

TRANSPORTATION ELEMENT

NOTE: Unless otherwise noted, the goals, objectives and policies contained in this element shall guide development on the Tallahassee Campus, Southwest Campus and the Panama City Campus.

TRANSIT, CIRCULATION, AND PARKING SUB-ELEMENT

Introduction

The following narrative describes the concepts on which the transportation plan is based. Goals, objectives, and policies that implement these concepts follow this narrative.

Transit

Transit systems operating in the university environment are divided into four (4) levels of service. The routes are depicted in **Figure 11.1** based on the following categories:

- Campus Circulator – Level 1
- Parking Express – Level 2
- StarMetro – Level 3
- Core Services – Level 4

Campus Circulator (Level 1)

Circulatory transit is the primary level of transit operating within the boundaries of the University. Level 1 transit is devised to transport or circulate students, faculty, and staff to/from perimeter campus activities to other campus locations and interface with other levels of transit service. This level of transit service will be routed over many Tier 1, Tier 2, and Tier 3 roadways, providing service to all aspects of the campus.

Remote Operations (Level 2)

The third level of transit service is generally characterized as direct transit service between off-campus facilities and select campus locations. This system is designed to operate with minimal headways to specific, high demand campus destinations. The Heritage Grove shuttle is an

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example of Level 2 transit service. Level 2 transit will also service FSU remote activities (i.e., Southwest Campus destinations such as the College of Engineering, Alumni Village and shuttle services to FAMU).

Star Metro (Level 3)

Unlike the first three levels of transit that are university specific services, Level 3 is operated by Star Metro and is part of a local area system. Future Star Metro service is perceived to be similar or higher than existing service levels. Star Metro should continue to operate "fare free" service to students, with an expansion to include faculty and staff and future area developments. Existing Star Metro stops will generally remain the same with penetration into the campus only to the *inner loop*. Level 3 service will continue as the main transit service from the host community to the campus.

Core Services (Level 4)

The Level 4 transit system is envisioned as a future option to enhance transit service on campus. Level 4 Core Services would incorporate small-scale transportation services or vehicles to enhance mobility for the disabled, improve local on-campus traffic related to special events, and provide for transportation on-campus for activities such as campus tours. These future transportation improvements can be planned for in the Master Plan through planning for expanded widths of existing paths to accommodate future transportation needs and looking for candidate pathways that could be added to the campus to accommodate vehicles such as electric golf cart type vehicles that presently provide some of these services.

Traffic Circulation

The three components of the FSU roadway network are the *inner loop*, *connectors*, and *perimeter loop*. These components are described as follows:

- Tier 1 - Inner Loop
- Tier 2 - Loop Connectors
- Tier 3 - Perimeter Loop

Tier 1 (Inner Loop)

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The *Inner Loop* is the series of existing and improved roadways that encircle the main campus core. The function of Tier 1 roadways is to carry a low to moderate volume of traffic for primarily university purposes. This loop system will serve as the framework of the university related transit service and a barrier between vehicular and non-vehicular modes of transportation inside the inner loop.

Tier 1 roadways (**Figure 11.2**) include the following segments: Jefferson Street (Copeland Street to Pensacola Street); Pensacola/Jefferson to Chieftan Way); Chieftan Way (Jefferson Street to Academic Way); Academic Way (Chieftan Way to Dewey Street); Dewey Street (Academic Way to Call Street); Call Street (Dewey Street to Copeland Street); and Copeland Street (Call Street to Jefferson Street).

The low to moderate volume of traffic on Tier 1 roadways will generally travel at low speeds with the aid of traffic calming devices, geometric conditions such as sharp curves, and traffic control devices. The combination of lower traffic volumes and low speed will make Tier 1 roadways more pedestrian "friendly".

Tier 2 (Loop Connectors)

The loop connector roadways are designed to function similarly to Tier 1 roadways in size and capacity, but will serve as a link or *connector* between Tier 1 and Tier 3 roadways. Tier 2 roads will handle a mixture of host community traffic and university traffic. The primary function of Tier 2 roads is to provide access to and from Tier 1, or *Inner Loop*, and Tier 3, or *Perimeter Loop*, for vehicles requiring access to the campus core. An example of a Tier 2 road is Call Street (Stadium Drive to Chieftan Way).

Tier 3 (Perimeter Loop)

The *Perimeter Loop* is the series of connected roadways serving as a general boundary for the FSU campus. Tier 3 roads are designed to carry a high volume of traffic to and around the university. These roads share functions with the host community and the University. The primary function of Tier 3 roads for the host community will be the efficient movement of traffic bypassing the university. Tier 3 roads will serve the university by providing a conduit from the host community for university related traffic.

Tier 3 roadways (**Figure 11.2**) include the following segments: Gaines Street (Macomb Street to Lake Bradford Road); Stadium Drive (Lake Bradford/Gaines to Call Street); Stadium Drive (Call

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to Tennessee Street); Tennessee Street (Stadium Drive to Macomb Street); and Macomb Street (Tennessee Street to Gaines Street). Tier 3 roadways are designed as multi-lane arterials carrying a high volume of traffic at moderate overall speeds with traffic signals at major intersections.

Many of the Tier 1, Tier 2 and Tier 3 roads will remain as they are today when the university is fully developed. However, a portion of the existing road network will be altered so that the *tiered* transportation system can function properly.

Parking

The Master Plan calls for a shift in parking philosophy at FSU away from the historic model of providing surface parking adjacent to the building it serves to a garage and an *outboard* concept. **Figure 11.3** depicts the future parking facilities for 2010 and **Table 11.1** in the Supporting Data Volume details capacity tabulation for those locations.

While currently there are small parking areas scattered throughout the campus core, the Plan establishes a pedestrian-oriented core encircled by the *inner loop*. Parking within the *inner loop* would be limited primarily to larger central parking facilities, service, and handicapped vehicles. Several small lots in the core campus would be removed from service and either returned to green space or reserved for building expansion.

The main campus will be served in the 10 year planning horizon by two (2) new parking garages; garage #5 is located along Macomb at Pensacola Street; and garage #6 is located south of Wildwood Halls, near the intersection of Jefferson and Pensacola Street. The Southwest Campus will be served by surface lots, including a combination of formal parking, gravel lots, and grassed areas for overflow parking.

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Goal 1

To provide and promote an efficient, safe, cost effective and accessible transit system that enhances the mission of the University.

Objective 1A

The University shall develop a 4-level transit system that includes a Core Campus Shuttle, Campus Circulator System, Remote Transit and the integration of Star Metro public transit as a feeder service to the campus.

Policy 1A-1

The University shall continue to monitor the scale and specific mode or modes of transit that best serves the 4-level transit system. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations of this study.

Policy 1A-2

The University shall continue to monitor and evaluate the most effective and efficient mode or modes of transit to serve physically challenged individuals from perimeter parking facilities to the core campus area and within all areas of the campus.

Policy 1A-3

The University, in cooperation with City transportation planners, shall continue to monitor the specific role of third party providers to serve the campus, including, but not limited to: "fare free" service for students, faculty and staff; appropriate service levels; and, specific stops on campus designed to increase ridership. FSU shall provide local government the opportunity to participate in and comment on this study. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations contained in this study.

Policy 1A-4

The University shall continue to meet regularly with Star Metro and the City of Tallahassee planning staff to coordinate all transit service between the campus and the city and context areas.

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Objective 1B

The University shall 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 1B-1

The University shall implement 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:

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

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Policy 1B-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 1B-3

The University shall work closely with the Tallahassee/Leon County Planning Department and the Commuter Services of North Florida to evaluate strategies for multiple occupancy vehicles.

Policy 1B-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 amended as needed to reflect the operation of this program.

Objective 1C

To have all users of the transportation system share the burden of cost of the system through user fees.

Policy 1C-1

The University shall ensure that the costs of the system are supported by user fees to include costs of construction, maintenance, permitting, safety and enforcement, operations, bus service, special events, and other related transportation programs.

Policy 1C-2

A cost analysis of the transportation system shall be prepared to determine the amount and type of all fees necessary to achieve its transportation goal, objectives, and policies.

Policy 1C-3

Promote the inclusion of replacement parking funding within the budgets of building programs that displace parking.

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Goal 2

To provide and support safe and efficient campus and context area transportation systems that meet the future needs of the University.

Objective 2A

The University shall develop a low speed, moderate capacity internal roadway loop including Palmetto/Call Street, Copeland Street, Jefferson Street and Chieftan Way, hereinafter known as the *inner loop* system.

Policy 2A-1

Develop an access management and urban design plan for the *inner loop* system which would include, but not be limited to, defining driveway spacing criteria, provision of on-street parking, bike/pedestrian facilities and interface, landscaping criteria, transit usage, and land use specific access requirements. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations contained in this plan.

Policy 2A-2

Establish administrative procedures and coordination mechanisms for the review of land use, transportation, parking and utility development plans and assess their potential impact to the *inner loop* system and interrelationships.

Policy 2A-3

Develop a conceptual plan for the *inner loop* system defining its specific purposes regarding auto and transit circulation, way finding needs for students, staff, faculty and visitors and penetration points or "gateways" inside the inner loop for appropriate modes of travel. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations contained in this plan.

Policy 2A-4

Transportation facility improvements necessary to complete the *inner loop* system are identified in **Figure 11.2**. The timing and phasing requirements and priorities for these improvements are established in the Capital Improvements Element.

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Where the acquisition of additional lands or the closing or re-designation of roads is necessary to support continued growth and expansion, the University shall coordinate with City and County planners on any required amendment to the adopted City-County comprehensive plan.

Policy 2A-6

The University shall coordinate with City Electric Department staff to ensure that, in the event of a road closing, sufficient easements exist to allow vehicular access for maintenance or repair of street lights, overhead distribution lines, and other City electric facilities.

Policy 2A-7

The University shall coordinate with local law enforcement, fire, and emergency medical officials to ensure that proposed road closings do not restrict access to the campus by emergency vehicles.

Policy 2A-8

Before any street closures or limitations to traffic flow on the public streets identified in Policy 2A-9 are programmed, FSU shall work with the Capital Region Transportation Planning Agency, the Tallahassee-Leon County Planning Department, and the City of Tallahassee Public Works Department to complete traffic studies that will fully assess the impacts of proposed closures on the transportation system of the context area. If such closures and limitations are warranted, FSU shall fund its fair share of necessary roadway improvements to mitigate the impacts on the local transportation system pursuant to Chapter 1013.30, Florida Statutes.

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Policy 2A-9

The operation and maintenance of all streets within the FSU campus, except for those listed below, shall remain the responsibility of FSU unless otherwise agreed to with the City:

- Call Street from Dewey Street eastward to Macomb Street;
- Call Street from Murphree Street westward to Stadium Drive West;
- Park Avenue from Copeland Street eastward to Macomb Street;
- College Avenue from Copeland Street eastward to Macomb Street;
- Jefferson Street from Pensacola Street to Macomb Street;
- Macomb Street from Gaines Street to Tennessee Street;
- Copeland Street from Madison Street to Tennessee Street;
- Woodward Avenue from Gaines Street to Park Avenue;
- Murphree Street from Call Street to Tennessee Street;
- Pensacola Street from Macomb Street to Jefferson Street; and
- Stadium Drive between Lake Bradford Road and Call Street.

Policy 2A-10

The University shall study the components of the inner loop system including intersections, roadway alignments, pavement conditions, etc. to maximize the efficiency and safety of the loop's operation. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations included in this plan

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Objective 2B

The University shall provide, promote and support the development of a multi-lane, roadway system, with appropriate capacity, at the campus perimeter including Tennessee Street, Macomb Street, Gaines Street and Stadium Drive, hereinafter known as the *perimeter loop*.

Policy 2B-1

Continue to enhance coordination efforts with the City of Tallahassee, Capital Region Transportation Planning Agency and Florida Department of Transportation regarding transportation improvements and development plans by designating university representation and conducting regular meetings.

Policy 2B-2

The University will coordinate and pursue the incorporation of the master plan's roadway system into the host community's Comprehensive Plan and the Capital Region Transportation Planning Agency's 5-Year Transportation Improvement Plan and Long Range Plan based on the phasing and implementation schedule of the master plan.

Policy 2B-3

Through a joint planning agreement between the University, City, County and State, prepare a Traffic Management Plan (TMP) to address the impacts along the context area roadways for University related special and athletic events. Additionally, the University shall continue its use of intelligent transportation system (ITS) features to facilitate the maintenance of traffic during such events.

Policy 2B-4

Through a University, City, County and State joint planning agreement, develop an access management plan for the *perimeter loop* system which would include but not be limited to defining driveway spacing criteria, on-street parking related issues, bike/pedestrian facilities and interface, landscaping criteria, transit usage, and land use specific access requirements.

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Policy 2B-5

Transportation facility improvements necessary to complete the *perimeter loop* system are identified in **Figure 11.2**. The timing and phasing requirements and priorities for these improvements are established in the Capital Improvements Element, where appropriate.

Policy 2B-6

Where the acquisition of additional lands or the closing or re-designation of roads is necessary to support continued growth and expansion, the University shall coordinate with City and County planners on any required amendment to the adopted City-County comprehensive plan.

Policy 2B-7

The University shall continue to work with the City of Tallahassee and other appropriate agencies on the design of the Gaines Street corridor, including roadway improvements, land use, right-of-way, architectural design guidelines, landscape design guidelines, utility distribution systems, and other design features that may be incorporated into the redevelopment of the corridor. (See Land Use Element 4, Policy 1H-3.)

Objective 2C

The University shall provide and promote an internal and external roadway system for both the Main and Southwest Campuses that accommodates and integrates alternative modes of travel, maintains a high level of safety, and coordinates the transportation system with future land uses depicted in the host community's comprehensive plan and the University's master plan.

Policy 2C-1

In a joint effort with University, City, County and State agencies, develop a comprehensive data base for analyzing historical and documenting future vehicular and non-vehicular incidents both within the campuses and context areas.

Policy 2C-2

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Continue to work with the City, County and State agencies to address existing and potential safety issues regarding the roadway system within the campuses and context area.

Policy 2C-3

The University will continue to coordinate with the City of Tallahassee, Leon County, and Florida Department of Transportation representatives to maintain Level of Service standards for campus and context area roadways as adopted in the Tallahassee-Leon County 2010 Comprehensive Plan. The roadways and their corresponding Level of Service Standards (as established in the Tallahassee-Leon County Comprehensive Plan) are as follows:

<u>Main Campus Roadway</u>	<u>Classification</u>	<u>LOS</u>
Call Street	Major Collector	E
College Avenue	Major Collector	E
Copeland Street	Minor Collector	E
Dewey Street	Major Collector	E
Gaines Street	Minor Arterial	E
Jefferson Street	Minor Collector	E
Macomb Street	Minor Arterial	E
Madison Street	Minor Collector	E
Park Avenue	Major Collector	E
Pensacola Street	Minor Arterial	E
St. Augustine Street	Minor Arterial	E
Stadium Drive	Major Collector	E
Tennessee Street	Principal Arterial	D
Woodward Street	Major Collector	E
<u>Southwest Campus Roadway</u>	<u>Classification</u>	<u>LOS</u>
Eisenhower Drive	Minor Collector	E
Lake Bradford Road	Minor Arterial	E
Levy Avenue	Major Collector	E
Mabry Street	Minor Collector	E
Orange Avenue	Minor Arterial	E
Paul Dirac Drive	Major Collector	E

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Pottsdamer Street	Minor Collector	E
Rankin Road	Minor Collector	E
Roberts Avenue	Major Collector	E

Policy 2C-5

The University will continue to coordinate with the City of Tallahassee, Leon County, and Florida Department of Transportation representatives to maintain Level of Service E for all non-classified roadways located within the campuses as defined in the master plan.

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Goal 3

To provide and support safe, sufficient, cost-effective and accessible parking facilities that meet the future needs of the University.

Objective 3A

The University shall through the duration of the master plan, strategically place parking facilities on campus to improve mobility and safety.

Policy 3A-1

The University will consider provisions for off-campus parking facilities beyond the campus limits as defined in the master plan; however, the University will make available relevant enrollment data to public and private off-campus parking facility providers upon request and provide information about on-campus parking policies and supplies.

Policy 3A-2

Identify and establish a phasing program for removing parking from the campus core and relocating to the perimeter or parking garages. The adopted Campus Master Plan will be amended as needed to establish the timing and phasing requirements and priorities for the relocation of parking to the perimeter of the campus or parking garages.

Policy 3A-3

The campus shall be served by two (2) new parking garages in addition to the four (4) existing garages, for a total of six (6) parking garages through the Master Plan planning period. The new garages are located - on the eastern edge of campus along Macomb; and - along south Wildwood Residence Hall near Jefferson and Pensacola Streets.

Policy 3A-4

The University shall provide adequate transit service, auto, bicycle and pedestrian facilities needed to support the parking concurrent with the construction of new parking facilities.

Policy 3A-5

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The University will continue the practice of considering alternative parking surfaces or other means to reduce stormwater run-off.

Objective 3B

The University shall provide the highest level of safety within parking facilities using both technology and personnel.

Policy 3B-1

The University shall provide parking facilities that maintain sufficient and energy efficient lighting at all facilities used after dusk.

Policy 3B-2

Enhance the existing University security by continued evaluation of new technologies regarding surveillance and way finding systems.

Policy 3B-3

Monitor and maintain parking provisions for mobility-impaired persons, based on current Americans with Disabilities Act (ADA) and Florida Building Code provisions, through additional coordination within the existing University committee structure.

Objective 3C

The University shall limit and/or minimize conflicts between vehicular and non-vehicular traffic within University parking facilities.

Policy 3C-1

Continue existing administrative procedures and coordination mechanisms for the comprehensive review of development plans and their impact on the transportation, parking and transit systems.

Policy 3C-2

Formalize parking lot design criteria, to include criteria in the Landscape Design Guidelines Element regarding the number of access points, landscaping, and lighting, make enhancements to the criteria as needed, and develop an implementation program for existing and future facilities.

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Objective 3D

The University shall continue, on an annual basis, to monitor and analyze the demand/supply relationship of parking facilities for students, faculty, staff and visitors.

Policy 3D-1

Establish and maintain sufficient visitor parking at strategic campus locations.

Policy 3D-2

In order to reduce the demand for on-campus parking and discourage the use of the single-occupant automobile as the primary mode of transportation, the University shall continue to evaluate and implement improvements to bike/ped facilities and transit service.

Policy 3D-3

FSU shall continue to work with the City of Tallahassee to implement programs to control the overflow of campus-related parking in the context area around the campus, including the provision of additional transit service, where feasible, to reduce the demand for parking on campus. FSU shall coordinate with the City in establishing and implementing these programs.

Policy 3D-4

The University shall continue to work with the City of Tallahassee to identify areas with the greatest potential to provide additional student ridership and to increase the frequency of transit service to these areas.

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PEDESTRIAN AND NON-VEHICULAR CIRCULATION SUB-ELEMENT

Goal 4

To provide adequate pedestrian and non-vehicular circulation facilities on campus to meet the future needs of the University.

Objective 4A

Preserve and enhance the pedestrian and bicycle atmosphere of the campus.

Policy 4A-1

Preserve and enhance existing campus pedestrian links between Westcott Building and the Student Union by means of a dedicated sidewalk system.

Policy 4A-2

Create, preserve, and enhance major pedestrian connections between the Student Union and the University Center by means of a dedicated sidewalk system.

Policy 4A-3

Create, preserve, and enhance major pedestrian connections between Westcott Building and the University Center by means of a dedicated sidewalk system.

Policy 4A-4

Create, preserve and enhance major pedestrian connections between the Fine Arts and Medical School by means of a dedicated sidewalk system.

Policy 4A-5

Pedestrian and non-vehicular facilities shall be provided as shown on **Figure 11.4**. The timing and phasing requirements and priorities for these improvements are established in the Capital Improvements Element.

Policy 4A-6

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Use covered arcades and shaded linkages to connect new and existing buildings in order to create both covered pedestrian connections across campus and new courtyard environments.

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Policy 4A-7

Where feasible, turn existing inner-campus parking lots into open green spaces or bicycle parking lots, to promote the pedestrian ambience of the campus.

Policy 4A-8

Preserve and enhance existing campus bicycle links between major campus activity areas, by means of a dedicated network that is not built upon.

Policy 4A-9

Connect bike paths serving new campus development to existing campus bike paths.

Policy 4A-10

Begin immediately to expand, enhance and promote the following programs to increase utilization of pedestrian and non-vehicular facilities.

- increase bicycle racks/parking facilities throughout campus;
- increase the availability of bicycle lanes throughout the campus;
- promote use of perimeter auto parking then using bicycles or walking modes from there into campus;
- work with City bicycle groups when bicycle plan is published to coordinate on- and off-campus improvements and to coordinate promotional activities; and
- install special signs and paint roads and pathways denoting bicycle paths and parking zones.

Policy 4A-11

Complete the future segments of Legacy Walk as shown in **Figure 11.4**.

Objective 4B

Coordinate the locations for additional lighting and security telephones along pedestrian and non-vehicular circulation routes with recommendations contained in the Campus Safety Plan.

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Policy 4B-1

Include provisions for “blue light” security telephones in all new construction and renovation projects, as well as other appropriate types of capital improvement projects such as Call Street pedestrian improvements.

Policy 4B-2

Expand, enhance and promote the following existing programs and procedures to improve the safety of persons using pedestrian and non-vehicular pathways:

- security patrol escort service;
- well-lit pathways with "blue light" phones and open views;
- bicycle-mounted safety patrols;
- provide bike racks on all buses that serve campus; and,
- consider “use-a-bike”.

Objective 4C

Establish priorities for the development of pedestrian and bicycle facilities on-campus.

Policy 4C-1

Include provisions for bicycle parking facilities in all new construction and renovation projects as well as other appropriate types of capital improvements.

Policy 4C-2

Pursue grants and other types of funding for improving the major bicycle pathways on the campuses.

Policy 4C-3

Collaborate with the Capital Region Transportation Planning Agency’s “Bicycle and Pedestrian Master Plan” to prioritize and coordinate on and off campus improvements to best utilize funding sources of each to maximize the impact of these improvements.

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Policy 4C-4

All new bicycle and pedestrian facilities shall be designed in compliance with AASHTO, FDOT, and ADA standards.

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Goal 5

To coordinate the location of on-campus pedestrian and non-vehicular circulation facilities with those planned by the host community.

Objective 5A

Coordinate planned on-campus pedestrian and non-vehicular circulation facilities with those proposed in future circulation systems as described in the Tallahassee-Leon County Comprehensive Plan.

Policy 5A-1

Create a pedestrian and non-vehicular circulation network that clearly, safely, and easily meshes with the City of Tallahassee's networks by building paths shown on **Figure 11.4**.

Objective 5B

Develop a Campus Safety Plan that includes an emphasis on pedestrian and non-vehicular circulation systems.

Policy 5B-1

Coordinate the locations for future pedestrian and non-vehicular circulation systems to be developed on- and off-campus with recommendations contained in the Campus Safety Plan. The adopted Campus Master Plan will be amended as necessary to include significant changes.

Policy 5B-2

Update annually the Campus Safety Plan to include changes in the campus pedestrian and non-vehicular circulation systems.

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