

1. Task

The task is to give Performance Driven Guidelines on mobility for the Sustainable Technology Park Charrette which will be held in April of 2005.

2. Project Site

The project site is near the Cal Poly Foundation Warehouse on Mount Bishop Road, just south of the Dairy Science Unit and the Veterinary Hospital (*Figure 1*). The site basically replaces a smaller baseball field and is north of the remote parking lot for the campus which is currently under construction on the site of the old Poultry Unit (*Figure 2*).

The size of the site is approximately 150,000 square feet and two research buildings of 25,000 square feet each will be built. It is expected that there will be space for 175 workers.

3. Mobility Principles and Main Reports

In order to achieve sustainable mobility, it is important that the firms who come into this research center have a culture of sustainable mobility. This means that many employees like walking, use bicycles, buses and other sustainable modes to commute to work. The keyword is Transportation Demand Management (TDM), which should be as good as or stronger than the relatively weak TDM measures at Cal Poly as compared to certain other universities.

The main reports applicable are:

- a. the Cal Poly *Master Plan*, March 2001
- b. the Cal Poly *Master Plan: Circulation Element Suggestions for Implementation*, Eugene Jud and Master Plan Circulation Group, December 2003
The URL for this report will be sent to charrette participants by Gisa Hinrichs.
- c. *Promoting Sustainable Transportation Through Site Design: An ITE Proposed Recommended Practice*, Copyright 2004
This report will be sent to charrette participants in electronic form by Gisa Hinrichs.

Main report “b” is not an official document, but several elements are being put into practice now. This document specifies the following priority of transportation modes on the campus:

- Pedestrian
- Bicycle and Bus (same priority), and
- Individual Motorized Transportation

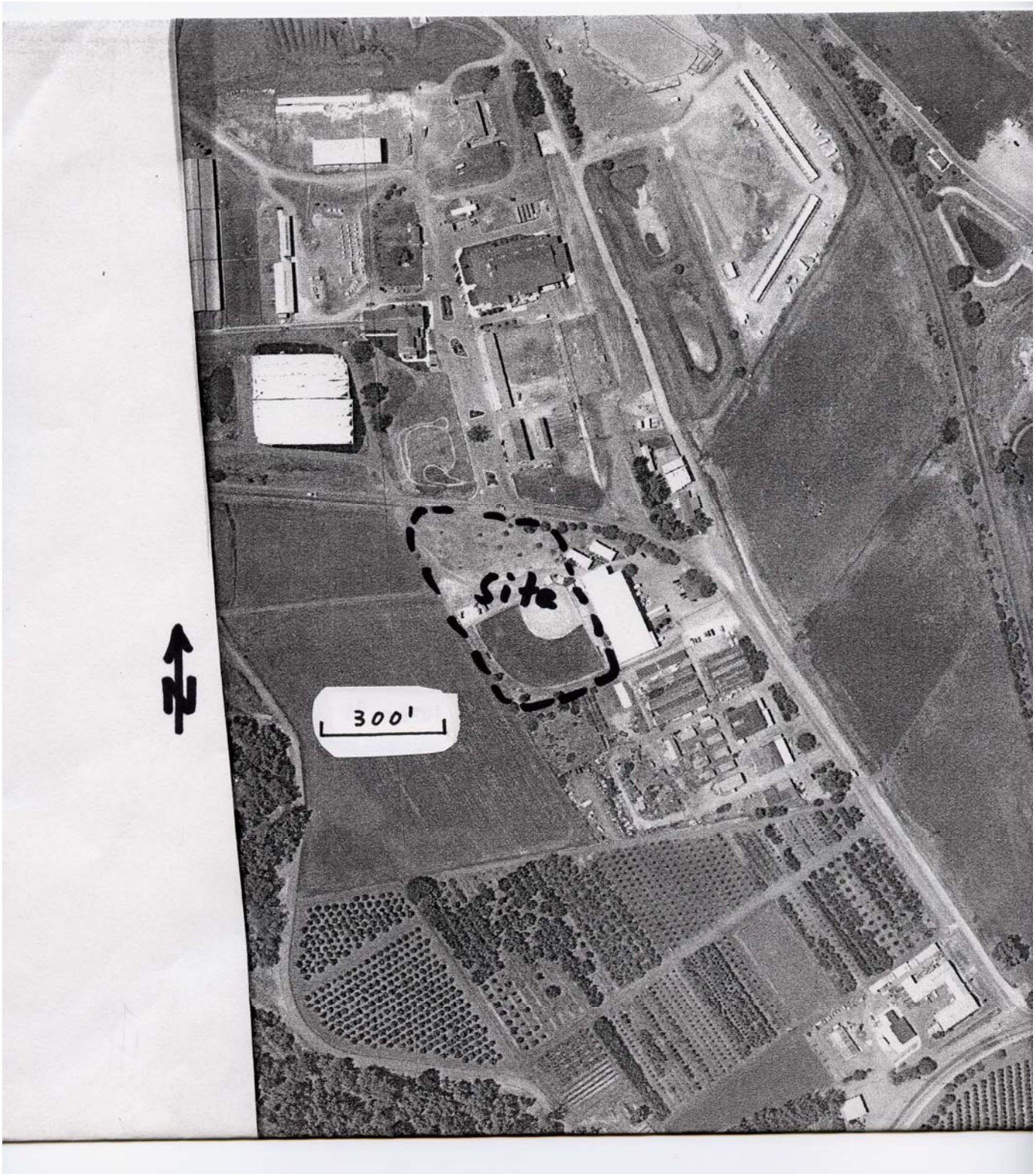


Figure 1: Aerial Photograph of Approximate Site

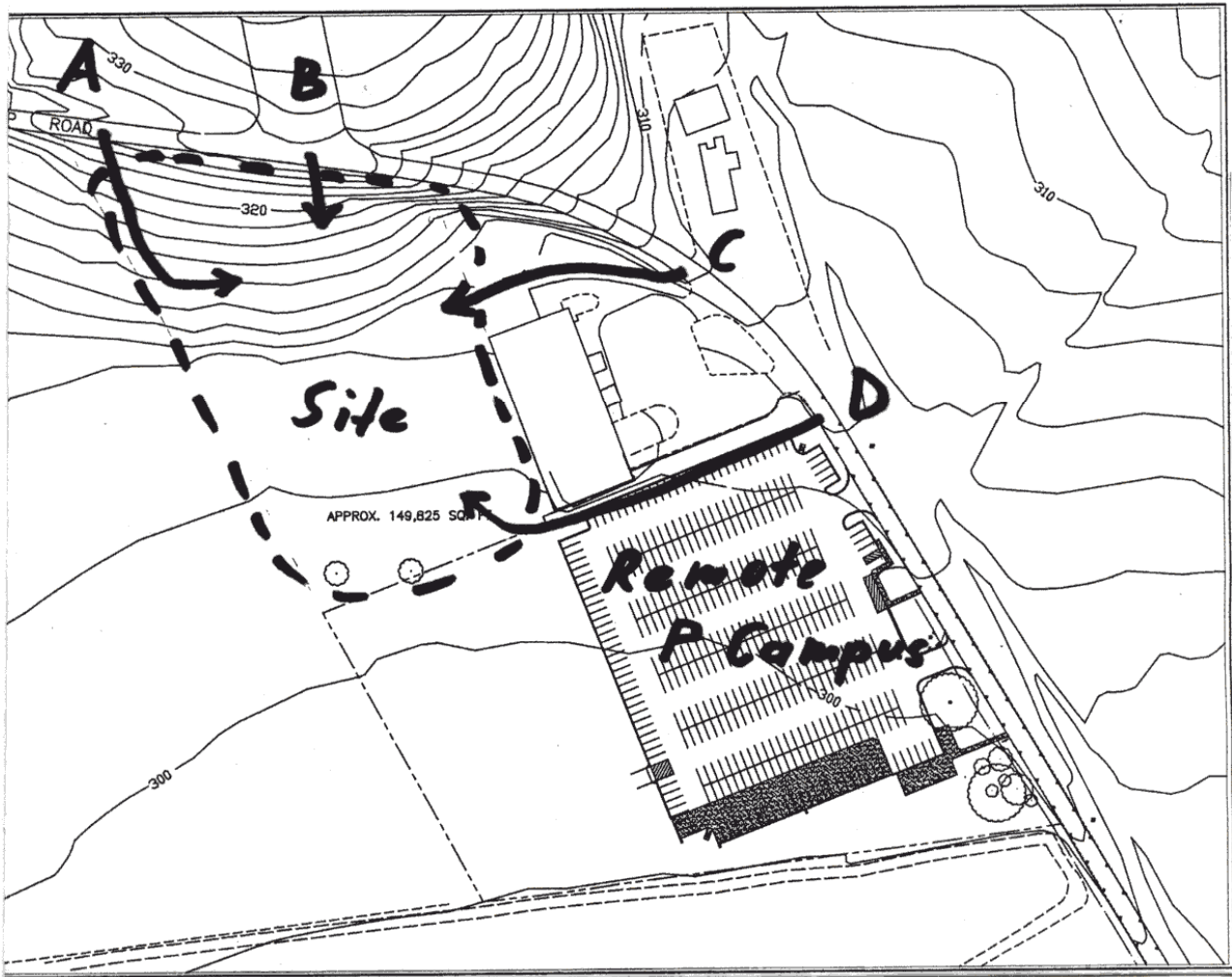
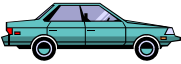





Figure 2: Alternatives for Vehicular Access

According to main report “b”, pg. 33, the current modal split for the whole campus is as follows:

Table: Modal Split for Students + Employees

1	By Car		60%
2	By Foot		22%
3	By Bus		10%
4	By Bicycle		8%
			100%

Other universities have achieved a much higher share of alternative transportation modes. Therefore, the above modal split should be strongly modified in the future towards less car usage and more alternative mode usage, as already proposed in main report “a”.

Walking and using a bicycle to get to the campus core is highly encouraged. For example, to get to the library from the site, it is roughly 3,300 feet or 12 minutes to walk and 3 minutes to cycle.

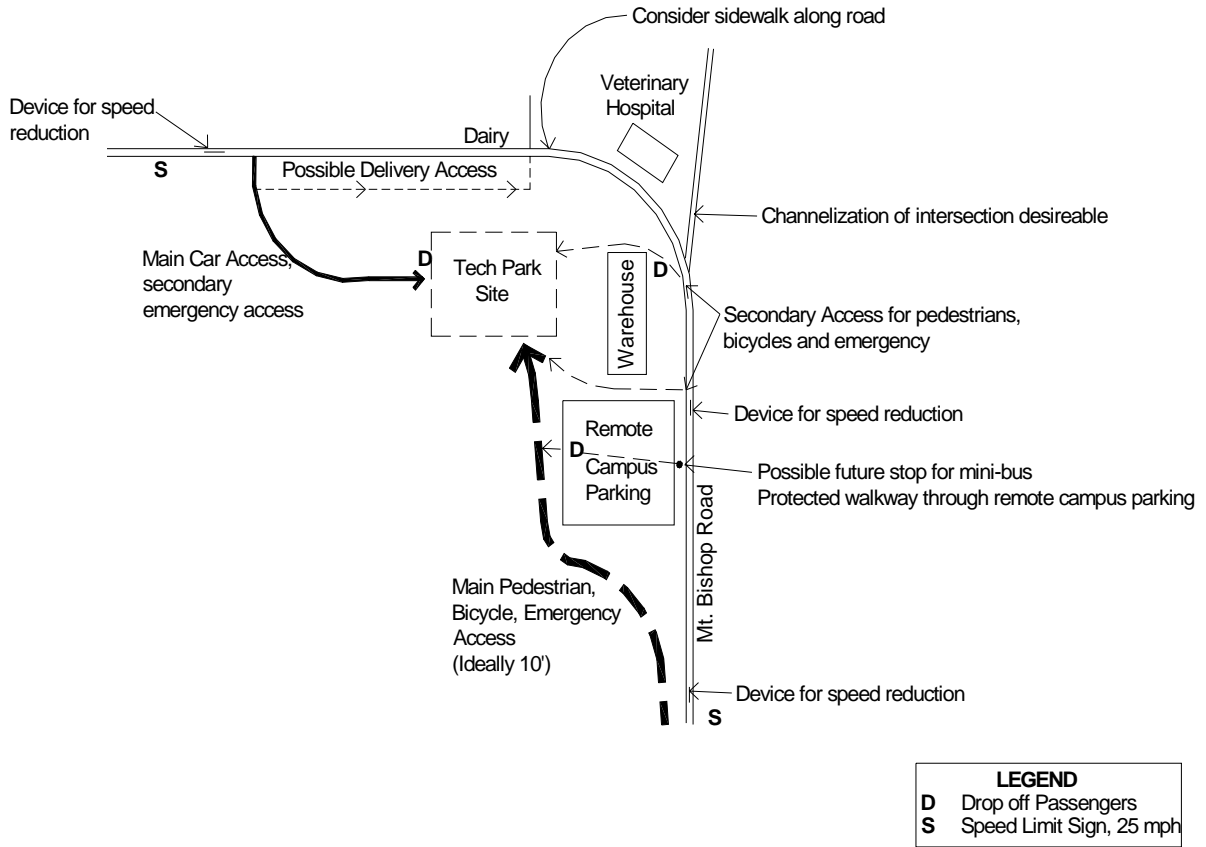
Main report “c” was just published in draft form by the Canadian Institute of Transportation Engineers, which is a subsection of the worldwide Institute of Transportation Engineers (ITE), headquartered in Washington, D.C. This excellent report gives details of site design for sustainable mobility on 68 pages and is highly recommended to everybody involved in this Tech Park project. In the Appendix, we include the five-page “Site Design Prompt List”.

4. Physical Amenities

In order to avoid unnecessary vehicular traffic, it is suggested that some apartments on the site be considered, as well as an ATM, vending machines, kitchens, etc. A possible access concept for all forms of mobility is shown in *Figure 3*. This concept is not mandatory and charrette participants are free to propose other approaches.

4.1 Pedestrians

A good connection to the campus core is important and will probably be along the west side of Mount Bishop Road leading to Highland Drive either in the form of a sidewalk or a separate footpath away from the road. In order to propagate walking, pedestrian facilities onsite as well as offsite need to be aesthetical, contain benches, planters, trees, and be ADA compliant. The walkways between and around the buildings should provide shelter from weather if possible.



**Figure 3: Possible Access Concept for all Modes of Mobility
(For details, see Report “c”)**