

Major Movement Corridors and Problem Areas on Rowan Campus

Rowan Master Planning Subcommittee on Land Use, Building Siting and Environment

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In an effort to create better coordination between various buildings and land uses on Rowan campus, this analysis delineates the most significant corridors of movement for the campus community as well as specific problem areas identified by the committee. While the analysis did not employ empirical counts of pedestrian/vehicle movement nor building occupancy data, it represents the consensus of the subcommittee whose members have been working/studying on campus collectively for many years. This report is intended to provide Sasaki Associates with a heads-up on specific problems experience by the campus community as well as with a jump-start for analyzing and designing an improved campus movement infrastructure plan that better coordinates the flow of the campus community between various land uses and building locations.

Movement Corridors

Major corridors are colored blue and secondary corridors are colored green. These represent the most significant routes taken for movement on campus as identified by the committee where people tend to travel by foot, by bicycle or by other wheeled access (service carts/wheelchairs etc.). Many other minor travel routes also exist throughout campus. However, since the existing sidewalk/pathway/crossing network at Rowan is not well organized, the direction of movement in many cases does NOT correspond well to the existing infrastructure. Pathways and curb ramps are poor or non-existent in many places where they are needed and road crossings are problematic in a number of locations especially along Route 322.

Problem Areas

The red areas on the map identify the locations where substantial problems have been experienced by the committee. These problem areas are where movement corridors are incongruent with the current infrastructure or land use and are in need of an effective planning solution.

Map Key

-  Major Movement Corridor
-  Secondary Movement Corridor
-  Problem Area

map produced in the Department of Geography, Rowan University.
Contact: John Hasse hasse@rowan.edu

6. The traffic flow of Meditation Walk continues around Triad weaving through the parking area and then climbs over Bowe Boulevard to reach Beau Rivage and Audubon Ridge apartments. Pedestrian crossings occur at a dangerous curve in the road that is unit. A safe solution is needed to provide crossing for students moving in this direction.

7. New (temporary) gravel parking area across from Rowan Hall is now a major faculty parking location. The pedestrian crossing and pathway toward the Robinson Quad is problematic.

5. Meditation walk is the most highly utilized travel corridor on campus. The western end of the path runs adjacent to the back of Parking Lot A and then the sidewalk ends. However, many students continue on this corridor to reach the Triad building complex climbing over the rail road tracks and through Tiad Parking Lot. This presents a dangerous situation. Problems such as robberies have occurred at the unit rail crossing point.

8. There is no sidewalk along the Carpenter Street access road into campus. Now that there is a recently constructed iron fence along Carpenter Street preventing access through the parking lot there is no safe pedestrian/bicycle corridor access to the university for community on the North side of campus.

18. This area, which is the access gate for the faculty section of Parking Lot A, has become an informal pickup and drop-off point for the campus (and non campus) community for users of Wilson and Science Hall (for example, music students and planetarium patrons). This creates additional traffic problems in Parking Lot A.

14. Stairs in this location. There is no ramp access from the Route 322 sidewalk to Meditation Walk path. Bicyclists/wheelchairs/service carts must travel around the library or Wesby building for access.

15. Stairs. Same as #14.

13. This is probably the most highly traveled (and dangerous) crossing location of Route 322. Since a cluster of highly utilized buildings occurs on the north side and walkways on the south side campus lead to this point, this is where a majority of pedestrians traveling from south to north campus (or visa versa) make their crossing. There is no traffic light nor are there any pedestrian crossing markings. There are also no curb ramps for wheelchairs/bicycles/service carts. This intersection is made more dangerous because it is next to a major vehicle entry point to the south campus. This problem area is the highest priority for a safe and effective design solution.

9. Carpenter Street is a major corridor for students and residents traveling toward Main Street (for example: to the Landmark Restaurant). The sidewalks along Carpenter in this area are poor or non-existent and in need of proper pedestrian/bicycle design.

12. This location serves as a major crossing point of Route 322 as people travel from the south campus to the student center. There is no pedestrian crossing markings or traffic light here.

11. The intersection of Route 322, Whitney, Lake Streets and the facilities vehicle driveway creates a complicated traffic pattern and makes pedestrian crossings problematic in this area. This will also be the intersection of the proposed Rowan Boulevard which will enter 322 from the south at this same point. Although this area is problematic, a design solution should wait to be integrated with the final design of Rowan Boulevard.

19. Entrance of the Campus from the south is complicated by the barrier of the Railroad tracks. The intersection of Whitney, University, Girard, Oakwood and the Railroad tracks makes crossing onto campus complicated and somewhat dangerous for pedestrian/wheeled vehicles. An effective crossing design is needed in this area.

10. Sidewalks along this portion of Route 322 are narrow and in poor condition.

3. The south side of Rt 322 is in need of a safe pedestrian/bicycle corridor and an entrance to the south side of campus for people coming from the "Chestnut Ridge" neighborhood. The townhouses currently under construction are creating a barrier to entrance of south campus from the west which may discourage townhouse residents from walking and encourage driving for simple local destinations.

1. The sidewalk on the north side of Route 322 has a major conflict with the entrance/exits to Parking lot A. The condition of the sidewalk is poor and width is inadequate for the amount of pedestrian/bike traffic.

17. In spite of a traffic light in this location, this intersection has not traditionally been widely utilized as a pedestrian/bicycle crossing point of Route 322 because it was not located at a place connecting major destinations on both sides of campus. This will completely change as the new Townhouse Complex and the new Parking Garage come on-line in the near future. Since this intersection will increase in both pedestrian and vehicle traffic, a safe and well designed intersection is needed that includes curb ramps for wheeled access.

16. A major corridor of travel exist from the crossing point of Route 322 (see #13 above) to Bunce Hall and the Boie Administration building. While there are decent sidewalks along the Bunce Quad access road, the sidewalks end and pedestrians must traverse through a parking lot. The walkways that do exist in this area do not represent the directions that pedestrian/bike traffic moves (for example to the doorways of Memorial Hall). There are also many curb areas with inadequate ramps for wheeled accessibility.

4. Sidewalks do not exist along Rt 322. This is a major corridor for people moving between the campus and the Audubon Ridge/ Beau Rivage apartment complexes. Students walking/biking in the shoulder of the road are exposed to the danger of traffic and must travel through mud.

2. The intersection between Rt 322 and Girard Avenue is a major pedestrian crossing for employees/students who reside in the "Chestnut Ridge" neighborhood. There is no pedestrian crossing scheme and conditions are dangerous.

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