2020 - 2030
USF Master Plan Updates

Data Collection & Analysis

Element 5: Transportation

UNIVERSITY OF SOUTH FLORIDA

TAMPA CAMPUS

TABLE OF CONTENTS:

Appendix B Data Collection and Analysis (DCA)

Element 5 Transportation

Figure 5.1 Existing Parking and Vehicular Circulation System
Figure 5.2 Parking Utilization
Figure 5.3 Bull Runner Route Map
Figure 5.4 Bus Route Map
Figure 5.5 Existing and Planned Pedestrian Facilities
Figure 5.6 Existing and Planned Bicycle Facilities
Figure 5.7 Functional Roadway Classifications
Figure 5.8 Existing Average Daily Traffic Volumes (2015)

Element 5:

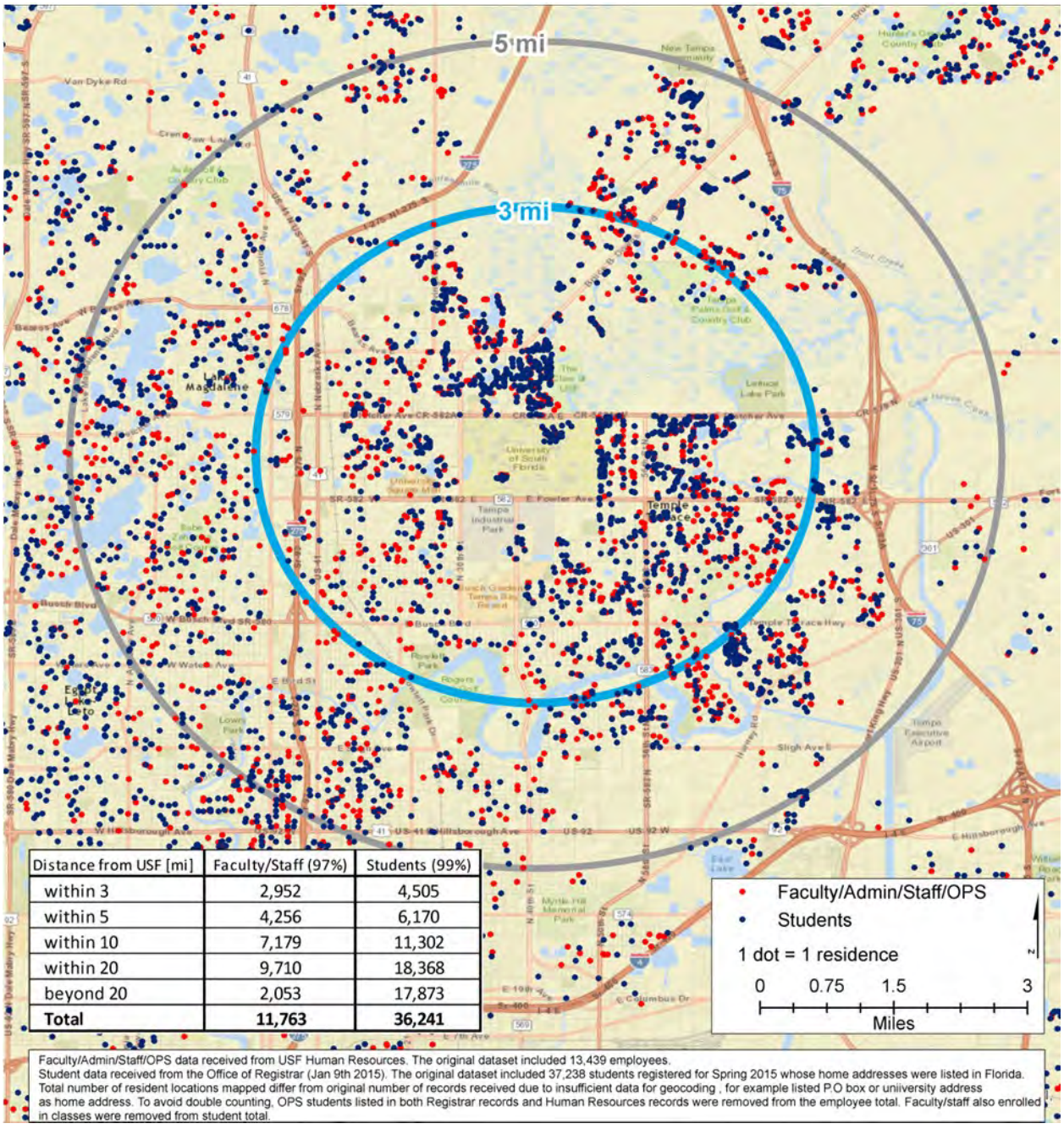
Tampa Transportation

Element 5 Transportation

This element assesses and makes transportation recommendations for integrating all modes of travel (bicycle, pedestrian, bus/transit, motor vehicle, and multi-modal means of travel) both on campus and in the off-campus planning study area. These recommendations shall coordinate policies, programs and projects with the host and/or affected local governments, as well as with other state and regional agencies.

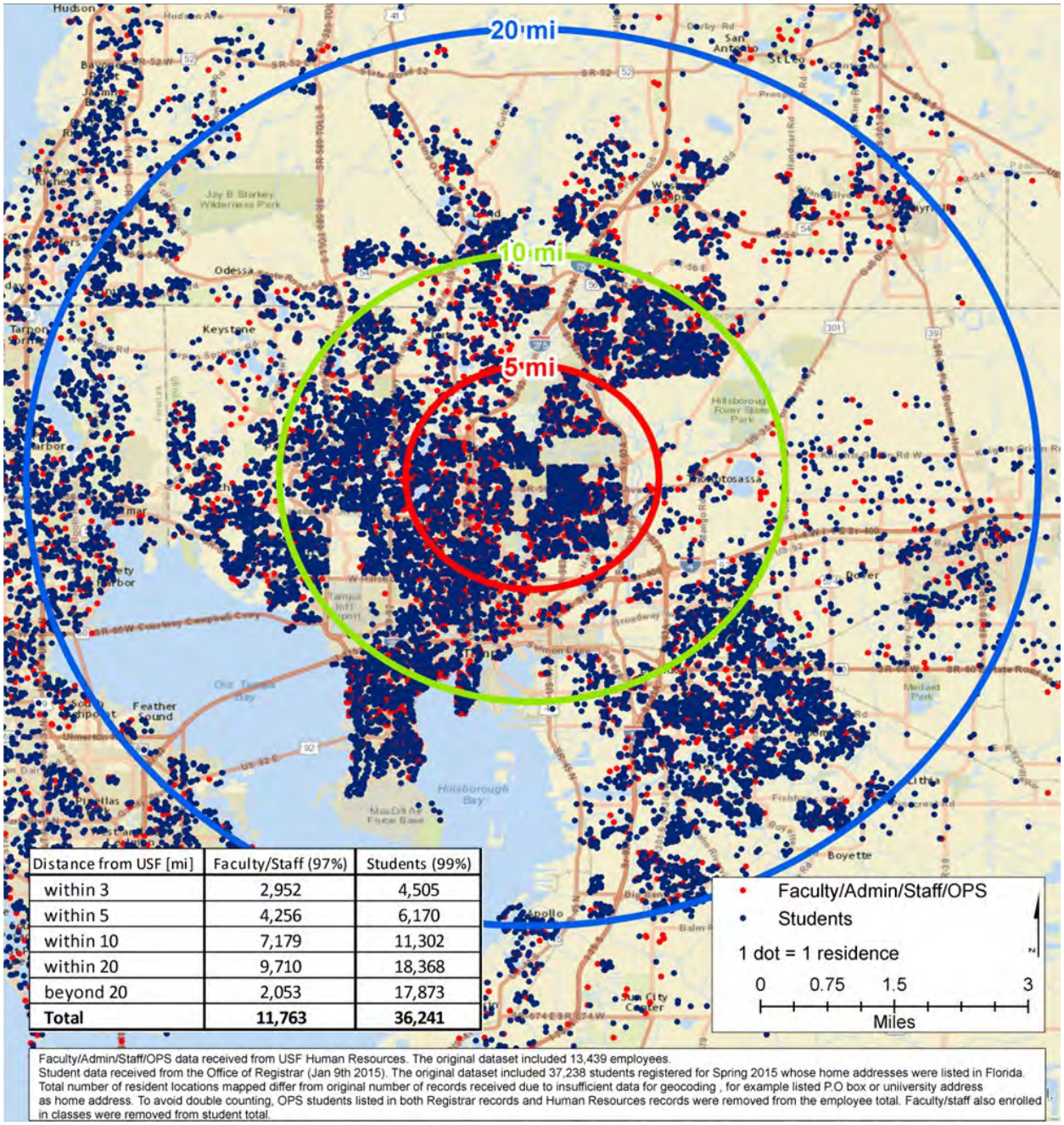
(1) TRANSPORTATION DATA AND ANALYSIS

Non-resident students, faculty, and staff are distributed across the Tampa Bay area. The number of faculty, staff, and students residents is illustrated in the dot density maps below for the 3, 5, 10, 20 mile campus radius. Note there are a few students shown with a USF address but many students living on campus most likely used a different permanent address.



Distance from USF [mi]	Faculty/Staff (97%)	Students (99%)
within 3	2,952	4,505
within 5	4,256	6,170
within 10	7,179	11,302
within 20	9,710	18,368
beyond 20	2,053	17,873
Total	**11,763**	**36,241**

Faculty/Admin/Staff/OPS data received from USF Human Resources. The original dataset included 13,439 employees.
Student data received from the Office of Registrar (Jan 9th 2015). The original dataset included 37,238 students registered for Spring 2015 whose home addresses were listed in Florida.
Total number of resident locations mapped differ from original number of records received due to insufficient data for geocoding , for example listed P.O box or uniiversity address as home address. To avoid double counting, OPS students listed in both Registrar records and Human Resources records were removed from the employee total. Faculty/staff also enrolled in classes were removed from student total.



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(a) Parking

Tampa campus conducted an inventory of University-controlled parking facilities to understand overall parking capacity and occupancy in the University parking system. The University does not control or operate any off- campus parking. Parking at the University is provided in approximately 47 separate parking lots and six parking structures on the USF campus. Students, faculty, staff, vendors, and visitors are required to display a parking pass to park on campus property. There are a variety of daily, semester, and annual passes at different rates for different users.

The University currently makes no special on-campus parking assignments for specific special events (football, basketball, baseball, swimming, auditoriums, performing arts facilities, concert halls, conference centers, etc.). Yuengling Center patrons may use the parking areas adjacent to the facility for a fee during most events. The Yuengling Center parking lots include Lots 6, 22D, 22E, and 22F, which contain a total of 1,103 parking spaces, (lot 22A is removed from inventory for Wellness facility).

Lot Observation Summary			Monday, October 7, 2019			
			Morning		Afternoon	Average
Day	Capacity	AM Count	Utilization	PM Count	Utilization	Utilization
Average	20,759	14,610	70%	17,662	85%	78%

Lot Observation Summary			Tuesday, October 15, 2019			
			Morning		Afternoon	Average
Day	Capacity	AM Count	Utilization	PM Count	Utilization	Utilization
Average	20,759	16,088	77%	17,906	86%	82%

Lot Observation Summary			Wednesday, October 23, 2019			
			Morning		Afternoon	Average
Day	Capacity	AM Count	Utilization	PM Count	Utilization	Utilization
Average	20,759	14,158	68%	18,018	87%	77%

Lot Observation Summary			Thursday, October 17, 2019			
			Morning		Afternoon	Average
Day	Capacity	AM Count	Utilization	PM Count	Utilization	Utilization
Average	20,759	14,957	72%	17,117	82%	77%

Lot Observation Summary			Thursday, October 31, 2019			
			Morning		Afternoon	Average
Day	Capacity	AM Count	Utilization	PM Count	Utilization	Utilization
Average	20,759	12,966	62%	13,810	67%	64%

Moffitt Cancer Center sublease has 1,765 parking spaces in surface and structured parking.

Lot Observation Counts as of Monday, October 7, 2019
Note Tuesdays hold the largest number of campus classes.

Lot / Designation	Capacity	AM Count	AM %	PM Count	PM %	Average
01-E	322	283	88%	306	95%	91%
02A-GZ2	210	71	34%	156	74%	54%
02C-GZ2	16	2	14%	6	35%	24%
03A-E	105	79	75%	103	98%	87%
03B-E/S/D	115	94	82%	112	98%	90%
03C-E/S	193	78	40%	174	90%	65%
03D-E/S	107	79	73%	103	97%	85%
03E-E	18	14	78%	16	87%	82%
04-E	40	31	78%	32	81%	79%
05A-Designated	124	106	85%	115	93%	89%
05B-Visitor	25	19	77%	19	74%	76%
05D-Visitor	19	7	39%	8	42%	41%
05E-R	168	163	97%	164	98%	97%
06-E/S/D	531	464	87%	396	75%	81%
07A-E	178	165	92%	167	94%	93%
07B-E	117	96	82%	114	97%	90%
07C-E	31	20	63%	22	72%	68%
08A-E	92	85	93%	86	93%	93%
08B-E/D	276	154	56%	230	83%	70%
08C-E/S	245	164	67%	220	90%	78%
09A-E/S	417	287	69%	356	85%	77%
09C-E/D	99	85	86%	87	88%	87%
11-E	67	44	65%	50	75%	70%
12-E/D	219	200	91%	201	92%	92%
14-E	67	48	72%	55	81%	77%
15-E	16	12	75%	13	80%	78%
16-R	188	182	97%	179	95%	96%
17A-R	117	115	99%	112	96%	97%
17B-S/R	449	385	86%	400	89%	87%
18B-Y/S/R/E/GZ/HE/D/WB	412	95	23%	201	49%	36%
18T-Y/S/R/E/GZ/HE/D/WB	240	38	16%	137	57%	37%
19-E/S/HE	500	304	61%	439	88%	74%
20-E/S/R	228	194	85%	193	84%	85%
21-E/S	110	100	91%	102	93%	92%
22A-E/S/D	350	174	50%	300	86%	68%
22D-E/S/D	533	331	62%	438	82%	72%
22E-E/S/D	367	34	9%	221	60%	35%

Lot / Designation	Capacity	AM Count	AM %	PM Count	PM %	Average
22F-E/S/D	198	64	32%	73	37%	35%
23A-E	136	117	86%	119	88%	87%
23B-E/D	106	83	78%	80	75%	77%
23T-E/S/D	131	88	67%	105	80%	74%
24-R	313	267	85%	288	92%	89%
25-R	127	112	88%	114	90%	89%
26-E	54	33	61%	40	74%	68%
28Sub-E	34	27	78%	24	71%	75%
29A-S	320	296	93%	316	99%	96%
29B-S	365	342	94%	362	99%	96%
30-GZ33	75	42	56%	56	75%	66%
30T-E/S	49	47	96%	46	93%	94%
31-GZ33	24	13	55%	12	48%	52%
31T-S	45	37	83%	39	86%	84%
32-E/S	477	299	63%	300	63%	63%
33-GZ33	531	324	61%	383	72%	67%
33T-S	113	109	97%	108	96%	96%
34-E/S/D	132	102	77%	119	90%	83%
35-R/S	381	257	67%	311	82%	75%
36-GZ36	246	125	51%	203	83%	67%
37-E	120	74	62%	115	96%	79%
37T-E/S	65	35	54%	64	98%	76%
38A-E/S/HE	110	101	92%	90	82%	87%
38B-E/HE	249	200	80%	204	82%	81%
38C-S/E/D/HE	297	228	77%	251	85%	81%
38D-E/S	61	57	94%	55	90%	92%
38E-E	25	22	89%	23	90%	90%
38F-E/S/HE	111	109	98%	107	96%	97%
38G-E	107	96	90%	93	87%	88%
38H-E/D	20	13	66%	12	60%	63%
38R-E/S/HE	97	80	82%	76	79%	80%
38T-E/S/D/HE	100	98	98%	88	88%	93%
38U-E/S/HE	147	143	97%	133	90%	94%
40-E/S/D	24	18	75%	16	67%	71%
41-E	60	42	71%	59	98%	84%
42-E/D	116	112	97%	110	94%	96%
43-Y/S/R/E/GZ/D	703	619	88%	602	86%	87%

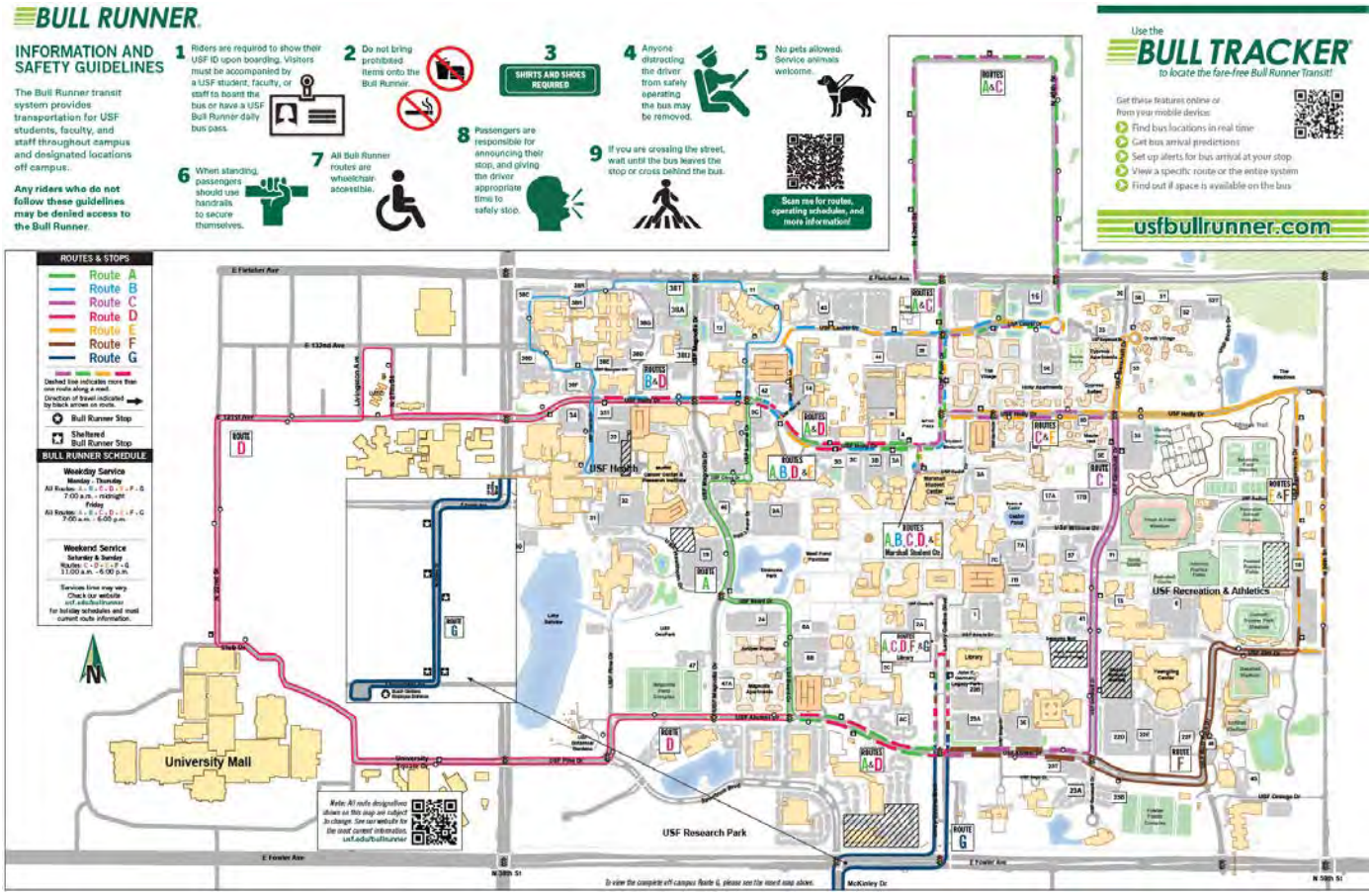
Lot / Designation	Capacity	AM Count	AM %	PM Count	PM %	Average
44-E/HE/S	76	61	81%	66	87%	84%
45-E/S	67	42	63%	51	76%	69%
46-E/HE	182	167	92%	173	95%	93%
47A-R	88	75	85%	77	88%	87%
47-E/S/D/R	109	62	57%	70	64%	61%
50-R	30	28	93%	29	95%	94%
51-R	21	21	98%	21	100%	99%
52-R	196	129	66%	124	63%	65%
52T-S/D	40	9	23%	17	42%	32%
53-R	43	41	96%	41	96%	96%
56-R	301	292	97%	293	97%	97%
APPLE-Visitor	34	18	54%	32	95%	74%
BDGL1-R/GZ8	256	199	78%	207	81%	79%
BDGL2-R/S/D	262	249	95%	251	96%	95%
BDGL3-R/S/D	262	243	93%	242	92%	93%
BDGL4-R/S/D	262	199	76%	238	91%	83%
BDGL5-S/D	262	113	43%	218	83%	63%
BDGL6-S/D	262	50	19%	191	73%	46%
BDGL7-S/D	262	15	6%	127	48%	27%
BDGL8-S/D	182	3	1%	49	27%	14%
CBGL1-S/GZ1	347	297	86%	291	84%	85%
CBGL2-S/GZ1/Visitor	322	227	71%	261	81%	76%
CBGL3-S	325	319	98%	315	97%	98%
CBGL4-S	325	284	87%	300	92%	90%
CBGL5-S	233	155	66%	196	84%	75%
Cedar Drive-EV(charging stations	7	5	66%	4	60%	63%
CHGL1-D/E/R/S	137	136	100%	136	99%	99%
CHGL2-E/S/D	139	138	99%	139	100%	100%
CHGL3-E/S/D	140	125	89%	139	99%	94%
CHGL4-E/S/D	142	101	71%	140	99%	85%
CHGL5-E/S/D	142	24	17%	110	77%	47%
CHGL6-D/E/S	113	11	10%	49	44%	27%
CIC-E/S/D	35	17	49%	16	46%	47%
Intramural Field-E	12	12	98%	12	100%	99%
LDGL1-Patient	261	210	81%	200	77%	79%
LDGL2-GZ42/Patient	268	249	93%	231	86%	90%
LDGL3-GZ42/WB	267	208	78%	197	74%	76%

Lot / Designation	Capacity	AM Count	AM %	PM Count	PM %	Average
LDGL4-S/WB	267	142	53%	155	58%	56%
LDGL5-S	267	125	47%	155	58%	52%
LDGL6-E/S/D	186	100	54%	102	55%	54%
Life Science Annex Lab	3	0	13%	0	7%	10%
Lifsey-CR	17	4	21%	1	5%	13%
Morsani Service Area	3	2	67%	2	73%	70%
Sago Drive - Designated	13	5	38%	6	48%	43%
Varsity Tennis Court-E	11	3	27%	1	13%	20%

Full Summary Report for week of Oct 7, 2019 - Oct 31, 2019
Provided by USF Parking and Transportation Services.

(b) Transit facilities and services on campus and in the planning study area include:

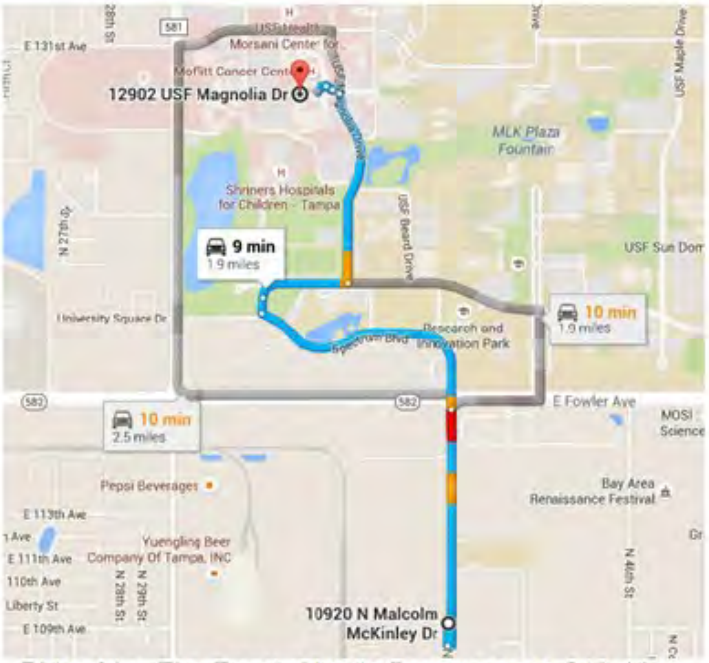
1. Service providers; Bull Runner, Moffitt (ECORT & MBC), Hart, RedCoach (one stop on Tampa campus; not in planning study area)
2. Routes; Bull Runner, Moffitt, Hart Bull Runner



Moffitt Cancer Center Shuttles

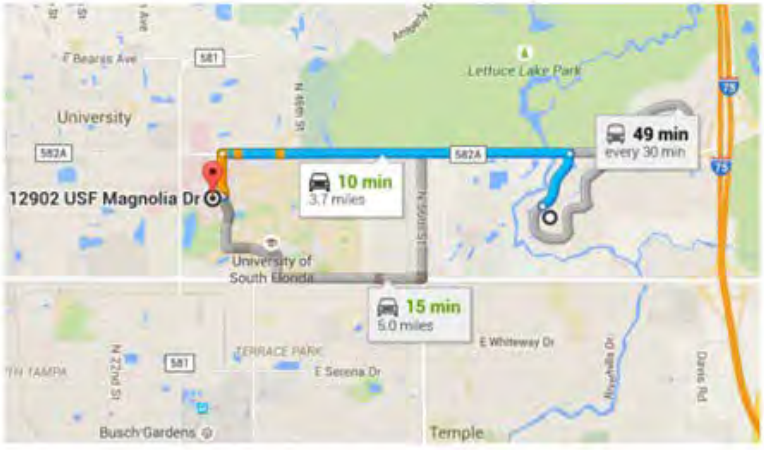
ESCOT Shuttle

Route: The Escot Shuttle Bus begins their route at the McKinley Garage at 5:45 am. The route begins going south on McKinley Dr. Then west on Bougainvillea Ave. to 30th St. North on 30th St. to Holly Dr. Then east on Holly Dr. to Magnolia Dr.
The return route to McKinley is Magnolia Dr. to USF Spectrum Blvd. via USF Pine Dr. Spectrum becomes McKinley Dr. south of Fowler Ave.
There are two buses that run approximately 12 minutes apart.



Ridership: The Escot Shuttle Bus averages 240 riders a day. Peak times are from 6:30 am to 8:30am and 4:15pm to 6:00pm.

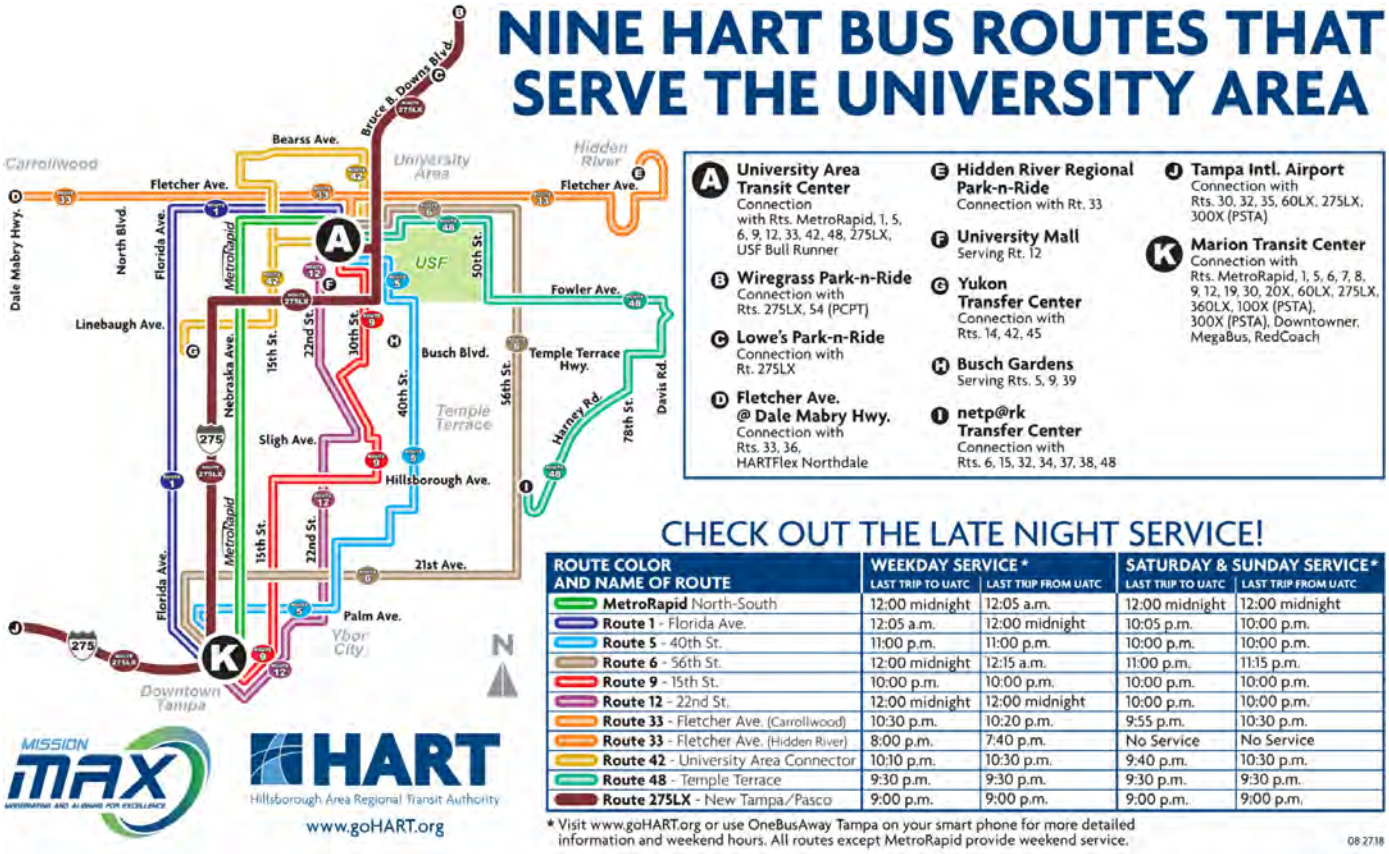
MBC Shuttle



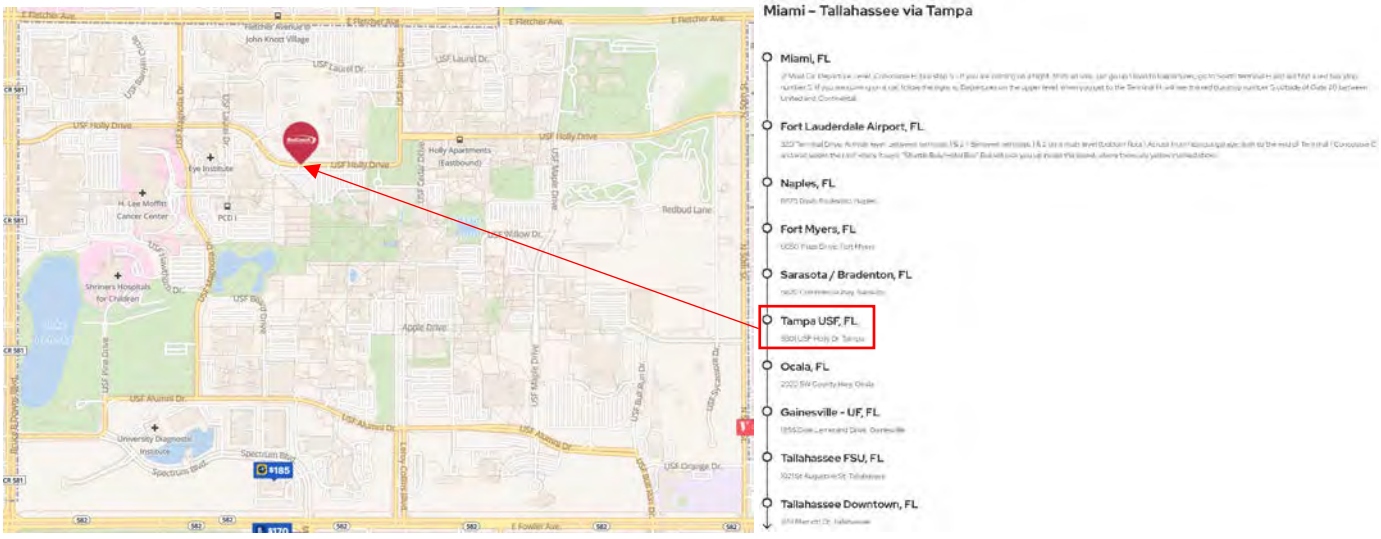
Ridership: The MBC Shuttle averages between 40 to 50 riders a day, evenly divided between a.m. and p.m. hours.

Route: The shuttle begins with a 7:40 am pick-up at MBC and is scheduled to arrive at MCC at 7:55 am. The travel route is Fletcher Ave. to Magnolia Dr., and back.
The shuttle is scheduled for a 30 minute turnaround.
During heavy afternoon traffic the shuttle will go east on Holly Dr. to take a left on Palm Dr. to access Fletcher Ave.

HART Service Routes



RedCoach USA, services from Tallahassee to Miami via USF Tampa campus.



Bull Runner

Summary	
30	Number of buses in fleet
	27 Transit Buses
	03 Charter buses
25 - 40'	Size Range
15 - 40	Seats (average = 26)
30 - 70	Maximum capacity, seated & standing (average = 47)

Note	VehicleID	Year	Make	Model	Seats	Passenger Capacity	Length	Width	GVWR
Route Bus	1701	2004	Gillig	High Floor 35'	29	59	35'	102"	30000
Route Bus	1801	2018	ElDorado	E-Z Rider II	27	40	32'	102"	34250
Route Bus	1802	2018	ElDorado	E-Z Rider II	27	40	32'	102"	34250
Route Bus	1901	2019	Eldorado	E-Z Rider II	27	40	32'	102"	34250
Route Bus	3003	2003	Blue Bird	TS - C1 FE 2509C	26	35	26'	96"	22500
Route Bus	4009	2005	Blue Bird	ULF-30	26	45	30'	102"	26455
Route Bus	4010	2005	Blue Bird	ULF-30	26	45	30'	102"	26455
Route Bus	9012	2007	Chevrolet	Glaval Titan 4500	15	30	27'	96"	17500
Support	0101	2001	Ford	Focus	5	5	178.2"	66.9"	2717
Support	0406	2004	Chevrolet	Trail Blazer	5	5	191.8"	74.7"	4425
Support	1433	2001	Chevrolet	Blazer	5	5	177.3"	67.8"	3611
Support	1602	2016	Ford	F-250	3	3	246.8"	79.9"	2894
Support	2285	1991	Mack	Tanker Truck	2	2	27'		33000
Support	3005	2003	Chevrolet	Cavalier	5	5	180.9"	68.7"	3665

3. 102 = Total number of stops

Stop number	Stop name	Lat.	Long.	Style
101	Stop 101 - Math & Engineering	28.059175	-82.413421	Shelter USF
102	Stop 102 - Library	28.059207	-82.413012	Shelter USF
108	Stop 108 - Alumni Center	28.057199	-82.411012	Lollipop Alum
110	Stop 110 - Patel Center	28.056726	-82.40831	Lollipop Alum
115	Stop 115 - Genshaft Dr at Maple Suites	28.065016	-82.408163	Shelter USF
116	Stop 116 - Tennis Courts	28.064776	-82.408054	Shelter USF
119	Stop 119 - Social Science	28.061319	-82.408776	Lollipop Alum
120	Stop 120 - CW Bill Young Hall	28.061151	-82.408648	Shelter USF
121	Stop 121 - Sessums Mall	28.060285	-82.408799	Lollipop Alum
122	Stop 122 - Recreation Center	28.060273	-82.408648	Lollipop Alum
125	Stop 125 - MUMA College of Business	28.058653	-82.408796	Lollipop Alum
126	Stop 126 - Yuengling Center west entrance	28.058807	-82.408647	Shelter USF
129	Stop 129 - MUMA College of Business south entrance	28.0573	-82.409642	Lollipop Alum
150	Stop 150 - Park and Ride Lot 18 at Holly Dr	28.065648	-82.402693	Shelter USF
154	Stop 154 - Park and Ride Lot 18 at Softball Fields	28.063067	-82.402699	Shelter USF
158	Stop 158 - Park and Ride Lot 18 at Elm Dr	28.06013	-82.402697	Shelter USF
161	Stop 161 - Lee Roy Selmon Athletics Center	28.059788	-82.404537	Lollipop Alum
162	Stop 162 - Baseball Field	28.059784	-82.404773	Lollipop Alum
165	Stop 165 - Yuengling Center east entrance	28.057618	-82.405467	Lollipop Green
166	Stop 166 - Softball Stadium	28.057674	-82.405356	Lollipop Alum
203	Stop 203 - Center for Urban Transportation Research	28.058073	-82.416129	Shelter USF
204	Stop 204 - Research Park	28.057783	-82.415798	Shelter USF
205	Stop 205 - Magnolia Apartments	28.058139	-82.41806	Lollipop Alum
206	Stop 206 - University Technology Center	28.058021	-82.417818	Lollipop Green
209	Stop 209 - Science Center	28.060066	-82.41761	Lollipop Alum
213	Stop 213 - Simmons Park	28.061265	-82.419514	Shelter USF
214	Stop 214 - Juniper-Poplar	28.059957	-82.417771	Lollipop Alum
221	Stop 221 - Psychology to MSC	28.064023	-82.419205	Lollipop Alum
222	Stop 222 - Psychology to LIB	28.064168	-82.419203	Lollipop Alum
226	Stop 226 - Moffitt Office Building	28.064852	-82.419015	Lollipop Green
230	Stop 230 - Magnolia Dr at Parking Lot 19	28.062265	-82.41951	Lollipop Green
238	Stop 238 - University Diagnostic Institute	28.058037	-82.421598	Lollipop Alum
239	Stop 239 - Magnolia Fields Complex	28.058125	-82.421609	Lollipop Alum
240	Stop 240 - Botanical Gardens to Mall	28.057765	-82.423029	Lollipop Alum
241	Stop 241 - Botanical Gardens to Library	28.057301	-82.422934	Lollipop Alum
301	Stop 301 - Theater Center	28.064859	-82.414694	Shelter USF
302	Stop 302 - Post Office	28.064944	-82.414201	Shelter USF
303	Stop 303 - Fine Arts Studio	28.064895	-82.416241	Shelter USF
304	Stop 304 - Parking and Transportation Services	28.064939	-82.416558	Shelter USF
305	Stop 305 - School of Music	28.06546	-82.417921	Shelter USF
306	Stop 306 - Central Receiving	28.06549	-82.417818	Lollipop Green
311	Stop 311 - Moffitt Research Center	28.065997	-82.41912	Lollipop Green

Stop number	Stop name	Lat.	Long.	Style
312	Stop 312 - USF Health Faculty Office Building	28.066063	-82.419212	Shelter USF
313	Stop 313 - Moffitt's Stabile Research Center	28.065974	-82.420823	Lollipop Green
314	Stop 314 - Holly Dr at Magnolia Dr	28.066069	-82.420827	Lollipop Green
315	Stop 315 - Holly Dr at Health Dr	28.065985	-82.423148	Shelter USF
316	Stop 316 - Holly Dr at Banyan Cir	28.066078	-82.423497	Lollipop Green
317	Stop 317 - Health Dr at The WELL	28.065136	-82.423631	Lollipop Alum
318	Stop 318 - College of Nursing	28.06439	-82.423773	Lollipop Alum
319	Stop 319 - Children's Medical Services	28.065978	-82.42453	Lollipop Green
320	Stop 320 - Holly Dr at The WELL	28.065699	-82.424782	Shelter USF
326	Stop 326 - Laurel Dr Parking Garage	28.066402	-82.417694	Lollipop Green
328	Stop 328 - Park and Ride Lot 43 West	28.067885	-82.416518	Shelter USF
330	Stop 330 - Park and Ride Lot 43 East	28.067715	-82.414654	Shelter USF
340	Stop 340 - Westside Conference Center	28.066842	-82.423937	Shelter USF
342	Stop 342 - College of Public Health	28.067233	-82.424983	Lollipop Alum
344	Stop 344 - Northwest Education Complex	28.067988	-82.425404	Lollipop Alum
346	Stop 346 - Chiles Center	28.068788	-82.423398	Lollipop Alum
348	Stop 348 - School of Physical Therapy	28.068425	-82.41828	Lollipop Alum
350	Stop 350 - Child Development Center	28.067518	-82.418725	Lollipop Alum
352	Stop 352 - Morsani Advanced Healthcare	28.066996	-82.41901	Lollipop Alum
401	Stop 401 - Marshall Student Center	28.064292	-82.413807	Shelter USF
411	Stop 411 - Palm Dr at Laurel Dr	28.067995	-82.413269	Shelter USF
414	Stop 414 - The Village Palm Dr entrance	28.066517	-82.413167	Shelter USF
418	Stop 418 - The Village Holly Dr entrance	28.065784	-82.411891	Shelter USF
421	Stop 421 - North Campus Mail Center	28.065656	-82.411269	Lollipop Green
425	Stop 425 - Holly Dr at Maple Suites	28.065666	-82.409483	Lollipop Alum
426	Stop 426 - Holly Drive Apartments	28.065761	-82.409933	Lollipop Green
430	Stop 430 - Cypress Apartments	28.066647	-82.40803	Shelter USF
432	Stop 432 - Greek Village	28.067751	-82.407601	Shelter USF
445	Stop 445 - Parking Lot 35	28.065637	-82.407396	Lollipop Green
446	Stop 446 - Greek Park	28.065764	-82.40739	Lollipop Green
449	Stop 449 - Holly Dr at 50th St	28.066302	-82.402379	Lollipop Alum
501	Stop 501 - McKinley Dr at Fowler Ave	28.053438	-82.416371	Shelter HART
503	Stop 503 - Moffitt McKinley Campus	28.050864	-82.416401	Shelter HART
504	Stop 504 - McKinley Dr to LIB	28.050517	-82.416145	Shelter HART
505	Stop 505 - McKinley Dr at Bougainvillea Ave	28.044231	-82.416411	Shelter HART
508	Stop 508 - McKinley Dr at Bougainvillea Ave to LIB	28.044221	-82.416141	Shelter HART
601	Stop 601 - Busch Gardens employee entrance	28.043489	-82.419828	Lollipop Alum
700	Stop 700 - The Standard to MSC	28.057003	-82.428413	Shelter
701	Stop 701 - The Standard to LIB	28.056951	-82.428143	Lollipop Alum
708	Stop 708 - University Mall to LIB	28.059162	-82.434722	Lollipop Wall
709	Stop 709 - University Mall to MSC	28.058092	-82.434953	Lollipop Wall
712	Stop 712 - N 22nd St to MSC	28.063339	-82.43456	Shelter HART
713	Stop 713 - N 22nd St to LIB	28.063346	-82.434642	Shelter HART
715	Stop 715 - UATC to MSC	28.066984	-82.429449	Lollipop Alum
716	Stop 716 - UATC to LIB	28.065564	-82.42987	Lollipop Alum
717	Stop 717 - E 131st Ave to LIB	28.065505	-82.432496	Lollipop HART
718	Stop 718 - E 131st Ave to LIB	28.065555	-82.432391	Lollipop HART
801	Stop 801 - N 46th St at The Claw	28.0723	-82.40991	Shelter USF
803	Stop 803 - N 46th St at Shadow Moss Ln	28.075023	-82.409953	Lollipop Alum
807	Stop 807 - N 46th St at USF Golf Center	28.077039	-82.409994	Lollipop Alum
813	Stop 813 - Skipper Rd at Grenadine Dr	28.080382	-82.411371	Lollipop Alum
815	Stop 815 - Skipper Rd at 43rd St	28.080391	-82.412428	Shelter USF
821	Stop 821 - N 42nd St at Hellenic Dr	28.078266	-82.414147	Shelter HART
827	Stop 827 - N 42nd St at Cambridge Woods Dr	28.076153	-82.414054	Lollipop Alum
829	Stop 829 - N 42nd St at Rocky Circle	28.072141	-82.414037	Shelter HART
905	Stop 905 - N 50th St at Bordeaux Village Pl	28.063081	-82.401946	Lollipop HART
911	Stop 911 - N 50th St at Elm Dr	28.060482	-82.401919	Lollipop Alum
966	Stop 966 - The Hub	28.067926	-82.411776	Shelter USF
970	Stop 970 - Parking Lot 56	28.06792	-82.410473	Lollipop Alum
971	Stop 971 - Publix	28.068008	-82.411739	Lollipop Alum

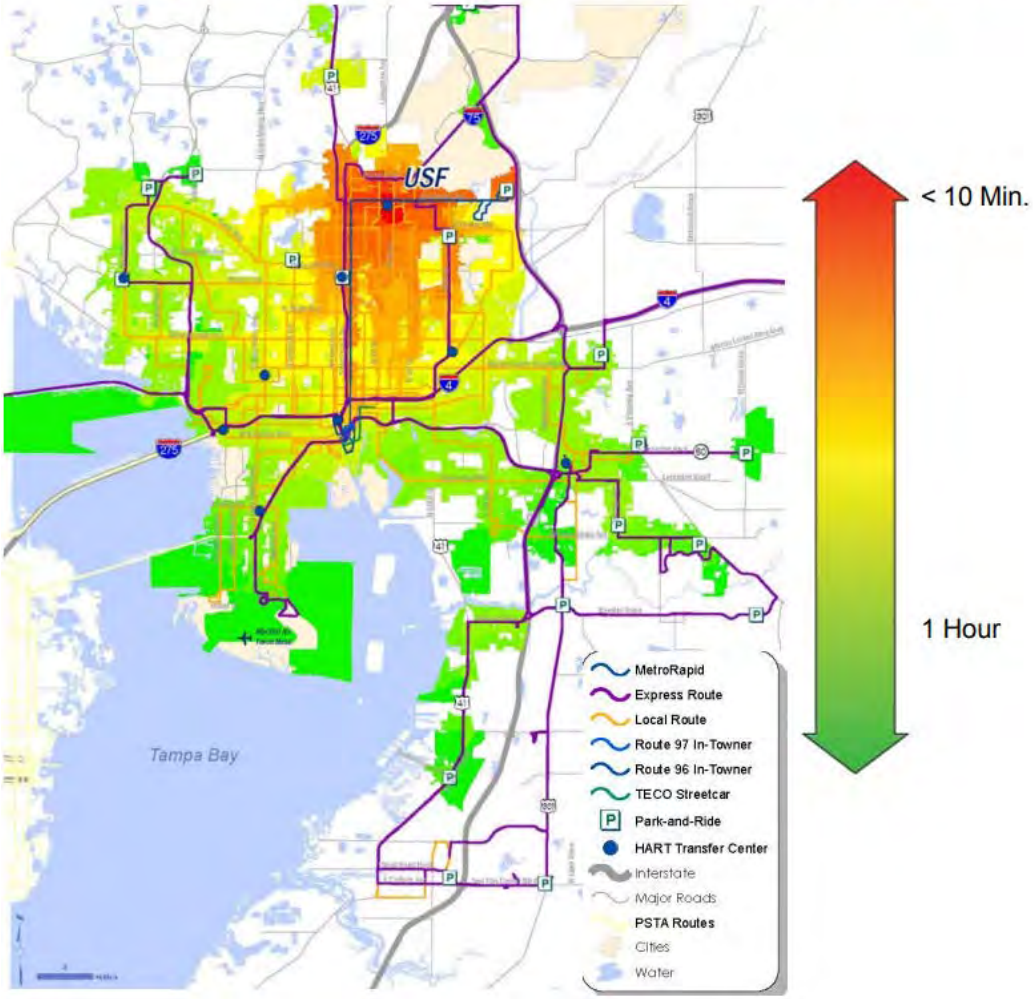
4. Transit frequency of service
5. Ridership
    - Bull Runner, 12 min. headway; Moffitt, 8 – 12 minutes
    - The following HART routes serve the USF area:

Route	FAC & Staff	Students	Total Rides	Frequency
1	1,434	10,495	11,929	30
5	662	4,840	5,502	60
6	1,677	40,413	42,090	20
9	693	4,451	5,144	60
12	954	8,775	9,729	30
33	253	5,671	5,924	60
42	228	8,910	9,138	30
44	62	4,815	4,877	60
45	363	6,865	7,228	30
48	612	13,322	13,934	60
275LX	114	7,643	7,757	60
400	854	5,830	6,684	30

University of South Florida

The USF area is located northeast of Downtown Tampa. Ten HART routes and a MetroRapid route serve the area and connect at the nearby University Area Transit Center (UATC). Accessibility to the areas surrounding USF is fairly high and second only to Downtown accessibility. Approximately 5 percent of the county's population lives within a 30-minute transit ride from USF, and 18 percent lives within a 60-minute ride. Approximately 10 percent and 25 percent of the county's employment is located within a 30-minute and 60-minute transit ride from USF, respectively.

Figure 3-7: University of South Florida Accessibility/Transit Travel Shed



6. Vehicle capacity

The Bull Runner fleet has a fleet ranging from 25' – 40' with average seating of 25 and average maximum capacity of 40

Moffitt: 36 seats

HART: 39 seats + 19 standing

Alternative Transportation options are listed with connective links on the USF Parking and Transportation web site: https://www.usf.edu/administrative-services/parking/

(c) Facilities and services for bicycling and walking

Pedestrians and bicyclists significantly outnumber vehicles on most college campuses. Campus sustainability is dependent on the adequacy of facilities in order to accommodate the high number of trips generated from pedestrians and bicyclists. Facilities accommodating these mode choices include bicycle lanes, and sidewalks and pedestrian pathways which are present throughout the campus. Along the perimeter roads of the campus, sidewalks are present along Fowler Avenue, Fletcher Avenue, 50th Street, and newly constructed along Bruce B. Downs Boulevard. Crosswalks are marked at most intersections and numerous mid-block locations throughout campus and at gateway intersections along the campus perimeter. Rapid Flashing Beacons (RRFB) are positioned at high traffic mid-block crossing to emphasize pedestrian in the crosswalk on Alumni Drive and Research Park, between CMS and MDA, as well as on Palm Drive and Mulberry Lane across from The Village Housing.

Bicycle lanes are provided on roadways or pathways throughout the campus. Existing bicycle lanes are present along one or both sides of sections of Magnolia Drive, Leroy Collins Boulevard, Beard Drive, Holly Drive, Genshaft Drive, Palm Drive, Alumni Drive, Elm Drive, Willow Drive, and Laurel Drive (east of Palm Drive). Bicycle signage is posted along selected bicycle lanes within campus. Bicycle lanes are also marked on all public roadways surrounding the campus (Fowler Avenue, Bruce B. Downs Boulevard, Fletcher Avenue, and 50th Street) as well as at intersections with right-turn lanes. Lanes for bicycle traffic proceeding straight through an intersection are typically marked to the left of right-turning vehicle traffic.

Figure 5-6, Existing and Planned Bicycle Facilities, shows the locations of existing and proposed bicycle lanes. The completion of the bicycle lane network is very important for the safety of bicyclists on campus, as it designates a separate space for bicyclists to ride, reduces dangerous sidewalk riding, improves predictability for bicycle movements, sends a message to motorists that bicyclists have rights and responsibilities as roadway users, and encourages operation of one's bicycle according to Florida state rules of the road. Current University policy provides for the establishment of bicycle lanes concurrent with the construction of other planned roadway improvements, such as widening and new roadways. Such roadway improvements are sometimes completed in small segments. As a result, several existing bicycle lanes abruptly end at a midblock location. Until funding is available, in locations where there are no bike lanes or incomplete bike lanes, sharrows are recommended to be considered to be marked on the roadway surface, according to MUTCD guidelines. Sharrows reduce wrong way riding by bicyclists, indicate to motorists where bicyclists are likely to be positioned and encourage safe passing.

USF and other organizations offer services and benefits to encourage the USF community to use bicycles. The USF Outdoor Recreation Program operates a bike shop with maintenance personnel in the Recreation Building. , as well as the bike rental program, Coast Bikes (now HOPR). Bikepool is a free service offered by TBARTA that matches bicycle commuters with one another. The goal of the Bikepool program is to encourage more residents of the Tampa Bay region to try commuting by bike.

https://www.usf.edu/student-affairs/campus-rec/outdoor-recreation/outdoor-resource-center.aspx

The University is named a Silver-Level Bicycle Friendly University by National League of American Bicyclists.

Approximately 1600 racks with typically storage for 2 bicycles each, yields existing storage capacity of 3,074 bicycles. In addition, approximately 60 bike racks are in the process of installation.

Current pedestrian and bicycle challenges include:

- The volume of students traveling by foot, bicycle, and skateboard to the northern off-campus neighborhoods crossing to campus at USF Palm and Fletcher.
- On-campus vehicle conflicts: USF East Holly Dr between USF Genshaft and USF Palm, Leroy Collins Blvd at the Library, USF Genshaft Dr between the Yuengling Center and the Muma College of Business.
- Shared use of sidewalks by pedestrians, bicyclists, and golf carts.

WalkWise Tampa Bay is a program managed by the Center for Urban Transportation Research providing free interactive pedestrian safety

presentations to USF students and employees. USF has continued to plant shade trees along sidewalks and bikelanes to increase the comfort of those using them. Sections of bike lanes and sidewalks have been constructed on campus including:

- East USF Holly between USF Genshaft and 50th St.
- USF Elm between Bull Run and 50th St
- USF Pine Drive to Bruce B Downs
- Short sections of USF Magnolia and USF Palm at Fletcher
- Diagonal section connecting USF Holly Dr and USF Palm Dr
- Along new extension of USF Laurel Dr between Publix and The Village
- Along Bruce D Downs between USF Pine Dr and USF Holly Dr

(d) Transportation Demand Management (TDM) strategies

The existing USF TDM programs are primarily focused on the existing transit services and some additional commuter flexibility services. Additional or expanded TDM programs would support the University's goals of reducing single occupant vehicles and developing more sustainable transportation patterns throughout the campus and community. The following is a list of additional measures, representing a range of options to consider for incorporation into its TDM program:

- Provide Additional Student Housing – Increasing the proportion of students living on or adjacent to the campus can significantly reduce the level of trip activity associated with student commuting.
- Bicycling Improvements (pathways, intersections, showers, racks) – The University is providing additional bicycle lanes and should consider further safety improvement on campus roadways. Additionally, bicyclist amenities, like access to shower facilities in new and renovated buildings would aid and encourage bicycle commuters. Expansion of the bicycle sharing program could also reduce vehicle dependence within the USF community. USF-related bicycle trips are generally possible within five miles of the campus, depending on the presence and quality of bicycle facilities that provide casual bicyclists with sufficient comfort to consider bicycle travel as a viable alternative to vehicles.
- Pedestrian Improvements (sidewalks, signal priority, street trees, etc.) – Improvements to the pedestrian environment both on and off-campus are essential to demonstrating to commuters that walking is a viable alternative to driving to campus. Pedestrians are typically willing to walk distances up to ¾ mile, which corresponds to a 15-minute walk, to and from a campus.
- No Parking Expansion –The University would maintain its current parking supply and not build additional spaces to accommodate increased parking demand.
- Consider a staged approach to the decision whether to build two additional parking structures in Zones 1 and 3. For example, a funded plan for coordinated TDM strategy implementation should be included in the Master Plan to achieve a 10% reduction in parking demand by providing effective transportation options to single-occupant vehicle travel. If TDM strategy implementation does not achieve the necessary parking demand reduction, then plans for parking structure building could be triggered.
- It is recommended to provide real time message signs at parking facilities and smartphone apps that indicate the availability of parking spaces. This can reduce circulating and increase the effective capacity of the parking facility.
- Parking Price Increase – An aggressive pricing approach (i.e. across-the board fee increase) would help the University decrease the number of single occupant vehicles that travel to campus. Some institutions vary their permit prices based on parking location, which can influence some commuters to use transit or carpool.
- If new parking structures are built, then the raised parking fees would likely go toward paying for the garages. Instituting TDM strategies does not necessarily require raising parking fees. If increasing parking fees is used as a TDM strategy (whether for this purpose alone, or as an addition to increases required to pay for any new parking garages), then those raised revenues can get channeled back into bolstering alternative transportation facilities and services, such as the Bull Runner Shuttle. Paying for TDM strategies (executed properly and on a scale that yields a measurable difference) is not a "forfeiture" of University funding and resources. It is an investment in a more effective, affordable and sustainable transportation system for the campus, and needs to be consistently expressed as such.
- Restrict parking permit access based upon progress through a degree program, such as prohibiting freshman from having cars on campus. Although USF is making strides in providing on-campus student housing, USF attracts many nontraditional students.
- Many freshmen hold down jobs and need the use of a car. Additionally, this strategy would send the wrong message that allowing upperclassmen to have parking permits is a reward. Parking permit privileges for driving alone should never be a reward. Instead, continue to incentivize parking for doing the right things, such as carpooling, or at least driving a smaller car.
- Parking Permit Buyback – A permit buyback program rewards current parking permit holders by paying commuters to surrender their parking permit and choosing an alternative commute mode (i.e. rideshare, transit, bicycling, or walking). The program can also be structured to reward anyone currently using alternative transportation modes.
- Housing Incentives – Some institutions provide subsidies to employees who purchase homes in proximity to their workplace to incentivize their employees to commute by walking or bicycling. Some states maintain commute-distance-based housing subsidy programs for employers to offer to their employees.

- TDM Coordinator –A full-time TDM coordinator can be very helpful to coordinate changes with local and regional transpiration authorities, assist commuters with their options, provide program marketing, and assess effectiveness. A key function for a TDM coordinator would be to develop systems for commuters to find appropriate ride share partners.
- Commuter Membership Program – An alternative commuter program could be created, so the University can track participation, commuting behavior, and market program updates. To market the program, the use of rewards, prize drawings, and refer-a-friend bonuses can help increase participation. For instance, a modest financial reward could be provided for people who commute to campus by bicycle or walking. This reward could either be a direct cash reward, or could be provided through an outside service provider through a sponsored reward program (i.e. www.muride.com).
- Member Spot-Rewards – Providing spot rewards as overall transportation milestones are achieved would help maintain interest in alternative commuting and possibly lure new participants while encouraging the USF community to work together on achieving mode split or parking goals.
- Transportation Events – Campus-wide events, like employee and new student orientations provide great forums to communicate commuting options before people have already developed a travel pattern. The TDM manager would emphasize the cost savings and ecological benefits of alternative commutes, while providing guidance to individuals wondering what the most appropriate option is for them.
- Transit Advocacy/Coordination – The University should continue to offer the HART U- pass and seek additional opportunities to coordinate with HART, TBARTA, or other transit providers and connect USF systems to others. USF should also consider new opportunities to provide transit service to off-campus housing to maximize the proportion of students and staff using transit options to travel to the campus.
- Transit Financial Incentives – The University could better publicize the HART Pass and pre-tax payroll deduction for transit expenses. Other financial incentives for transit use could also be considered.
- Flexible Work Arrangements – Telecommuting has the clear benefit of taking commuters off the road. Permitting flexible schedules would help shift commuters to different time schedules and may help reduce congestion at the typical peak hours.
- Occasional Parking Program – This program provides flexibility to commuters who transition to alternative modes by allowing commuters who choose to relinquish their parking permits to still occasionally park on campus.
- Program Marketing – Frequent communications, including email newsletters, articles in student and faculty newspapers, print advertisements, banners, and involvement in University events would help increase the recognition and benefits of alternative commuting.
- Website Enhancements – The TDM website could be enhanced present a more interactive and impressive resource for information on different commuting options. Attention would continue to be given to the various resources available to the campus community and the ecological and economic benefits of non-single occupancy vehicle commutes.
- Pre-tax payroll deduction could be expanded to include the option to purchase transit and vanpool fares with pre-tax dollars.
- In addition to riders' use of their smartphones, include the placement of more monitoring screens in lobbies of campus buildings to display Bull Runner Shuttle location and service updates.

The discussion of TDM strategies includes a recommendation to provide additional student housing to reduce student commuting activity yet there are concerns cited regarding insufficient proximate parking for student housing, both for convenience and for safety concerns at night. Some students do need cars and proximate access and this option should be available. But it should also be a focus to make resident student life easy without a car. Those resident students who desire a car on campus but not for regular use could have the opportunity to purchase a discounted parking permit for a parking space in a remote lot that is served by the Bull Runner. Supporting services to reduce the need for a car, in addition to Zipcar for short term car rental, USF is testing RideFlag carpooling with CUTR's collaboration, and TBARTA's Commute Tampa Bay program is available, as well as the USF Safe Team which provides golf cart service on-call between classes, residence halls, and parking lots.

USF plays an active role in the New North Transportation Alliance (NNTA), a public/private partnership. The New North Transportation Alliance (NNTA) is a public-private partnership in Northeast Tampa that provides a forum for businesses, local governments, residents, and commuters to address the transportation needs of the area. The group's purpose is to improve and expand transportation options for all travelers in the New North area. NNTA receives funding from the Florida Department of Transportation (District Seven), Hillsborough County, and the University of South Florida.

NNTA already attempts to do many of the TDM strategies listed in the draft Campus Master Plan, without any direct funding support of the University. NNTA receives funding from FDOT to provide a forum, technical support and promotional services to all businesses and government partners throughout the entire New North service area. Because of USF's size and influence, the funding by the University of its own TDM program is especially important. NNTA also advocates for traffic congestion relief on roadways adjacent to the campus and fosters public-private partnering on solutions.

The USF Center for Urban Transportation Research (CUTR) is a leader in Transportation Demand Management research and advocacy.

CUTR maintains excellent resources for the USF community and other area employers to utilize in starting or refining TDM programs. CUTR staff can be consulted and utilized to research and develop effective TDM programs that are appropriate for the University. Other resources can be found at: https://www.cutr.usf.edu/.

(e) Safety of the on-campus transportation system

The University of South Florida places a priority on safety for its students, employees, and visitors. USF maintains evacuation and emergency plans, and coordinates with neighboring jurisdictions, in the event of severe weather. USF and surrounding communities have implemented pedestrian treatments and bicycle lanes to provide non-vehicular traffic with safe and dedicated facilities. Traffic calming measures, such as raised crosswalks, have been installed to improve pedestrian and bicyclist safety. As the result of a speed limit study by USF Center for Transportation Research (CUTR), consistent posted speed limits of 25 miles per hour were implemented campus-wide on roadways also encourage slower speeds on campus. USF provides lighting on most major roadways and pedestrian pathways to reduce potential conflicts and other safety concerns during dark conditions.

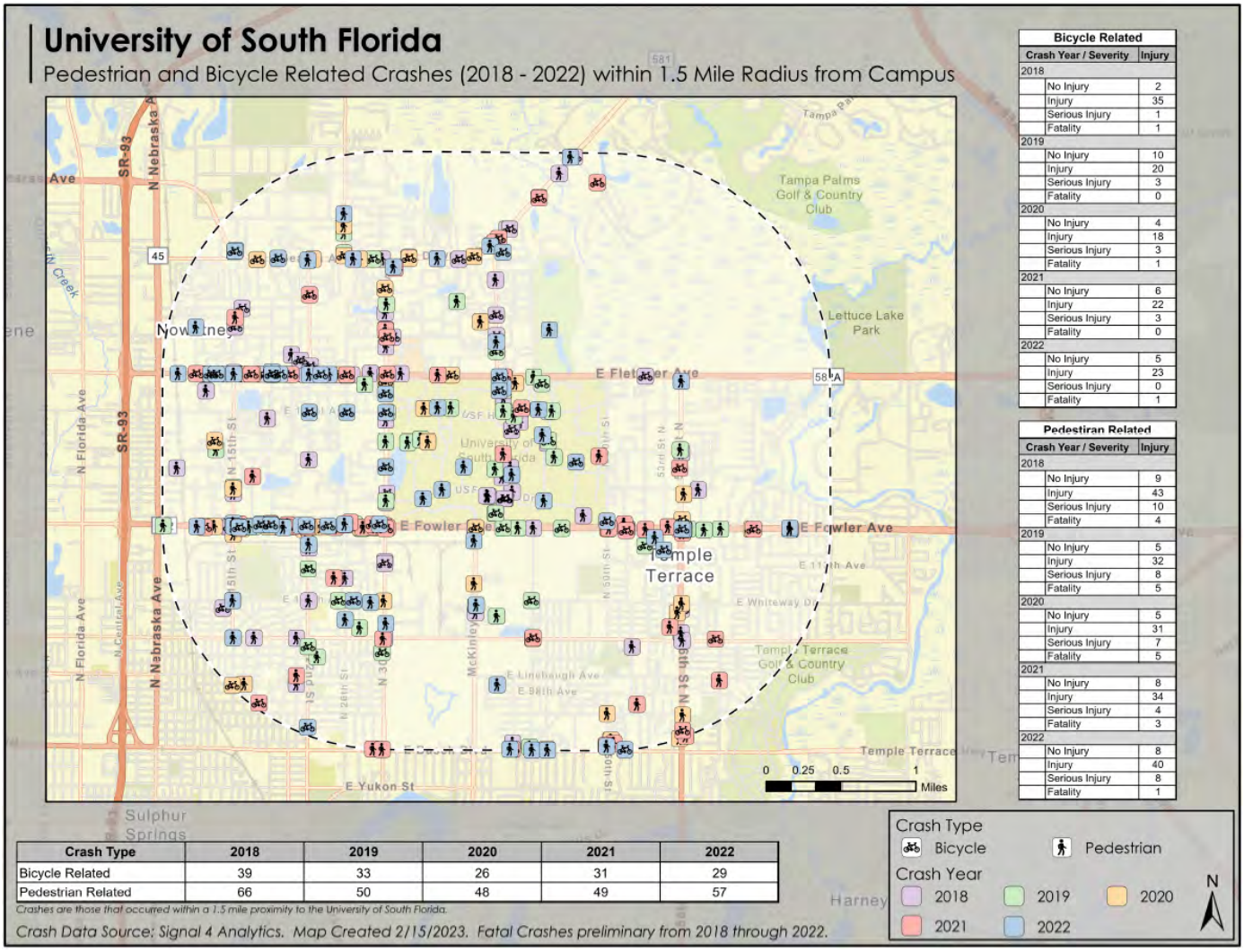
Hillsborough County has made significant safety improvements west of campus on Fletcher, east of campus on 50th St, and completed construction of a continuous sidewalk along the north edge of campus on Fletcher and west edge of campus on Bruce B Downs Blvd with dedicated bike lane. USF continues to work with Hillsborough County to improve pedestrian and bicycle safety along roads that provide access to the campus.

University Police publishes an Annual Security and Fire Safety Report (ASR) and distributes it to all current students and employees. Such publication and distribution of the ASR is an important part of our ongoing effort to encourage all USF Community members to be aware of safety concerns, to report issues, and to prevent crime. Briefly, the ASR contains information about USF policies and procedures regarding campus security, fire safety, emergency response and evacuation procedures, sexual assault, missing student notification, and other matters as required by The Jeanne Clery Disclosure of Campus Security Policy and Campus Crime Statistics Act (the “Clery Act”). The ASR also contains statistics for the previous three calendar years concerning reported crimes occurring on the USF campus; in certain off-campus buildings or property owned or controlled by USF; and on public property within, or immediately adjacent to and accessible from, the USF campus. The Security and Fire Safety Report is available on the USF Police Department web site at: https://www.usf.edu/administrative-services/university-police/your-safety/campus-safety-guide.aspx.

Traffic crash data for bicycles; pedestrians and motor vehicles: Maps below based on data provided by USF Police. Data spreadsheets are available upon request.

Lighting assessment for bicycle and pedestrian facilities: Lighting assessments are done on an annual basis with students, USF Police and others to determine additional campus lighting needs. “Nite” Walk findings are available upon request.

Pedestrian, bicycle, skateboard accident locations (2018-2022) within 1.5 radius from Tampa Campus



Bicycle Related	
Crash Year / Severity	Injury
2018	
No Injury	2
Injury	35
Serious Injury	1
Fatality	1
2019	
No Injury	10
Injury	20
Serious Injury	3
Fatality	0
2020	
No Injury	4
Injury	18
Serious Injury	3
Fatality	1
2021	
No Injury	6
Injury	22
Serious Injury	3
Fatality	0
2022	
No Injury	5
Injury	23
Serious Injury	0
Fatality	1

Pedestrian Related	
Crash Year / Severity	Injury
2018	
No Injury	9
Injury	43
Serious Injury	10
Fatality	4
2019	
No Injury	5
Injury	32
Serious Injury	8
Fatality	5
2020	
No Injury	5
Injury	31
Serious Injury	7
Fatality	5
2021	
No Injury	8
Injury	34
Serious Injury	4
Fatality	3
2022	
No Injury	8
Injury	40
Serious Injury	8
Fatality	1

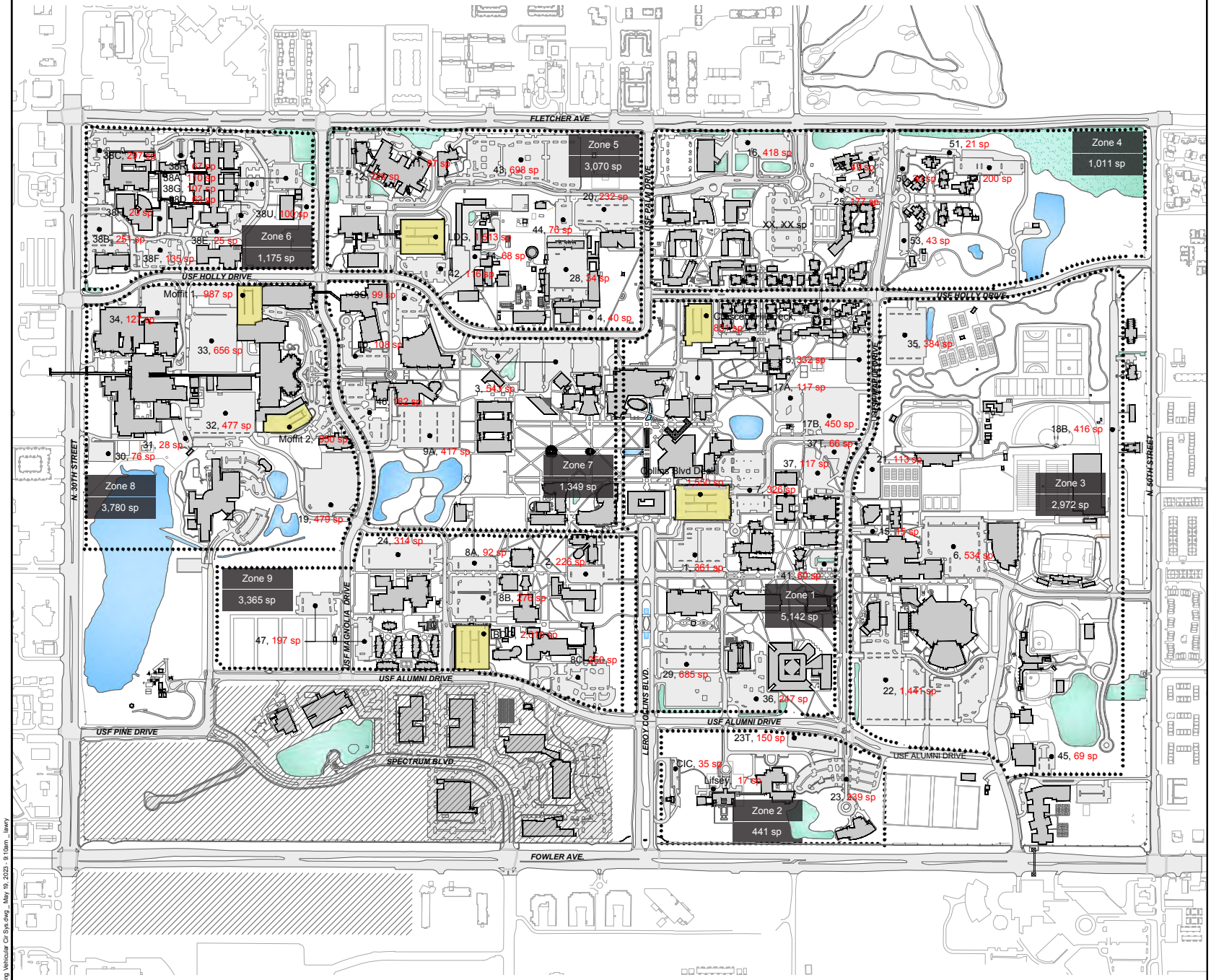
Crash Type	2018	2019	2020	2021	2022
Bicycle Related	39	33	26	31	29
Pedestrian Related	66	50	48	49	57

Crashes are those that occurred within a 1.5 mile proximity to the University of South Florida.

(f) Planned new roads, road modifications, and other planned transportation system modifications.

USF has expanded the Bull Runner shuttle service to the south of the campus.

- New proposed roads include (require coordination with Hillsborough County):
  - Extension of USF Dogwood Dr. from USF Laurel Drive to USF Genshaft Drive to facilitate closing East USF Holly Dr between USF Palm and USF Genshaft except to bicycles, transit, emergency, service, and move-in move out. This will create a more safe pedestrian connection of the residential students living north of USF Holly. Provide a connection north to Fletcher and 46th Street at the existing traffic signal.
  - Extend USF Hawthorn from USF Magnolia to Bruce B Downs to alleviate long wait times at USF Pine and USF West Holly at peak hour.



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

- Surface Parking
- Structured Parking
- #, # sp Lot #, Space #

Area Not Included in Campus Master Plan

Notes

Based on utilization observation 10/14/2014

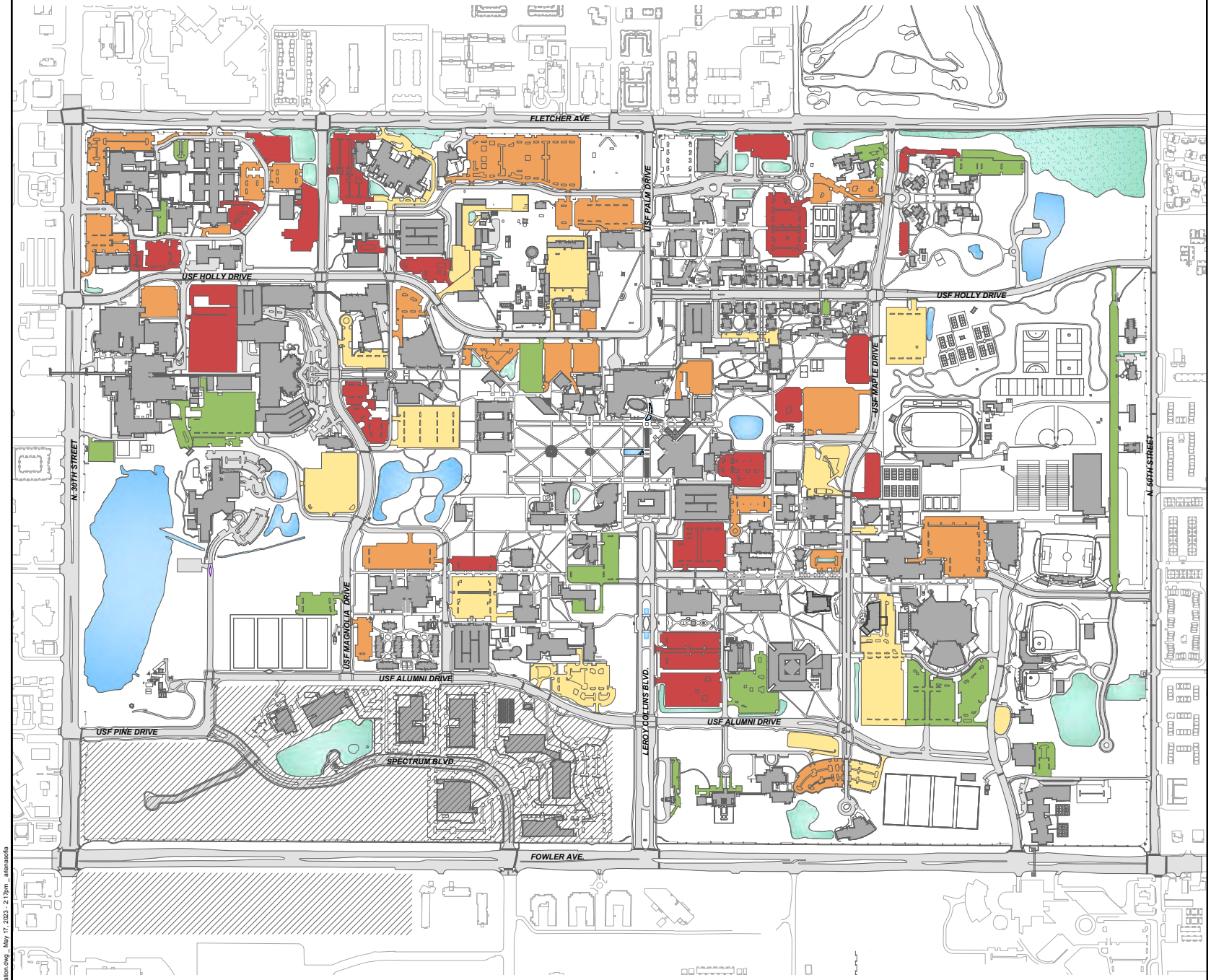
Element 5
Transportation

Figure 5.1
Existing Parking and Vehicular Circulation System

Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.1_Existing Parking Vehicular Cir Sys.dwg _ May 19, 2023 - 9:10am _ lawry



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

- >90%
- 80 - 90%
- 70 - 80%
- <70%

Area Not Included in Campus Master Plan

Notes

Based on utilization observation 10/14/2014

Element 5
Transportation

Figure 5.2
Parking Utilization

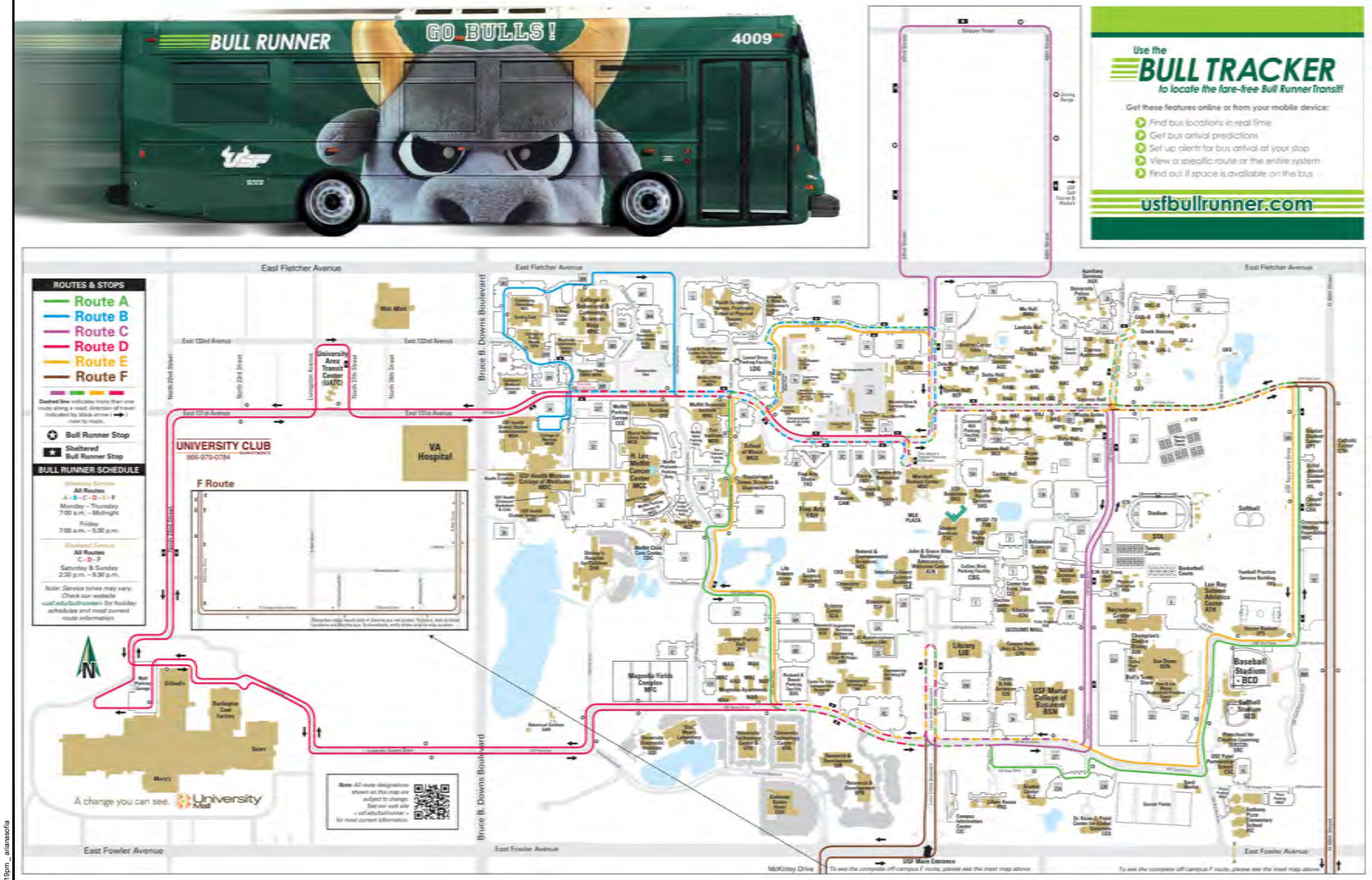
Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.2_Parking Utilization.dwg, May 17, 2023 - 2:17pm, atanasofa

UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update



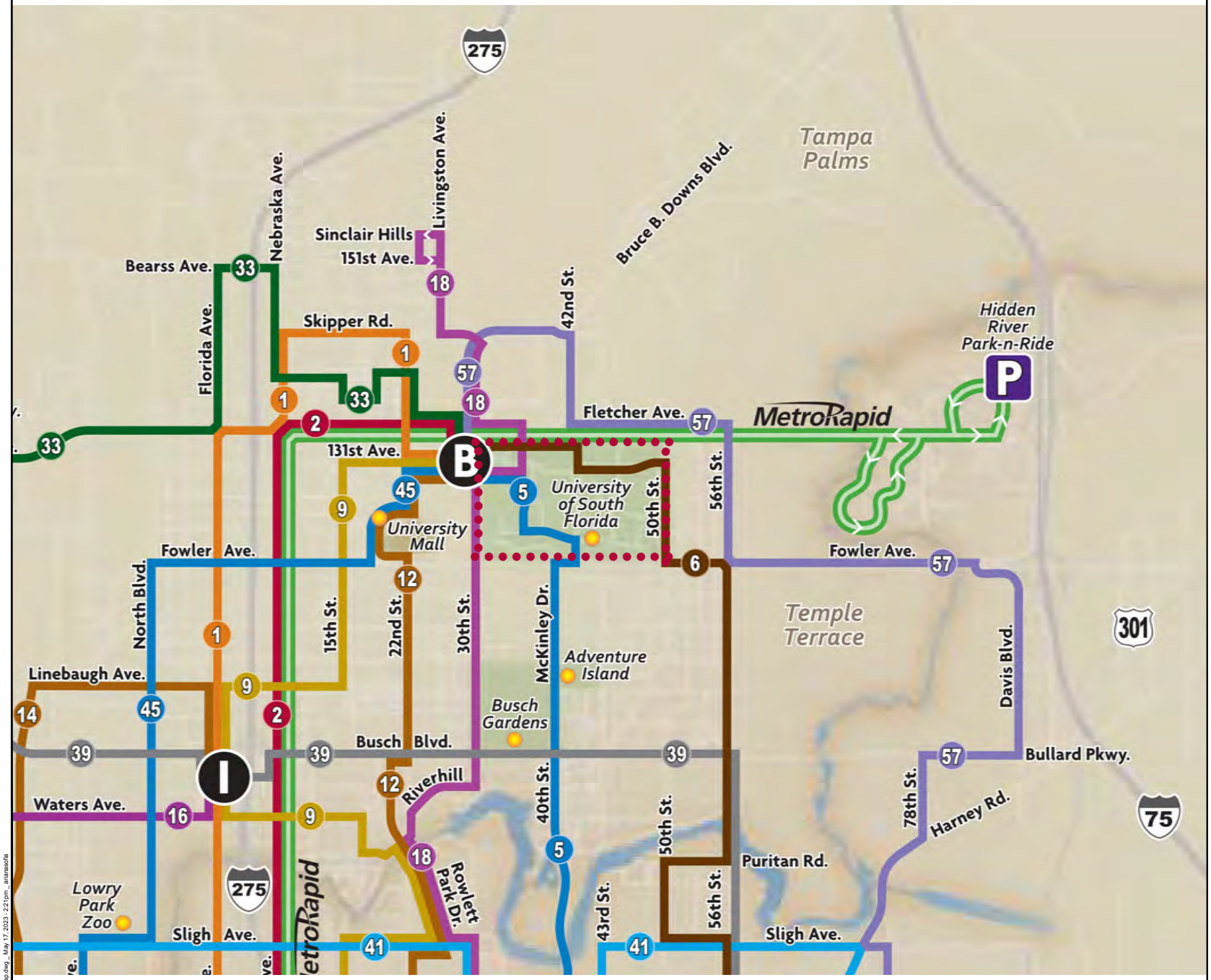
Element 5
Transportation

Figure 5.3
Bull Runner Route Map

Date
ADOPTED 06/13/2023

not to scale

DCA-5.3_Bull Runner Route Map.dwg _ May 17, 2023 - 2:19pm _ arianasofia



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

Route Number

University of South Florida

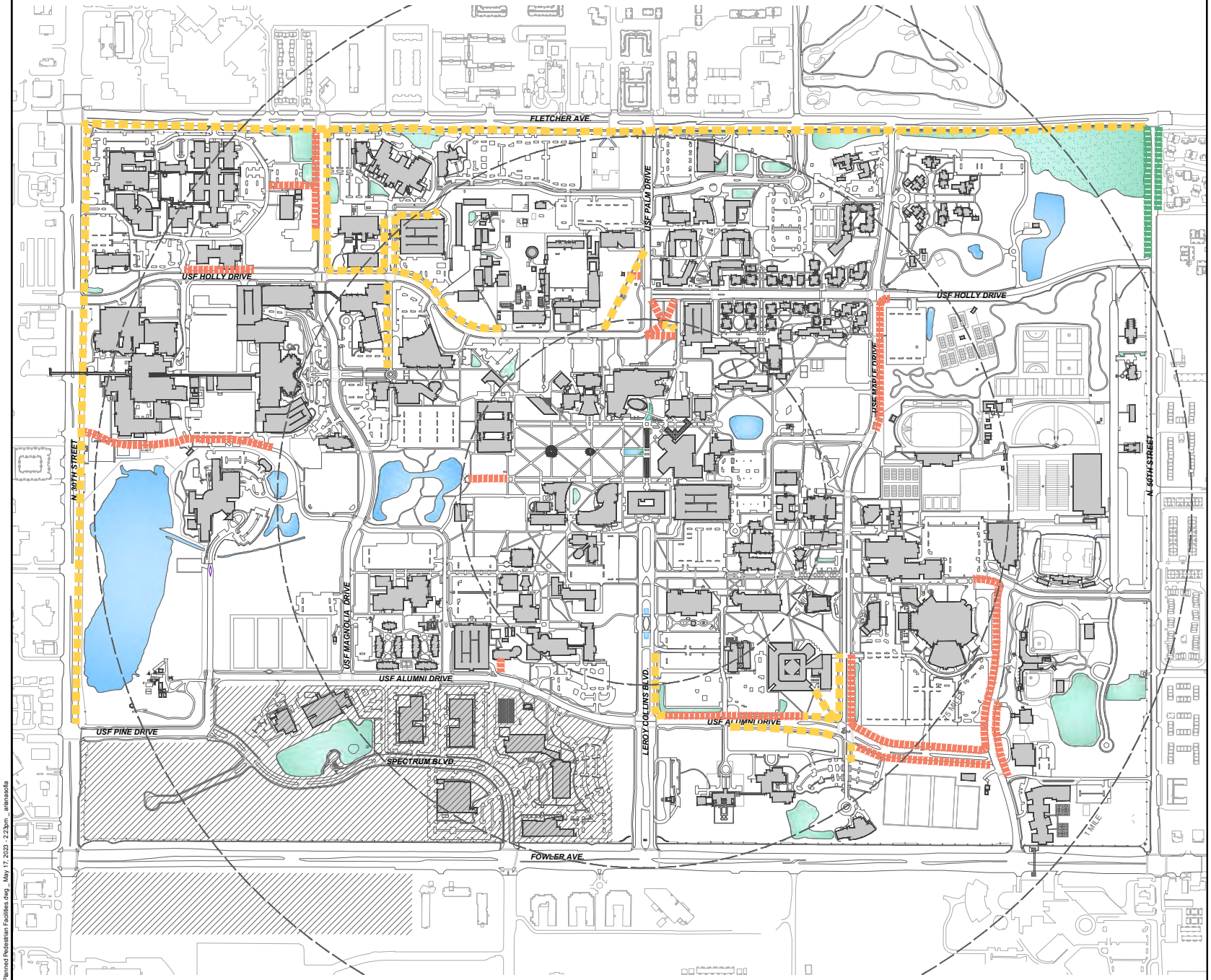
Element 5
Transportation

Figure 5.4
Bus Route Map

Date
ADOPTED 06/13/2023

not to scale

DCA-5.4_Bus Route Map.dwg - May 17, 2023 - 2:21pm - arianasofia



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

- Existing Walks
- Existing Walks Added Since 2015
- Planned Campus Walk Development
- Proposed Public Walk Development

- Area Not included in Campus Master Plan

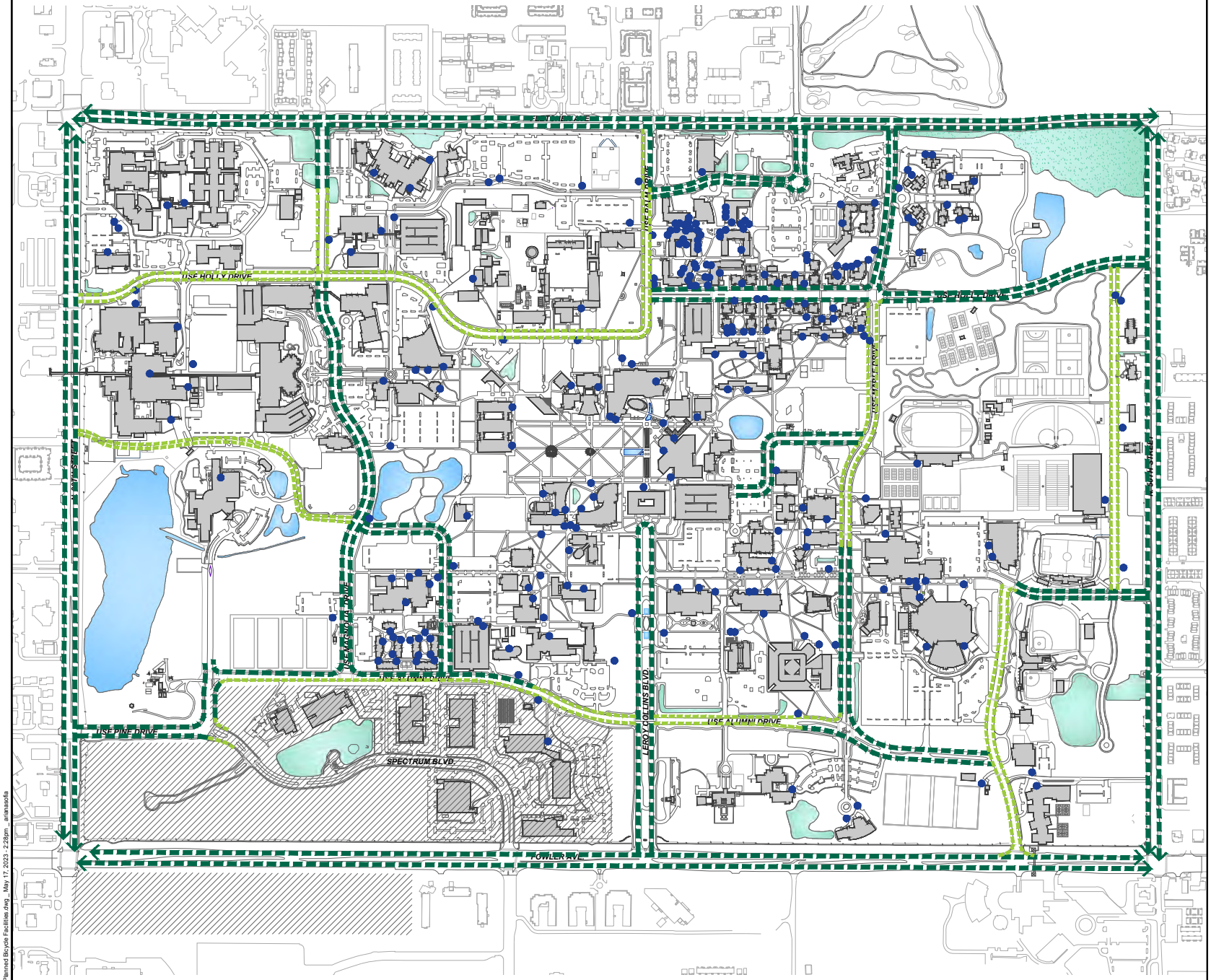
Element 5
Transportation

Figure 5.5
Existing and Planned Pedestrian Facilities

Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.5_Existing and Planned Pedestrian Facilities.dwg _ May 17, 2023 - 2:23pm _ arianasofia



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

Existing Bicycle Lanes

Proposed Bicycle Lanes

Bicycle Racks

Area Not Included in Campus Master Plan

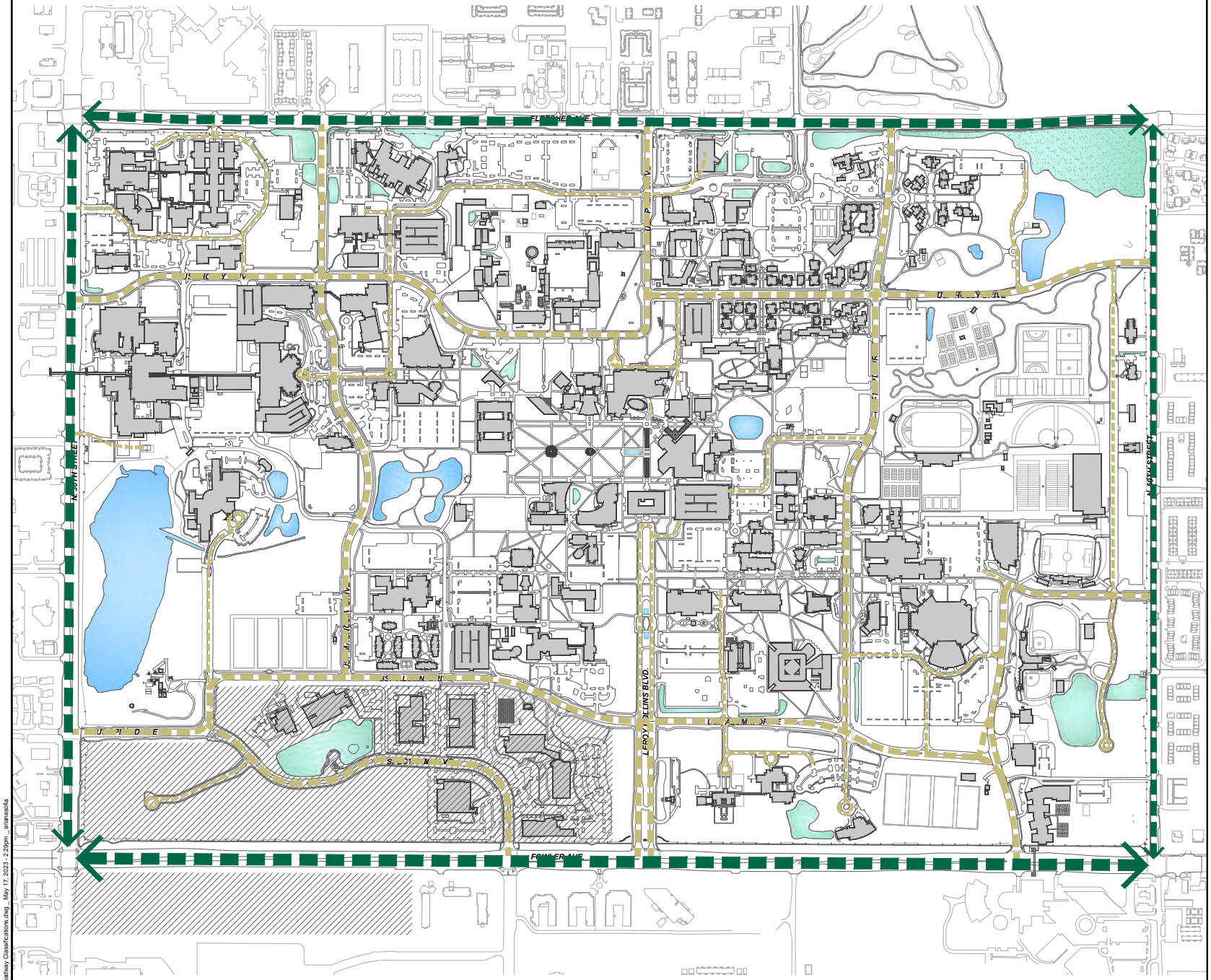
Element 5
Transportation

Figure 5.6
Existing and Planned Bicycle Facilities

Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.6_Existing and Planned Bicycle Facilities.dwg _ May 17, 2023 - 2:26pm _ anarasofia



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

- Principal Arterial
- Minor Arterial
- Collector Roadway
- Collector Roadway (USF)
- Drive (USF)

Area Not Included in Campus Master Plan

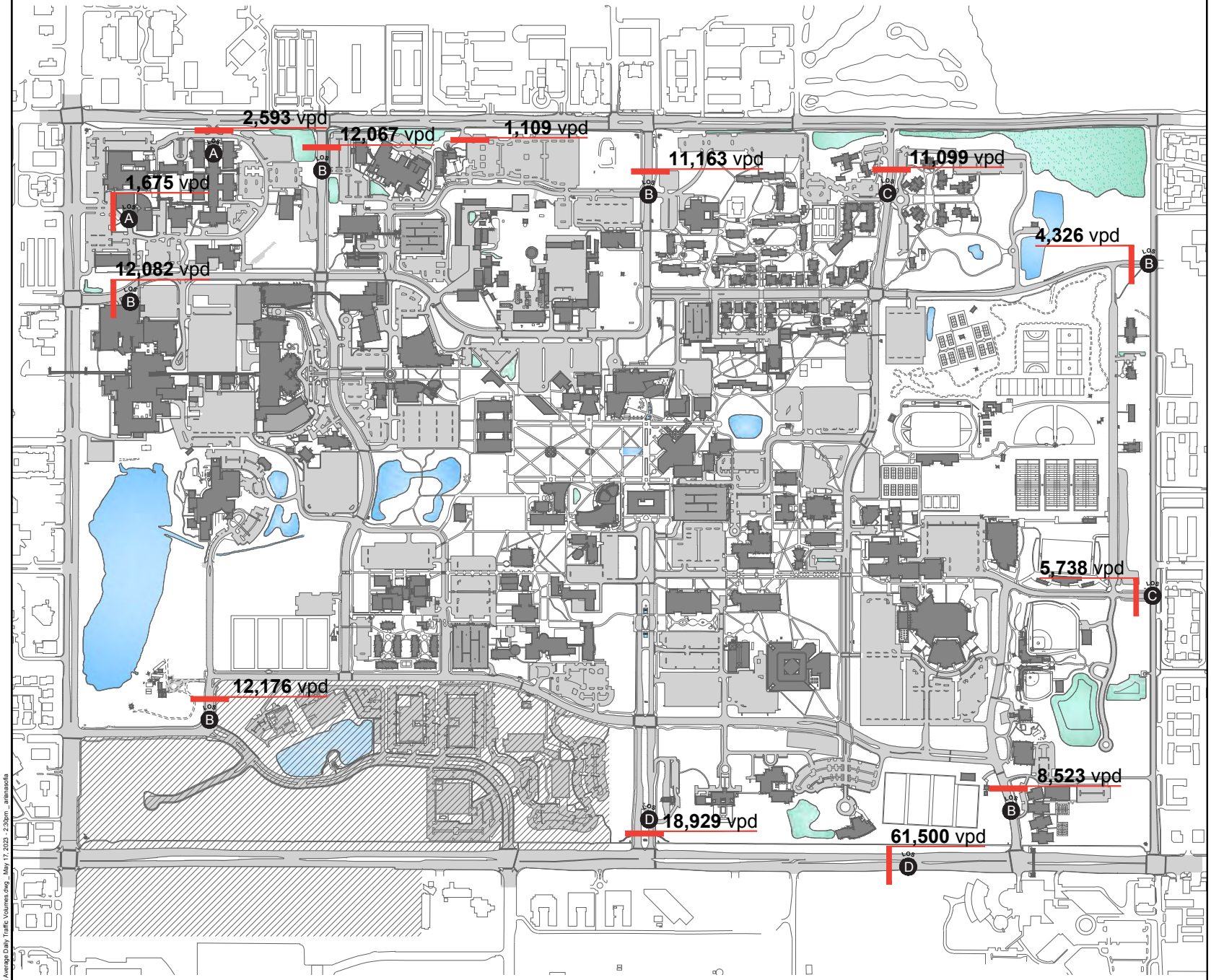
Element 5
Transportation

Figure 5.7
Functional Roadway Classifications

Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.7_Functional Roadway Classifications.dwg , May 17, 2023 - 2:29pm , arianaceta



UNIVERSITY of SOUTH FLORIDA

2020 - 2030 Tampa Campus Master Plan Update

Surface parking

Vehicles Per Day

Daily Level of Service

Area Not Included in Campus Master Plan

Element 5
Transportation

Figure 5.8
Existing Average Daily Traffic Volumes (2015)

Date
ADOPTED 06/13/2023

0 500 1000 ft.

DCA-5.8_New_Existing Average Daily Traffic Volumes.dwg_ May 17, 2023 - 2:30pm _ arianasofia