



**DESIGN ASSISTANCE APPLICATION
for FY 2017**

Country Club Way Pedestrian Improvements and Bicycle Boulevard

CITY OF TEMPE

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY
10:00 AM ON THURSDAY, JUNE 23, 2016**

DESIGN ASSISTANCE FY 2017 APPLICATION

Tempe: Country Club Way Pedestrian Improvements and Bicycle Boulevard

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Name of Sponsoring Agency	Tempe
2. Project Manager Name and Title	Eric Iwersen - Principal Planner
3. Phone Number of Project Manager	(480) 350-8810
4. E-Mail Address of Project Manager	eric_iwersen@tempe.gov
5. Mailing Address of Project Manager	City of Tempe Public Works Department - Transportation; 200 E 5th St, 2nd Floor; Tempe, AZ 85281
Project Description	
6. Please provide the Project Title.	Country Club Way Pedestrian Improvements and Bicycle Boulevard
7. Please provide the amount of funding requested:	\$82,500.00
8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):	
<p>The Country Club Way Pedestrian Improvements and Bicycle Boulevard is proposed to be a mostly on-street facility (with a 1-mile multi-use path) running seven miles connecting ASU Research Park along Country Club Way to Tempe Town Lake and the regional Rio Salado Path system. The project will link local and regional facilities, five schools, three existing canal paths, two bicycle/pedestrian bridges, four bicycle boulevards, travel across eight major arterials, connect to one light rail station at Smith-Martin and across the Union Pacific Railroad south of Apache Boulevard. This new facility will reduce vehicle-ped conflicts, introduce bike lanes and a path, landscaping and art features while remaining ADA/MUTCD/AASHTO compliant.</p>	
9. Please provide the project limits:	
<p>The project will be seven miles and connect ASU Research Park along Country Club Way to Tempe Town Lake and the Rio Salado Path system.</p>	

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PART B - PROJECT DESCRIPTION

1. What type of project is this?

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input checked="" type="checkbox"/>	Grade-separated crossing
<input checked="" type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input checked="" type="checkbox"/>	Sidewalk (5' min.)
<input checked="" type="checkbox"/>	Buffered Bike Lane	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Protected Bike Lane	<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer
<input type="checkbox"/>	Shared-use path (10' min.)	<input checked="" type="checkbox"/>	Midblock Crossing

2a. Please describe the existing condition of the project site and any problem(s) being addressed.

Currently, there are not continuous bike lanes and sidewalks along the proposed seven mile project. In addition, there is not an at grade or grade-separated railroad crossing at Apache Boulevard which creates a barrier to Tempe Town Lake and areas north into Scottsdale or connecting to Mesa and Phoenix along the Rio Salado Path system. There is also a disconnect with ASU Research Park, which is one of the largest employment hubs in Tempe. The Country Club Way Pedestrian Improvements and Bicycle Boulevard would allow for a seamless bicycle and pedestrian connection from south to north Tempe, and connect to Mesa, Scottsdale and Phoenix.

2b. Why is this project important to the community?

This on-street bike and pedestrian facility provides access to recreational, commercial, educational, and employment centers throughout Tempe and the region for users of all abilities. The seven mile connection would allow residents from Scottsdale and Mesa easier access to employment centers like ASU Research Park, shopping centers like Tempe Marketplace, and other regionally and economically significant destinations along McClintock Drive and Apache Boulevard. The seven mile gap closure will make it safer and easier for all level of users to access these major regional destinations through this regional pathway connecting multiple cities in the region and providing a crossing over the Union Pacific Railroad.

3. Connectivity: (Check all that apply)

Project fills a gap in the regional system

Explain:

The seven mile connection would allow residents from Phoenix, Scottsdale and Mesa easier access to employment centers like ASU Research Park, shopping centers like Tempe Marketplace, and other regionally and economically significant destinations along McClintock Drive and Apache Boulevard. The seven mile gap closure will make it safer and easier for all level of users to access these major regional destinations through this regional pathway connecting multiple cities in the region and providing a crossing over the Union Pacific Railroad.

Project connects to other local facilities

List the connected facilities:

Western Canal Multi-use Path, El Paso Multi-use Path, bicycle/pedestrian bridge over US 60, Rio Salado Multi-use Paths, four future BIKEit bike boulevards, light rail, and 14 bus routes.

Multi Jurisdictional Project

List of Participating Jurisdictions:

The proposed project is located only within the city of Tempe, but connects to the adjacent Western Canal and El Paso multi-use paths and bicycle/pedestrian bridge over US 60 which connect Tempe with Chandler, Mesa, and Phoenix. At its northern most terminus, the project will connect with Scottsdale.

Total length of facilities connected by this project (in miles)

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4. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

This project will provide for a safer and more direct connection from south to north Tempe and connect to the Western and El Paso multi-use paths. It will improve overall regional connectivity and link adjacent neighborhoods such as the existing single family neighborhoods and high density multi-family residential to employment centers on the east side of Tempe, west side of Mesa, south side of Scottsdale and north side of Chandler. By providing for a safe network of travel within Tempe and regionally to users of all abilities, it will encourage biking, walking, and transit as a more attractive option for travel. This connection will enable direct, safe and easy access to local schools, churches, large and small commercial centers, transit services, local parks, and major employment centers in the area.

5. Describe how this project will improve access to transit:

Along the corridor there are six major regional transit routes 30, 45, 61, 77, 81 and 108 that connect Tempe with Scottsdale, Chandler, Phoenix, Mesa, Chandler and Paradise Valley. Additionally, there are three express bus lines (520, 521, 522) and two other fixed routes (48, 62) and three Orbit routes (Mars, Mercury and Jupiter). It should also be noted that this connection will be serviced by the planned and funded Tempe circulator route; the Orbit Saturn in October 2017. With easy access to intersecting transit lines and light rail, users of the Country Club Way Pedestrian Improvements and Bicycle Boulevard can safely travel to nearby bus stops and travel easily both locally and regionally.

6. Describe how this project will address bike/vehicle or pedestrian/vehicle conflicts:

This project will further reduce bike/ped/vehicle conflicts by implementing a safe railroad crossing at Apache Boulevard. By designing a seven mile corridor with continuous bike lanes, sidewalks and landscaping, users will have a more pleasant and safer route to Scottsdale, Mesa and Chandler.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

% Age 65 Plus

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reports," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Report Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the Excel icon at the top right side of the pop-up window) for your records.

8. How will this project benefit families in poverty?

By building this project, Tempe, Chandler, Mesa, Scottsdale residents will now have a direct and safe connection to major employment, commercial, educational, and recreational facilities in and around Tempe. Families in poverty residents in the cities of Tempe, Chandler, Scottsdale and Mesa, whose likely mode of transportation depends on transit, biking, or walking, will especially benefit from the improved regional connection.

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9. How will this project benefit minority residents?

With the proposed connection, minority residents who are transit dependent will benefit from improved access to more job destinations through regional and local routes. The project will benefit all residents, including the large concentration of minority residents close to the proposed project site in Tempe, Mesa, Scottsdale and Chandler. By making the proposed connection, residents will have more direct and safe access to major employment, commercial, educational, and recreational facilities in and around Tempe. Minority residents in the cities of Tempe, Mesa, Chandler and Scottsdale, whose daily work commute include transit, biking, or walking will benefit from the improved regional bicycle boulevard connection and the increased transit access.

10. How will this project benefit elderly residents?

Older residents, with limited mobility will benefit greatly from the proposed connection. Wider sidewalks will better accommodate different speeds and modes of transportation (i.e., wheelchairs, walkers, etc.). This proposed connection will enable elderly residents easier access to medical appointments, entertainment, and other services locally and regionally by having more transit options available. Shade will provide a more attractive and safer environment to access elderly oriented services and a safe and inviting venue for exercise and travel.

11. How will this project benefit school children?

School children will benefit from better access to transit, safer streets, and improved pedestrian and bike facilities. Tempe provides free neighborhood circulators and free buss passes to kids age 6-18 to ride transit. The proposed connection will connect to the extensive BIKEiT Boulevard network of off-street, low-stress bike/ped facilities for younger, less confident bikers and pedestrians. With such a network in place, school children will have safe and direct access to schools, recreation and parks.

12. Please list any schools within 1/4 mile of the project:

Fuller Elementary, Ward Traditional Elementary, McClintock High School, Connolly Middle School and Curry Elementary.

13. How does the project benefit persons with disabilities?

This project will be universally accessible to all users of varying abilities. The project will be designed and constructed exceeding ADA recommended standards. The project will sidewalks and a railroad crossing. In addition, sidewalks will allow users needing to travel with power chairs and other mobility aids to easily navigate the corridor and the railroad and arterial crossings. Entrances and egresses will be designed to facilitate ADA access to crossings.

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14. The project is: (Check one)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)

List:

Tempe Transportation Master Plan (BIKEiT Boulevards); General Plan 2040 with City Council dedicating funds annually to bike boulevards and pathway improvements in the CIP.

Consistent with general policy/practices, but not formally identified (provide source)

Explain:

Not addressed by jurisdiction's plans, policies, or practices

Explain:

15. List the community partners that will be supporting the development and promotion of this project. Include city departments that will also be supporting the project.

Union Pacific Railroad, Arizona State University, Tempe Bicycle Action Group, Tempe Community Services Department, Tempe Public Works Department, Tempe Economic Development Office, Tempe Transportation Division and Tempe Community Development Department.

16. Does the jurisdiction have a dedicated staff person to manage the project? Which city department will be responsible to provide information to the consultant?

Yes. A Project Manager from the Tempe Transportation Division will be committed and assigned to manage the project.

17. Does the jurisdiction have base information available (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, utility placement information)?

Yes. All data available from the City of Tempe can be requested by the selected consultant and will be provided free.

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PART D - PROJECT COSTS

1. What is the approximate cost for 15% preliminary plans* for this project? Estimate cost for each task below:

\$5,000	Scope of Work
\$7,500	Stakeholder and Core Team Meetings
\$20,000	Data Collection
\$25,000	Data Analysis
\$15,000	Project Assessment Report (Draft)
\$7,500	Project Assessment Report (Final)
\$2,500	Executive Summary and Regional Significance Report
\$82,500	TOTAL COST ESTIMATE FOR 15% PRELIMINARY PLANS (SHOULD MATCH PART A, #7)

*15% Preliminary Plans generally include:

- Project Information (location, description, map)
- Background data including the need for the project
- Project Scope (length, type of work, how it is to be constructed)
- Project Development
- Environmental overview
- Geotechnical and drainage requirements
- Critical outside agency involvement
- Preliminary Right-of-Way requirements
- Preliminary Utility relocation requirements
- Preliminary Traffic requirements
- Seasonal consideration
- Design Criteria
- Itemized Cost Estimate
- Schedule
- Preliminary Plans
- Preliminary Pathway Horizontal Layout
- Typical Sections
- Preliminary Aesthetic Concept
- Information on potential funding sources
- Executive Summary

2. What is the anticipated cost for the whole project (please break down costs by design, environmental, ROW, utilities, construction, etc.)?

Final Design and Environmental \$425,000.00; Construction Cost \$5.250 Million.

3. Are there designated funds for construction of this project? If yes, what funding sources have been identified?

Tempe Transit Tax will be budgeted to provide the required match for federal funds. The city has already committed Transit Tax funds in the adopted Tempe CIP to design bicycle boulevards as identified in the Tempe Transportation Plan.

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4. If funding has NOT been identified for construction of the project, what efforts have been made to identify funds that could be used for this project?

5. Are there funds for maintenance? Who has the responsibility for maintenance?

Yes, there will be funds budgeted for maintenance. Once constructed, Tempe Transit funds will be committed to maintain the project

6. Is an easement required for this project? If YES, please attach a Property Owner Letter of Support.

No easement is required to complete the project.

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PART E - SIGNATURE AND CHECKLIST

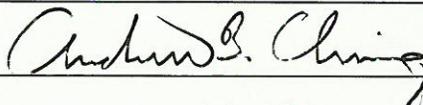
Checklist

This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

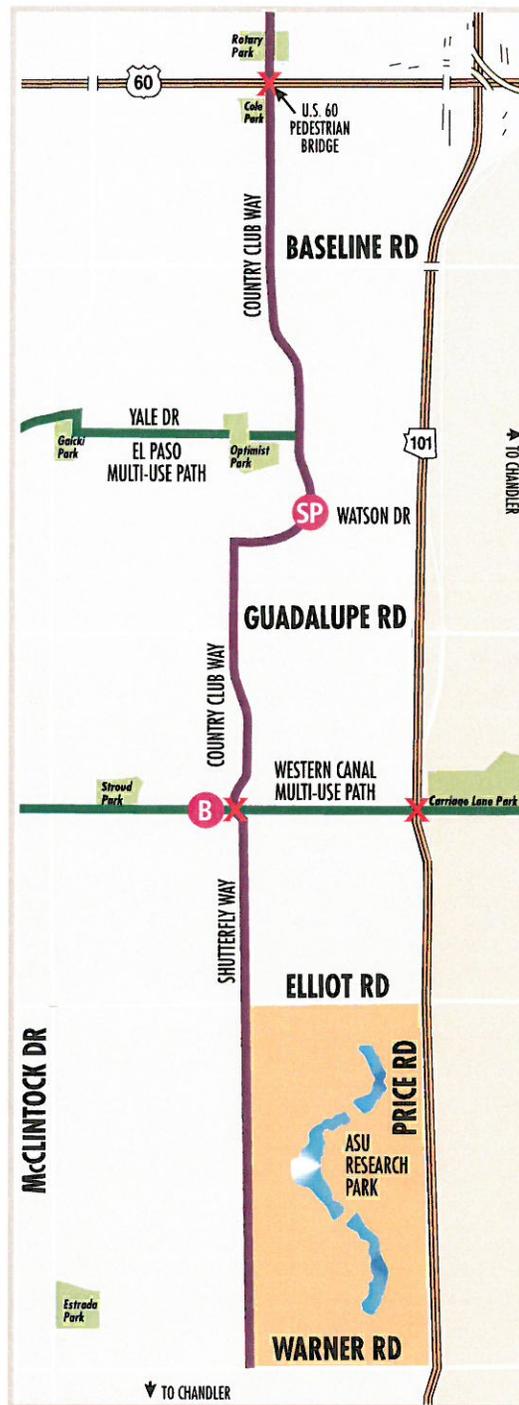
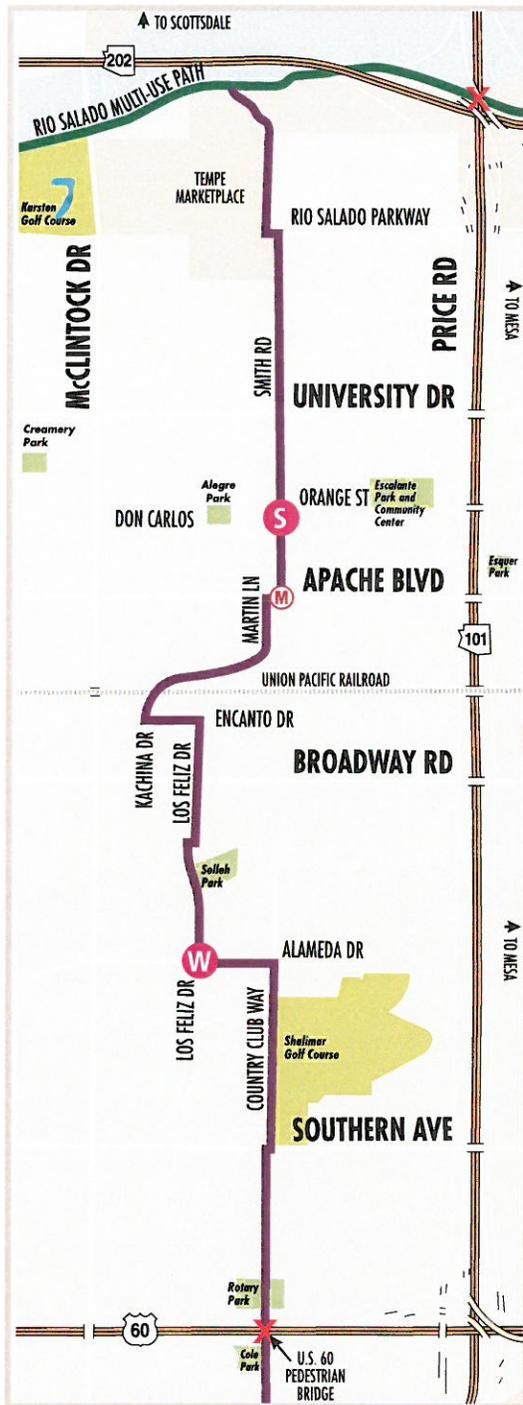
COVER SHEET	Complete?
Cover Sheet is completely filled out	yes
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	yes
Project Description, fields 6 - 9 are complete	yes
PART B - Project Description	Complete?
Fields 1 - 17 are complete	yes
PART C - Attachments	Complete?
Attachment 1 - Map with street names	yes
Attachment 2 - Aerial photos (if available)	no
Attachment 3 - Photographs with captions of the study area showing the problems/issues	yes
Attachment 4 - Letter of Support and Cooperation from Property Owner (if required)	no
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	yes
PART D - Project Costs	Complete?
Fields 1-6 are complete	yes
PART E - Signature and Checklist	Complete?
Entire checklist is completed.	yes
Form is signed by MAG member agency's manager or administrator.	yes
Name, title and date fields under the signature are completed.	yes

SIGNATURE:

As the MAG member agency's manager or administrator, I certify that this application is accurate and complete, that local agency staff time and data will be required for this project, and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal construction funding.

Signature:	
Name:	Andrew B. Ching
Title:	City Manager
Date:	22-Jun-16

PROPOSED COUNTRY CLUB WAY PEDESTRIAN IMPROVEMENTS AND BICYCLE BOULEVARD PROJECT MAP



- Multi-Use Path
- Proposed Route
- M Light Rail Metro Stop
- X Bicycle and Pedestrian Crossing (bridges/underpasses)

Future Bike It Bicycle Boulevard Routes

- S Sprocket Bike It Connection
- W Wheel Bike It Connection
- SP Spoke Bike It Connection
- B Brake Bike It Connection



Photo 1: Country Club Way is a wide collector street with no bicycle facilities.



Photo 2: Located at the south end of the project, this unpaved alignment for a path is used by Tempe residents on a daily basis.



Photo 3: the project would terminate on the north end at Tempe Marketplace and connect to the Rio Salado multi-use path system with connections to Mesa and Phoenix.



Photo 4: One challenge of the project is to cross the Union Pacific Railroad. An abandoned railroad spur, owned by the city of Tempe is located adjacent to the active line owned by Union Pacific.



June 3, 2016

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix Arizona 85003

RE: Country Club Way Pedestrian Improvements and Bicycle Boulevard Project

Dear Review Committee:

This letter is in support of a grant request by the City of Tempe for design of an on-street bicycle and pedestrian facility running seven miles connecting ASU Research Park along Country Club Way to Tempe Town Lake and Tempe Marketplace. The project would link local and regional facilities, five schools, three existing canal paths, one bicycle/pedestrian bridge, four bicycle boulevards, travel across eight major arterials, connect to one light rail station at Smith-Martin and across the Union Pacific Railroad at Apache Boulevard. This new facility would reduce vehicle and pedestrian conflicts and add bike lanes, landscaping and public art. This design funding would enable Tempe to identify optimal designs to maximize usage of this potential project.

This on-street bike and pedestrian facility would provide access to recreational, commercial, educational, and employment centers throughout Tempe and the region for users of all abilities. Currently, there are not continuous bike lanes and sidewalks along the proposed seven mile project. In addition, there is not an at-grade railroad crossing at Apache Boulevard which creates a barrier to Tempe Town Lake, Tempe Marketplace and areas north into Scottsdale. The Country Club Way Pedestrian Improvements and Bicycle Boulevard Project would allow for a seamless bicycle and pedestrian connection from south to north Tempe including connections to Mesa and Scottsdale.

Tempe Marketplace supports the creation of bicycle and pedestrian facilities along Country Club Way to connect to Tempe Marketplace and Tempe Town Lake from the ASU Research Park. Tempe has made great progress toward creating a sustainable and attractive network of bicycle facilities for all residents. We feel the funding for this study is a positive and necessary step to better advance this bicycle and pedestrian projects in Tempe.

Thank you for the opportunity to express our support for this project.

Sincerely,

Emilie Andrews
Sr. Marketing Director, Tempe Marketplace
Vestar
2000 E. Rio Salado Parkway
Suite 1150
Tempe, AZ 85281

Vestar Development Company
Tempe Marketplace
2000 E. Rio Salado Parkway Suite 1150
Tempe, AZ 85281
P-480.966.9338 / F-480.966.5445



ARIZONA STATE UNIVERSITY

June 2, 2016

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix Arizona 85003

RE: Country Club Way Pedestrian Improvements and Bicycle Boulevard Project

Dear Review Committee:

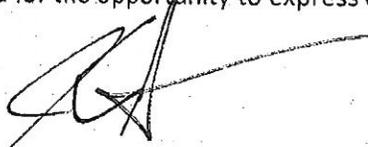
This letter is in support of a grant request by the City of Tempe for design of an on-street bicycle and pedestrian facility running seven miles connecting ASU Research Park along Country Club Way to Tempe Town Lake. The project would link local and regional facilities, five schools, three existing canal paths, one bicycle/pedestrian bridge, four bicycle boulevards, travel across eight major arterials, connect to one light rail station at Smith-Martin and across the Union Pacific Railroad at Apache Boulevard. This new facility would reduce vehicle and pedestrian conflicts and add bike lanes, landscaping and public art. This design funding would enable Tempe to identify optimal designs to maximize usage of this potential project.

This on-street bike and pedestrian facility would provide access to recreational, commercial, educational, and employment centers throughout Tempe and the region for users of all abilities. Currently, there are not continuous bike lanes and sidewalks along the proposed seven mile project. There is also a disconnect with ASU Research Park, which is one of the largest employment and research hubs in Tempe. In addition, there is not an at-grade railroad crossing at Apache Boulevard which creates a barrier to Tempe Town Lake and areas north into Scottsdale. The Country Club Way Pedestrian Improvements and Bicycle Boulevard Project would allow for a seamless bicycle and pedestrian connection from south to north Tempe including connections to Mesa and Scottsdale.

For many years, Arizona State University has advocated for improved bicycle and pedestrian facilities along Country Club Way to connect to ASU Research Park. We have made great progress toward creating a sustainable and attractive network of bicycle facilities for all residents. We feel the funding for this study is a positive and necessary step to better advance bicycle and pedestrian facilities in Tempe.

Thank you for the opportunity to express our support for this project.

Sincerely,


JC Porter
Arizona State University
Tempe, AZ 85281

Parking and Transit Services

Tempe Campus
PO Box 875205 Tempe, AZ 85287-5205
(480) 965-6406 Fax: (480) 965-0712
parksvcs@asu.edu

June 2, 2016

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix Arizona 85003

RE: Country Club Way Pedestrian Improvements and Bicycle Boulevard Project

Dear Review Committee:

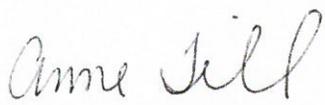
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For many years, our neighborhood has advocated for the creation of improved bicycle and pedestrian facilities along Country Club Way. We have made great progress toward a sustainable and attractive network of bicycle facilities for all residents. We feel the funding for this study is a positive and necessary step to better advance bicycle and pedestrian projects in Tempe.

Thank you for the opportunity to express our support for this project.

Sincerely,

Anne Till 
Alameda Meadows Neighborhood Association
1935 East Meadow Drive
Tempe, AZ 85282