



DESIGN ASSISTANCE APPLICATION
for FY 2016

Oak Street Corridor & SR-51 Frontage Road/20th Street Bicycle Improvements

City of Phoenix

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

DESIGN ASSISTANCE FY 2016 APPLICATION

Phoenix: Oak Street Corridor & SR-51 Frontage Road/20th Street Bicycle Improvements

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information

1. Name of Sponsoring Agency	Phoenix
2. Project Manager Name and Title	Eileen Yazzie, Special Projects Administrator
3. Phone Number of Project Manager	602.534.5692
4. E-Mail Address of Project Manager	eileen.yazzie@phoenix.gov
5. Mailing Address of Project Manager	City of Phoenix Street Transpiration Department 200 W. Washington St., 5th Floor Phoenix, AZ 85003

Project Description

6. Please provide the Project Title.	Oak Street Corridor & SR-51 Frontage Road/20th Street Bicycle Improvements
7. Please provide the amount of funding requested:	\$68,000
8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):	

Assess right of way conditions along the corridor, and then design bike facilities that provide a connected, low-stress environment for bicyclists that could include safe street crossings, bike lanes, sharrows, protected bike lanes, 2 way cycle track, etc. Even though the improvements are on two streets, the improvements will provide a connected 'L' shape bikeway.

9. Please provide the project limits:	
Oak Street: 3rd Street to 20th Place; 20th Street/SR-51 Multi-Use Path/Frontage Road: Thomas Road to Grand Canal	

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PART B - PROJECT DESCRIPTION

1. What type of project is this?

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

Oak Street is a collector street in central Phoenix, one half mile south of Thomas Road and one-half mile north of McDowell Road. The proposed corridor traverses neighborhoods which were built starting in the 1920s and essentially completed in the 1940s. Collector streets are typically good candidates for bicycle facilities as they are part of the grid system throughout the city, and tend to have lower vehicle counts. Currently, Oak Street between 3rd and 20th Streets has a variety of cross section/right-of-way widths and sidewalk features, yet it does not have designated bicycle infrastructure and has limited bikeway signage. Just east of 20th Street, there is a bike/ped bridge that traverses the State Route 51 (SR51), which provides the potential for Oak Street to become a key connected bicycle corridor.

Intersections: 7th Street - HAWK, 12th Street - round about, 16th Street - signalized intersection, SR51 - bike/ped overpass, and Thomas Rd at the SR-51/Frontage Road - signalized intersection.

Oak Street Configuration:

3rd to 7th Streets: curb, gutter, and sidewalks adjacent to the street, one lane in each direction, with a total width of about 40 feet and on street parking.

7th to 10th Streets: curb, gutter, and detached sidewalks, two way traffic, with a total width of about 40 feet and on street parking.

10th to 11th Streets: curb, gutter, and sidewalks cease to exist, two way traffic; the right of way (ROW) narrows down to 25 feet.

11th to 14th Streets: curb, gutter and sidewalks are adjacent to the street, two way traffic, with a total width of about 40 feet and on street parking.

14th to 15th Streets: no curb, no gutter, nor sidewalks, two way traffic; ROW narrows down to 14 feet total.

15th to 16th Streets: no curb, no gutter, nor sidewalks, but the ROW increases to 23 feet with two way traffic.

16th to 20th Streets: curb, gutter, and sidewalks, one lane in each direction, with a total width of about 40 feet and on street parking.

20th Place/Street (east side of SR51): Multi-use path from Oak Street to Thomas Road. North of Thomas Road, the SR51 Northbound frontage Road and 20th Street are combined, which could allow for a two-way protected bike lane or cycle track, that would then connect to the neighborhood and the Grand Canal.

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

Opened in the early 1990s, the SR-51 resulted in the demolition of portions of numerous long-established neighborhoods. Bicycle/pedestrian crossings were constructed to partially mitigate the separation of the neighborhoods as well as to provide east/west connections across this infrastructure barrier. The bicycle/pedestrian crossing over the SR-51 at Oak Street is one of six bicycle/pedestrian crossings over the SR-51. As a two lane roadway, Oak Street can provide a safe, easy, low-stress ride able thorough fare that even novice bicyclists could ride. The proposed bike corridor will connect to 3rd Street that is undergoing a bike lane improvement (implementation of the 3rd Street Promenade, a former Design Assistance project). On the east side of the freeway, the project will connect to a designated north/south bikeway on the SR 51 frontage road, and also continue north and eastbound and connect to the Grand Canal. This project is listed as priority #13 in the adopted City of Phoenix Comprehensive Bicycle Master Plan.

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3. Connectivity: (Check all that apply)

Project fills a gap in the regional system
Explain:

Currently, 14th - 48th Street along Oak Street is signed as the bikeway. Addressing 3rd to 14th Streets would fill in the gap and provide a continuous connection to midtown and downtown. There is a gap in the bikeway network at Thomas Road, where the bike path ends. Addressing 20th Street and the SR-51 Frontage road, would fill the 2nd gap.

Project connects to other local facilities
List the connected facilities:

3rd Street bike lanes (striped in FY2016), 12th Street bike lanes, Oak Street bicycle/pedestrian overpass at SR-51, Oak Street (14th to 48th Streets), and the Grand Canal (just north of Thomas Road and east of 24th Street on Oak Street).

Multi Jurisdictional Project
List of Participating Jurisdictions:

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:

There are four historic neighborhoods (Alvarado, East Alvarado, Ashland Place, and Coronado), and three other vital neighborhoods to which the Oak Street & 20th Street Corridor project provides bicycle access to. The Oak Street Corridor project is 1.5 blocks and 2 blocks away from 2 high schools (both connecting streets have/will have bike lanes); Monterey Park is adjacent to Oak Street and Coronado Park, that has a public pool, can be accessed 2 blocks south via 12th Street (bike lanes).

Additionally, these neighborhoods will be able to safely access midtown employers, downtown Phoenix employers (via 3rd Street bike lane FY2016 project), and the Phoenix Children's Hospital.

Transit routes, both bus and light rail, provide access to significant employment in the region (Central Avenue corridor, downtown Phoenix, downtown Tempe, downtown Mesa).

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

Oak Street does not have a transit route along the corridor, but the proposed project intersects with Routes 7 (7th Street), 12 (12th Street), and 16 (16th Street). The boardings at the bus stops that are on these routes and N/S of Oak St. are about: 100 people per day on Route 7, 15 people per day on Route 12, and 80 people per day on Route 16. The proposed project crosses Thomas Road, which has the most frequent bus route in Phoenix, running every 8 minutes in peak periods. Additionally, the western end of the proposed project is about a 1/3 of a mile away from the Encanto Light Rail stop. This project will encourage a safe bicycle environment for people to connect to transit.

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

This project will provide a visible improvement for driver/bicycle conflicts through a variety of solutions, including annotating bike lanes, sharrows, possible protected bikeway and signs. Conflicts will also be reduced through the reduction of lane widths which encourages slower vehicle speeds.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

6046.0 People Per Square Mile

28.0 % Families in Poverty

7.0 % 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?

Almost a third of the residents (28.5%) living along the Oak Street corridor live in poverty. This project will provide a safe environment for residents who currently only can take transit, walk or bike, and will also encourage safe bicycle connections to transit routes, employment, schools, and other daily activities.

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9. How will this project benefit minority residents?

About 42% of the residents surrounding the Oak Street Corridor Project are minorities. As noted above, the project will provide for a multi-modal street that provides access to employment, services, goods, and to public transit and other daily living amenities.

10. How will this project benefit elderly residents?

This project will benefit elderly (7%) and all residents by providing a safer street that becomes a known bicycle corridor, slowing cars down, encouraging bicycling and walking along the corridor. Also, it will continue to provide elderly residents with connections to 3 bus routes.

11. How will this project benefit school children?

Twenty percent (20%) of the population along the corridor are children between the ages of 5-17. The proposed project emphasizes the connections to 5 schools within a 1/4 mile and a 6th school within a 2/3 mile. This project will add to the bicycle network in this community, providing safe routes to schools by connecting to other bike routes along: Virginia Avenue, 12th Street, 15th Street, Oak Street between 12th and 48th Streets. Additionally, Monterey Park is adjacent to the corridor and Coronado Park (with a public pool) is a 1/4 mile away from the corridor.

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

- 1) St. Mary's High School (.11 miles north)
- 2) North High School (.24 miles north)
- 3) Whittier Elementary School (.2 miles south)
- 4) Ralph Waldo Emerson Elementary School (.25 miles south)
- 5) William T Machen Elementary School (.15 miles east)

13. How does the project benefit persons with disabilities?

The project will meet or exceed MUTCD, AASHTO and all local, regional, state and federal ADA design guidelines.

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14. The project is: (Check one)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)

List:

This project is priority #13 in the adopted Phoenix Comprehensive Bicycle Master Plan. A portion of the project (3rd to 7th Streets) is within the Midtown Transit Oriented Development District Policy Plan which calls for streets to be complete and for mobility opportunities to be enhanced.

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.

Encanto Village Planning Committee
Midtown Transit Oriented Development Steering Committee
City of Phoenix: Street Transportation, Transit, and Planning and Development Departments
St. Luke's Health Initiative

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?

Yes. Either a staff person from the Transportation Planning and Programming Division or Traffic Services Division will be committed and assigned to manage the project.

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

Yes. The City of Phoenix has access to, and will provide the consultant information and data as needed.

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:

\$2,000	Scope of Work
\$5,000	Stakeholder and Core Team Meetings
\$18,000	Data Collection
\$15,000	Data Analysis
\$15,000	Project Assessment Report (Draft)
\$8,000	Project Assessment Report (Final)
\$5,000	Executive Summary and Regional Significance Report
\$68,000	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.)?

The anticipated cost of the project is \$500,000.

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

This project is ranked as priority # 13 (out of 39) in the Phoenix Comprehensive Bicycle Master Plan (2014). There is \$2 million set aside annually in the Phoenix CIP for the implementation of the Comprehensive Bicycle Master Plan. This project will be considered during the annual update of the City's 5 Year CIP, and the construction of this project may be submitted for MAG CMAQ funding for FY2019 or FY2020.

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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?

There is \$2 million set aside annually in the Phoenix CIP for the implementation of the Phoenix Comprehensive Bicycle Master Plan. City staff will be going through the annual programming and update of the 5 Year CIP, and the construction of this project maybe submitted for MAG CMAQ funding for FY2019 or FY2020.

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

Yes. The street is currently in the City of Phoenix's maintenance plan, and the additional striping (and other items) will be included when built.

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

One of the goals of this project is to work within the City of Phoenix's right-of-way. An initial assessment of right-of-way indicates that no easements are needed.

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PART E - SIGNATURE AND CHECKLIST

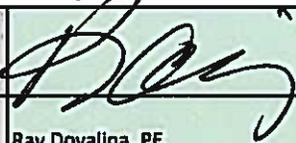
Checklist

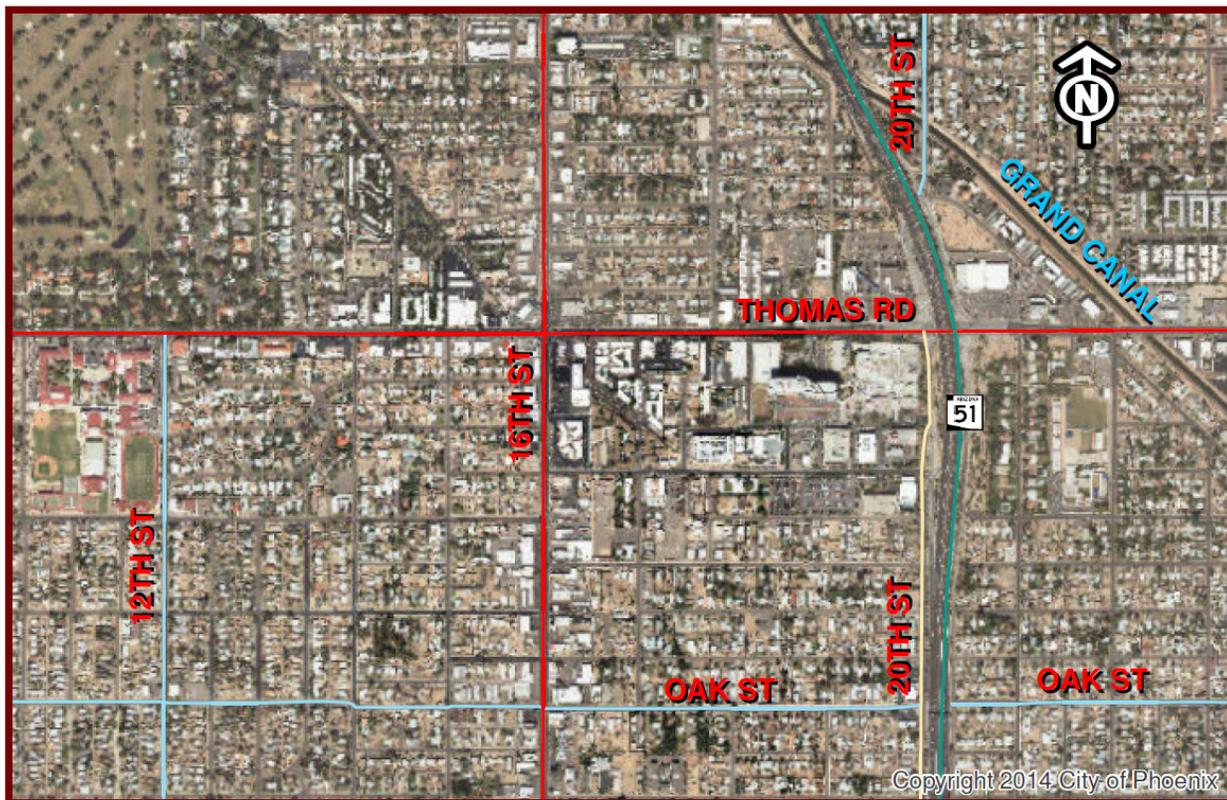
This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

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)	No
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:	Ray Dovalina, PE
Title:	Street Transportation Director
Date:	June 26, 2015



**Attachment 2
Aerial Photos
Oak St. Corridor Project.**



- Single Family Low Density
- Single Family Medium Density
- Single Family High Density
- Multi Family
- Retail Low
- Retail High
- Industrial
- Office
- Tourist Accomodations
- Educational
- Institutional/Religious
- Medical/Nursing Home
- Cemetery
- Public/Special Event/Military
- Other Employment

- Transportation
 - Airport
 - Active Open Space
 - Golf Course
 - Passive/Restricted Open Space
 - Water
 - Agriculture
 - Business Park
 - Mixed Use
 - Vacant
 - Developing Residential
 - Developing Employment Generating
- Data Source: MAG 2012

- ▬ Existing bike lanes
- ▬ Multi-use path
- ▬ Future bike lanes (FY2016)



ATTACHMENT 1

Oak St. Corridor Project Map

Attachment #3 – Photographs of the Oak St/20th Street Corridor



Thomas Rd and SR-51 Frontage Rd. The multi-use path stops at Thomas Rd, and no clear designated bicycle facility north of Thomas Rd. Proposal for a cycle track or protected bike lane.



Oak Street at 20th Street looking west to 16th Street – Need designated bicycle facilities.



Oak Street @ 12th Street looking West to 7th Street. Need designated bicycle facility.



Oak Steet @ 7th Street. HAWK to cross.

Encanto

VILLAGE PLANNING COMMITTEE



June 25, 2015

Maricopa Association of Governments
Bicycle and Pedestrian Committee
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Oak Street Corridor & SR-51 Frontage Road Bicycle Improvements
Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

I am writing to ask for your support for the city of Phoenix's application for a Design Assistance grant for the Oak Street Corridor (3rd St. – 20th St.) & SR-51 Frontage Road (Thomas Rd. to Grand Canal) Bicycle Improvements. This project will have significant benefits for the residents of the Encanto Village, the city of Phoenix and the region, including multimodal connectivity, connecting people to essential education and employment centers and services, as well as improving bicycle and pedestrian safety. Community input for the recently completed update of the city's General Plan overwhelmingly emphasized the importance of connectivity and access to all modes of transportation.

This project will improve multimodal connectivity in the region as it will link to the Central Avenue and Encanto Boulevard light rail station, Central Avenue, 7th Street and 16th Street bus routes and the multi-modal trail along the State Route 51. Improvements in this corridor will serve households with a range of income levels, encouraging access to schools, activity and commercial centers.

Anticipated improvements include safety improvements for bicyclists and pedestrians at major intersections, the addition of bicycle lanes to Oak Street from 3rd Street to 20th Street. Increasing bicyclist and pedestrian infrastructure and safety is a top priority of the city of Phoenix. This proposal provides a strong link to a number of city initiatives and major investments in the area, including the Midtown Transit Oriented Development Policy Plan (ReinventPHX), the Phoenix Comprehensive Bicycle Master Plan and Phoenix's Complete Streets Program.

For these reasons, I respectfully ask for your support of the city of Phoenix's application for a Design Assistance grant. Thank you for your consideration.

Sincerely,
DocuSigned by:
Dan Carroll
0E6604BF32CB48B...
Dan Carroll
Chair



MIDTOWN DISTRICT STEERING COMMITTEE

June 25, 2015

Maricopa Association of Governments
Bicycle and Pedestrian Committee
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Oak Street Corridor & SR-51 Frontage Road Bicycle Improvements
Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

I am writing to ask for your support for the city of Phoenix’s application for a Design Assistance grant for the Oak Street Corridor (3rd St. – 20th St.) & SR-51 Frontage Road (Thomas Rd. to Grand Canal) Bicycle Improvements. This project will have significant benefits for the residents of the Midtown Transit Oriented Development District and the city of Phoenix, including multimodal connectivity, connecting people to essential education and employment centers and services, as well as improving bicycle and pedestrian safety. Community input during the ReinventPHX planning process for the recently completed Midtown Transit Oriented Development Policy Plan, overwhelmingly emphasized the importance of walkability and bikeability and access to all modes of transportation. As such, improvements in the Oak Street corridor are consistent with the mobility goals of the adopted policy plan.

This project will improve multimodal connectivity in the region as it will link to the Central Avenue and Encanto Boulevard light rail station, Central Avenue, 7th Street and 16th Street bus routes and the multi-modal trail along the State Route 51. Improvements in this corridor will serve households with a range of income levels, encouraging access to schools, activity and commercial centers.

Anticipated improvements include safety improvements for bicyclists and pedestrians at major intersections, the addition of bicycle lanes to Oak Street from 3rd Street to 20th Street. Increasing bicyclist and pedestrian infrastructure and safety is a top priority of the city of Phoenix. This proposal provides a strong link to a number of city initiatives and major investments in the area, including the Midtown Transit Oriented Development Policy Plan (ReinventPHX), the Phoenix Comprehensive Bicycle Master Plan and Phoenix’s Complete Streets Program.

For these reasons, I respectfully ask for your support of the city of Phoenix’s application for a Design Assistance grant. Thank you for your consideration.

Sincerely,
DocuSigned by:

Dan Carroll
Dan Carroll
Chair



A Catalyst for Community Health

June 25, 2015

Maricopa Association of Governments
Bicycle and Pedestrian Committee
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Oak Street Corridor & SR-51 Frontage Road Bicycle Improvements
Design Assistance Application for FY 2016

Dear Members of the Bicycle and Pedestrian Committee:

St. Luke's Health Initiatives (SLHI) is writing in support of the city of Phoenix's application for a Design Assistance grant for the Oak Street Corridor (3rd St. – 20th St.) & SR-51 Frontage Road (Thomas Rd. to Grand Canal) Bicycle Improvements. This project will have significant benefits for the residents of the Midtown Reinvent PHX District and the city of Phoenix, including providing an important health asset close to where residents live, work and learn.

SLHI is a Phoenix-based health foundation whose mission is to support and improve the health of Arizonans. While access to high-quality medical care is important, researchers have shown repeatedly that at least 80 percent of our health is influenced by factors outside the medical care system. Access to safe and no-cost recreation options and opportunities to choose transportation alternative other than a car have proven to play a critical role in everyday decisions that lead to health. We see these improvements as playing this role in Phoenix—providing recreation and transportation options.

SLHI is a primary partner with the city of Phoenix on Reinvent PHX. As the primary author of the health element, SLHI assessed the existing conditions of healthy eating and active living assets in the study area and made recommendations for future investments, with the goal of improving the health of residents. Portions of the proposed improvements fall within the Reinvent PHX project area. As part of our assessment, we held community workshops with hard to reach residents, which included those with

St. Luke's Health Initiatives

2929 N. Central Ave., Suite 1550

Phoenix, Arizona 85012

602-385-6500 **T**

602-385-6510 **F**

info@slhi.org **E**

www.slhi.org **W**

language barriers and lower income families. These residents also performed walking audits of area.

Through our outreach efforts, we repeatedly heard that residents wanted to walk and bike more, but the current environment made doing so difficult, if not dangerous. For many residents, walking, biking and taking public transportation are a necessity that result in injury because of poor infrastructure design.

We believe that the proposed improvements will be an important health asset to Phoenix residents by providing an opportunity to be active and enhance their quality of life. We respectfully ask for your support of the city of Phoenix's grant application. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Suzanne Pfister". The signature is written in a cursive, flowing style.

Suzanne Pfister
President and CEO
St. Luke's Health Initiatives