

GLN-BikePed-2

NEIGHBORHOOD CONNECTIONS TO MULTI-USE PATHWAYS

City of Glendale

Pedestrian, Bicycle and Shared Use Facility Application

MAG Transportation Improvement Program (TIP)

FFY 2014-2018



PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

Detailed transmittal instructions are located in a separate tab in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602) 254-6300 or contact them by e-mail at the following addresses:

<mailto:state@azmag.gov>

<mailto:tkennedy@azmag.gov>

<mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information

1. Sponsoring Agency	Glendale
2. Contact Name	Steve Hancock
3. Phone	623-930-2036
4. E-Mail Address	shancock@glendaleaz.com
5. Mailing Address	5800 W. Glenn Drive, Suite 315, Glendale, AZ 85301

Project Description	Neighborhood Connections to Multi-use Pathways
6. Please provide the Project Title.	
7. Please provide a general description of the project (Please no more then 200 characters)	
This project will improve three neighbord connections to the Thunderbird Paseo Multi-use Pathway and one connection to the Skunk Creek Multi-use Pathway	
8. Please attach a map with streets labeled showing the location(s) of the bicycle/shared-use facility.	Please attach map with transmittal

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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.

CMAQ Funding Eligibility

All Pedestrian, Bicycle and Shared-Use projects to be funded with federal CMAQ funds must be located in the 8-Hour Ozone Nonattainment Area. Please use the following link to verify that the project is in the nonattainment area.

[Links to 8-Hr Ozone Nonattainment Area Map](#)

Section 1 - Project Description

1. What is the type of bicycle project? (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"/>	Link MAG Webpage for Map of PM-10 Monitor Locations
<input type="checkbox"/>	Shared-use path (10' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Tunnel (underpass)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Paved shoulders (5' min.).	Other	This project improves neighborhood access at four places along the Thunderbird Paseo Pathway and Shunk Creek pathway.

1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/>	Sidewalk (5' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Detached sidewalk (4' min. buffer)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Bridge (overpass)	Other	This project improves neighborhood access at four places along the Thunderbird Paseo Pathway and Shunk Creek pathway.
<input type="checkbox"/>	Tunnel (underpass)		

2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.	The three connections to the Thunderbird Paseo Pathway are at Sweetwater Avenue, Hearn Road and 71st Avenue. The connection to the Skunk Creek Pathway is at 64th Drive (Sunset Vista Park).
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Federal Functional Classification of the Facility

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

Type of Facility the Improvement will be located on

Length (in Miles)

Posted Speed Limit (MPH)

Through Lanes

The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

4. Please provide a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

5. Please provide an estimated traffic volume (ADT) below.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology used for the ADT Estimate

6. 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.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

7. 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

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

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

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables

Pipelines, Sewer and Water
 Private Structures
 Other

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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

Nearby sewer lines, water lines and utility lines will not be disturbed during the construction of these four connections

Section 2 - Proposed Improvements

11. Please describe the work to be performed on the project:

The improvements at the three Thunderbird Paseo connections will be removal of existing gates or barriers and replacement with new, esthetically improved gates and barriers; improved access to the multi-use pathway and; the addition of seating elements, drainage apron enhancements, and specialized, unique signage. At the Skunk Creek connections brick pavers with retaining borders will replace a gravel driveway at Sunset Vista Park.

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

- | | | | |
|-------------------------------------|---|-------|---------------|
| <input checked="" type="checkbox"/> | AASHTO Guide for Bicycle Facilities | Other | ADA Standards |
| <input checked="" type="checkbox"/> | MAG Pedestrian Policies and Design Guidelines | | |
| <input type="checkbox"/> | MAG Complete Streets Guide | | |

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

This project will make accessibility to the Thunderbird Paseo and Skunk Creek multi-use pathways more inviting, easier, and in all four locations, much safer. All of these connections to the pathways are in neighborhoods and are accessed by local streets and collector streets. To broaden access to the connections beyond the immediate neighborhoods, installation of directional signage will guide people from arterial street to the connections. All of the connections are on bike routes that interconnect with the citywide, on-street bicycle system. This is not a one-time opportunity.

14. Please describe the current surface condition of the proposed project

At two locations the access points are from paved, local streets to concrete drainage aprons into the Thunderbird Paseo flood drainage where the pathway is located. At the third Paseo connection the surface is a concrete curb that will be cut and replaced by a ramp and a compacted dirt and gravel surface that will support a new asphalt pathway. At the Skunk Creek location the surface is a sloped gravel drive leading to the existing multi-use pathway.

15a. Safety improvements to be included for bike facilities: (Check all that apply)

- | | | | |
|--------------------------|--|--|--|
| <input type="checkbox"/> | Wide bike lanes (6'-7') | Buffer Zone, Width | |
| <input type="checkbox"/> | Grade-separated crossing (overpass or underpass) | | |
| <input type="checkbox"/> | Signalized crossing | Other | |
| <input type="checkbox"/> | Path lighting | Improved access from neighborhoods to nearby pathways. | |

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

- | | | | |
|--------------------------|--|--|--|
| <input type="checkbox"/> | Wide sidewalk (8' min.) | Buffer Zone, Width | |
| <input type="checkbox"/> | Grade-separated crossing (overpass or underpass) | | |
| <input type="checkbox"/> | Signalized crossing | Other | |
| <input type="checkbox"/> | Path lighting | Ramps to replace curbs and abrupt drops from sidewalks to entries. | |
| <input type="checkbox"/> | Shade | | |

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

16a. Number of convenience improvements to be included for bike facilities:

0	Number of Drinking Fountains
18	Number of Way-finding Signs
0	Number of Bike racks/lockers
0	Number of Trash receptacles
0	Number of Seating/Rest(s)

Number of Trees/shade structures

Other

16b. Number of convenience improvements to be included for pedestrian facilities:

0	Number of Drinking Fountains
18	Number of Way-finding Signs
0	Number of Trash receptacles
0	Number of Seating/Rest(s)

Number of Trees/shade structures

Other

17. How does this project improve upon an existing safety issue?

At the Sweetwater Avenue location the sidewalks at the gate into the Thunderbird Paseo end with 8 to 10 inch drops making access for cyclists difficult and access for pedestrians, especially anyone of unsure step, very difficult. People in wheelchairs would have a very hard time getting to the pathways. Similar issues exist at the other locations. All of these issues will be fixed by the addition of ramps, improved gateways, and improved surfaces for bicyclist and pedestrians.

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

At two locations on the Thunderbird Paseo access for people who are halting in step or have balance problems is very difficult. Wheelchair access is even more problematic. At Skunk Creek current access is via a sloping dirt/gravel driveway with loose soils. The addition of ADA compliant ramps, improved gateways, and brick pavers will make the neighborhood connection much safer and more convenient for people with disabilities.

19. Connectivity: (Check all that apply)

Project fills a gap in the system
 Project connects to other local facilities

Project is on a regional facility
 Regional Facility Name

Multi Jurisdiccional Project
 List of Participating Jurisdictions

Number of transit routes and Park & rides served.
 List: route number(s)/park & ride(s) served.

20. Total length of facility connected by this project (in miles)

Miles of facilities connected

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

21. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

24. What are the demographics of the area served:

- Housing Density (Number of dwelling units per acre) within 1/2 mile
- The project is in a block group where the average household income is less than \$26,000/year (Use blockgroup data from the Census 2010)
- The project is in an area that serves adults over the age of 60 years (Use blockgroup data from the Census 2010)

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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

With new development and capital improvement projects, bike lanes on arterial streets are:	Recommended
With new development and capital improvement projects, bike lanes on collector streets are:	Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Recommended
With new development or during development retrofits, shared-use paths are:	Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	Required
Complete Streets Policy	Not Addressed

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program
List:
- Consistent with general policy/practices, but not formally identified
Explain
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

Residents living within 1/4 mile of the four locations will be invited to attend a public open house during the design phase of the project. The project will be displayed at the annual Glendale Family Bike Ride and the annual Glendale Onboard (GO) open House that showcases all active transportation projects in the City of Glendale.

28. How will you determine customer satisfaction/evaluation?

Comments on all transportation facilities and projects are solicited at the annual GO Open House. Comments on bicycle facilities and projects are solicited at the annual Glendale family Bike Ride. The city also has the Citizen Bicycle Advisory Committee that meets monthly monthly to review bicycle projects and address citizen concerns about bicycle facility use.

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1.ADOT Fee	20,000	None
2. Design	32,500	None
3. Right of way	0	None
4. Utilities	0	None
5. Construction	88,349	None
6. Contingency	30,000	None
7. Total Cost	170,849	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

9. Will the agency maintain the improvement after it is completed?

Yes

10. Expected Annual Maintenance Cost

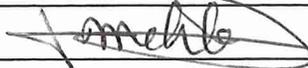
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Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2013	Sales Tax	32,500	Not Available	32,500
12. Right of way and Utilities	2013	Sales Tax	0	Not Available	0
13. Construction	2015	Sales Tax	10,517	107,832	118,349
			43,017	107,832	150,849

Pedestrian, Bicycle and Shared-Use Facility Project Application from Glendale for 'Neighborhood Connections to Multi-use Pathways'

PART D - SIGNATURE AND CHECKLIST

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

Signature: 

Name: Jamsheed Mehta

Title: Transportation Services Executive Director

Date: Sept 17, 2012

WILL FILL OUT AFTER QUESTIONS APPROVED.

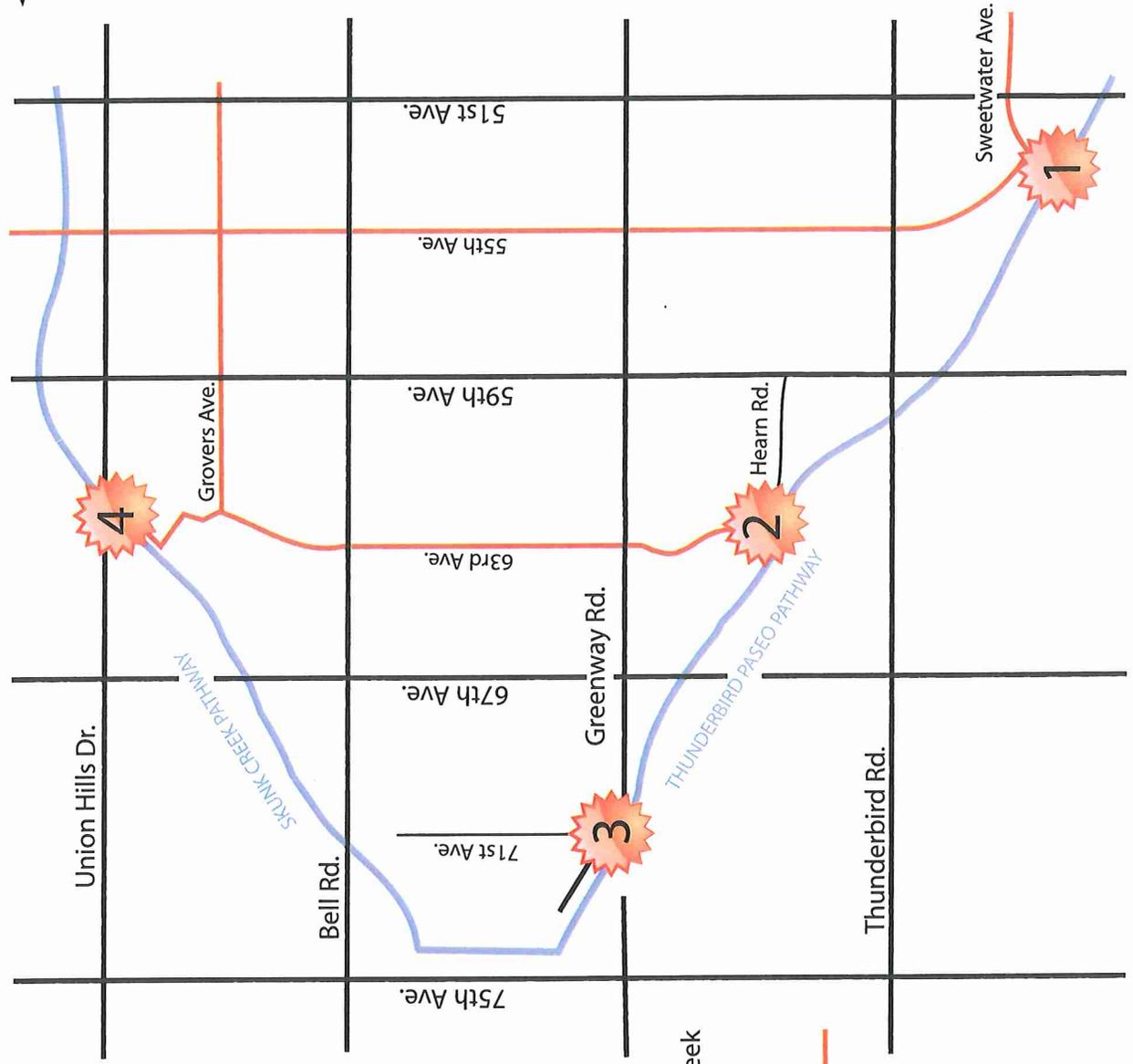
Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 7 are complete	
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 2 are complete	
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Fields 5 – 10 are complete	
Proposed Improvements, Section 2	
Fields 11 – 28 are complete	
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete	
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 9 - 10 are complete	
Fields 11 – 13 Years are complete	
Fields 11 – 13 Local Funding Sources are complete	
Fields 11 – 13 Local Costs are complete	
Field 11 - 13 Federal Costs are complete	
PART D - Signature Page Fields	Complete?
Form is signed	
Name, title and date fields are completed.	

Pedestrian, Bicycle and Shared-Use Facility Project Application from Glendale for 'Neighborhood Connections to Multi-use Pathways'

Neighborhood Access Improvements - Locations



1 Sweetwater Ave./Paseo

2 Hearn/Paseo

3 71st Ave./Paseo

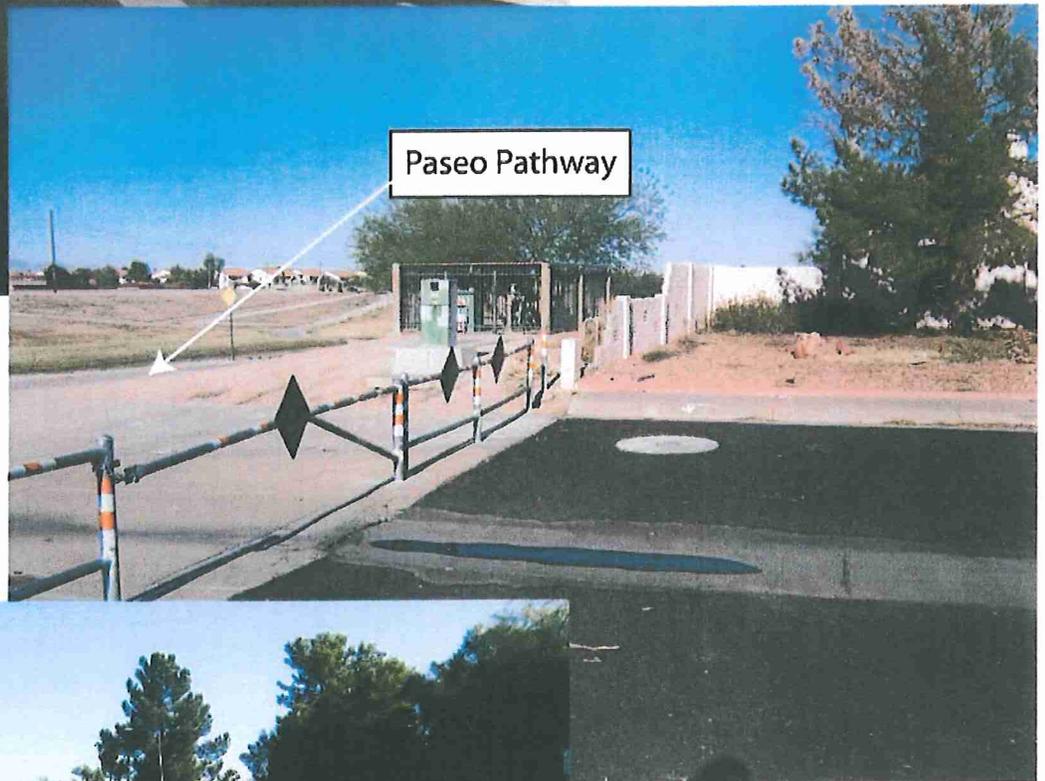
4 Sunset Vista Park/Skunk Creek

On-street Bikeway

Sweetwater Ave./Thunderbird Paseo - #1



View from Sweetwater Ave. looking south . The Paseo pathway is below the grade of the street.

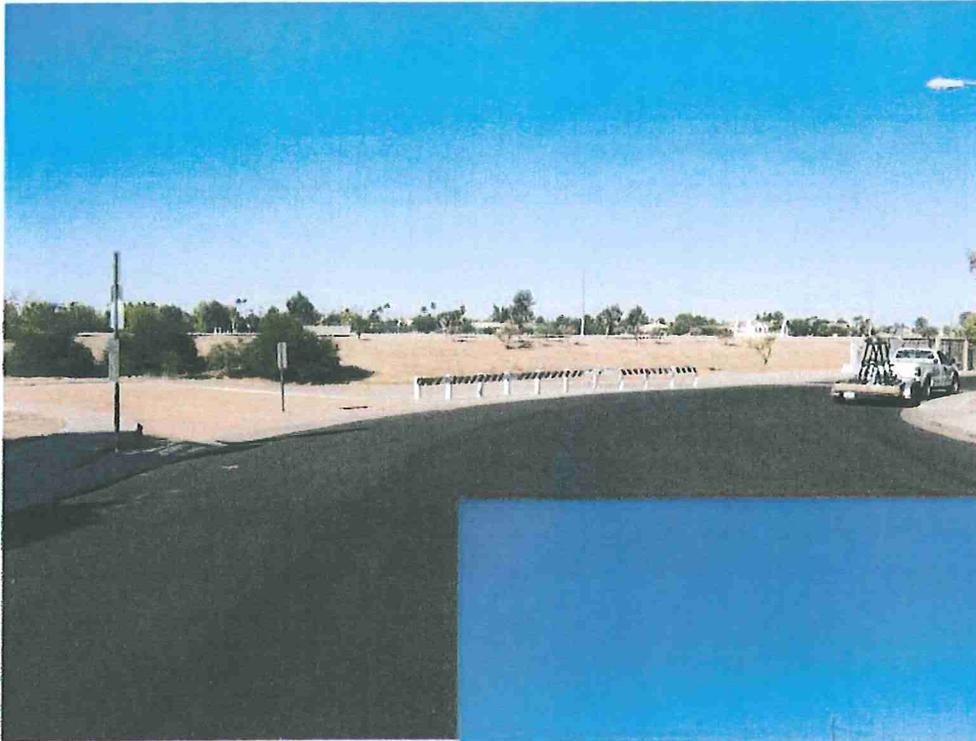


The multi-use pathway is about 70-feet from the gate, down a slight slope for draining the street.



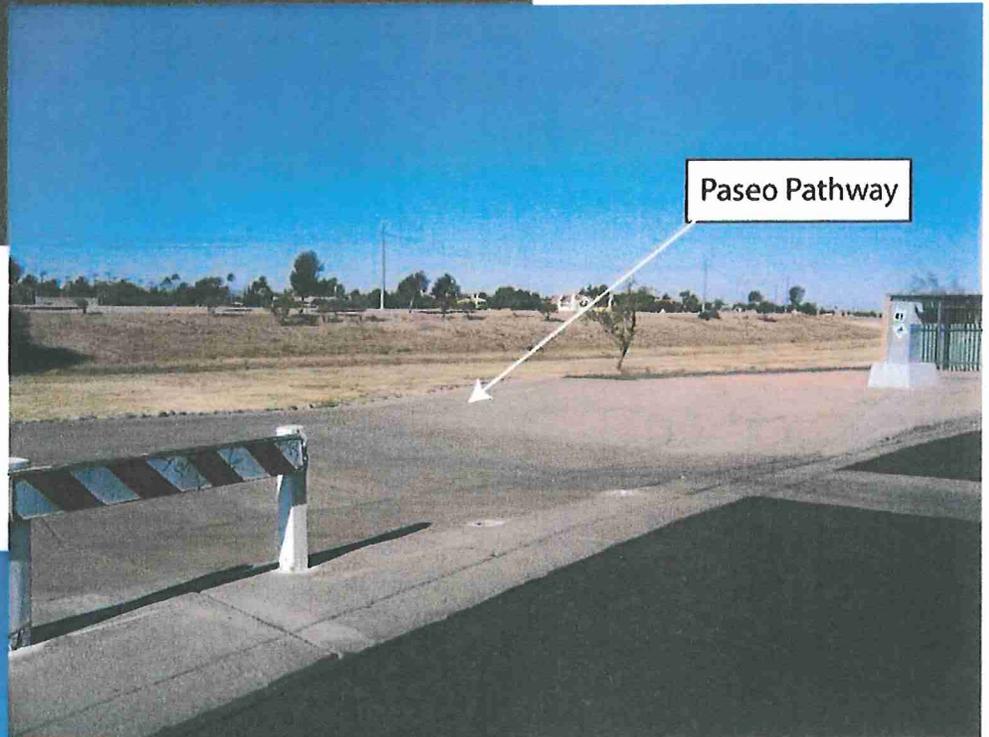
Note the abrupt end of the sidewalk and lack of a ramp for pedestrians, bicycles, or wheelchairs. The gate and drainage apron are under Maricopa County jurisdiction.

Hearn Rd./Thunderbird Paseo - #2



View from Hearn Rd., looking west. The railing delineates the roadway for motorists. The Paseo pathway is below the grade of the street.

The drainage apron has a slight slope with easy access from Hearn Rd. However, there is no indication that this is an access point for the Paseo pathway.



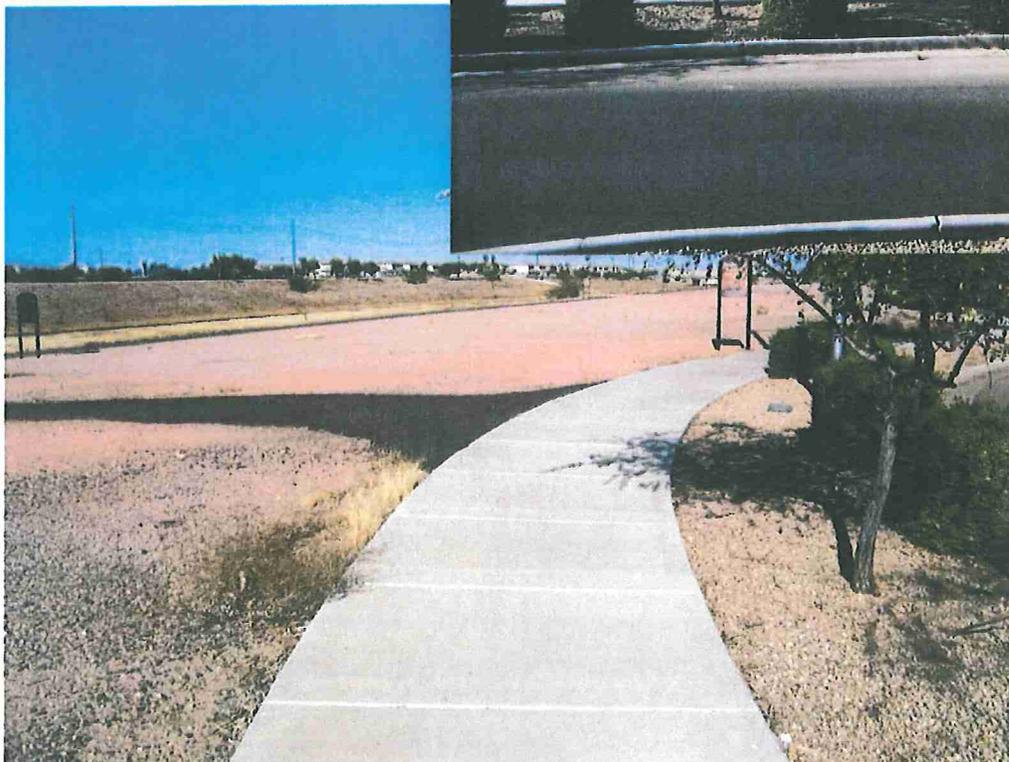
The railing that supports roadway delineators (red, reflective devices to warn motorists of roadway turn) is unattractive but the delineators are needed for traffic control. The design of an access improvement would need to incorporate the delineators.

71st Ave./Thunderbird Paseo - #3



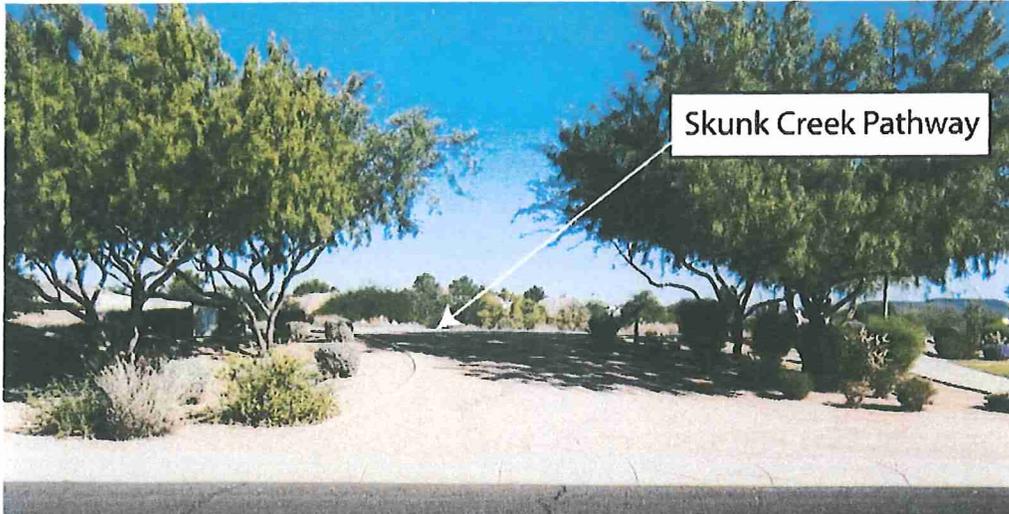
View of the south side of the traffic circle at 71st Ave. and Greenway Rd., looking west. The asphalt path on the left of the photo goes to the Paseo Pathway.

Note the need for a curb cut so bicyclists can access the Paseo pathway from the traffic circle.

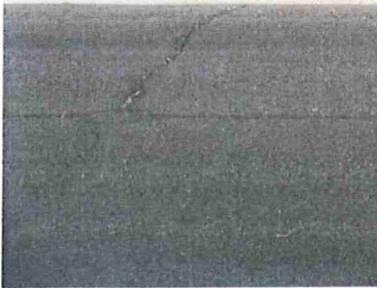


Pedestrians have access from the sidewalk, including a sign indicating shade and water are nearby but the asphalt path is neither safe or inviting for pedestrians, cyclists or people in wheelchairs.

Sunset Vista Park/Skunk Creek Pathway - #4



View from 64th Dr., looking north. The pathway is above the grade of the street. This location currently provides access for pathway maintenance vehicles.



View from the pathway down to 64th Dr. The surface of the maintenance drive is loose gravel - not a good surface for road bikes, wheel chairs, or challenged pedestrians.



A pedestrian walking along the Skunk Creek multi-use path. The Skunk creek Pathway connects to the Thunderbird Paseo for a pathway system that totals almost 10 miles.

