

11.0 TRANSPORTATION ELEMENT

Transit, Circulation and Parking Sub-Element: For all campuses, FIU's goal is to increase multimodal access. In combination with other measures - such as the development of a Climate Action Plan as a responsibility of being a signatory of the American College and University Presidents Climate Commitment and the requirement that all new facilities achieve LEED certification - FIU continues to increase sustainable development on campus.

With the continuing student enrollment growth coinciding with the anticipated expansion of Modesto A. Maidique Campus, major emphasis will be on the ability of Florida International University (FIU) to provide adequate access. While FIU remains a commuter-oriented institution, it must still accommodate a rapidly increasing population within Miami-Dade County. Additional parking garages are planned outside of the loop road to accommodate parking needs as well as for the replacement of surface parking lots lost to construction of new facilities. FIU will continue to address the use of lands to the south of campus for overflow parking for special events (see Figure 11.1a: Transit, Circulation and Parking).

Biscayne Bay Campus continues to have adequate lands available for its parking requirements. Although the existing parking lots support its parking needs, it is recommended that these lots be re-configured to provide more efficient circulation for both vehicular use and for safe pedestrian circulation to the campus core (see Figure 11.3a: Transit, Circulation and Parking).

Engineering Center has adequate land for its 2015 parking needs. Surface parking lost to future development will be relocated to the east of the existing operations / utilities facilities. (See Figure 11.2a)

Pedestrian and Non-Vehicular Circulation Sub-Element: Pedestrian circulation remains a major design issue. FIU will provide safe pedestrian walkways from the perimeter of campus by creating identifiable crosswalks at strategic locations from the parking garages and surface lots into the campus core. Signage and lighting will be key components to these areas. Safe movement throughout the campus for its users will continue to be paramount when placing new facilities and creating pedestrian corridors. Vistas and pedestrian corridors will be maintained and created throughout each campus, making way-finding easier and more efficient for all users (see Figure 11.1b: Pedestrian and Non-Vehicular Circulation for Modesto A. Maidique Campus, Figure 11.2b: Transportation Network Map for Engineering Center and Figure 11.3b: Pedestrian and Non-Vehicular Circulation for Biscayne Bay Campus)

Transit, Circulation and Parking Sub-Element

GOAL 1: Florida International University shall continue to develop, operate, and maintain a safe and efficient multi-modal circulation system that provides ease of mobility for all people

and goods; is consistent with planned land use patterns, promotes energy conservation and protects the natural environment.

- Objective 1.1** **Traffic Circulation:**
The University shall promote roadway designs, which lead to safe conditions, and provide sufficient capacity to serve on-campus development at the adopted level of service (LOS) standard in accordance with Goal 1 of the Traffic Circulation Element of the Miami-Dade County Comprehensive Development Master Plan).
- Policy 1.1.1 **MODESTO A. MAIDIQUE CAMPUS:**
Maintain four entrances and at least nine lanes in and out of the campus in accordance with the Traffic Circulation Plan (Figure 11.1b (UP)).
- Policy 1.1.2 Provide three lanes of roadway capacity with curb and gutter and storage (two through lanes and a median lane for left turns and a turn off lane for student shuttle service, where appropriate) in order to allow two-way flow throughout campus and in accordance with the Traffic Circulation Plan (Figure 11.1 b Modesto A. Maidique Campus and Figure 11.3b Biscayne Bay Campus).
- Policy 1.1.3 **MODESTO A. MAIDIQUE CAMPUS:**
Maintain entrance from SW 8th Street at SW 109th Avenue.
- Policy 1.1.4 **ENGINEERING CENTER**
Maintain main entrance from West Flagler Street.
- Policy 1.1.5 Provide a secondary entrance from SW 107th Avenue.
- Policy 1.1.6 **BISCAYNE BAY CAMPUS**
Existing parking lots will be recommended for re-configuration to establish safer linkages for pedestrians and improve way-finding to the campus core.
- Policy 1.1.7 **UNIVERSITY-WIDE**
All campus roadways lane widths will be constructed ten feet wide.
- Policy 1.1.8 As feasible, FIU will evaluate the operations of adjacent roadways to determine if access point improvements are necessary.
- Policy 1.1.9 Level of service for the link of SW 24th Street between SW 117th Avenue and SW 107th Avenue will be studied for future traffic concurrency standards.

- Objective 1.2** **Transit: The University shall allocate funds for capital expansion and improvements of multi-modal systems that relieve on-campus traffic or reduce the demand for additional parking.**
- Policy 1.2.1 At such time as demand dictates it feasible, FIU will consider the provision of on-campus shuttle systems.
- Policy 1.2.2 **MODESTO A. MAIDIQUE CAMPUS:**
FIU will coordinate with Miami-Dade Transit to determine the best and highest use for the transit station proposed to serve the campus property.
- Policy 1.2.3 **MODESTO A. MAIDIQUE CAMPUS:**
The University shall start construction of parking lots and bus stations in close proximity to their present locations (see Figure 11.1 (MAMC) and Figure 11. 4 (BBC), to include such features as adequate turning radii for large vehicles, direct access to sheltered areas with seating that can serve as a bus stop, and pedestrian access to the campus core.
- Policy 1.2.4 **MODESTO A. MAIDIQUE CAMPUS:**
The University shall encourage MDTA to continue increased frequency of service, provide express bus service, maintain clean and comfortable vehicles, and provide weather-proof shelters (the University shall provide weather-proof access to transit terminals).
- Policy 1.2.5 **BISCAYNE BAY CAMPUS:**
FIU will continue to strengthen coordination efforts with the City of North Miami in order to promote the use of the City's Free Nomi Bus Shuttle service as an alternative transportation option available to both students and faculty of the University.
- Objective 1.3** **Future Land Use: The University shall protect right-of-way necessary for roadway/transit improvements, so as not to preclude said improvements nor improvements by the host community.**
- Policy 1.3.1 Determine right-of-way necessary (including clear zone) and provide protection for all of the recommended roadway improvements in the 2005-2015 Master Plan.

- Policy 1.3.2 The University shall monitor the comprehensive plan of host communities to ensure that roadway/transit improvements in the FIU Master Plan do not conflict with future land uses in the context area.
- Policy 1.3.3 FIU will coordinate reevaluation of the Local Planning Agency of the East-West corridor study for Segment 1.
- Objective 1.4 Parking:**
The University shall construct additional parking structures and establish programs or administrative procedures to accommodate future parking requirements on-campus.
- Policy 1.4.1 Ensure, through annual monitoring, that future parking supply is adequate to serve future parking demand.
- Policy 1.4.2 Parking structures and surface lots shall be designed internal walkways to be fully integrated with the campus pedestrian and traffic circulation system.
- Policy 1.4.3 MODESTO A. MAIDIQUE CAMPUS:
Parking garage P5 (1,400 spaces) shall be constructed by the FY 2015.
- Policy 1.4.4 ENGINEERING CENTER:
Maintain the parking lot west of the academic facility location.
- Policy 1.4.5 BISCAYNE BAY CAMPUS:
Reconfigure parking lot to provide users with more orderly, functional accessibility to the campus core. This will be achieved through restriping, signage and the realignment of parking spaces. Pedestrian corridors will be created for safe movement through the parking lot to the campus core.
- Policy 1.4.6 The University shall implement Transportation Demand Management techniques (e.g. increase the number of students living on campus, improved transit, modify academic scheduling and car pooling) in order to reduce the parking demand by the end of the planning period and in accordance with the Traffic Circulation Plan (Figure 11.1a (MAMC), 11.2b (EC) and Figure 11.3b (BBC)).
- Policy 1.4.7 Handicap accessible parking should be reserved adjacent to each academic, support and residential entrance in amounts ranging from 2 to 10 spaces variable on facility size occupancy and assigned use.

Policy 1.4.8 Provide sufficient parking (based on annual monitoring) by FY 2015 so that none of the University's demand will be satisfied off-campus in the host community.

Objective 1.5 Signage:
The University shall create a hierarchy of internal signage.

Policy 1.5.1 UNIVERSITY-WIDE:
The University shall assess its current signage system and make recommendations for better way-finding efforts through the establishment of a hierarchy of signage which includes varying sizes and designs for way-finding.

Pedestrian and Non-Vehicular Circulation Sub-Element

GOAL 2: **To develop, operate and maintain a safe, efficient and economical pedestrian and non-vehicular circulation system on-campus that, in conjunction with systems to be developed off-campus by the host community (ies), will provide ease of mobility for all people, is consistent with planned land use patterns, promotes energy conservation, and protects the natural environment.**

Objective 2.1 Walkways:
Create a campus wide system of interconnected walkways.

Policy 2.1.1 UNIVERSITY-WIDE:
The University shall continue to recommend to the Design Review Committee, when feasible, covered walkways adjacent to planned or existing buildings, be built to the appropriate width between existing and new academic and student service facilities at the time of construction. See Element 15 Architectural Guidelines for additional information regarding covered walkways at planned or existing buildings.

Policy 2.1.2 The University shall recommend the construction of uncovered walkways of appropriate width alongside the roadways, between major buildings from the parking lots in the northern portion of campus, and within parking lots following "natural" walking routes, by the end of the planning period (Fiscal YR 2015), as indicated in Figure 11.1b (Modesto A. Maidique Campus), Figure 11.2b (Engineering Center) and Figure 11.3b (Biscayne Bay Campus)

Policy 2.1.3 Roadways on campus and entrances to the campus should be designed with clearly designated bicycle lanes to encourage and promote safe bicycle access to the campus. Bicycle parking should

be provided at all major buildings and recreational facilities on campus.

Policy 2.1.4 MODESTO A. MAIDIQUE CAMPUS: The 'Avenue of the Arts', extending from the Wertheim Performing Arts Center north through the Graham Center, and the 'Avenue of the Professions', running west from the Graham Center to the Graduate School of Business and School of Law will serve as pedestrian linkages through campus.

Policy 2.1.5 Pedestrian corridors throughout the campus, particularly those extending from parking structures at the campus perimeter, will be strengthened.

Policy 2.1.6 ENGINEERING CENTER:
Pedestrian corridors will be provided with the construction of the proposed building to provide a linkage to the existing facility.

Policy 2.1.7 Pedestrian corridors will be provided from West Flagler Street, extending through the campus park, to the surface parking north of the academic buildings.

Policy 2.1.8 BISCAYNE BAY CAMPUS:
The University shall maintain the bicycle path which has been designed and will be constructed by the Florida Department of Transportation at the campus.

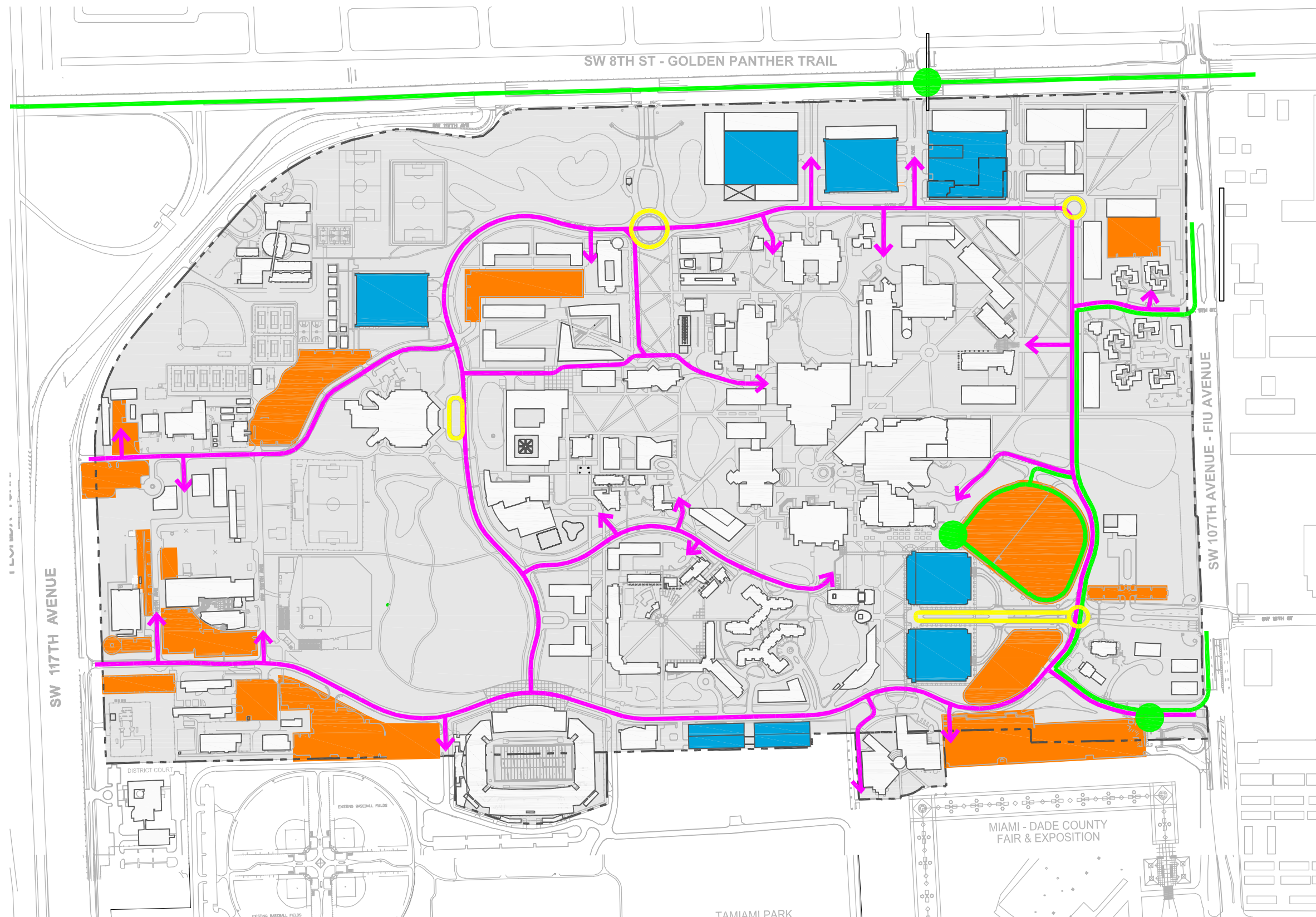
Policy 2.1.9 Pedestrian corridors will be constructed along the north-south main street and academic quadrangles.

Policy 2.1.10 Pedestrian corridors connecting the recreation facilities, academic core and student housing will be strengthened.







Objective 2.2 Campus Security: The University shall modify vehicular circulation patterns and parking locations to create existing and future pedestrian/vehicular safety at crossings.

Policy 2.2.1 UNIVERSITY-WIDE
All crosswalks on the existing and future loop road should be constructed to provide adequate warning and visibility.

- Objective 2.3** **Context Area:**
The University shall create pedestrian and non-vehicular connections to the host community (ies) in the immediate surrounding area.
- Policy 2.3.1 UNIVERSITY-WIDE: Maintain a standing committee between University staff and host community representatives to provide coordination and resolve issues related to pedestrian and non-vehicular circulation.
- Policy 2.3.2 The University shall study the feasibility of constructing a pedestrian bridge over the Tamiami Canal at SW 112 Avenue.
- Policy 2.3.3 Encourage Miami-Dade County to maintain, protect and promote its existing bikeway paths located on SW 117 Avenue and Coral Way (SW 24 Street) FIU will promote bikeways with an on-campus signage program.
- Policy 2.3.4 **ENGINEERING CENTER:**
FIU will coordinate with the City of Sweetwater to provide sidewalk enhancements including benches and signage to visually link the EC site with Modesto A. Maidique Campus.
- Policy 2.3.5 FIU will coordinate with the City of Sweetwater to provide a pedestrian connection and bike path at the Women's Park and Engineering Center Campus Park bordering West Flagler Street.
- Objective 2.4** **Lighting: The University shall provide appropriate lighting for all major pedestrian and non-vehicular facilities on-campus (i.e. parking, public areas, and walkways).**
- Policy 2.4.1 All major pedestrian walkways shall be provided with lighting typical of existing pedestrian walkways as indicated in Figures 11.1b (Modesto A. Maidique Campus), 11.2b (Engineering Center) and 11.3b (Biscayne Bay Campus).
- Policy 2.4.2 Lighting should be provided on the outside edge of all parking lots by the end of the planning period and in accordance with phasing.
- Objective 2.5** **Campus Safety Plan:**
Future pedestrian and non-vehicular facilities should be planned in accordance with the Campus Safety Plan and Crime Prevention Through Environmental Design (CPTED) standards.
- Policy 2.5.1 Continue to provide daily escort service after dusk for students between University buildings and parking lots.



LEGEND

-  Proposed Transit Route
-  Transit Stop
-  Service Route
-  Structured Parking
-  Surface Parking (34 Lots)
-  Traffic Circle / Drop Off

Planning Key

KEY MAP

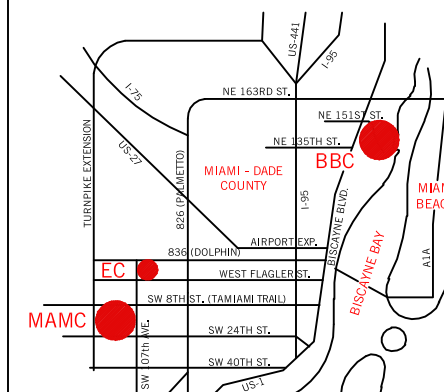
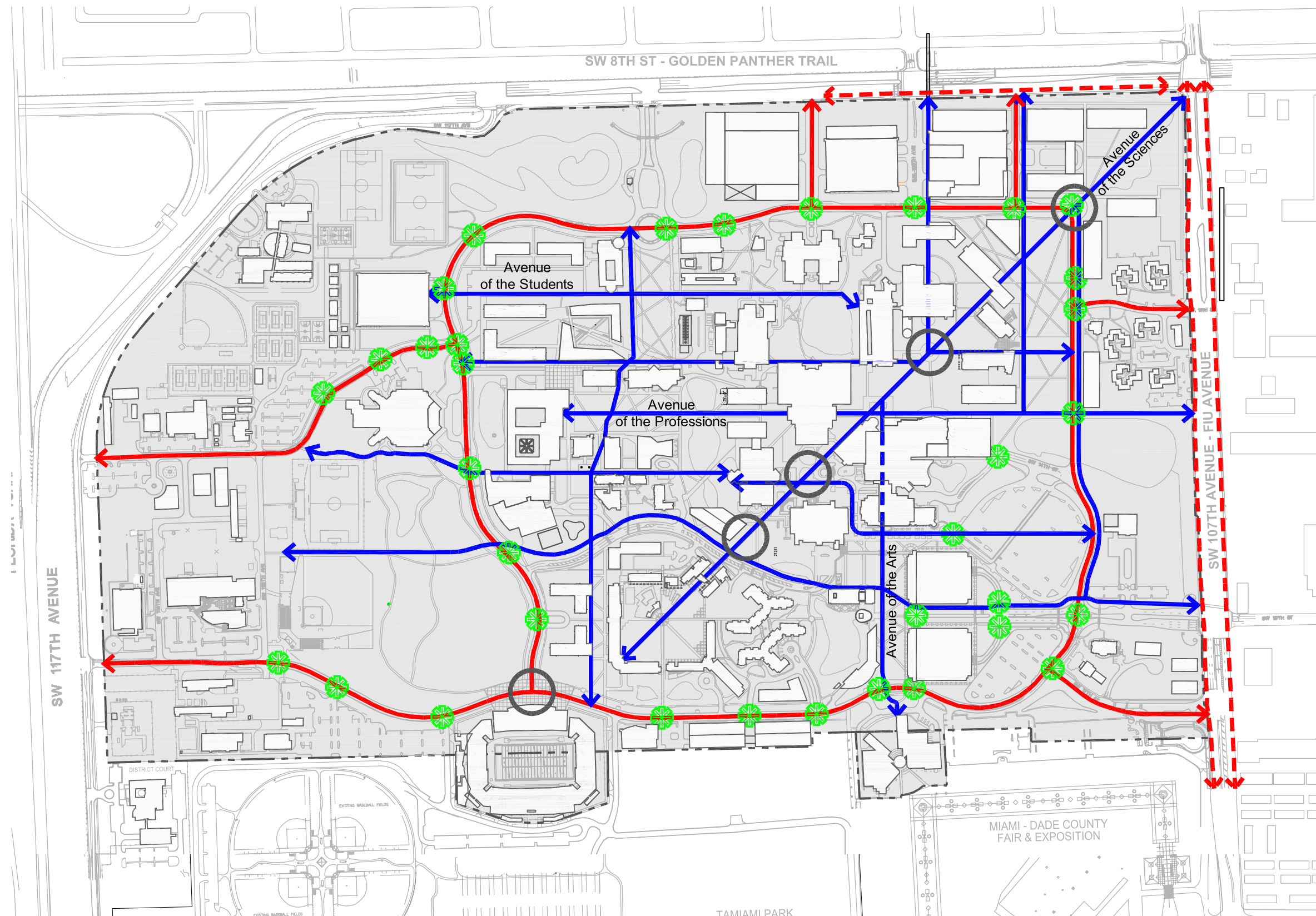


FIGURE 11.1a
Modesto A Maidique Campus
Transit, Circulation
& Parking



Campus Master Plan - June 2010





LEGEND

- Main Pedestrian Walk
- Bicycle Path
- Planned Crosswalks
- Campus Node

KEY MAP

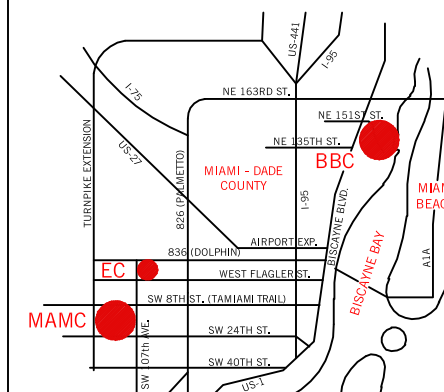
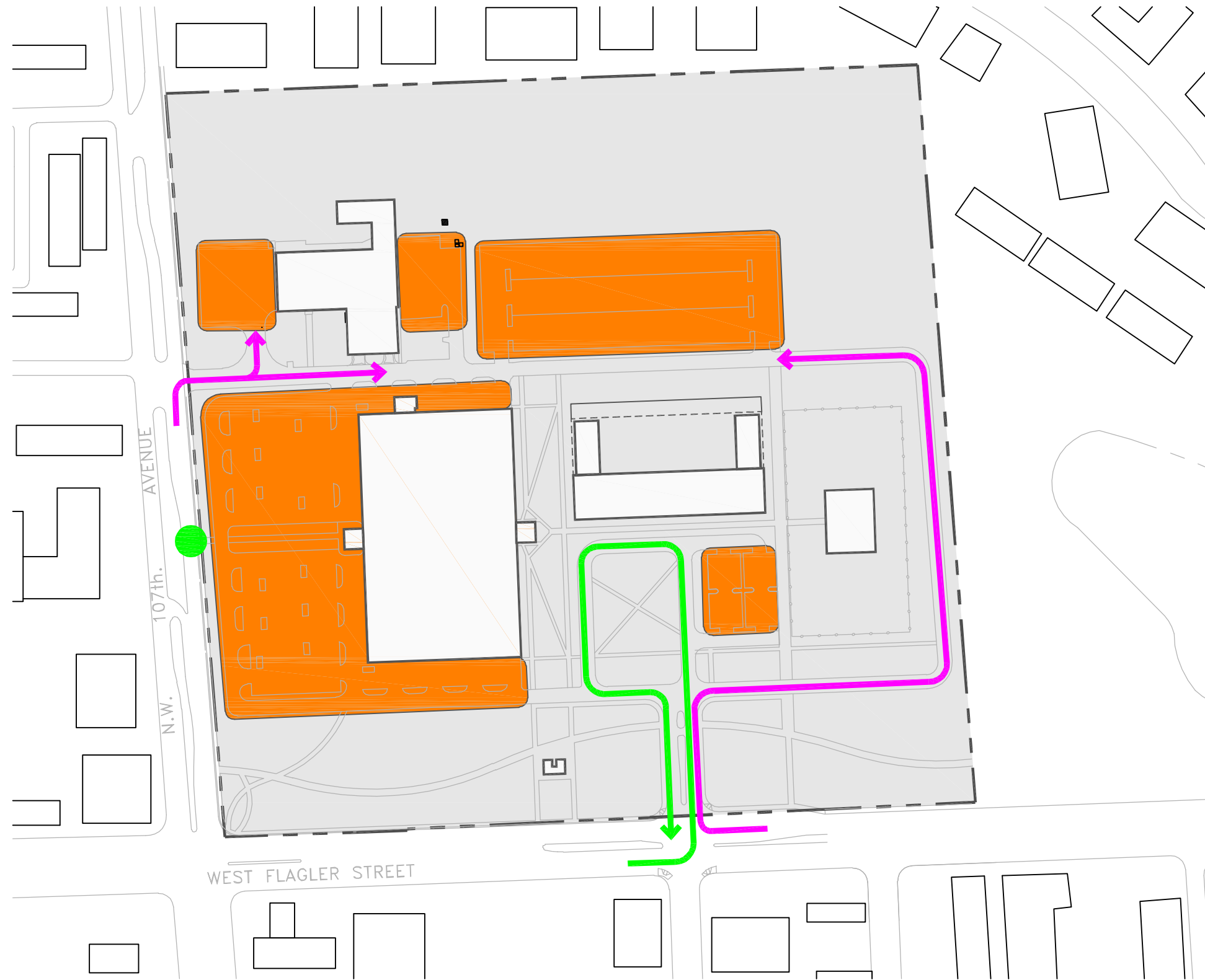


FIGURE 11.1b
Modesto A Maidique Campus
Pedestrian & Non-Vehicular
Circulation









Campus Master Plan - June 2010





LEGEND

-  Proposed Transit Route
-  Transit Stop
-  Service Route
-  Structured Parking
-  Surface Parking (6 Lots)
-  Traffic Circle / Drop Off

KEY MAP

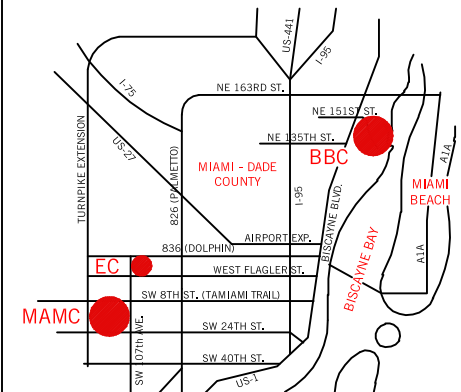


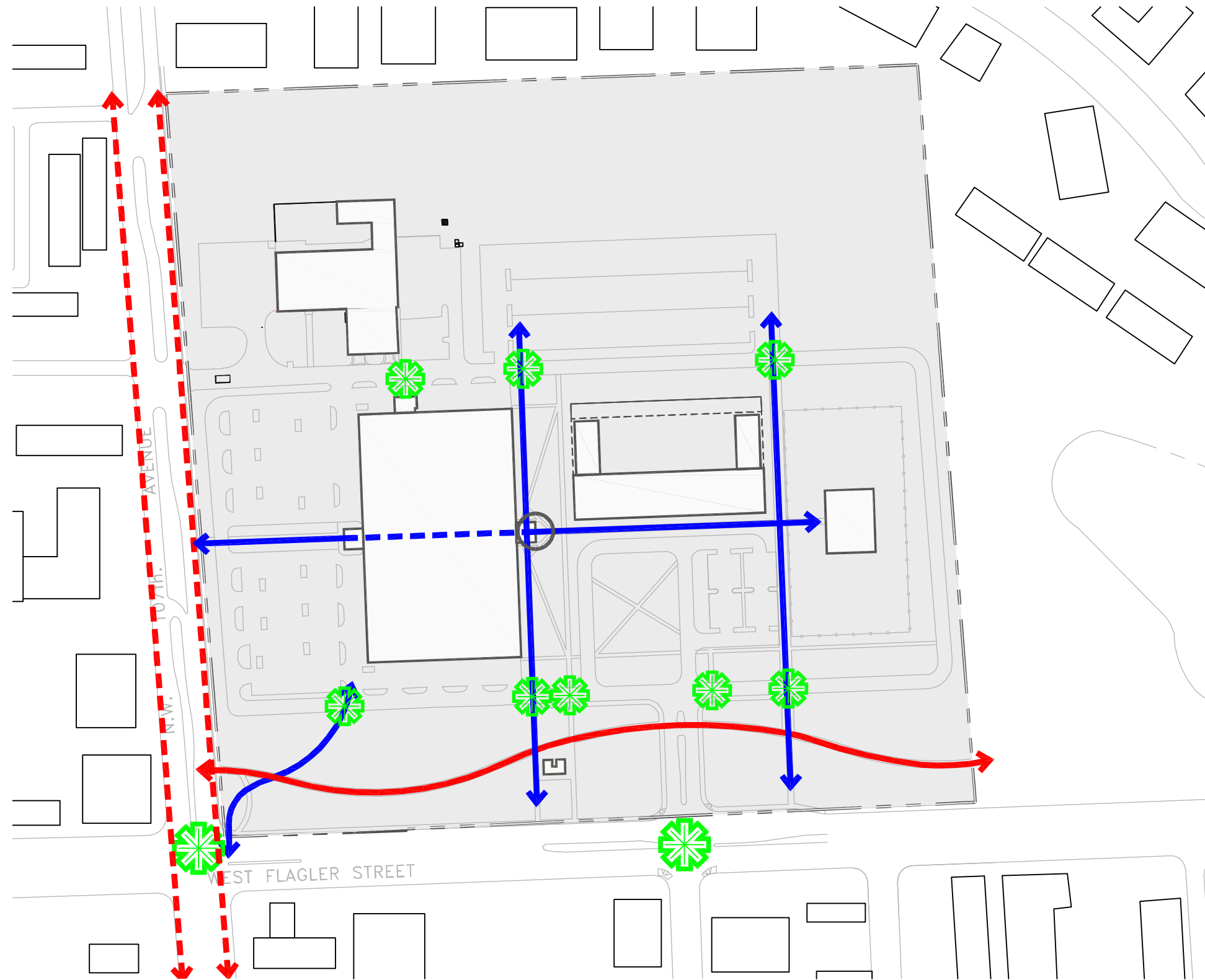
FIGURE 11.2a
Engineering Center
Transit, Circulation
& Parking



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- ## LEGEND
- Main Pedestrian Walk
 - Bicycle Path
 - Planned Crosswalks
 - Campus Node

KEY MAP

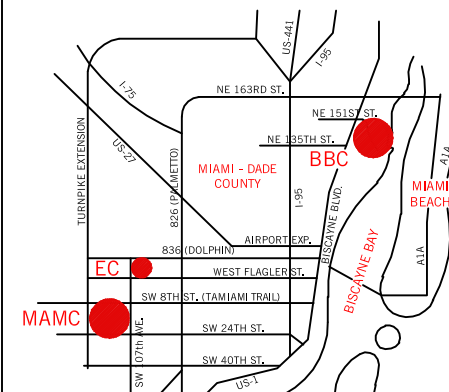


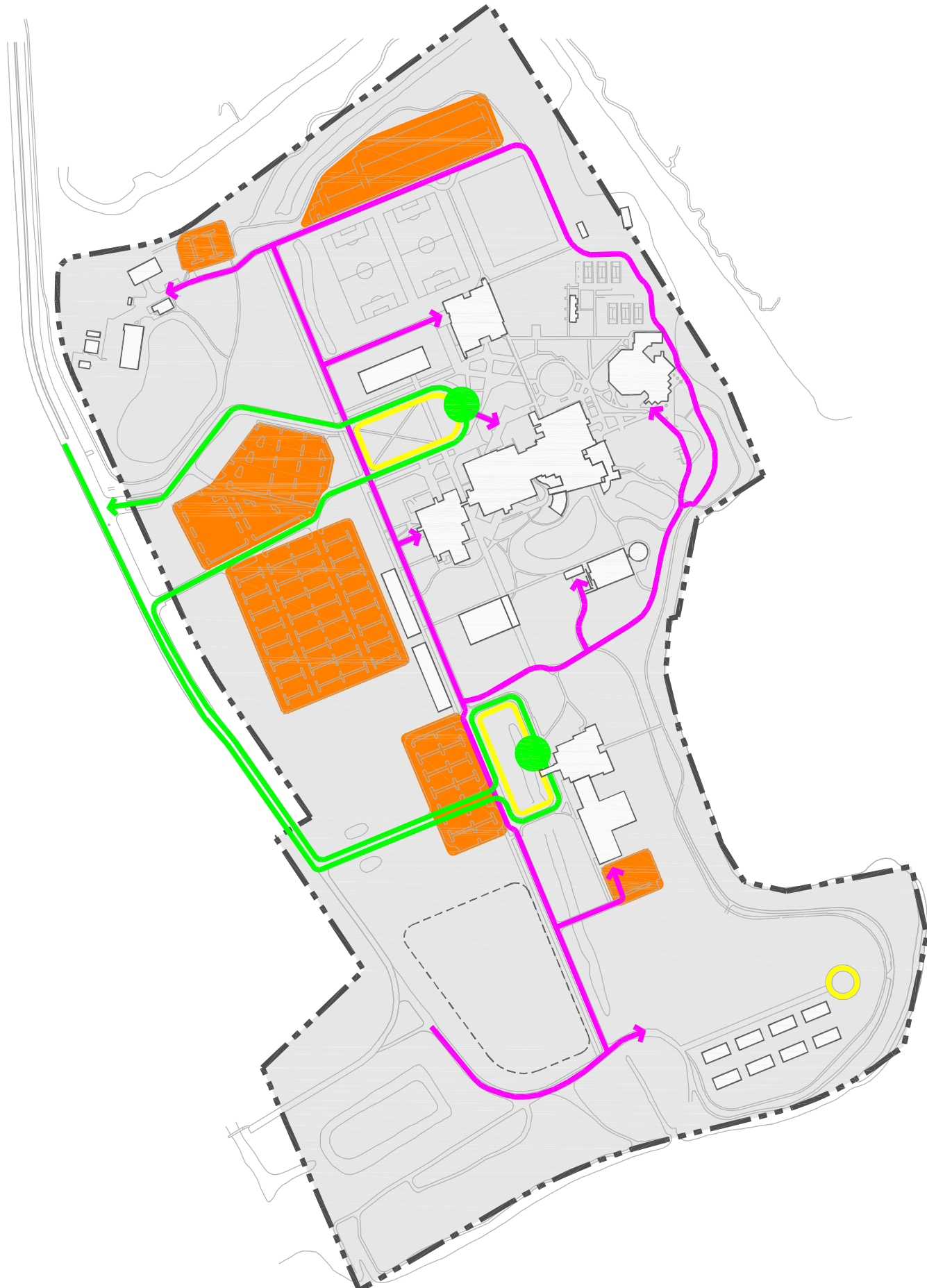
FIGURE 11.2b
Engineering Center
Pedestrian & Non-Vehicular
Circulation

FIU FLORIDA
INTERNATIONAL
UNIVERSITY







Campus Master Plan - June 2010



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LEGEND

-  Proposed Transit Route
-  Transit Stop
-  Service Route
-  Structured Parking
-  Surface Parking (12 Lots)
-  Traffic Circle / Drop Off

KEY MAP

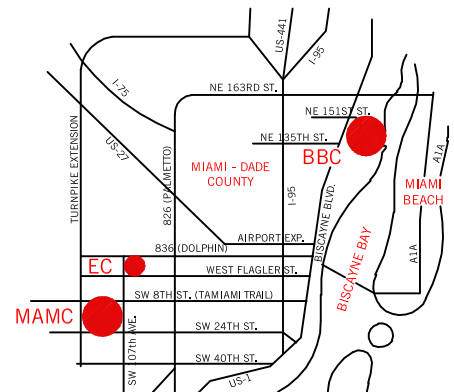


FIGURE 11.3a
Biscayne Bay Campus
Transit, Circulation
& Parking

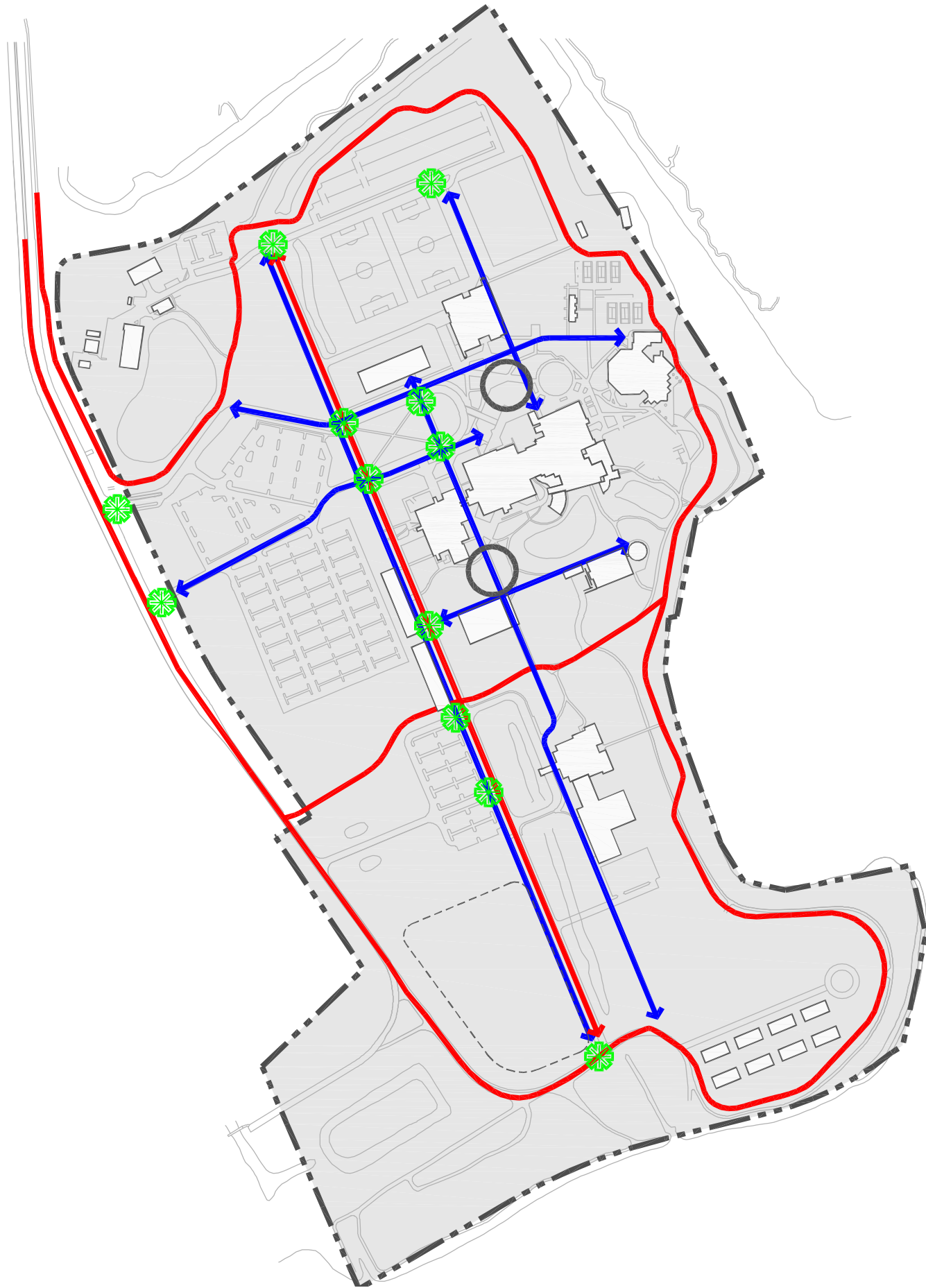
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LEGEND

-  Main Pedestrian Walk
-  Bicycle Path
-  Planned Crosswalks
-  Campus Node

KEY MAP

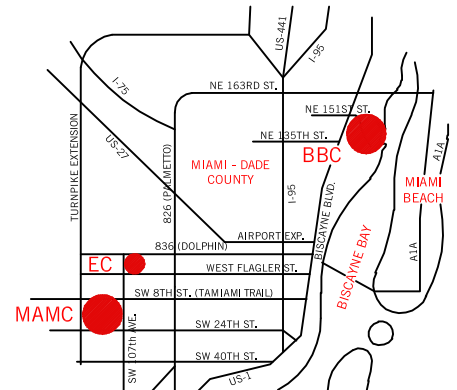


FIGURE 11.3b
Biscayne Bay Campus
Pedestrian & Non-Vehicular
Circulation



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