TRANSPORTATION ELEMENT

Introduction

The following narrative describes the concepts on which the transportation plan is based. Goals, Objectives and Policies (GOPs) which implement these concepts follow this narrative.

Circulation

Vehicular traffic circulation on campus will be provided through an internal roadway system that connects primary parking areas. The internal roadways will primarily serve intra-campus movements and quick conveyance of traffic to and from the external roadway accesses. Vehicular circulatory routes will be designed to encourage slower speeds on campus. Traffic currently accesses the campus facilities via entrances on Old Dixie Highway and Harbor Branch Road.

Improved pedestrian and bicycle circulation routes on campus will be provided through additional sidewalk and pathway connection between campus buildings.

Parking

Parking lots at the campus are designed in a manner that permits movement from the most remote parking areas to primary academic and administrative buildings in approximately an eight to ten minute walk, with most parking areas being less than a five minute walk to the desired building. This is of particular importance to commuting students, who often times arrive on campus with minimal time to walk to class. Parking areas are designed to surround the campus core area and separate pedestrian movements occurring between academic and administrative buildings from vehicular movements related to parking and campus ingress and egress.
GOALS, OBJECTIVES AND POLICIES

ELEMENT 11 – Transportation Element

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

TRANSIT, CIRCULATION, AND PARKING SUB-ELEMENT

Goal 1
It is the goal of the University to promote efficient, safe, and accessible local transit service that enhances the mission of the University.

Objective 1A
The University shall identify, evaluate and coordinate appropriate transit systems and revenue streams needed to support transit servicing the University.

Policy 1A-1
Coordinate operational and planning efforts with other FAU campuses, Indian River State College, and St. Lucie County Transit to provide efficient and convenient transit connections.

Policy 1A-2
Evaluate the opportunity to provide a transit stop at the entrance to the Harbor Branch Campus.

Policy 1A-3
Evaluate the opportunity to provide a transit circulation route within the Harbor Branch Campus.

Objective 1B
The University shall promote the application of alternative modes of travel and related Transportation Demand Management (TDM) strategies.

Policy 1B-1
Develop and distribute a TDM Facts brochure to all students, staff and faculty and implement at least one TDM initiative such as a carpool matching service or telecommuting alternative at the campus.

Policy 1B-2
Designate a Harbor Branch staff member as the Campus Transportation Coordinator who will facilitate the communication of TDM strategies to students and employees.

Goal 2
It is the goal of the University to provide and support safe and efficient campus transportation systems and support context area transportation systems that enhance the mission of the University. Figures 11.1a through 11.1d illustrate the proposed roadway systems map for the campus.

Objective 2A
The University shall continue to plan and provide for proper vehicular access from context area roadways to meet University demand and mitigate impacts to the host community.
Policy 2A-1
As depicted in the Master Plan, coordinate with appropriate agencies and provide the proposed vehicular connections to local access roads.

Policy 2A-2
Provide coordination efforts with St. Lucie County, the St. Lucie Transportation Planning Organization, and the Florida Department of Transportation regarding transportation improvements and development plans by Designating University representation and attending regularly scheduled meetings.

Policy 2A-3
Upon commissioning of the Campus Police Department and in a joint effort with the University, St. Lucie County, and State agencies, develop and maintain a comprehensive database for analyzing and documenting vehicular and non-vehicular incidents both within the campus and within the immediate context area.

Objective 2B
The University shall develop an internal campus roadway network as a low speed, low capacity facility which facilitates the safe movement of automobiles, transit vehicles, bicycles and pedestrians.

Policy 2B-1
As depicted in the Master Plan, ensure that all campus transportation facilities consider multi-modal applications including bicycle, pedestrian, and other non-vehicular options.

Policy 2B-2
In accordance with the Capital Improvement Program, prioritize and establish an implementation schedule for campus circulation and access enhancement projects based on a phased Master Plan development schedule. Specific improvements will include the enhancement of access operations entering and exiting the site. This will include improving traffic circulation at the existing gatehouse and improvements to turning radii within the Campus to facilitate tractor trailer deliveries.

Policy 2B-3
Provide information kiosks and campus guidance materials for visitors at appropriate campus entrances to facilitate their conveyance to visitor parking areas and campus buildings.

Policy 2B-4
Provide convenient drop-off areas for persons attending public events held at campus facilities.
Goal 3
It is the goal of the University to provide and support safe, sufficient, cost-effective and accessible parking facilities for students, faculty, staff and visitors that enhance the mission of the University. *Figures 11.2a through 11.2d* illustrate the proposed parking areas for the campus.

Objective 3A
The University shall seek to ensure a high level of safety within parking facilities with both technology and personnel.

**Policy 3A-1**
The “Code Blue” emergency phone system shall be installed and maintained at all parking facilities.

**Policy 3A-2**
Provide parking facilities which maintain sufficient and energy efficient lighting at all facilities used after dusk.

**Policy 3A-3**
Enhance University security by continued evaluation of new technologies regarding surveillance and way-finding systems.

Objective 3B
The University shall limit and/or minimize conflicts between vehicular and non-vehicular traffic within University parking facilities.

**Policy 3B-1**
Establish administrative procedures and coordination mechanisms for the comprehensive review of development plans and their impact on the transportation, parking and transit systems. Representatives from the following departments and organizations should be involved with the review of development plans: grounds, police, traffic and parking, faculty, facilities planning, and administration.

**Policy 3B-2**
Dedicate, at a minimum, 10 percent of all vehicular parking areas as landscaped non-parking areas not including pervious parking surfaces.

**Policy 3B-3**
Provide separate and convenient bicycle, golf cart, and motorcycle parking facilities.

**Policy 3B-4**
Provide convenient “car-pool” parking spaces and “hybrid automobile” parking spaces to encourage the application of various TDM strategies.
Objectives 3C
The University shall, on a continual basis, monitor and analyze the demand/supply relationship of parking while providing convenient facilities for students, faculty, staff and visitors.

Policy 3C-1
Target a parking space to enrolled student ratio of 0.80:1 for branch campus students.

Policy 3C-2
Target a faculty/staff parking space to full time employee ratio of 0.80:1.

Policy 3C-3
Target the number of parking spaces for campus visitors at 10% of student & faculty spaces. Continue to increase parking capacity, as funds are made available, to provide for peak requirements of the auditorium, and other venues that may overload the system on a daily basis.

Policy 3C-4
Within one (1) year of adoption of this Master Plan, conduct a comprehensive visitor, special use and service parking study, in an effort to maintain sufficient visitor parking at strategic campus locations.

Policy 3C-5
On an annual basis, review parking related objectives and policies regarding implementation schedules contained herein and amend the master plan accordingly.
GOALS, OBJECTIVES AND POLICIES

ELEMENT 11 – Transportation Element

PEDESTRIAN & NON-VEHICULAR CIRCULATION SUB-ELEMENT

Goal 4
It is the goal of the University to provide adequate pedestrian and non-vehicular circulation facilities on campus to meet the needs of the University. Figures 11.3a through 11.3d illustrate the proposed pedestrian and bicycle circulation plan for the campus.

Objective 4A
Develop and maintain a pedestrian atmosphere for the campus. Provide a system of safe and convenient pedestrian and non-vehicular facilities designed to meet the needs of the University.

Policy 4A-1
Create naturally shaded, uncovered pedestrian pathways and sidewalks on campus.

Policy 4A-2
A "Code Blue" emergency phone system shall be developed to include pedestrian and bicycle paths on campus.

Policy 4A-3
Coordinate the locations for future pedestrian circulation facilities with recommendations contained in the Campus Safety Plan.

Policy 4A-4
Coordinate the locations for additional lighting along campus pedestrian circulation routes with recommendations contained in the Campus Safety Plan.

Objective 4B
Provide convenient and safe bicycle facilities on the campus.

Policy 4B-1
Provide and maintain bicycle paths on the campus to encourage campus bicycle utilization.

Policy 4B-2
Provide convenient, covered bicycle parking and include provisions for bicycle parking facilities in all newly proposed buildings.

Policy 4B-3
Evaluate the opportunity to provide additional facilities that further encourage bicycle utilization such as public shower and locker-room facilities.

Policy 4B-4
Coordinate the locations for future bicycle circulation facilities with recommendations contained in the Campus Safety Plan.

Policy 4B-5
Coordinate the locations for lighting along campus bicycle circulation routes with recommendations contained in the Campus Safety Plan.
Goal 5
It is the goal of the University to coordinate the location of on-campus pedestrian and non-vehicular circulation facilities with those planned by the host community.

Objective 5A
Coordinate planned on-campus pedestrian and non-vehicular circulation facilities with those proposed in future circulation systems as described in local Comprehensive Plans.

Policy 5A-1
Create a pedestrian and non-vehicular circulation network that clearly, safely, and easily meshes with the host community’s networks. FAU shall coordinate with host and affected local governments to ensure that the University’s proposed pedestrian and non-vehicular circulation network is coordinated with and not in conflict with facilities proposed in local government comprehensive plans.