

CMAQ/TA MAG Bicycle and Pedestrian Committee Rank Sheet

Temporary ID assigned	Applicant City	Name of Project	TOTAL FEDERAL \$ REQUESTED (from Part E, #15, Cell H27)	Clarifying Question(s)	10.20.2015 meeting, brief notes
APJ-18-BPB-001	Apache Junction	Winchester Road Bicycle and Pedestrian Improvements	\$1,289,994.00	1) How long is the project (linear feet or miles)? 2) What other bikeways/sidewalks are in this area? How will the network connect after this is built?	Add bike lanes and sidewalks to both side of roadway, and allow transport to schools out side of this area due to school closure. This was a design assistance (DA) project. This is the fourth segment of the project. Q: Any Bike-Ped crossings identified? A: No crossings to date for midblock crossings. We looked at all avenues during DA. Q: What is the speed limit? A: 30 mph. Q: Do you have all ROW? A: We have enough for the 5' attached sidewalks. In this area, we are trying to fit within the current ROW. We have time to request donated ROW, it may be considered. Q: Any drainage concerns? A: During Design Assistance we did work with water district and other utilities. A storm drain could be advantageous, we have added some components. Q: The 5' does meet the requirements.
AVN-18-BPB-001	Avondale	Agua Fria Trail Phase II	\$1,168,377.00	1) In Part B #27 you checked that "Agency owns all ROW Needed" yet in Part B #28 that "The project is located in 98% ADOT right-of-way and 2% in City right-of-way. The City of Avondale and ADOT will coordinate right-of-way as part of the JPA/IGA" – please clarify. Also, please provide summary of project support from ADOT. 2) What is the alternative route without this bridge? How do people get to Friendship Park north of I-10 or the existing trail south of I-10? 3) How does this connect to the larger existing bike and pedestrian network in the area? What destinations surround this area?	Chris Hamelton. We are breaking this into two phases, this is the second phase. This area will include 408 permits, wetlands and the ADOT ROW are included. This is a bridge across the ADOT drainage canal, then to an at grade crossing. Moving the location would not work well for the pedestrians needing this location. From Peoria all the way down, to this location gets people across into the park and across the I-10. Q: What was phase I? A: It was our FY2017 project that is currently underway.
CHN-20-BPB-001	Chandler	Chandler Boulevard Bike Lanes: I-10 to 54th Street	\$454,597.00	1) The text got cut off in the application on #19 and #22. Please list all the destinations	Jason. There will be 17 miles of contiguous bike lanes with this project. We do have a letter of support from ADOT to cross the I-10. Do need to acquire some ROW in a few segments. We will be using the Valley Path signage. Some curb cuts are needed, ADA compliance will be completed. Bridge over I-10 is a restripe. Q: Destination? A: Trip generators are employment, South Gate, multiple employment centers, hotels and retail on main frontage road.
ELM-18-BPB-001	El Mirage	Varney Road Sidewalk Connection	\$104,352.00	1) Please clarify, in Part B #31., the "large utility box to be removed with the El Mirage Road Improvement Project," is this removal part of another City project that will be coordinated with Varney Road Sidewalk Connection since there are no Utility Relocation costs indicated in the Cost Estimates? 2) What is the linear distance? ¼ mile? 3) Will the sidewalk be attached or detached from curb? If detached, how wide is the buffer?	Chris Houser. Less than 1/2 mile from two schools. Complete an attached sidewalk with some meandering around light fixtures, etc. This reduces grading and drainage. On west end an APS cabinet needs to be relocated, will be moved across the street. El Mirage road is currently undergoing improvements. Q: speed limit? A: 25 mph.
GLB-19-BPB-001	Gilbert	Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge	\$2,829,943.00	1) Is it possible to add bike lanes to the detour route? Are they already planned? Why or why not? 2) As part of the Sun Circle Trail, will this bridge be equestrian friendly? 3) Is there a reason UPRR has not installed a fence barrier to prevent existing trespassing until the bridge is built?	Rob Buchanon, Parks and Rec Director. Rob Giles, Rec Manager, Kristen Meyers Transp. Fullfills a componant of our master plan. UPPR illegal crossing are an issue. Access to neighborhoods and walkability. Gap closures to maximise what is built. Town commitment to the project. Self directed activities to make improvements. Overpass over the UPRR> 60 mph main line at this location. Current concrete barriers are in place to discourage ped crossing at this location, 1 mile deter to get across the tracks. Usage is very high at this location; over 100 per day. Project is part of the Sun Circle trail and the RR is a barrier on this trail. Kristen: Q: What is the barrier that is there? A: Jersey barriers are along both sides of the tracks. with the pegs. Along Gilbert and elliot there are not bike lanes, plans are in place and id'd these locations. Q: User friendly equestrian? A: More in our Lindsey road area, those areas have larger parcels that accomdate horses. The bridge will accomodate most horses, size may be a limit. Q: Access to the school? A: Access to the school is limited. Academy has green space, looked at in the feasibility study with the spiral type bridge that does not allow full access for this specific school.
GLN-18-BPB-005	Glendale	Camelback Road, 79th Ave to 83rd Ave Sidewalk Improvements	\$257,156.00	1) In Part B #8 you checked "Landscape buffer between sidewalk and roadway" but in Part B #2 you did not check "Detached Sidewalk with 4' min. buffer" – will there be a buffer, if so, what is the width, or will sidewalk be curb-attached only? Please clarify.	Purab: Sidewalk connectivity improvements. Buses on both side of the streets. Activity centers on all four corners. School on east end of the project. While the side walk is detached, the offset may not be consistant through out the project due to utilities. We are updating our Plan, this has been id'd. Project is in a high poverty rate area. We have all ROW needed. Will support transit and neighbor connectivity. Q: what is the width of existing sidewalks on Camelback? A: ? may be 5' wide. -We would match existing widths.

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GLN-19-BPB-002	Glendale	Paradise Lane, 55th Avenue to 59th Avenue Sidewalk Improvements	\$233,110.00	1) In the photo it looks like one lane in each direction but #5 says two lanes in each direction. Other questions say 2 total. 2) Is there continuous sidewalk on the other side of the street?	Purab: 1/2 mile collector street. Sidewalk project there are existing bike lanes on the roadway. Only south side has sidewalks, this project would add sidewalks on the north side. Promote transit ridership. Q:
GLN-19-BPB-004	Glendale	SR101L, Bethany Home Rd to Maryland Ave Pathway Improvements	\$731,768.00	1) In Part #28, "Project will require an easement from ADOT under the Maryland Avenue structure," please provide a summary of your discussion with ADOT.	Purab: Connect existing grand canal multi use path w of the 101. This project would go north to connect to Maryland. Also strip bike lanes on Maryland. Q: Do you need easement from ADOT. A: There is existing easement for the current underway project that this project would also use. Q: How does the Grand Canal connect to this? A: we don't have this here. Q: West of xxx, you have a multiuse path, is this for horses? A: This would not have paved for horses.
GLN-20-BPB-001	Glendale	67th Avenue and Orangewood Avenue Sidewalk Improvements	\$1,097,275.00		Purab:
GLN-20-BPB-003	Glendale	71st Avenue and Orangewood Avenue Roadway Improvements	\$947,621.00	1) What is the ADT on 71st Avenue and on Orangewood Avenue? Including 67th Avenue gives cross traffic info but doesn't give an idea of the traffic adjacent to the proposed sidewalk and bike lanes.	Purab: Q: ADTs, A: They don't have the large volumes of traffic, nearest roadway is an arterial. Q: The highschool: A: They do access the school here. We have a SRTS project also. This area has 40% range of kids walking, getting to the bus. Q: are you going to put any other bike lanes on other xxx? A: we do for all arterials, this project was missing curbs etc.
MES-19-BPB-001	Mesa	Southeast Pathway (Phase 2): Elliot Road to Hawes Road	\$2,032,624.00	1) Is Phase 1 existing? 2) How many people per square mile? It looks like it was entered wrong. 3) In Part #28, "The facility will be located in ADOT's right-of-way . . . requiring the development of an IGA/JPA and obtaining a ROW construction permit," please provide a summary of your discussion with ADOT.	Mesa: Current segment number 2 of this project is going out for design now. Segment 2 of 3. This is the 3rd segment. Years of work with ADOT to complete this full project. Connections are Phx-Mesa Gateway, Eastmark housing, ASU connectivity. Airpark is moving some internal aspects. Q: what is the population density? A: Need this.
MES-19-BPB-003	Mesa	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McDowell Road	\$2,003,013.00	1) How many people per square mile? It looks like it was entered wrong. 2) What is the speed limit on McKellips Road, where the ADT was taken?	This has high connectivity to Mesa, Tempe, Scottsdale and Phoenix. Connects at consolidated canal, then to eastern canal. Transit facility on the north. Granite reef dam and Maricopa trail system are then connected. Arterial traffic signalized at crossings. Wanted the trail to connect to the monument and park to the north. This segment of the trail was designed many years ago due to community comments. Now the residents want the project and asking for it to be built. At the area it meets on the south side is the Porter Park path project currently underway. Q: A: hand off to a designer to update. Q: on McKellips what is traffic like? A: 20's to 25 aa traffic volumes. after 202 was built arterial volumes dropped substantially. McKellips is considered a major arterial.
MES-20-BPB-002	Mesa	Southeast Mesa Sheared Use Path (Phase 3): Power Road to Hawes Road	\$2,806,072.00	1) In Part #28, "The facility will be located in ADOT's right-of-way . . . requiring the development of an IGA/JPA and obtaining a ROW construction permit," please provide a summary of your discussion with ADOT.	Getting over the RWDC , is the challenge. ADOT has designed their ramps over the RWDC. We are going to use ADOT's ellivation for a portion of the bridge. It is the biggest expence for this project. Q: What is the bridge connectivity. A: xxxx, Q: Is all ADOT ROW? A: Yes it is in ADOT's ROW and some unincorporated lands, ADOT has covered this in thier project. Our project is within. Q: On ADOT ROW will you need more? A: If it is identified during design; yes. Q: Have all the alignments been identified? A: Where its on the east side we may deviate.
PEO-18-BPB-001	Peoria	83rd Avenue Sidewalk and Bike Lanes	\$614,836.00	1) What transportation improvements are planned when the adjacent land is developed in the future?	Brandon: We have ROW for 1/2 street, but a 1/4 street is still missing. We are going to address the grading, and other elements throug design. Restripe each side of the street. Q: Some day the other plan will be competed; how will you control this/ A: we will have 36' of asphalt when done. We will shave off some of the asphalt with full improvements. Side walk will stay in place. The land of the west side is pretty much mountain, just north there may be some development. We will work with those developments that come in. Also it may not devleop for quite some time. Q: You did not get design assist? Have you started design? A: it will be in our 2016 CIP; but funding is not secured just yet. Q: Once you do get fed funding, does this help? A: Yes, it will be funded through our CIP.

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PEO-20-BPB-002	Peoria	New River Multi-Use Path: Pinnacle Peak Road to Happy Valley Road	\$539,622.00	1) What is the speed limit on 67th Ave where the ADT was taken? 2) In Photo 1, is that proposed area one where a new easement is needed?	Brandon: Hve had meeting with Vicancia Bike club. Joint project with Glendale and Peoria on the New River Path; at 60% design. Other portions of this path (non devleoped) are starting to over grow. ROW from Hatfield to xxx, we have to aquire land from BLM. So far the alignment needs to be determined first. This path at the south by the residential community, want it further away from their property. Also need to work with Glendale to make connection. On norht segment, there are two sharp turns that we can realign these, need ROW for this.
PHX-18-BPB-002	Phoenix	City of Phoenix Bikeshare Expansion Project (2018)	\$918,426.00	1) How many miles of striped bike lanes (not routes) and off-street paths will be connected by these new stations? 2) What future bike lanes and paths are planned in the 5-year CIP in this new service area? 3) The text on #34 got cut off in two cells, please clarify your answer 4) Few bike share systems are assisting low-income users to get memberhips. How is/will GRID reach low-income users?	
PHX-18-BPB-005	Phoenix	2018 Phoenix Pedestrian and Bicycle HAWK Crossing Project	\$1,770,011.00	1) How many collisions have occurred at these locations? 2) What type of traffic enforcement has been done? 3) Are there crossing guards at any of these locations during school hours? How many locations? 4) Which of these locations have bike lanes or a path existing? 5) What is the ADT and speed limit for the other locations? 6) In Part E #10, "City of Phoenix Capital Construction Funds (CCF)" is identified as source of maintenance funding but Part E# 9, Expected Annual Maintenance Cost – shows \$0 – explain.	
PHX-19-BPB-001	Phoenix	Connecting the Gap on Roeser Road: 32nd Street to 36th Street Bicycle & Pedestrian Improvements	\$888,895.00	1) I think the people per square mile was entered wrong – it only says 22. 2) #33 – Phoenix has a Complete Streets ordinance, so the first two cells should say Required or Recommended shouldn't they?	
PHX-19-BPB-006	Phoenix	2019 Phoenix Pedestrian and Bicycle HAWK Crossing Project	\$830,783.00	1) How many collisions have occurred at these locations? 2) What type of traffic enforcement has been done? 3) Which of these locations have bike lanes or a path existing? 4) What is the ADT and speed limit for the other locations? 5) In Part E #10, "City of Phoenix Capital Construction Funds (CCF)" is identified as source of maintenance funding but Part E# 9, Expected Annual Maintenance Cost – shows \$0 – explain.	
PHX-19-BPB-009	Phoenix	Friendly House Safe Streets, Safe Routes to School Project	\$1,084,196.00	1) Is there existing sidewalk on Monroe and on Durango? 2) The text cut off in the cell for page 4, #9. Please clarify your answer 3) The project says 0.6 miles will be built. Is it 0.6 miles of streets with sidewalk on both sides? If so, wouldn't that make it 1.2 miles of new sidewalk, curb, and gutter?	
PHX-20-BPB-003	Phoenix	City of Phoenix Bikeshare Expansion Project (2020)	\$918,426.00	1) How many miles of striped bike lanes (not routes) and off-street paths will be connected by these new stations? 2) What future bike lanes and paths are planned in the 5-year CIP in this new service area? 3) Few bike share systems are assisting low-income users to get memberhips. How is/will GRID reach low-income users?	

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PHX-20-BPB-004	Phoenix	Van Buren Street Pedestrian and Bicycle Improvements	\$2,310,350.00	1) #33 – Phoenix has a Complete Streets ordinance, so the first two cells should say Required or Recommended shouldn't they? 2) #35, what are the Four Measureable Outcomes of Reinvent Phoenix? You have room to describe them here, so you should give more detail. 3) This cost estimate seems high for a 2-mile long restripe project with landscaping and lighting. Will this include changing or adding raised medians, new curb and new sidewalk, obliteration of old striping and slurry seal?	
PHX-20-BPB-007	Phoenix	2020 Phoenix Pedestrian and Bicycle HAWK Crossing Project	\$1,121,227.00	1) How many collisions have occurred at these locations? 2) What type of traffic enforcement has been done? 3) Which of these locations have bike lanes or a path existing? 4) What is the ADT and speed limit for the other locations? 5) In Part E #10, "City of Phoenix Capital Construction Funds (CCF)" is identified as source of maintenance funding but Part E# 9, Expected Annual Maintenance Cost – shows \$0 – explain.	
PHX-20-BPB-008	Phoenix	Mountain View Safe Streets / Safe Routes to School Project	\$1,428,494.00	1) #12 says "N/A" but the question IS applicable to this type of project. It is only Not Applicable if there are no nearby neighborhoods or adjacent land uses. So, please describe how this project will improve access from nearby neighborhoods and/or adjacent uses. 2) What is the ADT of the streets the new sidewalks will go on? 3) The project says 0.6 miles will be built. Is it 0.6 miles of streets with sidewalk on both sides? If so, wouldn't that make it 1.2 miles of new sidewalk, curb, and gutter?	
PVY-19-BPB-001	Paradise Valley	Lincoln Drive Sidewalk Expansion	\$1,958,977.00	1) What is the linear distance of this project? On one question it says 2-miles, so I just want to verify.	Jeramy: Sidewalks to connect between Phx and Scottsdale, it has 5 segments. 40 mph on Lincoln, phx mtn preserve, churches, commercial activity, ritz carlton development going in. Not ADA accessible, need to address grading, drainage. We will include wayfinding signage. Need a 15' easement for segments D and E. Q: The Ritz will put in sidewalk for their development on thier side; they are going to council in the next couple of months with their project.
QNC-19-BPB-001	Queen Creek	Queen Creek Wash Trail Extension	\$969,248.00	1) AASHTO Guide for the Development of Bicycle Facilities recommends a "At a minimum, a 2-foot graded area with a maximum 1V:6H slope should be provided for clearance from lateral obstructions such as bushes, large rocks, bridge piers, abutments, and poles." Will a graded area be included as part of the project? Also, other than outreach efforts mentioned, any measures to mitigate bicyclist-equestrian conflicts? (e.g. maintenance of adequate sight lines so that bicyclists and equestrians are able to see each other well in advance or signing that clarifies appropriate passing techniques and yielding responsibilities). 2) What is meant by "2 lifts of 4-foot asphalt?" Why will asphalt be used instead of concrete? 3) How will the asphalt be maintained since it has a shorter life-cycle than concrete and can be prone to more cracking? 4) Will there be an adjacent compacted, unpaved surface for equestrians or will the asphalt be non-slip and equestrian friendly?	Troy White: This is a continuing link in our 14 mile loop prject. It connects the Maricopa Trail on the West that then connects to the Pinal county trail system on the east. Crossing Ellsworth road incldues to go under the bridge. Already a bridge for the RR. Esquestrian riders like this separation. We are not (asphalt corrention needed). We dont use cement in our trail system. Our streets are 100% covered through the maintenance program and trails are treated as if it is a roadway. The trail is also included in this. Q: Who owns the land? A: small portion is privately owned. QC owns most of the property. Private owners want the trail system.
SCT-18-BPB-001	Scottsdale	McDowell Road Bike Lanes: Pima Road to 64th Street	\$3,152,449.00		
SCT-19-BPB-003	Scottsdale	Underpass at Chaparral Road and Indian Bend Wash Path	\$1,182,569.00		
SCT-19-BPB-004	Scottsdale	Via Linda and Central Arizona Project (CAP) Canal Underpass and Path	\$1,735,830.00		

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SCT-20-BPB-002	Scottsdale	Osborn Road Complete Street: Hayden to Scottsdale Road	\$1,214,450.00		
SUR-19-BPB-001	Surprise	Bullard Avenue Multimodal Corridor Enhancement Project	\$1,551,235.00	1) The text in #5 got cut off. Please clarify your answer 2) What is the ADT on Bullard Avenue? 3) How will the bike lanes be separated from the sidewalk? 4) In Part B #6 you state that, "In August 2015, the City implemented a road diet by eliminating one travel lane in each direction and used the pavement space to provide one neighborhood electric vehicle (NEV) lane in each direction and provided continuous bicycle lanes along Bullard Avenue" but then, in #10, you state, "Adding a continuous bike lane will discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common," and bike lanes don't show in "Attachment 4 - Existing Typical Crossing Section of Bullard Avenue." Are there bike lanes now or are they proposed with this application? Please clarify. Also, note that, as stated in AASHTO Guide For the Development of Bicycle Facilities (checked in #32 as one of the guidelines used to develop project), "provision of a pathway adjacent to the road is not a substitute for the provision of on-road accommodation such as bike lanes, but may be considered in some locations in addition to on-road bicycle-facilities" (p. 5-8).	
SUR-19-BPB-002	Surprise	Grand Avenue Sidewalk Construction Project	\$2,293,727.00	1) Have there been bike/car or ped/car collisions in this area? 2) Is there an existing bike lane or is that a striped, paved shoulder only? 3) City had ADOT Urban Project Management support, July 2014 letter, for the Design Assistance funding (Grand Avenue from Sunrise Boulevard to W. Yorkshire Drive and to complete a missing segment of sidewalk in front of the Century Link building). What updates do you have from ADOT as owner and operator of this segment of Grand Avenue, e.g. commitment to provide permits for construction work?	
SUR-19-BPB-003	Surprise/EI Mirage	Pedestrian Enhancements at Greenway Road and Thompson Ranch Road	\$203,452.00	1) Does this crossing connect to continuous sidewalk on both streets? 2) Will the crossing be in an area that the curve does not limit the sight line for approaching drivers?	
TMP-18-BPB-002	Tempe	McClintock Drive Shared Use Path Underpass	\$1,231,275.00	1) What is the ADT for McClintock?	
TMP-18-BPB-004	Tempe	Western Canal Multi-Use Path / The Missing Link	\$793,063.00	1) The text in #9 got cut off. Please clarify your answer.	
TMP-19-BPB-001	Tempe	Alameda Drive Bicycle / Pedestrian Improvements	\$1,584,282.00	1) #14: Total length of bikeways directly connected by this project (in miles) – it was blank. Please clarify. 2) #15-17 was blank, but isn't there transit routes and stops there? 3) What is the ADT on Alameda? Any of the major intersecting streets?	
TMP-20-BPB-003	Tempe	North South Rail Spur Multi-Use Path Project	\$2,315,065.00	1) Part B #27 ROW to be acquired is checked but Part D in row "C. Right-of-Way Acquisition" shows "\$0.00." Please explain.	

Total Requests \$48,566,790.00