

11 transportation

GOAL 1: To provide and promote an efficient, safe and cost-effective transportation system that enhances the mission of the University.

Objective 1A: In order to provide alternative modes of transportation, reduce traffic volumes, and reduce parking demand, FAU will continue to identify, evaluate and implement appropriate transit services through the following policies:

- **Policy 1A-1:** Conduct a comprehensive (campus-wide) transit study/survey detailing current University-related shuttle, PalmTran and Tri-Rail user characteristics data, such as: auto ownership; socioeconomic; 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, the University shall conduct a feasibility study regarding enhancement of the intracampus shuttle system.

Objective 1B: Based on the results of the feasibility studies, the University will identify revenue streams to fund enhanced intracampus shuttle service.

- **Policy 1B-1:** Amend the adopted campus master plan as necessary to incorporate the results and recommendations of the transit studies.
- **Policy 1B-2:** Continue to coordinate operational and planning efforts with South Florida Regional Transportation Authority (SFRTA) and PalmTran to provide efficient and convenient transit connections with the University.
- **Policy 1B-3:** Coordinate with the City of Boca Raton, Palm Beach County and PalmTran regarding a campus multimodal center.
- **Policy 1B-4:** Coordinate with the City of Boca Raton, Palm Beach County, PalmTran and other agencies on proposed transit routes to serve the campus, such as dedicated shuttles, Fast Bus service, and the proposed Tri-Rail Coastal Link service.
- **Policy 1B-5:** Provide shelter at the most highly utilized and most exposed shuttle stops on campus.
- **Policy 1B-6:** Review transit related objectives and policies regarding implementation schedules on a regular basis, amending the adopted master plan accordingly.

Objective 1C: In order to mitigate impacts to the surrounding areas while continuing to plan and provide for safe, efficient and enhanced vehicular access to the campus, FAU will coordinate future land uses and transportation systems with Boca Raton and surrounding jurisdiction. FAU will implement the following policies:

- **Policy 1C-1:** Enhance the West University Drive entrance to FAU by maintaining an architectural element that will serve as a focal point along Glades Road.
- **Policy 1C-2:** Continue and enhance coordination efforts with the City of Boca Raton, Palm Beach County, the Transportation Planning Agency, and the Florida Department of Transportation regarding transportation improvements and development plans by designating University representation and conducting regularly scheduled meetings.
- **Policy 1C-3:** Continue to develop a comprehensive database for analyzing historical and documenting future vehicular and non-vehicular incidents both within the campus and context areas, in a joint effort with the City, County and State agencies.
- **Policy 1C-4:** Continue to monitor and address the impacts within FAU and on surrounding roadways during University-related special events and athletic events.
- **Policy 1C-5:** 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 City of Boca Raton and Palm Beach County.

Objective 1D: In order to facilitate the safe movement of automobiles, transit vehicles, bicycles and pedestrians, FAU shall continue to promote and develop an internal campus roadway network as a low speed, moderate capacity facility through the following policies.

- **Policy 1D-1:** Consider the closure of NE 8th Avenue between Palm Beach State College Drive and University Drive to discourage cut-thru traffic from Spanish River Blvd to Glades Road (Figure 11.2).
- **Policy 1D-2:** Consider limiting vehicular access to Dade Ave between Lot 20 and Indian River Street to necessary delivery vehicles only.
- **Policy 1D-3:** Provide turnout areas near main entrances to all new buildings with potential for pick-up/ drop-off demand. Add turnout areas near main entrances of existing buildings with high pick-up/ drop-off demand, such as Innovation Village Apartments.
- **Policy 1D-4:** Ensure the safe movement of pedestrians and bicycles and discourage higher vehicular speeds on campus by limiting internal campus roadways to no more than four lanes in width.
- **Policy 1D-5:** Evaluate the internal campus roadway system and identify appropriate improvements to roadways and intersections that will enhance internal traffic circulation.

Existing Transit Services (2040 LRTP)

- Route 1
- Route 3
- Route 91
- Route 92
- Route 94
- Route 2
- Bus Stop
- Bus Stop and Shelter

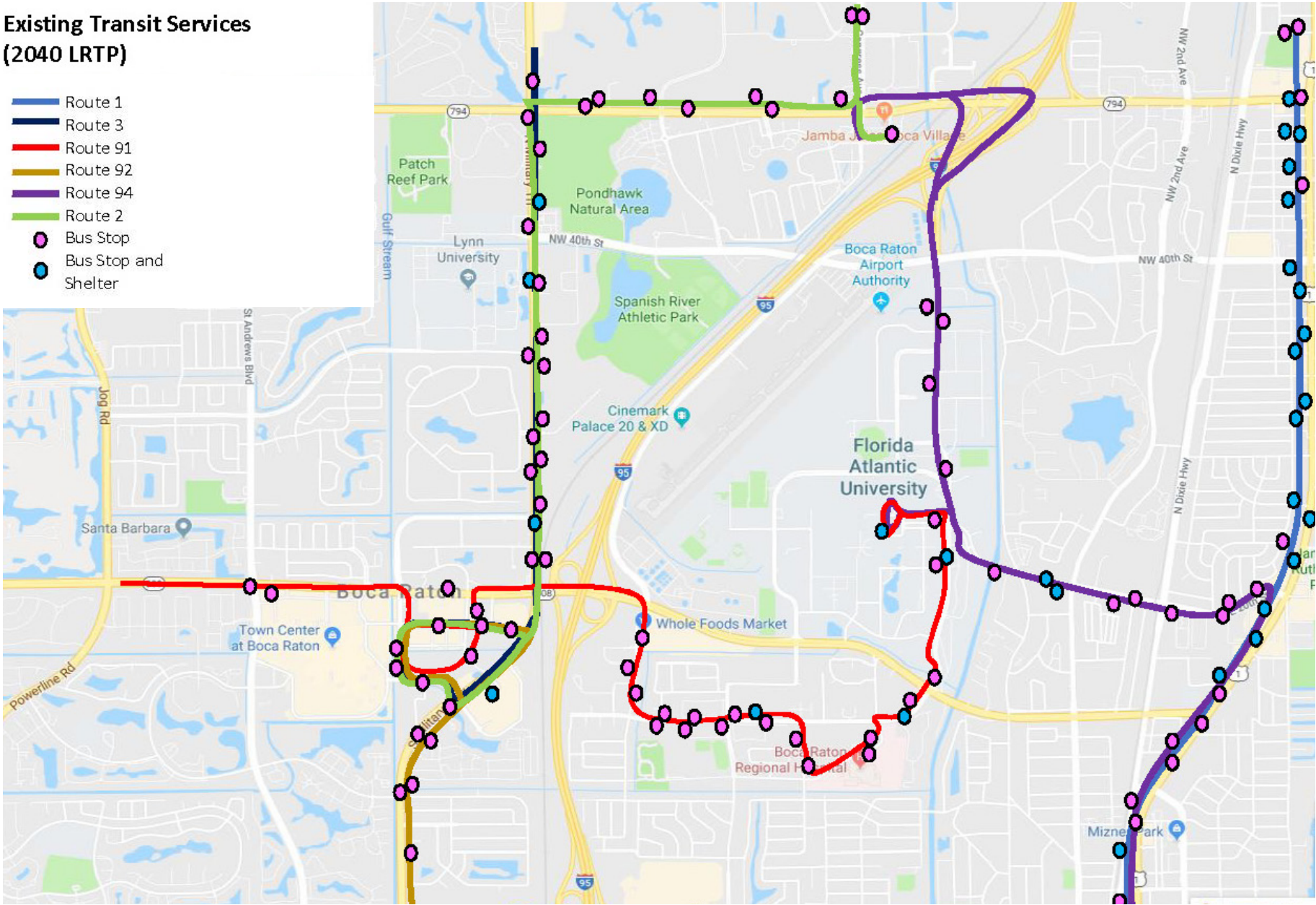


Figure 11.1 Existing Transit Services

Objective 1E: FAU will promote the reduction of dependence on the single-occupant automobile and encourage alternative modes of travel through the following policies:

- **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:** Establish a high-occupancy vehicle parking incentive program which provides preferential parking treatment for automobiles carrying three or more persons. Evaluate the potential uses of distance learning as a technique to reduce the need for students to travel to the University.
- **Policy 1E-3:** Coordinate with Boca Raton 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, FAU shall amend the adopted campus master plan as needed to incorporate these strategies.
- **Policy 1E-4:** 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.
- **Policy 1E-5:** Enhance the current web-based application and tracking for parking supply available in each surface parking lot and garage as well as tracking of on-campus shuttles.

Objective 1F: FAU will provide and support safe, sufficient, cost-effective and accessible parking facilities for students, faculty, staff and visitors to FAU through the following policies:

- **Policy 1F-1:** Maintain the “Code Blue” emergency phone system and expand the system 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:** Continue to evaluate new technologies regarding surveillance and wayfinding systems and adopt those that are found to be most appropriate to enhance security.
- **Policy 1F-5:** Identify, evaluate and implement appropriate funding mechanisms for wayfinding and electronic surveillance systems such as CCTV to monitor parking areas.
- **Policy 1F-6:** 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 University departments and organizations should be involved with the review of development plans: grounds, police, parking, faculty, facilities planning, student affairs and transportation.
- **Policy 1F-7:** Refine parking lot design criteria regarding the number of access points, landscaping and lighting, and refine the implementation program for existing and future facilities. Dedicate, at a minimum, 10 percent of all vehicular parking areas as landscaped non-parking areas not including pervious parking surfaces.
- **Policy 1F-8:** Continue to identify, evaluate and implement appropriate revenue streams needed to support the parking facilities servicing the University.

Objective 1G: FAU will continually monitor and analyze the demand/supply relationship of parking while providing convenient facilities for students, faculty, staff and visitors. Unless superseded by a parking management program that identifies alternative parking management solution, FAU will:

- **Policy 1G-1:** Target parking space to enrolled student ratios of .65 to 1 for commuter students and .35 to 1 for residential students.
- **Policy 1G-2:** Maintain sufficient visitor parking at strategic campus locations.
- **Policy 1G-3:** Consolidate surface parking lots, especially underutilized ones, into structured parking garages
- **Policy 1G-4:** Prioritize campus parking facility and enhancement projects based on a phased Master Plan development schedule.
- **Policy 1G-6:** On a regular basis, review parking related objectives and policies regarding implementation schedules contained herein and amend the master plan accordingly.
- **Policy 1G-7:** 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.

LEGEND

- ROADS AND SURFACE PARKING
- PARKING GARAGE

PROJECTED PARKING

2018: 11,791 parking spaces
2028: 13,033 parking spaces

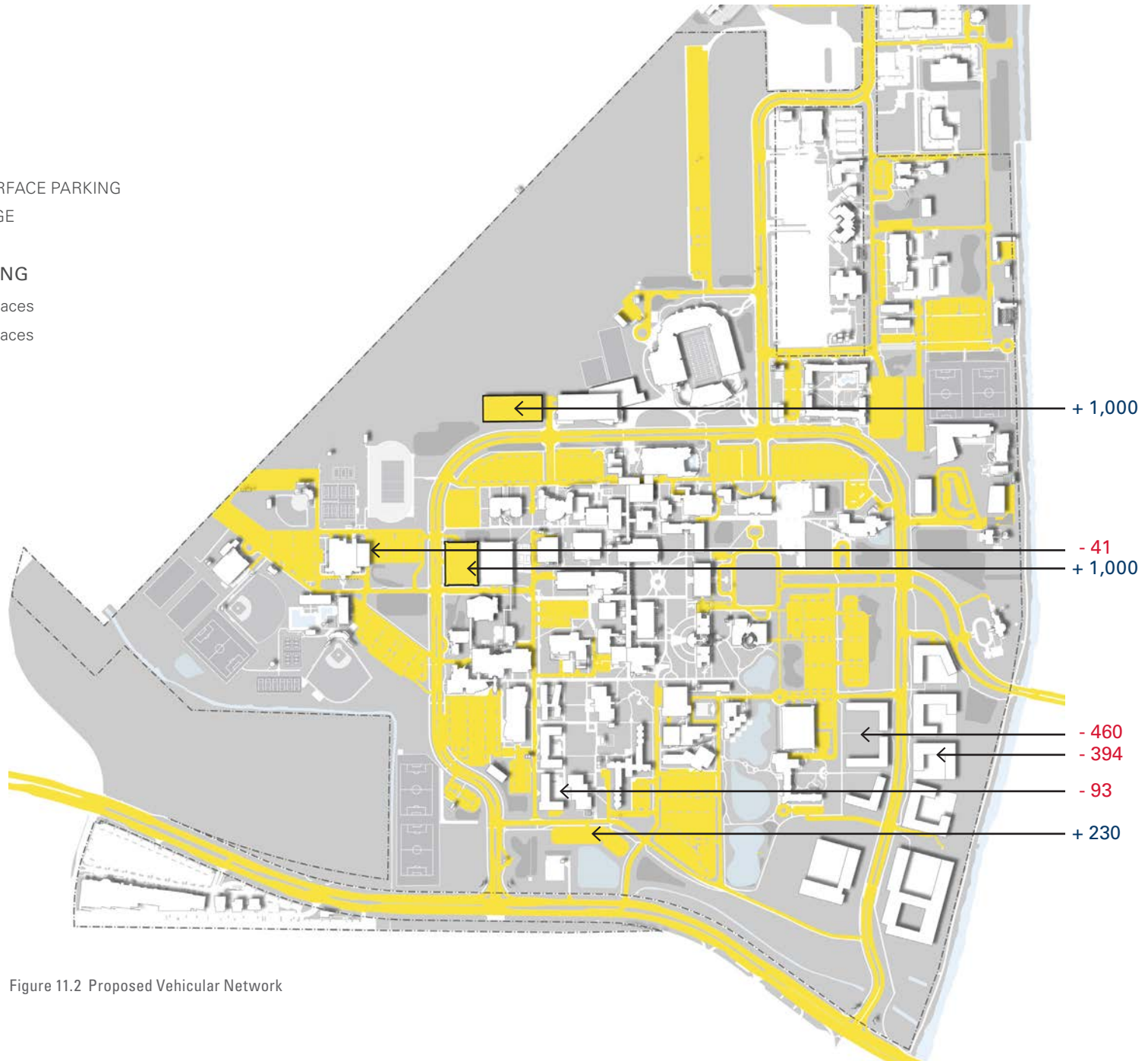


Figure 11.2 Proposed Vehicular Network

GOAL 2: To provide and promote an efficient, safe and cost-effective bicycle and pedestrian facilities system that enhances the mission of the University.

Objective 2A: FAU will provide adequate, efficient, safe, convenient and cost effective pedestrian facilities on campus to meet the future needs of the University through the following polices.

- **Policy 2A-1:** Maintain and improve the existing covered pedestrian way (commonly known as the Breezeway) that links the College of Business Complex to the Student Services Building.
- **Policy 2A-2:** Construct, maintain, and improve additions to the existing covered pedestrian way extending to the Student Union and to the new Athletic Plaza north of North University Drive.
- **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 Student Union.
- **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 major new connections to new residential areas.

Objective 2B: FAU will provide adequate, efficient, safe, convenient and cost-effective bicycle facilities on campus to meet the future needs of the University through the following policies.

- **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:** Expand the “Code Blue” emergency phone system to include new pedestrian and bicycle paths on campus.
- **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.
- **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-9:** Establish and maintain levels of service for transit, bicycle facilities and sidewalks in coordination with the City of Boca Raton and Palm Beach County.
- **Policy 2B-10:** Coordinate with the City of Boca Raton to ensure that the University's proposed pedestrian and bicycle facilities network coincides with the facilities proposed in the City's comprehensive plan.