

ATFAB Minutes 1.29.16

6:30pm - 7:30pm

Attendance:

Chair - Hanna Johnson

Agricultural Sciences - N/A

Business - Giovanni Chavez

Engineering - Michael Quinn

Health/Human Sciences - Remy

Altman

Liberal Arts - Emily Taylor (absent)

Natural Resources - Katja Hahn

Natural Sciences - Adam Wilson

CVMBBS - Zachary Vaishampayan

Undeclared - Kalyn B

Graduate - Kevin Waida

At Large #1 - Eddie Kendall

(absent)

At Large #2 - Rudy Chavez

Part one: Reviewing Remaining Projects

-2 million trips in 2016; in two years we doubled due to investment in infrastructure

Project #7 University Avenue

-Limits: Center Ave and South College

Upgrades existing facility to provide separation for bicyclists

Recommendation:

- in near term, stripe buffered bicycle lanes
- in long term, retrofit street w/ curb-level protected bike lanes with design to accommodate high-volume bicycle parking near dismount zone

-Construction cost estimate (near term) \$12,000

-Construction cost estimate (long term) \$1,501,000

Existing Conditions:

- standard bicycle lanes on a two-lane roadway
- wide roadway can encourage higher automobile travel speeds

Project #11: (west portion)

Limits: south shields street to newton's corner

Upgrades existing facility to provide separation for bicyclists

Recommendation:

- In near term, restripe street to construct a two-way protected bike lane on south side of street with flexible bollard separation from automobile traffic and remove legacy signage from when street was open to all traffic
- In long term:
 - Install mini circle at intersection with formal Braiden Drive separated bikeway to control bicycle traffic speeds through congested area
 - Retrofit street w/ curb-level protected bicycle

Construction cost estimate:

Near-term: \$57,000

Long-term: \$3,039,000

Existing Conditions:

- In open portion, standard bicycle lanes on two-lane roadway
- In closed portion, same markings as open portion left over from when street was open to automobiles
- Part of City of FC 2020 Low-Stress Bicycle Network

#12 Pitkin Street (east portion)

-Will be done

#14 South Drive

Limits: South Shields & Health Center Lot

Provides two-way bicycle facility to avoid ped and auto conflicts

Recommendation:

- Construct separated two-way bicycle facility on south side of roadway
- Separate two-way bike lane from travel lane w/ flexible delineators
- Remove parking on south side of South Drive to accommodate this facility

Construction Cost-Est.:

Near Term: \$38,000

Long Term: \$1,090,000

Existing Cond.

- Bicyclists currently ride against traffic on street or sidewalk today to access residence halls and dining facilities
- No westbound bicycle facility is present

#15 Southwest Campus Bikeways

Limits: West Pitkin St and West Lake Street; University Ave and West Lake Street

*May build a road here and this project is obsolete

#16 Pitkin-Shields Springfield Intersection

-Provides a comfortable and safe crossing of South Shields Street

Recommendation:

Construct 2-way side path segment on east side of South Shields Street between West Pitkin Street and Springfield Drive

- Reconstruct median on West Pitkin Street to accommodate 2-way separated bicycle facility on the south side of West Pitkin Street
- Construct two raised crosswalks on West Pitkin Street to provide traffic calming of turning motorists at the intersection with Shields Street and increased pedestrian and bicyclist visibility
- Install HAWK (High intensity Activated crossWALK) Signal at Shields Street and Springfield Drive in conjunction with new regulatory signage and advance stop line striping to alert motorists of the new pedestrian/bicyclist crossing
- Add median refuge island and new sidewalk ramps for crossing of South Shields Street on the north side of Springfield Drive

- Install curb extensions on southeast corner of West Pitkin Street and northwest corner of Springfield Drive to accommodate the transition from the 2-way separated bike facilities to the 2-way side path and HAWK signalized crossing of Shields Street at Springfield Drive

Construction Cost Estimate: \$310,000

#18 Oval Drive Crossings

Calms traffic speeds and highlights bicycle/pedestrian crossings

Recommendation

- Add raised crosswalks to slow vehicular movement and create awareness of bicycle and pedestrian crossings Construction Cost Estimate: \$37,000

Existing conditions

- East side of oval has difficult sightlines for northbound vehicles to see bicyclists
- Bicyclists were observed using the diagonal pathway across the Oval to access the Engineering building

#19 Plum Street & Meridian Ave Intersection

Calms traffic and provides a safer crossing for all road users

Recommendation

- Construct a raised intersection to create a flush crossing for bicycles and pedestrians and to slow vehicular movements
- Add mini traffic circle to deter diagonal movements through the intersection Construction

Cost Estimate: \$18,000

Existing conditions

- Bicycles and pedestrians currently cross intersection in many different routes, including diagonally.
- Intersection includes two streets and the terminus of a shared path

#20 Meldrum Street & Laurel Street Intersection

Enables safer movement through key campus access point

- City of FC owns this intersection

Recommendation

- In near-term, project part of Laurel Street design for City of Fort Collins • Halve cycle length
- Add two-stage crossing boxes and/or bicycle signals
- With implementation of protected bicycle lane on Laurel, add protected intersection

Construction Cost Estimate (near-term): \$18,000

Construction Cost Estimate (long-term): \$103,000

Existing conditions

- Bicycle access to and from the diagonal pathway is difficult and lead to unconventional movements.
- Northbound bicyclists observed crossing at various times during signal cycle
- Intersection treatment needed to prevent bicyclists from crossing intersection diagonally or facilitate this movement safely

#21 Lake Street and Center Avenue Intersection

Presents opportunity for gateway treatment at major bicycle access point

Recommendation

- If shared street is not implemented per recommendation for Lake Street, construct a raised intersection with gateway treatments to put all modes on equal footing and welcome visitors to campus

Construction Cost Estimate: \$310,000

Existing conditions

- Current operational challenges with high volumes of multiple modes at peak period
- Intersection is an all-way stop with the northern leg exclusive to pedestrians and bicycles
- Peak period congestion and with confusion about functionality of pathway to the north of the intersection

#22 Elizabeth Street + Shields Street; Parking Lot

Creates safe and comfortable crossing at major campus access point

*City of FC

Recommendation

- In near term, define pathway through parking lot for bicyclists with green painted bike lanes
- In long term, convert intersection to a protected intersection with implementation of Shields protected bike lanes

Construction Cost Estimate (near-term): \$43,000

Construction Cost Estimate (long-term): \$376,000

Existing conditions

- The three lanes for traffic exiting CSU from the Parking Lot 195 opposite Elizabeth Street are likely necessary only for peak event usage
- Conflicts between through bicyclists and right turning vehicles out of the parking lot
- Currently prioritizes auto movements

- Lack of defined space for bicyclists

#23 South Drive & Meridian Avenue Intersection

Creates more rational traffic patterns at a high-volume intersection

Recommendation

- In near term, manage the traffic with Ram Guards
- In long term, construct an intersection with mini traffic circle to direct traffic that accommodates new two-way bike facility on south side of South Drive

Construction Cost Estimate: \$207,000

Existing conditions

- Current traffic patterns can be chaotic at peak traffic times of day
- Bicycle movements through intersection are unpredictable due to wrong-way riding on the west leg of South Drive

#24 Center Avenue & Prospect Street Intersection

Eliminates potential conflicts for automobiles, bicyclists, and pedestrians

*has already happened!!

Motion to move ATFAB away from the ASCSU

-For: unanimous

Part 2: Transfort Negotiations:

ALL OF THESE ARE ROUGH ESTIMATES

Top 3 ranked and estimates

- The Horn extension
 - \$150,000
 - \$2.99 a student a semester
 - most likely bringing in another bus
- West Elizabeth Corridor
 - 3?
- Earlier morning/Later evening
 - \$20,000 a route for a few extra hours per route
 - \$200,000 for 10 routes
 - \$3.98 a student a semester

Part 3: Project Cost Estimates

Top 10 Projects:

- 1 East Drive & Amy V.D. Way
\$38,000
- 2 Plum Street and Meridian Int
\$18,000
- 3 Around the Horn Extension
\$
- 4 Bike Share
\$13,500
- 5 University Ave
\$1,001,000
- 6 Meridian Ave
\$
- 7 Pitkin-Shields Springfield Int
\$
- 8 Longboard Racks
\$
- 9 Bike Center
\$58,000
\$171,000 (recurring)
- 10 Pitkin St. (West Portion)
\$

All: \$5,655,000 for all these projects

*Bike Center

- Working with UUFAB?
- Project for next year
- We would pay for service
- UUFAB could pay for start up

Kevin: I propose we move to \$30 a semester (a \$11.20 increase)

Bike share	\$0.27
Horn:	\$3.00
Night:	\$4.00
Long B.:	\$0.20

\$7.47

\$230,000 for Trails \$4.58

What is your personal comfort level funding increase?

Rudy: \$7-17

Michael: \$12-30

KayIn: \$7-17

Giovanny: no more than \$15 increase

Kevin: \$12 increase

Zack: \$7-17

Remy: \$7-17

Adam: \$7-17

We want to show our credibility. But we want a sum of money to start saving or knocking out investments. This doesn't even account for grants.

Give them \$21.20 increase to make the fee an even \$40

Motion to make the fee increase of \$21.20 with a total fee of \$40 a semester
Unanimous for this motion

Hanna and Aaron will work on presentation.