

VEHICULAR CIRCULATION

The assessment of vehicular circulation included: campus entries; primary, secondary and service circulation; existing drop-offs and arrival areas; bus routes, and conflict areas.

The sequence of directions to arrive at BCC is generally off Exit 5 from Interstate 81 then turning right onto Route 11, which is also called Front Street. When using this route the first campus entry one arrives at is the South entry. This entry has a traffic light and serves as the primary entry for students and daily activities. The entry has a prominent sign on the north side of the entry. Primary student parking is accessed from this entry. A left turn is required at this intersection to enter onto Lt. Vanwinkle Drive. Once on Lt. Vanwinkle Drive, a right turn is required to access the campus loop road. These entries are often congested during peak times of arrival and departure. It was noted during observation that traffic jams up along South College Drive into the adjacent parking areas at peak times. Parking, intersection and road/entry configurations should be evaluated to determine a more functional solution to deal with peak traffic volumes.

The northern entry to the campus is the more formal entry to the campus, generally used by those accessing the campus from Exit 6 of Interstate 81 and those arriving from the north. Visitors are directed to use this entry for admissions and visitor parking. Some students use this entry; and most faculty do because of the location of faculty/staff parking lots.

The primary vehicular route is North College Drive to South College Drive and is referred to as the loop road. The road is in good condition and serves the perimeter of the campus and virtually all parking lots. Conflict areas were identified along this road. The first, as already mentioned, is at South College Drive and the access road to the south entry of the campus. The other is along North College Drive between the Ice Rink and Science Building. There is perpendicular parking along the road. This creates an unsafe condition with cars backing up into the lanes of travel, as well as a poor view and first impression of the campus. There is the potential for the parking to be reconfigured and potentially relocated to eliminate these conflicts.



View looking west along North College Drive depicting the lack of street trees, parked cars and identified conflict area



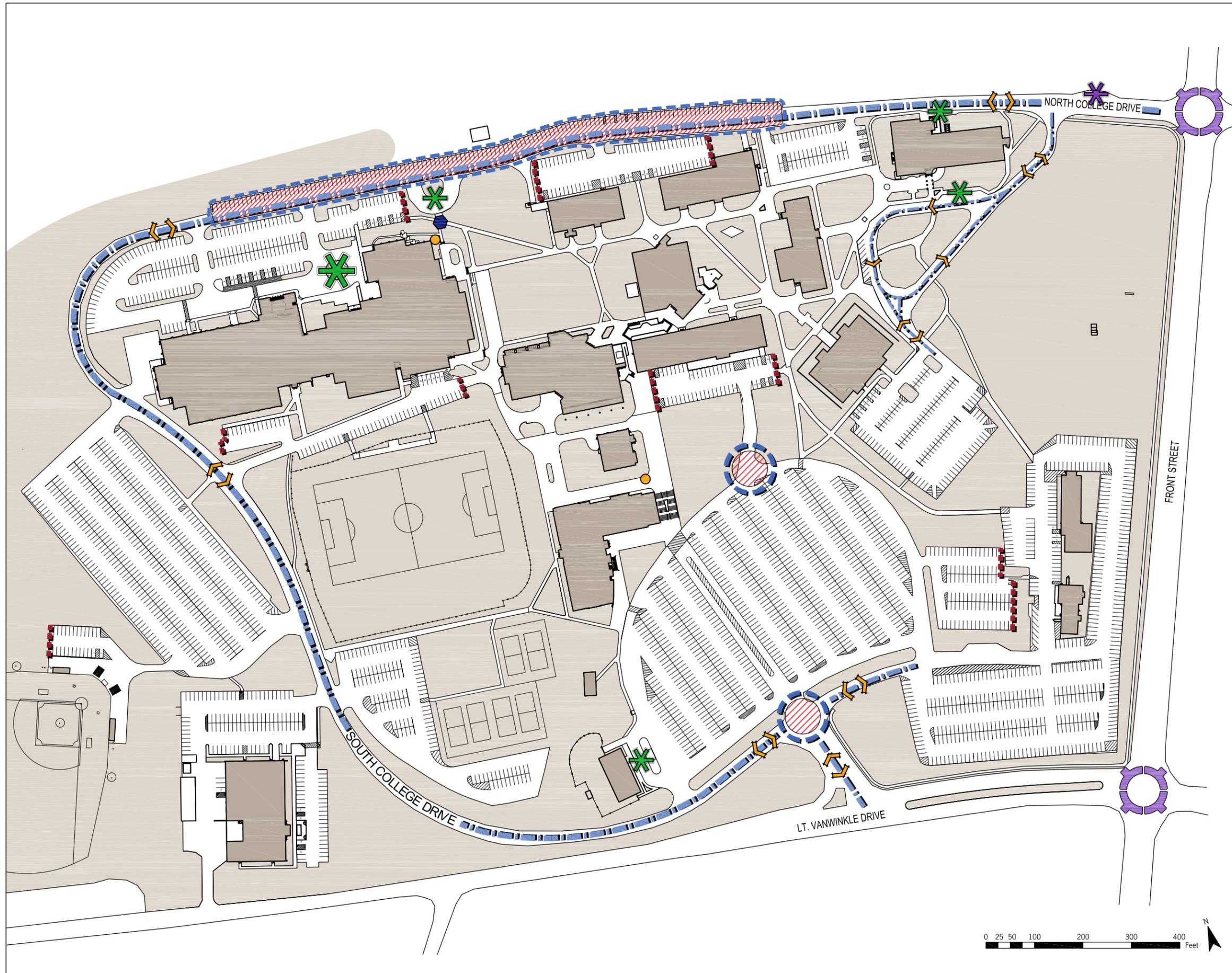
View of primary bus shelter and pick-up area

The campus has six drop-off/arrival areas on campus. The most visual arrival area is the orientation area at the north entry. There is the opportunity to enhance this area portraying a more welcomed appearance. Titchener Hall has two drop-off areas, one on the north and one on the south side. There is the potential to remove one of these drop-off areas. The other drop-off areas include the Ice Center and the Student Center on the north side and at the Daycare Center. Along the loop road adjacent to the Student Center, there is a bus drop-off. Broome County Department of Public Transportation provides Service to the campus. There is an opportunity to relocate and add new drop-off/arrival access to the campus core.

There are eleven parking areas that have a dead-end parking condition in the lot. This affects circulation in a negative way as it provides conflict and congestion if one needs to back up either leaving the lot or when parking the lot is full. Dead-end parking is not encouraged and should be eliminated where possible, particularly where spaces are not specifically designated.



View of the existing dead-end parking lot north of Student Center



EXISTING VEHICULAR CIRCULATION

Broome Community College
Master Plan

November 2007

KEY

-  PRIMARY ENTRY
-  CONFLICT AREA
-  MAIN LOOP ROAD
-  PARKING DEAD ENDS
-  EXISTING DROP-OFFS
-  BUS SHELTER
-  BIKE RACK
-  CAMPUS ORIENTATION AREA

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PARKING

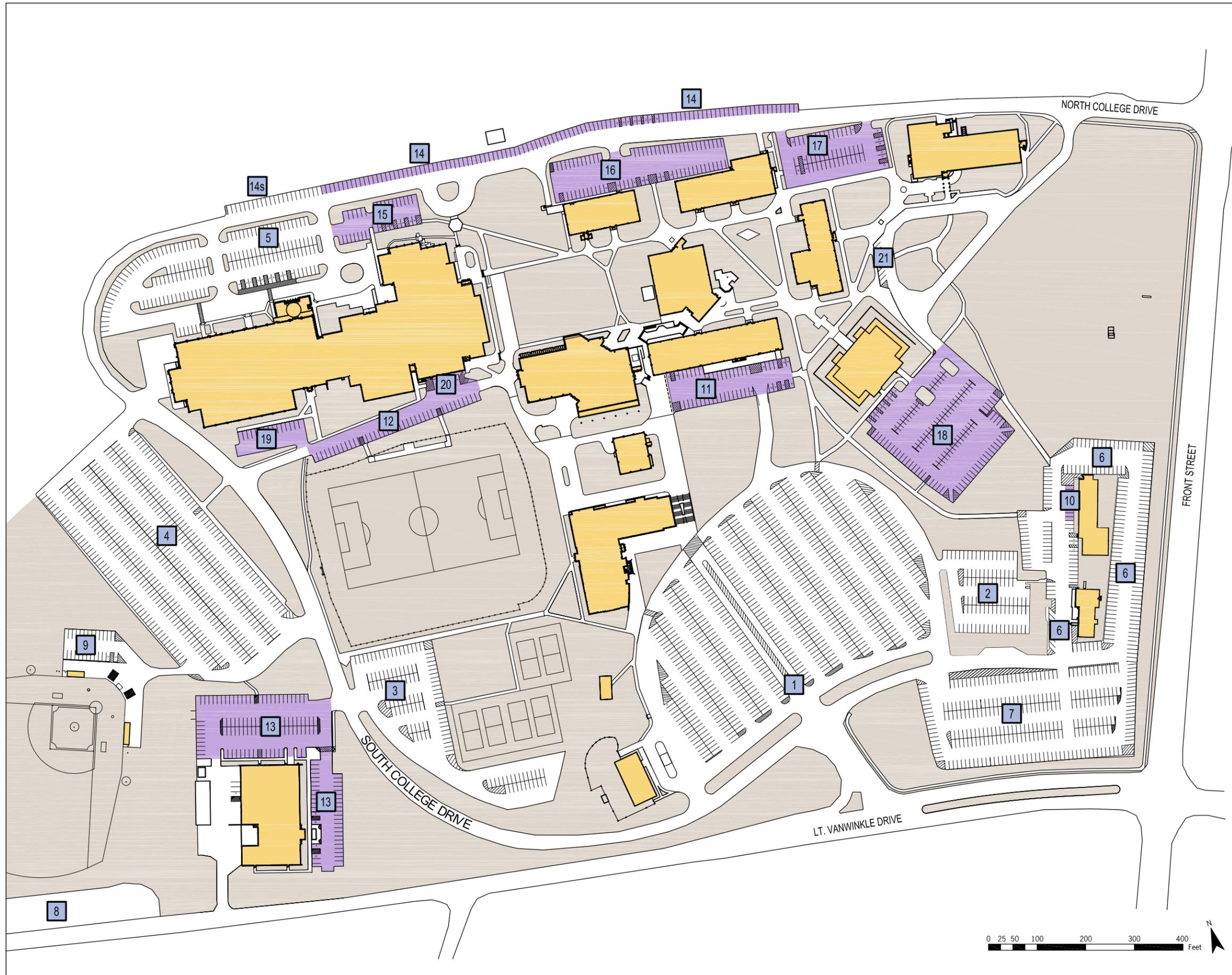
Existing parking on campus was assessed to evaluate user designation and distribution. According to the college, there are 2704 standard spaces and 88 accessible spaces (just over 3% of the total) for a total of 2792 spaces. Included in the total standard spaces are 2113 (75.7%) student spaces, 672 (24.1%) staff spaces and 7 (0.2%) visitor spaces. Currently, the parking distribution finds the staff lots are adjacent to the campus core. The student lots are at the periphery of the campus and are larger lots in size. Parking on campus appears adequate at this time; however, some issues identified are more proximity related.

Lot restrictions on campus are minimal. Parking is by permit only. Students may park in any staff lot after 5 PM except for Lot 17. No faculty, staff or student may park in visitors lot at any time.

As identified earlier, there are several dead-end parking lots that are recommended for modification. The lots on campus are designed for efficiency and ease of maintenance. It is recommended that trees within curbed islands be added to improve the appearance of the lots. In six lots, there are accessible spaces that do not have proper access. Some accessible spaces are placed across North College Drive and others are placed in the middle of a parking lot and do not have direct access to an adjacent walk. Consolidation and restriping of the accessible spaces in the parking areas is recommended.



Photo depicting the expansive student parking lot looking north toward the campus core.



EXISTING PARKING KEY

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KEY

1 STUDENT LOT	10 FAC/STAFF LOT
2 STUDENT LOT	11 FAC/STAFF LOT
3 STUDENT LOT	12 FAC/STAFF LOT
4 STUDENT LOT	13 FAC/STAFF LOT
5 STUDENT LOT	14 FAC/STAFF LOT
6 STUDENT LOT	15 FAC/STAFF LOT
7 STUDENT LOT	16 FAC/STAFF LOT
8 STUDENT LOT	17 FAC/STAFF LOT
9 STUDENT LOT	18 FAC/STAFF LOT
14s STUDENT LOT	19 FAC/STAFF LOT
	20 FAC/STAFF LOT
	21 VISITOR LOT

PARKING SUMMARY

STUDENT	2,117 SPACES (2,088 STANDARD, 29 HC)
STAFF	666 SPACES (607 STANDARD, 59 HC)
VISITOR	7 SPACES
ASSIGNED SLOTS	7 SPACES
TOTAL	2,797 SPACES

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PEDESTRIAN CIRCULATION

The pedestrian circulation of the campus was assessed to identify: primary, secondary and tertiary circulation; pedestrian generators; and conflict areas. The campus in general is pedestrian friendly once within the academic core area. Primary pedestrian circulation was identified in the core area while secondary circulation occurred at the core periphery and along the walk leading to Front Street. The primary pedestrian generators were identified as Titchener Hall at the east end of the campus and the Student Center at the west end of campus.

There were several conflict areas identified during the assessment. Conflict areas existed where significant pedestrian traffic was interacting with vehicular traffic, consistently in parking areas and along North College Drive. Separation and enhancements are recommended for these areas. This can be accomplished through traffic calming measures, pedestrian separation through new pedestrian walks or spines, and by creating or improving walk transitions between parking areas and the campus core. Three primary areas that are recommended for enhancement include that along North College Drive, the parking area south of Mechanical Building, and along the east side of student parking Lot 1.

Lastly, there are internal conflicts created by landscape elements. One example as mentioned in the landscape assessment was that trees require limbing branches up. Some walks are difficult for taller people because the branches are hanging down. This is also relates to the type of tree species that has been planted in some of these locations. For example Pin Oaks have a very horizontal habit as compared to a Red Oak.

One other conflict identified was in the plaza space between Mechanical Building and Applied Technology Building. This area has been identified as primary circulation heading in and out of the campus core, however the plaza stairs cut into this walking space constricting traffic flow and causing a potential safety tripping concern visible in the photo below.



View looking west along the south service drive of Student Center



Pedestrian walk between Applied Technology and Mechanical Building

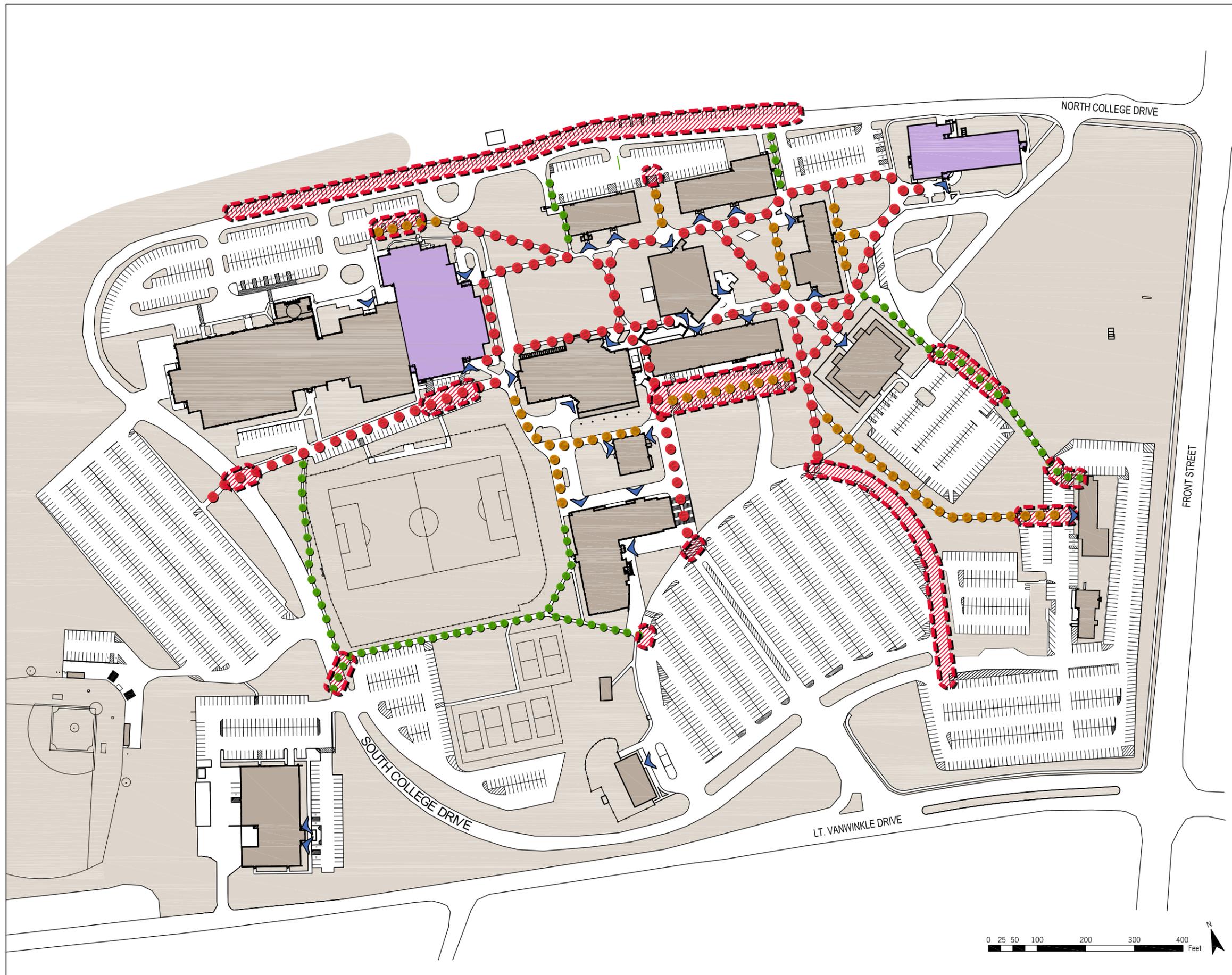
EXISTING PEDESTRIAN CIRCULATION

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November 2007

KEY

- PRIMARY CIRCULATION
- SECONDARY CIRCULATION
- TERTIARY CIRCULATION
- PRIMARY PEDESTRIAN GENERATORS
- CONFLICT AREA
- ▶ PRIMARY BUILDING ENTRY



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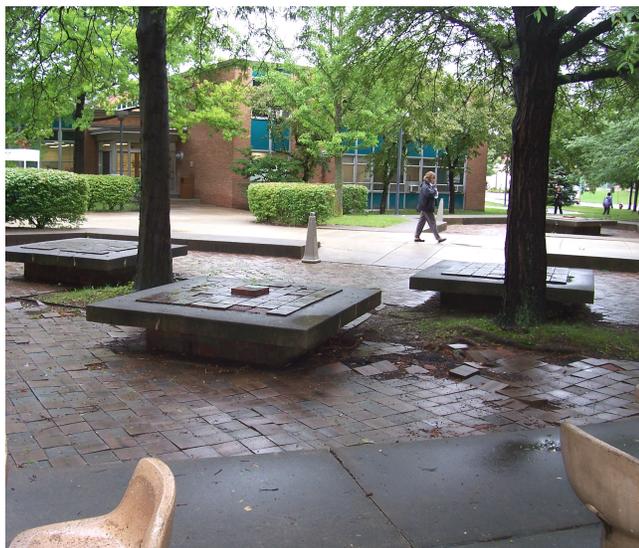
OPEN SPACE

The assessment of open space and spatial qualities included the elements that shape the visual character of the campus. This involved the identification of campus core open space, quadrangles, campus arrival areas, athletic open space, plaza open space, significant campus views, and positive / negative campus edges.

Campus core open space was identified as open space that is used and defined in the interior of the campus, from Titchener Hall to Student Center to Decker to Mechanical Building to the Library. This area has a variety of trees, shrubs and lawn areas. There is an opportunity to reduce some of the shrub plantings around the buildings and quadrangle to reduce maintenance and increase visibility.

Within the campus core area, the east and west quadrangles were identified. The east quad has many mature trees, is smaller in size and has the most pedestrian circulation throughout. The west quad is an open lawn area, larger in size and serves as a recreation and gathering quad. It is recommended that these quads be further enhanced. These quadrangles serve as major organization principles representing the vision the original architect of the College had illustrated.

Plaza open space areas have been identified as landscape pedestrian areas within the campus core. The plaza in front of the library is a prominent area; however it requires renovation. It is recommended that the identified plaza spaces be connected through common site vocabulary or other elements to cohesively integrate them into the campus core fabric rather than separate pieces that stand on their own.



View of pedestrian plaza space north of the Library requiring renovation



View from Applied Technology Building of adjacent plaza spaces leading to Business Bldg

Outside the campus core there are three primary open space categories. They include athletic, natural and arrival open space. Athletic open space is located at the west end of campus. There is an opportunity to consolidate and expand athletic fields west of the campus loop road.

Natural open space has been identified as the area west of the loop road that has been allowed to succeed with minimal maintenance over the years. This area would be the likely area and direction if the campus were to significantly expand in the future.

The final open space identified is arrival open space and represents the more formalized and somewhat sacred open space of the campus. These areas include the landscape from Front Street to Wales Building, the entrance landscape to the campus at Lt. Vanwinkle Drive and the area south of Decker Health Science Center over to the Library. These open spaces are most important because they establish that first impression of the campus.

Significant campus views were identified entering the campus from the south at Lt. Vanwinkle Drive and from atop Decker Health Science Center looking south. Unfortunately in both directions one has to look across a significant parking area. Opportunities to soften and screen the parking lot are recommended.



View looking south across student parking lot.



View looking north across student parking lot

Lastly, the edge of the campus is particularly important to identify not only first impression but to establish the campus limits. Consistent character of landscape, site vocabulary and curb appeal should be considered. The edge along the northern part of Front Street to North College Drive was identified as positive. There is significant buffer and landscape that makes this area appealing.

There were two internal and one external negative edge identified. Externally, the southern part of Front Street west along Lt. Vanwinkle Drive is negative due to parking viewed as the first arrival to campus. This corner lacks the framework of a significant campus entry. Internally, the entrance sequence to student Lot 1, as discussed previously, could be enhanced. The second internal negative edge occurred from the parking lot west of Titchener Hall, to the parking north

of the Ice Rink. This edge lacks the structure of a primary loop road because as when one drives through this area, parking is the only thing visible. Also, this parking is adjacent to and faces toward the residential properties located to the north.



View looking at the south campus entry from the parking area adjacent to Alms Building



View looking east toward the north entry and orientation pull-off area of the campus at Front Street

Quality of life, first impression, and social activity is experienced through a college's open space and therefore makes it a critical component to the campus framework.

EXISTING OPEN SPACE

Broome Community College
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November 2007

KEY

- CAMPUS CORE OPEN SPACE
- CAMPUS QUAD OPEN SPACE
- CAMPUS ARRIVAL OPEN SPACE
- NATURAL OPEN SPACE
- ATHLETIC OPEN SPACE
- PLAZA OPEN SPACE
- SIGNIFICANT CAMPUS VIEW
- PRIMARY VISUAL AXIS
- NEGATIVE EDGE
- POSITIVE EDGE

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