
FAU TREASURE COAST MASTER PLAN

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

Traffic circulation on campus will be accomplished 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. Access to and from the campus is provided through the roadway network of St. Lucie West. Traffic currently accesses the campus through the NW University Drive entrance. Additional entry points will be constructed on NW California Boulevard.

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 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.

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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 enhance 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 Community College, and St. Lucie County Transit to provide efficient and convenient transit connections.

Objective 1B

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

Policy 1B-1

Upon its completion, review and apply the *FAU Transportation Demand Management (TDM) Application Manual* which shall include a qualitative and quantitative assessment of various TDM strategies and their implementation to the campus.

Policy 1B-2

Concurrent with the TDM applications manual, 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

The University shall continue to plan and provide for proper vehicular access from context

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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 the area of St. Lucie West, St. Lucie County, the St. Lucie Metropolitan 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, the area of St. Lucie West, St. Lucie County, and State agencies, develop and maintain a comprehensive data base for analyzing and documenting vehicular and non-vehicular incidents both within the campus and 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 non-automobile vehicles.

Policy 2B-3

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.

Policy 2B-4

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-5

Provide convenient drop-off areas for Life Long Learners and persons attending public events

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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. See Figure 11.1.

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 to include 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

By the year 2004, 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 administrative.

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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

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 parking space to enrolled student ratios of *.35:1* for branch campus students.

Policy 3C-2

Target a faculty/staff parking space to full time employee ratio of *.65:1*.

Policy 3C-3

Available parking space not being used by the University for their purposes may be used by other entities by agreement. Any such agreement shall not interfere with the University's mission.

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PEDESTRIAN & NON-VEHICULAR CIRCULATION SUB-ELEMENT

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. 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 ways 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. See **Figure 11.2**.

Policy 4B-2

Include clear and visible signage to encourage campus bicycle utilization

Policy 4B-3

Provide convenient, covered bicycle parking.

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Policy 4B-4

Include provisions for bicycle parking facilities in all new construction.

Policy 4B-5

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

Policy 4B-6

Coordinate the locations for lighting along campus bicycle circulation routes with recommendations contained in the Campus Safety Plan.

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.

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.