

Bicycle Station

A bike station is a facility that includes bike parking, equipment sales and on-site bike mechanic. Bike stations are typically placed at intermodal facilities like rail stations where commuters arriving to the city by train can store a bicycle for long-term periods and use it to complete their commute.

Pedestrian Accommodations

Sidewalks and building entrances within the campus should relate well with pedestrian desire lines. Building entrances near corners will reduce the tendency to jay walk. Curb cuts that interrupt the pedestrian environment should be minimized and avoided if possible, particularly in the case of service access that may need to back across the sidewalk. The goal is to elevate the importance of pedestrian circulation and access rather than giving vehicular access the highest priority. Care should also be taken to ensure that building entrances activate street frontages, especially along existing commercial corridors.

Bus Stop Improvement

Amenities should be provided for transit users wherever possible, both where warranted by existing transit ridership and where improvement in transit attractiveness is desired to increase use of transit services. Features like bus shelters help to improve the transit experience. Informational displays like transit service maps help orient new users or visitors to the local transit system, while local area maps help greet riders disembarking from transit with wayfinding information about local attractions and destinations.

Monitoring

Marketing transportation options is a big part of the transportation coordinators responsibility, but understanding how effective the TDM program is

requires monitoring. This typically includes an annual survey of the population to understand what modes are being used and what types of trips are being generated. This process allows a better understanding of the success of the TDM program and helps determine how to best use resources to improve effectiveness in the future. (Monitoring is generally included in the zoning).

Parking Recommendations

The Reuse Plan works under the assumption that all new buildings would be constructed with parking garages below grade. There are two existing parking garages that can be reused; Building 14's with 450 spaces and the two-level parking garage of Building 2, which will be demolished, providing approximately 1,030 spaces (see "Exhibit 4-178: Parking Plan" on page 127). The surface lot behind Building 11 would be reduced by over half its capacity and will be used by the Public Benefit Conveyance applicants who would occupy that building. This would be the only surface lot on the Site.

The anticipated parking demand ranges from 2,200 to 3,200 spaces, from a "low" to a "high" ratio of parking spaces per gross square feet, as shown in the Transportation Impact Study (see Appendix). The Reuse Plan accommodates approximately 2,600 spaces in parking garages and in Building 11's surface lot. On-street parking would add an additional 300 spaces. This increases the total site parking provision to approximately 2,900 spaces, positioned closer to the "high" range of the parking demand per TIS.

ENDNOTES

1. *This Small Area Plan includes suggestions for the width of ROWs in certain areas of the former WRAMC; however, this may be adjusted by DDOT once more concrete plans for the actual site neighborhoods are established.*



