

8.
TRANSPORTATION
DATA & ANALYSIS

I. Traffic Counts

A. *Vehicular Counts*

Traffic counts are available from several sources for roads on and around the University of Florida. The City of Gainesville collects traffic counts on local roads including campus roads at approaches to signalized intersections on the campus perimeter. These counts are gathered roughly every three years. The University of Florida obtained traffic counts for previous campus master plan updates and more recent corridor studies. In 2005 and 2009, the university also gathered daily traffic counts at each of its satellite properties in Alachua County. Traffic counts on arterial roads are gathered by the Florida Department of Transportation since the perimeter roads around campus are state-maintained arterial roads. The following tables present trends in traffic counts for roads on and around campus as collected by these various agencies.

Average Daily Traffic, Main Campus, 1993-2017

ROAD *	FROM	TO	YEAR						
			2017	2015	2013	2009	2005	2004	1993
Bledsoe Drive	Hull Rd.	Radio Rd.				1,699		1,947	1,122
Buckman Drive (4041)	CLB Prkg. Lot	W. Univ Ave.	2,946		5,466	7,870	5,107	4,652	9,306
Center Drive (4048)	Archer Rd.	Mowry Rd.	7,346		7,346	8,562		14,975	10,061
Center Drive	Mowry Rd.	Museum Rd.				7,110		6,207	4,353
Diamond Road (4047)	Newell Dr.	SW 13 St.			2,780	3,516			904
Fletcher Drive	Stadium Rd.	Dauer Prkg. Lot				2,134		1,987	
Fletcher Drive (4042)	Dauer Prkg. Lot	W. Univ Ave.	2,103	2,960	2,780	3,491		1,150	9,031
Fraternity Drive	Museum Rd.	W. Fraternity Dr.				2,080		4,286	
Gale Lem. Drive (4059)	Shealy Rd.	Archer Rd.				5,902			
Gale Lem. Drive (4058)	Archer Rd.	Mowry Rd.	12,364	10,958	12,330	16,261		18,456	
Gale Lem. Drive	Mowry Rd.	Museum Rd.				11,162		13,199	13,503
Gale Lem. Drive	Museum Rd.	Stadium Rd.				12,455		14,411	24,624
Gale Lem. Drive (4043)	Stadium Rd.	W. Univ Ave.	7,967	10,336	9,252	12,109		17,146	13,503

ROAD *	FROM	TO	YEAR						
			2017	2015	2013	2009	2005	2004	1993
Hull Road (4051)	SW 34 St.	Museum Road	11,451	11,111	10,662	8,352		11,105	12,042
Hull Road	Museum Dr.	SW 23 Dr.				6,237		7,590	10,726
Inner Road (4057)	Newell Dr.	SW 13 St.	1,418	1,831	1,282	3,166		4,622	2,129
McCarty Drive	Museum Rd.	Newell Dr.					1,239		
Mowry Road	SW 23 Dr.	Gale Lemerand Dr.				5,618	6,748		6,269
Museum Drive	Hull Rd.	Radio Rd.				6,022		8,309	5,649
Museum Road	Radio Rd.	Village Dr.				11,536		13,917	
Museum Road	Fraternity Dr.	Gale Lemerand Dr.				10,552		11,793	11,498
Museum Road	Gale Lemerand Dr.	Center Dr.				14,797		17,282	
Museum Road	Center Dr.	Newell Dr.				17,570		15,417	
Museum Road (4046)	Newell Dr.	SW 13 St.	11,833	14,663	16,122	14,650	16,301		16,254
Newell Drive (4049)	Archer Rd.	Diamond Rd.	4,130	4,592	7,988			7,195	8,655
Newell Drive	Diamond Rd.	Museum Rd.				4,113		4,551	4,984
Newell Drive	Museum Rd.	McCarty Dr.				9,362		9,739	9,765
Newell Drive	Stadium Rd.	Union Rd.				5,053		6,369	
Radio Road (4050)	SW 34 St.	Museum Rd.	5,235	5,000	5,819	6,796		7,543	2,530
Shealy Drive	Vet School	SW 16 Ave.				3,028			
Shealy Drive (4060)	SW 16 Ave.	Gale Lemerand Dr.				772			
Stadium Rd.	Woodlaw n Dr.	Gale-Lemerand Dr.				5,185		6,245	5,442

ROAD *	FROM	TO	YEAR						
			2017	2015	2013	2009	2005	2004	1993
Stadium Road	Gale Lemerand Dr.	Fletcher Dr.				9,227		5,429	
Stadium Road (4045)	Newell Dr.	SW 13 St.							250
Surge Area Dr.	Archer Rd.	Natural Area Dr.					2,106		
SW 23 Drive (4062)	Archer Rd.	Hull/Mowry Rd.	10,696	10,778	10,527				4,966
Union Road	Newell Dr.	Criser Prkg. Lot						3,782	
Union Road (4056)	Criser Prkg. Lot	SW 13 St.	4,801		4,081	8,133			6,308
Village Drive	Museum Rd.	W. Fraternity Dr.				4,358		7,428	
Village Drive (4044)	W. Fraternity Drive	SW 2 Ave.	6,109	5,582	4,972	5,651	6,319		6,414
Woodlawn Dr.	Stadium Rd.	SW 2 Ave.				3,953		4,737	4,320

Source: * City of Gainesville Count Station numbers are noted in parenthesis where applicable. 1993 counts were obtained for the University of Florida Comprehensive Master Plan, 1995-2005. Traffic counts for 2004 and 2005 were obtained by The Corradino Group, Inc. Traffic counts for 2009 were obtained by Renaissance Planning Group, Inc. Traffic counts for 2013, 2015 and 2017 are from City of Gainesville Mobility Department.

Average Daily Traffic, Alachua County Satellite Properties, 2004 & 2009

Satellite Properties	Average Daily Traffic	
	2004	2009
Austin Cary Forest	24	41
Beef Unit	40	55
Dairy Unit	69	204
Lake Wauburg North	na	222
Millhopper Unit	458	340
Boston Farm/Santa Fe River Ranch	24	13
TREEO Center	168	298
Wall Farm / H.T.U.	95	201
WRUF Radio Tower	na	6

Satellite Properties	Average Daily Traffic	
	2004	2009
WUFT Tower	na	6
East Campus Waldo Rd.	860	na
East Campus NE 23 Ave.	146	na
Library Remote Services	40	na

Source: Renaissance Planning Group. "University of Florida Campus Master Plan, 2010-2020: Transportation Data and Analysis Technical Report UF1: Data Development." June 2010.

Average Annual Daily Traffic, Campus Perimeter Roads, 2000-2018

ROAD *	FROM	TO	YEAR				
			2018	2013	2010	2005	2000
US 441 (6091/265097)	SW 25 Pl.	SW 16 Ave.	21,500	19,600	23,000	26,500	26,000
US 441 (6090/265505)	SW 16 Ave.	Archer Rd.	20,500	16,700	18,800	21,000	23,000
US 441 (6089/265053)	Archer Rd.	W. Univ. Ave.	33,500	34,000	35,000	48,000	37,500
US 441 (6087/260176)	W. Univ. Ave.	NW 6 Pl.	28,500	27,500	27,500	34,000	31,500
Archer Rd. (6157/260446)	SW 16 Ave.	Gale Lemerand Dr.	37,000	35,500	37,500	42,000	42,500
Archer Rd. (6046/260443)	Gale Lemerand Dr.	SW 16 St.	28,000	31,000	30,000	34,000	34,500
Archer Rd. (6045/265078)	SW 16 St.	US 441	25,000	24,000	24,500	27,500	26,000
SW 16 Ave. (265107)	Archer Rd.	VA Hospital	20,500	20,200	20,300	20,400	19,800
SW 16 Ave. (265108)	VA Hospital	US 441	22,000	18,300	20,800	21,500	21,000
W. Univ. Ave. (6026/265071)	W. 34 St.	W. 22 St.	24,500	21,500	23,000	20,900	27,000
W. Univ. Ave. (6028/265012)	W. 22 St.	W. 13 St.	29,000	27,000	28,500	35,00	33,500
W. Univ. Ave. (6029/265011)	W. 13 St.	W. 10 St.	25,000	25,000	27,000	31,500	26,500
SW 2 Ave. (6040/265075)	SW 34 St.	SW 23 St.	14,000	12,600	14,600	18,200	16,500
SW 2 Ave. (6041/265072)	SW 23 St.	W. Univ. Ave.	11,100	10,200	11,100	15,000	14,000
SW 2 Ave. (269174)	US 441	SW 12 St.	5,900	5,200	na	na	na
SW 34 St. (6135/261011)	Archer Rd.	SW 20 Ave.	42,500	39,000	41,000	44,000	45,500
SW 34 St. (6076/263444)	SW 20 Ave.	Hull Rd.	44,500	43,000	44,000	48,000	50,500

SW 34 St. (6136/261012)	Hull Rd.	SW 2 Ave.	41,000	38,000	40,500	38,500	43,500
SW 34 St. (6075/265076)	SW 2 Ave.	W. Univ. Ave.	28,500	23,500	23,500	31,500	28,500

* Florida Department of Transportation Count Station numbers are noted in parenthesis and have changed since 2000.
 Source: FDOT [https://gis-fdot.opendata.arcgis.com/datasets/annual-average-daily-traffic-tda/data?geometry=-83.760%2C29.473%2C-81.306%2C29.890&orderBy=COSITE&page=23&where=UPPER\(COUNTY\)%20like%20%27%25ALACHUA%25%27](https://gis-fdot.opendata.arcgis.com/datasets/annual-average-daily-traffic-tda/data?geometry=-83.760%2C29.473%2C-81.306%2C29.890&orderBy=COSITE&page=23&where=UPPER(COUNTY)%20like%20%27%25ALACHUA%25%27)

The data confirms the continued trend toward generally declining traffic counts both in and around the main UF campus. This can be attributed to high student use of the transit system and an increase in student housing on-campus and within walking distance to campus. Traffic counts at satellite facilities have generally increased from 2004 to 2009 primarily due to the expansion of activities at those facilities. At the East Campus, daily traffic in 2009 was 1,006 trips which is well below the projected 1,730 trips per day identified when the property was brought into the Campus Master Plan in 2004 and when it was amended in 2008.

B. Campus Transportation Survey

A comprehensive transportation survey was conducted for the university by the firm of VHB, Inc. The 64-question survey was administered to the entire campus population, including students, faculty, staff, and visitors (visiting scholars, volunteers, etc.). Survey responses were collected over a month-long period from January 9, 2018 thru January 26, 2018 via a website that all students and employees could access. During this period, a total of 12,658 participants responded to the survey. Forty-six percent of respondents (or 5,851) were students, 53% of respondents (or 6,676) were employees, and 1% (or 130 respondents) were visitors. The full technical report is located at https://facilities.ufl.edu/plan/docs/08%202018_UF%20TPSP_Existing%20Conditions%20Report_Final.pdf

C. Bicycle, Pedestrian, & Scooter Counts

In the fall of 2009, Renaissance Planning Group, Inc. conducted trip counts for pedestrians, bicycles, and motorcycles/mopeds/scooters at 18 locations within and just outside the main UF campus. Counts were conducted at three times on September 15th: 7:00 am – 9:00am, 12:00 pm – 1:00 pm, and 4:00 pm – 6:00 pm. Pedestrian activity was highest in the afternoon, while bicycle activity was highest in the morning. A total of 29,928 movements were recorded. Pedestrians (64.83% of the total) represented the highest volume at all three study times. Bicyclists constituted 21.82 % of the total. Motorcycles/mopeds/scooters constituted 13.35% of the total. Additional mode split information can be gleaned from the 2018 VHB Transportation and Parking Strategic Plan survey data. Currently, the university is participating with the Florida Department of Transportation and City of Gainesville in a bicycle count effort.

Total Pedestrian, Bicycle, & Scooter Counts at Intersections, 2009

Intersection	Pedestrian	Bicycle	Scooter
University & NW 15 th St.	259	259	244
University & Buckman Rd.	338	283	151
University & Fletcher Rd.	199	154	175
University & Gale Lemerand	233	162	172
SW 2 nd Ave. & Village Dr.	699	232	613
SW 13 th St. & Union Rd.	273	244	118
Union Rd. & Newell Dr.	2,114	1,617	2,341
Stadium Rd. & Gale Lemerand	1,247	918	1,850

Intersection	Pedestrian	Bicycle	 Scooter
SW 13 th St. & SW 4 th Ave.	231	202	84
SW 13 th St. s. of Inner Rd.	279	243	265
SW 13 th St. & Museum Rd.	558	567	908
Museum Rd. & Newell Dr.	848	851	915
Museum Rd. & Gale Lemerand	1,268	642	1,249
Archer Rd. & Newell Dr.	50	32	44
Center Dr. & Mowry Rd.	1,270	941	1,507
Mowry Rd. & Gale Lemerand	382	298	584
SW 23 rd Dr. & Hull Rd.	218	67	154
Hull Rd. & SW 34 th St.	183	54	139
Totals	19,403	6,529	3,996

Source: Renaissance Planning Group. "University of Florida Campus Master Plan, 2010-2020: Transportation Data and Analysis Technical Report UF1: Data Development." June 2010.

II. Crash Data

The 2018 Transportation and Parking Strategic Plan, prepared by VHB, Inc, provides in-depth analysis of crash data on campus and on its perimeter state roads for the 5-year period 2012-2017. There were 4,418 reported traffic accidents on campus roads and the four bounding roads to campus over the approximately 5-year period. Of the 4,418 crashes, 202 involved bicyclists and/or pedestrians. The highest crash rates were at the intersections of University Avenue and SW 13th Street, SW 34th Street and University/SW 2nd Avenue, and SW 34th Street and SW Archer Road.

Of the 4,418 crashes in this 5-year period, 806 occurred on campus (as reported by UPD). Most of the on-campus crashes occurred along Museum Road, Gale Lemerand Drive and Newell Road. According to the police spreadsheet, 586 (72.7% of total) crashes involved only vehicles, 33 (4.1% of total) crashes involved pedestrians, 49 (6.1% of total) crashes involved bicycles, 89 (11% of total) crashes hit some object, and 43 (5.3% of total) crashes involved a scooter. The remaining seven crashes (0.9% of total) were reported as unknown.

III. Roadway Facility Evaluation

A. *Roadway Level of Service*

The North Central Florida Regional Planning Council (NCFRPC) maintains the official Level of Service (LOS) Report for the City of Gainesville and Alachua County. University of Florida roadways are also included in this analysis since several of the campus roads are considered part of the regional road network and are functionally classified within that network. The Multimodal Level of Service Report employs a two-tiered level of service roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's Generalized Tables. Florida Department of Transportation Generalized Tables are contained in an Florida Department of Transportation document entitled 2013 Quality/Level of Service Handbook, including appended issue papers. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 85 percent or more of the maximum service volume for the adopted level of service for that roadway in Florida Department of Transportation Generalized Tables. Tier Two analysis, which utilizes Florida Department of Transportation LOSPLAN software, is performed for all "distressed" arterials.

Campus Roadway Level of Service Analysis, 2020

ID #	Roadway	From	To	LOS			
				Auto	Bicycle	Pedestrian	Transit
G-31	Gale Lemerand Dr.	SR24/Archer Rd.	Museum Rd.	C	A	B	A
G-32	Radio Rd–Museum Rd.	SR121/SW 34 th St.	US441/SW 13 th St.	D	B	B	A
G-35	Hull Rd–Mowry Rd.	SR121/SW 34 th St.	Center Drive	D	C	B	A
G-39	Gale Lemerand Drive	Museum Rd.	SR26/W. Univ. Ave.	D	B	C	A

Source: North Central Florida Regional Planning Council, “Multimodal Level of Service Report Year 2018 Average Annual Daily Traffic”, January 31, 2020.

Since this analysis was conducted, the university implemented operational modifications on Gale Lemerand Drive and has other modifications programmed for Museum Road and Hull/Mowry Roads to be implemented by 2022 that will improve these operational levels of service.

B. Intersection Analysis

The 2018 Transportation and Parking Strategic Plan reviewed intersection turn movement counts and analysis conducted 2011 and 2004 for previous campus master plan updates. This study also gathered new turn movement counts at nine key intersections for all modes and prepared a separate study of traffic patterns in the southwest quadrant of campus related to development of the new UAA baseball stadium. Recommendations from these studies are incorporated into the Campus Master Plan amendment for 2020-2030.

C. MTPO Coordination

The University of Florida works closely with the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area in preparation for updating and maintaining its 25-year regional transportation plan. The university also participates with the MTPO in system planning efforts such as the upcoming Countywide Bicycle Master Plan update.

IV. Exterior Lighting (Roadways, Walkways and Parking Facilities)

The 2018 Landscape Master Plan recommended new light fixture standards to be incorporated into the *University of Florida Design and Construction Standards*. An earlier study, *Campuswide Security Master Plan*, in 2016 recommended changes to light level standards and priority areas for investing in upgraded lighting infrastructure.

V. Transit Facilities and Services

A. The RTS System and University Collaboration

Since 1996, the University and RTS have collaborated to provide safe and effective bus service for UF students and employees. Funds from the University include those from the Student Transportation Access Fee and Campus Development Agreement (CDA). Total monies generated have significantly increased over time.

UF Funding to RTS, 2000-2019

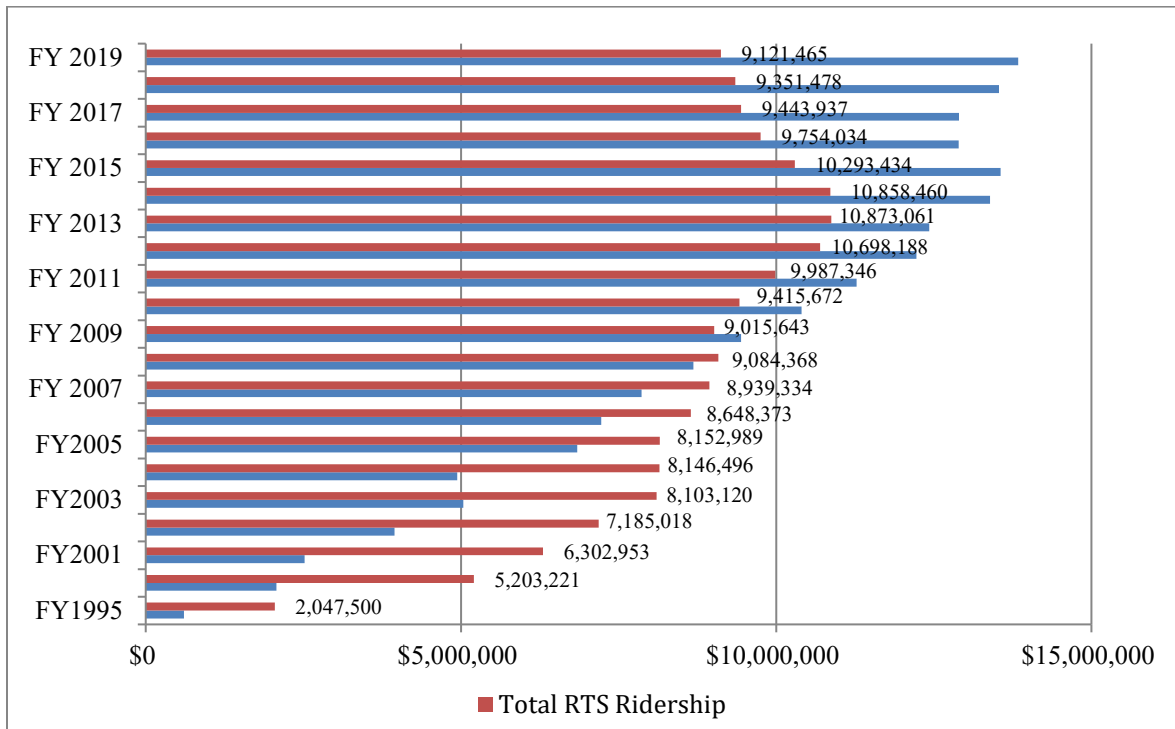
Source of Funds (UF)	FY 2000	FY2005	FY 2010	FY 2015	FY 2019
Student Transportation Access Fee	\$1,360,550	\$6,203,839	\$9,614,076	\$12,472,942	\$13,711,270
Student Government	\$80,500	\$0	\$0	\$0	\$0
Employee Pass Program *	\$47,450	\$58,500	\$95,978	\$125,235	\$125,235
Campus Development Agreement **	\$583,333	\$583,333	\$700,000	\$960,000	\$0
Total UF Contribution	\$2,071,833	\$6,845,672	\$10,410,054	\$13,558,177	\$13,836,505

Source: Regional Transit System; October 2019

* The employee pass program began in 2000 and was expanded to include spouses in 2009 and retirees in 2011.

** Campus Development Agreement (CDA) payments for the period FY99-FY05 total = \$3.5m; FY06-FY10 = \$3.5m; and FY11-FY15 = \$4.8m. Actual expenditures may vary across years.

Total UF Funding Compared to Total RTS Ridership, 1995-2019



One significant source of funding for transit and other on-campus transportation programs (SNAP, Gator Lift and bicycle/pedestrian/transit facilities) has been the Student Transportation Access Fee, which is charged based on a per-credit-hour rate. Each fall, a Transportation Access Fee Committee composed is convened to recommend fee rates and services/projects to be funded from that fee revenue. The committee is composed of representatives from Student Government and the university administration with participation of the City of Gainesville and Alachua County. The TAF has continued to rise since its inception in 2001/02 at \$2.00 per credit hour. The fee was set at \$9.44 per credit hour for the 2015/16 year, an increase of \$0.53 from the previous year, and has remained at that level through the 2020-2021 academic year.

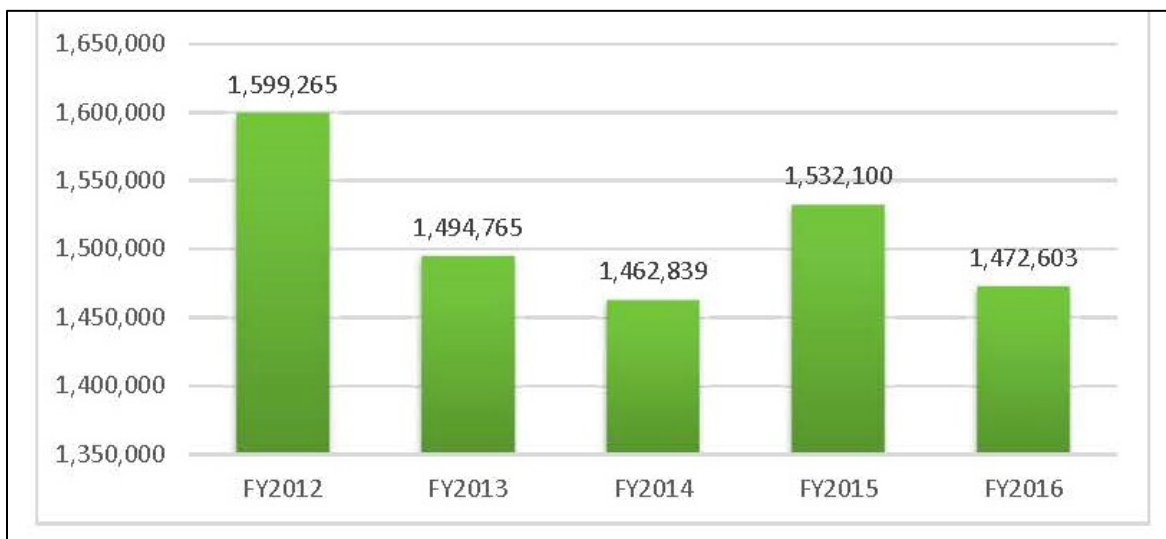
B. Ridership Trends

Ridership across the system has fluctuated in recent years. Across the RTS system, ridership peaked within the last five years in FY 2014, but began to subsequently decline. Ridership for the on-campus routes followed an inverse pattern, with it reaching its lowest levels in FY 2014, increasing in FY 2015, and decreasing again in FY 2016, though not to FY 2014 levels.

Total Annual RTS System Ridership, FY2012 – FY2016



Total Annual Ridership for RTS On-Campus Routes, FY2012 – FY2016



C. Other Campus Transportation Services

SNAP. The Student Nighttime Auxiliary Patrol (SNAP) is a free, nightly, campus safety and transportation service for students sponsored by UF Student Government, Student Traffic Court and UF Transportation and Parking Services. SNAP operates four to seven 15-passenger vans (depending on demand) seven nights a week from 6:30 PM – 3 AM during the Fall and Spring semesters and from 8:30 PM – 3 AM during the Summer semester.

Gator Lift. Gator Lift provides free shuttle service for students, faculty, and staff with temporary or permanent mobility-related disabilities throughout campus and to a limited number of off-campus, UF-owned properties. Gator Lift service is normally provided Monday through Friday from 7 AM – 11 PM during each semester. During break weeks when no classes are in session, service is provided Monday – Friday from 7:30 AM – 4:30 PM. Gator Lift does not operate on weekends and University holidays.

Shands Shuttles. UF Health provides free shuttle service for employees, students and patients between several parking garages, Shands Teaching Hospital, Shands Medical Plaza and Shands Administration in the Archer Road corridor. This service operates daily between 7:00 a.m. and 9:00 p.m.

VI. Parking Facilities and Programs

A. Parking Supply

Parking Inventory. An inventory conducted in January 2020 shows that there are 24,709 parking spaces on the main campus within the campus master plan jurisdiction including the Florida Surgery Center west of SW 34th Street. This is a net increase of 536 spaces from the 2014 inventory. In the previous ten years from 2004 to 2014, parking only increased by 285 spaces. These data indicate that the campus parking inventory grew very slowly for sixteen years. In February 2020, the university opened a new parking garage with just over 2,000 spaces. This garage opening exceeded the number of parking spaces authorized in the Campus Development Agreement for 2015-2025 by approximately 825 spaces. However, planned construction on surface parking lots in 2020 will reduce that overage to just 468 spaces. Looking ahead to 2030, the parking inventory on campus master plan properties is projected to remain roughly at the level in mid-2020 at just over 26,000 spaces.

Some university-related parking is not included in the main campus inventory, and therefore, is not accounted for in these reported parking totals. These locations include 310 parking spaces at Tanglewood Village on SW 13th Street, 289 parking spaces at P.K. Yonge Laboratory School (K-12), and 464 parking spaces at the East Campus. The parking at PKY and Tanglewood are not in the UF decal program and are operated solely to serve the individual housing and public school entities. The East Campus parking includes decal and visitor parking spaces that exclusively serve that satellite property.

Analyzing the parking inventory by user group, the various decal types were assigned general user groups including employees, student commuters, student residents, other commuters, visitors/patients, and state vehicles. The majority of parking spaces are assigned to employees, with student commuters being the next most significant part of the inventory.

Parking Inventory Trends, 2014-2020

Year	Total UF Parking Inventory	Total Parking in CMP Jurisdiction*	Employee Decal Spaces	Student Commuter Decal Spaces	Student Resident Decals	Other Commuter Spaces	Guest Parking	State Vehicle /Other Non-Decal Spaces
Jan 2014	24,173	23,634	8,777	6,479	4,182	123	3,623	450
Jan 2020	24,709	24,165	9,960	6,157	3,795	140	3,541	572
Feb 2020	26,718	26,174	11,303	6,765	3,817	162	3,555	572

* CMP Parking Supply data does not include PKY, Tanglewood, East Campus, Human Resources, or Shands South Tower Garage, but does include the Florida Surgical Center.

Motorcycle and Scooter Parking. The sale of motorcycle/scooter parking decals increased from 850 in 2000, to 1,996 in 2005, 3,909 in 2010, 5,029 in 2015 and 5,701 in 2016, an annual percentage increase of 12.6 percent year over year since 20007. Over 95 percent of the decals are sold to students. The exact number of motorcycle/scooter spaces is not precise as the parking areas are not individually striped. The 2018 Transportation and Parking Strategic Plan recommends actions to better manage motorcycle and scooter parking.

Motorcycle/Scooter Decals, 2000-2016

Year	Number of Decals	Percent Annual Increase	Percent Cumulative Increase
2000	850	na	na
2005	1996	18.6	235
2010	3909	16.5	460
2015	5029	12.6	592
2016	5701	12.6	671

Parking and Enrollment Trends. The trend of decal parking supply compared to UF total population (headcount enrollment and employment) shows the ratio of parking to population decreased since 2014 but returned to target levels with the opening of Garage 14 in February 2020. The following minimum target ratio has been in place since the 2005-2015 Campus Master Plan:

Policy 2.5.1: 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...net new parking spaces...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 1.3.4 through 1.3.13 of the Intergovernmental Coordination Element.

The following table demonstrates the trend in meeting the target ratio. It also projects parking supply to the year 2029-2030 with an analysis of the number of decal-only parking spaces required to continue meeting this target ratio.

Parking Supply Ratio to On-Campus Population, 2005-2030

Year	On-Campus Headcount Enrollment	On-Campus Headcount Employment	Total On-Campus Population	Total CMP Parking Supply	Emp/Student Decal-Only CMP Parking Supply (No Guest or State Vehicle)	Ratio of Decal Only Parking to Headcount Enrollment	Ratio of Decal Only Parking to Main Campus Population
2004-2005	45,126	22,211	67,337	23,377	19,890	0.44	0.30
2007-2008	48,313	23,077	71,390	22,848	19,300	0.40	0.27
2013-2014	44,624	24,060	68,684	23,634	19,561	0.44	0.28
January 2020	47,383	25,393	72,776	24,165	20,052	0.42	0.28
February 2020	47,383	25,393	72,776	26,174	22,047	0.47	0.30
Projected							
2029-2030	45,843	25,737	71,580	26,213	22,052	0.48	0.31
Projected Need							
2024-2025 (projected in 2015)	46,993	25,736	72,729	na	21,818	0.46	0.30

Parking Distribution. While the overall target parking ratio is being met, the geographic distribution of parking availability requires continued management. The campus master plan had set policies discouraging parking in the campus core Pedestrian Enhancement Zone (PEZ) while encouraging parking on the perimeter of campus. The 2018 Campus Framework Plan recommends creating a true auto-free zone in the PEZ, increasing density in the eastern third of campus, and providing structured parking rather than surface lots. Analysis of walking distance maps reveals that the northeast campus core area may be underserved. The 2018 Parking and Transportation Strategic Plan recommends decal management strategies to maximize efficiency of core parking and create a more balanced, accessible parking inventory.

East Campus Parking. The East Campus currently provides 466 parking spaces, an increase of two spaces since 2014. When the University became the managing agency for this state-owned land in 2004, there were 140 designated parking spaces and numerous undesignated spaces (i.e. parking in gravel and grass areas). The East Campus was brought into the university’s parking decal program in fall 2012.

Off-Campus Private Parking. In recent years, a number of proposed developments north and east of campus constructed or are planning to construct parking garages. The City of Gainesville regulates this parking and the amount of parking that is available to the general public and commercial tenants of the developments. With the exception of projects in the College Park Special

Area Plan area, developments in this area are not required to have a specific amount of parking. As a result, the amount of parking spaces in the parking structure can meet code but not be equal to the number of bedrooms that may be provided within the development, meaning there may not be “extra” spaces available for outside rental for most of these developments. The interrelation between off-campus private parking, commercial/residential redevelopment, and campus parking management must be carefully coordinated.

B. Summary

The 2018 Transportation and Parking Strategic Plan makes several recommendations regarding parking management including new pricing structures, consolidating student parking areas, increasing and strategically locating employee parking, examining additional Transportation Demand Management programs, and incorporating new technologies in parking management.