



**DESIGN ASSISTANCE APPLICATION
for FY 2016**

NEW RIVER MULTI-USE PATH: PINNACLE PEAK ROAD TO HAPPY VALLEY ROAD

CITY OF PEORIA

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY
10:00 AM ON MONDAY, JUNE 29, 2015**

DESIGN ASSISTANCE FY 2016 APPLICATION

Peoria: New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

PART A - CONTACT AND PROJECT DESCRIPTION**Contact Information**

1. Name of Sponsoring Agency

Peoria

2. Project Manager Name and Title

Brandon Forrey

3. Phone Number of Project Manager

623-773-7201

4. E-Mail Address of Project Manager

brandon.forrey@peoriaaz.gov

5. Mailing Address of Project Manager

9875 N. 85th Avenue
Peoria, AZ 85345**Project Description**

6. Please provide the Project Title.

New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

7. Please provide the amount of funding requested:

\$36,000

8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):

Project to connect two missing segments along the New River Multi-use Path from Pinnacle Peak Road to Happy Valley Road. These gaps exist along this one-mile segment, as some of the portions have already been built by development. Peoria would like to review the alignment of the path where not already constructed, as well as at locations where the existing path creates tight turns or visibility concerns, and identify all easements or rights-of-way that need to be acquired for path construction.

9. Please provide the project limits:

East bank of New River from Pinnacle Peak Road to Happy Valley Road

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PART B - PROJECT DESCRIPTION

1. What type of project is this?

- | | | | |
|-------------------------------------|---|--------------------------|---------------------------------------|
| <input type="checkbox"/> | Bicycle lane (4' min. w/o curb/gutter) | <input type="checkbox"/> | Grade-separated crossing |
| <input type="checkbox"/> | Bicycle lane (5' min. with curb/gutter) | <input type="checkbox"/> | Sidewalk (5' min.) |
| <input type="checkbox"/> | Buffered Bike Lane | <input type="checkbox"/> | Wide Sidewalk (8' min.) |
| <input type="checkbox"/> | Protected Bike Lane | <input type="checkbox"/> | Detached Sidewalk with 4' min. buffer |
| <input checked="" type="checkbox"/> | Shared-use path (10' min.) | <input type="checkbox"/> | Midblock Crossing |

2a. Please describe the existing condition of the project site and any problem(s) being addressed.

The New River Multi-use path in the project area alternates between unpaved and paved 12' wide concrete segments behind single family residential developments from Happy Valley Road to Pinnacle Peak Road. North of this segment, there is a grade separated crossing under Happy Valley Road, but the paved path terminates at this underpass. The unpaved portions of the path between the Hatfield Road alignment and Calle Lejos are on State Land, and are overgrown with desert vegetation in many locations. The unpaved portion between the approximate Cielo Grande alignment and Pinnacle Peak Road has an existing 20' Trail Easement that extends to approximately 300' north of Pinnacle Peak Road. The adjacent property owner would like the path /easement relocated further from their property, though this might require bank protection for construction. The paved portion of the path continues south of these gaps from Pinnacle Peak south to Bethany Home Road, where it connects to the Grand Canal Multi-use Path.

2b. Why is this project important to the community?

The project area represents a critical gap between more than 14 miles of continuous paved pathways and 10 miles of continuous bike lanes on Happy Valley Road/Parkway and Vistancia Boulevard. This area will be heavily used by people riding bicycles and is a highly anticipated connection by the residential developments in the vicinity.

3. Connectivity: (Check all that apply)

- Project fills a gap in the regional system
 Explain:
 Closes two gaps in the New River Multi-use Path, with paved portions extending 13 miles to the south and providing a direct connection to the Skunk Creek, Arizona Canal, and Grand Canal Multi-use Paths.
- Project connects to other local facilities
 List the connected facilities:
 Connects to bike lanes on Happy Valley Road (10 miles), Deer Valley Road (4 miles), and Beardsley Road (2.5 miles), as well as Rio Vista Regional Park and Glendale Sports and Entertainment District via the Grand Canal Multi-use Path.
- Multi Jurisdictional Project
 List of Participating Jurisdictions:
 City of Glendale
- 24 Total length of facilities connected by this project (in miles)

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4. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

This project will provide access to the New River Multi-use Path from numerous residential developments to the north, south, east, and west of the project. Many of these residential areas were constructed too recently to be reflected in the Census data.

5. Describe how this project will improve access to transit:

This project will provide access to the Thunderbird Road bus route (7.5 miles from project) and Peoria Avenue bus route (9.5 miles from project) via the New River Multi-use Path. This is a long distance for pedestrians, but could be part of a multi-modal commute for people riding bicycles.

6. Describe how this project will address bike/vehicle or pedestrian/vehicle conflicts:

This project will provide greater access to the New River Path, reducing bike and pedestrian travel distances along busy arterial streets, such as Happy Valley Road or 83rd Avenue, eliminating conflicts with motor vehicles.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

% Age 65 Plus

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reports," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Report Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the Excel icon at the top-right side of the pop-up window) for your records.

8. How will this project benefit families in poverty?

This project will provide greater access to grocery and retail located at the southwest, southeast, and northeast corners of 67th Avenue and Happy Valley Road with a safe, convenient multi-use facility for people of all income levels who cannot afford or choose not to use motor vehicles.

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9. How will this project benefit minority residents?

This project will provide greater access to safe, convenient multi-use facilities for people of all races and backgrounds.

10. How will this project benefit elderly residents?

This project will improve non-motorized access to grocery and pharmacies located at 67th Avenue and Happy Valley Road for elderly residents who can no longer or choose not to drive motor vehicles.

11. How will this project benefit school children?

This project will connect to the New River Multi-use Path underpass at Happy Valley Road, providing a grade-separated crossing for Happy Valley Basic School students living south of the busy arterial street.

12. Please list any schools within 1/4 mile of the project:

Happy Valley Basic School is located 1/4 mile west of the project location on Happy Valley Road.

13. How does the project benefit persons with disabilities?

The paved path will provide an all-weather surface designed to current ADA standards, providing full access to people with disabilities.

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14. The project is: (Check one)

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

15. List the community partners that will be supporting the development and promotion of this project. Include city departments that will also be supporting the project.

16. Does the jurisdiction have a dedicated staff person to manage the project? Which city department will be responsible to provide information to the consultant?

17. Does the jurisdiction have base information available (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, utility placement information)?

Part C - Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE IN YOUR ELECTRONIC SUBMITTAL.

1. Please attach a map with street names clearly showing the project area boundaries and surrounding land uses, including a north arrow.

2. Please attach up to 2 aerial photos, if available (two 4x6 photos per page).

3. Please attach up to 4 photographs with captions of the study area showing the problems/issue (two 4x6 photos per page).

4. If the applicant is not the owner(s) of the project area, a letter of support and cooperation from the property owner(s) is required. This letter shall state that the property owner(s) agree to participate in the development of preliminary plans, and to permit improvements that may be identified as a result of this program.

5. (OPTIONAL) Up to 3 letters of support for the project.

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PART D - PROJECT COSTS

1. What is the approximate cost for 15% preliminary plans* for this project? Estimate cost for each task below:

\$1,800	Scope of Work
\$11,880	Stakeholder and Core Team Meetings
\$1,800	Data Collection
\$1,800	Data Analysis
\$9,000	Project Assessment Report (Draft)
\$9,000	Project Assessment Report (Final)
\$720	Executive Summary and Regional Significance Report
\$36,000	TOTAL COST ESTIMATE FOR 15% PRELIMINARY PLANS (SHOULD MATCH PART A, #7)

*15% Preliminary Plans generally include:

- Project Information (location, description, map)
- Background data including the need for the project
- Project Scope (length, type of work, how it is to be constructed)
- Project Development
- Environmental overview
- Geotechnical and drainage requirements
- Critical outside agency involvement
- Preliminary Right-of-Way requirements
- Preliminary Utility relocation requirements
- Preliminary Traffic requirements
- Seasonal consideration
- Design Criteria
- Itemized Cost Estimate
- Schedule
- Preliminary Plans
- Preliminary Pathway Horizontal Layout
- Typical Sections
- Preliminary Aesthetic Concept
- Information on potential funding sources
- Executive Summary

2. What is the anticipated cost for the whole project (please break down costs by design, environmental, ROW, utilities, construction, etc)?

Design - \$94,000 (includes \$36,000 for 15% Design), ROW \$70,000 Utilities - \$11,000, and Construction - \$500,000. TOTAL PROJECT ESTIMATE - \$675,000.

3. Are there designated funds for construction of this project? If yes, what funding sources have been identified?

This project is partially funded in FY18 in the amount of \$181,000 for design and right-of-way / easement dedications.

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

Though partially funded in FY18, additional funds will be allocated as the scope of the project is better defined by the final alignment of the path.

5. Are there funds for maintenance? Who has the responsibility for maintenance?

Maintenance of the off-street path system is the responsibility of the Community Service Department, which receives annual funding with support from the Mayor, City Council, and Executive Management.

6. Is an easement required for this project? If YES, please attach a Property Owner Letter of Support.

In the northern gap, easements or right-of-way will be need to be obtained from the Bureau of Land Management, which has been supportive of the establishment of the New River Multi-use path corridor in multiple segments along the river. However, BLM will not commence discussions with Peoria or provide support concerning easement or right-of-way dedication until the alignment fo the path is finalized. In the southern gap, there is an existing 20' easement for the majority of the path, though Peoria is seeking a recommendation on path alignment along the southernmost 300' - 500' of the path as one of the deliverables of the feasibility study.

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PART E - SIGNATURE AND CHECKLIST

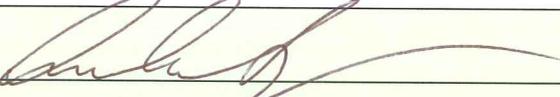
Checklist

This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

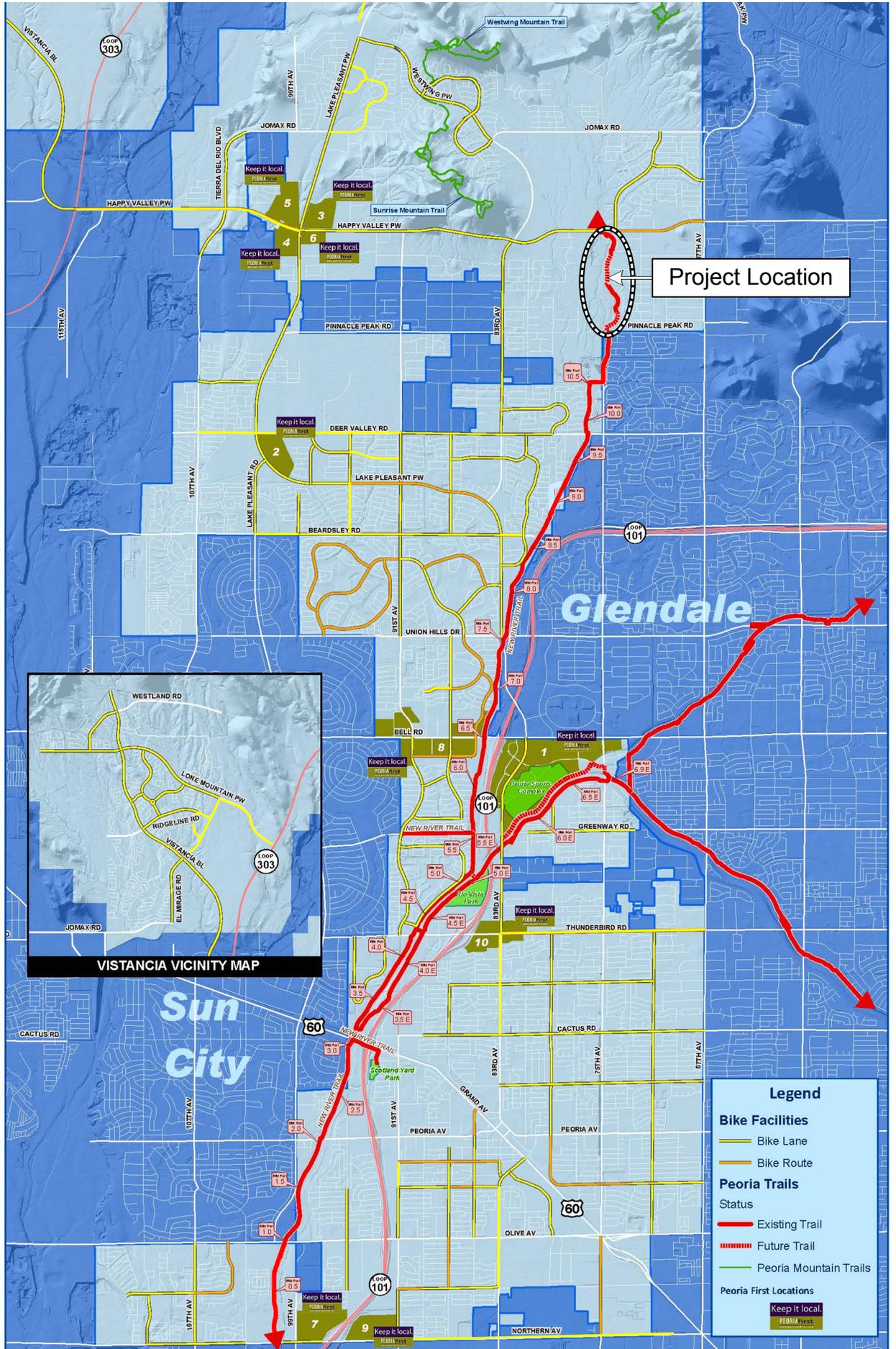
COVER SHEET	Complete?
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 9 are complete	Yes
PART B - Project Description	Complete?
Fields 1 - 17 are complete	Yes
PART C - Attachments	Complete?
Attachment 1 - Map with street names	Yes
Attachment 2 - Aerial photos (if available)	Yes
Attachment 3 - Photographs with captions of the study area showing the problems/issues	Yes
Attachment 4 - Letter of Support and Cooperation from Property Owner (if required)	Yes
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	Yes
PART D - Project Costs	Complete?
Fields 1-6 are complete	Yes
PART E - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager or administrator.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE:

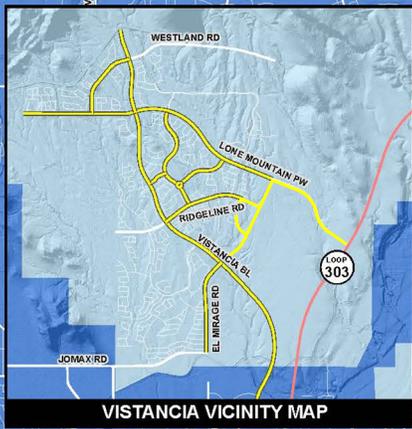
As the MAG member agency's manager or administrator, I certify that this application is accurate and complete, that local agency staff time and data will be required for this project, and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected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

Signature:	
Name:	Andrew Granger, P.E.
Title:	Development and Engineering Director
Date:	6/24/2015

FY16 Design Assistance Program New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road City of Peoria



Project Location



Legend	
Bike Facilities	
	Bike Lane
	Bike Route
Peoria Trails	
Status	
	Existing Trail
	Future Trail
	Peoria Mountain Trails
Peoria First Locations	
	Keep It Local

City of Peoria
Trail and Bikeway System Map
Published October 2011



FY16 Design Assistance Program

New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

City of Peoria



Legend

- Existing Paved Multi-use Path (or soon to be scheduled for construction)
- Existing 20' Trail Easement
- Proposed FY16 Design Assistance Project Segment
- # Photo Number

Photo 1: Sharp turn in path 1000' south of Happy Valley Road facing south

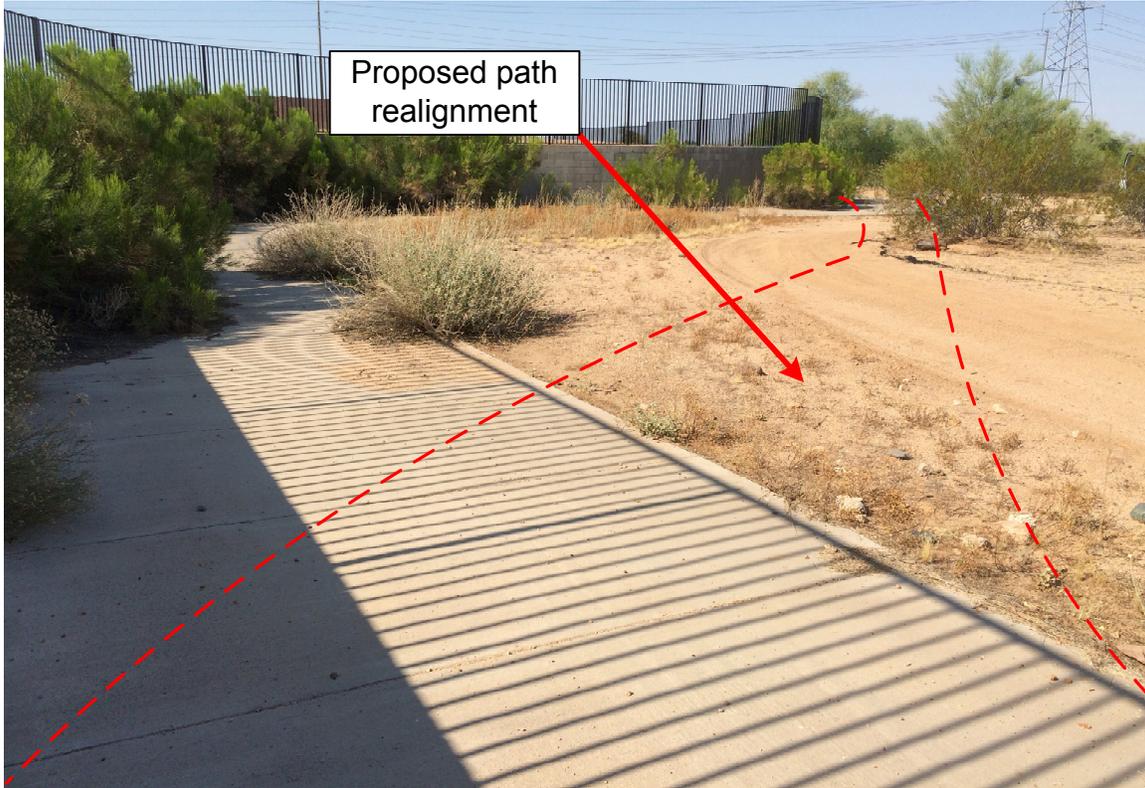


Photo 2: Path termination at Hatfield Road alignment facing south



Photo 3: Path termination at Calle Lejos facing north



Photo 4: Path termination at Cielo Grande alignment facing south



Approximate location
of 20' Trail Easement



June 24, 2015

Alex Oreschak
Transportation Planner II
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix AZ 85003

Dear Mr. Oreschak:

The City of Glendale enthusiastically supports the New River multi-use path extension from Pinnacle Peak Road to Happy Valley Road. The cities of Glendale and Peoria have collaborated on three other New River multi-use pathway projects over the past several years, as the development of this scenic river corridor greatly benefits the citizens of both cities.

This project will be a great addition to the planned New River path network and close the final crucial gap in the regional New River multi-use path between Happy Valley Road and Bethany Home Road, where it connects with the Grand Canal multi-use path.

Sincerely,

Debra Albert
Acting Deputy Public Works Director

**Southwest Bicycles
Cycling Club**

SWBCC

www.swbcc.org

6333 W. Range Mule Drive ~ Phoenix, AZ ~ 85083
623-680-2892 ~ info@swbcc.org ~ www.swbcc.org

June 11, 2015

Brandon Forrey, Transportation Planning Engineer
Engineering Department, City of Peoria
9875 N. 85th Avenue
Peoria, AZ 85345

RE: Support for request of Design Assistance Funds/ New River Multi-use Path

Dear Brandon,

I am writing in support of the City of Peoria's request for Design Assistance Funds to be used to study the New River Multi-use Path from Pinnacle Peak Road to Happy Valley Road.

I am the co-founder and president of a local 100+ member cycling club; the SouthWest Bicycles Cycling Club. As our name implies, SouthWest Bicycles located in the city of Peoria, is our sponsoring bicycle shop. Our club members routinely utilize portions or all of the New River Trail/Multi-use path for personal use, commuting and club rides.

The connection of the current trail north to Happy Valley Rd is long-awaited among our members. As you may know, Happy Valley Road is a well-traveled arterial for the cycling community. With over 20 miles of bicycle lanes, Happy Valley Rd provides a great east/west corridor for cyclists in the north Peoria area and across north Phoenix. What we are lacking is a viable, direct north/south arterial to easily connect with the current Rio Vista Multi-use path. The mile segment from Happy Valley to Pinnacle Peak Rd would become our north/south arterial, and its completion is strongly desired.

The completion of this path would enable cyclists to ride nearly 12 miles along the New River Wash and away from the vehicular traffic on our busy, North Peoria streets. It is a relatively short segment to complete the New River trail system. I am hopeful that the City of Peoria can engineer and construct this portion in a timely manner with help from the Design Assistance Funds.

I look forward to any updates you can provide moving forward on this project.

Regards,

Teresa Filleman, President
SouthWest Bicycles Cycling Club

8155 W. Bell Rd. Ste 116 ~ Peoria, AZ ~ 85382 ~ 623-412-3150
info@SouthWestBicycles.com ~ www.SouthWestBicycles.com



June 19, 2015

Brandon Forrey
Transportation Planning Engineer
Engineering Department
City of Peoria
8975 N 85 Ave
Peoria, AZ 85345

Subject: Completion of New River Bike Trail

Mr Brandon Forrey

The MAG Bikeways is a fabulous collection of trails throughout the Phoenix Valley that are used and enjoyed by a large and growing bicycling community. When completed these will surely be world class and an asset to all the Valley communities. A key portion is the New River Bike Trail, which allows Peoria residents to connect with the other MAG Bikeways. This trail is planned to serve the residents in north Peoria, starting at Happy Valley Pkwy and go some 11 miles south to Northern Ave.

On Happy Valley Pkwy, from Vistancia to New River, Peoria City has provided safe bike lanes and easy access to the New River Bike Trail. Unfortunately, the Happy Valley Pkwy segment is not completed and we currently have to ride through traffic to reach the trail at Deer Valley or Beardsley Roads.

The biking community of Vistancia Village is totally supportive of getting the New River Bike Trail completed from Happy Valley Pkwy to Deer Valley Rd.

Jim Haile
Vistancia Chapter – Arizona Bike Club
702-769-7386