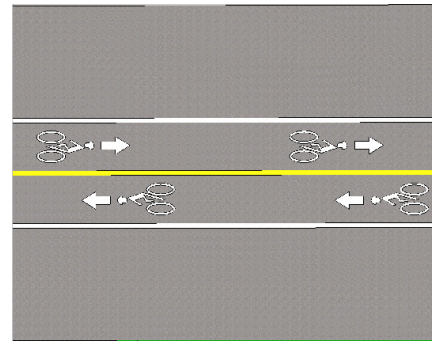


Phase 2

Phase 2 is where things start to become more physically different. The changes are more focused towards the space changes, rather than just educational changes. The biggest thing that is going to be done in this phase would be implementing a middle bike lane down Osborn Drive. To do this bike lane, we would need to remove the on-street parking from Osborn Drive, remove the parking signs; replace those signs with no parking signs, which cost \$10 to \$20; stripe the center with lanes and bicycle lane indicators, striping costing \$0.62 per linear foot, and the indicator costing \$50-\$100 per unit. Below are the examples of the things that would need to be added to Osborn Drive in order to achieve this part of the phase .



The next part of this phase was to include the bike share program into this time. With the bike share being implemented at full scale, we would need to put 322 packages into place. In these packages there are 2 docking stations and 1 bicycle. The breakdown of phase 2 is shown in the spreadsheet below, which includes all of the parts that are being proposed in this phase.

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 biggest phase that we are recommending is phase 3. In this phase, we are trying to accomplish our goal of creating a completely bike friendly university. This phase involves creating a designated bike path along Lincoln Way, a shared bike path through campus, an extension of Farmhouse Road, a complete street for Pammel Road, along with the addition of a gate on Bissel Road to restrict the traffic flow, and also to add bike boxes at busier intersections with stop lights around campus.

The improvements in this stage have a lot of new infrastructure to be built, instead of refacing the old existing infrastructure like we had used in the prior phases. Building new paths on campus is going to cost between \$87,000 and \$140,000 per square mile that is built. This price ranges due to the material that would be used, concrete or asphalt, and also the material grade that would be chosen. The signs from phase 1 and the markings from phase two would then also need to be applied to these newly constructed areas, indicating what their intended uses are.

The other two improvements that are in this phase that were mentioned were to gate Bissel Road so that it no longer allows public traffic to pass through Iowa State University's west end. These gates are very technological and each gate that is added would cost around \$50,000 for all the components that Iowa State's current gating system uses. And lastly, bike boxes would be recommended to put at stop lights that are along busier, more congested routes, which will cost the same as striping did in the previous two phases of \$0.62 per linear foot, plus adding bicycle only symbols that would cost \$50-\$100 per unit. An example of the bike box component can be seen on the next page.