

**MEETING NOTES OF THE  
UNIVERSITY FACILITIES PLANNING BOARD  
February 9, 2016**

**Members Present:** Kregg Aytes – Chair, Bob Lashaway, Jeff Butler, Brenda York, Neil Jorgensen, Tom Stump, Greg Gilpin, Kathy Marcinko, Fatih Rifki, Kyle Glose

**Proxy:**

**Members Absent:** Walt Banziger, Brett Gunnink, Charles Boyer, David Singel, Allyson Brekke, Julie Tatarka, Kurt Blunck, Michael Everts, Chris Fastnow

**Staff & Guests:** Randy Stephens, Candace Mastel, Jeff Key, Joe Gilpin, Jen Luft, Taylor Lonsdale, Frank Parrish

The University Facilities Planning Board met beginning at 3:30 pm to discuss the following:

**ITEM No. 1 – Approval of Meeting Notes**

Draft notes from November 17, 2015, January 12, 2016, and January 26, 2016 to be distributed before next meeting.

**ITEM No. 2 – Executive Committee Report**

Report on any current Executive Committee actions.

**ITEM No. 3 – CONSENT AGENDA – None**

**ITEM No. 4 – INFORMATIONAL - MSU Comprehensive Parking & Transportation Plan – Status Update**

Candace Mastel introduced the MSU Parking and Transportation Plan and the consultants, Jeff Key and Joe Gilpin. MSU is currently in a data collection and analysis phase of the project. The City of Bozeman is also doing transportation plan update with the same consultants, which they do about every seven or eight years, so the timing is good for MSU to do this. Simultaneously, MSU is also working on the Bicycle Master Plan, which may influence the plans.

Key outlined the goals for the project, and discussed the early data and analysis that has been done. The goals are connected to the planning that has been done at MSU, including the Long Range Campus Development Plan, the Landscape Master Plan, and the Climate Action Plan. The goals are to enhance mobility; protect existing parking facility investments and identify future parking needs and locations; improve multi-modal connectivity; and reduce the number of single occupant vehicles. The schedule shows that we are currently doing peer review, by comparing other institutions with what MSU provides, such as parking ratios. The outcome of the project will be to show future transportation outlook for MSU, and continue to update the plan. There will also be some outreach events in late February and early fall 2016.

The first thing the consultants have done is establish baseline conditions, including a parking supply and demand analysis. The analysis of parking utilization shows a snapshot in time of car counts and spaces available, and gives a percent utilization rate. The existing average utilization and the peak utilizations are presented. The average utilization shows that most of the parking lots near the core of Campus are used 90-100%. The peak utilization that nearly all the parking lots are used 99-100%. The parking ratio is a common comparison metric used to show the parking provided per student at different universities. Currently MSU provides about one parking space for every three students. An example is New Mexico State University, whose parking ratio is .73. The reason their ratio is so high is they provide free parking for students a distance away from campus, and a shuttle. MSU may want to consider a philosophical discussion of how much parking to provide in the future and what the target ratio is. Stephens asked how the parking ratio has changed over the last 5 years; this data has not been put together but Parking Services may be able to help gather this information.

Transportation “level of service” has been looked at with seven intersections entering the campus core, in the morning and evening peak hour counts. The results showed that the peaks at these times were larger than the noon hour peak, and that the peaks follow class schedules (e.g. one hour peaks and valleys on Wednesdays, and 1.5 hour

peaks and valleys on Thursdays). These counts also show where traffic is coming from, and allow existing mode share such as pedestrians and bicyclists to be noted. There are high mode share at the intersections of W. Lincoln Street and S. 11<sup>th</sup> Avenue, W. Grant Street and S. 11<sup>th</sup> Avenue, and W. Grant Street and S 7<sup>th</sup> Avenue. The results show the morning entering volumes: about 32% coming from Kagy Boulevard from the south, about 32% coming from College Street from the north, about 24% coming in from Lincoln Street from the west, about 11% coming from Grant Street from the east.

Level of Service is a traffic engineering metric that is a nation-wide standard using an A-F scale (A is good, F is bad). The intersection at W. Kagy Boulevard and S. 7<sup>th</sup> Avenue is rated at an “F”; the intersection at W. Kagy Boulevard and S. 11<sup>th</sup> Avenue is rated at a “C”. The locations of loading and service areas is of interest to establish baseline conditions so that recommendations can be made so the delivery of goods and services is not impacted. The results of the MSU Bicycle Master Plan will be integrated into this plan; the snapshot of existing bicycle facilities shows the current infrastructure for bicycle commuters. The pedestrian analysis shows the desire lines for paths that pedestrians prefer to take, and the signage for pedestrian crossings.

The Parking & Transportation Plan will help to define what the future conditions and requirements are for the MSU Campus. This is strongly impacted by growth potential, and the scenarios can be shown with high, medium and low growth rates on a ten year planning horizon. One thing that could be discussed is what Parking Ratio MSU would like to have. The next steps are to establish future conditions, and develop recommendations and strategies; the final report should be complete in Fall 2016. The consultants are also presenting this information to the President’s Executive Council, ASMSU, Faculty Senate, and University Council.

Randy Stephens asked if the timeline for MSU’s plan is in sync with the City of Bozeman’s plan; Key responded that the plans are being done at the same time which makes the project more efficient. He added that referring to the MSU Strategic Plan will also be beneficial, and the Parking & Transportation Plan should also be updated every three to five years. Tom Stump asked if the extension of S. 11<sup>th</sup> Avenue and other future connections are being considered in this plan; Key responded that these don’t have as much impact on MSU’s plan, but they are included in the City’s plan. Bob Lashaway added that the City’s committed projects, including the extension of S. 11<sup>th</sup> Avenue, and the extension of Graf Street, are being considered to help relieve pressure during the Kagy Boulevard project. Stump asked if the plan will suggest where additional parking should be located; the Long Range Campus Development Plan helps to inform locations of uses including parking, buildings, etc.

**Notes:**

Mastel let UFPB know that she is now taking Victoria Drummond’s administrative support position for UFPB. Proxies can be sent to her or the Chair, with a copy to Lauren Sherman-Boemker to ensure they are recorded. In addition, any suggestions for changes to format of agenda, staff report, or meeting notes can be sent to Mastel.

Lashaway updated UFPB on the status of the recommendation to the President for the New Dining Hall site. The President has asked CPDC to resolve three items: relocation of Chemistry Modular Buildings, the ADA instructional lab in the Modulars, and address the displaced parking.

This meeting was adjourned at 4:00p.m.

CM:lsb

PC:

|                                    |                                      |                                      |
|------------------------------------|--------------------------------------|--------------------------------------|
| President Cruzado                  | Heidi Gagnon, VP Admin & Finance     | Julie Kipfer, Communications         |
| Amber Vestal, President’s Office   | Jennifer Joyce, VP Student Success   | Jody Barney, College of Agriculture  |
| Maggie Hammett, President’s Office | Linda LaCrone, VP Research Office    | Susan Fraser, College of Agriculture |
| Julie Heard, Provost’s Office      | Tony Campeau, Registrar              | Robin Happel, College of Agriculture |
| ASMSU President                    | Robert Putzke, MSU Police            | JoDee Palin, College of Arts & Arch  |
| Pam Schulz, VP Admin & Finance     | Becky McMillan, Auxiliaries Services | Victoria Drummond, Campus PDC        |



## PARKING AND TRANSPORTATION MASTER PLAN

University Facilities Planning Board – February 9, 2016



Mountains & Minds

1

## Goals for this Effort.....

**Goal 1: Enhance mobility** for MSU's employees, faculty, students and visitors.

**Goal 2: Protect existing parking facility investments**, and identify future parking needs and locations based on projected demands.

**Goal 3: Improve multi-modal connectivity** between the campus and off-campus destinations.

**Goal 4: Reduce the number of single occupant vehicles** on and around campus.

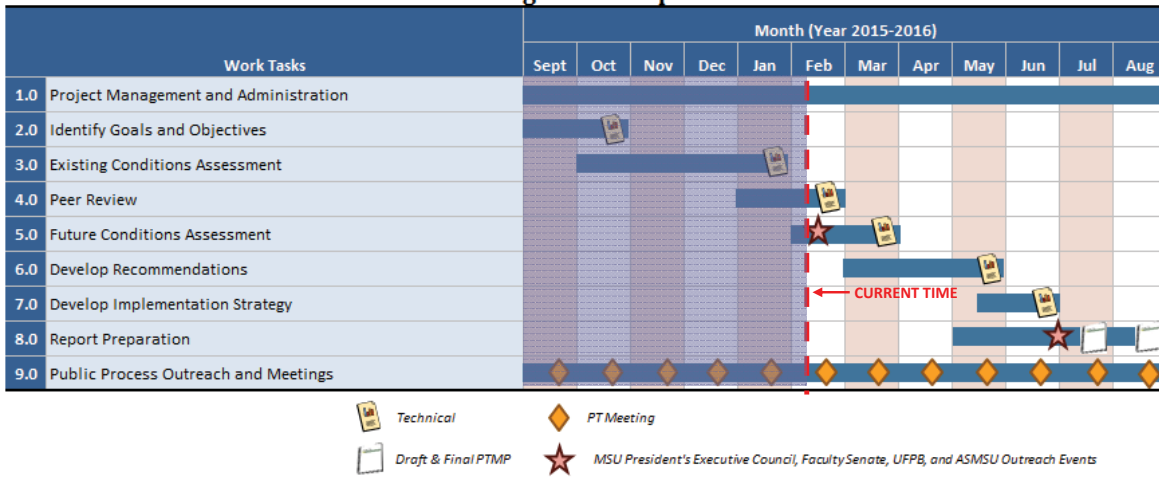


Mountains & Minds

2

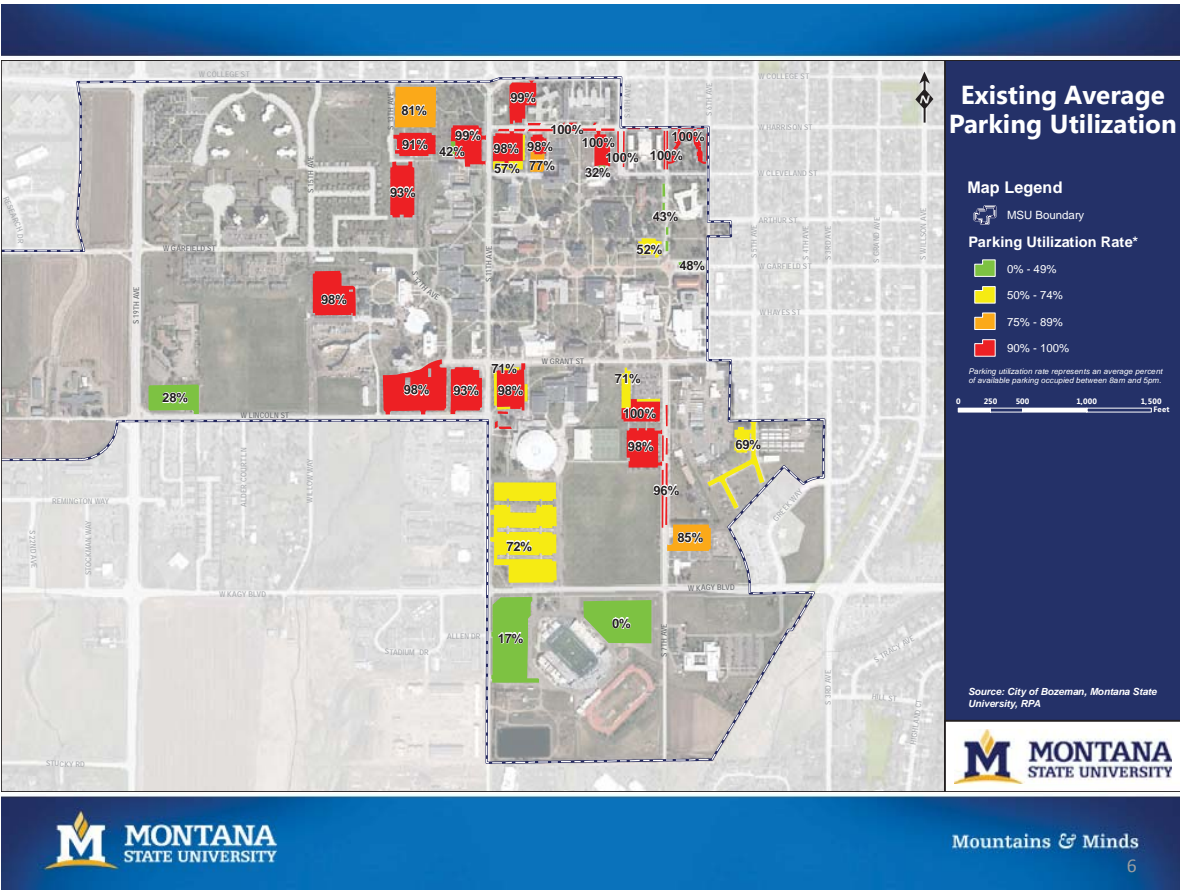
# Schedule

## MSU Parking and Transportation Master Plan

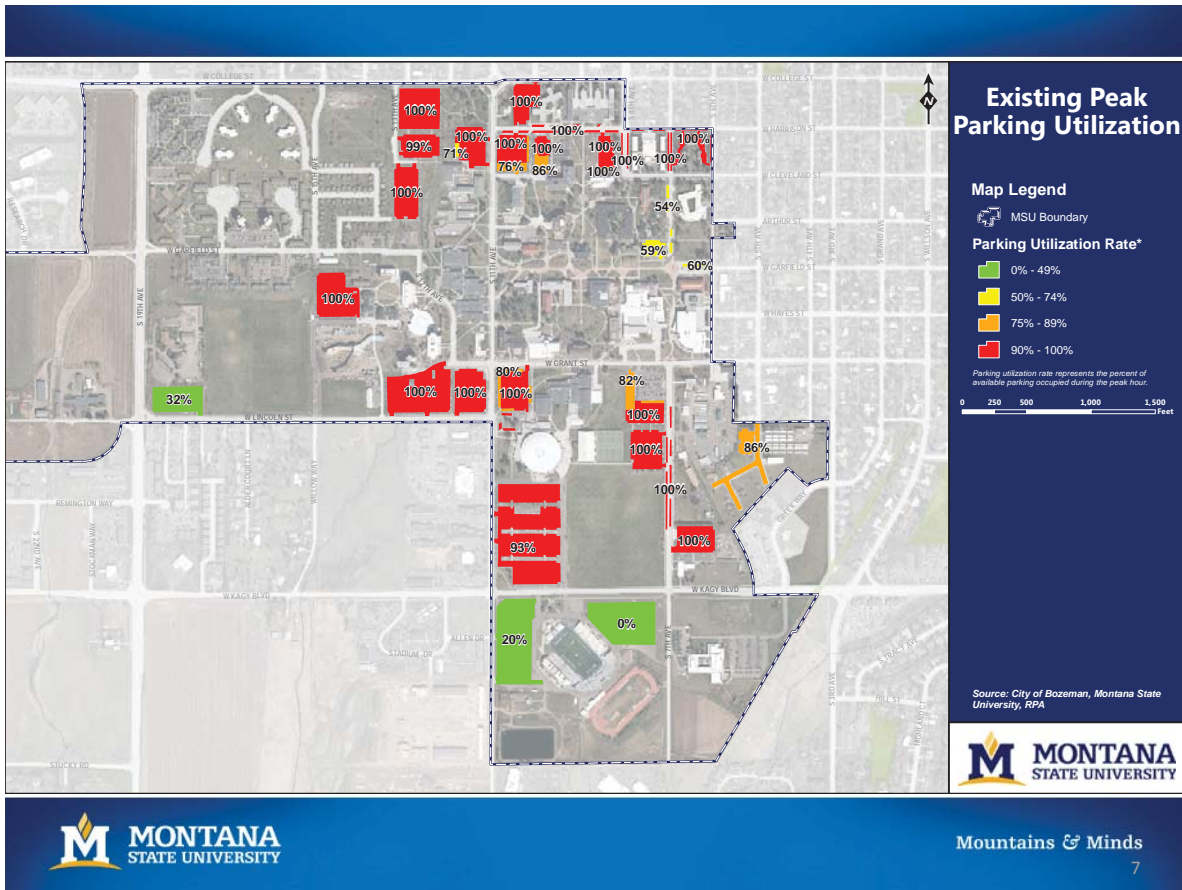


## PARKING









## Parking Comparison

|  | Montana State    | Colorado State | Washington State | New Mexico State | Univ. of Idaho   | Univ. of Montana | Weber State |
|--|------------------|----------------|------------------|------------------|------------------|------------------|-------------|
|  |                  |                |                  |                  |                  |                  |             |
| <b>Students <sup>1</sup></b>                           | 15,688           | 27,217         | 19,756           | 15,829           | 10,474           | 13,358           | 25,955      |
| <b>Faculty/Staff <sup>1</sup></b>                      | 3,087            | 6,209          | 4,481            | 3,938            | 2,464            | 2,540            | 2,554       |
| <b>Land Use</b>  | Rural/Semi Urban | Urban          | Rural/Semi-Urban | Urban            | Rural/Semi Urban | Urban            | Urban       |
| <b>Parking Spaces</b>                                  | 6,127            | 13,103         | 6,149            | 11,499           | 5,737            | 3,131            | 7,100       |
| <b>Parking Ratio (per Student)</b>                     | 0.39             | 0.48           | 0.31             | 0.73             | 0.55             | 0.24             | 0.27        |
| <b>Parking Ratio (per Student Faculty &amp; Staff)</b> | 0.33             | 0.39           | 0.25             | 0.58             | 0.44             | 0.20             | 0.25        |

Note 1: Fall 2015 Counts  
 Other: NAIC parking will result in 150 additional spaces

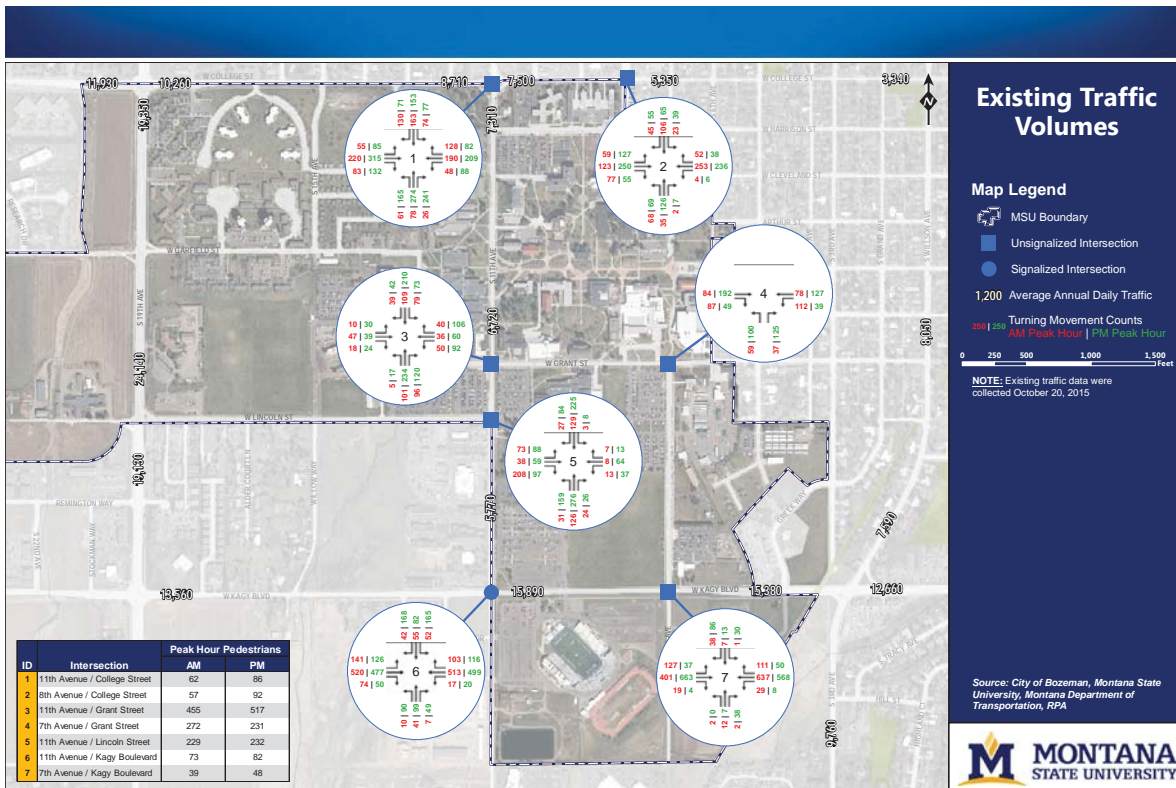
COMMON COMPARISON METRIC



# TRANSPORTATION

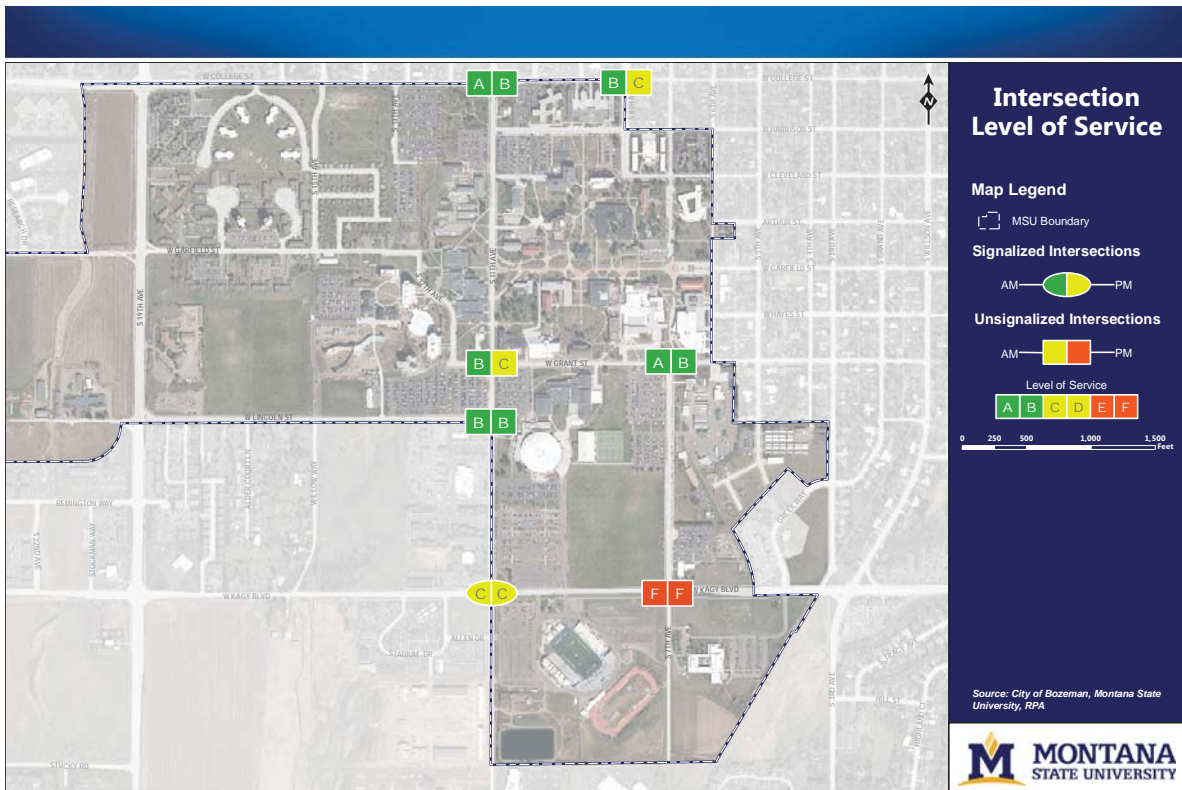
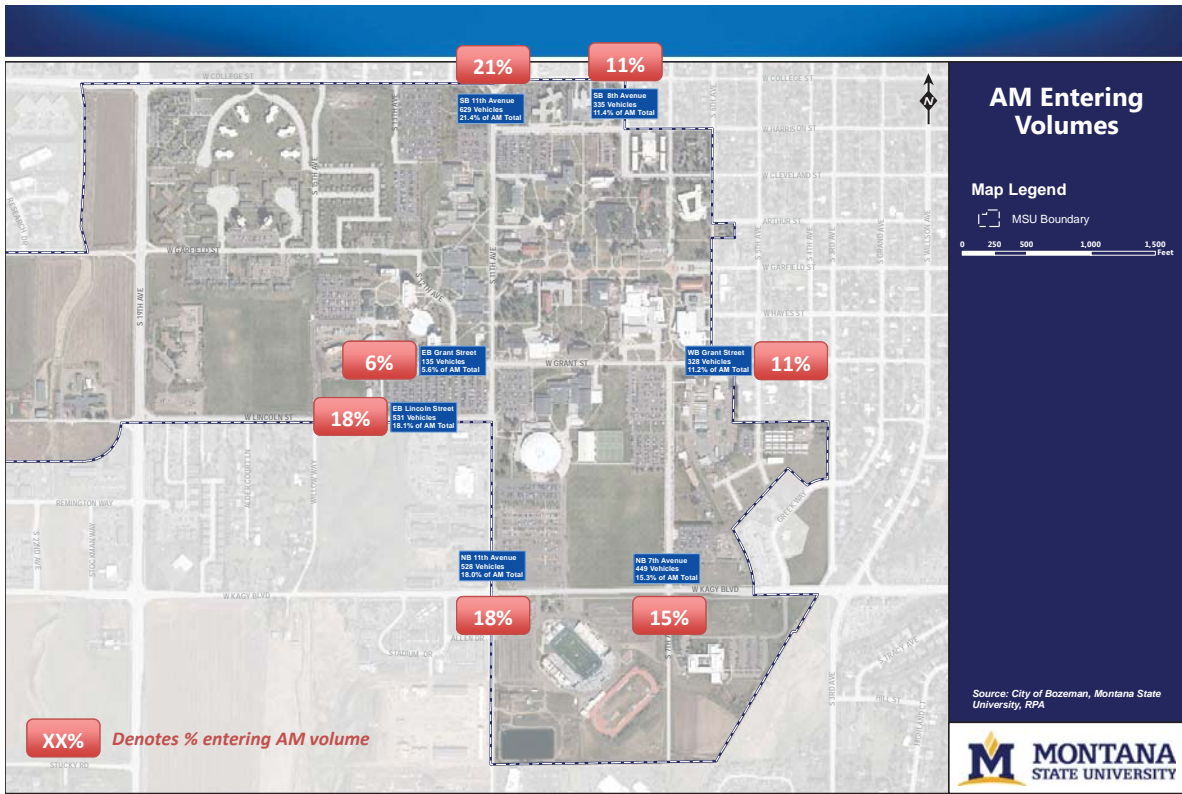


Mountains & Minds

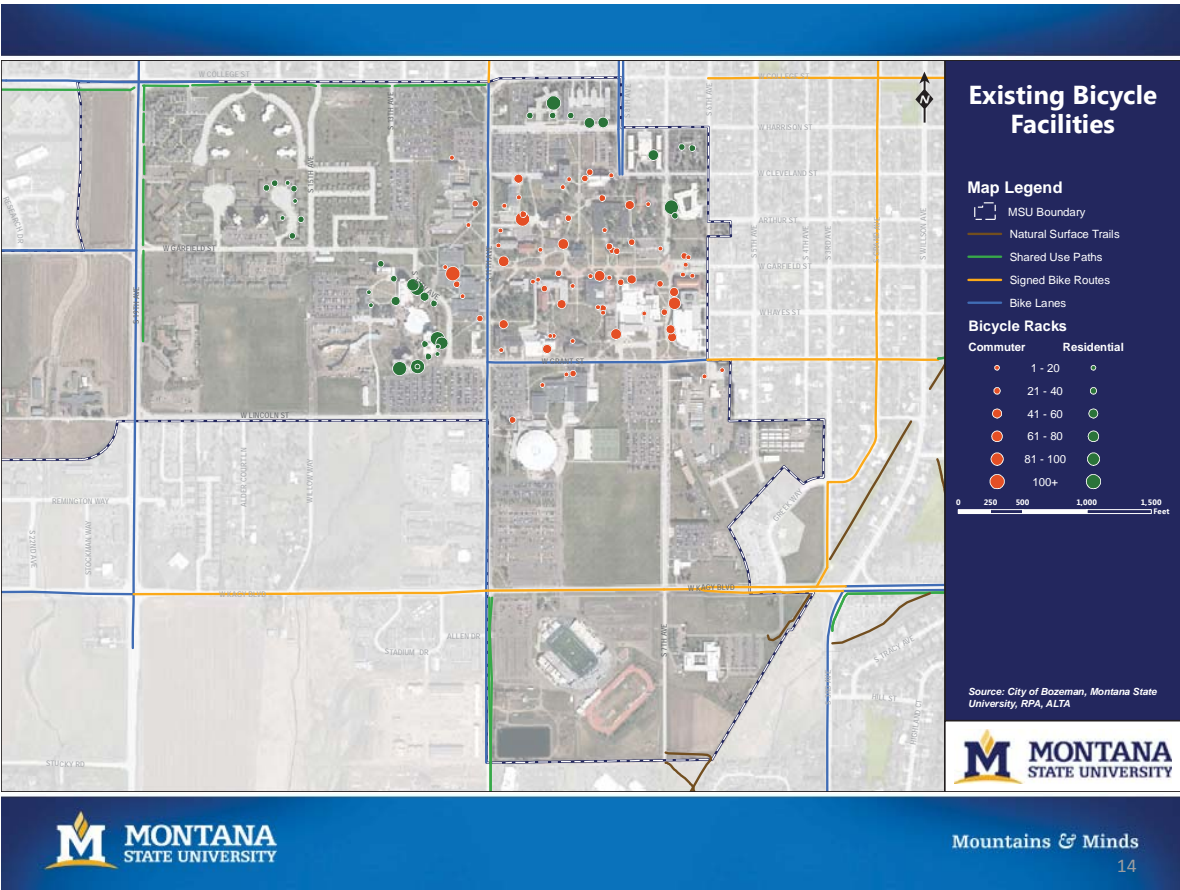
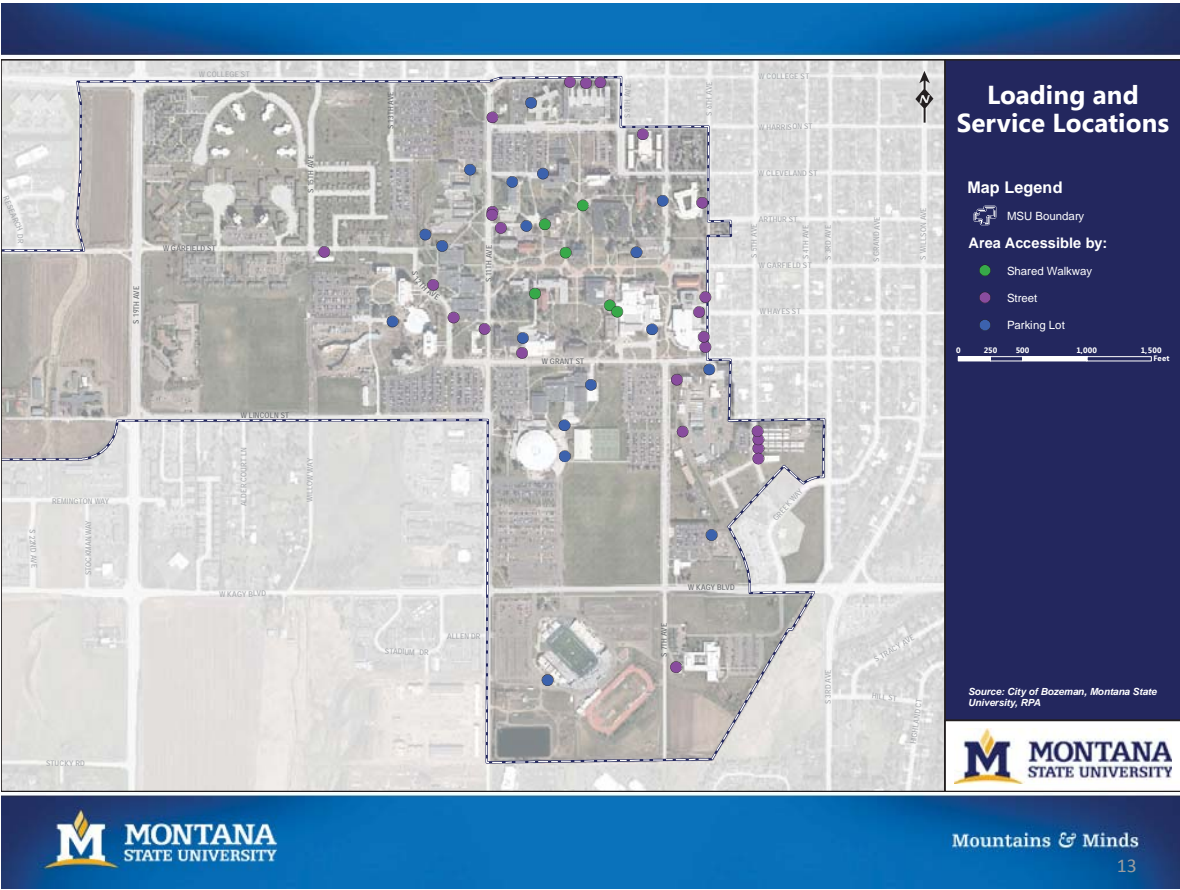


Mountains & Minds







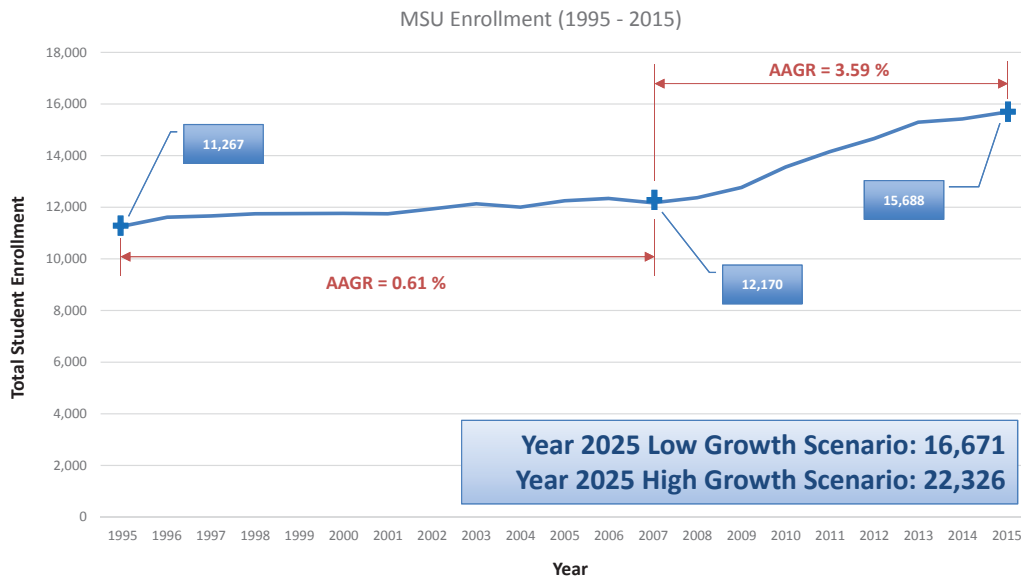




# FUTURE CONDITIONS



# Growth Potential



## Next Steps

- Establish future conditions
- Develop recommendations
- Develop implementation strategy
- Develop PTMP document
- Questions, concerns and/or comments:

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