

CALIFORNIA STATE UNIVERSITY, FRESNO
CAMPUS MASTER PLAN COORDINATING COMMITTEE

Minutes
March 8, 2006

Members:

Present: Cynthia Teniente-Matson, Robert Boyd, Kathy Johnson, Mark Aydelotte
Ganesan Srinivasan, Robin Tricoli, Bernard Vinovrski, Deborah Adishian-
Astone, Doug Hensler and Jennifer Reimer

Absent: Thomas Boeh, Kenneth Shipley, Michael Botwin

Guests: David Moll, Lupe Canales-Shrum, Paddy Tillett, Trent Thelen, Ross Ainsworth

The Campus Master Plan Coordinating Committee meeting was opened by Cynthia Teniente-Matson at 1:39 p.m.

The focus of the meeting was frame work issues relating to pedestrian circulation, building location and the main entry to campus.

1. Paddy Tillett of ZGF updated the progress of the master plan. The data collection process is almost complete and ZGF will have a draft of the master plan in April.
2. Trent Thelen briefly discussed the landscape master plan. He spoke of the universities need to develop goals for the landscape master plan and to establish a campus identity.
3. Ross Ainsworth gave a follow-up presentation on parking, circulation and access to campus.

Re-cap of campus parking:

7,900 total parking spaces with parking on the southeast quadrant of campus being the least used.

The steps for the parking portion of the project are; obtain the current parking inventory, determine the magnitude of current usage, identify future parking demand and locate potential sites for new and/or expanded parking facilities

Daytime Survey

5,400 used by students
2,100 used by faculty/staff
331 used by other

Evening Survey (47% of spaces are occupied)

2,400 used by students
1,300 used by faculty/staff

There was discussion of Barstow being the only road on campus used as a public thoroughfare. Paddy asked the ramifications of turning Barstow into a private road? Ganesan suggested cutting Barstow off at Woodrow. Ross feels this is an option, but it will put more pressure on Woodrow.

The impact of Bulldog Stadium:

Campus parking for a football game is 11,000 spaces. This was determined from aerial shots

taken at 4:30 p.m. during a game televised on ESPN. Also during this time there was no parking available in restaurant lots or in the neighborhood. Dave brought up the point that fewer people will attend football games if there are parking limitations. There has been discussion of providing shuttle service during these games to reduce the need for more parking.

The stadium has a seating capacity of 45,000 which generates a need for 12,500 vehicles to be parked. If the seating capacity increased to 65,000 the need for parking vehicles would increase to 18,000. Additionally 3,400 – 3,500 vehicles park on campus for students coming to class.

Ross spoke about locations for new and/or expended parking. Lots A, B and Q are potential locations for a parking structure. Bob pointed out the conflict of parking cars in lot Q during construction of a parking structure. Dave also spoke of the lack of use for a single crossing point with an over/under pass. Students will find the route that is most convenient for them so only about 1/3 will use it.

Suggestion to reduce the magnitude of parking impact:

- To enhance FAX and Clovis Transit service to campus there needs to be a transit center/station on campus. Transit service could enter on Barton and exit on Maple. Rose believes a location space for this center would be in the area of lots D & E.

A parking structure by the Savemart Center makes sense. There is access to freeway 168 and the future Campus Pointe.

Campus Access Portals: Where are the entries to campus?

- Barstow (east & west)
- Woodrow
- Maple
- Barton
- 2 secondary accesses off Chestnut

Consider looping the main entrance between Barton and Maple with Keats as the link.

Again, there was discussion concerning visitor parking and way finding. Parking on campus is complicated. New visitors are not familiar with campus and visitor signage isn't helpful. Way finding signage needs to improve and the parking system needs to be simplified.

There is a visitor parking area west of the alumni house, but visitors don't use it. Courtesy permits cannot be used there so visitors have to pay to park in that lot. The university does encourage those inviting visitors to campus to send them information about parking. Visitor parking should be visible from the main entrance onto campus.

Parking is also driven by campus activities. Lots J, A, Q, D, E and B relate well to campus activities.

Pedestrian/Bicycle Demand:

The idea is to quantify the campus interaction and design systems of walkways and paths which provide campus connectivity.

A large number of students are driven to campus and dropped off, which creates a significant amount of traffic during peak times.

The solar project in lot V could include a kiosk that would give information on events, parking, energy savings, etc. This lot will draw users because it will be covered and has Shaw frontage. One large parking structure is more cost effective than two smaller lots.

A “one stop shop” for visitors containing information on academics, athletics, events, etc. would be helpful.

Handouts: Minutes from the February 9, 2006 meeting.

Next month we will look at the landscape master plan and the condition of the buildings on campus.

The next meeting is scheduled for Wednesday April 5, 2006 from 1:30 p.m. – 3:30 p.m. in the Foundation Board Room

The meeting adjourned at 3:24 p.m.