



Colorado State University
Alternative Transportation Fee Advisory Board
2021-2022 Project Proposal Form



Project Name/Location: _____ **Statistics/ Physics Alley Access Improvements** _____

Estimated Initial Cost: _____ \$44,374.00 _____ **Estimated Recurring Cost (if applicable):** _____

Funding Request from ATFAB: _____ \$44,374.00 _____ **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:** _____ **Jan 18, 2022**

Department Head/Director *

Name: _____ **Thomas Satterly** _____ **Signature/Date:** _____ **Jan 18, 2022**

*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: _____ **Signature/Date:** _____ **01/07/2022**

Fill out and return proposal documents via email to ATFAB_CSU@colostate.edu and Aaron.Fodge@colostate.edu *Deadline for final submissions – Friday January 21st, 2022*

If project involves infrastructure construction, CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline – Friday December 10th, 2021 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.

As an attached document, please answer the following questions:

- 1. Description of the project (limit to ½ page):** Today cyclists are often found illegally riding the wrong way, head-on into vehicular traffic on the west side of the oval. Not only is this illegal but is clearly an unsafe condition. These cyclists are frequently trying to access facilities like Rockwell Hall, the north side of the LSC, or student housing along Plum Street. In hopes of giving cyclists a legal and safe path to get to these destinations, the project entails converting the alleyway between Statistics and the Physics wing of the Engineering building from a dismount zone into a shared use corridor. The existing walkway would be separated into a pedestrian lane and a two-way bike path. The use of reflective delineators, bollards, railings, striping and signage all commonly used on campus would be implemented into the project for consistent clarity to all users. Building occupants who exit out into the corridor are also protected with barrier railings and a designated crosswalk to provide clear site visibility and more predictable movements by pedestrians.

- 2. Approximate timeline for the project (have you contacted Facilities for a bid and proposed schedule, if applicable?):** Facilities management is proposing this project and is directly involved with the proposed costs. It is estimated that the project would take 1 month to implement upon receipt of funds. The ideal time to construct this would be during the Summer of 2023 when less people are on campus needing to utilize the corridor.

- 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 campus community. Universal access is an additional key parameter for users and all means of mobility must be considered. 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. These signs and symbols will also meet MUTCD standards that are recognized nationally.

- 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 corridor is based on safety concerns. On the surface a dismount zone may seem safer but it is actually difficult for CSUPD to enforce with limited staff and is frequently ignored by users. By providing clearly delineated, mode specific travel paths and installing appropriate infrastructure, it is believed that speed can be controlled in a safe manner without having to continue enforcing a dismount zone. Students are the frequent user of this corridor as they are trying to access academic classrooms both east and west of this location. Providing safe and legal access for this desired movement is a key factor in this design solution. 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.

- 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.**

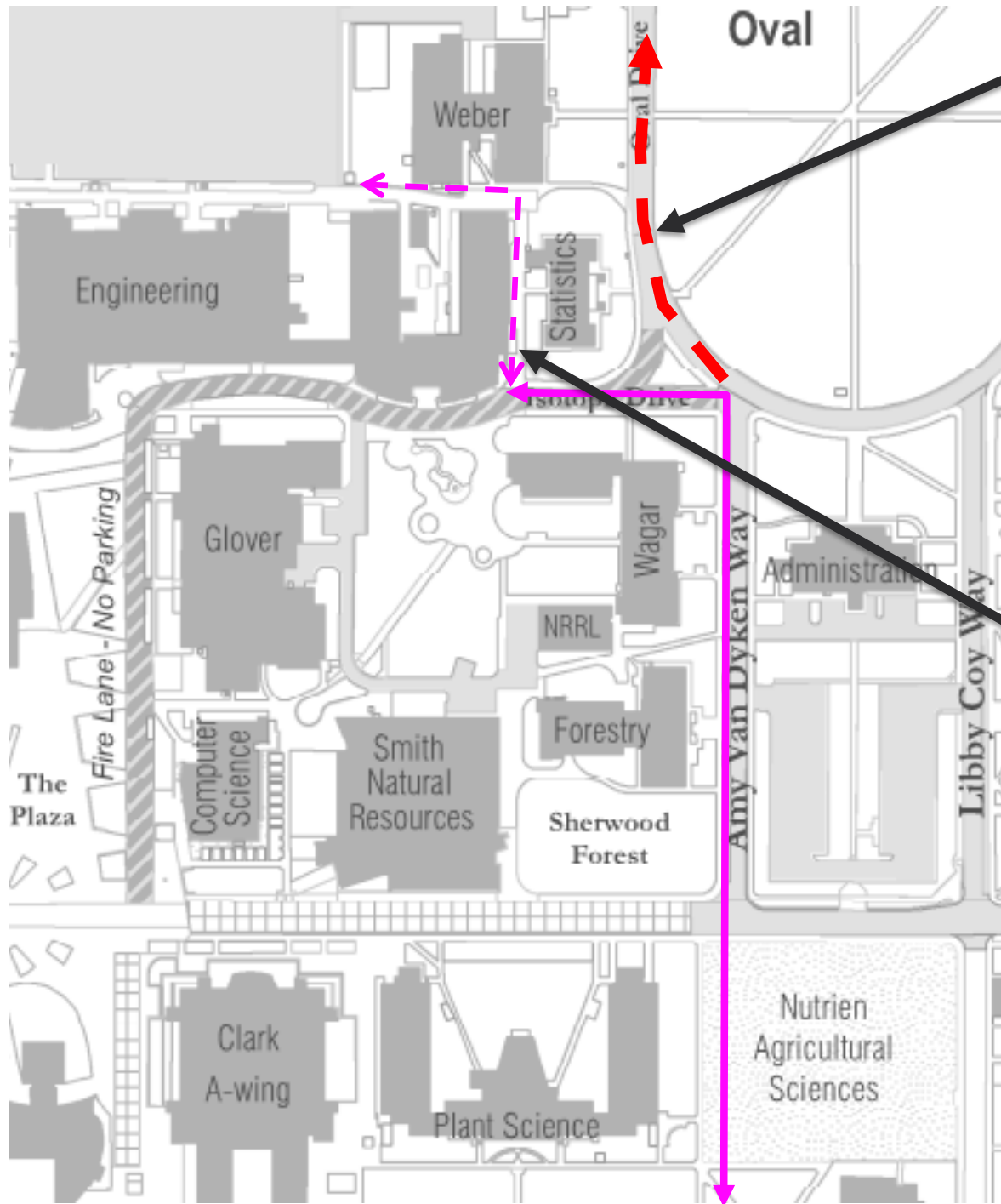
ASCSU has student representation on the Physical Development Committee, the President's Safety Task Force, and the Campus Bicycle Advisory Committee which have all evaluated and supported this corridor modification.

- 6. Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committees discussed this project? It is recommended that you consult an applicable planning or advisory committee for letters of support and advice regarding your proposal. Please attach any documents if applicable.** The project directly connects two main pieces of infrastructure both identified in the bicycle master plan. (see exhibit 3 and 4 of Appendix A of the 2014 bicycle master plan). Additionally, this corridor is seen as a continued connection from previously funded ATFAB Projects (Monfort Quad Separated Trail 2020 & Amy VanDyken Contraflow bikelane 2019).

The project was presented and approved by the University Physical Development Committee. The Campus Bicycle Advisory Committee has also reviewed the project and provided comments to support the project. The CSU Police Department has also reviewed the project and provided input on making it a safer design solution.

- 7. Please provide any additional information below.**

Please see attached graphics and cost opinion



Concern:

- Wrong-way cyclist riding north on Oval Drive trying to get to western destinations on campus (Engineering, Rockwell, Housing)

Desired Outcome:

- Create alternative route on west side of Oval that aids cyclists to get to western destinations.

Key Elements of the plan

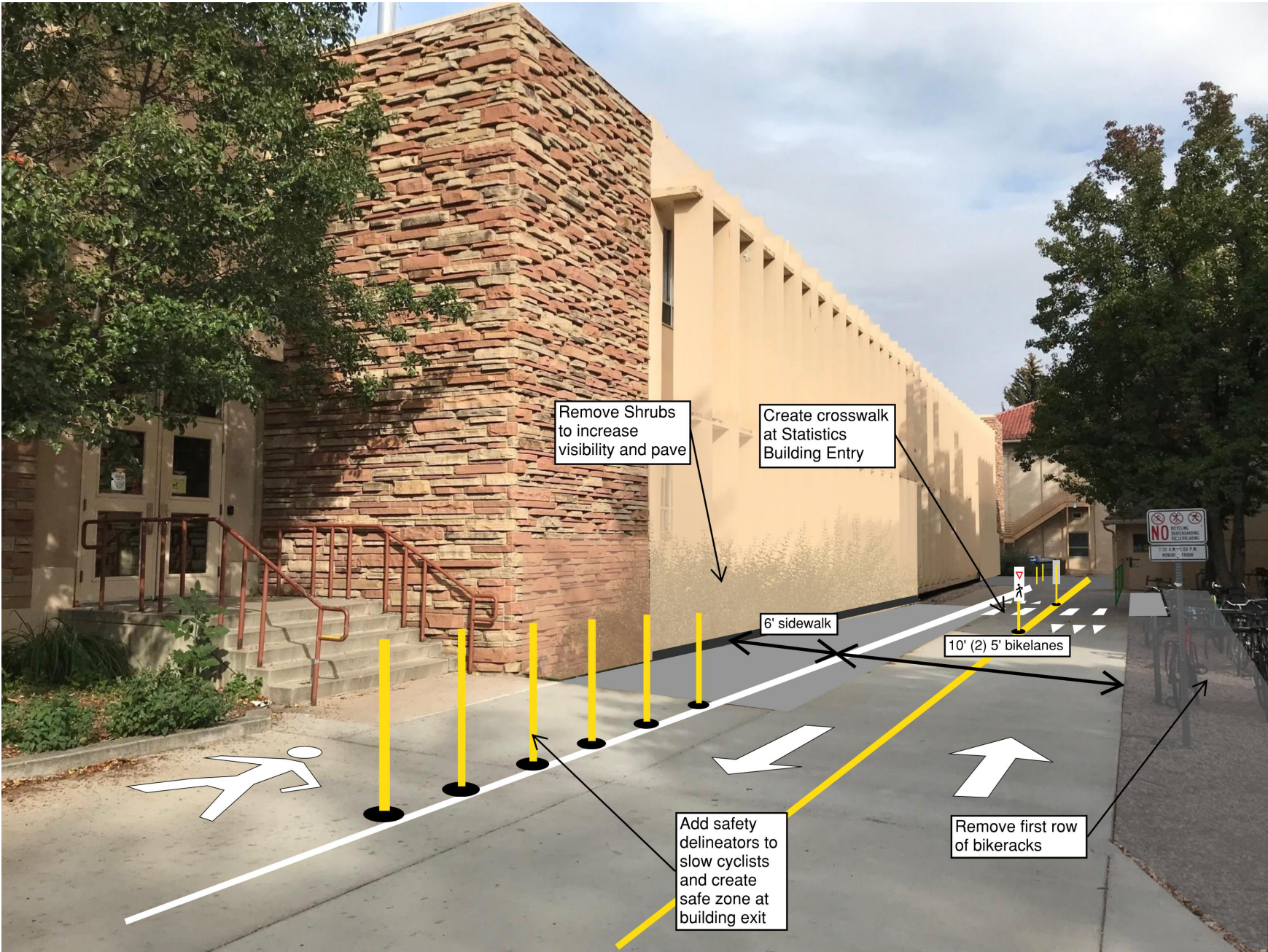
- Separate modes by giving users lanes relevant to speed (campus precedent)
- Clearly defined single crosswalk at Statistics exit
- Protect occupants exiting building through use of guardrails and delineators to create safe zones
- Signage and striping consistent with other campus infrastructure
- Improve visibility at Physics-wing exits through shrub removal
- Maintain service parking space
- Focused education and outreach



View looking North



Existing Condition



Proposed Modification

View looking South



Existing Condition

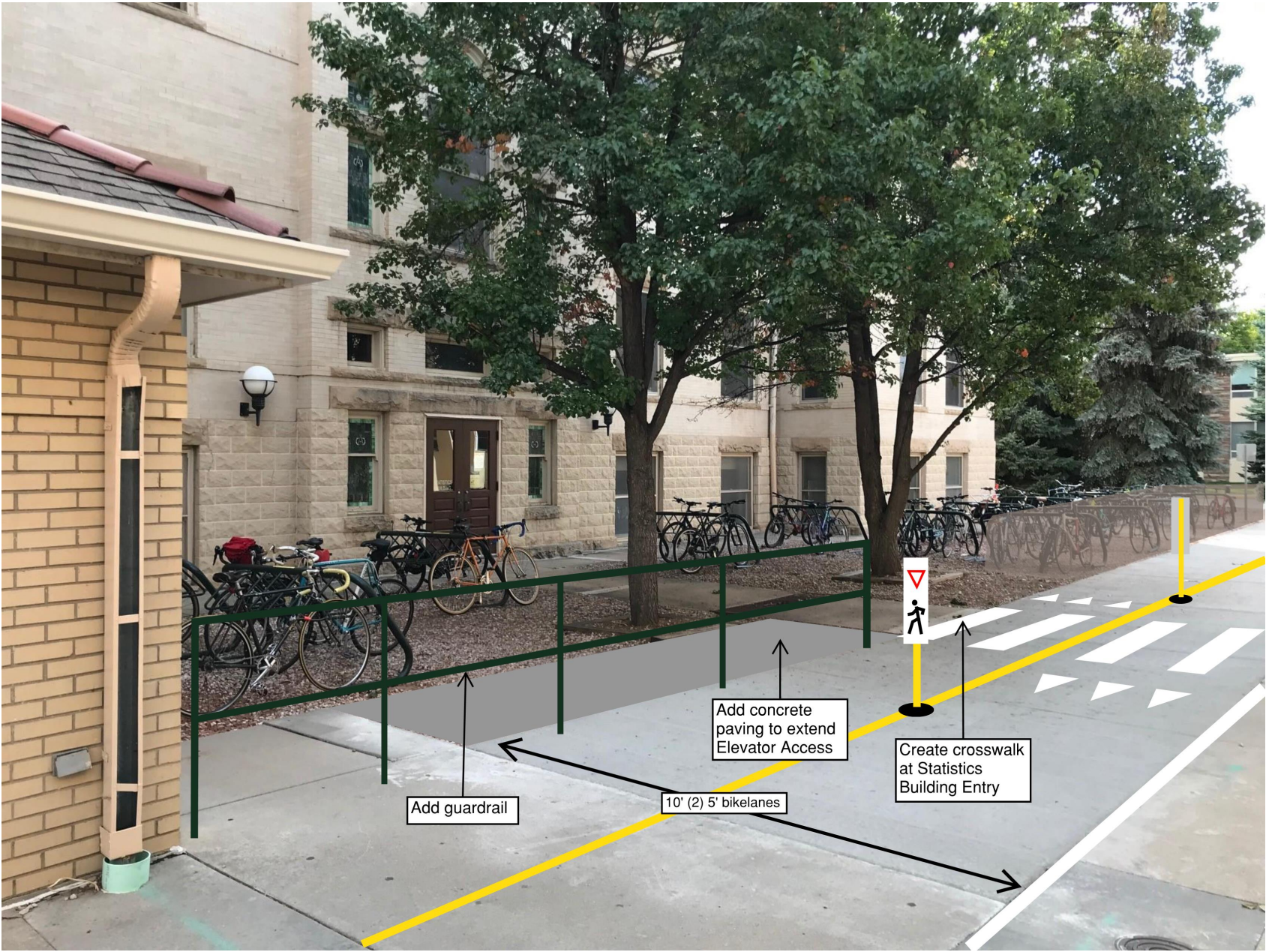


Proposed Modification

Statistics Entry/Exit Modification



Existing Condition



Proposed Modification

Statistics Alley Improvements

PROJECT COST ESTIMATE - Revised 1/11/2022

FACILITIES MANAGEMENT

AT COLORADO STATE UNIVERSITY

Item No.	Description	Quantity	Unit	Unit Cost		Total Proj.
1	Vegetation removal	350	sf	\$ 2.50	\$	875.00
2	Concrete Infills	771	sf	\$ 9.00	\$	6,939.00
3	Vertical Delineators	9	ea	\$ 190.00	\$	1,710.00
4	Permanent Bollards	4	ea	\$ 750.00	\$	3,000.00
5	Delineator Installation	1	ea	\$ 2,500.00	\$	2,500.00
6	Grinding of existing striping	1	ea	\$ 750.00	\$	750.00
7	New Signage/ Striping/ Thermoplastics	1	ALLOW	\$ 9,500.00	\$	9,500.00
8	Handrails	30	LF	\$ 85.00	\$	2,550.00
9	Safety mirror	1	ea	\$ 450.00	\$	450.00
10	Cap existing Irrigation	1	ALLOW	\$ 1,500.00	\$	1,500.00
11	CORA - Short bikeracks	4	ea	\$ 900.00	\$	3,600.00
	TOTAL COSTS				\$	33,374.00
	Project Contingency 10%				\$	3,400.00
	Landscape Architect Design Fee 8%				\$	2,700.00
	Code Review Analysis				\$	1,500.00
	CSU Project Management 10%				\$	3,400.00
	PROJECT TOTAL				\$	44,374.00