

ELEMENT 11

TRANSPORTATION ELEMENT

Goal 1

It is the goal of the University to provide and promote an efficient, safe and cost effective transportation system that enhances the mission of the University.

Objective 1A

The University shall identify, evaluate and implement appropriate transit services for the University.

Policy 1A-1

Prepare and conduct a comprehensive (campus-wide) transit study/survey detailing current University-related PalmTran and Tri-Rail user characteristics data, such as: auto ownership; socio-economic; demographics; mode choice reasoning; origin-destinations; out of vehicle travel time; temporal distribution; and frequency of usage.

Policy 1A-2

Using the results of the comprehensive transit study described in Policy 1A-1, the University shall conduct a feasibility study regarding an *intracampus shuttle* system.

Policy 1A-3

Consider a feasibility study to determine if demand exists for a University-provided or outside service provided *campus-to-campus* shuttle service.

Policy 1A-4

Based on the results of the feasibility studies described in policies 1A-2 and 1A-3 the University will identify revenue streams to fund the intracampus shuttle and the campus-to-campus shuttle service.

Policy 1A-5

The adopted campus master plan shall be amended as necessary to incorporate the results and recommendations of the studies described in policies 1A-1 through 1A-4 (above).

Policy 1A-6

Continue to coordinate operational and planning efforts with South Florida Regional Transportation Authority (SFRTA) and Palm Beach Palm Tran to provide efficient and convenient transit connections with the University.

Policy 1A-7

Coordinate with the City of Boca Raton, Palm Beach County and Palm Tran regarding

the proposed campus multimodal center.

Policy 1A-8

Coordinate with the City of Boca Raton, Palm Beach County, Palm Tran and other agencies on proposed transit routes to serve the campus, such as a shuttle to connect the Boca Tri-Rail station to Downtown, the proposed Fast Bus service on SR 7/US 441, and the possible use of the FEC railway corridor for passenger service.

Policy 1A-9

On a regular basis, review transit related objectives and policies regarding implementation schedules contained herein and amend the adopted master plan accordingly.

Objective 1B

The University shall coordinate with future land uses and transportation systems in the context area to mitigate impacts to the host community while continuing to plan and provide for safe, efficient and enhanced vehicular access to the University.

Policy 1B -1

The University shall coordinate the improvement and widening of the northern end of Florida Atlantic Boulevard with the Research and Development Park. At the Boca Raton Campus, the University shall upgrade Florida Atlantic Boulevard to a four-lane facility from Spanish River Boulevard to Lee Street and coordinate this improvement with the Research and Development Park.

Policy 1B -2

In the same year that the Henderson High School or the first phase of the Boca Raton Hospital is constructed, or when funds become available, two new entry points to the campus shall be constructed from NW 5th Avenue. Each entry point shall be located in a manner to minimize any conflict with El Rio Trail and that adequate bicycle and pedestrian connections are provided at each intersection. At a minimum the improvements for the El Rio Trail crossings shall include pedestrian activated signals, striping and protective barriers.

Policy 1B-3

The University shall coordinate with the Boca Raton Hospital to ensure the safety of the students and staff on the campus.

Policy 1B -4

The Broward Avenue entrance to the University will be enhanced by maintaining an architectural element that will serve as a focal point along Glades Road..

Policy 1B -5

Continue and enhance coordination efforts with the City of Boca Raton, Palm Beach County, Metropolitan Planning Organization and the Florida Department of Transportation regarding transportation improvements and development plans by designating University representation and conducting regularly scheduled meetings.

Policy 1B -6

In a joint effort with the City, County and State agencies, the University will continue to develop a comprehensive database for analyzing historical and documenting future vehicular and non-vehicular incidents both within the campus and context areas.

Policy 1B -7

Through a joint planning agreement between the University, City, County and State, prepare a Traffic Management Plan (TMP) to address the impacts along context area roadways for University related special and athletic events.

Policy 1B -8

On a regular basis, review circulation related objectives and policies regarding implementation schedules contained herein and amend the master plan accordingly.

Policy 1B-9

FAU will coordinate with Palm Beach County and the Florida Department of Transportation to ensure that adopted levels of service on context roadways are maintained.

Objective 1C

The University shall continue to promote and develop an internal campus roadway network as a low speed, moderate capacity facility which facilitates the safe movement of automobiles, transit vehicles, bicycles and pedestrians. See Figure 11.2.

Policy 1C -1

Expand and widen Florida Atlantic Boulevard, north of Lee Street to Spanish River Boulevard.

Policy 1C -2

The University shall consider widening St. Lucie Boulevard north of Lee Street and tying it into the northern portion of FAU Boulevard, in a way that discourages cut-thru traffic from Spanish River to Glades Road. Relocate further south, Florida Atlantic Boulevard from Broward Avenue to 13th Street concurrent with development of the second phase of

~~student housing units in the southeastern portion of campus. The relocated Florida Atlantic Boulevard shall be improved to a 4-lane facility at this time.~~

Policy 1C -3

To ensure the safe movement of pedestrians and bicycles and to discourage higher vehicular speeds the University will maintain Florida Atlantic Boulevard as an improved facility no more than 4 lanes in width. ~~Upgrade Florida Atlantic Boulevard from Lee Street to Glades Road (13th Street access) to a four-lane facility.~~

Policy 1C-4

To ensure the safe movement of pedestrians and bicycles and to discourage higher vehicular speeds the University will maintain the internal campus roadways to a width of four lanes or less.

Policy 1C-5

Following approval of the master plan, the University will evaluate the internal campus roadway system and identify appropriate improvements to roadways and intersections that will enhance internal traffic circulation.

Objective 1D

The University shall continue to coordinate with civic and local government groups concerning the use of University facilities for recreational, entertainment, and other public service events.

Policy 1D -1

The University will continue to support events consistent with the availability of resources and facilities.

Policy 1D -2

The University Campus Recreation Department and Intercollegiate Athletic Department shall continue to coordinate periodically with the City of Boca Raton Parks and Recreation Department, Fire Department, Policy Department, Beach Tax District, and others to identify common recreation, athletic, and open space needs and to determine if resources are available to share to meet common needs.

Policy 1D -3

The University shall continue its policy to recover the cost of special events sponsored by non-University groups, except in those cases where it is determined by the University Architect and the Chief Operating Officer that the event is of benefit to and in the best interests of the University and the expenditure of University resources is appropriate.

Objective 1E

The University shall reduce dependence on the single-occupant automobile and encourage alternative modes of travel..

Policy 1E -1

Continue to implement Transportation Demand Management (TDM) strategies. These strategies may include, but not be limited to:

- Improved utilization of public or University provided transit services;
- Improved pedestrian and non-vehicular facilities;
- Increasing the number of students living on campus;
- Academic scheduling modifications; and
- Operational improvements to the on-campus roadway system.

Policy 1E -2

The University shall establish a high-occupancy vehicle parking incentive program which provides preferential parking treatment for automobiles carrying three or more persons.

Policy 1E -3

The University shall evaluate the potential uses of distance learning as a technique to reduce the need for students to travel to the University.

Policy 1E -4

The University shall coordinate with City and County transportation planners to evaluate other options and strategies for reducing the dependence on the personal automobile. These options shall include, but not be limited to: park and ride operations from locations off-campus; carpooling and ridesharing programs; and special FAU feeder bus (shuttle) services. If any of these options proves to be economically feasible and practical, the University shall amend the adopted campus master plan as needed to incorporate these strategies.

Policy 1E-5

Develop a Parking Facts brochure describing the true costs of parking and transit service in an effort to educate the University community on the merits of self-supportive parking and transit systems.

Objective 1F

The University will provide and support safe, sufficient, cost-effective and accessible parking facilities for students, faculty, staff and visitors to the University.

Policy 1F -1

The “Code Blue” emergency phone system shall be maintained and expanded to include all new parking facilities.

Policy 1F -2

Provide parking facilities which maintain sufficient and energy efficient lighting at all facilities used after dusk.

Policy 1F -3

Develop and maintain an inventory and replacement program for existing lighting features to include the use of high efficiency illumination materials.

Policy 1F -4

The University shall continue the evaluation of new technologies regarding surveillance and wayfinding systems and adopt those systems that are found to be most appropriate to enhance University security.

Policy 1F -5

Identify, evaluate and implement appropriate funding mechanisms for wayfinding and electronic surveillance systems such as closed-circuit television to monitor parking areas.

Policy 1F-7

Establish and follow 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, parking, faculty, facilities planning, student affairs and transportation.

Policy 1F -8

Establish parking lot design criteria regarding the number of access points, landscaping and lighting, and develop an implementation program for existing and future facilities.

Policy 1F -9

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

Policy 1F -10

Continue to identify, evaluate and implement appropriate revenue streams needed to support the parking facilities servicing the University.

.Policy 1F -11

Major parking areas shall be located adjacent to and within the inner loop road on the Campus in order to provide safe and convenient pedestrian connections to the campus core.

Objective 1G

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 1G -1

Maintain a student parking permit to parking spaces ratio of 2.25 to 1.

Policy 1G -2

Maintain a faculty/staff parking permit to parking spaces ratio of 1.60 to 1.

Policy 1G -3

Conduct a comprehensive visitor, special use and service parking study, in an effort to maintain sufficient visitor parking at strategic campus locations.

Policy 1G -4

Establish a formal criterion of providing parking within an eight-minute walk of planned covered pedestrian corridors which lead to the campus core.

Policy 1G-5

Prioritize campus parking facility and enhancement projects based on a phased Master Plan development schedule. See Figures 11.1.1, 11.1.2 and 11.1.3. The timing and phasing requirements and priorities for parking facilities are established in the Capital Improvements Element.

Policy 1G-6

On a regular basis, review parking related objectives and policies regarding implementation schedules contained herein and amend the master plan accordingly.

Goal 2

It is the goal of the University to provide and promote an efficient, safe and cost effective bicycle and pedestrian facilities system that enhances the mission of the University.

Objective 2A

To provide adequate, efficient, safe, convenient and cost effective pedestrian facilities on campus to meet the future needs of the University. See Figure11.3.

Policy 2A -1

Maintain and improve the existing covered pedestrian way (commonly known as the breezeway) that links the College of Business Office Building to the Student Services Building.

Policy 2A -2

Construct, maintain, and improve additions to the existing covered pedestrian way extending to the University Center and to the new Athletic Plaza north of Lee Street.

Policy 2A -3

Construct, maintain, and improve additions to the uncovered pedestrian walkway system as is necessary to connect new facilities with existing structures.

Policy 2A -4

Maintain and improve existing uncovered pedestrian ways on campus, including the walkways south of the Library and south of the University Center.

Policy 2A -5

Maintain and improve sources of natural shade to shield all existing and proposed uncovered pedestrian ways within the University campus.

Policy 2A -6

Construct, maintain, and improve uncovered pedestrian ways on campus, including a major new connection east to the southeast campus housing area and the development of a pedestrian connection from the University Center to the west campus athletic/recreation area.

Objective 2B

To provide adequate, efficient, safe, convenient and cost effective bicycle facilities on campus to meet the future needs of the University. See Figure11.3.

Policy 2B -1

Evaluate the feasibility of, converting existing core campus parking lots into open green

spaces and/or bicycle parking lots, to promote the pedestrian ambience of the campus.

Policy 2B-2

The “Code Blue” emergency phone system shall be maintained and expanded to include new pedestrian and bicycle paths on campus, including the covered pedestrian way extensions’ terminating lanterns.

Policy 2B-3

Coordinate the locations for future pedestrian and bicycle circulation facilities.

Policy 2B-4

Coordinate the locations for additional lighting along campus pedestrian and bicycle circulation routes.

Policy 2B-5

Provide and maintain bicycle paths on the campus. See **Figure 11.3**.

Policy 2B-6

Include clear and visible signage with bicycle path extensions to encourage campus bicycle utilization.

Policy 2B-7

Provide convenient and covered bicycle parking with facilities to ensure that bicycles can be kept in a locked position.

Policy 2B-8

Include provisions for bicycle parking facilities in all new construction and renovation projects.

Policy 2B-10

To establish and maintain levels of service for transit, bicycle facilities and sidewalks in co-ordination with the City of Boca Raton and Palm Beach County.

Policy 2B-11

Coordinate with the City of Boca Raton to ensure that the University’s proposed pedestrian and bicycle facilities network is not in conflict with facilities proposed in the City’s comprehensive plan.