

**2.11 Transportation Element
Goals, Objectives and Policies
2010-2020 Campus Master Plan Update**

GOAL 1: To plan for future motorized and non-motorized traffic circulation systems to ensure the provision of adequate transit, circulation, and parking facilities to meet future transportation needs.

OBJECTIVE 1.1: The University shall annually inventory and report parking demand, traffic demand, and traffic operating conditions.

POLICY 1.1.1: Parking utilization and parking space ratios shall be annually monitored by the University to determine that adequate parking is being provided.

POLICY 1.1.2: The University shall collect and report traffic data for on-campus roadways during the 5 year Master Plan Update process or as necessary

POLICY 1.1.3: On-campus traffic accident and safety-related data would be collected and reported as necessary. This information would continue to serve as a basis for identifying improvements necessary to reduce the number of accidents and improve campus safety.

POLICY 1.1.4: Every five years, the University Master Planning Committee and Office of Facilities Planning, together with appropriate faculty and administration, shall review all campus development plans for compliance with the Master Plan's criteria for parking, circulation, and access, as described in the Transportation Element.

POLICY 1.1.5: When financially feasible, the prioritization and timing of on-campus transportation infrastructure improvements shall be concurrent with the construction of campus land uses which impact existing and proposed campus infrastructure. All necessary on-campus roadways and parking facilities required to support the Campus Master Plan development program must be in place and operating with available capacity to accommodate new development impacts without degradation in operations below the minimum levels of service, as defined and adopted by the University.

POLICY 1.1.6: The University shall not widen any existing campus roadway beyond four lanes, and shall not widen existing two-lane roads within the 1,200-foot Radius Sidewalk, as defined in this Transportation Element.

POLICY 1.1.7: When financially feasible, the University shall maintain a minimum level of service of "E" for all campus roadways, except when that level of service could only be accomplished by widening that campus roadway beyond the lane-widening limits identified in *Policy 3.3.2*.

POLICY 1.1.8: The University shall improve the internal circulation of the University. If acceptable and found to be consistent with the University's Capital Improvements Plan (CIP) and Future Land Use Element (FLUE), the University may widen Libra Drive to four lanes from Gemini Boulevard South to Research Parkway. Any impacts to designated environmentally sensitive areas shall be mitigated consistent with Conservation Element policies, the St. John's River Water Management District (SJRWMD) regulations, and any applicable state and local environmental regulatory agencies.

POLICY 1.1.9: The University shall encourage limited vehicular access to Gemini Boulevard and North Orion Boulevard by limiting the number of new driveways and attempting to consolidate access points, through the creation of cross-access and shared-access points between adjacent driveways.

POLICY 1.1.10: The University shall explore opportunities with the host local government, affected local governments, and the Florida Department of Transportation, as appropriate, to ensure that signalization and signal synchronization is available when needed to support roadway improvements or traffic operations.

POLICY 1.1.12: The northern connector road shall be limited to use for bicycles, pedestrians and the University's public transportation service, except during large sporting events or other special events on campus, during which time the University will permit vehicular traffic on this road.

OBJECTIVE 1.2: The University shall provide safe, adequate, accessible, and effective campus parking facilities.

POLICY 1.2.1: The University shall maintain effective lighting at parking facilities and locate landscaping with an emphasis on safety through the use of Crime Prevention Through Environmental Design (CPTED) standards.

POLICY 1.2.2: The University shall annually monitor campus parking through 2015 to maintain a student to parking space ratio range of 3.10:1 to 4.00:1.

POLICY 1.2.3: The University shall annually monitor visitor parking to establish and maintain sufficient visitor parking on-campus.

POLICY 1.2.4: Replacement parking budgets shall be an integral part of new construction budgets if the new construction displaces existing parking spaces. Funds allocated for replacement parking shall be considered on a case by case basis and included in the total construction costs.

POLICY 1.2.5: The University shall provide an additional 5,070 parking spaces through 2015, as identified in Figure 11-2. The timing, phasing requirements, and priorities for additional parking will be identified annually in the Capital Improvements Element.

GOAL 2: To create logical patterns of pedestrian and non-vehicular circulation systems which enhance the overall urban and social-academic quality of the campus.

OBJECTIVE 2.1: To continue to provide adequate on-campus pedestrian and non-vehicular circulation systems designed to meet the current and future needs of the University.

POLICY 2.1.1: Pedestrian crosswalks shall continue to be located, and enforced, at all points where pedestrian and other non-vehicular circulation crosses Gemini Boulevard, as well as at all access routes into campus. These crossings will continue to be evaluated by the University Administration and Facilities Planning to determine the appropriate level of pedestrian safety (traffic calming measures to pedestrian signalization) that should be provided.

POLICY 2.1.2: By 2015, the University shall study and generate feasible options for parking permits that restrict students from parking outside of residential parking areas in order to encourage increased pedestrian, cyclist, and transit usage.

OBJECTIVE 2.2: To annually review future pedestrian and non-vehicular circulation facilities for consistency with the Campus Safety Plan.

POLICY 2.2.1: The Offices of the Facilities Planning, Physical Plant, Environmental Health & Safety and the Chief of Campus Police and the Parking Services Director shall meet on a regular basis to ensure that provisions concerning pedestrian and non-vehicular circulation facilities are incorporated into the Campus Safety Plan and associated programs.

POLICY 2.2.2: The Offices of the Facilities Planning, Physical Plant, Environmental Health & Safety and the Chief of Campus Police and the Parking Services Director shall coordinate the development of programs and procedures to improve the safety of persons using pedestrian and non-vehicular facilities on campus. The adopted campus master plan shall be amended as needed to incorporate these new and revised programs and procedures.

OBJECTIVE 2.3: To annually review the need for additional lighting along pedestrian and non-vehicular circulation routes consistent with the recommendations contained within the Campus Safety Plan.

POLICY 2.3.1: The University shall include recommendations for type and location of future lighting requirements into the part of the Campus Safety Programs that addresses pedestrian and non-vehicular circulation systems.

POLICY 2.3.2: The Director of Facilities Planning, the Chief of Campus Police and the Physical Plant Director shall review all future plans for lighting along proposed

pedestrian and non-vehicular systems to ensure compliance with both the Campus Safety Plan and the adopted UCF Architectural Design Guidelines.

POLICY 2.3.3: Appropriate lighting systems shall be constructed concurrent with pedestrian and non-vehicular circulation systems.

GOAL 3: To develop a financially feasible multi-modal transportation system that integrates services provided by the public transit system (e.g.: the Central Florida Regional Transit Authority, a.k.a. LYNX) and the private transit system (UCF Knights Shuttle Service).

OBJECTIVE 3.1: To encourage the use of alternative modes of transportation and reduce dependence on the personal automobile.

POLICY 3.1.1: UCF shall continue active participation in the University/Alafaya Corridor Transportation Association (UACTA) to promote Transportation Demand Management (TDM) techniques both on-campus and in the context area around campus.

POLICY 3.1.2: The University shall implement, as appropriate, TDM strategies including, but not be limited to:

- Improved utilization of public or University-provided transit services;
- Improved pedestrian and non-vehicular facilities;
- Increasing the number of students living on or within walking/biking distance of campus;
- Academic scheduling modifications; and
- Operational improvements to the on-campus roadway system, such as additional signalization.
- Implementation of the Split Cycle Offset Optimization Technique (SCOOT) system on the on-campus roadway system, consistent with the operations of existing SCOOT system operation on off-campus roadways and through coordination with the affected local jurisdictions.

POLICY 3.1.3: By 2020, the University shall study the effectiveness of providing a high-occupancy vehicle parking incentive program that provides preferential parking treatment for automobiles carrying two or more persons.

POLICY 3.1.4: By 2020, the University shall coordinate with the host local government, LYNX, and affected local governments to establish campus-wide ridesharing and carpool programs for UCF students, faculty and staff.

POLICY 3.1.5: The University will continue to study the effectiveness of distance learning (Internet and Satellite campuses) as a technique to reduce the need for students to travel to the University.

POLICY 3.1.6: The University will continue to refine class scheduling, when feasible, as a method of mitigating peak-hour traffic conditions and to maximize utilization of existing transportation infrastructure investment.

POLICY 3.1.7: The University shall coordinate with the host local government and affected local governments concerning campus infrastructure development by submitting notice of development for review by the host community, as described in the Intergovernmental Coordination Element policies for reciprocal review, as appropriate.

POLICY 3.1.8: The University will coordinate with the Orlando-Orange County Expressway Authority (OOCEA) regarding future transportation improvements, as appropriate.

POLICY 3.1.9: The University will continue to coordinate with support completing an east-west parallel route to reduce congestion on University Boulevard.

POLICY 3.1.10: The University shall work with the host local government, affected local governments, and LYNX to evaluate other mobility options for reducing the dependence on the personal automobile, such as enhanced transit service from businesses and residences off-campus, and enhanced pedestrian and bicycle facilities. If any of these proves to be economically feasible and practical, the University shall amend the adopted Campus Master Plan, as needed, to incorporate these strategies into the overall transportation plan.

OBJECTIVE 3.2: To continue to improve future mobility options for UCF students, faculty, staff, and visitors by improving linkages between modes of travel.

POLICY 3.2.1: The University shall continue to encourage transit, bicycle, and pedestrian modes as a means of travel from residential areas and parking lots to other on-campus destinations.

POLICY 3.2.2: Visitor parking shall be connected to present and future walkways as well as the existing campus transit system.

OBJECTIVE 3.3: The University shall continue to facilitate safe and efficient multi-modal access to, from, and within the Campus, with an emphasis on maintaining traffic flow while minimizing conflicts.

POLICY 3.3.1: The University shall continue to monitor and improve ridership on its Shuttle Service through 2015.

POLICY 3.3.2: The University shall protect the restriction of general vehicular access to the campus core, as defined by the 1,200-foot Radius Sidewalk, unless vehicular access is deemed necessary to accommodate the University's parking demand.

POLICY 3.3.3: The University shall continue to minimize campus vehicular and non-vehicular conflicts by continuing to explore opportunities for the siting of additional multi-modal centers, particularly in conjunction with major new parking facilities.

POLICY 3.3.4: The University shall continue to include provisions for bicycle lanes on newly constructed or improved on-campus roadways, where feasible.

OBJECTIVE 3.4: The University shall implement measures to improve transit service to, from and within the campus.

POLICY 3.4.1: The University shall continue to plan for future campus intermodal transportation terminals in conjunction with proposed parking facilities, as identified in Figure 11-2. The timing and phasing requirements and priorities for terminals would be identified in the Capital Improvements Element.

POLICY 3.4.2: The University, in conjunction with area public transportation systems and organizations, shall continue to enhance campus transit service to, from, and within the University.

POLICY 3.4.3: The University shall continue to identify residential concentrations of students to provide convenient transit routes used most by campus patrons and increase transit service on these routes by decreasing bus headways, developing additional new routes, or modifying existing routes, as deemed appropriate by the University.

POLICY 3.4.4: The University shall continue to provide bicycle racks on transit vehicles serving the University.

POLICY 3.4.5: The University shall survey students every five years through 2020 regarding transit, bicycle, and pedestrian services.

GOAL 4: To provide adequate access (vehicular and transit) to the Campus while continuing to coordinate required transportation improvements with local communities and appropriate planning agencies, as detailed in the Intergovernmental Coordination Element.

OBJECTIVE 4.1: To ensure the continued coordination of the University's transportation system improvements with the master plans and transportation improvement plans of the host local government, affected local governments, METROPLAN ORLANDO (the local Metropolitan Planning Organization), and the Florida Department of Transportation (FDOT).

POLICY 4.1.1: The University will continue to coordinate with the host local government and affected local governments regarding their proposed transportation improvement projects.

POLICY 4.1.2: The University shall continue to coordinate with the FDOT, the host local government, and affected local governments, and METROPLAN ORLANDO to evaluate strategies and improvements to meet the projected need for additional access to the UCF campus. The adopted Campus Master Plan shall be amended, as needed, to incorporate the results and of their evaluations.

POLICY 4.1.3: Proposed on-campus traffic circulation improvements are identified in the Capital Improvements Element.

OBJECTIVE 4.2: To continue to coordinate pedestrian and non-vehicular circulation systems with those developed by the host local government and affected local governments by reviewing their local comprehensive plans, bicycle plans, or pedestrian circulation plans and meeting with local governments, as necessary.

POLICY 4.2.1: The University shall continue to coordinate with the host local government and affected local governments regarding the implementation of sidewalk, bicycle paths and lanes, and safety-enhanced pedestrian crosswalks along all vehicular corridors adjacent or leading into and out of campus.

POLICY 4.2.2: The University shall continue to coordinate with the host local government, affected local governments, and the FDOT, as appropriate, to ensure that signalization and signal synchronization is available when needed to reduce pedestrian and non-vehicular traffic conflicts. Any new signals shall be interconnected with adjacent signals, as appropriate.

Table A
UCF Campus Roadway Level of Service Capacities
Average Daily Traffic

No. Lanes	Level of Service (for NON-STATE other signalized roadways ¹)				
	A	B	C	D	E
2L	N/A	6,240	10,010	10,725	***
4LD	N/A	19,045	23,075	23,855	23,855

(1) FDOT Quality/Level of Service Handbook, 2009

Table B
UCF Campus Roadway Level of Service Capacities
Peak Hour Peak Direction

No. Lanes	Level of Service (for NON-STATE other signalized roadways ¹)				
	A	B	C	D	E
1	N/A	332	533	572	572
2	N/A	1,014	1,228	1,274	1,274

(1) FDOT Quality/Level of Service Handbook, 2009