



**DESIGN ASSISTANCE APPLICATION  
for FY 2016**

**Main Street Separated Bike Lanes and Complete Street Project - Gilbert Road to Power Road**

**City of Mesa**

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY  
10:00 AM ON MONDAY, JUNE 29, 2015**

**DESIGN ASSISTANCE FY 2016 APPLICATION**

Mesa: Main Street Separated Bike Lanes and Complete Street Project

**PART A - CONTACT AND PROJECT DESCRIPTION**

**Contact Information**

1. Name of Sponsoring Agency	Mesa
2. Project Manager Name and Title	Jim Hash
3. Phone Number of Project Manager	480-644-3556
4. E-Mail Address of Project Manager	<a href="mailto:james.hash@mesaaz.gov">james.hash@mesaaz.gov</a>
5. Mailing Address of Project Manager	PO Box 1466, Mesa, AZ 85211

**Project Description**

6. Please provide the Project Title.	Main Street Separated Bike Lanes and Complete Street Project
7. Please provide the amount of funding requested:	\$80,000

8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):

The Main Street Separated Bike Lanes and Complete Street Project will provide an enhanced user experience along an already heavily used bicycle and pedestrian corridor by utilizing bike lanes physically separated from automobile traffic and enhanced landscaping and buffered sidewalks to create a safe and comfortable environment for all roadway users .

9. Please provide the project limits:

Gilbert Road to Power Road

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

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

Currently Main Street between Gilbert Road and Power Road does not have on street bicycle facilities. Currently there are a very large number of driveways that create a dangerous right hook scenario for cyclists. With the addition of Bus Rapid Transit (BRT) a few years ago and not the future expansion of light rail extending to Gilbert Road, there has been an increase of bicycle usage along Main Street in response to this addition of mass transit as well as being determined to be a priority one project through public input and analysis conducted as part of the Mesa Bicycle Master Plan that was adopted by Mesa City Council.

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

The Main Street Separated Bike Lanes and Complete Street Project is a direct result of community input and data that was collected through the compilation of the 2012 Mesa Bicycle Master Plan and Central Main Street Area Plan, public outreach and input. As the bicycle master plan was developed it was identified that the Main Street corridor was one of the top bicycle corridors used by commuters traveling to and from work and home. In addition to the heavy bicycle traffic within this corridor Main Street is a critical arterial for pedestrian traversing the City to connect with bus rapid transit and light rail.

3. Connectivity: (Check all that apply)

- Project fills a gap in the regional system  
Explain:
- Project connects to other local facilities  
List the connected facilities:
- Multi Jurisdictional Project  
List of Participating Jurisdictions:
- 56 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:

By providing separated bike lanes and complete street treatments to Main Street these improvements will enhance operating width for cyclists and pedestrians as well as providing them with physically separation from motorized vehicle offering a safer environment for travel. This thoroughfare is heavily used by cyclist commuting east and west through Mesa and pedestrian connecting to transit, jobs, and services from nearby neighborhoods. In addition to local bicycle traffic utilization of this roadway is also the national route designated for travel by adventure cycling association for the trans-continental southern tier extending from San Diego California to St. Augustine Florida, which is traveled by hundreds of cyclists yearly.

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

Bicycling is complementary to transit. Connections to transit stops are important for the usefulness of a transit network, so users must be able to access transit stops by bike. People utilizing transit need to feel that they have safe and convenient routes to get to and from transit. This project will extend the typical catchment area for transit from one-fourth to one-half mile, to two to three miles. Main Street transit lines seem an extremely high ridership of bicycles with last years bicycle boarding's totally 46,781 bicycles. The recorded routes area as follows:

Route 40 – (28,000 total bicycle boarding's)

Main Street LINK – (18,851 total bicycle boarding's)

\*(Source Valley Metro)

With Gilbert Road becoming the terminus for light rail and transferring the end of line from Sycamore station, Gilbert Road is expected to experience the same ridership that is currently experienced at the current end of line. Currently bicycle boarding's for the Gilbert Road Local transit route is Route 136 (Gilbert Road Local) – (10,000 total bicycle boarding's), which will increase as light rail is made available at Gilbert Road.

Offering separated cycle tracks for users to travel to and from the light rail end of line will increase the users sense of safety and comfort promoting increased ridership by users that may not normally have access to those services without the use of bicycle facilities extending the catchment area to them.

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

By providing separated bike lanes, it removes cyclists from potential conflicts with automobiles and also creates a pedestrian safety island that decreases exposure times for pedestrians to both automobiles and bicyclists. Creating a space for each mode of travel reduces the conflicts associated with mixing modes.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

4602 People Per Square Mile

24 % Families in Poverty

31 % 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.

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8. How will this project benefit families in poverty?

Large percentages (24%) of Mesa residents that live in this catchment area are below the poverty line. These residents are one of Mesa's heaviest bicycling and walking user groups depending on bicycles or walking in coordination with transit for their main source of transportation.

9. How will this project benefit minority residents?

28% of residents in the general catchment area of Main Street are minorities. Among these minority groups there is the propensity to have a large dependency for bicycling for utilitarian purposes.

10. How will this project benefit elderly residents?

This roadway and all roadways in the eastern portion of Mesa are utilized heavily by our elderly population and by Mesa's extensive population of winter visitors that travel to this region for Arizona fantastic winter weather. These groups have several recreational riding groups that utilize Main Street and connecting streets for their daily activities and errands.

11. How will this project benefit school children?

A large portion of Mesa's private, charter, and college student population utilize bus and rail to travel to and from school on a daily basis. The addition of these proposed facilities would offer those students connecting to mass transit the ability to travel along a safer and more efficient route.

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

Pilgrim Lutheran School, Christ the King Catholic School, Mesa Prep Academy, East Valley High School, Legacy Elementary School, Jefferson Elementary School, Turning Point Beauty College.

13. How does the project benefit persons with disabilities?

Along with the planning and construction of the separated bicycle facilities, the complete street portion of the project will update all curb ramps and ADA driveway wrap-a-rounds and all facilities will be evaluated for ADA compliancy and necessary improvements will be made.

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14. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)  
List:  
City of Mesa Bicycle Master Plan, Mesa 2040 Transportation Master Plan, City of Mesa Complete Streets Policy
- Consistent with general policy/practices, but not formally identified (provide source)  
Explain:  
NACTO Design Guide
- 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.

This project is supported by The Mesa Bicycle Master Plan Citizens Advisory committee, the Transportation Advisory Board, Mesa City Council, the following Mesa City Departments; City Manager's Office, Engineering Department, Economic Development department, and the Planning & Sustainability 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 the City of Mesa will have a dedicated staff member from both the Engineering department and the Mesa Bicycle Program as co-project managers for this 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

## Part C - Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

**PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE IN YOUR ELECTRONIC SUBMITTAL.**

1. Please attach a map with street names clearly showing the project area boundaries and surrounding land uses, including a north arrow.

2. Please attach up to 2 aerial photos, if available (two 4x6 photos per page).

3. Please attach up to 4 photographs with captions of the study area showing the problems/issue (two 4x6 photos per page).

4. If the applicant is not the owner(s) of the project area, a letter of support and cooperation from the property owner(s) is required. This letter shall state that the property owner(s) agree to participate in the development of preliminary plans, and to permit improvements that may be identified as a result of this program.

5. (OPTIONAL) Up to 3 letters of support for the project.

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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:

\$2,500	Scope of Work
\$10,000	Stakeholder and Core Team Meetings
\$25,000	Data Collection
\$25,000	Data Analysis
\$10,000	Project Assessment Report (Draft)
\$5,000	Project Assessment Report (Final)
\$2,500	Executive Summary and Regional Significance Report
<b>\$80,000</b>	<b>TOTAL COST ESTIMATE FOR 15% PRELIMINARY PLANS (SHOULD MATCH PART A, #7)</b>

\*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)?

Design including environmental \$750,000, Construction \$7,500,000, ROW \$1,500,000  
Total of \$9,750,000

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

Not at this time.

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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?

The project will be placed in the CIP and will move forward as part of the Mesa Streets Bond package in 2018.

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

When a project is placed into the City of Mesa CIP there are always operations and maintenance added to the annual budget. These O&M responsibilities are the responsibility of the City of Mesa Transportation Departments, Streets Maintenance Division.

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

No easment is required at this time.

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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.**

<b>COVER SHEET</b>	<b>Complete?</b>
Cover Sheet is completely filled out	Yes
<b>PART A - Contacts and Project Description Fields</b>	<b>Complete?</b>
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 9 are complete	Yes
<b>PART B - Project Description</b>	<b>Complete?</b>
Fields 1 - 17 are complete	Yes
<b>PART C - Attachments</b>	<b>Complete?</b>
Attachment 1 - Map with street names	Yes
Attachment 2 - Aerial photos (if available)	Yes
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)	Yes
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	Yes
<b>PART D - Project Costs</b>	<b>Complete?</b>
Fields 1-6 are complete	Yes
<b>PART E - Signature and Checklist</b>	<b>Complete?</b>
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.

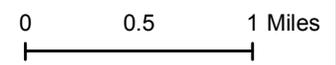
Signature:	<i>Scott Butler</i>
Name:	Scott Butler
Title:	Deputy City Manager
Date:	6-15-15

# Mesa Main Street Complete Street and Cycle Tracks Project

## Street Map

### Legend

-  Cycle Track
- Bus Routes Connecting**
- Route Number**
-  Route 40
-  Route 136
-  Main Street LINK
-  Park And Rides
-  Mesa\_MPA

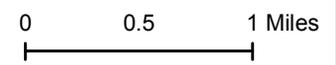
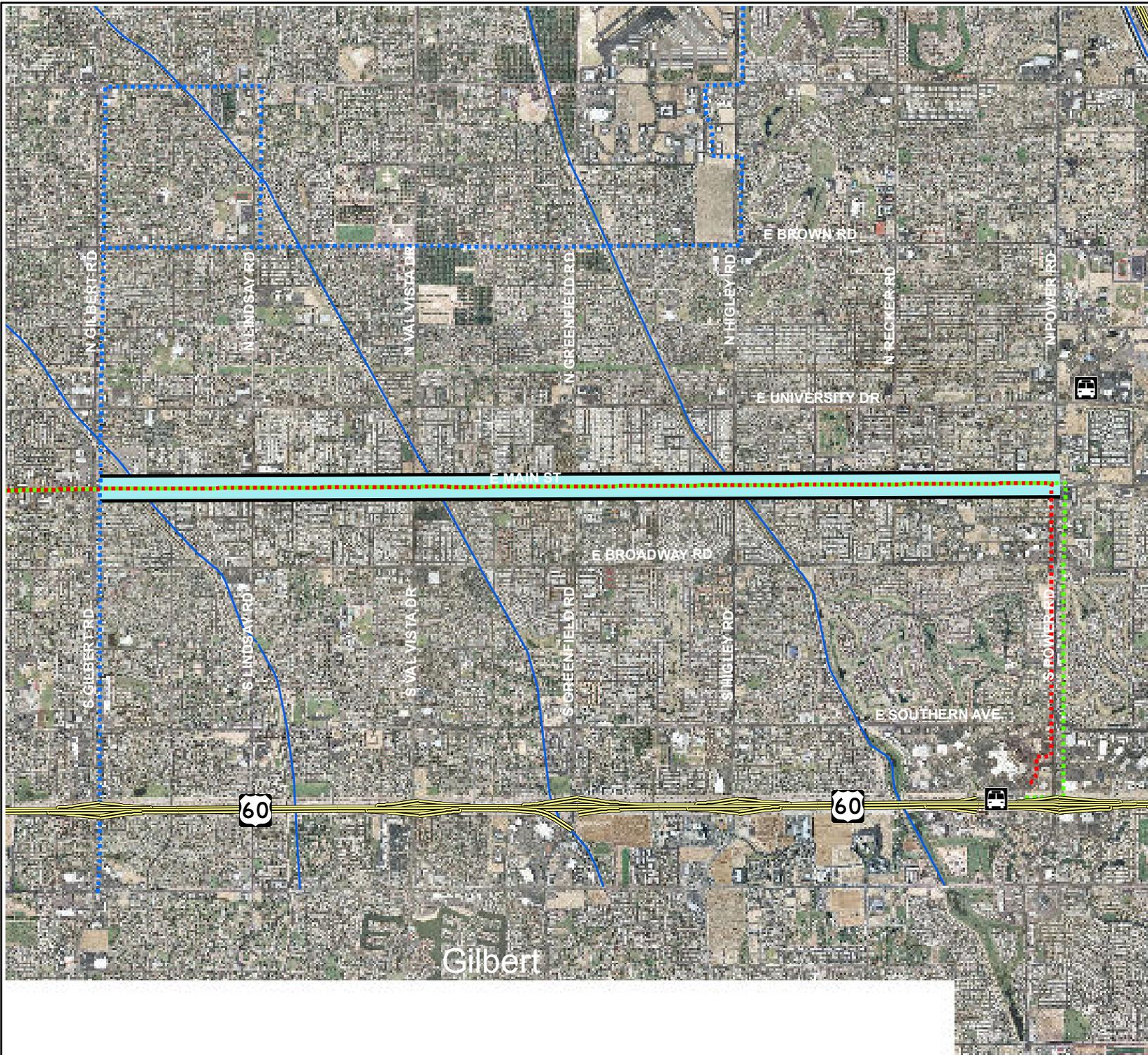


# Mesa Main Street Complete Streets and Cycle Tracks Project

Aerial Map

## Legend

-  Park And Rides
-  Bus Routes Connecting
- Route Number
-  Route 40
-  Route 136
-  Main Street LINK
-  Cycle Track
-  Light\_Rail





Traveling east on Main Street this is in the area that the light rail extension will end. Current on street parking/bike lane will be gone



Continuing east along Main Street the on street parking/bike lane and additional R.O.W. is lost and bicycle are forced to share the 45 mile and hour arterial road



Commercial development and urban landscape will highly benefit from complete design application



Continuing East approaching Lindsay Road



East just past Higley Road



Approaching the East Canal Trail