

## Physical Development Committee (PDC) Minutes– 9/20/2019

**Participants:** Rose Kreston, Tim Kemp, Terry Schlichting, Ashley Meyer, Jamie McCue, Maggie Walsh, Jean Christman, Mike Rush, Tom Satterly, Tonie Miyamoto, Lindsay Connors, Kate Wyman, Dave Bradford, Jim Sites, Edit Szalai, Ed Peyronnin, Mike Ellis, Julia Innes, Jasmine Hatten, Devan Durand, Magdeline Golnar, Alex Bernasek, Shelly Carroll, Kristi Buffington, Mark Paschke, Linda Krier, Ali Raza, Mark Ritschard, Aaron Fodge, Jessica Kramer, David Hansen, Dan Bush

### 1. Annual Introduction

- a. PDC reports up to Lynn Johnson.
- b. Committee makes recommendations about signage, campus character, experience zones, campus circulation, accessibility, building names, facilities standards, water resource management, etc.
- c. Public Art Committee is subcommittee of PDC.
- d. Originally the PDC was both strategic and tactical, but now that the Master Plan Committee exists, purview is less global and strategic, and more tactical.

### 2. Safety Access and Mobility Task Force

- a. Tasked by President's office to develop group to give recommendations based on analysis of how to make safer campus environment for all modes.
  - i. Representatives include CSU police department, Parking and Transportation Services (PTS), Facilities Management, External Relations, Housing and Dining Services (HDS), City of Fort Collins Traffic Engineer Office, Student representation.
    1. **Action Item (Julia):** Add Rose Kreston with the Student Disability Center to Task Force meeting invites.
  - ii. The goal is to develop recommendations for a safe, sustainable, accessible campus that will be realized through infrastructure and behavior modification.
    1. Infrastructure can help to lead and change behaviors—for example, through signage or separation of modes of traffic.
      - a) Moving bikes out of street on Hughes Way and on multi-use trail is an example of infrastructure improvements.
      - b) Will consider from multiple angles, such as signage, striping, vegetation/site triangles, regulatory, best practices, and compliance.
      - c) Important to realize that infrastructure won't accomplish everything. Also need compliance accomplished through education and enforcement.
    2. Will look at case studies and best practices of other universities and consider the campus holistically to make recommendations for improvement.
      - a) Cordon Study will look at key intersections on campus, including volume of all modes and their direction at peak times, as well as compliance of all modes.
        - I. Are we meeting best practices?
        - II. What is our compliance?
        - III. What is our expectation for compliance?
      - b) Through education will address the importance of compliance.
        - I. For example, educate people on why it is important to stop on a bike.

- c) Communicate overarching message of why we need this change to happen and that we are all responsible.
  - 3. Campus is dynamic; will need dynamic approach to changing situations and behavior.
    - a) E-scooters and “kiss-and-go” drop offs are examples of new dynamics on campus – different modes of transportation and behaviors.
- b. Education
  - i. Conversations with commuters start with first year students. There are multiple efforts that address the decision of whether students should bring a personal vehicle to college and how it impacts their experience; provided education on transportation options to support their experience at college.
    - 1. Mailings to first year students occur in May and August sharing info about bikes, transit, and what is offered.
    - 2. Orientation is an opportunity to meet with parents and students. Student affairs and PD talk to them about if they should bring vehicles and give safety message about how to traverse campus.
    - 3. An email to parents occurs in August about different modes of transportation and the culture of campus.
    - 4. During move in, there is a two-hour block called “We Ride.” Approximately 10% of incoming students participate.
      - a) Provide free helmets, lights, show them how to put bikes on a bus.
      - b) CSU PD, Bike Share, and Bike Fort Collins talk about the Rules of the Road.
    - 5. Rambassadors intercept students, employees, and visitors on campus with signage; is both enforcement and education/talking about safety. Their signs visually reach people with earbuds.
      - a) This effort is students training students.
    - 6. Rams Ride Right is an intensive intercept event. Volunteers are at high conflict intersections. Give cues such as a warning to slow down or stop. If they comply, they are rewarded with Ram Cash. If they don’t stop, an officer is on-site and can provide visible enforcement.
    - 7. Light up the night event –free bike lights to cyclists, educates them on riding with a light at night.
    - 8. \$50,000 Grant from City of Fort Collins for online transportation training module focused on safety.
      - a) Would like all first-year students and transfer students to take the training. Working through Student Affairs to build that support.
    - 9. HDS has 5–6 points of communication with students, including:
      - a) Eco-leaders help with the education acting as peer educators.
      - b) SPOKE is another educational resource.
      - c) Student admit letter includes a housing guide that talks about transportation and is the first communication to incoming students.
  - ii. Jim Sites asks if people understand right of way rules.
    - 1. Due to generational changes, and less students coming to campus with driver training, people may not know rules of road for the various modes.

- iii. E-scooter education includes a PR plan that will launch when the E-scooter contract is finalized. There will be 50 new signs, including bike racks with new signage about how to park E-scooters properly and new slow zone signs (8-mile hour speed limit posted). PD can enforce reckless riding, not speed. City will also have education.
- c. Enforcement
  - i. Rams Ride Right occurs at different locations around campus.
  - ii. Culture of safety needs to be enforced, but CSU PD doesn't have staffing resources available for a campus of our size. There is a cycle of training officers and then losing them due to pay when they transfer elsewhere.
  - iii. CSU PD now has E-bikes to pull people over.
  - iv. Tom Satterly asks if there are effective practices from other universities across the nation that have effectively addressed these types of behaviors?
    - 1. CSU is a university leader for implementing alternative transportation options on campus. Aaron received 50 calls last year about how we manage growth of alternative transportation on our campus.
    - 2. Ed Peyronnin suggests as a university leader we invite universities to have open discussion about this topic at a conference. Aaron F. says there is a conference in Denver in summer 2020 that will be a good opportunity for this type of discussion.
    - 3. Will have traffic engineering consultant survey best practices from other universities.
  - v. There are different ways to work through enforcement – Aaron F. provides example of PD taking control of intersection, resulting in 100% compliance.
- d. Safety, Access, Mobility
  - i. Why now? We are more multi-modal than in the past; people enter campus by many different modes.
    - 1. Campus was a transactional campus, not a destination vs. today people want to stay on campus.
    - 2. Different value of land now than in the past.
    - 3. Student population has increased significantly in last ten years.
    - 4. Intensified student housing has developed around campus.
  - ii. Recent infrastructure amenities include:
    - 1. 4 miles of bike paths
    - 2. 3 underpasses
    - 3. 2 miles of buffered bike lanes on campus
    - 4. Springfield crossing (safer now with more compliance on Shields)
    - 5. Infrastructure of separating bikes and pedestrians
    - 6. Wayfinding
    - 7. 18,000 bike parking spaces on campus
    - 8. ATFAB puts their own finances toward these needs.
    - 9. Guidance and direction to move parking to perimeter of campus from master plan
  - iii. Parking
    - 1. Moved to perimeter
    - 2. Parking structures built as lots are removed
    - 3. Parking inventory remains relatively flat.

- a) Taking the overall network into consideration, utilization stays around 75%. Industry standard says that is adequate.
  - b) PTS creating incentives to use less desirable parking to make it more affordable, supported by transit. Moby Lot is an example.
- iv. Streets
  - 1. Moving from a gridded street network on campus (then) toward a ring road concept with the central pedestrian core free of traffic (now).
- v. Discussion
  - 1. Ed P. voices concern for service vehicles and people working in the fields and how to accommodate critical needs of university while meeting these other goals.
  - 2. Tonie Miyamoto adds that long boards lead to injuries because they don't have breaks (e.g. long boards rolling into intersections), and perhaps we need more education around them. Also, how to safely operate E-scooters and do we need to develop that training?
    - a) Some of these concerns will be policy driven.
    - b) Rose K. has a concern for the safety of students with service dogs; when long boards go near them, it is unsafe situation for dogs and the students.
  - 3. There was a fatality on campus the first day of school.
    - a) The solution to making a safe campus is not exclusively understanding what happened in that situation, but to understand all of campus and to prioritize where we see the greatest potential for hazard.
  - 4. Lindsay Connors asks to what extent are diversity and identities considered when developing physical planning? How do we consider movement patterns for different genders of people? For example, considering the transportation needs of different genders, such as women being close to a building due to childcare or a person of color possibly being uncomfortable using public transportation due to the increase of biased incidences on buses. There will be different levels of comfort and access.
    - a) Important to create as many different options for everyone as possible.
      - I. An example with parking is the 10-pass option, which opens up options for people who want to use alternative transportation but may sometimes also need to drive/park due to childcare or other needs.
    - b) Some of this may be behavioral change rather than infrastructure change. With biased incidents on the transit system, it is a societal question of how we treat each other.
    - c) Ed P. recommends engaging El Centro and other groups to ask them if they want to participate in and have representation in the educational opportunities. Ali R. agrees that this outreach would be appreciated, so people know how to access the different modes of transportation.

### **3. University Ave Streetscape Improvements at Shepardson**

- a. Construction documents will begin in fall and construction will occur starting spring break 2020 into summer 2020 for a major infrastructure project with waterline replacement within the section immediately north of Shepardson/south of Admin Building on University Ave.

- i. The street section will be closed to accommodate that work. Amy Van Dyken will also be closed for this project.
  - ii. Also, a fence will go up in the next 2 or so weeks for Shepardson abatement.
- b. 40 ft. street section with wide bike lanes, two-way traffic east and west bound. Vehicular traffic going west bound is cut off at Amy Van Dyken. The movement needed is just to enter parking lot of the Admin bldg. through separate entry points on the street.
  - i. Currently, however, drivers go beyond those entry points; there is kiss-and-go occurring at this location. Also, we have invested in a paved pedestrian street at University Ave. west of Amy Van Dyken, but people continue to drive on it.
  - ii. Each parking lot south of Admin has an entry point on the north end, so there are other options for utilizing access into these parking lots.
  - iii. Additional context includes the MAX offloading pedestrians every 10 minutes just east of this location with pedestrians coming west on University Ave. through this section using the south (13 ft. wide) sidewalk.
- c. Changes
  - i. Will narrow the street section from 40 ft. section to 26 ft. wide.
  - ii. Will create one-way street east bound for all modes.
  - iii. Eliminates the ins and outs of the parking lots; limits to north entry points.
    - 1. Modify with connection point to allow circulation to occur in lot.
  - iv. Maintain bike lane westbound.
  - v. Barricade or entry island at intersection of Libbie Coy Way (formerly East Dr.) that identifies that they have to turn north or south.
  - vi. Improve drainage challenges: southside of street would have no curb, so stormwater could flow to northside curb to proceed onto the Oval.
  - vii. Maintain the Horn stop in front of Shepardson. Accommodation for ARDEC busses will need to be determined.
  - viii. Maintain pedestrian element on southside and increase width of sidewalk on the northside.
  - ix. Colored section of street will be concrete rather than pavers; will provide similar visual feeling as the pavers. The choice of concrete is related to the bus moving over it continuously.
  - x. Drivers can still access College Ave by exiting south on Amy Van Dyken/east on University or exiting north onto the Oval/east onto Laurel.
  - xi. Ed P. recommends thinking about adding a pedestrian crosswalk by Johnson.