WELCOME

CSU Master Plan (MPC) Committee Meeting

June 10, 2020
Today’s Presenter

1. Transportation & Mobility Safety Taskforce Recommendations: *Informational* - Fred Haberecht, University Campus Planner, Facilities Management and David Bradford, Director of Parking and Transportation Services

2. CIRA Expansion & CIRA Master Plan Context: *Request for Approval for Building Site Location* – David Hansen, University Landscape Architect; Christian Kummerow, CIRA Director; Mike Rush, University Architect

Transportation & Mobility Safety Taskforce Recommendations
The Problem

Existing conflicts between all modes of transportation requires both infrastructure and behavioral intervention.
CSU Transportation and Mobility Safety Taskforce

September 2019: CSU President Joyce McConnell convenes taskforce to study safety in all modes of transportation across campuses and to recommend improvements and changes.

Task Force members include CSU representatives from the CSU Police Department, Facilities Management, Parking and Transportation Services, Student Disability Center, Communications, Housing and Dining Services, ASCSU, and City of Fort Collins Traffic Engineering.

Task Force actions September 2019 - April 2020:
• Analyzed crash data
• Analyzed enforcement statistics
• Hired two engineering consulting firms to provide analysis and suggestions
• Developed comprehensive, tiered plan to support improved safety
Four Areas of Opportunity to Increase CSU Community Safety

The Task Force identified four areas of opportunity to increase CSU community safety:

- **Enforcement**
- **Infrastructure**
- **Policy & Standards**
- **Education**
Enforcement
Enforcement - Findings

Full staffing of police officer positions to support population of 41,000 (students and employees) and visitors to campus
Enforcement - Recommendations

- Increase CSUPD officer positions to 45, while below U.S. Department of Justice recommendations and staffing level for some peer institutions, including University Colorado, this staffing level would allow the implementations of the recommendation in this report
- Create dedicated traffic enforcement team; five full-time traffic enforcement officers
- Enhance CSUPD department recruitment team to recruit officers who are experts in skills in education, negotiation and traffic control
Infrastructure
Infrastructure - Findings

Engineering consulting firms Kimley-Horn and Fehr and Peers identified several intersections with pedestrian and bicycle safety concerns. Recommended design changes informed by multi-modal counts, crash data, field observations, and analysis of conflicts amongst users. Recommended projects tiered by critical need.
What are the highest priority infrastructure projects that would most benefit from physical improvements?

- Based on evaluation of locations (volumes, crashes, # conflicts, compliance, anecdotal info on “near misses”)
- Additional areas of pavement condition concerns
Infrastructure: Overall Map
Street Modifications

Signalized Intersection for Bicycles and Pedestrians
Separation of Transportation Modes

Bike Roundabout
Infrastructure: Potential Solutions, Part 3

Protected bike lanes
Infrastructure Recommendations - Part 1

• Group A – All modes of transportation:
  - Plum Street and Meridian Avenue - roundabout
  - (Old) Meridian Avenue and University Avenue - roundabout
  - Hughes Way and (Old) Meridian Avenue - STOP controlled
  - Lake Street and Center Avenue - signalized
Infrastructure Recommendations – Part 2

- **Group B – Bike and pedestrian improvements:**
  - University Avenue and Green Trail (Southwest of LSC) - roundabout
  - Morgan Trail and Green Trail (Southwest of Library) - roundabout
  - W. Pitkin Street and Green Trail - roundabout
  - University Avenue and Arthur’s Ditch Trail - roundabout

- **Group C – Intersections associated with Meridian Village – currently on hold**
Policy & Standards
Policy & Standards - Findings

CSU should continue to establish policies, protocols, and standards that result in a transportation environment that is safe, accessible, and sustainable.
Policy & Standards - Recommendations

- Commit to **Vision Zero**, a world-wide initiative that focuses on reducing the number and severity of transportation crashes; proposed changes and projects should all be reviewed against the Vision Zero effort. CSU recorded 10 serious crashes between September 2017 and October 2019.

- Enact a “complete streets” approach to infrastructure, which accommodates and is accessible to all modes of travel (Americans with Disabilities Act compliant).

- Define, standardize, and codify CSU’s transportation infrastructure design standards and regulations to be based on national and state standards and encompass current best management practices.

- Define, standardize, and codify CSU’s signage, striping, and pavement maintenance program.

- Update CSU Aesthetic Design Guidelines to accommodate line-of-sight standards for landscaping trails, sidewalks, and crosswalks.
Education
Education - Findings

Establish consistent, continuous educational outreach that support safe use of the transportation system and invokes an increasing change in culture that recognizes everyone’s individual responsibility to create a safe system for all.
Education - Recommendations

- Requiring students to complete Canvas-based CSU Moves online training for incoming CSU students, and mirroring the messages in the culture-building campaign after a non-mandatory period in the 2020-21 academic year to test delivery methods and student engagement.

- Create a culture building communications campaign that translates “Rams take care of Rams” to expectations for travel around CSU campuses.

- Increase Rams Ride Right outreach and visibility - Campus Bicycle Advisory Committee outreach effort that encourages safer and more lawful bicycling practices.
Questions or Comments?
Transportation – Social Distancing & Safety

Data represents a 3-hour snapshot across a single day (morning, midday and evening), completed FY 2018

Planning for movement

➢ In-person/Online enrollment
➢ Class Schedules – class change
➢ Class Occupancy
➢ Student Housing Occupancy

Temporary Street Closures

• Daytime closure with evening vehicle access
• Transit, Emergency Vehicles access only
• Street pathways for Pedestrians
• Reroute Bicyclist off streets to trails
• Reduce queuing at intersections

Parking

• Reduce vehicle traffic flow
• Move short term parking out of Library
• Rec center and Hartshorn parking limited access, morning and evening only
• Vehicles increase on campus
• Restrictions increases remote parking
• Consider perimeter road implications

Transit

• Restricted capacity
• Primary focus to move people from perimeter to core
• Short segment routes to move more to core with less (50% capacity restriction)
CIRA Expansion and CIRA Master Plan Context:

Request for Approval for Building Site Location