



**DESIGN ASSISTANCE APPLICATION
for FY 2016**

MCDOWELL ROAD BIKE LANES: PIMA ROAD TO 64TH STREET

Scottsdale

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

DESIGN ASSISTANCE FY 2016 APPLICATION

Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street

PART A - CONTACT AND PROJECT DESCRIPTION**Contact Information**

1. Name of Sponsoring Agency

Scottsdale

2. Project Manager Name and Title

Susan Conklu

3. Phone Number of Project Manager

480-312-2308

4. E-Mail Address of Project Manager

sconklu@scottsdaleaz.gov

5. Mailing Address of Project Manager

7447 East Indian School Road, Suite 205, Scottsdale, AZ 85251

Project Description

6. Please provide the Project Title.

McDowell Road Bike Lanes: Pima Road to 64th Street

7. Please provide the amount of funding requested:

\$105,000

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

This project will design and construct the unfinished segments of bicycle lanes on McDowell Rd in order to provide continuous bike lanes from 64th St to Pima Rd. The new bike lanes will be created by reducing the width of the median and travel lanes.

9. Please provide the project limits:

On McDowell Road in the existing roadway from Pima Road to 64th Street in Scottsdale.

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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 checked="" type="checkbox"/> | Bicycle lane (5' min. with curb/gutter) | <input type="checkbox"/> | Sidewalk (5' min.) |
| <input 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 type="checkbox"/> | Midblock Crossing |

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

The McDowell Road corridor has discontinuous bike lanes, high population density, several large activity centers, public and private schools, strong transit ridership, and many miles of intersecting bikeways. Various construction projects have added or contributed to bike lanes along McDowell Road. However, to date, only a portion of the bike lanes are completed in this corridor. This project would complete the gaps in the bike lanes resulting in continuous bike lanes from 64th Street to Pima Road (the entire length of McDowell in Scottsdale).

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

Continuous bike lanes would improve the safety and comfort of bicyclists in this corridor. The 2008 Transportation Master Plan assigned a Bicycle Level of Service "E" (the second-lowest performance measure) to McDowell Road due to bicyclists' perceived safety and comfort in relation to vehicular traffic. Adding a continuous bike lane will discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common. This project will give pedestrians, cyclists, and drivers comfortable space for each mode.

3. Connectivity: (Check all that apply)

Project fills a gap in the regional system

Explain:

This project fills the two miles of bike lane gaps along the McDowell Road Corridor lacking bicycle facilities. Filling these gaps with bicycle facilities will provide connectivity to six regional facilities: 1) Crosscut Canal Path (Scottsdale/Tempe), 2) Indian Bend Wash Path (Scottsdale/Tempe) as well as existing bike lanes on 3) McDowell Road west of 64th Street (Phoenix), 4) 64th Street (Scottsdale, Phoenix, Tempe), 5) 68th Street/College Ave (Scottsdale, Tempe), and 6) Miller Road (Scottsdale/Tempe).

Project connects to other local facilities

List the connected facilities:

Bike Lanes: Scottsdale Road, 64th Street, 68th Street, Miller Road, Granite Reef Road
 Paths: Crosscut Canal, Indian Bend Wash, Pima.

Multi Jurisdictional Project

List of Participating Jurisdictions:

N/A

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 improve bicycle access to regionally recognized activity centers and employment areas for residents, visitors, students, and employees by connecting them to the bikeways system, seven transit routes, surrounding residential neighborhoods, and activity centers. These destinations include retail centers, restaurants, ASU Technology Center at SkySong, General Dynamics, Granite Reef Senior Center, Indian Bend Wash path and parks, Eldorado Community Center and Pool, Boys and Girls Club, downtown Scottsdale, Scottsdale Healthcare, Phoenix Zoo, Papago Park and ball fields, Desert Botanical Garden, Tempe, ASU, ON Semiconductor, Army National Guard, and (12) schools. Several multi-family residential developments have been approved by the city and are being constructed along McDowell Road corridor.

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

This project will improve access to seven transit routes (72, 17, 56, 81, 514, Miller Road Trolley and Neighborhood Trolley) for residents and employees in the McDowell Road corridor as well as the new SkySong on-street transit center at Scottsdale Road and McDowell Road. These transit routes also provide transfers to the Tempe Orbit Earth Circulator, METRO light rail and a multitude of other transit routes valley wide.

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

The city of Scottsdale's Transportation Master Plan assigned a Bicycle Level of Service "E" to McDowell Road due to bicyclists' perceived safety and comfort in relation to vehicular traffic. This project will add a complete and continuous bike lane and discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common. From 1994-2004, 64% of bicycle crashes in Scottsdale involved motorists colliding with cyclists riding against traffic on sidewalks. Sidewalk widths vary but many are 5-foot wide and attached to the curb. This project will complete remaining bike lane gaps giving pedestrians, cyclists, and drivers comfortable space for each mode.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

4963 People Per Square Mile

12 % Families in Poverty

15 % 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?

Within one-half mile of the McDowell Road corridor 24% of the households are low-income. Low-income residents are traditionally underserved. The League of American Bicyclists promotes bikeways to improve equity for low-income people to access jobs and services. The project will address gaps in the bike network for people who may have limited travel options. This will help them connect to 70 miles of bikeways, seven transit routes, programs and services at Eldorado Community Center and Pool, the Boys and Girls Club, Vista Del Camino Community Center, Paiute Neighborhood Center, and the Indian Bend Wash Path and park system.

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9. How will this project benefit minority residents?

Within one-half of the McDowell Road corridor 30% of the population are minority residents. Minority residents are traditionally underserved. Studies show that well connected bikeways improve equity by providing multiple modes of access to jobs and services. The project will address gaps in the bike network and increase access to transit for people with limited travel options and people who choose to drive less. This project will improve access to area services and programs at the Eldorado Community Center and Pool and parks along the Indian Bend Wash Path.

10. How will this project benefit elderly residents?

Within one-half mile of the McDowell Road corridor 15% of the population are elderly (65 and older) residents. Good bike connectivity helps increase bicycling by many types of riders including those who may not be comfortable and confident sharing a travel lane with vehicles. Adding bike lanes throughout McDowell Road will remove barriers for all riders including elderly who may have limited travel options. This will improve access to other bikeways, transit routes, shopping, restaurants, medical appointments, and services and social opportunities at the Granite Reef Senior Center and the Eldorado Community Center and Pool.

11. How will this project benefit school children?

Within one-half mile there are seven private/charter schools, three public elementary schools, one middle school, one high school, the Eldorado Community Center and Pool, and the Boys and Girls Club. There are urban and suburban residential neighborhoods with high population density. This project will complete bike lane gaps in the McDowell Road corridor, providing students and families with improved access to the existing bikeways and transit routes to get to school and other activities such as the Indian Bend Wash network of parks.

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

There are five private/charter schools within one-quarter mile: Integrity Education Centre, Classics & Four Arts Academy, International School of Arizona, New Way Learning Academy, and New Foundation. Within one-half mile there are an additional two private/charter schools (Tonto Montessori, St. Daniel's), three elementary schools (Tonalea, Yavapai, Hohokam), one middle school (Supai), and one high school (Coronado). One-half mile is an appropriate distance for bicycling to school under the Federal Safe Routes to School Program Guidelines.

13. How does the project benefit persons with disabilities?

This project will complete gaps in the bike network and improve access for all users, including people with disabilities who bicycle. They will be able to access local and regional bikeways, transit routes, shopping, jobs, schools, and other services nearby.

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14. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
2008 Transportation Master Plan identified this as a Restripe or Detailed Corridor Study for bike lanes.
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
City of Scottsdale 2001 General Plan, Community Mobility Element
- 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.

City staff will be involved in the project from Transportation, Community Services, Economic Development, Tourism and Special Events, Planning and Development, Parks and Recreation, Public Works, and Communications.

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?

Susan Conklu, Senior Transportation Planner with the Transportation Department, will manage this project. The Transportation Department will provide information to the consultant.
The city's support for projects of this type is demonstrated by its designation of four staff positions supporting pedestrian and bicycle planning, and dedication of 20% of its Capital Improvement Program budget resources to pedestrian and bicycle facilities.

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

The city of Scottsdale has sufficient data necessary to complete this project. The city of Scottsdale has an extensive geographic information system (GIS), which will be available to the consultant selected to execute this project. The city of Scottsdale project manager will provide existing topographic information, aerial photography, easement information and utility location information to the designer.

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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:

\$10,000	Scope of Work
\$5,000	Stakeholder and Core Team Meetings
\$25,000	Data Collection
\$30,000	Data Analysis
\$20,000	Project Assessment Report (Draft)
\$5,000	Project Assessment Report (Final)
\$10,000	Executive Summary and Regional Significance Report
\$105,000	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)?

Total Cost Estimate is \$3,116,392 with the following breakdown: Design \$353,109 (includes \$25,000 for Environmental) / Bond Issuance \$60,000/ Public Art \$19,620 / Right-of-Way \$0 / Utilities \$0 / Construction \$2,500,000 / Contingency \$392,350 / Capital Project Management and City Fees \$329,600

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

Funds for construction have not been designated at this time, but the city has a 0.2% sales tax earmarked for transportation.

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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?

Funds for construction are in the proposed Bond. If the bond item fails with the voters, the project will be added to Capital Improvement Plan for the upcoming fiscal year. This corridor is a City Council priority area for improvements and this specific project is the highest priority for the Transportation Department.

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

There are funds available for maintenance. Ongoing maintenance and repair is already performed by the city of Scottsdale as needed. The bike lanes will be incorporated into the city's existing maintenance program performed by the Public Works Department. The streets are swept twice monthly. When an issue is reported, sections are swept ahead of schedule. Medians with any landscaping are maintained by the Community Services Department. The city utilized general funds for maintenance & transportation 0.2% sales tax funds for repairs. Scottsdale has an excellent history for repair/maintenance of public facilities.

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

No, the city of Scottsdale owns all the right-of-way for this project.

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PART E - SIGNATURE AND CHECKLIST

Checklist

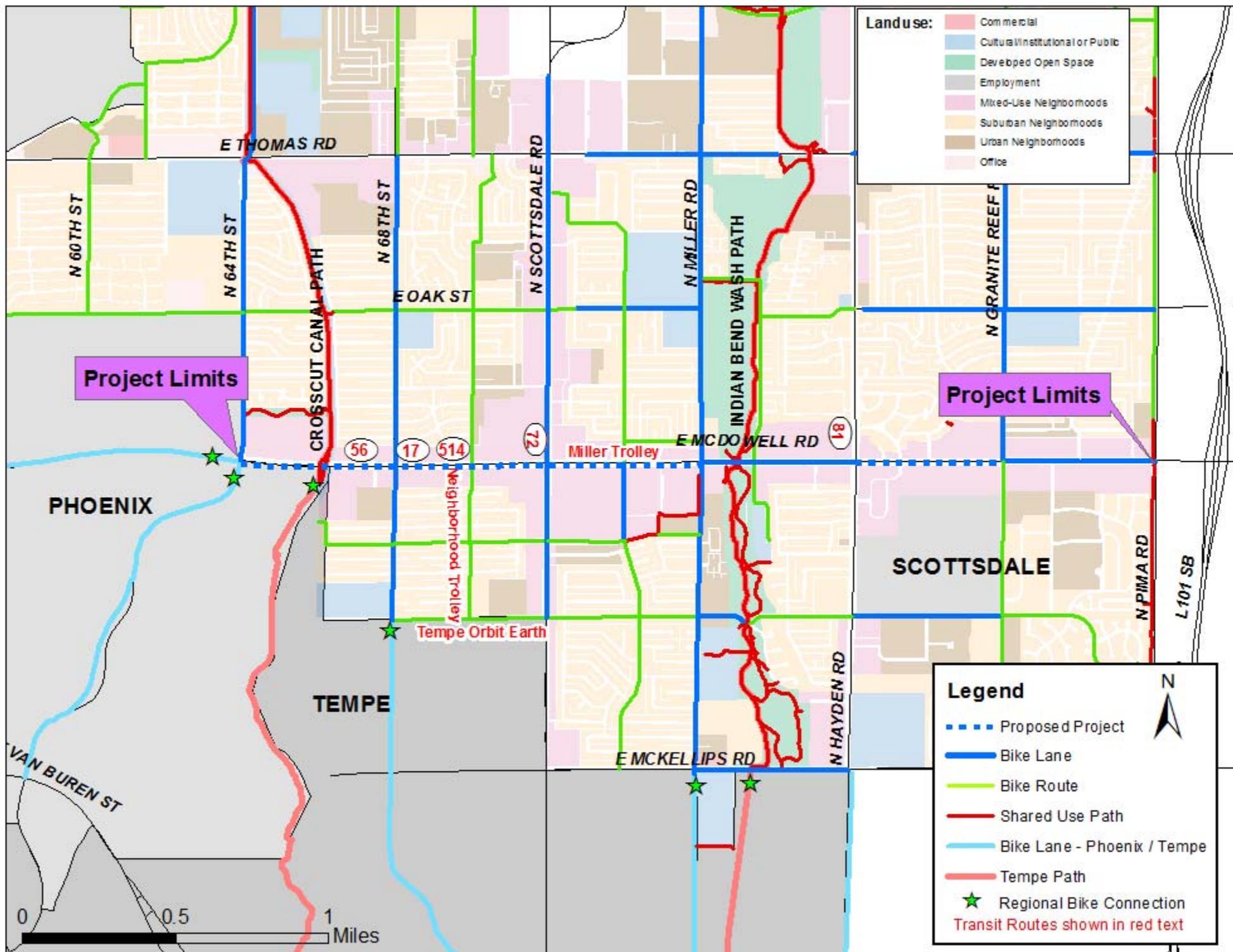
This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

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)	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)	No
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	No
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:	Paul Basha
Title:	Transportation Director
Date:	June 24th, 2015



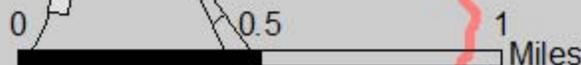
Landuse:

Commercial
Cultural/Institutional or Public
Developed Open Space
Employment
Mixed-Use Neighborhoods
Suburban Neighborhoods
Urban Neighborhoods
Office

Legend

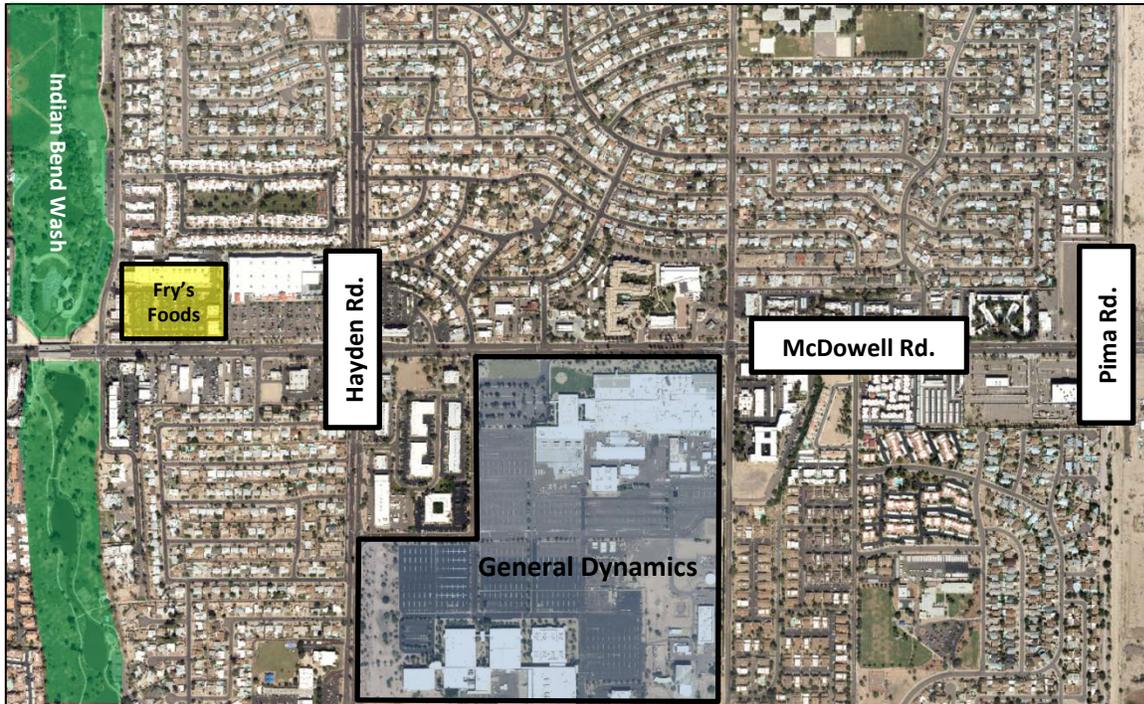
Proposed Project
Bike Lane
Bike Route
Shared Use Path
Bike Lane - Phoenix / Tempe
Tempe Path
Regional Bike Connection
Transit Routes shown in red text

N

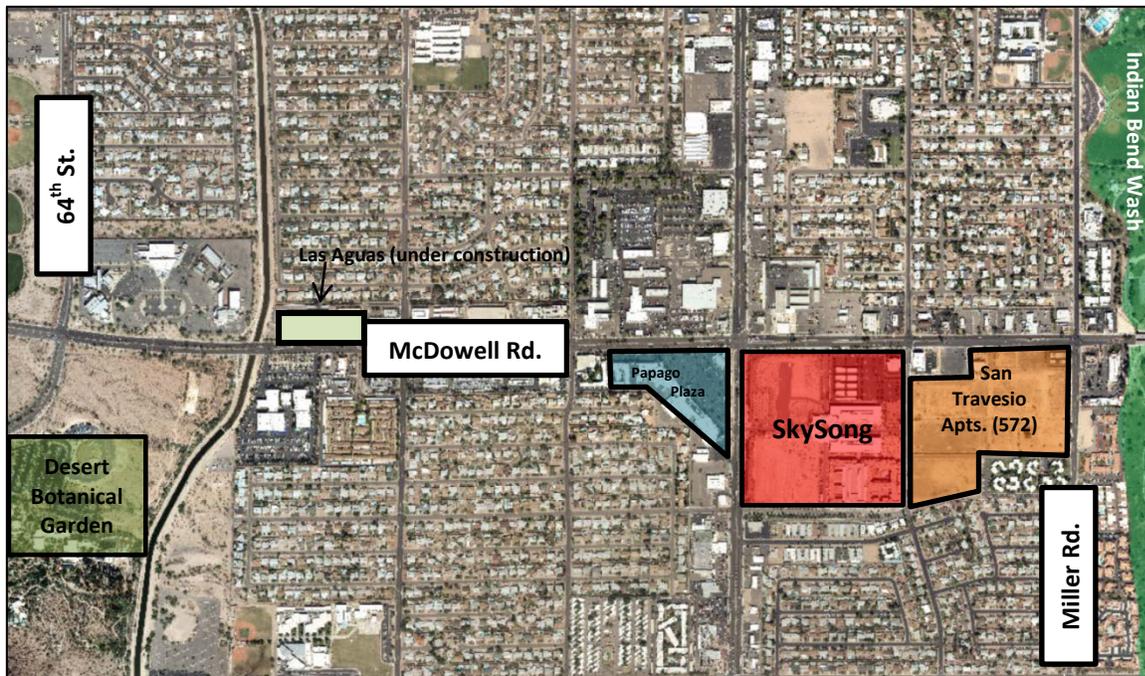


MAG Design Assistance Application 2015
Scottsdale: McDowell Road Bike Lanes from Pima Road to 64th Street

McDowell Road: Pima Road to Indian Bend Wash



McDowell Road: Indian Bend Wash to 64th Street



Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street
Part C – Attachments: Photos



Photo 1: View of existing eastbound travel lanes along McDowell Road at Scottsdale Road.

Issues:

- No bike lane facilities
- Heavy traffic



Photo 2: View of existing westbound travel lanes along McDowell Road at Scottsdale Road.

Issues:

- No bike lane facilities
- Heavy traffic

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Part C – Attachments: Photos



Photo 3: View of existing westbound travel lanes along McDowell Road at Granite Reef Road.

Issues:

- **No bike lane facilities**



Photo 4: View of existing westbound travel lanes along McDowell Road at Pima Road. Bike lanes exist from Pima Road to Granite Reef Road.

Issues:

- **Discontinuous bike lane facilities**