



Colorado State University
Alternative Transportation Fee Advisory Board
2022-2023 Project Proposal Form



Project Name/Location: Hughes Way raised crosswalk and rapid flashing beacons

Estimated Initial Cost: \$105,500.00 Estimated Recurring Cost (if applicable): _____

Funding Request from ATFAB: \$105,500.00 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:  Signature/Date: Jan 18, 2023

Department Head/Director *

Name:  Signature/Date: Jan 18, 2023

*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: 01/17/2023

Fill out and return proposal documents via email to ATFAB_CSU@colostate.edu and Aaron.Fodge@colostate.edu *Deadline for final submissions – Friday January 20th, 2023*

If project involves infrastructure construction, CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline – Friday December 9th, 2022 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):

Hughes Way was reconfigured in 2021 to a two-way street with a detached, separated bike and pedestrian trail running parallel to the street. A major crossing point for residents of the Academic Village housing area to the recreation fields and student recreation center exists at a midway point along the street. The crossing has been signed and striped according to MUTCD standards and meets current regulatory standards. The crossing has been identified by CSUPD as a point of concern with regard to vehicular speeds that they have seen along the corridor at the crossing point. It has been recommended in a report provided by the CSUPD that a speed table or raised crossing be implemented in the street similar to one that has been installed on Pitkin Street on campus. In support of the raised crossing, it has also been recommended that a push button rapid flashing beacon also be installed to further support bikes and pedestrians that are crossing at this point. This proposal also is requesting funds for an additional push button rapid flashing beacon to be installed at the Pitkin Street raised crossing. This project aligns with concerns that have been identified by the Vision Zero safety task force for mid-block crossings on campus specifically along Hughes Way and Pitkin Street. CSUPD has observed much safer pedestrian crossing and vehicular interactions on Pitkin Street since the installation of the raised crossing and believe adding crossing beacons and a second raised crossing can only improve safety along these corridors.

2. Approximate timeline for the project (have you contacted Facilities for a bid and proposed schedule, if applicable?):

It is estimated that construction of the project could take as little as 2 weeks to complete once the crossing beacons have been received. Construction of the project could be completed in the Summer of 2024 upon receipt of funds.

Yes, Facilities management has been involved with the attached bid and proposed schedules.

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

Recent cordon study data shows a daily peak vehicle count of 160 on Pitkin Street and 240 on Hughes Way which could be traveling over these 2 crossing points. Users that need to cross either of these corridors at these locations would be supported with a highly identifiable crossing that is designed to slow vehicular traffic while providing a highly illuminated crosswalk.

Universal access is an additional key parameter for users and all means of mobility must be considered. Supporting safe access for our most vulnerable users is a key element of Vision Zero and is critical in our mission to provide access to all users 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/>

Students living in the south residential housing district of the campus would be the primary beneficiary of this infrastructure. Today residents of Summit Hall need to cross Pitkin Street to access the Ram's Horn dining center. The existing raised crosswalk provides the safest route for these residents to access the dining center as well as the campus beyond. The crossing of Hughes Way along the Aggie trail is the main means of access for the same south residential housing district residents to access the Rec Center, Moby arena or other areas of campus to the north. Both of these locations benefit approximately ¼ of all students that live in on-campus housing at CSU. Students that live off campus to the south and west who access the campus via these routes are also supported with this new infrastructure.

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.

In 2021, ASCSU representatives approached the Vision Zero safety task force expressing interest in implementing speed bumps throughout campus to control vehicular speeds. Students expressed concern that vehicular speeds throughout campus were becoming unsafe and needed to be controlled. This conversation ultimately fizzled out as there are many challenges that come with adding infrastructure like this throughout campus and that a more holistic safety evaluation needed to be considered. The conversation evolved with the Vision Zero task force and led to many conversations about the implementation of raised or tabled crossings along several campus corridors, specifically Pitkin Street and Hughes Way as two suggesting starting points. This infrastructure is suggested in forthcoming Complete Streets guidelines that are being developed for the campus that would include this infrastructure, among other strategies, as a way to make access on campus safer for all users.

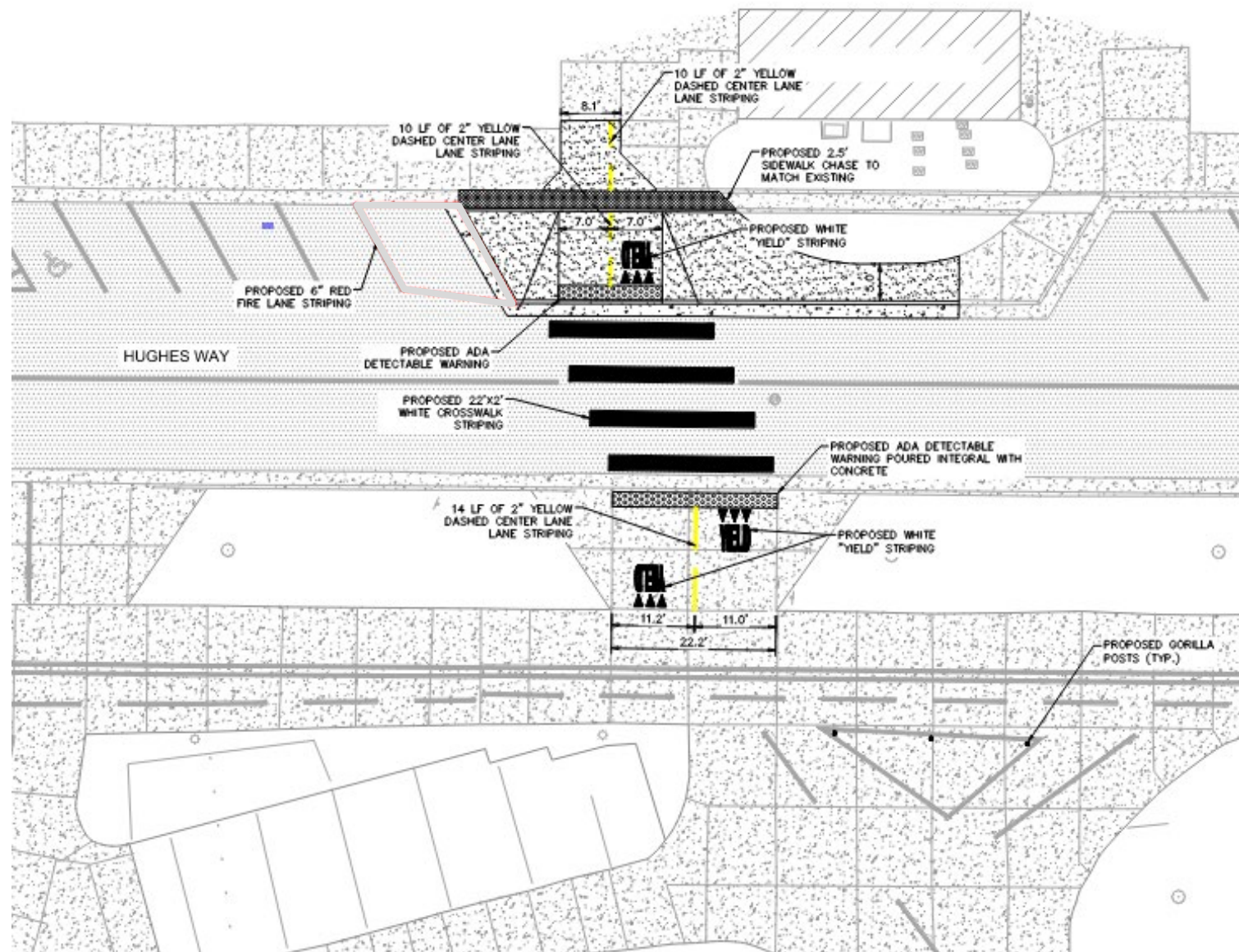
The campus physical development committee and master plan committees have been involved with the review of key proposals vetting improvements for access to campus. The Vision Zero safety task force has presented the Pitkin Street raised crossing and proposed solutions for safer access infrastructure throughout campus to these committees which include ASCSU student representation.

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.

Because of the unfortunate death of a student in the Pitkin Street crosswalk, the Vision Zero safety task force was created in 2019 to assess access and safety throughout campus. This task force has been working for more than two years now, with the involvement of students, to inventory safety concerns, develop plans, recommendations, and cost opinions to implement many improvements needed throughout campus. This task force has presented to numerous committees throughout campus including the Physical Development Committee, Master plan Committee and Campus bicycle advisory committee looking for input and support for the efforts of the group. CSUPD has had an active and engaged voice in these meetings, sharing what they observe on a daily basis and providing data to support decisions about where infrastructure improvements should be considered on campus. These proposed elements of infrastructure have been specifically discussed by the Vision Zero safety task force and are supported by a recommendation document developed by CSUPD in 2022 on the subject of raised crossings and speed tables.

7. Please provide any additional information below.

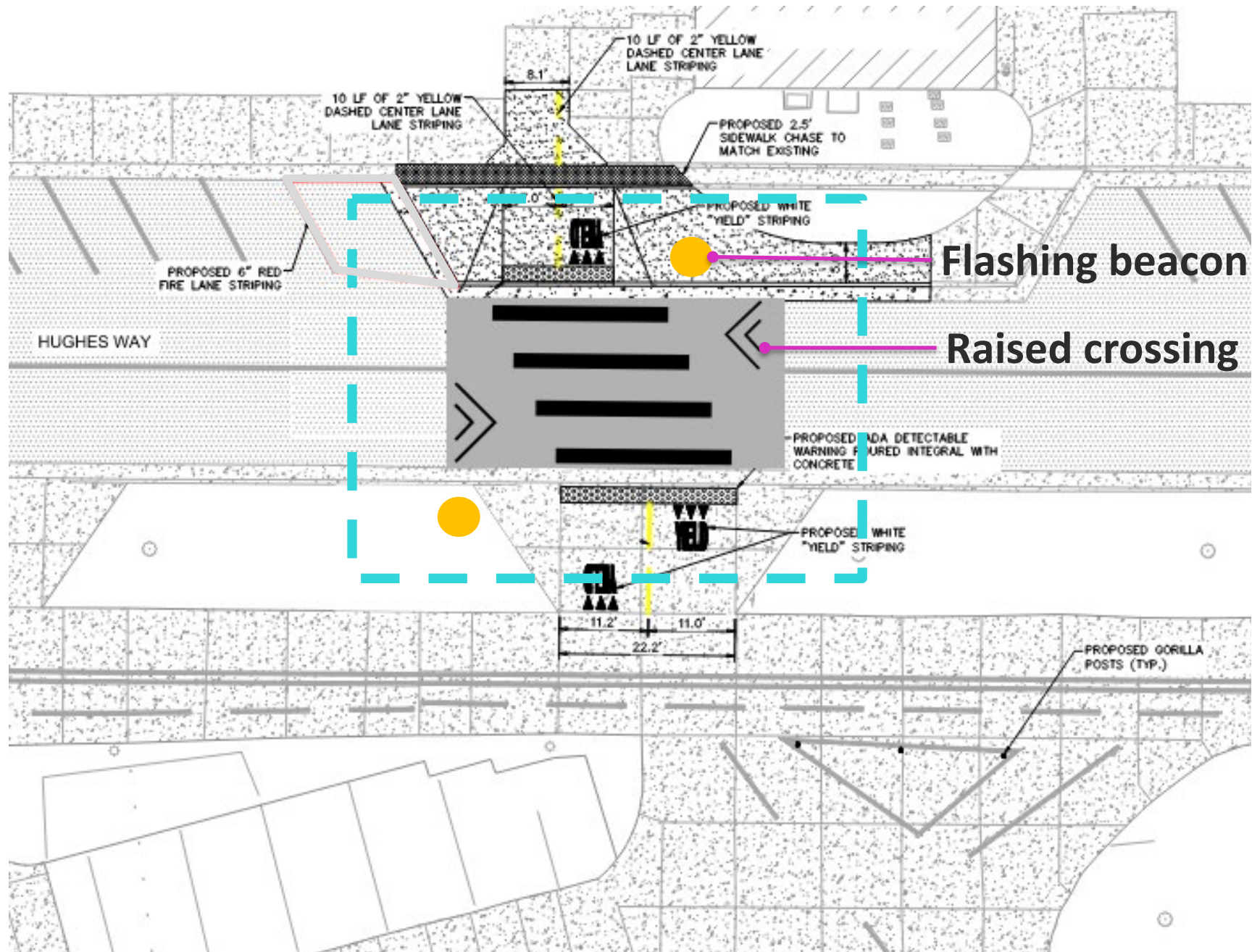
Please see attached graphics and cost opinion



Hughes Way - Site plan existing condition



Existing crossing



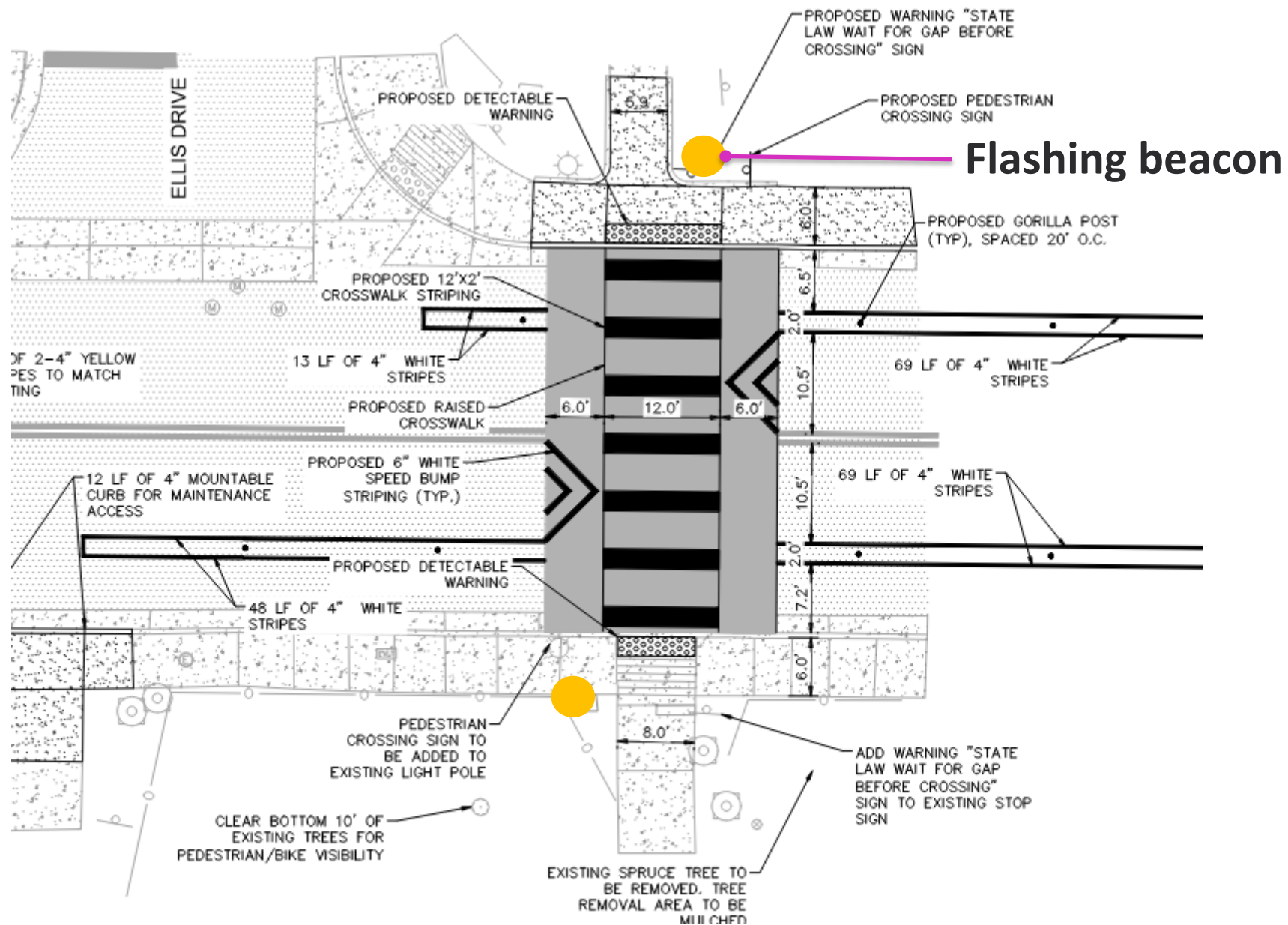
Hughes Way - Site plan proposed modification



Example raised crossing



Example push button flashing beacon



Hughes Way Raised Crossing and Pushbutton Beacons

PROJECT COST ESTIMATE - Revised 1/17/2023

FACILITIES MANAGEMENT

AT COLORADO STATE UNIVERSITY

Complete Project Scope

Item No.	Description	Quantity	Unit	Unit Cost	Total Proj.
1	Raised asphalt crossing on Hughes Way	1	allow	\$ 21,000.00	\$ 21,000.00
2	Striping modifications (crosswalk, centerline, chevrons)	1	allow	\$ 8,500.00	\$ 8,500.00
3	Road closure and detour signage	1	allow	\$ 3,500.00	\$ 3,500.00
4	Pushbutton crossing beacon (including install labor)	2	ea	\$ 11,000.00	\$ 22,000.00
5	Concrete footing for beacons	4	ea	\$ 3,000.00	\$ 12,000.00
	SUBTOTAL				\$ 67,000.00
	Mobilization (8%)				\$ 5,360.00
	General Conditions (12%)				\$ 8,040.00
	Estimating Contingency (20%)				\$ 13,400.00
	SOFT COSTS				
	CSU Code Review	1	allow	\$ 1,500.00	\$ 1,500.00
	Construction Design Documentation	1	allow	\$ 3,500.00	\$ 3,500.00
	CSU Project Management (10% of proj. cost)				\$ 6,700.00
	PROJECT TOTAL			Total	\$ 105,500.00