2020 - 2030
USF Master Plan Updates

Goals Objectives & Policies

Element 5: Transportation

UNIVERSITY OF SOUTH FLORIDA

SARASOTA - MANATEE CAMPUS

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Goals, Objectives, and Policies (GOP)

Element 5 Transportation

Element 5:

Sarasota Transportation

Element 5 Transportation

Transit System Improvements

USFSM is coordinating with Sarasota County Area Transit (SCAT), Manatee County Area Transit (MCAT), Sarasota/Manatee Area Regional Transit (SMART) and the other host communities to explore opportunities for mass transit connectivity improvements. Bus Rapid Transit (BRT) is a permanent, integrated system using buses or specialized vehicles using both roadways and dedicated lanes that combines the characteristics of light-rail transit vehicles and station spacing with the flexibility and lower costs of bus service.

SMART Connect, which stands for Sarasota/Manatee Area Regional Transit, is a feasibility study for potential transit connectivity improvements. SMART Connect will evaluate various transit options for the extension of premium transit service from the Sarasota/Manatee county line northward to the Cities of Bradenton and Palmetto and southward to the Cities of Venice and North Port.

Vehicular Circulation

The USFSM 2020-2030 Campus Master Plan maintains existing campus access points and expands vehicular circulation within the campus to provide adequate access to academic, recreational, conservation and open space uses.

The USFSM 2020-2030 Campus Master Plan maintains the existing Hilton Garden Inn driveway on US 41 to provide access as internal access to the main building (SMC) parking lots.

The USFSM 2020-2030 Campus Master Plan maintains the existing main entrance driveway (i.e. Bull Run) as a secondary access point on US 41. The Florida Department of Transportation (FDOT) proposed US 41 median improvements may require that this access point be accessed only by southbound US 41 traffic for ingress and egress (i.e., right-in/right-out configuration). This driveway will maintain its connectivity to the USFSM internal access roadway system and campus parking lots.

Capacity analysis of projected 2030 conditions indicates that the campus driveways on US 41 will likely maintain acceptable operations under future conditions after implementation of the Master Plan. However, USFSM will continue to pursue constructing a traffic signal or roundabout at the US 41/Seagate Drive intersection to address multiple issues for the campus:

- A signal or roundabout could improve operational safety for left-turning vehicles entering and exiting at the main entrance at Seagate Drive and US 41.
- The potential SCAT BRT route considered in the Alternatives Analysis evaluation, which will enter the USFSM campus from the south, is likely dependent on constructing a traffic signal or roundabout to safely provide access to the campus for transit vehicles.

The overall traffic volumes and relatively high speed limit on US 41 present challenges for vehicles entering and exiting the campus at all four campus driveways over the life of the master plan. The internal roadway network planned for the core campus provides connections between all parts of the campus and the proposed main vehicular access point at Seagate Drive. Constructing a traffic signal or roundabout at this location would provide a safer signalized left-turn accommodation for all drivers on the USFSM campus.

The roadway design of US 41 is inconsistent between Manatee County and Sarasota County. In Manatee County, along the USFSM frontage, US 41 is currently designed with a center two-way left-turn lane. In Sarasota County, a raised median separates opposing traffic flows and auxiliary turn lanes are provided at intersections or major access points. USFSM should coordinate with the Florida Department of Transportation and Manatee County to extend the raised median treatment northward on US 41 beyond USFSM's driveways. Highway safety research data sanctioned by the Federal Highway Administration indicates that raised median treatments can reduce vehicle crashes by approximately 25 percent. The raised median specifically addresses head-on and angle crash potential associated with vehicles traveling in opposite directions or maneuvering within the two-way left-turn lane.

The USFSM 2020-2030 Campus Master Plan delineates a network of heavy-duty paved corridors in the academic core area that will allow adequate service, emergency and disabled access to facilities that are within the pedestrian campus core. The current plan identifies service access in Figure 5.1, 10 Year Vehicular Circulation and Service Corridors. Corridors are comprised of a combination of dedicated vehicular routes and pedestrian/bicycle ways designed and constructed to accommodate service and emergency vehicles.

Non-Vehicular Circulation

The basic framework of major and secondary pedestrian walks within the USFSM campus generally expands the existing pathway system to provide access to the regions of planned campus expansion of facilities. The USFSM 2020-2030 Campus Master Plan includes pathways and

sidewalks to improve connections to the public sidewalk system along US 41 and connect the main building (SMC) with planned new facilities and campus improvements

The strategy for designated bicycle circulation on the USFSM campus provides pathway connections to existing bicycle lanes on US 41 and increase the availability of bicycle racks and bicycle parking at new facilities on the USFSM campus. Bicycle parking should be visible from building entrances and covered, if possible. USFSM will continue discussions with local transportation planning departments regarding development of a bicycle pathway corridor on public right-of-way along the bay, as an extension of the City of Sarasota's Recreational Multi-use Recreation Trail (MURT). Planned pathway connections in the USFSM 2020-2030 Campus Master Plan will provide access to a bay side pathway or extended MURT.

USFSM completed construction of its segment of the Crosley/Caples Baywalk project in 2014, and will continue to support the completed development and implementation of the project beyond its properties with other stakeholders. The project entails the construction of a bay side trail or pathway serving USFSM and numerous other properties near the bay. The project is planned on publicly held bay front land beginning at the Crosley Estate to the west of the USFSM campus, and will expand southward through properties controlled by USFSM, New College of Florida, and FSU/Ringling Museums, terminating at the New College of Florida Caples property to the south.

The roadway character of US 41 is relatively uninviting to pedestrians and bicyclists. From a transportation perspective, the width of the roadway and vehicle speeds contribute to an unpleasant experience for pedestrians and cyclists. The public right-of-way on US 41 in proximity to the USFSM campus is approximately 130 feet wide, which accommodates the six-lane roadway, two-way center turning lane, 4-foot wide bicycle lanes, and standard sidewalks. USFSM should coordinate with the Florida Department of Transportation and Manatee County to complete a streetscape project on US 41 in proximity to the campus featuring pedestrian and bicycle mobility and safety improvements in keeping with Complete Streets roadway design principles, including:

- raised median (replacing the two-way center turn lane) for pedestrian refuge
- sidewalk widening or multi-use pathways along the road edge
- reduced lane widths to reduce vehicle speeds
- widened bicycle lanes (5-6 feet) or shared-use pathways
- high-visibility crosswalks on side streets and at signalized intersections
- pedestrian countdown signals and wheelchair ramp improvements
- a landscaped buffer
- improved lighting
- warning signage
- signalization or construction of a roundabout at the Seagate Drive intersection to improve pedestrian and bicycle safety crossing US 41

Among the recommended streetscape and pedestrian safety improvements, highway safety research data sanctioned by the Federal Highway Administration indicates that constructing a raised median can reduce pedestrian crashes by approximately 69 percent. The provision of pedestrian and bicycle facility improvements, like the measures listed above, are in keeping with establishing a greater pedestrian and bicycle mode share and visibly promoting multi-modal vitality in the area.

Parking

The USFSM 2020-2030 Campus Master Plan recognizes the need for additional growth in the overall parking supply to accommodate planned growth at the University. However, the plan seeks to propose appropriately sized parking areas based on projected parking demand growth over the life of the plan. The cost to construct additional parking represents a significant incentive to pursue less expensive parking options and transportation demand management strategies that may slow or stabilize the rate of growth in parking demand.

The USFSM campus currently provides parking spaces for use by faculty, staff, students, and visitors, with peak utilization of approximately 47%, which suggests that approximately 300 parking spaces on the campus are regularly unused. To adequately accommodate the projected parking demand growth, without incurring significant financial burdens associated with constructing excessive parking supplies, the USFSM 2020-2030 Campus Master Plan recommends that USFSM maintain a peak parking utilization ratio of approximately 85-90 percent. Taking into account USFSM population growth, demand for parking from students, faculty, staff, and visitors is anticipated to grow, as indicated in Table 5-1.

Table 5-1 Projected 2025 Peak Parking Occupancy (Demand) Summary

Time of Day	Existing Occupied Spaces	2025 Occupied Spaces
Morning Peak	405	421
Afternoon Peak	259	269
Evening Peak	162	168

To sustainably and affordably accommodate future growth in parking demand on the campus, the University could both accept a higher parking utilization ratio and construct new parking facilities. The master plan replaces some existing parking facilities with academic buildings, support facilities, and open space. The parking facilities plan, shown on Figure 5-3, identifies new and replacement parking that could be constructed on properties currently owned by the University. Based on the recommended parking utilization target, the USFSM campus master plan parking supply includes 775 parking spaces, which represents an increase of 160 net spaces and a peak parking utilization rate of approximately 88 percent.

A variety of parking management strategies may be used to minimize parking issues, control costs, and promote sustainable operations on the campus. Recommended parking management strategies for the USFSM campus include the following:

- Reserve some parking in proximity to the main building (SMC) and other planned academic buildings for carpool, vanpool, and hybrid/electric vehicles.
- Support the development and construction of nearby off-campus student housing to reduce student needs for vehicles on the USFSM campus.
- Reserve parking in proximity to student housing for resident students to minimize spillover and safety issues with student parking in remote locations.
- Consider policies to increase the price or limit the number of parking permits issued to students and employees, in concert with improved access to nearby off-campus housing and alternative transportation options, to reduce parking demand by shifting campus community to alternative modes.

Goal

The Transit, Circulation, and Parking goal of the USF Sarasota-Manatee Campus Master Plan is to encourage options for sustainable transit and vehicular access to the campus that reduce reliance on single-occupant vehicles, reduce overall parking demand, and minimize emissions and fossil fuel consumption, while maintaining essential delivery and service access.

5.1 Vehicular Traffic and Transit Sub-Element

Summary of Objectives and Policies

Objective 5.1.1
Reduce the impacts off-campus of future traffic generated by the 10-year master plan, especially at peak hours.

Policy 5.1.1.1 (off campus): The University shall consider affiliation agreements for the development and construction of nearby off-campus student housing as marketing and financial opportunities are available. This housing will reduce both internal and external traffic generation, especially during peak hours.

Policy 5.1.1.2 (off campus): The University shall continue to provide, promote, and evaluate the use of distance learning and telecommuting to reduce the need to travel to the University.

Policy 5.1.1.3 (on-campus): The University shall reserve carpool and vanpool parking spaces in proximity to academic buildings and other key destinations on the campus to promote ridesharing within the campus community.

Policy 5.1.1.4: The University shall review and revise class scheduling policies to achieve greater balance in daily and weekly class schedules and reduce peak demands on the campus transportation systems associated with student arrival and dismissal.

Objective 5.1.2
Reduce the impacts off-campus of future traffic generated by the 10-year master plan.

Policy 5.1.2.1 (off-campus)**:** The University shall continue to jointly plan with the host communities, Metropolitan Planning Organization (MPO), Sarasota Manatee Area Regional Transit (SMART), Sarasota County Area Transit (SCAT), Manatee County Area Transit (MCAT), the Sarasota and Manatee County City/County Planning Commissions, and the Center for Urban Transportation Research (CUTR) to develop programs and incentives to enhance transit service in the campus context area. A few of the examples are:

- Exploration of initiating a U-pass system, giving privileges such as reduced fares to University users of the regional transit system.
- Additional proximate off-campus housing to help further reduce the on-campus demands of traffic and parking.

Policy 5.1.2.2 (off-campus): Deleted

Policy 5.1.2.3 (off-campus)**:** The University shall coordinate with the Florida Department of Transportation, Manatee County, Sarasota County, area transit providers, and other transportation agencies to improve traffic operations and safety on US 41 at the campus driveways through measures such constructing a raised median, installing crosswalks on side streets, and constructing a traffic signal or roundabout at the US 41/Seagate Drive intersection.

Policy 5.1.2.4: The University shall initiate work with the CUTR to identify and implement specific best practices for transportation planning.

Objective 5.1.3
Provide a safe, efficient transportation system considering vehicle circulation, transit facilities, and the needs of motorized and non-motorized vehicle parking.

Policy 5.1.3.1 (on-campus) : The University shall construct new or expanded internal roadway, pathway, and parking facilities, as shown in the USF Sarasota-Manatee Campus Master Plan figures, to accommodate planned land uses and anticipated enrollment growth.

Policy 5.1.3.2 (on-campus) **:** The University shall implement an efficient wayfinding signage system to direct traffic circulating within the campus to appropriate buildings and parking facilities.

Policy 5.1.3.3: The University shall continue to pursue the installation of a traffic signal or roundabout at the intersection of US 41 and Seagate Drive. A traffic signal or roundabout at this location could improve safety for vehicles and pedestrians entering and exiting the campus.

Policy 5.1.3.4: The University shall consider providing additional alternative fuel vehicles for its campus fleet with biofuels and electric vehicles as potential options to reduce the University's carbon footprint and reduce reliance on non-renewable energy, including fossil fuels.

Objective 5.1.4
Provide for convenient pedestrian and bicycle ways within the transportation program.

Policy 5.1.4.1 (on-campus): The University shall construct new multi-use pathways, accommodating both pedestrians and bicycles, connecting between the main building (SMC), planned new building and parking facilities, existing sidewalk network on US 41, and facilities on the Crosley Estate.

Policy 5.1.4.2 (on-campus): The University shall enhance the pedestrian corridors with provision of shade and weather protection, including shade trees, trellises, shade structures and/or arcades, seating.

Policy 5.1.4.3 (on-campus): The University shall incorporate pedestrian safety features, including high-visibility crosswalks, warning signage, countdown pedestrian signals, and generous pedestrian landings at new or improved intersections within the campus or access points on US 41.

Policy 5.1.4.4 (on-campus): The University shall install, as appropriate, new covered bicycle parking at new building entrances and provide shower facilities for pedestrians and cyclists in new buildings of sufficient size.

Objective 5.1.5
Enhance and encourage the utilization of alternative modes of transportation (including mass transit, bicycle and pedestrian modes) that reduce dependence on single-occupant vehicles as the primary mode of travel.

Policy 5.1.5.1 (off-campus): The University shall continue to evaluate opportunities to incorporate bus locations at high activity commuter nodes, and provide facilities to assist in attracting riders to the mass transit system.

Policy 5.1.5.2: The University shall provide to all enrolling students information regarding the availability and scheduling of the SCAT and MCAT bus systems.

Policy 5.1.5.3 : The University shall continue to work with SCAT, MCAT and SMART to provide the U pass or other reduced public transit pass prices for students, faculty, and staff to promote the use of mass transit.

Policy 5.1.5.4: The University shall continue to implement transportation demand management (TDM) strategies designed to encourage the use of alternative modes of transportation and reduce the dependence on the single-occupant automobile as the primary mode of travel. The University shall consider:

Policy 5.1.5.5: USF Sarasota-Manatee shall consider:

- Providing shuttle service to remote USF Sarasota-Manatee instructional sites, off-campus residential areas and key destinations
- Improvement of pedestrian and non-vehicular facilities
- Increasing the number of students living in close proximity to the campus
- Locating student oriented housing in close proximity to the campus
- Partnering with a car sharing service
- Academic scheduling modifications, including scheduling more classes during non-peak hours
- Parking pricing strategies designed to make other modes of travel more economical and to provide revenue for improved TDM services and facilities
- Parking permit buyback program
- Pre-tax deduction for employee alternative commute expenses
- Services to provide a Guaranteed Ride Home
- Hiring or designating a TDM Coordinator
- Promoting of Commuter Membership Programs offering ride matching services and designating preferential parking locations for carpoolers
- Distance learning programs for students and telework or staggered work hours for faculty and staff"
- Partnering with sister institutions of higher education - including New College, State College of Florida Manatee-Sarasota, FSU/Ringling Museums and Ringling College of Art & Design – to implement and promote opportunities for shuttle service and ride sharing"

Policy 5.1.5.6 (off-campus): The University shall coordinate with Sarasota and Manatee Counties to evaluate other options and strategies for reducing the dependence on the personal automobile.

Policy 5.1.5.7 (on-campus): The University shall continue to evaluate and implement enhanced mass transit opportunities with Sarasota County Area Transit (SCAT), Manatee County Area Transit (MCAT), Sarasota Manatee Area Rapid Transit (SMART), the Metropolitan Planning Organization (MPO) and the host communities in accordance with procedures described in Element 10, Intergovernmental Coordination.

Policy 5.1.5.8 (on-campus): The University shall explore provision of shuttle service, in coordination with local mass transit providers. In particular, the University shall consider providing transit connections to major regional transit facilities, other nearby institutions of higher education and key local destinations to reduce the demand for external vehicle trips.

Policy 5.1.5.9 (on-campus): The University shall encourage increased pedestrian and bicycle mobility through the provision of shaded sidewalk and multi-use pathway connections to reduce vehicle trips and on-street conflicts. The University shall also provide secure bicycle storage and consider providing changing and shower facilities for bicycle commuters.

Objective 5.1.6
Ensure that transportation system improvements shall be coordinated and phased with the University's future land uses.

Policy 5.1.6.1: The University shall adopt a transportation funding strategy to ensure adequate revenue to finance parking improvements consistent with the Master Plan. This may include increased parking rates and/or a transportation access fee.

Policy 5.1.6.2: The University shall plan on performing identified transportation improvements in conjunction with future projects. The timing and phasing requirements and priorities for these improvements are established in Element 11, Capital Improvements, and as opportunities arise through future development projects that are currently unforeseen.

Objective 5.1.7
Coordinate required transportation improvements within the context area with the host communities.

Policy 5.1.7.1 (off-campus): The University shall continue regular coordination with the host and affected local governments and FDOT to ensure that transportation facility improvements are available when needed to support the growth of the University. The University shall pursue memoranda of understanding or inter-local agreements necessary to ensure that transportation facilities are available to meet the future needs of the University.

Policy 5.1.7.2: The University shall continue to coordinate with state and local transportation agencies to pursue the installation of a traffic signal or roundabout at the intersection of US 41 and Seagate Drive.

Objective 5.1.8:
Coordinate resolution of issues associated with projected impacts in level of service with the host community.

Policy 5.1.8.1 (on-campus): The University shall monitor campus access points onto US 41. Campus access points shall be evaluated concurrent with future projects and be consistent with the recommendations presented in this Element 5, Transportation.

Policy 5.1.8.2: The University shall continue to coordinate with the City, County, MPO and FDOT to assure planned public roadway projects along the periphery of the campus are scheduled and funded.

Policy 5.1.8.3 (off-campus): The University shall continue to coordinate with the City, County, MPO and FDOT to assure planned public roadway projects along the periphery of the campus are scheduled and funded and include lighting, transit, pedestrian, and bicycle improvements.

Objective 5.1.9
Provide emergency travel routes and a building identification system to all new and renovated campus buildings.

Policy 5.1.9.1: All new and renovated buildings shall be designed in accordance with NFPA1. The University shall remediate access and building justification as soon as practical.

5.2 Parking Sub-Element

Summary of Objectives and Policies

Objective 5.2.1
Provide adequate parking capacity for the University's needs while reclaiming existing surface parking sites in the campus core for programmatic uses or open space.

Policy 5.2.1.1: The University shall construct parking adequate to maintain a peak parking utilization ratio of 85-90 percent based on projected

parking demands and replace surface parking converted to other master plan facilities, as necessary.

Policy 5.2.1.2: The University will assess parking demand levels regularly to accurately assess projected parking demands at master plan facilities are constructed.

Policy 5.2.1.3: The University shall consider installing compact parking spaces in both existing and planned parking lots, to accommodate motor vehicles of different sizes and control construction costs.

Objective 5.2.2
Provide methods to reduce the impacts and demands of future on-campus parking.

Policy 5.2.2.1: The University shall support the development and construction of nearby off-campus student housing, which reduces the need for students to own or drive vehicles on campus.

Policy 5.2.2.2: : The University shall continue to monitor parking needs as development progresses and evaluate and implement, as appropriate, mitigation techniques. These programs may include the following:

- Evaluate academic classroom schedules encouraging more classes to be scheduled in off-peak hours, thus reducing parking demands by increasing utilization throughout the day – ""reusing"" the same parking space
- Provide preferential parking locations for those who carpool and vanpool
- Evaluate preferred parking for alternative fuel vehicles and consider electric vehicle charging facilities during design of new or improved parking facilities

Policy 5.2.2.3: The University shall continue to evaluate and refine the parking permit fee structures, in combination with improving multimodal transportation options, to dissuade the campus community from driving when more affordable options are available.

Policy 5.2.2.4: The University shall consider financial incentives, such as permit buyback programs and reduced carpool permit pricing, to reduce single-occupant vehicle commuting and parking demand.

Objective 5.2.3
Locate program and design on-campus parking facilities to be accessible to the various land uses and circulation systems while minimizing pedestrian vehicle conflicts.

Policy 5.2.3.1: The University shall adhere to its design guidelines that ensure proper signage and traffic circulation to the parking structures and lots to avoid potential confusion and conflicts with pedestrians. The University shall, during the design of parking lots and garages, address concerns regarding landscaping, lighting, signage, security and pedestrian circulation issues.

Policy 5.2.3.2 : The University shall implement parking improvements as described in this element and on Figure 5-3. The timing and phasing requirements and priorities for these improvements are established in Element 11, Capital Improvements.

5.3 Pedestrian and Non-Motorized Circulation Sub-Element.

Goal

The Pedestrian and Non-Vehicular Circulation goal of the USF Sarasota-Manatee Campus Master Plan is to shift the primary transportation focus within the campus from vehicles to pedestrians, bicycles, and transit modes through improvement and implementation of functional and inviting pedestrian, bicycle, and transit facilities in order to reduce personal vehicular traffic, improve safety, and support sustainable University operations.

Summary of Objectives and Policies

Objective 5.3.1
Provide convenient, safe and direct on-campus pedestrian and bicycle way connections, as shown in Figures 5-4 and-5-5, to off-campus pedestrian and bicycle ways where the campus interfaces with the public roadway network and neighboring communities.

Policy 5.3.1.1: The University shall coordinate with Sarasota and Manatee Counties in the systematic implementation of on-campus pedestrian and bicycle facilities to ensure continuity of such facilities within the larger regional system of pedestrian/bicycle facilities in accordance with procedures described in Element 10, Intergovernmental Coordination.

Policy 5.3.1.2: The University shall work with the host community through coordinated efforts of University Police and local police departments, community action groups, and planning entities to improve the safety of off-campus routes connecting to the campus in accordance with procedures established in Element 10, Intergovernmental Coordination. Specific coordination shall be performed with Manatee and Sarasota Counties and FDOT regarding the desired pedestrian, bicycle, and vehicle-oriented roadway safety improvements to US 41, including the following design options to address pedestrian mobility and safety:

- raised median (replacing the two-way center turn lane) for pedestrian refuge
- sidewalk widening or multi-use pathways along the road edge
- reduced lane widths to reduce vehicle speeds
- widened bicycle lanes
- high-visibility crosswalks on side streets and at signalized intersections
- pedestrian countdown signals and wheelchair ramp improvements
- a landscaped buffer
- improved lighting
- warning signage
- signalization or construction of a roundabout at the Seagate Drive intersection to improve pedestrian and bicycle safety crossing US 41

Policy 5.3.1.3: The University shall coordinate with Sarasota and Manatee Counties, and FDOT to provide and maintain appropriate street lighting on roadways surrounding the campus and along major pedestrian routes to/from campus.

Policy 5.3.1.4: The University shall coordinate with Sarasota and Manatee Counties, Sarasota-Manatee MPO, FDOT and other transportation planners and providers to understand the status of public trail and bikeway projects and link campus pedestrian and bicycle facilities to planned extensions of the Bayfront Multi-use Recreational Trail (MURT) and/or Crosley/Caples Baywalk projects.

Policy 5.3.1.5: The University shall coordinate with the Sarasota and Manatee Counties, Sarasota-Manatee MPO, FDOT and other transportation planners and providers to implement educational programs for students, employees, and surrounding community members regarding transportation and public safety in proximity to USF Sarasota-Manatee.

Objective 5.3.2
Coordinate locations for additional lighting and improvements in lighting delivery with recommendations made by the University Police Department.

Policy 5.3.2.1: Record may be made of actual observed pedestrian flow. Such campus wide observations should be scheduled biannually to assess any changes in pedestrian and non-vehicular movement patterns which may merit changes in prioritizing implementation of new pedestrian and non-vehicular facilities. Additional observations should be scheduled during periods of new campus development which may affect patterns of pedestrian and non-vehicular movement.

Policy 5.3.2.2: Deleted

Objective 5.3.3
Provide pedestrian and non-vehicular circulation facilities to meet both the aesthetic and functional needs of the users and to encourage increased pedestrian and bicycle movement on campus.

Policy 5.3.3.1: The University shall encourage utilization of pedestrian and non-vehicular facilities and improve the safety of persons using the facilities through implementation of pathway and roadway improvements, including:

- New pathways and sidewalks to improve connections to the public sidewalk system along US 41
- Pathways connecting the main building (SMC) with future planned facilities and campus improvements
- Increasing shade along walks and pathways"

Policy 5.3.3.2: The University shall consider implementing on-campus bicycle sharing services to be provided in recreational facilities.

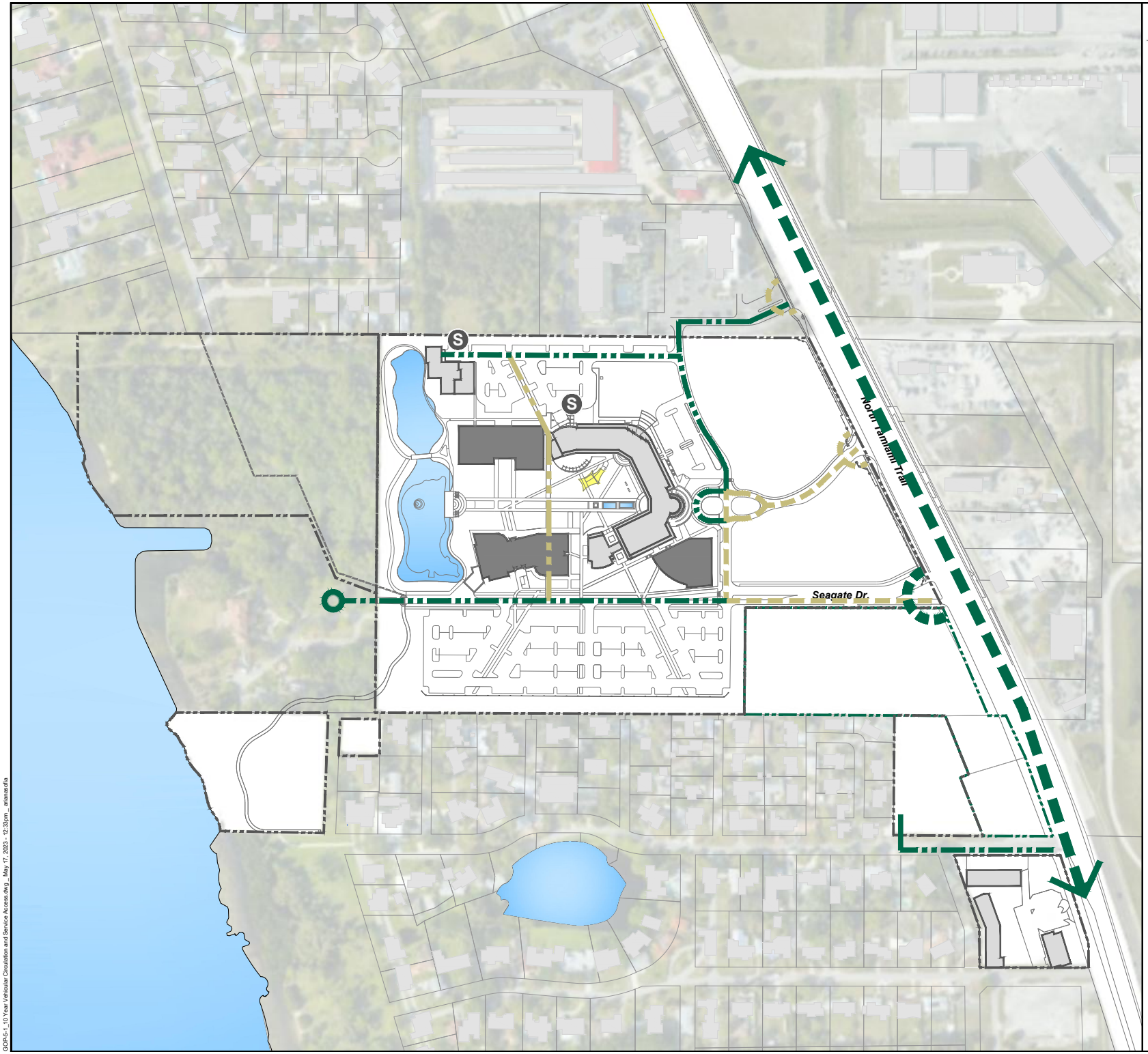
Policy 5.3.3.3: (on-campus): The University shall consider installing, as appropriate, new covered bicycle parking at new building entrances and provide shower facilities for pedestrians and cyclists in new buildings of sufficient size.

Policy 5.3.3.4: The University shall encourage "24 hour" activity on campus by concentrating and reinforcing programmatic activity and by expanding the hours of intense activity.

Objective 5.3.4
Establish a series of strong pedestrian corridors to link campus precincts, as shown in Figure 5-5.

Policy 5.3.4.1: The University shall continue the maintenance and development of primary east-west and north-south pedestrian corridors as follows:

- East-West Primary Pedestrian Mall between the Main Campus Building (SMC), the pathway along the main driveway to US 41, and the naturalized detention ponds and Crosley Estate lands on the west.
- Proposed North-South Secondary Pedestrian Mall, extending from the parking area on the south edge of campus, through the Central Quadrangle, crossing the East-West Pedestrian Mall and continuing to the parking area to the north.



UNIVERSITY of
SOUTH FLORIDA

2020 - 2030
Sarasota-Manatee Campus
Master Plan Update

- Campus Limits
- Study Area
- Major Arterial
- Campus Access Road
- Campus Drive
- Shared Service
- Main Campus Entry
- Secondary Campus Entry
- Service
- Existing USFSM Facilities
- New Building

Element 5
Transportation

GOP Figure 5-1
10 Year Vehicular Circulation and Service Access

Date
ADOPTED 06/13/2023

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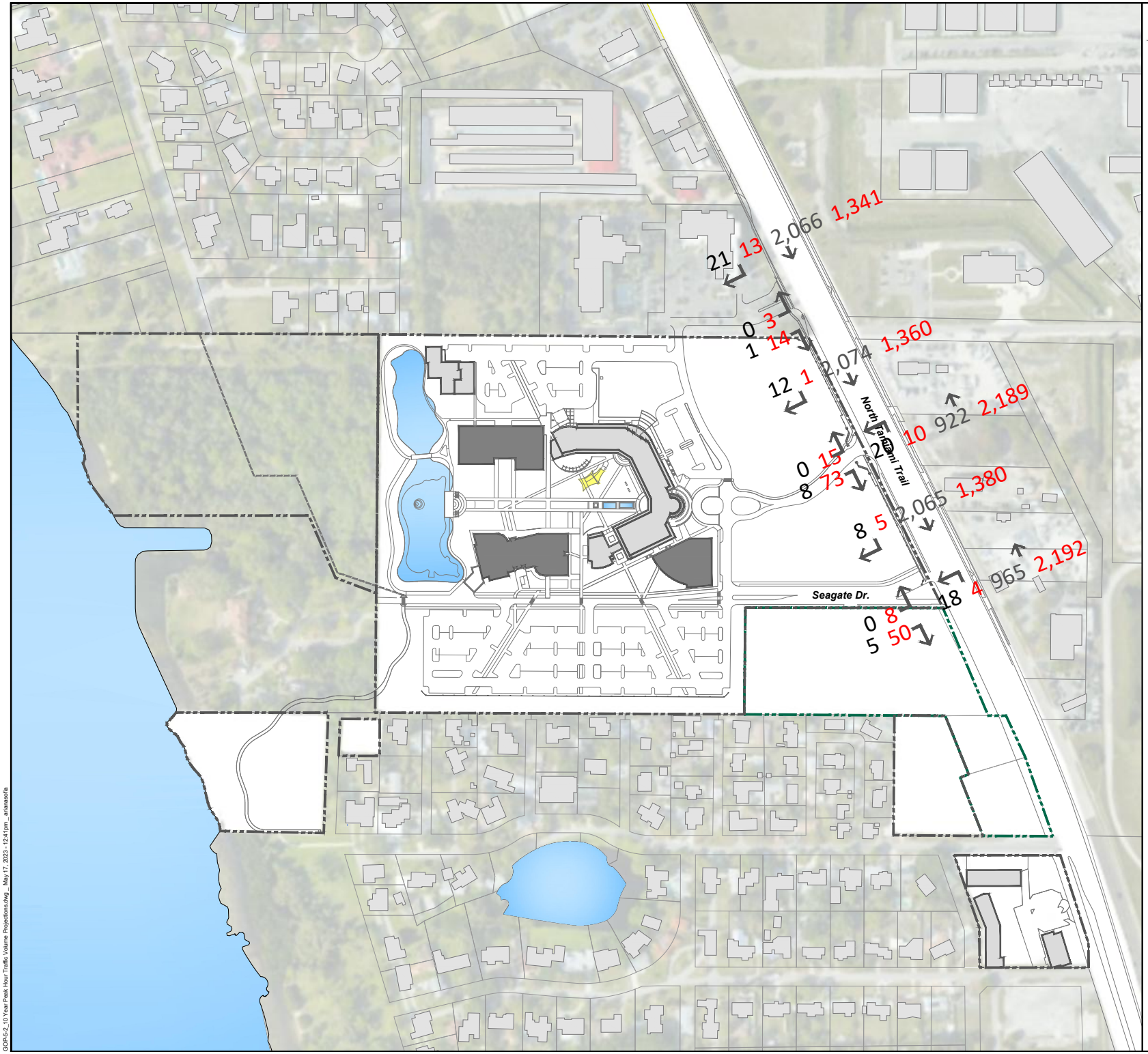


UNIVERSITY of SOUTH FLORIDA

2020 - 2030
Sarasota-Manatee Campus
Master Plan Update

- Campus Limits
- Study Area
- #/# 10 Year Projection Traffic Volume (AM):(PM)
- Existing USFSM Facilities
- New Building

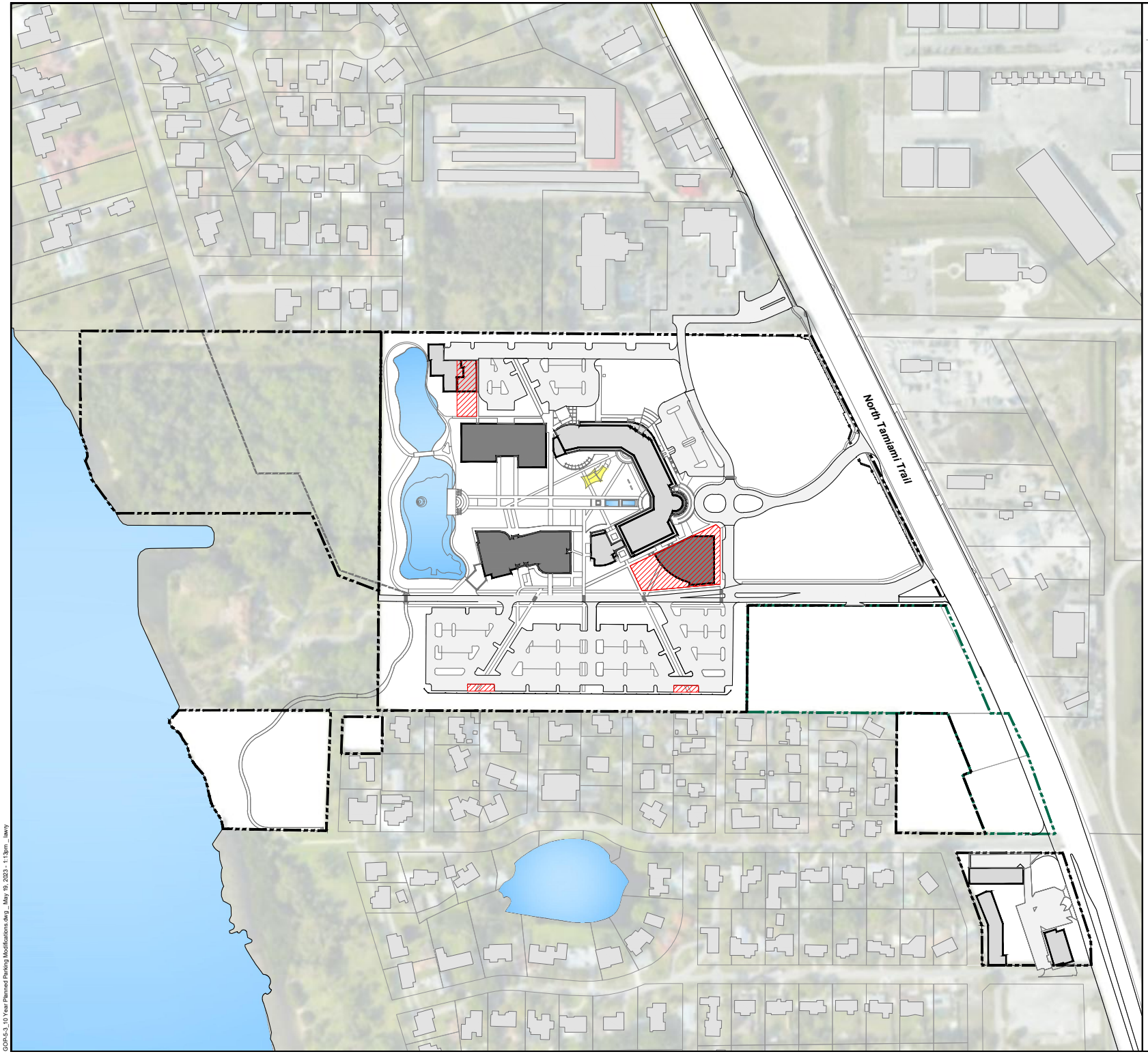
Element 5
Transportation

GOP Figure 5-2
10 Year Peak Hour Traffic Volume Projections (2015)

Date
ADOPTED 06/13/2023

0 500 1000 ft.

GOP-5-2_10 Year Peak Hour Traffic Volume Projections.dwg , May 17, 2023 - 12:41pm , arranasofia



UNIVERSITY of SOUTH FLORIDA

2020 - 2030
Sarasota-Manatee Campus
Master Plan Update

- Campus Limits
- Study Area
- Existing Parking Area - Planned Removal
- Existing Parking to Remain
- Proposed Parking
- Existing USFSM Facilities
- New Building

Element 5
Transportation

GOP Figure 5-3
10 Year Planned Parking Modifications

Date
ADOPTED 06/13/2023

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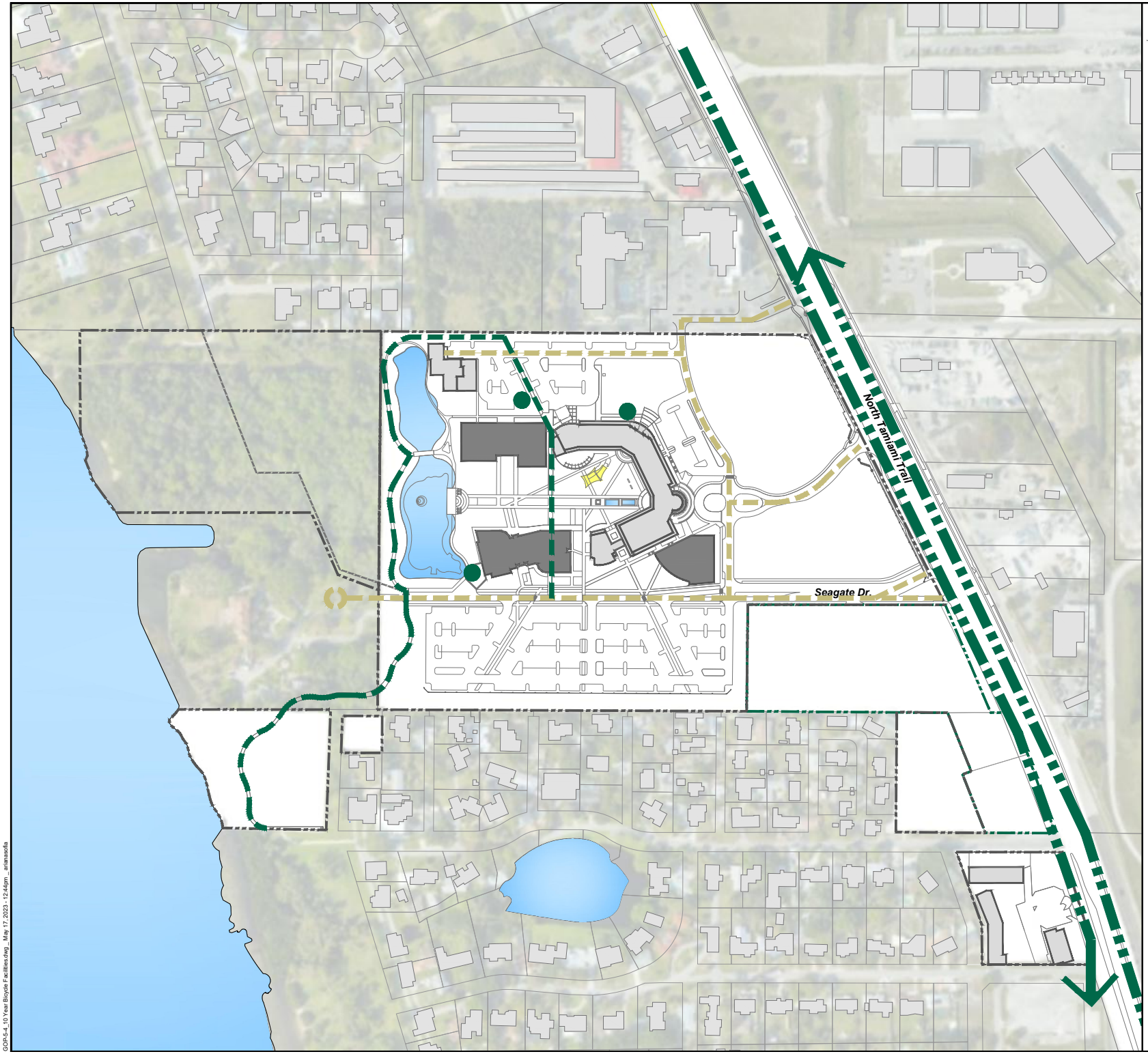

UNIVERSITY of
SOUTH FLORIDA

2020 - 2030
Sarasota-Manatee Campus
Master Plan Update

- Campus Limits
- Study Area
- Public Bike Lane
- Campus Shared Bike/Drive
- Campus Shared Bike/Ped
- Bicycle Racks
- Existing USFSM Facilities
- New Building

Element 5
Transportation

GOP Figure 5-4
10 Year Bicycle Facilities

Date
ADOPTED 06/13/2023

0 500 1000 ft.

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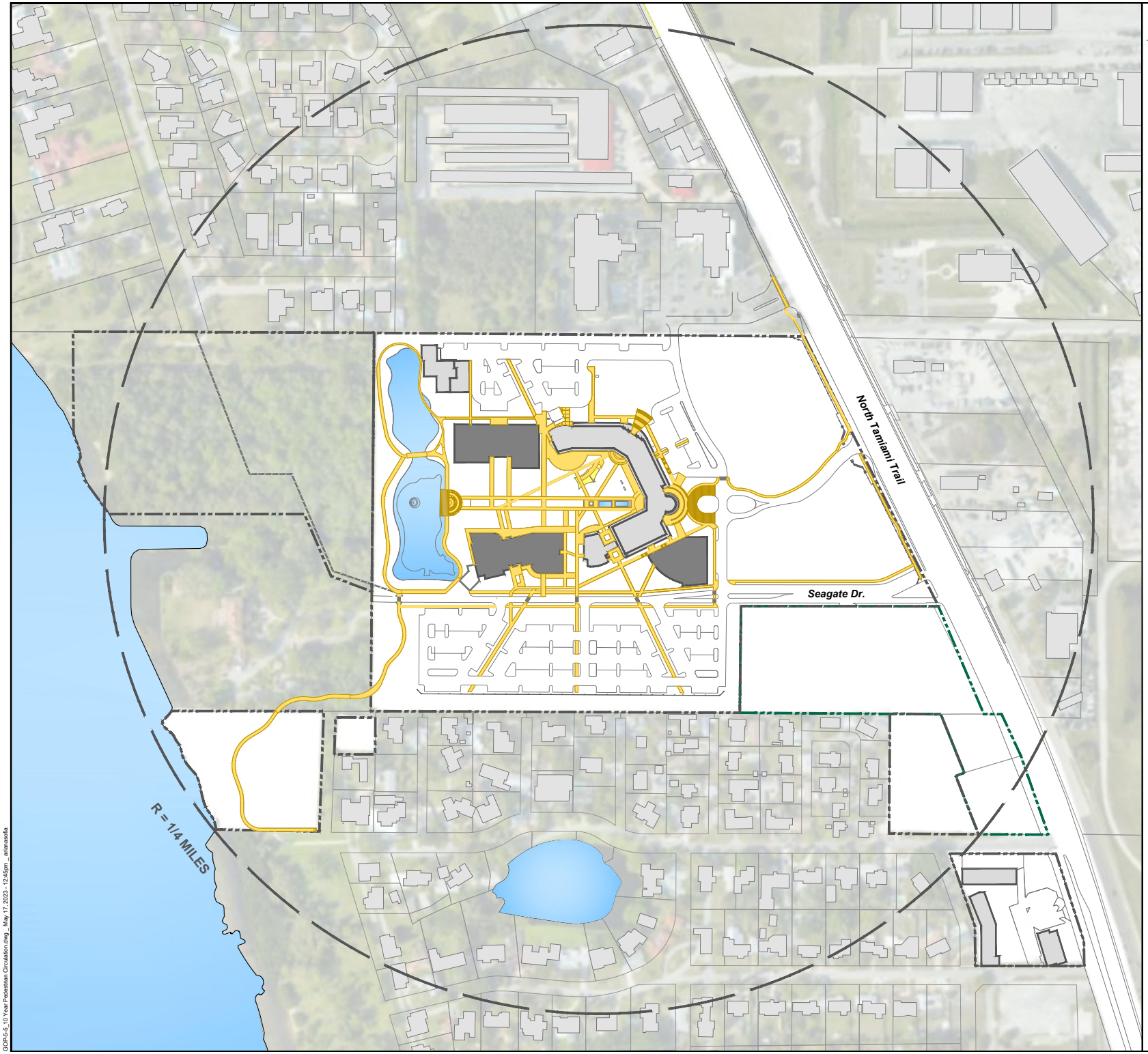


UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Sarasota-Manatee Campus Master Plan Update

- Campus Limits
- Study Area
- Pedestrain
- Existing USFM Facilities
- New Building

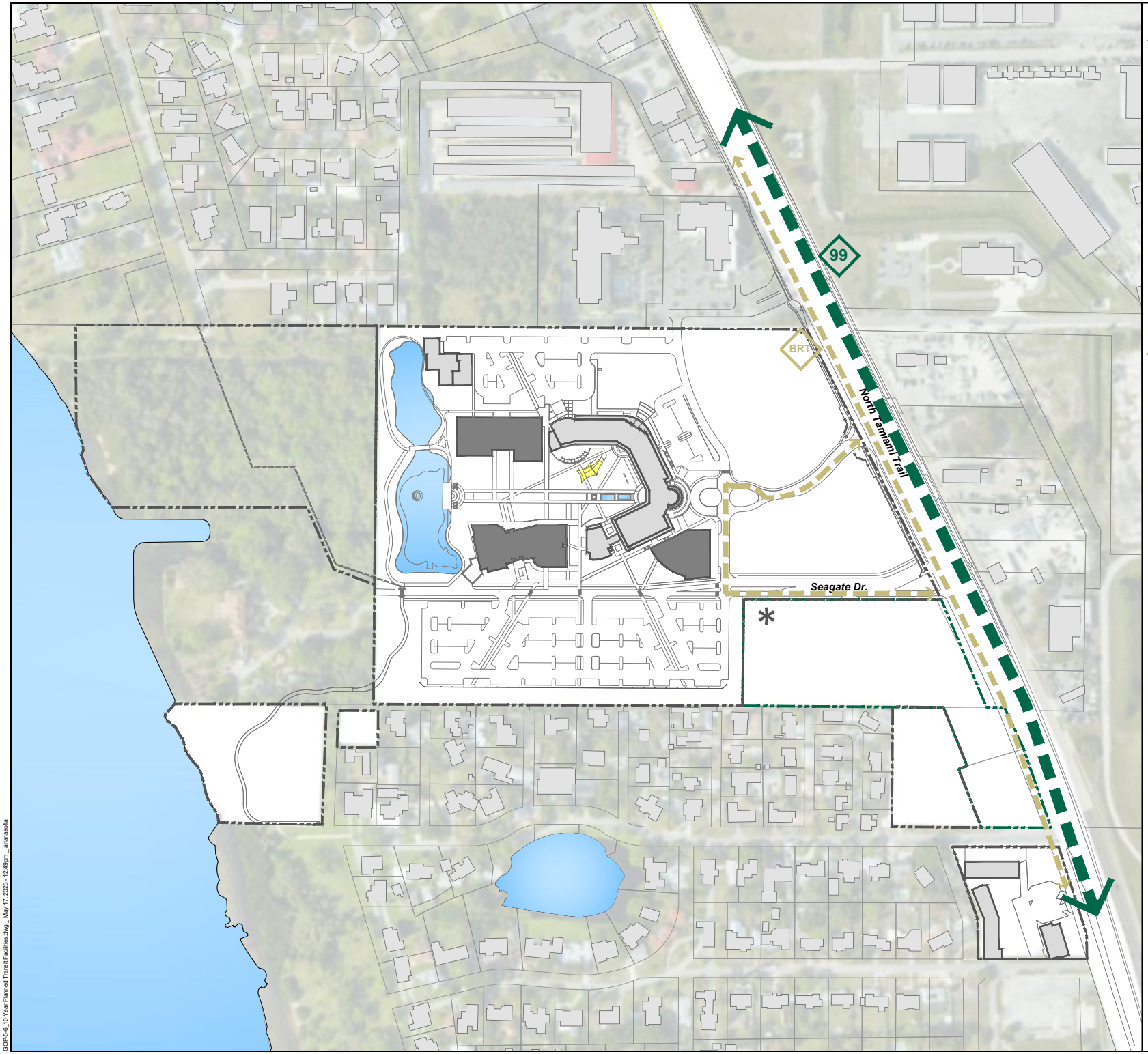
Element 5
Transportation

GOP Figure 5-5
10 Year Pedestrian Circulation

Date
ADOPTED 06/13/2023

0 400 800 ft.

GOP-5-5_10 Year Pedestrian Circulation.dwg _ May 17, 2023 - 12:45pm _ arianasofia



UNIVERSITY of
SOUTH FLORIDA

2020 - 2030
Sarasota-Manatee Campus
Master Plan Update

- Campus Limits
- Study Area
- Existing 99 Bus Route
- Proposed Bus Rapid Transit (BRT)
- Proposed BRT Transfer Station
- Existing USFSM Facilities
- New Building

Element 5
Transportation

GOP Figure 5-6
10 Year Planned Transit Facilities

Date
ADOPTED 06/13/2023

0 500 1000 ft.

GOP-5-6_10 Year Planned Transit Facilities.dwg _ May 17, 2023 - 12:49pm _ arianaoc4a