

Date	October 2008
Project	Tennessee State University Campus Master Plan
Subject	6. Physical Master Plan 6.2 Vehicular Circulation and Parking
From	BKV Group, Inc
To	Tennessee State University

The objective of this work element is to provide a clear direction for vehicular circulation and parking as part of the future development for the Physical Master Plan. Refer to the following Vehicular Circulation and Parking 6.2 Figure 1 for a graphic depiction of the circulation and parking.

1. VEHICULAR CIRCULATION

The vehicular circulation and parking recommendations are in response to the overall vision of the proposed Physical Master Plan. Specific recommendations include the following:

John Merritt Boulevard: Streetscape improvements and the addition of a boulevard are proposed along John Merritt Boulevard between 28th Avenue North and the terminus of John Merritt at the Floyd Payne Center to help improve the arrival sequence between the north and south side of campus. The improvements are envisioned to help increase the aesthetic appearance of the campus' main entry while also increasing the way finding systems that direct visitors to appropriate areas of campus. The addition to the boulevard, trees, new signage and general streetscape will soften the visual and physical entry to campus. The improvements are also envisioned to slow down traffic making for a safe and appealing sense of arrival to campus. Once on John Merritt, first-time visitors should experience the positive impact of being immersed within an academic institution; one that sets itself apart from other campuses and contributes to a "sense of place".

2 PARKING

Existing parking lots on-campus should be reconstructed as is indicated in the following Vehicular Circulation and Parking Figure 1. The reconstructed parking lots simplify the arrangement of parking lots reducing confusion and increasing parking capacity.

Proposed parking lots are also illustrated in the following Vehicular Circulation and Parking Figure 1, in several new locations around the periphery of campus. Several lots are recommended to be added on the west and north side of campus to accommodate additional on-campus housing and enrollment.

As illustrated in the following Vehicular Circulation and Parking Figure 1, there is a more even distribution of parking lots across campus. The distribution enables equal access to all portions of campus, reducing the distance traveled between parking lot and destination.