



Transportation Alternatives / CMAQ Application for
FY 2023 and FY 2024 Projects

Scottsdale

Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 16, 2019 at 10:00 a.m.**

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

Scottsdale: Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell 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 Rd Ste 205 Scottsdale, AZ 85251
Project Description	
6. Please provide the Project Title.	Indian Bend Wash Path Extension: Thompson Peak Parkway to
7. Please provide a concise, specific description of the project (250 character limit):	
Project will add: <ul style="list-style-type: none"> • New 10-foot concrete path & 8-foot trail, connects to main 15-mile path system • Bike/ped bridge over the wash • Signage • Link to future public path being built by Notre Dame High School • Connection to the 8-foot sidewalk on Bell Road, which connects to traffic signals nearby 	
8. Please provide the project limits:	
North of Central Arizona Project Canal, bounded by McDowell Mountain Ranch Road on the east, Thompson Peak Parkway on the south, Bell Road on the north	

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell 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 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 type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input checked="" 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 checked="" type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input style="width: 400px; height: 20px;" type="text"/> |
| <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 checked="" type="checkbox"/> 8 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.

Currently, there is an existing path in WestWorld at the south end of the project area which connects over the Central Arizona Project (CAP) Canal with a bike/ped bridge & links to the main Indian Bend Wash (IBW) Path. From there the path is continuous for 15-miles all the way to Tempe. This existing WestWorld path is frequently under water after rain events for several weeks or even months at a time. There have even been people kayaking in the drainage basin when it has flooded over the path. This project will extend the main path around the basin and connect directly to the sidewalks and bike lanes on Thompson Peak Parkway (including the underpass/grade-separated crossing), McDowell Mountain Ranch Road, and Bell Road as well as the bike lanes, routes, and paths that connect to those streets.

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

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

The proposed project will reroute around the drainage basin and extend the path to provide a continuous 1-mile route, including:

- New 10-foot shared use path and 8-foot trail from Thompson Peak Parkway to Bell Road
- Pedestrian and bicycle bridge over the wash near Thompson Peak Parkway that meets Americans with Disabilities Act requirements
- Wayfinding signage
- Linkage to the planned public path being built by Notre Dame Preparatory High School with their future site improvements
- Connection up to the 8-foot sidewalk & bike lanes on Bell Road, which connects to traffic signals at 98th Street and 94th Street

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

We hope to connect people from central/north Scottsdale better within the area as well citywide and regionally. This will be a low-stress route for people biking and walking to numerous destinations within 0.5-mile of the project including 5 schools, a library, two parks, aquatic center, WestWorld a major event center, commercial destinations including family-oriented businesses, and neighborhoods. For those who want to bike or walk to/from other areas, this project will connect to the Indian Bend Wash Path that runs continuously from here to southern Scottsdale, Old Town Scottsdale, and connects directly to Tempe, Mesa, Phoenix (via the 13-mile Rio Salado Path in those three cities). This will help connect people from south of the area up to the destinations surrounding the project area, where there are currently barriers to accessing these by biking and walking.

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

<input type="checkbox"/>	Medians with pedestrian crossing islands	Other Offstreet path away from vehicular traffic and wayfinding signage to help guide users
<input type="checkbox"/>	Roadway Reconfiguration (Road Diet)	
<input type="checkbox"/>	Striping/re-striping to narrow vehicle lanes	
<input type="checkbox"/>	Color pavement or similar treatment	
<input type="checkbox"/>	Lighting	
<input type="checkbox"/>	Landscape buffer between sidewalk and roadway	
<input type="checkbox"/>	Rectangular Rapid Flash Beacon (RRFB)	
<input type="checkbox"/>	Driver Feedback Sign	

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

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

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

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

The project will provide a safe, comfortable place to bike and walk separated from vehicular traffic, where there existing nonmotorized facilities end. This will provide a low-stress route to connect to destinations where there are 2 existing grade-separated crossings for people walking & biking. For parents, safety is often the reason they do not let their children walk or bike to school even when they live near the school and other activity centers such as parks and libraries. This project will help connect people, including children, to many of these destinations such as the 5 schools, 2 parks and aquatic center, library, several family oriented businesses nearby, or friends' homes.

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

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

This project will provide a paved, all-weather surface for people to walk, including people with disabilities. Curb ramps and crosswalks will be updated to meet current standards. They will be able walk and bike without barriers along the south side of Shea and connect to other walking and biking routes in the area as well as destinations such as the Indian Bend Wash Path, WestWorld event center, Arabian Library, McDowell Mountain Ranch Park & Aquatic Center, Desert Canyon Elementary and Middle schools, Notre Dame Preparatory High School, Scottsdale Preparatory Academy, Great Hearts Academy, McDowell Mountain Business Park, Ice Den Scottsdale, & surrounding residential neighborhoods.

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

This neighborhood has a high percentage of families with children. Many destinations within walking and biking distance from the homes will have better access such as 5 schools, 2 parks & an aquatic center, 1 library, a business park with several family-oriented businesses, medical center, and event center. This project can help connect people who can't or don't wish to drive to these nearby destinations. For children, this can give another travel option to/from school and school related activities, which is separated from vehicular traffic.

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." Currently people can walk & bike along the existing sidewalks and bike lanes along each roadway, which is well connected. But this project will eliminate a large barrier in the center and provide a more comfortable and often shorter route for people of all ages and abilities, including families or more casual bike riders. There are also unpaved trails in the area that neighbors use, including equestrians that will benefit from this project. Giving people more nonmotorized travel routes helps create an improved sense of place and enhances the neighborhood identity.

14. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

Project extends the 15-mile long Indian Bend Wash Path at the north end. IBW Path connects to the Rio Salado Path in Tempe, Mesa, Phoenix continuously)

Project connects to other local bikeways
List of connected bikeways:

PATHS: Indian Bend Wash Path (connects regionally to the Rio Salado Path in Tempe, Mesa, Phoenix), Frank Lloyd Wright, Cactus, 96th St.

BIKE LANES: Thompson Peak Parkway, McDowell Mountain Ranch Road, Bell Road, Raintree Dr, Redfield Rd, Thunderbird, Sweetwater Ave, Cactus Rd, Hayden Rd, Northsight Blvd, 91st St, 92nd St, 94th St, 96th St, 100th St, 104th St, Bahia Dr, Legacy Blvd, Pima Rd, Downing Olson Dr, Miller Rd, Williams Dr, Pinnacle Peak Rd.

Multi Jurisdictional Project (please include letter of support (See Part C)
List of Participating Jurisdictions:

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.

Within 1/2 mile

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

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.

Within 1/2 mile

List routes and frequency:

There are 2 Mustang Trolley stops approximately 1-mile from the project, which has 20 minute frequency. The Route 170 has stops that are 2-miles from the project with 30 minute frequencies.

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

Within 1/2 mile

List:

The nearest park and ride is at Scottsdale Road and Thunderbird, 3.4-miles away

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

Within 1/2 mile

List:

Horizon Park, McDowell Mountain Ranch Park & Aquatic Center, Arabian Library

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):

Within 1/2 mile

List:

McDowell Mountain Business Park & Youth Family Art Center, Desert Canyon Shopping Center

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

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

Within 1/2 mile

List:

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

Within 1/2 mile

List:

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):

Within 1/4 miles

List:

1/4 miles to 1/2 miles

List:

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](#)

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

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

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

All counts are collected over a two-day period with automatic traffic counters using pneumatic roadway sensors. The daily counts are averaged and adjusted using monthly factors developed by MAG.

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.

There are no known issues that could affect work on these segments. The project is surrounded by and adjacent to development including roadway and storm drainage corridors. We will work through the required clearances during the regular environmental process.

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.

There are no right of way issues associated with the project. The project will be done within city right of way and easements or areas where we have a use agreement from the property owner (Bureau of Reclamation)

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

Yes

No

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

No Utility in or abutting the alignment

Canals & Drainage

Private Structures

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

<input 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.

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 Path & Trail 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)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
 List:

Consistent with general policy/practices, but not formally identified (provide source)
 Explain:

Not addressed by jurisdiction's plans, policies, or practices
 Explain:

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART B-DETAILED PROJECT DESCRIPTION

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 from residents, visitors, as well as members of the Scottsdale Transportation Commission, & Path & Trails Subcommittee. We will continue to get their feedback. As our Safe Routes to School Program gets established over the coming years, we will work with the two public schools nearby including parents, students, & school staff to learn how they use the path to reach destinations nearby. We will also reach out to users of the adjacent library, parks, and aquatic center for 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 counts before and after construction. We will also utilize Strava user data in our planning & design. This project will include an automated counter with the ability to broadcast automatic updates for bicyclists and pedestrians. This will enable staff to get regular updates in data without having to travel to the counter. This will also help notify staff quickly when there is an issue with the counter or battery.

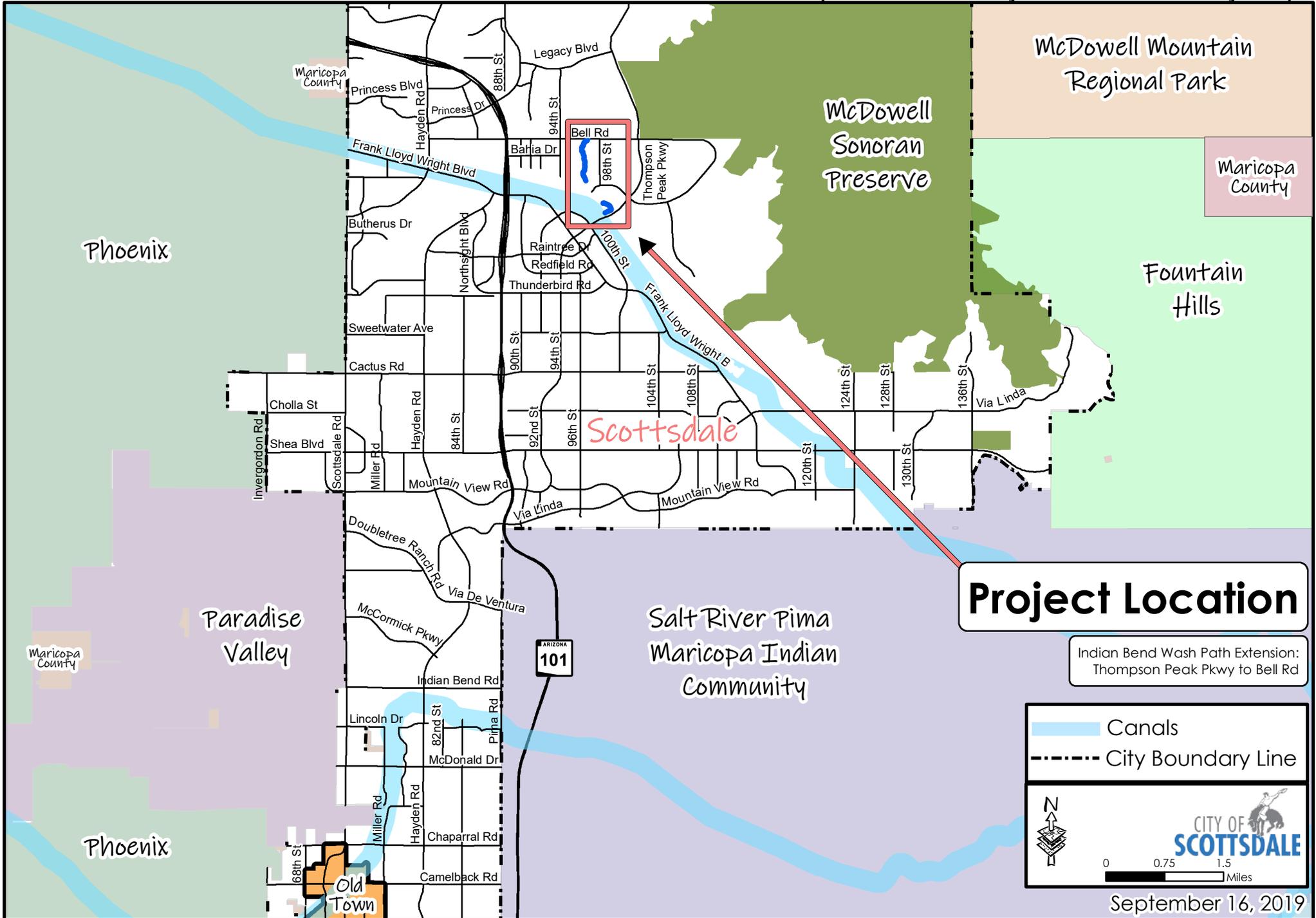
37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

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 as well as Fountain Hills Town Council) and other appropriate methods such as HOA meetings in both communities. 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 forum.

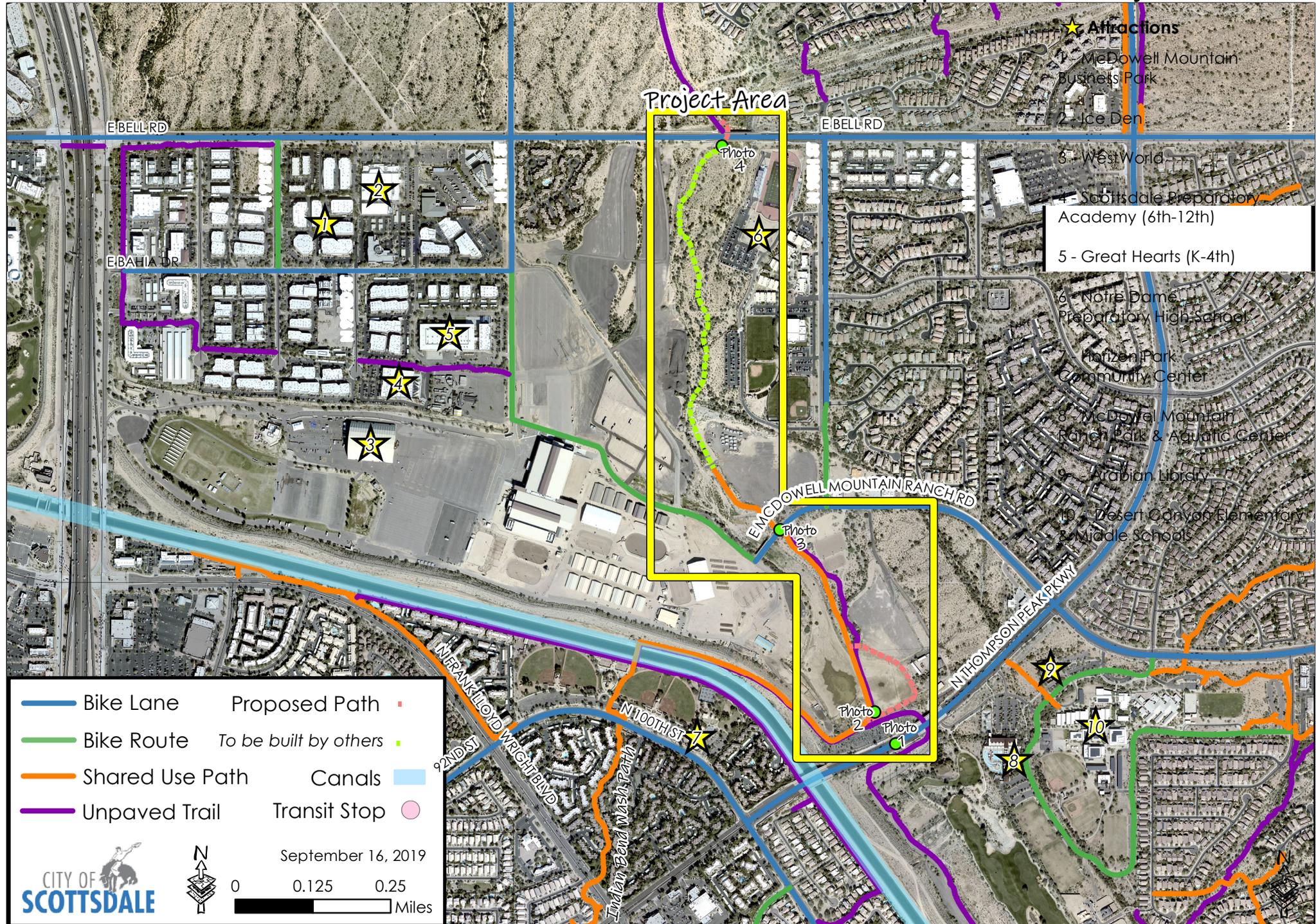
38. Will the project include wayfinding signage elements? If yes, please describe below.

Yes. The Scottsdale's Path and Trails Wayfinding designs will be used to help guide people along the network including the farther away destinations on Indian Bend Wash Path. We will also use elements of the MAG Wayfinding Guidelines, NACTO, and MUTCD if needed.

Part C Attachment 1: Indian Bend Wash Path Extension from Thompson Peak Pkwy to Bell Rd Vicinity Map



Part C Attachment 2: Indian Bend Wash Path Extension from Thompson Peak Pkwy to Bell Rd



Scottsdale: Indian Bend Wash Path Extension Thompson Peak Parkway to Bell Rd
Part C – Attachment 3: Photos



Existing path, portions are underwater

Photo 1: Looking west toward project area from Thompson Peak Parkway sidewalk.

- Segments of existing path are under standing water.
- New Path will reroute around drainage basin.
- Indian Bend Wash Path connects to the south end of this area, runs 15-miles continuously to Tempe, then additional 13-miles in Tempe, Mesa, phoenix on Rio Salado Path.

Photo 1 taken from bridge

Flooded area from Photo 1

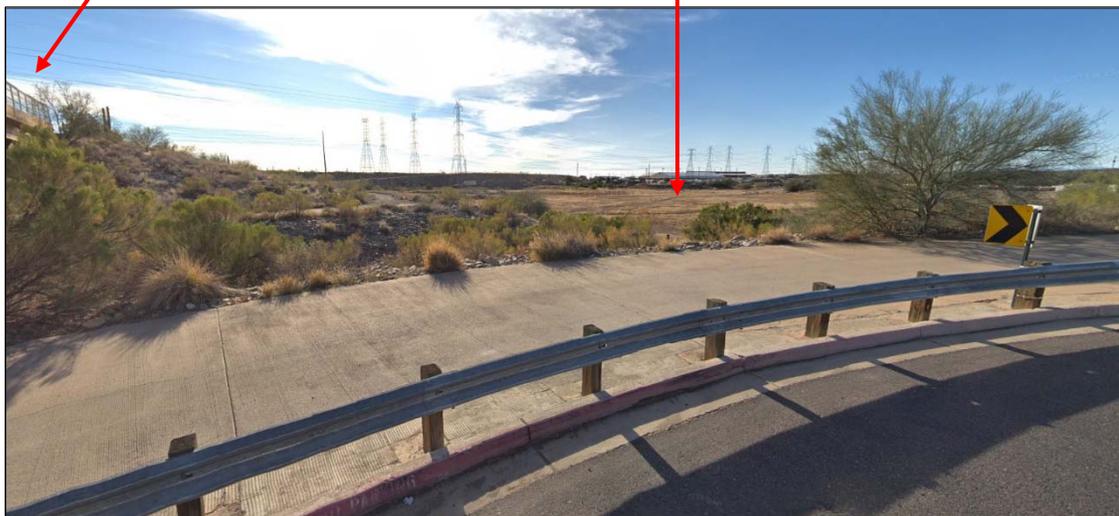


Photo 2: Looking south toward CAP Canal, with Thompson Peak Parkway up above on left.

- Existing path in background connects over CAP Canal with bike/ped bridge to Horizon Park & IBW Path.
- Sidewalk in foreground connects under Thompson Peak Pkwy over to Arabian Library, MMR Park & Aquatic Center.

Scottsdale: Indian Bend Wash Path Extension Thompson Peak Parkway to Bell Rd
Part C – Attachment 3: Photos



Photo 3: Looking east on existing path.

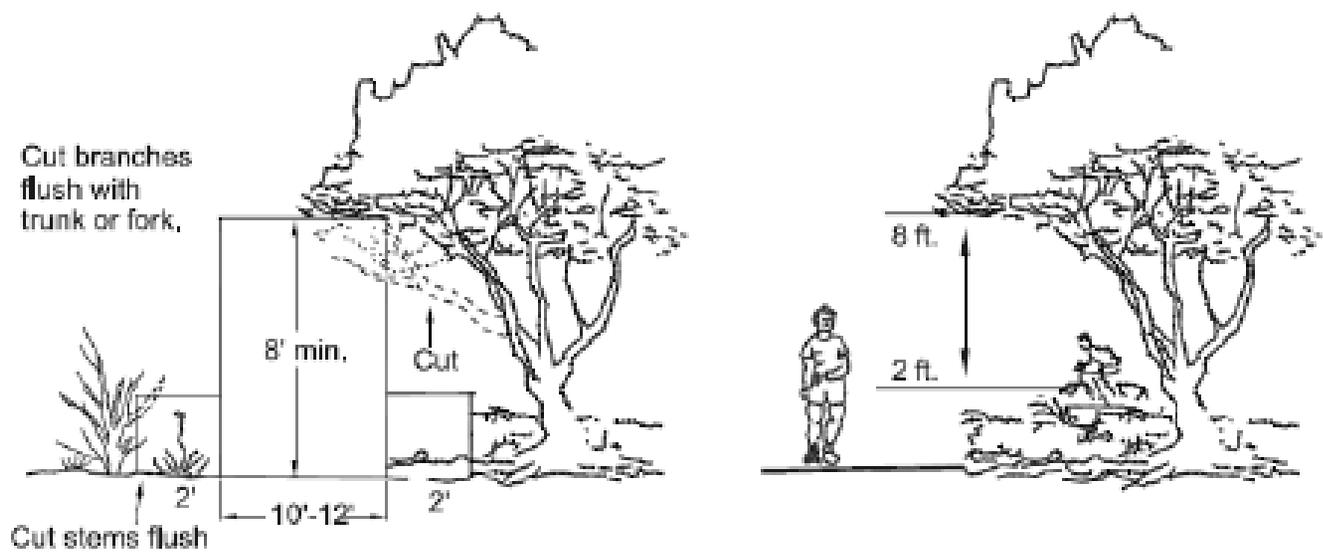
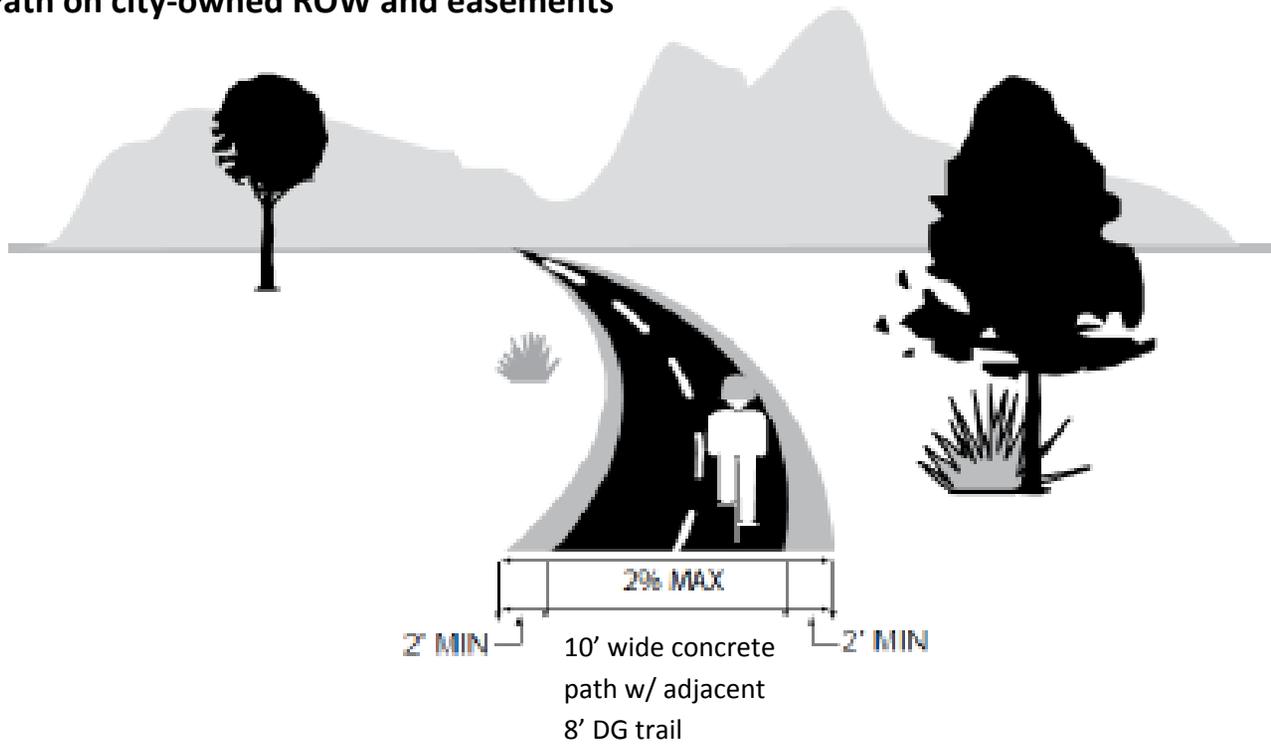
- The project will link to this path at both ends to create a continuous route through the 1-mile segment.
- Wayfinding signage will help guide users.



Photo 4: Looking west at Bell Road on the south side, behind Notre Dame HS

- Project will connect here to the high school's future path project.
- Will link up to Bell Road sidewalk and bike lane on south side, to provide access to the traffic signals at 94th and 98th streets.

Path on city-owned ROW and easements





NOTRE DAME™

Preparatory High School

9701 East Bell Road
Scottsdale, Arizona 85260
Phone 480-634-8200
Fax 480-634-8299
notredamepreparatory.org

September 13, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

Dear Active Transportation Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale to construct a shared use path near WestWorld from Thompson Peak Parkway to Bell Road.

Currently, there is an existing path in WestWorld at the south end of the project area. This path is frequently under water after rain events for several weeks or even months at a time. There are also gaps in the connectivity here.

The proposed project will reroute around the drainage basin and extend the path to provide a continuous 1-mile route, including:

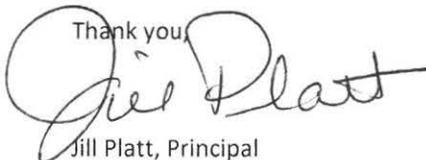
- New 10-foot shared use path and 8-foot trail between Thompson Peak Parkway and Bell Road
- Pedestrian and bicycle bridge over the wash near Thompson Peak Parkway that meets Americans with Disabilities Act requirements
- Wayfinding signage
- Linkage to the public path being built by Notre Dame Preparatory High School with their future planned site improvements
- Connection up to the 8-foot sidewalk on Bell Road, which connects to traffic signals at 98th Street and 94th Street

This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- Horizon Park Community Center and Dog Park
- Indian Bend Wash Path – 15-miles long in Scottsdale with continuous connection to the Rio Salado Path in Tempe, Mesa, and Phoenix, an additional 13-mile long path
- WestWorld Scottsdale event center
- Arabian Library
- McDowell Mountain Ranch Park and Aquatic Center
- Desert Canyon Elementary and Middle schools
- Notre Dame Preparatory High School
- Scottsdale Preparatory Academy
- McDowell Mountain Business Park
- Ice Den Scottsdale
- Residential neighborhoods such as McDowell Mountain Ranch, Hoffman Property, Horsemans Park, Windgate Ranch, DC Ranch,

I support Scottsdale's request for construction funding to build the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

Thank you,



Jill Platt, Principal

September 12, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

Dear Active Transportation Committee Members & MAG Staff:

As an active cyclist who for years has led cycling groups to a variety of destinations and events around Scottsdale, I am writing in support of the city of Scottsdale's grant request to construct a shared-use path near WestWorld from Thompson Peak Parkway to Bell Road.

The existing path in WestWorld, at the south end of the project area, is frequently slick and/or under water after rains for several weeks or even months at a time. WestWorld has been a popular destination because of events such as the Barrett-Jackson auto auction and the Arabian horse show, but area cyclists also have known for years that flooding makes the existing path to the venue notoriously difficult and even dangerous to use. The proposed project will reroute users around the drainage basin, close gaps in connectivity, and extend the path to provide a continuous 1-mile route through the area.

Features and benefits of the project include:

- A new 10-foot-wide shared-use path and an 8-foot-wide trail between Thompson Peak Parkway and Bell Road. This would provide a safe alternative for cyclists who are less experienced or less comfortable riding next to vehicles in the bike lanes on high-traffic Thompson Peak Parkway.
- Much-needed wayfinding signage, which will encourage users to ride or walk to nearby facilities such as the Arabian Library, McDowell Mountain Ranch Park and Aquatic Center, Ice Den Scottsdale, and area schools and neighborhoods.
- A connection to the 8-foot-wide sidewalk on Bell Road, which connects to traffic signals at 98th Street and 94th Street. Access to intersections with traffic signals is important to cyclists who want to cross and make turns on busy streets safely.
- A pedestrian and bicycle bridge over the wash near Thompson Peak Parkway that meets Americans with Disabilities Act requirements.

This project will increase safety, comfort, and convenience for bicyclists and pedestrians in the area, as well as for winter visitors who seek out interesting places to ride in the East Valley. In particular, I am excited that the project and accompanying signage will help connect northern parts of Scottsdale to the city's beloved Indian Bend Wash Path, which runs for 15 miles (including to downtown Scottsdale) and to the Rio Salado Path, which extends into downtown Tempe, west Mesa, and Phoenix. As a former bike commuter to downtown Phoenix and the Scottsdale Airpark, I also hope the new and improved connections will encourage more people to bike-commute between northern residential neighborhoods and employment centers such as the Scottsdale Airpark and McDowell Mountain Business Park.

I support Scottsdale's request for construction funding to build the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road. Please approve the awarding of this grant so we can continue our progress in being recognized among the nation's top Bicycle-Friendly Communities.

Thank you,

Jane Larson

Scottsdale, AZ

September 9, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

Dear Active Transportation Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale to construct a shared use path near WestWorld from Thompson Peak Parkway to Bell Road.

Currently, there is an existing path in WestWorld at the south end of the project area. This path is frequently under water after rain events for several weeks or even months at a time. There are also gaps in the connectivity here.

The proposed project will reroute around the drainage basin and extend the path to provide a continuous 1-mile route, including:

- New 10-foot shared use path and 8-foot trail between Thompson Peak Parkway and Bell Road
- Pedestrian and bicycle bridge over the wash near Thompson Peak Parkway that meets Americans with Disabilities Act requirements
- Wayfinding signage
- Linkage to the public path being built by Notre Dame Preparatory High School with their upcoming site improvements
- Connection up to the 8-foot sidewalk on Bell Road, which connects to traffic signals at 98th Street and 94th Street

This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- Horizon Park Community Center and Dog Park
- Indian Bend Wash Path – 15-miles long in Scottsdale with continuous connection to the Rio Salado Path in Tempe, Mesa, and Phoenix, an additional 13-mile long path
- WestWorld Scottsdale event center
- Arabian Library
- McDowell Mountain Ranch Park and Aquatic Center
- Desert Canyon Elementary and Middle schools
- Notre Dame Preparatory High School
- Scottsdale Preparatory Academy
- McDowell Mountain Business Park
- Ice Den Scottsdale
- Residential neighborhoods such as McDowell Mountain Ranch, Hoffman Property, Horsemans Park, Windgate Ranch, DC Ranch,

I support Scottsdale's request for construction funding to build the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road. At the present time, I have to ride along Thompson Peak Parkway bike lane, often in heavy traffic, and take that route up to Bell Road when the bike path through West World is flooded. This new bike path that is being proposed would make my ride much safer. There has been at least one fatality of a bike rider that I know of in this area hit by an inattentive motorist.

Thank you,

Howard Anderson



20555 North Pima Road, Suite 140
Scottsdale, Arizona 85255
tel 480-513-1500 fax 480-513-1505

September 11, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road

Dear Active Transportation Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale to construct a shared use path near WestWorld from Thompson Peak Parkway to Bell Road.

Currently, there is an existing path in WestWorld at the south end of the project area. After rain events, this path is frequently under water for several weeks or even months at a time. There are also gaps in the paths' connectivity. The proposed project will reroute around the drainage basin and extend the path to provide a continuous 1-mile route, including:

- New 10-foot shared use path and 8-foot trail between Thompson Peak Parkway and Bell Road;
- Pedestrian and bicycle bridge over the wash near Thompson Peak Parkway that meets ADA requirements;
- Wayfinding signage;
- Linkage to the public path being built by Notre Dame Preparatory High School as part of their upcoming site improvements; and
- Connection up to the 8-foot sidewalk on Bell Road, which connects to traffic signals at 98th Street and 94th Street.

This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- Horizon Park Community Center and Dog Park
- Indian Bend Wash Path – 15-miles long in Scottsdale with continuous connection to the Rio Salado Path in Tempe, Mesa, and Phoenix, an additional 13-mile long path
- WestWorld Scottsdale event center
- Arabian Library
- McDowell Mountain Ranch Park and Aquatic Center
- Desert Canyon Elementary and Middle schools
- Notre Dame Preparatory High School

- Scottsdale Preparatory Academy
- McDowell Mountain Business Park
- Ice Den Scottsdale
- Residential neighborhoods including DC Ranch

Therefore, I support Scottsdale's request for construction funding to build the Indian Bend Wash Path Extension from Thompson Peak Parkway to Bell Road.

Thank you,

A handwritten signature in black ink that reads "Jenna Kohl". The signature is written in a cursive, flowing style.

Jenna Kohl
Executive Director
On behalf of the DC Ranch Community Council

CC: DC Ranch Community Council Board of Directors

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

PART D - PROJECT COST ESTIMATE WORKSHEET
(Cost Estimates Are Required Regardless of Programming)

REQUESTED PROGRAMMING	Location Description	Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road							
	Work Description	Design and construct shared use path and bridge over wash							
Funding Source		Local							
Preferred Year to Program Work		2022							
COST ESTIMATE FOR PROCUREMENT		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
PROCUREMENT	Place for entering item #1	EA	1			Yes			
	Place for entering item #2	EA				No			
	Place for entering item #3	EA				No			
	Place for entering item #4	EA				No			
	Place for entering item #5	EA				No			
	Place for entering item #6	EA				No			
	Place for entering item #7	EA				No			
	Place for entering item #8	EA			-	No			
	Place for entering item #9	EA			-	No			
	Place for entering item #10	EA	1		-	No			
	Place for entering item #11	EA			-	No			
	Place for entering item #12	EA			-	No			
	Place for entering item #13	EA			-	No			
	Place for entering item #14	EA			-	No			
	Place for entering item #15	EA			-	No			
	Place for entering item #16	EA			-	No			
	Place for entering item #17	EA			-	No			
	Place for entering item #18	EA			-	No			
	Place for entering item #19	EA			-	No			
	Place for entering item #20	EA	1		-	Yes			
TOTAL – PROCUREMENT									
DESIGN	Location Description	Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road							
	Work Description	Design shared use path and bridge over wash							
	Funding Source	Local							
	Preferred Year to Program Work	2022							
	COST ESTIMATE FOR DESIGN		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL
	PRELIMINARY ENGINEERING (15% plans) (Required for Budget)	Topographic Survey	LS	1			No		
		Design Concept Report (DCR)	LS	1			No		
		Federal Project Environmental Determination	LS	1			No		
		HAZMAT Assessment	LS	1			No		
			SUBTOTAL – PRELIMINARY ENGINEERING COSTS						
FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget)	Plans, Specifications, Cost Estimates, Bidding	LS	1	166,151	166,151	No		166,151	
	Geotechnical Report	LS	1			No			
	Drainage Report	LS	1			No			
	SWPPP	LS	1			No			
		SUBTOTAL – FINAL DESIGN COSTS							
					166,151			166,151	
TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING					166,151			166,151	
RIGHT OF WAY	Location Description	Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road							
	Work Description	Design and construct shared use path and bridge over wash							
	Funding Source	Local							
	Preferred Year to Program Work	2022							
	COST ESTIMATE FOR RIGHT OF WAY		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL
	RIGHT OF WAY COST (Required for Budget, May be 0 if no ROW)	Appraisals and Title Reports	LS	1			No		
		Road Right of Way	LS	1	15,000	15,000	No		15,000
		Temporary Construction Easements	LS	1			No		
		Drainage Easement	LS	1			No		
		Utility Easements/Right of Way	LS	1			No		
Aerial Electrical Easement		LS	1			No			
Sign Relocations		LS	1			No			
Relocation Expenses		LS	1			No			
Site Environmental Assessments	EA	1			No				

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	Building Demolition	EA	1			No			
	Other Right of Way Expenses					No			
	Other Right of Way Expenses		1			No			
	Other Right of Way Expenses	EA	1			No			
TOTAL – RIGHT OF WAY COSTS					15,000			15,000	
CONSTRUCTION	REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP)	Location Description		Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road			-		
		Work Description		Design and construct shared use path and bridge over wash			-		
		Funding Source		CMAQ			-		
		Preferred Year to Program Work		2023			-		
		COST ESTIMATE FOR CONSTRUCTION		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL
UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities)	Relocate 69 kv (+) Poles		EA	1			Yes		
	Relocate/Underground 12 kv lines		LF				No		
	Relocate/Underground Irrigation Canal		LF				No		
	SWG Relocations		LS	1			No		
	Telephone/Cable TV Relocations		LS	1			No		
	Upgrade Railroad Crossings		LS	1			No	-	
	Other Utilities		LS	1			No	-	
	Other Utilities		LS	1			No	-	
		SUBTOTAL – UTILITY RELOCATION COSTS						-	
1. Hardscape Construction	Installation Of SWPP Measures		LS	1	15,000	15,000	Yes	14,145	855
	Site Preparation		LS	1	10,000	10,000	Yes	9,430	570
	Demolition	Sawcut	LS	1			Yes		
		Remove Structures and Obstructions	LS	1			Yes		
		Remove Fencing	LS	1			Yes		
		Remove Structural Concrete	LF				Yes		
		Remove Asphaltic Concrete Pavement	SY				Yes		
		Remove Concrete Sidewalks, Slabs	SF				Yes		
	Hazmat Abatement		SF				Yes		
	Retaining Wall - Reinforced Concrete Cantilevered		SF	1,250	136	170,000	Yes	160,310	9,690
	Earthwork	Grading	SY	4,624	4	18,496	Yes	17,441	1,054
		Subgrade Prep	SY	4,624	5	23,119	Yes	21,802	1,318
		Structural Excavation	CY	3,317	15	49,753	Yes	46,917	2,836
		Haul Off	CY	3,317	15	49,753	Yes	46,917	2,836
		Borrow (In Place)	CY	1,495	10	14,950	Yes	14,098	852
	Curb & Gutter		LF				Yes		
	Aggregate Base		SY				Yes		
	Pathway Or Sidewalk Materials	Concrete	SF	32,100	10	321,000	Yes	302,703	18,297
		Colored Concrete	SF				Yes		
		Stamped Color Concrete	SF				Yes		
		Precast Concrete Pavers	SF				Yes		
		Asphaltic Concrete	SF				Yes		
		Polymer or Resin Stabilized Surface	SF				Yes		
	Crosswalk Enhancement	Concrete Pavers	EA				Yes		
		Stamped Asphalt	EA				Yes		
		Stamped Concrete	EA				Yes		
		Concrete	LF				Yes		
	Integral Color Concrete		LF				Yes		
Pedestrian ADA Ramp		EA				Yes			
Culvert Extensions		LF				Yes			
Pedestrian Lighting Including Conduit And Trenching		SF				Yes			
Handrail	Standard	LF	600	75	45,000	Yes	42,435	2,565	
	Decorative	LF				Yes			
		SUBTOTAL HARDSCAPE CONSTRUCTION				717,071		676,198	40,873
2. Landscaping & Irrigation Items	Stabilized DG Trail		SY	1,057	23	23,787	Yes	22,432	1,356
	Salvage Native Trees		EA	20	2,450	49,000	Yes	46,207	2,793
	Landscape Restoration		LS	1	10,000	10,000	Yes	9,430	570
	Tree Trimming Allownce		LS	1	15,000	15,000	Yes	14,145	855
	Shrubs (1 Gallon Size)		EA				Yes		
	Cactus (5 Gallon Size)		LF				Yes		
	Mulch	Decomposed Granite	LS	1			Yes		
		Organic	EA				Yes		
	Topsoil		EA				Yes		
	Seeding		EA				Yes		
	Turf Sod		EA				Yes		
	Boulders		LF				Yes		
	Irrigation System	Drip	LF				Yes		
		Turf	LF				Yes		
	Sleeving For Irrigation System	Directional Bore	LF				Yes		
		Cut and Patch	LF				Yes		
	Landscape Header Curb		LF				Yes		

	Landscape Establishment	LF				Yes		
	SUBTOTAL LANDSCAPING & IRRIGATION ITEMS			97,787			92,214	5,574
3. Site Furnishings	Benches	LF				Yes		
	Seatwalls	EA				Yes		
	Bike Racks	EA				Yes		
	Trash Receptacles	EA				Yes		
	Drinking Fountains	EA				Yes		
	Signage (Standard Traffic Control)	EA				Yes		
	Signage (Wayfinding)	EA	1	4,500	4,500	Yes	4,244	257
	Striping	LF	9,718	1	12,736	Yes	12,010	726
	SUBTOTAL SITE FURNISHINGS			-	17,236		16,253	982
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects.	Bicycle and Pedestrian Counter	Acre				Yes		
	Paint	SF	1,563	3	4,688	Yes	4,420	267
	Waterproofing	SF	1,250	50	62,750	Yes	59,173	3,577
	Caulking	LS	1	2,500	2,500	Yes	2,358	143
	Pre-Fab Pedestrian Bridge	LS	1	560,786	560,786	Yes	528,821	31,965
	Survey & As-Builts	LS	1	22,500	22,500	Yes	21,218	1,283
	Escalation	LS	1	639,919	639,919	Yes	603,443	36,475
	City Fees, CPM Salaries, CPM Allocation, Public Art	LS	1	247,683	247,683	Yes	233,566	14,118
	Dust Control & Permit	LS	1	21,500	21,500	Yes	20,275	1,226
	Hard Dig Allowance	LS	1	100,000	100,000	Yes	94,300	5,700
	SUBTOTAL OTHER CONSTRUCTION ITEMS			1,662,326			1,567,573	94,753
TOTAL CONSTRUCTION COST				2,494,420			2,352,238	142,182

MOBILIZATION AND ADMINISTRATION COSTS	CONTRACTOR MOBILIZATION (Typically 8% of construction cost)			4%	91,417	Yes	86,206	5,211		
	TRAFFIC CONTROL (0-8% of construction cost)			1%	36,500	Yes	34,419	2,080		
	CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)			22%	553,840	Yes	522,271	31,569		
	CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)			16%	394,522	Yes	372,035	22,488		
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS					1,076,279		1,014,931	61,348		
TOTAL CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING					3,570,699		3,367,169	203,530		
ADOT REVIEW FEE	Please enter 'Yes' if your agency is certified accepted by ADOT for construction			No						
	ADOT Review Fee			Agency Type	RATE	HOURS	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL
	Contracts and Specs \ Advertise Project			Non CA	55	100	\$ 5,500	No	-	5,500
	District \ Review Stage Submittals			Non CA	50	40	\$ 2,000	No	-	2,000
	Environmental Planning \ Issue Clearance			All	50	40	\$ 2,000	No	-	2,000
	Right of Way \ Issue Clearance			Non CA	55	24	\$ 1,320	No	-	1,320
	Compliance Review\ Compliance Review			Non CA	175	40	\$ 7,000	No	-	7,000
	Project Management Group\ Project Management			Non CA	120	100	\$ 12,000	No	-	12,000
	Project Management Group\ Project Management			CA Only	120	60	\$ -	No	-	-
	Utilities and Railroad Sections\ Issue Clearance			Non CA	50	24	\$ 1,200	No	-	1,200
							\$ 31,020	-	31,020	
TOTAL COST ESTIMATE						\$ 3,782,869		3,367,169	415,701	

Scottsdale : Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road

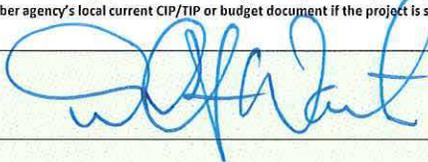
PART E - Budget and Signature Page

Phase	Location Description	Work Description	Year to be Programmed	Funding Source	Federal Amount	Local Amount	Total	Local Share
Design, excludes ADOT review fees	0	0	2022	Local	\$ -	\$ 166,151	\$ 166,151	100.0%
Right-of-Way	0	0	2022	Local	\$ -	\$ 15,000	\$ 15,000	100.0%
Construction	0	0	2023	0	\$ 3,367,169	\$ 203,530	\$ 3,570,699	5.7%
Total Programmed					\$ 3,367,169	\$ 384,681	\$ 3,751,849	10.3%
ADOT Design Review Fee					\$ -	\$ 31,020	\$ 31,020	100.0%
Total Cost					\$ 3,367,169	\$ 415,701	\$ 3,782,869	11.0%

Signature: To be signed with printed hard copy that is sent to MAG

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

Signature:



Name: Daniel Worth

Title: Director Public Works

Date:

9-13-19