

Master Plan Committee - Minutes for 12/11/2019

Lory Student Center Room 308-310

Participants: Aaron Fodge, Fred Haberecht, Tim Kemp, Drew Brooks (Transfort & Parking Services), Kaley Zeisel (Transfort & Parking Services), Christa Johnson, Laura Giles for Mari Strombom, Jan Nerger, Shelly Carroll, Rick Miranda, Maggie Walsh, Tom Satterly, Dave Bradford, Rick Callan for Nancy Hurt, David Hansen, Lynn Johnson, Jessica Kramer, Leslie Taylor, Manny Santistevan

Elizabeth Street Advanced Travel Corridor Planning / CSU Transit Center Access (Aaron Fodge)

- West Elizabeth Corridor Planning
 - Went through multiple planning efforts with City.
 - Lots of public involvement for City's 2019 transit master plan effort.
 - Enhanced Travel Corridor Plan is a priority corridor for further multimodal transit.
 - Recognized that West Elizabeth sidewalks are currently in poor condition and impact people with mobility devices, such as those using a wheelchair, who have to move into the street at times.
 - Planning for future transit station turn-about at Overland and Elizabeth – a potential mobility hub for people to transfer between modes of transportation.
 - High density development west of campus impacts ridership.
 - Currently we track all bus boardings for employees and students each month in aggregate on a map.
 - Employees are using transit from all areas of the city.
 - 90% of students live in Fort Collins.
- Transit Center Growth
 - Federal dollars were used to build the transit center in 2006.
 - Now the transit center is at capacity.
 - 11 routes feed into the transit center. Will add another route to Greeley on 1/2/2020.
 - Challenges include an increase in private shuttles – space for pick up/drop off.
 - Private developments shuttling students in, ridership is worked into the cost of their rent. Transfort could accommodate space at the transit center previously, but now don't have the capacity for it.
 - CSU charter fleet
 - Airport shuttles
- Next Steps to Support Growing Campus Population
 - Small Starts Process
 - MAX was funded through the federal transit administration, using the small starts process.
 - Collapsing some routes into another MAX route, may free up some bays at the transit center.
 - Need funds to do a study to go after the Small Starts grant. \$1.5 million for the corridor study.
 - CSU has future investments on the West Elizabeth corridor, such as the Overland turnabout
 - Submitted 3 grant proposals for this, but have not yet received any of them.
 - Will be \$2.4 million investment
 - Transit Center Expansion
 - Needs to accommodate much larger buses (MAX-sized) than can accommodate today.

- Distribute Transit City-Wide
 - Take pressures off the transit center to use other spaces where buses can turn around (for example, Lake Street Garage location).
 - Mobility hubs could assist to transfer people to their other mode of transportation
- Access Planning
 - Consider the different users who come to campus and don't park and their impacts (such as Uber and Lyft, food deliveries, Amazon, private shuttles), that use our infrastructure to make revenue for their companies. They want access to campus but aren't paying for the access in a traditional way.
- Discussion
 - Small Start Process – the local match piece is higher than it was when we did MAX. It was 80/20 for MAX, but now requires higher matches.
 - Of the \$1.5 million for the study, 30-35% is for design and environmental. The study is the next step to be eligible to begin the small starts process.
 - Overall West Elizabeth advanced travel corridor project is approx. \$40 million.
 - Rick Miranda wonder if there's an opportunity to move the weather station within campus to create more space at the transit center.
 - Previously there was tension about keeping the weather station in its current location. It's one of the longest standing weather stations in the country. Continuity of data is important.
 - We would need to move a temporary weather station to a location on campus first, to test the location and to compare data. Southwest corner of Arthur Ditch and Plum suggested as potential location.
 - Other transit components to consider include:
 - ARDEC Buses pick up at Administration location – transport 200 students to ARDEC campus.
 - Students leverage private shuttles to come to CSU, then use bus transit to get to Front Range.
 - Fred and Aaron went to the City's Planning and Zoning (P&Z) meeting last year to share the impact of shuttles on campus. Important for P&Z to work in collaboration with CSU and Transfort before they approve any more developments that have shuttles.
 - Explore the possibility of developments paying into Transfort system.
 - Timing of small starts process
 - First must find a grant to fund the transit study of the corridor.
 - City is trying to weigh options of what grants to go after and when and balance that with competing needs such as the need for more buses. (It takes 18 months to get a bus.)
 - Grant opportunities may occur in the next year or two.
 - Will CSU, to some extent, be a funding partner for this project?
 - ◆ At least two of our properties would be enhanced as part of a fully funded project. CSU will benefit from this infrastructure.
 - Possibility of running buses through Picket Center lot as a temporary solution to the need for a roundabout, but the heavy load will impact the quality of that pavement, so there is a cost implication involved.
 - Streets on campus were not built to support current transit.
 - New infrastructure is built to the appropriate standard with new projects.
 - ◆ For example, Mason was built to handle the MAX buses.

- Where buses stage is the greatest damage to the road.
- Deterioration of the road has happened much faster than anticipated due to unexpected volumes.
- A lot of the roads weren't built for the current mode. Roads were built in the 1960s for 12,000–15,000 campus population.
- Example of road by Richardson and the road by Shepardson as sections that can be enhanced with project funds.
- The cost of projects is higher to try to accommodate some of these infrastructure challenges; the impact of the project on the surrounding area needs to be considered in project budgets.
- Shelly Carroll asks how long it took to get the MAX grant?
 - Aaron says they were discussing the Mason corridor 20 years ago, but at that time it was a different type of discussion. The context was more around the question of if people would ride. Now the discussion is if we can raise the local match to go after these dollars because we know people will ride.
 - Timeline will be faster than the MAX because the community is very supportive of MAX.