



Transportation Alternatives / CMAQ Application for
FY 2021 and FY 2022 Projects

68th Street Bike Lanes Downtown Connection: Lafayette Boulevard to Thomas Road

Scottsdale

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 25, 2017 at 10:00 a.m.**

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Scottsdale: 68th Street Bike Lanes Downtown Connection: Lafayette Boulevard to Thomas Road

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Scottsdale
2. Agency Contact Name	Susan Conklu
3. Phone Number of Agency Contact	480-312-2308
4. E-Mail Address of Agency Contact	sconklu@scottsdaleaz.gov
5. Mailing Address of Agency Contact	7447 East Indian School Road, Suite 205, Scottsdale, AZ 85251
Project Description	
6. Please provide the Project Title.	68th Street Bike Lanes Downtown Connection: Lafayette Boulevard to Thomas Road
7. Please provide a concise, specific description of the project (250 character limit):	
<p>This will add the final segment of bike lanes to 68th Street from Lafayette Boulevard to Thomas downtown. It will include a roundabout with geometric speed control to slow vehicles and pedestrian refuges at the Osborn Road intersection.</p>	
8. Please provide the project limits:	
<p>68th Street from Lafayette Boulevard to Thomas Road in southern Scottsdale.</p>	

Scottsdale : 68th Street Bike Lanes Downtown Connection: Lafayette Boulevard to Thomas Road

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 checked="" type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input checked="" type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input checked="" type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input type="text" value="The type of bike lanes will be determined during design."/> |
| <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 type="text" value="Roundabout with pedestrian refuges and geometric speed control for traffic calming"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input 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="text" value="10"/> 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 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.

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68th Street has bike lanes through the rest of Scottsdale and in Tempe (where it is College Avenue). The full corridor has high pedestrian & bicycle use as well as on the intersecting roads of Indian School, Osborn, & Thomas (all with bike lanes) and the Arizona Canal path at the north end of the project limits. But this final gap in the bike lanes along is a barrier and contributes to an uncomfortable riding experience for the many types of bike riders. It prevents bicyclists from easily reaching the downtown area along an otherwise comfortable, low-stress bike route in Scottsdale and Tempe. Paiute Neighborhood Center and Park on Osborn is ¼ mile from 68th Street. Residents frequently walk and bike to access the services and programs there. 68th Street has four travel lanes in this segment but lower traffic volumes than nearby Miller Road (on the other side of downtown), which carries higher volumes on only two travel lanes. The existing conditions within this gap keep 68th Street from performing as a complete street. The rest of 68th Street is one lane in each direction with bike lanes. Several curb ramps do not meet the current design standard.

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

This project will complete a one-mile gap in the bike lanes between Indian School and Thomas Road. We will either narrow the existing travel lanes and medians to add standard bike lanes or reduce the travel lanes from 2 lanes each direction to 1 lane to provide buffered/protected bike lanes. This will further separate pedestrians and bicyclists from vehicles. The type of bike lane and travel lane configuration will be determined during design. We will also add a roundabout with geometric speed control and pedestrian refuges at 68th Street and Osborn Road.

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

This project will improve connectivity, safety, and quality of life for residents, students, visitors, and employees by completing the critical north/south gap on this major collector road downtown. This will give pedestrians, cyclists, and drivers comfortable space for each mode on a low-stress route.

Adding continuous north/south bike lanes the full length of 68th Street (College Avenue in Tempe) will improve local and regional connectivity by linking to the existing bikeway network: • East/West BIKE LANES on Osborn from 64th Street to Scottsdale Road (and future bike lanes to Hayden in 2020) • North/south BIKE LANES on 64th Street, a regional route to Phoenix & Tempe • North/south regional PATHS on CROSSCUT CANAL with connections to Tempe • East/West BIKE LANES on Indian School throughout Scottsdale • East/West BIKE LANES on Lafayette going west and continuing in Phoenix • East/West PATH on Arizona Canal throughout Scottsdale • Connects to 8 TRANSIT ROUTES nearby in Scottsdale and the Tempe Orbit Earth route.

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

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

- Yes
- No

Please Explain:

Overall our program provides safety education, but not during specific projects.

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

This is the final gap in bike lanes on 68th Street connecting to Downtown Scottsdale. Currently, bike riders must use take the travel lane and share with cars or ride on the sidewalks with pedestrians. The sidewalks are 5-foot wide attached to the curb and cross several driveways to businesses. Adding a continuous bike lane will discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common. The bike lane will also provide pedestrians with an additional buffer between the sidewalk and travel lane.

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

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A more pedestrian friendly environment will be created for everyone including people with disabilities. Curb ramps will be updated to meet the current standard. 68th Street and Osborn Road will have intersection improvements and geometric speed control to slow vehicles. Bicyclists will be encouraged to ride on the bike lanes instead of sidewalks, helping to prevent bike/pedestrian conflicts.

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PART B-DETAILED PROJECT DESCRIPTION

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

This project will improve bicycle & pedestrian access to local and regional activity centers and employment areas for residents, visitors, students, and employees by connecting them to rest of the bikeways system, nine transit routes, surrounding residential neighborhoods, and activity centers. These destinations include downtown Scottsdale and Tempe, neighborhood stores and restaurants such as Giant Bicycles and Echo Coffee, Paiute Neighborhood Center and Park, Lafayette Park, Evelyn Hallman Park in Tempe, the Arizona Canal and Crosscut Canal paths, and 1 school. There are several multi-family homes along the corridor as well as single family houses. 34% of people are below the poverty level, 12.3% of households have no vehicle available, nearly 25% of people use a mode other than driving alone to work. This project will serve these residents who need safe, convenient ways to travel most.

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

This will connect people to places, enhancing quality of life especially for short trips. Neighbors meet & get to know each other while regularly walking, bicycling, & traveling at "human speed." There is existing bike & pedestrian activity, but providing a more comfortable space for non-motorized use will encourage more neighbors of all ages and abilities to walk & bike there.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

This project fills the final 1-mile of bike lanes along the 68th Street corridor. Filling these gaps with bicycle facilities will provide connectivity to 7 regional facilities: 1) Arizona Canal and Crosscut Canal Paths (Scottsdale/Tempe/Phoenix), 2) Indian Bend Wash Path (Scottsdale/Tempe) as well as existing bike lanes on 3) 64th Street (Scottsdale, Phoenix, Tempe), 4) The remainder of 68th Street/College Ave (Scottsdale, Tempe), 5) Miller Road (Scottsdale/Tempe), 6) Oak Street (Scottsdale/Phoenix), and 7) 56th Street (Phoenix).

Project connects to other local bikeways

List of connected bikeways:

BIKE LANES: Scottsdale Road, 64th Street, 68th Street north/south of the project, Indian School Road, Camelback Road, Chaparral Road, McDonald Drive, Jackrabbit, Indian Bend Road, Miller Road, Granite Reef Road, McDowell Road (existing & upcoming construction), and Osborn Road (existing & upcoming construction).

PATHS: AZ Canal, Crosscut Canal, Indian Bend Wash, Pima.

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

List of Participating Jurisdictions:

71 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.

77 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

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peak frequency, using Valley Metro as the source.

7 Within 1/2 mile

List routes and frequency:

29 (8 minutes), 41 (20 minutes), 50 (10 minutes), 72 (10 minutes), Camelback Trolley (15 minutes), Downtown Trolley (10 minutes), and Neighborhood Trolley (20 minutes). Trolleys are free to ride.

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

0 Within 1/2 mile

List:

The SkySong on-street transit center is located approximately 2 miles away at Scottsdale and McDowell. In addition to the routes already listed, it serves the 17, 514 Express, & Miller Trolley.

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

1 Within 1/2 mile

List:

Pauite Park and Neighborhood Center

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):

2 Within 1/2 mile

List:

Fashion Square Mall and Waterfront Shops/Restaurants

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

1 Within 1/2 mile

List:

Tonalea Elementary School. There are no longer classes held here, but the school district maintains this school and holds public meetings there.

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

1 Within 1/2 mile

List:

Loloma School. Within 1-mile: Coronado High School, Tonto Elementary School, Kaibab Elementary School, Echo Canyon School, and Oak Learning Center

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):

3 Within 1/4 miles

List:

3 CHURCHES: Salem Lutheran, First Baptist Church of Scottsdale, Banner Church.

20 1/4 miles to 1/2 miles

List:

1 GROCERY STORES: Albertson's. 7 BANKS: Wells Fargo, Am Trust, U.S. Bank, Great Western, Bank of America, Chase, BBVA Compass. 1 CHURCH: Camelback Christian. 11 HEALTHCARE: Cigna Medical Group, Foothills Sports Medicine PT, DreamBody Medical Centers, Sunbridge Casa Delmar, HonorHealth Medical Group - Osborn, HonorHealth Scottsdale Osborn Medical Center, Scottsdale Medical Imaging, Scottsdale Healthcare Referral, Greenbaum Surgery Center, 2 large medical office buildings.

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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 checked="" type="checkbox"/>	Canals & Drainage		
<input checked="" type="checkbox"/>	Power Lines & Cables		Other:
<input checked="" type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

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

There are no known utility conflicts that will need to be addressed. The project will be done between existing curbs along the roadway. Any issues with landscape irrigation along the roadway will be addressed with the project.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other:
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	<input type="text" value="Scottsdale's Wayfinding Signage Guidelines"/>
<input checked="" type="checkbox"/>	MAG Complete Streets Guide	
<input checked="" type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input checked="" 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" value="Required"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Required"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Required"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Required"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
Complete Streets Policy	<input type="text" value="Yes"/>

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" value="2016 Transportation Master Plan update includes a Complete Streets Policy so that all collector and arterial streets are planned for bike lanes."/>
<input checked="" type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source)
	Explain: <input type="text" value="City of Scottsdale 2001 General Plan, Community Mobility Element"/>
<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?

As with all city projects where a new connection is constructed, it is anticipated that there will be regular use after it is built. The city will conduct field observations of usage and solicit public feedback on the comfort and convenience of the improvement. There is strong support for biking and walking infrastructure in this location and citywide from residents, visitors, Scottsdale Stadium representatives, as well as members of the Transportation Commission, Path and Trails Subcommittee, and Tourism Advisory Task Force. We will continue to get their feedback.

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?

We will conduct manual counts using traffic cameras at signalized intersections before and after construction. We will also utilize Strava user data or borrow EcoCounter equipment from MAG's counter loan program to conduct regular automatic counts of bikes after construction. Our plan is to do this citywide on several existing bikeways, and then invest in our own counting equipment.

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.

As typical with all City of Scottsdale projects, the community will be involved in the design and implementation of this project through the use of community meetings (public open houses, Path and Trails Subcommittee, and Transportation Commission) and other appropriate methods. These include email, the newspaper, project updates on the city's web page, and social media such as Facebook, Twitter, Speak Up Scottsdale, and Next Door online forums.

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

Yes. The city's Path and Trails Wayfinding program is nearing 100% design. It will include Wayfinding along streets near access points to the paths. Along 68th Street, there are access points to the Crosscut Canal and Arizona Canal paths. There will be signage added for those either through this project or the separate Wayfinding implementation. We will also use elements of the MAG Wayfinding Guidelines, NACTO, and MUTCD.

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Scottsdale	Project Title:	68th St. Bike Lanes	Application Date:	9/25/2017
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)		
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00			
	4. HAZMAT ASSESSMENT	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00			
	Subtotal Scoping (Part A)				\$60,000.00		\$0.00	\$60,000.00			
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$126,011.70	\$126,011.70	No	\$0.00	\$126,011.70			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1		\$0.00	No	\$0.00	\$0.00			
	3. DRAINAGE REPORT	LS	1		\$0.00	No	\$0.00	\$0.00			
	4. SWPPP	LS	1		\$0.00	No	\$0.00	\$0.00			
	Subtotal PE (Part B)				\$126,011.70		\$0.00	\$126,011.70			
Subtotal Preliminary Engineering (Part A + Part B)					\$186,011.70		\$0.00	\$186,011.70			
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1		\$0.00	No	\$0.00	\$0.00			
Subtotal Right-of-Way Acquisition (Part C)					\$0.00		\$0.00	\$0.00			
D. Utility Relocation	1. Utility Relocation	LS	1		\$0.00	No	\$0.00	\$0.00			
Subtotal Utility Relocation (Part D)					\$0.00		\$0.00	\$0.00			
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction		Installation Of SWPP Measures	LS	1		\$0.00	Yes	\$0.00	\$0.00	
			Site Preparation	LS	1		\$0.00	Yes	\$0.00	\$0.00	
			Demolition	Sawcut	LF	1		\$0.00	Yes	\$0.00	\$0.00
				Remove Structures and Obstructions	LS	1	\$133,275.00	\$133,275.00	Yes	\$125,678.33	\$7,596.68
				Remove Fencing	LF	1		\$0.00	Yes	\$0.00	\$0.00
				Remove Structural Concrete	CY	1		\$0.00	Yes	\$0.00	\$0.00
				Remove Asphaltic Concrete Pavement	CY	1		\$0.00	Yes	\$0.00	\$0.00
				Remove Concrete Sidewalks, Slabs	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Hazmat Abatement	LS	1		\$0.00	Yes	\$0.00	\$0.00	
			Retaining Wall - Reinforced Concrete Cantilevered	SF	1		\$0.00	Yes	\$0.00	\$0.00	
			Earthwork	General Excavation	SY	1,944	\$15.00	\$29,160.00	Yes	\$27,497.88	\$1,662.12
				Drainage Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
				Structural Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
				Structural Backfill	CY	1		\$0.00	Yes	\$0.00	\$0.00
				Borrow (In Place)	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Curb & Gutter	LF	410	\$25.00	\$10,250.00	Yes	\$9,665.75	\$584.25	
			Aggregate Base	SY	1,944	\$10.00	\$19,440.00	Yes	\$18,331.92	\$1,108.08	
			Pathway Or Sidewalk Materials	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
				Colored Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
				Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
				Precast Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00
				Asphaltic Concrete	SY	1,944	\$30.00	\$58,320.00	Yes	\$54,995.76	\$3,324.24
				Polymer or Resin Stabilized Surface	SF	1		\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00	
			Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00	
			Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
			Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
			Integral Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Pedestrian ADA Ramp	SF	4	\$2,000.00	\$8,000.00	Yes	\$7,544.00	\$456.00		
		Culvert Extensions	LF	1		\$0.00	Yes	\$0.00	\$0.00		

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PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Scottsdale	Project Title:	68th St. Bike Lanes	Application Date:	9/25/2017
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
	Pedestrian Lighting Including Conduit And Trenching	Each	1		\$0.00	Yes	\$0.00	\$0.00	
	Handrail	Standard	1		\$0.00	Yes	\$0.00	\$0.00	
		Decorative	1		\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Hardscape Construction				\$258,445.00		\$243,713.64	\$14,731.37	

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Sponsoring Agency:	Scottsdale	Project Title:	68th St. Bike Lanes	Application Date:	9/25/2017
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Trees (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (1 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Cactus (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	1		\$0	Yes	\$0	\$0
			Organic	CY	1		\$0	Yes	\$0	\$0
		Topsoil		CY	1		\$0	Yes	\$0	\$0
		Seeding		Acre	1		\$0	Yes	\$0	\$0
		Turf Sod		SY	1		\$0	Yes	\$0	\$0
		Boulders		Each	1		\$0	Yes	\$0	\$0
		Irrigation System	Drip	SF	1		\$0	Yes	\$0	\$0
			Turf	SF	1		\$0	Yes	\$0	\$0
		Sleeving For Irrigation System	Directional Bore	LF	1		\$0	Yes	\$0	\$0
			Cut and Patch	LF	1		\$0	Yes	\$0	\$0
		Landscape Header Curb		LF	1		\$0	Yes	\$0	\$0
		Landscape Establishment		LS	1		\$0	Yes	\$0	\$0
	Subtotal Landscaping & Irrigation Items					\$0		\$0	\$0	
	3. Site Furnishings	Benches	Each	1		\$0	Yes	\$0	\$0	
		Seatwalls	LF	1		\$0	Yes	\$0	\$0	
		Bike Racks	Each	1		\$0	Yes	\$0	\$0	
		Trash Receptacles	Each	1		\$0	Yes	\$0	\$0	
		Drinking Fountains	Each	1		\$0	Yes	\$0	\$0	
		Signage (Standard Traffic Control)	Each	1		\$0	Yes	\$0	\$0	
		Signage (Wayfinding)	Each	1		\$0	Yes	\$0	\$0	
		Tree Grates	Each	1		\$0	Yes	\$0	\$0	
		Subtotal Site Furnishings					\$0		\$0	\$0
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	1		\$0	Yes	\$0	\$0	
		Slurry Seal	SY	37,778	\$5	\$188,890	Yes	\$178,123	\$10,767	
		Striping	LF	30,000	\$2	\$45,000	Yes	\$42,435	\$2,565	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
		Subtotal Other Construction					\$233,890		\$220,558	\$13,332
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$57,856	\$57,856	No	\$0	\$57,856	
		Traffic Control	LS	1		\$0	Yes	\$0	\$0	
		Construction Survey & Layout	LS	1	\$19,000	\$19,000	Yes	\$17,917	\$1,083	
		Construction Contingencies	LS	1	\$14,020	\$14,020	Yes	\$13,221	\$799	
		Construction Administration	LS	1	\$127,077	\$127,077	Yes	\$119,834	\$7,243	
		Subtotal Mobilization & Administration Costs					\$217,953		\$150,972	\$66,982
	Subtotal Construction Or Implementation Cost (Part E)							\$710,288	\$615,243	\$95,045
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)							\$896,300	\$615,243	\$281,056	

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:		Scottsdale	Project Title:		68th St. Bike Lanes	Application Date:		9/25/2017					
Part	Item Description					Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
G.	Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000								\$30,000	No	\$0	\$30,000	
H.	Total Project Cost Including ADOT Fees (Part F + Part G)								\$926,300		\$615,243	\$311,056	

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

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 questions 24-27 in Part B.

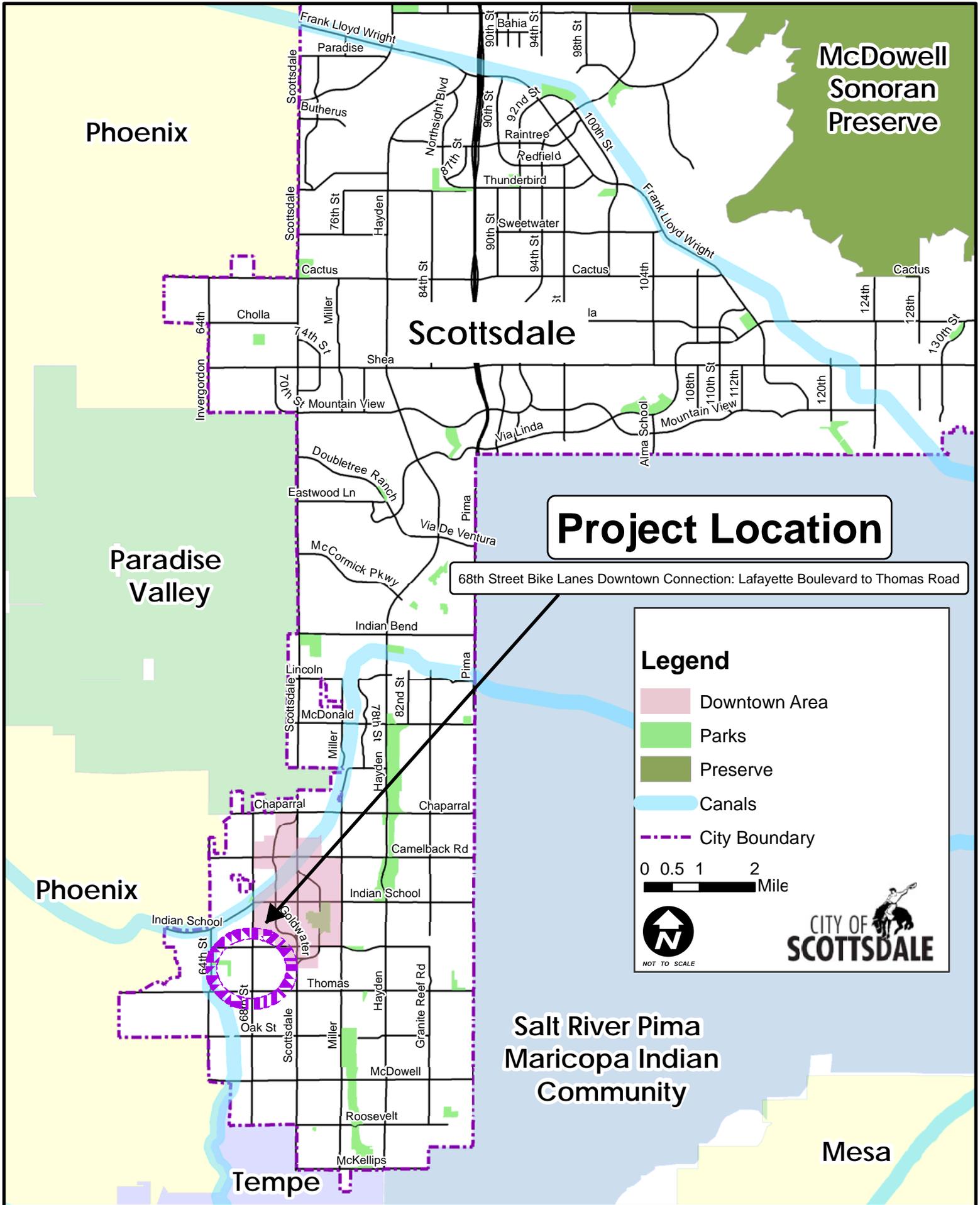
Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$30,000	
2. Design	\$186,012	
3. Right of way	\$0	
4. Utilities	\$0	
5. Construction	\$696,268	
6. Contingency	\$14,020	No more than 20% of Construction Cost
7. Total Cost	\$912,280	

8. Will the agency maintain the improvement after it is completed? Yes

9. Expected Annual Maintenance Cost 10,000

10. Identify Source of Maintenance Funds General funds for maintenance and transportation 0.2% sales tax funds for repairs.

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2020	Design road diet, bike lanes, and intersection.	Sales Tax	\$186,012	Not Available	\$186,012	100.0%
12. Right of way (Optional)			Sales Tax	\$0	Not Available	\$0	
13. Utilities (Optional)			Sales Tax	\$0	Not Available	\$0	
14. Other (Optional)		ADOT Fee	Sales Tax	\$30,000	Not Available	\$30,000	100.0%
15. Construction	2021	Construct road diet, bike lanes, and intersection.	Sales Tax	\$95,045	\$615,243	\$710,288	13.4%
16. Total Costs				\$311,057	\$615,243	\$926,300	33.6%



Scottsdale: 68th Street Complete Street
Part C – Attachment 3: Photos



Photo 1: a northbound cyclist between Osborn and Indian School.

- No bike lane.
- Narrow sidewalks.
- On-street parking in this section creates dooring zone for cyclists using the travel lanes.



Photo 2: south on 68th Street south of Indian School.

- Cyclists using the sidewalk, riding contraflow.
- Narrow sidewalks.
- Several driveways & side streets create side-conflicts with vehicles and cyclists riding on the sidewalk.

Scottsdale: 68th Street Complete Street
Part C – Attachment 3: Photos



Photo 3: Looking south on 68th Street between Thomas and Osborn.

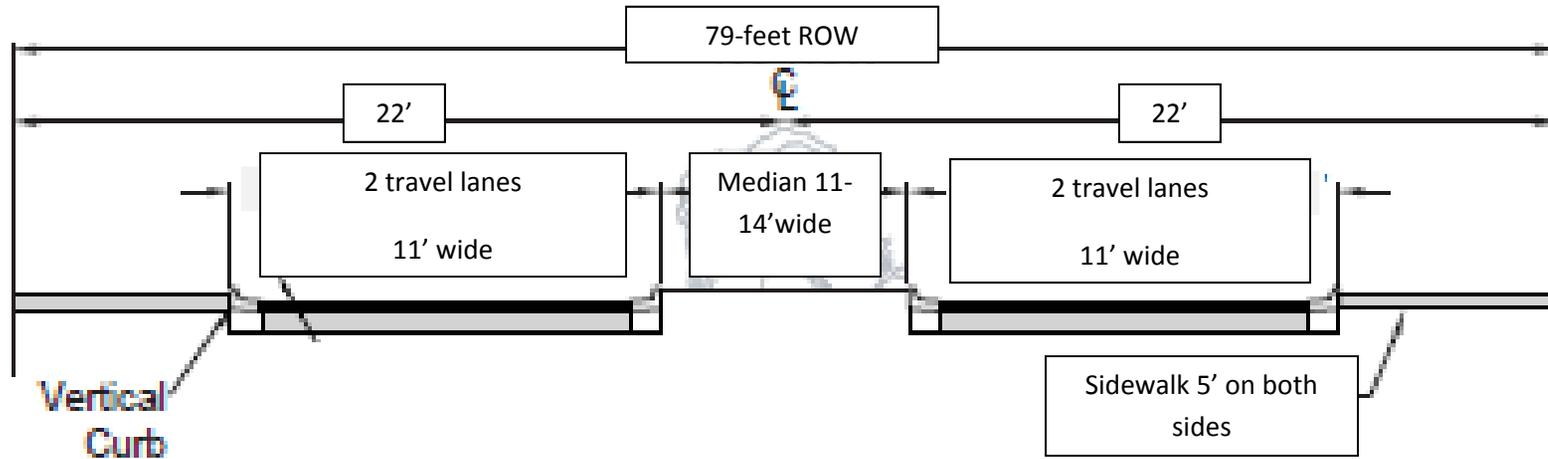
- **Sidewalks are too narrow for cyclists and pedestrians to share.**
- **Several driveway crossings and side streets create side-conflicts with vehicles and cyclists riding on sidewalks.**
- **Wide, flat street design encourages speeding.**



Photo 4: Looking north on 68th Street, three cyclists riding on the narrow sidewalk.

- **Several driveway crossings and side streets create side-conflicts with vehicles and cyclists riding on the sidewalk.**

Scottsdale: 68th Street Bike Lanes
Part C – Attachment 3: Cross Section



City of Tempe
P. O. Box 5002
Tempe, AZ 85280
www.tempe.gov



September 25, 2017

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

RE: Scottsdale Application for 68th Street Bike Lanes

Dear Bicycle and Pedestrian Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale for construction of bicycle lanes on 68th Street between Indian School and Thomas roads.

This project will complete the remaining one-mile gap in bike lanes and provide a continuous, low-stress route on a collector road in Scottsdale and Tempe, provide traffic calming through narrower travel lanes/roadway, as well as increase comfort & convenience for bicyclists and pedestrians to reach many destinations including:

- Downtown Scottsdale and Tempe
- Arizona Canal and Crosscut Canal paths
- Pauite Neighborhood Center and Park
- Evelyn Hallman Park and Papago Park in Tempe
- Tempe Town Lake marina and lake path
- 8 transit routes in Scottsdale and the Tempe Orbit Earth route

As a neighboring city to Scottsdale with several connecting bikeway facilities, we support Scottsdale's request for construction funding to build bike lanes on 68th Street.

Thank you,

A handwritten signature in black ink, appearing to read 'E. Iwersen'.

Eric Iwersen
Principal Planner
City of Tempe

September 25, 2017

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

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This letter is in support of a grant request by the City of Scottsdale for construction of bicycle lanes on 68th Street between Indian School and Thomas roads.

This project will complete the remaining one-mile gap in bike lanes and provide a continuous, low-stress route on a collector road, provide traffic calming through narrower travel lanes/roadway, as well as increase comfort & convenience for bicyclists and pedestrians to reach many destinations including:

- Downtown Scottsdale and Tempe
- Arizona Canal Path
- Crosscut Canal Path
- Paulte Neighborhood Center and Park
- Evelyn Hallman Park in Tempe
- 9 transit routes nearby including four free local trolley routes
- Fashion Square Mall
- Neighborhood stores and restaurants including Giant Bikes

We believe equity is an important aspect of bicycle friendly communities. Access to safe, convenient transportation modes help provide more opportunities and improved quality of life for residents. This project area has many underserved residents including:

- 38% people who are minorities
- 11% of people over age 25 who have no high school diploma or equivalency
- 30% of families below the poverty level / 34% individuals below the poverty level
- 4.6% workers who bike to work
- 5.9% workers take the bus to work
- 56% of homes are multi-family
- 60% of homes are renter-occupied
- 12.3% of homes have no vehicle available
- 26.4% of workers are in service occupations and 22.6% in sales/office

As a bike advocacy group that works to ensure cities build complete streets and educate the public on bike safety, we support Scottsdale's request for construction funding to build bike lanes on 68th Street.

Thank you,

Patrick Valandra, President

Tempe Bicycle Action Group

cc. SC

PART F - SIGNATURE AND CHECKLIST

Checklist

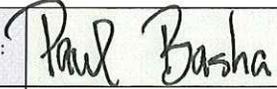
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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 - 8 are complete	Yes
PART B - Project Description	Complete?
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 4 -Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	
PART D - Cost Estimate Worksheet	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	Yes
Part A - Scoping is complete	Yes
Part B - Final Preliminary Engineering Design is complete	Yes
Part C - Right-of-Way Acquisition is complete	Yes
Part D - Utility Relocation is complete	Yes
Part E - Construction or Implementation is complete	Yes
Parts F, G, and H - Costs are complete and accurate	Yes
PART E - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):

As the MAG member agency'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:	
Name:	Paul Basha
Title:	Transportation Director
Date:	9/22/2017

ADDENDUM

On July 21, 2020, the Active Transportation Committee Committee approved the following agenda item and action:

5. Project Scope Modification Request: City of Scottsdale 68th Street – Indian School Road to Thomas Road

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. City of Scottsdale staff will present a request for a project scope modification to its 68th Street – Indian School to Thomas Road infrastructure project.

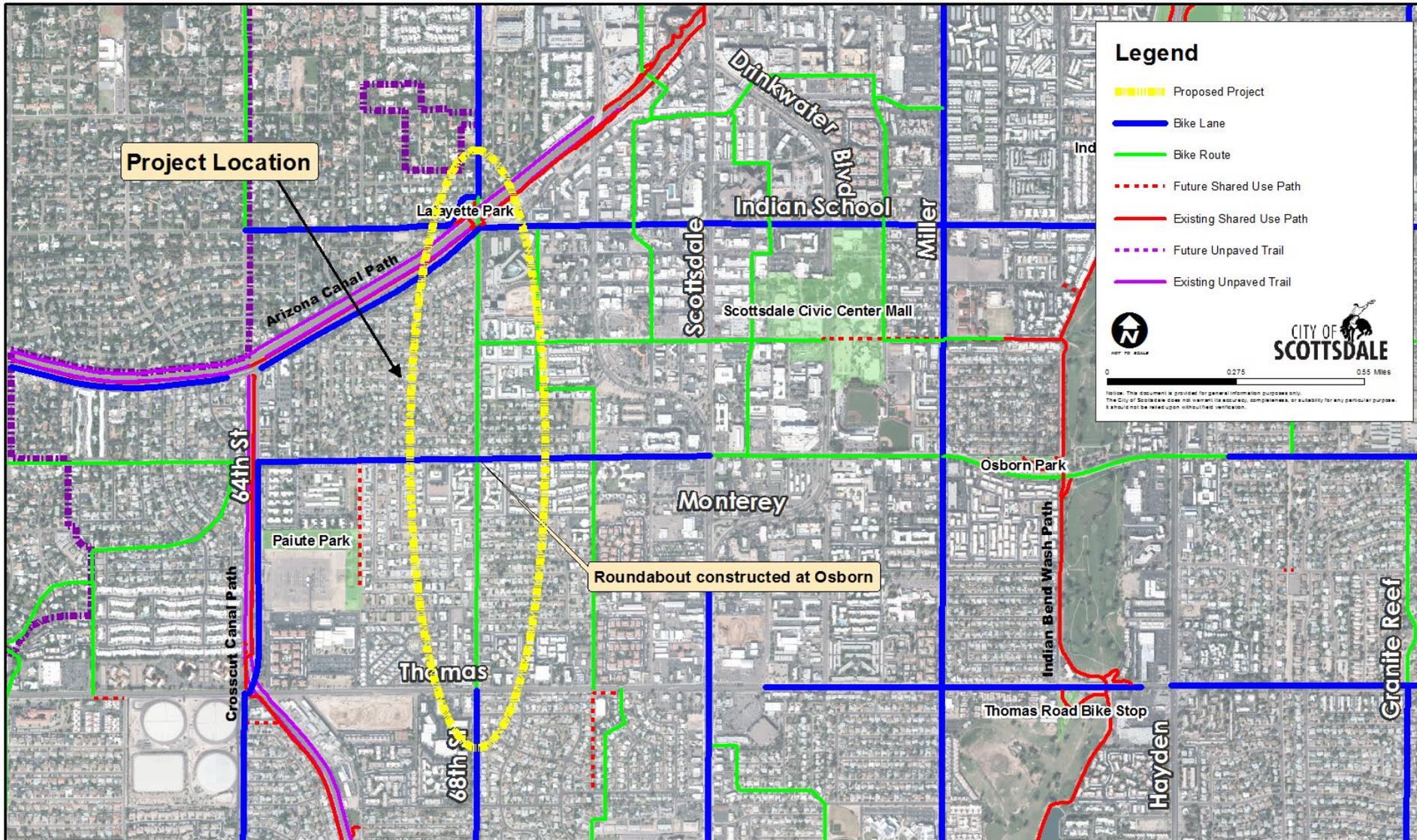
Action Requested:

Recommend approval of the project scope modification request for City of Scottsdale's 68th Street – Indian School Road to Thomas Road project (SCT21-802C), contingent on a finding of air quality conformity.

Project Scope Modification Request Scottsdale 68th Street: Indian School to Thomas Road

MAG Active Transportation Committee
July 21, 2020

68th Street Bike Lanes



68th Street Bike Lanes



Scope Modification Request

- Remove roundabout at 68th Street and Osborn Road from scope and add signal adjustments
- Add Rapid Rectangular Flashing Beacon at 68th and 2nd streets
 - Requested by residents
 - 1/4-mile from signalized crossings in both directions
- Reduce the length of the project by 500-feet at the north end to Lafayette Boulevard
 - Bicycle/pedestrian improvements and striping changes were completed in 2019 with the 68th Street Bridge project over Arizona Canal



Scottsdale
Transportation



Costs

– Original Scope:

	Federal	Local	Total
Design		\$196,012	\$196,012
ADOT Fees		\$30,000	\$30,000
Construction	\$615,243	\$95,045	\$710,288
Total	\$615,243	\$321,057	\$936,300

– Proposed Scope:

	Federal	Local	Total
Design		\$110,930	\$110,930
ADOT Fees		\$30,000	\$30,000
Construction	\$615,243	\$180,119	\$795,362
Total	\$615,243	\$321,049	\$936,292

*Scottsdale
Transportation*



Project Scope Modification Request Scottsdale 68th Street: Indian School to Thomas Road

MAG Active Transportation Committee
July 21, 2020