

11.0 TRANSPORTATION ELEMENT

11.1 Introduction

The transportation 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 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. A future fourth access point is planned along Alico Road, via private development north of campus, providing a direct connection from the future Emergent Technologies Institute (ETI) to the main campus core. The circular configuration of the loop road provides maximum flexibility for distribution of traffic between the northern and main entrances.

A fourth access point is planned along Alico Road, via private development north of campus; providing a direct connection from the main campus core to Alico Road (which is currently being planned by Lee County for widening to a four-lane divided facility with sidewalks and multi-use trails over the next five years). This northern access facility should be considered as temporary by the University, as the traffic expected to use this roadway will include the residential and commercial uses from the proposed Center Place development, future East Lake District, as well as other FGCU students, faculty and staff.

The University should continue to work with Lee County and private developers to advance the construction of the northern segment of County Road (CR) 951. CR 951 would provide a permanent northern access point for the University via Alico Road, and would provide additional connectivity options for the proposed East Lake District. The Emergent Technologies Institute (ETI) could significantly benefit from the northern segment of CR 951 and the Alico Road improvements by the direct connection from the campus core to the ETI, as well as the potential for additional transit (via FGCU and/or LeeTran) and multimodal alternatives for bicyclists and pedestrians.

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 11-1a 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. The following strategies should be considered.

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 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 1101.1.3

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

Policy 1101.1.4

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 1101.1.5

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.

Policy 1101.1.6

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.

Policy 11.01.7

Install charging stations initially at a minimum of two parking spaces for electric vehicles and increase the number of locations as demand warrants.

Policy 11.01.8

Consider restricting freshman from having a car on campus in order to reduce parking demand and traffic impacts.

Policy 11.01.9

Do not provide a campus core parking permit between 8 am and 5 pm on a weekday for those students who live on a campus shuttle route, including students residing in campus housing.

Policy 11.01.10

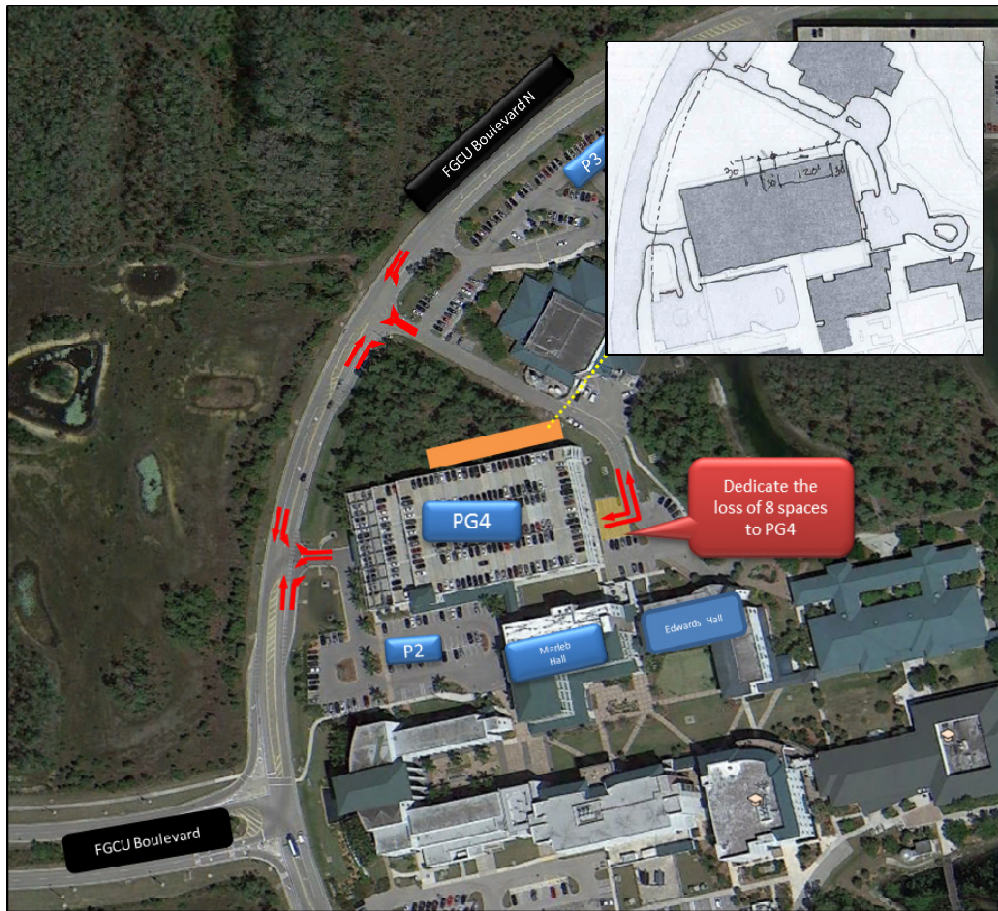
Decouple the student parking permit from the Transportation Fee and charge a separate fee for parking to students that desire and are eligible for a parking permit.

Policy 11.01.11

Introduce a variable parking fee that that accounts for the level of convenience associated with different locations. For example, a lower rate could be charged for Parking Garage 2 given the longer walking distance to the center of the campus, and availability of spaces throughout the day.

Policy 11.01.12

Modify Parking Garage 4 to improve garage circulation and access/egress by reducing the left-turning vehicle conflicts from the garage onto the loop road, preferably via a ramping system on the north face of the garage or redistributing a portion of the garage traffic to the rear of the garage, as indicated in the illustration below.



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 Level of Service “D” conditions for the peak inbound and peak outbound movements at the access points.

Policy 1102.1.2

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. **Policy 1102.3**

FGCU will continue to coordinate with private developers, including the Private Equity Group and Miromar Development Corporation, which could impact the internal and external roadway facilities.

Policy 1102.4

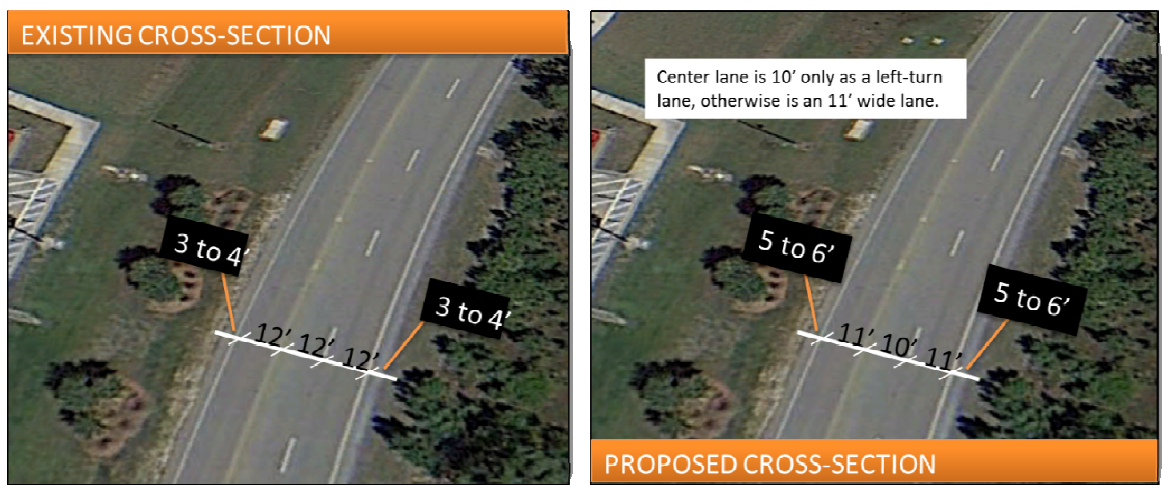
FGCU will evaluate alternatives for providing transit and other multimodal connections from the core campus to the ETI, located along Alico Road, north of the main campus.

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

Reduce the lane widths along the loop road around the academic core as indicated in cross-sections below, to reduce vehicular speeds.



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. Ensure that access for service and emergency vehicles is provided for future development.

Policy 1102.2.3

Maintain Level of Service "D" 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 1102.2.4 After the opening of the access road, 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. Key locations include the following:

- Intersection of FGCU Boulevard/Loop Road – evaluate the advantages of a roundabout or a signalized intersection to accommodate AM and PM peak hour traffic.
- Intersection of FGCU S Bridge Loop Road and FGCU Boulevard S – evaluate traffic calming techniques to reduce vehicle speeds through the intersection and provide a safer bicycle and pedestrian crossing environment via an upgraded pedestrian crossing features, a raised intersection, roundabout, or traffic signal if warranted.
- Intersection of FGCU S Bridge Loop Road and the access road – evaluate traffic calming techniques to manage vehicle speeds through the intersection and provide a safe bicycle and pedestrian crossing

environment via state of the art pedestrian crossing features, a raised intersection, roundabout, or traffic signal if warranted.

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

Develop on-campus transit and circulation facilities that meet the development needs of the University, and maintain Level of Service standards.

Policy 1102.3.1

Develop on-site transit and circulation 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.

Objective 1102.3 – 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.

Policy 1102.3.1

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

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

Policy 1102.4.1

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

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 – 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

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

GOAL 1103

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

Objective 1103.1 – Provision of Transit Service

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

Policy 1103.1.1

Coordinate with Lee County Transit and other regional transportation organizations to continue and enhance present transit service to the campus from areas including the Airport, regional bus station, Downtown,

Buckingham/Lehigh Acres area, and the future ETI facility. Connection to the ETI facility could include an expansion of Route 60 along Alico Road (see Figures 11-4a and 11-4b).

Policy 1103.1.2

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 1103.1.3

Design the campus roadways to accommodate bus turning movements, bus stops and bus layover areas at locations identified in Policy 1103.1.2.

Policy 1103.1.4

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 residences, on an annual basis. In addition, coordinate with Lee County Transit in the planning of future enhanced services to serve the University population, including expanded routes and schedules for University commuters and circulators linking the campus with existing and planned nearby development (such as the ETI facility) and activity centers.

Policy 1103.1.5

Work with Lee County Transit and other transportation organizations to establish favorable rate structures, semester-oriented transit passes, universal pass programs (also referred to as UPass programs), and other fee options specifically oriented toward increasing transit use by University students, faculty, and staff.

Policy 1103.1.6

Consider the feasibility of extending and/or reconfiguring the campus shuttle service to the northwest and/or southwest districts of campus, and ETI 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, in addition to existing 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 off-campus, and extended evening service;
- b) Improvement of pedestrian and non-vehicular facilities, including connections to the East Lake District and ETI facility;

- c) Academic scheduling modifications, including scheduling more classes during non-peak hours;
- d) Parking pricing strategies designed to make other modes of travel more economical;
- e) Free bus passes for FGCU employees;
- f) An information and marketing program to make students and employees aware of all TDM options;
- g) Traffic system management approaches;
- h) Locating student-oriented housing in close proximity to the campus;
- i) Providing a limited number of parking vouchers for those commuters choosing alternative modes of travel, for days that they choose to drive to campus; and
- j) Allocating a portion of the parking fee revenue to support TDM programs.

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 TDM programs, including 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.

Policy 1103.02.5

Identify a part-time TDM coordinator to manage and implement TDM programs, and to continue and expand on existing TDM programs.

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.

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 to 6-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 of information packages provided to new students.

Policy 1105.4.2

Provide additional bike repair stations on campus as well as showers for people biking, walking, or jogging to campus.

Policy 1105.4.3 Indicate pedestrian and non-vehicular movement systems as part of the campus-wide system of information graphics.

Policy 1105.4.4 Provide attractive service areas and facilities on-campus for storage of bicycles to encourage their use, including covered bicycle facilities and lockers.

Policy 1105.4.5 Encourage bicycle use through periodic "bike-to-school" days or other special events promoting awareness of other modes of travel to the University.

Policy 1105.4.6 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.

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 30 mph. Reduce this speed limit to 25 mph along Loop Road to encourage bicycle and pedestrian activity.

Policy 1105.5.7

Intersection curb return radii will be no more than 20'. Travel lane width is limited to 10' and should not exceed 11'.

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, listed below and as indicated in the following graphic, traffic calming techniques and high-visibility crosswalks will be used to ensure drivers are alerted to pedestrian traffic thereby enabling drivers to see and yield to pedestrian traffic.

1. Boardwalk at FGCU Boulevard N and Parking Garage 1 – study the feasibility of a raised pedestrian crossing along the loop road, which could include flashing beacons, enhanced signage, and/or speed enforcement.
2. Trail Crossing at FGCU Boulevard N and Recreation Fields – study the feasibility of a high-visibility crosswalks along the loop road, which could include enhanced signage and/or speed enforcement.
3. Future Boardwalk from South Housing – study the feasibility of a raised pedestrian crossing along the loop road, which could include flashing beacons, enhanced signage, and/or speed enforcement.



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.

12.0 INTERGOVERNMENTAL COORDINATION ELEMENT

12.1 Introduction

This element identifies issues that require intergovernmental coordination and communication between the University, local government, service providers, and other relevant parties. It also recommends mechanisms and procedures to facilitate the coordination necessary to achieve the goals, objectives and policies of the Campus Master Plan.

12.2 Goals, Objectives and Policies

GOAL 1201

As necessary, establish and apply joint processes for collaborative planning, decision-making, monitoring, and integrated development review by appropriate governmental agencies, in order to achieve the goals, objectives and policies of the Campus Master Plan.

Objective 1201.1 – Coordination of Plans and Planning Activities

Coordinate the FGCU Campus Master Plan with the plans of units of state and local government that provide services to FGCU, and with Lee County.

Policy 1201.1.1

It shall be the policy of the University that proposed amendments to the Lee County Comprehensive Plan that changes land uses or policies that guide development of land within the designated University Window Overlay surrounding the campus, affect the provision of local services, or that otherwise impact University facilities and resources, should be submitted to the University's Facilities Planning Department for review.

Policy 1201.1.2

Proposed amendments to the adopted Campus Master Plan that exceed the thresholds established in Sec. 1013.30 (9), F.S., shall be transmitted to the appropriate local, regional, and state agencies for review in accordance with the procedures established in Chapter 6C-21, Part I, Florida Administrative Code.

Policy 1201.1.3

Proposed amendments to the adopted Campus Master Plan that do not exceed the thresholds established in Sec. 1013.30 (9), F.S., and that may alter the way in which development on campus may occur or impact offsite facilities, services, or natural resources shall be submitted to Lee County for courtesy review.

Policy 1201.1.4

Every effort will be made to formalize the terms and conditions of the reciprocal plan review process through an interlocal agreement or memorandum of understanding. The interlocal agreement or memorandum of understanding shall also establish a process for the mitigation of impacts identified during the reciprocal review of proposed plans and plan amendments.

Policy 1201.1.5

FGCU officials shall meet with Lee County as needed for the purpose of coordinating planning activities and exchanging information.

Policy 1201.1.6

FGCU shall participate as required and provided for by the Lee County Comprehensive Plan on a committee comprised of members of Lee County, other affected property owners, and the State University System Board of Governors to ensure that the University Window Overlay addresses landscaping, signage, and architectural features within this overlay area with an appropriate common theme.