



TRAFFIC and PARKING

Traffic and parking have been the subjects of intensive study by the college over the past two years, involving Resource Systems Group from Norwich and Walker Parking Consultants. See *Dartmouth 10-Year Master Plan Circulation and Parking Report, 2/26/01, and Parking Alternatives Study, 3/15/01.*

Vehicular Traffic was reduced within the Town with the relocation of the Medical Center, but DHMC traffic continues to be a major factor in peak periods. The college is exploring traffic calming devices to improve pedestrian safety, as well as employee incentives to reduce the use of cars, encourage carpooling, use of public transit and walking/bicycling.

These efforts have been conducted in concert with the Town and the Dresden School District. The ultimate disposition of the Dresden property can have a major impact on traffic.

Parking demand at the college is now at 89% of capacity which is effectively "full." Exacerbating the problem, most of the parking is at the campus edges, not at the core where many people work, as shown on this map. The 10-Year Master Plan, including projected employee growth, will result in a need for about 1,380 new parking spaces in one or more parking garages.

These structures should be located to intercept incoming traffic before it moves through the campus. The total morning peak Dartmouth employee traffic flows are:
 Ledyard Bridge = 53%; NH 10 south of Downtown = 7%; NH 10 north to Lyme = 5%; and NH 120 at Lebanon = 35%.

The college is exploring one of three sites for a possible structure to accommodate the Ledyard traffic: Cummings lot, Ledyard lot and off West Wheelock Street south of the cemetery. A second structure would be built later in Dewey Field or along the Lebanon Street corridor.



**DRAFT
DARTMOUTH COLLEGE
CAMPUS MASTER PLAN
BEYOND TEN YEARS**

● Residential ● Academic ● Administration ○ Utilities
 ▨ Student Life ▨ Parking ▨ To Be Demolished

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**THE CAMPUS MASTER PLAN
BEYOND TEN YEARS**

After about fifteen years, the core campus will essentially be built out. This map shows the few remaining possible sites at the edges of College Park, in Berry Row, and behind Alumni Gym. Tuck and Thayer will expand to the west.

The balance of the Student Center will be completed, either at Thayer/Collis/Robinson or north of Maynard. A major athletic/recreation center will be added to Alumni Gym.

The major expansion will likely be North of Dewey Field, into the golf course. Dewey hill forms a topographic separation between the campus and the golf course. Removal of the east end of the hill would allow a new road from the Dartmouth Medical School north to the golf course. The west end of the hill must be retained as it abuts neighbors on Rope Ferry Road.

The new internal road would create development sites. The first building could be a garage, located just off Lyme Road. Subsequent sites could accommodate administrative and academic needs. These buildings should be buffered from Lyme Road by setbacks and landscaping. Further out Lyme Road, this road could link to the 9-hole property. Within Dewey Field, a mix of academic and residential uses can be accommodated.

The college shuttle bus system will be substantially expanded in this period, enabling use of land now considered beyond the core.

There are substantial issues with this proposal, including long walking distances, very difficult terrain, Pine Park, Girl Brook and, of course, the golf course itself. Yet the golf course is our land bank for beyond ten years, connected internally as shown here, or via Lyme Road.