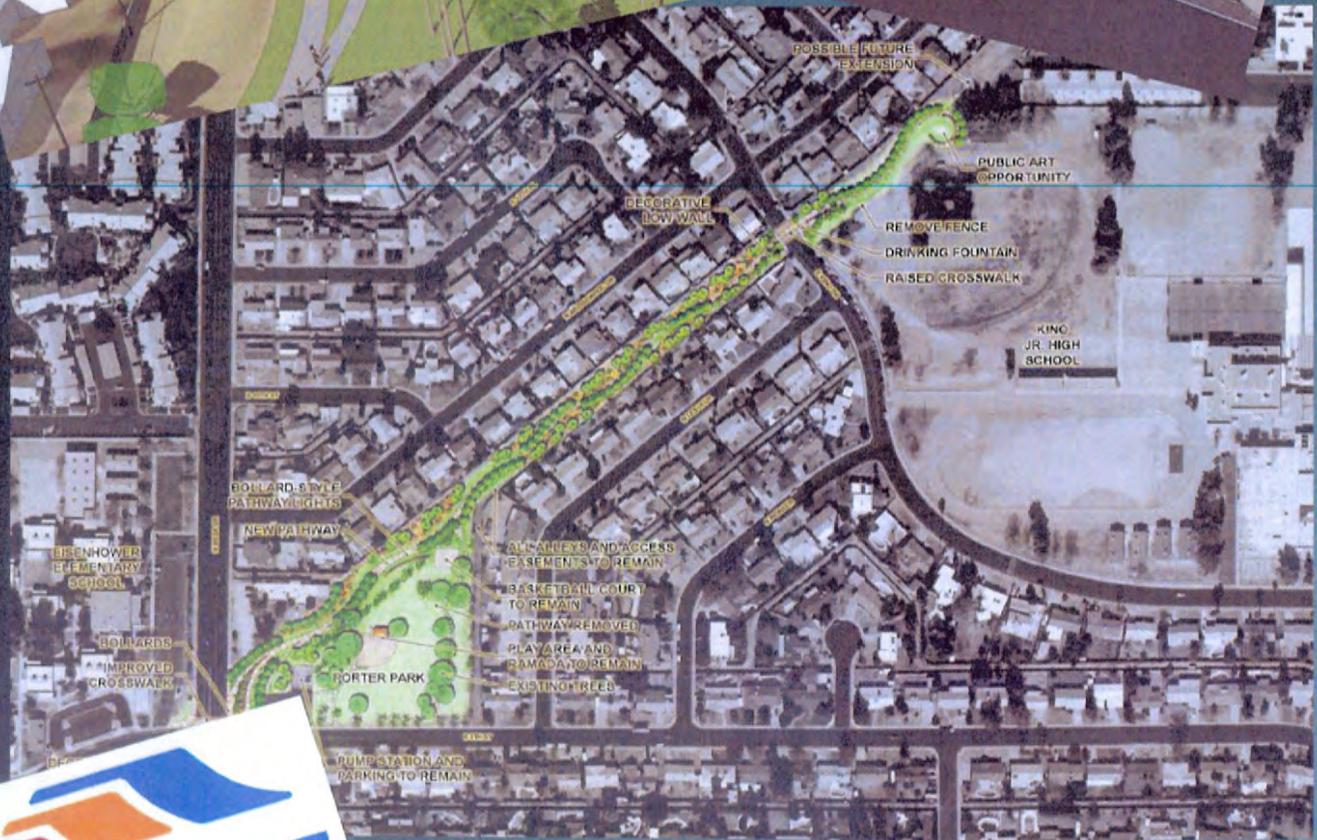
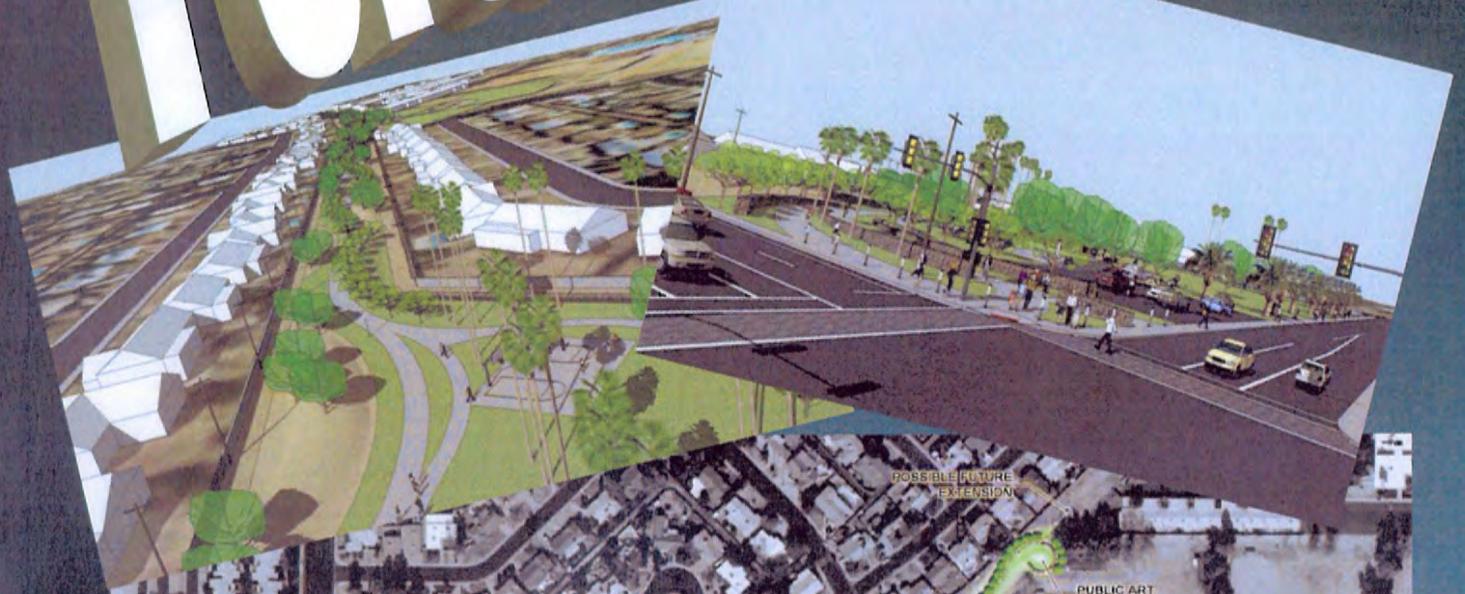


# Porter Park Pathway



Design Assistance Projects  
FY 2011 Application

## Eligible Projects and Programs

(This page must follow the cover page and be signed by the city manager or department head)

All projects designed within the MAG Design Assistance Program are using federal funds and therefore are required to be constructed. If a project is not constructed, the federal design funds must be paid back. Under Federal Highway Administration guidance, the jurisdiction needs to show demonstrable progress towards construction within five years of final design. The city or town manager or a designated representative of the jurisdiction is required to sign off on this application for federal design funding. If Federal funds are used to construct the project, jurisdictions must engage in the NEPA process prior to 30% design.

All projects submitted are required to satisfy the most recent eligibility requirements outlined under official Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidance under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The most recent Interim Program Guidance, to date, was released on October 31, 2006.

### VII. PROJECT ELIGIBILITY PROVISIONS

#### D. Eligible Projects and Programs

##### 1. Transportation Control Measures (TCMs)

- x. programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas.
- xv. programs for new construction and major reconstruction of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation.

##### Eligible Design Projects:

- Facility Design up to 95% design
- Design Concept Report
- Preliminary engineering and project planning studies

For additional information, or for questions, please contact:

Maureen DeCindis, Transportation Planner III  
Maricopa Association of Governments  
Phone: (602) 452-5073 Fax: (602) 254-6490  
E-Mail: [mdecindis@mag.maricopa.gov](mailto:mdecindis@mag.maricopa.gov)

I, as official representative of The City of mesa, understand and agree that the Porter Park Pathway project will show demonstrable progress towards construction within five years upon completion of the full design. The City of mesa (jurisdiction) accepts the responsibility to construct this project or return the federal design funding.

Print Name: Scott Butler  
Signature: Scott Butler  
Title: Assistant to the City Manager  
Date: 9-16-10

## I. IDENTIFYING INFORMATION

<b>Organization/Jurisdiction:</b>	City of Mesa
<b>Address (include City and Zip Code):</b>	PO Box 1466, Mesa, Arizona 85211-1466
<b>Telephone and Fax Number:</b>	480-644-3556 (phone); 480-644-4245 (fax)
<b>Name and Title of Contact Person:</b>	Jim Hash, Transportation Planner II
<b>Email Address of Contact Person:</b>	james.hash@mesaz.gov
<b>Amount of Funding Requested:</b>	\$150,000

## II. PROJECT DESCRIPTION

- 1. Project Name:** Porter Park Shared-Use Pathway
- 2. Project Description:**

The pathway would start at the northeast corner of Mesa Drive and 8th Street with a new enhanced pedestrian crosswalk that could also provide some traffic calming along Mesa Drive for Eisenhower Elementary School and Fitch Park. The pathway will then extend northeasterly along Kino Junior High School and across Brown Road where it will join the current Consolidated Canal. Users will have the benefit of a 12-foot shared use path and comfort amenities such as shade, seating and water fountains. All features will be designed and developed in a way that meets program objectives and comply with guidelines for maintaining security and visibility, such as Crime Prevention through Environmental Design (CPTED) guidelines. Improvements to this pathway will create a safer walkway by ensuring that safety issues are addressed, thereby reducing the current number of blind spots, hiding places and darkness that encourages crime and vandalism. Improvements to the Porter Park Pathway corridor can provide pedestrians with a more comfortable route than that of collector or arterial streets.
- 3. Project Location:**

The project utilizes an existing right-of-way corridor behind single-family homes and an existing City park (Porter Park) to provide a direct connection between two schools: Eisenhower Elementary and Kino Junior High. The pathway is a linear extension of a beautiful neighborhood park, traveling through an underutilized, unsightly, and unsafe area for children and adults walking between neighborhoods and schools, transit and shopping.
- 4. Approximate Area (Linear feet or total size of the project boundaries).**

The total length of the project is approximately 3,000 feet, and the overall width of the corridor is approximately 75 feet. The corridor is highly visible from both Mesa and Kino Drives at either end. The primary component of the project is a concrete pathway that

runs the entire length of the project area. Improved sidewalk conditions at the Mesa Drive and 8th Street intersection and across Kino Drive will be constructed to increase the pedestrian waiting areas adjacent to traffic. Lighted bollards will be utilized along the pathway to provide enough illumination for nighttime safety, but not so much that the light disturbs area residents.

**5. The Median Household Income in the Project Area(using U.S. Census Block group Data):**

The Porter Park Pathway Shared-Use Pathway resides fully within Zip Code 85203 as shown on an attached map from the U.S. Census Bureau. The median household income for the project area ranges from \$29,750-\$36,536, which falls well below the current US Median Household income of \$52,029 as well as the 2008 Arizona Median Household Income of \$51,009.

**6. Map with Streets names clearly showing the project area boundaries and surrounding land uses.**

(See Attached Map)

**7. Aerial Map.**

(See Attached Map)

**8. Photographs**

(See Attached)

**III. PROJECT NEED**

**1. Why is this project needed?**

Sidewalks along Mesa Drive and 8<sup>th</sup> Street do not meet current adopted design standards for width. Additionally, the curb ramps at the intersection of Mesa Drive and 8<sup>th</sup> Street do not meet current ADA design standards. The roadsides of Mesa Drive offer minimal space for students to wait before crossing. This project will widen the sidewalks at Mesa Drive and 8<sup>th</sup> Street in order to provide more space for students to congregate. These enhancements may help to prevent accidental missteps into the adjacent traffic lanes. The alleyway is currently an unmaintained dirt surface that is home to overgrown vegetation, litter and graffiti. The area is poorly lit and does not inspire active policing by the community.

**2. How will this project benefit:**

a. Low Income;

Lower income residents are less likely to have motorized transportation available and therefore are more likely to need the availability of walking paths and pedestrian crossings in order to travel between their residences and destinations. MAG 1999 Median Household Income Map identifies Median Income of residents within the project area at (\$15,000 to \$30,000 per year), which in line with 2000 U.S. Census Bureau data (See Attached Map).

- b. **Minority;**  
The project area has a relatively large Hispanic percentage of between 27 and 37 percent according to 2000 U.S. Census Bureau data (See Attached Map). The MAG Minority Concentration Map indicates a significant level of minority population within the project area (3,000 to 5,000 persons per square mile). These residents will benefit from the proposed project by increasing access to local destinations as well as the ability to gain access to transit increasing the ability to travel throughout the region. The Porter Park Pathway Project will increase the vitality of the neighborhood and create a sense of pride among neighbors. The canal path, park, and crossings will support activities such as commuting to school and work, exercise and social gatherings.
- c. **Elderly;**  
The project will result in a greater sense of safety and comfort for the area's aging population traveling along the pathway. Increasing usability and visibility at intersection crossings will allow the elderly to utilize the enhanced pathway for their local trips by bicycle or other mobility devices. The MAG Population Concentration Age 60 and Over Map identify a concentration of elderly population within the project area (1,000 to 2,000 persons per square mile).
- d. **Physically Challenged;**  
The sidewalks and pedestrian features at the project intersections will be evaluated for ADA conformance and all pedestrian facilities will then be improved to meet current ADA requirements as necessary. The most significant improvement for the physically challenged will be converting a dirt surface to a paved path for increased mobility. The MAG Age 5 and Over with Disability Concentration Map identifies concentrations of physically and mentally challenged within the project area (2,000 to 3,000 persons per square mile).
- e. **School Children;**  
During rains the thoroughfare of the proposed project provides poor drainage, causing standing water and insect infestation due to the pooling water. The City of Mesa has received numerous calls over the years from residents and school officials who are concerned about the safety of local children using the crossing at the intersection of Mesa Drive and 8<sup>th</sup> Street as well as walking along the street due to excessive speed. This project can provide wider sidewalks and alternative travel routes for children that would offer a "low stress" route for children traveling between their homes and school.

#### IV. REPLICATION

**1. How could this project demonstrate the beneficial use of bicycle and/ or pedestrian facilities in other locations in the MAG region?**

The MAG region has an extensive and well connected system of canals, washes, and trails that have the ability to be developed as an alternative mode corridor. These corridors benefit people throughout the region by means other than using an

automobile. These alternative mode and connectivity concepts are documented and supported in planning documents throughout the region. The growing dependence on travel modes other than automobiles cultivates a trend toward building facilities to accommodate those users.

## V. LINKAGES

### 1. **Does this project add or complete a critical link in an existing transportation network (local or Regional)?**

Mesa continues to demonstrate itself as a Bicycle Friendly community, striving to increase bicycle usage and activities that do not depend on automobiles. Mesa is interested in not only creating the main spine of thoroughfares for those users, but also in creating a system of alternate passageways that will enable people to access the main system with minimal or no need to travel along roadways. This project does complete or add to a local or regional network and will provide users a vital spur, which gives them the ability to travel to the Consolidated Canal, an adjacent regional shared use path, with ease along a “low stress route.” The Consolidated Canal is part of the Sun Circle Trail system, identified in the Maricopa County Regional Trail System, and is part of the Valley Forward Pedestrian Freeway.

## VI. EXISTING PLANS

### 1. **Is this project included in adopted plans or policies?**

Currently the City of Mesa is working on an update to its bicycle plan which includes an updated list of prioritized projects that will include the Porter Park Pathway. However, the City’s current bicycle element of the Transportation Plan does call out the Consolidated Canal Shared-Use Path project as a future proposed path that has since been constructed and for which the Porter Park Pathway acts as an “off-shoot” or “spur.”

### 2. **How does this project help to achieve existing plans?**

The Porter Park Pathway project will help to achieve the goals and objectives that were adopted in the current plan by providing vital linkages to existing regional facilities and offering greater access, while enhancing user experience. This project will help to increase usage of the City’s and region’s bikeway network. Additionally, the Porter Park Pathway project will help to achieve a higher degree of comfort for pedestrians, children and adults, utilizing the path and associated street and intersection crossings.

## VII. SUPPORT AND RESOURCES

- 1. List the community partners that will be supporting the development and promotion of this project. Include city departments that will be supporting the project.**

Arizona Department of Transportation Safe Routes to School Program – Brian Fellows  
Church of Latter-day Saints Neighborhood Revitalization Representative – Matt Tollman  
City of Mesa Council District One Council Member – Dave Richins  
City of Mesa Engineering Department  
City of Mesa Parks and Recreation Department  
City of Mesa Neighborhood Services Department  
City of Mesa Transportation Department  
City of Mesa City Manager’s Office  
City of Mesa Mayor’s Office  
Mesa Public Schools (MPS) Assistant Superintendent – Bruce Cox  
MPS Eisenhower Elementary Principal – Devon Isherwood

- 2. Indicate the jurisdiction has the following resources:**

- a. Dedicated staff person to manage the project. Which city department will be responsible to provide information to the consultant?**

Yes- the City of Mesa does have a dedicated staff person to manage the project.  
City of Mesa Engineering will be the department responsible for providing information to the consultant.

- 3. Base information (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, and utility placement information).**

City of Mesa Engineering will provide this information.

## VIII. COST AND FUNDING

- 1. What is the approximate cost for plans, designs, and specifications of this project?**

\$150,000

- 2. Are there designated funds for construction of this project? If yes what funding source has been identified?**

Yes – The first phase of construction has a dedicated funding source through a \$300,000 Safe Routes to School re-imbusement grant. The City of Mesa has already dedicated contingency funds for this project. The project is also in the current City Capital Improvement Program (CIP) and in both the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

**3. Are there funds for maintenance and who has the responsibility for maintenance?**

Maintenance will be included in existing City of Mesa budgets for transportation facilities. The City of Mesa has identified operations and maintenance money for shared-use paths and incorporates it into the yearly budget.

**4. If funding has not been designated for construction of this project, what efforts have been made to identify funds that could be used for this project?**

Funding has been identified for the first phase of construction. Remaining funds needed for the construction of phase two are being sought through future closeout funds, as well as the reprogramming of current funds from other City projects that have been eliminated from the City's CIP.

**5. Property Ownership Letter of Support.**

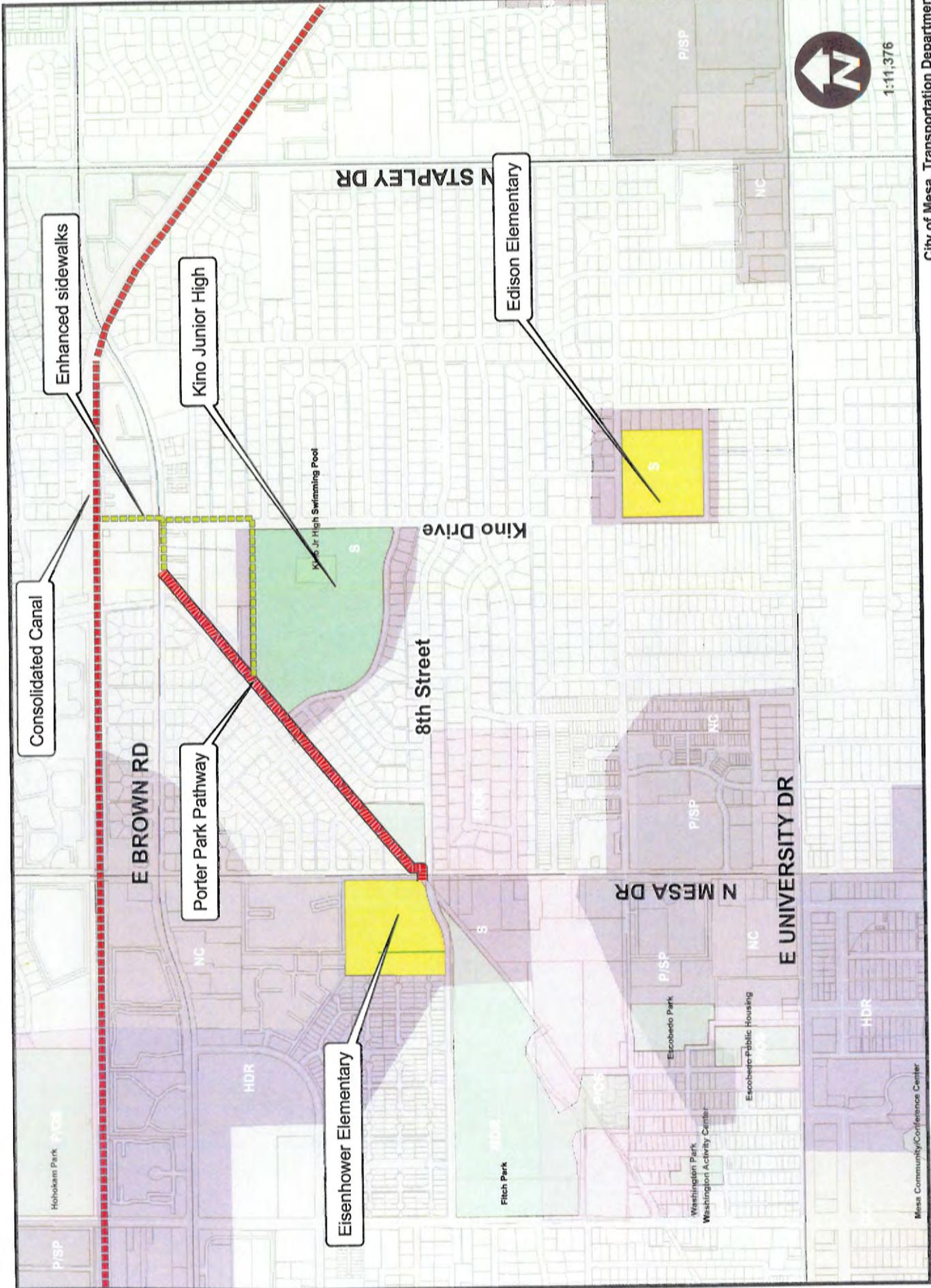
SRP has signed a long-term Intergovernmental Agreement (IGA) with the City of Mesa allowing access to and improvements to all canal service roads within the City of Mesa. The City will continue to work with SRP to ensure that all requirements are met in coordination with this project.

## **ATTACHMENTS:**

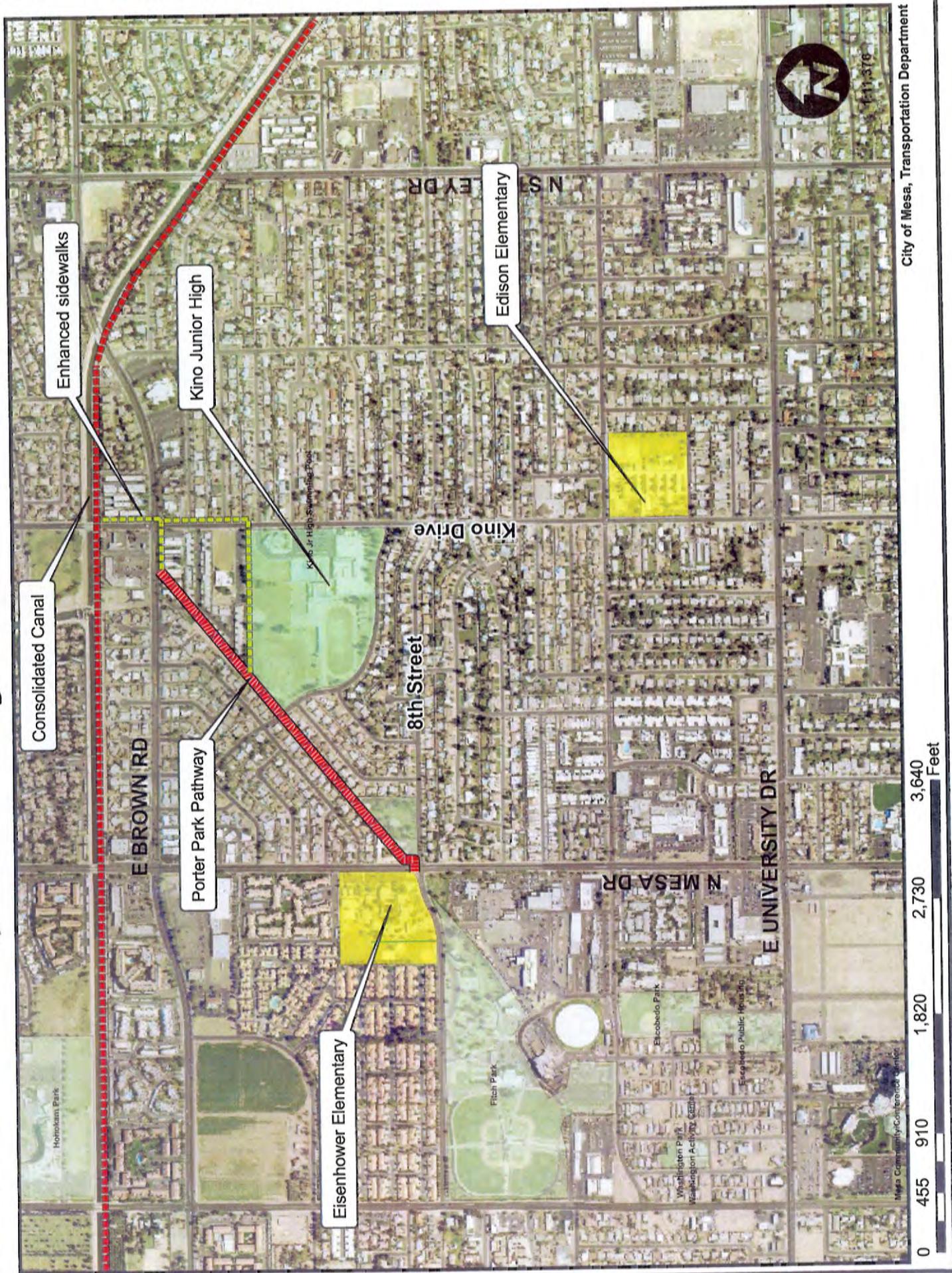
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- 1. Site/Aerial Maps**
- 2. Demographic Maps**
- 3. Existing Conditions Photo Vicinity Map**
- 4. Existing Conditions Photographs**
- 5. Design Concepts Photo Vicinity Map**
- 6. Design Concept Photographs**

# Porter Park Pathway Vicinity Map



# Porter Park Pathway Aerial Map







# Existing Conditions Photo Vicinity Map



City of Mesa, Transportation Department

Existing Conditions



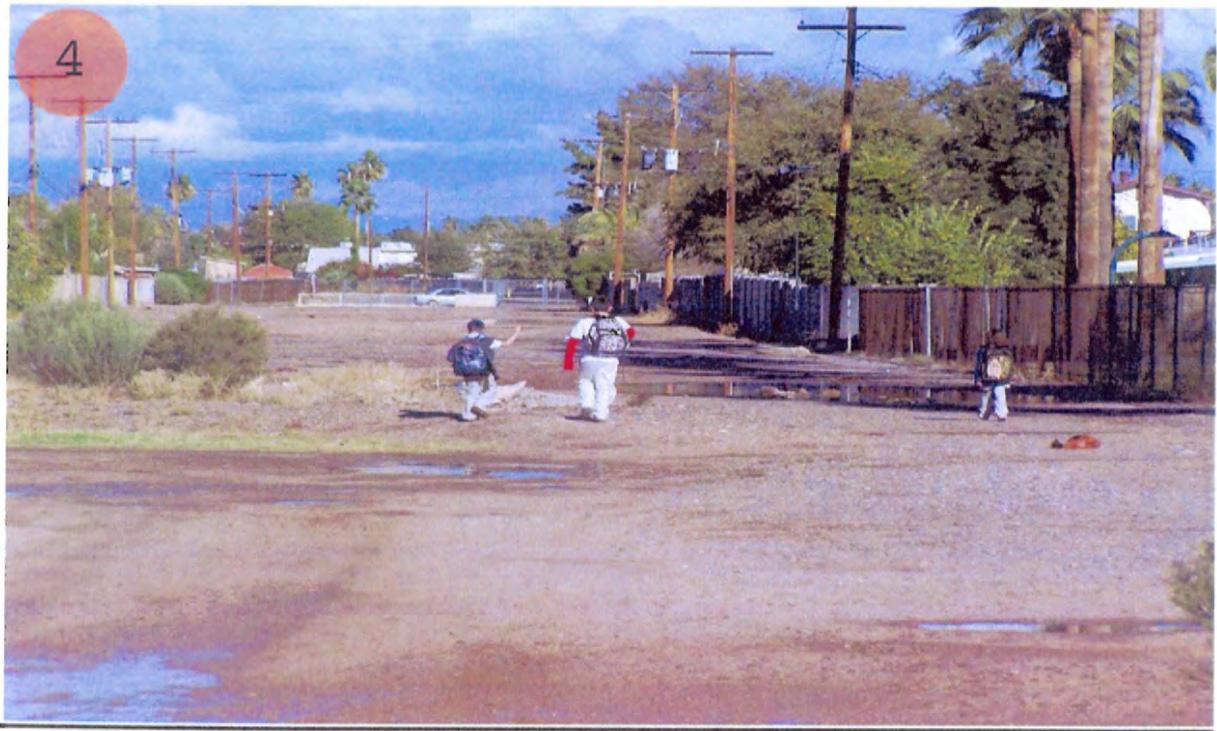
Mesa Drive looking south



Mesa Drive looking north



Looking toward Mesa Drive and 8<sup>th</sup> Street



Children traveling home from Eisenhower Elementary school



Graffiti



Kino Junior High School



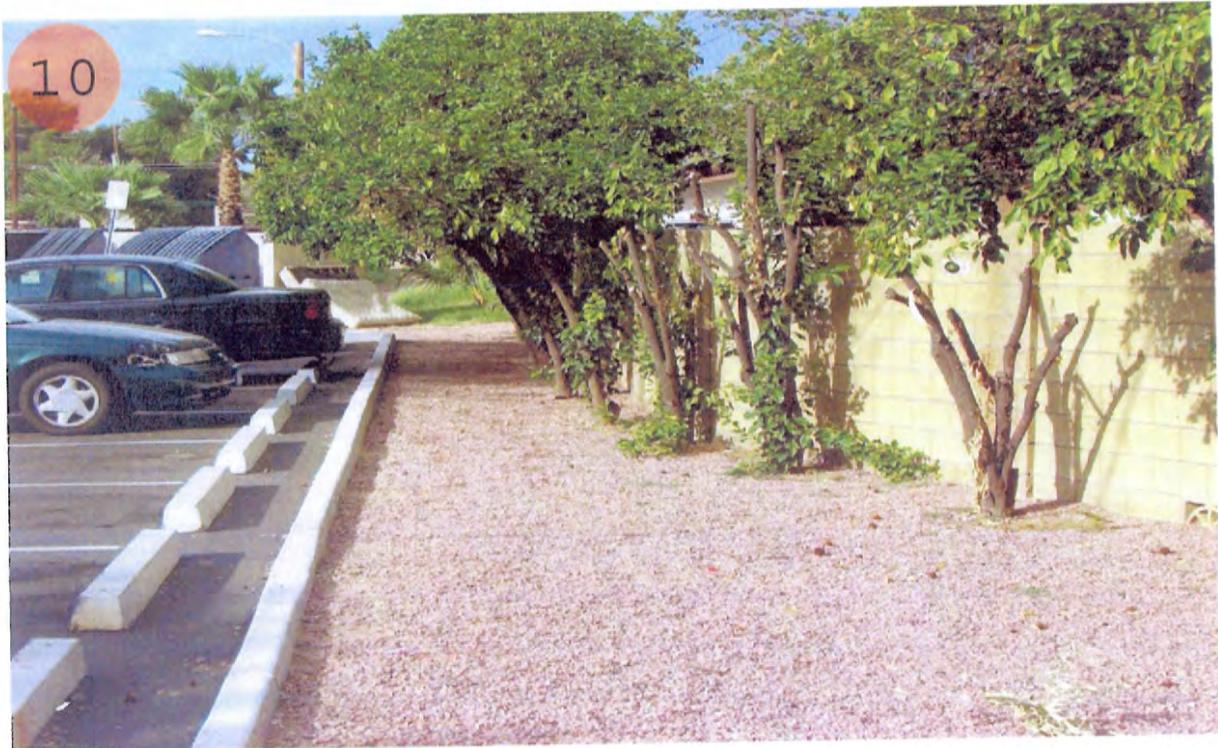
Kino Drive looking south



Looking southwest towards Kino Junior High School



Existing pathway looking towards Brown Road



Brown Road looking southwest

# Design Concept Photo Vicinity Map



## Design Concept Renderings



Entry Feature at Mesa Drive and 8<sup>th</sup> Street



Overall Park and Pathway Integration



Exiting existing park area heading northeast towards the Consolidated Canal and Kino Junior High.



Main Pathway Experience



Crossing Kino Drive and entering the Junior High Area



Pathway integration at Brown Road, heading toward the Consolidated Canal Shared-Use Path.