

11. TRANSPORTATION ELEMENT

Street changes proposed in the master plan update include the removal of the segments of Second Street South and Seventh Avenue South to make way to the “pedestrianized” Central Lawn and Concourse. Per the recommendations of the update, Third Street South has been narrowed to two moving lanes. In June 2004, design was underway to modify the lane designation along Fourth Street South from Sixth Avenue South to Fifth Avenue South from one-way to two-way. Construction is scheduled for 2006.

Parking changes will be the result of campus growth and displacement of surface lots by new buildings. The rate of parking growth will be mitigated somewhat by increased utilization of space in the daytime that is currently underused due to the concentration of evening programs. The University is initiating discussions with adjacent landowners such as All Children’s Hospital and Bayfront Center to lease excess capacity parking space on an indefinite basis until campus supply needs to be expanded with parking structure. The University will initiate a parking fee policy to support the cost of constructing a structure in the order of 700 spaces in 2003-2004, with capability for future expansion to 1,300 to 1,500 spaces.

TRANSIT, CIRCULATION AND PARKING SUB-ELEMENT

Plan Framework for Transit, Circulation and Parking

The proposed 10-year master plan indicates Second Street South will be closed to general traffic south of Sixth Avenue South and designed to provide only access/service of University uses. Fourth Street South will be designed as two-way from Fifth Avenue South to Sixth Avenue South. The greatest impact that these revised traffic patterns will have to the existing roadway network will occur on Fifth Avenue South and Fourth Street South.

Over the next Master Plan horizon, the University campus will generate an approximate total of 7,980 trips per day based on an FTE of 3,353. With modifications to the roads as described, it is assumed that a portion of the traffic will be diverted to Fourth Street South and Fifth Avenue South.

(See Figures 11-a through 11-d.)

Goal

The Transit, Circulation and Parking goal of the St. Petersburg campus plan is to provide adequate vehicular/transit access to the campus within the urban street grid and provide adequate parking on or adjacent to the campus.

Summary of Objectives

Traffic

Objective 11.1. Reduce the impact campus transit and parking on the off-campus roadway network.

Policy 11.1.1. USFSP Transit and parking facilities on campus shall be constructed and organized in a manner consistent with the master plan and shall be implemented in accordance with the Capital Improvements Element.

Policy 11.1.2. USFSP shall cooperate with the City and amend the adopted campus master plan as needed to to achieve the University's desired result of increased pedestrian safety,. The University shall amend the adopted campus master plan to incorporate these strategies into the overall transportation plan.

Objective 11.2. Reduce the impacts off-campus of future traffic generated by the master plan.

Policy 11.2.1. USFSP shall establish p.m. peak hour LOS standards for on-campus roadways consistent with the City at LOS of "D".

Policy 11.2.2. Consistent with provisions contained in s.1013.30, F.S the University shall adhere to the campus development agreement with the City of St. Petersburg for the adequate mitigation of impacts to the surrounding transportation network caused by development on-campus (see Element 12).

Objective 11.3. Reduce the impact of future on-campus parking demands while meeting the needs of future University requirements.

Policy 11.3.1. USFSP shall identify opportunities for off-campus and remote parking lots. Possibilities of shared parking at Bayfront Medical Center, Bayfront Center, and the Albert Whitted Airport will be explored. Vacant parcels specifically to the west of campus which could be constructed into parking lots shall be identified and pursued accordingly. USFSP shall pursue funding through the FDOT 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 11.4. Enhance and encourage the utilization of alternative modes of transportation (including mass transit, bicycle and pedestrian ways) and reduce the dependence on the single-occupant vehicle as the primary mode of travel.

Policy 11.4.1. USFSP shall evaluate and implement enhanced mass transit opportunities with the Pinellas Suncoast Transit Authority (PSTA) to provide service to the campus along Fourth Street South, Fifth Avenue South, First Street South, and Third Street South,.

Policy 11.4.2. USFSP shall coordinate with PSTA in identifying available funding programs to assist in implementing this enhanced mass transit service to the campus.

Policy 11.4.3. USFSP shall provide to all enrolling students information regarding the availability and scheduling of PSTA bus system and on-campus shuttle system, if established.

Policy 11.4.4. USFSP, in conjunction with the host community, shall evaluate the opportunity to encourage student residential housing in the context area consistent with Housing Element Objective 7.3. On-campus and adjacent housing will reduce both parking and traffic generation demands. Opportunities for "partnering" with the private sector to construct this student housing should be explored.

Policy 11.4.5. The University shall implement transportation demand management (TDM) strategies designed to encourage the use of alternative modes of transportation and reduce the dependence on the single-occupant automobile as the primary mode of travel. The University shall consider:

- Operational modifications;
- 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;
- Traffic system management approaches;
- Provide on-campus housing; and
- Locating student-oriented housing in close proximity to the campus.

Policy 11.4.6. USFSP shall coordinate with the City of St. Petersburg and Pinellas County to evaluate other options and strategies for reducing the dependence on the personal automobile. If any of these proves to be economically feasible and practical, USFSP shall amend the adopted campus master plan to incorporate these strategies onto the overall transportation plan.

Policy 11.4.7. USFSP shall evaluate the potential uses of distance learning techniques to reduce the need to travel to the campus.

Objective 11.5. Ensure that transportation system improvements shall be coordinated with the host community and phased with USFSP's future land uses.

Policy 11.5.1. USFSP shall coordinate and cooperate with the host community and surrounding property owners in phasing and timing road improvements. Once the timing and phasing requirements and priorities for these improvements have been determined, USFSP shall amend the adopted campus master plan as needed to reflect these requirements.

Policy 11.5.2. USFSP, shall coordinate with the host community regarding the following proposed road improvements :

- Revising the signal at Fourth Street South and Fifth Avenue South and appropriate intersection/roadway improvements. This is to accommodate the additional traffic volumes associated with having Fourth Street South two-way up to Fifth Avenue South.

- Policy 11.5.3. USFSP shall coordinate the vacation of the existing rights-of-way and the future realignment of Fourth Street South and the intersection improvements of Fifth Avenue South with the City's transportation improvement program and comprehensive plan as outlined in Intergovernmental Coordination Element.
- Policy 11.5.4. USFSP shall establish a mechanism and procedure for regular coordination with the host and affected local governments and the FDOT to ensure that transportation facility improvements are available when needed to support the growth of the University. The University shall pursue any memoranda of understanding or interlocal agreements necessary to ensure that transportation facilities are available to meet the future needs of the campus.
- Policy 11.5.5. USFSP shall participate in the implementation of the Transportation Management Organization (TMO) for downtown St. Petersburg.

Parking

- Objective 11.6. Provide increased parking capacity without significantly increasing the acreage required for the parking facilities.
 - Policy 11.6.1. USFSP shall program a multi-level parking facility to be constructed as dictated by actual campus growth. This facility shall be located on Third Street South between Fifth Avenue and Sixth Avenue .
 - Policy 11.6.2. USFSP shall, during the design development of the parking lots and garages, address landscaping, lighting, security and pedestrian circulation issues.
- Objective 11.7. Provide methods to reduce the impacts and demands of future on-campus parking.
 - Policy 11.7.1. USFSP shall, in conjunction with the host community City's Traffic Engineering Department, identify areas to enhance or maintain on-street parking both on- and off-campus.
 - Policy 11.7.2. USFSP shall evaluate and implement, as appropriate, other mitigating techniques as follows:

- Utilization of compact parking spaces.
- Revise parking rate fees on campus where lots and structures closer to the center of campus will have higher parking rates, thus encouraging utilization of commuter or remote parking lots.
- Explore the possibility of establishing remote parking lots off-campus to be connected to the campus via a shuttle system or within walking distance.
- Evaluate academic classroom schedules to encourage more classes to be scheduled in off-peak hours, thus reducing parking demands by "reusing" the same parking space.
- Encourage use of mass-transit system.
- Reassess parking pricing and policies to determine if revisions are possible that would encourage use of mass transit and other alternative modes of transportation.

Objective 11.8. Locate and program on-campus parking facilities to be accessible to the various land uses and circulation systems while minimizing pedestrian-vehicle conflicts.

Policy 11.8.1. USFSP shall establish design guidelines and signage for traffic circulation to the parking structure and lots to avoid potential confusion and conflicts with pedestrians.

PEDESTRIAN AND NON-VEHICULAR CIRCULATION SUB-ELEMENT

Context

The existing pedestrian system is characterized by a framework of sidewalks organized in a grid pattern, which parallels the existing pattern of city streets. The system is an integrated part of the adjacent downtown, medical, and residential pedestrian systems. Pedestrian safety is of great concern particularly as it relates to the personal security of pedestrians at the campus perimeter, and to the physical safety of pedestrians in what are now car dominated environments on the peninsula and crossing major streets. Bicycle circulation is accommodated on campus via roadways and pedestrian walks. There are no designated bicycle ways or lanes.

Plan Framework for Pedestrian and Non-Vehicular Circulation

The pedestrian and non-vehicular circulation system for the St. Petersburg campus is, to a great extent, an extension and enhancement of the city sidewalk system. The plan maintains the city street and block grid as the spatial framework of the campus. The sidewalk lines of adjacent city blocks extend into the campus, varying from the alignment of the adjacent city walks only where they enter the broad Central Lawn in the heart of the campus.

The plan seeks to establish a pedestrian-dominated campus environment and to minimize pedestrian-vehicle conflicts and the impact of vehicles in general on campus.

The plan includes the creation of the Central Lawn, the primary campus open space, along the Second Street corridor. Within the Central Lawn, the pedestrian network will be comprised of curving walkways in the space fronting the buildings that frame the edges. Forming the south edge of the Central Lawn and running perpendicular to the north-south corridor, will be the other primary pedestrian corridor, the East-West Pedestrian Promenade, developed within the existing Seventh Avenue right of way. The master plan recommends that the buildings lining the Central Lawn and the East-West Pedestrian Promenade (Seventh Avenue corridor) be joined by covered arcades at the ground level to provide sun and rain protection to pedestrians in the most actively used parts of the campus.

The campus' Bayboro Harbor frontage is an extraordinary asset that calls for better pedestrian access to make it a more inviting and integral part of the day-to-day campus experience. The master plan recommends a continuous pedestrian esplanade extending east from Poynter Park along the shore edge of the campus.

The peninsula will continue to be a "working waterfront" edge with research vessels and landside support equipment likely limiting, but not prohibiting, pedestrian access along the water's edge. The working aspects of the peninsula, coupled with its impressive views of the harbor, provide a particularly attractive and interesting pedestrian experience that should be encouraged with a continuous pedestrian passage along the peninsula's harborside perimeter. The landscaped open space at the tip of the peninsula is proposed to be upgraded for pedestrians and occupants of facilities on the peninsula.

Off-campus connections and extensions of campus pedestrian routes should be encouraged, particularly along: Second Street extending north to downtown; between the Campus Activity Center and the Bayfront Center; and along the East-West Promenade extending west to All Children's Hospital and Bayfront Medical Center. The Bayboro Harbor Redevelopment Plan identifies the route along Third Street from Eighth Avenue north to Poynter Park and east along the campus waterfront, north to the Bayfront Center and continuing north along the waterfront as a major pedestrian route to be developed. Connections from the campus southward along the waterfront are important to provide a pedestrian link to the Business School which is located in leased accommodation on the south side of the harbor. Other pedestrian/park links proposed in Roser Neighborhood Park Plan and Bayboro Harbor Plan include connections from the campus southwest to Woodbrook and Roser Parks via Booker Creek to Bartlett Park via Salt Creek and southeast to Lassing Park.

The ability of the University to attract visitors to campus sponsored events depends largely on the creation of a sense of safe, easy access to destination buildings. The properties to the north and the west are often perceived as unsafe pedestrian environments, both from a view of pedestrian-vehicle conflict at intersections and from a view of personal safety. Concern exists that as parking fees rise the number of students utilizing remote on-street parking will grow and the location of free on-street parking will increasingly be found further and further from the active campus. These points emphasize the need to provide pedestrian links that are clearly identifiable as University zones, and by completion of detail and maintenance imply ownership and supervision, thereby increasing the level of pedestrian comfort and safety.

Reasons given for the lack of people commuting to campus via bicycle include; a perceived lack of safe bicycle storage on campus, the hour of the commute (evening), and a perceived lack of security on routes through adjacent neighborhoods. The plan proposes provision of dedicated bikeways within the campus drive curb line, and provision of on-campus bicycle storage ranging from commuter centers to be located within proposed parking structures to freestanding outdoor racks near building entries. The University should continue to work with the city to promote bicycle travel as an alternative to commuting by car through the implementation of quality bikeways along major travelways such as Fourth Street, and through continued improvements in the level of community security.

(See Figures 11-e and 11-f.)

Goal

The Pedestrian and Non-Vehicular Circulation goal of the USFSP campus plan is to upgrade the pedestrian and non-vehicular aspects of the urban street grid on the campus to ensure a safe and unified system for pedestrian and non-vehicular movement.

Summary of Objectives and Policies

Objective 11.9. USFSP shall establish pedestrian connection between Poynter Park and points north along the campus bayfront.

Policy 11.9.1. Provide on-campus pedestrian and bicycle way connections to off-campus pedestrian and bicycle ways where the campus interfaces with the city along and crossing First Street, Fifth Avenue, Third Street and Fourth Street.

Policy 11.9.2. USFSP shall coordinate bicycle and pedestrian improvements with the adopted Bicycle/Pedestrian Master Plan of the City of St. Petersburg.

Objective 11.10. Coordinate locations for future pedestrian and non-vehicular circulation facilities to be developed on and off the campus with recommendations made by the University Police Department.

Policy 11.10.1. USFSP Police should observe and record actual pedestrian flow. Campus wide observations should continue biannually to assess any changes in pedestrian and non-vehicular movement patterns which may merit changes in prioritizing implementation of new pedestrian and non-vehicular facilities. Additional observations should be scheduled during periods of new campus development, which may affect patterns of pedestrian and non-vehicular movement.

Policy 11.10.2. USFSP shall give priority to the establishment of pedestrian ways at the edge of the Central Lawn, the Campus Activity Center and the Library, proposed Multi-purpose Student Center, the East-West Promenade, and the Bayfront Promenade.

- Policy 11.10.3. USFSP shall require ground-level pedestrian arcades to be provided in buildings which front on the Central Lawn and the East-West Promenade.
- Policy 11.10.4. USFSP shall include bicycle commuter facilities in the programming for all parking garages. Commuter facilities shall include locked covered storage and lockers at minimum, and may include showers and bicycle rental facilities as well.
- Policy 11.10.5. USFSP's Design Review Council shall review and act on all selected development proposals to ensure compliance with the plan in the design of all new pedestrian circulation facilities as described in the Architectural Design Guidelines Element 15.
- Policy 11.10.6. USFSP shall encourage utilization of pedestrian and non-vehicular facilities and improve the safety of persons using the facilities by reinforcing security measures carried out by campus police with the implementation and maintenance of site improvements along pedestrian ways including landscape standards, such as pedestrian lighting, graphics, furnishings and plantings that convey ownership and supervision, and through development of campus parcels with active USFSP facilities.
- Policy 11.10.7. USFSP shall implement a campus-wide blue light emergency telephone plan to complement existing USFSP Police escort services in accordance with the capital improvements program as described the Capital Improvements Element.
- Objective 11.11. Coordinate locations for additional lighting and improvements in lighting delivery with recommendations made by the USFSP Police Department.
- Policy 11.11.1. The USFSP Police Department shall be consulted in determining locations for additional lighting along pedestrian and non-vehicular circulation routes. USFSP Police acting as environmental design consultant (CPTED) to Facilities Planning and Construction shall provide input to identify areas in which they feel a risk factor exists. Their input will be based on on-site observation and crime data.
- Objective 11.12. Coordinate with the City of St. Petersburg to provide pedestrian and non-vehicular circulation facilities based on the extension and

perpetuation of the established city sidewalk grid to meet both the aesthetic and functional needs of the users and to encourage increased pedestrian and bicycle movement on campus.

Policy 11.12.1. USFSP shall coordinate with the City of St. Petersburg in the systematic implementation of on-campus pedestrian and bicycle facilities to ensure continuity of such facilities within the larger regional system of pedestrian/bicycle facilities as described in the Intergovernmental Coordination Element. The proposed improvements to pedestrian and non-vehicular circulation facilities are described herein and illustrated on Figure 11-e. The timing and phasing requirements and priorities for these improvements are established in the Capital Improvements Element.

Policy 11.12.2. USFSP shall encourage development of off-campus extensions of campus pedestrian corridors, particularly extension of the East-West Promenade west to the medical area.

Policy 11.12.3. USFSP shall give priority to the following measures directed towards mitigation of pedestrian/vehicle conflicts on campus and shall work with the City of St. Petersburg in effectuating the changes:

- Retain alignments of Second Street from Fifth to Sixth Avenues and Sixth Avenue from First to Third Streets as two-lane campus drives (reduced width, on street parking retained).
- Retain the alignments Second Street from Fifth to Sixth Avenue, and Sixth Avenue from First to Third Streets as two lane campus drives (reduced width)..

Policy 11.12.4. USFSP shall work with the host community through coordinated efforts of University Police and local police departments, community action groups, and planning entities to improve the safety of off-campus routes connecting to the campus as outlined the Intergovernmental Coordination Element.