2020 - 2030
USF Master Plan Updates

Data Collection & Analysis

Element 5: Transportation

UNIVERSITY OF SOUTH FLORIDA

ST PETERSBURG CAMPUS

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Element 5 Transportation

Transit, Circulation, and Parking Sub-Element

(1) 6C-21.205 (1) Data Requirements

In 2003, the University completed a Comprehensive Parking Study which is referenced in this section. For a complete copy of the report, please see the appendix to the document.

(A) Inventory of Existing On-Campus Parking Facilities

In August 2003, Chance Management completed the Comprehensive Parking Master Plan. The findings of this report were used to complete the parking elements of this Data & Analysis. Also, a count of existing spaces was conducted by the University Police in August 2010.

Parking Supply

The University of South Florida at St. Petersburg campus has 1969 parking spaces in both surface parking lots and a parking garage. While there are relatively large lots in the heart of campus, there are also many lots at the edges of the clearly defined campus boundaries. Approximately 165 of the spaces are on the Peninsula serving the land uses there.

Inventory of Existing On-Campus Parking Facilities

Lot Number[1]	Primary Location	Existing Spaces (approx)
P2	2nd St S and 6th Ave S (west)	86
P5/5B	1st St S and 6th Ave S	78
P6/V2	Peninsula Dr. E at Knight Oceanographic	14
P7	Peninsula Dr. E at Marine Science Lab	95
P8	Peninsula Dr. S	60
P12	1st St S at Campus Activities Center	49
P13	1st St S and 5th Ave S	17
P14	3rd St S at USGS	14
P15	3rd St S and 7th Ave S	62
P17	Warehouse Labs, South	44
P18	5th St S and 6th Ave S at Children's Research Institute	4
P9/P10	Harbor Hall (Former Dali Museum)	51
P11	3rd St S and 11th Ave S	83
PIIB	3rd St S and 11th Ave S	37
	5th Ave Parking Garage	1,129
	TOTAL SPACES:	**1,969**
	Main Campus:	**1,831**
	Peninsula:	**165**

[1] Lot Number refers to Prefix used on the USF St. Petersburg Campus Map.

At peak times (morning peak and evening peak during the fall semester), 230 on-street parking spaces were available to the campus community. Generally, anyone with a USF parking permit can park somewhere within three blocks of a destination. However, the convenient parking, those concentrated in the academic core or along the Peninsula (during the day), are occupied more than lots less suitable, although within three blocks.

Parking Allocation

Parking is allocated to students, faculty, and staff, with student parking as the most prevalent campus. Students may park in any "green parking permit" spaces on campus with a student permit or any green parking permit space or gold parking permit space beginning at 5:30 pm each weeknight. Both green parking permit spaces and gold parking permit spaces are available in the parking garage and surface lots. Gold Lot parking spaces are located in the most convenient locations nearest primary campus destinations and are open for purchase by faculty and staff at a higher rate.

The Peninsula, home to the College of Marine Science, Florida Marine Science Research Institute (FMRI), and Florida Institute of Oceanography (FIO), has limited parking due to its geography and land use.

Parking Permits

Parking permits are required to park at USFSP 24 hours a day, seven days a week. Permit types are used to designate parking locations on campus. Parking spaces are defined as gold, green, disabled, and time-limited visitor spots in select areas.

Parking Rates at USF St. Petersburg 2022-2023

Permit Type	Description	Cost
Student	Annual	$173.00
Student	Semester	$88.00
Residence Hall	Annual	$232.00
Residence Hall	Semester	$118.00
Reserved Staff	Annual	$1,027.00
Gold Staff	Annual	$431.00
Green Staff	Annual	$256.00
Green Staff	Semester	$129.0
Off-Site Staff		$56.00
Affiliates	Annual	$513.00
Vendor	Annual	$374.00
Motorcycle/Scooter	Annual	$58.00
Monthly Pass	Permit	$49.00
Daily	Permit	$5.00

Of the total faculty and staff (including non-university staff), approximately 94 percent participated in the campus parking permit program. Note that a large portion of the campus community takes advantage of the 230 metered on-street spaces located throughout the campus instead of paying for a parking permit. Due to these metered spaces, the permit system on campus does not reflect the parking demand as it does on most campuses.

Special Events and Visitor Parking

The USF St Petersburg campus schedules many non-university events on campus during weekends and some of the week. Generally, state and city meetings are held on campus during the week. There are also significant non-campus events that take place nearby but use the campus parking spaces. A prime example of this is the Grand Prix street race and its associated events.

USF St Petersburg campus must also accommodate significant events that its departments and organizations hold. These events include the career exposition, admissions events, and campus orientation events. Like any institution, there are always unexpected visitors at any given time, such as guest lecturers, high school students using the Campus' library, consultants, etc. These visitors can park in time-limited visitor-designated spaces until 5:00 pm. There are 44 visitor spaces on campus (6 visitor spaces located in the academic core). Visitors must purchase visitor passes to park in campus designated spaces for an extended time.

(B) Inventory or Estimate of the Amount of Student, Faculty and Staff Parking Off-Campus and a Description of Parking Locations

In addition to the campus's parking spaces, approximately 325 on-street spaces were located within the campus and its edges. The spaces are metered as currently designated by the City. Because they are convenient spaces, there is a great deal of competition for them by campus community members without parking permits.

(C) Summary of Crash Data for On-Campus and Context Area Roadways

Crash information was provided for the campus and context areas for the period between January 2012 and December 2014 was obtained through Signal 4 Analytics from the City of St. Petersburg's Transportation and Parking Management Department. Crashes recorded at the context area intersections were as follows:

ON-CAMPUS AND CONTEXT AREA CRASHES (CRASHES FROM 01/01/2020 TO 12/31/2022)

Street 1	Street 2	**Number of Crashes**
4th St. S	6th Ave. S	9
4th St. S	5th Ave. S	25
4th St. S	11th Ave. S	1
3rd St. S	6th Ave. S	3
3rd St. S	5th Ave. S	12
3rd St. S	11th Ave. S	2
2nd St. S	6th Ave. S	0
2nd St. S	5th Ave. S	3
2nd St. S	4th Ave. S	10
1st St. S	8th Ave. S	0
1st St. S	6th Ave. S	0
1st St. S	5th Ave. S	3

Based on the above data, none of the intersections seem to have any safety issues. However, the crash occurrences at the intersection of 4th Street South and 5th Avenue South are 25. Therefore, this intersection should be monitored in the future.

(D) Existing Classification of Roadways On Campus, Utilizing Definitions used by the Host Community in its Local Comprehensive Plan, or a Classification Determined by the University Which is Correlated to the Classification System of the Host Community

All roadways on campus can be classified as local, except for 5th Avenue South and 4th Street South, which border the campus and are considered collector roads. Sixth Avenue South, Second Street South, and Third Street South are the only roadways that access the campus's interior. First Street South and Fourth Street South form the campus east and west boundary. Fifth Avenue South creates the north boundary. The south edge is Eleventh Avenue South, adjacent to Harbor Hall (the former Dali Museum).

(E) Existing Roadway Classifications in the Context Area, Including Designated Fire Lanes and Fire Routes On-Campus

The adjacent roadways to the campus are classified as local. First Street South and Second Street South are local roadways north of Fifth Avenue South and Fourth Avenue South. Fifth Avenue South is a Collector. A spur from interstate highway 275 (175) ends at Fourth Street between Fourth and Sixth Avenues South, just to the university campus's northwest.

There are fire lanes along designated sidewalks to accommodate emergency vehicles. The designated fire lanes are located on the Westside of Harbor Walk, South of 6th Avenue South to Bayboro Hall, and runs north-south on the south side of Harbor Walk along with Davis Hall to 1St Street South. All local streets and alleys that surround the campus serve as fire lanes.

(F) Existing Roadway and Intersection Levels of Service On-Campus and within the Context Area

Turning Movement Counts for the following five intersections were obtained from a study titled "Central Avenue BRT Preliminary Engineering Study" prepared by Kittelson and Associates for the Pinellas Suncoast Transit Authority in October 2006:

- 6th Ave S at 4th St S
- 6th Ave S at 3rd St S
- 6th Ave S at 2nd St S
- 6th Ave S at 1st St S
- 4th Ave S at 2nd St S

Turning Movement Counts for the other seven intersections within the context area were conducted during the week of 25th through June 29, 2007. The counts were then adjusted by Peak Season Conversion Factor (PSCF) to reflect the peak season conditions. Peak Hour Segment Volumes between the intersections were calculated from the Turning Movement Counts. Turning movement counts were then conservatively projected for 2010 volumes using the growth rate of 3% from 2006/2007 to 2010.

Following input data was used to perform the existing analysis:

Intersection Analysis – performed using HCS + version 5.3

- Adjusted Existing Turning Movement Count Data.
- Existing intersection geometry collected in the field.
- Existing signal timings collected in the field.

Roadway Segment Analysis – performed using 2009 FDOT Quality/Level of Service Handbook

- Existing Segment Volumes obtained from Adjusted Existing Turning Movement Count Data.
- Existing roadway geometry collected in the field.

Results of the existing analysis are summarized in the following tables. Research reveals that all Context Area roadway segments operate at LOS D or better, and all intersections operate at LOS C or better.

EXISTING SEGMENT VOLUMES AND LOS FOR CONTEXT AREA ROADS

Roadway	From	To	**Lanes** [1]	Volume	LOS
6th Ave. S	4th St. S	3rd St. S	2U	777	D
	3rd St. S	2nd St. S	2U	529	D
	2nd St. S	1st St. S	2U	309	C
5th Ave. S	4th St. S	3rd St. S	3OW (EB)	475	C
	3rd St. S	2nd St. S	3OW (EB)	297	C
	2nd St. S	1st St. S	3OW (EB)	158	C
4th Ave. S	4th St. S	3rd St. S	2OW (WB)	715	C
	3rd St. S	2nd St. S	2OW (WB)	358	C
	2nd St. S	1st St. S	2OW (WB)	135	C
4th St. S	6th Ave. S	5th Ave. S	4U (3SB, 1NB)	1064	C
	5th Ave. S	Ave. S	3OW (SB)	1379	D
3rd St. S	6th Ave. S	5th Ave. S	2U	909	D
	5th Ave. S	4th Ave. S	3OW (NB)	1093	C
2nd St. S	6th Ave. S	5th Ave. S	3U (1 NB, 2 SB)	310	C
	5th Ave. S	4th Ave. S	3U (1 NB, 2 SB)	268	C
1st St. S	6th Ave. S	5th Ave. S	2U	404	C
	5th Ave. S	4th Ave. S	3U	232	C

OW= One Way; Eastbound; NB= Northbound;

U = Undivided; WB = Westbound; SB = Southbound

EXISTING DELAY AND LOS FOR CONTEXT AREA INTERSECTIONS

Intersection	Signalized	**Delay (sec/veh)**	**LOS**
4th St. S @ 6th Ave. S	Yes	20.8	C
4th St. S @ 5th Ave. S	Yes	12.6	B
4th St. S @ 4th Ave. S	Yes	14.6	B
3rd St. S @ 6th Ave. S	Yes	12.5	B
3rd St. S @ 5th Ave. S	Yes	23.9	C
3rd St. S @ 4th Ave. S	Yes	13.4	B
2nd St. S @ 6th Ave. S	No	8.20	A
2nd St. S @ 5th Ave. S	Yes	11.1	B
2nd St. S @ 4th Ave. S	Yes	12.9	B

1st St. S @ 6th Ave. S	No	9.74	A
1st St. S @ 5th Ave. S	Yes	11.6	B
1st St. S @ 4th Ave. S	No	11.5	B

(G) Traffic Counts at All Major University Entrances/Exits

Exclusive traffic counts at University entrances/exits are not obtainable as they are located in a downtown environment. The public roadway grid system runs through the campus. See the previous section for information on Turning Movement Counts.

(H) 2002 University Trip Generation Data

Based on available data, the existing trip generation is based on student enrollment projections as developed by the University (see Academic Facilities Element). The Full-Time Equivalent (FTE) for 2015/2016 is 3,920. Trip generation is based on the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition. The existing Average Daily Traffic (ADT) trip generation is as follows:

Existing Trip Generation

	FTE	Daily Trip Generation Rate*	Existing Estimated Trip Generation **ADT**
Existing	3,920	1.71	6,703

* Weighted average based on discrete changes in Student and Faculty populations, not on overall change.

(I) Existing Traffic Analysis Zones (TAZs) of the Host Local Government Within Which University Facilities Are Located.

As discussed with the Host Community in 2002, Traffic Analysis Zones were not used.

(J) Established Public Transit or University-Provided Transit Routes on-Campus and in the Context Area Adjacent to the University, indicating the location of stops, frequency of service, and vehicle capacity.

The campus is served by the Pinellas Suncoast Transit Authority (PSTA) Bus #32, which travels along Sixth Avenue South through the campus to Third Street South. It serves Williams Park, Downtown St. Petersburg, John Knox Apartments, Tropicana Field, Graham Apartments, Bayfront Medical Center Hospital, All Children's Hospital, and USFSP. (See Map Below). Frequency is approximately every half hour between 9 am and 4 pm.

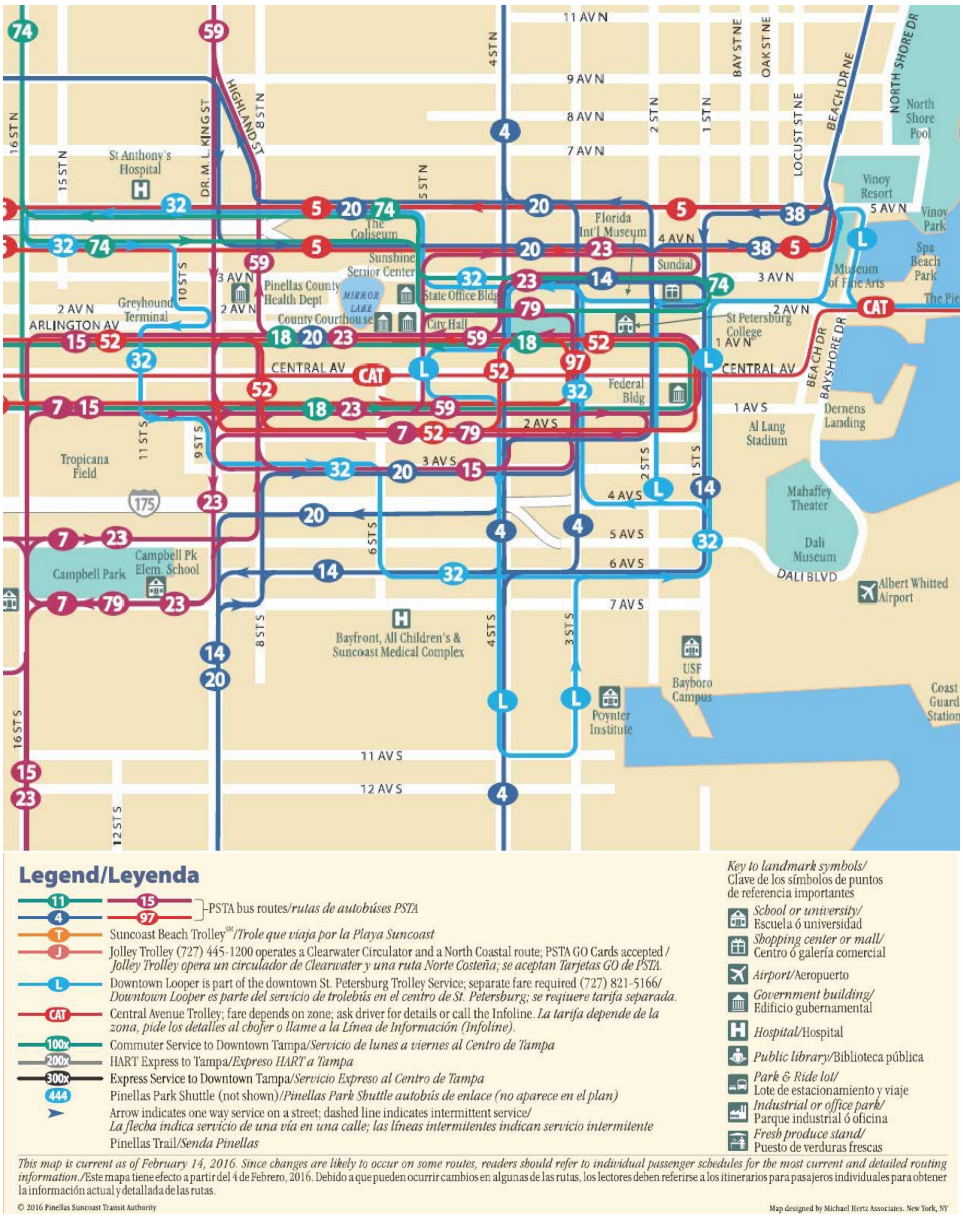
The campus is also served by Routes 4 and 14. Route 4 travels along 25 Way S & Roy Hanna Dr, 4 St S, Coquina Key, USFSP, Williams Park, Downtown St. Petersburg, 4 St N, Gateway Mall, Koger Office Center, Goodwill Industries, 116 Ave N & 4 St.

Route 14 travels along Williams Park, Downtown St. Petersburg, Bayfront Medical Center Hospital, 18 Ave S, Central Plaza Terminal, Gulfport Blvd, Pasadena Ave, Palms of Pasadena Hospital, and St. Pete Beach.

The campus is also served by the "Downtown Looper," which provides access to downtown making a stop on campus every 15 minutes Monday-Sunday from 10 am-5 pm and on Friday and Saturday night every 20 minutes from 5 pm to midnight. The Downtown Looper also connects with the Central Ave Shuttle providing access to Bay Walk/Chamber Visitor Center, Tropicana Field, PSTA Grand Central Station, and The Pier.

There are currently no on-campus transit or shuttle services for the University.

PSTA MAP



In addition to the public buses, the City runs "Looper" with trolley service, and the following is the ridership information received from the City of St. Petersburg:

2018 – 44,651 riders
In 2019, the City of St. Petersburg agreed to provide free service for the Looper service, and ridership doubled over the next year
2019 – 88,989
Source: PSTA System Map,. http://www.psta.net/PDF/System%20Map.pdf .

Lastly, in October of 2022, PSTA began the new Sun Runner service, with a stop on the campus at 3rd Street South near 6th Avenue South. Early participation has been outstanding, with popularity expected to grow as the systems and its' benefits become more publicized.

(2) 6C-21.205 (2) Analysis Requirements

(A) Analysis of Future Parking Needs for Students Faculty and Staff and Types of Special Events for the Planning Period

The Comprehensive Parking Master concluded that approximately 1,500 additional parking spaces would be needed on or close to campus.

The following table outlines the future parking count given the projects in the capital outlay request. The resulting net change in the system is an increase of approximately 1,000 spaces.

Lot Number	Location	Existing Spaces	Spaces 2025	
Lot 01	USC	4	4	Replaced with STG expansion
P2	2nd St S and 6th Ave S (west)	86	0	Replaced with STG expansion
P5	1st St S and 6th Ave S	78	35	Impact of proposed east chiller plant?
P6/V2	Peninsula Dr. E at Knight Oceanographic	14	13	No changes anticipated
P7	Peninsula Dr. E at Marine Science Lab	95	95	No changes anticipated
P8	Peninsula Dr. S	60	57	No changes anticipated
P12	1st St S at Campus Activities Center	49	0	Replaced with SLC expansion
P13	1st St S and 5th Ave S	17	0	Replaced with Residence Hall Ph VI
P14	3rd St S at USGS	14	0	Replaced with Residence Hall Ph VI
P15	3rd St S and 7th Ave S	0	0	Adjusted after COB
P17	Warehouse Labs	44	0	Replaced with Residence Halls
P18	5th St S and 6th Ave S at CRI	4	0	No longer a campus property.
P9/P10	Harbor Hall (Former Dali Museum)	51	51	No changes anticipated
P11	3rd St S and 11th Ave S	83	0	Replaced with Southwest Parking Structure
P11b	3rd St S and 11th Ave S	37	0	Replaced with Southwest Parking Structure
	Fifth Avenue Parking Garage	1,129	1,169	
	TOTAL SPACES:	**1,996**	**1,424**	
	Main Campus:	**1,831**	**1,259**	Decrease of 522 spaces
	Peninsula:	**165**	**165**	
			100	New parking next near Warehouse (estimate)
			26	New parking north of Golf Coast site (estimated)
			340	Phase 2 of Fifth Avenue Parking Structure
			1,000	New SW parking structure (net spaces)
			2,890	Total On-Campus Parking
		325	230	On-street available parking per 2010 update
			3,120	Total Estimated Parking

The 2003 Comprehensive Parking Master Plan observed a peak parking demand of approximately 90%. Using the same direction and considering future demand, including increased residential unit demand, and calculating the number of parking spaces that will be displaced

due to future development, an additional minimum of approximately 700 parking spaces may be needed to serve the need of the master plan by 2025.

Future Parking Demand

(B) Analysis of Amount of Land required to provide the amount of parking calculated in A.

Assuming 325 GSF per car, approximately 5.2 acres of land would be required to provide the additional 700 spaces needed in 2025. This is in addition to the parking garage spaces, future garage addition, and spaces gained as described in the table above. The majority of this need comes from the increase in residential units assuming .80 parking space per bed.

(C) Assessment of the capacity of University lands to accommodate the amount of parking calculated in A.

The University plans to construct a 340-space addition to the new garage to accommodate future parking demand. New parking being built adjacent to the Warehouse and on the previous Gulf Coast, Legal Services property will provide approximately 26 additional surface parking spaces. A second parking structure adjacent to Harbor Hall on 11th Avenue South and 3rd Street South is projected to add about 1,000 spaces.

(D) Analysis of practical methods to accommodate the amount of parking calculated in A. on the University campus.

Demand was to be reduced using mitigation techniques listed in Part K.
1) A remote over flow parking lot south of the Warehouse Labs Building was opened in 2020;
2) Mass transit was expanded on campus with the introduction of the SunRunner Express system and the installation of a stop directly on campus in 2022;
3) Osprey Residential Hall was opened in 2020, which added 375 beds to the on-campus population, thereby reducing commuter traffic;
4) Compact parking spaces opportunities have been identified and utilized whenever and wherever possible.

USF St Petersburg campus could change campus parking policy to reduce or eliminate this need. For example, not allowing freshman or lower-division students, in general, to bring vehicles to campus could reduce this gap and balance the demand and potentially reduce the amount of parking that is planned by 2025.

(E) Analysis of off-campus lands in the context area that may be available for University parking and the parking capacity of those sites

The 1995 Master Plan recommended pursuing off-campus parking only if it was economically beneficial. Shared parking opportunities should be explored and nearby vacant land identified for potential future lots. The Comprehensive Parking Master Plan completed in 2003 recommends working with Bayfront Hospital and All Children's Hospital on possible joint ventures for garage development.

Source: Chance Management, Comprehensive Parking Master Plan for University of South Florida, St. Petersburg Campus, August 2003

(F) Analysis of the impacts of off-campus University parking on context area and alternatives for minimizing these impacts

Off-campus parking that is farther away than existing lots may require the establishment of a shuttle system. It also raises issues of security, lighting, landscaping, stormwater mitigation, and the impact of parking lots or structures on the quality of the urban environment. The effect of University parking on off-campus parking resources is limited to shared parking facilities with the City and other neighboring institutions. Due to roadway improvements implemented along 6th Avenue South and 2nd Street South, 95 on street parking spaces were removed, leaving approximately 230 on-street spaces to be available in the campus vicinity.

(G) Analysis of the projected traffic volumes/capacities and levels of service on University roads and roads in the context area

In the 2010 plan update, Total Future Traffic Volume was generated based on the following methodology. This methodology was formed in discussions with the City of St Petersburg Staff:

Based on the BRT Preliminary Engineering Study mentioned in Section F of Data Requirements - Element 5, an Annual Average Growth Rate of 3.0% was calculated from 2007 to 2010, and 0.5% was calculated from 2010 to 2020 for the Context Area.
1. The Annual Average Growth Rate calculated above was then applied to the Existing Counts to derive the Background Traffic for the year 2020.

2. PM Peak hour trips calculated based on FTE numbers provided by USF staff yielded a reduction in the project trips generated. Hence project trips were not distributed over the Context Area Roads and intersections. Background Traffic calculated above was added to the existing 2010 traffic to derive Total Future Traffic.

As in the Existing analysis, Future analysis was performed using the Total Future Traffic in conjunction with existing geometry and signal timings. As in the Existing research, Future intersection analysis was conducted using HCS + version 5.3. and roadway segment analysis was performed using the FDOT 2002 LOS Handbook.

The analysis reveals that all Context Area roadway segments and intersections are expected to operate at LOS D or better in 2020. The conversion of 4th St from a one-way to a two-way component at this section has allowed a reduction in delays at 4th St & 6th Ave, and 3rd St & 5th Ave intersections. Results of the Future analysis are summarized in the following Tables.

FUTURE SEGMENT VOLUMES AND LOS FOR CONTEXT AREA ROADS

Roadway	From	To	Lanes[1]	Volume	LOS
6th Ave. S	4th St. S	3rd St. S	2U	817	D
	3rd St. S	2nd St. S	2U	556	D
	2nd St. S	1st St. S	2U	325	C
5th Ave. S	4th St. S	3rd St. S	3OW (EB)	500	C
	3rd St. S	2nd St. S	3OW (EB)	312	C
	2nd St. S	1st St. S	3OW (EB)	167	C
4th Ave. S	4th St. S	3rd St. S	2OW (WB)	751	D
	3rd St. S	2nd St. S	2OW (WB)	377	C
	2nd St. S	1st St. S	2OW (WB)	142	C
4th St. S	6th Ave. S	5th Ave. S	3OW (SB)	1119	C
	5th Ave. S	4th Ave. S	3OW (SB)	1450	D
3rd St. S	6th Ave. S	5th Ave. S	2U	956	D
	5th Ave. S	4th Ave. S	3OW (NB)	1149	D
2nd St. S	6th Ave. S	5th Ave. S	3U (1 NB, 2 SB)	326	C
	5th Ave. S	4th Ave. S	3U (1 NB, 2 SB)	281	C
1st St. S	6th Ave. S	5th Ave. S	2U	425	C
	5th Ave. S	4th Ave. S	2U	340	C

OW = One Way; EB = Eastbound; NB = Northbound;
U = Undivided; WB = Westbound; SB = Southbound

FUTURE DELAY AND LOS FOR CONTEXT AREA INTERSECTION

Intersection	Signalized	Delay (sec/veh)	LOS
4th St. S @ 6th Ave. S	Yes	21.8	C
4th St. S @ 5th Ave. S	Yes	12.7	B
4th St. S @ 4th Ave. S	Yes	14.9	B
3rd St. S @ 6th Ave. S	Yes	12.6	B
3rd St. S @ 5th Ave. S	Yes	25.1	C
3rd St. S @ 4th Ave. S	Yes	13.6	B
2nd St. S @ 6th Ave. S	No	8.35	A
2nd St. S @ 5th Ave. S	Yes	11.1	B
2nd St. S @ 4th Ave. S	Yes	12.9	B
1st St. S @ 6th Ave. S	No	10.01	B
1st St. S @ 5th Ave. S	Yes	11.6	B
1st St. S @ 4th Ave. S	No	11.8	B

(H) Analysis of improvements that would be required on-campus roadways to meet the future traffic circulation needs of the University

All on-campus roadways are considered off-campus as the public roadway grid system runs through the campus. Moreover, all the intersections and segments within the context area meet or exceed the D's standard Level of Service.

(I) Analysis of scheduled improvements that would be required to off-campus roads in the context area, based on the additional traffic projected to be generated by the University

4th Street South between 6th Avenue South to 4th Avenue South has been converted to a two-way street from its existing one-way configuration. As a result of this conversion, the four impacted intersections will experience reduced intersection delays. The intersection of 6th Avenue South at 4th Street South and 5th Avenue South at 3rd Street South will experience a reduction in delays and an improved Level of Service.

Trip generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition. As shown in the table below, it is estimated that there will be a reduction of 76 PM Peak Hour trips in the Year 2020/2021 due to the additional beds being provided.

2020/2021 Proposed Campus Development			
Description	**Number**	**Daily Trips**	**PM Peak Trips**
Full Time Equivalent (FTE)	1,965	4,667	413
Trip Reduction for Future On Campus Beds*	1,046 Beds	2,490	230
Net Trip Increase from Existing		-880	-75

* Reduction due to proposed future bed increases.

(J) Analysis of additional public or University-provided transit that will be required to meet the future needs of the University for the planning period

Coordination between USFSP, the City, and PSTA should continue to improve public transit throughout the campus area. Increasing use of transit, both University-provided and public, is something USFSP strives to achieve in light of future parking demand and as an environmental sustainability goal. The PSTA plans to add two bus rapid transit (BRT) stops on campus at Second Street South and Sixth Avenue South.

(K) Analysis of the opportunities to implement transportation system management and transportation demand management techniques and strategies to minimize off-site impacts on roadways within the context area

The following techniques are recommended for traffic mitigation:

1. Identify opportunities for off-campus and remote parking lots.
2. Enhance mass transit service.
3. Provide on-campus housing and encourage residential housing in the adjacent context area of the campus.
4. Utilize compact parking spaces.
5. Evaluate other University policies, including parking, rates, and course scheduling, for ways to minimize the impacts on traffic and parking.

Recommendations for this update include:

1. Reducing the number of permits issued by USFSP can be a long-term goal. Still, the lack of transportation alternatives makes it unlikely that significant reduction in the number of parking permits can be achieved in the short term. Permit fees have increased to help pay for the construction of the garage.
2. Increasing utilization in lots with excess capacity is another step that USFSP can take. USFSP should work with the City of St. Petersburg to ensure that parking related to the University is concentrated on the University campus as much as possible. This could include different parking regulations on surrounding streets, improving enforcement, and enhancing the walking experience from more remote lots to the campus core.
3. Increasing use of transit, both University-provided and public, is something USFSP should strive to achieve, but the goal of having 5.0 percent of students utilize transit to get to campus (as outlined in the 1995 Plan) is probably optimistic. The 1995 Plan suggested a shuttle system circulate the USFSP campus, but this shuttle would likely only reduce the need to move cars during the day and would not provide an alternative for people coming from farther away. Also, the cost-effectiveness of this shuttle is questionable.
4. The 1995 plan recommended encouraging residential housing in the adjacent context area of the campus. This could help reduce traffic in the context area if it were convenient and accessible to the campus. On-campus housing has the potential to reduce traffic congestion in the context area significantly. To help alleviate the future parking demand, a policy can only allow upperclassman to park on campus.

(L) The planned location of future facilities, with accompanying parking to serve these facilities

Phase I of a seven-level parking structure is complete. The capacity of the garage is 1,167 spaces. Phase II of the parking structure is expected to have an ability of 340 additional spaces. See sections above for further detail.

Pedestrian and Non-Vehicular Circulation Sub Element

(3) 6C-21.205 (4) Data Requirements:

(A) An Inventory of Existing Pedestrian and Non-Vehicular circulation Facilities on the University campus illustrates the facilities' location, size, and surface material.

The pedestrian system is characterized by a framework of sidewalks organized in a grid that parallels city streets' existing patterns. Crosswalks are marked at city street intersections. Additional walks connect campus buildings along pedestrian preferred paths. Shaded exterior pedestrian circulation is provided at the base of the Poynter Library, and Davis and Coquina Halls are under the cantilevered upper stories of these buildings. Pedestrian Circulation on the Peninsula is characterized by a limited number of designated walkways located primarily within the landscaped area adjacent to the northeast face of Marine Science and by shared vehicular-pedestrian circulation space on the perimeter of the Peninsula.

All walks are concrete. Walks in the area bounded by Third Street South, Sixth Avenue South, First Street South, and the seawall are generally of pinkish concrete. Campus walks are usually 6 to 8 feet wide, except for those walks on the Peninsula, which are typically 4 to 6 feet wide.

Bicycle circulation is accommodated on campus via roadways and pedestrian walks. There are designated bicycle ways or lanes along 3rd Street and 1st Street. Parking for bicycles is provided adjacent to the Poynter Library and Coquina Hall. Both of these parking areas are covered (located under the cantilevered upper floors).

(B) The planned Location of Future Facilities.

See plan recommendations in Element 5 (Academic Facilities), Element 6 (Support Facilities), and Element 10 (Utilities).

(C) An inventory of Existing Pedestrian and Non-Vehicular Circulation Facilities Located within the Context Area

Pedestrian Circulation within the context area is generally accommodated on sidewalks paralleling city streets. This system of walks is regular and relatively complete in layout. The sidewalks connect the campus to activity centers within the context area, including downtown retail, Progress Energy Center for the Arts - Mahaffey Theater and the Dali Museum to the north and northeast, and Bayfront Medical Center and All Children's Hospital to the west.

The City of St. Petersburg has prepared a pedestrian and bicycle master plan that includes an inventory of pedestrian and bicycle opportunities throughout the City. It also contains current service levels, recommended areas for pedestrian or bicycle priority, and recommended policy changes to improve pedestrian and bicycle movement throughout the City. Substantial progress has been made with increasing pedestrian and bike access throughout the City. An update on the City Trails project can be found at http://www.stpete.org/transportation/citytrails/ (accessed August 2015).
Based on the City of St. Petersburg Master Plan, the streets around the University generally have a Level of Service A or B for pedestrians though a bit lower, B to F for bicycles.

The full pedestrian and bicycle master plan can be found on the Internet at
http://www.stpete.org/parks_and_recreation/city_trails/where_to_bike_or_run.php

Data Source: http://www.stpete.org (Accessed August 2015).

(D) An inventory of the Planned Pedestrian and Non-Vehicular Circulation Facilities located in the host community in the context area, illustrating the location, size, and function planned for each facility.

Pedestrian and bicycle improvements should be incorporated with all facility projects on campus. Minimal pedestrian improvements are required in the context area because the Level of Service is already relatively high. However, there are bicycle improvements recommended.

Currently, the University has constructed significant pedestrian improvements on the campus, including the pedestrianization of Second Street South and Seventh Avenue South. Both streets have been redeveloped as pedestrian zones as part of the Harborwalk Project.

Bike lanes have been added to Third Street South and Sixth Avenue South through campus.

(E) An inventory of existing problem areas on-campus related to Pedestrian and Non-Vehicular Circulation, including accidents involving and violent crimes committed against pedestrians and bicyclists on-campus and in the context area.

There is no current data available on pedestrian and bicycle accidents on-campus or in the context area.

Pedestrian-vehicle and bicycle vehicle conflicts should be minimized within the context area roadways by adding bike lanes and maintaining/expanding the sidewalk and crosswalk areas. Plans to improve safety should include traffic calming techniques such as signing to identify driving in a University environment.

(4) 6C-21.205 (5) Analysis Requirements:

(A) An analysis of the amount and type of Pedestrian and Non-Vehicular circulation facilities that will be required to meet projected university enrollment needs, including the basis for this analysis.

The University has completed the Harborwalk Project, which has improved pedestrian conditions along the Second Street South and Seventh Avenue South corridors. Significant linkages include the Campus Activity Center to the Library, Peninsula to the Library. Along the waterfront from Poynter Park to the Peninsula are accommodated and free of vehicular conflict. The pedestrian and non-vehicular routes, especially from campus parking lots, should be continuously evaluated to provide a quality and comfortable experience for the user. With on-going campus growth north of Sixth Avenue South, including new housing, the expanded Student Living Center and expansion of the Fifth Avenue Parking Garage, as well as growth west of Third Street South, including the new College of Business and Warehouse as well as the planned student housing, pedestrian movement will be an essential consideration. For these reasons, the 2015 plan update recommends the conversion of Sixth Avenue South, Second Street South, and Thirds Street South to pedestrian streets during the 2015 to 2025 development period.

(B) An analysis assessed pedestrian and non-vehicular facilities' needs in context areas concerning those facilities serving off campus student housing areas or other off-campus student activities.

In the context area, significant linkages to be maintained or enhanced include the Peninsula west to Bayfront Medical Center and All Children's Hospital via Seventh Avenue, and along the Bayfront from Poynter Park, east along the campus core waterfront, and north along First Street to the Progress Energy Center for the Arts – Mahaffey Theater...Connections to Harbor Hall (the former Dali Museum building) are also important.

Establish additional dedicated bicycle lanes providing connectivity and appropriate signage to serve students en route to campus from residential neighborhoods.

(C) An Analysis of lighting conditions along pedestrian and non-vehicular circulation routes to identify areas where lighting is inadequate.

Pedestrian lighting along streets is adequate for general lighting but not always appropriate to a pedestrian-scaled environment. As warranted, lighting along pedestrian and non-vehicular routes should be evaluated to meet the proper illumination requirements. This enhanced lighting would give drivers the sense of arrival at the University and drive more carefully throughout the campus.