UNIVERSITY OF MIAMI MOBILITY PLAN

June 2025

Prepared by

University of Miami and
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MIAMI

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Executive Summary

The University of Miami is committed to reducing its impact on the environment through mobility programs and strategies that reduce single-occupant vehicle trips and maximize efficiency for moving to, from, within, and around the Coral Gables campus. Improved mobility is an integral part of the daily life of students, faculty, and staff. Mobility programs contribute to a reduction in traffic and, correspondingly, reduce the carbon footprint of the University, leading to a greater sense of personal well-being and a more sustainable, green campus.

Green U embodies the University's commitment to a sustainable future. From its participation in the American College and University's Climate Commitment to its efforts to become increasingly residential, less dependent on single-occupant vehicles, and parking management programs, the University aims to be "a community leader in…the practice of ecologically sound maintenance and operations procedures." This past year, the University's ranking in the Princeton Review Top 50 Green Colleges went up from #26 to #13, a reflection of the U's strong commitments to the environment in their campus policies, programs, and practices.

The effectiveness of the University's mobility programs, strategies, and policies is measured every five years by the Regional Traffic Study (RTS). The 2023 Regional Traffic Study confirmed that University development would not negatively impact roads in the 2025 and 2030 phases.

University mobility strategies and neighborhood traffic improvements have contributed to generally stable traffic counts around the University despite the temporary disruption of the pandemic. Data collected for the 2025 Mobility Plan shows how University traffic, parking, and mobility practices are restabilizing at near pre-pandemic levels. This year, despite an increase in overall traffic to the University, traffic is at nearly the same leveal as it was in 2020 and over 11% lower than it was in 2012.

The following are the components of the University's Mobility Plan:

REDUCTION OF TRAFFIC NORTH OF LAKE OSCEOLA

The University influences traffic patterns by managing its parking resources with the goal of diverting traffic away from the single-family residential areas north of Lake Osceola. Roadway improvements along Campo Sano Avenue and San Amaro Drive also help reduce through-traffic in the residential areas.

RESIDENTIAL CAMPUS STRATEGY AND ENHANCED CAMPUS LIFE PROGRAMS

The University is in the midst of a multi-year initiative that will replace and improve many of its residential buildings. In Fall 2024, the first phase of Centennial Village welcomed over 800 students to a new residential college with a new residential dining facility. Once the second phase is completed, Centennial Village will be a state-of-the-art housing complex with five new residential buildings replacing the four towers of Hecht-Stanford Residential College. The end result of the residential campus redevelopment is over 800 net new beds on campus as compared to 2010.

PARKING MANAGEMENT PROGRAM

The University's parking management program sells permits to specific zones where commuters, faculty, and staff are guaranteed to find parking, eliminating the need to drive around searching for a parking space and reducing traffic on surrounding roads. Parking permit purchases increased approximately 5% indicating a relatively stable campus population and more efficient parking management practices.

HURRY 'CANES SHUTTLE PROGRAM

The Hurry 'Canes shuttle program promotes campus connectivity and facilitates the movement of people around the campus. The shuttle program serves the University community within the campus as well as those who live within walking distance. and those who use public transit.

PUBLIC TRANSIT PROGRAM

The University has convenient access to public transit and promotes its use by its students and employees through its Public Transit Program. The number of riders through the University Metrorail Station this year is expected to reach pre-2020 levels.

RIDE HAILING SERVICES AND TAXIS

The University population has embraced trip sharing programs and ride hailing services such as Uber and Lyft. Drop-off and pick-up counts at key locations indicate that rideshare usage continues to be a popular option. The carpool app RideFlag is promoted on the University website and participants are incentivized with upgrades to their parking location.

BICYCLE AND PEDESTRIAN PROGRAMS

The University's UBike program encourages the use of bicycles. The University has been named a Bike Friendly University, Bronze Level, by the League of American Bicyclists in 2012, 2016, and again in 2020 which validates the University's continued efforts to develop and support a healthy bike culture on campus. Scooters have also become a popular means of moving throughout campus and commuting to campus.

In addition, while not a University initiative, the number of off-campus private market rental units in nearby areas continue to increase. These units in close proximity allow students to use alternative means for coming to campus that are not a vehicle.

Through all these measures, the University continues to enhance programs and strategies that maximize efficiency for moving to, from, within, and around the campus.

University of Miami Mobility Plan

Reducing the traffic that comes to the campus benefits both the community and the University. It helps to preserve the tranquility of nearby residential areas, supports a sustainable campus with a reduced carbon footprint, and encourages the well-being of students, faculty, staff, and visitors. In order to reduce the number of single-occupant vehicles that come to the campus, the University has implemented strategies and programs that have a direct and immediate impact on trips.

The University has been able to track traffic impacts through traffic studies and reports that have been prepared since the adoption of the first Campus Master Plan in 1992. These studies include technical traffic studies, reports, and the Regional Traffic Study (RTS) prepared in 1992, 2003, 2008, 2013, 2018, and 2023. In addition, the University measures the overall campus traffic volumes every Spring semester at each campus access driveway. As a result, the University has been able to clearly document and understand local traffic patterns both at a regional and local level.

Historically, University traffic has remained stable in the San Amaro Drive/Campo Sano Avenue corridors adjacent to the residential neighborhood despite an increase of over 1.2 million square feet of campus development since 2010. The Spring 2025 traffic volumes in the San Amaro/Campo Sano corridor were 14.9% lower in the morning and 8.9% lower in the afternoon peak periods as compared to corresponding volumes in 2012. This year, overall traffic counts remained relatively stable compared to 2020 and were slightly higher compared to 2024. (See Exhibit A: 1990 - 2025 Peak Period Trips).

Ride Hailing services have become an important component of how students and visitors move around the region. Ride hailing accounted for 2% of traffic in the AM peak hours and 2% of traffic in the PM peak hours.

Future traffic counts will continue to observe any long-term changes to traffic patterns. The historic stability in the University's traffic reflects significant neighborhood traffic calming and improvements on San Amaro Drive, Miller Road, and Campo Sano Avenue that slow and divert traffic, an increase in the number of students living on campus and in the vicinity, policies that encourage students to move throughout campus without using a car, and a parking management plan that assigns parking permits to specific lots.

Following are details of the components of the University's Mobility Plan .

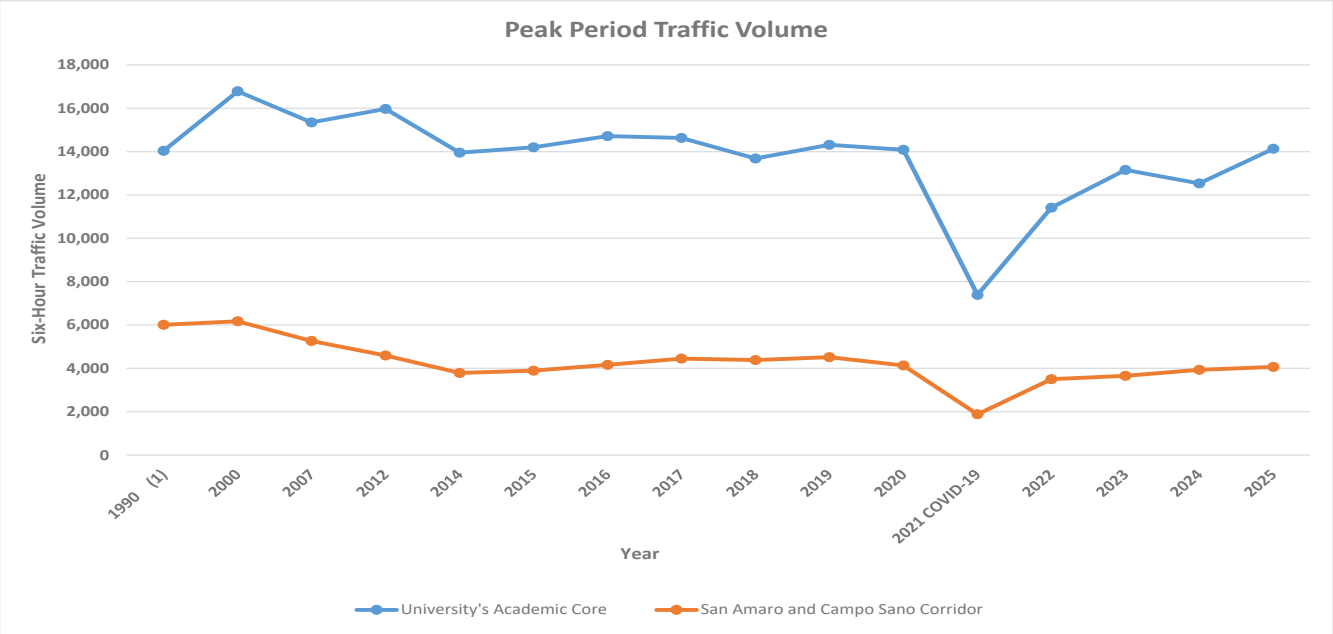

EXHIBIT A | 1990 - 2025 PEAK PERIOD TRIPS

A. Reduction of Traffic North of Lake Osceola

Overall traffic at all driveways accessing the campus core reflected a slight increase in volume this year compared to last year with the greatest increase in the driveways and streets south of Lake Osceola. Campus traffic in the AM peak hour was 1.6% lower than 2020 traffic volumes and was relatively stable in the PM peak hour with a 0.3% increase since 2020. However, both AM and PM traffic in the driveways along San Amaro Drive and Campo Sano continue to be 11.5% lower overall compared to the corresponding volumes in 2012. These volumes reflect very stable traffic volumes coming to the University.

The higher traffic south of Lake Osceola is a reflection of the higher use of parking resources south of the lake that divert traffic away from the residential neighborhoods. North of the lake, traffic remained nearly stable with a 5% increase in the AM and a 2% increase in the PM peak hours.

Traffic improvements to the roadways separating the campus from the neighborhoods have helped divert, reduce, and calm traffic. Mataro, Delgado, Zoreta, Consolata, and Zuleta Avenues are closed at Red Road. City installed medians and plantings along Ponce de Leon Boulevard and the roundabouts at Miller Road and San Amaro Drive, San Amaro Drive and Campo Sano Avenue, and at Miller Road and Alhambra Circle serve as effective traffic calming features as do enhanced sidewalks, medians, landscaping, lighting and limitation of vehicular access points to the residential cross streets in the area.

Brunson Drive Improvements

Mataro Street Closure

B. Residential Campus Strategy and Enhanced Campus Life

An important goal of the University's strategic plan is to encourage students to live, eat, and play on campus. This enhances the student experience and reduces the amount of traffic coming to and leaving from the campus. This goal is achieved by providing more student housing and continuing to expand campus life facilities and activities. The increased number of students living or spending longer time on campus has a direct correlation with reduced traffic during peak hours. While freshmen residents are not allowed to bring vehicles to campus, resident students bring less cars to campus in later years. (See Exhibit B: Adopted Campus Master Plan).

See Mobility Plan Matrix, Appendix 2, for information on the campus population under the Residential Campus Strategy.

B.1. Residential Campus Strategy

One of the major drivers of traffic to the University is commuter students. The University is in the middle of a strategic initiative to modernize the aging residential housing stock and increase the number of resident students. Lakeside Village, which opened in Fall 2020 with over 1,100 new beds, was the first undergraduate residential development in over 50 years.

Miller Road Entrance

Centennial Village

In Fall 2024, the first phase of Centennial Village welcomed over 850 student residents in a new building that replaced the two towers of Hecht Residential College. Once fully completed in 2026, the two phases of Centennial Village will replace the four towers of the Hecht-Stanford residential complex with a modern and state-of-the-art residential community comprised of 3 new buildings with 5 towers and a new dining facility. Overall, the 1,700 beds of Hecht-Stanford will be replaced by over 2,000 new beds. With the completion of Lakeside Village and Centennial Village, the campus will have approximately 816 net new student beds with an expected corresponding reduction in vehicular trips.

Lakeside Village

Centennial Village

B.2. Off-Campus/Non-University Residential Development
Private-sector residential development near campus serves students, faculty, and staff and makes it easier to either walk, bike, or use public transit to get to the campus. In the last couple of years multiple projects, including Gables Station and Cascade located at Link at Douglas, adjacent to the Douglas Metrorail Station, have opened within two miles of campus. Additionally, multiple housing types are being developed within walking distance of the University.

Cascade, within Link at Douglas

B.3. Enhanced Campus Life Programming
The campus hosts a bounty of social, cultural and academic activities, and sporting venues. The Student Center Complex is the community center of the University providing space for students to study, socialize, and engage in student life. The Herbert Wellness Center provides programming that fosters the body and spirit through education, wellness, and recreational programs. Cosford Cinema, Lowe Art Museum, Watsco Center, Ring Theatre, libraries, and other spaces provide a variety of programs to cater to a wide variety of interests. The extensive dining options

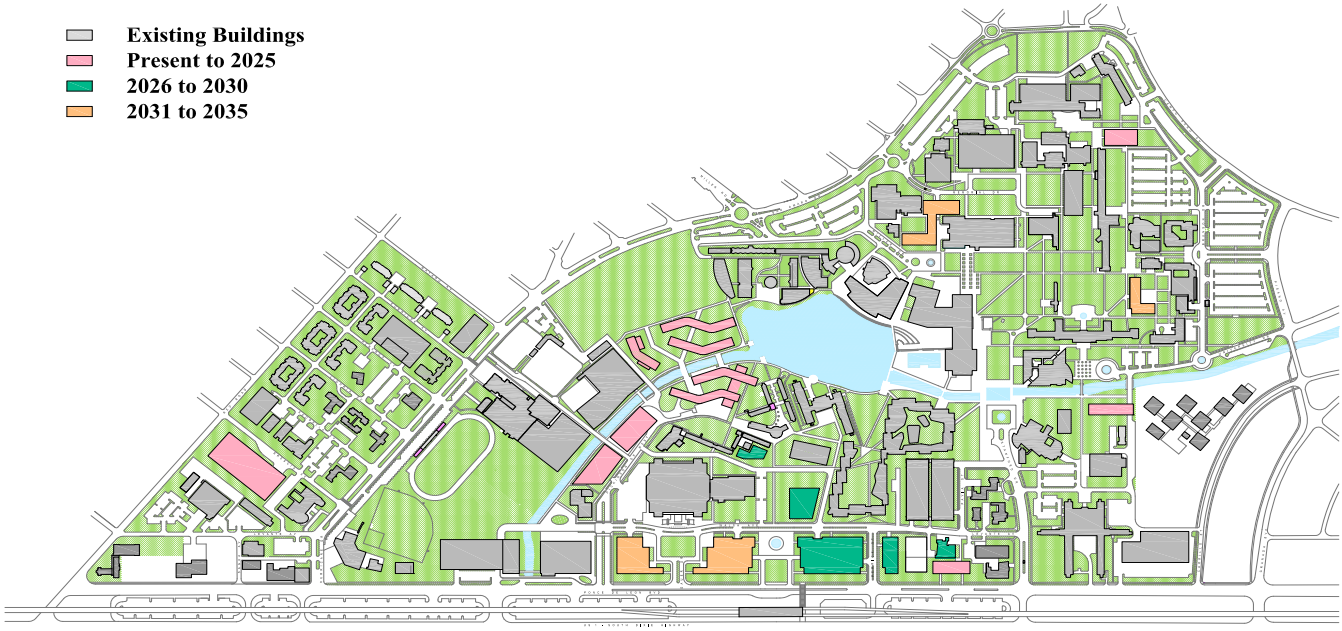

EXHIBIT B | Adopted Campus Master Plan

at the Student Center Complex, Lakeside Village, and the new Centennial Dining Hall entice students to stay on campus for their dining needs. Lakeside Village and Centennial Village study rooms, meditation rooms, and recreation opportunities including an outdoor gym and sand volleyball courts provide students with interesting options for on-campus activities. The Well 'Canes Market continues to be a successful draw every Wednesday on campus providing additional dining alternatives.

Donna E. Shalala Student Center

Well 'Canes Market

C. Parking Management Program and Policies

The University's Parking and Transportation Department is responsible for the management of parking facilities, services, and traffic control. All vehicles that park on campus must have their license plate registered with the University as license plate recognition technology is used to monitor parking usage. See Mobility Plan Matrix, Appendix 2, for information on parking supply and parking permits.

The University has 7,804 parking spaces for academic use distributed among surface lots and five parking garages. Of these spaces, 2,212 spaces are located north of Lake Osceola and the remaining 5,592 spaces are located south of Lake Osceola, with 3,051 of these spaces located in parking garages. See Exhibit C: Campus Parking Map. In addition, The Lennar Foundation Medical Center utilizes 1,070 spaces in the Ponce Garage and near the Watsco Center. Parking supply has remained stable since last year.

Permit sales were 5% higher than last year, an indication of a additional employees returning to on-campus work. Parking lot utilization was not noticeably different than the previous year.

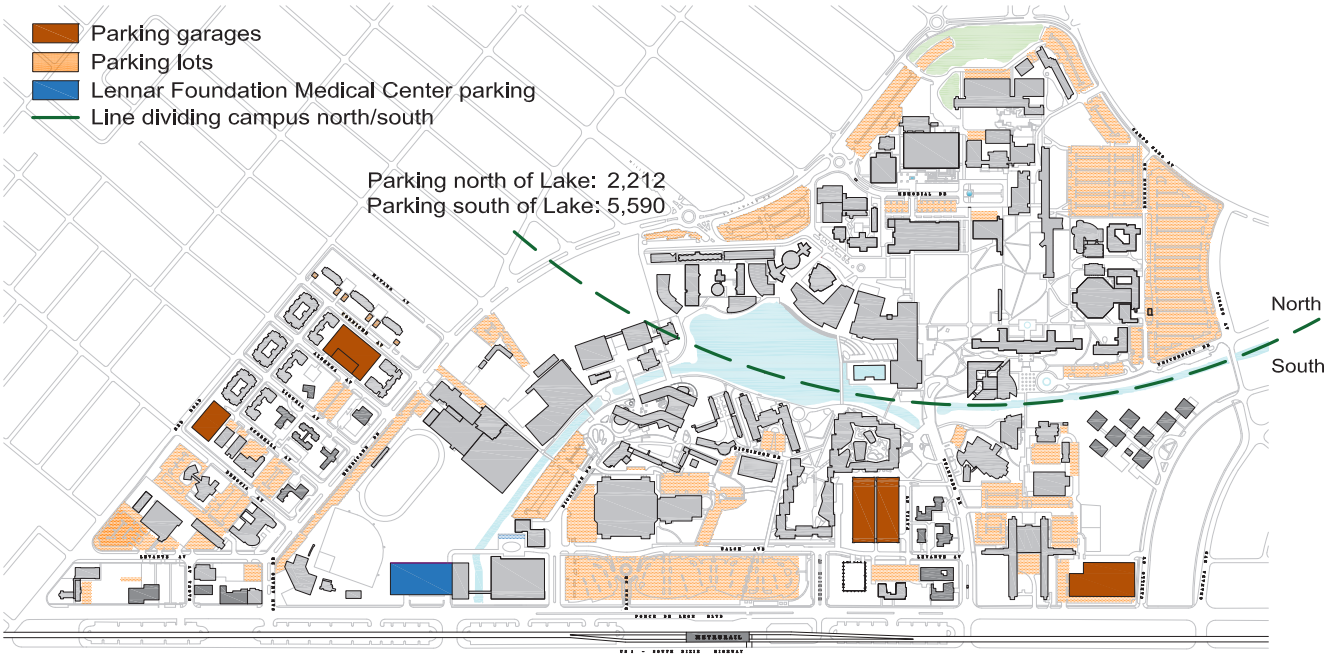

EXHIBIT C | Campus Parking Map

A detailed analysis of the University's parking conditions was submitted to the City as part of the Parking Impact Analysis Report on June 1, 2023. The report found that campus parking operated at satisfactory levels.

C.1. No Freshmen Resident Car Policy
The University restricts first-year resident students from bringing a car on campus. This policy reduces parking demand and traffic and has helped to reduce overall resident parking permit counts. It has also encouraged more sophomore resident students to forego a vehicle in the second year.

C.2. Parking Management Program
The University's parking management program issues parking permits for specific color-coded lots to commuter students, faculty, and staff. The number of permits sold for each color of parking area is calibrated to the number of spaces in lots of that color and nearly eliminates the need for commuters to utilize external surface roads to search for parking once they have entered their assigned lot. Due to the distribution of parking on campus, with nearly three-quarters of parking resources located south of Lake Osceola, the program has helped redirect commuters from lots north of the lake to areas south of the lake, further away from the surrounding residential neighborhoods.

Parking permit sales increased by about 5% from last year. This increase didn't translate to an appreciable difference in paking lot usage, a reflection of a detailed understanding of how actual parking usage is reflected in permit sales. Parking lot usage has remained relatively stable as observed by Parking and Transportation.

C.3. Service and Deliveries
Delivery vehicles are encouraged to utilize Ponce de Leon Boulevard to access the campus to reduce the number of delivery vehicles that approach the campus from the direction of the residential neighborhoods. Service vehicles circulate north of the lake by utilizing the internal road behind Physics. In addition, the University has reduced the number of service vehicles that are in use on campus and continues to add electric vehicles to its fleet along with golf carts and lower impact vehicles.

Controlled Access Service Road

D. Hurry 'Canes Shuttle Program

The University's Hurry 'Canes Shuttle is a free service that provides easy and direct connectivity throughout the campus as shown in Exhibit D: Campus Shuttle Map. As part of an effort to increase service standards, Parking and Transportation introduced new, larger shuttles. Passenger count systems were not operational on these shuttles and the two access and egress locations on each shuttle did not allow for manual

counts by the driver. The University will continue efforts to make the rider count system operational in order to track shuttle usage.

See Mobility Plan Matrix, Appendix 2, for information on the Hurry'Canes Campus Shuttle ridership.

D.1. On-Campus Shuttle

The two main routes of the Hurry 'Canes Shuttle on the Coral Gables campus connect major parking areas, academic core buildings, University Village, and the public transit system at the University Metrorail Station.

The Miller/Brescia route serves the western side of the campus and the Stanford/Ponce route serves the eastern side. The Miller/Brescia shuttle connects Miller Drive and University Village via San Amaro Drive and is a popular route utilized by nearby off-campus residents to come to campus. The Stanford/Ponce shuttle provides connectivity between Stanford Circle and the Ponce Garage with a stop at the University Metrorail Station. Shuttle stops are conveniently located throughout campus.

The shuttles operate on weekdays from 7 a.m. to 10 p.m. during the Spring and Fall semesters, with approximate headways of seven (7) to nine (9) minutes during class days, and eighteen (18) to twenty (20) minutes at other times. During the Summer

Hurry 'Canes Shuttle

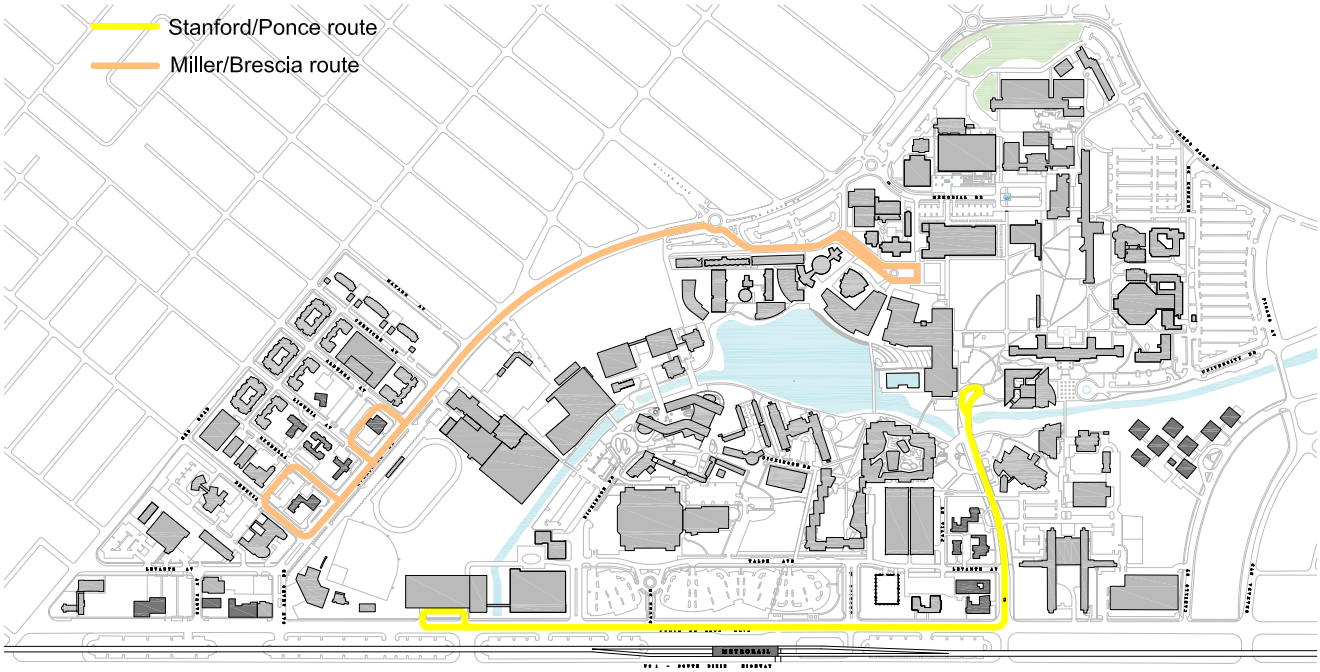

EXHIBIT D | Campus Shuttle Map

semester, the shuttles operate between 7:30 a.m. and 6 p.m. Saferide, an after-hours University minivan service, runs from 10 p.m. to 3 a.m., Monday through Friday.

Freebee, an innovative micro-transity solution is available to move students around the campus and to nearby areas. This on-demand service operates Monday-Friday from 7pm through 4am. This service has proven very popular with students and is expected to transport over 10,000 students this academic year. This service is available to all University students via an app and will pick up and drop off on campus as well as along Red Rd., San Amaro Dr., Ponce de Leon Blvd., Campo Sano Ave., Pisano Ave., select areas across S.W. 57th Ave. as well as at the Metrorail station.

D.2. RSMAS, and Football Game Shuttles
The RSMAS Shuttle transported students, faculty, and staff from the Coral Gables campus to RSMAS on Virginia Key with stops at the Vizcaya Metrorail station. This route operates on weekdays from 7:30 a.m. to 6:30 p.m.

Shuttles transport students to UM football games from the Coral Gables campus. Game day shuttles transported over 12,000 fans to the stadium.


Hurry 'Canes Shuttles

Vizcaya Metrorail Station

E. Public Transit Program

The campus is included in the City's "Gables Redevelopment Infill District" (GRID) due to the availability and proximity of mass transit. The University is well served by Miami-Dade Transit (MDT) which provides an accessible elevated rapid transit system (Metrorail) at the University Station and bus service (Metrobus) near the campus (see Exhibit E: Transit Availability Map). In addition, University shuttles provide linkages between campuses and Metrorail stations.

MDT is the 14th largest public transit system in the country and the largest transit agency in the State of Florida. This integrated transportation system consists primarily of the Metrobus fleet, Metrorail, and Metromover which serves the downtown central business district of Miami. MDT connects to Tri-Rail and Brightline, which provide regional heavy rail commuter services within Miami-Dade, Broward, and Palm Beach Counties. Mobility Plan Matrix, Appendix 2, provides information on ridership under the Public Transit Program section.

A pedestrian overpass over US-1 provides pedestrians a safe

Freebee


Pedestrian Overpass

overhead path across US-1 and helps connect the commercial, office, and residential uses on the south side of US-1 with the Metrorail Station and the campus on the north side of US-1.

To encourage mass transit ridership, the University Public Transit Program provides subsidized and discounted Tri-Rail, Brightline, and Miami-Dade Metropasses for faculty and staff and facilitates the purchase of passes by students. Program participants are restricted from purchasing University parking permits.

E.1. Metrobus

The Coral Gables campus is served by Metrobus route 56, and the Midnight Owl Service (Route 500). MDT bus routes serve the area along the peripheral roads and, in several instances, share bus stops with University's Hurry 'Canes shuttle buses.

E.2. Metrorail

Metrorail is a 25-mile dual track, elevated rapid transit system with 23 accessible stations which runs from Kendall in southern Miami-Dade County through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Health District; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with connections to Broward and Palm Beach counties at the Tri-Rail/Metrorail and at the Historic Overtown Lyric Theater / Brightline transfer stations.

A second line, Miami-Dade Transit's AirportLink Metrorail Extension, provides a key linkage to Miami International Airport (MIA) to University students, staff and faculty. Metrorail runs along the southeast edge of campus between Ponce de Leon Boulevard and US-1, with the University Station located just west of Merrick Drive. University Station is accessible from the campus via a signalized midblock pedestrian crossing on Ponce de Leon Boulevard and through the Hurry'Canes shuttle system.

Metrorail ridership at the University Station increased nearly 20% compared to last year. Once the full academic year is counted, ridership levels should be back to pre-pandemic levels. Historically, University Station has ranked as the 10th most utilized out of the system's 23 stations. During this acoademic year, the station had an average of over 52,000 boardings a month and a total of 367,635 boardings between August 2024 and February 2025. The station has connecting service provided by MDT Routes 56 and 57 and by the University's Hurry'Canes Shuttle buses.

F. Trip-Sharing Programs

The University provides access to a car share program, encourages van/carpools, and app-based transportation networks such as Uber and Lyft. In addition, the University is

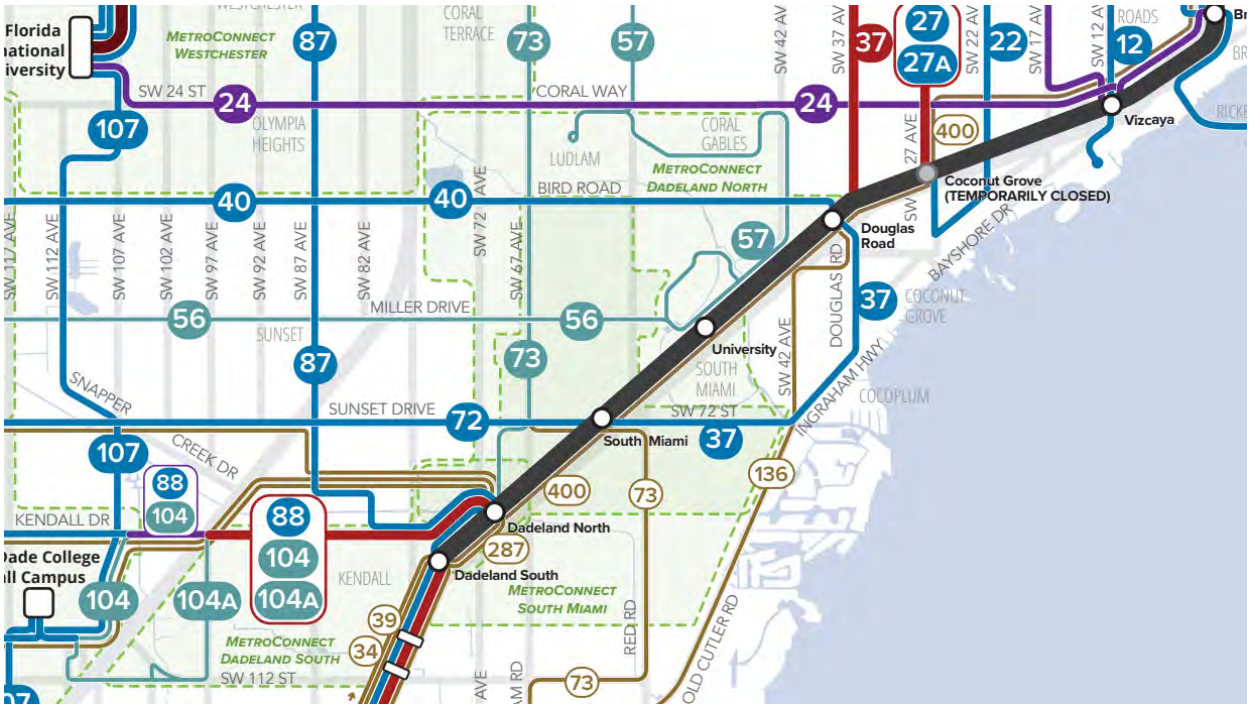

EXHIBIT E | Transit Availability Map

part of the Dadeland North MetroConnect Zone which provides additional ride share options for the University community. Mobility Plan Matrix, Appendix 2, provides supporting information on trip-sharing programs. The University website, www.miami.edu/mobility promotes all the ride-share and mobility options for University faculty, staff, and students.

F.1. Zipcar

Zipcar is an innovative and affordable car-sharing program. Car-sharing industry standards report that car sharing takes up to11 personally owned vehicles off the road, reduces parking demand, saves money, and is good for the environment. It has been reported that car-sharing members:

- Drive fewer miles
- Use more public transportation
- Increase bicycle and walking trips

At present, the Zipcar program has 14 vehicles on campus stationed at Hecht/Stanford, Mahoney/Pearson and University Village.

Zipcar members, 18 and older, may rent a vehicle for an hour, a day, or longer for a small fee. Zipcars are available 24 hours a day, seven days a week, and can be reserved online. This program is particularly convenient to resident populations that do not have a car on campus and for faculty and staff that use public transportation or ride-sharing programs.

There are 1,270 University and community members of the Zipcar program. See Mobility Plan Matrix, Appendix 2.

F.2. Ride Hailing and Taxis

Uber, Lyft, and taxis are an effective means of transportation for students. Ride hailing services are now an indispensable part of many students' mobility options.

For security purposes and in order to facilitate pickups and drop-offs, UM parking service officers guide pickup drivers to seven suggested pick-up and drop-off locations away from the neighboring residential areas:

- Miller Drive, near Richter Library and Shalala Student Center;
- University Drive, near the School of Business Administration;
- Stanford Circle;
- Lowe Art Museum;
- Herbert Wellness Center;
- Watsco Center; and

Zipcar

App-Based On-Demand Transportation

- Newman Alumni Center located at San Amaro Drive and Levante Avenue.

In Spring 2025, the University conducted counts of ride hailing services at four locations: Stanford Circle, Miller Drive, Schwartz Center for Nursing/Memorial Classroom Building, and Brunson Drive. Rideshare trips constituted 2% of trips during AM peak hours and 2% of trips in PM peak hours, a reduction from last year. See Appendix 2A, 2B, and 2C for detailed information on ride-share traffic.

F.3. Carpool

In partnership with RideFlag, the University promotes a carpool on-demand app that matches participants with real-time carpool rides. Students, faculty, and staff who register and utilize RideFlag are provided with premium parking as an incentive.

Carpool

G. Bicycle, Scooter, and Pedestrian Programs

The Coral Gables campus is an attractive environment conducive to biking and walking. This past year has been witness to an explosion in popularity of scooter use by students to come to and move throughout campus. The University, as a medium-sized, semi-urban campus, surrounded on three sides by single-family residential neighborhoods and on one side by the heavily travelled US-1 / Ponce de Leon Boulevard commercial corridor, is ideally situated for ease of access by bikes and scooters from the surrounding areas. Mobility Plan Matrix, Appendix 2, provides supporting information on bicycle and pedestrian programs.

Bicycle Friendly University, Bronze Level

G.1. UBike

The University of Miami bike program, UBike, encourages the use of bicycles and works to make biking and scooters use accessible, enjoyable and safe on campus. The program is managed by the Parking and Transportation, with input and coordination from other campus departments. The University has been named a Bike Friendly University, Bronze Level, by the League of American Bicyclists in 2012, 2016, and again in 2020. The bike program includes the following components:

- Used bike sales on campus with a portion of the proceeds reinvested in the student bike group
- Traffic safety classes for bicyclists
- Online bike/scooter registration monitored by the University Police Department. In the 2024-2025 academic year, 1,614 bikes/scooters were registered.
- Free U-Lock when registering a bike
- Adequate bike parking throughout campus and monitoring of bike usage patterns and needs. These efforts ensure that bike riders will find convenient and secure places to park their bicycles overnight and around campus
- Air stations for tires provided at three locations on campus
- Fix-it repair stations at three locations on campus


UBike Program


M-Path

- Free shower access for students, faculty, and staff commuting to the University by bicycle
- Support and funding to the UBike student group
- Yearly bike sweeps by the University of Miami Police and Facilities Department to remove abandoned bikes
- Yearly safety fair in partnership with FDOT and multiple municipal police departments
- Distribution of information on local and regional bike events hosted by outside groups
- Easy access to the M-Path located along the southeast side of the campus providing connectivity to campus for bicyclists. The M-Path is a paved path that runs the length of the Metrorail guideway and is part of Miami Dade County's Bicycle Plan. This path provides access north to the Vizcaya Metrorail station and south to the Metro busway. A development of the M-Path (The Underline) will provide a more active and engaging linear park experience for pedestrians and bicyclists.

G.2. Pedestrian and Bike Pathways

The University has developed an extensive system of paths that are used by bicycles and pedestrians and has improved and widened sidewalks to minimize areas of pedestrian and bicycle conflict. Pedestrian bridges over University waterways have provided the campus community with more direct paths within campus. The Fate Bridge connects the campus core from the Student Center Complex to the housing and parking garages south of the lake. The Athletic/Wellness pedestrian bridge connects University Village and the Hecht Athletic Complex with the Watsco Center and other areas south of the lake. Centennial Village and Lakeside Village has an extensive network of pedestrian pathways connecting across all directions to campus. In addition, new campus projects consider pedestrian circulation and connectivity when designing pedestrian walkways.

The University is committed to incorporating new and evolving strategies and technologies for greater mobility as part of campus sustainability efforts.

Pedestrian Bridge

Pedestrian safety at crosswalks

Scooters

APPENDIX 1
Historic Traffic Counts 1990 - 2024

Appendix 1A Historic Traffic Counts

TRAFFIC VOLUMES AT THE FIVE MAIN DRIVEWAYS ON SAN AMARO DRIVE AND CAMPO SANO AVENUE

Periods	1990 (1)	2000	2007	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 (2)	2022	2023	2024	2025	Percent Change 1990-2025	Percent Change 2012-2025	Percent Change 2020-2025
Three-Hour, Two-Way AM Peak Period Volumes (7 AM to 10 AM)	2,729	3,309	2,392	2,376	1,985	1,990	1,617	1,595	1,877	1,865	1,912	1,987	1,856	819	1,371	1,561	1,600	1,689	-38.1%	-14.9%	-9.0%
Three-Hour, Two-Way PM Peak Period Volumes (3 PM to 6 PM)	3,286	2,862	2,874	3,118	2,607	2,340	2,169	2,298	2,289	2,583	2,472	2,531	2,276	1,063	2,128	2,093	2,329	2,376	-27.7%	-8.9%	4.4%
Total Six-Hour, Two-Way Peak Period Volumes	**6,015**	**6,171**	**5,266**	**5,494**	**4,592**	**4,330**	**3,786**	**3,893**	**4,166**	**4,448**	**4,384**	**4,518**	**4,132**	**1,882**	**3,499**	**3,654**	**3,929**	**4,065**	**-32.4%**	**-11.5%**	**-1.6%**

ACADEMIC CORE ACCESS TRAFFIC

Periods	1990 (1)	2000	2007	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 (2)	2022	2023	2024	2025	Percent Change 1990-2025	Percent Change 2012-2025	Percent Change 2020-2025
Three-Hour, Two-Way AM Peak Period Volumes (7 AM to 10 AM)	6,279	7,546	6,539	n/a	6,652	n/a	5,933	5,826	6,278	6,118	5,848	5,947	6,168	3,056	4,597	5,749	5,350	5,688	-9.4%	-14.5%	-7.8%
Three-Hour, Two-Way PM Peak Period Volumes (3 PM to 6 PM)	7,757	9,235	8,807	n/a	9,314	n/a	8,020	8,371	8,438	8,510	7,831	8,369	7,915	4,336	6,814	7,403	7,186	8,444	8.9%	-9.3%	6.7%
Total Six-Hour, Two-Way Peak Period Volumes	**14,036**	**16,781**	**15,346**	**n/a**	**15,966**	**n/a**	**13,953**	**14,197**	**14,716**	**14,628**	**13,679**	**14,316**	**14,083**	**7,392**	**11,411**	**13,152**	**12,536**	**14,132**	**0.7%**	**-11.5%**	**0.3%**

Notes:

(1) 1990 did not have traffic counts for Ponce/Dickinson and Campo Sano/Wilder. Not a complete data set for the Univerity's Academic Core

(2) Traffic volumes influenced by COVID-19.

Appendix 1B

TRAFFIC VOLUMES AT THE FIVE MAIN DRIVEWAYS ON SAN AMARO DRIVE AND CAMPO SANO AVENUE

Three-Hour, Two-Way AM Peak Period Volumes (7 AM to 10 AM)

UM Entrance	*1990 (1)*	*2000 (2)*	*2011 (3)*	*2012 (4)*	*2013 (5)*	*2014 (6)*	*2015 (9)*	*2016 (10)*	*2017 (12)*	*2018 (13)*	*2019 (14)*	*2020 (15)*	*2021 (16)*	*2022 (17)*	*2023 (18)*	*2024 (19)*	*2025 (20)*			
San Amaro Drive/Miller Road (7)	N/A	N/A	N/A	N/A	238	(8)	264	374	402	467	479	469	234	264	305	371	365			
San Amaro Drive/Miller Drive (7)	810	821	645	466	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**Percent Change**	**Percent Change**	**Percent Change**
San Amaro Drive/Memorial Drive	566	608	661	582	849	782	556	663	541	528	539	496	235	344	383	431	460	**1990 - 2025**	**2012 - 2025**	**2020 - 2025**
San Amaro Drive/Robbia Avenue	236	222	226	223	177	162	183	165	191	186	169	178	71	134	145	138	126			
Campo Sano Avenue/Wilder Drive (11)	76	136	201	146	205	251	225	248	302	326	353	327	134	291	320	284	349			
Campo Sano Avenue/Brunson Drive	1,041	1,522	643	568	521	422	367	427	429	405	447	386	145	338	408	376	389			
AM THREE HOUR TOTALS	**2,729**	**3,309**	**2,376**	**1,985**	**1,990**	**1,617**	**1,595**	**1,877**	**1,865**	**1,912**	**1,987**	**1,856**	**819**	**1,371**	**1,561**	**1,600**	**1,689**	**-38.1%**	**-14.9%**	**-9.0%**

Three-Hour, Two-Way PM Peak Period Volumes (3 PM to 6 PM)

UM Entrance	*1990 (1)*	*2000 (2)*	*2011 (3)*	*2012 (4)*	*2013 (5)*	*2014 (6)*	*2015 (9)*	*2016 (10)*	*2017 (12)*	*2018 (13)*	*2019 (14)*	*2020 (15)*	*2021 (16)*	*2022 (17)*	*2023 (18)*	*2024 (19)*	*2025 (20)*			
San Amaro Drive/Miller Road (7)	N/A	N/A	N/A	N/A	371	(8)	383	445	648	556	709	566	314	490	444	554	569			
San Amaro Drive/Miller Drive (7)	1,093	876	975	816	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**Percent Change**	**Percent Change**	**Percent Change**
San Amaro Drive/Memorial Drive	830	848	877	640	820	1,024	720	624	686	589	622	690	272	578	507	667	614	**1990 - 2025**	**2012 - 2025**	**2020 - 2025**
San Amaro Drive/Robbia Avenue (11)	274	174	191	184	171	195	236	190	181	195	220	190	80	142	137	199	188			
Campo Sano Avenue/Wilder Drive	162	197	247	222	286	329	383	415	428	504	465	327	202	440	466	394	479			
Campo Sano Avenue/Brunson Drive	927	767	828	745	692	621	576	615	640	628	515	503	195	478	539	515	526			
PM THREE HOUR TOTALS	**3,286**	**2,862**	**3,118**	**2,607**	**2,340**	**2,169**	**2,298**	**2,289**	**2,583**	**2,472**	**2,531**	**2,276**	**1,063**	**2,128**	**2,093**	**2,329**	**2,376**	**-27.7%**	**-8.9%**	**4.4%**

Total Six-Hour, Two-Way Peak Period Volumes

	YEAR																	Percent Change		
SIX-HOUR TOTAL VOLUMES	*1990*	*2000*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*2025*	**1990 - 2025**	**2012 - 2025**	**2020 - 2025**
	6,015	**6,171**	**5,494**	**4,592**	**4,330**	**3,786**	**3,893**	**4,166**	**4,448**	**4,384**	**4,518**	**4,132**	**1,882**	**3,499**	**3,654**	**3,929**	**4,065**	**-32.4%**	**-11.5%**	**-1.6%**

NOTES:

(1) Traffic counts conducted April 18-19, 1990, University of Miami Coral Gables Campus Parking and Traffic Study, Ralph Burke Associates and Joseph L. Rice.

(2) Traffic counts conducted in April 2000, University of Miami, Coral Gables Campus, Year 2000 Update & Concurrency Analysis, Keith and Schnars and Jack A. Ahlstedt, P.E., June 2000.

(3) Traffic counts conducted April 12-13, 2011, Traffic Survey Specialists, Inc.

(4) Traffic counts conducted March 29 - April 12, 2012, Traffic Survey Specialists, Inc. (Data for 2013 Regional Traffic Study)

(5) Traffic counts conducted April 2, 2013, Traffic Survey Specialists, Inc.

(6) Traffic counts conducted April 2, 2014, Traffic Survey Specialists, Inc.

(7) San Amaro Drive/Miller Road operated as signalized intersection until late 2012 with no access to the Campus. Intersection converted to roundabout mid-October 2012 with a new Miller Road access to the UM Campus via the roundabout. The Miller Drive access to the UM Campus was permanently closed.

(8) UM access at Miller Road Roundabout closed due to campus copnstruction (School of Music). Traffic diverted to Memorial Drive access.

(9) Traffic counts conducted April 1, 2015, Traffic Survey Specialists, Inc.

(10) Traffic counts conducted March 30, 2016, Traffic Survey Specialists, Inc.

(11) 2015 volumes revised as result of review of the data.

(12) Traffic counts conducted March 2, 2017, Traffic Survey Specialists, Inc. (Data for 2018 Regional Traffic Study)

(13) Traffic counts conducted April 10, 2018, Traffic Survey Specialists, Inc.

(14) Traffic counts conducted March 19, 2019, Traffic Survey Specialists, Inc.

(15) Traffic counts conducted February 18, 2020, Traffic Survey Specialists, Inc.

(16) Traffic counts conducted March 16, 2021, Traffic Survey Specialists, Inc. Traffic volumes influenced by COVID-19.

(17) Traffic counts conducted April 19, 2022, Traffic Survey Specialists, Inc.

(18) Traffic counts conducted February 28, 2023, Traffic Survey Specialists, Inc.

(19) Traffic counts conducted February 28, 2024, All Traffic Data Services.

(20) Traffic counts conducted January 29, 2025, Nationwide Traffic Data, LLC.

APPENDIX 1C

Academic Core Intersections	Spring 2025 Traffic Volumes - January 29, 2025							
	AM Peak Period (7-10 AM)			PM Peak Period (3-6 PM)			6-Hour	Access
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way	Two-Way	Percent
North of Lake Osceola								
1 San Amaro Drive/Miller Road	243	122	365	284	285	569	934	6.6%
2 San Amaro Drive/Memorial Drive	293	167	460	274	340	614	1,074	7.6%
3 San Amaro Drive/Robbia Avenue	94	32	126	84	104	188	314	2.2%
4 San Amaro Drive, Lot 504A S. Driveway	25	12	37	44	36	80	117	0.8%
7 Campo Sano Avenue/Wilder Drive	300	49	349	136	343	479	828	5.9%
8 Campo Sano Avenue/Brunson Drive	335	54	389	257	269	526	915	6.5%
10 Pisano Avenue/University Drive	141	60	201	149	141	290	491	3.5%
12 Pisano Avenue Lot 209 (North)	174	59	233	210	240	450	683	4.8%
11 Pisano Avenue Lot 209 (South)	246	90	336	249	335	584	920	6.5%
Campo Sano and Pisano Driveways Total:	**1,851**	**645**	**2,496**	**1,687**	**2,093**	**3,780**	**6,276**	**44.4%**
South of Lake Osceola								
6 Ponce de Leon Blvd/Mahoney-Pearson Garage Driveway	392	67	459	128	396	524	983	7.0%
9 Ponce de Leon Blvd/Mahoney-Pearson Service Driveway (2)	29	37	66	49	41	90	156	1.1%
13 Ponce de Leon Blvd/Stanford Drive	1,010	257	1,267	777	944	1,721	2,988	21.1%
14 Ponce de Leon Blvd/Merrick Street	505	83	588	374	841	1,215	1,803	12.8%
15 Ponce de Leon Blvd/Dauer Drive (1)	0	0	0	0	0	0	0	0.0%
16 Dickinson Drive/Walsh Avenue	537	275	812	439	675	1,114	1,926	13.6%
Ponce de Leon Blvd Driveway Total:	**2,473**	**719**	**3,192**	**1,767**	**2,897**	**4,664**	**7,856**	**55.6%**
Academic Core Total:	**4,324**	**1,364**	**5,688**	**3,454**	**4,990**	**8,444**	**14,132**	**100.0%**

Note:

(1) Ponce de Leon Boulevard/Dauer Drive gate closed on January 29, 2025.

APPENDIX 2
Ride Hailing Services
2024 Counts

Appendix 2A
Rideshare Counts on 1/29/2025 (Wednesday)

1. Stanford Drive Circle						
Start Time	Pick Up		Drop Off		Total	Two-Way Traffic
	Uber/Lyft	Taxi	Taxi	Uber/Lyft		
7:00 AM	0	0	0	11	11	22
8:00 AM	0	0	0	10	10	20
9:00 AM	1	0	0	10	11	22
3-Hour AM Drop/Pick	**1**	**0**	**0**	**31**	**32**	**64**
3-Hour AM Traffic	**2**	**0**	**0**	**62**		
3:00 PM	12	0	0	10	22	44
4:00 PM	4	0	0	7	11	22
5:00 PM	7	0	0	6	13	26
3-Hour PM Drop/Pick	**23**	**0**	**0**	**23**	**46**	**92**
3-Hour PM Traffic	**46**	**0**	**0**	**46**		
Six-Hours Drop/Pick	**24**	**0**	**0**	**54**	**78**	**156**
Six-Hours Traffic	**48**	**0**	**0**	**108**		

2. Miller Drive Plaza						
Start Time	Pick Up		Drop Off		Pick/Drop Total	Two-Way Traffic
	Uber/Lyft	Taxi	Taxi	Uber/Lyft		
7:00 AM	0	0	0	3	3	6
8:00 AM	0	0	0	5	5	10
9:00 AM	0	0	0	3	3	6
3-Hour AM Drop/Pick	**0**	**0**	**0**	**11**	**11**	**22**
3-Hour AM Traffic	**0**	**0**	**0**	**22**		
3:00 PM	4	0	0	3	7	14
4:00 PM	5	0	0	3	8	16
5:00 PM	7	0	0	3	10	20
3-Hour PM Drop/Pick	**16**	**0**	**0**	**9**	**25**	**50**
3-Hour PM Traffic	**32**	**0**	**0**	**18**		
Six-Hours Drop/Pick	**16**	**0**	**0**	**20**	**36**	**72**
Six-Hours Traffic	**32**	**0**	**0**	**40**		

3. Brunson Drive - Allen Hall / School of Communication Area (North-South)						
Start Time	Pick Up		Drop Off		Pick/Drop Total	Two-Way Traffic
	Uber/Lyft	Taxi	Taxi	Uber/Lyft		
7:00 AM	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
3-Hour AM Drop/Pick	**0**	**0**	**0**	**1**	**1**	**2**
3-Hour AM Traffic	**0**	**0**	**0**	**2**		
3:00 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	2
3-Hour PM Drop/Pick	**1**	**0**	**0**	**0**	**1**	**2**
3-Hour PM Traffic	**2**	**0**	**0**	**0**		
Six-Hours Drop/Pick	**1**	**0**	**0**	**1**	**2**	**4**
Six-Hours Traffic	**2**	**0**	**0**	**2**		

4. Schwartz / Allen Hall Area (East-West)						
Start Time	Pick Up		Drop Off		Pick/Drop Total	Two-Way Traffic
	Uber/Lyft	Taxi	Taxi	Uber/Lyft		
7:00 AM	0	0	0	2	2	4
8:00 AM	1	0	0	10	11	22
9:00 AM	1	0	0	8	9	18
3-Hour AM Drop/Pick	**2**	**0**	**0**	**20**	**22**	**44**
3-Hour AM Traffic	**4**	**0**	**0**	**40**		
3:00 PM	11	0	0	2	13	26
4:00 PM	2	0	0	10	12	24
5:00 PM	2	0	0	3	5	10
3-Hour PM Drop/Pick	**15**	**0**	**0**	**15**	**30**	**60**
3-Hour PM Traffic	**30**	**0**	**0**	**30**		
Six-Hours Drop/Pick	**17**	**0**	**0**	**35**	**52**	**104**
Six-Hours Traffic	**34**	**0**	**0**	**70**		

Appendix 2B
Rideshare Percentage of Total Traffic Volumes

Time	University Academic Core Two-Way Traffic	Uber / Lyft /Taxi			
		Pick-Up	Drop-Off	Two-Way Traffic	% of Total
North of Lake Osceola					
3-HR AM	2,496	2	32	68	2.7%
3-HR PM	3,780	32	24	112	3%
Six-Hours	6,276	34	56	180	3%
South of Lake Osceola					
3-HR AM	3,192	1	31	64	2%
3-HR PM	4,664	23	23	92	2%
Six-Hours	7,856	24	54	156	2%
Total					
3-HR AM	5,688	3	63	132	2%
3-HR PM	8,444	55	47	204	2%
Six-Hours	14,132	58	110	336	2%

Appendix 2C
Total Rideshare at 4-Locations

Total at Four (4) Locations					
Time Frame	Pick Up		Drop Off		Total
	Uber/Lyft	Taxi	Taxi	Uber/Lyft	
3-Hour AM Drop/Pick	3	0	0	63	66
3-Hour PM Drop/Pick	55	0	0	47	102
Six-Hours Drop/Pick	58	0	0	110	168
Time Frame	Pick Up Traffic		Drop Off Traffic		Total
	Uber/Lyft	Taxi	Taxi	Uber/Lyft	
3-Hour AM Traffic	6	0	0	126	132
3-Hour PM Traffic	110	0	0	94	204
Six-Hours Traffic	116	0	0	220	336

APPENDIX 3
Mobility Plan Matrix

Appendix 3: Mobility Plan Matrix
Academic Years 2017-2025

Program	Academic Year 2017-18	Academic Year 2018-19	Academic Year 2019-20	Academic Year 2020-21	Academic Year 2021-22	Academic Year 2022-23	Academic Year 2023-24	Academic Year 2024-25
A. Residential Campus Strategy[1]								
A.1. Number of on-campus beds	4,300	4,212	4,212	5,157	5,307	4,585	4,477	4,512
Campus Population (Headcount)								
A.2. Total Number of enrolled students	14,572	14,910	15,384	11,603°	16,238	16,270	16,518	17,048
Total Number of Resident students	4,193	4,181	4,137	3,692	5,158	4,568	4,485	
Total Number of Commuter students	10,379	10,729	11,247	7,911	11,080	11,702	12,033	17,048
A.3. Total Number of Faculty and Staff	3,447	3,454	3,521	3,374	3,378	3,562	3,736	4,105
B. Academic Parking Management Program and Policies[2]								
Academic Parking Supply								
B.1. Total on-campus parking (surface and garage)	8,297	8,195	8,136	8,121	7,865	7,869	7,802	7,804
Parking Supply North of the Lake							7,778	
B.2. Total on-campus parking north of the lake (surface and garage)	2,473	2,350	2,337	2,336	2,287	2,286	2,212	2,212
Surface Parking	2,473	2,350	2,337	2,336	2,287	2,286	2,212	2,212
Red Zone	1,734	1,646	1,709	1,709	1,709	1,703	1,580	1,580
Purple Zone	739	704	628	627	578	583	632	632
Garage Parking	-	-	-	-	-	-	-	-
Parking Supply South of the Lake								
B.3. Total on-campus parking south of the lake (surface and garage)	5,824	5,845	5,799	5,785	5,578	5,583	5,590	5,592
Surface Parking	2,697	2,802	2,760	2,741	2,540	2,535	2,541	2,541
Garage Parking	3,127	3,043	3,039	3,044	3,038	3,048	3,049	3,051
Yellow Zone	1,261	1,260	1,237	1,254	1,116	1,012	1,046	1,051
Pink Zone	919	918	912	905	896	895	1,752	1,754
White Zone	326	322	323	320	320	327	327	323
Grey Zone	759	795	793	778	778	800	800	799
Teal Zone (formerly Green Zone)	-	-	-	-	-	-	587	587
Brown Zone (combined with Pink in 2023)	859	860	868	866	848	884	0	0
Burgundy Zone	235	203	203	201	203	204	204	204
Green Zone (formerly Blue Zone)	590	610	588	586	542	587	-	-
University Village	831	831	829	829	829	828	828	828
Ponce Garage (UMPD/Psychology)	46	46	46	46	46	46	46	46
Supporting Information:								
B.4. Change of Total on-campus parking	323	-102	-59	-74	-256	4	-67	26
Change of North Campus Area parking supply	-4	-123	-13	-14	-203	-1	-74	0
Change of South Campus Area parking supply	327	21	-46	-60	-49	5	7	26
Permits issued								
B.5. Total on campus permits issued	9,122	9,718	9,601	6,803	9,112	10,719	10,780	11,340
Permits Issued North of the Lake								
B.6. Permits issued north of the lake	2,645	2,756	2,674	2485	2,646	3,194	3,275	3,538
Red Zone	2,053	2,170	2,132	1989	2,165	2,684	2,720	2,988
Purple Zone	563	586	542	496	481	510	555	550
Lot A (Demolished)	29	-	-	-	-	-	-	-
Permits Issued South of the Lake								
B.7. Permits issued south of the lake	5,657	6,586	6,315	3770	5871	6819	6781	7018
Residential	**697**	**598**	**547**	**658**	**867**	**936**	**900**	**850**
Blue Zone	297	256	236	-	-	-	-	-
Yellow Zone	60			85	146	116	0	0
Pink Zone (fka Brown)				216	314	310	397	400
Teal Zone - Mahoney Pearson Garage (fka Green)				77	107	82	97	100
University Village	340	342	311	280	300	428	406	350
Commuters	**4,960**	**5,988**	**5,768**	**3112**	**5004**	**5883**	**5881**	**6168**
Yellow Zone	1,189	1,769	1,845	631	1605	1050	1342	1425
Pink Zone	958	973	1,075	1026	986	1258	1976	2050
White Zone	282	317	362	240	283	349	378	375
Grey Zone	635	820	657	422	691	883	855	918
Teal Zone - Mahoney Pearson Garage (fka Green)	352	454	365	264	442	915	957	1,050
Burgundy Zone	164	234	185	76	153	254	219	190
Brown Zone	1,086	1,024	1,120	327	709	1,027	-	0
Albenga Garage	86	59	87	54	63	75	82	88
Ponce Garage (UMPD/Psychology)			72	72	72	72	72	72
Miscellaneous permits - BOT, Emeritus, Reserved, Adj. Faculty, Service, Motorcycle, Vendor,	820	376	612	548	595	706	724	784
C. Non-Academic Parking Management Program and Policies								
Non-Academic Parking Supply								
C.1. Total parking	1,070	1,070	1,070	1,070	1,070	1,070	1,070	1,070
Lennar Foundation Medical Center - Ponce Garage	1,059	1,059	1,059	1,059	1,059	1,059	1,059	1,059
Lennar Foundation Medical Center - Yellow Zone	11	11	11	11	11	11	11	11
D. Public Transit Program[3]								
Total University of Miami System**								
D.1. Average Number of Monthly Metropasses/Tri-Rail Passes distributed	2,776	2,501	2,661	-	°°	1,511	1,689	
University of Miami Coral Gables Only								
D.2. Average Number of Monthly Metropasses/Tri-Rail Passes distributed	381	386	399	-	°°	141	132	
University Metrorail Station *(source: Miami-Dade County Transit)*								
D.3. University Metrorail Station Ridership*	443,519	531,366	428,603	117,951	302,024	417,168	365,432	
UPDATE to include August through May							454,144	
Metrobus Ridership Routes and Stops *(source: Metro-Dade Transit)*								
D.4. Route 48/56/57/500, UM stops (yearly total based on weekday average)***	72,540	-	-	-	-	_	-	-
E. Trip-Sharing Program[4]								
Zip Car Program								
E.1. Number of Zipcars on Coral Gables campus	14	12	12	7	20	14	14	12
E.2. Number of UM and Coral Gables participants	1,219	1,178	1,200	936	1,325	1,376	1,240	1,270
Car/Van Pool								
E.3. Total number of program registrants	187	336	249	-	-	9	-	-
Taxi/Ride Share Stand Areas								
E.4. Number of pickup / drop off locations (formerly taxi/ride share stand areas)	7	7	7	7	7	7	7	8
Ridehailing[5]								
E.5. Percentage of Campus Trips in the AM Peak Hours			8%	2%	1%	6%	5%	2%
E.6. Percentage of Campus Trips in the PM Peak Hours			5%	3%	2%	6%	4%	2%
F. Hurry'Canes Shuttle Program[6]								
On-Campus Shuttle*								
F.1. Total ridership during academic year	705,405	747,399	556,521	153,562	327,077	466,701	-	-
Recreational and Shopping Shuttles / Football Game Shuttles**								
F.2. Total ridership during academic year**	1,657	12,378	7,429	-	10,007	10,118	12,125	12,882
Rosenstiel School of Marine and Atmospheric Science (RSMAS) Shuttles								
F.3. Total ridership during academic year*	9,827	10,003	7,559	4,411	7,412	n/a	4942°°°°	-
Freebee (previously Saferide, pre 2024)								
F.4. Total ridership during academic year*	-	3,643	2,652	-	606	n/a	592	10,500
G. Bicycle Program[7]								
G.1. Total annual UM Bicycle registration	515	791	749	703	594	931°°°	1,507	919

Appendix 3: Mobility Plan Matrix
Academic Years 2017-2025

	Program	Academic Year 2017-18	Academic Year 2018-19	Academic Year 2019-20	Academic Year 2020-21	Academic Year 2021-22	Academic Year 2022-23	Academic Year 2023-24	Academic Year 2024-25
G.2.	Total on-campus bike / scooter racks****	351	294	127	126	435	n/a	415	487
G.3.	Total bike / scooter capacity	1,812	1,686	1,818	1800	1,743	n/a	1,500	1,614

1. See Volume II, Section A for supporting documentation
2. See Volume II, Section B for supporting documentation
3. See Volume II, Section D for supporting documentation
4. See Volume II, Section E for supporting documentation
5. See Appendix 2, Mobility Plan for supporting documentation
6. See Volume II, Section F for supporting documentation
7. See Volume II, Section G for supporting documentation

* Includes available data up to March 2025

**From 2019 on, reflects only football game shuttles.

***Miami-Dade Transit no longer records ridership on Route 56, Route 48 discontinued

****Bike rack counts were conducted per location instead of individual racks. Future counts will continue to be per location.

^{oo} Data not available at time of submittal

^{ooo} Scooters can also be registered

^{oooo} Spring semester only