Investigation of use of mobile phones while driving conducted

The number of mobile phone users in the United States has grown from 500,000 in 1985 to more than 60 million in 1998. Although once used primarily by high-income business people, user demographics are now much more similar to the demographics of the U.S. population as a whole. The rapid growth in usage has occurred largely without consideration of the mobile phone's suitability for usage while driving. As more people use their mobile phones while driving, there is an obvious need for extensive and accurate data on the crash risk associated with this practice.

To provide a concise summary of the issues for the public, researchers, and legislators alike, CUTR recently summarized existing information on the subject of mobile phone use while driving. The report discusses the benefits of mobile phone usage while driving, such as driver safety and time use efficiency, and negative aspects such as its potential for driver distraction resulting in accidents.

The literature shows that the effect of mobile phone use on driving is a complex issue with several influencing factors including the type of mobile phone used, the type of conversation undertaken, and the demographics of the user. In general, it was found that mobile phone use does have an adverse effect on driving performance.

Safe Mobility for Life: A public forum

As many Americans age, they find themselves automobile dependent. If they become unable to drive, their quality of life may be analogous to being confined to an institution. The inability to remain mobile without an automobile...
mance, but the significance of the distraction is difficult to quantify. Reports found that people who used a mobile phone while driving were anywhere from 34 percent to 300 percent more likely to have an accident.

Accidents were caused by increases in driver reaction time, lane deviations, and impairments to decision-making abilities. Drivers need to be made aware of these dangers and their implications so they can make their phone usage safer. People intending to use their mobile phones while driving must be made aware of the need to avoid intense or emotional mobile phone conversations, mobile phone use during difficult driving conditions, and hand-held phones. A national campaign involving mass media could have a positive impact on lessening dangerous usage of mobile phones while driving.

However, much larger studies using real-world data must be performed before the true risk of mobile phone use while driving can be assessed. If there were data available on a national scale, it would be possible to evaluate the crash risk and also to determine potential solutions to alleviate or reduce the risk. Once the risks and remedies are known, it will be possible for legislators to assess the need for legislation and enforcement measures. Without this information, it is difficult to determine the best course of action.

The most obvious source of data is the police crash reporting system. Similar to what is currently in existence in Oklahoma and Minnesota. Experience in these two states has shown that the mobile phone use element must be carefully incorporated into the report and utilized by trained investigators in order to obtain meaningful data.

Legislation in the U.S. and abroad
Legislators in a number of states have introduced legislation prohibiting or curtailing the use of mobile phones while driving. To date, none of these measures has passed. One criticism of the legislation that is introduced is the lack of data to support any legislative action. Alternatively, laws may develop through civil court cases where mobile phone users, manufacturers, service providers, etc. are found liable for automobile accidents. Internationally, several coun-
tries (Australia, Switzerland, Israel, Spain, Portugal, Italy, Brazil, Chile, Sweden and Singapore) have already banned or restricted mobile phone use while driving.

In addition to data collection and safety education, the role of technology will be important in reducing the crash risk associated with mobile phones. It is already unnecessary to use a hand-held phone, and improved ergonomic design is constantly making the mobile phone easier, and presumably safer, to use.

The benefits of carrying a mobile phone in a vehicle are many, ranging from the ability to call for assistance when broken down, involved in a crash, or in personal danger, to the more advanced benefits such as automatic crash notification (ACN) systems and other future intelligent transportation systems (ITS) developments. If used carefully, the mobile phone will be an important and productive element of present and future in-vehicle equipment.

For further information on this study, contact CUTR Research Associate Mark Burris, (813) 974-9809, burris@cutr.eng.usf.edu. 

Transit study provides operations plan for USF pilot service

While the majority of CUTR's technical services are provided to private companies and public agencies at the regional, state, and national levels, CUTR was pleased to have the recent opportunity to conduct a local transit feasibility study for its own host institution, the University of South Florida (USF).

Located in Tampa, USF is the 15th largest public university in the United States. Functioning as a commuter campus serving a regional market, the impacts of university growth include increasing volumes of motor vehicle traffic on local roads. The Tampa campus serves more than 28,000 students. Currently, this generates approximately 32,000 daily trips to campus, 99 percent of them by car. More than 8,300 students live within a five-mile radius of the campus.

Florida's growth management law requires that public universities develop master plans that address the impacts of campus growth upon adjacent communities. The USF Campus Master Plan calls for the development of alternative modes of transportation at the campus, not only to serve the students better, but also to decrease the growth rate of motor vehicle traffic accessing the campus and contributing to traffic congestion on local roads. One mode of particular interest to USF has been a transit service to transport USF commuters to and from the campus from nearby residential areas. Such a service would reduce the demand for parking on campus and augment an existing shuttle service that serves the campus internally.

CUTR provided assistance in three ways to address USF's interest in developing transit service. First, staff provided technical assistance to the ongoing development of a public-private partnership, the University North Transportation Initiative (UNTI). UNTI is a fo-
rum for its members to jointly address traffic congestion problems in the University North area.

Second, through the sponsorship of UNTI, CUTR staff conducted a market survey for the existing shuttle that serves internal campus trips. The Bull Runner Shuttle provides free service to more than 8,000 faculty, staff, students, and visitors on the Tampa campus each month. The survey measured use of services, determined transportation habits, and obtained suggestions on how services could be modified to better meet student needs. As a result of survey findings, USF Transportation and Parking Services implemented several recommendations, including promotional emphasis of free service, route modifications, and scheduling that provides for greater consistency of bus headways.

Third, the UNTI Board elected to fund and sponsor a feasibility study to address the development of an off-campus circulator service. CUTR provided the transit planning expertise for the feasibility study. Conducted in three phases, Phase I consisted of case studies of other university circulator systems that operate within a similar development environment as that of the USF area. Phase II was a detailed market analysis of the potential commuter customers in the USF area, the area immediately adjacent to and surrounding the USF campus where higher densities of student residences are located. Phase III, the final phase of the study, represents an operations plan for implementing a test service of the circulator.

The operations plan calls for the initial implementation of one route that would serve an estimated 27,720 annual passenger trips during the first year. Functioning as a loop, buses would serve the route in both directions, providing continual 30-minute service. As the service is implemented, the initial schedule will be fine-tuned to coordinate transfer opportunities with the internal campus Bull Runner Shuttle and HART, the county’s regional transit service. CUTR also recommended a performance monitoring system that consists of seven service indicators, to be tracked on a monthly basis. This information will allow determination of the approximate number of vehicles removed from the surrounding road network based on current auto occupancy rates. These performance measures will also assist USF in monitoring the effectiveness of the service for the customers who use it.

Study findings were presented to the UNTI Review Committee, which was composed of potential service customers, administrators, and funders. The Review Committee submitted its recommendations after each study phase to the UNTI Board for endorsement of study findings and approval to proceed with the next phase. Now that Phase III is completed, the UNTI Board has elected to forward its recommendation to USF administrators and to the City of Tampa to proceed with implementing the pilot transit service.

The next step is for USF to make final decisions regarding implementing CUTR’s recommendations as part of traffic mitigation measures contained in a development agreement between USF and its host community, the City of Tampa.

"During this last year, the Center for Urban Transportation Research played a significant role in our success," said Marie Hunnicutt, Director of USF's Parking and Transportation Services. "We look forward to a continued positive collaboration."

For further information, contact CUTR TDM Program Director Phil Winters at (813) 974-9811, winters@cutr.eng.usf.edu.
Mode choice for non-work travel by people of color evaluated

Findings from the Nationwide Personal Transportation Survey

As part of a coordinated effort by the U.S. Federal Highway Administration to better understand personal travel in America, a number of studies on travel by people of color were commissioned. CUTR, as a subcontractor to Battelle Memorial Institute, evaluated mobility and mode choice for non-work travel for people of color as revealed by the Nationwide Personal Transportation Survey (NPTS).

Transportation investments in facilities and services can be most wisely planned and issues such as future transportation demand, impacts, and equity best addressed in the context of a rich understanding of the public’s travel behavior. This research effort focused on mode choice behavior for non-work travel for racial/ethnic groups including Hispanics, Non-Hispanic Whites, Non-Hispanic Blacks, Non-Hispanic Asians, and Non-Hispanic Others. People of color include all other groups except Non-Hispanic Whites. (For ease of reference, “Non-Hispanic” is dropped for the Non-Hispanic groups.)

Travel by people of color is of strong interest because it is a growing and changing share of the total travel market and is expected to continue to grow much faster than overall travel well into the next century. Understanding non-work travel is becoming increasingly important due to its growing influence on people’s lives and the transportation system. Walking. People of color are several times as likely as Whites to use public transit for non-work travel and about twice as likely as Whites to walk for non-work travel. Blacks stand out among people of color in their use of public transit. Blacks are more than 9 times as likely as Whites to use public transit for non-work travel, while other people of color are about 2-4 times as likely as Whites to use public transit for non-work travel.

While all people of color are less likely to drive for non-work travel than Whites, the extent of difference is larger for Hispanics and Blacks than for other people of color. While all people of color are more likely than Whites to walk for non-work travel, the extent of difference is larger for Blacks and Asians than other people of color. Non-Hispanic people of color are about equally as likely as Whites to travel as passengers of privately-operated vehicles for non-work travel; Hispanics are more likely than Whites to travel as passengers.

Differences in mode choice across the racial and ethnic groups vary little with certain market segments but dramatically with others.
• Metropolitan area size, area density, or trip purpose do not seem to have systematic effects on modal differences across the racial and ethnic groups.

• Modal differences across the groups are slightly smaller among people age 16-64 than for other age cohorts, among males than for females, among people living in households with least two adults than for people living in one-adult households, among trips 1-20 miles long than for other trips, and among night trips than for other trips.

• Modal differences across racial and ethnic groups are much smaller among people with at least two household vehicles than for people with fewer vehicles, among workers than for non-workers, among people with high incomes than for people with lower incomes, and among people who are licensed to drive than for people not licensed to drive.

For all racial and ethnic groups combined, privately-operated vehicles have a dominant role in non-work travel. Driving privately-operated vehicles accounts for about 57 percent and riding in privately-operated vehicles as passengers accounts for about 31 percent of all person trips for non-work travel. Modes other than privately-operated vehicles have modest roles in non-work travel, with walking accounting for slightly more than 6 percent, public transit for slightly more than 1 percent, bicycling for 1 percent, and other means for nearly 3 percent. Changes in mode choice are quite similar across all racial/ethnic groups.

Implications
The data suggest that, to the extent that the economic and household characteristics of racial/ethnic group populations are similar to those of the White population, so too is travel behavior similar to that of the White population. Racial/ethnic group traits critical to influencing travel behavior are moving quite rapidly to match those of the White population. There is overwhelming evidence of a trend toward more comparable mobility levels and mode choice behavior across population segments.

transportation investments in facilities and services can be most wisely planned and issues best addressed in the context of a rich understanding of the public's travel behavior.

While there remain some differences in behavior that are not explained by analyzing available variables, it is not clear that even these differences will be retained over the long term. Most obviously, the willingness of Blacks to use public transportation, even when other characteristics of the population are held constant, may be explained by Blacks having a greater awareness of transit options, generally living in areas with better transit service availability, and/or there being less of a stigma associated with transit use in the Black population—conditions that may or may not remain stable over time.

Auto-mobility has clearly spread to all segments of the population. The young, the old, the unemployed, the low income, and various minority racial/ethnic groups are all evidencing greater availability of auto travel options and lessened dependency on transit and other modes. As single-occupant vehicle options have become available, there is greater auto use.

The findings also suggest that the often reported American “love affair” with the automobile is not unique to only some segments of the population but rather quite inherent in the full population, or at least rapidly learned once someone resides in America. Thus, the fundamental nature of the population’s values relative to mode choice decisions is quite constant given similar situations. At a minimum, this reinforces the stability of the fundamental values that drive travel decisions and reinforces the value of developing as rich an understanding of this behavior as possible in order to better serve the traveling public.

More comprehensive reporting of CUTR’s analysis of mobility and mode choice by people of color for non-work travel will be forthcoming this fall as part of an FHWA report series. For more information on these research results, contact CUTR Research Associate Steve Polzin, (813) 974-9849, polzin@cutr.eng.usf.edu.
Study finds high level of motorcycle helmet use in Florida

*Use of non-compliant headgear increasing*

Each year, motorcycle crashes claim thousands of lives, and several thousand more suffer incapacitating injuries. Many of the deaths and serious disabilities associated with motorcycle crashes result from head trauma. According to the National Highway Traffic Safety Administration (NHTSA), protective headgear reduces a motorcyclist's overall risk of death in a crash by 29 percent and the risk of brain injury by 67 percent.

Last year, more motorcyclists died in Florida than in any other state except California. Results from a CUTR study found that most riders in Florida wear some type of protective headgear. However, a large percentage of motorcycle occupants wear illegal headgear ("novelty helmets"), perhaps in part to protest to the state's mandatory helmet law. Past surveys conducted in California and Florida estimated illegal helmet usage by motorcyclists to be between 10 and 15 percent. A recent California study suggests illegal helmet use may be 30 percent or greater.

CUTR recently completed the second statewide observational helmet-use survey for the Florida DOT Safety Office to document motorcycle helmet-compliance rates on Florida roadways. Because of concerns that illegal helmet use may be on the rise, data were also collected to estimate the level of novelty helmet use. Data on motorcycle type, gender, and use of other safety equipment such as protective eyewear, jackets, gloves, pants, and shoes were collected as well.

CUTR's study found that almost all motorcycle occupants (drivers and passengers) wore some type of helmet protection; the observed state-level usage rate is 99.5 percent. However, a significant number of the helmets observed were not in compliance with DOT standards. The weighted state level estimate for novelty helmet use increased 57 percent over a five-year period from 15 percent in 1993 to 35 percent. According to Gene Hall, FDOT Traffic Safety Specialist, "CUTR's study provides the impetus for fully justifying spending more federal dollars to promote DOT-approved helmet use for all motorcycle occupants within the state of Florida."

Another important study finding is that the type of helmet motorcyclist's wear may be related to the type of motorcycle driven and the gender of the driver and passenger. Novelty helmet use is typically associated with cruiser style motorcycles. (Harley Davidson manufactured the majority of cruiser-style motorcycles observed). DOT-approved helmet compliance by motorcycle occupants on cruisers was about 30 percent, compared to almost 100 percent for sportbike and on/off road motorcycle riders.
Overall, novelty helmet use was higher for passengers than drivers, and the majority of observed novelty helmets were on motorcycle occupants riding cruiser type motorcycles. Further studies may be beneficial to determine why compliance rates are considerably lower compared to riders of other motorcycle types.

Some interesting survey findings involved the relationship between gender and novelty helmet use. Among drivers observed, females were almost twice as likely as males to wear novelty helmets. Further, females exhibit lower compliance rates than male counterparts, especially when associated with cruiser-type motorcycles.

In terms of other safety equipment, there were no major changes when compared to the previous findings. The use of eye protection dropped slightly, along with the use of gloves. Overall, pant use increased as well as the use of appropriate footwear.

Although the survey did not collect information about the reasons for the increase in novelty helmet use, possible explanations include the increased availability of novelty helmets at lower costs, the relatively high price of DOT-approved helmets, and the perceived lack of enforcement of the motorcycle helmet use law.

Because the purpose of having a mandatory helmet law in Florida is to reduce motorcycle injuries and fatalities as well as the cost of treating head injuries, the increase in novelty helmet use is alarming. CUTR's results provide justification for research that examines the impact of the novelty helmet use on head injuries and medical costs and to determine what factors may have contributed to their increased use.

“CUTR's study provides the impetus for fully justifying spending more federal dollars to promote DOT-approved helmet use for all motorcycle occupants within the state of Florida.”

-Gene Hall, FDOT Traffic Safety Specialist

"It is clear that DOT-approved helmet use is not a single panacea for motorcycle safety. However, in combination with rider training, proper licensing, and public awareness campaigns, motorcycle helmet use can be a valuable and effective safety component," stated Hall. Only after understanding why and how male and female riders driving different types of motorcycles make choices regarding the use of safety equipment can effective safety messages be properly targeted.

For more information, contact CUTR Research Associate Patricia A. Turner, (813) 974-3276, turner@cutr.eng.usf.edu.

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Fall transportation courses offered

Six classes in transportation are being offered by the USF Department of Civil & Environmental Engineering in the Fall semester.

- **EGX TTE 4004**, “Transportation Engineering I,” Thursdays, 5-8pm, Dr. Ram Pendyala.
- **EGX TTE 5501**, “Transport Planning and Economics,” Thursdays, 6-9pm, Dr. Xuehao Chu.
- **EGX TTE 6315**, “Transportation Safety,” Tuesdays, 6-9pm, Dr. Husham Abdulsattar.
- **EGX TTE 6835**, “Pavement Design,” Wednesdays, 6-9pm, Dr. Manjriker Gunaratne.
- **EGX CGN 6933 902**, “Traffic Flow Theory,” Wednesdays, 6-9pm, Dr. John Lu.
- **EGX CGN 6933 903**, “Survey Methods in Transportation,” Tuesdays, 5-8pm, Dr. Ram Pendyala.

For further information, contact the USF Civil & Environmental Engineering office at (813) 974-2275.
TIMES system developed, training offered

CUTR soon will complete the development of the Florida Transit Information Management and Exchange System (TIMES) for the Florida Department of Transportation. TIMES is an on-line system designed to facilitate the exchange of transit information between Florida transit systems and the Florida DOT.

The TIMES project consists of three modules: TIMESLink, the Florida Transit Forum, and the Florida Transit Geographic Information System.

TIMESLink
TIMESLink is a limited access system that allows transit agencies to electronically transfer PTMS (Public Transportation Management System) data to FDOT. PTMS was designed to collect and analyze information on the condition of Florida's transit assets. Collection of PTMS information was suspended because manual data collection methods proved to be very cumbersome and time consuming. FDOT commissioned the development of TIMES to expedite the collection and enhance the exchange of PTMS information.

With the completion of TIMES, FDOT will resume the collection of PTMS data with a state-of-the-art, Internet-based management system.

The system features password-protected access to software tools, which, in turn, feature additional security safeguards.

Florida Transit Forum
The Florida Transit Forum provides an electronic forum for Florida transit professionals and others to share information about transit. This information service can be used as a password-protected newsgroup on which authorized users may post or read messages. It also may be used as a "listserv," a newsgroup or bulletin board that can send new information out as electronic mail. Thus, the Forum is a safe and flexible way for Florida's transit community to share information.

Florida Transit GIS
The Florida Transit Geographic Information System is an on-line spatial analysis system that allows users to perform basic GIS analysis such as route inventory, route buffering and additional transit network analysis. This part of the system is intended to give every transit system in Florida access to common GIS tools; it may eventually be used to measure the extent and service intensity of transit services as a further extension of the TIMESLink portion of the system.

As part of the effort to ensure user input and enhance the user friendliness of TIMES, FDOT sponsored two "hands-on" workshops to train transit staff on the use of the system. Workshops were held in November 1998 and April 1999 at CUTR.

The morning session concentrated on the TIMESLink and the Florida Transit Forum. Participants were shown how to download and install the TIMESLink software. The training went through a step-by-step process of how to enter PTMS data and upload the data to the FDOT. The session also went over how to correct, add, and resubmit the data.

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As we grow older, mobility as a public health issue. This concern increases as we consider the aging of the “baby boom” generation.

The Tampa Bay Regional Planning Commission Area Agency on Aging, in cooperation with Morton Plant Mease Geriatric Foundation and CUTR, sponsored a forum in March 1999, in Clearwater at Morton Plant Mease Health Care. The forum, “Safe Mobility for Life,” focused on the transportation issues and needs of aging drivers. The goal of the forum was to “improve the safe transportation (mobility) of older persons by coordinated activities of those who provide them services or support activities that enable people to be safely mobile.”

The information from the forum and focus groups, to be held later, is part of a national dialogue proposed to update “Transportation for an Aging Society: Initiatives Drawn from a Decade of Experience,” prepared by the National Highway Traffic Safety Administration (NHTSA).

A draft national agenda also will be delivered from this initiative. The agenda will be presented at the National Institutes of Health international conference in November 1999. The United Nations also is celebrating the International Year of Older Persons. (Similar forums are being held in other states. A South Florida forum was convened January 1999.)

The Clearwater Forum was attended by nearly 100 public officials, private associations, transportation organizations, public health agencies, public safety groups, community leaders, caregivers and concerned individuals. Attendees used the morning hours to review issues and options in general terms. Speakers included John Eberhard, Ph.D., National Highway Traffic Safety Administration; Loren Staplin, Ph.D., The Scientex Corporation; Susan Samson, Getting in Gear, Tampa Bay Regional Planning Council Area Agency on Aging; Jose Guerrier, Ph.D., University of Miami; Beth Alicandri, Federal Highway Administration; Robert Raleigh, M.D., Maryland Medical Review Board; and Don Trilling, Ph.D., Office of the Secretary, U.S. Department of Transportation.

Among the major mobility issues presented by the speakers was the fact that older persons physically are more fragile. Mishaps for older persons are more threatening and the consequences are more severe. This is true across modes. Bicyclists, motorists, or pedestrians suffer more when involved in crashes the older they are. The fatality rate for older drivers rises more sharply than does the crash-involvement rate. Also, older drivers may cause crashes from diminished abilities. As stated earlier, personal health declines rapidly when mobility is restricted. Stimulation, exercise, and interaction come via mobility. These benefits are lost and health deteriorates when mobility is impaired.

Social issues also exist. The population of older persons is large and growing. In Florida, 18 percent of the state’s residents are age 65 or older; this number is expected to exceed 25 percent by the year 2020. This group is expected to gain increased political recognition.

**“The difficulties of mobility among older Americans are severe and growing, propelling the matter onto the public health agenda.”**

-Damian Kulash, Eno Foundation
During the afternoon of the forum, participants selected to participate in one of three topic areas:

- alternative transportation options
- highway design
- driver competency enhancement

The goal of these sessions was to develop a short list of priorities that were later presented to the full audience. The audience then voted on the lists, ranking items on the feasibility of implementing and effectiveness of a proposed strategy.

**Alternative transportation services**

Top-ranked priorities for this area were the development of a position for a regional mobility manager and information coordinator. The manager would serve as an ombudsman for a full range of regional transportation services. This position would require coordination of information about transportation options available for specific trips or travel needs. Other priorities discussed included:

- education and social marketing on transportation options,
- promotion of multimodalism and improved, better land use,
- making transit more competitive, use of community jitneys,
- improved funding, and
- safety.

**Highway design**

Highway design and traffic engineering to make roads safer for older persons and everyone were a major focus of the forum.

FHWA's Older Driver Highway Design Handbook sets out numerous recommendations for intersection design, roadway curvature and passing zones, and construction and work zones. The forum attendees also encouraged roadway design that facilitated multimodal use, e.g., bicycle, pedestrian, and golf cart facilities. Safety also was emphasized. There was some discussion of the Florida Department of Transportation Traffic Engineering Manual's section on "Florida's Elder Road User Program." The concepts of the program were supported by the session attendees.

**Driver competency enhancement**

Among the top-ranked priorities was the development of a regional taskforce to promote the concerns that came out of the forum. The taskforce would broaden the representation and would convene statewide semi-annual meetings. Other priorities included coordination and the establishment of a research and development agenda. Attendees also discussed the need to identify problem situations, driver functions and education, and social marketing on avoiding difficult situations or correcting specific deficiencies. For example, some physical deficiencies such as visual acuity can be corrected with corrective lenses or surgery. Limited field of vision that may be associated with aging also can be improved through exercise.

**National implications**

"For all the attention that is given to aging in place, there is a surprising lack of recognition that mobility needs must be broadened to reflect the reality of the automobile," said Damian Kulash of the Eno Foundation. "The difficulties of mobility among older Americans are severe and growing, propelling the matter onto the public health agenda. More recognition is needed to attract resources and attention to address the multiple concerns associated with aging in America.”

This summer, the Area Agency on Aging, Morton Plant Mease Health Care, and CUTR continue to work with NHTSA to convene three focus groups of older persons and their caregivers to discuss community-specific questions on mobility.

For more information on aging and transportation alternatives, contact CUTR Research Associate Beverly G. Ward at (813) 974-9773, ward@cutr.eng.usf.edu.
Training
Training for the Florida Transit Forum was conducted in the afternoon and covered the importance and utility of the forum and how to access and post to the forum. The unique element of the forum is the many levels of access. Information on the forum can be accessed via the Internet thorough a web browser such as Netscape, and viewed as a newsgroup. Additionally, all of the postings can be e-mailed to members of the forum through a “listserv.” These multiple means of access to the forum ensure widespread use.

The April training session also included instruction on the Florida Transit GIS. During this session, CUTR staff covered the procedure for creating and editing a route inventory and how to perform basic GIS analysis like buffering with the software. Each session was used to introduce the new software and garner feedback from the attendants to improve upon the current software.

For further information, contact CUTR Research Associates Martin Catala at (813) 974-9791, catala@cutr.eng.usf.edu, or Rich Stasiak at (813) 974-9765, stasiak@cutr.eng.usf.edu.

CUTR welcomes new research faculty

Chris Hagelin has been promoted to Research Associate specializing in alternative transportation. He holds a Bachelor’s degree in Anthropology from Miami University in Ohio and a Master’s degree in Anthropology from Ball State University in Indiana. Hagelin previously was a CUTR Graduate Research Assistant.

Darin Allan has joined CUTR as a Research Associate specializing in transit planning. He holds a Bachelor’s degree in History from Valparaiso University in Indiana and a Master’s of Public Affairs from Indiana University. Allan was previously employed as Project Manager for LYNX in Orlando.