

Surprise : Bullard Avenue Multimodal Corridor Enhancement Project

PART B-DETAILED PROJECT DESCRIPTION

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.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Bicycle Lane (4' min. w/o curb/gutter) | <input type="checkbox"/> Shoulder paving is within 4-miles of a PM-10 Monitor |
| <input type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input checked="" type="checkbox"/> Protected Bike Lane | <input checked="" type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input style="width: 400px; height: 20px;" type="text"/> |
| <input type="checkbox"/> Planning Study | |

3. What other major elements are included in this project? (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input style="width: 400px; height: 20px;" type="text"/> |
| <input checked="" type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input checked="" type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="checkbox"/> Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input style="width: 400px; height: 20px;" type="text"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

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

Bullard Avenue was a Minor Arterial with varying speed limit between 35 and 45 mph. In May 2015, the Surprise City Council took steps to reclassify this roadway to a Collector with 35 mph, with a Multimodal overlay. This project would advance Council's vision and design a multimodal corridor with a dedicated raised cycle track in each direction. Bullard Avenue between Greenway and Waddell Roads has a curb to curb distance of 68 feet without a median, and is unsafe for school children to cross. Bike lanes were missing along many segments of this corridor therefore it is inconvenient and dangerous for bicyclists to reach many destinations along Bullard Avenue, including 7 schools, the civic center, Surprise

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6. Please describe the work being done and improvements being made as part of this project.

In August 2015, the City implemented an interim road diet by reclassify one travel lane in each direction and used the pavement space to provide one neighborhood electric vehicle (NEV) lane in each direction and provided continuous bicycle lanes along Bullard Avenue. The City also install three school crosswalks along Bullard at Acoma Drive, Sweetwater Avenue, and Cholla Street. The current work is temporary in nature, awaiting full funding to complete the project.

7. What do you hope to achieve with this project?

The cycle track is designed to give bicyclists more protection from cars than a typical bike lane, and to prevent illegal travel within the bike lane. The separation of bicycles from car traffic with a physical barrier makes people feel safer about riding a bicycle, leading to significant increases in bicycling and mode shift. We also anticipate further increase in safety from separating out the bicyclist from the pedestrian traffic during peak travel times and school hours.

8. Safety improvements to be included for this project: (Check all that apply)

- Medians with pedestrian crossing islands
- Roadway Reconfiguration (Road Diet)
- Striping/re-striping to narrow vehicle lanes
- Color pavement or similar treatment
- Lighting
- Landscape buffer between sidewalk and roadway
- Rectangular Rapid Flash Beacon (RRFB)
- Driver Feedback Sign

Other

School crosswalks, HAWKS, NEV lanes.

9. Does this project include a road safety education component?

- Yes
- No

Please Explain:

The City of Surprise has been awarded multiple TA Non infrastructure funds for all the schools located along this corridor. These funds have been and will be used to continue the Safe Routes to School educational efforts along this corridor.

10. How does this project or planning study address safety?

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. Creating protected lanes are essential to building a full network of bike-friendly routes.

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

The project's two signals at Acoma Drive and at Sweetwater Avenue will greatly increase the safety of persons with disabilities to cross Bullard Avenue at these three locations. The signals will stop motor vehicles while allowing persons with disabilities to cross the roadway at their own pace.

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

The proposed 6 miles of raised cycle track will be designed per applicable AASHTO and FHWA standards and will provide safer access for children to go to school, and all other bicyclists improved access to all destinations along Bullard Avenue, such as the Civic Center, Surprise Stadium, churches, parks, and commercial uses. The 6 miles of dedicated NEV lanes will allow residents with NEV greater use of those vehicle throughout the City, and to many local destinations. The City of

13. How does the project create a sense of place?

Because the project will use planters, and curbs to separate bike and auto traffic along the corridor, it will make riding a bike a pleasant and practical way for many more people to make trips of a mile or two.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Project connects to other local bikeways

List of connected bikeways:

Greenway Rd, Acoma Dr, Old Oak Lane, Sweetwater Ave, Cactus Rd, Peoria Ave.

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

6 Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/2 mile

List routes and frequency:

17. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

0 Within 1/2 mile

List:

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18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

6 Within 1/2 mile

List:

Surprise Lake/Park, Northwest Regional Library, Surprise Aquatics Center, Surprise Stadium, Surprise Tennis and Racquet Complex, City Hall Complex.

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

4 Within 1/2 mile

List:

Stadium Village Professional Plaza, Fields of Surprise Office Condominiums, Market West Square Commercial Center, Surprise Mini Storage

20. Number of K-8 public schools this project will benefit:

4 Within 1/2 mile

List:

Parkview ES, Ashton Ranch ES, Marley Park ES, Rancho Gabriela ES.

21. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

3 Within 1/2 mile

List:

Communiversy at Surprise, Legacy Traditional School, Imagine Rosefield School.

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

5 Within 1/4 miles

List:

Stadium Village Professional Plaza, Northwest Regional Library, Market West Square Commercial Center, Surprise Mini Storage, Christ Church of the Valley.

2 1/4 miles to 1/2 miles

List:

Fields of Surprise Office Condominiums, Surprise Post Office,

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23. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census block groups 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 block groups will become highlighted in blue. A pop-up box will appear with "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 printer icon at the top-right side of the pop-up window) for your records.

24. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

Federal Functional Classification of the Facility:

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

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

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25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

26. 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.

27. 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

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

29. Please indicate whether all parcels for this project have been inventoried.

Yes

No

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

<input type="checkbox"/>	No Utility in or abutting the alignment	<input type="checkbox"/>	Private Structures
<input type="checkbox"/>	Canals & Drainage		
<input checked="" type="checkbox"/>	Power Lines & Cables		Other:
<input type="checkbox"/>	Pipelines, Sewer and Water	<input type="text"/>	

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

None

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	<input type="text"/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input checked="" type="checkbox"/>	MAG Complete Streets Guide	
<input type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

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

With new development and capital improvement projects, bike lanes on arterial streets are:	<input type="text"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text"/>
With new development or during development retrofits, shared-use paths are:	<input type="text"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text"/>
Complete Streets Policy	<input type="text"/>

34. The project is: (Check one)

<input checked="" type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <input type="text"/>
<input type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <input type="text"/>
<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <input type="text"/>

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35. How will the applicant measure the success of this project?

Vehicular and bicycle counts were taken to formulate a base line of activity and to establish current conditions. Additional counts will be taken to verify any improvement to conditions along the facility.

36. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

None

37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

The City has held three community meetings for this corridor and has organized a task force. The City is committed to raising the awareness for this corridor and will continue to host committee meetings and publish events on its website.

38. Will the project include wayfinding signage elements? If yes, please describe below.

NA