

8.0 Transportation

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

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

Policies	Status	Benchmarks	Recommendations
Policy 1.1.1: The University shall cooperate with the City of Gainesville, Alachua County, the Florida Department of Transportation (FDOT) and the MTPO in the planning, implementation and updating of multi-modal strategies and projects outlined in the currently adopted Gainesville Metropolitan Area Long Range Transportation Plan, both on campus and within the context area.	Ongoing	These agencies continue to cooperate on transportation planning projects and to engage through the MTPO's regional transportation planning process. An upcoming joint-planning projects is the Countywide Bicycle-Pedestrian Master Plan.	No Change.

Policies	Status	Benchmarks	Recommendations
<p>Policy 1.1.2: The University shall cooperate and coordinate with the City of Gainesville, Alachua County, the FDOT, and MTPO during any scheduled multi-modal transportation studies of major arterial roadways, transportation facilities and transit services surrounding the University campus. Specifically, the University shall participate in studies of the W. University Avenue and SW 13th Street area to identify potential improvements and funding sources that address the circulation of automobiles, transit vehicles, bicycles, and pedestrians while enhancing the natural and physical campus environment. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations from such studies.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate on transportation planning projects and to engage through the MTPO’s regional transportation planning process. An upcoming joint-planning projects is the Countywide Bicycle-Pedestrian Master Plan.</p> <p>The Archer Rd project was completed in 2019 with funding provided from the 2006 Campus Development Agreement. The Cross Campus Greenway was completed in 2017 through the FDOT and MTPO. The bicycle-pedestrian path has been identified in the MTPO’s University Ave. Multimodal Corridors Study, and is included in the Campus Master Plan.</p> <p>UF’s Strategic Development Plan also identified SW 2nd Ave. and SW 4th Ave. east of SW 13th St. as important partnership corridors.</p>	<p>Modify –</p> <p>“...Specifically, the University shall participate in studies of the W. University Avenue, SW 13th Street, <u>SW 2nd Avenue and SW 4th Avenue</u> area to identify....”</p>
<p>Policy 1.1.3: The Vice President for Business Affairs shall continue to serve on the MTPO board, with university representatives also serving on the MTPO Technical Advisory Committee from Transportation and Parking Services Division, and Facilities Planning and Construction Division.</p>	<p>Ongoing</p>	<p>The Vice President serves on the MTPO with representatives of Transportation and Parking Services, and Planning Design and Construction Division serving on the Technical Advisory Committee.</p>	<p>No Change.</p>

Policies	Status	Benchmarks	Recommendations
<p>Policy 1.1.4: The University shall continue to work with the City, County, and MTPO to ensure that transportation system improvements do not direct non-university related trips onto campus roads.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate on transportation planning projects to ensure this outcome. The extension of campus’ Hull Road west of SW 34th Street was allowed by UF consistent with the City of Gainesville Comprehensive Plan in order to increase connectivity and provide alternate corridors for accessing campus.</p>	<p>Modify –</p> <p>“...transportation system improvements do not direct non-university related trips onto <u>internal</u> campus roads.”</p>
<p>Policy 1.1.5: The University shall cooperate and coordinate with the City of Gainesville, Alachua County, the FDOT, and MTPO to identify and implement means to alleviate conflicts between vehicular and non-vehicular traffic along corridors adjacent to the University campus. These means shall include, but not be limited to, the construction of pedestrian bridges and bicycle overpasses over major roadways along the perimeter of the campus. Any or all of the UF Board of Trustees’ “fair share” of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate on transportation planning projects to ensure this outcome. Campus Development Agreement “fair share” payments have been used toward bicycle and pedestrian upgrades on SW 2 Avenue, bicycle lanes on SW 16 Ave and Archer Rd, and the 6th Street Rail-Trail. The SW 34 Street overpass at Hull Road remains an unfunded priority of the MTPO.</p> <p>The range of interventions is broader, and the importance of addressing adjacent off-campus intersections was highlighted in the Campus Framework Plan and Transportation & Parking Strategic Plan.</p>	<p>Modify –</p> <p>“...These means shall include, but not be limited to, the construction of grade-separated crossings, at-grade protected midblock crossings, pedestrian-supportive signal timing, bike boxes, access management, and other innovative interventions on major roadways along the campus perimeter....”</p>

Policies	Status	Benchmarks	Recommendations
<p>Policy 1.1.6: The University shall cooperate and coordinate with the City of Gainesville, Alachua County, Santa Fe College, FDOT and the MTPO to identify and implement means to improve transit services within the context area. Any, or all of the UF Board of Trustees’ “fair share” of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate to provide efficient and effective transit services to meet demand. Transit planning is dynamic in nature and the services are flexible to respond to changing conditions. The University and RTS have collaborated to ensure the Transit Development Plan is consistent with UF’s Transportation and Parking Strategic Plan. As a result, a Haile Plantation express route has been implemented and additional new routes are being evaluated. The UF student’s Transportation Access Fee continues to fund RTS services to off-campus and on-campus student destinations as negotiated annually. Campus Development “fair share” payments were used to purchase bus fleet vehicles.</p>	<p>No Change.</p>
<p>Policy 1.1.7: The University shall cooperate and coordinate with the City of Gainesville, Alachua County, FDOT and the MTPO to identify and implement means to improve bicycle facilities within the context area including those depicted on Figure 8-3. Any, or all of the UF Board of Trustees’ “fair share” of the costs of necessary improvements (as identified in the campus development agreement) may be used to fund these improvements.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate and coordinate to provide bicycle facilities in the Context Area. Campus Development Agreement “fair share” payments funded bicycle facility improvements on SW 2 Ave, W. 6 St, SW 16 Ave and Archer Rd. FDOT funded the Cross Campus Greenway bicycle/pedestrian facility that is part of a cross-county facility connecting the City of Archer with the City of Hawthorne.</p>	<p>No Change.</p>

Policies	Status	Benchmarks	Recommendations
<p>Policy 1.1.8: The University shall continue to work with the City of Gainesville and Gainesville Community Redevelopment Agency to monitor and modify, as needed, the neighborhood parking decal system and other public parking facilities as may be developed to ensure adequate parking for area residents and businesses adjacent to campus including exploration of public private partnerships to develop off-campus parking.</p>	<p>Ongoing</p>	<p>The City and University continue to work together on parking issues in the Context Area.</p> <p>The Gainesville Community Redevelopment Agency is absolved and absorbed into a City Department addressing the Gainesville Reinvestment Area.</p>	<p>Modify – delete reference to GCRA</p>
<p>Policy 1.1.9: The University shall work with the City of Gainesville, Regional Transit System, Alachua County, FDOT, and any intelligent transportation systems (ITS) consortium to be organized for the purpose of implementing ITS projects on-campus or in the Context Area. ITS projects include, but are not limited to, the Gainesville Transportation Management System (TMS) and Regional Transit System ITS initiatives.</p>	<p>Ongoing</p>	<p>These agencies continue to work together for implementing ITS projects on campus and in the Context Area. Campus Development Agreement “fair share” payments funded a portion of the countywide TMS project implemented by the City.</p>	<p>No Change.</p>

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

Policies	Status	Benchmark Data	Recommendations
<p>Policy 1.2.1: The University shall renew and update the Campus Development Agreement with City of Gainesville and Alachua County for the adequate mitigation of impacts on the transportation system, including roadways and mass transit, caused by future on-campus development. This agreement shall be established in a timely manner following adoption of the Master Plan in 2015 and include any UF Board of Trustees’ “fair share” costs of necessary mitigations, consistent with Chapter 1013.30, Florida Statutes.</p>	<p>Complete</p>	<p>The Campus Development Agreement for 2015-2025 was executed in October 2015. A new CDA will be executed for the period 2020-2030.</p>	<p>Modify – “...following adoption of the <u>2020-2030 Campus Master Plan</u> and include....</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 1.2.2: The University shall conduct a traffic engineering study for each proposed structured parking facility or any surface parking facility larger than 300 spaces prior to construction. Such studies shall include, but not be limited to, an analysis of the following:</p> <ul style="list-style-type: none"> • The impact of the facility on adjacent roadways within ¼ mile of the proposed facility; • The existing traffic conditions at signalized intersections within ¼ mile of the proposed facility; • Conditions at the same signalized intersections at full development; • Roadway capacity and traffic signalization during the peak hour; • The impact of the facility on bicycle, pedestrian, and transit access; and • Recommendations to mitigate any adverse impacts identified by the study that should be implemented and amended into the campus master plan Transportation Element and Capital Improvement Element. 	Ongoing	A study meeting these criteria was completed for Garage 14 and submitted to the MTPO's Technical Advisory Committee. No other projects have required this level of study.	No Change.
<p>Policy 1.2.3: The results of the parking studies described in Policy 1.2.2 above shall be provided to the City, County and MTPO Technical Advisory Committee for review and comment. The University shall coordinate with appropriate City and County officials to identify any transportation system improvements necessary to maintain adopted level of service standards or to otherwise provide safe travel for transit users, bicyclists or pedestrians affected by the construction of the proposed parking facility.</p>	Ongoing	A study meeting these criteria was completed for Garage 13 and submitted to the MTPO's Technical Advisory Committee. No other projects have required this level of study.	No Change.

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

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

Policies	Status	Benchmark Data	Recommendations
<p>Policy 1.3.1: The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT and Regional Transit System (RTS) to examine the feasibility of park & ride facility development (including regional facilities outside the congested areas of the Gainesville Urbanized Area) and expanded transit service including longer span of service, Sunday service, express service, increased bus frequency and greater service area coverage.</p>	<p>Ongoing</p>	<p>These agencies continue to work together to identify and fund transit service enhancements, which have resulted in new routes, new employee-focused express service, and “first-mile/last-mile” shuttle services.. The university has continued to increase the Student Transportation Access Fee to fund enhancement to student-oriented transit services.</p>	<p>No Change.</p>
<p>Policy 1.3.2: The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT and Regional Transit System (RTS) to improve bicycle and pedestrian safety through educational programs, safety awareness campaigns and facility improvements including intersection modifications, traffic signal equipment upgrades (e.g. count-down and audible signal heads) shared-use paths, overpasses/underpasses. In particular, the development of facilities presented in Figure 8-3 shall be encouraged.</p>	<p>Ongoing</p>	<p>The UF Office of Sustainability and Transportation and Parking Services promote non-auto modes of travel through special events and education programs, in partnership with the City of Gainesville and RTS.</p> <p>In collaboration with FDOT and the MTPO, the Cross Campus Greenway portion of the cross-county Archer Braid Trail was completed in 2017.</p> <p>The University also hired a full time Bicycle Program Manager to encourage bicycle travel.</p> <p>Traffic signal technology continues to evolve, and the University works with the City of Gainesville to implement innovative solutions.</p>	<p>Modify –</p> <p>Delete: “(e.g. count-down and audible signal heads)”</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 1.3.3: The University shall participate with the City of Gainesville, Alachua County, Gainesville Community Redevelopment Agency and private business interests to encourage development of student and faculty housing adjacent to the university campus, and particularly in the SW 20th Avenue Student Village Area, with accessibility provided by bicycle, pedestrian and transit facilities and services.</p>	<p>Ongoing</p>	<p>Between 2014 and 2019, the City of Gainesville permitted 2,371 multi-family units in the University Context Area. It is anticipated with the growth of the Innovation District, new multifamily units will continue to be built near campus. These developments are served by new bicycle, pedestrian and transit facilities/services.</p> <p>The SW 20th Ave. Student Village Area continues to develop with direct access from the Hull Road Extension project facilitated by the University. The Strategic Development Plan encourages the University to focus east of campus in its support of off-campus housing.</p>	<p>Modify –</p> <p>Delete - GCRA</p> <p>Delete “and particularly in the SW 20th Avenue Student Village Area”</p> <p>Replace with “...university campus, and particularly <u>east of campus to downtown</u>, with accessibility....”</p>
<p>Policy 1.3.4: The University shall encourage the City of Gainesville and Alachua County to also promote transportation mode choice within the Context Area by providing appropriate facilities and programs, with incentives (such as carpool programs) and disincentives (such as paid employee parking) comparable to those programs for University employees.</p>	<p>Ongoing</p>	<p>The City and University continue to work together on parking issues in the Context Area.</p> <p>The City’s Bicycle/Pedestrian Program encourages employees and the general public to bicycle and walk by ensuring facilities, safety information, and other supporting programs are in place. Both the City and County have a pre-paid bus pass program for employees.</p>	<p>No Change.</p>
		<p>The Transportation and Parking Strategic Plan recommends continued partnerships on programs related to bike-share, ride-share programs, and e-scooters.</p>	<p>New Policy 1.3.5: Collaborate with the City of Gainesville on bike-share, car-share, and other mobility option programs.</p>

Policies	Status	Benchmark Data	Recommendations
		The Transportation and Parking Strategic Plan recommends safety messaging for scooter users.	New Policy 1.3.6: Work with the City of Gainesville to improve scooter safety and rule compliance through marketing and communications.

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

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

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.1.1: Utilize the roadway hierarchy classification depicted in Figure 8-1 to develop typical design, landscaping, traffic calming techniques, gateway signage and construction guidelines consistent with the following general descriptions: Core Campus; Local Connector; Secondary Connector; Primary Connector; Gateway Roads</p>	<p>Complete</p>	<p>These design guidelines and road hierarchy are developed in the Landscape Master Plan.</p> <p>The Landscape Master Plan also developed gateway standards. A separate Wayfinding Plan is underway.</p>	<p>Replace –</p> <p>Policy 2.1.1: Utilize and refine the roadway design standards depicted in the Landscape Master Plan, and partner with FDOT, City of Gainesville, Alachua County and MTPO to address standards for the Gateway Roads on the campus perimeter based on the roadway hierarchy depicted in Figure 8-1.</p>
<p>Policy 2.1.2: Utilize highway level of service standard “E” for analysis purposes on campus roads, and evaluate the multi-modal level of service conditions for campus roads to determine an appropriate level of service standard for non-auto modes, if feasible.</p>	<p>Ongoing</p>	<p>These analyses are conducted in partnership with the Metropolitan Transportation Planning Organization.</p>	<p>No Change.</p>
<p>Policy 2.1.3: Initiate a routine traffic counting program to include autos, bicycles and pedestrians in coordination with traffic counting programs conducted by FDOT, the City of Gainesville, Alachua County and the MTPO to gather data no less than once every five years.</p>	<p>Not complete</p>	<p>The City of Gainesville gathers counts on certain campus roads that are part of signalized intersections on the campus perimeter. The university has not deployed a routine traffic counting program.</p>	<p>No Change.</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.1.4: Continue to designate speed limits of 20 miles per hour on all university-maintained roadways.</p>	<p>Ongoing</p>	<p>Campus roads continue to be designated 20 mph. The newly extended Hull Rd west of SW 34 St. will be operated and maintained by the City of Gainesville with a posted speed of 25 mph. The Transportation and Parking Strategic Plan recommends a 15 mph speed limit within the area north of Museum Road and east of Gale Lemerand Drive.</p>	<p>Modify –</p> <p><u>“...on all campus roadways east of SW 34th Street, and 15 miles per hour within the area north of Museum Road and east of Gale Lemerand Drive.”</u></p>
<p>Policy 2.1.5: Implement entry signage, landscaping, decorative lighting and intersection improvements at campus gateways focusing first on Major Gateways as depicted in Figure 1-6 and Priority Open Space Enhancement locations identified in Figure 1-5.</p>	<p>Ongoing</p>	<p>The Landscape Master Plan and a forthcoming Wayfinding Plan provide standards and priorities for entry signage, landscaping, lighting and other treatments.</p> <p>The Transportation and Parking Strategic Plan emphasizes the importance of wayfinding and the campus arrival experience.</p>	<p>Replace –</p> <p>Policy 2.1.5: Enhance the campus arrival experience by implementing wayfinding signage, intersection improvements, and Landscape Master Plan recommendations for gateways, landscaping, and lighting consistent with Priority Open Space Enhancements and Gateways depicted on Figures 1-5 and 1-6.</p>
<p>Policy 2.1.6: Provide a comprehensive system of directional signage from major campus gateways to parking areas, medical services, museums, performance venues and the University Welcome Center incorporating new technologies for parking information systems where feasible.</p>	<p>Nearly complete</p>	<p>A Wayfinding Sign Plan will soon be completed. Policy 2.1.5 addresses implementation of this plan.</p>	<p>Delete.</p>

Policies	Status	Benchmark Data	Recommendations
		The Transportation and Parking Strategic Plan recommends formally developing drop-off locations for ride-sharing.	New Policy 2.1.6: Implement drop-off zones for ride sharing between Fletcher Road and Buckman Drive, adjacent to Inner Road, at the campus entrance from SW 13 th Street and SW 2 nd Avenue, and other locations as may be identified.
Policy 2.1.7: Implement roadway modifications that emphasize pedestrian, bicycle and transit access in the existing Pedestrian Enhancement Zone, particularly in the areas around Newell Hall, Newell Drive at Turlington Plaza, Tigert Hall and the Hub Transit Super Stop as well as other congested pedestrian areas including Newell Drive near the Brain Institute, Gale-Lemerand Drive, and Hull Road at the Cultural Plaza.	Ongoing	The Landscape Master Plan and Transportation and Parking Strategic Plan recommend developing an auto-free zone that converts portions of Union Road (east of Buckman Dr.) and Newell Drive (north of Inner Rd) to pedestrian-bicycle ways. Policy 2.2.12 will be modified to support the Bicycle/Pedestrian Zone. Policy 2.1.7 would be duplicative.	Delete
Policy 2.1.8: Pursue programming, design and implementation of roadway resurfacing, reconstruction and transportation system management projects as depicted in Figures 8-8 (Table 8-1), Figure 8-9 (Table 8-2) and Figure 8-10 (Table8-3), respectively.	Ongoing	Several of the resurfacing projects are complete. Several transportation system management projects and the new road extension to Archer Rd/SW 23 Terr will be under construction in 2020. These tables/figures are updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits.	No Change. Renumber 2.1.7.

Policies	Status	Benchmark Data	Recommendations
Policy 2.1.9: Conduct corridor alignment studies, develop preferred design concepts and pursue implementation of new road connections as depicted in Figure 8-11 (Table 8-4) as feasible.	Ongoing	The SW 23 rd Terrace Extension will be under construction in 2020. This table/figure is updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits.	No Change. Renumber 2.1.8.

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

Policies	Status	Benchmark Data	Recommendations
Policy 2.2.1: Pursue programming, design and implementation of new sidewalk connections as depicted in Figure 8-5 (Table 8-5) and streetscape improvements identified as Priority Open Space Enhancements in Figure 1-5 of the Urban Design Element.	Ongoing	This table/figure is updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits. The Landscape Master Plan updated the Priority Open Space Enhancements.	No Change.
Policy 2.2.2: Pursue programming, design and implementation of bicycle lanes and shared-use paths as depicted in Figure 8-2 (Table 8-6).	Ongoing	The Cross Campus Greenway was completed in 2017. This table/figure is updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits. “	No Change.
Policy 2.2.3: Pursue programming, design and implementation of pedestrian and roadway lighting improvements as depicted in Figure 8-12, and continue to review exterior lighting standards in the <u><i>University of Florida Design and Construction Standards</i></u> for amendment as needed to provide adequate lighting levels and energy efficiency.	Ongoing	A new Lighting Study was completed in 2016 that led to several lighting projects being completed This figure is updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits. The Design and Construction Standards will be update to reflect the 2016 Lighting Study and 2018 Landscape Master Plan.	Delete - ...as depicted in Figure 8-12,...”

Policies	Status	Benchmark Data	Recommendations
Policy 2.2.4: As funding is identified, the University shall participate in design studies to determine the feasibility and pursue implementation of pedestrian/bicycle grade-separated road crossings as depicted in Figures 8-2 and 8-5 (Table 8-7).	Pending	Funding has not been identified to evaluate feasibility of these grade-separated road crossings and alternate at-grade solutions are being studied. The only grade-separated crossing that is still recommended is over SW 34 th Street at Hull Road. Incorporate into Policy 2.2.2 and add a policy about intersection treatments.	Replace – New Policy 2.2.4: Improve pedestrian/bicycle crossings at SW 13 th Street/Museum Road, Inner Road, Museum Road/Sweetwater Drive as depicted on Figures 8-3, 8-9, and 8-10 as well as connections to off-campus neighborhoods.
Policy 2.2.5: New building construction or reconstruction shall respect Pedestrian Connections and Shared-Use Paths identified on Figure 1-4 and strive to enhance these pedestrian and bicycle corridors through building orientation, landscaping and pedestrian amenities.	Ongoing	This requirement is incorporated into CMP Checklist for major construction projects. Recent projects, including Wertheim Laboratory for Engineering Excellence, Norman Hall Renovation, and Reitz Union Expansion/Renovation, have protected and/or enhanced designated open space connections. Other projects did not impact primary pedestrian connections.	No Change.
Policy 2.2.6: Monitor usage and adequacy of existing bicycle parking facilities in terms of quantity, design, lighting, location, security and covering, and install new or upgraded bicycle parking facilities to correct observed deficiencies.	Ongoing	Bicycle rack utilization has been inventoried since 2006. The Transportation and Parking Services office along with the Office of Sustainability have committed to regular monitoring and managing the bicycle parking inventory.	Modify – “....security, covering, and <u>enhanced amenities (e.g. fix-it stations)</u> and install new or upgraded bicycle parking...”

Policies	Status	Benchmark Data	Recommendations
Policy 2.2.7: Retain and adhere to bicycle parking requirements in the <i>University of Florida Design and Construction Standards</i> for bicycle parking to serve new building construction, and amend these standards to address lighting and covering of bicycle parking facilities.	Ongoing	The UF Design and Construction Standards are updated regularly.	No Change.
Policy 2.2.8: The University Police Department and Physical Plant Division shall strive to expedite the removal of abandoned bicycles in bicycle parking racks by increasing the frequency of inspections and increasing storage capacity as needed.	Ongoing	The UPD works with the Facilities Services Division and Transportation and Parking Services to strategically increase removal of abandoned bicycles at the end of each semester.	Modify – Update PPD to Facilities Services
Policy 2.2.9: Maintain sidewalks and shared-use paths that meet ADA standards with a smooth, debris-free surface and minimal vertical separation or cracking.	Ongoing	The Facilities Services Division proactively assesses and repairs sidewalks as needed.	No Change.
Policy 2.2.10: Retain <i>University of Florida Design and Construction Standards</i> for bicycle and pedestrian facilities consistent with the most recent applicable publications of the Florida Department of Transportation and the American Association of State Highway Transportation Officials.	Ongoing	The UF Design and Construction Standards are updated regularly. The National Association of City Transportation Officials (NACTO) is another resource that should be cited for urban campus streets.	Modify – Add NACTO to the list of resources with FDOT and AASHTO
Policy 2.2.11: Corrective measures shall be identified and implemented in areas that experience bicycle and pedestrian conflicts. Such measures may include designated bicycle dismount zones, re-routing of bicycle traffic, and facilities that separate bicycle and pedestrian traffic or require bicyclists to slow down.	Ongoing	The university continues to explore options in facility design and enforcement to reduce bicycle and pedestrian conflicts.	No Change.

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.2.12: The Pedestrian Enhancement Zone, as depicted in Figure 8-5, shall be improved to provide primary access to pedestrians, bicyclists, transit vehicles, emergency, service, delivery and disabled parking decal vehicles by reducing other parking availability, re-designing streets to favor pedestrian access, re-designing other Open Spaces as identified in Figure 1-5, and implementing other modifications as depicted in Figures 8-5 (Table 8-5) and 8-10 (Table 8-3).</p>	<p>Ongoing</p>	<p>The Landscape Master Plan and Transportation and Parking Strategic Plan recommend developing an auto-free zone that converts portions of Union Road (east of Buckman Dr.) and Newell Drive (north of Inner Rd) to pedestrian-bicycle ways.</p>	<p>Replace - Policy 2.2.12: Implement a Bicycle/Pedestrian Zone as depicted in Figure 8-5 consistent with the Landscape Master Plan, and work with the City of Gainesville to redirect transit service where it will remain easily accessible.</p>
<p>Policy 2.2.13: New construction or renovation shall include hot water showers and lockers, whenever feasible, to support bicycle commuting and green building certification.</p>	<p>Ongoing</p>	<p>New construction and renovations comply with this policy and the university’s green building program.</p>	<p>No Change.</p>
		<p>The Transportation and Parking Strategic Plan recommends a campus-level Bicycle Master Plan.</p>	<p>New Policy 2.2.14: Develop and implement a Campus Bicycle Master Plan consistent with the Alachua Countywide Bicycle-Pedestrian Master Plan.</p>
		<p>The Campus Framework Plan recommended development of a Lake Alice Trails Plan that was completed in 2020.</p>	<p>New Policy 2.2.15: Implement the Lake Alice Trail System as depicted in Figure 1-8.</p>

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

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.3.1: The University administration and Student Government shall continue to work with RTS to maintain and enhance service for on-campus routes and off-campus student oriented residential concentrations subject to ongoing system performance monitoring.</p>	<p>Ongoing</p>	<p>These agencies continue to cooperate to provide efficient and effective transit services to meet demand. Transit planning is dynamic in nature and the services are flexible to respond to changing conditions. The University and RTS have collaborated to ensure the Transit Development Plan is consistent with UF’s Transportation and Parking Strategic Plan. As a result, a Haile Plantation express route has been implemented and additional new routes are being evaluated. The UF student’s Transportation Access Fee continues to fund RTS services to off-campus and on-campus student destinations as negotiated annually. Campus Development “fair share” payments were used to purchase bus fleet vehicles.</p>	<p>No Change.</p>
<p>Policy 2.3.2: Pursue programming, design and implementation of bus shelters at high-use campus transit stops as depicted in Table 8-8 with additional sites to be identified through ongoing monitoring.</p>	<p>Ongoing</p>	<p>This table is updated for the 2020-2030 CMP, and projects will continue to be implemented as funding permits.</p>	<p>Modify – reference Figure 8-12</p>
<p>Policy 2.3.3: The University and Shands Healthcare, Inc. shall coordinate to provide transit service to medical and related parking facilities including the Veterinary Medicine area.</p>	<p>Ongoing</p>	<p>Shands-operated shuttles provide access from medical facilities and garages. A variety of on-campus RTS routes, shuttles and Campus Cab provide transit options.</p> <p>The Transportation and Parking Strategic Plan recommends collaboration for transit branding as well.</p>	<p>Modify –</p> <p>“...to provide <u>co-branded</u> transit service to medical...”</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.3.4: The University shall maintain and enhance on-campus transit transfer stations at Gale-Lemerand Commuter Lot, Rawlings Hall, McCarty Drive, the Hub and Center Drive at HPNP in partnership with the RTS and subject to ongoing system performance monitoring.</p>	<p>Complete</p>	<p>These locations continue to operate as significant transit stop locations where multiple routes converge to facilitate transfers. Stops at the Gale Lemerand Commuter Lot were significantly upgraded with construction of Garage 14.</p>	<p>Delete.</p>
<p>Policy 2.3.5: On-campus bus stops including those constructed in conjunction with new buildings shall be ADA accessible from sidewalks and at the bus loading point, and shall continuously be evaluated for necessary upgrades including shelters, lighting, benches, bicycle parking and trash/recycling receptacles. Identified deficiencies in design or amenities shall be corrected.</p>	<p>Ongoing</p>	<p>On-campus bus stops are evaluated and upgraded as needed consistent with this policy and as funding permits. New transit facilities constructed in conjunction with building projects should ensure that the stop is ADA accessible at the point of bus loading.</p>	<p>No Change. Renumber as 2.3.4</p>
<p>Policy 2.3.6: The University shall continue to work with RTS to explore the feasibility of alternative transit vehicles including alternative fuel and electric buses, fixed-route / people-mover vehicles, and different vehicle types for use in the Pedestrian Enhancement Zone such as trams or shuttles.</p>	<p>Ongoing</p>	<p>RTS continues to seek alternative and right-sized transit vehicles with green energy features. The University and RTS partnered to pilot an autonomous shuttle that serves campus and downtown. The Pedestrian Enhancement Zone is now recommended to become a Bicycle Pedestrian Zone with no daily through motorized vehicle movement.</p>	<p>Replace. Policy 2.3.5: The University shall continue to work with RTS to explore alternative transit vehicles that are right-sized for specific services and optimize green energy features.</p>
<p>Policy 2.3.7: The University shall assist RTS in providing transit promotions and incentives, particularly with a focus to encourage employees to use transit for access to campus and around campus.</p>	<p>Ongoing</p>	<p>The University participates in transit promotions. A partnership with RTS and the University started and promoted a new employee-focused service to Haile Plantation.</p>	<p>No Change. Renumber as 2.3.6</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.3.8: The University shall work with RTS with the intent to increase transit availability to areas with residential concentrations of university employees, and between main campus and the East Campus by increasing transit service area coverage, span of service and frequency of service as feasible.</p>	<p>Ongoing</p>	<p>The new Haile Plantation Route is an example of an employee-targeted route. Additional employee-targeted routes, including one into east Gainesville that incorporates the “Arts Axis” concept, were identified in the Transportation and Parking Strategic Plan, and will be incorporated in the transit recommendations for the 2020-2030 Campus Master Plan.</p> <p>The Transportation and Parking Strategic Plan contains similar policy recommendations.</p>	<p>Replace –</p> <p>Policy 2.3.7: The University shall work with RTS to facilitate and incentivize employee transit use by creating direct routes to campus from areas of dense employee population, between main campus and the East Campus, and along the Arts Axis as depicted in Figure 8-6.”</p>
<p>Policy 2.3.9: On-campus transit shall primarily provide service between perimeter parking areas, centers of campus development and campus residential areas, but may extend beyond campus to provide safe access to nearby student-oriented off-campus areas.</p>	<p>Ongoing</p>	<p>On-campus transit operates consistent with this policy and the direction of Student Government leadership.</p>	<p>No Change. Renumber as 2.3.8</p>
<p>Policy 2.3.10: On-campus transit shall continue to be provided on a pre-paid basis so that all users, including students, staff, and faculty, may use the service without paying at the fare box.</p>	<p>Ongoing</p>	<p>On-campus transit continues to operate on a pre-paid basis with funding from the Student Transportation Access Fee and university administrative sources. Prepaid service is also provided to Shands employees and university retirees.</p>	<p>No Change. Renumber as 2.3.9</p>
<p>Policy 2.3.11: The University shall work with RTS to explore the feasibility of incorporating transit features into existing and potential new development of parking structures within the University of Florida campus.</p>	<p>Ongoing</p>	<p>Garage 14 incorporated bus lanes and amenities adjacent to the building.</p>	<p>No Change. Renumber as 2.3.10</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.3.12: The University shall work with RTS to pursue funding and implementation of a major transfer center on the University of Florida campus as indicated in Table 13-1 of the Capital Improvements Element</p>	<p>Ongoing</p>	<p>The University no longer supports on on-campus transfer center. Several large stops provide transfer concentrations as described in Policy 2.3.4.</p>	<p>Delete</p>
		<p>The Transportation and Parking Strategic Plan recommends technology as a way to improve transit efficiency. This approach is supportive of the RTS Transit Development Plan.</p>	<p>New Policy 2.3.11: Coordinate with RTS to employ the use of technology, such as real-time location information and transit signal priority/ queue jump, to improve the operation of the existing transit system and planning for future needs.</p>

<p>Objective 2.4: To manage on-campus parking in order to encourage non-auto access to campus, particularly for students, faculty and staff.</p>	<p>The Transportation and Parking Strategic Plan emphasizes efficiency and balance of supply and demand in the management and provision of campus parking.</p>	<p>Replace – Objective 2.4: To manage on-campus parking in order to improve efficiency and maintain a balance of supply and demand.</p>
<p>Objective 2.5: To provide on-campus parking that meets the needs of students, faculty, staff and visitors without creating undue traffic congestion, safety concerns for bicyclists and pedestrians or unrealistic expectations with regard to parking cost or availability.</p>		<p>Delete. Incorporate and renumber policies under the new Objective 2.4.</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.4.1: The University shall continue to manage student parking to restrict the location of parking based on seniority and/or on-campus residency, and to restrict parking availability overall for lower division students combined with incentives and opportunity for transit use as an alternative to driving.</p>	<p>Ongoing</p>	<p>Student parking has been managed consistent with this policy while facilitating convenient transit alternatives.</p> <p>The Transportation and Parking Strategic Plan recommends consolidating student parking and moving it out of the area north of Museum Road and east of Gale Lemerand in order to prioritize this area for employees with a special emphasis on disabled employees.</p>	<p>Replace –</p> <p>Policy 2.4.1: The University shall consolidate student resident parking, restrict the location of student parking based on seniority or on-campus residency, restrict parking availability overall for lower division students, and relocate student parking from the area north of Museum Road and east of Gale Lemerand Drive, and balance these restrictions with convenient transit and non-auto travel options.</p>
<p>Policy 2.4.2: The University shall continue to monitor parking utilization and maintain standards for the provision of parking decal designations based on the number of permits allocated to students and faculty/staff.</p>	<p>Ongoing</p>	<p>Transportation and Parking Services monitors parking utilization and manages parking consistent with this policy.</p>	<p>No Change.</p>
<p>Policy 2.4.3: Gate and access control technology shall be utilized where feasible to limit access to parking facilities. Vehicular access to the Pedestrian Enhancement Zone shall be limited during peak hours, and all visitors shall be directed to visitor parking outside of the Pedestrian Enhancement Zone.</p>	<p>Ongoing</p>	<p>Gate and access control has been implemented in parking facilities. The Pedestrian Enhancement Zone is recommended to become a Bicycle and Pedestrian Zone. The Transportation and Parking Strategic Plan recommends specific changes to gated parking.</p>	<p>Replace.</p> <p>Policy 2.4.3: Develop a mid-range Gated decal level for faculty and staff and convert core campus parking to gated parking including “virtual gated”.</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.4.4: The Vice President for Business Affairs, Transportation and Parking Services, and the Transportation and Parking Committee shall review the parking decal system to determine any changes necessary to increase the effectiveness of the carpool program and implement any other goals, objectives or policies of the campus master plan.</p>	<p>Ongoing</p>	<p>These entities continuously review, evaluate, and improve the parking decal system. The Transportation and Parking Strategic Plan makes specific recommendations to modify the parking decal system.</p>	<p>Modify –</p> <p>“..decal system <u>to implement changes including a new mid-range Gated decal level for employees, a new park-and-ride lot employee decal, modifications to the Official Business permits process, limiting one decal per person, and other changes determined to implement</u> goals, objectives or policies of the Campus Master Plan and the Transportation and Parking Strategic Plan.”</p>
<p>Policy 2.4.5: The Vice President Business Affairs, Transportation and Parking Services, and the Transportation and Parking Committee shall review incentive programs, such as parking cash-out, carpool incentives and expanded guaranteed-ride-home programs that enable and encourage efficient and sustainable transportation choice and decrease the burden on the university to provide parking facilities.</p>	<p>Ongoing</p>	<p>Transportation Demand Management programs have been retained and expanded including ZimRide Rideshare (social-media focused ride matching service), and ZipCar (car sharing program).</p> <p>The Transportation and Parking Strategic Plan recommends better promoting these Travel Support Programs and developing a regional vanpool program.</p>	<p>Modify –</p> <p>“...shall review <u>Travel Support Programs to promote offerings, increase participation, and expand or refine programs, that may include a regional vanpool, for the purpose of enabling and encouraging</u> efficient sustainable transportation choice and decrease the burden on the University to provide parking facilities.”</p>
<p>Policy 2.4.6: The Vice President for Business Affairs, Transportation and Parking Services, and Parking and Transportation Committee shall evaluate and recommend on the potential to extend the hours of parking enforcement in certain high-demand areas of campus.</p>	<p>Ongoing</p>	<p>The Transportation and Parking Strategic Plan specifically recommends extending the hours of parking enforcement in the core campus area.</p>	<p>No Change.</p>

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.4.7: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Transportation Committee shall review the parking decal cost structure and make recommendations for university rule changes that increase parking cost in order to:</p> <ul style="list-style-type: none"> • more accurately reflect the true value of providing parking; • include mechanisms that will preserve a variety of transportation and parking alternatives for employees of differing income levels; and • produce revenue that covers reasonable operating costs for parking facilities and services. 	Ongoing	Parking decal cost structures are reviewed annually.	No Change.
<p>Policy 2.4.8: Visitors to campus shall be directed to designated parking areas in the Welcome Center/Garage 12, Cultural Plaza parking area, Orthopaedic/Ambulatory Surgery Center lots, and UF Health area garages</p>	Ongoing	<p>Visitor parking continues to be located primarily in these facilities. The garage constructed on SW 13th Street with the UF Health hospital includes visitor/patient parking.</p> <p>The Transportation and Parking Strategic Plan emphasizes improving the visitor experience.</p>	<p>Replace:</p> <p>Policy 2.4.8: Improve parking for visitors including the addition of more available pay stations, pay-by-cell and reserved event parking spaces.</p>
<p>Policy 2.4.9: The special parking needs of disabled persons shall be accommodated by compliance with the Americans with Disabilities Act and the Florida Americans with Disabilities Act Implementation Act, with the cooperation of the University Transportation and Parking Office and the ADA Compliance Office.</p>	Ongoing	These units work together to ensure compliance with these laws.	No Change.

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.4.10: The special parking needs of emergency, service, vendor and delivery vehicles shall be accommodated by providing and meeting standards for adequate controlled parking spaces for such uses adjacent to all buildings and service areas.</p>	<p>Ongoing</p>	<p>Parking needs of these customers are met consistent with this policy. Creation of the Bicycle Pedestrian Zone will require careful consideration of these needs and possibly new policy approaches for deliveries.</p>	<p>Modify – “...shall be accommodated by <u>improved management of service drives through modifications to decal requirements, delivery protocols, shared service areas, and provision of adequate service areas proximate to buildings.</u>”</p>
<p>Policy 2.4.11: The Physical Plant Division shall work with Transportation and Parking Services to examine protocols and physical modifications in targeted campus areas to discourage parking on lawn areas. The Transportation and Parking Committee and Lakes, Vegetation and Landscaping Committee shall be consulted to identify and prioritize locations where lawn parking is most problematic.</p>	<p>Ongoing</p>	<p>These units continue to work together to limit lawn parking where feasible. Implementation of projects in the Landscape Master Plan will further discourage lawn parking. Physical Plant Division is now Facilities Services.</p>	<p>Modify – Replace PPD with Facilities Services Division.</p>
<p>Policy 2.4.12: The University shall maintain and support its parking enforcement effort.</p>	<p>Ongoing</p>	<p>The university’s parking enforcement effort is highly effective.</p>	<p>No Change.</p>
		<p>The Transportation and Parking Strategic Plan recommends the use of technology to improve parking efficiency.</p>	<p>New Policy 2.4.13: Improve parking efficiency and user experience through technology including real-time parking information dissemination.</p>

Policies	Status	Benchmark Data	Recommendations
<p>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.</p>	<p>Ongoing</p>	<p>The parking supply fell short of this ratio between 2014 and 2020 at 0.28 decal-only parking spaces per main campus population. The 0.3 ratio was achieved when Garage 14 opened in February 2020.</p> <p>The Parking and Transportation Strategic Plan confirms this target parking ratio, and recommends constructing new parking to replace projected parking losses due to conversion of parking lots to development sites.</p> <p>The Campus Development Agreement for 2020-2030 will provide a new number of authorized parking spaces for this period.</p>	<p>Modify and Renumber under consolidated Objective - Policy 2.4.14</p> <p>“...but shall not exceed the limit set in the <u>2020-2030 Campus Development Agreement</u> on the property identified within the Campus Master Plan jurisdiction. Any new parking....”</p>
<p>Policy 2.5.2: Major new parking facilities shall be provided on the main campus as multi-story parking garage structures designed to efficiently use campus land resources. These structures shall be provided consistent with the Figure 2-1, Future Land Use map and Figure 13-1, Future Building Sites map with priority consideration for the locations depicted on Figure 8-7. Parking structures shall be encouraged to include non-parking liner building uses, and the Future Land Use designations shall be interpreted to provide flexibility that encourages this mixed-use approach to structured parking.</p>	<p>Ongoing</p>	<p>Parking Garage 14 was constructed consistent with this policy.</p>	<p>No Change. Renumber.</p>

Policies	Status	Benchmark Data	Recommendations
Policy 2.5.3: The University shall continue to maintain and improve requirements in the <i>University of Florida Design and Construction Standards</i> that dictate design strategies for parking facilities that reduce conflicts between vehicular and non-vehicular traffic, and provide adequate lighting and landscaping.	Ongoing	The UF Design and Construction Standards are regularly revisited and refined as needed.	No Change. Renumber.
Policy 2.5.4: Campus parking shall be strategically located throughout the campus and along the campus periphery such as the vicinity of Hull Road, SW 34 th Street, Radio Road, University Avenue, SW 13 th Street, SW 16 th Avenue and Archer Road with transit connections to interior campus locations.	Ongoing	New parking has been provided centrally on campus at the Garage 14 location and in peripheral locations including Archer Road, Norman Hall/SW 13 th Street and Hull Road.	No Change. Renumber.
Policy 2.5.5: The University shall seek locations to expand motorcycle, moped and scooter parking as needed outside of the Pedestrian Enhancement Zone.	Ongoing	The Transportation and Parking Strategic Plan includes several policy and project recommendations regarding scooters.	Modify and Renumber “...locations to <u>consolidate motorcycle, moped and scooter parking for better efficiency and parity with automobile commuters.</u> ”
Policy 2.5.6: University parking shall be provided on satellite properties to serve only the intensity and type of use on each individual site. Parking expansion is anticipated at Lake Wauburg South and the Eastside Campus as listed in the Capital Improvements Element to serve facility expansions on those sites.	Partially complete	Parking was expanded at the East Campus and Lake Wauburg. Parking expansion is anticipated on the WRUF Tower Road property as a Park-and-Ride facility.	Modify and Renumber “...to serve only the intensity and type of use on each site, <u>or to provide park-and-ride facilities compatible with local vehicle trip reduction strategies.</u> ”
Policy 2.5.7: Parking at the East Campus shall be managed in the university parking decal system.	Complete	East Campus parking is within the university parking decal system.	Delete

Objective 2.6: To fund and implement transportation and parking infrastructure and programs in coordination with user groups. (Renumber as Objective 2.5)

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.6.1: The Vice President for Business Affairs shall coordinate all campus transportation services and oversee implementation, monitoring and benchmarking of the campus master plan Transportation Element policies in consultation with the Transportation and Parking Committee, the Health Science Center Parking and Transportation Task Force, the Land Use and Facilities Planning Committee, and Student Government.</p>	Ongoing	Responsibility for coordinating transportation services and implementation remains as stated.	No Change. Renumber
<p>Policy 2.6.2: The University shall employ a certified traffic engineer on staff and/or as an annual services contractor to evaluate, recommend and oversee implementation of routine traffic counts and modifications of traffic circulation, pedestrian and bicycle facilities, traffic signals, signs, markings and other such traffic issues.</p>	Ongoing	The University maintains annual minor projects service contracts with Civil Engineers that include transportation engineering within their services. These firms have been utilized for corridor and intersection studies and designs including counts and signs/markings plans for all modes.	No Change. Renumber
<p>Policy 2.6.3: The University shall work with Student Government and the student body in general to maintain the transportation fee that is used to subsidize regional transit services in exchange for universal transit access, and may be used to fund transportation improvements including transit, bicycle and pedestrian services and facilities or other transportation facilities identified in this Element.</p>	Ongoing	Each fall, a Transportation Access Fee Committee is convened to recommend fee rates and services/projects to be funded from that fee revenue. The fee was last raised to \$9.44 per credit hour in the 2015-16 academic year and remained the same through the 2019-2020 year.	No Change. Renumber

Policies	Status	Benchmark Data	Recommendations
Policy 2.6.4: The University shall ensure that costs of the transportation system are supported by user fees to include costs of construction, maintenance, permitting, safety and enforcement, operations, bus service, special events and other related transportation programs.	Ongoing	The Transportation and Parking Services is an auxiliary unit supported solely by revenues generated. Maintenance of certain facilities, including roadways and transit shelters, is borne by the Facilities Services Division with limited state funding.	No Change. Renumber
Policy 2.6.5: Building construction projects shall provide adequate parking to meet the special needs of disabled persons, service and delivery vehicles and shall mitigate any significant loss of existing parking as a result of building construction. Such parking loss mitigations shall be negotiated in consultation with the Transportation and Parking Committee and the Land Use and Facilities Planning Committee.	Ongoing	Building construction projects provide limited parking for these functions related to the building operations. Parking displaced by construction projects is mitigated currently at a fee of \$20,000 per parking space paid to the Transportation and Parking Services for future parking improvements. That parking mitigation fee was substantially raised from \$5,000 in 2016.	No Change. Renumber
Policy 2.6.6: The University shall pursue opportunities to increase funding for transportation infrastructure through grants, research demonstration projects, building construction budgets, private sources and other non-traditional methods.	Ongoing	Displaced parking mitigation payments provide some funding. Federal funds, administered through the Florida Department of Transportation constructed a new cross-campus bicycle/pedestrian facility.	No Change. Renumber
Policy 2.6.7: The University shall utilize the maps and tables presented in this element as a guide for facility priorities. These priorities are subject to ongoing monitoring and evaluation of system performance and travel behavior. The University shall exercise flexibility to implement projects when funding opportunities become available even if those opportunities dictate that a project may be funded before another project ranked with a higher priority. In this way, the University will have the ability to respond to creative funding opportunities such as those identified in Policy 2.6.6.	Ongoing	Transportation projects recommended by the campus master plan have been funded from a variety of sources as opportunities arise.	Renumber and Modify – reference renumbered Policy 2.5.6

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.6.8: The University shall develop a comprehensive awareness and encouragement program to support faculty, staff and student travel by bicycle, pedestrian, transit and carpool modes. Such a program may include educational and promotional materials developed in coordination with the Transportation and Parking Committee and the Committee on Sustainability.</p>	Ongoing	The Office of Sustainability and Transportation and Parking Services collaborate on these awareness programs.	No Change. Renumber
<p>Policy 2.6.9: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Transportation Committee shall review policies for state vehicles and campus employee shuttle services (i.e. Campus Cab) in order to discourage use of state vehicles for on campus travel and adequately fund growing employee shuttle services while recognizing that some state vehicles serve as mission-critical mobile classrooms and laboratories.</p>	Ongoing	The Campus Cab program has continued and expanded its service. A new campus shuttle was implemented along Newell Drive to connect the academic medical campus to the traditional campus.	No Change. Renumber
		The Transportation and Parking Strategic Plan recommends better coordination between the University and UF Health.	New Policy 2.5.10: Transportation and Parking Services and UF Health shall jointly reevaluate parking ownership and decision-making processes and form a new agreement.

Policies	Status	Benchmark Data	Recommendations
		The Transportation and Parking Strategic Plan recommends strategic investment planning	New Policy 2.5.11 : Conduct a study to develop a budget for specific parking costs such as an asset replacement fund, Transportation Demand Management (TDM) program expansion fund and new garage fund.

Objective 2.7: To maintain or improve outdoor air quality and reduce fuel consumption. (Renumber as Objective 2.6)

Policies	Status	Benchmark Data	Recommendations
Policy 2.7.1: The University shall continue implementing an innovative state-of-the-art green fleet policy to encourage purchase of vehicles that are highly fuel-efficient, use alternative fuels or are non-motorized (e.g. bicycles or Segways).	Ongoing	The University Purchasing Department has adopted a purchasing directive in support of fuel efficient vehicles with low greenhouse gas emissions including hybrid and alternative fuel vehicles. Non-motorized vehicles are also used by many campus departments and promoted by the Office of Sustainability.	No Change. Renumber
Policy 2.7.2: The University shall evaluate the use of telecommuting and flexible schedules to reduce the peak hour travel demand and its impact on roads and parking.	Ongoing	Some departments allow telecommuting and flexible schedules, but there is no university-wide policy. The coronavirus pandemic is revealing the efficiency of remote work for many university employees.	No Change. Renumber
Policy 2.7.3: The University shall continue to expand, where appropriate, distance learning and evening class offerings to reduce the peak hour travel demand and its impact on roads and parking.	Not Complete	The number of class sections and students served by evening classes (after 5:00 PM) declined in 2018 and 2019 while enrollment increased modestly.	No Change. Renumber

Policies	Status	Benchmark Data	Recommendations
<p>Policy 2.7.4: The University shall strive to increase the use of bicycling, walking and transit to access campus and to move within campus by implementing the policies and projects contained in the campus master plan.</p>	Ongoing	<p>The university continues to promote bicycling, walking, and transit which can have a positive impact on air quality when displacing single occupant vehicle trips.</p> <p>While this policy advances the objective, it is duplicative of other policies in this Element.</p>	Delete
		The Transportation and Parking Strategic Plan addresses air pollution from scooters.	<p>New Policy 2.6.4: Encourage use of environmentally-responsible scooters.</p>

Facility Recommendations Status

Table 8-1, University of Florida Roadway Resurfacing Priorities, 2015

Priority	Roadway	From/To	Description	Length (L.F.)	Status
RS-1	Mowry Rd.	SW 23 Dr. to Gale Lemerand Dr.	Resurface		Completed 2017
RS-2	Newell Drive	Diamond Rd. to Museum Rd.	Resurface (see also TS-8)	2,215	Not complete
RS-3	Mowry Rd.	Gale Lemerand Dr. to Center Dr.	Resurface (see also RC-6 reconstruction)	1,370	Not complete
RS-4	Gale Lemerand Drive	Museum Rd. to Stadium Rd.	Resurface (see also TS-6 midblock crossing and RC3 sidewalk reconstruction)	1,395	Completed 2018
RS-5	Woodlawn Drive	Stadium Rd. to SW 2nd Ave.	Resurface	660	Not complete
RS-6	Woodlawn Drive	Museum Rd. to Stadium Rd.	Resurface (see also RC-11 reconstruct on new alignment)	1,230	Not complete
RS-7	Fletcher Drive	Stadium Rd. to West University Ave.	Resurface	1,234	Not complete
RS-8	McCarty Drive	East end of Newins-Zeigler to Newell Dr.	Resurface		Not complete
RS-9	McCarty Drive	Museum Rd. to east end of Newins-Zeigler	Resurface		Not complete
RS-10	SW 23 Drive	Archer Rd. to Hull Rd.	Resurface		Not complete

RS-11	Shealy Drive	Ritchey Rd. to SW 16th Ave.	Resurface		Not complete
RS-12	Ritchey Road	SW 23 St. to Shealy Dr.	Resurface		Not complete
RS-13	Gale Lemerand Drive	Mowry Rd. to Museum Rd.	Resurface		Not complete
RS-14	Gale Lemerand Drive	Archer Rd. to Mowry Rd.	Resurface (see also TS-1 intersection approach, TS-5 midblock crossing and TS-7 southbound turn lane)		Not complete
RS-15	Stadium Drive	Newell Dr. to SW 13th St.	Resurface		Not complete
RS-16	Fraternity Drive	Museum Rd. to Woodlawn Dr. (east)	Resurface		Not complete
RS-17	Inner Road	Newell Dr. to SW 13th St.	Resurface		Not complete
RS-18	Surge Area Road/Natural Area Drive	Archer Rd. to Hull Rd.	Resurface		Not complete
RS-19	Museum Road	Newell Dr. to Jennings Hall	Resurface		Not complete
RS-20	Newell Drive	Stadium Rd. to Union Rd	Rebuild, resurface with new sub-base (concrete section)	400	Not complete
RS-21	Union Road	Buckman Dr. to SW 13th St.	Rebuild, resurface with new sub-base (concrete section) (see also RC-1 reconstruction)	1,992	Not complete

Table 8-2, University of Florida Roadway Reconstruction Priorities, 2015

Priority	Roadway	From/To	Description	Status
RC-1	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	Not complete. Concept refined in Landscape Master Plan.
RC-2	Gale Lemerand Dr.	Stadium Rd. to W. University Ave.	Reconstruct midblock raised crosswalk, sidewalks and other crossing modifications per Corridor Study 2014-15	Complete
RC-3	Gale Lemerand Dr.	Graham Parking Lot to Stadium Rd	Reconstruct sidewalks both sides with new crosswalks and east side bus pull-out per recommendations in the Corridor Study 2014-15	West side bus pull-out complete. East sidewalk gap addressed with striping but sidewalk is still needed.
RC-4	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	Not complete. Project scope refined and expanded with Baseball Stadium Traffic Study. Programmed for construction 7/2020.
RC-5	Center Dr.	Mowry Rd. to Creek	Phase 3: Realign roadway and construct turn lanes at Mowry Rd intersection per CMP Update Study, September 2010	Not complete
RC-6	Newell Dr.	Union Rd. to W. University Ave.	Reconstruct per Plaza of the Americas Study	Complete
RC-7	Service Dr.	East side of Plaza of Americas	Reconstruct per Plaza of the Americas Study	Complete
RC-8	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.	Not complete
RC-9	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	Not complete

RC-10	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	Not complete. Project scope refined and expanded with Baseball Stadium Traffic Study. Programmed for construction 7/2020.
RC-11	Woodlawn Drive	Museum Rd. to Stadium Rd.	Reconstruct with sidewalks and bicycle lanes on new easterly alignment to provide developable lots to the west	Not complete
RC-12	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)	Not complete
RC-13	Surge Area Road	Archer Road to north of culvert	Reconstruct to raise above flood level and modify drainage culverts	Not complete
NA	Natural Area Drive Realignment	Surge Area Dr. to IFAS Research Dr.	Reconstruct to eliminate north-south segment and extend east to IFAS Research Drive. This road was renamed Citrus Road. Surge Area Road was renamed Natural Area Drive for its entire north-south alignment.	Complete

Table 8-3, University of Florida Intersection and Transportation System Management Priorities, 2015

Priority	Roadway	At	Description	Status
TS-1	Gale Lemerand Dr.	Mowry Dr.	Reconstruct northbound approach per Corridor Study 2014-15	Not complete
TS-2	Campuswide	Five signalized intersections	Traffic Signal Structure Upgrade (poles and foundations)	Not complete
TS-3	Museum Rd.	Gale Lemerand Dr.	Construct Westbound Right Turn Lane	Not complete

TS-4	Museum Rd./Dr.	Radio Rd.	Construct roundabout (or interim southbound right turn lane)	Under Construction 6/2020
TS-5	Gale Lemerand Dr.	Medical Plaza to Cancer-Genetics Bldg.	Construct midblock crossing per Corridor Study 2014-15	Complete
TS-6	Gale Lemerand Dr.	Bus stop north of Museum Rd.	Reconstruct midblock crossing with bus pull-outs, raised crossing and modified entry to Graham parking lot	Complete except for bus pull-out on east side
TS-7	Gale Lemerand Dr.	Archer Rd.	Construct Southbound Right Turn Lane	Complete
TS-8	Newell Dr.	Brain Institute and ARB	Evaluate and address pedestrian crossing and stop controls (e.g. restriping and modifications to curb ramp locations)	Stop controls modified with Harrell Medical Education Bldg construction
TS-9	Fletcher Dr.	Infirmery to Murphree Hall	Construct pedestrian access improvements	Not complete
TS-10	Museum Dr.	Hull Rd.	Construct roundabout (or interim southbound right turn lane)	Turn lanes programmed for construction 7/2020 in lieu of roundabout
TS-11	Hull Rd.	Mowry Rd.	Construct roundabout	Programmed for construction 7/2020

Table 8-4, University of Florida Roadway New Construction Priorities, 2015

Priority	Roadway	From	To	Description	Status
NC-1	SW 23 rd Terrace Extension	Archer Rd.	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	Beginning Construction in 2020
NC-2	Radio Road Extension	Hull Rd.	SW 34 St.	Construct as 2-lane divided with turn lanes, landscaped median, sidewalk both sides and bicycle lanes (urban section/curb & gutter)	Not Complete
NC-3	New Road	Archer Rd.	Mowry Rd.	Construct as 2-lane road along the western perimeter of this developing research area (Cancer-Genetics, Pathogens)	Not Complete
NC-4	Diamond Road	Newell Dr.	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	Not Complete

Table 8-5, Independent Pedestrian Project Priorities, 2015

Priority	Facility	From	To	Description	Status
SW-1	Bledsoe Drive	Hull Rd.	Radio Rd	East side	Not Complete
SW-2	Rhines Hall Service Drive	Materials Eng. Bldg.	Gale Lemerand Dr.	West and south side	Not Complete
SW-3	Museum Drive	Hull Rd.	Radio Rd	West side	Not Complete
SW-4	SW 23 rd Dr.	Archer Rd.	Mowry Rd.	Both sides	Not Complete
SW-5	Surge Area Drive	Archer Rd.	South of Entomology	Eastside	Not Complete
SW-6	Surge Area Drive	Archer Rd.	NATL Park South	West side	Not Complete
SW-7	W. Fraternity Dr.	Village Dr.	Fraternity Dr.	North side	Not Complete

Table 8-6, Independent Bicycle Project Priorities, 2015

Priority	Facility	From	To	Description	Status
BK-1	Shared-Use Path	SW 34 St.	Cultural Plaza Bus Shelter	Widen sidewalks to construct shared-use path on the south side of Hull Rd.	Not complete
BK-2	Shared-Use Path	Black Hall	Chemical Engineering	Construct new shared-use path	Not complete. Incorporated into Lake Alice Trail Plan.
BK-3	Shared-Use Path	Mech/Aero Engineering Bldg B	Hub	Construct shared-use path through Reitz Lawn	Not complete. Incorporated into Landscape Master Plan.
BK-4	Reconstruct Service Drive	Hub	Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan	Not complete. Incorporated into Landscape Master Plan.
BK-5	Reconstruct Service Drive	Acquatic Food Production	Newell Dr.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan	Not complete. Incorporated into Landscape Master Plan.
BK-6	Reconstruct Service Drive	East side of Hub	Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Reitz Lawn Master Plan	Not complete. Incorporated into Landscape Master Plan.
BK-7	Shared-Use Path	Broward Pool	Inner Dr.	Upgrade existing path where it narrows north of Broward Pool	Not complete. Incorporated into Landscape Master Plan.
BK-8	Museum Road	at Village Drive	-	Widen and restripe as needed for bicycle through access on Museum Rd.	Not complete
BK-9	Shared-Use Path	Gale Lemerand Dr. (at creek)	Hume Hall & Gale Lemerand Dr.	Construct new shared use path	Not complete. Incorporated into Lake Alice Trail Plan.
BK-10	Shared-Use Path	Physics Bldg.	East of Psychology Bldg.	Construct new and upgrade existing shared-use path	Not complete. Incorporated into Lake Alice Trail Plan.
BK-11	Shared-Use Path	Garage 5	Museum Rd.	Construct new shared-use path behind Hume Hall north of creek	Not complete. Incorporated into Lake Alice Trail Plan.
BK-12	Shared-Use Path	Museum Rd.	Keys Complex	Construct new and upgrade existing shared-use path around Bandshell	Not complete. Incorporated into Lake Alice Trail Plan.

BK-13	Shared-Use Path	Graham Courts	Stadium Rd.	Construct new and upgrade existing shared-use path around Graham Woods Perimeter	Not complete. Incorporated into Lake Alice Trail Plan.
BK-14	Shared-Use Path	Diamond Rd.	Museum Rd.	Construct new shared-use path east of creek and west of Beaty Towers with new bridge to Jennings Hall	Not complete. Incorporated into Lake Alice Trail Plan.
BK-15	Service Road	SW 23 rd Terrace	Ritchie Road	Construct paved service road from SW 23 rd Terr. at Bee Unit to Ritchie Road with gated motor vehicle access allowing bicycle through-access	Not complete
BK-16	Center Drive	End of Bicycle Lanes	Museum Rd.	Reconstruct roadway to provide bicycle lanes &/or wide sidewalk approaching intersection in conjunction with new building construction	Not complete
BK-17	Shared-Use Path	Diamond Rd.	Norman Tunnel	Construct new shared-use path in conjunction with new road and building W 13th St.	Not complete

Table 8-7, Bicycle / Pedestrian Grade-Separation Project Priorities, 2015

Priority	Facility	From	To	Description	Status
GS-1	Cultural Plaza Pedestrian/ Bicycle Overpass	Hilton Hotel	Cultural Plaza	Attractive bridge on the south side of Hull Rd/SW 34 St. intersection integrated with building sites and shared-use path alignment	Not complete
GS-2	Reitz Union Pedestrian/ Bicycle Overpass or Underpass	Phelps Lab	Reitz Union	Overpass or underpass (depending upon utilities and site design considerations) providing a north-south crossing of the west side of the intersection of Museum Rd/Reitz Union driveway	Not complete
GS-3	Museum Road Underpass	Beaty Towers	Broward Recreation	Underpass (depending upon utilities and site design considerations) providing a north-south crossing of Museum Road at existing midblock crossing	Not complete

Table 8-8, Campus Bus Shelter Priorities, 2015

Priority	Roadway	Location	Description	Status
SH-1	Newell Drive	Across from Brain Institute southbound	standard aluminum	Complete
SH-2	Museum Road	At Corry Village/Baby Gator Lake Alice eastbound	standard aluminum	Not complete
SH-3	Union Road	Walker Hall	standard aluminum	Road closure planned; no busses
SH-4	Hull Rd	SW Recreation Center westbound	standard aluminum	Not complete
SH-5	Museum Road	Beaty Towers north side	replace existing with standard aluminum	Not complete
SH-6	Museum Road	University Police Department	standard aluminum	Not complete
SH-7	McCarty Drive	Expand existing at Reitz Union	standard aluminum	Not complete
SH-8	SW 12 th Street	Behind Norman Hall	City/CRA (CPUH) standard shelter	Not complete
	Newell Drive	south of Brain Institute, northbound	per LMP standards, for Campus Connector	Complete
	Newell Drive	at Food Science building	per LMP standards, for Campus Connector	Complete
	Memorial Road	Parking Lot		Complete
	Hull Rd	Fifield Hall eastbound		Complete
	Gale Lemerand	At Garage 14	upgrade per LMP standards and expand	Complete