9.0 Movement Framework

Accessibility across campus is largely dependent on the integrated circulation systems that support a variety of transportation forms and allow them to co-exist. However, above all, the Campus Master Plan prioritizes pedestrian activity, and the walking experience within campus is enhanced and improved for utilitarian and leisure purposes. There is a clear hierarchy of value integrated into the design of campus streets and paths that indicates this preference towards the pedestrian, but that does not dismiss the importance of cycling, transit, and other vehicular circulation. The Campus Master Plan acknowledges the important link between walking and cycling and focuses on ensuring the two remain related in street and pathway designs to facilitate the connection between the interior and exterior spaces.

9.1 Pedestrians

A Campus in the Park has strong linkages for the pedestrian, with a fine network of pedestrian and bicycle connections that weave through the campus. This Campus Master Plan gives equal prominence to enhancing the pedestrian and bicycle experience as a priority.

9.1.1 A Completed Path and Trails Network

The campus open spaces and built form are linked by a complete path and trails network that form a continuous walkable, accessible, and cohesive public realm environment for pedestrians and cyclists. The trails network connects to the Wascana Park trail system, Innovation Place, and to the adjacent neighbourhoods. Continuous generous sidewalks within the campus connect interior and exterior spaces. Points of connection along the path and trails, such as intersections or key crossing points, are enhanced with special paving treatments, signage, and signalization for safe crossings.
A continuous loop of dedicated bike lanes are located along the University Drive Boulevards and along the east side of Wascana Parkway. With the exception of University Drive West, the dedicated bike lanes are off-street, running alongside the pedestrian paths.

### 9.1.2 Pedestrian Concourse – Internal Circulation

Continuation of the existing internal pedestrian concourse system is a top priority. The internal building connections should be extended to new buildings where it makes sense, but must consider the importance of the open space system and in meeting key open space objectives. The Campus Master Plan encourages seamless transitions between built form and open space, between the pedestrian concourse and external pedestrian pathways. Where the pedestrian concourse intersects the key north-south and east-west pedestrian spines, the connections should be implemented in a way that enhances the connectivity and enhanced open space objectives of the spines. The concourse connections should be transparent (as with the connection between the Riddell Centre and the Education Building), with exits to the external pedestrian pathways. Where possible, these key routes should also allow for the passage of cyclists.

![Figure C-63. Continue the pedestrian concourse system to integrate indoor and outdoor spaces](image-url)
9.1.3 Pedestrian Priority Area

The Main Campus is considered a pedestrian priority area, which is primarily a car-free zone, with the exception of some areas for drop-off, visitor parking and servicing of buildings. The Main Campus area is designed for ease of pedestrian and bicycle movement, from interior to exterior spaces. Servicing areas on campus should function as shared pedestrian environments and should be designed accordingly with enhanced paving treatments.

9.1.4 Crosswalks and Access Points

Crosswalks serve as meeting points, transitioning points (directionally or modally), and access points for pedestrians. These are important spaces that need special design consideration and treatment to facilitate their successful and safe use. As a notion of traffic calming and pedestrian safety, all key intersections internal to the campus should have clearly marked crosswalks, and crossing distances should be minimized by reducing vehicular lane widths. A new pedestrian oriented profile for the two gateway entrances to the campus along Wascana Parkway should include reduced lane widths to tighten the intersections, full signalized pedestrian crossings, and the consideration for dedicated bicycle stop lights. In addition, all crosswalks should have enhanced pavement treatments and signage to signal to pedestrians, cyclists, and motorists that the crosswalk is a pedestrian priority area. Discussions with the City will need to take place in order to effect this change and improve pedestrian safety at the intersections.

The 2010 Transportation Study identifies the south gateway entry to the campus, along University Drive South, as the main pedestrian and vehicular entry point, and recommends the pedestrianization of this intersection in the short term to ensure safe access to the campus as it develops. In addition, the analysis also recommends installing a traffic calming measure such as pedestrian signalization at a minimum, at the intersection of University Drive West and the Innovation Place parking entrance. This intersection experiences a high volume of pedestrian crossing, especially from the parking lot (Lot 15), and from the west neighbourhoods, and is expected to increase further with the development of the South Gateway Building and Visitor Centre node. Recommendations for this intersection also include improvements to the internal campus traffic flow, and an enhancement of the intersection as a highly visible pedestrian crossing as a first measure, with future considerations for a full traffic signal to ensure pedestrian safety as volumes increase. A traffic signal at this intersection will also assist in the smooth traffic operations of buses, bicycles and vehicles as well.

A mid-block signalized pedestrian crossing at the new vehicular entrance to the campus from Wascana Parkway provides an opportunity to connect to the adjacent neighbourhood as an extension of the East-West Mall. This connection is linked to the shared bicycle and pedestrian trail that runs parallel to Wascana Parkway.

9.2 Bicycles

The encouragement of cycling is a key factor in achieving a pedestrian friendly environment. Cycling is encouraged throughout the campus through a cycling network that primarily follows the external pedestrian network, allowing ease of movement and access along wide pedestrian sidewalks and pathways. The cycling network also allows for un-mounted passage through buildings. In addition, bike facilities such as bike racks should be placed throughout the campus.
The University Drives are redesigned to accommodate increased pedestrian movement and safe crossings, slower vehicular traffic, integrated on-street parking, wide pedestrian sidewalks, dedicated bike lanes, and a lush scenic streetscape planting. New linkages are made from the Wascana Parkway trails to the campus building entrances and courtyards.
9.2.1 Cycling Network
The cycling network includes a dedicated cycling path that follows along the University Drive Boulevards and alongside Wascana Parkway. The dedicated bicycle route along all Drives, with the exception of University Drive West, parallels the pedestrian paths and connects to the Wascana Centre trails in the north, to FNUniv in the east, to the fields and trails in the south, and to the neighbourhoods in the west.

9.2.2 Cycling Facilities
Cycling activity is supported by increased bike parking areas located at key destinations on campus, including the Transit Hub, Visitor Information Centre, in front of key buildings, and transit stops. Additionally, all structured parking should support well lit and visible bike lock areas that are safely and easily accessed.

9.3 Transit
The modified transit network of this Campus Master Plan is coordinated with the new parking strategy in order to maximize existing road infrastructure and minimize vehicular movement within the core area of campus (by changing modal splits). It assumes a full build-out as identified in the concept plan diagram with the main Transit Waiting Area staged at the South Gateway Building.

9.3.1 Transit Network and Facilities
The transit loops around the University via University Drive and to Research Drive are to provide transit access to every building on campus and to access all areas of the campus. The transit route is shared with other vehicles on this road. Bus stops will have dedicated transit lay-bys to allow buses to pull over and stop without disrupting the flow of traffic. The proposed South Gateway Building along University Drive West will be the location for a new transit waiting area with direct access to the building drop-off and pick-up of passengers. Pedestrians can wait inside a highly transparent and warm building, with access to commercial amenities. Routes dedicated to the University will loop around University Drive, and all transit stops along the loop will be heated.

9.4 Vehicles
The spaces for vehicular movement are clearly defined by the reclamation and redefinition of the pedestrian spaces.

9.4.1 Vehicular Network
Vehicular circulation is restricted to the periphery of the campus and connects Wascana Parkway to key internal vehicular routes including Research Drive and East Loop Road. It will also connect to all below-grade parking access and egress points, structured parking, and on-street parking. There are three access points along Wascana Parkway that lead to the gateway entrances to campus. University Drive West is realigned for improved campus frontage conditions and building development options. This also establishes a point of alignment along University Drive South for the completion of East Loop Road. There will be numerous bus bays and on-street parking along University Drive South, fronting the Athletic Precinct Plaza and Park, the Stadium, and the arena for school buses, visitor buses, and transit to service the athletic functions. On-street parking will be available along the University Drive Boulevards, but integrated with the streetscaping treatments.
Figure C-67. Transit Network with heated shelters and a main Transit Waiting Area
9.4.2 Road Hierarchy and Character
The outlined hierarchy of streets defines the type of character each street will have and the streetscape elements incorporated into its design. The hierarchy also gives an indication as to the priority modes of movement and, to a degree, the volume of traffic that is expected on a road. The following road hierarchy applies:

- Wascana Parkway - access route to campus and into the key gateways.
- University Drive Boulevard loop, Research Drive, First Nations University Loop, and East Loop Drive - act as primary and secondary campus roads connecting directly to building frontages.

9.4.2.1 Wascana Parkway - North, Mid, and South

North Intersection
The Campus Master Plan simplifies this intersection for safer pedestrian and bicycle crossings since this is a key point where trails merge from Wascana Parkway, the neighbourhoods, and campus. The simplification includes the removal of dedicated turning lanes and then signalizing the intersection. This intersection will be specially treated since it is the north gateway to campus, and will feature less asphalt and more landscaping.

Mid Intersection
This intersection connects University Drive to Wascana Parkway between the north and south gateways and acts as a secondary point of entry that should relieve traffic volumes at each. This intersection will be treated as a secondary gateway that includes specialized crosswalk treatments, tree plantings, and signage for safe pedestrian and vehicular movement that links directly to the key east-west pedestrian green spine. This design move also includes a westward extension of the crosswalk as a signalized mid-block connection to the Hillsdale neighbourhood. The intersection design must consider several options including: right in/right out; full signalization with a tighter corner radii to slow down turning vehicles; or the removal of dedicated right turn lanes (left turn lanes remain).

South Intersection
This intersection, at Kramer Boulevard, is expected to have the highest volume of vehicular, transit, and pedestrian traffic as it is positioned as the main gateway for students, faculty, staff, and visitors. It is imperative that the design of the gateway intersection prioritizes safety, clarity of spaces, and beauty. Improvements to this intersection should be considered in the short-term given current pedestrian concerns, and be coordinated with the development of the proposed Visitor Centre and/or at the time of improvements to University Drive South.

This intersection will feature narrower crossing distances for pedestrians, enhanced landscaping and specialized paving materials for crosswalks, tighter turning radii to slow down turning vehicles, and the removal of dedicated right-turn lanes (left turn lanes remain).

9.4.2.2 University Drive - North, East, and South
The improvement to University Drive is an important early investment in terms of providing a new frontage for the campus and a new interface to the community. As a starting point, University Drive is treated as part of the open space network that adds to the picturesque setting within Wascana Park. It will be a scenic drive as well as an enhanced walking and cycling experience. The revitalization of the Drive will include the improvement of pedestrian paths and multi-use trails, and the inclusion of dedicated bike lanes, enhanced intersections, and numerous marked pedestrian crossings.

University Drive South will be treated as an urban campus boulevard and will act as a seam that links the University to Innovation Place. This will be accomplished through the
implementation of a double row of trees on both sides of the street, the improvement of the frontage conditions of both existing and planned buildings facing the Drive, the creation of several north-south pedestrian connections across it, and the enhancement of the gateway to Innovation Place at the Research Drive intersection. This intersection should be highly regarded as it is the main juncture between the Main Campus and Innovation Place, as well as an open space juncture between the North and South Malls, one of the key north-south axes for the campus. Wayfinding signage, art, and enhanced landscaping should be part of a gateway treatment at the Research Drive intersection. The University Drive Boulevards will also be the interface with the rest of the campus open space network, and with the greater Wascana Centre.

The on-street parking component of the streetscape will provide additional parking spots to address daily needs. There will be approximately 250 spaces of distributed surface parking achieved through strategically and appropriately located lay-bys. There is also space consideration for parking on University Drive South near the proposed arena facility and for the accommodation of bus lay-bys.

9.4.2.3 A Realigned University Drive West
The realignment of University Drive West creates a new frontage area for the campus that refreshes its identity within the park and adjacent community. This design move creates a variety of opportunities to improve what is arguably the most visible public open space of the campus. By moving University Drive West closer to the existing buildings, a green buffer is created between it and Wascana Parkway. This space will allow surface parking to be masked, and for the implementation of a new multi-use trail that will better connect the campus to the Wascana Centre trails.

The realignment will also create an opportunity for an improved pedestrian experience along the Drive by implementing high quality sidewalks, street planting, special paving considerations, and other elements of an attractive public realm. During the road realignment process, the existing open spaces (Classroom Building heritage courtyard and College West courtyard) could also be enhanced as part of a revitalization project. The realignment also creates a new framework for the south gateway - by connecting directly to a completed East Loop Road, the intersection creates an ideal block pattern for the south gateway and the proposed Visitor Centre and Transit Hub.

The realignment of University Drive West should take place at the time of development of the Visitor Centre Gateway Building. It will entail realigning the western utility corridor containing storm sewer, sanitary sewer, electric, and gas utilities, and cost estimates should be established for these before any design process begins.

9.4.3 Traffic Calming
A Campus in the Park concept encourages the enjoyment of the scenery when entering the campus, and the roads and streets are a means to this enjoyment. It is expected that streetscaping treatments to prioritize pedestrians will also involve measures to calm vehicular traffic. These include enhanced pedestrian crosswalks, reduced intersections, reduced speed limits, on-street parking, and vegetative landscaping. Together, these elements create a more intimate and special sense of space as well as place, which encourages the slower movement of traffic.
Figure C-69. University Drive East - looking north

- double row of street trees
- building setback
- bioswale
- sidewalk
- off-street dedicated bike lanes
- on-street parking & travel lanes
- sidewalk
- forest landscaping
- landscaping
- sidewalk
- bike lanes
- on-street parking
- bioswale
- crosswalks
Figure C-70. University Drive South - looking west

- double row of street trees
- building setback
- sidewalk
- on-street parking & travel lanes
- off-street dedicated bike lanes
- sidewalk
- on-street parking
- landscaping
- bike lanes
- sidewalk
- on-street parking
- crosswalk
- travel lanes
- on-street bus parking
Figure C-71. University Drive North - looking west
Figure C-72. University Drive West - looking north
9.4.4 Access and Servicing
All below-grade parking access/egress points will be integrated into the building frontages and accessed via University Drive or along the service routes. Servicing areas also function as part of the pedestrian environment and should be designed accordingly, with enhanced paving treatments. Servicing and loading should be provided below grade for all new campus buildings.

9.5 Parking
The objective of the parking strategy is for the reduction of surface parking spaces, while accommodating parking demand in other forms including on-street parking, some visitor and drop off parking, below-grade parking, structured parking, car pooling, and increased and enhanced transit services.

9.5.1 Surface and Transitional Parking
Surface parking is not permitted within the campus core (the pedestrian priority area), with the exception of visitor parking and drop-off at designated locations. Any existing (some reconfigured) surface parking lots are located along the campus periphery - these are west of University Drive West, south of University Drive South, as temporary overflow parking east of the Stadium, and east of University Drive East located south and east of FNUniv.

9.5.2 On-street Parking
On-street parking provides quick and easy access to the core campus buildings and open spaces, but should be considered for short-term parking only. In this Campus Master Plan, 250+ on-street parking spaces are provided along the University Drives and are integrated within the boulevard streetscape design so as to blend in with the landscape, and to encourage openings for pedestrian crossings or other streetscape treatments. Bus lay-by locations are also provided along the streetscape of the Drives.

9.5.3 Structured Parking
A five storey structured parking facility is proposed to the north of the Arena in a full build-out scenario in order to provide an additional parking option for the Main Campus for the mid to high growth scenario. At seven levels of parking, including the roof and one level below grade, 50,386 m² of gross parking area is provided. This would displace 319 surface parking stalls from the existing Lot 4. Given the parking footprint indicated in the concept plan, 1,680 stalls could be provided on six levels of structured parking, providing a net gain of 1,361 spaces. An important characteristic of this structure is that 1,400 m² of retail/commercial space is proposed at-grade fronting the East-West Mall to animate and frame this end of the pedestrian spine. The parking structure should be of high-quality design and materials, and should be considered in the same manner as any other building development in terms of providing a good building frontage, comfort, accessibility and orientation.

9.6 A Wayfinding Strategy
A wayfinding strategy is an important intervention in assisting the first time visitor and potential student to the campus, as well as the novice campus user who eventually becomes accustomed to the campus over time. It is also extremely important to guide the various modes of movement through the campus. The University of Regina is a cold climate campus and the ease in transition from place to place is extremely important. The
Master Plan recommends and demonstrates several key wayfinding strategies as part of the Open Space, Built Form, and Movement Frameworks. Some of the interventions include:

- creating a clear and distinct north/south and east/west organizational campus structure with clear circulation routes and sequence of spaces;
- designing iconic landmark buildings with distinct building elements such as towers, corner treatments, unique architectural form, and materials;
- designing building frontages and addresses along the University Drive loop with clear main entrance locations and linkages to internal and external pedestrian routes;
- expanding the internal pedestrian circulation system;
- encouraging all internal circulation routes to be transparent, allowing for a continuous visual connection to the outdoors, and from the outdoors in;
- creating landmark landscapes that are distinct and guide the user through the campus, such as a framing of flowering crab apples at the Wascana Parkway south gateway entrance into the campus, the formal planting of trees along the Ceremonial Spine, or the boulevard street design for University Drive;
- creating memorable places such as the North Ceremonial Green, the Visitor Centre and plaza, and the Athletic Plaza;
- using a common theme or palate of paving treatments and materials in the interior and exterior public realm such as the pedestrian hubs, gathering places, plazas and circulation junctures, and for streetscape elements such as crosswalks, sidewalks, and bike lanes; and
- incorporating art or water into the landscape.

In addition, a comprehensive wayfinding signage and mapping strategy that is linked into the website, as well as a lighting strategy, should be considered to support the above design interventions and recommendations (see Implementation and Planning Considerations: Section 10.4.2). The website can include a virtual tour of the site that identifies buildings, streets, and open spaces, and provides information about each.
Figure C-74. Before and After image of the replacement of surface parking for a Mixed-use Structured Parking Facility (and East-West Pedestrian Promenade) - six levels of parking with commercial amenity at-grade.

View west toward the Student Residence Building.