Colorado State University
Alternative Transportation Fee Advisory Board
2024-2025 Project Proposal Form

Fill out and return proposal documents via email to ATFAB_CSU@colostate.edu and Aaron.Fodge@colostate.edu. ***Deadline for final submissions — Friday, January 24, 2025***.

If the project involves infrastructure construction, ***CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline — Friday, December 6, 2024.*** Please email to Gargi Duttgupta at gargi.duttgupta@colostate.edu.

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

Project Overview:

Project Name/Location: Prairie Loop Reroute and Connection

Estimated Initial Cost: $447,024.30

Estimated Recurring Cost (if applicable): $2800/year for snow removal $3,693.24 every two years for maintenance of bollards and delineators

Funding Request from ATFAB: Full amount of $447,024.30 or a 20% local match of $89,404.86

Matching Funds (if applicable): N/A

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. Please see Appendix A for the budget.

Submitting Unit:

Name: Nate Vander Broek

Telephone: 970-491-6737

Email Address: Nathan.VanderBroek@colostate.edu

Department: Parking and Transportation Services

College or Division: Safety and Risk Services

Approvals (Signatures):

Provost/VP: Brendan Hanlon

Signature: _____ Date: _____

Department Head/Director*

Name: **Dave Bradford**

Signature: David W. Bradford Date: 1/15/25

*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 (If Applicable)

Name: Click or tap here to enter FM Reviewer's Name.

Signature: _____ Date: _____

Full Project Description:

As an attached document, please answer the following:

1. Please describe the project (limit description to 500 words or less).

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

3. Describe how users will be supported by the project (limit to 250 words or less).

4. Describe the benefits to students in accordance with ATFAB By-Laws (see Article VII Funding Rules on the Website).

5. Please provide any evidence that there is student support for the proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU resolutions, college council approvals, etc.). It is highly recommended that proposers reach out to students; the level of student support for your proposal will likely affect the board's decision to fund it.

6. Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committee 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.

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

Full Project Description

1. Please describe the project (limit description to 500 words or less).

   The Prairie Loop is a north-south bicycle trail that runs along the east side of CSU's Main Campus. The northern section of the Prairie Loop runs along a contraflow bike lane on Amy Van Dyken Way between University Ave and Oval Drive. Cyclists are frequently observed riding illegally and dangerously against vehicular traffic on the west side of the Oval. Parking and Transportation Services conducted a data collection effort in October 2023 that revealed nearly 95% of people rode against the flow of traffic on the Oval. This not only violates traffic laws but also creates unsafe conditions. Many of these cyclists are trying to reach key destinations such as Rockwell Hall, the north side of the Lory Student Center, or student housing along Plum Street. See Appendix B for a graphic that shows the destination of riders in the October 2023 data collection effort.

   Additionally, the existing infrastructure makes it difficult for cyclists to avoid dismount zones to get to key destinations and may end up riding through them or riding on narrow sidewalks (which is also against university policy). The Prairie Loop also currently lacks connectivity north of the Statistics building which makes it less predictable and safe for cyclists and other users.

   To address this issue, the proposed project aims to create a safe and permitted alternative by transforming the alleyway between the Statistics Building and the Physics wing of the Engineering Building from a dismount zone into a shared-use corridor. It will also create a critical connection on the east side of Lot 310 to enable people to make the connection to destinations such as TILT, Rockwell Hall, Allison Hall and others on the north side of campus.

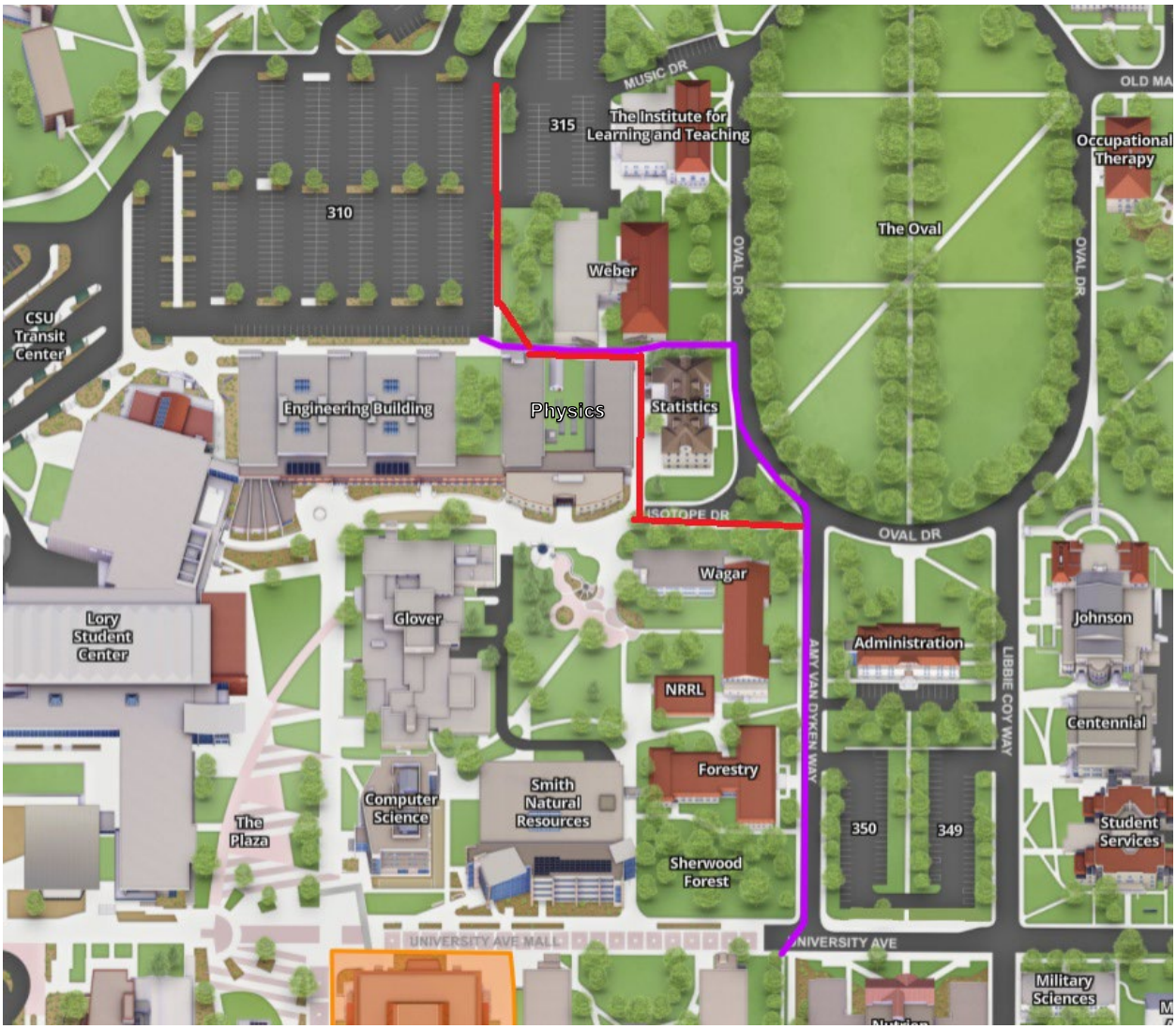


Figure 1 – The existing Prairie Loop path of travel is represented in purple. The proposed reroute and extension is shown in red.

The existing pedestrian zone between Statistics and Physics would be redesigned to include separate lanes, a pedestrian path and a dedicated two-way bike path. The existing sidewalk on the east side of Lot 310 would be widened to accommodate multi-use traffic and the west driveway that goes into the lot 315 (west of TILT) will be closed to minimize conflict points between bicyclists, pedestrians and motor vehicle drivers.

The project would incorporate proven safety measures, including reflective delineators, bollards, railings, striping, and signage, all of which are standard across campus. Additionally, barrier railings and designated crosswalks would ensure the safety of building occupants exiting into the corridor, enhancing visibility and promoting predictable pedestrian movement. This initiative will also help complete a key portion of the Prairie Loop Trail that runs north and south on campus.

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

   The following is an estimated duration for the project provided by Remodel and Construction Services (RCS):

   The ideal start date for construction would be sometime in the Spring or Summer of 2026.
   - Account set up/funding transfer – 2 months
   - Design contracting – 2 months
   - Design/reviews/code compliance/permitting – 3 months
   - Construction Procurement/bidding/contracting – 3 months
   - Construction – 2 months
   - Closeout – 2 months

3. Describe how users will be supported by the project (limit to 250 words or less).

   User safety is a top priority when designing new infrastructure and this project aims to increase safety and predictability for active mode users. Implementing proven separated infrastructure and providing the necessary connections to desired destinations are effective ways to serve the campus community. Another essential consideration is universal access, ensuring that all forms of mobility are accommodated.

   Experience from other areas on campus demonstrates that separated trail infrastructure significantly enhances safety for all users. By providing clear delineation for different modes of transportation, separated trails account for varying speeds and reduce potential conflicts. Additionally, the widened pathway that would run north and south on the east side of Lot 310 will be separated from parking lot traffic and allow cyclists and pedestrians to connect to desired destinations while minimizing conflicts with motor vehicles.

   The proposed design incorporates standard trail symbols and signage already familiar to campus users. These elements will adhere to nationally recognized MUTCD standards, ensuring consistency, clarity, and accessibility.

4. Describe the benefits to students in accordance with ATFAB By-Laws (see Article VII Funding Rules on the Website).

Safety and connectivity are the primary goals of the proposed improvements to this section of the Prairie Loop Trail. These changes will provide a safer and more connected alternative to riding against traffic on the west side of the Oval. While removing the pedestrian/dismount zone between the Statistics and Physics buildings may seem counterintuitive, it has proven difficult for CSUPD to enforce effectively with limited staff and is frequently ignored by users. By introducing clearly delineated, mode-specific travel paths and implementing appropriate infrastructure, the project aims to reduce wrong-way riding on the Oval and safely manage speeds without relying on pedestrian/dismount zone enforcement.

The widened multi-use pathway east of Lot 310 will offer dedicated infrastructure for both bicyclists and pedestrians, enabling safer connections to key destinations. These include academic and residential buildings to the north, academic facilities on the west and south sides of the Oval, and the Lory Student Center.

This corridor is a critical route for students traveling between academic buildings to the east, west, and north, making safe and legal access a cornerstone of the design. As demonstrated in other areas of campus, separated infrastructure significantly enhances safety by clearly defining spaces for different modes of travel based on their speeds. This approach not only boosts user confidence but also reduces the likelihood of crashes by minimizing conflicts between modes.

5. Please provide any evidence that there is student support for the proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU resolutions, college council approvals, etc.). It is highly recommended that proposers 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 representatives on the Physical Development Committee, the President's Safety Task Force, and the Campus Bicycle Advisory Committee which have all evaluated and supported the portion of the corridor modification between Statistics and Physics. The ATFAB students toured the corridor during the 2023-2024 academic year and identified it as an area of desired improvement for safety and connectivity.

6. Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committee 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.

   This project supports several recommendations from the 2023 Transportation Demand Management Plan's (TDMP) identified opportunities for both pedestrians and bicyclists:

- Install additional signage and separated infrastructure for other modes where feasible to mitigate conflicts and accidents with pedestrians (pg. 46)
- Focus on building out more protected and well-connected facilities, safe crossings on streets and paths, and wayfinding features/signage (pg. 50)
- The TDMP also encourages the use of Complete Streets design measures which is a practice that allocates space for all modes of travel. This project provides dedicated pathways for bicyclists and pedestrians to travel.

The project directly connects two main pieces of infrastructure both identified in the 2014 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 Bike Lane 2019).

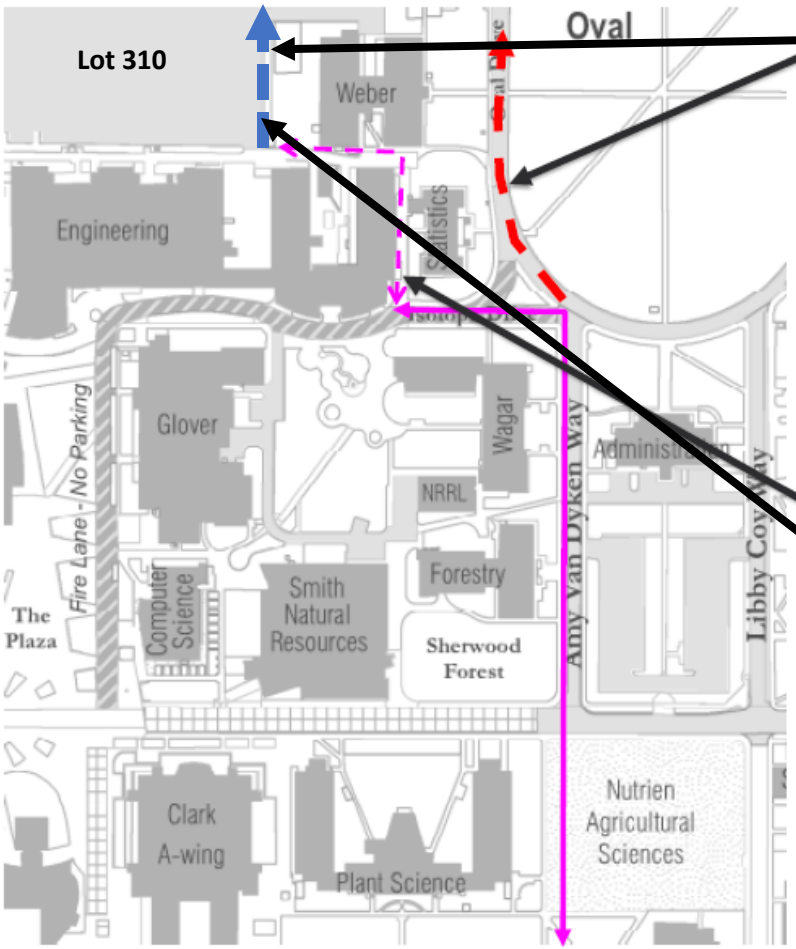
The alley portion of the project was presented and approved by the University Physical Development Committee. The Campus Bicycle Advisory Committee has also reviewed the project and provided comments to support the project. The CSU Police Department has also reviewed the project and provided input on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

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

   ATFAB could award the project in total or consider funding a percentage (e.g., 20%) of the total cost to be used for local match for another grant.

   Please see additional information about the project below including some conceptual designs* as well as the attached estimate from Remodel and Construction Services.

*Note that final installations may not match conceptual designs exactly.



Concern:

- Wrong-way cyclist riding north on Oval Drive trying to get to western destinations on campus (Engineering, Rockwell, Housing)
- Lack of connectivity to north on east side of Lot 310

Desired Outcome:

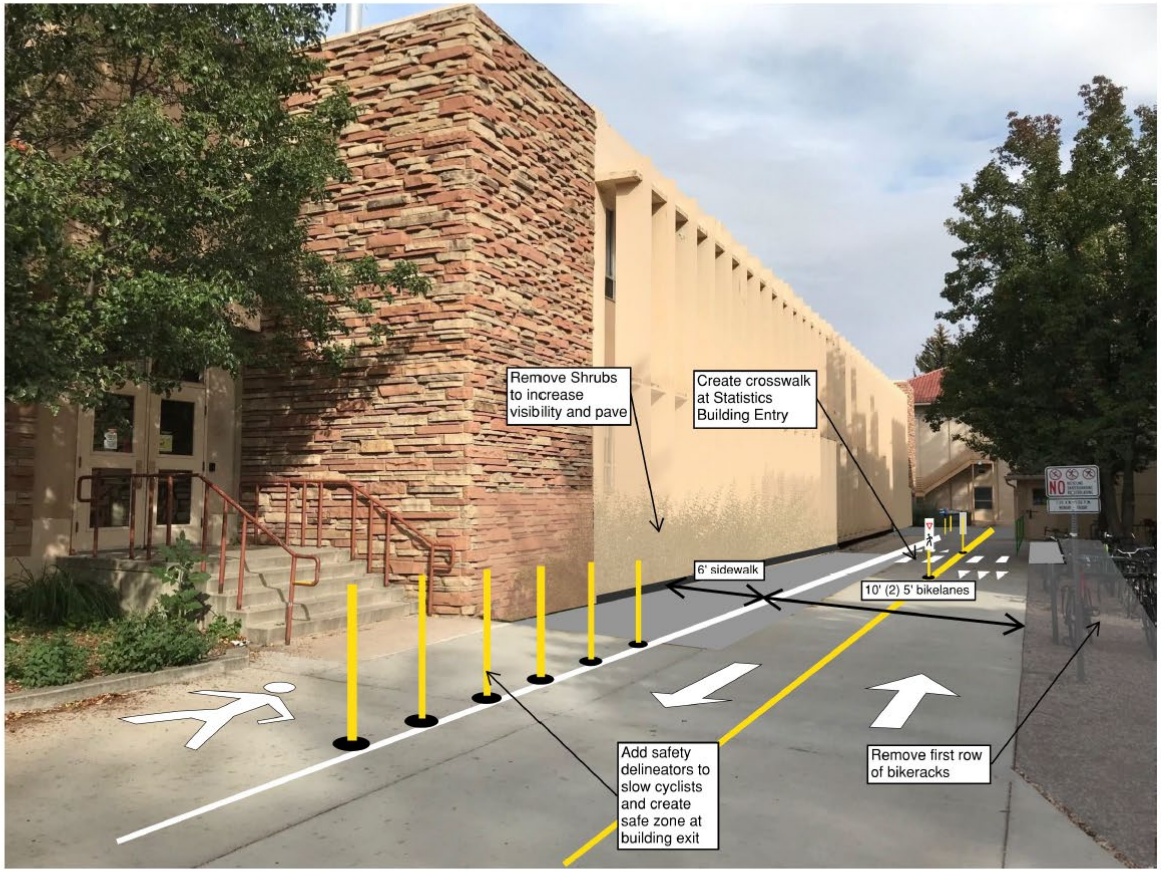
- Create alternative route on west side of Oval that aids cyclists to get to western destinations.
- Provide multi-use trail for people traveling north or south along the Prairie Loop

Key Elements of the plan

- Separate modes through alley 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
- Provide connectivity so users can travel north south without traveling through parking lots or dismount zones
- Focused education and outreach

View looking North

Existing Condition



Proposed Modification

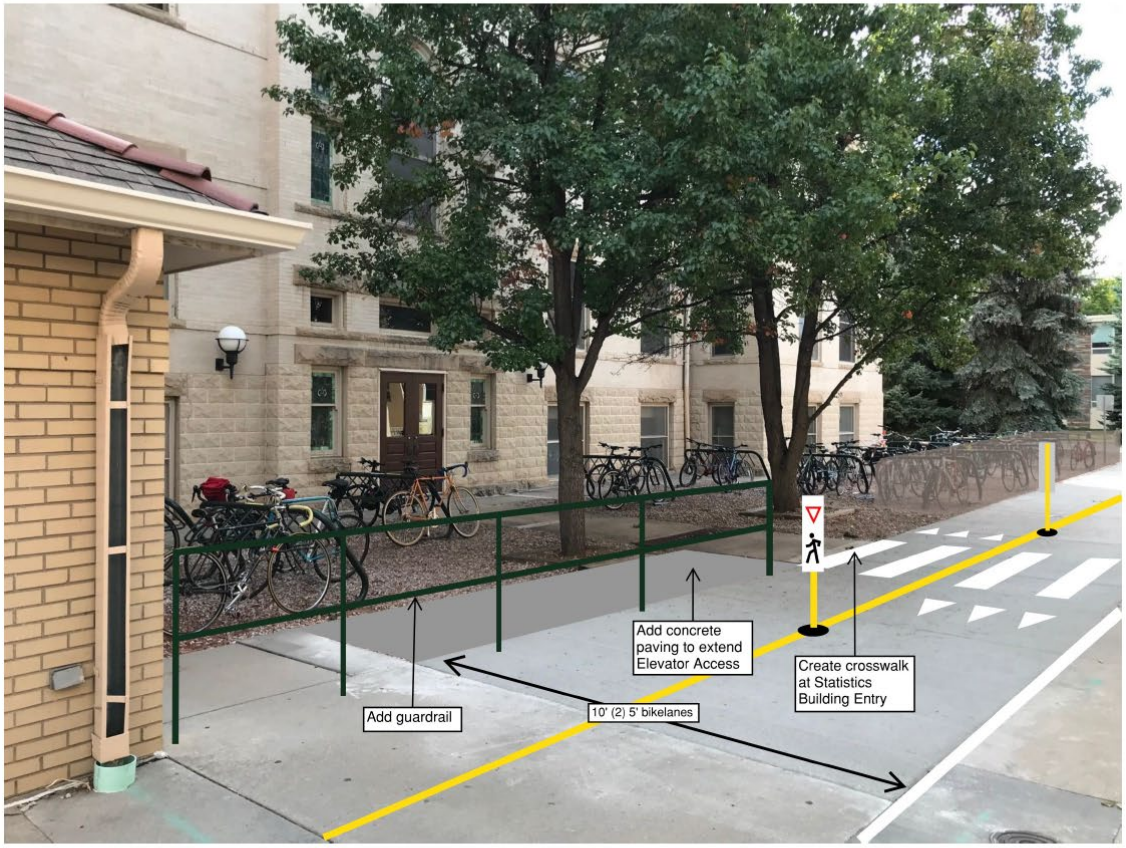
View looking South

Existing Condition

Proposed Modification

Statistics Entry/Exit Modification

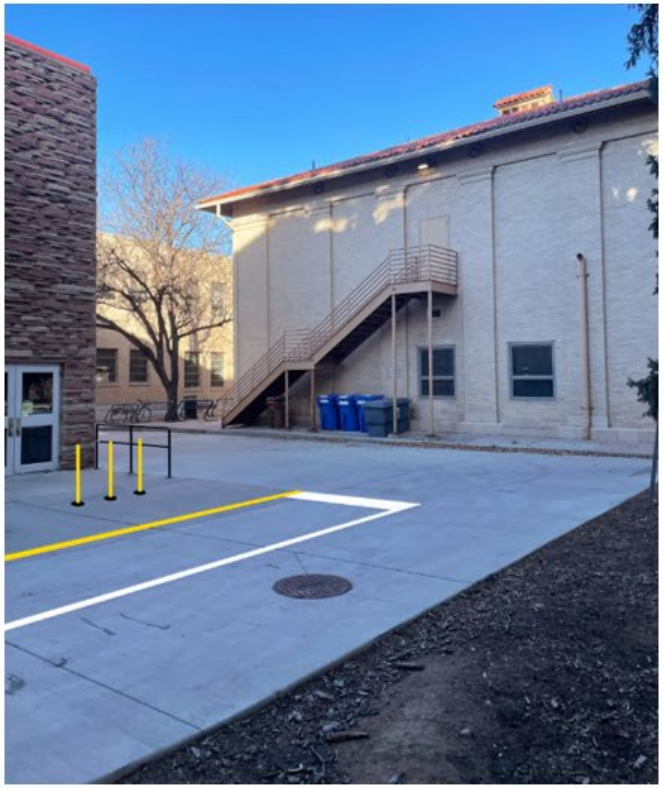
Existing Condition



Proposed Modification

View Looking Northwest

Existing Condition



Proposed Modification

Multiuse Path – View looking West

Existing Condition

Proposed Modification

Multiuse Path – View looking North

Existing Condition

Proposed Modification

Appendix A: Project Budget

FACILITIES MANAGEMENT
AT COLORADO STATE UNIVERSITY

REMODEL SERVICES
BUDGET OPINION

Budget Opinion's are for budgetary purposes only.
This is a rough order of magnitude estimate and *not* a quote.
Final costs may change after design is complete.

To: Jamie Gaskill
Parking and Transportation Services
970-491-2492
Statistics-Physics/Exterior

Date: 12/02/24
Project #: 241118F
Customer ID# 6012
Expiration Date: 12/17/2024

P.M.	Phone #	Project title	Scope of Work
Jared Cumpsten	970-556-4672	Statistics-Physics Alley Access Improvements	Improvements to the alley between Statistics and Physics to make a pathway for bike and pedestrians. Widen sidewalk on the east side of the Engineering lot. Minimize bicyclists riding the wrong way on the Oval.

Quantity	Labor/Material	Description	Unit Price	Less received	Line Total
1.00		Allowance to remove vegetation, shrubs, trees, and modify landscaping for expansion of concrete sidewalk between Physics and Statistics as well as East of the existing sidewalk on the East side of lot 310. Infill concrete to expand sidewalk and modify bike parking areas for new path. Expand concrete sidewalk East of lot 310 an additional 8' to for both a bike and pedestrian path. Remove South drive entrance between parking lots 310 and 315, repair asphalt, rework parking spots along new path. Rework storm drain inlet and repair damaged concrete within existing path. Install new striping and signage for new bike and pedestrian path.	$ 318,000.00		$ 318,000.00

Notes:

Construction Subtotal		$ 318,000.00
Contingency		$ 31,800.00
Design Fee		$ 63,600.00
Third Party Code Review Fee		$ 1,824.30
Project Management Fee		$ 31,800.00
University Overhead Fee		
Total Project Cost		$ 447,024.30
Less Received	$ -	$ -
	Total	**$ 447,024.30**

This Budget Opinion is for this project only and is subject to the conditions noted below:
1. Packing of book shelves or files prior to moving is not included unless otherwise noted.
2. Disconnecting and or moving any computers, monitors or technology unless otherwise noted.
3. Asbestos or Lead hazard assessment or abatement is not covered unless otherwise noted.
4. Departments are responsible for activation of phone and data lines. Contact Telecom for these costs/services.

$ 81,324.30

This is a preliminary cost evaluation and is a rough order of magnitude estimate. Estimated costs are based on currently available pricing information and historical data. It is possible that unknown conditions, a more detailed analysis, changes in scope and the bidding process could cause substantial changes in the estimate. Please do not send full payment for construction unless discussed with the Project Manager. For projects over $50k, a unique plant fund account will need to be requested before a transfer of funds can be received so inform the Project Manager if you wish to move forward with funding so a plant fund can be requested if over $50k. No work or design will start until a transfer of funds is final.

To proceed please submit a Kuali Transfer of Funds document for the amount shown in red to the right, covering Design fees, Code Review fees, and 1/2 the PM fee. Our account is *7741480 (temp suspense account) and OC 9904; your OC is 9905. For questions with this process, or for 53 funds, please call our Finance section at 970-566-1497.
*Will be updated to actual project 77 account as part of RCS TF Doc approval process.

Thank You For Your Business

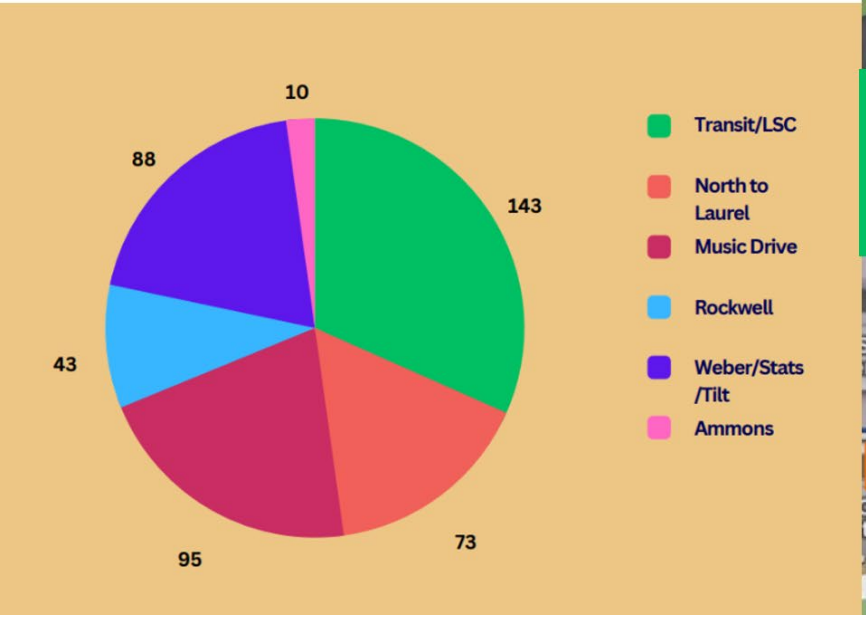
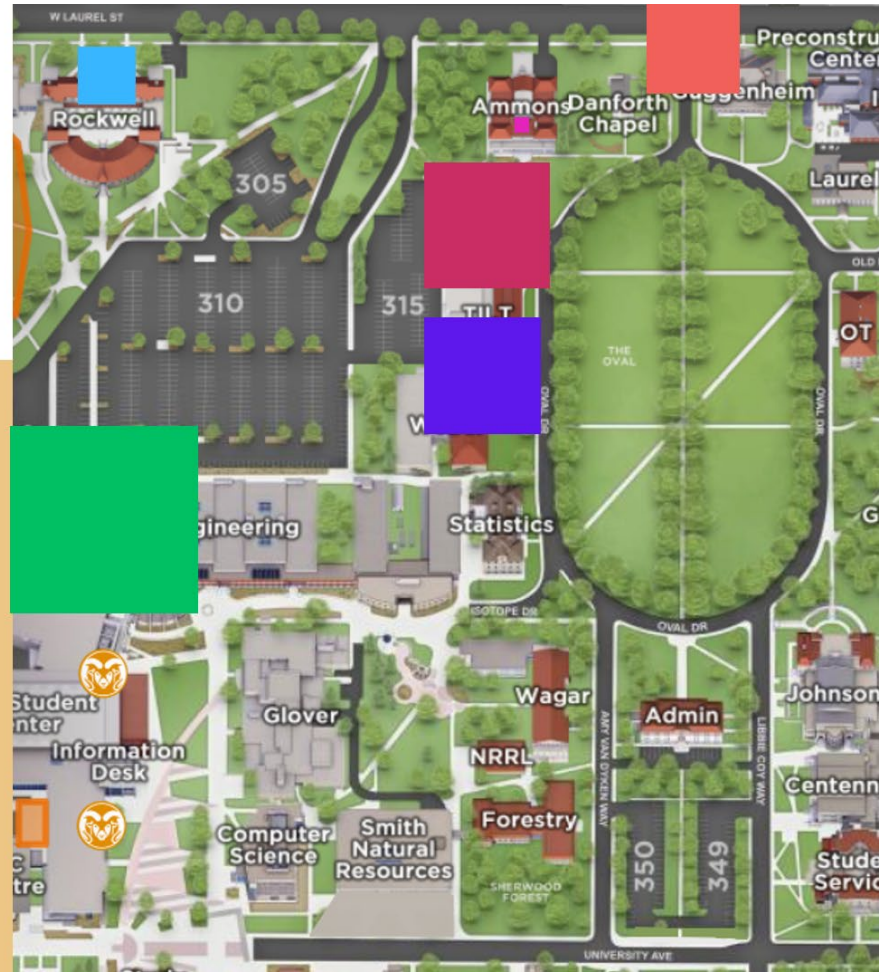
Budget is based on this project getting funded and then 6-8 months of design and procurement and then a couple months of construction.

Breakdown of Costs:

SUBCONTRACTS	
Allowance for removal of shrubs/vegetation/trees	$ 10,000.00
Allowance for irrigation/landscape modifications/repairs	$ 5,000.00
Allowance for modifications to storm water inlet	$ 11,000.00
Allowance for concrete infills within existing pathway and replacement of damage concrete within existing pathway	$ 52,000.00
Allowance for expansion of sidewalk along parking lot and removal of parking lot drive access from Weber	$ 130,000.00
Allowance for striping, signage, markings, mirrors, etc.	$ 20,000.00
Allowance for new bike racks and relocation of bike racks	$ 7,000.00
Allowance for new handrails	$ 9,000.00
Allowance for asphalt repairs and restriping of parking spots	$ 20,000.00
General conditions, mobilization, markups, parking, etc.	$ 54,000.00
SUBCONTRACTS TOTAL	**$ 318,000.00**

Data Collection Highlights

Purpose: To evaluate the riding patterns of individuals using the contraflow bike lane on Amy Van Dyken, with a focus on determining how many riders travel against the flow of traffic on the Oval and identifying their intended destinations.

- Data was collected October 9-13, 2023 between the hours of 8am and 4pm.
- 95% wrong way riding - 452 riders observed, 429 were observed riding against the flow of traffic on the Oval
- 143 rode toward LSC/Transit Center
- 309 went toward buildings along the oval or destinations to the north

Destination of Riders on North Prairie Loop