



City of Phoenix

Regional Bike Share along METRO rail corridor in Phoenix and Tempe



**Congestion Mitigation and Air Quality
Pedestrian Bicycle and Shared Use Facility**

**Project Application
September 19, 2012**



PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

Detailed transmittal instructions are located in a separate tab in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602)

<mailto:state@azmag.gov>

<mailto:tkennedy@azmag.gov>

<mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Sponsoring Agency	Phoenix
2. Contact Name	Joseph Perez
3. Phone	602-534-9529
4. E-Mail Address	joseph.perez@phoenix.gov
5. Mailing Address	200 West Washington Street 6th Floor Phoenix, AZ 85003

Project Description 6. Please provide the Project Title.	Regional Bike Share
7. Please provide a general description of the project (Please no more than 200 characters)	
<p>Bike share extends the envelope of public transit to bikeable distance rather than walking distance. Bike Share is a sustainable way to clean our air, build community, save money and improve health.</p>	
8. Please attach a map with streets labeled showing the location(s) of the bicycle/shared-use facility.	Please attach map with transmittal

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

CMAQ Funding Eligibility

All Pedestrian, Bicycle and Shared-Use projects to be funded with federal CMAQ funds must be located in the 8-Hour Ozone Nonattainment Area. Please use the following link to verify that the project is in the nonattainment area.

[Links to 8-Hr Ozone Nonattainment Area Map](#)

Section 1 - Project Description

1. What is the type of bicycle project? (Check all that apply)

<input type="checkbox"/> Bicycle lane (4' min. w/o curb/gutter) <input type="checkbox"/> Bicycle lane (5' min. with curb/gutter) <input type="checkbox"/> Shared-use path (10' min.) <input type="checkbox"/> Bridge (overpass) <input type="checkbox"/> Tunnel (underpass) <input type="checkbox"/> Paved shoulders (5' min.).	<input type="checkbox"/> Shoulder paving is within 4-miles of a PM-10 monitor Link MAG Webpage for Map of PM-10 Monitor Locations <input type="checkbox"/> Signalized crossing <input type="checkbox"/> Signalized midblock crossing/HAWK <input type="checkbox"/> Mid-block crossing w/ pedestrian refuge <input type="checkbox"/> Other Regional Bicycle Share in Phoenix and Tempe
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1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/> Sidewalk (5' min.) <input type="checkbox"/> Wide sidewalk (8' min.) <input type="checkbox"/> Detached sidewalk (4' min. buffer) <input type="checkbox"/> Bridge (overpass) <input type="checkbox"/> Tunnel (underpass)	<input type="checkbox"/> Signalized crossing <input type="checkbox"/> Signalized midblock crossing/HAWK <input type="checkbox"/> Mid-block crossing w/ pedestrian refuge <input type="checkbox"/> Other N / A
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2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.

The Cities of Phoenix and Tempe propose bike share improvements at various points in municipal ROW along METRO Rail corridor from Central Ave and Camelback Rd in Phoenix to Apache Blvd and Price 101 Park & Ride in Tempe.

Federal Functional Classification of the Facility

Principal Arterial

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on

Arterial Road

18 Length (in Miles)

n/a Posted Speed Limit (MPH)

n/a Through Lanes

The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

4. Please provide a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

5. Please provide an estimated traffic volume (ADT) below.

22,000 ADT Estimate

Date Counted

Name of road the traffic count was taken from

Central Ave
 Washington Street
 Jefferson Street
 Rural Road
 University Drive

Description of Methodology used for the ADT Estimate

22,481 -- Feb 27, 2012 -- Central Avenue between Osborn & Thomas (NB & SB)
 11,500 -- Oct 26, 2011 -- Washington Street (one way WB between Central Ave & 7th St)
 11,460 -- Mar 8, 2010 -- Jefferson Street (one way EB between Central Ave & 7th St)
 51,383 -- March, 2009 -- Rural Road (NB & SB)
 26,482 -- March, 2009 -- University Drive (EB & WB)

Average Daily Traffic (ADT) is calculated by first normalizing to account for daily and seasonal fluctuations in traffic. ADT may not represent the actual count taken on a particular day but instead has been adjusted to represent anticipated traffic flow on an average day throughout the year. The daily factors are calculated by first averaging the by-directional traffic volume totals for the 12 full weeks of weekdays (1 week of weekdays in each month not containing a holiday). The factor is that average divided by the sum of each of the 12 instances of a weekday day.

6. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete. Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

Phoenix and Tempe will perform the standard environmental assessments and NEPA clearance documents for this project. At this time, there are no known major cultural, historical, biological resources, hazardous materials or other environmental issues.

7. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

8. Please describe any right of way issues associated with the project.

some easements may need to be acquired

9. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables

Pipelines, Sewer and Water
 Private Structures

Other no disturbance, no relocation of utilities. Infrastructure for the bike share will be solar powered

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

10. Please describe any utility conflicts that will need to be addressed.

none, there will be no disturbance or utility conflicts. Infrastructure for the bike share will be solar powered

Section 2 - Proposed Improvements

11. Please describe the work to be performed on the project:

Bike sharing—the shared use of a bicycle fleet—is an innovative transportation strategy that positions bicycles throughout an urban environment, among a network of docking stations, for immediate public access. It's an easy way to ride a bike from point A to point B because the bikes are available 24 hours per day. Short trips are encouraged; the first half hour of use is typically free and charges apply if the bike is not returned to a docking station within 30 minutes. Bikesharing connects to public transit modes when docking stations are located near transit stops. Bikeshare enables trips to local businesses that would otherwise not be made because it's too far to walk. Bike share expands public transportation options.

The Cities of Phoenix and Tempe seek \$1,500,000 for a regional bike share program. The money would be used to acquire 375 bicycles, 38 kiosks, related hardware and software. Annual operations and maintenance is estimated at \$562,500 which would be covered by membership (\$75/year) and user fees (\$3 - \$12/hr). Other revenue sources such as advertising or sponsorship will be explored. A professional operator will be selected to manage the bikeshare program.

The bikeshare program pays for its own operation when each bike generates revenue of at least \$4.11 per day.

Every 1000 annual members reduce this figure by 55 cents. Additional equipment can be acquired in increments of \$4000.

Bike share can be scaled up or down depending on funds available.

Kiosks and related hardware will be installed at strategic points along the METRO rail corridor in a hub and spoke arrangement.

There will be no ground disturbance or conflict with existing infrastructure as the equipment will be surface mounted only.

Power to the kiosks will be solar generated at each kiosk.

As seen in the attached GIS maps, kiosks are placed at or near METRO platforms and within 1/4 -3/4 mile of each other.

There are two ways to access a bike share bike: 1) Annual or 2) Walk-up

1) Annual: approximately \$84 per year or \$7 per month or \$1.75 per week, or \$0.35 per day so it's very cost effective relative to bus or rail.

2) Walk-up: \$5 / day, or \$25/month

The first half hour of any ride is free. \$1.50 for the second half hour, \$4.50 for the third half hour and \$6.00 for each half hour after that.

This price structure clearly encourages short term use.

Annual members and commuters typically ride for less than 1/2 hour while walkup users are less concerned about riding for more than 1/2 hour.

If a rack is full, the user is granted an extra 15 minutes when they enter their membership number or insert their credit card at the kiosk.

For a demonstration of bike share systems, please see the following videos online:

<http://www.youtube.com/watch?v=14rlkQF0z4E> – NYC Bike Share Quick Look - preparing for launch in New York City

<http://www.youtube.com/watch?v=qQ62cQiGFI8> – How to Use Capital Bikeshare - full operations in Washington, D.C

Phoenix and Tempe have partnerships with non-profits, Valley Metro and nearby municipalities Scottsdale and Mesa.

All of these partnerships will be relied upon as bikeshare expands.

The City of Phoenix is also a partner with Mesa and Tempe in the Sustainable Communities Collaborative.

12. Guidelines used to develop project: (Check all that apply)

- | | | |
|---|-------|--|
| <input checked="" type="checkbox"/> AASHTO Guide for Bicycle Facilities | Other | ITE's Designing Walkable Thoroughfares: A Context Sensitive Approach |
| <input checked="" type="checkbox"/> MAG Pedestrian Policies and Design Guidelines | | NACTO Urban Bikeway Design Guide 2nd Edition |
| <input checked="" type="checkbox"/> MAG Complete Streets Guide | | |

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

It is a one-time opportunity for 2015 as other projects have priority in 2016 and 2017. Bike Share has the support of Mayor Stanton of Phoenix and Mayor Mitchell of Tempe.

14. Please describe the current surface condition of the proposed project

Bike Share kiosks will be installed on concrete and asphalt

15a. Safety improvements to be included for bike facilities: (Check all that apply)

- | | | |
|---|--------------------|--|
| <input type="checkbox"/> Wide bike lanes (6'-7') | Buffer Zone, Width | |
| <input type="checkbox"/> Grade-separated crossing (overpass or underpass) | | |
| <input type="checkbox"/> Signalized crossing | | |
| <input type="checkbox"/> Path lighting | Other | Bike Share kiosks will be located close to existing bicycle lanes, routes and paths. Bike Share bicycles will have GPS units on board to determine paths, destinations and idle time. GPS data can then be used to plan new bike facilities. |

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

<input type="checkbox"/>	Wide sidewalk (8' min.)	Buffer Zone, Width	
<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)		
<input type="checkbox"/>	Signalized crossing	Other	
<input type="checkbox"/>	Path lighting		
<input type="checkbox"/>	Shade		N/A

16a. Number of convenience improvements to be included for bike facilities:

<input type="text" value="0"/>	Number of Drinking Fountains	<input type="text" value="0"/>	Number of Trees/shade structures
<input type="text" value="200"/>	Number of Way-finding Signs		
<input type="text" value="0"/>	Number of Bike racks/lockers	Other	
<input type="text" value="0"/>	Number of Trash receptacles	Bike Share will help drive improvements to bike facilities based on use patterns. For example, if bike share patterns are seen from Central Avenue and Encanto Boulevard to 12th Street and Oak Street, perhaps a bike route or path would be built as no bike facility is currently present. Wayfinding signs may be necessary to guide users to bike kiosks.	
<input type="text" value="0"/>	Number of Seating/Rest(s)		

16b. Number of convenience improvements to be included for pedestrian facilities:

<input type="text" value="0"/>	Number of Drinking Fountains	<input type="text" value="0"/>	Number of Trees/shade structures
<input type="text" value="0"/>	Number of Way-finding Signs		
<input type="text" value="0"/>	Number of Trash receptacles	Other	
<input type="text" value="0"/>	Number of Seating/Rest(s)	Pedestrians will be able to access bike share after walking from their home or transit stop.	

17. How does this project improve upon an existing safety issue?

Research shows that increased number of bicycles on street improves safety conditions. Drivers are more cognizant of bicyclists when greater numbers of bicycles are present in the right of way.
<http://www.scientificamerican.com/podcast/episode.cfm?id=46B9E06D-FC8E-9007-E864EF0B7227869B>

18. How does the project improve ADA facilities for persons with disabilities?

Bike share may require some sidewalks to be widened or new ADA ramps to be built

19. Connectivity: (Check all that apply)

<input checked="" type="checkbox"/>	Project fills a gap in the system
<input checked="" type="checkbox"/>	Project connects to other local facilities
<input checked="" type="checkbox"/>	Project is on a regional facility
	Regional Facility Name
	METRO rail corridor
<input checked="" type="checkbox"/>	Multi Jurisdictional Project
	List of Participating Jurisdictions
	City of Tempe
<input type="text" value="40"/>	Number of transit routes and Park & rides served.
	List: route number(s)/park & ride(s) served.
	638 bus stops within 1/4 mile, about 25 per kiosk in Phoenix. Routes: 901, 601, 575, 573, 571, 563, 562, 560, 542, 541, 540, 535, 533, 532, 531, 521, 520, 512, 510, 480, 460, 450, 400, 70, 60, 50, 41, 39, 29, 19, 17, 16, 15, 12, 10, 8, 7, 3, 1, 0

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

20. Total length of facility connected by this project (in miles)

30 Miles of facilities connected

21. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

1200 Within 1/4 mile

List:

In Phoenix, there are 63,856 workers at 1166 employers with 5 or more employees. This averages to 4500 people with in 1/4 mile of each bike share kiosk. 251 employers with 50 or more employees. Bike Share presents an excellent opportunity for people to walk and bike near where they work. Burton Barr Library. Parks: Grant, Hance, Indian School, Coronado, Solano, Central, Edison, Madison, Longview, Washington, Woodland, University, Encanto

In Tempe, Esquer Park, Escalante Park, Escalante Multi-Generational Center, Alegre Park, Hudson Park, Tempe Canal Path, Hayden Butte (A Mountain) Park, Tempe Town Lake, Sun Devil Stadium, Wells Fargo Arena, Karsten Golf Course, 6th Street Park, Tempe City Hall, Tempe Beach Park, Rio Salado Park, Mouer Park, Papago Park, Crosscut Canal Path

14 1/4 mile to 1/2 mile

List:

In Phoenix, between 1/4 and 1/2 mile, there is 1 library (Yucca) and 6 Parks: Portland Parkway, Tawa, Townsend, Virginia, Hu-O-Te, Country Club Oval

In Tempe, Tempe Canal Path, Daley Park, Creamery Park, Packard Stadium, Tempe Center for the Arts, Lo Piano Bosque Park, Rolling Hills Golf Course

25 1/2 mile to 1 mile

List:

In Phoenix, between 1/2 and 1 mile, there are 2 libraries (Harmon and Century) and 15 parks

In Tempe, Birchett Park, Daley Park, Mitchell Park, Childsplay Theater, Tempe Womens Club Park, Lo Piano Bosque Park, Indian Bend Pump Ditch Canal Path, Gammage Auditorium, *Tempe Public Library and Senior Center (2 miles / with station location)

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

125 Within 1/4 mile

List:

In Phoenix, there are 109 retail parcels and 638 bus stops.

In Tempe, Orbit Mercury, Orbit Venus, Flash System, Tempe Transportation Center, Central Phoenix/East Valley Light Rail, 3 Park and Rides, 9 light rail stations, Valley Metro Routes 40, 81, 72, 65, 66, 62, 48,1, 3, Mill Avenue, Tempe Post Office (2), Papago Park Center, Circle K Corporate Office, Salt River Project, First Solar

269 1/4 mile to 1/2 mile

List:

In Phoenix, there are 262 retail parcels, and 476 bus stops

In Tempe, Orbit Mars, Orbit Jupiter, Valley Metro Routes 45, 62, 30, UPS Industrial Park, Broadway Road Commercial Centers

541 1/2 mile to 1 mile

List:

In Phoenix, there are 538 retail parcels, and 638 bus stops

In Tempe, Orbit Earth, Tempe Marketplace, Valley Metro Rte 56

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

Within 1/4 mile

List:

1/4 mile to 1/2 mile

List:

1/2 mile to 1 mile

List:

24. What are the demographics of the area served:

Housing Density (Number of dwelling units per acre) within 1/2 mile **At various points**

The project is in a block group where the average household income is less than \$26,000/year (Use block group data from the Census 2010) **Along Washington from Central to Priest**

The project is in an area that serves adults over the age of 60 years (Use block group data from the Census 2010)

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

25. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	Required
With new development and capital improvement projects, bike lanes on collector streets are:	Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Recommended
With new development or during development retrofits, shared-use paths are:	Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	Recommended
Complete Streets Policy	Recommended

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program
List:
The Bicycle Element of Phoenix General Plan has goals to 1) Increase bicycle access, 2) increase bicycle ridership, and improve bicycle safety.
- Consistent with general policy/practices, but not formally identified
Explain
Bike Share is called for by City of Phoenix Bicycle Plan authored by City of Phoenix Street Transportation Department: "Develop, implement and manage a Bicycle Sharing plan for Phoenix and encourage other cities/agencies to participate"
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

Bike Share will be promoted at special events, sporting events, public meetings. Cities of Tempe and Phoenix will issue joint press releases, and host joint events. All mapping and data will be available to the public for analysis. Station location will be open to public suggestion. Please see the following websites for examples:
<http://www.youtube.com/watch?v=14rIkQF0z4E>
<http://bikes.oobrien.com/washingtondc/timeline/>
<http://www.capitalbikeshare.com/system-data>

28. How will you determine customer satisfaction/evaluation?

All bicycle usage data will be published and summarized as to how much carbon was not emitted, how many calories were burned and how much money people saved. For example, in 2011 in Washington DC, Capital Bikeshare members on average saved \$819 in travel costs. 14% of members reduced their driving by more than 1000 miles. A survey will be annually administered to bike share members.
<http://capitalbikeshare.com/assets/pdf/Capital%20Bikeshare-SurveyReport-Final.pdf>

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1. ADOT Fee	\$ 31,000	None
2. Design	\$ 50,000	None
3. Right of way	\$ -	None
4. Utilities	\$ -	None
5. Construction	\$ 1,500,000	None
6. Contingency	\$ -	None
7. Total Cost	\$ 1,581,000	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

9. Will the agency maintain the improvement after it is completed?

Yes

10. Expected Annual Maintenance Cost

562,500	Annual operations and maintenance would be covered by membership (\$75/year) and user fees (\$3 - \$12/hr). The bikeshare program pays for its own operation when each bike generates revenue of at least \$4.11 per day. Every 1000 annual members reduce this figure by 55 cents. Additional equipment can be acquired in increments of \$4000.
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Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2013	HURF	50,000	Not Available	50,000
12. Right of way and Utilities	2013	HURF	0	Not Available	0
13. Construction	2015	HURF	85,500	1,414,500	1,500,000
			135,500	1,414,500	1,550,000

Pedestrian, Bicycle and Shared-Use Facility Project Application from Phoenix for 'Regional Bike Share'

PART D - SIGNATURE AND CHECKLIST

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

Signature: *R. Naimark*

Name: Rick Naimark

Title: Deputy City Manager

Date: September 18, 2012

WILL FILL OUT AFTER QUESTIONS APPROVED.

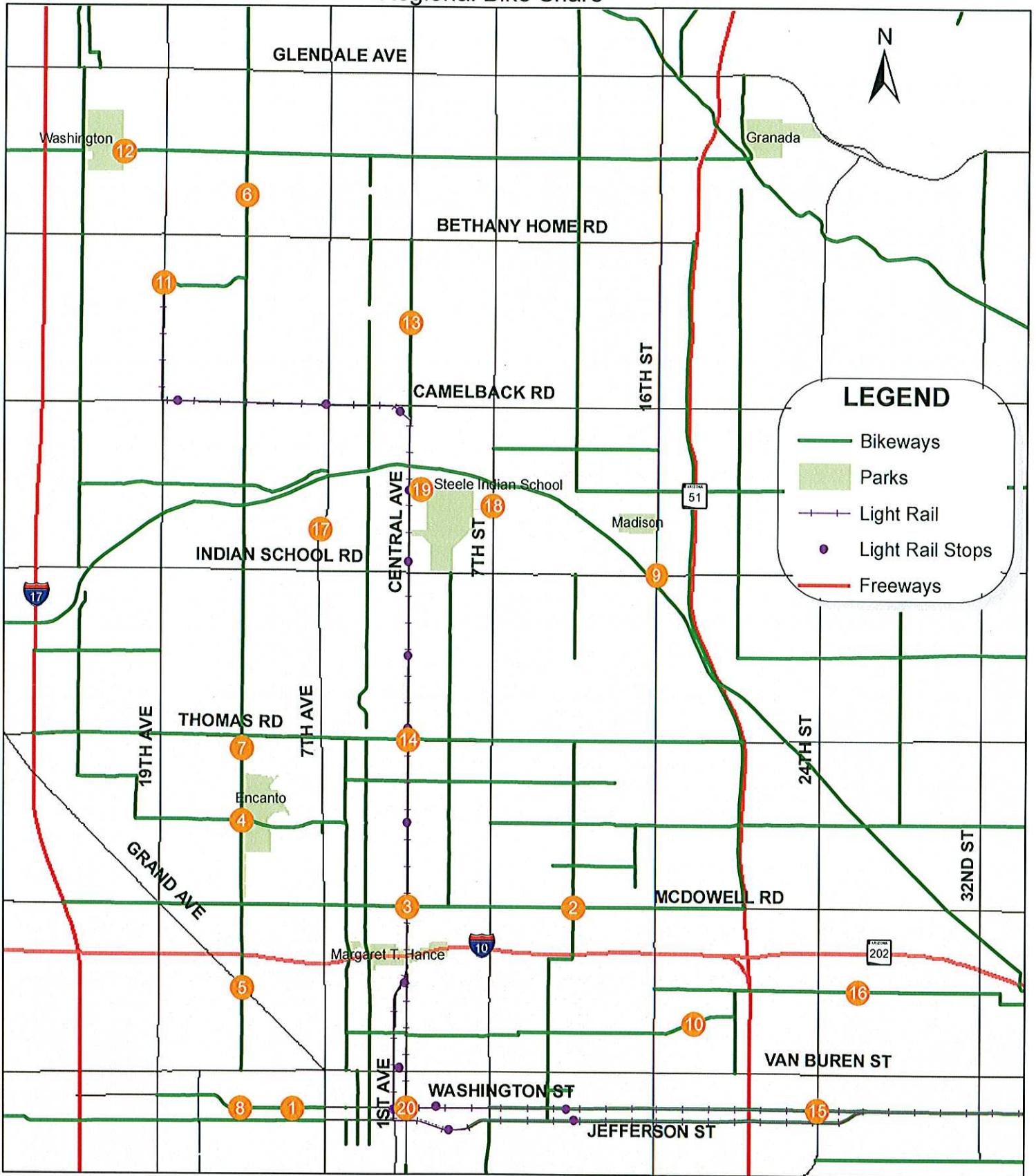
Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

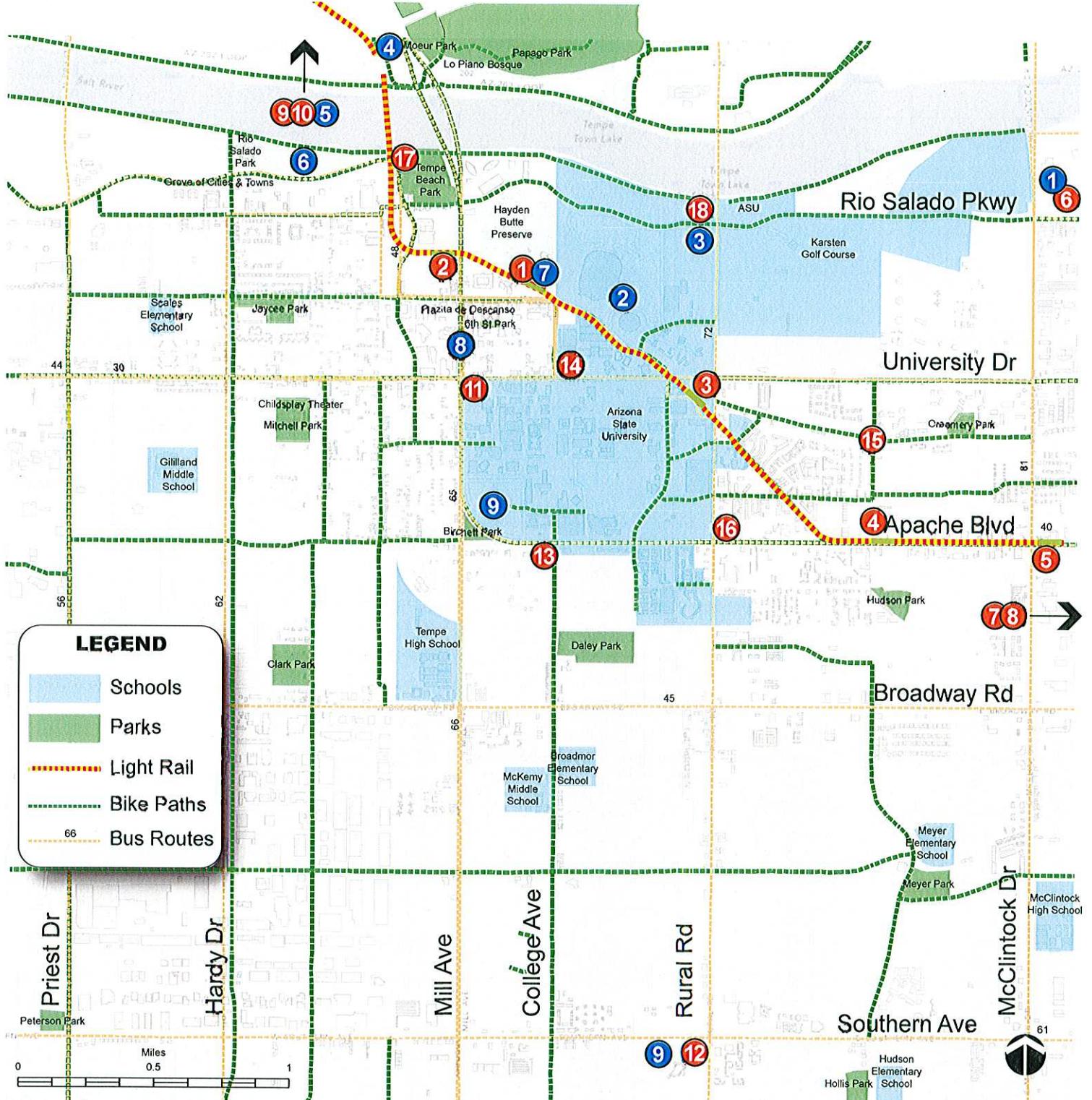
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	<input checked="" type="checkbox"/>
Project Description, fields 6 - 7 are complete	<input checked="" type="checkbox"/>
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	<input checked="" type="checkbox"/>
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 2 are complete	<input checked="" type="checkbox"/>
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	<input checked="" type="checkbox"/>
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	<input checked="" type="checkbox"/>
Fields 5 – 10 are complete	<input checked="" type="checkbox"/>
Proposed Improvements, Section 2	
Fields 11 – 28 are complete	<input checked="" type="checkbox"/>
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete	<input checked="" type="checkbox"/>
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	<input checked="" type="checkbox"/>
Field 9 - 10 are complete	<input checked="" type="checkbox"/>
Fields 11 – 13 Years are complete	<input checked="" type="checkbox"/>
Fields 11 – 13 Local Funding Sources are complete	<input checked="" type="checkbox"/>
Fields 11 – 13 Local Costs are complete	<input checked="" type="checkbox"/>
Field 11 - 13 Federal Costs are complete	<input checked="" type="checkbox"/>
PART D - Signature Page Fields	Complete?
Form is signed	<input checked="" type="checkbox"/>
Name, title and date fields are completed.	<input checked="" type="checkbox"/>

Pedestrian, Bicycle and Shared-Use Facility Project Application from Phoenix for 'Regional Bike Share'

Regional Bike Share



- | | | | |
|-----------------------------|---------------------------------|---------------------------|-----------------------------|
| 1 Carnegie Library | 6 Palo Verde Golf Course | 11 METRO Stop | 16 Maricopa County Hospital |
| 2 Good Samaritan Hospital | 7 Phoenix College | 12 Washington Park | 17 Melrose Curve |
| 3 METRO Stop | 8 State Capitol | 13 Central Ave & Missouri | 18 Indian School Park |
| 4 Encanto Park | 9 Phoenix Indian Medical Center | 14 METRO Stop | 19 METRO Stop |
| 5 Grand Ave Shopping & Arts | 10 St Luke's Hospital | 15 METRO Stop | 20 METRO Stop |



LEGEND

- Schools
- Parks
- Light Rail
- Bike Paths
- Bus Routes

Tempe Bike Sharing Locations

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Tempe Transportation Center 2 3rd & Mill, LRT Station 3 University & Rural, LRT Station 4 Dorsey & Apache, LRT Station 5 McClintock & Apache, LRT Station 6 Tempe Marketplace 7 Smith Martin & Apache, LRT Station 8 Price 101 & Apache, LRT Station 9 Center Pkwy & Washington, LRT Station | <ul style="list-style-type: none"> 10 Priest Dr & Washington, LRT Station 11 Mill Ave & University 12 Southern & Rural, Tempe Library 13 College & Apache 14 College & University 15 8th St & Dorsey 16 Apache & Rural 17 Rio Salado Park, Tempe Beach Park 18 Rural & Rio Salado Pkwy |
|---|--|

Activity Centers + Destinations

- 1** Tempe Marketplace
- 2** Sun Devil Stadium, Wells Fargo Arena
- 3** Packard Stadium
- 4** First Solar
- 5** Papago Park Center, Circle K HQ, SRP
- 6** Tempe Center for the Arts
- 7** Tempe Trans Center (9 bus rts, 5 orbits, 1 lightrail)
- 8** Downtown Tempe, Mill Ave
- 9** ASU Gammage Auditorium
- 10** Tempe Public Library, History Museum, Senior Center

City of Tempe
P. O. Box 5002
31 East Fifth Street
Tempe, AZ 85280



September 14, 2012

Raimundo Dovalina, PE
Assistant Street Transportation Director
City of Phoenix
200 W. Washington St
5th Floor
Phoenix AZ 85003

Dear Mr. Dovalina:

The purpose of this letter is to confirm the city of Tempe's commitment to participation with the city of Phoenix for a shared Congestion Mitigation and Air Quality funding request for 2015 to launch a multi-city bicycle share program.

The city of Tempe has a long history of supporting a multi modal transportation system and has, since the passage of the 1996 Tempe Transit Tax, made significant capital investments in our transportation infrastructure including nearly 20 miles of off-street pathways, bicycle & pedestrian bridges, light rail, and major street reconstructions. More specifically Tempe has made great efforts to encourage a strong bicycle system. For several years staff has researched preliminary concepts for a bicycle share program in Tempe, similar to other cities in the country. We understand the value of bike share as a next step in our community and in the region to advance sustainable transportation for all users.

As part of Tempe's participation in this CMAQ application, the City understands our responsibility to provide a local funding match. Tempe's portion of the bike share funding request, \$750,000, is anticipated to provide approximately 18 stations and 187 bicycles. As part of that request Tempe is prepared to provide a local match of \$42,750 (5.7%).

The city of Tempe understands that the city of Phoenix is the lead agency for this application, as is required for all joint CMAQ funding requests. This letter serves as our commitment to the request as a sponsoring agency.

The city of Tempe looks forward to a successful award of this grant to fund a bike share program in Tempe and Phoenix. Additionally, we anticipate engaging our transportation partners at METRO, Arizona State University and other adjacent communities to ensure success of this innovative regional transportation element.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Jordan', written over a white background.

Greg Jordan
Deputy Public Works Director - Transit

Pedestrian/Bicycle Cost Estimation Form

Design Funding	Locally Funded						Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)
Part														
A. Scoping (45% Preliminary Engineering Design)						1. SITE TOPOGRAPHIC SURVEY	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00	
						2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$50,000.00	\$50,000.00	FALSE	\$0.00	\$50,000.00	
						3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00	
						4. HAZMAT ASSESSMENT	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00	
						Subtotal Scoping (Part A)				\$50,000.00		\$0.00	\$50,000.00	
	B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E						1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
							2. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
							3. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
							4. DRAINAGE REPORT	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
							5. SWPPP	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
						Subtotal PE (Part B)				\$0.00		\$0.00	\$0.00	
	C. Construction Or Implementation For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4						Installation Of SWPP Measures	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
							Site Preparation	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
							Demolition	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
						Remove Structures and Obstructions		LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
					Remove Fencing	LF		1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Remove Structural Concrete	CY		1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Remove Asphaltic Concrete Pavement	CY		1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Hazmat Abatement	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Utility Relocation	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Retaining Wall - Reinforced Concrete Cantilevered	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Earthwork	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					General Excavation		CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Drainage Excavation		CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Structural Excavation		CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Structural Backfill	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Borrow (In Place)	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Curb & Gutter	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Aggregate Base	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Pathway Or Sidewalk Materials	Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
					Colored Concrete		SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Stamped Color Concrete		SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Precast Concrete Pavers		SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Asphaltic Concrete	Ton	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
						Polymer or Resin Stabilized Surface	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
					Concrete Pavers	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Stamped Asphalt	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Stamped Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Integral Color Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Crosswalk Enhancement	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Pedestrian ADA Ramp	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Culvert Extensions	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Pedestrian Lighting Including Conduit And Trenching	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Handrail	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Standard	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Decorative	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
					Subtotal Hardscape Construction				\$0.00		\$0.00	\$0.00		

