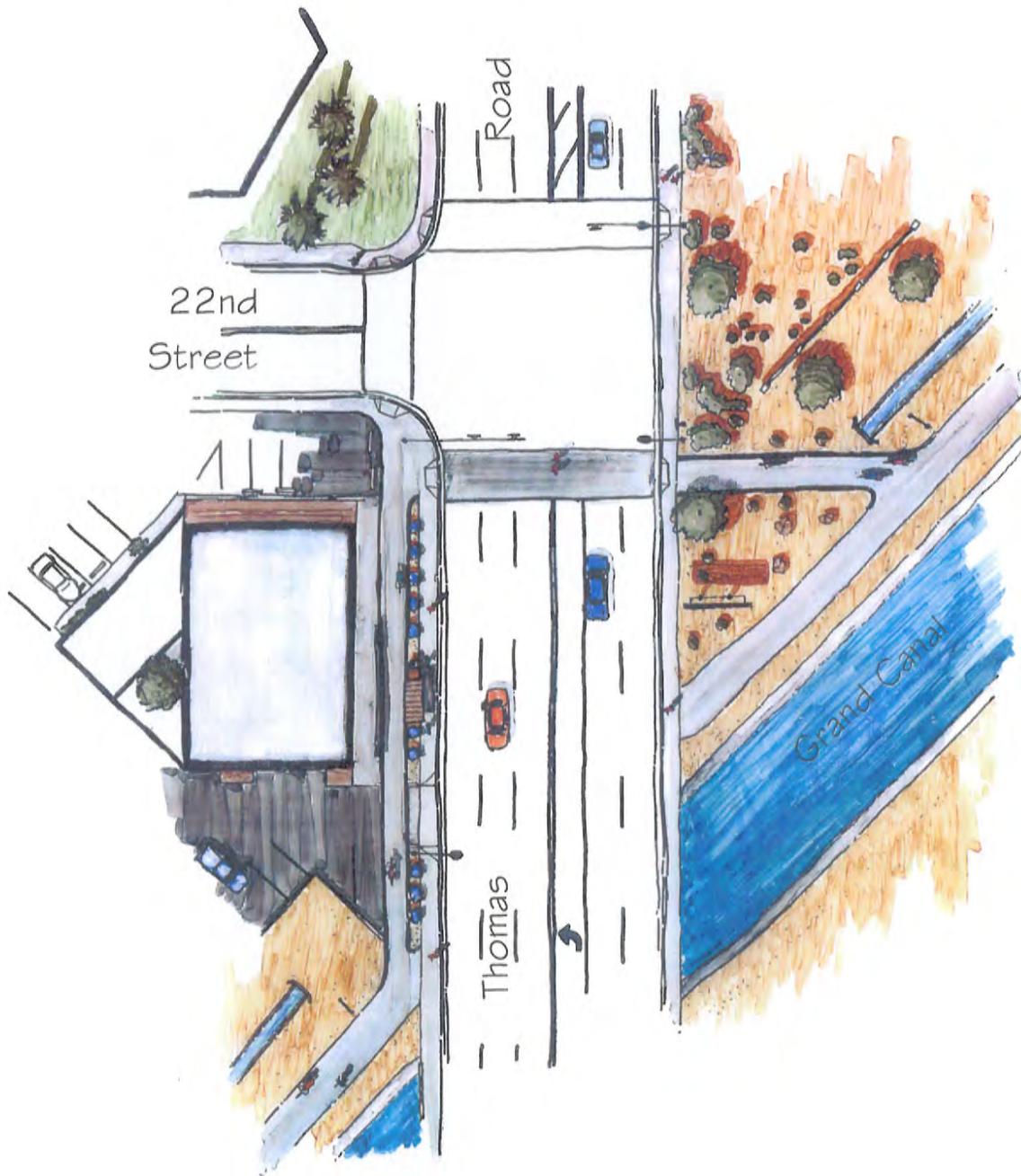


Grand Canal Multi-Use Path Connection at Thomas Road and 22nd Street



**MAG Design Assistance Program
FY 2011 Application**

September 23, 2010

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 the 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

I. Transportation Control Measures (TCMs)

- x. programs for 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

I, as official representative of Street Transportation Department, understand and agree that the Grand Canal Multi-Use Path Connection at Thomas Road and 22nd Street project will show demonstrable progress towards construction within five years upon completion of the full design. City of Phoenix (jurisdiction) accepts the responsibility to construct this project or return the federal design funding.

Name:



Wylie Bearup, PE, PhD.

Title:

Street Transportation Department

Date:

September 23, 2010

I. IDENTIFYING INFORMATION

Name of Applicant: City of Phoenix

Address: 1034 E. Madison Street
Phoenix, AZ 85034

Telephone: 602.534.7062

Fax: 602.495.3670

Name and Title of Contact Person: Aaron D. Jensen, Landscape Architect I

E-Mail Address of Contact Person: aaron.jensen@phoenix.gov

Amount of Funding Requested: \$80,000.00

II. PROJECT DESCRIPTION

Project Name: Grand Canal Multi-Use Path Connection at Thomas Road and 22nd Street

The Grand Canal Multi-Use Path Connection at Thomas Road and 22nd Street will enhance the Grand Canal pedestrian/ bicycle corridor by providing a multi-use pathway devoted to the canal users and an accessible alternative for crossing Thomas Road along the Grand Canal. A 10 foot wide multi-use pathway will be constructed along the south side of Thomas Road between the traffic signal, located at the intersection of Thomas Road and 22nd Street, and the Grand Canal where it crosses Thomas Road. To the north of Thomas Road a 10 foot wide multi-use pathway will be constructed along the 22nd Street alignment from the traffic signal at Thomas Road and 22nd Street to the existing asphalt path along the Grand Canal bank. A 10 foot wide multi-use pathway will also be installed along the north side of Thomas Road from the intersection west to the existing westbound bus stop.

Location: Thomas Road and 22nd Street Intersection

Approximate Area: Project area is bounded by Osborn Rd, 24th Street, Oak Street, and 20th Street (U.S. Census Data 2000, three Census Blocks); Project length is 350 L.F.

Median Household Income: The median household income for the project area is approximately \$33,627.

Vicinity Map: See attached diagram

Plan View Rendering: See attached diagram

Photographs with Caption: See attached diagram

III. PROJECT NEED

The Grand Canal is an undeveloped major pedestrian and bicycle corridor that spans the entire width of Phoenix from Glendale to Tempe. It intersects numerous bike lanes, unmarked bike routes, bus routes, and light rail stations. There are many schools, parks, hospitals, and other prominent destinations that make the Grand Canal an attractive corridor through Phoenix. A study of the Grand Canal was performed by the City Of Phoenix, Street Transportation Department, Landscape Architecture Section resulting in recommendations for different types of crossings at various locations. The study recommended that at locations where an existing traffic signal is located within 400 feet of a crossing, a 10 foot multi-use path should be installed linking the canal to the existing traffic signal crosswalk and back again with the use of directional signage. It was felt that an at-grade crossing (two-phase crosswalk, H.A.W.K., etc.) located within 400 feet of an existing traffic signal would create a dangerous situation to both the pedestrian and vehicle traffic and that directional signage would be a much more cost effective solution than an underpass or pedestrian bridge. At this location, we are taking advantage of the existing traffic signal located approximately 150 feet west of where the Grand Canal crosses Thomas Road.

Thomas Road is a 41,200 vehicle a day six lane road. The speed limit in the area that the canal crosses is 35 MPH. There have been vehicle/ bike and vehicle/ pedestrian accidents in close proximity of where the canal crosses Thomas Road. For canal users, the current situation requires that when they arrive at Thomas Road in order to cross safely they need to back track along the narrow sidewalk to use the existing crosswalk. However, they normally cross mid-block. Not only is this dangerous, but it's a bad example for the children that see this happening and feel that this is acceptable behavior.

South of Thomas Road along 22nd Street is William T. Machan Elementary School. A portion of their students reside north of Thomas Road and would use the traffic signal crosswalk to walk to school. Children attending the elementary school participate in many programs that this project would enhance. They have a "Walking School Bus" program, a "Walk to School Day", and "Kid's Rock." The "Walking School Bus" and "Walking to School Day" programs teach students about healthy living and walking safety. Because safety is a key component of this project it would be an excellent example for the children. The "Kid's Rock" program is run in conjunction with the Rock 'n' Roll Marathon. In order for the students to qualify they are required to run five miles. This project would allow them to use the canal in conjunction with this program.

(A) Low-Income:

This project falls within a portion of the Grand Canal pedestrian/ bicycle corridor and all income levels including low-income will benefit from it. According to the U.S. Census data profiled in 2000 there are 644 families within the project area. Of those families, 35% make less than \$25,000 annually.

(B) Minority

The project area is represented by a very diverse ethnic community, including African American, Hispanics, American Indian, and other. Of the 3,030 people within the project area, 40% fall within the above mentioned minority groups.

(C) Elderly

Of the 3,030 people in this area 11% are elderly. For this grant submittal, elderly was considered to be 60 years and older.

(D) Physically Challenged

According to census, eighteen percent (18%) of the population in the project area has a disability. This project will follow all ADA regulations making the Grand Canal a more accessible alternative for travel.

(E) School Children

In the project area there are a total of 539 students that range from pre-school to high school age that will benefit from this project. Eighteen percent (18%) of the population is school age children. 316 of these students are elementary school age. Many attend William T. Machan Elementary School which is in close proximity to this project. It is located just south of this project on the west side of 22nd Street. Some of the students from this school live north of Thomas Road. Not only will this project provide a safe crossing for all canal users, but will also provide a convenient connection for those children.

IV. REPLICATION

According to a site study entitled the "MAG Regional Bikeway Master Plan, Situation: Canal Path and Arterial Street Intersections," this project follows basic principles outlined in this study by providing a direct connection from the canal bank to the signalized intersection which historically has proven to be a safer crossing location. Current conditions require canal users to either cross Thomas Road mid-block, or they must back track along the 5 foot sidewalk 200 feet in each direction. Because of the narrow 5 foot sidewalk and other obstacles along the way, neither option is ideal. This project will install a 10-foot multi-use path in addition to the existing sidewalk providing a pathway specifically for the canal user. Because of the direct connection, a larger percentage of canal users will follow the path to the safe signalized crossing. This project will accomplish the overall project objective which is "to accommodate crossings by all users of the pathways on either side of the canal and minimize or eliminate mid-block crossings." Because canals are located throughout the valley, the success of this project would encourage other municipalities to the use similar projects in similar situations throughout the region. With today's economic climate providing a cost effective solution while enhancing safety is a great alternative to a more expensive grade separate crossing.

V. LINKAGES

The Grand Canal is recognized as a paved multi-use path on the MAG Metropolitan Phoenix Area Bike Ways map in this project area. It is regional in nature because of its connectivity to other jurisdictions. Currently, SRP has installed a paved road on the south/west bank of the Grand Canal from 7th Avenue to 44th Street. The completion of this project takes advantage of this existing condition from 7th Avenue to 24th Street. There are ten crossings within this segment, and all have adequate crossing conditions. Central Avenue and 7th Street both have existing traffic signals in close proximity to the crossing, however future improvements would be encouraged. A Congestion Mitigation Air Quality (CMAQ) grant was awarded for the design and construction of the Indian School Road and 16th Street crossings to begin design in 2012. 12th Street, Longview Avenue, Osborn Road, and 20th Street all have less than 20,000 vehicles per day, and the study conducted by the City Of Phoenix, Street Transportation Department, Landscape Architecture Section recommends that striped crosswalks would be sufficient. Piestewa Peak Freeway has an existing grade separate crossing underneath it. With this project at Thomas Road, nearly four miles of seamless multi-use trail would be provided along the Grand Canal in central Phoenix. Furthermore, the west bound and east bound Thomas Road bus routes at 22nd Street will be addressed. This will link public transit to the Grand Canal, expanding the number of destinations even more for the canal users.

VI. EXISTING PLANS

The City Of Phoenix has already received CMAQ funding for the design and construction of a Multi-Use Path Connection at Indian School and 16th Street. This proposed project would continue the effort to creating seamless connections along the Grand Canal connecting Glendale to Tempe.

VII. SUPPORT AND RESOURCES

There is support from the local community for this project. The William T. Machan Elementary School, The Phoenix Children's Hospital and the Valley Forward Association have voiced their support for improving the Grand Canal Corridor. Improving walkability along the canal promotes less vehicle traffic, increases public transit usage and encourages a healthier lifestyle.

The City Of Phoenix is currently self-certified to administer their own projects using Federal Aid guidelines. A project manager from the City of Phoenix, Street Transportation Department would work in conjunction with a hired consultant. Street Transportation would take the lead during the study period.

Any base mapping information available within City of Phoenix Records would be provided to the hired consultant doing the study. Anything beyond the City of Phoenix records would be the responsibility of the consultant.

VIII. COST AND FUNDING

The following is an estimated project cost based on current and past similar projects

Description	Cost
Scoping Documents including Design, Clearances, PS&E *	\$80,000
Design Administration (10%)	\$8,000
Right of Way	\$30,000
Utilities	\$15,000
Construction	\$250,000
Construction Administration (15%)	\$37,500
Contingency (20%)	\$50,000
Estimated Total Project Cost	\$470,500

***Grant Proposal Request**

Funds have not been designated for either final design or construction of this project. However, every funding opportunity including Congestion Mitigation Air Quality (CMAQ), Transportation Equity ACT for the 21st Century, Transportation Enhancement Program and Joint Development Policy and Funding Opportunities will be pursued.

The City of Phoenix Street Maintenance Division of the Street Transportation Department has approximately 360 employees who perform pavement preservation, landscape, street lighting and concrete maintenance as needed. Some maintenance is performed through City contracts.

IX. SUPPLEMENTAL INFORMATION

- a. Project Vicinity Map
- b. Plan View Rendering
- c. Photo with Captions
- d. Letter of Support from Valley Forward Association

Thomas Road and 22nd Street Traffic Signal Crosswalk.



Current crossing conditions for canal users heading north.



Narrow sidewalks, utility poles, bus shelters, and other pedestrians and bicyclists make for undesirable conditions for canal users wanting to cross at the traffic signal crosswalk.





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September 21, 2010

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Dear MAG Bike and Pedestrian Committee:

Valley Forward Association supports the City of Phoenix in its application for the Grand Canal Multi-Use Path Connection at Thomas and 22nd Street. This important connector would help reduce traffic, improve walkability and enhance air quality in our community while contributing to the overall sustainability of our region.

Our 41-year-old, non-profit public interest group has a rich history of advocating a balance between economic growth and environmental quality. Valley Forward's membership is diverse and includes large corporations and small businesses, municipalities and other government agencies, educators, non-profits and concerned individuals.

As an enthusiastic steward of Canalscape, Valley Forward supports efforts to develop Arizona's canal system as an integral part of the non-motorized network of trails and pathways in our metroplex. Canals represent a tremendous opportunity to increase vitality in our majestic landscape, offering an alternative to sprawl, quality places to gather, recreational corridors and non-motorized alternative transportation routes that encourage walking or biking instead of driving.

The proposed Grand Canal Multi-Use Path Connection benefits public health, and would enhance a sense of community for residents while reconnecting people with nature.

Valley Forward encourages your support of the City of Phoenix's application for the Grand Canal Multi-Use Path Connection at Thomas and 22nd Street. Please feel free to contact us if we can answer any questions or provide assistance. Thanks in advance for your consideration.

Sincerely,

Diane Brossart
 President