Parking & Transportation Survey at USF's Tampa Campus

CENTER FOR URBAN TRANSPORTATION RESEARCH

UNIVERSITY OF SOUTH FLORIDA

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Contents

Introduction

In late 2016, the Center for Urban Transportation Research, housed at the University of South Florida, conducted a survey of faculty/staff and students of the University's Tampa campus to gather information regarding the commuting habits of the population. The survey was conducted to provide information to the USF Parking and Transportation Services Department and to the USF Office of Sustainability.

Methodology

The data analyzed in this report were collected via on online survey through the online host, SurveyMonkey. Overall, the Center for Urban Transportation Research received 3,361 responses from both faculty/staff and University of South Florida students. 1,634 of these responses originated from faculty/staff and 1,585 responses originated from students at the University of South Florida's Tampa campus. The remaining 142 respondents identified as "other, "non-Tampa campus faculty/student," or did not select any of the offered choices. The total student population (including undergraduates, graduates, and non-degree seeking students) stood at 40,603 as of the Fall 2016 semester. The total faculty/staff population on the University of South Florida's Tampa campus was 17,344. The survey distribution methods, approved by the Provost's Office, the Associate Vice President of Human Resources, and the Vice President for Student Affairs, were in abidance with USF Policy 0-520 IV.B.2 governing Mass Informational E-Mail Messages. Permission was granted to issue one email containing a link to the survey to the entire faculty and staff population employed at the USF Tampa Campus, and one follow-up reminder email. The emails were issued through listservs by USF Information Technology.

The Office of Student Affairs directed that the survey instrument be sent to a randomized sample representing the USF Tampa Campus student population. The randomized sample totaled approximately 8,000 currently enrolled students composed of undergraduates taking 12 or more credits and graduate students taking 9 or more credits. The sample was generated by the Office of Student Affairs. Permission was granted for the issuance of one email containing the link to the survey to the student sample, and one follow-up reminder email. A listserv was generated by the Office of Student Affairs, composed of the 8,000 student email addresses. The email messages were issued by the Office of Student Affairs. All documents relating to the survey were submitted to the Institutional Review Board (IRB) for prior review. The Chair of IRB determined that the survey activities did not require USF IRB oversight because the survey activities constitute program evaluation. Survey participation was promoted through the placement of a MyUSF Portal Announcement Widget, both text and graphic, posted on ten consecutive week days in late October and early November. Messages promoting participation in the survey also were published in Inside USF and on the PATS web page. The survey was open for approximately three weeks. Survey response rates for the Fall 2016 semester are as follows:

Students: 3.9%

Faculty/Staff: 9.4%

Total: 5.8%

Upon the survey's completion, the information was analyzed at the Center for Urban Transportation Research, which was then compiled into this report. As the reader examines the results contained within this analysis, it should be known that some respondents did not indicate if they were a member of the faculty/staff or student populations (103 in total, or ~3% of responses). These responses are contained within the "Total" category but not within the results broken down into faculty/staff and student populations. This means that reported mode shares for just students or faculty/staff may be marginally different. Due to the anonymity of the survey, it is not possible to determine which respondents did not self-identify and account for these responses.

Effort was made to preserve survey questions from previous years to enable comparison of results over time. A small number of new questions were added to address particular concerns of Parking and Transportation Services. The goal was to ask only the necessary questions to keep the survey instrument short. This encourages more survey takers to complete the survey. This year, effort also was made to format survey questions in such a way to enable easy completion of the survey by smartphone in addition to a personal computer.

The following pages in this report will examine the responses from survey participants as they relate to commuting patterns, use of modes of transportation (public transit, walking, cycling, driving alone, etc.), and general patterns observed within the responses to open-ended questions. The analysis is broken down by three categories: all responses among both faculty/staff and students, faculty/staff only, and students only.

Analysis of Responses
General Commuting Patterns

Out of all responses received, Undergraduate students and staff, with 32.29 percent and 35.07 percent of responses, respectively, accounted for approximately 67 percent of the total. **Figure 1** stratifies the current status of all survey participants at the University of South Florida – Tampa campus.
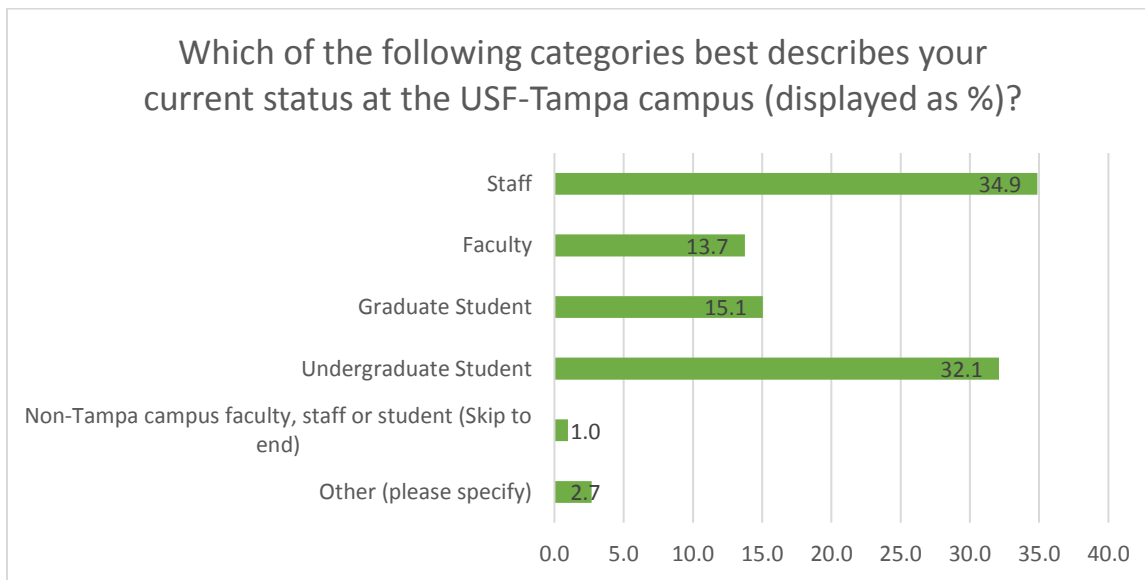
Figure 1: Status of Survey Participants

When asked how many days per week survey respondents travelled to campus, just over half of participants revealed that they commute to campus five days per week. About, 3.74% of those who participated in the survey stated that they did not work or attend classes on campus in the week prior to taking the survey. Survey respondents were also asked to provide information regarding how many days in the previous week they had *not* traveled to USF's Tampa campus.

How many days LAST WEEK did you work and/or attend classes on the USF Tampa campus? If you had more than one job, note the number of days for the one at which you worked the most hours.

	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	3.74%	2.26%	6.71%	9.57%	16.52%	52.77%	5.47%	2.97%
Faculty/Staff	3.13%	1.99%	2.93%	5.59%	10.70%	69.75%	4.06%	1.86%
Students	4.02%	2.49%	11.24%	14.54%	23.61%	32.77%	6.91%	4.42%
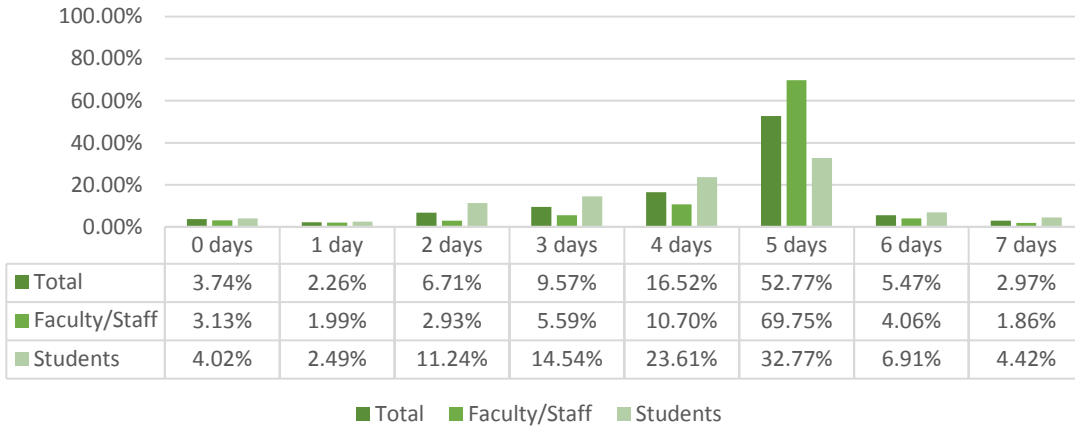
Figure 2: Days Participants Traveled to Campus (n=2833)

How many days LAST WEEK did you NOT travel to the USF Tampa campus due to sickness, vacation, administrative leave, other excused absence, and/or business travel during you normal work/class schedule?

|	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	72.55%	12.12%	8.88%	2.85%	1.64%	1.39%	0.18%	0.39%
Faculty/Staff	74.31%	12.00%	8.90%	1.69%	1.08%	1.55%	0.13%	0.34%
Students	70.11%	12.12%	9.29%	4.36%	2.34%	1.29%	0.24%	0.24%
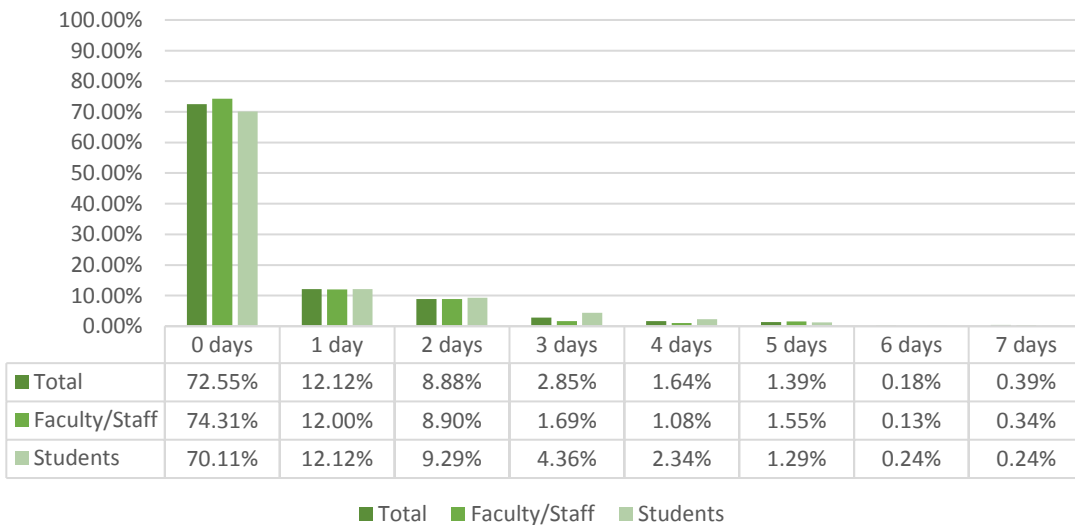
Figure 3: Days Participants Did Not Travel to Campus (n=2805)

Semesters

Those who participated in the survey were asked what semesters they regularly traveled to campus. Given that this survey compiles just one year of data, the survey cannot give a full understanding of fluctuations of travel patters between semesters. Someone who took the survey when it was issued may not have been on campus the semester before or may not be on campus the semester after. What can be stated for certain is that there are fewer of those who took they survey in the fall semester of 2016 on campus in the spring and summer semesters of 2017.
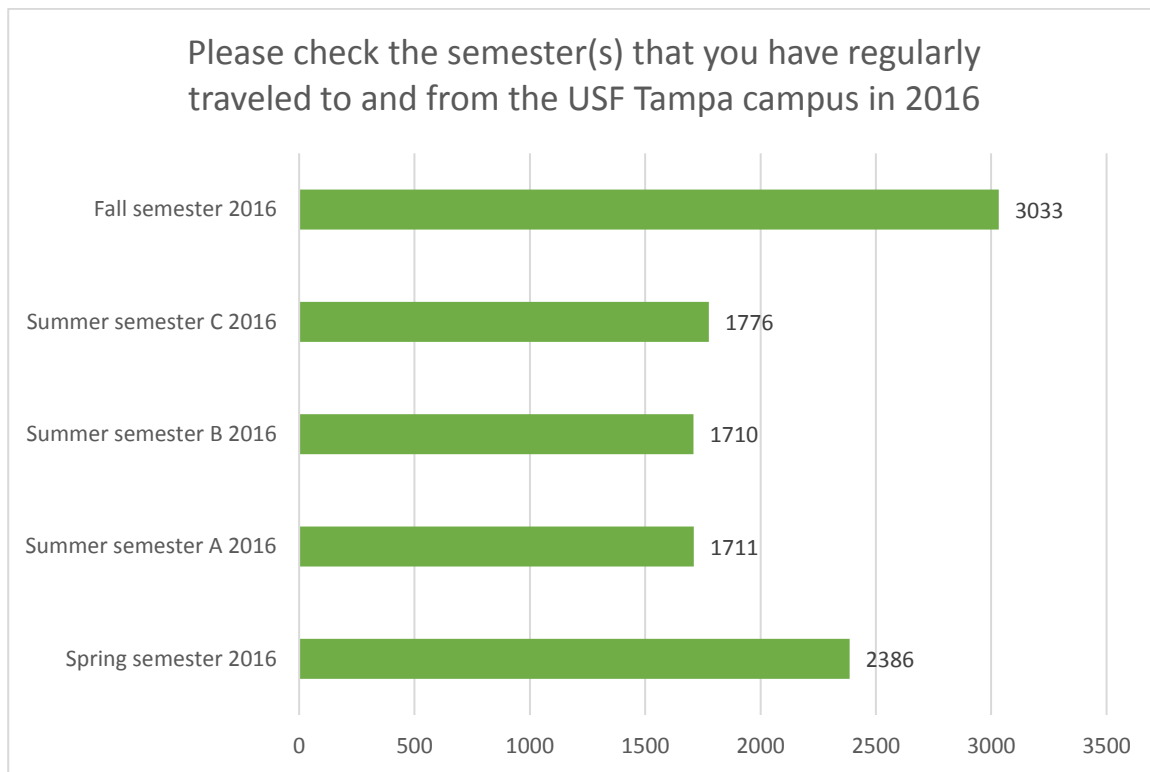

Figure 4: Semesters participants regularly traveled to campus

Residence and Distance

Participants of the survey were asked how far they lived away from campus, so as to gain an understanding of how far faculty/staff and students travel to access work and school. As one will notice in **Figure 5**, there is a significant percentage of persons in the full result who lived between 0 and 10 miles from campus. The reader will also notice that there are a small handful of outliers who live at a distance from campus above 51 miles (1.51%). These persons are most likely part-time employees who mostly telecommute or distance-learning students. The response survey data for distance from campus are stratified to permit examination of both faculty/staff and students separately. The data clearly illustrates that students tend to live far closer to campus than faculty/staff.

It is often regarded that a distance of one mile or less can be accommodated through walking (about a 20-minute walk). Alternatively, it is possible that Bull Runner, which does not extend much more than a mile from USF's Tampa campus, could accommodate some of these trips. A distance of three miles or less is approximately equivalent to a 15-minute bicycle ride. While evaluating the open-ended comments answered by respondents to the survey, several individuals indicated that they do not feel safe walking or bicycling off-campus, given the existing conditions of pedestrian and bicycle facilities. These individuals expressed interest in bicycling to campus, but also made it known that they desired separated/protected bicycling facilities that did not require mingling with motorists or pedestrians.
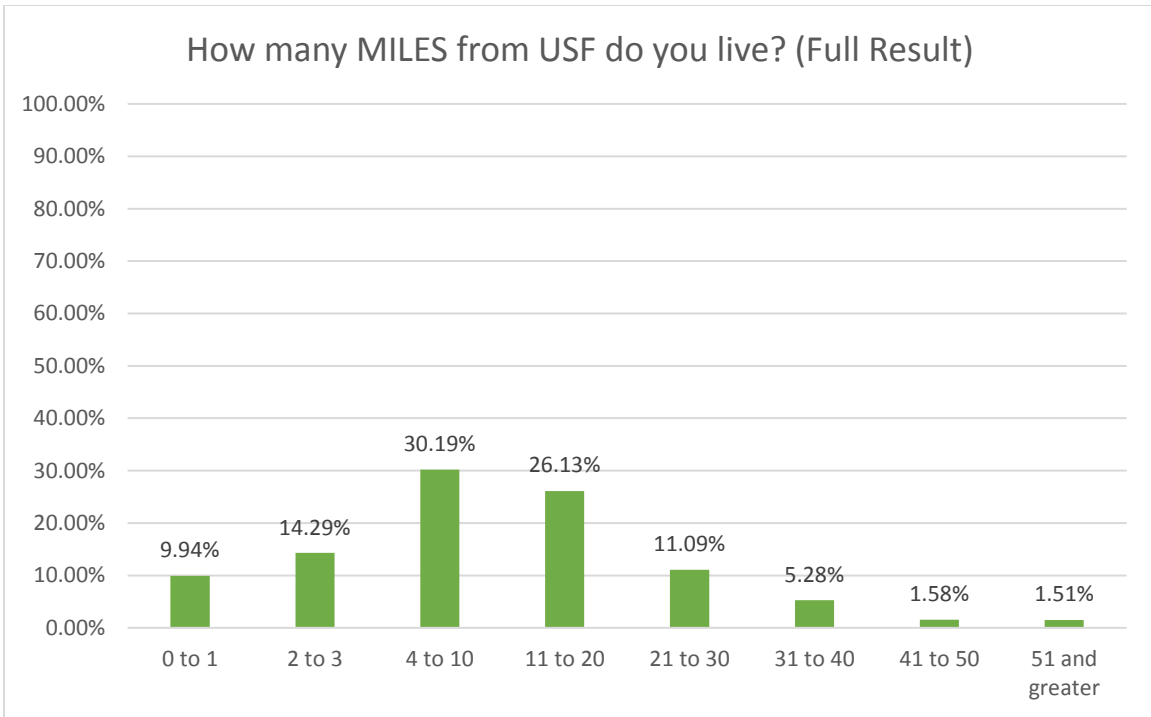
Figure 5: Frequency of Distance Responses - Full Result (n=2786)
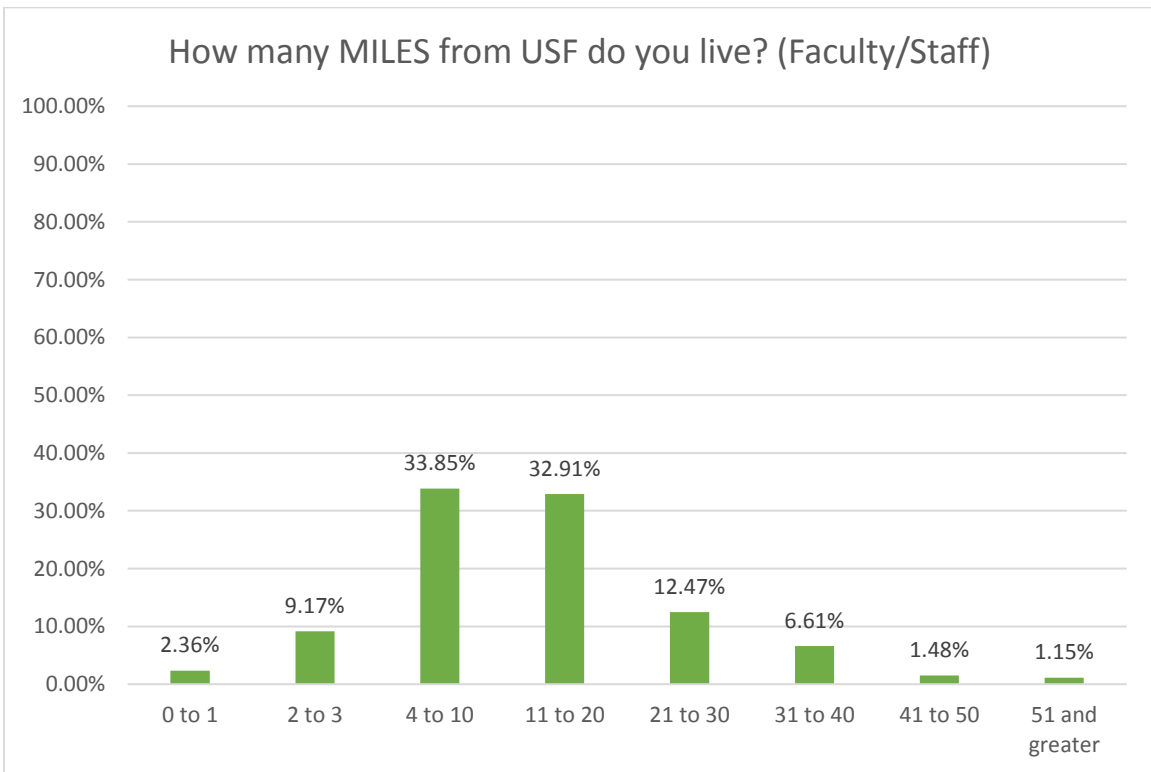
Figure 6: Frequency of Distance Responses - Faculty/Staff (n=1483)

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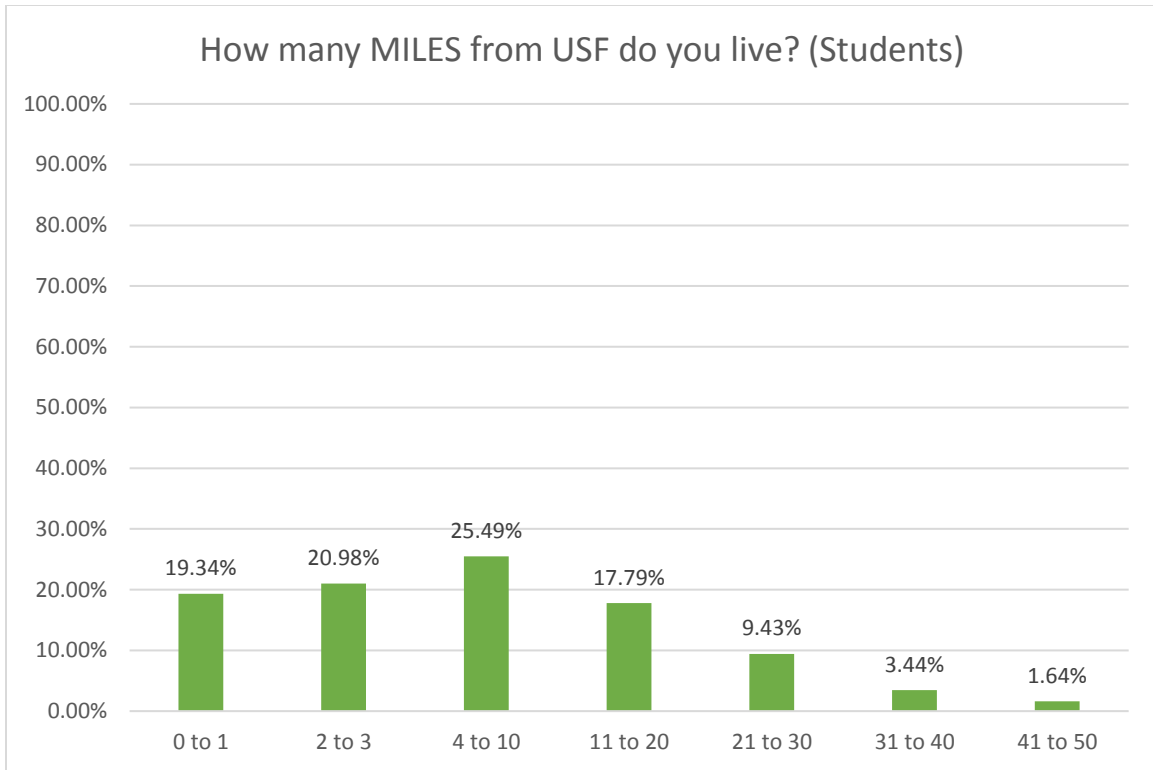
Figure 7: Frequency of Distance Responses – Students (n=1220)

In addition to distance, survey participants were asked how long it takes them to travel to campus in time measured by minutes. The most common response for travel time among faculty/staff was between 21 to 30 minutes, while the most common response among students was between 11 to 20 minutes. Because of the number of individual responses to this question, not all of the details are available in the figures below. Detailed information from responses answering the "minutes to campus" question is available in Appendix D – Miles and Minutes to Campus.
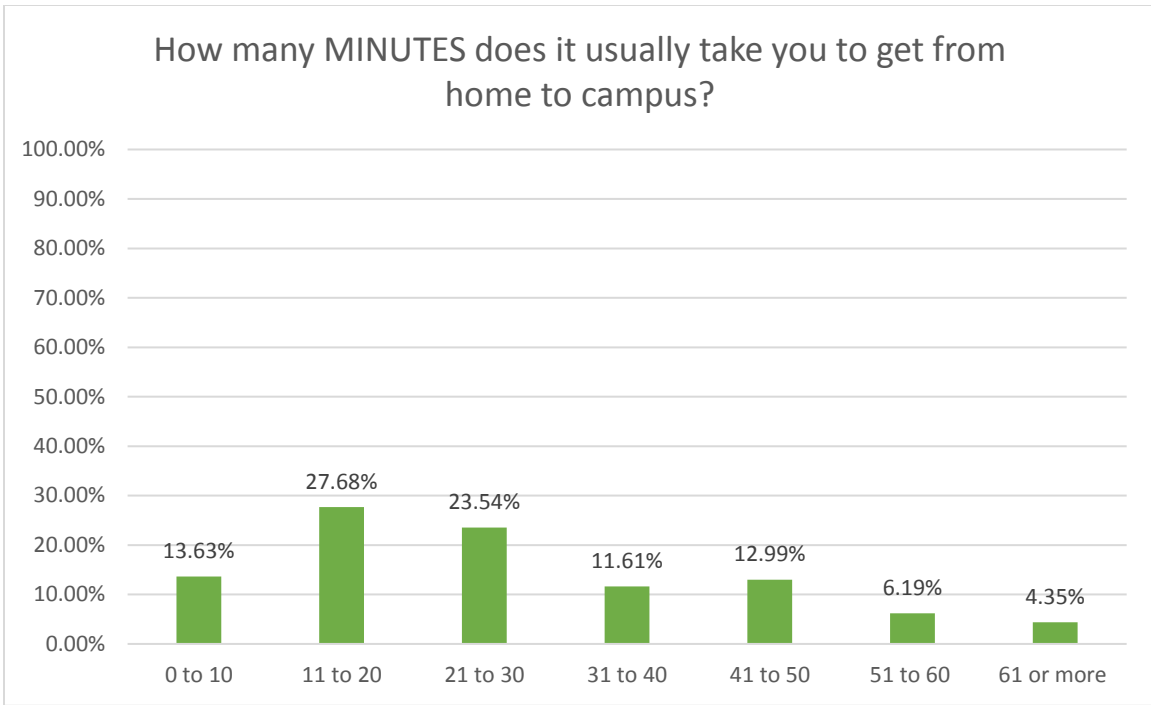
Figure 8: Frequency of Responses to Travel Time to Campus - Full Result (n=2825)
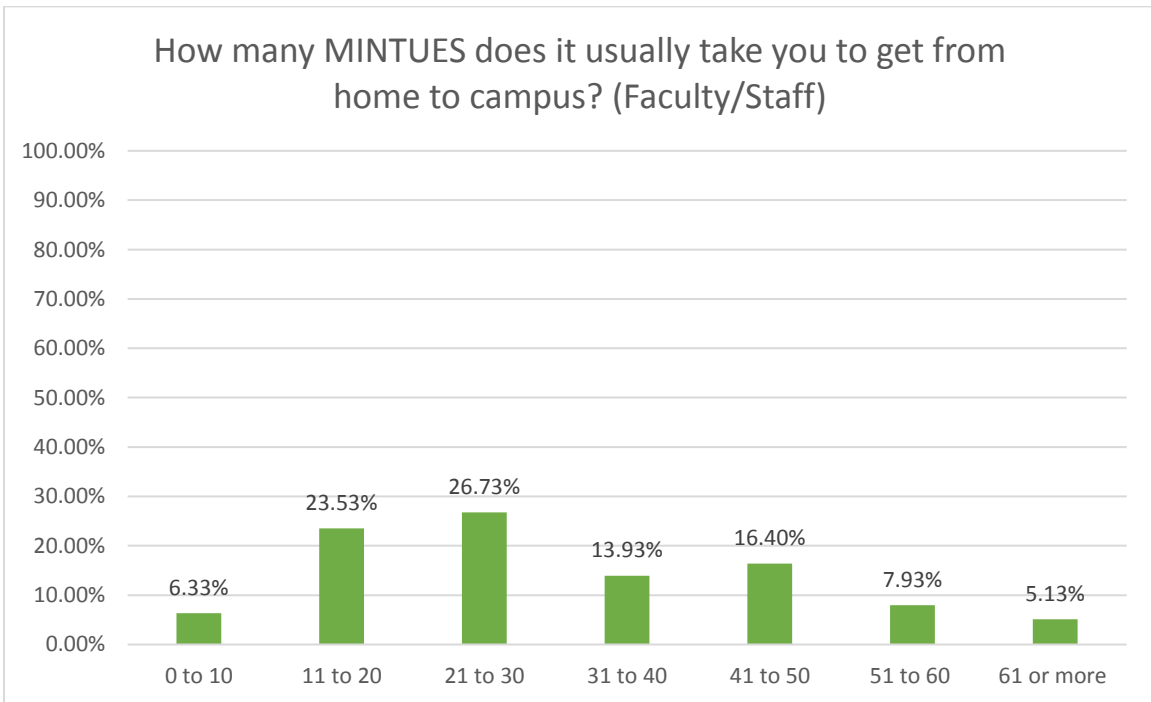
Figure 9: Frequency of Responses to Travel Time to Campus - Faculty/Staff (n=1500)
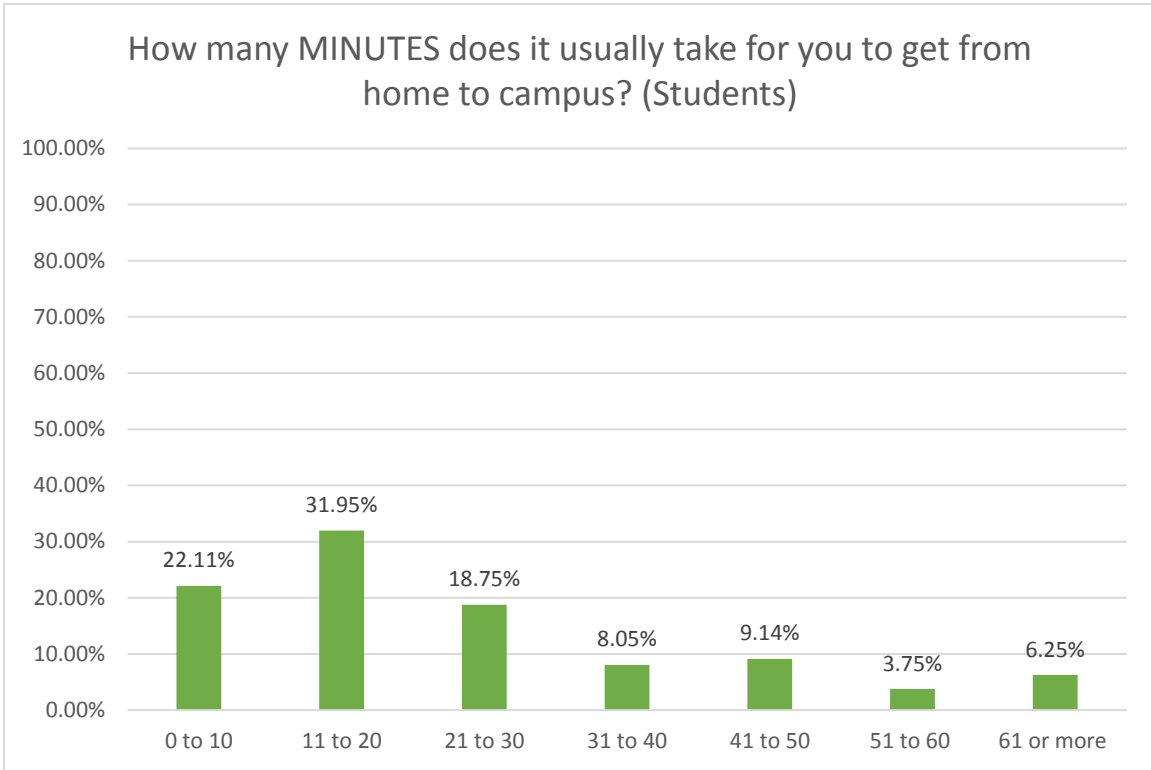
Figure 10: Frequency of Responses to Travel Time to Campus – Students (n=1280)

Finally, participants were asked if they lived on campus or in the USF Tampa campus'
Greek Village. Responses from this question (n=3134) showed that only 7% of all of those who
answered this question lived on USF's Tampa campus. According to the USF campus master
plan, there are just over 5,000 beds on USF's Tampa campus, or approximately 12% of the
roughly 40,000 students enrolled. Therefore, survey participants who live on campus were
under-represented in the survey.
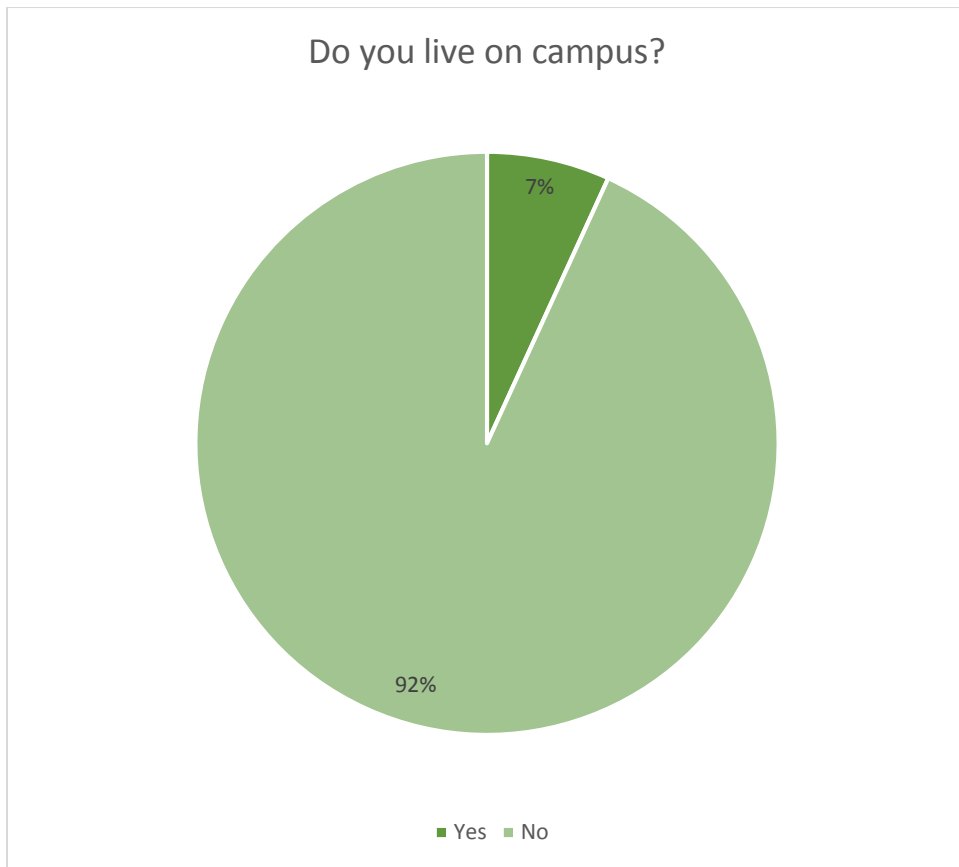
Figure 11: On-campus residents (n=3134)

Driving or Riding in a Motor Vehicle

Survey responses indicate that most of the respondents travel to and from the University of South Florida by either driving or riding in a motor vehicle, and the vast majority of those travelling in a motor vehicle were in single-occupancy vehicles (see **Figure 12** and **Figure 13**). Those who drive or ride in a car, truck or van with one or more other people are referred to as carpoolers or vanpoolers.

How many days LAST WEEK did you DRIVE or RIDE in a car, truck or van as your primary means of transportation to campus?

	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Students	15%	5%	11%	14%	20%	26%	5%	5%
Faculty/Staff	6%	3%	3%	7%	10%	66%	4%	2%
Total	10%	4%	7%	10%	14%	48%	4%	3%
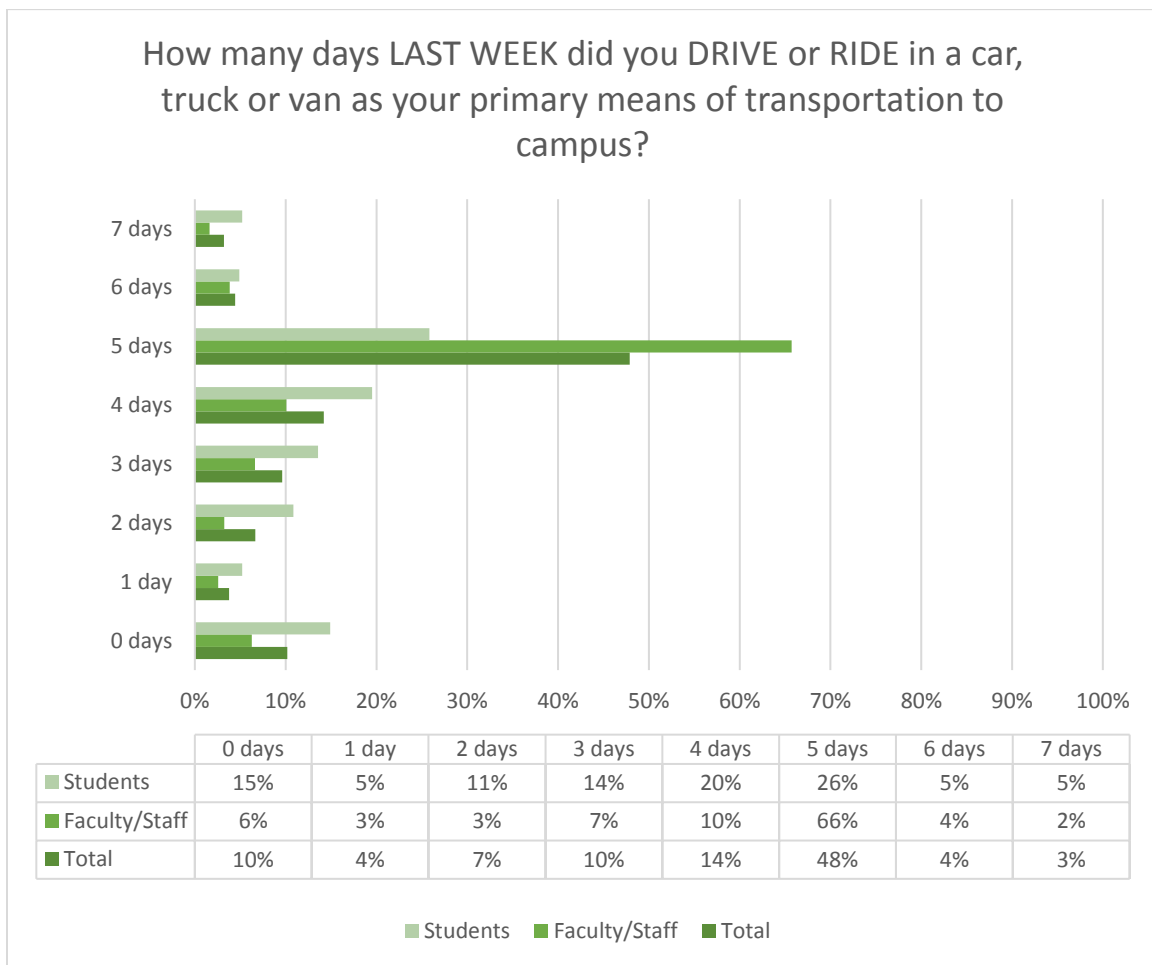
Figure 12: Driving or Riding to Campus by Motor Vehicle (n=2750)
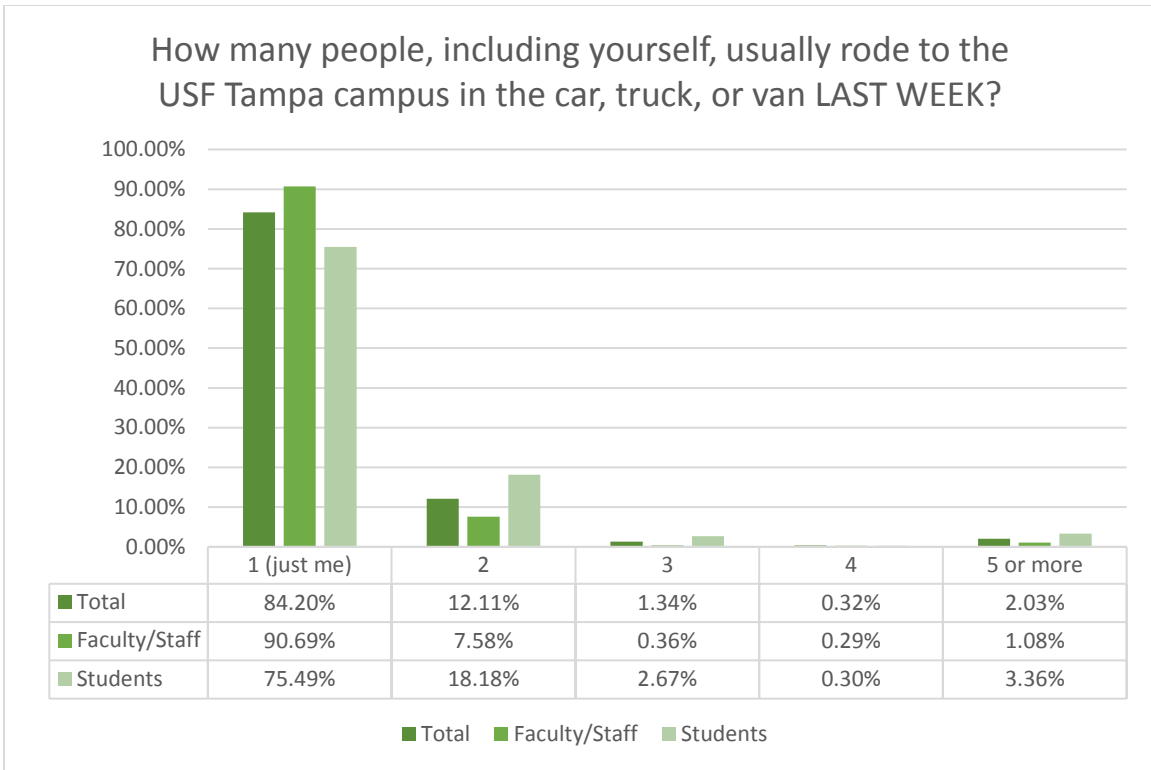
Figure 13: Occupancy of Motor Vehicles (n=2469)

Parking

The overall pattern of parking among survey participants was determined by examining the type of permits purchased. The most common passes purchased were those of the Faculty/Staff (E) permit and the Non-resident Student (S) permit. Only 0.18% of respondents claimed to have a Motorcycling (MT) permit and 9.57% of participants have a Gold Zone (GZ) parking pass. 15.06% of those who took the survey stated that they did not purchase a parking permit of any kind.

What type of parking permit, if any, do you have?

	Other (please specify)	Do not own a parking permit	Have a vehicle but do not bring on campus regularly (purchase daily permit)	Resident (R)	Non-resident Student (S)	Faculty/ Staff (E)	Gold Zone (GZ)	Park and Ride (Y)	Motorcycle (MT)
Total	3.40%	15.06%	1.61%	4.05%	30.26%	33.04%	9.57%	2.83%	0.18%
Faculty/Staff	4.96%	5.82%	0.80%	0.00%	0.86%	64.77%	18.93%	3.74%	0.12%
Students	0.70%	23.45%	2.53%	8.47%	61.69%	0.82%	0.13%	1.96%	0.25%

Total   Faculty/Staff   Students

Figure 14: Type of Parking Permits Purchased (n=3354)

Awareness and Use of Carpooling Services

The University of South Florida's Tampa campus offers several resources to encourage the use of carpooling and reduce the number of single-occupancy vehicles on campus. These resources include a service known as Zimride USF, which is a private ridesharing network for USF students, faculty, staff, and alumni. The service, managed by Enterprise, has participants throughout the Tampa Bay region and is designed to match users to each other into carpools. In addition to Zimride, the Tampa Bay Area Regional Transportation Authority (TBARTA) manages a regional ridesharing database, offers Emergency Ride Home (ERH) services for the general population, and offers special ERH services that are available exclusively to students at participating colleges and universities in the Tampa Bay region, including the University of South Florida. While TBARTA does provide services to participating employers, it has special guidelines and policies catered towards students of participating educational institutions (TBARTA, n.d.).

Despite this service being available, less than 1% of survey respondents selected an answer stating that they had utilized the Zimride service. Only 21.59% of participants indicated that they were aware of the service. Among those who do take advantage of the Zimride service, the vast majority only use it "once to a few times" per semester, with approximately 22% of other respondents indicating a greater frequency of use.

Have you used USF's Zimride service to find a carpool partner?

	Total	Faculty/Staff	Students
■ No as I was unaware of Zimride	77.73%	70.88%	84.94%
■ No but I am aware of Zimride	21.59%	28.04%	14.78%
■ Yes - I tried to find a carpool partner through USF's Zimride	0.68%	1.09%	0.29%

■ No as I was unaware of Zimride

■ No but I am aware of Zimride

■ Yes - I tried to find a carpool partner through USF's Zimride
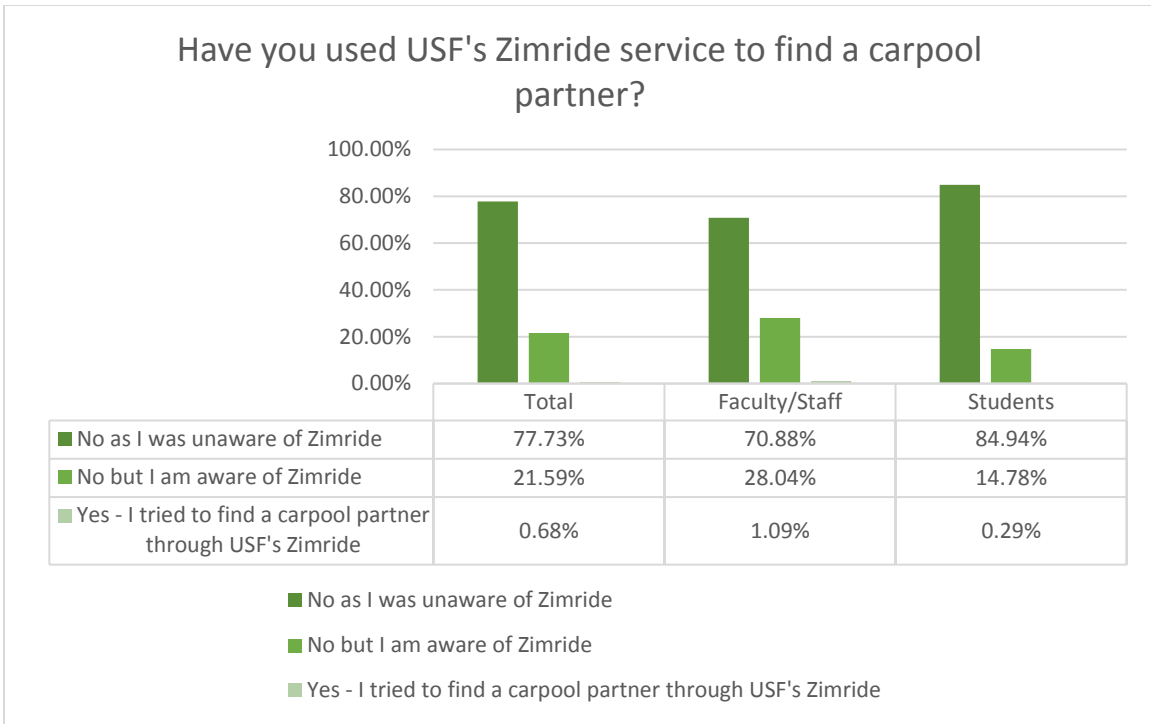
Figure 15: Use and Awareness of Zimride (n=2955)

	Once to a few times per semester	About once per month	About 2 to 3 times per month	About once per week	2 or more times per week
■ Total	78.26%	8.70%	4.35%	4.35%	4.35%
■ Faculty/Staff	88.24%	5.88%	0.00%	0.00%	5.88%
■ Students	50.00%	16.67%	16.67%	16.67%	0.00%

■ Total   ■ Faculty/Staff   ■ Students
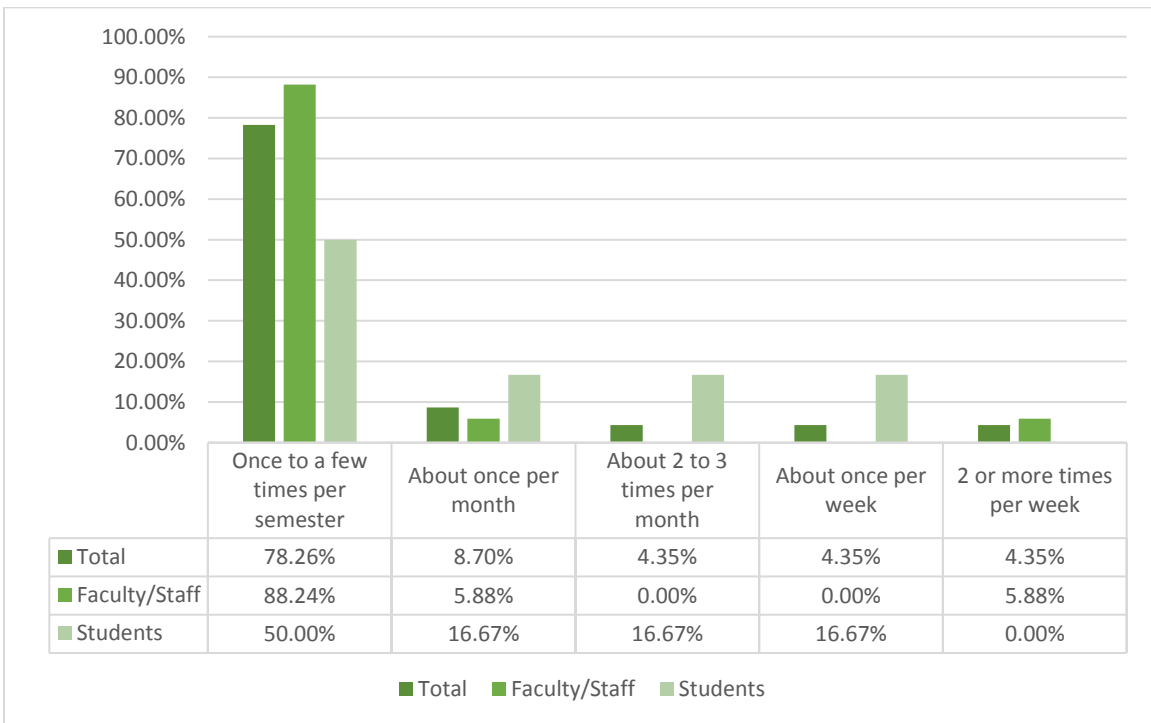
Figure 16: Frequency of Zimride Use (n=23)

The University of South Florida's Tampa campus offers carpool parking passes for varying rates, depending on whether or not the purchase is made by a member of faculty/staff or a student, in an effort to reduce congestion and air pollution. The annual cost of a carpool parking pass is sold at a discount compared to other general passes sold, except for the Park-n-Ride Annual Pass, the Motorcycle Annual Pass, and the Alumni Annual Pass (USF, n.d.). However, out of the entire set of valid responses for the question, only two indicated that they had purchased a discounted carpool parking pass when asked.
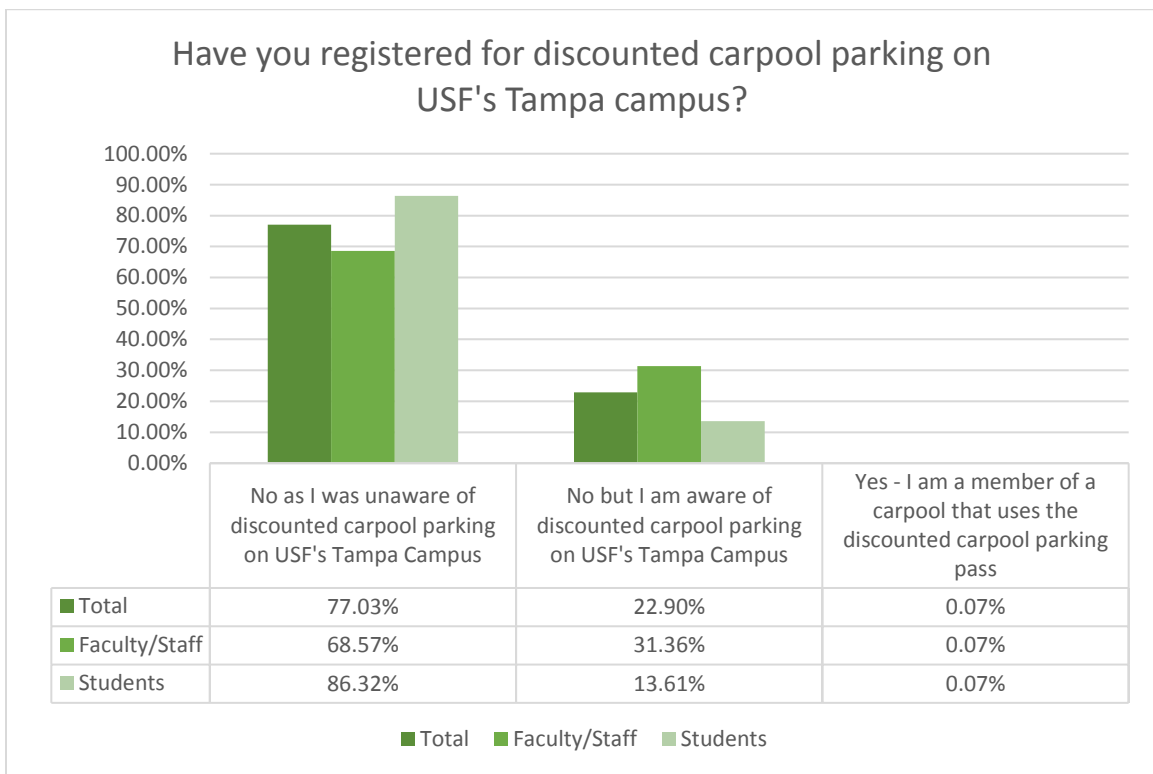
Figure 17: Carpool parking pass purchases (n=2947)

	No as I was unaware of discounted carpool parking on USF's Tampa Campus	No but I am aware of discounted carpool parking on USF's Tampa Campus	Yes - I am a member of a carpool that uses the discounted carpool parking pass
■ Total	77.03%	22.90%	0.07%
■ Faculty/Staff	68.57%	31.36%	0.07%
■ Students	86.32%	13.61%	0.07%

Car-Sharing

The University of South Florida's Tampa campus offers a car-sharing service to students and faculty/staff, operated by Enterprise CarShare. This service is offered at a rate of $7 per hour, $70 for a rental for the day, and $30 for an overnight rental. The service rates include 200 miles of driving per day with an additional $0.25 per mile after that and physical damage/liability protection.

A section of the survey was dedicated to gathering information as it relates to how the car-sharing service was being received by the campus faculty/staff and student population in terms of awareness and use. Survey participants were asked if they had used the service before and, if not, whether or not they were aware of the service. Additionally, those who answered "yes" to the question of using the service were asked about their frequency of use. Out of the 2,959 valid responses to the question asking if participants had used the service, 48.9% stated that they were unaware of the service entirely, 38.4% stated that they had not used the service but were aware of it, and 0.8% (27) stated that they had used the service. Of those who used the service, 13 were faculty/staff and 14 were students.
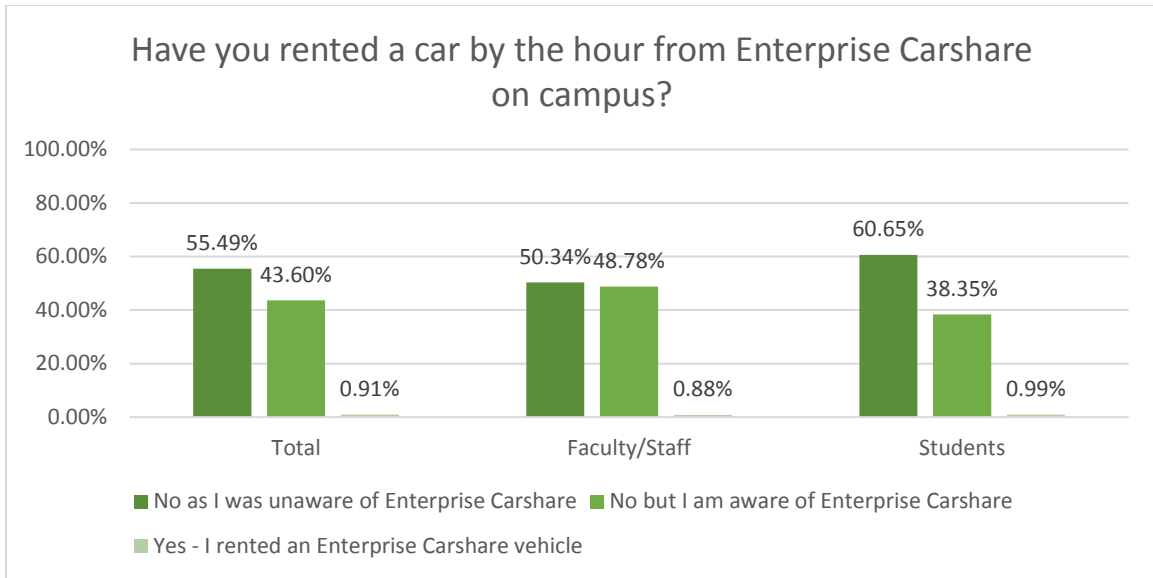
Figure 18: Have you rented a car from Enterprise CarShare on campus? (n=2959)
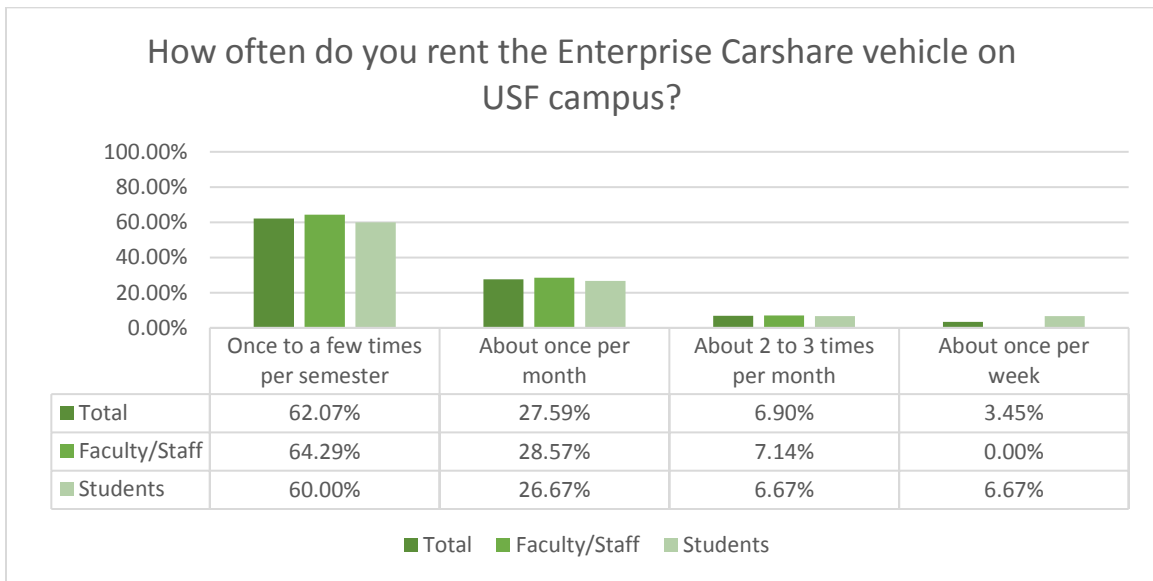

Figure 19: Frequency of Enterprise CarShare Use (n=29)

Transportation Network Companies (TNCs)

The recent rise of Transportation Network Companies (TNCs), such as Uber and Lyft, within the past few years have brought forth the question as to what kind of impact these services will have on the greater transportation system and on commuting habits. A short section of the distributed survey asked participants about their awareness of TNC services and how frequently TNCs were utilized. Participants were asked whether or not they used TNC services and, if not, whether or not they were aware of their availability. If participants answered "yes" to using these services, they were asked about the frequency of use. Unlike questions regarding other modes of transportation, the survey did *not* ask if TNCs were used as a primary means of accessing campus in the previous week.

Of all 2,956 valid responses for "Do you use a ride-hailing service," 23.7% stated that they had used a TNC in the past and 73.6% were aware of the service, even though they had not used it. Only 2.7% of respondents indicated that they were unaware of TNC services. Of those who used TNC services, 52.6% were faculty/staff members and 47.4% were members of the student body.
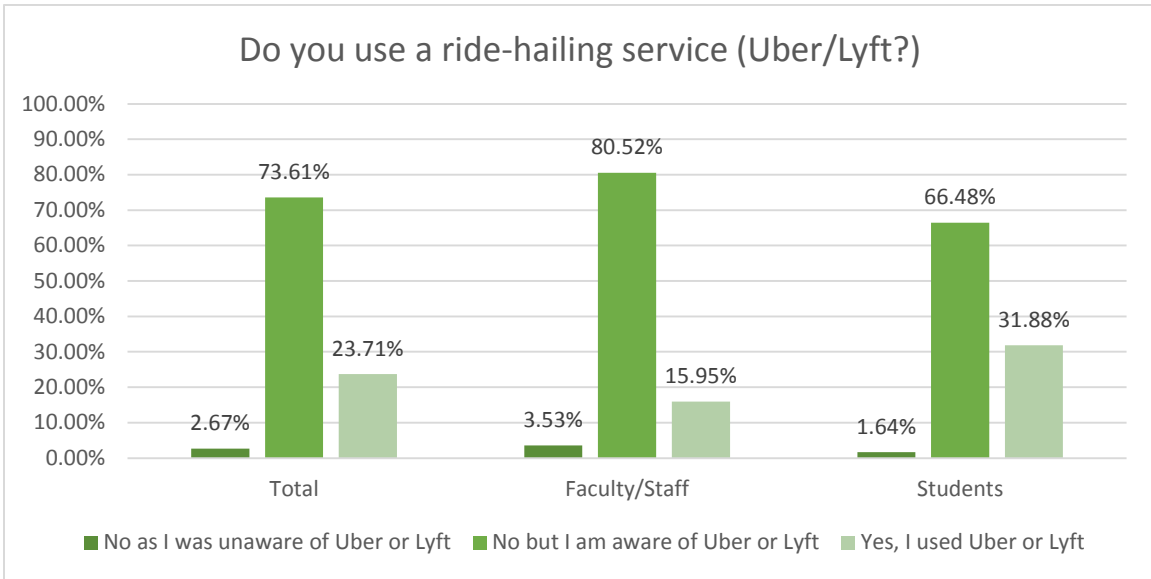
Figure 20: Do you use a TNC? (n=2956)

	Once to a few times per semester	About once per month	About 2 to 3 times per month	About once per week	2 or more times per week
Students	40.00%	16.22%	23.56%	13.78%	6.44%
Faculty/Staff	54.51%	20.60%	16.74%	6.87%	1.29%
Total	44.73%	18.23%	20.94%	11.25%	4.84%
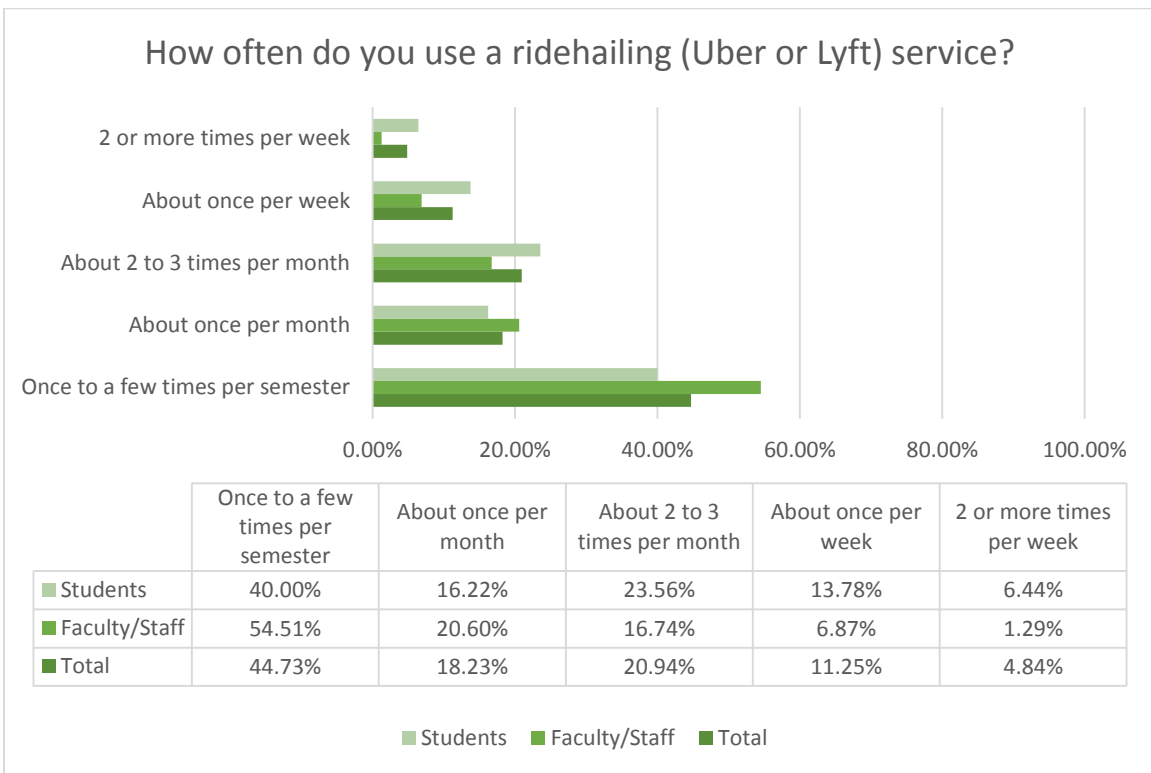
**Figure 21: Frequency of TNC Use (n=702)**

Mopeds, Scooters, and Motorcycles

In addition to motor vehicles, students and faculty/staff are permitted to use mopeds, scooters, and motorcycles to access USF's Tampa campus. However, when asked how many days in the last week respondents used such modes of transportation to access campus, only a small handful indicated that they used these modes of transportation at all.

How many days LAST WEEK did you RIDE A MOTORCYCLE, SCOOTER, or MOPED as your primary means of transportation to arrive on campus?

|	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	99.02%	0.18%	0.25%	0.15%	0.11%	0.22%	0.00%	0.07%
Faculty/Staff	99.12%	0.20%	0.27%	0.14%	0.00%	0.27%	0.00%	0.00%
Students	98.83%	0.17%	0.25%	0.17%	0.25%	0.17%	0.00%	0.17%
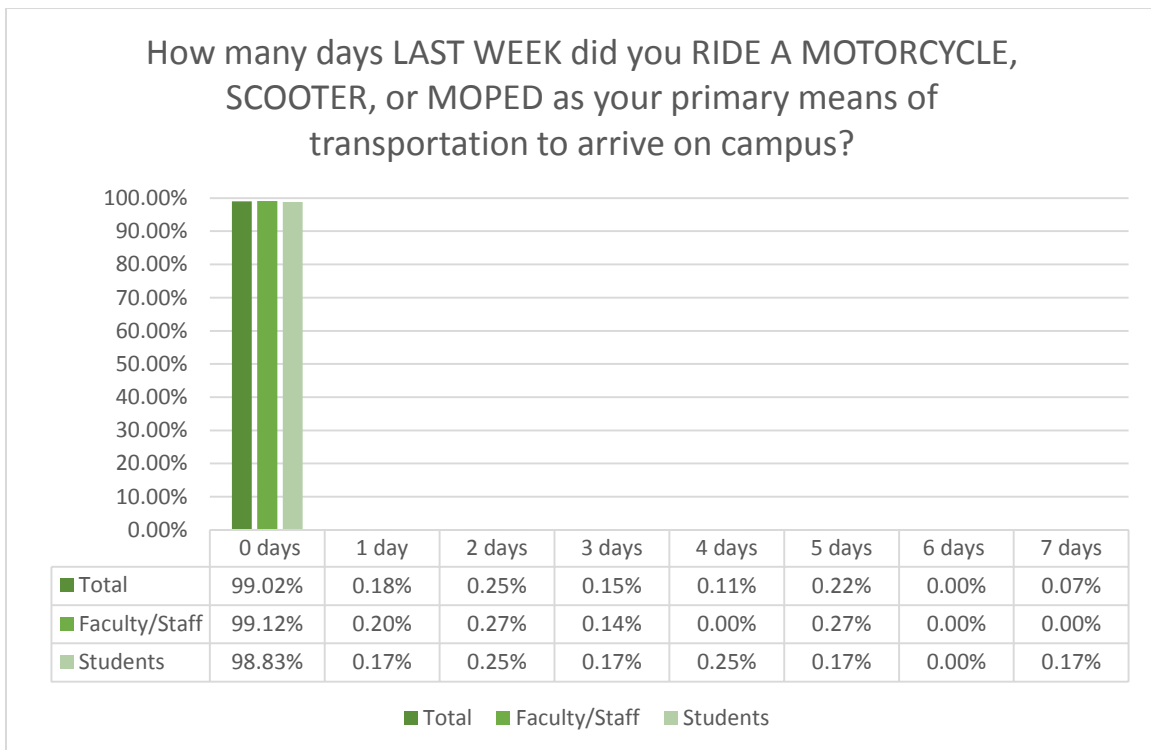
Figure 22: Motorcycle, scooter, and moped use (n=2754)

Walk or Skateboard

The University of South Florida has a vast sidewalk network on-campus that permits the easy circulation of pedestrians and skateboarders. Despite the ability to easily walk or skateboard *on-campus*, walking outside of the campus can be a challenge to many due to existing street and roadway design. Despite the challenge, 227 of respondents (out of a valid 2,749 responses to the question) said that they walked or used a skateboard to access campus at least one day or more in the previous week. While some faculty/staff stated that they walked or used a skateboard to get to campus at least one day in the previous week, those who walked or used a skateboard were overwhelmingly comprised of students.

How many days LAST WEEK did you WALK OR SKATEBOARD to campus as your primary means of transportation?

|	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	91.74%	2.22%	1.46%	1.20%	0.91%	1.56%	0.40%	0.51%
Faculty/Staff	97.29%	0.68%	0.68%	0.34%	0.27%	0.54%	0.14%	0.07%
Students	84.76%	4.27%	2.51%	2.01%	1.76%	2.93%	0.75%	1.01%
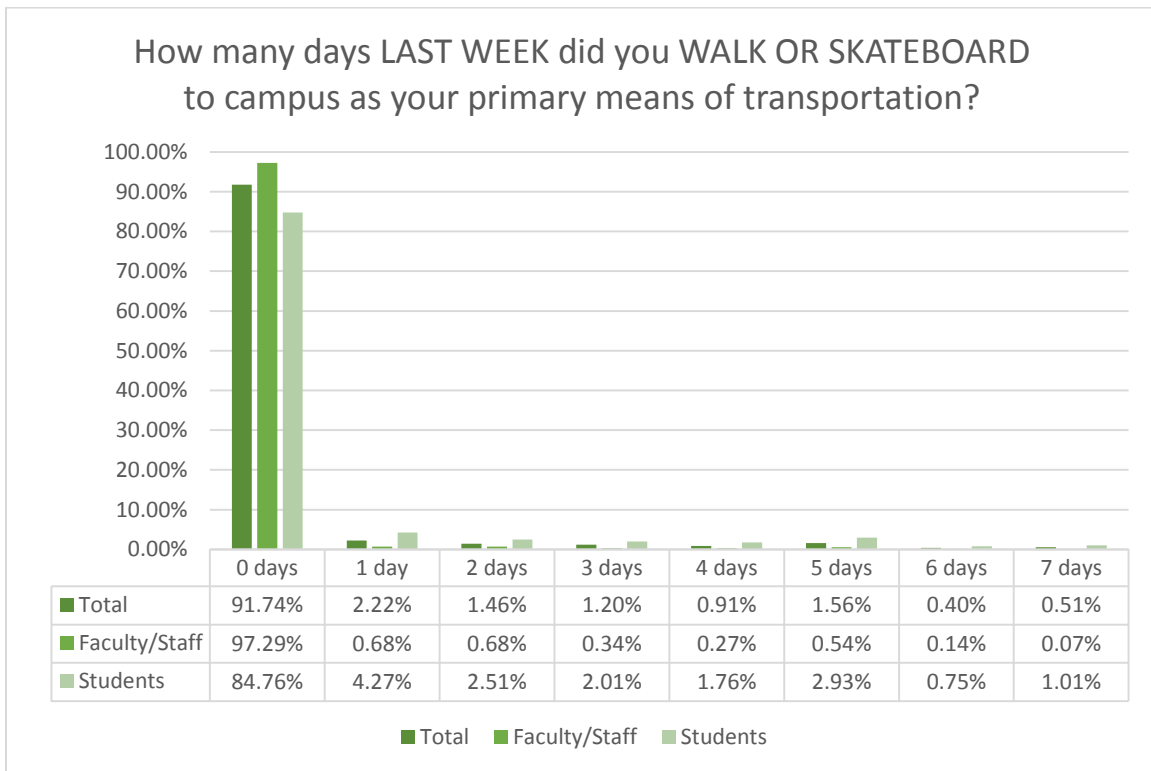
Figure 23: Walk or skateboard (n=2749)

Bicycling

General Bicycling

　　　　Much like walking, bicycling on-campus is accommodated through a network of on-street bike lanes and wide, multi-use paths. However, despite a system of on-street painted bike lanes, riding a bicycle off-campus is a challenge due to high-speed motor vehicle traffic on multi-lane roads. **Figure 24** illustrates the responses collected when survey participants were asked how many days in the previous week they had ridden a bicycle to access campus.


How many days LAST WEEK did you BICYCLE to campus as your primary means of transportation?								
	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	95.78%	1.02%	0.73%	0.58%	0.55%	0.95%	0.15%	0.25%
Faculty/Staff	97.49%	0.54%	0.47%	0.34%	0.41%	0.68%	0.00%	0.07%
Students	93.71%	1.59%	1.01%	0.92%	0.67%	1.34%	0.34%	0.42%
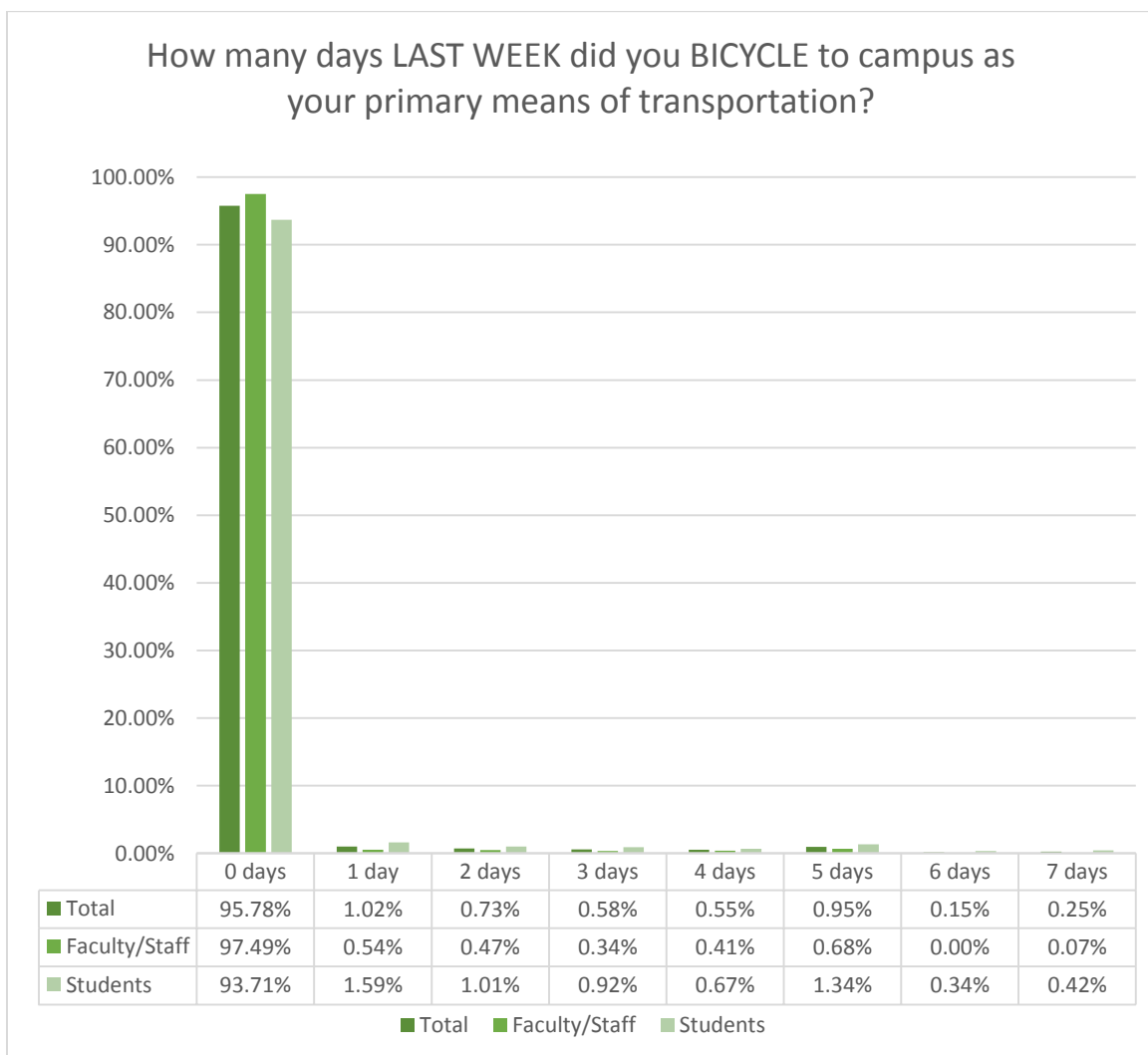
Figure 24: Bicycling (n=2751)

Share-A-Bull Bicycles

The Share-A-Bull bicycle-sharing system was implemented on the University of South Florida's Tampa campus in 2015 and are operated on the Social Bicycles platform. At the time of the survey, the service was offered to students at no additional charge, but a pair of payment plans were put in place for the Spring semester of 2017. Unlike many bicycle-sharing systems in the United States, Social Bicycles does not require the installment of "smart docks." Instead, the hardware is entirely housed on the bicycle itself, permitting a degree of flexibility as to where the bikes can be locked. Students are able to sign up through their Student ID and reserve bicycles for up to 10 minutes via a mobile application (or they can enter an ID and PIN code on the bicycle's on-board computer to unlock the bike).

Survey participants were asked two basic questions regarding Share-A-Bull bicycles: If participants used Share-A-Bull bicycles at all and how frequently they use Share-A-Bull. As **Figure 25** and **Figure 26** illustrate, the most frequent users of Share-A-Bull bicycles are students. Very few respondents stated that they were unaware of the service.
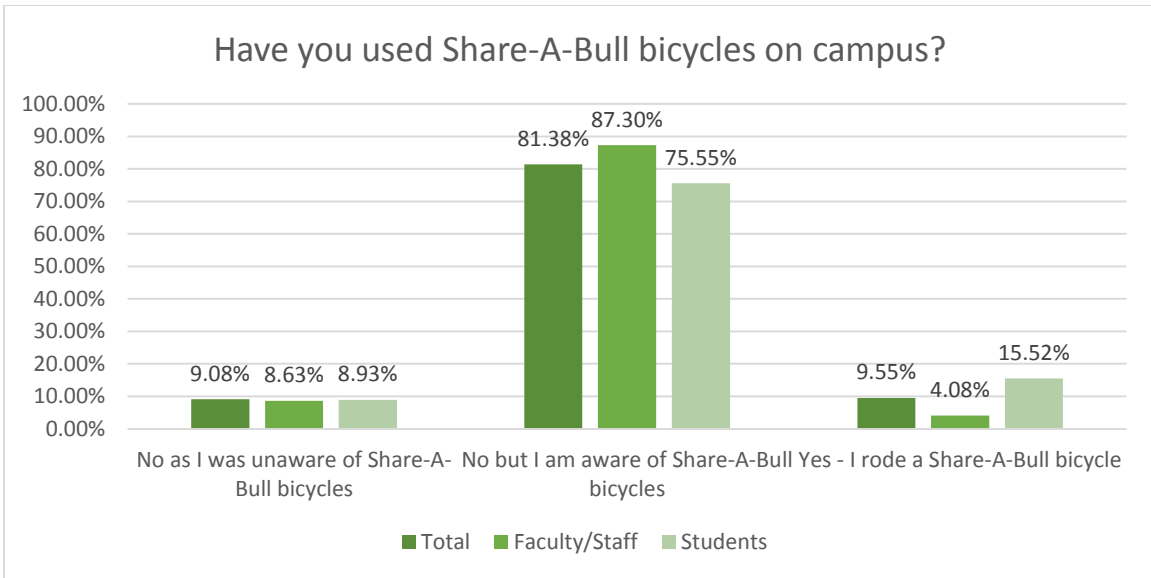
Figure 25: Have you used Share-A-Bull bikes on campus? (n=2964)

|	Once to a few times per semester	About once per month	About 2 to 3 times per month	About once per week	2 or more times per week
Total	55.12%	11.31%	12.37%	9.19%	12.01%
Faculty/Staff	62.90%	11.29%	9.68%	8.06%	8.06%
Students	52.53%	11.52%	13.36%	9.22%	13.36%
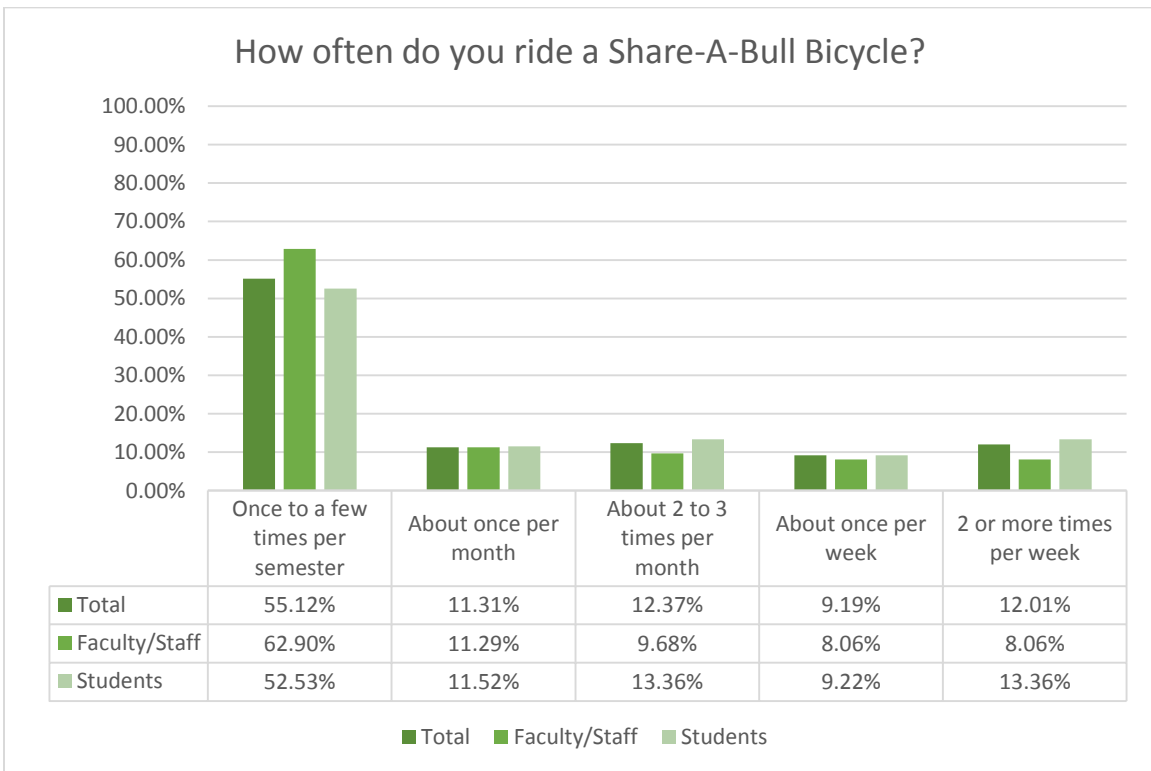
Figure 26: How often do you ride a Share-A-Bull bicycle (n=283)

Public Transportation

The University of South Florida's Tampa campus is served by two transit services. The first is the Hillsborough Area Regional Transit agency (HART). This transit agency serves the entirety of Hillsborough County and Tampa, Florida, with limited services to Pinellas County in the form of express buses on weekdays. HART operates five bus routes directly through and along the edge of USF's Tampa campus and operates the nearby University Area Transit Center, which is the meeting point for twelve fixed routes. These routes include HART's MetroRapid service, a limited stop and branded bus service operating from Downtown Tampa to the Hidden River Park & Ride facility, located east of campus.

The second transit service is "Bull Runner," which is the University of South Florida's Tampa campus shuttle service. Bull Runner operates six routes both on and off-campus, serving student housing complexes, major campus destinations, shopping centers, and the University Area Transit Center.

Hillsborough Area Regional Transit

To gather the most accurate information about commute patterns by public transit, the survey asked participants separate questions regarding their use of HART and Bull Runner. The questions presented to survey participants asked how many days in the past week Bull Runner and HART were used as a primary means of transportation to and from campus, if the bus systems are used by the participant at all, and how frequently they ride (if they ride).

Most of the respondents that indicated that they used HART regularly (multiple times per month or more) were USF students. However, the survey revealed that the faculty/staff and student populations who used the service about once per month were relatively similar. When

asked how many days in the previous week participants rode HART, students and faculty/staff

answered that they used the service at relatively similar rates.
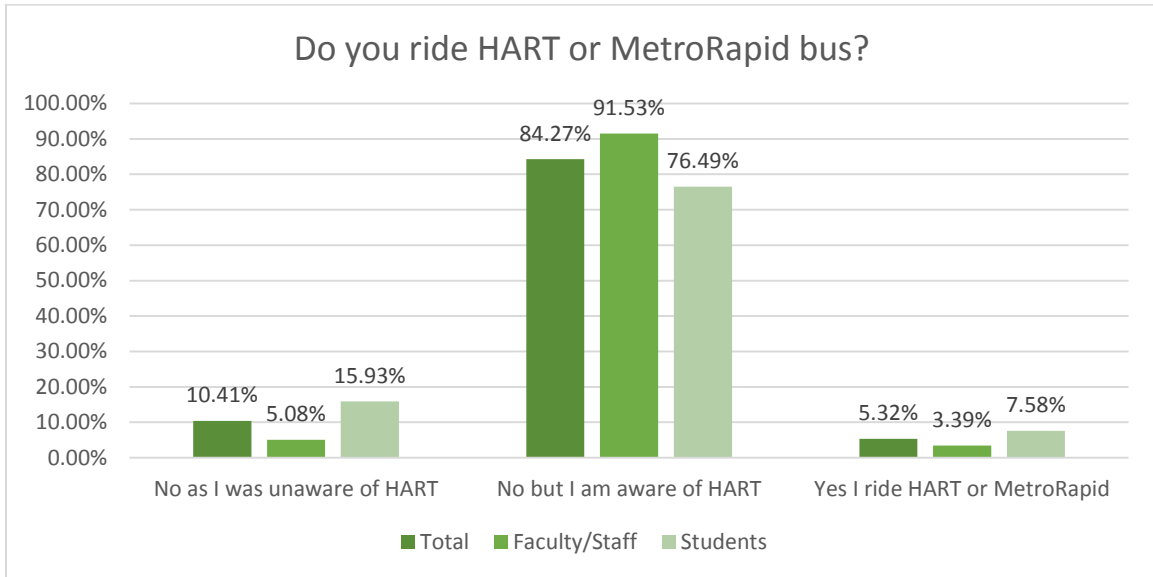

Figure 27: Do you ride HART? (n=2968)

	Once to a few times per semester	About once per month	About 2 to 3 times per month	About once per week	2 or more times per week
Students	24.55%	8.18%	17.27%	15.45%	34.55%
Faculty/Staff	36.00%	16.00%	16.00%	10.00%	22.00%
Total	28.57%	10.56%	16.77%	13.66%	30.43%
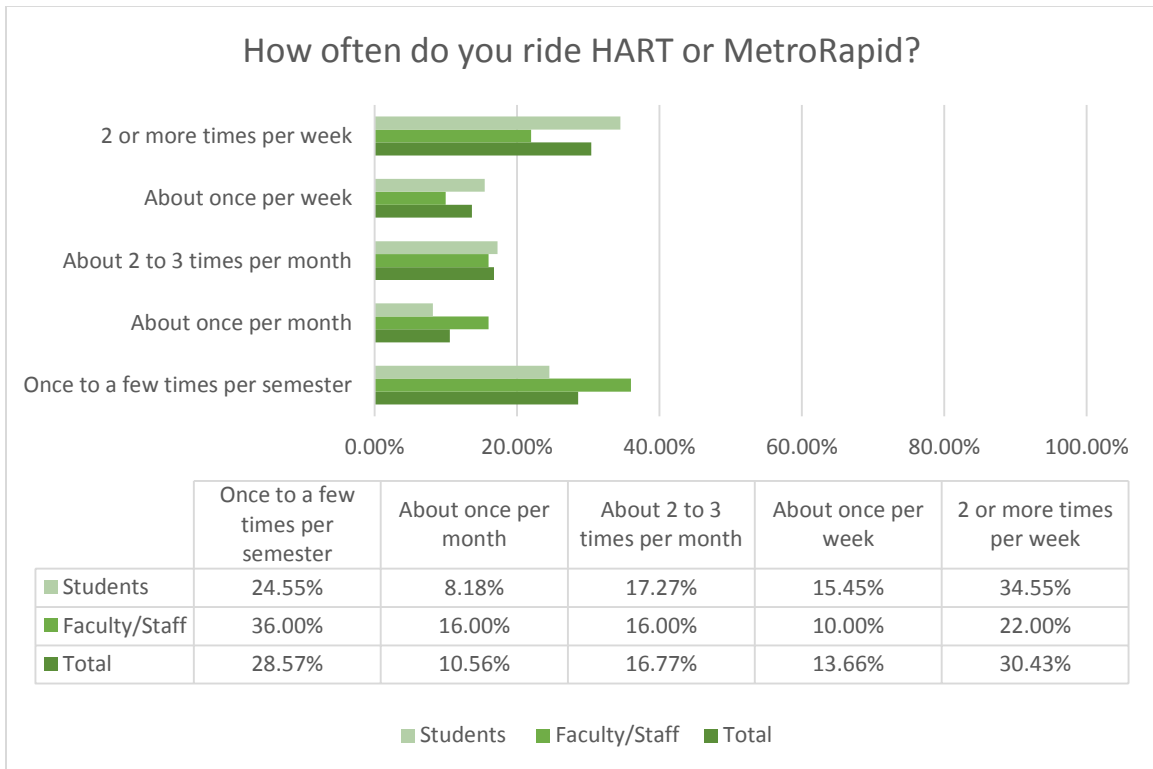
Figure 28: HART/MetroRapid Frequency of Use (n=161)

How many days LAST WEEK did you ride HART BUS SYSTEM as your primary means of transportation to arrive on campus?

|	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
Total	97.68%	0.87%	0.36%	0.33%	0.40%	0.33%	0.04%	0.00%
Faculty/Staff	98.64%	0.68%	0.00%	0.00%	0.34%	0.34%	0.00%	0.00%
Students	96.32%	1.17%	0.84%	0.75%	0.50%	0.33%	0.08%	0.00%
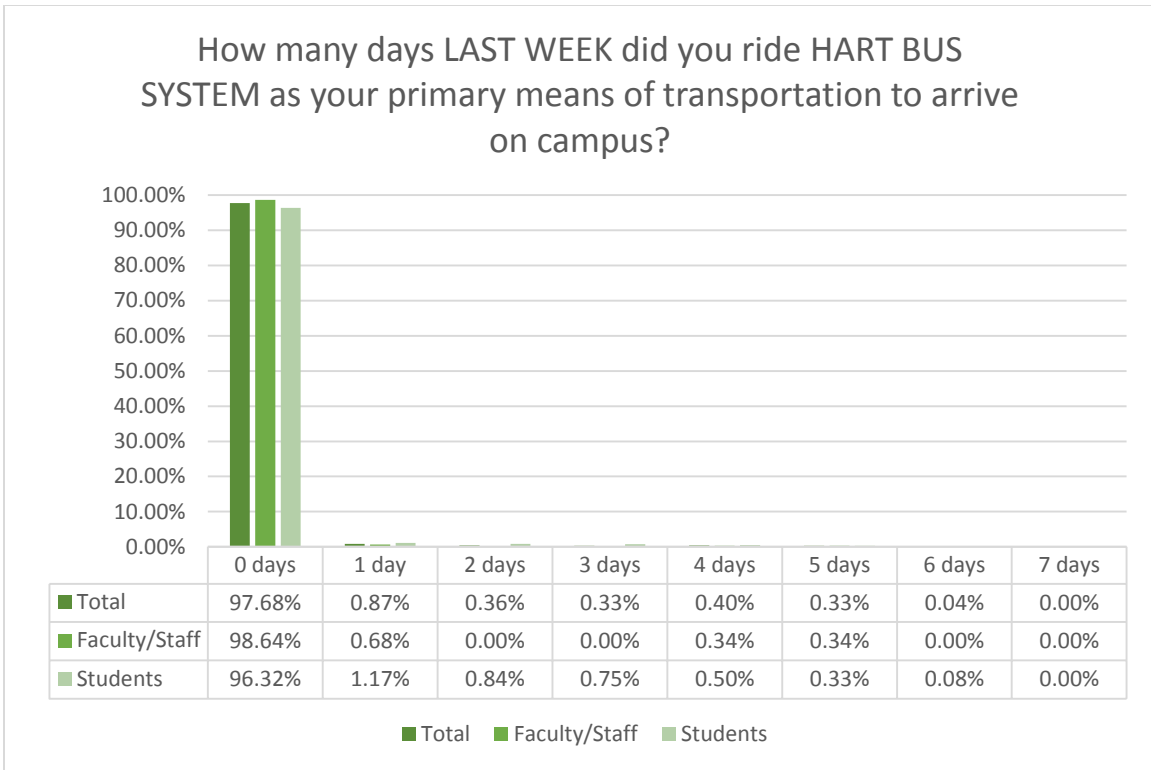
Figure 29: How many days in the last week did you ride HART as a primary means of transportation to campus? (n=2755)

Bull Runner

In the survey, the same questions that were asked regarding HART were also asked about USF's Bull Runner service. As reflected in the figures below, very few survey participants were unaware of the Bull Runner service, but most who are aware of the service do not use it. Students of USF's Tampa Campus are the most frequent users of Bull Runner, with 50.7% of students who stated they used the service did so two or more times per week or once per week. In contrast, 77.7% of the faculty/staff who stated that they used Bull Runner indicated that they did so on an infrequent basis (a few times per semester or a few times per month). When asked about the use of Bull Runner in the previous week, students showed a far greater rate of use than faculty/staff.
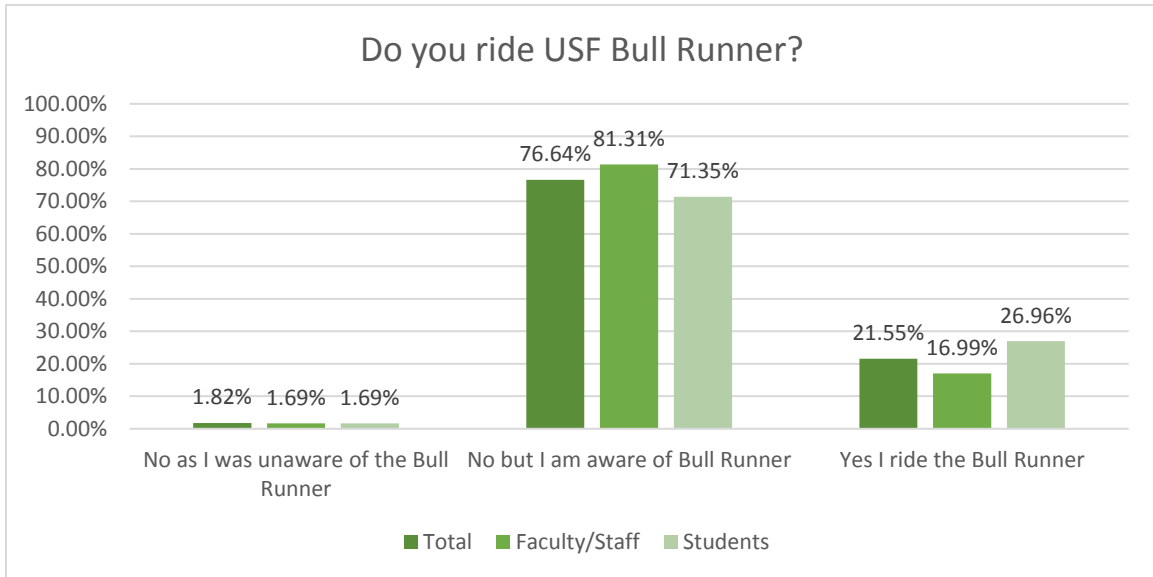
**Figure 30: Do you ride USF Bull Runner? (n=2975)**

	Once to a few times per semester	About once per month	About 2 to 3 times per month	About once per week	2 or more times per week
Students	26.11%	7.31%	15.93%	13.58%	37.08%
Faculty/Staff	47.41%	11.16%	19.12%	6.37%	15.94%
Total	34.74%	8.88%	16.98%	10.59%	28.82%
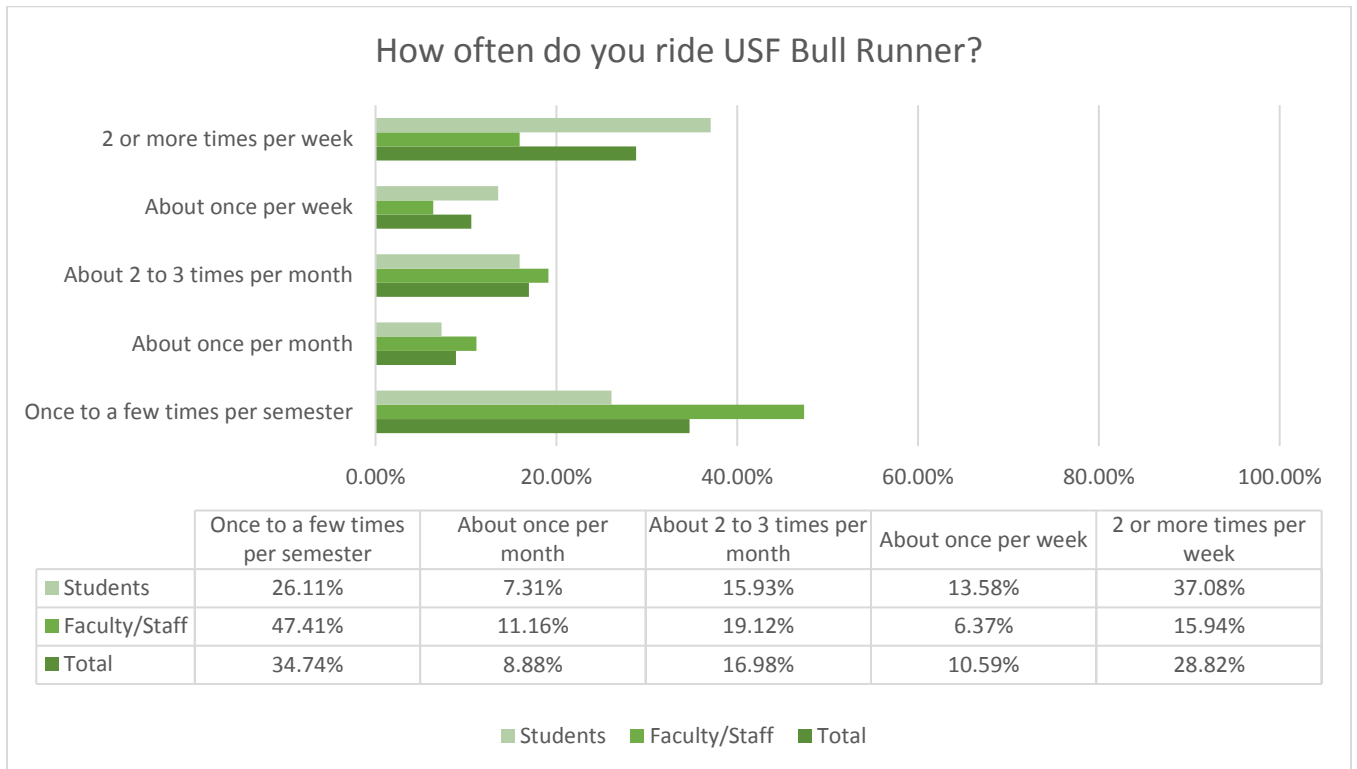
Figure 31: Frequency of Bull Runner Use (n=672)

How many days LAST WEEK did you ride the USF BULL RUNNER as your primary means of transportation to arrive on campus?

	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
■ Total	92.59%	1.92%	1.05%	1.19%	1.19%	1.59%	0.14%	0.33%
■ Faculty/Staff	97.10%	0.81%	0.20%	0.34%	0.47%	0.94%	0.00%	0.13%
■ Students	86.66%	3.42%	2.09%	2.34%	2.09%	2.50%	0.33%	0.58%

■ Total ■ Faculty/Staff ■ Students
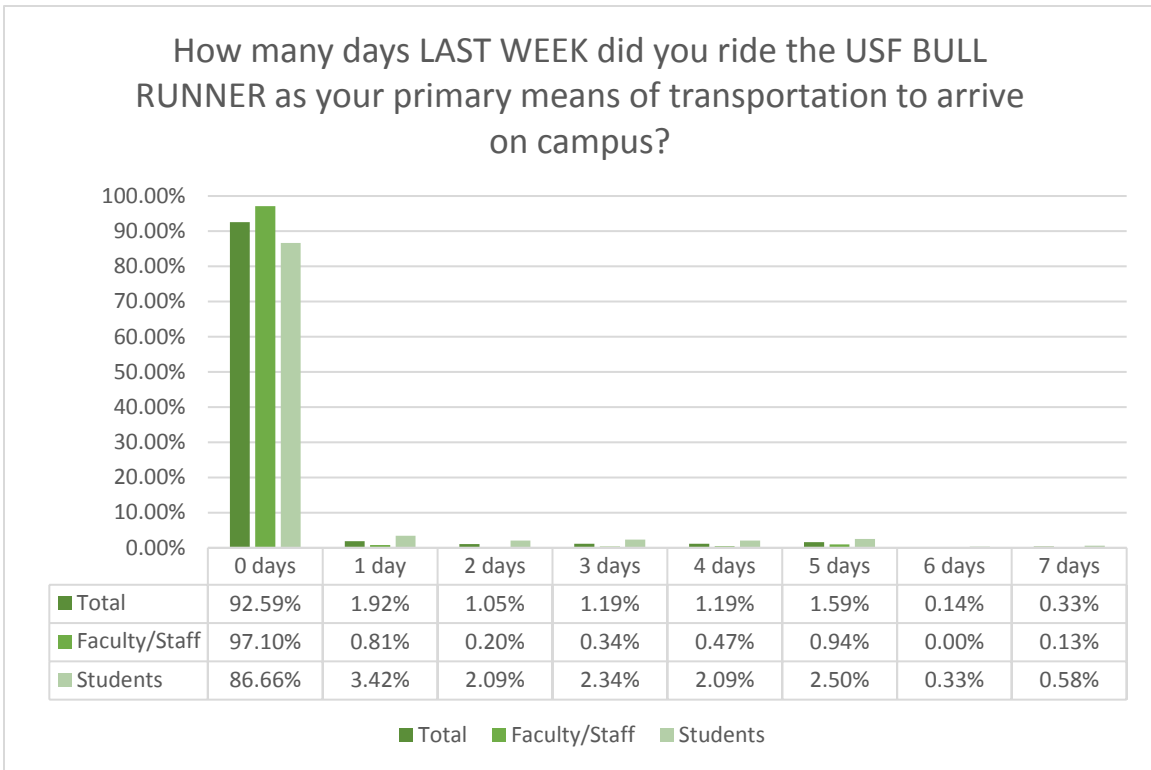
Figure 32: How many days in the last week did you ride Bull Runner as a primary means of transportation to campus? (n=2767)

Satisfaction of Service/Open-Ended Questions

After answering the questions regarding frequency of transit use, survey participants were asked about their level of satisfaction with the Bull Runner campus shuttle service and asked to provide some general comments regarding where they would like to see Bull Runner service expanded, what hours Bull Runner should operate, and what, if any, service changes should be implemented.

In regards to satisfaction of service, the question "To what extent are you satisfied that the Bull Runner takes you where you need to go?" was asked. The largest single answer to this question among all respondents was "to some extent." The second most-common answer was "not at all" and the third being "a very great extent" (see **Figure 33**).
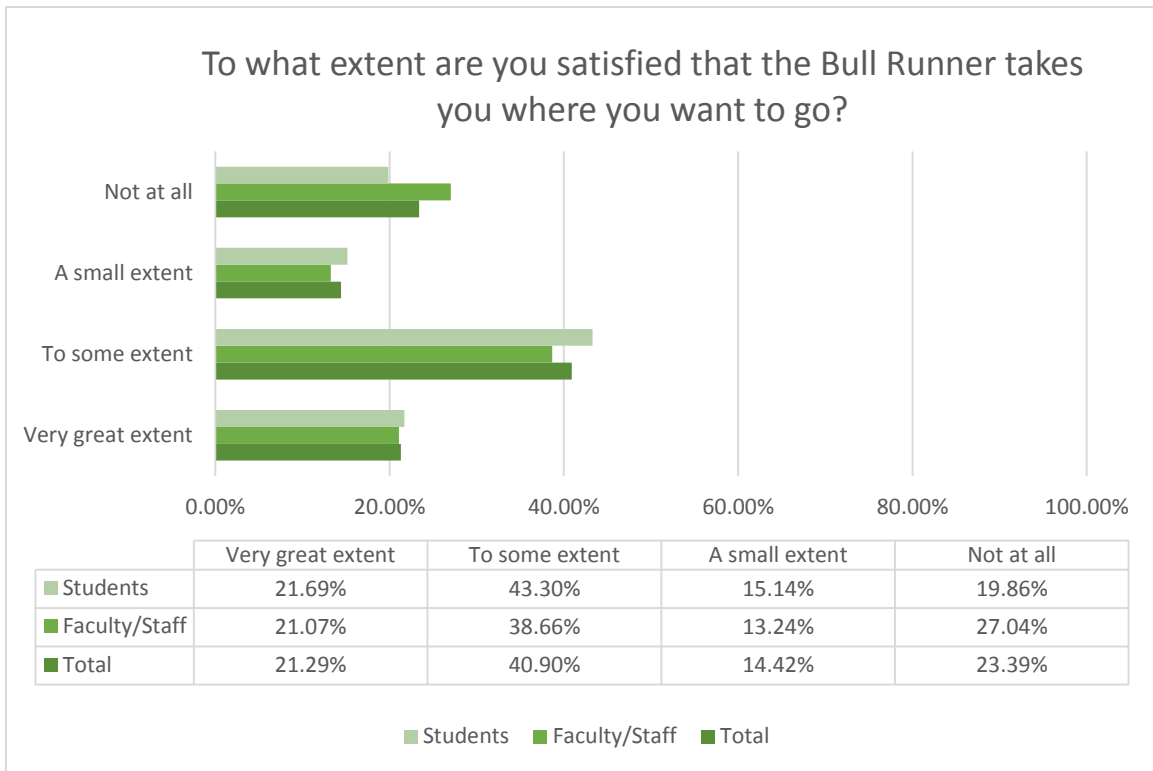
Figure 33: Satisfaction with Bull Runner (n=2621)

Survey participants were asked to answer an open-ended question about Bull Runner

service, specifically regarding where they would like to see service go or what service changes

should be made. The question was specifically worded as follows: "To where would you like to

see Bull Runner extended (please be as specific as possible)?" Suggestions included expanding

service to areas where HART currently does not go in regular intervals, such as New Tampa and

Wesley Chapel. Other suggestions included expanding service to places where there is a

substantial concentration of housing, shopping, grocery stores, and restaurants but are

currently very difficult to access by transit. These include corridors such as Busch Boulevard,

Bearss Avenue, Fowler Avenue, Bruce B. Downs, and Fletcher Avenue. Several responses

indicated a desire for service that provided a faster option to get to other USF campuses in Downtown Tampa and St. Petersburg.

Other answers indicated the desire for more park & rides farther from campus, a more direct route from the Research Park to the USF Public Health building, the conversion from single-direction loops to bi-directional lines on certain routes (or offering service in the opposite direction along the loop), and offering services to neighborhoods such as Seminole Heights and South Tampa. The most frequent answer, however, was a desire for changes to existing services rather than route expansions. Most notably, respondents desired a greater frequency of service and shorter travel times. The second most common desire was one for greater intra-campus service (e.g. more buses travelling within campus boundaries at frequent intervals). However, the first and second most common answers totaled just under 12 percent of all responses, illustrating an overall wide range of responses to the question and no strong consensus regarding desired changes to the Bull Runner. **Figure 34** illustrates the responses relating to where respondents wished to see service expanded. The reader should keep in mind that the graph in **Figure 34** is a summary of all the response categories and that each category has a series of more specific directions and destinations, which can be viewed **in Appendix G – Bull Runner Expansion Responses.**

Open Ended Question Bull Runner - All Questions
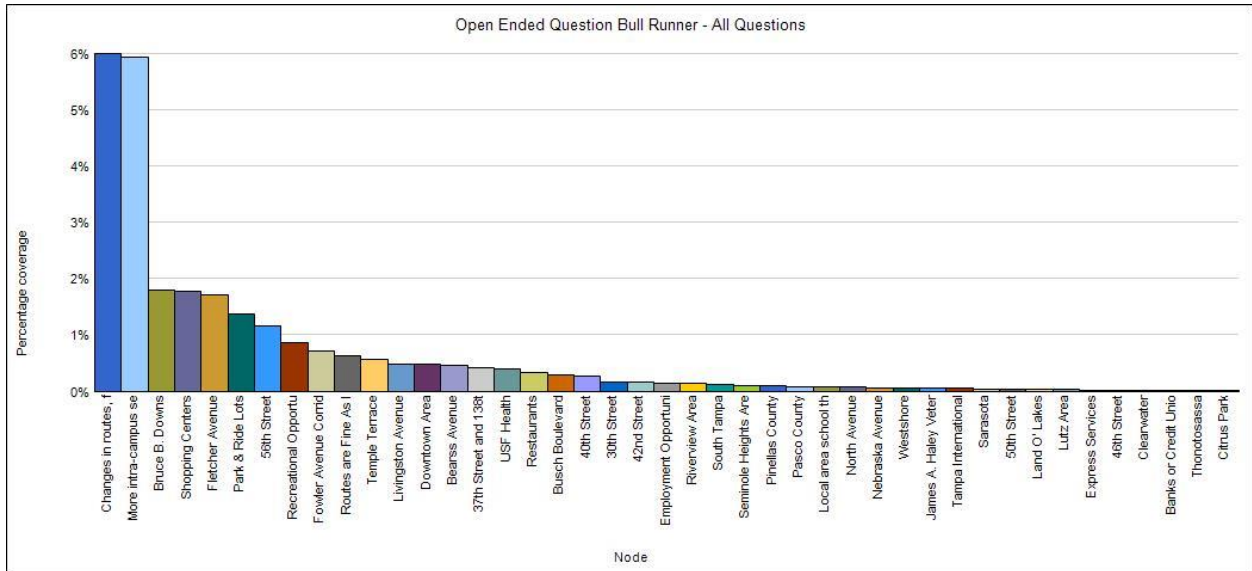
Figure 34: Open-Ended Bull Runner Response Categories

Lastly, respondents were asked when they would like to see services begin and end.

Many indicated that they would like to see services begin early in the morning on Fridays

(around 7:00 AM) and end late at night on Fridays (around midnight). Additionally, respondents

indicated that they would prefer to see extended service hours on weekends (see **Appendix B –**

Bull Runner Time Preferences).

Telecommuting

Many persons who either work or attend classes on campus do so from home at least a few days per week. To determine who is telecommuting, the survey asked participants if they taught or took any classes online, had worked from home in the previous week, how many days per week they had worked from home, and asked about their role when they work from home.

How many classes, if any, are you taking or teaching this semester in which the teaching is done mostly over the internet; or a class using interactive, two-way television transmitted to a central site; or a class using mostly mailed out materials, etc.?

13%

9%

15%

63%

■ 0 ■ 1 ■ 2 ■ 3 or more
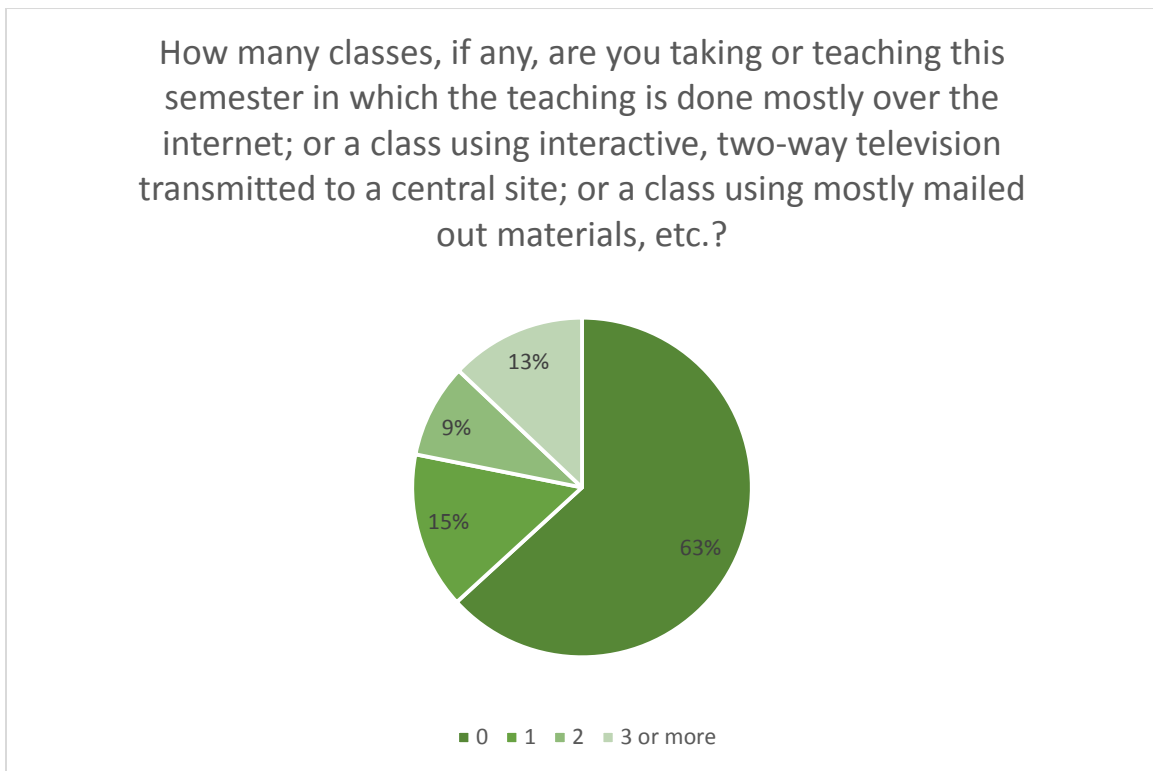
Figure 35: Online classes taught or taken remotely (n=3109)
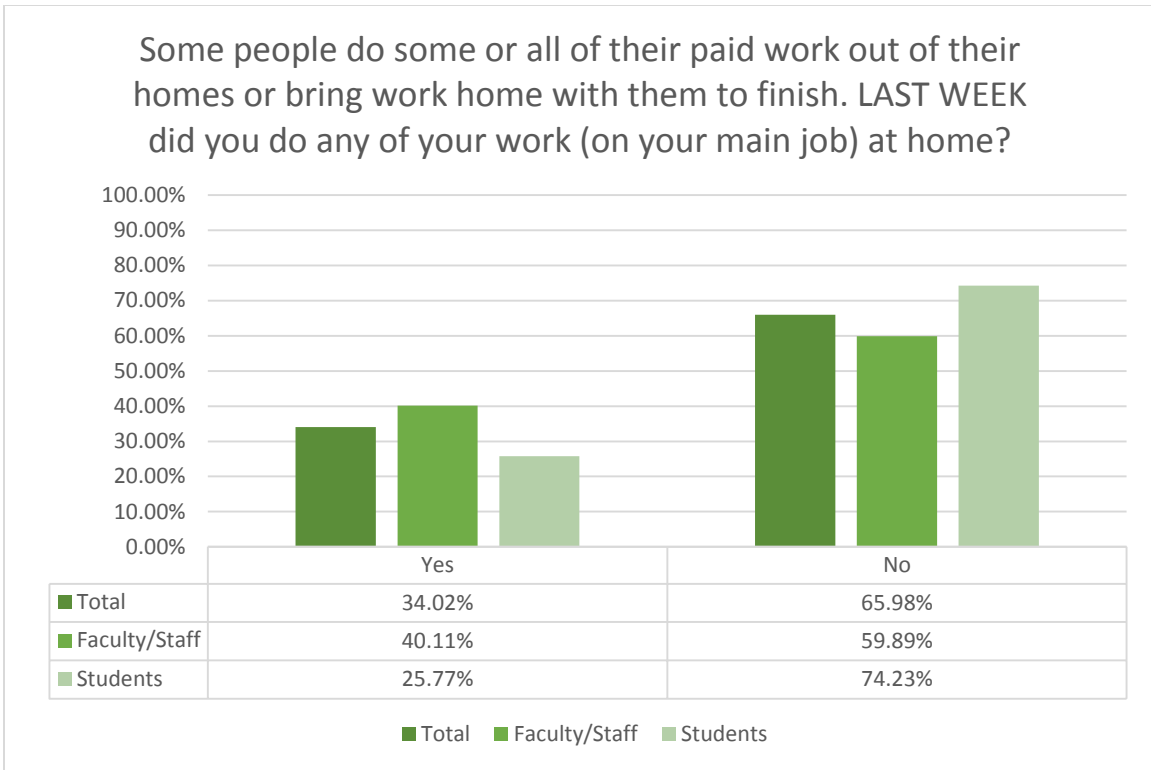
**Figure 36: Persons who worked from home in the past week (n=2810)**

	Yes	No
Total	34.02%	65.98%
Faculty/Staff	40.11%	59.89%
Students	25.77%	74.23%
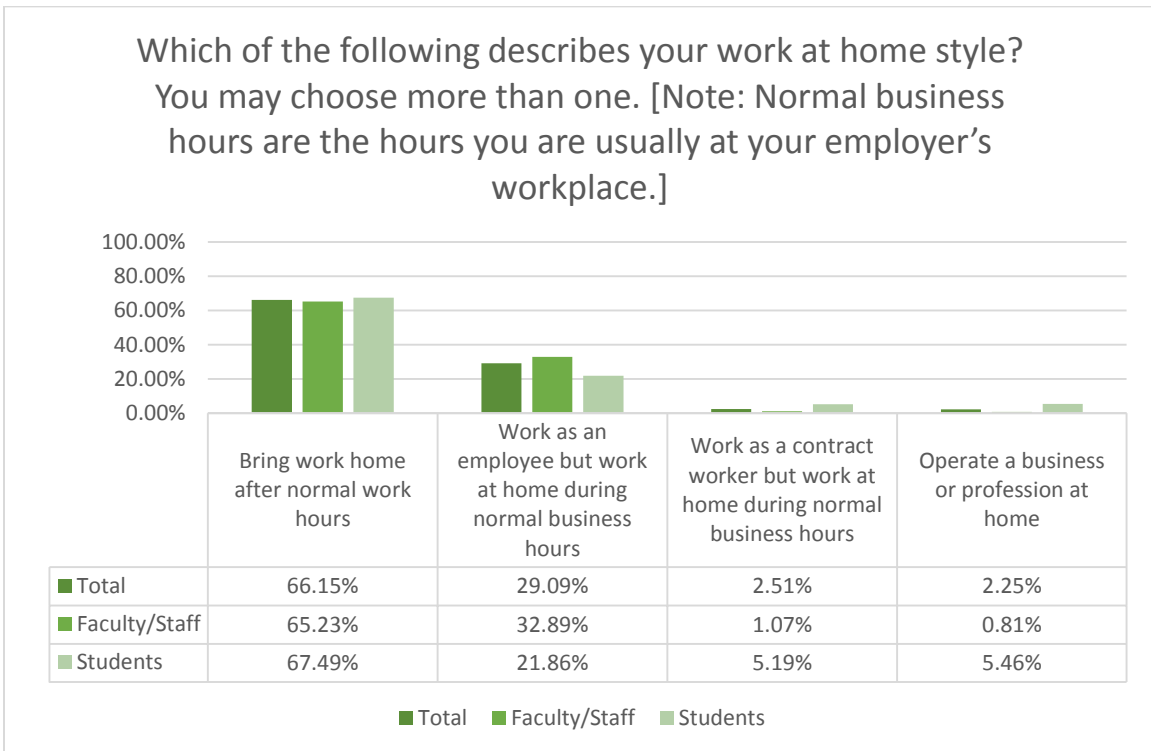
Figure 37: Work at home style of participants (n=1155)

	Bring work home after normal work hours	Work as an employee but work at home during normal business hours	Work as a contract worker but work at home during normal business hours	Operate a business or profession at home
Total	66.15%	29.09%	2.51%	2.25%
Faculty/Staff	65.23%	32.89%	1.07%	0.81%
Students	67.49%	21.86%	5.19%	5.46%

Comments and Suggestions

Finally, those who participated in the survey were asked to provide some general comments and suggestions about parking, bicycling, walking, taking public transportation, or ride-sharing to USF's Tampa campus. Responses were categorized into

Node	Percentage coverage
Nodes\\Bicycle Facilities	2.91%
Nodes\\Bicyclist Behavior	0.94%
Nodes\\Current State of Transportation is Fine	0.11%
Nodes\\Education	0.04%
Nodes\\Golf Carts	0.35%
Nodes\\Motorist Behavior	1.11%
Nodes\\Other Comments	0.38%
Nodes\\Parking	20.19%
Nodes\\Pedestrian and Skateboarder Behavior	1.03%
Nodes\\Pedestrian Facilities	1.60%
Nodes\\Public Transit	7.29%
Nodes\\Traffic	2.58%
Nodes\\Transportation Demand Management	1.02%

Figure 38: Categories and Percent Coverage

It should be noted that the categories that could be graphed only reached as far as 'Education' within the utilized software (NVivo), with 0.04% of the coverage of responses. It must also be noted that, due to time constraints, approximately 2/3rds of the total open-ended responses were able to be categorized (with a total of 3,268 references). Therefore, the responses analysis may not be completely accurate as to the preferences of the entire respondent body. However, the total number of responses analyzed is great enough to paint a rough depiction of the most popular issues regarding transportation at USF's Tampa campus.

The most common comments within this open-ended response were in relation to the difficulty of finding easily accessible parking and the price of parking passes, with over 20% of responses being in some way related to parking (**Figure 39**). Of those responses about parking,

most were in regards to the difficulty in finding accessible parking on-campus (8.33% of total

response coverage), the expense of parking on campus (2.04%), or included suggestions as to

how to improve the parking situation on USF's Tampa campus (6.59%) (**Figure 40**).

The second-most topic referenced in the open-ended question was in regards to public

transportation service on, to, and from the USF Tampa campus. The chief complaints of Bull

Runner were related to overall speed and frequency of buses. Bull Runner vehicles get caught in

the same traffic as motorists, without dedicated lanes or transit signal priority, and are

therefore subject to delay. Additionally, respondents expressed desire for Bull Runner services

that ran more frequently, additional stops at high activity points (e.g. Riverfront Park), bi-

directional services on lines that currently only operate in a single-direction loop, service to USF

Health, and posted schedules and/or improved tracking capabilities on the mobile app.
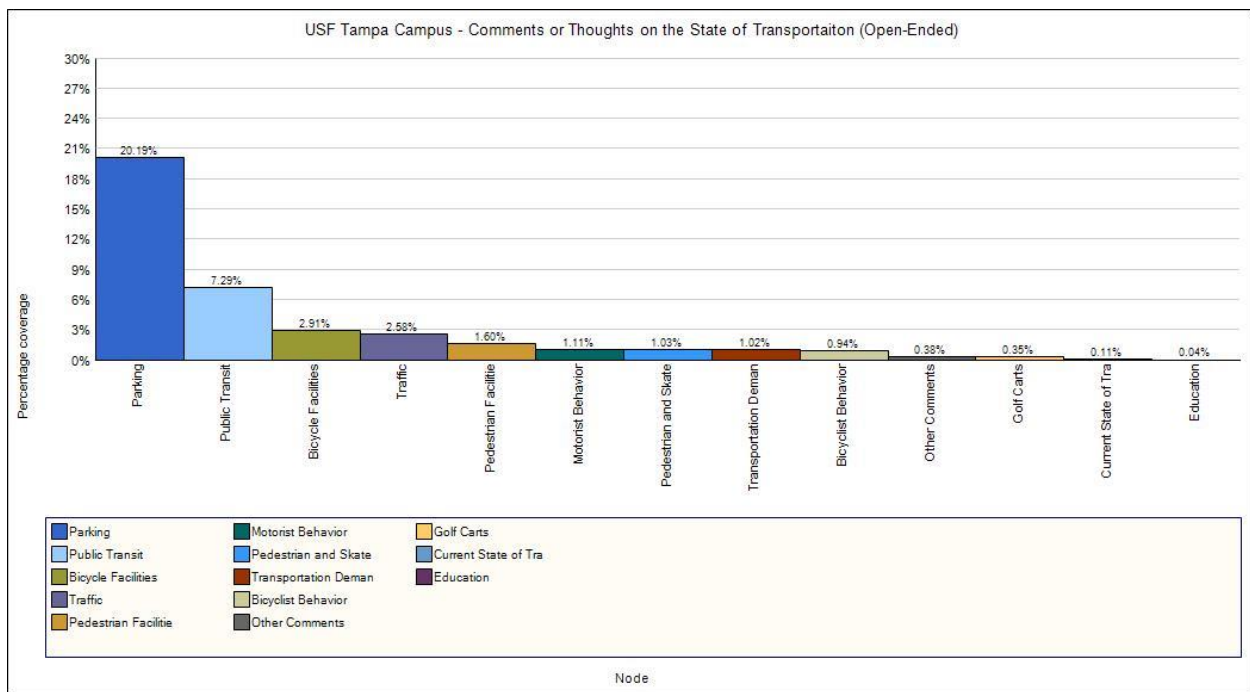

**Figure 39: Open Ended Question for Transportation**
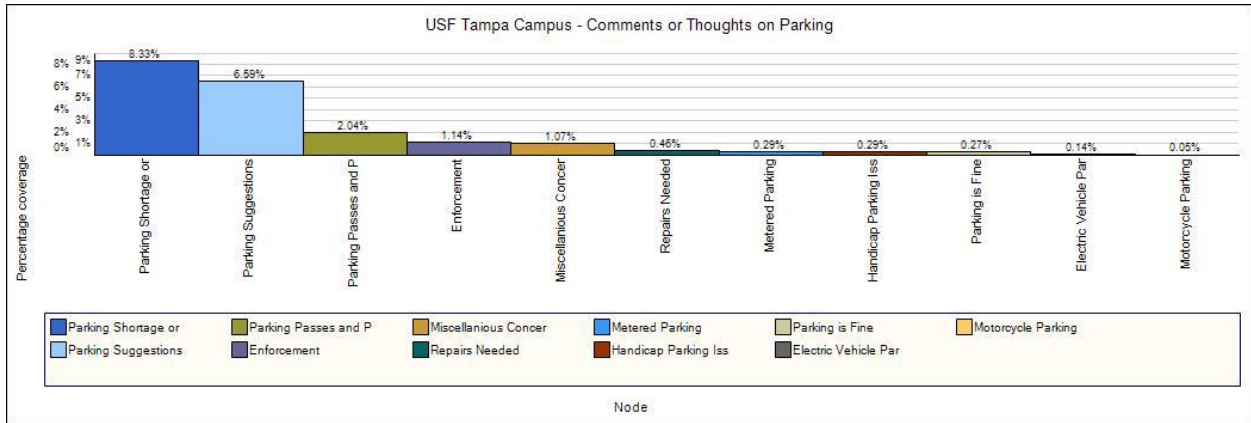
Figure 40: USF Tampa Campus - Comments or Thoughts on Parking

Node	Percentage coverage
Nodes\\Parking\Electric Vehicle Parking	0.14%
Nodes\\Parking\Enforcement	1.14%
Nodes\\Parking\Handicap Parking Issues	0.29%
Nodes\\Parking\Metered Parking	0.29%
Nodes\\Parking\Miscellanious Concerns and Comments	1.07%
Nodes\\Parking\Motorcycle Parking	0.05%
Nodes\\Parking\Parking is Fine	0.27%
Nodes\\Parking\Parking Passes and Pricing	2.04%
Nodes\\Parking\Parking Shortage or Difficulties	8.33%
Nodes\\Parking\Parking Suggestions	6.59%
Nodes\\Parking\Repairs Needed	0.46%

**Figure 41: Thoughts or Comments on Parking Percent Coverage**
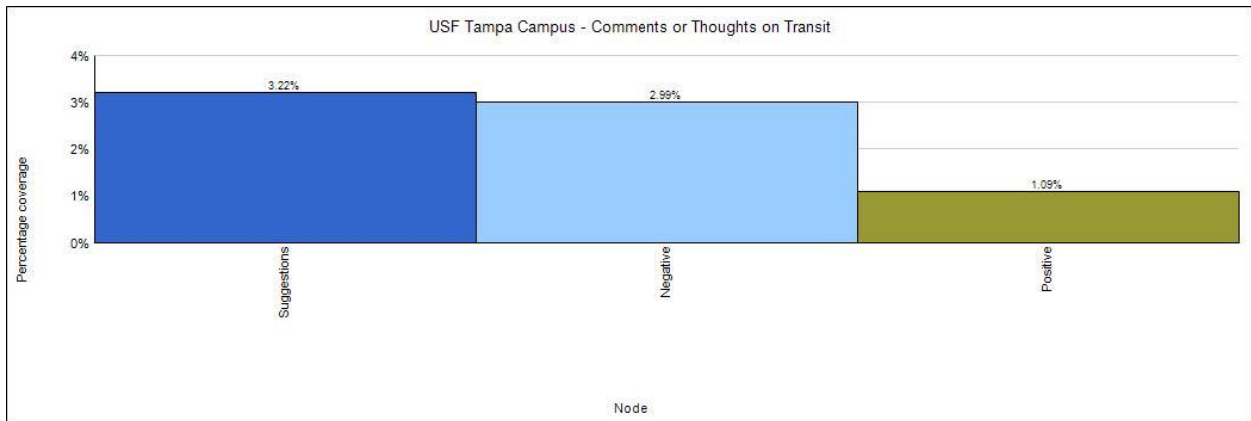
Figure 42: USF Tampa Campus – Comments or Thoughts on Transit

Node	Percentage coverage
Nodes\\Public Transit\Negative	2.99%
Nodes\\Public Transit\Positive	1.09%
Nodes\\Public Transit\Suggestions	3.22%

Figure 43: Thoughts or Comments on Transit Percent Coverage

There were several comments relating to bicycling facilities on campus and Share-A-Bull bikes. Most of the comments regarding Share-A-Bull were positive. However, there were concerns relating to the state of repair of the system (). Most of the commenting on bicycling facilities had comments which were negatively slanted or suggested more bike lanes or separated bicycling facilities for USF's campus and the surrounding area ().
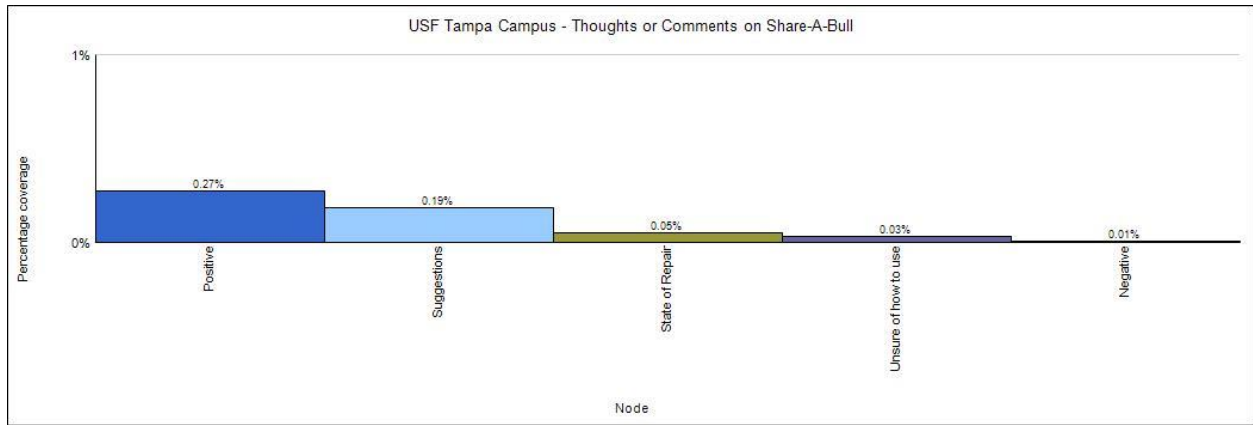

**Figure 44: USF Tampa Campus - Thoughts or Comments on Share-A-Bull**
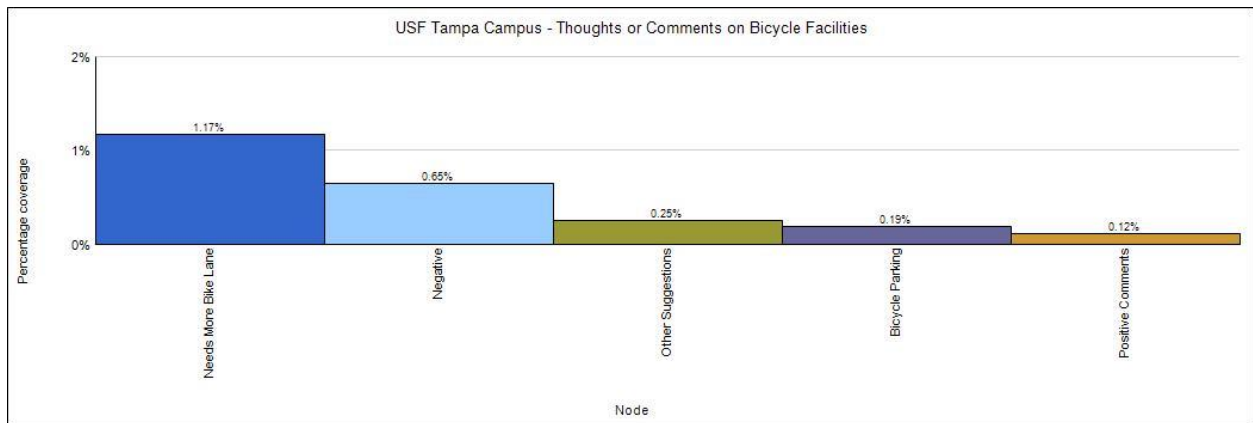
Figure 45: USF Tampa Campus - Thoughts or Comments on Bicycle Facilities

Other comments within the open-ended response included…

- Displeasure with traffic congestion on-campus

- Concerns regarding the hostile environment to pedestrians and bicyclists (with one commenter stating that the bike lane network is "annoyingly incomplete" and expressed frustration with the use of bike lanes as on-street parking)

- Complaints about golf carts on campus

- Frustration with motorists not yielding to pedestrians and bicyclists/distracted driving

- Displeasure regarding the erratic behavior of some bicyclists, skateboarders, and pedestrians.

While many of the comments were respondents voicing complaints or concerns, some provided ideas for consideration. These ideas include…

- Stronger parking enforcement

- Additional parking garages

- Technology that permits motorists to see how many parking spaces are left in garages and lots

- Establishing "employee only" parking

- Separating undergraduate from graduate parking

- Restricting the sales of permits based on where students reside

- Re-design of the 42nd Street & Fletcher Avenue Intersection to be more bicycle and pedestrian friendly

- Expansion of Share-A-Bull bikes

- More bicycle parking on-campus, including covered bicycle parking

- Allowing employees who ride bicycles to work to use the Recreation Center showers and lockers free of charge

Throughout the open-ended question and comment portion of the survey, there were several reoccurring themes. Many desired to have the option for public transit, but existing service is too infrequent or too slow, access to USF Health is difficult, and parking is consistently a challenge. Several respondents indicated that there is a desire to walk or ride bicycles from their place of residence to campus. However, the environment outside of USF's Tampa campus does not present itself as a safe place to walk or ride bicycles and discourages those who wish to ride bicycles or walk from doing so.

Conclusions

Primary Mode of Transportation Used in Five Days of the Previous Week

	Drive/Ride	Bull Runner	HART	Moped/Motorcycle/Scooter	Walk/Skateboard	Bicycle
▪ Students	77.92%	7.61%	1.02%	0.51%	8.88%	4.06%
▪ Faculty/Staff	95.96%	1.38%	0.49%	0.39%	0.79%	0.99%
▪ Total	91.14%	3.04%	0.62%	0.42%	2.98%	1.80%

▪ Students   ▪ Faculty/Staff   ▪ Total
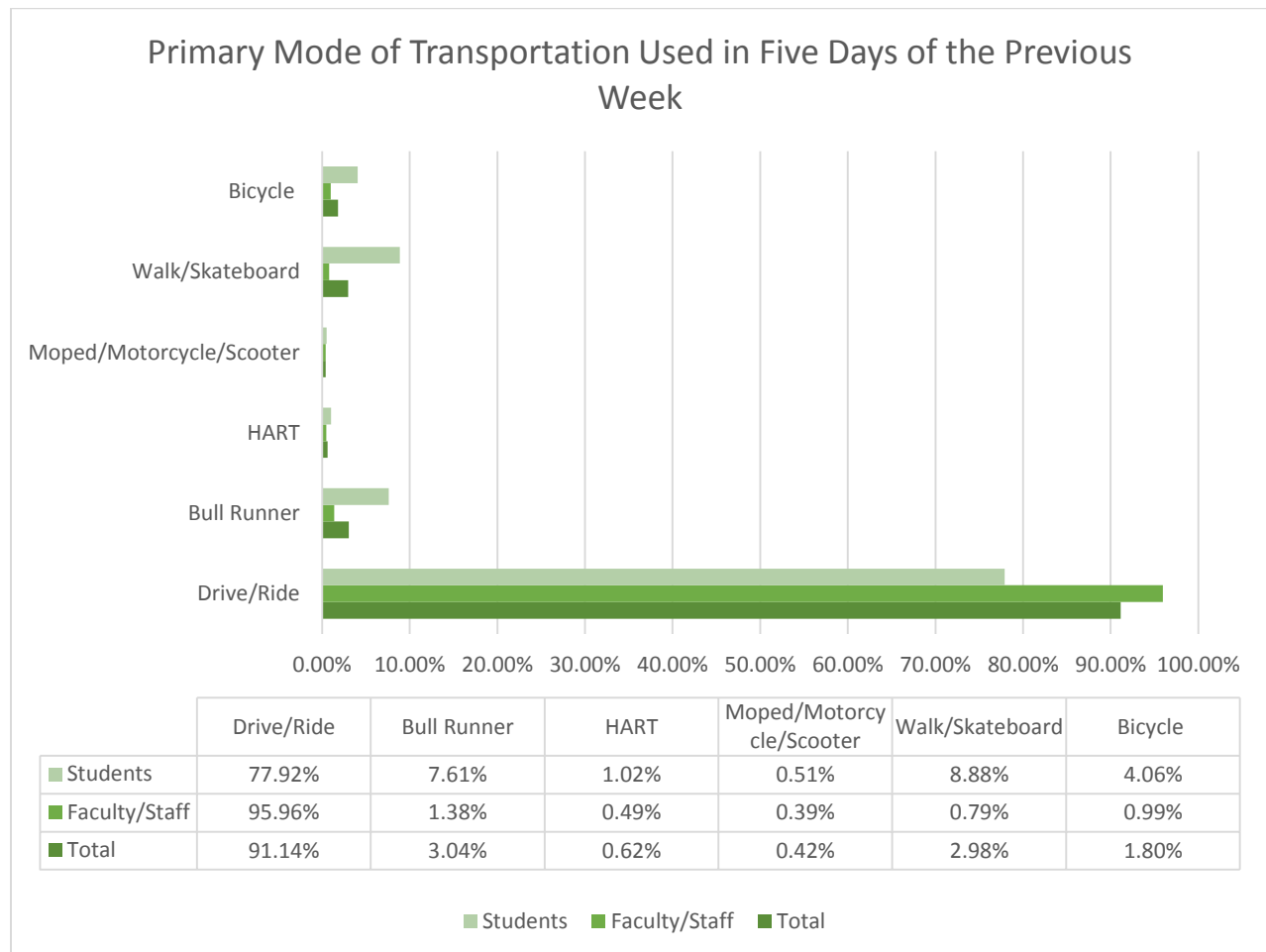
Figure 46: Primary Mode of Transportation Used Five Days of Previous Week (n=1445)

The analysis of survey data as it relates to modes taken indicates that the majority of survey participants travel to campus in a single-occupancy vehicle. However, it must be noted that total responses for this particular question only totaled to 1,445, less than half of all participants. Therefore, mode share may not be precisely representative of the entire student and staff/faculty populations. Despite other options being available, many are either unaware that the services are offered or the service, as it currently exists, is inadequate to meet the needs of the campus student and faculty/staff population. 24.2% of respondents who answered the question regarding distance in miles from campus, among both faculty/staff and students,

live within three miles of the USF Tampa campus (675 of 2786) This response indicates that

many trips could be accommodated through walking, bicycling, or public transportation.

However, the concerns of the respondents indicate that the existing environment outside of

the campus area is perceived as too hostile to safely utilize modes of active transportation and

existing public transportation services are inconvenient.

The previous pages have outlined the findings from the survey conducted by the Center

for Urban Transportation Research. As CUTR and the affected agencies/departments move

forward, this information can be utilized to make critical decisions as they relate to service

planning, scheduling, infrastructure planning, and marketing.

Sources

University of South Florida. (n.d.). *Parking Permits*. Retrieved from
http://www.usf.edu/administrative-services/parking/parking/permits.aspx

Tampa Bay Area Regional Transportation Authority (TBARTA). (n.d.) *Emergency Ride Home Program*. Retrieved from http://www.tampabayrideshare.org/erh.html

Appendix A – Respondent Demographics
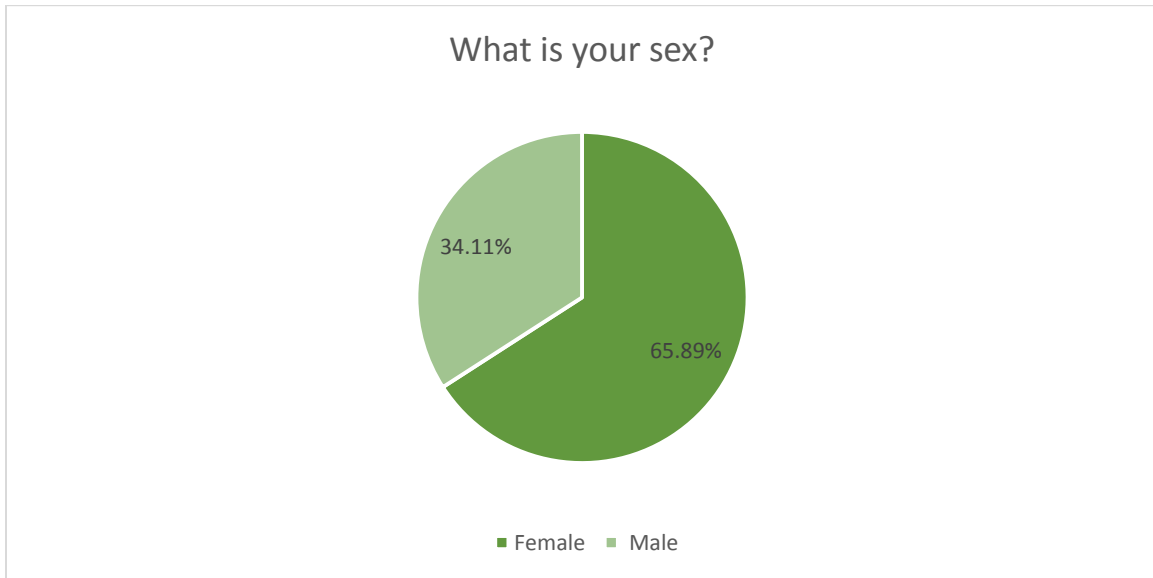

Figure 47: Gender of Respondents
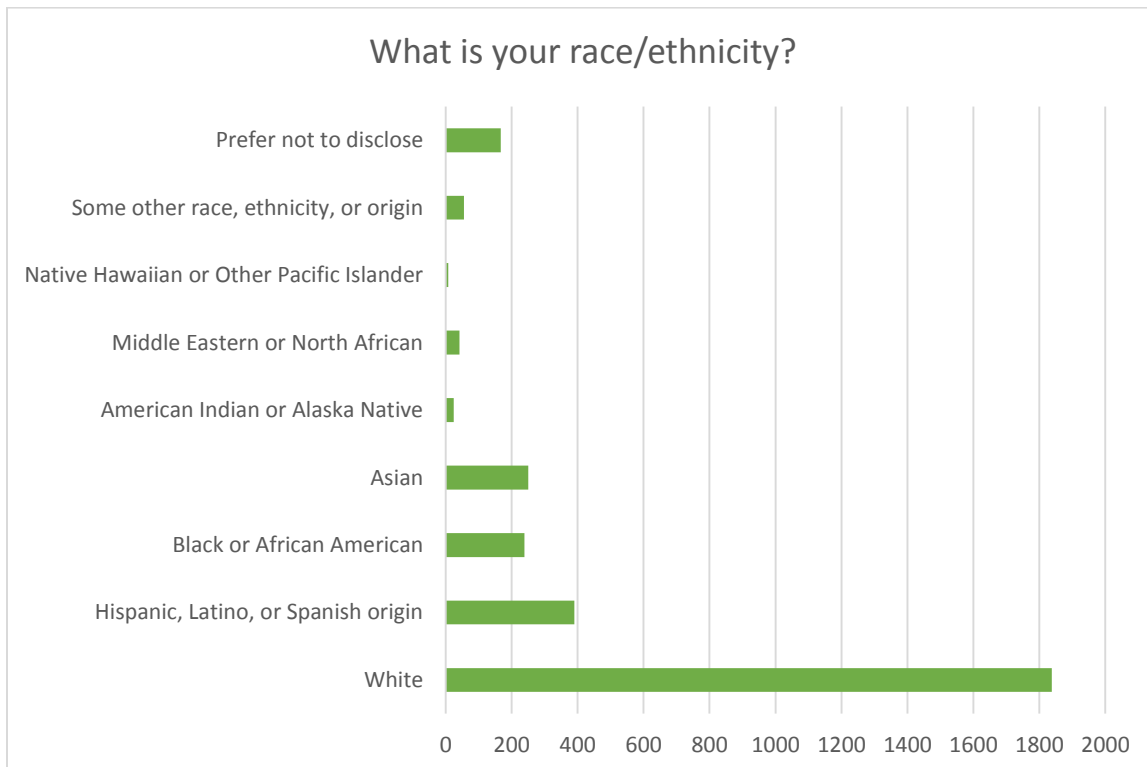
Figure 48: Race/Ethnicity of Respondents

Appendix B – Bull Runner Time Preferences

Fridays

Start Time:		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	1	.0	.0	75.2
	12:00:00 AM	2	.1	.1	75.2
	12:00:00 AM	8	.2	.2	82.4
	1:30:00 AM	1	.0	.0	81.7
	2:00:00 AM	1	.0	.0	82.7
	4:00:00 AM	1	.0	.0	82.8
	5:00:00 AM	1	.0	.0	75.3
	5:00:00 AM	7	.2	.2	83.0
	5:30:00 AM	1	.0	.0	75.3
	5:30:00 AM	3	.1	.1	83.1
	6:00:00 AM	19	.6	.6	75.9
	6:00:00 AM	2	.1	.1	83.1
	6:00:00 AM	64	1.9	1.9	85.0
	6:15:00 AM	1	.0	.0	75.9
	6:30:00 AM	9	.3	.3	76.2
	6:30:00 AM	14	.4	.4	85.5
	6:45:00 AM	1	.0	.0	76.2
	6:45:00 AM	2	.1	.1	85.5
	6:50:00 AM	1	.0	.0	76.2
	7:00:00 AM	120	3.6	3.6	79.8
	7:00:00 AM	6	.2	.2	85.7
	7:00:00 AM	324	9.6	9.6	95.4
	7:01:00 AM	1	.0	.0	79.9
	7:05:00 AM	1	.0	.0	95.4
	7:15:00 AM	1	.0	.0	79.9
	7:20:00 AM	1	.0	.0	79.9
	7:30:00 AM	12	.4	.4	80.3
	7:30:00 AM	29	.9	.9	96.3
	7:45:00 AM	4	.1	.1	96.4
	8:00:00 AM	28	.8	.8	81.2
	8:00:00 AM	1	.0	.0	96.4
	8:00:00 AM	84	2.5	2.5	98.9
	8:09:00 AM	1	.0	.0	99.1
	8:30:00 AM	3	.1	.1	81.3
	8:30:00 AM	6	.2	.2	99.1
	9:00:00 AM	9	.3	.3	81.6
	9:00:00 AM	1	.0	.0	99.2

		Frequency	Percent	Valid Percent	Cumulative Percent
	9:00:00 AM	25	.7	.7	99.9
	9:30:00 AM	3	.1	.1	100.0
	10:00:00 AM	17	.5	.5	82.2
	10:30:00 AM	1	.0	.0	82.2
	12:00:00 PM	8	.2	.2	82.7
	1:00:00 PM	1	.0	.0	75.2
	1:00:00 PM	3	.1	.1	81.6
	2:30:00 PM	1	.0	.0	82.7
	6:00:00 PM	1	.0	.0	85.1
	7:00:00 PM	2	.1	.1	79.9
	7:00:00 PM	1	.0	.0	95.4
	7:30:00 PM	2	.1	.1	80.4
	Total	3361	100.0	100.0	
End Time:					
		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	2	.1	.1	75.1
	12:00:00 AM	101	3.0	3.0	86.7
	12:30:00 AM	1	.0	.0	87.4
	1:00:00 AM	3	.1	.1	75.2
	1:00:00 AM	9	.3	.3	78.9
	1:30:00 AM	1	.0	.0	75.2
	2:00:00 AM	3	.1	.1	75.3
	2:00:00 AM	17	.5	.5	88.0
	2:10:00 AM	1	.0	.0	88.1
	3:00:00 AM	2	.1	.1	75.4
	3:00:00 AM	4	.1	.1	88.4
	3:30:00 AM	1	.0	.0	88.4
	4:00:00 AM	2	.1	.1	88.5
	5:00:00 AM	1	.0	.0	89.1
	6:00:00 AM	2	.1	.1	91.1
	7:00:00 AM	4	.1	.1	94.1
	8:16:00 AM	1	.0	.0	78.3
	9:00:00 AM	1	.0	.0	78.3
	9:00:00 AM	1	.0	.0	98.5
	12:00:00 PM	22	.7	.7	87.4
	12:30:00 PM	2	.1	.1	87.5
	1:00:00 PM	2	.1	.1	79.0
	2:00:00 PM	4	.1	.1	88.1
	3:00:00 PM	1	.0	.0	88.4

3:30:00 PM	2	.1	.1	88.5
4:00:00 PM	3	.1	.1	75.5
4:00:00 PM	12	.4	.4	88.9
4:30:00 PM	3	.1	.1	89.0
5:00:00 PM	16	.5	.5	76.0
5:00:00 PM	1	.0	.0	89.0
5:00:00 PM	32	1.0	1.0	90.0
5:15:00 PM	1	.0	.0	76.0
5:30:00 PM	20	.6	.6	76.6
5:30:00 PM	34	1.0	1.0	91.0
6:00:00 PM	23	.7	.7	77.3
6:00:00 PM	80	2.4	2.4	93.5
6:15:00 PM	2	.1	.1	93.5
6:30:00 PM	2	.1	.1	77.3
6:30:00 PM	13	.4	.4	93.9
7:00:00 PM	16	.5	.5	77.8
7:00:00 PM	4	.1	.1	94.0
7:00:00 PM	74	2.2	2.2	96.3
7:01:00 PM	1	.0	.0	77.8
7:09:00 PM	1	.0	.0	96.6
7:30:00 PM	3	.1	.1	77.9
7:30:00 PM	9	.3	.3	96.6
8:00:00 PM	12	.4	.4	78.3
8:00:00 PM	57	1.7	1.7	98.3
8:30:00 PM	4	.1	.1	98.5
9:00:00 PM	8	.2	.2	78.6
9:00:00 PM	2	.1	.1	98.5
9:00:00 PM	40	1.2	1.2	99.7
9:30:00 PM	2	.1	.1	78.6
9:30:00 PM	9	.3	.3	100.0
10:00:00 PM	2	.1	.1	79.0
10:00:00 PM	79	2.4	2.4	81.4
10:30:00 PM	3	.1	.1	81.5
11:00:00 PM	49	1.5	1.5	82.9
11:15:00 PM	1	.0	.0	83.0
11:30:00 PM	8	.2	.2	83.2
11:59:00 PM	18	.5	.5	83.7
20:00 PM	2	.1	.1	88.2
21:00 PM	1	.0	.0	88.2
23:00 PM	1	.0	.0	88.2
Total	3361	100.0	100.0	

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		2522	75.0	75.0	75.0

Saturdays

Start Time:					
		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	1	.0	.0	80.5
	12:00:00 AM	1	.0	.0	80.6
	12:00:00 AM	4	.1	.1	80.7
	12:00:00 AM	16	.5	.5	89.1
	1:00:00 AM	2	.1	.1	80.7
	1:00:00 AM	1	.0	.0	83.5
	1:59:00 AM	1	.0	.0	83.7
	2:30:00 AM	1	.0	.0	92.1
	4:00:00 AM	1	.0	.0	93.0
	5:00:00 AM	1	.0	.0	93.1
	6:00:00 AM	5	.1	.1	81.3
	6:00:00 AM	12	.4	.4	93.4
	6:30:00 AM	2	.1	.1	93.5
	7:00:00 AM	27	.8	.8	82.1
	7:00:00 AM	3	.1	.1	93.6
	7:00:00 AM	47	1.4	1.4	95.0
	7:30:00 AM	1	.0	.0	82.1
	7:30:00 AM	3	.1	.1	95.1
	8:00:00 AM	29	.9	.9	83.0
	8:00:00 AM	1	.0	.0	95.2
	8:00:00 AM	79	2.4	2.4	97.5
	8:09:00 AM	1	.0	.0	97.6
	8:30:00 AM	2	.1	.1	97.6
	9:00:00 AM	16	.5	.5	83.4
	9:00:00 AM	1	.0	.0	97.6
	9:00:00 AM	75	2.2	2.2	99.9
	9:30:00 AM	4	.1	.1	100.0
	9:45:00 AM	1	.0	.0	100.0
	10:00:00 AM	1	.0	.0	83.8
	10:00:00 AM	122	3.6	3.6	87.4
	10:30:00 AM	1	.0	.0	87.5
	11:00:00 AM	2	.1	.1	87.5
	11:00:00 AM	32	1.0	1.0	88.5
	11:30:00 AM	2	.1	.1	88.6

		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 PM	95	2.8	2.8	91.9
	12:30:00 PM	2	.1	.1	92.0
	1:00:00 PM	7	.2	.2	83.7
	1:30:00 PM	1	.0	.0	83.7
	2:00:00 PM	2	.1	.1	80.8
	2:00:00 PM	4	.1	.1	92.1
	2:30:00 PM	10	.3	.3	81.1
	2:30:00 PM	23	.7	.7	92.8
	3:00:00 PM	5	.1	.1	92.9
	3:30:00 PM	1	.0	.0	93.0
	4:00:00 PM	1	.0	.0	93.0
	7:00:00 PM	2	.1	.1	95.0
	10:00:00 PM	2	.1	.1	87.4
	11:00:00 PM	2	.1	.1	88.5
	Total	3361	100.0	100.0	
Valid		2706	80.5	80.5	80.5
End Time:					
		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	1	.0	.0	80.5
	12:00:00 AM	1	.0	.0	80.5
	12:00:00 AM	4	.1	.1	80.6
	12:00:00 AM	62	1.8	1.8	90.4
	1:00:00 AM	1	.0	.0	80.7
	1:00:00 AM	9	.3	.3	83.2
	1:30:00 AM	1	.0	.0	83.2
	2:00:00 AM	2	.1	.1	80.8
	2:00:00 AM	12	.4	.4	91.2
	3:00:00 AM	4	.1	.1	91.6
	4:00:00 AM	4	.1	.1	91.9
	5:00:00 AM	1	.0	.0	92.1
	6:00:00 AM	1	.0	.0	93.7
	8:00:00 AM	3	.1	.1	96.0
	9:00:00 AM	1	.0	.0	97.3
	11:00:00 AM	1	.0	.0	87.0
	11:59:00 AM	1	.0	.0	88.2
	12:00:00 PM	15	.4	.4	90.8
	12:30:00 PM	1	.0	.0	90.9
	1:00:00 PM	2	.1	.1	80.7

	1:00:00 PM	1	.0	.0	83.2
	2:00:00 PM	1	.0	.0	80.8
	2:00:00 PM	4	.1	.1	91.3
	2:30:00 PM	1	.0	.0	91.4
	3:00:00 PM	1	.0	.0	80.8
	3:00:00 PM	5	.1	.1	91.7
	3:30:00 PM	1	.0	.0	91.8
	4:00:00 PM	6	.2	.2	92.1
	5:00:00 PM	12	.4	.4	81.2
	5:00:00 PM	50	1.5	1.5	93.6
	5:30:00 PM	2	.1	.1	81.3
	5:30:00 PM	2	.1	.1	93.6
	6:00:00 PM	12	.4	.4	81.6
	6:00:00 PM	1	.0	.0	93.7
	6:00:00 PM	45	1.3	1.3	95.0
	6:30:00 PM	1	.0	.0	81.6
	6:30:00 PM	2	.1	.1	95.1
	7:00:00 PM	5	.1	.1	81.8
	7:00:00 PM	28	.8	.8	95.9
	7:30:00 PM	1	.0	.0	96.0
	8:00:00 PM	7	.2	.2	82.0
	8:00:00 PM	37	1.1	1.1	97.1
	8:10:00 PM	1	.0	.0	97.2
	8:30:00 PM	1	.0	.0	97.2
	9:00:00 PM	8	.2	.2	82.2
	9:00:00 PM	1	.0	.0	97.2
	9:00:00 PM	39	1.2	1.2	98.4
	9:30:00 PM	22	.7	.7	82.9
	9:30:00 PM	53	1.6	1.6	100.0
	10:00:00 PM	3	.1	.1	83.3
	10:00:00 PM	121	3.6	3.6	86.9
	10:30:00 PM	1	.0	.0	86.9
	11:00:00 PM	1	.0	.0	87.0
	11:00:00 PM	36	1.1	1.1	88.1
	11:30:00 PM	5	.1	.1	88.2
	11:59:00 PM	10	.3	.3	88.5
	20:00 PM	1	.0	.0	91.4
	21:30 PM	1	.0	.0	91.4
	23:00 PM	1	.0	.0	91.5
	Total	3361	100.0	100.0	
Valid		2704	80.5	80.5	80.5

Sundays

Start Time:		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	1	.0	.0	81.2
	12:00:00 AM	6	.2	.2	81.4
	12:00:00 AM	18	.5	.5	89.4
	1:00:00 AM	2	.1	.1	81.4
	1:15:00 AM	1	.0	.0	84.2
	2:30:00 AM	3	.1	.1	93.6
	6:00:00 AM	3	.1	.1	82.1
	6:00:00 AM	9	.3	.3	94.9
	7:00:00 AM	19	.6	.6	82.7
	7:00:00 AM	1	.0	.0	94.9
	7:00:00 AM	38	1.1	1.1	96.0
	7:30:00 AM	1	.0	.0	82.7
	7:30:00 AM	3	.1	.1	96.2
	8:00:00 AM	23	.7	.7	83.4
	8:00:00 AM	55	1.6	1.6	97.8
	8:30:00 AM	1	.0	.0	83.4
	8:30:00 AM	1	.0	.0	97.8
	9:00:00 AM	15	.4	.4	83.9
	9:00:00 AM	67	2.0	2.0	99.8
	9:30:00 AM	5	.1	.1	100.0
	10:00:00 AM	2	.1	.1	84.3
	10:00:00 AM	98	2.9	2.9	87.3
	10:30:00 AM	1	.0	.0	87.3
	11:00:00 AM	1	.0	.0	87.3
	11:00:00 AM	50	1.5	1.5	88.8
	11:30:00 AM	1	.0	.0	88.8
	11:45:00 AM	1	.0	.0	88.9
	12:00:00 PM	123	3.7	3.7	93.1
	12:30:00 PM	5	.1	.1	93.2
	1:00:00 PM	11	.3	.3	84.2
	1:30:00 PM	2	.1	.1	84.3
	2:00:00 PM	4	.1	.1	81.6
	2:00:00 PM	11	.3	.3	93.5
	2:30:00 PM	13	.4	.4	81.9

		Frequency	Percent	Valid Percent	Cumulative Percent
	2:30:00 PM	25	.7	.7	94.4
	3:00:00 PM	7	.2	.2	94.6
	3:30 PM	1	.0	.0	94.6
	5:50:00 PM	1	.0	.0	82.0
	6:00:00 PM	1	.0	.0	82.1
	7:00:00 PM	1	.0	.0	96.1
	8:00:00 PM	1	.0	.0	83.4
	9:00:00 PM	1	.0	.0	99.9
Valid		2728	81.2	81.2	81.2
	Total	3361	100.0	100.0	
End Time:					
		Frequency	Percent	Valid Percent	Cumulative Percent
	12:00:00 AM	1	.0	.0	81.2
	12:00:00 AM	6	.2	.2	81.3
	12:00:00 AM	53	1.6	1.6	89.8
	12:30:00 AM	1	.0	.0	90.2
	1:00:00 AM	1	.0	.0	81.4
	1:00:00 AM	3	.1	.1	83.8
	2:00:00 AM	1	.0	.0	90.3
	3:00:00 AM	2	.1	.1	90.5
	6:00:00 AM	1	.0	.0	82.0
	8:00:00 AM	1	.0	.0	95.7
	9:00:00 AM	2	.1	.1	96.9
	9:30:00 AM	1	.0	.0	98.5
	10:00:00 AM	3	.1	.1	84.0
	11:00:00 AM	2	.1	.1	87.0
	11:30:00 AM	1	.0	.0	87.8
	12:00:00 PM	14	.4	.4	90.2
	1:00:00 PM	1	.0	.0	81.4
	1:00:00 PM	1	.0	.0	83.9
	2:00:00 PM	3	.1	.1	90.4
	2:30:00 PM	1	.0	.0	90.4
	3:00:00 PM	7	.2	.2	90.7
	4:00:00 PM	1	.0	.0	81.4
	4:00:00 PM	16	.5	.5	91.2
	5:00:00 PM	18	.5	.5	82.0
	5:00:00 PM	1	.0	.0	91.2
	5:00:00 PM	56	1.7	1.7	92.9

	5:30:00 PM	1	.0	.0	82.0
	5:30:00 PM	6	.2	.2	93.1
	6:00:00 PM	10	.3	.3	82.3
	6:00:00 PM	58	1.7	1.7	94.8
	6:30:00 PM	1	.0	.0	94.8
	7:00:00 PM	5	.1	.1	82.5
	7:00:00 PM	25	.7	.7	95.6
	7:30:00 PM	1	.0	.0	82.5
	7:30:00 PM	3	.1	.1	95.7
	8:00:00 PM	11	.3	.3	82.8
	8:00:00 PM	38	1.1	1.1	96.8
	9:00:00 PM	7	.2	.2	83.0
	9:00:00 PM	1	.0	.0	96.8
	9:00:00 PM	52	1.5	1.5	98.5
	9:30:00 PM	24	.7	.7	83.8
	9:30:00 PM	51	1.5	1.5	100.0
	10:00:00 PM	1	.0	.0	83.9
	10:00:00 PM	95	2.8	2.8	86.8
	10:10:00 PM	2	.1	.1	86.9
	10:30:00 PM	2	.1	.1	86.9
	11:00:00 PM	1	.0	.0	87.0
	11:00:00 PM	25	.7	.7	87.8
	11:30:00 PM	4	.1	.1	87.9
	11:59:00 PM	9	.3	.3	88.2
	18:00 PM	1	.0	.0	90.2
	21:30 PM	1	.0	.0	90.4
	23:00 PM	1	.0	.0	90.4
Valid		2727	81.1	81.1	81.1
	Total	3361	100.0	100.0	

Appendix C – ZIP Codes Traveled from to Campus

What is the local five-digit U.S. Postal Zip Code from which you commute to USF Tampa campus most often?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		553	16.5	16.5	16.5
	11710	1	.0	.0	16.5
	20721	1	.0	.0	16.5
	30086	1	.0	.0	16.5
	32207	1	.0	.0	16.6
	32317	1	.0	.0	16.6
	32432	1	.0	.0	16.6
	32818	1	.0	.0	16.7
	32828	1	.0	.0	16.7
	32833	1	.0	.0	16.7
	32837	1	.0	.0	16.8
	33319	1	.0	.0	16.8
	33365	1	.0	.0	16.8
	33459	1	.0	.0	16.8
	33461	1	.0	.0	16.9
	33510	25	.7	.7	17.6
	33511	35	1.0	1.0	18.7
	33523	5	.1	.1	18.8
	33525	7	.2	.2	19.0
	33527	7	.2	.2	19.2
	33534	2	.1	.1	19.3
	33538	1	.0	.0	19.3
	33540	2	.1	.1	19.4
	33541	13	.4	.4	19.8
	33542	8	.2	.2	20.0
	33543	58	1.7	1.7	21.7
	33544	44	1.3	1.3	23.0
	33545	25	.7	.7	23.8
	33547	14	.4	.4	24.2
	33548	11	.3	.3	24.5
	33549	53	1.6	1.6	26.1
	33556	21	.6	.6	26.7
	33558	23	.7	.7	27.4
	33559	105	3.1	3.1	30.5
	33563	10	.3	.3	30.8
	33565	12	.4	.4	31.2

	33566	11	.3	.3	31.5
	33567	1	.0	.0	31.5
	33568	1	.0	.0	31.6
	33569	12	.4	.4	31.9
	33570	2	.1	.1	32.0
	33572	15	.4	.4	32.4
	33573	4	.1	.1	32.5
	33576	3	.1	.1	32.6
	33578	49	1.5	1.5	34.1
	33579	13	.4	.4	34.5
	33584	11	.3	.3	34.8
	33592	6	.2	.2	35.0
	33594	30	.9	.9	35.9
	33596	27	.8	.8	36.7
	33599	1	.0	.0	36.7
	33602	36	1.1	1.1	37.8
	33603	39	1.2	1.2	38.9
	33604	54	1.6	1.6	40.6
	33605	7	.2	.2	40.8
	33606	44	1.3	1.3	42.1
	33607	10	.3	.3	42.4
	33609	25	.7	.7	43.1
	33610	24	.7	.7	43.8
	33611	27	.8	.8	44.6
	33612	135	4.0	4.0	48.6
	33613	343	10.2	10.2	58.9
	33614	24	.7	.7	59.6
	33615	18	.5	.5	60.1
	33616	8	.2	.2	60.3
	33617	266	7.9	7.9	68.3
	33618	44	1.3	1.3	69.6
	33619	11	.3	.3	69.9
	33620	15	.4	.4	70.3
	33623	1	.0	.0	70.4
	33624	59	1.8	1.8	72.1
	33625	27	.8	.8	72.9
	33626	25	.7	.7	73.7
	33627	2	.1	.1	73.7
	33629	30	.9	.9	74.6
	33634	7	.2	.2	74.8
	33635	8	.2	.2	75.1

	33636	3	.1	.1	75.2
	33637	71	2.1	2.1	77.3
	33641	1	.0	.0	77.3
	33643	1	.0	.0	77.3
	33646	1	.0	.0	77.4
	33647	356	10.6	10.6	88.0
	33655	1	.0	.0	88.0
	33657	1	.0	.0	88.0
	33672	1	.0	.0	88.0
	33678	1	.0	.0	88.1
	33684	1	.0	.0	88.1
	33697	1	.0	.0	88.1
	33701	9	.3	.3	88.4
	33702	5	.1	.1	88.5
	33703	7	.2	.2	88.8
	33704	8	.2	.2	89.0
	33705	6	.2	.2	89.2
	33706	6	.2	.2	89.3
	33707	3	.1	.1	89.4
	33708	2	.1	.1	89.5
	33709	2	.1	.1	89.6
	33710	8	.2	.2	89.8
	33712	6	.2	.2	90.0
	33713	7	.2	.2	90.2
	33714	1	.0	.0	90.2
	33715	2	.1	.1	90.3
	33716	9	.3	.3	90.5
	33717	1	.0	.0	90.6
	33726	1	.0	.0	90.6
	33755	1	.0	.0	90.6
	33756	1	.0	.0	90.7
	33759	4	.1	.1	90.8
	33760	1	.0	.0	90.8
	33761	4	.1	.1	90.9
	33762	2	.1	.1	91.0
	33763	2	.1	.1	91.0
	33764	7	.2	.2	91.3
	33767	3	.1	.1	91.3
	33771	3	.1	.1	91.4
	33772	4	.1	.1	91.6
	33773	4	.1	.1	91.7

	33774	1	.0	.0	91.7
	33777	1	.0	.0	91.7
	33781	2	.1	.1	91.8
	33782	6	.2	.2	92.0
	33785	3	.1	.1	92.1
	33801	3	.1	.1	92.1
	33803	4	.1	.1	92.3
	33805	1	.0	.0	92.3
	33809	7	.2	.2	92.5
	33810	11	.3	.3	92.8
	33811	7	.2	.2	93.0
	33812	6	.2	.2	93.2
	33813	8	.2	.2	93.5
	33823	1	.0	.0	93.5
	33830	3	.1	.1	93.6
	33837	1	.0	.0	93.6
	33849	1	.0	.0	93.6
	33850	1	.0	.0	93.7
	33860	2	.1	.1	93.7
	33880	3	.1	.1	93.8
	33881	1	.0	.0	93.8
	33884	1	.0	.0	93.9
	33908	1	.0	.0	93.9
	33952	1	.0	.0	93.9
	34203	1	.0	.0	94.0
	34205	1	.0	.0	94.0
	34208	3	.1	.1	94.1
	34209	2	.1	.1	94.1
	34212	1	.0	.0	94.2
	34219	5	.1	.1	94.3
	34222	1	.0	.0	94.3
	34232	2	.1	.1	94.4
	34233	3	.1	.1	94.5
	34234	2	.1	.1	94.6
	34239	1	.0	.0	94.6
	34240	1	.0	.0	94.6
	34241	1	.0	.0	94.6
	34243	3	.1	.1	94.7
	34250	2	.1	.1	94.8
	34443	1	.0	.0	94.8
	34448	1	.0	.0	94.9

	34583	1	.0	.0	94.9
	34601	2	.1	.1	94.9
	34602	2	.1	.1	95.0
	34604	3	.1	.1	95.1
	34606	3	.1	.1	95.2
	34607	1	.0	.0	95.2
	34608	5	.1	.1	95.4
	34609	8	.2	.2	95.6
	34610	3	.1	.1	95.7
	34637	5	.1	.1	95.8
	34638	17	.5	.5	96.3
	34639	29	.9	.9	97.2
	34653	3	.1	.1	97.3
	34654	4	.1	.1	97.4
	34655	13	.4	.4	97.8
	34667	3	.1	.1	97.9
	34668	11	.3	.3	98.2
	34669	3	.1	.1	98.3
	34677	5	.1	.1	98.5
	34683	7	.2	.2	98.7
	34684	7	.2	.2	98.9
	34685	3	.1	.1	99.0
	34688	3	.1	.1	99.0
	34689	6	.2	.2	99.2
	34690	4	.1	.1	99.3
	34691	3	.1	.1	99.4
	34695	6	.2	.2	99.6
	34698	7	.2	.2	99.8
	34741	1	.0	.0	99.9
	34743	1	.0	.0	99.9
	35639	1	.0	.0	99.9
	43055	1	.0	.0	99.9
	66320	1	.0	.0	100.0
	IIdkk	1	.0	.0	100.0
	Total	3361	100.0	100.0	

Appendix D – Miles and Minutes to Campus

		Frequency	Percent	Valid Percent	Cumulative Percent
How many MILES from USF do you live?					
	Total	3361	100.0	100.0	
	Miles	Frequency			
		575	17.1	17.1	17.1
	200	3	.1	.1	60.8
	190	1	.0	.0	49.4
	150	2	.1	.1	44.9
	110	1	.0	.0	33.4
	100	3	.1	.1	31.9
	98	1	.0	.0	100.0
	80	3	.1	.1	98.5
	75	2	.1	.1	95.8
	70	1	.0	.0	95.7
	68	1	.0	.0	93.5
	65	8	.2	.2	93.4
	60	7	.2	.2	93.2
	55	1	.0	.0	90.9
	53	1	.0	.0	90.9
	52	2	.1	.1	90.9
	51	5	.1	.1	90.8
	50	17	.5	.5	90.7
	48	4	.1	.1	83.7
	47	1	.0	.0	83.6
	46	1	.0	.0	83.6
	45	13	.4	.4	83.5
	44	2	.1	.1	83.2
	43	3	.1	.1	83.1
	42	1	.0	.0	83.0
	41	2	.1	.1	83.0
	40	32	1.0	1.0	82.9
	39	2	.1	.1	78.2
	38	8	.2	.2	78.2
	37	8	.2	.2	77.9
	36	8	.2	.2	77.7
	35	44	1.3	1.3	77.4
	34	7	.2	.2	76.1
	33	9	.3	.3	75.9
	32	20	.6	.6	75.7

	31	9	.3	.3	75.1
	30	88	2.6	2.6	74.8
	29	3	.1	.1	67.4
	28	16	.5	.5	67.3
	27	22	.7	.7	66.8
	26	15	.4	.4	66.1
	25	81	2.4	2.4	65.7
	24	13	.4	.4	63.3
	23	17	.5	.5	62.9
	22	40	1.2	1.2	62.4
	21	14	.4	.4	61.2
	20	143	4.3	4.3	60.7
	19	21	.6	.6	49.4
	18	41	1.2	1.2	48.8
	17	48	1.4	1.4	47.5
	16	42	1.2	1.2	46.1
	15	170	5.1	5.1	44.8
	14	49	1.5	1.5	39.8
	13	59	1.8	1.8	38.3
	12	106	3.2	3.2	36.5
	11	49	1.5	1.5	33.4
	10	217	6.5	6.5	31.8
	9	48	1.4	1.4	100.0
	8	89	2.6	2.6	98.5
	7	76	2.3	2.3	95.7
	6	69	2.1	2.1	93.0
	5	216	6.4	6.4	90.2
	4	126	3.7	3.7	82.0
	3	162	4.8	4.8	72.2
	2	236	7.0	7.0	56.4
	1	241	7.2	7.2	25.3
	0	36	1.1	1.1	18.2

How many MINUTES does it usually take you to get from home to the campus?

		Frequency	Percent	Valid Percent	Cumulative Percent
		536	15.9	15.9	15.9
	Total	3361	100.0	100.0	
	240	2	.1	.1	47.0
	195	1	.0	.0	35.2
	135	2	.1	.1	24.2
	130	1	.0	.0	24.1

120	4	.1	.1	23.8
100	1	.0	.0	22.7
90	31	.9	.9	100.0
80	9	.3	.3	99.0
75	30	.9	.9	98.0
70	25	.7	.7	97.1
66	1	.0	.0	95.2
65	15	.4	.4	95.2
63	1	.0	.0	94.8
60	150	4.5	4.5	94.7
55	25	.7	.7	90.2
50	91	2.7	2.7	89.4
47	3	.1	.1	84.6
46	2	.1	.1	84.5
45	270	8.0	8.0	84.4
42	1	.0	.0	76.4
40	162	4.8	4.8	76.3
37	1	.0	.0	71.4
35	162	4.8	4.8	71.3
34	1	.0	.0	66.5
33	1	.0	.0	66.5
32	1	.0	.0	66.5
30	376	11.2	11.2	66.4
28	3	.1	.1	55.0
27	6	.2	.2	54.9
26	1	.0	.0	54.7
25	258	7.7	7.7	54.7
24	3	.1	.1	47.0
23	7	.2	.2	46.9
22	10	.3	.3	46.7
21	1	.0	.0	46.4
20	372	11.1	11.1	46.4
19	1	.0	.0	35.1
18	14	.4	.4	35.1
17	9	.3	.3	34.7
16	1	.0	.0	34.4
15	341	10.1	10.1	34.4
14	2	.1	.1	24.2
13	10	.3	.3	24.1
12	31	.9	.9	23.7
11	1	.0	.0	22.8

	10	219	6.5	6.5	22.7
	9	1	.0	.0	99.1
	8	25	.7	.7	98.8
	7	39	1.2	1.2	96.4
	6	3	.1	.1	90.3
	5	73	2.2	2.2	86.7
	4	5	.1	.1	71.5
	3	8	.2	.2	55.3
	2	4	.1	.1	35.3
	1	5	.1	.1	16.2
	0	3	.1	.1	16.0

Appendix E – USF Status "Other"

Other (please specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		3271	97.3	97.3	97.3
	17Davis	1	.0	.0	97.4
	Adjunct faculty	1	.0	.0	97.4
	Adjunct Instructor	2	.1	.1	97.4
	Adjunct Professor	1	.0	.0	97.5
	Admin	2	.1	.1	97.5
	administration	1	.0	.0	97.6
	Administration	6	.2	.2	97.7
	Administrative	2	.1	.1	97.8
	Administrative Staff and Graduate Student	1	.0	.0	97.8
	administrator	1	.0	.0	97.9
	Administrator	1	.0	.0	97.9
	Both Graduate Student and Staff	1	.0	.0	97.9
	Emeritus faculty	1	.0	.0	97.9
	Emeritus Professor	1	.0	.0	98.0
	Faculty Administrator	1	.0	.0	98.0
	Faculty and founder of USF-Connect affiliated company	1	.0	.0	98.0
	Full Time USF MCOM SELECT medical student in Pennsylvania	1	.0	.0	98.1
	Graduate Student and OPS Staff	1	.0	.0	98.1

Graduate student and RN at USF Health	1	.0	.0	98.1
Graduate Student, but at College of Marine Science, which is in St. Pete (still technically main campus)	1	.0	.0	98.2
House staff	1	.0	.0	98.2
I am Staff and a Graduate Student	1	.0	.0	98.2
I am USF staff and student. I am not located on campus.	1	.0	.0	98.2
I work at UPC which is on the North side of Fletcher	1	.0	.0	98.3
I work in an office building on Fletcher Ave, across the street from campus. My work requires I attend meetings at clinical sites on campus, including Morsani, Eye Institute, Psych Center, and other USF Health sites	1	.0	.0	98.3
I'm under an 'Administrative and professional (A&P) contract	1	.0	.0	98.3

instructor for the male GU Exams to medical students	1	.0	.0	98.4
Just graduated my undergraduate degree	1	.0	.0	98.4
Medical Resident	2	.1	.1	98.5
Medical school student	1	.0	.0	98.5
Medical student	3	.1	.1	98.6
Medical Student	1	.0	.0	98.6
Neurosurgery faculty	1	.0	.0	98.6
off campus adjunct instructor	1	.0	.0	98.7
ops	3	.1	.1	98.8
OPS	4	.1	.1	98.9
part time for USF Hedalth, OLLI volunteer	1	.0	.0	98.9
Pharmacy Student	1	.0	.0	98.9
physician in training (resident/fellow)	1	.0	.0	99.0
Post doc	1	.0	.0	99.0
Post Doc	1	.0	.0	99.0
post doct	1	.0	.0	99.0
post-doc	1	.0	.0	99.1
Postbacc	1	.0	.0	99.1
postdoc	4	.1	.1	99.2
Postdoc (not sure if considered staff or faculty)	1	.0	.0	99.3
Postdoc Researcher	1	.0	.0	99.3

	Postdoctoral Fellow	1	.0	.0	99.3
	Postdoctoral scholar	1	.0	.0	99.3
	Research Associate	1	.0	.0	99.4
	Resident	3	.1	.1	99.5
	Resident Physician	1	.0	.0	99.5
	resident/fellow	1	.0	.0	99.5
	Retire- wk. partime	1	.0	.0	99.6
	Second bachelors degree at USF	1	.0	.0	99.6
	Specialized Patient	1	.0	.0	99.6
	staff and graduate student	1	.0	.0	99.6
	Staff and graduate student	1	.0	.0	99.7
	Staff and Graduate Student	1	.0	.0	99.7
	Staff and part time grad student	1	.0	.0	99.7
	Staff and Student	1	.0	.0	99.8
	Staff and Undergraduate Student	1	.0	.0	99.8
	Staff; taking degree seeking classes	1	.0	.0	99.8
	Standardized patient	1	.0	.0	99.9
	Standardized Patient	1	.0	.0	99.9
	Student and OPS Staff	1	.0	.0	99.9
	Student and Staff	1	.0	.0	99.9
	Temporary OPS	1	.0	.0	100.0

	Undergraduate Student and Staff	1	.0	.0	100.0
	Total	3361	100.0	100.0	

Appendix F – Parking Pass Purchase "Other"

Other (please specify)					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		3247	96.6	96.6	96.6
	Am at STC and only have TGH parking pass	1	.0	.0	96.6
	Car Pool	1	.0	.0	96.7
	Carpool	1	.0	.0	96.7
	CMS Physician note	1	.0	.0	96.7
	Daily	1	.0	.0	96.8
	Daily pass or hourly rates when I come to campus	1	.0	.0	96.8
	Daily pass when needed	1	.0	.0	96.8
	do not own a main campus parking permit but own parking permit over STC/17Davis	1	.0	.0	96.8
	E and Research	1	.0	.0	96.9
	E-permit and Handicapped placard	1	.0	.0	96.9
	Emeritus daily permit	1	.0	.0	96.9
	Employee	1	.0	.0	97.0
	Have Vehicle but purchase Daily permit everyday	1	.0	.0	97.0
	I am an accepted student but will not be on campus until next year	1	.0	.0	97.0

I am the male subject in teaching the medical students how to do the Male GU exam	1	.0	.0	97.1
I do not have a car.	1	.0	.0	97.1
I have an S pass but typically walk to school. I bought an S pass just in case i need to park on campus	1	.0	.0	97.1
I have both a faculty and a motorcycle permit	1	.0	.0	97.1
I receive a parking pass through the standardized patient program of Morsani College of Medicine	1	.0	.0	97.2
I work in the Research Park. We are issued permits as part of our lease. These are not USF parking permits.	1	.0	.0	97.2
IDRB	1	.0	.0	97.2
IDRB Permit	1	.0	.0	97.3
IDRB Research park	1	.0	.0	97.3
Monthly issues to standardized patients.	1	.0	.0	97.3

	No car	1	.0	.0	97.4
	None	1	.0	.0	97.4
	Not sure. Lot 2/3	1	.0	.0	97.4
	off campus	1	.0	.0	97.4
	Office is at CAMLS	1	.0	.0	97.5
	Our office is in the USF Research Park. We are issued Research Park parking permits as part of our lease. These permits are separate and distinct from the permits issued by USF Parking which allow us to park on campus	1	.0	.0	97.5
	Park at 17 Davis Building, next to TGH	1	.0	.0	97.5
	Parking for the IDRB	1	.0	.0	97.6
	Pay for meter space when on campus. Work downtown	1	.0	.0	97.6
	Permit for IDR becuase my lab is there	1	.0	.0	97.6
	Professor Emeritus get parking permit when on campus	1	.0	.0	97.6
	rarely on campus work in satellite location	1	.0	.0	97.7
	Research	2	.1	.1	97.7

	Research campus	1	.0	.0	97.8
	Research Center	1	.0	.0	97.8
	research park	2	.1	.1	97.9
	Research park	1	.0	.0	97.9
	Research Park	32	1.0	1.0	98.8
	Research Park (RP)	1	.0	.0	98.9
	Research Park parking permit	1	.0	.0	98.9
	Research Park Pass	1	.0	.0	98.9
	research park permit	1	.0	.0	99.0
	Research Park permit	1	.0	.0	99.0
	Research Park Permit	3	.1	.1	99.1
	Research Tech	1	.0	.0	99.1
	Reserve	1	.0	.0	99.1
	reserved	1	.0	.0	99.2
	Reserved	7	.2	.2	99.4
	reserved parking space	1	.0	.0	99.4
	ride city bus	1	.0	.0	99.4
	ride with coworker	1	.0	.0	99.5
	Shriners Hopsital	1	.0	.0	99.5
	Special parking permit for standard patient	1	.0	.0	99.5
	sponsored research	1	.0	.0	99.6
	Sponsored Research	1	.0	.0	99.6
	Staff__Research Park	1	.0	.0	99.6
	Standardized Patient	1	.0	.0	99.6
	Standardized Patient Permit	1	.0	.0	99.7

	TAMPA GENERAL GARAGE	1	.0	.0	99.7
	TGH permit	1	.0	.0	99.7
	use OLLI reserved space of given monthly parking pass when working for USF Health	1	.0	.0	99.8
	USF Research & Innovation	1	.0	.0	99.8
	USF Research Park	2	.1	.1	99.9
	USF Research Park Parking Permit	1	.0	.0	99.9
	USF Research Park Permit	1	.0	.0	99.9
	USF-Connect affiliated company parking permit	1	.0	.0	99.9
	why don't you allow people to choose two (e.g. motorcycle and E)?	1	.0	.0	100.0
	Work off-campus, occasionally get parking pass for D lots	1	.0	.0	100.0
	Total	3361	100.0	100.0	

Appendix G – Bull Runner Expansion Responses

Name		Sources	References
30th Street		1	2
109th		1	1
Busch		1	1
37th Street and 138th Avenue		1	17
Cambridge Woods		1	1
Lakeview Oaks		1	5
St. Croix		1	6
The Ivy		1	5
40th Street		1	5
South		1	4
The Lodge at Lakecrest		1	1
42nd Street		1	4
Monticello Apartments		1	1
Uncommon Apartments		1	2
Venue Apartments		1	1
46th Street		1	1
North		0	0
Not Specified		1	1
South		0	0
50th Street		1	2
Bloomingdale Avenue		1	1
Catholic Center		1	1
56th Street		1	30
North of Fowler		1	8
Not Specified		1	18
South of Fowler		1	4
Banks or Credit Unions		1	1
Bank of America		1	1
Bearss Avenue		1	18
East-West along corridor		1	18
Bruce B. Downs		1	66
Bruce B. Downs North of Fletcher		1	60
Bruce B. Downs South of Fletcher		1	4
Busch Boulevard		1	11
Changes in routes, frequncies, or hours.		1	82
Adding Counter-Directional Line		1	4
Additional connecting points with HART		1	1
Additional Stops or Changes to Stops		1	6
Alterations to Existing Routes		1	5
Changes to the Schedule		1	6
Earlier Start or Later End		1	5
Increased Speed		1	19

Increases in Frequency		1	34
Line Extensions		1	2
Citrus Park		1	1
Clearwater		1	1
Clearwater Mall		1	1
Do Not Use Bull Runner		1	124
Downtown Area		1	20
Downtown - General		1	6
Tampa General Hospital		1	4
University of Tampa		1	1
Unspecified		1	3
USF CAMLS, Health		1	3
USF Downtown		1	3
Employment Opportunities		1	1
Unspecified Location		1	1
Express Services		1	1
Unspecified Locations		1	1
Fletcher Avenue		1	38
East of Palm Drive		1	18
Florida Hospital		1	2
Not specified		1	6
University Professional Center		1	3
West of Palm Drive		1	9
Fowler Avenue Corridor		1	22
East of 40th		1	4
Not Specified		1	13
West of 40th		1	5
James A. Haley Veterans Hospital		1	1
Land O' Lakes		1	2
Livingston Avenue		1	16
Campus Lodge Apartments		1	9
Deer Park		1	1
Not Specified		1	6
Local area school that partner with USF		1	1
Lutz Area		1	1
More intra-campus service		1	69
Nebraska Avenue		1	2
Location not specified		1	2
North Avenue		1	1
South of Fletcher		1	1
Park & Ride Lots		1	12
Bruce B. Downs		1	1
Downtown Tampa		1	1
Inter-county services		1	1
Malls or other major business areas		1	2
Not Specified		1	5

South Tampa	1	1
Temple Terrace	1	1
Pasco County	1	3
Not Specified	1	1
Zephyrhills	1	2
Pinellas County	1	3
Gulfport	1	1
St. Petersburg	1	1
St. Petersburg Beach	1	1
Recreational Opportunities	1	35
Bowling Alley	1	2
Busch Gardens	1	9
Movie Theatres	1	2
Riverfront Park	1	21
Unspecified	1	1
Restaurants	1	10
Busch Boulevard	1	1
Fletcher Avenue	1	1
Fowler Avenue	1	3
Unspecified Locations	1	5
Riverview Area	1	1
Routes are Fine As Is	1	10
Sarasota	1	2
Seminole Heights Area	1	4
Shopping Centers	1	85
56th Street Outlet Mall	1	1
Grocery Shopping (e.g. Publix)	1	32
Location not specified	1	4
Other	1	5
Target	1	21
University Mall	1	15
Walmart	1	5
Winn-Dixie	1	1
Wiregrass Mall	1	1
South Tampa	1	4
Unspecified	1	4
Tampa International Airport	1	4
Temple Terrace	1	15
56th Street	1	7
Bullard Parkway	1	1
Busch Boulevard	1	1
Not Specified	1	4
Public Library	1	1
Raintree	1	1
Thonotosassa	1	1
Unspecified or Miscellaneous Entry	1	75

Better Marketing		1	2
USF Health		1	17
Moffit Center		1	1
Morsani Center		1	1
Westshore		1	3
Football Stadium		1	2
Unspecified		1	1