8.
TRANSPORTATION ELEMENT

Introduction

This Transportation Element includes Goals, Objectives, and Policies that apply to the main campus and Alachua County Satellite Properties. The policies address motor vehicle, transit, bicycle, and pedestrian access as well as parking. Traffic safety and traffic operations are also addressed within these policies. Facility and service recommendations for sidewalks, shared use paths, transit shelters, transit routes, roadways and intersections are included in the Transportation Element. The accompanying Data & Analysis Report and a companion document, *Transportation and Parking Strategic Plan – Existing Conditions, 2018,* contains information on recent transportation trends that support the policy, facility, and service recommendations herein.

Major parking locations such as commuter parking lots and parking garages are included in the Future Land Use classification for Parking. Not included in the parking land use designation are smaller, more localized parking facilities that support adjacent destinations by providing parking for disabled, service, delivery, and other building-specific patrons. These smaller parking lots are allowed within the other land use classifications by definition when they support the underlying land use. The definition of the Parking Future Land Use category is as follows: *The Parking land use classification identifies those areas on campus that are appropriate for general parking in surface lots or garage structures. Accessibility, proximity and adjacent land uses are primary location criteria for Parking in order to direct traffic to appropriate perimeter intercept locations on roadways capable of accommodating associated traffic and avoiding impacts in areas with high volume pedestrian activity. Stormwater facilities, utility conveyance systems, and transit facilities are allowed within the Parking land use. Parking structures are encouraged to incorporate non-parking land uses as liner or vertically mixed-use structures in order to mask the appearance of the parking and create synergies of building use. Where this occurs, the application of land use classification boundaries shall be flexible to promote co-location of uses. Parking facility development in the Parking land use shall respect pedestrian connections, historic context (where applicable) and adjacencies to other land uses to minimize or mitigate any negative impacts of noise, air quality or appearance.*

Campus roads are identified on the Future Land Use map to include the entire roadway corridor inclusive of pavement, medians, bus shelters, bus pull-out bays, adjacent sidewalks and buffer strips between sidewalks and pavement. These roadway corridors do not overlap any other land use classification. New roadway corridors that are recommended with this Element will require a study to be performed to identify the preferred alignment if one has not already been performed. Service drives, sidewalks, shared use paths and other such transportation facilities are not contained within a unique land use allocation, and they may traverse land use category boundaries.

The transportation components of the campus master plan strive to serve the various land uses, existing and future facilities, and provide connections between different modes of travel. Funding for transportation improvements may come from PECO allocations and other capital project monies, user fees, grants, research demonstration projects, state and federal allocations, and private partners.

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.

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.

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, SW 13th Street, SW 2nd Avenue and SW 4th Avenue areas 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.

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, and Planning, Design and Construction Division.

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 internal campus roads.

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 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. 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.

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.

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.

Policy 1.1.8: The University shall continue to work with the City of Gainesville 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.

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.

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

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 2020-2030 Campus Master Plan and include any UF Board of Trustees' "fair share" costs of necessary mitigations, consistent with Chapter 1013.30, Florida Statutes.

Policy 1.2.2: The University shall conduct a traffic engineering study for each proposed structured parking facility or any surface parking facility project that will create greater than 300 net new parking spaces prior to construction. Such studies shall include, but not be limited to, an analysis of the following:

- 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.

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.

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.

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.

Policy 1.3.1: The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT, Santa Fe College, 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.

Policy 1.3.2: The University administration and Student Government shall participate with the City of Gainesville, Alachua County, MTPO, FDOT, Gainesville Community Redevelopment Agency, 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 shared-use paths, overpasses/underpasses. In particular, the development of facilities presented in Figure 8-3 shall be encouraged.

Policy 1.3.3: The University shall participate with the City of Gainesville, Alachua County, and private business interests to encourage development of student and faculty housing adjacent to the university campus, and particularly east of campus to downtown, with accessibility provided by bicycle, pedestrian and transit facilities and services.

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.

Policy 1.3.5: Collaborate with the City of Gainesville on bike-share, car-share, and other mobility option programs.

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.

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.

Policy 2.1.2: Utilize highway level of service standard "E" for analysis purposes on campus roads, and evaluate the multi-modal quality of service conditions for campus roads to determine an appropriate level of service standard for non-auto modes, if feasible.

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.

Policy 2.1.4: Continue to designate speed limits of 20 miles per hour on all university-maintained roadways east of SW 34th Street, and 15 miles per hour within the area north of Museum Road and east of Gale Lemerand Drive.

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.

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 13th Street and SW 2nd Avenue, and other locations as may be identified.

Policy 2.1.7: 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 (Table 8-3), respectively.

Policy 2.1.8: 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.

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

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.

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).

Policy 2.2.3: Pursue programming, design and implementation of pedestrian and roadway lighting improvements and continue to review exterior lighting standards in the *University of Florida Design and Construction Standards* for amendment as needed to provide adequate lighting levels and energy efficiency.

Policy 2.2.4: Improve pedestrian/bicycle crossings at SW 13th 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.

Policy 2.2.6: Monitor usage and adequacy of existing bicycle parking facilities in terms of quantity, design, lighting, location, security covering, and enhanced amenities (e.g. fix-it stations) and install new or upgraded bicycle parking facilities to correct observed deficiencies.

Policy 2.2.7: Retain and adhere to bicycle parking requirements in the *University of Florida Design and Construction Standards* for bicycle parking to serve new building construction and maintain these standards to address lighting and covering of bicycle parking facilities.

Policy 2.2.8: The University Police Department and Facilities Services 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.

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.

Policy 2.2.10: Retain *University of Florida Design and Construction Standards* for bicycle and pedestrian facilities consistent with the most recent applicable publications of the Florida Department of Transportation, National Association of City Transportation Officials and the American Association of State Highway Transportation Officials.

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.

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.

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.

Policy 2.2.14: Develop and implement a Campus Bicycle Master Plan consistent with the Alachua Countywide Bicycle-Pedestrian Master Plan.

Policy 2.2.15: Implement the Lake Alice Trail System as depicted in Figure 1-8.

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

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.

Policy 2.3.2: Pursue programming, design, and implementation of bus shelters at high-use campus transit stops as depicted in Table 8-8 and Figure 8-12 with additional sites to be identified through on- going monitoring.

Policy 2.3.3: The University and Shands Healthcare, Inc. shall coordinate to provide co-branded transit service to medical and related parking facilities including the Veterinary Medicine area.

Policy 2.3.4: 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.

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.

Policy 2.3.6: 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.

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.

Policy 2.3.8: 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.

Policy 2.3.9: 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.

Policy 2.3.10: 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.

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.

Objective 2.4: To manage on-campus parking in order to improve efficiency and maintain a balance of supply and demand.

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.

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.

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”.

Policy 2.4.4: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Transportation Advisory Committee shall review the parking decal system 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 goals, objectives or policies of the Campus Master Plan and the Transportation and Parking Strategic Plan.

Policy 2.4.5: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Transportation Advisory Committee shall review 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 efficient and sustainable transportation choice and decrease the burden on the university to provide parking facilities.

Policy 2.4.6: The Vice President for Business Affairs, Transportation and Parking Services, and Parking and Transportation Advisory Committee shall evaluate and recommend on the potential to extend the hours of parking enforcement in certain high-demand areas of campus.

Policy 2.4.7: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Transportation Advisory Committee shall review the parking decal cost structure and make recommendations for university rule changes that increase parking cost in order to:

- 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.

Policy 2.4.8: Improve parking for visitors including the addition of more available pay stations, pay-by-cell and reserved event parking spaces.

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 Services and the ADA Compliance Office.

Policy 2.4.10: The special parking needs of emergency, service, vendor and delivery vehicles shall be accommodated by improved management of service drives through modifications to decal requirements, delivery protocols, shared service areas, and provision of adequate service areas proximate to buildings.

Policy 2.4.11: The Facilities Services Division shall work with Transportation and Parking Services and University Police Department 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.

Policy 2.4.12: The University shall maintain and support its parking enforcement effort.

Policy 2.4.13: Improve parking efficiency and user experience through technology including real-time parking information dissemination.

Policy 2.4.14: 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 the limit set in the 2020-2030 Campus Development Agreement 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.

Policy 2.4.15: 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.

Policy 2.4.16: The University shall continue to maintain and improve requirements in the *University of Florida Design and Construction Standards* that dictate design strategies for parking facilities that reduce conflicts between vehicular and non-vehicular traffic, and provide adequate lighting and landscaping.

Policy 2.4.17: Campus parking shall be strategically located throughout the campus and along the campus periphery such as the vicinity of Hull Road, SW 34th Street, Radio Road, University Avenue, SW 13th Street, SW 16th Avenue and Archer Road with transit connections to interior campus locations.

Policy 2.4.18: The University shall seek locations to consolidate motorcycle, moped and scooter parking for better efficiency and parity with automobile commuters.

Policy 2.4.19: University parking shall be provided on satellite properties to serve the intensity and type of use on each individual site, or to provide park-and-ride facilities compatible with local vehicle trip reduction strategies.

Objective 2.5: To fund and implement transportation and parking infrastructure and programs in coordination with user groups.

Policy 2.5.1: 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 Parking and Transportation Advisory Committee, the Health Science Center Parking and Transportation Task Force, the Land Use and Facilities Planning Committee, and Student Government.

Policy 2.5.2: 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.

Policy 2.5.3: 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.

Policy 2.5.4: 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.

Policy 2.5.5: Building construction projects shall ensure 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 Parking and Transportation Advisory Committee and the Land Use and Facilities Planning Committee.

Policy 2.5.6: 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.

Policy 2.5.7: 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 2.5.6.

Policy 2.5.8: 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 Parking and Transportation Advisory Committee and the Committee on Sustainability.

Policy 2.5.9: The Vice President for Business Affairs, Transportation and Parking Services, and the Parking and Advisory 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.

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.

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 2.6: To maintain or improve outdoor air quality and reduce fuel consumption.

Policy 2.6.1: The University shall continue implementing an innovative state-of-the-art green fleet policy to encourage purchase of vehicles that are highly fuel-efficient and low emission, use alternative fuels or are non-motorized (e.g. bicycles or Segways).

Policy 2.6.2: 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.

Policy 2.6.3: 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.

Policy 2.6.4: Encourage use of environmentally-responsible scooters.

Table 8-1, University of Florida Roadway Resurfacing Priorities, 2020

ID	Roadway	From/To	Description	Length (L.F.)
RS-1	Newell Drive	Diamond Rd. to Museum Rd.	Resurface (see also TS-7; portion programmed in conjunction with utility work)	2,215
RS-2	McCarty Dr.	East end of Newins-Zeigler to Newell Dr.	Resurface	835
RS-3	SW 23 Drive	Archer Rd. to Hull Rd.	Resurface	1,378
RS-4	Natural Area Drive	Archer Rd. to Citrus Road (west of Baseball Stadium)	Resurface	3,300
RS-5	Ritchey Rd.	SW 23 St. to Shealy Dr.	Resurface	1,590
RS-6	Gale Lemerand Dr.	Mowry Rd. to Museum Rd.	Resurface (programmed in conjunction with utility work)	2,095
RS-7	Stadium Dr.	Newell Dr. to SW 13th St.	Resurface	1,300
RS-8	Fraternity Drive	Museum Rd. to Woodlawn Dr. (east)	Resurface	1,960
RS-9	Woodlawn Dr.	Stadium Rd. to SW 2nd Ave.	Resurface	660
RS-10	Woodlawn Dr.	Museum Rd. to Stadium Rd.	Resurface (see also RC-12)	1,230
RS-11	Fletcher Dr.	Stadium Rd. to West University Ave.	Resurface	1,234
RS-12	Mowry Rd.	Gale Lemerand Dr.. to Center Dr.	Resurface (see also RC-10 reconstruction)	1,370
RS-13	McCarty Dr.	Museum Rd. to east end of Newins-Zeigler	Resurface	545
RS-14	Shealy Drive	Ritchey Rd. to SW 16th Ave.	Resurface	1,475
RS-15	Gale Lemerand Dr.	Archer Rd. to Mowry Rd.	Resurface (see also TS-6 intersection approach)	820
RS-16	Museum Rd.	Newell Dr. to Jennings Hall	Resurface (programmed in conjunction with utility work)	660

Table 8-2, University of Florida Roadway Reconstruction Priorities, 2020

ID	Roadway	From/To	Description	Length (L.F.)
RC-1	Hull Road	SW 34 St. to west of Museum Drive	Construct turn lanes, median modifications, upgrades to bus stop, sidewalks, streetscape, signs/markings per CMP Update Study, May 2011 & Baseball Stadium Traffic Study, 2018.	2,600
RC-2	Inner Road	Newell Dr. to SW 13 Street	Reconfigure for 2-way traffic with high visibility midblock pedestrian crossings and a drop-off zone in the Fine Arts parking lot.	1,300
RC-3	Union Rd.	West of Tigert Hall to SW 13 Street	Reconstruct with gateways, drop-off, streetscape/landscape, artwork, reconfigured parking areas and relocated guardhouse per the Landscape Master Plan	340
RC-4	Newell Dr.	Library West to W. Univ. Ave.	Reconstruct as pedestrian promenade with gateway per Landscape Master Plan	70
RC-5	Union Rd.	Buckman Drive to West of Tigert Hall	Reconstruct as pedestrian promenade with gateways per Landscape Master Plan	1,065
RC-6	Newell Dr.	Inner Rd. to Union Road	Reconstruct as pedestrian promenade with gateway per Landscape Master Plan	800
RC-7	Gale Lemerand Dr.	Stadium Rd. to W. University Ave.	Realign the segment north of the curve to relocate the University Ave. intersection to NW 20th Terrace; complete sidewalks, improve service drive, and provide game-day parking.	1,265
RC-8	Memorial Road	Museum Dr. to Hull Rd.	Reconstruct as a 2-lane road with bicycle lanes and a sidewalk on one side per Landscape Master Plan standards	2,340
RC-9	Center Dr.	Mowry Rd. to Creek	Realign roadway and construct turn lanes at Mowry Rd intersection per CMP Update Study, September 2010 and Landscape Master Plan standards	1,100
RC-10	Mowry Road	Gale Lemerand Dr. to Center Dr.	Reconstruct per Landscape Master Plan standards with sidewalk both sides, bicycle lanes & evaluation of turn lanes.	1,400
RC-11	Mowry Road	SW 23 Dr. to Gale Lemerand Dr.	Reconstruct per Landscape Master Plan standards as 2-lane turn lanes, curb & gutter, landscaping, sidewalk, bicycle lanes and maintain min. 10’ wide bicycle path	2,810
RC-12	Woodlawn Drive	Museum Rd. to Stadium Rd.	Reconstruct per Landscape Master Plan standards with sidewalks and bicycle lanes	1,235
RC-13	Surge Area Road	Archer Road to north of culvert	Reconstruct to raise above flood level and modify drainage culverts and per Landscape Master Plan standards	200
RC-14	McCarty Dr.	Museum Rd to Newell Drive	Reconstruct to provide a 90-degree intersection at Newell Dr. and create more uniform future building sites. This could include reversing travel direction, creating 2-way flow, or bus-only restrictions plus access management at Newell Drive to avoid conflicts with the signalized intersection.	1,250

Table 8-3, University of Florida Intersection and Transportation System Management Priorities, 2020

ID	Roadway	At	Description
TS-1	Museum Rd./Dr.	Radio Rd.	Construct roundabout (Under construction 6/2020)
TS-2	Hull Rd.	Mowry Rd.	Construct roundabout (Programmed for construction 7/2020)
TS-3	Museum Rd.	Reitz Union Drive/ Sweetwater Dr.	Reconstruct with pedestrian signal and improved access to Sweetwater Dr.
TS-4	Museum Rd.	Gale Lemerand Drive	Construct Westbound Right Turn Lane
TS-5	Campuswide	Five signalized intersections	Traffic Signal Structure Upgrade (poles and foundations)
TS-6	Gale Lemerand Dr.	Mowry Dr.	Reconstruct northbound approach per Corridor Study 2014-15
TS-7	Newell Dr.	Brain Institute and ARB	Evaluate and address pedestrian crossing and stop controls (e.g. restriping and modifications to curb ramp and crosswalk locations)
TS-8	Fletcher Dr.	Infirmary to Murphry Hall	Construct pedestrian access improvements
TS-9	Museum Rd.	Village Drive	Widen and/or restripe as needed for bicycle through access on Museum Rd. and improved vehicular lane alignment
TS-10	Museum Rd.	SW 13th St.	Construct bike box for eastbound bicycles
TS-11	Campuswide	Wayfinding	Implement unified physical (per Wayfinding Signage Plan) and digital wayfinding program
TS-12	Campuswide	Gateways	Implement gateway features per Landscape Master Plan and Figure 1-6
TS-13	SW 13th Street	Community Entries	Improve pedestrian crossings along SW 13 St/US 441 at Museum Rd, Inner Rd, Stadium Rd, and Union Dr.
TS-14	Newell Dr.	University Avenue	Construct bicycle/pedestrian gateway coordinated with FDOT midblock crossing construction

Table 8-4, University of Florida Roadway New Construction Priorities, 2020

ID	Roadway	From	To	Description
NC-1	Ballpark Way (a.k.a. SW 23rd Terrace Extension)	Archer Rd.	Hull Rd.	Construct as a Secondary Campus Road per Landscape Master Plan standards (programmed for construction 7/2020)
NC-2	New Road	SW 34 St.	Bledsoe Dr.	Construct as a Secondary Campus Road per Landscape Master Plan standards
NC-3	Ballpark Way Extension	Hull Rd.	Memorial Dr.	Construct as a Secondary Campus Road per Landscape Master Plan standards
NC-4	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)
NC-5	New Road	Archer Rd.	Mowry Rd.	Construct as 2-lane road along the western perimeter of this developing research area (Cancer-Genetics, Pathogens)

Table 8-5, Independent Pedestrian Project Priorities, 2020

ID	Facility	From	To	Description	Length (L.F.)
SW-1	Bledsoe Drive	Hull Rd.	Radio Rd	East side	1,619
SW-2	Gale Lemerand Drive	Rhines Hall Service Drive (South)	Rhines Hall Service Drive (North)	Alongside MAE-C/ Bldg #0183	540
SW-3	Rhines Hall Service Drive	Materials Eng. Bldg.	Gale Lemerand Dr.	West and south side	349
SW-4	Museum Drive	Hull Rd.	Radio Rd	West side	1,585
SW-5	SW 23rd Dr.	Archer Rd.	Mowry Rd.	Both sides	1,395
SW-6	Surge Area Dr.	Archer Rd.	South of Entomology	East side	622
SW-7	Surge Area Dr.	Archer Rd.	NATL Park South	West side	1,308
SW-8	W. Fraternity Dr.	Village Dr.	Fraternity Dr.	North side	698
SW-9	Academic Walk	University Ave.	Archer Rd	Install enhanced streetscaping, unique signage and branding elements per Campus Framework Plan	5,380
SW-10	Arts Walk	Reitz Union Circle	Journalism Bldg.	Install unique wayfinding, signage and branding to establish a walking tour of public art per Landscape Master Plan	12,500

Table 8-6, Independent Bicycle Project Priorities, 2020

ID	Facility	From	To	Description
BK-1	Shared-Use Path - Bat House	Bat House Parking Lot	East of Village Dr.	Construct concrete wide sidewalk and viewing area along the north side of Museum Rd.
BK-2	Shared-Use Path - Main Lake Alice	Baughman Center	East of Village Dr.	Construct a concrete and boardwalk path along the south side of Museum Rd.
BK-3	Shared-Use Path - North Lake Alice	East of Village Dr.	Gale Lemerand Dr.	Construct asphalt path from University Gardens to Gale Lemerand Dr. at Lake Alice Creek.
BK-4	Shared-Use Path - Memorial Drive	Baughman Center	Orchard Dr.	Construct asphalt and boardwalk path through Ficke Gardens and along the south side of Lake Alice
BK-5	Shared-Use Path - Hume Creek	West of Garage 5	Gale Lemerand Dr.	Construct asphalt and boardwalk path to the intersection of Gale Lemerand Dr. and Museum Rd.
BK-6	Shared-Use Path - Fifield	Memorial Dr.	Hull Rd.	Construct concrete path from Memorial Drive with east-west and north-south segments that meet Hull Rd at Ballpark Way and the service drive west of Pressly Softball Stadium
BK-7	Shared-Use Path - Lakeside	Radio Rd.	SW Recreation Center	Constructe wide sidewalk/concrete path from the intersection of Radio Road and Museum Drive through the Lakeside complex to the SW Recreation Center
BK-8	Shared-Use Path - NATL	Hull Rd.	Natural Area Dr.	Construct concrete path from Hull Rd along the west side of Dizney Lacrosse Stadium past the entrance to NATL Park and connect with the existing wide sidewalk at the Baseball Stadium.
BK-9	Shared-Use Path - Wilmot Gardens	Archer Rd.	Mowry Rd.	Construct concrete path along the east side of Wilmot Gardens to connect with an existing midblock corssing of Archer Rd.
BK-10	Shared-Use Path - Bat House Woods	Bat House Parking Lot	Bat House Parking Lot	Construct a path with segments of concrete, asphalt, and Flexipave in a loop trail through Bat House Woods.
BK-11	Shared-Use Path - Lake Alice South	Orchard Dr.	Mowry Rd.	Construct an asphalt and boardwalk path round the south side of Lake Alice wetlands.
BK-12	Shared-Use Path - Graham Woods	Bandshell	Stadium Rd.	Constructe asphalt path from the Bandshell to Stadium Rd. west of Tolbert Hall with a Flexipave/boardwalk overlook on the south side of Graham Woods.
BK-13	Shared-Use Path - Sweetwater Drive	Lake Alice Creek	Museum Rd.	Constuct concrete path including upgrades to some existing path segments.

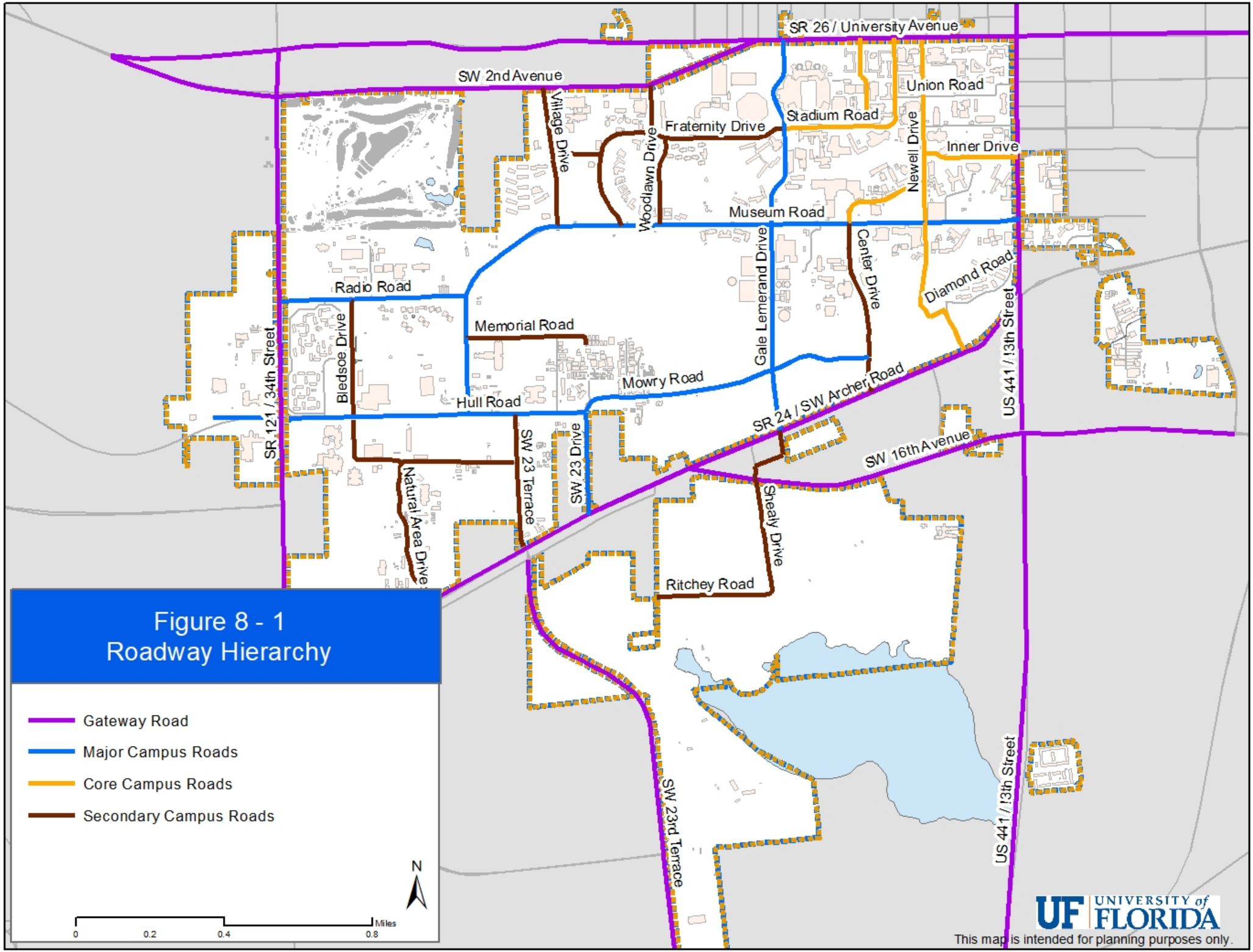
BK-14	Shared-Use Path - Jennings Creek	Brain Institute	Museum Rd.	Construct asphalt and boardwalk path from the existing trail at Brain Institute to the midblock crosswalk on Museum Rd. by Beaty Towers.
BK-15	Shared-Use Path - Museum Road	University Gardens	Garage 5	Construct concrete wide sidewalk along the south side of Museum Rd and west side of Gale Lemerand Dr.
BK-16	Shared-Use Path - Harmonic Woods	Museum Rd.	Fraternity Dr.	Constructe Flexipave path loop through Harmonic Woods
BK-17	Shared-Use Path - Physics	Gale Lemerand Dr./ Physics Bldg.	East of Psychology Bldg.	Construct new and upgrade existing shared-use path per Landscape Master Plan
BK-18	Shared-Use Path - University Ave.	West of Gale Lemerand Dr.	SW 13th St.	Construct new and widen existing path on south side of W. University Ave. including removal of some surface parking.
BK-19	Shared-Use Path - SW 13th St.	Museum Rd.	University Ave.	Construct new and widen existing path on south side of W. University Ave. including removal of some surface parking.
BK-20	Shared-Use Path - Hull Rd.	SW 34 St.	Cultural Plaza Bus Shelter	Widen sidewalks to construct shared-use path on the south side of Hull Rd.
BK-21	Shared-Use Path - Reitz Lawn North	Mech/Aero Engineering Bldg B	Hub	Construct shared-use path per Landscape Master Plan - Reitz Lawn North project
BK-22	Shared-Use Path - Hume Hall	Lake Alice Field	East of Hume Hall	Construct shared-use path connecting BK-3, BK-5, and BK-12 south of Hume Hall
BK-23	Reconstruct Service Drive	West side of Hub	Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Landscape Master Plan - Stadium Rd project
BK-24	Reconstruct Service Drive	Acquatic Food Production	Newell Dr.	Reconstruct for bicycle/pedestrian access per the Landscape Master Plan - Reitz Lawn East project
BK-25	Reconstruct Service Drive	East side of Hub	Stadium Rd.	Reconstruct for bicycle/pedestrian access per the Landscape Master Plan - Stadium Rd and Reitz Lawn East projects
BK-26	Shared-Use Path - Broward	Broward Pool	Inner Dr.	Upgrade existing path where it narrows north of Broward Pool
BK-27	Service Road with Shared-Use Path Access	SW 23rd Terrace	Ritchie Road	Construct paved service road from SW 23rd Terr. at Bee Unit to Ritchie Road with gated motor vehicle access allowing bicycle through-access
BK-28	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
BK-29	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

Table 8-7, Transit Route Proposed Modifications in the University of Florida Context Area, 2020

ID	Route	Location	Description
TR-1	New Park & Ride	Tower Rd @ SW 8th Ave.	Develop UF Park & Ride Facility; modify transit routes to reflect new facility and new connect of SW 8th Ave. to SW 24th Ave.
TR-2	New	Varies On Campus	Operate on campus shuttles with smaller vehicles and high frequency, such as service along Newell Dr. and to Garage 14
TR-3	121	On Campus	Eliminate Route 121 and replace with microtransit loop
TR-4	120, 122, 125, 127, 25A, 29, 33, 36, 38, & 46	NE core campus	Reroute around new bicycle/pedestrian zone and utilizing reconstructed Inner Road
TR-5	117,118	Hull Road	Provide premium transit service from Park and Ride lots 1 and 2
TR-6	150	Haile Plantation	Continue and refine premium transit service to UF Health and McCarty Dr. transfer stop
TR-7	New	Duckpond-Downtown	Provide premium transit service (may be combined with Arts Axis proposed route)
TR-8	New	Tower Rd	Provide premium transit service to Buckman/Hub transfer stop
TR-8	New	Arts Axis	Provide transit service connecting Cultural Plaza, College of the Arts, South Main St/community arts venues
TR-9	New	Bus Rapid Transit Lite	Partner with City and County to implement the premium transit route through campus per the RTS Transit Development Plan

Table 8-8, Campus Bus Shelter Priorities

ID	Roadway	Location	Description
SH-1	Gale Lemerand Dr.	Northbound at Graham Hall crosswalk	bus pull-out and relocated shelter
SH-2	Museum Road	At Corry Village/Baby Gator Lake Alice eastbound	per LMP standards
SH-3	Hull Rd	SW Recreation Center westbound	per LMP standards
SH-4	Museum Road	Beaty Towers westbound	upgrade existing per LMP standards
SH-5	Museum Road	University Police Department eastbound	per LMP standards
SH-6	McCarty Drive	Expand existing at Reitz Union	per LMP standards
SH-7	Memorial Road	Parking Lot	upgrade existing to LMP standards
SH-8	Hull Rd	Fifield Hall eastbound	upgrade existing to LMP standards
SH-9	Gale Lemerand Dr.	South of Gator Corners, southbound	per LMP standards, for Campus Connector


SR 26 / University Avenue
SW 2nd Avenue
Union Road
Stadium Road
Fraternity Drive
Village Drive
Woodlawn Drive
Newell Drive
Inner Drive
Museum Road
Center Drive
Gale Lemerand Drive
Diamond Road
US 441 / 13th Street
Radio Road
Memorial Road
Bledsoe Drive
SR 121 / 34th Street
Mowry Road
Hull Road
SR 24 / SW Archer Road
SW 16th Avenue
SW 23 Terrace
SW 22 Drive
Natural Area Drive
Shealy Drive
Ritchey Road
SW 23rd Terrace
US 441 / 13th Street
Figure 8 - 1
Roadway Hierarchy
Gateway Road
Major Campus Roads
Core Campus Roads
Secondary Campus Roads
N
0
0.2
0.4
0.8
Miles
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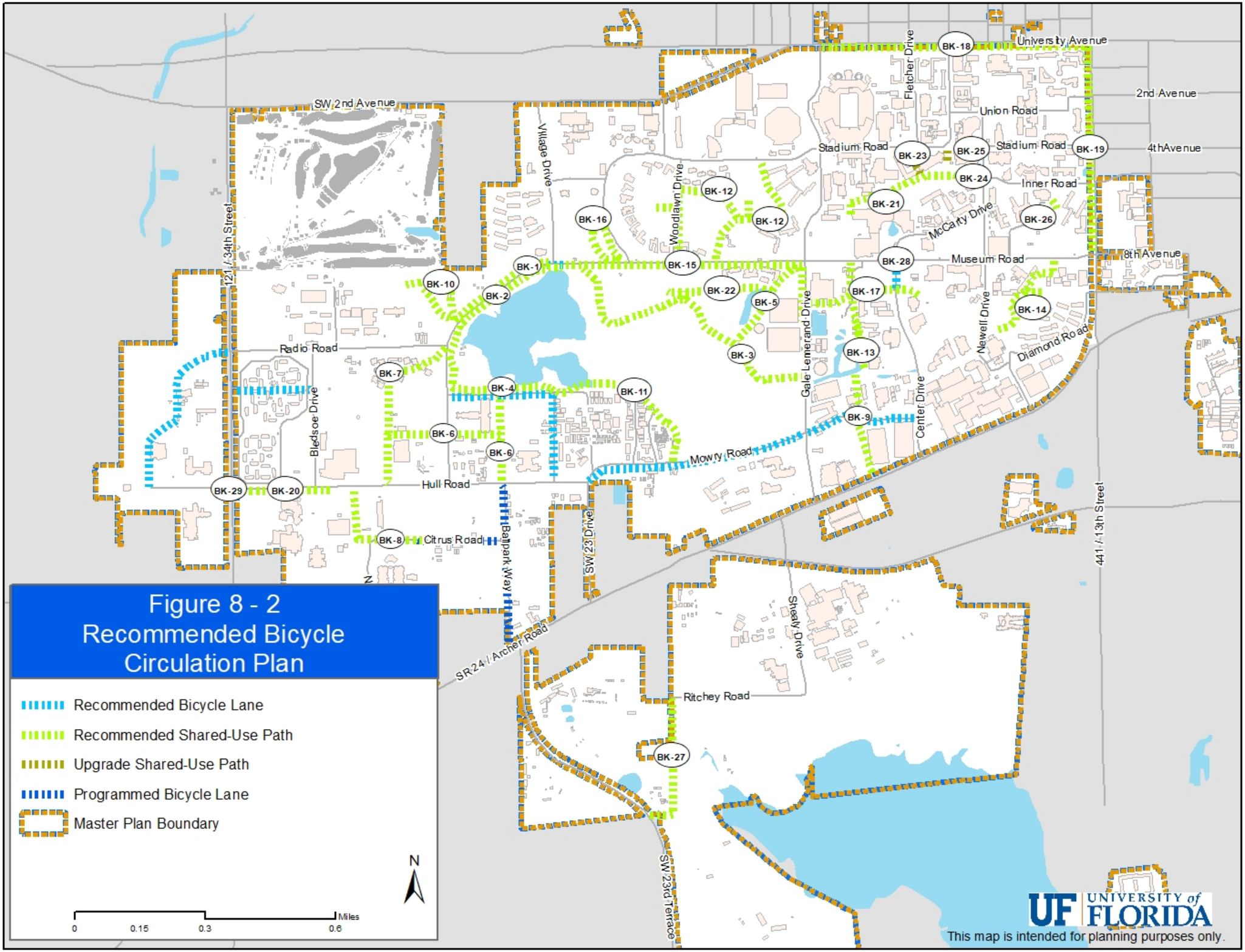
Figure 8 - 2
Recommended Bicycle Circulation Plan
Recommended Bicycle Lane
Recommended Shared-Use Path
Upgrade Shared-Use Path
Programmed Bicycle Lane
Master Plan Boundary
N
0
0.15
0.3
0.6
Miles
SW 2nd Avenue
University Avenue
2nd Avenue
Union Road
Stadium Road
4th Avenue
Inner Road
8th Avenue
Museum Road
McCarty Drive
Fletcher Drive
Village Drive
Woodlawn Drive
Gale Lemerand Drive
Newell Drive
Center Drive
Diamond Road
121 / 34th Street
441 / 13th Street
Radio Road
Bledsoe Drive
Hull Road
Mowry Road
Citrus Road
Ballpark Way
SW 23rd Drive
SR 24 / Archer Road
Shealy Drive
Ritchey Road
SW 23rd Terrace
BK-1
BK-2
BK-3
BK-4
BK-5
BK-6
BK-7
BK-8
BK-9
BK-10
BK-11
BK-12
BK-13
BK-14
BK-15
BK-16
BK-17
BK-18
BK-19
BK-20
BK-21
BK-22
BK-23
BK-24
BK-25
BK-26
BK-27
BK-28
BK-29
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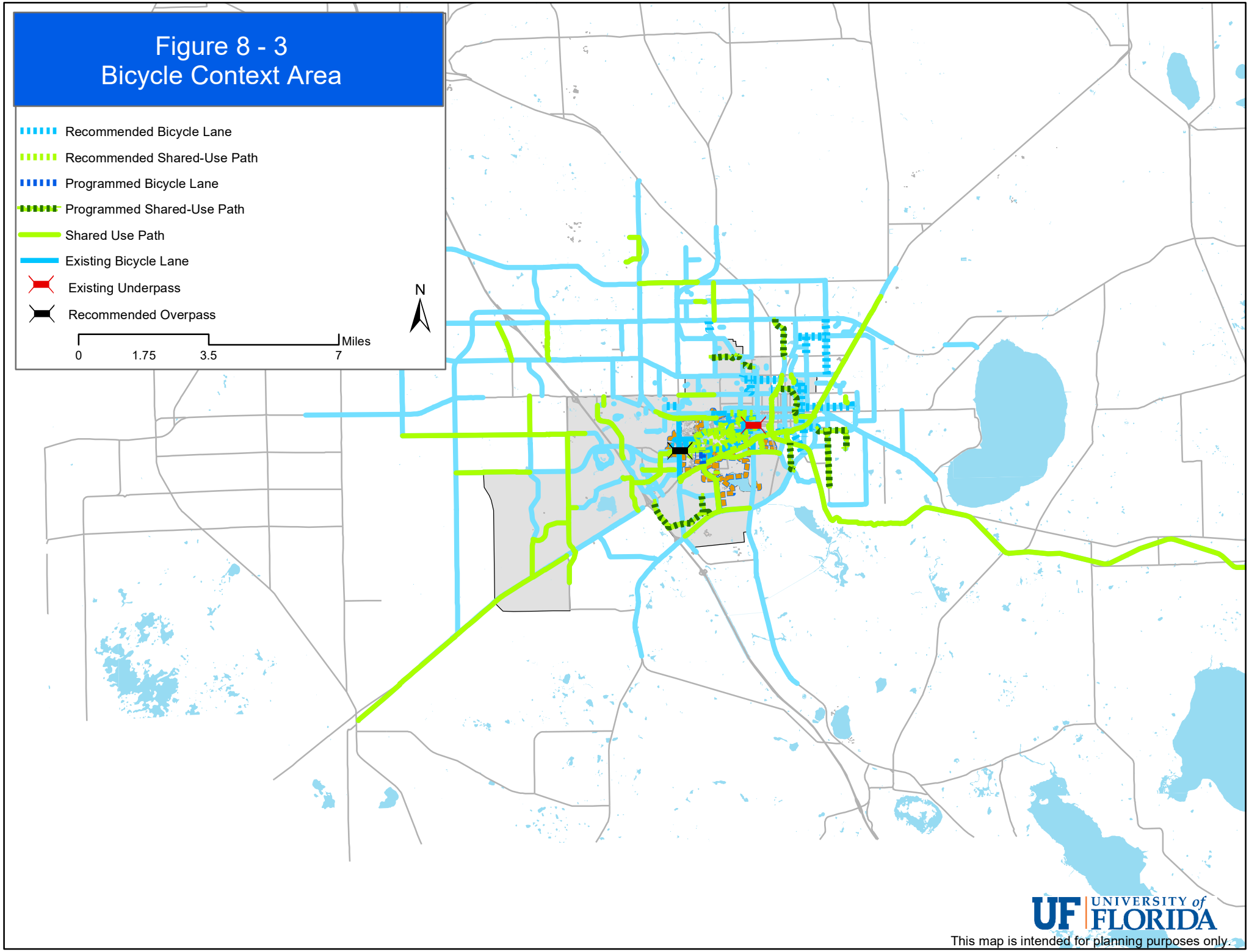
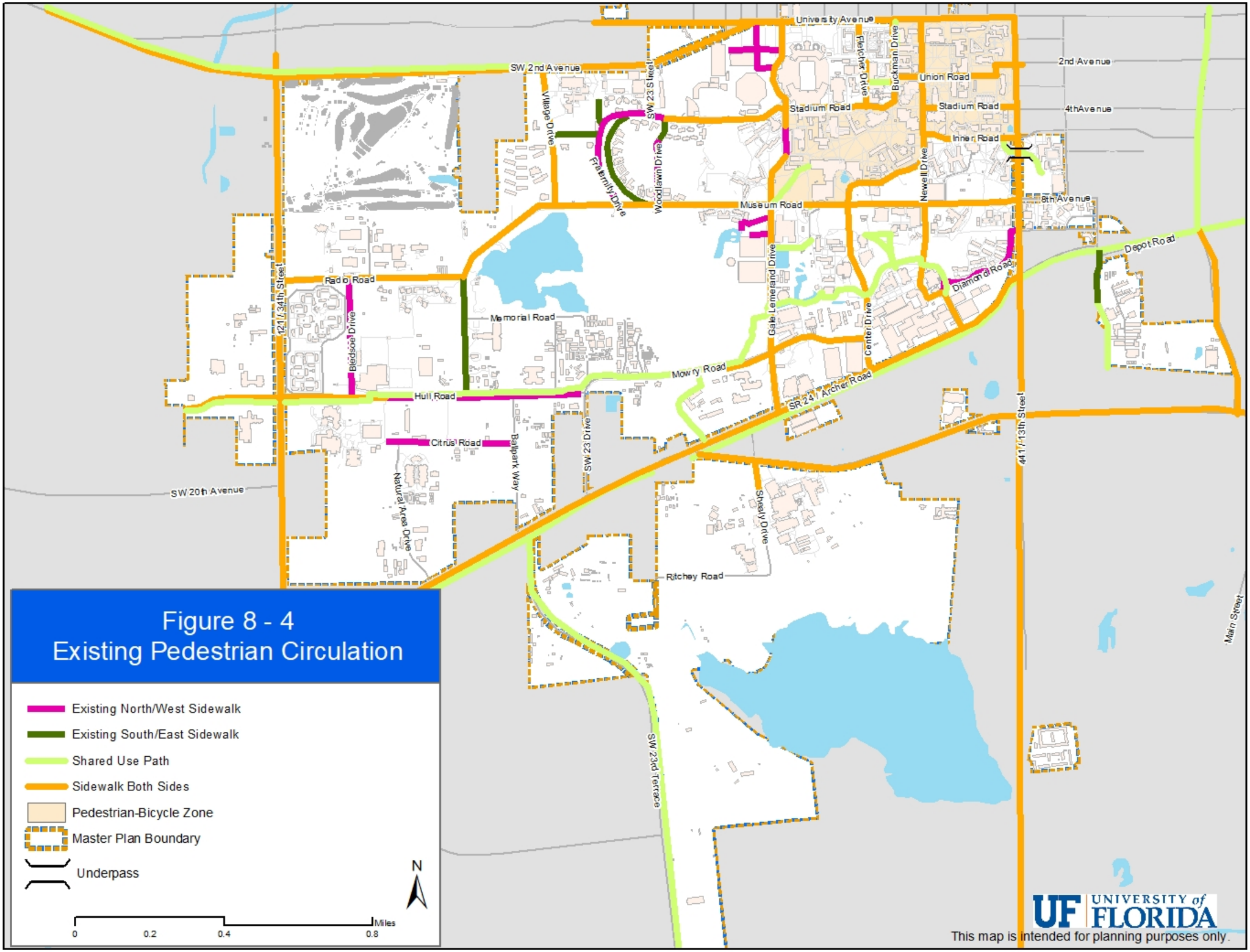
Figure 8 - 3
Bicycle Context Area




University Avenue
SW 2nd Avenue
2nd Avenue
4th Avenue
8th Avenue
Union Road
Stadium Road
Stadium Road
Inner Road
Museum Road
Depot Road
Diamond Road
Radio Road
Memorial Road
Mowry Road
Hull Road
Citrus Road
SR 24 / Archer Road
Ritchey Road
SW 20th Avenue
SW 23rd Terrace
Village Drive
SW 23 Street
Fraternity Drive
Woodlawn Drive
Fletcher Drive
Buckman Drive
Newell Drive
Gale Lemerand Drive
Center Drive
121 / 34th Street
Bledsoe Drive
Natural Area Drive
Ballpark Way
SW 23 Drive
Sheely Drive
441 / 13th Street
Main Street
Figure 8 - 4
Existing Pedestrian Circulation
Existing North/West Sidewalk
Existing South/East Sidewalk
Shared Use Path
Sidewalk Both Sides
Pedestrian-Bicycle Zone
Master Plan Boundary
Underpass
N
0
0.2
0.4
0.8
Miles
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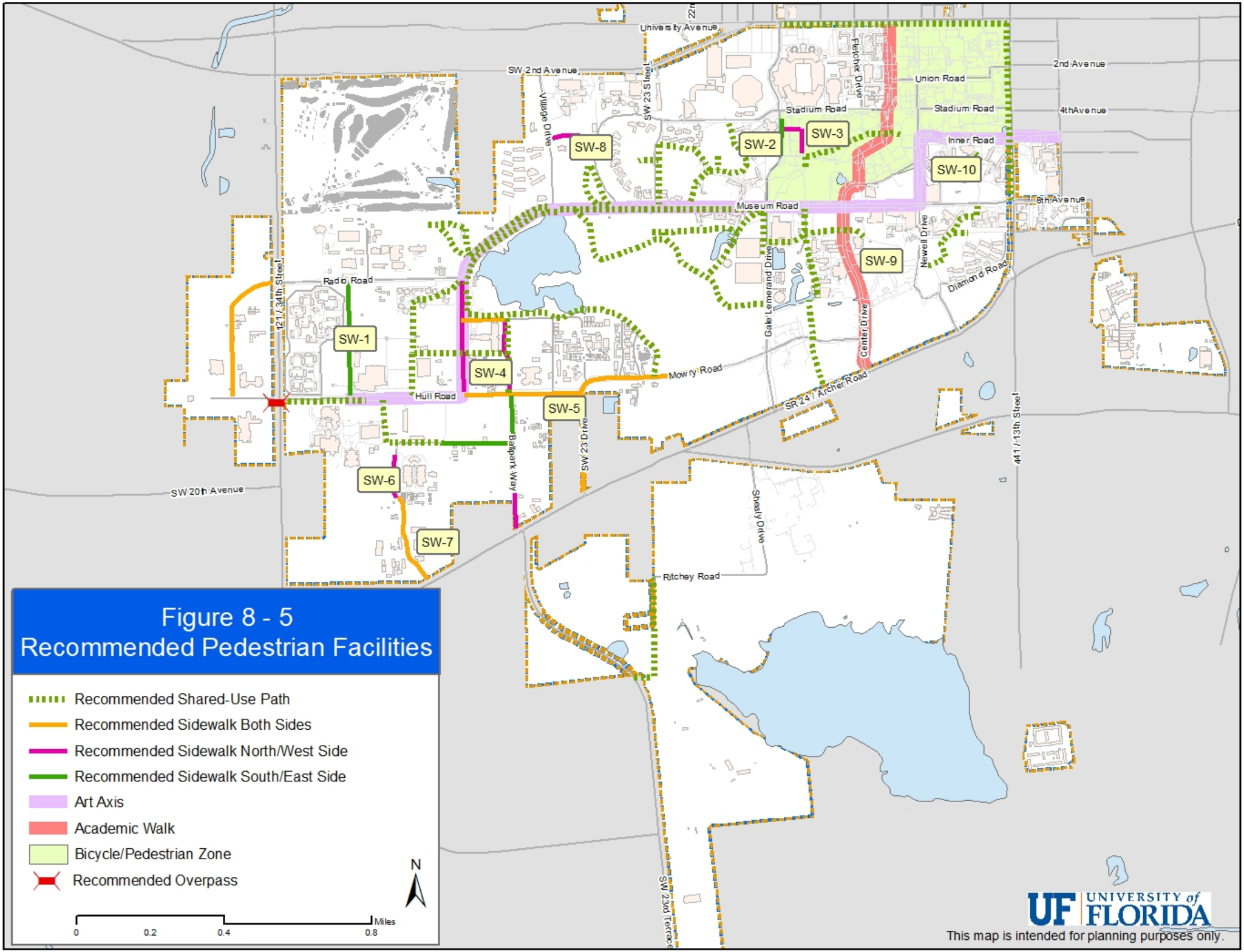
University Avenue
SW 2nd Avenue
SW 23 Street
Fletcher Drive
Union Road
2nd Avenue
Stadium Road
Stadium Road
4th Avenue
Inner Road
SW-8
SW-2
SW-3
SW-10
Museum Road
8th Avenue
Newell Drive
SW-9
Gale Lemerand Drive
Diamond Road
Center Drive
Radio Road
21 / 34th Street
SW-1
SW-4
Mowry Road
Hull Road
SR 24 / Archer Road
SW-5
SW 23 Drive
441 / 13th Street
Ballpark Way
SW-6
SW 20th Avenue
Shealy Drive
SW-7
Ritchey Road
SW 23rd Terrace
Figure 8 - 5
Recommended Pedestrian Facilities
Recommended Shared-Use Path
Recommended Sidewalk Both Sides
Recommended Sidewalk North/West Side
Recommended Sidewalk South/East Side
Art Axis
Academic Walk
Bicycle/Pedestrian Zone
Recommended Overpass
N
0
0.2
0.4
0.8
Miles
UF UNIVERSITY of FLORIDA
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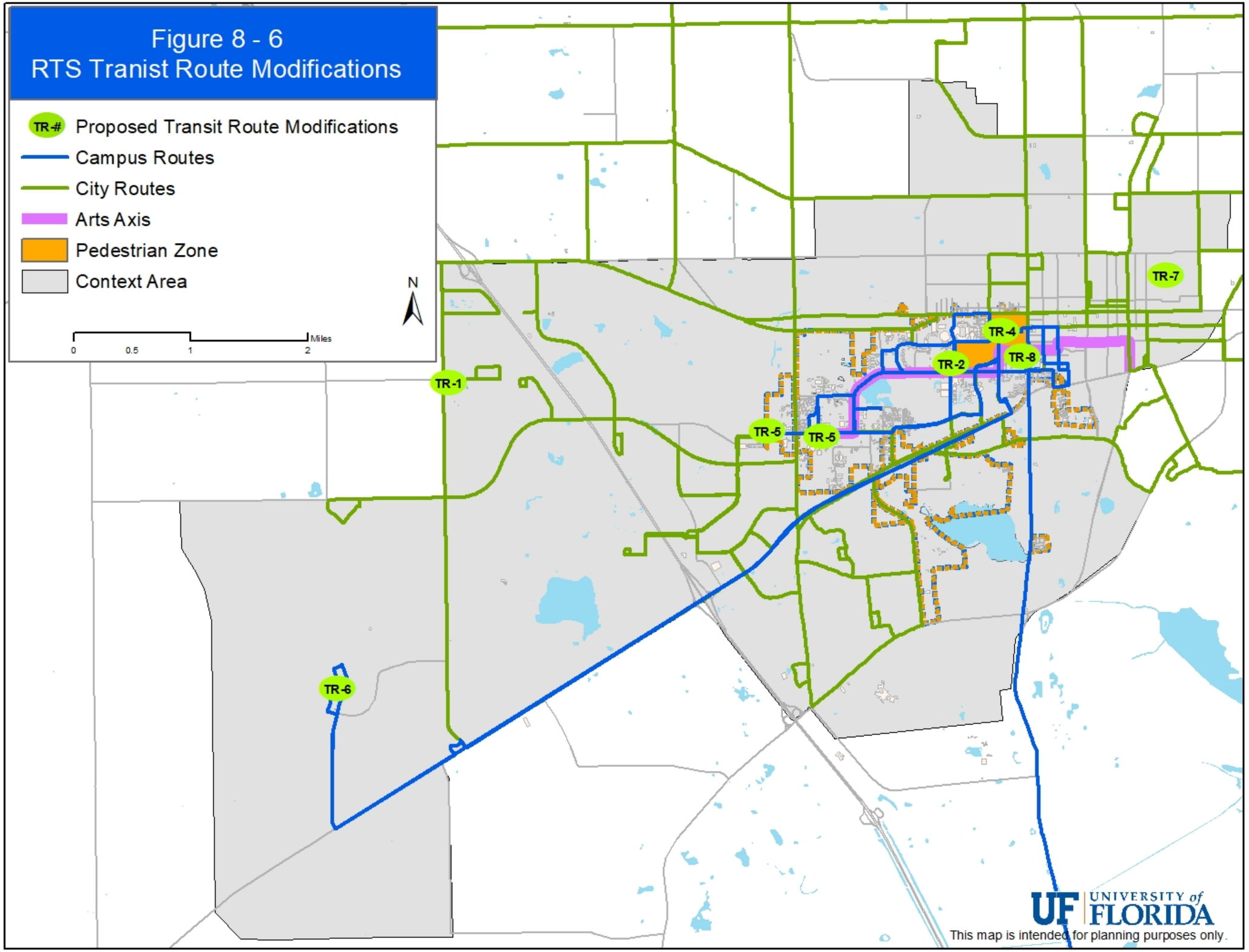
Figure 8 - 6
RTS Tranist Route Modifications
TR-# Proposed Transit Route Modifications
Campus Routes
City Routes
Arts Axis
Pedestrian Zone
Context Area
N
0
0.5
1
2
Miles
TR-1
TR-2
TR-4
TR-5
TR-5
TR-6
TR-7
TR-8
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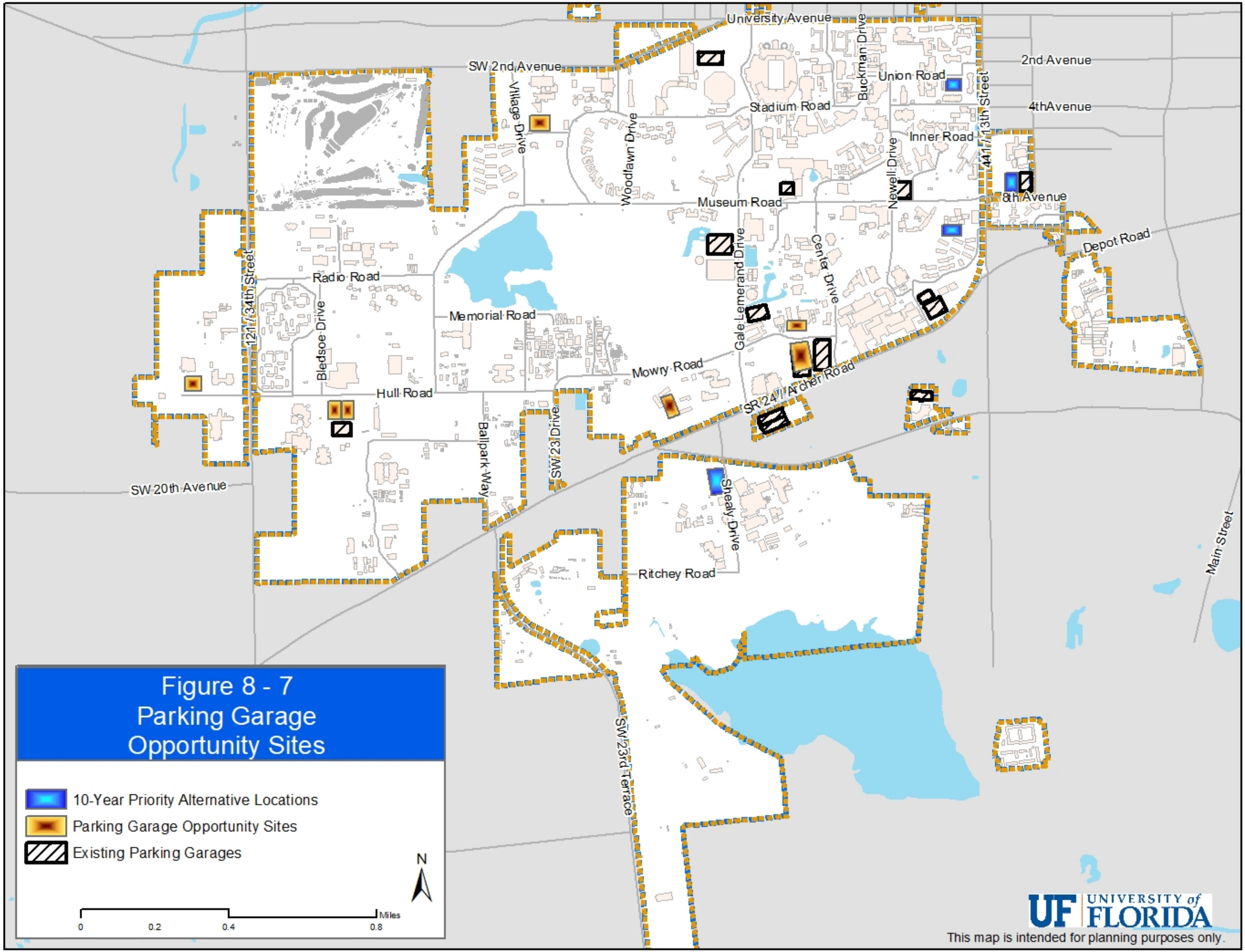
University Avenue
SW 2nd Avenue
2nd Avenue
4thAvenue
8th Avenue
Union Road
Stadium Road
Inner Road
Museum Road
Depot Road
Radio Road
Memorial Road
Mowry Road
Hull Road
SR 24 / Archer Road
SW 20th Avenue
Ritchey Road
SW 23rd Terrace
Main Street
Buckman Drive
Village Drive
Woodlawn Drive
Newell Drive
13th Street
441 / 13th Street
121 / 34th Street
Bledsoe Drive
Gale Lemerand Drive
Centa Drive
Ballpark Way
SW 23rd Drive
Shealy Drive
Figure 8 - 7
Parking Garage
Opportunity Sites
10-Year Priority Alternative Locations
Parking Garage Opportunity Sites
Existing Parking Garages
N
0
0.2
0.4
0.8
Miles
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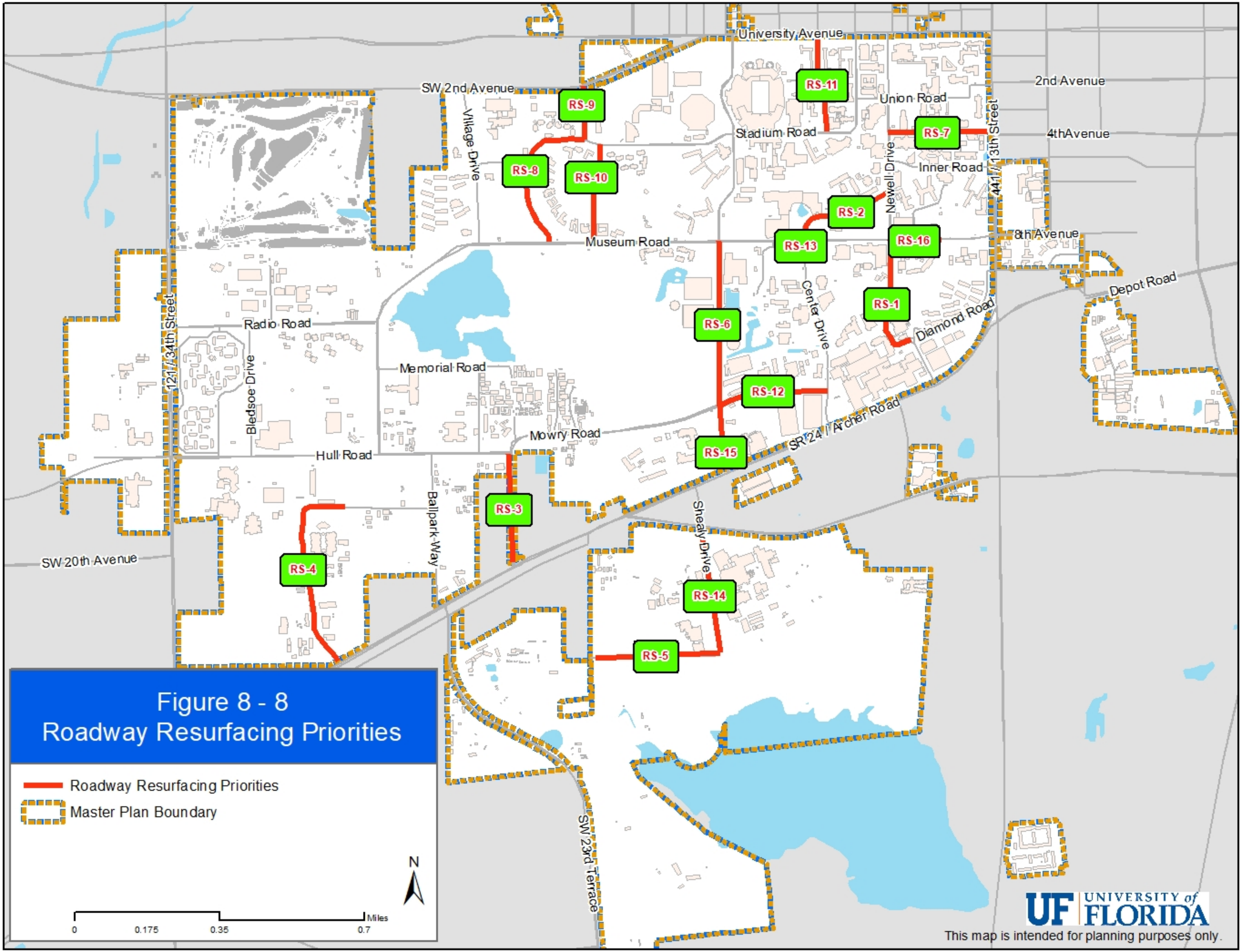
University Avenue
SW 2nd Avenue
2nd Avenue
4thAvenue
8th Avenue
Union Road
Stadium Road
Inner Road
Museum Road
Radio Road
Memorial Road
Mowry Road
Hull Road
SW 20th Avenue
Depot Road
Diamond Road
SR 24 / Archer Road
Village Drive
Newell Drive
Center Drive
Bledsoe Drive
Ballpark Way
Shealy Drive
SW 23rd Terrace
121 / 34th Street
441 / 13th Street
RS-1
RS-2
RS-3
RS-4
RS-5
RS-6
RS-7
RS-8
RS-9
RS-10
RS-11
RS-12
RS-13
RS-14
RS-15
RS-16
Figure 8 - 8
Roadway Resurfacing Priorities
Roadway Resurfacing Priorities
Master Plan Boundary
N
0
0.175
0.35
0.7
Miles
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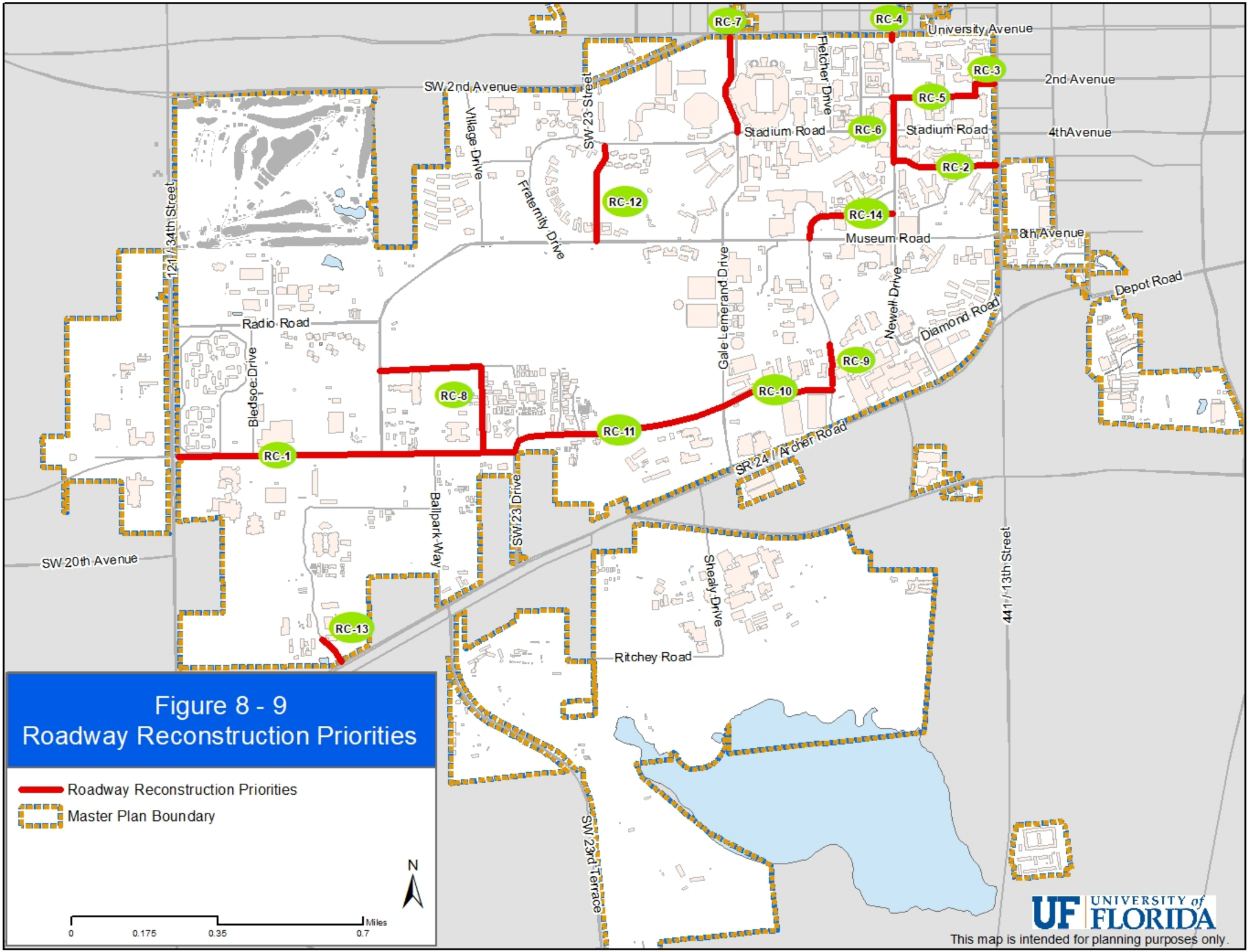
RC-7
RC-4
University Avenue
RC-3
2nd Avenue
RC-5
RC-6
Stadium Road
Stadium Road
4thAvenue
RC-2
RC-14
Museum Road
8th Avenue
RC-12
SW 2nd Avenue
Village Drive
SW 23 Street
Fletcher Drive
Fraternity Drive
12th/ 34th Street
Gale Lemerand Drive
Newell Drive
Diamond Road
Depot Road
Radio Road
Bledsoe Drive
RC-9
RC-10
RC-8
RC-11
RC-1
SR 24 / Archer Road
Ballpark Way
SW 23 Drive
SW 20th Avenue
Shealy Drive
441 / 13th Street
RC-13
Ritchey Road
SW 23rd Terrace
Figure 8 - 9
Roadway Reconstruction Priorities
Roadway Reconstruction Priorities
Master Plan Boundary
N
0
0.175
0.35
0.7
Miles
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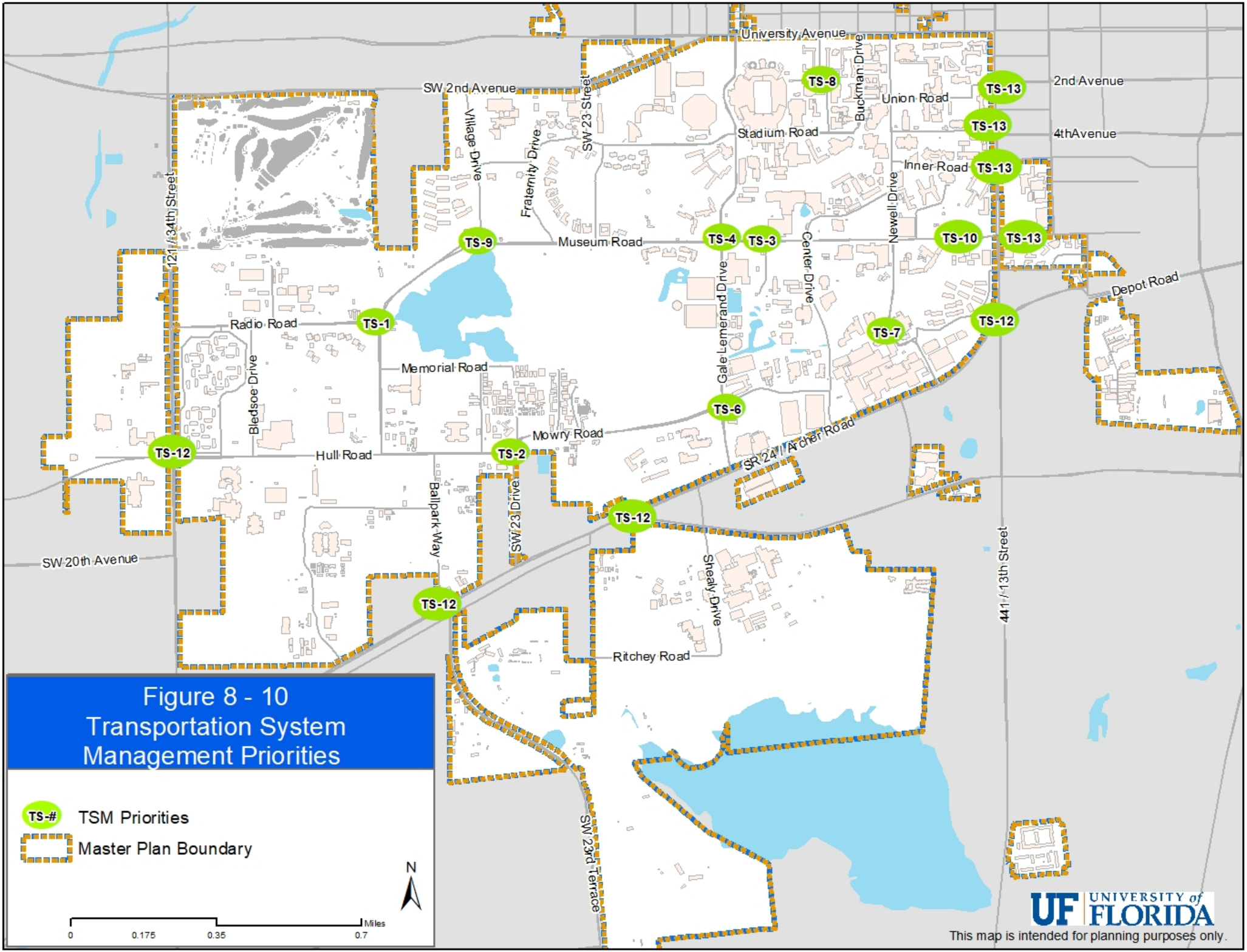
University Avenue
SW 2nd Avenue
Village Drive
Fraternity Drive
SW 23 Street
Buckman Drive
Union Road
Stadium Road
2nd Avenue
4thAvenue
Inner Road
Newell Drive
Center Drive
Gale Lemerand Drive
Museum Road
Radio Road
Memorial Road
Bledsoe Drive
Mowry Road
Hull Road
SR 24 / Archer Road
Depot Road
Ballpark Way
SW 23 Drive
SW 20th Avenue
Shealy Drive
441 / 13th Street
Ritchey Road
SW 23rd Terrace
TS-1
TS-2
TS-3
TS-4
TS-6
TS-7
TS-8
TS-9
TS-10
TS-12
TS-13
Figure 8 - 10
Transportation System
Management Priorities
TS-# TSM Priorities
Master Plan Boundary
N
0
0.175
0.35
0.7
Miles
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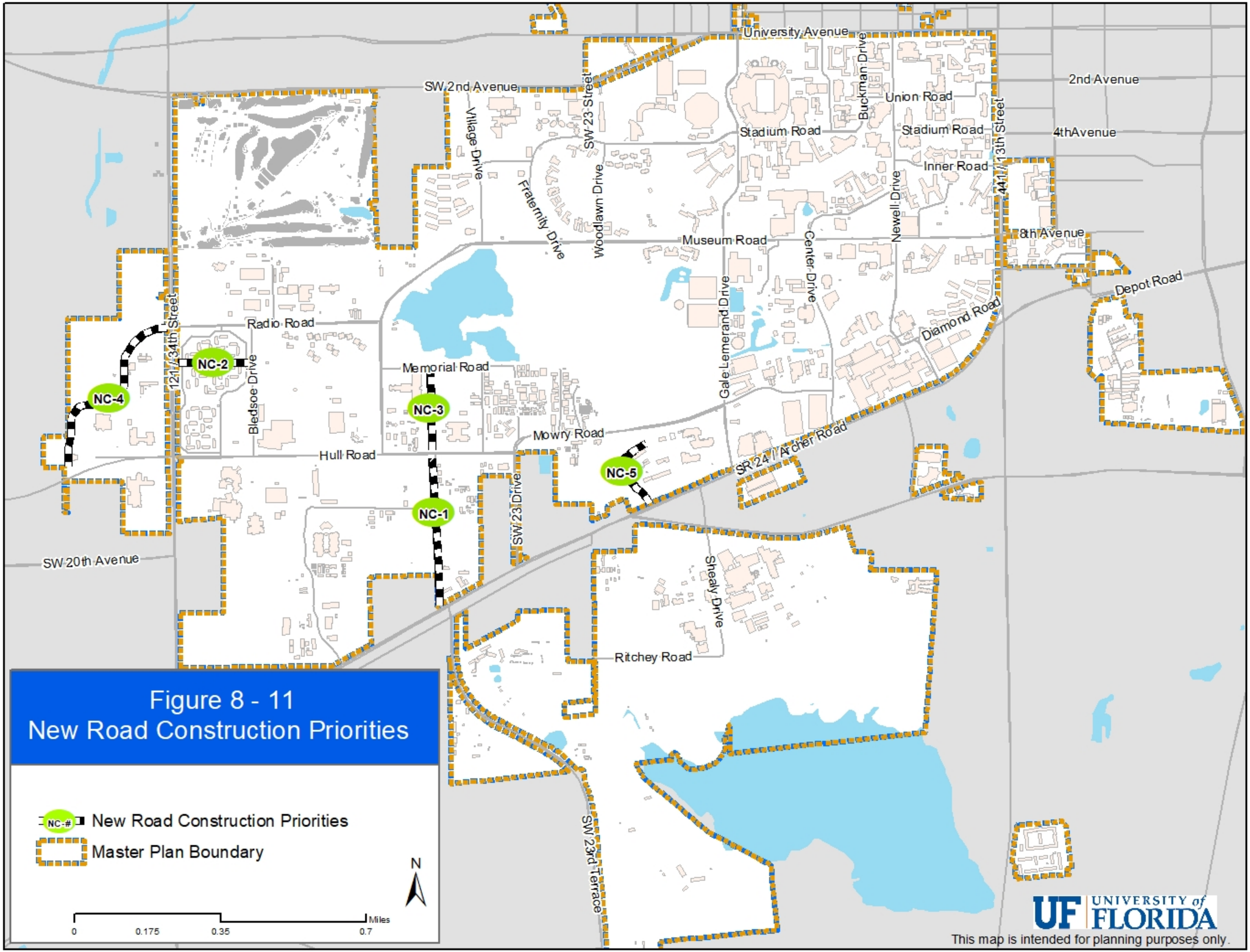
University Avenue
SW 2nd Avenue
2nd Avenue
4thAvenue
8th Avenue
Stadium Road
Stadium Road
Union Road
Inner Road
Museum Road
Radio Road
Memorial Road
Mowry Road
Hull Road
SW 20th Avenue
Ritchey Road
Depot Road
Diamond Road
SR 24 / Archer Road
Buckman Drive
SW 23 Street
Village Drive
Fraternity Drive
Woodlawn Drive
Newell Drive
Center Drive
Gale Lemerand Drive
441 / 13th Street
121 / 34th Street
Bledsoe Drive
SW 23 Drive
Shealy Drive
SW 23rd Terrace
NC-1
NC-2
NC-3
NC-4
NC-5
Figure 8 - 11
New Road Construction Priorities
NC-# New Road Construction Priorities
Master Plan Boundary
N
0
0.175
0.35
0.7
Miles
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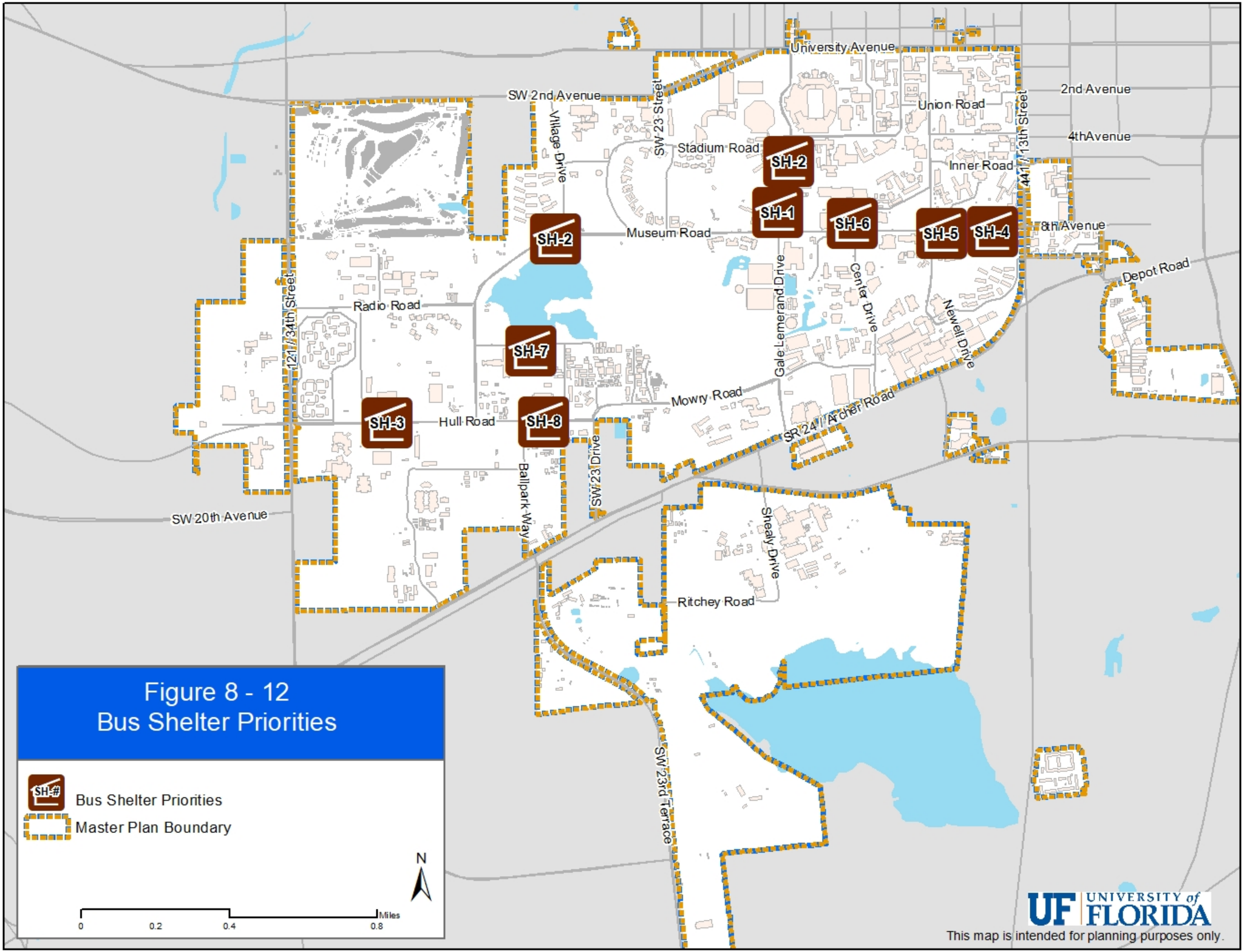
University Avenue
SW 2nd Avenue
Village Drive
SW 23 Street
Union Road
2nd Avenue
441 / 13th Street
Stadium Road
4thAvenue
Inner Road
SH-2
SH-1
SH-6
SH-5
SH-4
SH-2
Museum Road
6th Avenue
Depot Road
Radio Road
121 / 34th Street
Gale Lemerand Drive
Center Drive
Newell Drive
SH-7
Mowry Road
SH-3
Hull Road
SH-8
SR 24 / Archer Road
SW 23 Drive
Ballpark Way
SW 20th Avenue
Shealy Drive
Ritchey Road
SW 23rd Terrace
Figure 8 - 12
Bus Shelter Priorities
SH-#
Bus Shelter Priorities
Master Plan Boundary
N
0
0.2
0.4
0.8
Miles
UF UNIVERSITY of FLORIDA
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