

EXECUTIVE SUMMARY

Category	Specifications	Cost per unit	Unit	Total Units	Total Cost
Bike Lane Striping	6" white stripe	\$3,275	Mile	0.52	\$1,705
Sign	Share the road	\$14-\$24	Sign	60	\$840-\$1,440
Sign	Bike route	\$14-\$24	Sign	6	\$84-\$144
Symbol	Sharrow	\$53	Symbol	400	\$21,200
Symbol	Bike Lane Indicator	\$50-\$100	Symbol	5	\$250-\$500
				Total Cost:	\$25,000

Phase 2

The second phase of campus infrastructure improvement is composed of policy changes and the implementation of the bike share. These changes require a bigger commitment of resources and a willingness to alter the environment for vehicles on campus. For phase two the emphasis is placed on policy change and reducing vehicle traffic on campus in order to prioritize bicycling and walking as forms of transportation. Below are the suggestions for the second phase:

Eliminating Osborn Drive on-street parking Delivery time restrictions

Osborn Drive Bicycle Lane

Implementing the bike share

Category	Specifications	Cost per unit	Unit	Total Units	Total Cost
Osborn Drive Striping	6" white stripe	\$3,275	Mile	1.6	\$5,205
Sign	Bike lane with symbol	\$14-\$24	Sign	40	\$560-960
Sign	No Parking	\$10-\$20	Sign	10	\$100-\$200
Symbol	Bike Lane Indicator	\$50-\$100	Symbol	20	\$1,000-\$2,000
Bike Share	2 Docking Stations and 1 Bike	\$2,500	Package	322	\$805,000
				Total Cost:	\$815,000

Phase 3

The third phase of campus infrastructure improvement should be comprehensive structural reform of bicycle infrastructure. This phase will require significant resource expenditure and a commitment to making the campus as bicycle-friendly as possible. This phase may take several years to complete but is ultimately necessary in order to ensure optimal safety and mobility for bicyclists, pedestrians, and motor vehicles. With the implementation of a bike share system, there will be more bicycle traffic than ever, and the current bicycle infrastructure is not equipped to handle the capacity. At the current capacity, issues frequently arise in terms of improper interaction between different modes of transportation on campus. Any increase in bicycle traffic will exacerbate these issues. It is therefore essential that the following major structural changes be taken under consideration:

Bissell Road Gate

New Bike Paths (across campus and connecting farmhouse rd and Wallace rd) New Bike Lanes (where feasible on streets)

Bike Boxes at Stops signs and stop lights

Category	Specifications	Cost per unit	Unit	Total Units	Total Cost
Concrete Bike Path	5" Class 47B-3000	\$271,392	Mile	1.6	\$434,230
Concrete Bike Path	6" Class 47B-3000	\$181,104	Mile	1.6	\$289,770
Concrete Bike Path	6" Class 47B-3500	\$166,848	Mile	1.6	\$266,960
Recreation Trail	6" Hot mix asphalt	\$141,457	Mile	1.6	\$226,335
Bike Lane Striping	6" white stripe	\$3,275	Mile	1.6	\$5,240
Sign	Bike route	\$14-\$24	Sign	30	\$420-\$720
Gate	Security access gate	\$50,000	Gate	1	\$50,000
				Total Cost:	\$280,000-\$490,000