

Master Plan Committee Minutes – 9/11/2019

Participants: Fred Haberecht, Jon Falbo, Ashleigh Rose, Laura Giles for Mari Strombom, Dave Bradford, Maggie Walsh, Christa Johnson for Alan Rudolph, Tom Satterly, Doug Max, Leslie Taylor, Lynn Johnson, Rick Miranda, Nancy Hurt by phone, Blanche Hughes, Beth Walker, Manny Santistevan (ASCSU Director of Community Affairs), Melissa Quesada (ASCSU Chief of Staff), Shelly Carroll, Kristi Buffington, Jasmine Hatten, Aaron Fodge, David Hansen, Tim Kemp, Jessica Kramer, Julia Innes

1. Safety, Access, & Mobility Infrastructure Planning, Part 1: Context, Streets, & Parking (Fred Haberecht)

- a. CONTEXT - Why now? The context has changed on campus.
 - i. Transactional campus (then) vs. destination campus (now).
 - ii. Approximately 175,000 people currently in Fort Collins.
 - iii. We've invested in infrastructure, making access to campus more convenient and safer through underpasses, low stress bike network, pedestrian crossings, etc.
 1. Inner core of campus for pedestrian movement; parking primarily pushed to perimeter.
 2. Bike and transit on outer edge of campus, as well as embedded within campus.
- b. PARKING
 - i. Leslie Taylor asks about the new parking lot at Lake Street (Lot #585).
 1. There's a steady increase of use in the lot. With 124 spaces, it is about a third full, with more utilization every day.
 2. It's a mixed-use lot: A permit, Z permit, or pay at meter. The first lot on main campus like this.
 - ii. In the past CSU had more parking internal to campus.
 1. We have less parking spaces now than in 1999 with parking mostly on the perimeter of campus, with the exception of an increase of parking spaces in the Morgan Library lot.
 2. In recent past, we've built parking structures on the perimeter.
 - iii. Off-campus housing as well as increased CSU Housing on west side of campus changes distribution of how people come onto campus.
 - iv. Overall utilization of parking on campus has remained at 75% over the last 10 years.
 1. At a utilization rate of 85–90% Parking Services starts considering what to do to alleviate and build additional parking, but inventory has stayed relatively the same.
 2. While there are lots at 100% capacity, inventory is still available at less desirable spots further from campus. To shift utilization to these other areas, PTS rerouted the Horn to Moby Lot, for example, which is a reduced fee lot.
 3. Once the infrastructure was put in place on campus, then the latent demand on campus responded to using these alternative modes rather than driving a personal vehicle.
 4. We have approximately one space for every three people on campus.
 - v. Library Lot Concerns – There is a compromise between people being safe with the lot accessible at night with adequate lighting and close to Morgan Library vs. less safe at

critical intersections during class change times when the library lot turns over and all modes are crossing those intersections.

1. 1800 vehicles a day come in and out of the Library lot. This doesn't count the ones that drive through the lot, can't find a spot, and drive back out.

c. STREETS

- i. Moving from a gridded street network on campus (then) toward a ring road concept with the central pedestrian core free of traffic (now).
- ii. There are planning concerns regarding the future of certain streets on campus. (Please see Slide 34 "Infrastructure by System: Streets - Current Planning Concerns")
- iii. Melissa Quesada asks about the location where drivers turn onto Plum toward the LSC / the small lot on north side of LSC and transit lot, and if it has been discussed as a potential kiss-and-go location?
 1. Plum and Meridian was one of the most dangerous intersections on campus in the past. Concern regarding conflicts with bikes and pedestrians if that space is used for kiss-and-go.
 2. That lot location is a logical location expansion for the Transit Center's need to grow their facility.
- iv. Leslie Taylor asks, what are the parking plans for the redevelopment of Aylesworth?
 1. The Braiden lot parking will stay. Aylesworth and Newsom parking will go away. There will be additional parking constructed on the south side of Hughes Way.
 - a) Critical intersections (which need design study) at Hughes Way at the existing Meridian and the future realigned Meridian.
 - b) Goal is to redistribute some of the congestion.
 - c) There will be separated bike and pedestrian trails on the south side of Hughes to get bike and pedestrian traffic moving east and west, parallel to Hughes Way and to get cars to go straight out on Hughes. The intent is to get traffic off Pitkin onto Hughes; vehicles staying on Hughes when coming and leaving the Library Lot, will help with that piece.
 - d) It will only work with compliant population of bikers and ped and enforcement.
 2. Melissa Quesada asks, have you considered closing Hughes Way as an exit, so vehicles can only go left onto Meridian?
 - a) Hughes Way will become a two-way street to help exit vehicles and transit off campus more efficiently. If they turn south, then they interact more often with bikes/pedestrians creating a more dangerous intersection.
- v. Lynn Johnson recommends adding the University Ave/Libbie Coy Way intersection coming toward the Admin Building to the list of problematic intersections.

2. University Ave. Streetscape Improvements at Shepardson (David Hansen)

- a. Late spring/early summer 2020, there will be a major infrastructure project with waterline replacement within the section immediately north of Shepardson/south of Admin Building on University Ave. The street section will be closed to accommodate that work. Amy Van Dyken will also be closed for this project.
 - i. Important to think about that section of street in context of safety, access, and mobility.

- ii. Also, a fence will go up in the next 2–3 weeks for Shepardson abatement.
- b. Currently, this is 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. Proposal is to narrow the street section from 40 ft. section to 26 ft. wide.
 - i. Will create one-way street east bound for all modes.
 - ii. 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.
 - iii. Maintain bike lane westbound.
 - iv. Barricade or entry island at intersection of Libbie Coy Way (formerly East Dr.) that identifies that they have to turn north or south.
 - v. Improve drainage challenges: southside of street would have no curb, so stormwater could flow to northside curb to proceed onto the Oval.
 - vi. Maintain the Horn stop in front of Shepardson.
 - vii. Maintain pedestrian element on southside and increase width of sidewalk on the northside.
 - viii. Colored section of street (see PowerPoint slide 41) will be concrete rather than pavers, but would provide similar visual feeling as the pavers.
 - 1. The choice of concrete is related to the bus moving over it continuously.
 - ix. If approved, construction documents will begin in fall with construction in spring/summer 2020.
- d. Feedback/commentary
 - i. Manny Santistevan asks, would there be east bound bike traffic on one-way street?
 - 1. Yes, it will be within the traffic lane.
 - ii. CSU Police Dept. believes this is a safety enhancement, however, would like to identify the routes for emergency response for fire trucks to access the plaza without detouring around.
 - 1. The northside bike lane would be 10 ft. a travel lane width.
 - 2. Need to work through how to manage getting trucks around the barricade.
 - iii. Would only enter Admin Building from the north points of the lots but drivers can exit out of the west side to still go south on College.
 - iv. Leslie Taylor asks, how many spaces will be lost?
 - 1. As many as 8 or as little as 6.
 - 2. Leslie Taylor's only concern is for the start of semester when people are trying to get to registrar and financial aid offices.

- a) The loss of spaces was more related to considering the efficiency of the ADA parking spaces in the lot, to re-engineer those so they are more usable.
- v. Ashleigh Rose asks, will we still keep the two-way lane by the Admin building?
 - 1. Yes.
- vi. Approval to move forward in design with note that major concern is making sure there is fire engine access and the need to finish working through that piece.
- vii. Lynn Johnson asks for the source of funding.
 - 1. It is included in the waterline replacement project.
- e. Lynn Johnson motions for approval to move forward in design.
 - i. Doug Max seconds the motion.
 - ii. All approve.