

**Colorado State University  
Alternative Transportation Fee Advisory Board  
2018-2019 Project Proposal Form**



**Project Name/Location:** Hughes Way separated trail infrastructure - FM Priority #1

Estimated Initial Cost: \$1.9M Estimated Reoccurring Cost (if applicable): \_\_\_\_\_

Funding Request from ATFAB: \$200,000 Matching Funds (if applicable): \_\_\_\_\_

**Please Attach the Full Budget:** Include total cost, amount requested from ATFAB, breakdown of all expenses, funding from other sources, etc. Please be thorough and specific.

**Submitting Unit:**

Name: David Hansen Telephone: 970.567.0031  
Email Address: david.hansen@colostate.edu Department: Facilities Management  
College or Division: University Operations

**Approvals (Signatures):**

Department Head/ Director*:		Signature/ Date:	<u>1-17-19</u>
Dean/ VP:		Signature/ Date:	<u>1-17-19</u>
VPUO:		Signature/ Date:	<u>1/17/19</u>
Provost:		Signature/ Date:	<u>1/17/19</u>

\*Whoever oversees the areas affected by the proposed project. For example, if the proposal was to add covered bike parking near the LSC, you need to contact the Director/Department Head in charge of the LSC. Please contact ATFAB with any questions.

**Facilities Management Approval of Estimated Budget/Schedule**

Name: David Hansen Signature/Date:  1/16/19

**Fill out and return proposal documents via email to ATFAB\_CSU@colostate.edu and Aaron.Fodge@colostate.edu *Deadline – Friday January 18, 2019***

**If project involves infrastructure construction, CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline – Friday December 14, 2019  
Please email to David Hansen at David.Hansen@colostate.edu**

If accepted, you will be asked to give a 30-minute formal presentation to the ATFAB.

## **Estimated Project Budget for South Portion of Hughes Way including trail infrastructure**

Contractors Fees, Insurance, bonds, general conditions:	\$137,000.00
Design Costs & Construction Management	\$350,000.00
Construction Costs	\$1,116,000.00
Design & Construction Contingency	\$167,000.00
<b>Total Project Development Cost Estimate</b>	<b>\$1.9M Total*</b>

\*cost assumes a 2019 project, if not, assume 5% annual construction escalation to price

**Facilities Management Portion of \$1.9M is \$400,000.00 (see attached “Proposed Financial Split “graphic)  
Additional Facilities Management funding sources as match – Controlled maintenance funds**

**Additional partners for \$1.5M balance: Housing and Dining Services, Parking and Transportation Services**

### **1. Description of the project (limit to ½ page):**

During the Spring of 2019 Housing and Dining services will begin the redevelopment of Newsom and Aylesworth Halls into a new residential housing area called Meridian Village. Through the development planning process for the project, it has been determined that Hughes Way is going to be converted into a 2-way street with parking associated on each side of it. Making this modification changes the current configuration for bicyclists where today they ride in the street through a combination of sharrow and buffered cycle-track lane markings or on a 6’ wide sidewalk amongst pedestrians. With the new street and parking layout configuration it would make for a safer condition to move cyclists out of the street or shared sidewalk and onto their own infrastructure.

The existing student resident halls (Ingersoll, Edwards, Academic Village) along Hughes way house 1427 people. Meridian Village will bring a total of 1400 residents in its development footprint over the next 5 years. As a standard, Housing and Dining Services provides bike parking spaces for 80% of all residents. This percentage has provided sufficient parking for any resident that desires to have a bike on campus.

Recent cordon study counts showed that 1,307 bicycles and pedestrians crossed through the intersection at Meridian Avenue and Hughes Way during a prime, mid-day use interval. This number is an increase from previous obtained data with an increase to the south side of the intersection of 74% from 2013 to 2017 where this new infrastructure is being proposed. This in conjunction with the additional residents moving into Meridian Village lead one to believe these numbers will only increase. This proposed infrastructure will provide safer access for these resident cyclists to ride to the campus and the larger Fort Collins bike network.

A portion of the Hughes Way trail was constructed on the North side of Braiden Hall in 2013. During the planning of this project, there was always a vision to continue the trail to the west as future redevelopment was represented in the University masterplan. This new section of concrete trail would mimic the layout of separated trails that have been constructed elsewhere on the CSU campus. A 12’ wide 2-way bike path would be separated from a new 8’ wide concrete sidewalk for pedestrians by a 4’-6’ wide landscaped strip that will also provide for stormwater drainage and water quality measures.

### **2. Approximate schedule for the project (have you contacted Facilities for a bid and proposed schedule?)**

It is estimated that this project would take approximately 3-4 months to construct. If approved, the path construction could start in the early Summer of 2019. Yes, Facilities management project managers have been involved with the attached bid and proposed schedules.

**3. Please provide a discussion of how users will be supported (limit to ¼ page):**

Safety of users is paramount when developing new infrastructure. Given the number of potential residential users as outlined above, our proven separated infrastructure is proposed as the best way to serve the community. As seen elsewhere on campus, our separated trail infrastructure has created a much safer environment for all users. Separated trails create clear delineation where different modes need to be and considers the varying speeds that occur. Proposed in the design are our standard trail symbols and signage that users have become familiar with elsewhere on campus. Today, site lighting levels do not meet our campus standard along Hughes Way. New LED technology, as well as appropriate lighting levels will be implemented benefiting users of the infrastructure. This trail will provide direct, safe, and convenient access to the core of campus and eventually a smoother transition to a revitalized Meridan Avenue based on future planning initiatives.

**4. Please describe the benefits to students in accordance with ATFAB By-Laws (see Article VII, Funding Rules). Website: <https://atfab.colostate.edu/atfab-bylaws/>**

One of the main motivations to develop this section of trail is based on safety concerns. Hughes Way will function as a 2 way street with parking on either side of it. Vehicles backing out of parking spaces into lanes where bikes could be riding is not an ideal situation. Likewise we do not want cyclists and longboards continuing to use the existing 6' sidewalk amongst pedestrians as often happens today. As we have demonstrated elsewhere on campus, developing separated infrastructure has made users feel safer and has potentially minimized accidents by clearly defining where different modes should be, based on their relative speed. Greater than 50% of the on-campus student residents will live along this section of separated infrastructure. Presuming their mode of choice is to walk or bike this trail may ultimately be their corridor to access campus.

**5. Please Provide any evidence that there is student support for the following proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU Resolutions, College Council approvals, etc.) It is highly recommended that proposals reach out to students; the level of student support for your proposal will likely affect the board's decision to fund it.**

As part of the input period for the bicycle masterplan document, the consultant team hosted events on the LSC plaza to obtain input from the campus community. As shown on page 11, Appendix B of the plan, one of the student's top suggested priorities for infrastructure was a "Separated path on South Drive" (renamed to Hughes Way).

ASCSU has student representation on both the University Masterplan Committee as well as the Physical Development Committee. This project was presented and approved by each of these committees in recent months.

**6. Is your project mentioned in any of the Master Plan documents? Has the Campus Bicycle Advisory Committee discussed this project? It is recommended that you consult CBAC or the Master Plan Committee for letters of support and advice regarding your proposal. Please attach any documents if applicable.**

As mentioned in question #5 above, the 2014 Campus bike master plan recommends that Hughes Way (South Drive) be reconfigured to have a separated pathway constructed with the intent of reducing, bicycle, vehicular and pedestrian conflicts.

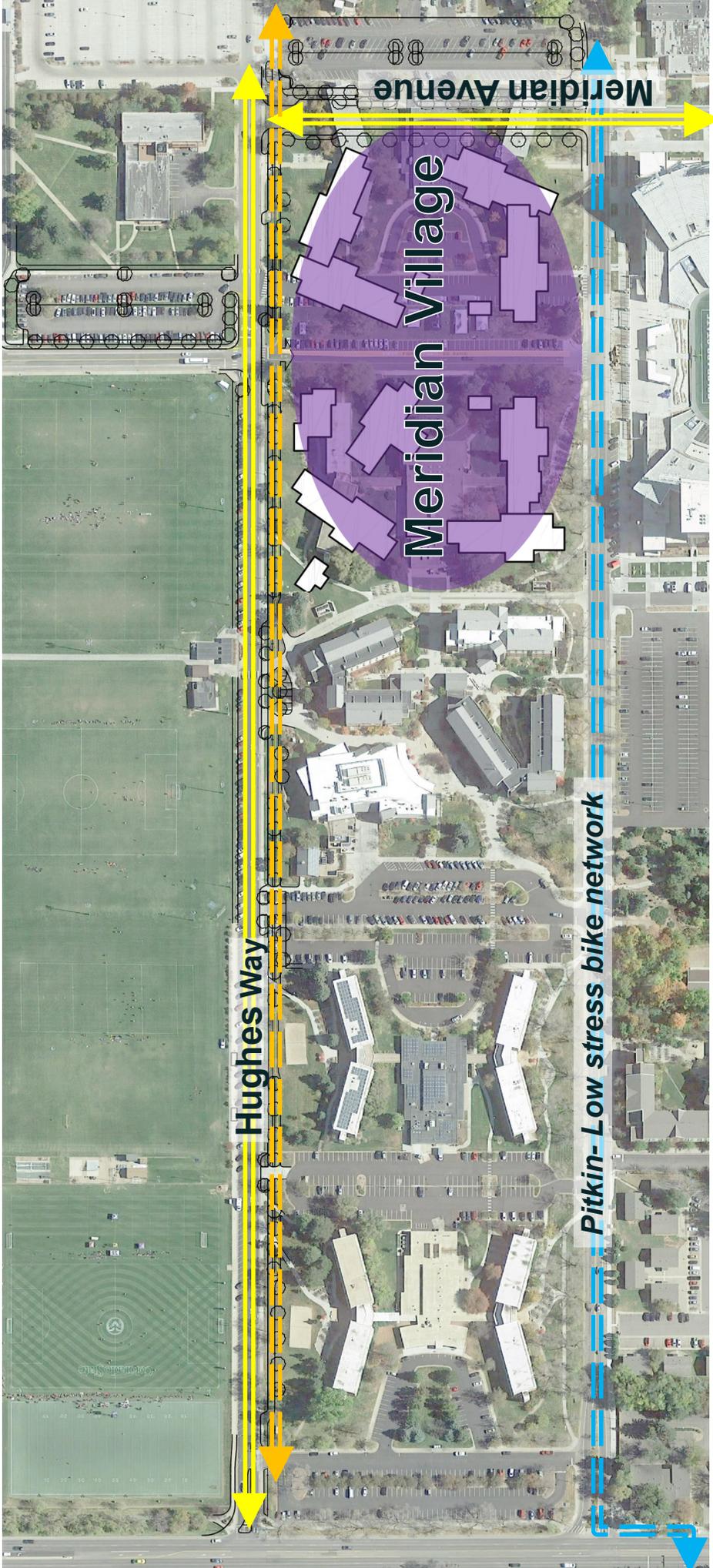
Most recently this project was approved by both the University Masterplan Committee as well as the University Physical Development Committee.

The campus bicycle advisory committee was consulted for input on the bicycle masterplan by the consultant team on multiple occasions throughout the process of developing the document.

The University bicycle masterplan has also been presented to the University Masterplan Committee and was adopted as a subset to the overall campus masterplan by the committee.

**7. Please Provide any additional information below.**

Please see attached graphics



**Hughes Way**

**Meridian Avenue**

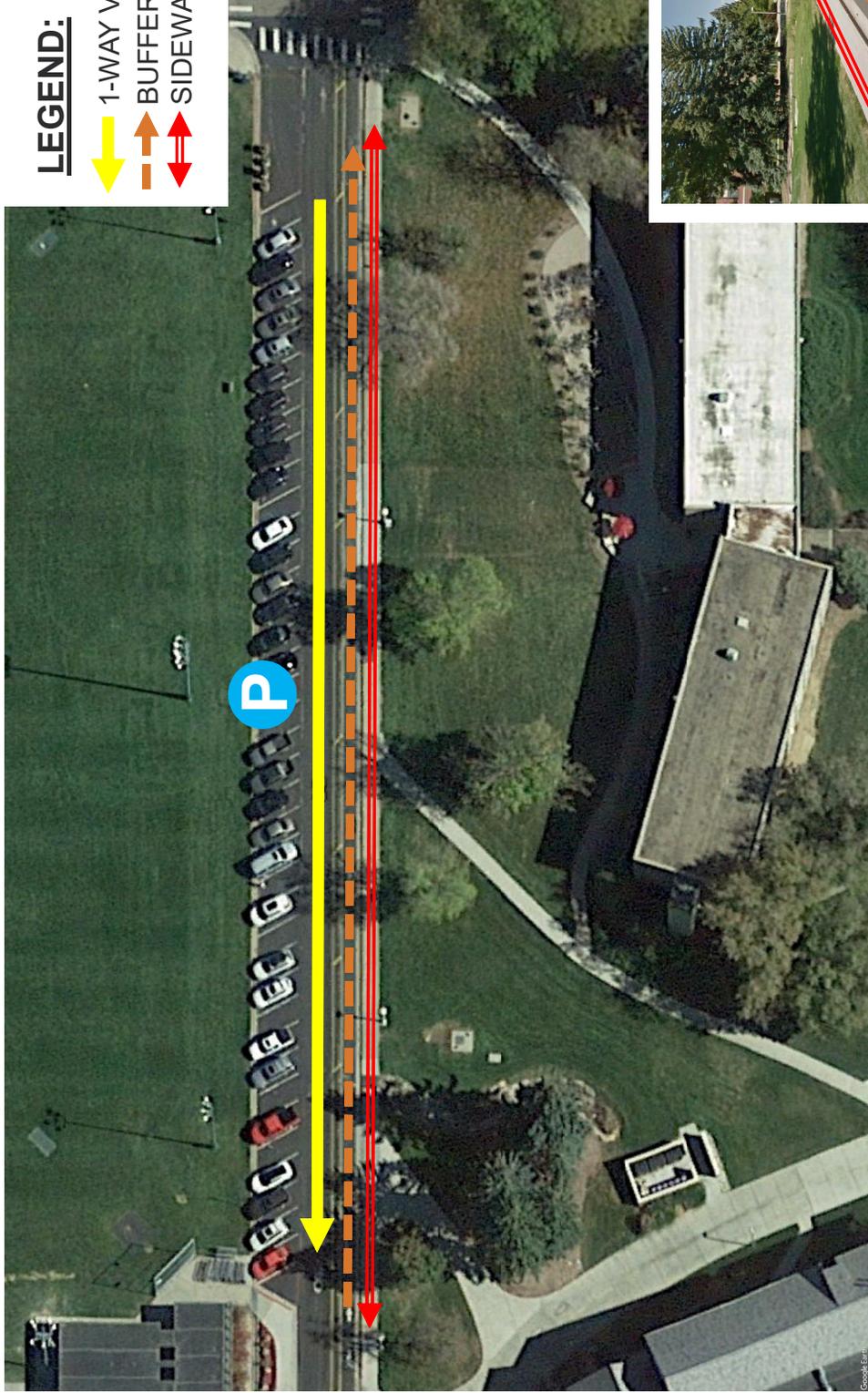
**Meridian Village**

**Pitkin - Low stress bike network**

**LEGEND:**

-  2-WAY VEHICULAR TRAVEL LANES
-  SEPARATED BIKE/ PED TRAIL

Meridian Village Planning Diagram

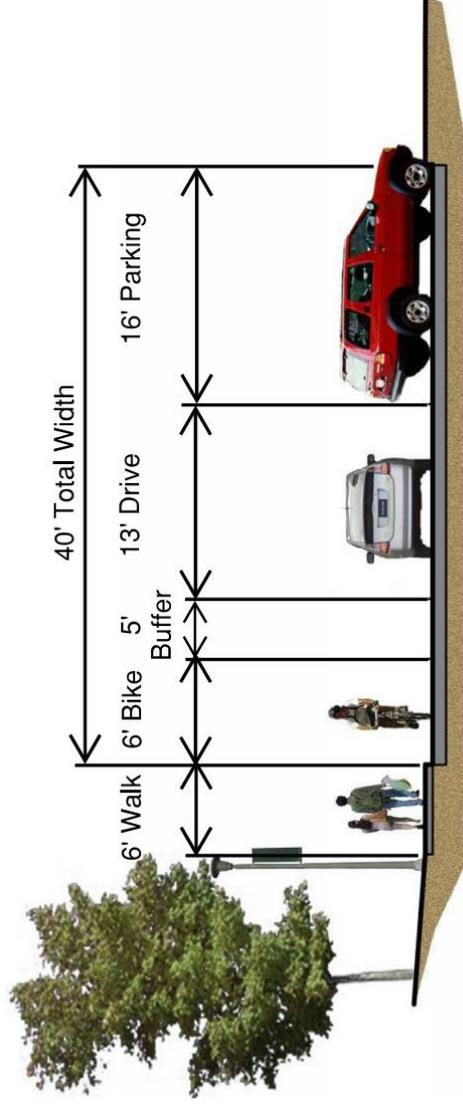


**LEGEND:**

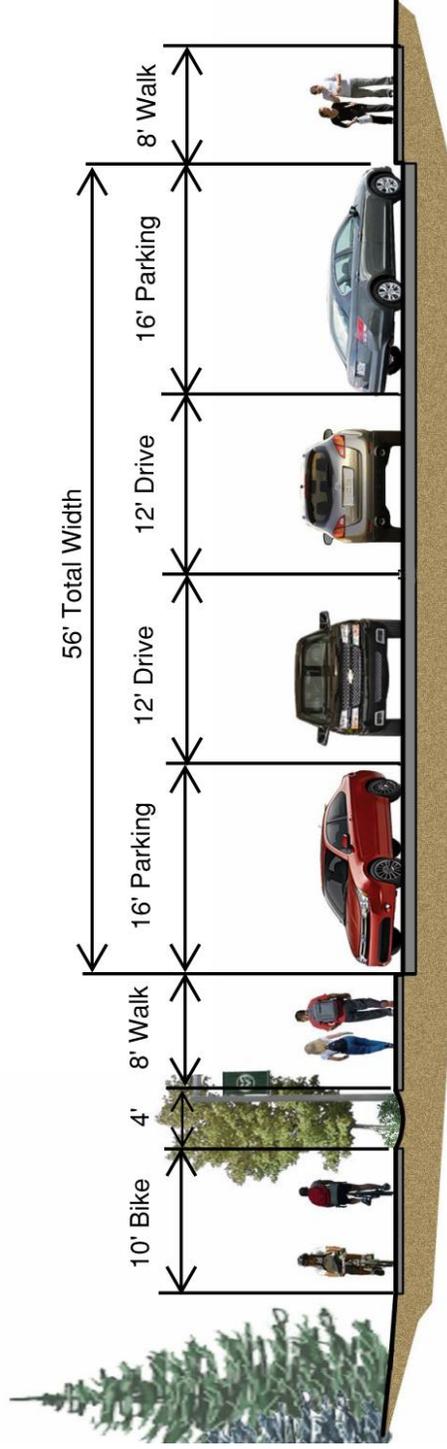
-  1-WAY VEHICULAR + SHARROW
-  BUFFERED CONTRA-FLOW CYCLE TRACK
-  SIDEWALK (OFTEN SHARED)



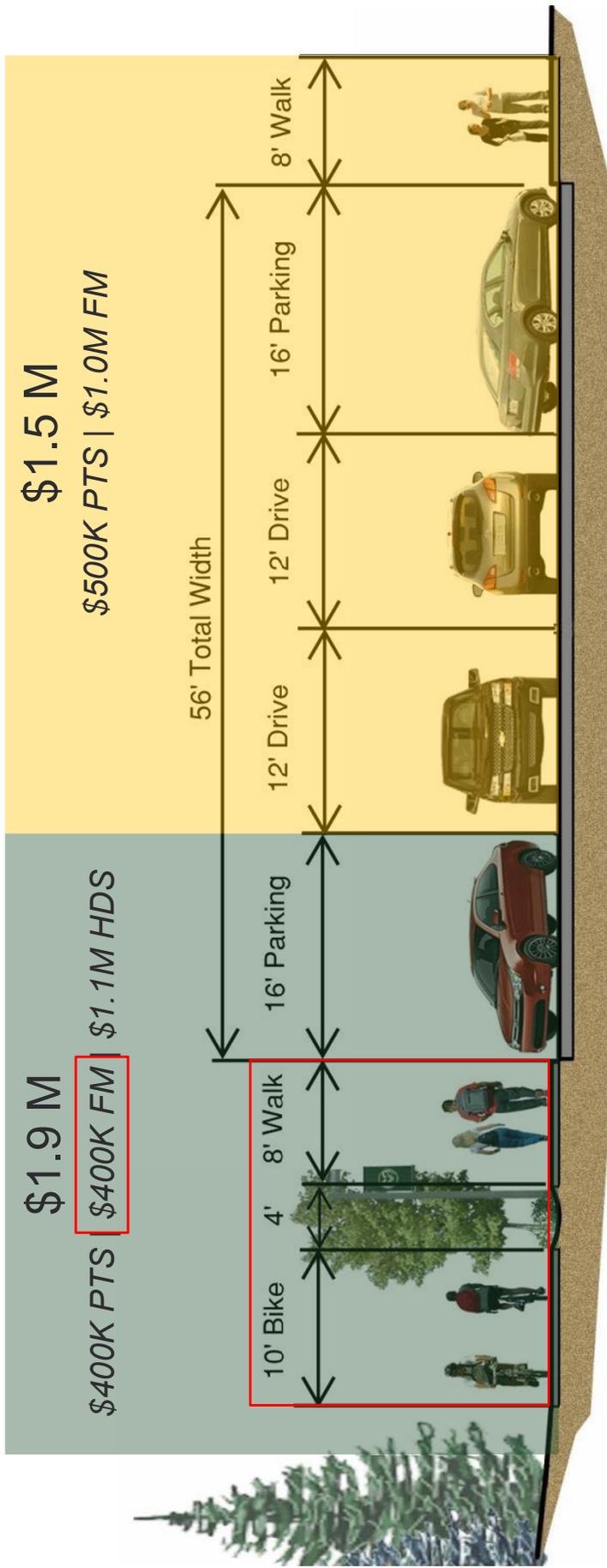
Hughes Way – Existing Condition



Hughes Way - Existing Condition (Westbound Only)



Hughes Way - Proposed Layout (2-Way Traffic)



**PROPOSED FINANCIAL SPLIT**

PTS: \$900K  
 HDS: \$1.1M  
 FM: \$1.4M

**Total Estimated Cost : \$3.4M**