**	**E**	CSN	3.5	1.41	35.25	38	0	29	CSN	**CSN**	CSN	--	-	--
1353.0	Main Street	US 27	US 441	0.21	*16,000*	**3.62**	**D**	CSN	2.5	1.12	28	41	0	28	CSN	**CSN**	CSN	--	-	--
258.0	24th Blvd NW	SR 222/NW 39th Avenue	NW 53rd Avenue	1.04	3,220	**2.82**	**C**	CSN	2.5	0.32	8	59	0	27	CSN	**CSN**	CSN	--	-	--
1366.0	US 27/ US 41	Newberry Lane	SR 26	0.42	*12,000*	**3.59**	**D**	CSN	3.5	0.09	2.25	50	0	21	CSN	**CSN**	CSN	--	-	--
1608.0	1st Avenue NW	2nd Street NW	1st Street NE	0.16	2,631	**0.00**	**A**	LOS	2.5	2.5	62.5	94	50	72	LOS	**LOS**	LOS	--	-	--
1668.0	2nd Street SW	4th Avenue S	Depot Avenue	0.28	1,186	**0.28**	**A**	LOS	2.5	2.22	55.5	97	50	71	LOS	**LOS**	LOS	--	-	--
1556.0	11th Avenue SE	9th Street SE	15th Street SE	0.64	*2,000*	**0.19**	**A**	LOS	2.5	2.31	57.75	79	50	65	LOS	**LOS**	LOS	--	-	--
1555.0	8th Avenue SW	SW 4th Avenue	SW 2nd Avenue	0.13	*500*	**0.00**	**A**	LOS	2.5	2.5	62.5	98	0	64	LOS	**LOS**	LOS	--	-	--
1648.0	2nd Avenue NW	3rd Street NW	Main Street	0.18	1,876	**0.00**	**A**	LOS	2.5	2.5	62.5	94	0	63	LOS	**LOS**	LOS	--	-	--
1536.0	10th Avenue SE	4th Street SE	Veitch Street	0.23	*200*	**0.00**	**A**	LOS	2.5	2.5	62.5	89	0	61	LOS	**LOS**	LOS	--	-	--
1688.0	35th Street SE	SR 20/ Hawthorne Road	Dead End	1.63	2,323	**0.00**	**A**	LOS	2.5	2.5	62.5	49	50	55	LOS	**LOS**	LOS	--	-	--
29.0	8th Avenue N	17 th Street	US 441/W 13th Street	0.33	14,378	**1.62**	**B**	LOS	2.5	0.88	22	87	53	54	LOS	**LOS**	LOS	--	-	--
1745.0	9th Street NE	SE 2nd Avenue	SR 26/Newberry Road	0.17	2,633	**1.74**	**B**	LOS	2.5	0.76	19	87	50	52	LOS	**LOS**	LOS	--	-	--
1612.0	1st Street SW	SR 26	2nd Avenue S	0.17	*500*	**1.18**	**A**	LOS	2.5	1.32	33	94	0	51	LOS	**LOS**	LOS	--	-	--
25.0	SR 20/Hawthorne Road	NE 14th Street	SE 15th Street	0.10	15,400	**2.90**	**C**	LOS	3.5	0.6	15	83	50	49	LOS	**LOS**	LOS	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
142.0	E 1st Street	NE 2nd Avenue	NE 8th Avenue	0.40	2,774	**1.45**	**A**	LOS	2.5	1.05	26.25	95	0	48	LOS	**LOS**	LOS	--	-	--
1564.0	11th Street NE	11th Avenue	8th Avenue NE	0.20	2,899	**2.34**	**B**	LOS	2.5	0.16	4	92	50	48	LOS	**LOS**	LOS	--	-	--
1660.0	2nd Street NW	16th Avenue N	8th Avenue N	0.50	2,794	**2.10**	**B**	LOS	2.5	0.4	10	84	50	47	LOS	**LOS**	LOS	--	-	--
1714.0	5th Avenue NE	2nd Street NE	NE Blvd	0.21	*500*	**1.65**	**B**	LOS	2.5	0.85	21.25	92	0	45	LOS	**LOS**	LOS	--	-	--
1.0	8th Avenue N	NW 22nd Street	17 th Street	0.55	14,378	**1.62**	**B**	LOS	2.5	0.88	22	87	0	44	LOS	**LOS**	LOS	--	-	--
1765.0	NE Blvd	5th Avenue NE	2nd Avenue NE	0.16	*1,500*	**1.70**	**B**	LOS	2.5	0.8	20	87	0	43	LOS	**LOS**	LOS	--	-	--
1763.0	NE Blvd	10th Avenue NE	5th Avenue NE	0.39	*1,500*	**1.70**	**B**	LOS	2.5	0.8	20	87	0	43	LOS	**LOS**	LOS	--	-	--
1566.0	11th Terrace NE	31st Avenue	23rd Avenue	0.54	*1,000*	**1.43**	**A**	LOS	2.5	1.07	26.75	80	0	43	LOS	**LOS**	LOS	--	-	--
1576.0	14th Street NE	16th Avenue N	14th Avenue E	0.26	*1,000*	**1.61**	**B**	LOS	2.5	0.89	22.25	84	0	42	LOS	**LOS**	LOS	--	-	--
1094.0	CR 2082	NW 5th Street	US 301	0.43	887	**0.00**	**A**	LOS	2.5	2.5	62.5	42	0	42	LOS	**LOS**	LOS	--	-	--
1716.0	5th Avenue NE	NE Blvd	Waldo Road	0.63	*1,500*	**1.93**	**B**	LOS	2.5	0.57	14.25	89	0	41	LOS	**LOS**	LOS	--	-	--
1092.0	CR 2082	NW 7th Street	NW 5th Street	0.12	299	**0.00**	**A**	LOS	2.5	2.5	62.5	41	0	41	LOS	**LOS**	LOS	--	-	--
1092.5	CR 2082	NW 7th Street	NW 5th Street	0.12	299	**0.09**	**A**	LOS	2.5	2.41	60.25	41	0	40	LOS	**LOS**	LOS	--	-	--
1560.0	11th Avenue SW	11th Street SW	US 441/ 13th Street	0.20	*1,000*	**2.10**	**B**	LOS	2.5	0.4	10	91	0	40	LOS	**LOS**	LOS	--	-	--
1698.0	3rd Avenue NE	7th Street NE	9th Street NE	0.17	*1,500*	**2.00**	**B**	LOS	2.5	0.5	12.5	87	0	40	LOS	**LOS**	LOS	--	-	--
1408.0	CR 241/ 143rd Street	School	US 441	0.37	1,688	**1.55**	**B**	LOS	2.5	0.95	23.75	51	50	40	LOS	**LOS**	LOS	--	-	--
1748.0	9th Street NE	N 8th Avenue	NE 16th Avenue	0.49	6,230	**2.06**	**B**	LOS	2.5	0.44	11	88	0	40	LOS	**LOS**	LOS	--	-	--
1583.0	28th Ave NE/19th Street	NE 15th Street	31 Avenue	0.58	*1,000*	**1.28**	**A**	LOS	2.5	1.22	30.5	68	0	39	LOS	**LOS**	LOS	--	-	--
1650.0	2nd Avenue NW	5TH Street NW	3rd Street NW	0.14	1,876	**2.43**	**B**	LOS	2.5	0.07	1.75	96	0	39	LOS	**LOS**	LOS	--	-	--
1610.0	1st Avenue SW	1nd Street SW	3nd Street SE	0.21	2,599	**2.36**	**B**	LOS	2.5	0.14	3.5	94	0	39	LOS	**LOS**	LOS	--	-	--
1732.0	8th Avenue SE/SE 24th St.	15th Street NE	SE 20th Street	0.45	*4,000*	**2.08**	**B**	LOS	2.5	0.42	10.5	86	0	38	LOS	**LOS**	LOS	--	-	--
1707.0	37th Blvd SW	SR 24/Archer Road	Windmeadows	0.28	*1,500*	**1.77**	**B**	LOS	2.5	0.73	18.25	77	0	38	LOS	**LOS**	LOS	--	-	--
215.0	25th Street NE	SR 26/E University Avenue	NE 8th Avenue	0.51	2,810	**2.47**	**B**	LOS	2.5	0.03	0.75	94	0	38	LOS	**LOS**	LOS	--	-	--
1405.0	CR 241/SR 235	US 441	CR 241	0.50	3,585	**1.57**	**B**	LOS	2.5	0.93	23.25	56	0	32	LOS	**LOS**	LOS	--	-	--
1094.5	CR 2082	NW 5th Street	US 301	0.43	887	**1.06**	**A**	LOS	2.5	1.44	36	42	0	31	LOS	**LOS**	LOS	--	-	--
1083.0	2nd Avenue SW	SW 7th Street	SW 5th Street	0.19	401	**1.17**	**A**	LOS	2.5	1.33	33.25	41	0	30	LOS	**LOS**	LOS	--	-	--
1352.0	SR 20	US 441	N Main Street	0.55	*17,000*	**2.02**	**B**	LOS	3.5	1.48	37	36	0	29	LOS	**LOS**	LOS	--	-	--
1081.0	2nd Avenue SW	5th	Johnson St./ US 301	0.20	401	**1.35**	**A**	LOS	2.5	1.15	28.75	41	0	28	LOS	**LOS**	LOS	--	-	--
1162.0	CR 234/ Cholocha	NE Bay Street	Seminary Street	0.24	2,594	**0.00**	**A**	LOS	2.5	2.5	62.5	5	0	27	LOS	**LOS**	LOS	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1614.0	21st Street NW	36th Avenue	31st Avenue	0.30	*2,000*	**2.48**	**B**	LOS	2.5	0.02	0.5	67	0	27	LOS	**LOS**	LOS	--	-	--
1461.0	CR 2054/NW 130th Avenue	NW 146 Terrace	CR 241	0.42	1,441	**1.66**	**B**	LOS	2.5	0.84	21	44	0	26	LOS	**LOS**	LOS	--	-	--
1244.0	SR 26	CR 337	US 27	0.98	*7,000*	**3.26**	**C**	LOS	3.5	0.24	6	56	0	25	LOS	**LOS**	LOS	--	-	--
1104.0	CR 13B/ SE 163rd Avenue	CR 30/ 24th Avenue	CR 1474	1.82	103	**0.47**	**A**	LOS	2.5	2.03	50.75	11	0	25	LOS	**LOS**	LOS	--	-	--
1345.0	CR 2054	US 441	CR 241	1.00	437	**1.90**	**B**	LOS	2.5	0.6	15	44	0	23	LOS	**LOS**	LOS	--	-	--
1744.0	91Street NW	Turn	83rd Street	0.52	*2,000*	**1.88**	**B**	LOS	2.5	0.62	15.5	42	0	23	LOS	**LOS**	LOS	--	-	--
1355.0	US 27	S. Main	NW 19th St.	0.91	*12,000*	**2.65**	**C**	LOS	3.5	0.85	21.25	35	0	23	LOS	**LOS**	LOS	--	-	--
1488.0	SR 235	SR 121	CR 237	2.30	*4,000*	**2.08**	**B**	LOS	3.5	1.42	35.5	20	0	22	LOS	**LOS**	LOS	--	-	--
1102.0	CR 30/ SE 24th Avenue	CR 13B/ SE 163rd Avenue	CR 13	0.52	500	**0.69**	**A**	LOS	2.5	1.81	45.25	9	0	22	LOS	**LOS**	LOS	--	-	--
1460.0	CR 2054	NW 202nd Street	146th Terrace	3.86	437	**1.42**	**A**	LOS	2.5	1.08	27	26	0	21	LOS	**LOS**	LOS	--	-	--
1266.0	202nd St NW/ NE 34th Rd.	US 441	CR 2054	2.74	*500*	**1.42**	**A**	LOS	2.5	1.08	27	22	0	20	LOS	**LOS**	LOS	--	-	--
1296.0	30th Avenue SW	SW 202nd Street	SW 170th Street	2.00	242	**1.40**	**A**	LOS	2.5	1.1	27.5	20	0	19	LOS	**LOS**	LOS	--	-	--
1100.0	CR 13/SE 171	CR 30/SE 24th Avenue	SR 20	2.07	233	**1.11**	**A**	LOS	2.5	1.39	34.75	12	0	19	LOS	**LOS**	LOS	--	-	--
1531.0	21st Street NE	NW 192nd Avenue	CR 340	2.42	*500*	**1.24**	**A**	LOS	2.5	1.26	31.5	15	0	18	LOS	**LOS**	LOS	--	-	--
1533.0	192nd Avenue NW	CR 231	NE 21st Street	2.47	*500*	**1.42**	**A**	LOS	2.5	1.08	27	18	0	18	LOS	**LOS**	LOS	--	-	--
1743.0	91Street NW	SR 222/39th Avenue	Turn	0.45	*2,000*	**2.37**	**B**	LOS	2.5	0.13	3.25	41	0	18	LOS	**LOS**	LOS	--	-	--
1153.0	CR 234	CR 1474	CR 30B/ SE 6th Ave.	1.08	117	**1.05**	**A**	LOS	2.5	1.45	36.25	8	0	18	LOS	**LOS**	LOS	--	-	--
1270.0	202nd St NW/ 13th Road	36R Road	SR 26	3.03	*500*	**1.57**	**B**	LOS	2.5	0.93	23.25	21	0	18	LOS	**LOS**	LOS	--	-	--
1300.0	15th Avenue SW	SW 202nd Street	SW 170th Street	2.01	689	**1.58**	**B**	LOS	2.5	0.92	23	19	0	17	LOS	**LOS**	LOS	--	-	--
1218.0	CR 346/ SR 346	US 27	154th Street SW	1.17	349	**1.67**	**B**	LOS	2.5	0.83	20.75	21	0	17	LOS	**LOS**	LOS	--	-	--
1118.0	CR 1469	SR 26	CR 219	3.77	511	**1.65**	**B**	LOS	2.5	0.85	21.25	18	0	16	LOS	**LOS**	LOS	--	-	--
1033.0	SR 24	SR 24	US 301	0.40	*10,000*	**2.77**	**C**	LOS	3.5	0.73	18.25	21	0	16	LOS	**LOS**	LOS	--	-	--
1498.0	CR 22/NW 156 Street	SR 121	CR 231	2.43	911	**1.86**	**B**	LOS	2.5	0.64	16	20	0	14	LOS	**LOS**	LOS	--	-	--
1288.0	170th Street	S 46th Avenue	US 41	4.45	1,069	**2.09**	**B**	LOS	2.5	0.41	10.25	24	0	14	LOS	**LOS**	LOS	--	-	--
1157.0	CR 234	SR 20	CR 2082	1.19	620	**1.59**	**B**	LOS	2.5	0.91	22.75	12	0	14	LOS	**LOS**	LOS	--	-	--
1514.0	CR 231	SR 235	CR 340	3.08	544	**1.96**	**B**	LOS	2.5	0.54	13.5	20	0	13	LOS	**LOS**	LOS	--	-	--
1005.0	SR 26	Lexington	County Line	0.52	*6,000*	**2.37**	**B**	LOS	3.5	1.13	28.25	5	0	13	LOS	**LOS**	LOS	--	-	--
1496.0	CR 22/NW 156 Street	CR 237	SR 121	2.29	772	**2.07**	**B**	LOS	2.5	0.43	10.75	21	0	13	LOS	**LOS**	LOS	--	-	--
1306.0	30th Road SW	CR 235A	CR 235	1.12	242	**1.94**	**B**	LOS	2.5	0.56	14	18	0	13	LOS	**LOS**	LOS	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1467.0	234th Street NW	CR 2054	NW 102 Avenue	1.48	*200*	**1.70**	**B**	LOS	2.5	0.8	20	12	0	13	LOS	**LOS**	LOS	--	-	--
1518.0	CR 1493/CR 237	N County Line	SR 121	2.88	*200*	**1.92**	**B**	LOS	2.5	0.58	14.5	17	0	12	LOS	**LOS**	LOS	--	-	--
1002.0	E 27th Avenue	SR 222	SR 26	0.95	1,604	**2.33**	**B**	LOS	2.5	0.17	4.25	26	0	12	LOS	**LOS**	LOS	--	-	--
1219.0	CR 346	154th Street SW	137th Avenue	4.10	349	**2.20**	**B**	LOS	2.5	0.3	7.5	22	0	12	LOS	**LOS**	LOS	--	-	--
1470.0	102nd Avenue	NW 234th Street	NW 226th Street	0.45	*200*	**1.70**	**B**	LOS	2.5	0.8	20	10	0	12	LOS	**LOS**	LOS	--	-	--
1494.0	CR 22	US 441	CR 237	4.20	1,100	**2.46**	**B**	LOS	2.5	0.04	1	27	0	11	LOS	**LOS**	LOS	--	-	--
1529.0	SR 235	SR 121	CR 237	1.57	*3,000*	**3.20**	**C**	LOS	3.5	0.3	7.5	20	0	11	LOS	**LOS**	LOS	--	-	--
1090.0	CR 2082	SE 152 Street	NW 7th Street	3.95	299	**2.28**	**B**	LOS	2.5	0.22	5.5	22	0	11	LOS	**LOS**	LOS	--	-	--
69.0	77th Avenue NE/CR 225A	NE 38th Street	SR 24 / Waldo Road	1.17	727	**2.24**	**B**	LOS	2.5	0.26	6.5	20	0	10	LOS	**LOS**	LOS	--	-	--
1315.0	94th Avenue NW	CR 235	CR 241	2.75	*1,000*	**2.36**	**B**	LOS	2.5	0.14	3.5	22	0	10	LOS	**LOS**	LOS	--	-	--
1286.0	170th Street	S 30th Avenue	S 46th Avenue	1.01	1,069	**2.29**	**B**	LOS	2.5	0.21	5.25	19	0	10	LOS	**LOS**	LOS	--	-	--
1465.0	CR 2054	NW 202 Street	NW 234th Atreet	1.89	437	**2.16**	**B**	LOS	2.5	0.34	8.5	15	0	10	LOS	**LOS**	LOS	--	-	--
1175.0	CR 225	CR 346	S County Line	2.18	116	**1.70**	**B**	LOS	2.5	0.8	20	4	0	10	LOS	**LOS**	LOS	--	-	--
1268.0	202nd St NW/ NE 34th Rd.	CR 2054	30R Road	2.00	*1,000*	**2.36**	**B**	LOS	2.5	0.14	3.5	20	0	9	LOS	**LOS**	LOS	--	-	--
1472.0	226th Avenue NW	102nd Avenue	30R Road	0.50	*500*	**2.01**	**B**	LOS	2.5	0.49	12.25	11	0	9	LOS	**LOS**	LOS	--	-	--
1116.0	CR 1469	CR 28	SR 26	3.17	831	**2.10**	**B**	LOS	2.5	0.4	10	13	0	9	LOS	**LOS**	LOS	--	-	--
1160.0	CR 234/ Cholocha	US 441	NE Bay Street	0.26	2,594	**1.83**	**B**	LOS	2.5	0.67	16.75	5	0	9	LOS	**LOS**	LOS	--	-	--
1294.0	46th Avenue SW	SW 202nd Street	SW 170th Street	2.01	1,015	**2.50**	**B**	LOS	2.5	0	0	20	0	8	LOS	**LOS**	LOS	--	-	--
1171.0	CR 346	US 441	CR 225	2.89	693	**1.98**	**B**	LOS	2.5	0.52	13	7	0	8	LOS	**LOS**	LOS	--	-	--
1114.0	CR 1469	US 301	CR 28	2.38	831	**2.10**	**B**	LOS	2.5	0.4	10	9	0	8	LOS	**LOS**	LOS	--	-	--
1173.0	CR 346	CR 225	CR 325	2.23	693	**1.98**	**B**	LOS	2.5	0.52	13	6	0	7	LOS	**LOS**	LOS	--	-	--
1124.0	CR 1471/SR 325	CR 1469	N County Line	5.59	438	**2.37**	**B**	LOS	2.5	0.13	3.25	14	0	7	LOS	**LOS**	LOS	--	-	--
1130.0	CR 1475/ SR 200A	CR 225/ SR 225	NW 6th Street	4.26	373	**2.44**	**B**	LOS	2.5	0.06	1.5	14	0	6	LOS	**LOS**	LOS	--	-	--
1455.0	CR 2085/ NW 228 the Avenue	CR 3371	NW 182/Poe Springs Rd.	3.96	835	**2.34**	**B**	LOS	2.5	0.16	4	9	0	5	LOS	**LOS**	LOS	--	-	--
1502.0	CR 340	CR 31A/ NE 21st Street	CR 225	0.86	841	**2.36**	**B**	LOS	2.5	0.14	3.5	9	0	5	LOS	**LOS**	LOS	--	-	--
1098.0	CR 2041/SE 152 Street	SR 20	CR 2082	0.72	882	**2.41**	**B**	LOS	2.5	0.09	2.25	8	0	4	LOS	**LOS**	LOS	--	-	--
1193.0	CR 234	CR 31 SE/ SE 26 St.	I-75	0.37	1,551	**2.42**	**B**	LOS	2.5	0.08	2	6	0	3	LOS	**LOS**	LOS	--	-	--
1128.0	CR 1475/ SR 200A	N County Line	CR 225/ SR 225	0.61	373	**2.44**	**B**	LOS	2.5	0.06	1.5	5	0	3	LOS	**LOS**	LOS	--	-	--
1747.0	9th Street NE	SR 26/ Univ. Avenue	N 8th Avenue	0.52	6,136	**0.91**	**A**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
50.0	SR 26/University Avenue	W 10th Street	W 6th Street	0.25	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	98	50	60	CSN	**CSN**	CSN	--	-	--
19.0	SR 26/University Avenue	US 441/W 13th Street	W 12th Street	0.13	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	95	50	58	CSN	**CSN**	CSN	--	-	--
20.0	SR 26/University Avenue	W 12th Street	W 10th Street	0.13	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	94	50	58	CSN	**CSN**	CSN	--	-	--
1711.0	24th Avenue SW	43rd Street	SW 34th Street	1.10	5,737	**n/a**	**n/a**	R1A	2.5	n/a	n/a	85	0	No Data	102000	**Program**	Program	--	-	--
5004.0	Kermit Sigmon Memorial Trail	SW 23rd Terr	Newell Dr	1.16		**6.50**	**F**	Trail	2.5	4	100	100	59	92	138000	**Program**	Program	--	-	--
5001.0	6th Street Rail-Trail	NW 8th	SR 26/University Ave	0.52		**6.50**	**F**	Trail	2.5	4	100	96	25	83	138000	**Program**	Program	--	-	--
5000.0	6th Street Rail-Trail	NW 23rd Ave	NW 8th Ave	1.14		**6.50**	**F**	Trail	2.5	4	100	100	3	81	138000	**Program**	Program	--	-	--
5002.0	6th Street Rail-Trail	SR 26/University Ave	S. Main St/Downtown Connecto	1.06		**6.50**	**F**	Trail	2.5	4	100	97	3	80	138000	**Program**	Program	--	-	--
213.0	SR 26A/SW 2nd Avenue	SR 121/W 34th Street	SW 28th Street	0.71	17,000	**4.90**	**E**	R3	3.5	1.4	35	91	56	62	102000	**Program**	Program	--	-	--
208.0	SR 26/Newberry Road	SR 26A/ SW 2nd Avenue	SR 121/W 34th Street	0.41	32,875	**4.73**	**E**	SP	3.5	1.23	30.75	86	53	57	138000	**Program**	Program	--	-	--
6026.0	Archer Road Corridor Trail	SW 75th ST/Tower Rd	SW 91st Street	1.15		**6.50**	**F**	Trail	2.5	4	100	41	0	56	138000	**Program**	Program	--	-	--
1596.0	17th Street NW	NW 5th Avenue	NW 8th Avenue	0.25	6,205	**4.24**	**D**	R1A	2.5	1.74	43.5	87	0	52	109000	**Program**	Program	--	-	--
1595.5	17th Street NW	SR 26	NW 5th Avenue	0.25	6,205	**4.11**	**D**	R1A	2.5	1.61	40.25	89	0	52	109000	**Program**	Program	--	-	--
1595.0	17th Street NW	SR 26	NW 5th Avenue	0.25	6,205	**4.06**	**D**	SP	2.5	1.56	39	89	0	51	138000	**Program**	Program	--	-	--
425.0	SR 329/ Main Street N	NE 8th Avenue	NW 4th Avenue	0.31	*14,000*	**2.31**	**B**	LOS	3.5	1.19	29.75	93	3	50	LOS	**Program**	Program	--	-	--
320.0	SR 329/Main Street	SW 4th Avenue	SW 9th Road	0.27	19,000	**4.35**	**D**	CSN	3.5	0.85	21.25	95	0	47	CSN	**Program**	Program	--	-	--
1537.0	SR 26 A	SR26	SR 121/ SW 34th Street	0.43	17,000	**4.74**	**E**	R3	3.5	1.24	31	85	0	46	102000	**Program**	Program	--	-	--
174.0	SR 329/Main Street	SW 4th Avenue	SW 2nd Avenue	0.13	19,000	**4.23**	**D**	SP	3.5	0.73	18.25	94	0	45	138000	**Program**	Program	--	-	--
426.0	SR 329/ Main Street N	NW 4th Avenue	SR 26	0.19	*15,000*	**4.16**	**D**	SP	3.5	0.66	16.5	94	0	44	138000	**Program**	Program	--	-	--
1528.0	SR 121	SR 235	SR 235	0.30	2,600	**0.00**	**A**	LOS	3.5	3.5	87.5	14	0	40	LOS	**Program**	Program	--	-	--
47.0	39th Avenue NW	NW 110th Street	NW 98th Street	0.34	11,050	**4.87**	**E**	R1A	2.5	2.37	59.25	40	0	40	109000	**Program**	Program	--	-	--
1526.0	SR 121	CR 1493	SR 235	0.33	2,600	**0.21**	**A**	LOS	3.5	3.29	82.25	13	0	38	LOS	**Program**	Program	--	-	--
411.0	143rd Street NW	32nd Avenue	SR26	2.04	*10,000*	**5.30**	**E**	R1A	2.5	2.8	70	21	0	36	109000	**Program**	Program	--	-	--
408.0	143rd Street NW	53rd avenue	GMA Boundary	1.45	7,090	**5.12**	**E**	R1A	2.5	2.62	65.5	20	0	34	109000	**Program**	Program	--	-	--
409.0	143rd Street NW	GMA	39th Ave	0.58	7,090	**5.23**	**E**	R1A	2.5	2.73	68.25	17	0	34	109000	**Program**	Program	--	-	--
410.0	143rd Street NW	39th Avenue	32nd Avenue	0.44	*9,000*	**5.24**	**E**	R1A	2.5	2.74	68.5	16	0	34	109000	**Program**	Program	--	-	--
288.0	39th Avenue NW	NW 98th Street	NW 95th Boulevard	0.53	11,050	**4.31**	**D**	R1A	2.5	1.81	45.25	38	0	33	109000	**Program**	Program	--	-	--
1418.0	CR 241/ 143rd Street	CR 232	SR 232/ NW 53rd Ave	0.70	7,090	**5.07**	**E**	R1A	2.5	2.57	64.25	18	0	33	109000	**Program**	Program	--	-	--
1232.0	122nd St SW/ Parker Rd	SW 24th Avenue	SR 24	4.33	4,183	**4.53**	**E**	R1A	2.5	2.03	50.75	27	0	31	109000	**Program**	Program	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1414.0	CR 241/ 143rd Street	I-75	NW 94th Avenue	0.78	3,585	**4.65**	**E**	R1A	2.5	2.15	53.75	21	0	30	109000	**Program**	Program	--	-	--
294.0	SR 121/W 34th Street	US 441/W 13th Street	N.W. 77th Avenue	2.15	9,849	**4.60**	**E**	R3	3.5	1.1	27.5	47	0	30	102000	**Program**	Program	--	-	--
1416.0	CR 241/ 143rd Street	94th Avenue NW	CR 232	0.92	3,585	**4.65**	**E**	R1A	2.5	2.15	53.75	20	0	30	109000	**Program**	Program	--	-	--
43.0	122nd St SW/ Parker Rd	SW 24th Avenue	SW 8th Avenue	1.00	4,183	**4.53**	**E**	R1A	2.5	2.03	50.75	22	0	29	109000	**Program**	Program	--	-	--
1534.0	SR 121	CR 231	NE 21st Street	1.03	9,849	**5.17**	**E**	R3	3.5	1.67	41.75	26	0	27	102000	**Program**	Program	--	-	--
44.0	122nd St SW/ Parker Rd	SW 8th Avenue	SR 26/Newberry Road	0.97	4,183	**4.17**	**D**	R1A	2.5	1.67	41.75	22	0	26	109000	**Program**	Program	--	-	--
1074.0	SR 20	CR 13/ SE 171	NW 5th Street	2.84	8,900	**5.12**	**E**	R3	3.5	1.62	40.5	22	0	25	102000	**Program**	Program	--	-	--
1076.0	SR 20	NW 5th Street	US 301	0.32	8,900	**4.33**	**D**	R3	3.5	0.83	20.75	40	0	24	102000	**Program**	Program	--	-	--
1532.0	SR 121	CR 22/NW 156th Ave.	CR 231	3.45	*9,000*	**4.95**	**E**	R3	3.5	1.45	36.25	23	0	24	102000	**Program**	Program	--	-	--
1530.0	SR 121	SR 235	CR 22/ NW 156th Ave.	3.13	9,000	**4.95**	**E**	R3	3.5	1.45	36.25	21	0	23	102000	**Program**	Program	--	-	--
1412.0	CR 241/ 143rd Street	School	I-75	2.14	1,688	**3.63**	**D**	R1A	2.5	1.13	28.25	25	0	21	109000	**Program**	Program	--	-	--
1072.0	SR 20	SE 152	CR 13/ SE 171	1.19	8,900	**5.12**	**E**	R3	3.5	1.62	40.5	10	0	20	102000	**Program**	Program	--	-	--
1144.0	CR 225/ Monteocha Road	CR 1475	CR 340	6.35	1,348	**3.45**	**C**	R1A	2.5	0.95	23.75	17	0	16	109000	**Program**	Program	--	-	--
1524.0	SR 121	CR 236	CR 1493	2.77	2,200	**3.44**	**C**	LOS	3.5	0.06	1.5	17	0	7	LOS	**Program**	Program	--	-	--
1522.0	SR 121	CR 239	CR 236	2.31	2,200	**3.44**	**C**	LOS	3.5	0.06	1.5	9	0	4	LOS	**Program**	Program	--	-	--
1520.0	SR 121	N County Line	CR 239	0.43	2,200	**3.34**	**C**	LOS	3.5	0.16	4	3	0	3	LOS	**Program**	Program	--	-	--
427.0	SR 329/ Main Street N	SR 26	SW 2nd Avenue	0.13	19,000	**3.83**	**D**	CSN	3.5	0.33	8.25	94	0	41	CSN	**Program**	Program	--	-	--
153.0	5th Avenue NW	NW 17th Street	US 441/NW 13th Street	0.32	2,824	**0.38**	**A**	LOS	2.5	2.12	53	90	0	57	LOS	**LOS**	LOS	--	-	--
1738.0	8th Street NW	3rd Avenue N	SR 26	0.13	898	**1.81**	**B**	LOS	2.5	0.69	17.25	98	0	46	LOS	**LOS**	LOS	--	-	--
1602.0	18th Street/ Terrace	8th Avenue N	3rd Avenue NW	0.37	2,722	**1.63**	**B**	LOS	2.5	0.87	21.75	89	0	44	LOS	**LOS**	LOS	--	-	--
116.0	2nd Street W	2nd Avenue SW	SR 26	0.12	1,186	**2.19**	**B**	LOS	2.5	0.31	7.75	93	0	40	LOS	**LOS**	LOS	--	-	--
6.0	53rd Avenue NW	NW 52nd Terr.	NW 43rd Street	0.64	11,062	**3.28**	**C**	Existing	2.5	Existing	Existing	44	0	Existing	Existing	**existing**	existing	--	-	--
7.0	43rd Street NW	NW 53rd Avenue	NW 39th Avenue	1.02	25,290	**3.55**	**D**	Existing	2.5	Existing	Existing	57	0	Existing	Existing	**existing**	existing	--	-	--
9.0	SR 24/Archer Road	GMA Boundary/ 122nd Street	SW 91st Street	2.55	14,500	**4.09**	**D**	Existing	3.5	Existing	Existing	27	50	Existing	Existing	**existing**	existing	--	-	--
10.0	SR 24/Archer Road	SW 91st Street	SW 75th Street	1.13	45,000	**4.94**	**E**	Existing	3.5	Existing	Existing	38	50	Existing	Existing	**existing**	existing	--	-	--
12.0	SR 331/Williston Road	US 441/SW 13th Street	N Main Street	0.49	16,700	**0.37**	**A**	Existing	3.5	Existing	Existing	71	0	Existing	Existing	**existing**	existing	--	-	--
17.0	2nd Avenue S	US 441/W 13th Street	W 12th Street	0.14	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	98	50	Existing	Existing	**existing**	existing	--	-	--
18.0	SR 26/University Avenue	SR 121/W 34th Street	NW 22nd Street	1.15	28,750	**3.71**	**D**	Existing	3.5	Existing	Existing	100	50	Existing	Existing	**existing**	existing	--	-	--
22.0	2nd Avenue SE	9th Street SE	SR 331/Williston Road	0.22	383	**0.00**	**A**	Existing	2.5	Existing	Existing	83	50	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
23.0	SR 331/Williston Road	S Main Street	SR 226/SE 16th Ave.	1.15	16,700	**0.37**	**A**	Existing	3.5	Existing	Existing	78	50	Existing	Existing	**existing**	existing	--	-	--
31.0	20th Avenue SW	SW 62nd Blvd	SW 40th Blvd	0.21	23,440	**3.56**	**D**	Existing	2.5	Existing	Existing	89	56	Existing	Existing	**existing**	existing	--	-	--
33.0	23rd Avenue NW	NW 55th Street	NW 51st Street	0.30	23,124	**3.40**	**C**	Existing	2.5	Existing	Existing	51	50	Existing	Existing	**existing**	existing	--	-	--
35.0	SR 121/W 34th Street	NW 16th Avenue	NW 31st Avenue	1.48	14,500	**3.51**	**D**	Existing	3.5	Existing	Existing	100	53	Existing	Existing	**existing**	existing	--	-	--
36.0	SR 222/N 39th Avenue	US 441/NW 13th Street	SR 20/NW 6th Street	0.48	17,000	**3.44**	**C**	Existing	3.5	Existing	Existing	63	50	Existing	Existing	**existing**	existing	--	-	--
39.0	53rd Avenue NW	NW 43rd Street	SR 121/NW 34th St	1.47	11,062	**2.85**	**C**	Existing	2.5	Existing	Existing	51	0	Existing	Existing	**existing**	existing	--	-	--
40.0	SR 24/Archer Road	SW 75th Street	SW 75th Street/Tower Road	0.26	45,000	**4.01**	**D**	Existing	3.5	Existing	Existing	41	50	Existing	Existing	**existing**	existing	--	-	--
41.0	SR 24/Archer Road	SW 75th St/Tower Road	SW 62nd Avenue	0.36	22,250	**3.38**	**C**	Existing	3.5	Existing	Existing	43	50	Existing	Existing	**existing**	existing	--	-	--
46.0	75th St NW/Tower Road	8th Avenue NW	W Univ. Avenue	0.61	18,213	**2.93**	**C**	Existing	2.5	Existing	Existing	72	0	Existing	Existing	**existing**	existing	--	-	--
56.0	16th Street SW	SW 16th Avenue	SR 24/Archer Road	0.22	5,858	**2.33**	**B**	Existing	2.5	Existing	Existing	90	3	Existing	Existing	**existing**	existing	--	-	--
62.0	2nd Avenue SW	W 12th Street	W 10th Street	0.13	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	95	0	Existing	Existing	**existing**	existing	--	-	--
63.0	2nd Avenue SW	W 10th Street	SR 20/ NW 6th Street	0.25	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	98	0	Existing	Existing	**existing**	existing	--	-	--
65.0	SR 222/N 39th Avenue	SR 20/NW 6th Street	N Main Street	0.69	17,000	**3.35**	**C**	Existing	3.5	Existing	Existing	63	0	Existing	Existing	**existing**	existing	--	-	--
67.0	SR 331/Williston Road	SR 226/SW 16th Avenue	SE 4th Street	0.54	16,700	**0.37**	**A**	Existing	3.5	Existing	Existing	77	0	Existing	Existing	**existing**	existing	--	-	--
71.0	20th Avenue SW	SW 40th Blvd	SR 121/W 34th St	1.45	23,440	**3.76**	**D**	Existing	2.5	Existing	Existing	97	6	Existing	Existing	**existing**	existing	--	-	--
72.0	SR 121/W 34th Street	SR 222/W 39 Avenue	N 53rd Avenue	1.15	12,000	**3.32**	**C**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
73.0	US 441/W 13th Street	NW 31st Avenue	SR 222/ N39th Avenue	0.53	23,750	**2.87**	**C**	Existing	3.5	Existing	Existing	71	0	Existing	Existing	**existing**	existing	--	-	--
82.0	43rd Street NW	End of 4-lanes	NW 53rd Avenue	1.72	8,246	**2.24**	**B**	Existing	2.5	Existing	Existing	44	0	Existing	Existing	**existing**	existing	--	-	--
83.0	SR 20/NW 8th Avenue	NW 6th Street	NW 3rd Street	0.18	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
90.0	US 441	NW 23rd Street	GMA Boundary	2.48	16,700	**3.32**	**C**	Existing	3.5	Existing	Existing	44	3	Existing	Existing	**existing**	existing	--	-	--
91.0	SR 26/Newberry Road	NW 55th Street	NW 43rd Street	0.78	32,875	**2.94**	**C**	Existing	3.5	Existing	Existing	96	0	Existing	Existing	**existing**	existing	--	-	--
95.0	23rd Avenue NW	NW 98th Street	Ft. Clarke Boulevard	0.24	11,225	**3.39**	**C**	Existing	2.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
96.0	23rd Avenue NW	Ft. Clarke Boulevard	NW 83rd Street	0.65	11,225	**3.39**	**C**	Existing	2.5	Existing	Existing	48	3	Existing	Existing	**existing**	existing	--	-	--
97.0	SR 121/W 34th Street	SR 331/Williston Road	SR 24/Archer Road	1.60	28,496	**3.30**	**C**	Existing	3.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
108.0	2nd Avenue S	SW 6th Street	SW 3rd Street	0.17	7,511	**2.52**	**C**	Existing	2.5	Existing	Existing	99	0	Existing	Existing	**existing**	existing	--	-	--
110.0	2nd Avenue S	W 3rd Street	W 2nd Street	0.07	7,511	**2.52**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
119.0	2nd Avenue S	W 2nd Street	S Main Street	0.10	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**existing**	existing	--	-	--
120.0	2nd Avenue S	SE 3rd Street	9th Street SE	0.44	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
122.0	2nd Avenue S	SE 3rd Street	1st Street SE	0.09	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
124.0	2nd Avenue S	Main Street	1st Street SE	0.07	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
125.0	4th Avenue SE	E 3rd Street	SR 331/Williston Road	0.66	5,228	**2.12**	**B**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
126.0	3rd Avenue SE	SR 331/Williston Road	SE 15th Street	0.36	5,228	**2.65**	**C**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
143.0	E 3rd Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,881	**2.01**	**B**	Existing	2.5	Existing	Existing	92	3	Existing	Existing	**existing**	existing	--	-	--
150.5	5th Avenue NW	NW 22nd Street	NW 17th Street	0.56	2,824	**0.00**	**A**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
157.0	SR 121	SW 85th Avenue	SW 62nd Avenue	1.75	7,800	**2.96**	**C**	Existing	3.5	Existing	Existing	53	0	Existing	Existing	**existing**	existing	--	-	--
171.0	SR 20/NW 8th Avenue	NW 3rd Street	NW 2nd Street	0.07	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	84	0	Existing	Existing	**existing**	existing	--	-	--
172.0	SR 20/NW 8th Avenue	NW 2nd Street	N Main Street	0.10	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	88	3	Existing	Existing	**existing**	existing	--	-	--
173.0	Main Street N	NE 31st Avenue	NW 23rd Avenue	0.56	18,650	**3.20**	**C**	Existing	2.5	Existing	Existing	75	3	Existing	Existing	**existing**	existing	--	-	--
175.0	SR 121	SW 62nd Avenue	35th Way	0.57	7,800	**3.45**	**C**	Existing	3.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
189.0	16th Avenue N	N Main Street	NE 9th Street	0.58	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
190.0	16th Avenue N	NE 9th Street	NE 15th Street	0.54	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**existing**	existing	--	-	--
191.0	US 441/W 13th Street	NW 23rd Avenue	NW 31st Avenue	0.45	32,750	**2.80**	**C**	Existing	3.5	Existing	Existing	81	3	Existing	Existing	**existing**	existing	--	-	--
195.0	SR 331/Williston Road	SE 4th Street	SW 9th Road	0.84	16,700	**0.27**	**A**	Existing	3.5	Existing	Existing	83	0	Existing	Existing	**existing**	existing	--	-	--
196.0	SR 331/Williston Road	SW 9th Road	SE 4th Avenue	0.17	16,700	**0.00**	**A**	Existing	3.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
198.0	SR 226/S 16th Ave	SR 329/Main Street	SR 331/Williston Road	0.58	9,400	**3.08**	**C**	Existing	3.5	Existing	Existing	80	0	Existing	Existing	**existing**	existing	--	-	--
203.0	SR 331/Williston Road	SE 4th Avenue	SE 2nd Avenue	0.12	16,700	**2.62**	**C**	Existing	3.5	Existing	Existing	80	50	Existing	Existing	**existing**	existing	--	-	--
224.0	55th Street NW	SR 26/Newberry Road	NW 23rd Avenue	1.00	11,258	**3.08**	**C**	Existing	2.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
225.0	23rd Avenue NW	NW 51st Street	NW 43rd Street	0.50	23,124	**3.40**	**C**	Existing	2.5	Existing	Existing	67	3	Existing	Existing	**existing**	existing	--	-	--
226.0	43rd Street NW	NW 39th Avenue	NW 23rd Avenue	0.98	25,290	**3.45**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
232.0	43rd Street NW	NW 23rd Avenue	8th Avenue	0.99	28,023	**3.29**	**C**	Existing	2.5	Existing	Existing	96	0	Existing	Existing	**existing**	existing	--	-	--
233.0	SR 121/W 34th Street	NW 31st Avenue	SR 222/W 39th Avenue	0.17	14,500	**3.51**	**D**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
237.0	Main Street N	SR 222/NW 39th Avenue	NE 31st Avenue	0.49	15,767	**3.21**	**C**	Existing	2.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
242.0	SR 222/N 39th Avenue	NW 95th Blvd	NW 83rd St	0.79	20,268	**3.28**	**C**	Existing	3.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
244.0	SR 222/N 39th Avenue	NW 43rd Street	SR 121/W 34th Street	1.01	24,681	**3.38**	**C**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
245.0	SR 222/N 39th Avenue	SR 121/W 34th Street	NW 24th Boulevard	0.86	24,681	**3.87**	**D**	Existing	3.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
246.0	US 441/W 13th Street	SR 222/ N39th Avenue	SR 20/ NW 6th Street	0.74	23,750	**2.87**	**C**	Existing	3.5	Existing	Existing	62	0	Existing	Existing	**existing**	existing	--	-	--
247.0	SR 222/N 39th Avenue	N Main Street	NE 15th Street	0.82	17,000	**3.50**	**C**	Existing	3.5	Existing	Existing	61	0	Existing	Existing	**existing**	existing	--	-	--
250.0	SR 222/N 39th Avenue	NE 15th Street	SR 24/Waldo Road	1.03	17,000	**3.60**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
254.0	SR 222/N 39th Avenue	SR 24/Waldo Road	End of 4-lane section	1.57	15,200	**3.28**	**C**	Existing	3.5	Existing	Existing	49	0	Existing	Existing	**existing**	existing	--	-	--
255.0	SR 24/Waldo Road	SR 222/E 39th Avenue	N 53rd Avenue	1.46	13,600	**3.38**	**C**	Existing	3.5	Existing	Existing	47	0	Existing	Existing	**existing**	existing	--	-	--
256.0	53rd Avenue NW	SR 121/NW 34th St	NW 24th Blvd.	0.33	11,062	**2.98**	**C**	Existing	2.5	Existing	Existing	50	3	Existing	Existing	**existing**	existing	--	-	--
257.0	SR 121/W 34th Street	NW 53rd Ave	US 441/W 13th Street	0.83	12,000	**3.42**	**C**	Existing	3.5	Existing	Existing	50	0	Existing	Existing	**existing**	existing	--	-	--
259.0	53rd Avenue NW	NW 21st Street	US 441/NW 13th Street	0.94	11,062	**3.21**	**C**	Existing	2.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
260.0	US 441/W 13th Street	SR 20/ NW 6th Street	N 53rd Avenue	0.40	23,750	**3.85**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
265.0	US 441/W 13th Street	Rocky Point Road	SR 331/Williston Road	1.55	10,900	**3.27**	**C**	Existing	3.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
267.0	SR 24/Archer Road	SW 62nd Avenue	Interstate 75	2.09	22,250	**3.38**	**C**	Existing	3.5	Existing	Existing	80	3	Existing	Existing	**existing**	existing	--	-	--
268.0	SR 20/Hawthorne Road	CR 329B	GMA Boundary	1.69	9,200	**2.63**	**C**	Existing	3.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
273.0	SR 20/Hawthorne Road	SE 27th Street	SE 43rd Street	1.15	15,400	**1.38**	**A**	Existing	3.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
274.0	SR 20/Hawthorne Road	SE 43rd Street	CR 329B/Lakeshore Drive	1.02	11,350	**1.22**	**A**	Existing	3.5	Existing	Existing	43	0	Existing	Existing	**existing**	existing	--	-	--
278.5	75th St SW/Tower Road	0.2 mi N of SR 24	SR 24	0.26	13,558	**3.48**	**C**	Existing	2.5	Existing	Existing	46	0	Existing	Existing	**existing**	existing	--	-	--
282.0	SR 26/Newberry Road	SW 122nd Street/ Parker Road	NW 107th Terrace	0.94	13,500	**3.21**	**C**	Existing	3.5	Existing	Existing	29	0	Existing	Existing	**existing**	existing	--	-	--
285.0	SR 222/N 39th Avenue	End of 4-lane section	GMA Boundary	0.89	10,800	**4.07**	**D**	Existing	3.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--
286.0	SR 26/University Avenue	CR 329B	N.E. 27th Avenue	2.23	5,200	**2.65**	**C**	Existing	3.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--
289.0	SR 222/N 39th Avenue	NW 83rd Street	NW 51st Street	2.03	20,268	**3.28**	**C**	Existing	3.5	Existing	Existing	55	0	Existing	Existing	**existing**	existing	--	-	--
291.0	US 441/W 13th Street	N 53rd Avenue	SR 121/W 34th Street	0.83	23,750	**3.85**	**D**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
297.0	US 441/W 13th Street	SR 226/SW 16th Avenue	SR 24/Archer Road	0.37	23,500	**2.78**	**C**	Existing	3.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
298.0	12th Street W	SW 4th Avenue	S 2nd Avenue	0.12	5,219	**2.59**	**C**	Existing	2.5	Existing	Existing	97	0	Existing	Existing	**existing**	existing	--	-	--
301.0	53rd Avenue NW	NW 98th Street	NW 52nd Terr.	3.06	6,245	**2.94**	**C**	Existing	2.5	Existing	Existing	42	0	Existing	Existing	**existing**	existing	--	-	--
303.0	SR 222/N 39th Avenue	NW 51Street	NW 43rd Street	0.47	20,268	**3.34**	**C**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
305.0	20th Avenue SW	SW 75th St/Tower Rd	SW 62nd Blvd	1.70	10,535	**3.05**	**C**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
306.0	16th Avenue N	NE 15th Street	SR 24/Waldo Road	0.25	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
310.0	23rd Terrace SW	SR 331/Williston Road	SR 24/Archer Road	1.42	11,248	**3.23**	**C**	Existing	2.5	Existing	Existing	88	3	Existing	Existing	**existing**	existing	--	-	--
313.0	2nd Street W	SR 26	NW 5th Avenue	0.10	1,186	**0.00**	**A**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**existing**	existing	--	-	--
314.0	US 441/W 13th Street	SR 121/W 34th Street	NW 23rd Street	0.61	23,750	**3.80**	**D**	Existing	3.5	Existing	Existing	46	0	Existing	Existing	**existing**	existing	--	-	--
315.0	SR 20/Hawthorne Road	SE 15th Street	SE 27th Street	1.15	15,400	**1.38**	**A**	Existing	3.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
316.0	US 441/W 13th Street	SW 14th Drive	SR 226/SW 16th Avenue	0.25	23,500	**3.02**	**C**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
319.0	SR 222/N 39th Avenue	NW 24th Boulevard	US 441/NW 13th Street	1.15	24,681	**3.69**	**D**	Existing	3.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
321.0	SR 329/Main Street	SW 9th Road/Depot	SR 226/SW 16th Avenue	0.63	19,000	**0.00**	**A**	Existing	3.5	Existing	Existing	90	3	Existing	Existing	**existing**	existing	--	-	--
406.0	53rd Avenue NW	98th Street	Interstate 75	1.12	6,245	**2.94**	**C**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
407.0	53rd Avenue NW	Interstate 75	143rd Street	1.86	*5,000*	**3.16**	**C**	Existing	2.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
412.0	SR 26/ Newberry Road	122nd Street SW	143rd Street	1.48	*13,000*	**3.19**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
417.0	SR 331	SE 2nd Avenue	1st Avenue SE	0.08	*15,000*	**0.00**	**A**	Existing	3.5	Existing	Existing	79	0	Existing	Existing	**existing**	existing	--	-	--
420.0	51 Street NW	27th Avenue NW	39th Ave NW	0.46	9,037	**2.71**	**C**	Existing	2.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
421.0	43rd Street NW	End of 4-lane section	US 441	1.17	13,251	**3.55**	**D**	Existing	2.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
422.0	US 441/W 13th Street	Archer Rd	Diamond Road	0.12	23,500	**3.45**	**C**	Existing	3.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
423.0	US 441/W 13th Street	SW 14th Drive	SR 331/Williston	1.25	23,500	**3.51**	**D**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
424.0	Rocky Point Road	5700 SW 34th	SR 331/Williston Road	2.21	*4,000*	**2.27**	**B**	Existing	2.5	Existing	Existing	63	0	Existing	Existing	**existing**	existing	--	-	--
431.0	1st Street W	NE 2nd Avenue	SR 26	0.05	*1,000*	**1.81**	**B**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
1004.0	SR 222	E 27th Avenue	SR 26	1.94	*4,000*	**2.91**	**C**	Existing	3.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1006.0	SR 26	E 27th Avenue	SR 222	1.21	*10,000*	**3.08**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
1007.0	SR 26	219 A	Lexington	0.45	*6,000*	**3.56**	**D**	Existing	3.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1008.0	SR 26	SR 222	CR 234	2.89	*10,000*	**3.42**	**C**	Existing	3.5	Existing	Existing	15	0	Existing	Existing	**existing**	existing	--	-	--
1010.0	SR 26	CR 234	US 301	2.79	*10,000*	**3.42**	**C**	Existing	3.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
1012.0	SR 26	US 301	CR 1469	1.96	*8,000*	**2.88**	**C**	Existing	3.5	Existing	Existing	11	0	Existing	Existing	**existing**	existing	--	-	--
1014.0	SR 26	CR 1469	CR 219 A/ NE Blvd	2.58	*8,000*	**2.88**	**C**	Existing	3.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1024.0	US 301	N County Line	SR 225	0.40	*12,000*	**2.28**	**B**	Existing	2.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1026.0	US 301	SR 225	City Limit	2.60	*12,000*	**2.77**	**C**	Existing	2.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1027.0	US 301	SR 24	Cilty Limit	0.27	*13,000*	**2.72**	**C**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1028.0	US 301	City Limit	SR 325/ CR 1469	2.87	*14,000*	**2.90**	**C**	Existing	2.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1030.0	US 301	CR 1469	SR 26	2.97	*15,000*	**3.69**	**D**	Existing	2.5	Existing	Existing	11	0	Existing	Existing	**existing**	existing	--	-	--
1032.0	US 301	SR 26	CR 1474	3.93	*14,000*	**3.13**	**C**	Existing	2.5	Existing	Existing	17	0	Existing	Existing	**existing**	existing	--	-	--
1034.0	US 301	CR 1474	CR 30	1.65	*11,000*	**2.69**	**C**	Existing	2.5	Existing	Existing	16	0	Existing	Existing	**existing**	existing	--	-	--
1036.0	US 301	CR 30	CR 219A/ NE Blvd	1.51	*11,000*	**2.69**	**C**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1038.0	US 301	CR 219 A/ NE Blvd	SR 20	1.81	*10,000*	**2.65**	**C**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1040.0	US 301	SR 20	CR 2082	0.42	*9,000*	**2.59**	**C**	Existing	2.5	Existing	Existing	40	0	Existing	Existing	**existing**	existing	--	-	--
1043.0	US 301	CR 2082	SE 2nd Avenue	0.14	*9,000*	**2.77**	**C**	Existing	2.5	Existing	Existing	40	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1045.0	US 301	SE 2nd Avenue	SE 6th Avenue	0.21	8,500	2.78	C	Existing	2.5	Existing	Existing	36	0	Existing	Existing	existing	existing	--	-	--
1046.0	US 301	SE 6th Avenue	SE 219	3.18	8,500	2.75	C	Existing	2.5	Existing	Existing	21	0	Existing	Existing	existing	existing	--	-	--
1048.0	US 301	SE 219	RR Bridge	2.50	8,000	2.65	C	Existing	2.5	Existing	Existing	11	0	Existing	Existing	existing	existing	--	-	--
1050.0	US 301	RR Bridge	CR 325/ CR 200A	3.72	8,000	3.17	C	Existing	2.5	Existing	Existing	10	0	Existing	Existing	existing	existing	--	-	--
1052.0	US 301	CR 325/ CR 200A	S County Line	1.26	8,000	3.17	C	Existing	2.5	Existing	Existing	4	0	Existing	Existing	existing	existing	--	-	--
1066.0	SR 20	GMA/ CR 2082	CR 234	1.86	12,000	3.27	C	Existing	3.5	Existing	Existing	23	0	Existing	Existing	existing	existing	--	-	--
1068.0	SR 20	CR 234	CR 325	1.52	12,000	3.27	C	Existing	3.5	Existing	Existing	10	0	Existing	Existing	existing	existing	--	-	--
1070.0	SR 20	CR 325	SE 152 1/2 WAY	1.86	8,900	3.12	C	Existing	3.5	Existing	Existing	9	0	Existing	Existing	existing	existing	--	-	--
1078.0	SR 20	US 301	E. County Ln/ 2nd Ave	1.93	5,000	2.91	C	Existing	3.5	Existing	Existing	22	0	Existing	Existing	existing	existing	--	-	--
1138.0	SR 24	Oneway Pair	77th Avenue NE	6.71	13,600	3.23	C	Existing	3.5	Existing	Existing	20	0	Existing	Existing	existing	existing	--	-	--
1181.0	US 441	Rocky Point	CR 18	6.10	16,000	3.73	D	Existing	3.5	Existing	Existing	46	0	Existing	Existing	existing	existing	--	-	--
1183.0	US 441	CR 18	CR 234	0.74	15,000	3.58	D	Existing	3.5	Existing	Existing	7	0	Existing	Existing	existing	existing	--	-	--
1184.0	US 441	CR 234	CR 234	0.40	14,000	3.48	C	Existing	3.5	Existing	Existing	6	0	Existing	Existing	existing	existing	--	-	--
1185.0	US 441	CR 234	CR 346	0.89	13,000	3.44	C	Existing	3.5	Existing	Existing	6	0	Existing	Existing	existing	existing	--	-	--
1187.0	US 441	CR 346	SR 25A	0.59	12,000	3.41	C	Existing	3.5	Existing	Existing	5	0	Existing	Existing	existing	existing	--	-	--
1189.0	US 441	SR 25A	CR 30 SE/ SE 185	1.44	10,000	3.49	C	Existing	3.5	Existing	Existing	4	0	Existing	Existing	existing	existing	--	-	--
1191.0	US 441	CR 30 SE/ SE 185	S County Line	0.26	10,000	3.59	D	Existing	3.5	Existing	Existing	2	0	Existing	Existing	existing	existing	--	-	--
1204.0	Seminary Street	CR 234	Cholokka Road	0.63	2,534	0.86	A	Existing	2.5	Existing	Existing	7	0	Existing	Existing	existing	existing	--	-	--
1205.0	SR 121	SW 85th Avenue	CR 18	1.33	7,800	3.03	C	Existing	3.5	Existing	Existing	30	0	Existing	Existing	existing	existing	--	-	--
1207.0	SR 25A/ Tuscawilla Road	Cholokka Road	US 441	0.94	2,000	0.00	A	Existing	3.5	Existing	Existing	6	0	Existing	Existing	existing	existing	--	-	--
1208.0	SR 121	CR 18	137th Avenue	2.18	7,800	3.19	C	Existing	3.5	Existing	Existing	21	0	Existing	Existing	existing	existing	--	-	--
1210.0	SR 121	137th Avenue	CR 346	2.02	7,800	3.19	C	Existing	3.5	Existing	Existing	14	0	Existing	Existing	existing	existing	--	-	--
1212.0	SR 121	CR 346	S County Line	1.25	7,800	3.19	C	Existing	3.5	Existing	Existing	8	0	Existing	Existing	existing	existing	--	-	--
1222.0	SR 24	S 122nd Street	SW 143rd Avenue	1.86	8,000	3.79	D	Existing	3.5	Existing	Existing	21	0	Existing	Existing	existing	existing	--	-	--
1224.0	SR 24	18C Road/ SW 143	US 41/ US 27	1.63	6,000	3.55	D	Existing	3.5	Existing	Existing	21	0	Existing	Existing	existing	existing	--	-	--
1226.0	SR 24	US 41/ US 27	Magnolia/ 170th Street	0.31	4,000	1.90	B	Existing	3.5	Existing	Existing	19	0	Existing	Existing	existing	existing	--	-	--
1228.0	SR 24	Magnolia	S County Line	2.80	1,590	0.26	A	Existing	3.5	Existing	Existing	21	0	Existing	Existing	existing	existing	--	-	--
1246.0	SR 26	US 27	CR 235	0.63	8,000	2.56	C	Existing	3.5	Existing	Existing	47	0	Existing	Existing	existing	existing	--	-	--
1247.0	SR 26	CR 235	US 27	0.39	8,000	2.56	C	Existing	3.5	Existing	Existing	33	0	Existing	Existing	existing	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1248.0	SR 26	SR 26A/ Newberry Lane	NW 202nd Street	2.14	*8,000*	**3.04**	**C**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1250.0	SR 26	NW 202nd Street	NW 170th Street	2.02	*10,000*	**3.15**	**C**	Existing	3.5	Existing	Existing	19	0	Existing	Existing	**existing**	existing	--	-	--
1252.0	SR 26	NW 170th Street	NW 143rd Street	1.66	*12,000*	**3.25**	**C**	Existing	3.5	Existing	Existing	19	0	Existing	Existing	**existing**	existing	--	-	--
1330.0	US 441	NW 144th Street	CR 241	0.11	*28,000*	**2.87**	**C**	Existing	3.5	Existing	Existing	58	0	Existing	Existing	**existing**	existing	--	-	--
1331.0	US 441	NW 144th Street	I-75	1.24	*28,000*	**3.50**	**C**	Existing	3.5	Existing	Existing	50	0	Existing	Existing	**existing**	existing	--	-	--
1332.0	US 441	SR 20	NW 202nd Street	1.95	*20,000*	**3.59**	**D**	Existing	3.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
1333.0	US 441	I-75	CR 235	0.76	*20,000*	**3.33**	**C**	Existing	3.5	Existing	Existing	32	0	Existing	Existing	**existing**	existing	--	-	--
1334.0	US 441	NW 202nd Street	CR 235A	2.00	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1340.0	US 441	CR 241	CR 22	0.30	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
1342.0	US 441	CR 22	CR 2054	0.85	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	43	0	Existing	Existing	**existing**	existing	--	-	--
1344.0	US 441	CR 2054	CR 2054	0.99	20,000	**3.59**	**D**	Existing	3.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1346.0	US 441	CR 2054	CR 237	3.65	*20,000*	**3.30**	**C**	Existing	3.5	Existing	Existing	25	0	Existing	Existing	**existing**	existing	--	-	--
1348.0	US 441	CR 237	GMA Boundary	2.66	*22,000*	**3.64**	**D**	Existing	3.5	Existing	Existing	27	0	Existing	Existing	**existing**	existing	--	-	--
1354.0	US 27	W County Line	NW 19th St.	1.42	*12,000*	**2.21**	**B**	Existing	3.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
1357.0	US 27	NW 182nd Avenue	6th Avenue	0.25	*12,000*	**2.50**	**B**	Existing	3.5	Existing	Existing	29	0	Existing	Existing	**existing**	existing	--	-	--
1358.0	US 27/ US 41	NW 182nd Avenue	CR 24	2.37	*10,000*	**2.76**	**C**	Existing	3.5	Existing	Existing	25	0	Existing	Existing	**existing**	existing	--	-	--
1378.0	US 27/ US 41	SW 170th Street	SR 24	0.65	*10,000*	**3.09**	**C**	Existing	3.5	Existing	Existing	20	0	Existing	Existing	**existing**	existing	--	-	--
1382.0	US 27/ US 41	Peachtree	S County Line	3.19	*8,000*	**3.12**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
1385.0	CR 235	CR 235	County Line	2.77	4,902	**3.36**	**C**	Existing	2.5	Existing	Existing	14	0	Existing	Existing	**existing**	existing	--	-	--
1403.0	SR 235	CR 241	CR 239	1.52	*4,000*	**2.56**	**C**	Existing	3.5	Existing	Existing	39	0	Existing	Existing	**existing**	existing	--	-	--
1404.0	CR 241/ 143rd Street	CR 236	SR 235	5.45	1,688	**0.00**	**A**	Existing	2.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
1426.0	CR 235A	US 441	CR 235	3.17	187	**0.48**	**A**	Existing	2.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1430.0	CR 236	US 41	NE 8th Avenue	0.28	2,683	**1.07**	**A**	Existing	2.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--
1486.0	SR 235	CR 239	CR 237	3.06	*3,000*	**2.13**	**B**	Existing	3.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1487.0	SR 235	CR 235/ CR 231	CR 237	1.27	*1,500*	**0.01**	**A**	Existing	3.5	Existing	Existing	16	0	Existing	Existing	**existing**	existing	--	-	--
1570.0	12th Street	4th Avenue S	8th Avenue S	0.24	4,817	**2.81**	**C**	Existing	2.5	Existing	Existing	99	0	Existing	Existing	**existing**	existing	--	-	--
1578.0	15th Street NE	SR 26/E University Avenue	NE 8th Avenue	0.50	5,530	**1.81**	**B**	Existing	2.5	Existing	Existing	86	50	Existing	Existing	**existing**	existing	--	-	--
1592.0	16th Terrace	23rd Avenue N	16th Avenue N	0.50	8,067	**1.31**	**A**	Existing	2.5	Existing	Existing	86	3	Existing	Existing	**existing**	existing	--	-	--
1632.0	Windmeadows Blvd	34th Street SW	37th Blvd SW	0.52	3,355	**1.67**	**B**	Existing	2.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1640.0	37th Blvd SW	Windmeadows	40th Blvd SW	0.61	*1,500*	**0.00**	**A**	Existing	2.5	Existing	Existing	77	0	Existing	Existing	**existing**	existing	--	-	--
1652.0	2nd Street NE	23rd Avenue N	16th Avenue N	0.55	2,210	**1.93**	**B**	Existing	2.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
1686.0	35th Place SW	SR 121/W 34th Street	23th Terrace SW	1.03	*2,000*	**0.00**	**A**	Existing	2.5	Existing	Existing	85	0	Existing	Existing	**existing**	existing	--	-	--
1694.0	38th Street NW	NW 8th Avenue	NW 16th Ave	0.74	1,734	**0.43**	**A**	Existing	2.5	Existing	Existing	77	0	Existing	Existing	**existing**	existing	--	-	--
1702.0	3rd Avenue SE	15th Street SE	SR 20/ Hawthorne Road	0.24	6,422	**1.55**	**B**	Existing	2.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
1708.0	43rd Street NW	8th Avenue	SR 26/Newberry Road	0.32	13,251	**2.36**	**B**	Existing	2.5	Existing	Existing	68	0	Existing	Existing	**existing**	existing	--	-	--
1712.0	55th Avenue NW	53rd Ave NW	US 441/NW 13th St	0.58	*4,000*	**1.69**	**B**	Existing	2.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
1733.0	8th Avenue SE/SE 24th St.	20th Street SE	SR 20	0.20	*4,000*	**1.72**	**B**	Existing	2.5	Existing	Existing	94	0	Existing	Existing	**existing**	existing	--	-	--
1749.0	9th Street NE	N 8th Avenue	NE 16th Avenue	0.49	6,231	**2.79**	**C**	Existing	2.5	Existing	Existing	88	0	Existing	Existing	**existing**	existing	--	-	--
1751.0	9th Street NE	NE 16th Avenue	NE 23rd Avenue	0.51	5,568	**0.00**	**A**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
1752.0	9th Street NE	NE 23rd Avenue	NE 31st Avenue	0.52	5,569	**2.87**	**C**	Existing	2.5	Existing	Existing	74	0	Existing	Existing	**existing**	existing	--	-	--
3000.0	Paynes Prairie Greenway	CR 234	Paynes Prarier	11.98		**0.00**	**A**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
3001.0	Natural Bridge Hiking Trail	CR 2B	Countyline North West	8.27		**6.50**	**F**	Existing	2.5	Existing	Existing	9	0	Existing	Existing	**existing**	existing	--	-	--
3002.0	Lochloosa L. Wildlife Trail	Lochloosa Lake Trail SE	CR 325	3.09		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
3003.0	Lochloosa L. Wildlife Trail	Local Road	Local Road	1.49		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
3004.0	Lochloosa L. Wildlife Trail	Lochloosa Lake	US 301	6.20		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
3005.0	San Felasco Hammock Trl	Loop	Loop	0.87		**6.50**	**F**	Existing	2.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
3006.0	High Springs Olenoe Trail	Countyline North West	US 27	1.28		**6.50**	**F**	Existing	2.5	Existing	Existing	25	0	Existing	Existing	**existing**	existing	--	-	--
4001.0	Depot Ave Rail-Trail	Newell Drive	SW 6th Street	0.84		**6.50**	**F**	Existing	2.5	Existing	Existing	98	0	Existing	Existing	**existing**	existing	--	-	--
4002.0	Depot Ave Rail-Trail	W 6th St	SE 4th Street	0.58		**6.50**	**F**	Existing	2.5	Existing	Existing	95	0	Existing	Existing	**existing**	existing	--	-	--
4003.0	Haile Plantation Trail	SW 91st Street	End of 46th Blvd.	0.92		**6.50**	**F**	Existing	2.5	Existing	Existing	36	0	Existing	Existing	**existing**	existing	--	-	--
4004.0	Haile Plantation Trail	SW 75th St /Tower Rd	Conservation Area	0.47		**6.50**	**F**	Existing	2.5	Existing	Existing	53	0	Existing	Existing	**existing**	existing	--	-	--
4005.0	Sweetwater Branch/Kelly Plant Greenway	SR 26/University Ave	SW 4th Ave	0.25		**6.50**	**F**	Existing	2.5	Existing	Existing	94	0	Existing	Existing	**existing**	existing	--	-	--
4006.0	Devil's Millhopper Road Path	NW 43rd Way	NW 34th Street	1.51		**6.50**	**F**	Existing	2.5	Existing	Existing	51	0	Existing	Existing	**existing**	existing	--	-	--
4007.0	Waldo Road Greenway	NE 39th Ave	N 16th Avenue	1.44		**6.50**	**F**	Existing	2.5	Existing	Existing	64	0	Existing	Existing	**existing**	existing	--	-	--
4008.0	Waldo Road Greenway	N 16th Avenue	SR 331/Williston Road	1.20		**6.50**	**F**	Existing	2.5	Existing	Existing	88	0	Existing	Existing	**existing**	existing	--	-	--
4009.0	Gainesville Hawthorne Trail	Bouleware Springs Park	SR 20/Hawthorne Road	5.91		**6.50**	**F**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**existing**	existing	--	-	--
4010.0	Gainesville-Hawthorne Trail	SR 20/Hawthorne	CR 325	3.80		**6.50**	**F**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
4011.0	Gainesville-Hawthorne Trail	CR 325	CR 2082	3.97		**6.50**	**F**	Existing	2.5	Existing	Existing	15	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
4012.0	Gainesville-Hawthorne Trail	CR 2082	US 301	2.62		**6.50**	**F**	Existing	2.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
4013.0	62nd Blvd Trail	NW 60th Street	SW 20th Ave	1.44		**6.50**	**F**	Existing	2.5	Existing	Existing	83	3	Existing	Existing	**existing**	existing	--	-	--
234.0	23rd Blvd NW	NW 16th Terr.	US 441/W 13th Street	0.26	11,235	**3.41**	**C**	S	2.5	0.91	22.75	82	0	42	1	**100**	I	1	69,083,458	--
11.0	91st Street SW	SW 46th Boulevard	SW 24th Avenue	2.95	3,991	**No Data**	**No Data**	R1A	2.5	n/a	n/a	45	0	No Data	109000	**No Data**	No Data	321550	69,405,008	--
1054.0	CR 200A	US 301	CR 325	0.43	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	4	0	No Data	109000	**No Data**	No Data	46870	69,451,878	--
1056.0	CR 200A	CR 325	US 301	1.09	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	118810	69,570,688	--
1167.0	CR 31SE/ SE 185th Street	CR 234	I-75	2.62	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	285580	69,856,268	--
1169.0	CR 31SE/ SE 185th Street	I-75	US 441	2.40	*500*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	7	0	No Data	109000	**No Data**	No Data	261600	70,117,868	--
1199.0	230th Street NW	CR 234	County Line	1.18	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	6	0	No Data	109000	**No Data**	No Data	128620	70,246,488	--
1214.0	85th Avenue SW	SW 75th Street	SR 121	1.85	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	32	0	No Data	109000	**No Data**	No Data	201650	70,448,138	--
1221.0	143rd Street SW	CR 346	SR 24	1.39	*5,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	151510	70,599,648	--
1234.0	122nd St SW/ Parker Rd	SR 24	CR 8	1.63	4,183	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	177670	70,777,318	--
1236.0	CR 8	122nd Street	18C Road	1.39	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	151510	70,928,828	--
1264.0	63rd Avenue SW	CR 337	Into subdivisionàMay be	2.29	*3,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	249610	71,178,438	--
1272.0	202nd St NW/ 13th Road	SR 26	S 15th Avenue	0.99	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	15	0	No Data	109000	**No Data**	No Data	107910	71,286,348	--
1274.0	202nd St SW/ 13th Road	S 15th Avenue	S 30th Avenue	0.99	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	107910	71,394,258	--
1276.0	202nd St SW/ 13th Road	S 30th Avenue	S 46th Avenue	1.01	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	15	0	No Data	109000	**No Data**	No Data	110090	71,504,348	--
1278.0	202nd St SW/ 13th Road	S 46th Avenue	US 41	1.66	*1,500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	17	0	No Data	109000	**No Data**	No Data	180940	71,685,288	--
1298.0	15th Avenue SW	US 41	SW 202nd Street	2.95	689	**n/a**	**n/a**	R1A	2.5	n/a	n/a	22	0	No Data	109000	**No Data**	No Data	321550	72,006,838	--
1420.0	CR 49	CR 241	CR 236	5.96	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	11	0	No Data	109000	**No Data**	No Data	649640	72,656,478	--
1444.0	CR 1B NW/ Alligator Road	CR 11 NW	CR 236	1.50	*500*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	8	0	No Data	109000	**No Data**	No Data	163500	72,819,978	--
1446.0	CR 11 NW/ 227th Terrace NW	CR 239	Alligator Road	3.51	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	382590	73,202,568	--
1454.0	CR 2085	CR 3371	CR 232	2.59	835	**n/a**	**n/a**	R1A	2.5	n/a	n/a	16	0	No Data	109000	**No Data**	No Data	282310	73,484,878	--
1456.0	CR 24 NW	CR 2085	US 27	2.98	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	324820	73,809,698	--
1474.0	226th Avenue NW	30R Road	CR 232	1.02	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	111180	73,920,878	--
1482.0	CR 16A	NW 143rd Street	CR 239	2.05	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	223450	74,144,328	--
1588.0	15th Street SE	SR 26	SR 20	0.04	4,654	**No Data**	**No Data**	R1A	2.5	n/a	n/a	77	0	No Data	109000	**No Data**	No Data	4360	74,148,688	--
1643.0	28th Terrace SW	SW 35th Place	SR 331/Williston Road	0.70		**n/a**	**n/a**	R1A	2.5	n/a	n/a	76	0	No Data	109000	**No Data**	No Data	76300	74,224,988	--
1809.0	62nd Blvd SW	SW 20th Avenue	SW 42nd Street	0.87		**n/a**	**n/a**	R1A	2.5	n/a	n/a	74	53	No Data	102000	**No Data**	No Data	88740	74,313,728	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1811.0	24th Avenue SE	SW 34th Street	SR 24	0.42		**n/a**	**n/a**	R1A	2.5	n/a	n/a	84	50	No Data	102000	**No Data**	No Data	42840	74,356,568	--
1813.0	27th Street NE	SR 20	SR 222	2.86		**n/a**	**n/a**	R1A	2.5	n/a	n/a	70	0	No Data	109000	**No Data**	No Data	311740	74,668,308	--
1815.0	83rd Street NW	NW 53rd Avenue	N 39th Avenue	1.76		**n/a**	**n/a**	R1A	2.5	n/a	n/a	36	56	No Data	102000	**No Data**	No Data	179520	74,847,828	--
1816.0	122nd Street NW	Milhopper Road	SR 26	4.06		**n/a**	**n/a**	R1A	2.5	n/a	n/a	26	0	No Data	109000	**No Data**	No Data	442540	75,290,368	--
1817.0	23rd Avenue NW	NW 143rd Street	NW 98th Street	3.22		**n/a**	**n/a**	R1A	2.5	n/a	n/a	34	0	No Data	109000	**No Data**	No Data	350980	75,641,348	--
1819.0	8th Avenue SW	143rd Street	122nd Street	1.43		**n/a**	**n/a**	R1A	2.5	n/a	n/a	22	0	No Data	109000	**No Data**	No Data	155870	75,797,218	--
1820.0	45th Avenue SW	SW 122nd Street	SW 91st Street	2.04		**n/a**	**n/a**	R1A	2.5	n/a	n/a	38	0	No Data	109000	**No Data**	No Data	222360	76,019,578	--
1821.0	21st Street NW	36th Avenue	NW 39th Avenue	0.27		**n/a**	**n/a**	R1A	2.5	n/a	n/a	62	0	No Data	109000	**No Data**	No Data	29430	76,049,008	--
1822.0	30th Avenue SW	170th Street	122nd Street	3.08		**n/a**	**n/a**	R1A	2.5	n/a	n/a	24	0	No Data	109000	**No Data**	No Data	335720	76,384,728	--
1823.0	31st Avenue NW	NW 63rd Street	NW 55th Street	0.50		**n/a**	**n/a**	R1A	2.5	n/a	n/a	56	3	No Data	109000	**No Data**	No Data	54500	76,439,228	--
1824.0	46th Avenue SW	170th Street	122nd Street	3.04		**n/a**	**n/a**	R1A	2.5	n/a	n/a	24	0	No Data	109000	**No Data**	No Data	331360	76,770,588	--
1825.0	53rd Avenue NW	CR 241	NW 173rd Street	1.68		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	183120	76,953,708	--
1826.0	55th Street NW	NW 23rd Avenue	NW 39th Avenue	0.24		**n/a**	**n/a**	R1A	2.5	n/a	n/a	74	0	No Data	109000	**No Data**	No Data	26160	76,979,868	--
1827.0	63rd Street NW	NW 23rd Avenue	NW 39th Avenue	1.01		**n/a**	**n/a**	R1A	2.5	n/a	n/a	72	3	No Data	109000	**No Data**	No Data	110090	77,089,958	--
1828.0	85th Avenue SW	SR 24	SW 75th Street	2.08		**n/a**	**n/a**	R1A	2.5	n/a	n/a	26	0	No Data	109000	**No Data**	No Data	226720	77,316,678	--
1831.0	173rd Street NW	CR 235	NW 36th Road	4.20		**n/a**	**n/a**	R1A	2.5	n/a	n/a	23	0	No Data	109000	**No Data**	No Data	457800	77,774,478	--
1832.0	202nd Street NW	NW 94th Avenue	US 27/ US 41	2.03		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	221270	77,995,748	--
1833.0	205th Street NW	NW 18th	NW 218th Avenue	3.14		**n/a**	**n/a**	R1A	2.5	n/a	n/a	22	0	No Data	109000	**No Data**	No Data	342260	78,338,008	--
1834.0	CR 340	CR 225	CR 1475	6.41		**n/a**	**n/a**	R1A	2.5	n/a	n/a	19	0	No Data	109000	**No Data**	No Data	698690	79,036,698	--
1835.0	CR 2085/ NW 228th Avenue	CR 232	CR 337	7.19		**n/a**	**n/a**	R1A	2.5	n/a	n/a	17	0	No Data	109000	**No Data**	No Data	783710	79,820,408	--
1836.0	Road A	NW 34th Road	NW 174th Avenue	8.64		**n/a**	**n/a**	R1A	2.5	n/a	n/a	29	0	No Data	109000	**No Data**	No Data	941760	80,762,168	--
1837.0	Road B	NW 18th	NW 218th Avenue	1.76		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	191840	80,954,008	--
52.0	North-South Drive	SR 24/Archer Road	Hull/Mowry Road	0.17	13,210	**2.41**	**B**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**Campus**	Campus	--	-	--
54.0	Hull Road-Mowry Rd	23rd Drive SW	North/South Drive	0.52	14,911	**2.82**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**Campus**	Campus	--	-	--
80.0	North-South Drive	Hull/ Mowry Road	Radio/Museum Road	0.40	13,210	**2.41**	**B**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**Campus**	Campus	--	-	--
129.0	North-South Drive	Radio Museum Road	SR 26/W University Avenue	0.52	13,210	**2.97**	**C**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**Campus**	Campus	--	-	--
176.0	Radio Road-Museum Road	SR 121/S 34th Street	North/South Drive	1.43	10,635	**1.98**	**B**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**Campus**	Campus	--	-	--
304.0	Radio Road-Museum Road	North/South Drive	US 441/S 13th Street	0.66	10,635	**2.86**	**C**	Existing	2.5	Existing	Existing	96	0	Existing	Existing	**Campus**	Campus	--	-	--
405.0	Hull Road-Mowry Rd	34th Street SW	23rd Drive SW	0.81	14,911	**2.82**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**Campus**	Campus	--	-	--

Appendix "B"
Prioritization Results: Descending Benefit-Cost Ratio

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1622.0	23rd Drive SW	Mowry-Hull Road	SR 24/ Archer Road	0.27	*6,000*	**0.89**	**A**	Existing	2.5	Existing	Existing	86	0	Existing	Existing	**Campus**	Campus	--	-	--
1759.0	Buckman Drive	SR 26	Fraternity Row/ Stadium Road	0.24	*4,000*	**1.76**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**Campus**	Campus	--	-	--
1769.0	Stadium Road	23rd Street	N/S Drive	0.33	*3,000*	**0.00**	**A**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**Campus**	Campus	--	-	--
1779.0	Museum Road	Radio-Museum Road	Mowry-Hull Road	0.31	*2,500*	**0.00**	**A**	Existing	2.5	Existing	Existing	85	0	Existing	Existing	**Campus**	Campus	--	-	--
1781.0	Newell Drive	SR 26	Stadium Drive	0.24	8,766	**1.79**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**Campus**	Campus	--	-	--
1783.0	Newell Drive	Museum Road	SR 24	0.40	8,766	**1.11**	**A**	Existing	2.5	Existing	Existing	92	0	Existing	Existing	**Campus**	Campus	--	-	--
1784.0	Newell Drive	Radio-Museum Road	Inner Drive	0.14	8,766	**1.22**	**A**	Existing	2.5	Existing	Existing	91	3	Existing	Existing	**Campus**	Campus	--	-	--
1786.0	Newell Drive	Inner Drive	Stadium Drive	0.12	8,766	**1.75**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**Campus**	Campus	--	-	--
1788.0	Stadium Road	N/S Drive	Newell Drive	0.38	*4,000*	**0.00**	**A**	Existing	2.5	Existing	Existing	92	0	Existing	Existing	**Campus**	Campus	--	-	--
6000.0	Campus SW Connector Trail	Hull Rd/Museum Rd	SR 24/SW 23 Terr.	0.43		**6.50**	**F**	Trail	2.5	4	100	87	50	85	138000	**Campus**	Campus	--	-	--
295.0	Hull Road-Mowry Rd	North/South Drive	Center Drive	0.30	14,911	**4.42**	**D**	SP	2.5	1.92	48	90	0	55	138000	**Campus**	Campus	--	-	--
1629.0	23rd Street SW	SR 26A	Fraternity Row	0.12	*6,000*	**4.32**	**D**	R1A	2.5	1.82	45.5	86	0	53	109000	**Campus**	Campus	--	-	--
1628.0	Woodlawn Street	Stadium Drive	Radio-Museum Road	0.24	*1,000*	**1.12**	**A**	LOS	2.5	1.38	34.5	85	0	48	LOS	**Campus**	Campus	--	-	--
1541.0	25th Street SW/Village Road	SR 26 A	Museum Road	0.36	7,619	**3.36**	**C**	SP	2.5	0.86	21.5	91	0	45	138000	**Campus**	Campus	--	-	--
1767.0	Fraternity Row	Radio-Museum Road	Woodlawn	0.42	*4,000*	**1.74**	**B**	LOS	2.5	0.76	19	86	0	42	LOS	**Campus**	Campus	--	-	--
1761.0	Center Drive	Radio-Museum Road	SR 24/ Archer Road	0.47	*3,000*	**2.43**	**B**	LOS	2.5	0.07	1.75	91	0	37	LOS	**Campus**	Campus	--	-	--

Appendix “C”

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1470.0	102nd Avenue	NW 234th Street	NW 226th Street	0.45	*200*	**1.70**	**B**	LOS	2.5	0.8	20	10	0	12	LOS	**LOS**	LOS	--	-	--
1538.0	10th Avenue NE	NE Blvd	9th Street NE	0.47	4,268	**3.46**	**C**	CSN	2.5	0.96	24	88	0	45	CSN	**CSN**	CSN	--	-	--
1548.0	10th Avenue NE	2nd Street NE	NE Blvd	0.13	4,268	**3.31**	**C**	S	2.5	0.81	20.25	80	50	50	1	**100**	I	1	1	FA
1540.0	10th Avenue NW	US 441/ 13th Street	12th Street NW	0.25	4,451	**3.52**	**D**	CSN	2.5	1.02	25.5	85	0	44	CSN	**CSN**	CSN	--	-	--
1546.0	10th Avenue NW	Main Street N	2nd Street NW	0.12	4,268	**3.31**	**C**	S	2.5	0.81	20.25	83	0	41	1	**100**	I	1	2	FA
1542.0	10th Avenue NW	2nd Street NW	6th Street NW	0.27	4,360	**2.94**	**C**	S	2.5	0.44	11	87	3	40	1	**100**	I	1	3	FA
1544.0	10th Avenue NW	6th Street NW	10th Street N	0.24	4,268	**3.83**	**D**	SP	2.5	1.33	33.25	87	0	48	138000	**53.08**	II	33120	33,123	FA
1536.0	10th Avenue SE	4th Street SE	Veitch Street	0.23	*200*	**0.00**	**A**	LOS	2.5	2.5	62.5	89	0	61	LOS	**LOS**	LOS	--	-	--
1550.0	10th Avenue/ NE Blvd	Main Street N	10th Avenue/ NE Blvd	0.17	4,268	**3.63**	**D**	CSN	2.5	1.13	28.25	81	0	44	CSN	**CSN**	CSN	--	-	--
1554.5	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.79**	**D**	CSN	2.5	1.29	32.25	96	0	51	CSN	**CSN**	CSN	--	-	--
1554.0	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.51**	**D**	CSN	2.5	1.01	25.25	96	3	49	CSN	**CSN**	CSN	--	-	--
158.0	10th Street W	SR 26	NW 8th Avenue	0.51	4,587	**3.91**	**D**	CSN	2.5	1.41	35.25	95	0	52	CSN	**CSN**	CSN	--	-	--
107.0	10th Street W	SW 2nd Avenue	SR 26	0.13	4,587	**3.56**	**D**	CSN	2.5	1.06	26.5	94	0	48	CSN	**CSN**	CSN	--	-	--
106.0	10th Street W	SW 4th Avenue	S 2nd Avenue	0.12	4,587	**3.43**	**C**	CSN	2.5	0.93	23.25	94	0	47	CSN	**CSN**	CSN	--	-	--
1558.0	11th Avenue NE	14th Street NE	11th Street NE	0.29	*1,000*	**3.05**	**C**	R1A	2.5	0.55	13.75	95	0	43	109000	**60.37**	I	31610	64,733	FA
1556.0	11th Avenue SE	9th Street SE	15th Street SE	0.64	*2,000*	**0.19**	**A**	LOS	2.5	2.31	57.75	79	50	65	LOS	**LOS**	LOS	--	-	--
1560.0	11th Avenue SW	11th Street SW	US 441/ 13th Street	0.20	*1,000*	**2.10**	**B**	LOS	2.5	0.4	10	91	0	40	LOS	**LOS**	LOS	--	-	--
1564.0	11th Street NE	11th Avenue	8th Avenue NE	0.20	2,899	**2.34**	**B**	LOS	2.5	0.16	4	92	50	48	LOS	**LOS**	LOS	--	-	--
7075.0	11th Street SW	Depot Avenue	11th Terrace	0.30		**6.50**	**F**	Trail	2.5	4	100	95	0	78	138000	**85.94**	I	41400	106,133	FA
1566.0	11th Terrace NE	31st Avenue	23rd Avenue	0.54	*1,000*	**1.43**	**A**	LOS	2.5	1.07	26.75	80	0	43	LOS	**LOS**	LOS	--	-	--
6064.0	122nd Corridor Trail	NW 39th Ave	23rd Ave NW	1.01		**6.50**	**F**	Trail	2.5	4	100	29	50	61	138000	**67.62**	I	139380	245,513	FA
6065.0	122nd Corridor Trail	45th Ave SW	SR 24	2.72		**6.50**	**F**	Trail	2.5	4	100	24	53	60	138000	**66.16**	I	375360	620,873	FA
6058.0	122nd Corridor Trail	I-75\NW 53rd Ave	NW 97th Terr.	1.50		**6.50**	**F**	Trail	2.5	4	100	24	50	59	138000	**65.48**	I	207000	827,873	FA
6066.0	122nd Corridor Trail	SR 26	SW 122nd St	2.54		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.28**	I	350520	1,178,393	FA
7061.0	122nd Corridor Trail	NW 8th Ave	30th Ave SW	1.45		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.2**	I	200100	1,378,493	FA
6059.0	122nd Corridor Trail	NW 97th Terr.	NW 39th Ave	1.09		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.11**	I	150420	1,528,913	FA
7063.0	122nd Corridor Trail	23rd Ave NW	SR 26/Newberry Road	1.27		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.05**	I	175260	1,704,173	FA
7062.0	122nd Corridor Trail	30th Ave SW	45th Ave SW	1.03		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.01**	I	142140	1,846,313	FA
7064.0	122nd Corridor Trail	SR 26/Newberry Road	NW 8th Avenue	1.00		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.76**	I	138000	1,984,313	FA

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
6035.0	122nd Corridor Trail-Haile Plan	SW 24th Ave	A	1.04		**6.50**	**F**	Trail	2.5	4	100	31	50	62	138000	**68.74**	I	143520	2,127,833	FA
6036.0	122nd Corridor Trail-Haile Plan	A	SW 122nd St	0.98		**6.50**	**F**	Trail	2.5	4	100	26	50	61	138000	**66.69**	I	135240	2,263,073	FA
1232.0	122nd St SW/ Parker Rd	SW 24th Avenue	SR 24	4.33	4,183	**4.53**	**E**	R1A	2.5	2.03	50.75	27	0	31	109000	**Program**	Program	--	-	--
43.0	122nd St SW/ Parker Rd	SW 24th Avenue	SW 8th Avenue	1.00	4,183	**4.53**	**E**	R1A	2.5	2.03	50.75	22	0	29	109000	**Program**	Program	--	-	--
44.0	122nd St SW/ Parker Rd	SW 8th Avenue	SR 26/Newberry Road	0.97	4,183	**4.17**	**D**	R1A	2.5	1.67	41.75	22	0	26	109000	**Program**	Program	--	-	--
1234.0	122nd St SW/ Parker Rd	SR 24	CR 8	1.63	4,183	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	177670	2,440,743	--
1816.0	122nd Street NW	Milhopper Road	SR 26	4.06		**n/a**	**n/a**	R1A	2.5	n/a	n/a	26	0	No Data	109000	**No Data**	No Data	442540	2,883,283	--
1570.0	12th Street	4th Avenue S	8th Avenue S	0.24	4,817	**2.81**	**C**	Existing	2.5	Existing	Existing	99	0	Existing	Existing	**existing**	existing	--	-	--
1568.0	12th Street	11th Avenue	8th Avenue N	0.19	4,817	**4.00**	**D**	R1A	2.5	1.5	37.5	87	0	50	109000	**69.41**	I	20710	2,903,993	FA
1572.0	12th Street	16th Avenue N	11th Avenue/ Terrace	0.32	4,817	**4.00**	**D**	R1A	2.5	1.5	37.5	86	0	49	109000	**68.62**	I	34880	2,938,873	FA
298.0	12th Street W	SW 4th Avenue	S 2nd Avenue	0.12	5,219	**2.59**	**C**	Existing	2.5	Existing	Existing	97	0	Existing	Existing	**existing**	existing	--	-	--
3.0	12th Street W	SR 26	NW 8th Avenue	0.50	5,219	**3.92**	**D**	CSN	2.5	1.42	35.5	96	0	53	CSN	**CSN**	CSN	--	-	--
64.0	12th Street W	SR 26	S 2nd Avenue	0.13	5,219	**3.23**	**C**	CSN	2.5	0.73	18.25	95	0	45	CSN	**CSN**	CSN	--	-	--
1216.0	137th Avenue SW/ CR 346A	SR 121	CR 346	3.65	1,243	**3.69**	**D**	R1A	2.5	1.19	29.75	20	0	20	109000	**27.76**	III	397850	3,336,723	FA
411.0	143rd Street NW	32nd Avenue	SR26	2.04	*10,000*	**5.30**	**E**	R1A	2.5	2.8	70	21	0	36	109000	**Program**	Program	--	-	--
408.0	143rd Street NW	53rd avenue	GMA Boundary	1.45	7,090	**5.12**	**E**	R1A	2.5	2.62	65.5	20	0	34	109000	**Program**	Program	--	-	--
409.0	143rd Street NW	GMA	39th Ave	0.58	7,090	**5.23**	**E**	R1A	2.5	2.73	68.25	17	0	34	109000	**Program**	Program	--	-	--
410.0	143rd Street NW	39th Avenue	32nd Avenue	0.44	*9,000*	**5.24**	**E**	R1A	2.5	2.74	68.5	16	0	34	109000	**Program**	Program	--	-	--
1221.0	143rd Street SW	CR 346	SR 24	1.39	*5,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	151510	3,488,233	--
1576.0	14th Street NE	16th Avenue N	14th Avenue E	0.26	*1,000*	**1.61**	**B**	LOS	2.5	0.89	22.25	84	0	42	LOS	**LOS**	LOS	--	-	--
1298.0	15th Avenue SW	US 41	SW 202nd Street	2.95	689	**n/a**	**n/a**	R1A	2.5	n/a	n/a	22	0	No Data	109000	**No Data**	No Data	321550	3,809,783	--
1300.0	15th Avenue SW	SW 202nd Street	SW 170th Street	2.01	689	**1.58**	**B**	LOS	2.5	0.92	23	19	0	17	LOS	**LOS**	LOS	--	-	--
6050.0	15th St NE Corridor Trail	Rawling E.S.	Downtown East Central Trail	1.56		**6.50**	**F**	Trail	2.5	4	100	58	50	73	138000	**80.5**	I	215280	4,025,063	FA
6049.0	15th St NE Corridor Trail	NW 53rd Ave	Rawling E.S.	1.18		**6.50**	**F**	Trail	2.5	4	100	56	53	73	138000	**80.29**	I	162840	4,187,903	FA
6082.1	15th St NE Corridor Trail	SR 222/N 39th Ave	31st Ave NE	0.38		**6.50**	**F**	Trail	2.5	4	100	52	53	72	138000	**78.82**	I	52440	4,240,343	--
6046.0	15th St NE Corridor Trail	NE 53rd Avenue	NE 39th Ave	1.09		**6.50**	**F**	Trail	2.5	4	100	49	50	69	138000	**76.49**	I	150420	4,390,763	--
6048.0	15th St NE Corridor Trail	SR 24/Waldo Road	NE 39th Ave	1.31		**6.50**	**F**	Trail	2.5	4	100	48	50	69	138000	**76.08**	I	180780	4,571,543	--
6045.0	15th St NE Corridor Trail	NE 53rd Avenue	15th St NE	0.67		**6.50**	**F**	Trail	2.5	4	100	47	50	69	138000	**75.73**	I	92460	4,664,003	--
6047.0	15th St NE Corridor Trail	NE 53rd Ave	SR 24/Waldo Road	0.76		**6.50**	**F**	Trail	2.5	4	100	41	53	67	138000	**73.56**	I	104880	4,768,883	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1578.0	15th Street NE	SR 26/E University Avenue	NE 8th Avenue	0.50	5,530	**1.81**	**B**	Existing	2.5	Existing	Existing	86	50	Existing	Existing	**existing**	existing	--	-	--
1580.0	15th Street NE	NE 16th Avenue	NE 23rd Avenue	0.51	3,883	**2.72**	**C**	S	2.5	0.22	5.5	86	50	47	1	**100**	I	1	4,768,884	--
1582.0	15th Street NE	NE 23rd Avenue	NE 31st Avenue	0.50	3,883	**2.72**	**C**	S	2.5	0.22	5.5	73	50	41	1	**100**	I	1	4,768,885	--
252.0	15th Street NE	NE 31st Avenue	SR 222/NE 39th Avenue	0.50	5,330	**2.80**	**C**	S	2.5	0.3	7.5	59	50	37	1	**100**	I	1	4,768,886	--
1586.0	15th Street NE	53rd Avenue N	SR 222/ 39th Ave N	0.96	2,894	**3.79**	**D**	R1A	2.5	1.29	32.25	53	0	34	109000	**47.73**	II	104640	4,873,526	--
1588.0	15th Street SE	SR 26	SR 20	0.04	4,654	**No Data**	**No Data**	R1A	2.5	n/a	n/a	77	0	No Data	109000	**No Data**	No Data	4360	4,877,886	--
189.0	16th Avenue N	N Main Street	NE 9th Street	0.58	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
190.0	16th Avenue N	NE 9th Street	NE 15th Street	0.54	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**existing**	existing	--	-	--
306.0	16th Avenue N	NE 15th Street	SR 24/Waldo Road	0.25	12,813	**2.59**	**C**	Existing	2.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
185.0	16th Avenue N	US 441/W. 13th Street	SR 20/NW 6th Street	0.49	12,813	**4.50**	**D**	CSN	2.5	2	50	87	6	56	CSN	**CSN**	CSN	--	-	--
186.0	16th Avenue N	SR20/NW 6th Street	N Main Street	0.39	12,813	**4.50**	**D**	SP	2.5	2	50	83	0	53	138000	**58.78**	II	53820	4,931,706	--
228.0	16th Avenue NW	SR 121/W 34th Street	NW 22nd Street	1.17	22,046	**4.75**	**E**	CSN	2.5	2.25	56.25	94	56	71	CSN	**CSN**	CSN	--	-	--
229.0	16th Avenue NW	NW 22nd Street	US 441/W 13th Street	0.82	22,046	**4.53**	**E**	CSN	2.5	2.03	50.75	94	53	68	CSN	**CSN**	CSN	--	-	--
227.0	16th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.54	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	78	53	63	CSN	**CSN**	CSN	--	-	--
184.0	16th Avenue NW	NW 43rd Street	NW 38th Street	0.56	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	68	9	50	CSN	**CSN**	CSN	--	-	--
56.0	16th Street SW	SW 16th Avenue	SR 24/Archer Road	0.22	5,858	**2.33**	**B**	Existing	2.5	Existing	Existing	90	3	Existing	Existing	**existing**	existing	--	-	--
1592.0	16th Terrace	23rd Avenue N	16th Avenue N	0.50	8,067	**1.31**	**A**	Existing	2.5	Existing	Existing	86	3	Existing	Existing	**existing**	existing	--	-	--
1288.0	170th Street	S 46th Avenue	US 41	4.45	1,069	**2.09**	**B**	LOS	2.5	0.41	10.25	24	0	14	LOS	**LOS**	LOS	--	-	--
1286.0	170th Street	S 30th Avenue	S 46th Avenue	1.01	1,069	**2.29**	**B**	LOS	2.5	0.21	5.25	19	0	10	LOS	**LOS**	LOS	--	-	--
1284.0	170th Street	S 15th Avenue	S 30th Avenue	1.03	3,115	**3.90**	**D**	R1A	2.5	1.4	35	17	0	21	109000	**28.99**	III	112270	5,043,976	--
1282.0	170th Street	SR 26	S 15th Avenue	1.05	3,115	**3.90**	**D**	R1A	2.5	1.4	35	16	0	20	109000	**28.38**	III	114450	5,158,426	--
1280.0	170th Street	NW 32nd Avenue	SR 26	1.96	1,238	**3.41**	**C**	R1A	2.5	0.91	22.75	19	0	17	109000	**23.39**	III	213640	5,372,066	--
1831.0	173rd Street NW	CR 235	NW 36th Road	4.20		**n/a**	**n/a**	R1A	2.5	n/a	n/a	23	0	No Data	109000	**No Data**	No Data	457800	5,829,866	--
1596.0	17th Street NW	NW 5th Avenue	NW 8th Avenue	0.25	6,205	**4.24**	**D**	R1A	2.5	1.74	43.5	87	0	52	109000	**Program**	Program	--	-	--
1595.5	17th Street NW	SR 26	NW 5th Avenue	0.25	6,205	**4.11**	**D**	R1A	2.5	1.61	40.25	89	0	52	109000	**Program**	Program	--	-	--
1595.0	17th Street NW	SR 26	NW 5th Avenue	0.25	6,205	**4.06**	**D**	SP	2.5	1.56	39	89	0	51	138000	**Program**	Program	--	-	--
1327.0	186th Avenue NW / 15th Road	NW 32nd Avenue	36th Road	1.01	*1,000*	**2.87**	**C**	R1A	2.5	0.37	9.25	16	0	10	109000	**14.3**	III	110090	5,939,956	--
1602.0	18th Street/ Terrace	8th Avenue N	3rd Avenue NW	0.37	2,722	**1.63**	**B**	LOS	2.5	0.87	21.75	89	0	44	LOS	**LOS**	LOS	--	-	--
1600.0	18th Street/ Terrace	16th Avenue N	8th Avenue N	0.51	2,722	**2.66**	**C**	SP	2.5	0.16	4	87	0	36	138000	**40.15**	III	70380	6,010,336	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1533.0	192nd Avenue NW	CR 231	NE 21st Street	2.47	*500*	**1.42**	**A**	LOS	2.5	1.08	27	18	0	18	LOS	**LOS**	LOS	--	-	--
1606.0	19th Street NW	3rd Avenue N	SR 26	0.12	2,305	**2.73**	**C**	R1A	2.5	0.23	5.75	87	0	37	109000	**51.47**	II	13080	6,023,416	--
1604.0	19th Street NW	SR 222/ 39th Ave	36th Avenue	0.19	2,305	**2.73**	**C**	R1A	2.5	0.23	5.75	62	0	27	109000	**37.82**	III	20710	6,044,126	--
1608.0	1st Avenue NW	2nd Street NW	1st Street NE	0.16	2,631	**0.00**	**A**	LOS	2.5	2.5	62.5	94	50	72	LOS	**LOS**	LOS	--	-	--
1610.0	1st Avenue SW	1nd Street SW	3nd Street SE	0.21	2,599	**2.36**	**B**	LOS	2.5	0.14	3.5	94	0	39	LOS	**LOS**	LOS	--	-	--
1612.0	1st Street SW	SR 26	2nd Avenue S	0.17	*500*	**1.18**	**A**	LOS	2.5	1.32	33	94	0	51	LOS	**LOS**	LOS	--	-	--
431.0	1st Street W	NE 2nd Avenue	SR 26	0.05	*1,000*	**1.81**	**B**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
1272.0	202nd St NW/ 13th Road	SR 26	S 15th Avenue	0.99	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	15	0	No Data	109000	**No Data**	No Data	107910	6,152,036	--
1270.0	202nd St NW/ 13th Road	36R Road	SR 26	3.03	*500*	**1.57**	**B**	LOS	2.5	0.93	23.25	21	0	18	LOS	**LOS**	LOS	--	-	--
1266.0	202nd St NW/ NE 34th Rd.	US 441	CR 2054	2.74	*500*	**1.42**	**A**	LOS	2.5	1.08	27	22	0	20	LOS	**LOS**	LOS	--	-	--
1268.0	202nd St NW/ NE 34th Rd.	CR 2054	30R Road	2.00	*1,000*	**2.36**	**B**	LOS	2.5	0.14	3.5	20	0	9	LOS	**LOS**	LOS	--	-	--
1274.0	202nd St SW/ 13th Road	S 15th Avenue	S 30th Avenue	0.99	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	107910	6,259,946	--
1276.0	202nd St SW/ 13th Road	S 30th Avenue	S 46th Avenue	1.01	*2,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	15	0	No Data	109000	**No Data**	No Data	110090	6,370,036	--
1278.0	202nd St SW/ 13th Road	S 46th Avenue	US 41	1.66	*1,500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	17	0	No Data	109000	**No Data**	No Data	180940	6,550,976	--
1832.0	202nd Street NW	NW 94th Avenue	US 27/ US 41	2.03		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	221270	6,772,246	--
1833.0	205th Street NW	NW 18th	NW 218th Avenue	3.14		**n/a**	**n/a**	R1A	2.5	n/a	n/a	22	0	No Data	109000	**No Data**	No Data	342260	7,114,506	--
31.0	20th Avenue SW	SW 62nd Blvd	SW 40th Blvd	0.21	23,440	**3.56**	**D**	Existing	2.5	Existing	Existing	89	56	Existing	Existing	**existing**	existing	--	-	--
71.0	20th Avenue SW	SW 40th Blvd	SR 121/W 34th St	1.45	23,440	**3.76**	**D**	Existing	2.5	Existing	Existing	97	6	Existing	Existing	**existing**	existing	--	-	--
305.0	20th Avenue SW	SW 75th St/Tower Rd	SW 62nd Blvd	1.70	10,535	**3.05**	**C**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
1689.0	21st Avenue SE	SE 31st Avenue	SE 27th St/ Kincaid Lane	0.51	2,564	**3.32**	**C**	R1A	2.5	0.82	20.5	56	0	31	109000	**42.88**	III	55590	7,170,096	--
1634.0	21st Avenue SW	US 441/ 13th Street	Main Street S	0.65	*3,000*	**3.02**	**C**	R1A	2.5	0.52	13	86	0	39	109000	**55.02**	II	70850	7,240,946	--
1531.0	21st Street NE	NW 192nd Avenue	CR 340	2.42	*500*	**1.24**	**A**	LOS	2.5	1.26	31.5	15	0	18	LOS	**LOS**	LOS	--	-	--
1821.0	21st Street NW	36th Avenue	NW 39th Avenue	0.27		**n/a**	**n/a**	R1A	2.5	n/a	n/a	62	0	No Data	109000	**No Data**	No Data	29430	7,270,376	--
1614.0	21st Street NW	36th Avenue	31st Avenue	0.30	*2,000*	**2.48**	**B**	LOS	2.5	0.02	0.5	67	0	27	LOS	**LOS**	LOS	--	-	--
1474.0	226th Avenue NW	30R Road	CR 232	1.02	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	111180	7,381,556	--
1472.0	226th Avenue NW	102nd Avenue	30R Road	0.50	*500*	**2.01**	**B**	LOS	2.5	0.49	12.25	11	0	9	LOS	**LOS**	LOS	--	-	--
128.0	22nd Street NW	SR 26/University Avenue	NW 5th Avenue	0.25	5,852	**3.99**	**D**	CSN	2.5	1.49	37.25	88	0	50	CSN	**CSN**	CSN	--	-	--
149.0	22nd Street NW	NW 5th Avenue	NW 8th Avenue	0.25	5,852	**3.81**	**D**	CSN	2.5	1.31	32.75	88	0	48	CSN	**CSN**	CSN	--	-	--
166.0	22nd Street NW	NW 8th Avenue	NW 16th Avenue	0.51	5,852	**3.94**	**D**	SP	2.5	1.44	36	87	0	49	138000	**54.17**	II	70380	7,451,936	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1199.0	230th Street NW	CR 234	County Line	1.18	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	6	0	No Data	109000	**No Data**	No Data	128620	7,580,556	--
1467.0	234th Street NW	CR 2054	NW 102 Avenue	1.48	*200*	**1.70**	**B**	LOS	2.5	0.8	20	12	0	13	LOS	**LOS**	LOS	--	-	--
1817.0	23rd Avenue NW	NW 143rd Street	NW 98th Street	3.22		**n/a**	**n/a**	R1A	2.5	n/a	n/a	34	0	No Data	109000	**No Data**	No Data	350980	7,931,536	--
33.0	23rd Avenue NW	NW 55th Street	NW 51st Street	0.30	23,124	**3.40**	**C**	Existing	2.5	Existing	Existing	51	50	Existing	Existing	**existing**	existing	--	-	--
95.0	23rd Avenue NW	NW 98th Street	Ft. Clarke Boulevard	0.24	11,225	**3.39**	**C**	Existing	2.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
96.0	23rd Avenue NW	Ft. Clarke Boulevard	NW 83rd Street	0.65	11,225	**3.39**	**C**	Existing	2.5	Existing	Existing	48	3	Existing	Existing	**existing**	existing	--	-	--
225.0	23rd Avenue NW	NW 51st Street	NW 43rd Street	0.50	23,124	**3.40**	**C**	Existing	2.5	Existing	Existing	67	3	Existing	Existing	**existing**	existing	--	-	--
317.0	23rd Avenue NW	NW 83rd Street	NW 55th Street	1.80	11,225	**4.77**	**E**	CSN	2.5	2.27	56.75	76	3	54	CSN	**CSN**	CSN	--	-	--
234.0	23rd Blvd NW	NW 16th Terr.	US 441/W 13th Street	0.26	11,235	**3.41**	**C**	S	2.5	0.91	22.75	82	0	42	1	**100**	I	1	7,931,537	--
1622.0	23rd Drive SW	Mowry-Hull Road	SR 24/ Archer Road	0.27	*6,000*	**0.89**	**A**	Existing	2.5	Existing	Existing	86	0	Existing	Existing	**Campus**	Campus	--	-	--
7065.0	23rd Road Trail	SR 24/Archer Rd	SW 23rd Terr.	1.02		**6.50**	**F**	Trail	2.5	4	100	89	53	86	138000	**94.82**	I	140760	8,072,297	--
1624.0	23rd Street NW	8th Avenue	SR 26A	0.64	*4,000*	**2.70**	**C**	R1A	2.5	0.2	5	90	0	38	109000	**53.24**	II	69760	8,142,057	--
1629.0	23rd Street SW	SR 26A	Fraternity Row	0.12	*6,000*	**4.32**	**D**	R1A	2.5	1.82	45.5	86	0	53	109000	**Campus**	Campus	--	-	--
310.0	23rd Terrace SW	SR 331/Williston Road	SR 24/Archer Road	1.42	11,248	**3.23**	**C**	Existing	2.5	Existing	Existing	88	3	Existing	Existing	**existing**	existing	--	-	--
1811.0	24th Avenue SE	SW 34th Street	SR 24	0.42		**n/a**	**n/a**	R1A	2.5	n/a	n/a	84	50	No Data	102000	**No Data**	No Data	42840	8,184,897	--
1711.0	24th Avenue SW	43rd Street	SW 34th Street	1.10	5,737	**n/a**	**n/a**	R1A	2.5	n/a	n/a	85	0	No Data	102000	**Program**	Program	--	-	--
270.0	24th Avenue SW	SW 91st Street	SW 75th Street/Tower Road	1.00	5,737	**3.93**	**D**	R1A	2.5	1.43	35.75	53	0	35	109000	**49.22**	II	109000	8,293,897	--
269.0	24th Avenue SW	SW 122nd Street/Parker Road	SW 91st Street	2.00	2,398	**3.11**	**C**	R1A	2.5	0.61	15.25	44	0	24	109000	**32.85**	III	218000	8,511,897	--
258.0	24th Blvd NW	SR 222/NW 39th Avenue	NW 53rd Avenue	1.04	3,220	**2.82**	**C**	CSN	2.5	0.32	8	59	0	27	CSN	**CSN**	CSN	--	-	--
215.0	25th Street NE	SR 26/E University Avenue	NE 8th Avenue	0.51	2,810	**2.47**	**B**	LOS	2.5	0.03	0.75	94	0	38	LOS	**LOS**	LOS	--	-	--
1541.0	25th Street SW/Village Road	SR 26 A	Museum Road	0.36	7,619	**3.36**	**C**	SP	2.5	0.86	21.5	91	0	45	138000	**Campus**	Campus	--	-	--
1813.0	27th Street NE	SR 20	SR 222	2.86		**n/a**	**n/a**	R1A	2.5	n/a	n/a	70	0	No Data	109000	**No Data**	No Data	311740	8,823,637	--
1583.0	28th Ave NE/19th Street	NE 15th Street	31 Avenue	0.58	*1,000*	**1.28**	**A**	LOS	2.5	1.22	30.5	68	0	39	LOS	**LOS**	LOS	--	-	--
1643.0	28th Terrace SW	SW 35th Place	SR 331/Williston Road	0.70		**n/a**	**n/a**	R1A	2.5	n/a	n/a	76	0	No Data	109000	**No Data**	No Data	76300	8,899,937	--
1648.0	2nd Avenue NW	3rd Street NW	Main Street	0.18	1,876	**0.00**	**A**	LOS	2.5	2.5	62.5	94	0	63	LOS	**LOS**	LOS	--	-	--
1650.0	2nd Avenue NW	5TH Street NW	3rd Street NW	0.14	1,876	**2.43**	**B**	LOS	2.5	0.07	1.75	96	0	39	LOS	**LOS**	LOS	--	-	--
17.0	2nd Avenue S	US 441/W 13th Street	W 12th Street	0.14	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	98	50	Existing	Existing	**existing**	existing	--	-	--
108.0	2nd Avenue S	SW 6th Street	SW 3rd Street	0.17	7,511	**2.52**	**C**	Existing	2.5	Existing	Existing	99	0	Existing	Existing	**existing**	existing	--	-	--
110.0	2nd Avenue S	W 3rd Street	W 2nd Street	0.07	7,511	**2.52**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
119.0	2nd Avenue S	W 2nd Street	S Main Street	0.10	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**existing**	existing	--	-	--
120.0	2nd Avenue S	SE 3rd Street	9th Street SE	0.44	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
122.0	2nd Avenue S	SE 3rd Street	1st Street SE	0.09	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
124.0	2nd Avenue S	Main Street	1st Street SE	0.07	7,511	**2.34**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
22.0	2nd Avenue SE	9th Street SE	SR 331/Williston Road	0.22	383	**0.00**	**A**	Existing	2.5	Existing	Existing	83	50	Existing	Existing	**existing**	existing	--	-	--
1083.0	2nd Avenue SW	SW 7th Street	SW 5th Street	0.19	401	**1.17**	**A**	LOS	2.5	1.33	33.25	41	0	30	LOS	**LOS**	LOS	--	-	--
1081.0	2nd Avenue SW	5th	Johnson St./ US 301	0.20	401	**1.35**	**A**	LOS	2.5	1.15	28.75	41	0	28	LOS	**LOS**	LOS	--	-	--
62.0	2nd Avenue SW	W 12th Street	W 10th Street	0.13	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	95	0	Existing	Existing	**existing**	existing	--	-	--
63.0	2nd Avenue SW	W 10th Street	SR 20/ NW 6th Street	0.25	7,511	**0.73**	**A**	Existing	2.5	Existing	Existing	98	0	Existing	Existing	**existing**	existing	--	-	--
1652.0	2nd Street NE	23rd Avenue N	16th Avenue N	0.55	2,210	**1.93**	**B**	Existing	2.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
1656.0	2nd Street NE	8th Avenue N	2nd Avenue N	0.40	2,210	**2.78**	**C**	CSN	2.5	0.28	7	94	0	40	CSN	**CSN**	CSN	--	-	--
1654.0	2nd Street NE	16th Avenue N	8th Avenue N	0.50	2,210	**2.78**	**C**	R1A	2.5	0.28	7	82	0	36	109000	**49.63**	II	54500	8,954,437	--
1660.0	2nd Street NW	16th Avenue N	8th Avenue N	0.50	2,794	**2.10**	**B**	LOS	2.5	0.4	10	84	50	47	LOS	**LOS**	LOS	--	-	--
1658.0	2nd Street NW	23rd Avenue N	16th Avenue N	0.50	2,269	**2.87**	**C**	R1A	2.5	0.37	9.25	96	6	43	109000	**60.28**	I	54500	9,008,937	--
1668.0	2nd Street SW	4th Avenue S	Depot Avenue	0.28	1,186	**0.28**	**A**	LOS	2.5	2.22	55.5	97	50	71	LOS	**LOS**	LOS	--	-	--
116.0	2nd Street W	2nd Avenue SW	SR 26	0.12	1,186	**2.19**	**B**	LOS	2.5	0.31	7.75	93	0	40	LOS	**LOS**	LOS	--	-	--
313.0	2nd Street W	SR 26	NW 5th Avenue	0.10	1,186	**0.00**	**A**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**existing**	existing	--	-	--
114.0	2nd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	1,186	**3.34**	**C**	CSN	2.5	0.84	21	94	0	46	CSN	**CSN**	CSN	--	-	--
430.0	2nd Street W	NW 2nd Avenue	NW 8th Avenue	0.41	2,210	**2.70**	**C**	S	2.5	0.2	5	94	50	50	1	**100**	I	1	9,008,938	--
1822.0	30th Avenue SW	170th Street	122nd Street	3.08		**n/a**	**n/a**	R1A	2.5	n/a	n/a	24	0	No Data	109000	**No Data**	No Data	335720	9,344,658	--
1296.0	30th Avenue SW	SW 202nd Street	SW 170th Street	2.00	242	**1.40**	**A**	LOS	2.5	1.1	27.5	20	0	19	LOS	**LOS**	LOS	--	-	--
1306.0	30th Road SW	CR 235A	CR 235	1.12	242	**1.94**	**B**	LOS	2.5	0.56	14	18	0	13	LOS	**LOS**	LOS	--	-	--
318.0	31st Ave NW/Glen Springs Road	SR 121/W 34th Street	NW 16th Terr.	2.33	9,622	**4.35**	**D**	CSN	2.5	1.85	46.25	92	6	56	CSN	**CSN**	CSN	--	-	--
1670.0	31st Avenue NE	N Main Street	NE 9th Street	0.47	2,785	**2.91**	**C**	R1A	2.5	0.41	10.25	73	3	34	109000	**46.98**	II	51230	9,395,888	--
1672.0	31st Avenue NE	NE 9th Street	NE 15th Street	0.33	2,942	**2.99**	**C**	R1A	2.5	0.49	12.25	70	0	33	109000	**45.74**	II	35970	9,431,858	--
1674.0	31st Avenue NE	15th Street NE	SR 24/Waldo Road	0.85	2,942	**2.99**	**C**	R1A	2.5	0.49	12.25	59	0	29	109000	**39.92**	III	92650	9,524,508	--
1823.0	31st Avenue NW	NW 63rd Street	NW 55th Street	0.50		**n/a**	**n/a**	R1A	2.5	n/a	n/a	56	3	No Data	109000	**No Data**	No Data	54500	9,579,008	--
1667.0	31st Avenue NW	SR 20/ NW 6th Ave	4th Street NW	0.11	*3,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	68	0	39	109000	**54.72**	II	11990	9,590,998	--
1676.0	31st Avenue NW	13th Street NW	SR 20/ 6th Street	0.48	*3,000*	**3.02**	**C**	R1A	2.5	0.52	13	72	0	34	109000	**47.58**	II	52320	9,643,318	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1326.0	32nd Avenue NW	15th Road	170th Street	1.00	3,033	**4.18**	**D**	R1A	2.5	1.68	42	16	0	23	109000	**32.5**	III	109000	9,752,318	--
48.0	32nd Avenue NW	GMA Boundary	CR 241/NW 143rd Street	1.66	3,033	**4.03**	**D**	R1A	2.5	1.53	38.25	20	0	23	109000	**32.5**	III	180940	9,933,258	--
1663.0	33rd Avenue NW	4th Street NW	Main Street	0.55	3,033	**3.25**	**C**	R1A	2.5	0.75	18.75	67	0	34	109000	**47.94**	II	59950	9,993,208	--
1686.0	35th Place SW	SR 121/W 34th Street	23th Terrace SW	1.03	*2,000*	**0.00**	**A**	Existing	2.5	Existing	Existing	85	0	Existing	Existing	**existing**	existing	--	-	--
1688.0	35th Street SE	SR 20/ Hawthorne Road	Dead End	1.63	2,323	**0.00**	**A**	LOS	2.5	2.5	62.5	49	50	55	LOS	**LOS**	LOS	--	-	--
1692.0	36th Avenue NW	19th Street	21st Street	0.28	*2,000*	**2.63**	**C**	R1A	2.5	0.13	3.25	63	0	26	109000	**36.73**	III	30520	10,023,728	--
1320.0	36th Road NW	CR 235	202nd Street	0.59	*1,000*	**2.53**	**C**	R1A	2.5	0.03	0.75	15	0	6	109000	**8.95**	III	64310	10,088,038	--
1707.0	37th Blvd SW	SR 24/Archer Road	Windmeadows	0.28	*1,500*	**1.77**	**B**	LOS	2.5	0.73	18.25	77	0	38	LOS	**LOS**	LOS	--	-	--
1640.0	37th Blvd SW	Windmeadows	40th Blvd SW	0.61	*1,500*	**0.00**	**A**	Existing	2.5	Existing	Existing	77	0	Existing	Existing	**existing**	existing	--	-	--
1694.0	38th Street NW	NW 8th Avenue	NW 16th Ave	0.74	1,734	**0.43**	**A**	Existing	2.5	Existing	Existing	77	0	Existing	Existing	**existing**	existing	--	-	--
47.0	39th Avenue NW	NW 110th Street	NW 98th Street	0.34	11,050	**4.87**	**E**	R1A	2.5	2.37	59.25	40	0	40	109000	**Program**	Program	--	-	--
288.0	39th Avenue NW	NW 98th Street	NW 95th Boulevard	0.53	11,050	**4.31**	**D**	R1A	2.5	1.81	45.25	38	0	33	109000	**Program**	Program	--	-	--
287.0	39th Avenue NW	CR 241	NW 110th Tr.	2.23	8,269	**4.87**	**E**	R1A	2.5	2.37	59.25	25	3	34	109000	**47.61**	II	243070	10,331,108	--
1698.0	3rd Avenue NE	7th Street NE	9th Street NE	0.17	*1,500*	**2.00**	**B**	LOS	2.5	0.5	12.5	87	0	40	LOS	**LOS**	LOS	--	-	--
1700.0	3rd Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	3,371	**2.94**	**C**	CSN	2.5	0.44	11	97	0	43	CSN	**CSN**	CSN	--	-	--
126.0	3rd Avenue SE	SR 331/Williston Road	SE 15th Street	0.36	5,228	**2.65**	**C**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
1702.0	3rd Avenue SE	15th Street SE	SR 20/ Hawthorne Road	0.24	6,422	**1.55**	**B**	Existing	2.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
160.0	3rd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	737	**2.54**	**C**	CSN	2.5	0.04	1	98	50	50	CSN	**CSN**	CSN	--	-	--
113.0	3rd Street W	SR 26	NW 8th Avenue	0.51	737	**2.63**	**C**	CSN	2.5	0.13	3.25	95	0	39	CSN	**CSN**	CSN	--	-	--
141.0	3rd Street W	SW 2nd Avenue	SR 26	0.13	737	**2.51**	**C**	CSN	2.5	0.01	0.25	96	0	38	CSN	**CSN**	CSN	--	-	--
1725.0	41st Blvd SW	SR 24	SR 1221/ Williston Road	1.40	3,049	**3.71**	**D**	R1A	2.5	1.21	30.25	66	0	38	109000	**53.61**	II	152600	10,483,708	--
99.0	43rd / 42nd Street SW	SR 24/Archer Road	SW 20th Avenue	1.68	11,666	**4.50**	**D**	SP	2.5	2	50	80	0	52	270000	**29.19**	III	453600	10,937,308	--
7.0	43rd Street NW	NW 53rd Avenue	NW 39th Avenue	1.02	25,290	**3.55**	**D**	Existing	2.5	Existing	Existing	57	0	Existing	Existing	**existing**	existing	--	-	--
82.0	43rd Street NW	End of 4-lanes	NW 53rd Avenue	1.72	8,246	**2.24**	**B**	Existing	2.5	Existing	Existing	44	0	Existing	Existing	**existing**	existing	--	-	--
226.0	43rd Street NW	NW 39th Avenue	NW 23rd Avenue	0.98	25,290	**3.45**	**C**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**existing**	existing	--	-	--
232.0	43rd Street NW	NW 23rd Avenue	8th Avenue	0.99	28,023	**3.29**	**C**	Existing	2.5	Existing	Existing	96	0	Existing	Existing	**existing**	existing	--	-	--
421.0	43rd Street NW	End of 4-lane section	US 441	1.17	13,251	**3.55**	**D**	Existing	2.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
1708.0	43rd Street NW	8th Avenue	SR 26/Newberry Road	0.32	13,251	**2.36**	**B**	Existing	2.5	Existing	Existing	68	0	Existing	Existing	**existing**	existing	--	-	--
308.0	43rd Street SE	SR 20/Hawthorne Road	SR 26/E. University Avenue	1.14	3,049	**3.40**	**C**	R1A	2.5	0.9	22.5	54	0	31	109000	**42.56**	III	124260	11,061,568	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6083.0	441 Corridor Trail	US 441	NW 43rd St	2.95		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**67.04**	I	407100	11,468,668	--
1820.0	45th Avenue SW	SW 122nd Street	SW 91st Street	2.04		**n/a**	**n/a**	R1A	2.5	n/a	n/a	38	0	No Data	109000	**No Data**	No Data	222360	11,691,028	--
1325.0	46th Avenue NW / 36th Road	186th Street	202nd Street	1.01	*1,000*	**2.87**	**C**	R1A	2.5	0.37	9.25	17	0	10	109000	**14.47**	III	110090	11,801,118	--
1824.0	46th Avenue SW	170th Street	122nd Street	3.04		**n/a**	**n/a**	R1A	2.5	n/a	n/a	24	0	No Data	109000	**No Data**	No Data	331360	12,132,478	--
1294.0	46th Avenue SW	SW 202nd Street	SW 170th Street	2.01	1,015	**2.50**	**B**	LOS	2.5	0	0	20	0	8	LOS	**LOS**	LOS	--	-	--
1290.0	46th Avenue SW	CR 337	US 41	3.20	1,015	**2.56**	**C**	R1A	2.5	0.06	1.5	18	0	8	109000	**10.76**	III	348800	12,481,278	--
1292.0	46th Avenue SW	US 41	SW 202nd Street	1.81	1,015	**2.56**	**C**	R1A	2.5	0.06	1.5	18	0	8	109000	**10.71**	III	197290	12,678,568	--
296.0	46th Blvd SW	SW 104th Tr.	Tower Road	1.63	*2,000*	**2.56**	**C**	R1A	2.5	0.06	1.5	45	0	19	109000	**26.09**	III	177670	12,856,238	--
16.0	4th Avenue S	US 441/SW 13th Street	SW 12th Street	0.13	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	97	50	60	CSN	**CSN**	CSN	--	-	--
105.0	4th Avenue S	SR 20/NW 6th Street	SW 3rd Street	0.18	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	99	3	51	CSN	**CSN**	CSN	--	-	--
101.0	4th Avenue S	SW 12th Street	SW 10th Street	0.12	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	96	0	50	CSN	**CSN**	CSN	--	-	--
112.0	4th Avenue S	SE 3rd Street	SW 2nd Street	0.08	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	95	0	49	CSN	**CSN**	CSN	--	-	--
123.0	4th Avenue S	N Main Street	E 3rd Street	0.16	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	94	0	49	CSN	**CSN**	CSN	--	-	--
117.0	4th Avenue S	SW 2nd Street	S Main Street	0.10	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	92	0	48	CSN	**CSN**	CSN	--	-	--
125.0	4th Avenue SE	E 3rd Street	SR 331/Williston Road	0.66	5,228	**2.12**	**B**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
104.0	4th Avenue SW	SW 10th Street	SR 20/NW 6th Street	0.23	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	98	0	50	CSN	**CSN**	CSN	--	-	--
1665.0	4th Street NW	33rd Avenue NW	NW 36th Avenue	0.17	*3,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	65	0	38	109000	**53.05**	II	18530	12,874,768	--
74.0	4th Street SE	SR 331/Williston Road	Depot Avenue	0.72	3,003	**3.08**	**C**	S	2.5	0.58	14.5	85	3	41	1	**100**	I	1	12,874,769	--
204.0	4th Street SE-SE 22nd Avenue	SR 331/Williston Road	SE 15th Street	0.81	3,965	**3.59**	**D**	CSN	2.5	1.09	27.25	74	59	52	CSN	**CSN**	CSN	--	-	--
420.0	51 Street NW	27th Avenue NW	39th Ave NW	0.46	9,037	**2.71**	**C**	Existing	2.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
231.0	51st Street NW	NW 23rd Avenue	27 AVE	0.52	9,037	**3.13**	**C**	S	2.5	0.63	15.75	66	0	33	1	**100**	I	1	12,874,770	--
261.0	53rd Avenue N	US 441/W 13th Street	N Main Street	1.52	9,941	**4.35**	**D**	R1A	2.5	1.85	46.25	55	9	42	109000	**58.61**	II	165680	13,040,450	--
290.0	53rd Avenue N	N Main Street	SR 24/Waldo Road	2.43	9,941	**4.75**	**E**	R1A	2.5	2.25	56.25	49	0	42	109000	**58.5**	II	264870	13,305,320	--
1825.0	53rd Avenue NW	CR 241	NW 173rd Street	1.68		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	183120	13,488,440	--
6.0	53rd Avenue NW	NW 52nd Terr.	NW 43rd Street	0.64	11,062	**3.28**	**C**	Existing	2.5	Existing	Existing	44	0	Existing	Existing	**existing**	existing	--	-	--
39.0	53rd Avenue NW	NW 43rd Street	SR 121/NW 34th St	1.47	11,062	**2.85**	**C**	Existing	2.5	Existing	Existing	51	0	Existing	Existing	**existing**	existing	--	-	--
256.0	53rd Avenue NW	SR 121/NW 34th St	NW 24th Blvd.	0.33	11,062	**2.98**	**C**	Existing	2.5	Existing	Existing	50	3	Existing	Existing	**existing**	existing	--	-	--
259.0	53rd Avenue NW	NW 21st Street	US 441/NW 13th Street	0.94	11,062	**3.21**	**C**	Existing	2.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
301.0	53rd Avenue NW	NW 98th Street	NW 52nd Terr.	3.06	6,245	**2.94**	**C**	Existing	2.5	Existing	Existing	42	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
406.0	53rd Avenue NW	98th Street	Interstate 75	1.12	6,245	**2.94**	**C**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
407.0	53rd Avenue NW	Interstate 75	143rd Street	1.86	*5,000*	**3.16**	**C**	Existing	2.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
6005.0	53rd Corridor Trail	US 441/NW 13th St	NE 2nd Way	1.03		**6.50**	**F**	Trail	2.5	4	100	53	50	71	138000	**78.27**	I	142140	13,630,580	--
6003.0	53rd Corridor Trail	SR 121/NW 34th St	NW 55th Blvd	0.59		**6.50**	**F**	Trail	2.5	4	100	52	50	71	138000	**77.75**	I	81420	13,712,000	--
6004.0	53rd Corridor Trail	NW 55th Blvd	US 441/NW 13th St	0.63		**6.50**	**F**	Trail	2.5	4	100	51	50	70	138000	**77.6**	I	86940	13,798,940	--
6006.0	53rd Corridor Trail	NE 2nd Way	15 St NE	1.25		**6.50**	**F**	Trail	2.5	4	100	50	53	70	138000	**77.59**	I	172500	13,971,440	--
6007.0	53rd Corridor Trail	15st NE	SR 24	1.69		**6.50**	**F**	Trail	2.5	4	100	43	56	68	138000	**75.38**	I	233220	14,204,660	--
1712.0	55th Avenue NW	53rd Ave NW	US 441/NW 13th St	0.58	*4,000*	**1.69**	**B**	Existing	2.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
1826.0	55th Street NW	NW 23rd Avenue	NW 39th Avenue	0.24		**n/a**	**n/a**	R1A	2.5	n/a	n/a	74	0	No Data	109000	**No Data**	No Data	26160	14,230,820	--
224.0	55th Street NW	SR 26/Newberry Road	NW 23rd Avenue	1.00	11,258	**3.08**	**C**	Existing	2.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
1714.0	5th Avenue NE	2nd Street NE	NE Blvd	0.21	*500*	**1.65**	**B**	LOS	2.5	0.85	21.25	92	0	45	LOS	**LOS**	LOS	--	-	--
1716.0	5th Avenue NE	NE Blvd	Waldo Road	0.63	*1,500*	**1.93**	**B**	LOS	2.5	0.57	14.25	89	0	41	LOS	**LOS**	LOS	--	-	--
153.0	5th Avenue NW	NW 17th Street	US 441/NW 13th Street	0.32	2,824	**0.38**	**A**	LOS	2.5	2.12	53	90	0	57	LOS	**LOS**	LOS	--	-	--
150.5	5th Avenue NW	NW 22nd Street	NW 17th Street	0.56	2,824	**0.00**	**A**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**existing**	existing	--	-	--
153.5	5th Avenue NW	NW 17th Street	US 441/NW 13th Street	0.32	2,824	**3.22**	**C**	CSN	2.5	0.72	18	90	0	43	CSN	**CSN**	CSN	--	-	--
1722.0	5th Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	2,472	**2.57**	**C**	CSN	2.5	0.07	1.75	97	0	40	CSN	**CSN**	CSN	--	-	--
150.0	5th Avenue NW	NW 22nd Street	NW 17th Street	0.56	2,824	**2.69**	**C**	CSN	2.5	0.19	4.75	87	0	37	CSN	**CSN**	CSN	--	-	--
1086.0	5th Street NW	SR 20	CR 2082	0.40	*5,000*	**3.69**	**D**	R1A	2.5	1.19	29.75	42	0	29	109000	**39.89**	III	43600	14,274,420	--
262.0	62nd Avenue SW	SR 121	SR 24/Archer Road	2.27	3,225	**4.08**	**D**	R1A	2.5	1.58	39.5	56	0	38	109000	**53.23**	II	247430	14,521,850	--
1809.0	62nd Blvd SW	SW 20th Avenue	SW 42nd Street	0.87		**n/a**	**n/a**	R1A	2.5	n/a	n/a	74	53	No Data	102000	**No Data**	No Data	88740	14,610,590	--
206.0	62nd Blvd SW	SR 26/Newberry Road	SW 20th Avenue	1.66	19,361	**4.81**	**E**	R1A	2.5	2.31	57.75	82	50	66	109000	**92.1**	I	180940	14,791,530	--
4013.0	62nd Blvd Trail	NW 60th Street	SW 20th Ave	1.44		**6.50**	**F**	Existing	2.5	Existing	Existing	83	3	Existing	Existing	**existing**	existing	--	-	--
1264.0	63rd Avenue SW	CR 337	Into subdivisionàMay be	2.29	*3,000*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	249610	15,041,140	--
1827.0	63rd Street NW	NW 23rd Avenue	NW 39th Avenue	1.01		**n/a**	**n/a**	R1A	2.5	n/a	n/a	72	3	No Data	109000	**No Data**	No Data	110090	15,151,230	--
1080.0	6th Avenue	US 301	E County Line	3.54	2,007	**3.86**	**D**	R1A	2.5	1.36	34	21	0	22	109000	**30.47**	III	385860	15,537,090	--
1132.0	6th Street NW	CR 1475/ SR 200A	Line Avenue	0.17	*2,000*	**3.10**	**C**	R1A	2.5	0.6	15	20	0	14	109000	**19.78**	III	18530	15,555,620	--
5001.0	6th Street Rail-Trail	NW 8th	SR 26/University Ave	0.52		**6.50**	**F**	Trail	2.5	4	100	96	25	83	138000	**Program**	Program	--	-	--
5000.0	6th Street Rail-Trail	NW 23rd Ave	NW 8th Ave	1.14		**6.50**	**F**	Trail	2.5	4	100	100	3	81	138000	**Program**	Program	--	-	--
5002.0	6th Street Rail-Trail	SR 26/University Ave	S. Main St/Downtown Connecto	1.06		**6.50**	**F**	Trail	2.5	4	100	97	3	80	138000	**Program**	Program	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
159.0	6th Street W	SR 26	7th Avenue	0.38	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	56	66	CSN	**CSN**	CSN	--	-	--
15.0	6th Street W	SW 4th Avenue	S 2nd Avenue	0.14	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	50	65	CSN	**CSN**	CSN	--	-	--
109.0	6th Street W	S 2nd Avenue	SR 26	0.12	7,022	**4.02**	**D**	CSN	2.5	1.52	38	98	50	64	CSN	**CSN**	CSN	--	-	--
429.0	6th Street W	7th Avenue	8th Avenue	0.14	15,000	**4.05**	**D**	CSN	2.5	1.55	38.75	87	50	60	CSN	**CSN**	CSN	--	-	--
86.0	6th Street W	Depot Ave	SW 4th Avenue	0.33	5,549	**3.90**	**D**	CSN	2.5	1.4	35	98	6	54	CSN	**CSN**	CSN	--	-	--
70.0	6th Street W	SW 16th Avenue	Depot Avenue	0.54	5,549	**3.29**	**C**	S	2.5	0.79	19.75	92	56	56	1	**100**	I	1	15,555,621	--
1728.0	6th Terrace	23rd Avenue N	16th Avenue N	0.51	*2,000*	**2.82**	**C**	R1A	2.5	0.32	8	85	0	37	109000	**52**	II	55590	15,611,211	--
6057.0	6th to 39th Trail Conector	N Main Street	SR 20/NW 6th St	0.86		**6.50**	**F**	Trail	2.5	4	100	61	50	74	138000	**81.75**	I	118680	15,729,891	--
6056.0	6th to 39th Trail Conector	SR 222/N 39th Ave	N Main Street	0.66		**6.50**	**F**	Trail	2.5	4	100	58	53	74	138000	**81.33**	I	91080	15,820,971	--
6051.0	6th to Main Conector Trail	SR 20/NW 6th St	N. Main St	0.69		**6.50**	**F**	Trail	2.5	4	100	82	50	83	138000	**90.99**	I	95220	15,916,191	--
46.0	75th St NW/Tower Road	8th Avenue NW	W Univ. Avenue	0.61	18,213	**2.93**	**C**	Existing	2.5	Existing	Existing	72	0	Existing	Existing	**existing**	existing	--	-	--
46.1	75th St NW/Tower Road	W Univ. Avenue	SR 26	0.40	18,213	**4.09**	**D**	SP	2.5	1.59	39.75	72	50	55	138000	**60.05**	I	55200	15,971,391	--
278.5	75th St SW/Tower Road	0.2 mi N of SR 24	SR 24	0.26	13,558	**3.48**	**C**	Existing	2.5	Existing	Existing	46	0	Existing	Existing	**existing**	existing	--	-	--
272.0	75th St SW/Tower Road	SW 24th Avenue	SW 46th Boulevard	1.19	13,558	**4.80**	**E**	CSN	2.5	2.3	57.5	54	50	55	CSN	**CSN**	CSN	--	-	--
266.0	75th St SW/Tower Road	SW 8th Avenue	SW 24th Avenue	1.01	13,558	**4.35**	**D**	CSN	2.5	1.85	46.25	57	50	51	CSN	**CSN**	CSN	--	-	--
278.0	75th St SW/Tower Road	SW 46th Boulevard	0.2 mi N of SR 24	0.74	13,558	**4.76**	**E**	R1A	2.5	2.26	56.5	46	50	51	102000	**75.93**	I	75480	16,046,871	--
151.0	75th Street SW	GMA Boundary	SR 24/Archer Road	1.45	2,408	**3.49**	**C**	R1A	2.5	0.99	24.75	37	50	35	109000	**48.61**	II	158050	16,204,921	--
69.0	77th Avenue NE/CR 225A	NE 38th Street	SR 24 / Waldo Road	1.17	727	**2.24**	**B**	LOS	2.5	0.26	6.5	20	0	10	LOS	**LOS**	LOS	--	-	--
81.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 15th Street	0.34	15,000	**3.88**	**D**	CSN	2.5	1.38	34.5	80	50	56	CSN	**CSN**	CSN	--	-	--
87.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 7th Street	0.39	5,401	**4.06**	**D**	CSN	2.5	1.56	39	85	0	49	CSN	**CSN**	CSN	--	-	--
1730.0	7th Avenue NW	2nd Street NW	2nd Street NE	0.21	1,488	**2.63**	**C**	CSN	2.5	0.13	3.25	94	0	39	CSN	**CSN**	CSN	--	-	--
1084.0	7th Street NW	CR 2082	NW 2rd Avenue	0.18	*2,000*	**2.63**	**C**	SP	2.5	0.13	3.25	41	0	18	138000	**19.65**	III	24840	16,229,761	--
1815.0	83rd Street NW	NW 53rd Avenue	N 39th Avenue	1.76		**n/a**	**n/a**	R1A	2.5	n/a	n/a	36	56	No Data	102000	**No Data**	No Data	179520	16,409,281	--
76.0	83rd Street NW	NW 23rd Avenue	SR 222/NW 39th Avenue	0.98	10,252	**4.36**	**D**	SP	2.5	1.86	46.5	42	56	47	138000	**51.39**	II	135240	16,544,521	--
1214.0	85th Avenue SW	SW 75th Street	SR 121	1.85	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	32	0	No Data	109000	**No Data**	No Data	201650	16,746,171	--
1828.0	85th Avenue SW	SR 24	SW 75th Street	2.08		**n/a**	**n/a**	R1A	2.5	n/a	n/a	26	0	No Data	109000	**No Data**	No Data	226720	16,972,891	--
29.0	8th Avenue N	17 th Street	US 441/W 13th Street	0.33	14,378	**1.62**	**B**	LOS	2.5	0.88	22	87	53	54	LOS	**LOS**	LOS	--	-	--
1.0	8th Avenue N	NW 22nd Street	17 th Street	0.55	14,378	**1.62**	**B**	LOS	2.5	0.88	22	87	0	44	LOS	**LOS**	LOS	--	-	--
170.0	8th Avenue N	NW 10th Street	NW 6th Street	0.25	14,378	**4.29**	**D**	CSN	2.5	1.79	44.75	88	0	53	CSN	**CSN**	CSN	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
4.0	8th Avenue N	N Main Street	E 1st Street	0.11	9,521	4.02	D	CSN	2.5	1.52	38	89	0	51	CSN	CSN	CSN	--	-	--
30.0	8th Avenue N	SR 24/Waldo Road	NE 15th Street	0.05	5,570	4.10	D	SP	2.5	1.6	40	87	50	61	138000	67.07	I	6900	16,979,791	--
223.0	8th Avenue NE	15th Street NE	NE 25th Street	0.81	5,570	3.89	D	CSN	2.5	1.39	34.75	95	50	62	CSN	CSN	CSN	--	-	--
178.0	8th Avenue NE	NE 9th Street	SR 24/Waldo Road	0.49	9,521	4.15	D	CSN	2.5	1.65	41.25	93	0	54	CSN	CSN	CSN	--	-	--
177.0	8th Avenue NE	E 1st Street	NE 9th Street	0.51	9,521	4.02	D	CSN	2.5	1.52	38	83	9	50	CSN	CSN	CSN	--	-	--
222.0	8th Avenue NW	SR 121/W 34th Street	W 22nd Street	1.13	16,070	4.75	E	CSN	2.5	2.25	56.25	97	70	75	CSN	CSN	CSN	--	-	--
217.0	8th Avenue NW	SR 26/Newberry Road	NW 43rd Street	0.75	16,070	4.94	E	CSN	2.5	2.44	61	92	50	71	CSN	CSN	CSN	--	-	--
220.0	8th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.51	16,070	4.82	E	CSN	2.5	2.32	58	86	50	68	CSN	CSN	CSN	--	-	--
218.0	8th Avenue NW	NW 43rd Street	NW 38th Street	0.49	16,070	4.94	E	CSN	2.5	2.44	61	76	56	66	CSN	CSN	CSN	--	-	--
1734.0	8th Avenue NW	US 441/ 13th Street	10th Street SW	0.25	15,420	4.54	E	CSN	2.5	2.04	51	91	0	57	CSN	CSN	CSN	--	-	--
1732.0	8th Avenue SE/SE 24th St.	15th Street NE	SE 20th Street	0.45	*4,000*	2.08	B	LOS	2.5	0.42	10.5	86	0	38	LOS	LOS	LOS	--	-	--
1733.0	8th Avenue SE/SE 24th St.	20th Street SE	SR 20	0.20	*4,000*	1.72	B	Existing	2.5	Existing	Existing	94	0	Existing	Existing	existing	existing	--	-	--
1819.0	8th Avenue SW	143rd Street	122nd Street	1.43		n/a	n/a	R1A	2.5	n/a	n/a	22	0	No Data	109000	No Data	No Data	155870	17,135,661	--
1555.0	8th Avenue SW	SW 4th Avenue	SW 2nd Avenue	0.13	*500*	0.00	A	LOS	2.5	2.5	62.5	98	0	64	LOS	LOS	LOS	--	-	--
1557.0	8th Avenue SW	SW 2nd Avenue	SR 26	0.12	*4,000*	3.73	D	CSN	2.5	1.23	30.75	98	0	52	CSN	CSN	CSN	--	-	--
1551.0	8th Avenue SW	10th Street SW	13th Street SW	0.26	*4,000*	3.29	C	CSN	2.5	0.79	19.75	100	0	48	CSN	CSN	CSN	--	-	--
276.0	8th Avenue SW	SW 91st Street	SW 75th Street/Tower Road	1.00	3,874	4.39	D	R1A	2.5	1.89	47.25	54	0	40	109000	56.4	II	109000	17,244,661	--
275.0	8th Avenue SW	SW 122nd Street/Parker Road	SW 91st Street	2.00	3,874	4.21	D	R1A	2.5	1.71	42.75	45	0	35	109000	48.76	II	218000	17,462,661	--
1738.0	8th Street NW	3rd Avenue N	SR 26	0.13	898	1.81	B	LOS	2.5	0.69	17.25	98	0	46	LOS	LOS	LOS	--	-	--
7060.0	8th to 62nd Connector Trail	SR 26/Newberry Road	SW 62nd Blvd.	1.32		6.50	F	Trail	2.5	4	100	78	64	84	138000	92.65	I	182160	17,644,821	--
7059.0	8th to 62nd Connector Trail	NW 8th Ave	SR 26/Newberry Road	0.15		6.50	F	Trail	2.5	4	100	62	50	75	138000	82.31	I	20700	17,665,521	--
11.0	91st Street SW	SW 46th Boulevard	SW 24th Avenue	2.95	3,991	No Data	No Data	R1A	2.5	n/a	n/a	45	0	No Data	109000	No Data	No Data	321550	17,987,071	--
277.0	91st Street W	8th Avenue	SR 26/ 8th Avenue	1.03	5,130	4.15	D	R1A	2.5	1.65	41.25	46	0	35	109000	48.53	II	112270	18,099,341	--
271.0	91st Street W	SW 24th Avenue	8th Avenue	1.00	5,130	4.15	D	R1A	2.5	1.65	41.25	46	0	35	109000	48.46	II	109000	18,208,341	--
1744.0	91Street NW	Turn	83rd Street	0.52	*2,000*	1.88	B	LOS	2.5	0.62	15.5	42	0	23	LOS	LOS	LOS	--	-	--
1743.0	91Street NW	SR 222/39th Avenue	Turn	0.45	*2,000*	2.37	B	LOS	2.5	0.13	3.25	41	0	18	LOS	LOS	LOS	--	-	--
1315.0	94th Avenue NW	CR 235	CR 241	2.75	*1,000*	2.36	B	LOS	2.5	0.14	3.5	22	0	10	LOS	LOS	LOS	--	-	--
1312.0	94th Avenue NW	US 41	CR 235A	3.06	*1,000*	3.36	C	R1A	2.5	0.86	21.5	20	0	16	109000	22.87	III	333540	18,541,881	--
284.0	98th Street NW	NW 23rd Avenue	CR 222/NW 39th Avenue	0.97	6,513	4.68	E	R1A	2.5	2.18	54.5	44	0	39	109000	54.85	II	105730	18,647,611	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
66.0	98th Street NW	SR 26/Newberry Road	NW 23rd Avenue	1.11	6,513	**4.27**	**D**	SP	2.5	1.77	44.25	47	50	46	270000	**26.14**	III	299700	18,947,311	--
92.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 3rd Street	Main Street	0.10	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	93	50	59	CSN	**CSN**	CSN	--	-	--
403.0	9th Road SW-Depot Avenue-SE 7th Avenue	US441/ SW 13th Street	SW 11th Street	0.24	5,401	**3.84**	**D**	CSN	2.5	1.34	33.5	96	0	52	CSN	**CSN**	CSN	--	-	--
88.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 3rd Street	0.23	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	95	0	50	CSN	**CSN**	CSN	--	-	--
402.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 7th Street	0.23	5,401	**3.62**	**D**	CSN	2.5	1.12	28	93	0	48	CSN	**CSN**	CSN	--	-	--
93.0	9th Road SW-Depot Avenue-SE 7th Avenue	Main Street	SW 6th Street	0.27	5,401	**4.06**	**D**	R1A	2.5	1.56	39	95	50	64	109000	**88.91**	I	29430	18,976,741	--
302.0	9th Road SW-Depot Avenue-SE 7th Avenue	SW 6th Street	SW 11th Street	0.28	5,401	**4.06**	**D**	R1A	2.5	1.56	39	94	3	54	109000	**75.26**	I	30520	19,007,261	--
403.5	9th Road SW-Depot Avenue-SE 7th Avenue	US441/ SW 13th Street	SW 11th Street	0.24	5,401	**3.49**	**C**	SP	2.5	0.99	24.75	96	0	48	138000	**53.2**	II	33120	19,040,381	--
1745.0	9th Street NE	SE 2nd Avenue	SR 26/Newberry Road	0.17	2,633	**1.74**	**B**	LOS	2.5	0.76	19	87	50	52	LOS	**LOS**	LOS	--	-	--
1748.0	9th Street NE	N 8th Avenue	NE 16th Avenue	0.49	6,230	**2.06**	**B**	LOS	2.5	0.44	11	88	0	40	LOS	**LOS**	LOS	--	-	--
1747.0	9th Street NE	SR 26/ Univ. Avenue	N 8th Avenue	0.52	6,136	**0.91**	**A**	Existing	2.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
1749.0	9th Street NE	N 8th Avenue	NE 16th Avenue	0.49	6,231	**2.79**	**C**	Existing	2.5	Existing	Existing	88	0	Existing	Existing	**existing**	existing	--	-	--
1751.0	9th Street NE	NE 16th Avenue	NE 23rd Avenue	0.51	5,568	**0.00**	**A**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
1752.0	9th Street NE	NE 23rd Avenue	NE 31st Avenue	0.52	5,569	**2.87**	**C**	Existing	2.5	Existing	Existing	74	0	Existing	Existing	**existing**	existing	--	-	--
1753.0	9th Street NE	NE 23rd Avenue	NE 31st Avenue	0.52	3,436	**3.37**	**C**	CSN	2.5	0.87	21.75	74	0	38	CSN	**CSN**	CSN	--	-	--
1755.0	9th Street SE	7th Avenue SE/ Depot Ae	11th Avenue SE	0.35	2,633	**3.77**	**D**	R1A	2.5	1.27	31.75	83	3	46	109000	**64.72**	I	38150	19,078,531	--
6026.0	Archer Road Corridor Trail	SW 75th ST/Tower Rd	SW 91st Street	1.15		**6.50**	**F**	Trail	2.5	4	100	41	0	56	138000	**Program**	Program	--	-	--
6013.0	Archer Road Corridor Trail	SR 121\W 34th St	SW 23rd Terr.	0.78		**6.50**	**F**	Trail	2.5	4	100	89	61	88	138000	**96.67**	I	107640	19,186,171	--
6012.0	Archer Road Corridor Trail	I-75	SR 121\W 34th St	1.04		**6.50**	**F**	Trail	2.5	4	100	81	53	83	138000	**91.28**	I	143520	19,329,691	--
6029.0	Archer Road Corridor Trail	I-75	SW 56th Terrace	1.29		**6.50**	**F**	Trail	2.5	4	100	82	50	83	138000	**90.99**	I	178020	19,507,711	--
6030.0	Archer Road Corridor Trail	SW 56th Terrace	SW 63rd Blvd	0.35		**6.50**	**F**	Trail	2.5	4	100	52	50	71	138000	**77.77**	I	48300	19,556,011	--
6031.0	Archer Road Corridor Trail	SW 63rd Blvd	SW 75th ST/Tower Rd	0.81		**6.50**	**F**	Trail	2.5	4	100	48	50	69	138000	**75.98**	I	111780	19,667,791	--
6027.0	Archer Road Corridor Trail	SW 91st Street	A (Mid-Point)	0.76		**6.50**	**F**	Trail	2.5	4	100	26	53	61	138000	**67.31**	I	104880	19,772,671	--
6067.0	Archer Road Corridor Trail	SW 122nd St	Gilchrist Cty-Archer Trail	2.21		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.72**	I	304980	20,077,651	--
6028.0	Archer Road Corridor Trail	A (Mid-Point)	Haile-Kanapaha Trail	0.76		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.72**	I	104880	20,182,531	--
6068.0	Archer Road Corridor Trail	Gilchrist Cty-Archer Trail	High Sprg\Neberry\Archer Trl	1.67		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.53**	I	230460	20,412,991	--
7017.0	Branford-Highs Springs Trail	Countyline North West	Poe Springs Road	2.40		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**67.04**	I	331200	20,744,191	--
1759.0	Buckman Drive	SR 26	Fraternity Row/ Stadium Road	0.24	*4,000*	**1.76**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**Campus**	Campus	--	-	--
6000.0	Campus SW Connector Trail	Hull Rd/Museum Rd	SR 24/SW 23 Terr.	0.43		**6.50**	**F**	Trail	2.5	4	100	87	50	85	138000	**Campus**	Campus	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1761.0	Center Drive	Radio-Museum Road	SR 24/ Archer Road	0.47	*3,000*	**2.43**	**B**	LOS	2.5	0.07	1.75	91	0	37	LOS	**Campus**	Campus	--	-	--
1446.0	CR 11 NW/ 227th Terrace NW	CR 239	Alligator Road	3.51	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	382590	21,126,781	--
1100.0	CR 13/SE 171	CR 30/SE 24th Avenue	SR 20	2.07	233	**1.11**	**A**	LOS	2.5	1.39	34.75	12	0	19	LOS	**LOS**	LOS	--	-	--
1104.0	CR 13B/ SE 163rd Avenue	CR 30/ 24th Avenue	CR 1474	1.82	103	**0.47**	**A**	LOS	2.5	2.03	50.75	11	0	25	LOS	**LOS**	LOS	--	-	--
1118.0	CR 1469	SR 26	CR 219	3.77	511	**1.65**	**B**	LOS	2.5	0.85	21.25	18	0	16	LOS	**LOS**	LOS	--	-	--
1116.0	CR 1469	CR 28	SR 26	3.17	831	**2.10**	**B**	LOS	2.5	0.4	10	13	0	9	LOS	**LOS**	LOS	--	-	--
1114.0	CR 1469	US 301	CR 28	2.38	831	**2.10**	**B**	LOS	2.5	0.4	10	9	0	8	LOS	**LOS**	LOS	--	-	--
1124.0	CR 1471/SR 325	CR 1469	N County Line	5.59	438	**2.37**	**B**	LOS	2.5	0.13	3.25	14	0	7	LOS	**LOS**	LOS	--	-	--
1110.0	CR 1474	US 301	CR 219A	1.76	510	**3.00**	**C**	R1A	2.5	0.5	12.5	15	0	11	109000	**15.56**	III	191840	21,318,621	--
1108.0	CR 1474	CR 234	US 301	4.31	864	**2.90**	**C**	R1A	2.5	0.4	10	18	0	11	109000	**15.33**	III	469790	21,788,411	--
1106.0	CR 1474	CR 219	County Line	2.09	511	**2.82**	**C**	R1A	2.5	0.32	8	14	0	9	109000	**12.32**	III	227810	22,016,221	--
1130.0	CR 1475/ SR 200A	CR 225/ SR 225	NW 6th Street	4.26	373	**2.44**	**B**	LOS	2.5	0.06	1.5	14	0	6	LOS	**LOS**	LOS	--	-	--
1128.0	CR 1475/ SR 200A	N County Line	CR 225/ SR 225	0.61	373	**2.44**	**B**	LOS	2.5	0.06	1.5	5	0	3	LOS	**LOS**	LOS	--	-	--
1518.0	CR 1493/CR 237	N County Line	SR 121	2.88	*200*	**1.92**	**B**	LOS	2.5	0.58	14.5	17	0	12	LOS	**LOS**	LOS	--	-	--
1482.0	CR 16A	NW 143rd Street	CR 239	2.05	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	21	0	No Data	109000	**No Data**	No Data	223450	22,239,671	--
1201.0	CR 18	SR 121	I-75	6.03	454	**3.96**	**D**	R1A	2.5	1.46	36.5	23	0	24	109000	**33.08**	III	657270	22,896,941	--
1203.0	CR 18	I-75	US 441	0.40	454	**2.81**	**C**	R1A	2.5	0.31	7.75	7	0	6	109000	**8.34**	III	43600	22,940,541	--
1444.0	CR 1B NW/ Alligator Road	CR 11 NW	CR 236	1.50	*500*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	8	0	No Data	109000	**No Data**	No Data	163500	23,104,041	--
1054.0	CR 200A	US 301	CR 325	0.43	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	4	0	No Data	109000	**No Data**	No Data	46870	23,150,911	--
1056.0	CR 200A	CR 325	US 301	1.09	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	118810	23,269,721	--
1098.0	CR 2041/SE 152 Street	SR 20	CR 2082	0.72	882	**2.41**	**B**	LOS	2.5	0.09	2.25	8	0	4	LOS	**LOS**	LOS	--	-	--
1345.0	CR 2054	US 441	CR 241	1.00	437	**1.90**	**B**	LOS	2.5	0.6	15	44	0	23	LOS	**LOS**	LOS	--	-	--
1460.0	CR 2054	NW 202nd Street	146th Terrace	3.86	437	**1.42**	**A**	LOS	2.5	1.08	27	26	0	21	LOS	**LOS**	LOS	--	-	--
1465.0	CR 2054	NW 202 Street	NW 234th Atreet	1.89	437	**2.16**	**B**	LOS	2.5	0.34	8.5	15	0	10	LOS	**LOS**	LOS	--	-	--
1461.0	CR 2054/NW 130th Avenue	NW 146 Terrace	CR 241	0.42	1,441	**1.66**	**B**	LOS	2.5	0.84	21	44	0	26	LOS	**LOS**	LOS	--	-	--
1094.0	CR 2082	NW 5th Street	US 301	0.43	887	**0.00**	**A**	LOS	2.5	2.5	62.5	42	0	42	LOS	**LOS**	LOS	--	-	--
1092.0	CR 2082	NW 7th Street	NW 5th Street	0.12	299	**0.00**	**A**	LOS	2.5	2.5	62.5	41	0	41	LOS	**LOS**	LOS	--	-	--
1092.5	CR 2082	NW 7th Street	NW 5th Street	0.12	299	**0.09**	**A**	LOS	2.5	2.41	60.25	41	0	40	LOS	**LOS**	LOS	--	-	--
1094.5	CR 2082	NW 5th Street	US 301	0.43	887	**1.06**	**A**	LOS	2.5	1.44	36	42	0	31	LOS	**LOS**	LOS	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1090.0	CR 2082	SE 152 Street	NW 7th Street	3.95	299	**2.28**	**B**	LOS	2.5	0.22	5.5	22	0	11	LOS	**LOS**	LOS	--	-	--
1088.0	CR 2082	SR 20	CR 234	1.40	751	**3.88**	**D**	R1A	2.5	1.38	34.5	22	0	23	109000	**31.74**	III	152600	23,422,321	--
1454.0	CR 2085	CR 3371	CR 232	2.59	835	**n/a**	**n/a**	R1A	2.5	n/a	n/a	16	0	No Data	109000	**No Data**	No Data	282310	23,704,631	--
1455.0	CR 2085/ NW 228 the Avenue	CR 3371	NW 182/Poe Springs Rd.	3.96	835	**2.34**	**B**	LOS	2.5	0.16	4	9	0	5	LOS	**LOS**	LOS	--	-	--
1835.0	CR 2085/ NW 228th Avenue	CR 232	CR 337	7.19		**n/a**	**n/a**	R1A	2.5	n/a	n/a	17	0	No Data	109000	**No Data**	No Data	783710	24,488,341	--
1115.0	CR 219	CR 1474	US 301	2.54	1,307	**3.00**	**C**	R1A	2.5	0.5	12.5	22	0	14	109000	**18.99**	III	276860	24,765,201	--
1119.0	CR 219	CR 1469	SR 26	3.02	1,425	**3.20**	**C**	R1A	2.5	0.7	17.5	15	0	13	109000	**18.13**	III	329180	25,094,381	--
1117.0	CR 219	CR 1469	CR 1474	0.98	1,425	**3.09**	**C**	R1A	2.5	0.59	14.75	14	0	11	109000	**15.97**	III	106820	25,201,201	--
1494.0	CR 22	US 441	CR 237	4.20	1,100	**2.46**	**B**	LOS	2.5	0.04	1	27	0	11	LOS	**LOS**	LOS	--	-	--
1498.0	CR 22/NW 156 Street	SR 121	CR 231	2.43	911	**1.86**	**B**	LOS	2.5	0.64	16	20	0	14	LOS	**LOS**	LOS	--	-	--
1496.0	CR 22/NW 156 Street	CR 237	SR 121	2.29	772	**2.07**	**B**	LOS	2.5	0.43	10.75	21	0	13	LOS	**LOS**	LOS	--	-	--
1175.0	CR 225	CR 346	S County Line	2.18	116	**1.70**	**B**	LOS	2.5	0.8	20	4	0	10	LOS	**LOS**	LOS	--	-	--
1146.0	CR 225	Monteocha Road	GMA Boundary	2.90	2,188	**3.73**	**D**	R1A	2.5	1.23	30.75	14	0	18	109000	**24.78**	III	316100	25,517,301	--
1144.0	CR 225/ Monteocha Road	CR 1475	CR 340	6.35	1,348	**3.45**	**C**	R1A	2.5	0.95	23.75	17	0	16	109000	**Program**	Program	--	-	--
1514.0	CR 231	SR 235	CR 340	3.08	544	**1.96**	**B**	LOS	2.5	0.54	13.5	20	0	13	LOS	**LOS**	LOS	--	-	--
1516.0	CR 231	CR 340	SR 121	2.99	3,773	**4.49**	**D**	R1A	2.5	1.99	49.75	22	3	29	109000	**40.8**	III	325910	25,843,211	--
1318.0	CR 232	CR 235	143rd Street	3.11	4,440	**4.44**	**D**	R1A	2.5	1.94	48.5	22	0	28	109000	**39.23**	III	338990	26,182,201	--
1316.0	CR 232	NW 226th Street	CR 235	2.08	2,057	**3.20**	**C**	R1A	2.5	0.7	17.5	20	0	15	109000	**20.85**	III	226720	26,408,921	--
1310.0	CR 232	W County Line	US 27	3.03	2,091	**3.37**	**C**	R1A	2.5	0.87	21.75	14	0	14	109000	**19.77**	III	330270	26,739,191	--
1314.0	CR 232	US 27	NW 226th Street	1.50	2,057	**3.20**	**C**	R1A	2.5	0.7	17.5	15	0	13	109000	**18.3**	III	163500	26,902,691	--
1153.0	CR 234	CR 1474	CR 30B/ SE 6th Ave.	1.08	117	**1.05**	**A**	LOS	2.5	1.45	36.25	8	0	18	LOS	**LOS**	LOS	--	-	--
1157.0	CR 234	SR 20	CR 2082	1.19	620	**1.59**	**B**	LOS	2.5	0.91	22.75	12	0	14	LOS	**LOS**	LOS	--	-	--
1193.0	CR 234	CR 31 SE/ SE 26 St.	I-75	0.37	1,551	**2.42**	**B**	LOS	2.5	0.08	2	6	0	3	LOS	**LOS**	LOS	--	-	--
1197.0	CR 234	SE 26th Street	Seminary Street	0.31	2,594	**3.55**	**D**	R1A	2.5	1.05	26.25	6	0	13	109000	**17.98**	III	33790	26,936,481	--
1151.0	CR 234	SR 26	CR 1474	3.40	943	**3.19**	**C**	R1A	2.5	0.69	17.25	12	0	12	109000	**16.03**	III	370600	27,307,081	--
1159.0	CR 234	CR 2082	US 441	6.84	986	**2.70**	**C**	R1A	2.5	0.2	5	20	6	11	109000	**15.51**	III	745560	28,052,641	--
1155.0	CR 234	CR 30B/ SE 6th Ave.	SR 20	2.64	1,007	**2.72**	**C**	R1A	2.5	0.22	5.5	12	0	7	109000	**9.76**	III	287760	28,340,401	--
1195.0	CR 234	I-75	S County Line	2.35	1,377	**2.68**	**C**	R1A	2.5	0.18	4.5	8	0	5	109000	**7.14**	III	256150	28,596,551	--
1162.0	CR 234/ Cholocha	NE Bay Street	Seminary Street	0.24	2,594	**0.00**	**A**	LOS	2.5	2.5	62.5	5	0	27	LOS	**LOS**	LOS	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1160.0	CR 234/ Cholocha	US 441	NE Bay Street	0.26	2,594	**1.83**	**B**	LOS	2.5	0.67	16.75	5	0	9	LOS	**LOS**	LOS	--	-	--
1385.0	CR 235	CR 235	County Line	2.77	4,902	**3.36**	**C**	Existing	2.5	Existing	Existing	14	0	Existing	Existing	**existing**	existing	--	-	--
1392.0	CR 235	CR 232	Newberry Lane	5.93	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	26	0	32	109000	**44.08**	III	646370	29,242,921	--
1386.0	CR 235	I-75	CR 235A	1.61	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	23	3	31	109000	**43.52**	III	175490	29,418,411	--
1388.0	CR 235	CR 235A	CR 232	2.46	4,902	**4.64**	**E**	R1A	2.5	2.14	53.5	22	3	31	109000	**42.74**	III	268140	29,686,551	--
1426.0	CR 235A	US 441	CR 235	3.17	187	**0.48**	**A**	Existing	2.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1424.0	CR 235A	I-75	US 441	2.25	1,711	**3.27**	**C**	R1A	2.5	0.77	19.25	23	0	17	109000	**23.34**	III	245250	29,931,801	--
1422.0	CR 235A	CR 236	I-75	3.20	1,711	**3.33**	**C**	R1A	2.5	0.83	20.75	20	0	16	109000	**22.87**	III	348800	30,280,601	--
1430.0	CR 236	US 41	NE 8th Avenue	0.28	2,683	**1.07**	**A**	Existing	2.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--
1434.0	CR 236	NW 13th Avenue	I-75	3.71	2,683	**4.09**	**D**	R1A	2.5	1.59	39.75	24	0	25	109000	**35.28**	III	404390	30,684,991	--
1438.0	CR 236	I-75	CR 241	3.15	2,713	**4.28**	**D**	R1A	2.5	1.78	44.5	12	0	23	109000	**31.39**	III	343350	31,028,341	--
1432.0	CR 236	NW 13th Avenue	NE 8th Avenue	0.52	2,683	**3.61**	**D**	SP	2.5	1.11	27.75	39	0	27	157800	**25.53**	III	82056	31,110,397	--
1440.0	CR 236	CR 241	CR 239	2.42	2,332	**3.54**	**D**	R1A	2.5	1.04	26	11	0	15	109000	**20.51**	III	263780	31,374,177	--
1442.0	CR 236	CR 239	SR 121	1.75	2,332	**3.39**	**C**	R1A	2.5	0.89	22.25	10	0	13	109000	**17.87**	III	190750	31,564,927	--
1506.0	CR 237	CR 22/ NW 156 Ave.	US 441	2.20	2,031	**3.81**	**D**	R1A	2.5	1.31	32.75	21	0	21	109000	**29.92**	III	239800	31,804,727	--
1504.0	CR 237	SR 235	CR 22/NW 156 Avenue	1.86	2,031	**3.81**	**D**	R1A	2.5	1.31	32.75	21	0	21	109000	**29.74**	III	202740	32,007,467	--
1476.0	CR 239	SR 121	CR 236	3.11	2,364	**3.75**	**D**	R1A	2.5	1.25	31.25	9	0	16	109000	**22.34**	III	338990	32,346,457	--
1480.0	CR 239	SR 236	SR 235	5.41	1,093	**2.96**	**C**	R1A	2.5	0.46	11.5	24	0	14	109000	**19.75**	III	589690	32,936,147	--
1456.0	CR 24 NW	CR 2085	US 27	2.98	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	14	0	No Data	109000	**No Data**	No Data	324820	33,260,967	--
1230.0	CR 241	Main Street	S County Line	3.78	4,162	**4.81**	**E**	R1A	2.5	2.31	57.75	24	0	33	109000	**45.31**	II	412020	33,672,987	--
1418.0	CR 241/ 143rd Street	CR 232	SR 232/ NW 53rd Ave	0.70	7,090	**5.07**	**E**	R1A	2.5	2.57	64.25	18	0	33	109000	**Program**	Program	--	-	--
1414.0	CR 241/ 143rd Street	I-75	NW 94th Avenue	0.78	3,585	**4.65**	**E**	R1A	2.5	2.15	53.75	21	0	30	109000	**Program**	Program	--	-	--
1416.0	CR 241/ 143rd Street	94th Avenue NW	CR 232	0.92	3,585	**4.65**	**E**	R1A	2.5	2.15	53.75	20	0	30	109000	**Program**	Program	--	-	--
1412.0	CR 241/ 143rd Street	School	I-75	2.14	1,688	**3.63**	**D**	R1A	2.5	1.13	28.25	25	0	21	109000	**Program**	Program	--	-	--
1408.0	CR 241/ 143rd Street	School	US 441	0.37	1,688	**1.55**	**B**	LOS	2.5	0.95	23.75	51	50	40	LOS	**LOS**	LOS	--	-	--
1404.0	CR 241/ 143rd Street	CR 236	SR 235	5.45	1,688	**0.00**	**A**	Existing	2.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
1410.0	CR 241/ 143rd Street	School	CR 235	0.26	1,688	**2.77**	**C**	R1A	2.5	0.27	6.75	47	50	31	109000	**43.87**	III	28340	33,701,327	--
1400.0	CR 241/ 143rd Street	County Line Road	CR 236	4.54	1,120	**2.65**	**C**	R1A	2.5	0.15	3.75	10	0	6	109000	**7.78**	III	494860	34,196,187	--
1405.0	CR 241/SR 235	US 441	CR 241	0.50	3,585	**1.57**	**B**	LOS	2.5	0.93	23.25	56	0	32	LOS	**LOS**	LOS	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1102.0	CR 30/ SE 24th Avenue	CR 13B/ SE 163rd Avenue	CR 13	0.52	500	**0.69**	**A**	LOS	2.5	1.81	45.25	9	0	22	LOS	**LOS**	LOS	--	-	--
1167.0	CR 31SE/ SE 185th Street	CR 234	I-75	2.62	*200*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	5	0	No Data	109000	**No Data**	No Data	285580	34,481,767	--
1169.0	CR 31SE/ SE 185th Street	I-75	US 441	2.40	*500*	**No Data**	**No Data**	R1A	2.5	n/a	n/a	7	0	No Data	109000	**No Data**	No Data	261600	34,743,367	--
1064.0	CR 325	CR 346	US 301	8.08	676	**2.88**	**C**	R1A	2.5	0.38	9.5	12	3	9	109000	**12.99**	III	880720	35,624,087	--
1060.0	CR 325	CR 2082	CR 346	4.30	595	**2.78**	**C**	R1A	2.5	0.28	7	10	0	7	109000	**9.42**	III	468700	36,092,787	--
1058.0	CR 325	SR 20	CR 2082	0.58	559	**2.70**	**C**	R1A	2.5	0.2	5	6	0	4	109000	**6.02**	III	63220	36,156,007	--
281.0	CR 329B/Lakeshore Drive	SR 20/Hawthorne Road	SR 26/E. University Avenue	3.87	1,258	**3.03**	**C**	R1A	2.5	0.53	13.25	42	0	22	109000	**30.91**	III	421830	36,577,837	--
1254.0	CR 337	SR 26	30th Avenue	1.48	939	**2.80**	**C**	R1A	2.5	0.3	7.5	42	0	20	109000	**27.59**	III	161320	36,739,157	--
1258.0	CR 337	30th Avenue	46th Avenue	1.01	939	**2.95**	**C**	R1A	2.5	0.45	11.25	11	0	9	109000	**12.46**	III	110090	36,849,247	--
1260.0	CR 337	46th Avenue	63rd Avenue	2.00	939	**2.80**	**C**	R1A	2.5	0.3	7.5	10	0	7	109000	**9.76**	III	218000	37,067,247	--
1262.0	CR 337	63rd Avenue	S County Line	3.10	939	**2.80**	**C**	R1A	2.5	0.3	7.5	7	0	6	109000	**8.14**	III	337900	37,405,147	--
1256.0	CR 337/ 30th Avenue	30th Avenue	CR 337	1.00	939	**2.80**	**C**	R1A	2.5	0.3	7.5	19	0	11	109000	**14.89**	III	109000	37,514,147	--
1834.0	CR 340	CR 225	CR 1475	6.41		**n/a**	**n/a**	R1A	2.5	n/a	n/a	19	0	No Data	109000	**No Data**	No Data	698690	38,212,837	--
1502.0	CR 340	CR 31A/ NE 21st Street	CR 225	0.86	841	**2.36**	**B**	LOS	2.5	0.14	3.5	9	0	5	LOS	**LOS**	LOS	--	-	--
1500.0	CR 340	CR 231	CR 31A/NE 215 Street	3.00	1,553	**3.07**	**C**	R1A	2.5	0.57	14.25	17	0	13	109000	**17.43**	III	327000	38,539,837	--
1219.0	CR 346	154th Street SW	137th Avenue	4.10	349	**2.20**	**B**	LOS	2.5	0.3	7.5	22	0	12	LOS	**LOS**	LOS	--	-	--
1171.0	CR 346	US 441	CR 225	2.89	693	**1.98**	**B**	LOS	2.5	0.52	13	7	0	8	LOS	**LOS**	LOS	--	-	--
1173.0	CR 346	CR 225	CR 325	2.23	693	**1.98**	**B**	LOS	2.5	0.52	13	6	0	7	LOS	**LOS**	LOS	--	-	--
1218.0	CR 346/ SR 346	US 27	154th Street SW	1.17	349	**1.67**	**B**	LOS	2.5	0.83	20.75	21	0	17	LOS	**LOS**	LOS	--	-	--
1220.0	CR 346/ SR 346	137th Avenue	SR 121	2.08	349	**2.60**	**C**	R1A	2.5	0.1	2.5	13	0	6	109000	**8.86**	III	226720	38,766,557	--
1420.0	CR 49	CR 241	CR 236	5.96	*200*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	11	0	No Data	109000	**No Data**	No Data	649640	39,416,197	--
1236.0	CR 8	122nd Street	18C Road	1.39	*500*	**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	151510	39,567,707	--
4001.0	Depot Ave Rail-Trail	Newell Drive	SW 6th Street	0.84		**6.50**	**F**	Existing	2.5	Existing	Existing	98	0	Existing	Existing	**existing**	existing	--	-	--
4002.0	Depot Ave Rail-Trail	W 6th St	SE 4th Street	0.58		**6.50**	**F**	Existing	2.5	Existing	Existing	95	0	Existing	Existing	**existing**	existing	--	-	--
4006.0	Devil's Millhopper Road Path	NW 43rd Way	NW 34th Street	1.51		**6.50**	**F**	Existing	2.5	Existing	Existing	51	0	Existing	Existing	**existing**	existing	--	-	--
5007.0	Downton Connector	6th St Trl /Eof S. Main St	SE 4th Street	0.39		**6.50**	**F**	Trail	2.5	4	100	88	89	93	138000	**100**	I	53820	39,621,527	--
5005.0	Downtown Connector	SE 4th Street	Gainesville-Hawthorne Trail	1.12		**6.50**	**F**	Trail	2.5	4	100	77	100	91	138000	**99.89**	I	154560	39,776,087	--
5006.0	Downtown Connector	Depot Ave Rail Trail	6th St Trail/S. Main St	0.34		**6.50**	**F**	Trail	2.5	4	100	91	56	88	138000	**96.52**	I	46920	39,823,007	--
6054.0	Downtown East Central Trail	SR 20\Hawthorne Rd	SE 8th Avenue	0.67		**6.50**	**F**	Trail	2.5	4	100	90	56	87	138000	**95.7**	I	92460	39,915,467	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6053.0	Downtown East Central Trail	NE 8th Ave	SR 20\Hawthorne Rd	1.55		**6.50**	**F**	Trail	2.5	4	100	88	59	87	138000	**95.55**	I	213900	40,129,367	--
7018.0	Downtown East Central Trail	Depot Ave	SR 331/Williston Road	0.81		**6.50**	**F**	Trail	2.5	4	100	83	59	85	138000	**93.51**	I	111780	40,241,147	--
6055.0	Downtown East Central Trail	SE 8th Avenue	SR 331/Williston Road	0.83		**6.50**	**F**	Trail	2.5	4	100	74	56	81	138000	**89.03**	I	114540	40,355,687	--
6052.0	Downtown East Central Trail	NW 39th Ave	NE 8th Ave	1.65		**6.50**	**F**	Trail	2.5	4	100	56	61	75	138000	**82.15**	I	227700	40,583,387	--
142.0	E 1st Street	NE 2nd Avenue	NE 8th Avenue	0.40	2,774	**1.45**	**A**	LOS	2.5	1.05	26.25	95	0	48	LOS	**LOS**	LOS	--	-	--
136.0	E 1st Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,774	**2.65**	**C**	SP	2.5	0.15	3.75	93	0	39	138000	**42.41**	III	17940	40,601,327	--
1002.0	E 27th Avenue	SR 222	SR 26	0.95	1,604	**2.33**	**B**	LOS	2.5	0.17	4.25	26	0	12	LOS	**LOS**	LOS	--	-	--
143.0	E 3rd Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,881	**2.01**	**B**	Existing	2.5	Existing	Existing	92	3	Existing	Existing	**existing**	existing	--	-	--
143.5	E 3rd Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,881	**3.29**	**C**	CSN	2.5	0.79	19.75	92	3	45	CSN	**CSN**	CSN	--	-	--
75.0	E 3rd Street	SE Depot Avenue	SE 4th Avenue	0.22	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	94	3	45	CSN	**CSN**	CSN	--	-	--
77.0	E 3rd Street	SE 4th Avenue	SE 2nd Avenue	0.12	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	93	0	44	CSN	**CSN**	CSN	--	-	--
312.0	E 3rd Street	SR 26/E University Avenue	NE 2nd Avenue	0.09	2,881	**2.68**	**C**	S	2.5	0.18	4.5	91	53	49	1	**100**	I	1	40,601,328	--
1767.0	Fraternity Row	Radio-Museum Road	Woodlawn	0.42	*4,000*	**1.74**	**B**	LOS	2.5	0.76	19	86	0	42	LOS	**Campus**	Campus	--	-	--
94.0	Ft. Clarke Blvd.	SR 26/Newberry Road	NW 23rd Avenue	1.03	7,851	**4.13**	**D**	SP	2.5	1.63	40.75	44	3	35	138000	**38.08**	III	142140	40,743,468	--
4009.0	Gainesville Hawthorne Trail	Bouleware Springs Park	SR 20/Hawthorne Road	5.91		**6.50**	**F**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**existing**	existing	--	-	--
6008.0	Gainesville Hawthorne Trail	US 301	County Line South West	1.93		**6.50**	**F**	Trail	2.5	4	100	21	50	58	138000	**64.15**	I	266340	41,009,808	--
4010.0	Gainesville-Hawthorne Trail	SR 20/Hawthorne	CR 325	3.80		**6.50**	**F**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
4011.0	Gainesville-Hawthorne Trail	CR 325	CR 2082	3.97		**6.50**	**F**	Existing	2.5	Existing	Existing	15	0	Existing	Existing	**existing**	existing	--	-	--
4012.0	Gainesville-Hawthorne Trail	CR 2082	US 301	2.62		**6.50**	**F**	Existing	2.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
7051.0	Gilchrist Cty-Archer Trail	SW 170th St	SR 24	2.64		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.93**	I	364320	41,374,128	--
6090.0	Gilchrist Cty-Archer Trail	SW 30th Ave	170th St	3.40		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.69**	I	469200	41,843,328	--
6096.1	Gilchrist Cty-Archer Trail	SR 24	CR 346	2.26		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.53**	I	311880	42,155,208	--
7035.0	Gilchrist Cty-Archer Trail	US 27\41	CR 235	2.27		**6.50**	**F**	Trail	2.5	4	100	21	50	58	138000	**64.4**	I	313260	42,468,468	--
7036.0	Gilchrist Cty-Archer Trail	CR 235	SR 26/Newberry Rd	1.57		**6.50**	**F**	Trail	2.5	4	100	20	50	58	138000	**63.96**	I	216660	42,685,128	--
7007.0	Gilchrist Cty-Archer Trail	CR 232	US 27\41	2.53		**6.50**	**F**	Trail	2.5	4	100	19	50	58	138000	**63.43**	I	349140	43,034,268	--
6097.0	Gilchrist Cty-Archer Trail	CR 346	Countyline SW	2.63		**6.50**	**F**	Trail	2.5	4	100	19	50	58	138000	**63.33**	I	362940	43,397,208	--
6092.0	Gilchrist Cty-Archer Trail	NW 202nd St	SW 30th Ave	1.74		**6.50**	**F**	Trail	2.5	4	100	18	50	57	138000	**62.98**	I	240120	43,637,328	--
6093.0	Gilchrist Cty-Archer Trail	SR 26	NW 202nd St	0.92		**6.50**	**F**	Trail	2.5	4	100	16	50	57	138000	**62.24**	I	126960	43,764,288	--
7006.0	Gilchrist Cty-Archer Trail	Countyline West-Gilchrist	CR 232	3.59		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.43**	I	495420	44,259,708	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
7052.0	Gilchrist-Newberry Trail	Countyline West-Gilchrist	Newberry Rail Trans Station	2.73		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.5**	I	376740	44,636,448	--
7013.0	Gum Root Swamp Trails	Newnans Lake	SR 222	1.70		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.7**	I	234600	44,871,048	--
4003.0	Haile Plantation Trail	SW 91st Street	End of 46th Blvd.	0.92		**6.50**	**F**	Existing	2.5	Existing	Existing	36	0	Existing	Existing	**existing**	existing	--	-	--
4004.0	Haile Plantation Trail	SW 75th St /Tower Rd	Conservation Area	0.47		**6.50**	**F**	Existing	2.5	Existing	Existing	53	0	Existing	Existing	**existing**	existing	--	-	--
6032.0	Haile-Kanapaha Trail	SW 41st PL	SW 75th ST/Tower Rd	0.44		**6.50**	**F**	Trail	2.5	4	100	53	53	72	138000	**78.91**	I	60720	44,931,768	--
6033.0	Haile-Kanapaha Trail	SW 75th ST/Tower Rd	SW 81st Terr	0.72		**6.50**	**F**	Trail	2.5	4	100	47	53	69	138000	**76.25**	I	99360	45,031,128	--
6034.0	Haile-Kanapaha Trail	SW 81st Terr	SW 91st Street	0.81		**6.50**	**F**	Trail	2.5	4	100	38	53	66	138000	**72.24**	I	111780	45,142,908	--
6024.0	Haile-Kanapaha Trail	SW 91st Street	A (Mid-Point)	0.65		**6.50**	**F**	Trail	2.5	4	100	27	50	61	138000	**66.75**	I	89700	45,232,608	--
6025.0	Haile-Kanapaha Trail	A (Mid-Point)	SW 107th Street	0.71		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.93**	I	97980	45,330,588	--
6026.1	Haile-Kanapaha Trail	SW 107th Street	SW 122nd Street	1.25		**6.50**	**F**	Trail	2.5	4	100	21	50	59	138000	**64.41**	I	172500	45,503,088	--
7016.0	Haines-Lake Butler Greeway	NW 222 Ave	SR 235	2.73		**6.50**	**F**	Trail	2.5	4	100	21	50	58	138000	**64.15**	I	376740	45,879,828	--
7015.0	Haines-Lake Butler Greeway	CR 236	NW 222 Ave	1.76		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.16**	I	242880	46,122,708	--
7014.0	Haines-Lake Butler Greeway	Countyline North	CR 236	2.66		**6.50**	**F**	Trail	2.5	4	100	8	50	53	138000	**58.71**	II	367080	46,489,788	--
7066.0	Hawthorne-Waldo Trail	US 301/Gainesville-Hawthorne	SR 20	0.67		**6.50**	**F**	Trail	2.5	4	100	40	50	66	138000	**72.88**	I	92460	46,582,248	--
7067.0	Hawthorne-Waldo Trail	SR 20	CR 219	1.74		**6.50**	**F**	Trail	2.5	4	100	24	50	60	138000	**65.58**	I	240120	46,822,368	--
7068.0	Hawthorne-Waldo Trail	CR 219	CR 1474	3.20		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.66**	I	441600	47,263,968	--
7069.0	Hawthorne-Waldo Trail	CR 1474	SR 26	3.95		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.63**	I	545100	47,809,068	--
7070.0	Hawthorne-Waldo Trail	SR 26	Waldo Rd	5.40		**6.50**	**F**	Trail	2.5	4	100	16	50	56	138000	**62.19**	I	745200	48,554,268	--
7047.0	High Sprg\Neberry\Archer Trl	SR 26	SW 46 Ave	2.90		**6.50**	**F**	Trail	2.5	4	100	34	50	63	138000	**69.91**	I	400200	48,954,468	--
7049.0	High Sprg\Neberry\Archer Trl	US 27	NW 142nd Ave	3.31		**6.50**	**F**	Trail	2.5	4	100	26	50	61	138000	**66.65**	I	456780	49,411,248	--
6094.0	High Sprg\Neberry\Archer Trl	SR 26	NW 48th Ave	3.63		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.28**	I	500940	49,912,188	--
7038.0	High Sprg\Neberry\Archer Trl	SW 95th AVE	SR 24	2.71		**6.50**	**F**	Trail	2.5	4	100	22	50	59	138000	**64.56**	I	373980	50,286,168	--
7046.0	High Sprg\Neberry\Archer Trl	SW 46 Ave	US 27\41	2.56		**6.50**	**F**	Trail	2.5	4	100	20	50	58	138000	**63.9**	I	353280	50,639,448	--
6096.0	High Sprg\Neberry\Archer Trl	NW 48th Ave	CR 232	1.99		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.63**	I	274620	50,914,068	--
7037.0	High Sprg\Neberry\Archer Trl	US 27\41	SW 95th AVE	1.47		**6.50**	**F**	Trail	2.5	4	100	16	50	56	138000	**62.19**	I	202860	51,116,928	--
7040.0	High Sprg\Neberry\Archer Trl	NW 122 Ave	CR 232	2.16		**6.50**	**F**	Trail	2.5	4	100	13	50	55	138000	**60.78**	I	298080	51,415,008	--
7039.0	High Sprg\Neberry\Archer Trl	NW 142 Ave	NW 122 Ave	2.05		**6.50**	**F**	Trail	2.5	4	100	12	50	55	138000	**60.52**	I	282900	51,697,908	--
3006.0	High Springs Olenoe Trail	Countyline North West	US 27	1.28		**6.50**	**F**	Existing	2.5	Existing	Existing	25	0	Existing	Existing	**existing**	existing	--	-	--
7048.0	High Springs-Alachua Trail	US 27	NW 202 St.	3.03		**6.50**	**F**	Trail	2.5	4	100	27	53	61	138000	**67.69**	I	418140	52,116,048	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
7002.0	High Springs-Alachua Trail	I-75	Progress Blvd Trail	2.21		6.50	F	Trail	2.5	4	100	27	50	61	138000	66.9	I	304980	52,421,028	--
7050.0	High Springs-Alachua Trail	NW 202 St	I-75	3.32		6.50	F	Trail	2.5	4	100	26	50	60	138000	66.43	I	458160	52,879,188	--
7004.0	High Springs-Alachua Trail	Progress Blvd Trail	US 441	2.79		6.50	F	Trail	2.5	4	100	23	50	59	138000	65.34	I	385020	53,264,208	--
6060.0	High Springs-Alachua Trail	US 441	North Alachua Rail Trail	3.21		6.50	F	Trail	2.5	4	100	22	50	59	138000	64.79	I	442980	53,707,188	--
7071.0	High/Poe Springs Trail	Countyline West	US 27/US 41	3.44		6.50	F	Trail	2.5	4	100	27	50	61	138000	67.15	I	474720	54,181,908	--
7058.0	Hogtown Creek Greenway	NW 16th Ave	NW 25th Terr	0.63		6.50	F	Trail	2.5	4	100	86	72	89	138000	97.98	I	86940	54,268,848	--
6075.0	Hogtown Creek Greenway	SR 222/N 39th Ave	NW 23rd Blvd	1.02		6.50	F	Trail	2.5	4	100	87	64	88	138000	96.66	I	140760	54,409,608	--
6076.0	Hogtown Creek Greenway	NW 23rd Blvd	NW 16th Ave	0.85		6.50	F	Trail	2.5	4	100	91	56	88	138000	96.57	I	117300	54,526,908	--
7057.0	Hogtown Creek Greenway	NW 25th Terr	N 8th Avenue	0.49		6.50	F	Trail	2.5	4	100	90	56	87	138000	95.78	I	67620	54,594,528	--
7056.0	Hogtown Creek Greenway	N 8th Avenue	SR 121/W 34th Street	0.35		6.50	F	Trail	2.5	4	100	90	53	86	138000	95.24	I	48300	54,642,828	--
7055.0	Hogtown Creek Greenway	SR 121/W 34th Street	SR 26/Newberry Road	0.36		6.50	F	Trail	2.5	4	100	86	53	85	138000	93.48	I	49680	54,692,508	--
6077.0	Hogtown Creek Greenway	NW 22nd St	NW 23rd Ave	0.50		6.50	F	Trail	2.5	4	100	87	50	85	138000	93.28	I	69000	54,761,508	--
7054.0	Hogtown Creek Greenway	Hull Road Extension Trail	SR 26/Newberry Road	1.06		6.50	F	Trail	2.5	4	100	83	56	84	138000	92.98	I	146280	54,907,788	--
7072.0	Hogtown Creek Greenway	8th to 62nd Connector Trail	Hull Road Trail Extension	1.90		6.50	F	Trail	2.5	4	100	72	64	81	138000	89.67	I	262200	55,169,988	--
6001.0	Hull Road Extension Trail North	SR 121/W 34th Street	SW 20th Ave/SW 62nd Blvd	1.60		6.50	F	Trail	2.5	4	100	96	70	92	138000	100	I	220800	55,390,788	--
6002.0	Hull Road Extension Trail South	SR 121/W 34th Street	SW 20th Ave	1.01		6.50	F	Trail	2.5	4	100	85	50	84	138000	92.62	I	139380	55,530,168	--
7073.0	Hull Road Extension Trail South	SW 20th Ave	SW 40th Blvd	0.28		6.50	F	Trail	2.5	4	100	72	53	79	138000	87.52	I	38640	55,568,808	--
7074.0	Hull Road Extension Trail South	SW 40th Blvd	I-75 Corridor Trail	0.24		6.50	F	Trail	2.5	4	100	70	50	78	138000	86.05	I	33120	55,601,928	--
5003.0	Hull Road Trail to 20th Connector	SW 20th Ave	Hull Road Extension Trail No	0.25		6.50	F	Trail	2.5	4	100	80	53	83	138000	90.91	I	34500	55,636,428	--
54.0	Hull Road-Mowry Rd	23rd Drive SW	North/South Drive	0.52	14,911	2.82	C	Existing	2.5	Existing	Existing	91	0	Existing	Existing	Campus	Campus	--	-	--
405.0	Hull Road-Mowry Rd	34th Street SW	23rd Drive SW	0.81	14,911	2.82	C	Existing	2.5	Existing	Existing	91	0	Existing	Existing	Campus	Campus	--	-	--
295.0	Hull Road-Mowry Rd	North/South Drive	Center Drive	0.30	14,911	4.42	D	SP	2.5	1.92	48	90	0	55	138000	Campus	Campus	--	-	--
6010.0	I-75 Corridor Trail	SW 20th Ave	SW 41st Blvd	0.90		6.50	F	Trail	2.5	4	100	85	59	86	138000	94.33	I	124200	55,760,628	--
6069.0	I-75 Corridor Trail	SR 121	Sw 23rd Terr	1.10		6.50	F	Trail	2.5	4	100	74	53	80	138000	88.51	I	151800	55,912,428	--
6011.0	I-75 Corridor Trail	SW 41st Blvd	SR 24	0.87		6.50	F	Trail	2.5	4	100	74	50	80	138000	87.62	I	120060	56,032,488	--
6019.0	I-75 Corridor Trail	SW 40th Blvd	SR 121	1.20		6.50	F	Trail	2.5	4	100	70	53	79	138000	86.48	I	165600	56,198,088	--
6018.0	I-75 Corridor Trail	SR 24	SW 40th Blvd	0.25		6.50	F	Trail	2.5	4	100	69	50	77	138000	85.23	I	34500	56,232,588	--
6023.0	Idylwild Connector Trail	16th Avenue SE	Gainesville-Hawthorne Trail	0.84		6.50	F	Trail	2.5	4	100	72	64	82	138000	89.79	I	115920	56,348,508	--
6022.0	Idylwild Connector Trail	SR 331	16th Ave SE	1.37		6.50	F	Trail	2.5	4	100	79	50	81	138000	89.64	I	189060	56,537,568	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6021.0	Idylwild Connector Trail	US 441/W 13th Street	SR 331	0.86		**6.50**	**F**	Trail	2.5	4	100	68	53	78	138000	**85.82**	I	118680	56,656,248	--
6020.0	Idylwild Connector Trail	SW 23rd Terr Trail	US 441/W 13th Street	0.76		**6.50**	**F**	Trail	2.5	4	100	65	50	76	138000	**83.63**	I	104880	56,761,128	--
5004.0	Kermit Sigmon Memorial Trail	SW 23rd Terr	Newell Dr	1.16		**6.50**	**F**	Trail	2.5	4	100	100	59	92	138000	**Program**	Program	--	-	--
13.0	Kincaid Loop	SR 20/Hawthorne Road	3rd Avenue SE	0.14	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	88	0	51	CSN	**CSN**	CSN	--	-	--
79.0	Kincaid Loop	SE 3RD Avenue	7th Avenue	0.23	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	85	0	50	CSN	**CSN**	CSN	--	-	--
1775.0	Kincaid Loop	4th Street SE	SE 11th Avenue	0.68	6,839	**2.97**	**C**	CSN	2.5	0.47	11.75	71	3	34	CSN	**CSN**	CSN	--	-	--
127.0	Kincaid Loop	SE 21st Avenue	SE 14th Street	3.23	4,590	**4.44**	**D**	R1A	2.5	1.94	48.5	64	0	45	109000	**62.89**	I	352070	57,113,198	--
199.0	Kincaid Loop	SE 21st Avenue Street	SR 20/Hawthorne Road	0.74	4,590	**4.04**	**D**	R1A	2.5	1.54	38.5	71	0	44	109000	**60.83**	I	80660	57,193,858	--
401.0	Kincaid Loop	SE 7th Avenue	11th Avenue	0.33	6,839	**4.42**	**D**	SP	2.5	1.92	48	83	0	53	138000	**57.91**	II	45540	57,239,398	--
6070.0	Kincaid Rd Trail Ext	SE 27th Street	35st SE	0.51		**6.50**	**F**	Trail	2.5	4	100	44	50	68	138000	**74.44**	I	70380	57,309,778	--
6039.0	Lake Kanapaha Trail	I-75	Lake Kanapaha Trail Loop Wes	1.05		**6.50**	**F**	Trail	2.5	4	100	89	72	90	138000	**99**	I	144900	57,454,678	--
6037.0	Lake Kanapaha Trail	SW 24th Ave	SW 41st Place	0.94		**6.50**	**F**	Trail	2.5	4	100	59	56	75	138000	**82.13**	I	129720	57,584,398	--
6040.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.86		**6.50**	**F**	Trail	2.5	4	100	57	53	74	138000	**80.96**	I	118680	57,703,078	--
6042.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.02		**6.50**	**F**	Trail	2.5	4	100	57	50	73	138000	**80.2**	I	2760	57,705,838	--
6038.0	Lake Kanapaha Trail	SW 41st Place	SR 24/Archer Rd	0.93		**6.50**	**F**	Trail	2.5	4	100	54	56	73	138000	**80.11**	I	128340	57,834,178	--
6041.0	Lake Kanapaha Trail	SW 41st Place	Haile-Kanapaha Trail	0.02		**6.50**	**F**	Trail	2.5	4	100	57	50	73	138000	**80.09**	I	2760	57,836,938	--
6043.0	Lake Kanapaha Trail Loop East	Lake Kanapaha Trail	A	1.07		**6.50**	**F**	Trail	2.5	4	100	67	50	77	138000	**84.39**	I	147660	57,984,598	--
6044.0	Lake Kanapaha Trail Loop West	A	Lake Kanapaha Trail	1.15		**6.50**	**F**	Trail	2.5	4	100	62	50	75	138000	**82.34**	I	158700	58,143,298	--
1134.0	Line Avenue	NW 6th Street	US 301	0.50	*3,000*	**3.48**	**C**	R1A	2.5	0.98	24.5	21	0	18	109000	**25.32**	III	54500	58,197,798	--
3002.0	Lochloosa L. Wildlife Trail	Lochloosa Lake Trail SE	CR 325	3.09		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
3003.0	Lochloosa L. Wildlife Trail	Local Road	Local Road	1.49		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
3004.0	Lochloosa L. Wildlife Trail	Lochloosa Lake	US 301	6.20		**6.50**	**F**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
6099.0	Lochloosa Lake Trail SE	CR 2082	A	3.65		**6.50**	**F**	Trail	2.5	4	100	20	50	58	138000	**63.93**	I	503700	58,701,498	--
7000.0	Lochloosa Lake Trail SE	A	CR 325	3.63		**6.50**	**F**	Trail	2.5	4	100	11	50	54	138000	**59.72**	I	500940	59,202,438	--
6098.0	Lochloosa Lake Trail SE	CR 2082	A	2.53		**6.50**	**F**	Trail	2.5	4	100	7	50	53	138000	**58.32**	II	349140	59,551,578	--
7001.0	Lochloosa Lake Trail SE	A	CR 346	2.68		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.7**	II	369840	59,921,418	--
7044.0	Lochloosa Lake Trail SE	CR 325	Lochloosa Lake Trail SE	1.57		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.65**	II	216660	60,138,078	--
7045.0	Lochloosa Lake Trail SE	CR 346	CR 325	2.60		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.56**	II	358800	60,496,878	--
1353.0	Main Street	US 27	US 441	0.21	*16,000*	**3.62**	**D**	CSN	2.5	1.12	28	41	0	28	CSN	**CSN**	CSN	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
6081.0	Main Street East Trail	Main Street West Trail	NW 53rd Ave	0.43		**6.50**	**F**	Trail	2.5	4	100	50	50	70	138000	**77.1**	I	59340	60,556,218	--
6082.0	Main Street East Trail	Main Street East Trail	15st NE	0.64		**6.50**	**F**	Trail	2.5	4	100	50	50	70	138000	**76.98**	I	88320	60,644,538	--
173.0	Main Street N	NE 31st Avenue	NW 23rd Avenue	0.56	18,650	**3.20**	**C**	Existing	2.5	Existing	Existing	75	3	Existing	Existing	**existing**	existing	--	-	--
237.0	Main Street N	SR 222/NW 39th Avenue	NE 31st Avenue	0.49	15,767	**3.21**	**C**	Existing	2.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
188.0	Main Street N	NW 23rd Avenue	NW 16th Avenue	0.53	18,650	**4.22**	**D**	CSN	2.5	1.72	43	80	50	59	CSN	**CSN**	CSN	--	-	--
78.0	Main Street N	NW 16th Avenue	NE 8th Avenue	0.52	5,320	**3.58**	**D**	S	2.5	1.08	27	83	50	54	1	**100**	I	1	60,644,539	--
147.0	Main Street N	NW 53rd Avenue	SR 222/NW 39th Avenue	1.00	15,767	**4.83**	**E**	SP	2.5	2.33	58.25	60	0	47	138000	**52**	II	138000	60,782,539	--
6080.0	Main Street West Trail	NW 53rd Ave	SR 222/N 39th Ave	1.06		**6.50**	**F**	Trail	2.5	4	100	60	53	75	138000	**82.31**	I	146280	60,928,819	--
68.0	Monteocha Road	NE 53rd Avenue	NE 77th Avenue	1.57	2,845	**3.73**	**D**	R1A	2.5	1.23	30.75	30	0	24	109000	**33.89**	III	171130	61,099,949	--
292.0	Monteocha Road	NE 77th Avenue	GMA Boundary	1.96	2,845	**3.73**	**D**	R1A	2.5	1.23	30.75	20	0	20	109000	**28.43**	III	213640	61,313,589	--
1779.0	Museum Road	Radio-Museum Road	Mowry-Hull Road	0.31	*2,500*	**0.00**	**A**	Existing	2.5	Existing	Existing	85	0	Existing	Existing	**Campus**	Campus	--	-	--
3001.0	Natural Bridge Hiking Trail	CR 2B	Countyline North West	8.27		**6.50**	**F**	Existing	2.5	Existing	Existing	9	0	Existing	Existing	**existing**	existing	--	-	--
1765.0	NE Blvd	5th Avenue NE	2nd Avenue NE	0.16	*1,500*	**1.70**	**B**	LOS	2.5	0.8	20	87	0	43	LOS	**LOS**	LOS	--	-	--
1763.0	NE Blvd	10th Avenue NE	5th Avenue NE	0.39	*1,500*	**1.70**	**B**	LOS	2.5	0.8	20	87	0	43	LOS	**LOS**	LOS	--	-	--
1396.0	Newberry Lane	US27/ US 41	SR 26	0.81	*8,000*	**4.18**	**D**	SP	2.5	1.68	42	37	0	31	270000	**17.67**	III	218700	61,532,289	--
1781.0	Newell Drive	SR 26	Stadium Drive	0.24	8,766	**1.79**	**B**	Existing	2.5	Existing	Existing	93	0	Existing	Existing	**Campus**	Campus	--	-	--
1783.0	Newell Drive	Museum Road	SR 24	0.40	8,766	**1.11**	**A**	Existing	2.5	Existing	Existing	92	0	Existing	Existing	**Campus**	Campus	--	-	--
1784.0	Newell Drive	Radio-Museum Road	Inner Drive	0.14	8,766	**1.22**	**A**	Existing	2.5	Existing	Existing	91	3	Existing	Existing	**Campus**	Campus	--	-	--
1786.0	Newell Drive	Inner Drive	Stadium Drive	0.12	8,766	**1.75**	**B**	Existing	2.5	Existing	Existing	91	0	Existing	Existing	**Campus**	Campus	--	-	--
6072.0	Newnans Lake Trail	SR 24\Waldo Rd	SR 222	2.55		**6.50**	**F**	Trail	2.5	4	100	38	50	65	138000	**71.8**	I	351900	61,884,189	--
6071.0	Newnans Lake Trail	SR 26	Newnans Lake Trail Loop	0.80		**6.50**	**F**	Trail	2.5	4	100	15	50	56	138000	**61.43**	I	110400	61,994,589	--
6074.0	Newnans Lake Trail Ext	Newnans Lake Trail	SR 24	1.63		**6.50**	**F**	Trail	2.5	4	100	26	53	61	138000	**67.04**	I	224940	62,219,529	--
6079.0	Newnans Lake Trail Ext	SR 26	SR 222	1.03		**6.50**	**F**	Trail	2.5	4	100	24	50	60	138000	**65.64**	I	142140	62,361,669	--
6087.0	Newnans Lake Trail Loop	CR 329B/Lakeshore Drive	SE 16th Ave	5.13		**6.50**	**F**	Trail	2.5	4	100	35	50	64	138000	**70.48**	I	707940	63,069,609	--
6091.0	Newnans Lake Trail Loop	Newnans Lake Trail	CR 329B/Lakeshore Drive	2.50		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.47**	I	345000	63,414,609	--
6089.0	Newnans Lake Trail Loop	NE 8th Ave	Newnans Lake Trail	3.29		**6.50**	**F**	Trail	2.5	4	100	18	50	57	138000	**62.98**	I	454020	63,868,629	--
6088.0	Newnans Lake Trail Loop	SE 16th Ave	NE 8th Ave	1.45		**6.50**	**F**	Trail	2.5	4	100	10	59	56	138000	**61.37**	I	200100	64,068,729	--
6062.0	North Alachua Rail Trail	US 441	NW 53rd Ave	2.97		**6.50**	**F**	Trail	2.5	4	100	45	53	69	138000	**75.51**	I	409860	64,478,589	--
6061.0	North Alachua Rail Trail	SR 121	US 441	3.44		**6.50**	**F**	Trail	2.5	4	100	28	50	61	138000	**67.24**	I	474720	64,953,309	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
52.0	North-South Drive	SR 24/Archer Road	Hull/Mowry Road	0.17	13,210	**2.41**	**B**	Existing	2.5	Existing	Existing	87	0	Existing	Existing	**Campus**	Campus	--	-	--
80.0	North-South Drive	Hull/ Mowry Road	Radio/Museum Road	0.40	13,210	**2.41**	**B**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**Campus**	Campus	--	-	--
129.0	North-South Drive	Radio Museum Road	SR 26/W University Avenue	0.52	13,210	**2.97**	**C**	Existing	2.5	Existing	Existing	90	0	Existing	Existing	**Campus**	Campus	--	-	--
6078.0	NW 19th Street Trail Ext	NW 53rd Ave	NW 45th Ave	0.50		**6.50**	**F**	Trail	2.5	4	100	56	50	72	138000	**79.59**	I	69000	65,022,309	--
3000.0	Paynes Prairie Greenway	CR 234	Paynes Prarier	11.98		**0.00**	**A**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
7003.0	Paynes Prairie Trail	CR 2082	A	3.06		**6.50**	**F**	Trail	2.5	4	100	11	53	55	138000	**60.57**	I	422280	65,444,589	--
7005.0	Paynes Prairie Trail	A	CR 325	2.83		**6.50**	**F**	Trail	2.5	4	100	5	56	53	138000	**58.64**	II	390540	65,835,129	--
1448.0	Poe Springs Road	US 27	W County Line	3.43	3,625	**4.34**	**D**	R1A	2.5	1.84	46	27	0	29	109000	**40.95**	III	373870	66,208,999	--
7042.0	Potential 23rd Ave Trail	122nd Street NW	NW 98th Street	1.57		**6.50**	**F**	Trail	2.5	4	100	38	61	67	138000	**74.23**	I	216660	66,425,659	--
7041.0	Potential 23rd Ave Trail	NW 143rd Street	122nd Street NW	1.66		**6.50**	**F**	Trail	2.5	4	100	22	53	59	138000	**65.23**	I	229080	66,654,739	--
7043.0	Potential 23rd Ave Trail	NW 39th Ave	23rd Ave NW	0.44		**6.50**	**F**	Trail	2.5	4	100	17	50	57	138000	**62.36**	I	60720	66,715,459	--
6086.0	Potential 83rd St Corridor Trail	NW 83rd St	NW 51st St	2.12		**6.50**	**F**	Trail	2.5	4	100	68	70	81	138000	**89.24**	I	292560	67,008,019	--
6085.0	Potential 83rd St Corridor Trail	NW 53rd Ave	83rd Street NW	1.77		**6.50**	**F**	Trail	2.5	4	100	36	50	64	138000	**70.92**	I	244260	67,252,279	--
6084.0	Progress Blvd Trail	US 441	High Springs-Alachua Trail	0.82		**6.50**	**F**	Trail	2.5	4	100	30	50	62	138000	**68.15**	I	113160	67,365,439	--
176.0	Radio Road-Museum Road	SR 121/S 34th Street	North/South Drive	1.43	10,635	**1.98**	**B**	Existing	2.5	Existing	Existing	100	0	Existing	Existing	**Campus**	Campus	--	-	--
304.0	Radio Road-Museum Road	North/South Drive	US 441/S 13th Street	0.66	10,635	**2.86**	**C**	Existing	2.5	Existing	Existing	96	0	Existing	Existing	**Campus**	Campus	--	-	--
1836.0	Road A	NW 34th Road	NW 174th Avenue	8.64		**n/a**	**n/a**	R1A	2.5	n/a	n/a	29	0	No Data	109000	**No Data**	No Data	941760	68,307,199	--
1837.0	Road B	NW 18th	NW 218th Avenue	1.76		**n/a**	**n/a**	R1A	2.5	n/a	n/a	20	0	No Data	109000	**No Data**	No Data	191840	68,499,039	--
424.0	Rocky Point Road	5700 SW 34th	SR 331/Williston Road	2.21	*4,000*	**2.27**	**B**	Existing	2.5	Existing	Existing	63	0	Existing	Existing	**existing**	existing	--	-	--
263.0	Rocky Pt. Road	5700 SW 34th Street	US 441/SW 13th Street	0.34	2,531	**3.70**	**D**	R1A	2.5	1.2	30	48	0	31	109000	**43.46**	III	37060	68,536,099	--
3005.0	San Felasco Hammock Trl	Loop	Loop	0.87		**6.50**	**F**	Existing	2.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
6063.0	San Felasco Park Trail	San Felasco Park Trail	North Alachua Rail Trail	2.04		**6.50**	**F**	Trail	2.5	4	100	42	84	73	138000	**80.79**	I	281520	68,817,619	--
7019.0	Sante Fe River Trail Corridor	Poe Springs Road	US 27	3.10		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.32**	I	427800	69,245,419	--
7020.0	Sante Fe River Trail Corridor	US 27	US 41	2.99		**6.50**	**F**	Trail	2.5	4	100	23	50	59	138000	**65.32**	I	412620	69,658,039	--
7021.0	Sante Fe River Trail Corridor	US 41	A	2.57		**6.50**	**F**	Trail	2.5	4	100	21	50	59	138000	**64.44**	I	354660	70,012,699	--
7029.0	Sante Fe River Trail Corridor	CR 1493/CR 237	CR 235	3.11		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.55**	I	429180	70,441,879	--
7030.0	Sante Fe River Trail Corridor	CR 235	A	3.29		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.37**	II	454020	70,895,899	--
7031.0	Sante Fe River Trail Corridor	CR 235	NE CR 27	2.62		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.32**	II	361560	71,257,459	--
7028.0	Sante Fe River Trail Corridor	CR 239	CR 1493/CR 237	4.40		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.25**	II	607200	71,864,659	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
7034.0	Sante Fe River Trail Corridor	US 301	CR 1471/SR 325	1.79		**6.50**	**F**	Trail	2.5	4	100	10	50	54	138000	**59.25**	II	247020	72,111,679	--
7033.0	Sante Fe River Trail Corridor	CR 1475/SR 200A	US 301	3.67		**6.50**	**F**	Trail	2.5	4	100	9	50	54	138000	**59.11**	II	506460	72,618,139	--
7032.0	Sante Fe River Trail Corridor	NE CR 27	CR 1475/SR 200A	3.02		**6.50**	**F**	Trail	2.5	4	100	8	50	53	138000	**58.36**	II	416760	73,034,899	--
7022.0	Sante Fe River Trail Corridor	A	B	2.51		**6.50**	**F**	Trail	2.5	4	100	6	50	52	138000	**57.61**	II	346380	73,381,279	--
7026.0	Sante Fe River Trail Corridor	CR 241/143rd Street	A	3.28		**6.50**	**F**	Trail	2.5	4	100	5	50	52	138000	**57.26**	II	452640	73,833,919	--
7027.0	Sante Fe River Trail Corridor	A	CR 239	2.98		**6.50**	**F**	Trail	2.5	4	100	5	50	52	138000	**57.04**	II	411240	74,245,159	--
7024.0	Sante Fe River Trail Corridor	I-75	A	2.30		**6.50**	**F**	Trail	2.5	4	100	4	50	52	138000	**56.91**	II	317400	74,562,559	--
7023.0	Sante Fe River Trail Corridor	B	I-75	2.44		**6.50**	**F**	Trail	2.5	4	100	4	50	51	138000	**56.68**	II	336720	74,899,279	--
7025.0	Sante Fe River Trail Corridor	A	CR 241/143rd Street	2.05		**6.50**	**F**	Trail	2.5	4	100	3	50	51	138000	**56.56**	II	282900	75,182,179	--
1204.0	Seminary Street	CR 234	Cholokka Road	0.63	2,534	**0.86**	**A**	Existing	2.5	Existing	Existing	7	0	Existing	Existing	**existing**	existing	--	-	--
98.0	SR 120A/N 23rd Avenue	US 441/W 13th Street	SR 20/NW 6th Street	0.50	14,000	**4.54**	**E**	CSN	3.5	1.04	26	83	50	53	CSN	**CSN**	CSN	--	-	--
235.0	SR 120A/N 23rd Avenue	SR 20/ NW 6th Street	N Main Street	0.55	14,000	**4.54**	**E**	CSN	3.5	1.04	26	79	0	42	CSN	**CSN**	CSN	--	-	--
236.0	SR 120A/N 23rd Avenue	N Main Street	NE 9th Street	0.41	14,000	**4.43**	**D**	CSN	3.5	0.93	23.25	79	0	41	CSN	**CSN**	CSN	--	-	--
307.0	SR 120A/N 23rd Avenue	NE 15th Street	SR 24/Waldo Road	0.55	14,000	**4.58**	**E**	CSN	3.5	1.08	27	71	0	39	CSN	**CSN**	CSN	--	-	--
240.0	SR 120A/N 23rd Avenue	NE 9th Street	NE 15th Street	0.54	14,000	**4.43**	**D**	SP	3.5	0.93	23.25	89	0	45	138000	**49.61**	II	74520	75,256,699	--
1528.0	SR 121	SR 235	SR 235	0.30	2,600	**0.00**	**A**	LOS	3.5	3.5	87.5	14	0	40	LOS	**Program**	Program	--	-	--
1526.0	SR 121	CR 1493	SR 235	0.33	2,600	**0.21**	**A**	LOS	3.5	3.29	82.25	13	0	38	LOS	**Program**	Program	--	-	--
1534.0	SR 121	CR 231	NE 21st Street	1.03	9,849	**5.17**	**E**	R3	3.5	1.67	41.75	26	0	27	102000	**Program**	Program	--	-	--
1532.0	SR 121	CR 22/NW 156th Ave.	CR 231	3.45	*9,000*	**4.95**	**E**	R3	3.5	1.45	36.25	23	0	24	102000	**Program**	Program	--	-	--
1530.0	SR 121	SR 235	CR 22/ NW 156th Ave.	3.13	9,000	**4.95**	**E**	R3	3.5	1.45	36.25	21	0	23	102000	**Program**	Program	--	-	--
1524.0	SR 121	CR 236	CR 1493	2.77	2,200	**3.44**	**C**	LOS	3.5	0.06	1.5	17	0	7	LOS	**Program**	Program	--	-	--
1522.0	SR 121	CR 239	CR 236	2.31	2,200	**3.44**	**C**	LOS	3.5	0.06	1.5	9	0	4	LOS	**Program**	Program	--	-	--
1520.0	SR 121	N County Line	CR 239	0.43	2,200	**3.34**	**C**	LOS	3.5	0.16	4	3	0	3	LOS	**Program**	Program	--	-	--
157.0	SR 121	SW 85th Avenue	SW 62nd Avenue	1.75	7,800	**2.96**	**C**	Existing	3.5	Existing	Existing	53	0	Existing	Existing	**existing**	existing	--	-	--
175.0	SR 121	SW 62nd Avenue	35th Way	0.57	7,800	**3.45**	**C**	Existing	3.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
1205.0	SR 121	SW 85th Avenue	CR 18	1.33	7,800	**3.03**	**C**	Existing	3.5	Existing	Existing	30	0	Existing	Existing	**existing**	existing	--	-	--
1208.0	SR 121	CR 18	137th Avenue	2.18	7,800	**3.19**	**C**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1210.0	SR 121	137th Avenue	CR 346	2.02	7,800	**3.19**	**C**	Existing	3.5	Existing	Existing	14	0	Existing	Existing	**existing**	existing	--	-	--
1212.0	SR 121	CR 346	S County Line	1.25	7,800	**3.19**	**C**	Existing	3.5	Existing	Existing	8	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
294.0	SR 121/W 34th Street	US 441/W 13th Street	N.W. 77th Avenue	2.15	9,849	**4.60**	**E**	R3	3.5	1.1	27.5	47	0	30	102000	**Program**	Program	--	-	--
35.0	SR 121/W 34th Street	NW 16th Avenue	NW 31st Avenue	1.48	14,500	**3.51**	**D**	Existing	3.5	Existing	Existing	100	53	Existing	Existing	**existing**	existing	--	-	--
72.0	SR 121/W 34th Street	SR 222/W 39 Avenue	N 53rd Avenue	1.15	12,000	**3.32**	**C**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
97.0	SR 121/W 34th Street	SR 331/Williston Road	SR 24/Archer Road	1.60	28,496	**3.30**	**C**	Existing	3.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
233.0	SR 121/W 34th Street	NW 31st Avenue	SR 222/W 39th Avenue	0.17	14,500	**3.51**	**D**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
257.0	SR 121/W 34th Street	NW 53rd Ave	US 441/W 13th Street	0.83	12,000	**3.42**	**C**	Existing	3.5	Existing	Existing	50	0	Existing	Existing	**existing**	existing	--	-	--
210.0	SR 121/W 34th Street	SR 26/Newberry Road	N 8th Avenue	0.50	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	88	50	59	CSN	**CSN**	CSN	--	-	--
205.0	SR 121/W 34th Street	Radio/Museum Road	SR 26A/ SW 2nd Avenue	0.55	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	85	53	58	CSN	**CSN**	CSN	--	-	--
221.0	SR 121/W 34th Street	N 8th Avenue	NW 16th Avenue	0.53	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	83	56	58	CSN	**CSN**	CSN	--	-	--
32.0	SR 121/W 34th Street	SR 24/Archer Road	SW 20th Avenue	0.51	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	82	50	57	CSN	**CSN**	CSN	--	-	--
130.0	SR 121/W 34th Street	SW 20th Avenue	Hull/ Mowry Road	0.25	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
200.0	SR 121/W 34th Street	Hull/ Mowry Road	Radio/Museum Road	0.31	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
211.0	SR 121/W 34th Street	SR 26A/ SW 2nd Avenue	SR 26/Newberry Road	0.12	40,750	**4.61**	**E**	CSN	3.5	1.11	27.75	86	50	56	CSN	**CSN**	CSN	--	-	--
1074.0	SR 20	CR 13/ SE 171	NW 5th Street	2.84	8,900	**5.12**	**E**	R3	3.5	1.62	40.5	22	0	25	102000	**Program**	Program	--	-	--
1076.0	SR 20	NW 5th Street	US 301	0.32	8,900	**4.33**	**D**	R3	3.5	0.83	20.75	40	0	24	102000	**Program**	Program	--	-	--
1072.0	SR 20	SE 152	CR 13/ SE 171	1.19	8,900	**5.12**	**E**	R3	3.5	1.62	40.5	10	0	20	102000	**Program**	Program	--	-	--
1352.0	SR 20	US 441	N Main Street	0.55	*17,000*	**2.02**	**B**	LOS	3.5	1.48	37	36	0	29	LOS	**LOS**	LOS	--	-	--
1066.0	SR 20	GMA/ CR 2082	CR 234	1.86	*12,000*	**3.27**	**C**	Existing	3.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1068.0	SR 20	CR 234	CR 325	1.52	*12,000*	**3.27**	**C**	Existing	3.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
1070.0	SR 20	CR 325	SE 152 1/2 WAY	1.86	8,900	**3.12**	**C**	Existing	3.5	Existing	Existing	9	0	Existing	Existing	**existing**	existing	--	-	--
1078.0	SR 20	US 301	E. County Ln/ 2nd Ave	1.93	*5,000*	**2.91**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
25.0	SR 20/Hawthorne Road	NE 14th Street	SE 15th Street	0.10	15,400	**2.90**	**C**	LOS	3.5	0.6	15	83	50	49	LOS	**LOS**	LOS	--	-	--
268.0	SR 20/Hawthorne Road	CR 329B	GMA Boundary	1.69	9,200	**2.63**	**C**	Existing	3.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
273.0	SR 20/Hawthorne Road	SE 27th Street	SE 43rd Street	1.15	15,400	**1.38**	**A**	Existing	3.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
274.0	SR 20/Hawthorne Road	SE 43rd Street	CR 329B/Lakeshore Drive	1.02	11,350	**1.22**	**A**	Existing	3.5	Existing	Existing	43	0	Existing	Existing	**existing**	existing	--	-	--
315.0	SR 20/Hawthorne Road	SE 15th Street	SE 27th Street	1.15	15,400	**1.38**	**A**	Existing	3.5	Existing	Existing	92	0	Existing	Existing	**existing**	existing	--	-	--
146.0	SR 20/Hawthorne Road	SR 24/Waldo Road	NE 15th Street	0.25	15,400	**3.82**	**D**	S	3.5	0.32	8	85	3	38	1	**100**	I	1	75,256,700	--
187.0	SR 20/NW 6th Street	NW 16th Avenue	NW 23rd Avenue	0.52	15,000	**4.38**	**D**	CSN	3.5	0.88	22	83	56	53	CSN	**CSN**	CSN	--	-	--
248.0	SR 20/NW 6th Street	NW 23rd Avenue	SR 222/N 39th Avenue	1.02	15,000	**4.38**	**D**	CSN	3.5	0.88	22	86	3	44	CSN	**CSN**	CSN	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
182.0	SR 20/NW 6th Street	NW 8th Avenue	NW 16th Avenue	0.49	15,000	**4.02**	**D**	CSN	3.5	0.52	13	86	0	40	CSN	**CSN**	CSN	--	-	--
249.0	SR 20/NW 6th Street	SR 222/N 39th Avenue	US 441/W. 13th Street	0.91	9,700	**3.96**	**D**	S	3.5	0.46	11.5	63	0	30	1	**100**	I	1	75,256,701	--
83.0	SR 20/NW 8th Avenue	NW 6th Street	NW 3rd Street	0.18	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
171.0	SR 20/NW 8th Avenue	NW 3rd Street	NW 2nd Street	0.07	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	84	0	Existing	Existing	**existing**	existing	--	-	--
172.0	SR 20/NW 8th Avenue	NW 2nd Street	N Main Street	0.10	17,500	**3.38**	**C**	Existing	3.5	Existing	Existing	88	3	Existing	Existing	**existing**	existing	--	-	--
1004.0	SR 222	E 27th Avenue	SR 26	1.94	*4,000*	**2.91**	**C**	Existing	3.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
36.0	SR 222/N 39th Avenue	US 441/NW 13th Street	SR 20/NW 6th Street	0.48	17,000	**3.44**	**C**	Existing	3.5	Existing	Existing	63	50	Existing	Existing	**existing**	existing	--	-	--
65.0	SR 222/N 39th Avenue	SR 20/NW 6th Street	N Main Street	0.69	17,000	**3.35**	**C**	Existing	3.5	Existing	Existing	63	0	Existing	Existing	**existing**	existing	--	-	--
242.0	SR 222/N 39th Avenue	NW 95th Blvd	NW 83rd St	0.79	20,268	**3.28**	**C**	Existing	3.5	Existing	Existing	35	0	Existing	Existing	**existing**	existing	--	-	--
244.0	SR 222/N 39th Avenue	NW 43rd Street	SR 121/W 34th Street	1.01	24,681	**3.38**	**C**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
245.0	SR 222/N 39th Avenue	SR 121/W 34th Street	NW 24th Boulevard	0.86	24,681	**3.87**	**D**	Existing	3.5	Existing	Existing	60	0	Existing	Existing	**existing**	existing	--	-	--
247.0	SR 222/N 39th Avenue	N Main Street	NE 15th Street	0.82	17,000	**3.50**	**C**	Existing	3.5	Existing	Existing	61	0	Existing	Existing	**existing**	existing	--	-	--
250.0	SR 222/N 39th Avenue	NE 15th Street	SR 24/Waldo Road	1.03	17,000	**3.60**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
254.0	SR 222/N 39th Avenue	SR 24/Waldo Road	End of 4-lane section	1.57	15,200	**3.28**	**C**	Existing	3.5	Existing	Existing	49	0	Existing	Existing	**existing**	existing	--	-	--
285.0	SR 222/N 39th Avenue	End of 4-lane section	GMA Boundary	0.89	10,800	**4.07**	**D**	Existing	3.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--
289.0	SR 222/N 39th Avenue	NW 83rd Street	NW 51st Street	2.03	20,268	**3.28**	**C**	Existing	3.5	Existing	Existing	55	0	Existing	Existing	**existing**	existing	--	-	--
303.0	SR 222/N 39th Avenue	NW 51Street	NW 43rd Street	0.47	20,268	**3.34**	**C**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
319.0	SR 222/N 39th Avenue	NW 24th Boulevard	US 441/NW 13th Street	1.15	24,681	**3.69**	**D**	Existing	3.5	Existing	Existing	65	0	Existing	Existing	**existing**	existing	--	-	--
1126.0	SR 225	CR 1475/ SR 200A	US 301	3.28	*1,500*	**3.57**	**D**	R3	3.5	0.07	1.75	11	0	5	102000	**7.42**	III	334560	75,591,261	--
198.0	SR 226/S 16th Ave	SR 329/Main Street	SR 331/Williston Road	0.58	9,400	**3.08**	**C**	Existing	3.5	Existing	Existing	80	0	Existing	Existing	**existing**	existing	--	-	--
55.0	SR 226/S 16th Ave	SR 24/Archer Road	SW 16th Street	0.70	20,300	**4.49**	**D**	CSN	3.5	0.99	24.75	93	53	58	CSN	**CSN**	CSN	--	-	--
2.0	SR 226/S 16th Ave	US 441/W 13th Street	6th Street	0.56	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	88	50	50	CSN	**CSN**	CSN	--	-	--
60.0	SR 226/S 16th Ave	6th Street	SR 329/Main Street	0.15	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	80	50	47	CSN	**CSN**	CSN	--	-	--
202.0	SR 226/S 16th Ave	SW 16th Street	US 441/W 13th Street	0.23	20,300	**4.36**	**D**	SP	3.5	0.86	21.5	87	50	53	138000	**58.81**	II	31740	75,623,001	--
1488.0	SR 235	SR 121	CR 237	2.30	*4,000*	**2.08**	**B**	LOS	3.5	1.42	35.5	20	0	22	LOS	**LOS**	LOS	--	-	--
1529.0	SR 235	SR 121	CR 237	1.57	*3,000*	**3.20**	**C**	LOS	3.5	0.3	7.5	20	0	11	LOS	**LOS**	LOS	--	-	--
1403.0	SR 235	CR 241	CR 239	1.52	*4,000*	**2.56**	**C**	Existing	3.5	Existing	Existing	39	0	Existing	Existing	**existing**	existing	--	-	--
1486.0	SR 235	CR 239	CR 237	3.06	*3,000*	**2.13**	**B**	Existing	3.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1487.0	SR 235	CR 235/ CR 231	CR 237	1.27	*1,500*	**0.01**	**A**	Existing	3.5	Existing	Existing	16	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1493.0	SR 235	CR 241	I-75	1.14	5,900	**4.34**	**D**	R3	3.5	0.84	21	34	3	23	102000	**33.76**	III	116280	75,739,281	--
1033.0	SR 24	SR 24	US 301	0.40	*10,000*	**2.77**	**C**	LOS	3.5	0.73	18.25	21	0	16	LOS	**LOS**	LOS	--	-	--
1138.0	SR 24	Oneway Pair	77th Avenue NE	6.71	13,600	**3.23**	**C**	Existing	3.5	Existing	Existing	20	0	Existing	Existing	**existing**	existing	--	-	--
1222.0	SR 24	S 122nd Street	SW 143rd Avenue	1.86	*8,000*	**3.79**	**D**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1224.0	SR 24	18C Road/ SW 143	US 41/ US 27	1.63	*6,000*	**3.55**	**D**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1226.0	SR 24	US 41/ US 27	Magnolia/ 170th Street	0.31	*4,000*	**1.90**	**B**	Existing	3.5	Existing	Existing	19	0	Existing	Existing	**existing**	existing	--	-	--
1228.0	SR 24	Magnolia	S County Line	2.80	1,590	**0.26**	**A**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1031.0	SR 24	US 301	SR 24	0.43	*10,000*	**4.42**	**D**	SP	3.5	0.92	23	21	0	18	138000	**19.33**	III	59340	75,798,621	--
9.0	SR 24/Archer Road	GMA Boundary/ 122nd Street	SW 91st Street	2.55	14,500	**4.09**	**D**	Existing	3.5	Existing	Existing	27	50	Existing	Existing	**existing**	existing	--	-	--
10.0	SR 24/Archer Road	SW 91st Street	SW 75th Street	1.13	45,000	**4.94**	**E**	Existing	3.5	Existing	Existing	38	50	Existing	Existing	**existing**	existing	--	-	--
40.0	SR 24/Archer Road	SW 75th Street	SW 75th Street/Tower Road	0.26	45,000	**4.01**	**D**	Existing	3.5	Existing	Existing	41	50	Existing	Existing	**existing**	existing	--	-	--
41.0	SR 24/Archer Road	SW 75th St/Tower Road	SW 62nd Avenue	0.36	22,250	**3.38**	**C**	Existing	3.5	Existing	Existing	43	50	Existing	Existing	**existing**	existing	--	-	--
267.0	SR 24/Archer Road	SW 62nd Avenue	Interstate 75	2.09	22,250	**3.38**	**C**	Existing	3.5	Existing	Existing	80	3	Existing	Existing	**existing**	existing	--	-	--
201.0	SR 24/Archer Road	SR 121/W 34th Street	SW 23rd Terrace	0.80	48,250	**4.96**	**E**	CSN	3.5	1.46	36.5	89	50	60	CSN	**CSN**	CSN	--	-	--
57.0	SR 24/Archer Road	North/South Drive	SW 16th Street	0.45	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	92	67	59	CSN	**CSN**	CSN	--	-	--
53.0	SR 24/Archer Road	SR 226/SW 16th Avenue	North/South Drive	0.26	29,250	**4.68**	**E**	CSN	3.5	1.18	29.5	89	59	59	CSN	**CSN**	CSN	--	-	--
131.0	SR 24/Archer Road	SW 16th Street	US 441/W 13th Street	0.31	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	91	50	56	CSN	**CSN**	CSN	--	-	--
27.0	SR 24/Archer Road	Interstate 75	SW 40th Boulevard	0.12	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	69	50	52	CSN	**CSN**	CSN	--	-	--
311.0	SR 24/Archer Road	SW 23rd Terrace	SR 226/SW 16th Avenue	0.47	48,250	**4.84**	**E**	CSN	3.5	1.34	33.5	90	0	49	CSN	**CSN**	CSN	--	-	--
197.0	SR 24/Archer Road	SW 40th Boulevard	SR 121/W 34th Street	0.88	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	80	3	47	CSN	**CSN**	CSN	--	-	--
255.0	SR 24/Waldo Road	SR 222/E 39th Avenue	N 53rd Avenue	1.46	13,600	**3.38**	**C**	Existing	3.5	Existing	Existing	47	0	Existing	Existing	**existing**	existing	--	-	--
38.0	SR 24/Waldo Road	SR 26/ University Avenue	N 8th Avenue	0.58	21,500	**4.51**	**E**	CSN	3.5	1.01	25.25	86	50	55	CSN	**CSN**	CSN	--	-	--
179.0	SR 24/Waldo Road	N 8th Avenue	N 16th Avenue	0.58	21,500	**4.74**	**E**	CSN	3.5	1.24	31	90	0	48	CSN	**CSN**	CSN	--	-	--
180.0	SR 24/Waldo Road	N 16th Avenue	N 23rd Avenue	0.59	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	76	0	42	CSN	**CSN**	CSN	--	-	--
230.0	SR 24/Waldo Road	N 23rd Avenue	NE 31st Avenue	0.60	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	57	0	35	CSN	**CSN**	CSN	--	-	--
241.0	SR 24/Waldo Road	NE 31st Avenue	SR 222/E 39th Avenue	0.30	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	50	0	32	CSN	**CSN**	CSN	--	-	--
293.0	SR 24/Waldo Road	NW 53rd Ave	CR 255A/NE 77th Ave	1.90	13,600	**4.87**	**E**	R3	3.5	1.37	34.25	29	0	25	102000	**37.96**	III	193800	75,992,421	--
1207.0	SR 25A/ Tuscawilla Road	Cholokka Road	US 441	0.94	*2,000*	**0.00**	**A**	Existing	3.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1244.0	SR 26	CR 337	US 27	0.98	*7,000*	**3.26**	**C**	LOS	3.5	0.24	6	56	0	25	LOS	**LOS**	LOS	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
1005.0	SR 26	Lexington	County Line	0.52	*6,000*	**2.37**	**B**	LOS	3.5	1.13	28.25	5	0	13	LOS	**LOS**	LOS	--	-	--
1006.0	SR 26	E 27th Avenue	SR 222	1.21	*10,000*	**3.08**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
1007.0	SR 26	219 A	Lexington	0.45	*6,000*	**3.56**	**D**	Existing	3.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1008.0	SR 26	SR 222	CR 234	2.89	*10,000*	**3.42**	**C**	Existing	3.5	Existing	Existing	15	0	Existing	Existing	**existing**	existing	--	-	--
1010.0	SR 26	CR 234	US 301	2.79	*10,000*	**3.42**	**C**	Existing	3.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
1012.0	SR 26	US 301	CR 1469	1.96	*8,000*	**2.88**	**C**	Existing	3.5	Existing	Existing	11	0	Existing	Existing	**existing**	existing	--	-	--
1014.0	SR 26	CR 1469	CR 219 A/ NE Blvd	2.58	*8,000*	**2.88**	**C**	Existing	3.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1246.0	SR 26	US 27	CR 235	0.63	*8,000*	**2.56**	**C**	Existing	3.5	Existing	Existing	47	0	Existing	Existing	**existing**	existing	--	-	--
1247.0	SR 26	CR 235	US 27	0.39	*8,000*	**2.56**	**C**	Existing	3.5	Existing	Existing	33	0	Existing	Existing	**existing**	existing	--	-	--
1248.0	SR 26	SR 26A/ Newberry Lane	NW 202nd Street	2.14	*8,000*	**3.04**	**C**	Existing	3.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1250.0	SR 26	NW 202nd Street	NW 170th Street	2.02	*10,000*	**3.15**	**C**	Existing	3.5	Existing	Existing	19	0	Existing	Existing	**existing**	existing	--	-	--
1252.0	SR 26	NW 170th Street	NW 143rd Street	1.66	*12,000*	**3.25**	**C**	Existing	3.5	Existing	Existing	19	0	Existing	Existing	**existing**	existing	--	-	--
413.0	SR 26	76 street NW	75th Street NW	0.19	29,875	**4.69**	**E**	CSN	3.5	1.19	29.75	54	0	33	CSN	**CSN**	CSN	--	-	--
1242.0	SR 26	W. County Line	CR 337	2.17	*7,000*	**5.00**	**E**	R3	3.5	1.5	37.5	19	0	22	102000	**33.49**	III	221340	76,213,761	--
1537.0	SR 26 A	SR26	SR 121/ SW 34th Street	0.43	17,000	**4.74**	**E**	R3	3.5	1.24	31	85	0	46	102000	**Program**	Program	--	-	--
412.0	SR 26/ Newberry Road	122nd Street SW	143rd Street	1.48	*13,000*	**3.19**	**C**	Existing	3.5	Existing	Existing	22	0	Existing	Existing	**existing**	existing	--	-	--
208.0	SR 26/Newberry Road	SR 26A/ SW 2nd Avenue	SR 121/W 34th Street	0.41	32,875	**4.73**	**E**	SP	3.5	1.23	30.75	86	53	57	138000	**Program**	Program	--	-	--
91.0	SR 26/Newberry Road	NW 55th Street	NW 43rd Street	0.78	32,875	**2.94**	**C**	Existing	3.5	Existing	Existing	96	0	Existing	Existing	**existing**	existing	--	-	--
282.0	SR 26/Newberry Road	SW 122nd Street/ Parker Road	NW 107th Terrace	0.94	13,500	**3.21**	**C**	Existing	3.5	Existing	Existing	29	0	Existing	Existing	**existing**	existing	--	-	--
216.0	SR 26/Newberry Road	Interstate-75 [east ramp]	SW 62nd Boulevard	0.58	47,750	**4.96**	**E**	CSN	3.5	1.46	36.5	74	50	54	CSN	**CSN**	CSN	--	-	--
169.0	SR 26/Newberry Road	SW 75th Street/Tower Road	Interstate-75 [east ramp]	0.23	29,875	**4.49**	**D**	CSN	3.5	0.99	24.75	67	50	47	CSN	**CSN**	CSN	--	-	--
300.0	SR 26/Newberry Road	SW 62nd Boulevard	NW 55th Street	0.44	47,750	**5.00**	**E**	CSN	3.5	1.5	37.5	60	0	39	CSN	**CSN**	CSN	--	-	--
283.0	SR 26/Newberry Road	107th Terrace	NW 98th Street	0.59	29,875	**4.91**	**E**	CSN	3.5	1.41	35.25	38	0	29	CSN	**CSN**	CSN	--	-	--
207.0	SR 26/Newberry Road	NW 43rd Street	SR 26A/ SW 2nd Avenue	0.67	32,875	**3.73**	**D**	S	3.5	0.23	5.75	79	0	34	1	**100**	I	1	76,213,762	--
14.0	SR 26/Newberry Road	NW 98th Street	W 91st Street	0.50	29,875	**4.91**	**E**	R3	3.5	1.41	35.25	43	50	41	102000	**61.25**	I	51000	76,264,762	--
115.0	SR 26/Newberry Road	Ft. Clarke Boulevard	SW 76th Street	0.72	29,875	**4.91**	**E**	SP	3.5	1.41	35.25	51	50	44	138000	**48.87**	II	99360	76,364,122	--
100.0	SR 26/Newberry Road	W 91st Street	Ft. Clarke Boulevard	0.08	29,875	**4.91**	**E**	R3	3.5	1.41	35.25	43	0	31	102000	**46.6**	II	8160	76,372,282	--
18.0	SR 26/University Avenue	SR 121/W 34th Street	NW 22nd Street	1.15	28,750	**3.71**	**D**	Existing	3.5	Existing	Existing	100	50	Existing	Existing	**existing**	existing	--	-	--
286.0	SR 26/University Avenue	CR 329B	N.E. 27th Avenue	2.23	5,200	**2.65**	**C**	Existing	3.5	Existing	Existing	41	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
133.0	SR 26/University Avenue	NW 17th Street	US 441/W 13th Street	0.33	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	95	53	61	CSN	**CSN**	CSN	--	-	--
111.0	SR 26/University Avenue	North/South Drive	NW 17th Street	0.30	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	91	56	60	CSN	**CSN**	CSN	--	-	--
134.0	SR 26/University Avenue	W 6th Street	W 3rd Street	0.18	22,000	**4.46**	**D**	CSN	3.5	0.96	24	98	53	60	CSN	**CSN**	CSN	--	-	--
212.0	SR 26/University Avenue	SR 26A/ SW 2nd Avenue	North/South Drive	0.08	28,750	**4.60**	**E**	CSN	3.5	1.1	27.5	85	53	56	CSN	**CSN**	CSN	--	-	--
135.0	SR 26/University Avenue	W 3rd Street	W 2nd Street	0.08	22,000	**4.35**	**D**	CSN	3.5	0.85	21.25	92	50	55	CSN	**CSN**	CSN	--	-	--
138.0	SR 26/University Avenue	W 2nd Street	N Main Street	0.10	22,000	**4.22**	**D**	CSN	3.5	0.72	18	92	50	54	CSN	**CSN**	CSN	--	-	--
89.0	SR 26/University Avenue	NW 22nd Street	SR 26A/ SW 2nd Avenue	0.16	28,750	**4.40**	**D**	CSN	3.5	0.9	22.5	88	50	54	CSN	**CSN**	CSN	--	-	--
140.0	SR 26/University Avenue	E 1st Street	E 3rd Street	0.09	22,000	**4.22**	**D**	CSN	3.5	0.72	18	91	50	54	CSN	**CSN**	CSN	--	-	--
139.0	SR 26/University Avenue	N Main Street	E 1st Street	0.07	22,000	**4.22**	**D**	CSN	3.5	0.72	18	90	50	53	CSN	**CSN**	CSN	--	-	--
144.0	SR 26/University Avenue	E 3rd Street	NE 9th Street	0.46	22,000	**4.40**	**D**	CSN	3.5	0.9	22.5	91	6	46	CSN	**CSN**	CSN	--	-	--
145.0	SR 26/University Avenue	NE 9th Street	SR 24/Waldo Road	0.21	22,000	**4.53**	**E**	CSN	3.5	1.03	25.75	83	3	44	CSN	**CSN**	CSN	--	-	--
50.0	SR 26/University Avenue	W 10th Street	W 6th Street	0.25	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	98	50	60	CSN	**CSN**	CSN	--	-	--
19.0	SR 26/University Avenue	US 441/W 13th Street	W 12th Street	0.13	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	95	50	58	CSN	**CSN**	CSN	--	-	--
20.0	SR 26/University Avenue	W 12th Street	W 10th Street	0.13	22,000	**4.52**	**E**	CSN	3.5	1.02	25.5	94	50	58	CSN	**CSN**	CSN	--	-	--
214.0	SR 26/University Avenue	NE 15th Street	NE 25th Street	0.82	10,300	**4.26**	**D**	S	3.5	0.76	19	90	53	54	1	**100**	I	1	76,372,283	--
279.0	SR 26/University Avenue	NE 25th Street	NE 43rd Street	1.18	10,300	**4.11**	**D**	S	3.5	0.61	15.25	76	50	47	1	**100**	I	1	76,372,284	--
24.0	SR 26/University Avenue	SR 20/Hawthorne Road	NE 15th Street	0.09	10,300	**3.92**	**D**	S	3.5	0.42	10.5	81	50	47	1	**100**	I	1	76,372,285	--
280.0	SR 26/University Avenue	NE 43rd Street	CR 329B/Lakeshore Drive	0.67	10,300	**4.11**	**D**	S	3.5	0.61	15.25	50	50	36	1	**100**	I	1	76,372,286	--
213.0	SR 26A/SW 2nd Avenue	SR 121/W 34th Street	SW 28th Street	0.71	17,000	**4.90**	**E**	R3	3.5	1.4	35	91	56	62	102000	**Program**	Program	--	-	--
209.0	SR 26A/SW 2nd Avenue	SR 26/Newberry Road	SW 28th Street	0.59	17,000	**4.75**	**E**	CSN	3.5	1.25	31.25	93	50	60	CSN	**CSN**	CSN	--	-	--
425.0	SR 329/ Main Street N	NE 8th Avenue	NW 4th Avenue	0.31	*14,000*	**2.31**	**B**	LOS	3.5	1.19	29.75	93	3	50	LOS	**Program**	Program	--	-	--
426.0	SR 329/ Main Street N	NW 4th Avenue	SR 26	0.19	*15,000*	**4.16**	**D**	SP	3.5	0.66	16.5	94	0	44	138000	**Program**	Program	--	-	--
427.0	SR 329/ Main Street N	SR 26	SW 2nd Avenue	0.13	19,000	**3.83**	**D**	CSN	3.5	0.33	8.25	94	0	41	CSN	**Program**	Program	--	-	--
320.0	SR 329/Main Street	SW 4th Avenue	SW 9th Road	0.27	19,000	**4.35**	**D**	CSN	3.5	0.85	21.25	95	0	47	CSN	**Program**	Program	--	-	--
174.0	SR 329/Main Street	SW 4th Avenue	SW 2nd Avenue	0.13	19,000	**4.23**	**D**	SP	3.5	0.73	18.25	94	0	45	138000	**Program**	Program	--	-	--
321.0	SR 329/Main Street	SW 9th Road/Depot	SR 226/SW 16th Avenue	0.63	19,000	**0.00**	**A**	Existing	3.5	Existing	Existing	90	3	Existing	Existing	**existing**	existing	--	-	--
322.0	SR 329/Main Street	SR 226/SW 16th Avenue	SR 331/Williston Road	1.27	19,000	**4.83**	**E**	SP	3.5	1.33	33.25	84	6	48	138000	**52.96**	II	175260	76,547,546	--
417.0	SR 331	SE 2nd Avenue	1st Avenue SE	0.08	*15,000*	**0.00**	**A**	Existing	3.5	Existing	Existing	79	0	Existing	Existing	**existing**	existing	--	-	--
194.0	SR 331/SR 121	SR 121/W 34th Street	SW 23rd Terrace	1.17	21,000	**4.73**	**E**	SP	3.5	1.23	30.75	73	56	53	138000	**57.94**	II	161460	76,709,006	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
164.0	SR 331/SR 121	Interstate 75 (south)	SR 121/W 34th Street	0.16	21,000	4.73	E	SP	3.5	1.23	30.75	61	50	47	138000	51.47	II	22080	76,731,086	--
309.0	SR 331/SR 121	SW 23rd Terrace	US 441/SW 13th Street	0.88	21,000	4.88	E	SP	3.5	1.38	34.5	75	9	46	138000	50.21	II	121440	76,852,526	--
12.0	SR 331/Williston Road	US 441/SW 13th Street	N Main Street	0.49	16,700	0.37	A	Existing	3.5	Existing	Existing	71	0	Existing	Existing	existing	existing	--	-	--
23.0	SR 331/Williston Road	S Main Street	SR 226/SE 16th Ave.	1.15	16,700	0.37	A	Existing	3.5	Existing	Existing	78	50	Existing	Existing	existing	existing	--	-	--
67.0	SR 331/Williston Road	SR 226/SW 16th Avenue	SE 4th Street	0.54	16,700	0.37	A	Existing	3.5	Existing	Existing	77	0	Existing	Existing	existing	existing	--	-	--
195.0	SR 331/Williston Road	SE 4th Street	SW 9th Road	0.84	16,700	0.27	A	Existing	3.5	Existing	Existing	83	0	Existing	Existing	existing	existing	--	-	--
196.0	SR 331/Williston Road	SW 9th Road	SE 4th Avenue	0.17	16,700	0.00	A	Existing	3.5	Existing	Existing	81	0	Existing	Existing	existing	existing	--	-	--
203.0	SR 331/Williston Road	SE 4th Avenue	SE 2nd Avenue	0.12	16,700	2.62	C	Existing	3.5	Existing	Existing	80	50	Existing	Existing	existing	existing	--	-	--
299.0	SR 331/Williston Road	SE 1st Avenue	SR 26/University Avenue	0.06	16,700	4.12	D	S	3.5	0.62	15.5	80	0	38	1	100	I	1	76,852,527	--
1769.0	Stadium Road	23rd Street	N/S Drive	0.33	*3,000*	0.00	A	Existing	2.5	Existing	Existing	87	0	Existing	Existing	Campus	Campus	--	-	--
1788.0	Stadium Road	N/S Drive	Newell Drive	0.38	*4,000*	0.00	A	Existing	2.5	Existing	Existing	92	0	Existing	Existing	Campus	Campus	--	-	--
6009.0	SW 20th to SW 62 Trail	SW 20th Avenue	62 SW Blvd	0.80		6.50	F	Trail	2.5	4	100	70	59	80	138000	87.86	I	110400	76,962,927	--
6014.0	SW 23 Terrace Trail	SR 24/Archer Rd	35th Place SW	0.57		6.50	F	Trail	2.5	4	100	88	53	86	138000	94.59	I	78660	77,041,587	--
6016.0	SW 23 Terrace Trail	35th Place SW	SR 331	0.88		6.50	F	Trail	2.5	4	100	77	53	81	138000	89.68	I	121440	77,163,027	--
6015.0	SW 23 Terrace Trail	SR 331	SW 56th Ave	0.91		6.50	F	Trail	2.5	4	100	70	50	78	138000	85.99	I	125580	77,288,607	--
6017.0	SW 23 Terrace Trail	SW 56th Ave	Rocky Point Rd	0.48		6.50	F	Trail	2.5	4	100	58	50	73	138000	80.43	I	66240	77,354,847	--
4005.0	Sweetwater Branch/Kelly Plant Greenway	SR 26/University Ave	SW 4th Ave	0.25		6.50	F	Existing	2.5	Existing	Existing	94	0	Existing	Existing	existing	existing	--	-	--
7053.0	Sweetwater Branch/Kelly Plant Greenway	SW 4th Ave	Depot Ave	0.26		6.50	F	Trail	2.5	4	100	94	56	89	138000	97.49	I	35880	77,390,727	--
1355.0	US 27	S. Main	NW 19th St.	0.91	*12,000*	2.65	C	LOS	3.5	0.85	21.25	35	0	23	LOS	LOS	LOS	--	-	--
1354.0	US 27	W County Line	NW 19th St.	1.42	*12,000*	2.21	B	Existing	3.5	Existing	Existing	26	0	Existing	Existing	existing	existing	--	-	--
1357.0	US 27	NW 182nd Avenue	6th Avenue	0.25	*12,000*	2.50	B	Existing	3.5	Existing	Existing	29	0	Existing	Existing	existing	existing	--	-	--
1359.0	US 27	6th Avenue	SR 20/ SW 1st Avenue	0.39	*12,000*	4.14	D	SP	3.5	0.64	16	37	0	21	138000	23.28	III	53820	77,444,547	--
1358.0	US 27/ US 41	NW 182nd Avenue	CR 24	2.37	*10,000*	2.76	C	Existing	3.5	Existing	Existing	25	0	Existing	Existing	existing	existing	--	-	--
1378.0	US 27/ US 41	SW 170th Street	SR 24	0.65	*10,000*	3.09	C	Existing	3.5	Existing	Existing	20	0	Existing	Existing	existing	existing	--	-	--
1382.0	US 27/ US 41	Peachtree	S County Line	3.19	*8,000*	3.12	C	Existing	3.5	Existing	Existing	22	0	Existing	Existing	existing	existing	--	-	--
1366.0	US 27/ US 41	Newberry Lane	SR 26	0.42	*12,000*	3.59	D	CSN	3.5	0.09	2.25	50	0	21	CSN	CSN	CSN	--	-	--
1370.0	US 27/ US 41	S 15th Avenue/8th	S 30th Avenue	1.06	*11,000*	5.35	E	R3	3.5	1.85	46.25	46	0	37	102000	54.89	II	108120	77,552,667	--
1368.0	US 27/ US 41	SR 26	S 15th Avenue	0.47	*12,000*	4.51	E	R3	3.5	1.01	25.25	57	0	33	102000	49.11	II	47940	77,600,607	--
1372.0	US 27/ US 41	S 30th Avenue	S 46th Avenue	1.31	*11,000*	5.35	E	R3	3.5	1.85	46.25	20	0	26	102000	39.17	III	133620	77,734,227	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1376.0	US 27/ US 41	SW 202nd Street	SW 170th Street	3.53	*10,000*	**5.24**	**E**	R3	3.5	1.74	43.5	22	0	26	102000	**39.1**	III	360060	78,094,287	--
1374.0	US 27/ US 41	S 46th Avenue	SW 202nd Street	2.45	*10,000*	**5.24**	**E**	R3	3.5	1.74	43.5	20	0	25	102000	**37.84**	III	249900	78,344,187	--
1364.0	US 27/ US 41	CR 232	Newberry Lane	5.12	*14,000*	**4.97**	**E**	R3	3.5	1.47	36.75	24	0	24	102000	**36.2**	III	522240	78,866,427	--
1362.0	US 27/ US 41	CR 24	CR 232	4.00	*12,000*	**4.88**	**E**	R3	3.5	1.38	34.5	20	0	22	102000	**32.65**	III	408000	79,274,427	--
1380.0	US 27/ US 41	SR 24	CR 346	0.46	*8,000*	**4.41**	**D**	SP	3.5	0.91	22.75	20	0	17	138000	**18.96**	III	63480	79,337,907	--
1383.0	US 27/ US 41	CR 346	Peachtree	0.51	*8,000*	**3.94**	**D**	SP	3.5	0.44	11	21	0	13	138000	**13.98**	III	70380	79,408,287	--
1024.0	US 301	N County Line	SR 225	0.40	*12,000*	**2.28**	**B**	Existing	2.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1026.0	US 301	SR 225	City Limit	2.60	*12,000*	**2.77**	**C**	Existing	2.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1027.0	US 301	SR 24	Cilty Limit	0.27	*13,000*	**2.72**	**C**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1028.0	US 301	City Limit	SR 325/ CR 1469	2.87	*14,000*	**2.90**	**C**	Existing	2.5	Existing	Existing	12	0	Existing	Existing	**existing**	existing	--	-	--
1030.0	US 301	CR 1469	SR 26	2.97	*15,000*	**3.69**	**D**	Existing	2.5	Existing	Existing	11	0	Existing	Existing	**existing**	existing	--	-	--
1032.0	US 301	SR 26	CR 1474	3.93	*14,000*	**3.13**	**C**	Existing	2.5	Existing	Existing	17	0	Existing	Existing	**existing**	existing	--	-	--
1034.0	US 301	CR 1474	CR 30	1.65	*11,000*	**2.69**	**C**	Existing	2.5	Existing	Existing	16	0	Existing	Existing	**existing**	existing	--	-	--
1036.0	US 301	CR 30	CR 219A/ NE Blvd	1.51	*11,000*	**2.69**	**C**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1038.0	US 301	CR 219 A/ NE Blvd	SR 20	1.81	*10,000*	**2.65**	**C**	Existing	2.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1040.0	US 301	SR 20	CR 2082	0.42	*9,000*	**2.59**	**C**	Existing	2.5	Existing	Existing	40	0	Existing	Existing	**existing**	existing	--	-	--
1043.0	US 301	CR 2082	SE 2nd Avenue	0.14	*9,000*	**2.77**	**C**	Existing	2.5	Existing	Existing	40	0	Existing	Existing	**existing**	existing	--	-	--
1045.0	US 301	SE 2nd Avenue	SE 6th Avenue	0.21	*8,500*	**2.78**	**C**	Existing	2.5	Existing	Existing	36	0	Existing	Existing	**existing**	existing	--	-	--
1046.0	US 301	SE 6th Avenue	SE 219	3.18	*8,500*	**2.75**	**C**	Existing	2.5	Existing	Existing	21	0	Existing	Existing	**existing**	existing	--	-	--
1048.0	US 301	SE 219	RR Bridge	2.50	*8,000*	**2.65**	**C**	Existing	2.5	Existing	Existing	11	0	Existing	Existing	**existing**	existing	--	-	--
1050.0	US 301	RR Bridge	CR 325/ CR 200A	3.72	*8,000*	**3.17**	**C**	Existing	2.5	Existing	Existing	10	0	Existing	Existing	**existing**	existing	--	-	--
1052.0	US 301	CR 325/ CR 200A	S County Line	1.26	*8,000*	**3.17**	**C**	Existing	2.5	Existing	Existing	4	0	Existing	Existing	**existing**	existing	--	-	--
1328.0	US 41	W County Line	N Main Street	1.86	*8,000*	**4.11**	**D**	S	3.5	0.61	15.25	30	0	18	1	**100**	I	1	79,408,288	--
90.0	US 441	NW 23rd Street	GMA Boundary	2.48	16,700	**3.32**	**C**	Existing	3.5	Existing	Existing	44	3	Existing	Existing	**existing**	existing	--	-	--
1181.0	US 441	Rocky Point	CR 18	6.10	*16,000*	**3.73**	**D**	Existing	3.5	Existing	Existing	46	0	Existing	Existing	**existing**	existing	--	-	--
1183.0	US 441	CR 18	CR 234	0.74	*15,000*	**3.58**	**D**	Existing	3.5	Existing	Existing	7	0	Existing	Existing	**existing**	existing	--	-	--
1184.0	US 441	CR 234	CR 234	0.40	*14,000*	**3.48**	**C**	Existing	3.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1185.0	US 441	CR 234	CR 346	0.89	*13,000*	**3.44**	**C**	Existing	3.5	Existing	Existing	6	0	Existing	Existing	**existing**	existing	--	-	--
1187.0	US 441	CR 346	SR 25A	0.59	*12,000*	**3.41**	**C**	Existing	3.5	Existing	Existing	5	0	Existing	Existing	**existing**	existing	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1189.0	US 441	SR 25A	CR 30 SE/ SE 185	1.44	*10,000*	**3.49**	**C**	Existing	3.5	Existing	Existing	4	0	Existing	Existing	**existing**	existing	--	-	--
1191.0	US 441	CR 30 SE/ SE 185	S County Line	0.26	*10,000*	**3.59**	**D**	Existing	3.5	Existing	Existing	2	0	Existing	Existing	**existing**	existing	--	-	--
1330.0	US 441	NW 144th Street	CR 241	0.11	*28,000*	**2.87**	**C**	Existing	3.5	Existing	Existing	58	0	Existing	Existing	**existing**	existing	--	-	--
1331.0	US 441	NW 144th Street	I-75	1.24	*28,000*	**3.50**	**C**	Existing	3.5	Existing	Existing	50	0	Existing	Existing	**existing**	existing	--	-	--
1332.0	US 441	SR 20	NW 202nd Street	1.95	*20,000*	**3.59**	**D**	Existing	3.5	Existing	Existing	26	0	Existing	Existing	**existing**	existing	--	-	--
1333.0	US 441	I-75	CR 235	0.76	*20,000*	**3.33**	**C**	Existing	3.5	Existing	Existing	32	0	Existing	Existing	**existing**	existing	--	-	--
1334.0	US 441	NW 202nd Street	CR 235A	2.00	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	24	0	Existing	Existing	**existing**	existing	--	-	--
1340.0	US 441	CR 241	CR 22	0.30	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
1342.0	US 441	CR 22	CR 2054	0.85	*18,000*	**3.54**	**D**	Existing	3.5	Existing	Existing	43	0	Existing	Existing	**existing**	existing	--	-	--
1344.0	US 441	CR 2054	CR 2054	0.99	20,000	**3.59**	**D**	Existing	3.5	Existing	Existing	23	0	Existing	Existing	**existing**	existing	--	-	--
1346.0	US 441	CR 2054	CR 237	3.65	*20,000*	**3.30**	**C**	Existing	3.5	Existing	Existing	25	0	Existing	Existing	**existing**	existing	--	-	--
1348.0	US 441	CR 237	GMA Boundary	2.66	*22,000*	**3.64**	**D**	Existing	3.5	Existing	Existing	27	0	Existing	Existing	**existing**	existing	--	-	--
1330.5	US 441	NW 144th Street	CR 241	0.11	*28,000*	**5.03**	**E**	CSN	3.5	1.53	38.25	58	0	38	CSN	**CSN**	CSN	--	-	--
1329.0	US 441	N. Main Street	SR 20/ 6th Street	0.61	*28,000*	**5.23**	**E**	R3	3.5	1.73	43.25	38	0	33	102000	**48.55**	II	62220	79,470,508	--
73.0	US 441/W 13th Street	NW 31st Avenue	SR 222/ N39th Avenue	0.53	23,750	**2.87**	**C**	Existing	3.5	Existing	Existing	71	0	Existing	Existing	**existing**	existing	--	-	--
191.0	US 441/W 13th Street	NW 23rd Avenue	NW 31st Avenue	0.45	32,750	**2.80**	**C**	Existing	3.5	Existing	Existing	81	3	Existing	Existing	**existing**	existing	--	-	--
246.0	US 441/W 13th Street	SR 222/ N39th Avenue	SR 20/ NW 6th Street	0.74	23,750	**2.87**	**C**	Existing	3.5	Existing	Existing	62	0	Existing	Existing	**existing**	existing	--	-	--
260.0	US 441/W 13th Street	SR 20/ NW 6th Street	N 53rd Avenue	0.40	23,750	**3.85**	**D**	Existing	3.5	Existing	Existing	54	0	Existing	Existing	**existing**	existing	--	-	--
265.0	US 441/W 13th Street	Rocky Point Road	SR 331/Williston Road	1.55	10,900	**3.27**	**C**	Existing	3.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
291.0	US 441/W 13th Street	N 53rd Avenue	SR 121/W 34th Street	0.83	23,750	**3.85**	**D**	Existing	3.5	Existing	Existing	52	0	Existing	Existing	**existing**	existing	--	-	--
297.0	US 441/W 13th Street	SR 226/SW 16th Avenue	SR 24/Archer Road	0.37	23,500	**2.78**	**C**	Existing	3.5	Existing	Existing	89	0	Existing	Existing	**existing**	existing	--	-	--
314.0	US 441/W 13th Street	SR 121/W 34th Street	NW 23rd Street	0.61	23,750	**3.80**	**D**	Existing	3.5	Existing	Existing	46	0	Existing	Existing	**existing**	existing	--	-	--
316.0	US 441/W 13th Street	SW 14th Drive	SR 226/SW 16th Avenue	0.25	23,500	**3.02**	**C**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
422.0	US 441/W 13th Street	Archer Rd	Diamond Road	0.12	23,500	**3.45**	**C**	Existing	3.5	Existing	Existing	90	0	Existing	Existing	**existing**	existing	--	-	--
423.0	US 441/W 13th Street	SW 14th Drive	SR 331/Williston	1.25	23,500	**3.51**	**D**	Existing	3.5	Existing	Existing	86	0	Existing	Existing	**existing**	existing	--	-	--
84.0	US 441/W 13th Street	Radio/ Museum Road	S 4th Avenue	0.23	39,000	**4.46**	**D**	CSN	3.5	0.96	24	100	50	60	CSN	**CSN**	CSN	--	-	--
34.0	US 441/W 13th Street	SR 26/University Avenue	NW 5th Avenue	0.25	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	95	53	59	CSN	**CSN**	CSN	--	-	--
58.0	US 441/W 13th Street	NW 5th Avenue	NW 8th Avenue	0.24	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	94	50	58	CSN	**CSN**	CSN	--	-	--
61.0	US 441/W 13th Street	Diamond Rd.	Radio/ Museum Road	0.09	39,000	**4.46**	**D**	CSN	3.5	0.96	24	93	50	57	CSN	**CSN**	CSN	--	-	--

Appendix "C"
Prioritization Results: Alphabetically Sorted

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
137.0	US 441/W 13th Street	NW 8th Avenue	NW 16th Avenue	0.52	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	85	50	54	CSN	**CSN**	CSN	--	-	--
102.5	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.53**	**E**	CSN	3.5	1.03	25.75	97	0	49	CSN	**CSN**	CSN	--	-	--
103.0	US 441/W 13th Street	S 2nd Avenue	SR 26/University Avenue	0.12	39,000	**4.46**	**D**	CSN	3.5	0.96	24	97	0	48	CSN	**CSN**	CSN	--	-	--
181.0	US 441/W 13th Street	NW 16th Avenue	NW 23rd Avenue	0.52	32,750	**4.73**	**E**	CSN	3.5	1.23	30.75	85	0	46	CSN	**CSN**	CSN	--	-	--
102.0	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.06**	**D**	CSN	3.5	0.56	14	97	0	45	CSN	**CSN**	CSN	--	-	--
4007.0	Waldo Road Greenway	NE 39th Ave	N 16th Avenue	1.44		**6.50**	**F**	Existing	2.5	Existing	Existing	64	0	Existing	Existing	**existing**	existing	--	-	--
4008.0	Waldo Road Greenway	N 16th Avenue	SR 331/Williston Road	1.20		**6.50**	**F**	Existing	2.5	Existing	Existing	88	0	Existing	Existing	**existing**	existing	--	-	--
7008.0	Waldo Road Greenway	N 53rd Avenue	NW 39th Ave	1.38		**6.50**	**F**	Trail	2.5	4	100	47	53	69	138000	**76.22**	I	190440	79,660,948	--
7009.0	Waldo Road Greenway	NE 77th Ave	N 53rd Avenue	1.91		**6.50**	**F**	Trail	2.5	4	100	30	53	62	138000	**68.8**	I	263580	79,924,528	--
7012.0	Waldo Road Greenway	US 301	County Rd 17B	1.61		**6.50**	**F**	Trail	2.5	4	100	15	50	56	138000	**61.71**	I	222180	80,146,708	--
7010.0	Waldo Road Greenway	NE 80th Ct	NE 77th Ave	1.87		**6.50**	**F**	Trail	2.5	4	100	12	53	56	138000	**61.18**	I	258060	80,404,768	--
7011.0	Waldo Road Greenway	County Rd 17B	NE 80th Ct	3.59		**6.50**	**F**	Trail	2.5	4	100	11	50	54	138000	**59.76**	I	495420	80,900,188	--
6073.0	Waldo-Gainesville Trail Ext	SR 24	Newnans Lake Trail	0.39		**6.50**	**F**	Trail	2.5	4	100	33	50	63	138000	**69.52**	I	53820	80,954,008	--
1807.0	West Bld	10th Avenue NE	5th Avenue NE	0.39	*4,000*	**3.40**	**C**	CSN	2.5	0.9	22.5	87	0	44	CSN	**CSN**	CSN	--	-	--
1632.0	Windmeadows Blvd	34th Street SW	37th Blvd SW	0.52	3,355	**1.67**	**B**	Existing	2.5	Existing	Existing	81	0	Existing	Existing	**existing**	existing	--	-	--
1628.0	Woodlawn Street	Stadium Drive	Radio-Museum Road	0.24	*1,000*	**1.12**	**A**	LOS	2.5	1.38	34.5	85	0	48	LOS	**Campus**	Campus	--	-	--

Appendix “D”

Appendix "D"
Detail Corridor Study Needed Segments: Descending Benefit Score

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
222.0	8th Avenue NW	SR 121/W 34th Street	W 22nd Street	1.13	16,070	**4.75**	**E**	CSN	2.5	2.25	56.25	97	70	75	CSN	**CSN**	CSN	--	-	--
217.0	8th Avenue NW	SR 26/Newberry Road	NW 43rd Street	0.75	16,070	**4.94**	**E**	CSN	2.5	2.44	61	92	50	71	CSN	**CSN**	CSN	--	-	--
228.0	16th Avenue NW	SR 121/W 34th Street	NW 22nd Street	1.17	22,046	**4.75**	**E**	CSN	2.5	2.25	56.25	94	56	71	CSN	**CSN**	CSN	--	-	--
229.0	16th Avenue NW	NW 22nd Street	US 441/W 13th Street	0.82	22,046	**4.53**	**E**	CSN	2.5	2.03	50.75	94	53	68	CSN	**CSN**	CSN	--	-	--
220.0	8th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.51	16,070	**4.82**	**E**	CSN	2.5	2.32	58	86	50	68	CSN	**CSN**	CSN	--	-	--
218.0	8th Avenue NW	NW 43rd Street	NW 38th Street	0.49	16,070	**4.94**	**E**	CSN	2.5	2.44	61	76	56	66	CSN	**CSN**	CSN	--	-	--
159.0	6th Street W	SR 26	7th Avenue	0.38	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	56	66	CSN	**CSN**	CSN	--	-	--
15.0	6th Street W	SW 4th Avenue	S 2nd Avenue	0.14	7,022	**4.02**	**D**	CSN	2.5	1.52	38	99	50	65	CSN	**CSN**	CSN	--	-	--
109.0	6th Street W	S 2nd Avenue	SR 26	0.12	7,022	**4.02**	**D**	CSN	2.5	1.52	38	98	50	64	CSN	**CSN**	CSN	--	-	--
227.0	16th Avenue NW	NW 38th Street	SR 121/W 34th Street	0.54	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	78	53	63	CSN	**CSN**	CSN	--	-	--
223.0	8th Avenue NE	15th Street NE	NE 25th Street	0.81	5,570	**3.89**	**D**	CSN	2.5	1.39	34.75	95	50	62	CSN	**CSN**	CSN	--	-	--
133.0	SR 26/University Avenue	NW 17th Street	US 441/W 13th Street	0.33	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	95	53	61	CSN	**CSN**	CSN	--	-	--
429.0	6th Street W	7th Avenue	8th Avenue	0.14	15,000	**4.05**	**D**	CSN	2.5	1.55	38.75	87	50	60	CSN	**CSN**	CSN	--	-	--
201.0	SR 24/Archer Road	SR 121/W 34th Street	SW 23rd Terrace	0.80	48,250	**4.96**	**E**	CSN	3.5	1.46	36.5	89	50	60	CSN	**CSN**	CSN	--	-	--
16.0	4th Avenue S	US 441/SW 13th Street	SW 12th Street	0.13	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	97	50	60	CSN	**CSN**	CSN	--	-	--
111.0	SR 26/University Avenue	North/South Drive	NW 17th Street	0.30	36,500	**4.72**	**E**	CSN	3.5	1.22	30.5	91	56	60	CSN	**CSN**	CSN	--	-	--
209.0	SR 26A/SW 2nd Avenue	SR 26/Newberry Road	SW 28th Street	0.59	17,000	**4.75**	**E**	CSN	3.5	1.25	31.25	93	50	60	CSN	**CSN**	CSN	--	-	--
84.0	US 441/W 13th Street	Radio/ Museum Road	S 4th Avenue	0.23	39,000	**4.46**	**D**	CSN	3.5	0.96	24	100	50	60	CSN	**CSN**	CSN	--	-	--
134.0	SR 26/University Avenue	W 6th Street	W 3rd Street	0.18	22,000	**4.46**	**D**	CSN	3.5	0.96	24	98	53	60	CSN	**CSN**	CSN	--	-	--
92.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 3rd Street	Main Street	0.10	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	93	50	59	CSN	**CSN**	CSN	--	-	--
34.0	US 441/W 13th Street	SR 26/University Avenue	NW 5th Avenue	0.25	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	95	53	59	CSN	**CSN**	CSN	--	-	--
188.0	Main Street N	NW 23rd Avenue	NW 16th Avenue	0.53	18,650	**4.22**	**D**	CSN	2.5	1.72	43	80	50	59	CSN	**CSN**	CSN	--	-	--
57.0	SR 24/Archer Road	North/South Drive	SW 16th Street	0.45	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	92	67	59	CSN	**CSN**	CSN	--	-	--
53.0	SR 24/Archer Road	SR 226/SW 16th Avenue	North/South Drive	0.26	29,250	**4.68**	**E**	CSN	3.5	1.18	29.5	89	59	59	CSN	**CSN**	CSN	--	-	--
210.0	SR 121/W 34th Street	SR 26/Newberry Road	N 8th Avenue	0.50	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	88	50	59	CSN	**CSN**	CSN	--	-	--
58.0	US 441/W 13th Street	NW 5th Avenue	NW 8th Avenue	0.24	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	94	50	58	CSN	**CSN**	CSN	--	-	--
205.0	SR 121/W 34th Street	Radio/Museum Road	SR 26A/ SW 2nd Avenue	0.55	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	85	53	58	CSN	**CSN**	CSN	--	-	--
55.0	SR 226/S 16th Ave	SR 24/Archer Road	SW 16th Street	0.70	20,300	**4.49**	**D**	CSN	3.5	0.99	24.75	93	53	58	CSN	**CSN**	CSN	--	-	--
221.0	SR 121/W 34th Street	N 8th Avenue	NW 16th Avenue	0.53	22,000	**4.84**	**E**	CSN	3.5	1.34	33.5	83	56	58	CSN	**CSN**	CSN	--	-	--

Appendix "D"
Detail Corridor Study Needed Segments: Descending Benefit Score

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1734.0	8th Avenue NW	US 441/ 13th Street	10th Street SW	0.25	15,420	**4.54**	**E**	CSN	2.5	2.04	51	91	0	57	CSN	**CSN**	CSN	--	-	--
61.0	US 441/W 13th Street	Diamond Rd.	Radio/ Museum Road	0.09	39,000	**4.46**	**D**	CSN	3.5	0.96	24	93	50	57	CSN	**CSN**	CSN	--	-	--
32.0	SR 121/W 34th Street	SR 24/Archer Road	SW 20th Avenue	0.51	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	82	50	57	CSN	**CSN**	CSN	--	-	--
318.0	31st Ave NW/Glen Springs Road	SR 121/W 34th Street	NW 16th Terr.	2.33	9,622	**4.35**	**D**	CSN	2.5	1.85	46.25	92	6	56	CSN	**CSN**	CSN	--	-	--
185.0	16th Avenue N	US 441/W. 13th Street	SR 20/NW 6th Street	0.49	12,813	**4.50**	**D**	CSN	2.5	2	50	87	6	56	CSN	**CSN**	CSN	--	-	--
130.0	SR 121/W 34th Street	SW 20th Avenue	Hull/ Mowry Road	0.25	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
200.0	SR 121/W 34th Street	Hull/ Mowry Road	Radio/Museum Road	0.31	40,750	**4.87**	**E**	CSN	3.5	1.37	34.25	80	50	56	CSN	**CSN**	CSN	--	-	--
81.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 15th Street	0.34	15,000	**3.88**	**D**	CSN	2.5	1.38	34.5	80	50	56	CSN	**CSN**	CSN	--	-	--
131.0	SR 24/Archer Road	SW 16th Street	US 441/W 13th Street	0.31	29,250	**4.41**	**D**	CSN	3.5	0.91	22.75	91	50	56	CSN	**CSN**	CSN	--	-	--
212.0	SR 26/University Avenue	SR 26A/ SW 2nd Avenue	North/South Drive	0.08	28,750	**4.60**	**E**	CSN	3.5	1.1	27.5	85	53	56	CSN	**CSN**	CSN	--	-	--
211.0	SR 121/W 34th Street	SR 26A/ SW 2nd Avenue	SR 26/Newberry Road	0.12	40,750	**4.61**	**E**	CSN	3.5	1.11	27.75	86	50	56	CSN	**CSN**	CSN	--	-	--
135.0	SR 26/University Avenue	W 3rd Street	W 2nd Street	0.08	22,000	**4.35**	**D**	CSN	3.5	0.85	21.25	92	50	55	CSN	**CSN**	CSN	--	-	--
272.0	75th St SW/Tower Road	SW 24th Avenue	SW 46th Boulevard	1.19	13,558	**4.80**	**E**	CSN	2.5	2.3	57.5	54	50	55	CSN	**CSN**	CSN	--	-	--
38.0	SR 24/Waldo Road	SR 26/ University Avenue	N 8th Avenue	0.58	21,500	**4.51**	**E**	CSN	3.5	1.01	25.25	86	50	55	CSN	**CSN**	CSN	--	-	--
137.0	US 441/W 13th Street	NW 8th Avenue	NW 16th Avenue	0.52	32,750	**4.55**	**E**	CSN	3.5	1.05	26.25	85	50	54	CSN	**CSN**	CSN	--	-	--
138.0	SR 26/University Avenue	W 2nd Street	N Main Street	0.10	22,000	**4.22**	**D**	CSN	3.5	0.72	18	92	50	54	CSN	**CSN**	CSN	--	-	--
86.0	6th Street W	Depot Ave	SW 4th Avenue	0.33	5,549	**3.90**	**D**	CSN	2.5	1.4	35	98	6	54	CSN	**CSN**	CSN	--	-	--
89.0	SR 26/University Avenue	NW 22nd Street	SR 26A/ SW 2nd Avenue	0.16	28,750	**4.40**	**D**	CSN	3.5	0.9	22.5	88	50	54	CSN	**CSN**	CSN	--	-	--
216.0	SR 26/Newberry Road	Interstate-75 [east ramp]	SW 62nd Boulevard	0.58	47,750	**4.96**	**E**	CSN	3.5	1.46	36.5	74	50	54	CSN	**CSN**	CSN	--	-	--
178.0	8th Avenue NE	NE 9th Street	SR 24/Waldo Road	0.49	9,521	**4.15**	**D**	CSN	2.5	1.65	41.25	93	0	54	CSN	**CSN**	CSN	--	-	--
317.0	23rd Avenue NW	NW 83rd Street	NW 55th Street	1.80	11,225	**4.77**	**E**	CSN	2.5	2.27	56.75	76	3	54	CSN	**CSN**	CSN	--	-	--
140.0	SR 26/University Avenue	E 1st Street	E 3rd Street	0.09	22,000	**4.22**	**D**	CSN	3.5	0.72	18	91	50	54	CSN	**CSN**	CSN	--	-	--
98.0	SR 120A/N 23rd Avenue	US 441/W 13th Street	SR 20/NW 6th Street	0.50	14,000	**4.54**	**E**	CSN	3.5	1.04	26	83	50	53	CSN	**CSN**	CSN	--	-	--
139.0	SR 26/University Avenue	N Main Street	E 1st Street	0.07	22,000	**4.22**	**D**	CSN	3.5	0.72	18	90	50	53	CSN	**CSN**	CSN	--	-	--
187.0	SR 20/NW 6th Street	NW 16th Avenue	NW 23rd Avenue	0.52	15,000	**4.38**	**D**	CSN	3.5	0.88	22	83	56	53	CSN	**CSN**	CSN	--	-	--
170.0	8th Avenue N	NW 10th Street	NW 6th Street	0.25	14,378	**4.29**	**D**	CSN	2.5	1.79	44.75	88	0	53	CSN	**CSN**	CSN	--	-	--
3.0	12th Street W	SR 26	NW 8th Avenue	0.50	5,219	**3.92**	**D**	CSN	2.5	1.42	35.5	96	0	53	CSN	**CSN**	CSN	--	-	--
204.0	4th Street SE-SE 22nd Avenue	SR 331/Williston Road	SE 15th Street	0.81	3,965	**3.59**	**D**	CSN	2.5	1.09	27.25	74	59	52	CSN	**CSN**	CSN	--	-	--
158.0	10th Street W	SR 26	NW 8th Avenue	0.51	4,587	**3.91**	**D**	CSN	2.5	1.41	35.25	95	0	52	CSN	**CSN**	CSN	--	-	--

Appendix "D"
Detail Corridor Study Needed Segments: Descending Benefit Score

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS		Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
						Score	Grade													
27.0	SR 24/Archer Road	Interstate 75	SW 40th Boulevard	0.12	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	69	50	52	CSN	**CSN**	CSN	--	-	--
403.0	9th Road SW-Depot Avenue-SE 7th Avenue	US441/ SW 13th Street	SW 11th Street	0.24	5,401	**3.84**	**D**	CSN	2.5	1.34	33.5	96	0	52	CSN	**CSN**	CSN	--	-	--
1557.0	8th Avenue SW	SW 2nd Avenue	SR 26	0.12	*4,000*	**3.73**	**D**	CSN	2.5	1.23	30.75	98	0	52	CSN	**CSN**	CSN	--	-	--
266.0	75th St SW/Tower Road	SW 8th Avenue	SW 24th Avenue	1.01	13,558	**4.35**	**D**	CSN	2.5	1.85	46.25	57	50	51	CSN	**CSN**	CSN	--	-	--
1554.5	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.79**	**D**	CSN	2.5	1.29	32.25	96	0	51	CSN	**CSN**	CSN	--	-	--
105.0	4th Avenue S	SR 20/NW 6th Street	SW 3rd Street	0.18	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	99	3	51	CSN	**CSN**	CSN	--	-	--
4.0	8th Avenue N	N Main Street	E 1st Street	0.11	9,521	**4.02**	**D**	CSN	2.5	1.52	38	89	0	51	CSN	**CSN**	CSN	--	-	--
13.0	Kincaid Loop	SR 20/Hawthorne Road	3rd Avenue SE	0.14	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	88	0	51	CSN	**CSN**	CSN	--	-	--
177.0	8th Avenue NE	E 1st Street	NE 9th Street	0.51	9,521	**4.02**	**D**	CSN	2.5	1.52	38	83	9	50	CSN	**CSN**	CSN	--	-	--
128.0	22nd Street NW	SR 26/University Avenue	NW 5th Avenue	0.25	5,852	**3.99**	**D**	CSN	2.5	1.49	37.25	88	0	50	CSN	**CSN**	CSN	--	-	--
88.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 3rd Street	0.23	5,401	**3.73**	**D**	CSN	2.5	1.23	30.75	95	0	50	CSN	**CSN**	CSN	--	-	--
104.0	4th Avenue SW	SW 10th Street	SR 20/NW 6th Street	0.23	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	98	0	50	CSN	**CSN**	CSN	--	-	--
2.0	SR 226/S 16th Ave	US 441/W 13th Street	6th Street	0.56	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	88	50	50	CSN	**CSN**	CSN	--	-	--
184.0	16th Avenue NW	NW 43rd Street	NW 38th Street	0.56	22,046	**4.60**	**E**	CSN	2.5	2.1	52.5	68	9	50	CSN	**CSN**	CSN	--	-	--
160.0	3rd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	737	**2.54**	**C**	CSN	2.5	0.04	1	98	50	50	CSN	**CSN**	CSN	--	-	--
101.0	4th Avenue S	SW 12th Street	SW 10th Street	0.12	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	96	0	50	CSN	**CSN**	CSN	--	-	--
79.0	Kincaid Loop	SE 3RD Avenue	7th Avenue	0.23	4,590	**4.04**	**D**	CSN	2.5	1.54	38.5	85	0	50	CSN	**CSN**	CSN	--	-	--
87.0	7th Ave. SW-Depot Avenue-SE 7th Avenue	SR 331	SE 7th Street	0.39	5,401	**4.06**	**D**	CSN	2.5	1.56	39	85	0	49	CSN	**CSN**	CSN	--	-	--
311.0	SR 24/Archer Road	SW 23rd Terrace	SR 226/SW 16th Avenue	0.47	48,250	**4.84**	**E**	CSN	3.5	1.34	33.5	90	0	49	CSN	**CSN**	CSN	--	-	--
102.5	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.53**	**E**	CSN	3.5	1.03	25.75	97	0	49	CSN	**CSN**	CSN	--	-	--
112.0	4th Avenue S	SE 3rd Street	SW 2nd Street	0.08	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	95	0	49	CSN	**CSN**	CSN	--	-	--
1554.0	10th Street	8th Avenue S	SW 4th Avenue	0.25	4,960	**3.51**	**D**	CSN	2.5	1.01	25.25	96	3	49	CSN	**CSN**	CSN	--	-	--
123.0	4th Avenue S	N Main Street	E 3rd Street	0.16	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	94	0	49	CSN	**CSN**	CSN	--	-	--
149.0	22nd Street NW	NW 5th Avenue	NW 8th Avenue	0.25	5,852	**3.81**	**D**	CSN	2.5	1.31	32.75	88	0	48	CSN	**CSN**	CSN	--	-	--
179.0	SR 24/Waldo Road	N 8th Avenue	N 16th Avenue	0.58	21,500	**4.74**	**E**	CSN	3.5	1.24	31	90	0	48	CSN	**CSN**	CSN	--	-	--
103.0	US 441/W 13th Street	S 2nd Avenue	SR 26/University Avenue	0.12	39,000	**4.46**	**D**	CSN	3.5	0.96	24	97	0	48	CSN	**CSN**	CSN	--	-	--
402.0	9th Road SW-Depot Avenue-SE 7th Avenue	SE 4th Street	SE 7th Street	0.23	5,401	**3.62**	**D**	CSN	2.5	1.12	28	93	0	48	CSN	**CSN**	CSN	--	-	--
107.0	10th Street W	SW 2nd Avenue	SR 26	0.13	4,587	**3.56**	**D**	CSN	2.5	1.06	26.5	94	0	48	CSN	**CSN**	CSN	--	-	--
117.0	4th Avenue S	SW 2nd Street	S Main Street	0.10	5,228	**3.60**	**D**	CSN	2.5	1.1	27.5	92	0	48	CSN	**CSN**	CSN	--	-	--

Appendix "D"
Detail Corridor Study Needed Segments: Descending Benefit Score

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1551.0	8th Avenue SW	10th Street SW	13th Street SW	0.26	*4,000*	**3.29**	**C**	CSN	2.5	0.79	19.75	100	0	48	CSN	**CSN**	CSN	--	-	--
60.0	SR 226/S 16th Ave	6th Street	SR 329/Main Street	0.15	19,550	**3.99**	**D**	CSN	3.5	0.49	12.25	80	50	47	CSN	**CSN**	CSN	--	-	--
197.0	SR 24/Archer Road	SW 40th Boulevard	SR 121/W 34th Street	0.88	48,250	**4.93**	**E**	CSN	3.5	1.43	35.75	80	3	47	CSN	**CSN**	CSN	--	-	--
106.0	10th Street W	SW 4th Avenue	S 2nd Avenue	0.12	4,587	**3.43**	**C**	CSN	2.5	0.93	23.25	94	0	47	CSN	**CSN**	CSN	--	-	--
169.0	SR 26/Newberry Road	SW 75th Street/Tower Road	Interstate-75 [east ramp]	0.23	29,875	**4.49**	**D**	CSN	3.5	0.99	24.75	67	50	47	CSN	**CSN**	CSN	--	-	--
144.0	SR 26/University Avenue	E 3rd Street	NE 9th Street	0.46	22,000	**4.40**	**D**	CSN	3.5	0.9	22.5	91	6	46	CSN	**CSN**	CSN	--	-	--
181.0	US 441/W 13th Street	NW 16th Avenue	NW 23rd Avenue	0.52	32,750	**4.73**	**E**	CSN	3.5	1.23	30.75	85	0	46	CSN	**CSN**	CSN	--	-	--
114.0	2nd Street W	SW 4th Avenue	SW 2nd Avenue	0.14	1,186	**3.34**	**C**	CSN	2.5	0.84	21	94	0	46	CSN	**CSN**	CSN	--	-	--
64.0	12th Street W	SR 26	S 2nd Avenue	0.13	5,219	**3.23**	**C**	CSN	2.5	0.73	18.25	95	0	45	CSN	**CSN**	CSN	--	-	--
143.5	E 3rd Street	SE 2nd Avenue	SR 26/Newberry Road	0.13	2,881	**3.29**	**C**	CSN	2.5	0.79	19.75	92	3	45	CSN	**CSN**	CSN	--	-	--
1538.0	10th Avenue NE	NE Blvd	9th Street NE	0.47	4,268	**3.46**	**C**	CSN	2.5	0.96	24	88	0	45	CSN	**CSN**	CSN	--	-	--
75.0	E 3rd Street	SE Depot Avenue	SE 4th Avenue	0.22	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	94	3	45	CSN	**CSN**	CSN	--	-	--
102.0	US 441/W 13th Street	S 4th Avenue	S 2nd Avenue	0.13	39,000	**4.06**	**D**	CSN	3.5	0.56	14	97	0	45	CSN	**CSN**	CSN	--	-	--
1540.0	10th Avenue NW	US 441/ 13th Street	12th Street NW	0.25	4,451	**3.52**	**D**	CSN	2.5	1.02	25.5	85	0	44	CSN	**CSN**	CSN	--	-	--
248.0	SR 20/NW 6th Street	NW 23rd Avenue	SR 222/N 39th Avenue	1.02	15,000	**4.38**	**D**	CSN	3.5	0.88	22	86	3	44	CSN	**CSN**	CSN	--	-	--
145.0	SR 26/University Avenue	NE 9th Street	SR 24/Waldo Road	0.21	22,000	**4.53**	**E**	CSN	3.5	1.03	25.75	83	3	44	CSN	**CSN**	CSN	--	-	--
1807.0	West Bld	10th Avenue NE	5th Avenue NE	0.39	*4,000*	**3.40**	**C**	CSN	2.5	0.9	22.5	87	0	44	CSN	**CSN**	CSN	--	-	--
77.0	E 3rd Street	SE 4th Avenue	SE 2nd Avenue	0.12	2,881	**3.17**	**C**	CSN	2.5	0.67	16.75	93	0	44	CSN	**CSN**	CSN	--	-	--
1550.0	10th Avenue/ NE Blvd	Main Street N	10th Avenue/ NE Blvd	0.17	4,268	**3.63**	**D**	CSN	2.5	1.13	28.25	81	0	44	CSN	**CSN**	CSN	--	-	--
1700.0	3rd Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	3,371	**2.94**	**C**	CSN	2.5	0.44	11	97	0	43	CSN	**CSN**	CSN	--	-	--
153.5	5th Avenue NW	NW 17th Street	US 441/NW 13th Street	0.32	2,824	**3.22**	**C**	CSN	2.5	0.72	18	90	0	43	CSN	**CSN**	CSN	--	-	--
180.0	SR 24/Waldo Road	N 16th Avenue	N 23rd Avenue	0.59	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	76	0	42	CSN	**CSN**	CSN	--	-	--
235.0	SR 120A/N 23rd Avenue	SR 20/ NW 6th Street	N Main Street	0.55	14,000	**4.54**	**E**	CSN	3.5	1.04	26	79	0	42	CSN	**CSN**	CSN	--	-	--
236.0	SR 120A/N 23rd Avenue	N Main Street	NE 9th Street	0.41	14,000	**4.43**	**D**	CSN	3.5	0.93	23.25	79	0	41	CSN	**CSN**	CSN	--	-	--
1656.0	2nd Street NE	8th Avenue N	2nd Avenue N	0.40	2,210	**2.78**	**C**	CSN	2.5	0.28	7	94	0	40	CSN	**CSN**	CSN	--	-	--
182.0	SR 20/NW 6th Street	NW 8th Avenue	NW 16th Avenue	0.49	15,000	**4.02**	**D**	CSN	3.5	0.52	13	86	0	40	CSN	**CSN**	CSN	--	-	--
1722.0	5th Avenue NW	US 441/ 13th Street	SR 20/ 6th Street	0.51	2,472	**2.57**	**C**	CSN	2.5	0.07	1.75	97	0	40	CSN	**CSN**	CSN	--	-	--
307.0	SR 120A/N 23rd Avenue	NE 15th Street	SR 24/Waldo Road	0.55	14,000	**4.58**	**E**	CSN	3.5	1.08	27	71	0	39	CSN	**CSN**	CSN	--	-	--
113.0	3rd Street W	SR 26	NW 8th Avenue	0.51	737	**2.63**	**C**	CSN	2.5	0.13	3.25	95	0	39	CSN	**CSN**	CSN	--	-	--

Appendix "D"
Detail Corridor Study Needed Segments: Descending Benefit Score

F_Seg_Id	Street	From	To	Length (miles)	Traffic Vol. (ADT)	Bicycle QOS Score	Bicycle QOS Grade	Final Facility Selected	Target BQOS Score	Delta BQOS Score	100% Delta BQOS	100% LD Score	100% Public Score	Benefit Score	Unit Facility Cost	100% B/C Ratio	Priority Group (I, II & III)	Facility Cost ($)	Cumulative Cost ($)	Fund. Alloc. (FA)
1730.0	7th Avenue NW	2nd Street NW	2nd Street NE	0.21	1,488	**2.63**	**C**	CSN	2.5	0.13	3.25	94	0	39	CSN	**CSN**	CSN	--	-	--
300.0	SR 26/Newberry Road	SW 62nd Boulevard	NW 55th Street	0.44	47,750	**5.00**	**E**	CSN	3.5	1.5	37.5	60	0	39	CSN	**CSN**	CSN	--	-	--
141.0	3rd Street W	SW 2nd Avenue	SR 26	0.13	737	**2.51**	**C**	CSN	2.5	0.01	0.25	96	0	38	CSN	**CSN**	CSN	--	-	--
1330.5	US 441	NW 144th Street	CR 241	0.11	*28,000*	**5.03**	**E**	CSN	3.5	1.53	38.25	58	0	38	CSN	**CSN**	CSN	--	-	--
1753.0	9th Street NE	NE 23rd Avenue	NE 31st Avenue	0.52	3,436	**3.37**	**C**	CSN	2.5	0.87	21.75	74	0	38	CSN	**CSN**	CSN	--	-	--
150.0	5th Avenue NW	NW 22nd Street	NW 17th Street	0.56	2,824	**2.69**	**C**	CSN	2.5	0.19	4.75	87	0	37	CSN	**CSN**	CSN	--	-	--
230.0	SR 24/Waldo Road	N 23rd Avenue	NE 31st Avenue	0.60	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	57	0	35	CSN	**CSN**	CSN	--	-	--
1775.0	Kincaid Loop	4th Street SE	SE 11th Avenue	0.68	6,839	**2.97**	**C**	CSN	2.5	0.47	11.75	71	3	34	CSN	**CSN**	CSN	--	-	--
413.0	SR 26	76 street NW	75th Street NW	0.19	29,875	**4.69**	**E**	CSN	3.5	1.19	29.75	54	0	33	CSN	**CSN**	CSN	--	-	--
241.0	SR 24/Waldo Road	NE 31st Avenue	SR 222/E 39th Avenue	0.30	21,500	**4.68**	**E**	CSN	3.5	1.18	29.5	50	0	32	CSN	**CSN**	CSN	--	-	--
283.0	SR 26/Newberry Road	107th Terrace	NW 98th Street	0.59	29,875	**4.91**	**E**	CSN	3.5	1.41	35.25	38	0	29	CSN	**CSN**	CSN	--	-	--
1353.0	Main Street	US 27	US 441	0.21	*16,000*	**3.62**	**D**	CSN	2.5	1.12	28	41	0	28	CSN	**CSN**	CSN	--	-	--
258.0	24th Blvd NW	SR 222/NW 39th Avenue	NW 53rd Avenue	1.04	3,220	**2.82**	**C**	CSN	2.5	0.32	8	59	0	27	CSN	**CSN**	CSN	--	-	--
1366.0	US 27/ US 41	Newberry Lane	SR 26	0.42	*12,000*	**3.59**	**D**	CSN	3.5	0.09	2.25	50	0	21	CSN	**CSN**	CSN	--	-	--