



Colorado State University
Alternative Transportation Fee Advisory Board
2019-2020 Project Proposal Form



Project Name/Location: Amy Van Dyken Way Contraflow bike lane

Estimated Initial Cost: __\$35,000__ Estimated Recurring Cost (if applicable): _____

Funding Request from ATFAB: __\$35,000__ 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):

Provost/VP: __Lynn Johnson__ Signature/Date:  1/21/20

Department Head/Director *

Name: __Tom Satterly__ Signature/Date:  1-17-20

*Whomever 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:  1/17/2020

Fill out and return proposal documents via email to ATFAB_CSU@colostate.edu and Aaron.Fodge@colostate.edu Deadline – Tuesday January 21, 2020

If project involves infrastructure construction, CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline – Tuesday December 17, 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 Amy Van Dyken Way contraflow bike lane

| | |
|---|---------------------------|
| Contractors Fees, Insurance, bonds, general conditions: | \$3,000.00 |
| Design Costs & Construction Management | \$5,000.00 |
| Construction Costs | \$23,000.00 |
| <u>Design & Construction Contingency</u> | <u>\$4,000.00</u> |
| Total Project Development Cost Estimate | \$35,000.00 Total* |

*cost assumes a 2020 project, if not, assume 5% annual construction escalation to price

Additional partners in this project:

- **Central Administration /State of Colorado – waterline replacement and repaving project in Amy Van Dyken Way**

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

During the Spring of 2020 Amy Van Dyken Way will be closed for a major waterline replacement project. The street will be entirely removed and replaced within the scope of work. In the current project budget, the street striping would be replaced in-kind to match what is on the street today.

The bicycle masterplan identifies this street section to ultimately be improved with a contraflow bike-lane to accommodate a legal bicycle movement north to the Oval. Today, riders often illegally make this movement, riding the wrong way, head-on into southbound vehicular traffic.

This project would provide a buffered and protected contraflow bikelane on the west side of Amy Van Dyken Way to allow cyclists to legally ride north in a safer bikelane away from moving vehicle traffic. Pedestrian crossing points along the lane would be identified with signage notifying users to use caution when crossing modes. Vehicular parking along the street would be maintained, but would be pulled away from the curb to allow for this bike infrastructure.

As per Facilities Management’s additional submittal of the Monfort Quad crossing trail, this proposed improvement would directly align with additional infrastructure improvements to the south. Ultimately, this improvement directs users to the Oval where they can then proceed West toward the Engineering Building, or East around the oval.

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 2 weeks to construct. If approved, the path construction could start in mid-Summer of 2020. Prior to construction, an engineered drawing package would need to be developed in coordination with the Amy Van Dyken waterline replacement project. This could happen in the Spring of 2020. Yes, Facilities management project managers have been involved with the attached bid and proposed schedules. Due to this schedule, and the availability of ATFAB funds, the project would need to be “bridge funded” and reimbursed once fees were collected and distributed. Facilities Management and Central Administration has provided this funding in the past to align projects with current construction 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 safety concern of users mentioned previously, the proposed infrastructure has been identified as the best way to serve the

campus community. As seen elsewhere on campus, contraflow buffered bike lanes have provided a safe and legal means for cyclists to navigate the campus on streets with low vehicular traffic volumes and speeds. Proposed in the design are CSU and regulatory standard bike lane symbols and signage that users have become familiar with elsewhere on campus. This contraflow lane will provide safe, legal, and convenient access around the dismount zone of the academic core of campus.

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 contraflow lane is based on safety concerns of cyclists who ride illegally on a daily basis in this block of street. This illegal movement creates a situation that CSUPD then needs to patrol. If this improvement were made, CSUPD can expend resources elsewhere to better serve the campus. With intent, previously constructed infrastructure to the south as well as forthcoming infrastructure, will lead users to this segment of street as a means of bypassing the dismount zone in the academic campus core. As we have demonstrated elsewhere on campus, developing separated infrastructure has made users feel safer and has potentially minimized accidents by clearly defining where users should be riding. Because of these planning efforts and the access that will be provided, we believe this segment of infrastructure will see an increase in ridership in the coming years.

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 as well as an online wiki-map 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 "Contraflow improvement on East and West Drives" (renamed to Amy Van Dyken Way).

ASCSU has student representation on the Physical Development Committee and the Campus Bicycle Advisory committee. This project was reviewed and approved by both of these committees in recent months as well as by CSUPD.

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 Amy Van Dyken Way be reconfigured to have a contraflow bike lane constructed with the intent of reducing, bicycle and vehicular conflicts.

Most recently this specific project was reviewed and approved by both the University Physical Development Committee and the Campus Bicycle Advisory 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.

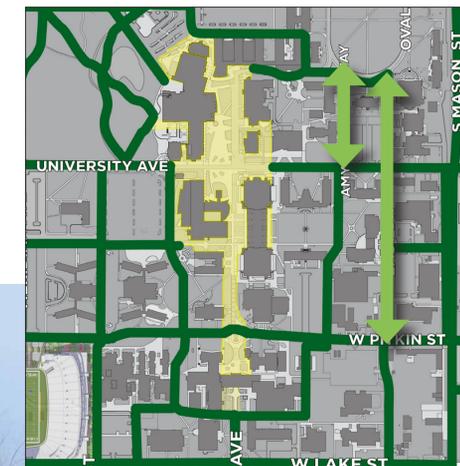
7. Please Provide any additional information below.

Please see attached graphics

3. East Drive + Amy Van Dyken Way

Limits: Oval Drive and University Avenue, Oval Drive and West Pitkin Street

Enables two-way bicycle traffic on one-way streets



RECOMMENDATION

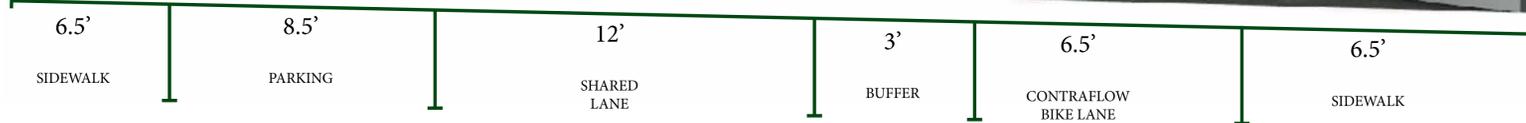
- Convert existing bike lane into a buffered contraflow bike lane
- Add shared lane markings to travel lane spaced 100' apart

Construction Cost Estimate: \$38,000



EXISTING CONDITIONS

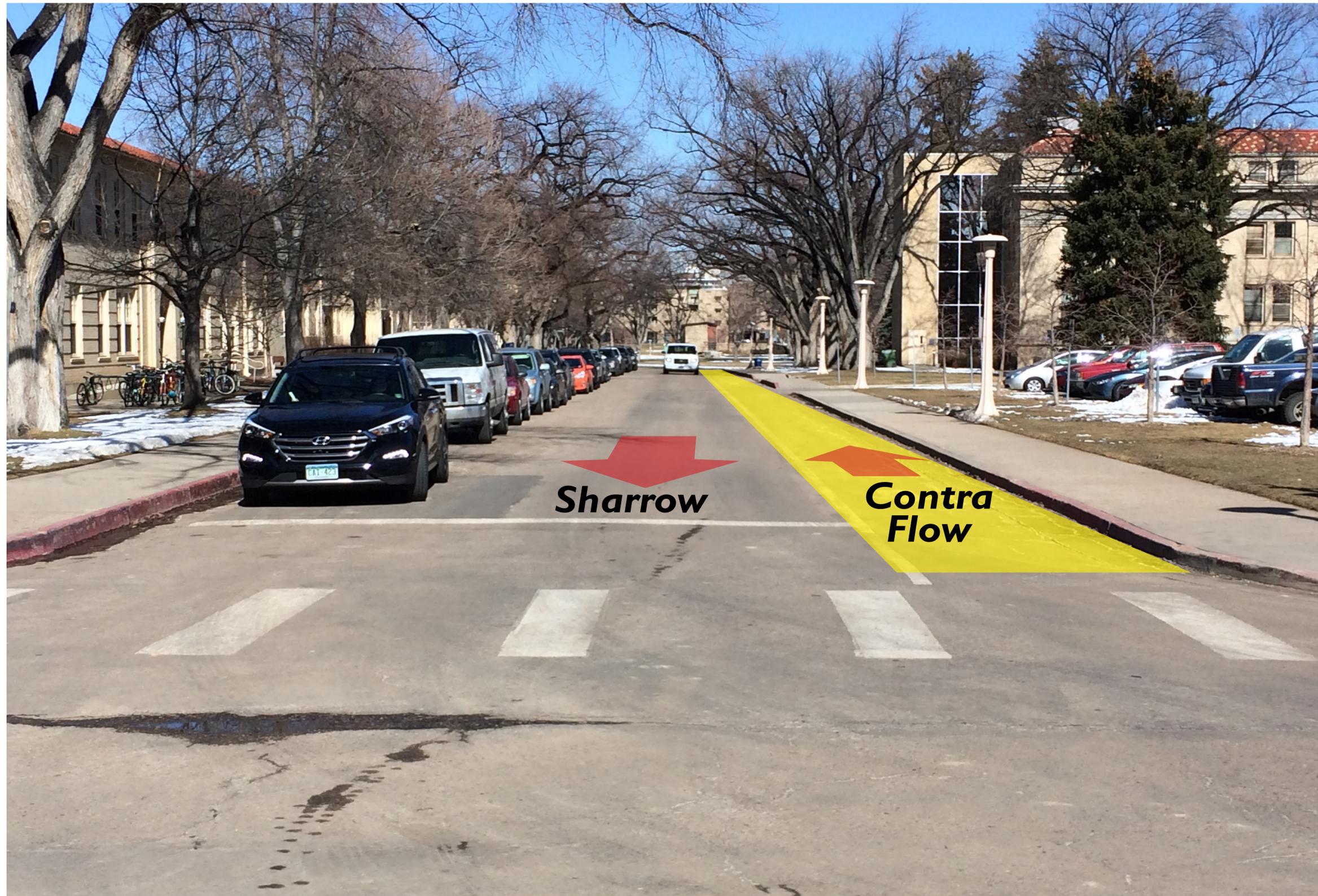
- One-way streets result in wrong-way riding
- Left-side bicycle lanes creates unexpected conflicts with motor vehicles at intersections with Oval Drive



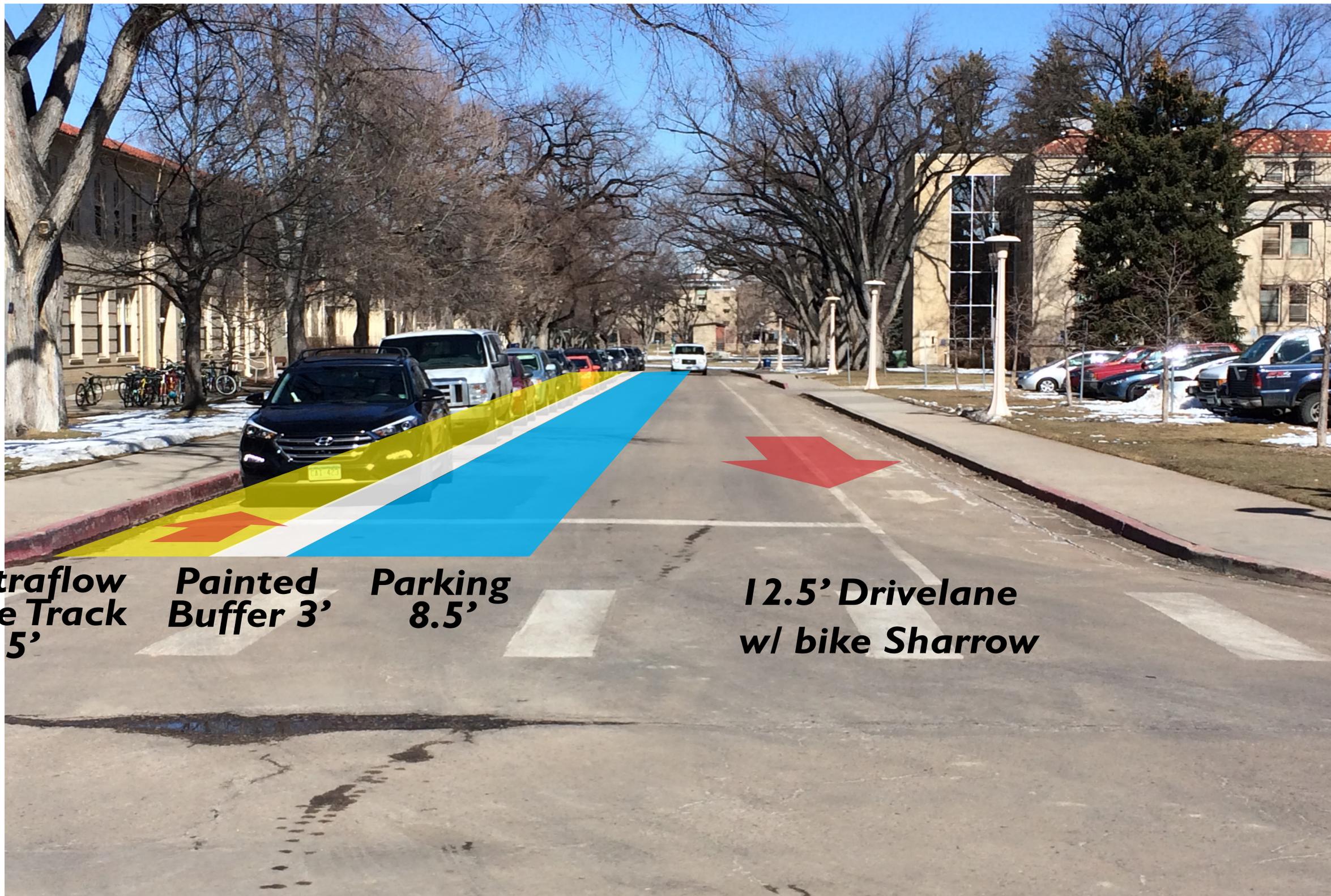
Supplemental Masterplan graphic

November 2014 | Colorado State University Bicycle Master Plan | Appendices





View Looking North at University Avenue and Amy VanDyken



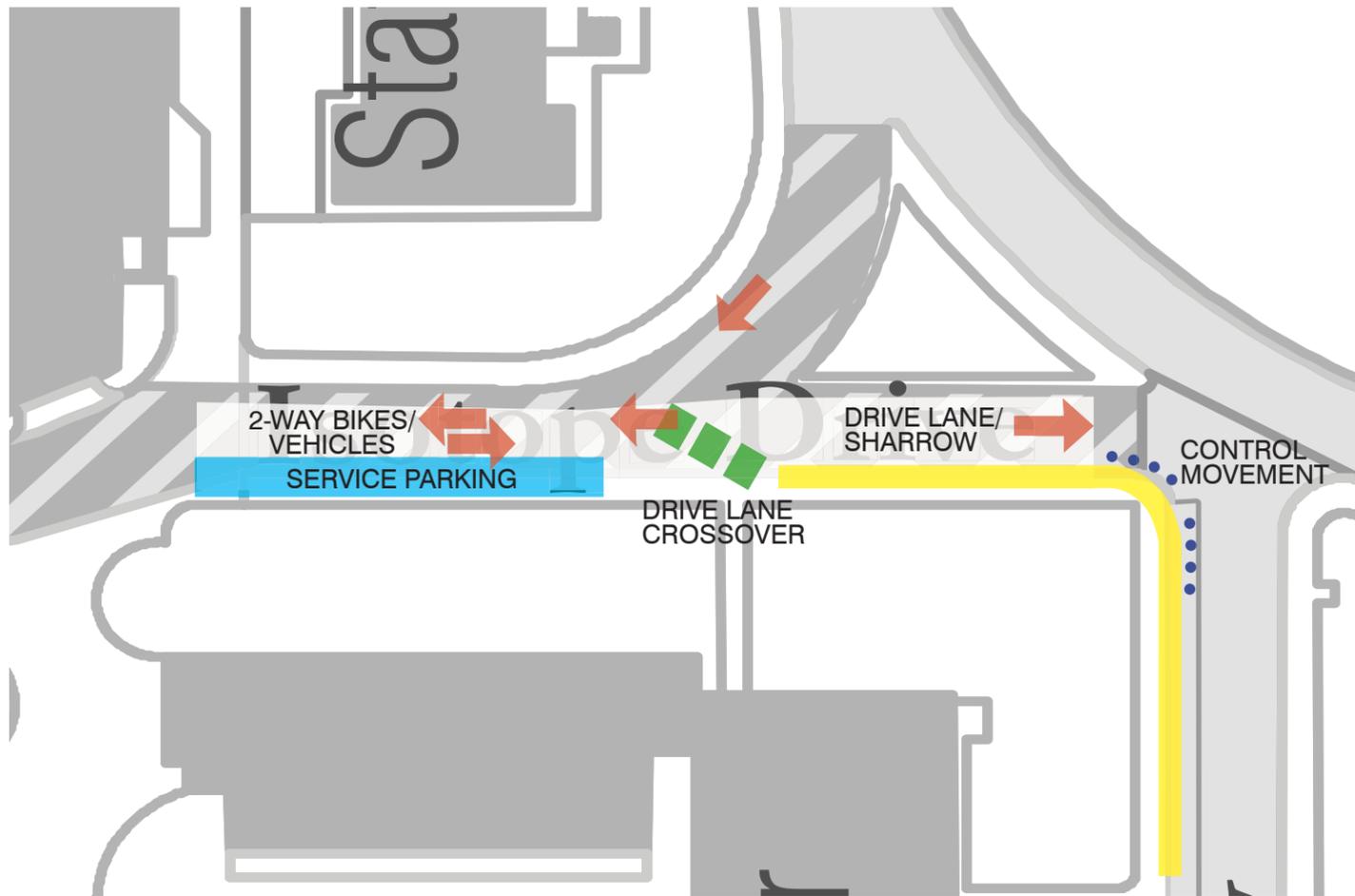
**Contraflow
Cycle Track
5'**

**Painted
Buffer 3'**

**Parking
8.5'**

**12.5' Drivelane
w/ bike Sharrow**

View Looking North at University Avenue and Amy VanDyken



Isotope and Amy VanDyken at the Oval

