

## **Resolution Calling for Traffic Safety and Improving Walking, Bicycling, and Transit on Campus**

WHEREAS students, faculty, and staff travel to the University of Florida main campus in a variety of ways and thousands of people walk, bicycle, or use a micromobility device on streets on and around the campus daily;

WHEREAS, in 2017, 42% of all students, faculty, and staff traveled to and around campus without a motor vehicle<sup>1</sup>;

WHEREAS motor vehicle crashes are a leading cause of fatal injury in Alachua County, particularly among people between the ages of 15 and 34<sup>2</sup>;

WHEREAS 22,242 crashes occurred on Gainesville streets between 2018 and 2022, killing 91 people and causing 528 severe life-altering injuries<sup>3</sup>;

WHEREAS the University of Florida's main campus is bound on all sides by streets the city of Gainesville's Vision Zero Plan identifies as High-Risk Network streets<sup>4</sup> where the vast majority of motor vehicle crashes causing death or severe injury occur;

WHEREAS a crash is far more likely to result in severe injury or death when a motor vehicle driver strikes a person who is walking or bicycling<sup>5</sup>;

WHEREAS higher motor vehicle speeds are correlated with more severe crashes and street design is a primary factor in determining motor vehicle speeds<sup>6</sup>;

WHEREAS Florida law prohibits motor vehicle driver behaviors that threaten people walking and bicycling including motor vehicle drivers travelling at unlawful speeds, driving on sidewalks, parking in a bicycle lane, and failing to yield the right-of-way to people walking in marked and unmarked crosswalks<sup>7</sup>;

WHEREAS both the city of Gainesville and Alachua County have committed to vision zero, the goal of no traffic fatalities or serious injuries and the value that street design should not exchange life and safety for any other benefit;

WHEREAS the university has identified a University Context Area where off-campus development may impact university resources and facilities that is

---

<sup>1</sup> UNIVERSITY OF FLORIDA, TRANSPORTATION & PARKING STRATEGIC PLAN, EXISTING CONDITIONS MEMORANDUM 13 (2018).

<sup>2</sup> FLA. DEP'T. OF HEALTH, FLHEALTHCHARTS, LEADING CAUSES OF FATAL INJURY DASHBOARD (2023) <https://www.flhealthcharts.gov/ChartsReports/rdPage.aspx?rdReport=LeadingCausesofFatalInjuryDashboard>

<sup>3</sup> CITY OF GAINESVILLE, VISION ZERO ACTION PLAN 11 (2024).

<sup>4</sup> *Id.* at 20.

<sup>5</sup> *Id.* at 13-16.

<sup>6</sup> CITY OF GAINESVILLE, DRAFT 2045 MOBILITY PLAN 8 (2024).

<sup>7</sup> FLA. STAT. §§ 316.130(7), 316.183(1), 316.1945(1)(b)6., and 316.1995(1).

many times larger than the main campus and includes land in the city of Gainesville and in unincorporated Alachua County<sup>8</sup>;

WHEREAS the deaths and injuries that motor vehicle crashes cause have an immeasurable impact on the University of Florida community; and

WHEREAS the status of the University of Florida depends in part on its students, visitors, faculty, and staff having safe and convenient transportation options for accessing the university's main campus;

NOW, THEREFORE, BE IT RESOLVED the University of Florida Faculty Senate calls on the University of Florida, directly and by collaborating with the City of Gainesville, Alachua County, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation, the Florida Department of Education, and the Florida Legislature, to commit to the goal of a 100% reduction in deaths and injuries from traffic crashes and to:

- prioritize the safety of people in traffic—particularly people walking, bicycling, or using a micromobility device—when planning for and designing street improvements within the University Context Area;
- fund improvements to West University Avenue and to NW and SW 13th Street which prioritize the safety of people in traffic, including through legislative appropriation;
- fund capital projects in the University of Florida Campus Master Plan which improve walking, bicycling, using a micromobility device, and transit on campus, including through the Public Education Capital Outlay and Debt Service Trust Fund;
- enforce Florida traffic laws with a focus on stopping motor vehicle driver behaviors which threaten people walking, bicycling, or using a micromobility device;
- educate the university community on campus transportation and on traffic safety so people travelling to campus are aware of the danger of motor vehicle crashes, how to access campus without a motor vehicle, and motor vehicle driver behaviors which Florida law prohibits and which threaten people walking, bicycling, or using a micromobility device; and
- identify capital projects or operational improvements that improve walking, bicycling, using a micromobility device and transit on campus such as larger covered bus shelters, longer transit operating hours, reduced transit headways, separated bicycle lanes, and covered bicycle parking.

---

<sup>8</sup> See, UNIVERSITY OF FLORIDA PLANNING, DESIGN & CONSTRUCTION DIVISION, UNIVERSITY CONTEXT AREA ANALYSIS (October 2019).