# Colorado State University

# Alternative Transportation Fee Advisory Board

# 2023-2024 Project Proposal Form

Fill out and return proposal documents via email to [ATFAB\_CSU@colostate.edu](mailto:ATFAB_CSU@colostate.edu) and [Aaron.Fodge@colostate.edu](mailto:Aaron.Fodge@colostate.edu). ***Deadline for final submissions — Friday, January 19, 2024***.

If the project involves infrastructure construction, ***CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline — Friday, December 8, 2023.*** Please email to David Hansen at [David.Hansen@colostate.edu](mailto:David.Hansen@colostate.edu).

Note: If proposal is accepted for funding consideration, you will be asked to give a 30-minute formal presentation to ATFAB.

**Project Name/Location: Additional Pedestrian, Ram Guy and Arrow Thermos on Multi-Use Trails / Campus Wide**

Estimated Initial Cost: $64,990

Estimated Recurring Cost (if applicable): Maintenance and upkeep costs of markings will be assumed by Parking and Transportation Services after installation.

Funding Request form ATFAB: $64,990

Matching Funds (if applicable): $0

**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: Nathan Vander Broek Telephone: 970-491-6737

Email Address: Nathan.vanderbroek@colostate.edu Department: Parking and Transportation Services

College or Division: University Operations

Approvals (Signatures):

Provost/VP: Click or tap here to enter text.

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Department Head/Director\*

Name: Click or tap here to enter text.

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\*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: Click or tap here to enter text.

Signature: \_\_\_\_\_\_ Date: 01/17/2024\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**As an attached document, please answer the following:**

1. **Please describe the project.**   
     
   There are numerous multi-use trails on CSU’s Main Campus and Foothills Campus, such as the Aggie Trail or Mason Trail, that allow for the use of various transportation modes including bicycling, walking, skating, scooting, and mobility devices. Currently, many of these trails only have bicycle-related thermoplastic markings, such as the Ram Guy (Ram riding a bike) and arrow, causing some confusion as to whom is allowed to use the trail*. Note: For this application, bicycle markings also represent other non-pedestrian modes including scooting, skating and wheelchairs.* This project will add pedestrian thermoplastic markings to multi-use trails to make it clear that the trail is accessible for both bicycle and pedestrian use. Additionally, there are several locations where bicycle and arrow markings should also be added to make it clear who is allowed on the trail. These additional markings are also included in this application.

A drawing of a person on a bicycle

Description automatically generated A white arrow painted on the pavement

Description automatically generated A person painted on the ground

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Figure 1 - Ram Guy, Arrow, and Pedestrian Thermoplastic Markings

The project will add pedestrian, Ram Guy, and arrow markings at the following locations throughout campus:

* 1. Green Trail near Underpass at Elizabeth and Shields
  2. Hughes Way at Shields
  3. Aggie Trail, from Laurel to Moby Dr
  4. Aggie Trail, from Green Trail to Pitkin St
  5. Arbor Trail, Pitkin St to Lake St
  6. Lory Trail, from Plum to the Green Trail
  7. Campus Loop: Mountain Side, from Plum St to the Green Trail
  8. Rockwell Trail, from Plum to Laurel
  9. Mason Trail, from Laurel to University
  10. Mason Trail, from University to Prospect
  11. Gold Trail, from University to College
  12. Garden Trail, from Mason Trail to Remington St
  13. Campus Loop: Prairie Side, from Pitkin St to Center Ave Mall
  14. Campus Loop: Mountain Side, from Pitkin St to Center Ave Mall
  15. Campus Loop: Mountain Side, from Lake to Bay Dr
  16. Rampart Trail on the Foothills Campus

**A map of a city

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Figure - Main Campus trails proposed for improvements

A map with a red line

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Figure - Rampart Trail on Foothills Campus

If the project were completely funded, the total number of thermoplastic markings needed are:

* + 23 Ram Guys
  + 23 Arrows
  + 99 Pedestrians

**The total cost of this proposal is $64,990.**

Please reference Appendix A: Pedestrian and Bicycle Trail Markings Locations and Cost Estimates for specific locations and costs of proposed thermoplastic markings.

While we feel it is best to add these markings in all locations specified in Appendix A, this project is scalable. For instance, we could consider only adding markings to trails with the highest bicycle and pedestrian use, such as the Campus Loop: Mountain Side. Other trails, such as the Rampart Trail on the Foothills Campus, that have lower bicycle and pedestrian use, could be removed from the scope of this project.

1. **Approximate timeline for the project.**   
     
   Parking and Transportation Services is proposing this project and has worked with Facilities Management on the proposed costs and timeline. It is estimated that the project would take two weeks to 1.5 months to implement upon receipt of funds, depending on the awarded amount of funds and associated scope. The ideal time to construct this would be during the summer of 2024 when less people are on campus needing to utilize the trails.
2. **Describe how users will be supported by the project.**   
     
   Users of this pavement markings project will benefit through improved safety and accessibility.

Safety is improved through explicitly noting that rolling and non-rolling modes (e.g., bicycle or pedestrian) are allowed on the trail. Bicyclists will be made aware that they will be traveling on the same trail as pedestrians, and therefore should be on the lookout for slow moving pedestrians and pass with care. Bicyclists should also keep their speed slower when pedestrians are present. This may help reduce the number of collisions between bicyclists and pedestrians and reduce the severity of any collisions that may take place because people will likely be traveling slower. The new pedestrian markings will alert pedestrians to be prepared to encounter bicyclists using the trail. This will increase awareness and reduce the chances of a pedestrian becoming startled if passed by a bicyclist from behind.

Accessibility is improved by confirming that all modes are allowed to use these multi-use trails, therefore creating a more streamlined way to navigate campus. Bicyclists and pedestrians will feel confident that they are able to use these trails, helping to create a more connected campus.

1. **Describe the benefits to students in accordance with ATFAB By-Laws.**The additional pavement markings will increase safety for students navigating the trails throughout campus by explicitly showing who can use the trail. This will inform users of who they should expect to encounter on the trail and to keep speeds slow and to stay on the appropriate side of the striped line. This need for additional pavement markings to clarify trail use was requested by students, specifically students on the ATFAB committee.
2. **Please provide any evidence that there is student support for the proposal.**On October 9, 2023, ATFAB asked “Can we add pedestrian symbols in addition to the bike symbols so that everyone knows it’s a shared trail?” during a presentation meeting with David Hansen, Landscape Architect at CSU.   
     
   The University is striving for clear and consistent signage and wayfinding through the lens of safety and equity, and these symbols have become part of the network infrastructure that users are familiar with and expect to see.
3. **Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committee discussed this project?**The recently completed 2023 Transportation Demand Management Plan, the recommendations of which will be included in the 2024 Campus Master Plan, parallels many of the concerns and goals outlined in this proposal, such as:

* “Despite measures such as dismount zones and dedicated modal infrastructure, conflict areas between pedestrians and other modes (particularly bikes and cars) persist.” (Page 23)
* “All people on CSU campuses become pedestrians at some point. Methods for improving the pedestrian environment on CSU campuses must acknowledge this transportation maxim. As the most vulnerable transportation mode, walking should be a central focus of Vision Zero efforts to make streets and multi-use paths safer and more inviting.” (Page 23)
* “Install additional signage and separated infrastructure for other modes where feasible to mitigate conflicts and accidents with pedestrians.” (Page 24)
* “Conflict zones such as the Center Avenue Mall and key intersections and multi-use paths cause modal confrontations between cyclists and other travelers.” (Page 50)
* “Areas such as the Foothills Campus have underdeveloped cycling infrastructure.” (Page 50)
* “Focus on building out more protected and well-connected facilities, safe crossings on streets and paths, and wayfinding features/signage.” (Page 50)
* “Connect Foothills Campus with multi-use trails for better internal bike access.” (Page 50)

1. **Please include anything else you would like to communicate about your project**.

This is a need that has been identified by ATFAB members. Clear signage and wayfinding are important priorities for CSU as shown in the most recently completed Transportation Demand Management Plan.

Please reference the following two additional files:

* Appendix A for additional information on the costs and marking locations
* Cost Estimates