



**University of Florida Transportation Study Committee  
May 11, 2005 @ 10:00 AM  
University of Florida Athletic Association Conference Room  
260 Stadium West  
**DRAFT - MINUTES****

**Members Present:**

Ms. Linda Dixon, Manager, Planning Office, Facilities Planning & Construction  
Harold Barrand, Physical Plant Division  
Sheri Bryan, IFAS, Facilities Planning & Operations  
Clinton Collins, Bureau of Economic & Business Research  
Scott Fox, Transportation and Parking Services  
Julia Reiskind, Botany  
Ata Sarajedini, Astronomy  
Ruth Steiner, Urban & Regional Planning

**Members Absent:**

Diego Arguea, Student  
Linda Crider, Urban & Regional Planning  
Lily Elefteriadou, Civil & Coastal Engineering  
Arlene Ellis, Physical Plant  
Robert Hockman, Veterinary Medicine  
Justin Kristan, Student  
Bob Miller, Finance and Administration  
Willine Momprevil, Student  
Renee Musson, O'Connell Center  
Rose Nealis, College of Nursing  
Scott Nygren, English  
Don Powell, University Police Department  
Alan Rukin, Student  
Gail Sasnett-Stauffer, Student Affairs Office, College of Law

**Visitors:**

Erik Lewis, Facilities Planning & Construction  
Shenley Neely, Gainesville Regional Transit System  
David Bloomquist, Policy Council  
Jacquelyn Moorhead, Biostatistics  
Doug Robinson, Gainesville Regional Transit System

The University Transportation Study Committee (TSC) met on Monday, May 11, 2005 at the University Athletic Association, 260 Stadium West Conference Room. Linda Dixon, Chair, presided and called the meeting to order at 10:00 a.m.

**I. Welcome and Introductions**

After welcoming members to the UF Transportation Study Committee (TSC) meeting Ms. Linda Dixon, chair, introduced herself to the committee and asked the committee members to introduce themselves.

**II. Adoption of Agenda**

**Motion:** Sheri Bryan made a motion to adopt the Agenda as presented.

**Second:** Harold Barrand

**Motion carried unanimously**

**III. Adoption of Minutes, April 18<sup>th</sup>**

**Motion:** Ata Sarajedini made a motion to adopt the April 18, 2005 minutes as presented.

**Second:** Harold Barrand

**Motion carried unanimously**

**Adoption of Minutes, April 25<sup>th</sup>**

**Motion:** Harold Barrand made a motion to adopt the April 25, 2005 minutes as presented.

**Second:** Scott Fox

**Motion carried unanimously**

**IV. Data Overview – Transit & Pedestrian**

Linda Dixon provided data, maps and information provided by RTS depicting existing transit routes showing city and campus routes, the recommended transit circulation developed by RTS staff, and the campus routes developed two years ago by Student Government Group. She also provided a large table showing city and campus routes and data regarding transit ridership for 2000-2004 and a graph that summarizes this information in detail.

Shenley Neely from the Gainesville Regional Transit System (RTS) stated that twenty passengers per hour are considered very productive and most agencies would love to have that kind of ridership. She felt that the UF campus routes have performed very well. Almost all of the routes, including the less productive routes, have a ridership of twenty passengers or more per hour.

David Bloomquist suggested adding mileage per route to the Table.

Linda Dixon state she will be adding another Table to the Report which shows the hours of service for each route. Many are from 7:00 am to 7:00 pm and some as late as 11:00 pm.

Linda Dixon presented the following tables to members for discussion:

- UF Financial Contribution and Ridership Growth for 1995-2004
- RTS Annual Ridership Trends, 2000-2004
- Faculty and University Student Transit Ridership by Route, 2004
- UF Faculty and Staff Annual RTS Ridership and Percent Change – All Routes 2001-2004
- RTS Annual Hours of Services—All Routes, 2000-2004
- RTS Passengers Per Hour—All Routes Excluding Later Gator, Lake Wauburg and Special Service, 2000-2004

Committee members asked questions and made the following comments regarding the above Tables:

- Of the total UF Financial Contribution what percentage is that of the total RTS budget? Shenley Neely stated that financial contribution is approximately 41 % of the RTS budget and approximately 70-75% system wide ridership with students, faculty, and staff.
- The decrease in ridership on campus could be contributed to hurricane conditions, construction on campus and the shift of student housing.
- How does RTS determine if a rider is a student or non-student? Linda Dixon stated that it is probably a judgment call when drivers look at the Gator 1 ID cards.
- Regarding the increase in ridership for student, staff and faculty. How much is actually the increase in the number of students, faculty and staff vs. the percentage of people who actually rides the bus. Linda stated that she would provide that information.
- What is the average number of passengers per hours in a metropolitan city? What is the origin of the number twenty? Shenley Neely responded that it is an industry standard number. UF is the fourth in the State of Florida in terms of ridership.

## **V. Transit Preliminary Recommendations**

The University has been working with RTS and the MTPO to develop recommendations for transit route modifications serving the City. The University and RTS work with Student Government to develop recommendations for campus routes. Linda Dixon presented a map and data of the University of Florida Campus Transit Route Proposed Modifications, 2005 for TSC recommendations and approval.

Scott Fox indicated that there is a transportation access fee that is collected per credit hour each year. This year the fee is \$4.10 per credit hour and next year it will increase to \$4.24 per credit hour. The function of the transportation access fees is to provide funding for additional services and to help improve existing services. Scott Fox meets annually with the Transportation Access Fee Committee which includes student government officials, representatives from the Vice

President's Office, RTS and Transportation and Parking Services to determine if they could purchase the same amount of service used in the previous year with the same transportation access fee. They then decide where they would like to improve and enhance services and how much it would cost. Scott stated that spreadsheets are also used to plug in additional hours of services on campus routes to determine how that would affect the transportation access fee.

Harold Barrand asked if there were thoughts of having a smaller bus transport passengers around campus. Linda stated she talked with former RTS Director Jeff Logan regarding a trolley type vehicle on campus and his comments were there are some safety issues, you would still need designated stops for passengers to get on and off and capacity is also a concern with smaller vehicles.

A member asked about parking fees and state vehicle parking. Scott Fox stated that the Transportation and Parking Committee discussed requiring departments to pay for state vehicles parking or perhaps park their vehicles in a more remote area.

Linda Dixon discussed the three minor campus route modifications presented on the map: (1) the East-West Circulator - divert the route on its westbound trip to go south on Center Drive, west on Mowry Road and north on Gale Lemerand Drive. The current route stays on Museum Road. (2) The Family Housing route - divert the route to pass by University Village South (rather than circle in parking lot) and extend route to the SW 34<sup>th</sup> Street Park and Ride 2 Lot and (3) Route 128 Lake Wauburg (Saturday service only) – divert the route to circle through Fraternity Drive and Stadium Drive on main campus.

Committee members talked about bus routes for the Law School area. Linda Dixon stated that the change in the City route modifications would affect bus services to the Law School. Linda Dixon presented a map and data of the City Transit Route Proposed Modifications in the University of Florida Context Area, 2005 for committee member's recommendations and approval. She indicated that the proposed modification in City Route 34 will provide better services to the Law School. Currently the route takes Woodlawn Drive from SW 2<sup>nd</sup> Avenue to Stadium Road. The proposed modification is to divert the route to travel Village Drive to West Fraternity Drive to Stadium Road. Committee members also reviewed and discussed the other proposed city transit route modifications presented by Ms. Dixon. Members talked about the large development complex project on the corner of Tower Road and Archer Road. Harold Barrand suggested looking at a possible bus service in the Haile Plantation area. Linda Dixon indicated that RTS has thought about the Tower Road Route (route 75). However, traditionally those routes have not generated a heavy ridership.

Ruth Steiner asked about the analysis on additional transit to accommodate UF employees. Linda Dixon directed committee members back to the City Transit Route Proposed Modifications Data. The new proposed Route 44 that connects from the Health Science Center to Hunters Crossing via Glen Springs Road and the new proposed Route 62 that starts at the Oaks Mall via 62<sup>nd</sup> Blvd to 43rd Street and to Butler Plaza are routes that would be picking up in some employees areas. Ruth Steiner suggested an increase in the span of services and Julia Reiskind recommended adding a transit route along NW 8<sup>th</sup> avenue and NW 34<sup>th</sup> street north of University Avenue as additional ways to help accommodate ridership for UF employees.

Scott Fox suggested considering the Park and Ride concept again. He stated that it did not necessarily have to be at the Oaks Mall. Maybe in the Hunter's Crossing for employees who live beyond the Hunter's Crossing area. Clint Collins thought it might be a good opportunity to consider one in the new development areas near Transit Route 301.

Shenley Neely stated that RTS is looking at satellite Park and Rides for small towns like Archer, Alachua, Newberry.

Ata Sarajedini asked what the procedure for the new proposed City routes was. There are lots of employees who live west of Tower Road and he noticed that there is no proposed route for that area? Does that mean that there is not enough demand for ridership in that area?

Shenley Neely said that it is based on ridership and the recommendations are reviewed by the RTS Advisory Board. They are also part of the MTPO process and these routes will be tested in the regional transportation model.

Linda Dixon suggested that a route providing service in that area might ultimately be considered as a campus development agreement funded service enhancement. It might be worth testing in the regional transportation model at least to see how much it loads.

#### **University of Florida Campus Transit Route Proposed Modifications, 2005**

**Motion:** Ruth Steiner made a motion to accept the recommendations of Staff for Priority CMP 1-3 and ask RTS to consider service for the Law School.

**Second:** Scott Fox

**Motion carried unanimously**

#### **City Transit Route Proposed Modifications in the University of Florida Context Area, 2005**

**Motion:** Ruth Steiner made a motion to accept the recommendations of Staff for Priority CTY 1-7 and the TSC recommendations that RTS look at Park and Ride locations near I-75 on Archer Road and Newbery Road and Hunters Crossing; enhancing services on existing routes in neighborhoods, expanding service west of I-75 and a new bus route on 8<sup>th</sup> Avenue and 34<sup>th</sup> Street.

**Second:** Sheri Bryan

**Motion carried unanimously**

### **Campus Bus Shelter Priorities, 2005**

Linda Dixon presented a list of the Campus Bus Shelter Priorities for 2005 for committee review, recommendation and approval. Linda stated that in 2003-04 the University, Student Government and RTS developed a three-phase project to construct new bus shelters on campus. The funding strategy was a partnership between these entities with grant support through the Florida Department of Transportation. In the first phase in 2004, three bus shelters were constructed that required unique design and site constructions. These locations were (1) Newell Drive in front of Rawlings Hall; ( 2) Radio Road in front of Lakeside Residential Complex and 3) Hull Road across from SW Recreation Center. Also during 2004, a bus pull-out was constructed on Center Drive north of Mowry Road as part of a road resurfacing project. The Second Phase is a list of bus shelters prioritized by the Transportation Parking Committee and depending on funding, completion of these shelters should be in summer 2005. The third Phase is also a list of bus shelters prioritized by the TPC. However, those projects are currently unfunded

Ruth Steiner suggested challenging the School of Architecture to do some creative design for bus shelters similar to what they did a couple of years ago for bike shelters.

Members also discussed the safety issues relating to bus pullouts and crosswalks on campus.

**Motion:** Scott Fox made a motion to approve the 2005 Campus Bus Shelter Priorities as presented.

**Second:** Julia Reiskind

**Motion carried unanimously**

### **VI. Bicycle, Pedestrian Roadway and Transportation System Management Preliminary Recommendations**

The TSC has reviewed and approved draft recommendations for bicycle, pedestrian and road resurfacing and reconstructions projects. Additional recommendations have been developed for roadways and intersections modifications. The Corradino Group will also provide additional recommendations and analysis to be presented at an upcoming TSC meeting.

### **University of Florida Roadway New Construction Priorities, 2005**

Linda Dixon presented a list of the proposed University of Florida New Roadway Construction Priorities for 2005 to committee members for recommendations and approval.

**Motion:** Clinton Collins made a motion to approve the New Roadway Construction Priorities as presented.

**Second:** Ata Sarajedini

**Motion carried unanimously**

### **Independent Bicycle Project Priorities, 2005**

Linda Dixon presented a list of the Independent Bicycle Project Priorities, 2005 to committee members for recommendations and approval.

**Motion:** Scott Fox made a motion to approve the 2005 Independent Bicycle Project Priorities, 2005 as presented.

**Second:** Ata Sarajedini

**Motion carried unanimously**

### **Independent Pedestrian Project Priorities, 2005**

Linda Dixon presented a list of the Independent Pedestrian Project Priorities, 2005 to committee members for recommendations and approval. Linda also presented a map showing additional information regarding pedestrian counts that were taken in 2004/2005 at the same time the intersections traffic counts were being collected. This information will also be incorporated in the Data and Analysis Report.

**Motion:** Julia Reiskind made a motion to approve the 2005 Independent Pedestrian Project Priorities, 2005 as presented.

**Second:** Harold Barrand

**Motion carried unanimously**

### **Bicycle/Pedestrian Grade-Separation Project Priorities, 2005**

Linda Dixon presented a list of Bicycle / Pedestrian Grade-Separation Project Priorities, 2005 to committee members for review and discussion.

Linda stated that she would like to explore the Reitz Union intersection more. There are lots of pedestrian conflicts. Harold Barrand felt that the problem with the Reitz Union crossing is caused by the design of the building. Perhaps in the future Architects should do a pedestrian/bicycle analysis of the building. Julia Reiskind stated there are more people in the area and this too has contributed to the problem. A committee member suggested eliminating the crosswalk. However, Ms. Dixon felt that eliminating the crosswalk was not the solution because the purpose of the crosswalk is to alert the motorist.

Clint Collins asked about the University Avenue overpass. Linda stated that the university administration has some concerns with this proposal and is not interested in pursuing that project at this time.

Linda stated that the committee will continue to explore these projects.

**University of Florida Intersection and Transportation /System Management Priorities, 2005.**

Due to time constraints, this was deferred until a future agenda.

**VII. Next Meeting**

The next TSC meeting will be held on Monday May 16, 2005. Linda Dixon stated the Corradino Group will meet with the TSC to discuss the Archer Road Corridor and some of the alternatives they are recommending for testing in the Regional Model. Therefore, if committee members would like The Corradino Group to test something different this would be their opportunity to make those recommendations. The Model will be done in June 2005 and results presented to the committee in July 2005.

Scott Fox suggested having an impact fee for construction projects that are consuming parking spaces. He felt that projects should have to pay an impact fee based on the number of parking spaces the project is consuming.

**VIII. The meeting adjourned at 12:00 p.m.**