Cal Poly Master Plan
Circulation Task Force Statement of Guiding Principles
June 14, 1999

Committee Members
The Task Force met seven times during Spring Quarter 1999. The members consisted of:

<table>
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<tr>
<th>Name</th>
<th>Position/Affiliation</th>
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<td>Larry Allen</td>
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<td>Master Plan Team Member, Architect, Facilities Planning</td>
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The Task Force is looking forward to further participation including the review of the administrative draft of the Master Plan during Fall Quarter 1999.

How Was This Statement Developed?
All 77 of the suggestions submitted by task force members (minus “world peace” – too bad!) were reviewed and a total of six principles were distilled from this listing. These principles are shown in Section A and reflect an eventual consensus of the task force. The master listing was again reviewed and all other ideas were grouped into one of eight categories and listed in Section B. In developing this listing redundancy was largely eliminated however no attempt was made to eliminate potential internal inconsistencies between these examples and no consensus was attempted. The examples are listed in order of the priority votes they received during a ‘dot exercise’ conducted the last meeting of the quarter. All suggestions were posted on the wall and each member received 5 adhesive ‘dots’ to place as votes. There were no restrictions limiting the number of dots per item per member. The number of votes is shown in parenthesis. All items receiving zero votes are listed as receiving one since it is assumed the author felt it had some merit. Any changes to the example list agreed to during this last meeting are shown in brackets.

What Do Some of the Terms Mean?
To promote a common understanding of this material, the following key terms are described below:

*Alternative Transportation:* use of carpools, vanpools, buses, bicycles, walking, skateboards, and rail service to physically transport people and materials.

*Circulation Corridors:* are corridors located at ground level that allow for the movement of people and materials using various modes of transportation.

*Project:* an action to build or modify a structure or facility or the implementation of a new policy that may impact transportation.

*Woonerf:* a Dutch term used to describe a circulation corridor where motor vehicles travel at very low speeds and the corridor is designed to comfortably accommodate pedestrian and bicycle traffic.

### A. Guiding Principles concerning circulation for the development of the Cal Poly Master Plan, no priority order is implied:

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<tr>
<td>1</td>
<td>Recognize that Cal Poly University is an integral and important part of its urban and regional setting and advocate and plan corridor, gateway, and transportation solutions within this larger context.</td>
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<td>2</td>
<td>Become a regional leader in fostering the use of alternative transportation and discouraging the use of single-occupant automobiles.</td>
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<td>3</td>
<td>Develop a compact campus that fosters the use of non-motorized and mass transit services between facilities.</td>
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<tr>
<td>4</td>
<td>Develop on-campus circulation corridors and related amenities that provide for the safe, barrier-free, functional, and attractive access for <em>all</em> users.</td>
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<td>5</td>
<td>Continue to manage and provide parking for motorized and non-motorized vehicles for the campus community in a manner consistent with the Circulation Principles.</td>
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<tr>
<td>6</td>
<td>Advocate the continued development, improvement, and integration of statewide transportation services to benefit the campus community and visitors.</td>
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B. Examples of Projects, Programs, and Strategies that Implement the Guiding Principles, generally organized by modes of transportation:

1. Modal Split Objectives
   - Develop modal-split objectives using scientific methods (such as random sampling) and information from City, County, and CSU sources as well as from example communities in the U.S. and abroad. (8)
   - Establish specific modal-split objectives that pursue increased participation in alternative transportation through the application of incentives and disincentives. (4)

2. Vehicle Trip Reduction
   - Increase the price of an on-campus parking permits to a level where alternative transportation becomes more competitive or where increased revenues can support additional alternative transportation services. (7)
   - Prohibit the sale of on-campus parking permits to Cal Poly students and employees that live within 3/4 mile of campus [1/2 mile changed to ¾ mile during 5/24/99 meeting]. (3)
   - Implement policies and programs that have the greatest measurable impact on reducing single-occupant vehicle use. (2)
   - Reduce the number of private motor vehicles on campus. (2)
   - Prohibit freshman students living on campus from bringing private motor vehicles to campus during their first year. (1)
   - Develop aggressive short- and long-term Transportation Demand Management (TDM) programs. (1)
   - Develop and expand ride-sharing programs for Cal Poly students and employees. (1)

3. Transit Service
   - Provide the funding needed to maintain the “Zero-Fare” transit program that serves Cal Poly students and employees. (8)
   - Ensure that transit service is provided at convenient times including evening, weekend, and holiday service. (5)
   - Develop an on-campus transportation hub, possibly along the railroad. A site near Mustang Stadium (or the BA&E area) should accommodate train arrivals, busses, carpools and vanpools and should provide information about campus parking, bicycle circulation, and community transportation services. (3)
   - Ensure that all types of transit service (buses, vanpools, carpools, trams for the disabled, and escort vans) has access to all parts of the campus using the main roads. (2)
   - Provide passenger loading and unloading facilities at major transit nodes. (2)
   - Increase the number of transit stops and support facilities and transit routes. (2)
- Consider establishing an on-campus shuttle (or possibly a light rail system) that connects remote housing, agricultural units, and remote parking lots with the campus core – when it would not foster single-occupant vehicle access. (2)
- Accommodate loading and unloading areas for vanpools and carpools in the parking lot near the Administration Building. (1)
- Increase bus ridership. (1)

4. **Bicycles and Pedestrians**
   - Promote bicycle and pedestrian access within the inner core of the campus by providing bike lanes and pedestrian paths that have priority use over motor vehicle circulation. Enforce the use of bike lanes within the core area. (5)
   - Include a “Bicycles and Pedestrian Element” as part of Cal Poly’s Master Plan and ensure that all campus facilities are developed consistent with this element’s provisions. (3)
   - Identify and emphasize the use of preferred pedestrian and bicycle routes. (2)
   - Provide conveniently-located, secure, and attractive bicycle storage facilities. (2)
   - Facilitate access for people in wheelchairs by constructing pedestrian walkways and other transportation facilities that fully comply with provisions of the California Building Code and the Americans With Disabilities Act (ADA). (1)
   - Establish control measures that direct pedestrians to safely interact with other modes of transport and cross streets at appropriate locations. (1)
   - Work with the City and bicycle clubs to establish a “yellow bike” (free bicycle) program. (1)
   - Create consolidated bicycle storage areas [added to list during 5/24/99 meeting]. (1)
   - Increase bicycle use and walking. (1)

5. **Streets and Roads**
   - Campus signs (traffic, regulation and way-finding) shall present a coherent, functional, and user friendly environment. [added to list during 5/24/99 meeting]. (4)
   - Consider employing the “Woornerf” concept along corridors where pedestrian and bicycle access has priority over vehicle access. (3)
   - Improve cross campus circulation. (2)
   - Use traffic signals and one-way streets on campus and within adjoining neighborhoods to improve vehicle circulation. Consider establishing a “transit loop” that serves the campus and student housing areas within 3/4 mile of campus [1/2 mile changed to ¾ mile during 5/24/99 meeting]. (2)
   - Include in the Master Plan’s Circulation Element a map that establishes
the purpose and function of all on-campus circulation corridors. (1)

- Plan for additional circulation routes (flood gates) to accommodate emergency evacuations, special events, or large fluctuations in vehicle traffic. [modified by e-mail from the author, S. Winslow, prior to the 5/24/99 meeting]. (1)
- Explore the use of innovative traffic management facilities, such as roundabouts, to improve traffic flow. (1)
- Extend California Boulevard as a two-way street to connect with Highland Drive. (1)
- Test the effectiveness of, and implement high-tech measures (such as parking guidance systems, parking availability signs, automatic vehicle location, fleet management, and signage program) to reduce unnecessary on-campus vehicle circulation. (1)
- Work with the City to establish a protocol for providing signage and traffic management personnel when key parts of the circulation system on and surrounding the campus becomes inaccessible. (1)
- Establish an additional campus access point to accommodate circulation from the Sports Complex, to better handle emergency evacuations, and to provide access to major event parking areas. (1)

6. Development Patterns
- Maintain the internal areas of the campus as walking-only areas. (4)
- Establish a 10-minute walking distance as the criterion for defining the core of the campus. Foster compact campus development so that this criterion can continue to be satisfied, with exceptions for remote agricultural units. (2)
- Expand the core of the campus only when everything has been done to increase its density to accommodate new educational facilities. (1)

7. Parking Supply and Management
- Provide parking that satisfies the University’s “mission” while maintaining Cal Poly’s commitment to alternative transportation. (9)
- Eliminate the use of on-campus parking spaces for long-term vehicle storage. (2)
- Provide short-term parking zones as part of all new construction and significant remodel projects to address the needs of students, employees, and service vendors for unloading supplies, furniture, and other bulk items. (2)
- Reduce the rental price of on-campus housing while prohibiting the issuance of an on-campus parking permit for students who live on campus and agree not to bring a private motor vehicle to Cal Poly. (1)
- Locate parking at the campus core’s perimeter and restrict traffic in the inner loop. (1)
- Establish and maintain an adequate parking supply for on-campus resident students. For the dormitory-style units, a supply equal to 50% of
the resident population should be maintained. For apartment-style units, a supply no less than 70% of the resident population should be maintained. (1)

- Develop a parking replacement policy that requires that any displaced parking spaces be replaced on a one-for-one basis or, at the discretion of campus planners, funds be placed in a parking construction reserve to pay for replacement parking at a later date. (1)

- As a strategy for supporting the campus’s *Average Vehicle Ridership* (AVR) goals, avoid creating “reserved” or “one-to-one” parking. (1)

### 8. Planning, Fiscal, and Other Issues

- Consult with the Associated Student, Inc. (ASI) on the preferred alternative modes of transportation and discuss related fiscal issues. (2)

- Continue to use student, faculty and community input in the process of developing and maintaining the Campus Master Plan. (1)

- Develop guiding principals for the Campus Master Plan that are consistent with those of neighboring areas, including but not limited to the City of San Luis Obispo. (1)

- Ensure that all transportation facilities (including signs, information kiosks, visitor information booths) are convenient and accessible to people with disabilities – including people with mobility, sight, hearing, and learning limitations. (1)

- Integrate the concept of alternative transportation into all schools’ curriculums. (1)

- Provide for on-campus skate board circulation. (1)

- Earmark a set percentage of a project’s budget for facilities that accommodate alternative transportation, located both on and leading to the Cal Poly campus. (1)

- Ensure that all transportation-related costs (all modes) remain reasonable to the users. (1)

- Free tuition. (1)