

## 11.0 TRANSPORTATION ELEMENT

### 11.1 Introduction

The traffic circulation and parking plan for the University is designed to provide maximum flexibility for future development of all portions of the campus, while minimizing the impacts of construction of these facilities on the natural environment. The proposed traffic circulation plan includes three access points to the University campus off Ben Hill Griffin Parkway, which connect to the main interior circulation road which circles the academic core. The circular configuration provides maximum flexibility for distribution of traffic between the northern and main entrances.

Coordination between the University, Lee County, and adjacent developments will be important to ensure that safe, convenient access to the University is provided. The policies defined in the Intergovernmental Element of this Master Plan define how this coordination will be achieved.

### 11.2 Goals, Objectives and Policies

#### TRANSIT, CIRCULATION AND PARKING SUB-ELEMENT

##### GOAL 1101

Provide sufficient parking on campus to accommodate the needs of the University (See Figure 11-1 Future Vehicular Circulation and Parking Campus Access).

##### **Objective 1101.1 – Provision of On-Campus Parking Spaces**

Provide parking spaces on campus that are conveniently located to destinations and meet the anticipated needs of faculty, staff, students, and visitors.

##### **Policy 1101.1.1**

Provide parking spaces on campus in proportion to the number of faculty and staff and based upon the student headcount enrollment at the University, at a ratio of 0.3358 parking spaces per student headcount.

##### **Policy 1101.1.2**

Locate the primary parking spaces serving the University academic functions within the campus roadway encircling the academic core.

##### **Policy 1101.1.3**

Locate parking spaces outside the academic core to support student housing, recreational facilities, support facilities, and other facilities planned within the University property. A new parking garage should be located near the Athletics Complex to support the multiple programs hosted there.

##### **Policy 1101.1.4**

Distribute the parking spaces on campus in order to minimize walking time for students, faculty and staff.

##### **Policy 1101.1.5**

Designate visitor parking at locations that can be clearly signed and are easily accessible for visitors.

##### **Policy 1101.1.6**

Monitor the operation and utilization of parking facilities on an annual basis after the start of classes to identify the need for more spaces or changes to parking operations. Based on this analysis, modify operations and plans for future parking.

##### **Policy 1101.1.7**

Develop parking facilities in the academic core as new projects are implemented or as parking demand increases, as shown in the Phasing Sequence included in the Capital Improvements Element.

##### **Policy 1101.1.8**

Ensure that parking spaces for the disabled are provided within close proximity to buildings. Provide such spaces immediately adjacent to high-use facilities such as the library and athletics and recreation facilities.

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**Policy 1101.1.9**

Make use of service access roads and/or loading areas to provide more disabled parking closer to buildings and facilities than can be provided in general parking areas.

**GOAL 1102**

Develop a roadway system within the campus that will serve the internal and external access and internal circulation needs of the University.

**Objective 1102.1 – Provision of Future Traffic Circulation Improvements - External Access**

Develop an access system for the campus with sufficient capacity to accommodate the peak traffic movements at acceptable levels of service and to achieve a reasonable distribution of campus traffic on the external roadways.

**Policy 1102.1.1**

Provide three access connections to Ben Hill Griffin Parkway, linking the internal circulation roads with the external roadway system. Maintain a Level of Service “D” conditions for the peak inbound and peak outbound movements at the access points.

**Policy 1102.1.2**

Provide four lanes on the main access roadway, four lanes on the secondary access roadway, and two lanes on the third access roadway.

**Policy 1102.1.3**

If and when development occurs east of the University campus, work with Lee County and adjacent land owners to develop an access route into the campus from the east. The access easement is indicated in Figure 11-1a.

**Objective 1102.2 – Provision of Future Traffic Circulation Improvements - Internal Access**

Develop and maintain an internal system of roadways to circulate traffic between sub areas within the campus and to discourage use by non-campus traffic.

**Policy 1102.2.1**

Provide a circular roadway around the academic core area to distribute traffic between access roadways, parking facilities, and service areas.

**Policy 1102.2.2**

Provide circulation roads that serve each sub area, which link to the external access roadways or the main circular roadway, and which provide convenient access for service and emergency vehicle use.

**Policy 1102.2.3**

Provide two through-lanes on the internal circulation roadways with provisions for separate turn lanes at key intersections and access driveways.

**Policy 1102.2.4**

Maintain Level of Service "D" "C" continuous (daily) on all roadways within the campus. Maintain Level of Service "D" conditions (peak hour) on all roadways and signalized intersections within the campus.

**Policy 1102.2.5**

At the time of the next Campus Master Plan update – or earlier if warranted, undertake a special on-site traffic study of primary on-campus roadways, primary on-campus intersections and campus access points. Study should obtain daily and peak-hour traffic volumes and evaluate existing and future Level of Service conditions.

**Objective 1102.3 – Priorities and Phasing of Transit, Circulation and Parking Facilities**

Develop on-campus transit, circulation and parking facilities in a sequence that meets the development needs of the University, and maintains Level of Service standards.

**Policy 1102.3.1**

Develop on-site transit, circulation, and parking facilities in the sequence defined in the Capital Improvements Element. Modifications of the phasing sequence shall be identified in the University's annual C.I.P. submission to the State University System Board of Governors and incorporated in Master Plan amendments as required by Sec. 1013.30, F.S.

**GOAL 1103**

~~Achieve a roadway system within the context area adjacent to the University that will serve the needs of both the University and the community, and is coordinated with the future land uses stipulated in the Lee County Comprehensive Plan.~~

~~Coordination of transportation system improvements with the future land uses shown on the future land use map or map series, and with those improvements identified in the host community's comprehensive plan.~~

**Objective 1102.3 1103.1 – Provision of Traffic Circulation Improvements - Context Area**

Ensure that transportation system improvements are coordinated with the future land uses shown on the future land use map or map series, and with those improvements identified in Lee County's comprehensive plan.  
~~Maintain sufficient capacity on the primary roadways in the context area to support area development.~~

**Policy 1102.3.1 1103.1.1**

Assist Lee County, the Florida Department of Transportation, and the SWRPC in a University Community Transportation and Traffic Circulation Coordinating Committee to coordinate planning activities and to ensure that external roadway improvements identified in Lee County's Long Range Transportation Plan are scheduled to keep pace with development activity at the University and in the community.

**Objective 1102.4 GOAL 1105**

Organize service vehicle access in and around the campus to minimize intrusion of service vehicles on campus activities.

**Objective 1105.1 – Operational Practices**

~~Develop operational practices that coordinate the access of delivery and service vehicles.~~

**Policy 1102.4.1 1105.1.1**

Establish times and locations for regular service providers to enter and park on campus so as to be least disruptive to campus activities and campus visual character.

**Policy 1102.4.2 1105.1.2**

~~Establish operational practices that prohibit golf~~ Golf cart vehicles shall be prohibited from driving and parking within the central campus pedestrian spaces – the central pedestrian corridor, campus "Library Green," and their extensions to the north, south, east and west.

**Objective 1102.4.3 1105.2 – Physical Accommodation of Service Vehicles**

Develop physical designs for new facilities that accommodate appropriate and necessary space for service vehicle access and parking.

**Policy 1102.4.4 1105.2.1**

Design new service locations in accordance with policies contained in Chapter 3.0 Urban Design Element.

**GOAL 1103 1104**

Reduce the need for future roadway capacity and parking at the University through ~~the provisions designed to reduce dependence on the single-occupant vehicle and promote~~ of public transit service of Lee and Collier counties to serve the needs of the University and surrounding areas.

**Objective 1103.4.1 – Provision of Transit Service**

Provide public transit service to the campus from major activity centers and system transfer points.

**Policy 11034.1.1**

Coordinate with Lee County Transit and other transportation organizations to continue and enhance present transit service to the campus.

**Policy 11034.1.2**

Provide designated bus stops for public transit buses at four main locations around the campus loop road:

- a) Western edge of the Academic Core
- b) Eastern edge of the Academic Core
- c) Southern edge of the Academic Core
- d) Northern edge of the Academic Core

Bus stops should provide for shelter from the elements, and act as points of convenient transfer from the county bus system to the campus shuttle system.

**Policy 11034.1.3**

Design the campus roadways to accommodate bus turning movements, bus stops and bus layover areas at locations identified in Policy 11034.1.2.

**Policy 11034.1.4**

Assist in the daily scheduling of bus service to the University by providing Lee County Transit and other transportation organizations with student enrollment by class with hourly starting and finishing times, along with location of residence, on an annual basis.

**Policy 11034.1.5**

Work with Lee County Transit and other transportation organizations to establish favorable rate structures, semester-oriented transit passes and other fee options specifically oriented toward increasing transit use by University students, faculty, and staff.

**Policy 11034.1.6**

Continue the parking fee program for on-campus parking that encourages the use of public transit service and other non-automobile transportation.

**Policy 11034.1.7**

As the southeast housing and student life district is developed, extend the campus shuttle service currently serving the North Lake Village Housing area to the new residential zone. This will interconnect the academic core, north lake district and southeast district with convenient intra-campus transit service. Such service should have the effect of reducing vehicular traffic on the campus loop road between the three major districts, reducing vehicle emissions and the use of fossil fuels, and reducing the need for additional parking facilities on the academic core.

**Policy 11034.1.8**

At the time of the next campus master plan update, the University should consider the feasibility of extending campus shuttle service to the northwest and/or southwest districts of campus, to reduce vehicular traffic on the campus loop road and increase the convenience of travel between the various campus districts.

**Objective 1103.2 – Reduce Dependence on the Single-Occupant Vehicle**

Promote the application of Transportation Demand Management (TDM) strategies within the campus and host community designed to reduce the dependence on the single-occupant vehicle as the primary mode of transportation and to encourage alternative modes of travel.

**Policy 1103.2.1**

The University shall implement (where feasible) transportation demand management (TDM) strategies designed to encourage the use of alternative modes of transportation and to reduce the dependence on the single-occupant vehicle as the primary mode of transportation. These strategies may include:

- a) Operational modifications, such as preferential parking for carpools, working with transit providers to develop additional transit routes to student housing areas, and extended evening service;
- b) Improvement of pedestrian and non-vehicular facilities;
- c) Increasing the number of students living on campus;
- d) Academic scheduling modifications, including scheduling more classes during non-peak hours;
- e) Parking pricing strategies designed to make other modes of travel more economical;
- f) Free bus pass vs. no parking permit for FGCU employees;
- g) Traffic system management approaches; and
- h) Locating student-oriented housing in close proximity to the campus.

**Policy 1103.2.2**

The University shall evaluate the potential uses of distance learning techniques (i.e., stay at home working; telecommuting) to reduce the need to travel to the University.

**Policy 1103.2.3**

The University shall work closely with the Lee County Planning Department and the Lee County DOT to evaluate strategies for multiple occupancy vehicles.

**Policy 1103.2.4**

The University shall pursue funding from the Florida Department of Transportation (FDOT) and other agencies for the establishment and operation of an off-campus park and ride program. Upon receipt of such funds, the adopted Campus Master Plan shall be modified as needed to reflect the operation of this program. ~~The University will consider coordination with Lee County Transit and other transportation organizations.~~

**PEDESTRIAN AND NON-VEHICULAR CIRCULATION SUB-ELEMENT****GOAL 1105**

Develop the campus of Florida Gulf Coast University with a comprehensive system of pedestrian and non-vehicular circulation facilities to meet the future needs of the University (See Figure 3-2 Urban Design Framework: Pedestrian Paths).

**Objective 1105.1 – Coordination of On and Off-Campus Circulation Facilities**

Coordinate the location and design of on- and off-campus pedestrian and non-vehicular circulation facilities with those planned and proposed to be developed in areas around the University.

**Policy 1105.1.1**

Coordinate with adjacent property owners in the development of concepts and plans for a pedestrian circulation system(s) in the southeast housing/student life district and northwest mixed-use district.

**Objective 1105.2 – Provision of On-Campus Pedestrian and Non-Vehicular Circulation Facilities**

Develop the academic core as a pedestrian oriented environment that encourages walking and discourages automobile trips.

**Policy 1105.2.1**

Develop the main pedestrian paths of the academic core as shown in Figure 3-2, and as described conceptually in policies described in the Urban Design Element. These facilities include:

- A. Main pedestrian-ways running generally north-south and east-west.
- B. Loop paths linking parking areas to the academic buildings and generally following along the lakes and wetlands within the academic core.
- C. Pedestrian/Bicycle facilities along the loop road encircling the academic core.
- D. Pedestrian/Bicycle facilities along the main entry road.
- E. Pedestrian/Bicycle facilities linking the academic core and the lakefront and Southeastern parcels.
- F. Pedestrian/bicycle facilities linking the academic core and the northwestern mixed-use parcel.

**Policy 1105.2.2**

Develop campus access roadways with 5-foot wide on-road bicycle lanes to accommodate bicycling to and from the campus.

**Objective 1105.3 – Priority and Phasing of Pedestrian and Non-Vehicular Improvements**

Develop pedestrian and non-vehicular circulation facilities in increments along with the construction of academic and support facilities to ensure a "completed" pedestrian circulation system at each stage of University construction.

**Policy 1105.3.1**

Continue to promote the pedestrian environment of the central "great space" during future construction and development of the campus core. Provide pedestrian amenities, such as shade and protection from the elements, within this space to encourage activity.

**Policy 1105.3.2**

To the maximum extent possible, build permanent pedestrian facility improvements rather than temporary facilities within the academic core, in accordance with the Campus Master Plan.

**Policy 1105.3.3**

Develop pedestrian and non-vehicular circulation system facilities in the sequence shown in the Capital Improvements Element.

**Policy 1105.3.4**

Permanent lighting of pedestrian and non-vehicular circulation facilities shall be constructed at the time those facilities are constructed to ensure adequate safety for pedestrians on-campus.

**Objective 1105.4 – Programs to increase utilization**

Provide programs, information, and physical facilities that will encourage increased utilization of pedestrian and non-vehicular movement systems.

**Policy 1105.4.1**

Provide maps of bicycle routes within Lee County as part information packages provided to new students.

**Policy 1105.4.2**

Indicate pedestrian and non-vehicular movement systems as part of the campus-wide system of information graphics.

**Policy 1105.4.3**

Provide attractive service areas and facilities on-campus for storage of bicycles to encourage their use.

**Policy 1105.4.4**

Encourage bicycle use through periodic "bike-to-school" days or other special events promoting awareness of other modes of travel to the University.

**Policy 1105.4.5**

Provide, as part of bicycle route information disseminated on-campus, safety guidelines as defined by Lee County/ FDOT/Federal DOT etc, in bicycle-related publications.

**Objective 1105.5 – Safety of Pedestrian and Non-Vehicular Circulation Facilities**

Provide a safe, multi-modal transportation system that maximizes the protection of faculty, staff, students, and visitors moving throughout the University and surrounding areas.

~~Develop and maintain pedestrian and non-vehicular circulation facilities to provide safe routes of travel throughout the campus.~~

**Policy 1105.5.1**

Maintain records of accidents occurring on pedestrian and non-vehicular circulation facilities.

**Policy 1105.5.2**

The University shall conduct an annual review of the pedestrian and non-vehicular circulation facilities on-campus to assess the safety of existing facilities and identify improvements needed to upgrade safety.

**Policy 1105.5.3**

Improvements identified in Policy 1105.5.2 shall be incorporated in the University's annual C.I.P. statement submitted to the State University System Board of Governors, and incorporated in Master Plan amendments as required by Sec. 1013.30, F.S.

**Policy 1105.5.4**

Identify primary intersections where a high incidence of vehicle/pedestrian/bicycle conflict exists.

**Policy 1105.5.5**

Manage the speeds of vehicular traffic travelling along the ring road and the internal street network to allow for more driver reaction time, resulting in a safer pedestrian experience.

**Policy 1105.5.6**

The campus-wide speed limit is 25 mph. Thoroughfare design will match this speed limit using a 25 mph design speed.

**Policy 1105.5.7**

Intersection curb return radii will be no more than 20'. Travel lane width is limited to 10'.

**Policy 1105.5.8**

Increase the effectiveness, comfort, and safety of multi-use paths found within the University.

**Policy 1105.5.9**

Widen the paths to 10'-12' to allow for ease of movement between the various modes of transportation (bicycle/pedestrian/skateboard/etc.)

**Policy 1105.5.10**

Golf carts vehicles shall be prohibited from driving and parking within the central campus pedestrian spaces – the central pedestrian corridor, campus “Library Green,” and their extensions to the north, south, east and west.

**Policy 1105.5.11**

Where paths cross roads, a speed table will be used to slow vehicle traffic to no more than 20 mph, thereby enabling drivers to see and yield to pedestrian traffic.

**Policy 1105.5.12**

Where paths cross roads and at signalized intersections, high visibility Continental-style crosswalks will be used to ensure drivers are alerted to pedestrian traffic. Locations for these crossings are shown in Figure 11-1c.

**Objective 1105.6 – Provision of Lighting along Pedestrian and Non-Vehicular Circulation Routes**

Develop a lighting program for pedestrian and non-vehicular routes according to appropriate safety standards.

**Policy 1105.6.1**

Determine appropriate safety standards for each route based on its location with respect to high-activity areas, level of travel, and type of travel.

**Policy 1105.6.2**

Maintain a minimum average horizontal illumination ranging between 0.5 and 1.0 footcandles, depending on the appropriate safety standards (the higher the footcandle, the brighter the light).

**Policy 1105.6.3**

Maintain an average vertical illumination ranging between 0.5 and 2.2 footcandles for routes with special pedestrian needs.