Introduction

Over the last ten years the University of Alabama campus has undergone tremendous growth—both in terms of enrollment and campus development. Total enrollment grew from 25,000 in 2007 to almost 38,000 by Fall 2016. In 2010 the University purchased the adjoining Bryce Hospital campus allowing university functions to expand strategically eastward while preserving the history of the hospital campus, which is so closely intertwined with that of the 185-year old University campus.

Under the guidance of the 2007 and 2012 master plans, the University of Alabama renovated and constructed new academic buildings, on-campus housing, support and parking facilities and open spaces. Through investments in its system of streets and pathways and the advent of a campus transit system, the University created a more walkable and bikeable campus. Today, students, faculty and staff enjoy a highly functional, well-maintained and beautiful campus environment. In essence, through thoughtful, coordinated investment, the quality of the campus has improved through growth rather than having been diminished by it.

The 2017 Campus Master Plan Update supports the University’s developmental goals captured in the 2016 University of Alabama Strategic Plan. It carries forward the fundamental campus principles adopted by the Board of Trustees to continue integration of the Bryce campus, to enable desired growth of undergraduate and graduate programs, and to create an increasingly more beautiful, inclusive and user-friendly campus.

The following document is intended to give the campus community an early opportunity to see the Campus Master Plan as it is taking shape. It describes in a general sense the direction of future campus growth, the policies and strategies that will guide investment in the campus over the years to come and to emphasize the role the physical campus plays in serving the mission of the University.

Thus far the planning process has involved a wide variety of individual interviews and group meetings with representatives of the University administration, work sessions with the University’s space planning consultant, facilities and housing staffs, the Campus Master Planning Committee and other stakeholder groups, and open review meetings attended by faculty and students. The planning process has likewise been informed by the conversations that took place during the many working meetings and listening sessions held in early 2016 as part of the University’s strategic planning process. Additional review meetings will be held around campus in the following months to gather additional feedback from students, faculty and staff with the goal of having the final draft of the Campus Master Plan completed in February 2017.
Campus Vision

Plan Philosophy
Every decision regarding physical investments or changes to the campus should be appropriate to their context and assure the campus, at every scale, embodies the following characteristics:

Unique The campus reflects the nature and character of the University—the institution and its role in the nation, region, state and community.

Logical The campus is logically designed and managed to serve the mission and purpose of the University.

Respectful Campus investments respect and capitalize on the best aspects of the campus’ physical organization and facilities and the history and traditions of the University.

Constituent-oriented The campus serves well University students, faculty, and staff and the greater community.

Goals
The following statements reflect general aspirations for future investments—large and small—in the campus:

Unify and conserve the traditional campus and Bryce property with engaging open spaces and pathways, landmarks and overall sense of place.

Enliven the campus with robust opportunities for academic and social engagement—indoors and in outdoor spaces—as well as passive and active recreation.

Adapt buildings and facilities as appropriate to accommodate innovation and expansion, mindful of context, accessibility and indoor-outdoor relationships.

Organize buildings in traditional patterns around shared, usable open spaces and featuring endearing architecture.

Integrate new construction with incremental infill through design that embraces the campus-wide open space system and that is appropriate to the specific site and its immediate surroundings.

Invest in the quality of the campus experience through an overall development strategy and coordinated implementation system.
The Big Idea
This update to the Campus Master Plan is built around three concepts that will guide the physical development of the campus in ways that are supportive of the University’s educational mission and the goals outlined in the 2016 Strategic Plan.

Strengthen the academic core
Additional academic and research space will be needed to accommodate planned growth in undergraduate, graduate and research programs. While the campus has expanded with the acquisition of the former Bryce Hospital property, core academic programs should remain in the heart of the campus relatively close to one another so that students may walk or bike from class to class as much as possible. To achieve this, the academic core must be “defragmented.”

Administrative and support functions for which a central location is essential, will be retained in the core. Storage and some administrative and support functions will be moved to east campus and other appropriate locations outside the core. This will allow greater use of existing core buildings for teaching. To effectively accommodate changes in function, reinvestment in some existing buildings will be required.

Redevelopment may be desirable to increase academic density in the core, replacing smaller or less efficient buildings to meet growing academic space needs. Redevelopment must be balanced with preserving the University’s historic resources.

A few specialized academic programs that have limited interactions with core undergraduate programs, such as the Regional In-service Education Center, are located on the east side of campus. Existing, east campus buildings may also be used for swing space as buildings are renovated or constructed in the academic core.

As teaching space continues to be added in the academic core, space must be provided to support interdisciplinary, interactive and collaborative study. An essential part of this effort will be enhancements to the University library system to respond effectively to the changing ways in which students study and perform research and to find the right balance for the University’s print and digital collections.

In tandem with efforts to increase academic use of the core campus, additional student housing is needed to sustain growing enrollment. On-campus housing surrounds the academic core, which provides ease of access to and from classes, libraries and student life facilities.
Optimize multimodal access

The University of Alabama campus is supported by multiple modes of travel to provide access to and around the campus. Over the last ten years the University has made significant investments in its transportation network, from installing bike lanes on campus streets to creating a now highly successful transit system. While there are many benefits to this multimodal approach, mitigating the impacts of vehicular travel on the campus is one of the most critical.

The campus continues to evolve its multimodal infrastructure with continued investments to increase safety and convenience for bicyclists and pedestrians.

By offering a safe, convenient and attractive environment for walking, bicycling and transit, use of personal vehicles on campus is lessened. This enables the University to use more of its land for academic, housing and other essential facilities rather than parking. Fewer automobiles also mean less traffic congestion, noise, and emissions and a safer campus for pedestrians and bicyclists.

Crimson Ride, the campus transit system, has expanded significantly since its inception in 2007. The system provides a convenient way for faculty, staff and students to cross longer distances on campus. By providing access from perimeter parking facilities, the transit system helps to reduce automobile traffic within the interior of the campus. The system also serves several off-campus housing communities, which not only reduces traffic on campus streets, but helps to reduce commuter parking demand.

The campus pedestrian system will be improved and expanded to assure safe, convenient access between the academic core, parking and transit facilities, housing, recreation and off-campus neighborhoods and destinations. Pedestrian access is provided through sidewalks along streets, pedestrian and multi-use paths, and other corridors designed and designated for use by pedestrians. Conflicts between pedestrians and vehicular traffic are lessened through careful design and location of pedestrian crossings and through management of internal and through vehicular traffic.

The campus bicycle system will be improved and expanded to provide safe, bicycle access throughout campus and to and from off-campus neighborhoods and destinations. Bicycle access is provided through on-street bike lanes, multi-use paths and other corridors designed and designated for use by bicycles. Bicycle storage, repair facilities and safety education promote the use of bicycles on campus.

Vehicular traffic on campus is managed to assure the safety of those walking and bicycling as well as to maintain the image and enjoyment of the campus. An essential part of this is diverting most vehicular trips away from the academic core and to perimeter streets. This is done by providing commuter parking around the campus perimeter, limiting vehicular access to select campus streets at certain times of the day, placing functions that draw external traffic away from the core, and by planning and designing interior and perimeter roadways to support their intended travel speed and mix of vehicles, transit, bikes and pedestrians.
Create interactive space

Providing opportunities for students to interact socially and intellectually—formally and informally—plays a role in the holistic development of the student. This is an essential reason for the way in which American college campuses have been designed traditionally with buildings arranged to form usable open spaces and interconnected corridors of pedestrian movement. Thus, the very foundation of the campus facilitates interaction and collaboration.

The University will expand the types of indoor facilities for academic work and study for both individuals and groups to support overall student development and to better reflect the changing way in which students learn and interact in the context of modern technology. The evolution of university libraries, in particular, will establish a new paradigm for the way the campus facilitates learning through group work, study and interaction.

To provide students a comfortable, safe space for leisure time, a west campus dining and entertainment facility is proposed along Campus Drive West.

Indoor (blue) and outdoor (green) spaces provide students with a comfortable setting for study, recreation and leisure time where purposeful and casual interactions are encouraged through intentional design.

An important aspect of the academic and social development of students is exposure to new and different ideas, experiences, and cultures. To allow students to gain the most from their time on the University of Alabama campus, housing, academic and student life programs, organizations, and campus buildings and open spaces will continue to be planned and designed to enable interaction and engagement between students of different fields of study, class levels, backgrounds, cultures and religions.
Principles
As the University was about to grow significantly the 2007 Campus Master Plan embraced a system of “transformational change,” including a return to the fundamental principles upon which the university campus was planned and designed. The overarching concept was to reclaim and reinforce the campus by concentrating academic functions in the campus core. The strategy was to build and strengthen a pedestrian-oriented “academical village,” organized within prominent open spaces embraced by buildings placed in traditional locations with clear interrelationships and a strong sense of legibility, thereby creating an attractive, functional and comfortable living and learning environment.

The concepts adopted by the University Board of Trustees in the 2007 plan’s First Principles are interwoven throughout this plan and continue to serve as a central guide for capital investments in the University campus:

- The primary purpose of the campus is to provide appropriate settings for teaching, research, creative activity and service.
- The core of campus is for learning and for selected supporting spaces and services for learning.
- The surroundings of the core are for student residences and student life—an environment supportive of learning.
- Other supportive spaces and functions, including access to the core and its immediate surroundings, are directed primarily to the campus perimeter.
- A usable open space system, consisting of a diversity of spaces and outdoor spaces, defines the overall campus.
- Historic resources are respected and supported.
- Campus buildings are placed in a manner that helps to create and form a diverse system of usable, legible open spaces.
- Primary campus streets provide an appropriate setting for major campus precincts, with key buildings organized in a traditional manner.
- Persons on foot take precedence over bicycles and automobiles in the campus core.

- A primary walkway system links usable open spaces and places, and interconnects campus residential areas with the academic core.
- All campus streets are designed to provide equal status to the movement of bicycles, automobiles and transit vehicles.
- A campus transit system provides a dependable, reliable and efficient alternative to the automobile.
- Walkways, bicycle paths and lanes, and vehicle access and parking systems are organized to direct internal vehicular trips to the campus transit system.
- Vehicular access to the campus core is restricted during selected times and days.
- Parking is managed as a limited resource, especially toward the campus core.
- New parking facilities are situated outside the core and are accessible to the surrounding road network.
- The ratio of residence hall beds to resident parking spaces is 1:1; parking for residents is permitted nowhere else on campus.
- Commuter parking is situated primarily toward the perimeter and served by the campus transit system.
Plan Elements

Open Space System
The open space system is a key organizing feature of the University campus. It features a variety of open space types, ranging from formal quads and plazas to natural spaces such as the Marrs Spring Preserve and the proposed Capstone Preserve. Campus open spaces are interconnected through streetscapes, paths and trails that reflect the informal or formal characteristics of their campus surroundings.

Open Space Types
- Quads
- Lawns
- Plazas
- Courtyards
- Recreational and athletic fields
- Streetscapes
- Pedestrian and multi-use corridors
- Greenways and trails
- Preserves

Formal spaces have direct relationships with adjoining buildings, feature strong geometries, and provide opportunities for gathering, recreation and circulation.

Natural spaces have less direct relationships with buildings. They preserve or emulate environmental features and functions—such as drainage—and provide varying opportunities for those on campus to interact with nature.

Streets, pedestrian and multi-use paths and trails act as linear open spaces interconnecting campus buildings and open spaces.

Two of the largest and most recognized open spaces on campus are the Quad and Bryce Lawn. Both spaces are defining elements in the history and development of the University campus. While the Quad has served as a central gathering space for the University, the way in which the Bryce Lawn serves the campus is evolving as University functions expand into the east campus.

Bryce Lawn's tree-lined entry drive offers an exceptional first impression for prospective students, families and other visitors. The area around the Dr. Peter and Ellen Bryce gravesite will be protected from inappropriate changes to honor the history of the former hospital and namesake. The lawn will be modestly and sensitively improved and tree cover maintained to allow enjoyment of the picturesque space, which lends itself to quiet contemplation, study and relaxation.

The University’s open space system includes a range of spaces from the more formal spaces (red) in the heart of campus to more natural spaces (green) such as the Marrs Spring Preserve and proposed Capstone Preserve.

The proposed Capstone Preserve located to the east of campus is a 26 acre natural area proposed for recreational activities including zip lines and ropes courses.

Additional open spaces will enhance new on-campus housing, including the proposed redevelopment of Tutwiler Hall and future student housing north of Peter Bryce Blvd.
**Functional Organization**

New construction, redevelopment and adaptive re-use of existing buildings will further strengthen the academic core and the student housing areas that surround it.

**Academics and Research**

Core academic programs (shown in red) continue to be concentrated near the historic heart of the campus. Select administrative and support functions will be relocated outside the core to enable greater use of centrally-located buildings for academic and research activities. New buildings will be constructed in the core to provide classroom, lab and faculty office space necessary to meet the growth targets in the University’s Strategic Plan. Focusing academic functions within the core assures most students can walk or bicycle from class to class.

Specialized academic and research programs that have little or no foot traffic between them and core academic programs are located outside the core, including in the east campus.

**Campus Housing**

Student housing and student life facilities surround the academic core. Additional on-campus housing will be developed to accommodate increased enrollment, including the redevelopment of some older residential buildings. Non-residential functions will be relocated to allow originally residential buildings in key locations to be more fully utilized for student housing. New residential construction is proposed on the east side of campus north of Peter Bryce Blvd and along a realigned Bryce Lawn Drive.

The University will provide more options for on-campus living, including traditional dormitories, suites and affinity housing. Future affinity housing may include options for international students, living-learning programs, and for students with common interests while also striving to create a campus environment that facilitates diversity and inclusivity.
Athletics
Facilities for the University’s athletic programs are located mostly to the south and east edges of campus. They include Bryant-Denny Stadium, the recently renovated Sewell-Thomas Stadium, and a host of dedicated competition, practice and support facilities. Coleman Coliseum, Foster Auditorium and other campus facilities are used for athletics and other University programs.

Plans are being developed for a new and improved aquatics facility (location of the facility is still under consideration) and for an addition to the Mal Moore Athletic Facility.

Recreation
The Student Recreation Center (east campus), the Robert Witt Student Activity Center (north campus) and several recreational fields and courts provide accommodations for students for play and exercise. Intramural sports facilities are located near the Student Recreation Center in the east campus. Additional recreation facilities are proposed in south campus to better serve increased on-campus housing south of University Boulevard.

The proposed 26-acre Capstone Preserve immediately east of McFarland Boulevard will feature zip lines, ropes courses and similar outdoor activities in a near-pristine natural setting. A trail under McFarland Boulevard will provide bicycle and pedestrian access to the preserve from the campus with parking available at the northeast corner of Peter Bryce Blvd and Campus Dr East.

An expansion of the Student Recreation Center is currently underway that will provide a purpose-built space for the University’s Adapted Athletics program.
Support

Support facilities house a wide variety of functions that serve the University including administrative offices, student services, on-campus dining and retail, and hotel and conference facilities. They also include facilities and grounds operations, storage and other ancillary activities. These uses are mostly located at the edges of the academic core and along the campus perimeter. In the coming years, select support functions will be relocated to accommodate growth of academic and student housing in and around the center of campus. Some support functions, including visitor services, will be moved to east campus while others will be located at the Partlow campus east of McFarland Boulevard and south to the existing facilities site.

Parking

Surface and structured parking is located strategically throughout campus. Larger facilities are located toward the perimeter of campus so that the interior can be devoted to academic, housing and core support functions. By placing major parking facilities around the perimeter, accessible from major streets, vehicular traffic in the center of campus is reduced and commuters may walk or use campus transit to get to central destinations.

Major parking lots (light purple) and parking structures (dark purple) are located along the perimeter of the core campus.

A new parking structure is also being built along Paul Bryant Drive and 2nd Avenue replacing an existing surface parking lot. Future parking structures are proposed to serve campus housing areas in the northwest and southwest corners of the campus. Additional parking facilities are planned in the Bryce area to serve the variety of academic, administrative and support functions locating there, including visitor services and the performing arts center to be housed in the historic Bryce Hospital building.
Circulation
Over the last decade the University has made significant investments to change the way student, faculty and stuff moved about the campus. The essential goal of this effort has been to create a campus environment that better accommodates walking, bicycling and campus transit. Supporting multiple modes of campus circulation allows the center of campus to be more densely developed for academic space, housing and primary support functions rather than the movement and storage of personal vehicles. Key elements to the University’s multimodal strategy include:

- A robust system of pedestrian facilities, including sidewalks, multi-use paths, and trails
- A campus-wide bicycle network including on-street bike lanes, multi-use paths and other bicycle infrastructure
- Changes to the campus street system to divert vehicular traffic to the perimeter
- Location of major parking facilities around the campus perimeter
- Installation and expansion of a campus transit system

Most recently the University conducted a study of campus streets—the 2016 Campus Streets Plan—to identify best practices and specific improvements to be implemented to increase safety for pedestrians and bicyclists on campus. The report highlighted the need to not only provide adequate facilities for bicycles and pedestrian, but also to design streets in a way that improved motorist behavior, particularly in the presence of other modes of travel. The report’s recommendations include narrow lane widths, street trees, crosswalk design, ample bicycle facilities, and “shared spaces” in areas of high pedestrian traffic. Concepts identified in the report have been integrated into this Campus Master Plan to further the implementation of its recommendations.

Pedestrians
Walkability is facilitated by generous sidewalks along most all campus streets and a supporting network of pedestrian and multi-use paths that pass between buildings and through open spaces. In addition, the compactness of the campus core, location of campus functions in relation to one another, and the layout of major parking facilities and transit routes altogether provide a framework that encourages walking (as well as bicycling) for those who live on campus and for those who commute to campus. Walking contributes to campus health and increases opportunities for personal interactions among students, faculty and staff.

Major pedestrian corridors

The University began a significant undertaking in Summer 2016 in coordination with the City of Tuscaloosa to improve University Boulevard to better accommodate pedestrians and bicyclists. Similar improvements, including a median, bicycle lanes, and improved sidewalks, will extend east of McFarland Boulevard.

Select campus streets in the academic core will be limited during the day to pedestrian and bicycle use to resolve conflicts between vehicular traffic and large volumes of pedestrian traffic. This is a broadening of the strategy implemented previously, which restricted traffic on the campus streets surrounding the Quad to transit vehicles. In
addition, the segment of Stadium Drive north of its intersection with Marrs Spring Rd is proposed to be converted to a “shared street,” in which cars, pedestrians and bicyclists occupy the same space equally.

Improvements will be made to The Quad to address stormwater drainage issues. The project will also include enhancements of the walkway system, irrigation and other elements.

In addition, the Campus Streets Plan recommends improving several existing streetscapes over time to enhance pedestrian safety by narrowing vehicular lanes, installing planting strips and street trees between the curb and sidewalk, and in some cases. One dramatic improvement proposed in the plan is the redesign of McCorvey Drive to allow the Crimson Promenade to continue north to Hackberry Lane by greatly narrowing (and potentially removing) the vehicular travelway.

Pedestrian facilities are also proposed for recreational purposes and to increase connectivity to off-campus destinations. These include:

- Additional access to Jack Warner Parkway and the Tuscaloosa Riverwalk and Park at Manderson Landing
- Access to the proposed Capstone Preserve under McFarland Blvd
- Access to 15th Street included on a proposed 2nd Ave street/bridge connection

Connections to a potential city rail-to-trail corridor are identified as part of a long-term vision for the University’s pedestrian system and hinge on implementation of the trail concept off-campus by the City of Tuscaloosa.

**Bicycles**

The number of bicyclists on campus has increased considerably in recent years, largely due to the University’s investments in bicycle infrastructure—on-street bicycle lanes, multi-use paths, bicycle parking and service facilities.

In addition to incorporating bike facilities in recently constructed and future campus streets, the University will continue to improve bicycle infrastructure by retrofitting existing streets and creating a more complete, interconnected bicycle network. These efforts include recommendations identified as priorities in the Campus Streets Plan, several of which feature wide travelways that invite high vehicular speeds but also enable re-design: 5th Avenue East, Bryce Lawn Drive, Hackberry Lane, and Old Hackberry Lane.
Vehicular access is a necessity though it can have undesirable impacts on the development and enjoyment of the campus if not carefully planned and managed. With the 2007 Campus Master Plan, the University began implementing policies regarding parking and the manner in which vehicular access to the campus is provided. Those principles are as valid as ever and help to further the increasingly multimodal nature of the campus and overall safety. The layout of the campus street network, including significant changes the University has implemented in the last ten years, limits through traffic and shifts most vehicular traffic on campus to perimeter streets such as Campus Drive, 5th Avenue/Peter Bryce Blvd, and Hackberry Lane (north). The location of major parking facilities also plays a key role in discouraging unwanted traffic in the heart of the campus.

Commuter access to campus will be enhanced by a 2nd Ave bridge/street connection to 15th Street. This will provide a critical, grade-separated access over the railroad to the neighborhoods and other city destinations south of campus. The new North Campus Way provides an additional access to Jack Warner Parkway, a major commuter route for the city and University.

Internal streets and intersections will be modified as construction and street maintenance projects come about to improve safety and better accommodate bicyclists and pedestrians along campus streets. In accordance with the Campus Streets Plan, several streets will be re-striped to accommodate dedicated bike lanes while others will be narrowed and the surrounding streetscape dramatically changed. And, on some streets in the campus core, vehicular access will be restricted during weekdays but permitted in the evenings.

The campus street network includes transit only streets (blue-dashed), streets limited to bike-ped use during the day (green-dashed), and internal (red) and external (black) streets with accommodations for cars, bikes, pedestrians and transit services.
Transit
The University of Alabama’s transit system, CrimsonRide, has been a great success, contributing directly to efforts to make the campus safer, more walkable and more convenient. Transit reduces parking demand on campus, which allows central campus real estate to be devoted to academics, campus housing and other priority functions. The convenience of the well-run transit system, featuring short headways—waiting time between buses—makes it a more appealing choice for moving about the campus, which helps reduce on-campus car trips.

The system is designed to provide intra-campus circulation and access into the campus from peripheral commuter parking areas. In addition it serves a few off-campus but nearby destinations, including several large residential complexes. This expanded service option adds another level of parking demand reduction on campus. By picking commuters up where they live, their cars are not brought onto campus.

Parking
As has been the policy of the University for several years, parking is treated as a scarce resource. Parking is provided in the most efficient and strategic manner possible so that University property can be put to other, more valuable uses. Large surface lots and parking structures are located along the perimeter of the core campus where they are accessible to commuters from major roads. This helps keep the bulk of vehicular traffic away from the core. Special campus functions that require adjacent parking, including those that host public events, are typically located outside the core, which works in tandem with overall parking and traffic strategies.

On-site or adjacent parking accommodations are necessary for on-campus housing. The University provides one parking space per on-campus resident. All other campus parking is devoted to commuting students, staff and faculty and visitors.

Major parking lots (light purple) and parking structures (dark purple) are located along the perimeter of the core campus.

The most recent addition to campus parking is a deck on 2nd Avenue adjacent to the Moody Music Building. Replacing a surface parking lot on that site, the deck will support Moody, the Bryant Conference Center, athletics and other parking needs while enabling the portion of the site along University Boulevard to be used in the future for other purposes.

With the proposed redevelopment of Tutwiler Hall, the existing surface lot serving the residence hall will be replaced by a parking deck. Not only does this allow the redevelopment to be phased so that existing housing can remain open as the new residential facility is built, it will enable a portion of the site to be put to other uses, including a much needed green space.
Wayfinding

Wayfinding is the process of directing visitors to their intended destinations through signage and other environmental information. It involves vehicular and pedestrian signage, banners and gateway features that help visitors navigate the campus. Wayfinding also helps to direct vehicular traffic toward preferred travel routes rather than those that, though expedient, would put unwanted traffic on interior campus streets.

The University maintains a campus-wide wayfinding system providing directions to motorists arriving from off-campus and to pedestrians on campus. As the campus street network, parking locations and building functions change over time, the wayfinding system requires updating to account for these changes.

Overall, the vehicular wayfinding system is organized along image corridors—primary vehicular routes through which most visitors will enter or pass through the campus. These streets and decision points along them—intersections where motorists must make turns to reach their destinations—are the backbone of the system. Vehicular wayfinding signs provide directions to visitor services, public parking, and to various public destinations on the University campus, such as Capstone Village or the Bryant Hotel and Conference Center.

Campus gateways include:

- University Boulevard adjacent to Campus Drive (west) and McFarland Blvd (east)
- Campus Drive at McFarland Blvd
- Jack Warner Parkway at Hackberry Ln and at the new North Campus Way
- Bryant Dr at Wallace Wade Ave
- Hackberry Ln at Coliseum Street/railroad

With the development of a proposed railroad overpass, 2nd Avenue will become a major entry corridor into campus from the south and should be improved accordingly to provide a strong first impression as has been done at other campus entrances.

Wayfinding signage is organized into a hierarchy. It begins at gateways, or key entry points to the campus, from which vehicular wayfinding routes are signed.

Gateways and Image Corridors

Campus gateways, image corridors and the wayfinding signage system instill a perception of the campus as an attractive, safe and organized environment by providing a well-designed, executed and maintained appearance to visitors, regular campus-goers and all other passersby.