

## 8.0 Transportation

**Goal 1: Coordinate With the City of Gainesville, Alachua County and the Metropolitan Transportation Planning Organization (MTPO) To Develop and Maintain a Balanced Transportation System in the University Context Area and Alachua County that Provides Campus Access and Expanded Transportation Choice for University Students, Faculty, Staff, Visitors and the Surrounding Community, Without Adversely Affecting Quality of Life.**

*Objective 1.1: To participate in joint decision-making and appropriate financial support that enables the development, maintenance and operation of a multi-modal transportation system.*

Policies	Status	Benchmarks	Recommendations
<b>Policy 1.1.1:</b> The University shall cooperate with the City of Gainesville, Alachua County, the Florida Department of Transportation (FDOT) and the MTPO in the planning, implementation and updating of multi-modal strategies and projects outlined in the updated 2025 Long Range Transportation Plan, both on campus and within the context area.	Ongoing	These agencies continue to cooperate on transportation planning projects and to engage through the MTPO's regional transportation planning process. Examples of joint-planning projects during this period include SW 16 Ave, Archer Rd, Archer Braid bicycle/pedestrian corridor, University Ave. Multimodal Study, BRT and trolley service.	Retain

Policies	Status	Benchmarks	Recommendations
<p><b>Policy 1.1.2:</b> The University shall cooperate and coordinate with the City of Gainesville, Alachua County, the FDOT, and MTPO during any scheduled multi-modal transportation studies of major arterial roadways, transportation facilities and transit services surrounding the University campus. Specifically, the University shall participate in studies of the Archer Road and SW 16th Avenue area to identify potential improvements and funding sources that address the circulation of automobiles, transit vehicles, bicycles, and pedestrians while enhancing the natural and physical campus environment. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations from such studies.</p>	Ongoing	<p>These agencies continue to cooperate on transportation planning projects and to engage through the MTPO's regional transportation planning process. Examples of joint-planning projects during this period include SW 16 Ave, Archer Rd, Archer Braid bicycle/pedestrian corridor, University Ave Multimodal Study, BRT and trolley service.</p> <p>The SW 16 Ave project is nearly complete, and the Archer Rd project is approaching the construction phase with funding provided from the 2006 Campus Development Agreement. The Cross Campus Greenway is designed and programmed, and identified in the adopted CMP. No other on-campus projects have been identified in regional studies for CMP inclusion.</p>	<p>Modify - delete specific reference to Archer Road and SW 16<sup>th</sup> Ave projects, and add reference to the University Ave and SW 13<sup>th</sup> Street Multimodal Studies currently ongoing with the MTPO.</p>
<p><b>Policy 1.1.3:</b> The Vice President for Finance and Administration shall continue to serve on the MTPO board, with university representatives also serving on the MTPO Technical Advisory Committee from Transportation and Parking Services Division, and Facilities Planning and Construction Division.</p>	Ongoing	<p>The Vice President serves on the MTPO with representatives of Transportation and Parking Services, and Planning Design and Construction Division serving on the Technical Advisory Committee.</p>	<p>Modify - update references to Vice President's office and division names</p>
<p><b>Policy 1.1.4:</b> The University shall continue to work with the City, County, and MTPO to ensure that transportation system improvements do not direct non-university related trips onto campus roads.</p>	Ongoing	<p>These agencies continue to cooperate on transportation planning projects to ensure this outcome.</p>	<p>Retain</p>

Policies	Status	Benchmarks	Recommendations
<p><b>Policy 1.1.5:</b> The University shall cooperate and coordinate with the City of Gainesville, Alachua County, the FDOT, and MTPO to identify and implement means to alleviate conflicts between vehicular and non-vehicular traffic along corridors adjacent to the University campus. These means shall include, but not be limited to, the construction of pedestrian bridges and bicycle overpasses over major roadways along the perimeter of the campus. Any or all of the UF Board of Trustees' "fair share" of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements.</p>	Ongoing	<p>These agencies continue to cooperate on transportation planning projects to ensure this outcome. Campus Development Agreement "fair share" payments have been used toward bicycle and pedestrian upgrades on SW 2 Avenue, bicycle lanes on SW 16 Ave and Archer Rd, and the 6<sup>th</sup> Street Rail-Trail. The university, City and a private developer worked together to implement bicycle and pedestrian facilities west of SW 34 St. at Hull Rd. An MTPO multimodal study of University Ave. may yield additional bicycle/pedestrian safety projects, while the SW 34 Street overpass at Hull Road remains an unfunded priority of the MTPO.</p>	Retain

Policies	Status	Benchmarks	Recommendations
<p><b>Policy 1.1.6:</b> The University shall cooperate and coordinate with the City of Gainesville, Alachua County, FDOT and the MTPO to identify and implement means to improve transit services within the context area including those depicted on Figure 8-8. Any, or all of the UF Board of Trustees’ “fair share” of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate to provide efficient and effective transit services to meet demand. Transit planning is dynamic in nature and the services are flexible to respond to changing conditions. Most of the recommendations on Fig. 8-8 were implemented including service from campus to the UF East Campus and Gainesville Airport, enhanced service in the Glen Springs Rd area, enhanced service in the Oaks Mall/Butler Plaza areas, and weekend service in the Williston Rd/SW 34 St area. Additional services were realized through a new partnership between RTS and Santa Fe College. New UF campus routes extend into the Context Area including service to NW 8 Ave. and SW 20 Ave. The UF student’s Transportation Access Fee continues to fund RTS services to off-campus and on-campus student destinations as negotiated annually. Campus Development “fair share” payments were used to purchase bus fleet vehicles.</p>	<p>Modify – add Santa Fe College to the list of partners</p>

Policies	Status	Benchmarks	Recommendations
<b>Policy 1.1.7:</b> The University shall cooperate and coordinate with the City of Gainesville, Alachua County, FDOT and the MTPo to identify and implement means to improve bicycle facilities within the context area including those depicted on Figure 8-3. Any, or all of the UF Board of Trustees' "fair share" of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements.	Ongoing	These agencies continue to cooperate and coordinate to provide bicycle facilities in the Context Area. These partnerships have resulted in construction of bicycle facilities on the extension of Hull Rd and SW 24 Ave west of SW 34 St. FDOT funded the Cross Campus Greenway bicycle/pedestrian facility that is part of a cross-county facility connecting the City of Archer with the City of Hawthorne. Campus Development Agreement "fair share" payments funded bicycle facility improvements on SW 2 Ave, W. 6 St, SW 16 Ave and Archer Rd.	Retain
<b>Policy 1.1.8:</b> The University shall continue to work with the City of Gainesville to monitor and modify, as needed, the neighborhood parking decal system and other public parking facilities as may be developed to ensure adequate parking for area residents and businesses adjacent to campus.	Ongoing	The City and University continue to work together on parking issues in the Context Area. The University participated in the Community Redevelopment Parking Study conducted by the Community Redevelopment Agency and also worked with the City to amend parking ordinances in the Innovation District east of campus. This policy overlaps with Policy 1.3.4.	Modify – add Community Redevelopment Agency; rewrite to combine with Policy 1.3.4
<b>Policy 1.1.9:</b> The University shall work with the City of Gainesville, Regional Transit System, Alachua County, FDOT, and any intelligent transportation systems (ITS) consortium to be organized for the purpose of implementing ITS projects on-campus or in the Context Area. ITS projects include, but are not limited to, the Gainesville Transportation Management System (TMS) and Regional Transit System ITS initiatives.	Ongoing	These agencies continue to work together for implementing ITS projects on campus and in the Context Area. Campus Development Agreement "fair share" payments funded a portion of the countywide TMS project implemented by the City.	Retain

***Objective 1.2: To mitigate the impacts of future University development on roadways and mass transit within the context area of the University.***

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.2.1:</b> The University shall renew and update the Campus Development Agreement with City of Gainesville and Alachua County for the adequate mitigation of impacts on the transportation system, including roadways and mass transit, caused by future on-campus development. This agreement shall be established in a timely manner following adoption of the Master Plan in 2005 and include any UF Board of Trustees' "fair share" costs of necessary mitigations, consistent with Chapter 1013.30, Florida Statutes.</p>	Complete	The Campus Development Agreement for 2005-2015 was executed in August 2006. A new CDA will be needed for the period 2015-2025.	Modify – update with the 2015-2025 plan horizon

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.2.2:</b> The University shall conduct a traffic engineering study for each proposed structured parking facility or any surface parking facility larger than 300 spaces prior to construction. Such studies shall include, but not be limited to, an analysis of the following:</p> <ul style="list-style-type: none"> <li>• The impact of the facility on adjacent roadways within ¼ mile of the proposed facility;</li> <li>• The existing traffic conditions at signalized intersections within ¼ mile of the proposed facility;</li> <li>• Conditions at the same signalized intersections at full development;</li> <li>• Roadway capacity and traffic signalization during the peak hour;</li> <li>• The impact of the facility on bicycle, pedestrian, and transit access; and</li> <li>• Recommendations to mitigate any adverse impacts identified by the study that should be implemented and amended into the campus master plan Transportation Element and Capital Improvement Element.</li> </ul>	Ongoing	A study meeting these criteria was completed for Garage 13 and submitted to the MTPO's Technical Advisory Committee. No other projects have required this level of study.	Modify – clarify that the 300 space threshold is “net new” parking spaces in a single project
<p><b>Policy 1.2.3:</b> The results of the parking studies described in Policy 1.2.2 above shall be provided to the City, County and MTPO Technical Advisory Committee for review and comment. The University shall coordinate with appropriate City and County officials to identify any transportation system improvements necessary to maintain adopted level of service standards or to otherwise provide safe travel for transit users, bicyclists or pedestrians affected by the construction of the proposed parking facility.</p>	Ongoing	A study meeting these criteria was completed for Garage 13 and submitted to the MTPO's Technical Advisory Committee. No other projects have required this level of study.	Retain

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.2.4:</b> The campus development agreement described in Policy 1.2.1 above shall be based upon the best available assessments of off-campus impacts. In the event that more relevant and appropriate data and analysis become available after execution of the campus development agreement (e.g., updated transportation or parking studies such as those described in Policy 2.2 above), the University shall amend the Capital Improvements Element and the campus development agreement as needed, to reflect the results of the new data and analysis and to identify the UF Board of Trustees’ “fair share” of the costs of any additional improvements. Any such proposed amendments shall be coordinated with the appropriate local government pursuant to the Implementation and Intergovernmental Coordination Elements</p>	<p>Ongoing</p>	<p>No amendments were required to the 2006 Campus Development Agreement.</p>	<p>Modify – correct reference to Policy 1.2.2</p>

**Objective 1.3: To reduce the dependence on single-occupant vehicles as a primary mode of travel to campus and to encourage transportation modal choice within the Context Area.**

**Recommend striking “within the Context Area” in Objective 1.3**

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.3.1:</b> The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT and Regional Transit System (RTS) to examine the feasibility of park &amp; ride facility development (including regional facilities outside the congested areas of the Gainesville Urbanized Area) and expanded transit service including longer span of service, Sunday service, express service, increased bus frequency and greater service area coverage. In particular, the feasibility of new City transit routes accessing campus shall be explored as presented in Figure 8-8.</p>	<p>Ongoing</p>	<p>These agencies continue to work together to identify and fund transit service enhancements, which have resulted in new routes, weekend service and other increases in transit service. The university has continued to increase the Student Transportation Access Fee to fund enhancement to student-oriented transit services. However, true park and ride facilities with express peak hour service that may be attractive to university employees have not been implemented.</p>	<p>Modify – add Santa Fe College to the list of partners</p>

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.3.2:</b> The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT and Regional Transit System (RTS) to improve bicycle and pedestrian safety through educational programs, safety awareness campaigns and facility improvements including intersection modifications, traffic signal equipment upgrades (e.g. count-down and audible signal heads) shared-use paths, overpasses/underpasses. In particular, the development of facilities presented in Figure 8-3 shall be encouraged.</p>	<p>Ongoing</p>	<p>The UF Office of Sustainability and Transportation and Parking Services promote non-auto modes of travel through special events and education programs, such as the One Less Car program in partnership with the City of Gainesville, and RTS. The University Police Department continues to offer a bicycle driver education course.</p> <p>A number of bicycle/pedestrian projects have been completed or are near completion on campus and adjacent to campus. These projects include bicycle/pedestrian paths near Reitz Union, Garage 13, Cancer-Genetics Bldg, SW 2 Ave, SW 16 Ave, Archer Rd, SW 6 St. and the Cross Camus Greenway portion of the cross-county Archer Braid Trail.</p> <p>Many bicycle/pedestrian facilities recommended in the in "Corridors to Campus Study" were completed including SW 2nd Avenue/SR26A, Archer Road "Kermit Sigmon Rail-Trail" and neighborhood sidewalks.</p>	<p>Modify – add Community Redevelopment Agency to the list of partners</p>
<p><b>Policy 1.3.3:</b> The University shall participate with the City of Gainesville, Alachua County, Gainesville Community Redevelopment Agency and private business interests to encourage development of student and faculty housing adjacent to the university campus, and particularly in the SW 20<sup>th</sup> Avenue Student Village Area, with accessibility provided by bicycle, pedestrian and transit facilities and services.</p>	<p>Ongoing</p>	<p>Between 2005 and 2014, the City of Gainesville permitted 3,656 multi-family units in the University Context Area. During the economic recession, new unit construction declined, but recent trends show permitting approvals on the upswing. It is anticipated with the growth of the Innovation District, new multifamily units will continue to be built near campus. These developments are served by new bicycle, pedestrian and transit facilities/services.</p>	<p>Retain</p>

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 1.3.4:</b> The University shall participate with the City of Gainesville, Alachua County, Gainesville Community Redevelopment Agency and private business interests to explore opportunities for shared public pay parking adjacent to the university campus where feasible and mutually beneficial with accessibility provided by bicycle, pedestrian and transit facilities and services.</p>	<p>Ongoing</p>	<p>The City and University continue to work together on parking issues in the Context Area. The University participated in the Community Redevelopment Parking Study conducted by the Community Redevelopment Agency and also worked with the City to amend parking ordinances in the Innovation District east of campus. This policy overlaps with Policy 1.1.8 and does not fit well within this objective.</p>	<p>Delete – modify Policy 1.3.4 to include this policy</p>
<p><b>Policy 1.3.5:</b> The University shall encourage the City of Gainesville and Alachua County to also promote transportation mode choice within the Context Area by providing appropriate facilities and programs, with incentives (such as carpool programs) and disincentives (such as paid employee parking) comparable to those programs for University employees.</p>	<p>Ongoing</p>	<p>The City of Gainesville provides bicycle parking and showers for employees who choose to bicycle to work. The City’s Bicycle/Pedestrian Program encourages employees and the general public to bicycle and walk by ensuring facilities, safety information, and other supporting programs are in place. Bicycling to work is also incentivized for City employees through the City’s ProClub program. City employees are provided with free employee parking, although some downtown employee lots are somewhat removed from City buildings. Alachua County employees working downtown park in locations available to the general public including paid parking garages. Both the City and County have a pre-paid bus pass program for employees.</p>	<p>Retain</p>

**Goal 2: Preserve, Maintain and Expand the On-Campus Transportation System to Meet the Needs of Students, Faculty, Staff and Visitors that is Convenient, Safe, Sustainable and Encourages Non-Auto Travel Choices.**

*Objective 2.1: To provide a roadway network that safely and efficiently accommodates all modes in a comfortable and aesthetically pleasing-environment.*

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.1.1:</b> Utilize the roadway hierarchy classification depicted in Figure 8-1 to develop typical design, landscaping, traffic calming techniques, gateway signage and construction guidelines consistent with the following general descriptions: Core Campus; Local Connector; Secondary Connector; Primary Connector; Gateway Roads</p>	Not complete	These design guidelines have not been developed.	Retain
<p><b>Policy 2.1.2:</b> Utilize highway level of service standard “E” for analysis purposes on campus roads, and evaluate the multi-modal level of service conditions for campus roads to determine an appropriate level of service standard for non-auto modes, if feasible.</p>	Ongoing	These analyses are conducted in partnership with the Metropolitan Transportation Planning Organization.	Modify – correct “multi-modal level of service” with “multi-modal quality of service”
<p><b>Policy 2.1.3:</b> Initiate a routine traffic counting program to include autos, bicycles and pedestrians in coordination with traffic counting programs conducted by FDOT, the City of Gainesville, Alachua County and the MTPo to gather data no less than once every five years.</p>	Not complete	The City of Gainesville gathers counts on certain campus roads that are part of signalized intersections on the campus perimeter. The university has obtained traffic counting equipment but has not deployed routine traffic counting other than that collected during campus master plan update cycles when funding permits.	Gather new traffic counts for all modes as part of the CMP Update

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.1.4:</b> Continue to designate speed limits of 20 miles per hour on all campus roadways.	Ongoing	Campus roads continue to be designated 20 mph. The newly extended Hull Rd west of SW 34 St. will be operated and maintained by the City of Gainesville with a posted speed of 25 mph.	Modify – designate campus-maintained roadways
<b>Policy 2.1.5:</b> Implement entry signage, landscaping, decorative lighting and intersection improvements at campus gateways focusing first on Major Gateways as depicted in Figure 8-1 and Priority Open Space Enhancement locations identified in Figure 1-5.	Ongoing	Gateway improvements were implemented at SW 13 St/University Ave, Museum Rd/SW 13 <sup>th</sup> St, Hull Rd/SW 34 <sup>th</sup> St, and Gale Lemerand Dr/Archer Rd. Open Space Enhancements, including pedestrian amenities were implemented at the Hub, Wilmot Gardens, and Pugh Hall/Union Rd.	Retain
<b>Policy 2.1.6:</b> Provide a comprehensive system of directional signage from major campus gateways to parking areas, medical services, museums, performance venues and the University Welcome Center.	Not complete	A wayfinding sign design and initial implementation plan was developed as part of the Archer Rd/SW 16 Ave reconstruction project in partnership with the City of Gainesville. The plan has not been implemented pending completion of the Archer Rd reconstruction and remaining budget assessment. The program has also been contemplated for areas around Orthopaedics and Sports Medicine, the football stadium, and the Historic District, but funding has yet to be designated. New technology is now available that should be evaluated to enhance parking visitor information.	Modify – incorporate recommendation for integrated real-time parking information systems
<b>Policy 2.1.7:</b> Implement roadway modifications that emphasize pedestrian, bicycle and transit access in the existing Pedestrian Enhancement Zone, particularly in the areas around Newell and Dauer Halls, Newell Drive at Turlington Plaza and the Hub Transit Super Stop as well as other congested pedestrian areas including Newell Drive near the Brain Institute, the intersection of Mowry Drive and Gale-Lemerand Drive near the Genetics-Cancer Institute, and in the Cultural Plaza.	Ongoing	Policies were implemented to restrict scooter/motorcycle access and remove scooter/motorcycle parking in the Pedestrian Enhancement Zone. Bicycle/pedestrian/transit infrastructure improvements were implemented at the Hub transit stop, Rawlings transit stop, Pugh/Dauer halls, and along Center Drive north of Archer Rd. Additional bicycle/pedestrian/transit roadway modifications are recommended for Hull Rd and Gale Lemerand Dr.	Modify – remove Newell/Dauer as complete; include the entire length of Gale Lemerand Dr; specify Hull Rd. at the Cultural Plaza.

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.1.8:</b> Pursue programming, design and implementation of roadway resurfacing, reconstruction and transportation system management projects as depicted in Figures 8-10 (Table 8-1), Figure 8-11 (Table 8-2) and Figure 8-12 (Table 8-3), respectively.	Ongoing	Most of the resurfacing projects are complete or programmed. Several of the intersection improvements have been completed and none of the reconstruction projects have been complete. These tables/figures are updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits.	Retain
<b>Policy 2.1.9:</b> Conduct corridor alignment studies, develop preferred design concepts and pursue implementation of new road connections as depicted in Figure 8-13 (Table 8-4) as feasible.	Ongoing	A corridor alignment and design plan has been established for the SW 23 <sup>rd</sup> Terrace Extension, but funding has not been allocated for construction. This table/figure is updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits.	Retain

***Objective 2.2: To provide pedestrian and bicycle facilities that safely and efficiently accommodate walking and bicycling in a comfortable and aesthetically-pleasing environment.***

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.2.1:</b> Pursue programming, design and implementation of new sidewalk connections as depicted in Figure 8-5 (Table 8-5) and streetscape improvements identified as Priority Open Space Enhancements in Figure 1-5 of the Urban Design Element.	Ongoing	Several sidewalk projects have been completed. This table/figure is updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits. Additionally, Open Space Enhancements were implemented at the Hub, Wilmot Gardens, and Pugh Hall/Union Rd.	Retain
<b>Policy 2.2.2:</b> Pursue programming, design and implementation of bicycle lanes and shared-use paths as depicted in Figure 8-2 (Table 8-6).	Ongoing	Several bicycle projects have been completed or are programmed. This table/figure is updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.2.3:</b> Pursue programming, design and implementation of pedestrian and roadway lighting improvements as depicted in Figure 8-14, and continue to review exterior lighting standards in the <i>University of Florida Design and Construction Standards</i> for amendment as needed to provide adequate lighting levels and energy efficiency.	Ongoing	Several lighting projects have been completed. This figure is updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits. The Design and Construction Standards were updated for lighting levels, but updates are ongoing to address advances in energy efficient lighting technology.	Retain
<b>Policy 2.2.4:</b> As funding is identified, the University shall participate in design studies to determine the feasibility and pursue implementation of pedestrian/bicycle grade-separated road crossings as depicted in Figures 8-2 and 8-5 (Table 8-7).	Pending	Funding has not been identified to evaluate feasibility of these grade-separated road crossings. This table/figure is updated for the 2015-2025 CMP, and projects will continue to be evaluated as funding permits.	Retain
<b>Policy 2.2.5:</b> New building construction or reconstruction shall respect Pedestrian Connections and Shared-Use Paths identified on Figure 1-5 and strive to enhance these pedestrian and bicycle corridors through building orientation, landscaping and pedestrian amenities.	Ongoing	This requirement was incorporated into CMP Checklist for major construction projects. Recent projects, including Steinbrenner, Pugh, Hough, Heavener, and Broward Dining expansion have protected and/or enhanced designated open space connections. Other projects did not impact primary pedestrian connections.	Retain
<b>Policy 2.2.6:</b> Monitor usage and adequacy of existing bicycle parking facilities in terms of quantity, design, lighting, location, security and covering, and install new or upgraded bicycle parking facilities to correct observed deficiencies.	Ongoing	Bicycle rack utilization has been inventoried since 2006. The latest bicycle rack inventory recorded capacity for 12,412 bicycles; an increase of 103 spaces from 2006. A new space-efficient bicycle rack model has come into use on campus, and new installations of bicycle racks have been completed in high use areas including Communicore Bldg, Turlington Hall, Gator Dining and housing areas.	Retain
<b>Policy 2.2.7:</b> Retain and adhere to bicycle parking requirements in the <i>University of Florida Design and Construction Standards</i> for bicycle parking to serve new building construction, and amend these standards to address lighting and covering of bicycle parking facilities.	Ongoing	UF Design and Construction Standards were updated to address bicycle parking lighting and covering. Implementation and refinement of these standards is ongoing.	Modify – reflect that the Design and Construction Standards were amended

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.2.8:</b> The University Police Department and Physical Plant Division shall strive to expedite the removal of abandoned bicycles in bicycle parking racks by increasing the frequency of inspections and increasing storage capacity as needed.	Ongoing	The UPD works with the Physical Plant Division and Transportation and Parking Services to strategically increase removal of abandoned bicycles at the end of each semester. An impound area was expanded to accommodate more storage as required.	Retain
<b>Policy 2.2.9:</b> Maintain sidewalks and shared-use paths that meet ADA standards with a smooth, debris-free surface and minimal vertical separation or cracking.	Ongoing	The Physical Plant Division proactively assesses and repairs sidewalks as needed.	Retain
<b>Policy 2.2.10:</b> Retain <i>University of Florida Design and Construction Standards</i> for bicycle and pedestrian facilities consistent with the most recent applicable publications of the Florida Department of Transportation and the American Association of State Highway Transportation Officials.	Ongoing	The UF Design and Construction Standards are consistent with this policy and will remain so.	Retain
<b>Policy 2.2.11:</b> Corrective measures shall be identified and implemented in areas that experience bicycle and pedestrian conflicts. Such measures may include designated bicycle dismount zones, re-routing of bicycle traffic, and facilities that separate bicycle and pedestrian traffic or require bicyclists to slow down.	Ongoing	The university continues to explore options in facility design and enforcement to reduce bicycle and pedestrian conflicts. The Reitz Union Lawn Master Plan for redeveloping this significant open space identifies a pavement pattern that is expected to naturally sort bicycles and pedestrians through surface texture. In 2014, the Norman Hall Tunnel under SW 13 <sup>th</sup> St. installed an entry design that forces bicyclists to dismount or significantly slow down and also encourages separation of bicycles and pedestrians while allow motorized wheelchair access. This redesign is still under evaluation and has met with mixed reviews from the bicycle and pedestrian communities.	Retain

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.2.12:</b> The Pedestrian Enhancement Zone, as depicted in Figure 8-5, shall be improved to provide primary access to pedestrians, bicyclists, transit vehicles, emergency, service, delivery and disabled parking decal vehicles by reducing other parking availability, re-designing streets to favor pedestrian access, re-designing other Open Spaces as identified in Figure 1-5, and implementing other modifications as depicted in Figures 8-5 (Table 8-5) and 8-12 (Table 8-3).</p>	Ongoing	<p>The Pedestrian Enhancement Zone experienced decreases in vehicular parking and banning of motorcycle/scooters and their associated parking. Open space enhancements with pedestrian amenities were implemented in the PEZ at the Hub, Pugh Hall, Hough Hall, and Heavener Hall.</p>	Retain
<p><b>Policy 2.2.13:</b> New construction or renovation shall include hot water showers and lockers, whenever feasible, to support bicycle commuting and LEED certification.</p>	Ongoing	<p>New construction and renovations comply with this policy and the university's green building program.</p>	Retain

**Objective 2.3:** *To provide transit facilities and services that are convenient, safe and responsive to the needs of the campus community.*

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.3.1:</b> The University administration and Student Government shall continue to work with RTS to maintain and enhance service for on-campus routes and off-campus student-oriented residential concentrations as depicted in Figure 8-7 (Table 8-9) and Figure 8-8 (Table 8-8) respectively and subject to ongoing system performance monitoring.</p>	Ongoing	<p>These agencies continue to cooperate to provide efficient and effective transit services to meet demand. Transit planning is dynamic in nature and the services are flexible to respond to changing conditions. Most of the recommendations on these tables/figures were implemented including service from campus to the UF East Campus and Gainesville Airport, enhanced service in the Glen Springs Rd area, enhanced service in the Oaks Mall/Butler Plaza areas, and weekend service in the Williston Rd/SW 34 St area. Additional services were realized through a new partnership between RTS and Santa Fe College. New UF campus routes extend into the Context Area including service to NW 8 Ave. and SW 20 Ave. The UF student’s Transportation Access Fee continues to fund RTS services to off-campus and on-campus student destinations as negotiated annually. Campus Development “fair share” payments were used to purchase bus fleet vehicles. These tables/figures are updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits.</p>	Retain
<p><b>Policy 2.3.2:</b> Pursue programming, design and implementation of bus shelters at high-use campus transit stops as depicted in Table 8-10 with additional sites to be identified through on-going monitoring.</p>	Ongoing	<p>Many of these bus shelters were constructed with funding from RTS/federal grants and the student Transportation Access Fee. This table is updated for the 2015-2025 CMP, and projects will continue to be implemented as funding permits.</p>	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.3.3:</b> The University and Shands Healthcare shall coordinate to provide transit service to medical and related parking facilities including the Veterinary Medicine area.	Ongoing	Shands-operated shuttles provide access from medical facilities and garages. A modification to the RTS campus route serving the Veterinary Medicine area enhanced accessibility from that location to the other health science center facilities along Archer Rd. The privately owned Gotcha Ride operates on campus and provides free daytime patient/visitor shuttle service to the UF Health hospitals.	Retain
<b>Policy 2.3.4:</b> The University shall maintain and enhance on-campus transit transfer stations at Gale-Lemerand Commuter Lot, Rawlings Hall, McCarty Drive, the Hub and Center Drive at HPNP.	Ongoing	These locations continue to operate as significant transit stop locations where multiple routes converge to facilitate transfers. Stops at Rawlings Hall, the Hub, and Center Drive were enhanced with new shelter facilities.	Retain
<b>Policy 2.3.5:</b> On-campus bus stops shall be ADA accessible and shall continuously be evaluated for necessary upgrades including shelters, lighting, benches, bicycle parking and trash/recycling receptacles. Identified deficiencies in design or amenities shall be corrected.	Ongoing	On-campus bus stops are evaluated and upgraded as needed consistent with this policy and as funding permits. New transit facilities constructed in conjunction with building projects should ensure that the stop is ADA accessible at the point of bus loading.	Modify – include requirements for stops to be ADA accessible at the bus loading point
<b>Policy 2.3.6:</b> The University shall continue to work with RTS to explore the feasibility of alternative transit vehicles including alternative fuel and electric buses, fixed-route / people-mover vehicles, and different vehicle types for use in the Pedestrian Enhancement Zone such as trams or shuttles.	Ongoing	In cooperation with the University, RTS has deployed a fleet of hybrid fuel vehicles, test-driven articulated buses on campus, and studied Bus Rapid Transit and trolley car systems with connections on main campus.	Retain
<b>Policy 2.3.7:</b> The University shall assist RTS in providing transit promotions and incentives, particularly with a focus to encourage employees to use for transit access to campus and around campus.	Ongoing	The university participates in transit promotions, such as the Office of Sustainability's One Less Car program.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.3.8:</b> The University shall work with RTS with the intent to increase transit availability to areas with residential concentrations of university employees, and between main campus and the Eastside Campus by increasing transit service area coverage, span of service and frequency of service including those enhancements indicated on Figure 8-8 as feasible.	Ongoing	In partnership with RTS, new routes, weekend service and other increases in transit service were achieved. The university has continued to increase the Student Transportation Access Fee to fund enhancement to student-oriented transit services that also increase transit accessibility for non-students along those routes. However, transit services targeting UF employees such as remote park and ride facilities with express peak hour service have not been implemented.	Retain
<b>Policy 2.3.9:</b> On-campus transit shall primarily provide service between perimeter parking areas, centers of campus development and campus residential areas.	Ongoing	On-campus transit operates consistent with this policy and the direction of Student Government leadership.	Retain
<b>Policy 2.3.10:</b> On-campus transit shall continue to be provided on a pre-paid basis so that all users, including students, staff, and faculty, may use the service without paying at the fare box.	Ongoing	On-campus transit continues to operate on a pre-paid basis with funding from the Student Transportation Access Fee and university administrative sources. Prepaid service has also been expanded to Shands employees and university retirees.	Retain
<b>Policy 2.3.11:</b> The University shall work with RTS to explore the feasibility of incorporating transit features into existing and potential new development of parking structures within the University of Florida campus.	Ongoing	Garage 13 design incorporated bus stops adjacent to the building; however, the university continues to explore opportunities to incorporate enhanced transit facilities at new or future parking structures.	Retain
<b>Policy 2.3.12:</b> The University shall work with RTS to explore potential locations for a major transfer center on the University of Florida campus.	Ongoing	The 2015-2025 Campus Master Plan identifies two potential locations for a bus transfer center comparable to the RTS Rosa Parks Center. No funding has yet been identified.	Modify – reflect that two locations have been identified and implementation is pending funds

**Objective 2.4:** *To manage on-campus parking in order to encourage non-auto access to campus, particularly for students, faculty and staff.*

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.4.1:</b> The University shall continue to manage student parking to restrict the location of parking based on seniority and/or on-campus residency, and to restrict parking availability overall for lower division students combined with incentives and opportunity for transit use as an alternative to driving.	Ongoing	Student parking has been managed consistent with this policy while facilitating convenient transit alternatives.	Retain
<b>Policy 2.4.2:</b> The University shall continue to monitor parking utilization and maintain standards for the provision of parking decal designations based on the number of permits allocated to students and faculty/staff.	Ongoing	Transportation and Parking Services monitors parking utilization and manages parking consistent with this policy.	Retain
<b>Policy 2.4.3:</b> Gate and access control technology shall be utilized where feasible to limit access to parking facilities. Vehicular access to the Pedestrian Enhancement Zone shall be limited during peak hours, and all visitors shall be directed to visitor parking outside of the Pedestrian Enhancement Zone.	Ongoing	Gate and access control has been implemented in parking facilities within the Pedestrian Enhancement Zone, Cultural Plaza visitor parking, portions of Garages 4/8/11, and "Gated" decal parking areas. Parking remains limited in the Pedestrian Enhancement Zone, and some parking spaces in the PEZ were removed during this planning horizon (e.g. Dauer lot, Union Road on-street, Criser lot, Chemistry lot). The primary visitor parking location for this part of campus continues to be at the Reitz Union.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.4.4:</b> The Vice President for Finance and Administration, the Transportation and Parking Division, and the Transportation and Parking Committee shall review the parking decal system to determine any changes necessary to increase the effectiveness of the carpool program and implement any other goals, objectives or policies of the campus master plan.	Ongoing	Between 2009 and 2011, the Sustainable Transportation Work Group and the Parking and Transportation Committee discussed a variety of modifications to the carpool program aimed at making it more effective and decreasing abuse. No changes were submitted to the UF Regulation Development Procedure. In fall 2014, the committee again considered changes to carpool regulations.	Retain - Update VP title for Business Affairs; correct references to divisions and committee
<b>Policy 2.4.5:</b> The Vice President for Finance and Administration, the Transportation and Parking Division, and the Transportation and Parking Committee shall review incentive programs, such as parking cash-out, carpool incentives and expanded guaranteed-ride-home programs that may discourage employees from driving automobiles to campus and decrease the burden on the university to provide parking facilities.	Ongoing	Transportation Demand Management programs have been retained and expanded with new services including Gotcha Ride (day and night services for campus and UF Health hospital patrons), ZimRide Rideshare (social-media focused ride matching service), and ZipCar (car sharing program).	Retain - Update VP title for Business Affairs; correct references to divisions and committee; reword for positive message of increasing system efficiency, enabling and encouraging efficient and sustainable transportation.
<b>Policy 2.4.6:</b> The Vice President for Finance and Administration, Transportation and Parking Division, and Transportation and Parking Committee shall evaluate and recommend on the potential to extend the hours of parking enforcement.	Ongoing	These units regularly review and modify parking enforcement hours when feasible. High demand areas in the core part of campus often seem to attract additional trips on the roadway system near peak traffic hours when restrictions lift and employees exit while others move in to take their spaces.	Modify – clarify that this should be considered for certain high-demand areas only

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.4.7:</b> The Vice President for Finance and Administration, the Transportation and Parking Division, and the Transportation and Parking Committee shall review the parking decal cost structure and make recommendations for university rule changes that increase parking cost in order to:</p> <ul style="list-style-type: none"> <li>• change behavior and discourage driving to campus;</li> <li>• more accurately reflect the true value of providing parking; and</li> <li>• include mechanisms that will preserve fairness for employees of differing income levels.</li> </ul> <p>Such mechanisms may include parking costs prorated to income, parking costs assigned according to proximity to the Pedestrian Enhancement Zone or Health Science Center, daily-paid parking options, parking cash out opportunities and transit service alternatives.</p>	Ongoing	Parking decal costs are reviewed annually by the entities noted in this policy. A daily-paid parking option was created for employees. In 2006 and 2007, parking decal rates were raised somewhat significantly, in part, due to discussions relating to this policy. In 2008, the national economy declined and soon employee layoffs were looming on campus. In this environment, parking decal price increases have been highly unfavorable. No decal cost increase is in place for 2014-15.	Modify – include financial stability purpose; remove behavior change purpose and replace with efficiency and sustainability; Update VP title for Business Affairs; correct references to divisions and committee
<p><b>Policy 2.4.8:</b> The Vice President for Finance and Administration, the Transportation and Parking Division, and the Transportation and Parking Committee shall review parking policies for state vehicles and initiate more effective state vehicle lease or shuttle services in order to discourage use of state vehicles for on-campus travel, to reduce the allocation of parking for state vehicles (particularly in interior campus areas), and to assess a charge to provide these parking spaces for university vehicles.</p>	Ongoing	Efforts have been made to reduce the state vehicle fleet and offer alternate travel options (such as ZipCar and Campus Cab). A fee was implemented and used to pay for Campus Cab service, but waivers and “compound parking” allow most entities to avoid fees. The number of state vehicle reserved parking spaces reduced from 503 in 2004 to 421 in 2013.	Modify – recommend revisiting state vehicle parking fee and developing alternate funding mechanism for the Campus Cab program; recognize the distinction for vehicles that serve as mobile classrooms and laboratories for teaching and research; Update VP title for Business Affairs; correct references to divisions and committee

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.4.9:</b> Visitors to campus shall be directed to designated parking areas in the Welcome Center/Garage 12, Cultural Plaza parking area, Orthopaedic/Ambulatory Surgery Center lots, and Shands Hospital area garages including parking spaces that may be shifted from those existing garages to new off-campus parking areas south of Archer Road.	Ongoing	Visitor parking continues to be located primarily in these facilities. The garage constructed on SW 13 <sup>th</sup> Street with the new UF Health hospital includes visitor/patient parking.	Modify – update Shands to UF Health; deleted “including parking spaces...”
<b>Policy 2.4.10:</b> The special parking needs of disabled persons shall be accommodated by compliance with the Americans with Disabilities Act and the Florida Americans with Disabilities Act Implementation Act, with the cooperation of the University Transportation and Parking Office and the ADA Compliance Office.	Ongoing	These units work together to ensure compliance with these laws.	Modify – correct TAPS name
<b>Policy 2.4.11:</b> The special parking needs of emergency, service, vendor and delivery vehicles shall be accommodated by providing and meeting standards for adequate controlled parking spaces for such uses adjacent to all buildings and service areas.	Ongoing	Parking needs of these customers are met consistent with this policy.	Retain

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.4.12:</b> The Physical Plant Division shall work with the Transportation and Parking Division to examine protocols and physical modifications in targeted campus areas to discourage parking on lawn areas. The Transportation and Parking Committee and Lakes, Vegetation and Landscaping Committee shall be consulted to identify and prioritize locations where lawn parking is most problematic.</p>	Ongoing	<p>These units continue to work together to limit lawn parking where feasible. For example, large boulders were placed on the north side of Reitz Ravine to eliminate parking and associated soil erosion. The Reitz Union Lawn Master Plan provides for designated vehicular areas to access utilities within the lawn area while restricting vehicular access in other areas of the Lawn. The LVLC has not been proactively engaged in actions to limit lawn parking. In 2013, there were 1,152 citations written for parking on sidewalks and grass areas.</p>	<p>Modify – add University Police Department to the list of partners; correct TAPS name</p>
<p><b>Policy 2.4.13:</b> The University shall maintain and support its parking enforcement effort.</p>	Ongoing	<p>The university's parking enforcement effort is highly effective. In 2013, 57,121 citations were issued for violations of various parking rules. Additionally 1,898 impounds were employed.</p>	<p>Retain</p>

**Objective 2.5:** *To provide on-campus parking that meets the needs of students, faculty, staff and visitors without creating undue traffic congestion, safety concerns for bicyclists and pedestrians or unrealistic expectations with regard to parking cost or availability.*

Policies	Status	Benchmark Data	Recommendations
<p><b>Policy 2.5.1:</b> New parking facilities shall be provided on the main campus as warranted and feasible with a target of maintaining a ratio of 0.30 decal-only parking spaces per main campus total population including headcount employees and enrollment, but shall not exceed a maximum of 2,000 net new parking spaces between 2005 and 2015 on the property identified within the campus master plan jurisdiction. Any new parking that may be provided on university-affiliated properties outside of the campus master plan jurisdiction may be included in the campus parking decal system and accounted for either through applicable local government development review processes or amendment to the campus master plan as described in Policies 3.4 through 3.13 of the Intergovernmental Coordination Element</p>	Ongoing	Note that this policy was amended in 2008 to reflect a ratio to total population (employment plus enrollment). The policy sets a target ratio wherein, the higher the ratio, the more parking is provided per person. In 2005, the university was at the 0.30 ratio. The ratio dipped to 0.27 by 2007-2008, due to a surge in enrollment concurrent with losses in parking. Once Garage 13 opened and enrollment declined during the economic downturn, the ratio rebounded to 0.32. The 0.30 ratio is projected to be achievable through 2025 with minimal parking construction. The Data and Analysis Report indicates fluctuations in parking location may be more critical than the total parking ratio in coming years.	Retain – modify or add policy relating to East Campus parking management; update to reflect the remaining 1,715 parking spaces remaining authorized in the Campus Development Agreement to be extended through 2025; correct internal policy references
<p><b>Policy 2.5.2:</b> Major new parking facilities shall be provided on the main campus as multi-story parking garage structures designed to efficiently use campus land resources. These structures shall be provided consistent with the Figure 2-1, Future Land Use map and Figure 13-1, Future Building Sites map with priority consideration for the locations depicted on Figure 8-9. Parking structures shall be encouraged to include non-parking liner building uses, and the Future Land Use designations shall be interpreted to provide flexibility that encourages this mixed-use approach to structured parking.</p>	Ongoing	Parking Garage 13 was constructed in 2009 consisting of six floors of parking with a liner building occupied by the Transportation and Parking Services offices. The location of this garage was the first priority location depicted on Figure 8-9. This garage also achieved LEED Gold certification.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.5.3:</b> The University shall continue to maintain and improve requirements in the <i>University of Florida Design and Construction Standards</i> that dictate design strategies for parking facilities that reduce conflicts between vehicular and non-vehicular traffic, and provide adequate lighting and landscaping.	Ongoing	The UF Design and Construction Standards were updated to include parking landscape requirements and refine lighting level requirements. These standards are regularly revisited and refined as needed.	Retain
<b>Policy 2.5.4:</b> Campus parking shall be located primarily in perimeter areas of campus such as the vicinity of Hull Road, SW 34 <sup>th</sup> Street, Radio Road, University Avenue, SW 13 <sup>th</sup> Street, SW 16 <sup>th</sup> Avenue and Archer Road with transit connections to interior campus locations.	Ongoing	Parking has been moved out of the interior core part of campus, perhaps to a point that no longer adequately serves certain customer groups such as disabled employee, carpool, and gated. New parking has been provided primarily to the south and west perimeter (e.g. Garage 13, Veterinary Medicine, Shands Cancer Hospital, Lacrosse, Hull Road Extension). New perimeter parking in the vicinity of University Ave. and SW 13 <sup>th</sup> Street may be needed within the plan horizon.	Modify – reduce emphasis on perimeter areas and add emphasis on strategic distribution throughout campus
<b>Policy 2.5.5:</b> The University shall seek locations to expand motorcycle, moped and scooter parking as needed including within the Pedestrian Enhancement Zone.	Not complete	Initially, this policy was followed until scooter use escalated to a point where negative consequences were observed. In 2010, after careful analysis and consultation with Student Government, motorcycle/scooter parking was moved out of the Pedestrian Enhancement Zone (PEZ) due to the volume of these vehicles and high number of trips they make creating safety conflicts and emissions concerns. New motorcycle/scooter parking was created on the perimeter of the PEZ (e.g. at Library West and Ben Hill Griffin Stadium).	Modify - reflect current practice of prohibiting motorcycle/scooters within the PEZ and providing motorcycle/scooter parking on the perimeter of the PEZ

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.5.6:</b> University parking shall be provided on satellite properties to serve only the intensity and type of use on each individual site. Parking expansion is anticipated at Lake Wauburg South and the Eastside Campus as listed in the Capital Improvements Element to serve facility expansions on those sites.	Ongoing	Parking was expanded at the East Campus including on an adjacent parcel not currently included in the campus master plan. Parking at this location was also brought into the university parking decal system. Parking at Lake Wauburg was not expanded.	Modify – update East Campus name

***Objective 2.6: To fund and implement transportation and parking infrastructure and programs in coordination with user groups.***

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.6.1:</b> The Vice President for Finance and Administration shall coordinate all campus transportation services and oversee implementation, monitoring and benchmarking of the campus master plan Transportation Element policies in consultation with the Transportation and Parking Committee, the Health Science Center Parking and Transportation Task Force, the Land Use and Facilities Planning Committee, and Student Government.	Ongoing	Responsibility for coordinating transportation services and implementation remains in this Vice President’s office, which is now Business Affairs.	Modify – update VP name
<b>Policy 2.6.2:</b> The University shall employ a certified traffic engineer on staff and/or as an annual services contractor to evaluate, recommend and oversee implementation of routine traffic counts and modifications of traffic circulation, pedestrian and bicycle facilities, traffic signals, signs, markings and other such traffic issues.	Ongoing	The University maintains annual minor projects service contracts with Civil Engineers that include transportation engineering within their services. These firms have been utilized for corridor and intersection studies and designs including counts and signs/markings plans for all modes.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.6.3:</b> The University shall work with Student Government and the student body in general to maintain the transportation fee that is used to subsidize regional transit services in exchange for universal transit access, and may be used to fund transportation improvements including transit, bicycle and pedestrian services and facilities or other transportation facilities identified in this Element.	Ongoing	Each fall, a Transportation Access Fee Committee is convened to recommend fee rates and services/projects to be funded from that fee revenue. The TAF has continued to rise since its inception in 2001/02 at \$2.00 per credit hour. The fee is proposed to be set at \$9.44 per credit hour for the 2015/16 year, an increase of \$0.53 from the current year.	Retain
<b>Policy 2.6.4:</b> The University shall ensure that costs of the transportation system are supported by user fees to include costs of construction, maintenance, permitting, safety and enforcement, operations, bus service, special events and other related transportation programs.	Ongoing	The Transportation and Parking Services is an auxiliary unit supported solely by revenues generated. Maintenance of certain facilities, including roadways and transit shelters, is borne by the Physical Plant Division with limited state funding.	Retain
<b>Policy 2.6.5:</b> Building construction projects shall provide adequate parking to meet the special needs of disabled persons, service and delivery vehicles and shall mitigate any significant loss of existing parking as a result of building construction. Such parking loss mitigations shall be negotiated in consultation with the Transportation and Parking Committee and the Land Use and Facilities Planning Committee.	Ongoing	Building construction projects provide limited parking for these functions related to the building operations, while displaced parking is mitigated currently at a fee of \$5,000 per parking space paid to the Transportation and Parking Services for future parking improvements.	Retain
<b>Policy 2.6.6:</b> The University shall pursue opportunities to increase funding for transportation infrastructure through grants, research demonstration projects, building construction budgets, private sources and other non-traditional methods.	Ongoing	Displaced parking mitigation payments provide some funding. A partnership with the City of Gainesville and a private developer enabled the extension of Hull Rd. and a new parking lot west of SW 34 <sup>th</sup> Street. Federal funds, administered through the Florida Department of Transportation will fund a new cross-campus bicycle/pedestrian facility.	Retain

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.6.7:</b> The University shall utilize the maps and tables presented in this element as a guide for facility priorities. These priorities are subject to ongoing monitoring and evaluation of system performance and travel behavior. The University shall exercise flexibility to implement projects when funding opportunities become available even if those opportunities dictate that a project may be funded before another project ranked with a higher priority. In this way, the University will have the ability to respond to creative funding opportunities such as those identified in Policy 6.6.	Ongoing	Transportation projects recommended by the campus master plan have been funded from a variety of sources as opportunities arise.	Retain
<b>Policy 2.6.8:</b> The University shall develop a comprehensive awareness and encouragement program to support faculty, staff and student travel by bicycle, pedestrian, transit and carpool modes. Such a program may include educational and promotional materials developed in coordination with the Transportation and Parking Committee and the Committee on Sustainability.	Ongoing	The Office of Sustainability involves various student groups, "Green Teams" and other means to reach broad stakeholders about sustainable practices. The OOS can work with Transportation and Parking Services, university committees, and other stakeholders to increase awareness and encouragement for alternative travel modes.	Retain

***Objective 2.7: To maintain or improve outdoor air quality and reduce fuel consumption.***

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.7.1:</b> The University shall pursue an innovative state-of-the-art green fleet policy to encourage purchase of vehicles that are highly fuel-efficient, use alternative fuels or are non-motorized (e.g. bicycles or Segways).	Ongoing	The University Purchasing Department has adopted a purchasing directive in support of fuel efficient vehicles with low greenhouse gas emissions including hybrid and alternative fuel vehicles. Non-motorized vehicles are also used by many campus departments and promoted by the Office of Sustainability.	Modify – reflect that the fleet policy is adopted and is now being implemented; combine with policy 2.7.2

Policies	Status	Benchmark Data	Recommendations
<b>Policy 2.7.2:</b> The University shall pursue an innovative state-of-the-art green fleet policy to explore the feasibility and encourage the use of alternative fuels including bio-diesel in lieu of petro-diesel.	Ongoing	The University Purchasing Department has adopted a purchasing directive in support of fuel efficient vehicles with low greenhouse gas emissions including hybrid and alternative fuel vehicles.	Modify – reflect that the fleet policy is adopted and is now being implemented; combine with policy 2.7.1
<b>Policy 2.7.3:</b> The University shall evaluate the use of telecommuting and flexible schedules to reduce the peak hour travel demand and its impact on roads and parking.	Ongoing	Some departments allow telecommuting and flexible schedules, but there is no university-wide policy.	Retain
<b>Policy 2.7.4:</b> The University shall continue to expand, where appropriate, distance learning and evening class offerings to reduce the peak hour travel demand and its impact on roads and parking.	Not complete	The number of class sections and students served by evening classes (after 5:00 PM) has declined from 2005 to 2013 while enrollment fluctuated but remained virtually unchanged for comparing 2005 to 2013.	Retain
<b>Policy 2.7.5:</b> The University shall strive to increase the use of bicycling, walking and transit to access campus and to move within campus by implementing the policies and projects contained in the campus master plan.	Ongoing	The university continues to promote bicycling, walking, and transit which can have a positive impact on air quality when displacing single occupant vehicle trips.	Retain

## Facility Recommendations Status

**Table 8-1, University of Florida Roadway Resurfacing Priorities, 2005**

Priority	Roadway	From/To	Description	Status
RS-1	Newell Drive	Museum Rd. to Union Rd.	Resurface	complete 2008 from Museum Rd to Stadium Rd.
RS-2	Stadium Road	Gale Lemerand Dr. to Buckman Dr.	Resurface	complete 2008
RS-3	Museum Road	Center Dr. to Newell Dr.	Resurface and restripe to lengthen EBL at Newell Dr.	complete 2008
RS-4	Buckman Drive	Stadium Rd. to W. University Ave.	Resurface	complete 2008
RS-5	Radio Road	SW 34 <sup>th</sup> St. to Museum Rd.	Resurface	complete 2013
RS-6	Newell Drive	Archer Rd. to Museum Rd.	Resurface	Archer Rd. to Diamond Rd. programmed in 2016 (FDOT)
NA	Museum Road	Radio Rd. to Village Dr.	Resurface	complete 2008
NA	Center Drive	Archer Rd. to Museum Rd.	Resurface	complete 2009
NA	Museum Drive	Hull Rd. to Radio Rd.	Resurface	complete 2013
NA	Museum Road	Village Dr. to Center Dr.	Resurface	complete 2013
NA	Museum Road	Jennings Hall to SW 13 St.	Resurface	complete 2013
NA	Stadium Road	Woodlawn Dr. to Gale Lemerand Dr.	Resurface	complete 2013
NA	Village Drive	Museum Rd to SW 2nd Ave.	Resurface with bikelanes and extended NBL turn lane at SW 2nd Ave.	Programmed in FY2014-15
NA	Hull Road	East of SW Rec Center to SW 23 Dr.	Resurface	Programmed in FY2014-15

**Table 8-2, University of Florida Roadway Reconstruction Priorities, 2005**

Priority	Roadway	From/To	Description	Length (L.F.)	Status
RC-1	Mowry Road	Gale Lemerand Dr. to Center Dr.	Reconstruct as 2-lane divided with turn lanes including WBR at G-L Dr., sidewalk both sides bicycle lanes, & evaluation of a dedicated SBL turn lane at G-L	1,400	Not Complete
RC-2	Museum Road	Radio Rd. to Village Dr.	Reconstruct sub-base and resurface as existing with new bicycle lanes at Village Drive intersection	1,715	Completed as a Resurfacing project
RC-3	Mowry Road	SW 23 <sup>rd</sup> Dr. to Gale Lemerand Dr.	Reconstruct as 2-lane divided with turn lanes, curb & gutter, landscaped median, sidewalk both sides, bicycle lanes and min. 10' wide bicycle path	2,810	Not Complete
RC-4	Hull Road	End of 2-Lane Section to Mowry Rd.	Reconstruct as 2-lane divided with turn lanes, curb & gutter, landscaped median, sidewalk both sides, bicycle lanes and min. 10' wide bicycle path southside	3,050	Bicycle path programmed as FDOT project FY15
RC-5	No Name Road	Museum Rd. to Hull Rd.	Reconstruct as a 2-lane road with bicycle lanes and a sidewalk on one side (rural section with swale)	2,340	Not Complete
RC-6	Surge Area Road	Archer Road to north of culvert	Reconstruct to raise above flood level and modify drainage culverts	200	Not Complete

**Table 8-3, University of Florida Intersection and Transportation System Management Priorities, 2005**

Priority	Roadway	At	Description	Status
TS-1	Museum Rd.	Newell Dr.	Lengthen EBL lane by restriping center lane	Complete
TS-2	Center Dr.	Museum Rd.	Lengthen NBL lane by restriping	Not recommended in 2010 per traffic study.
TS-3	Village Dr.	SW 2 <sup>nd</sup> Ave.	Lengthen NBL lane by restriping	Programmed in FY2014-15 Resurfacing
TS-4	Mowry Dr.	Gale Lemerand Dr.	Construct pedestrian refuge island in existing striped area for WB pedestrians	Not complete
TS-5	Campuswide	Five signalized intersections	Traffic Signal Equipment Upgrade and Timing Study	Equipment upgrade complete for signal heads, wires, and traffic system management IT infrastructure. Signal structures (poles and foundations) still need to be upgraded to current design standards.

Priority	Roadway	At	Description	Status
TS-6	Museum Rd.	Gale Lemerand Drive	Construct WBR lane	Not complete
TS-7	Museum Rd.	Radio Rd.	Construct roundabout	Not complete
TS-8	Museum Rd.	Gale Lemerand Drive	Restripe NBR lane and bicycle lane; and install NB right-turn arrow (assumes mast arm will bear weight of signal head)	Restriping Complete. Right-turn arrow not recommended in 2010 per traffic study.
TS-9	Museum Rd.	Village Drive	Construct roundabout	Not recommended in 2010 per traffic study
TS-10	Gale Lemerand Dr.	O'Connell Center Parking Lot Entrance	Construct NBL lane, SBR lane, and reconstruct EBR lane with pedestrian refuge	Reevaluated in Corridor Study 2014-15 for entire segment of Gale Lemerand Dr. and moved onto Reconstruction priority list
TS-11	Newell Dr.	Brain Institute and ARB	Reconfigure two stop-controlled intersections into one 3-way stop (includes restriping and modifications to curb ramp locations)	Modifications are being made as a result of the Harrell Medical Education Bldg. Area will need to be reevaluated.
TS-12	Union Rd. and Fletcher Dr.	Newell Hall to Dauer Hall	Construct pedestrian and service access improvements (includes removal of some on-street parking)	Complete
TS-13	Fletcher Dr.	Ustler Hall to Yardley Courtyards	Construct pedestrian access improvements	Not complete
TS-14	Mowry Dr.	Gale Lemerand Dr.	Construct WBR lane and provide a dedicated SBL turn lane as feasible (can be accomplished in road reconstruction project)	Not recommended in 2010 per traffic study
TS-15	Museum Rd.	Hull Rd.	Construct roundabout	Not complete
TS-16	Hull Rd.	Mowry Rd.	Construct roundabout (or interim southbound right turn lane)	Not complete

NOTE: 2010 traffic study completed by Renaissance Planning Group

**Table 8-4, University of Florida Roadway New Construction Priorities, 2005**

Priority	Roadway	From/To	Description	Length (L.F.)	Status
NC-1	Shealy Drive Extension	SW 16 <sup>th</sup> Ave. to Archer Rd.	Construct with bicycle lanes and sidewalks both sides on a new alignment to intersect at Gale Lemerand Drive (urban section)	640	Not recommended in 2010 per traffic study. No longer necessary as part of Archer Rd and SW 16th Ave. reconstruction projects. Any modification to this roadway should be part of future Shands site development.
NC-2	SW 23 <sup>rd</sup> Terrace Extension	Archer Rd. to Hull Rd.	Construct as 2-lane with turn lanes where needed, sidewalk both sides and paved shoulder bicycle lanes (rural section)	1,740	Project designed to 90% but not constructed.
NC-3	Med Plaza service drive	Archer Rd. to Mowry Rd.	Reconstruct existing service drive as a 2-lane road with sidewalk on one side and new entrance at Archer Road	710	Not recommended in 2010 per traffic study. No longer necessary as part of Archer Rd and SW 16th Ave. reconstruction projects. Any modification to this roadway should be part of future Shands site development.
NC-4	Radio Road Extension	Hull Rd. to SW 34 <sup>th</sup> St.	Construct as 2-lane divided with turn lanes, landscaped median, sidewalk both sides and bicycle lanes (urban section)	2,160	Not complete
NC-5	Diamond Road	Newell Dr. to SW 13 <sup>th</sup> St.	Construct with turn lanes where needed, bicycle lanes and sidewalks both sides on a new alignment north and west of existing, but with current termini (urban section)	1,870	Long-term recommendation as part of Diamond Village redevelopment beyond the 10-year horizon.

**Table 8-5, Independent Pedestrian Project Priorities, 2005**

Priority	Facility	From	To	Description	Status
SW-1	O'Connell Center Parking Lot Central Drive	West entrance road	Gale Lemerand Dr.	North side and south side at Gale Lemerand Dr.	Complete
SW-2	Newell Dr.	Garage I	Diamond Road	East side	Complete
SW-3	Museum Road	Village Dr.	Woodlawn Dr.	North side	Complete
SW-4	Fraternity Drive	Museum Rd.	W. Fraternity Dr.	West side	Complete
SW-5	Village Drive	W. Fraternity Dr.	SW 2nd Ave.	West side	Complete
SW-6	Radio Road	Bledsoe Dr.	Lakeside Residence	South side and partial north side	Complete
SW-7	Bledsoe Drive	Hull Rd.	Radio Rd	Both sides	Complete west side
SW-8	Rhines Hall Service Drive	Materials Eng. Bldg.	Gale Lemerand Dr.	West and south side	Not complete
SW-9	Village Drive	Museum Rd.	W. Fraternity Dr.	East side	Complete
SW-10	Museum Road	Hull Rd.	Radio Rd	West side	Not complete
SW-11	Radio Road	SW 34th St.	Museum Rd.	North side and south side at SW 34th St.	Complete
SW-12	SW 23 <sup>rd</sup> Dr.	Archer Rd.	Mowry Rd.	Both sides	Not complete
SW-13	Gale Lemerand Dr.	Rhines service drive	Stadium Rd.	Reconstruct east sidewalk in conjunction with Bldg. #183 reconstruction	Not complete. Corridor Study 2014-15 recommends interim solution.
SW-14	Surge Area Drive	Archer Rd.	Natural Area Dr.	West side	Complete west side to NATL Park and east side to south of Entomology
SW-15	Shealy Dr.	Equine Hospital	Archer Rd.	East side	Complete
NA	Natural Area Drive	Surge Area Drive	Hull Road	West and north side	Complete

**Table 8-6, Independent Bicycle Project Priorities, 2005**

Priority	Facility	From	To	Description	Length	Status
BK-1	Village Dr.	Museum Rd.	SW 2nd Ave.	Bicycle lanes (remove parking, resurface & re-stripe)	1,970	Programmed FY2014-15
BK-2	Shared-Use Path	Gale Lemerand Dr.	Museum Rd.	Upgrade existing path west of Black Hall	2,100	Complete from Gale Lemerand Dr. to Black Hall. Segment north of the creek by Water Treatment programmed by FDOT FY14-15. Segment from south of Chemical Engineering to Museum Rd. programmed FY14-15.
BK-3	Shared-Use Path	Particle Science Bldg.	Diamond Rd.	Construct new and upgrade existing shared-use path following existing creek	1,560	Complete (with narrow segments) from Particle Science to Center Dr. Remainder is FDOT Programmed FY14-15
BK-4	Shared-Use Path	Museum Rd.	Newell Dr.	Construct shared-use path through Reitz Lawn	2,560	Complete from Museum Rd. to Mech/Aero Engineering B
BK-5	Hull Road Shared-Use Path	Western campus boundary	Genetics/ Cancer/ Biotech Pavilion Site	Construct on south side	5,910	Complete western campus boundary to Hilton Driveway. Hilton Driveway to Gale Lemerand Dr. programmed FY2014-15, FDOT
BK-6	Shared-Use Path	Mowry Rd.	Hume Hall & Gale Lemerand Dr.	Construct new shared-use path	3,940	Mowry Rd. to creek crossing at Gale Lemerand Dr. programmed FY2014-15, FDOT.
BK-7	Shared-Use Path	Physics Bldg.	Newell Dr.	Construct new shared-use path	2,016	Complete from east of Psychology Bldg to creek. Segment from creek to Newell Dr. is programmed FY2014-15, FDOT.
BK-8	Shared-Use Path	Gale Lemerand Dr.	Museum Rd.	Construct new shared-use path behind Hume Hall	1,440	Not complete
BK-9	Shared-Use Path	Hume Hall	Band Shell	Construct new and upgrade existing shared-use path	732	Not complete

Priority	Facility	From	To	Description	Length	Status
BK-10	Shared-Use Path	Graham Hall	Stadium RD.	Construct new and upgrade existing shared-use path around Graham Woods perimeter	1,600	Not complete
BK-11	Shared-Use Path	Diamond Rd.	Museum Rd.	Construct new shared-use path east of creek and west of Beaty Towers	1,520	Not complete
BK-12	Service Road	SW 23 <sup>rd</sup> Terrace	Ritchie Road	Construct paved service road from SW 23 <sup>rd</sup> Terr. at Bee Unit to Ritchie Road with gated motor vehicle access allowing bicycle through-access	1,640	Not complete
BK-13	Shared-Use Path	Mowry Rd.	Archer Rd.	Construct new shared-use path in conjunction with new building construction	1,120	Complete
BK-14	Center Drive	End of Bicycle Lanes	Museum Rd.	Reconstruct roadway to provide bicycle lanes &/or wide sidewalk in conjunction with new building construction	330	Not complete
BK-15	Shared-Use Path	Diamond Rd.	Norman Tunnel	Construct new shared-use path in conjunction with new road and building construction near SW 13th St.	2,568	Not complete
BK-16	Shared-Use Path	Diamond Rd.	Archer Rd.	Construct new shared-use path in conjunction with new building construction	617	Programmed FY2014-15, FDOT

**Table 8-7, Bicycle / Pedestrian Grade-Separation Project Priorities, 2005**

Priority	Facility	From	To	Description	Length	Status
GS-1	Cultural Plaza Pedestrian/ Bicycle Overpass	Hilton Hotel	Cultural Plaza	Attractive bridge on the south side of Hull Rd/SW 34 St. intersection integrated with building sites and shared-use path alignment	450	Not complete
GS-2	Reitz Union Pedestrian/ Bicycle Overpass or Underpass	Phelps Lab	Reitz Union	Overpass or underpass (depending upon utilities and site design considerations) providing a north-south crossing of the west side of the intersection of Museum Rd/Reitz Union driveway	350	Not complete
GS-3	Wilmot Gardens Pedestrian/ Bicycle Overpass	Wilmot Gardens	Genetics/ Cancer/ Biotech Pavilion	Overpass utilizing existing grade change on the south side of the intersection of Mowry Rd/Gale-Lemerand Drive	375	Not complete. Corridor Study 2014-15 documented need and identified alternate pedestrian crossing solutions.
GS-4	Museum Road Underpass	Beaty Towers	Broward Recreation	Underpass (depending upon utilities and site design considerations) providing a north-south crossing of Museum Road at existing midblock crossing	350	Not complete

**Table 8-8, City Transit Route Proposed Modifications in the University of Florida Context Area, 2005**

Priority	Route	From/To	Description	Status
CTY-1	Route 301	Downtown to Lexington Crossing	Divert the route on its westbound trip to enter campus at SW 23 <sup>rd</sup> Drive and continue on Mowry Rd. to Center Dr. (current route stays Archer Rd. to Center Dr.)	This route has been modified and renumbered
CTY-2	Route 34	Colonial Village / Countryside to Buckman Drive	Divert the route to travel Village Dr. to W. Fraternity Dr. to Stadium Rd. (current route takes Woodlawn Dr. from SW 2 <sup>nd</sup> Ave. to Stadium Rd.)	No change

Priority	Route	From/To	Description	Status
CTY-3	Route 21	Butler Plaza to McCarty Hall	Extend the route from its current terminus from the Fire Station on SW 20 <sup>th</sup> Ave. to continue on SW 43 <sup>rd</sup> St through Windmeadows Blvd, SW 35 <sup>th</sup> Blvd. and SW 37 <sup>th</sup> Blvd. (30 min. HDWY)	This route has been modified to provide service to Cabana Cove
CTY-4	New Route 25	Health Science Center to Airport via Eastside Campus	New route following Center Drive, Archer Rd, Gale Lemerand Dr, Museum Rd, Newell Dr, Union Rd, SW 2 <sup>nd</sup> Ave, Waldo Rd, NE 39 <sup>th</sup> Ave. (30 min. HDWY)	New route 25A provides service to airport and East Campus
CTY-5	New Route 44	Health Science Center to Hunters Crossing via Glen Springs Rd.	New route following Archer Road, Center Dr, Museum Rd, SW 13 <sup>th</sup> St, NW 23 <sup>rd</sup> Ave/23 <sup>rd</sup> Blvd/Glen Springs Rd, NW 34 <sup>th</sup> St, NW 39 <sup>th</sup> Ave. and NW 43 <sup>rd</sup> St. (45 min. HDWY)	Not implemented. New Route 41 provides services from Beaty Towers to NW 34 <sup>th</sup> St. Walmart Super Center with service on Glen Springs Rd.
CTY-6	New Route 46	Health Science Center to Downtown Loop	New route following Center Dr, Museum Rd, SW 13 <sup>th</sup> St, University Ave. to downtown plaza, S. Main St, SW 16 <sup>th</sup> Ave, SW 6 <sup>th</sup> St, Depot Ave, SW 9 <sup>th</sup> Rd. and Archer Rd. (30 min. HDWY)	New route 46 provides service in a loop from Reitz Union to the Rosa Parks transfer center downtown
CTY-7	New Route 62	Oaks Mall to Butler Plaza	New Route starting at the Oaks Mall via 62 <sup>nd</sup> Blvd. to 43 <sup>rd</sup> Street to Butler Plaza (20 min. HDWY)	This new route provides service to Oaks Mall, Butler Plaza and Lexington Crossing

**Table 8-9, University of Florida Campus Transit Route Proposed Modifications, 2005**

Priority	Route	From/To	Description	Status
CMP-1	East-West Circulator	University Village South to Norman Hall	Divert the route on its westbound trip to go south on Center Dr, west on Mowry Rd. and north on Gale Lemerand Dr. (current route stays on Museum Rd.)	Change implemented
CMP-2	Family Housing	University Village South to Buckman Drive	Divert the route to pass by University Village South (rather than circle in parking lot) and extend route to the SW 34 <sup>th</sup> St. Park & Ride 2 Lot	No change
CMP-3	Route 128 Lake Wauburg (Saturday service only)	Main Campus to Lake Wauburg	Divert the route to circle through Fraternity Drive and Stadium Drive on main campus	No change

**Table 8-10, Campus Bus Shelter Priorities, 2005**

Priority	Roadway	Location	Description	Status
<b>PHASE TWO</b>				
SH-1	Center Drive (Southbound)	Across from Psychology	Shelter 5A – standard aluminum	complete
SH-2	Fraternity Drive	South end	Shelter 19 – standard aluminum	complete
SH-3	Museum Road	Across from Hume Hall	Shelter 10 – standard aluminum	complete
SH-4	Center Drive (Northbound)	Near Greenhouse	Shelter 5 – standard aluminum	complete
SH-5	Gale Lemerand Drive	Across from Graham Hall	Shelter 9 – standard aluminum	complete
SH-6	Museum Road	Across from Dickinson Hall	Shelter 4 – standard aluminum with a bus pull-out bay	complete
SH-7	Gale Lemerand Drive	Commuter Lot	Shelter 8 – replace existing with standard aluminum double including covered bicycle parking or bicycle lockers	complete
SH-8	Newell Drive	Across from Brain Institute w bus pull-out	Shelter 3 – standard aluminum with a bus pull-out bay	design modified with construction of Harrell Medical Education Building
SH-9	Newell Drive	Across from Police Station at Dickinson Hall	Shelter 2 – standard aluminum	complete
SH-10	Museum Road	Near Microbiology/Cell Science	Shelter 14 – standard aluminum	complete
NA	Radio Road	Counseling & Wellness Center eastbound	Custom	complete
NA	Radio Road	Counseling & Wellness Center westbound	Custom	complete
NA	Newell Drive	Rawlings Hall expanded bus pull-out and shelter	Custom	complete
<b>PHASE THREE</b>				<b>STATUS</b>
SH-11	Museum Road	Near Kindercare	Shelter 11 – standard aluminum and move crosswalk to bus stop	not complete
SH-12	Bledsoe Road	Near Softball Fields	Shelter 16 – standard aluminum and move bus stop away from corner	Bus shelter provided at Wellness Center on Radio Rd.
SH-13	SW 12 <sup>th</sup> Street	Behind Norman Hall	Shelter 20 – City/CRA (CPUH) standard shelter	not complete

<b>Priority</b>	<b>Roadway</b>	<b>Location</b>	<b>Description</b>	<b>Status</b>
SH-14	SW 8 <sup>th</sup> Avenue	Near Norman Field	Shelter 21 - City/CRA (CPUH) standard shelter	City completed road reconstruction; bus shelter not recommended in project
SH-15	Hull Road	In front of Fifield Hall	Shelter 18 – standard aluminum	not complete
SH-16	Center Drive	Near HPNP	Shelter 6 – replace existing with standard aluminum double	complete
NA	Stadium Road	The Hub building and bus transfer	custom design	complete