

NOVEMBER 2021

CITY OF
Goodyear

BULLARD WASH **BICYCLE & PEDESTRIAN** **MASTER PLAN**





Executive Summary

Introduction

The Bullard Wash Corridor is positioned to become a landmark destination for multimodal connectivity providing key linkages throughout the city and beyond. This central spine connects the northern and southern halves within the heart of the city. The pathway connects residential areas to businesses, schools, municipal facilities, and parks. The proposed pathway, including the previously completed areas north of McDowell Road, offers the opportunity to dedicate 130 acres of land to active recreation and enhanced bicycle and pedestrian connectivity.

The City has completed two miles of multi-use pathway within the previous phases of the Bullard Wash Linear Park, which has become a beloved amenity for the city. The previous phases provide multi-use connectivity to an array of amenities and space for a myriad of programming needs. The additional segments south of McDowell Road to the Gila River introduce the ability to add five miles of north/south connectivity for the City.

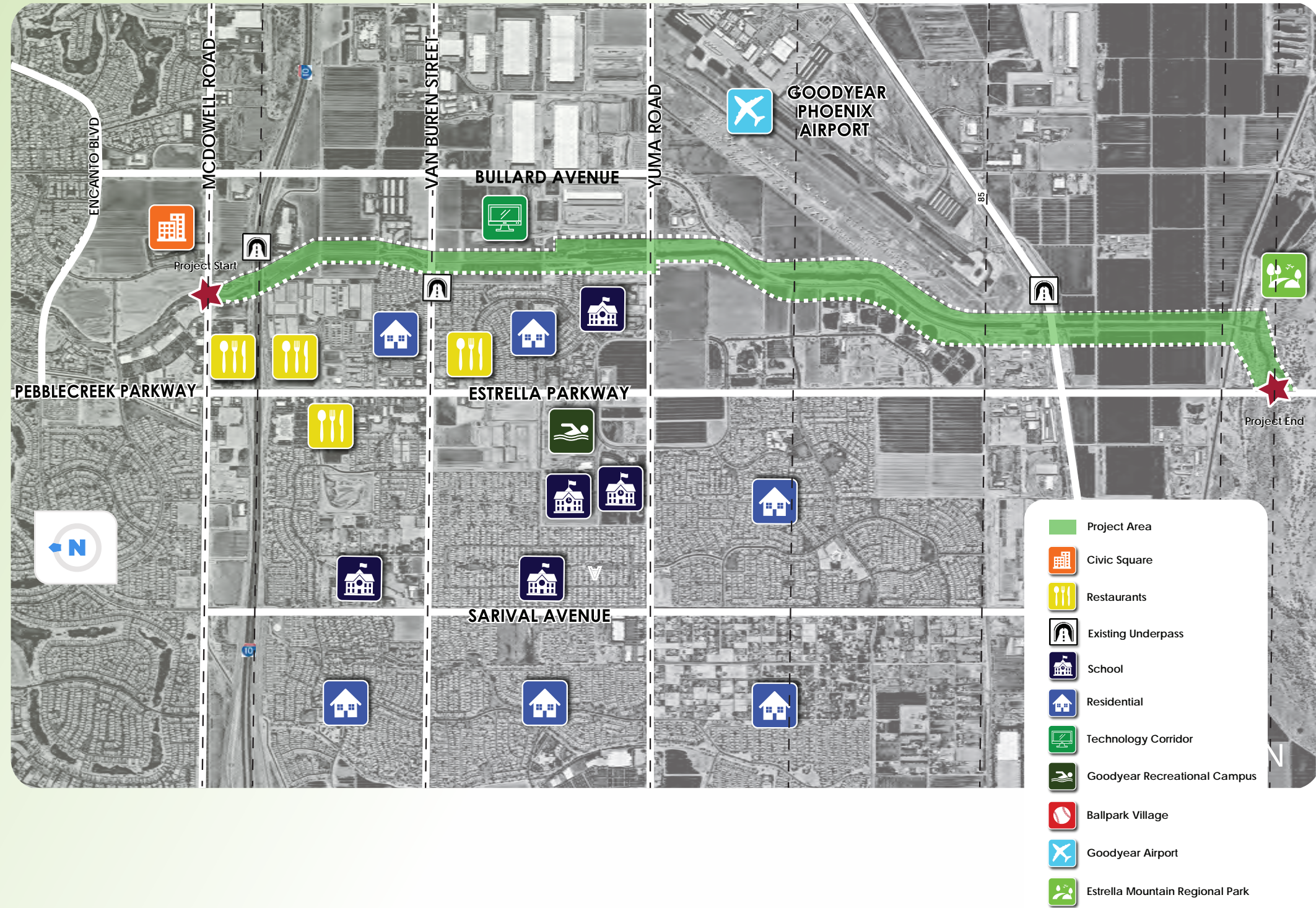
The Bullard Wash pathway provides user, social, and economic benefits through health and wellness, community connectivity, and business access. Multimodal-oriented development with bicycle-friendly amenities in residential and commercial properties is a practice in sustainable growth.

The Bullard Wash Bicycle and Pedestrian Master Plan is based significantly on input from community engagement and stakeholder meetings, identifying connectivity needs to determine what the trail can accommodate.

The current Bullard Wash (I-10 to Lower Buckeye Road) meanders within and adjacent to several landowners. The City has purchased property along the Bullard Wash corridor for when the wash is to be re-aligned. The goal for this project is to evaluate the multi-use pathway alignment and to include the proposed alignment within City of Goodyear property/right of way. The project will identify pathway connections along the corridor with residential and commercial properties, and extend the two existing miles of paved trails an additional five miles to connect the user from Civic Square to Estrella Mountain Regional Park.

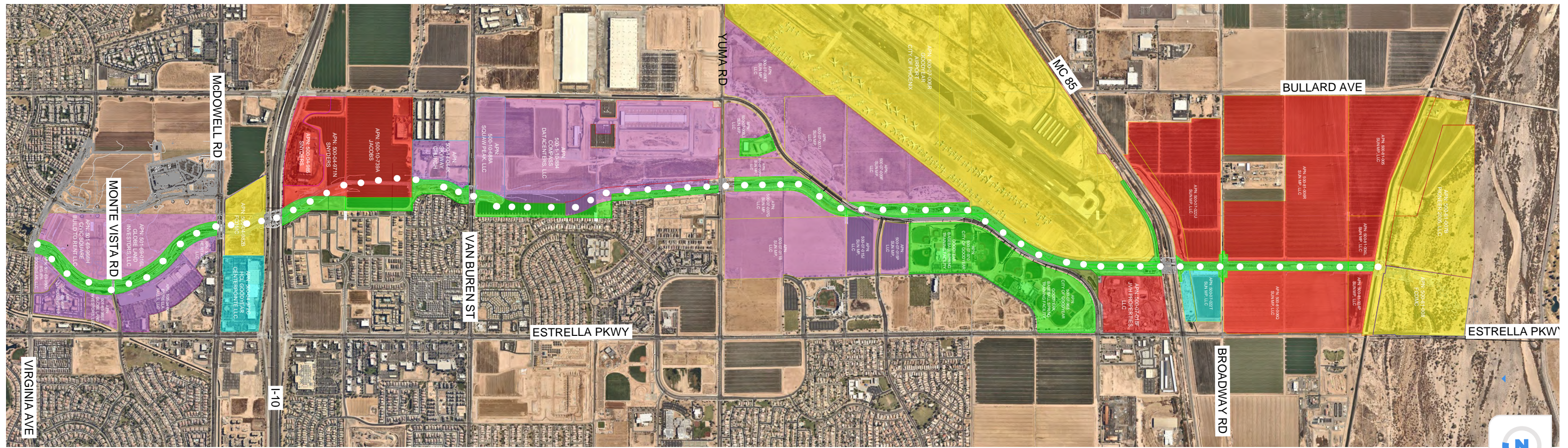
The following goals were identified by the project team for Bullard Wash Trail Bicycle and Pedestrian Master Plan:

- Community and Regional Connectivity
- Bicycle and Pedestrian Trail Alternatives
- Arts and Culture Integration
- Health and Wellness
- Enhance Economic Development



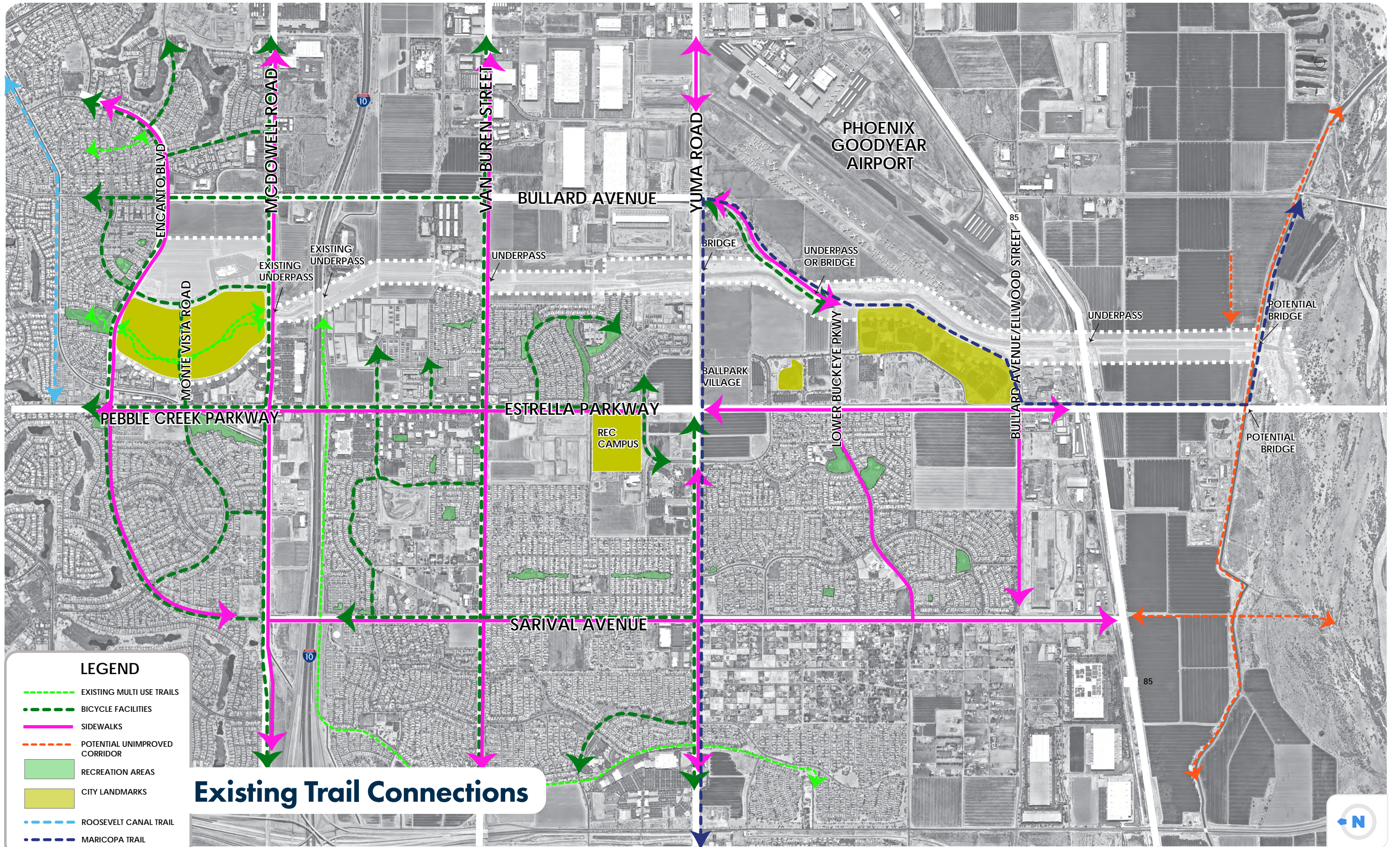
Adjacent Land Owners

The existing land uses along Bullard Wash are mainly agriculture, open space, residential, special events, vacant, and employment. The City's new municipal complex will include Goodyear Civic Square, which will anchor the existing Bullard Wash Linear Park between Virginia Avenue and Monte Vista. Understanding the land use context relates to the landmarks that Bullard Wash connects to. West of Bullard Wash at Estrella Parkway and Sarival Road off of Yuma is Desert Edge High School and Basis School, as well as the new Goodyear Recreation Campus. North and South of Lower Buckeye Road and on the west side of Bullard Avenue and Wash is the Goodyear Ballpark. In the same vicinity as the Goodyear Ballpark, is the Phoenix/Goodyear Airport. The most southern part of the study area connects to the Gila River and Estrella Mountain Regional Park that is maintained and operated by Maricopa County Parks and Recreation.



Land Ownership Map





LEGEND

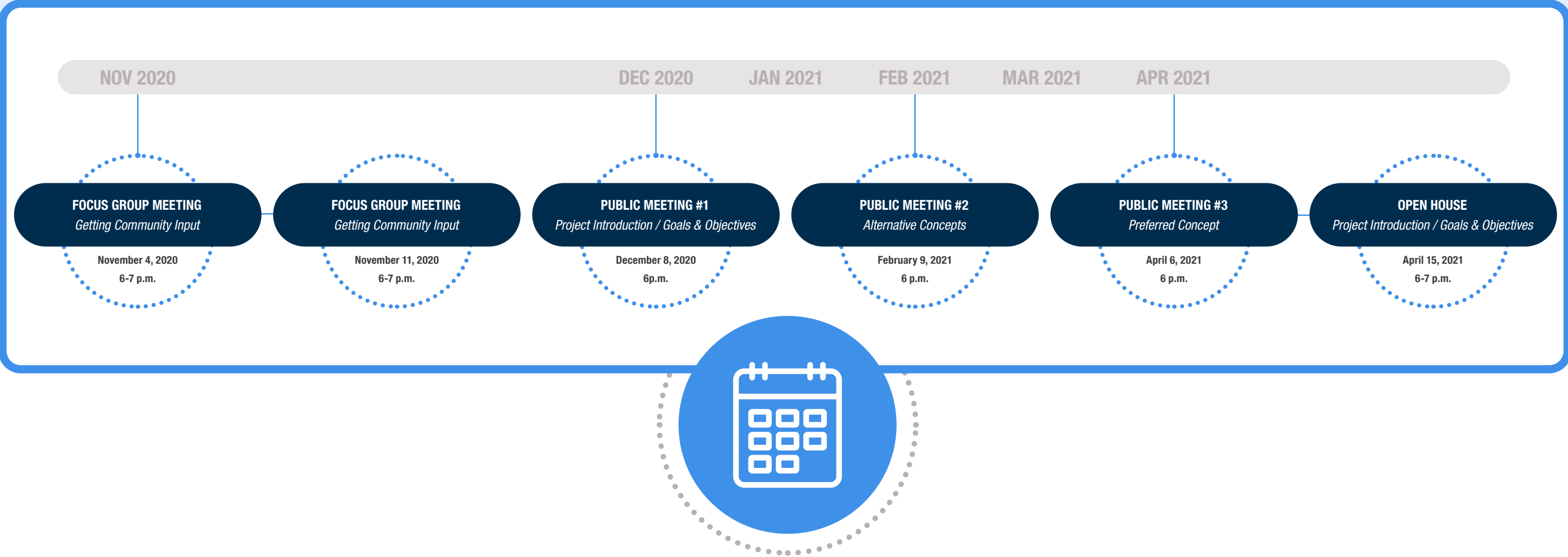
- EXISTING MULTI USE TRAILS
- BICYCLE FACILITIES
- SIDEWALKS
- POTENTIAL UNIMPROVED CORRIDOR
- RECREATION AREAS
- CITY LANDMARKS
- ROOSEVELT CANAL TRAIL
- MARICOPA TRAIL

Existing Trail Connections



Public and Stakeholder Engagement

Two days of focus group meetings, three public meetings, and an open house were held throughout various stages of the project to engage stakeholders. Three of the meetings were adapted to a virtual platform and featured multiple interactive activities including live polling, breakout group discussions, and interactive mapping. The following chapter outlines the results of the outreach and how the concept development and theming was established through consensus-building and utilizing a multi-tiered outreach approach.



Process

When developing a 5-mile multi-use pathway throughout the center of the City to provide connectivity to local and regional facilities, it is critical to gain as much stakeholder and community engagement as possible. A multi-scale approach was utilized by the project team to gather productive and specific user information, programming data, alignment, and theming concepts from the Goodyear community.

The following website provided a project update and access to previous outreach presentations and feedback.

<https://www.goodyearaz.gov/bullardwash>



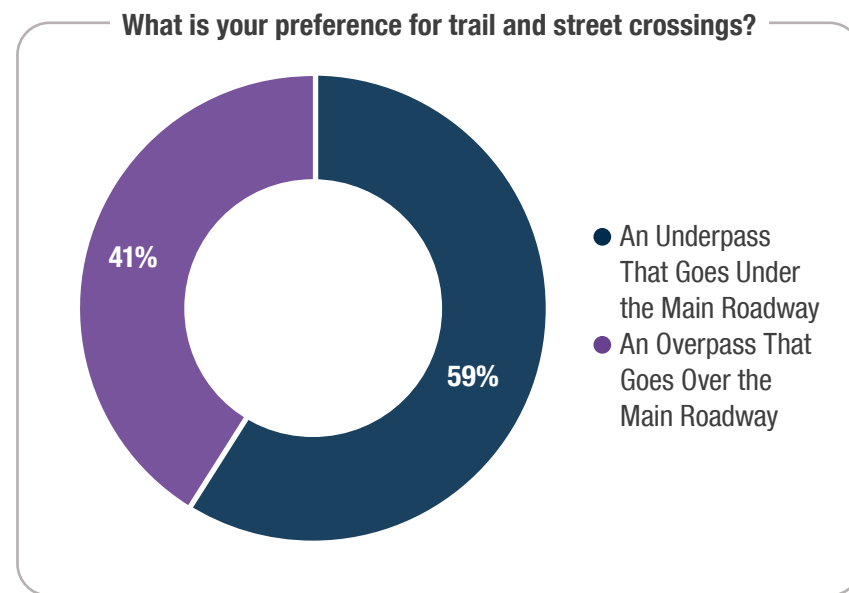
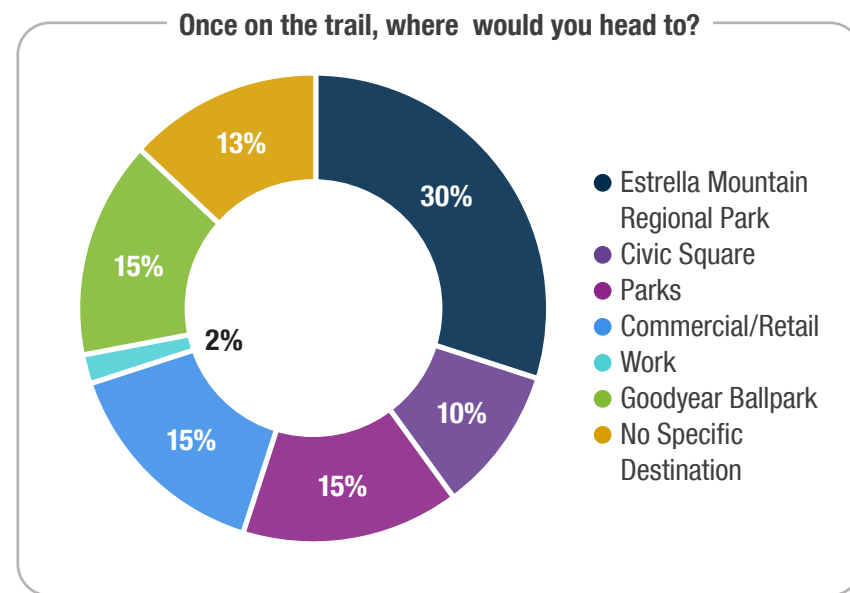
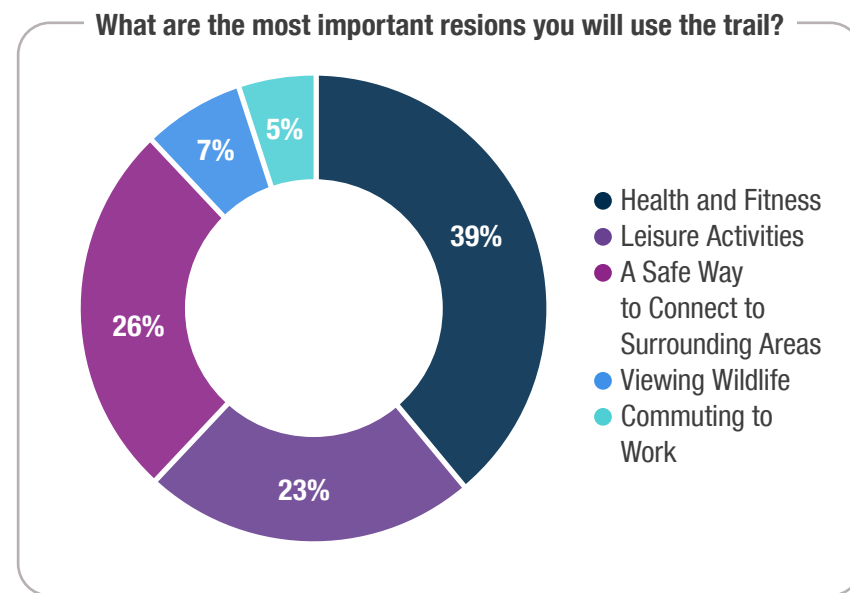
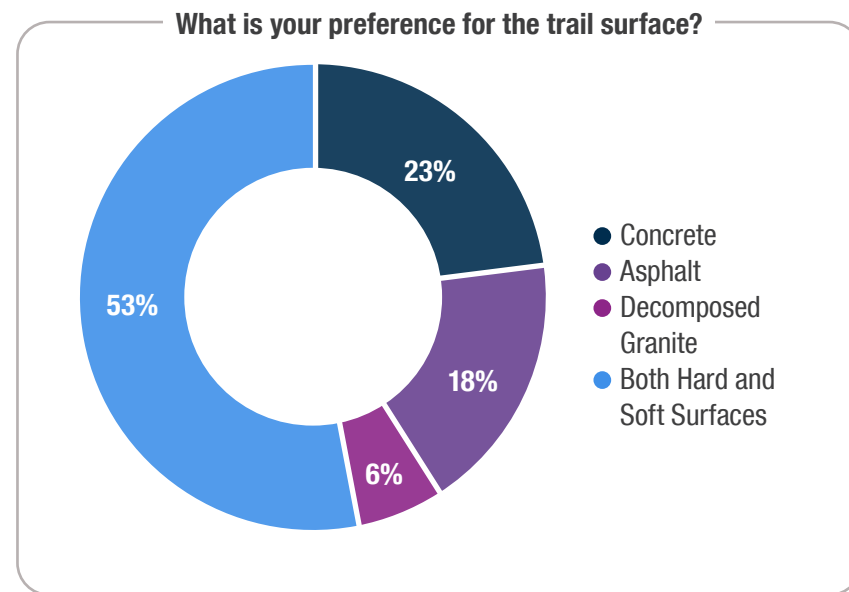
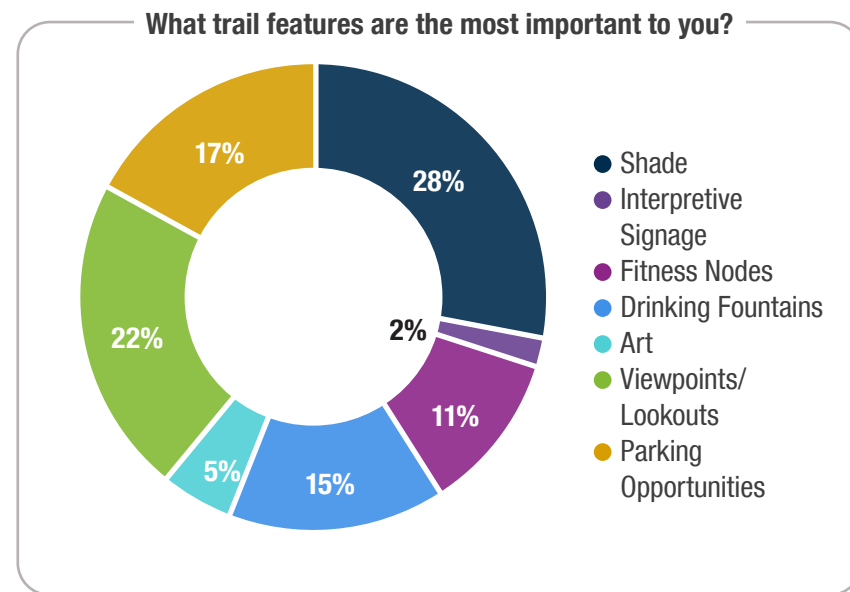
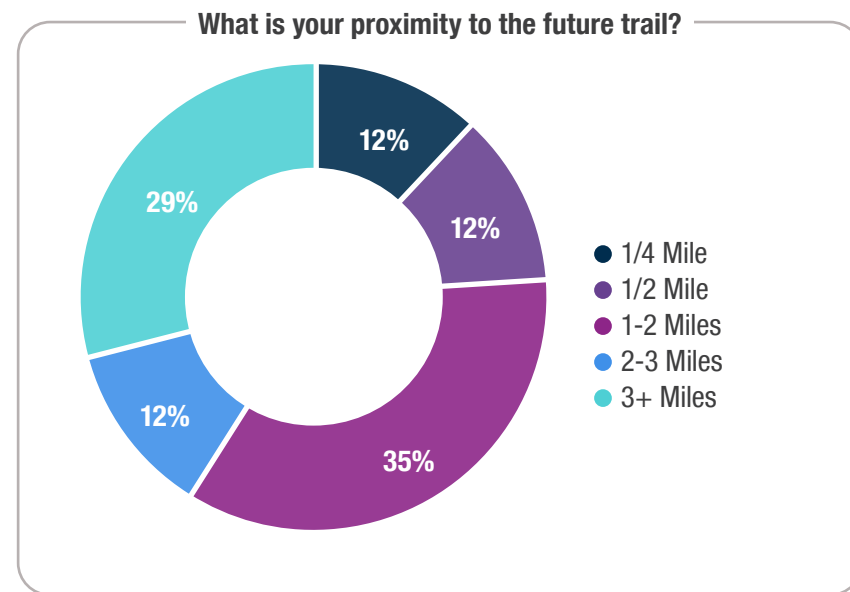
Stakeholder Focus Group Meetings

Key Focus Group Meeting Takeaways:

| | |
|---|--|
| Adjacent Landowners | This meeting included several adjacent private landowners including Globe, Civic Square developer, Campbell/Snyder Plant, and Compass Data Centers. Compass Data Centers did not view the pathway or its access as an amenity for employees, but instead a security concern. Globe viewed the pathway as a great amenity that really shows how far the City has come with this type of opportunity. |
| Maricopa County Parks and Recreation | The County welcomed the pathway and supports the connection of this multi-use pathway to Estrella Mountain Regional Park as well as connection to the Maricopa Trail, which is already part of this alignment. The County spoke about some of the difficulties they have had when working with private irrigation districts such as Buckeye Water Conservation & Drainage District and Roosevelt Irrigation District to provide access to canals for trails. |
| City of Avondale | The City liked the idea of a north/south pathway to link western cities within Arizona. |
| City of Buckeye | The City does not have too many north/south pathway alignment opportunities and felt they could utilize this alignment to tie in some of their east/west pathway corridors. |
| Cyclists User Groups | Safety was the primary concern for several in this group. The ability to provide a north/south multi-use pathway connector to allow bicyclists to commute without having to be on the streets is a welcomed asset. The group also spoke about grade-separated crossings and the concerns with below-grade (tunnels) versus pedestrian bridges. |
| West Valley Trail Alliance | Safety and connectivity to regional trails such as the Maricopa Trail and Sun Circle Trail were important to this group. Paved surface is preferable with at least 12' wide (6' in each direction). |
| Economic Development | The City of Goodyear has placed a high value on providing recreation amenities to the community. The goal is to maintain a high quality of life for people living and working in Goodyear. Bring more bike/pedestrian traffic to the area from surrounding communities and gain familiarity with Goodyear. Create a destination to attract people from other communities to the City. |
| Planning | The group liked the idea of a family-centric recreational opportunity for the community. Excited to connect the community to businesses, the Civic Square, Recreation Campus, Goodyear Ballpark, Tech Corridor. Need to have a good wayfinding system in place to ensure users know where to access points of interest and nearby businesses and City facilities. There is a perception that good things only happen north of I-10 and this would be an opportunity for the City to provide a nice unifying feature for the City to connect the south and north. Use of non-motorized vehicles vs motorized vehicles |
| Parks and Recreation | Health benefits and multi-generational benefits. Connection and safe passageways to Civic Square and connections going east and west and regionally through other trail networks. |
| Public Safety | Grade-separated crossings at major roadways are important to public safety. How do we pair maintenance access with user access points as well as safety/emergency access points? We will not want to have a fire truck on the path due to pavement section and restricted turning movements, but will need to have access for emergency vehicles. This will require wayfinding and signage. Michael said New River Pathway has good signage. |
| Right of Way Maintenance | There is limited parking for Bullard Wash Phase 1. Trees and materials will dictate maintenance concerns. Need to consider the City's 60% shade on sidewalks policy. Need to keep the sidewalk above the flood line when possible to ensure the trail is accessible during storm events and to help protect the pathway and extend lifecycle. |
| Transportation | Connection to the Maricopa Trail. Ability for member agencies to begin forward thinking and developing bicycle/pedestrian infrastructure. Goodyear can develop and brand something for the community that can eventually be sold to residents and economic development interests to create a landmark local bicycle/pedestrian facility. |
| Arts | Importance of being very intentional about exploring the possibilities for arts/culture integration with the multi-use trail. The Goodyear Parks & Recreation Master Plan identifies the importance of arts/culture integration with parks and trails. Given the 5-mile-long trail corridor, any arts/cultural elements will need to consider durability. Trails that are very environmentally sensitive/context sensitive are those that feel very successful. Highlighting the unique natural environment is key! |

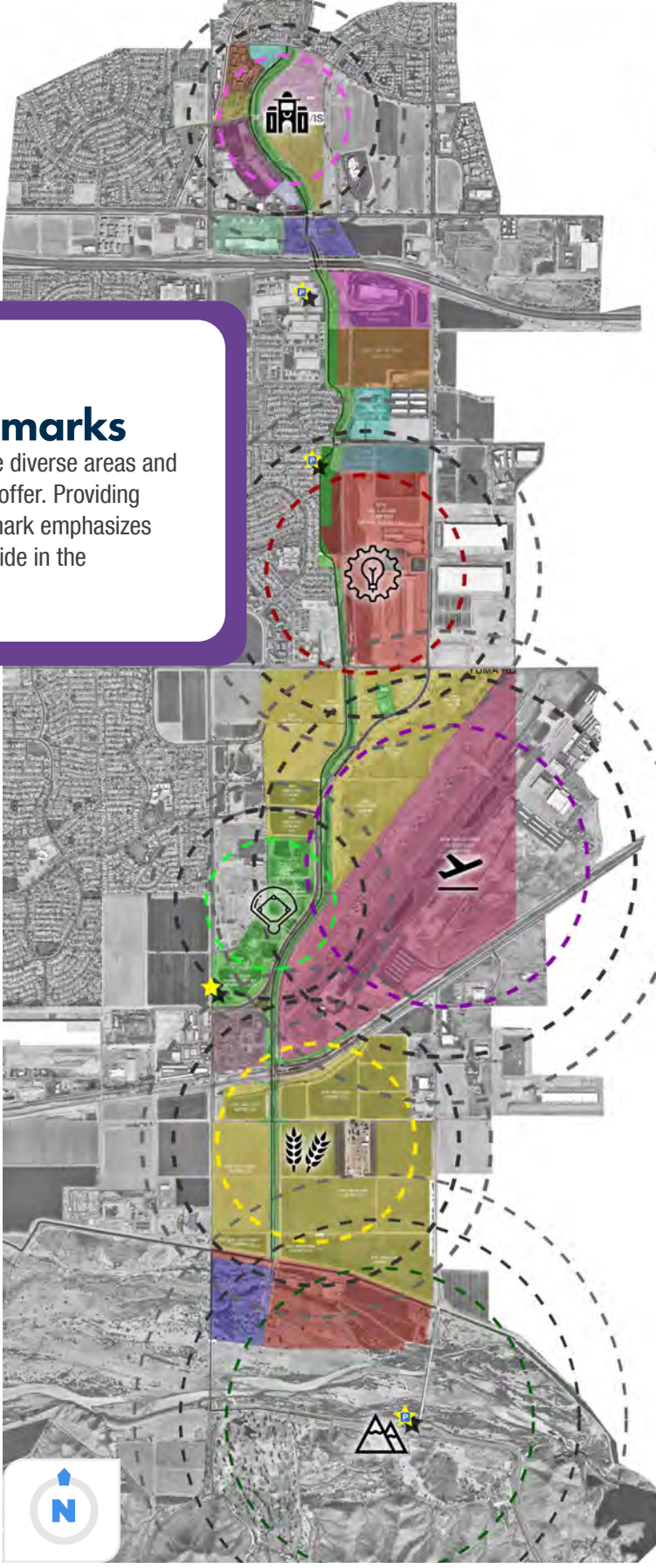
Overall Survey Data







The public meetings and focus groups provided an overview of the project, presented the project goals, introduced the project corridor with a fly-through of the segments, asked questions utilizing live polling, and ended with breakout session rooms.



Trail Theming - Goodyear Landmarks

This theming concept showcases the diverse areas and districts the City of Goodyear has to offer. Providing each segment with a thematic landmark emphasizes wayfinding and enstills a sense of pride in the community.



-  Civic Square
-  Tech Campus
-  Airport
-  Ballpark
-  Agriculture
-  Estrella Mountain Park



Inspirational Theming Imagery

Proposed Facilities Along the Trail

The following proposed amenities should be considered along the multi-use pathway corridor:

Access Nodes

One of the overarching comments from the focus group and community outreach workshops was the need for frequent and convenient access nodes along the path.

Parking

Vehicular parking opportunities need to be considered at different segments of the path. Bicycle parking also needs to be included. Adjacent points of interest and possible meeting locations were considered when establishing the proposed parking locations. Shared parking opportunities should also be utilized where possible.

Wayfinding and Signage

It is critically important to provide a hierarchy of informational and wayfinding signage along the path. This signage will establish a brand and design vocabulary for the entire corridor, distinguish each theme segment as unique, and promote points of interest and nearby destinations.

Shade

Shade, natural and fabricated, should be provided as part of the design in accordance with the City of Goodyear Bicycle and Pedestrian Shade Study. Shade at major nodes and rest areas should be given extra consideration.

Restrooms

Restrooms or restroom access should be provided at various points along the corridor.

Rest Areas

Areas of respite along the pathway are an important part of framing the pathway as a recreation amenity. Seating, open space, picnic tables, and meeting places should be included throughout the pathway.

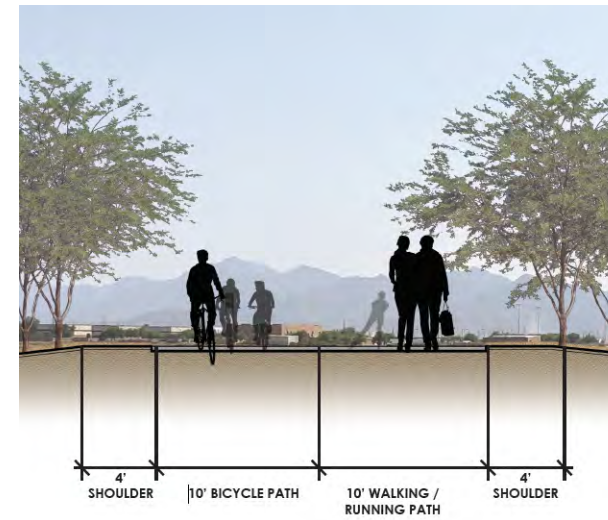
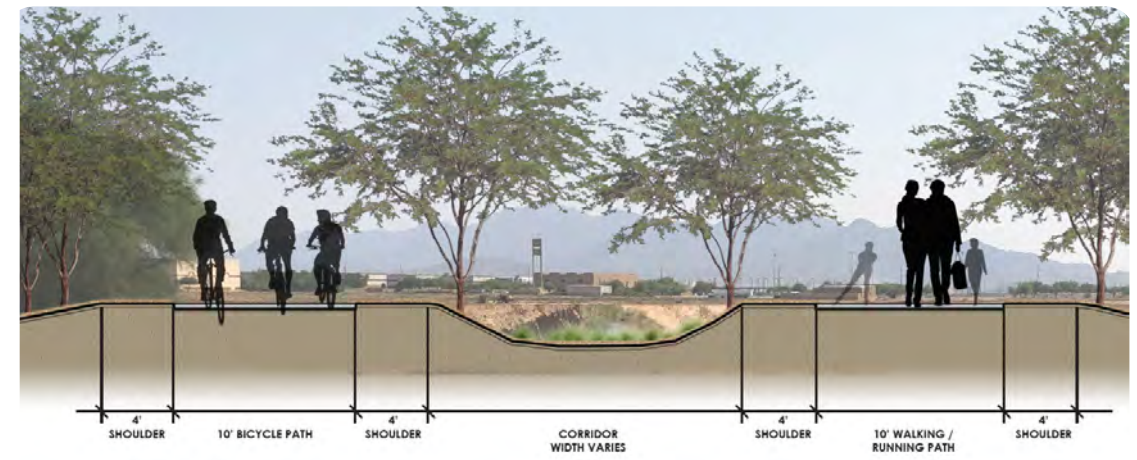
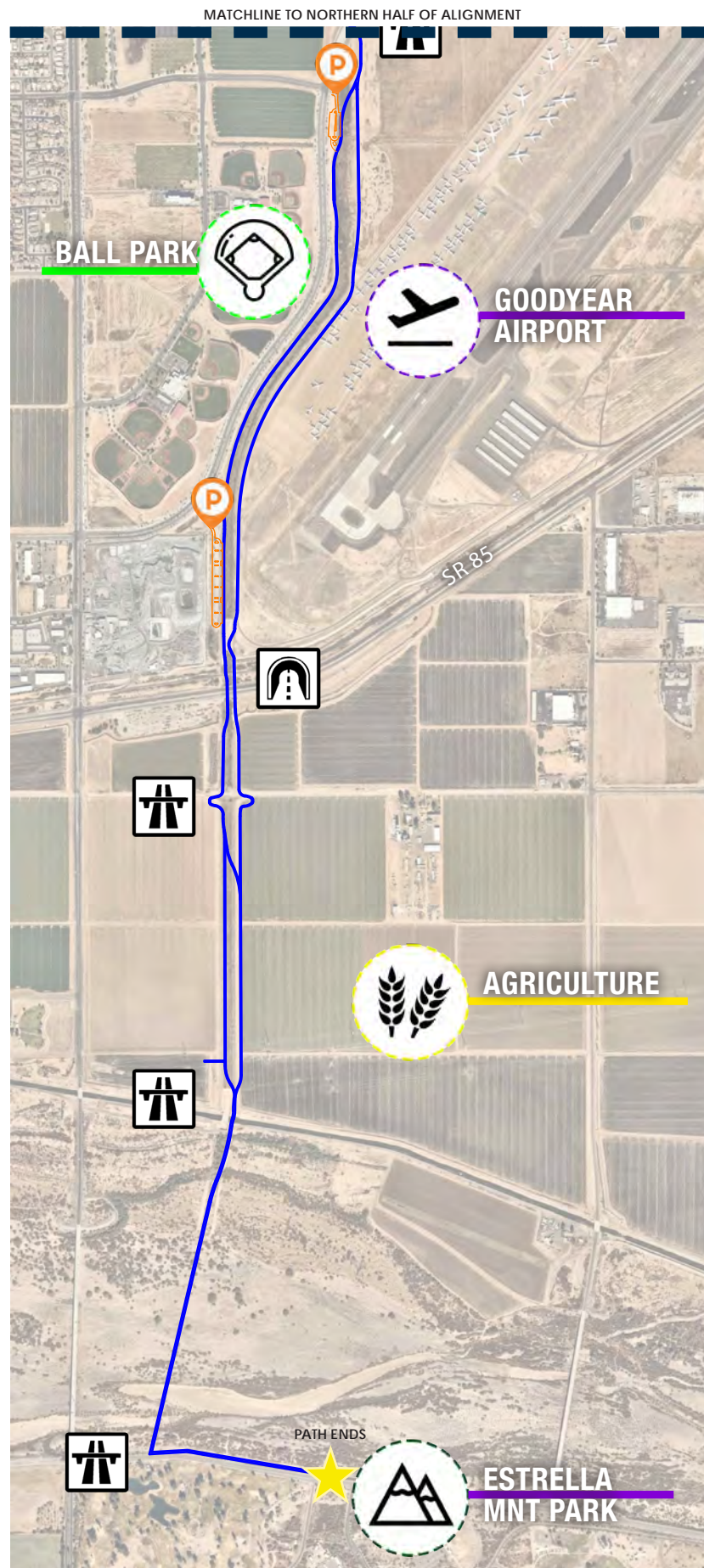
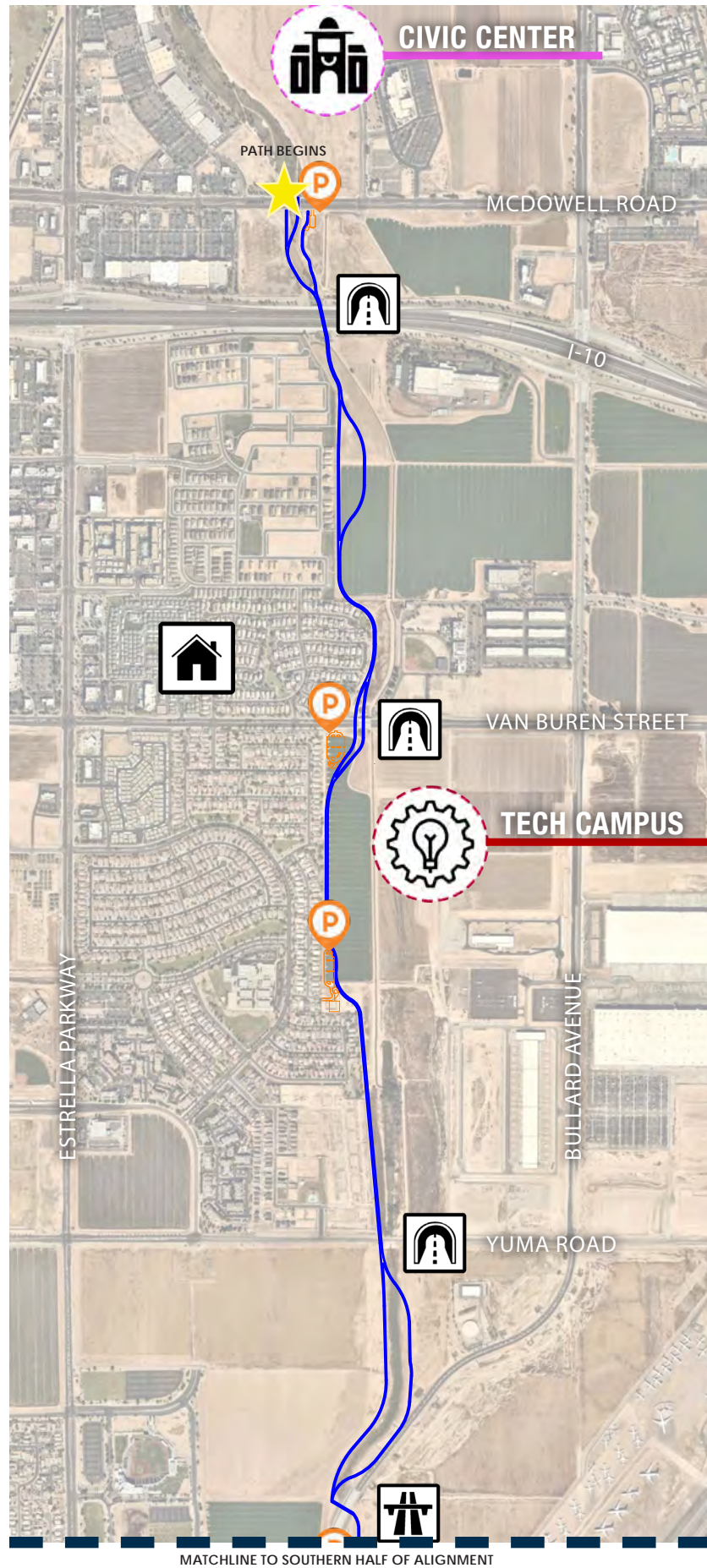
Public Art

The corridor has ample opportunity for art integration. The art can establish unique points of interest and emphasize the thematic elements and unique nature of each path segment. The art can also be integrated into other pathway amenities and provide for bespoke elements like bicycle racks, shade structures, restroom buildings, and lighting. When a segment becomes eligible for final design, the design project will also include a solicitation for public art. The Arts Commission will be part of the solicitation for artists in conjunction with the segment design team to ensure seamless integration of art within the entirety of the corridor.



Access Points Map









Final Alignment

The City hosted Public Meeting No. 3 on April 6th, 2021 and held an in-person open house on April 13th, 2021 as well as presented to the PRAC on April 27, 2021. The meetings provided an overall summary of the previous two public meetings and presented the proposed pathway master plan concept.

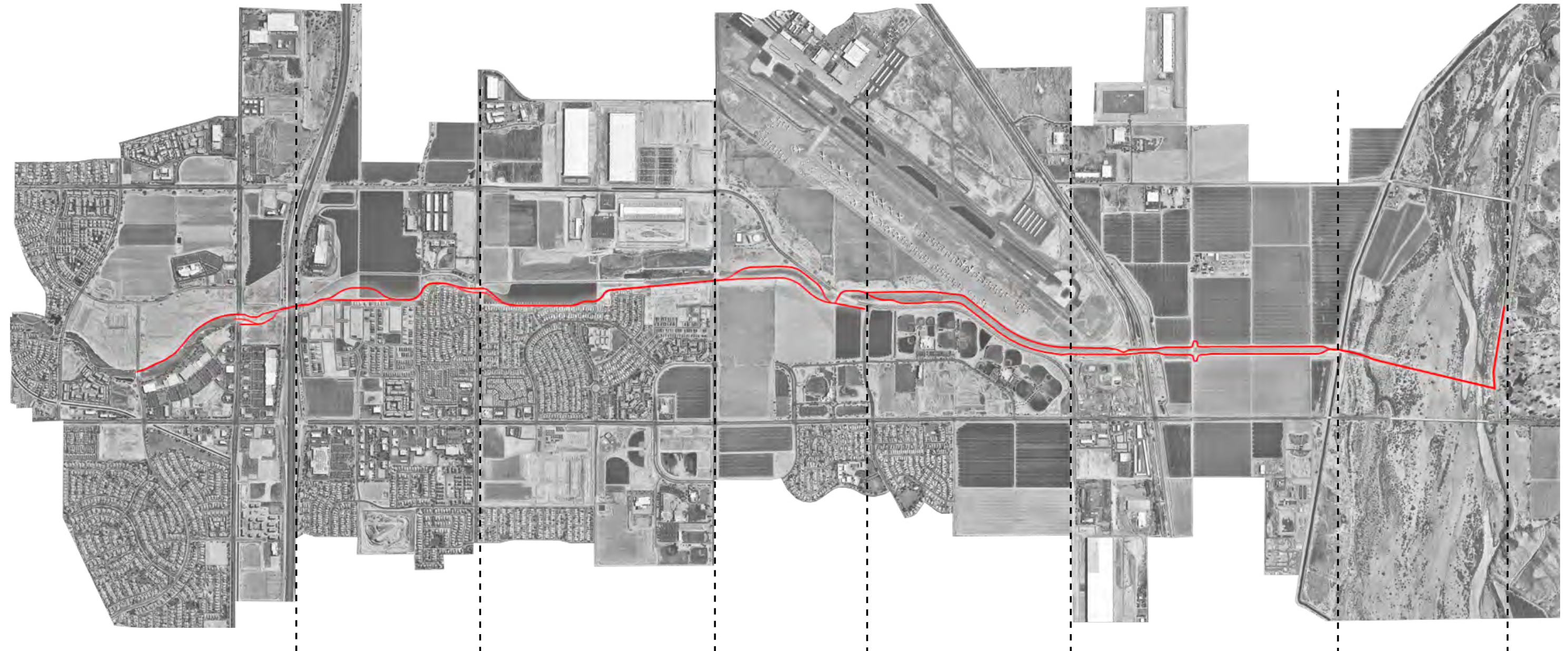
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-  PARKING AND RESTROOMS
-  RESIDENTIAL AREA
-  OVER PASS
-  UNDER PASS



Phasing Options

The team evaluated implementation options for the proposed master plan improvements. The implementation plan allows the project to be developed in segments that build off the next. Some of the segments will require coordination with additional infrastructure and roadway/sidewalk improvements as previously identified within the future Capital Improvement projects section. The following overall map presents the recommended phasing based on the existing and future site conditions.



SEGMENT 1
McDowell Road to I-10

SEGMENT 2
I-10 to Van Buren Street

SEGMENT 3
Van Buren Street to Yuma Road

SEGMENT 4
Lower Buckeye Parkway

SEGMENT 5
Lower Buckeye Parkway to
Bullard Avenue

SEGMENT 6
SR 85 to Buckeye Canal

SEGMENT 7
Buckeye Canal to Estrella
Mountain Regional Park

Cost Estimates

| Bullard Wash Multi-Use Pathway - Summary | | | | | | | | | | | | | | | |
|--|-----------------------|-----------------------------|-----------------------|-----------------------------|-----------------------|-----------------------------|-----------------------|-----------------------------|-----------------------|-----------------------------|-----------------------|-----------------------------|---------------------|-----------------------------|------------------------|
| Segment 01 | | Segment 02 | | Segment 03 | | Segment 04 | | Segment 05 | | Segment 06 | | Segment 07 | | SEGMENTS 01-07 TOTAL | |
| Subtotal | \$795,292.00 | Subtotal | \$1,595,062.50 | Subtotal | \$4,439,315.63 | Subtotal | \$5,751,500.00 | Subtotal | \$4,265,690.00 | Subtotal | \$4,576,726.85 | Subtotal | \$500,342.59 | Subtotal | \$21,923,929.57 |
| Design | \$47,717.52 | Design | \$95,703.75 | Design | \$266,358.94 | Design | \$345,090.00 | Design | \$255,941.40 | Design | \$274,603.61 | Design | \$30,020.56 | Design | \$1,315,435.77 |
| Construction Administration | \$15,905.84 | Construction Administration | \$31,901.25 | Construction Administration | \$88,786.31 | Construction Administration | \$115,030.00 | Construction Administration | \$85,313.80 | Construction Administration | \$91,534.54 | Construction Administration | \$10,006.85 | Construction Administration | \$438,478.59 |
| Permits | \$15,905.84 | Permits | \$31,901.25 | Permits | \$88,786.31 | Permits | \$115,030.00 | Permits | \$85,313.80 | Permits | \$91,534.54 | Permits | \$10,006.85 | Permits | \$438,478.59 |
| Insurance/Warranty/Overhead | \$79,529.20 | Insurance/Warranty/Overhead | \$159,506.25 | Insurance/Warranty/Overhead | \$443,931.56 | Insurance/Warranty/Overhead | \$575,150.00 | Insurance/Warranty/Overhead | \$426,569.00 | Insurance/Warranty/Overhead | \$457,672.69 | Insurance/Warranty/Overhead | \$50,034.26 | Insurance/Warranty/Overhead | \$2,192,392.96 |
| Bonds | \$15,905.84 | Bonds | \$31,901.25 | Bonds | \$88,786.31 | Bonds | \$115,030.00 | Bonds | \$85,313.80 | Bonds | \$91,534.54 | Bonds | \$10,006.85 | Bonds | \$438,478.59 |
| Contractor Fee | \$63,623.36 | Contractor Fee | \$127,605.00 | Contractor Fee | \$355,145.25 | Contractor Fee | \$460,120.00 | Contractor Fee | \$341,255.20 | Contractor Fee | \$366,138.15 | Contractor Fee | \$40,027.41 | Contractor Fee | \$1,753,914.37 |
| TOTAL | \$1,033,879.60 | TOTAL | \$2,073,581.25 | TOTAL | \$5,771,110.32 | TOTAL | \$7,476,950.00 | TOTAL | \$5,545,397.00 | TOTAL | \$5,949,744.91 | TOTAL | \$650,445.37 | TOTAL | \$28,501,108.45 |

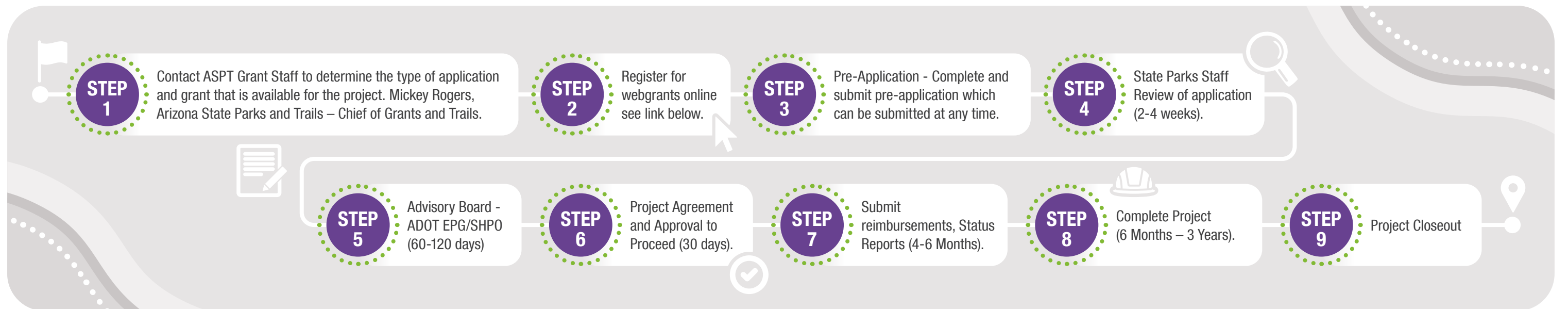
Potential Grant Funding Opportunities

Grants – There are several State and Federal grant programs available for parks and recreation projects. The Arizona State Parks and Trails, ASPT, has helped administer grant funding for over 2,300 outdoor recreation projects throughout the state. Potential grant options include:

- State Park Heritage Fund – Arizona recently passed legislation to bring the State Park Heritage Fund back, which was previously eliminated in 2010.
- Land and Water Conservation Fund (LWCF) – the LWCF Act became effective in 1965 providing financial assistance to states for the acquisition and development of public outdoor recreation areas and facilities. Projects include outdoor recreation facilities, acquisition of park lands, sport fields, bike parks, pools and playgrounds. Please see the following website for the LWCF Grants Manual <https://azstateparks.com/apply-for-grants>
- There are several federal funding sources for pathways and trails. Federally funded grants require locally supported funding matches. These grants in the past have included Transportation Enhancement Act (TEA), Moving Ahead Progress for the 21st Century (MAP-21), and Congestion Mitigation and Air Quality Improvement (CMAQ), which all provide funding for connectivity and multimodal pathway projects.

Arizona State Parks and Trails (ASPT) recreational trail program (non-motorized) grant funding process:

Please see the following website for Current Grant Timelines and Guidelines: <https://azstateparks.com/apply-for-grants>





Acknowledgments

Prepared for



Acknowledgments

- City Council
- City Staff, Parks and Recreation
- City Stakeholder Group
- West Valley Trail Alliance
- Flood Control District of Maricopa County
- City/County Transportation
- Maricopa County Parks and Recreation
- City of Avondale
- City of Buckeye

Prepared by

