

**STUDENT SENATE BILL 2024-1321**

**TITLE: Resolution for TAPS Revitalization – Volume II (Short-term Bicycle Safety Improvement Project)**

**AUTHOR(S): Deputy Party Leader Max Banach**

**SPONSORS: Senator Sarah Hoffer, Senator Allan Rivera Jaramillo, Senator Elizabeth Insuasti, Senator Daniel Permane, Senator Anna Huber, President of Florida Students for the Exploration and Development of Space Ana Alvarez, Pakistani Student Association Secretary Taimoor Nawaz, Senator Isha Khan, Senator Anghelo Gangano, Senator Arturo Zárrate, Senator Antonio Hendricks, Senator Zach Arzt, Senator Anjali Natarajan, Senator Conor Ruffin, Senator Krystal Felix, Senator Ammar Sakrani, Senator Gabriela Prieto, Senator Laura Jane Bryan, Senator Ella Furman, Senator Maximo Toledo, Senator Coe Leavengood, Transportation Caucus Vice-Chair Hunter Monson**

**WHEREAS**, the University of Florida (UF) is committed to providing a safe and efficient transportation system for its students, faculty, and staff [1]; and,

**WHEREAS**, Transportation and Parking Services (TAPS) Strategic Plan, dated 2018, recognizes “[bicycle] infrastructure . . . is an important part of building a welcoming, accessible and equitable campus” [1]; and,

**WHEREAS**, as of Fall 2009, bicycle activity accounts for 21.82% of on-campus movement “within and just outside the main UF campus” [2]; and,

**WHEREAS**, TAPS Strategic Plan notes that “based on results of the Campus Transportation Survey (CTS) and meetings with the student groups, many students do not feel safe riding a bicycle to campus. As a result, there has been a shift from bicycle use to scooter use in recent years” [1]; and,

**WHEREAS**, scooter-based transportation is not a safe or sustainable alternative to biking given “88% of those scooter crashes [in 2017] were severe, the highest percentage of any mode type” and “scooters with a two-stroke engine lack the emission controls of car engines, making the amount of smog-forming emissions produced by scooters greater than that of most cars” [1]; and,

**WHEREAS**, TAPS most recent Existing Conditions Memorandum to the Transport & Parking Strategic Plan, dated 2018, includes results from the Campus Transportation Survey finding that “[of] those who were open to biking to the University, having access to suitable bicycle and feeling safe were primary incentives to bike more often” [3]; and,

**WHEREAS**, polling, conducted in 2024, indicates 44% of respondents noted that “parking and transportation” is the biggest issue faced by students on and around campus [4]; and,

**WHEREAS**, TAPS Strategic Plan’s primary recommendation to “implement a Bicycle and Pedestrian Zone (BPZ) in the Academic Core of Campus” fails to protect many students who bike in and out of this zone when commuting on and off-campus [1]; and,

**WHEREAS**, TAPS recognizes bicycling on campus is difficult as “[the] most heavily used bike lanes . . . along the campus edges are narrow and close to vehicle traffic” [4]; and,

**WHEREAS**, UF’s Campus Master Plan currently details “[implementing] roadway modifications that emphasize pedestrian, bicycle and transit access,” but bicycle safety projects to address the main concern preventing increased access have not been initialized [3]; and,

**WHEREAS**, TAPS acknowledges that “there are other opportunities for short-term [bicycle facility] improvement” making use of “low-cost materials and temporary installments” and subsequently included in its policy project recommendations to “[employ] short-term and low-cost projects to prove the viability of bicycle and pedestrian improvements” starting Fall 2019 [1]; and,

**WHEREAS**, bike lane delineators and flexible traffic pylons can serve as cheap, effective “traffic channelizing devices in a variety of applications,” including but not limited to separating motor vehicle lanes and bike lanes [5]; then,

**THEREFORE, LET IT BE RESOLVED** that the UF Student Senate calls for the rapid design and deployment of either bike lane delineators or flexible traffic pylons along on-campus high-congestion roadways in alignment with their proposed low-cost project proposal [1]; and,

**THEREFORE, LET IT BE RESOLVED** that the UF Student Senate advocates for the deployment of either bike lane delineators or flexible traffic pylons at the the five intersections on campus with the highest bicycle traffic: Stadium Rd & Gale Lemerand Dr, Union Rd & Newell Dr, Museum Rd & Newell Dr, Museum Rd & Gale Lemerand Dr, and Center Dr & Mowry Rd [2]; and,

**THEREFORE, LET IT BE RESOLVED** that the UF Student Senate endorses the deployment of either bike lane delineators or flexible traffic pylons along the five roads with the highest vehicular traffic on campus: Gale Lemerand Dr, Hull Rd, Museum Rd, SW 23 Drive, and Center Dr [2]; and,

**THEREFORE, LET IT FURTHER BE RESOLVED** that the UF Student Senate supports TAPS and UF Administration’s plan to convert the sidewalks along W. University Avenue between Gale Lemerand Drive and 13th Street to a shared-use path in response to “heavy pedestrian and bicycle demand along the corridor” [1]; and,

**THEREFORE, LET IT FURTHER BE RESOLVED** that the UF Student Senate continues the call for the development of a separate Bicycle Master Plan “to specifically address the

University's bicycle infrastructure" that was meant to begin implementation in Fall 2020 [1]; and,

**THEREFORE, LET IT FURTHER BE RESOLVED** that the UF Student Senate commends TAPS and UF Administration's efforts to convert certain roads and road sections such as Union Road to pedestrian and bicycle corridors [1]; and,

**THEREFORE, LET IT FURTHER BE RESOLVED** that the UF Student Senate calls upon UF Administration to collaborate with relevant stakeholders, including students, faculty, staff, and parking management experts, throughout the planning, implementation, and integration phases of the parking garage sensor project and University Ave shared-use path to ensure the successful deployment and operation of the parking management system and ; and,

**THEREFORE, LET IT FINALLY BE RESOLVED** that the UF Student Senate urges UF Administration to provide regular progress updates and reports to the UF community on the status of the short-term bicycle improvement project to install either bike lane delineators or flexible traffic pylons, including updates on implementation timelines, budget allocations, and key milestones achieved.

*Proviso: A copy of this resolution shall be sent to Interim Provost J. Scott Angle, Vice President for Business Affairs and Economic Development Curtis Reynolds, Interim Director of Transportation and Parking Services Lynda Reinhart, Assistant Vice President of Facilities Services Mark Helms, Facilities Services Senior Director of Operations Gregg Clarke, and Director of Planning Linda Dixon*

[1]<https://taps.ufl.edu/wp-content/uploads/2020/11/TransportationStrategicPlan.pdf>

[2]<https://facilities.ufl.edu/wp-content/uploads/plan/2020-2030/data/Transpo%20DandA%202020.pdf>

[3][https://facilities.ufl.edu/wp-content/uploads/plan/2020-2030/technicalreports/08%202018\\_UF%20TPSP\\_Existing%20Conditions%20Report\\_Final.pdf](https://facilities.ufl.edu/wp-content/uploads/plan/2020-2030/technicalreports/08%202018_UF%20TPSP_Existing%20Conditions%20Report_Final.pdf)

[4]<https://www.instagram.com/p/C3gC-ZwuWvy/>

[5]<https://static.tti.tamu.edu/tti.tamu.edu/documents/0-6643-1.pdf>