



Campus Circulation Plan

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LANDSCAPE ARCHITECTURE
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MASTER PLANNING

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FINAL DRAFT

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1.1 Existing Conditions Diagram



CARLETON COLLEGE CAMPUS CIRCULATION PLAN

1. Introduction

The Carleton College Campus Circulation Plan is based upon principles and goals of previously adopted planning documents and the direction of the Oversight Committee through the planning process. The committee included students, faculty, and staff from facilities and the administration.

The Charge given to the Oversight Committee:

Evaluate a number of conditions related to campus circulation and develop a comprehensive circulation master plan to address needs and improve campus circulation. It should address items with a five to ten-year outlook and be consistent with the goals identified in the 2012 Strategic Plan and the 2014 Facilities Master Plan.

Principles of the Circulation Plan: Develop an overall campus master plan for circulation stating basic principles, objectives, and the framework for how to integrate this plan with the Facilities Master Plan objectives and accomplishments. The plan will address issues like:

- a. Bike traffic flow and potential conflicts with pedestrian traffic. Should we have dedicated bike paths and if so, how and where?
- b. Pedestrian traffic and flow patterns and how to best improve the sense of community, atmosphere, and aesthetics for pedestrian members and visitors.
- c. Accessibility issues of paths, walkways and building entrances
- d. Updated parking inventory and needs analysis and long-term plans for parking.
- e. Vehicular traffic and how people arrive, get dropped off or picked up from campus.
- f. Service delivery needs for bringing in materials and supplies as well as exceptional large deliveries.

And develop in the context of the longer-term plan, some specific suggestions for how to address some currently identified problems and issues:

- a. Develop and evaluate options to reduce vehicle traffic and parking on College Street north of First Street.
- b. Develop recommendations to improve pedestrian pathways serving the Weitz Center.
- c. Evaluate service traffic needs accessing the Rec Center and Goodhue Hall and make recommendation for improvements.
- d. Review future work to restore Evans Drive and make recommendations to improve pedestrian and vehicle traffic flow.
- e. Review future work to improve Burton Drive and make recommendations to improve pedestrian and vehicle traffic flow.
- f. Review the roadway and delivery options for West Gym.

Previously Adopted Planning Documents

Carleton has recently completed three planning exercises with reports that provide guidance and context to the Circulation Plan:

- [Climate Action Plan, May 2011](#)
- [Carleton's Future: A Strategic Plan for the College 2012](#)
- [Carleton College Facilities Master Plan 2014](#)

Climate Action Plan, May 2011

In summary, the Climate Action Plan calls for reducing motor vehicle traffic and parking.

The Philosophy Statement on Transportation at Carleton by the Task Force on Vehicles and Parking supports the College's sustainability objectives:

Carleton, at its core, is a residential campus designed to utilize foot and bike traffic to navigate the campus. The small size of our campus makes it easy to navigate to anywhere on campus without utilizing an automobile. With that in mind, the College is asking everyone within our community—students, faculty and staff members, alumni, parents, and friends—to make informed choices on the types of transportation they utilize to travel to, from, and around Carleton. Making an informed decision regarding personal and community transportation choices also helps those in the Carleton community be wise stewards of our environment and economic resources, from a personal and institutional standpoint. . . .

Recommended Actions: Focus #2 – Transportation

3. Consider eliminating all “approved use” student vehicle permits to encourage use of public transit options. (Retain current policy for student “dead storage” parking permits.) Design custom programs for students who have specific travel needs that require frequent vehicular travel off-campus.
5. Encourage faculty and staff members to walk, bike, or carpool to campus.

Furthermore, Carleton's trustees have recommended that certain parking areas be moved from the campus center to its edges, thereby limiting the visual presence of automobiles in the heart of campus and encouraging foot traffic.

Carleton's Future: A Strategic Plan for the College 2012

Academic excellence .. one of the very best liberal arts colleges in the world

The 2012 Strategic Plan doesn't specifically address the physical campus circulation but clearly states the school's ambition to compete at the highest level of liberal arts colleges.

Critical Next Steps to Secure Carleton's Continued Distinction:
The six top priorities for Carleton's coming decade are as follows:

1. Prepare students more robustly for fulfilling post-graduation lives and careers.
2. Enhance our curriculum to improve liberal arts teaching and learning .
3. Strengthen the socio-economic diversity of our student body.
4. Maintain a self-sustaining economy with a growing endowment per student .
5. Make focused investments in facilities that directly advance our mission.
6. Embrace collaborative opportunities with other institutions to enhance our academic programs and save costs.

Carleton College Facilities Master Plan 2014

The 2014 Facilities Master Plan provides fundamental objectives and recommendations for the circulation plan.

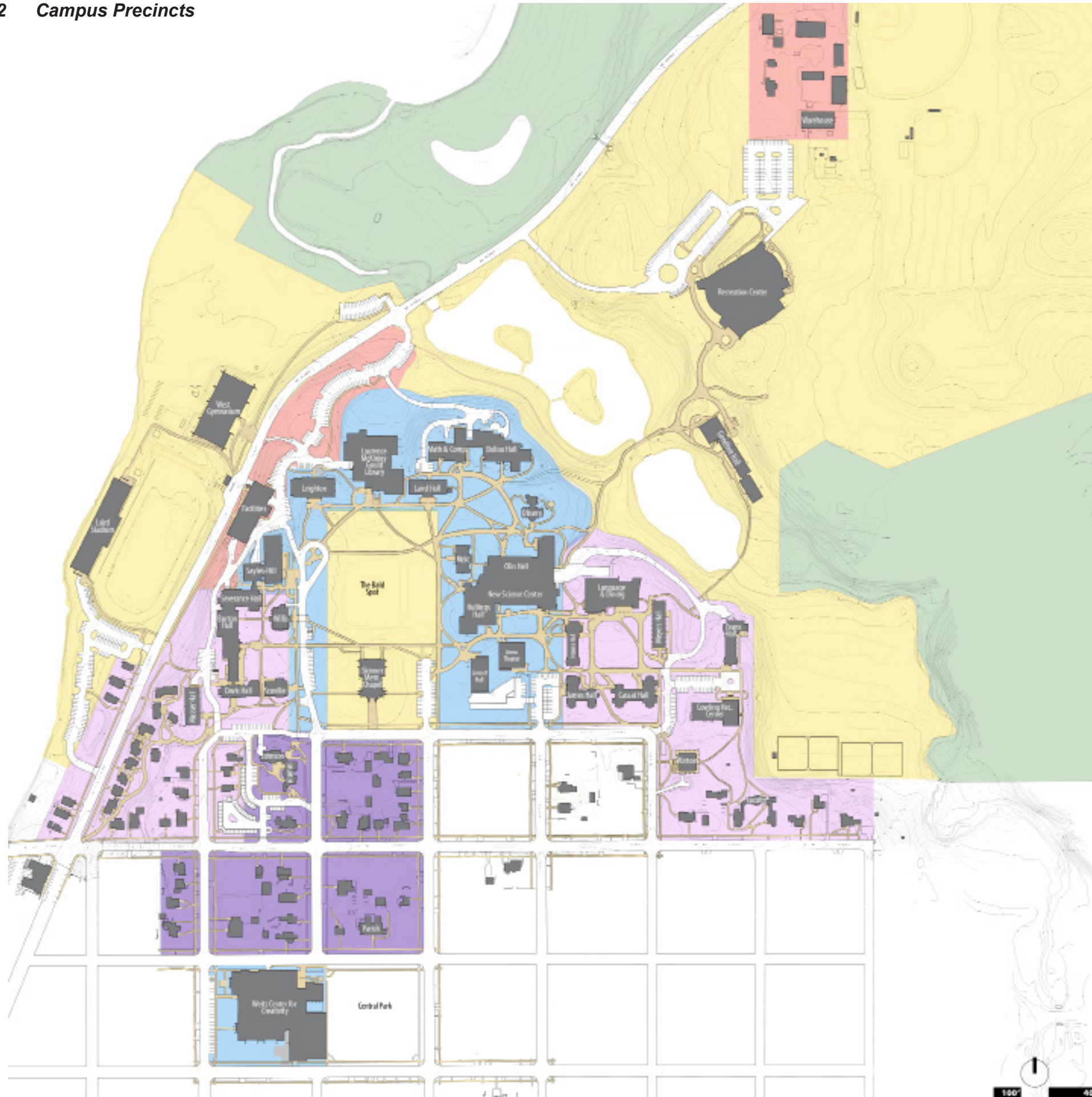
Vision and Objectives

- Future campus growth: strengthen the coherence and functionality
- Remain familiar and accessible... evoking a “Carleton Legacy” feeling and atmosphere.
- Pedestrian in scale and access, with vehicle entrances and delivery separated from pedestrian uses as much as possible.
- Incorporate sustainability:...high performance building design, pedestrian, bicycle and public transportation access and materials and systems intended for long term lower operating costs.

Recommendations

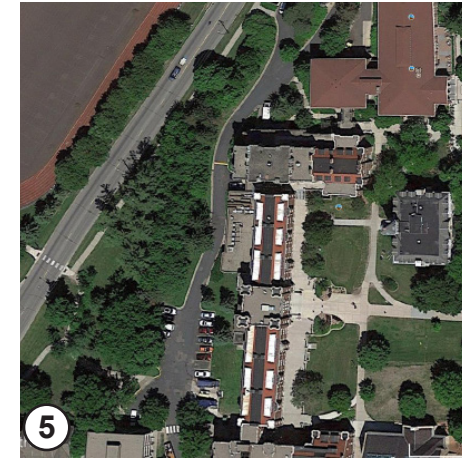
- Utilize the Precinct Plan to guide future construction.
- Respect the strong pedestrian connection between the Bald Spot, the Mini Bald Spot dormitories, and the Language and Dining Center.
- Create a welcoming entry point to campus at the intersection of Second and College Streets, while developing a campus character to College Street between First and Third Streets.
- Look to building renovation projects and new construction projects as opportunities to improve accessibility to programs and buildings.
- New construction and targeted renovations across the Sciences.
- Music addition to the Weitz Center.
- Add three to four classrooms in the 48-72 seat range.
- Follow efficient space utilization principles.
- ...prepare for emerging and future state-of- the art sustainable building systems and renewable energy technologies.

1.2 Campus Precincts



Established in the Carleton College Facilities Master Plan (2014)

- Academic & Administration*
- Athletics & Recreation*
- Natural Landscape*
- Facilities*
- Residential*
- New Connector Zone*



2. General Observations

The scale and composition of the campus landscape, buildings, and circulation are very important to the character of Carleton College. Contributing factors to the campus character include the natural setting of bluffs and lower waterways, the history of the campus' development, and the relationship with the City of Northfield.

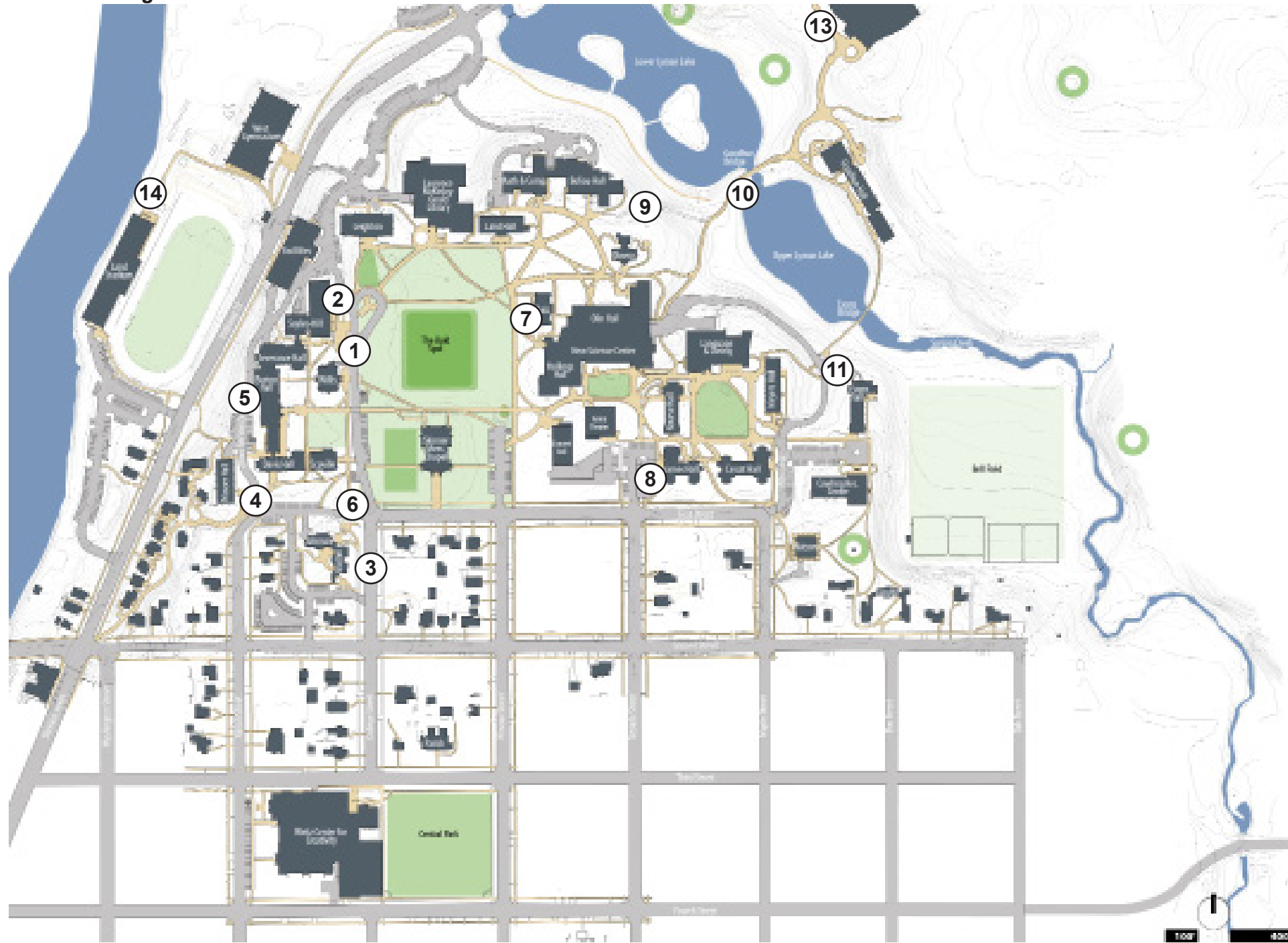
The findings are from observations by the consultant team with data provided by Carleton College. These highlight opportunities and/or negative aspects of circulation that could be addressed by the Circulation Plan.

- 1 College Street north of First is too busy with motorists, shuttle buses, delivery and campus maintenance vehicles, pedestrians and bicyclists.
- 2 The steps and terrace at Sayles-Hill is a central place of the campus in balance with large open landscape of the Bald Spot.
- 3 Pedestrian traffic on College Street, south of First Street to the Weitz Center, is busy and the sidewalks are narrow and congested making ADA accessibility difficult.
- 4 Union Service Drive is narrow with two-way vehicle access serving loading and parking areas. Two large trash compactors are located near an entrance on the west side of Burton and they are loud and smelly.
- 5 Loading docks on Union Service Drive serving Musser Hall, Burton/Severance Hall, Sayles-Hill, and the Facilities building are used very heavily and limited in space for only one vehicle at a time.
- 6 First Street west of College Street is owned by the College. It is curved and widened to provide head-in parking and shuttle van pick-up.

- 7 The campus has numerous paved walkways that vary in width, material, and character.
- 8 Visitor's complain about the lack of designated visitor parking.
- 9 The path from Boliou Hall to Goodhue Hall is steep and narrow leading down to Goodhue Bridge. Safety for bicyclists and pedestrians is a concern.
- 10 Wheelchair access routes that meet the Americans with Disabilities Act (ADA) are limited to the bluff top with no connection to the lower areas on the east or west sides.
- 11 Evans Road is a steep and narrow two-way road that provides access for vendor delivery and campus parking. It does not have adequate sidewalks for pedestrians.
- 12 Carleton staff and students put trash and recyclables in totes outside the buildings and they are emptied weekly by a local waste service truck.
- 13 Service delivery to Goodhue occurs using sidewalks in front of the main entry to the Rec Center and creates conflicts with pedestrian traffic.
- 14 Deliveries and vehicle access to the West Gym occurs on the service road running behind Laird Stadium which is narrow and allows for only one vehicle to pass at a time. Improvements to the service road were recently completed, but there are no options to widen the road given the proximity to the river.



2.1 Findings



Numbers on the photos and map correspond to general observations identified by the consultant team.

3. Vehicles Findings and Recommendations

A. Parking

On-campus parking spaces are for students, faculty, staff, and visitors. The City of Northfield requires the college to provide a quantity of on-campus parking spaces based on the campus population. City streets provide additional parking spaces off-campus for event and occasional overflow parking needs. Faculty, staff, and visitors routinely use on-street parking. The City restricts on street parking during snow emergencies.

In 2008 Walker Parking Consultants reported:

- Supply of 858 parking spaces on-campus and 407 city street spaces (1,265 total). The total quantity exceeded the City of Northfield’s code requirement of one space per employee and one space for each student parking permit which was 939 in 2008.
- Demand was determined to be for 839 parking spaces in 2008.

As part of this circulation plan parking spaces were counted from an aerial photo provided by Google, and the Carleton Security staff provided a count of parked cars to represent current demand (the slightly higher afternoon count is listed below):

Supply is approximately 894 parking spaces on-campus. Parking supply on city street is assumed to be approximately the same 407 spaces

Demand in 2018 counts 689 on-campus vehicles and 190 vehicles parked on street spaces (879 total). Therefore, as in the past, the demand for parking can be met on-campus.

The supply of parking spaces on campus has increased. The population has increased. The demand for parking has gone down and the demand ratio (based on user type) established by the Walker report may be reduced. This is an important achievement toward the goals and objectives of the Climate Action Plan.

A car share program is currently operated by a private company (Enterprise) offering memberships to students, faculty, and staff. Carleton provides designated spaces across campus which is a significant incentive for use of car sharing. The quantity of shared cars has grown from two to three due to demand.

Two Level 2 electric vehicle recharging stations are centrally located on campus and while operated by the college they are available to subscribing members of the ChargePoint network.

3. Vehicles Findings and Recommendations

Recommendations:

- Develop additional parking along Highway 19 at the vacant lot next to Geffert House to better serve employees working at 200 Division Street. Inquire with the City to improve pedestrian crossing at Second and Division.
- Designate additional visitor parking spaces in the Stadium lot, Alumni Guest House lots, and near Scoville Hall on College north of First Street.
- Designate parking spaces for carpool vehicles to encourage ride sharing and further reduce the demand for parking spaces.
- Redesign College Street north of First with designated parking for ADA vehicles and small delivery vehicles. See section 5.
- Study the services conducted in the Facilities building to determine if any might be beneficially relocated to the north warehouse or other Carleton owned properties. If the need for Carleton Facilities truck parking can be reduced on Burton Service Drive the area could be used more heavily for delivery trucks with remaining spaces designated for staff.
- Work with the City to reduce on street parking along Union between Second and First Streets to only one side to better accommodate truck traffic serving the campus to support Union becoming a one-way street.
- Evaluate opportunity to reconfigure James Hall parking and remove Chapel parking lot with the planning to remove Concert Hall and Arena Theater complex.
- Consider removing the parking lot on the east side of the Chapel. This would:
 - Eliminate a popular staff, faculty, and ADA parking area serving the Sciences and buildings on the east side of the Bald Spot.
 - Create additional open space and compliment the landscape on the west side of the Chapel.
 - The parking spaces eliminated may need to be re-created elsewhere on campus. Options include working with the City to develop head-in parking along the north side of First Street in front of the Chapel and adding parking spaces to the Arb lot along Highway 19. (See the map located in the Appendix.)
- Complete a comprehensive parking study similar to the one done in 2010 by Walker Parking Consultants to better understand longer term parking needs, deficiencies, parking inventory, and opportunities for improvements.

B. Delivery Access Routes and Loading

The campus population depends on daily delivery of goods including: food, mail, flowers, books, materials, etc. The primary delivery locations are to Sayles-Hill, Burton Hall kitchen, East Dining Hall, Science Complex, and campus warehouse facility.

Recommendations:

- Change the address for deliveries away from Sayles Hill on North College Street and add official campus delivery points and locations.
- Close College Street as a through street north of Sayles-Hill. Narrow pavement to 12 feet. Removable bollards could be placed at the top and bottom of the slope. Add signage at the intersection of Burton Service Drive and Hwy 19 saying it is not a through street. See Section 5 College Street Findings and Recommendations.
- Develop options to widen the service drive behind Burton with the goal of retaining two-way traffic. Reconfigure the Sayles and Severance docks so trucks may pull in without blocking the service drive and allow two trucks to access the Sayles dock at the same time.
- Study how to improve the Sayles-Hill loading dock and vendor deliveries.
- More intentional management and coordination of campus vendors is encouraged to reduce conflict and congestion.
- Further study of mail sorting options to reduce delivery time at the Sayles-Hill dock should be studied.

C. Service and Emergency Access Routes

Carleton College's service and maintenance vehicles have designated on-campus parking. Service vehicles include small motorized carts, pick-up trucks, and vans. Staff is instructed to drive on campus with care for safety and to minimize damage to the landscape.

Fire and emergency vehicles are directed to a network of wider and structurally reinforced paths.

Recommendations:

- On-campus trash removal should consider centralizing trash services by moving all the compactors north to the warehouse. Carleton staff would deliver totes to the compactors with smaller vehicles every other day (this would reduce the quantity of totes and dumpsters on campus).
- Reduce waste service vehicles on campus roads.

D. Pedestrian Pickup and Drop-off

Vehicular traffic flow and how people arrive, get dropped off or picked up from campus can be an issue in certain areas of campus. This is especially true along College Street in front of the Library, Leighton, Sayles, and Willis where vehicle and delivery traffic is frequent.

Recommendations:

- Section 5: College Street contains several recommendations to reduce vehicle traffic flow in the area in front of Sayles and section 3E recommends relocating the transit station from in front of Sayles and Willis to First Street in front of Johnson House.

E. Transit Station

Multiple transportation alternatives operated by the College, City, and outside entities are available on campus. The Northfield Express Bus currently provides students, faculty, and staff free evening and Sunday afternoon service to St. Olaf College and grocery stores. Carleton buses, city, and regional shuttles pick-up and drop-off at Willis Hall on College Street. The entrance to Willis provides an important weather shelter. Other shuttles park on First at Union Street.

Recommendations:

- In order to reduce traffic on College Street north of First Street the Carleton transit station should be relocated. This could be phased, first relocating from Willis Hall to Johnson House then determining the program and location for new construction.
- A new shelter is necessary to protect passengers from the weather. The area in front of Johnson should be studied for utility and architectural feasibility. Initial study indicates that the location shown in the diagram might be built into the slope below the first floor windows of the Johnson House. Paved area east of the structure could include seat-walls, lighting, and trash receptacles. The design and construction of the new shelter is an opportunity for Carleton College to advance technology to meet program needs for lighting, and climate control in a tight spot. Alternatively, the program could be included in a future building on First Street between Union and College Streets.
- Buses would drive north on Union Street to First Street. Turning radius would need to be verified.
- A trial phase should be implemented where buses would park along the west side of College Street just south of First Street allowing the use of Alumni Guest House as a temporary shelter/ waiting area.



Legend:

- New Pedestrian walkways
- Cross-Campus Shared Path
- Spring Creek Trail
- Delivery Access Routes
- Trial Transit Station
- North/South Path
- Bike Only Path
- New ADA Path

4. Pedestrians Findings and Recommendations

A. Pedestrian Walkways and Accessible Routes

The main part of campus is served by north/south pedestrian connectors on each side of the Bald Spot. These appear to be adequate in size and configuration as most also serve as emergency vehicle access to buildings.

There are three main east/west campus connectors:

- North - Leighton Hall past Boliou and down the bluff to the Goodhue bridge and the Recreation Center.
- Middle - Sayles past Olin Hall, and between Goodsell. This route leads to a set of stairs on the bluff then connecting northern east/west connector serving Goodhue and the Recreation Center. This a fairly heavily used route, but lacks provisions for accessible traffic.
- South - Burton Hall, goes past the Chapel, and past the new Science building then splits at Nourse Hall. The split to the north is to access LDC and Myers with a sidewalk around Myers to access the Evans bridge and Goodhue. The south split continues to James and Cassat and leads to Evans and Cowling.

Neither east/west connector provides compliant ADA access down the bluff to access Goodhue Hall and the Recreation Center.

The north east/west connector past Boliou is steep and can create hazards when pedestrian and bicycle traffic meet.

The south east/west connector is congested near the Sciences and at the split. Conflicts occur at the split intersection between pedestrians and bicycles.

The route to Evans Bridge on the south east/west connector may not be the most direct path depending on where one is coming from. Pedestrian traffic often occurs on the Evans/LDC service drive which does not have a sidewalk alongside.

4A. Recommendations *continued*

Recommendations:

- East/west campus connectors should be established as shared pedestrian, bicycle, and accessible routes. This can occur at existing paths by increasing to 12 foot widths, adding painted stripes to segregate traffic safely, and ensuring slopes are not greater than five percent.

- Ideas to address accessibility down the east bluff to access Goodhue and the Rec Center were discussed by the Oversight Committee to help the College understand challenges, potential scope of work, and other opportunities associated with this difficult issue. A potential concept was developed as one way the problem could be approached, but the final solution could be something different with components informed by the review of this concept. A new extension of the north east/ west connector could include an elevated walkway to achieve accessibility slope requirements. While this may create challenges of how to keep the walk surface clear during winter months and may seem an out-of-the-way route for some pedestrians, it also could be an iconic structure with exceptional views and provide opportunities for new gathering places such as an amphitheater designed into the slope. A new pathway would allow the removal of the

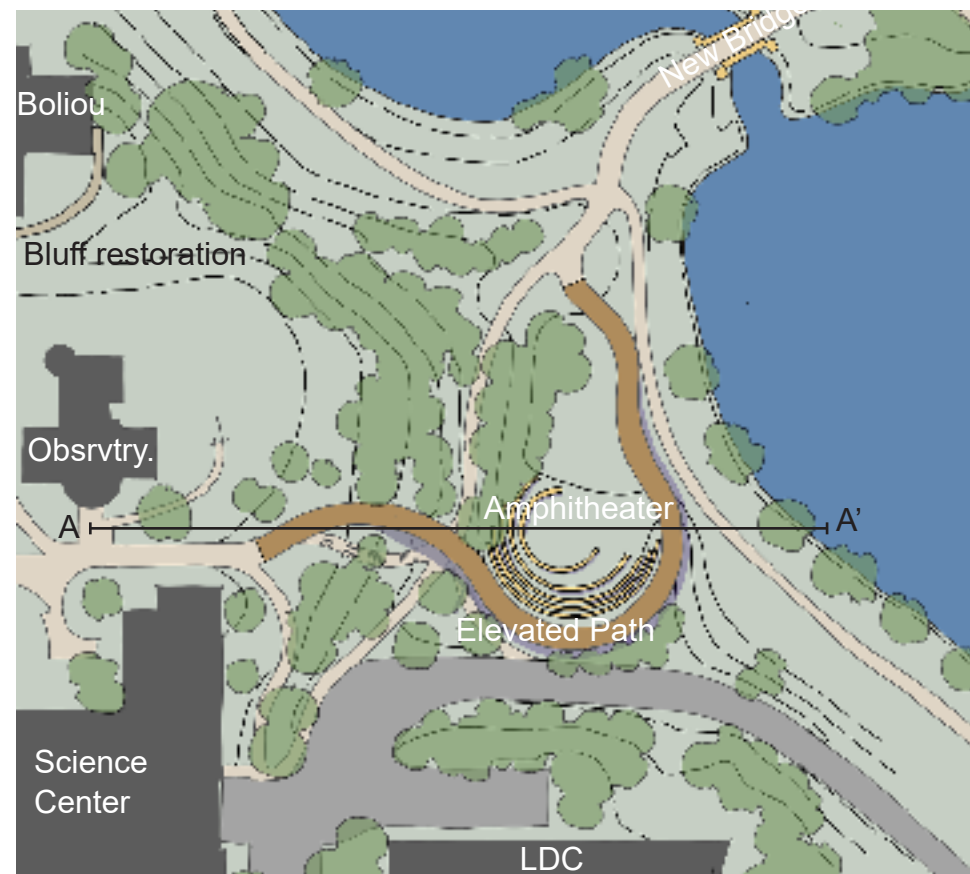
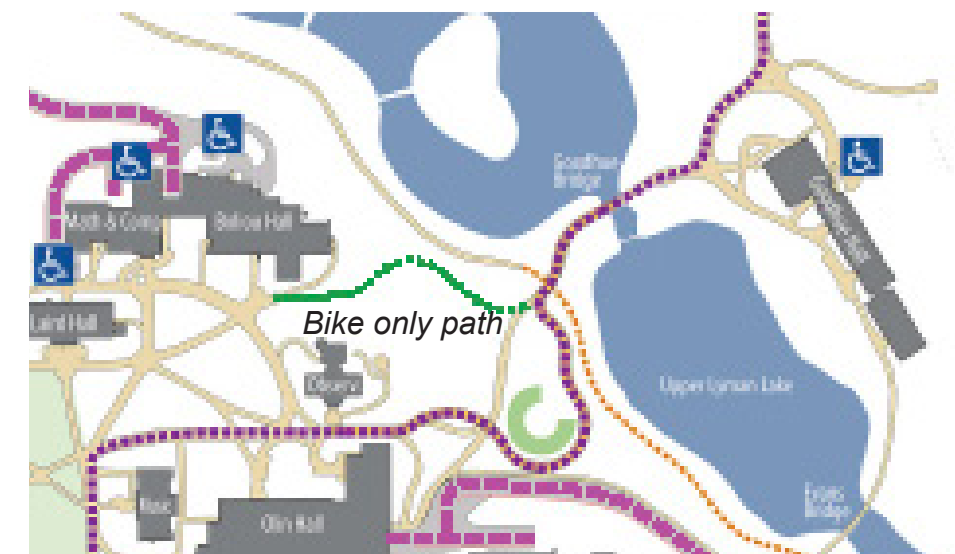
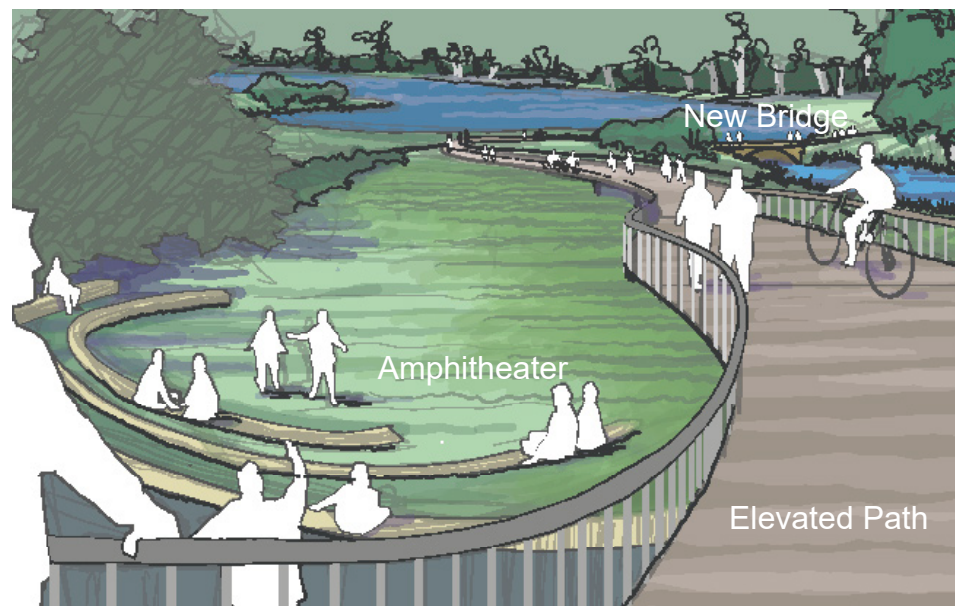
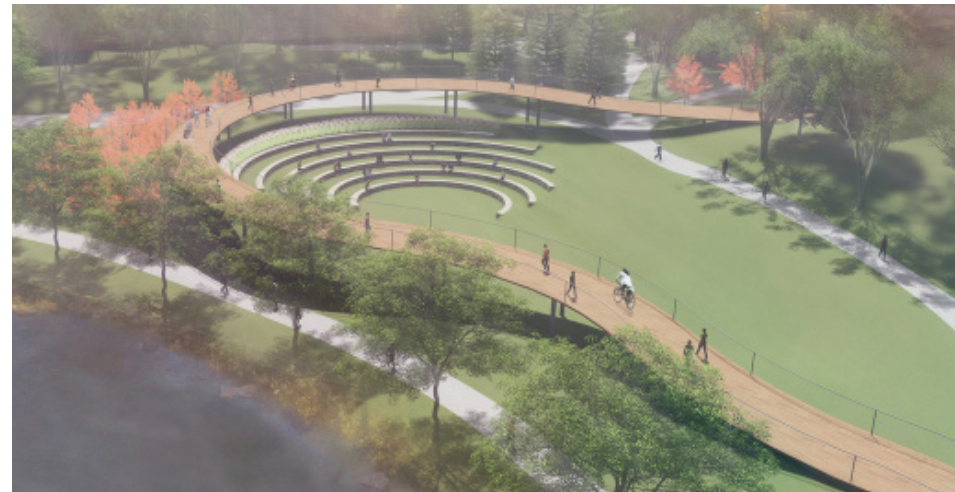
existing path between Boliou and Goodsell and the restoration of the native bluff. *This concept See 4.a. & 4.b. Concept Sketch Plan and View.*

- Goodhue bridge should be considered for replacement with a vehicle rated structure that meets code and requirements for accessibility, pedestrian, and bicycle use.
- A new trail should be extended on the west side of Lyman Lakes from the Goodhue bridge to the Evans bridge that leads around the outside of Bell Field on the south side of Spring Creek to the upper Arb trail at the east end of Second and Oak Street. This may also be an attractive bicycle route to help alleviate bicycle traffic at other campus locations.
- Widen the sidewalk on the west side of College Street between First and Third Streets to better serve the Weitz Center.

- See College Street section (5) regarding the addition of a sidewalk on the east side of College Street starting at First Street and going north into the campus towards Leighton and the Library.
- Add a sidewalk along the Evans/LDC service drive leading to the Evans Bridge. Improve pedestrian access to the CAVE at Evans.
- Define a pedestrian path across the parking lot behind Leighton connecting the Library to the Highway 19 crossing leading to the West Gym.

- Explore constructing an accessible walkway behind Leighton and the Library to serve these two buildings. The walkway would provide an accessible route from the Leighton parking lot, which could have designated accessible parking, to the front doors of both buildings. This could also be an accessible route to Sayles-Hill and Laird Hall. Additionally, this could provide an opportunity to review the design of the Founders Court that is being evaluated for expansion for more naming locations.

- Consider adding an accessible route from the east side of Skinner Memorial Chapel to match the west side route to provide better accessible parking locations.
- Continue and reinforce efforts to prevent vendor or deliveries from using campus walkways during the academic terms.



4.a. Concept Sketch Plan

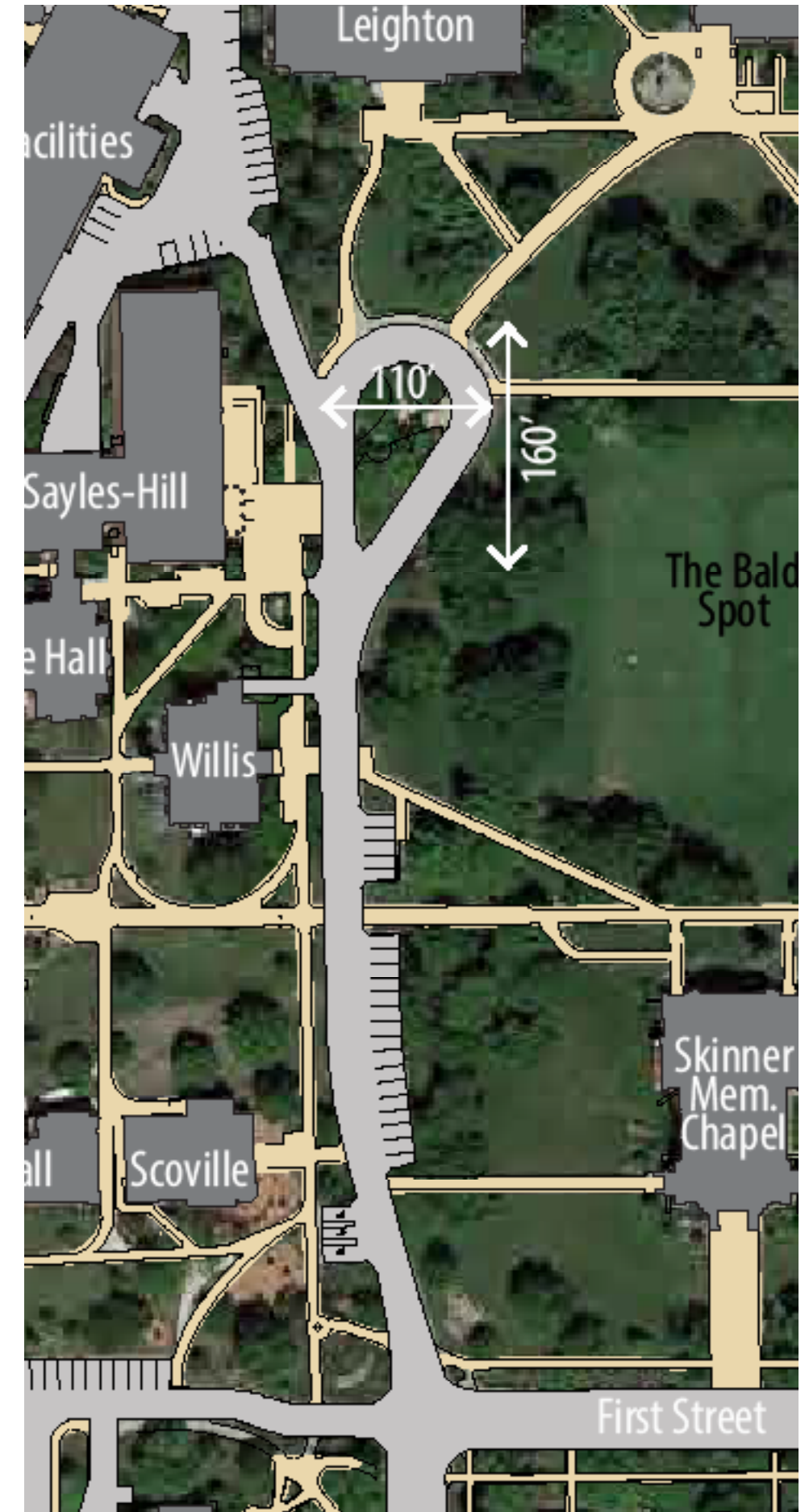
4.b View from the New Cross Campus Path

- An alternate option to removing the section of sidewalk at the northern east/west connector running past Boliou and not restoring the bluff is to designate this section as bicycle only until the sidewalk connects again with other walks near Lyman Lakes. This would separate bicycle traffic that travel at a high rate of speed from pedestrians when descending the bluff.

5. College Street Findings and Recommendations

- College Street is both the official address of the College and its 'front door' as most visitors arrive here. Admissions, Career Center, and the Sayles-Hill Student Union are all located along College Street. College Street is also the last of the original city grid streets to penetrate the campus beyond First Street with through traffic.
- College Street North of First Street is congested with both pedestrian and vehicle traffic often in conflict. This is made worse by the fact that numerous small deliveries are received at Willis, Severance, and Sayles-Hill through entrances on College Street. Also several bus and van services pick up and drop off passengers in this same area.
- College Street is an important reach of the cross-campus shared path extending from the Weitz Center to Sayles-Hill and Leighton Hall. North College Street allows through access for vehicles from First Street to Hwy 19.
- College Street extends three blocks between Sayles-Hill south to Weitz Center for Creativity. It serves a significant volume of pedestrians, motorists, and bicyclists daily.
- The turn-around at the north end of College allows return traffic to First Street.
- North of First Street the road shifts off the city grid in a curious manner. It has followed this path since the construction of Willis Hall, but has been widened with parking added over the years. The existing asphalt street has head-in parking and allows delivery from the west curb. The width of the two-way roadway is approximately 24 feet. Head-in parking on College faces the Bald Spot.
- The two blocks south of First are city streets with two lanes of two-way traffic and parallel parking along the curb. The road width is approximately 36 feet. Five foot-wide sidewalks are set approximately 15 feet from the curb. The walk on the west side of College rises approximately 2 feet above the street. The east side walk is generally closer to the elevation of the street.

The committee took on the task of examining these uses and seeking ways to lessen the traffic conflicts and make this area feel more pedestrian than vehicular in character.



Existing College Street north of First

5A. Recommendations:

- College Street between the Weitz Center and Sayles-Hill should be redesigned to:
 - Discontinue through vehicle traffic from College to Facilities and north parking lots. Close through access between Burton Service Drive and College Street north of Sayles-Hill to only allow emergency (and snow removal) vehicles. Consider removable bollards at the top and base of the slope.
 - Enhance the campus feature, improving pedestrian and bicycle circulation.
 - Eliminate truck and bus traffic on College Street north of First Street.
 - Minimize the pavement area of the turn-around. Consider limiting the car turn-around to a 100 foot diameter path around a 50 foot diameter planted circle. This would require the removal of the existing maple trees and relocating the kiosk. The pavement could be permeable pavers rated for vehicular use. Minimize raised curbs to promote pedestrian character. Compose the plaza elements (signage, furnishings, etc.) to assist motorists recognized it as a pedestrian zone.
- Expand Leighton lawn south to the edge of the plaza.
- Realign the roadway (narrow travel lanes to 11 foot wide), curb, and parking to the turn-around/plaza. Head-in parking to face west. Include accessible walks along the new parking to meet the existing walks.
- Parking spaces should be limited to four ADA spaces on the south with access to Scoville Hall and two ADA spaces and three short-term pick-up/delivery spaces south of the turn-around/plaza.
- Add a new 8 foot wide sidewalk on the east side of College Street from the turn-around/plaza to First Street. The path could meander between mature trees. The alignment must not distract from the use and character of the Bald Spot and the open lawn west of Skinner Chapel, or the transitional zone under the associated trees. Provide pedestrian lighting along the new walk.
- The sidewalks on both sides of the street should be reconstructed to be 8' wide from First Street to Third Street.
- Add pedestrian lighting along the sidewalks. Consider bollards along sidewalks and pole lights at street intersections.
- Coordinate with the city to designate the street as a on-street bike-way to encourage bicycle use on the street.
- Consider enhancing the city cross-walk striping.



5.a College Street existing with proposed changes



Proposed view north on College Street at Sayles-Hill illustrating the committee's recommendation 5A.



Proposed view north on College Street at Scoville illustrating the committee's recommendation 5A.



5.b College Street Alternate: 12' sidewalk for pedestrians, bikes, and emergency traffic only

5B. College Street Alternate

- An alternative for College Street north of First Street was developed but includes a number of concerns and issues to be worked through. This alternative would eliminate all (non-emergency) vehicle traffic from north of First Street to Sayles to enhance the character and feel of the campus and Bald Spot and further reduce pedestrian interaction with vehicles at this busy location. See corresponding images.
- Vehicle parking and drop off service would no longer occur on the west side of the Bald Spot.
- College Street in front of Scoville, Willis, and Sayles would be removed and replaced with a 12 foot sidewalk designed for pedestrian, bicycles, and emergency vehicle access. The new sidewalk would tie into existing sidewalks at Leighton and the Library.
- This new sidewalk would serve the west side of the Bald Spot and replace the previous recommendation to add one in this location (in addition to keeping College Street open for vehicle traffic).
- Additional parking capacity to replace the lost parking along College Street would need to be developed. Recommended locations include adding additional capacity at the Arb lot along Highway 19 and the Laird parking lot and adding a new parking lot along Highway 19 just north of Geffert House. Additional spaces along First Street west of College near Scoville would be designated for additional visitor parking to serve Admissions.
- Other challenges to resolve include accessible parking options to serve the Library and Sayles while providing accessible routes to these locations and general public access to these highly used spaces.



Proposed view north on College Street at Scoville illustrating the alternative 5B.

5C. College Street Trial Phase

Since there are a variety of issues to work through in both options to close College Street as a thoroughfare, the committee proposes implementing a trial phase. This trial would close College Street as a through street by installing bollards at the top of the hill near Sayles-Hill leading to the Facilities building. This would give the school an opportunity to work through issues such as deliveries to Sayles, bus pickup/drop-off location, and accessible parking serving Sayles and the Library. During this trial the committee recommends:

- Designate the parking spaces across from Willis as ADA and visitor/short term (30 minutes) use.
- Keep the larger middle section along College Street as faculty and staff parking.
- Designate the parking spaces across from Scoville as visitor/temporary parking.
- Eliminate deliveries at the front of Sayles unless given special permission (i.e. Friday flowers).
- Move transit station to College Street in front of Alumni Guest House as a trial. See section 3e.
- Designate Union and Burton Service Drive as a one way going north.
- Reassign parking stalls in the Facilities parking lot to aide in truck turn around.
- Sign College Street, Union/Burton Service Drive and north Leighton parking lot entrance at Hwy 19 appropriately.



Proposed view north on First Street near the Chapel illustrating the concept of new head-in parking spaces.









6. Project Priorities & Phasing

The Campus Circulation Plan meets the following principles and goals of previously adopted planning documents:




The Climate Action Plan calls for reducing motor vehicle traffic and parking.

Carleton's trustees have recommended that certain parking areas be moved from the campus center to its edges, thereby limiting the visual presence of automobiles in the heart of campus and encouraging foot traffic.

SHORT TERM:

-  Designate Visitor Parking Spaces
-  Install bicycle sharing stations and tool stations
- Change the college addresses for deliveries
-  Coordinate with the city to sign on-street bicycle lanes
-  Delivery truck management along service routes
-  Spring Creek Trail extension around Bell Field
-  College Street improvements
-  Transit Station, phased relocation
- Initiate planning for Shared Pedestrian/Bicycle Path, Bluff Restoration & Amphitheater
-  ADA Path

LONG TERM:

-  Shared Pedestrian/Bicycle Path, Bluff Restoration & Amphitheater
-  North/South Path
-  Bike Only Path



CARLETON COLLEGE CAMPUS CIRCULATION PLAN

Conclusions

Approach

The Carleton College Circulation Plan with the guidance of the oversight committee was charged to develop a plan which improves vehicular, pedestrian and bicycle circulation for the entire Carleton College Campus. The plan was to outline implementation strategies over the next decade to achieve the goals inspired by the 2011 Climate Action Plan, 2012 Strategic Plan, and 2014 Facilities Master Plan.

What this document outlines are series of discoveries, recommendations and potential trials that are interventions to begin to create a more thoughtful circulation strategy and provide an approach to change existing circulation behavior patterns.

Findings

Carleton College has the opportunity for improvements to the campus which could directly assist in meeting the goals of the project charter set by the previously approved planning documents and the planning committees' discoveries. These discoveries helped to define the criteria and goals of the plan including:

- The review of parking needs and the desire to minimize parking spaces to meet current and future needs.
- Clarify, simplify and enhance the arrival experience on campus.
- Enhance the character of the pedestrian walkways to provide a functional, safe, and memorable pedestrian campus experience.
- Reduce any conflicts that exist between pedestrians, motorist, delivering trucks, and bicyclists.
- Improving the ADA accessibility on campus to provide students, faculty or staff an accessible route through the entire campus.

Recommendations

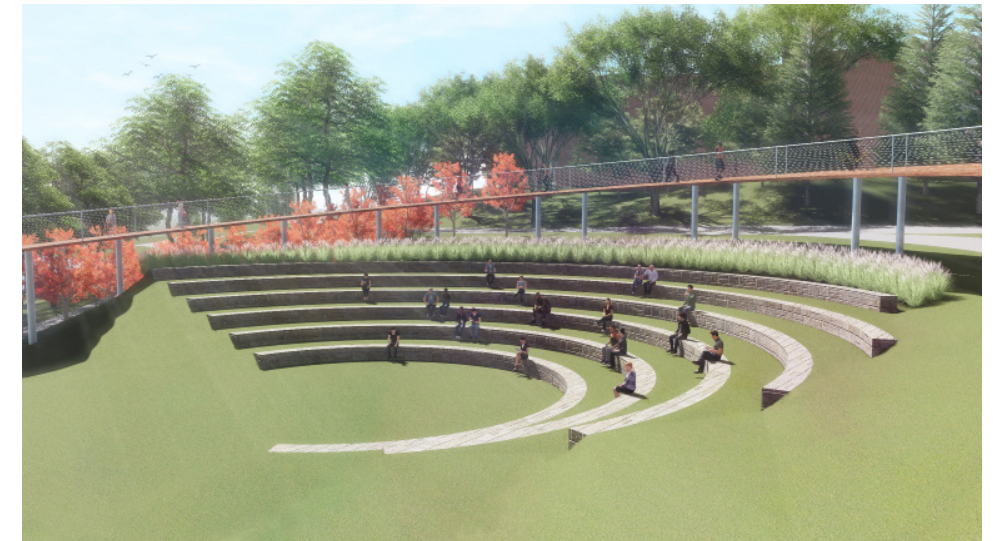
The Carleton Campus Circulation Plan defines a number of recommendations to be accomplished and implemented over time to achieve the goals defined by the committee. The following recommendations are outlined in the circulation plan:

- Coordinate of all ongoing planning and design projects on campus to meet the circulation plan criteria and City of Northfield's code requirements.
- Consider the recommendations of the alternatives for new and realigned pedestrian pathways, street closures or realignments, parking adjustments, put forward as alternatives to the plan.
- Prioritize the trial projects to be implemented to evaluate the success or failure of the trial locations and to determine next steps.

Process

The Carleton College Circulation Plan was a collective effort by the consultant team and committee that worked to define the needs, generate the goals, create the criteria and evaluate alternatives to produce an inspired, functional and achievable campus circulation plan. The process was thoughtful and inclusive, producing a plan that will change how circulation is defined on the campus with the sole intention of making the Carleton Campus a responsible and memorable experience that was achieved by the following:

- A clear scope of work was developed by the College and reinforced by the committee.
- The consultant team and committee of Carleton College staff, faculty and students met regularly during 2018 to advance the planning goals, the approach, and recommendations for an improved circulation system for the entire campus.
- The committee considered issues and alternatives and provided insightful recommendations for both short and long term implementation trials. The committee recommended what trial interventions are priorities and to evaluate the success or non-success of that intervention's functionality and acceptance within the Carleton College Campus Community.



Proposed New Amphitheater view

References

- <https://www.ci.northfield.mn.us/DocumentCenter/View/121>
- <https://www.ci.northfield.mn.us/DocumentCenter/View/249/Snow-Policy-Revisions---Att-1---2012-13-Snow-Policyhttp://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-083551.pdf>
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