

## **Master Plan Committee – Minutes**

**6/10/2020** Virtual on Microsoft Teams

**Participants:** Fred Haberecht, David Bradford, Shelly Carroll, Kristi Buffington, Devan Durand, Tim Kemp, Beth Kessler, Steve Miller, Jan Nerger, Mike Rush, Tom Satterly, Rick Miranda, Chris Kummerow, Nancy Hurt, Maggie Walsh, Julia Innes, Leslie Taylor, Doug Max, Mari Strombom, Alan Rudolph, Lynn Johnson, Pam Jackson, David Hansen, Nick Lobejko, Julia Innes

### **1. Transportation & Mobility Safety Taskforce Recommendations**

A. 4 critical improvement focuses are: enforcement, infrastructure, policy & standards, education – must be combined effort.

#### **I. Enforcement**

- i. Full staffing of CSUPD, increased to 45 positions
- ii. Dedicated traffic enforcement team – 5 full time traffic enforcement officers
- iii. Enhanced CSUPD dept. recruitment of officers with expertise in education, negotiation and traffic control

II. **Infrastructure** – Design changes are tiered by critical need. Highest priority is based on locations (using data) and pavement condition concerns. Most recommended highest priority improvements are on west side of main campus and would most benefit from infrastructure change.

- i. Recommendations GROUP A – Investment in conflict zones between all modes of transportation: vehicles, bikes, pedestrians
  - a) Plum Street and Meridian Avenue - roundabout
  - b) (Old) Meridian Avenue and University Avenue - roundabout
  - c) Hughes Way and (Old) Meridian Avenue - STOP controlled
  - d) Lake Street and Center Avenue - signalized
- ii. Recommendations GROUP B – Investment in conflict zones between bikes & pedestrians
  - a) University Avenue and Green Trail (Southwest of LSC) - roundabout
  - b) Morgan Trail and Green Trail (Southwest of Library) - roundabout
  - c) W. Pitkin Street and Green Trail - roundabout
  - d) University Avenue and Arthur’s Ditch Trail - roundabout
- iii. Recommendations GROUP C – intersections associated with Meridian Village (currently on hold).

#### **III. Policy & Standards**

- i. Commit to Vision Zero, an initiative focused on reducing the number and severity of transportation crashes; proposed changes and projects to be reviewed against Vision Zero effort.
- ii. Enact a “complete streets” approach to infrastructure, which accommodates and is accessible to all modes of travel (Americans with Disabilities Act compliant).
- iii. Define, standardize, and codify CSU’s transportation infrastructure design standards and regulations – based on national and state standards, encompassing current best management practices.

- iv. Define, standardize, and codify CSU's signage, striping, and pavement maintenance program.
- v. Update CSU Aesthetic Design Guidelines to accommodate line-of-sight standards for landscaping trails, sidewalks, and crosswalks.

#### **IV. Education**

- i. Incoming students must complete Canvas-based CSU Moves online training
  - a) Non-mandatory period in the 2020-21 academic year
- ii. Create a culture building communications campaign that translates "Rams take care of Rams" to expectations for travel around CSU campuses.
- iii. Increase Rams Ride Right outreach and visibility - Campus Bicycle Advisory Committee outreach effort that encourages safer and more lawful bicycling practices.

#### **B. Discussion**

- I. Alan Rudolph asks, in context of our peer institutions, what have we learned and how do we compare? He adds that students will be receiving a lot of training for health safety/COVID when they return, so we may want to consider the timing of launching the CSU Moves online safety training on top of it. Could encourage the use of You at CSU as the platform – health safety may go onto this platform, including safety around mental health.
  - i. Like Davis, we are platinum level bike community. The prime consultant was the on-call consultant for UC Davis for a decade. We and a few other schools like UC Davis have enabled a permeable campus to the core. With the permeability comes conflict zones and greater usage.
  - ii. When presented to Public Safety Team there was some resistance to rolling out the CSU Moves training because of amount of info students are asked to assimilate and modules they are asked to complete.
- II. Mari Strombom expresses concern about how to approach the recommendation of adding more PD staff, given what's happening currently in U.S. with police. Take this into context and be mindful of other conversations on campus about how students will bring perceptions of police from their homes that may not reflect who CSU police are.
- III. Leslie Taylor – Regarding Canvas platform vs. You at CSU platform, she thinks the adoption of Canvas is strong while You at CSU is still optional. Advantage of using Canvas is everyone uses it.
- IV. Rick Miranda – For the intersection projects, is there a good budget for each? What's the overall cost of doing everything (the one-time dollars)?
  - i. There is conceptual design and budget for all projects included, and a preliminary spreadsheet showing implementation of projects over a period of years. These recommendations were developed before COVID-19 changed CSU
  - ii. For Education it is less than \$30,000 for informational campaign.
  - iii. For Policy – \$150,000 over three years
  - iv. For Infrastructure – design and construction of projects approximately \$5.5 million and \$2.5 mil. for Meridian – for a total of approx. \$8 million.
- V. Rick Miranda asks, are there lessons to be learned from the analysis/what is recommended as best practices to influence students in transportation that we could

transfer to health and safety behavioral change – for example, if there is an educational campaign to change behavior with the upcoming fall semester like wearing masks and 6 ft. away, etc.?

- i. Engaging students at beginning and setting expectations of behavior – there must be early involvement.
- ii. Most effective when it is a student saying it to another student (peer to peer).
- iii. Enforcement – Intervening in behavior that is not the prescribed norm that was told on first day of classes. Give reward for positive behavior and then have enforcement for those who do not comply – for example, with how you enforce the mask.

C. Transportation – Social distancing & safety

- I. What will fall 2020 look like? Public transportation will most likely see decreases in ridership. Public and university transit systems will probably implement reduced capacity. May have increased frequency of buses (more buses, less people on them). There may be more people driving to campus—so more vehicles coming onto campus, or more bikes, scooters, and skateboards.
- II. Majority of traffic comes from the west – from the neighborhoods and residence halls.
  - i. Plum, Hughes Way, and Pitkin see the most traffic from all those modes.
  - ii. There could be more conflict between all the modes.
- III. What will it take to move more people on foot? More bikes? More buses? Talking to other institutions and cities with universities to find out what they are doing
  - i. What would the impact be of having street closures – different portions to only allow transit, traffic, and open it up for more socially distance pedestrian traffic?
  - ii. Can bikes be focused into central areas for less conflict?
  - iii. Hughes Way will open with 2-way traffic. Can we leverage it to have fewer turning movements off of Hughes going south, so it doesn't interfere with bike/pedestrian traffic?
  - iv. The Morgan library lot is a single large component of conflict between bikes, peds, and vehicles because part of it is high turnover parking while other parts are employee parking. Do we decrease numbers of interactions to improve safety with possible following changes:
    - a) High turnover, short term parking – place somewhere else?
    - b) Replace it with parking for residential halls, so it's stagnant parking?
    - c) Leave faculty/staff parking
  - v. Could push bikes to use Shields underpass, Laurel to the north, bike trail to the south or Hughes Way, rather than Plum.
- IV. We need bold steps in the name of safety to make campus accessible and safe. Then bring recommendations to the Public Safety Team to vet these recommendations for changes. Rick and Lynn agree with this.

**2. CIRA Expansion & CIRA Master Plan Context**

- A. Adopted master plan context represented in documentations for Dept. of Higher Education and campus planning on Facilities Management website.

- I. Last year there were Foothills campus outreach master planning conversations – developed sub area plans. Planning for this area of campus included:
    - i. Consideration of surrounding view from the facilities
    - ii. Establish and improve mass transit
    - iii. Hub or central resource facility for meetings/food for Foothills Campus.
      - a) Could possibly be by Rampart Rd. and entry by Atmospheric Hill. Provides easy connectivity from street and entry perspective.
      - b) If hub space developed must preserve green edge and central gathering space.
    - iv. Discussed addition of connector road from Rampart to Laporte.
  - II. Developing Atmospheric Hill area of campus
    - i. Desire for another CIRA structure on hill
    - ii. Discussed a series of developable sites with the team, considering existing utilities, need for expanded parking.
    - iii. The Sq. footage represented in presentation could be developed on any of the given sites, with consideration to grades that could accommodate a bldg. pad. There could be another site down below as well.
  - III. Is our decision making the highest best use of land in context with our future growth plans in parking and infrastructure?
- B. Alan Rudolph asks in the chat, “Can you please comment on this master plan and its relation to the task force OVPR and facilities ran on Foothills. IMO. The 2014 is an aggregate of college plans, not a master plan. I suggest in a post COVID world we are going to have to fundraise differently and aggregate our plans into a real master plan for foothills. The theme that arose from our foothills master planning work last year was Global One Health which encompasses atmos, animal and human health. This synchronizes with the BioMarc expansion and significant growth with CVID building and new investments that total the CIRA investment. This seems out dated in context of OVPR foothills taskforce.” He speaks to this aloud: The information presented represents the way we normally plan around individual bldgs. and individual colleges. Thought we were trying to pivot to fundraise in more integrated and more thematic way, with more philanthropic, bonding, and federal funding coordination.
- I. Fred Haberecht believes the vehicle for the integrated and visionary planning is to launch the stakeholder process for Foothills Campus. We were waiting for the charge to come to Master Plan Committee earlier this year, prior to spring break. Fred is a proponent to that moving forward to have the broadest engagement and outcomes.
  - II. Alan has reservations about the stakeholder process. He doesn’t think we have master planning that integrates functions and programs across colleges.
  - III. Speaking to Alan’s comment addressing transportation safety at Foothills Campus, Fred says the highest recommendation is the improvement to Rampart Road to support transit with a detached bike and pedestrian facility, to get people off Rampart Rd.
- C. Chris Kummerow shares background of CIRA. They write an umbrella proposal to NOAA (10-year process) that gives them projects so they don’t have to compete every time. They just won the 5<sup>th</sup> approval in a row for this process.

- I. NOAA doesn't specify requirement of certain cost share, but they do encourage it. NOAA received cost share from university every 10 years - about \$2 million every 10 years.
- II. CIRA currently consists of 4 wings. Not comfortable putting a 5<sup>th</sup> wing on. Space needs include:
  - i. Server rooms that require A/C for computers
  - ii. Space for hosting conference meetings.
    - a) CIRA is growing – agenda is controlled by who hosts the mtg so can have larger role to play is able to do this. Expectation that they take on more leadership roles, but don't currently have anything that can accommodate 50-100 people. Need to be able to host their own mtgs and external mtgs.
  - iii. Convert current conference rooms to office spaces.
  - iv. If there is a larger conference space on Foothills Campus, could rescale back down – serves them now and in future.
- D. Mike Rush – intent is to design a destination-type facility to accommodate conferences and seminars.
  - I. Steering committee preferred site has compelling views to east; 4500 sq. ft. bldg.; total development cost of \$2 mil.; current benchmarking should be \$1.8-2.2 mil.
    - i. Compelling site aesthetically, but has a cost associated with relocating utilities.
    - ii. If pushed further to east, could potentially avoid the majority of utilities. Such a move could help facilitate money going back into the building (and potentially could help pay for 60-80 seat classroom, which is one of the alternates).
  - II. Using new building materials structural system called cross laminated timbers. Resembles heavy timber structure. Depending on market conditions, if cost prohibited could go to more economical option.
  - III. Stone planes are similar characteristics with CMMAP building – helps set continuity at Atmospheric Hill.
  - IV. Bid documents ready to go in early Sept. about a 6- to 8-month process to get through contracting and build. Could be ready summer 2021.
- E. Are we putting a bldg. that is meeting intent of existing master plan that is in place?
  - I. The client says this is supporting their programmatic needs.
  - II. Staff recommendation is that we are working within the intent of the master plan and being good stewards of land. Putting a bldg. of this size in this spot is a good use of land. These 4 locations are viable building sites because of their proximity to existing programs and utilities and other investments.
  - III. Mike Rush adds, from code analysis perspective, we maxed out the site between the two existing bldgs. This footprint wouldn't accommodate a larger building on site.
  - IV. Steve Miller adds in the chat that he likes the idea of pushing the building a bit out east.

### 3. Project Status Updates

- A. The majority of this information will be in a SOURCE article.
- B. Hughes Way Conversion to 2-way traffic and separated bike & pedestrian way

- I. Will be complete by mid-August. This project completion date was accelerated.
- C. Lagoon and Stormwater detention improvements – project is complete and fence is removed.
  - I. Project is complete. Benefits include: water quality, storm water and detention, mitigation for future flooding.
- D. University Ave Revitalization & Amy Van Dyken Way Waterline Replacement
  - I. Extended scope, waterline replaced to Mason intersection.
  - II. Will be complete ahead of schedule before mid-July.
- E. Geothermal Exchange
  - I. Two thirds of the wells are drilled. Total will be 342 wells at 550 deep – will be complete end of June.
  - II. Will still be working on Moby arena piping and a four-pipe system for simultaneous heating and cooling at Moby through renewable energy.
  - III. Project complete fall 2020.
- F. Nutrien Agricultural Sciences Bldg. (Shepardson)
  - I. Status – the University is continuing to seek Phase III funding to complete the project
  - II. If Phase III funding is delayed, the building will be core and shelled to await final funding
- G. Meridian Village, LSC Phase III, and NCAA Women’s Sports Complex – temporarily suspended
- H. Current Projects on South, Foothills, and Mountain Campus:
  - I. CVID
  - II. Temple Grandin Equine Center
  - III. Johnson Family Equine Hospital
  - IV. Bay Facility
  - V. Wastewater Treatment
  - VI. Research and Education Center