

11 transportation

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

TRANSIT

Palm Tran provides bus service to the Abacoa Development, including the FAU campus, by way of their Route 10 service. The route begins south at Downtown at the Gardens in Palm Beach Gardens, continues up Military Trail to Donald Ross, heads west on Donald Ross to Central, heads North on Central to the University, then East back to Military Trail and north to Indiantown Road.

There are no current rail services in the area or planned to date. The following goals, objectives and policies provide a basis for active support of transit and alternative modes of travel.

CIRCULATION

Vehicular circulation on campus will be accomplished through an internal roadway system that connects primary parking areas and future parking garages, when necessary. The internal roadways will primarily serve intra-campus movements and quick conveyance of traffic to and from the external roadway accesses.

Access to and from the campus is provided through a series of perimeter accesses to the external roadway network. It is anticipated that the majority of traffic movements will occur at the main entrance on Parkside Drive and the primary entrance to the large parking area from Donald Ross Road. Because these locations are conveniently located near Donald Ross Road, a major arterial connecting I-95, Military Trail and Alt A1A, most students will utilize these entrances. Accesses on Main Street will also satisfy some demand originating north of the campus. A future connection from Max Planck Way to Scripps Way is planned, which will provide for an additional direct access point to the campus at the signalized intersection of Donald Ross Road and Max Planck Way.

PARKING

Campus parking lots 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 just enough 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.

Total existing parking as of this update is 1187 spaces. Total proposed parking for the 10 year buildout of the master plan is 2096 spaces.

LEVEL OF SERVICE

A concurrency traffic impact analysis will be performed at a later date to evaluate the traffic impacts of the proposed Master Plan. This analysis will be performed upon establishing an agreed upon methodology with the Town of Jupiter and Palm Beach County. There has been significant development on the south side of Donald Ross Road since the previous Master Plan, which will be evaluated when performing this updated traffic impact analysis for the Campus Master Plan.



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

Objective 1A: The University shall, when identified by others, evaluate appropriate future transit systems and revenue streams which support transit servicing the University.

- **Policy 1A-1:** Coordinate operational and planning efforts with Tri-Rail, Palm Tran and private sector efforts within the Abacoa Development to provide efficient and convenient transit connections with the University.
- **Policy 1A-2:** Coordinate operational and planning efforts with other FAU campuses, Palm Beach Community College, Indian River Community College, Broward Community College, and Broward County Transit to provide efficient and convenient transit connections.
- **Policy 1A-3:** The University will designate the stops at appropriate locations on campus in consultation with transit providers. Bus stop location and service shall be reviewed every two years in coordination with the Town of Jupiter and transit providers.

Objective 1B: In order to promote the application of alternative modes of travel and related Transportation Demand Management (TDM) strategies, FAU will implement the following policies:

- **Policy 1B-1:** Review and apply the FAU Transportation Demand Management (TDM) Application Manual (Boca Campus study), when completed, which will include a qualitative and quantitative assessment of various TDM strategies and their timing, phases, and criteria for implementation at the campus.
- **Policy 1B-2:** 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.

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.

Objective 2A: To continue to plan and provide for vehicular access from campus area roadways to meet FAU's demand and also to mitigate impacts to the extent feasible within Jupiter and the surrounding communities. FAU will implement the following policies:

- **Policy 2A-1:** Coordinate with appropriate agencies and provide the proposed vehicular connections to Parkside Drive, University Boulevard, Main Street, and Donald Ross Road.
- **Policy 2A-2:** Connect Max Planck Way to Scripp's Way to provide enhanced circulation from Donald Ross Road, Max Planck, the future STEM building and other areas to the FAU campus (see Figure 11.2).
- **Policy 2A-3:** Monitor campus access and parking and coordinate future campus development with consideration to potential future access points to Central Boulevard and Donald Ross Road.
- **Policy 2A-4:** Coordinate efforts with the Town of Jupiter, Palm Beach County, the Transportation Planning Agency, and the Florida Department of Transportation regarding transportation improvements and development plans by designating FAU representation and attending regularly scheduled meetings.
- **Policy 2A-5:** Develop and maintain a comprehensive data base for analyzing and documenting vehicular and non-vehicular incidents both within the campus and immediate context area.
- **Policy 2A-6:** Continue to monitor campus development with respect to transportation decision-making and planning.
- **Policy 2A-7:** At regular intervals associated with the Master Plan, the University will update the previously prepared traffic impact analysis for the campus, upon establishing an agreed-upon methodology with the Town of Jupiter and Palm Beach County.
- **Policy 2A-8:** The University will monitor the traffic at the intersection of Donald Ross Road and Central Blvd to evaluate the necessity of turn lane extensions. The University will coordinate with the Town of Jupiter and Palm Beach County for potential needs and improvements.

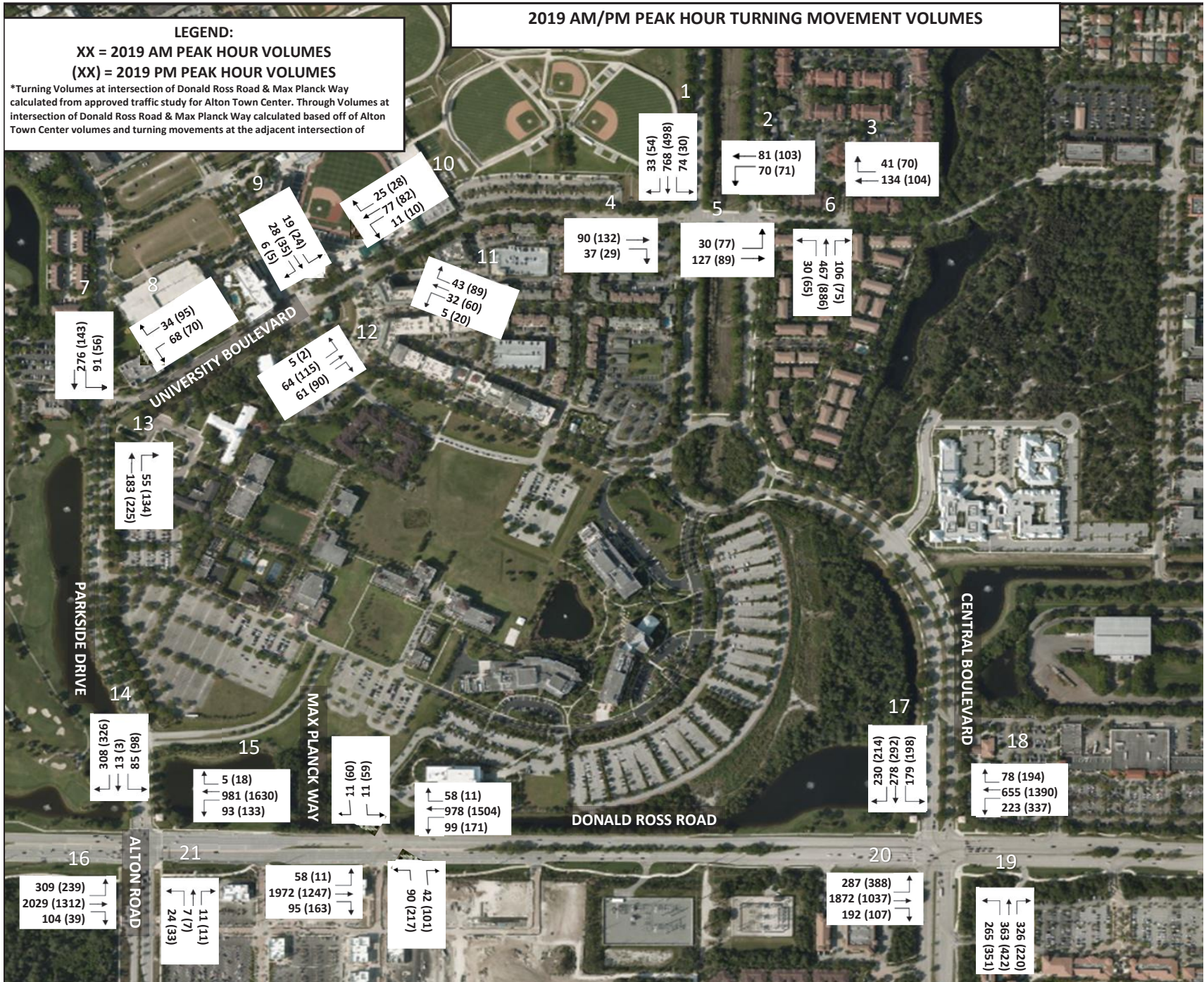


Figure 11.1 Existing Traffic Plan - 2019

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Objective 2B: In order to 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, FAU will implement the following policies:

- **Policy 2B-1:** Develop, implement and improve specific loading zones near existing buildings.
- **Policy 2B-2:** Ensure that all campus transportation facilities consider multi-modal applications including bicycle, pedestrian, and non-automobile vehicles, particularly within the limited access drive/utility loop.
- **Policy 2B-3:** In accordance with the Capital Improvement Program, prioritize and establish and implementation schedule for campus circulation and access enhancement projects based on a phased Master Plan development schedule.
- **Policy 2B-4:** Encourage the use of traffic calming principles where considered useful.
- **Policy 2B-5:** Ensure that roadways can accommodate service and delivery vehicles where needed.
- **Policy 2B-6:** Limit the need for service deliveries in parts of campus that are designed for the pedestrian environment.
- **Policy 2B-7:** 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-8:** Provide convenient drop-off areas for Life Long Learners and persons attending public events held at the auditorium and other campus facilities.
- **Policy 2B-9:** Include drop-off areas for future development considering the increase of ride-sharing.
- **Policy 2B-10:** Provide bicycle and pedestrian pathways which provide direct linkage to Abacoa including commercialized town center areas.

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 and respect the visual standard of the traditional neighborhood development of the Abacoa Development.

Objective 3A: To ensure a high level of safety within parking facilities with both technology and personnel, FAU will implement the following policies:

- **Policy 3A-1:** Expand the “Code Blue” emergency phone system to include all existing and new 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: FAU will limit and/or minimize conflicts between vehicular and non-vehicular traffic within University parking facilities by implementing the following policies:

- **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. Involve representatives from the following departments and organizations 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 and motorcycle parking facilities.

Objective 3C: FAU will continually monitor and analyze the demand/supply relationship of parking while providing a sufficient number of spaces for students, faculty, staff and visitors through the implementation of the following policies:

- **Policy 3C-1:** Target parking space to enrolled student ratios of 0.35:1 for residential students and 0.75:1 for commuter students.
- **Policy 3C-2:** Target a faculty/staff parking space to full time employee ratio of 0.75:1.
- **Policy 3C-3:** Target the number of parking spaces for campus visitors at 5% of student & faculty spaces. Continue to increase parking capacity, as funds are made available, to provide for peak requirements of the auditorium, the Lifelong Learning Complex and other venues that may overload the system on a daily basis.

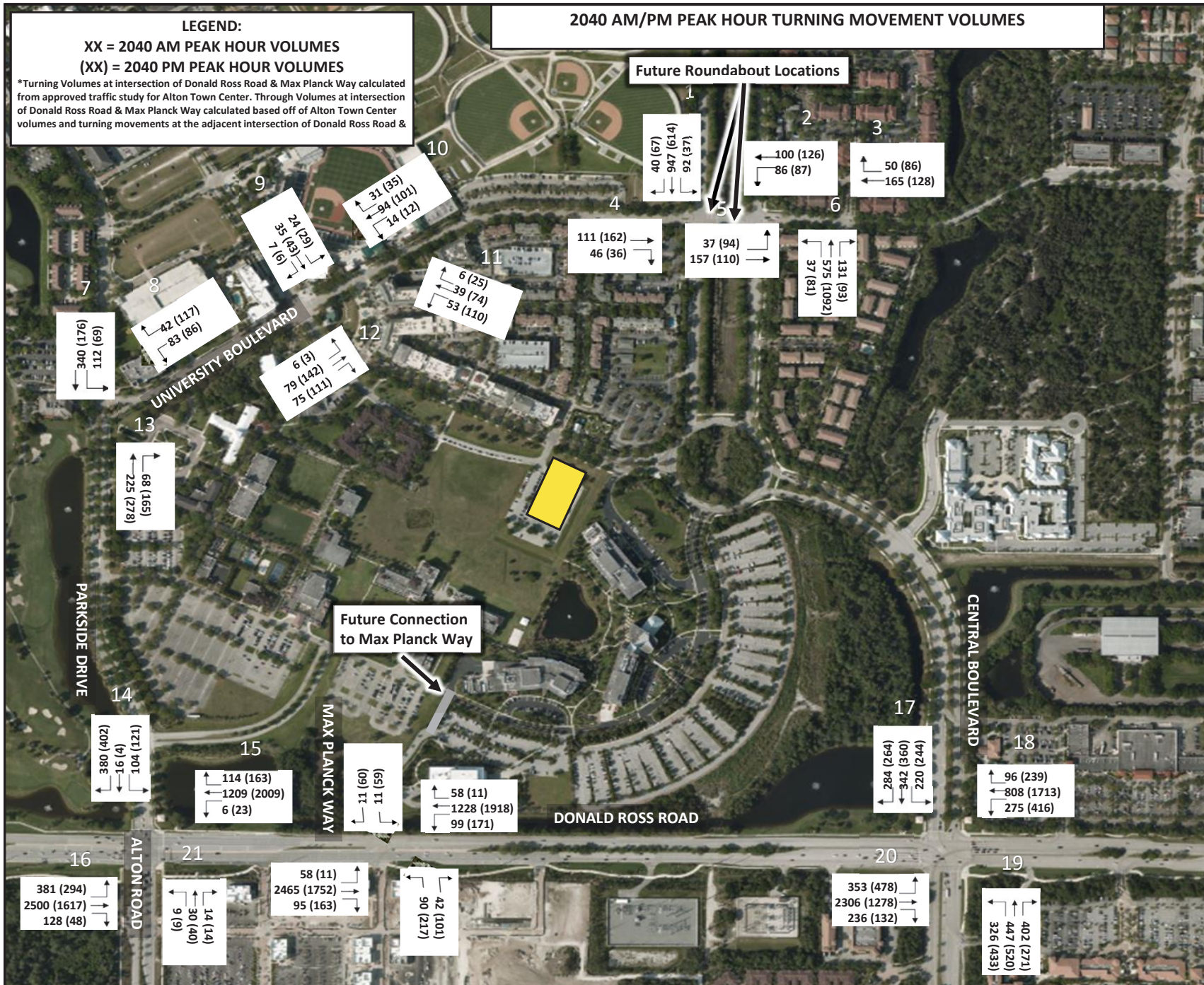


Figure 11.2 Future Traffic Plan - 2040

- **Policy 3C-4:** Allow available parking space not being used by the University for their purposes to be used by other entities by means of an Agreement. Any such agreement shall not interfere with the University mission. Provide parking for other guest functions such as Life Long Learning and Scripps Research Laboratories.

- **Policy 3C-5:** Prior to construction of new parking facilities or structures, the University will perform an overall parking study to evaluate the potential impacts of the new facility.

Objective 3D: The University shall minimize the visual impact of parking areas by implementing the following policy:

- **Policy 3D-1:** Mask parking spaces with berms, where appropriate. Subdivide parking areas with large islands with mature trees and landscaped walkway “fingers”.

Goal 4: To provide adequate pedestrian and non-vehicular circulation facilities on campus to meet the needs of the University.

Objective 4A: Develop and maintain a pedestrian atmosphere for the campus, and provide a system of safe and convenient pedestrian and non-vehicular facilities designed to meet the needs of the University through implementation of the following policies:

- **Policy 4A-1:** Create naturally shaded, uncovered pedestrian ways on campus, including a major connection from the Plaza to the Forum.
- **Policy 4A-2:** Expand the “Code Blue” emergency phone system to include all new pedestrian and bicycle paths on campus.
- **Policy 4A-3:** Coordinate the locations for future pedestrian circulation facilities with campus safety guidelines.
- **Policy 4A-4:** Coordinate the locations for additional lighting along campus pedestrian circulation routes with campus safety guidelines.

Objective 4B: In order to provide convenient and safe bicycle facilities on the campus, implement the following policies:

- **Policy 4B-1:** Provide and maintain bicycle paths on the campus.
- **Policy 4B-2:** Include clear and visible signage to encourage campus bicycle utilization.
- **Policy 4B-3:** Provide convenient, covered bicycle parking.
- **Policy 4B-4:** Include provisions for bicycle parking facilities in all new construction.

Goal 5: 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 through implantation of the following policies:

- **Policy 5A-1:** Create a pedestrian and non-vehicular circulation network that clearly, safely, and easily connects with the host community’s networks.
- **Policy 5A-2:** Coordinate with 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.

