

GOALS, OBJECTIVES AND POLICIES

MASTER PLAN

11 Transportation

TRANSIT, CIRCULATION AND PARKING SUB-ELEMENT

Goal 1

It is the goal of the University to provide and promote efficient, safe, cost effective and accessible transit systems that enhance the mission of the University.

Objective 1A

The University shall promote and support studies that identify, evaluate and implement appropriate transit systems and revenue streams needed to support transit servicing the University.

Policy 1A-1

The University will support and participate in area transit initiatives that provide alternatives to the single-occupant vehicle (SOV) for students, faculty, and staff.

Policy 1A-2

Within three (3) years of adoption of the master plan, conduct a feasibility study and develop the implementation program of a University-provided or outside service provided *campus-to-campus* shuttle service.

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Policy 1A-3

The adopted campus master plan shall be amended as necessary to incorporate the results and recommendations of the studies described in this objective.

Policy 1A-4

Continue to coordinate operational and planning efforts with Broward Community College, the South Florida Education Center/Transportation Management Authority (SFEC/TMA), Broward County Transit, and the South Florida Regional Transportation Authority (SFRTA), and Broward County Transit to provide efficient and convenient transit connections with the Davie Campus.

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Objective 1B

The University shall coordinate campus transit system improvements with future land uses and transportation systems depicted in the host community's Comprehensive Plan and in accordance with the phasing defined in the Campus Master Plan.

Policy 1B-1

Coordinate and pursue the incorporation of the FAU and Regional Activity Center's master plans into the local Comprehensive Plan, Metropolitan Planning Organization's Transportation Improvement Plan and Long Range Plan based on the phasing and implementation schedule of the master plans.

Policy 1B-2

Annually review and recommend transit related objectives and policies along with the SFEC/TMA and SFRTA regarding implementation schedules contained herein and amend the adopted master plan accordingly. This shall include plans to include transit stations and facilities within the Davie Campus and context area.

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Goal 2

It is the goal of the University to provide and support safe and efficient campus and context area traffic circulation systems that enhance the mission of the University.

Objective 2A

The University shall continue to plan and provide for enhanced vehicular access from context area roadways to meet University demand and mitigate impacts to the host community.

Policy 2A-1

Continue and enhance coordination efforts with the Town of Davie, Broward County, Broward Community College, Metropolitan Planning Organization and the Florida Department of Transportation regarding transportation improvements and development plans by designating University representation and conducting regularly scheduled meetings.

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Policy 2A-2

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

Policy 2A-3

Continue to coordinate with Broward Community College representatives and the Broward Community College Master Plan to facilitate the location of campus facilities and access from area roadways.

Policy 2A-4

Improve the cross-section, vehicular access, and construct an enhanced pedestrian crossing for College Avenue to coincide with campus improvements.

Objective 2B

The University shall continue to coordinate with local entities to promote and develop an internal campus roadway network as a low speed, moderate capacity system which facilitates the safe movement of automobiles, transit vehicles, bicycles and pedestrians.

Policy 2B-1

Improve access to College Avenue at the SW 30th Street intersection to facilitate movements for future garage number one.

Policy 2B-2

Improve internal roadway and driving aisles on northern edge of campus to address pedestrian conflicts and facilitate improved access to College Avenue, parking lots, and the future garage number two (No. 2).

Policy 2B-3

Improve circulation roadways along northern edge of former IFAS properties and service areas for buildings.

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Objective 2C

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 2C-1

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

Policy 2C-2

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 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 2D

The University shall reduce dependence on the single-occupant automobile and encourage alternative modes of travel and related Transportation Demand Management (TDM) strategies within the campus and its host community.

Policy 2D-1

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

- Improved utilization of public or University provided transit services;
- Improved pedestrian and non-vehicular facilities;
- Academic scheduling modifications.

Policy 2D-2

Within two (2) years, the University shall evaluate a high-occupancy vehicle parking incentive program which provides preferential parking treatment for automobiles carrying three or more persons.

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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 2D-4

The University shall annually coordinate with Town 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. 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.

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.

Objective 3A

The University shall seek to improve the level of safety within parking facilities with both technology and personnel.

Policy 3A-1

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

Policy 3A-2

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

Policy 3A-3

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

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Policy 3A-4

Enhance existing University security by continued evaluation of new technologies regarding surveillance and wayfinding systems.

Policy 3A-5

Coordinate with the Broward Community College Campus to monitor and patrol all Davie Campus parking lots utilized by University students, faculty, staff and visitors.

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

Policy 3B-2

Establish parking lot design criteria regarding the number of access points, landscaping and lighting, and develop an implementation program for existing and future facilities. Also, consider criteria for use of alternative parking surfaces or other means to reduce waterrun-off. These criteria will be incorporated into the Architectural Design Guidelines Element and the Landscape Architectural Guidelines Element of the campus master plan.

Policy 3B-3

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

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.

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Policy 3C-1

Establish and work toward a student parking spaces ratio of 0.3 to 1 spaces to student headcount ratio.

Policy 3C-2

Establish and work toward a faculty/staff parking spaces ratio of 0.8 to 1 spaces to faculty/staff headcount ratio.

Policy 3C-3

The University shall, through coordination with Broward Community College, plan, design and construct two multi-level parking garages.

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.

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Policy 3C-5

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

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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 future needs of the University.

Objective 4A

Enhance and preserve the pedestrian atmosphere of the campus. Provide a system of safe and convenient pedestrian and non-vehicular facilities designed to meet the future needs of the University.

Policy 4A-1

Preserve and enhance the existing pedestrian way that links the University with BCC.

Policy 4A-2

Create, preserve, and enhance additions to the existing pedestrian way as it extends westward from the Education Building toward the West Campus.

Policy 4A-3

In accordance with the design of the master plan graphic, turn existing core campus parking lots into open greenspaces, to promote the pedestrian ambience of the campus.

Policy 4A-4

The “Code Blue” emergency phone system shall be maintained and expanded to include new pedestrian and bicycle paths on campus.

Policy 4A-5

Coordinate the locations for future pedestrian circulation facilities with recommendations contained in the Campus Safety Plan and with BCC as necessary.

Policy 4A-6

Coordinate the locations for additional lighting along campus pedestrian circulation routes with recommendations contained in the Campus Safety Plan and with BCC as necessary.

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Policy 4A-7

Maintain and enhance the pedestrian and non-vehicular circulation routes along the central lawn and campus perimeter.

Policy 4A-8

Develop the pedestrian crossing and median at College Avenue to join the East and West Campuses together.

Objective 4B

Provide convenient and safe bicycle facilities on the campus.

Policy 4B-1

Provide and maintain bicycle paths on the campus.

Policy 4B-2

Include clear and visible signage with bicycle path extensions to encourage utilization of bicycles to campus. Per BCC students may walk bicycles around campus, not ride. This rule shall be observed by University students.

Policy 4B-3

Provide convenient, covered bicycle parking where feasible.

Policy 4B-4

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

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 additional lighting along campus bicycle circulation routes with recommendations contained in the Campus Safety Plan.

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Goal 5

To coordinate the location of on-campus pedestrian and non-vehicular circulation facilities with those claimed 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.

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