7.0 Access & Movement Systems

7.0 Access & Movement Systems

7.1 | Pedestrian

Walking as a primary means of movement on campus should be encouraged both by upgrading major pedestrian routes to make them pleasant, comfortable, and secure day and night, and by minimizing conflicts with vehicles. A comprehensive program of investments in pedestrian accessibilty is required both within the campus and at its perimeter. This will be done by:

- Creating a network of campus access routes that serve users of all levels of mobility;
- Collaborating with integrated landscape and access improvement programs at the campus perimeter;
- Managing service and delivery vehicles/routes; and
- Consolidating core campus parking at the edge of the core campus.

Safe and convenient access to campus is essential. The academic community depends as much on the casual encounters that arise from well-designed patterns of access, as it does on the more structured encounters of the classroom and laboratory. The growing trend toward interdisciplinary academics requires a campus sufficiently compact to allow for all types of collaboration.

Fig. 7.1 | PEDESTRIAN ORIENTED SPACES AT CHARLESTON COLLEGE, SOUTH CAROLINA
(Design Precedent)

Fig. 7.2 | BRIGHTLY LIT PEDESTRIAN PATHS AT EWHA UNIVERSITY, SEOUL, SOUTH KOREA
(Design Precedent)

7.0 Access & Movement Systems

The University of Lethbridge should improve the physical and visual quality, pedestrian safety and amenities, and transit service on campus roadways. Specific elements should include:

- Redesigned intersections to improve pedestrian safety;
- Removal of curbside parking to create wider sidewalks, enhanced landscaping and/or bike lanes;
- Improvements along Aperture Drive to make transit service more convenient and comfortable;
- A coherent landscape and lighting treatment along all streets; and
- Improved landscaping, paving and lighting at the major campus gateway at Aperture Drive.

Fig. 7.3 | PEDESTRIAN PATH SYSTEM, PENN STATE UNIVERSITY *(Design Precedent)*

Fig. 7.4 | CENTRAL PEDESTRIAN-ORIENTED QUAD, UNIVERSITY OF WASHINGTON *(Design Precedent)*

The University campus will maintain pedestrian primacy, by establishing a program of strategic investments to upgrade major pedestrian routes into and within the core campus.

Fig 7.5 | DEMONSTRATION PLAN (PERSPECTIVE VIEW):
PEDESTRIAN PATHS & PLAZAS

Primary Pedestrian Paths

Secondary Pedestrian Paths & Trail System

Internal Pedestrian Circulation

Pedestrian Plazas

7.0 Access & Movement Systems

7.2 | Bicycles

Bikes are a low-impact mode of transportation, and should be encouraged on campus. A commitment to promote biking requires an investment in secure, well-located bike parking, well-designed and well-connected routes, and on-site amenities to support and promote bike commuting. Over time, the following should be considered:

- Bike-friendly design guidelines for new and renovated facilities;
- A campus bike circulation plan to ensure both bike and pedestrian safety,
- Secure and adequate bike parking by all buildings;
- Campus amenities should encourage bike use, such as the availability of lockers and showers;
- Programs to encourage bike use and promote bike safety, and
- Special policies to protect coulee and river valley areas from bike-related impacts.

Fig. 7.6 | BICYCLE PARKING, MATTHEW BOULTON CAMPUS, BIRMINGHAM METROPOLITAN COLLEGE *(Design Precedent)*

Bikes are a low-impact mode of transportation, and should be encouraged on campus. A commitment to promote biking requires an investment in well-connected routes.

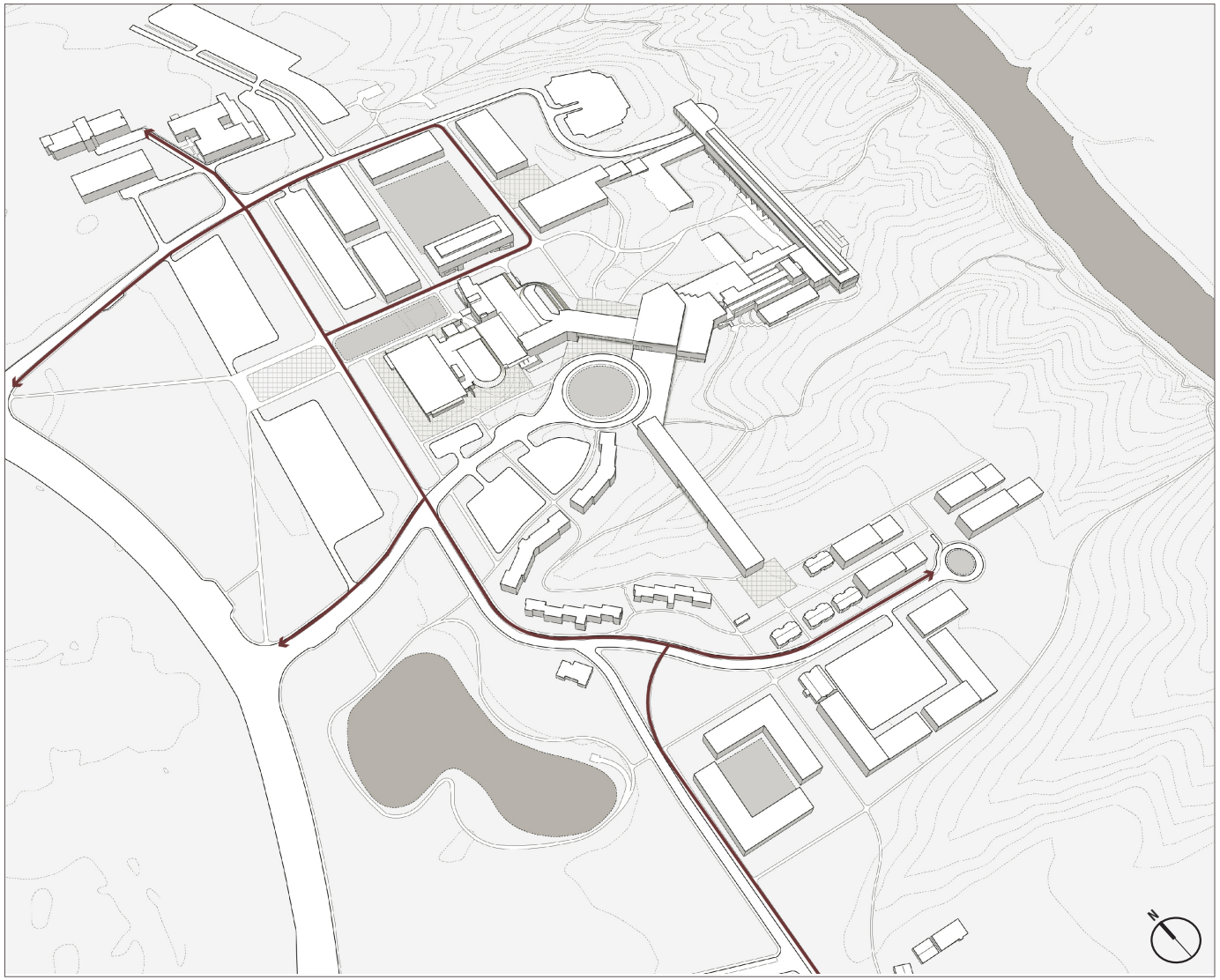


Fig 7.7 | DEMONSTRATION PLAN (PERSPECTIVE VIEW): **CYCLE ROUTES**

Cycle Routes

7.0 Access & Movement Systems

7.3 | Vehicular

The campus core is primarily a pedestrian environment with controlled access granted to campus vehicles, service and maintenance trucks, package service vans, construction vehicles and some private cars. The flow of these service vehicles through the campus core should be managed more assertively. Many campus buildings should also be serviced via short access roads directly from primary campus roadways. These access roads should have the proper signage and/or be signaled so not to cause multi-modal conflicts.

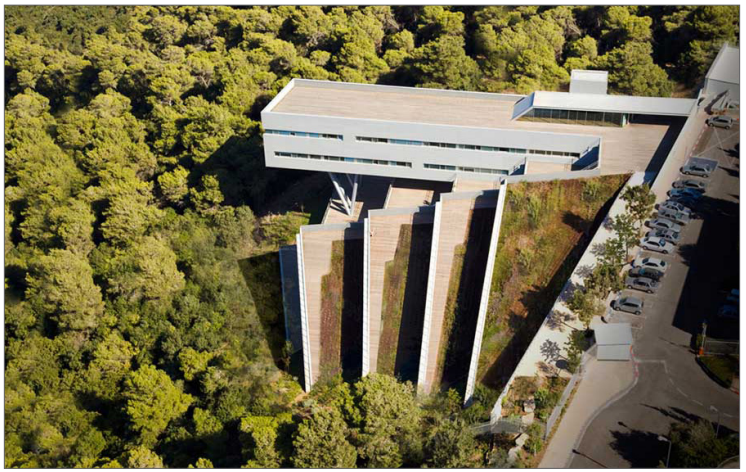


Fig.7.8 | HAIFA UNIVERSITY, ISRAEL *(Design Precedent)*

Fig.7.9 | PARKING BIOSWALES, SAN DIEGO *(Design Precedent)*

The campus core is primarily a pedestrian environment with controlled access granted to campus vehicles, service and maintenance trucks, package service vans, construction vehicles and some private cars.

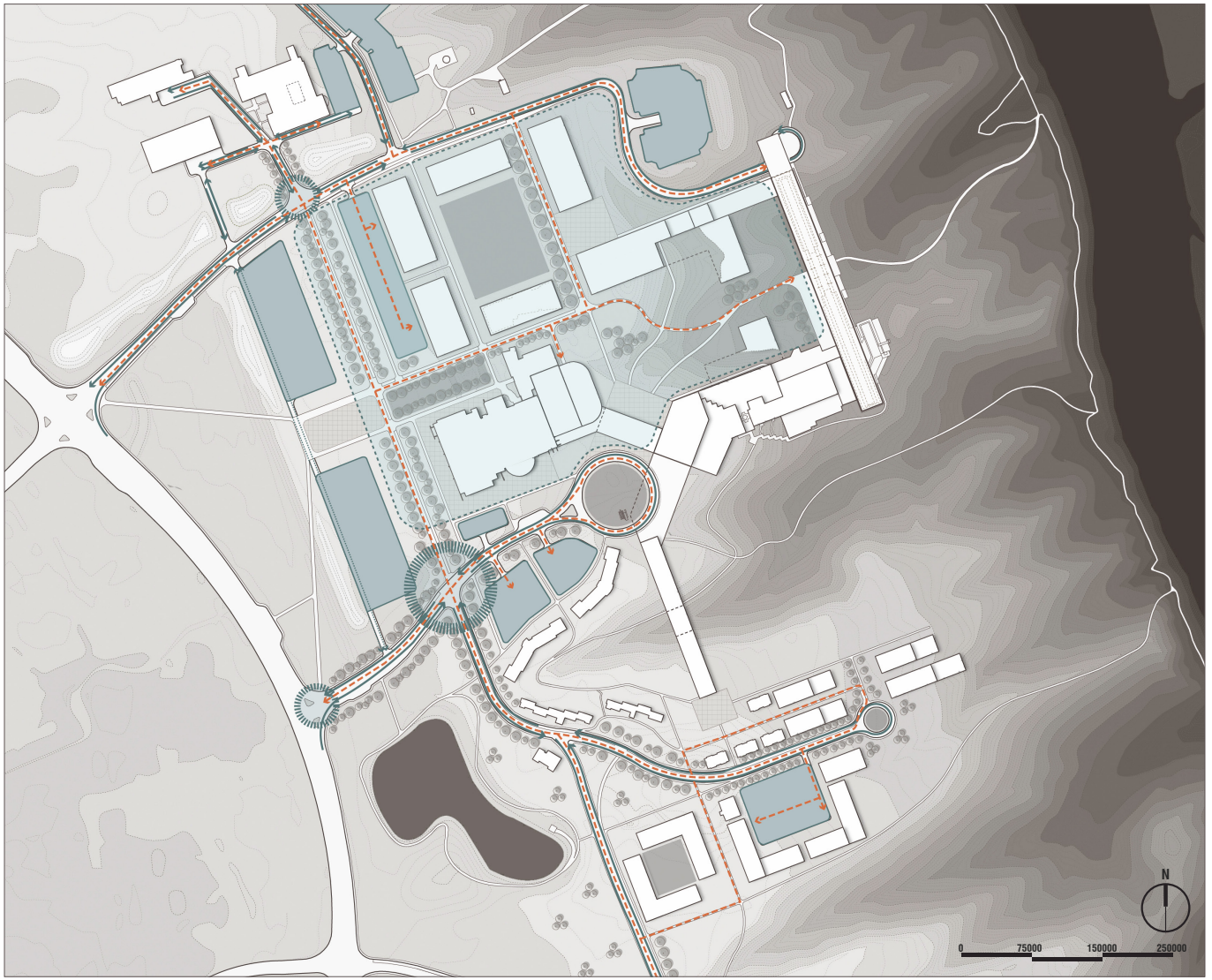
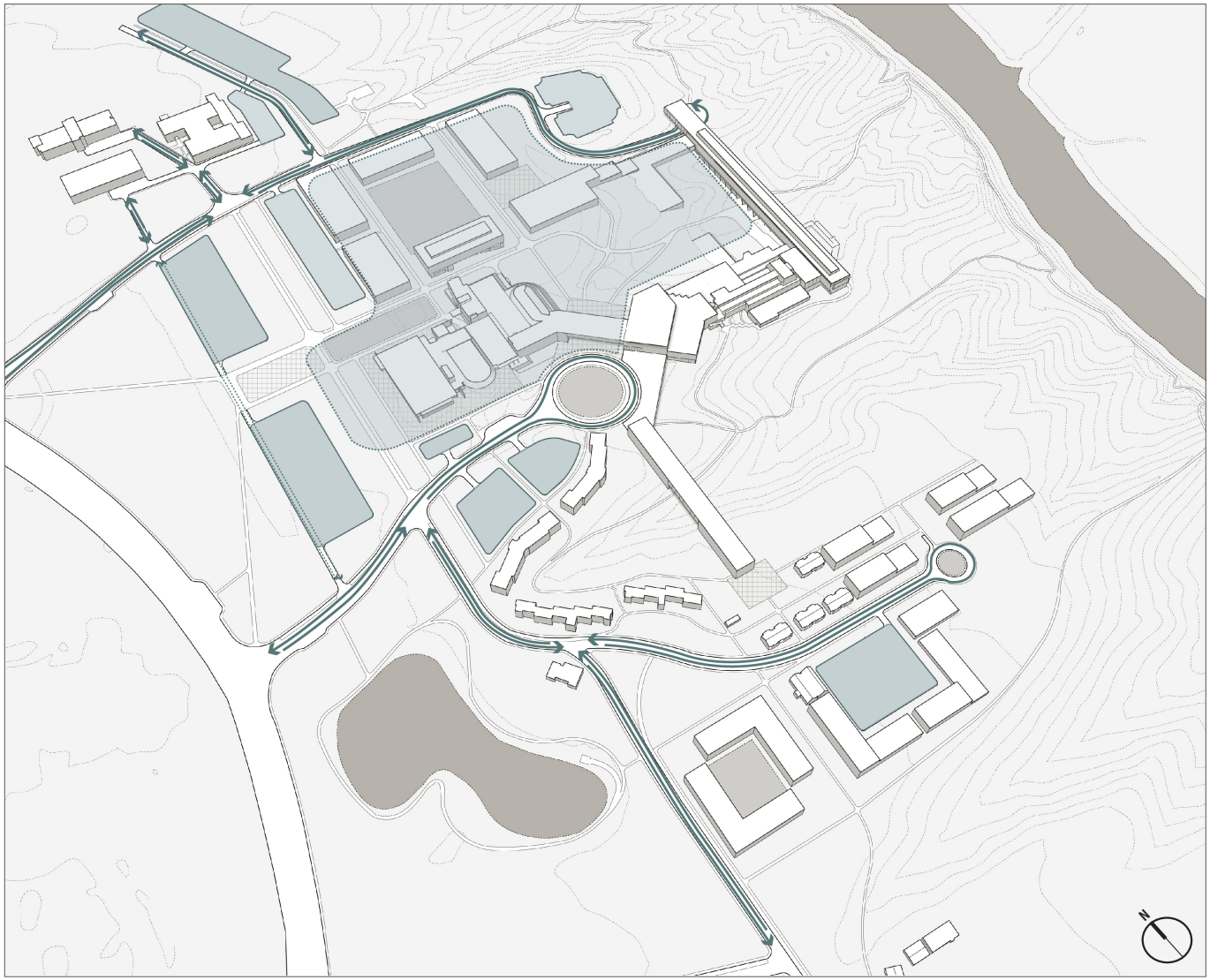


Fig 7.10 | DEMONSTRATION PLAN :
VEHICULAR CIRCULATION

Gateways
"Car-Free" Zone
Vehicular Circulation
Parking
Service Routes



Due to an anticipated increase in transit users, pedestrian and cycling improvements, and an increase in on-campus residences, vehicular access will be restricted from the campus heart.

Fig 7.11 | DEMONSTRATION PLAN (PERSPECTIVE VIEW) :
VEHICULAR CIRCULATION

Gateways

"Car-Free" Zone

Vehicular Circulation

The flow of service vehicles through the campus core should be managed more assertively. A clearly defined service vehicle network will complement the pedestrian priority zone and improve the efficiency of truck movement around campus.

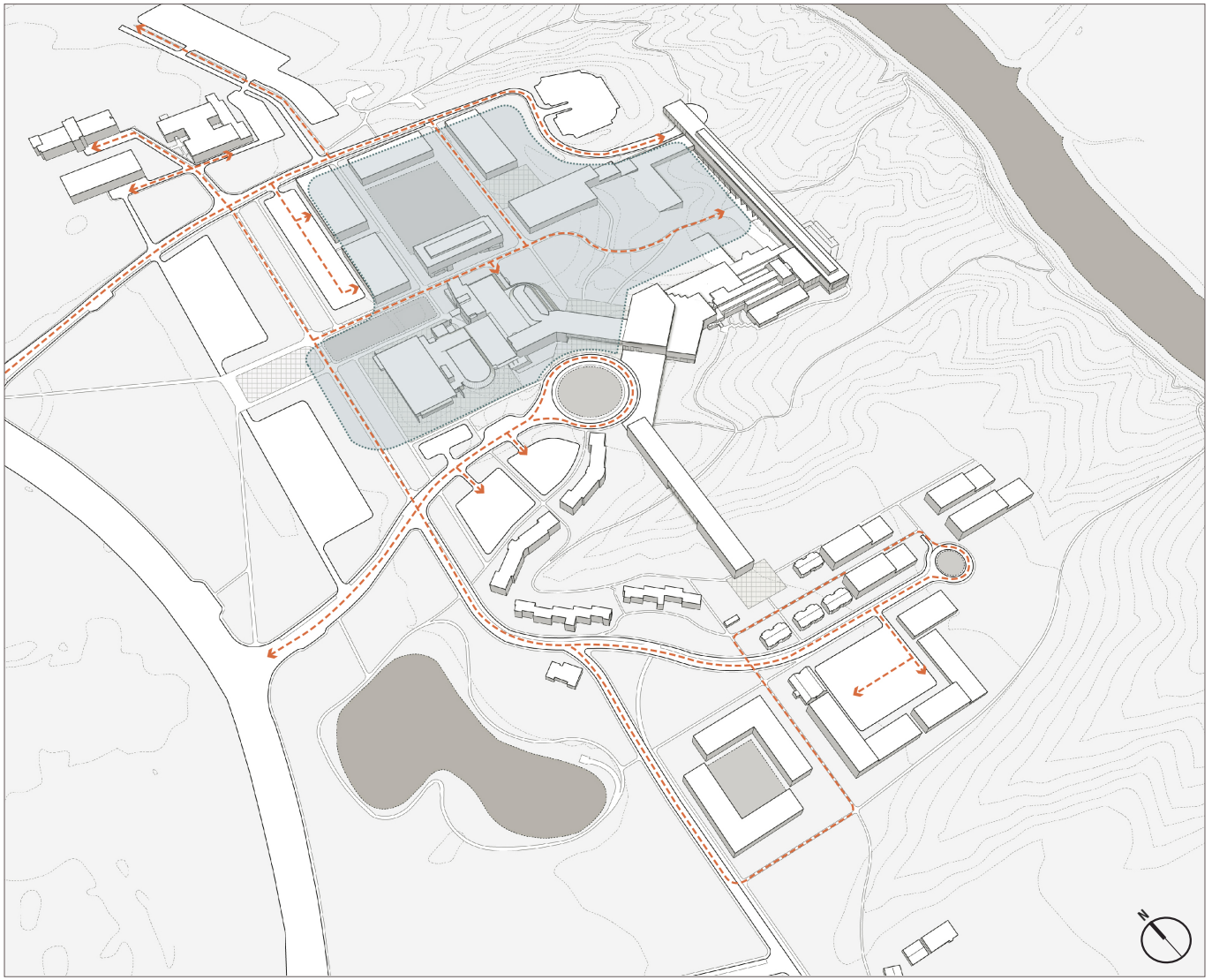


Fig 7.12 | DEMONSTRATION PLAN (PERSPECTIVE VIEW) : **SERVICE ROUTES**

"Car-Free" Zone

Service Routes

7.0 Access & Movement Systems

7.4 | Summary

The Campus Master Plan supports a well-connected and accessible campus that works internally for daily navigation and externally for commuters and service providers to connect to the greater community. Commuting and daily travel demands on the campus will be reduced by providing the capacity for a greater variety of the services, activities and housing needed by the academic community. The priorities for these movement and circulation themes include:

- Pedestrian and cyclist friendly campus;
- Roads and intersections;
- Service vehicle routes and access; and
- Parking

The University will encourage people to use alternative/sustainable means of travel to the campus instead of relying on single occupancy vehicle trips. Parking for a majority of vehicles will be located at the perimeter of the campus with the exception of a few limited parking spots scattered throughout campus servicing the disabled and temporary parking requirements. The preferred travel modes between campus destinations are walking and cycling, while the campus core is primarily for pedestrian use.

- Bicycles, which are welcome on all parts of campus, share roads with vehicles and paths with pedestrians;
- Bicycle storage, both secure and temporary, is distributed across the main campus;
- Bicycle usage within the Coulee-Quad will be restricted due to the hazards associated with steep slopes;
- The Community Shuttle routes are not intended to replace walking on campus, but rather provide options for people with mobility impairments, people carrying large or heavy objects and people walking at night;
- Emergency vehicles have access everywhere on campus;
- University service vehicles are not permitted to travel through the pedestrian core during peak usage (an operational program needs to be developed while the physical infrastructure needs to be modified to suit);
- The campus pedestrian network will connect with major trails by the Oldman River Valley to provide connectivity beyond the campus; and
- The athletic fields, gardens and land-based research areas will also be connected to this open space network.

The University of Lethbridge should collaborate on initiatives with the City to improve the visual quality, pedestrian safety and amenity, and transit service on University Drive. Specific elements of this program may include:

- Redesigning intersections to improve pedestrian safety;
- Wider sidewalks and/or bike lanes;
- A coherent landscape and lighting treatment along each street; and
- Improved landscaping, paving, lighting and transit/shuttle stop at major campus gateways.

The University will encourage people to use alternative/sustainable means of travel to campus instead of relying on single occupancy vehicle trips. Aperture Drive will function as a major circulation loop/hub for all buses coming on campus. The proposed shuttle bus routes provide options for those people with mobility impairments, people carrying large or heavy objects and people walking at night.

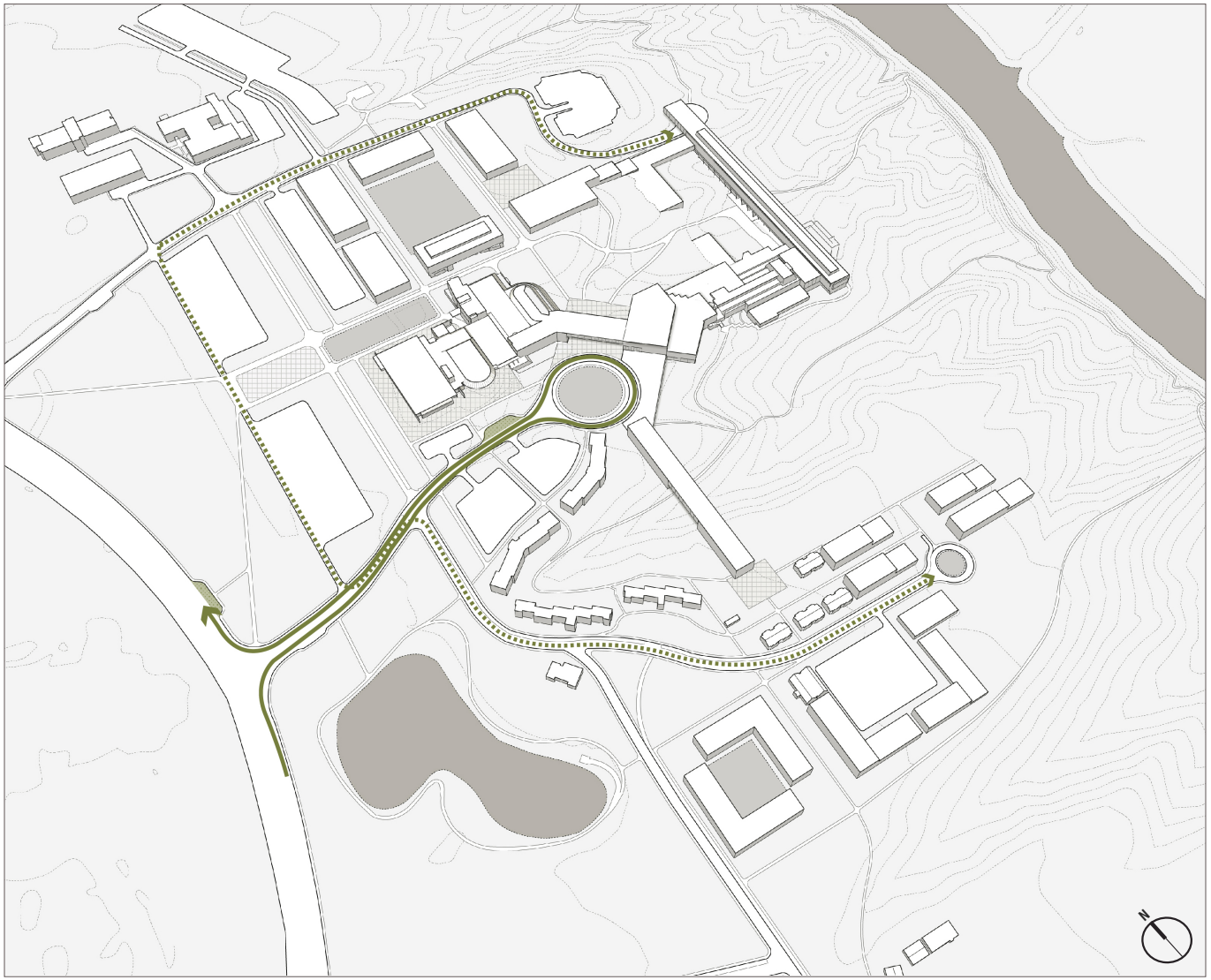


Fig 7.13 | DEMONSTRATION PLAN (PERSPECTIVE VIEW): **TRANSIT & SHUTTLE BUS ROUTES**

Public Transit Route

Shuttle Bus Route

Bus Drop-off Zones