11.0

TRANSPORTATION

11.0 TRANSPORTATION

For all campuses, FIU's goal is to increase multi-modal access, aligning with our strategic objectives to enhance the FIU experience by ensuring safe, sustainable, and inclusive access for students, faculty, staff, and visitors. By employing a range of innovative strategies, FIU is committed to increasing accessibility and mobility, while simultaneously reducing our carbon footprint, in support of our broader mission of sustainability, and environmental stewardship. This approach is integral to fostering an interconnected, dynamic campus environment that supports our academic and research goals, as well as our mission-aligned engagement with the community.

Transit
Florida International University will continue to coordinate with its respective host communities and Miami-Dade Transit to create additional opportunities for improved and more frequent public transportation, additional bus stops near campus, and enhanced bus stops with amenities such as shelters and landscaping. Both the Modesto A. Maidique Campus and the Engineering Center will provide major transit hubs for evolving bus rapid transit programs to serve the University and local community.

Traffic Circulation
Improvements to existing infrastructure are needed to alleviate the demand placed on roadways from the current University population as well as accommodate future growth. Intersection and lane improvements adjacent to each campus have been identified. Coordination with Miami-Dade County and FDOT is needed to ensure proper and successful execution of these recommended improvements. In addition, the incorporation of safe and efficient bicycle lanes for commuting students is required both off and on campus. Streetscape improvements to perimeter streets, access drives, and campus roads are required to promote a safe, secure, and comfortable pedestrian-oriented environment to complement the street network.

Parking
Parking demand and availability continues to be a challenge for FIU. While both the Engineering Center and Biscayne Bay Campus have adequate available land for additional parking facilities, the Modesto A. Maidique Campus has limited available land and road capacity. This lack of capacity has led to the recommendation in this plan for multi-purpose parking structures at the campus edge to reserve land within the academic core. In order to manage parking demand and reduce the need for additional parking facilities, FIU will continue to promote alternatives to traditional commuting such as improved transit, carpooling, additional on-campus student housing, new off-campus housing with campus connectivity, eLearning and hybrid class modules, and flexible work schedules.

Pedestrian and Non-Vehicular Circulation
Pedestrian circulation remains a major planning concern, closely aligned with our strategic goals of enhancing the FIU experience and fostering community engagement. FIU is committed to expanding its network of safe, accessible pedestrian walkways from the perimeter to the core of our campuses, ensuring they are sufficiently wide to accommodate the growing community. Concurrently, we aim to enhance identifiable crosswalks at strategic locations to improve access from parking areas to academic and student life centers. Enhanced signage and lighting are crucial for supporting these developments and ensuring the safety of all users. Additionally, the design of new facilities and their pedestrian access points will prioritize safe movement, integrating vistas, weather protection, seating areas, and public art to make navigating our campuses more intuitive and enjoyable. The proposed 8th Street TIGER Grant Pedestrian Bridge exemplifies our commitment to safety, connectivity, and innovative campus branding.

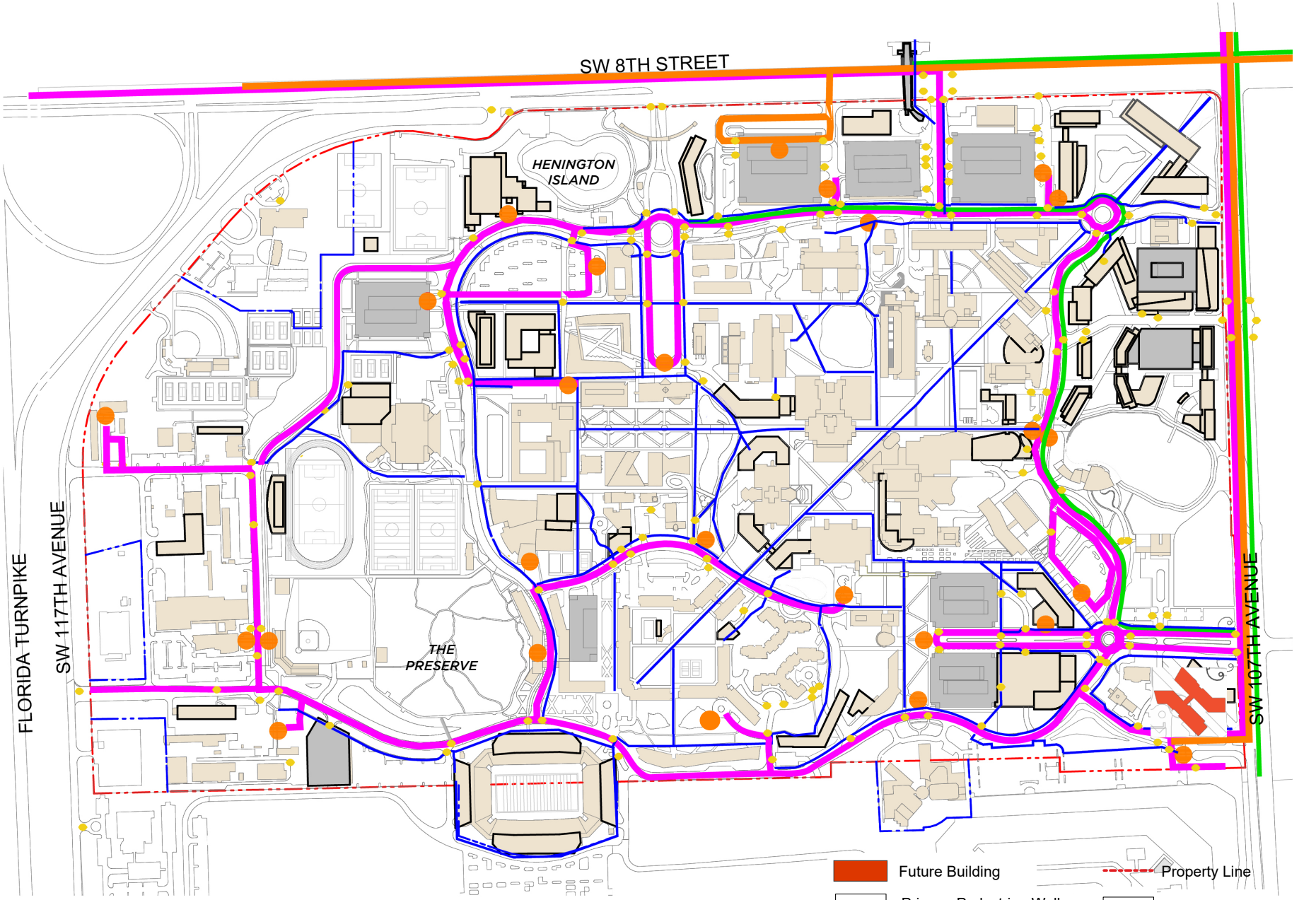
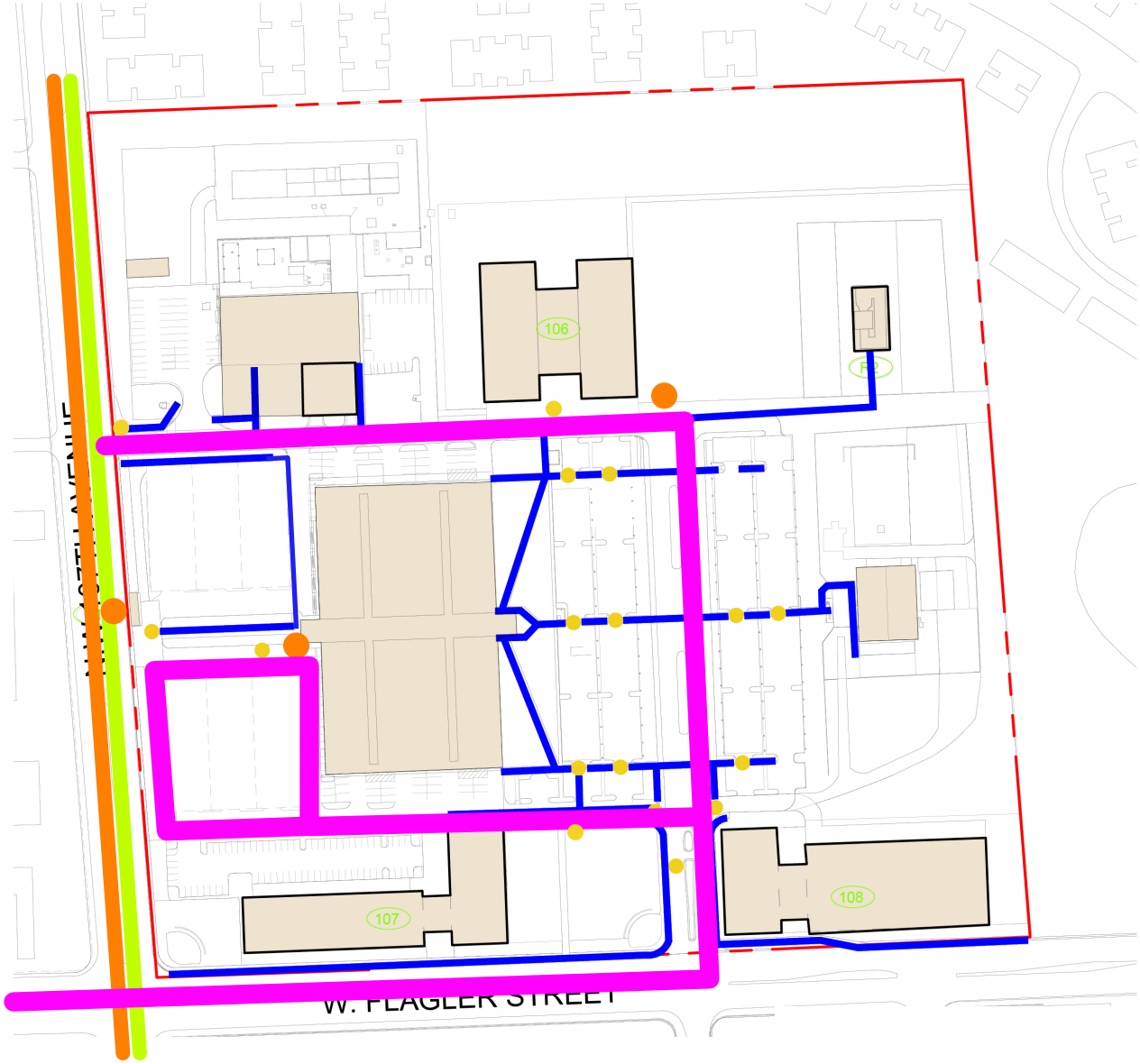


FIGURE 11.1 - MMC CIRCULATION & TRANSPORTATION



LEGEND

- Property Line
- Future Building
- Existing Building
- Primary Pedestrian Walk
- Bike Lane
- Crosswalks
- Campus Transit
- MDT/Regional Transit
- Transit Stop

FIGURE 11.2 - EC CIRCULATION & TRANSPORTATION

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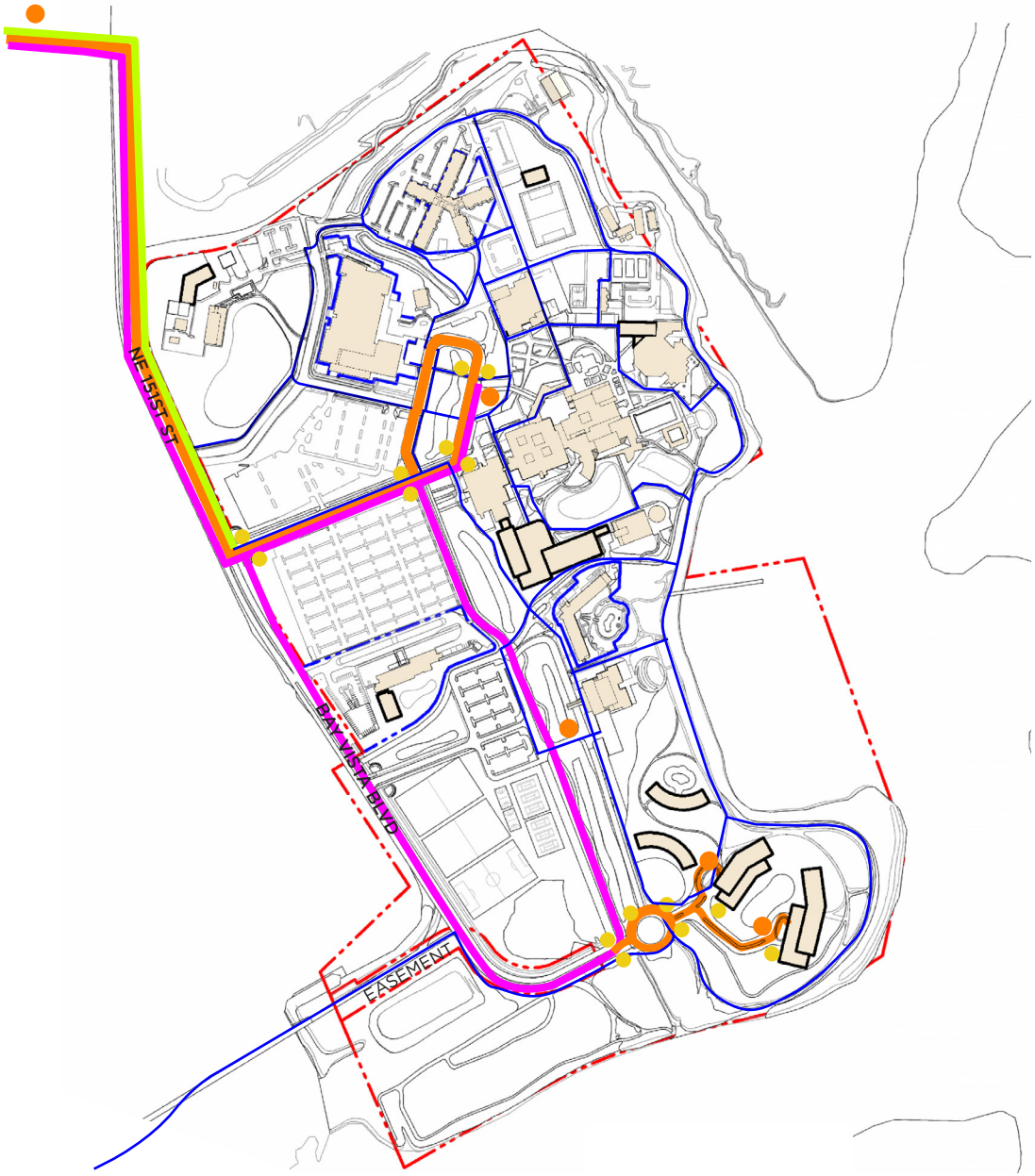


FIGURE 11.3 - BBC CIRCULATION & TRANSPORTATION

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. This will lead to decreases in number of single occupant vehicles; reduction in fuel consumption and dependence on foreign oil, reduction in greenhouse gas emissions, promotion of energy conservation and protection of the natural environment. Evaluate options for shuttle service between MMC and off-campus student housing. Expand infrastructure for charging stations in parking structures and elsewhere on campus to promote adoption of electric vehicles.

Transit
Objective 1.1

The University shall allocate funds for capital expansion and improvements of multi-modal systems that relieve on-campus traffic congestion and reduce the demand for additional parking. Coordinate with Miami-Dade Transit (MDT) and local/host communities to determine the best and highest use for the transit proposed to serve the campuses.

UNIVERSITY-WIDE
Policy 1.1.1

Continue to improve the quality and frequency of on campus and inter-campus University transit services/routes.

MODESTO A. MAIDIQUE CAMPUS:

Policy 1.1.2

Coordinate transit centers and bus entry points to campus with Miami-Dade Transit. Evaluate locations that minimize walking distances.

Policy 1.1.3

Enhance on-campus transit along the loop road to improve connections between housing, parking-garages and key education/support locations. Provide new transit stops along the realigned loop road.

Policy 1.1.4

Encourage MDT to continue increased frequency of service (including Sweetwater Circulator), provide express bus service (confirmation from MDT pending), maintain clean and comfortable vehicles, and provide weather-proof shelters (the University shall provide weather-proof access to transit shelters).

ENGINEERING CENTER

Policy 1.1.5

Provide a transit hub at the entrance to ECC along NW 107th Avenue and adequate transit circulation routes within campus to support the transit hub.

BISCAYNE BAY CAMPUS

Policy 1.1.6

Evaluate options for connecting shuttle service from BBC to nearby transit hubs. Continue to strengthen coordination efforts with the City of North Miami in order to promote the use of the City's NoMi Express Free Trolley as an alternative transportation option available to both students and employees of the University. As the traffic conditions on NE 151st Street at the intersection with Biscayne Blvd are expected to deteriorate, amenities should be considered near the intersection to facilitate bus transfers. Coordination with Miami Dade Transit should take place to ensure the new enhanced bus service provides a stop near the intersection.

GOAL 2

Traffic Circulation

The University shall promote roadway designs to improve traffic circulation, ease congestion, promote safety, and provide sufficient capacity to serve on future campus roadways at the adopted level of service (LOS) standard. The University shall also coordinate with FDOT and Miami-Dade County to improve capacity and level of service on deficient roadways adjacent to the campuses.

Traffic
Objective 2.1

On a case-by-case basis, the University may consider allocation of funds for roadway improvements to improve traffic circulation, relieve traffic congestion, and decrease delay and fuel consumption.

UNIVERSITY-WIDE
Policy 2.1.1

Enhance pedestrian and bicycle facilities that improve connectivity to host communities and local/regional transit facilities.

Policy 2.1.2

Future proposed campus roadways will use 11-feet wide travel lanes, 4-feet bike lane (except 5-feet wide for keyhole lanes (area between through and turn lane)), type "F" curb and gutter, 6-feet minimum sidewalk with 11-feet landscape buffer in between back of curb and front of sidewalk. FIU shall maintain a suitable roadway network in compliance with State, local, and the National Fire Protection Association standards in order to provide emergency response vehicles with adequate and safe access to emergencies and fires within each campus. Roadway design should also consider potential future raised bike lanes as funded by FDOT grants.

MODESTO A. MAIDIQUE CAMPUS
Policy 2.1.3

Re-align the current campus loop road to traverse between Panther Garage and Carlos Finlay Elementary School and connect to the improved SW 115th Avenue. Re-route the campus loop road to limit vehicular access to the campus core. Provide for pedestrian safety by constructing separate traffic and pedestrian facilities.

Policy 2.1.4

The improved campus loop road should consist of one through vehicular lane in each direction, a center turn lane, bike lanes, curb and gutter, landscaping, and sidewalks. The lane geometry shall include one through lane in each direction and a center left turn lane or two way left turn lane. Proposed road design should accommodate a 45.5-foot long intermediate semi-trailer. SW 8th Street/SW 112th Avenue and University Drive/SW 112th Avenue intersections' design revisions shall accommodate an Articulated
Bus (60-feet long).

Policy 2.1.5

Maintain the following existing entrances per current standards:

- SW 109th Ave and SW 8th St
- SW 112th Ave and SW 8th St
- SW 107th Ave and SW 16th St
- SW 107th Ave and SW 12th St (connect to University Dr.)
- 107th Ave and 10th St
- 107th Ave and 17th St

Policy 2.1.6

Provide a roundabout at the following location to improve capacity, traffic flow and enhance safety: SW 17th St.& SW 115th Ave.

Policy 2.1.7

Coordinate with Miami-Dade County on the future widening of SW 24th Street (Coral Way) from four to six lanes, between SW 117th Avenue and SW 107th Avenue. All improvements and/or work in the right-of-way are subject to further traffic/ design evaluation, review, approval, and permitting by the County. This includes but is not limited to landscaping, signage, new or modified driveway connections, and roadway modifications.

Policy 2.1.8

Coordinate with Miami-Dade County on the future widening of SW 117th Avenue from two to four lanes, between SW 8th Street and SW 24th Street (Coral Way). All improvements and/or work in the right-of-way are subject to further traffic/ design evaluation, review, approval, and permitting by FDOT. This includes but is not limited to landscaping, signage, new or modified driveway connections, and roadway modifications.

Policy 2.1.9

Coordinate with Miami-Dade County on the future widening of NE 151st Street (Bay Vista Blvd) from

four to six lanes, between Biscayne Boulevard to east of Biscayne Landing Entrance. All improvements and/or work in the right-of-way are subject to further traffic/design evaluation, review, approval, and permitting by the County and FDOT. This includes but is not limited to landscaping, signage, new or modified driveway connections, and roadway modifications.

Policy 2.1.10

At the main access to the campus (US 1 (Biscayne Blvd)/NE 151st Street intersection), there is substantial delay to campus traffic and this will likely worsen with the completion of the Biscayne Landings development. Major capacity improvements are necessary to enhance safety and operation. In addition, along NE 151st Street near the Biscayne Landing entrance, consider widening from 4 to 6 lanes to alleviate potential 2030 demand. Coordinate with FDOT and Miami-Dade County Roadway Department on these intersection and roadway improvements. All improvements and/or work in the right-of-way are subject to further traffic/design evaluation, review, approval, and permitting by the County and FDOT. This includes but is not limited to, landscaping, signage, new or modified driveway connections, and roadway modifications.

BISCAYNE BAY CAMPUS
Policy 2.1.11

Due to traffic congestion at the main access to the campus (US 1 (Biscayne Blvd.)/NE 151st Street intersection), a second vehicular access point is necessary to ease congestion and serve as an emergency evacuation route due to the nature of proposed developments (School, University, Housing, Health Center, etc.). Per Figure 11.3, the existing easement should be considered in the future for providing this critical vehicular access. FIU will coordinate with state, regional, municipal and private partners to secure this additional access to the campus.

Policy 2.1.12

The Bay Vista Blvd. (NE 151st Street) and NE 145th Street (main campus entrance) intersection's level of service (LOS) will likely approach failure by 2030. To mitigate this potential issue, provide new signal at Bay Vista Blvd. and Golden Panther Drive, and convert it to the main campus entrance. Modify the current main entrance at NE 145th Street to a secondary entrance.

Policy 2.1.13

Coordinate with the City of North Miami and Miami-Dade County with the completion of the widening of NE 151st Street between Biscayne Blvd to east of Biscayne Landing entrance.

GOAL 3

Parking
The University will evaluate the future parking needs of the campuses and shall provide parking facilities as necessary. It will also encourage the implementation of transportation demand strategies to reduce parking demand.

Objective 3.1
To accommodate future parking requirements on-campus, University shall evaluate and construct as necessary additional multi-purpose parking structures or surface parking lots, and establish programs or administrative procedures.

Policy 3.1.1

Maintain a ratio for parking spaces and future student housing beds to limit impact to daily commuter traffic and parking. Enhance pedestrian connectivity to bus transit and campus shuttle areas to encourage carless or multi-modal transit use.

Policy 3.1.2

Replace surface parking lots with multi-purpose parking garages, when feasible, adjacent to the facilities they serve.

Policy 3.1.3

Handicap accessible parking should be reserved in the vicinity of each academic, support, and residential facility. Parking space counts should range from 2 to 10 spaces depending on facility size, occupancy, and assigned use.

UNIVERSITY-WIDE
Policy 3.1.4

Parking structures and surface lots shall be designed with internal walkways to be fully integrated with the campus pedestrian and traffic

circulation system.

MODESTO A. MAIDIQUE CAMPUS:
Policy 3.1.5

Evaluate the accommodation, routing, and design impacts of the potential express bus stop at PG6, pending support from MDT. Evaluate the potential parking impact due to riders using the express bus service at PG6.

Policy 3.1.6

Multi-purpose parking structures shall be built concurrently with proposed private partnership projects to meet partnering needs.

Objective 3.2
University-Wide Implementation of Transportation Demand Management (TDM) strategies:

The University shall implement Transportation Demand Management (TDM) techniques, such as increasing the number of students living on campus, enhancing transit services, modifying academic scheduling, and promoting carpooling, to align with our strategic goals of reducing parking demand and fostering a more sustainable, connected campus environment. These TDM strategies, aimed at reducing or shifting the number of single-occupant vehicle (SOV) trips to non-SOV modes or non-peak periods, support our commitment to sustainability and enhance the overall FIU experience. By encouraging and facilitating pedestrian and bicycle use, improved transit options, ride-sharing, and other sustainable travel alternatives, we aim to implement these strategies across all FIU campuses, promoting not only reduced traffic congestion but also a healthier, more engaging community atmosphere. TDM strategies that are in place and/or could be improved at FIU's campuses include the following:

UNIVERSITY-WIDE
Policy 3.2.1

Local Connectors – Continue to encourage the use of local connector public transportation. This can be achieved by continuing to improve the relationships with each campus host community and improving local connector bus facilities within the FIU campuses. Partnering with the host communities to allow their residents to enjoy activities on campus at reduced rates may encourage these communities to further enhance the quality/frequency of these connector routes.

Policy 3.2.2

Reduced Transit Rates – Continue to work with Miami Dade Transit (MDT) to provide reduced student transit rider rates. This could also be extended to FIU employees to encourage their use of this service. MDT offers discounts for college students and encourages a Corporate Discount Program – FIU should coordinate with MDT to provide corporate discount transit passes to FIU faculty and staff.

Policy 3.2.3

Transit in Lieu of Parking – Provide an annual or semester pass for public transit to students rather than a parking pass as an alternative strategy.

Policy 3.2.4

Improving Transit Facilities - Provide user-friendly transit stop locations on campus that are inclement weather protected and encourage usage.

Policy 3.2.5

Carpool and Ridesharing - Continue to promote the carpool program that is being coordinated with the FDOT's South Florida Commuter Services. This program encourages carpool usage by allowing users to search for other carpool members by selecting the location and schedules they need to meet. Continue to encourage ride sharing and carpooling by providing more easily accessible parking spaces for these types of vehicles.

Policy 3.2.6

Flexible Working Schedule – Provide flexible schedules for FIU administration, staff, and faculty. This would allow for telecommuting and reduce the volume of traffic generated by these personnel. This will also help reduce traffic flows at peak times.

Policy 3.2.7

On-Campus Housing - Increase the amount of on-campus housing to reduce the need for those residents to have a vehicle to get to campus. This would significantly reduce the number of SOV trips required by nonresident commuter students.

Policy 3.2.8

Distance-Learning Programs – Increase distance learning programs offered by the University to enable students to take classes without traveling to the campuses. More courses and programs through distance learning reduce trips to the University campuses significantly.

Policy 3.2.9

Transit Oriented Development (TOD) - Introduce transit oriented development on campus. Transit oriented development refers to residential and commercial centers designed to maximize access by transit and nonmotorized transportation, with features to encourage transit ridership. Providing a transit station at Modesto A. Maidique Campus and/or the Engineering Center would provide transit access to the surrounding area.

Policy 3.2.10

Transit Information - Provide a system whereby commuters can access and monitor real-time public transportation route schedules and times on their wireless devices.

Policy 3.2.11

Parking Permit Buyback - Implement a buyback program for parking permit holders that would reimburse commuters who give back their parking permit and choose to use public transportation or ridesharing.

Policy 3.2.12

Parking Information - Install parking information boards at main campus entry points to show in real time the number of parking spaces available in key parking lots and decks. This will help reduce traffic by directing drivers to the appropriate deck or lot. This information should also be made available on the web or via an app.

Objective 3.3

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

UNIVERSITY-WIDE
Policy 3.3.1

Assess the current signage system and create better way-finding through the establishment of a hierarchy of signage which includes varying sizes and designs for way-finding. Include signage for directing traffic to nearby parking.

Policy 3.3.2

Create a wayfinding signage system with distinct sign sizes and designs for drivers and pedestrians.

GOAL 4

Develop, operate, and maintain a safe, efficient, and economical pedestrian and non-vehicular circulation system on campus that aligns with our strategic goals of enhancing the FIU experience and fostering sustainable practices. This system, designed in conjunction with off-campus developments by the host communities, will ensure ease of mobility for all, support our mission-aligned engagement by being consistent with planned land use patterns, promote energy conservation, and protect the natural environment. By integrating these principles, we aim to create a campus that is not only accessible but also actively contributes to sustainability and community health.

Objective 4.1

Walkways:
Create a campus-wide system of interconnected walkways.

UNIVERSITY-WIDE
Policy 4.1.1

Provide a continuous system of covered walkways of appropriate width between existing and new academic and student service facilities.

Policy 4.1.2

Construct uncovered walkways of appropriate width along campus roads, between major buildings, from parking facilities, and within parking lots following "natural" walking routes, by the end of the 2030 planning period. Prioritize and coordinate improvements with Figures 11.1, 11.2 and 11.3; Urban Design, Landscape Architectural and Architectural Elements.

Policy 4.1.3

Roadways on campus and entrances to each campus should be designed with clearly designated bicycle lanes to encourage and promote safe bicycle access. Bike lanes shall be 4 feet wide, except keyhole lanes where it shall be 5 feet wide. Bicycle parking should be provided at all major buildings and recreational facilities on campus.

MODESTO A. MAIDIQUE CAMPUS
Policy 4.1.4

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 primary pedestrian linkages through campus. See Element 3.0 Urban Design.

Policy 4.1.5

Provide pedestrian corridors throughout the campus, particularly those extending from parking structures at the campus perimeter. Improve pedestrian routes/safety from garages/parking to campus core.

Policy 4.1.6

Enhance pedestrian safety and keep pedestrian paths away from intersections. Separate pedestrian and vehicular flows to minimize conflict. Provide appropriate warning signs and striping at mid-block pedestrian crossing.

Policy 4.1.7

Coordinate and construct pedestrian walkways with the new multipurpose parking structures to provide a linkage to the existing campus and adjacent facilities.

Policy 4.1.8

Strengthen the direct pedestrian route along the Avenue of the Professions. Route to be more axial than its existing circuitous condition to encourage efficient pedestrian use.

Policy 4.1.9

Integrate the adjacent City of Sweetwater community with the FIU campus by providing a pedestrian bridge across SW 8th Street at SW 109th Avenue, as a part of the FIU UniversityCity Project, funded by the USDOT Tiger Grant.

BISCAYNE BAY CAMPUS
Policy 4.1.10

Provide pedestrian walkways to safely link parking, academic, transit, and recreation facilities.

Policy 4.1.11

Bicycle lanes and sidewalks are not continuous along both sides of NE 151 Street and Bay Vista Blvd. to Biscayne Boulevard. Provide continuous bicycle lanes and sidewalks and extend these facilities to the campus per Figure 11.3.

Policy 4.1.12

Provide adequate bicycle lane links within the campus to the 135th Street / Arch Creek Preserve bicycle / pedestrian route. Coordinate with Miami-Dade County to provide improved bicycle lanes and sidewalks on both sides of the street on Bay Vista Blvd and 151st Street. Ensure safe pedestrian and bicycle access from the local schools nearby.

Policy 4.1.13

FIU will coordinate with the City of North Miami to maintain connections to the existing Arch Creek bike path on the 135th Street constructed by FDOT.

Objective 4.2

Campus Safety:
The University shall modify vehicular circulation patterns and parking locations to improve pedestrian/vehicular safety at crossings.

UNIVERSITY-WIDE
Policy 4.2.1

Provide safe crossings for pedestrians across all roadways. Crosswalks shall be of the high emphasis type with appropriate signage (including flashing beacons) and striping. Locations shall consider visibility of pedestrians, length of crosswalks, pedestrian crossing times, connectivity to adjacent sidewalks, pedestrian density, pedestrian signal control, crossing distance, ADA ramps, reduction of posted speed limits, speed bumps, etc.

MODESTO A. MAIDIQUE CAMPUS
Policy 4.2.2

Campus Loop Road: Provide crosswalks on the existing and re-aligned road to provide adequate warning and visibility.

BISCAYNE BAY CAMPUS
Policy 4.2.3

Provide crosswalks on the existing and re-aligned roads to provide adequate warning and visibility.

Objective 4.3
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.

UNIVERSITY-WIDE
Policy 4.3.1

Continue to provide daily escort service after dusk for students between University buildings and parking lots.

Objective 4.4
Context Area:

The University shall create pedestrian and non-vehicular connections to the host communities in the immediate surrounding area.

UNIVERSITY-WIDE
Policy 4.4.1

Maintain a standing committee between University staff and host community representatives to provide coordination and resolve issues related to pedestrian and non-vehicular circulation.

MODESTO A. MAIDIQUE CAMPUS
Policy 4.4.2

Encourage Miami-Dade County to construct bike paths along SW 117 Avenue and Coral Way (SW 24 Street). Encourage FDOT to construct bike paths along SW 8th Street (SR 90) and SW 107th Avenue (SR 985). Provide bikeways on-campus as part of any new roadway construction and provide capital improvement budget for adding bikeways along existing roadways.

ENGINEERING CENTER
Policy 4.4.3

Coordinate with the City of Sweetwater to provide a pedestrian connection and bike path at the Women's Park and the Engineering Center recreation facilities.

Objective 4.5
Lighting

The University shall provide appropriate lighting for new roadways and all major pedestrian and non-vehicular facilities on-campus (i.e. parking, public areas, and walkways) to enhance safety.

UNIVERSITY-WIDE
Policy 4.5.1

Provide new roadways and new pedestrian walkways with lighting that meets lighting design standards for local roadways and public spaces respectively.

Policy 4.5.2

Provide appropriate lighting on the exterior of any new parking garages and new surface parking lots. Any lighting deficiencies on existing facilities shall be addressed to enhance safety.

Future Land Use
Objective 4.6
The University shall provide right-of-way necessary for roadway/transit improvements.

UNIVERSITY-WIDE
Policy 4.6.1

Determine the right-of-way necessary (including clear zone) necessary for all of the recommended roadway improvements in the 2020-2030 Master Plan. This will also include new entries at MMC and BBC.

Policy 4.6.2

Monitor the comprehensive plans 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.