THE GOLDEN GRID

PEDSTRIAN AND BICYCLE PLAN

GRADUATE PLANNING STUDIO FALL 2006
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Table of Contents

Executive Summary……………………………………1

Goals, Guidelines, and Patterns…………………2

Existing Conditions…………………………..3

Inter-Campus Connections…………………..8

Intra-Campus Connections…………………..9

Purple Path Connections……………………10

Car-free Zone………………………………12

Transit…………………………………………………16

Green Space Connections……………………17

Proposed Solutions on Master Map………..20

Implementing the Plan………………………21

Case Studies…………………………………24

Appendix
  Data Collection…………………………..29
  Financial Sources………………………30
  Existing Plans…………………………..32
  Charette Response Forms………………33
  Charette Big Ideas………………………44
Executive Summary

Introduction
The Masters of Regional Planning 2006 Studio was presented with the task of identifying a network of pedestrian and bike connections that builds upon and support the Purple Path. The Purple Path is a 5k multi-use loop around the inner perimeter of the Campus ring road. This set of linked pedestrian and bicycle pathways, known as the Golden Grid, will make the Campus an ever better place to work, to learn, and to live. The studio is supported by the Initiative for Healthy Infrastructure (iHi) and the University Office of the Vice President for Facilities and Development. By implementing these enhancement strategies and proposals, the University will see dramatic improvements in the quality of life on Campus. The Golden Grid will build upon the Purple Path by:

- enhancing our transportation infrastructure;
- encouraging and creating multi-modal alternatives;
- increasing the accessibility to the Podium and green spaces;
- improving our community’s health and safety;
- utilizing environmentally sustainable land uses;
- strengthening community relations with our Campus neighbors; and
- developing the University’s identity and community pride.

Background
The 2006 Studio will build upon the ideas set forth in the 2005 Purple Path, further demonstrating the University’s ongoing commitment to improving pedestrian and bicycle facilities on Campus. The Purple Path has already been approved by the University and is awaiting funding for its implementation.

There are several other land use and development plans that directly effect the ideas set forth in the Golden Grid, namely the 1998 University at Albany Master Plan, the University at Albany Athletic Master Plan, the Harriman Campus Master Plan, the Harriman Campus - University at Albany - Fuller Road Transportation Linkage Study, the Patroon Greenway Plan, Tech Valley Trails, and the McKownville Study. For more details on these plans, please see the Appendix.

Community Outreach
Students, administrators, faculty, local residents, and other Campus users had the opportunity to provide important insights and to generate unique and creative ideas during a charrette held on November 13, 2006. Those comments, and a list of attendees, are included in the Appendix. Building upon ideas from the charrette, the studio presented its ideas to the Capital District Planners Association (CDPA) on November 17, 2006. The CDPA provided valuable comments and feedback, which are incorporated into this document.
Goals, Guidelines, and Patterns

The Golden Grid will:

- acknowledge the critical role of pedestrian and bicycle movement and its significant contribution to the sustainability, recreation, and transportation functions of the Campus;

- provide a series of realistic micro-improvements that will improve the safety, usability, and image of the Campus;

- create a more human scaled design and open space pattern that will create active, vibrant, and safe social environments;

- encourage alternate (non-automobile) forms of travel to and from the Campus, and especially within the Campus;

- reduce the parking demand on Campus;

- use greenways, paths, trails, and roads as an organizing framework for future development, building locations, and open space conservation;

- build a cohesive Campus where patterns are connected by a common design pattern language, as exemplified in Christopher Alexander’s “The Oregon Experiment” (see Appendix);

- maintain and reinforce building access and proximity to large open spaces, and

- consider the how the Campus’ built environment and transportation network impacts neighbors and the surrounding community.
Existing Conditions

Disconnected Pedestrian and Bicycle Connections
The steady growth of the Campus in the last twenty years has resulted in many natural lines of travel as pedestrians and bicyclists try to reach their destinations in the most efficient manner. These informal paths are not uniform in size or surface materials, nor are they interconnected in any meaningful way. There are no clearly delineated bicycle lanes. This lack of connectivity affects the overall walkability, safety, health, and legibility of the Campus.

Scale of Campus
The Campus covers a deceivingly large surface area. When its massive scale goes unacknowledged, inhospitable pedestrian conditions result. The 3.2 mile Campus loop has a diameter of ½ to ¾ mile radius, taking the average walker at least 10 to 15 minutes to traverse the Campus, assuming they are moving in a straight line at three miles per hour. The monumental scale of the Campus can be celebrated while providing spaces that people feel comfortable being in and moving through.

Right Angle Layout and Movement
Edward Durrell Stone’s modernist Campus of the early 1960’s intended to create a formal academic setting through the use of strong right angles. These angles, when coupled with the long, unbroken facades of academic buildings and the towering residential buildings create a rather poor setting for both formal and informal gatherings. Furthermore, this right angle layout of the Campus is contradictory to the natural paths of human travel, and greatly hinders pedestrian and bicycle access and movement. The network of pedestrian and bicycle paths is unsuccessful and underutilized because these actual lines of travel have not been adequately addressed.
Entrance Ways
The main entrance to the Campus is not easily identified. While the central Podium acts as the center of Campus, penetrating it physical core location is not as easy. The elevation of the Podium requires the use of stairs, and the lack of adequate ramps act as a barrier to pedestrian and bicycle movement, giving the internal Campus a “fortress” feel. This is especially true on the south side of Campus, where the wall is over 12 feet in height.

Future Development Patterns
The Campus has grown in an ad hoc fashion, due in large part to the lack of a defined grid pattern that would otherwise serve to acknowledge the natural movements of its residents and visitors. Construction of new buildings and roadways often neglected the larger context of local pedestrian movement and circulation. This lack of attention has made development seem more convenient for motorized vehicles than for pedestrians and bicyclists.

Bicycle Parking
Facilities and amenities to encourage the use of bicycles are under-addressed or are inadequate. The few bicycle racks that do exist are at inconvenient and scattered locations, and are not close enough to main entrances. Ramps to access the bicycle racks are inadequate in number and location. The underutilization of bicycles in certain areas of Campus, and the lack of their safe mooring stations, is a contributing factor to vehicle and parking congestion.

Activity Node
The main activity nodes on Campus are found at the heart of the Podium, the Campus Center, the bus stops, and the “small” fountain. These activity nodes are outlined in red circles and demonstrate to where people travel. The Campus lacks efficient travel lines to these activity nodes, thereby missing the opportunity to encourage informal gatherings and other social activity.
Open Spaces

The Campus is contained within a unique and delicate ecosystem that provides habitat for endangered species such as the Karner Blue butterfly, and is grossly under-protected and under-celebrated. Natural areas of Campus (predominantly Indian Lake and North West Pond) do not have environmental overlay zones to lessen the impact of ongoing Campus development. These open spaces are underutilized and lack trails that are consistent, and that should meaningfully relate to other pathways. These green spaces lack amenities, such as benches or picnic tables, to encourage their recreational or passive use. The green spaces lack both directional and interpretative signage. It is extremely important to reinforce the University’s scenic character, biodiversity and green connections.

Bus Shelters

The bus shelters on Campus are inadequate to provide riders with sufficient protection from the elements. When encouraging students and faculty to use alternative forms of travel such as buses, more attractive shelters are needed. Current bus shelters lack amenities such as heating, lighting, “real time” schedules, student art, bulletin boards, and bike racks.

Lighting

Lighting throughout the central Podium area and interior of the Campus loop is inconsistent and poor, resulting in compromised safety and security for all. The constantly strobing blue security light system creates an uneasy sense of being in a perpetual state of emergency.

Auto Parking

The area between the Podium and the Campus loop has become a sea of cars. The regional context of auto dependence, along with a lack of adequate bicycle racks, has unfortunately made commuting and parking a necessary component of Campus life. Parking lots have been created to accommodate the increase in vehicles, and these lots have dramatically diminished the green space and environmental buffers that are needed to sustain delicate Pine Bush Preserve ecosystem on Campus. The increase in parking lots also increases the need for storm water management; there is a direct relationship between the percentage of impervious surfaces and the severity of environmental impacts on sensitive ecological systems and the loss of biodiversity.
Inter-Campus Connections

Neighborhood Connections
The 1998 Campus Plan wanted to avoid attracting more cars to the main Campus, but made no provision for bicycle and pedestrian connections to other areas. Today it is time to rethink this idea, and to realize that bicycle and pedestrian connections are vital and are not necessarily dependent upon motor vehicle connections. Universities have long been criticized for accepting public support and ignoring the needs and interests of the community. The University of Albany should not be only accessible to its students, but should be accessible to the neighboring communities as well, such as McKnownville and Stuyvesant Plaza. The Golden Grid should expand beyond the University Drive, connecting the main Campus and the Purple Path to nearby destinations. If these informal paths and connections were made permanent, then users would have safe and pleasant walks and bicycle rides from the surrounding destinations to the main Campus, and to the Purple Path.

Albany NanoTech, CESTM and Freedom Quad
Freedom Quad, CESTM, and the Albany NanoTech buildings are often considered to be a separate Campus, and not a part of the University. These buildings are separated from the main part of the Campus by a major barrier, Fuller Road. This busy road does not currently allow safe pedestrian flow crossings. The main University bus stop at Collins Circle is the major destination for people from CESTM and the NanoTech, especially during late hours and summer days when there is no bus going to that part of the Campus. A pedestrian bridge will provide safe, pleasant, and convenient way for pedestrians to cross Fuller Road, and physically and visually connect the two parts of the University into one vibrant academic community. A defined walkway will connect the proposed pedestrian bridge and the proposed pedestrian promenade along Carillon Drive though Empire Commons. Walking through the residential area creates a feeling of security for the pedestrians and increases their safety. This new connection will be prioritized by pedestrians over the existing walkway along Tercentennial Drive, as the current walkway goes through a deserted area and does not provide for a safe crossing of Fuller Road.

Harriman Campus
The plan of the Harriman Campus to gradually transform from the State Campus offices to a research and technology park poses a necessity to create better pedestrian and bicycle connections between these two Campuses. Today there is only one pedestrian connection to the Harriman Campus and there are no designated bicycle connections. The Harriman Campus Master Plan calls for creating bicycle and pedestrian routes within its boundaries and also connections to SUNY Campus. The University needs to support the Harriman Campus in its undertakings and build the Golden Grid connections to the Harriman Campus.
Intra-Campus Connections

Presently, there is disconnection and fragmentation of pathways leading to the Podium from the residential quads and the parking lots. Throughout the Campus, very few pathways are designated for pedestrian movement. Preferred trails used by students and faculty include a range of concrete, dirt, stone, and asphalt walkways. Students and faculty have etched these informal walkways out over time as they try to navigate to their destination in the most efficient way. Pedestrians who choose to use one of these efficient, informal paths are faced with barriers such as parked vehicles which hinder their mobility to the Podium. This is one of the many situations pedestrians face when trying access the Podium.

A network of paved walkways should be designed to connect each quad and parking lots with the Podium. Lighting, benches and bike racks should be placed along these paved walkways to provide better security as well as some amenities for the users. In a survey done by Professor Lawson’s Transportation planning class in spring of 2006, 73% of the students surveyed said that pathways leading to the Podium are poorly sheltered from the elements. To address these concerns, canopied shelters could be placed along walkways as protection from adverse weather conditions.

The transportation route connecting Indian Lake and the Ukids Day Care Center bisects the Campus in an undesirable format. There is no sidewalk or bicycle lane, and users are dangerously close to vehicular traffic. In order to address these concerns, the road should provide limited access to transit and specially certified vehicles only. It should also be properly landscaped, with an environmental buffer.
Purple Path Connections

The creation of the Purple Path around the Campus ring road will be a valuable asset to the University community. In order to make the Purple Path user-friendly it will be necessary to connect the other areas of Campus to it in a safe and convenient way. One strategy for accomplishing this goal is to create pedestrian and cyclist pathways that allow ease of access to the Purple Path from the inner Campus areas around the Podium and the Quads.

The current layout of roadways and sidewalks from the inner Campus toward the ring road does not provide adequate access to the future location of the Purple Path, and needs to be improved in order to ensure user safety. Motorized vehicles intersect too often with the pathways that extend out from the Podium to the ring road and inadequate walking and biking facilities make it difficult for people to safely access the Purple Path. The intent of this plan is to provide pedestrians with the right-of-way in all situations and reconfigure the pathways and roadways accordingly.

Removing parking and restricting the majority of vehicle access from the proposed “car-free zone” improves the pathways that connect to the Purple Path. These multi-use pathways should be six foot wide concrete surfaces with pedestrian and bicycle amenities such as trees, lighting, bike racks, benches, and trash receptacles. These should extend from in front of the Quads and Podium and continue to the ring road. Where these pathways
transect parking lots, the entrances should be reconfigured in order to reduce - and ideally to eliminate - any need for vehicles to cross these pathways.

The location of the Campus Center and Science Library on the south side of the Podium makes it difficult to create direct connections. Therefore, Center Drive West on the west side of the Campus center should be reconfigured into a pathway similar to those recommended above. The roadway on the east side of the Campus Center should be similarly reconfigured. Access to the Visitors Parking lot will still be necessary, so adequate provision for pedestrian and bicycle use will need to be ensured. Re-location of the Parking Management Office and instituting of some of this document’s Delivery suggestions should eliminate the need for vehicles to have access to this area.

Dutch and Indian Drives in front of Dutch and Indian Quads should be made into a pedestrian and bicycle pathway similar to those created on the North side of the Podium, that would connect both sides of the Purple Path through the center of Campus. In order to accomplish this it will be necessary to reconfigure the courtyard between the Campus Center and the Science Library. If the doors accessing that courtyard were removed and placed perpendicularly in the hallways along the sides of the area, access could be provided straight through this courtyard from one side of the Library to the other. This would create a useful connection and encourage the community to take better advantage of that courtyard, which is currently underutilized.
Car-free Zone

Presently, the area between the Podium and the Campus dormitories is inclusive of roughly 650 parking spaces. While these spaces offer extremely convenient parking access for teachers and other users, they do this at the expense of valuable Campus social spaces. We see the insufficient use and unsightly nature of these spaces as a result of them being used as parking areas. The noise, pollution, hazards and barriers to movement created by automobiles create a direct contrast to outdoor spaces that are popular to use.

The area lacks sidewalks, crossings, speed tables, lighting and other important safety features. Providing this infrastructure would entail considerable cost investments, some of which we do not believe are warranted given the current circumstances. A superior objective would be the removal of cars from this space. Cost investments would still be required to provide proper landscaping and the redevelopment of spaces to their new uses, but this could be done slowly over time. The new pathways would also require less maintenance due to the less intensive nature of their users.

Several techniques can be used to limit access to specific roadways on Campus. Although this would significantly compromise the benefits of a purely pedestrian space, it would be a respected improvement over current conditions. The most effective way to achieving this goal would be through the use of electronic devices the allowed access to specific cardholders. Use could be limited to emergency and service vehicles, faculty or other desired users.

Two alternatives that could also provide limited vehicular access to this space are the “Dutch Woonerf” or the “British Home Zone,” (see Appendix). These spaces are used by both vehicular and non-vehicular traffic. Generally, pedestrian traffic has the priority, with physical and visual obstacles being constructed to slow and constrain traffic. The spaces are inconvenient to automobile traffic and therefore generally see essential rather than excessive use.

Accommodating car-free zone changes

- Provide better mass transit

Providing improved mass transit opportunities with more frequent stops would alleviate vehicular congestion on Campus. Documented increases in bus ridership could be used as justification for a decrease in the need for parking spaces. Encouraging students to live on or near Campus would also decrease the parking need. If using transit is as convenient as driving, then people are more likely to use it. This objective can even be coerced; as it becomes more time-consuming to park, transit becomes a more convenient alternative.
• Car-sharing program
A car-sharing program could deter students from bringing their individual cars to Campus. Many student vehicles sit idle on Campus for long periods of time, taking up space. Providers such as Zipcar and Flexcar already operate at over thirty universities nationwide. Students could also be encouraged to share and to cooperatively own vehicles.

• Bicycle-sharing program
Similar to the car-sharing programs mentioned above, the University could instigate a bicycle-sharing program. Because the Campus is flat and spread-out, bicycles are a great way to get around without adding to the problems associated with motor cars. This might also encourage students to explore other bicycle trails around the community; perhaps some social clubs dedicated to riding might be created. Membership includes the free use of bicycles and helmets, but riders would still be responsible for damage, loss, theft, etc.

• Higher parking costs
Parking costs on Campus are incredibly low. With the high costs of construction, maintenance and upkeep required for such spaces, it is reasonable to require students to pay a larger proportion of the attributable costs. A substantial increase in parking costs, coupled with the suggestions above, could result in less vehicles parked on Campus.

• Financial incentives
Tuition reductions and faculty financial incentives could be used to discourage car use. Deductions, rather than increased costs, may be a more positive approach, and therefore less likely to draw negative feedback. Financial incentives established in tandem with higher parking costs could achieve a more dramatic overall effect; students would feel they were both avoiding higher fees and saving money.

• New parking facility
If the choice is made to increase parking capacity or to relocate existing capacity, we believe an underground parking facility is the best option. This would alleviate the negative visual and spatial effects of most of the current parking infrastructure on Campus. A facility would ideally be located close to a main roadway entrance and within reasonable distance of the Podium areas. The best suggestion we have seen proposed is the parking facility to be constructed underneath Collins Circle. This satisfies both prior requirements and could be connected to the Podium via an underground tunnel. The costs would likely be higher than those of traditional parking structures, but the benefits would also be greater.
• Delivery and emergency vehicles

Most of the deliveries on the Uptown Campus happen at a few select places: one at each Quad, at the main delivery area on the west side of the Podium, and at the Indian Quad side of the Podium near the Campus Center. In order for the University to run smoothly, it is crucial that these delivery areas be maintained and strengthened as changes to the road patterns and inner Campus areas are made. Currently, the delivery entrances to the four Quads and Empire Commons are adequate in terms of size and configuration. While the entrances to these areas from the ring road may be altered by some of the changes recommended in this plan, they will still be accessible and functional.

• Internal Campus delivery system

An internal Campus delivery system could handle all goods once they are delivered to the main delivery bays. This would provide a functional system for delivering goods all over the Podium while freeing up space at the loading docks, and making the turnover of trucks much quicker and more efficient. With this program in place the drivers would not have to transport their items through the tunnels to their final destination; deliveries could simply be unloaded and put into the care of an internal University delivery system.

• Small, unobtrusive delivery vehicles

Golf carts, smart cars, and other small delivery vehicles could be used to shuttle deliveries to outdoor areas within the car-free zone.

• Current system improvements

As space is limited in the outdoor area to make any increases in the size of this service area, an improvement needs to be made to the current delivery system once the goods reach the inside of the Podium. Improving the tunnels with better signage, more accessible connections, and better aesthetics and lighting would make deliveries easier. Tunnel atmosphere and functionality improvements would also benefit those students and faculty who use the tunnels for travel during the winter months and inclement weather.
Traffic Flow

- Separate permanent parking from commuter parking

Parking should be separated by its user type. Aside from faculty, commuters would be rewarded with the closest parking spaces. This would enhance their ability to arrive punctually to classes and events. Commuter spaces would be used more frequently than those occupied by permanent residents, with several users coming and going throughout the day. Permanent residents would have designated parking areas further from the Podium, as it is expected that these spaces would be utilized infrequently, perhaps only once a day. The net walking distance for users as a whole would not be as great, and would achieve greater convenience for the average users.

- Altering the course schedule to achieve parking stability

More attention should be paid to scheduling of classes in order to dampen the demand for parking and other infrastructure during peak periods. Having an inordinate amount of classes scheduled during one time period creates an excessive amount of traffic and parking demand. Currently, most students and faculty are using spaces on Tuesdays through Thursdays. If classes could be spaced more evenly throughout the day and the week, the amount of parking demand could be reduced.

- Directing vehicular traffic

To alleviate traffic congestion at the Washington Avenue entrance, efforts should be made to more evenly distribute vehicles to other entrances. A traffic study could determine if the Fuller Road entrance could be expanded (including pedestrian and bicycle accessibility) to absorb some of the traffic demand at the Washington and Western Avenue entrances. This would also aid traffic flow related to the expansion and development of the NanoTech sector.
Transit

Increased mass transit opportunities on Campus are necessary to provide desirable, low-cost alternatives to students, to curtail the demand for parking, and to provide increased capacity for sporting and other events.

- Direct Route
  The current bus routes that serve the Uptown Campus and Harriman Campus could be improved to service existing and future population centers. A direct route serving as a transportation corridor should be incorporated into the redevelopment plans for both Campuses (including the NanoTech sector). This efficient route would result in a considerable time savings to riders, and might make using the bus a more desirable option.

- High quality transportation service
  In order to attract increased ridership, a higher quality mass transportation service should be implemented. Increasing the efficiency and frequency of service, in addition to a more comfortable and attractive ride should also be pursued. These improvements could come in the form of a light rail transportation (LRT) line, or more likely, a bus rapid transit (BRT) line. The flexibility and easier implementation of BRT makes it the obvious short-term transportation choice for the University. However, the geographical location of the University situates it on a highly traveled path connecting a number of important regional destinations; more attractive transportation options such as LRT should not be left out of future considerations.

- Intercity connections
  Connections to the local Amtrak and Greyhound stations will address the need for greater intercity transportation throughout the Northeast Corridor. This improved regional transportation connectivity can be used as an incentive to attract students from outside the region, by offering an easy option to return home when desired.

- Transit Shelter
  Better transit shelters are a necessary investment in any effort to increase transit ridership. Current shelters do not provide adequate warmth during the cold winter climate, and act as a deterrent to those who currently have access to other means of transportation. If shelters remain outdoors, heated spaces should be included. Shelters could be combined in a building with other uses, potentially offering retail options to riders, such as a coffee shop or convenience store. Making the transportation center a multi-use destination would be yet another incentive to draw riders. Bicycle racks should also be placed near shelters for those riders who also use both modes of transport.
Green Space Connections

The Golden Grid project provides an opportunity to create an “Emerald Necklace” of linked parks, trails, and open spaces within the Campus, while improving pedestrian and bicycle pathways within and between these green spaces. Pedestrian and bicycle paths will create recreational and environmental linkages between these identified green spaces and the Campus’ neighboring parcels (the Harriman Campus, the Patroon River Greenway, and the residential neighborhoods). The Emerald Necklace will maximize environmentally and socially sustainable benefits associated with natural resource use, while conserving biodiversity in the "Glacial Lake Albany Sandbelt."

The Campus is also close neighbor to the Albany Pine Bush Preserve, one of the rare examples of an inland pine barrens ecosystem in the world. The Campus is comprised of sandy deltas and dry, nutrient poor soils which provide habitat for a number of rare plants and animals, especially the endangered Karner blue butterfly. Preserving open space, using native species landscaping, and implementing New York State storm water management techniques would also serve to provide or increase important habitats for these rare species while enriching the Golden Grid experience. The Emerald Necklace will be created using a three-pronged approach of green space expansion, environmental and residential overlay zones, and parks and trails connection enhancements:

- **Green Space Expansion**
  The designation and acquisition of at least 5 acres of new open space would provide riparian buffers to protect seeps, springs, wooded areas, and other natural features that form and sustain the Indian Lake and North West Pond, and other environmentally sensitive areas. Landscaping with native species can help to slow the growth of invasive plants and soften the impact from surrounding development, while providing critical habitat. To save money on irrigation systems and to reduce fertilizers, plantings should be focused on those species that grow naturally in the Sandbelt because they are already accustomed to poor soils. Many ornamental plants can be invasive and should be avoided, substituting native plantings whenever possible.

- **Environmental and Residential Overlay Zones**
  The creation of an Environmental Overlay Zone would prohibit activities that could potentially result in environmental damage throughout the Campus, preserve scenic views, provide for natural habitat, promote recreation, and limit areas covered by impervious surfaces. These zones should be utilized at the Indian Lake and North West Pond areas. A Residential Buffer Zone should be utilized to require additional buffering between residential neighborhoods and Campus buildings.
• **Parks and Trails Connection Enhancements**

The creation of solid and soft surfaced pathways would ensure the safe connections between and within green spaces on Campus. Paths within parks should be six feet wide, and gravel. Paths outside of green spaces and parks should be six feet wide, and surfaced with concrete.

Currently the path at Indian Lake does not create a complete loop around the lake. This area is saturated with silt and mud due to the sediments from the nearby hill, and the fact that this particular location is a low point on the path. Pedestrians find this path messy and unstable. A level, gravel filled path should be created in a complete loop around Indian Lake.

Care should be taken in limiting the areas covered by impervious surfaces, such as roads, parking lots, driveways, and sidewalks, as there is a direct relationship between the percentage of impervious surfaces and the severity of environmental impacts on sensitive ecological systems and the loss of biodiversity. Stormwater management techniques should conform to the New York State Stormwater Management Design.

Signage should include both *directional* (paths should be named and should show directional relationships to the Campus i.e., “restrooms are 25 feet ahead”) and *interpretative* (paths should designate special points of interest or geographical features (i.e., “scenic view”). All signs should follow the existing design guidelines for the Campus’ comprehensive plan, and should also be ADA compliant.
• **Landscaping**
  The Campus is located within the “Glacial Lake Albany Sandbelt” and is comprised of sandy deltas and dry, nutrient poor soils which provide habitat for a number of rare plants and animals, including the endangered Karner blue butterfly.

Plants that grow naturally in the Sandbelt are accustomed to poor soils, so focusing on those species would save money by reducing fertilizers and irrigation systems. Many ornamental plants can be invasive and should be avoided, substituting native plantings whenever possible. Landscaping with native species can help to slow the invasion of alien plants and soften the impact from surrounding development. The following plantings are from the Albany Pine Bush Preserve’s list of restoration landscaping species.

**Native Species:**
- **a. Trees:** pitch pine, smooth shadbush
- **b. Shrubs:** New Jersey Tea, sweet fern, huckleberry, sand cherry, dwarf chestnut oak, scrub oak, Carolina rose, dwarf prairie willow, dwarf prairie willow, early lowbush blueberry, late lowbush blueberry, and meadow sweet.
- **c. Wildflowers:** spreading dogbane, butterfly milkweed, stiff-leaf aster, late purple aster, woodland sunflower, round-headed bush clover, wood lily, wild blue lupine, dotted horsemint, and goat’s rue.
- **d. Grasses/Sedges:** big bluestem, Pennsylvania sedge, little blue-stem, and Indian grass.

**Invasive Species:**
- **a. Trees:** Austrian pine, big tooth aspen, black locust, box elder, cottonwood, Norway maple, tree of heaven, trembling aspen, and white poplar.
- **b. Shrubs:** blackberry, black-raspberry, buckthorn, honeysuckle shrubs, Japanese barberry, wild red raspberry, ornamental olives, Japanese knotweed, and multiflora rose.
- **c. Wildflowers:** Bouncing bet, celadine, crown vetch, hawkweed, purple loosestrife, and black swallow-wort.
- **d. Vines:** Honeysuckle vine, wisteria, Oriental bittersweet, and porcelain-berry.
- **e. Grasses:** Japanese stilt grass, and many common lawn grasses.
Proposed Solutions on Master Map
Implementing the Plan

Consider the following steps when implementing the Golden Grid:

- **Official Adoption of the plan**
The first goal of the University should be to officially adopt the plan, or certain elements therein, as a reference for future plans and development. This provides the University with a set framework from which to approach future projects and creates a coherent policy that all stakeholders can identify and reference.

- **Project champion**
Enlist a project champion or a group of focused and determined individuals who will ensure that the project’s momentum is continued and accelerated. The champion(s) should be highly knowledgeable of the Golden Grid’s intention, and should be enthusiastic about the successful implementation of the plan.

- **Create awareness**
Create more awareness of the project’s goals on Campus to allow students and faculty to reflect upon the changes and offer further suggestions or alternative solutions. It could also foster Campus pride, garnering student support for the project and reflecting positively on University administration.

- **Coordinate with local institutions and authorities**
Coordination with local institutions and authorities will ensure that there are no conflicts with the plan, and will help to adapt with other neighborhood plans as needed.

- **Identify priority projects**
Select priority projects to launch the plan that can be adequately funded and will have a high probability of success, such as adequate bicycle parking, native species landscaping, uniform pedestrian crossings, or phasing in the Podium pedestrian zone. Achieving small goals will continue the momentum of change on Campus while energy is focused on more long-term improvements.

- **Identify funding sources**
Funding sources could include general University funds, alumni, federal or state grants, local governments and institutions or local business partners. Some proposed projects are beneficial to more than University patrons and should warrant community support. (See Appendix).

- **Project manager**
Identify a project manager for each project to work with the administration, consultants, developers, architects, planners, and other stakeholders to ensure coordination between authorities, and overall project success.

- **Further studies**
Professional studies for bicycle parking, delivery systems, traffic, and vehicular parking studies would provide a base of knowledge which the University could use to make a more detailed design for many of the ideas presented in this plan.
Case Studies

Studying the work of planners, architects and engineers across the globe helps us to learn from the successes and failures of many different plans and planning theories. We have identified various plans that relate to the Campus with the intention that the lessons learned from these plans may help to guide future development.

University of Oregon

Christopher Alexander helped the University of Oregon to develop its planning process in the early 1970’s. The planning process revolved around the idea of “pattern language.” Pattern language is “any general planning principle, which states a clear problem that may occur repeatedly in the environment, states the range of contexts in which this problem will occur, and gives the general features required by all buildings or plans which will solve this problem” (The Oregon Experiment, p.101).

Alexander’s work sparked a design movement that focused on providing a framework of non-technical vocabulary and creating a user led process for future development of a campus. The Oregon Experiment used a collaborative method that allowed ordinary people to design their own surroundings. Based on user experience and observation, they came up with a functional set of guidelines. The aim of this process is to ensure that buildings and spaces articulate and communicate with their surroundings, so that they create a visual, physical and functional harmony with the rest of the campus. The success of the University of Oregon Campus in terms of the efficiency of pedestrian and bicycle activity, interconnectedness of green spaces, and the opportunity for informal social interaction among the community make it a model for college campus. Some examples of pattern language found in University of Oregon’s 2005 Campus Plan include:

- **Activity Nodes:** When buildings are spread evenly across campus, they do not generate small centers of public life around them. They do nothing to help the various “neighborhoods” on the campus to coalesce.
- **Accessible Green:** When people work extremely close to large open green areas they visit them and use them often; even a fairly short distance will discourage their use.
- **Building Character and Campus Context:** Individuals develop impressions about a building immediately upon seeing it; these impressions affect their perception of the building’s occupants and their endeavors. The image of a building is defined by its surrounding fabric, and vice versa.
- **Building Complex:** The human scale vanishes in enormous buildings. People who use them stop identifying the staff who work there as personalities, and the staff feel like small cogs in a greater machine.
- **Building Hearth:** When a building is just a collection of rooms without a focus, there is little chance for a sense of community to develop, and the possibility of an open exchange of ideas diminishes.
• **Connected Buildings:** Isolated buildings can be symptoms of a disconnected campus community. We should consider connecting new buildings to existing buildings wherever possible. Try to form new buildings as continuations of older buildings and, in so doing, use the arrangement of the buildings to make pleasant outdoor spaces.

• **Local Transport Area:** The impact of the car on social life is devastating: it keeps us off the streets and far away from one another. The first step in bringing the car under control is to stop using it for local trips. We should try to embed the University in a local transport area one to two miles in diameter. Except for very special cases, encourage local trips within this area to be made on foot, bikes, or scooters. Adapt paths and roads to these modes of travel, and keep the streets slow and circuitous. At the edge of the local transport area create access to transit and car-storage areas.

• **Trees:** Trees play an important part in the formation of open spaces by defining edges. Building projects often are considered for sites that are occupied by trees, setting up a conflict between programmatic and aesthetic needs.

• **Flexibility and Longevity:** Even today’s best building will eventually be disliked if it is poorly planned for the future or poorly built. If it can’t adapt to programmatic change, it will either frustrate its users or be demolished.

• **Family of Entrances:** When people enter a complex of buildings, they may experience confusion unless the whole collection of entries is laid out so they can identify a main entrance.

• **Good Neighbor:** It’s easy to be so focused on making Campus projects as wonderful as possible for our users that we may ignore the impacts on our neighbors.

**William H. Whyte’s “Project for Public Spaces”**
The “Project for Public Spaces” is a nonprofit group founded by William H. Whyte in 1975. Whyte is a renowned urban studies scholar who has committed his work to observing, identifying and analyzing successful social places. His goal has been to create places with healthy social interaction and settings where people can find pleasure in being around one another. This group worked with over 1,500 communities to transform public spaces, such as plazas, small parks, sidewalk cafés, building fronts, and urban streets. Their work (what they call “place-making”) and ongoing observations have confirmed a few trends that define quality gathering spaces and help to provide an identity and community culture:

- Clear view into spaces, with a clear entrance
- Avoid sunken or raised plazas
- Design to support as many activities as possible
- Provide lots of seating and opportunities for passive recreational ac-
• Pay attention to micro-climate (wind, shade, sun exposure)
• A sense of enclosure creates comfortable settings. (Street/plaza height to width ratios should be around 2-1 or 3-1. This can also be created with trees, plantings and street lighting)

Ultimately the lesson learned from Whyte is that good design does not necessarily come from a well-trained architect or engineer; it comes from good observation of people, and how they interact in space.

**Washington Mall**
The Washington Mall is an important landmark that provides a source of national pride and identity for all Americans. The design and layout of the mall provides recreational and cultural open space for residents and tourists, such as an array of public fairs, festivals, concerts, and commencements.

The overlay below highlights the fact that the National Mall is roughly the same size as the University at Albany campus, but with a much different use of space. Rethinking the use of opens space and the configuration of buildings and transportation stops within the campus is important. The mall provides a large open space in the middle with public transportation stops located within the space and the museums and national monuments located along the perimeter.
Dutch Woonerf
The Dutch Woonerf translates to “living street” or “residential yard.” Their principles have taken hold in many cities, including Portland and San Francisco. The street is no longer a simple paved surface accommodating one mode of transportation, but is considered a yard for children, pedestrians, and bicycle travel as well as place to visit with neighbors.

Features include narrow curving streets, peripheral trees, and distinct paving. The driver perceives a space that is not a typical road, and typically limit their speed to less than 5 miles per hour. On streets with higher speed limits and more traffic the separation of cars and pedestrians is indeed necessary. Surprisingly, the Dutch Woonerf has proven safe and effective with the right design and visual cues that take “traffic calming” to another level.

University of Virginia
An architect and president Thomas Jefferson designed the University of Virginia campus, which has been used as a Campus model across the United States for centuries. In Jefferson’s words his goal was to create an “academic village” with a layout using a group of buildings that surround a green space. The democratic aspiration of educating people was at the forefront of Jefferson’s goals. Edward Durrell Stone’s layout of the Campus is built around the same principle, but organizes the buildings around the Podium. However, because the Podium is a sunken plaza, the result is not the same and does not provide an area for congregating or socializing. The open area at the University of Virginia shows that it is vital to campus life and central to Jefferson’s idea of creating a truly democratic setting.

The Royal Crescent Bath, England
The Royal Crescent Bath in England is one of the best examples of how buildings shape outdoor space. It is a crescent shaped row of 30 Georgian style houses around a ring road that does not allow automobile traffic. The green space inside the crescent is a highly used lawn for both passive and active recreation. In both its shape and function, the circular green space is reminiscent of the University at Albany’s Collin Circle. One stark difference is important to note: the houses around the Royal Crescent create a perimeter and a visual edge that encloses the space. Collins Circle lacks this sense of enclosure. The Royal Crescent provides an example of how to frame open spaces with buildings.
Appendix

Data collection summary.............27
Financial Sources....................28
Existing Plans.........................30
Charette response forms.............31
Big ideas..................................42
Data collection summary

The following bicycle and pedestrian data were collected during the national bicycle and pedestrian count week in early September 2006. This information was gathered to provide a benchmark for bicycle and pedestrian travel at certain intersections indicated below. After the implementation of the Purple Path and Golden Grid Plans, this information will be helpful in assessing the increased use of both pedestrian and bicycle modes of transportation.

<table>
<thead>
<tr>
<th>Washington Avenue at Collins Circle Counts</th>
<th>Empire Commons at Colonial Quad Counts</th>
<th>Western Avenue at Purple Path Counts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Date:</strong> 9/11/2006 <strong>Weather:</strong> Sunny 70 degrees</td>
<td><strong>Date:</strong> 9/11/2006 <strong>Weather:</strong> Sunny 70 degrees</td>
<td><strong>Date:</strong> 9/11/2006 <strong>Weather:</strong> Sunny 70 degrees</td>
</tr>
<tr>
<td><strong>Time</strong></td>
<td><strong>Bicycles</strong></td>
<td><strong>Pedestrian</strong></td>
</tr>
<tr>
<td>4:15-4:30</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>4:30-4:45</td>
<td>2</td>
<td>23</td>
</tr>
<tr>
<td>4:45-5:00</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>5:00-5:15</td>
<td>3</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>11</strong></td>
<td><strong>71</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Date:</strong> 9/12/2006 <strong>Weather:</strong> Sunny 68 degrees</th>
<th><strong>Date:</strong> 9/12/2006 <strong>Weather:</strong> Sunny 68 degrees</th>
<th><strong>Date:</strong> 9/12/06 <strong>Weather:</strong> Sunny 68 degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Time</strong></td>
<td><strong>Bicycles</strong></td>
<td><strong>Pedestrian</strong></td>
</tr>
<tr>
<td>12:30-12:45</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td>12:45-1:00</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>1:00-1:15</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>1:15-1:30</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1</strong></td>
<td><strong>71</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Date:</strong> 9/15/2006 <strong>Weather:</strong> Raining 70 degrees</th>
<th><strong>Date:</strong> 9/12/2006 <strong>Weather:</strong> Sunny 68 degrees</th>
<th><strong>Date:</strong> 9/13/2006 <strong>Weather:</strong> Slight drizzle/cold</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Time</strong></td>
<td><strong>Bicycles</strong></td>
<td><strong>Pedestrian</strong></td>
</tr>
<tr>
<td>9:00-9:15</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>9:15-9:30</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>9:30-9:45</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>9:45-10:00</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>0</strong></td>
<td><strong>17</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Date:</strong> 9/13/2006 <strong>Weather:</strong> Slight drizzle/cold</th>
<th><strong>Date:</strong> 9/13/2006 <strong>Weather:</strong> Slight drizzle/cold</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Time</strong></td>
<td><strong>Bicycles</strong></td>
</tr>
<tr>
<td>9:25-9:40</td>
<td>6</td>
</tr>
<tr>
<td>9:55-10:10</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>23</strong></td>
</tr>
</tbody>
</table>
Financial Sources

Funding for pedestrian and bicycle improvements are available at every level of government including federal, state and local municipalities. These funding sources include grants, federal and state transportation funds, and various non-profits that provide assistance developing trails as well as funds to develop the actual trails. While this list is not completely exhaustive it does provide guidance to planners and administrators to gather funds for these important bicycle and pedestrian transportation networks.

- **SAFETEA Transportation Enhancements Program**  The program provides federal reimbursement for non-traditional projects that add value to the transportation system by relating to the needs of people. Each project must relate to surface transportation and meet one of the 12 eligible activities.
  http://www.dot.state.ny.us/progs/tepgen.html

- **Surface Transportation Program (STP)**  Funds provided to states and localities for projects on any roads that are not classified as minor local or rural collectors. Great funding opportunity for building a bike trails/paths connecting neighborhoods in the City of Albany, through Harrieman Campus, and University at Albany Campus, with the Town of Guilderland.
  www.dot.state.ny.us/pubtrans/funding.html#stp

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**  Projects must contribute to attainment of national ambient air quality standards by reducing pollutant emissions from transportation sources. Our project is a perfect match for CMAQ Pedestrian and Bicycle Programs.
  http://ntl.bts.gov/lib/9000/9300/9317/00489.html

- **Recreational Trails Programs**  The Recreational Trails Program is a State-administered and Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use.
  http://www.nysparks.state.ny.us/grants/programs/recreation.asp

- **Capital District Transportation Committee**  CDTC administers many of the regional transportation projects and the funding available to them. As an example, The CDTC’s Bicycle and Pedestrian Spot Improvement Program is the funding mechanism for small-scale projects, which will improve the region's bicycle and pedestrian travel environments through "spot improvements" to the transportation system.
  http://www.cdtcmpo.org/
- **NYS Quality Communities Program**  The Quality Communities Program is designed to enhance local community development efforts throughout New York State.
  
  [http://www.dos.state.ny.us/qcp/qcp2.html](http://www.dos.state.ny.us/qcp/qcp2.html)

- **NYS Department of Health, Healthy Heart Program**  The Healthy Heart Program funds programs that make it easier for New Yorkers to choose healthy lifestyles. The Preventive Health and Health Services (PHHS) Block Grant provides funding to promote and evaluate increases in the number of adults participating in regular sustained physical activity.
  
  [http://www.health.state.ny.us/funding/grants/block_grant.htm](http://www.health.state.ny.us/funding/grants/block_grant.htm)

- **Healthy Trails, Healthy People**  Each year Parks & Trails New York, in conjunction with the New York State Physical Activity Coalition (NYSPAC), select communities that are interested in trail development to receive assistance. As part of the program, selected communities will receive technical and planning assistance, workshops, mini-grants, and organizational support.
  

- **Architecture, Planning and Design Program**  The purpose of this program is to stimulate and promote excellence in design and planning in the public realm for the benefit of all New Yorkers. The Program aims to increase awareness and appreciation of the designed environment of New York State and to advance innovation in the design and planning fields.
  
  [www.nysca.org/public/guidelines/architecture/index.htm](http://www.nysca.org/public/guidelines/architecture/index.htm)
Existing Plans

During the planning process of the Golden Grid, the below plans were studied; following are html links to the plans.

Plans incorporated to Golden Grid:
- Harriman Campus
- University at Albany Athletics Master Plan
- CESTM Building (New Nanotech Bldg)
  http://www.albany.edu/geosciences/fullrpt.pdf
- Collins Circle Underground Parking Lot (Thyagarajan’s Plan)
- Patroon Greenway
  http://www.cdtcmpo.org/linkage/patexisting.pdf
- Purple Path
  http://albany.edu/dept/mumford/ihi/web/Projects/PurplePathFV.pdf

Studies researched:
- Harriman Campus - University at Albany - Fuller Road Transportation Linkage Study
  http://www.cdtcmpo.org/linkage/studies/112005016.pdf
- McKownville Corridor Study
  http://www.capital.net/~force/mekocs.html
- 1998 Master Plan Report
  http://www.albany.edu/geosciences/fullrpt.pdf
- University at Albany Parking Study
Charette Response Forms

The following are response forms gathered from the Charette held on November 13, 2006, at the University at Albany. Students, faculty, community planners, University Administration and Facilities Department employees, and various other groups both on and off campus provided input.

Fall 2006 Planning Studio

Krostin Sorbaro.

Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. Make it a 4 season campus - winters are
   not inviting.
2. Promote car pooling to reduce congestion
3. It is a great place to work, that's why I work here.

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus? Cold concrete.
   the Collestones are terrible - stamped concrete instead

What features or design elements about the Campus do you think are good, or important to preserve and enhance?
Glass Lecture Center, Residence Halls.

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus?
I like the idea of covered walkways to many places
What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?
Minimize its impact

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus?
That's a difficult question, and to involved to answer in this format. But in a nutshell, this campus is huge, compared to a small School - safety would be a concern but compared to a comparable school who knows?

Any other comments:

Response Form

November 13, 2006
Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. IMPROVE BIKE/PED CONNECTIONS BETWEEN UNIVERSITY + NEIGHBORING COMMUNITY
2. REMOVE PARKING FROM THE 4 QUADS
3. “GREEN UP” CURRENT PARKING AREAS ALONG UNIVERSITY DRIVE
4. REPAIR CONCRETE ON PODIUM + STAIRS TO IMPROVE PEDESTRIAN ENVIRONMENT
5. LIMIT USE OF PAPER POSTINGS ON PODIUM WALLS/COLUMNS

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus?

THE SEA OF PARKING LOTS THAT SEPARATES THE CAMPUS FROM COMMUNITY

What features or design elements about the Campus do you think are good, or important to preserve and enhance?

THE UNIQUE ARCHITECTURE OF THE UPTOWN CAMPUS.

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus?

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus?

Yes, except for speeding cars on pedestrian-shared pathways between quads

Any other comments:

Response Form

November 13, 2006
Golden Grid Response Form

What are the top 5 most important things that you would change on the UA Albany Campus to make it a better place to live and work?
1. Lighting
2. Parking - more adequate guidelines
3. Better definition/clarification of focal points - campus, etc.
4. Space alignment - putting key functions together, synergy and
5. Better preservation of design

What feature or design element do you find to be the most unappealing or unfriendly about the UA Albany Campus? "Clean, streets, no maps in parking areas, a lot of blacktop "

What features or design elements about the Campus do you think are good, or important to preserve and enhance? "Architecture, it's a campus asset and we should capitalize on that"

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UA Albany Campus?
Best: Pedestrian Access
Worst: Parking needs more thought, it's a couple hundred

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?
Lack of bike access on the inside of the Campus;
I like public transportation

Do you feel as though the UA Albany Campus is a safe place to be, and if not what would you do to increase safety on Campus?
I feel safe here

Any other comments:
"Good job!"

Response Form

November 13, 2006
Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. Eliminate parking seas
2. Consider each other
3. Have faculty/staff housing
4.
5.

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus? Sharp edges — buildings, roads, parking etc.

What features or design elements about the Campus do you think are good, or important to preserve and enhance? Indoor/outdoor access, symmetry

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus? I don’t understand what the Golden Grid is.

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus? Consider the average person on campus. We at meeting are more inclined than average.

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus? Yes.

Any other comments:

Response Form November 13, 2006
Fall 2006 Planning Studio

Golden Grid Response Form

What are the top 5 most important things that you would change on the UA Albany Campus to make it a better place to live and work?
1. Connectivity from Collin's Circle
2. No parking on podium to campus
3. Change out podium planters
4. More porous sides of podium
5. 

What feature or design element do you find to be the most unappealing or unfriendly about the UA Albany Campus?

Podium planters

What features or design elements about the Campus do you think are good, or important to preserve and enhance?

Columns, arches

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UA Albany Campus?

Best = corner stairs/Excessive paving

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?

Ped bridge over fountain

Do you feel as though the UA Albany Campus is a safe place to be, and if not what would you do to increase safety on Campus?

More lighting

Any other comments:

Response Form

November 13, 2006
**Golden Grid Response Form**

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?

1. more pedestrian friendly
2. more connectivity between campus/ Nano/ Stuyvesant/ etc
3. open space / enhance natural areas
4. natural gathering places outdoors
5. Utilize the whole campus! Indian lake — don’t ignore it —

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus?
/ parking lots / abundance of cars /

What features or design elements about the Campus do you think are good, or important to preserve and enhance?
/ green space / the pond / trees /

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus?
/ best / enhance open space /
/ worst / 9 emphasis on pedestrian /

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?
/ not enough talk about getting around with a car / Nano to podium — bus? transit? /

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus?
/ not always / more people walking /

Any other comments:

Response Form

November 13, 2006
Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. Eliminate vehicle traffic from the pedestrian zones between the Quest Podium.
2. Install speed tables across every crosswalk or the most popular on U. Drive.
3. Improve parking lighting by adopting the test lamps currently hooked up to the Humanities building.
4. 
5. 

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus?

What features or design elements about the Campus do you think are good, or important to preserve and enhance?

The architecture, the fountain, and the features such as the solar lamps are the highest priorities must preserve the integrity of the architecture.

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus?

Best idea - eliminate parking from ped. zones and provide incentives to not bring car.

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?

Something in your plan to ensure the integrity of the original architecture is preserved.

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus?

Absolutely. Do not add any more spotlights. It is the wrong type of lighting, it simply wastes everything and any other comments: actually deters people from the space.

There are smarter lighting options.

Response Form

November 13, 2006
Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. Make buildings more unique - differentiate.
2. Better access between one building to another
3. Better use of space between Quads and the podium.
4. The fountain area needs to be redesigned.
5. Create interesting lines of sight.

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus? Lots of un-unique concrete

What features or design elements about the Campus do you think are good, or important to preserve and enhance? Collins circle. Those tree and sculpture gardens on the podium.

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus? I missed a lot of it.

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?
more use of Pine bush plant species

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus? Yeah, it's safe.

Any other comments: I think putting new buildings around Collins circle to focus activity on it - make it the 2nd center of campus.
Golden Grid Response Form

What are the top 5 most important things that you would change on the UAlbany Campus to make it a better place to live and work?
1. Pedestrian walkway between podium/quads
2. Close parking at podium/quads
3. Schedule classes - Monday & Friday
4. Website - update information - Master Plan (Road, Information about stays at campus)
5. Parking rules

What feature or design element do you find to be the most unappealing or unfriendly about the UAlbany Campus?
- Need keep University style, not add some funny. Need good at lake area.

What features or design elements about the Campus do you think are good, or important to preserve and enhance?
- Lake area

Please give any feedback you may have about the content of the Golden Grid draft plan:
What did you feel were the single best and single worst ideas in the plan we presented for the UAlbany Campus?
- Location Studio and Ground odds. Better be opposite

What, if anything, do you feel needs to be added to the Golden Grid plan to improve its impact on the Campus?
- Master plan study/ Ath. plan

Do you feel as though the UAlbany Campus is a safe place to be, and if not what would you do to increase safety on Campus?

Any other comments:

All proposal need budget and why and how will work after.

Response Form

November 13, 2006
Golden Grid Design Presentation

Background Feedback Sheet

We ask that you please take a couple minutes to fill out this sheet so that we may document comments and feedback. This information will help us to finalize our document in the upcoming weeks.

COMMENTS:

- **graphics** for micro-enhancement were done very well including lighting and bike/ped improvements

- It was good to see and recognize, as well as preserve, the modernist campus

- The 1st portion of the presentation seemed to emphasize too many negative issues. Thought to breaking up the sections presentation should be considered

- The recognition of the problems was well done as to the solutions

Comments & Feedback Sheet November 17, 2006
Golden Grid Design Presentation

Background Feedback Sheet

We ask that you please take a couple minutes to fill out this sheet so that we may document comments and feedback. This information will help us to finalize our document in the upcoming weeks.

COMMENTS:

Lake the Grid System

Opproni:

RE: Improvements may want to focus on improvements that are cost effective but achieve the objective of segmenting the spaces into specific activity areas.

Comments & Feedback Sheet

November 17, 2006
Charette Big Ideas

Ideas and brainstorming are important to consider when planning at any phase. During the course of the studio and at the charette held at the University at Albany on November 13, 2006, many ideas were shared. Below is a list of ideas offered by students, faculty, administration, and citizens who attended the meeting:

- Community Gardens Greenhouse in the natural science building open to students, faculty and visitors;
- Amphitheatre at Indian Pond with a natural area, picnic area, interpretive signs, and continued preservation;
- Dutch stairs for bicycles;
- Skate park along Washington Avenue and or in the Podium;
- Podium converted into an ice skating rink similar to Rockefeller Center;
- Security blue lights can be changed to solid lights rather than the flashing;
- Parking under Collins Circle and creating a covered walkway to campus;
- Utility right of way to create a walkway between campus and Stuyvesant plaza;
- Removing the fountain in front of the Campus Center and replacing it with a cascading fountain that is quieter and encourages student congregation;
- Places that are intended to be a gathering space will not be designed with an object in the center;
- Placing a dome over the fountain or bring the fountain to grade;
- Removing the planters on the corner of the podium and add a café cart or seating area;
- Deliveries arrive at the east side of Indian quad;
- Add tunnels for delivery vehicles to the main quads and to the campus center catering to vehicles/trucks large enough for the demanded delivery vehicles;
- Improving the roadway around campus to calm traffic around campus (creating a less direct route to decrease the speed at which delivery trucks, students and faculty can move around campus). Existing docks are inadequate in size, or congested so that they are unable to take all the deliveries necessary;
- Considering putting a parking garage on campus, however a site needs to be determined. A major consideration for the parking garage location is that it needs to be located in a place where people will pay a premium for the space in order to make the parking garage economically feasible;
- Creating long term parking, versus short term parking. Long term parking
will be designated in areas further from campus for students living on campus;

- Sculptures in and around the podium created by the student body – this project should be coupled with a public art fund to ensure the arts is weather appropriate and maintained;
- Speed controls around Carillon Drive that are designed;
- Better pedestrian access around Collins circle;
- Azalea garden that needs places to sit and congregate, adding more concrete couches;
- More picnic tables and amenities located outside the quads for socializing and outdoor activities;
- Creating more areas for chess and seating around the podium area and outside of the quads;
- Defining the parking along Collins circle needs to be delineated;
- Pedestrian bridge across fuller road to main campus;
- Improving the tunnel system, murals, lighting, etc.;
- Close traffic on Carillon Drive;
- Improve scheduling of classes that will mitigate the demand for parking by spreading out the number of students on campus at a time;