



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



Project Name/Location: _ Monfort Quad crossing trail

Estimated Initial Cost: __\$195,000__ Estimated Recurring Cost (if applicable): _____

Funding Request from ATFAB: ____\$195,000__ 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: [Signature] 1/21/20

Department Head/Director *

Name: __Tom Satterly__ Signature/Date: [Signature] 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: [Signature] 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 Monfort Quad crossing trail

Contractors Fees, Insurance, bonds, general conditions:	\$17,000.00
Design Costs & Construction Management	\$34,000.00
Construction Costs	\$120,000.00
<u>Design & Construction Contingency</u>	<u>\$24,000.00</u>
Total Project Development Cost Estimate	\$195,000.00 Total*

*cost assumes a 2021 project, if not, assume 5% annual construction escalation to price

Additional partners in this project:

- **Central Administration/ Facilities Management – electrical ductbank upgrade needed under this infrastructure in 2021**
- **State of Colorado – funding of Shepardson renovation and construction of 150’ of firelane.**

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

During the Spring of 2020 a substantial renovation to the Shepardson Building will begin. Included in the scope of construction for this building is the implementation of a 16’ wide firelane on the West side of the building. This firelane would also serve as an improved trail accessing the north side of Monfort Quad. Current site design of the building also shows the installation of a large bike parking area along the firelane with direct access to the new building entry.

In previous building improvements, a bikeway was constructed leading to the south side of Monfort Quad through the Animal Science parking lot. This phase of work was done with the intent of eventually being able to connect a separated use trail across Monfort Quad and potentially sequencing it with the Shepardson Building project.

As identified in the Bike Masterplan, this North South connection creates an eastern side to a loop that would allow users to bypass the dismount zone to traverse campus. This connection is also desired by Poudre Fire Authority to provide additional access to the buildings on the Eastern end of Monfort Quad.

Specifically, this project would include a 16’ wide section of new concrete positioned to the east of the existing North-South sidewalk that crosses the quad. The existing sidewalk is too narrow to safely accommodate the movement of bikes and pedestrians across the quad on the same piece of infrastructure and does not provide the fire access required by PFA. Implementing this segment of trail would allow for the separation of bike and pedestrians onto their own infrastructure making it safer for all users.

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 2-3 months to construct. If approved, the path construction could start in the late Spring or Early Summer of 2021. Prior to construction, an Engineering consultant would need to be contracted to develop construction documents in coordination with the Shepardson Renovation project. This could happen in the Fall of 2020. 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 safety concern of users mentioned previously, our proven separated infrastructure is proposed as the best way to serve the community. As seen elsewhere on campus, 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. This trail will provide direct, safe, and convenient across the academic campus and eventually a smoother transition to a revitalized University Avenue and proposed contraflow bikelane on Amy Van Dyken way based on additional 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 segment of trail is based on safety concerns of combined users on the existing narrow sidewalk. With intent, previously constructed infrastructure to the south leads users to this quad crossing 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 different modes should be, based on their relative speed. The addition of general assignment classrooms in the Shepardson project will also generate additional trips to this building by students. Based on this expansion, it would be safe to presume that more users may want to access the building via this infrastructure in the future.

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 3, Appendix B of the plan, a “need for eastern N-S route parallel to the dismount zone” was identified, (represented in the masterplan as the crossing of Monfort Quad).

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 Monfort Quad be reconfigured to have a widened pathway constructed with the intent of reducing, bicycle and pedestrian conflicts.

Most recently this specific 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

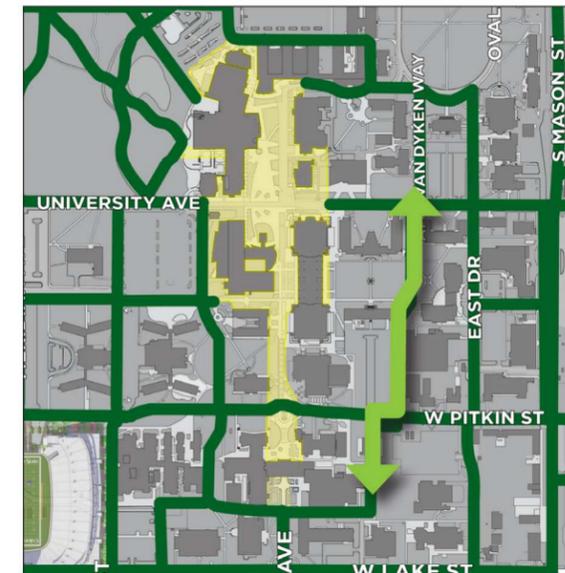


Trail Alignment Begins

1. North-South Pathway

Limits: University Ave and Anatomy and Zoology Building

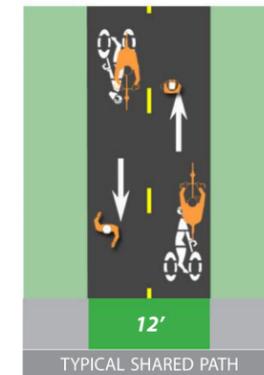
Creates a key north-south connection through the center of campus



RECOMMENDATION

- Construct new 12' shared path through open spaces between buildings east of the Dismount Zone
- Centerline and pavement markings to reduce conflicts

Construction Cost Estimate: \$240,000



EXISTING CONDITIONS

- No parallel route east of dismount zone for north-south movement
- Series of 6' sidewalks between buildings that are too narrow for bicycle and pedestrian traffic.
- No existing route south of Pitkin Street without using parking lots





Site Plan





View Looking Northeast at Animal Science



View Looking North at Monfort Quad



Supplemental Masterplan graphic

January 2020
**North-South Bikeway Network
Concept Rendering in Monfort Quad**



Colorado State University

FACILITIES MANAGEMENT

AT COLORADO STATE UNIVERSITY



View Looking North at Plant Science
(Fire Lane included in Shepardson Building Renovation)



View Looking North at Shepardson
(Fire Lane included in Shepardson Building Renovation)