

Transportation and Parking Strategic Plan

December 19, 2018



Plan Objectives

- **Promote the vision of the SDP:**
 - Re-center growth and development
 - Unite with surrounding communities
 - Sustain long-term success by promoting social, personal, economic and ecological health
- **Promote mobility:**
 - Enable safe and convenient access to and from campus
- **Promote TDM strategies:**
 - Reduce the number of single-occupant drivers to and from campus
- **Enhance the visitor, employee, and student experience:**
 - To campus and on-campus
- **Promote the use of technology and creativity:**
 - Reduce peak hour traffic
 - Efficiently manage parking demand
 - Help in reaching the University's carbon neutrality target by year 2025
 - Enhance safety at major intersections for all modes

Overview of Process

- More than 25 stakeholder meetings
- Campus Transportation Survey with 12,600 respondents
- Summary of existing conditions
- Future demand analysis
- Coordination with Landscape Master Plan team
- Peer institution survey and benchmarking

TPSP is About Transition

- Sprawling campus -> Focused development
- Auto-centric -> Ped/bike focused
- “Free for all” parking -> Managed expectations
- SOV-dominated commuting -> Multimodal commuters

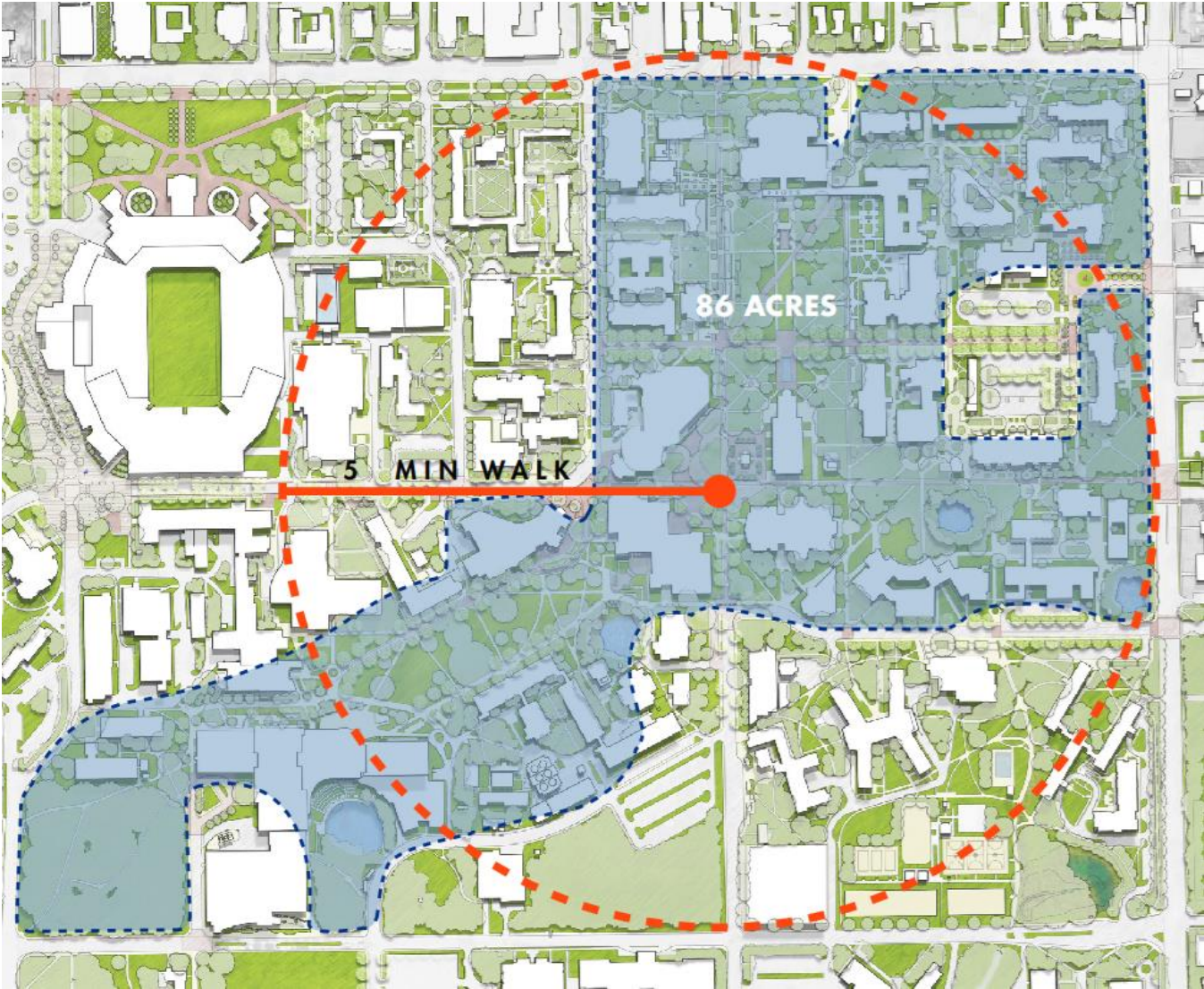
Guiding Principles

1. Make the Current Transportation System Safer and More Efficient
2. Position UF for the Future
3. Strengthen Community Partnerships

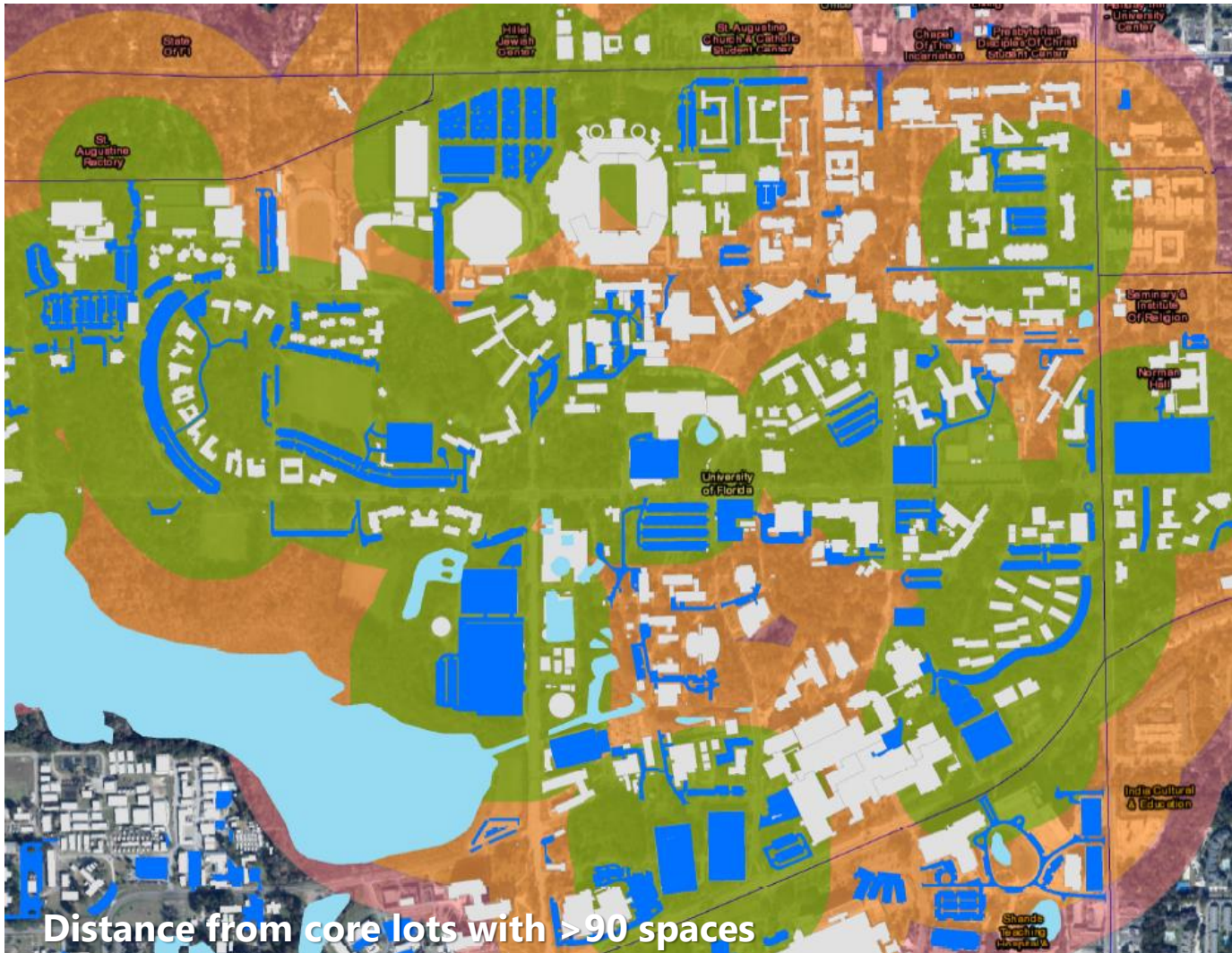
1. Make the Current Transportation System Safer and More Efficient

- Implement a Bicycle and Pedestrian Zone (BPZ) in the academic core of campus
- Employ parking management strategies to improve efficiency and maintain balanced supply and demand
- Identify pedestrian and bicycle facility improvements to address safety, connectivity and increase demand
- Employ traffic management strategies for greater efficiency and connectivity
- Improve wayfinding to and on-campus for improved arrival experience
- Employ scooter restrictions to reduce conflicts and pollution
- Promote travel support programs

Bicycle Pedestrian Zone



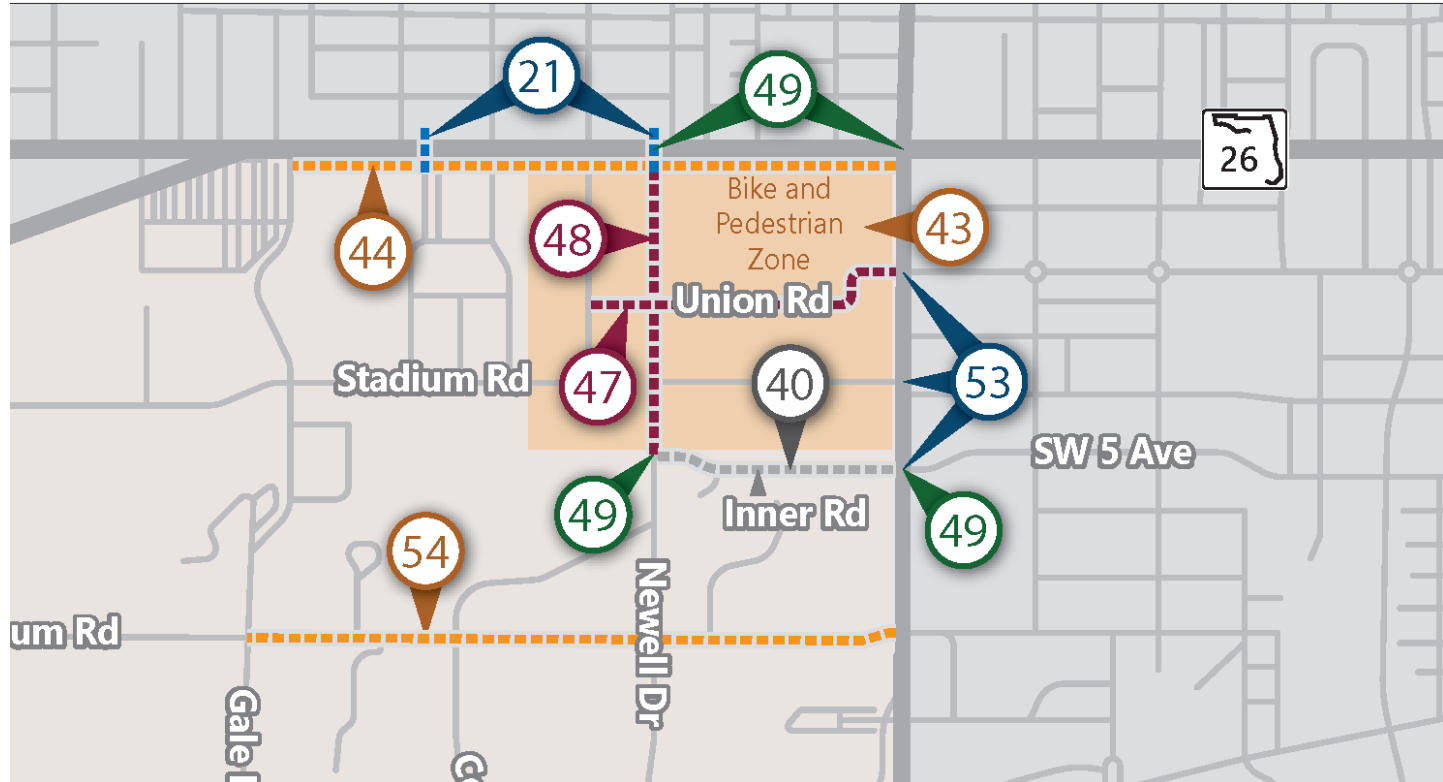
Walking Buffers



- 2-3 minutes
- 4-6 minutes
- 5-7 minutes

Distance from core lots with >90 spaces

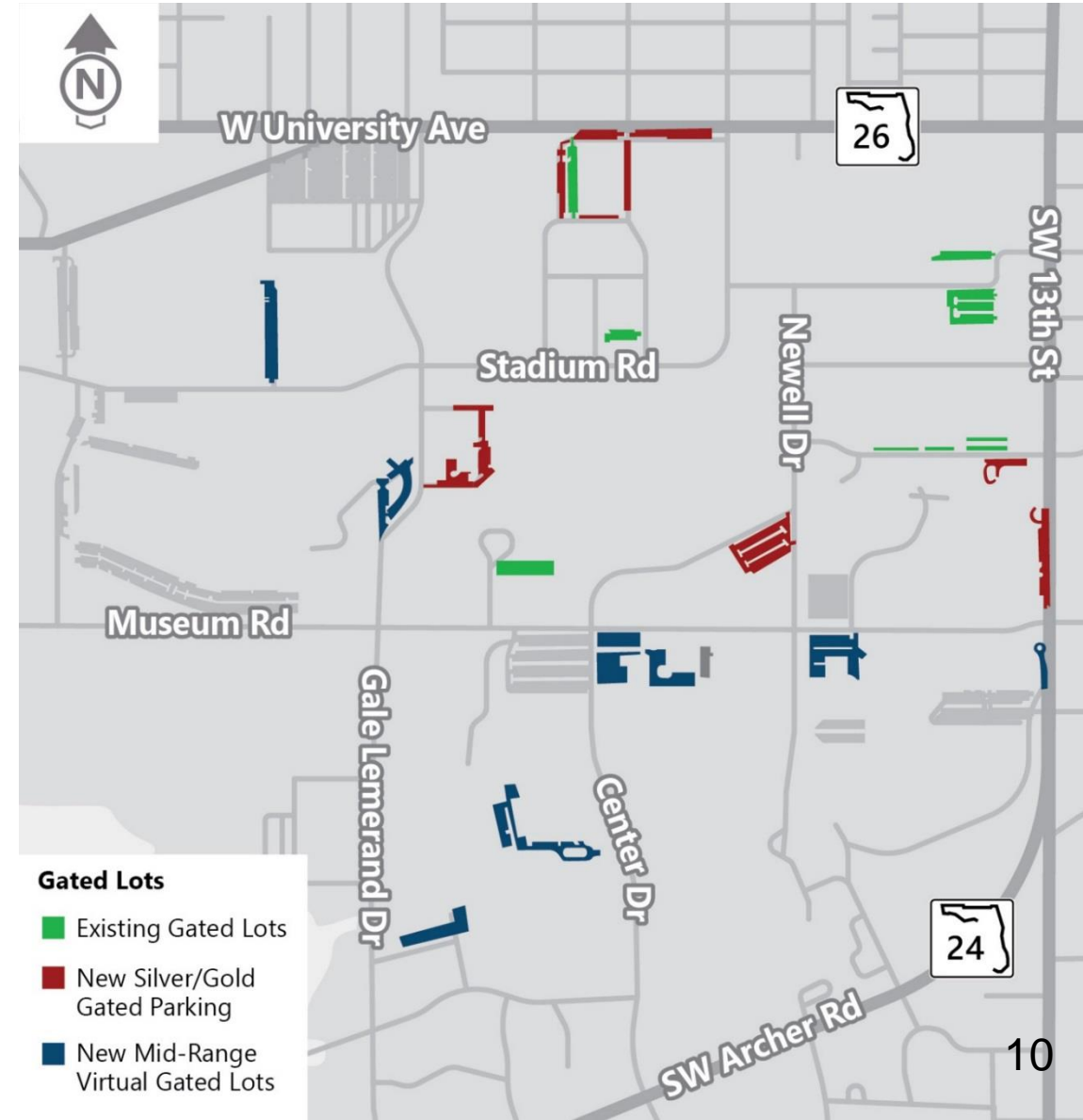
Bicycle Pedestrian Improvements



- 21. Midblock Crossings
- 40. Transition Inner Rd. to 2-Way
- 43. Bike and Pedestrian Zone (BPZ)
- 44. Shared-Use Path
- 47. Convert Union Rd to BPZ
- 48. Convert Newell Dr to BPZ
- 49. Gateway Treatment
- 53. Improved Pedestrian Crossings
- 54. Shared-Use Path

Parking Management and Permit Shifts

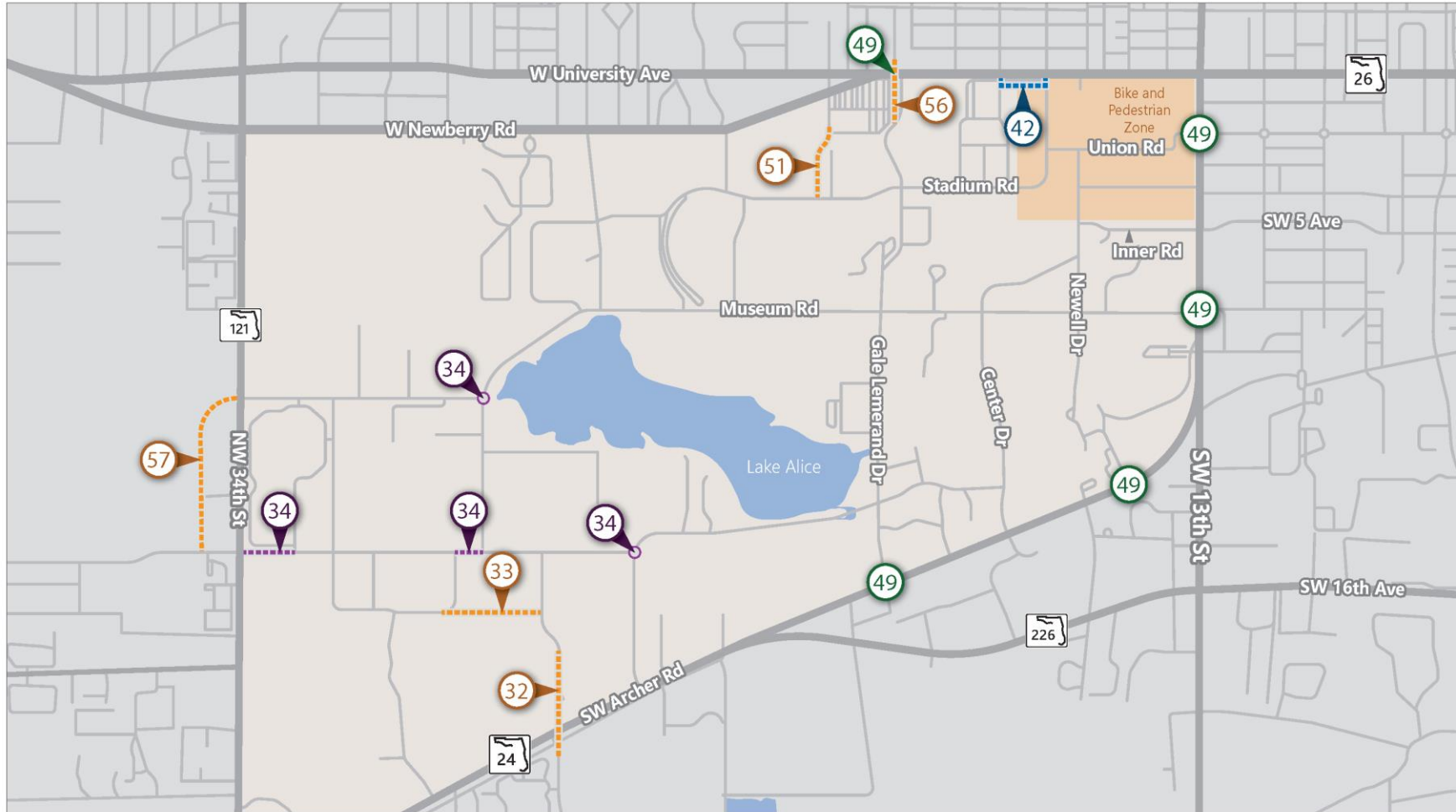
- Shift student resident parking away from core
- Establish mid-range gated employee permit
- Convert SDP Red-Box parking to Orange/Blue or Gated
 - Create lower cost employee decal for P&R
- Improve parking options, availability for visitors
- Improve daytime mobility for employees needing to drive
- Expand decal enforcement hours in the core until 5:45 pm
- Conduct a study to develop a budget for specific costs such as asset replacement, TDM, and new garage fund



Traffic and Roadway Improvements

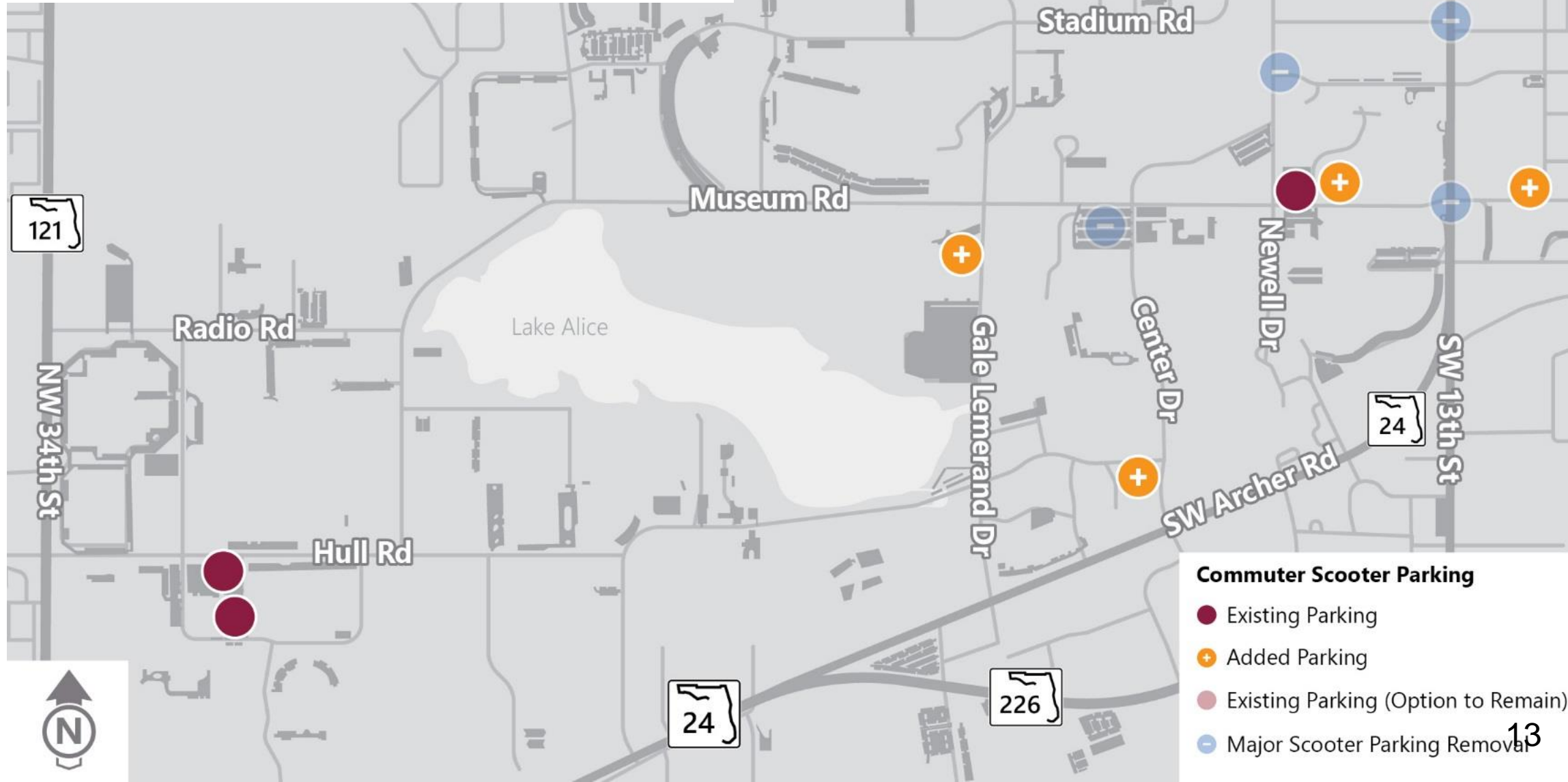
- Transition Inner Road to a two-way corridor in conjunction with implementation of Bicycle and Pedestrian Zone
- Connect Hull Road to Archer Road with an extension to SW 23rd Terrace and IFAS Extension Road
- Extend Natural Area Drive to connect with IFAS Extension Road
- Implement roundabouts at Hull Road and SW 23rd Drive/Mowry Road and at Radio Road and Museum Road and improvements along Hull Road
- Add a new internal roadway connection between SW 2nd Avenue and Stadium Road
- Implement a drop-off and service zone between the Murphree Lot and Buckman Drive along University Avenue

Traffic and Roadway Improvements



- 32. Roadway Extension
- 33. Roadway Extension
- 34. Roundabouts and Traffic Improvements
- 42. Drop-off Zone
- 49. Gateway Treatments
- 51. New Roadway
- 56. Realign Roadway
- 57. Roadway Extension

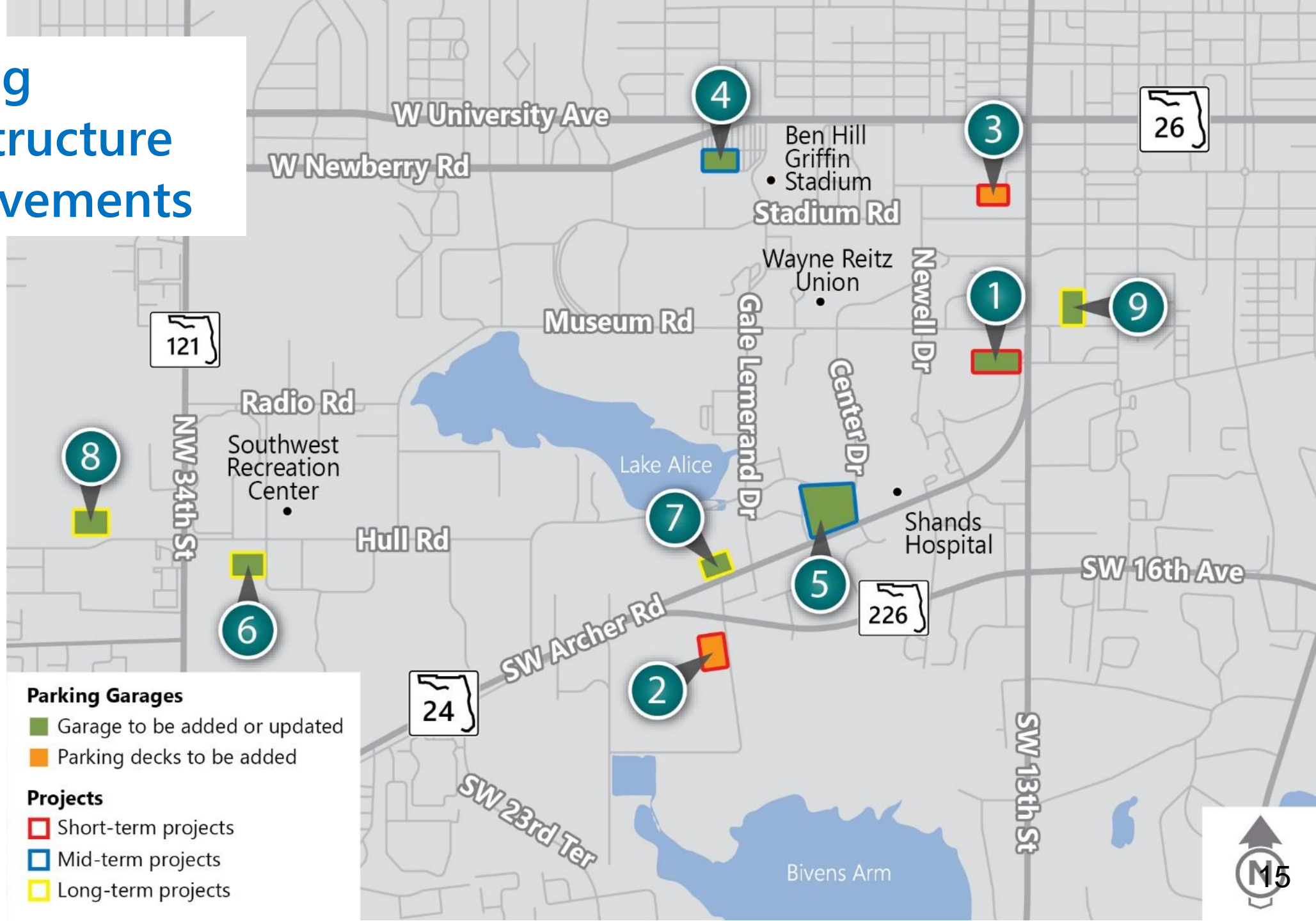
Employ Scooter Restrictions to Reduce Conflicts & Pollution



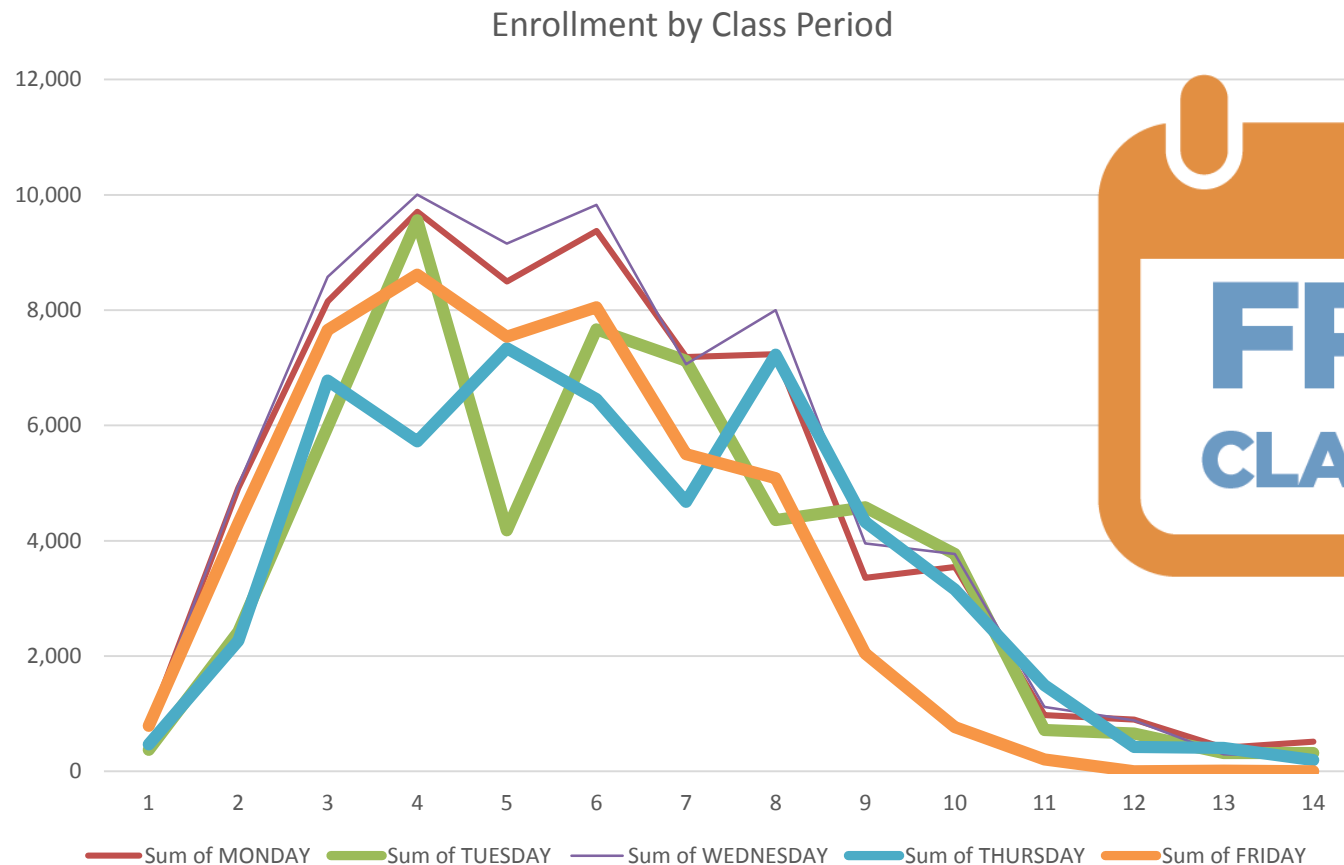
2. Position UF for the Future

- Establish policies that encourage employees and students to live closer to campus, and in range of alternative transportation options
- Prioritize parking infrastructure improvements to maintain a balanced supply and demand
- Evaluate future class scheduling to help alleviate peak-hour traffic congestion
- Use emerging technologies to improve parking and transportation on campus

Parking Infrastructure Improvements



Evaluate Future Class Scheduling and Employee Work Schedules to Help Alleviate Peak-Hour Traffic Congestion

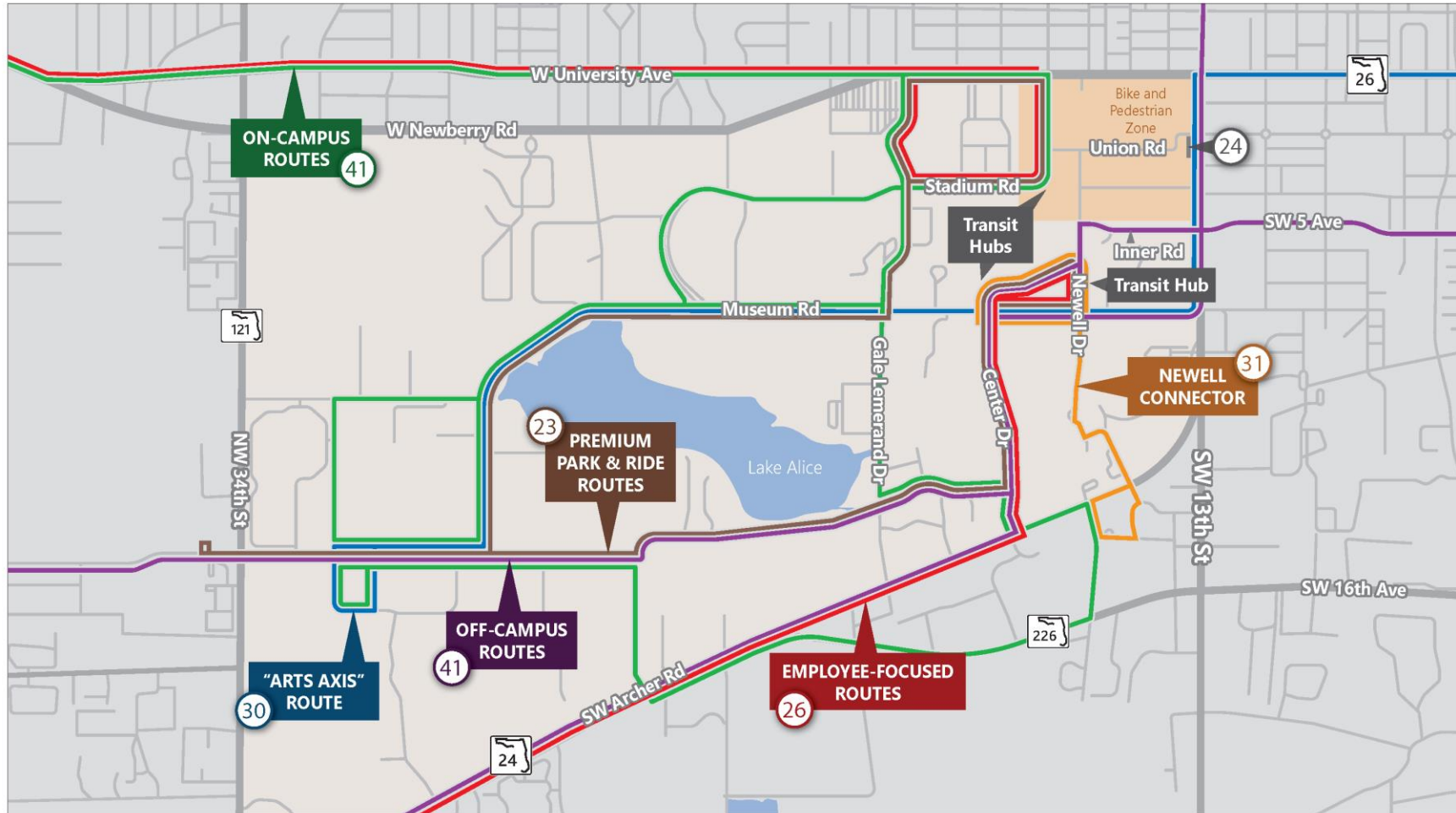


69% of faculty said
“UF should schedule
more classes on Friday”

3. Strengthen Community Partnerships

- Collaborate with the City of Gainesville and FDOT to enhance pedestrian and bicycle facility connections on and off campus
- Partner with RTS to improve transit efficiency and prepare for the future
- Collaborate with UF Health for improved visitor/patient access experience

Transit Recommendations



-  23. Employee-Focused Routes
-  26. Premium Park & Ride Routes
-  30. "Arts Axis" Route
-  31. Newell Connector
-  41. Proposed On-Campus Routes
-  41. Proposed Off-Campus Routes

Costs

- BPZ transportation-related improvements at ~\$6 million
- Transit related improvements at ~\$2 million
- West area of campus (Baseball) related improvements at ~\$5 million
- Parking-related improvements:
 - Short-term: \$20 million Beaty, Vet-Med, Tigert
 - Medium-term: \$74 million Garage I, II, III, VII reconstructions
 - Long-term: \$54 million P&R 1, Norman addition, Cancer/Genetics Research, P&R 2

Final Report Link

- <http://parking.ufl.edu/transportationstudyresults/>