

11. 6C-21.205 TRANSPORTATION ELEMENT

Information Sources

1995 Master Plan Data & Analysis Sections

PSTA Website

City of St. Petersburg Engineering, Stormwater, and Transportation 2002

USFSP Staff

Comprehensive Parking Master Plan, (Date August 2003), Chance Management Advisors

Reviewed June 2004 by Icon Consulting Group

TRANSIT, CIRCULATION, AND PARKING SUB-ELEMENT

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.

(1)(A). Inventory of Existing On-Campus Parking Facilities

The 1995 Data and Analysis component of the Master Plan had minimal information about the parking inventory and allocation at the St. Petersburg campus. 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.

Parking Supply

The University of South Florida at St. Petersburg (USFSP) has 1,064 parking spaces, all in surface parking lots. While there are fairly large lots in the heart of campus, there are also many lots at the edges of the clearly defined campus boundaries. Further, 162 of the spaces are on the peninsula serving the land uses there.

Even at peak times (morning peak and evening peak during the fall semester) there are anywhere from 148 to 480 spaces available to the campus community. The parking issue for students, faculty, and staff occurs when there are not ideal parking available, meaning desirable parking spaces in terms of convenience to destinations. Generally, anyone with a USF parking permit is able to park somewhere within three blocks of a destination. However, the convenient parking, those spaces concentrated in the academic core or along the peninsula (during the day), are occupied more than lots less convenient, although within three blocks.

Parking Allocation

The Campus supports an egalitarian type of parking system. There are no specific areas or lots designated for faculty, staff, or students. The campus parking spaces are open to all with a USF parking permit. There are a minimal number of reserved parking spaces for campus administrators, but they are the extent of spaces allocated for specific users.

The peninsula, home to the College of Marine Science, FMRI, and FIO, has limited parking due to its geography and land use. Any USFSP parking permit holder may park in the USFSP peninsula spaces unless they are employed by FMRI. However, as mentioned, FMRI has control of a portion of spaces that are reserved for their employees adjacent to the FMRI building.

Parking Permits

Parking permits for the USFSP parking system are very reasonably priced. Students pay \$84 a year and faculty and staff pay \$116 a year for a parking permit. In the 2002-2003 academic year, there were approximately 1,900 student permits holders per semester and approximately 437 staff permit holders per semester. The staff permit holders are not limited to USF St. Petersburg; they also include those permit holders from Children's Research Institute (CRI), FMRI, and USGS.

Of the total student body, only 50 percent of students participate in the parking permit program. Of the total faculty and staff (including non-university staff), approximately 38 percent participate in the parking permit program on campus. This is not to say that only 35-50 percent of the campus community drives, but that the campus community does take advantage of the 444 free city on-street spaces located throughout the campus in lieu of paying for a parking permit. Due to the presence of these free spaces, the permit system on campus does not reflect the parking demand as it does on most campuses.

Special Events and Visitor Parking

The Campus makes every effort to schedule as many non-university events that are held on campus during weekends; however there are some that are conducted during the week. Generally, state and city meetings are held on campus during the week. Although the reservation policy is relatively new for outsiders using on-campus space, most scheduled events using campus space are coordinated with parking services. However, events scheduled by on-campus organizations may or may not be coordinated with parking. If they occur during peak periods on campus, they make it even more difficult for individuals – either campus members or guests – to find parking spaces.

Coordination between parking services and space reservations is very positive, but it is not foolproof. Recently an off-campus group rented space for an event anticipating 1,000 people, and only about two hundred came to the event. They occupied only 45 parking

spaces. For this event, the campus leased spaces that were not utilized and thus incurred an expense that was not needed. Generally, the campus tries to accommodate parking at the Bayfront Center garage for larger events. There are anywhere from 200-300 participants in any given event and there are generally two events held a month.

There are also large non-campus events that take place off-campus but use the campus parking spaces. A prime example of this is the Grand Prix. Although this event occupied much of the campus parking supply (City on-street spaces and campus surface lots), there was no reimbursement to the parking system for use of the spaces or the inconvenience to campus permit holders.

The campus must also accommodate large events that are held by its own departments and organizations. These events include the career exposition, admissions events, and campus orientation events.

Similar to any institution, there are always unexpected visitors at any given time, such as guest lecturers, high school students using the Campus' library, consultants, and so on. These visitors are able to park in visitor-designated spaces until 5:00 p.m. in the evening; however these spaces are limited to a certain amount of time. There are 44 visitor spaces located in the academic core. Visitors must purchase visitor passes to park in any campus designated space for an extended time. The pass costs two dollars and is good for one day.

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

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

In 1995, it was estimated that roughly 20 to 30 percent of students and staff parked on adjacent City streets.

In addition to the parking space provided on campus, there are approximately 444 on-street spaces located within the campus and at its edges. The spaces are free as currently designated by the City. Because they are convenient spaces, there is a great deal of competition for them by members of the campus community without parking permits.

The campus has an agreement with All Children's Hospital for the use of 110 spaces in one of its parking lots during the evening. This agreement has a 30-day cancellation notice, so this probably is not a long-term part of the campus parking supply.

(1)(C). Inventory of Accident Locations and Number of Accident Occurrences On Campus and in the Context Area.

Accident information was provided for the campus and context areas for the one-year period between May 2001 and May 2002. Accidents recorded were as follows:

On Campus and Context Area Accidents, May 2001-May 2002

<i>Street</i>	<i>Street</i>	<i>#</i>
Fourth Street S	Sixth Avenue S	18
Fourth Street S	Fifth Avenue S	10
Third Street S	Sixth Avenue S	3
Third Street S	Fifth Avenue S	5
First Street S	Sixth Avenue S	0
First Street S	Fifth Avenue S	5

(1)(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. Sixth Avenue South is the only roadway that crosses through the campus. First Street South and Third Street South form the campus east and west boundary and Second Street South enters the campus area to Sixth Avenue South.

(1)(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 collector roadways north of Fifth Avenue South and Fourth Avenue South, respectively. A spur from interstate highway 275 (175) ends at Fourth Street between Fourth and Sixth Avenues, just to the northwest of the University Campus.

When the central lawn project is implemented, there will be fire lanes along designated sidewalks that will be constructed to accommodate emergency vehicles. Portion on 2nd Street South between 6th and 7th Avenues South fire lane on west side and encircles the fountain plaza in front of the entrance corridor between Bayboro and Davis Halls.

All local streets and alleys that surround the campus serve as firelanes

(1)(F). Current Levels of Service of Roadways On-Campus and within the Context Area

In 2002 pm peak-hour traffic volumes and levels of service (LOS) of roadway segments on-campus and within the context area are shown below.

-2002 PM Peak-Hour Traffic Volumes and LOS, On-Campus and Context Area

<i>Roadway</i>	<i>From</i>	<i>To</i>	<i>Lanes</i> ¹	<i>Volume</i>	<i>LOS</i>
6 th Ave. S	4 th St. S	3 rd St. S	2U	545	C
	3 rd St. S	1 st St. S	2U	380	C
5 th Ave. S	4 th St. S	3 rd St. S	3OW (EB)	664	C
	3 rd St. S	1 st St. S	3OW (EB)	420	C
4 th St. S	6 th Ave. S	5 th Ave. S	3OW (SB)	1315	C
3 rd St. S	6 th Ave. S	5 th Ave. S	2U	678	C
1 st St. S	6 th Ave. S	5 th Ave. S	2U	350	C

¹ U = Undivided OW = One Way

In 2002 pm peak-hour LOS and intersection delay on-campus and within the context area are shown below.

-2002 PM Peak-Hour LOS and Intersection Delay, On-Campus and Context Area

<i>Intersection</i>	<i>Signalized</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
4 th St. S @ 6 th Ave. S	Yes	65.9	E
4 th St. S @ 5 th Ave. S	Yes	16.9	B
3 rd St. S @ 6 th Ave. S	Yes	13.6	B
3 rd St. S @ 5 th Ave. S	Yes	52.9	D
1 st St. S @ 6 th Ave. S	No	7.6	A
1 st St. S @ 5 th Ave. S	Yes	12.9	B

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

Traffic counts at University entrances/exits are not obtainable due to the campus location in a downtown environment. The public roadway grid system runs through the campus.

(1)(H). 2002 University Trip Generation Data

On the basis of available data, the existing trip generation is based on student enrollment as reported by the University. The actual 2000-2001 enrollment is 1,546. Trip generation is based on the Institute of Transportation Engineers' Trip Generation Manual, 6th Edition. The existing Average Daily Traffic (ADT) trip generation is as follows:

	<i>Enrollment (FTE)</i>	<i>Daily Trip Generation Rate</i>	<i>Existing Estimated Trip Generation ADT</i>
Existing (2000-01)	1,546	2.38	3,680

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

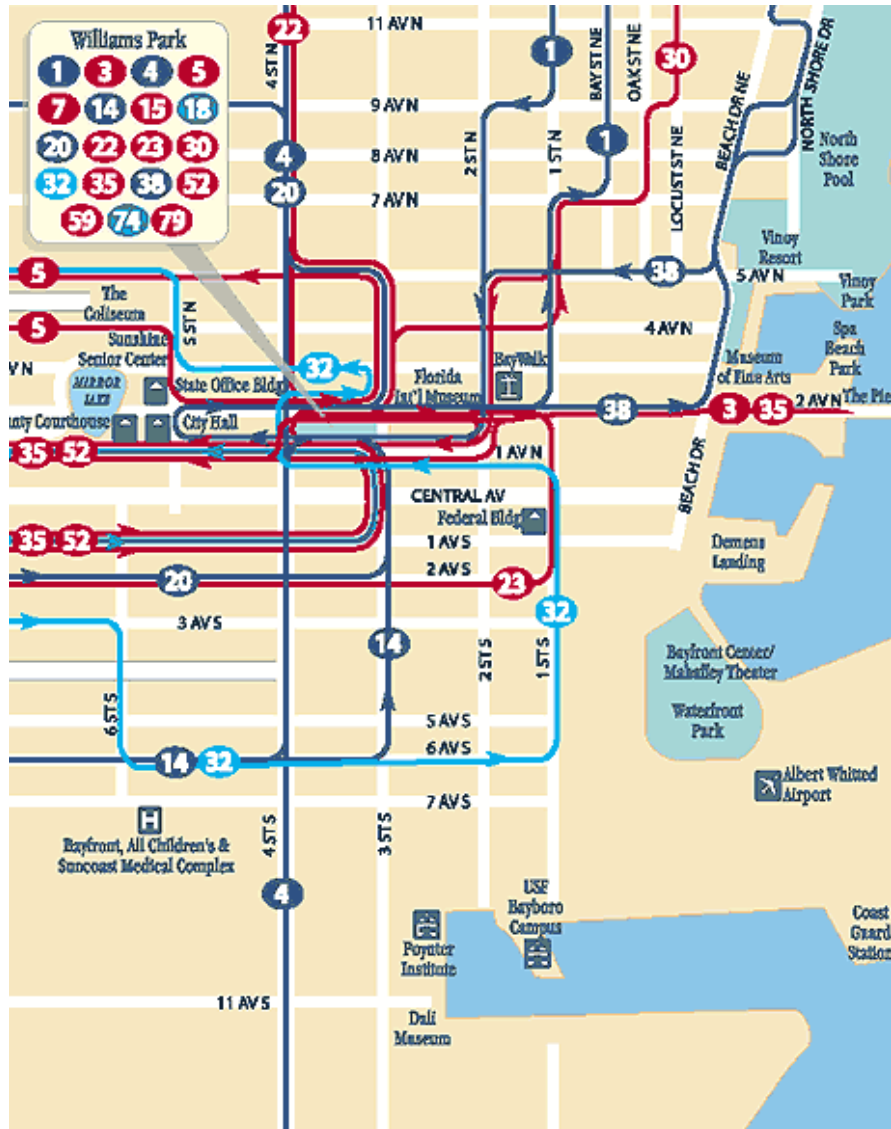
(1)(I). Existing Traffic Analysis Zones (TAZs) of the Host Local Government Within Which University Facilities Are Located.

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

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

The bus routes in the USF-St. Petersburg area have not changed. The campus is still served by the Pinellas Suncoast Transit Authority (PSTA) Bus #32, which travels along Sixth Avenue South through the campus to First Street South. It serves Williams Park, Downtown St. Petersburg, John Knox Apartments, Tropicana Field, Graham Apartments, Bayfront Medical Center Hospital, All Children's Hospital, University of South Florida – St. Petersburg, Bayfront Arena, and Al Lange Field. (See Map Below). Frequency is approximately every half hour between 9 am and 4pm.

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



In addition to the public buses, the city runs the “Looper” with trolley service to 13 downtown destinations, including the USFSP campus.

Surveys completed as part of the Comprehensive Parking Master Plan indicated that eighty-seven percent of faculty and staff respondents and 80% of students reported living

in an area NOT served by the Looper. Of the six faculty and staff respondents who reported living in a Looper-served area, five of the six respondents reported never using it. Of the 15 student respondents who reported living in a Looper-served area, 11 of the 15 respondents (73%) reported never using it. “Inconvenience to destination” was the leading reason for faculty and staff not using the Looper (47% of 32 responses to this question).

“Inconvenience to destination” was also the leading reason for students not using the Looper (21% of 192 responses to this question); use of vehicle for personal or business reasons were each reported by 8% of respondents to this question.

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

6C-21.205 (2) Analysis Requirements

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

When taken in total, the known future parking conditions result in the figures shown in TABLE (2)(A).1: Future Parking Demand found on the following page. Nearly 1,500 new spaces will be needed on or close to campus by 2007-2008. It is doubtful that much of that demand can be met by other means, since transit is not a major factor in St. Petersburg and not viewed by much of the campus population as a viable alternative.

Table (2)(A).1

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08
Existing Demand [1]	1,470					
Spaces Needed for Campus Growth [2]		157	146	249	150	157
Building Displacement [3]		101	169		45	35
Additional Resident Demand [4]				123	123	250
Likely Loss of ACH Spaces		110				
TOTAL SPACES	1,470	1,690	2,005	2,377	2,695	3,136
Additions to the Parking Supply [5]		169				
Spaces Needed Each Year [6]		51	315	372	318	442
Cumulative Spaces Needed		51	366	738	1,056	1,497

[1] Supply is 1,618, but 148 spaces are vacant at peak.

[2] These are spaces needed due to population growth, as estimated by USFSP.

[3] Building replacement figures provided by USFSP.

[4] Residential demand provided by USFSP.

[5] These spaces are those developed on the airport east of First Street, which the City will lease to the campus.

[6] Beginning 2003-2004, it is assumed that the 148 vacant spaces are in use, thus reducing the additional spaces needed.

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

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

Assuming 325 GSF per car, over 11 acres of land would be required to provide the additional 1,497 spaces required in 2007/08. This will be mitigated by the construction of a garage, minimizing the actual footprint required to accommodate new parking on campus.

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

The University does not have 11 acres of land to provide the estimated parking requirements in 2007 /08. Future parking will be provided in a proposed 1,300 car parking structure located between Fifth Avenue and Sixth Avenue on Third Street South.

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

The 1995 Master Plan recommended some at grade parking and one multi-level garage. Demand was to be reduced using mitigation techniques listed in Part K.

A 1,300 to 1,500 parking garage is proposed to meet the future demand.. The garage will be constructed in two phases: Phase 1- 700 cars; and Phase 2 – 600 to 800 cars.

(2)(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 definitely 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 on land either of

them owns. It also recommends continuing discussions with the City on the eventual use of airport land, particularly across First Street, directly adjacent to the campus.

(2)(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 would require the establishment of a shuttle system. It also raises issues of security, lighting, landscaping, and stormwater mitigation, as well as the impact of parking lots or structures on the quality of the urban environment. The impact of University parking on off-campus parking resources, is limited to shared parking facilities with the City and other neighboring institutions. Approximately 440 on-street spaces are provided in the vicinity of the campus.

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

The analysis provided herein is for an FTE enrollment of 3,353 based on the 2002 projections provided by the University. If the 3,353 FTE is exceeded before the next update of the plan (2005), then additional traffic analysis will be required. Enrollment is not projected to reach 5,000 FTE prior to the update in the 2005.

Future pm peak-hour traffic volumes and LOS of roadway segments on-campus and within the context area based on an FTE of 3,353 are shown below.

Future PM Peak-Hour Traffic Volumes and LOS, On-Campus and Context Area

<i>Roadway</i>	<i>From</i>	<i>To</i>	<i>Lanes¹</i>	<i>Volume</i>	<i>LOS</i>
6 th Ave. S	4 th St. S	3 rd St. S	2U	542	C
	3 rd St. S	1 st St. S	2U	408	C
5 th Ave. S	4 th St. S	3 rd St. S	3OW (EB)	729	C
	3 rd St. S	1 st St. S	3OW (EB)	451	C
4 th St. S	6 th Ave. S	5 th Ave. S	3OW (SB)	1427	C
3 rd St. S	6 th Ave. S	5 th Ave. S	2U	792	C
1 st St. S	6 th Ave. S	5 th Ave. S	2U	375	C

¹ U = Undivided OW = One Way

Future pm peak-hour LOS and intersection delay on-campus and within the context area are shown below.

Future PM Peak-Hour LOS and Intersection Delay, On-Campus and Context Area

<i>Intersection</i>	<i>Signalized</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
4 th St. S @ 6 th Ave. S	Yes	68.5	E
4 th St. S. @ Parking Lot	No	20.7	C
4 th St. S @ 5 th Ave. S	Yes	18.6	B
3 rd St. S @ 6 th Ave. S	Yes	14.2	B
3 rd St. S @ Parking Lot	No	16.0	C
3 rd St. S @ 5 th Ave. S	Yes	54.7	D
1 st St. S @ 6 th Ave. S	No	7.6	A
1 st St. S @ 5 th Ave. S	Yes	13.0	B

An alternative was preliminarily reviewed and included modifying the lane designation along Fourth Street South from Sixth Avenue South to Fifth Avenue South in 2002. This section of roadway was changed from one-way to two-way.

During the review of the Data and Analysis carried out in June 2004, the proposed improvements on Fourth Street South are under design and scheduled for construction in 2006.

Future pm peak-hour traffic volumes and LOS of roadway segments on-campus and within the context area are shown below with Fourth Street South as two-way. Only the segments affected by this modification are provided.

Future PM Peak-Hour Traffic Volumes and LOS, Fourth Street as TWO-WAY

<i>Roadway</i>	<i>From</i>	<i>To</i>	<i>Lanes¹</i>	<i>Volume</i>	<i>LOS</i>
6 th Ave. S	4 th St. S	3 rd St. S	2U	474	C
5 th Ave. S	4 th St. S	3 rd St. S	3OW (EB)	844	C
4 th St. S	6 th Ave. S	5 th Ave. S	4U	1569	C
3 rd St. S	6 th Ave. S	5 th Ave. S	2U	718	C

¹ U = Undivided OW = One Way

Future pm peak-hour LOS and intersection delay on-campus and within the context area are also shown below with Fourth Street South as two-way. Only the intersections affected by this modification are provided.

Future PM Peak-Hour LOS and Intersection Delay, Fourth Street as TWO-WAY

<i>Intersection</i>	<i>Signalized</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
4 th St. S @ 6 th Ave. S	Yes	53.8	D

4 th St. S. @ Parking Lot	No	23.4	C
4 th St. S @ 5 th Ave. S	Yes	18.6	B
3 rd St. S @ 6 th Ave. S	Yes	14.3	B
3 rd St. S @ Parking Lot	No	14.7	C
3 rd St. S @ 5 th Ave. S	Yes	36.2	D

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

For this purpose, on-campus roadways are considered as off-campus. The public roadway grid system runs through the campus. See (2)(I) below.

(2)(I). Analysis of 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

It has been previously stated that Fourth Street South is being considered as two-way from Sixth Avenue South to Fifth Avenue South. Under this alternative, it has been shown that intersection delay will be reduced at the intersections of Fourth Street South with Sixth Avenue South and Third Street South with Fifth Avenue South. It is recommended that Fourth Street South be considered as two-way to meet the area's traffic needs.

Trip generation is based on the Institute of Transportation Engineers' Trip Generation Manual, 6th Edition. The projected Average Daily Traffic (ADT) trip generation for 2008/09 is as follows:

	<i>Enrollment (FTE)</i>	<i>Daily Trip Generation Rate</i>	<i>Estimated Daily Trips</i>
2008/09	3,353	2.38	7,980
PM Peak Hour Trips			704
Daily Increase from 2002 levels			4,300

FTE source: USFSP 2002

The impact of the proposed enrollment increases and the proposed parking structure on Third Street South on roadways in context area traffic will require further study as projects are implemented.

(2)(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 the University, the City, and PSTA should occur to continue to improve public transit throughout the campus area. Increasing use of transit, both University-provided and public, is something USFSP should strive to achieve.

(2)(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. Conduct detailed traffic studies, including signal timings, turning movement counts, intersection analyses and trip distribution within the context area.
5. Utilize compact parking spaces.
6. Construct a parking structure on Third Street between Fifth Avenue and Sixth Avenue.
7. Provide additional on-street parking within the restricted campus street rights-of-way.
8. 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 the University can be a long-term goal, but in the short term, the lack of transportation alternatives makes it unlikely that significant reduction in the number of parking permits can be achieved. Permit fees will need to increase to help pay for the construction of the garage.
2. Increasing utilization in lots with excess capacity is another step that USF can take at the St. Petersburg Campus. USF 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 steps such as different parking regulations on surrounding streets, improving enforcement, and enhancing the walking experience from more remote lots to the campus core.
3. Again, increasing use of transit, both University-provided and public, is something USF should strive to achieve at the St. Petersburg campus, 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 to circulate around the St. Petersburg 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 also 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. The proposed on-campus housing will potentially reduce traffic congestion in the context area.

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

A 1,300 to 1,500 space parking garage is proposed on Third Street South between Fifth Avenue and Sixth Avenue to serve the parking needs of the University. See sections above for additional detail.

PEDESTRIAN AND NON-VEHICULAR CIRCULATION SUB ELEMENT

6C-21.205 (4) Data Requirements:

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

The pedestrian system is characterized by a framework of sidewalks organized in a grid that parallels the existing pattern of city streets. Crosswalks are marked at city street intersections. Additional walks connect campus buildings along pedestrian desire lines. Shaded exterior pedestrian circulation is provided at the base of the 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 a pinkish concrete. Campus walks are generally 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 no designated bicycle ways or lanes. Parking for bicycles is provided adjacent to Library and Coquina Hall. Both of these parking areas are covered (located under the cantilevered upper floors).

(4)(B). The planned Location of Future Facilities.

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

(4)(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, and Bayfront Center to the north and northeast, and Bayfront Medical Center and All Children's Hospital to the west.

Since the 1995 plan, 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 includes current levels of service, recommended areas for pedestrian or bicycle priority and recommended policy changes to improve pedestrian and bicycle movement throughout the city.

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/bikeped.htm>

Data Source: <http://www.stpete.org/bikeped.htm> (August 2003).

(4)(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. In the context area, minimal pedestrian improvements are required because the Level of Service is already quite high, however there are bicycle improvements recommended. The master plan recommends a corridor study along Fourth Street in the vicinity of the University. In addition, several stretches of street in the downtown area, just beyond the University are recommended for bicycle facility connections and upgrades.

Data Source: <http://www.stpete.org/bikeped.htm> (August 2003).

The University is considering major pedestrian improvements on the campus including the pedestrianization of Second Street South and Seventh Street South. Both streets will be redeveloped as pedestrian zones as part of the proposed Central Lawn Project.

(4)(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 by maintaining/expanding the sidewalk and crosswalk areas.

6C-21.205 (5) Analysis Requirements:

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

As noted, the University plans to implement the Central Lawn Project which will improve pedestrian conditions along the Second Street and Seventh Avenue corridors. Major linkages include the Campus Activity Center to the Library, Peninsula to the Library, and along the waterfront from Poynter Park to the Bayfront Convention Center should be 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. Pedestrian connections across Sixth Avenue from the proposed parking garage to the Student Multipurpose Center are important considerations.

(5)(B). An analysis assessing the need for pedestrian and non-vehicular facilities in context area with reference to those facilities serving areas of off-campus student housing, or other off-campus student activities.

In the context area, major linkages to be maintained or enhanced include: Peninsula west to Bayboro 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 Bayboro Convention Center. Connections through Poynter Park are important given that the Business program is now located in leased premises on the south side of the harbor.

Establish dedicated bicycle lanes and appropriate signage to serve students enroute to campus from area residential neighborhoods.

(5)(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 appropriate illumination requirements.