

## CIRCULATION AND PARKING

### Circulation

Pedestrian and bicycle movement has always been relatively easy on campus but this ease is in delicate balance. Except for crossing the Green, this circulation generally follows the streets [Map page 16]. As the College grows north toward the Medical Center site, we believe this pattern should continue.

Vehicular traffic has built up to the point that it now interferes with teaching and work. The Medical Center move may be a breakthrough. Hospital and Clinic employees, patients and visitors now make several thousand trips through the campus each day. Their relocation and the demolition of many hospital buildings will reduce traffic through the campus measurably. This potential reduction presents the College with a one-time chance to change the pattern of traffic through the campus.

1. Study the feasibility of creating a traffic-free zone by closing portions of North College Street and Wentworth Street at least to through traffic and possibly to all but service traffic [Map page 17]. North Main would return to two-way traffic. North-south through traffic would be rerouted to Wheelock Street and Park Street, which would be widened. If this proves possible, the College would create a traffic-free zone encompassing the College Green, Baker, Dartmouth Row, and Rollins Chapel.

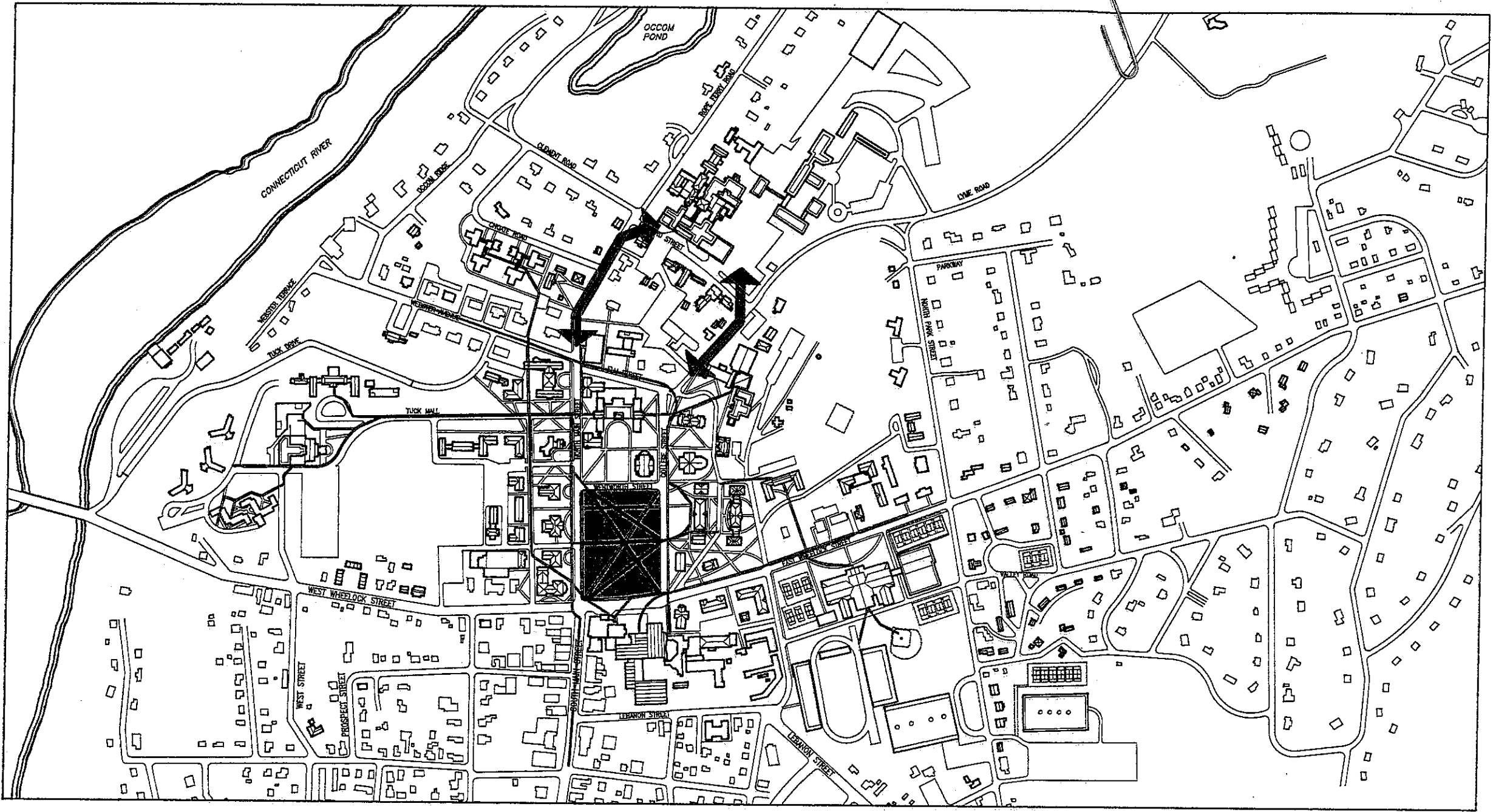
Historically, the Green has always been defined by circulation and in quieter times a ride around the Green was a pleasant trip. As traffic volumes grew, conflicts arose. During commuting hours, several lanes of vehicles form a constant stream encircling the

Green. Through truck traffic has been particularly disruptive. To reduce this traffic, the Upper Valley-Lake Sunapee Council Bridge and Highway study of June 1988 recommended a reduction of traffic on North College Street by making it one-way north from Elm to Maynard streets, and by improving Park Street. Our proposal goes further, shifting most or all traffic from North College to Main and Park Streets.

These are public streets and a State highway. Substantial public policy is at stake and there are many conflicting trade-offs. Nevertheless, *the chance to create a small, traffic-free zone at the heart of the campus is rare and the College should press hard for this goal.*

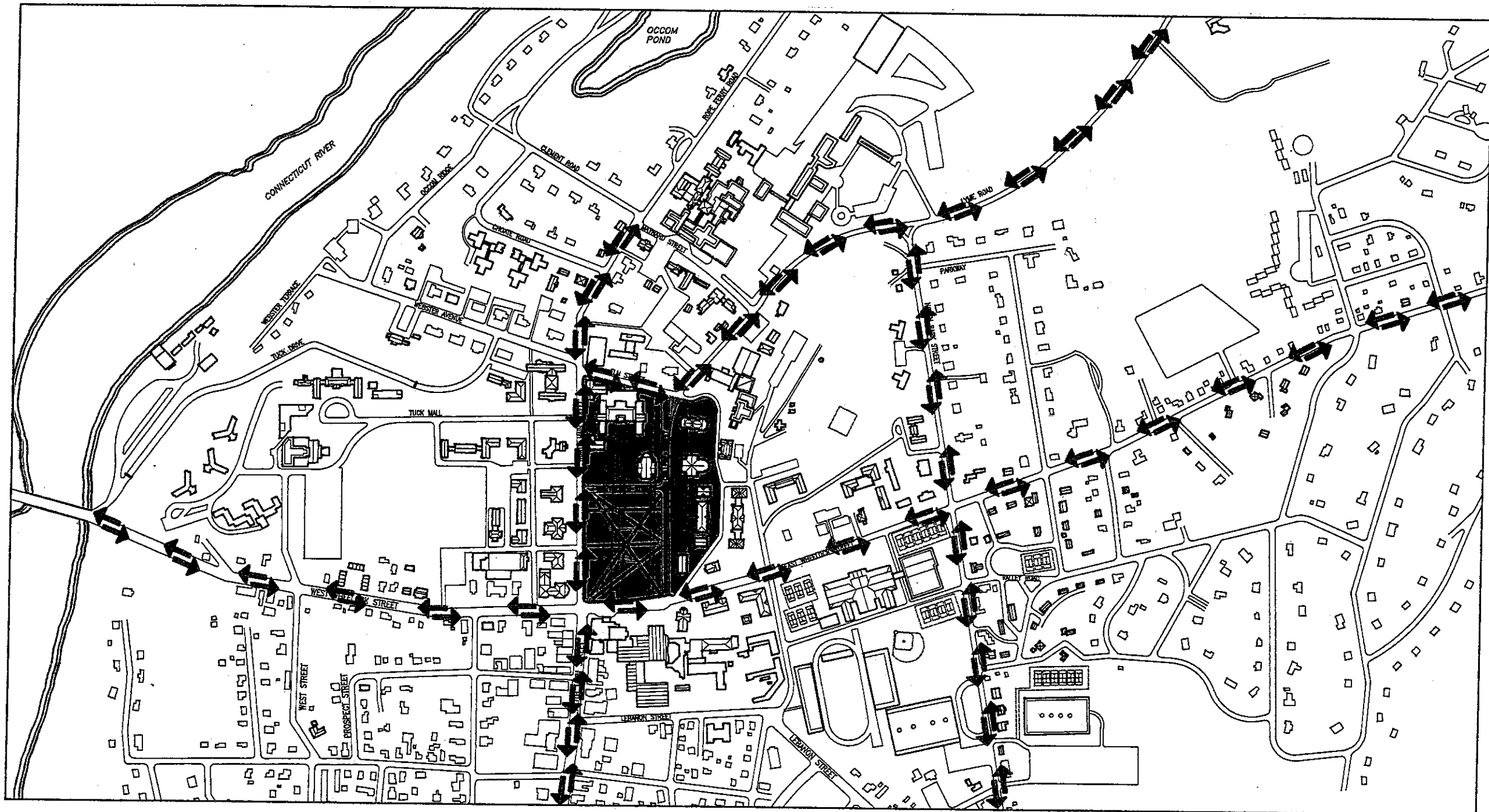
To put into effect our Open Space recommendations:



2. Study the feasibility of closing Maynard or Elm Streets except for service traffic. This is a lower priority to the closing of Wentworth Street recommended above.
3. Remove all but service traffic from in front of Massachusetts Row.
4. Study the feasibility of closing Tuck Mall to all but service and shuttle traffic.



| Pedestrian Circulation    **↑** Future Ped. Circulation    | Pathways





 Proposed Traffic
  Traffic Free Zone

## Parking

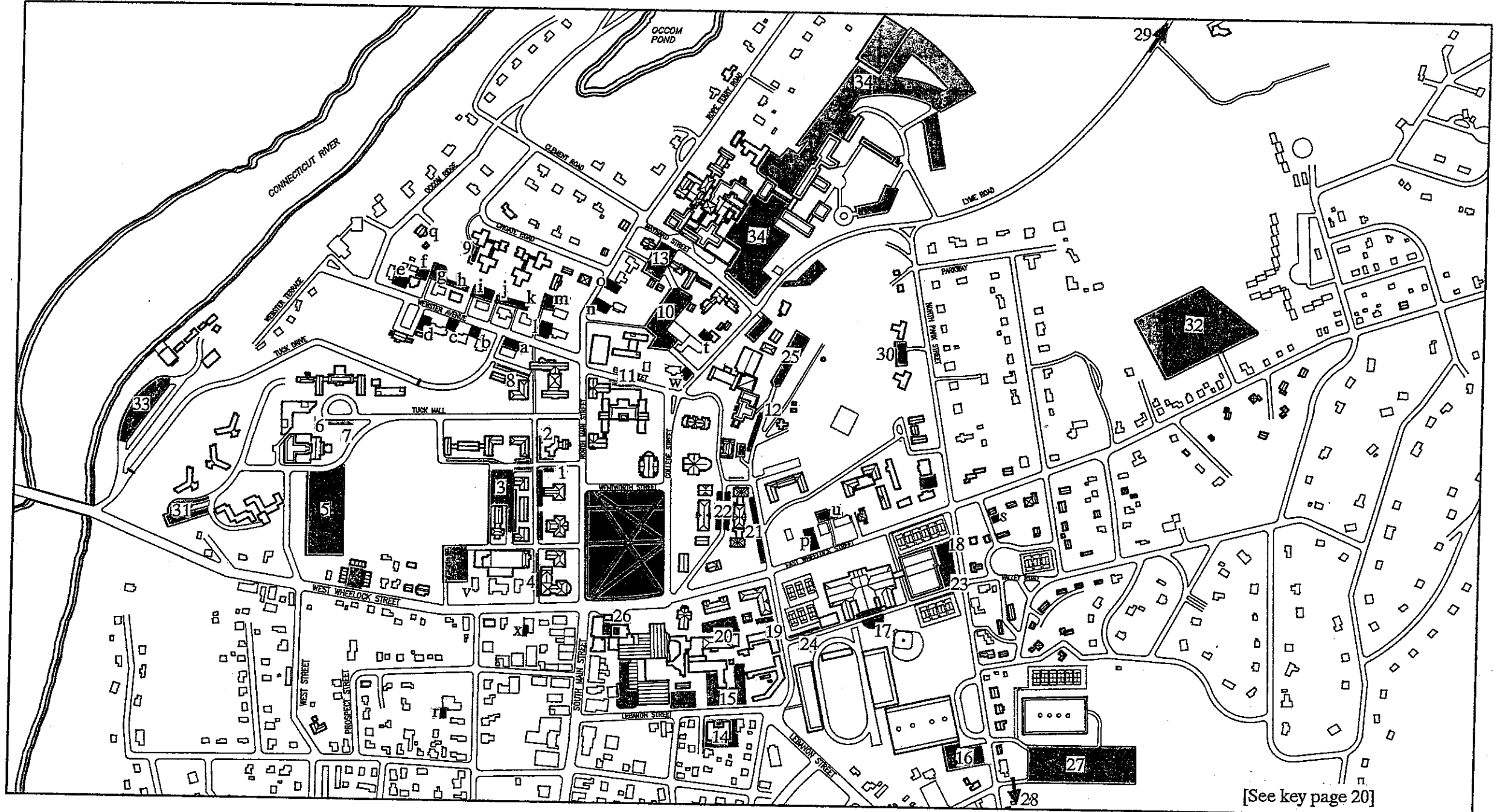
The number of cars registered to park in the core campus (not remote parking) has increased steadily at 2% per year for over ten years. This closely parallels employment growth, which has been at a 2% rate over the past six years. Over the same period, the number of parking places has stayed about even [Map page 19]. Today the College has three spaces for every four registered cars which is below a normal four spaces for every five cars. As a result, lots are often full. More students have cars, too, and student parking violations, almost all in the core campus, have increased at the rate of 10% per year for the past five years. Parking in the core campus is used at capacity.

The College's policy for parking lots has been to allow them where practical *except at the "fronts" of buildings*, that is, around the Green, on Tuck Mall and along Main, College and East Wheelock Streets. As pressure for more spaces mounted, the College used remote lots with shuttle service in order to retain this plan. We support this common sense policy and, as we did in the 1983 Master Plan, propose to expand the "fronts" to include Massachusetts and Fayerweather Rows.

5. Remove all but service parking from Massachusetts and Fayerweather Rows. This is further discussed under Open Space [Page 13].
6. Remove all but service parking from the south entrance of Alumni Gym. Access to many of the College's athletic facilities radiates from this point and it is the de facto "front" of this building.

We believe that as the College absorbs the Medical Center site, it will have a large parking resource adequate for a decade or more. Though somewhat remote, this resource can be used to achieve the purpose of reducing parking at the fronts of buildings. Its location will require incentives and a complete revamping of the shuttle system when the Hospital moves. This system now serves 30,000 riders a month, the vast majority Hospital personnel. The College pays only 17% of its cost.

7. Integrate the parking resources of the Medical Center site with those of the rest of the College in the plan for that site.
8. Retain existing limitations of student use and parking of vehicles.



[See key page 20]



- College
- Fraternity
- Elimination Proposed

Source: Facilities Planning



Map	Lot	Available	Visitor	Handicap.	Reserved
<b>Employee Parking</b>					
1	Mass. Row	45	2	2	3
2	Blunt	18	7	1	
3	Mass. Lot	178			2
4	DDA	46		1	1
5	Cummings	221		3	4
6	Tuck School	16	3	1	
7	Old Tuck	25			2
8	Butterfield	13		1	
9	Choates	6			2
10	Bradley	70			2
11	Baker Library	7		2	2
12	Nathan Smith	13			2
13	Gilman	28			
14	Lodge	31			
15	Clement	103	3	1	5
16	Leverone	38			10
17	Alumni Gym	32			1
18	Tennis Court	25			25
19	Topliff	8			
20	New Hampshire	18	5		17
21	Fairweather	19			
22	Dartmouth	39		2	
23	Berry Center	14	3	2	
24	Davis Varsity	16			1
25	Observatory	73	3		2
26	Hanover Inn	18			
27	Thompson	326	20	4	
28	Route 120				
29	Lyme Road				
	<b>Totals</b>	<b>1120</b>	<b>46</b>	<b>20</b>	<b>81</b>
<b>Student Parking</b>					
30	43 College St.	11			
31	Channing Cox	49			
32	A-Lot	350			
33	Ledyard	162		13	

Map	Lot	Available	Visitor	Handicap
<b>Student Parking</b>				
a.	Beta Theta Pi	10		
b.	Zeta Psi	10		
c.	Bones Gate	9		
d.	Sigma Nu	9		
e.	Delta Psi Delta	20		
f.	Sigma Theta Epsilon	15		
g.	Alpha Chi Alpha	15		
h.	Chi Gamma Epsilon	8		
i.	Alpha Chi Omega	29		
j.	Phi Delta	18		
k.	The Tabard	13		
l.	Kappa Kappa Kappa	13		
m.	Gamma Delta Chi	10		
n.	Phi Tau	15		
o.	Alpha Theta	15		
p.	Alpha Delta	26		
q.	Alpha Phi Alpha	6		
r.	Phi Sigma Psi	14		
s.	Kappa Kappa Gamma	5		
t.	Delta Delta Delta	5		
u.	Chi Heorot	21		
v.	Theta Delta	16		
w.	Sigma Alpha Epsilon	16		
x.	Sigma Delta	4		
	<b>Total</b>	<b>950</b>		<b>13</b>
<b>Hospital Parking</b>				
34	Hospital	1277	440	
<b>Registered Cars</b>				
	Resident Students			399
	Commuter Students			480
	Fraternity/Sorority			595
	Employee on campus			2495
	College Housed Employees			460
	Hospital (All shifts and Med. School)			4820
	<b>Total Registered Cars</b>			<b>9189</b>