

August 2018 | Final  
University of Florida

# Existing Conditions Memorandum

Transportation & Parking  
Strategic Plan





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# 1

## Executive Summary

The purpose of this Existing Conditions Memorandum is to identify all existing plans, amenities, and physical transportation and parking features that the University of Florida (UF) currently provides. This report includes an evaluation of the existing conditions, and identifies needs and opportunities that will be used to develop recommendations for the overall campus transportation and parking system.

As part of the Transportation and Parking Strategic Plan (TPSP), data was collected for all modes of travel, including vehicle, pedestrian, bicycle, scooter and transit. Data was also collected through a Campus Transportation Survey (CTS) and benchmarking of peer institutions to glean best practices. Key findings from the data collection are summarized in the following bullets.

- › Traffic counts on campus have generally remained historically flat and/or have reduced over the past decade.
- › Campus infrastructure, including parking capacity, has generally remained the same over the past decade.
- › The most popular non-vehicular (personal automobile) modes of travel are walking/bicycling (20%), transit (17%), and Carpooling (15%).
  - The mode split is based on transportation survey results (discussed in Chapter 4 of this memo).
  - The mode split shows that students split their travel choice almost evenly between transit, single occupancy driving, and active transportation modes (walking/bicycling).
  - Following these modes, carpooling was the fourth most popular travel mode.
  - Telecommuting and scooter/moped commuting were the least used modes among students. It should be noted that scooter use is low relative to the student population, however, this is an ever-increasing mode by students, with close to 6,000 scooter decals sold in 2016.
  - The survey also revealed that most staff and faculty drive alone to work (61% of staff and 57% of faculty). This travel preference is likely dictated by the distances employees live from campus.
  - Carpooling and walking/biking are the next most popular modes for employees.
  - Riding transit, telecommuting, and using a scooter/moped are comparatively less popular among employees.
- › Both student enrollment and campus employment have shown slow and steady growth, and are both expected to continue to grow. The University is projecting 500 new faculty and 100 new staff hires by year 2020.
- › Class enrollment is generally concentrated in the mid-day period (between the hours of 10:40 AM to 1:40 PM, periods 4 thru 6).
- › The days of the week with the highest average class enrollments are Mondays and Wednesdays.
- › There are on average approximately 16,000 less class enrollments on Tuesdays, Thursdays and Fridays.
- › There are higher and more severe incidents of vehicle, pedestrian, bicycle and scooter crashes on the edges of campus versus internally.
- › Scooter crashes have the highest rate of severe crashes of all modes.
- › There is high approval for enforcement of scooter use on campus.

Based on the information gathered, including from the CTS and discussions with key stakeholders, key themes were identified. These themes will be evaluated against the campus' future context, including expected population growth and planned facilities, buildings, and infrastructure. The evaluation will analyze impacts to traffic operations, parking system, and shift to other modes. Following is a summary of the key themes (issues and opportunities) identified during the data gathering phase of this study. A detail listing of



the major issues and opportunities for improvement are listed in Table 28 in Chapter 6 of this report.

- › Vehicle restrictions to reduce conflicts in the campus core.
- › Transit enhancements for increased efficiency and new markets (employees and last-mile).
- › Scooter restrictions to reduce conflicts and pollution.
- › Pedestrian and bicycle facilities to increase safety, connectivity and capture current scooter riders.
- › Traffic management for greater efficiency and connectivity.
- › Parking Management to maintain supply/demand balance and increase efficiency.
- › Wayfinding for improved arrival experience.
- › Collaboration with City of Gainesville and RTS.

# 2

## Introduction and Context

The Existing Conditions Memorandum identifies all existing plans, amenities, and physical transportation and parking features that the University of Florida currently provides. This report includes an evaluation of the existing conditions and identifies needs and opportunities that will be used to develop recommendations for the University of Florida's Transportation and Parking Strategic Plan (TPSP).

### 2.1 Project Background and Purpose

The Purpose of the TPSP is to provide context and direction for the next 10 years of transportation development at the University of Florida for all travel modes and parking. The TPSP is strongly informed by other plans, including the Strategic Development Plan (SDP), Campus Master Plan, and Landscape Master Plan (currently underway), to provide an integrated future campus vision.

#### 2.1.1 Statement of Purpose

In line with the "Proximity" initiative of the SDP, the intent of the TPSP is to identify strategies that support UF's pre-eminence aspirations, foster collaboration, and identify innovative

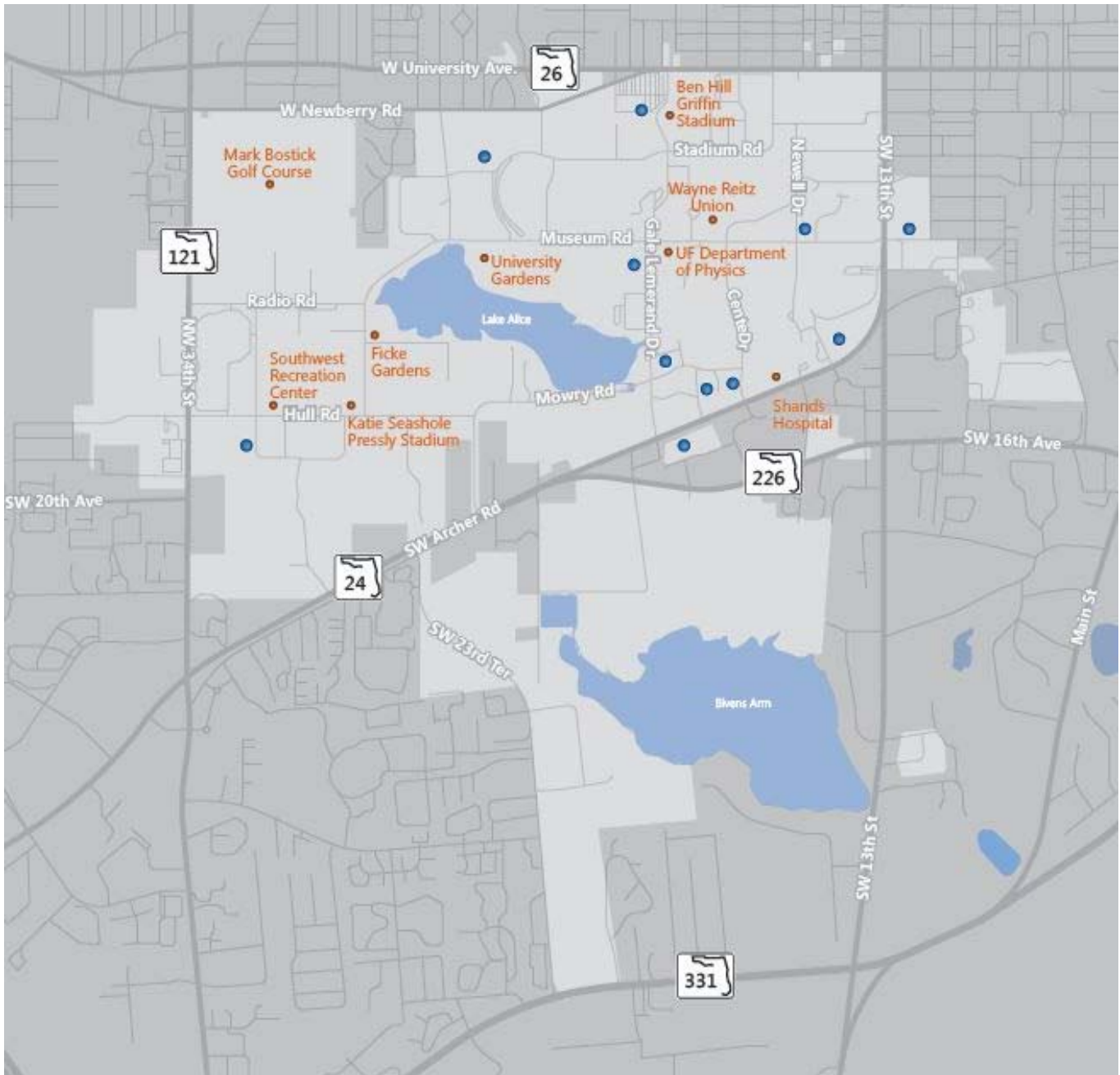
solutions to the transportation and parking challenges faced by students, staff, faculty, and visitors. The TPSP will include policies, programs, and projects for near-term, mid-term, and long-term implementation, with a focus on funding strategies for priorities in the 10-year horizon. The overarching goals of the TPSP are listed below.

1. The Transportation and Parking Strategic Plan will promote the vision of the Strategic Development Plan to re-center growth and development between the eastern portion of campus and Downtown Gainesville, unite the University with surrounding communities, and sustain long-term success for the University and City by promoting social, personal, economic and ecological health.
2. The Transportation and Parking Strategic Plan will promote mobility, by enabling safe and convenient access to and from campus, and provide opportunities for convenient access within the campus area.
3. The Transportation and Parking Strategic Plan will promote transportation demand management strategies (TDM) to reduce the number of single-occupant drivers to and from campus.
4. The Transportation and Parking Strategic Plan will identify strategies to enhance the visitor, employee, and student experience for approaches to campus and on-campus.
5. The Transportation and Parking Strategic Plan will promote the use of technology and creativity:
  - To aid in reducing peak hour traffic to and from campus;
  - To efficiently manage parking demand on campus;
  - To help in reaching the University's carbon neutrality target by year 2025; and
  - To enhance safety at major intersections around campus for all modes.

## 2.2 Study Area

The study area for the TPSP includes the University of Florida campus boundaries as well as any transportation facilities controlled by the University, as illustrated in Figure 1. While the TPSP is limited to this area, conditions and proposed changes to the City of Gainesville were also considered in the development of this plan.

**Figure 1 Study Area Map**



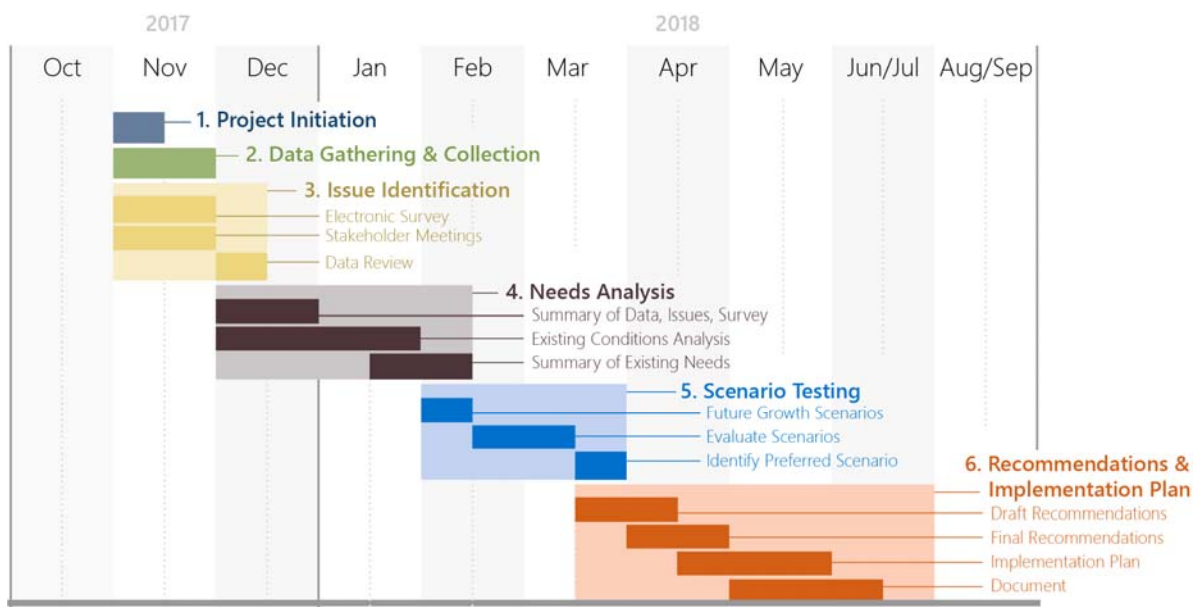


## 2.3 Process and Project Schedule

Development of the TPSP began in November 2017 with a project kick-off and data collection effort. That phase of the project was followed by analysis of data and identification of gaps/issues that could be addressed. This Existing Conditions memorandum falls within this phase. Following the needs analysis, proposed solutions (scenarios) will be “tested” to determine their effectiveness in addressing campus needs. The results of the scenarios will help in defining the recommended strategies to and the plan for implementation of those strategies.

The project is scheduled to be completed by August/September 2018. Figure 2 illustrates the initial project schedule.

**Figure 2 Project Schedule**



## 2.4 Meetings to Date

In addition to analyzing data, significant effort has been put towards meeting with various stakeholder groups to gain a better understanding of mobility needs around campus and the City of Gainesville. These meetings began with the project’s initiation in November 2017. Feedback generated from meetings has been integrated into the appropriate portions of this report.

- › Steering Committee Meetings
  - Kickoff Meeting (11/14/2017)
  - Existing Conditions Update (02/20/2017)
- › Stakeholder Meetings (11/15, 11/16, 12/18/2017 and 2/21/2018)
  - UF Leadership (Charlie Lane, Curtis Reynolds)
  - University Athletic Association (Bill Smith, Jack Pfaff)

- Office of Sustainability (Matt Williams, Jacob Adams)
- Office of Real Estate (Lee Nelson)
- UF Health/Shands (Brad Pollitt, Laura Huntley, Dennis Hines, Suzanne Dekay, George Richardson)
- Office of Business Affairs, Facilities and UPD (Carlos Dougnac, Mark Helms, Chief Linda Stump-Kurnick)
- UF Housing (Calvin Mosley, Norb Dunkel, Tina Horvath, Jack Causseaux)
- IFAS (Jeanna Mastrodicasa & Kevin Heinicka)
- Transit (Jesus Gomez, Emmanuel Posadas, Debbie Leistner)
- Tours of Campus and CRA
- Landscape Architecture
- Student Group
- Construction Project Planning and Approval Executive Committee (CPPEC)

Several themes and suggestions emerged from these meetings that were considered in the identification of future transportation needs, and are summarized below:

- › Innovation, safety and a great pedestrian experience are measures of a preeminent university; not increased road capacity or level of service (LOS).
- › Analyze the transportation system comprehensively as a whole, and how the different identified zones from the SDP can be connected by transportation.
- › Feedback from community residents is that the campus seems inaccessible and unwelcoming to the public. There is no clear wayfinding for visitors to campus.
- › Greater enforcement of rules on campus regarding buses, golf carts, scooters, maintenance, delivery vehicles, vendors, and event traffic. E.g. The scooter policy could be different in the core of campus versus the west side of campus
- › The experience of parking is difficult and unwelcoming.
- › Traffic congestion is an issue at specific times of the day.
- › Safety and the perceptions of safety is an important consideration for the TPSP.
- › Transit ridership depends heavily on direct access to campus.

## 2.5 Goals and Objectives from Other Sources

As part of the TPSP, the context of goals and objectives provided through other sources, we reviewed the University of Florida SDP and Campus Master Plan (CMP).

### 2.5.1 University of Florida Strategic Development Plan (SDP)

The SDP is the guiding document for the development of the University of Florida. It provides a long-term framework for changes in the campus' growth, density, economic sustainability, and livability in the next 40-50 years. The SDP also examines the campus'

relationship with the City of Gainesville and Alachua County as it grows. The campus' three main strategic objectives as described in the report are Re-center, Unite and Sustain.

- › **Re-center** focuses on creating opportunities for students to live on campus and contribute to the whole learning experience. It suggests making the northeast core of campus denser. This density will need to be supported by the TPSP. Other relevant strategies are to require on campus residency for Freshman.
- › **Unite** addresses physically connecting downtown to the campus core and UF Health with walkable streets and exceptional transit. Relevant Strategies include investing in comprehensive transit, including a fixed-route option, as well as linking the academic core and Downtown Gainesville.
- › **Sustain** speaks to UF's intention to promote social, personal, economic, and ecological health by planning for more efficient use of space, existing buildings, and campus facilities services infrastructure. Strategies for this goal that overlap with the TPSP include to reduce energy consumption, reduce automobile dependence, integrate the University's planning with the community, make efficient use of space and to bolster equity.

The SDP also provides four initiatives: New American City, Proximity, Strong Neighborhoods and Stewardship. Most directly related to the TPSP is the Proximity initiative, which recommends that the University concentrate new growth in the eastern third of campus, as well as connect Downtown to the campus.

### 2.5.2 Campus Master Plan, 2015-2025

The CMP differs from the SDP in scope and scale. The CMP outlines policies for the management of the University's facilities, lands, and infrastructure over a 10-year planning horizon. The CMP has as a key goal to "Preserve, Maintain and Expand an On-Campus Transportation System that is Convenient, Safe, Sustainable and Encourages Non-Auto Travel Choices." It outlines several near-term objectives to achieve this goal:

- › Provide a roadway network that safely and efficiently accommodates all modes in a comfortable and aesthetically pleasing environment.
- › Provide pedestrian and bicycle facilities that safely and efficiently accommodate walking and bicycling in a comfortable and aesthetically-pleasing environment.
- › Manage on-campus parking to encourage non-auto access to campus.
- › Maintain or improve outdoor air quality and reduce fuel consumption.
- › 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.

# 3

## Existing Conditions

To understand existing conditions on the University of Florida campus, data related to each mode was collected and analyzed to identify inefficiencies in transportation and parking operations and opportunities for enhancement. The data that was reviewed included traffic counts for vehicles, scooters, and mopeds; counts for pedestrian and bicycle activity; UF and City of Gainesville accident data over a five-year period; City of Gainesville Regional Transit System (RTS) ridership and performance data; parking utilization statistics; and transportation survey responses. The following Chapter summarizes the findings from the data analyses for each travel mode.

### 3.1 Campus Population

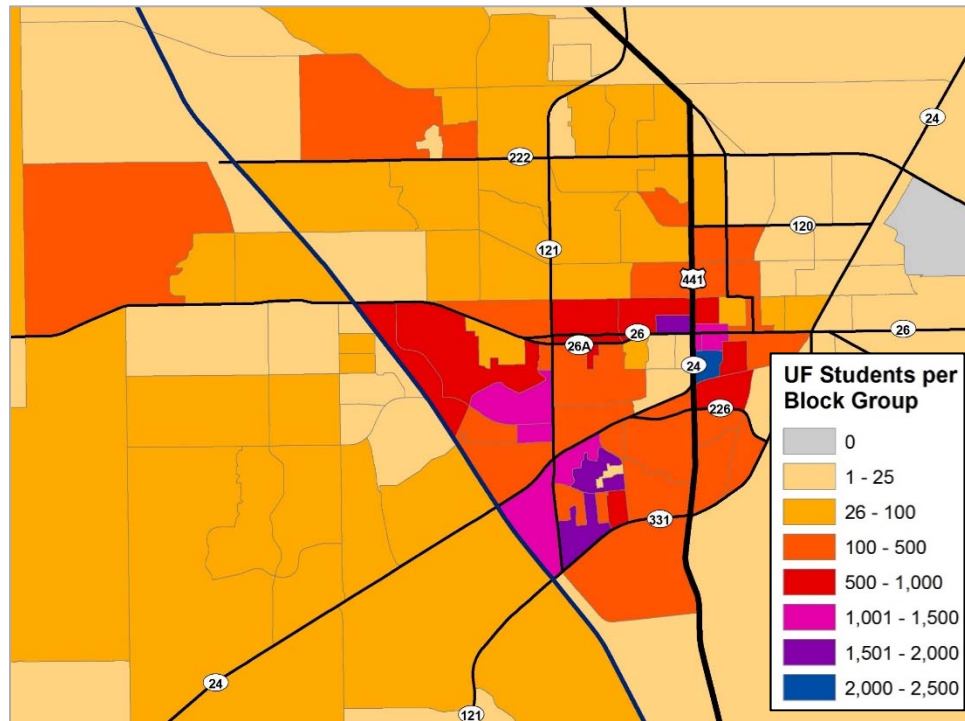
The University of Florida's 2017 main campus population (not including UF Shands) totaled just over 77,000 people and is projected to increase over the next ten years. There were 46,197 students on campus as of Fall 2017. This number is projected to increase by 5.6% through year 2027, to approximately 48,800 students. A similar increase is anticipated for the main campus employee population, which was 31,062 in Fall of 2017. The number of employees is expected to increase by 1.5% by 2042. Faculty numbered 5,488 in Fall of 2017.



Five-hundred faculty<sup>1</sup> and 100 staff are expected to be added by year 2020, a growth of close to 11%. This population rise is expected to place pressures on the campus' existing facilities and infrastructure, including parking supply, roadway operations, pedestrian and bicycle facilities, and transit system.

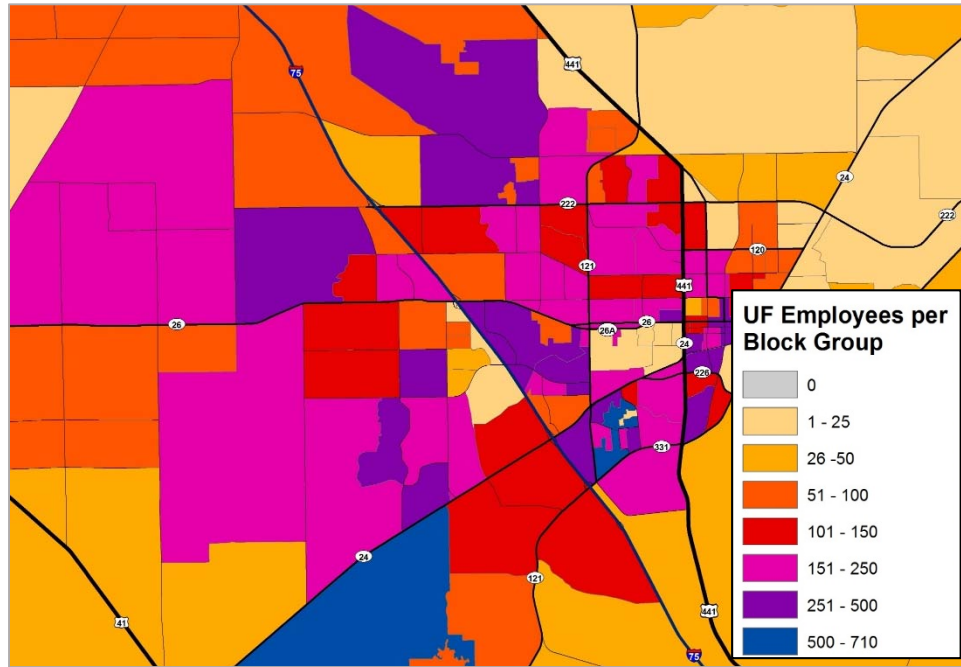
An analysis of student and employee residence data shows most students currently live within 5-miles of the campus core, while employees (faculty and staff) are comparatively much more dispersed (greater than 5-miles to the campus core). Figure 3 and Figure 4 illustrate the density of student and employee residence by block group.

**Figure 3 UF 2017 Student Residence by Block Group**



<sup>1</sup> 200 by Fall 2018, 300 by Fall 2019 and 100 by Fall 2020.

**Figure 4 UF 2017 Employee Residence by Block Group**



This residential pattern creates differences in the travel preferences for each population group. Table 1 presents the mode split patterns for commuting to and from campus for each campus population – students, staff, and faculty. The mode split is based on transportation survey results (discussed in Chapter 4 of this memo).

The mode split shows that students split their travel choice almost evenly between transit, single-occupancy driving, and active transportation modes (walking/bicycling). Following these modes, carpooling was the fourth most popular. Telecommuting and scooter/moped commuting were the least popular among students.

The survey also revealed that the majority of staff and faculty drive alone to work (61% of staff and 57% of faculty). This travel preference is likely dictated by the distances employees live from campus. Carpooling and walking/biking are the next most popular modes. Riding transit, telecommuting, and using a scooter/moped are comparatively less popular.

In terms of faculty, active transportation modes like walking and biking were the second most popular modes after driving, and followed by carpooling. Telecommuting among faculty is significantly more prevalent compared to staff (8% of faculty versus 2% of staff). Riding transit and using scooter/moped are the least popular among faculty.

The mode split for the entire UF campus weighted by population is presented in Table 1. When size of each campus population group is accounted for, the most prevalent number of trips taken on campus is still single occupancy driving. The prevalence of walking/biking, riding transit, and carpooling are almost equal (between 15%-20%).

**Table 1 Campus Mode Split, 2017**

Mode	Students	Non-Faculty Staff	Faculty	Total Weighted by Population
Bike/Walk	25%	13%	16%	20%
Carpool	14%	17%	14%	15%
RTS or Shuttle	27%	6%	5%	17%
Telecommute + Other	2%	2%	8%	3%
Scooter / Moped / Motorcycle	7%	1%	1%	5%
Drive Alone	25%	61%	57%	41%

### 3.2 Class Enrollment

Class scheduling has a major impact on travel patterns, parking demand, transit ridership, and pedestrian activity on campus. Efficient scheduling can be one way to improve travel conditions and to equalize parking demand across the day. Table 1 below shows the times of each period for each day which classes are scheduled. Table 2 shows the average enrollment by time of day.<sup>2</sup>

As presented in Table 2 and Table 3, daytime enrollment for Tuesdays and Thursdays is significantly lower than on Mondays, Wednesday and Fridays. The peak times for classes are generally between 11:30 AM to 4:00 PM (class periods 5 thru 8).

**Table 2 Class Period Schedule**

Period	Begin	End	M/W Ave	T/R Ave	Friday
1	7:25 AM	8:15 AM	810	420	792
2	8:30 AM	9:20 AM	4,939	2,346	4,309
3	9:35 AM	10:25 AM	8,363	6,376	7,657
4	10:40 AM	11:30 AM	9,854	7,642	8,618
5	11:45 AM	12:35 PM	8,824	5,758	7,538
6	12:50 PM	1:40 PM	9,600	7,059	8,051
7	1:55 PM	2:45 PM	7,124	5,897	5,502
8	3:00 PM	3:50 PM	7,619	5,794	5,085
9	4:05 PM	4:55 PM	3,654	4,454	2,043
10	5:10 PM	6:00 PM	3,660	3,465	769
11	6:15 PM	7:05 PM	1,045	1,107	205
12	7:20 PM	8:10 PM	892	539	-
13	8:25 PM	9:15 PM	354	361	13
14	9:30 PM	10:20 PM	384	258	-

<sup>2</sup> Data in Tables 1 and 2 do not represent full student enrollment numbers

**Table 3 Average Enrollment by Time of Day**

Time of Day	Period	M/W Ave	T/R Ave	Friday
Mornings	1 to 4	23,965	16,783	21,376
Afternoon	5 to 8	33,166	24,507	26,176
Evenings	9 to 14	9,988	10,182	3,030
Daytime Total		57,130	41,290	47,552
<b>Overall Total</b>		<b>67,118</b>	<b>51,472</b>	<b>50,582</b>

As presented in Table 4, enrollment for class times after 5:00 PM shows a decreasing trend from Fall 2005 thru Fall 2015, and a slight increase by Fall 2016. The number of after 5:00 PM classes on campus have an impact on PM peak hour traffic patterns, and overall parking demand.

**Table 4 Enrollment for Sections with a Meeting Time After 5:00pm**

Year	Section Count	Enrollment	Change
2005	477	13,946	
2006	485	14,629	683
2007	491	14,862	233
2008	478	15,433	571
2009	431	14,897	-536
2010	432	13,284	-1,613
2011	405	12,341	-943
2012	413	12,449	108
2013	370	10,537	-1,912
2014	353	10,395	-142
2015	344	9,413	-982
2016	344	9,898	485

### 3.3 Traffic

A review of traffic conditions was conducted to understand current traffic operations on campus and to identify roadway capacity challenges. These conditions were also compared with previously collected traffic counts to glean campus-wide trends.

#### 3.3.1 Historical Traffic Counts

As part of this study, historical traffic counts were reviewed from various sources including the University of Florida, City of Gainesville, the Metropolitan Transportation Planning Organization (TPO) for the Gainesville Urbanized Area, and the Florida Department of Transportation (FDOT). The count data includes daily traffic volumes and peak hour intersection turning movement counts (TMCs) on campus and adjacent to campus roadways.



As depicted in Table 5, historically, traffic patterns on campus have remained relatively consistent over the past decade (with some reductions), in line with the overall transportation network on campus. Hull Road from 34<sup>th</sup> Avenue to Museum Drive is the only major on-campus roadway to show a large increase in traffic volumes over the past 10 years. This corridor has become a major access/egress point to/from campus, and has experienced recent growth, including the expansion of the Southwest Recreation Center and Hull Road extension from SW 20<sup>th</sup> Avenue to 34<sup>th</sup> Avenue.

**Table 5 Average Daily Traffic, Main Campus (2009 – 2017)**

Road <sup>1</sup>	From	To	Year		
			2017	2013	2009
Buckman Drive (4041)	Chemistry Building (former CLB Parking)	W. University Avenue	2,946	5,466	7,870
Center Drive (4048)	Archer Road	Mowry Road	6,619	7,346	8,562
Fletcher Drive (4042)	Dauer Parking Lot	W. University Avenue	2,103	2,780	3,491
Gale Lemerand Drive (4058)	Archer Road	Mowry Road	12,364	12,330	16,261
Gale Lemerand Drive	Mowry Road	Museum Road	9,011 <sup>2</sup>	N/A	11,162
Gale Lemerand Drive (4043)	Stadium Road	W. University Avenue	7,967	9,252	12,109
Hull Road (4051)	SW 34 Street	Museum Drive	11,451	10,662	8,352
Inner Road (4057)	Newell Drive	SW 13 Street	1,418	1,282	3,166
Museum Road (4046)	Newell Drive	SW 13 Street	11,833	16,122	14,650
Newell Drive (4049)	Archer Road	Diamond Road	4,130	7,988	N/A
Radio Road (4050)	SW 34 Street	Museum Road	5,235	5,819	6,796
Union Road (4056)	Criser Parking Lot	SW 13 Street	4,081	4,081	8,133
Village Drive (4044)	W. Fraternity Drive	SW 2 Avenue	6,109	4,972	5,651

SOURCE: City of Gainesville Public Works Department; and Campus Master Plan 1993, 2004, 2009.

1. Numbers in Parentheses are the City Count Station Numbers adjacent to perimeter road intersection.
2. UF Parking Garage Studies, locations may not be adjacent to perimeter road intersections for comparison with City Count Stations.

### 3.3.2 2017 Traffic Counts

To supplement the historical data, VHB performed TMCs at key intersections on campus, and bordering campus. The counts were collected for all travel modes, including vehicles, pedestrians, bicycles, motorcycles, and scooters/mopeds. The counts were collected on

November 14, 2017 from 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM, and 2:00 PM to 6:00 PM to capture peak travel times, at the following locations:

- › SW 13th Street at SW Archer Road
- › SW 13th Street at University Avenue
- › University Avenue at Gale Lemerand Drive
- › 34th Street at Hull Road
- › Stadium Drive at Gale Lemerand Drive
- › Museum Drive at Hull Road
- › Mowry Drive at Center Drive
- › Museum Drive at Radio Road
- › Museum Drive at Village Road

The count information for each mode is illustrated in Figure 5 thru Figure 8.

In terms of total traffic volumes (inclusive of all modes) at intersections either on-campus, or provide direct access to campus, as expected, the highest volumes were recorded at intersections along Gale Lemerand Drive, Museum Road and Hull Road. In terms of scooter/moped activity, the highest volumes were recorded near the campus core (Gale Lemerand Drive and Museum Road), the SW Recreation Area along Hull Road, and along University Avenue. Pedestrian and bicycling activity was highest within the campus core and at the northeastern edge of campus (University Avenue and SW 13th Street). Additional key observations are listed in Table 6 below.

**Table 6 Traffic Count Key Observations**

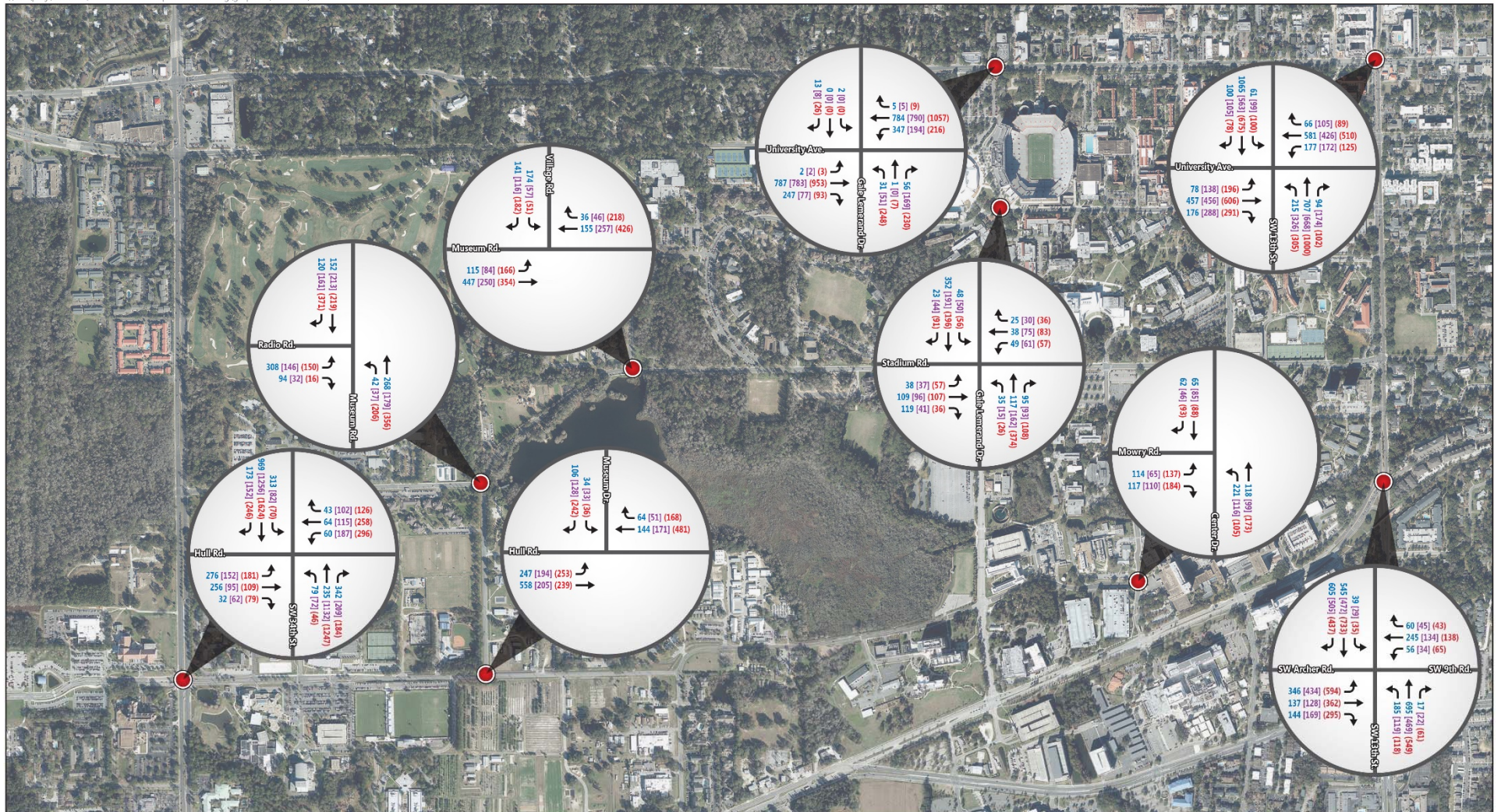
Intersection	Peak Period	Observation
SW 13th Street at SW Archer Road	7:15 – 8:15 AM and 5:00 – 6:00 PM	Highest Pedestrian and Bicyclist activity during mid-day and PM peak hours
Stadium Drive at Gale Lemerand Drive	7:45 – 8:45 AM and 4:45 – 5:45 PM	31% of traffic is Pedestrians and Bicyclists; High percentage of scooters (12% of traffic counted)
SW 13th Street at University Avenue	7:30 – 8:30 AM and 5:00 – 6:00 PM	More than 14,000 daily pedestrians and bicyclists counted
University Avenue at Gale Lemerand Drive	7:30 – 8:30 AM and 4:45 – 5:45 PM	High number of vehicles exit campus at this location during PM peak hour
34th Street at Hull Road	7:30 – 8:30 AM and 4:00 – 5:00 PM	92% of traffic is cars
Museum Drive at Hull Road	7:30 – 8:30 AM and 5-6 PM	11% of traffic is scooter
Mowry Drive at Center Drive	7:45 – 8:45 AM and 4:30 – 5:30	35% of traffic is pedestrians
Museum Drive at Radio Road	7:30 – 8:30 AM and 4:45 – 5:45 PM	11% of traffic is scooter

<b>Intersection</b>	<b>Peak Period</b>	<b>Observation</b>
Museum Drive at Village Road	7:30 – 8:30 AM and 4:45 – 5:45 PM	Low pedestrian and bicycle volumes; high number of traffic exiting campus during PM peak hour

The raw count data for each mode can be found in the Appendix.



Figure 5 All Traffic Counts

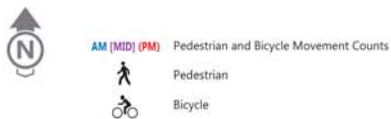
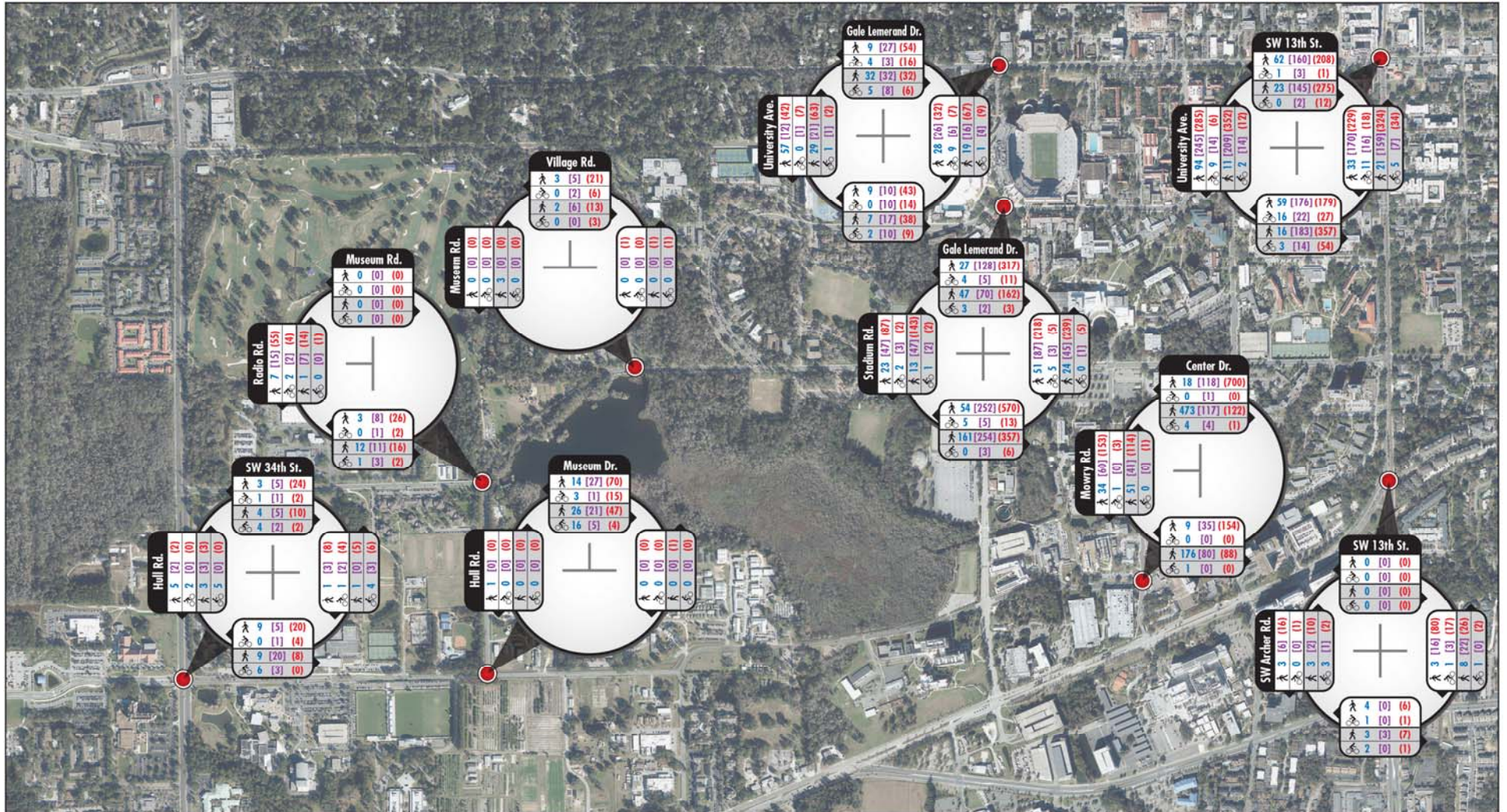


AM [MID] [PM] Existing Turning Movement Volumes

**Figure 5**  
Existing Turning Movement Volumes - All Traffic  
UF Parking Study



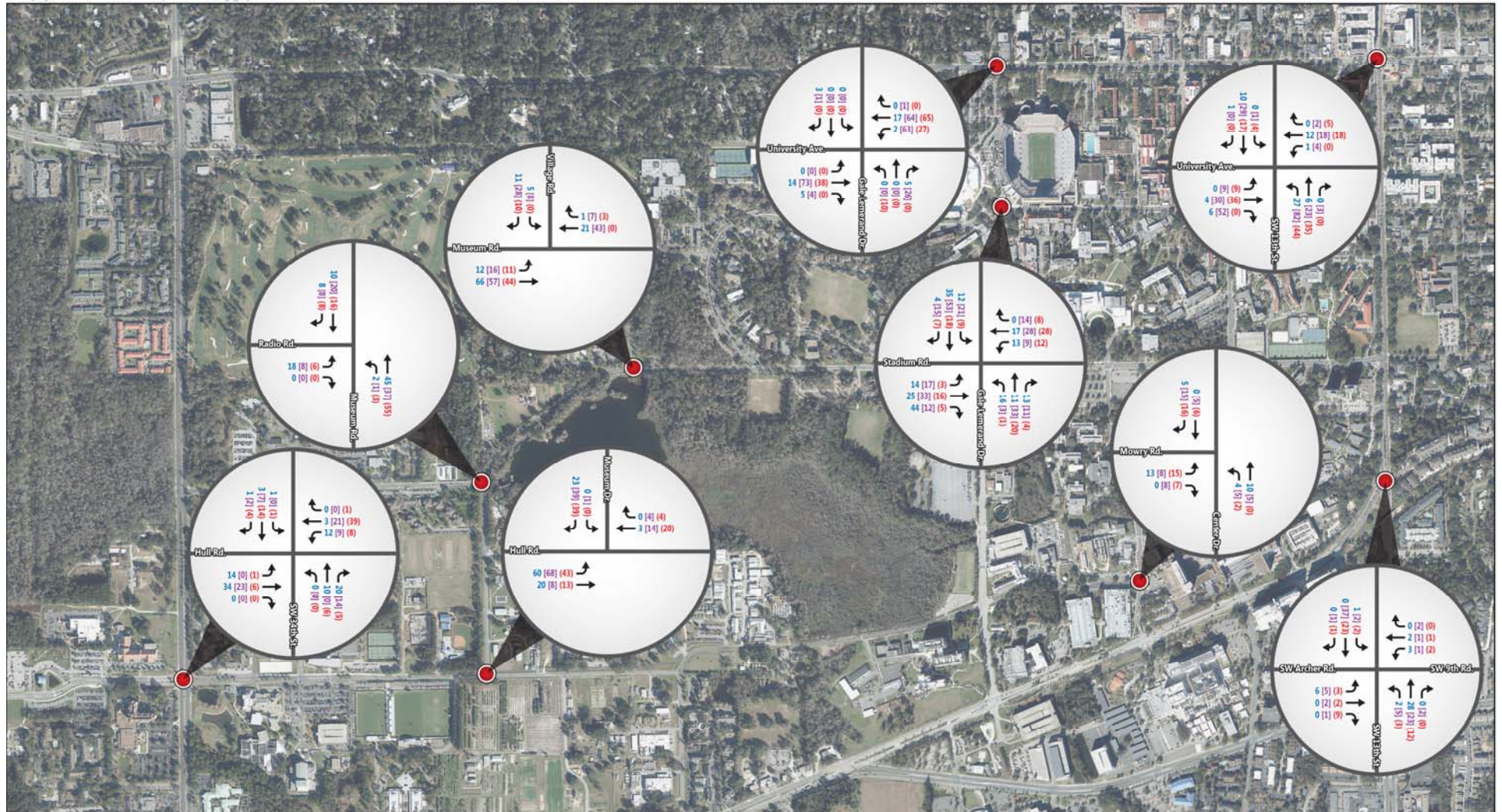
Figure 6 Pedestrian and Bicycle Counts



vhb Figure 6  
Existing Bicycle & Pedestrian Volumes  
UF Parking Study



Figure 7 Scooter and Moped Counts

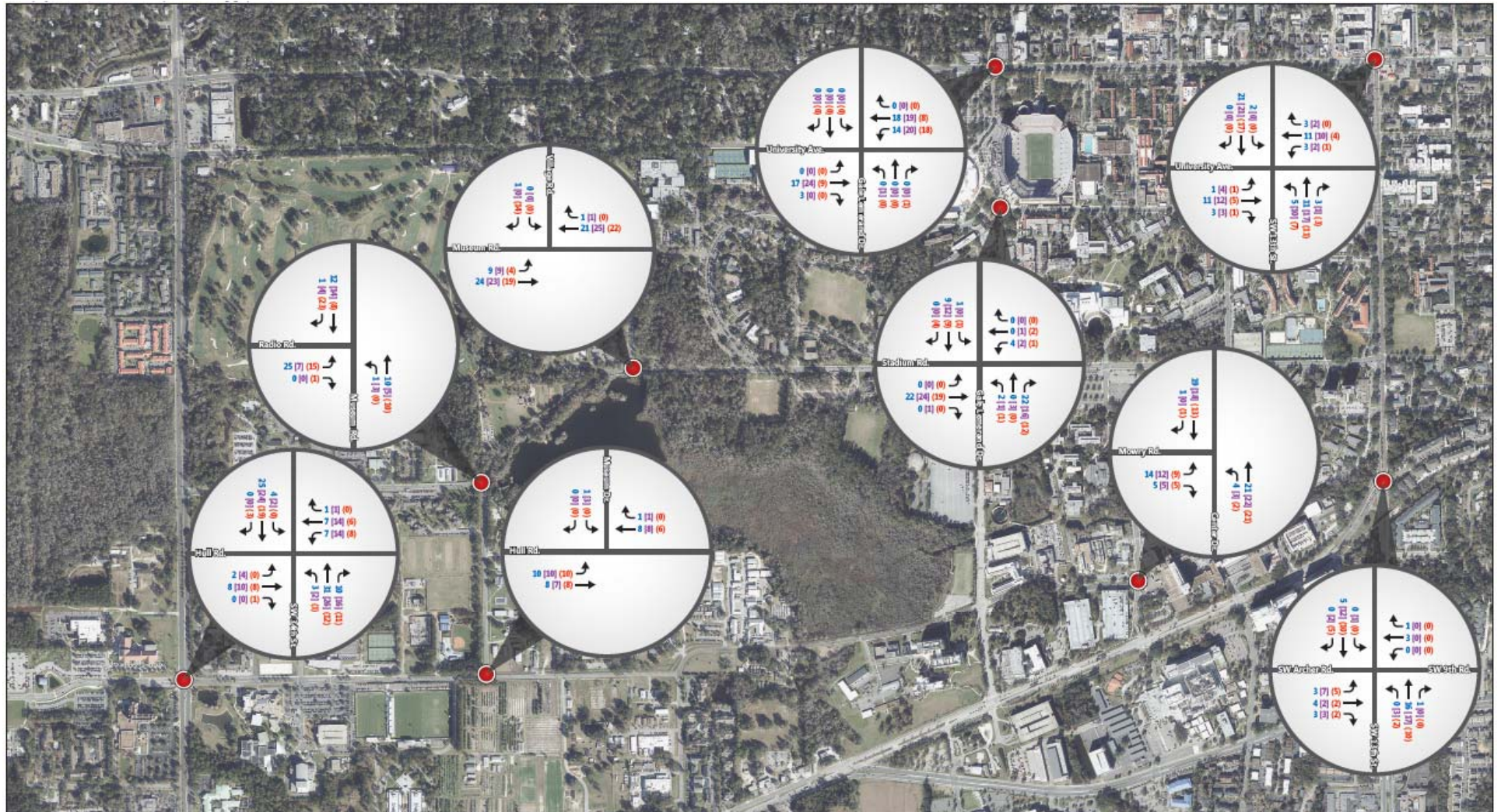


AM [MID] [PM] Existing Turning Movement Volumes

Figure 7  
Existing Turning Movement Volumes - Moped Traffic  
UF Parking Study



Figure 8 All Other Modes



AM (Mid) (PM) Existing Turning Movement Volumes

Figure 8  
Existing Turning Movement Volumes - Other Traffic  
UF Parking Study

### 3.4 Safety and Crash Analysis

A historical crash review was performed for the project area to identify all crashes including the pedestrian/bicycle crash patterns and hotspots within the study area. To identify crash patterns on campus, crash data was obtained from the University of Florida Police Department (UPD) from October 01, 2012 to June 30, 2017. The crash data provided by the University contained crashes for all vehicles, pedestrians and bicycles on the University roadway network. The UPD did not provide long and short form crash reports for the crashes. The UPD data was supplemented by Signal Four crash data to account for crashes on the four perimeter roads to campus (University Avenue, SW 13th Street, SW Archer Road and SW 34th Street). The Signal Four crash reports are set by the Florida Department of Highway Safety and Motor Vehicles.

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. Table 7 presents the number of crashes at the major corridors on and around campus, and Figure 9 illustrates the density of all crashes.

**Table 7 Crashes by Major Road Segment**

Mode	University Ave.		SW 13 <sup>th</sup> St.		SW Archer Rd.		SW 34 <sup>th</sup> St.		Total	
	Crash Count	Percent	Crash Count	Percent	Crash Count	Percent	Crash Count	Percent	Crash Count	Percent
Cars + Other Traffic <sup>1</sup>	737	84%	471	78%	919	93%	990	92%	3,117	88%
Motorcycles	27	3%	11	2%	28	3%	24	2%	90	3%
Mopeds	51	6%	34	6%	15	2%	20	2%	120	3%
Ped.	28	3%	40	7%	13	1%	8	1%	89	3%
Bike	37	4%	47	8%	18	2%	31	3%	133	4%
<b>Total</b>	<b>880</b>		<b>603</b>		<b>993</b>		<b>1,073</b>		<b>3,549</b>	

<sup>1</sup>Includes light goods, other vehicles, U turns and RTOR



**Figure 9 Crash Density near University of Florida 2014-2017**



Of the 4,418 crashes, 806 occurred on campus (as reported by UPD). Most of the on-campus crashes occurred along Museum Road, Gale Lemerand Drive and Newell Road.

The following sections summarizes the crash data provided by the UPD.

Table 8 presents a summary of the types of crashes that occurred on campus, by year.

**Table 8 Crash Data Summary by Year (Oct' 2012 – Jun' 2017)**

Year	Total Number of Crashes	Number of Only Vehicle Crashes	Number of Pedestrian Crashes	Number of Bike Crashes	Number of Hit Object Crashes	Number of Scooter Crashes	Number of Unknown Crashes
2012 (3 months)	1	-	1	-	-	-	-
2013	92	75	2	6	5	3	1
2014	174	128	12	11	18	5	-
2015	201	139	7	15	26	13	-
2016	223	157	10	11	24	15	6
2017 (6 months)	115	87	1	6	15	7	-
2012-2017	806	586	33	49	88	43	7
Annual Avg. (5-year)	161.2	125.4	6.8	9.8	17.8	8.6	1.4
Percent	-	72.7%	4.1%	6.1%	11.0%	5.3%	0.9%

Based on type, the crashes can be divided into six major categories: vehicle only, pedestrian, bicycle, scooter, hit objects and unknown crashes. It should be noted that the crashes involving scooters (mopeds) yielded the highest percent of severe crashes when compared to all other modes.

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.

A summary of the crashes per roadway and daytime/nighttime conditions is included in Table 9 . The predominant crashes in these categories were Dry crashes with 695 (86.2% of total) and Daylight crashes with 606 (75.2% of total).

**Table 9 Crash Data Summary by Roadway and Daytime/Nighttime Conditions (Oct' 2012 – Jun' 2017)**

Year	Total Number of Crashes	Number of Wet Crashes	Number of Dry Crashes	Number of Unknown Roadway Conditions	Number of Daytime Crashes	Number of Dark Crashes	Number of Unknown Day/Night Conditions
2012 (3 months)	1	1	-	-	-	1	-
2013	92	13	76	3	70	17	5
2014	174	21	152	1	134	37	3
2015	201	23	174	4	148	50	3
2016	223	18	194	11	162	51	10
2017 (6 months)	115	12	99	4	92	20	3
2012-2017	806	88	695	23	606	176	24
Annual Avg. (5-year)	161.2	17.6	139.0	4.6	121.2	35.2	4.8
Percent	-	10.9%	86.2%	2.9%	75.2%	21.8%	3.0%

Based on the pavement conditions mentioned in the police spreadsheet, 88 out of the 806 crashes (17.6% of total) occurred on wet pavement conditions, and 176 of the 806 crashes (35.2% of total) occurred in dark conditions (including Dusk and Dawn). Table 10 shows the Summary of Crashes by Contributing Cause.

**Table 10 Summary of Crashes by Contributing Cause**

Crash Contributing Cause	2012*	2013	2014	2015	2016	2017*	2012-2017	Average per Year*	Percent
Left Turn	1	15	31	36	37	23	143	28.6	17.7%
Right Turn	-	9	28	25	21	17	100	20.0	12.4%
Backing	-	30	48	49	53	31	211	42.2	26.2%
Straight Ahead	-	19	32	55	61	22	189	37.8	23.4%
Making U-Turn	-	1	-	1	3	2	7	1.4	0.9%
Slowing	-	-	-	1	4	1	6	1.2	0.7%
Sideswipe	-	2	4	2	2	1	11	2.2	1.4%
Entering Traffic lane	-	2	1	1	2	-	6	1.2	0.7%
Overtaking/ Passing	-	1	3	1	1	4	10	2	1.2%
Negotiating a Curve	-	-	-	1	1	-	2	0.4	0.2%
Off-Road	-	-	3	3	3	2	11	2.2	1.4%
Occupant fell from Vehicle	-	-	1	1	4	-	6	1.2	0.7%
Unknown cause	-	13	23	25	31	12	104	20.8	12.9%
<b>Total</b>	<b>1</b>	<b>92</b>	<b>174</b>	<b>201</b>	<b>223</b>	<b>115</b>	<b>806</b>	<b>161.2</b>	<b>100%</b>

2012\*: 3 months of crash data – 2017\*: 6 months of crash data – Average per Year\*: divided by 5 years

Most of the crashes by contributing cause involved Backing up vehicles, with 211 (42.2% of total), Straight Ahead with 189 (37.8% of total), Left Turn with 143 (28.6% of total), Unknown cause with 104 (20.8% of total) and Right Turn with 100 (31.9% of total).

Table 11 summarizes the number of crashes by type (pedestrian/bicycle) on campus. The predominant crash type was bicycle related (23 of the 30, 76.7% of total).

**Table 11 Summary of Crashes by Harmful Event**

Crash Type	2012*	2013	2014	2015	2016	2017*	2012-2017	Average per Year*	Percent
Pedestrian	1	2	12	7	11	1	34	6.8	4.2%
Bicyclist	-	6	11	15	11	6	49	9.8	6.1%
<b>Total</b>	<b>1</b>	<b>8</b>	<b>23</b>	<b>22</b>	<b>22</b>	<b>7</b>	<b>83</b>	<b>16.6</b>	<b>10.3%</b>

2012\*: 3 months of crash data – 2017\*: 6 months of crash data – Average per Year\*: divided by 5 years

### 3.4.1 Crash Summary by Other Factors

The crash spreadsheet provided the location of the crashes that occurred within an intersection, in a roadway segment or in a roundabout within the study area. 583 (72.3% of total) crashes occurred within a roadway segment (not at intersection), 148 (18.4% of total) crashes were in any kind of intersection, 74 (9.2% of total) crashes are Unknown and only one crash occurred in a roundabout.

Based on the crash data, 277 (34.4% of total) crashes occurred in Parking Lots and Parking Garages.

### 3.5 Pedestrians and Bicyclists

The goals of the TPSP and the ultimate vision for the UF campus to become a premier institution are tied with the University’s ability to encourage more bicycling and walking. This means improving on-campus walkways and bike facilities that link parking areas to campus destinations, as well as off-campus shared use paths and bike lanes extending into City neighborhoods where students and employees live. This approach will reinforce the park-once strategy for commuters who live more than 3-5 miles from campus, as well as encourage those who live closer to shift modes away from the single occupied vehicle.

UF has made substantial investments to grow its bicycling culture. The UF campus has received a silver-level designation as a Bike Friendly University, and the City of Gainesville has similarly been designated as a silver-level Bike Friendly City. The flat terrain and campus wide speed limit of 20 MPH allow bicycling to be an ideal mode of travel on campus. Notable on-campus bike resources include free bike registration with UPD, 22 bike repair self-service stations throughout the campus, the Gator Gears bike rental program for students, and free departmental bikes for employees. These resources are easily accessible to students, staff and faculty via the UF Bikes webpage <http://bikes.ufl.edu/>.

From a regional perspective, the City of Gainesville works with Alachua County, Metropolitan Transportation Planning Organization (MTPO) staff, and student representatives through the Bicycle Pedestrian Advisory Board (BPAB). This board serves to unify recommendations from various plans and studies within the region and seek funding for design and implementation of facility improvements.

The City provides an interactive map of bicycle facilities within the region, including connections on and off the UF Campus. A link to the Bike Map is posted to the Bicycle and Pedestrian Programs page:  
<http://www.cityofgainesville.org/PublicWorks/ProgramsandServices/BicyclePedestrianPrograms.aspx>.

**Figure 10 Bicycles parked along Fletcher Drive**



Looking forward, driver behaviors and the perception of safety is a significant challenge to encouraging more bicycling within the City and on campus. Students have commented that many currently choose to ride a scooter because they perceive it as being safer than a bicycle, because they can travel at the same speed as vehicles on a roadway as compared to bicycling.

One measure of success for the University is to increase the percentage of travel to campus by bicycle. Increasing the willingness to ride a bicycle on-campus between classes or meetings should be equally important in the near-term.

### 3.5.1 Most Used Routes and Traffic Counts

Bicycle and pedestrian counts were collected at nine locations during the 2017 fall semester. Counts located to the east of Gale Lemerand Drive are significantly higher than counts to the west along Hull Road, Museum Drive, Village Road, and Radio Road.

The data suggests that improving sidewalks, multiuse paths or bicycle facilities and directly connecting them with parking lots or garages within the eastern portion of campus would benefit the largest number of students and employees. Extending these bicycle and pedestrian facilities further to the west and southwest has the potential to shift the travel to campus mode.

### 3.5.2 Edges and Entrances

Results from the Campus Transportation and Parking Survey suggests that students prefer an off-road shared use path bicycle facility type over an on-road bicycle lane or shared lane markings. This is reflected by national trends that indicate the preference for separated bicycle lanes or greenways for safety concerns.

Archer Road serves as a generalized southern edge of campus and includes a shared use path connection to SW 23rd Terrace and SW Williston Road further south of campus. A high-density of students live in this SW area to campus (Figure 3), served not only by these shared use paths but also by bicycle lanes (or wide shoulders) along SW 34th Street and SW 13th Street.

West University Avenue is the generalized northern edge of campus and includes a traditional bicycle lane treatment west of Gale Lemerand Drive (football stadium). This corridor connects with another high-density location for students.

### 3.5.3 Crash Data

More than 200 crashes involving bicyclists or pedestrians near the campus were reported between 2014 and 2017. As discussed above, severe crashes disproportionately affect bicyclists and pedestrians. The identified hot-spots for these crashes are located along the campus edge, including University Avenue, SW 13th Street, and SW 34th Street (Figure 5). Most of these crashes are located at a signalized intersection or are close enough to be considered intersection-related (62%). There were 26 reported non-injury crashes,



accounting for 13% of total bicycle and pedestrian crashes, and 175 were injury crashes (87%).

Two fatal pedestrian crashes were reported during this four-year period. One fatal crash occurred at the intersection of University Avenue at 17th Street, an intersection with six reported bike or pedestrian crashes. The second fatal crash occurred along Archer Road at 11 PM near the driveway entrance to AutoZone and Bojangles.

Further analysis of potential contributing factors would be necessary to evaluate vehicle speed, lighting, traffic control devices, visibility, or other factors, and determine whether countermeasures may be warranted.

## 3.6 Parking

Much of the parking narrative has been taken from the 2015-2025 Campus Master Plan, Chapter 8, Transportation Data & Analysis, Section VI. Parking Facilities and Programs. However, the information in this section has been updated to 2016 or 2017 depending on the most recent data available as provided by UF TAPS. The narrative has been footnoted whenever new data has been included.

Parking has a deep impact on the University of Florida campus (UF). Not only does the parking impact traffic patterns, but also mode choice and in general, how all users experience the campus. As of March 2017, there was a total of 24,242 parking spaces located in 86 surface lots and 13 garages on the main campus. Students, faculty and staff are allowed to purchase parking decals which provide access to about 91 percent of the supply, or 22,094 spaces<sup>3</sup>.

### 3.6.1 Inventory and Locations

Overall, the parking supply has remained fairly constant over past 15 years despite growth in student enrollment as well as in the number of faculty and staff. Table 12 indicates the changes in the parking supply from 2004 through 2017. As shown in the table, 354 spaces have been added to the inventory since 2004.

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<sup>3</sup>The 22,469 decal sales through Fall 2017 do not include motorcycle and scooter parking decals. There were 5,701 motorcycle/scooter decals sold in 2016 including both annual and semester permits.

**Table 12 Historical Parking Supply<sup>4,5</sup>**

Inventory Date	Parking Supply	Change in Supply	Cumulative Change since 2005
Mar-04	23,377	na	na
Dec-05	23,427	50	50
May-08	22,848	(579)	(529)
Oct-09	23,654	806	277
Oct-13	23,662	8	285
Jan-14	23,629	(33)	252
Mar-17	23,731	102	354

### 3.6.2 Motorcycle and Scooter Parking

Between 2005 and 2014, the University significantly changed the way it manages motorcycle and scooter parking. The 2000-2015 Campus Master Plan included policies to encourage the use of motorcycles and scooters as fuel-efficient alternatives to automobiles. Rising gas prices and other economic factors helped foster the boom in scooter usage, especially by students. The growth in scooters became so significant that policies were implemented to prohibit their use within the campus Pedestrian Enhancement Zone (PEZ; a.k.a. auto-restricted zone) and to increase the cost of motorcycle/scooter decals. In 2006-07, these decals were also segregated into student and employee types although the cost remains the same for each.<sup>6</sup>

As shown in Table 13, 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 2000<sup>7</sup>. 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.

**Table 13 Historical Sales of Motorcycle/Scooter Decals**

Year	No. of Decals	Yr-to-Yr Increase	Cumulative Growth
2000	850	na	na
2005	1,996	18.6%	235%
2010	3,909	16.5%	460%
2015	5,029	12.6%	592%
2016	5,701	12.6%	671%

<sup>4</sup> Parking Inventory Trends, 2015-2025, University of Florida Campus Master Plan, Chapter 8, Transportation Data & Analysis. The data excludes decal inventory for East Campus and Human Resources.

<sup>5</sup> Year 2017 inventory provided by TAPS MS Excel Spreadsheet - UF Parking Inventory\_3.7.17, and excludes the East Campus and Human Resources surface parking lots.

<sup>6</sup> Motorcycle and Scooter Trends, 2015-2025, University of Florida Campus Master Plan, Chapter 8, Transportation Data & Analysis

<sup>7</sup> Decal sales data, MS Excel Spreadsheet - UF TAPS Ten Year Decal Sales History.

Due to these changes in the way motorcycle/scooter parking is managed, the way that motorcycle/scooter parking is accounted for in the parking inventory changed. Motorcycle/scooter parking spaces are no longer included in the total parking inventory as they have been in the past. As an example, the 2004 total parking inventory of 23,377 spaces (Table 12) included 77 motorcycle/scooter parking spaces, while beginning in 2013, motorcycle/scooter spaces are not included in the total inventory. However, there are parking locations identified specifically for motorcycle/scooter parking with a capacity for about 2,400 vehicles.

### 3.6.3 Structured Parking (Garages)

About 41 percent, approximately 9,996 of a total of 24,242 spaces, of university parking are provided in 13 garages<sup>8</sup>. Nine of the garages are distributed around the perimeter of the campus core including:

- › Four garages located along the north side of Archer Road (3,091 spaces);
  - Garage I – 452 spaces
  - Garage II – 920 spaces
  - Garage III – 918 spaces
  - Garage X – 801 spaces
- › Two garages located along the south side of Archer Road (2,017 spaces);
  - Garage IX – 1,420 spaces
  - Garage VI – 597 spaces
- › One garage located east of SW 13th Street
  - Garage VIII – 447 spaces
- › One garage located north of the Stephen C. O’Connell Center
  - Garage VII – 607 spaces
- › One garage located east of the Lacrosse Complex
  - Garage XI – 566 spaces

These nine garages provide a total of 6,728 spaces. There are four more garages located internal to the campus core including:

- › Two garages located along Gale Lemerand Drive (2,252 spaces);
  - Garage V – 1,315 spaces
  - Garage XIII – 937 spaces
- › Two garages located along the north side of Museum Road (1,016 spaces)
  - Garage XII – 355 spaces; and
  - Garage IV – 661 spaces.

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<sup>8</sup> Year 2017 inventory provided by TAPS MS Excel Spreadsheet - UF Parking Inventory\_3.7.17

These four garages provide an additional 3,268 spaces. Six of the garages are large garages providing in excess of 800 spaces, while the other seven garages provide between 355 and 661 spaces or an average of about 525 spaces each. While smaller garages tend to be costlier per parking space, they allow for smaller initial funding increments, less massive structures on smaller building footprints, and better distribution of vehicle traffic impacts among multiple sites. Table 14 provides a listing of all 13 garages and the number of spaces in each facility.

**Table 14 Parking Garage Supply 2017**

<b>Garage/Reference</b>	<b>Spaces</b>
Garage I, HSC East	452
Garage II, HSC West	920
Garage III, HSC West	918
Garage IV, Newell - Museum	661
Garage V, Gale Lemerand	1,315
Garage VI, 1329 Building	597
Garage VII, O'Connell Center	607
Garage VIII, Norman Hall	447
Garage IX, Archer Road	1,420
Garage X, HSC East	801
Garage XI, Cultural complex	566
Garage XII Reitz Union	355
Garage XIII, TAPS	937
	9,996

### 3.6.4 Surface Parking Lots

There are 86 surface lots providing approximately 14,246 parking spaces distributed throughout the campus. There is one large commuter lot that provides 1,072 spaces with another 14 lots providing between 300 and 650 spaces. The remaining surface parking lots average less than 200 spaces in each facility with 43 lots providing less than 100 spaces in each lot. Table 15 lists the largest 15 lots on campus.

**Table 15 Largest 15 Surface Parking Lots 2017<sup>9</sup>**

Surface Lot	Spaces
Large Commuter	1,072
Frat Row	632
Sports Medicine	553
Law School	540
Facilities Services	538
O'Connell Center - North	534
Cultural Plaza - Surface	507
Vet Med	473
East Campus	464
Hume North	418
Engineering Lot	351
Meats Lab	321
Park and Ride 2	314
Maguire Village	301
	7,018

The following section provides a discussion of TAPS parking decal sales.

### 3.6.5 Decals

Approximately 41,215 parking decals were sold by TAPS in 2016<sup>10</sup>, comprised of 20,858 student decals and 20,237 non-student decals were sold in 2016. Aside from motorcycle/scooter decal sales, the number of student and non-student decals sold remained fairly constant between 2010 and 2016.

#### Parking by Decal Type

The University offers various parking decal types to students and employees. Over the years, the level of demand for each decal type has not changed significantly. Parking for on-campus housing has steadily decreased from 3,948 total red decal spaces in 2004 to 3,514 in 2013 (includes 181 spaces designated for either red or green decals) and to 3,469 spaces in 2017.

The designated parking supply for faculty and staff has increased during the last ten years. The number of carpool spaces increased from 217 spaces in 2004 to 404 spaces in 2013 and then decreased to 263 spaces in 2017<sup>11</sup>. As mentioned previously, motorcycle parking is inventoried in terms of the number of parking areas rather than individual spaces. It is

<sup>9</sup> Ibid.

<sup>10</sup> Decal sales data, MS Excel Spreadsheet - UF TAPS Ten Year Decal Sales History.

<sup>11</sup> Ibid.

estimated that 2,399 motorcycle and scooter parking spaces are available within the areas designated for motorcycle and scooter parking.

Table 16 lists the parking supply by decal eligible spaces. Also shown in Table 16, the Orange, Green, Any Decal, Visitor, Gated, Blue, Red 1 and Brown decals comprise the majority of decal spaces (80 percent). The Other category includes miscellaneous parking distributed throughout campus and includes parking for a broad range of users such as police vehicles, zipcar, loading zones, short-term meters, and volunteer spaces.

**Table 16 Parking Supply by Decal 2017<sup>12</sup> <sup>13</sup>**

Decal Type	Spaces
Orange	3,818
Green	3,369
Any Decal	2,808
Red 3	2,255
Visitors	2,148
Gated	1,680
Blue	1,429
Red 1	1,033
Brown	863
Orange/Blue/Medical Resident/Official Business (OBMO)	649
Disabled General	617
Any Decal except Park and Ride	538
Orange/Blue	484
Medical Residents	348
Disabled Reserved	318
Reserved State Vehicle	264
Car Pool	263
Reserved Special Permit	259
Red or Green	181
Contractor	176
State Vehicles	138
Valet Storage	115
Meters	102
Brown or Green	66
Other	321
<b>Total</b>	<b>24,242</b>

### Decals and Programs

The majority of campus parking requires the purchase of a decal. Different decals are available for students depending upon their number of credit hours earned or on-campus residency; staff depending upon whether they are in the UF Health area or other parts of

<sup>12</sup> Ibid.

<sup>13</sup> Total includes East Campus and HR to explain the discrepancy in total numbers per Table 12.

campus; and various types of reserved and visitor spaces. The general approach has been to provide parking in relatively close proximity for staff and for students who reside on-campus. Parking for visitors/patients, disabled, gated employee and service vehicles are typically provided with the most convenient parking. Commuting students and employees who park in the perimeter areas of campus are provided with less expensive parking. Transit service is used to offset the scarcity of proximate parking and to serve more remote parking locations. As shown in Table 17, decal sales have seen some shifts in decal types between 2013 and 2016.

**Table 17 Decal Sales by Type and Group, 2013-2016<sup>14</sup>**

Type and Group	2013	2014	2015	2016	% Change since 2013
<b>Student</b>					
Brown	773	711	730	794	2.7%
Student Commuter	4,798	4,697	4,578	4,858	1.3%
Student Motorcycle	3,689	4,088	4,809	5,497	49.0%
Park & Ride	2,886	2,921	3,129	3,755	30.1%
Red	6,087	5,923	6,055	5,817	-4.4%
Disabled	179	162	136	137	-23.5%
<b>Subtotal</b>	<b>18,412</b>	<b>18,502</b>	<b>19,437</b>	<b>20,858</b>	--
<b>Employee</b>					
Blue	3,249	3,452	3,741	3,710	14.2%
Carpool	749	736	553	420	-43.9%
Gated	1,838	1,849	1,909	1,846	0.4%
Staff Motorcycle	250	228	220	204	-18.4%
Official Business	2,923	2,920	3,047	3,105	6.2%
Orange	4,135	4,467	4,644	4,777	15.5%
Staff Commuter	3,291	3,339	3,475	3,555	8.0%
Disabled	425	447	436	431	1.4%
Misc.	1,265	1,242	1,350	1,465	15.8%
Shands	825	828	836	844	2.3%
<b>Subtotal</b>	<b>18,950</b>	<b>19,508</b>	<b>20,211</b>	<b>20,357</b>	--
<b>TOTAL</b>	<b>37,362</b>	<b>38,010</b>	<b>39,648</b>	<b>41,215</b>	

Note: Misc. = Resident, Reserved, Motor Home and Commercial decals.

### 3.6.6 Utilization

The following section includes an overview of how parking is utilized on campus.

<sup>14</sup> Decal sales data, MS Excel Spreadsheet - UF TAPS Ten Year Decal Sales History.



### Visitor Parking

Patient and visitor parking is critical to many functions on the university campus. Many events that attract visitors, such as sports and entertainment, occur on weekends and evenings when parking restrictions are lifted. However, some visitor interaction occurs during peak weekday times when available spaces on campus are severely limited. Adequate visitor parking must be provided on-campus for those people interacting with administration or academic departments. The museums at the Cultural Plaza also attract visitors during weekday. Special events occasionally attract large numbers of visitors to the O’Connell Center area during weekdays. However, the hospital and medical clinics associated with UF Health require the highest level of visitor and patient parking on a daily basis. The Welcome Center parking garage provides 270 visitor spaces. According to data provided by TAPS as listed in the preceding table, there are 2,148 dedicated visitor spaces, which comprises about nine percent of the campus parking supply in 2017.

### Employment and Student Decals

In Fall 2017, there were approximately 31,062 employees (full and part-time faculty and staff), for which 20,357 decals are sold. In addition, another 20,858 decals were sold to students. Occupancy data was collected for all decal eligible parking spaces for a week during the morning and afternoon peak period of use for the spring semester 2017. As shown in Table 18, the occupancy is relatively consistent between Monday and Thursday and for both AM and PM peak periods at 86 to 88 percent occupied. Friday is the one day that the occupancy drops by a measurable amount to an occupancy of 81 percent.

**Table 18 Peak Occupancy by Weekday 2017<sup>15</sup>**

Monday		Tuesday		Wednesday		Thursday		Friday	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
86%	86%	88%	89%	88%	87%	85%	86%	81%	81%

The occupancy count can also be organized by lot or in aggregate by area of campus as shown in the following table. As shown below in Table 19, the north and east areas have the highest number of spaces as well as users at 94 percent occupied. Historically, in a parking system like UF 94 to 95 percent is considered fully occupied as it does leave some vacancies for arriving parkers. The most effective approach to increasing occupancy beyond 95 percent is through the use of space occupancy count systems that track the occupancy of each facility and makes the information available to the parker, typically through a smartphone application.

<sup>15</sup> *ibid.*

**Table 19 Peak Occupancy by Campus Area 2017<sup>16</sup>**

<b>Campus Area</b>	<b>Decal Spaces</b>	<b>Tuesday PM Occupancy</b>
North Area	4,464	94%
South Area	3,949	93%
East Area	5,615	94%
West Area	4,227	73%

The occupancy data was also collected by decal used by the parker. Table 20 provides a list of decal types as well as the number of parkers on that same Tuesday afternoon peak period. The faculty/staff occupancy was about 92 percent and the student occupancy was approximately 89 percent for the sampling of spaces that were included in the occupancy count. The total occupancy was 89 percent for the combined faculty/staff and student decal-only parking spaces. Since this data was considered representative of occupancy for all decal-only parking, the results could be assumed system-wide for all decal-only spaces.

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<sup>16</sup> *ibid.*

**Table 20 Peak Occupancy by Decal Type 2017<sup>17</sup>**

Decal	Spaces	Tuesday PM	Occupancy	User Group
Orange	3,688	3,372	91%	F/S
Blue	1,429	1,409	99%	F/S
Blue/Orange	464	435	94%	F/S
Orange/Blue/Medical Res	649	640	99%	F/S
Medical Resident	355	336	95%	F/S
Gated	1,647	1,341	81%	F/S
Permit	72	57	80%	F/S
Carpool	211	207	98%	F/S
<b>subtotal</b>	<b>8,515</b>	<b>7,796</b>	<b>92%</b>	<b>F/S</b>
<b>Mix</b>				
Disabled	450	239	53%	Mix
Green	3,460	3,380	98%	Mix
<b>subtotal</b>	<b>3,910</b>	<b>3,618</b>	<b>93%</b>	<b>Mix</b>
<b>Student</b>				
Any Decal	1,949	1,498	77%	Student
Any Decal except P&R	375	314	84%	Student
Brown	863	562	65%	Student
Brown/Green	66	44	66%	Student
Red	1,547	1,465	95%	Student
Red 1	924	900	97%	Student
<b>subtotal</b>	<b>5,724</b>	<b>4,782</b>	<b>84%</b>	<b>Student</b>
<b>Totals</b>	<b>18,149</b>	<b>16,196</b>	<b>89%</b>	<b>Mix</b>

### 3.6.7 Existing and Future Parking, Employment and Enrollment Trends

According to data provided by UF, as listed in Table 21 (citation below), employee (employment) growth rates are anticipated to average less than one percent per year from 27,655 employees on the main campus in 2017-2018 to 29,856 employees in 2029-2030. This includes years 2018-2021 when the campus is expected to implement a preeminent hiring program by adding 600 employees.

<sup>17</sup> ibid.

**Table 21 Growth in Faculty and Employment 2013 – 2029<sup>18,19</sup>**

Faculty/Staff	2013	2017	2019	2020	2027	2029
Main Campus Employment	17,086	20,190	20,241	20,261	20,342	20,363
Preeminance Hiring	0	0	500	100	0	0
Other UF Employment	6,974	7,465	7,849	8,109	9,170	9,493
<b>Total</b>	<b>24,060</b>	<b>27,655</b>	<b>28,590</b>	<b>28,470</b>	<b>29,512</b>	<b>29,856</b>

Table 22, lists the estimated on-campus student enrollment between 2010 and 2025. According to UF, growth in student enrollment is anticipated to increase at less than one percent per year, from 46,197 to 48,078 in 2025.

**Table 22 Growth in Enrollment 2010 - 2030<sup>20</sup>**

On-Campus Enrollment	2015	2016	2017	2020	2025	2030
Freshman	3,128	3,043	2,983	3,028	3,105	3,791
Sophomore	5,889	6,005	5,837	5,925	6,075	7,418
Junior	8,836	9,282	9,772	9,919	10,170	12,419
Senior	12,291	12,502	13,334	13,535	13,877	16,946
Undergraduate	30,145	30,832	31,927	32,408	33,227	40,574
Graduate	10,742	10,916	10,653	10,813	11,087	10,484
Professional	3,685	3,684	3,617	3,672	3,765	4,250
<b>Total</b>	<b>44,572</b>	<b>45,432</b>	<b>46,197</b>	<b>46,893</b>	<b>48,078</b>	<b>55,308</b>

Growth in employment and enrollment on-campus has an impact on the adequacy of the parking supply as a result of a commitment made in the 2005-2015 Campus Master Plan which set the following minimum target ratio:

*(as amended June 2015) 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 of 1,715 net new parking spaces between 2015 and 2025 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 1.3.4 through 1.3.13 of the Intergovernmental Coordination Element.*

Section 3.6.8 compares the updated Enrollment and Employment data through 2030 to the anticipated parking supply over the next 10 to 15 years to determine if the ratio of 0.30 decal-only spaces per main campus population is still satisfied.

<sup>18</sup> UF Planning, Design & Construction, April 2018 per definitions in the Campus Master Plan (CMP).

<sup>19</sup> Year shown is for academic year, i.e. 2029 is for 2029-2030.

<sup>20</sup> UF TAPS – MS Excel Spreadsheet, Data Tracking\_EnrollEmploy\_IOR\_update\_IPR\_11\_14\_2017

To make that comparison, changes in the parking inventory were projected over the short-term, through 2020 and longer-term, over the next 10-15 years (Table 23). Regardless of the ratio, an understanding of the parking supply relative to the campus population is critical as part of the CMP effort to ensure adequate resources are provided.

**Table 23 Changes in the CMP Parking Inventory 2017 – 2020<sup>21</sup>**

Facilities	Number of Spaces	Projected Total	Year
<b>March 2017 CMP Parking Inventory</b>	<b>23,731</b>	<b>na</b>	<b>2017</b>
Hume Greek Lot	44	23,775	2017
Vet Med East Lot	125	23,900	2018
Norman Hall Surface Lot	175	24,075	2018
Bee Unit	1	24,076	2018
Pony Field/Band Field	(40)	24,036	2018
Garage 14 (1,900-560)	1,340	25,376	2019
Inst of Black Culture/Inst of Hispanic-Latino Cultures	(14)	25,362	2019
Wertheim Lab for Engineering Excellence	(2)	25,360	2019
Gator Baseball Stadium	450	25,810	2019
Data Science and Information Technology	(351)	25,459	2020
Central Energy Plant (Central Commuter Total = 1,072)	(512)	24,947	2020
<b>Projected Inventory</b>		<b>24,947</b>	<b>2020</b>

Significant additions to the CMP parking inventory include Garage XIV which will add approximately 1,340 net spaces to the parking inventory, and 450 new spaces associated with the Baseball Stadium. Significant reductions in the parking inventory include the loss of the 351 spaces located near the Data Science and Information Technology Building and about half (512 spaces) of the 1,072-space Central Commuter lot near the Central Energy Plant. The 2020 CMP parking inventory is expected to provide 24,947 spaces, a net increase of 1,216 parking spaces.

An understanding of the longer-term parking conditions is critical since there will be significant losses in the parking supply due to future buildings located on existing surface lots, redevelopment of building properties and additions to existing buildings that displace surface parking.

Table 24 10-15 CMP HorizonTable 24 lists the anticipated number of lost parking spaces to future building sites, redevelopment and other improvements on campus. As shown, the potential net change is the loss of 1,093 spaces over the next 10-15 year planning horizon, which offsets all but 123 new spaces added to the parking inventory through 2020.

<sup>21</sup> 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. Parking inventory for CMP tracking does not include motorcycle parking spaces.

**Table 24 10-15 CMP Horizon<sup>22</sup>**

<b>Facilities</b>	<b>Parking Lost</b>
Heat Plant (56) /Shepard Broad (46) Redevelopment	(102)
Frazier Rogers Lot (Future Bldg Site)	(217)
McCarty South Lot (Future Bldg Site)	(205)
Dental Science Lot (Future Bldg Site)	(54)
Criser Lot (Future Bldg Site)	(104)
UPD Lot (Future Bldg Site)	(91)
Harn Museum Addition	(20)
O'C Center Lot - Gale Lemerand Realignment (LMP)	(74)
Murphree North Lots (LMP)	(102)
Cypress Hall Lot (LMP) - total inventory = 82	(57)
Inner Road (LMP)	(67)
<b>Potential Additional Net Change</b>	<b>(1,093)</b>

The next section compares trends in growth of Enrollment and Employment to the parking inventory through 2030.

### 3.6.8 The Impact of Future Growth Trends and Parking Accessibility

Table 25 was prepared to illustrate the growth in Enrollment and Employment as they relate to the decal-only parking supply. It includes past, current and projected Enrollment, Employment, Parking Supply and an estimate of the number of decal-only spaces, including a calculation of the ratio of decal-only spaces to total campus population between 2004 and 2030. The actual and projected data sources are listed below:

- › Enrollment and population data for 2004, 2007 and 2013 were taken from the table appearing in - Parking Supply by On-Campus Population 2005-2025 – contained in the Transportation Analysis & Data section of the UF Campus Master Plan 2015-2025;
- › Actual enrollment and population data for 2015, 2016 and 2017 were taken from the UF Number of Employees Report and Fall Enrollment by Class, as cited;
- › Student Enrollment for Years 2020 through 2030 were based on projections also taken from the UF Number of Employees Report and Fall Enrollment by Class level, as cited.
- › Employment projections were provided by UF Planning, Design & Construction, April 2018.

The difference in the parking supply between 2017 and 2020 are the 1,216 net new spaces added to the inventory as listed by facility in Table 23. In 2025-2026, the total parking supply was reduced by 500 spaces, as an estimate, to account for approximately half of the 1,093 anticipated parking spaces lost to new development over the next 10 to 15 years as listed in Table 24. In 2030-2031, the total parking supply was reduced by another 593

<sup>22</sup> UF Planning, Design & Construction, April 2018

spaces, as an estimate, to account for the balance of the 1,093 anticipated parking spaces lost to new development over the next 10 to 15 years, also shown in Table 24.

The number of decal-only spaces for years 2017, 2020, 2025 and 2030 were estimated based on year 2013-2014 which listed the decal-only spaces as 1,410 spaces less than the total parking spaces (Table 25). Consequently, the number of decal-only spaces listed for years 2017, 2020, 2025 and 2030 are each 1,410 spaces less than the total parking supply.

**Table 25 Parking Supply by On-Campus Population 2004 - 2025<sup>23</sup>**

Year	On-Campus Headcount Enrollment	On-Campus Headcount Employment	Total On-Campus Population	Total Parking Supply	Decal Parking Supply	Ratio of Decal Only Parking To Main Campus Population	Projected Need to Meet 0.30 Ratio
<b>UF Campus Master Plan 2015-2025</b>							
2004-2005	45,126	22,211	67,337	23,377	19,890	0.30	N/A
2007-2008	48,313	23,077	71,390	22,848	19,300	0.27	2,117
2013-2014	44,624	24,060	68,684	23,662	22,252	0.32	(1,647)
<b>Actual Data</b>							
2017-2018	46,197	28,470	74,667	23,731	22,321	0.30	79
<b>Projected Data</b>							
2020-2021	46,893	28,470	75,363	24,947	23,537	0.31	(928)
2025-2026	48,078	29,253	77,331	24,447	23,037	0.30	162
2030-2031	49,531	29,856	79,387	23,854	22,444	0.28	1,372

### Off-Campus Private Parking

As of July 2014, a number of proposed developments north and east of campus are proposing parking garages, some of which may anticipate parking that could be made available to the general public. 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.

One side effect of the limited number of private parking spaces for some of the newer residential developments along the western edge of campus, is the subsidization of parking spaces by UF. It has been observed that nearby apartments that do not have enough on-site parking spaces, reimburse their student residents for the cost of purchasing a Park and Ride

<sup>23</sup> This table assumes 1,500 net additional parking spaces are added to the system with the construction of Garage XIV in 2017.



decal. The students then park their cars in the Park and Ride lot and use spaces otherwise reserved for commuting students and UF employees.

### Parking Cost

The cost of parking generally corresponds with its proximity to main campus destinations. Gated employee parking is the most expensive decal type and provides nearly guaranteed spaces to employees in specific parking lots near academic buildings. At annual rates of \$1,272 and \$1,134 (Official Gated and Gated respectively) for FY 2017-2018, these areas cost roughly \$4.50 per day, or more than three times the typical employee parking. The 1,794 gated parking spaces account for roughly 20% of all employee parking. Visitor parking at the Welcome Center/Bookstore and UF Health are at the top of the daily parking rates, costing \$5.00 and \$3.00 respectively per day. The price of a typical “Orange” or “Blue” employee decal at \$354 per year amounts to \$14.75 per two-week pay period. Parking rates are reviewed annually by the University’s Parking and Transportation Committee.

### 3.6.9 Summary

The data and analysis indicate that while there were enough parking spaces available to serve the campus population through 2020, projected growth in faculty and staff employment and student enrollment, combined with the potential loss of parking spaces as part of future campus development over the next 10 to 15, years has reduced the ability for the University to provide parking at the 0.30 ratio without building more parking. A shortfall is projected over the next 10 to 15 years as new projects displace existing parking spaces. Ultimately, based on estimates, projections and potential new development projects identified in the CMP, a shortfall of about 1,372 spaces is anticipated by year 2030.

As the CMP is implemented over the planning horizon, an understanding that a balance must be struck between competing goals of parking management, customer service, sustainability, financial feasibility, and community interaction when considering the expansion of the parking system. In addition, new campus buildings that displace existing surface parking further exacerbate the parking shortages and the funding to build new parking garages may not be able to support the addition of new parking in addition to what may be lost to new campus buildings.

Before additional parking facilities are committed for construction beyond Garage XIV, parking demand management techniques should be evaluated based on the potential for shifting drivers/parkers to alternative modes of transportation. At a cost of \$18,000 or more per space (2017), significant funding could potentially be directed to support alternative modes of transportation and additional support options to reduce parking demand.

## 3.7 Transit

The University of Florida has an agreement with Gainesville’s local transit operator, RTS, to provide students and employees with transit service. Currently, nine RTS routes operate within the campus boundaries to provide connections across campus, and an additional

route provides service between the University and Lake Wauburg, a recreational lake owned by the University in nearby Micanopy, FL. Twenty-one additional RTS routes touch the campus, connecting the University with other neighborhoods in the City.

University students, faculty, and staff use RTS through a universal access program. The fare is pre-paid and does not require a fee to ride a bus; students and employees can ride an unlimited number of times on any RTS route by presenting their Gator 1 cards.

The on-campus routes generally operate Monday through Friday from 7:00 AM to 7:00 PM, with a few routes operating outside of these hours into the early morning or late night. Route 128 to Lake Wauburg runs on select Saturdays in the Fall and Spring semesters. Headways on the routes vary; ranging from 7 to 60 minutes.

The off-campus routes that serve campus generally operate Monday through Friday. Routes run as early as 6:00 AM and as late as 3:00 AM. Routes 8, 12, 13, 16, 20, 25, 33, 35, and 37 also offer weekend service during the morning and evening hours. Table 26 presents the RTS routes that serve the campus.

**Figure 11** RTS bus connecting campus to Downtown Gainesville.



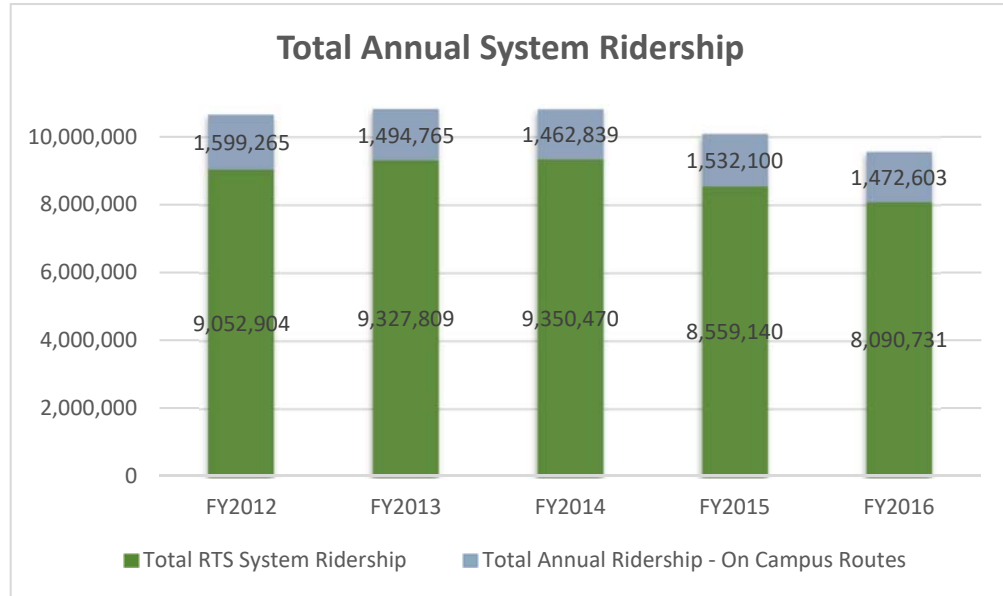
**Table 26 Gainesville RTS Routes**

Route	Origin	Destination	Weekday			Weekend			
			Service Start	Service End	Frequency	Service Start (Sat/Sun)	Service End (Sat/Sun)	Frequency	
On Campus Routes	117	Reitz Union	P&R Lot	7:00 AM	7:00 PM	20 minutes			
	118	The Hub	Cultural Plaza	5:00 AM	7:00 PM	7-30 minutes			
	119	The Hub	Family Housing	7:00 AM	5:00 PM	30 minutes			
	120	The Hub	Fraternity Row	7:00 AM	7:00 PM	9-18 minutes			
	121	The Hub	Commuter Lot	7:00 AM	7:00 PM	16 minutes			
	122	UF North	South Circulator	7:30 AM	5:00 PM	45 minutes			
	125	The Hub	Lakeside	7:00 AM	5:30 PM	15 minutes			
	126	Sorority Row	Lakeside	7:00 PM	3:00 AM	10-40 minutes	11:00 PM	12:30 AM	20-40 minutes
	127	Walker Hall	Sorority Row	7:00 AM	7:00 PM	20 minutes			
128	Reitz Union	Lake Wauburg	9:30 AM	5:00 PM	60 minutes				
Off Campus Routes	5	Downtown Station	Oaks Mall	6:00 AM	2:30 AM	20-30 minutes			
	8	Shands	North Walmart Supercenter	6:00 AM	11:00 PM	30-76 minutes	7:00 AM/ 10:00 AM	7:00 PM/ 6:00 PM	80 minutes
	9	Reitz Union	Hunters Run	6:30 AM	2:00 AM	11-44 minutes			
	12	Reitz Union	Butler Plaza	6:30 AM	3:00 AM	15-22 minutes	8:00 AM/ 10:00 AM	9:00 PM/ 6:30 PM	23-46 minutes
	13	Beaty Towers	Cottage Grove Apartments	6:30 AM	12:30 AM	15-30 minutes	7:00 AM/ 10:00 AM	6:00 PM/ 5:00 PM	60 minutes
	16	Beaty Towers	Sugar Hill	6:30 AM	12:30 AM	34-68 minutes	7:00 AM/ 10:00 AM	6:30 PM/ 6:00 PM	60 minutes
	17	Beaty Towers	Downtown Station	6:30 AM	8:00 PM	34-68 minutes			
	19	Reitz Union	SW 23rd Terr/SW 35th Pl	8:00 AM	10:30 AM	32 minutes			
	20	Reitz Union	Oaks Mall	6:00 AM	2:00 AM	12-30 minutes	7:00 AM/ 10:00 AM	9:00 PM/ 6:00 PM	20-60 minutes
	21	Reitz Union	Cabana Beach	7:00 AM	8:30 PM	16 minutes			
	25	UF Commuter Lot	Airport	7:30 AM	6:00 PM	65 minutes	7:30 AM/ 10:00 AM	5:00 PM/ 5:00 PM	65 minutes
	28	The Hub	Butler Plaza Transfer Station	8:00 AM	6:00 PM	12-16 minutes			
	29	Beaty Towers	Kiwanis Park	7:30 AM	6:00 PM	40-42 minutes			
	33	Butler Plaza	Midtown	7:00 AM	2:30 AM	15-30 minutes	8:00 AM/ 10:00 AM	9:00 PM/ 6:00 PM	30-60 minutes
	34	The Hub	Lexington Crossing	7:00 AM	1:00 AM	20-30 minutes			
	35	Reitz Union	SW 35th Pl	6:30 AM	2:00 AM	10-22 minutes	7:00 AM/ 10:00 AM	7:30 PM/ 6:00 PM	44 minutes
	36	Reitz Union	Williston Plaza	7:00 AM	6:30 PM	30-60 minutes			
37	Reitz Union	Butler Plaza (vis SW 35th Pl)	7:00 AM	7:00 PM	13-30 minutes	9:00 AM/ 10:30 AM	6:00 PM/ 6:00 PM	44 minutes	
38	The Hub	Gainesville Place	7:00 AM	10:30 PM	12-42 minutes				
40	The Hub	Hunters Crossing	7:00 AM	7:00 PM	30-60 minutes				
46	Retiz Union	Downtown Station	7:00 AM	6:00 PM	30 minutes				

### 3.7.1 Ridership<sup>24</sup> and Productivity

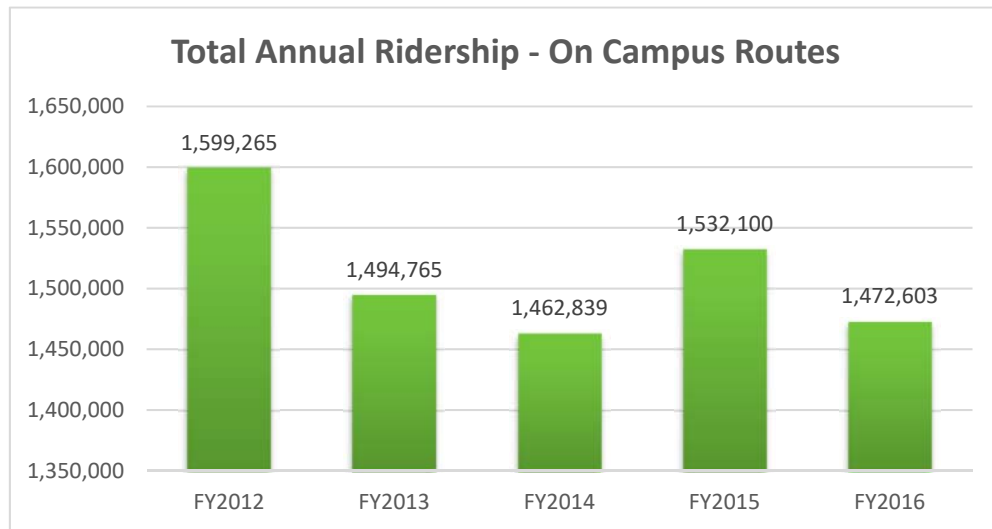
Ridership across the system has fluctuated in recent years. Across the RTS system, ridership peaked within the last five years in FY 2014, but began to subsequently decline (Figure 12). Ridership for the on-campus routes followed an inverse pattern, with it reaching its lowest levels in FY 2014, increasing in FY 2015, and decreasing again in FY 2016, though not to FY 2014 levels (Figure 13).

**Figure 12 Total Annual System Ridership, FY 2012-FY 2016**



<sup>24</sup> Data sourced from RTS Ridership Reports, FY 2012-2017. Available at: <http://go-rt.com/about-rt/#stats>.

**Figure 13 Total Annual Ridership for On-Campus Routes, FY 2012-FY 2016**



On average, the on-campus routes are used by approximately 20,500 passengers each month during the academic year<sup>25</sup>. This average excludes Route 128, which only operates part of the year. The ridership average was used to evaluate the ridership of the on-campus routes. Of the nine routes, five routes have ridership at or above this average: Routes 117, 118, 120, 125, and 127. The remaining routes (Routes 119, 121, 122, and 126) fall below the 20,500-passenger average.

Beyond ridership, each route’s productivity was examined to gain a better understanding of their efficiency. A review of the number of trips per revenue hour delivered by each route provides additional insight into the factors driving the ridership patterns. On average, the on-campus routes achieve 47.9 trips per revenue hour<sup>26</sup>. This average does not include the trips per revenue hour statistic for Route 128, which was not available. Three routes exceed this productivity rate: Routes 120, 125, and 127. The remaining routes (Routes 117, 119, 121, 122, and 126) fall below this average. Among the routes with low productivity, all are only highly utilized during certain times of the day, with ridership low during other periods of service.

<sup>25</sup> Data sourced from RTS Ridership Report, FY 2017. Data is not yet available for all months of FY 2017, so ridership information for October 2016 through March 2017 was used. Ridership for December 2016 was excluded to avoid distorting data.

<sup>26</sup> Data sourced from RTS Comprehensive Operations Analysis. Available at: <http://go-rt.com/about-rt/#stats>.

- › Route 117 – Route is more utilized in inbound direction during morning hours, and in the outbound direction during evening hours.
- › Route 119 – Ridership spikes with class schedule
- › Route 121 – Route is more utilized in outbound direction than inbound
- › Route 122 – Route is more utilized in outbound direction than inbound
- › Route 126 – Ridership is low in late night hours (after midnight) and very low inbound ridership in evening hours.

### 3.7.2 Bus Stop Boarding and Alighting

As part of this analysis, the boardings for bus stops were examined. The stops with the highest boardings (200 daily boardings or more) on campus include:

- › Museum Road/McCarty Drive (Reitz Student Union)
- › Newell Drive/McCarty Drive (Rawlings Hall)
- › Stadium Road/Buckman Drive (The Hub)
- › Museum Road/S Newell Road (University Police Department)
- › Other campus areas with significant boarding activity include near Shands Hospital (Center Drive/Mowry Road) and Hume Hall (Museum Road/Gale Lemerand Drive).

There are several RTS service corridors with bus stops with relatively low usage (25 or fewer passengers). These corridors include:

- › Mowry Road/SW 23rd Drive
- › Gale Lemerand Drive (south of Museum Road)
- › SW 12th Street
- › SW 4th Avenue (east of SW 13th Street)

Considering the relatively low boardings at stops along these corridors, it may be worth evaluating the stops for consolidation or even elimination. These actions could benefit the routes by improving travel time and bus frequency.

### 3.7.3 Service Area

This analysis also evaluated RTS' service area in relation to where students and UF employees currently live. This analysis was performed to determine the potential number of students and employees who have access to transit and could commute to work by bus. It also provides insight into the appropriateness of the system's service area. The analysis was performed using GIS mapping tools of all UF employees that reside in Florida. Figure 14 and Figure 15 show the maps generated by the analysis.

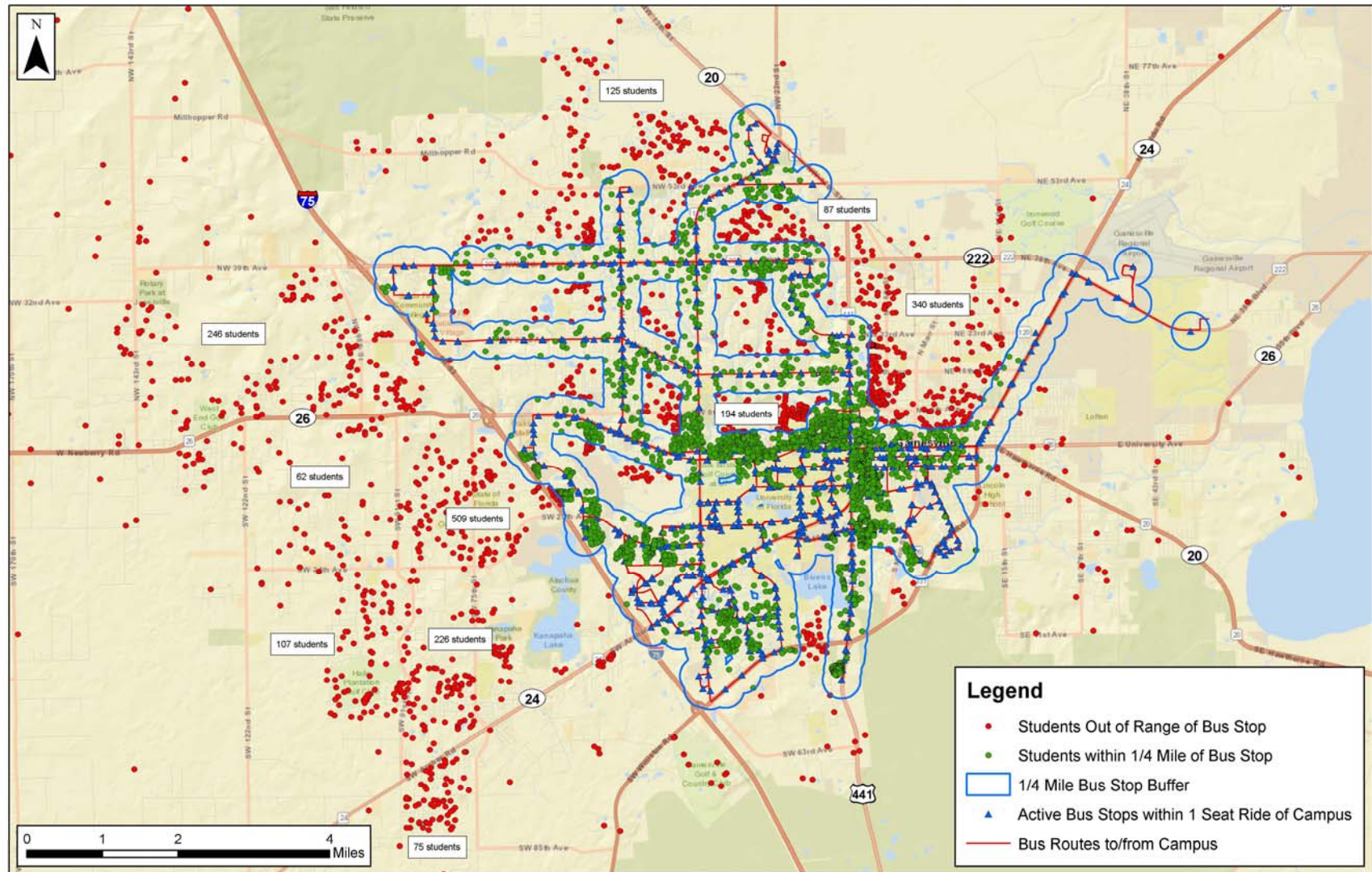
The analysis found that nearly 93% of students (25,236 of 27,246) and 65% of employees (12,823 of 19,678) live within ¼ mile of a bus stop. Within these populations, 24,447 students (or 90% of total students) and 10,762 employees (or 55% of total employees) live near a bus stop along a route that directly connects to campus. Based on survey data, over 40% of

students currently ride RTS to campus on a regular basis (two times a week or more), suggesting the potential to increase ridership. It also showed that only 3% of employees currently ride RTS to work on a regular basis (two times a week or more), indicating the potential for transit ridership to increase. The analysis also showed areas where employees live but are currently unserved by transit. These areas include northwest of campus, the Duck Pond neighborhood near Downtown Gainesville, and the Haile Plantation neighborhood. These areas may be candidates for express bus service targeting faculty.

In addition to the location of students and faculty, Figure 16 shows the locations of schools and daycare facilities related to the ¼ mile transit buffer.

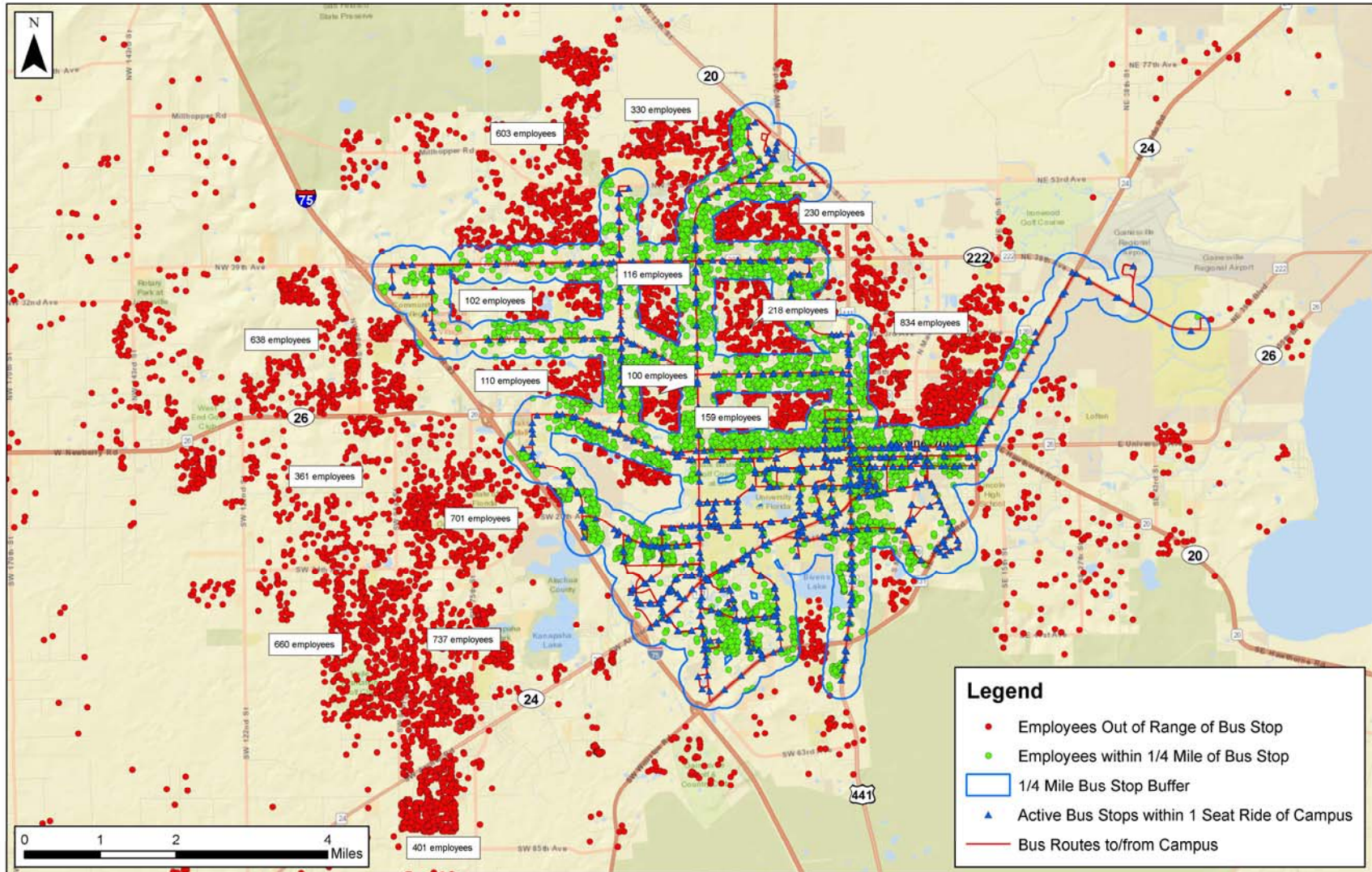


**Figure 14 Student Population within ¼ Mile of a RTS Bus Stop**

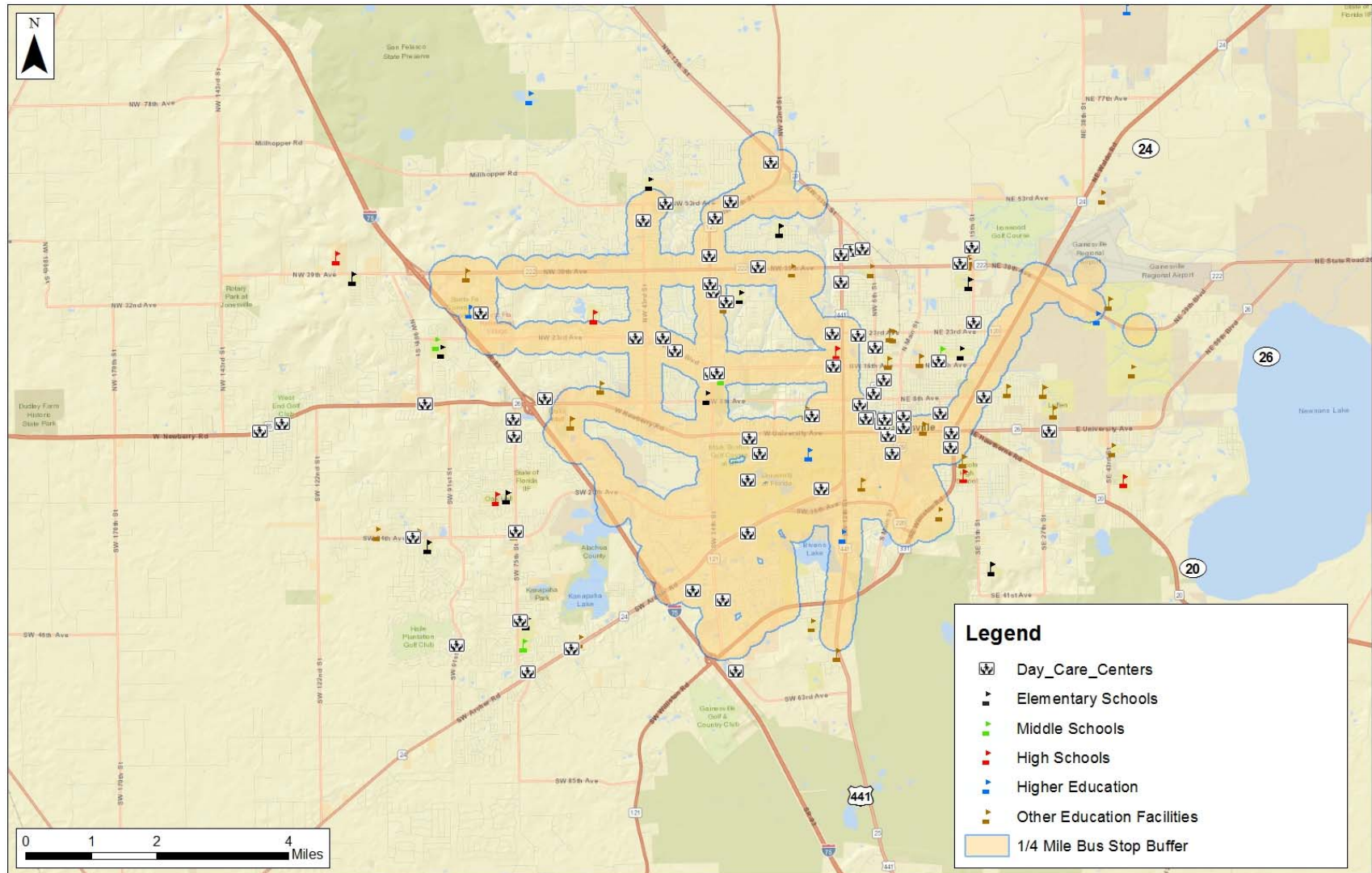




**Figure 15 Employee Population Within ¼ Mile of a RTS Bus Route**



**Figure 16 Schools and Daycare Facilities within ¼ Mile of a RTS Bus Route**





### 3.7.4 Transit Supplements

Following is a summary of the various supplemental programs to transit on campus.

#### 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 – 3:00 AM during the Fall and Spring semesters and from 8:30 PM – 3:00 AM during the Summer semester.

#### Gator Lift

Gator Lift provides on campus transportation to University faculty, students and staff with permanent and temporary disabilities. Gator Lift hours of operation are 7:00 am to 11:00 pm excluding holidays. Rides are by appointment only and may be scheduled on-line using a form that is emailed to TAPS. Gator Lift intends primarily to meet the needs of those with motor disabilities and vision impairments. Although permanently disabled persons receive priority seating, temporarily disabled students and staff may be accommodated as well.

#### 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 between 7:00 AM. and 9:30 PM Monday through Friday excluding holidays.

#### Later Gator

RTS operates a late-night service on Thursdays, Fridays, and Saturdays that run from approximately 8:30 PM through the following morning. The service, known as Later Gator, consists of five routes that crisscross Gainesville and converge at the Rosa Parks Downtown Station. Later Gator Routes A and C generally run east-west across the City, while routes B, D, F provide connections between the northern and southern ends of Gainesville.

#### Uber and Uber Saferides

Uber also operates within the campus area to provide point-to-point transportation. The University of Florida has an agreement with Uber to provide eligible students with discounted rides, subsidized by Student Government, within the campus area between 9:00 PM – 3:00 AM Wednesday through Sunday nights.

### 3.7.5 Summary of Previous Reports

The Year 2020 Transit System Needs Plan (2010) was developed to provide an in-depth analysis of campus transit needs, as a complement to the Transportation element of the Campus Master Plan. The Needs Plan provides several recommendations to boost the service quality of RTS routes.

#### Directness to Destination

Considering the uniqueness of campus transit service, the Needs Plan found that looping routes serve the greatest number of people possible while keeping routes relatively direct. Direct (non-looping) routes could be integrated along busier sections of a road, but this strategy may decrease ridership.

#### Interface of City and Campus Buses

Because RTS routes operate throughout the city, some non-University affiliated passengers have been observed accessing the campus. The Needs Plan recommended adjusting city routes to minimize travel on campus. A negative effect of this approach is reducing access for off-campus populations, especially students coming from South of the campus.

#### Park and Ride

Off-campus park and ride lots would more likely be used by UF employees and the general population than by students who generally reside in more dense concentrations that can be served by direct bus service. The analysis indicates that the Newberry Road/Ft Clarke Boulevard park and ride lot shows the greatest potential for use. Siting a Park and Ride lot at the intersection of Archer and Tower Road was listed as a second priority.

#### Branding

The Needs Plan recommended that RTS boost its branding efforts by providing a well-made comprehensive map that includes both campus and city routes, making GPS location applications more robust (i.e., adding real-time information at transit stops similar to the University of Illinois at Urbana-Champaign's "STOPwatch" application), and continuing to develop a color scheme.

#### Campus Cab

The University offers a Campus Cab service, which is operated by UF Transportation and Parking Services (TAPS). The service provides point-to-point transportation between the hours of 7:45 AM – 4:45 PM (Monday – Friday) for UF faculty and staff on the Main Campus, East Campus, and to selected UF-owned off-campus locations. The Needs Plan found the Campus Cab to be well used and fills a void in connectivity, and recommended for the program to continue.

### 3.7.6 Summary

Transit is an already popular means for students to travel around campus. There is the potential, however, for the system to improve efficiency (and potentially ridership) based on current performance of some routes.

- › Several routes have high ridership only in one direction. These routes may be candidates for adjustment of schedules or routes.
- › Low usage bus stops that are clustered together may be candidates for consolidation or even elimination to improve travel time.
- › There is the potential for student and employee ridership to increase, based on existing access to RTS routes. This could be addressed through TDM strategies such as a marketing campaign or financial incentives and rewards for riding.
- › Based on an analysis of the service area, areas such as Hale Plantation may benefit from transit service via an extension of an existing RTS route or introduction of a new route, assuming it is cost-effective to do so.

## 3.8 Changes Being Planned and Considered

Of great importance to the PTSP is the University's future context. The Plan is intended to provide a vision for UF's transportation system into the next decade and beyond. For the recommendations to be effective, they must account for campus changes in the future. The following section summarizes relevant campus plans that shape the University's future setting and are a consideration for this Needs Analysis.

### 3.8.1 Strategic Development Plan

Beyond providing broad strategic guidelines for the campus' growth, the Strategic Development Plan (SDP) also provides a vision for specific corridors that cross campus and the City of Gainesville. These corridors, dubbed "connective corridors" in the SDP, serve to link key districts in the city. For example, E/W (east/west) corridors connect the University with the City, while N/S (north/south) corridors link smaller intra-campus neighborhoods to each other.

The SDP identifies University Avenue as a key east/west connection, and Newell Drive as a north/south spine for the campus.

### East/West Corridors:

- › University Avenue - The SDP envisions transforming University Avenue into a mixed-use district with a continuous commercial experience. The SDP proposes improving existing building structures, attracting a more diverse mix of businesses to the corridor, filling in gaps where stores are spaced far apart, enhancing sidewalks to be more pedestrian friendly, and providing a dedicated bus/BRT lane along the avenue.
- › SW 2<sup>nd</sup> Avenue and SW 4<sup>th</sup> Avenue – SW 2<sup>nd</sup> Avenue and SW 4<sup>th</sup> Avenue are major east-west connectors in the Innovation District, and they link the western portion of campus with the Downtown area. The SDP proposes strengthening 2nd Avenue so that it becomes the primary spine of the new district. This corridor is also planned to accommodate Gainesville’s first public autonomous shuttle through cooperation of RTS, FDOT and UF. The two avenues are envisioned as future multi-modal routes for pedestrian, bike, and vehicular travel.
- › Depot Avenue - The SDP increases the density of housing in this district, and creating greater housing choice in this neighborhood.

### North/South Corridors:

- › Newell Drive – Newell Drive serves as a key connection between University Avenue and the campus’ historic core in the north and the UF Medical Center to the south. Giving Newell Drive a consistent design and providing for future fixed-route transit will enable this street to function as a central spine for the campus.
- › SE 1st Street - The SDP re-imagines SE 1st Street, from Depot Park to the Hippodrome, as a vital pedestrian-oriented corridor for a new social and arts district

Thirteenth Street – Thirteenth Street is a north/south connector between the campus and the City of Gainesville. The SDP proposes strengthening the western edge of the corridor with institutional uses to promote campus identity, and improving residential uses on its east to create a dynamic gateway to the University from the east. The SDP also proposes improving east-west connectivity along side streets perpendicular to 13th Street to better link the campus to the City.

## 3.8.2 Campus Master Plan

The Campus Master Plan (last updated in 2015) examines the University’s facility and infrastructure needs over the next ten years (through year 2025) and proposes actions to ensure the availability of these resources in the long term. The document outlines specific goals, objectives, policies, and projects that the University has considered, or will consider to achieve this outcome. There are several policies provided in the Plan that support findings from the data analyses and stakeholder meetings.

- › Reduce SOV commuting
- › Improve road user safety through various methods including:
  - safety campaigns

- intersection modifications
- traffic signal upgrades
- shared-use paths
- › Explore Park and Ride options with peak hour shuttle service
- › Implement roadway modifications that emphasize pedestrian, bicycle and transit access in the existing Pedestrian Enhancement Zone, especially
  - in the areas around Newell and Dauer Halls
  - Newell Drive at Turlington Plaza and the Hub Transit Super Stop
  - Newell Drive near the Brain Institute
  - the intersection of Mowry Drive and Gale-Lemerand Drive near the Genetics-Cancer Institute
  - in the Cultural Plaza.

The plan also highlights specific roadway, transit, pedestrian, and bicycle facility improvements. The following priorities (Table 27) are included in the 2015 CMP update and remain outstanding.

**Table 27 Campus Master Plan Transportation Element, Outstanding Projects**

<b>Project Category</b>	<b>Facility</b>	<b>From/To</b>	<b>Description</b>
University of Florida Resurfacing Priorities	Fletcher Drive	Stadium Rd. to West University Ave.	Resurface
	Fraternity Drive	Museum Rd. to Woodlawn Dr. (east)	Resurface
	Gale Lemerand Drive	Mowry Rd. to Museum Rd.	Resurface
	Gale Lemerand Drive	Archer Rd. to Mowry Rd.	Resurface
	Inner Road	Newell Dr. to SW 13th St.	Resurface
	McCarty Drive	East end of Newins-Zeigler to Newell Dr.	Resurface
	McCarty Drive	Museum Rd. to east end of Newins-Zeigler	Resurface
	Mowry Rd.	Gale Lemerand Dr. to Center Dr.	Resurface
	Museum Road	Newell Dr. to Jennings Hall	Resurface
	Newell Drive	Diamond Rd. to Museum Rd.	Resurface
	Newell Drive	Stadium Rd. to Union Rd	Rebuild, resurface with new sub-base (concrete section)
	Ritchey Road	SW 23 St. to Shealy Dr.	Resurface
	Shealy Drive	Ritchey Rd. to SW 16th Ave.	Resurface
	Stadium Drive	Newell Dr. to SW 13th St.	Resurface
Surge Area Road / Natural Area Drive	Archer Rd. to Hull Rd.	Resurface	

Project Category	Facility	From/To	Description
	SW 23 Drive	Archer Rd. to Hull Rd.	Resurface
	Union Road	Buckman Dr. to SW 13th St.	Rebuild, resurface with new sub-base (concrete section)
	Woodlawn Drive	Stadium Rd. to SW 2nd Ave.	Resurface
	Woodlawn Drive	Museum Rd. to Stadium Rd.	Resurface
University of Florida Reconstruction Priorities	Center Dr.	Mowry Rd. to Creek	Phase 3: Realign roadway and construct turn lanes at Mowry Rd intersection per CMP Update Study, September 2010
	Hull Road	SW 34 St. to End of 2-Lane Section	Construct turn lanes, median modification, and upgrades to bus stop, streetscape, signs and markings per CMP Update Study, May 2011
	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 and bicycle lanes
	Memorial Road	Museum Dr. to Hull Rd.	Reconstruct as a 2-lane road with bicycle lanes and a sidewalk on one side (rural section with swale; formerly No Name Road)
	Mowry Road	Gale Lemerand Dr. to Center Dr.	Reconstruct as 2-lane divided with sidewalk both sides, bicycle lanes, & evaluation of dedicated SBL and WBR turn lanes at G-L Dr.
	Mowry Road	SW 23 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
	Surge Area Road	Archer Road to north of culvert	Reconstruct to raise above flood level and modify drainage culverts
	Union Rd.	Newell Dr. to SW 13 Street	Reconstruct on new alignment with sidewalks, bicycle lanes, raised crossing at Plaza of the Americas, streetscape/landscape, reconfigured parking areas and guardhouse
	Woodlawn Drive	Museum Rd. to Stadium Rd.	Reconstruct with sidewalks and bicycle lanes on new easterly alignment to provide developable lots to the west
University of Florida Intersection and Transportation	Campuswide	Five signalized intersections	Traffic Signal Structure Upgrade (poles and foundations). Two of the five mast arm replacements are scheduled for completion in the summer of 2018.
	Fletcher Dr.	Infirmary to Murphy Hall	Construct pedestrian access improvements



<b>Project Category</b>	<b>Facility</b>	<b>From/To</b>	<b>Description</b>
System Management Priorities	Gale Lemerand Dr.	Mowry Dr.	Reconstruct northbound approach per Corridor Study 2014-15
	Gale Lemerand Dr.	Medical Plaza to Cancer-Genetics Bldg.	Construct midblock crossing per Corridor Study 2014-15
	Gale Lemerand Dr. Hull Rd.	Archer Rd. Mowry Rd.	Construct Southbound Right Turn Lane Construct roundabout
	Museum Dr.	Hull Rd.	Construct roundabout (or interim southbound right turn lane)
	Museum Rd. Museum Rd./Dr.	Gale Lemerand Dr. Radio Rd.	Construct Westbound Right Turn Lane Construct roundabout
	Newell Dr.	Brain Institute and ARB	Evaluate and address pedestrian crossing and stop controls (e.g. restriping and modifications to curb ramp locations)
University of Florida New Construction Priorities	SW 23rd Terrace Extension	Archer Rd. to Hull Rd.	Construct as 2-lane with turn lanes where needed, sidewalk both sides and bicycle lanes (urban section/curb & gutter) based on 90% design plans and estimate of probable cost completed April 2010
	Radio Road Extension	Hull Road to SW 34th Street	Construct as 2-lane divided with turn lanes, landscaped median, sidewalk both sides and bicycle lanes (urban section / curb & gutter)
	New Road	Archer Rd. to Mowry Rd.	Construct as 2-lane road along the western perimeter of this developing research area (Cancer-Genetics, Pathogens)
	Diamond Road	Newell Dr. to SW 13 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/curb & gutter) concurrent with future Diamond Village reconstruction
University of Florida Pedestrian Project Priorities	Bledsoe Drive	Hull Rd. to Radio Rd	East side
	Museum Drive	Hull Rd. to Radio Rd	West side
	Rhines Hall Service Drive	Materials Eng. Bldg. to Gale Lemerand Dr.	West and south side
	Surge Area Drive	Archer Rd. to South of Entomology	East side
	Surge Area Drive	Archer Rd. to NATL Park South	West side
	SW 23 <sup>rd</sup> Dr. W. Fraternity Dr.	Archer Rd. to Mowry Rd. Village Dr. to Fraternity Dr.	Both sides North side
University of Florida Bicycle Project Priorities	Center Drive	End of Bicycle Lanes to Museum Rd.	Reconstruct roadway to provide bicycle lanes &/or wide sidewalk approaching intersection in conjunction with new building construction

Project Category	Facility	From/To	Description
	Museum Road	at Village Drive	Widen and restripe as needed for bicycle through access on Museum Rd.
	Reconstruct Service Drive	Hub to Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan
	Reconstruct Service Drive	Acquatic Food Production to Newell Dr.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan
	Reconstruct Service Drive	East side of Hub to Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan
	Service Road	SW 23 <sup>rd</sup> Terrace to 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
	Shared-Use Path	SW 34 St. to Cultural Plaza Bus Shelter	Widen sidewalks to construct shared-use path on the south side of Hull Rd.
	Shared-Use Path	Physics Bldg. to East of Psychology Bldg.	Construct new and upgrade existing shared-use path
	Shared-Use Path	Garage 5 to Museum Rd.	Construct new shared-use path behind Hume Hall north of creek
	Shared-Use Path	Museum Rd. to Keys Complex	Construct new and upgrade existing shared-use path around Bandshell
	Shared-Use Path	Graham Courts to Stadium Rd.	Construct new and upgrade existing shared-use path around Graham Woods perimeter
	Shared-Use Path	Diamond Rd. to Museum Rd.	Construct new shared-use path east of creek and west of Beaty Towers with new bridge to Jennings Hall
	Shared-Use Path	Diamond Rd. to Norman Tunnel	Construct new shared-use path in conjunction with new road and building construction near SW 13th St.
	Shared-Use Path	Black Hall to Chemical Engineering	Construct new shared-use path
	Shared-Use Path	Mech/Aero Engineering Bldg B to Hub	Construct shared-use path through Reitz Lawn
	Shared-Use Path	Broward Pool to Inner Dr.	Upgrade existing path where it narrows north of Broward Pool
	Shared-Use Path	Gale Lemerand Dr. (at creek) to Hume Hall & Gale Lemerand Dr.	Construct new shared use path
University of Florida Bicycle / Pedestrian Grade-Separation Project Priorities	Cultural Plaza Pedestrian/ Bicycle Overpass	Hilton Hotel to Cultural Plaza	Attractive bridge on the south side of Hull Rd/SW 34 St. intersection integrated with building sites and shared-use path alignment
	Museum Road Underpass	Beaty Towers to Broward Recreation	Underpass (depending upon utilities and site design considerations) providing a north-south crossing of Museum Road at existing midblock crossing

Project Category	Facility	From/To	Description
	Reitz Union Pedestrian/ Bicycle Overpass or Underpass	Phelps Lab to 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
University of Florida Campus Bus Shelter Priorities	Hull Rd	SW Recreation Center westbound	standard aluminum
	McCarty Drive	Expand existing at Reitz Union	standard aluminum
	Museum Road	At Corry Village/Baby Gator Lake Alice eastbound	standard aluminum
	Museum Road	University Police Department	standard aluminum
	Newell Drive	Across from Brain Institute southbound	standard aluminum
	SW 12 <sup>th</sup> Street	Behind Norman Hall southbound	City/CRA (CPUH) standard shelter
	Union Road	Walker Hall	standard aluminum
	Gale Lemerand Drive	North of Museum Road	Bus pull-out on east side of Gale Lemerand Drive

### 3.8.3 Landscape Master Plan

The University of Florida is preparing a Landscape Master Plan (LMP), simultaneous to the PTSP, that provides guidance for green spaces on campus. The LMP’s most significant proposal is to link the existing pedestrian zones north of Union Road and east of Buckman Drive, and south of Stadium Road and west of Newell Drive. These two zones are currently disconnected.

The LMP proposes an Auto-Free Zone, restricting all vehicular access to Union Road and northern Newell Drive. The concept links the two pedestrian areas and creates an additional space (south of Union Road, north of Inner Road, and east of Newell Drive) that can be transformed into a third pedestrian zone. The sum of the three pedestrian zones amounts to 81 acres of pedestrian space.

The proposed closures would have impacts on the existing vehicular circulation. Existing vehicular traffic, transit routes, and service vehicles that rely on Newell Drive to serve the campus core will have to be redirected around the new pedestrian zones. Since southern Newell Drive, Inner Road, and Stadium Road/Buckman Drive will provide the closest access to the campus core under this concept, vehicular traffic along those roadways can be expected to increase, along with increased student drop-off/pick-up activity. As part of the Auto-Free Zone concept, Inner Road will be converted to a two-way roadway to accommodate the new traffic pattern, and the segment of Buckman Road from Fletcher Drive to W. University Avenue, will be restricted to transit and limited authorized vehicles.

As part of the proposed Auto-Free Zone, there will be some impacts to parking, especially related to reductions in parking along Inner Road, and scooter parking inside the campus core area. Those impacts will be addressed in the final LMP and TPSP.

The LMP will also include the proposed realignment of Gale Lemerand Drive, to align with NW 20<sup>th</sup> Terrace. The realignment would:

- › Shift the northern end of Gale Lemerand Drive to the west.
- › Shift the signalized intersection at University Avenue to the west, creating a new formal intersection, improving connections between the campus and the northern neighborhoods.
- › Create more outdoor space along the north end of Ben Hill Griffin Stadium at Stadium Park.
- › Replace the existing parking in the O-Connell Center parking lot.

# 4

## Campus Transportation Survey

To gain a more complete understanding of current conditions at the University of Florida, a transportation survey was administered to the campus population. The goal of the survey was to gain insight into students' and employees' travel preferences and attitudes about various transportation alternatives and initiatives. The survey was also used to understand the extent that students and employees might support certain initiatives that aim to address future parking demand.

### 4.1 Method of Survey Data Organization and Presentation

The comprehensive survey included a total of 64 questions and was administered by the University of Florida 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. Key findings from the survey are summarized below. The complete survey, with results for each question, can be found in the Appendix.

### 4.2 Summary of Survey Findings

Key findings from the survey are summarized in the following sections.

### 4.2.1 Current State of Transportation

**Roughly one-third of student respondents, and two-thirds of employee respondents indicated through the survey that they would never bike to campus regardless of the circumstances.** Of those who were open to biking to the University, having access to a suitable bicycle and feeling safe were primary incentives to bike more often. These findings suggest that there is an opportunity to increase bicycling rates among the campus population. Based on survey findings, UF may want to focus bicycling encouragement efforts on students rather than employees. Further promoting Gator Gears and departmental bike rental programs may help to address the lack of access to a bicycle. Increasing the number of bicycling facilities on campus, coordinating with the City of Gainesville to broaden the bicycling network, and launching a safety campaign may also alleviate concerns around safety.

**Walking is already a popular mode for students to get around campus.** For those who don't already walk, distance and travel time are the most significant barriers. Far fewer students walk to and from campus, however. This is attributable to the distance between their place of residence and campus. Bringing more students closer to campus, a goal of the SDP, would help to address this challenge. Until that vision is achieved, promoting and supporting the use of modes more suitable for longer-distances, such as biking or transit, may be more beneficial.

**Among alternative modes, transit is the most popular among students.** Nearly 38% of students currently use RTS to get around campus at least twice a week and 45% use it to get to and from campus at least twice a week. Among those who do not currently use RTS to get around campus or to commute to campus, service frequency and reliability are barriers, as is travel time. Students said they would use RTS more on campus and off campus if there were **more frequent service** (21% and 14%), where faculty and staff said they would use transit more on campus if service were more reliable (40% and 47%). Transit ridership among employees is the inverse of student ridership. Nearly half of employees would not use the bus to access the campus regardless of the circumstances. This preference is reflected in the commuting mode split among employees. Among employees who were open to riding transit to work, 15% of staff and 19% of faculty stated that having more stops closer to their residence would incentivize them to ride more.

**All respondents desired accessing Downtown Gainesville and Innovation Square by RTS bus service.** Thirty-one percent of students, 25% of staff, and 24% of faculty ranked this mode as their first choice. Self-driving buses or trolleys was the second most popular choice (16% of students, 15% of staff, and 19% of faculty ranked this first), and express bus routes were the third most popular choice (8% of students, 15% of staff, and 16% of faculty ranked this first).

**Nearly half of employees would not carpool under any circumstances.** For those who are open to carpooling, having the ability to get home in an emergency and receiving financial incentives would motivate them to carpool. Currently, UF does offer a discounted carpool decal for carpoolers, as well as a guaranteed ride home benefit under its TAPS program.

Students who drive to campus utilize Parking Garage 5 (near Gale Lemerand commuter lot) the most (12%), as well as parking facilities in the Reitz Union area (11.4%). Parking for non-faculty staff was most popular at Newell Garage (13%), followed by the garage south of Archer Road at Gale Lemerand Drive (11.6%), and the O’Connell Center (10.5%). Faculty also parked by Newell Garage (16.6%) and O’Connell Center (14.3%). Nearly 6% of staff and 4% of faculty park off campus. Figure 18 shows the top three on-campus parking locations used by employees, students, and visitors. Figure 19 breaks out the percent of employees, students, and visitors who use parking areas around campus. In general employee parking is centralized around the campus core, with a few remote parking locations available west of the core. Student parking is focused in remote parking in the western end of campus with some options for student parking north of Museum Road.

The most popular approach to campus for employees and students who drive is eastbound on SW Archer Road. The second most popular approach used by employees is southbound on NW 13<sup>th</sup> Street. For Students, eastbound along Hull Road is the second-most used approach, followed by northbound on SW 13<sup>th</sup> Street. This information suggests that a park and ride lot strategically placed by SW Archer Road or along 13<sup>th</sup> Street would capture a significant number of commuters. Figure 20 illustrates the top three approaches for employees, students, and visitors based on survey responses. Figure 21 displays the percent of employees, students, and visitors who use specific approaches.

The majority of Employees and Students exit campus using SW Archer Road. The second most popular exit is NW 34<sup>th</sup> Street, which is mostly used by Students and Visitors. Figure 22 illustrates the overall top three exits most used by employees, students, and visitors to leave campus. Figure 23 breaks out the percent of employees, students, and visitors who use specific exits.

**The campus population appears to be satisfied with the quantity and location of scooter parking in the campus core.** Most respondents (71%) do not want to lose scooter parking in the historic core but are ambivalent about adding more parking to the core area. They also do not support converting nearby parking to scooter parking. There is very strong support, however, for better enforcement of scooter laws.



**Figure 17 Scooter Parking on Campus**



**Students utilize certain parking areas after parking restrictions lift.** It is interesting to note that 26% of respondents that said they parked in Newell Garage regularly were students even though this is an Orange only parking lot. Similarly, 59% of the people who said they parked in the Reitz were students. This seems to indicate that many student drivers are driving to campus after restrictions are lifted. In relation to this observation, **46% of students said they drive to campus at least two times per week.** Because 46% of student do not hold parking permits, this indicates that many students drive to campus after parking restrictions are lifted. Further, when asked if their campus transportation mode changes at night and why, **35% of students indicated a change because of daytime restrictions.** This further indicates that students drive to and park on campus when possible.

**Non-faculty staff arrive on campus in the most concentrated time band.** Non-faculty's busiest arrival time is between 7 AM and 8 AM, when 48% of non-faculty staff arrive. Faculty arrive slightly later, with their busiest arrival time being 8 AM to 9 AM, when 38% arrive. Students are the most spread out group, with their peak arrival hour of 8 to 9 AM only seeing 28% of total student arrivals. **Faculty, staff, and students all leave the campus at**

**the same time.** This observation is particularly strong for faculty (40%) and employees (39%), whose peak departure hours both fall between 5 and 6 PM.

**Non-faculty staff were the most willing to see flexibility in their schedules. Thirty-three percent** of non-faculty staff said they could flex their schedules, but that it is not under their control. Twenty-seven percent of non-faculty staff believed they could telecommute at least one day without impacting their job performance.

**Seventy-eight percent of students own a car, while 10% of students own a scooter and a car.**

**One potential option for managing parking and travel demand on-campus is to balance class schedules across the week, such as offering classes during later hours or on Fridays so that travel demand is equalized throughout the day instead of concentrated during select hours. The survey showed that Faculty were willing to teach on Friday (69%) and after 5pm (65%).** Forty percent of students were in favor of Friday classes and 46% supported classes after 5:00 PM. Both groups also supported building classroom space near commuter lots and park and ride lots (68% of faculty and 74% of students). There was also strong support for offering online courses during the weekday (62% of faculty, and 65% of students). In general students were much less flexible about class scheduling than faculty.

**Students were in favor of better busses to get to campus,** even if it meant sacrificing on-campus circulators.

#### 4.2.2 Proposed Initiatives

**As the cost of parking decal increases, fewer students will purchase decals at the new price.** Most will shift from parking on-campus to an off-campus facility or street parking. To a lesser extent, some are willing to do without a vehicle, while others will purchase a cheaper decal (such as for a more remote parking location).

**For employees, an increase in the parking fee would similarly mean that they will purchase fewer parking decals at the new price.** In comparison to students, however, they will shift to buying cheaper decals (for example, to park at a more remote parking location), or they would end work at UF. Some respondents indicate that they would shift to alternative modes (i.e., biking, carpooling or vanpooling, riding transit, or walking), do without a car, or park at an off-campus facility or in street parking, but the number of employees shifting to these other options are relatively minimal. **The survey also showed that Faculty were much more sensitive to parking pricing changes than non-faculty.**

**Nearly half of students support maintaining the current Transportation Access Fee (TAF) amount, even if it entails changes to transportation system to offset increasing operational costs.** Nearly one-third (31%) of students support increasing the TAF to enhance the bus routes and frequency and to fund new transportation options, and approximately one-fifth of students (22%) support increasing the TAF enough to maintain the level of service.

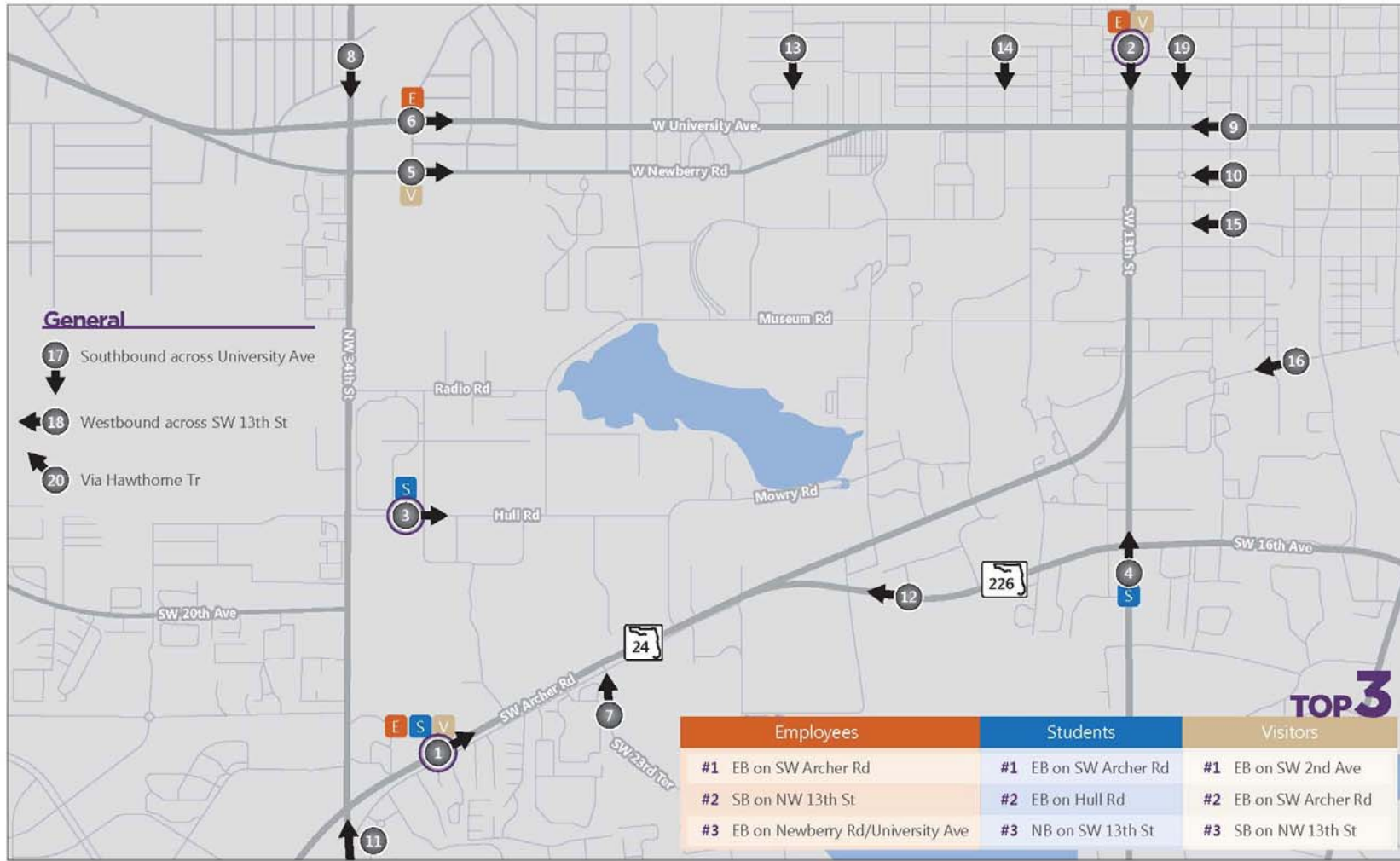
**The overwhelming number of employees (86%) do not view surrendering their parking decal as an option and would not participate in a cash out program for any cash out amount.** Should UF implement a cash out program, 10% of employees would take advantage of the benefit while 3% would be ineligible to participate because they have not owned a parking decal for the past 12 months.

**All groups show willingness to use park and ride if it is convenient. Students, employees, and visitors indicated that they would use a park and ride lot located near their path to campus, if it was served by regular shuttles and took the same amount of time as their regular commute.** At least 73% of non-faculty staff, faculty and students said they would use park and ride if it went directly to campus with no stops in between.

**Nearly half of all respondents (47%) favored either a 24-hour or daytime restriction for the current Auto-Restricted Zone.** Respondents also showed strong support for allowing fewer vehicles in the zone and lowering the speed limit to 15 mph. There was also support for reducing the restrictions in the zone.



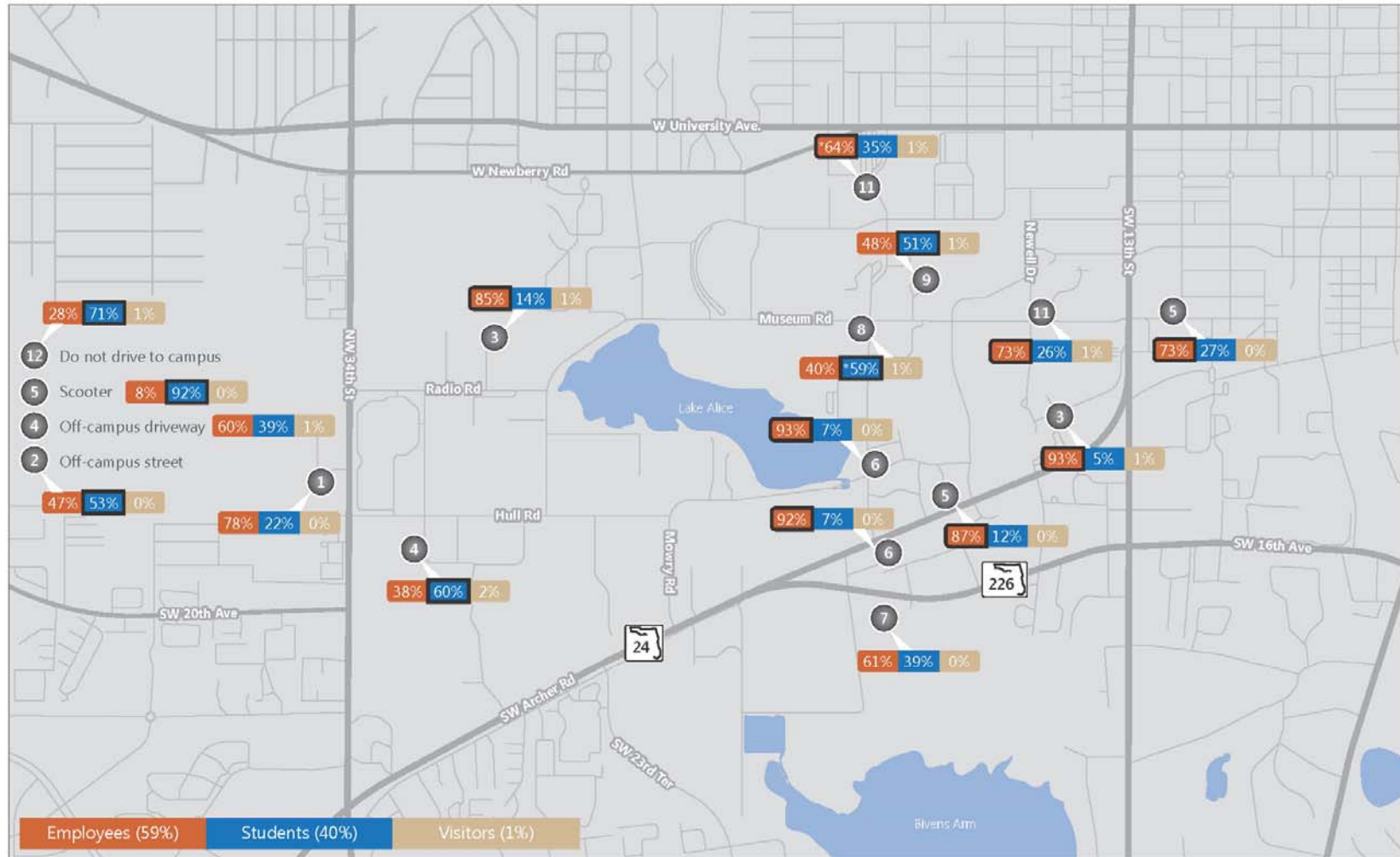
**Figure 18 Top Three On-Campus Parking Locations (Employees, Students, and Visitors)**



- Ranking of Road Approaches
- Overall Top 3



**Figure 19** Percent of Employees, Students, and Visitors Who use Parking Areas On-Campus



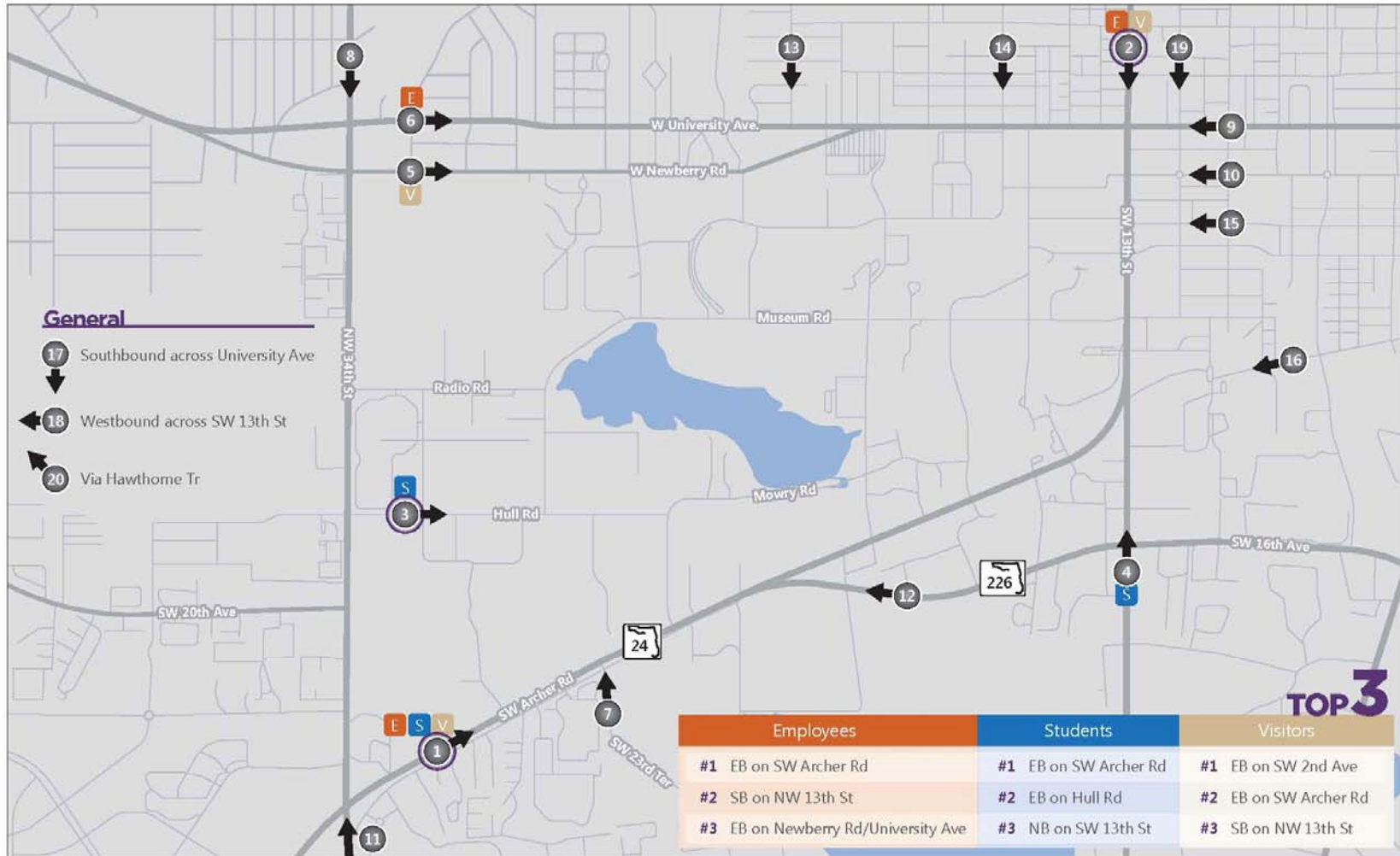
- ⊗ Parking Location / % of Overall
- ■ ■ Employee / Student / Visitor Percentages
- XX% Greater than Average for that Type



Figure 19  
Parking Locations - Percentage



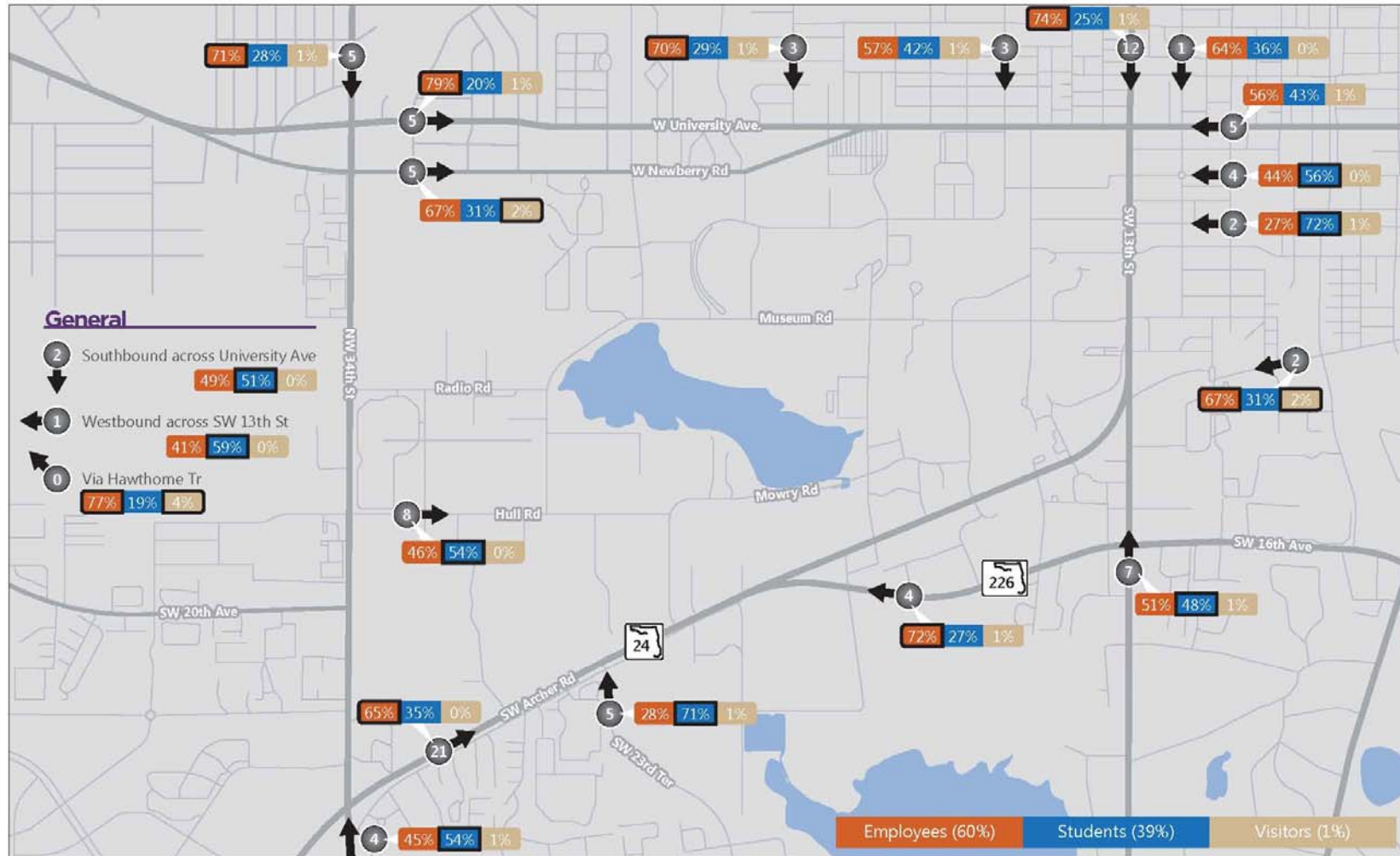
**Figure 20 Top Three Approaches for Employees, Students, and Visitors (Based on Survey Responses)**



- Ranking of Road Approaches
- Overall Top 3



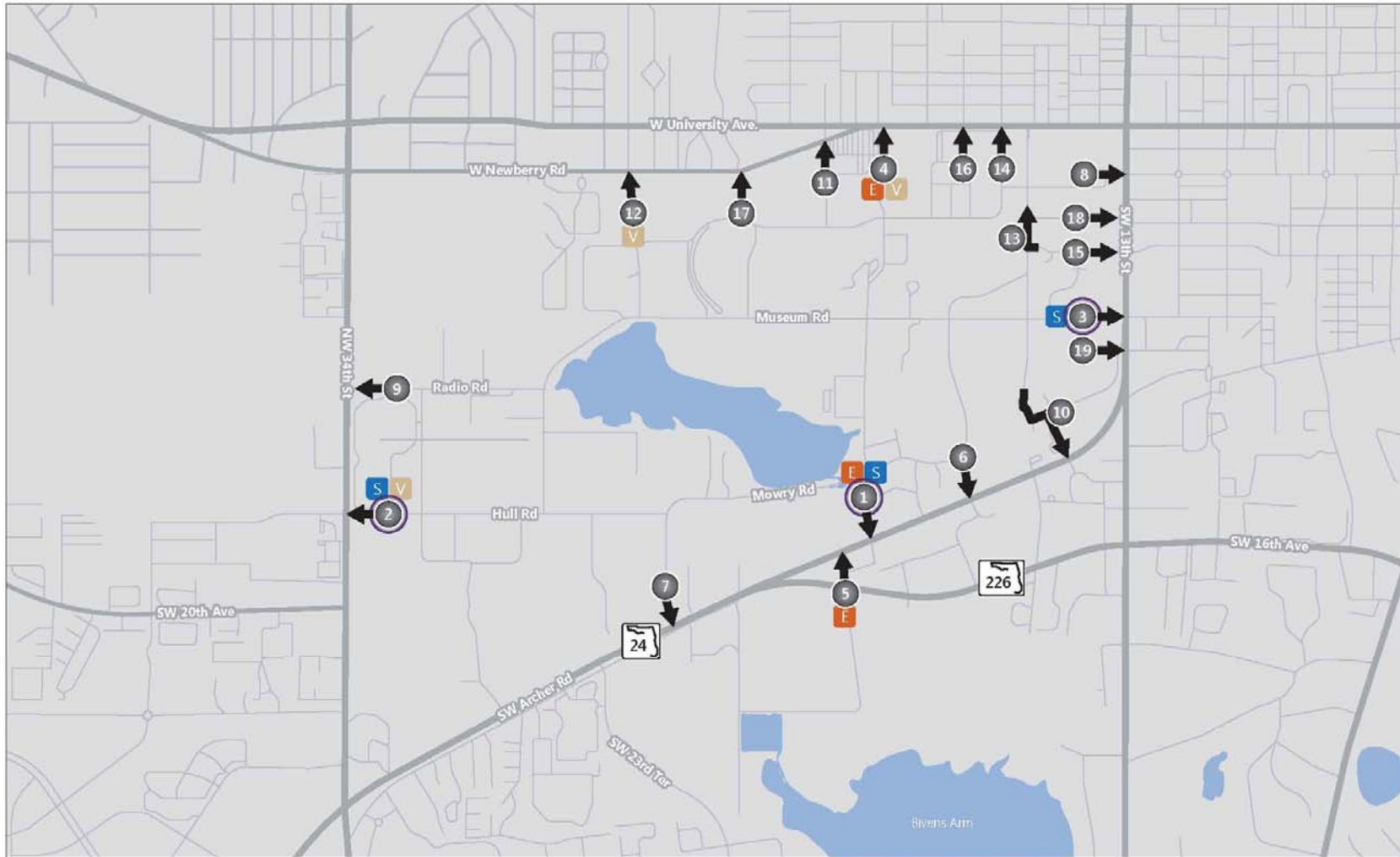
**Figure 21 Percent of Employees, Students, and Visitors Who use Specific Approaches**



N.T.S.  
 Ranking of Road Approaches  
 Employee / Student / Visitor Percentages  
 Greater than Average for that Type

vhb. Campus Approaches - Percentage

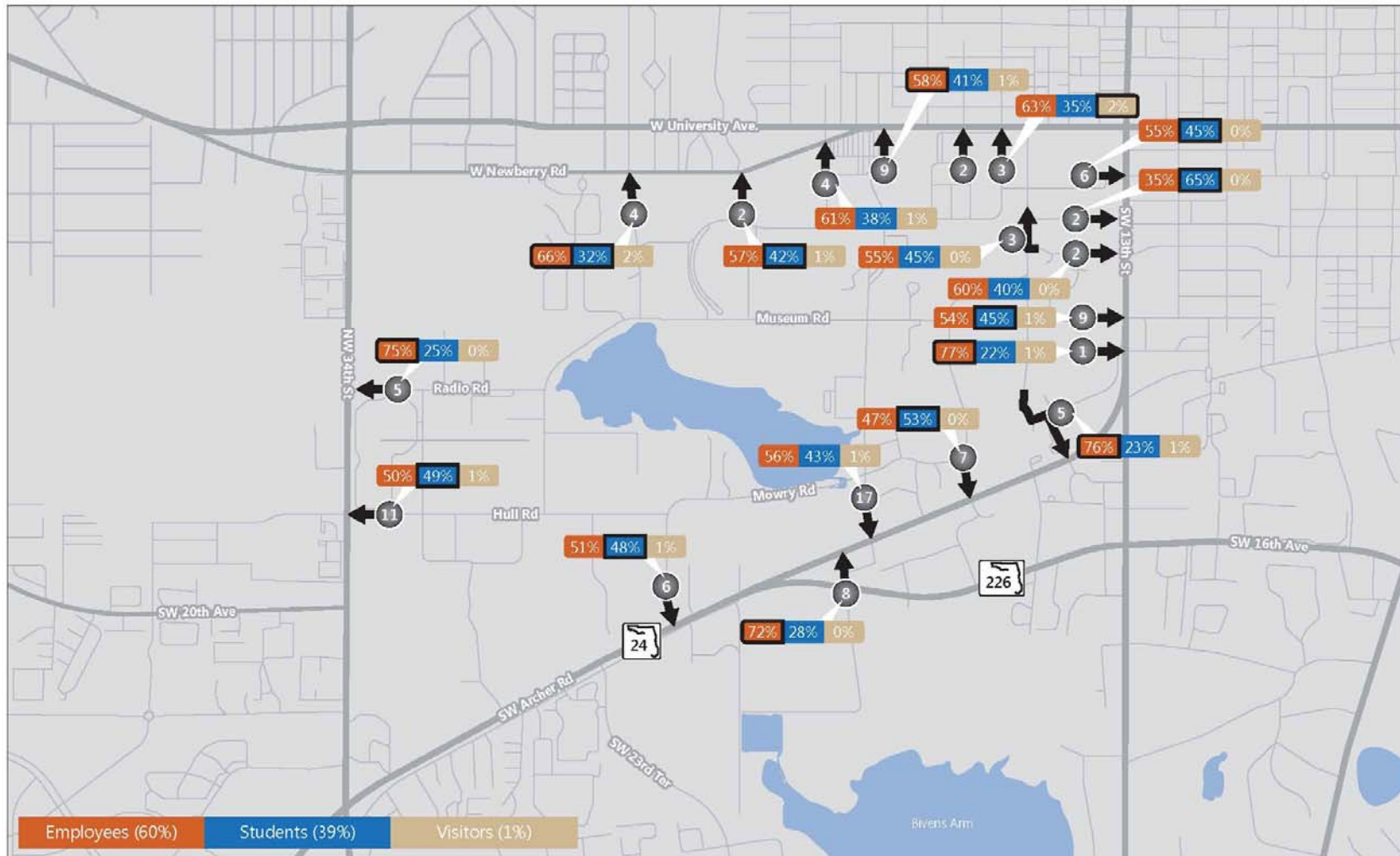
**Figure 22 Top Three Exits used by Employees, Students, and Visitors**



- (X) Ranking of Road Exits
- (X) Overall Top 3



**Figure 23** Percent of Employees, Students, and Visitors Who use Specific Exits



- Ranking of Road Exits
- E S V Employee / Student / Visitor Percentages
- XX% Greater than Average for that Type





# 5

## Peer Institution Benchmarking

As part of the TPSP process, the University of Florida extended peer surveys to institutions around the country and the state of Florida to collect best practices and the current state of the transportation practice at universities. The peer review included 13 institutions that are either top 20 public or top 10 private institutions, and/or smaller institutions with innovative methods for managing their parking inventories. The list includes the following institutions:



- › Florida State University
- › Florida Atlantic University
- › Louisiana State University
- › Stanford University
- › University of Arizona
- › University of Georgia
- › University of Michigan
- › University of North Carolina
- › University of South Florida
- › University of Virginia
- › University of Princeton
- › University of Wisconsin
- › Yale University

Based on the review of peer institutions, comparisons can be made regarding rates for “typical access” parking, technology, and relationships with medical centers. Generally, many systems charge \$500 to \$700 annually for a “typical access” parking permit. The fees were generally higher than the fees charged by UF. Another common theme was the use of technology to assist with parking space identification. This could include variable message signs outside of garages to smart apps that indicate which garages/lots have available parking, in real time. Some institutions have begun thinking about the potential changing environment with the increase in autonomous vehicle use and vehicle service programs such as LYFT and Uber, by planning for convertible parking garages. The need for garages may diminish over time, leaving institutions with unusable structures. In reference to institutions with medical centers, those relationships are generally complex. Typically, the best approach is for the university to manage everything when integrated. If physically (and programmatically) separate, they can be managed separately.

## 5.1 Summary of Responses

Of the thirteen institutions that returned surveys, a diverse set of responses was collected. The following summarizes the responses.

The sizes of the main campus ranged from 11 to 8,100 acres, with an average of 1,488 acres. The number of students ranged from 43,499 to 7,979 with an average of 29,885. The number of staff at responding universities spanned from 1,813 to 15,217 with an average of 8,350. For faculty that range was 1,252 to 6,999 with an average of 3,598. The gross square footage of main campus buildings ranged from 10,000,000 sf to 36,946,938 sf with an average of 17,600,000 GSF per institution. Responding universities averaged 18,536 total main campus parking spots ranging between 29,100 and 6,320.

Each university that responded has a unique set of policies designed to control and respond to parking and transportation demands. Specific strategies are discussed in the

following institution-specific sections. Permit pricing was one such diverse strategy. On average, institutions charged \$365 per year for a proximate student commuter parking permit. These fees ranged from free parking for two schools to the \$1116 annually charged by Stanford. Three institutions do not offer student commuter parking at all. Proximate employee parking fees averaged \$581 per year. Again, two institutions did not charge. Three institutions structured their fees based on salary. Gated lots drew an average price of \$996, with two priced by salary.

Overall, nine of 13 institutions had oversell ratios, eight had medical centers while only seven were seeking to expand parking capacity. Twelve of 13 used technology or other strategies to manage parking demand but only four of the 13 are currently employing technology to assist individuals in finding parking. Many institutions indicated some willingness to explore this kind of technology in the future while others did not because either their parking is sold by individual lot or because investment in other means of transportation took priority.

All thirteen of the responding institutions use a campus shuttle service. These services on average cost \$82 per service hour, with the lowest priced at \$45 per service hour at the University of South Florida and the highest cost at Stanford with an average of \$135 per service hour. Of the eight schools who charge a transportation fee to students, the average fee was \$126 per semester. Some institutions also charge their transportation fee by the credit hour. Seven institutions do not have a construction loss program set up for replacing parking due to building projects. Of the six who do, the fee averages \$18,438, with the highest fee being \$35,000 per space at the University of Virginia. Although many of the responding programs expressed interest in forming partnerships with local organizations and governments, only seven actually had established such partnerships.

The following section summarizes the highlights from the peer responses. Detailed summaries of the responses are included in Appendix C.

**1. Florida State University (FSU)**

- › Sells one permit per space for gated lots and 2.26 decals per student commuter space
- › Has a mobile parking application (app)
- › All garages have magnetic loop based counting systems
  - Parking information is presented on variable-message signs at each garage entrance and on the FSU Tranz app
  - The FSU Tranz app was developed in-house
  - Are looking at options to expand the count system to large surface lots
- › Looking at significant parking permit changes in 2019

## 2. Florida Atlantic University

- › Medical College has purchased Reserved Spaces at \$683/space (14 spaces)
- › Student Transportation “Access” Fee pays Palm Tran Shuttle, Maintenance of Roadways and Parking Garages to Government Agencies for Satellite Campuses and for Campus Shuttle
  - \$76.90/Fall and Spring, and \$32.04/Summer
- › Employee commuter is charged three rates based on pay grade

## 3. Louisiana State University

- › Allocation of parking permits prioritized based on proximity and amount of permit cost
  - The closer you park, the more you pay
- › Policy to replace each lost space with a new space

## 4. Princeton University

- › Do not charge for a parking permit
  - Undergraduates charged on exemption only basis; 124 permits issue at \$300 annually
- › Do not charge for visitor parking

## 5. Stanford University

- › Charges \$1.50 - \$2.50 hourly for visitors and \$17 daily
- › Student decals are \$93/month for commuters and \$33/month for residents
- › Employee decals range from \$33 to \$93/month depending on the decal type (A or C) and \$271/month for gated lots
- › Medical Center generally operates their spaces
- › Moving towards License Plate Recognition (LPR) system and NuPark later this year
- › Have an on campus bike shop and a dozen bike repair stations throughout campus
  - Also have 2 bike cages with one planned and several bike locker compounds
- › Campus shuttle is contracted via a third party
- › Have raised parking permit prices every year since 2010

**6. University of Arizona**

- › Has separated bike facilities
- › Medical Center owns 5,000 spaces; not operated by Parking and Transportation Department
- › Future LPR system for parking enforcement and utilization
- › Next garage will have flat floors and be convertible to an office/apartment

**7. University of Georgia**

- › Do not designate lots by category – based on a priority system
- › Spaces are charged as follows - \$20 per month for remote lots, \$30 per month for proximate, \$40 per month for core of campus, \$60 for reserved (only President’s cabinet and Deans can have a reserved space)
- › Charges \$1.50 hourly for visitors and \$10 daily
- › Moving parking away from core of campus
- › Operates own campus shuttle at a rate of \$86 per service-hour
- › Charge students a transportation fee of \$116/semester
- › Have not raised parking fees in 10 years, have not raised transit fees in 4 years

**8. University of Michigan**

- › Charges up to \$2,000 for a gated lot pass
- › Lottery is held for the most sought-after parking spaces
- › Parking shuttle for medical staff
- › Uses a mobile parking app
- › \$5 million annual cost of parking maintenance

**9. University of North Carolina**

- › Parking is assigned by Departments
- › Small percent of parking goes to undergrad students
- › Charge \$20,000 for parking space mitigation

**10. University of South Florida**

- › Majority of parking spaces are multi-use and do not have a clear designated user
- › Medical-related spaces are leased on an annual basis from USF Parking and Transportation Services (owner USF)
- › Valet parking is contracted between the Medical Clinic and private valet contractor
- › Have purchased 10 new Digital Luke II pay stations in FY 16/17 and 17 units in FY 17/18, so far
- › In the process of purchasing LPR hardware and software for a mobile app
- › In the process of pursuing the procurement of a smart parking/guidance system to outfit a garage facility, as well as two core surface lots

**11. University of Virginia**

- › Students pay ~\$700 per year for a commuter pass and \$400 for a resident pass
- › Employees pay between \$600 and \$1,200 annually for parking

**12. University of Wisconsin**

- › Has a cap on parking spaces at 13,000 based on regional capacity for the transportation gird to and from campus
- › Generally, student parking is the same rate as faculty, ranging from \$281 to \$1,272
- › Issue less than 300 student permits per year, and employees are prioritized by department
- › Transportation Services owns/operates parking at Medical Center
- › Have bicycle lanes where space allows and sharrows in narrower cross-sections
- › Cycletrack that runs through campus

**13. Yale University**

- › Staff/Faculty are ranked #1 for parking priority; pay according to how much they earn, and secondly by seniority
- › The University has insignificant student parkers, who are limited to two very remote garages
- › Oversell is based on lot size opposed to parker type
- › All parking is assigned by lot
- › Medical parking is separate
- › Limited transportation demand (TDM) programs

**5.2 Key Takeaways**

Based on the benchmarking responses, key takeaways from the practices and policies of the peer institutions include the following:



- › General Parking
  - Many institutions choose to maintain their parking supply versus adding more parking. The trend is to better manage the existing parking supply.
  - Some institutions choose to move parking away from the core campus.
  - There is a general move away from surface parking lots to parking garages.
  - With the increase in autonomous vehicle technology, the use of ride programs such as Uber and Lyft, the use of bike share programs, and the general focus towards transit, several institutions are planning for potential lower demand on personal automobile use and the reduced need for parking, by planning for garages with the ability to repurpose the building to other uses.
- › Parking Pricing
  - There is no set standard regarding pricing for parking among the various institutions.
  - Generally, parking prices range between \$500 to \$700 annually versus the \$160 for students and \$378 for faculty charged annually by UF.
  - Faculty pay higher parking fees than students.
- › Parking Technology and General Philosophy
  - Many institutions are investing in new technologies to improve parking efficiency for students, employees and visitors.
  - Several institutions have invested in, or will be investing in LPR hardware and software with a mobile application.
- › Parking Maintenance and Funding
  - There are no standard policies for parking mitigation to replace lost parking spaces.
  - Majority of institutions do not have a construction loss program to replace lost parking due to building projects.
  - Those institutions with a construction loss policy charge between \$12,000 to \$35,000 to replace a lost parking space.
- › Pedestrians, Bicyclists and Transit
  - Majority of institutions have invested in on-campus bicycle and pedestrian infrastructure, including bicycle lanes, cycle tracks, and repair stations.
  - Majority of institutions have partnered with the local transit agency to provide fare-free rides to students and employees. The fees are paid through student/employee fees and/or the institution.

# 6

## Summary of Needs

Based on stakeholder feedback from workshops and meetings, as well as a comprehensive review of data, the following transportation needs were identified. These needs will be used to identify potential solutions for improving campus transportation. The solutions will be “tested” to determine their effectiveness against future campus conditions. Those findings will be reported in a later phase of the project. Table 28 below summarizes the needs identified through this Analysis phase.

**Table 28 Summary of Needs and Potential Solutions**

NEED	POTENTIAL SOLUTION
<p>PARKING</p> <ul style="list-style-type: none"> <li>• Improve overall efficiency of system</li> <li>• Improve arrival and parking for faculty</li> <li>• Reevaluate scooter parking and rule compliance</li> </ul>	<ul style="list-style-type: none"> <li>• Restrict parking for 1st year students (Red 3) and move to an on-campus "commuter lot"</li> <li>• Make all Orange lots in Core as gated lots (Gold and Silver lots)</li> <li>• Provide incentives to students/employees that use alternative modes to get to campus</li> <li>• Restrict overnight parking at park and ride lots</li> <li>• Limit students to one decal per person</li> </ul>

<ul style="list-style-type: none"> <li>• Address student subsidized parking from nearby apartments which impacts daytime capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Extend hours of parking regulation in certain high-demand areas of campus</li> <li>• Reduce peak time traffic to/from campus             <ul style="list-style-type: none"> <li>○ Distribute parking demand over week via class schedule tweaks</li> <li>○ Distribute parking demand over day via class schedule tweaks</li> <li>○ Flexible work schedules</li> </ul> </li> <li>• Increase in Parking Supply (replace lots lost to redevelopment)             <ul style="list-style-type: none"> <li>○ Potential for 7 new garages on campus</li> </ul> </li> <li>• UF Health - have patient only and employee only garages</li> <li>• Eliminate many small scooter lots located directly in front of academic buildings and provide several larger scooter only lots outside of core</li> <li>• Use of new parking technologies to improve parking efficiencies</li> <li>• Remove and replace inefficient parking structures</li> <li>• Scooters             <ul style="list-style-type: none"> <li>○ Consolidate scooter parking for better efficiency and parity with automobile commuters</li> <li>○ Encourage use of environmentally-responsible scooters (e.g. electric)</li> <li>○ Improve safety and rule compliance on campus through education and enforcement</li> </ul> </li> </ul>
<p>TRANSPORTATION OPERATION AND SAFETY</p> <ul style="list-style-type: none"> <li>• Improve safety on edges of campus</li> <li>• Resolve conflicts in historical core between autos, scooters, pedestrians and bicycles</li> <li>• Pedestrian and bicycle safety on campus</li> </ul>	<ul style="list-style-type: none"> <li>• Convert auto-restricted zone to auto-free zone             <ul style="list-style-type: none"> <li>○ Stadium/Buckman/Fletcher circulation on north portion of core</li> <li>○ Newell/Inner circulation on south portion of core</li> </ul> </li> <li>• Kiss-n-ride locations and dedicated drop off zones (could include dedicated Uber, taxi zones)</li> <li>• University Avenue as a true "Main Street" from campus to downtown</li> <li>• Shared-use path on south side of University Avenue</li> <li>• 13th Street, SW 2<sup>nd</sup> Avenue and SW 4<sup>th</sup> Avenue pedestrian and bicycle improvements</li> <li>• Expanded bicycle network</li> <li>• Expand and modify campus street network at key locations for increased connectivity</li> <li>• Construct Transportation System Management Projects for intersection efficiency for better connectivity</li> <li>• Reduce peak time traffic to/from campus by reevaluating class scheduling for students, faculty and staff             <ul style="list-style-type: none"> <li>○ Distribute parking demand over week via class schedule tweaks</li> <li>○ Distribute parking demand over day via class schedule tweaks</li> <li>○ Flexible work schedules</li> </ul> </li> </ul>
<p>TRANSIT</p> <ul style="list-style-type: none"> <li>• Increase efficiency of campus routes</li> <li>• Identify new routes</li> </ul>	<ul style="list-style-type: none"> <li>• Increased transit service system-wide</li> <li>• Modified routes along with auto-free zone</li> <li>• Capture portion of employee population west of I-75</li> <li>• Two primary transit hubs at edges of core</li> <li>• Branded shuttles             <ul style="list-style-type: none"> <li>○ Dedicated shuttle along Newell Drive</li> </ul> </li> <li>• Art Axis connection</li> </ul>

	<ul style="list-style-type: none"> <li>• GAToRS AV transit shuttle</li> <li>• Premium transit along University Avenue</li> <li>• Employ technology to the benefit of transit</li> <li>• Add RTS bus bays in strategic locations to improve permanency of the system and operational efficiencies for other traffic</li> <li>• Regional vanpool options for those living in the surrounding communities</li> <li>• Dedicated TDM Coordinator</li> </ul>
<p>WAYFINDING/VISITOR EXPERIENCE</p> <ul style="list-style-type: none"> <li>• Improve arrival experience</li> </ul>	<ul style="list-style-type: none"> <li>• Clear and identifiable gateways             <ul style="list-style-type: none"> <li>○ Hull Road, Gale Lemerand Drive, Museum Road and Union Road</li> <li>○ Potentially Inner Road</li> </ul> </li> <li>• Signage and landscaping to define key locations on campus</li> <li>• Technology</li> <li>• Develop drop-off zones for ride share and facilities for EV charging, bike share and other innovative mobility solutions</li> <li>• Wayfinding study</li> </ul>
<p>BICYCLE AND PEDESTRIAN</p> <ul style="list-style-type: none"> <li>• Increase bicycle and pedestrian connectivity, on- and off-campus</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a comprehensive pedestrian and bicycle master plan to address education, engineering, encouragement, enforcement, and evaluation</li> <li>• Construct bike and pedestrian shared-use paths on campus that connect to off-campus networks</li> <li>• Shared-use path along University Avenue</li> <li>• Sidewalk continuity along the west side of 13th Street</li> <li>• Connect interior campus routes to create cohesive bike path from Northeast to Southwest</li> <li>• Build stronger bike and pedestrian infrastructure on Inner Rd in coordination with auto-restricted zone</li> <li>• Widen bicycle lanes along Museum Drive</li> </ul>

## 6.1 Development of Scenarios

Based on findings from the Needs Analysis, adjustments to the campus transportation network and parking system were developed. These changes range from policy changes to new infrastructure.

These recommendations will be evaluated against the campus future context, including expected population growth and planned facilities, buildings, and infrastructure. The evaluation will analyze impacts to traffic operations, parking system, and shift to other modes.

### 6.1.1 Candidates for Scenario Testing

- › Parking restrictions on campus
- › Substantial increase in parking supply
- › Substantial parking permit price increase (e.g. 5% p.a. for at least 5yrs)
- › Substantial increase in transit ridership
- › Robust park-and-ride (could be analyzed with transit scenario)

### 6.1.2 Conclusion

The issues and opportunities that were identified in this report will guide the project by providing a foundation upon which to develop the purpose and need. These will be analyzed and discussed in greater detail as the planning process proceeds and potential improvement alternatives are identified.





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# Appendix

## Appendix A – Campus Transportation Survey and Response Summaries

# Campus Transportation Survey

---

Start of Block: Opening Questions for Everyone



Q01

**We need your help!** This is UF's most comprehensive survey ever on transportation and parking. Questions anticipate upcoming campus changes, consistent with the findings of the recent UF Strategic Development Plan.

**Your** input will help to make all modes of transportation and parking better, both on campus and off. You may choose to include your contact information at the end of the survey for a chance to win a prize, an Apple iPad Pro or one of two iPad Minis!

The survey takes an estimated 20 minutes to complete. Thank **you** for helping us with your survey responses.

\*\*

**Survey Consent:** The Qualtrics software system is being used to implement this survey. Data is held in anonymity and will not be shared or sold. Your participation in this survey is voluntary. You may choose to share your name, phone number and e-mail to be eligible for survey prizes, but you need not share your contact information to participate in this survey.

The University will not connect your survey responses to your personal information. You will be contacted only if you are one of the three prize winners. The University intends to use this survey's data solely for transportation and parking quality improvement and the evaluation of current transportation and parking policies.

I accept the above terms and conditions (1)

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Page Break

Q02 What is your **primary** University of Florida affiliation?

- Student - Undergraduate (1)
- Student - Graduate/Professional (2)
- Visiting Scholar (3)
- Faculty (4)
- Employee of UF, UF Health, or their affiliate (5)
- UF Volunteer (6)
- No UF affiliation (7)

---

Page Break

Display This Question:

*If What is your primary University of Florida affiliation? = Student - Undergraduate*

*Or What is your primary University of Florida affiliation? = Student - Graduate/Professional*

Q03 Do you attend class on the **main campus?**

- Yes (1)
- Rarely - I am seeking an online degree and/or do remote study outside Gainesville (2)

---

Page Break



*Display This Question:*

*If What is your primary University of Florida affiliation? = Student - Undergraduate*

Q04 What **year** are you at UF?

- Freshman (1)
- Sophomore (2)
- Junior (3)
- Senior (4)

---

Page Break

Display This Question:

If What is your primary University of Florida affiliation? = Student - Graduate/Professional

Q05 What is the highest **professional degree** you are currently enrolled in at UF?

- Master's (1)
- Doctoral (2)
- Other Post-Baccalaureate (3)

---

Page Break

*Display This Question:*

*If What is your primary University of Florida affiliation? = Visiting Scholar*

*Or What is your primary University of Florida affiliation? = Faculty*

Q06 What is your **position** at UF?

- University faculty - UF Health/Shands (1)
- University faculty - other than UF Health/Shands (2)
- Postdoctoral researcher (3)
- Other academic appointee (4)

---

Page Break

*Display This Question:*

*If What is your primary University of Florida affiliation? = Employee of UF, UF Health, or their affiliate*

Q07 What is your **position** at UF?

- Staff member - UF Health/Shands (1)
- Staff member - other than UF Health/Shands (2)
- Staff member - of a UF affiliate (3)

---

Page Break

Q08 Where do you live?

- Campus - Residence Hall (1)
- Campus - Family Housing or Graduate Housing (2)
- Off Campus - UF Housing (e.g. Infinity Hall, Tanglewood) (3)
- Off Campus - Apartment or Condominium (4)
- Off Campus - House (5)

---

Page Break

*Display This Question:*

*If Where do you live? = Off Campus - UF Housing (e.g. Infinity Hall, Tanglewood)*

*Or Where do you live? = Off Campus - Apartment or Condominium*

*Or Where do you live? = Off Campus - House*

Q09 Do you currently reside in the United States?

Yes (1)

No (2)

---

Page Break



Display This Question:

If Do you currently reside in the United States? = Yes



Q10 Please enter your 5-digit zip code:

---

---

Page Break

End of Block: Opening Questions for Everyone

---

Start of Block: Off-Campus A

Q11 During a **typical week**, which days do you travel to the main campus? Please check all that apply:

Monday (1)

Tuesday (2)

Wednesday (3)

Thursday (4)

Friday (5)

Saturday (6)

Sunday (7)

---

Page Break

Q12

When you travel to campus, which is your ***most frequent building destination?***

- Map Section A (1)
- Map Section B (2)
- Map Section C (3)
- Map Section D (4)
- Map Section E (5)
- Map Section F (6)
- Map Section G (7)
- Map Section H (8)
- Map Section I (9)
- Map Section J (10)
- I don't travel to the main campus (11)

---

Page Break

Q13 Approximately **how far do you live** from your campus destination?

- Less than half a mile (1)
- ½ mile to 1 mile (2)
- 1 to 1½ miles (3)
- 1½ to 2 miles (4)
- 2 to 3 miles (5)
- 3 to 5 miles (6)
- 5 to 10 miles (7)
- 10 to 20 miles (8)
- 20 to 30 miles (9)
- 30 - 50 miles (10)
- More than 50 miles away (11)

---

Page Break

Q14 On a typical **Wednesday**, what time do you **arrive** on campus? (If you aren't typically scheduled for Wednesdays, please answer for the next subsequent weekday you typically must travel to campus.)

- 6 AM - 7 AM (1)
- 7 AM - 8 AM (2)
- 8 AM - 9 AM (3)
- 9 AM - 10 AM (4)
- 10 AM - 12 PM (5)
- 12 PM - 3 PM (6)
- 3 PM - 4 PM (9)
- 4 PM - 4:30 PM (10)
- 4:30 PM - 5 PM (11)
- 5 PM - 6 PM (12)
- 6 PM - 2 AM (7)
- 2 AM - 6 AM (8)

---

Page Break

Q15 On a typical **Wednesday**, what time do you **depart** campus? (If you aren't typically scheduled for Wednesdays, please answer for the next subsequent weekday you typically must travel to campus.)

- 6 AM - 9 AM (1)
- 9 AM - 12 PM (2)
- 12 PM - 3 PM (3)
- 3 PM - 4 PM (4)
- 4 PM - 4:30 PM (5)
- 4:30 PM - 5:00 PM (6)
- 5 PM - 6 PM (7)
- 6 PM - 6 AM (8)

---

Page Break



Display This Question:

*If What is your primary University of Florida affiliation? = Visiting Scholar*

*Or What is your primary University of Florida affiliation? = Employee of UF, UF Health, or their affiliate*

*Or What is your primary University of Florida affiliation? = UF Volunteer*

*Or What is your primary University of Florida affiliation? = No UF affiliation*

Q16 Regarding **flexibility** in your arrival and/or departure time, please check all that apply:

I could arrive earlier/later but my start time is not within my control (1)

I could depart earlier/later but my end time is not within my control (2)

I regularly stay late to complete assignments or to work overtime (3)

I can only flex my arrival/departure time by up to 30 minutes, since my job function controls my working hours (4)

I can only flex my arrival/departure time by up to 30 minutes, since my supervisor/team has fixed expectations of core hours (5)

I would like to shift my start/end time and believe this change would not impact my job performance (6)

I would like to telecommute at least one day a week and believe this change would not impact my job performance (7)

I currently telecommute at least one day a week (8)

I have substantial flexibility for my start and end times, but only during some days of the week (9)

I have substantial flexibility for my start and end times, for most or all days of the week (10)

I do not want to change my work times (11)

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Page Break

*Display This Question:*

*If What is your primary University of Florida affiliation? = Faculty*

Q17 Would you teach on campus at earlier or later times of day, if offered a choice?

Yes (1)

No (2)

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Page Break

Q18 In a **typical week during the school year**, how often do you use the following modes to **travel round trip to campus?** (Please answer all statements.)

	Daily (4 or more times weekly) (1)	Regularly (2 or 3 times weekly) (2)	Infrequently (once weekly) (3)	Rarely (1 to 3 times monthly) (4)	Never (5)
Walking (1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Biking (2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric Bicycle (3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (Alone) (4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (Shared ride) (5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passenger in a car, van or truck (6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regional Transit System (RTS) Bus (7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus or shuttle (other/Gator Lift) (8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle/Scooter (9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uber/Lyft (10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telecommute from home (11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Page Break



Q19 Relative to the previous question about modes of travel, which weather conditions cause you to **vary your commute modes to or from campus?** Please check all that apply:

- Heat above 90°F (1)
- Heat above 80°F (2)
- Cold below 75°F (3)
- Cold below 65°F (4)
- Thunderstorms (5)
- Heavy rain (6)
- Light rain (7)
- Lack of light/sun (seasonal variation and/or heavy cloud cover) (8)
- Other: (9) \_\_\_\_\_
- Weather does not affect my mode of commuting (10)

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Page Break

Q20 With the travel mode you most **frequently** use, how long does it typically take you to reach campus?

- Less than 5 minutes (1)
- 5 to 10 minutes (2)
- 10 to 15 minutes (3)
- 15 to 20 minutes (4)
- 20 to 30 minutes (5)
- 30 to 45 minutes (6)
- 45 to 60 minutes (7)
- More than an hour (8)

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Page Break

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Q21 If you drive a motor vehicle to campus, which of the following is closest to where you **park** most often?

- Garage 4, aka "Broward Garage", "Newell Garage" (1)
- Garage 13 at Transportation & Parking Services/Clinical & Translational Research Building (2)
- Facilities Services and Radio Road Lots (at Elmore Hall) (3)
- Garage 5/Large Commuter Lot at Hume Field (opposite Water Reclamation) (4)
- Garage 8, near Norman Hall (5)
- O'Connell Center (6)
- Orthopaedics and Sports Medicine (7)
- Cultural Plaza/Phillips Center area (8)
- Reitz Union area (9)
- Garage 1 at Shands East (10)
- Garages 2 and 3/Medical Plaza/Shands West (11)
- Veterinary Medicine/Animal Sciences/south of SW 16th Avenue (12)
- Garage 9, south of Archer Road at Gale Lemerand Drive (opposite Davis Cancer Pavillon) (13)
- Off Campus - Parking Lot or Driveway (14)
- Off Campus - Street Parking (15)
- Scooter Parking on campus (16)
- I don't drive to campus (17)



Q22 How do you typically **approach an entrance to campus**, using your primary transportation mode?

- A: Southbound on NW 22nd Street (1)
- B: Southbound on NW 17th Street (2)
- C: Southbound on NW 13th Street (3)
- D: Southbound on NW 12th Street (4)
- E: Southbound across University Avenue (via some other street) (5)
- F: Westbound on University Avenue (6)
- G: Westbound on SW 2nd Avenue (7)
- H: Westbound on SW 4th Avenue (8)
- I: Westbound on SW Depot Ave (9)
- J: (**not shown on map**) Westbound on SW Hawthorne Trail/Waldo Road Greenway Bike Route (10)
- K: Westbound on SW 16th Avenue (11)
- L: (**not shown on map**) Westbound across SW 13th Street (via some other street) (12)
- M: Northbound on SW 13th Street (13)
- N: Northbound on SW 23rd Terrace (14)
- O: Northbound on SW 34th St (15)
- P: Eastbound on SW Archer Rd (16)
- Q: Eastbound on Hull Road (17)
- R: Eastbound on SW 2nd Avenue (19)
- S: Eastbound on Newberry Road/University Avenue (18)
- T: Southbound on NW 34th Street (20)

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Page Break

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Q23

Which road do you typically use to **exit the campus**, using your primary transportation mode?

- A: North - Village Drive toward SW 2nd Avenue (1)
  - B: North - SW 23rd Street toward SW 2nd Avenue (2)
  - C: North - O'Connell Center Parking Lot West Driveway onto SW 2nd Avenue (4)
  - D; North - Gale Lemerand Drive toward University Avenue (5)
  - E: North - Fletcher Drive toward University Avenue (6)
  - F; North - Buckman Drive toward University Avenue (7)
  - G: North - Newell Drive toward University Avenue (8)
  - H: East - Union Road toward SW 2nd Avenue (9)
  - I: East - Stadium Road toward SW 4th Avenue (10)
  - J: East - Inner Road toward SW 5th Avenue (11)
  - K: East - Museum Road toward SW 8th Avenue (12)
  - L: East - Diamond Road toward SW 9th Avenue (13)
  - M: South - Newell Drive toward SW Archer Road (14)
  - N: South - Center Drive toward SW Archer Road (16)
  - O: South - Gale Lemerand Drive toward SW Archer Road (15)
  - P: North - Shealy Drive toward SW Archer Road (18)
  - Q: South - SW 23rd Drive toward SW Archer Road (19)
  - R: West - Hull Road toward SW 34th Street (21)
  - S: West - Radio Road toward SW 34th Street (20)
-



Q24 Do you own a car at your **local household**?

- Yes (1)
- Yes, and I also have a scooter on or near campus (2)
- No, but I have a scooter on or near campus (3)
- No, but I live with someone whose car I share (4)
- No, but I have regular access to a friend's car or a family member's car (5)
- No, but I use Zipcar sharing (6)
- No, I have no car on or nearby campus (7)

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Page Break



Q25 Where do you live on campus?

- Beaty Towers (1)
- Broward/Rawlings Area (2)
- Corry Village (3)
- Diamond Village (4)
- Fraternity Row (5)
- Graham/Simpson Area (6)
- Hume Hall (7)
- Jennings Hall (8)
- Keys Complex (9)
- Lakeside Complex (10)
- Maguire Village/University Village South (11)
- Mallory/Yulee Area (12)
- North/Riker Area (13)
- Sledd/Murphree Area (14)
- Sorority Row (15)

Q26 Do you own a car or scooter **in Gainesville?** Please select all that apply:

Yes, I own a car (1)

I have a scooter (2)

I use Zipcar (3)

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Page Break

Q27 If you own a car, where do you **store** it?

- On campus - near my residence (1)
- On campus - at a remote location from my residence (2)
- Off campus (3)
- I don't have a car in Gainesville (4)

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Page Break

End of Block: On Campus A

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Start of Block: Everyone A

Q28 In a typical week, how often do you use each of the following modes in the **daytime** to travel **on** campus? (Please answer all statements.)

	Daily (4 or more times weekly) (1)	Regularly (2 to 3 times weekly) (2)	Infrequently (once weekly) (3)	Rarely (1 to 3 times monthly) (4)	Never (5)
Walking (1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Biking (2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric Bicycle (3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (alone) (4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (shared ride) (5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
UF Campus Cab (6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regional Transit System (RTS) Bus (7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus or shuttle (other/Gator Lift) (8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle/Scooter (9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Skateboard/Skates (10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Page Break

Display This Question:

If What is your primary University of Florida affiliation? = Visiting Scholar

Or What is your primary University of Florida affiliation? = Faculty

Or What is your primary University of Florida affiliation? = Employee of UF, UF Health, or their affiliate

Or What is your primary University of Florida affiliation? = UF Volunteer

Or What is your primary University of Florida affiliation? = No UF affiliation

And If

Where do you live? = Off Campus - UF Housing (e.g. Infinity Hall, Tanglewood)

Or Where do you live? = Off Campus - Apartment or Condominium

Or Where do you live? = Off Campus - House

Q29 During weekdays, for which reasons do you **leave campus** during the daytime? Please check all that apply:

- I don't usually leave campus during the day (1)
- Work meetings (2)
- Other University business (3)
- Lunch off campus (4)
- Healthcare appointments (5)
- Personal errands (6)
- Caregiving responsibilities (7)
- Other: (8) \_\_\_\_\_

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Page Break

Display This Question:

If What is your primary University of Florida affiliation? = Student - Undergraduate

Or What is your primary University of Florida affiliation? = Student - Graduate/Professional

And If

Where do you live? = Off Campus - UF Housing (e.g. Infinity Hall, Tanglewood)

Or Where do you live? = Off Campus - Apartment or Condominium

Or Where do you live? = Off Campus - House

Q30 During weekdays, for which reasons do you **leave campus** during the daytime? Please check all that apply:

- I don't usually leave campus during the day (1)
- Meetings related to coursework (2)
- Employment off campus (3)
- Other extracurricular activities (4)
- Lunch off campus (5)
- Healthcare appointments (6)
- Personal errands (7)
- Caregiving responsibilities (8)
- Other: (9) \_\_\_\_\_

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Page Break

Display This Question:

If What is your primary University of Florida affiliation? = Visiting Scholar

Or What is your primary University of Florida affiliation? = Faculty

Or What is your primary University of Florida affiliation? = Employee of UF, UF Health, or their affiliate

Or What is your primary University of Florida affiliation? = UF Volunteer

Or What is your primary University of Florida affiliation? = No UF affiliation

Q32 If you **leave campus during work hours on weekdays**, how do you travel? Please select all that apply:

I don't usually leave campus during the day (1)

Walking (2)

Biking/Electric Bicycle (3)

Zipcar (4)

Drive (alone) (5)

Drive (shared ride) (6)

Motorcycle/Scooter (7)

Passenger in car/van/truck (8)

Regional Transit System (RTS) Bus (9)

Uber/Lyft (10)

UF Campus Cab (11)

Other: (12) \_\_\_\_\_

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Page Break



Q33 In a typical week, how often do you use each of the following modes **after dark** to travel **on** campus? (Please answer all statements.)

	Daily (4 or more times weekly) (1)	Regularly (2 to 3 times weekly) (2)	Infrequently (once weekly) (3)	Rarely (1 to 3 times monthly) (4)	Never (5)
Walking (1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Biking (2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric Bicycle (3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (alone) (4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive (shared ride) (5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regional Transit System (RTS) Bus (6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus or Shuttle (Gator Lift/other) (7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
UF SNAP (8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle/Scooter (9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uber/Lyft (10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (11)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Page Break



Q34 If your campus transportation mode changes **at night**, why does it change? Please select your top one or two responses:

- I do not travel on campus at night (8)
- I do not travel differently at night and use the same travel mode (9)
- My daytime mode's night schedule (for example, bus or a shared ride) doesn't meet my needs (1)
- My daytime mode can't drop me off or pick me up close enough to my night-time location (2)
- It's too dark to navigate safely at night (3)
- Daytime restrictions (for example, parking or the auto-restricted zone in the historic campus core) are lifted at night (4)
- My travel costs are higher at night (5)
- I use UF SNAP instead at night (6)
- Other: (7) \_\_\_\_\_

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Page Break



Q35 If you do not regularly use Regional Transit System (RTS) buses **on campus**, which could be your top two incentives to use RTS more often **on campus**?

- I regularly use buses on campus (1)
- Better understanding of bus schedules (2)
- More frequent bus service (3)
- More reliable (on time) bus service (4)
- Shorter travel times (shorter/more direct bus routes on campus) (5)
- Bus stops closer to my point of origin (6)
- Bus stops closer to my campus destination(s) (7)
- Less crowded buses with fewer passengers/not standing for rides (8)
- I would not use the buses regardless, for my current travel needs (9)
- Other: (11) \_\_\_\_\_

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Page Break



Q36 If you do not regularly bike **on campus**, which could be your top two incentives to bike more often **on campus**?

- I regularly bike on campus (1)
- Access to a reliable, suitable bike (2)
- Access to an electric bicycle (3)
- Better understanding of bike paths and bike routes on campus (4)
- Better understanding of bike paths and bike routes to and from campus (5)
- Improved bicycle paths and routes on campus (6)
- Improved bicycle paths and routes to and from campus (7)
- Safer biking on campus (8)
- Safer biking to and from campus (9)
- Secure bike storage on campus (10)
- Covered bike storage on campus (11)
- Access to a campus changing area with showers (12)
- I would not bike regularly, under any circumstances (15)
- Other: (16) \_\_\_\_\_

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Page Break



Q37 If you do not regularly walk *on campus*, which might be your top two incentives for you to walk more often ***on campus?***

- I regularly walk on campus (1)
- Shorter distances between classes and/or work meetings (2)
- Safer pedestrian crossings and sidewalks (3)
- More time, allowing me to walk instead of using faster transportation (4)
- I would walk more on campus if I saw my colleagues walking more often (5)

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Page Break

*Display This Question:*

*If What is your primary University of Florida affiliation? = Student - Undergraduate*

*Or What is your primary University of Florida affiliation? = Student - Graduate/Professional*

*And If*

*Where do you live? = Campus - Residence Hall*

*Or Where do you live? = Campus - Family Housing or Graduate Housing*

Q31 During weekdays, for which reasons do you **leave campus** during the daytime? Please check all that apply:

- I don't usually leave campus during the day (1)
- Meetings related to coursework (2)
- Employment off campus (3)
- Other extracurricular activities (4)
- Lunch off campus (5)
- Dinner off campus (6)
- Grocery purchases (7)
- Healthcare appointments (8)
- Personal errands (9)
- Caregiving responsibilities (10)
- Other: (11) \_\_\_\_\_

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Page Break



Q38 If you do not regularly use Regional Transit System (RTS) buses *to or from campus*, which could be your top two incentives for you to take RTS at least two days weekly ***to or from campus?***

- Bus rides are already my point-to-point primary travel mode on campus (13)
- Better understanding of bus schedules (1)
- More frequent bus service (2)
- More reliable (on time) bus service (3)
- Shorter travel times (shorter/more direct bus routes on campus) (4)
- Bus stops closer to my residence (6)
- Bus stops closer to my campus destination(s) (7)
- Less crowded buses with fewer passengers/not standing for rides (8)
- The ability to get home during emergencies (9)
- Safer waits at off campus bus stops (11)
- I would not use the buses regardless, for my current travel needs (12)
- Other: (14) \_\_\_\_\_





Q39 If you do not regularly carpool or vanpool **to or from campus**, which might be your top two options to get you to pool, at least twice weekly, **to or from campus**?

- I already carpool or vanpool to or from campus (10)
- Better understanding of available pools convenient to my residence (1)
- Less variable work hours (2)
- Better location to meet a pool (for example, a park-and-ride-lot close to my residence) (3)
- Shorter pool travel times (similar times to driving on my own) (4)
- The ability to get home for emergencies (a "guaranteed ride home" program) (5)
- UF financial incentives (for example, pool member discounts on parking decals) (7)
- I would not carpool or vanpool regularly under any circumstances (8)
- Other: (9) \_\_\_\_\_

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Page Break



Q40 If you do not regularly bike **to or from campus**, which could be your top two incentives to bike more often **to or from campus**?

- Biking is already my primary travel mode to or from campus (14)
- Access to a reliable, suitable bike (1)
- Access to an electric bicycle (2)
- Better understanding of bike paths and bike routes on campus (3)
- Better understanding of bike paths and bike routes to and from campus (4)
- Improved bicycle paths and routes on campus (5)
- Improved bicycle paths and routes to and from campus (6)
- Safer biking on campus (7)
- Safer biking to and from campus (8)
- Secure bike storage on campus (9)
- Covered bike storage on campus (10)
- Access to a campus changing area with showers (11)
- I would not bike regardless, for my current travel needs (13)
- Other: (15) \_\_\_\_\_

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Page Break



Q41 If you do not regularly walk *to and from campus*, which might be your top two incentives for you to walk more often?

- I already regularly walk to and from campus (5)
- Shorter distances between home and campus (1)
- Safer pedestrian crossings and sidewalks (2)
- More time, allowing me to walk instead of using faster transportation (3)
- I would walk more on campus if I saw my colleagues walking more often (4)
- I would not regularly walk to and from campus, under any circumstances (10)

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Page Break

Q42 When you chose your current place of residence, which of these factors played a **significant** role in your location choice? Please select all that apply:

- Proximity to services and retail (1)
- Proximity to bicycle paths/trails (2)
- Proximity to Regional Transit System (RTS) bus stops (3)
- Proximity to someone to carpool with (4)
- Proximity to campus (5)
- Cost of parking (6)
- Roadway congestion along your route to campus (7)
- Sidewalks/paths along your route to campus (8)
- Other: (9) \_\_\_\_\_

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Page Break

**Q43 Parking demand often exceeds supply.** How should UF respond to ensure mobility and access during parking shortages?

Please rank the following by dropping and dragging your choices into order of preference from 1 (top choice) to 10 (bottom choice):

\_\_\_\_\_ Eliminate parking decals for all freshmen students (subject to hardship exemptions) (4)

\_\_\_\_\_ Eliminate parking decals for those living close to campus (for example, within one mile, subject to hardship exemptions) (5)

\_\_\_\_\_ Invest in park-and-ride systems off campus (6)

\_\_\_\_\_ Invest in premium transit systems to and from campus (for example, Bus Rapid Transit with dedicated bus lanes for faster, more reliable bus service) (9)

\_\_\_\_\_ Invest in commuter programs providing enhanced support, education and awareness of car alternatives (11)

\_\_\_\_\_ Raise parking decal prices, to pay for new parking garages closer to the campus core (a garage typically costs \$18,000 to \$22,000 per space to build, so fees will not cover the full costs) (12)

\_\_\_\_\_ Raise parking decal prices, to pay for new parking spaces on the campus periphery (for example, surface parking lots) (13)

\_\_\_\_\_ Limit parking decal price increases, but reduce the number of decals (decals not guaranteed but offered through lotteries, waiting lists, etc.) (14)

\_\_\_\_\_ Encourage increased housing options, on and nearby campus, which make biking and walking to campus easier (15)

\_\_\_\_\_ Other: (16)

**Q44 Demand for scooter parking** has increased. In some popular locations on campus, however, there is no ability to increase scooter parking space.

Please indicate your agreement with the following statements (please answer all statements):

	Agree (1)	Disagree (2)
UF needs to add scooter parking near the historic core of campus (1)	<input type="radio"/>	<input type="radio"/>
UF needs to reduce scooter parking in and near the historic core of campus (2)	<input type="radio"/>	<input type="radio"/>
Scooter decals should become valid for specific campus locations only (like car decals are now) (3)	<input type="radio"/>	<input type="radio"/>
UF should partner with the City of Gainesville, to convert car and truck parking nearby campus to scooter parking (4)	<input type="radio"/>	<input type="radio"/>
Better enforcement of scooter laws is needed (no scooters on sidewalks, no scooters inside the auto-restricted zone, etc.) (5)	<input type="radio"/>	<input type="radio"/>

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Page Break

Q45 Much parking demand and campus traffic is connected to **class schedules**.

Please indicate your agreement with the following statements (please answer all statements):

	Agree (1)	Disagree (2)
UF should schedule more classes held before 8 AM (1)	<input type="radio"/>	<input type="radio"/>
UF should schedule more classes held before 9 AM (2)	<input type="radio"/>	<input type="radio"/>
UF should schedule more classes held after 5 PM (3)	<input type="radio"/>	<input type="radio"/>
UF should schedule more classes held after 7 PM (4)	<input type="radio"/>	<input type="radio"/>
UF should schedule more Friday classes (5)	<input type="radio"/>	<input type="radio"/>
UF should schedule more classes on weekends (6)	<input type="radio"/>	<input type="radio"/>
UF should schedule more online classes during weekday middays (7)	<input type="radio"/>	<input type="radio"/>
UF should add more classroom space nearby commuter and park-and-ride lots (8)	<input type="radio"/>	<input type="radio"/>

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Page Break



Q46 UF is seeking to **improve connectivity** between the main campus and **downtown Gainesville**, including Innovation Square.

Please rank the following by dropping and dragging your preferred travel means between the campus, Innovation Square and downtown Gainesville into order of preference from 1 (top) to 10 (bottom):

- \_\_\_\_\_ Regional Transit System (RTS) bus service (1)
- \_\_\_\_\_ Future self-driving buses or self-driving trolleys (these self-driving vehicles would likely have smaller rider capacities than regular buses, but more frequent service) (2)
- \_\_\_\_\_ Express bus routes (stopping, for example, at only Campus, Innovation Square and Downtown) (3)
- \_\_\_\_\_ Premium transit (Bus Rapid Transit with dedicated bus lanes for faster, more reliable bus service) along University Avenue or 2nd Avenue, with limited route stops (4)
- \_\_\_\_\_ Driving (considering limited off-campus parking availability and parking fees) (5)
- \_\_\_\_\_ Uber/Lyft (6)
- \_\_\_\_\_ Motorcycle/Scooter (7)
- \_\_\_\_\_ Biking (8)
- \_\_\_\_\_ Walking (9)
- \_\_\_\_\_ Other: (10)

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Page Break

Q47 An **auto-restricted zone** exists within the historic campus core, but some drivers illegally drive motor vehicles through the zone.

Please select the statement below that you agree with most:

- Fewer vehicles should be allowed within the zone (1)
- All vehicles should be prohibited from the zone during daytime zone hours (except for campus bus service, equipment deliveries and emergency vehicles) (2)
- All vehicles should be prohibited from the zone 24 hours a day (except for campus bus service, equipment deliveries and emergency vehicles) (3)
- The auto-restricted zone's speed limit should be lowered, from 20 m.p.h. to 15 m.p.h. (4)
- The zone should be made larger, adding these streets/blocks: (5)  
\_\_\_\_\_
- These streets/blocks outside the zone should be auto-free 24 hours a day: (6)  
\_\_\_\_\_
- The zone should change somewhat, to allow vehicles at all times on these streets/blocks: (7) \_\_\_\_\_
- The zone should be removed, with no restrictions on vehicles through the core of campus (8)

---

Page Break \_\_\_\_\_

Q48 Consider the experience of **campus visitors**, including prospective students, research collaborators, healthcare patients, alumni, athletic event attendees, cultural visitors and the general public.

How can UF best improve the experience of visitors, to make campus more welcoming?

Please rank the following by dropping and dragging your choices into order of importance from 1 (most important) to 9 (least important):

- \_\_\_\_\_ Wayfinding signage in Gainesville, resembling highway signs ("turn here for UF") (1)
- \_\_\_\_\_ Campus directional signage (directing vehicles to popular campus destinations) (2)
- \_\_\_\_\_ Enhanced building signage (3)
- \_\_\_\_\_ Pedestrian wayfinding signage (maps and signs posted along sidewalks) (4)
- \_\_\_\_\_ Bicycle wayfinding and signage (5)
- \_\_\_\_\_ Enhanced campus gateways (to better define the "front doors" and improve UF's aesthetics) (6)
- \_\_\_\_\_ Visitor-only parking spaces in more campus locations (for shorter visitor walk distances) (8)
- \_\_\_\_\_ Simplified visitor parking validation, so departments can better welcome their guests (9)
- \_\_\_\_\_ Other improvements you would like to see: (11)

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Page Break

Q49 Do you own a ***parking decal*** meant for use on the main campus?

Yes (1)

No (2)

---

Page Break

Start of Block: Cash Out Question

Q50 A "cash out" program gives employees cash incentives to surrender parking decals and use alternative transportation. What might you choose if UF offered a cash out for those employees who have ***owned parking decals for a year or longer?***

- I have not owned a decal for the past 12 months and would be ineligible for a cash out (1)
- I would surrender my decal for the next 12 months and use alternative transportation instead, to receive my decal payment back (up to a maximum of \$500) (2)
- Surrendering my parking decal is not an option for me, for any cash out amount (3)

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Page Break

Start of Block: TAF Question

Q51 The **Student Transportation Access Fee (TAF)** has remained \$9.44 per credit hour for several years. As costs for existing transportation programs continue to rise and new programs are considered, your top preference would be:

- Increase the TAF **sufficiently** to maintain the current level of service (1)
- Increase the TAF **further**, to enhance bus routes and bus frequency, and to fund new transportation options (2)
- Maintain the current TAF with **no increase** and offset increased transportation costs otherwise (3)

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Page Break

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Q67 If the TAF is maintained with no increase, how should UF **offset** the increasing costs of transportation?

- Reduced bus service** (more crowded buses, longer wait times, smaller service areas, etc.) (1)
- Reallocate TAF funds to **enhance on campus bus service** (bus routes that never leave campus) but have riders pay fares to ride off campus routes (2)
- Reallocate TAF funds to **enhance on campus bus service** (bus routes that never leave campus) but reduce off campus bus service (3)
- Reallocate TAF funds to **enhance off campus bus service** but substantially reduce on campus bus service (bus routes that never leave campus) (4)

---

Page Break

Q52 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$20 per semester, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (3)
- Stop buying decals and do without a vehicle (4)
- End work and/or school at UF due to the increased cost (5)
- Other: (6) \_\_\_\_\_



Q53 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$60 *per semester*, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (3)
- Stop buying decals and do without a vehicle (4)
- End work and/or school at UF due to the increased cost (5)
- Other: (6) \_\_\_\_\_

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Page Break

Q54 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$100 per semester, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (3)
- Stop buying decals and do without a vehicle (4)
- End work and/or school at UF due to the increased cost (5)
- Other: (6) \_\_\_\_\_

---

Page Break

Q55 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$20 per semester, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (9)
- Other: (10) \_\_\_\_\_

Q56 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$60 per semester, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (9)
- Other: (10) \_\_\_\_\_

Q57 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$100 per semester, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (9)
- Other: (10) \_\_\_\_\_

End of Block: Decal Owners - Off Campus Students Q3

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Start of Block: Decal Owners Only: Off Campus Residents B

Q58 As UF anticipates **future parking demand**, one option is off campus park-and-ride lots with transit connections to campus.

Parking in park-and-ride lots would be low cost or free of cost, and include free transit connections to campus.

Please indicate your agreement with the following statements (please answer all statements):

	Agree (1)	Disagree (2)
I prefer park-and-ride lots to be along major roads, less than 2 miles from campus (1)	<input type="radio"/>	<input type="radio"/>
I prefer park-and-ride lots to be at activity centers (for example, the Butler Plaza Shopping Center) (3)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride if the transit connections went nonstop to campus (4)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride if the transit connections made stops along the way to campus (5)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride to the campus core, even if there were stops in between (6)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride to Shands/UF Health, even if there were stops in between (7)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride if it were faster to alternatives (such as dedicated transit lanes nearby campus) (8)	<input type="radio"/>	<input type="radio"/>
I would only use park-and-ride if it was a service for UF and UF Health use only, closed to the general public (9)	<input type="radio"/>	<input type="radio"/>





Q59 If a park-and-ride lot was located on your (approximate) path to campus, had regular transit shuttles every 10-15 minutes to campus, and your total commute took approximately **the same amount of time as your regular commute**, would you use park-and-ride?

- I would definitely use park-and-ride (1)
- I would likely use it (2)
- I would be unlikely to use it (3)
- I would not use park-and-ride (4)

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Page Break

Q60 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$5 *monthly*, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (10)
- Other: (11) \_\_\_\_\_

Q61 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$15 *monthly*, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (10)
- Other: (11) \_\_\_\_\_

Q62 Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$25 *monthly*, how might you respond?

- Continue to buy decals at the new price (1)
- Buy cheaper decals, even for a more remote parking location (2)
- Stop buying decals and do without a vehicle (3)
- Stop buying decals and park off campus, at a non-UF facility or find street parking (4)
- Stop buying decals and walk to campus (5)
- Stop buying decals and bike to campus (6)
- Stop buying decals and take Regional Transit System (RTS) buses to campus (7)
- Stop buying decals and join a carpool or vanpool (8)
- End work and/or school at UF due to the increased cost (10)
- Other: (11) \_\_\_\_\_

Q63 We want to learn about your concerns and your ideas for improving transportation at UF:

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Page Break

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Q64 Would you like to enter your name, telephone and e-mail for a chance to win one of the survey prizes?

Yes, I understand the University will not connect my personal information to my survey responses. (1)

No. (2)

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Page Break

*Display This Question:*

*If Would you like to enter your name, telephone and e-mail for a chance to win one of the survey pri...  
= Yes, I understand the University will not connect my personal information to my survey responses.*

Q65 Please share your information for a prize drawing, to be held after the survey period ends on Friday, January 26. Your information will remain private and you will not be contacted unless you win a survey prize:

Your name (first and last): (1)

\_\_\_\_\_

Your telephone with area code: (2)

\_\_\_\_\_

Your e-mail address: (3) \_\_\_\_\_

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Page Break

Q66 For specific issues requiring ***immediate*** attention, please contact UF Parking and Transportation.

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Page Break



End of Block: Everyone C

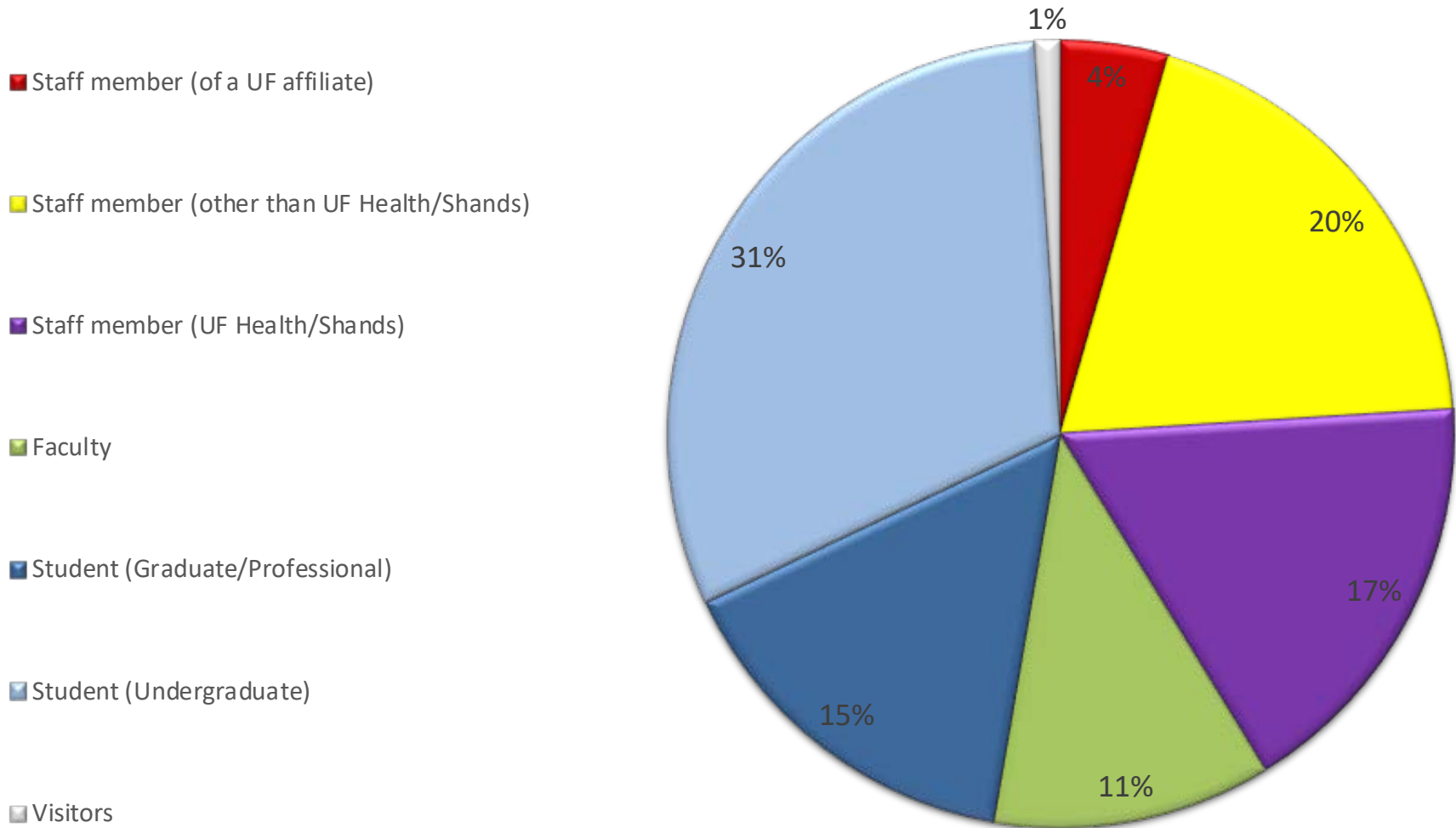
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# Summary of Survey Results



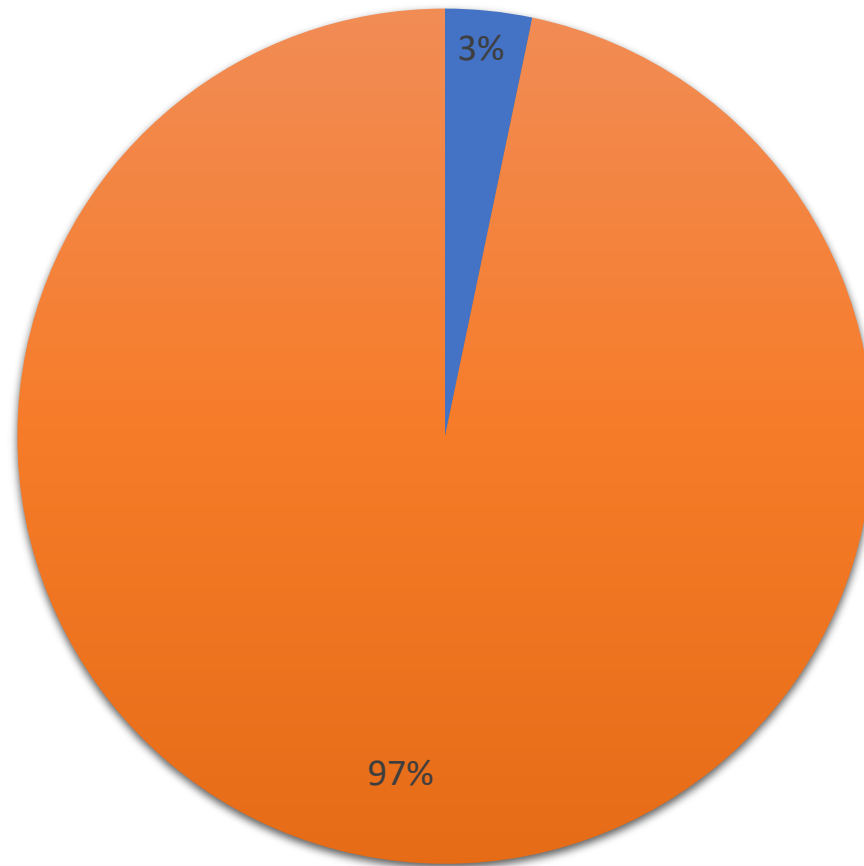
# Survey | Q2

What is your primary University of Florida affiliation?



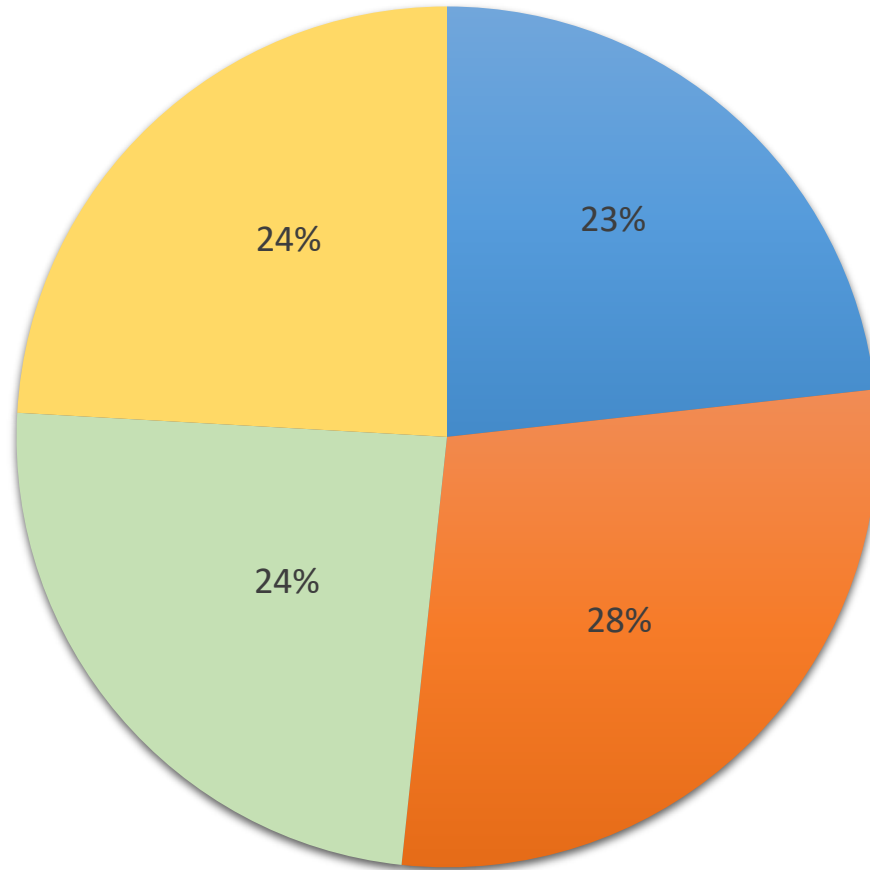
# Survey | Q3

Do you attend class on the main campus?



# Survey | Q4

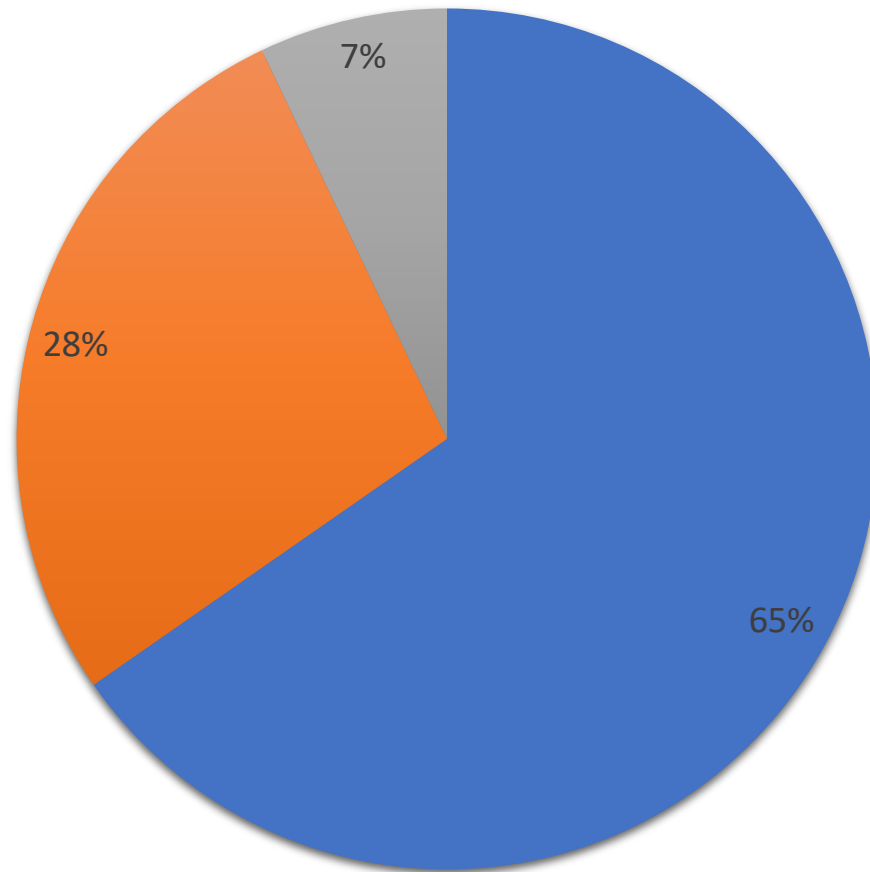
What year are you at UF?



■ Freshman ■ Junior ■ Senior ■ Sophomore

# Survey | Q5

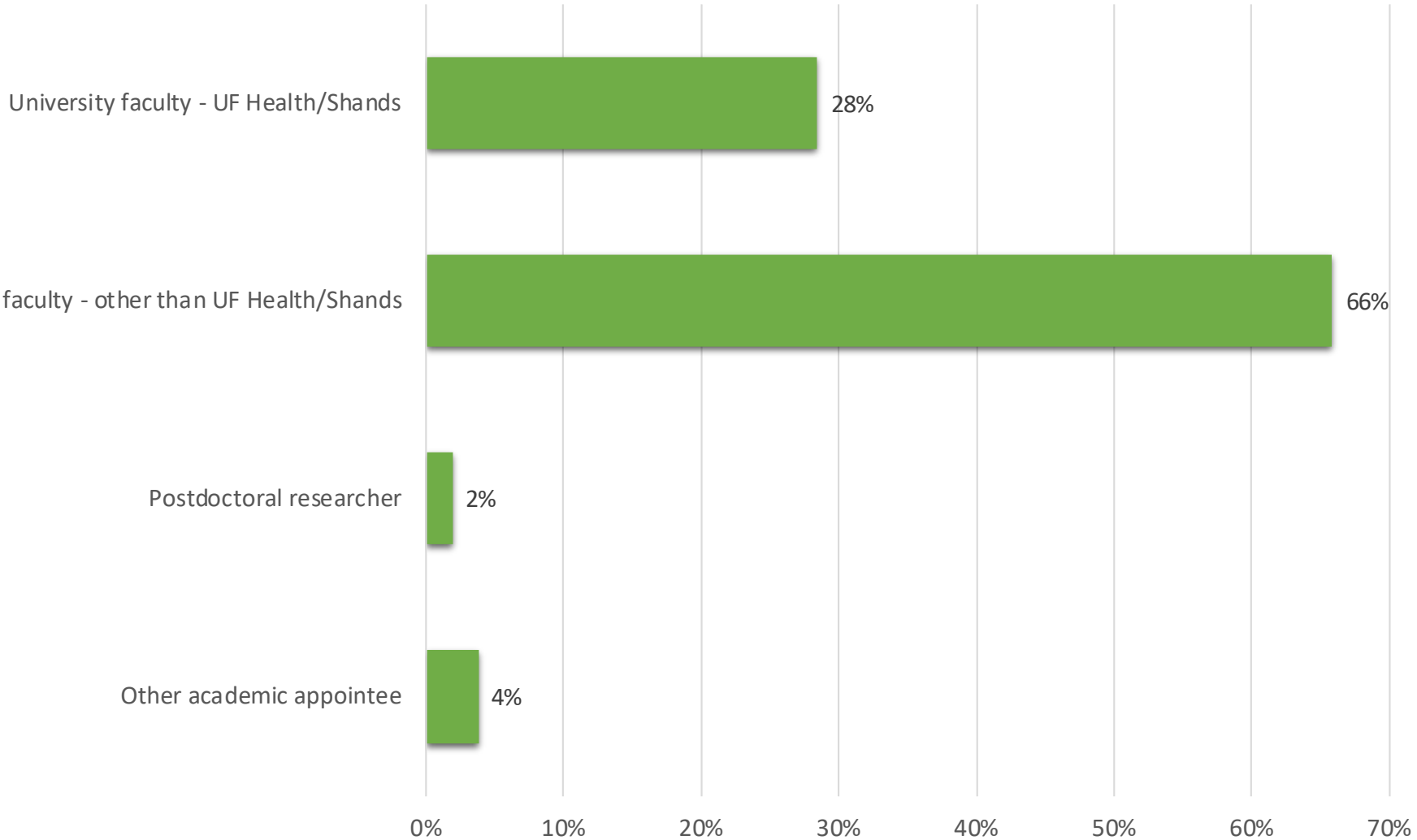
What is the highest professional degree you are currently enrolled in at UF?



■ Doctoral ■ Master's ■ Other Post-Baccalaureate

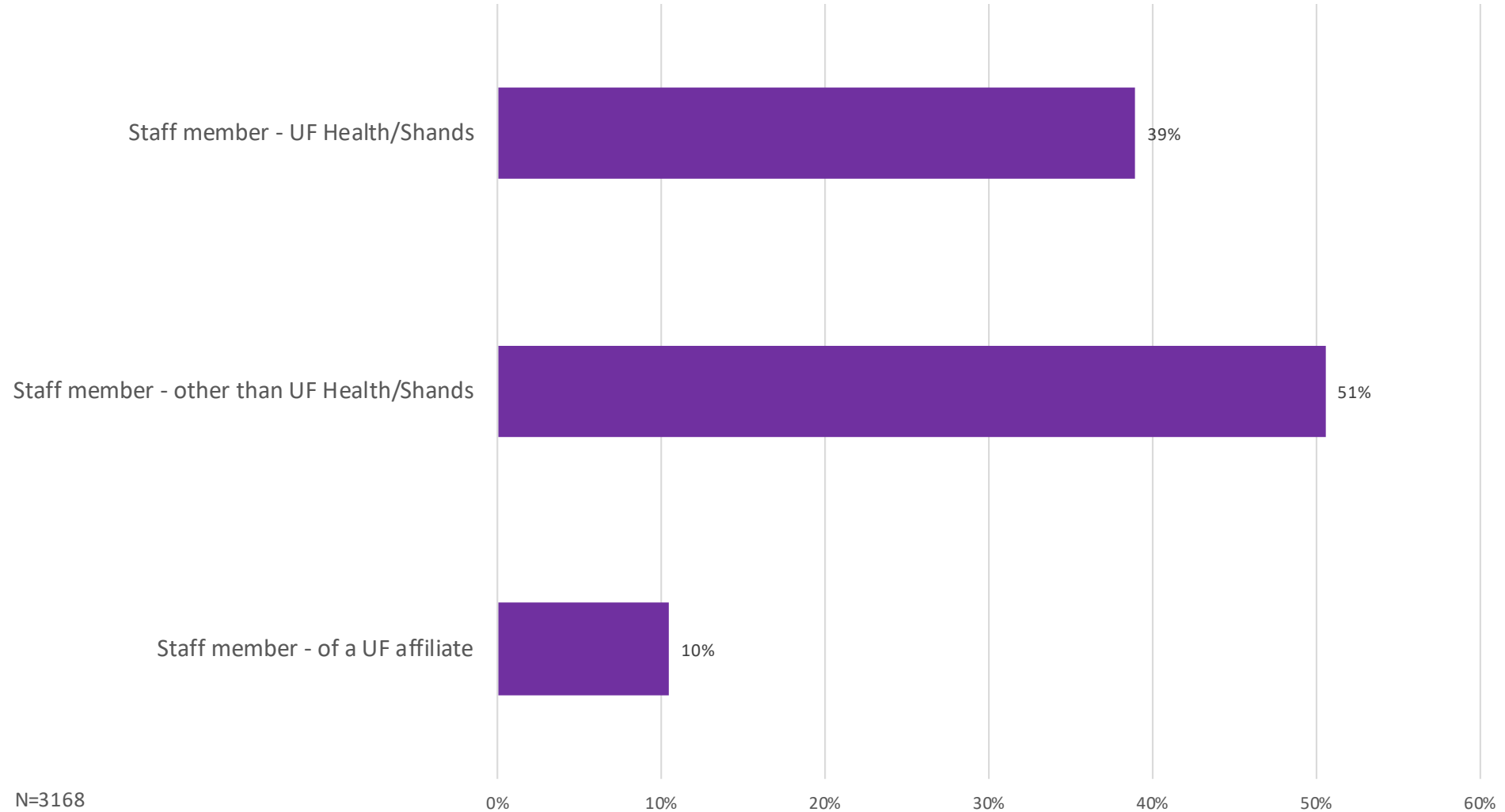
# Survey | Q6 | Faculty

What is your position at UF? –  
Faculty



# Survey | Q7 | Non-Faculty Staff

What is your position at UF? -  
Non-Faculty Staff

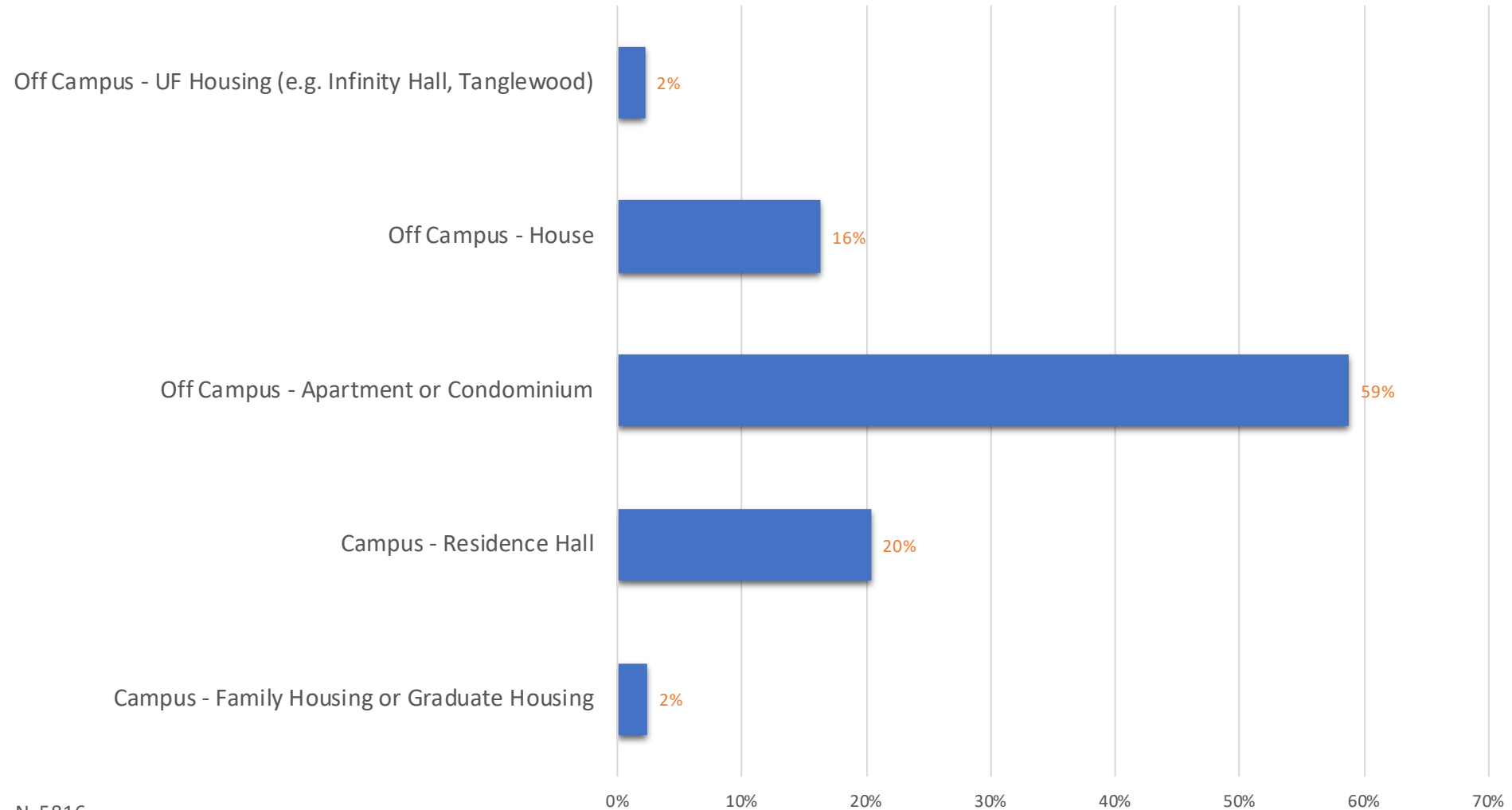




# Survey | Q8 | Students

Where do you live?

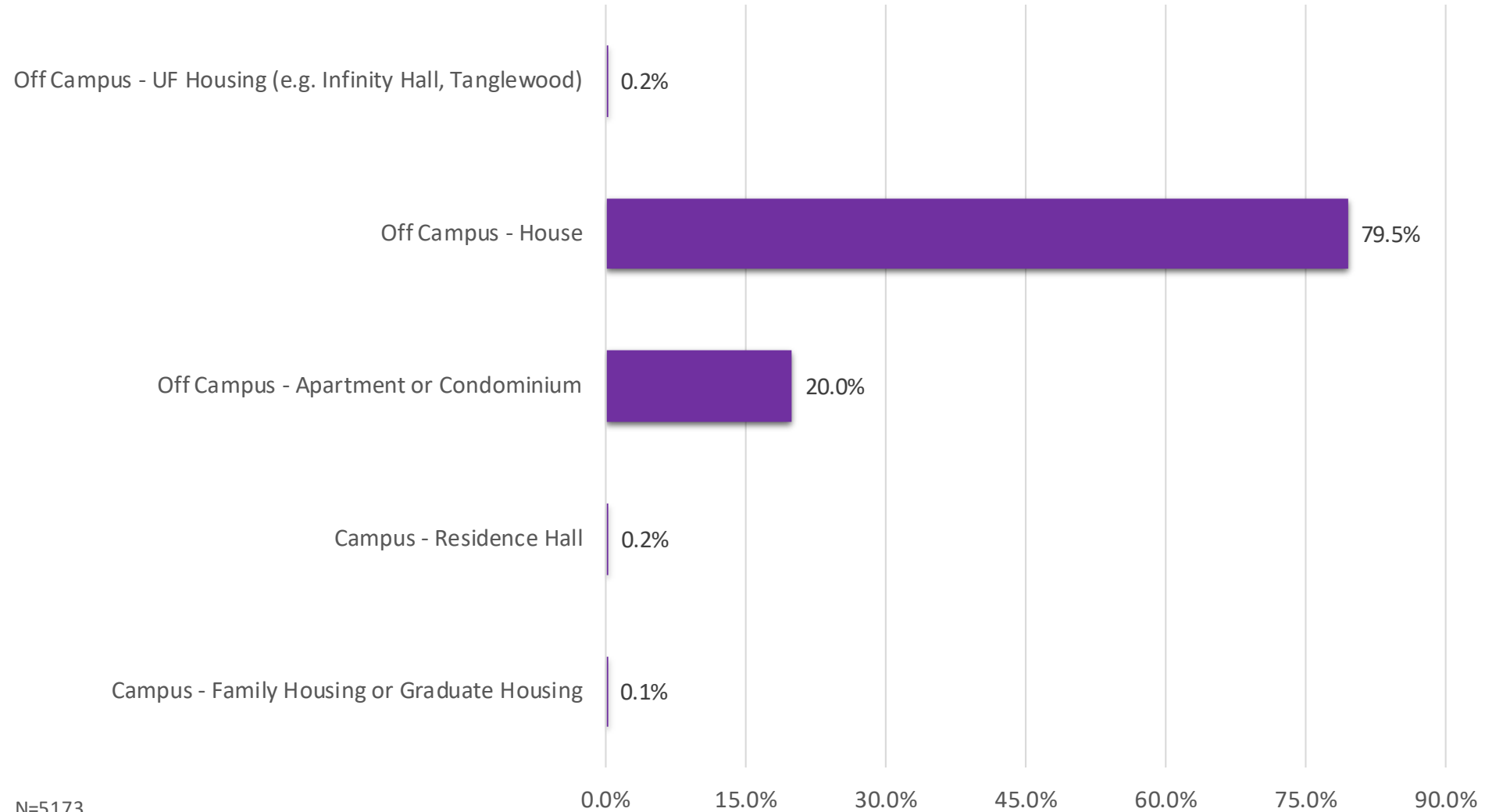
Students



# Survey | Q8 | Non-Faculty Staff

Where do you live?

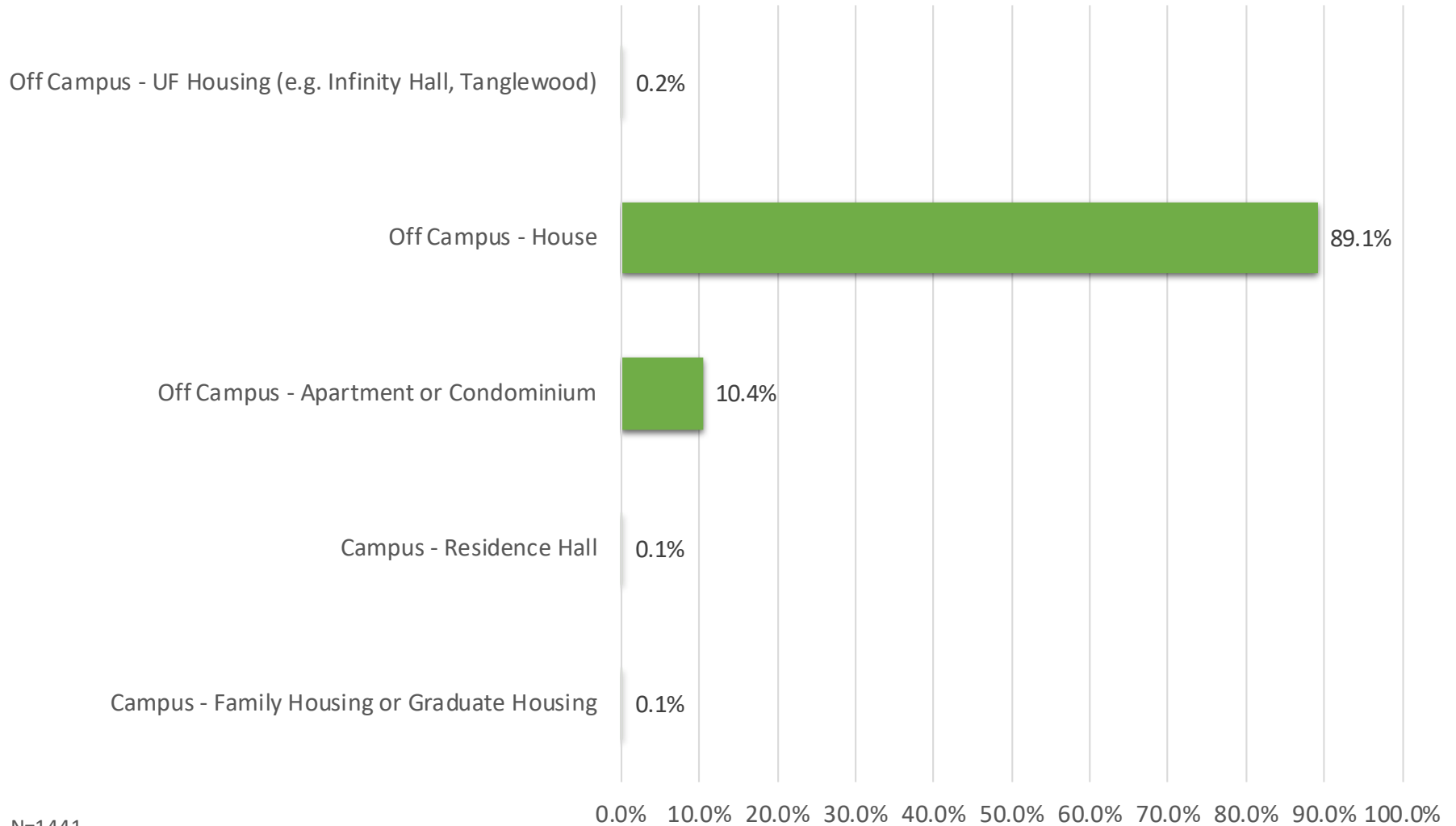
Non-Faculty Staff



# Survey | Q8 | Faculty

Where do you live?

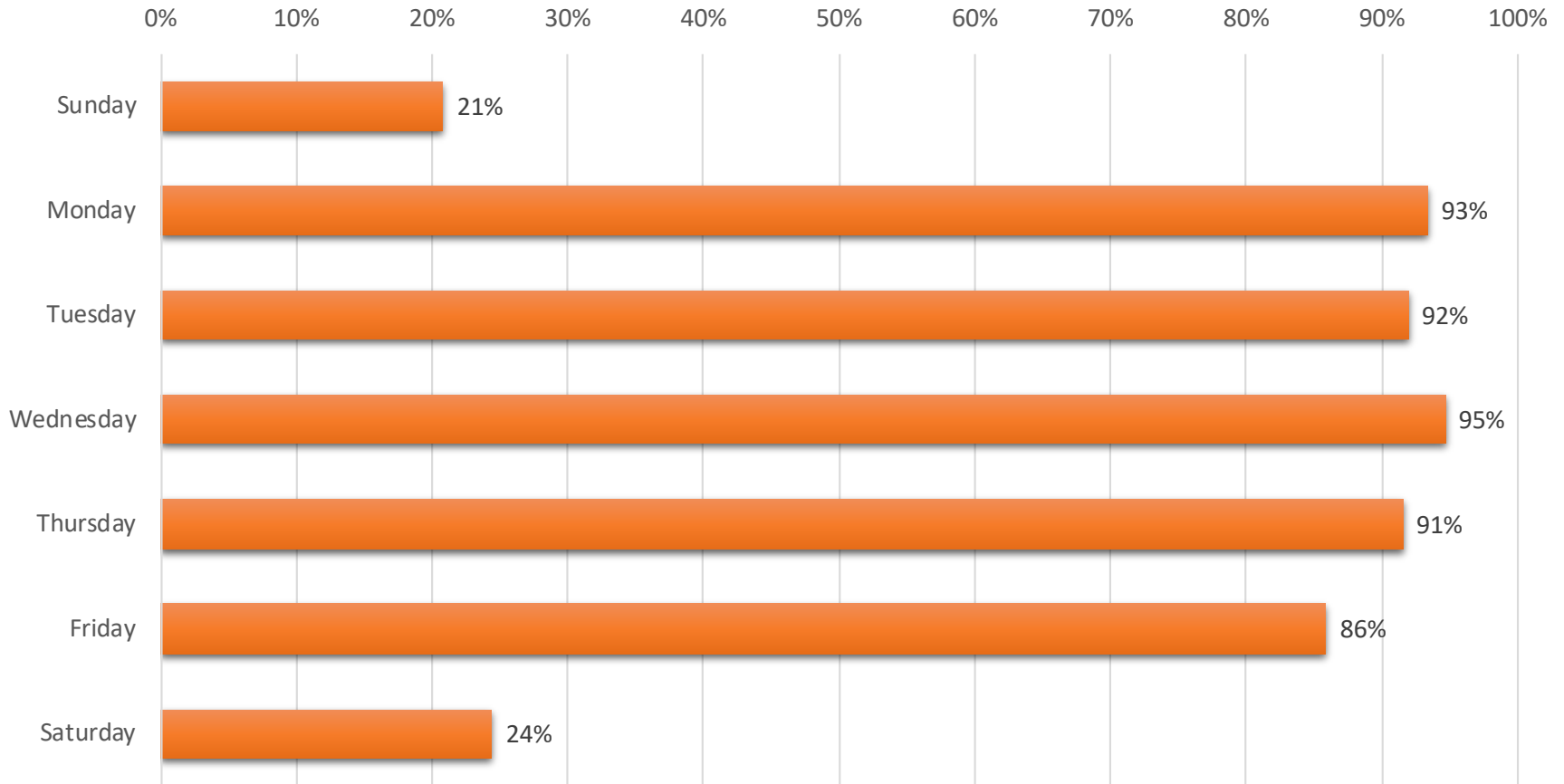
Faculty



# Survey | Q11 | Students

During a typical week, which days do you travel to the main campus?

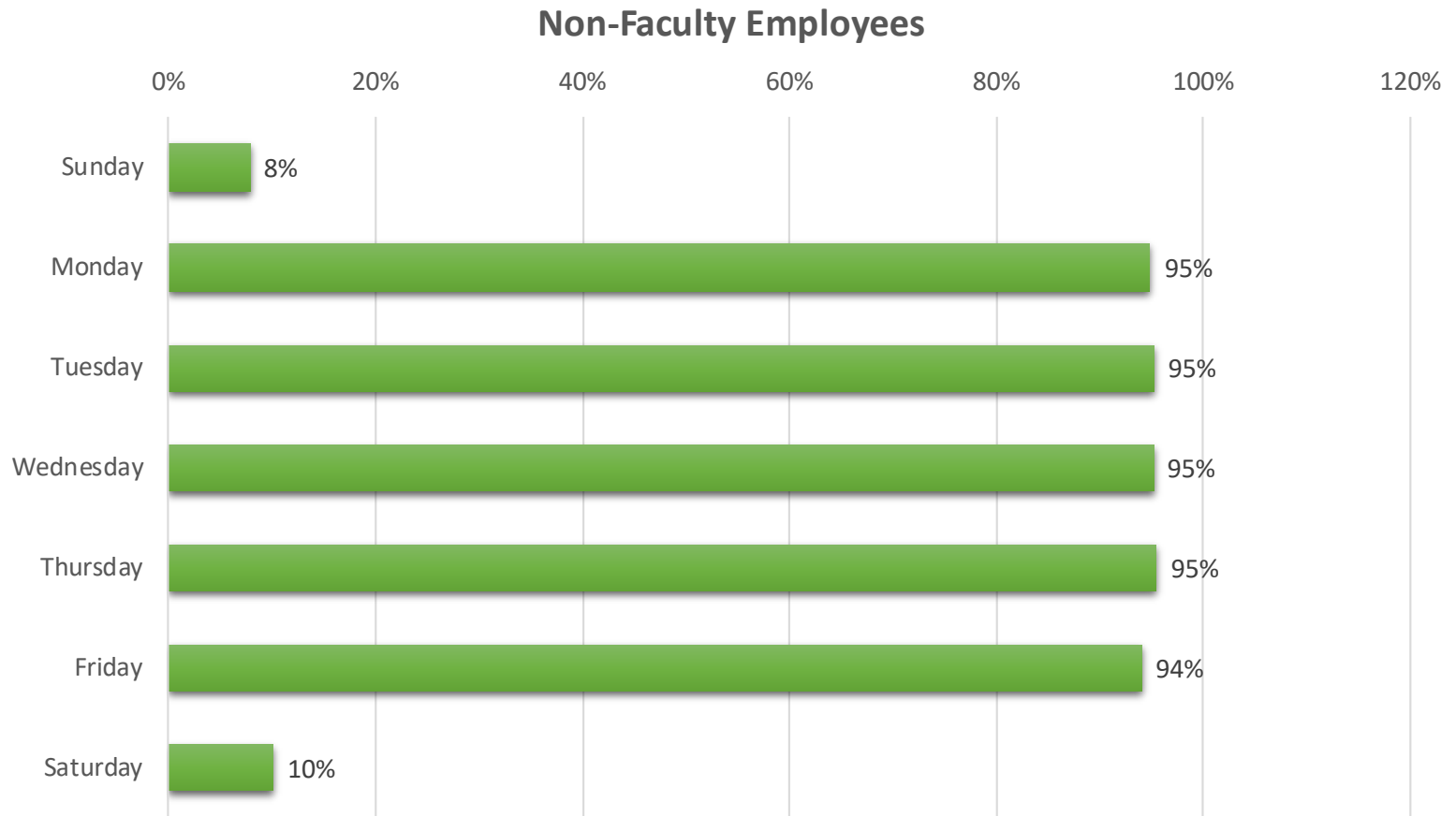
## Students



N = 4,433

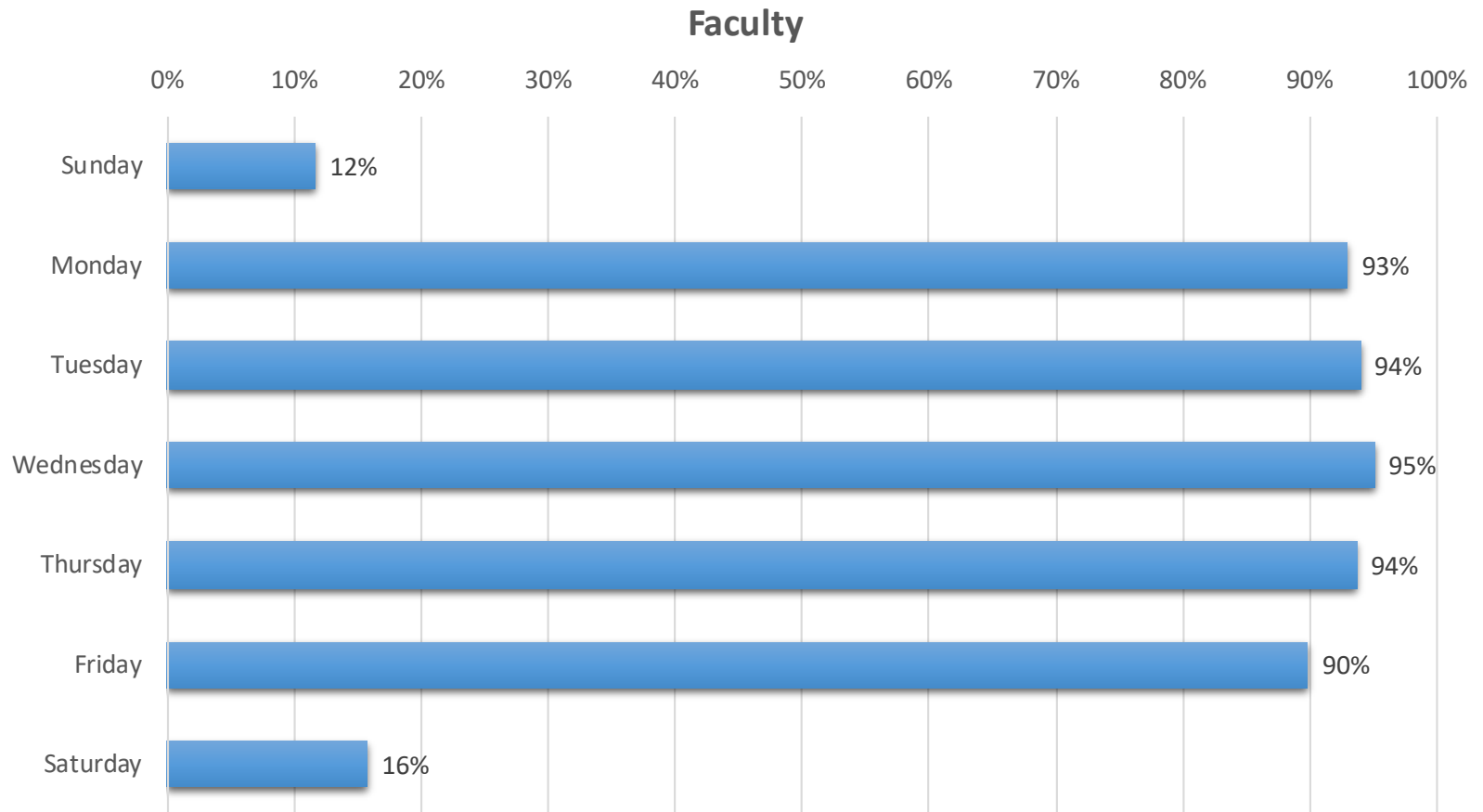
# Survey | Q11 | Non-Faculty Staff

During a typical week, which days do you travel to the main campus?



# Survey | Q11 | Faculty

During a typical week, which days do you travel to the main campus?

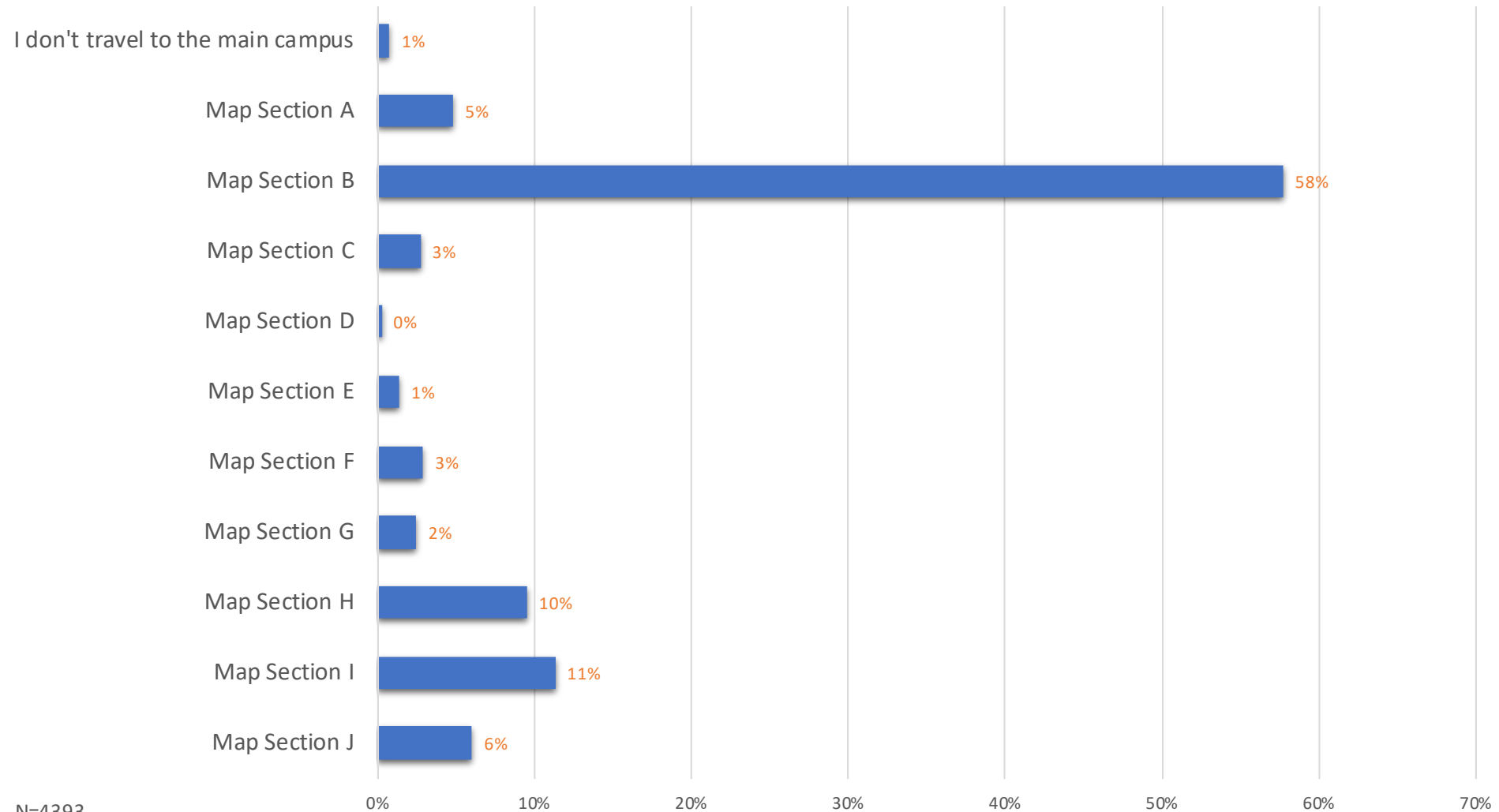


N = 1,418

# Survey | Q12 | Students

When you travel to campus, which is your most frequent building destination?

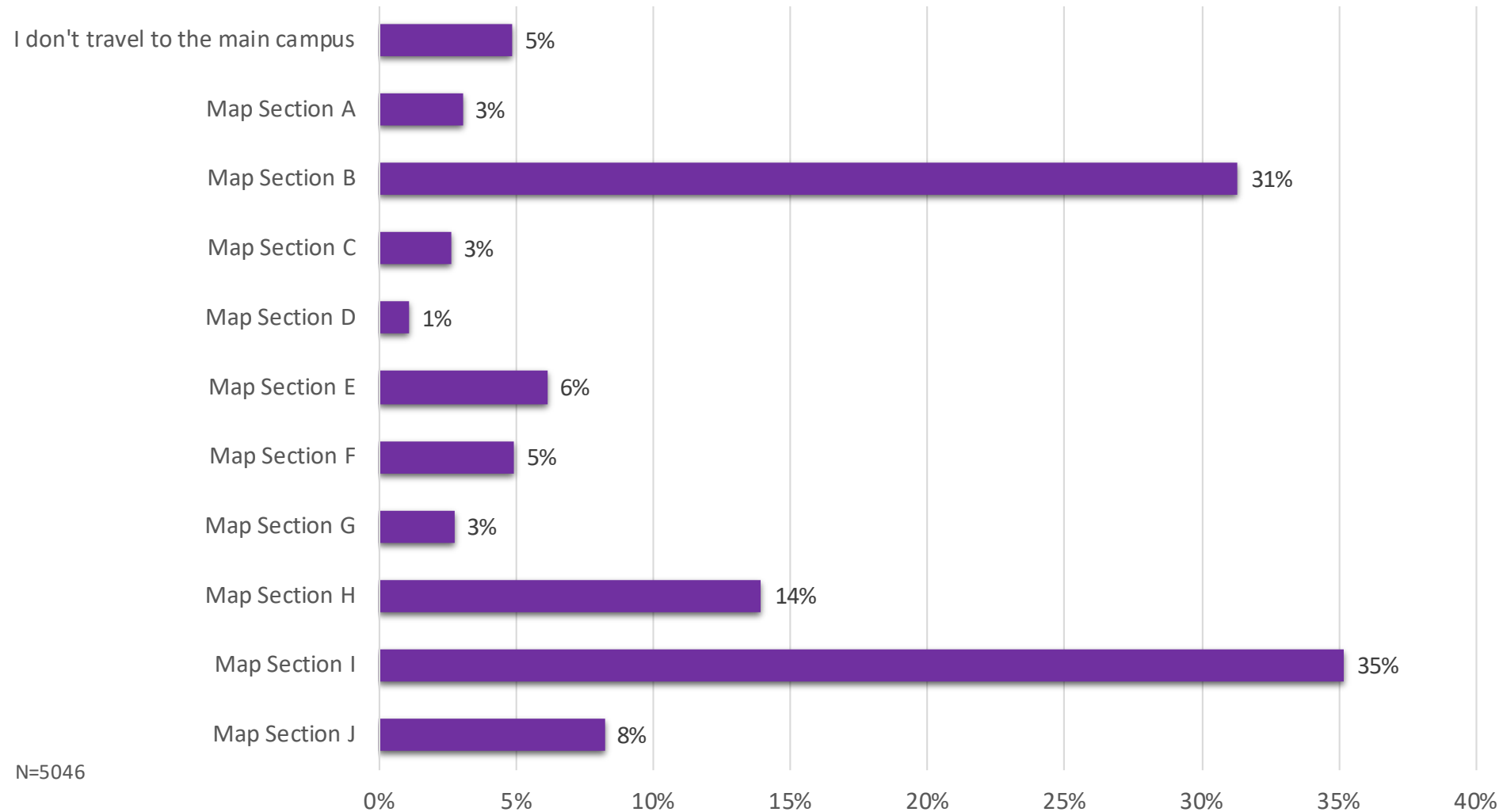
Students



# Survey | Q12 | Non-Faculty Staff

When you travel to campus, which is your most frequent building destination?

## Non-Faculty Staff

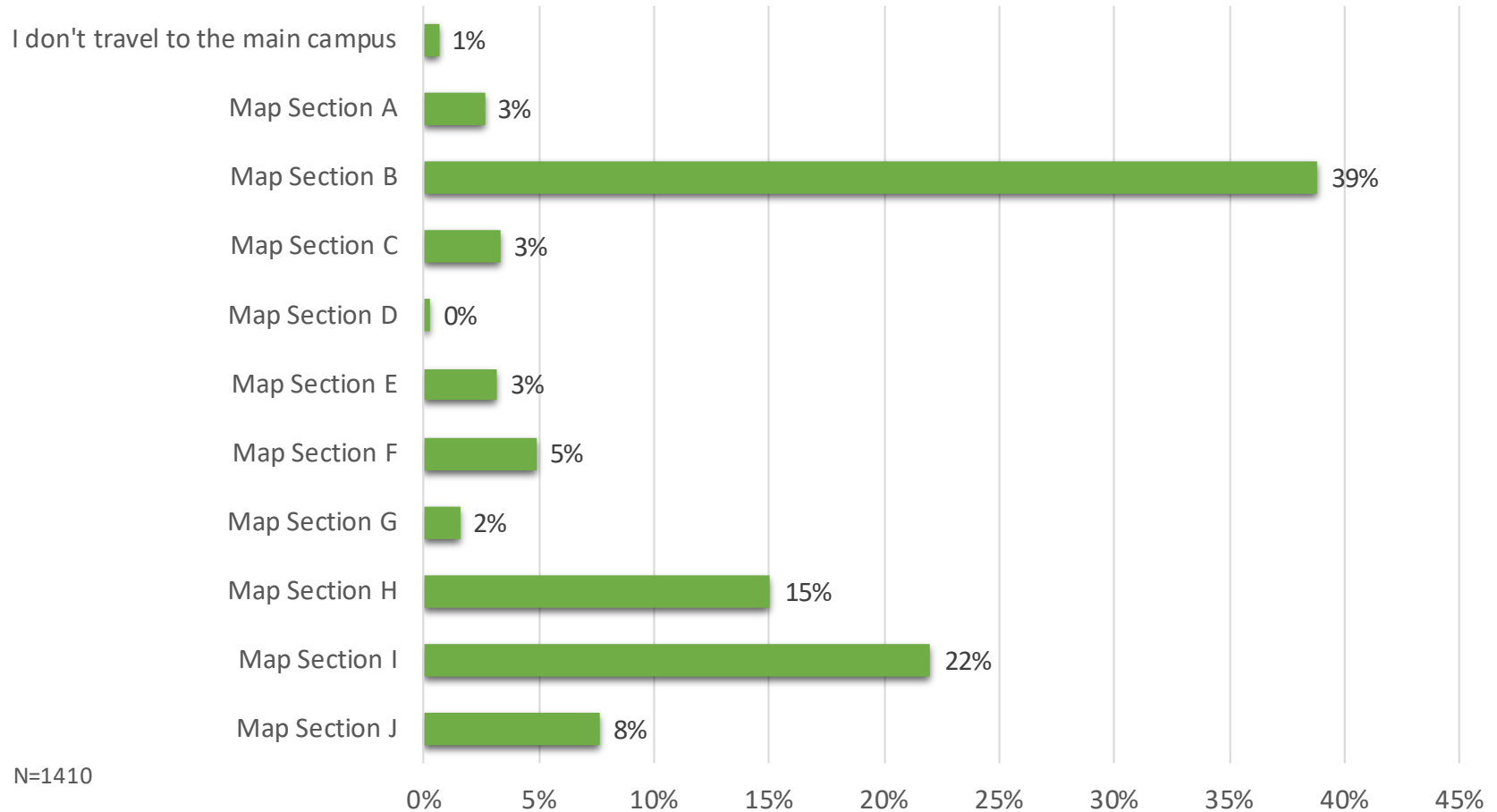




# Survey | Q12 | Faculty

When you travel to campus, which is your most frequent building destination?

## Non-Faculty Staff

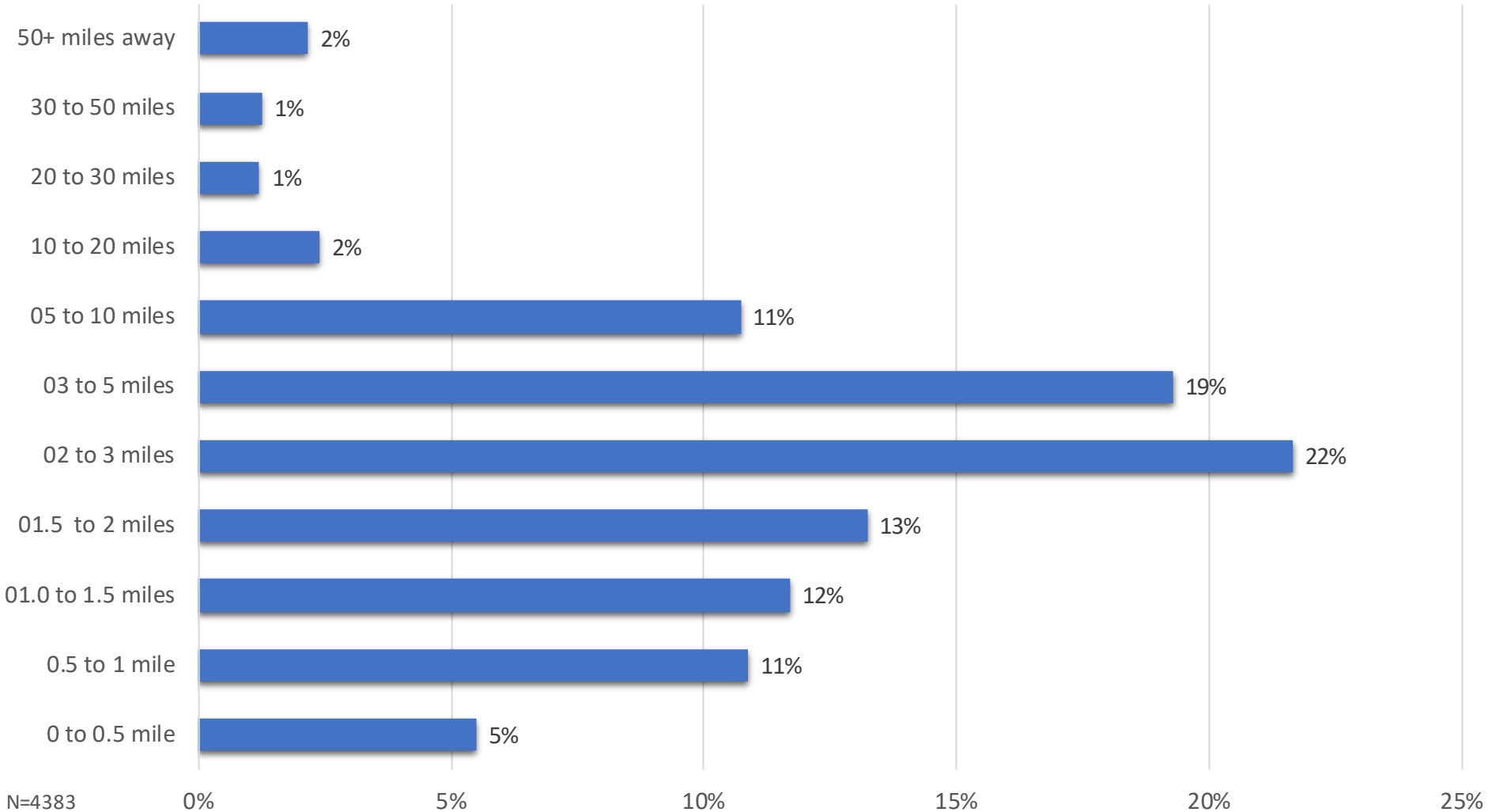


N=1410

# Survey | Q13 | Students

Approximately how far do you live from your campus destination?

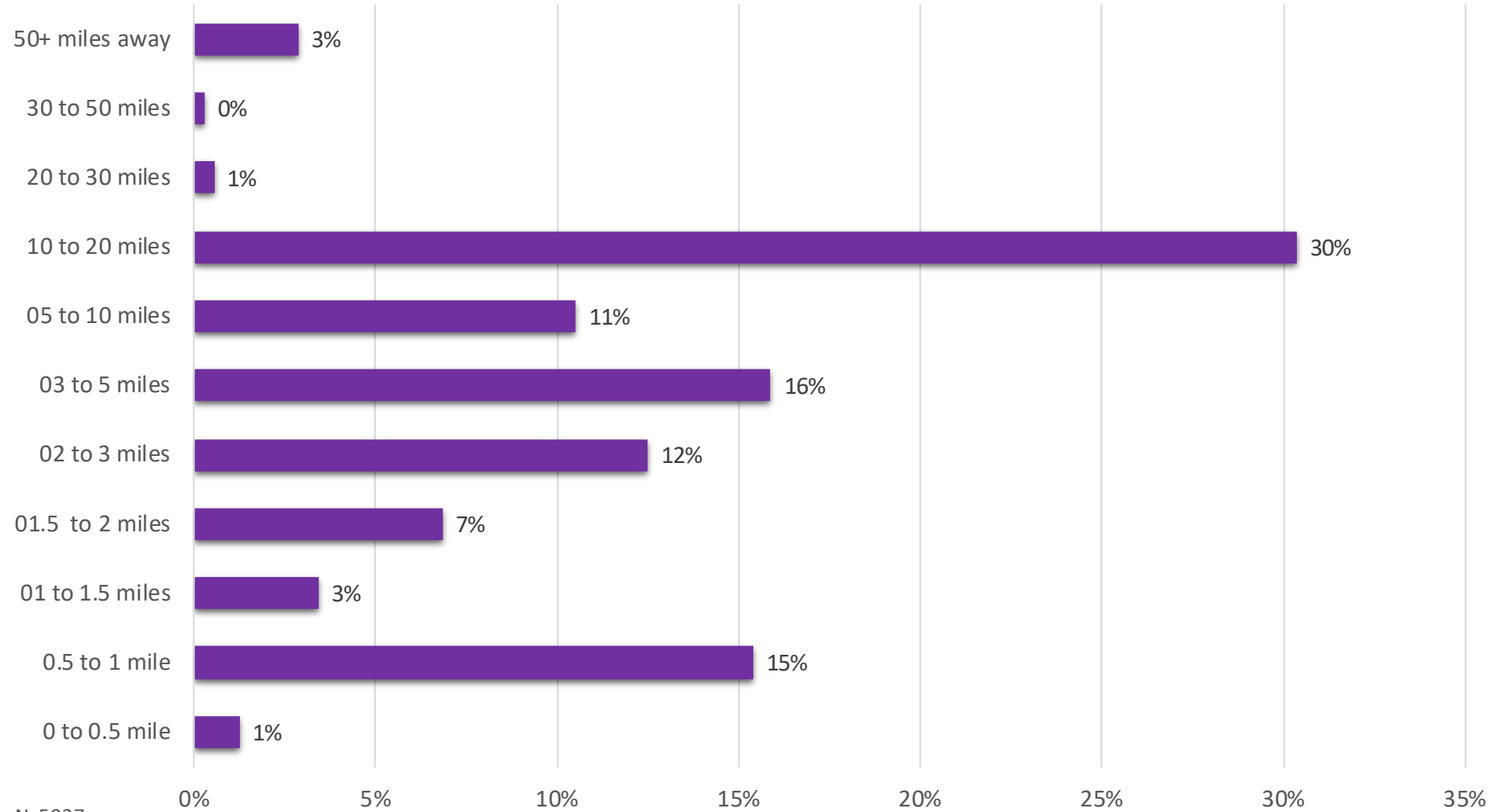
Students



# Survey | Q13 | Non-Faculty Staff

Approximately how far do you live from your campus destination?

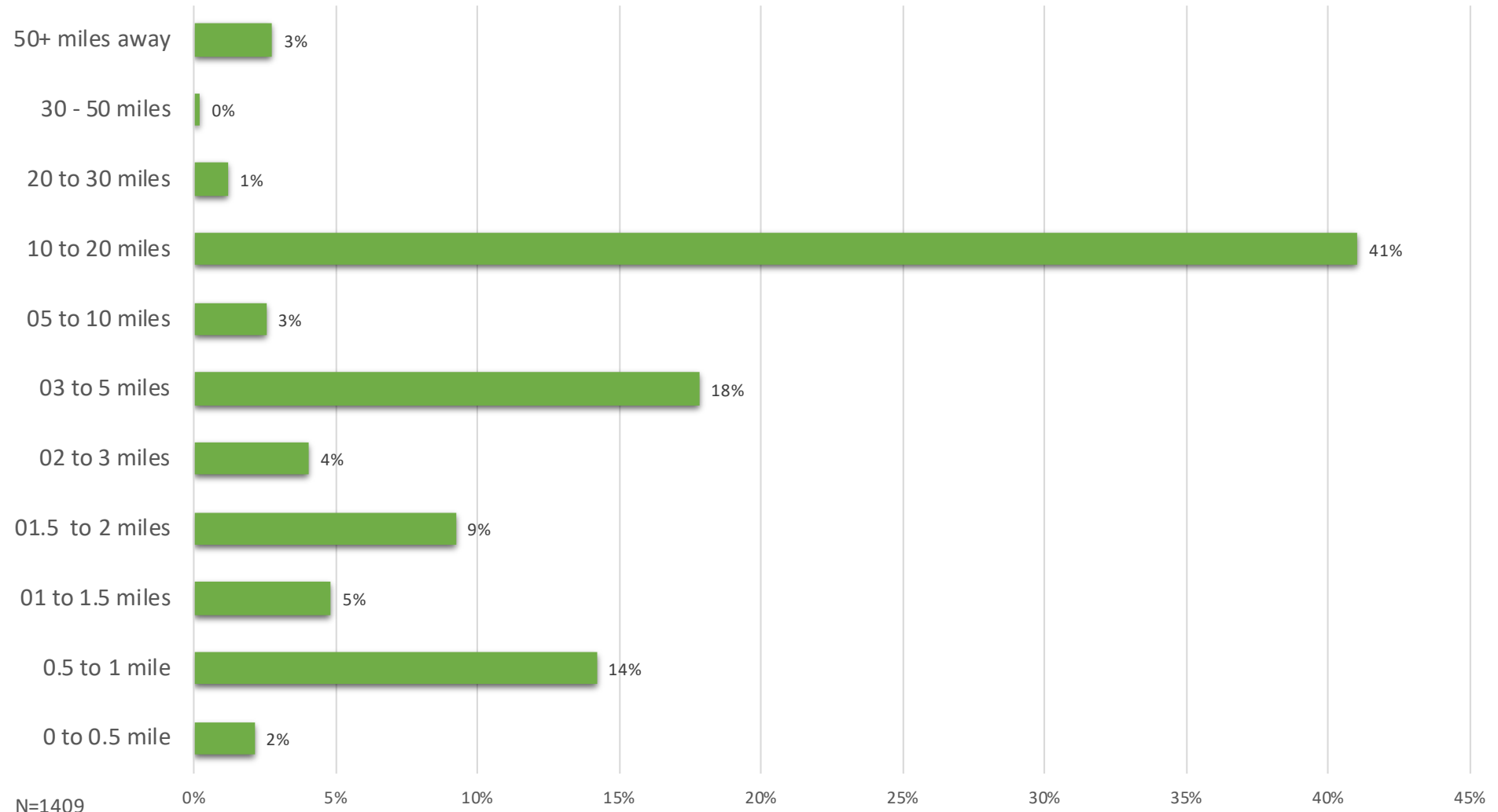
Non-Faculty Employees



# Survey | Q13 | Faculty

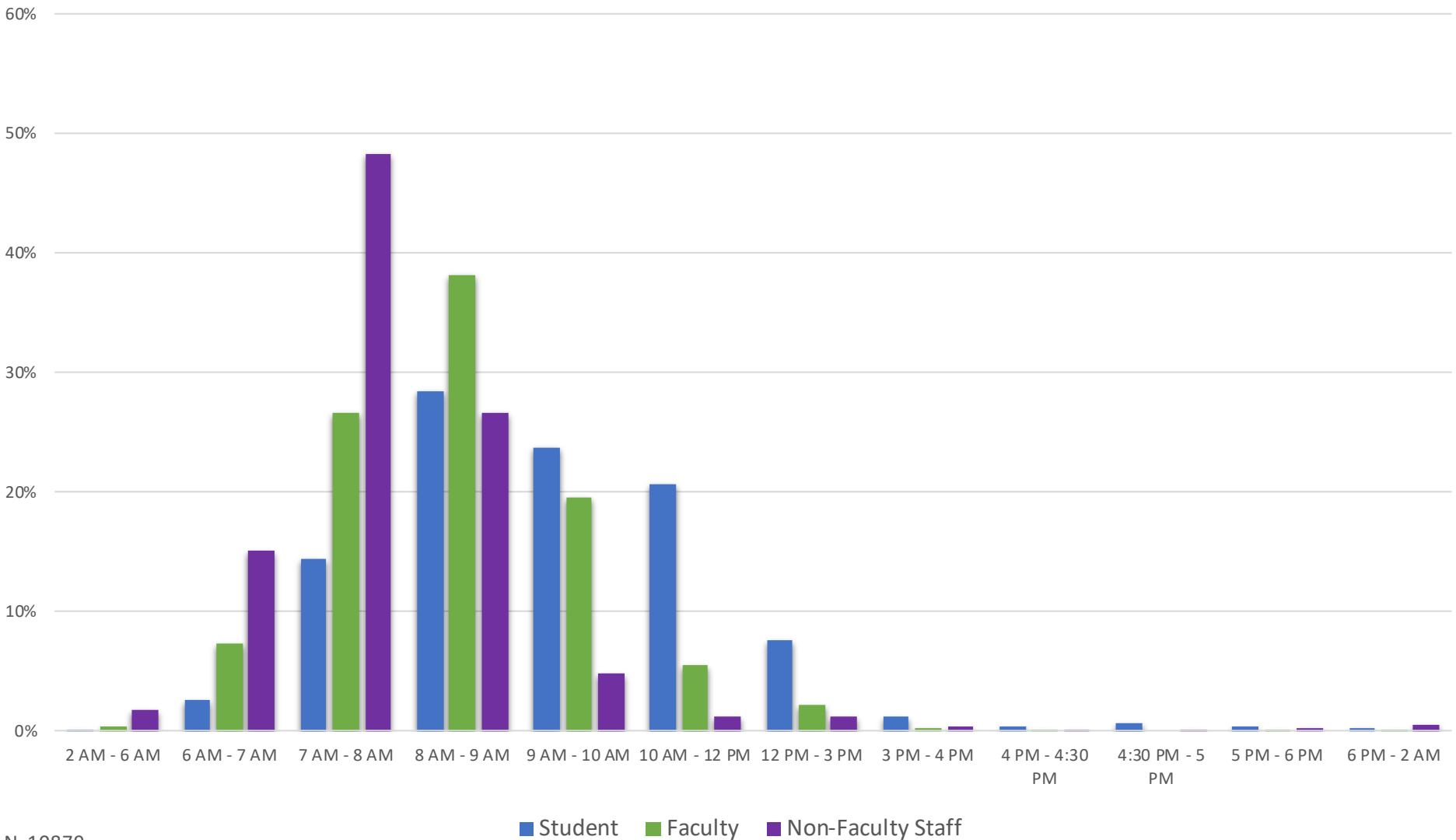
Approximately how far do you live from your campus destination?

Faculty



# Survey | Q14

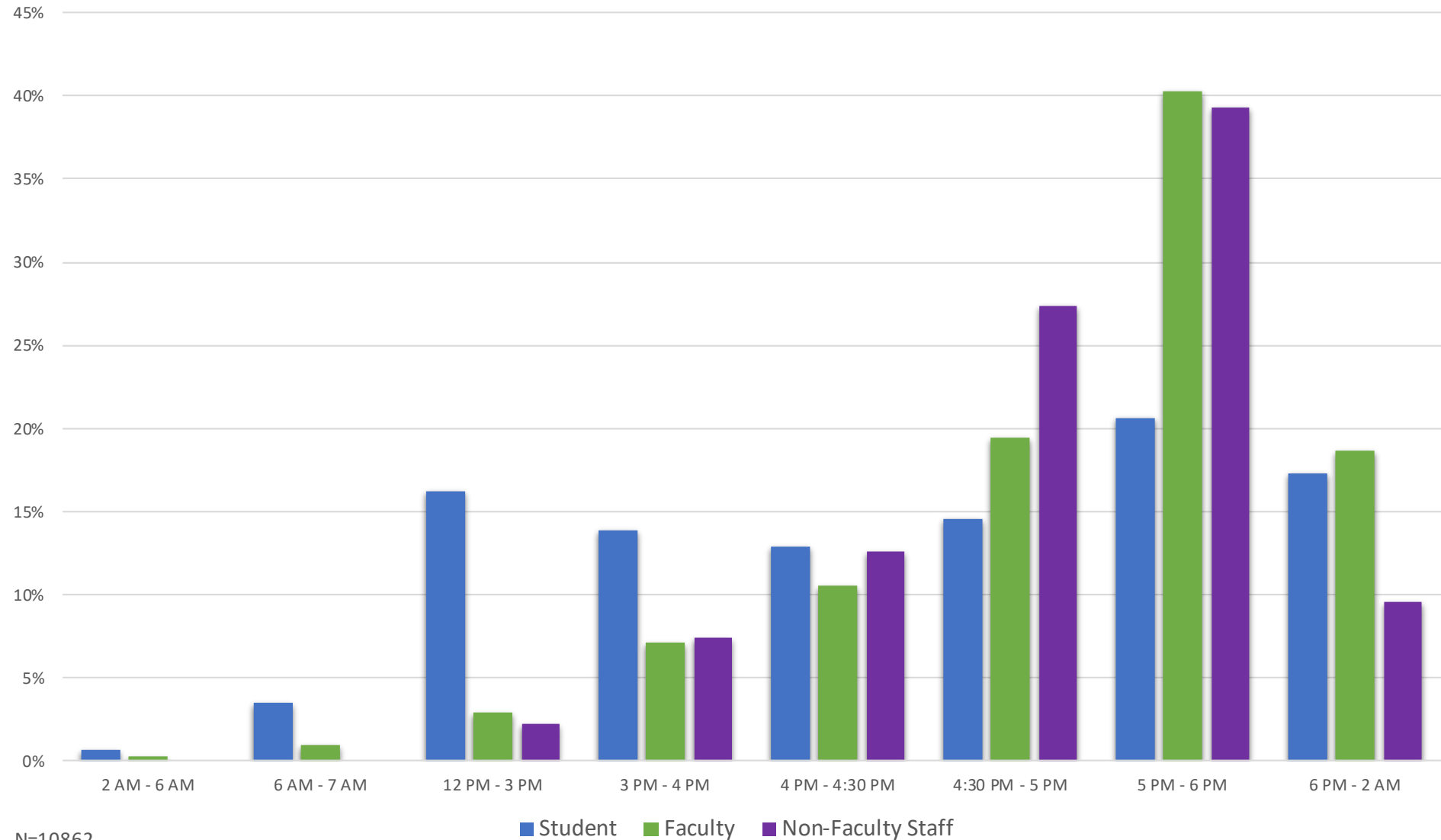
On a typical Wednesday, what time do you arrive on campus?



N=10879

# Survey | Q15

On a typical Wednesday, what time do you depart campus?

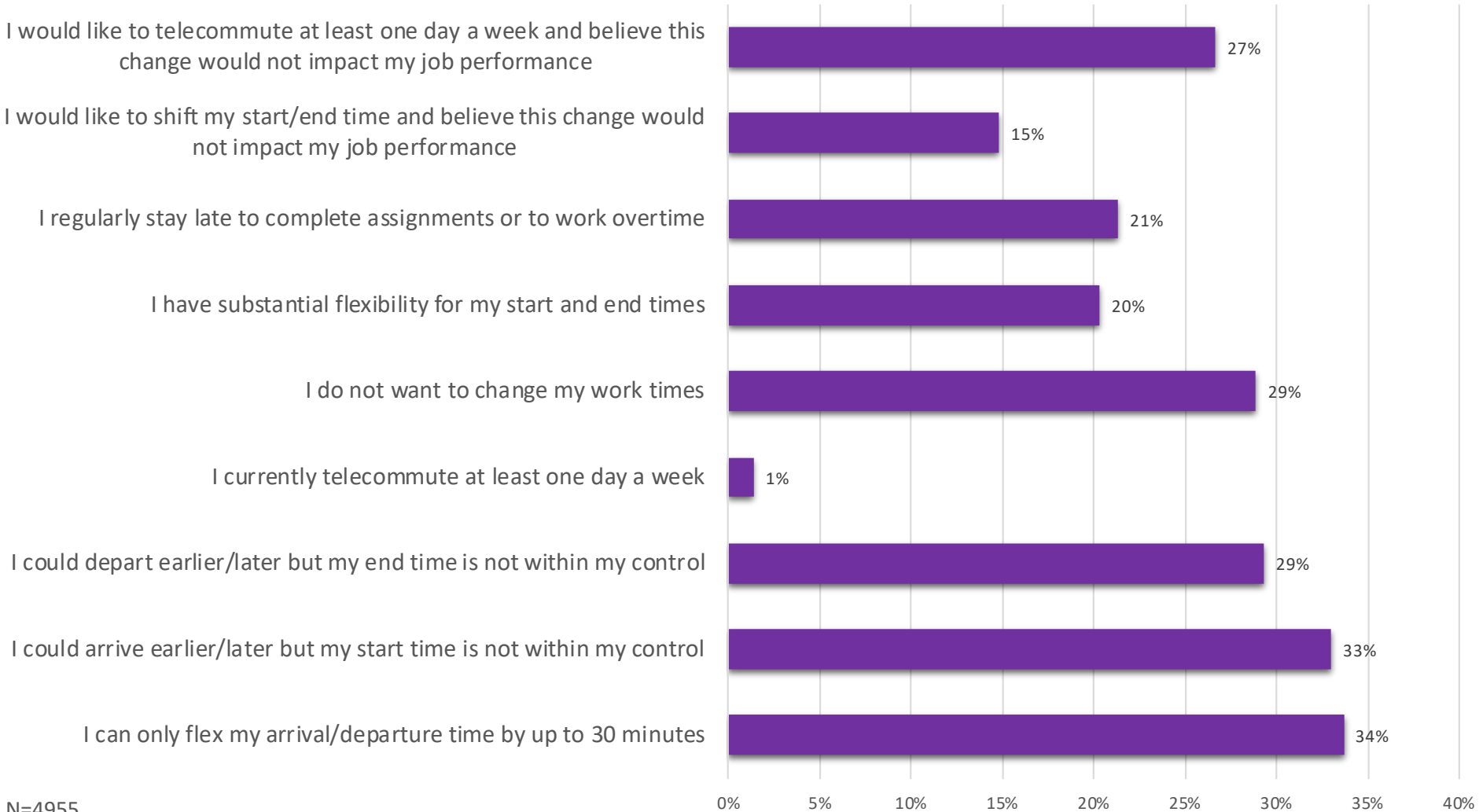


N=10862

# Survey | Q16 | Non-Faculty Staff

Regarding flexibility in your arrival and/or departure time, please check all that apply:

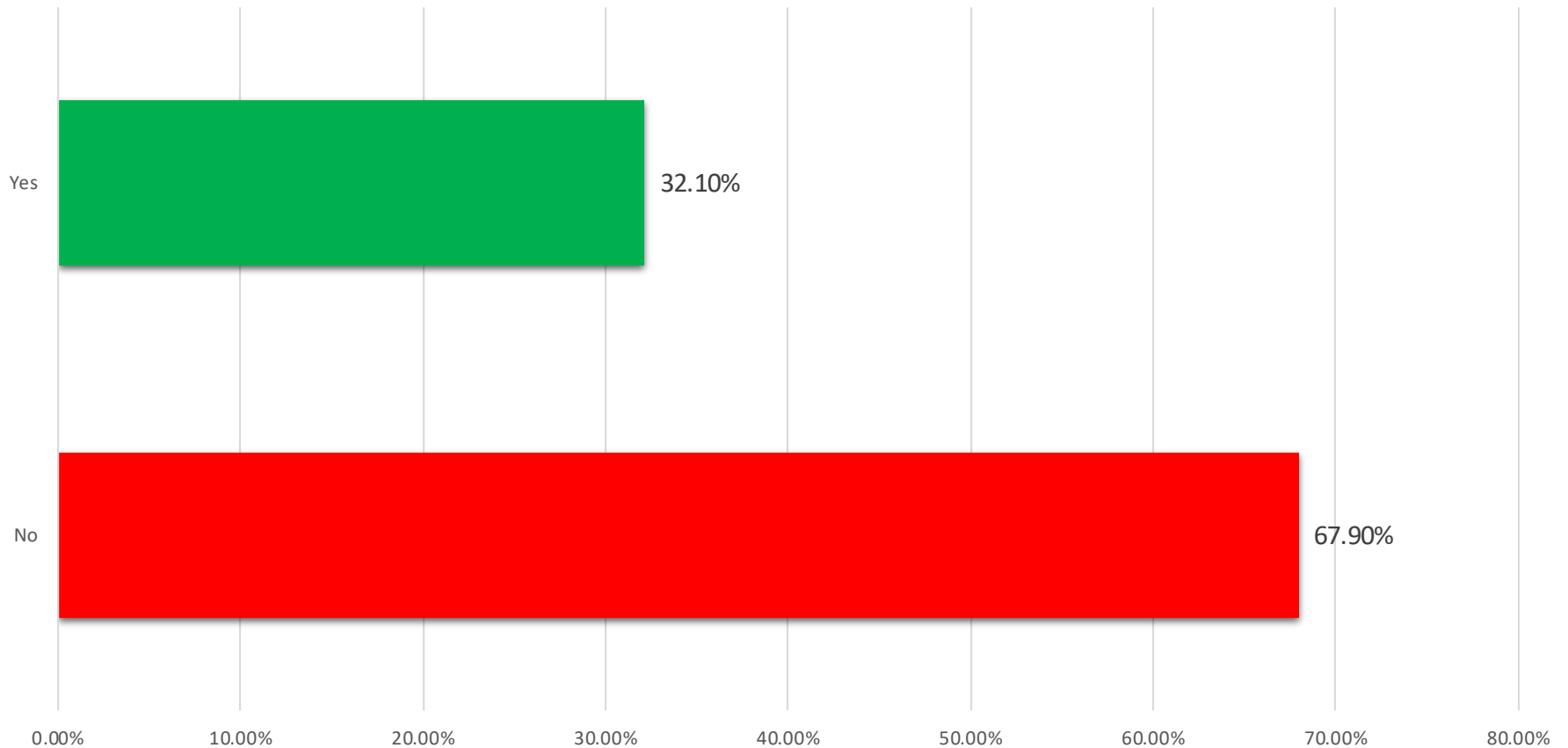
## Non-Faculty Staff



# Survey | Q17 | Faculty

Would you teach on campus at earlier or later times of day, if offered a choice?

Faculty

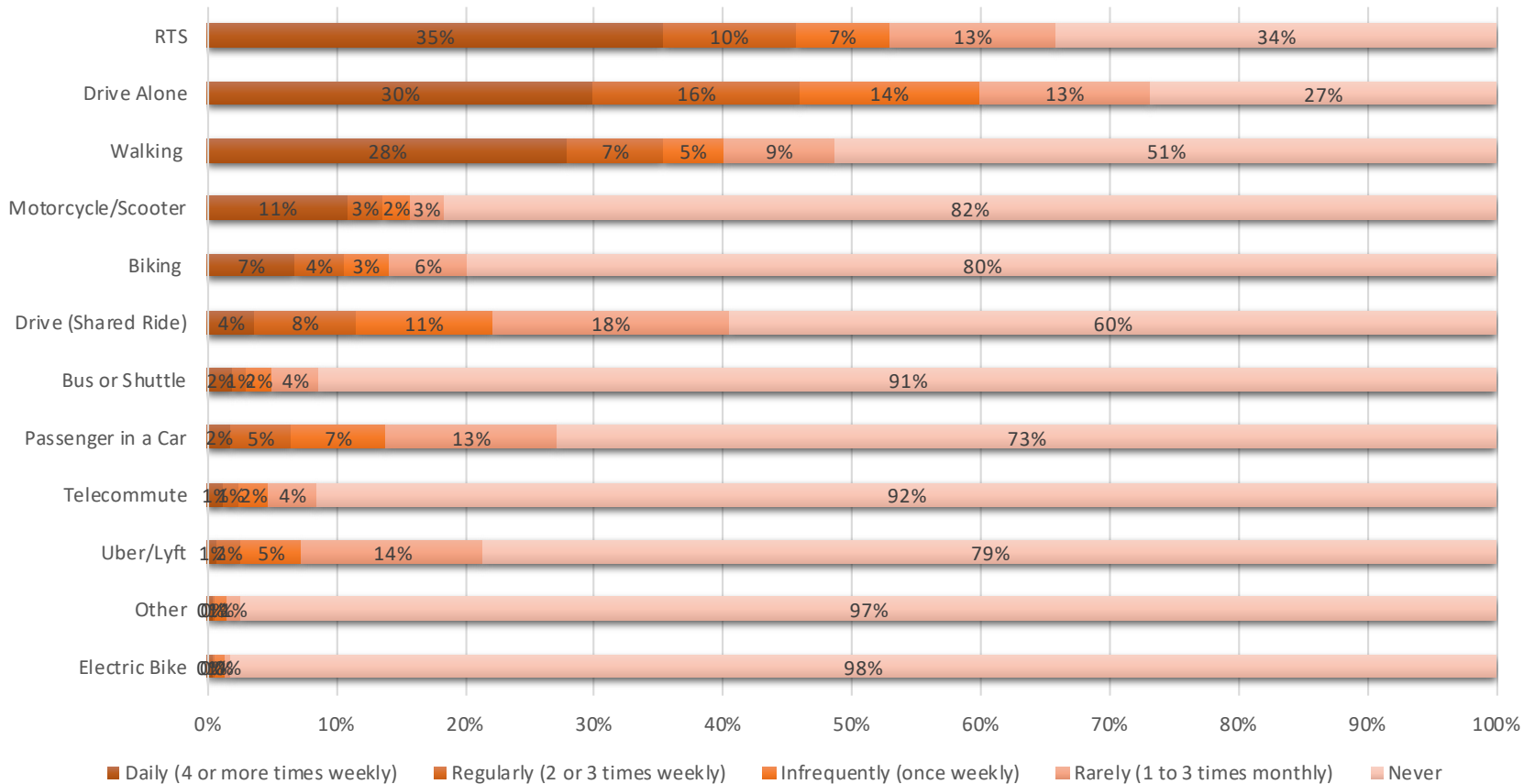




# Survey | Q18 | Students

In a typical week during the school year, how often do you use the following modes to travel round trip to campus?

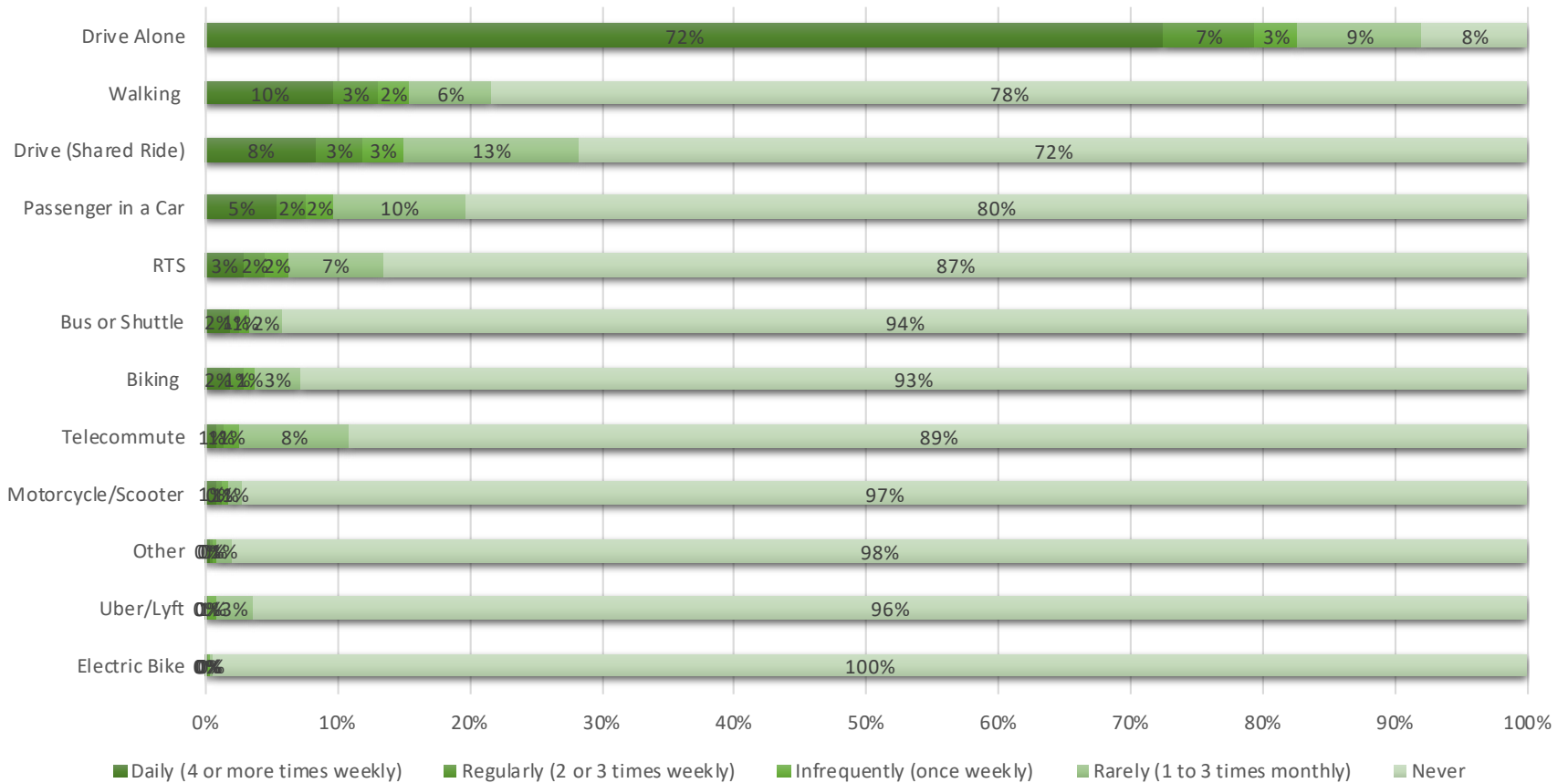
## Students



# Survey | Q18 | Non-Faculty Staff

In a typical week during the school year, how often do you use the following modes to travel round trip to campus?

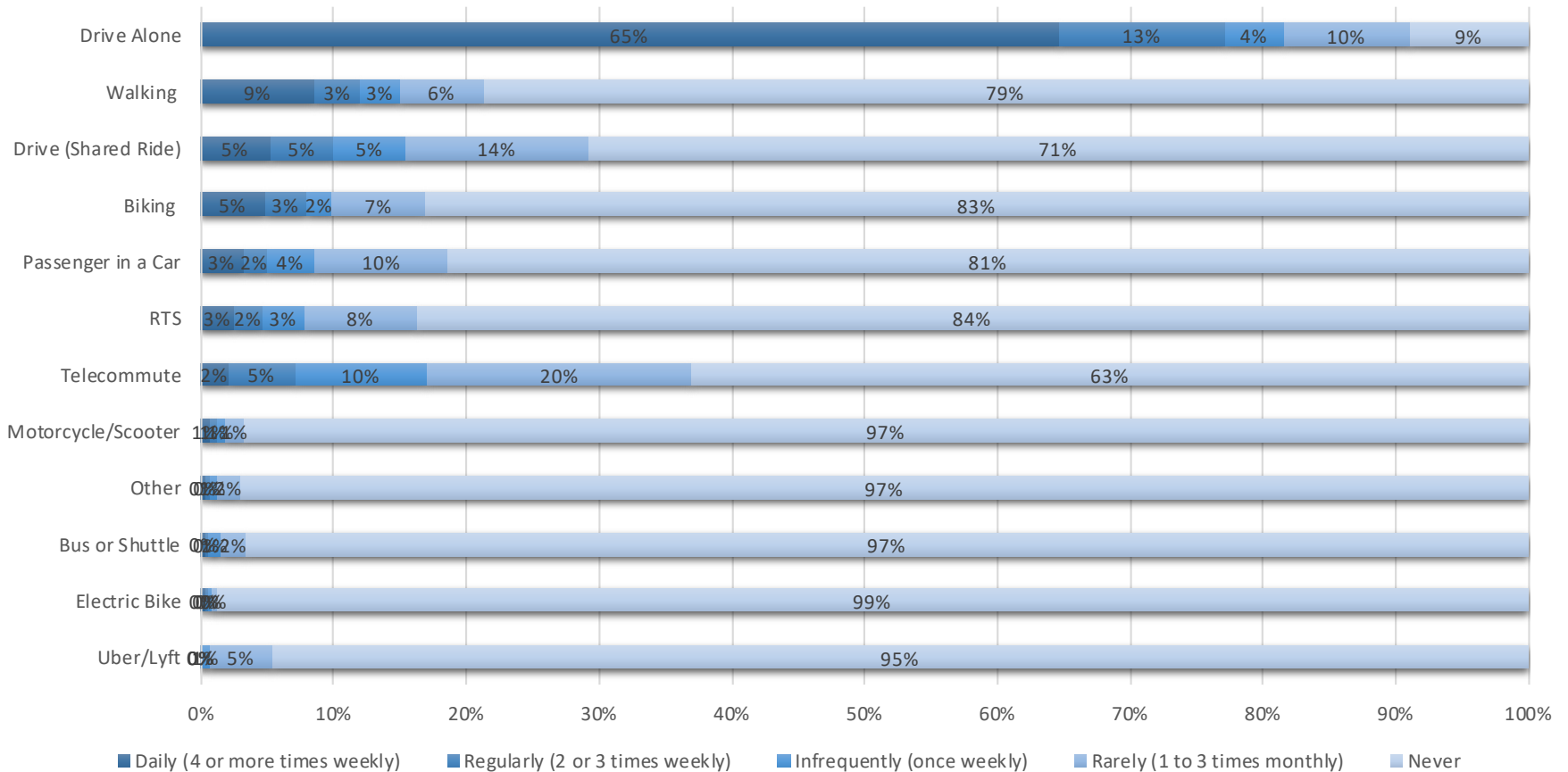
## Non-faculty Staff



# Survey | Q18 | Faculty

In a typical week during the school year, how often do you use the following modes to travel round trip to campus?

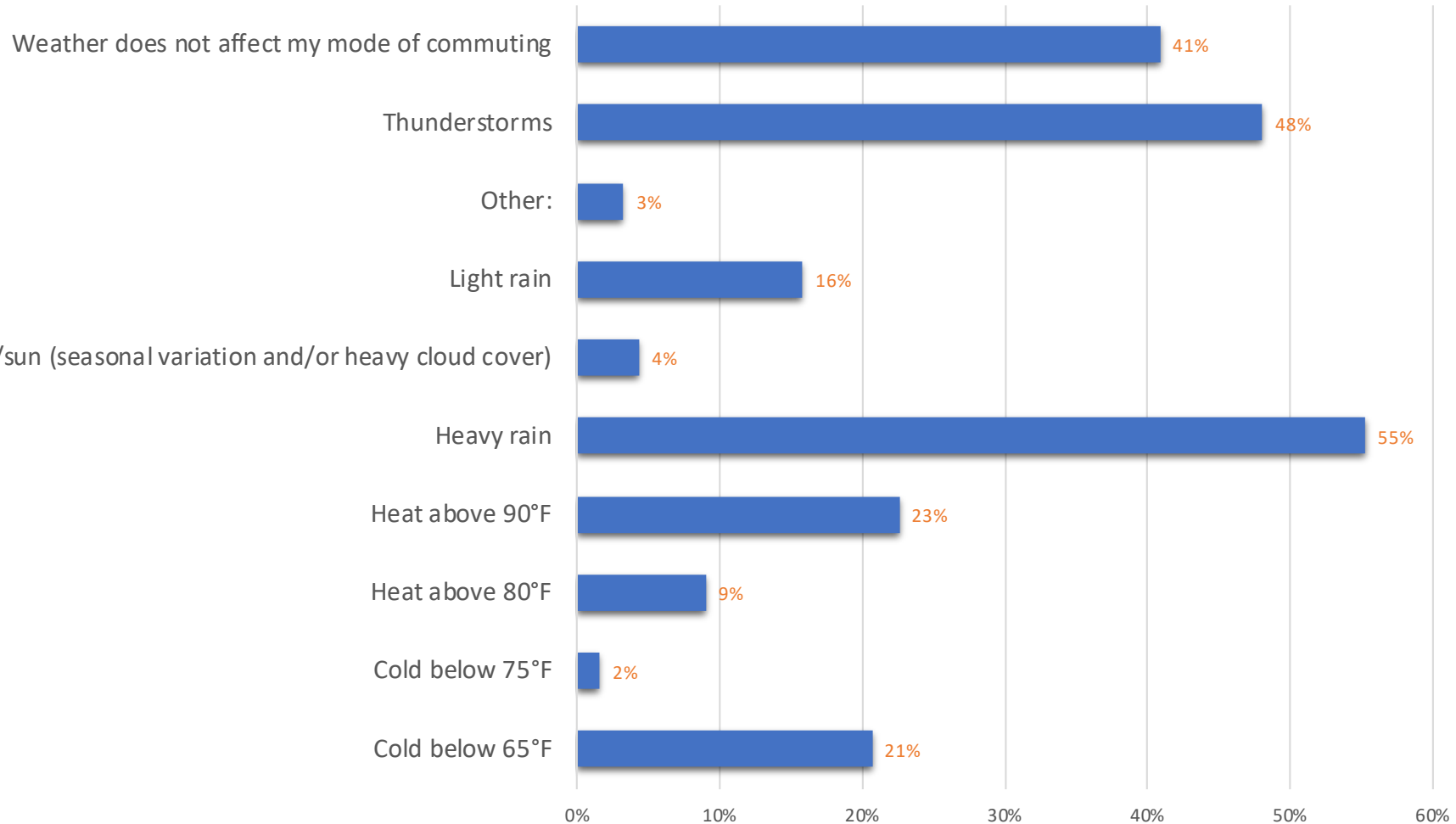
## Faculty



# Survey | Q19 | Students

Relative to the previous question about modes of travel, which weather conditions cause you to vary your commute modes to or from campus?

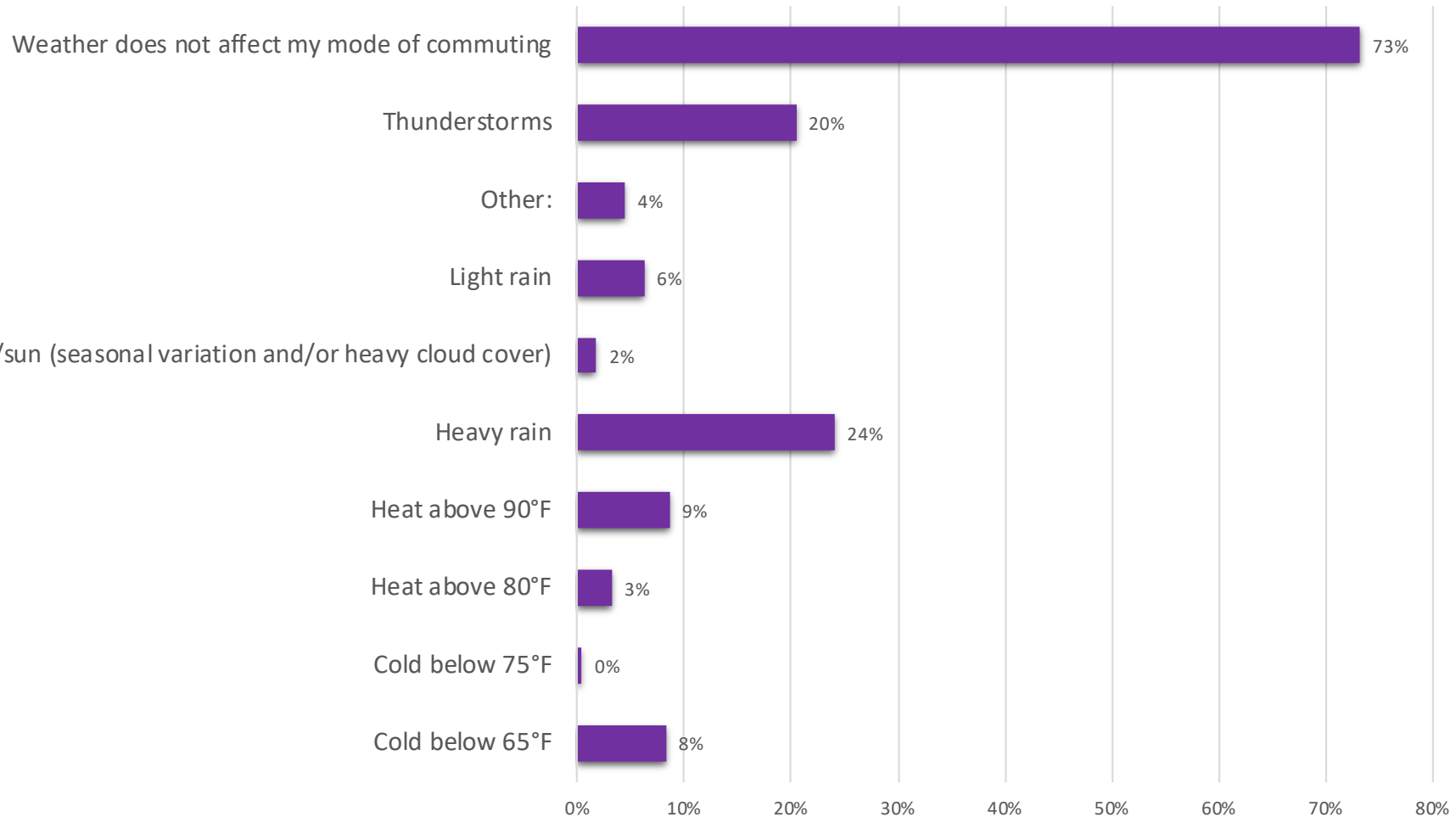
## Students



# Survey | Q19 | Non-Faculty Staff

Relative to the previous question about modes of travel, which weather conditions cause you to vary your commute modes to or from campus?

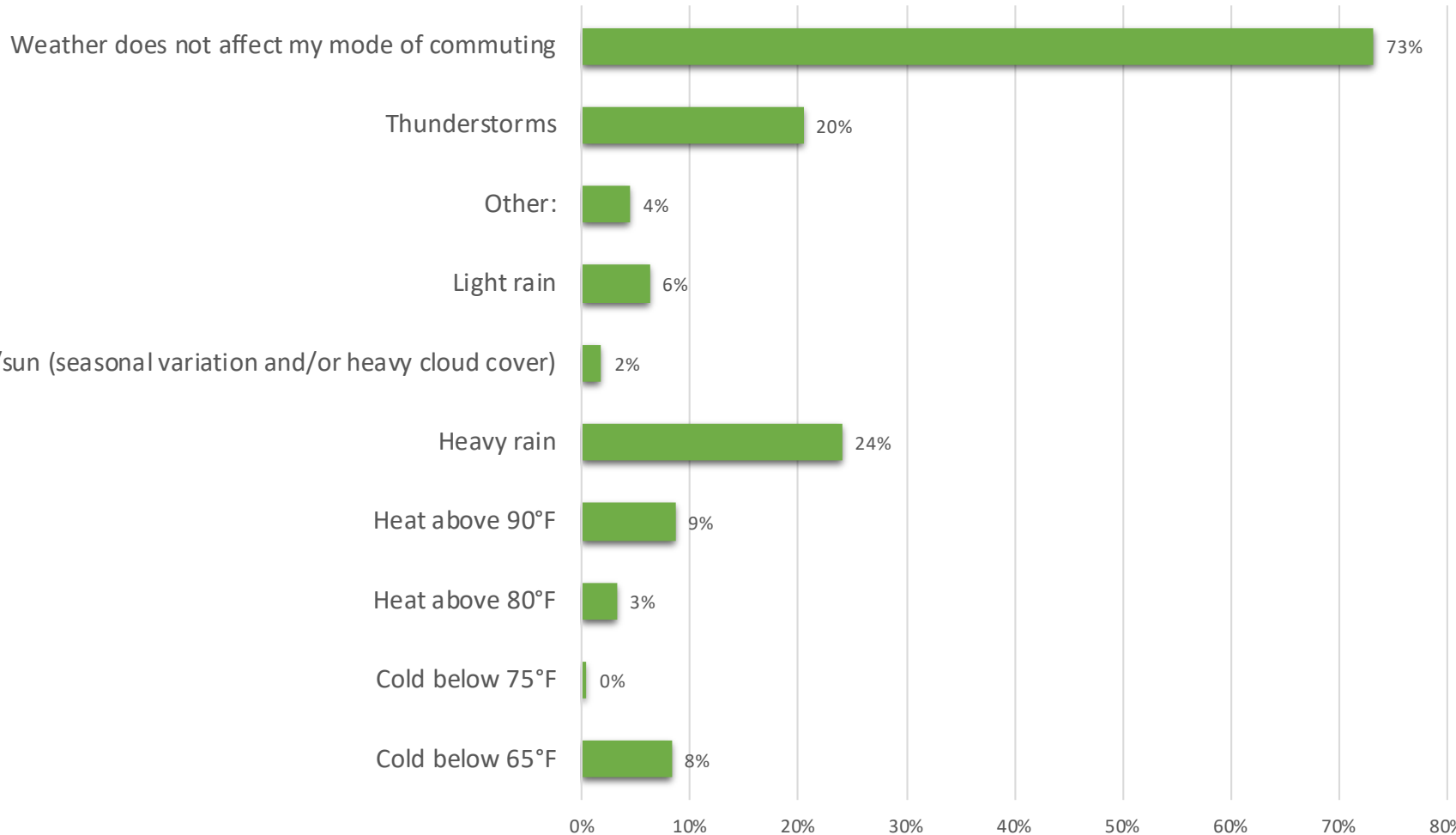
## Non-Faculty Staff



# Survey | Q19 | Faculty

Relative to the previous question about modes of travel, which weather conditions cause you to vary your commute modes to or from campus?

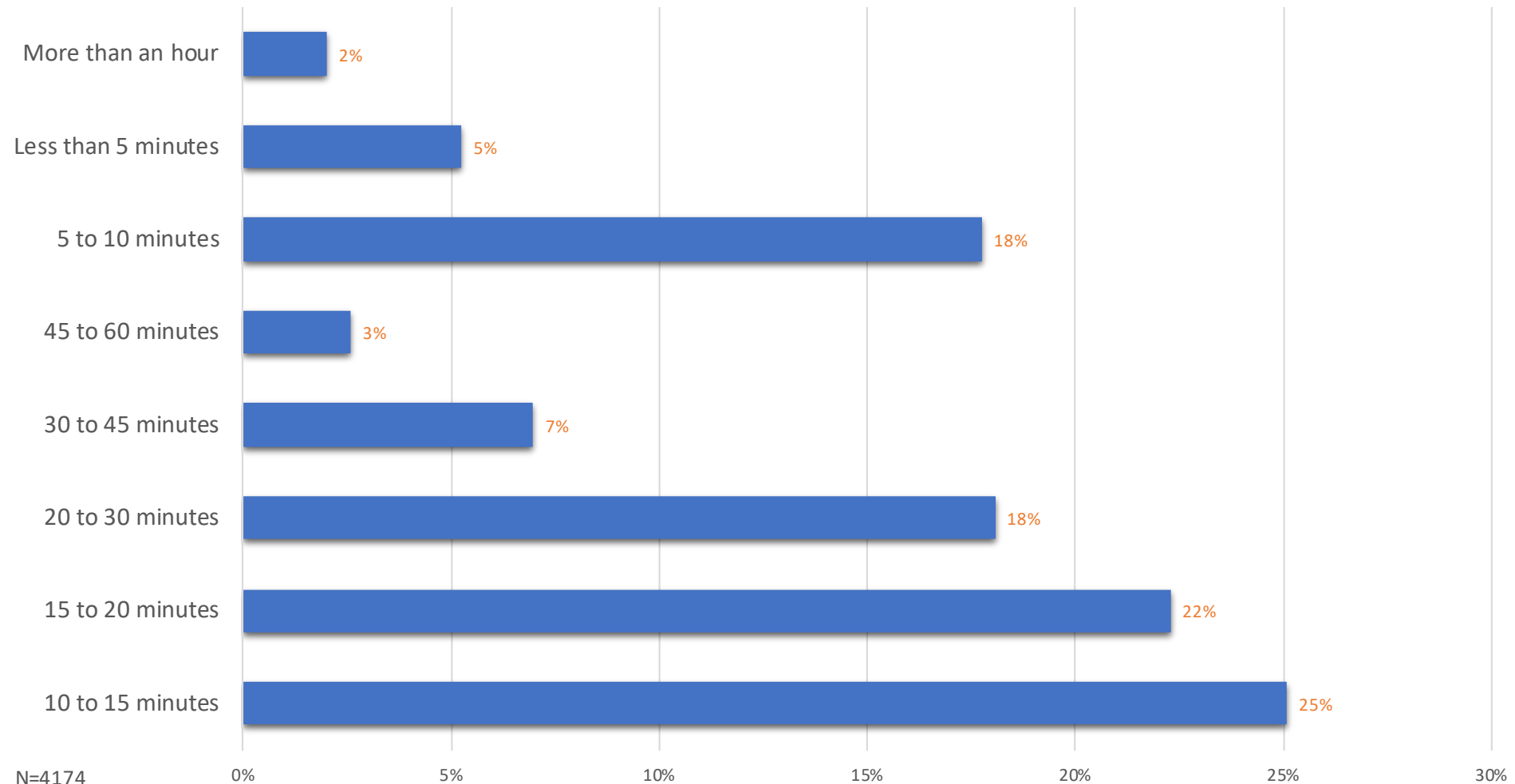
## Faculty



# Survey | Q20 | Students

With the travel mode you most frequently use, how long does it typically take you to reach campus?

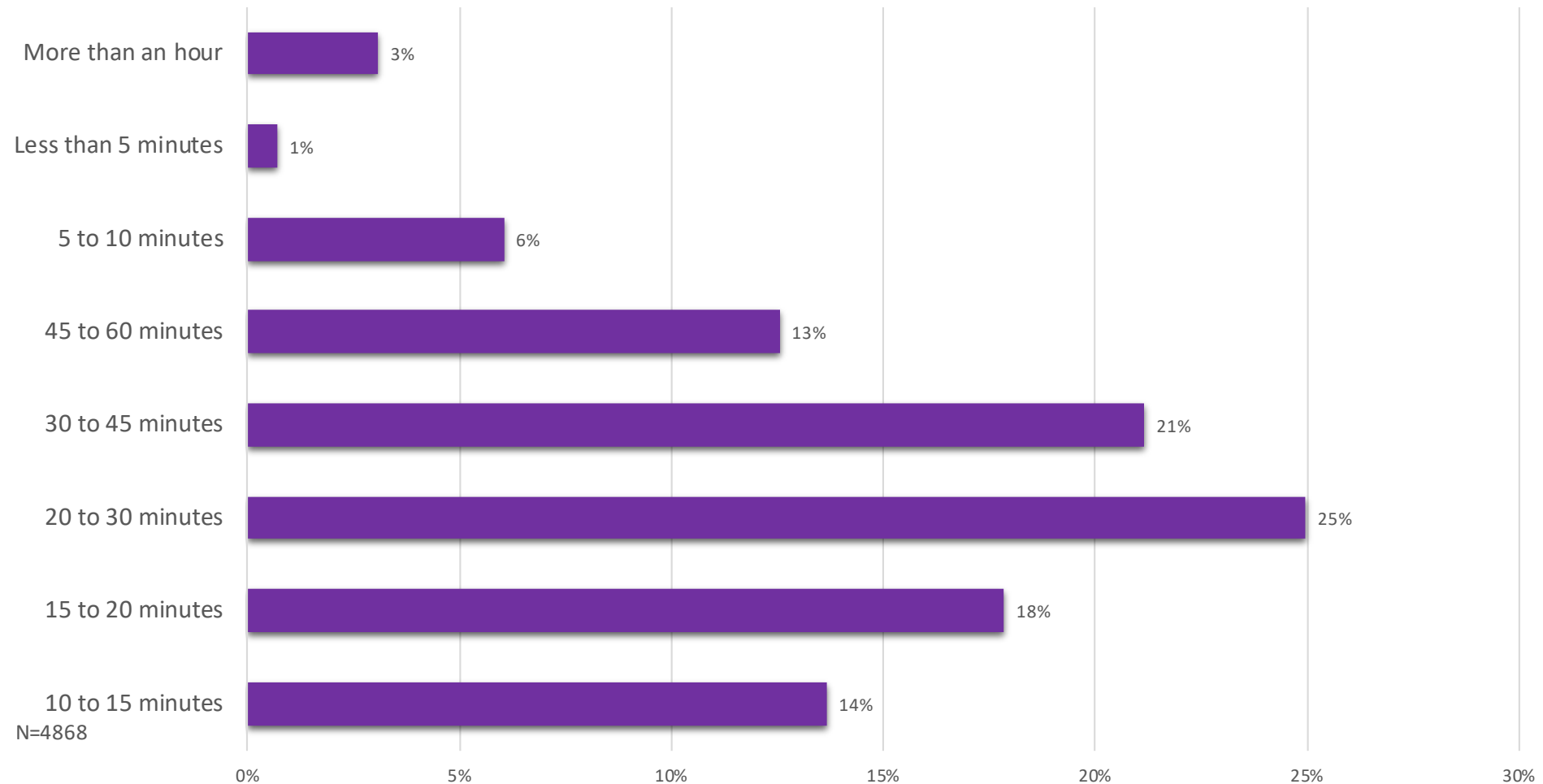
Students



# Survey | Q20 | Non-Faculty Staff

With the travel mode you most frequently use, how long does it typically take you to reach campus?

## Non-Faculty Staff

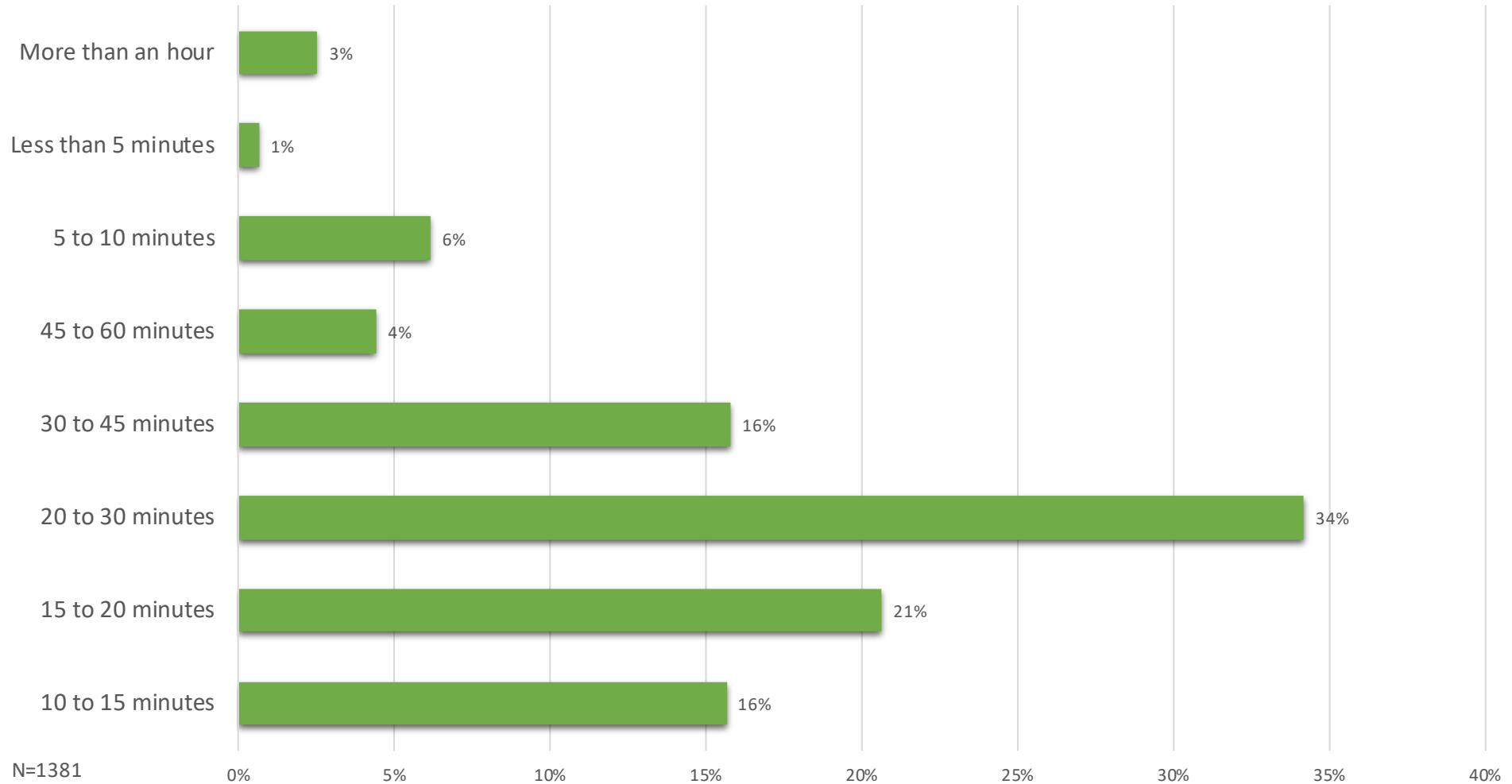




# Survey | Q20 | Faculty

With the travel mode you most frequently use, how long does it typically take you to reach campus?

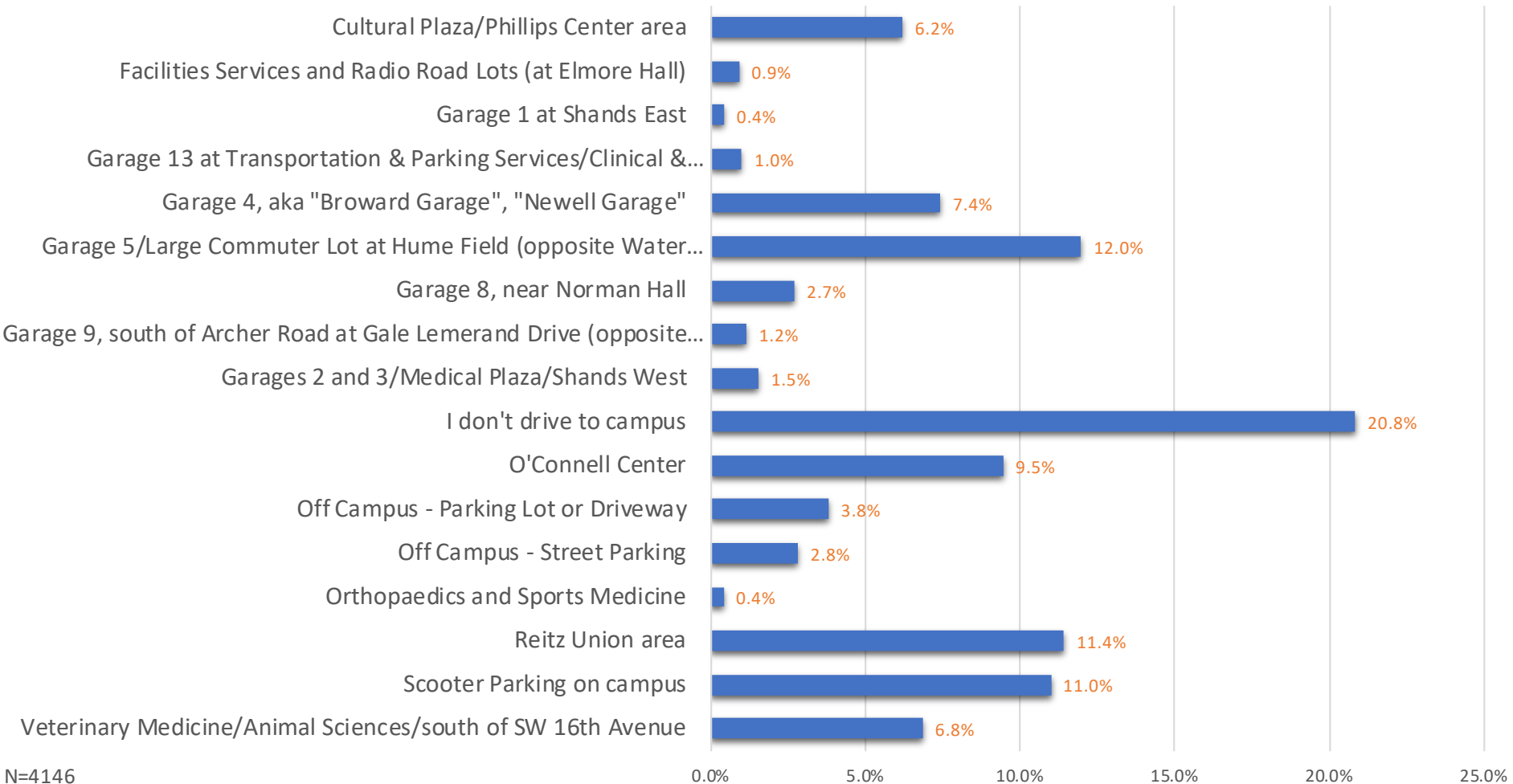
Faculty



# Survey | Q21 | Students

If you drive a motor vehicle to campus, which of the following is closest to where you park most often?

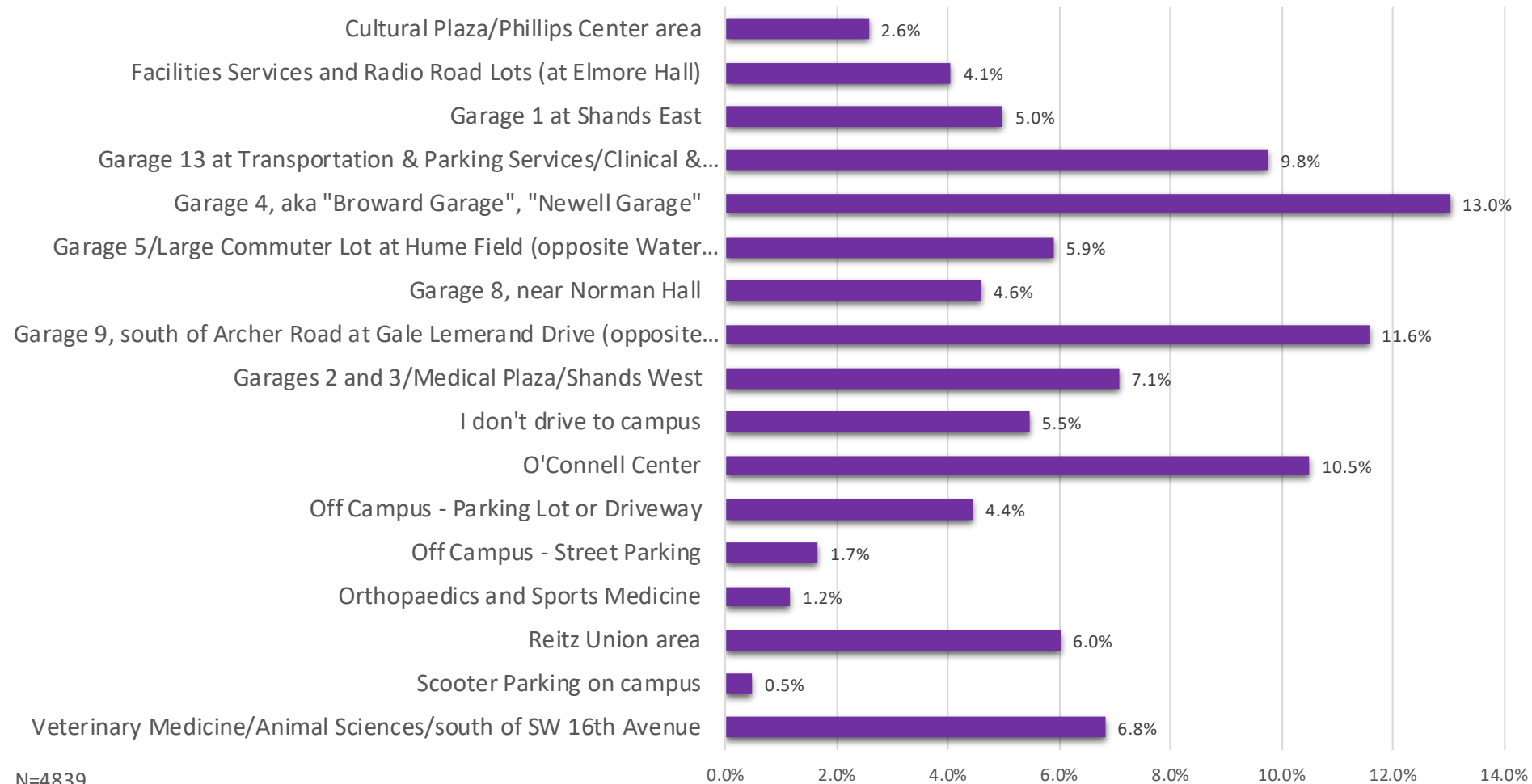
Students



# Survey | Q21 | Non-Faculty Staff

If you drive a motor vehicle to campus, which of the following is closest to where you park most often?

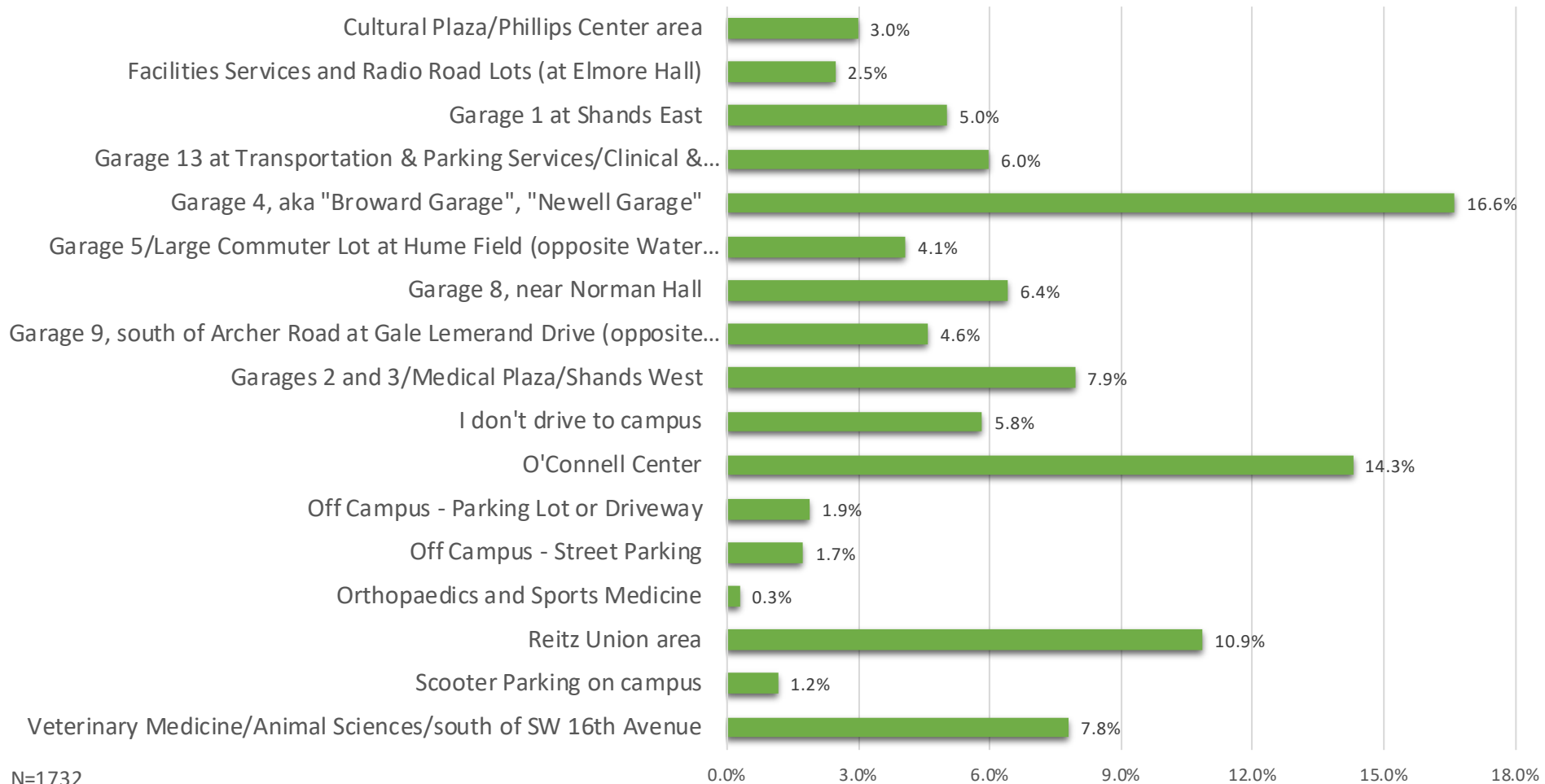
## Non-Faculty Staff



# Survey | Q21 | Faculty

If you drive a motor vehicle to campus, which of the following is closest to where you park most often?

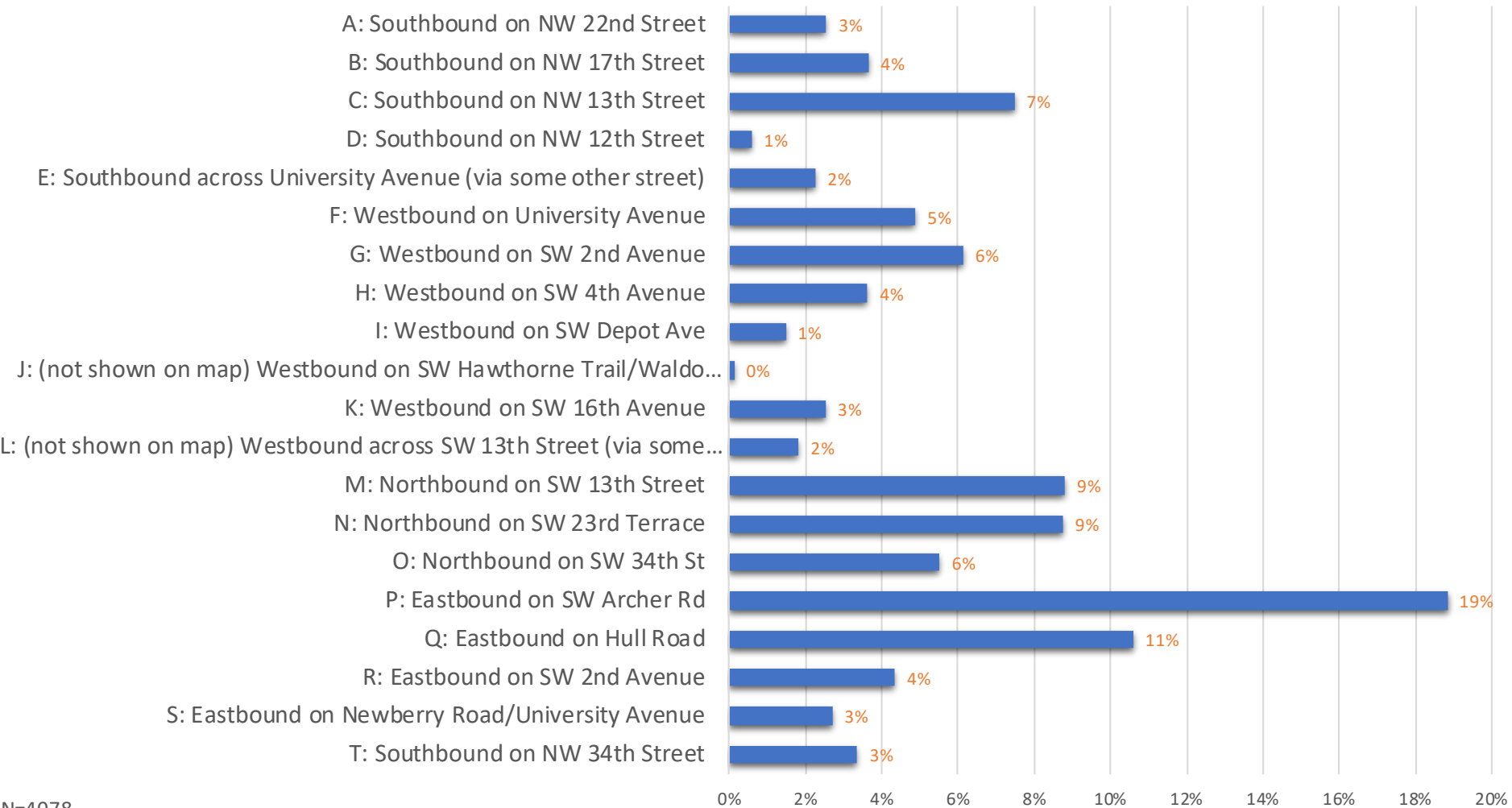
## Faculty



# Survey | Q22 | Students

How do you typically approach an entrance to campus, using your primary transportation mode?

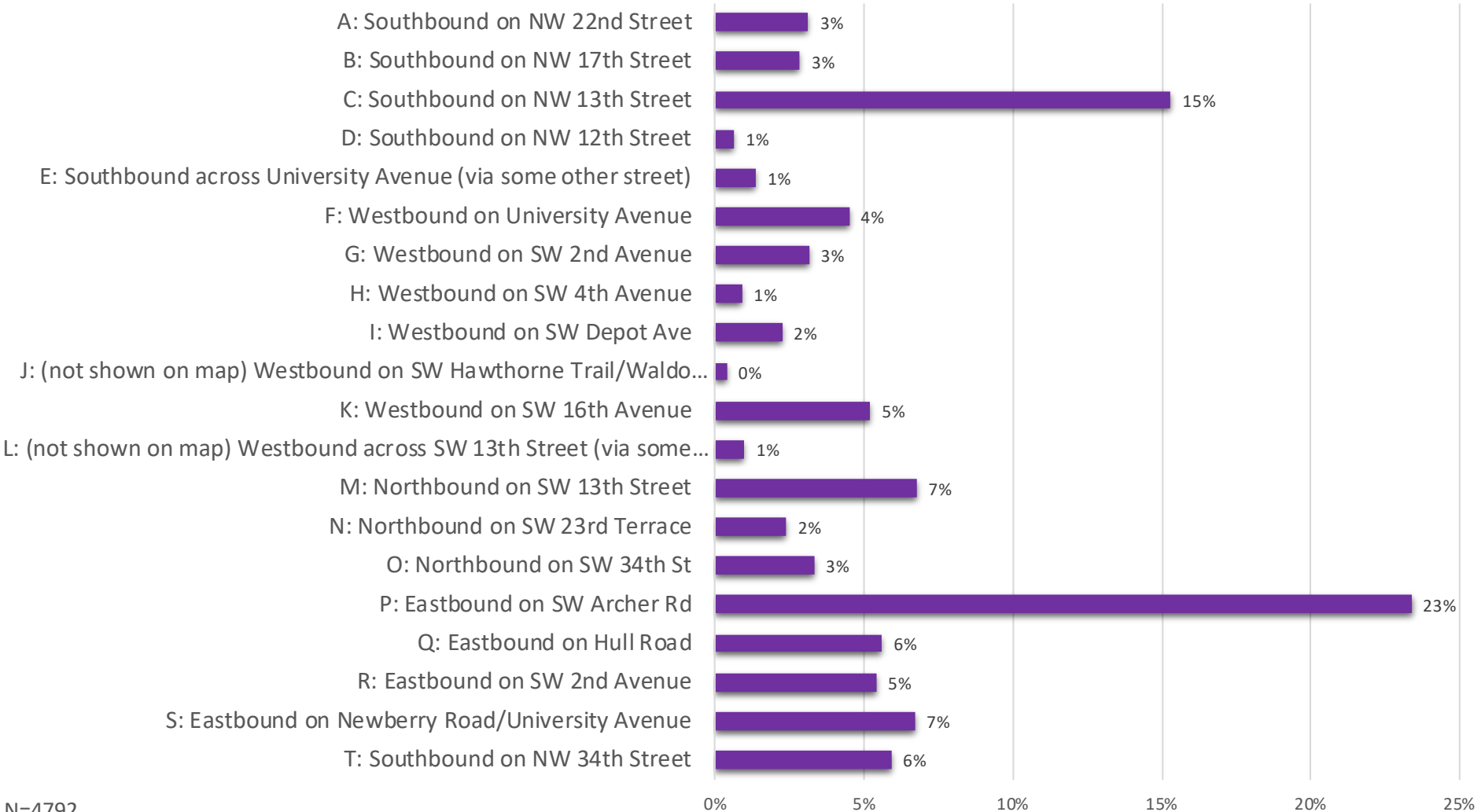
Student



# Survey | Q22 | Non-Faculty Staff

How do you typically approach an entrance to campus, using your primary transportation mode?

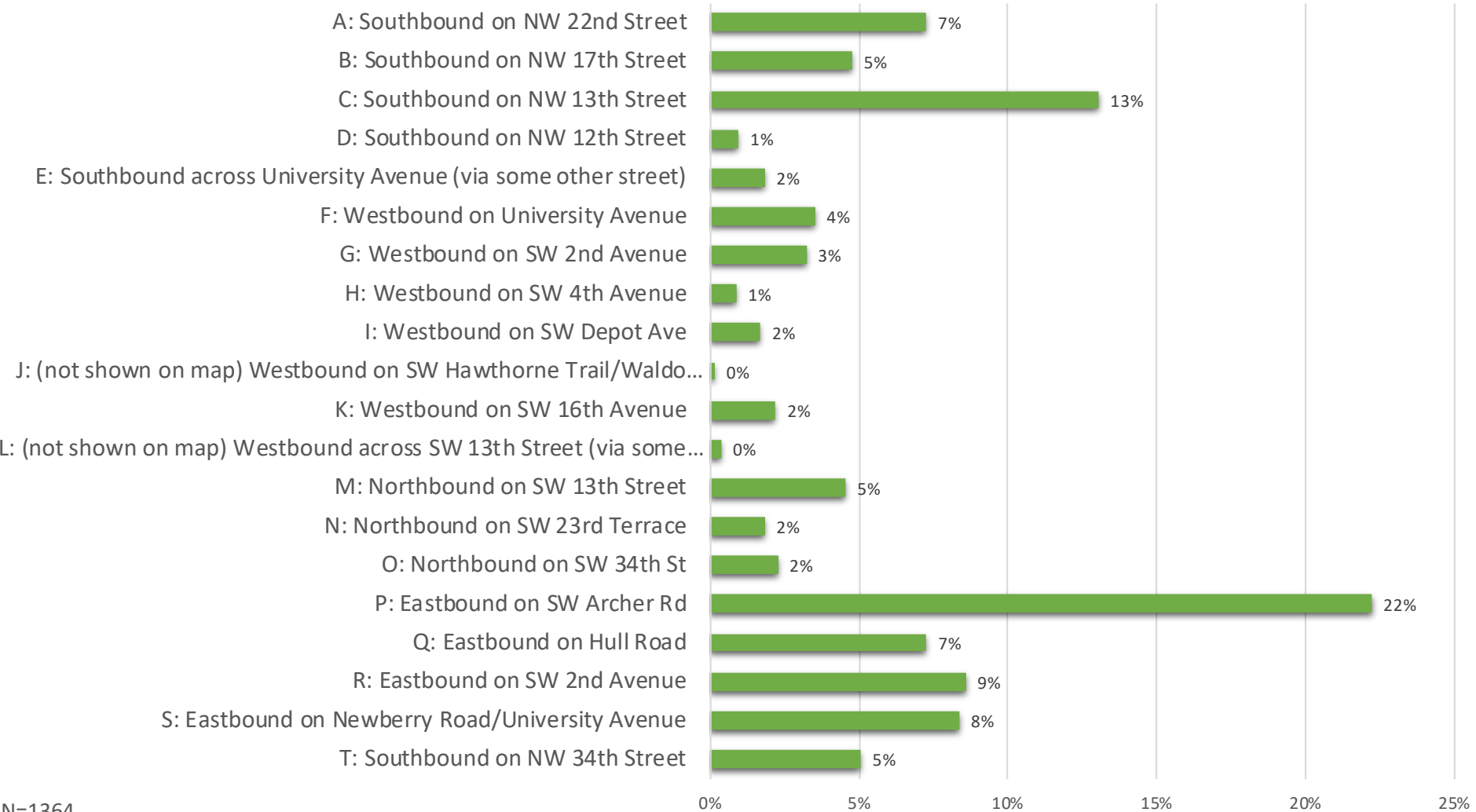
## Non-Faculty Staff



# Survey | Q22 | Faculty

How do you typically approach an entrance to campus, using your primary transportation mode?

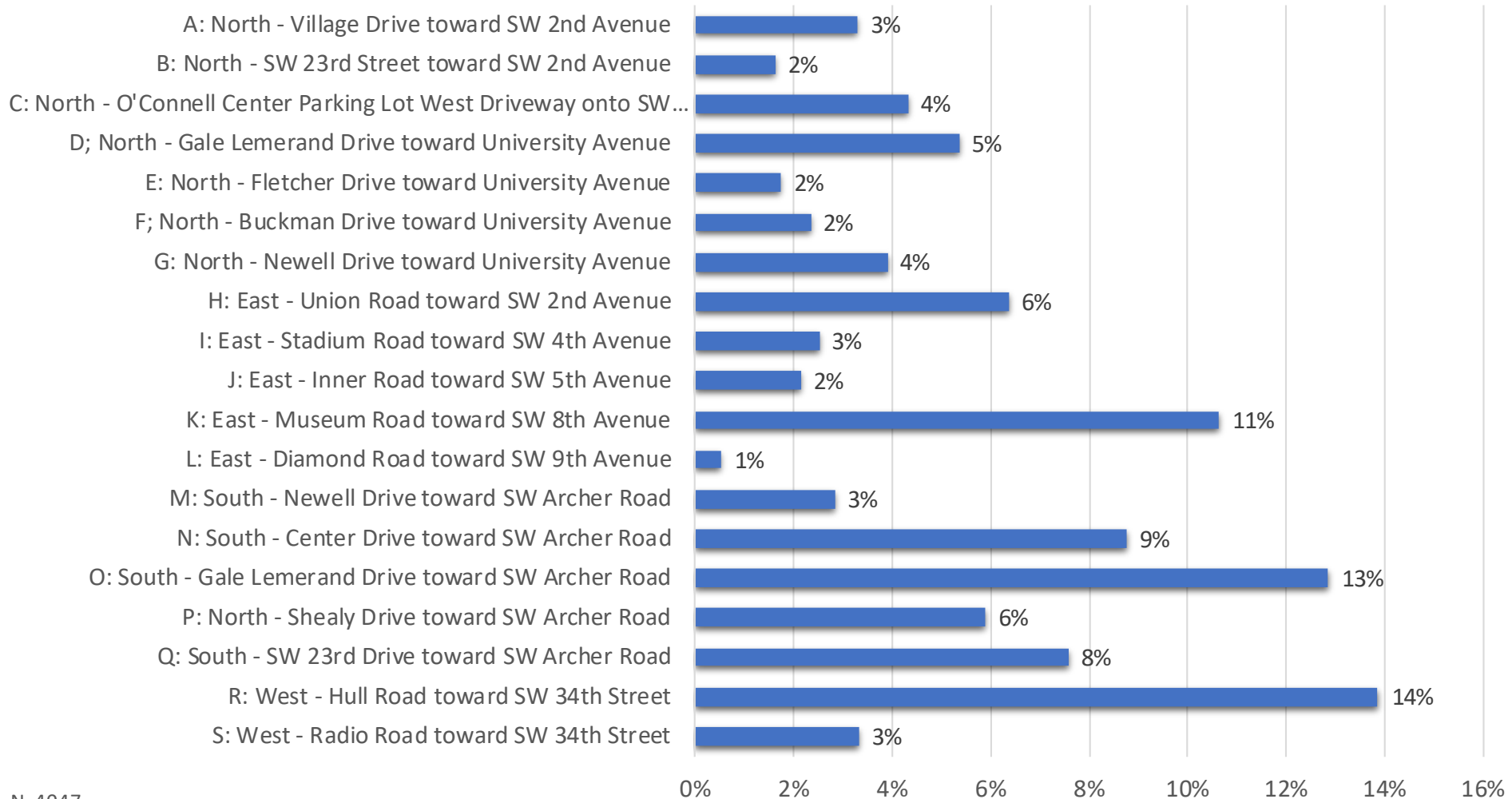
## Faculty



# Survey | Q23 | Students

Which road do you typically use to exit the campus, using your primary transportation mode?

## Students

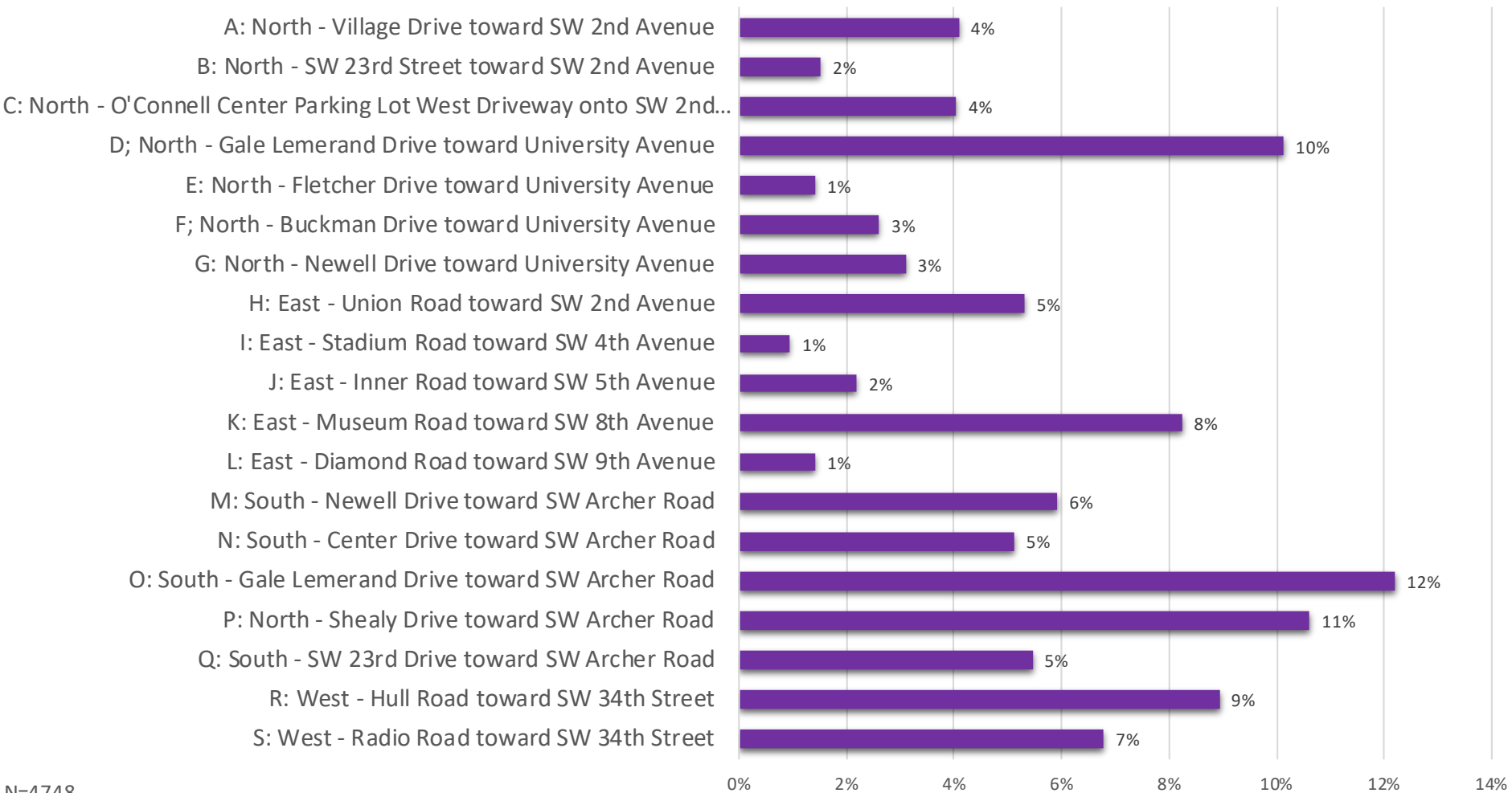




# Survey | Q23 | Non-Faculty Staff

Which road do you typically use to exit the campus, using your primary transportation mode?

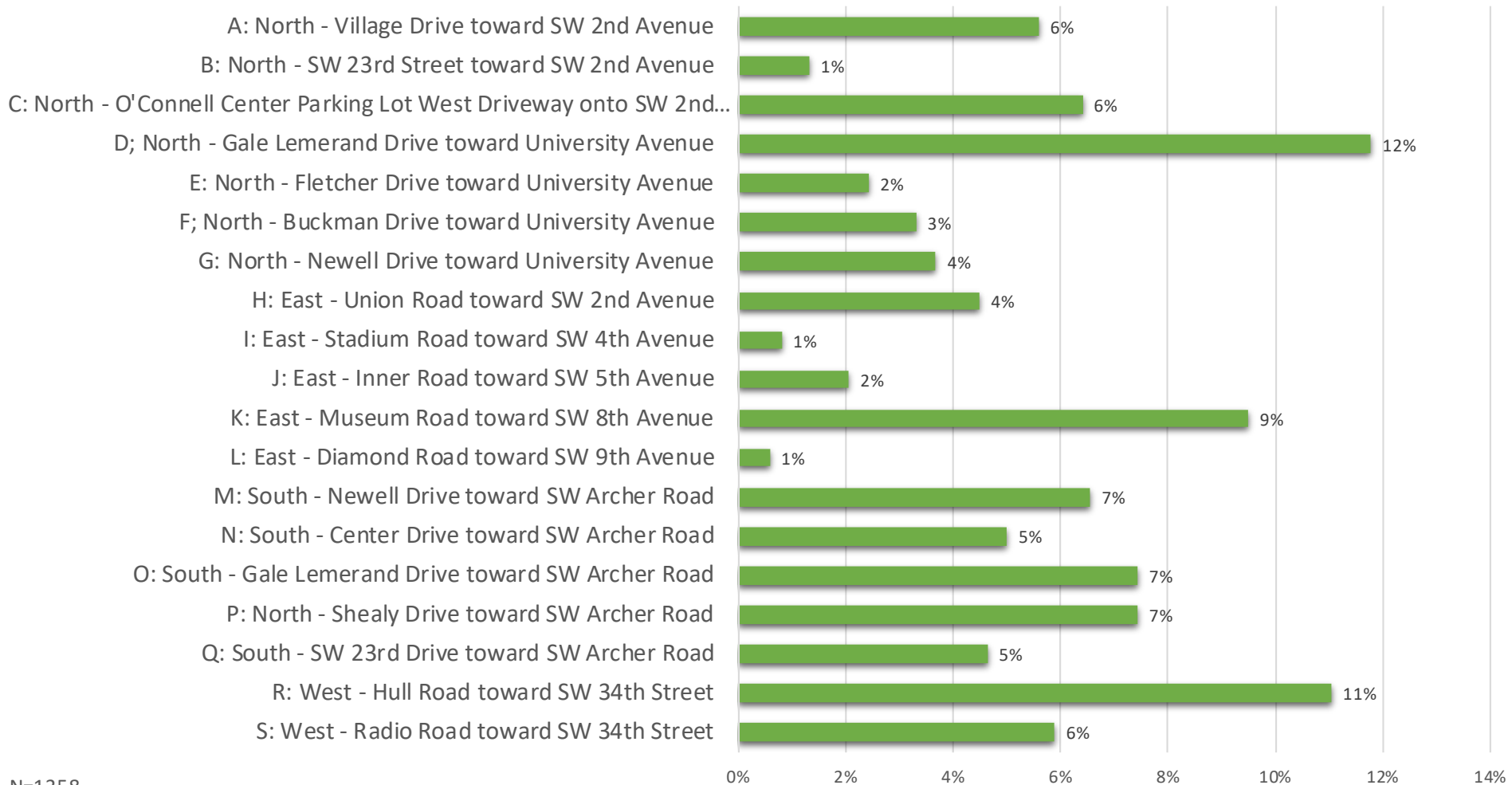
## Non-Faculty Staff



# Survey | Q23 | Faculty

Which road do you typically use to exit the campus, using your primary transportation mode?

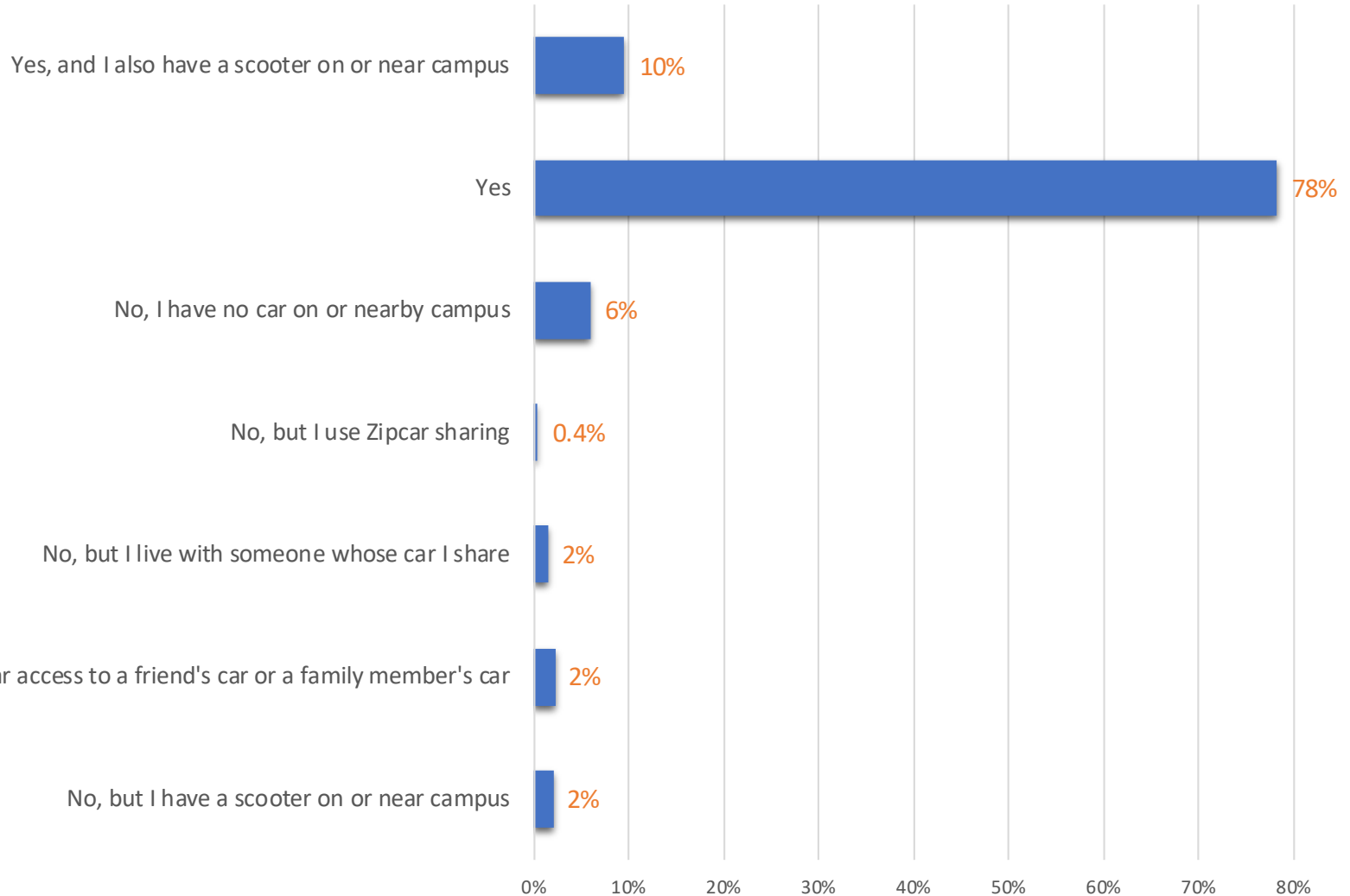
## Faculty



# Survey | Q24 | Students

Do you own a car at your local household?

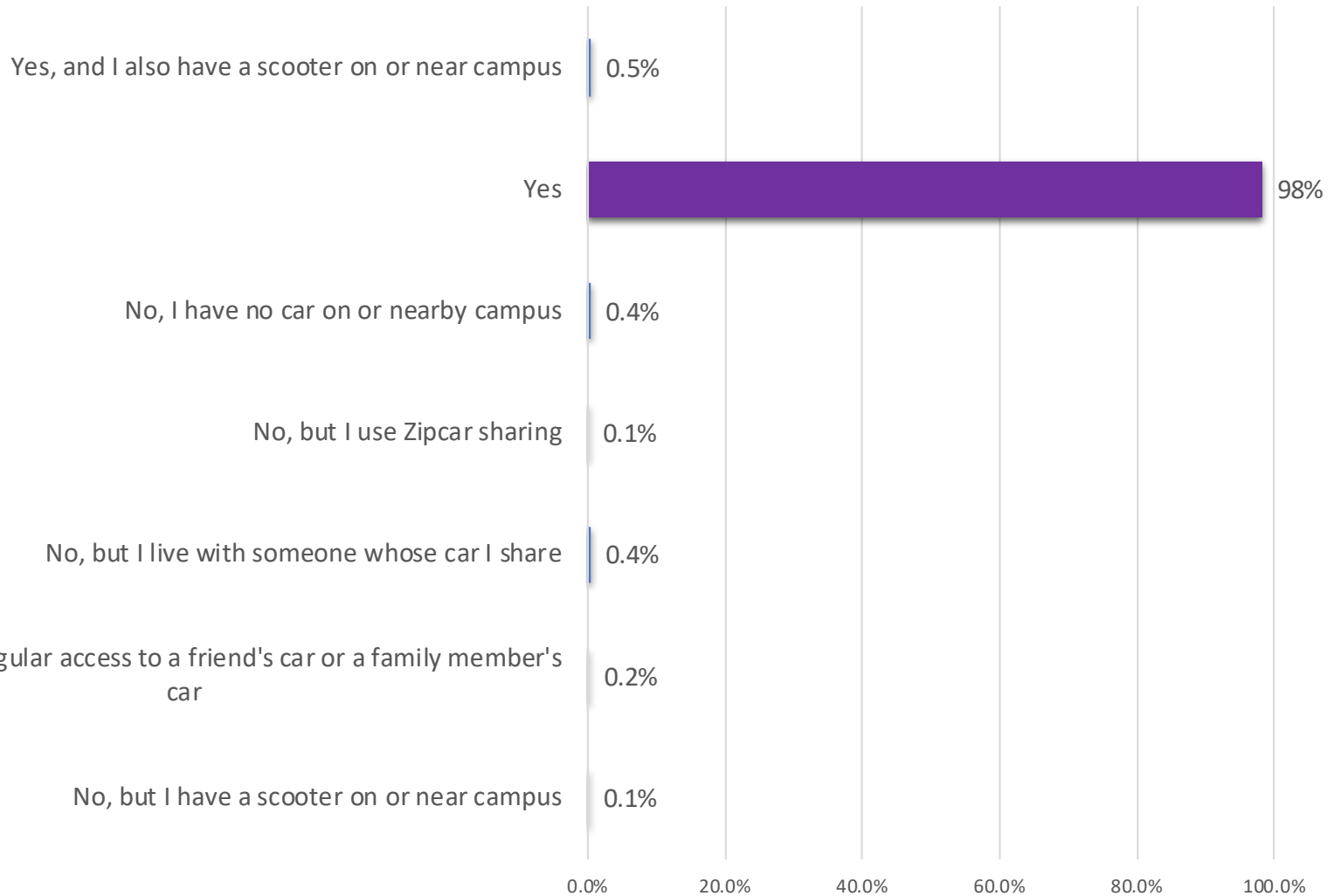
Students



# Survey | Q24 | Non-Faculty Staff

Do you own a car at your local household?

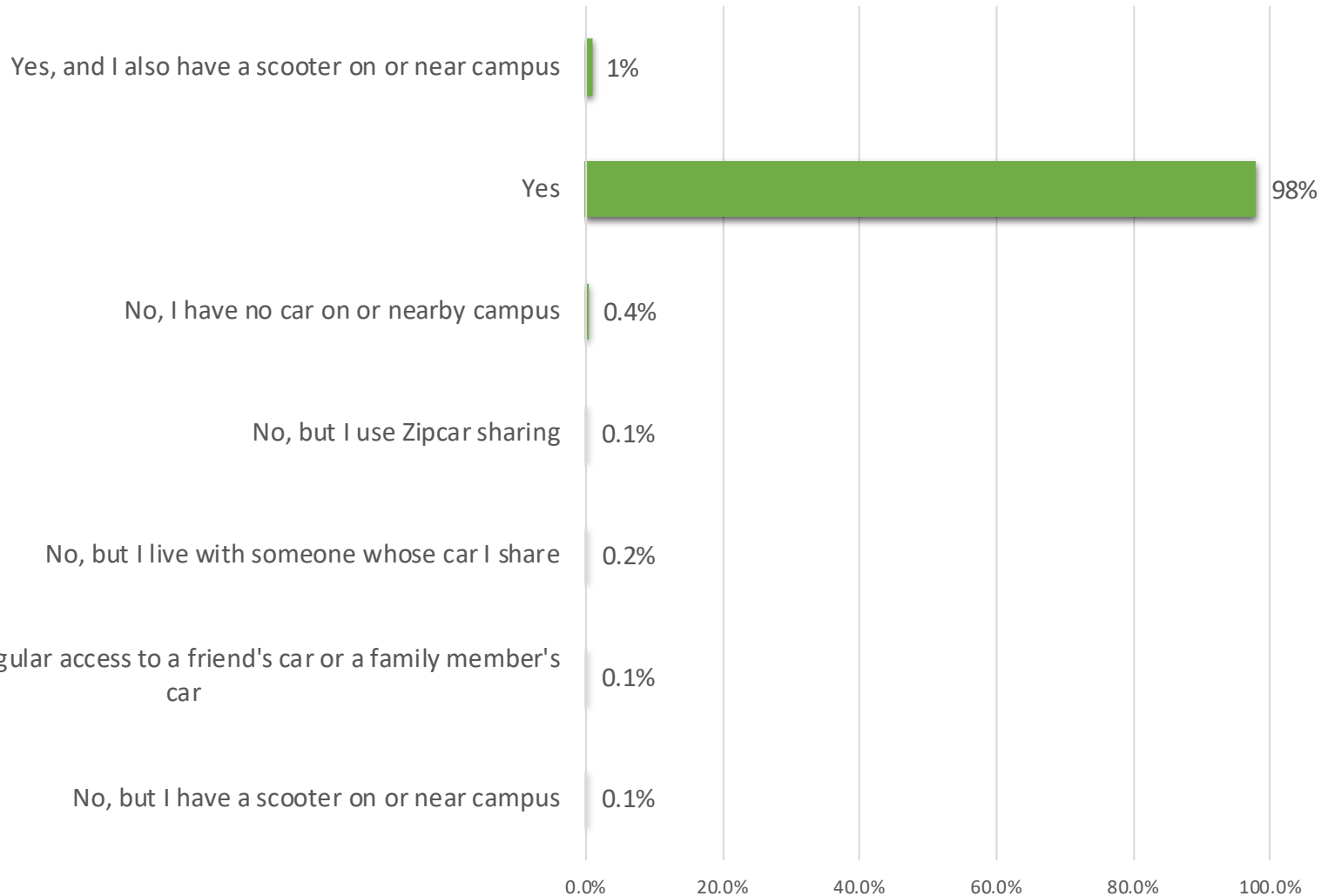
Non-Faculty Staff



# Survey | Q24 | Faculty

Do you own a car at your local household?

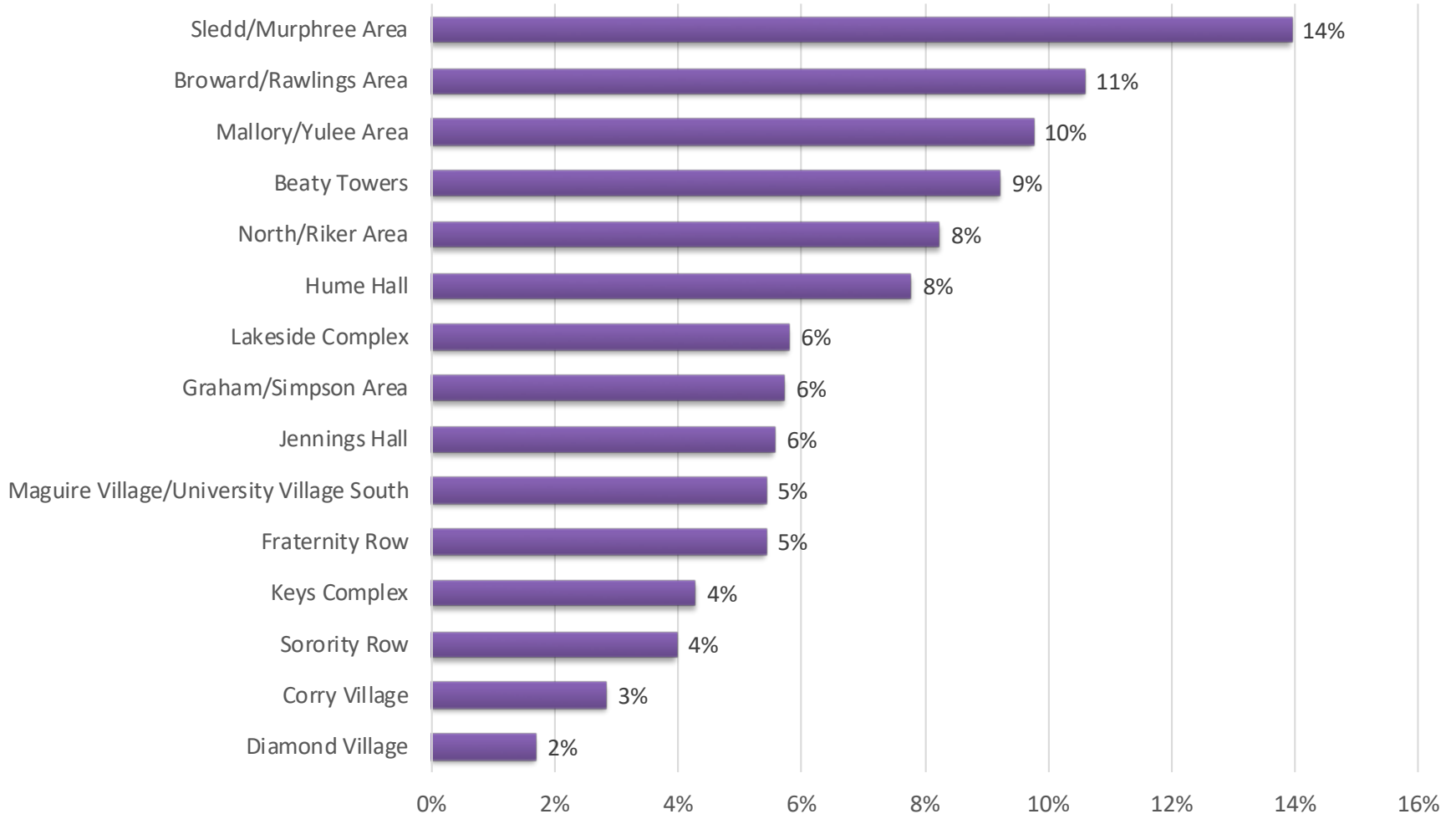
Faculty



# Survey | Q25 | Students

Where do you live on campus?

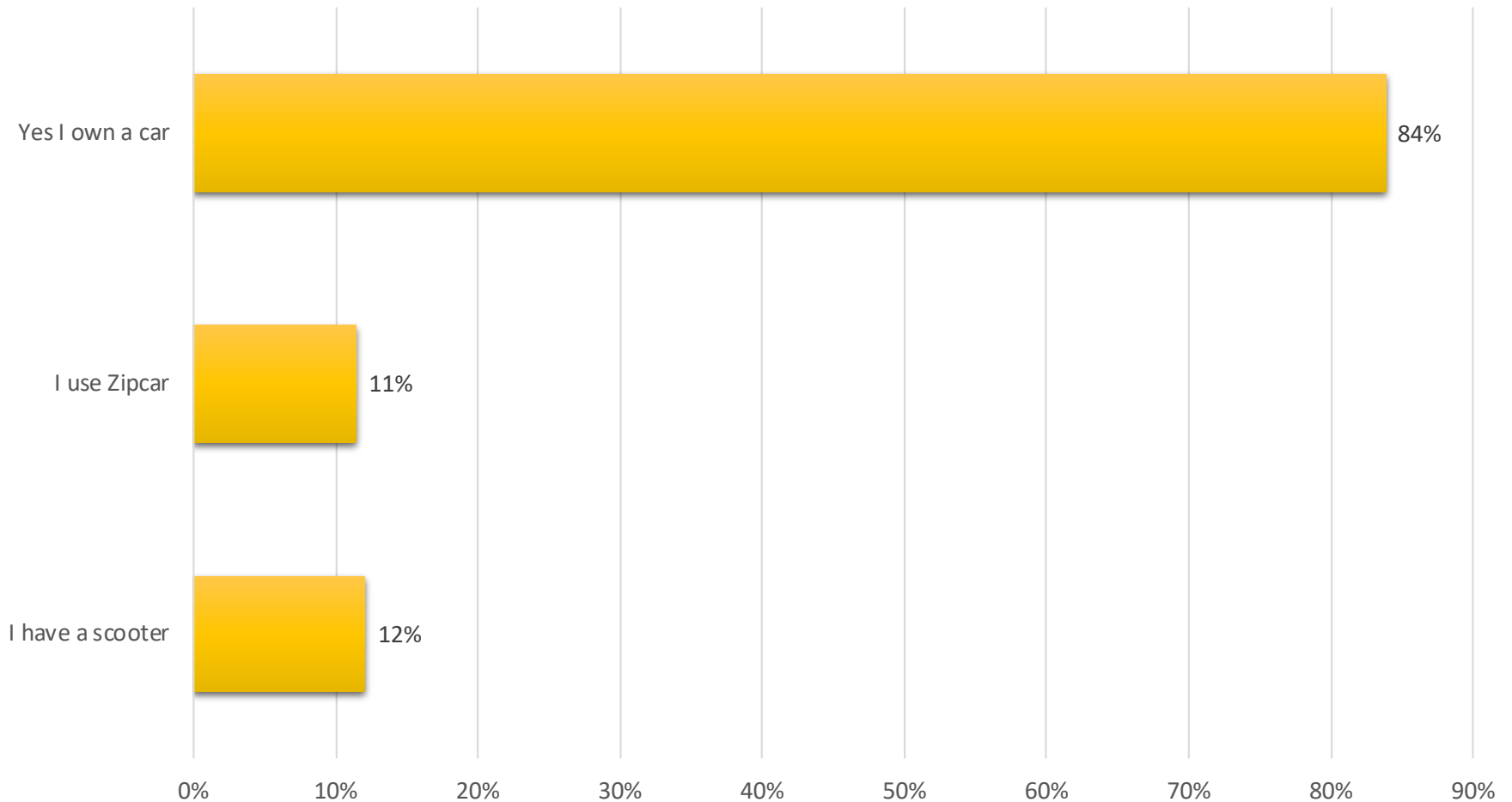
## Students



# Survey | Q26 | Students

Do you own a car or scooter in Gainesville?

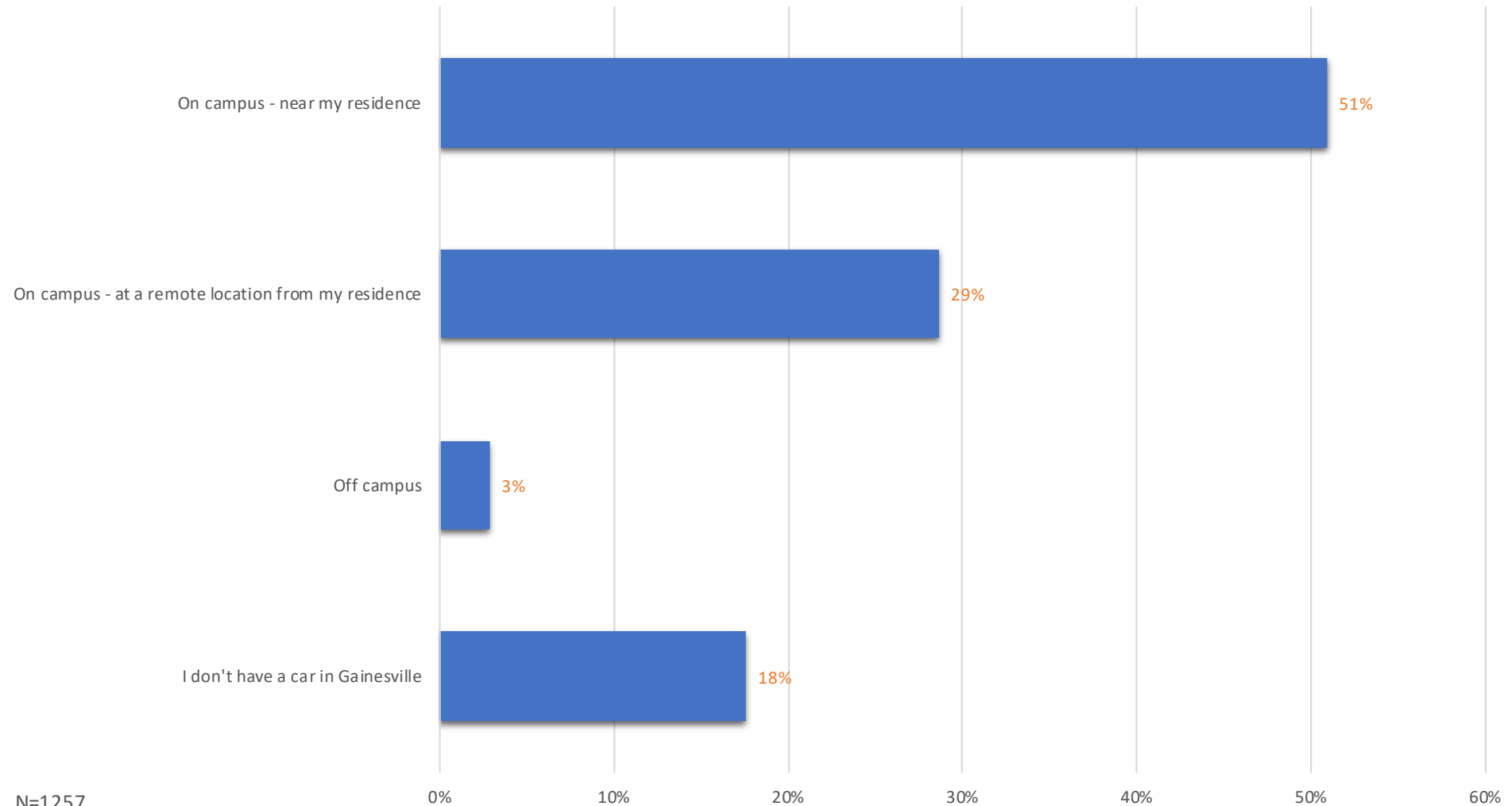
Student



# Survey | Q27 | Students

If you own a car, where do you store it?

Students

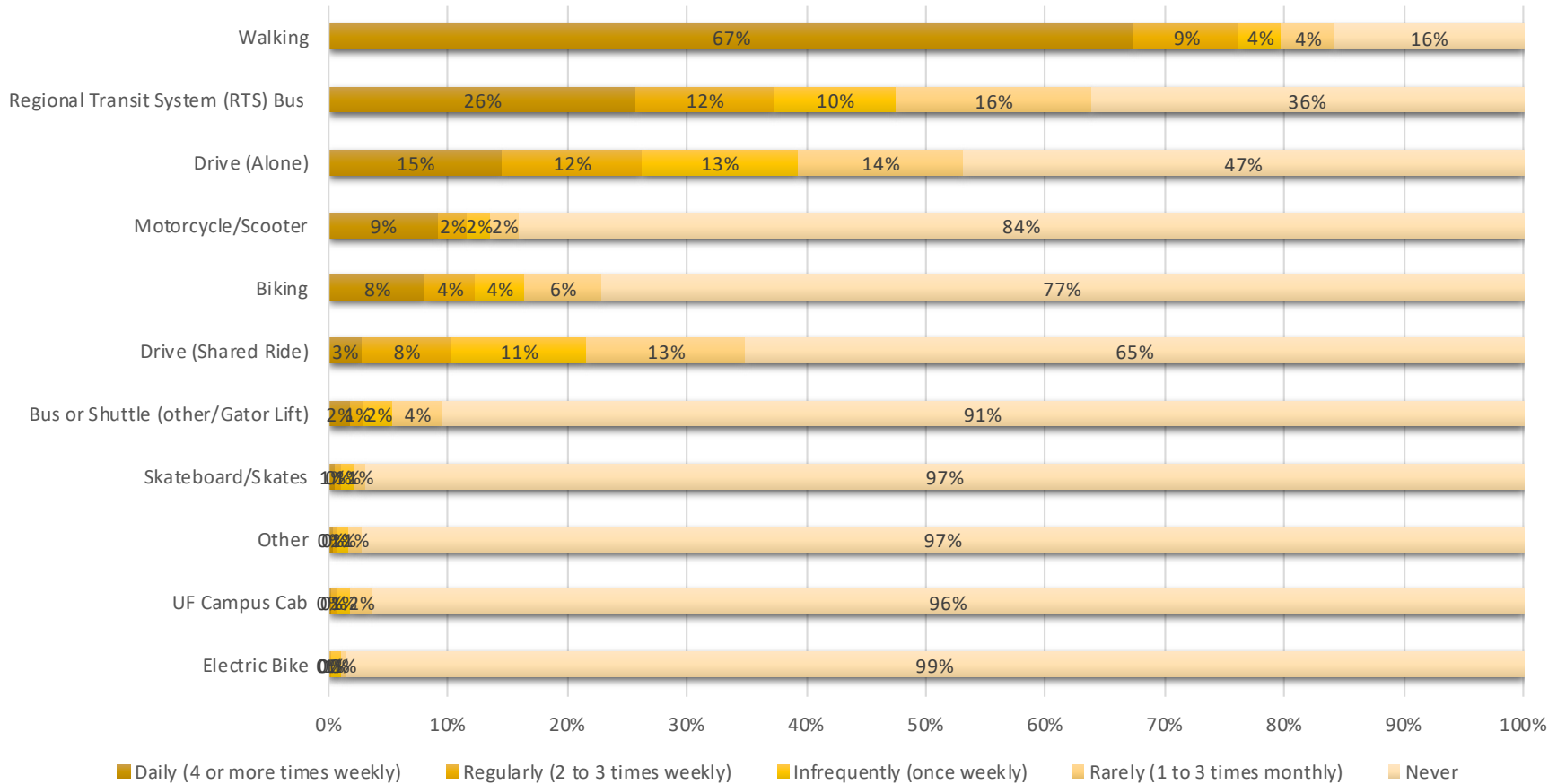




# Survey | Q28 | Students

In a typical week, how often do you use each of the following modes in the daytime to travel on campus?

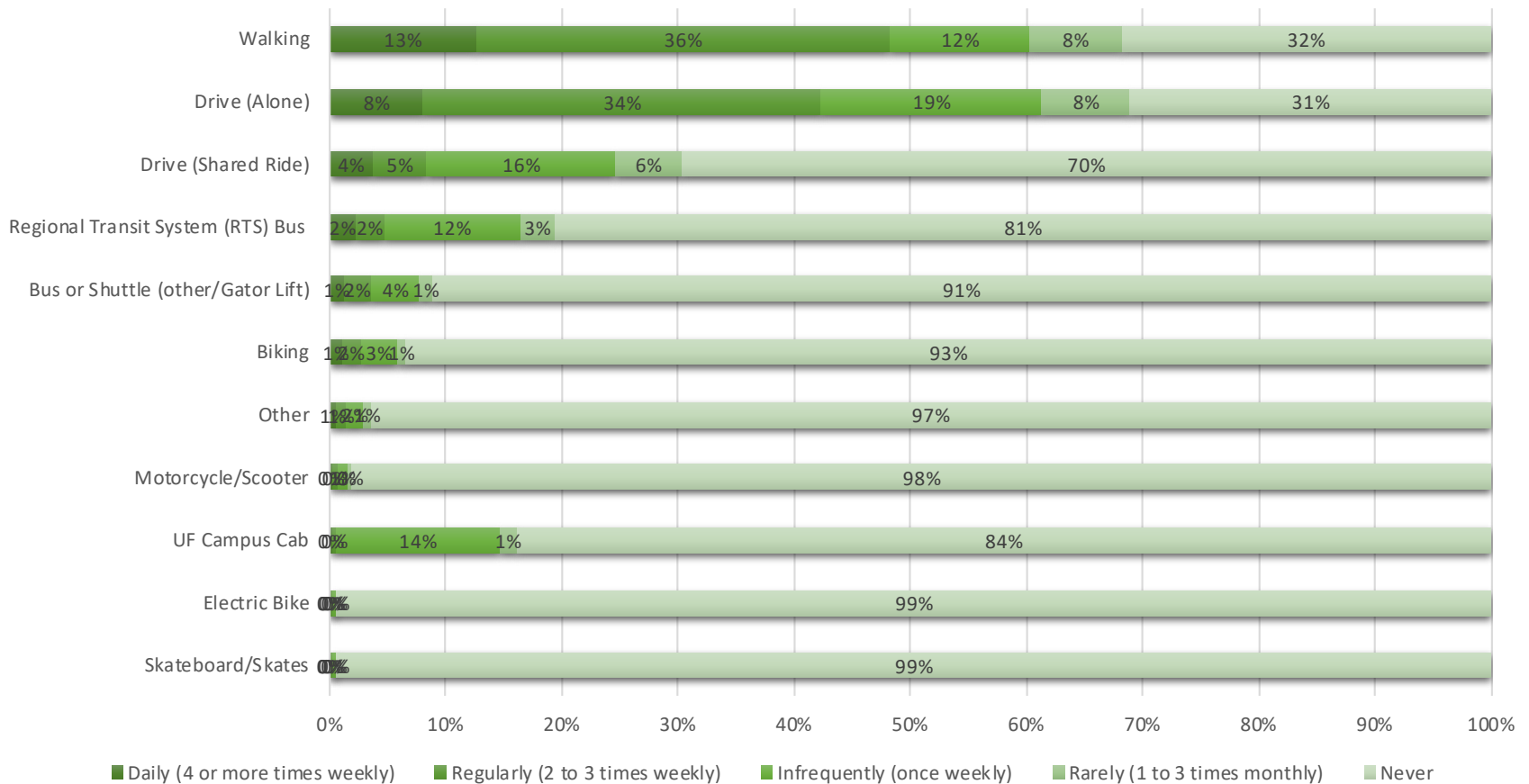
## Students



# Survey | Q28 | Non-Faculty Staff

In a typical week, how often do you use each of the following modes in the daytime to travel on campus?

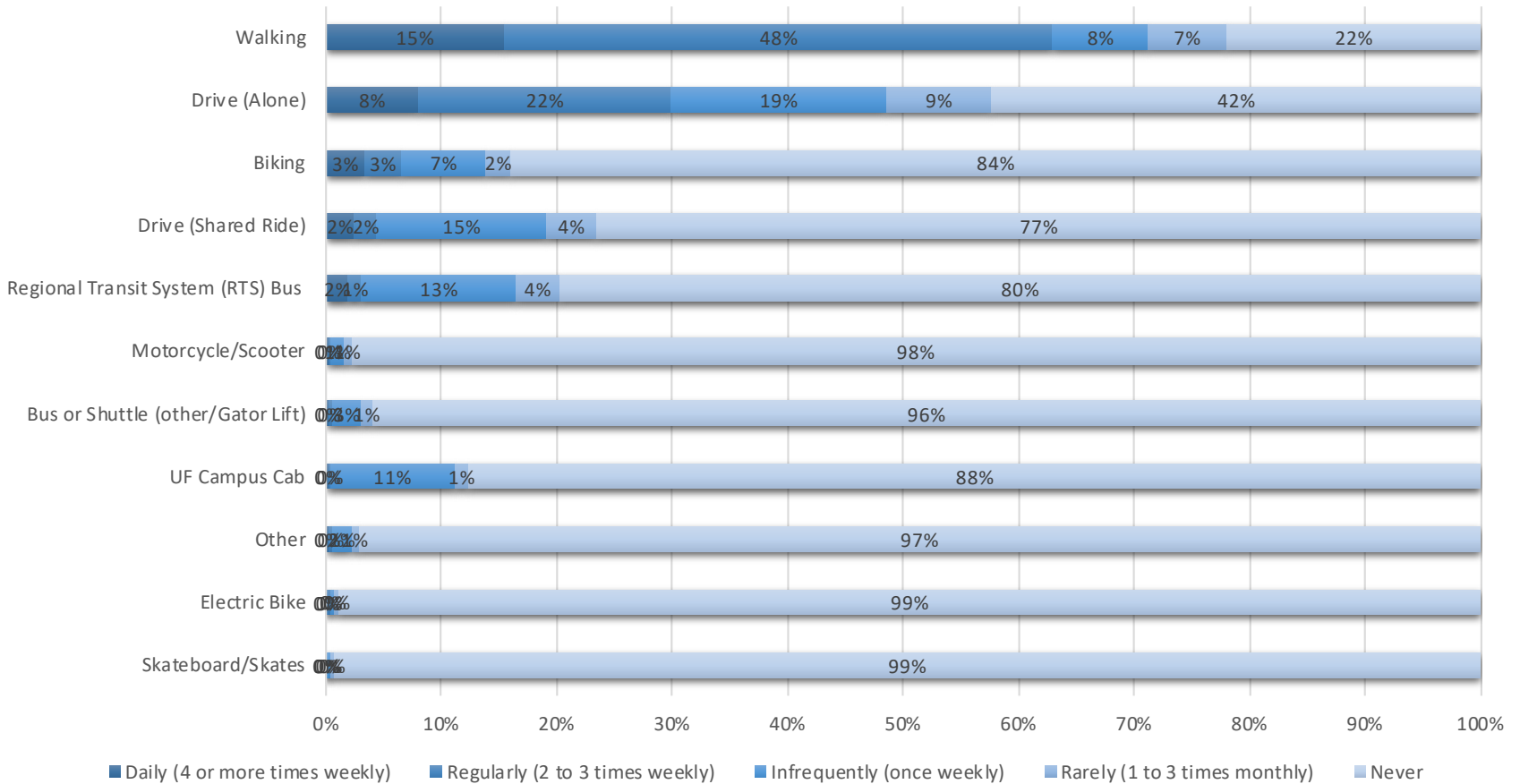
## Non-Faculty Staff



# Survey | Q28 | Faculty

In a typical week, how often do you use each of the following modes in the daytime to travel on campus?

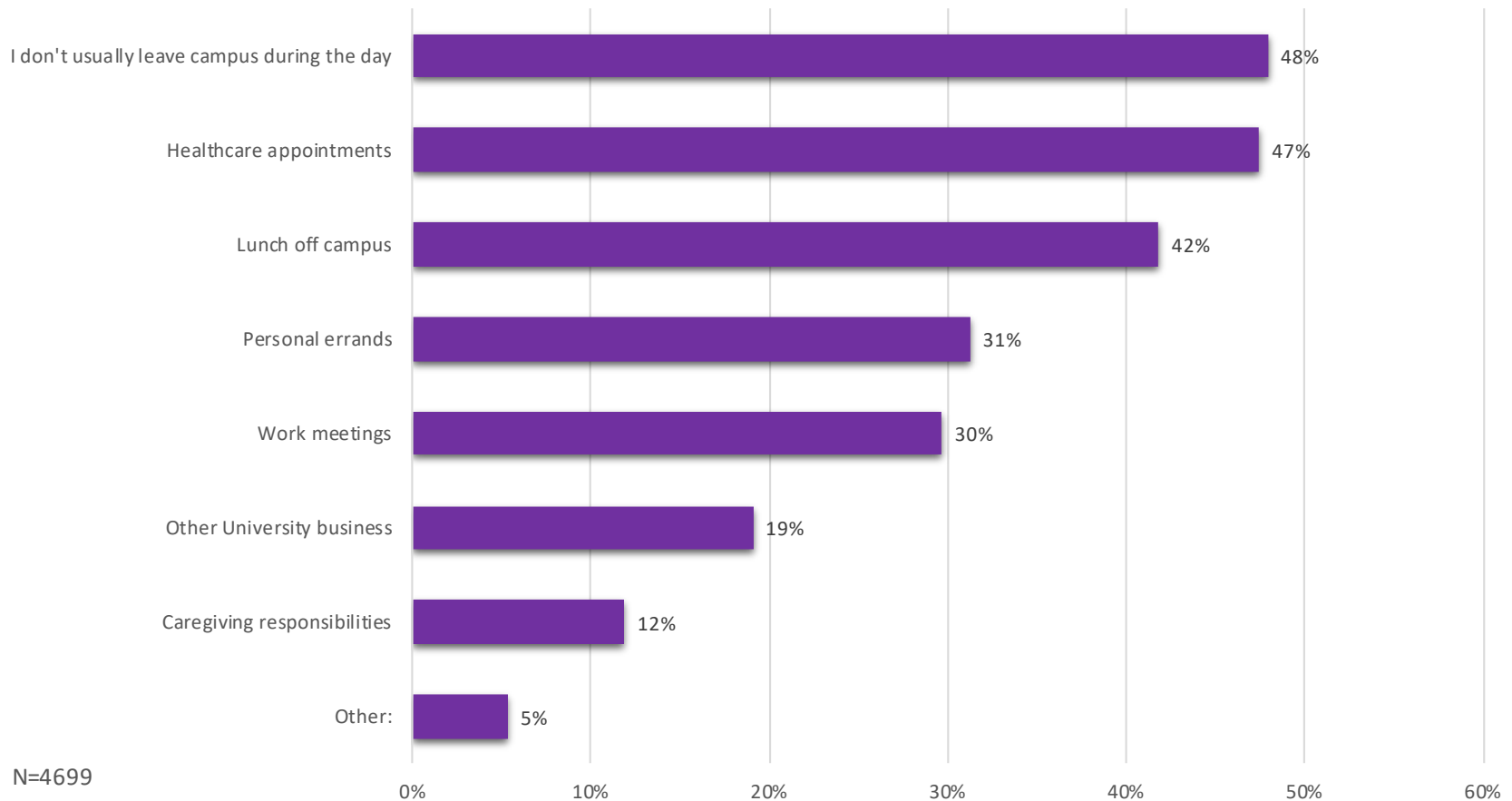
## Faculty



# Survey | Q29 | Non-Faculty Staff

During weekdays, for which reasons do you leave campus during the daytime?  
Please check all that apply:

## Non-Faculty Staff

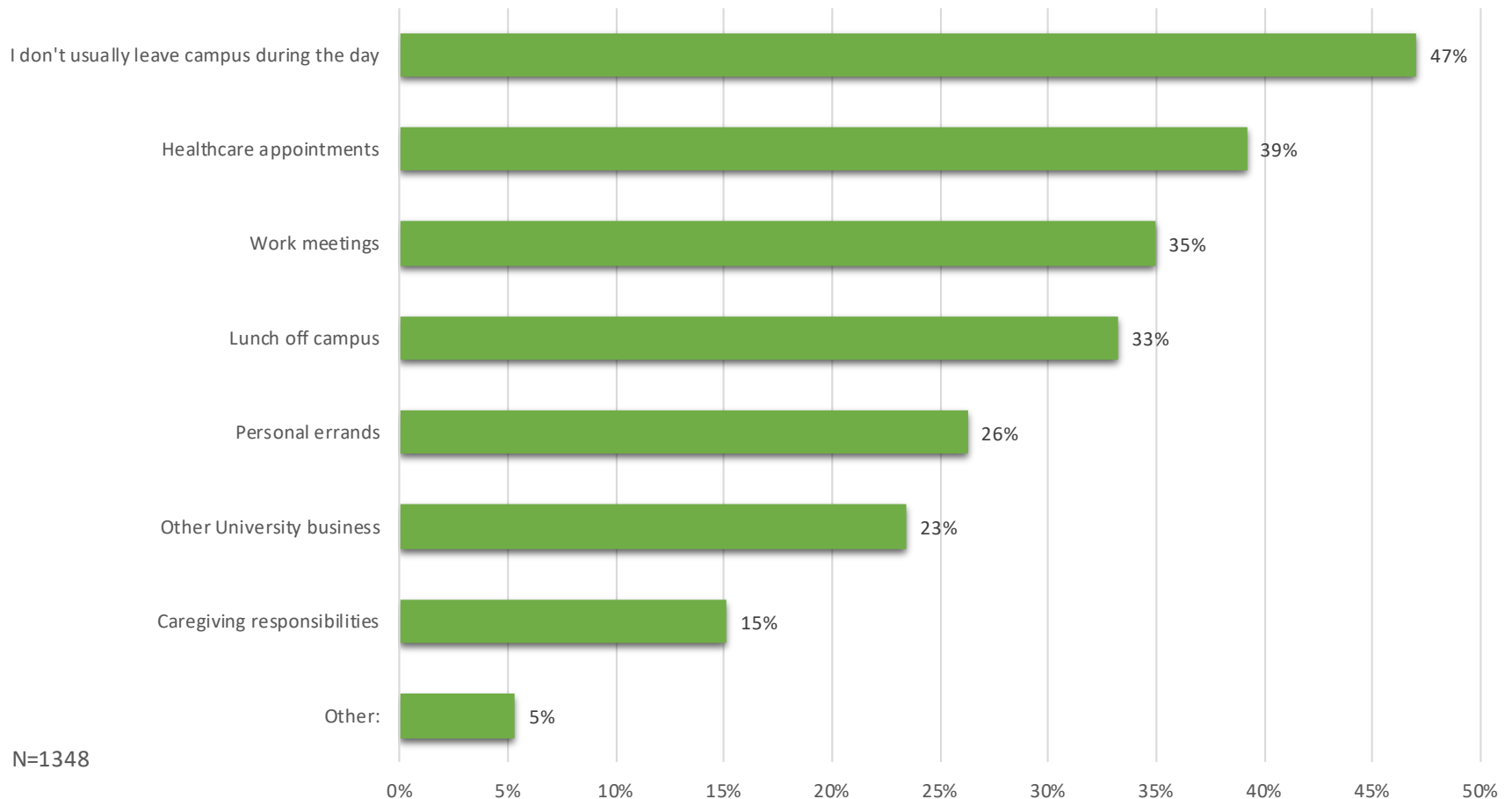


N=4699

# Survey | Q29 | Faculty

During weekdays, for which reasons do you leave campus during the daytime?  
Please check all that apply:

## Faculty

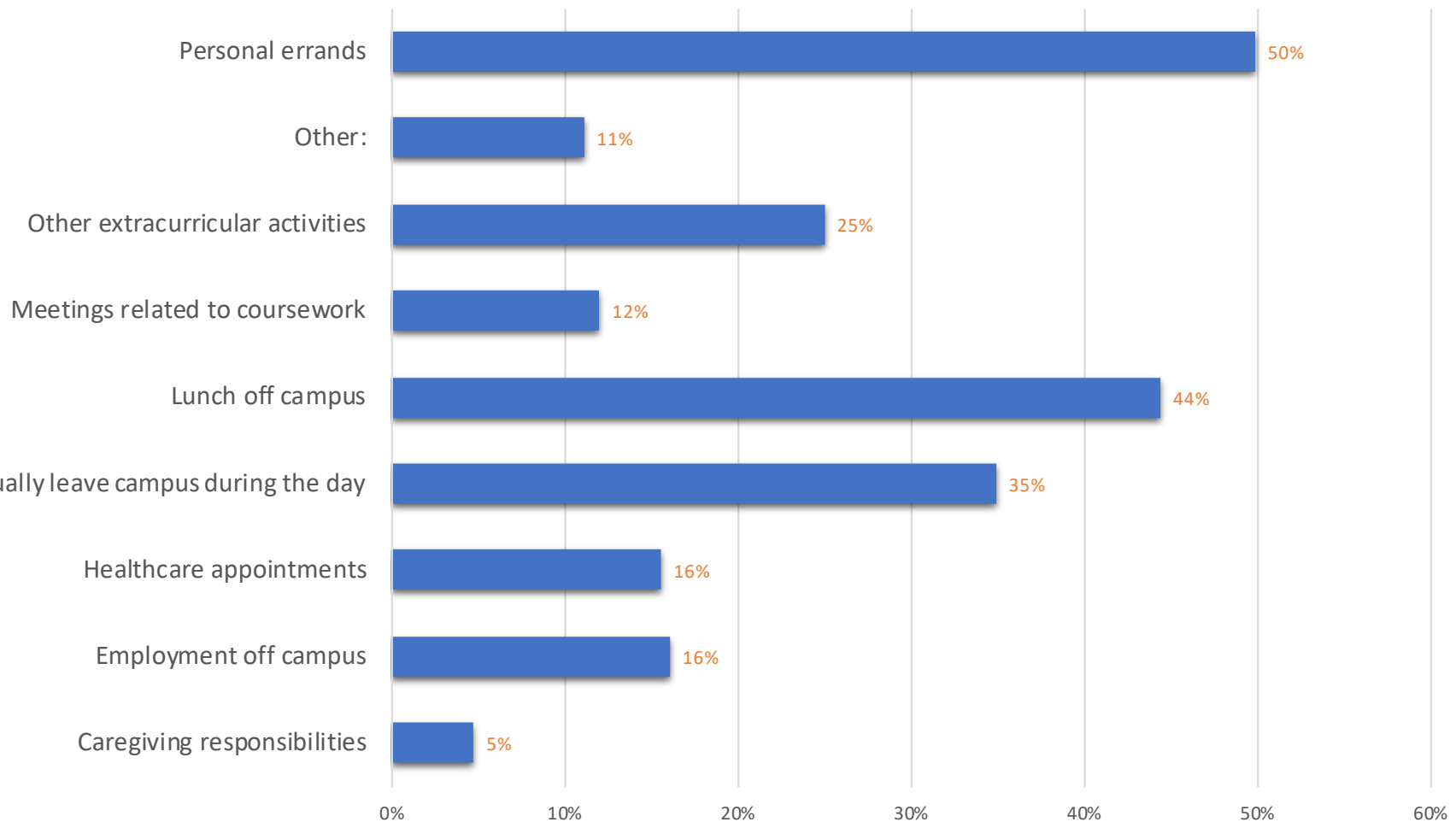


N=1348

# Survey | Q30 | Students

During weekdays, for which reasons do you leave campus during the daytime? (Off Campus Housing)

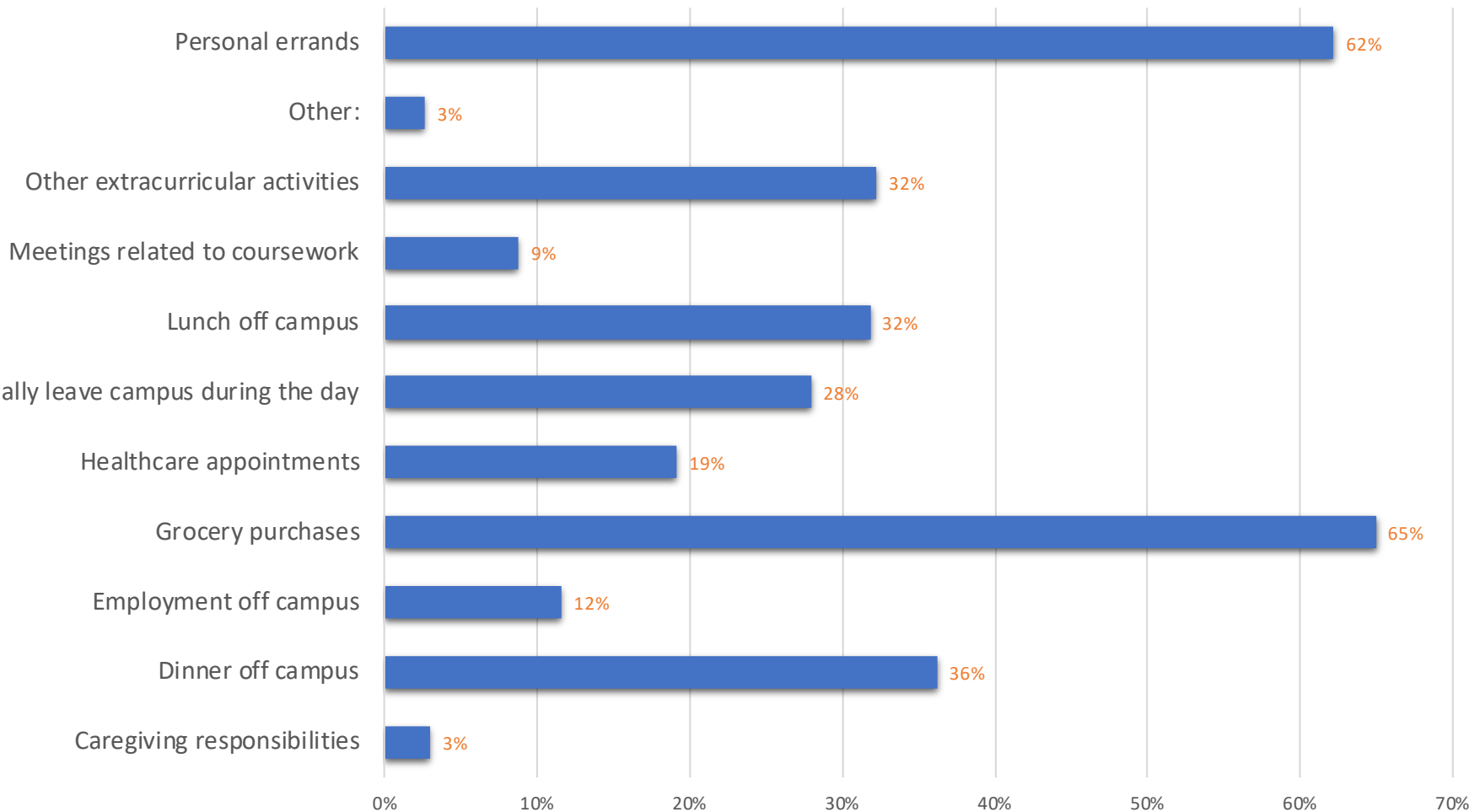
## Students



# Survey | Q31 | Students

During weekdays, for which reasons do you leave campus during the daytime?  
(Campus Housing - Residence Hall & Family/Graduate Housing)

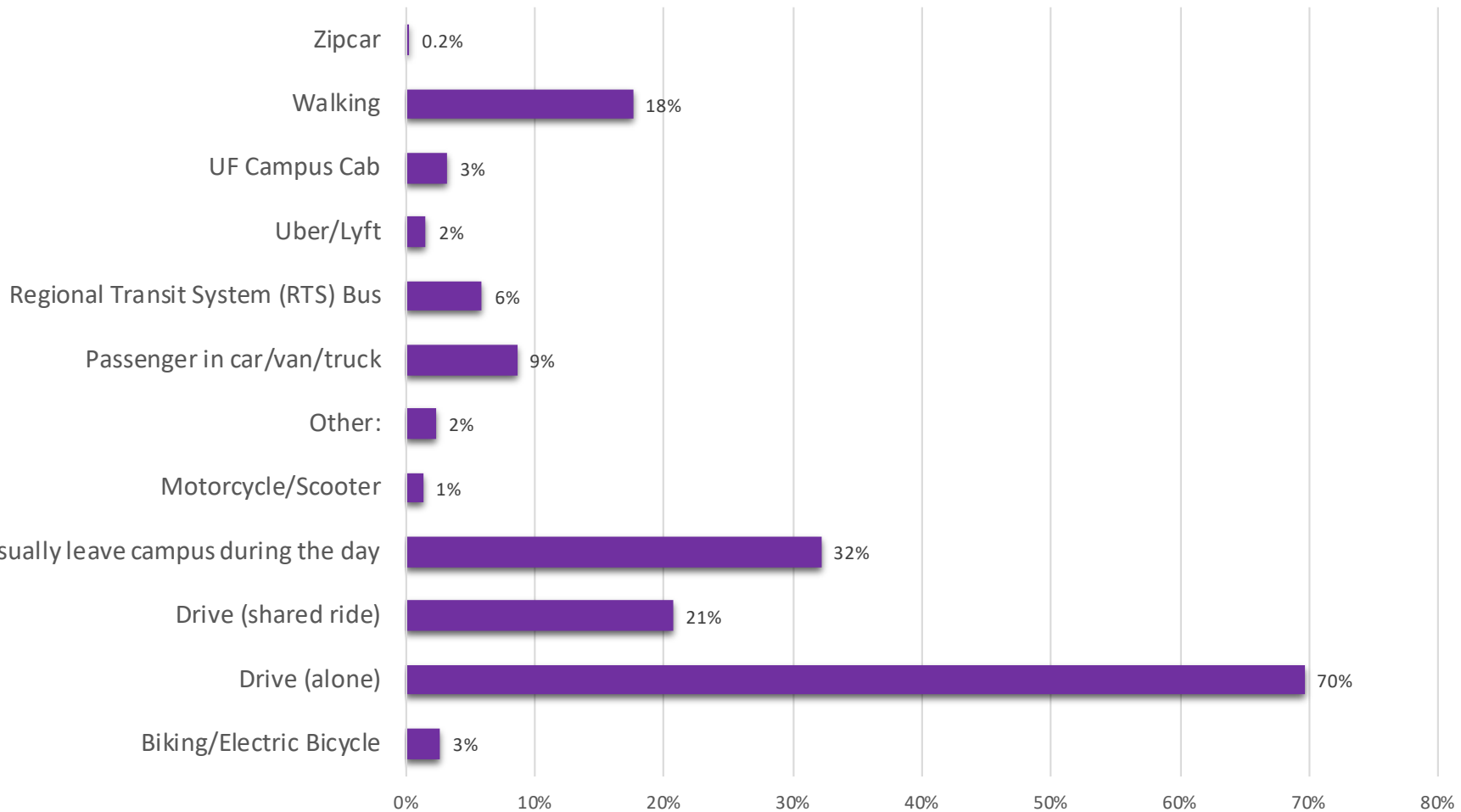
## Students



# Survey | Q32 | Non-Faculty Staff

If you leave campus during work hours on weekdays, how do you travel?

## Non-Faculty Staff

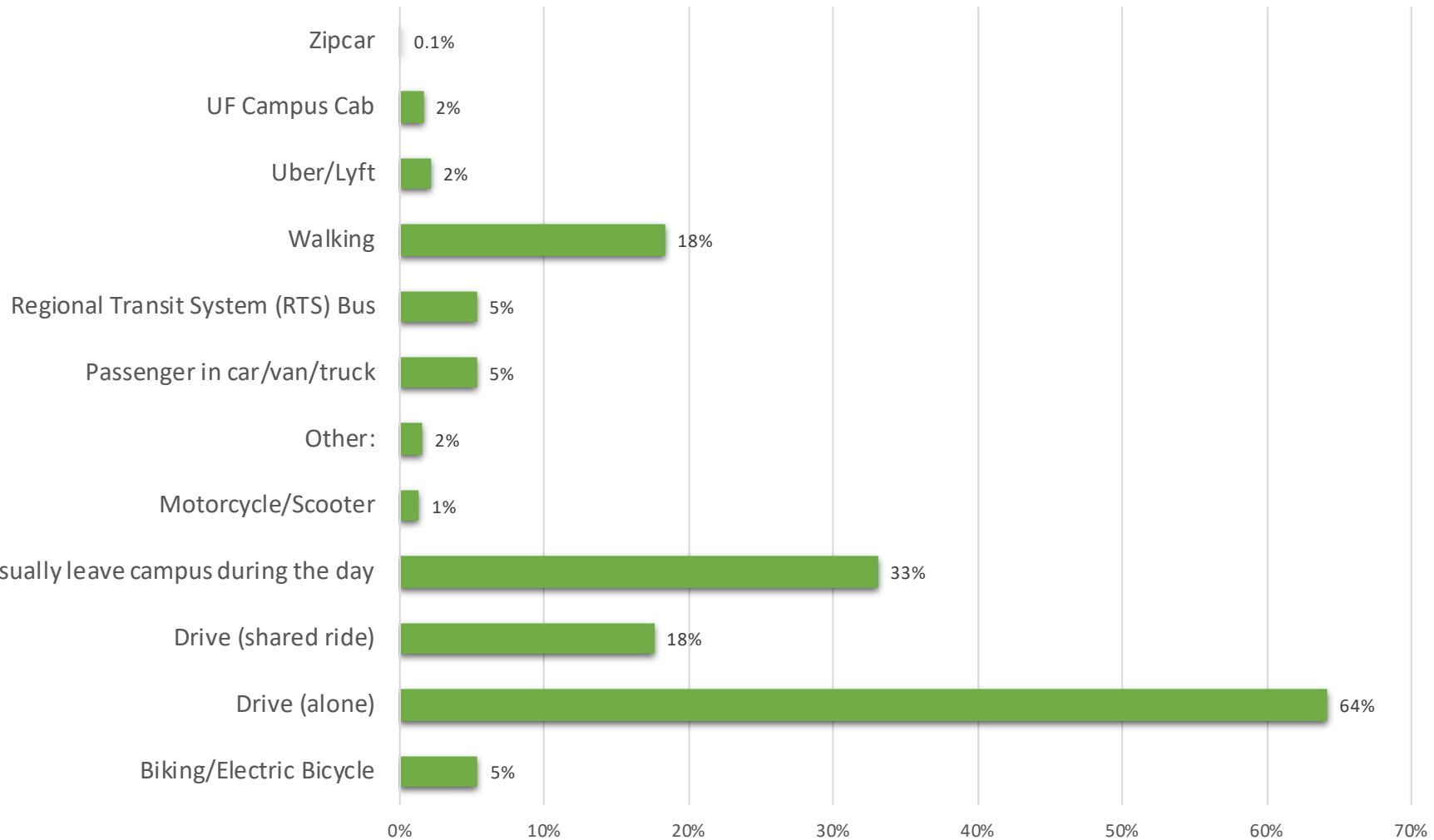




# Survey | Q32 | Faculty

If you leave campus during work hours on weekdays, how do you travel?

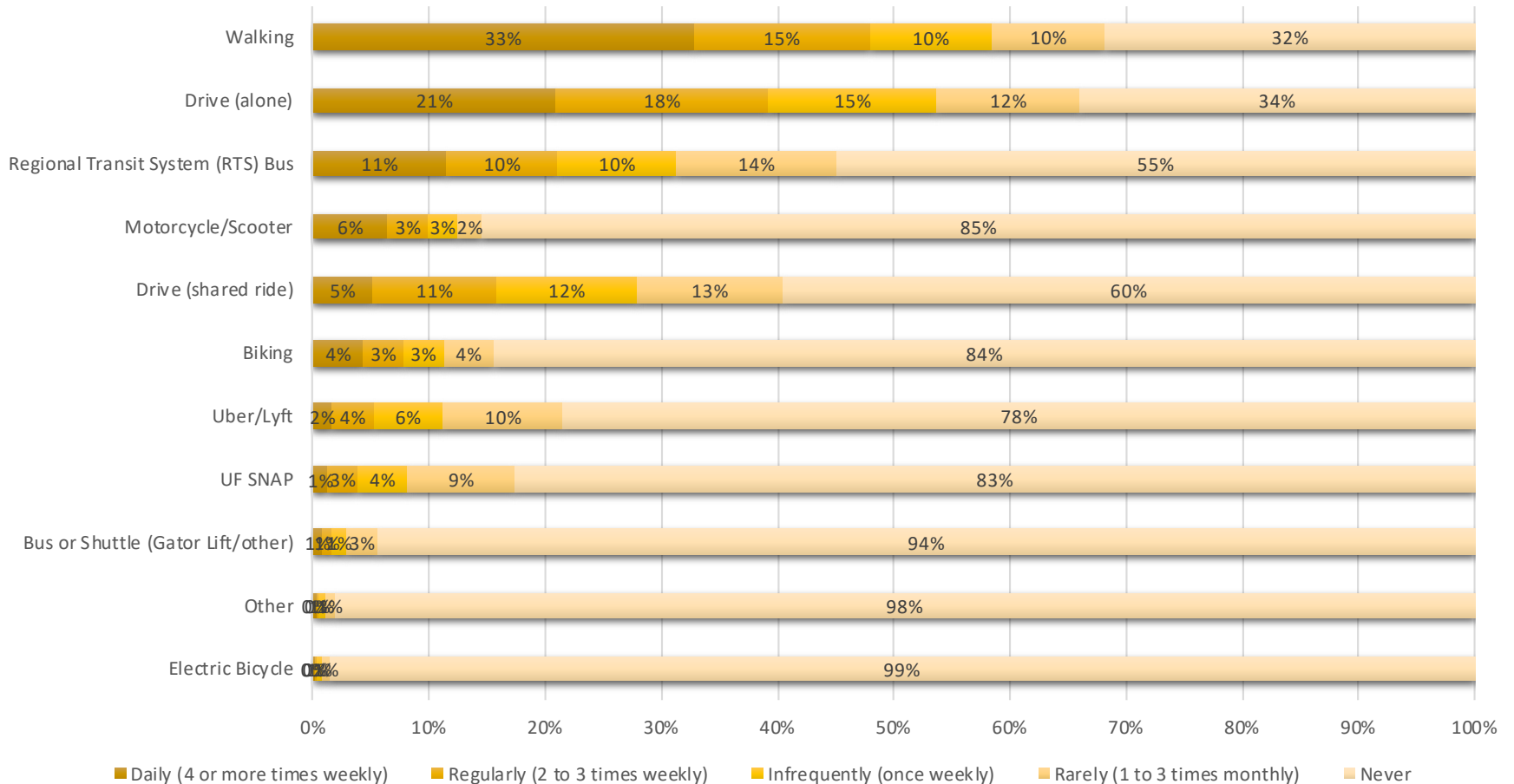
## Faculty



# Survey | Q33 | Students

In a typical week, how often do you use each of the following modes after dark to travel on campus?

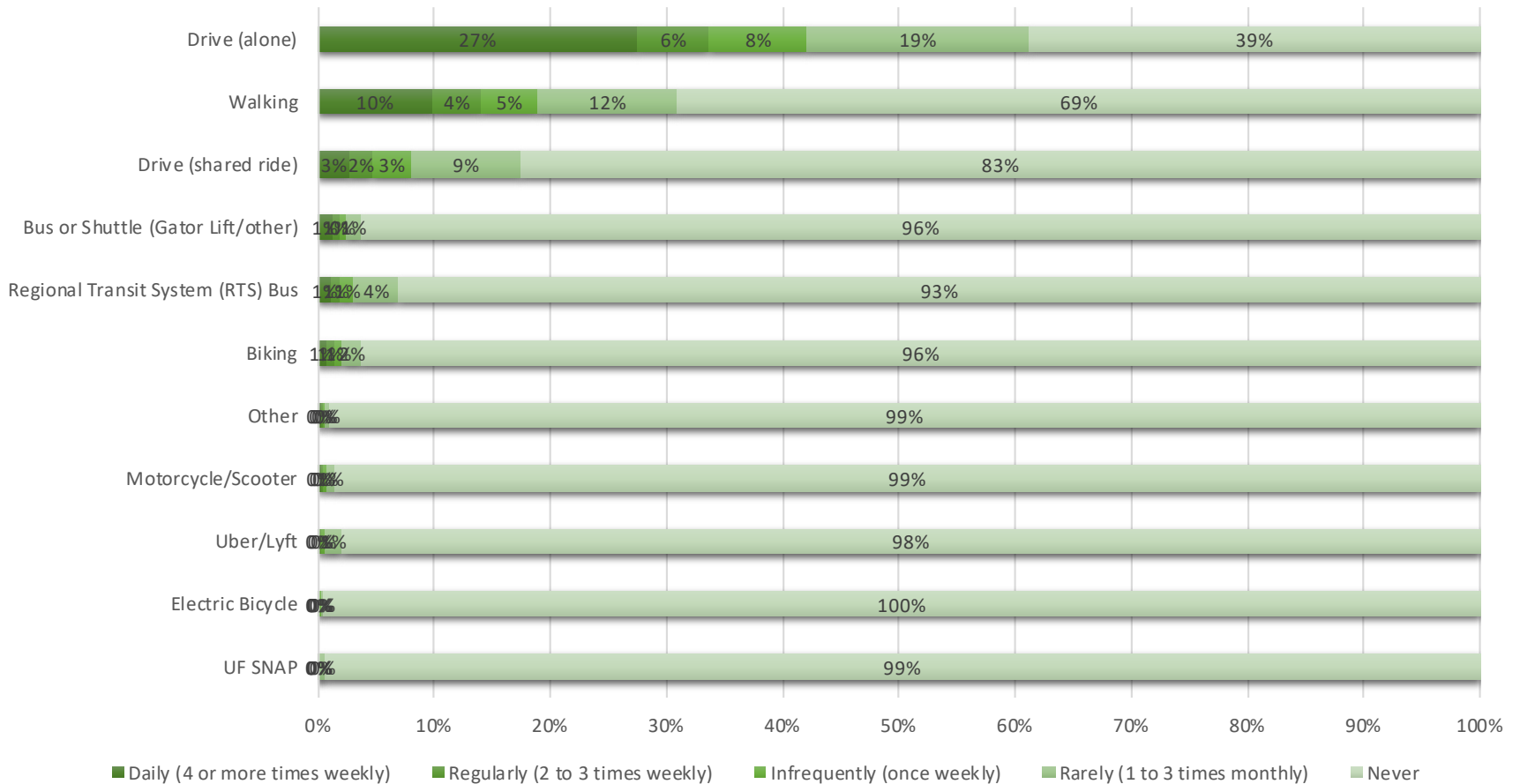
## Students



# Survey | Q33 | Non-Faculty Staff

In a typical week, how often do you use each of the following modes after dark to travel on campus?

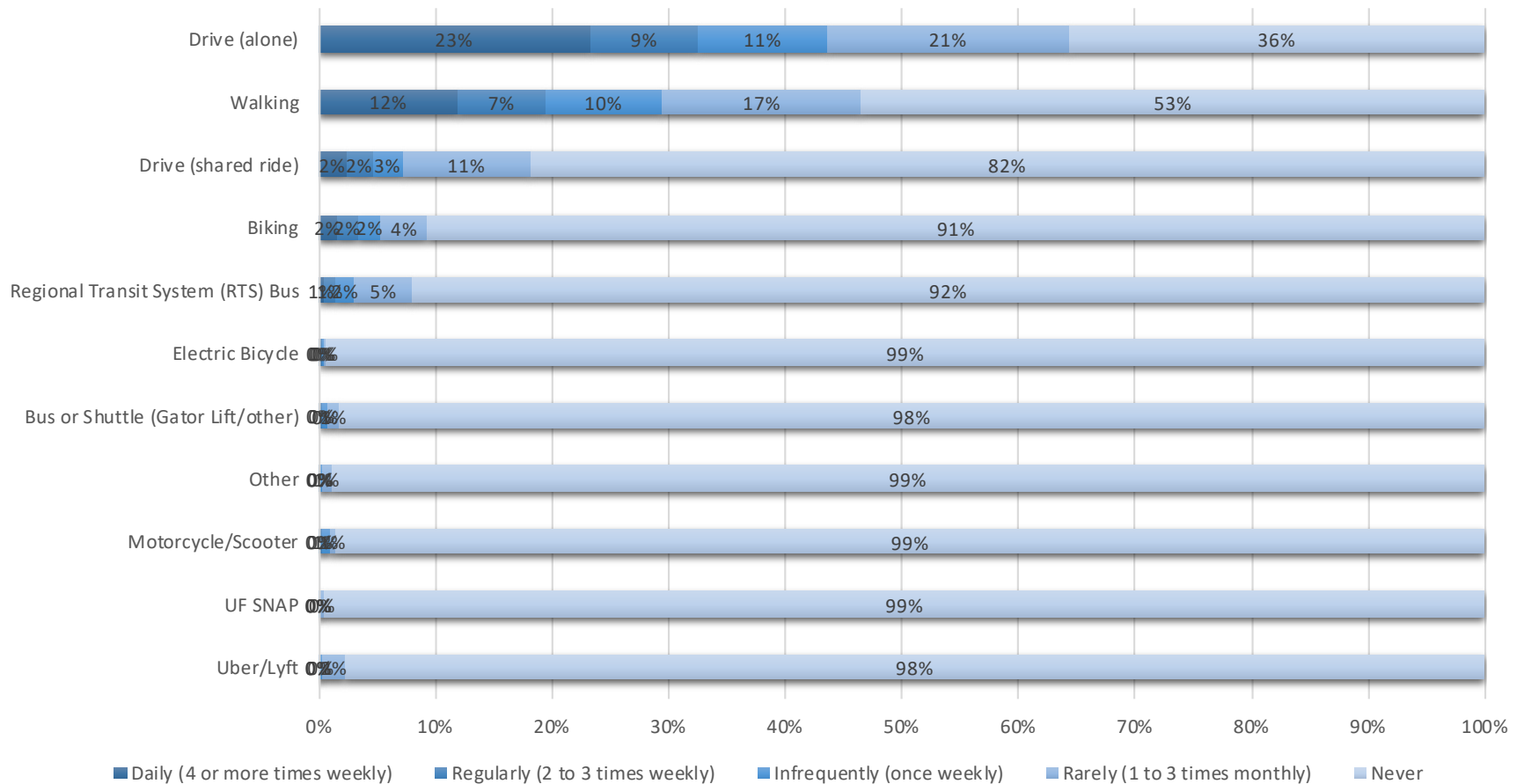
## Non-Faculty Staff



# Survey | Q33 | Faculty

In a typical week, how often do you use each of the following modes after dark to travel on campus?

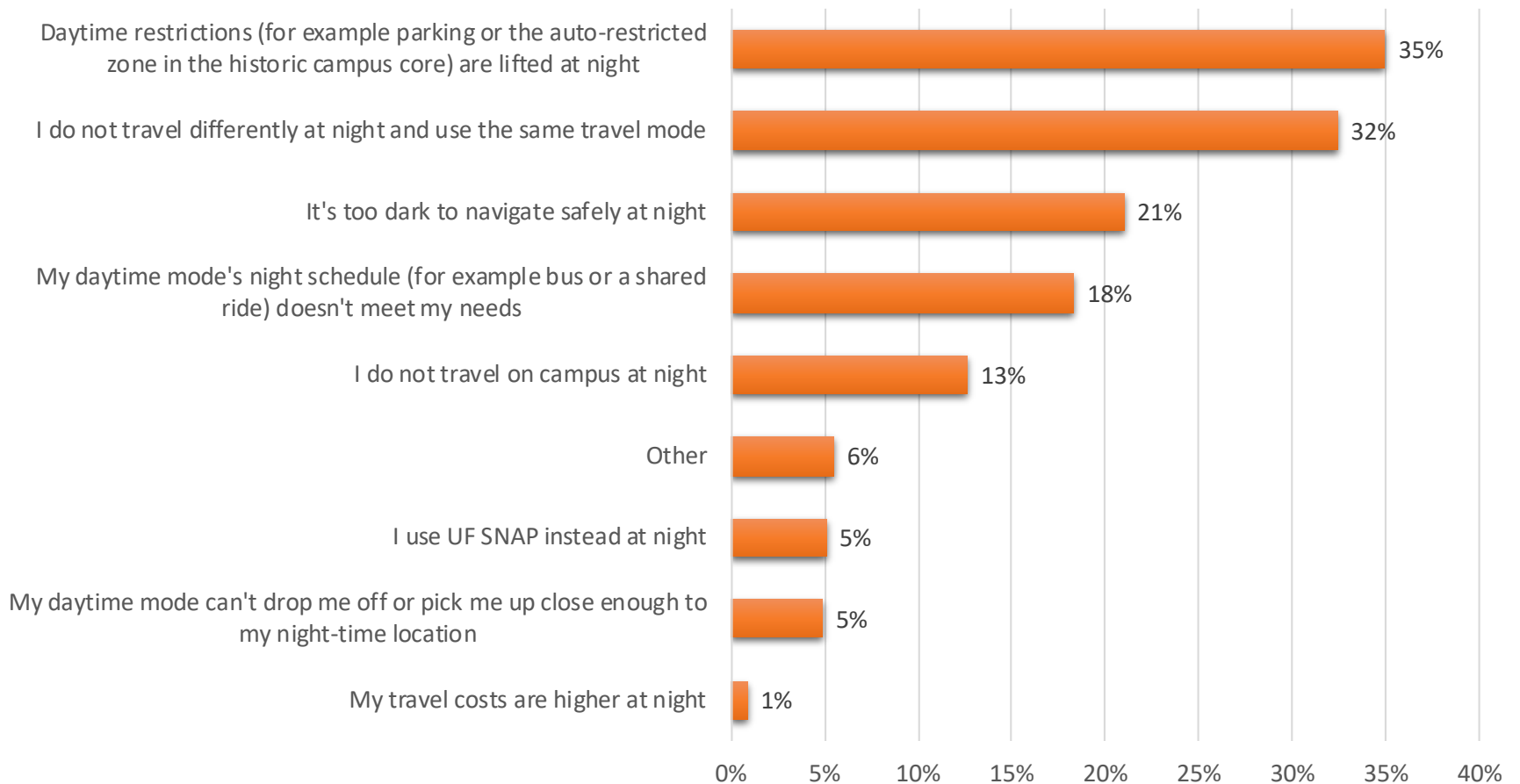
## Faculty



# Survey | Q34 | Students

If your campus transportation mode changes at night, why does it change?

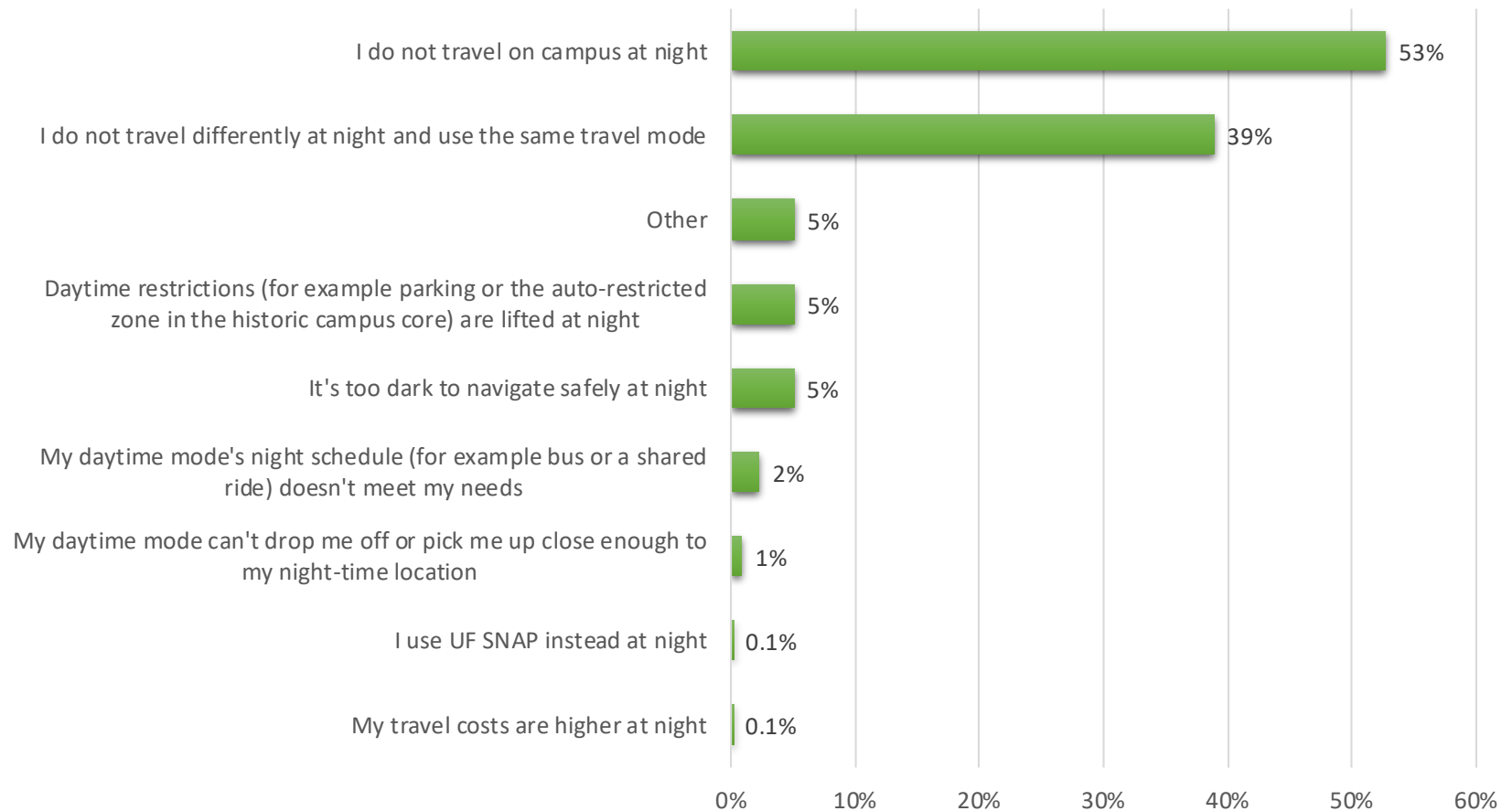
## Students



# Survey | Q34 | Non-Faculty Staff

If your campus transportation mode changes at night, why does it change?

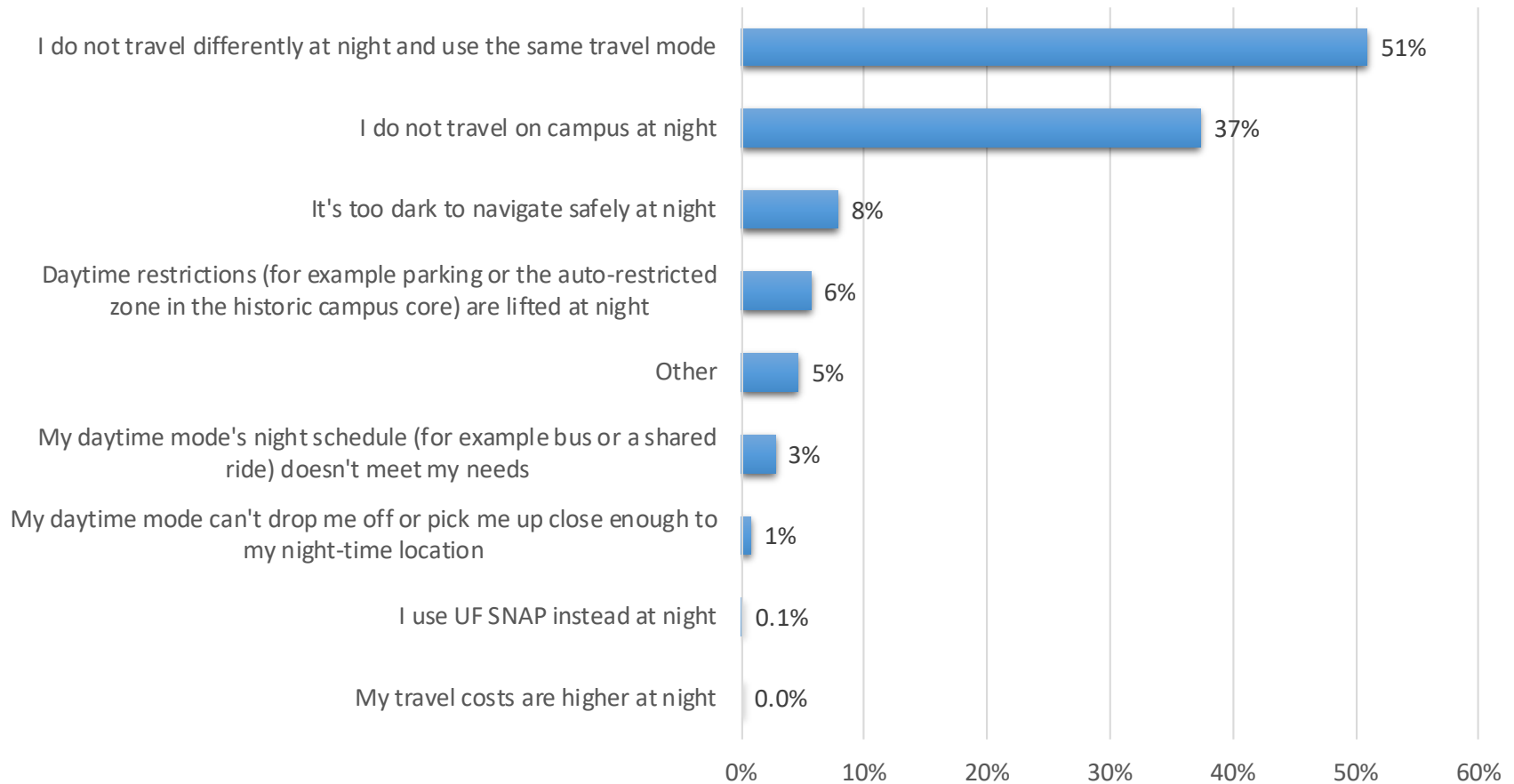
## Non-faculty Staff



# Survey | Q34 | Faculty

If your campus transportation mode changes at night, why does it change?

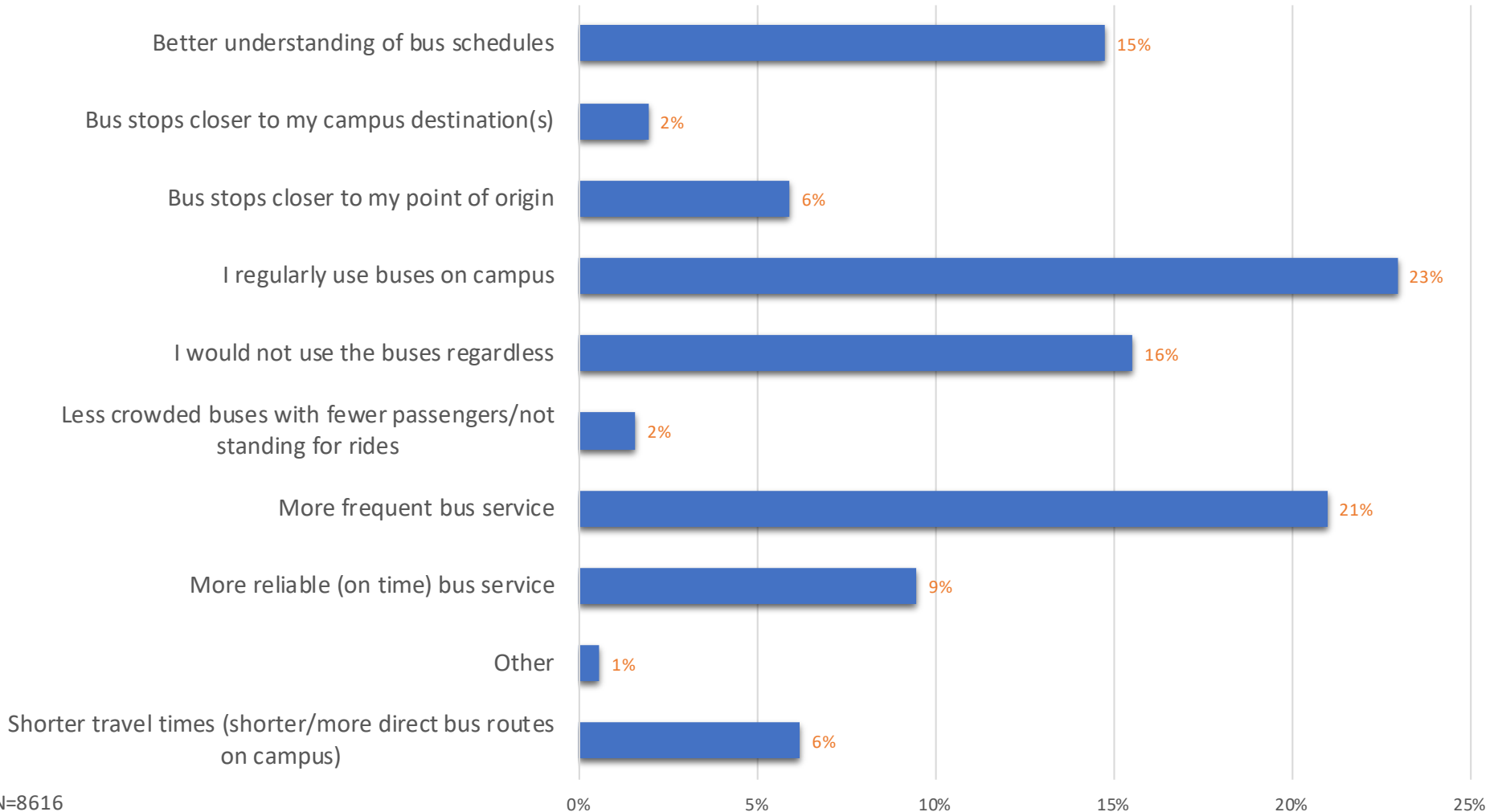
## Faculty



# Survey | Q35 | Students

If you do not regularly use Regional Transit System (RTS) buses on campus, which could be your top two incentives to use RTS more often on campus?

## Students

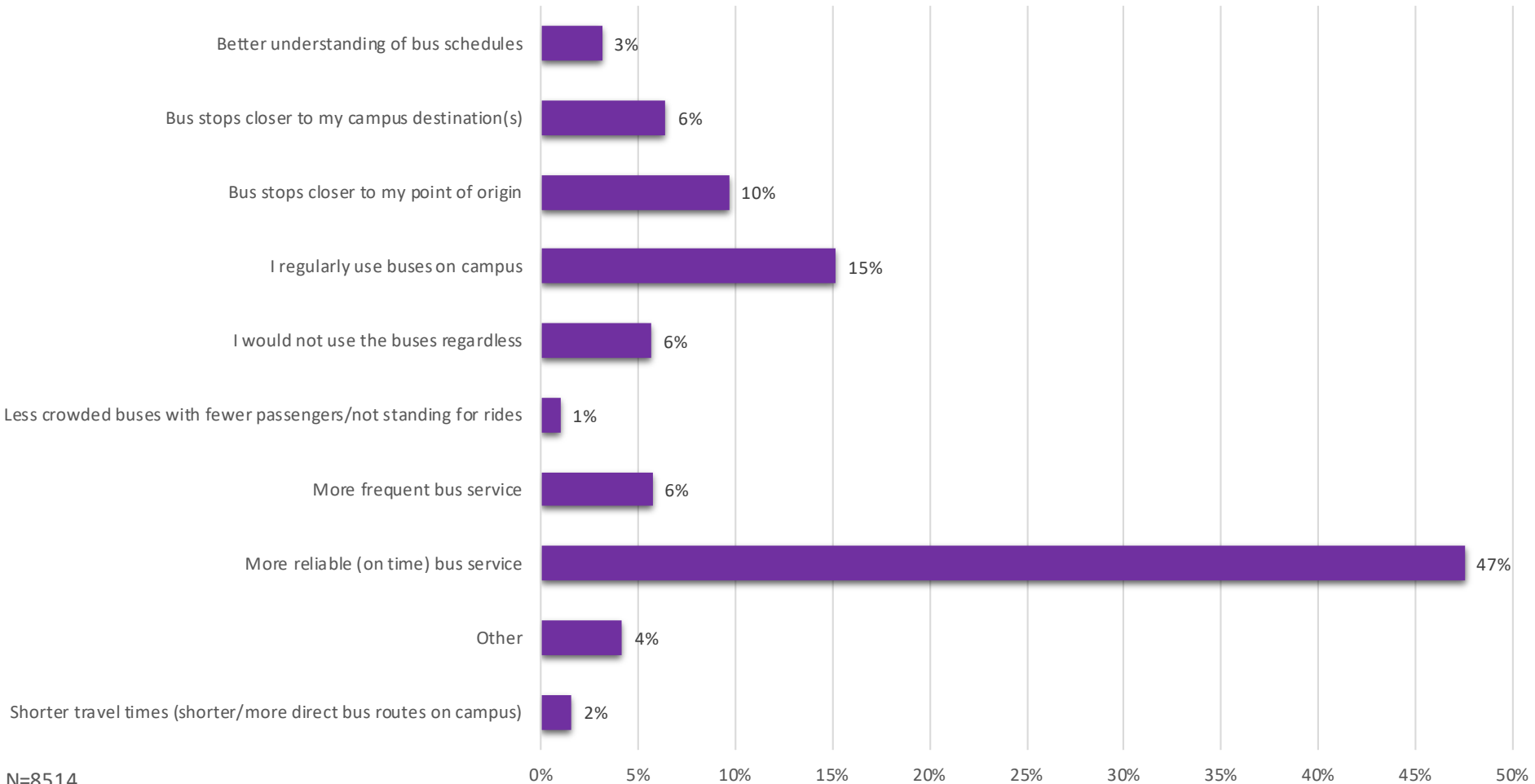




# Survey | Q35 | Non-Faculty Staff

If you do not regularly use Regional Transit System (RTS) buses on campus, which could be your top two incentives to use RTS more often on campus?

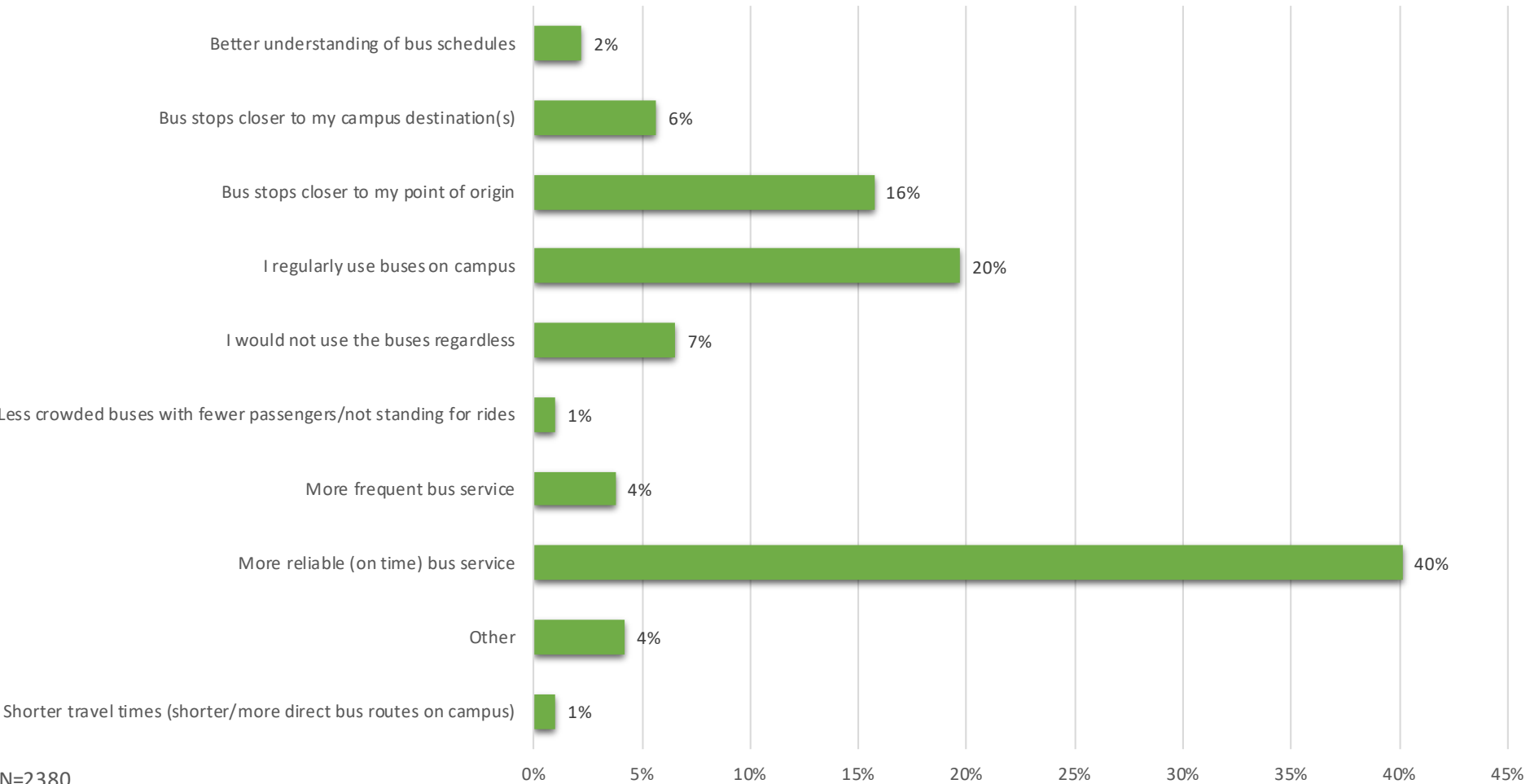
## Non-Faculty Staff



# Survey | Q35 | Faculty

If you do not regularly use Regional Transit System (RTS) buses on campus, which could be your top two incentives to use RTS more often on campus?

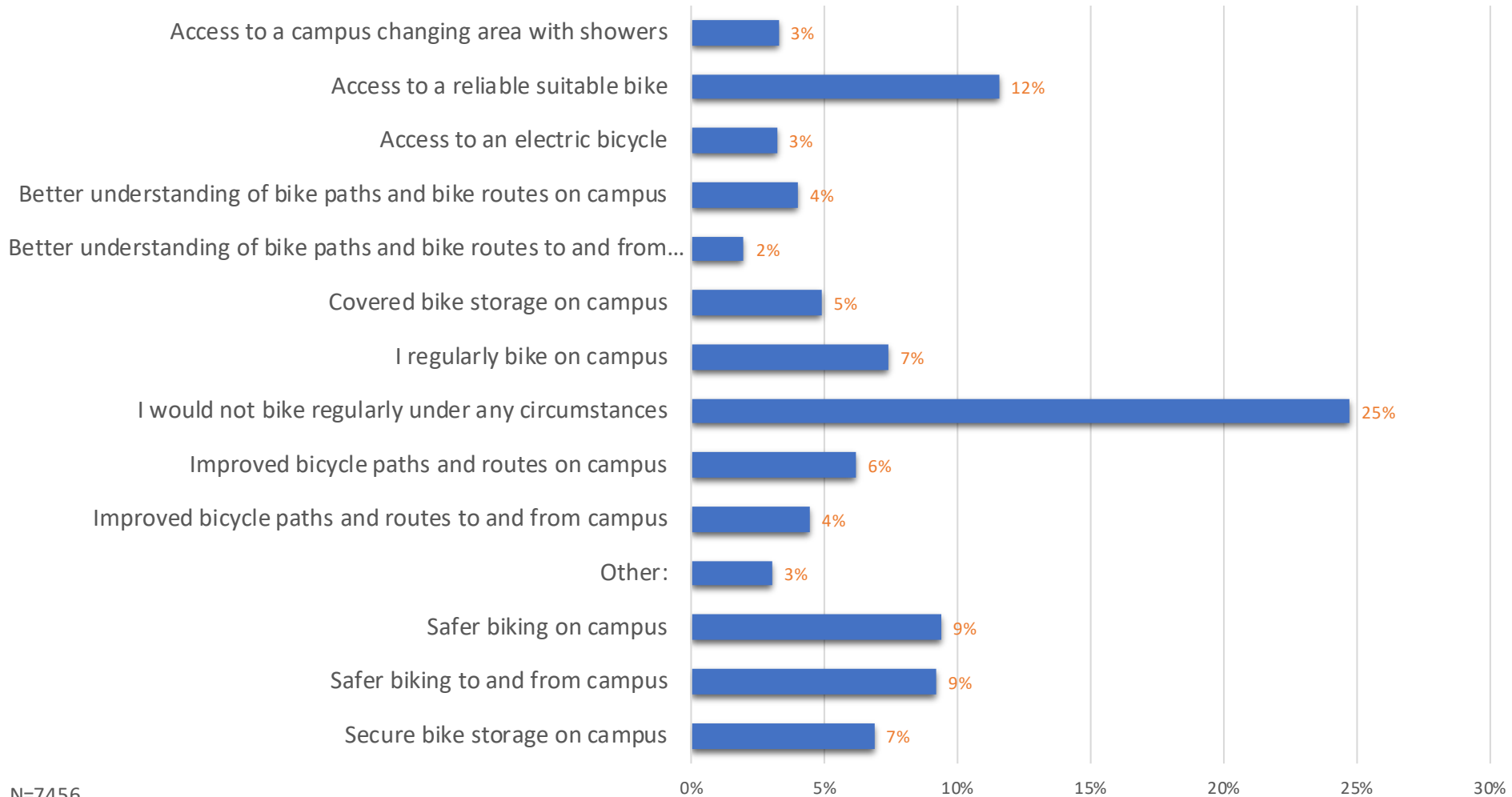
## Faculty



# Survey | Q36 | Students

If you do not regularly bike on campus, which could be your top two incentives to bike more often on campus?

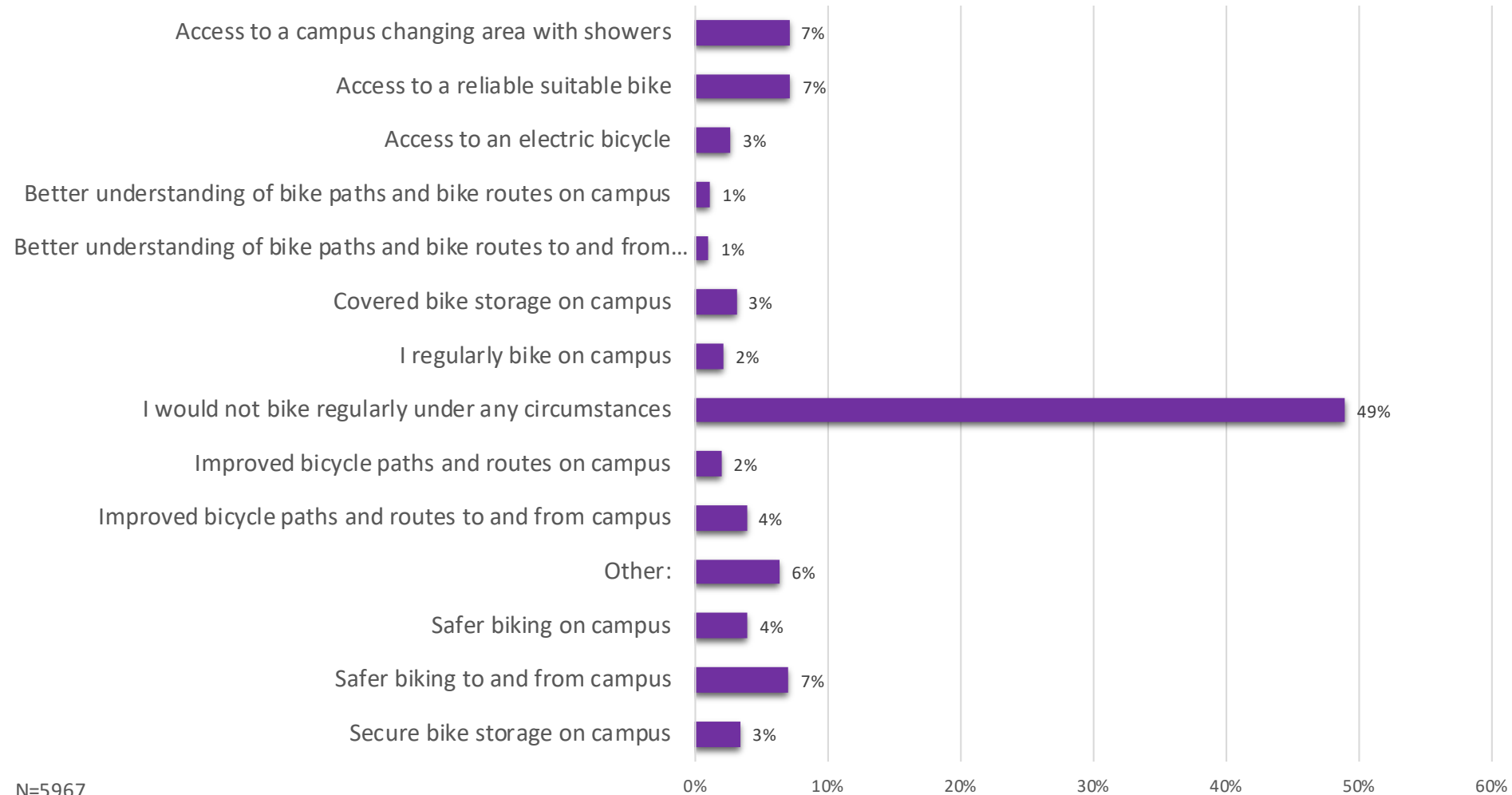
## Students



# Survey | Q36 | Non-Faculty Staff

If you do not regularly bike on campus, which could be your top two incentives to bike more often on campus?

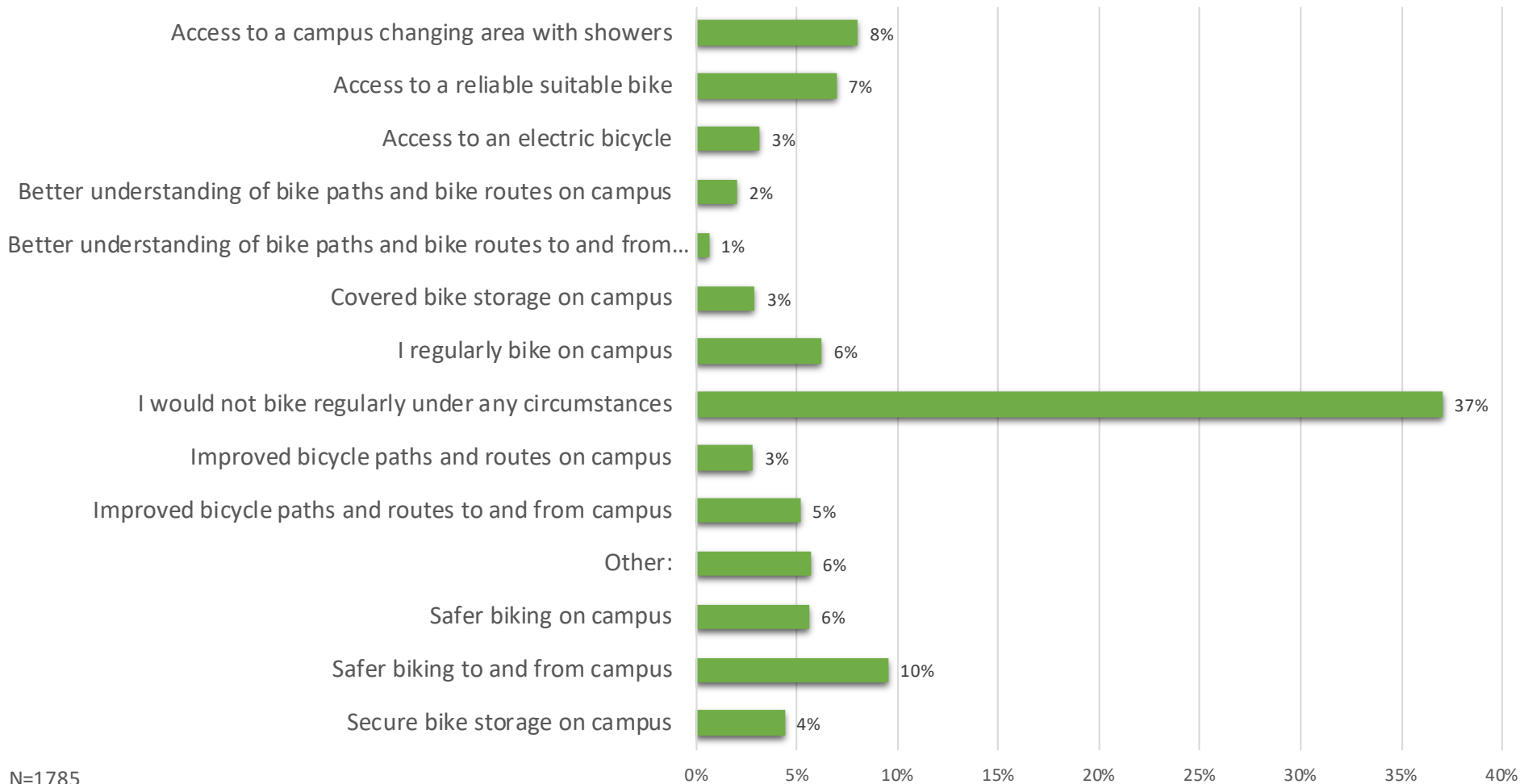
## Non-Faculty Staff



# Survey | Q36 | Faculty

If you do not regularly bike on campus, which could be your top two incentives to bike more often on campus?

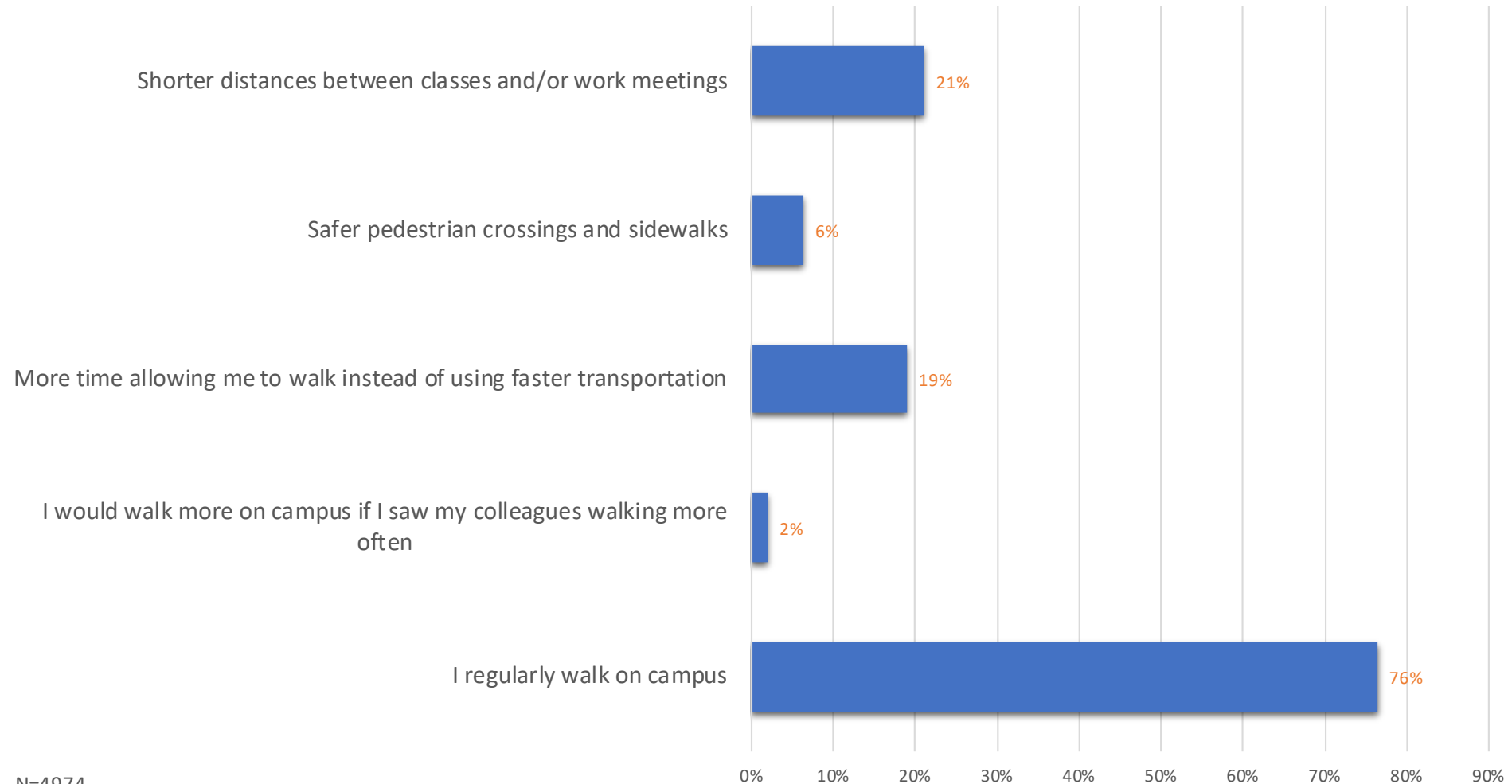
## Faculty



# Survey | Q37 | Students

If you do not regularly walk on campus, which might be your top two incentives for you to walk more often on campus?

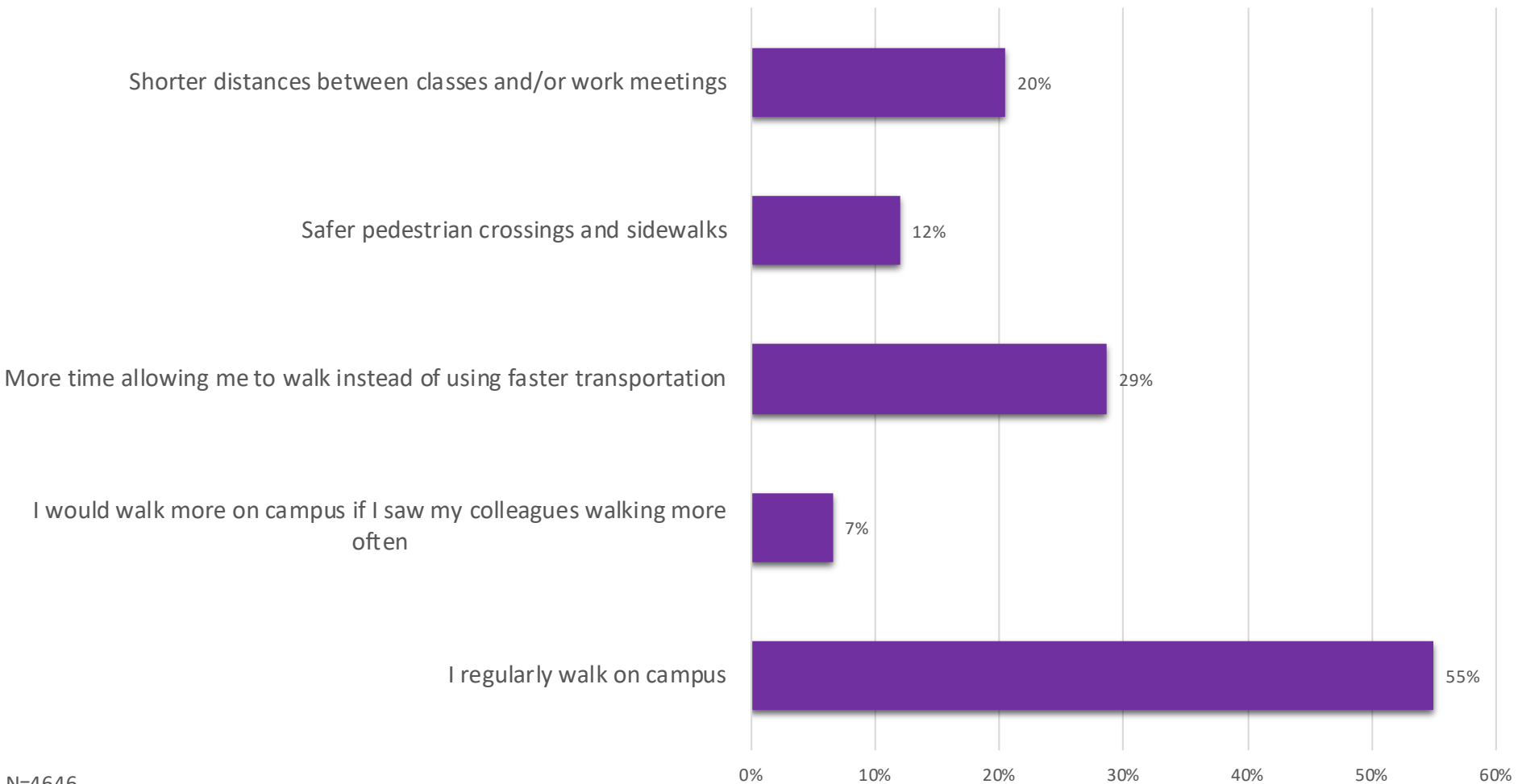
Students



# Survey | Q37 | Non-Faculty Staff

If you do not regularly walk on campus, which might be your top two incentives for you to walk more often on campus?

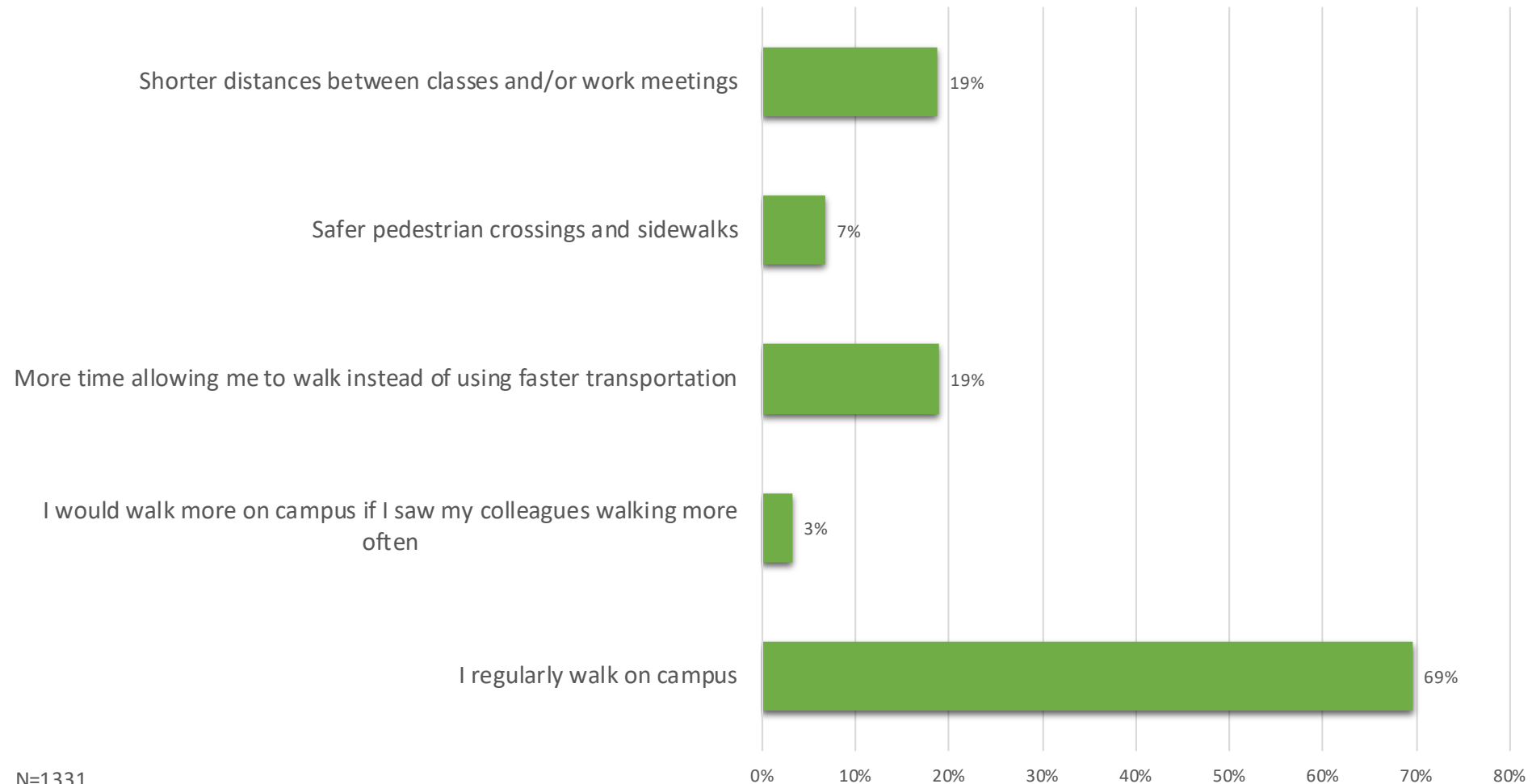
## Non-Faculty Staff



# Survey | Q37 | Faculty

If you do not regularly walk on campus, which might be your top two incentives for you to walk more often on campus?

## Faculty

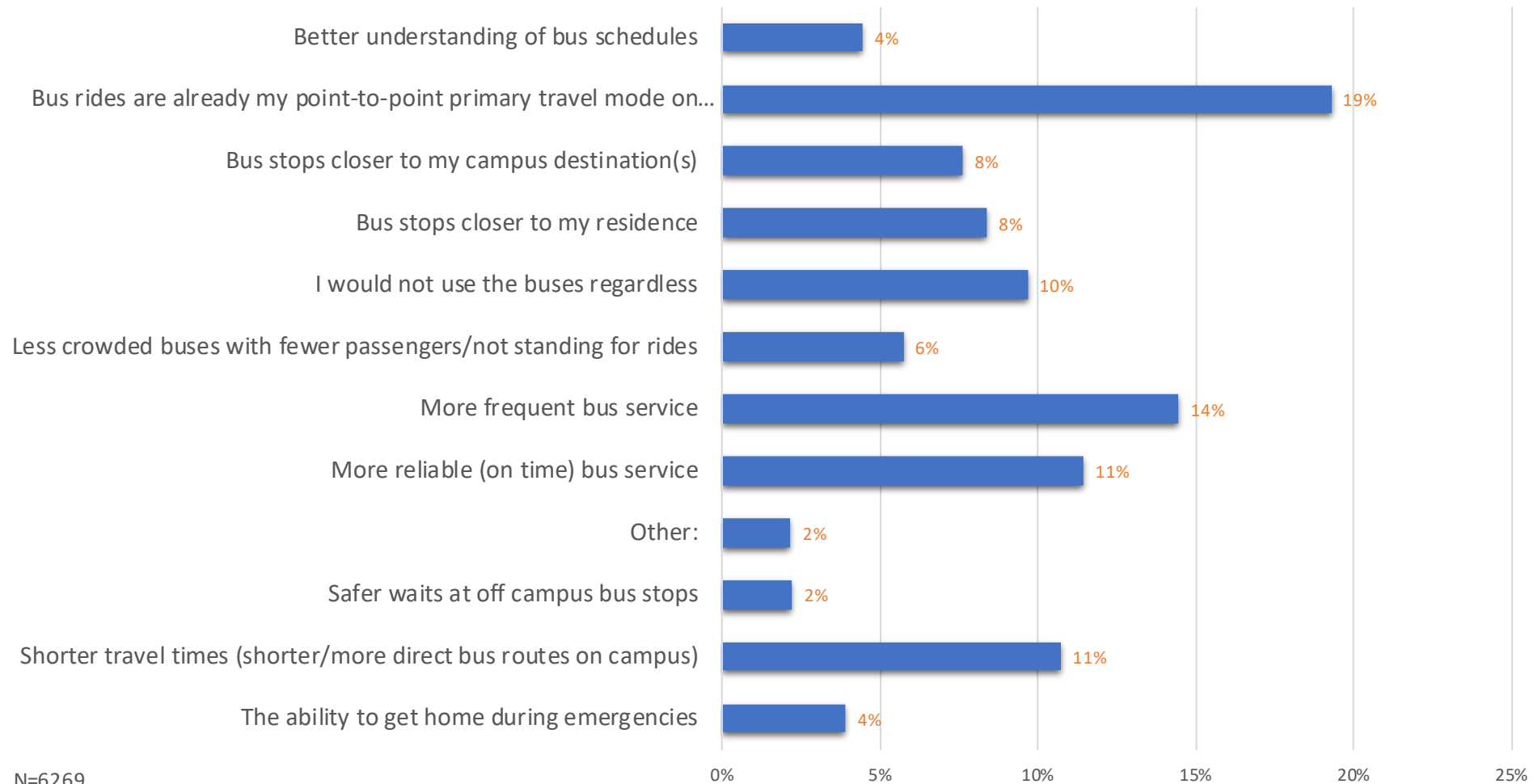




# Survey | Q38 | Students

If you do not regularly use Regional Transit System (RTS) buses to or from campus, which could be your top two incentives for you to take RTS at least two days weekly to or from campus?

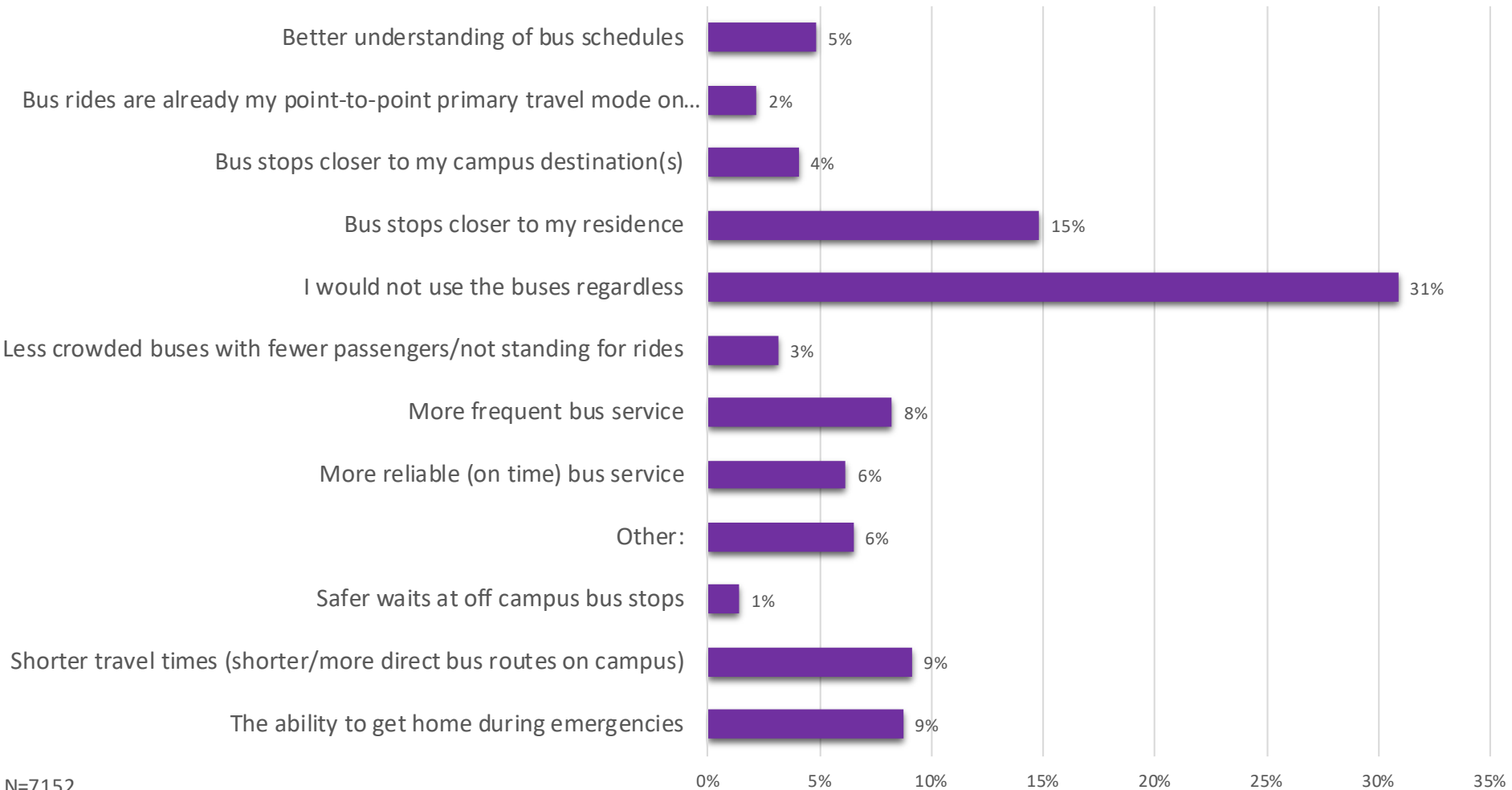
## Students



# Survey | Q38 | Non-Faculty Staff

If you do not regularly use Regional Transit System (RTS) buses to or from campus, which could be your top two incentives for you to take RTS at least two days weekly to or from campus?

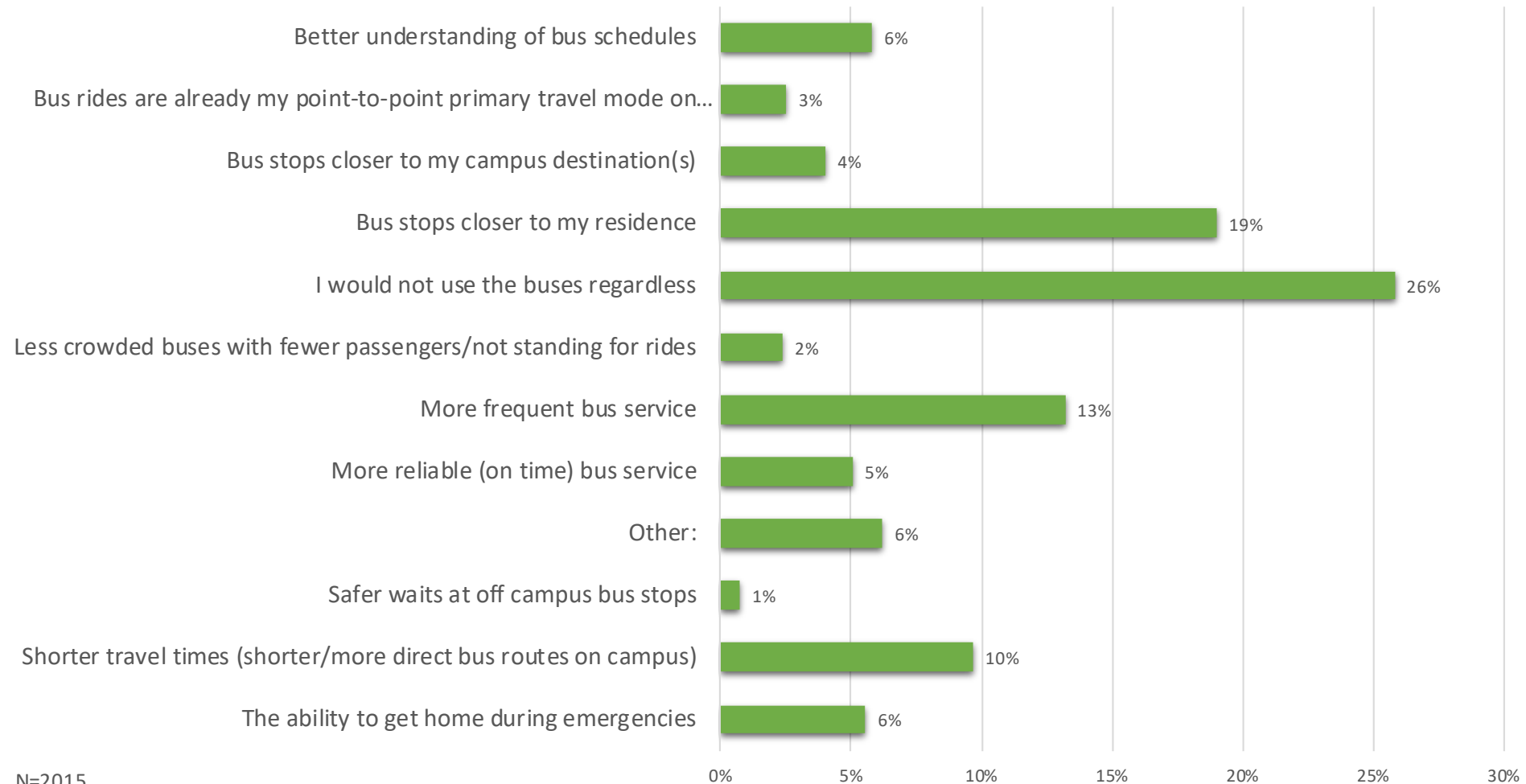
## Non-Faculty Staff



# Survey | Q38 | Faculty

If you do not regularly use Regional Transit System (RTS) buses to or from campus, which could be your top two incentives for you to take RTS at least two days weekly to or from campus?

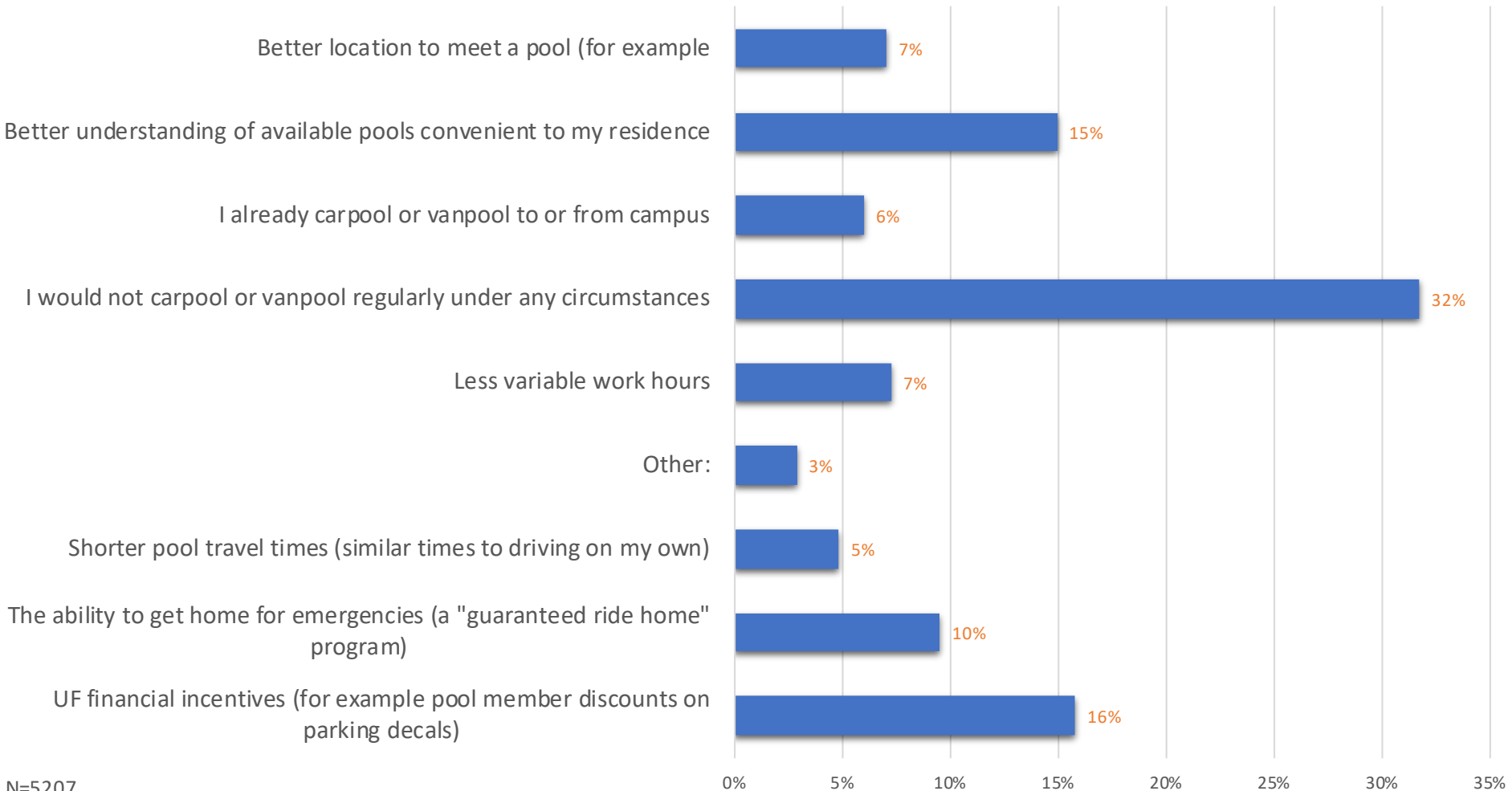
## Faculty



# Survey | Q39 | Students

If you do not regularly carpool or vanpool to or from campus, which might be your top two options to get you to pool, at least twice weekly, to or from campus?

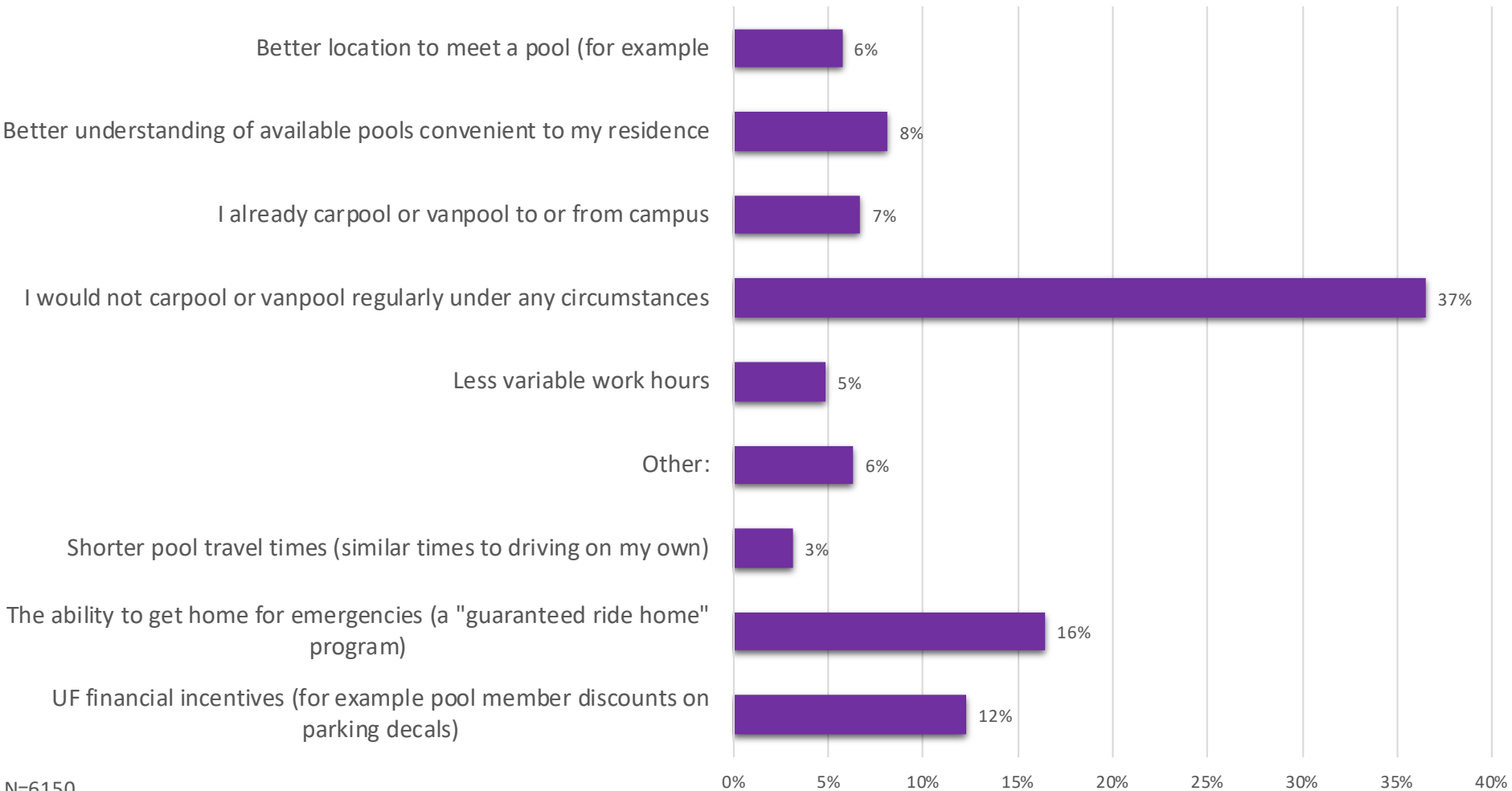
## Students



# Survey | Q39 | Non-Faculty Staff

If you do not regularly carpool or vanpool to or from campus, which might be your top two options to get you to pool, at least twice weekly, to or from campus?

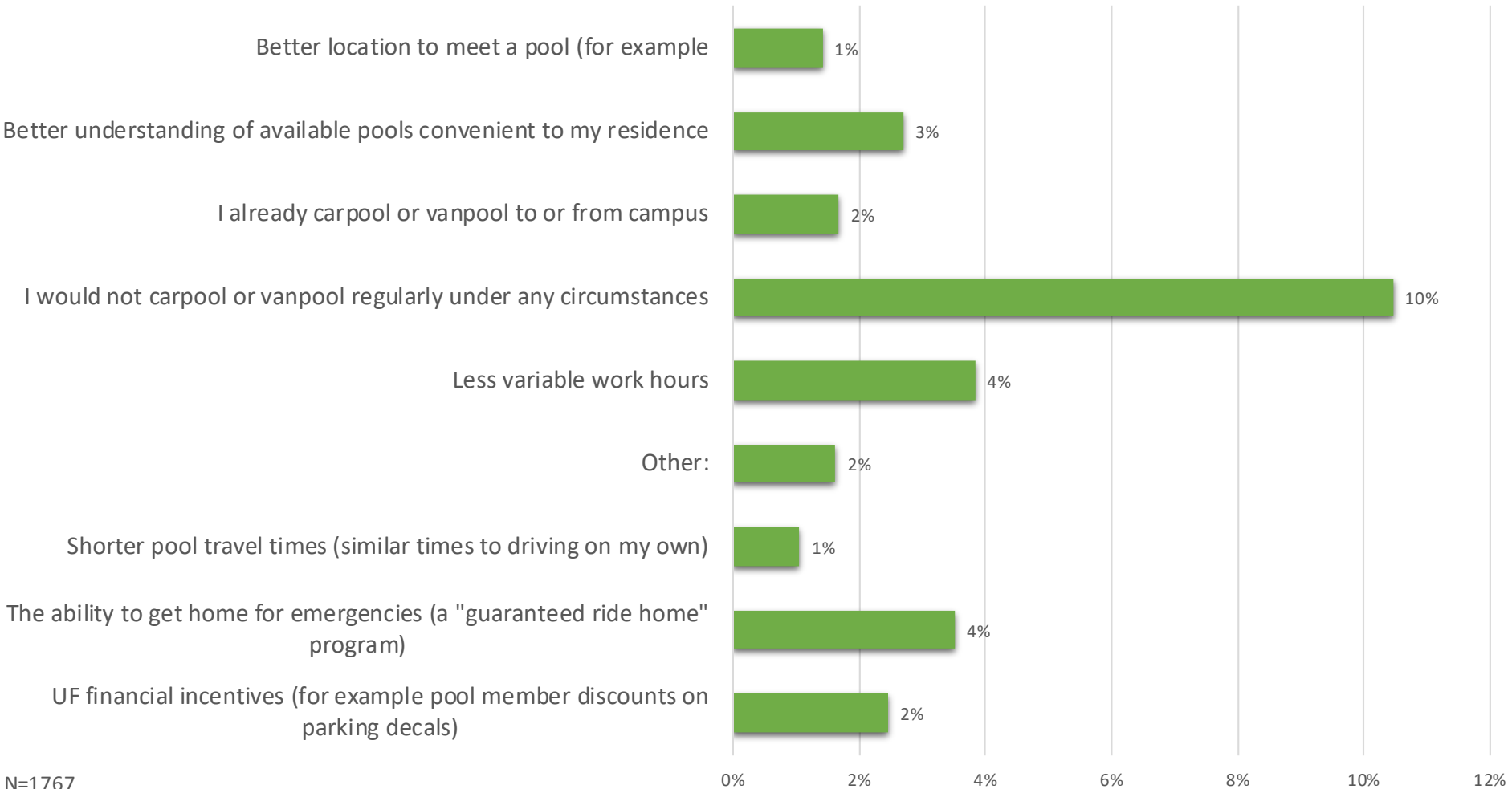
## Non-Faculty Staff



# Survey | Q39 | Faculty

If you do not regularly carpool or vanpool to or from campus, which might be your top two options to get you to pool, at least twice weekly, to or from campus?

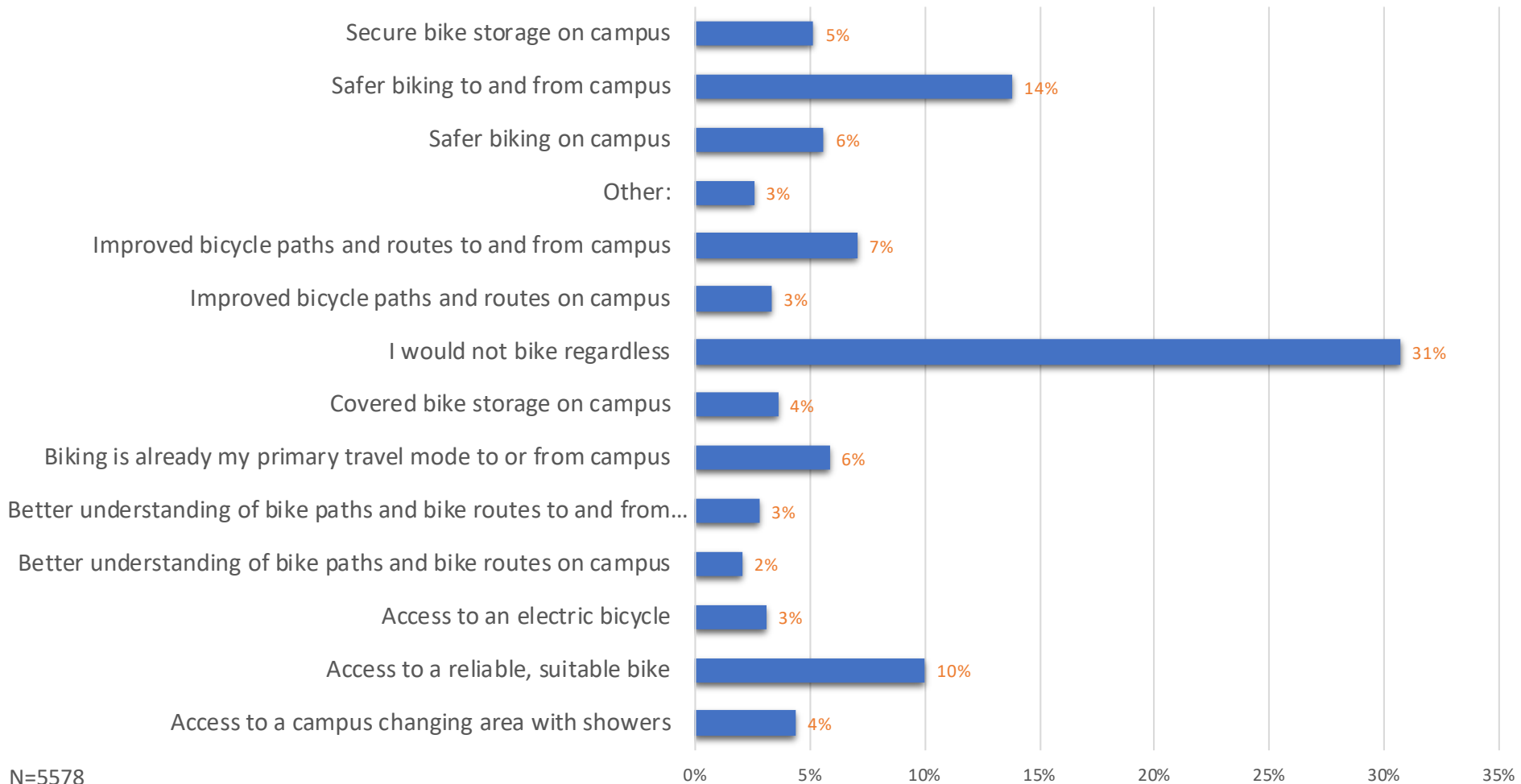
## Faculty



# Survey | Q40 | Students

If you do not regularly bike to or from campus, which could be your top two incentives to bike more often to or from campus?

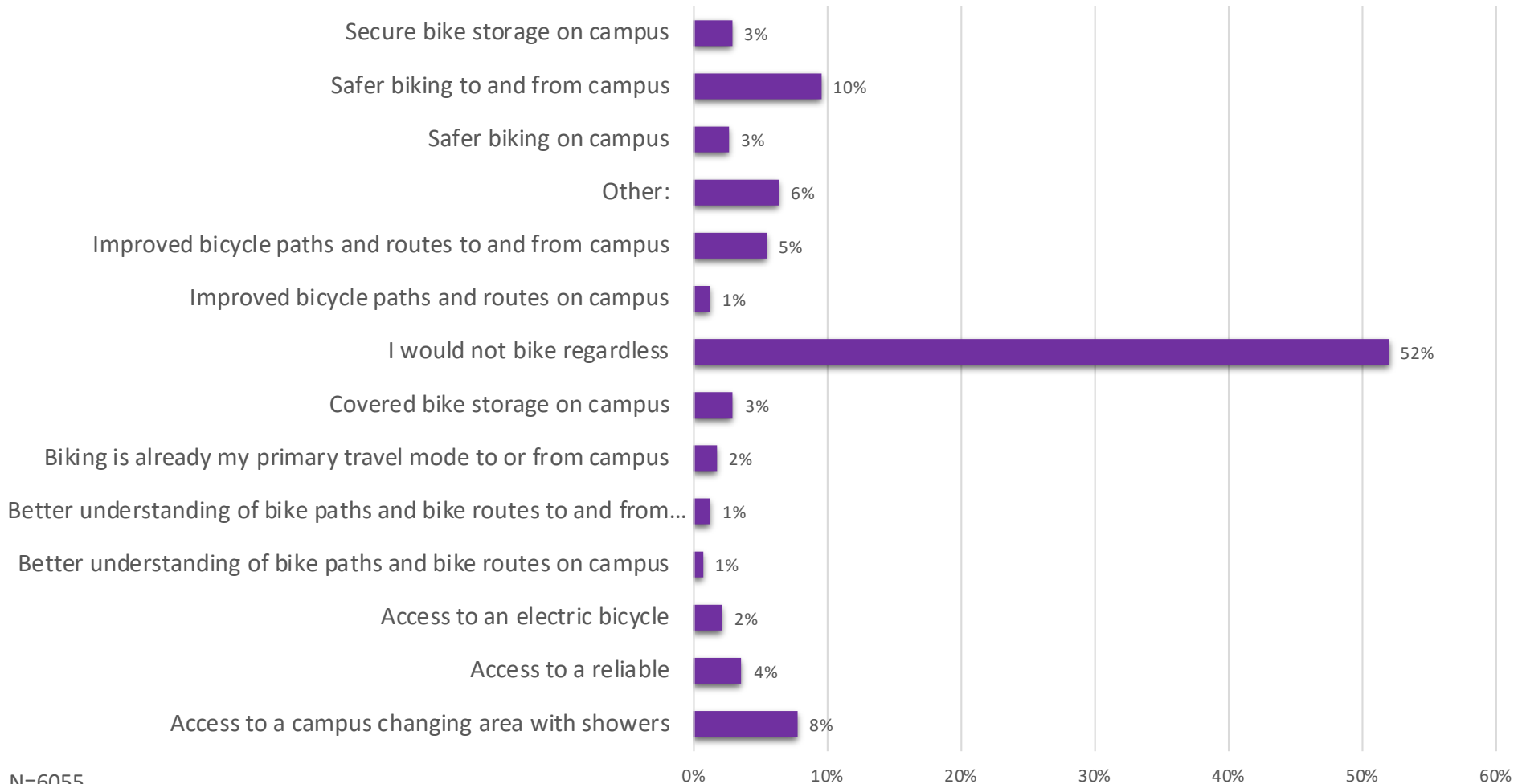
## Students



# Survey | Q40 | Non-Faculty Staff

If you do not regularly bike to or from campus, which could be your top two incentives to bike more often to or from campus?

## Non-Faculty Staff

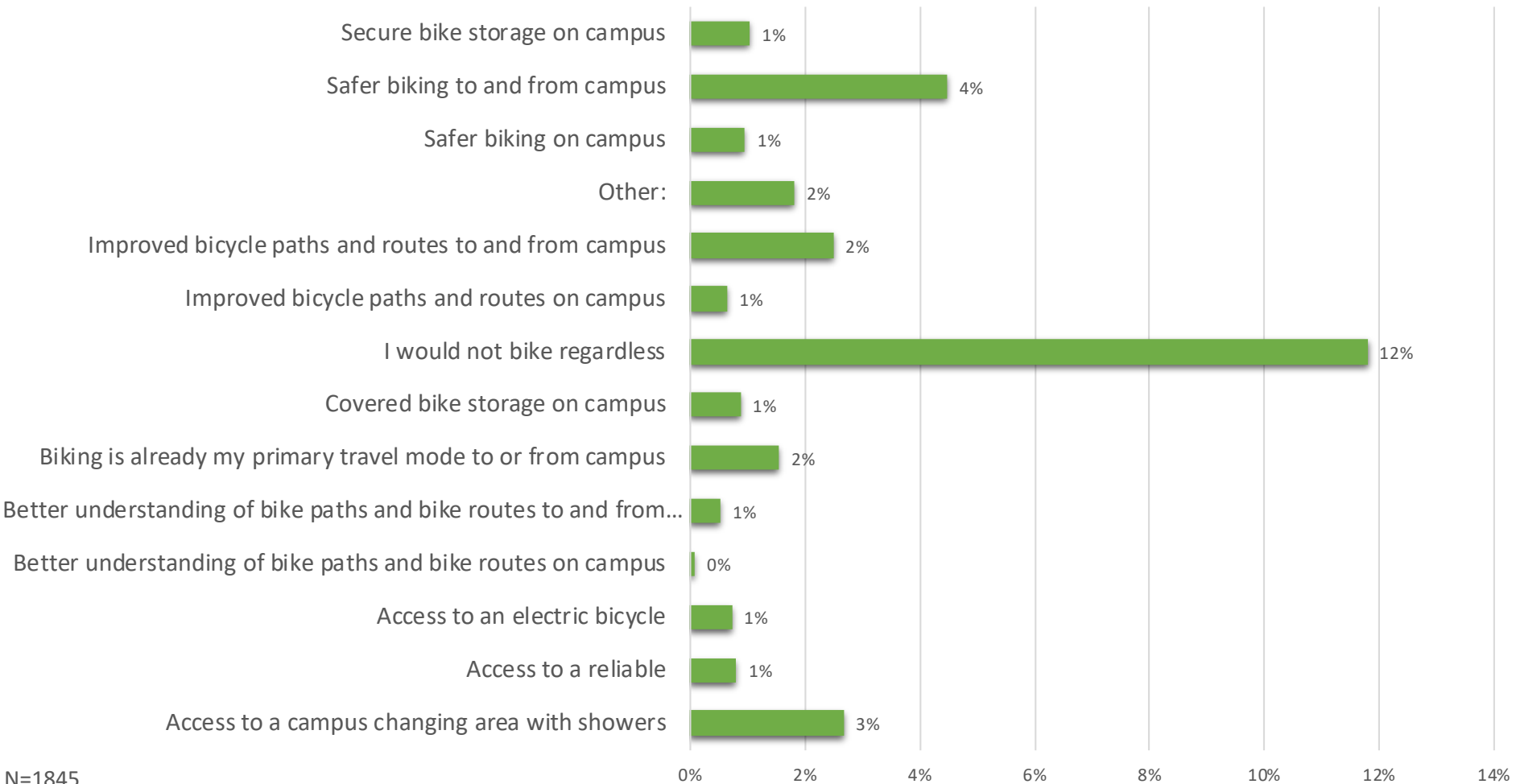




# Survey | Q40 | Faculty

If you do not regularly bike to or from campus, which could be your top two incentives to bike more often to or from campus?

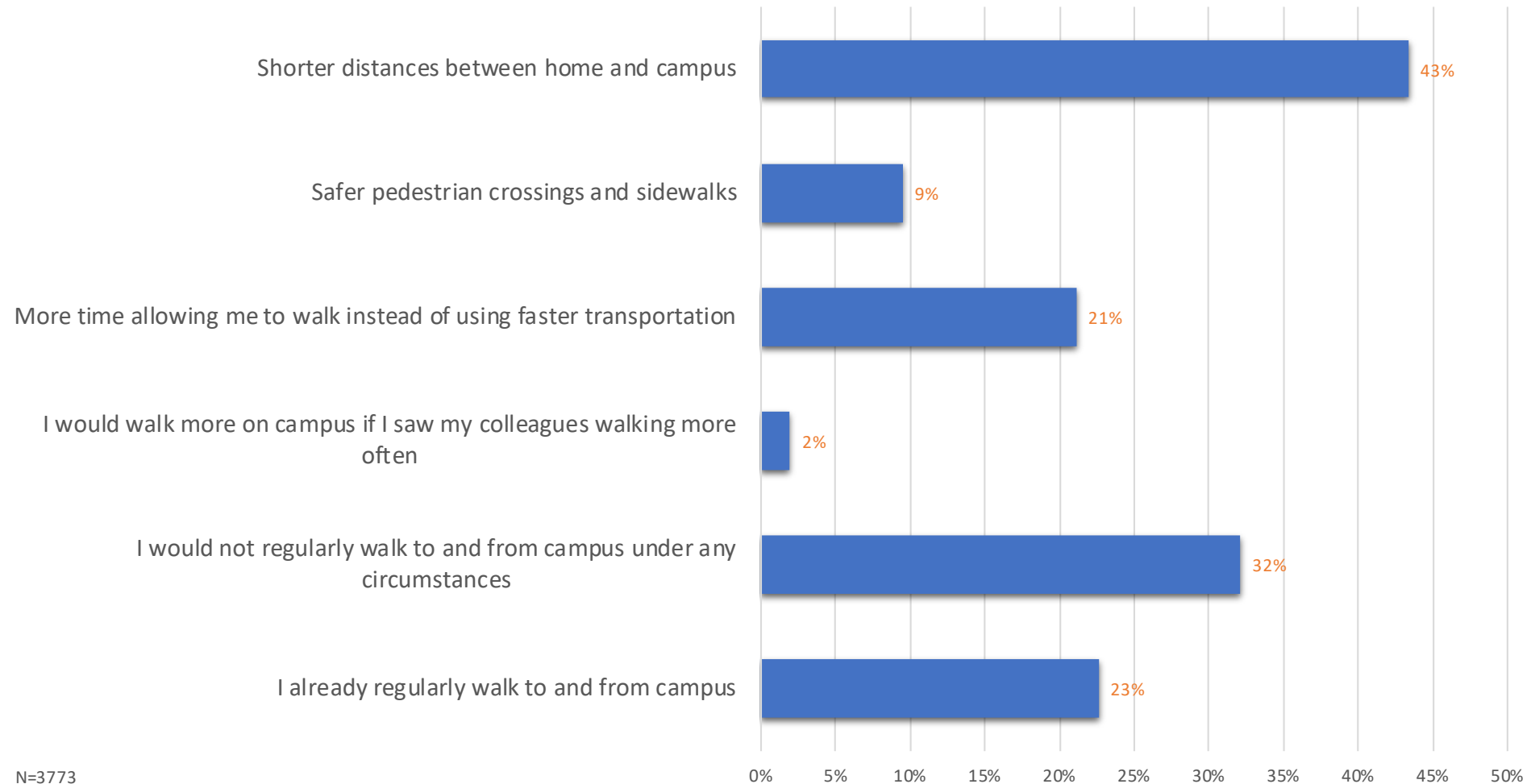
## Faculty



# Survey | Q41 | Students

If you do not regularly walk to and from campus, which might be your top two incentives for you to walk more often?

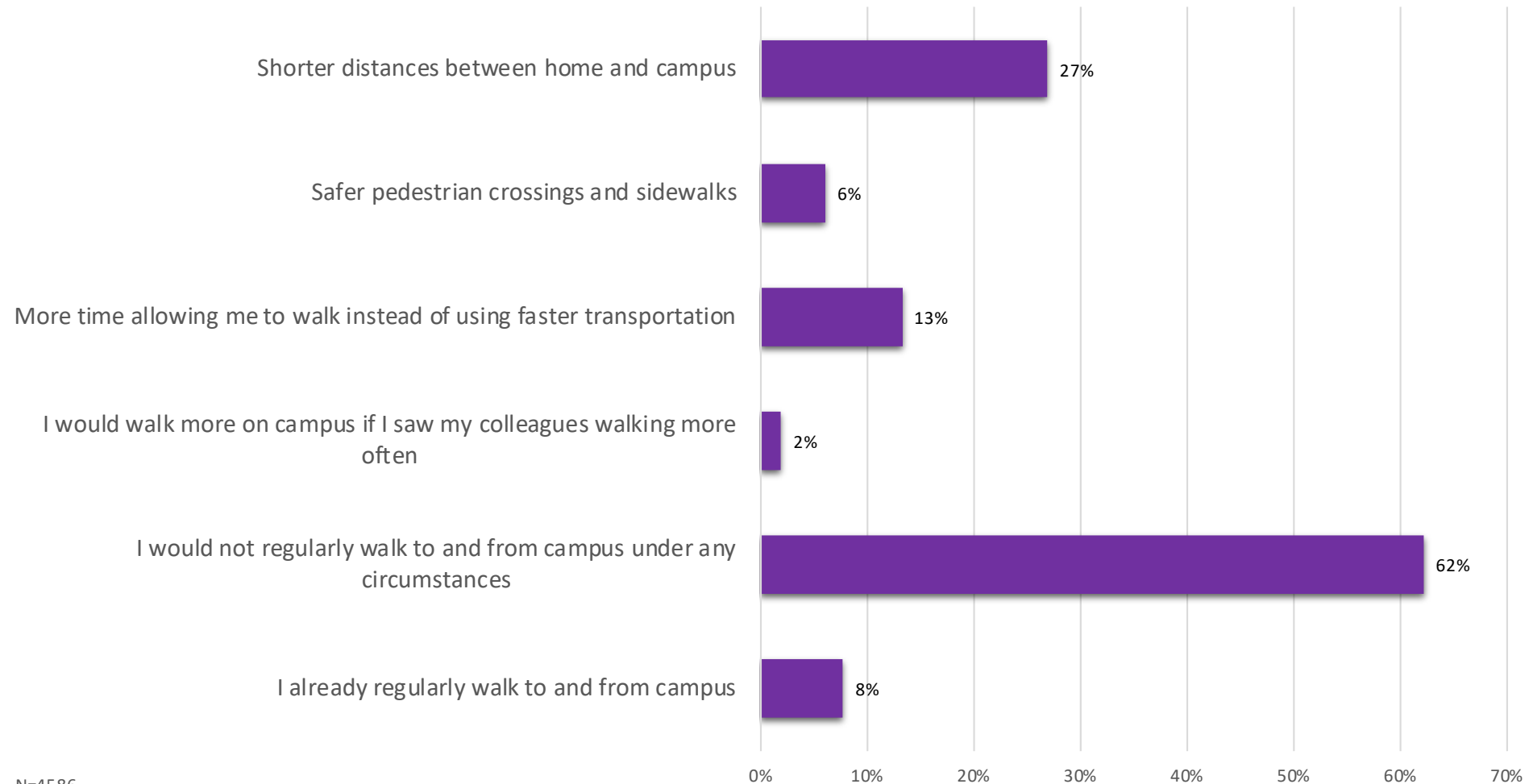
Students



# Survey | Q41 | Non-Faculty Staff

If you do not regularly walk to and from campus, which might be your top two incentives for you to walk more often?

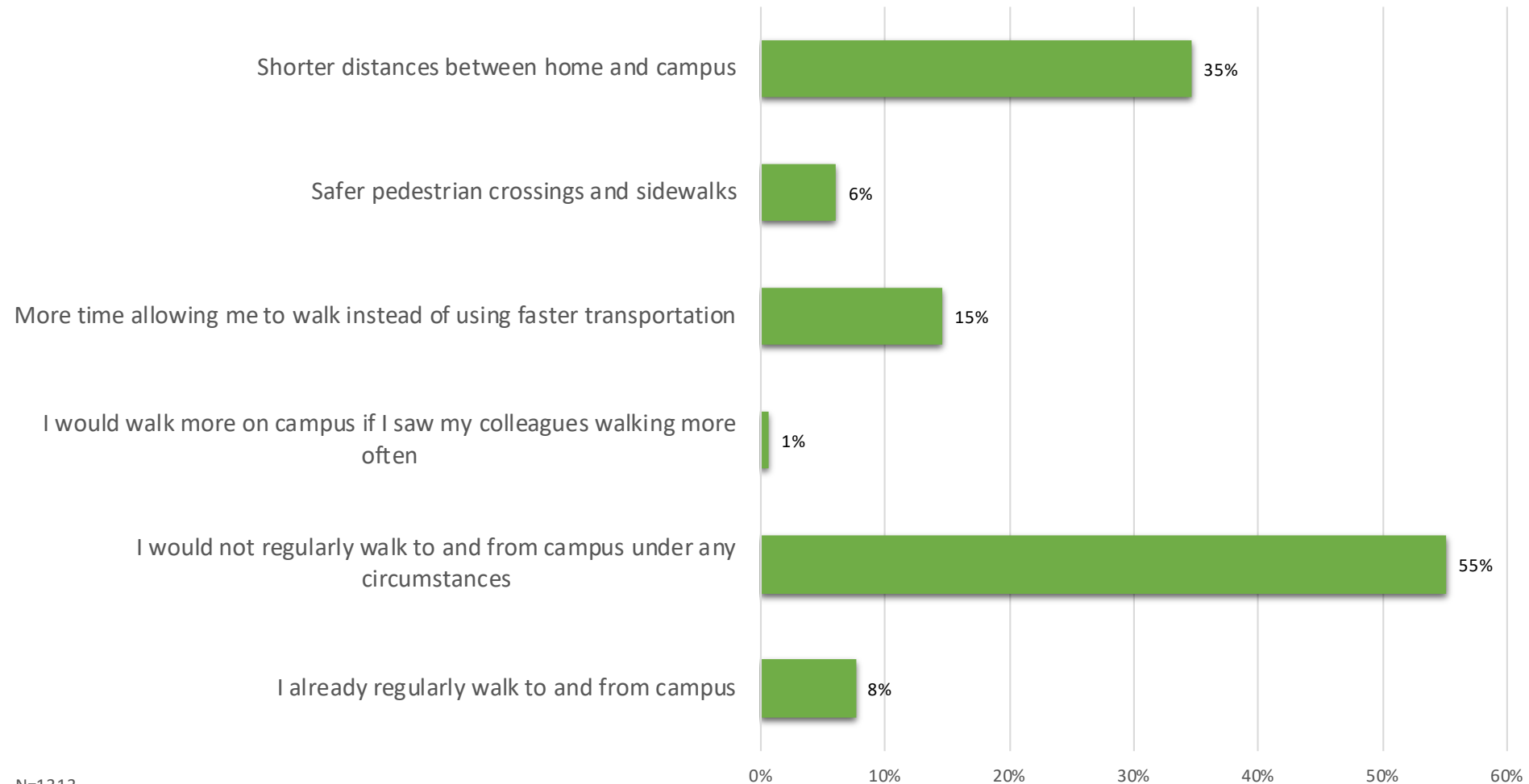
## Non-Faculty Staff



# Survey | Q41 | Non-Faculty Staff

If you do not regularly walk to and from campus, which might be your top two incentives for you to walk more often?

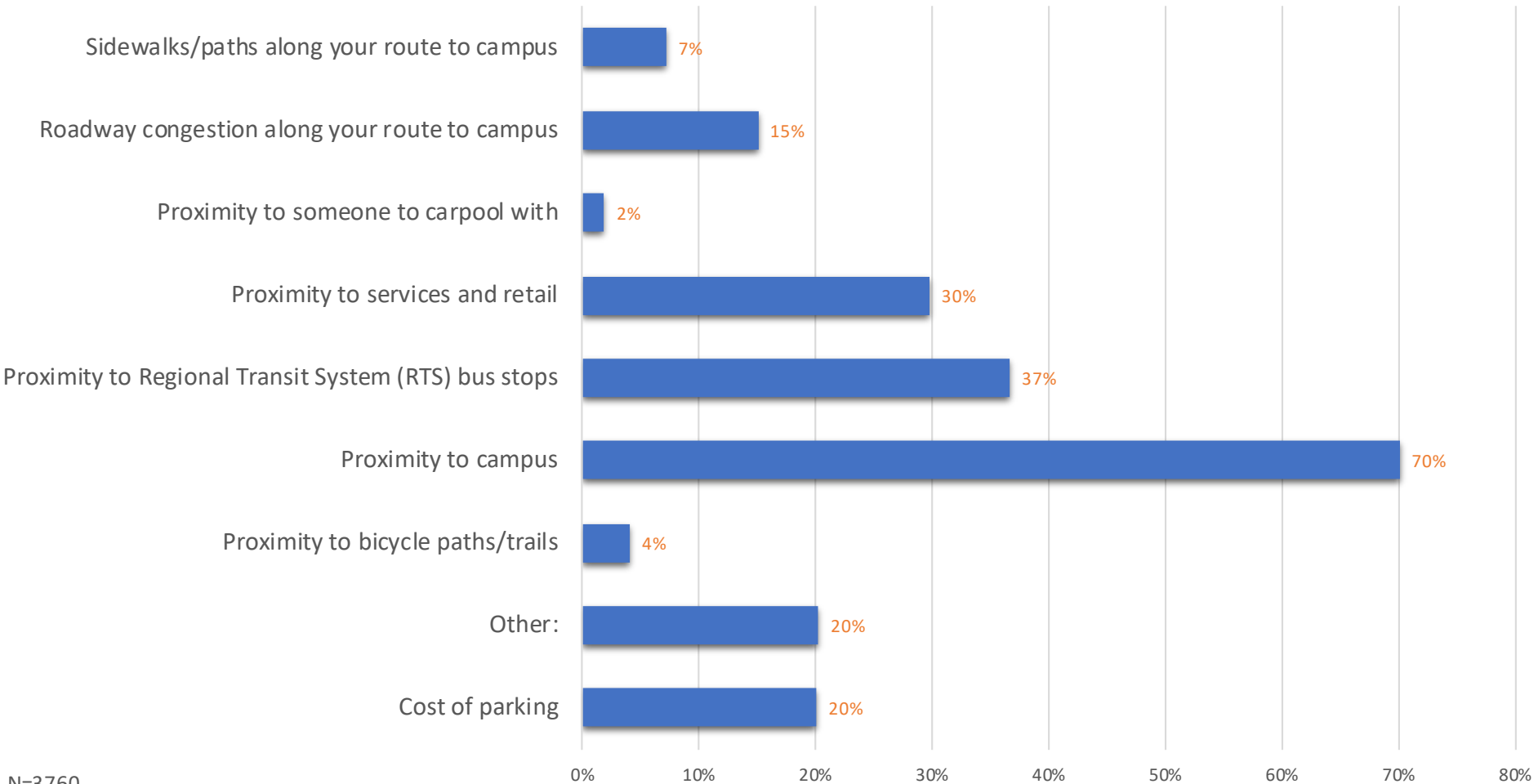
Faculty



# Survey | Q42 | Students

When you chose your current place of residence, which of these factors played a significant role in your location choice?

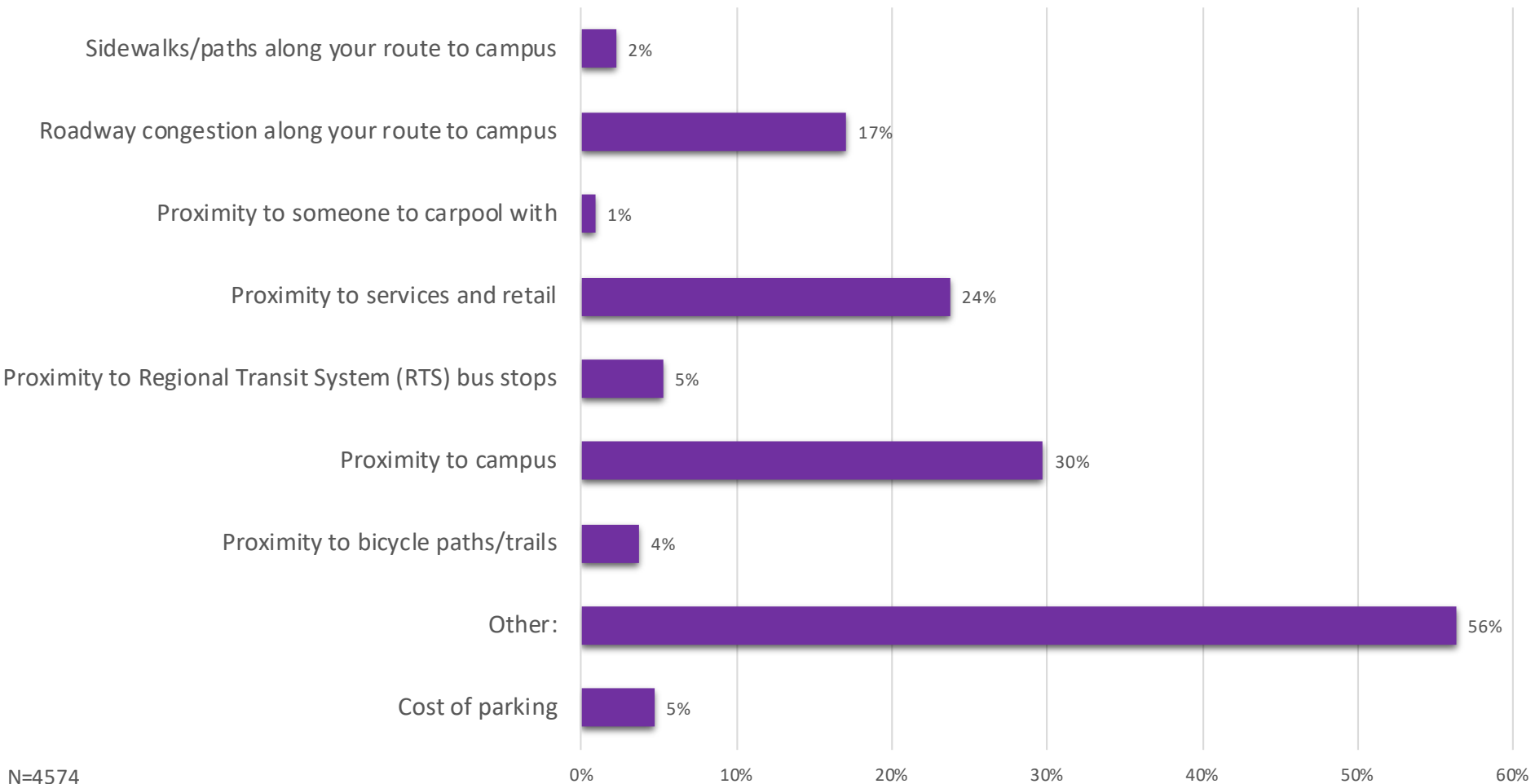
## Students



# Survey | Q42 | Non-Faculty Staff

When you chose your current place of residence, which of these factors played a significant role in your location choice?

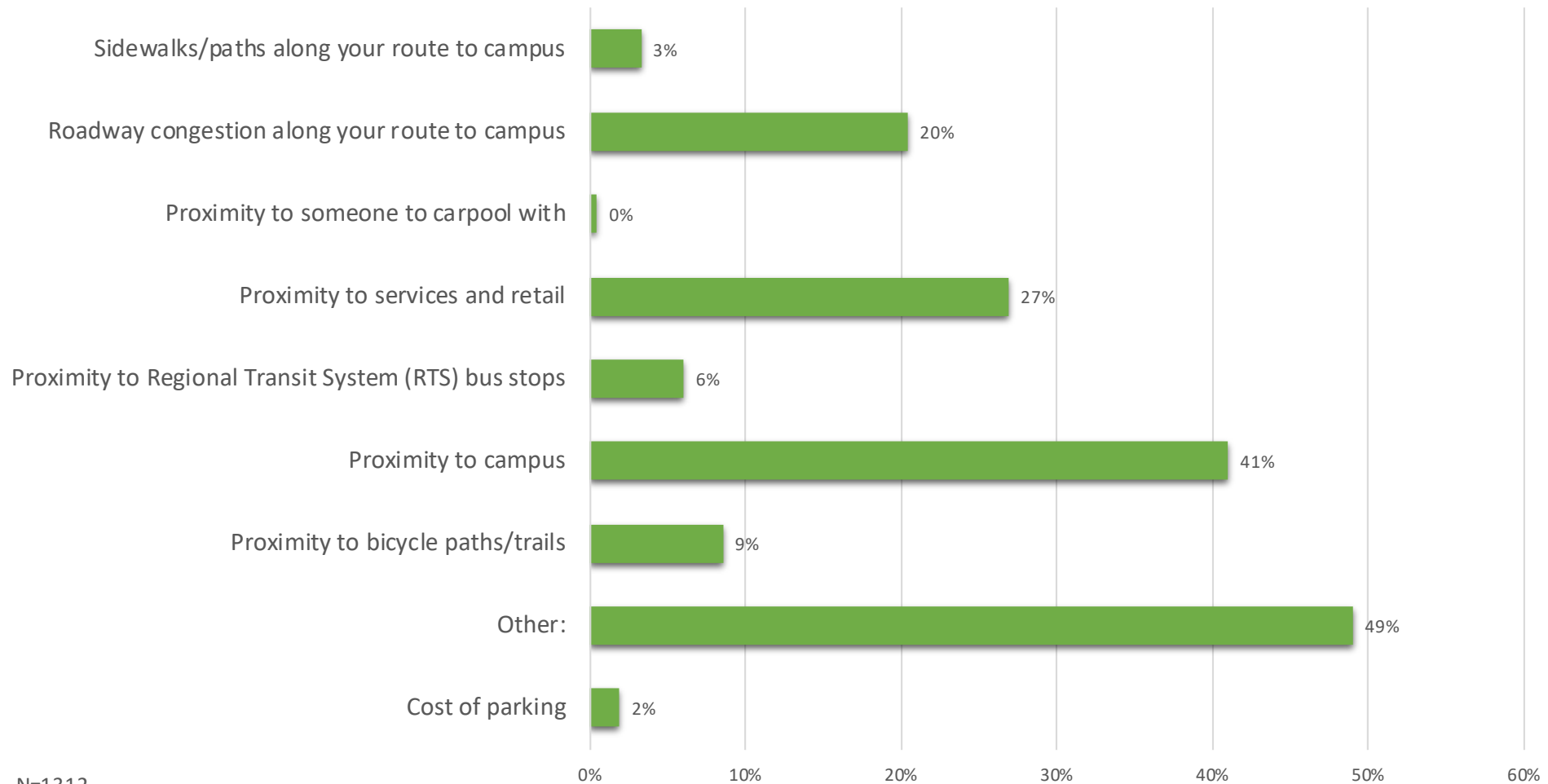
Non-Faculty Staff



# Survey | Q42 | Faculty

When you chose your current place of residence, which of these factors played a significant role in your location choice?

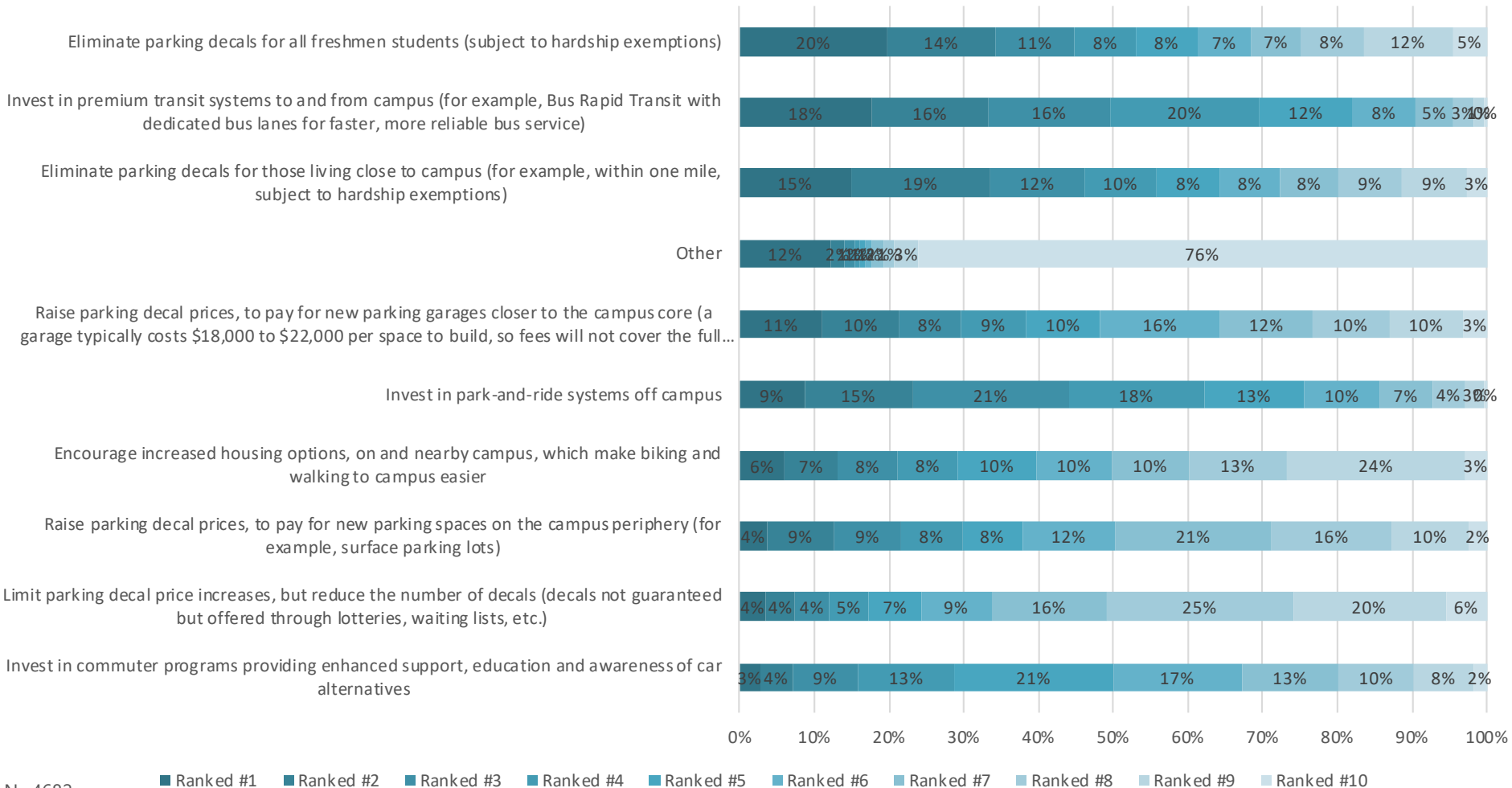
## Faculty



# Survey | Q43 | Students

Parking demand often exceeds supply. How should UF respond to ensure mobility and access during parking shortages? Please rank the following.

Students

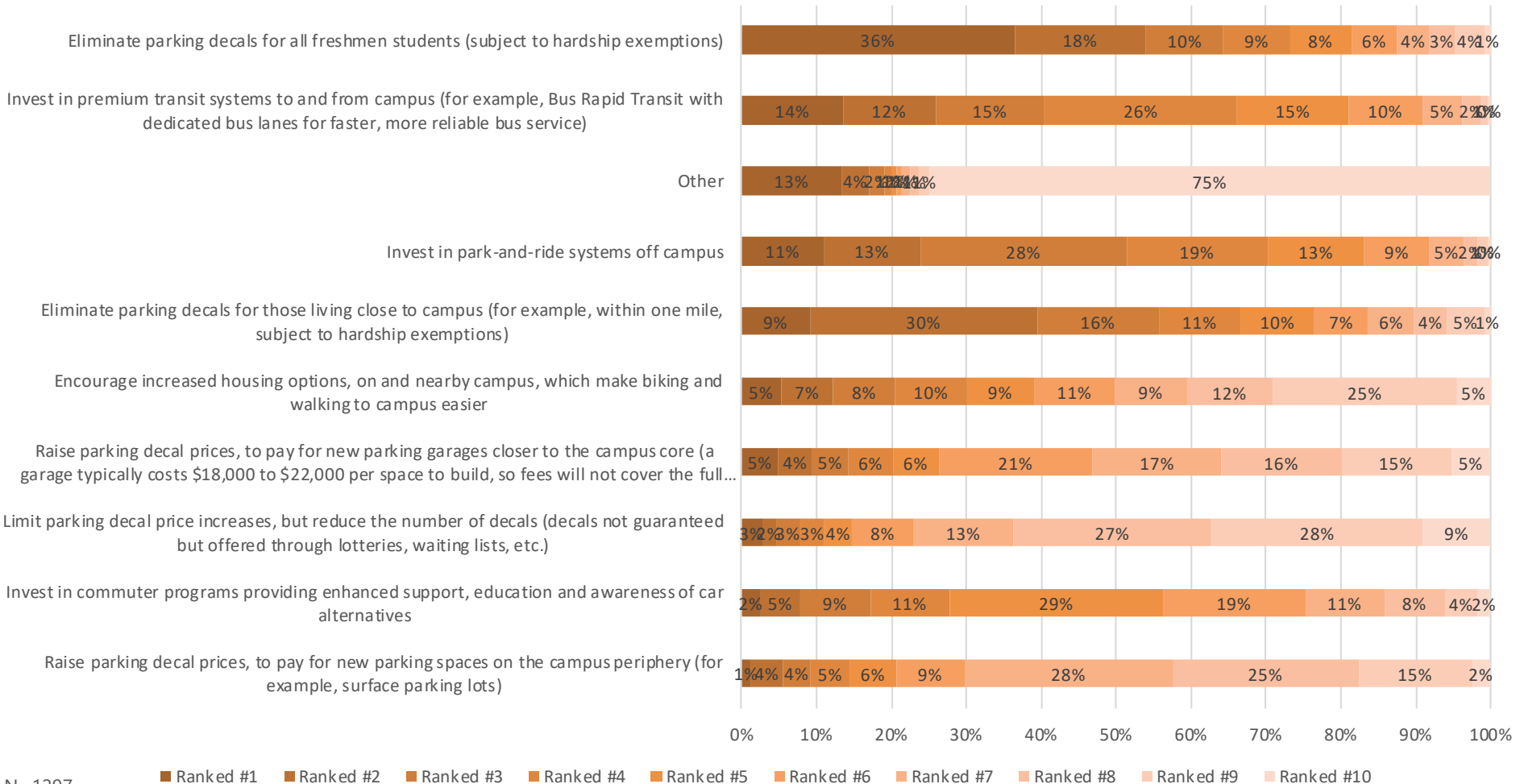




# Survey | Q43 | Employees

Parking demand often exceeds supply. How should UF respond to ensure mobility and access during parking shortages? Please rank the following.

## Employees

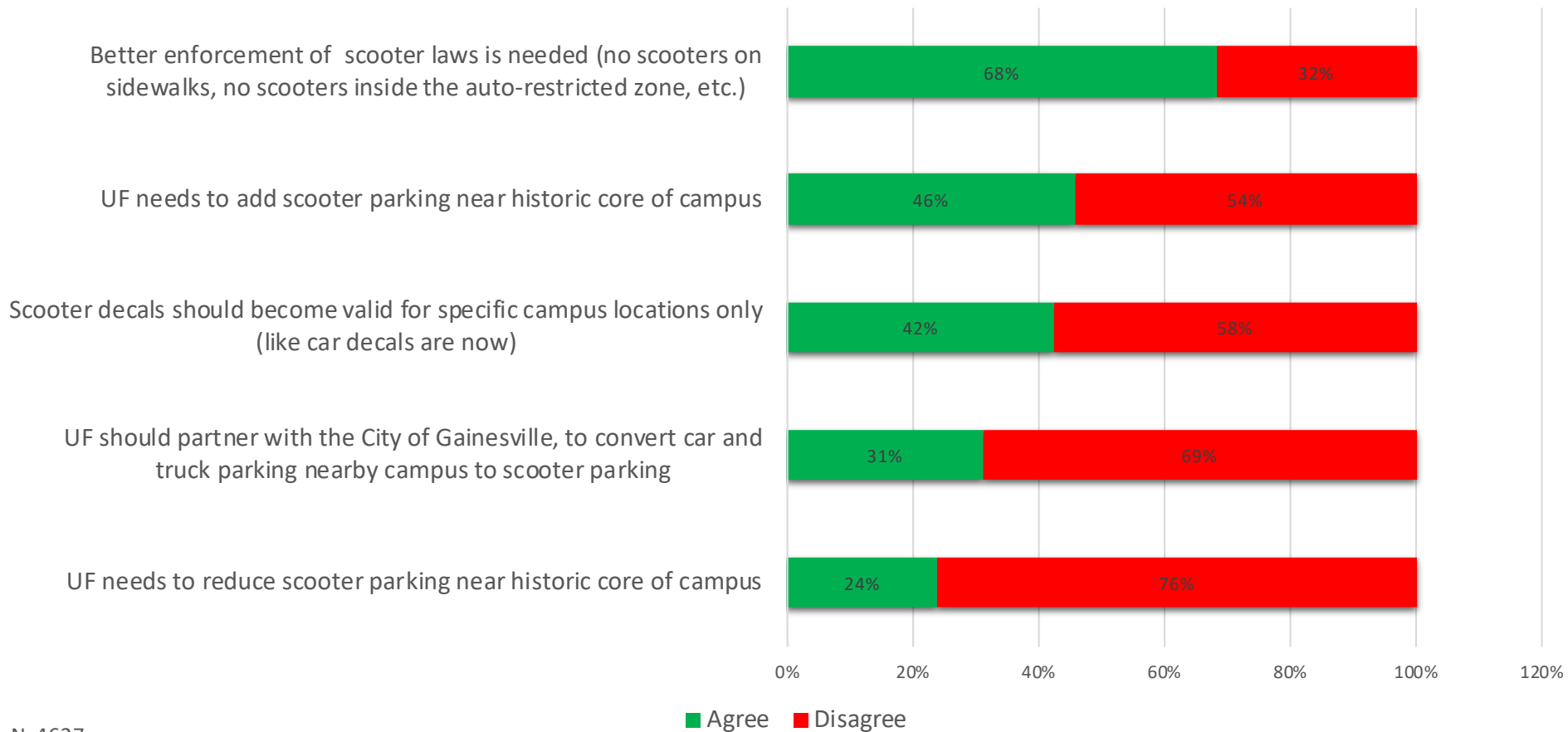


# Survey | Q44 | Students

Demand for scooter parking has increased. In some popular locations on campus, however, there is no ability to increase scooter parking space.

Please indicate your agreement with the following statements.

## Students

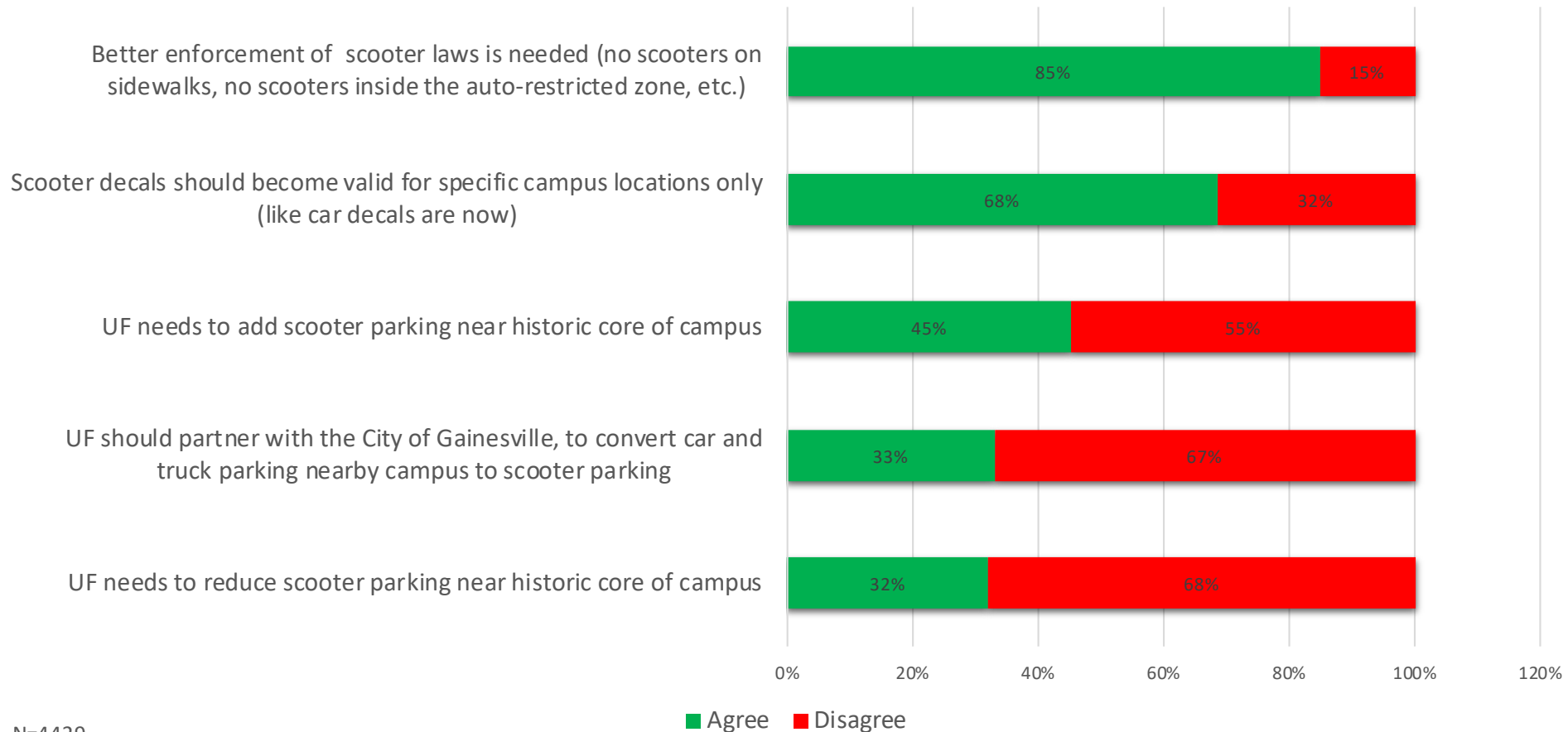


# Survey | Q44 | Non-Faculty Staff

Demand for scooter parking has increased. In some popular locations on campus, however, there is no ability to increase scooter parking space.

Please indicate your agreement with the following statements.

## Non-Faculty Staff

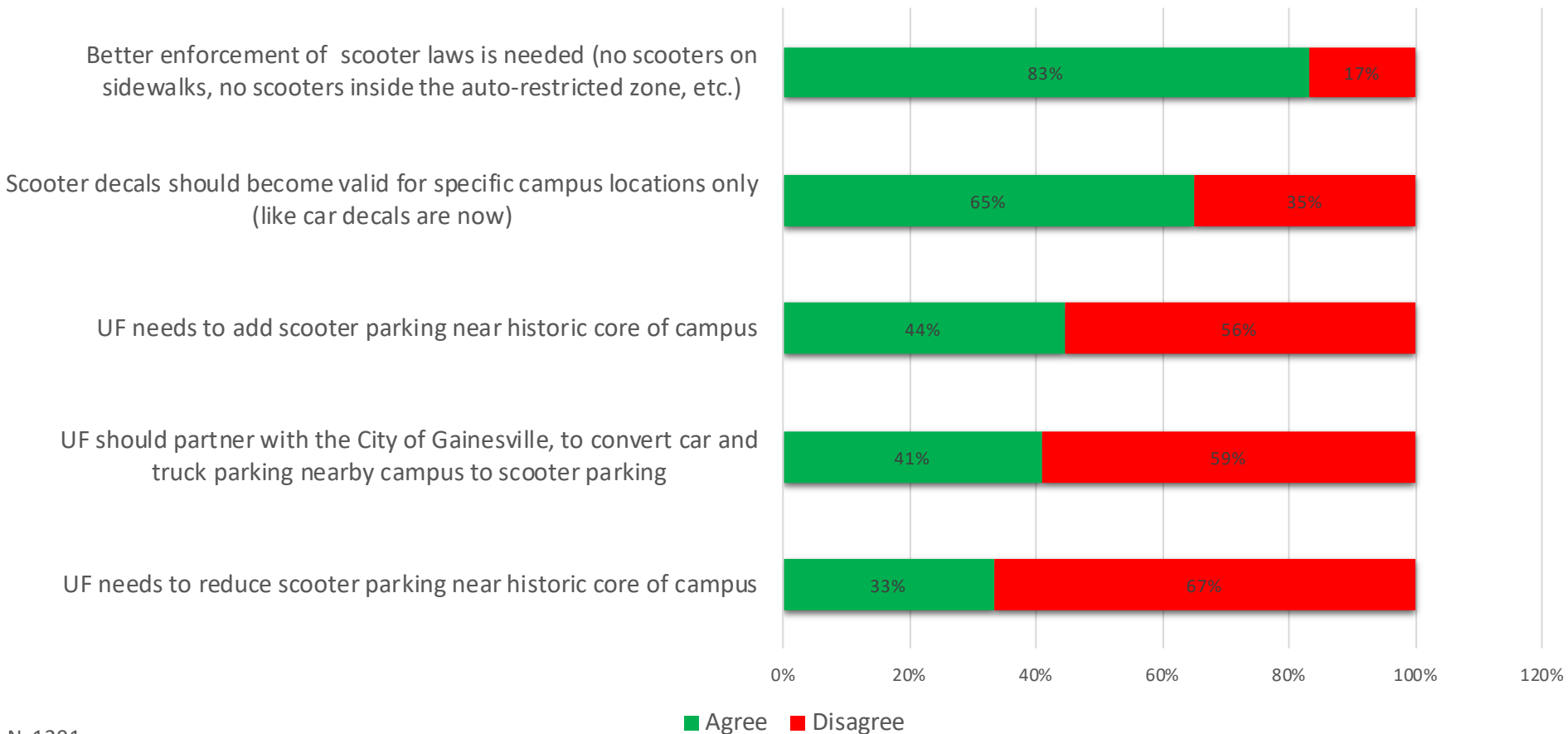


# Survey | Q44 | Faculty

Demand for scooter parking has increased. In some popular locations on campus, however, there is no ability to increase scooter parking space.

Please indicate your agreement with the following statements.

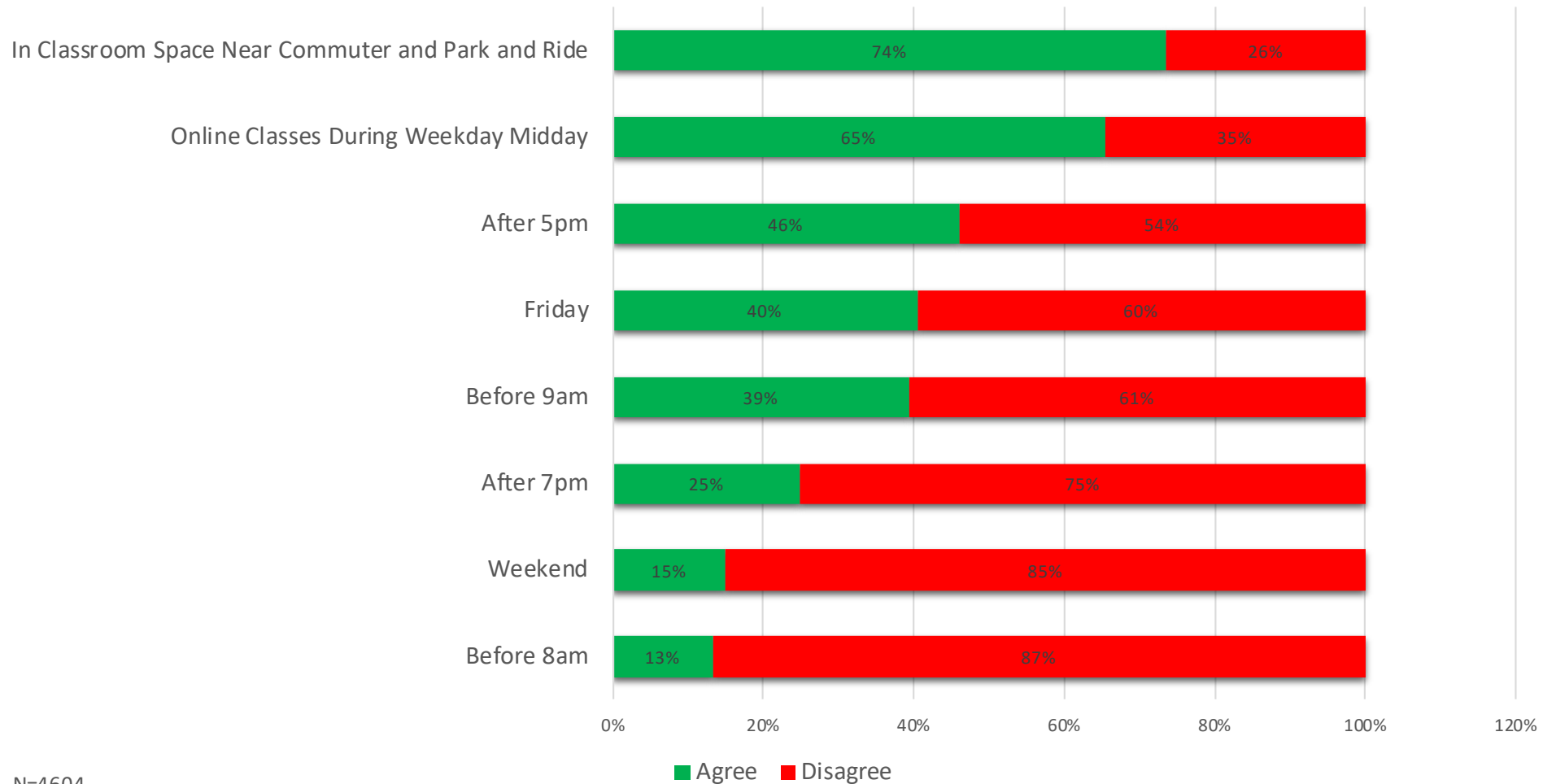
## Faculty



# Survey | Q45 | Students

Much parking demand and campus traffic is connected to class schedules.  
Please indicate your agreement with the following statements.

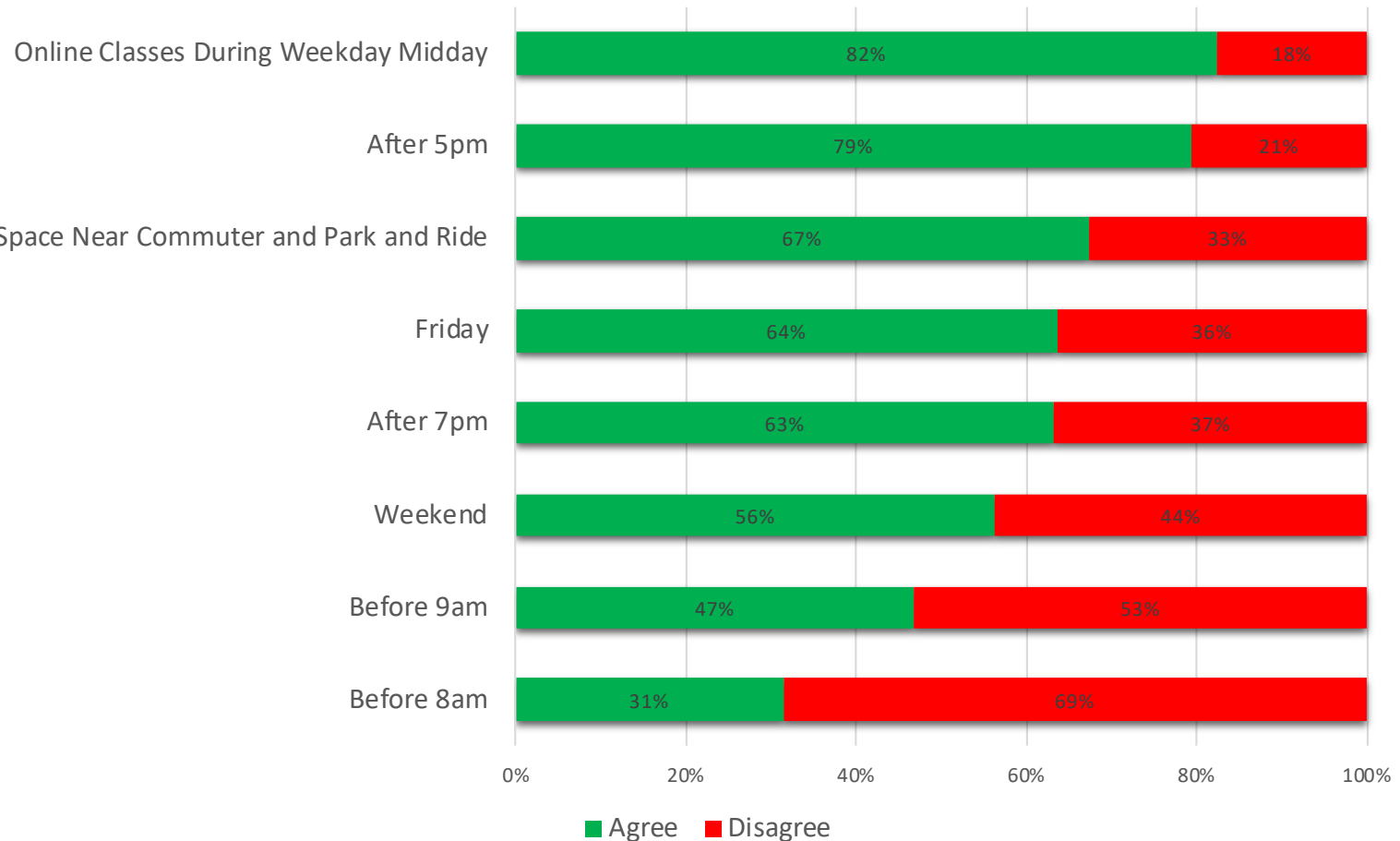
## Students



# Survey | Q45 | Non-Faculty Staff

Much parking demand and campus traffic is connected to class schedules.  
Please indicate your agreement with when UF should schedule classes.

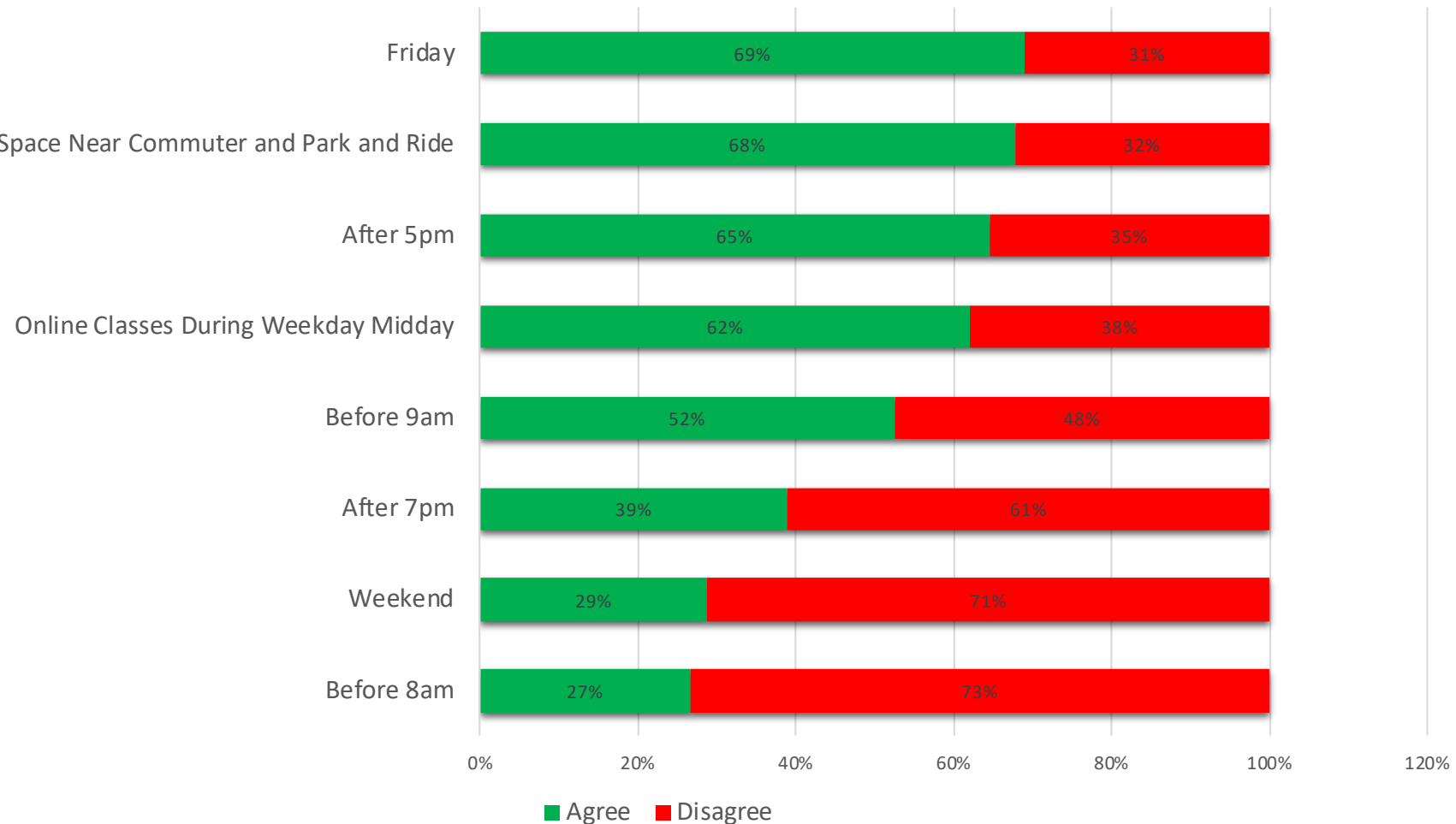
## Non-Faculty Staff



# Survey | Q45 | Faculty

Much parking demand and campus traffic is connected to class schedules.  
Please indicate your agreement with when UF should schedule classes.

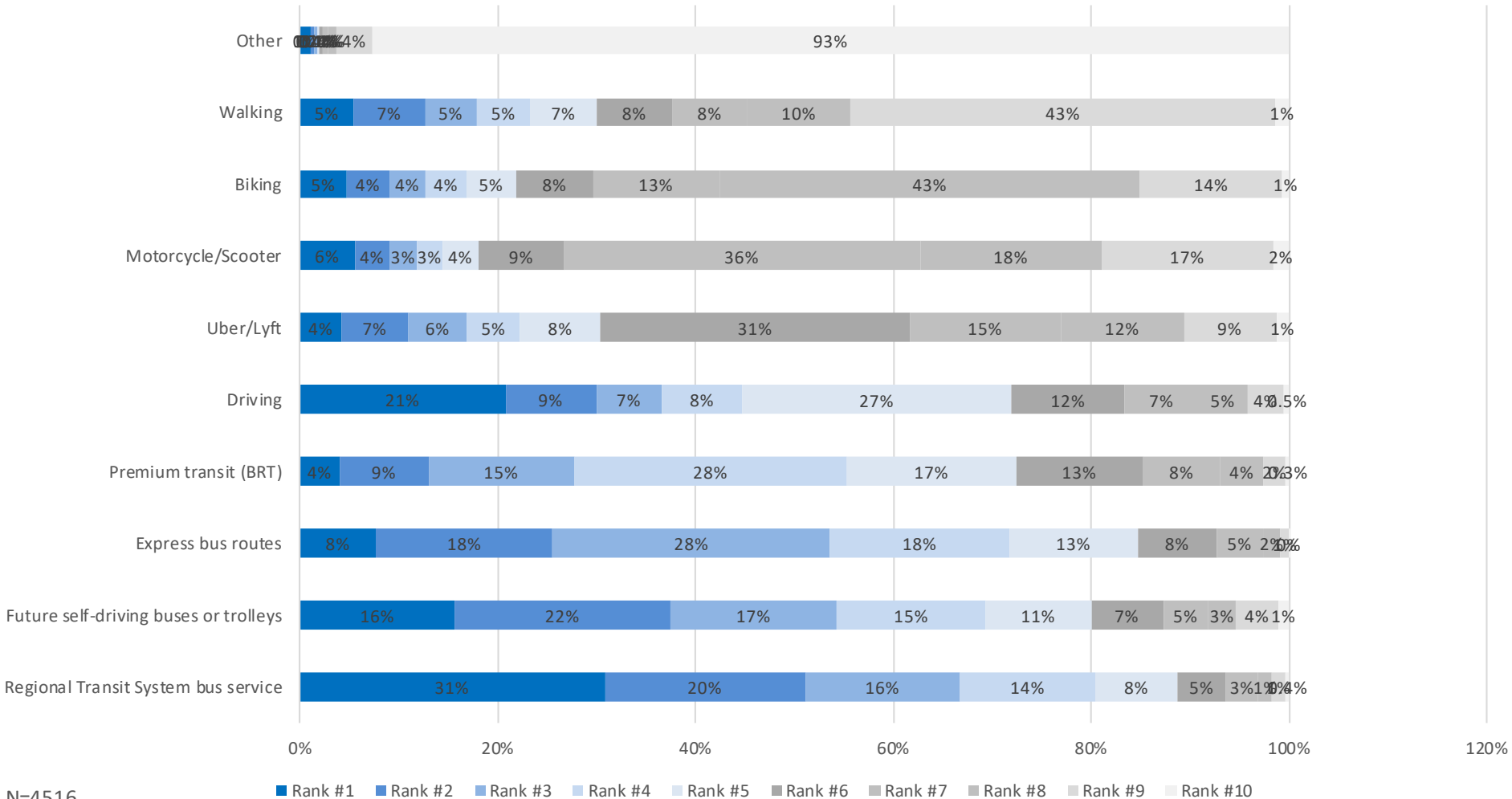
## Faculty



# Survey | Q46 | Students

Please rank your preferred travel means between the campus, Innovation Square and downtown Gainesville into order of preference from 1 (top) to 10 (bottom)

Students

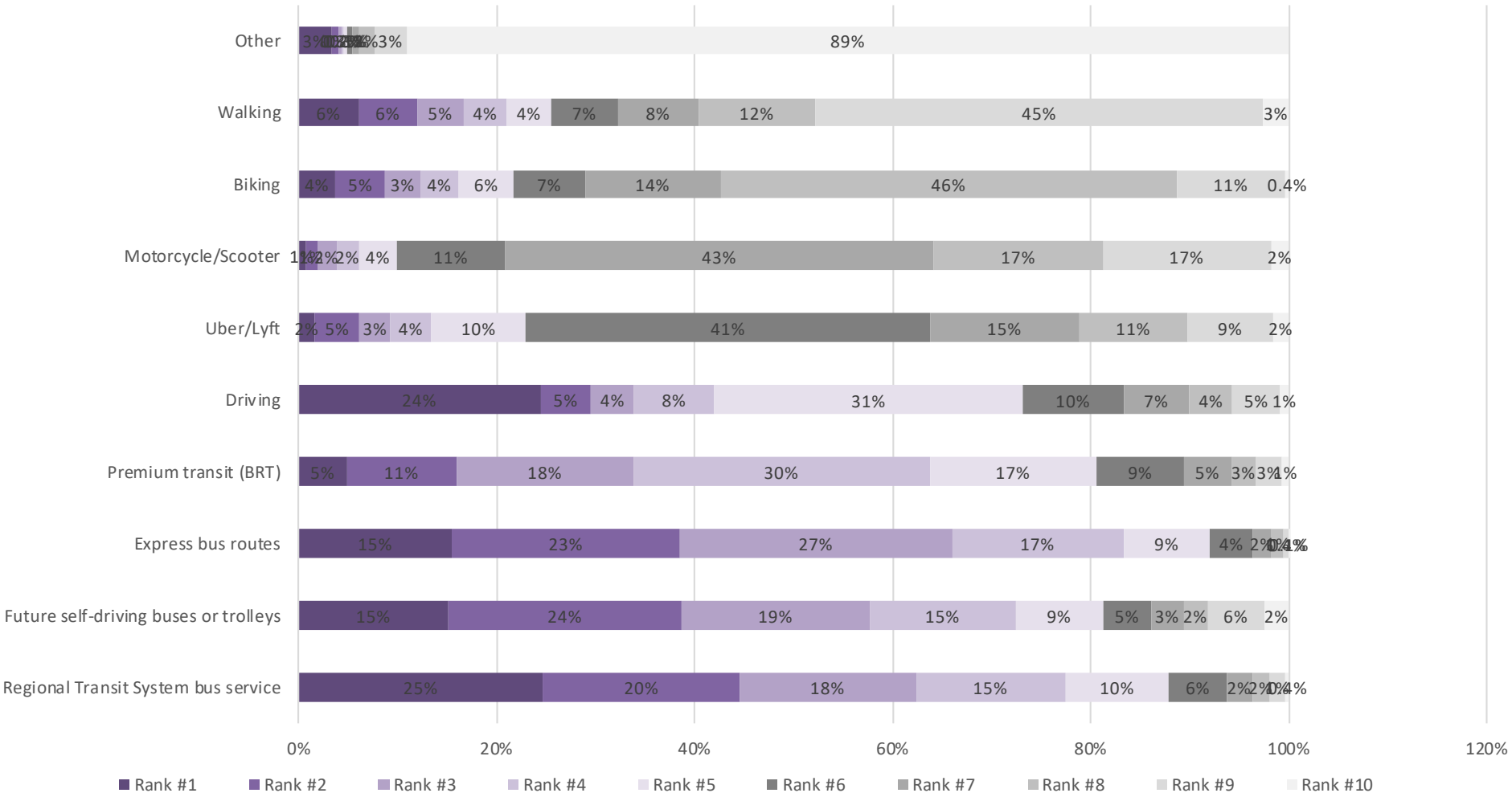




# Survey | Q46 | Non-Faculty

Please rank your preferred travel means between the campus, Innovation Square and downtown Gainesville into order of preference from 1 (top) to 10 (bottom)

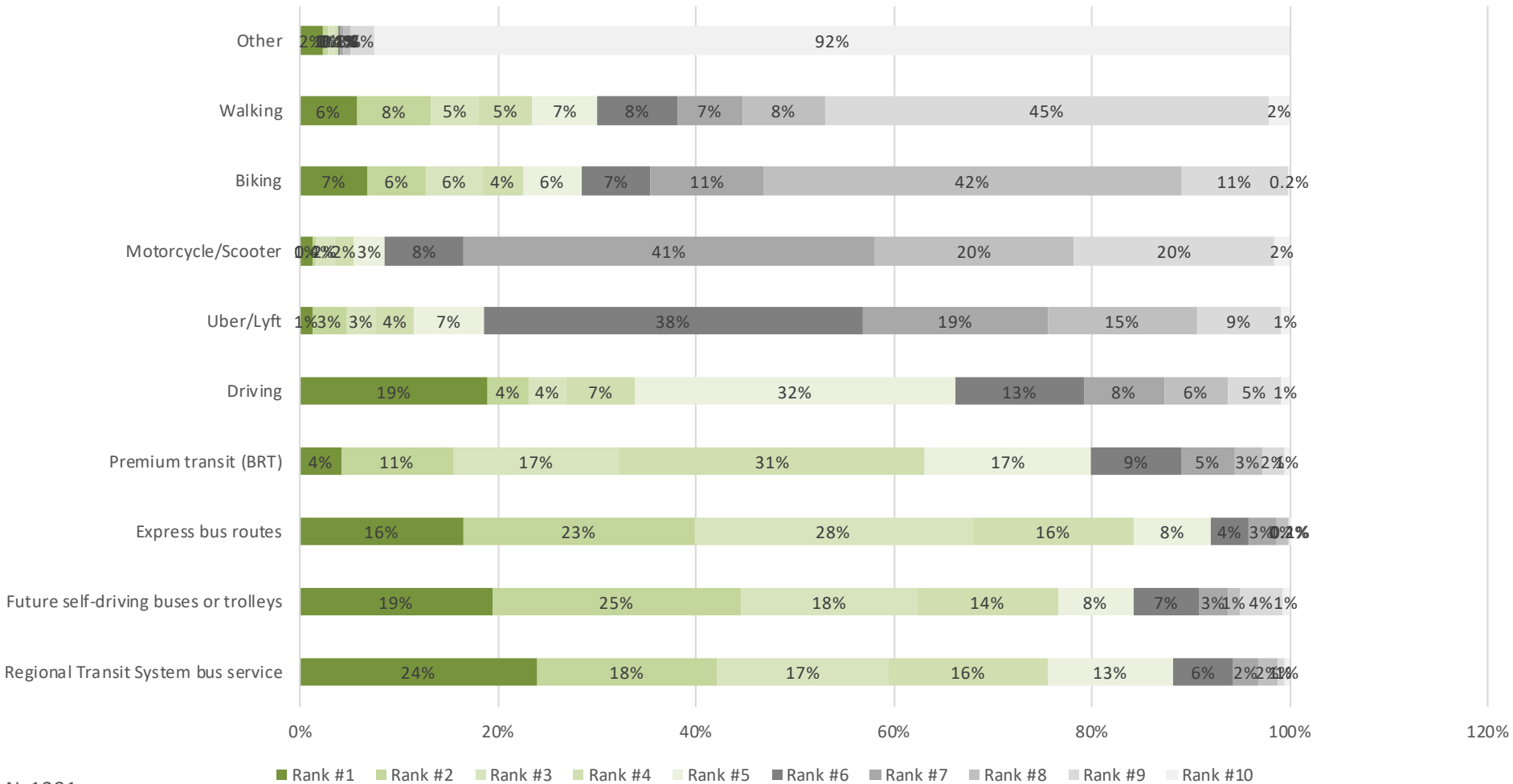
Non-Faculty Staff



# Survey | Q46 | Faculty

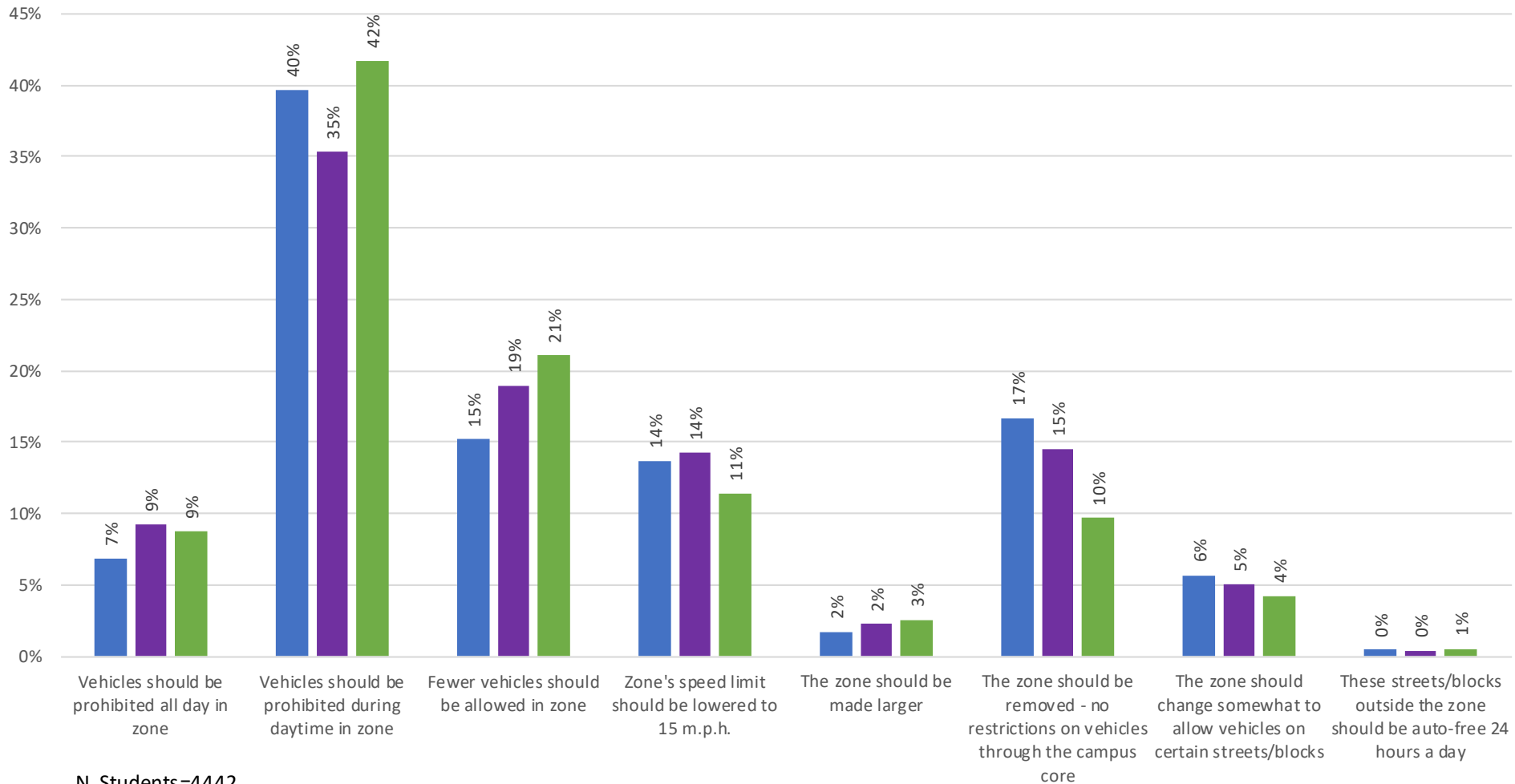
Please rank your preferred travel means between the campus, Innovation Square and downtown Gainesville into order of preference from 1 (top) to 10 (bottom)

Faculty



# Survey | Q47

Select the statement that you agree with most about an auto-restricted zone within the historic campus core.



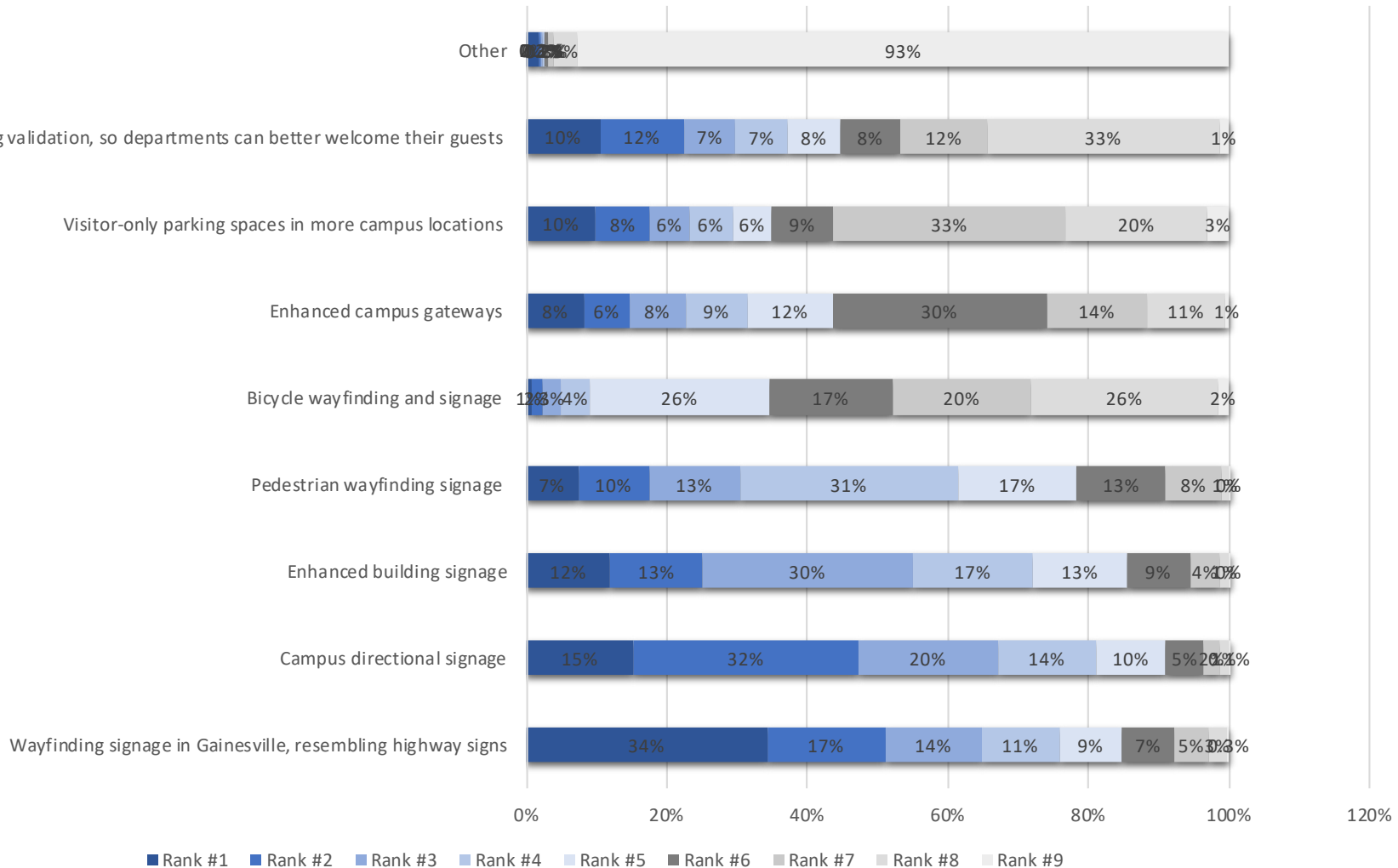
N\_Students=4442  
N\_(Non-Faculty Staff)=4289  
N\_Faculty=1271

■ Students ■ Non-Faculty Staff ■ Faculty

# Survey | Q48 | Students

How can UF best improve the experience of visitors, to make campus more welcoming?

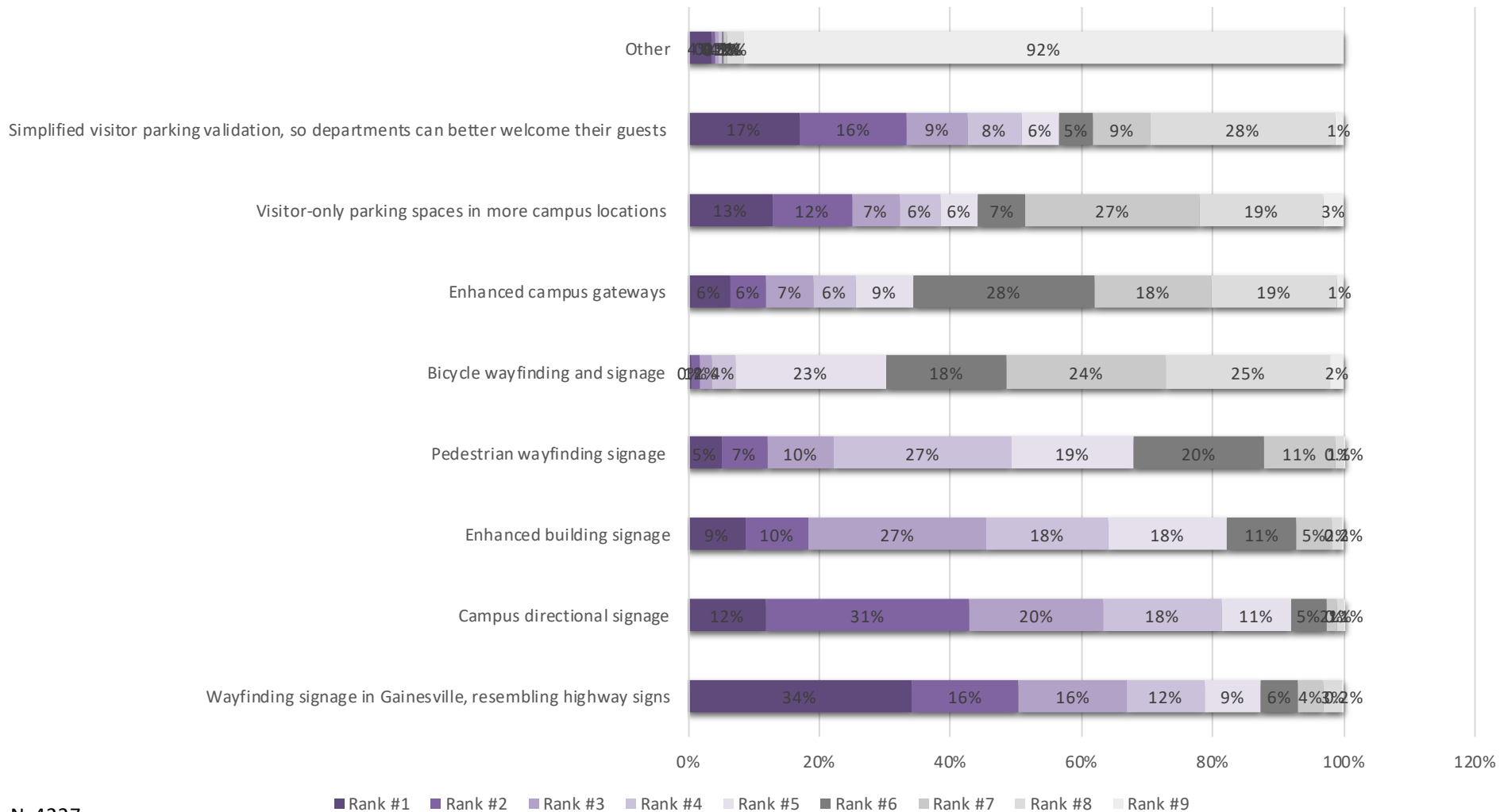
## Students



# Survey | Q48 | Non-Faculty Staff

How can UF best improve the experience of visitors, to make campus more welcoming?

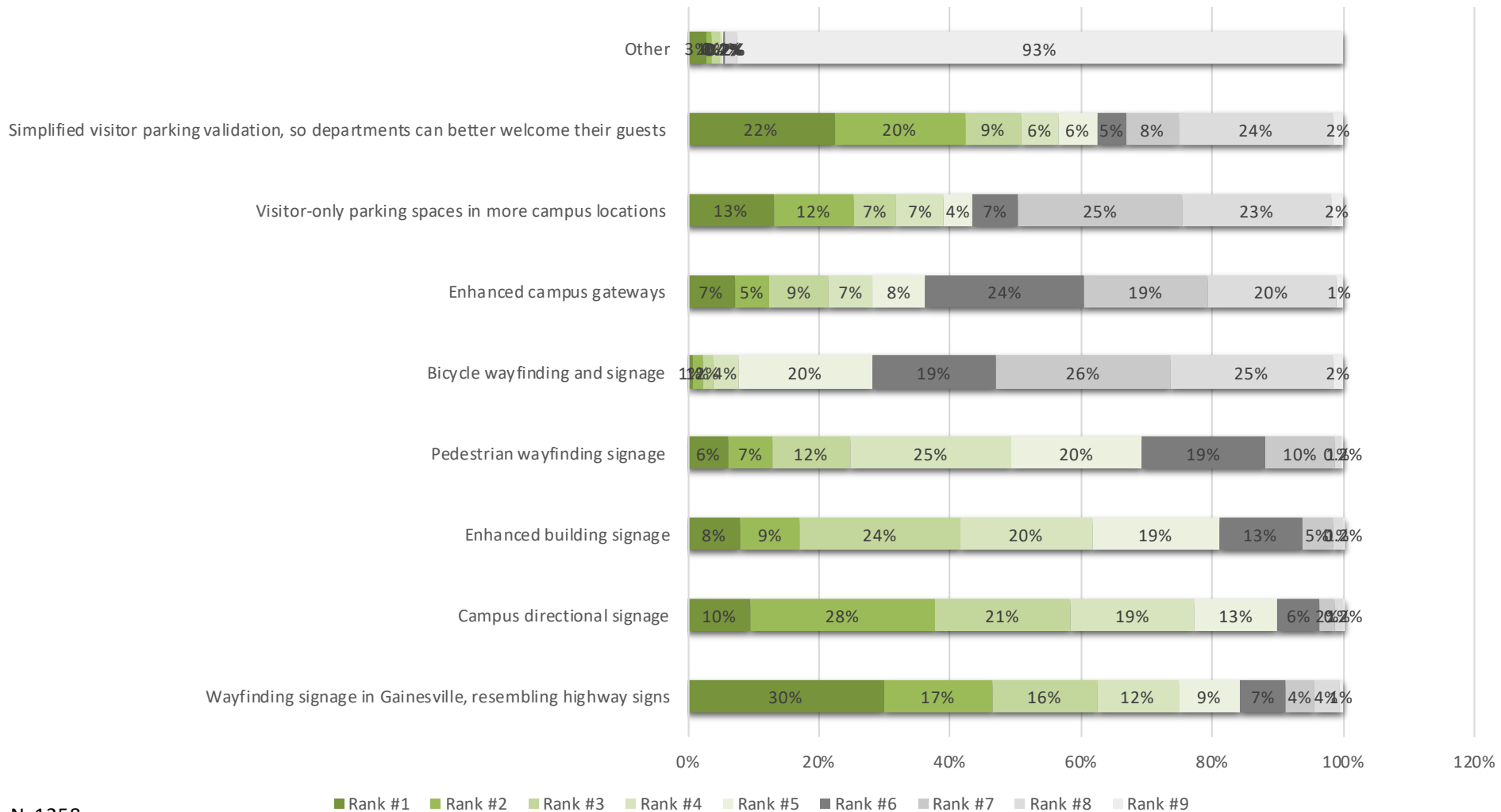
## Non-Faculty Staff



# Survey | Q48 | Non-Faculty Staff

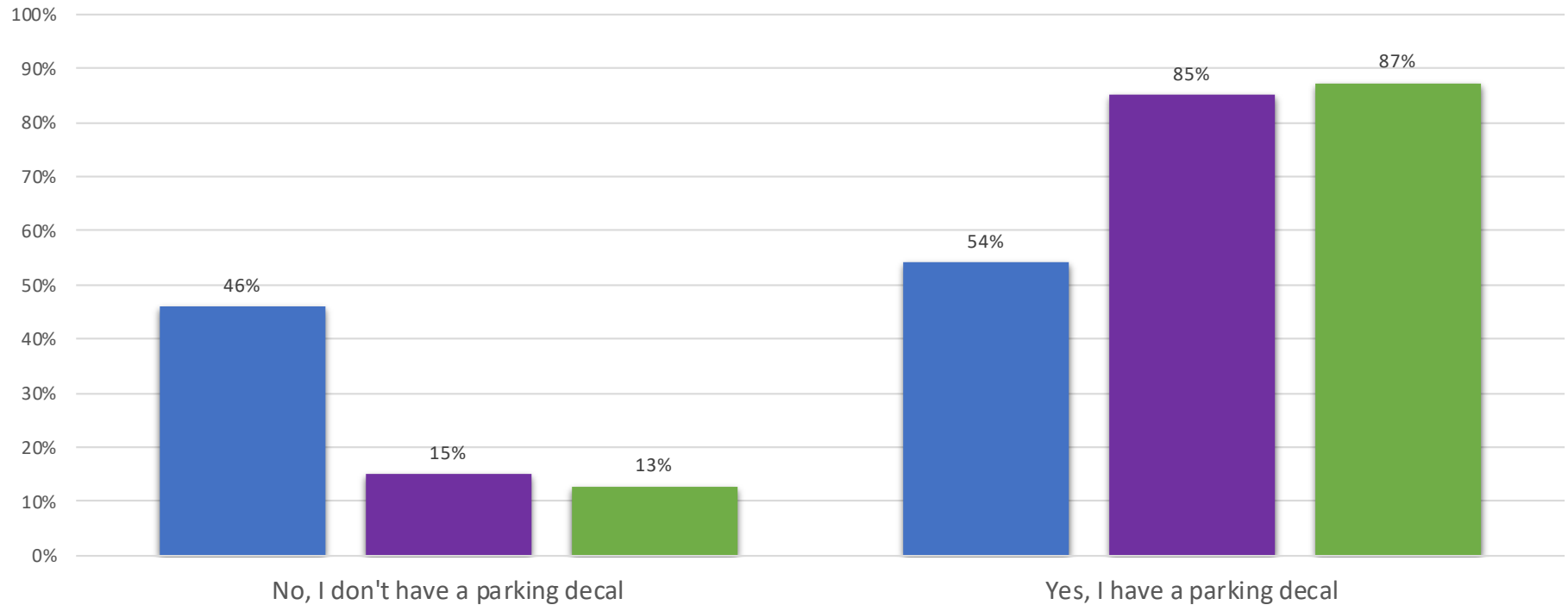
How can UF best improve the experience of visitors, to make campus more welcoming?

## Faculty



# Survey | Q49

Do you own a parking decal meant for use on the main campus?



N\_Students=4370

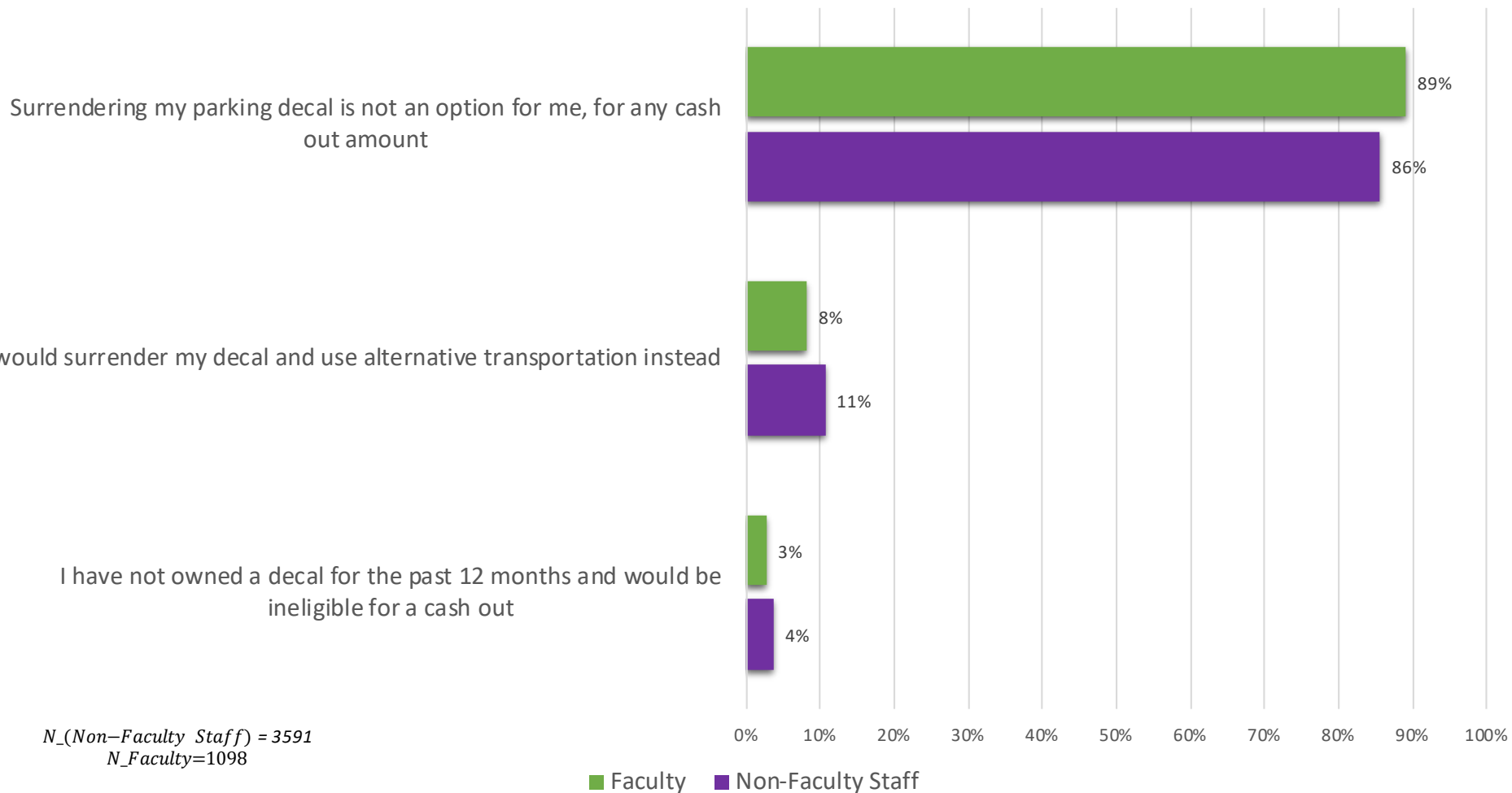
N\_(Non-Faculty Staff)=4226

N\_Faculty=1258

■ Students ■ Non-Faculty Staff ■ Faculty

# Survey | Q50

A "cash out" program gives employees cash incentives to surrender parking decals and use alternative transportation. What might you choose if UF offered a cash out for those employees who have owned parking decals for a year or longer?

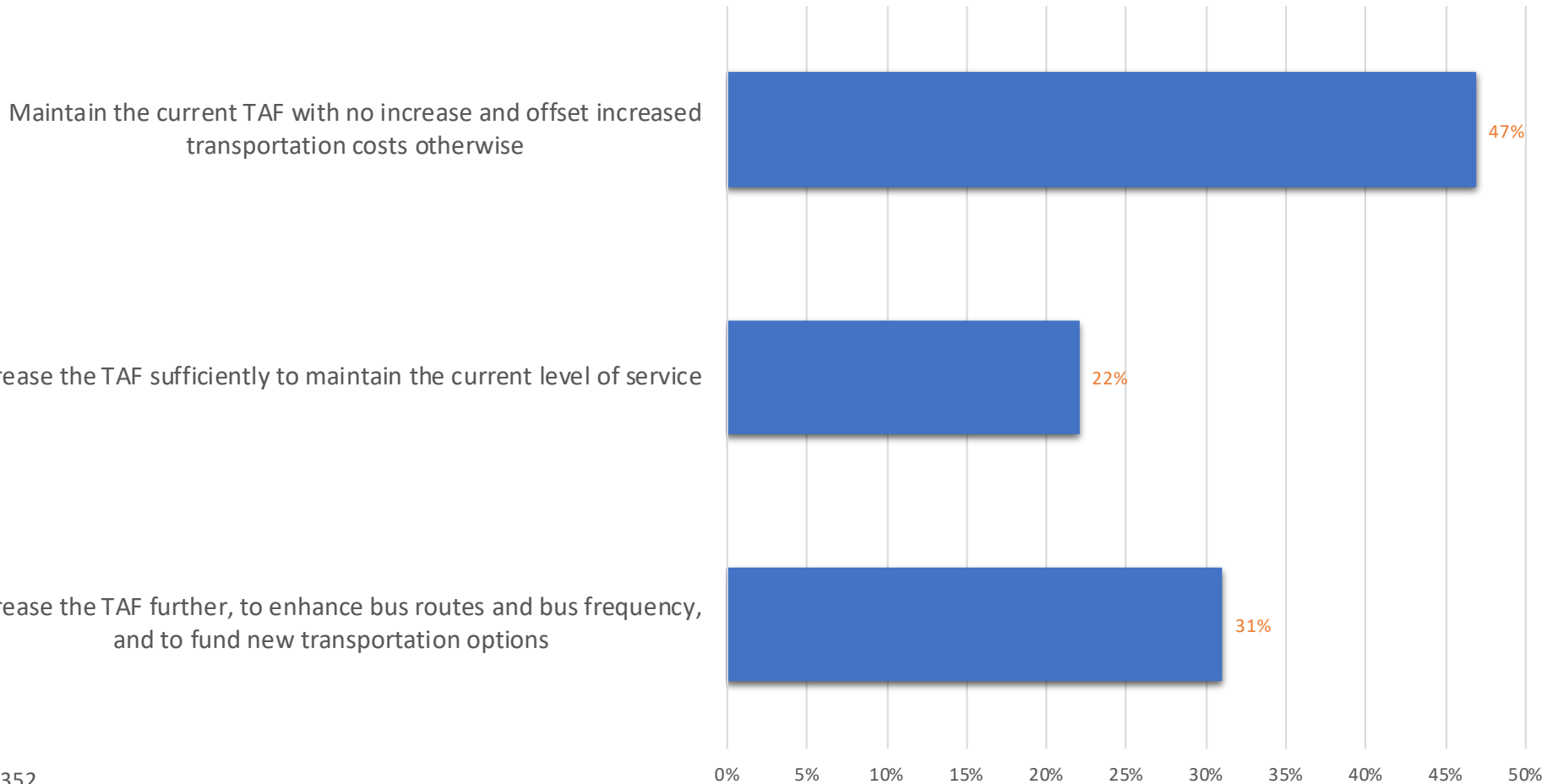




# Survey | Q51 | Students

The Student Transportation Access Fee (TAF) has remained \$9.44 per credit hour for several years. As costs for existing transportation programs continue to rise and new programs are considered, your top preference would be:

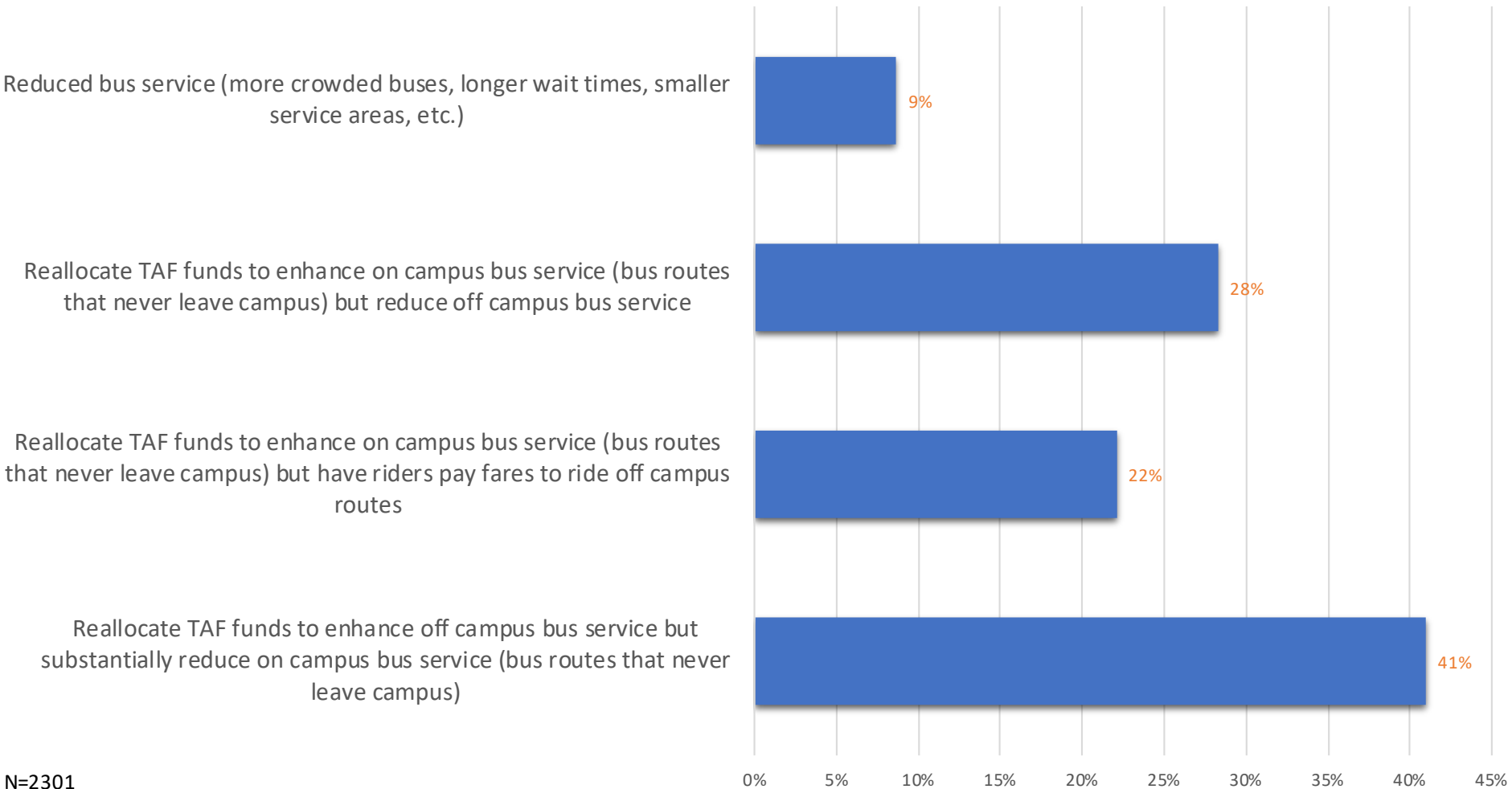
## Students



# Survey | Q51B | Students

If the TAF is maintained with no increase, how should UF offset the increasing costs of transportation?

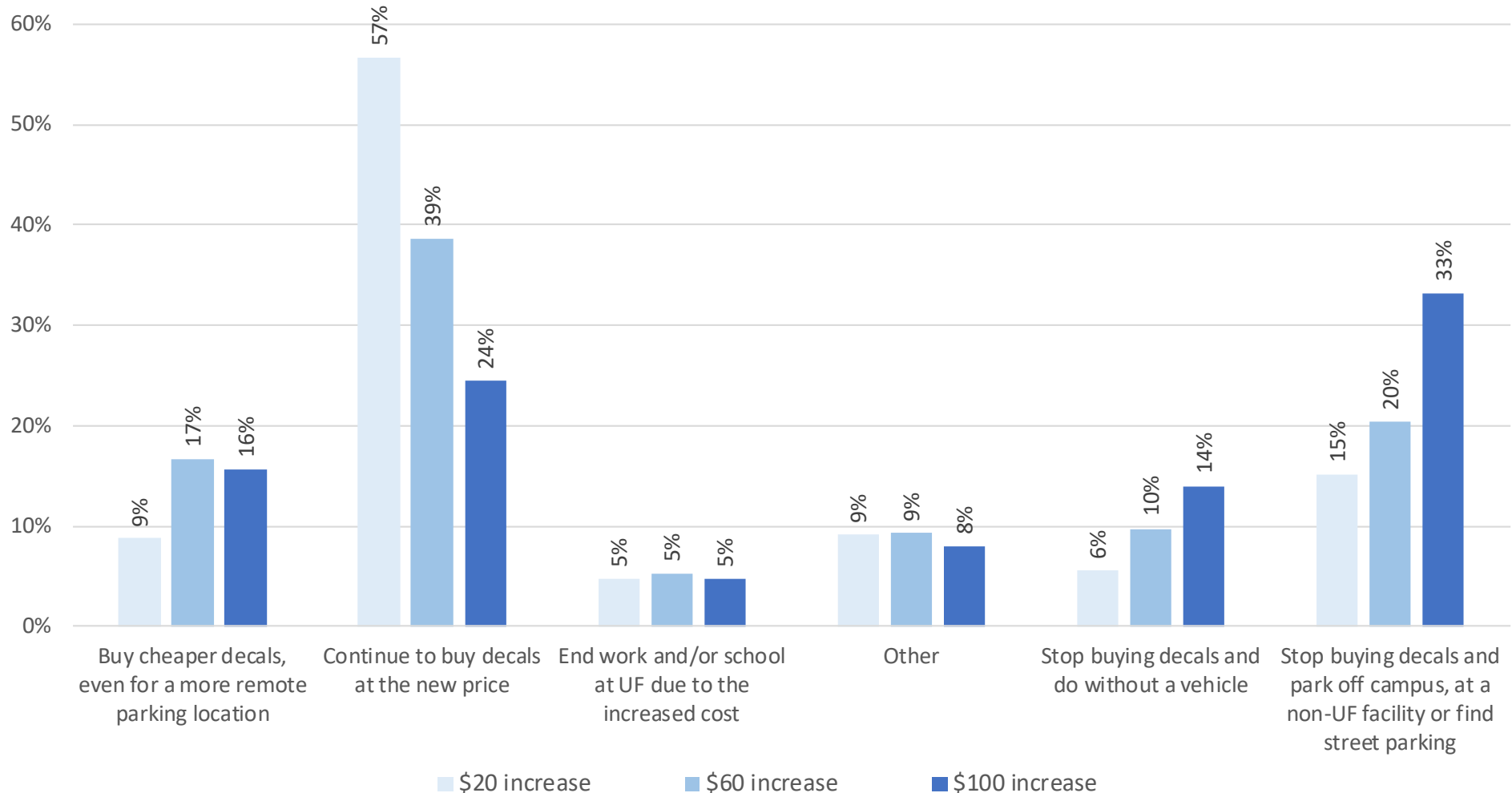
Students



# Survey | Q52-54 | Students

Costs for new and maintained parking on campus are increasing.  
If parking decal fees increase by \$20, \$60, \$100 per semester, how might you respond?

On Campus Students

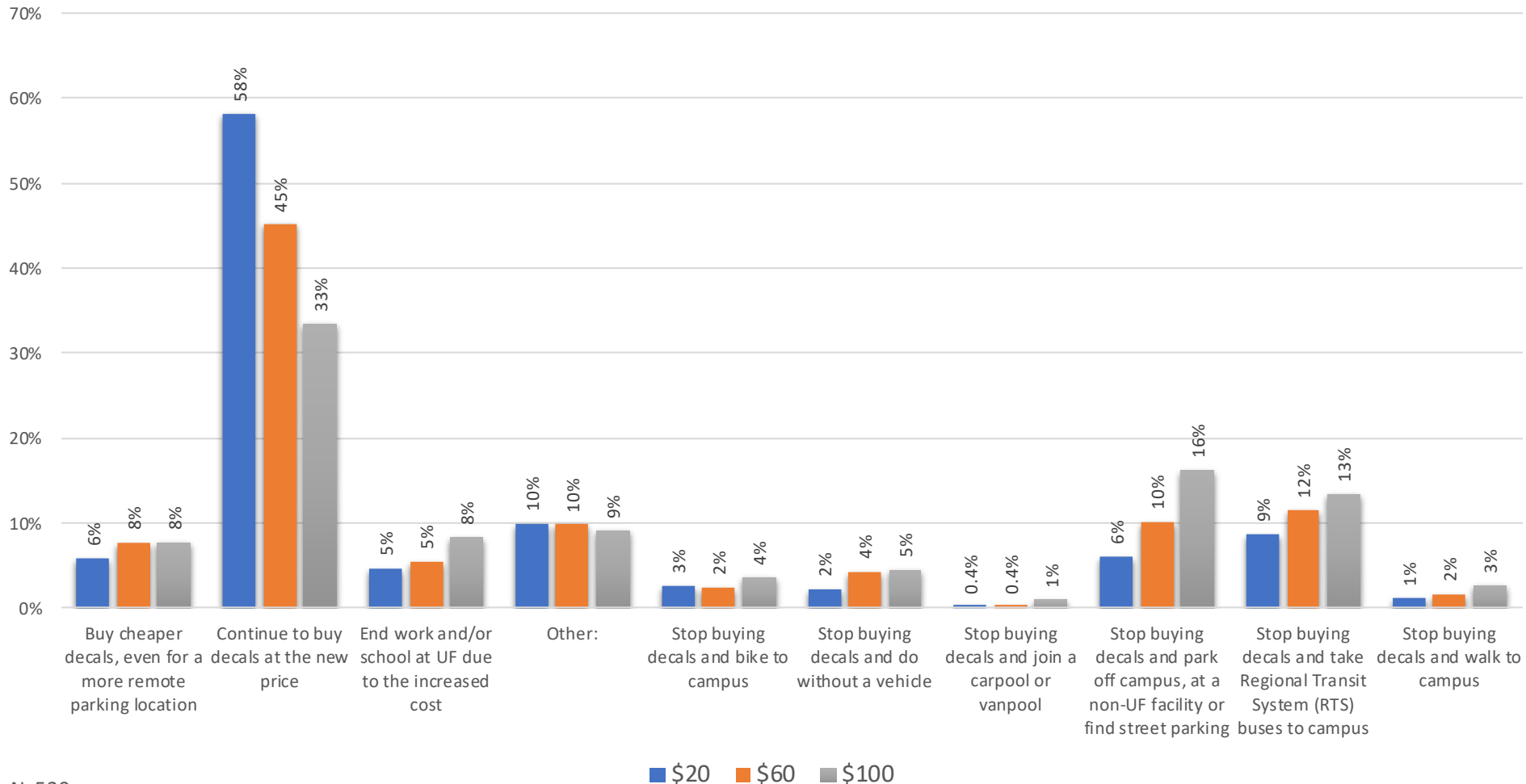


# Survey | Q55-57 | Students

Costs for new and maintained parking on campus are increasing.

If parking decal fees increase by \$20, \$60, \$100 per semester, how might you respond?

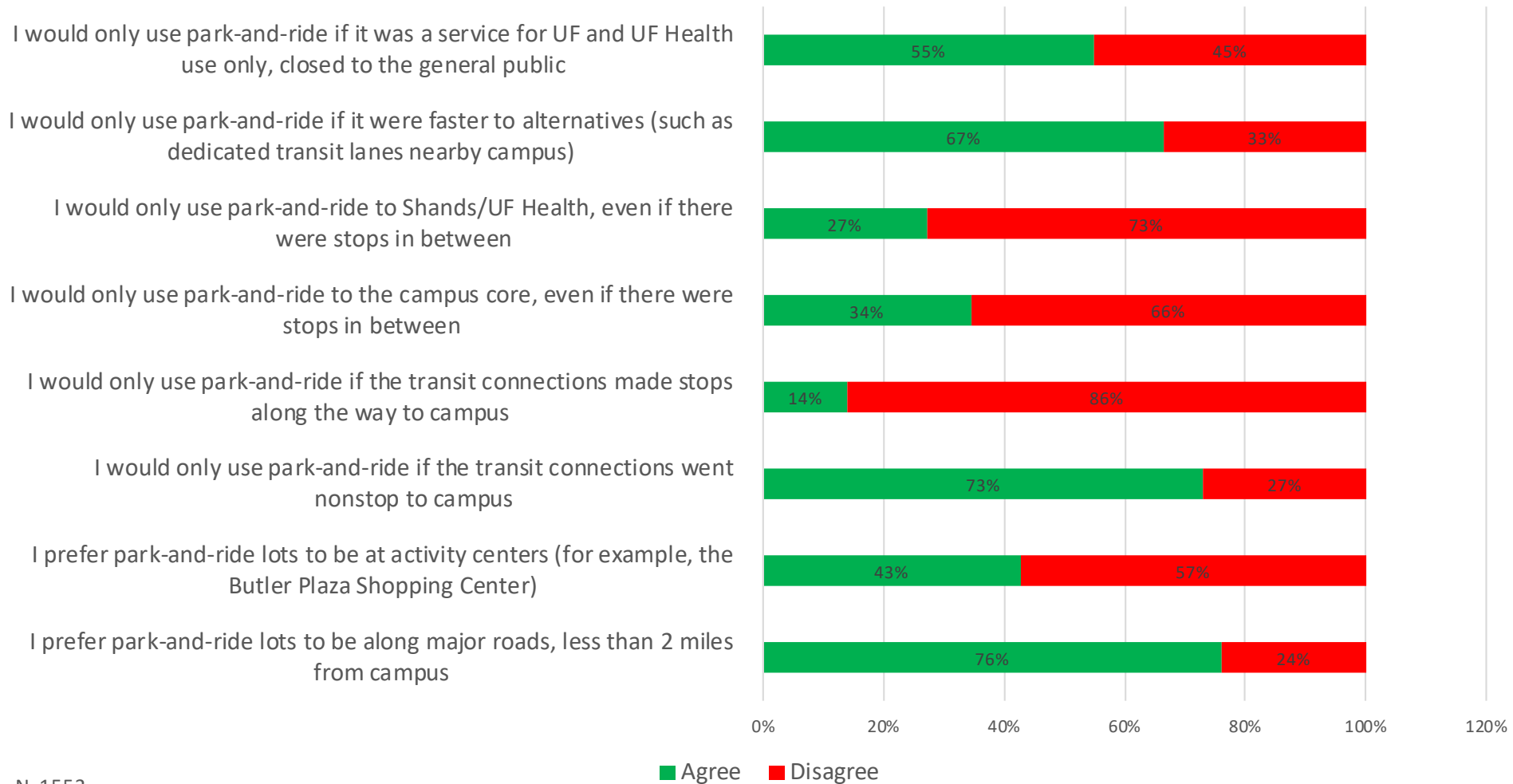
## Off Campus Students



# Survey | Q58 | Students

Please indicate your agreement with the following statements about off campus park-and-ride lots.

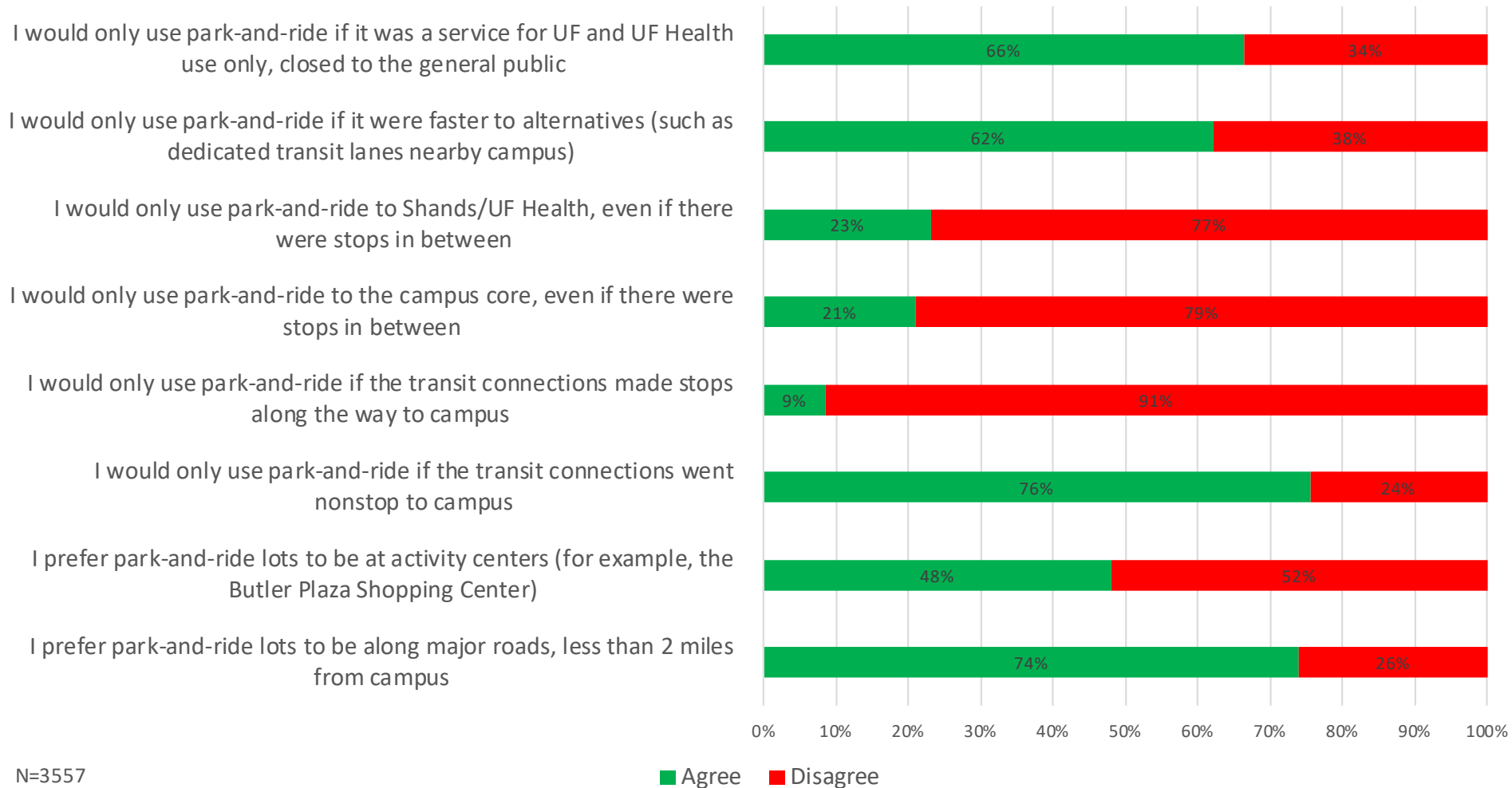
## Students



# Survey | Q58 | Non-Faculty Staff

Please indicate your agreement with the following statements about off campus park-and-ride lots.

## Non-Faculty Staff

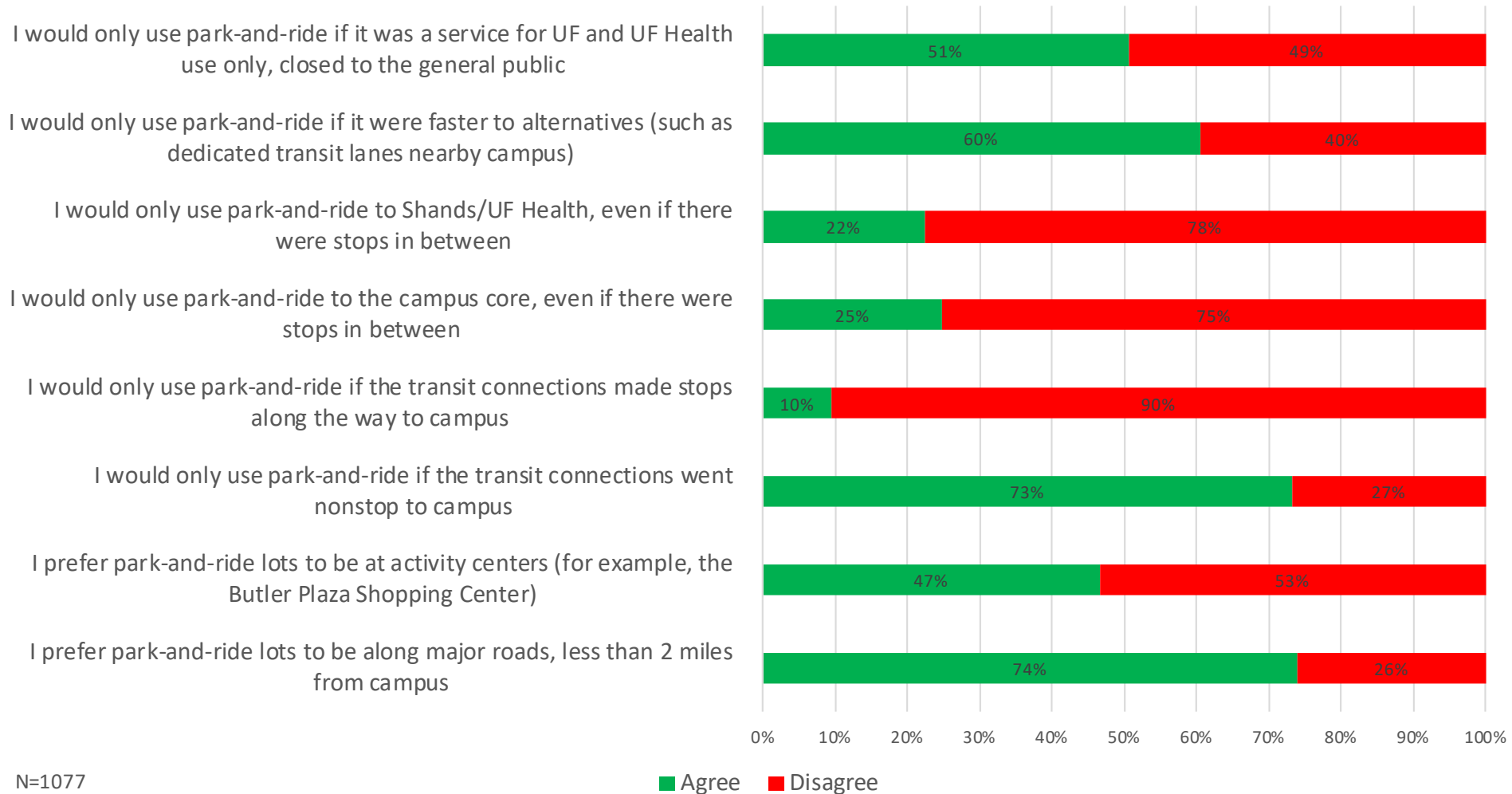


N=3557

# Survey | Q58 | Faculty

Please indicate your agreement with the following statements about off campus park-and-ride lots.

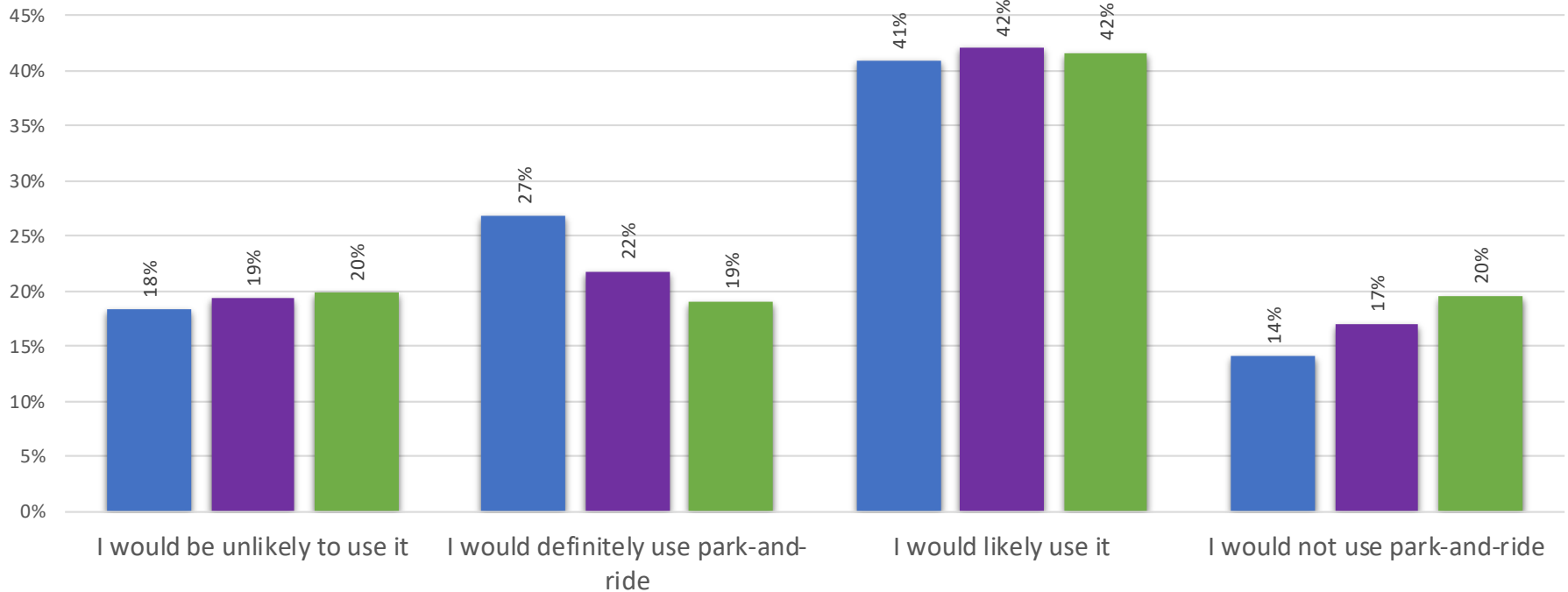
Faculty



N=1077

# Survey | Q59

If a park-and-ride lot was located on your (approximate) path to campus, had regular transit shuttles every 10-15 minutes to campus, and your total commute took approximately the same amount of time as your regular commute, would you use park-and-ride?



*N\_Students = 1548*  
*N\_(Non-Faculty Staff) = 3556*  
*N\_Faculty = 1076*

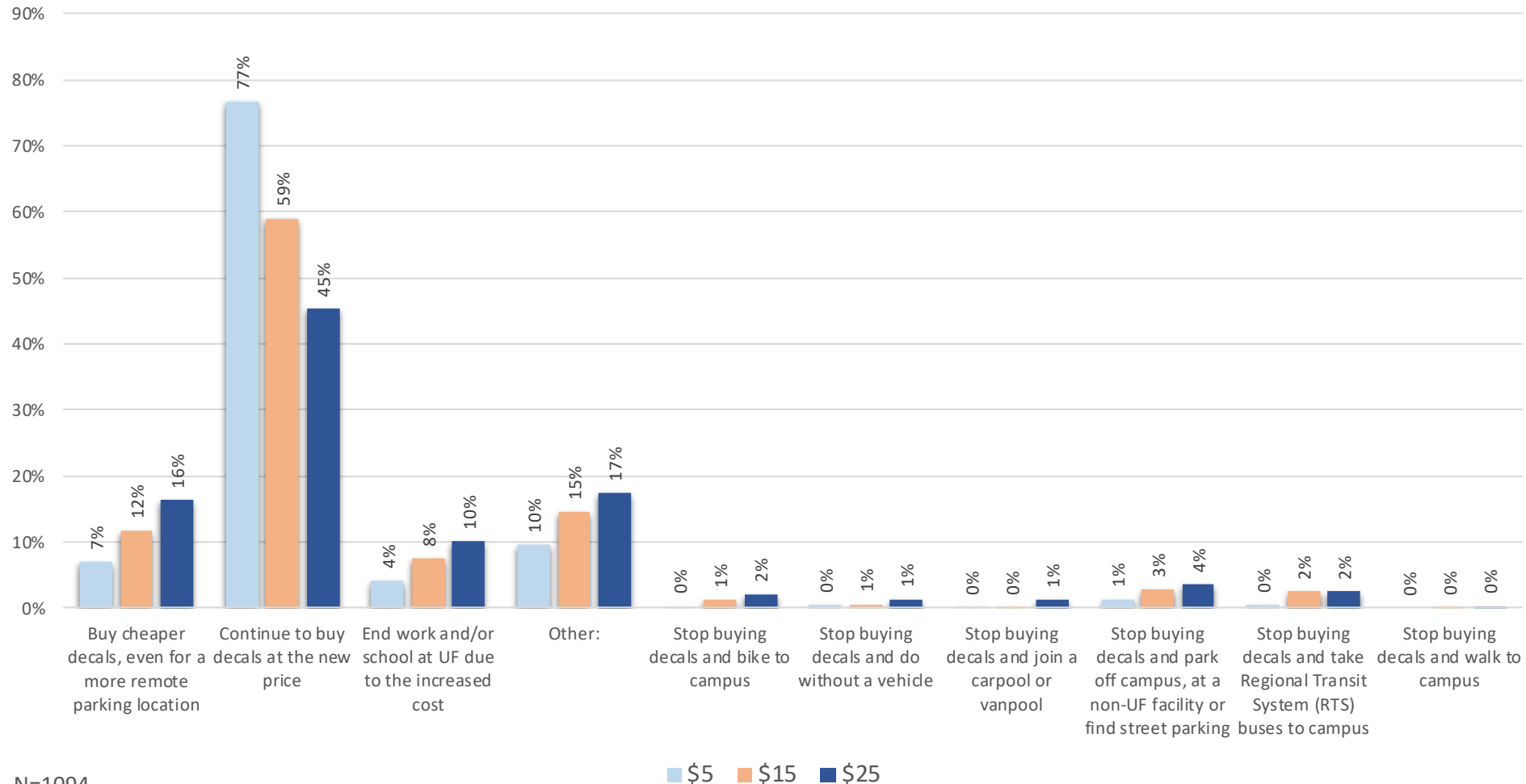
■ Students ■ Non-Faculty Staff ■ Faculty



# Survey | Q60-62 | Non-Faculty Staff

Costs for new and maintained parking on campus are increasing.  
 If parking decal fees increase by \$5, \$15, \$25 monthly, how might you respond?

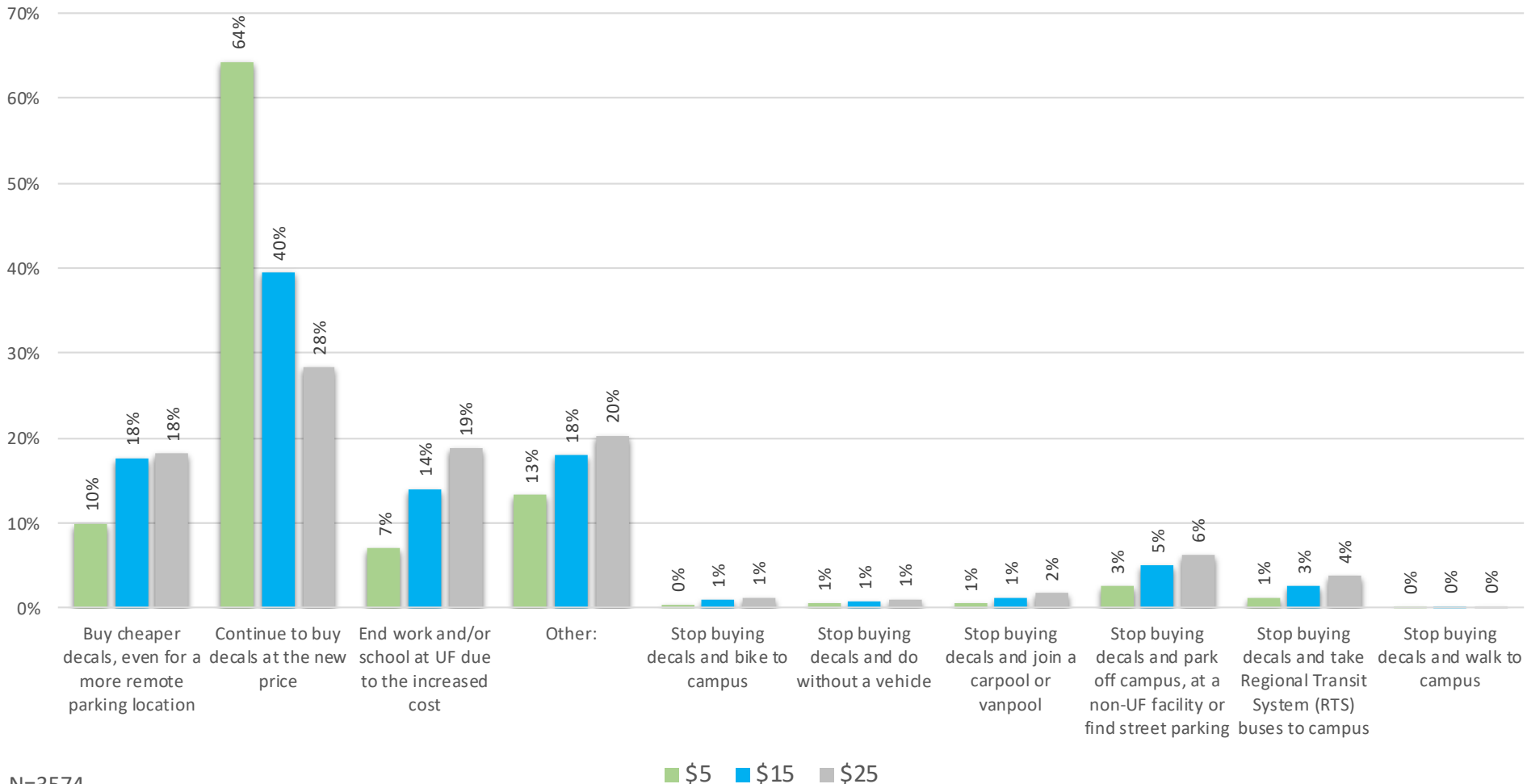
## Non-Faculty Staff



# Survey | Q60-62 | Faculty

Costs for new and maintained parking on campus are increasing.  
 If parking decal fees increase by \$5, \$15, \$25 monthly, how might you respond?

## Faculty



## Appendix B – Traffic Count Data

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& Archer SW 9th Rd

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

AM 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	34	108	4	5	120	121	75	28	24	5	41	3
7:15 AM - 7:30 AM	34	157	0	5	149	165	66	38	30	7	43	13
7:30 AM - 7:45 AM	51	173	7	19	144	173	93	37	40	17	58	15
7:45 AM - 8:00 AM	51	183	7	11	131	175	98	37	43	16	68	15
8:00 AM - 8:15 AM	49	182	3	4	121	137	89	25	31	16	76	17
8:15 AM - 8:30 AM	58	171	4	6	109	116	81	26	28	11	55	16
8:30 AM - 8:45 AM	36	151	5	0	123	179	95	32	27	7	48	7
8:45 AM - 9:00 AM	49	150	5	4	86	136	95	22	27	7	38	3
<b>TOTAL</b>	<b>362</b>	<b>1,275</b>	<b>35</b>	<b>54</b>	<b>983</b>	<b>1,202</b>	<b>692</b>	<b>245</b>	<b>250</b>	<b>86</b>	<b>427</b>	<b>89</b>
<b>Peak Hour</b>												
<b>7:15 AM - 8:15 AM</b>	<b>185</b>	<b>695</b>	<b>17</b>	<b>39</b>	<b>545</b>	<b>650</b>	<b>346</b>	<b>137</b>	<b>144</b>	<b>56</b>	<b>245</b>	<b>60</b>

Mid-day 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	21	104	4	4	95	92	109	32	30	3	21	6
11:15 AM - 11:30 AM	33	120	4	3	106	110	96	23	27	2	30	12
11:30 AM - 11:45 AM	14	120	3	2	103	131	113	30	36	3	35	10
11:45 AM - 12:00 PM	31	118	6	9	135	133	116	26	40	9	42	12
12:00 PM - 12:15 PM	22	109	6	6	114	138	111	27	53	12	23	9
12:15 PM - 12:30 PM	27	116	5	6	106	105	111	39	42	6	24	7
12:30 PM - 12:45 PM	39	126	5	8	117	129	96	36	34	7	45	17
12:45 PM - 1:00 PM	31	137	8	3	102	149	104	24	39	7	27	15
<b>TOTAL</b>	<b>218</b>	<b>950</b>	<b>41</b>	<b>41</b>	<b>878</b>	<b>987</b>	<b>856</b>	<b>237</b>	<b>301</b>	<b>49</b>	<b>247</b>	<b>88</b>
<b>Peak Hour</b>												
<b>11:45 AM - 12:45 PM</b>	<b>119</b>	<b>469</b>	<b>22</b>	<b>29</b>	<b>472</b>	<b>505</b>	<b>434</b>	<b>128</b>	<b>169</b>	<b>34</b>	<b>134</b>	<b>45</b>

PM 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	27	103	4	8	122	153	123	33	41	6	28	11
2:15 PM - 2:30 PM	22	130	4	16	105	144	136	58	45	5	37	8
2:30 PM - 2:45 PM	30	139	7	10	135	125	131	46	37	10	31	13
2:45 PM - 3:00 PM	38	132	12	15	149	142	127	37	39	9	31	18
3:00 PM - 3:15 PM	26	131	9	12	137	151	122	34	41	12	39	9
3:15 PM - 3:30 PM	27	109	3	8	152	130	141	51	49	12	37	11
3:30 PM - 3:45 PM	17	161	8	4	141	131	135	57	47	8	39	5
3:45 PM - 4:00 PM	25	143	5	9	109	159	155	66	54	2	37	9
4:00 PM - 4:15 PM	21	147	7	8	153	144	143	63	65	5	36	9
4:15 PM - 4:30 PM	26	148	4	11	148	102	164	58	57	6	27	10
4:30 PM - 4:45 PM	25	159	9	7	152	103	176	82	61	9	30	4
4:45 PM - 5:00 PM	24	117	17	3	142	92	147	89	77	9	24	11
5:00 PM - 5:15 PM	40	150	15	8	167	100	169	92	84	18	33	8
5:15 PM - 5:30 PM	27	127	13	9	208	100	136	124	84	17	39	11
5:30 PM - 5:45 PM	25	120	19	11	211	116	142	68	77	14	33	9
5:45 PM - 6:00 PM	26	152	14	7	147	121	147	78	50	16	33	15
<b>TOTAL</b>	<b>426</b>	<b>2,168</b>	<b>150</b>	<b>146</b>	<b>2,378</b>	<b>2,013</b>	<b>2,294</b>	<b>1,036</b>	<b>908</b>	<b>158</b>	<b>534</b>	<b>161</b>
<b>Peak Hour</b>												
<b>5:00 PM - 6:00 PM</b>	<b>118</b>	<b>549</b>	<b>61</b>	<b>35</b>	<b>733</b>	<b>437</b>	<b>594</b>	<b>362</b>	<b>295</b>	<b>65</b>	<b>138</b>	<b>43</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& Archer SW 9th Rd

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	3	0	0	0	0	4	1	0	0	0	0
7:15 AM - 7:30 AM	0	4	0	0	1	0	2	0	0	0	2	1
7:30 AM - 7:45 AM	0	5	0	0	1	0	0	4	2	0	0	0
7:45 AM - 8:00 AM	0	2	1	0	2	0	0	0	1	0	0	0
8:00 AM - 8:15 AM	0	5	0	0	1	0	1	0	0	0	1	0
8:15 AM - 8:30 AM	1	4	0	0	0	2	2	1	0	0	1	0
8:30 AM - 8:45 AM	0	6	0	0	1	1	3	0	0	1	0	0
8:45 AM - 9:00 AM	1	4	0	0	2	0	4	1	1	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>
<b>Peak Hour</b> 7:15 AM - 8:15 AM	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>
	0%	2%	7%	0%	1%	0%	1%	3%	8%	0%	1%	2%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	2	0	0	6	0	5	1	0	0	0	0
11:15 AM - 11:30 AM	2	3	0	0	5	0	5	0	0	0	1	0
11:30 AM - 11:45 AM	1	3	0	0	2	1	2	3	0	0	0	2
11:45 AM - 12:00 PM	0	6	0	0	3	1	0	0	0	0	0	0
12:00 PM - 12:15 PM	1	2	0	0	2	0	1	1	1	0	0	0
12:15 PM - 12:30 PM	1	5	0	0	4	0	3	0	2	0	0	0
12:30 PM - 12:45 PM	1	4	0	1	3	1	3	1	0	0	0	0
12:45 PM - 1:00 PM	2	7	0	0	3	0	1	0	0	0	1	0
<b>TOTAL</b>	<b>8</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>3</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Peak Hour</b> 11:45 AM - 12:45 PM	<b>3</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
	3%	4%	0%	5%	3%	2%	2%	2%	7%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	4	0	0	1	1	0	0	1	0	0	0
2:15 PM - 2:30 PM	1	6	0	0	1	0	5	1	1	0	0	0
2:30 PM - 2:45 PM	0	3	0	0	3	0	4	2	1	0	0	0
2:45 PM - 3:00 PM	1	2	0	0	3	0	4	1	1	2	1	0
3:00 PM - 3:15 PM	1	5	0	0	2	1	2	0	1	0	0	0
3:15 PM - 3:30 PM	2	6	0	0	2	1	2	1	0	0	0	1
3:30 PM - 3:45 PM	0	9	1	0	3	2	4	0	1	0	0	0
3:45 PM - 4:00 PM	0	5	0	0	3	2	2	0	1	0	1	0
4:00 PM - 4:15 PM	5	4	0	1	3	0	1	1	0	0	0	0
4:15 PM - 4:30 PM	0	5	0	0	1	0	3	1	0	0	0	0
4:30 PM - 4:45 PM	2	5	0	0	6	0	1	0	1	0	0	1
4:45 PM - 5:00 PM	1	6	0	0	1	0	0	0	1	0	1	0
5:00 PM - 5:15 PM	1	2	0	0	2	2	2	0	1	0	0	0
5:15 PM - 5:30 PM	0	4	0	0	2	1	1	0	0	0	0	0
5:30 PM - 5:45 PM	1	2	0	0	3	0	2	1	1	0	0	0
5:45 PM - 6:00 PM	0	2	0	0	3	2	0	1	0	0	0	0
<b>TOTAL</b>	<b>16</b>	<b>70</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>12</b>	<b>33</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>2</b>
<b>Peak Hour</b> 5:00 PM - 6:00 PM	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& Archer SW 9th Rd

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

AM 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	31	103	3	5	119	85	69	27	6	5	41	3
7:15 AM - 7:30 AM	34	148	0	5	148	88	64	38	10	7	41	10
7:30 AM - 7:45 AM	51	165	7	19	141	59	93	33	10	17	57	14
7:45 AM - 8:00 AM	49	175	4	9	129	67	97	37	11	14	67	12
8:00 AM - 8:15 AM	46	159	3	4	120	55	83	25	6	15	75	17
8:15 AM - 8:30 AM	54	151	4	6	106	53	74	25	11	9	49	16
8:30 AM - 8:45 AM	35	138	4	0	118	91	91	32	8	6	46	6
8:45 AM - 9:00 AM	47	140	5	4	81	57	91	21	7	7	37	2
<b>TOTAL</b>	<b>347</b>	<b>1,179</b>	<b>30</b>	<b>52</b>	<b>962</b>	<b>555</b>	<b>662</b>	<b>238</b>	<b>69</b>	<b>80</b>	<b>413</b>	<b>80</b>
<b>Peak Hour</b>												
<b>7:15 AM - 8:15 AM</b>	<b>180</b>	<b>647</b>	<b>14</b>	<b>37</b>	<b>538</b>	<b>269</b>	<b>337</b>	<b>133</b>	<b>37</b>	<b>53</b>	<b>240</b>	<b>53</b>

Mid-day 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	20	94	3	3	84	66	102	30	11	3	21	5
11:15 AM - 11:30 AM	31	99	1	2	96	76	88	23	6	2	29	10
11:30 AM - 11:45 AM	11	101	2	1	85	36	109	27	7	3	35	7
11:45 AM - 12:00 PM	31	94	5	7	123	20	115	25	5	9	41	7
12:00 PM - 12:15 PM	18	101	6	3	105	30	109	26	19	11	23	5
12:15 PM - 12:30 PM	24	102	4	5	91	22	104	39	15	6	23	5
12:30 PM - 12:45 PM	36	112	5	6	102	23	90	32	3	6	45	11
12:45 PM - 1:00 PM	29	126	7	3	91	20	101	23	8	6	26	10
<b>TOTAL</b>	<b>200</b>	<b>829</b>	<b>33</b>	<b>30</b>	<b>777</b>	<b>293</b>	<b>818</b>	<b>225</b>	<b>74</b>	<b>46</b>	<b>243</b>	<b>60</b>
<b>Peak Hour</b>												
<b>11:45 AM - 12:45 PM</b>	<b>109</b>	<b>409</b>	<b>20</b>	<b>21</b>	<b>421</b>	<b>95</b>	<b>418</b>	<b>122</b>	<b>42</b>	<b>32</b>	<b>132</b>	<b>28</b>

PM 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	25	92	4	5	114	20	120	33	10	6	26	9
2:15 PM - 2:30 PM	21	116	3	16	100	23	130	55	14	5	36	6
2:30 PM - 2:45 PM	29	127	5	9	121	62	124	43	10	10	30	10
2:45 PM - 3:00 PM	36	116	8	10	127	87	121	36	9	7	29	14
3:00 PM - 3:15 PM	22	121	8	9	125	130	117	33	15	12	39	8
3:15 PM - 3:30 PM	24	99	3	6	146	104	136	49	13	12	36	5
3:30 PM - 3:45 PM	16	143	7	1	132	94	130	56	11	8	38	5
3:45 PM - 4:00 PM	24	130	5	6	104	130	151	65	24	2	33	7
4:00 PM - 4:15 PM	15	137	6	6	138	72	138	59	40	5	33	9
4:15 PM - 4:30 PM	25	140	3	8	140	73	159	56	18	5	27	9
4:30 PM - 4:45 PM	23	147	8	6	139	47	173	79	30	9	30	3
4:45 PM - 5:00 PM	21	104	15	2	129	39	147	86	54	9	23	5
5:00 PM - 5:15 PM	35	147	15	5	156	37	165	90	49	18	33	8
5:15 PM - 5:30 PM	23	121	13	7	196	28	135	122	43	17	38	11
5:30 PM - 5:45 PM	23	111	18	10	201	66	136	67	45	13	33	8
5:45 PM - 6:00 PM	24	144	13	5	137	75	145	76	21	15	32	13
<b>TOTAL</b>	<b>386</b>	<b>1,995</b>	<b>134</b>	<b>111</b>	<b>2,205</b>	<b>1,087</b>	<b>2,227</b>	<b>1,005</b>	<b>406</b>	<b>153</b>	<b>516</b>	<b>130</b>
<b>Peak Hour</b>												
<b>5:00 PM - 6:00 PM</b>	<b>105</b>	<b>523</b>	<b>59</b>	<b>27</b>	<b>690</b>	<b>206</b>	<b>581</b>	<b>355</b>	<b>158</b>	<b>63</b>	<b>136</b>	<b>40</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& Archer SW 9th Rd

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	5	0	0	2	3	0	0	0	0	0	0
<b>Peak Hour</b> 7:15 AM - 8:15 AM	0	4	0	0	2	0	0	0	0	0	0	0
	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM - 11:30 AM	0	2	0	0	0	0	2	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	1	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	8	0	0	0	1	0	0	0	0	0	1
12:00 PM - 12:15 PM	0	3	0	2	1	0	1	0	0	1	0	0
12:15 PM - 12:30 PM	0	6	0	0	1	0	2	0	0	0	1	1
12:30 PM - 12:45 PM	0	3	0	0	0	1	1	2	0	0	0	3
12:45 PM - 1:00 PM	0	2	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	0	24	0	2	2	3	8	2	0	1	1	10
<b>Peak Hour</b> 11:45 AM - 12:45 PM	0	20	0	2	2	2	4	2	0	1	1	5
	0%	5%	0%	10%	0%	2%	1%	2%	0%	3%	1%	18%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	0	1	0	1	0	0	0	0	1	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	1	0	0	1	0
2:30 PM - 2:45 PM	1	0	0	0	1	0	1	1	0	0	1	0
2:45 PM - 3:00 PM	0	0	0	1	1	0	1	0	0	0	0	0
3:00 PM - 3:15 PM	2	1	0	0	1	1	2	1	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	1	1	0	0	0	0
3:30 PM - 3:45 PM	1	1	0	1	0	2	1	1	0	0	0	0
3:45 PM - 4:00 PM	0	2	0	0	0	2	0	1	0	0	1	0
4:00 PM - 4:15 PM	0	2	0	0	0	0	2	0	0	0	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	0	0	1	0	2	2	2	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	5	1	0	1	0	0	1	0
5:30 PM - 5:45 PM	0	1	1	0	4	0	1	0	0	0	0	0
5:45 PM - 6:00 PM	0	3	1	1	1	2	1	0	0	0	0	0
<b>TOTAL</b>	6	11	5	5	13	12	13	9	0	0	6	0
<b>Peak Hour</b> 5:00 PM - 6:00 PM	1	4	2	2	10	5	4	3	0	0	1	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& Archer SW 9th Rd

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:00 AM - 7:15 AM	3	1	0	0	1	0	2	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	0
7:45 AM - 8:00 AM	1	6	0	1	0	0	1	0	0	2	1	0	0
8:00 AM - 8:15 AM	1	18	0	0	0	0	5	0	0	1	0	0	0
8:15 AM - 8:30 AM	3	16	0	0	3	0	5	0	0	2	5	0	0
8:30 AM - 8:45 AM	1	7	1	0	4	0	1	0	0	0	2	1	0
8:45 AM - 9:00 AM	1	6	0	0	3	1	0	0	0	0	1	0	0
<b>TOTAL</b>	<b>10</b>	<b>58</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>0</b>
<b>Peak Hour</b> 7:15 AM - 8:15 AM	<b>2</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
	1%	4%	0%	3%	0%	0%	2%	0%	0%	6%	1%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
11:00 AM - 11:15 AM	1	8	0	1	5	0	1	1	0	0	0	0	0
11:15 AM - 11:30 AM	0	16	0	1	5	0	1	0	0	0	0	2	0
11:30 AM - 11:45 AM	2	16	1	1	16	0	1	0	1	0	0	0	0
11:45 AM - 12:00 PM	0	10	1	1	9	0	1	1	1	0	1	0	0
12:00 PM - 12:15 PM	2	3	0	1	6	1	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	1	3	1	0	10	0	2	0	0	0	0	0	0
12:30 PM - 12:45 PM	2	7	0	0	12	0	2	1	0	1	0	2	0
12:45 PM - 1:00 PM	0	2	0	0	8	0	2	1	1	1	0	0	0
<b>TOTAL</b>	<b>8</b>	<b>65</b>	<b>3</b>	<b>5</b>	<b>71</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>
<b>Peak Hour</b> 11:45 AM - 12:45 PM	<b>5</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>
	5%	6%	10%	10%	9%	1%	1%	2%	2%	3%	1%	7%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2:00 PM - 2:15 PM	0	7	0	1	7	2	3	0	0	0	0	1	2
2:15 PM - 2:30 PM	0	8	0	0	4	0	0	1	0	0	0	0	0
2:30 PM - 2:45 PM	0	9	1	1	10	2	2	0	0	0	0	0	2
2:45 PM - 3:00 PM	0	14	1	2	18	1	1	0	0	0	1	1	1
3:00 PM - 3:15 PM	0	4	0	2	9	2	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	4	0	2	4	3	2	0	0	0	0	1	0
3:30 PM - 3:45 PM	0	8	0	1	6	0	0	0	1	0	1	0	0
3:45 PM - 4:00 PM	0	6	0	3	2	4	2	0	0	0	2	1	0
4:00 PM - 4:15 PM	0	4	0	0	12	1	2	3	0	0	2	0	0
4:15 PM - 4:30 PM	0	3	0	2	7	1	2	1	0	1	0	0	0
4:30 PM - 4:45 PM	0	6	0	1	7	1	2	3	0	0	0	0	0
4:45 PM - 5:00 PM	1	7	0	1	12	3	0	3	1	0	0	0	0
5:00 PM - 5:15 PM	0	1	0	1	9	0	0	0	2	0	0	0	0
5:15 PM - 5:30 PM	2	2	0	0	5	0	0	1	4	0	0	0	0
5:30 PM - 5:45 PM	0	6	0	1	3	1	3	0	2	1	0	0	0
5:45 PM - 6:00 PM	1	3	0	0	6	0	0	1	1	1	1	0	0
<b>TOTAL</b>	<b>4</b>	<b>92</b>	<b>2</b>	<b>18</b>	<b>121</b>	<b>21</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>0</b>
<b>Peak Hour</b> 5:00 PM - 6:00 PM	<b>3</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County: Alachua City: Gainesville

Intersection: SW 13th St & Archer SW 9th Rd

Date: Tuesday, November 14, 2017 7:00 AM U-Turns & RTOR

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	1	0	0	36	0	0	18	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	77	0	0	20	0	0	2
7:30 AM - 7:45 AM	0	0	0	0	0	114	0	0	28	0	0	1
7:45 AM - 8:00 AM	1	0	2	1	0	108	0	0	31	0	0	3
8:00 AM - 8:15 AM	2	0	0	0	0	82	0	0	25	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	59	0	0	17	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	86	0	0	19	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	78	0	0	19	0	0	1
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>640</b>	<b>0</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Peak Hour</b>												
<b>7:15 AM - 8:15 AM</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>381</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>6</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	1	0	0	26	0	0	19	0	0	1
11:15 AM - 11:30 AM	0	0	3	0	0	34	0	0	21	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	93	0	0	28	0	0	1
11:45 AM - 12:00 PM	0	0	0	1	0	111	0	0	34	0	0	4
12:00 PM - 12:15 PM	1	0	0	0	0	107	0	0	33	0	0	4
12:15 PM - 12:30 PM	1	0	0	1	0	83	0	0	25	0	0	1
12:30 PM - 12:45 PM	0	0	0	1	0	104	0	0	31	0	0	1
12:45 PM - 1:00 PM	0	0	1	0	0	129	0	0	30	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>687</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>423</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>6</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	1	0	129	0	0	30	0	0	0
2:15 PM - 2:30 PM	0	0	1	0	0	121	0	0	30	0	0	2
2:30 PM - 2:45 PM	0	0	1	0	0	61	0	0	26	0	0	1
2:45 PM - 3:00 PM	1	0	3	2	0	54	0	0	29	0	0	3
3:00 PM - 3:15 PM	1	0	1	1	0	17	0	0	25	0	0	1
3:15 PM - 3:30 PM	1	0	0	0	0	21	0	0	36	0	0	5
3:30 PM - 3:45 PM	0	0	0	1	0	33	0	0	34	0	0	0
3:45 PM - 4:00 PM	1	0	0	0	0	21	0	0	29	0	0	1
4:00 PM - 4:15 PM	1	0	1	1	0	71	0	0	25	0	0	0
4:15 PM - 4:30 PM	1	0	1	1	0	28	0	0	39	0	0	1
4:30 PM - 4:45 PM	0	0	0	0	0	55	0	0	30	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	0	50	0	0	21	0	0	6
5:00 PM - 5:15 PM	3	0	0	1	0	59	0	0	32	0	0	0
5:15 PM - 5:30 PM	2	0	0	2	0	70	0	0	37	0	0	0
5:30 PM - 5:45 PM	1	0	0	0	0	49	0	0	29	0	0	1
5:45 PM - 6:00 PM	1	0	0	1	0	42	1	0	28	0	0	2
<b>TOTAL</b>	<b>14</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>881</b>	<b>1</b>	<b>0</b>	<b>480</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>Peak Hour</b>												
<b>2:00 PM - 3:00 PM</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>6</b>

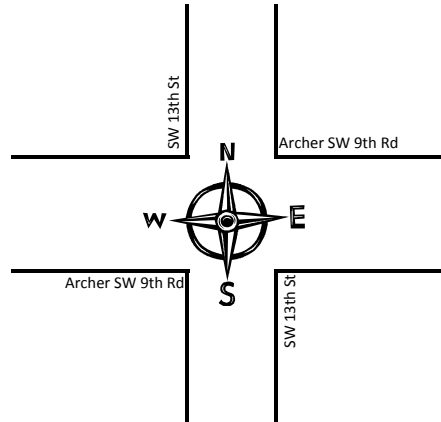
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: SW 13th St  
 EB/WB: Archer SW 9th Rd

		Hour								
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
		1	2	3	4	5	6	7	8	
Eastbound	Bike	0	0	0	0	0	0	0	0	0
	Ped	0	0	0	0	0	0	0	0	0
Westbound	Bike	0	0	0	0	0	0	0	0	0
	Ped	0	0	0	0	0	0	0	0	0

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	2	0	2	0
8:00	1	0	1	3
11:00	0	0	0	1
12:00	6	0	2	0
14:00	5	1	2	2
15:00	6	0	2	0
16:00	3	0	4	0
17:00	2	0	2	0
	<b>25</b>	<b>1</b>	<b>15</b>	<b>6</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	3	1	8	1
8:00	0	0	0	0
11:00	7	2	11	0
12:00	9	1	11	0
14:00	18	1	11	1
15:00	26	4	7	0
16:00	16	6	2	1
17:00	20	6	6	0
	<b>99</b>	<b>21</b>	<b>56</b>	<b>3</b>

		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
Eastbound	Bike	0	2	0	0	1	0	0	0	3
	Ped	1	2	2	1	4	2	1	0	13
Westbound	Bike	0	1	0	0	1	0	0	0	2
	Ped	2	2	0	0	3	0	3	0	10

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville

Intersection Gale Lemerand & Stadium

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

*AM* 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	12	12	6	52	3	12	10	15	1	9	1
7:15 AM - 7:30 AM	1	7	13	6	61	3	5	20	9	9	5	5
7:30 AM - 7:45 AM	5	19	7	8	73	6	6	19	32	8	7	8
7:45 AM - 8:00 AM	7	26	20	12	94	5	12	25	28	11	11	7
8:00 AM - 8:15 AM	11	21	24	14	91	5	9	32	26	18	11	7
8:15 AM - 8:30 AM	8	30	26	14	98	8	8	28	36	12	11	6
8:30 AM - 8:45 AM	9	40	25	8	69	5	9	24	29	8	5	5
8:45 AM - 9:00 AM	4	28	22	6	54	10	4	15	15	5	6	5
<b>TOTAL</b>	<b>48</b>	<b>183</b>	<b>149</b>	<b>74</b>	<b>592</b>	<b>45</b>	<b>65</b>	<b>173</b>	<b>190</b>	<b>72</b>	<b>65</b>	<b>44</b>
<b>Peak Hour</b> <b>7:45 AM - 8:45 AM</b>	<b>35</b>	<b>117</b>	<b>95</b>	<b>48</b>	<b>352</b>	<b>23</b>	<b>38</b>	<b>109</b>	<b>119</b>	<b>49</b>	<b>38</b>	<b>25</b>

*Mid-day* 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	5	37	17	11	29	10	6	17	0	13	16	4
11:15 AM - 11:30 AM	4	27	27	15	49	14	9	26	11	8	21	6
11:30 AM - 11:45 AM	6	47	26	15	63	8	15	29	20	26	10	13
11:45 AM - 12:00 PM	0	51	23	9	50	12	7	24	10	14	28	7
12:00 PM - 12:15 PM	8	30	10	12	25	7	10	13	8	13	14	8
12:15 PM - 12:30 PM	4	34	19	8	36	10	9	11	7	8	12	3
12:30 PM - 12:45 PM	3	41	17	12	53	13	16	31	16	20	14	13
12:45 PM - 1:00 PM	6	35	29	9	33	9	5	27	5	14	12	11
<b>TOTAL</b>	<b>36</b>	<b>302</b>	<b>168</b>	<b>91</b>	<b>338</b>	<b>83</b>	<b>77</b>	<b>178</b>	<b>77</b>	<b>116</b>	<b>127</b>	<b>65</b>
<b>Peak Hour</b> <b>11:00 AM - 12:00 PM</b>	<b>15</b>	<b>162</b>	<b>93</b>	<b>50</b>	<b>191</b>	<b>44</b>	<b>37</b>	<b>96</b>	<b>41</b>	<b>61</b>	<b>75</b>	<b>30</b>

*PM* 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	5	44	23	9	42	7	7	15	9	12	9	5
2:15 PM - 2:30 PM	7	53	24	8	32	9	11	20	7	15	11	10
2:30 PM - 2:45 PM	7	54	26	13	38	5	9	17	7	17	15	11
2:45 PM - 3:00 PM	8	63	25	17	37	18	14	13	12	30	15	11
3:00 PM - 3:15 PM	7	67	16	8	45	13	7	11	6	13	14	6
3:15 PM - 3:30 PM	4	59	17	6	27	14	8	16	12	10	15	5
3:30 PM - 3:45 PM	13	67	31	8	49	12	8	19	10	19	14	7
3:45 PM - 4:00 PM	5	74	20	13	48	8	13	18	14	14	11	10
4:00 PM - 4:15 PM	8	103	24	13	44	13	11	14	5	18	14	9
4:15 PM - 4:30 PM	4	93	21	9	48	22	13	25	7	18	13	6
4:30 PM - 4:45 PM	5	90	16	5	44	8	16	20	5	10	17	3
4:45 PM - 5:00 PM	4	99	24	15	55	23	20	30	9	10	10	4
5:00 PM - 5:15 PM	6	90	37	11	51	25	13	30	10	16	15	9
5:15 PM - 5:30 PM	6	96	17	17	56	24	13	21	12	18	31	15
5:30 PM - 5:45 PM	10	89	30	13	34	19	11	26	5	13	27	8
5:45 PM - 6:00 PM	8	69	25	9	52	16	18	33	11	23	28	11
<b>TOTAL</b>	<b>107</b>	<b>1,210</b>	<b>376</b>	<b>174</b>	<b>702</b>	<b>236</b>	<b>192</b>	<b>328</b>	<b>141</b>	<b>256</b>	<b>259</b>	<b>130</b>
<b>Peak Hour</b> <b>4:45 PM - 5:45 PM</b>	<b>26</b>	<b>374</b>	<b>108</b>	<b>56</b>	<b>196</b>	<b>91</b>	<b>57</b>	<b>107</b>	<b>36</b>	<b>57</b>	<b>83</b>	<b>36</b>

# Roadway Count Summary

## Vanasse Hangen Brustlin, Inc.

**County** Alachua

**City** Gainesville

**Intersection** Gale Lemerand

**&** Stadium

**Date** Tuesday, November 14, 2017 7:00 AM

**Cars & Light Goods**

**AM** 7:00 AM to 9:00 AM

**VHB Project #:** \$63,130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	10	2	6	50	3	11	6	8	1	5	0
7:15 AM - 7:30 AM	1	7	6	6	56	2	5	10	7	8	5	4
7:30 AM - 7:45 AM	4	18	1	7	72	6	4	12	21	7	7	6
7:45 AM - 8:00 AM	3	23	7	10	85	3	5	17	12	9	9	7
8:00 AM - 8:15 AM	4	18	10	10	78	4	7	16	10	6	6	3
8:15 AM - 8:30 AM	2	26	14	8	75	3	5	12	10	8	4	4
8:30 AM - 8:45 AM	6	39	11	7	63	1	5	14	17	5	2	3
8:45 AM - 9:00 AM	2	24	13	5	46	5	3	7	3	1	4	2
<b>TOTAL</b>	25	165	64	59	525	27	45	94	88	45	42	29
<b>Peak Hour</b>												
7:45 AM - 8:45 AM	15	106	42	35	301	11	22	59	49	28	21	17

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	2	32	6	10	17	4	3	4	0	5	11	2
11:15 AM - 11:30 AM	3	21	11	5	33	8	5	13	4	4	12	2
11:30 AM - 11:45 AM	5	30	12	8	33	4	7	10	5	9	3	2
11:45 AM - 12:00 PM	0	42	11	5	37	4	5	12	6	11	16	3
12:00 PM - 12:15 PM	5	21	2	11	19	3	6	8	3	7	6	4
12:15 PM - 12:30 PM	4	29	7	6	25	3	2	6	3	2	5	2
12:30 PM - 12:45 PM	1	28	6	6	32	0	12	9	4	4	3	3
12:45 PM - 1:00 PM	3	31	10	6	21	3	4	14	1	7	10	4
<b>TOTAL</b>	23	234	65	57	217	29	44	76	26	49	66	22
<b>Peak Hour</b>												
11:00 AM - 12:00 PM	10	125	40	28	120	20	20	39	15	29	42	9

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	4	40	6	8	33	4	7	3	3	5	7	1
2:15 PM - 2:30 PM	5	44	11	6	22	4	9	12	6	7	8	3
2:30 PM - 2:45 PM	5	46	8	8	22	2	5	7	4	10	9	5
2:45 PM - 3:00 PM	5	56	10	11	22	7	12	5	7	12	8	4
3:00 PM - 3:15 PM	3	58	6	6	30	3	6	4	3	7	9	3
3:15 PM - 3:30 PM	4	54	7	5	20	6	7	5	5	4	10	2
3:30 PM - 3:45 PM	9	58	19	8	36	5	8	8	6	14	9	2
3:45 PM - 4:00 PM	4	67	8	11	33	5	10	6	5	7	7	6
4:00 PM - 4:15 PM	4	87	12	11	35	10	10	5	4	11	10	8
4:15 PM - 4:30 PM	2	87	12	8	41	8	13	14	4	9	8	4
4:30 PM - 4:45 PM	4	80	9	5	33	3	15	13	4	4	8	3
4:45 PM - 5:00 PM	3	92	16	12	46	9	18	20	7	4	8	2
5:00 PM - 5:15 PM	4	83	31	10	41	12	13	20	6	12	10	7
5:15 PM - 5:30 PM	5	92	12	12	47	20	13	19	8	16	15	11
5:30 PM - 5:45 PM	8	84	22	12	30	14	9	13	3	10	16	6
5:45 PM - 6:00 PM	7	66	20	7	43	9	16	22	6	15	12	5
<b>TOTAL</b>	76	1,094	209	140	534	121	171	176	81	147	154	72
<b>Peak Hour</b>												
4:45 PM - 5:45 PM	20	351	81	46	164	55	53	72	24	42	49	26



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville  
 Intersection Gale Lemerand & Stadium  
 Date Tuesday, November 14, 2017 7:00 AM

**Motorcycles**  
 VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	1	0	0	3	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	1	0	0	0	1	0	2	0	0	0	0	0
8:00 AM - 8:15 AM	1	0	0	0	3	0	0	3	0	4	0	0
8:15 AM - 8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	2	0	0	0	9	0	3	6	0	4	0	0
<b>Peak Hour</b> 7:45 AM - 8:45 AM	2	0	0	0	7	0	2	3	0	4	0	0
	13%	0%	0%	0%	2%	0%	9%	5%	0%	14%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	7	1	0
11:15 AM - 11:30 AM	0	0	0	0	1	0	0	0	0	2	2	0
11:30 AM - 11:45 AM	1	1	0	1	4	0	0	0	0	10	0	0
11:45 AM - 12:00 PM	0	0	0	0	1	0	0	0	0	2	1	0
12:00 PM - 12:15 PM	0	1	0	0	0	0	0	0	0	0	1	0
12:15 PM - 12:30 PM	0	2	0	0	2	0	2	0	0	0	0	0
12:30 PM - 12:45 PM	0	5	0	1	6	2	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	1	1	1	0	0	0	0	0	0
<b>TOTAL</b>	1	9	0	3	15	3	2	0	0	21	5	0
<b>Peak Hour</b> 11:00 AM - 12:00 PM	1	1	0	1	6	0	0	0	0	21	4	0
	10%	1%	0%	4%	5%	0%	0%	0%	0%	72%	10%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	1	0	0	2	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	1	2	0	0	2	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	2	0	0	3	4	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	2	0	0	0	2	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	1	0	1	0	1	0	1	0	1	1	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	1	1	0	0	2	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM - 4:00 PM	0	0	0	2	0	0	1	0	0	0	0	0
4:00 PM - 4:15 PM	1	2	0	0	0	0	0	0	0	0	1	0
4:15 PM - 4:30 PM	2	0	0	0	2	2	0	0	0	0	1	0
4:30 PM - 4:45 PM	0	0	1	0	2	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	3	4	1	0	0	0	0	0
5:00 PM - 5:15 PM	2	2	0	0	1	0	0	0	0	0	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	2	0
5:30 PM - 5:45 PM	2	1	0	0	1	0	0	0	1	1	1	0
5:45 PM - 6:00 PM	0	0	0	0	1	0	0	0	0	5	0	0
<b>TOTAL</b>	12	9	1	6	20	8	3	2	1	8	10	0
<b>Peak Hour</b> 4:45 PM - 5:45 PM	4	3	0	0	5	4	1	0	1	2	4	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

**County** Alachua

**City** Gainesville

**Intersection** Gale Lemerand

**& Stadium**

**Date** Tuesday, November 14, 2017 7:00 AM

**Mopeds**

**VHB Project #:** 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	2	0	0	1	0	0	1	2	0	4	0
7:15 AM - 7:30 AM	0	0	0	0	2	0	0	4	0	1	0	1
7:30 AM - 7:45 AM	1	1	0	1	0	0	2	3	2	0	0	0
7:45 AM - 8:00 AM	2	3	1	2	6	0	5	4	6	1	2	0
8:00 AM - 8:15 AM	6	3	5	4	9	0	2	7	14	8	5	0
8:15 AM - 8:30 AM	5	4	4	5	18	2	3	10	18	4	7	0
8:30 AM - 8:45 AM	3	1	3	1	2	2	4	4	6	0	3	0
8:45 AM - 9:00 AM	2	3	2	0	7	3	1	3	2	4	2	0
<b>TOTAL</b>	19	17	15	13	45	7	17	36	50	18	23	1
<b>Peak Hour</b>												
<b>7:45 AM - 8:45 AM</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>35</b>	<b>4</b>	<b>14</b>	<b>25</b>	<b>44</b>	<b>13</b>	<b>17</b>	<b>0</b>
	107%	10%	31%	34%	12%	36%	64%	42%	90%	46%	81%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	2	4	0	1	8	4	3	5	0	1	4	2
11:15 AM - 11:30 AM	1	4	4	10	11	5	4	10	2	2	7	3
11:30 AM - 11:45 AM	0	16	6	6	23	3	8	13	7	6	7	7
11:45 AM - 12:00 PM	0	9	1	4	11	3	2	5	3	0	10	2
12:00 PM - 12:15 PM	2	8	0	1	4	1	4	1	1	5	6	2
12:15 PM - 12:30 PM	0	3	3	2	8	2	5	1	3	6	7	1
12:30 PM - 12:45 PM	2	8	1	4	12	3	4	16	7	16	11	7
12:45 PM - 1:00 PM	3	3	2	2	9	2	1	9	3	7	2	6
<b>TOTAL</b>	10	55	17	30	86	23	31	60	26	43	54	30
<b>Peak Hour</b>												
<b>11:00 AM - 12:00 PM</b>	<b>3</b>	<b>33</b>	<b>11</b>	<b>21</b>	<b>53</b>	<b>15</b>	<b>17</b>	<b>33</b>	<b>12</b>	<b>9</b>	<b>28</b>	<b>14</b>
	30%	26%	28%	75%	44%	75%	85%	85%	80%	31%	67%	156%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	3	5	1	6	0	0	6	1	7	2	1
2:15 PM - 2:30 PM	1	5	3	1	5	2	2	4	0	7	3	3
2:30 PM - 2:45 PM	0	7	3	1	9	0	3	3	2	6	5	5
2:45 PM - 3:00 PM	1	7	3	6	11	3	2	4	3	18	7	5
3:00 PM - 3:15 PM	4	8	2	1	11	3	1	1	1	5	3	0
3:15 PM - 3:30 PM	0	5	3	1	5	1	0	5	2	5	1	2
3:30 PM - 3:45 PM	3	9	1	0	11	2	0	4	3	5	3	2
3:45 PM - 4:00 PM	1	7	3	0	13	0	2	5	4	7	3	4
4:00 PM - 4:15 PM	2	13	2	2	7	0	1	3	0	6	3	1
4:15 PM - 4:30 PM	0	5	1	0	2	2	0	4	2	8	4	1
4:30 PM - 4:45 PM	1	9	0	0	9	1	1	4	0	6	9	0
4:45 PM - 5:00 PM	0	7	0	3	3	3	1	5	0	5	2	1
5:00 PM - 5:15 PM	0	5	1	1	8	2	0	4	3	4	2	2
5:15 PM - 5:30 PM	1	4	1	4	5	2	0	1	2	1	14	4
5:30 PM - 5:45 PM	0	4	2	1	2	0	2	6	0	2	10	1
5:45 PM - 6:00 PM	0	3	2	2	6	5	2	7	3	3	16	4
<b>TOTAL</b>	15	101	32	24	113	26	17	66	26	95	87	36
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>1</b>	<b>20</b>	<b>4</b>	<b>9</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>16</b>	<b>5</b>	<b>12</b>	<b>28</b>	<b>8</b>

# Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Alachua City Gainesville

Intersection Gale Lemerand & Stadium

Date Tuesday, November 14, 2017 7:00 AM

U-Turns & RTOR

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	4	0	0	0	0	0	5	0	0	1
7:15 AM - 7:30 AM	0	0	4	0	0	1	0	0	1	0	0	0
7:30 AM - 7:45 AM	0	0	4	0	0	0	0	0	9	0	0	2
7:45 AM - 8:00 AM	0	0	5	0	0	2	0	0	10	0	0	0
8:00 AM - 8:15 AM	0	0	6	0	0	1	0	0	2	0	0	4
8:15 AM - 8:30 AM	0	0	4	0	0	3	0	0	8	0	0	2
8:30 AM - 8:45 AM	0	0	3	0	0	2	0	0	6	0	0	2
8:45 AM - 9:00 AM	0	0	3	0	0	2	0	0	10	0	0	3
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>Peak Hour 7:30 AM - 8:30 AM</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>8</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	6	0	0	2	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	7	0	0	1	0	0	5	0	0	1
11:30 AM - 11:45 AM	0	0	6	0	0	1	0	0	8	0	0	4
11:45 AM - 12:00 PM	0	0	7	0	0	5	0	0	0	0	0	2
12:00 PM - 12:15 PM	0	0	3	0	0	3	0	0	3	0	0	2
12:15 PM - 12:30 PM	0	0	4	0	0	5	0	0	1	0	0	0
12:30 PM - 12:45 PM	0	0	5	0	0	6	0	0	4	0	0	3
12:45 PM - 1:00 PM	0	0	11	0	0	2	0	0	1	0	0	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Peak Hour 11:15 AM - 12:15 PM</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>9</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	6	0	0	3	0	0	4	0	0	3
2:15 PM - 2:30 PM	0	0	5	0	0	3	0	0	1	0	0	3
2:30 PM - 2:45 PM	0	0	10	0	0	3	0	0	1	0	0	1
2:45 PM - 3:00 PM	0	0	4	0	0	8	0	0	2	0	0	2
3:00 PM - 3:15 PM	0	0	4	0	0	5	0	0	2	0	0	3
3:15 PM - 3:30 PM	0	0	4	0	0	5	0	0	5	0	0	1
3:30 PM - 3:45 PM	0	0	6	0	0	5	0	0	1	0	0	3
3:45 PM - 4:00 PM	0	0	3	0	0	3	0	0	4	0	0	0
4:00 PM - 4:15 PM	1	0	5	0	0	3	0	0	1	0	0	0
4:15 PM - 4:30 PM	0	0	4	0	0	8	0	0	1	0	0	1
4:30 PM - 4:45 PM	0	0	1	0	0	4	0	0	1	0	0	0
4:45 PM - 5:00 PM	0	0	6	0	0	3	0	0	2	0	0	1
5:00 PM - 5:15 PM	0	0	2	0	0	11	0	0	1	0	0	0
5:15 PM - 5:30 PM	0	0	1	0	0	2	0	0	2	0	0	0
5:30 PM - 5:45 PM	0	0	2	0	0	5	0	0	1	0	0	1
5:45 PM - 6:00 PM	0	0	1	0	0	2	0	0	2	0	0	2
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>Peak Hour 2:30 PM - 3:30 PM</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>



# Pedestrian & Bicycle Summary

Project #: 63130

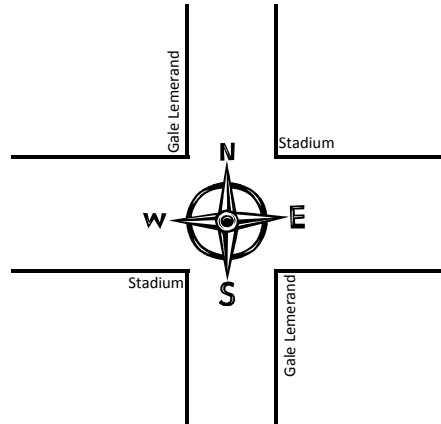
NB/SB: Gale Lemerand

Date: Tuesday, November

EB/WB: Stadium

		Hour									
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00		
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	3	1	1	0	1	2	0	<b>8</b>	
	Ped	12	35	33	37	37	41	47	37	<b>279</b>	
Westbound	Bike	1	3	2	3	0	3	3	5	<b>20</b>	
	Ped	12	15	63	65	60	81	98	78	<b>472</b>	

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	10	1	2	0
8:00	13	1	11	1
11:00	23	1	18	1
12:00	24	2	29	1
14:00	0	0	0	0
15:00	33	1	39	0
16:00	23	1	50	1
17:00	31	0	54	1
	<b>157</b>	<b>7</b>	<b>203</b>	<b>5</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	11	0	10	0
8:00	40	5	14	0
11:00	43	1	19	0
12:00	44	2	26	1
14:00	37	2	92	1
15:00	100	2	29	0
16:00	41	0	59	0
17:00	40	1	59	4
	<b>356</b>	<b>13</b>	<b>308</b>	<b>6</b>

Eastbound	Bike	0	0	2	1	3	0	1	2	<b>9</b>
	Ped	28	133	103	151	107	85	81	84	<b>772</b>
Westbound	Bike	2	3	0	5	8	2	2	1	<b>23</b>
	Ped	12	42	122	130	117	107	155	191	<b>876</b>

7:00 8:00 11:00 12:00 14:00 15:00 16:00 17:00

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& University

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	15	110	19	15	258	20	16	83	32	40	102	16
7:15 AM - 7:30 AM	34	148	13	15	301	15	20	112	40	43	112	14
7:30 AM - 7:45 AM	40	173	23	15	298	17	24	116	48	42	159	19
7:45 AM - 8:00 AM	55	174	27	10	285	17	14	121	41	46	136	12
8:00 AM - 8:15 AM	50	187	23	13	273	33	12	108	47	45	148	18
8:15 AM - 8:30 AM	70	173	21	23	209	33	28	112	40	44	138	17
8:30 AM - 8:45 AM	45	166	21	25	198	30	17	111	41	50	106	20
8:45 AM - 9:00 AM	52	168	23	24	190	17	30	108	40	38	113	24
<b>TOTAL</b>	<b>361</b>	<b>1,299</b>	<b>170</b>	<b>140</b>	<b>2,012</b>	<b>182</b>	<b>161</b>	<b>871</b>	<b>329</b>	<b>348</b>	<b>1,014</b>	<b>140</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>215</b>	<b>707</b>	<b>94</b>	<b>61</b>	<b>1,065</b>	<b>100</b>	<b>78</b>	<b>457</b>	<b>176</b>	<b>177</b>	<b>581</b>	<b>66</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	51	157	33	18	151	26	38	87	49	33	97	19
11:15 AM - 11:30 AM	73	132	32	22	144	17	28	82	63	40	112	29
11:30 AM - 11:45 AM	96	154	40	26	132	24	28	118	99	40	106	31
11:45 AM - 12:00 PM	79	190	41	23	146	25	36	112	69	48	118	26
12:00 PM - 12:15 PM	75	165	49	29	161	26	44	102	63	42	118	22
12:15 PM - 12:30 PM	76	159	44	21	124	30	30	124	57	42	84	26
12:30 PM - 12:45 PM	90	141	41	31	140	29	37	117	83	46	106	28
12:45 PM - 1:00 PM	81	179	39	28	139	18	35	133	75	38	118	28
<b>TOTAL</b>	<b>621</b>	<b>1,277</b>	<b>319</b>	<b>198</b>	<b>1,137</b>	<b>195</b>	<b>276</b>	<b>875</b>	<b>558</b>	<b>329</b>	<b>859</b>	<b>209</b>
<b>Peak Hour</b>												
<b>11:30 AM - 12:30 PM</b>	<b>326</b>	<b>668</b>	<b>174</b>	<b>99</b>	<b>563</b>	<b>105</b>	<b>138</b>	<b>456</b>	<b>288</b>	<b>172</b>	<b>426</b>	<b>105</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	68	177	47	26	155	31	38	132	75	34	112	18
2:15 PM - 2:30 PM	65	193	35	18	158	20	36	135	63	44	108	31
2:30 PM - 2:45 PM	81	157	33	22	147	24	49	133	69	48	96	30
2:45 PM - 3:00 PM	77	210	36	22	178	27	43	119	82	34	105	27
3:00 PM - 3:15 PM	92	215	37	26	159	19	43	146	70	33	121	17
3:15 PM - 3:30 PM	74	199	34	21	157	32	42	139	69	45	124	37
3:30 PM - 3:45 PM	77	238	30	23	164	22	46	138	71	38	102	25
3:45 PM - 4:00 PM	82	208	36	19	157	15	49	167	80	40	129	25
4:00 PM - 4:15 PM	77	245	39	25	148	32	51	152	61	32	132	19
4:15 PM - 4:30 PM	59	274	25	24	149	34	37	132	65	37	118	27
4:30 PM - 4:45 PM	46	223	30	28	119	28	47	145	62	39	119	31
4:45 PM - 5:00 PM	61	276	30	21	169	19	43	132	53	30	115	26
5:00 PM - 5:15 PM	78	265	21	28	175	19	45	170	82	20	123	20
5:15 PM - 5:30 PM	76	244	21	26	168	11	52	160	72	31	137	26
5:30 PM - 5:45 PM	68	265	37	27	173	29	49	127	63	30	128	18
5:45 PM - 6:00 PM	83	226	23	19	159	19	50	149	74	44	122	25
<b>TOTAL</b>	<b>1,164</b>	<b>3,615</b>	<b>514</b>	<b>375</b>	<b>2,535</b>	<b>381</b>	<b>720</b>	<b>2,276</b>	<b>1,111</b>	<b>579</b>	<b>1,891</b>	<b>402</b>
<b>Peak Hour</b>												
<b>5:00 PM - 6:00 PM</b>	<b>305</b>	<b>1,000</b>	<b>102</b>	<b>100</b>	<b>675</b>	<b>78</b>	<b>196</b>	<b>606</b>	<b>291</b>	<b>125</b>	<b>510</b>	<b>89</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& University

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

**AM** 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	12	105	17	15	252	20	15	80	23	39	98	15
7:15 AM - 7:30 AM	30	143	12	15	292	14	19	110	30	42	107	13
7:30 AM - 7:45 AM	34	171	22	13	293	17	24	113	41	40	156	19
7:45 AM - 8:00 AM	43	171	26	10	280	17	14	115	34	45	131	12
8:00 AM - 8:15 AM	40	180	23	13	256	32	12	102	40	44	138	15
8:15 AM - 8:30 AM	41	161	17	19	188	33	24	104	25	41	131	17
8:30 AM - 8:45 AM	39	157	21	22	189	30	17	106	26	46	97	19
8:45 AM - 9:00 AM	44	158	22	22	180	17	28	100	27	37	110	23
<b>TOTAL</b>	<b>283</b>	<b>1,246</b>	<b>160</b>	<b>129</b>	<b>1,930</b>	<b>180</b>	<b>153</b>	<b>830</b>	<b>246</b>	<b>334</b>	<b>968</b>	<b>133</b>
<b>Peak Hour</b>												
<b>7:15 AM - 8:15 AM</b>	<b>147</b>	<b>665</b>	<b>83</b>	<b>51</b>	<b>1,121</b>	<b>80</b>	<b>69</b>	<b>440</b>	<b>145</b>	<b>171</b>	<b>532</b>	<b>59</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	33	141	33	17	133	26	33	78	30	31	89	12
11:15 AM - 11:30 AM	42	123	29	19	127	17	24	76	37	38	98	28
11:30 AM - 11:45 AM	53	133	34	23	109	22	24	103	26	37	86	27
11:45 AM - 12:00 PM	49	180	39	22	133	25	33	94	41	45	105	23
12:00 PM - 12:15 PM	65	153	43	29	154	26	38	98	23	41	113	21
12:15 PM - 12:30 PM	51	145	35	20	106	30	27	110	19	40	80	24
12:30 PM - 12:45 PM	57	132	36	30	127	29	33	103	23	45	100	28
12:45 PM - 1:00 PM	49	161	32	25	131	18	29	116	33	37	108	23
<b>TOTAL</b>	<b>399</b>	<b>1,168</b>	<b>281</b>	<b>185</b>	<b>1,020</b>	<b>193</b>	<b>241</b>	<b>778</b>	<b>232</b>	<b>314</b>	<b>779</b>	<b>186</b>
<b>Peak Hour</b>												
<b>11:45 AM - 12:45 PM</b>	<b>222</b>	<b>610</b>	<b>153</b>	<b>101</b>	<b>520</b>	<b>110</b>	<b>131</b>	<b>405</b>	<b>106</b>	<b>171</b>	<b>398</b>	<b>96</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	47	162	45	23	143	31	34	125	31	31	109	17
2:15 PM - 2:30 PM	47	179	28	17	147	20	33	130	33	41	100	25
2:30 PM - 2:45 PM	56	148	29	19	136	23	45	119	26	48	85	30
2:45 PM - 3:00 PM	57	192	32	19	167	26	40	109	32	33	98	23
3:00 PM - 3:15 PM	51	198	36	24	151	16	39	133	39	32	119	15
3:15 PM - 3:30 PM	65	190	34	18	148	32	38	125	33	43	115	36
3:30 PM - 3:45 PM	53	222	30	21	153	22	46	130	28	37	95	25
3:45 PM - 4:00 PM	58	192	34	18	150	15	47	156	32	39	121	24
4:00 PM - 4:15 PM	59	231	34	24	135	31	46	135	28	32	124	18
4:15 PM - 4:30 PM	48	256	21	23	142	32	35	119	26	35	112	26
4:30 PM - 4:45 PM	38	215	27	25	114	28	45	135	32	36	113	29
4:45 PM - 5:00 PM	47	262	27	20	156	18	39	123	21	29	107	25
5:00 PM - 5:15 PM	65	250	21	27	165	19	40	152	39	20	117	18
5:15 PM - 5:30 PM	53	234	20	23	156	11	49	154	45	30	133	26
5:30 PM - 5:45 PM	53	252	35	25	166	29	48	120	34	29	122	16
5:45 PM - 6:00 PM	64	216	22	16	154	19	46	139	36	43	116	20
<b>TOTAL</b>	<b>861</b>	<b>3,399</b>	<b>475</b>	<b>342</b>	<b>2,383</b>	<b>372</b>	<b>670</b>	<b>2,104</b>	<b>515</b>	<b>558</b>	<b>1,786</b>	<b>373</b>
<b>Peak Hour</b>												
<b>5:00 PM - 6:00 PM</b>	<b>235</b>	<b>952</b>	<b>98</b>	<b>91</b>	<b>641</b>	<b>78</b>	<b>183</b>	<b>565</b>	<b>154</b>	<b>122</b>	<b>488</b>	<b>80</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville  
 Intersection SW 13th St & University  
 Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles  
 VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	2	4	1	0	2	0	0	1	0	1	2	1
7:15 AM - 7:30 AM	2	3	1	0	5	0	1	2	0	1	2	1
7:30 AM - 7:45 AM	1	2	1	2	3	0	0	3	1	1	2	0
7:45 AM - 8:00 AM	1	2	1	0	3	0	0	3	1	0	3	0
8:00 AM - 8:15 AM	1	4	0	0	10	0	0	3	1	1	4	2
8:15 AM - 8:30 AM	4	9	2	2	6	0	1	3	0	1	4	0
8:30 AM - 8:45 AM	2	6	0	3	4	0	0	3	3	3	5	1
8:45 AM - 9:00 AM	1	8	0	2	4	0	1	6	0	1	1	0
<b>TOTAL</b>	14	38	6	9	37	0	3	24	6	9	23	5
<b>Peak Hour</b> 7:15 AM - 8:15 AM	5	11	3	2	21	0	1	11	3	3	11	3
	3%	2%	4%	4%	2%	0%	1%	3%	2%	2%	2%	5%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	4	8	0	0	8	0	1	1	2	1	2	3
11:15 AM - 11:30 AM	3	5	2	1	7	0	1	4	1	1	5	1
11:30 AM - 11:45 AM	1	6	2	1	8	0	2	2	0	1	5	1
11:45 AM - 12:00 PM	3	3	0	0	6	0	1	3	0	1	5	2
12:00 PM - 12:15 PM	2	6	0	0	4	0	2	3	1	1	2	0
12:15 PM - 12:30 PM	5	6	0	0	7	0	0	2	0	0	0	0
12:30 PM - 12:45 PM	0	2	1	0	4	0	1	4	2	0	3	0
12:45 PM - 1:00 PM	3	8	1	1	6	0	3	2	1	0	4	2
<b>TOTAL</b>	21	44	6	3	50	0	11	21	7	5	26	9
<b>Peak Hour</b> 11:45 AM - 12:45 PM	10	17	1	0	21	0	4	12	3	2	10	2
	5%	3%	1%	0%	4%	0%	3%	3%	3%	1%	3%	2%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	2	4	1	1	5	0	1	2	2	1	2	0
2:15 PM - 2:30 PM	5	6	1	1	7	0	1	0	0	1	2	3
2:30 PM - 2:45 PM	0	2	1	1	5	0	0	4	1	0	2	0
2:45 PM - 3:00 PM	1	7	3	0	6	0	1	1	0	0	4	0
3:00 PM - 3:15 PM	4	5	0	0	2	0	0	2	2	0	0	0
3:15 PM - 3:30 PM	1	4	0	1	5	0	2	3	1	0	2	0
3:30 PM - 3:45 PM	2	9	0	0	7	0	0	0	1	1	2	0
3:45 PM - 4:00 PM	4	3	1	0	4	0	0	2	0	1	2	1
4:00 PM - 4:15 PM	2	2	2	0	10	0	0	2	1	0	2	0
4:15 PM - 4:30 PM	2	11	1	0	4	0	1	7	1	1	1	0
4:30 PM - 4:45 PM	1	4	1	0	3	0	0	2	1	1	2	0
4:45 PM - 5:00 PM	3	5	0	0	6	0	3	1	0	0	3	0
5:00 PM - 5:15 PM	2	4	0	0	6	0	0	2	1	0	1	0
5:15 PM - 5:30 PM	2	3	1	0	5	0	1	1	0	0	0	0
5:30 PM - 5:45 PM	3	2	1	0	3	0	0	1	0	1	1	0
5:45 PM - 6:00 PM	0	2	1	0	3	0	0	1	0	0	2	0
<b>TOTAL</b>	34	73	14	4	81	0	10	31	11	7	28	4
<b>Peak Hour</b> 5:00 PM - 6:00 PM	7	11	3	0	17	0	1	5	1	1	4	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& University

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	5	0	0	1	0	0	0	0
8:15 AM - 8:30 AM	0	0	1	0	3	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	3	0	0	0	0	0	0	0
<b>TOTAL</b>	0	1	1	0	11	0	1	2	0	1	0	0
<b>Peak Hour</b> 7:15 AM - 8:15 AM	0	0	0	0	5	0	0	2	0	1	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	1	1	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	4	2	1	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	2	0	1	0	0
12:00 PM - 12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	2	1	0	0	0	0	1	0	0	0	0
12:30 PM - 12:45 PM	5	1	0	0	1	0	1	5	0	0	0	0
12:45 PM - 1:00 PM	0	7	0	0	0	0	0	1	0	0	0	0
<b>TOTAL</b>	5	12	1	0	1	0	1	14	3	3	0	0
<b>Peak Hour</b> 11:45 AM - 12:45 PM	5	5	1	0	1	0	1	8	0	1	0	0
	2%	1%	1%	0%	0%	0%	1%	2%	0%	1%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	2	1	0	0	3	0	0	2	0	0	0	0
2:15 PM - 2:30 PM	5	0	0	0	4	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	6	0	0	0	4	0	0	2	0	0	0	0
2:45 PM - 3:00 PM	3	0	0	0	4	0	0	1	0	1	0	0
3:00 PM - 3:15 PM	2	1	0	1	1	0	0	0	8	0	0	0
3:15 PM - 3:30 PM	0	1	0	0	0	0	0	0	2	0	0	0
3:30 PM - 3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	3	1	1	0	0	0	1	0	0	0	0
4:00 PM - 4:15 PM	0	1	0	0	3	0	0	6	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	1	0	0	0	3	0	0	0
4:30 PM - 4:45 PM	0	0	1	0	0	0	0	2	0	0	0	0
4:45 PM - 5:00 PM	2	0	1	0	1	0	0	0	1	0	0	0
5:00 PM - 5:15 PM	3	1	0	0	0	0	0	0	7	0	0	0
5:15 PM - 5:30 PM	9	1	0	0	0	0	0	0	4	1	0	0
5:30 PM - 5:45 PM	6	0	1	0	0	0	0	0	5	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	4	1	0	0
<b>TOTAL</b>	40	9	4	3	21	0	0	14	34	3	0	0
<b>Peak Hour</b> 5:00 PM - 6:00 PM	18	2	1	0	0	0	0	0	20	2	0	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville

Intersection SW 13th St & University

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	1	0	1	0	4	0	0	2	4	0	2	0
7:15 AM - 7:30 AM	2	2	0	0	4	0	0	0	2	0	3	0
7:30 AM - 7:45 AM	5	0	0	0	2	0	0	0	1	1	1	0
7:45 AM - 8:00 AM	11	1	0	0	2	0	0	2	2	0	2	0
8:00 AM - 8:15 AM	9	3	0	0	2	1	0	2	1	0	6	0
8:15 AM - 8:30 AM	24	3	0	2	12	0	3	5	6	1	3	0
8:30 AM - 8:45 AM	4	3	0	0	5	0	0	2	3	1	4	0
8:45 AM - 9:00 AM	7	2	0	0	3	0	1	2	0	0	2	1
<b>TOTAL</b>	<b>63</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>19</b>	<b>3</b>	<b>23</b>	<b>1</b>

Peak Hour	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:15 AM - 8:15 AM	27	6	0	0	10	1	0	4	6	1	12	0
	18%	1%	0%	0%	1%	1%	0%	1%	4%	1%	2%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	14	8	0	1	10	0	4	7	4	1	6	2
11:15 AM - 11:30 AM	28	4	0	1	10	0	3	2	7	0	9	0
11:30 AM - 11:45 AM	42	15	2	2	15	2	2	9	25	1	15	1
11:45 AM - 12:00 PM	26	7	1	1	7	0	1	13	15	1	8	1
12:00 PM - 12:15 PM	8	4	1	0	3	0	3	1	7	0	3	0
12:15 PM - 12:30 PM	20	6	1	0	11	0	3	11	12	2	4	1
12:30 PM - 12:45 PM	28	6	0	0	8	0	2	5	18	1	3	0
12:45 PM - 1:00 PM	27	3	0	0	2	0	2	14	15	1	6	2
<b>TOTAL</b>	<b>193</b>	<b>53</b>	<b>5</b>	<b>5</b>	<b>66</b>	<b>2</b>	<b>20</b>	<b>62</b>	<b>103</b>	<b>7</b>	<b>54</b>	<b>7</b>

Peak Hour	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:45 AM - 12:45 PM	82	23	3	1	29	0	9	30	52	4	18	2
	37%	4%	2%	1%	6%	0%	7%	7%	49%	2%	5%	2%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	16	10	0	2	4	0	3	3	3	2	1	1
2:15 PM - 2:30 PM	8	8	0	0	0	0	1	5	8	2	6	1
2:30 PM - 2:45 PM	18	7	1	2	2	1	3	8	10	0	9	0
2:45 PM - 3:00 PM	16	11	0	2	1	1	1	8	10	0	3	0
3:00 PM - 3:15 PM	35	11	1	0	5	1	4	11	5	1	2	2
3:15 PM - 3:30 PM	8	4	0	1	4	0	1	11	4	2	7	1
3:30 PM - 3:45 PM	20	7	0	0	4	0	0	8	9	0	5	0
3:45 PM - 4:00 PM	20	10	0	0	3	0	0	8	11	0	6	0
4:00 PM - 4:15 PM	16	11	1	0	0	1	5	9	2	0	6	0
4:15 PM - 4:30 PM	8	7	0	0	2	2	0	6	0	1	5	0
4:30 PM - 4:45 PM	7	4	0	1	2	0	2	6	1	2	4	0
4:45 PM - 5:00 PM	9	9	1	1	6	1	1	8	2	1	5	0
5:00 PM - 5:15 PM	8	10	0	0	4	0	3	16	0	0	5	2
5:15 PM - 5:30 PM	12	6	0	2	7	0	2	5	0	0	4	0
5:30 PM - 5:45 PM	5	11	0	2	4	0	1	6	0	0	5	1
5:45 PM - 6:00 PM	19	8	0	0	2	0	3	9	0	0	4	2
<b>TOTAL</b>	<b>225</b>	<b>134</b>	<b>4</b>	<b>13</b>	<b>50</b>	<b>7</b>	<b>30</b>	<b>127</b>	<b>65</b>	<b>11</b>	<b>77</b>	<b>10</b>

Peak Hour	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
5:00 PM - 6:00 PM	44	35	0	4	17	0	9	36	0	0	18	5

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection SW 13th St

& University

Date Tuesday, November 14, 2017 7:00 AM

U-Turns & RTOR

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	5	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	1	0	0	8	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	5	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	4	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	5	0	0	1
8:15 AM - 8:30 AM	1	0	1	0	0	0	0	0	9	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	9	0	0	0
8:45 AM - 9:00 AM	0	0	1	0	0	0	0	0	13	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Peak Hour</b> 8:00 AM - 9:00 AM	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	12	0	0	2
11:15 AM - 11:30 AM	0	0	1	1	0	0	0	0	18	0	0	0
11:30 AM - 11:45 AM	0	0	2	0	0	0	0	0	46	0	0	2
11:45 AM - 12:00 PM	1	0	1	0	0	0	1	0	13	0	0	0
12:00 PM - 12:15 PM	0	0	5	0	0	0	1	0	32	0	0	1
12:15 PM - 12:30 PM	0	0	7	1	0	0	0	0	26	0	0	1
12:30 PM - 12:45 PM	0	0	4	1	0	0	0	0	40	0	0	0
12:45 PM - 1:00 PM	2	0	6	2	0	0	1	0	26	0	0	1
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Peak Hour</b> 12:00 PM - 1:00 PM	<b>2</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>3</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	1	0	0	0	0	0	39	0	0	0
2:15 PM - 2:30 PM	0	0	6	0	0	0	1	0	22	0	0	2
2:30 PM - 2:45 PM	1	0	2	0	0	0	1	0	32	0	0	0
2:45 PM - 3:00 PM	0	0	1	1	0	0	1	0	40	0	0	4
3:00 PM - 3:15 PM	0	0	0	1	0	2	0	0	16	0	0	0
3:15 PM - 3:30 PM	0	0	0	1	0	0	1	0	29	0	0	0
3:30 PM - 3:45 PM	1	0	0	1	0	0	0	0	33	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	2	0	37	0	0	0
4:00 PM - 4:15 PM	0	0	2	1	0	0	0	0	30	0	0	1
4:15 PM - 4:30 PM	0	0	3	1	0	0	1	0	35	0	0	1
4:30 PM - 4:45 PM	0	0	1	2	0	0	0	0	28	0	0	2
4:45 PM - 5:00 PM	0	0	1	0	0	0	0	0	29	0	0	1
5:00 PM - 5:15 PM	0	0	0	1	0	0	2	0	35	0	0	0
5:15 PM - 5:30 PM	0	0	0	1	0	0	0	0	23	0	0	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	0	0	24	0	0	1
5:45 PM - 6:00 PM	0	0	0	3	0	0	1	0	34	0	0	3
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>Peak Hour</b> 2:00 PM - 3:00 PM	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>6</b>

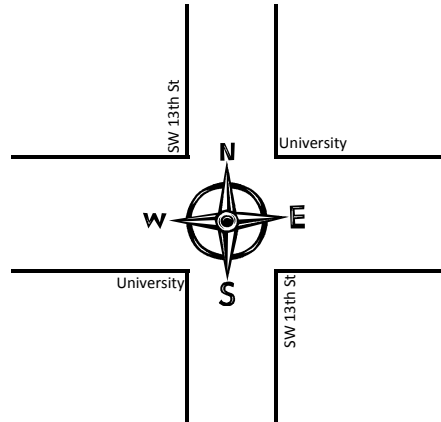
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: SW 13th St  
 EB/WB: University

		Hour									
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00		
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	0	1	1	0	11	1	0	<b>14</b>	
	Ped	10	13	77	68	57	72	64	82	<b>443</b>	
Westbound	Bike	1	0	3	0	0	1	0	0	<b>5</b>	
	Ped	21	41	71	89	54	56	45	53	<b>430</b>	

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	24	6	3	1
8:00	70	3	8	1
11:00	121	10	116	5
12:00	124	4	93	9
14:00	77	1	67	0
15:00	80	0	122	2
16:00	61	1	71	3
17:00	67	4	92	7
	<b>624</b>	<b>29</b>	<b>572</b>	<b>28</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	7	2	5	3
8:00	26	9	16	2
11:00	73	11	75	6
12:00	97	5	84	1
14:00	61	9	61	7
15:00	55	6	88	16
16:00	50	2	76	6
17:00	63	1	99	5
	<b>432</b>	<b>45</b>	<b>504</b>	<b>46</b>

Eastbound	Bike	2	1	6	8	6	18	17	13	<b>71</b>
	Ped	5	11	112	71	77	86	97	97	<b>556</b>
Westbound	Bike	3	13	12	10	10	3	5	9	<b>65</b>
	Ped	14	45	77	99	57	39	32	51	<b>414</b>

7:00 8:00 11:00 12:00 14:00 15:00 16:00 17:00



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville

Intersection Gale Lemerand & University

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	5	0	16	0	0	1	0	154	35	40	103	1
7:15 AM - 7:30 AM	3	0	4	0	0	0	0	190	57	60	153	0
7:30 AM - 7:45 AM	5	0	7	0	0	2	0	212	51	73	210	2
7:45 AM - 8:00 AM	10	0	11	1	0	7	1	190	67	100	193	1
8:00 AM - 8:15 AM	5	1	14	1	0	0	1	193	63	86	193	1
8:15 AM - 8:30 AM	11	0	24	0	0	4	0	192	66	88	188	1
8:30 AM - 8:45 AM	18	0	24	0	0	4	1	182	37	64	169	1
8:45 AM - 9:00 AM	5	0	25	0	0	3	0	191	39	68	153	1
<b>TOTAL</b>	<b>62</b>	<b>1</b>	<b>125</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>1,504</b>	<b>415</b>	<b>579</b>	<b>1,362</b>	<b>8</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>31</b>	<b>1</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>787</b>	<b>247</b>	<b>347</b>	<b>784</b>	<b>5</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	14	1	27	0	0	4	0	134	14	39	160	3
11:15 AM - 11:30 AM	7	0	27	0	0	3	1	195	21	65	158	4
11:30 AM - 11:45 AM	10	0	51	0	0	4	1	225	16	70	203	2
11:45 AM - 12:00 PM	20	1	38	0	0	8	0	179	14	44	194	3
12:00 PM - 12:15 PM	10	0	46	0	0	1	0	186	13	40	192	1
12:15 PM - 12:30 PM	8	0	40	0	0	4	0	187	17	43	190	0
12:30 PM - 12:45 PM	14	0	48	0	0	2	1	202	27	63	201	2
12:45 PM - 1:00 PM	19	0	35	0	0	1	1	208	20	48	207	2
<b>TOTAL</b>	<b>102</b>	<b>2</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>1,516</b>	<b>142</b>	<b>412</b>	<b>1,505</b>	<b>17</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>51</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>783</b>	<b>77</b>	<b>194</b>	<b>790</b>	<b>5</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	17	0	37	0	0	2	0	210	12	37	229	1
2:15 PM - 2:30 PM	21	0	45	0	0	1	0	193	10	40	180	1
2:30 PM - 2:45 PM	26	0	42	0	0	2	0	224	16	52	208	2
2:45 PM - 3:00 PM	18	0	68	0	0	3	0	233	10	62	228	1
3:00 PM - 3:15 PM	35	2	40	0	0	2	1	191	15	46	252	0
3:15 PM - 3:30 PM	33	0	34	0	0	5	0	202	6	43	233	0
3:30 PM - 3:45 PM	29	2	46	0	0	1	0	242	18	54	233	3
3:45 PM - 4:00 PM	41	0	47	0	0	3	2	248	14	57	204	3
4:00 PM - 4:15 PM	46	6	60	0	0	4	0	206	16	56	240	2
4:15 PM - 4:30 PM	54	4	59	0	0	1	0	223	21	46	239	1
4:30 PM - 4:45 PM	56	1	55	0	0	5	2	221	19	41	205	0
4:45 PM - 5:00 PM	54	2	58	0	0	6	2	219	31	56	224	5
5:00 PM - 5:15 PM	65	1	53	0	0	8	1	264	24	48	259	2
5:15 PM - 5:30 PM	70	4	54	0	0	5	0	229	22	53	295	1
5:30 PM - 5:45 PM	59	0	65	0	0	7	0	241	16	59	279	1
5:45 PM - 6:00 PM	58	0	47	0	0	5	1	228	28	42	240	1
<b>TOTAL</b>	<b>682</b>	<b>22</b>	<b>810</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>3,574</b>	<b>278</b>	<b>792</b>	<b>3,748</b>	<b>24</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>248</b>	<b>7</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>953</b>	<b>93</b>	<b>216</b>	<b>1,057</b>	<b>9</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville

Intersection Gale Lemerand & University

Date Tuesday, November 14, 2017 7:00 AM Cars & Light Goods

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	5	0	2	0	0	0	0	147	30	36	97	1
7:15 AM - 7:30 AM	3	0	1	0	0	0	0	186	45	55	150	0
7:30 AM - 7:45 AM	5	0	0	0	0	1	0	206	31	69	204	1
7:45 AM - 8:00 AM	10	0	4	0	0	2	1	175	49	89	180	1
8:00 AM - 8:15 AM	5	1	2	0	0	0	1	186	34	78	186	1
8:15 AM - 8:30 AM	10	0	0	0	0	1	0	170	37	63	175	1
8:30 AM - 8:45 AM	18	0	4	0	0	3	1	170	27	49	155	1
8:45 AM - 9:00 AM	5	0	7	0	0	2	0	175	22	51	146	0
<b>TOTAL</b>	<b>61</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>1,415</b>	<b>275</b>	<b>490</b>	<b>1,293</b>	<b>6</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>30</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>737</b>	<b>151</b>	<b>299</b>	<b>745</b>	<b>4</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	13	1	8	0	0	0	0	122	11	21	142	2
11:15 AM - 11:30 AM	6	0	6	0	0	1	0	164	14	32	134	2
11:30 AM - 11:45 AM	6	0	11	0	0	1	1	169	11	33	165	1
11:45 AM - 12:00 PM	18	1	12	0	0	2	0	159	11	30	178	2
12:00 PM - 12:15 PM	10	0	15	0	0	0	0	167	13	24	176	1
12:15 PM - 12:30 PM	8	0	11	0	0	3	0	165	12	27	169	0
12:30 PM - 12:45 PM	14	0	13	0	0	1	1	169	15	34	182	2
12:45 PM - 1:00 PM	18	0	10	0	0	0	1	181	16	25	180	1
<b>TOTAL</b>	<b>93</b>	<b>2</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1,296</b>	<b>103</b>	<b>226</b>	<b>1,326</b>	<b>11</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>50</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>682</b>	<b>56</b>	<b>110</b>	<b>707</b>	<b>4</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	16	0	13	0	0	0	0	200	9	24	211	1
2:15 PM - 2:30 PM	19	0	11	0	0	0	0	184	9	23	161	1
2:30 PM - 2:45 PM	26	0	8	0	0	1	0	206	9	32	187	2
2:45 PM - 3:00 PM	17	0	8	0	0	1	0	218	5	37	213	1
3:00 PM - 3:15 PM	30	2	13	0	0	1	1	176	12	25	231	0
3:15 PM - 3:30 PM	31	0	6	0	0	4	0	191	3	26	213	0
3:30 PM - 3:45 PM	26	1	12	0	0	0	0	231	8	38	215	2
3:45 PM - 4:00 PM	38	0	5	0	0	0	2	234	8	35	182	2
4:00 PM - 4:15 PM	41	5	21	0	0	0	0	193	13	38	212	0
4:15 PM - 4:30 PM	52	4	21	0	0	0	0	207	13	36	220	1
4:30 PM - 4:45 PM	55	1	18	0	0	0	2	209	11	26	192	0
4:45 PM - 5:00 PM	49	1	6	0	0	2	1	206	16	44	203	2
5:00 PM - 5:15 PM	62	1	21	0	0	3	1	246	4	36	233	2
5:15 PM - 5:30 PM	65	4	12	0	0	4	0	219	7	40	273	1
5:30 PM - 5:45 PM	58	0	15	0	0	3	0	231	8	49	263	1
5:45 PM - 6:00 PM	56	0	18	0	0	2	0	218	16	31	226	1
<b>TOTAL</b>	<b>641</b>	<b>19</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>3,369</b>	<b>151</b>	<b>540</b>	<b>3,435</b>	<b>17</b>
<b>Peak Hour</b>												
<b>5:00 PM - 6:00 PM</b>	<b>241</b>	<b>5</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>914</b>	<b>35</b>	<b>156</b>	<b>995</b>	<b>5</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Gale Lemerand

& University

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	2	0	2	4	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	3	1	3	2	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	3	0	2	3	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	6	0	4	5	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	3	0	2	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	5	3	6	9	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	3	1	6	9	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	6	1	8	2	1
<b>TOTAL</b>	0	0	0	0	0	0	0	31	6	33	35	1
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	0	0	0	0	17	3	14	18	0
	0%	0%	0%	0%	0%	0%	0%	2%	2%	5%	2%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	1	0	0	0	0	2	0	5	5	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	6	0	6	6	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	4	0	3	7	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	3	0	6	4	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	6	0	6	5	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	5	0	2	3	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	4	0	8	4	0
12:45 PM - 1:00 PM	1	0	0	0	0	0	0	9	0	4	7	0
<b>TOTAL</b>	1	0	1	0	0	0	0	39	0	40	41	0
<b>Peak Hour</b> 12:00 PM - 1:00 PM	1	0	0	0	0	0	0	24	0	20	19	0
	2%	0%	0%	0%	0%	0%	0%	4%	0%	18%	3%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	6	0	5	3	0
2:15 PM - 2:30 PM	0	0	1	0	0	0	0	1	0	4	3	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	4	0	6	4	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	3	0	7	1	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	5	0	4	2	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	1	0	6	2	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	1	0	4	2	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	2	0	5	5	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	6	0	5	6	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	8	0	4	2	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	4	0	5	3	0
4:45 PM - 5:00 PM	1	0	0	0	0	0	0	4	0	2	4	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	3	0	3	3	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	2	0	7	1	0
5:30 PM - 5:45 PM	0	0	1	0	0	0	0	2	0	5	2	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	2	0	3	2	0
<b>TOTAL</b>	2	0	2	0	0	0	0	54	0	75	45	0
<b>Peak Hour</b> 5:00 PM - 6:00 PM	0	0	1	0	0	0	0	9	0	18	8	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Gale Lemerand

& University

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	4	0	2	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	1	0	2	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	5	1	6	1	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	3	0	5	3	0
8:15 AM - 8:30 AM	1	0	0	0	0	0	0	9	0	19	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	4	0	9	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	7	0	9	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>54</b>	<b>4</b>	<b>0</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>32</b>	<b>4</b>	<b>0</b>
	3%	0%	0%	0%	0%	0%	0%	3%	1%	11%	1%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	1	0	4	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	1	1	1	0	3	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	1	0	3	0
11:45 AM - 12:00 PM	1	0	0	0	0	0	0	0	0	0	1	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	3	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>
<b>Peak Hour</b> 12:00 PM - 1:00 PM	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	1	0	0	4	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	4	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0
5:00 PM - 5:15 PM	1	0	0	0	0	0	0	1	0	0	4	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM - 6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>0</b>
<b>Peak Hour</b> 5:00 PM - 6:00 PM	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Gale Lemerand

& University

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	1	0	0	3	0
7:45 AM - 8:00 AM	0	0	0	0	0	3	0	4	0	1	7	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	1	4	1	3	0
8:15 AM - 8:30 AM	0	0	5	0	0	0	0	8	1	0	4	0
8:30 AM - 8:45 AM	0	0	1	0	0	0	0	5	0	0	5	0
8:45 AM - 9:00 AM	0	0	2	0	0	0	0	3	2	0	5	0
<b>TOTAL</b>	0	0	8	0	0	3	0	23	7	2	30	0
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	5	0	0	3	0	14	5	2	17	0
	0%	0%	83%	0%	0%	75%	0%	2%	3%	1%	2%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	1	0	4	0	0	0	0	10	0	13	9	0
11:15 AM - 11:30 AM	1	0	1	0	0	1	0	24	2	27	15	1
11:30 AM - 11:45 AM	4	0	9	0	0	0	0	52	1	34	28	0
11:45 AM - 12:00 PM	1	0	1	0	0	0	0	17	2	8	11	0
12:00 PM - 12:15 PM	0	0	10	0	0	1	0	10	0	10	11	0
12:15 PM - 12:30 PM	0	0	1	0	0	0	0	17	1	14	18	0
12:30 PM - 12:45 PM	0	0	13	0	0	0	0	28	2	21	15	0
12:45 PM - 1:00 PM	0	0	2	0	0	0	0	18	1	18	20	1
<b>TOTAL</b>	7	0	41	0	0	2	0	176	9	145	127	2
<b>Peak Hour</b> 12:00 PM - 1:00 PM	0	0	26	0	0	1	0	73	4	63	64	1
	0%	0%	53%	0%	0%	25%	0%	11%	7%	57%	9%	25%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	4	0	0	0	0	3	1	8	11	0
2:15 PM - 2:30 PM	2	0	4	0	0	0	0	8	1	13	12	0
2:30 PM - 2:45 PM	0	0	4	0	0	0	0	14	2	14	16	0
2:45 PM - 3:00 PM	1	0	1	0	0	0	0	12	2	18	14	0
3:00 PM - 3:15 PM	5	0	1	0	0	0	0	10	1	14	19	0
3:15 PM - 3:30 PM	2	0	1	0	0	0	0	10	0	10	18	0
3:30 PM - 3:45 PM	3	1	1	0	0	0	0	10	1	11	16	1
3:45 PM - 4:00 PM	3	0	0	0	0	0	0	12	0	17	17	1
4:00 PM - 4:15 PM	5	1	1	0	0	0	0	6	0	11	22	2
4:15 PM - 4:30 PM	0	0	1	0	0	0	0	8	0	6	17	0
4:30 PM - 4:45 PM	1	0	1	0	0	0	0	7	2	10	10	0
4:45 PM - 5:00 PM	4	1	0	0	0	0	1	9	0	10	16	2
5:00 PM - 5:15 PM	2	0	0	0	0	0	0	14	0	9	19	0
5:15 PM - 5:30 PM	5	0	0	0	0	0	0	8	0	6	21	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	0	8	0	4	13	0
5:45 PM - 6:00 PM	2	0	0	0	0	0	0	8	0	8	12	0
<b>TOTAL</b>	37	3	19	0	0	0	1	147	10	169	253	6
<b>Peak Hour</b> 5:00 PM - 6:00 PM	10	0	0	0	0	0	0	38	0	27	65	0
	4%	0%	0%	0%	0%	0%	0%	4%	0%	17%	7%	0%

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

**County** Alachua

**City** Gainesville

**Intersection** Gale Lemerand

**&** University

**Date** Tuesday, November 14, 2017 7:00 AM

**U-Turns & RTOR**

**VHB Project #:** 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	14	0	0	1	0	0	5	0	0	0
7:15 AM - 7:30 AM	0	0	3	0	0	0	0	0	11	0	0	0
7:30 AM - 7:45 AM	0	0	7	0	0	1	0	0	20	0	0	1
7:45 AM - 8:00 AM	0	0	7	1	0	2	0	0	17	0	0	0
8:00 AM - 8:15 AM	0	0	12	1	0	0	0	0	25	0	0	0
8:15 AM - 8:30 AM	0	0	19	0	0	3	0	0	25	0	0	0
8:30 AM - 8:45 AM	0	0	19	0	0	1	0	0	9	0	0	0
8:45 AM - 9:00 AM	0	0	16	0	0	1	0	0	14	0	0	0
<b>TOTAL</b>	0	0	97	2	0	9	0	0	126	0	0	1
<b>Peak Hour</b> 8:00 AM - 9:00 AM	0	0	66	1	0	5	0	0	73	0	0	0

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	14	0	0	4	0	0	2	0	0	1
11:15 AM - 11:30 AM	0	0	20	0	0	1	0	0	4	0	0	1
11:30 AM - 11:45 AM	0	0	31	0	0	3	0	0	3	0	0	1
11:45 AM - 12:00 PM	0	0	25	0	0	6	0	0	1	0	0	1
12:00 PM - 12:15 PM	0	0	21	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	28	0	0	1	0	0	3	0	0	0
12:30 PM - 12:45 PM	0	0	22	0	0	1	0	0	10	0	0	0
12:45 PM - 1:00 PM	0	0	23	0	0	1	0	0	3	1	0	0
<b>TOTAL</b>	0	0	184	0	0	17	0	0	26	1	0	4
<b>Peak Hour</b> 11:30 AM - 12:30 PM	0	0	105	0	0	10	0	0	7	0	0	2

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	20	0	0	2	0	0	2	0	0	0
2:15 PM - 2:30 PM	0	0	29	0	0	1	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	30	0	0	1	0	0	5	0	0	0
2:45 PM - 3:00 PM	0	0	59	0	0	2	0	0	3	0	0	0
3:00 PM - 3:15 PM	0	0	26	0	0	1	0	0	2	0	0	0
3:15 PM - 3:30 PM	0	0	27	0	0	1	0	0	3	0	0	0
3:30 PM - 3:45 PM	0	0	33	0	0	1	0	0	9	1	0	0
3:45 PM - 4:00 PM	0	0	42	0	0	3	0	0	6	0	0	0
4:00 PM - 4:15 PM	0	0	38	0	0	4	0	0	3	2	0	0
4:15 PM - 4:30 PM	0	0	37	0	0	1	0	0	8	0	0	0
4:30 PM - 4:45 PM	0	0	36	0	0	5	0	0	6	0	0	0
4:45 PM - 5:00 PM	0	0	52	0	0	4	0	0	14	0	0	1
5:00 PM - 5:15 PM	0	0	32	0	0	5	0	0	20	0	0	0
5:15 PM - 5:30 PM	0	0	42	0	0	1	0	0	15	0	0	0
5:30 PM - 5:45 PM	0	0	49	0	0	4	0	0	8	1	0	0
5:45 PM - 6:00 PM	0	0	28	0	0	3	1	0	12	0	0	0
<b>TOTAL</b>	0	0	580	0	0	39	1	0	116	4	0	1
<b>Peak Hour</b> 4:45 PM - 5:45 PM	0	0	175	0	0	14	0	0	57	1	0	1

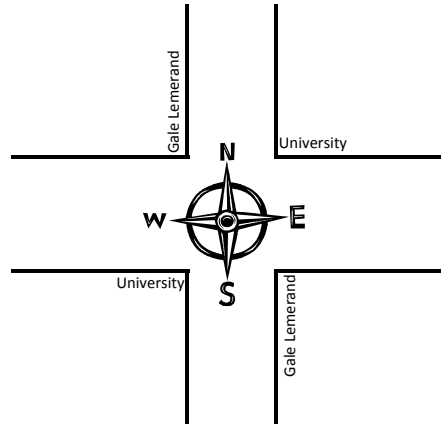
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: Gale Lemerand  
 EB/WB: University

		Hour								
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	4	1	3	5	4	2	0	0	<b>19</b>
	Ped	17	15	9	23	7	8	11	6	<b>96</b>
Westbound	◀ Bike	2	2	3	0	4	10	0	2	<b>23</b>
	Ped	5	4	15	12	11	16	14	13	<b>90</b>

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	32	0	4	0
8:00	25	0	25	1
11:00	10	0	6	0
12:00	2	1	15	1
14:00	5	2	5	2
15:00	9	1	6	0
16:00	19	2	10	0
17:00	9	2	42	0
	<b>111</b>	<b>8</b>	<b>113</b>	<b>4</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	12	1	13	0
8:00	16	8	6	1
11:00	11	6	7	4
12:00	15	0	9	0
14:00	3	0	5	0
15:00	14	4	24	6
16:00	12	3	26	3
17:00	3	0	12	0
	<b>86</b>	<b>22</b>	<b>102</b>	<b>14</b>

		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
Eastbound	▶ Bike	1	1	8	2	1	3	2	3	<b>21</b>
	Ped	1	6	5	12	12	6	8	12	<b>62</b>
Westbound	◀ Bike	0	0	8	2	0	3	10	1	<b>24</b>
	Ped	5	4	4	6	8	10	8	17	<b>62</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	13	233	44	40	192	46	34	42	1	17	14	10
7:15 AM - 7:30 AM	11	285	55	59	186	46	49	39	3	9	9	12
7:30 AM - 7:45 AM	20	346	71	88	253	42	70	46	3	11	19	14
7:45 AM - 8:00 AM	21	301	84	88	265	55	64	79	7	20	22	13
8:00 AM - 8:15 AM	18	329	114	65	263	45	63	67	14	9	11	6
8:15 AM - 8:30 AM	20	259	73	72	188	31	79	64	8	20	12	10
8:30 AM - 8:45 AM	16	315	66	53	223	39	67	37	7	17	16	9
8:45 AM - 9:00 AM	19	298	54	38	212	19	44	44	7	9	13	10
<b>TOTAL</b>	<b>138</b>	<b>2,366</b>	<b>561</b>	<b>503</b>	<b>1,782</b>	<b>323</b>	<b>470</b>	<b>418</b>	<b>50</b>	<b>112</b>	<b>116</b>	<b>84</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>79</b>	<b>1,235</b>	<b>342</b>	<b>313</b>	<b>969</b>	<b>173</b>	<b>276</b>	<b>256</b>	<b>32</b>	<b>60</b>	<b>64</b>	<b>43</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	15	206	32	22	245	28	27	23	14	24	11	18
11:15 AM - 11:30 AM	19	222	37	32	269	22	34	27	25	29	13	13
11:30 AM - 11:45 AM	14	228	45	17	267	29	33	28	17	34	26	18
11:45 AM - 12:00 PM	21	257	34	16	304	31	43	13	15	59	29	30
12:00 PM - 12:15 PM	12	281	40	19	328	21	32	15	16	52	22	33
12:15 PM - 12:30 PM	14	264	62	15	314	40	41	26	23	41	32	25
12:30 PM - 12:45 PM	24	300	57	29	277	48	40	26	11	43	33	21
12:45 PM - 1:00 PM	22	287	50	19	337	43	39	28	12	51	28	23
<b>TOTAL</b>	<b>141</b>	<b>2,045</b>	<b>357</b>	<b>169</b>	<b>2,341</b>	<b>262</b>	<b>289</b>	<b>186</b>	<b>133</b>	<b>333</b>	<b>194</b>	<b>181</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>72</b>	<b>1,132</b>	<b>209</b>	<b>82</b>	<b>1,256</b>	<b>152</b>	<b>152</b>	<b>95</b>	<b>62</b>	<b>187</b>	<b>115</b>	<b>102</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	15	262	36	19	334	36	28	18	18	38	26	23
2:15 PM - 2:30 PM	17	266	42	17	325	30	51	20	13	35	26	15
2:30 PM - 2:45 PM	13	301	38	20	289	30	29	18	19	43	28	22
2:45 PM - 3:00 PM	21	307	40	17	306	48	41	22	21	38	25	25
3:00 PM - 3:15 PM	11	261	29	18	292	39	35	20	23	48	51	31
3:15 PM - 3:30 PM	13	301	44	18	305	38	47	28	22	56	31	38
3:30 PM - 3:45 PM	18	280	33	22	307	33	58	25	23	48	27	30
3:45 PM - 4:00 PM	18	301	46	14	326	30	49	18	14	54	46	25
4:00 PM - 4:15 PM	8	265	31	21	378	46	49	27	19	72	55	40
4:15 PM - 4:30 PM	13	273	38	11	376	55	44	24	12	85	50	44
4:30 PM - 4:45 PM	7	322	49	17	364	54	39	31	19	65	52	44
4:45 PM - 5:00 PM	15	311	41	21	380	62	51	34	25	59	64	36
5:00 PM - 5:15 PM	9	328	52	20	410	57	52	19	24	67	65	35
5:15 PM - 5:30 PM	11	298	42	15	429	59	44	24	16	81	64	30
5:30 PM - 5:45 PM	11	310	49	14	405	68	34	32	14	89	65	25
5:45 PM - 6:00 PM	20	282	45	19	365	57	40	21	16	68	59	26
<b>TOTAL</b>	<b>220</b>	<b>4,668</b>	<b>655</b>	<b>283</b>	<b>5,591</b>	<b>742</b>	<b>691</b>	<b>381</b>	<b>298</b>	<b>946</b>	<b>734</b>	<b>489</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>46</b>	<b>1,247</b>	<b>184</b>	<b>70</b>	<b>1,624</b>	<b>246</b>	<b>181</b>	<b>109</b>	<b>79</b>	<b>296</b>	<b>258</b>	<b>126</b>



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	13	219	37	40	185	40	32	35	1	15	13	3
7:15 AM - 7:30 AM	10	282	52	58	180	42	49	32	1	7	4	8
7:30 AM - 7:45 AM	18	336	62	87	248	38	68	37	2	9	17	13
7:45 AM - 8:00 AM	21	289	64	87	263	53	59	68	7	13	20	5
8:00 AM - 8:15 AM	18	315	84	63	252	44	52	47	8	3	7	3
8:15 AM - 8:30 AM	17	250	57	69	178	25	75	43	2	14	8	9
8:30 AM - 8:45 AM	15	303	56	52	208	36	61	31	4	11	11	7
8:45 AM - 9:00 AM	17	285	43	38	199	16	42	32	1	6	8	5
<b>TOTAL</b>	<b>129</b>	<b>2,279</b>	<b>455</b>	<b>494</b>	<b>1,713</b>	<b>294</b>	<b>438</b>	<b>325</b>	<b>26</b>	<b>78</b>	<b>88</b>	<b>53</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>74</b>	<b>1,190</b>	<b>267</b>	<b>306</b>	<b>941</b>	<b>160</b>	<b>254</b>	<b>195</b>	<b>19</b>	<b>39</b>	<b>52</b>	<b>30</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	14	196	26	22	236	28	25	12	8	18	3	10
11:15 AM - 11:30 AM	15	211	29	32	255	20	31	14	17	24	8	8
11:30 AM - 11:45 AM	9	215	34	17	254	28	31	16	7	29	17	14
11:45 AM - 12:00 PM	17	248	28	15	295	25	42	7	9	51	15	18
12:00 PM - 12:15 PM	10	274	33	17	322	17	29	11	10	45	15	27
12:15 PM - 12:30 PM	13	258	51	14	305	38	37	12	13	38	25	23
12:30 PM - 12:45 PM	20	289	37	26	267	41	37	16	8	37	18	19
12:45 PM - 1:00 PM	19	273	42	18	327	37	37	18	4	41	19	16
<b>TOTAL</b>	<b>117</b>	<b>1,964</b>	<b>280</b>	<b>161</b>	<b>2,261</b>	<b>234</b>	<b>269</b>	<b>106</b>	<b>76</b>	<b>283</b>	<b>120</b>	<b>135</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>62</b>	<b>1,094</b>	<b>163</b>	<b>75</b>	<b>1,221</b>	<b>133</b>	<b>140</b>	<b>57</b>	<b>35</b>	<b>161</b>	<b>77</b>	<b>85</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	13	254	28	18	322	31	27	9	12	32	19	13
2:15 PM - 2:30 PM	15	257	33	16	317	21	48	16	10	29	18	14
2:30 PM - 2:45 PM	11	290	30	18	281	28	29	11	12	38	19	20
2:45 PM - 3:00 PM	19	296	31	16	295	43	41	11	10	30	13	21
3:00 PM - 3:15 PM	8	250	24	17	286	39	35	15	16	41	34	25
3:15 PM - 3:30 PM	13	292	35	18	299	29	46	22	12	48	16	19
3:30 PM - 3:45 PM	15	269	26	21	298	31	58	19	12	43	20	21
3:45 PM - 4:00 PM	15	292	35	13	316	29	48	11	8	44	35	21
4:00 PM - 4:15 PM	8	257	26	21	371	42	47	19	12	68	40	33
4:15 PM - 4:30 PM	11	265	34	10	370	46	43	22	9	73	42	33
4:30 PM - 4:45 PM	6	317	45	15	356	50	38	28	5	60	45	42
4:45 PM - 5:00 PM	12	305	28	21	365	52	51	28	12	52	52	35
5:00 PM - 5:15 PM	9	323	48	17	405	55	50	16	20	59	53	28
5:15 PM - 5:30 PM	11	293	35	15	422	59	44	21	12	74	50	28
5:30 PM - 5:45 PM	7	307	43	14	399	64	34	26	13	84	55	21
5:45 PM - 6:00 PM	15	276	43	18	356	55	38	16	16	58	50	22
<b>TOTAL</b>	<b>188</b>	<b>4,543</b>	<b>544</b>	<b>268</b>	<b>5,458</b>	<b>674</b>	<b>677</b>	<b>290</b>	<b>191</b>	<b>833</b>	<b>561</b>	<b>396</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>39</b>	<b>1,228</b>	<b>154</b>	<b>67</b>	<b>1,591</b>	<b>230</b>	<b>179</b>	<b>91</b>	<b>57</b>	<b>269</b>	<b>210</b>	<b>112</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	11	3	0	5	0	1	2	0	2	0	2
7:15 AM - 7:30 AM	1	3	2	1	6	0	0	2	0	2	4	0
7:30 AM - 7:45 AM	2	8	3	1	4	0	0	1	0	1	1	0
7:45 AM - 8:00 AM	0	9	2	0	2	0	0	3	0	2	2	1
8:00 AM - 8:15 AM	0	8	3	2	11	0	1	2	0	2	2	0
8:15 AM - 8:30 AM	1	6	2	1	8	0	1	2	0	2	2	0
8:30 AM - 8:45 AM	0	8	3	1	14	0	1	2	0	4	2	1
8:45 AM - 9:00 AM	1	8	2	0	9	0	1	3	0	3	3	1
<b>TOTAL</b>	5	61	20	6	59	0	5	17	0	18	16	5
<b>Peak Hour</b> 7:30 AM - 8:30 AM	3	31	10	4	25	0	2	8	0	7	7	1
	4%	3%	4%	1%	3%	0%	1%	4%	0%	18%	13%	3%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	8	3	0	8	0	0	2	0	1	3	0
11:15 AM - 11:30 AM	2	8	2	0	12	0	1	2	0	4	1	0
11:30 AM - 11:45 AM	0	8	3	0	9	0	0	1	0	2	2	0
11:45 AM - 12:00 PM	0	6	2	1	7	0	0	4	1	3	1	1
12:00 PM - 12:15 PM	0	7	5	1	4	0	1	2	0	3	4	1
12:15 PM - 12:30 PM	1	4	5	0	7	0	2	1	0	2	4	0
12:30 PM - 12:45 PM	0	7	3	0	6	0	0	2	0	4	2	0
12:45 PM - 1:00 PM	1	8	3	1	7	0	1	5	0	5	4	0
<b>TOTAL</b>	4	56	26	3	60	0	5	19	1	24	21	2
<b>Peak Hour</b> 12:00 PM - 1:00 PM	2	26	16	2	24	0	4	10	0	14	14	1
	3%	2%	10%	3%	2%	0%	3%	18%	0%	9%	18%	1%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	6	3	0	12	1	1	3	0	4	3	0
2:15 PM - 2:30 PM	1	7	3	0	6	0	1	1	0	2	2	0
2:30 PM - 2:45 PM	2	10	3	0	5	0	0	3	1	3	1	0
2:45 PM - 3:00 PM	0	9	3	0	9	2	0	3	0	3	2	0
3:00 PM - 3:15 PM	0	5	2	0	5	0	0	2	0	3	3	0
3:15 PM - 3:30 PM	0	7	3	0	5	0	1	3	0	4	4	1
3:30 PM - 3:45 PM	0	6	4	0	5	0	0	2	0	2	1	0
3:45 PM - 4:00 PM	0	4	4	1	9	0	0	2	0	4	2	0
4:00 PM - 4:15 PM	0	5	2	0	4	0	2	3	0	2	3	0
4:15 PM - 4:30 PM	0	6	3	0	5	3	1	2	1	5	2	0
4:30 PM - 4:45 PM	0	2	2	0	5	0	0	1	0	2	3	0
4:45 PM - 5:00 PM	0	4	3	0	9	3	0	4	0	3	2	0
5:00 PM - 5:15 PM	0	5	2	0	2	0	0	1	1	2	0	0
5:15 PM - 5:30 PM	0	3	1	0	5	0	0	2	0	2	2	0
5:30 PM - 5:45 PM	1	0	5	0	3	0	0	1	0	1	2	0
5:45 PM - 6:00 PM	0	5	1	0	5	0	0	2	0	2	3	0
<b>TOTAL</b>	5	84	44	1	94	9	6	35	3	44	35	1
<b>Peak Hour</b> 4:45 PM - 5:45 PM	1	12	11	0	19	3	0	8	1	8	6	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	2	2	0	0	0	4	10	0	1	0	0
8:15 AM - 8:30 AM	0	2	0	2	0	0	2	9	0	1	2	0
8:30 AM - 8:45 AM	0	2	0	0	0	0	5	3	0	0	0	0
8:45 AM - 9:00 AM	0	2	2	0	0	0	1	4	0	0	0	0
<b>TOTAL</b>	0	8	6	2	0	0	12	28	0	2	2	0
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	4	4	2	0	0	6	19	0	2	2	0
	0%	0%	1%	1%	0%	0%	2%	10%	0%	5%	4%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	1	0	0	0	0	1	1	0	0	1	0
11:30 AM - 11:45 AM	0	4	0	0	0	0	1	3	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	2	1
12:00 PM - 12:15 PM	0	0	0	0	2	0	2	1	0	1	1	0
12:15 PM - 12:30 PM	0	2	2	0	0	0	2	2	0	0	1	0
12:30 PM - 12:45 PM	0	4	0	2	2	0	3	2	0	0	1	0
12:45 PM - 1:00 PM	0	6	0	0	0	0	1	0	0	2	0	0
<b>TOTAL</b>	0	17	3	2	4	0	10	9	0	3	6	1
<b>Peak Hour</b> 12:00 PM - 1:00 PM	0	12	2	2	4	0	8	5	0	3	3	0
	0%	1%	1%	3%	0%	0%	6%	9%	0%	2%	4%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	2	2	1	0	1	0	0	0	0	2	0
2:15 PM - 2:30 PM	0	1	0	0	2	0	1	0	0	0	2	0
2:30 PM - 2:45 PM	0	1	1	1	3	0	0	0	0	1	6	0
2:45 PM - 3:00 PM	0	2	0	0	2	2	0	1	0	1	7	1
3:00 PM - 3:15 PM	0	1	0	0	0	0	0	0	0	0	2	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM - 4:00 PM	0	1	1	0	0	0	0	0	0	2	0	0
4:00 PM - 4:15 PM	0	3	3	0	0	0	0	0	0	0	4	0
4:15 PM - 4:30 PM	0	2	1	1	0	3	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	3	2	1	0	0	1	0	0	0	0	0
4:45 PM - 5:00 PM	0	1	3	0	0	3	0	0	0	1	3	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	1	0	4	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	4	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	8	0	0
<b>TOTAL</b>	0	17	13	4	7	9	2	5	0	23	27	1
<b>Peak Hour</b> 4:45 PM - 5:45 PM	0	1	3	0	0	3	0	4	0	11	3	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	3	0	0	2	0	1	5	0	0	1	0
7:15 AM - 7:30 AM	0	0	1	0	0	0	0	3	0	0	1	0
7:30 AM - 7:45 AM	0	2	0	0	1	0	2	8	0	1	1	0
7:45 AM - 8:00 AM	0	3	3	1	0	0	5	8	0	5	0	0
8:00 AM - 8:15 AM	0	4	14	0	0	0	6	8	0	3	2	0
8:15 AM - 8:30 AM	0	1	3	0	2	1	1	10	0	3	0	0
8:30 AM - 8:45 AM	0	2	5	0	1	0	0	1	0	2	3	0
8:45 AM - 9:00 AM	0	3	7	0	4	0	0	5	0	0	2	0
<b>TOTAL</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>15</b>	<b>48</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>0</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>0</b>	<b>10</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>34</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>
	0%	1%	7%	0%	0%	1%	6%	17%	0%	31%	6%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	2	2	0	1	0	2	9	0	4	5	0
11:15 AM - 11:30 AM	0	2	1	0	2	1	1	10	0	1	3	0
11:30 AM - 11:45 AM	0	1	6	0	4	0	1	8	0	3	7	0
11:45 AM - 12:00 PM	0	3	3	0	2	1	1	2	0	5	11	0
12:00 PM - 12:15 PM	0	0	1	0	0	0	0	1	0	3	2	0
12:15 PM - 12:30 PM	0	0	3	0	2	0	0	11	0	1	2	0
12:30 PM - 12:45 PM	0	0	9	0	2	1	0	6	0	2	12	0
12:45 PM - 1:00 PM	0	0	1	0	3	1	0	5	0	3	5	0
<b>TOTAL</b>	<b>0</b>	<b>8</b>	<b>26</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>52</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>0</b>
<b>Peak Hour</b> 12:00 PM - 1:00 PM	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>0</b>
	0%	0%	9%	0%	1%	2%	0%	40%	0%	6%	27%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	1	0	0	0	0	6	0	2	2	0
2:15 PM - 2:30 PM	0	1	6	1	0	0	0	3	0	4	4	0
2:30 PM - 2:45 PM	0	0	2	0	0	0	0	4	0	1	2	0
2:45 PM - 3:00 PM	0	0	4	1	0	0	0	7	0	4	3	0
3:00 PM - 3:15 PM	0	5	2	1	1	0	0	3	0	4	12	0
3:15 PM - 3:30 PM	0	2	2	0	1	3	0	3	0	4	11	1
3:30 PM - 3:45 PM	0	5	0	0	4	0	0	4	0	3	5	0
3:45 PM - 4:00 PM	0	4	0	0	1	0	1	5	0	4	9	0
4:00 PM - 4:15 PM	0	0	0	0	3	3	0	5	0	2	8	0
4:15 PM - 4:30 PM	0	0	0	0	1	0	0	0	0	7	6	0
4:30 PM - 4:45 PM	0	0	0	1	3	0	0	2	0	3	4	0
4:45 PM - 5:00 PM	0	1	2	0	6	0	0	2	0	3	7	0
5:00 PM - 5:15 PM	0	0	0	1	3	1	1	1	0	2	12	0
5:15 PM - 5:30 PM	0	2	3	0	2	0	0	0	0	1	12	0
5:30 PM - 5:45 PM	0	3	0	0	3	3	0	3	0	2	8	1
5:45 PM - 6:00 PM	0	1	0	0	4	1	2	3	0	0	6	0
<b>TOTAL</b>	<b>0</b>	<b>24</b>	<b>22</b>	<b>5</b>	<b>32</b>	<b>11</b>	<b>4</b>	<b>51</b>	<b>0</b>	<b>46</b>	<b>111</b>	<b>2</b>
<b>Peak Hour</b> 4:45 PM - 5:45 PM	<b>0</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>39</b>	<b>1</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection 34th

& Hull

Date Tuesday, November 14, 2017 7:00 AM

U-Turns & RTOR

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	4	0	0	6	0	0	0	0	0	5
7:15 AM - 7:30 AM	0	0	0	0	0	4	0	0	2	0	0	4
7:30 AM - 7:45 AM	0	0	6	0	0	4	0	0	1	0	0	1
7:45 AM - 8:00 AM	0	0	13	0	0	2	0	0	0	0	0	7
8:00 AM - 8:15 AM	0	0	11	0	0	1	0	0	6	0	0	3
8:15 AM - 8:30 AM	2	0	11	0	0	5	0	0	6	0	0	1
8:30 AM - 8:45 AM	1	0	2	0	0	3	0	0	3	0	0	1
8:45 AM - 9:00 AM	1	0	0	0	0	3	0	0	6	0	0	4
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>2</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	1	0	0	0	0	0	0	0	6	1	0	8
11:15 AM - 11:30 AM	2	0	5	0	0	1	0	0	8	0	0	5
11:30 AM - 11:45 AM	5	0	2	0	0	1	0	0	10	0	0	4
11:45 AM - 12:00 PM	4	0	1	0	0	5	0	0	5	0	0	10
12:00 PM - 12:15 PM	2	0	1	1	0	4	0	0	6	0	0	5
12:15 PM - 12:30 PM	0	0	1	1	0	2	0	0	10	0	0	2
12:30 PM - 12:45 PM	4	0	8	1	0	6	0	0	3	0	0	2
12:45 PM - 1:00 PM	2	0	4	0	0	5	0	0	8	0	0	7
<b>TOTAL</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>43</b>
<b>Peak Hour</b> 11:15 AM - 12:15 PM	<b>13</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>24</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	2	0	0	3	0	0	6	0	0	10
2:15 PM - 2:30 PM	1	0	0	0	0	9	1	0	3	0	0	1
2:30 PM - 2:45 PM	0	0	2	1	0	2	0	0	6	0	0	2
2:45 PM - 3:00 PM	2	0	2	0	0	1	0	0	11	0	0	3
3:00 PM - 3:15 PM	3	0	1	0	0	0	0	0	7	0	0	6
3:15 PM - 3:30 PM	0	0	4	0	0	6	0	0	10	0	0	17
3:30 PM - 3:45 PM	3	0	3	1	0	2	0	0	11	0	0	9
3:45 PM - 4:00 PM	3	0	6	0	0	1	0	0	6	0	0	4
4:00 PM - 4:15 PM	0	0	0	0	0	1	0	0	7	0	0	7
4:15 PM - 4:30 PM	2	0	0	0	0	3	0	0	2	0	0	11
4:30 PM - 4:45 PM	1	0	0	0	0	4	0	0	14	0	0	2
4:45 PM - 5:00 PM	3	0	5	0	0	4	0	0	13	0	0	1
5:00 PM - 5:15 PM	0	0	2	2	0	1	1	0	3	0	0	7
5:15 PM - 5:30 PM	0	0	3	0	0	0	0	0	4	0	0	2
5:30 PM - 5:45 PM	3	0	1	0	0	1	0	0	1	0	0	3
5:45 PM - 6:00 PM	5	0	1	1	0	1	0	0	0	0	0	4
<b>TOTAL</b>	<b>27</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>89</b>
<b>Peak Hour</b> 3:00 PM - 4:00 PM	<b>9</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>36</b>

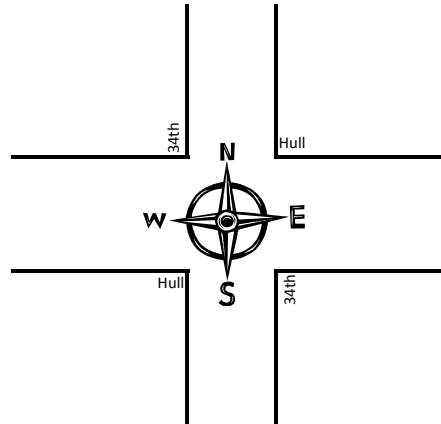
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: 34th  
 EB/WB: Hull

		Hour									
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00		
		1	2	3	4	5	6	7	8		
Eastbound	Bike	2	2	1	1	0	1	1	0	<b>8</b>	
	Ped	3	1	3	2	2	2	4	2	<b>19</b>	
Westbound	Bike	0	1	1	0	0	2	0	0	<b>4</b>	
	Ped	1	2	4	1	3	3	10	8	<b>32</b>	

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	3	1	2	5
8:00	2	1	1	0
11:00	1	0	0	0
12:00	1	0	3	0
14:00	1	0	1	0
15:00	0	0	0	0
16:00	1	0	1	0
17:00	0	0	1	0
	<b>9</b>	<b>2</b>	<b>9</b>	<b>5</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	1	0	1	4
8:00	0	1	0	0
11:00	0	1	0	3
12:00	3	1	0	0
14:00	2	0	1	1
15:00	2	2	0	2
16:00	0	2	1	2
17:00	4	0	3	1
	<b>12</b>	<b>7</b>	<b>6</b>	<b>13</b>

Eastbound	Bike	3	3	1	2	0	0	0	0	<b>9</b>
	Ped	3	6	9	11	2	2	1	3	<b>37</b>
Westbound	Bike	0	0	0	1	1	1	0	2	<b>5</b>
	Ped	4	5	2	3	4	4	5	7	<b>34</b>

7:00 8:00 11:00 12:00 14:00 15:00 16:00 17:00

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Hull

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	6	0	21	31	106	0	0	14	5
7:15 AM - 7:30 AM	0	0	0	11	0	15	27	126	0	0	18	8
7:30 AM - 7:45 AM	0	0	0	7	0	22	45	145	0	0	38	9
7:45 AM - 8:00 AM	0	0	0	11	0	32	61	160	0	0	47	10
8:00 AM - 8:15 AM	0	0	0	5	0	33	76	130	0	0	27	30
8:15 AM - 8:30 AM	0	0	0	11	0	19	65	123	0	0	32	15
8:30 AM - 8:45 AM	0	0	0	2	0	25	48	104	0	0	25	24
8:45 AM - 9:00 AM	0	0	0	12	0	25	57	58	0	0	26	19
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>192</b>	<b>410</b>	<b>952</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>120</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>106</b>	<b>247</b>	<b>558</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>64</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	7	0	41	35	27	0	0	44	7
11:15 AM - 11:30 AM	0	0	0	8	0	34	39	38	0	0	20	14
11:30 AM - 11:45 AM	0	0	0	7	0	60	41	39	0	0	47	10
11:45 AM - 12:00 PM	0	0	0	18	0	46	38	41	0	0	46	14
12:00 PM - 12:15 PM	0	0	0	8	0	37	36	36	0	0	48	9
12:15 PM - 12:30 PM	0	0	0	10	0	28	50	42	0	0	32	16
12:30 PM - 12:45 PM	0	0	0	8	0	31	69	58	0	0	40	12
12:45 PM - 1:00 PM	0	0	0	7	0	32	39	69	0	0	51	14
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>309</b>	<b>347</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>96</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>128</b>	<b>194</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>51</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	12	0	44	36	30	0	0	31	6
2:15 PM - 2:30 PM	0	0	0	11	0	49	44	41	0	0	55	14
2:30 PM - 2:45 PM	0	0	0	9	0	35	37	44	0	0	47	20
2:45 PM - 3:00 PM	0	0	0	8	0	45	45	47	0	0	48	20
3:00 PM - 3:15 PM	0	0	0	7	0	56	43	39	0	0	56	16
3:15 PM - 3:30 PM	0	0	0	10	0	45	48	39	0	0	63	13
3:30 PM - 3:45 PM	0	0	0	13	0	57	44	65	0	0	72	21
3:45 PM - 4:00 PM	0	0	0	9	0	55	35	36	0	0	63	23
4:00 PM - 4:15 PM	0	0	0	10	0	64	46	54	0	0	130	34
4:15 PM - 4:30 PM	0	0	0	12	0	77	60	54	0	0	107	38
4:30 PM - 4:45 PM	0	0	0	9	0	53	72	66	0	0	130	49
4:45 PM - 5:00 PM	0	0	0	5	0	48	75	65	0	0	114	47
5:00 PM - 5:15 PM	0	0	0	15	0	39	70	61	0	0	112	39
5:15 PM - 5:30 PM	0	0	0	8	0	43	61	57	0	0	127	51
5:30 PM - 5:45 PM	0	0	0	8	0	47	85	45	0	0	108	40
5:45 PM - 6:00 PM	0	0	0	9	0	58	70	50	0	0	104	28
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>815</b>	<b>871</b>	<b>793</b>	<b>0</b>	<b>0</b>	<b>1,367</b>	<b>459</b>
<b>Peak Hour</b>												
<b>4:00 PM - 5:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>242</b>	<b>253</b>	<b>239</b>	<b>0</b>	<b>0</b>	<b>481</b>	<b>168</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

**AM** 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	6	0	21	25	101	0	0	11	4
7:15 AM - 7:30 AM	0	0	0	9	0	10	19	123	0	0	15	8
7:30 AM - 7:45 AM	0	0	0	7	0	20	28	143	0	0	37	9
7:45 AM - 8:00 AM	0	0	0	11	0	24	54	152	0	0	42	10
8:00 AM - 8:15 AM	0	0	0	4	0	25	53	119	0	0	24	29
8:15 AM - 8:30 AM	0	0	0	11	0	14	42	114	0	0	29	14
8:30 AM - 8:45 AM	0	0	0	2	0	20	40	97	0	0	21	22
8:45 AM - 9:00 AM	0	0	0	12	0	20	34	52	0	0	20	18
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>154</b>	<b>295</b>	<b>901</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>114</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>83</b>	<b>177</b>	<b>528</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>62</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	6	0	22	24	21	0	0	39	7
11:15 AM - 11:30 AM	0	0	0	8	0	23	19	30	0	0	15	12
11:30 AM - 11:45 AM	0	0	0	7	0	41	23	30	0	0	41	5
11:45 AM - 12:00 PM	0	0	0	15	0	30	26	35	0	0	39	12
12:00 PM - 12:15 PM	0	0	0	7	0	25	28	33	0	0	42	9
12:15 PM - 12:30 PM	0	0	0	8	0	19	25	36	0	0	29	13
12:30 PM - 12:45 PM	0	0	0	7	0	23	35	53	0	0	32	10
12:45 PM - 1:00 PM	0	0	0	4	0	22	26	61	0	0	45	14
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>205</b>	<b>206</b>	<b>299</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>82</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>89</b>	<b>114</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>46</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	10	0	29	25	27	0	0	28	5
2:15 PM - 2:30 PM	0	0	0	10	0	32	29	37	0	0	49	14
2:30 PM - 2:45 PM	0	0	0	8	0	22	23	39	0	0	45	19
2:45 PM - 3:00 PM	0	0	0	7	0	28	31	37	0	0	38	16
3:00 PM - 3:15 PM	0	0	0	7	0	41	28	34	0	0	49	16
3:15 PM - 3:30 PM	0	0	0	9	0	34	26	38	0	0	55	13
3:30 PM - 3:45 PM	0	0	0	13	0	42	27	57	0	0	65	20
3:45 PM - 4:00 PM	0	0	0	8	0	42	22	28	0	0	58	23
4:00 PM - 4:15 PM	0	0	0	9	0	45	33	47	0	0	120	32
4:15 PM - 4:30 PM	0	0	0	10	0	57	51	52	0	0	97	37
4:30 PM - 4:45 PM	0	0	0	9	0	46	61	58	0	0	122	47
4:45 PM - 5:00 PM	0	0	0	5	0	34	60	57	0	0	106	46
5:00 PM - 5:15 PM	0	0	0	15	0	29	58	57	0	0	108	36
5:15 PM - 5:30 PM	0	0	0	8	0	35	46	53	0	0	119	50
5:30 PM - 5:45 PM	0	0	0	7	0	38	70	42	0	0	95	37
5:45 PM - 6:00 PM	0	0	0	8	0	47	61	38	0	0	95	27
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>601</b>	<b>651</b>	<b>701</b>	<b>0</b>	<b>0</b>	<b>1,249</b>	<b>438</b>
<b>Peak Hour</b>												
<b>4:30 PM - 5:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>144</b>	<b>225</b>	<b>225</b>	<b>0</b>	<b>0</b>	<b>455</b>	<b>179</b>



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	3	2	0	0	3	1
7:15 AM - 7:30 AM	0	0	0	1	0	0	0	2	0	0	2	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	4	1	0	0	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	2	2	0	0	4	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	2	4	0	0	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	2	1	0	0	2	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	2	4	0	0	2	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	3	3	0	0	5	0
<b>TOTAL</b>	0	0	0	2	0	0	18	19	0	0	20	3
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	1	0	0	10	8	0	0	8	1
	0%	0%	0%	3%	0%	0%	6%	2%	0%	0%	6%	2%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	5	2	1	0	0	4	0
11:15 AM - 11:30 AM	0	0	0	0	0	2	2	2	0	0	2	2
11:30 AM - 11:45 AM	0	0	0	0	0	4	1	1	0	0	2	1
11:45 AM - 12:00 PM	0	0	0	1	0	2	2	5	0	0	2	1
12:00 PM - 12:15 PM	0	0	0	1	0	0	3	1	0	0	3	0
12:15 PM - 12:30 PM	0	0	0	2	0	0	3	2	0	0	1	1
12:30 PM - 12:45 PM	0	0	0	0	0	0	1	1	0	0	2	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	3	3	0	0	2	0
<b>TOTAL</b>	0	0	0	4	0	13	17	16	0	0	18	5
<b>Peak Hour</b> 12:00 PM - 1:00 PM	0	0	0	3	0	0	10	7	0	0	8	1
	0%	0%	0%	12%	0%	0%	9%	4%	0%	0%	5%	2%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	2	2	0	0	2	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	2	1	0	0	3	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	2	3	0	0	1	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	2	3	0	0	2	2
3:00 PM - 3:15 PM	0	0	0	0	0	0	3	2	0	0	2	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	2	1	0	0	6	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	4	4	0	0	1	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	2	3	0	0	1	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	3	2	0	0	3	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	1	0	0	0	4	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	2	3	0	0	2	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	4	1	0	0	2	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	2	2	0	0	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	2	2	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	2	2	0	0	2	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	1	5	0	0	3	0
<b>TOTAL</b>	0	0	0	0	0	0	36	36	0	0	36	3
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	0	10	8	0	0	6	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	1	4	0	0	1	1
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	0	0	0	0	2	0	0	1	1
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	1	0	5	1	0	0	0	1	0
11:15 AM - 11:30 AM	0	0	0	0	0	2	1	0	0	0	2	0
11:30 AM - 11:45 AM	0	0	0	0	0	4	3	2	0	0	2	3
11:45 AM - 12:00 PM	0	0	0	0	0	2	1	0	0	0	3	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	1	2	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	1	0	0	1	3	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	2	0	0	0	2	0	0	0	0
<b>TOTAL</b>	0	0	0	4	0	13	8	9	0	0	9	3
<b>Peak Hour</b> 12:00 PM - 1:00 PM	0	0	0	3	0	0	2	7	0	0	1	0
	0%	0%	0%	12%	0%	0%	2%	4%	0%	0%	1%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	1	0	0	0	1	0	0	1	0
2:30 PM - 2:45 PM	0	0	0	1	0	0	0	1	0	0	1	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	4	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	12	2	0	0	5	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	20	0	0	0	2	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	13	1	0	0	6	1
3:45 PM - 4:00 PM	0	0	0	0	0	0	11	3	0	0	4	0
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	0	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	3	0	0	56	15	0	0	23	4
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	0	0	3	0	0	2	3

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Hull

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	3	3	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	1	0	5	7	1	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	2	13	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	8	5	5	0	0	1	0
8:00 AM - 8:15 AM	0	0	0	0	0	8	21	7	0	0	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	5	21	8	0	0	1	0
8:30 AM - 8:45 AM	0	0	0	0	0	5	6	2	0	0	2	1
8:45 AM - 9:00 AM	0	0	0	0	0	5	20	2	0	0	1	1
<b>TOTAL</b>	0	0	0	1	0	38	96	28	0	0	7	2
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	0	0	23	60	20	0	0	3	0
	0%	0%	0%	0%	0%	28%	34%	4%	0%	0%	2%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	9	8	5	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	7	17	6	0	0	1	0
11:30 AM - 11:45 AM	0	0	0	0	0	11	14	6	0	0	2	1
11:45 AM - 12:00 PM	0	0	0	2	0	12	9	1	0	0	2	1
12:00 PM - 12:15 PM	0	0	0	0	0	12	5	2	0	0	2	0
12:15 PM - 12:30 PM	0	0	0	0	0	9	21	2	0	0	2	2
12:30 PM - 12:45 PM	0	0	0	0	0	8	32	1	0	0	6	2
12:45 PM - 1:00 PM	0	0	0	1	0	10	10	3	0	0	4	0
<b>TOTAL</b>	0	0	0	3	0	78	116	26	0	0	19	6
<b>Peak Hour</b> 12:00 PM - 1:00 PM	0	0	0	1	0	39	68	8	0	0	14	4
	0%	0%	0%	4%	0%	44%	60%	4%	0%	0%	9%	9%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	2	0	15	9	1	0	0	1	1
2:15 PM - 2:30 PM	0	0	0	0	0	17	13	2	0	0	2	0
2:30 PM - 2:45 PM	0	0	0	0	0	13	12	1	0	0	0	1
2:45 PM - 3:00 PM	0	0	0	1	0	17	12	3	0	0	8	2
3:00 PM - 3:15 PM	0	0	0	0	0	15	0	1	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	1	0	11	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	15	0	3	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	1	0	13	0	2	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	19	10	5	0	0	6	2
4:15 PM - 4:30 PM	0	0	0	2	0	20	8	2	0	0	6	1
4:30 PM - 4:45 PM	0	0	0	0	0	7	9	5	0	0	6	2
4:45 PM - 5:00 PM	0	0	0	0	0	14	11	4	0	0	6	1
5:00 PM - 5:15 PM	0	0	0	0	0	10	10	2	0	0	3	0
5:15 PM - 5:30 PM	0	0	0	0	0	8	13	2	0	0	5	1
5:30 PM - 5:45 PM	0	0	0	1	0	9	13	1	0	0	10	2
5:45 PM - 6:00 PM	0	0	0	1	0	11	8	7	0	0	6	1
<b>TOTAL</b>	0	0	0	9	0	214	128	41	0	0	59	14
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	39	43	13	0	0	20	4



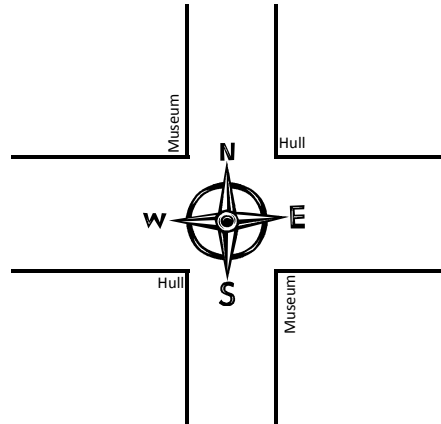
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: Museum  
 EB/WB: Hull

		Hour									
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00		
		1	2	3	4	5	6	7	8		
Eastbound	▶ Bike	4	12	4	1	1	0	2	1	<b>25</b>	
	Ped	9	17	11	10	7	9	12	19	<b>94</b>	
Westbound	◀ Bike	1	2	0	1	1	0	3	11	<b>19</b>	
	Ped	8	6	13	14	7	13	29	21	<b>111</b>	

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	0	0	0	0
8:00	1	0	0	0
11:00	0	0	0	0
12:00	0	0	0	0
14:00	0	0	0	0
15:00	0	0	0	0
16:00	0	0	0	0
17:00	0	0	0	0
	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	0	0	0	0
8:00	0	0	0	0
11:00	0	0	0	0
12:00	0	0	0	0
14:00	0	0	0	0
15:00	0	0	1	0
16:00	0	0	0	0
17:00	0	0	0	0
	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

Eastbound	▶ Bike	0	0	0	0	0	0	0	0	<b>0</b>
	Ped	0	0	0	0	0	0	0	0	<b>0</b>
Westbound	◀ Bike	0	0	0	0	0	0	0	0	<b>0</b>
	Ped	0	0	0	0	0	0	0	0	<b>0</b>

7:00   8:00   11:00   12:00   14:00   15:00   16:00   17:00

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Center

& Mowry

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	43	17	0	0	5	2	15	0	12	0	0	0
7:15 AM - 7:30 AM	35	15	0	0	11	12	10	0	24	0	0	0
7:30 AM - 7:45 AM	44	20	0	0	14	18	20	0	41	0	0	0
7:45 AM - 8:00 AM	62	25	0	0	14	12	23	0	38	0	0	0
8:00 AM - 8:15 AM	60	25	0	0	5	14	30	0	31	0	0	0
8:15 AM - 8:30 AM	47	38	0	0	22	22	38	0	24	0	0	0
8:30 AM - 8:45 AM	52	30	0	0	24	14	23	0	24	0	0	0
8:45 AM - 9:00 AM	43	28	0	0	14	15	15	0	20	0	0	0
<b>TOTAL</b>	<b>386</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>109</b>	<b>174</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>7:45 AM - 8:45 AM</b>	<b>221</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>62</b>	<b>114</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	29	17	0	0	22	10	7	0	27	0	0	0
11:15 AM - 11:30 AM	18	20	0	0	18	7	17	0	28	0	0	0
11:30 AM - 11:45 AM	20	28	0	0	26	30	27	0	23	0	0	0
11:45 AM - 12:00 PM	16	17	0	0	25	8	13	0	28	0	0	0
12:00 PM - 12:15 PM	21	22	0	0	18	5	17	0	34	0	0	0
12:15 PM - 12:30 PM	30	26	0	0	19	15	11	0	36	0	0	0
12:30 PM - 12:45 PM	24	24	0	0	24	16	21	0	25	0	0	0
12:45 PM - 1:00 PM	41	27	0	0	24	10	16	0	15	0	0	0
<b>TOTAL</b>	<b>199</b>	<b>181</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>101</b>	<b>129</b>	<b>0</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>116</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>46</b>	<b>65</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	26	20	0	0	21	17	21	0	37	0	0	0
2:15 PM - 2:30 PM	28	23	0	0	20	22	11	0	29	0	0	0
2:30 PM - 2:45 PM	39	28	0	0	18	14	21	0	46	0	0	0
2:45 PM - 3:00 PM	31	25	0	0	14	29	30	0	37	0	0	0
3:00 PM - 3:15 PM	23	14	0	0	20	22	17	0	26	0	0	0
3:15 PM - 3:30 PM	20	17	0	0	15	11	19	0	22	0	0	0
3:30 PM - 3:45 PM	30	17	0	0	22	15	29	0	34	0	0	0
3:45 PM - 4:00 PM	21	34	0	0	20	24	23	0	34	0	0	0
4:00 PM - 4:15 PM	14	20	0	0	27	22	27	0	39	0	0	0
4:15 PM - 4:30 PM	18	28	0	0	19	31	23	0	34	0	0	0
4:30 PM - 4:45 PM	30	43	0	0	23	28	33	0	52	0	0	0
4:45 PM - 5:00 PM	29	45	0	0	24	19	41	0	47	0	0	0
5:00 PM - 5:15 PM	24	46	0	0	18	24	29	0	43	0	0	0
5:15 PM - 5:30 PM	22	39	0	0	23	22	34	0	42	0	0	0
5:30 PM - 5:45 PM	33	28	0	0	30	30	26	0	25	0	0	0
5:45 PM - 6:00 PM	15	55	0	0	22	13	16	0	25	0	0	0
<b>TOTAL</b>	<b>403</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>336</b>	<b>343</b>	<b>400</b>	<b>0</b>	<b>572</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>4:30 PM - 5:30 PM</b>	<b>105</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>93</b>	<b>137</b>	<b>0</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Center

& Mowry

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

**AM** 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	42	10	0	0	2	2	12	0	12	0	0	0
7:15 AM - 7:30 AM	33	9	0	0	6	12	6	0	22	0	0	0
7:30 AM - 7:45 AM	42	12	0	0	10	16	15	0	37	0	0	0
7:45 AM - 8:00 AM	56	24	0	0	12	11	19	0	36	0	0	0
8:00 AM - 8:15 AM	58	15	0	0	4	13	23	0	30	0	0	0
8:15 AM - 8:30 AM	42	27	0	0	17	18	26	0	23	0	0	0
8:30 AM - 8:45 AM	52	21	0	0	13	13	19	0	22	0	0	0
8:45 AM - 9:00 AM	35	18	0	0	12	14	7	0	19	0	0	0
<b>TOTAL</b>	<b>360</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>99</b>	<b>127</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>7:45 AM - 8:45 AM</b>	<b>208</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>55</b>	<b>87</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	23	11	0	0	16	7	5	0	27	0	0	0
11:15 AM - 11:30 AM	17	12	0	0	14	5	12	0	27	0	0	0
11:30 AM - 11:45 AM	18	16	0	0	16	11	11	0	20	0	0	0
11:45 AM - 12:00 PM	14	9	0	0	20	7	4	0	27	0	0	0
12:00 PM - 12:15 PM	19	14	0	0	11	3	10	0	27	0	0	0
12:15 PM - 12:30 PM	27	20	0	0	14	13	4	0	34	0	0	0
12:30 PM - 12:45 PM	22	17	0	0	19	8	14	0	23	0	0	0
12:45 PM - 1:00 PM	39	20	0	0	18	7	10	0	11	0	0	0
<b>TOTAL</b>	<b>179</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>61</b>	<b>70</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>12:00 PM - 1:00 PM</b>	<b>107</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>38</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	25	15	0	0	13	13	14	0	35	0	0	0
2:15 PM - 2:30 PM	28	14	0	0	15	16	8	0	28	0	0	0
2:30 PM - 2:45 PM	38	19	0	0	12	11	13	0	45	0	0	0
2:45 PM - 3:00 PM	30	18	0	0	12	18	13	0	36	0	0	0
3:00 PM - 3:15 PM	22	6	0	0	12	16	12	0	25	0	0	0
3:15 PM - 3:30 PM	20	12	0	0	9	9	14	0	20	0	0	0
3:30 PM - 3:45 PM	29	13	0	0	19	11	23	0	32	0	0	0
3:45 PM - 4:00 PM	20	24	0	0	19	14	16	0	33	0	0	0
4:00 PM - 4:15 PM	12	16	0	0	18	16	20	0	37	0	0	0
4:15 PM - 4:30 PM	15	21	0	0	10	27	19	0	34	0	0	0
4:30 PM - 4:45 PM	30	40	0	0	18	24	23	0	49	0	0	0
4:45 PM - 5:00 PM	28	37	0	0	21	14	30	0	43	0	0	0
5:00 PM - 5:15 PM	22	39	0	0	14	19	24	0	40	0	0	0
5:15 PM - 5:30 PM	21	32	0	0	16	18	30	0	39	0	0	0
5:30 PM - 5:45 PM	30	24	0	0	22	27	23	0	21	0	0	0
5:45 PM - 6:00 PM	14	48	0	0	19	10	12	0	24	0	0	0
<b>TOTAL</b>	<b>384</b>	<b>378</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>263</b>	<b>294</b>	<b>0</b>	<b>541</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>4:30 PM - 5:30 PM</b>	<b>101</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>75</b>	<b>107</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Center

& Mowry

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	1	5	0	0	3	0	3	0	0	0	0	0
7:15 AM - 7:30 AM	1	5	0	0	4	0	1	0	1	0	0	0
7:30 AM - 7:45 AM	0	8	0	0	4	0	3	0	3	0	0	0
7:45 AM - 8:00 AM	2	1	0	0	2	0	2	0	1	0	0	0
8:00 AM - 8:15 AM	1	8	0	0	1	0	3	0	1	0	0	0
8:15 AM - 8:30 AM	1	6	0	0	5	1	5	0	1	0	0	0
8:30 AM - 8:45 AM	0	6	0	0	11	0	4	0	2	0	0	0
8:45 AM - 9:00 AM	4	8	0	0	2	0	4	0	1	0	0	0
<b>TOTAL</b>	10	47	0	0	32	1	25	0	10	0	0	0
<b>Peak Hour</b> 7:45 AM - 8:45 AM	4	21	0	0	19	1	14	0	5	0	0	0
	2%	24%	0%	0%	41%	2%	16%	0%	5%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	3	6	0	0	4	1	2	0	0	0	0	0
11:15 AM - 11:30 AM	0	7	0	0	4	1	3	0	1	0	0	0
11:30 AM - 11:45 AM	0	4	0	0	5	6	2	0	2	0	0	0
11:45 AM - 12:00 PM	1	8	0	0	5	0	3	0	1	0	0	0
12:00 PM - 12:15 PM	0	5	0	0	5	0	3	0	2	0	0	0
12:15 PM - 12:30 PM	1	6	0	0	5	0	2	0	0	0	0	0
12:30 PM - 12:45 PM	1	4	0	0	3	0	4	0	1	0	0	0
12:45 PM - 1:00 PM	1	7	0	0	5	0	3	0	2	0	0	0
<b>TOTAL</b>	7	47	0	0	36	8	22	0	9	0	0	0
<b>Peak Hour</b> 12:00 PM - 1:00 PM	3	22	0	0	18	0	12	0	5	0	0	0
	3%	31%	0%	0%	29%	0%	32%	0%	5%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	3	0	0	6	2	4	0	2	0	0	0
2:15 PM - 2:30 PM	0	8	0	0	5	3	2	0	1	0	0	0
2:30 PM - 2:45 PM	0	7	0	0	5	1	3	0	1	0	0	0
2:45 PM - 3:00 PM	1	7	0	0	1	3	3	0	1	0	0	0
3:00 PM - 3:15 PM	1	6	0	0	7	0	3	0	1	0	0	0
3:15 PM - 3:30 PM	0	4	0	0	5	0	2	0	2	0	0	0
3:30 PM - 3:45 PM	0	3	0	0	3	1	3	0	1	0	0	0
3:45 PM - 4:00 PM	1	8	0	0	1	2	2	0	0	0	0	0
4:00 PM - 4:15 PM	1	3	0	0	5	0	4	0	1	0	0	0
4:15 PM - 4:30 PM	3	7	0	0	6	0	3	0	0	0	0	0
4:30 PM - 4:45 PM	0	3	0	0	3	0	3	0	1	0	0	0
4:45 PM - 5:00 PM	0	8	0	0	2	0	2	0	2	0	0	0
5:00 PM - 5:15 PM	1	5	0	0	4	1	2	0	0	0	0	0
5:15 PM - 5:30 PM	1	5	0	0	4	0	2	0	2	0	0	0
5:30 PM - 5:45 PM	0	4	0	0	7	0	3	0	1	0	0	0
5:45 PM - 6:00 PM	1	5	0	0	2	0	2	0	0	0	0	0
<b>TOTAL</b>	10	86	0	0	66	13	43	0	16	0	0	0
<b>Peak Hour</b> 4:30 PM - 5:30 PM	2	21	0	0	13	1	9	0	5	0	0	0



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Center

& Mowry

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0
8:00 AM - 8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	4	0	0	0	0	1	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	2	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 7:45 AM - 8:45 AM	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
	2%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	2	0	0	0	0	1	0	0	0	0	0	0
11:15 AM - 11:30 AM	1	0	0	0	0	1	0	0	0	0	0	0
11:30 AM - 11:45 AM	2	0	0	0	3	6	0	0	0	0	0	0
11:45 AM - 12:00 PM	1	0	0	0	0	0	1	0	0	0	0	0
12:00 PM - 12:15 PM	0	1	0	0	0	0	3	0	1	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	2	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	1	0	1	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	1	0	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 12:00 PM - 1:00 PM	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
	0%	1%	0%	0%	0%	0%	18%	0%	2%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	0	0	1	2	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	3	0	0	0	0	0	0
2:30 PM - 2:45 PM	1	0	0	0	1	1	1	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	1	3	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	1	0	0	0	0	1	0	0	0	0	0
3:30 PM - 3:45 PM	0	1	0	0	0	1	2	0	0	0	0	0
3:45 PM - 4:00 PM	0	2	0	0	0	2	0	0	1	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM - 5:15 PM	0	2	0	0	0	1	3	0	1	0	0	0
5:15 PM - 5:30 PM	0	2	0	0	0	0	2	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	2	0	0	0	0	2	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 4:30 PM - 5:30 PM	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Center

& Mowry

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	1	1	0	0	1	0	2	0	0	0	0	0
7:30 AM - 7:45 AM	2	0	0	0	0	2	2	0	1	0	0	0
7:45 AM - 8:00 AM	4	0	0	0	0	1	2	0	0	0	0	0
8:00 AM - 8:15 AM	0	2	0	0	0	1	4	0	0	0	0	0
8:15 AM - 8:30 AM	0	5	0	0	0	2	7	0	0	0	0	0
8:30 AM - 8:45 AM	0	3	0	0	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	1	2	0	0	0	1	4	0	0	0	0	0
<b>TOTAL</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 7:45 AM - 8:45 AM	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	2%	11%	0%	0%	0%	9%	15%	0%	0%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	1	0	0	0	2	1	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	1	0	0	0	0	2	0	0	0	0	0
11:30 AM - 11:45 AM	0	8	0	0	2	7	14	0	1	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	1	5	0	0	0	0	0
12:00 PM - 12:15 PM	1	2	0	0	2	2	1	0	4	0	0	0
12:15 PM - 12:30 PM	2	0	0	0	0	2	3	0	2	0	0	0
12:30 PM - 12:45 PM	1	3	0	0	2	8	2	0	0	0	0	0
12:45 PM - 1:00 PM	1	0	0	0	1	3	2	0	2	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 12:00 PM - 1:00 PM	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
	5%	7%	0%	0%	8%	48%	21%	0%	8%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	2	0	0	1	0	3	0	0	0	0	0
2:15 PM - 2:30 PM	0	1	0	0	0	0	1	0	0	0	0	0
2:30 PM - 2:45 PM	0	2	0	0	0	1	4	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	5	14	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	1	6	2	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	1	2	2	0	0	0	0	0
3:30 PM - 3:45 PM	1	0	0	0	0	2	1	0	1	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	6	5	0	0	0	0	0
4:00 PM - 4:15 PM	1	1	0	0	4	6	2	0	1	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	3	4	1	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	2	4	7	0	2	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	1	5	8	0	2	0	0	0
5:00 PM - 5:15 PM	1	0	0	0	0	3	0	0	2	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	3	4	0	0	1	0	0	0
5:30 PM - 5:45 PM	3	0	0	0	1	3	0	0	3	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	1	3	0	0	1	0	0	0
<b>TOTAL</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 4:30 PM - 5:30 PM	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>



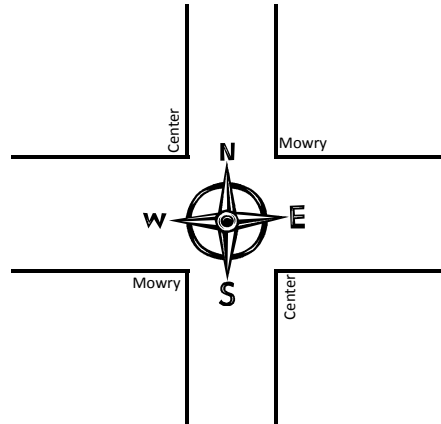
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: Center  
 EB/WB: Mowry

		Hour									
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00		
		1	2	3	4	5	6	7	8		
Eastbound	▶ Bike	4	0	0	4	0	0	1	0	<b>9</b>	
	Ped	332	141	36	81	35	30	29	28	<b>712</b>	
Westbound	◀ Bike	0	0	0	1	0	0	0	0	<b>1</b>	
	Ped	10	8	52	66	92	146	275	187	<b>836</b>	

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	17	0	20	0
8:00	17	1	31	0
11:00	29	0	18	0
12:00	31	0	23	0
14:00	27	1	15	0
15:00	28	0	27	0
16:00	54	1	40	0
17:00	44	1	32	1
	<b>247</b>	<b>4</b>	<b>206</b>	<b>1</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 7:00	0	0	0	0
2 8:00	0	0	0	0
3 11:00	0	0	0	0
4 12:00	0	0	0	0
5 14:00	0	0	0	0
6 15:00	0	0	0	0
7 16:00	0	0	0	0
8 17:00	0	0	0	0
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Eastbound	▶ Bike	0	1	0	0	0	0	0	0	<b>1</b>
	Ped	98	78	33	47	25	25	15	23	<b>344</b>
Westbound	◀ Bike	0	0	0	0	0	0	0	0	<b>0</b>
	Ped	4	5	17	18	12	27	60	55	<b>198</b>

7:00 8:00 11:00 12:00 14:00 15:00 16:00 17:00

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Radio

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	28	0	0	22	26	35	0	14	0	0	0
7:15 AM - 7:30 AM	7	34	0	0	19	20	63	0	16	0	0	0
7:30 AM - 7:45 AM	10	49	0	0	29	21	84	0	20	0	0	0
7:45 AM - 8:00 AM	10	59	0	0	45	33	73	0	26	0	0	0
8:00 AM - 8:15 AM	14	83	0	0	41	30	78	0	21	0	0	0
8:15 AM - 8:30 AM	8	77	0	0	37	36	73	0	27	0	0	0
8:30 AM - 8:45 AM	13	61	0	0	26	27	67	0	8	0	0	0
8:45 AM - 9:00 AM	7	75	0	0	32	26	68	0	16	0	0	0
<b>TOTAL</b>	<b>72</b>	<b>466</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>219</b>	<b>541</b>	<b>0</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>42</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>120</b>	<b>308</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	6	34	0	0	48	28	39	0	6	0	0	0
11:15 AM - 11:30 AM	10	48	0	0	41	35	40	0	5	0	0	0
11:30 AM - 11:45 AM	9	56	0	0	65	46	43	0	9	0	0	0
11:45 AM - 12:00 PM	12	41	0	0	59	52	24	0	12	0	0	0
12:00 PM - 12:15 PM	7	43	0	0	40	26	28	0	12	0	0	0
12:15 PM - 12:30 PM	11	53	0	0	41	29	32	0	10	0	0	0
12:30 PM - 12:45 PM	10	82	0	0	39	25	46	0	6	0	0	0
12:45 PM - 1:00 PM	11	50	0	0	41	30	48	0	8	0	0	0
<b>TOTAL</b>	<b>76</b>	<b>407</b>	<b>0</b>	<b>0</b>	<b>374</b>	<b>271</b>	<b>300</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>11:00 AM - 12:00 PM</b>	<b>37</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>161</b>	<b>146</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	7	41	0	0	61	45	32	0	10	0	0	0
2:15 PM - 2:30 PM	12	40	0	0	64	42	42	0	4	0	0	0
2:30 PM - 2:45 PM	18	55	0	0	48	44	43	0	11	0	0	0
2:45 PM - 3:00 PM	14	46	0	0	59	43	35	0	8	0	0	0
3:00 PM - 3:15 PM	15	48	0	0	67	59	33	0	15	0	0	0
3:15 PM - 3:30 PM	12	54	0	0	56	43	32	0	8	0	0	0
3:30 PM - 3:45 PM	25	60	0	0	54	53	54	0	11	0	0	0
3:45 PM - 4:00 PM	19	47	0	0	65	35	38	0	4	0	0	0
4:00 PM - 4:15 PM	30	66	0	0	80	49	40	0	12	0	0	0
4:15 PM - 4:30 PM	41	72	0	0	77	51	49	0	6	0	0	0
4:30 PM - 4:45 PM	44	85	0	0	55	52	49	0	13	0	0	0
4:45 PM - 5:00 PM	49	92	0	0	62	74	43	0	6	0	0	0
5:00 PM - 5:15 PM	63	69	0	0	64	103	30	0	4	0	0	0
5:15 PM - 5:30 PM	54	96	0	0	42	108	40	0	3	0	0	0
5:30 PM - 5:45 PM	40	99	0	0	51	86	37	0	3	0	0	0
5:45 PM - 6:00 PM	34	77	0	0	58	71	53	0	5	0	0	0
<b>TOTAL</b>	<b>477</b>	<b>1,047</b>	<b>0</b>	<b>0</b>	<b>963</b>	<b>958</b>	<b>650</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>206</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>371</b>	<b>150</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua City Gainesville

Intersection Museum & Radio

Date Tuesday, November 14, 2017 7:00 AM Cars & Light Goods

AM 7:00 AM to 9:00 AM VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	3	22	0	0	22	23	30	0	12	0	0	0
7:15 AM - 7:30 AM	7	29	0	0	12	19	59	0	15	0	0	0
7:30 AM - 7:45 AM	8	36	0	0	26	18	74	0	19	0	0	0
7:45 AM - 8:00 AM	10	50	0	0	35	32	66	0	26	0	0	0
8:00 AM - 8:15 AM	13	60	0	0	28	27	59	0	21	0	0	0
8:15 AM - 8:30 AM	7	50	0	0	24	33	64	0	27	0	0	0
8:30 AM - 8:45 AM	11	51	0	0	18	25	52	0	7	0	0	0
8:45 AM - 9:00 AM	7	55	0	0	27	24	55	0	15	0	0	0
<b>TOTAL</b>	<b>66</b>	<b>353</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>201</b>	<b>459</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>38</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>110</b>	<b>263</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>

Mid-day 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	6	23	0	0	30	27	30	0	6	0	0	0
11:15 AM - 11:30 AM	8	30	0	0	26	30	33	0	5	0	0	0
11:30 AM - 11:45 AM	7	33	0	0	43	42	33	0	9	0	0	0
11:45 AM - 12:00 PM	12	29	0	0	39	46	18	0	12	0	0	0
12:00 PM - 12:15 PM	7	32	0	0	25	25	22	0	11	0	0	0
12:15 PM - 12:30 PM	11	28	0	0	27	26	22	0	9	0	0	0
12:30 PM - 12:45 PM	9	43	0	0	27	23	38	0	5	0	0	0
12:45 PM - 1:00 PM	11	35	0	0	25	28	41	0	8	0	0	0
<b>TOTAL</b>	<b>71</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>242</b>	<b>247</b>	<b>237</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>11:00 AM - 12:00 PM</b>	<b>33</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>145</b>	<b>114</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>

PM 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	6	26	0	0	40	42	22	0	8	0	0	0
2:15 PM - 2:30 PM	12	23	0	0	43	40	32	0	3	0	0	0
2:30 PM - 2:45 PM	17	35	0	0	31	42	31	0	11	0	0	0
2:45 PM - 3:00 PM	12	32	0	0	34	37	29	0	8	0	0	0
3:00 PM - 3:15 PM	13	31	0	0	46	50	23	0	15	0	0	0
3:15 PM - 3:30 PM	12	34	0	0	38	36	26	0	8	0	0	0
3:30 PM - 3:45 PM	25	36	0	0	38	51	42	0	11	0	0	0
3:45 PM - 4:00 PM	16	29	0	0	44	30	30	0	4	0	0	0
4:00 PM - 4:15 PM	29	51	0	0	52	40	34	0	9	0	0	0
4:15 PM - 4:30 PM	39	59	0	0	53	48	40	0	6	0	0	0
4:30 PM - 4:45 PM	42	76	0	0	46	46	44	0	13	0	0	0
4:45 PM - 5:00 PM	45	73	0	0	44	67	38	0	6	0	0	0
5:00 PM - 5:15 PM	61	54	0	0	53	86	25	0	3	0	0	0
5:15 PM - 5:30 PM	52	81	0	0	36	88	33	0	3	0	0	0
5:30 PM - 5:45 PM	38	83	0	0	42	76	31	0	3	0	0	0
5:45 PM - 6:00 PM	32	70	0	0	49	51	46	0	5	0	0	0
<b>TOTAL</b>	<b>451</b>	<b>793</b>	<b>0</b>	<b>0</b>	<b>689</b>	<b>830</b>	<b>526</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>196</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>317</b>	<b>127</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

**County** Alachua

**City** Gainesville

**Intersection** Museum

**&** Radio

**Date** Tuesday, November 14, 2017 7:00 AM

**Other Vehicles**

**VHB Project #:** 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	3	0	0	0	1	3	0	0	0	0	0
7:15 AM - 7:30 AM	0	1	0	0	2	0	4	0	0	0	0	0
7:30 AM - 7:45 AM	0	4	0	0	2	0	7	0	0	0	0	0
7:45 AM - 8:00 AM	0	2	0	0	2	0	5	0	0	0	0	0
8:00 AM - 8:15 AM	0	2	0	0	4	0	8	0	0	0	0	0
8:15 AM - 8:30 AM	1	2	0	0	4	1	5	0	0	0	0	0
8:30 AM - 8:45 AM	2	1	0	0	2	1	9	0	0	0	0	0
8:45 AM - 9:00 AM	0	3	0	0	3	1	7	0	1	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	3%	5%	0%	0%	11%	1%	10%	0%	0%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	3	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	2	1	0	0	4	2	0	0	0	0	0	0
11:30 AM - 11:45 AM	1	2	0	0	4	0	4	0	0	0	0	0
11:45 AM - 12:00 PM	0	2	0	0	3	2	3	0	0	0	0	0
12:00 PM - 12:15 PM	0	3	0	0	4	0	6	0	1	0	0	0
12:15 PM - 12:30 PM	0	2	0	0	4	0	6	0	1	0	0	0
12:30 PM - 12:45 PM	0	3	0	0	3	0	6	0	0	0	0	0
12:45 PM - 1:00 PM	0	2	0	0	3	0	4	0	0	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 11:00 AM - 12:00 PM	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Radio

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	3	0	0	0	1	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	9	0	0	0	0	1	0	1	0	0	0
7:45 AM - 8:00 AM	0	7	0	0	0	0	1	0	0	0	0	0
8:00 AM - 8:15 AM	1	0	0	0	9	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	1	0	0	8	1	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
	3%	9%	0%	0%	15%	1%	1%	0%	1%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	8	0	0	13	0	5	0	0	0	0	0
11:15 AM - 11:30 AM	0	10	0	0	6	2	5	0	0	0	0	0
11:30 AM - 11:45 AM	0	4	0	0	5	0	5	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	17	2	2	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 11:00 AM - 12:00 PM	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	0%	19%	0%	0%	30%	3%	15%	0%	0%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	13	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	14	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	17	0	0	2	0	1	0	0	0	0	0
2:45 PM - 3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	1	1	0	0	0	2	1	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	2	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	1	2	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	2	0	0	0	9	8	0	0	0	0	0	0
5:15 PM - 5:30 PM	2	0	0	0	3	10	2	0	0	0	0	0
5:30 PM - 5:45 PM	2	0	0	0	8	5	0	0	0	0	0	0
5:45 PM - 6:00 PM	2	0	0	0	6	10	0	0	0	0	0	0
<b>TOTAL</b>	<b>11</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 4:45 PM - 5:45 PM	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Museum

& Radio

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	1	2	0	2	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	5	1	0	0	1	0	0	0
7:30 AM - 7:45 AM	2	0	0	0	1	3	2	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	8	1	1	0	0	0	0	0
8:00 AM - 8:15 AM	0	21	0	0	0	3	11	0	0	0	0	0
8:15 AM - 8:30 AM	0	24	0	0	1	1	4	0	0	0	0	0
8:30 AM - 8:45 AM	0	9	0	0	6	0	6	0	0	0	0	0
8:45 AM - 9:00 AM	0	17	0	0	2	0	6	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>10</b>	<b>32</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 7:30 AM - 8:30 AM	<b>2</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	5%	23%	0%	0%	9%	7%	7%	0%	0%	0%	0%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	3	0	0	2	1	4	0	0	0	0	0
11:15 AM - 11:30 AM	0	7	0	0	5	1	2	0	0	0	0	0
11:30 AM - 11:45 AM	1	17	0	0	13	4	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	10	0	0	0	2	1	0	0	0	0	0
12:00 PM - 12:15 PM	0	8	0	0	11	1	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	23	0	0	10	3	4	0	0	0	0	0
12:30 PM - 12:45 PM	0	36	0	0	9	2	2	0	1	0	0	0
12:45 PM - 1:00 PM	0	13	0	0	12	2	3	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 11:00 AM - 12:00 PM	<b>1</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	3%	32%	0%	0%	14%	6%	7%	0%	0%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	1	0	0	0	17	3	3	0	2	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	18	2	2	0	1	0	0	0
2:30 PM - 2:45 PM	1	0	0	0	12	2	5	0	0	0	0	0
2:45 PM - 3:00 PM	1	0	0	0	22	6	2	0	0	0	0	0
3:00 PM - 3:15 PM	0	13	0	0	16	5	4	0	0	0	0	0
3:15 PM - 3:30 PM	0	18	0	0	14	3	2	0	0	0	0	0
3:30 PM - 3:45 PM	0	19	0	0	13	2	3	0	0	0	0	0
3:45 PM - 4:00 PM	1	16	0	0	17	3	2	0	0	0	0	0
4:00 PM - 4:15 PM	1	12	0	0	23	9	2	0	2	0	0	0
4:15 PM - 4:30 PM	1	11	0	0	21	3	2	0	0	0	0	0
4:30 PM - 4:45 PM	2	7	0	0	7	6	2	0	0	0	0	0
4:45 PM - 5:00 PM	3	15	0	0	15	7	2	0	0	0	0	0
5:00 PM - 5:15 PM	0	13	0	0	1	1	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	14	0	0	0	0	1	0	0	0	0	0
5:30 PM - 5:45 PM	0	13	0	0	0	0	2	0	0	0	0	0
5:45 PM - 6:00 PM	0	6	0	0	0	0	2	0	0	0	0	0
<b>TOTAL</b>	<b>11</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>52</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Peak Hour</b> 4:45 PM - 5:45 PM	<b>3</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



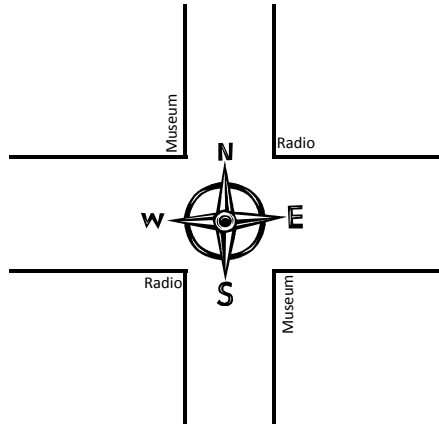
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: Museum  
 EB/WB: Radio

		Hour								
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
		1	2	3	4	5	6	7	8	
Eastbound	▶ Bike	0	0	0	0	0	0	0	0	0
	Ped	0	0	0	0	0	0	0	0	0
Westbound	◀ Bike	0	0	0	0	0	0	0	0	0
	Ped	0	0	0	0	0	0	0	0	0

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	3	0	0	0
8:00	4	2	1	0
11:00	7	1	5	0
12:00	8	1	2	0
14:00	19	0	1	0
15:00	14	2	4	0
16:00	8	1	4	0
17:00	14	1	5	1
	<b>77</b>	<b>8</b>	<b>22</b>	<b>1</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	0	0	0	0
8:00	0	0	0	0
11:00	0	0	0	0
12:00	0	0	0	0
14:00	0	0	0	0
15:00	0	0	0	0
16:00	0	0	0	0
17:00	0	0	0	0
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
Eastbound	▶ Bike	1	0	1	2	0	1	0	1	6
	Ped	5	7	8	3	2	8	0	6	39
Westbound	◀ Bike	0	0	1	0	0	1	0	1	3
	Ped	0	3	6	2	5	3	0	18	37

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Village

& Museum

Date Tuesday, November 14, 2017 7:00 AM

All Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	33	0	24	6	54	0	0	23	2
7:15 AM - 7:30 AM	0	0	0	47	0	21	17	76	0	0	24	5
7:30 AM - 7:45 AM	0	0	0	54	0	30	17	110	0	0	29	6
7:45 AM - 8:00 AM	0	0	0	43	0	43	22	108	0	0	41	13
8:00 AM - 8:15 AM	0	0	0	39	0	40	39	115	0	0	39	5
8:15 AM - 8:30 AM	0	0	0	38	0	28	37	114	0	0	46	12
8:30 AM - 8:45 AM	0	0	0	37	0	18	37	93	0	0	40	11
8:45 AM - 9:00 AM	0	0	0	24	0	26	41	105	0	0	44	5
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>230</b>	<b>216</b>	<b>775</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>59</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>141</b>	<b>115</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>36</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	9	0	23	21	59	0	0	53	6
11:15 AM - 11:30 AM	0	0	0	21	0	25	19	75	0	0	51	9
11:30 AM - 11:45 AM	0	0	0	17	0	33	22	75	0	0	74	11
11:45 AM - 12:00 PM	0	0	0	10	0	35	22	41	0	0	79	20
12:00 PM - 12:15 PM	0	0	0	7	0	22	20	54	0	0	50	12
12:15 PM - 12:30 PM	0	0	0	8	0	24	20	60	0	0	41	14
12:30 PM - 12:45 PM	0	0	0	18	0	29	27	95	0	0	48	15
12:45 PM - 1:00 PM	0	0	0	9	0	18	32	69	0	0	49	12
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>209</b>	<b>183</b>	<b>528</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>99</b>
<b>Peak Hour</b>												
<b>11:00 AM - 12:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>116</b>	<b>84</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>46</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	13	0	39	16	52	0	0	70	15
2:15 PM - 2:30 PM	0	0	0	13	0	29	15	63	0	0	76	15
2:30 PM - 2:45 PM	0	0	0	14	0	19	21	77	0	0	76	23
2:45 PM - 3:00 PM	0	0	0	10	0	45	13	69	0	0	69	22
3:00 PM - 3:15 PM	0	0	0	8	0	32	24	58	0	0	93	30
3:15 PM - 3:30 PM	0	0	0	10	0	40	17	68	0	0	63	26
3:30 PM - 3:45 PM	0	0	0	12	0	36	37	77	0	0	81	29
3:45 PM - 4:00 PM	0	0	0	13	0	47	22	64	0	0	51	32
4:00 PM - 4:15 PM	0	0	0	12	0	43	48	57	0	0	91	36
4:15 PM - 4:30 PM	0	0	0	12	0	46	39	76	0	0	87	38
4:30 PM - 4:45 PM	0	0	0	9	0	45	48	92	0	0	73	49
4:45 PM - 5:00 PM	0	0	0	17	0	40	44	88	0	0	99	43
5:00 PM - 5:15 PM	0	0	0	8	0	57	38	74	0	0	125	55
5:15 PM - 5:30 PM	0	0	0	17	0	50	47	90	0	0	115	66
5:30 PM - 5:45 PM	0	0	0	9	0	35	37	102	0	0	87	54
5:45 PM - 6:00 PM	0	0	0	9	0	34	42	90	0	0	95	25
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>637</b>	<b>508</b>	<b>1,197</b>	<b>0</b>	<b>0</b>	<b>1,351</b>	<b>558</b>
<b>Peak Hour</b>												
<b>4:45 PM - 5:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>182</b>	<b>166</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>426</b>	<b>218</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Village

& Museum

Date Tuesday, November 14, 2017 7:00 AM

Cars & Light Goods

**AM** 7:00 AM to 9:00 AM

VHB Project #: 63130.00

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	33	0	24	6	45	0	0	21	2
7:15 AM - 7:30 AM	0	0	0	46	0	17	14	64	0	0	17	5
7:30 AM - 7:45 AM	0	0	0	53	0	27	13	93	0	0	25	6
7:45 AM - 8:00 AM	0	0	0	42	0	40	19	96	0	0	29	11
8:00 AM - 8:15 AM	0	0	0	38	0	36	34	82	0	0	26	5
8:15 AM - 8:30 AM	0	0	0	36	0	25	28	84	0	0	32	12
8:30 AM - 8:45 AM	0	0	0	37	0	16	34	69	0	0	29	11
8:45 AM - 9:00 AM	0	0	0	24	0	23	36	75	0	0	33	5
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>208</b>	<b>184</b>	<b>608</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>57</b>
<b>Peak Hour</b>												
<b>7:30 AM - 8:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>128</b>	<b>94</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>34</b>

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	8	0	21	11	44	0	0	28	4
11:15 AM - 11:30 AM	0	0	0	18	0	20	13	49	0	0	39	9
11:30 AM - 11:45 AM	0	0	0	14	0	23	12	51	0	0	52	7
11:45 AM - 12:00 PM	0	0	0	8	0	28	18	26	0	0	58	17
12:00 PM - 12:15 PM	0	0	0	7	0	16	15	39	0	0	37	11
12:15 PM - 12:30 PM	0	0	0	8	0	17	13	36	0	0	30	10
12:30 PM - 12:45 PM	0	0	0	15	0	25	19	60	0	0	33	10
12:45 PM - 1:00 PM	0	0	0	9	0	13	24	54	0	0	33	8
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>163</b>	<b>125</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>310</b>	<b>76</b>
<b>Peak Hour</b>												
<b>11:15 AM - 12:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>87</b>	<b>58</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>44</b>

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	11	0	30	11	35	0	0	46	15
2:15 PM - 2:30 PM	0	0	0	12	0	26	10	40	0	0	56	15
2:30 PM - 2:45 PM	0	0	0	10	0	17	14	52	0	0	53	19
2:45 PM - 3:00 PM	0	0	0	8	0	31	9	54	0	0	46	18
3:00 PM - 3:15 PM	0	0	0	8	0	22	16	39	0	0	72	30
3:15 PM - 3:30 PM	0	0	0	10	0	31	13	47	0	0	45	24
3:30 PM - 3:45 PM	0	0	0	11	0	31	29	51	0	0	61	26
3:45 PM - 4:00 PM	0	0	0	13	0	39	15	45	0	0	31	29
4:00 PM - 4:15 PM	0	0	0	11	0	32	42	45	0	0	60	36
4:15 PM - 4:30 PM	0	0	0	12	0	37	32	63	0	0	69	38
4:30 PM - 4:45 PM	0	0	0	9	0	37	46	79	0	0	59	49
4:45 PM - 5:00 PM	0	0	0	17	0	31	38	71	0	0	75	42
5:00 PM - 5:15 PM	0	0	0	8	0	47	32	59	0	0	100	53
5:15 PM - 5:30 PM	0	0	0	17	0	39	45	72	0	0	97	62
5:30 PM - 5:45 PM	0	0	0	9	0	26	33	81	0	0	79	50
5:45 PM - 6:00 PM	0	0	0	8	0	23	38	79	0	0	74	22
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>499</b>	<b>423</b>	<b>912</b>	<b>0</b>	<b>0</b>	<b>1,023</b>	<b>528</b>
<b>Peak Hour</b>												
<b>4:30 PM - 5:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>154</b>	<b>161</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>206</b>

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Village

& Museum

Date Tuesday, November 14, 2017 7:00 AM

Other Vehicles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	4	0	0	1	0
7:15 AM - 7:30 AM	0	0	0	0	0	1	1	5	0	0	5	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	2	9	0	0	3	0
7:45 AM - 8:00 AM	0	0	0	0	0	1	2	4	0	0	6	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	3	5	0	0	4	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	2	6	0	0	8	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	3	7	0	0	5	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	2	11	0	0	8	0
<b>TOTAL</b>	0	0	0	0	0	3	15	51	0	0	40	1
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	0	0	1	9	24	0	0	21	1
	0%	0%	0%	0%	0%	1%	10%	7%	0%	0%	19%	3%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	3	7	0	0	11	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	1	6	0	0	4	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	4	5	0	0	6	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	1	6	0	0	9	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	3	6	0	0	6	1
12:15 PM - 12:30 PM	0	0	0	0	0	0	1	6	0	0	5	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	3	5	0	0	6	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	2	5	0	0	6	0
<b>TOTAL</b>	0	0	0	0	0	0	18	46	0	0	53	1
<b>Peak Hour</b> 11:15 AM - 12:15 PM	0	0	0	0	0	0	9	23	0	0	25	1
	0%	0%	0%	0%	0%	0%	16%	14%	0%	0%	13%	2%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	1	2	6	0	0	10	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	3	9	0	0	4	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	2	6	0	0	6	0
2:45 PM - 3:00 PM	0	0	0	0	0	2	1	5	0	0	6	0
3:00 PM - 3:15 PM	0	0	0	0	0	3	2	7	0	0	8	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	0	6	0	0	7	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	3	8	0	0	8	0
3:45 PM - 4:00 PM	0	0	0	0	0	1	0	7	0	0	7	0
4:00 PM - 4:15 PM	0	0	0	0	0	2	1	4	0	0	7	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	3	7	0	0	6	0
4:30 PM - 4:45 PM	0	0	0	0	0	2	0	5	0	0	4	0
4:45 PM - 5:00 PM	0	0	0	0	0	2	1	6	0	0	6	0
5:00 PM - 5:15 PM	0	0	0	0	0	5	2	4	0	0	6	0
5:15 PM - 5:30 PM	0	0	0	0	0	5	1	4	0	0	6	0
5:30 PM - 5:45 PM	0	0	0	0	0	3	0	7	0	0	2	0
5:45 PM - 6:00 PM	0	0	0	0	0	5	2	4	0	0	6	0
<b>TOTAL</b>	0	0	0	0	0	32	23	95	0	0	99	0
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	14	4	19	0	0	22	0

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Village

& Museum

Date Tuesday, November 14, 2017 7:00 AM

Motorcycles

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	5	0	0	1	0
7:15 AM - 7:30 AM	0	0	0	0	0	1	0	6	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	2	0	0	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	3	0	13	0	0	3	0
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	0	0	1	0	2	0	0	1	0
	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	1%	0%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	8	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	8	0	0	0	0
<b>Peak Hour</b> 11:15 AM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	0	0	1	0	0	0	0	2	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	0	0	0	1	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0
2:45 PM - 3:00 PM	0	0	0	0	0	2	1	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	3	1	0	0	0	4	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	2	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	1	2
3:45 PM - 4:00 PM	0	0	0	0	0	1	4	0	0	0	6	0
4:00 PM - 4:15 PM	0	0	0	0	0	2	2	0	0	0	24	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	10	0
4:30 PM - 4:45 PM	0	0	0	0	0	2	1	0	0	0	10	0
4:45 PM - 5:00 PM	0	0	0	0	0	2	0	0	0	0	18	1
5:00 PM - 5:15 PM	0	0	0	0	0	5	0	0	0	0	19	0
5:15 PM - 5:30 PM	0	0	0	0	0	5	0	0	0	0	12	3
5:30 PM - 5:45 PM	0	0	0	0	0	3	1	0	0	0	6	2
5:45 PM - 6:00 PM	0	0	0	0	0	5	2	0	0	0	15	3
<b>TOTAL</b>	0	0	0	0	0	32	15	0	0	0	130	11
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	14	1	0	0	0	59	4

# Roadway Count Summary

*Vanasse Hangen Brustlin, Inc.*

County Alachua

City Gainesville

Intersection Village

& Museum

Date Tuesday, November 14, 2017 7:00 AM

Mopeds

VHB Project #: 63130.00

**AM** 7:00 AM to 9:00 AM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	1	0	2	2	1	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	1	0	3	2	6	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	1	1	8	0	0	6	1
8:00 AM - 8:15 AM	0	0	0	1	0	4	2	28	0	0	9	0
8:15 AM - 8:30 AM	0	0	0	2	0	3	7	24	0	0	6	0
8:30 AM - 8:45 AM	0	0	0	0	0	2	0	17	0	0	6	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	3	19	0	0	3	0
<b>TOTAL</b>	0	0	0	6	0	16	17	103	0	0	31	1
<b>Peak Hour</b> 7:30 AM - 8:30 AM	0	0	0	5	0	11	12	66	0	0	21	1
	0%	0%	0%	3%	0%	9%	13%	19%	0%	0%	19%	3%

**Mid-day** 11:00 AM to 1:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
11:00 AM - 11:15 AM	0	0	0	1	0	2	7	0	0	0	14	2
11:15 AM - 11:30 AM	0	0	0	3	0	5	5	20	0	0	8	0
11:30 AM - 11:45 AM	0	0	0	3	0	10	6	19	0	0	16	4
11:45 AM - 12:00 PM	0	0	0	2	0	7	3	9	0	0	12	3
12:00 PM - 12:15 PM	0	0	0	0	0	6	2	9	0	0	7	0
12:15 PM - 12:30 PM	0	0	0	0	0	7	6	18	0	0	6	4
12:30 PM - 12:45 PM	0	0	0	3	0	4	5	30	0	0	9	5
12:45 PM - 1:00 PM	0	0	0	0	0	5	6	10	0	0	10	4
<b>TOTAL</b>	0	0	0	12	0	46	40	115	0	0	82	22
<b>Peak Hour</b> 11:15 AM - 12:15 PM	0	0	0	8	0	28	16	57	0	0	43	7
	0%	0%	0%	17%	0%	32%	28%	35%	0%	0%	23%	16%

**PM** 2:00 PM to 6:00 PM

Time Period	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2:00 PM - 2:15 PM	0	0	0	2	0	7	3	11	0	0	12	0
2:15 PM - 2:30 PM	0	0	0	1	0	3	1	14	0	0	15	0
2:30 PM - 2:45 PM	0	0	0	4	0	2	5	19	0	0	15	4
2:45 PM - 3:00 PM	0	0	0	2	0	10	2	10	0	0	17	4
3:00 PM - 3:15 PM	0	0	0	0	0	4	5	12	0	0	9	0
3:15 PM - 3:30 PM	0	0	0	0	0	7	2	15	0	0	11	2
3:30 PM - 3:45 PM	0	0	0	1	0	5	5	18	0	0	11	1
3:45 PM - 4:00 PM	0	0	0	0	0	6	3	12	0	0	7	3
4:00 PM - 4:15 PM	0	0	0	1	0	7	3	8	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	9	4	6	0	0	2	0
4:30 PM - 4:45 PM	0	0	0	0	0	4	1	8	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	5	5	11	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	4	11	0	0	0	2
5:15 PM - 5:30 PM	0	0	0	0	0	1	1	14	0	0	0	1
5:30 PM - 5:45 PM	0	0	0	0	0	3	3	14	0	0	0	2
5:45 PM - 6:00 PM	0	0	0	1	0	1	0	7	0	0	0	0
<b>TOTAL</b>	0	0	0	12	0	74	47	190	0	0	99	19
<b>Peak Hour</b> 4:30 PM - 5:30 PM	0	0	0	0	0	10	11	44	0	0	0	3





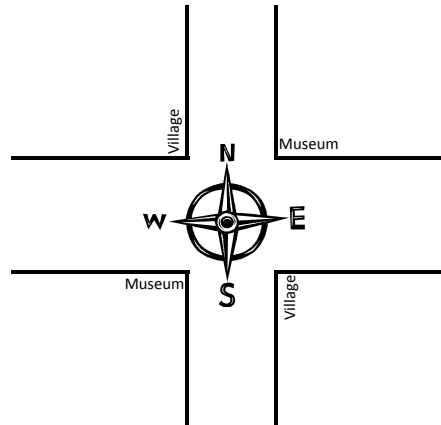
# Pedestrian & Bicycle Summary

Project #: 63130.00  
 Date: Tuesday, November

NB/SB: Village  
 EB/WB: Museum

		Hour								
		7:00	8:00	11:00	12:00	14:00	15:00	16:00	17:00	
		1	2	3	4	5	6	7	8	
Eastbound	Bike	0	0	0	0	0	2	0	1	<b>3</b>
	Ped	0	2	4	2	1	5	1	6	<b>21</b>
Westbound	Bike	0	0	2	0	0	1	0	5	<b>8</b>
	Ped	0	3	1	4	4	4	2	11	<b>29</b>

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	0	0	0	0
8:00	0	0	3	0
11:00	0	0	0	0
12:00	0	0	0	0
14:00	0	0	0	0
15:00	0	0	0	0
16:00	0	0	0	0
17:00	0	0	0	0
	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
7:00	0	0	0	0
8:00	0	0	0	0
11:00	0	0	0	0
12:00	0	0	0	0
14:00	0	0	0	0
15:00	0	0	0	0
16:00	1	0	1	1
17:00	0	0	0	0
	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>

Eastbound	Bike	0	0	0	0	0	0	0	0	<b>0</b>
	Ped	0	0	0	0	0	0	0	0	<b>0</b>
Westbound	Bike	0	0	0	0	0	0	0	0	<b>0</b>
	Ped	0	0	0	0	0	0	0	0	<b>0</b>

7:00   8:00   11:00   12:00   14:00   15:00   16:00   17:00

## Appendix C – Peer Benchmarking

## Peer Institution Benchmarking

As part of the University of Florida (UF) Transportation and Parking Strategic Plan (TPSP), the University extended surveys to peer institutions around the state of Florida and the country to form a picture of the current state of transportation practice at universities. The peer review included 13 institutions that are either top 20 public or top 10 private institutions, and/or smaller institutions with innovative methods for managing their parking inventories. The list includes the following institutions:

- › Florida State University
- › Florida Atlantic University
- › Louisiana State University
- › Stanford University
- › University of Arizona
- › University of Georgia
- › University of Michigan
- › University of North Carolina
- › University of South Florida
- › University of Virginia
- › University of Princeton
- › University of Wisconsin
- › Yale University

Based on the review of peer institutions, comparisons can be made regarding rates for “typical access” parking, technology, and relationships with medical centers. Generally, many systems charge \$500 to \$700 for a “typical access” parking permit. The fees were generally higher than the fees charged by UF. Another common theme was the use of technology to assist with parking space identification. This could include variable message signs outside of garages to smart apps that indicate which garages/lots have available parking, in real time. Some institutions have begun thinking about the potential changing environment with the increase in autonomous vehicle use and vehicle service programs such as LYFT and Uber, by planning for convertible parking garages. The need for garages may diminish over time, leaving institutions with unusable structures. In reference to institutions with medical centers, those relationships are generally complex. What typically works best for a university is to manage everything when integrated. When physically (and programmatically) separate, they can be managed separately.

The size of the main campuses ranged from 11 to 8,100 acres, with an average of 1,488 acres. The number of students ranged from 43,499 to 7,979 with an average of 29,885. The number of staff at responding universities spanned from 1,813 to 15,217 with an average of 8,350. For faculty, the range was 1,252 to 6,999 with an average of 3,598. The gross square footage of main campus buildings ranged from 10,000,000 square feet to 36,946,938 square feet with an average of 17,600,000 square feet per institution. Responding universities averaged 18,536 total main campus parking spots ranging between 29,100 and 6,320.

Each university that responded has a unique set of policies designed to control and respond to parking and transportation demands. Specific strategies are discussed in the following institution-specific sections. Permit pricing was one such diverse strategy. On average, institutions charged \$365 per year for a proximate student commuter parking permit. These fees ranged from free parking for two schools to the \$1116 annually charged by Stanford. Three institutions do not offer student commuter parking at all. Proximate employee parking fees averaged \$581 per year. Again, two institutions did not charge. Three institutions structured their fees based on salary. Gated lots drew an average price of \$996, with two priced by salary.

Overall, nine of 13 institutions had oversell ratios, eight had medical centers, while only seven were seeking to expand parking capacity. Twelve of 13 used technology or other strategies to manage parking demand but only four of the 13 is currently employing technology assist individuals in finding parking. Many institutions indicated some willingness to explore this kind of technology in the future while others did not, either because their parking is sold by individual lot or because investment in other means of transportation takes priority.

All thirteen of the responding institutions had a campus shuttle service. These services on average cost \$82 per service hour, with the cheapest being \$45 per service hour at the University of South Florida and the most expensive service being Stanford at an average of \$135 per service hour. Of the eight schools who charge a transportation fee to students, the average fee was \$126 per semester. Some institutions also charge their transportation fee by the credit hour. Seven institutions do not have a construction loss program set up for replacing parking due to building projects. Of the six who do, the fee averages \$18,438 per space lost, with the highest fee being \$35,000 per space at the University of Virginia. Although many of the responding programs expressed interest in forming partnerships with local organizations and governments, only seven had established such partnerships. Because of the unique challenges facing each institution, this section of the report dedicates specific space to each responding institution. Unique lessons learned from each institution are discussed along with the context that each operates in. All information below is sourced directly from the individual institution's survey responses.

## Florida State University

- › Size of Main Campus: 477 Acres
- › Number of Students: 40,675
- › Number of Staff/Other: 11,719 (including student and graduate assistants)
- › Number of Faculty: 2,360
- › Parking Spaces: 15,816

### Parking

In total, there are approximately 15,816 spaces on Florida State University's campus. There are approximately 8,000 student spaces and 3,500 Faculty and Staff spaces. Approximately 2,000 spaces are shared and available to students and faculty/staff. There are also 330 visitor spaces, 271 for service vehicles, 460 for ADA and 385 for motorcycle and scooters. Overall, the peak utilization rate is estimated to be 96-97%. The University does not have a medical center. All parking is first come first served.

### Pricing

Students pay a Transportation Access Fee of \$8.90 per credit hour and can obtain one parking permit at no charge. This covers many parking and transportation services. The University has not regularly raised parking rates and is looking at significant parking permit changes in 2019. There is no differentiation between faculty/staff parking areas. Faculty/staff pay \$250.00 per year for non-reserved parking. Some lots are gated, others are not. There are no reserved lots, but there are reserved spaces available to approved faculty and staff for a price of \$580 per year. A daily visitor permit is available for \$5 per day.

The University is currently in the process of implementing a permit program for service vehicles (prices will be similar to employee permits). Contractors will purchase either a daily permit (\$5.00), a semester Commercial Vendor Hang-tag (\$115.00 per semester) or purchase an annual Commercial Vendor Hang-tag (\$325.00). Permit holders will be able to get up to ten free one-day temporary permits for rental or loaner vehicles. Commercial vehicles parking less than 10 minutes on campus are not required to get a permit. All other temporary parkers are treated like visitors.

Reserved and gated spaces are sold at a ratio of one permit per space, employee permits are sold at 1.2 permits per space (assuming 10% utilization of existing shared supply) and student permits are sold at a ratio of 2.26 permits per space (all students, both commuter and resident – assuming 90% utilization of existing shared supply).

### Technology & General Philosophy

The general philosophy is only to replace parking lost to campus projects. The University has stated a commitment to reducing campus parking demands, not adding parking to the net supply. Demand Management programs are funded through parking and transportation revenues including (permits, transportation access fee, citations, visitor fees, events, advertising in garages, etc.).

All of FSU's garages have magnetic loop based counting systems. Parking availability information is presented on variable-message signs at each garage entrance and on the FSU Tranz app. The FSU Tranz app was developed in-house. The University is looking at options to expand this count system to the large surface lots.

#### *Maintenance & Funding*

FSU does not track facility maintenance by parking type. Total maintenance related expenses in 2016-2017 were approximately \$655,000. Although it is a goal of the University's to replace lost parking, there is no loss policy or parking space mitigation fee in place.

#### **Bikes, Pedestrians & Transit**

There are on-street bicycle lanes and two buffered bike lanes on the periphery of campus but not on campus. There is no bicycle hub, but there are repair stations. Florida State University operates a campus shuttle service contracted by the City of Tallahassee (StarMetro). The service is operated at a cost of \$73.97 per service hour. There is a U-Pass program for students, this is payed for out of the same transportation fee as parking permits, which is the Transportation Access Fee of \$8.90 per credit hour. FSU does not operate articulated busses and may not in the future because of concerns over narrow streets.

## Florida Atlantic University

- › Size of Main Campus: 850 Acres
- › Number of Students: 26,998
- › Number of Staff: 1,813
- › Number of Faculty: 1,831
- › Parking Spaces: 14,350

### Parking

In total, there are approximately 14,350 parking spaces on Florida Atlantic University's campus. Of this inventory, 11,674 are allocated for students, 1,535 for faculty, 297 for visitors, 297 for visitors, 41 for service vehicles, 463 are ADA spaces and 15 are motorcycle or scooter spaces.

### *Pricing*

Student parking permits are included with the transportation access fee, which is \$76.90 per semester and \$32.04 in the summer. Employee permits are priced based on salary at \$143, \$105 and \$62 per year. Employee gated and reserved spaces are \$683 per year. Visitor parking is \$5 per day, \$15 per week or \$30 per month.

### *Technology & General Philosophy*

The University is seeking to increase its parking capacity and is investing in new technologies to improve parking efficiency including new meters and changing parking software. Demand management programs include shift change policies, carpooling programs and Zipcar. The University is also researching bike share programs.

### *Maintenance & Funding*

The transportation access fee of is \$76.90 per semester and \$32.04 in the summer goes to fund transit and parking maintenance. FAU spends approximately \$150,000 per year on maintenance of surface lots and \$100,000 per year on garage facility maintenance.

### Bikes, Pedestrians & Transit

Bicycle infrastructure is not a priority for the University. A campus transit service is available and run by the University. The service is partnered with local transit service Palm Tran.



## Louisiana State University

- › Size of Main Campus: 2,000 Acres
- › Number of Students: 30,863
- › Number of Staff: 3,550
- › Number of Faculty: 1,345
- › Parking Spaces: 25,131

### Parking

In total, there are approximately 25,131 parking spaces on Louisiana State University's campus. Of these, 18,649 are for students, 4,766 are for faculty and staff, 1,086 are for visitors, 130 for service vehicles and 463 are ADA spaces. There are 37 motorcycle or scooter spaces on campus. Peak utilization occurs on Tuesdays at 11am and is approximately 73%.

### *Pricing*

Relative to other responding institutions LSU's parking pricing is low. Student proximate parking is priced at \$165 per year. Employee parking is priced at \$60 per year. A reserved space in a gated lot costs \$1,000 per year for employees and \$500 per year for a non-reserved space in a gated lot. Visitor parking is \$1.50 per hour. Oversell ratios are not established for student parking but approximately 15% overage is allowed for employee lots. Contractors can purchase permits on a limited basis. On campus service vehicles have designated loading and unloading areas.

### *Technology & General Philosophy*

The University does not have plans to expand parking at this time and is investing in parking demand management solutions. No technology is currently employed to assist in finding available parking spaces.

### *Maintenance & Funding*

The University charges approximately \$120 per year to students as a transportation fee which goes directly to fund fixed and on demand transit systems. LSU has not raised parking or transit fees since 2012 when the cost of a student permit was raised by \$40 per year. Approximately \$500,000 per year is spent on maintaining surface lots per year. There is only one garage parking facility that is four years old, so routine maintenance currently costs less than \$50,000 per year, some of which is unrelated to parking.

### Bikes, Pedestrians & Transit

LSU has on street bike lanes as well as some shared roads. The University does have designated bike hubs with racks around campus. The campus transit system is contracted by the University and costs approximately \$80 per service hour to operate. The University is in the early stages of partnering with the local municipality on bikeshare and rideshare programs.

## Princeton University

- › Size of Main Campus: 500 Acres
- › Number of Students: 7,979
- › Number of Staff/Other: 6,700
- › Number of Faculty: 1,252
- › Parking Spaces: 6,320

### Parking

In total, there are approximately 6,320 parking spaces on Princeton University’s campus. There are approximately 1,247 spaces for student residents and 4,325 Faculty and Staff spaces. There are also an estimated 244 visitor spaces, 107 for service vehicles, 188 for ADA and 40 for motorcycle and scooters. The university has plans to expand parking capacity in the next two to four years. There is an established parking demand management program called Revise Your Ride.

Princeton is currently considering how to best handle service vehicles, contractors and other temporary parkers but has had difficulty with this problem in the past. The University partners with the local municipality to keep those parking for the University on University property.

### Pricing

Princeton does not charge for parking, including visitors, but only has a limited supply that is first come, first served. Undergraduate students are generally not eligible for annual parking permits. Students with a compelling need for keeping a personal vehicle on campus may apply for a permit. A “compelling need” for a permit is defined as a need that cannot be accommodated by University, commercial, regional transit or local transportation options and therefore causes a significant hardship. The annual permit fee is \$350. Because the University does not pay for parking, all transportation programs are funded directly by the University. There is no transportation fee included in student fees, and maintenance of facilities is also paid for directly by the University.

### Bikes, Pedestrians & Transit

There are on-street bicycle lanes and no buffered bike lanes. There are no bicycle hubs or cycle tracks on campus, but all municipal crossings are required to be dismount zones. The campus offers a shuttle service that is contracted by the University. The approximate cost per service hour is \$130. There are also some joint transit routes with the local transit agency. The University reimburses 50% of the cost of transit, but there is still some cost to riders.

## Stanford University

- › Size of Main Campus: 8,180 Acres
- › Number of Students: 16,430
- › Number of Staff: 12,148
- › Number of Faculty: 2,219
- › Parking Spaces: 25,504

### Parking

In total, there are approximately 25,504 parking spaces on Stanford University's campus. Of this inventory, 2,535 are student only and 3,635 are shared student and commuter for a total of 6,170. Beyond this, there are 15,108 spaces shared between faculty, staff and student commuters. There are 3,039 spaces allocated for visitors and 354 spaces for service vehicles. Allocated to ADA are 354 spaces and there are 81 motorcycle and scooter spaces. Peak utilization ranged from 100% to 70% with a goal of 85%. At some healthcare locations where parking is stacked, utilization will exceed 100%.

The University has a two-tiered parking permit system, A and C. A permits costs more and have more predictable availability. C permits cost less and are less convenient. A permits can use C spaces plus A spaces. In general, one can find an A space throughout the day in most parts of campus. A C space will be harder to find after 7:30 am except in the far outreaches of campus. Stanford does not have established oversell ratios.

### Pricing

Student and employee commuter permits cost \$93 per month for an A permit and \$33 per month for a C permit. Student resident permits cost \$33 per month. Employee reserved and gated lots cost \$271 per month.

Vendors on campus can purchase a service vehicle permit if they need to stay beyond 20 minutes. Contractors for projects try to park on site or in designated lay down areas that are not otherwise used for parking. Temporary parkers can get an event permit, use a visitor space and pay at the meter/pay station or by ParkMobile.

### Medical Center

Stanford's medical center has 1,140 spaces for patients, 792 for visitors and 3,653 for employees. These spaces are owned in combination by the University and the medical center depending on the location. Health care manages patients and visitors for both valet and paid parking. Health center commuters park in University owned parking and buy permits from Stanford Parking and Transportation Services.

### Technology & General Philosophy

The University is seeking to maintain its parking supply while moving from surface lots to underground garages. Stanford employs LPR systems and NuPark is to be deployed later this year. Demand management programs are funded through a combination of parking revenue

and the employee benefits pool. No technology is employed to assist individuals in finding parking spaces.

### *Maintenance & Funding*

There is no student transportation fee. Parking permit fees have raised every year since 2010, typically at about 3-8% per year. Stanford spends approximately \$180,000 per year in maintenance on surface spaces, \$125,000 per year on garage spaces and \$120,000 annually on underground parking maintenance. Stanford Health Care covers operations and maintenance costs for their garages.

Construction projects must pay into a fund that covers the costs of necessary improvements to offset a project's impacts including parking, transportation, landscaping, etc. Those funds are pooled to finance a new garage or lot. Because of this fund, the University tends to not need to use debt to pay for parking and can pay in cash from the pooled funds.

### **Bikes, Pedestrians & Transit**

The University has a robust bicycle and pedestrian network including on-street bicycle lanes, exclusive cycle tracks, as well as bike repair stations throughout campus. There are also bike cages and several bike locker compounds throughout the campus.

Stanford offers a campus shuttle system which is operated by TransDev for local services and Hallcon for East Bay commuter service. Stanford owns or leases the Transdev operated busses and Hallcon is a turnkey operation. The current cost per service hour is \$135.36 for local routes and \$392.17 for the long-distance commuter service. The University measures cost per passenger across all routes, but routes are not eliminated based on this metric alone. Currently, the University operates 23 electric transit busses, which will soon be all 38. All Stanford bus routes are free to the public, including students.

## University of Arizona

- › Size of Main Campus: 40 Acres
- › Number of Students: 42,000
- › Number of Staff/Other: 4,500
- › Number of Faculty: 2,600
- › Parking Spaces: 17,663

### Parking

In total, there are approximately 17,663 parking spaces on the University of Arizona’s campus. The University does not differentiate permits by student, staff or faculty. In total, there are 13,500 permitted spaces for these three groups. There are 2,250 visitor spaces, 500 service spaces, 465 ADA spaces, as well as 400 for motorcycles and scooters. The average peak utilization varies greatly but is estimated to be 80%.

### *Pricing*

The University of Arizona has a diverse pricing model that offers many different options based on the need of the parker. For annual parking permits, student commuters, residents and faculty and staff all pay \$457 or \$581 for proximate parking. For all groups, remote park and ride parking is \$100 annually. All garages are \$692 per year and Reserved spaces are \$1,310 plus the cost of the permit for that area. Visitors are charged \$2 per hour up to \$8. Oversell ratios for lots are established on a lot by lot basis. Generally, student predominant parking has higher oversell ratios, up to 1.5.

Service vehicles and contractors are required to purchase a service permit for \$1,500 for the right to park throughout campus at service spaces or lease parking such as during construction for the cost of the permit.

### *Medical Center*

The University of Arizona’s medical center has 5,000 parking spaces, all of which are owned by the medical center and not operated by the University’s transportation entity. Parking rarely overlaps between medical and University groups.

### *Technology & General Philosophy*

The University’s goal is not to expand parking capacity, but to maintain the number of spaces they currently have. All parking lots are future building sites and garages are planned to be built when inventory gets too low.

For parking demand management, the University uses T2 PARKS and Flex/Flexport. They are currently reviewing an RFP for an LPR system for enforcement and utilization. The University has support from Human Resources in terms of flexible scheduling, but there are no explicit incentives or permit buyouts. All demand management projects come from parking revenues with very few exceptions. For assistance finding parking spaces, the University uses Metropia,

a home-grown garage-full/space available program online. The next garage the University is building will have flat floors and be convertible to office/apartment when that is needed.

#### *Maintenance & Funding*

The University spends approximately \$60 per surface space and \$75 per garage space on parking maintenance. The University does not charge students a transportation fee. There is a \$10,000 fee policy per space lost permanently to construction.

#### **Bikes, Pedestrians & Transit**

The University has a robust bike and pedestrian network with on-street bike lanes, buffered bike lanes, exclusive cycle tracks, a bicycle hub as well as bicycle dismount zones. The campus transit system is operated directly by the University at a cost of approximately \$90 per service hour. Public transit passes are subsidized by 50% on semester or annual passes, which is paid for by parking revenue. The University works closely with the transit system regarding routes to campus and our local streetcar which goes through campus. The U-Pass program works for both transit buses and the city operated streetcar.

## University of Georgia

- › Size of Main Campus: 450 Acres
- › Number of Students: 37,000
- › Number of Staff/faculty: 11,000
- › Parking Spaces: 22,000

### Parking

In total, there are approximately 22,000 parking spaces on the University of Georgia's campus. Parking permits are not designated by category but on a priority system for who has access to each permit. Average peak utilization across the campus is 100%. Oversell rates vary from no oversell to 180%.

#### *Pricing*

Permits cost \$20 per month for remote lots, \$30 per month for proximate parking and \$40 per month for the core of campus. It costs \$60 per month for reserved spaces but only the President's cabinet and Deans have access to these spaces. Service vehicles and contractors are required to pay \$60 per month for a permit.

#### *Technology & General Philosophy*

As a general principle, UGA is seeking to move parking away from the core of campus. For demand management, LPR systems and space counting is employed. Demand management programs are funded out of general funds.

#### *Maintenance & Funding*

The University has not raised parking fees in 10 years and has not raised transit fees in four years. UGA spends between \$100,000 and \$1 million per year on its 11 parking decks.

### Bikes, Pedestrians & Transit

The University has a robust bicycle and pedestrian network including on-street bicycle lanes, buffered bike lanes, as well as bike repair stations throughout campus. UGA operates a transit service in house at a cost of \$86 per service hour and will soon be spending \$15 million to acquire electric busses. The University has run articulated busses as a test to great success but currently has no maintenance facility for 60-foot busses. A U-Pass program is funded by student fees and parking fees. The student transportation fee is \$116 per semester. The University has been able to partner with the city transit system and city park and rides.

## University of Michigan

- › Size of Main Campus: 3,263 Acres
- › Number of Students: 43,499
- › Number of Staff/Other: 40,057
- › Number of Faculty: 6,999
- › Parking Spaces: 29,100

### Parking

In total, there are approximately 29,100 spaces at the University of Michigan; 5,500 on the Central Campus, 10,415 on the Medical Campus, 8,900 at the North Campus and 4,200 on the South Campus. The, the peak utilization rate is estimated to be above 95%.

There are approximately 800 visitor spaces with a central pay machine, 2,000 patient/visitor self-park spaces on the medical campus, as well as 429 valet spaces for the medical campus. There are approximately 1,000 ADA spaces. There are an estimated 350 motorcycle or scooter parking spaces. For large construction projects, contractors are pre-assigned parking locations and then sold permits.

The table below describes the parking supply for each of the four campuses. Graduate students may park in yellow and orange tiers, with for a total of 8,563. Greater than half of these spaces are from the North Campus and only 180 Orange and no Yellow spaces are available on the Central Campus. Juniors and Seniors may park in Orange spaces, with a total of 4,381 spaces. Orange parking spaces typically require a transit ride into campus core areas. Faculty and Staff may park in Gold, Blue, Yellow or Orange areas, for a total of 21,066 spaces and 4,325 Gold or Blue spaces on the Main Campus (see table below).

Region	Gold	Blue	Yellow	Orange	Other	Totals
Central Campus	203	4,122	0	180	963	5,468
Medical Campus	884	4,926	468	448	3,689	10,415
North Campus	61	2,069	1,956	2,811	2,026	8,923
South Campus	6	232	1,758	942	1,356	4,294
<b>TOTAL</b>	<b>1,154</b>	<b>11,349</b>	<b>4,182</b>	<b>4,381</b>	<b>8,034</b>	<b>29,100</b>

### Pricing

Annual Faculty and Staff Parking costs are: \$1,809 for a Gold permit, \$736 for a Blue permit, \$161 for a Yellow permit and \$80 for an Orange permit. Visitors are charged \$1.60 per hour for parking. Gold parking is considered premium parking and is sold on a lottery system. Sales of other permit types are not restricted. Since 2001, parking permit prices have increased by 3.2% per year on average.

The university has established some “special permit programs” for overnight and off-shift parking and has also introduced contracted shuttle transportation for medical employees. This transportation services remote parking (with availability during day-time hours) and provides for return to parking until 4 am.



### *Technology & General Philosophy*

The university seeks to provide a diverse set of options to travelers. Recently, the University of Michigan invested in PARCS (Parking Access Revenue Control System) and are in the process of implementing it in campus structures. There are several strategies the university employs to help with demand management ranging from shuttles to studying high capacity transportation improvements.

The University of Michigan’s mobile app has a feature that shows campus parking locations, but they do not have space occupancy counting systems for any of the surface lots on campus. The university does have plans to introduce parking guidance in a few select patient and visitor parking areas on the medical campus.

### *Maintenance & Funding*

For fiscal year 2017, the University of Michigan spent \$606,000 on maintenance of medical campus structures, \$1.7 million on other campus structures and \$787,000 on all campus lots. In addition to maintenance, the university spends approximately \$1 million annually on medical campus structures, \$3 million annually on other campus structures and \$3 million annually on all campus lots for capital repairs and improvements.

### **Bikes, Pedestrians & Transit**

The University has no buffered bicycle lanes but does have bike and non-motorized paths. There are also several bicycle storage facilities, bike sharing and a co-op that uses Rec Sports for maintenance. The University of Michigan operates the transit service for campus directly. It accommodates over 7.4 million riders per year. Overall, this system costs \$67 per service-hour. The Ann Arbor Transportation Authority also operates a transit service that all members of the University community receive free fixed route service on. This amenity, called the MRide program, is provided by parking funds.

### **Miscellaneous**

The University works closely with City and community partners on a variety of transportation-related topics and studies. Some of these collaborative efforts have included:

- › Participation in various studies: Connector - High Capacity Transit, Ann Arbor Station, Tree Line, City Transportation Master Plan, etc.
- › Working closely with the local bus authority (AAATA) to support several transportation services including a large vanpool program for campus. Several AAATA park and rides support campus parking.
- › Forming a bike share system in Ann Arbor with partners
- › Member of Alternative Transportation Committee (city committee)
- › Representation on City Transportation Commission

## University of North Carolina at Chapel Hill

- › Size of Main Campus: 729 Acres
- › Number of Students: 29,916
- › Number of Staff/Other: 8,765
- › Number of Faculty: 3,887
- › Parking Spaces: 23,361

### Parking

In total, there are approximately 23,361 parking spaces on the University of North Carolina at Chapel Hill's campus. Of this inventory, 16,732 is shared between students, faculty and staff. There are 3,526 visitor spaces, 675 service spaces and 1,911 ADA spaces. There are 427 spaces for motorcycles and scooters and 4,459 remote spaces. The average peak utilization rate is approximately 90%.

### Pricing

UNC Chapel Hill has a unique parking pricing structure that provides parkers with a high degree of choice. Permits are offered at full-year, academic year, weekly and daily prices. All parkers are required to obtain a night parking permit to park after restrictions have lifted, although there is no cost.

For students, Park and ride permits cost \$171.95 for the academic year. Non-gated spaces cost \$338.60 and gated spaces cost \$444.65 for the academic year. Motorcycle permits cost \$188 per full-year and the same for scooters is \$25. Graduate and professional students receive most of the student parking, with a small percentage going to undergraduates.

Employee parking is sold based on salary. Annual park and ride permits cost between \$229 and \$393. Motorcycle permits are sold between \$187 and \$398. Non-gated space permits are sold for between \$585 and \$1258 annually, again based on salary. Reserved spaces cost between \$724 and \$1558 annually. Permits for all gated and reserved spaces cost between \$1,076 and \$2,309.

Service and vendor parking is sold per year, week or day. For the year, an official visitor permit is \$645 and a full vendor (non-affiliated) permit is \$800 per year. A 15-minute vendor permit is \$81 per year.

### Medical Center

The University's medical center parking is owned and operated by UNC Chapel Hill. This includes parking for patients, visitors and employees. Employees access to parking is controlled by years of service. Because of the limited availability of parking spaces, employees are encouraged to use the various Park and Ride lots located near UNC Medical Center. Chapel Hill Transit also offers fare-free busing to UNC Medical Center on a number of routes. The University also offers overnight shuttle services for those who need them.

### *Technology & General Philosophy*

The University relies on a Five-Year Plan to steer its transportation policy. The four main principles of this plan are safety, sustainability, support and self-funding. This plan seeks to provide adequate on campus parking for visitors and patients, but to provide a robust transit system for employees and students. An update to the Parking Access Revenue Control Systems (PARCS) is in process. A bike share program is being implemented. Transloc is being used to improve on demand access to campus transportation and CampusBird mapping technology is being used for parking and transportation location. As mentioned above, night time parking permits are now required, and although they are currently free, they will be increased to a small cost in future years.

### *Maintenance & Funding*

Approximately \$2 million is spent on maintenance and capital repair per year. Partnership with local transit agencies via the GoPass is paid for by student transit fees, department transit fees and an \$800,000 parking revenue study. The annual transportation fee is \$199.38 per student and funds on campus transit, local transit and safe ride routes. Since 2003, the University has been able to increase student fees by about 7.5% per year. UNC Chapel Hill has a \$20,000 per space parking space construction loss policy.

### **Bikes, Pedestrians & Transit**

The University many bike programs available including a bike share program and a robust Bike Plan. The university operates fixed route transit services, called P2P. These programs are paid for by the student fee.

## University of South Florida

- › Size of Main Campus: 1,562 Acres
- › Number of Students: 41,070
- › Number of Staff/Other: 8,419
- › Number of Faculty: 5,594
- › Parking Spaces: 20,626

### Parking

In total, there are approximately 20,626 spaces on the University of South Florida’s campus. There are approximately 13,500 student spaces and 5,000 Faculty and Staff spaces. There are also an estimated 1,000 visitor spaces, 229 for service vehicles, 524 for ADA and 55 for motorcycle and scooters. Overall, the peak utilization rate is estimated to be 75%. All parking programs, including demand management, are funded by revenue generated from the sales of parking permits. All mixed-use spaces are first come first served. There are no established oversell areas.

### Pricing

USF has a diverse pricing model that offers many different options based on the need of the parker. For student residents, an annual parking pass is \$226, for commuting students it is \$183. Student carpool passes are \$156 per year. For staff and faculty, reserved spaces are \$1,076 per year, Gold parking permits are \$450 per year and general staff permits are \$135 per year. USF has not raised parking permit fees in over 5 years. Park and ride permits for both staff and students are \$59 annually and motorcycle parking permits are \$62. Vendors can buy annual passes for \$356 and alumni annual passes are \$88. Visitor parking is \$1.50 per hour or \$5 daily.

### Medical Center

Moffet Medical Center is USF’s medical center. Departmental, Reserved, Patient and Valet spaces are leased on an annual basis from USF Parking and Transportation Services. Valet parking is contracted between the Medical Clinic and private valet contractor. USF employees employed as medical staff may apply for a permit with approval from the Medical Facility.

### Technology & General Philosophy

USF recently have purchased 10 new Digital Luke II parking pay stations in FY 16/17 and 17 additional units in FY 17/18. The school is also in the process of purchasing License Plate Recognition (LPR) hardware and software for a mobile application. A fully equipped vehicle will be ready for deployment by the start of academic year 2018 to manage scofflaw enforcement and parking lot inventories and utilization. Additionally, USF is also in the process of pursuing the procurement of a smart parking/guidance system to outfit a garage facility as well as two core surface lots. There are no technologies currently in use for locating parking. However, the University is in the process of researching a variety of

technologies (sensors, loops, cameras, etc.) for a guidance and utilization management application.

### *Maintenance & Funding*

In 2017 USF spent \$195,163 on repair and maintenance. There is a parking space mitigation fee of \$5,500 per space for surface lots and \$12,000 per space for garages.

### **Bikes, Pedestrians & Transit**

There are on-street bicycle lanes and no buffered bike lanes. There is no bicycle hub, but group activities are coordinated by on-campus Center for Urban Transportation Research. USF Transportation Services operates the transit service for the University. The service is operated at \$45 per service hour. Students and staff have access to transit through a U-Pass program, which is funded by student fees and supplemented by parking revenues. As a measure of effectiveness, the University maintains a headway standard of 20 minutes. There is a \$3.00 fee per credit hour which goes to fund the Bull Runner transit services. The transit fee has not increased since 2008.

## University of Virginia

- › Size of Main Campus: 11 Acres
- › Number of Students: 22,770
- › Number of Staff/Other: 13,220
- › Number of Faculty: 3,570
- › Parking Spaces: 18,731

### Parking

In total, there are approximately 18,731 parking spaces on the University of Virginia's campus. Most of the inventory is shared between students, faculty and staff. There are 51 motorcycle and scooter spots that accommodate up to 200 vehicles. There are 279 service spaces and 452 ADA spaces.

### Pricing

The University of Virginia has a diverse pricing model that offers many different options based on the need of the parker. Student remote and park and ride permits are \$189 for the academic year. Student commuter proximate spaces cost between \$600 and \$744. Student resident parking cost \$405 for the academic year. Remote employee parking costs \$252 per calendar year and proximate employee parking costs \$600. Employee reserved and gated parking costs up to \$1140 per calendar year. Visitors are charged \$1 per hour with a 2-hour maximum or \$2.50 per hour in garages.

Patient parking at the medical center gets the highest priority in terms of allocation, then employee reserved parking and then student parking. Employee lots are oversold at rates between 15 and 50%. Student lots are oversold at between 50 and 100% depending on the lot. Student resident lots are only oversold by up to 5%.

Throughout campus, there are service parking spaces. To park in a service space, one must purchase a service pass or have a marked state or commercial vehicle. Contractors who need space work with the school's department to create the necessary parking around the project (for which they pay). Contractors are also sold permits for remote parking areas for their workers. Temporary parkers purchase occasional or prorated parking permits from the University like the general population.

### Medical Center

The University's medical center has 4,275 total spaces on the main hospital campus. Approximately 1,200 are reserved as dedicated patient spaces and 1,600 are reserved for employees. The remaining spaces are shared between patients and employees. UVA's parking and Transportation department owns and operates the medical center spaces.

At the medical center, all employee lots require a permit 24 hours a day. A discounted after-hours permit is sold for hospital staff lots with a 50% discount for second shift and a 75% discount for overnight shift.

### *Technology & General Philosophy*

The University has a robust master plan to include a TDM plan and parking capacity plan in the future and is currently in the process of creating a large-scale parking and transportation master plan (began April 2018). UVA currently uses license plate readers to help manage parking demand. There is no set funding source for TDM programs and each program is budgeted in its own context.

### *Maintenance & Funding*

UVA spends approximately \$1.5 million per year on parking maintenance, not including snow removal. The University has historically been able to raise parking permit fees by 2-3% annually. There is a construction loss policy in place that provides \$35,000 per space lost, but there are many ways for projects to avoid paying this fee. The student transportation fee is \$188 per year. This fee pays for about 75% of the campus transit service plus some of the cost of the reciprocal ridership program, some of the cost of bike share.

### **Bikes, Pedestrians & Transit**

The University has on-street bicycle lanes and bicycle dismount zones, but no other significant bicycle and pedestrian infrastructure. UVA has its own campus shuttle service that is operated directly by the University. This service costs \$80 per service hour to operate. The signature TDM program is a reciprocal transit ridership program between the city and University is paid for partially with student transportation fees and partially with parking permit sales revenue. Services are coordinated between local, federally funded, urban and rural transit providers, all of which participate in the reciprocal ridership program. The services are assessed based on riders per hour. UVA is one of the only responding institutions that intends to use articulated busses, with a plan to purchase in the next two years.

## University of Wisconsin - Madison

- › Size of Main Campus: 936 Acres
- › Number of Students: 39,000
- › Number of Staff/Faculty: 22,000
- › Parking Spaces: 13,062

### Parking

In total, there are approximately 13,062 parking spaces. Of this inventory, only 200 permits are sold to students. For faculty, 8,513 stalls are available, 2,978 are available for visitors and 294 for service vehicle. There are 392 ADA spaces. There are 328 motorcycle spaces and 1236 scooter spaces. Students are generally not offered the opportunity to purchase parking. About 300 individuals are allowed to purchase student permits with strict criteria at the same rates as faculty and staff. Student permits are only sold to commuting students.

There are 800 reserved stalls sold at a one to one basis. There are 75 employee lots on campus that have different oversell ratios depending on size. Some are sold at one to one, but others are sold up to 1.5. The 300 student permits per year are sold at an oversell ratio of three to one.

### Pricing

All permits are sold annually. Park and ride permits are \$281, proximate commuter permits cost between \$790 and \$1272. Gated lots are sold directly to departments at a cost of \$1272. Parking permits are not sold to students living on campus.

### Medical Center

UW Madison's medical center's main parking lot has about 2,000 spaces. It is a shared use facility with both permit holders, visitors and patients. The University owns and operates all medical parking.

### Technology & General Philosophy

Recent zoning changes with the city will allow the University to expand from 13,000 to 15,000 parking spaces. UW Madison employs a PARCS system and is considering an AI engine for smart signage in multi-level garages. Because of low parking supply, demand management strategies are well-employed. Demand management programs are funded through parking revenue and about 5% enforcement. The University does not employ any technologies for finding parking because the intended message is not that parking should be convenient, but that there are other options available. Revenue is being spend on pedestrian and bicycle infrastructure improvements rather than on making parking more convenient.



### *Maintenance & Funding*

UW Madison spends approximately \$724,900 per year on surface space maintenance and \$1,800,550 on garage maintenance. Recently, parking fees were consolidated and increased by at least 3%. Of student fees \$55 is allocable to transit expenses. There is not a construction loss parking policy in place.

### **Bikes, Pedestrians & Transit**

The University has a robust bicycle and pedestrian network that is well-used by students due to low availability of parking. UW Madison contracts with the city transit system for a circulator service and a private shuttle company for a park and ride service. The city charges between \$55 and \$65 per service hour and the private vendor charges \$45 per service hour. The University purchases student and employee bus passes. Articulated busses within a BRT system are expected to be introduced by the city in the next ten years.

## Yale University

- › Size of Main Campus: 345 Acres
- › Number of Students: 10,300
- › Number of Staff/Faculty: 12,000
- › Parking Spaces: 9,300

### Parking

In total, there are approximately 9,300 parking spaces including 300 visitor’s spaces. Most of the inventory is shared between students, faculty and staff. Motorcycles and scooters park for free in corners and dead zones of parking lots. The average peak utilization rate is 75%.

Student parkers are limited to two remote garages and consequently there are very few student parkers. Staff and faculty priorities are ranked by how much they pay, which is by default is based on how much they earn. The second level of priority for employees is by seniority. Oversell ratios depend on lot but are higher, up to 20%, for lots with primarily faculty parkers. The large garage on campus has an oversell rate of 15%. All parking is assigned directly by lot.

### Pricing

Student resident parking averages \$90 per month, employee reserved and gated parking ranges from \$76.50 to \$199 per month. Rates are based on salary and are higher at the medical school than central campus. Parking fees grow annually based on budget growth, creating a revenue neutral system.

University vehicles are charged a parking fee and can park anywhere. Contractors must purchase parking to park in any lot even if they are brought in by a department.

### Medical Center

The University’s medical center owns their parking facilities directly. Of a 626-space garage, 200 spaces are left unsold for patient parking. University employees and hospital employees park in the lot owned by their employer.

### Technology & General Philosophy

Yale does not intend to expand parking capacity. Amano McGann controls lots and implements demand management solutions by lot, including the handling of visitor parking fees. Demand management strategies are difficult since transit in the area is considered poor. TDM programs are funded by the parking and transit budget. Technology to direct parkers to lots is not needed since most parking is sold by specific lot.

### Maintenance & Funding

Funding for maintenance is low and not consistent, creating periodic multi-million-dollar repairs. The University does not have a parking loss policy for construction.

### Bikes, Pedestrians & Transit

The University has on-street bicycle lanes and buffered bike lanes, but no other significant bicycle and pedestrian infrastructure. Yale has its own campus shuttle service. The vehicles are owned by the University, but First Transit is contracted to manage it. This service costs \$60 per service hour to operate. Articulated busses are not used; the University intends to address capacity needs with more busses, not larger busses.