



Campus Circulation Plan

oslund.and.assoc.

LANDSCAPE ARCHITECTURE
ENVIRONMENTAL DESIGN
MASTER PLANNING

115 Washington Avenue North Suite 200
Minneapolis, Minnesota 55401

612.359.9144
www.oaala.com

FINAL

May 08, 2020

Oversight Committee

- Fred Rogers, Vice President and Treasurer
- Steve Spehn, Director of Facilities and Capital Planning
- Jay Stadler, Grounds Manager
- Joe Hargis, Associate Vice President for External Relations and Director of College Communications
- Will Hollingsworth, Professor of Chemistry
- Gretchen Hofmeister, Associate Dean of the College and Professor of Chemistry
- Kendall Clements, Program and Administrative Assistant for CCCE
- Aaron Chaput, Assistant Director, Recreation Center & Club Sports Director and Assistant Volleyball Coach
- Brad Schaffner, College Librarian and Senior Lecturer
- Eavan Donovan ‘19
- Jacob Rockey ‘19

Contents

1. Introduction and Previous Planning 1-3

2. General Observations of Existing Conditions 4

3. **Vehicles** Findings and Recommendations 5-6

4. **Pedestrians** Findings and Recommendations 7-8

5. **College Street** Findings and Recommendations 9-11

6. Map of Recommendations 12

7. Conclusions 13

8. Appendix



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:

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

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

Previously Adopted Planning Documents

Carleton has recently completed four planning exercises 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](#)
- [Utilities Master Plan 2017](#)

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.

Utilities Master Plan 2017

The Utilities Master Plan contains information regarding placement of new and replacement utility lines and infrastructure that is important for consideration and coordination in the development of the circulation plan. The plan should look for efficiencies in completing work that can benefit both plans and ensure underground utility systems can be accessed for future repairs.

- Burton road is a planned route for new hot water distribution lines that will require excavation.
- Additional direct buried distribution lines will be installed in several campus locations, such as areas near the Recreation Center, Goodhue, West Gym, and the well fields located at Bell Field, the Bald Spot, and Nourse quad with lines serving back to the East Energy Station.

Carleton College Facilities Master Plan 2014

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

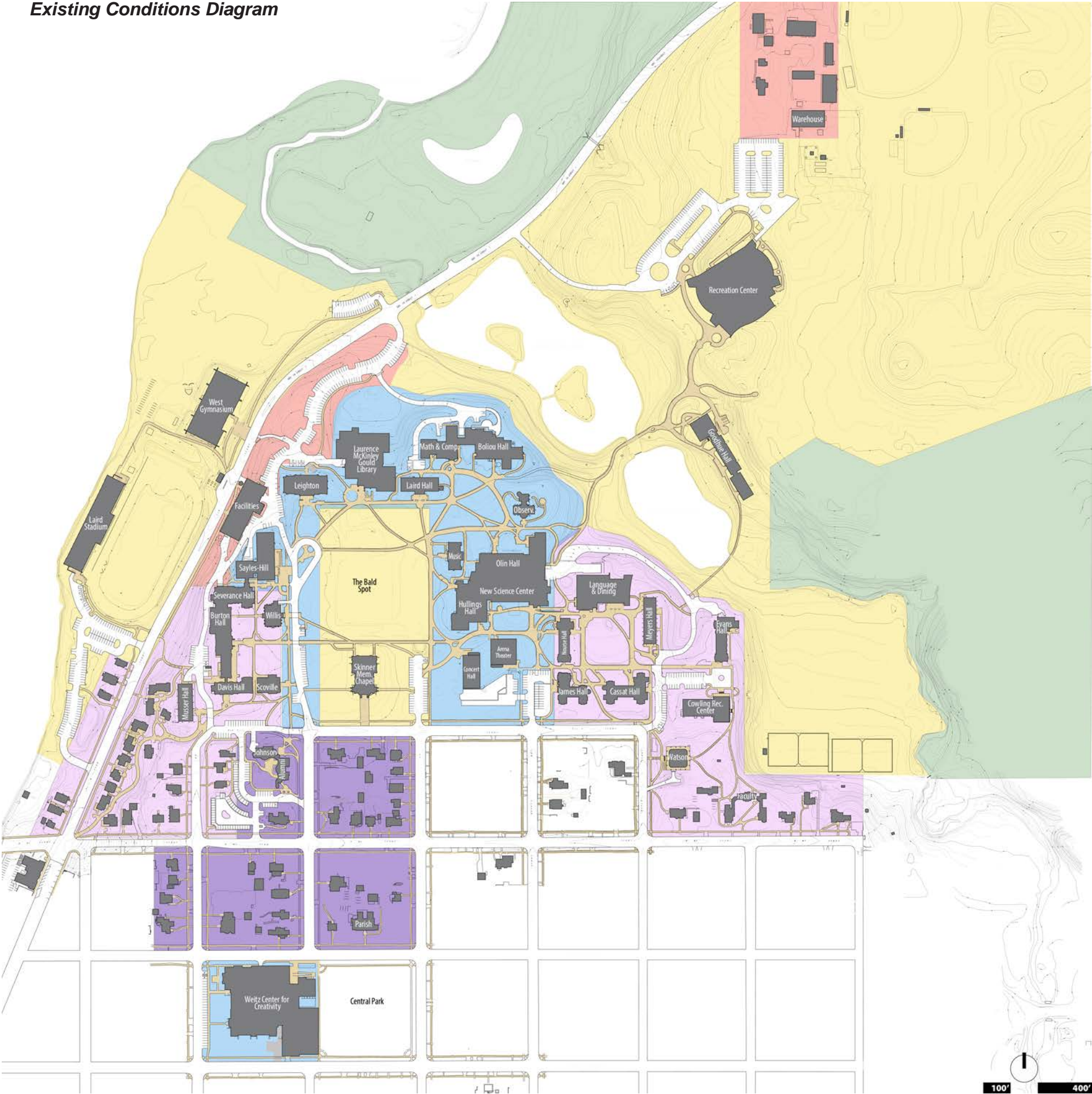
Vision and Objectives

- 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:

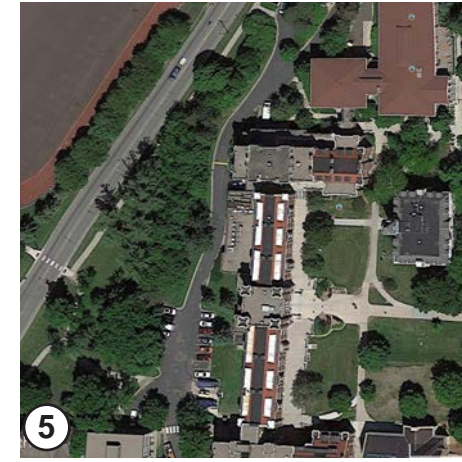
- Utilize the Precinct Plan to guide future construction.
- Respect the strong pedestrian connection between the Bald Spot, the Mini Bald Spot dormitories, and the Language and Dining Center.
- Create a welcoming entry point to campus at the intersection of Second and College Streets, while developing 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.

1.1 Existing Conditions Diagram



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.

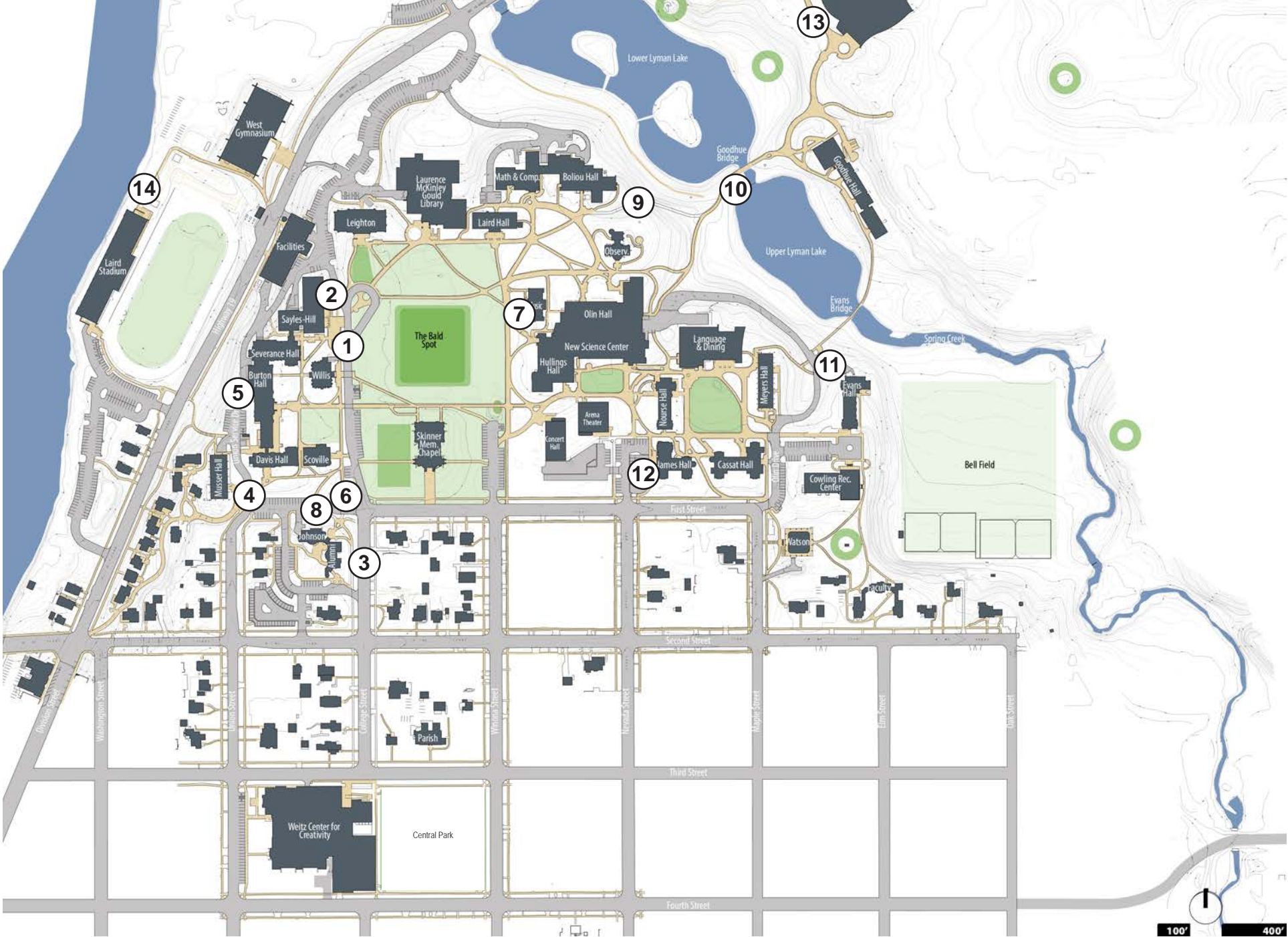
The findings are from observations by the consultant team with data provided by Carleton College. These highlight opportunities and/or negative aspects of circulation that could be addressed by the Circulation Plan.

- 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



1.2 Campus Precincts

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 off-campus on-street parking. The City restricts on street parking during snow emergencies.

In 2008 Walker Parking Consultants reported a 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.

As part of this circulation plan parking spaces were counted from an aerial photo provided by Google. Supply is approximately 894 parking spaces on-campus. Parking supply on city streets is assumed to be approximately the same 407 spaces. Therefore, as in the past, the needs for parking can be met on campus and meets the City code requirements.

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.

Four electric vehicle charging 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:

- Designate additional visitor parking spaces near campus entrances especially near Scoville Hall.
- Complete a comprehensive parking study similar to the one done in 2008 by Walker Parking Consultants to better understand longer term parking needs, deficiencies, parking inventory, and opportunities for improvements. Ideas to consider:
 - Develop additional parking along Highway 19 to better serve employees working at 200 Division Street. Several possible locations west of Division Street were evaluated and should be pursued further. The College should also work with the City to improve the pedestrian crossings at Second and Division Streets in all directions.
- Consider additional on campus parking opportunities to provide spaces closer to high demand areas such as:
 - Expand the James Hall parking lot with planning to remove Concert Hall and Arena Theater. Also consider covered bike parking if/when the James Hall parking lot is reconfigured.
 - Evaluate additional spaces in the Leighton parking lot.
 - Additional parking might be provided by head-in parking on the north side of First Street or in the Arb lot on Highway 19.
- Designate parking spaces for carpool vehicles to encourage ride sharing and further reduce the demand for parking spaces.
- Evaluate the placement and growth of electric vehicle charging stations.
- Study the services conducted in the Facilities building to determine if any might be beneficially relocated to other Carleton owned properties. If the need for Carleton Facilities truck parking can be reduced on Union 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.

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.
- Widen Union Service drive behind Burton with the goal of retaining two-way traffic. Reconfigure the Sayles and Severance docks so trucks may pull into Severance/Burton without blocking the service drive and allow two trucks to access the Sayles dock at the same time.
- 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 are instructed to drive carefully on campus 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 contains several recommendations to reconfigure the area in front of Sayles-Hill and section 3E recommends relocating the transit station.

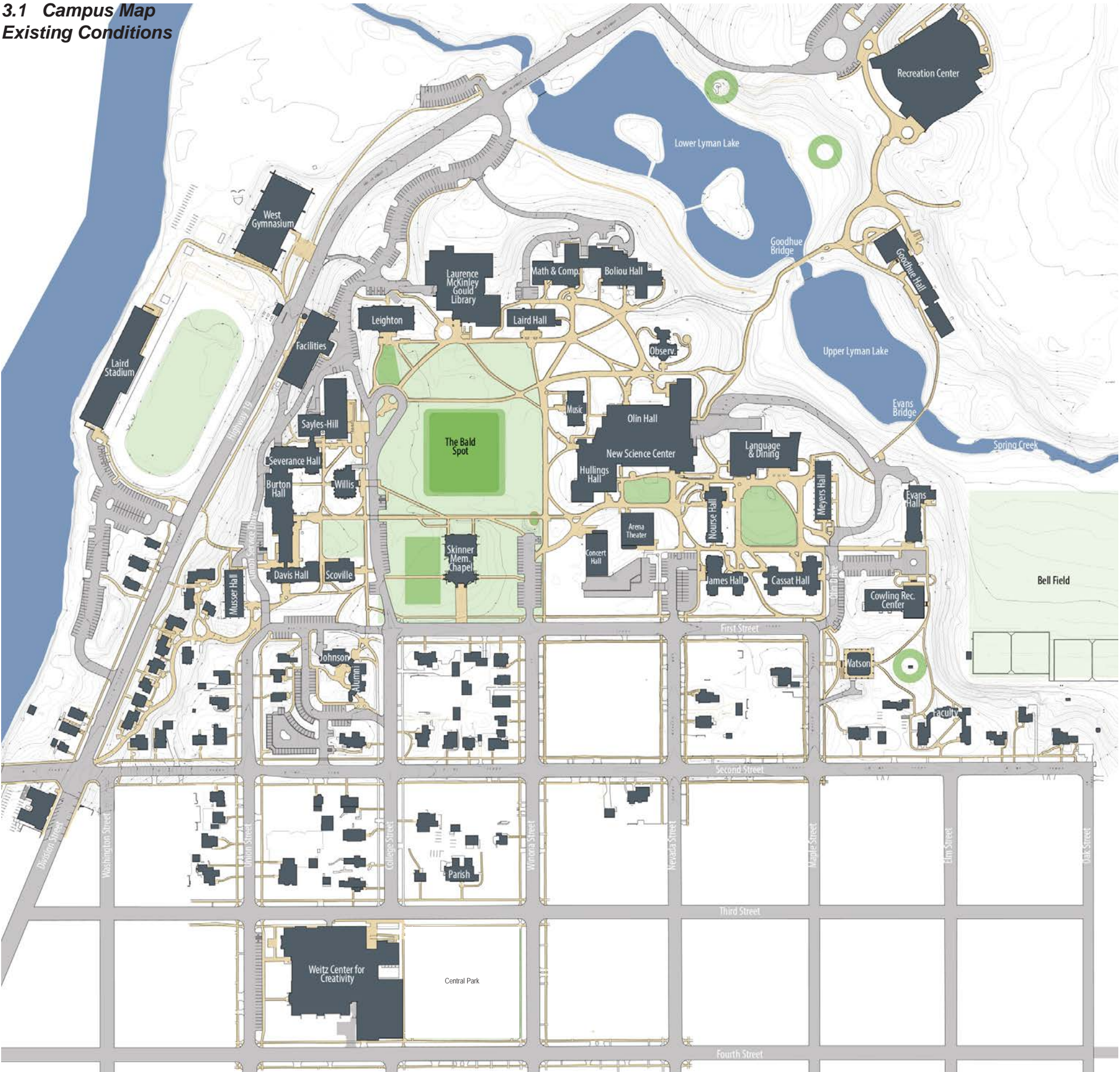
E. Transit Station

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 House should be studied for utility and architectural feasibility. Initial study indicates that the location shown in the diagram (map on page 12, bottom left indicated with a “T”) might be built into the slope below the first floor windows of 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.

3.1 Campus Map
Existing Conditions



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-Hill past Olin Hall and south of Goodsell. This route leads to a set of stairs on the bluff and connects to the northern east/west connector serving Goodhue and the Recreation Center.
- **South** - Burton Hall past the Chapel and Anderson Hall then splits at Nourse Hall. The split to the north is to access the Language and Dining Center and Myers Hall with a sidewalk around Myers to access the Evans bridge and Goodhue. The south east split continues to James and Cassat Halls and leads to Evans and Cowling, and also splits again with a path between James and Cassat leading to Watson.

None of the three east/west connectors provides compliant ADA access down the bluff to access Goodhue Hall, the Recreation Center, and Arb Office.

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 Science Complex and at the first of its splits. Conflicts occur at this split intersection between pedestrians and bicycles.

Pedestrian traffic often occurs on the Evans/LDC Service Drive which does not have a sidewalk alongside. This is an active truck route serving both the LDC Dining and Anderson Hall loading docks.

4A. Recommendations *continued*

Recommendations:

- Establish east/west campus connectors as shared pedestrian, bicycle, and accessible routes. This can occur at existing paths by increasing to 12 foot widths, adding painted stripes to segregate pedestrians and bicycles, and ensuring slopes are not greater than five percent.
- Widen the sidewalk on the west side of College Street between First and Third Streets to better serve the Weitz Center.
- As new sidewalks are developed from First to Third Street we will follow the campus exterior lighting standards for pedestrian safety, access, and aesthetics. Add pedestrian lighting, possibly bollards, and pole lights as needed 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.
- Define a pedestrian path across the parking lot behind Leighton connecting the Library to the Highway 19 crossing leading to the West Gym.
- Consider replacement of Goodhue bridge 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



Example of a Shared Pedestrian/Bicycle Path

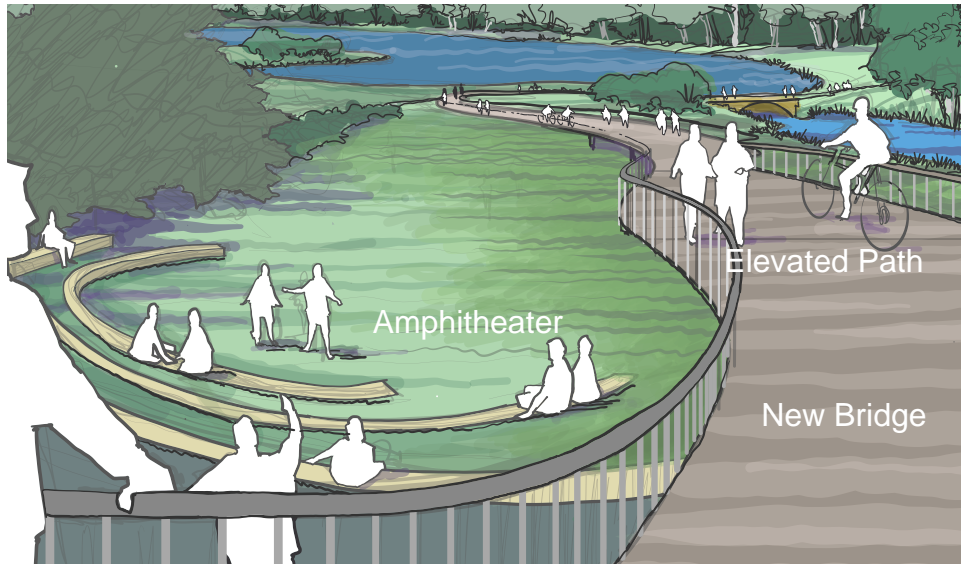


Current east/west connectors

- 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.
- Add a sidewalk along the Evans/LDC service drive leading to the Evans Bridge. Improve pedestrian access to the CAVE at Evans.
- Add a walking/bike path connection to the Arb office/classroom.
- 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.
- Look for ways and locations to separate bicycle and pedestrian traffic and plan for the arrival of electric scooters/bikes.
- Continue and reinforce efforts to prevent vendors or deliveries from using campus walkways during the academic terms.
- 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



4.a Concept Sketch Plan



4.b View from the New Cross Campus Path

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. See 4.a. & 4.b. Concept Sketch Plan and View.

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 Campus Center 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 Street 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 Street faces the Bald Spot.
- The two blocks south of First Street 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 Street rises approximately two feet above the street. The east sidewalk 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



Existing College Street north of First

5A. Recommendations:

These initial recommendations in section 5 are designed to transition College Street from a vehicular thru street to a mostly or entirely pedestrian avenue. A move to reduce or eliminate vehicles in this area will necessitate resolving key concerns about accessibility to the Library and Sayles-Hill/Severance areas.

The recommendations suggested in 5A are pre-cursors to either option 5B or 5C which follow. Assessing the successes and challenges of the recommendations in 5A will help inform which of the other two options can be considered and identify how we might better approach the remaining issues of either of these alternatives.

In considering whether to pursue options 5B or 5C, or other yet to be determined alternatives, College leadership should first carefully evaluate:

- What type(s) of vehicular access might be needed to buildings along College Street should it be closed?
- How individuals with impaired mobility would have access to buildings along the current College Street should it be closed?

Recommendation 5A includes:

- Implement the delivery access routes and loading recommendations of Section 3B above.
- Close North College to through traffic with removable bollards at the top and bottom of the hill northeast of Sayles-Hill. They should allow snow removal and emergency vehicles to pass as authorized.
- Relocate the transit/bus stop pickup from Willis to the southeast entrance of AGH on south College Street per Section 3E.
- Designate the northern most parking spaces on north College Street (near Willis) to be accessible spaces only, serving Willis, the Library, Sayles, and Severance and three spaces in front of Scoville to assist visitors with access to Admissions.
- Appropriately sign Union Street, College Street, and the north Leighton parking entrances from Highway 19 for deliveries and parking directions. Note that College Street is dead-end and no trucks.
- Designate the spaces on the east side facing the Chapel as visitor spaces.
- Make the College and First Street intersection a four-way stop.



5.A College Street north of First with proposed changes
CARLETON COLLEGE CAMPUS CIRCULATION PLAN

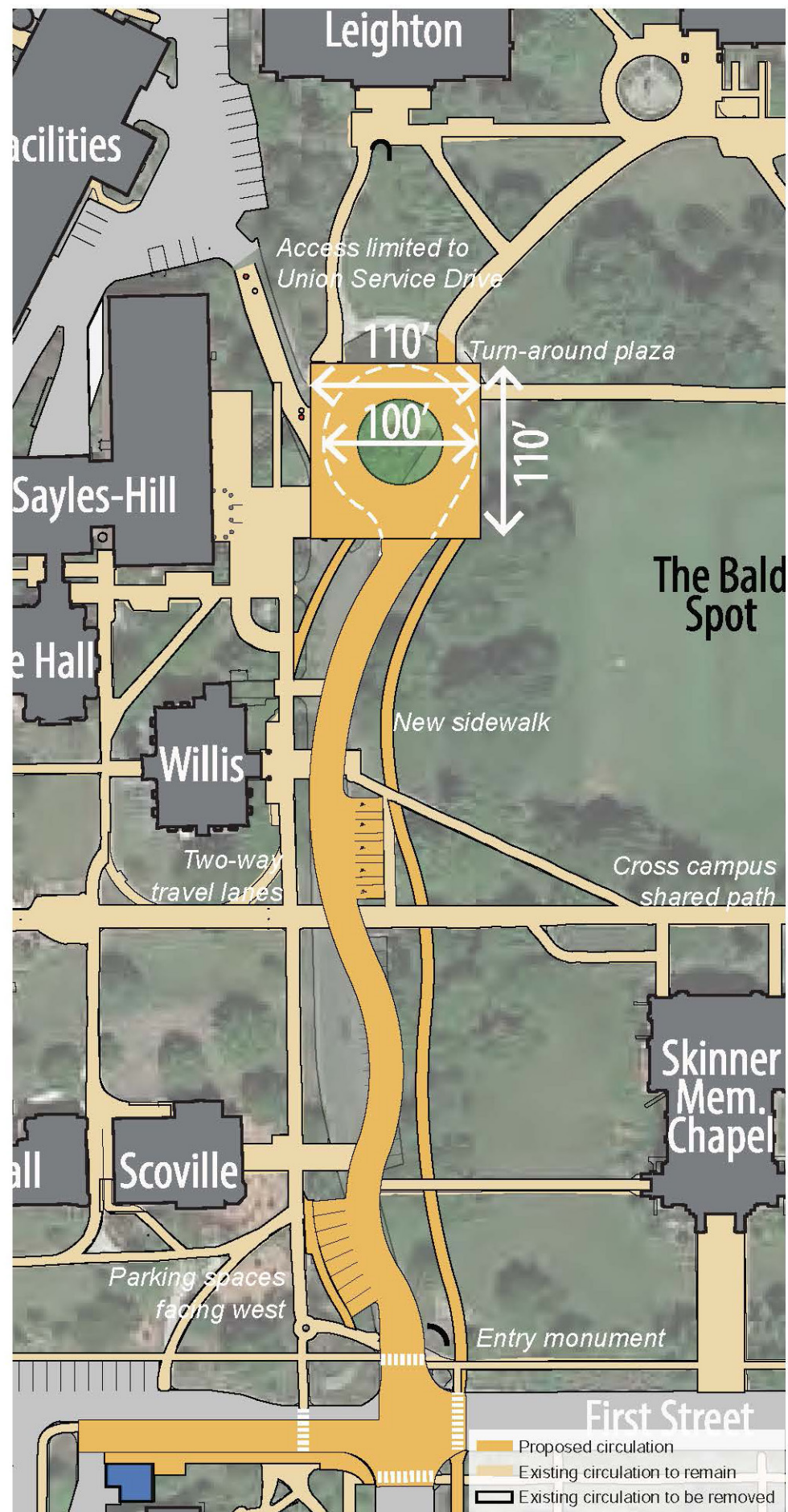
5B. Retain Vehicle Access to Sayles/Willis:

Recommendation 5B closes College Street as a thru street, retains vehicular access to Sayles Hill/Severance, redesigns the turn around to be more pedestrian-friendly while allowing vehicles to exit campus to the south, and retains some amount of accessible parking. To do this one would:

- 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 to recognize 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.
- 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. If this is done, consider widening the sidewalk on the east side of College Street between First and Third Streets.
- Reassess and possibly further reduce the on-street parking on North College Street.
- Replace the lost parking spaces, including accessible parking, to other locations on campus.



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



5.B Future College Street: Retaining Vehicle Access

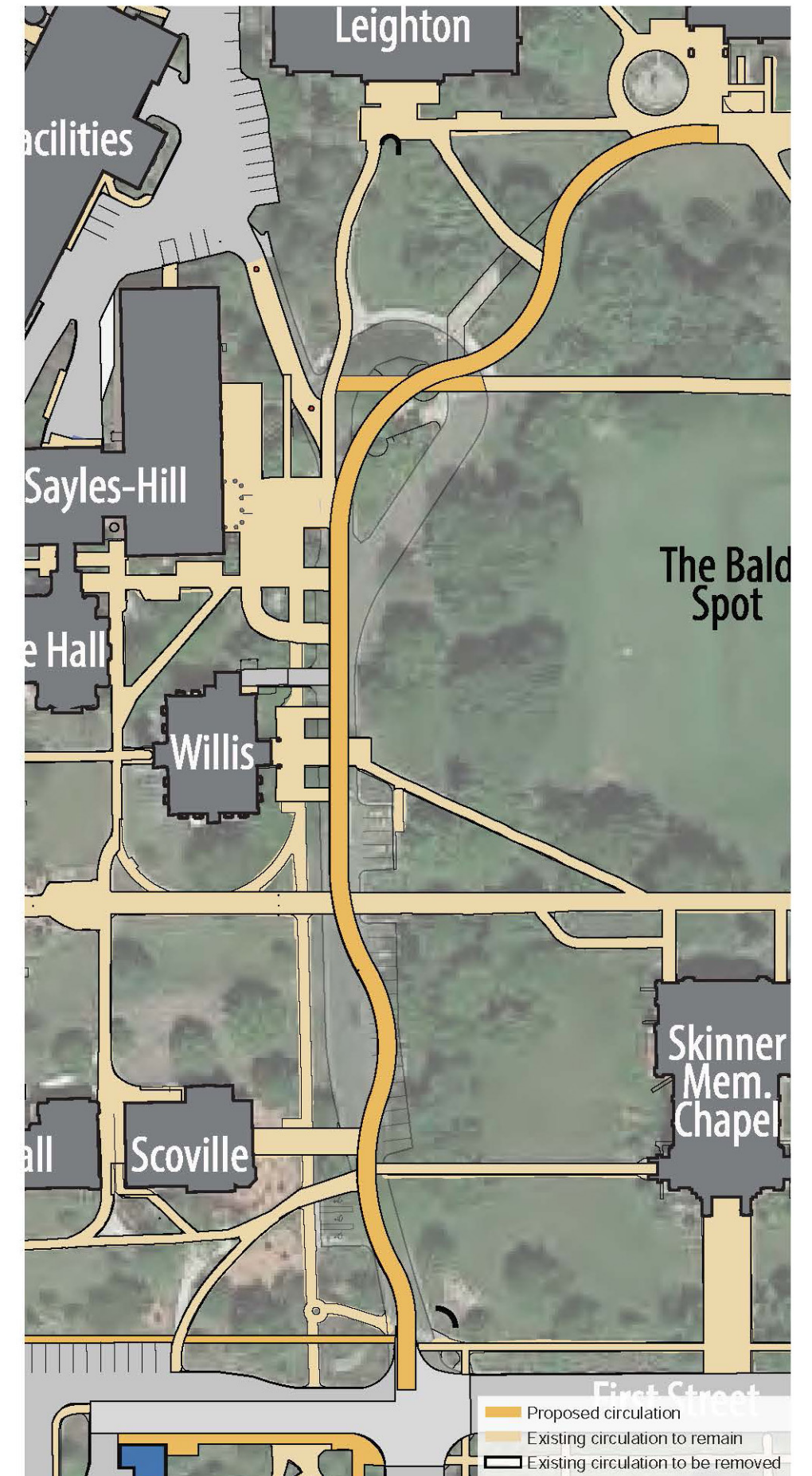
5C. Remove Vehicles on North College Street:

Recommendation 5C closes North College Street to vehicular traffic except for emergency and service delivery vehicles and replaces the roadway with a sidewalk. To do this one would:

- Remove the roadway and replace it with a wide walkway sufficient to carry emergency vehicle loads, as are in place elsewhere on campus.
- Provide for accessible parking and access to Sayles-Hill and the Library.
- Replace the lost parking spaces, including accessible parking, to other locations on campus.



Proposed view north on College Street at Scoville illustrating recommendation 5C



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

6. Map of Recommendations

- Ⓥ Designate visitor parking spaces
- ▨ Future parking
- ||||| Remove existing street parking
- ▬▬▬ Union Service Drive reconfiguration
- ▬▬▬ Delivery truck management along service routes
- Ⓣ Transit station, phased relocation
- ⋯ Shared pedestrian/bicycle path
- ⋯ College Street widen sidewalk and add bike lane
- ⋯ Spring Creek Trail extension around Bell Field
- ⋯ Chapel/Leighton/Library ADA accessible walkway
- ⋯ New pedestrian paths to Arb Office and Evans/LDC Service Drive
- ⋯ College Street bollards closing vehicle access
- ⬠ College Street 4-way stop
- ⓂⓂ Electrical Vehicle Charger
- Elevated walk and amphitheater concept



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 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, 2014 Facilities Master Plan, and 2017 Utilities 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:

- Enhance the character of the pedestrian walkways to provide a functional, safe, and memorable pedestrian campus experience.
- Reduce conflicts that exist between pedestrians, motorist, delivery trucks, and bicyclists.
- Improve the ADA accessibility on campus.
- Review parking needs and the desire to minimize parking spaces to meet current and future needs.

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 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 and 2019 to advance the planning goals, the approach, and recommendations for an improved circulation system for the campus. Two campus feedback sessions were held as part of the process.
- The committee considered issues and alternatives and committee members and campus constituencies provided recommendations for both short- and long-term improvements. The committee recognized that this is a bit of a moving target as we move toward some larger goals of making the campus more pedestrian friendly. We will need to remain aware of and responsive to changes in use or technologies, such as electric scooters, bikes, etc., and also the impact of changes made from this plan.

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>
- <http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-111912.pdf>
- <https://www.ci.northfield.mn.us/DocumentCenter/View/711/2012CCR064-Complete-Streets-Policy-final-draft>
- <http://www.officearchitect.virginia.edu/pdfs/BicycleMasterPlan.pdf>
- <https://move.unc.edu/files/2014/11/Chapters-1-3.pdf>

