

Colorado State University Bicycle Master Plan

The Bicycle Master Plan will increase bicycling on campus as a way to enhance campus sustainability and reduce demand for automobile travel and parking.

We asked a number of questions to guide network recommendations.

How can bicycle access at campus edges be improved?



- Campus bordered by a number of high-stress streets including Shields Street, Prospect Road and College Avenue
 - Bicycle/vehicle/pedestrian conflicts at Meldrum & Laurel Streets intersection; bicycles approach at a diagonal
 - Many intersections are offset and thus do not align, contributing to unsafe bicycling
- Entrances to campus on these streets receive special attention in the network plan*

How can a bicycle network work with the dismount zone?



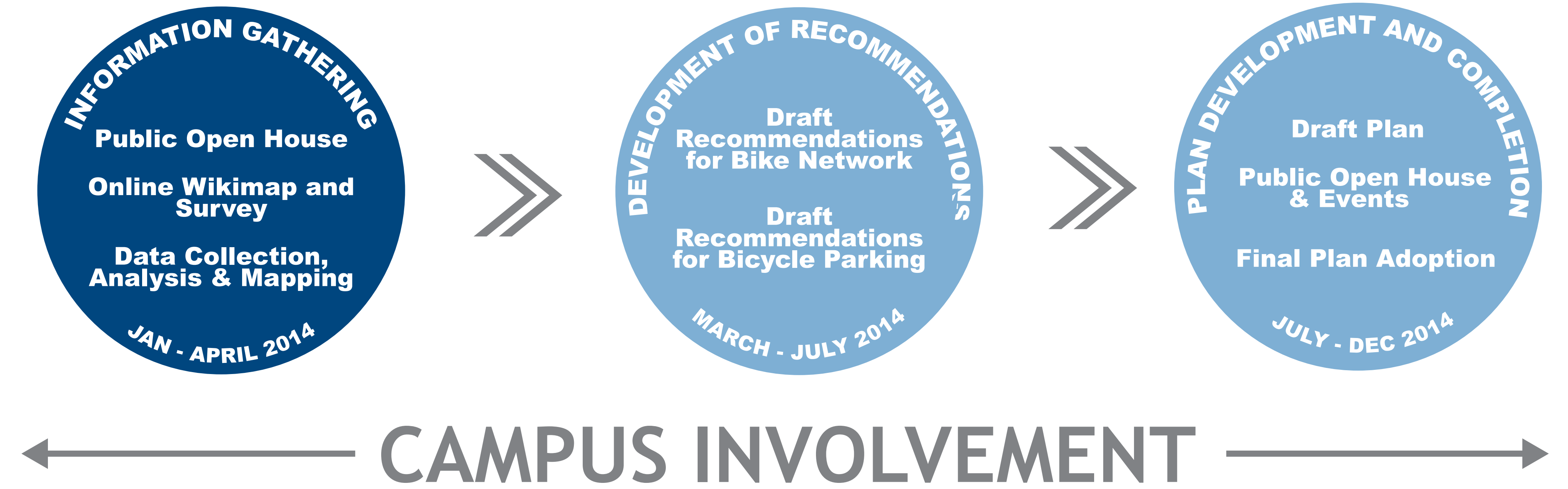
- Provides an important pedestrian-only space in the heart of campus
 - However, bicyclists need alternative routes to access nearby destinations
- The proposed bicycle facility network parallels the dismount zone on the east and west, and also opens the zone for cross traffic at Newton's Corner. This allows a through route on campus along Pitkin Street.*

What issues exist at the South and Foothills Campuses?



- South Campus has minimal bicycle facilities, but it is now connected to Main Campus and the city by the Mason Trail and MAX bus service. Further east-west connections to these routes are needed.
- Foothills Campus is currently divided for bicyclists into north and south halves. A connection is needed between the two. Bicycle friendly access into the campus is also needed along Rampart Road.

Schedule



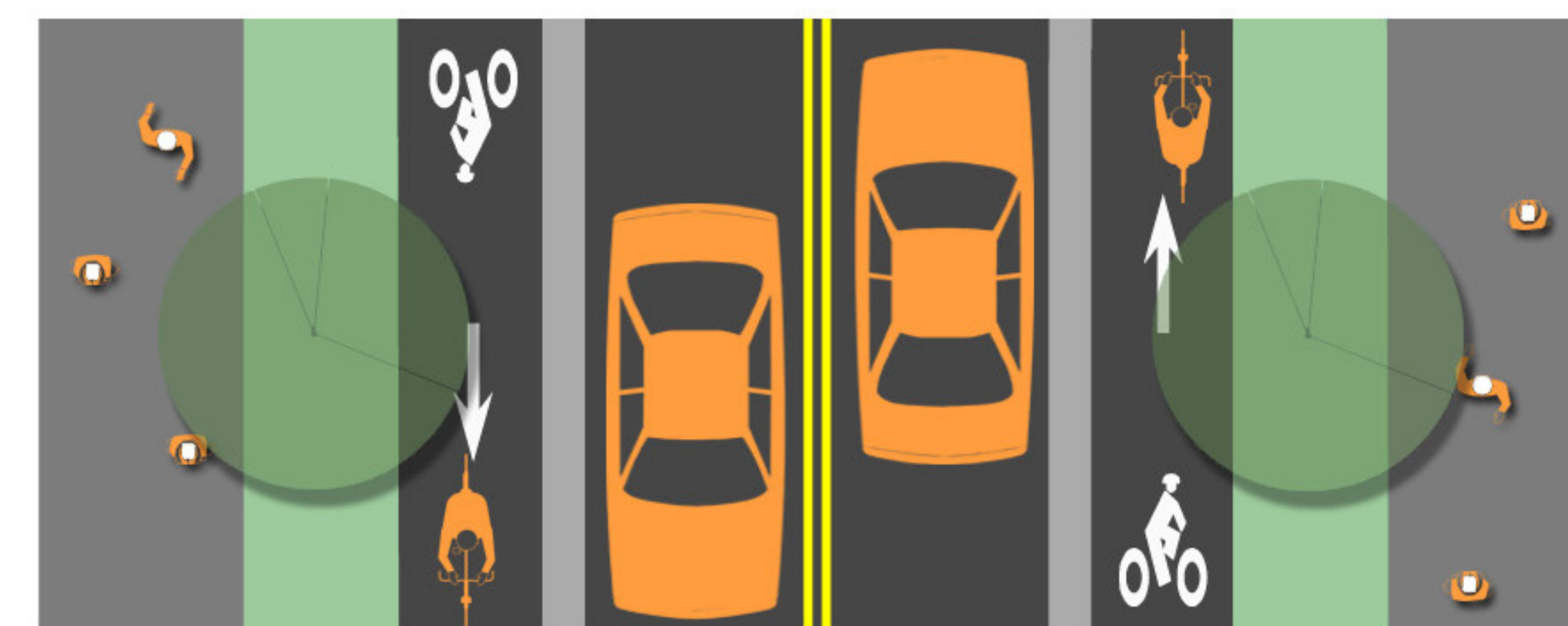
Plan Elements

- Visioning and goal setting
- Existing conditions assessment
- Comprehensive public outreach
- Permanent bike counter location and program recommendations
- Education, encouragement and enforcement recommendations
- Bicycle parking location and policy recommendations

Bicycle Network Elements

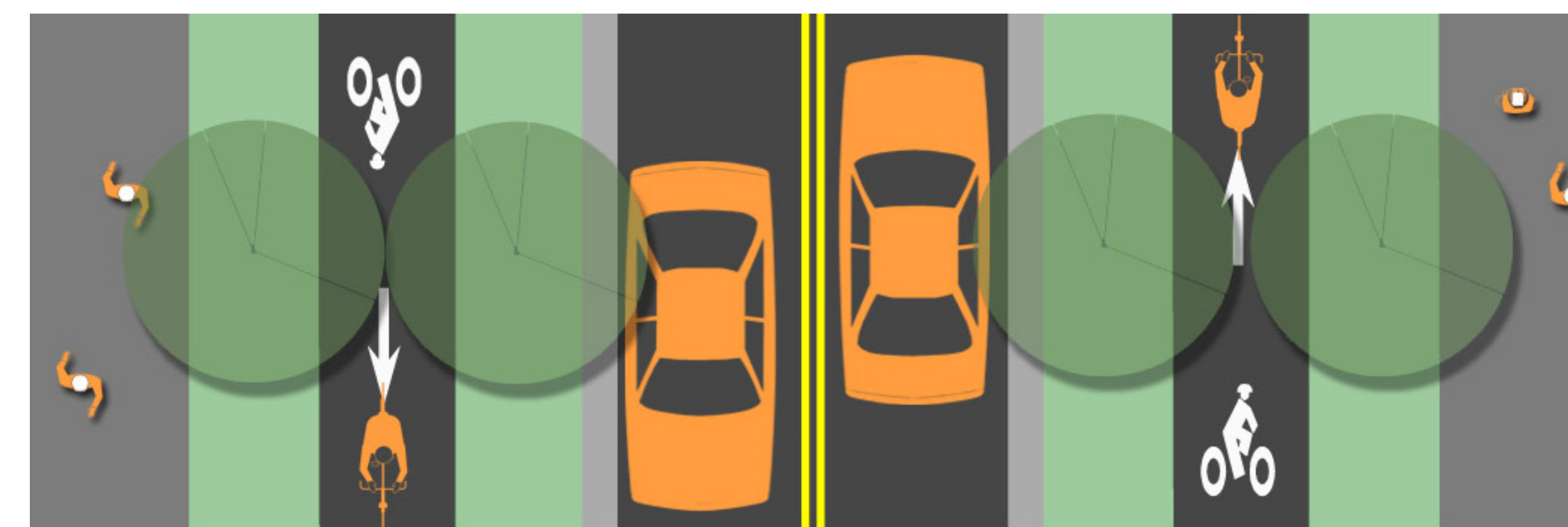
The overriding goal for the campus bicycle network is to ease bicycle travel through campus while minimizing conflicts between bicyclists and other modes.

Typical cross sections at right will be used to create the network over time as funding and additional campus construction projects allow.



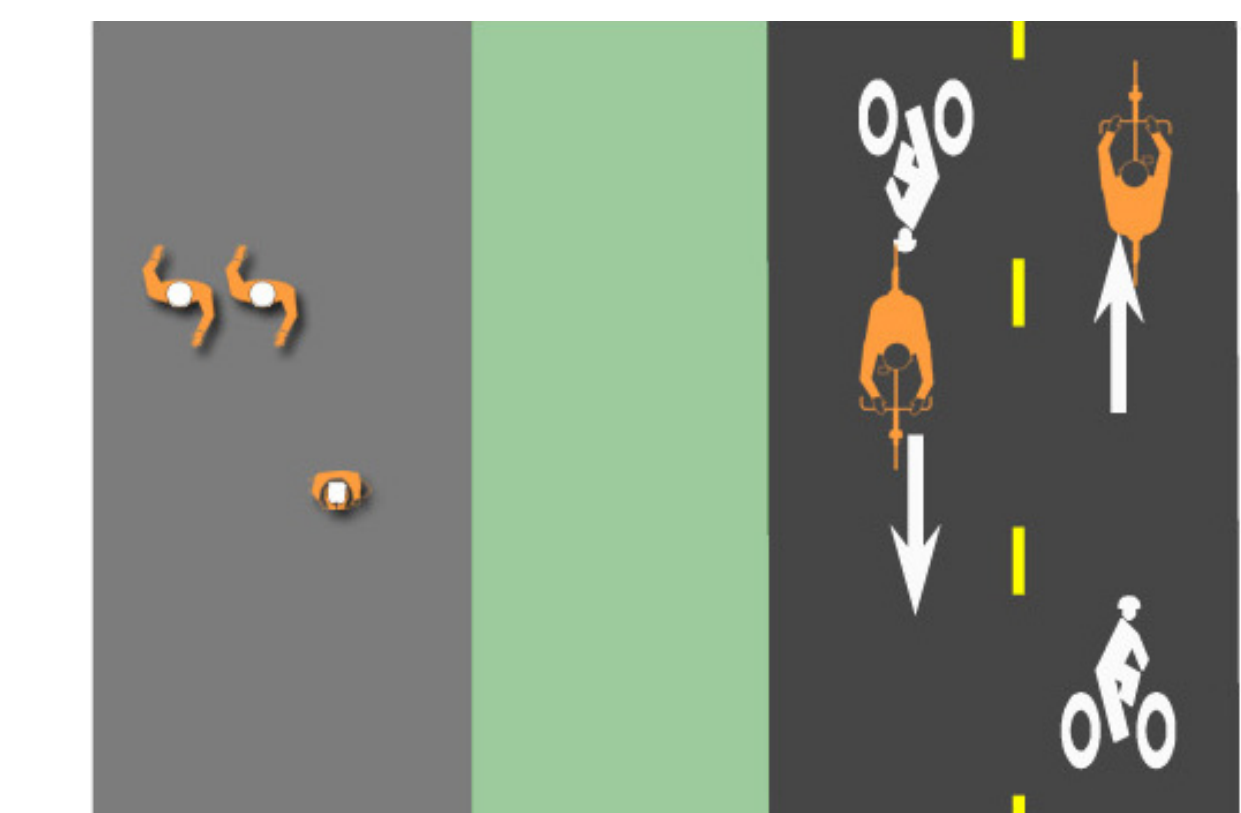
6.5' SW 6' BF 6' PBL 10' TL 10' TL 6' PBL 6' BF 6.5' SW

Protected Bike Lanes: Option 1



6.5' SW 6' BF 6' PBL 6' BF 10' TL 10' TL 6' BF 6' PBL 6' BF 6.5' SW

Protected Bike Lanes: Option 2

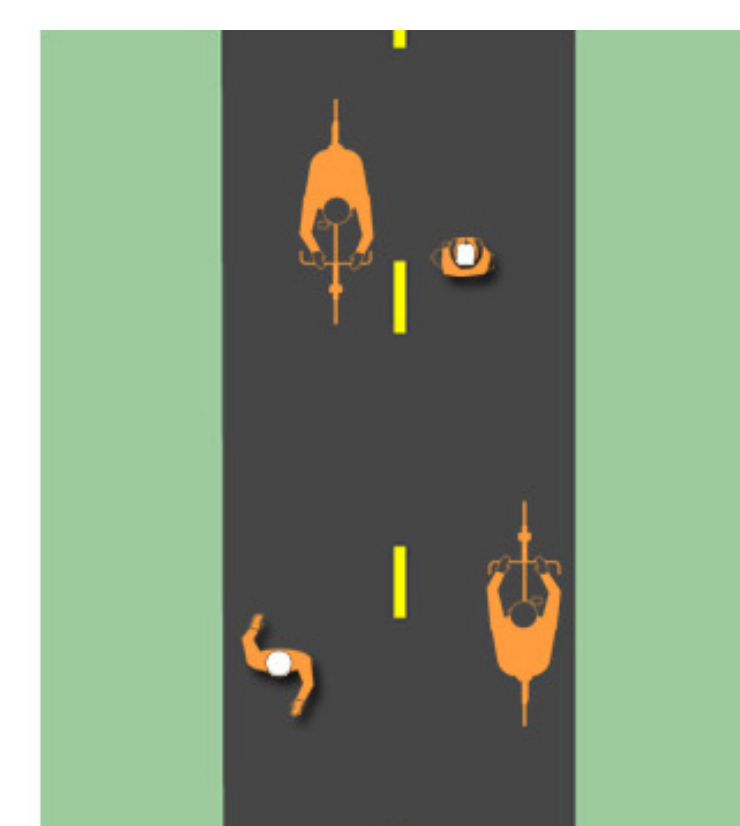


11' SW 9' BF 14' BP

Separated Pathway

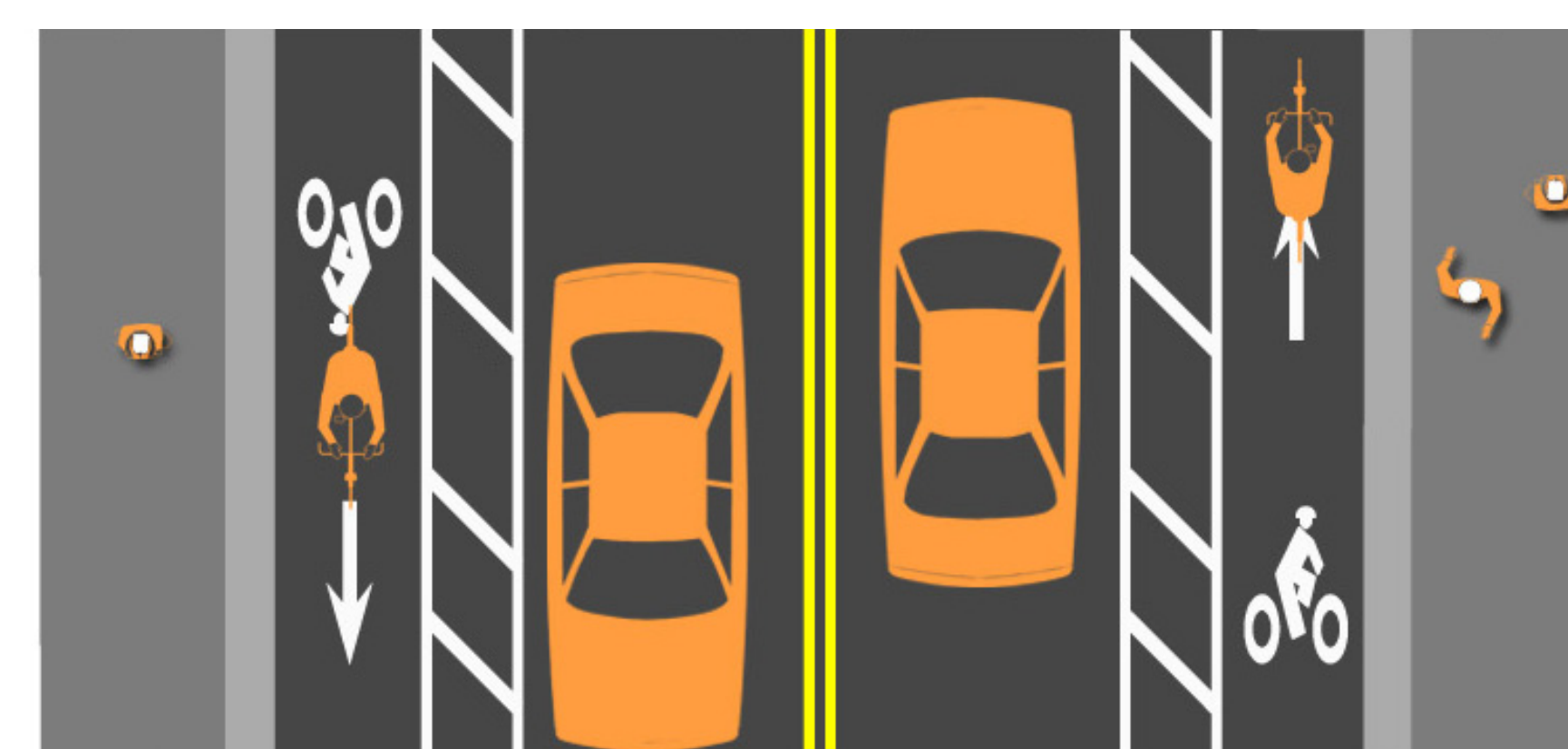
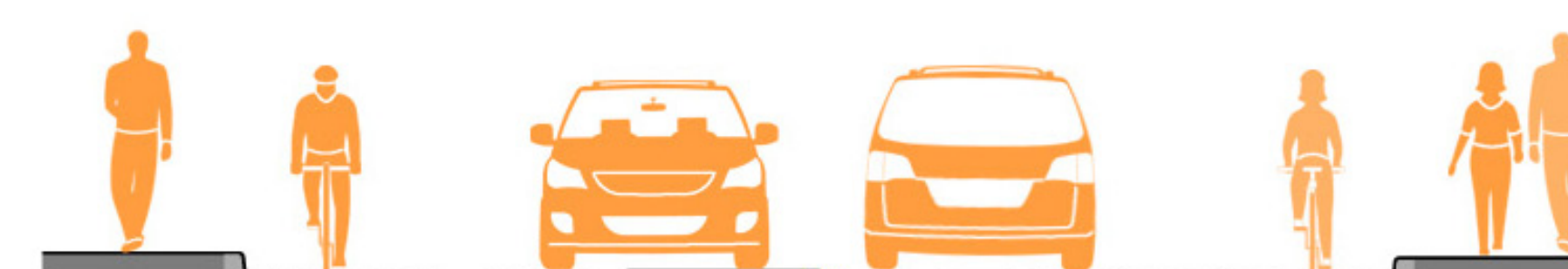
Cross Section Key

- SW: Sidewalk
- SL: Shared lane
- CF: Contraflow bike lane
- BBL: Buffered bike lane
- PBL: Protected bike lane
- BP: Bike path
- SUP: Shared use path
- TL: Travel lane
- TTL: Transit travel lane
- P: Parking
- BF: Buffer



10' SUP

Shared Pathway



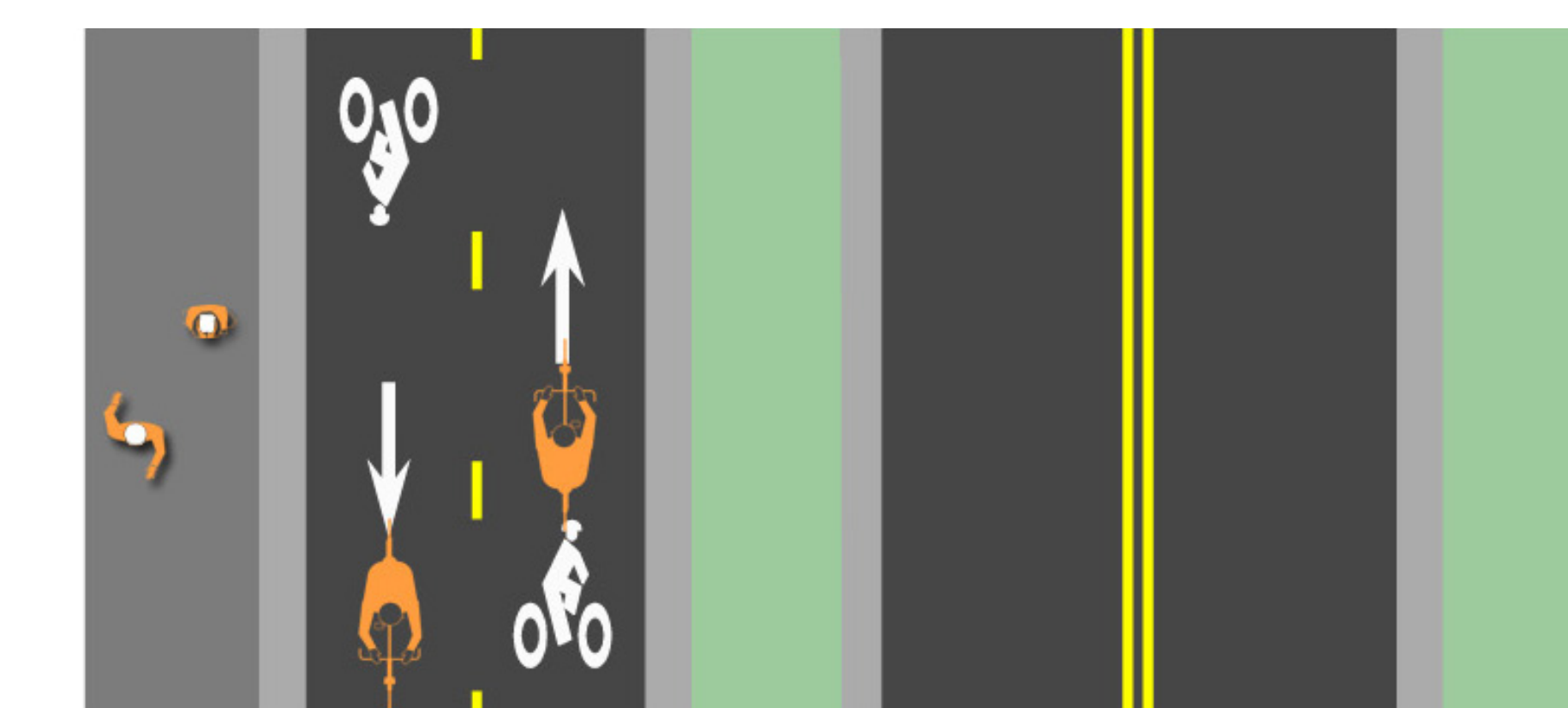
6.5' SW 6' BBL 3' BF 10' TL 10' TL 3' BF 6' BBL 6.5' SW

Buffered Bike Lanes



6.5' SW 8' P 12' SL 3' BF 6.5' CF 6.5' SW

Contraflow Bike Lane



6.5' SW 14' BP 6' BF 10' TTL 10' TTL

Meridian Ave Transit/Bikeway

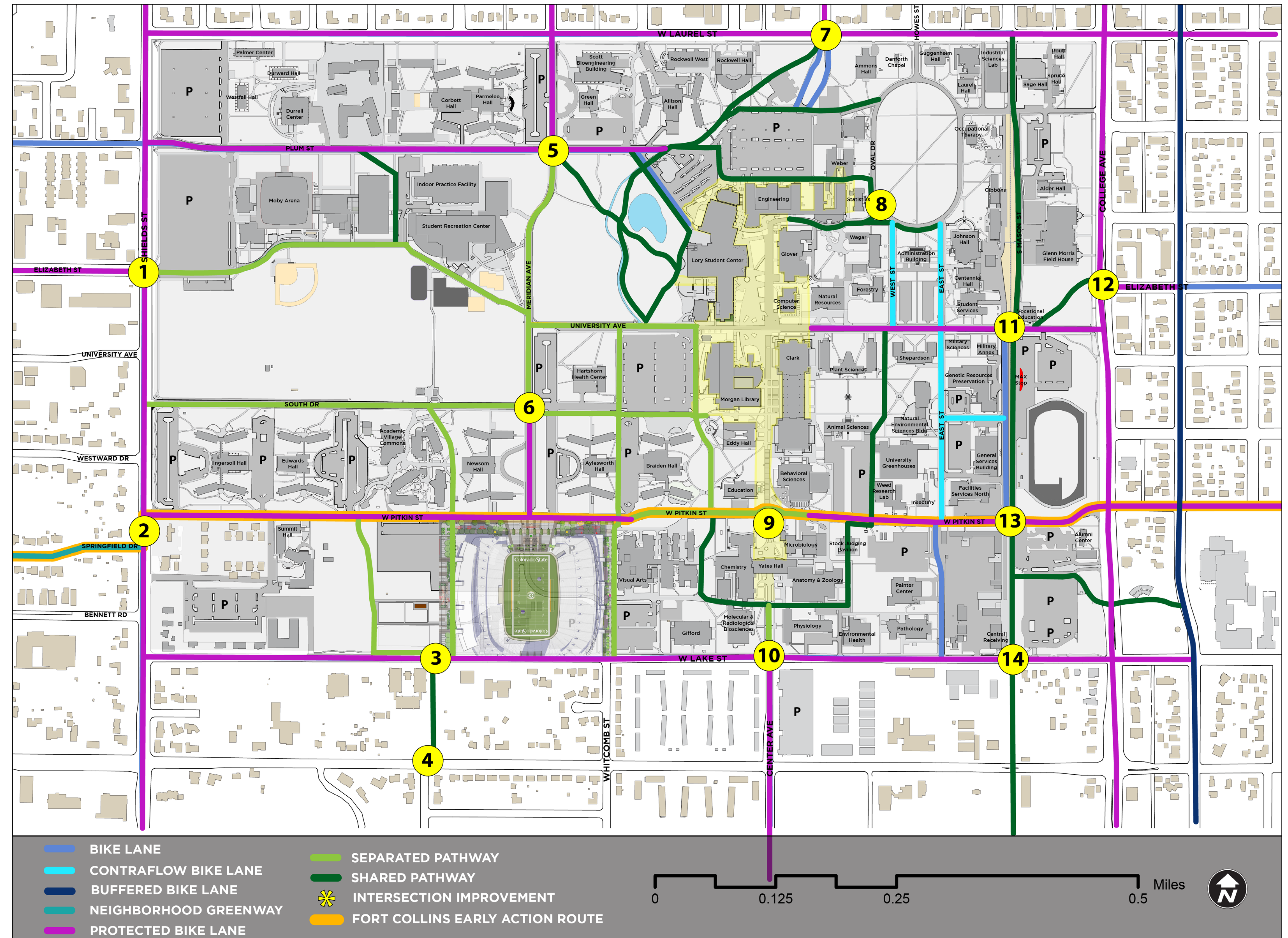
CSU Draft Bicycle Network

The draft bicycle network consists of linear improvements, such as separated pathways and protected bike lanes, and spot improvements which are detailed below.

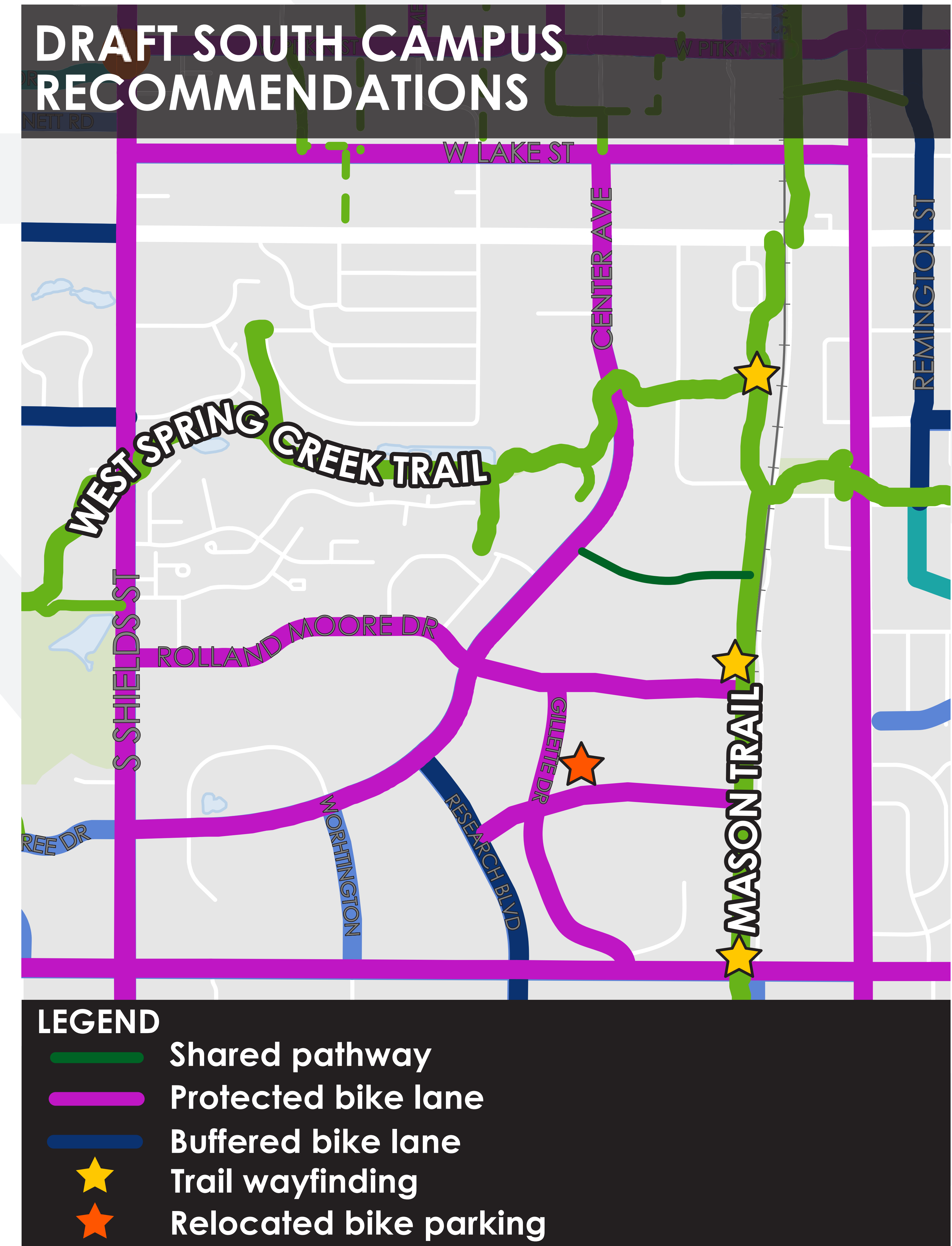
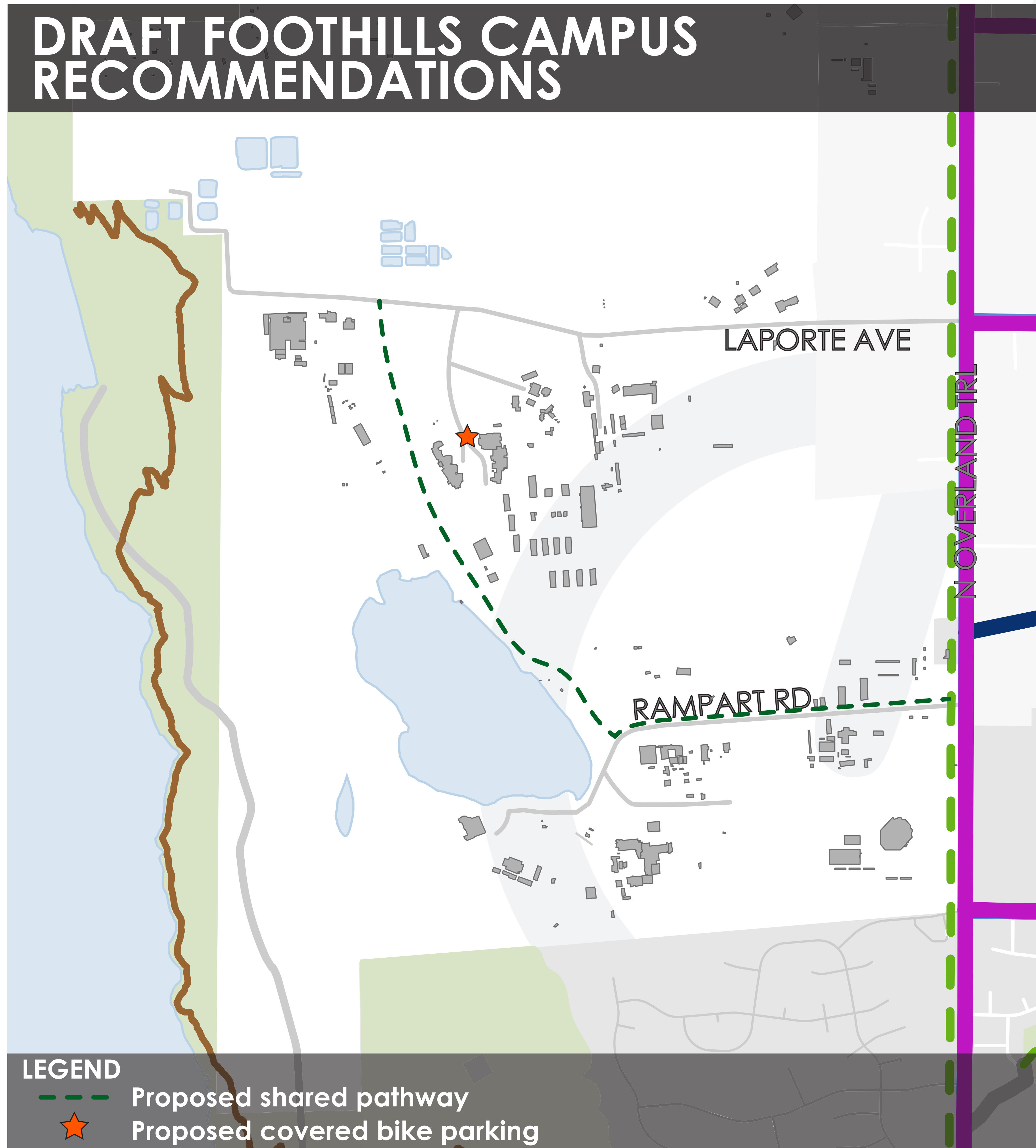
1. Protected bike lane intersection
2. Median crossing
3. Raised crosswalk
4. Pedestrian/bicycle signal
5. Raised intersection
6. Protected bike lane intersection with mini circle
7. Protected bike lane intersection
8. Raised crosswalk
9. Open dismount zone
10. (Still under study)
11. Ped/bike yield with swing arm for MAX
12. Additional crosswalk + curb cut OR two-way cycle track on north side of Elizabeth
13. Ped/bike yield with swing arm for MAX
14. Ped/bike yield with swing arm for MAX and wayfinding



Protected bike lane intersection in Rotterdam, Netherlands



CSU South & Foothills Campus Recommendations



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