

Regional Significance Report

April 30, 2024

Gilbert Road Multi-Use Path

Elliot Rd to Warner Rd

Town of Gilbert, AZ
Maricopa Association of Governments
MAG Project No. 113A-OI



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

Acknowledgments

The Consultant Team would like to thank the Town Staff and the Technical Advisory Committee for the project and thoughtful direction, ideas and review throughout the development of this plan.

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THE PROJECT

The Project analyzed options for a lower-stress pedestrian/bicycle facility along Gilbert Road's perimeter, from Elliot Road to Warner Road, while exploring a potential alternative lower-stress route located just off the main roadway. This segment of Gilbert Road has been previously identified as a gap in the existing active transportation network that seeks to provide safe access from Downtown Gilbert to the trail system along the Consolidated Canal. Filling this gap will provide a continuous, accessible, and low-stress connection for users stretching from Downtown Gilbert to the Consolidated Canal, Gilbert Town Hall, and Downtown Chandler.

Through this study, a recommended preferred alternative was presented. The full, final span of the project begins at the intersection of Elliot Road and Ash Street, heads east approx. 500 linear feet to the intersection of Gilbert Road and Elliot Road, then continues south approx. 5,225 linear feet along Gilbert Road to the intersection of Gilbert Road and Warner Road. An alternative low stress environment was explored to the west of Gilbert Road in alignment to Ash Street and the newly proposed Water Tower Way. Within this district, Gilbert Road has reached 27,000 vehicles per day and currently has existing sidewalks along both perimeter of the roadway. These sidewalks range from 6 to 3 ft widths and host multiple modes of transportation. Some segments of the roadway have existing bike lanes that vary in width while other sections abandon bike lanes altogether. These factors in combination with a scarcity of



Figure: Gilbert rd South bound @ HD South

shade provide for an inefficient and underutilized corridor within the heart of Gilbert.

A portion of the project is set within Gilbert's Downtown Heritage District and serves as an expansion to the town's recently completed 15% plans for the RD2160 Water Tower Way that will provide a low-stress north-south route along the current Ash Street alignment through the downtown and crosses the Western Powerline Trail corridor. Just south of the initial Project's limits, an additional extension of the facility was explored to include a vital connection to Gilbert Town Hall as well as the trail entry at the Consolidated Canal.

Context Maps on the following page for additional information about the site and its proximity to attractions and facilities.

PROJECT ASSESSMENT REPORT FUNDING

This Project Assessment Report (15% design) was funded through a \$75,000 Maricopa Association of Governments Regional Pedestrian Design Assistance Program Funding awarded to The Town of Gilbert who selected the Design Laboratory as the Lead consultant with J2 Environmental Engineering and Tylin as subconsultants in 2023.



Figure: Gilbert Rd South Bound @ Long Meadow Dr

CONTEXT

The context map below illustrates the project area stretching from Elliot Road to Warner Road along Gilbert Road in Gilbert, Arizona. The site expands to encompass connections to Water Tower Way (Ash St) to the west of the northern boundary, broadening exploration into alternative lower stress routes between the Heritage District and the Civic Center. These extensions aim to establish seamless connectivity below the southern project boundary to the Civic Center at American Heroes Way. Positioned at the southern edge of Gilbert's heritage district, the site's proximity to the Civic Center underscores its significance within the community fabric.

PRIOR AND CONCURRENT PLANNING EFFORTS

This initiative intersects with, runs adjacent to, and is in close proximity to several designated capital improvement projects outlined below. The positive implications for these upcoming endeavors are substantial, particularly in terms of enhancing pedestrian and bicyclist circulation and fortifying safety measures for the residents of Gilbert. It is crucial to remain cognizant of the proximity of the Gilbert Rd Multi-use path to these concurrent and future projects. Sustained coordination efforts to align this initiative with neighboring projects will contribute to a cohesive and integrated design, optimizing overall functionality.

- ST1320 - Elliot and Gilbert Intersection
- ST1860 - Gilbert and Warner Intersection
- TS1920 - American Heroes Way
- RD2262 - ADA Repairs Heritage District
- PR1346 - Playground Replacements

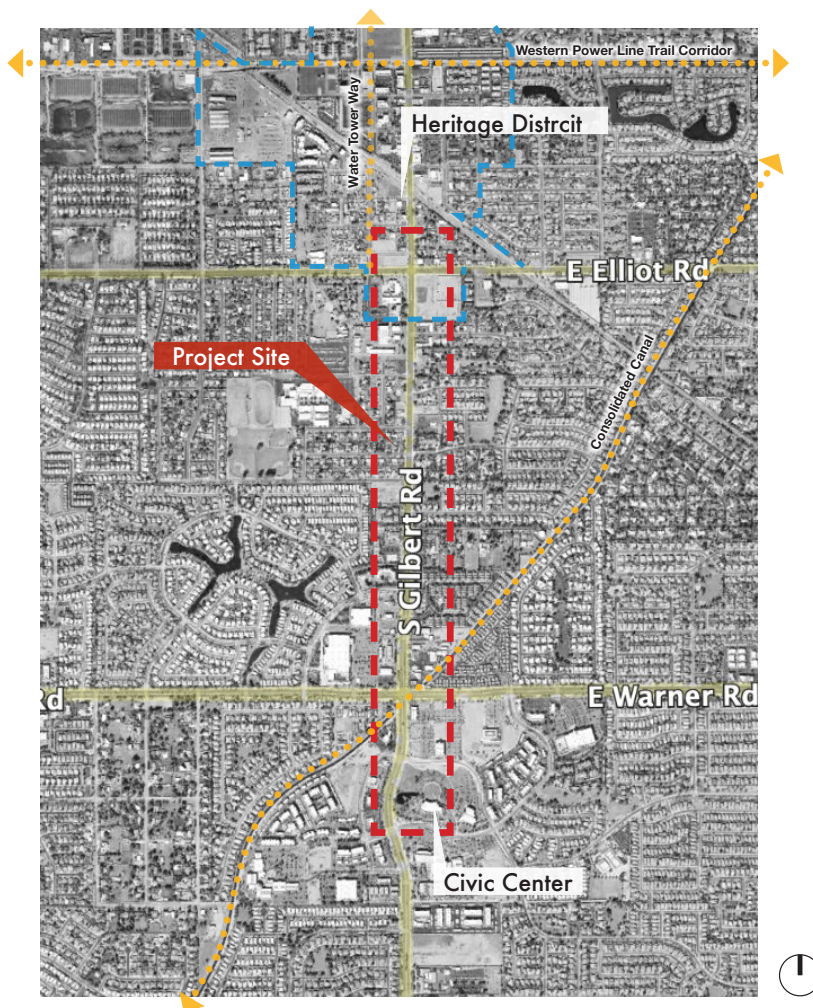
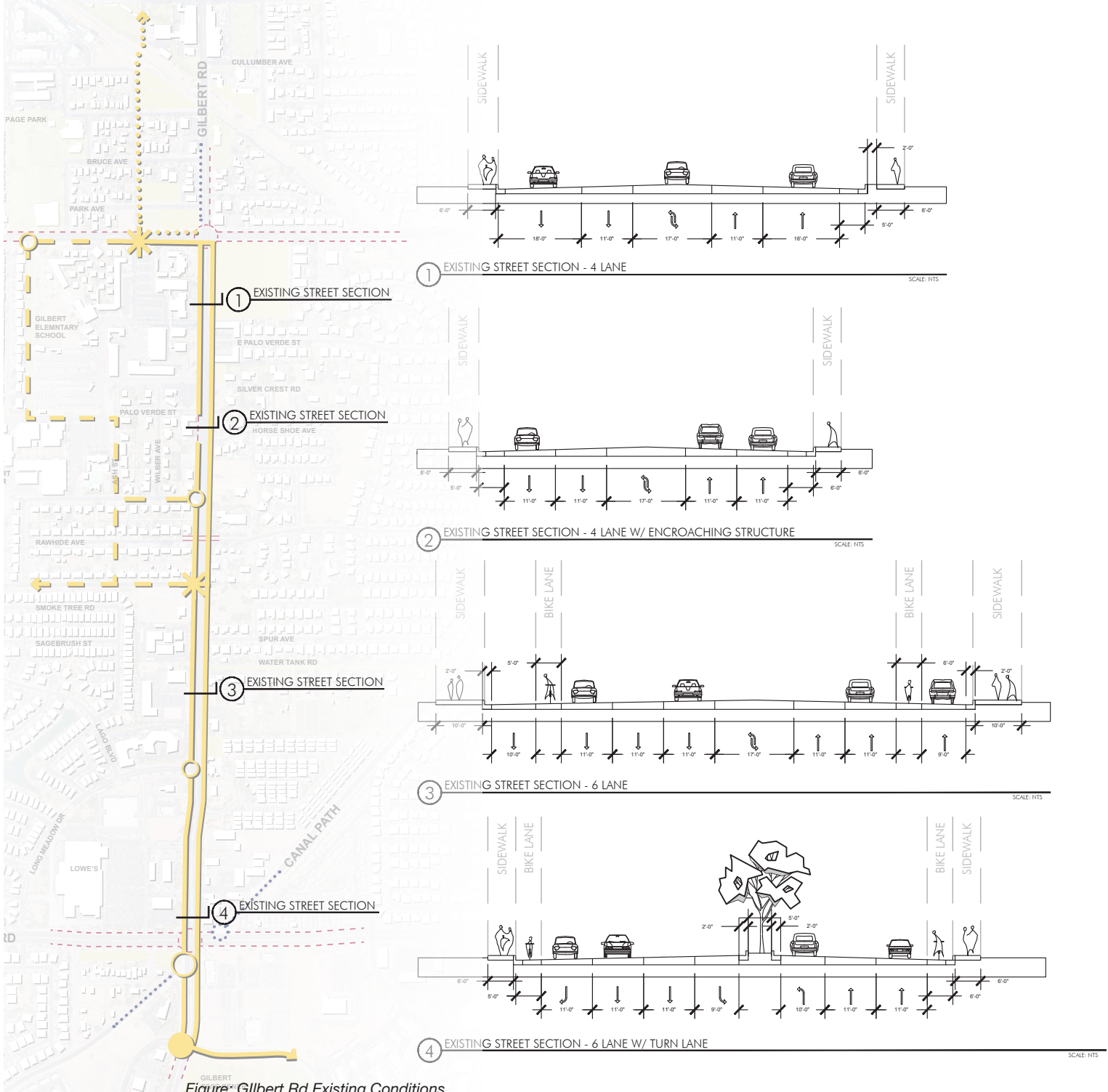


Figure: Gilbert Rd Context Map

EXISTING FACILITIES

The maps and cross-sections provided below illustrate the current infrastructure along the Gilbert Road corridor, including existing facilities and potential route options. Bicycle facilities are present from Palo Verde Street northwards and

continue south of Warner Road. Sidewalk widths along the Gilbert Road corridor vary, averaging between 5' to 6', and connect to 4' wide sidewalks at the Ash Street (Water Tower Way Alignment).



DESIGN PROCESS SUMMARY

Below is a summary of the design process for the Gilbert Rd project, stretching from Elliot Rd to Warner Rd. This summary outlines the meetings and steps undertaken throughout the project.

Further documentation for each phase of the process, including materials used during the meetings, can be found in the appendix.

Process	Summary	Date(s)
Site Documentation	Consultant Team documented existing conditions on site through a photo survey and measurements.	6.20.23-8.02.23
Project Kick-Off Mtg	Meeting with Staff & Consultant team to kick-off the project. Identify refined schedule, scope, and processes.	7.12.23
Site Tour	Staff & Consultant Site Visit along entire route to document the Opportunities & Constraints of the site.	8.3.23
Charette Mtg	Staff & Consultant meeting to develop initial conceptual ideas with routes and cross sections.	8.3.23
Analysis & Charrette Review Meeting	Meeting to review the summary of outcomes from the site documentation & the charrette meeting.	8.9.23
Concept Review Meeting	Meeting to review the initial draft concepts developed from the input from the Charrette & Site tour.	9.11.23
Revised Concept Review Meeting	Review Revised Concept design from the selected concept design.	10.3.24
Draft Report	Draft report sections based on the input from Staff on the revised concept.	11.9.23
Revised Draft Report	Draft Report Delivered for initial review with subsequent reviews.	2.29.24
Final Draft Submittal	Final Draft Submittal for Staff review.	4.5.24
Final Assessment Report Submittal	Final submittal of Project Assessment Report.	4.20.24

Figure: Design Process Summary

PROJECT GOALS + OBJECTIVES

The goals and objectives were developed with stakeholders and staff through the design process. Each Goal's objectives can be found in the full assessment report

Goal 1: Alternative Transportation

Build high quality non-motorized facilities easily accessible by the public that enhance non-motorized transportation choices.

Goal 2: Safety

Improve the sense of safety by enhancing user visibility and by minimizing motorized and non-motorized interface through enhanced intersections and facilities.

Goal 3: Connectivity

Maximize the public's ability to move about by

linking non-motorized facilities and connecting to destinations.

Goal 4: Economic Vitality

Broaden opportunities to access Gilbert's Downtown Heritage District, Municipal Complex, Town Square business development, and adjacent neighborhoods, thereby conveying patrons to local services and amenities.

Goal 5: Functionality

Maintain the flow of traffic along the corridor while enhancing utility, maintenance and operations access.

Goal 6: Health

Provide a high-quality facility that can improve peoples' health and quality of life through MUP.

ALTERNATIVE CONCEPTS

Process

The Town of Gilbert's primary goal in developing this project is to bridge the existing gap within the local and regional pedestrian and bicycle infrastructure to provide non-motorized public access along this north-south corridor. Through consultant and staff site visits, working sessions, review of prior planning and design projects, and input from stakeholders, two (2) Alternative Designs were developed and Alternative #2 was selected as the chosen concept to be refined as the preferred concept.

Alternative #1 :

This plan suggests a 10' MUP along the existing roadway's West perimeter. Existing 5' bike lanes are maintained on-road and extended to connect along the entirety of the corridor along both banks. The project construction consists of a minor ROW allocation, the MUP along the West perimeter, restriping, and signage. This alternative requires the least restructuring of the existing roadway

Alternative Designs Descriptions

Both Alternatives provide continuous MUP along Gilbert Rd from Elliot to Warner. Both concepts call for minimal allocation of ROW from adjacent lots. Alternative #1 maintains the existing roadway as is while pedestrian infrastructure along the East perimeter is maintained with the new MUP constructed along the West. Alternative #2 entails restructuring the existing roadway in order to maintain the existing traffic program while incorporating a vegetative barrier and MUP along both the East and West sides of the street, creating the optimal lower - stress route configuration for active transportation users.

(curb to curb). However, this alternative requires the more ROW acquisition in order to facilitate the proposed MUP infrastructure. See Figure 3.1.

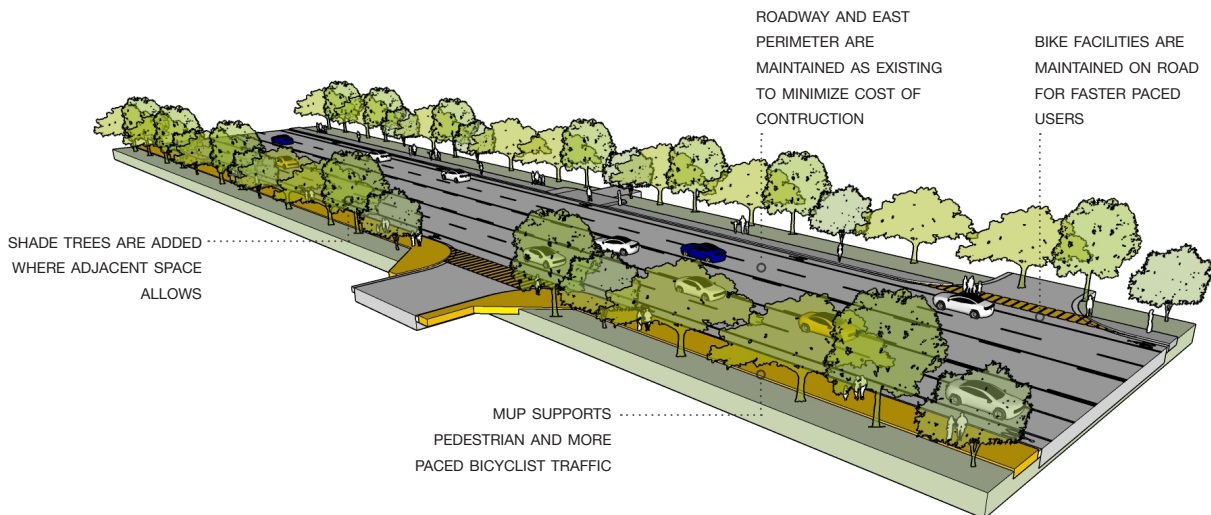


Figure: Gilbert Rd Alt #1 Isometric

Alternative #2 (Selected):

Alternative #2 is the concept selected by the team. This plan restructures and narrows the existing roadway infrastructure, without reducing the amount of travel lanes, to efficiently implement a 6' vegetative/shade buffer and 10' MUP along both perimeters. The expansive path infrastructure along both perimeters allows for bike lanes to be moved off-road, reducing conflict points for a safer corridor. The project construction consists of repaving, restriping, signage, new curbs, planters, pedestrian paths, and minor ROW allocation along both the East and West perimeter. This alternative has the most restructuring with the least ROW allocation. See Figure 3.1.

Alternatives Comparison Table

	Alt #1	Alt #2
MUP West Side	X	X
MUP East Side		X
Bike Lanes	X	
Additional ROW Purchase	X	X
Partial Roadway Reconstruction	X	
Major Roadway Reconstruction		X
Lane Width Adjustments	X	X
Pedestrian Shade	X	X more
Pedestrian Buffer		X

Figure: Gilbert Rd Alt Comparison Table

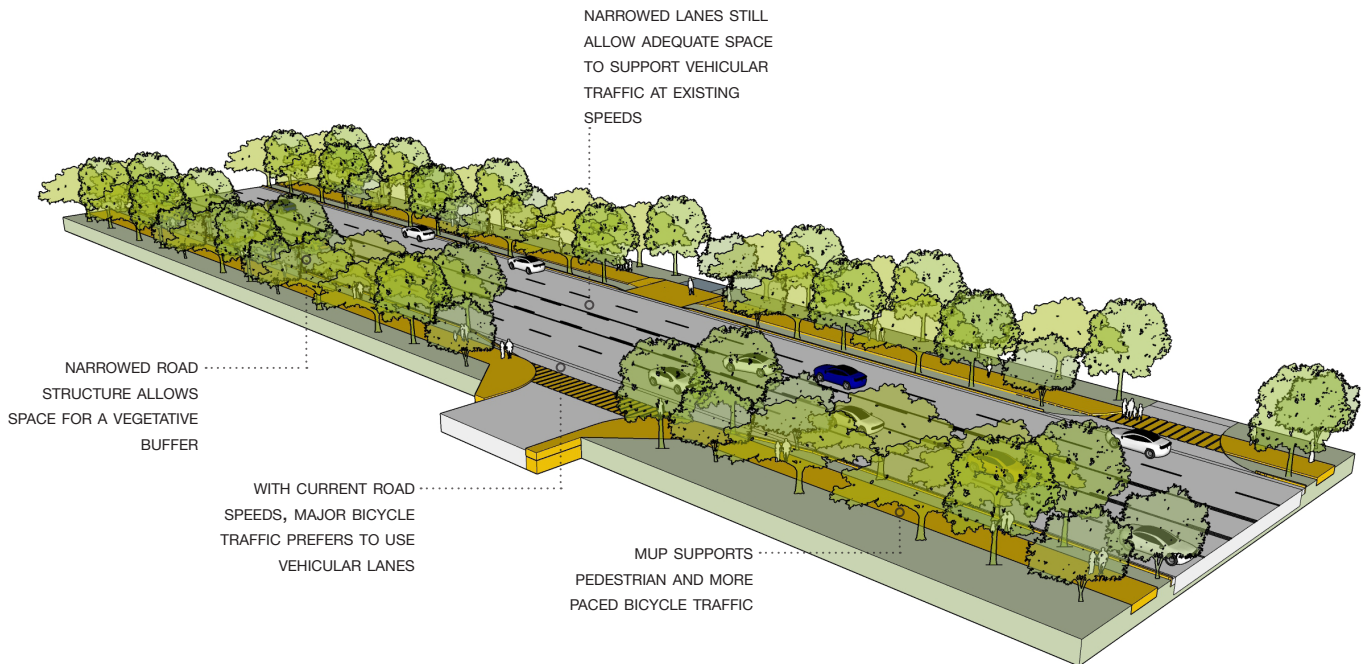


Figure: Gilbert Rd Alt #2 Isometric

ALTERNATIVE ROUTES

Alternative Route Considerations

Through the charrette and route concept exploration, the staff and the consulting team reviewed a series of alternative options for the routing of the facilities. Routes investigated included the original path along Gilbert Rd, along with additional options route aimed at creating a low-stress, off-arterial route to connect Water Tower Way (Ash St) to the Civic Center and beyond. The options explored involved guiding pedestrians and cyclists through the Gilbert Unified School District property via the Ash St alignment on the south side of Gilbert Road and utilizing a narrow pedestrian corridor through the southern neighborhood. This corridor, perpendicular to the alleyways and passing through the single-family properties, is 8 feet wide and would link to Hackamore Ave. Potential routes could then extend south through the neighborhood to Elliot Rd or proceed to Hackamore Ave and Gilbert Rd to continue southward.

These alternate routes, while not selected, remain viable options for safe routes to school, hindered by constraints within the Gilbert School District property. These include navigating a corridor between the bus maintenance and storage facilities, areas with significant conflict points. Another alternate route was explored along the western edge of the Gilbert School District property. However, this route was deemed too divergent from the original planned route on Gilbert Rd to serve as a main thoroughfare for the corridor. Despite this, it could be considered for enhancements to increase safety on routes to and from school facilities.

In conclusion, the route along Gilbert Rd was chosen due to its ability to provide a safe corridor that minimizes additional conflict points and ensures the route options are easy to comprehend and follow, leading to major points of connection.



Figure: Gilbert Rd Alternate Route Options



Figure: Gilbert Rd Route Options

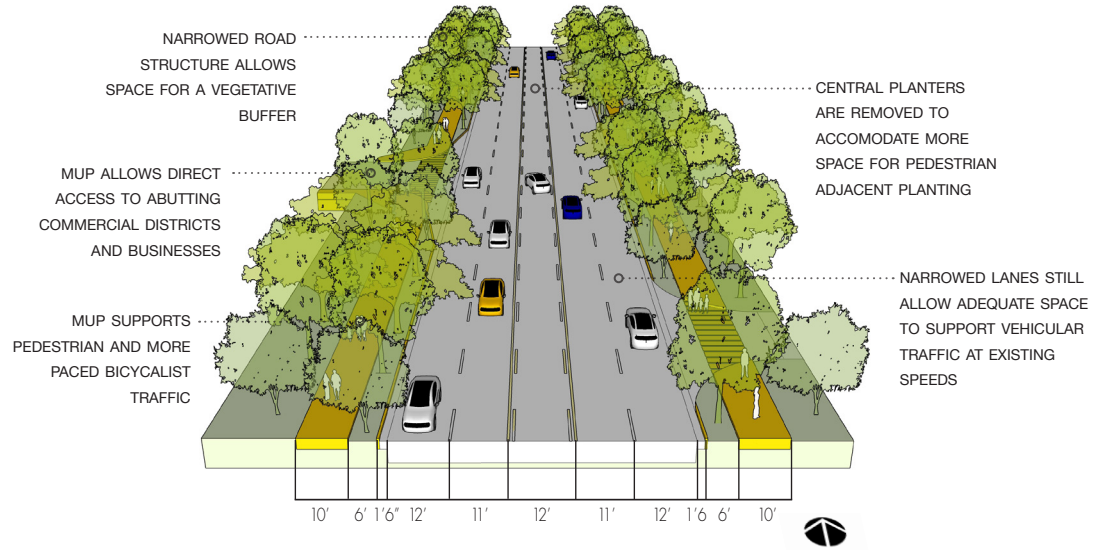


Figure: Gilbert Rd Selected Concept

NODES + CONNECTIONS

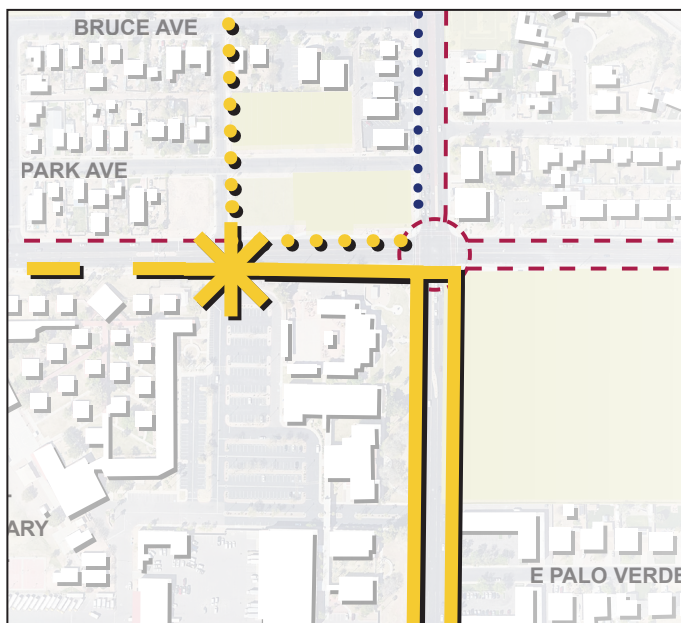


Figure: Hawk Relocation at Ash St & Warner

Adjusted Hawk Crossing at Gilbert Elementary School and HD South

This connection point entails relocating the existing Hawk crossing (west of Ash St.) to the opposite side of Ash (East). This shift directly connects the RD2160 Paseo Pedestrian and Bike Route to Gilbert Elementary School, HD South, and the proposed MUP. A Traffic study is recommended during design to evaluate and determine the overall cost-to-benefit outcome related to shifting the HAWK.

NODES + CONNECTIONS

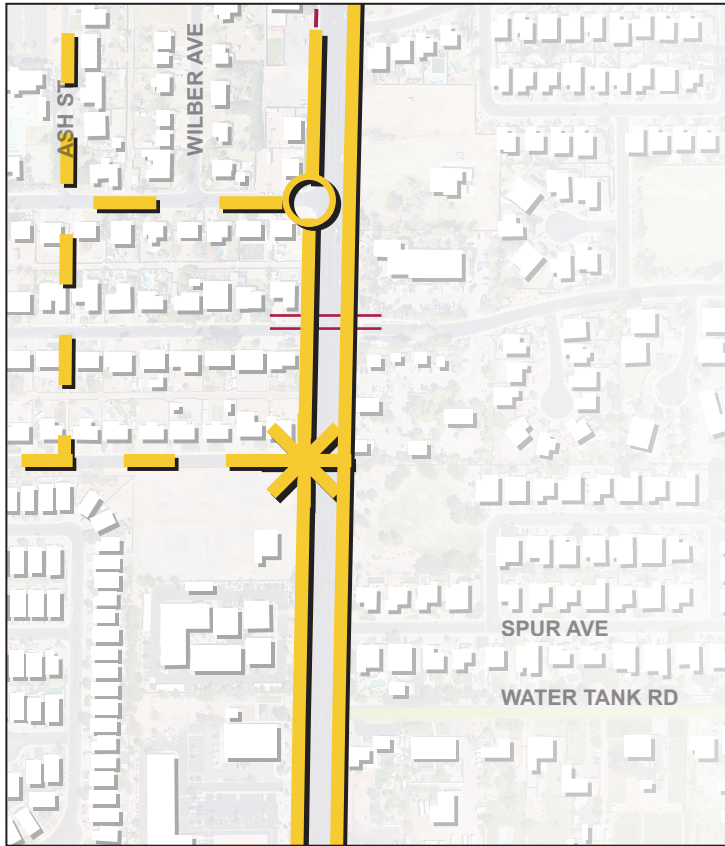


Figure: Gilbert Rd Potential RRFB relocation & Hawk Conversion

Connections at W Palo Verde St., Hackmore Ave., and Water Tank Rd.

These intersections have been identified in site visits by staff and stakeholders as primary connection opportunities between adjacent neighborhoods and the proposed MUP.

Improved facilities along at the W Palo Verde St. intersection will better host and encourage pedestrian and bicyclist circulation from the bordering community.

The proposed Alternative recommends a traffic study during the design to evaluate replacing the existing RRFB crossing at W Rawhide Ave with a HAWK situated at W Hackmore Ave. As proposed, this will better address non vehicular access from nearby communities to the west of Gilbert Rd. with businesses and facilities along the east side of Gilbert Rd.

Additionally, this Alternative encourages the consideration of an ADA ramp on the west side of Gilbert Rd. at Water Tank Rd. to promote accessible, safe circulation with the Consolidated Canal access at the end of the road.

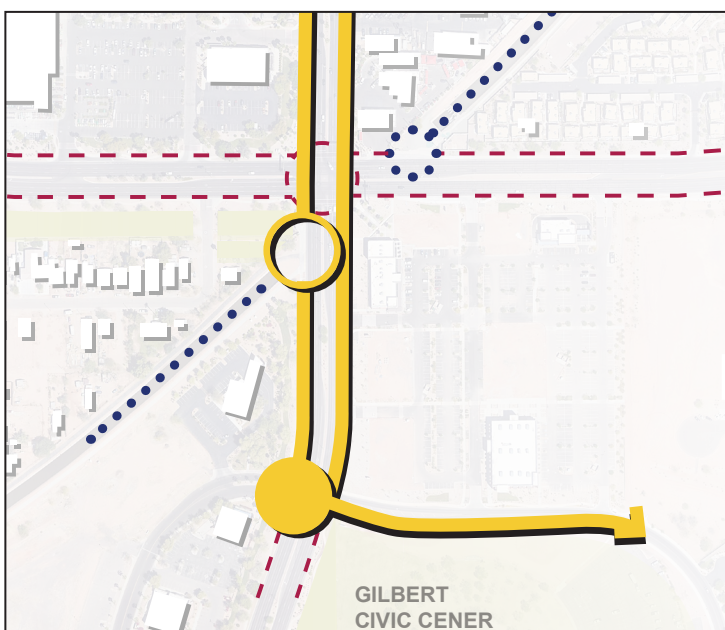


Figure: Gilbert Rd & American Heros Way Enhancement and Consolidated Canal Connection

Trail Entry at the Consolidated Canal + a Connection at E American Heroes Way

This plan proposes a crucial cool node and bike service/repair station at the intersection of the Consolidated Canal and Gilbert Rd. This node facilitates, encourages, and connects incoming pedestrian and bicycle traffic circulation from Downtown Chandler to Downtown Gilbert. This Improvement includes a bike repair station, resting/seating locations, shaded space, and a hydration station (see above). Additionally, a new Traffic Signal crossing is proposed at E American Heroes Way to accomodate non-vehicular traffic access to Gilbert Town Hall. This will provide a safe route connecting Gilbert Municipal buildings to the Consolidated Canal and Downtown Gilbert for active transportation users.

NODES + CONNECTIONS

Consolidated Canal Node at Gilbert Rd & Warner Rd @ Sonoran Town

An enhanced node design has been developed for the site at Gilbert & Warner Rd, integrating connections into the Sonoran Town Park and the Consolidated Canal. Inspired by the concept of Cool nodes from the Gilbert Shade and Streetscape Master Plan, this site features a mix of tree and structured shade, alongside amenities such as a drinking fountain, bike station, and an area for relaxation within the shade. This design aims to provide functional infrastructure and create a welcoming environment for pedestrians, bicyclists, and park visitors, enhancing the urban experience at this node within the community.

The integration of greenery, shaded seating areas, and amenities conducive to outdoor enjoyment fosters a vibrant hub of activity, enriching the fabric of the urban landscape while promoting health, well-being, and social interaction among residents and visitors. Through these carefully curated elements, the node emerges not only as a practical gathering space but also as a symbol of community cohesion, serving as a testament to the commitment towards creating inclusive and livable urban environments.

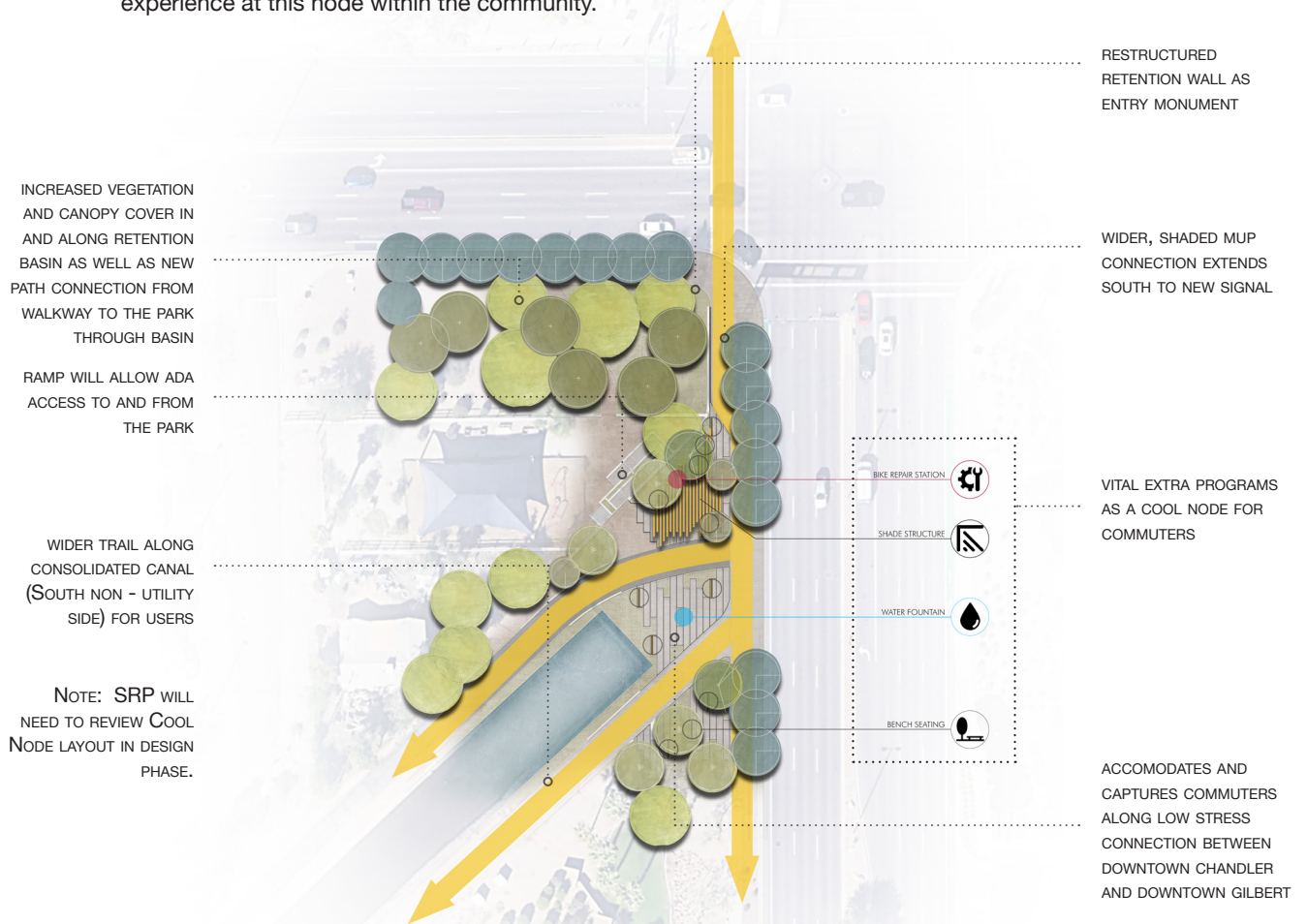


Figure: Gilbert Rd & Consolidated Canal Cool Node and Park Connection

ESTIMATE OF PROBABLE COSTS

Demo			
Existing Roadway Pavement Demo (sy)	48,950.00	\$ 25.00	\$ 1,223,750.00
Existing Concrete Vertical Curb + Gutter Demo (lf)	13,980.00	\$ 5.00	\$ 69,900.00
Existing Concrete Sidewalk Demo (sf)	64,080.00	\$ 2.00	\$ 128,160.00
Existing Roadway Planter Demo (sf) (D.G. + Fill Soil + Minimal Plant Material along the center of the existing roadway - Vertical Curb + Gutter values already accounted for above)	13,800.00	\$ 15.00	\$ 207,000.00
Utility Relocation - SRP - flood control gate valve vaults (ea)	6.00	\$ 150,000.00	\$ 900,000.00
Utility Relocation - Fire Hydrant (ea)	12.00	\$ 15,000.00	\$ 180,000.00
Utility Relocation - Telephone Posts (ea)	2.00	\$ 75,000.00	\$ 150,000.00
Utility Relocation - Communications (ea)	21.00	\$ 25,000.00	\$ 525,000.00
Utility Relocation - Electrical (ea)	10.00	\$ 30,000.00	\$ 300,000.00
Utility Relocation - Curb cut Drain Inlets / Sewer (ea)	21.00	\$ 8,000.00	\$ 168,000.00
Utility Relocation - Street Lights	50.00	\$ 10,000.00	\$ 500,000.00
Utility Lid Reset - Sewer manholes	40.00	\$ 500.00	\$ 20,000.00
Utility Relocation - Water - Gate valve lids	64.00	\$ 500.00	\$ 32,000.00
Utility Relocation - Gas - Gate valve lids	1.00	\$ 500.00	\$ 500.00
Utility Relocation - Irrigation - manholes	3.00	\$ 500.00	\$ 1,500.00
Utility Relocation - Air Relief Valves	4.00	\$ 2,500.00	\$ 10,000.00
Utility Relocation - Backflow preventor	2.00	\$ 5,000.00	\$ 10,000.00
Bus Stop Relocation	5.00	\$ 20,000.00	\$ 100,000.00
TOTAL [Demo]			\$4,525,810.00
Proposed			
ROW Aquirement (sf)	100,007.00	\$ 50.00	\$ 5,000,350.00
Roadway + Restriping, see plan + sections for layout (sf / lf)	409,460.00	\$ 0.25	\$ 102,365.00
	5,200.00	\$ 10.00	\$ 52,000.00
Sidewalk, MAG Det 230, w = 10' (sf)	107,394.00	\$ 12.00	\$ 1,288,728.00
Vertical Curb + Gutter, MAG Det 220, Type A, h = 6" (lf)	10,910.00	\$ 25.00	\$ 272,750.00
Utility Relocation - Traffic Street Lights (HAWK)	2.00	\$ 150,000.00	\$ 300,000.00
25' - 35' R Radial Curb Ramp, Blended Transition/Depressed Corner, Detached Sidewalk, MAG Det 236 - 2 (ea)	21.00	\$ 20,000.00	\$ 420,000.00
TOTAL [Proposed]			\$7,436,193.00
Cool Node Demo			
Existing Trail Pavement Demo (sf)	2,400.00	\$ 2.00	\$ 4,800.00
Existing Concrete Vertical Curb + Gutter Demo (lf)	150.00	\$ 5.00	\$ 750.00
Existing Concrete Sidewalk Demo (sf)	4,000.00	\$ 2.00	\$ 8,000.00
Existing Retention Wall Demo (lf)	70.00	\$ 100.00	\$ 7,000.00
TOTAL [Cool Node Demo]			\$ 20,550.00
Cool Node Proposed			
ROW Aquirement (sf)	-		
Roadway + Restriping, see plan + sections for layout (sf / lf)	-		
Sidewalk, MAG Det 230, w = 10' (sf)	5,500.00	\$ 25.00	\$ 137,500.00
Vertical Curb + Gutter, MAG Det 220, Type A, h = 6" (lf)	200.00	\$ 45.00	\$ 9,000.00
25' - 35' R (400 sf to 800 sf concrete material depending on radius) Radial Curb Ramp, Blended Transition/Depressed Corner, Detached Sidewalk, MAG Det 23	1.00	\$ 20,000.00	\$ 20,000.00
Brick to match Historic District (sf)	5,000.00	\$ 20.00	\$ 100,000.00
D.G. Trail, 1/4" minus, machine compacted, fill soil (1500 cf) mound w/ (60 lf) culverts to bring trail above flood line of basin (sf)	620.00	\$ 175.00	\$ 108,500.00
Concrete Ramp w/ Landings, broom finish, w = 6' (lf) - 480 sf total	80.00	\$ 35.00	\$ 2,800.00
Retention Wall for Ramp, 8 x 8 x 16 CMU Block, h = 4' - 8' (lf)	60.00	\$ 250.00	\$ 15,000.00
Steel Bench, per Gilbert Heritage District Standards (ea)	11.00	\$ 2,200.00	\$ 24,200.00
Landscaping (erosion control / rock cover) (ton) - 2000 sf	2,000.00	\$ 1.25	\$ 2,500.00
TOTAL [Cool Node Proposed]			\$ 419,500.00
Unidentified Items Allowance (20%)		\$ 2,289,498.60	
Design Costs (10%)(Includes survey and geotech)		\$ 1,144,749.30	
PM/CM Costs (5%)		\$ 572,374.65	
Material Testing (1%)		\$ 114,474.93	
Construction Costs		\$ 12,402,053.00	
Price Escalation (15%)		\$ 1,860,307.95	
Contingency (+ 30%)		\$ 3,720,615.90	
Total			\$22,104,074.33

Figure: Gilbert Rd Estimate of Probable Cost

FUNDING SOURCE

The preliminary design, the 15% represented by this Project Assessment, was funded through a MAG bicycle and pedestrian design assistance program whose scope included pedestrian and bicycle improvements along the Gilbert Rd corridor between Elliot Rd and Warner Rd. Final engineering design, any required environmental studies, and construction may be funded through a combination of local, state and federal funds.

See CIP Project # PR1340

SCHEDULE

The project schedule is flexible and will be completed as soon as Federal, State and Local funding sources are secured as well as Gilbert Rd. maintenance/reconstruction permits. Improvements should be considered and included during the design of CIP projects listed on pg 7.

TAKEAWAYS

Throughout the design of this 15% design, the project aimed at enhancing active transportation facilities along a major arterial corridor, through which several lessons were learned. Relocating bicycle facilities off-street, particularly in areas connecting significant but close destinations such as the heritage district and civic center, can reduce stress for non-avid bicyclists and family riders, enhancing their overall perceived experience and safety. Second, the success of establishing direct routes for bicyclists and pedestrians leads in importance for simplicity and clarity in navigation between destinations, ensuring accessibility for all users. Lastly, unifying the right-of-way along major arterials has proven a key element in fostering a more cohesive network across diverse communities, thereby promoting inclusivity and connectivity. These lessons underscore the importance of thoughtful planning, prioritizing user experience, and fostering community integration in future urban development projects.

SUMMARY OF REGIONAL SIGNIFICANCE

The enhanced corridor holds significant regional implications as it tackles crucial transportation and connectivity challenges along the Gilbert Road corridor, situated adjacent to the highly desirable area of the Heritage district and connecting to the Gilbert Civic Center along with the surrounding community. With a central focus on enhancing pedestrian and cyclist infrastructure, the project directly addresses public health, safety, and welfare concerns for both visitors and residents alike. By fostering safer and more accessible transportation options such as walking and cycling, the project not only promotes active lifestyles but also mitigates traffic congestion and reduces vehicular emissions, resulting in improved air quality and community well-being.

These proposed enhancements offer benefits extending beyond Gilbert's borders, fostering increased connectivity between the Heritage District and Downtown Chandler. They entail improvements to a 1-mile gap in the lower-stress network, which connects the Consolidated Canal to Frye Road, reaching neighboring communities and enhancing connectivity throughout the metropolitan area. By establishing seamless pathways for alternative transportation modes, the project enhances regional mobility and accessibility, facilitating efficient travel between residential areas, commercial centers, and recreational destinations. This comprehensive urban planning approach not only strengthens local communities but also promotes economic prosperity and sustainability on a broader scale, reinforcing the region's resilience and enhancing the quality of life for all residents.



Figure: North bound on Gilbert Rd S of Rawhide Ave