

8. External Bridge Which Links New Center for Business and Industry with New Construction Adjacent to the Winnet and Gymnasium Buildings, and Development of Options for a Safe Pedestrian Crossing of 17th Street.

Goal C24

C24. Reconsideration of the 1997 concepts to connect all campus buildings with enclosed "skyways" to provide secure, out-of-the-weather passage among all buildings.

Problem Statement

The College's main campus location in the center of a large urban city makes the creation of an educational environment that is both factually and perceptually safe an important consideration. A highly prized feature of the current main campus is the circumstance that three buildings are interconnected (Bonnell, Mint and West Buildings). However, the recreation deck, the Winnet Building, Gymnasium, and the new Center for Business and Industry are stand-alone buildings. A recommendation that was made in the 1997 Facility Master Plan was to consider the possibility of over- the-street bridges that would connect all of the College's facilities, so that once inside any of the College's buildings, it was not necessary to exit to get to another building. This issue would also address the convenient passage from space-to-space in times of inclement weather.

Proposed Solution

In concert with the proposed addition to a new building adjacent to the Winnet and Gymnasium Buildings, the long-term master planning recommendations include the study of better and safer pedestrian connections across 17th Street. As the western side of the Spring Garden campus develops with more classrooms and student activity spaces, the ability of students and faculty to safely cross 17th Street will become an ever more pressing issue. As part of this Master Plan Update, several scenarios were studied:

- Building a pedestrian bridge from the Bonnell Building to the Winnet Building, over 17th Street
- Building a pedestrian underpass below 17th Street
- Building a basement-level underpass from Bonnell to Winnet
- Improving the at-grade pedestrian crossing of 17th Street by means of traffic-calming measures, signage, lighting, and improved pedestrian safety measures.

The construction of a pedestrian bridge from the Bonnell Building to the Winnet Building has been discussed a goal for the College since the 1997 Master Plan. Investigation of the feasibility of constructing a bridge over 17th Street or a tunnel under 17th Street has



uncovered both cost and regulatory problems for either option.

In the short-term, traffic-calming measures could be installed on 17th Street in conjunction with an improved mid-block crosswalk. This improved crosswalk would entail narrowing the street by extending the curbs out to remove two parallel parking spaces on either side of 17th Street. An extra-wide ADA-compliant depressed curb-ramp would be combined with bollards, lighting and signage at the new crosswalk zone. These measures would improve the safety of the pedestrian crossing by improving pedestrian visibility and shortening the crossing distance. In addition, textured pavement in the roadway on either side of the crosswalk zone would serve as a traffic-calming measure to reduce vehicle speed in the driving lane. These measures would go a long way toward improving pedestrian safety.

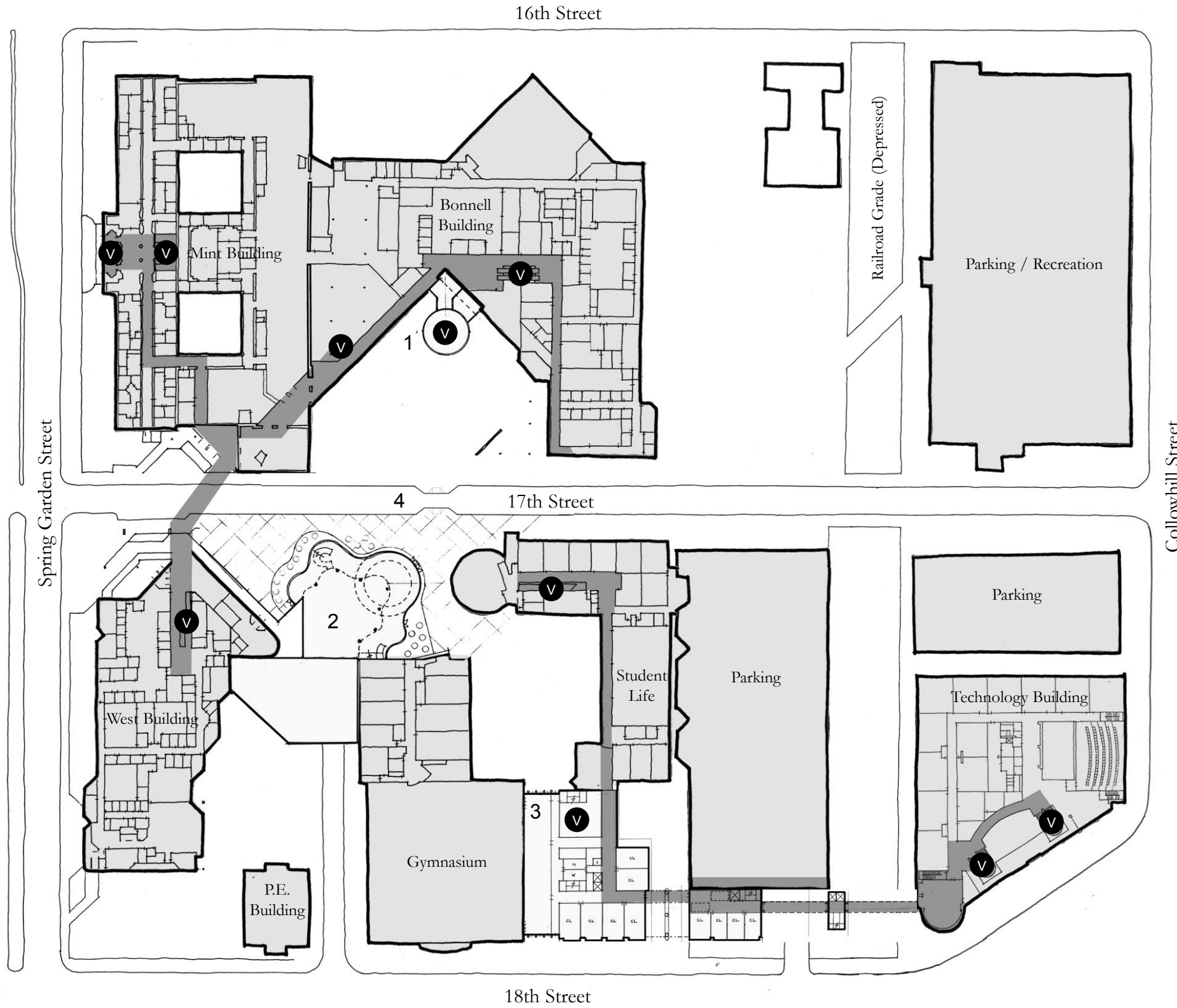
An enclosed pedestrian connection would be built to link the new Center for Business and Industry to the rest of the Main Campus. This new campus bridge would pass in-front-of the western end of the current parking garage and could include an entrance into the garage as well as a connection between the Center for Business and Industry and the new building within the Winnet/Gymnasium complex. This new bridge will help to achieve the goal of linking all of the Main Campus' buildings with enclosed walkways.

Cost Estimate

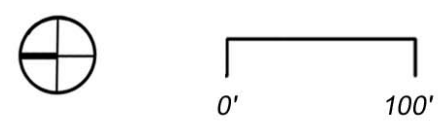
Cost Estimate for pedestrian calming measures for crossing 17th Street: \$146,760.00

(Cost estimate for CBI to Winnet Pedestrian Bridge included in Project #4 "New Classroom Addition to Winnet Building")





- 1 New Vertical Circulation
- 2 New Dining Hall/HRM
- 3 New Classroom Addition
- 4 New Pedestrian Crossing
- V Vertical Circulation



Master Plan Update
2003
H2L2

Circulation Option
scheme 1