

**FY 2017 Application
Design Assistance Projects
(For Bicycle and Pedestrian Facilities)**



Due: Thursday, June 23, 2016 at 10:00 a.m.
(LATE OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Amount Available: \$400,000



MAG DESIGN ASSISTANCE APPLICATION
DESIGN ASSISTANCE Funding Available for Federal Fiscal Year 2017

General Instructions:

This Excel form is to be used to request Design Assistance funding available through the Maricopa Association of Governments (MAG) for Federal Fiscal Year (FFY) 2017.

This application form includes:

- General Instructions
- Project Eligibility
- FHWA Policy for Repayment of Preliminary Engineering (PE) Costs
- MAG Disadvantaged Business Enterprise (DBE) Requirements
- Cover Sheet
- Part A - Contact and Project Overview
- Part B - Project Description
- Part C - Attachments
- Part D - Project Costs
- Part E - Checklist and Signature Page

Each part is a separate tab of this excel file. Please complete the Cover Sheet and Parts A - E.

Deadlines and Transmittal Instructions:

ONE Electronic Copy of the application is due to MAG by **10:00 a.m. Thursday, June 23, 2016**. The electronic application must include the Excel Application and all required/optional attachments. **ZERO (0) paper copies** are required for this application process. FTP Submittal Instructions will be provided upon request by applicants. Please email jstephens@azmag.gov to receive submittal instructions.

- 1) Submit your application via the FTP submittal instructions provided by MAG.
- 2) Send an e-mail to jstephens@azmag.gov to notify MAG that your application has been submitted.
- 3) You will receive an e-mail receipt from MAG notifying you that your application has been received.**

Late or incomplete applications will not be accepted.

If member agencies need additional information or have questions, they should contact Jason Stephens at (602) 452-5004 or by e-mail at jstephens@azmag.gov

MAG DESIGN ASSISTANCE PROJECT ELIGIBILITY

According to the Federal Highway Administration (FHWA), activities to develop the scoping phase/preliminary engineering for a project through the Design Assistance program may include:

- **Projects must be transportation facilities and not recreational facilities (do not use the word "trail")**
- Location, project area, length or size
- What is the need? Who will benefit?
- Design concepts or renderings
- Maps, graphics and photographs
- Coordination with nearby projects, other agencies and stakeholders
- Preliminary estimates of cost
- Preliminary review of environmental issues, impacts or constraints
- Preliminary review of anticipated utility impacts and drainage issues
- Preliminary look at right-of-way both existing and needed

Categories include:

1. Completion of the Regional Shared-Use Path and Canal Network, including:

- Shared-use path crossings or designated school crossing
- Mid-block crossings, not limited to pedestrian refuge islands and HAWK beacons
- Grade-separated crossings, such as underpasses and overpasses
- Facilities to provide access to regional shared-use path network

2. Bicycle and Pedestrian Access to Transit, including:

- Assessment of a one-mile radius around existing transit corridor to identify gaps and propose solutions for pedestrian and bicycle access to the transit facilities
- Assess the feasibility of constructing a bicycle, pedestrian, or shared-use facility

3. Bicycle and Pedestrian Facilities, including:

- Feasibility of constructing a bicycle, pedestrian, or shared-use facility including along the existing regional path and canal network
- Gap filling/creating links, such as cul-de-sac connections and sidewalk easements between isolated neighborhoods
- Sidewalk improvements; bike lanes/paths and shoulders

Studies/Project Assessment/Preliminary Engineering projects will reference the MAG Pedestrian Design Guidelines, the MAG Bikeway Masterplan, the MAG Complete Streets Guide, MAG Regional Bicycle and Pedestrian Pathway-Rail Recommendations, the MAG Valley Path Brand & Wayfinding Signage Guidelines, the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and American Association of State Highway and Transportation Officials (AASHTO) Standards. Studies will also include pertinent

FHWA POLICY FOR REPAYMENT OF PRELIMINARY ENGINEERING (PE) COSTS

The FHWA must require repayment of all Federal-aid reimbursements for Preliminary Engineering projects, including those authorized under the Advance Construction provision, when either right-of-way acquisition or construction has not started by the close of the 10th fiscal year following the fiscal year when the project was authorized.

The FHWA cannot grant an outright waiver of 23 U.S.C. 102(b). However, the FHWA may approve a State's request for a time extension to complete PE activities on a project that has been delayed for valid reasons.

The FHWA has a longstanding practice of not mandating repayment of PE funds when project termination is directly related to compliance with another Federal law. For instance, repayment of reimbursed PE costs would not be required if the FHWA and a State determine that a project should not be advanced as a result of findings during the National Environmental Policy Act (NEPA) process. To do otherwise could skew the NEPA process by causing a State to favor a "build" alternative to avoid repaying PE costs incurred during the NEPA review.

MAG DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS

Maricopa Association of Governments, as a Sub-recipient of Federal financial assistance, will administer and manage its contracts (from advertising, consultant selection, negotiation, contract execution, processing payment reports and contract modifications and audits) for DBE compliance (e.g., reporting and monitoring)

Maricopa Association of Governments (MAG) has adopted ADOTs DBE program and will ensure compliance with 49 CFR Part 26. It is the policy of ADOT to ensure that DBEs have an equal opportunity to receive and participate in USDOT-assisted contracts. It is also the policy of ADOT:

- To ensure nondiscrimination in the award and administration of USDOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts;
- To ensure that the DBE program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are counted as DBEs;
- To help remove barriers to the participation of DBEs in USDOT-assisted contracts; and
- To assist in the development of firms that can compete successfully in the market place outside the DBE

Each Design Assistance contract with a Consultant will have DBE component.



DESIGN ASSISTANCE APPLICATION
for FY 2017

20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

City of Phoenix

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY
10:00 AM ON THURSDAY, JUNE 23, 2016**

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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 Transportation Department 200 W. Washington St., 5th Floor Phoenix, AZ 85003

Project Description

6. Please provide the Project Title.	20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive
7. Please provide the amount of funding requested:	\$79,500
8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):	The project will focus on implementing the City of Phoenix's 4th priority of the Bicycle Master Plan and connected pedestrian corridor along 20th Street from the Grand Canal to Glendale Avenue and connect to the entrance of Piestewa Peak. This pre-design phase will assess right of way conditions along the corridor, and then determine/design appropriate street crossings, sidewalks, intersection improvements, and bicycle facilities (can possibly include a cycle track) for a low-stress connected corridor. The project will address the bicycle/pedestrian crossing over the Arizona Canal and the disconnected 20th Street segment from Maryland Avenue to Bethany Home.

9. Please provide the project limits:

20th Street: Grand Canal to Glendale Avenue; Glendale Avenue: 20th Street to Squaw Peak Drive

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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 checked="" 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 checked="" type="checkbox"/>	Midblock Crossing

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

20th Street is a "neighborhood" collector street in Central Phoenix, one-half mile east of 24th Street and one-half mile west of 16th Street. 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. Traffic volumes do not exceed 7,000 vehicles per day along the corridor with speed limits ranging from 25 mph to 35 mph. Currently, 20th Street between the Grand Canal and Glendale Ave. has a variety of cross section/right-of-way widths and sidewalk features, as well as intermittent bicycle infrastructure. At the north and south ends of the proposed 20th Street corridor, there are connections to bike paths along the Arizona Canal and Grand Canal. East of 20th Street on Glendale Avenue, is the entrance to Piestwa Peak Park at Squaw Peak Drive. These connections provide the potential for 20th Street to become a key bicycle corridor.

Existing conditions: Glendale Ave.: 20th Street to Squaw Peak Drive: 2 lanes eastbound, center turn lane and 3 lanes westbound. There are neighborhood frontage roads on south side from 20th to 21st St. and on the north and southside from 22nd St to Squaw Peak Drive. Including the frontage roads, the total Street rights of way vary from 100 - 130 feet. There are also traffic signals @ 22nd Street and Squaw Peak Drive.

The City has designated bike lanes along 2.5 miles of this corridor from Osborn Road to Bethany Home Road. However, existing bike lanes along this corridor have not been extended through the six (6) signalized intersections at Osborn Road, Indian School Road, Campbell Avenue, Highland Avenue, Camelback Road, and Missouri Avenue. At each intersections, the two-lane configuration flairs to a 5-lane section at major signalized intersection approaches. At Ocotillo Road, there is a 2-way stop, and at Maryland Avenue, there is a 1-way stop, and at Bethany Home Road, there is a blockade.

20th Street Configuration:

- Glendale Avenue to Ocotillo Road: curb, gutter, and sidewalks adjacent to the street, two way traffic, with a total width of about 42 feet and on street parking.
- Ocotillo Road to 20th St. Cul-de-sac: curb, gutter, and sidewalk on Eastside, two way traffic, with an existing road width of about 38 feet.
- Ocotillo Road to Maryland Avenue: curb and gutter, sidewalk on west side, two way traffic, with an existing road width of about 38 feet and on street parking.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

- Maryland Avenue to Claremont Avenue: about first 550 feet is a private drive, unpaved; about last 400 feet is paved, no curb, no gutter, no sidewalks, two way traffic, with an existing road width of about 20 feet.
- Claremont Avenue to Bethany Home road: no curb, no gutter, no sidewalks, two way traffic, with an existing road width of about 20 feet; road ends before Bethany home with a blockade.
- Bethany Home Road to Missouri Avenue: no curb and gutter on west side, curb and gutter intermittent on Eastside, no sidewalks, one lane in each direction, bike lanes in each direction, with an existing road width of about 40 feet and on street parking.
- Missouri Avenue to Camelback Road: curb, gutter, and sidewalks, one lane in each direction, bike lanes in each direction, with a total width of about 38 feet.
- Camelback Road to Highland Avenue: curb and gutter, detached sidewalk on Eastside, sidewalk on Westside, two lanes in each direction, bike lanes in each direction, with a total width of about 8500 feet.
- Highland Avenue to Campbell Avenue: curb, gutter, and sidewalks, frontage road on Eastside, one lane in each direction with a center turn lane, bike lanes in each direction, with a total width of about 40 feet.
- Campbell Avenue to Indian School Road: curb, gutter, and sidewalks, one lane in each direction, bike lanes in each direction, with a total width of about 39 feet.
- Indian School Road to Osborn Road: curb, gutter, and sidewalks, one lane in each direction, bike lanes in each direction, with a total width of about 38 feet.
- Osborn to Grand Canal: curb, gutter, and sidewalks, one lane in each direction, bike lanes disappear, total width of about 42 feet.

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

With a robust public input process and significant data analysis, the City of Phoenix adopted its Bicycle Master Plan in 2014 and identified 20th Street as the 4th highest priority for a bikeway corridor. The proposed pedestrian/bicycle corridor will provide a continuous 3.75 mile low-stress major north/south connector for the neighborhoods and community. On the east side of SR-51, the project will connect to future bike lanes on Missouri Ave, Campbell Ave, Osborn Road and Squaw Peak Drive. The proposed project will also connect to the \$20 + million Grand Canal shared use path investment.

20th Street is two lane roadway that can provide a safe, easy, low-stress rideable and walkable thoroughfare to connect residents to schools, residents, employment, restaurants and shopping (i.e. Town and Country Shopping Center, Camelback Colonnade Center), and major bus routes. The 20th Street corridor is just east of SR-51, and provides access to 4 bike/ped friendly overpasses and underpasses of the freeway at the Grand Canal, Campbell, Maryland, and the Arizona Canal. Improving 20th Street will provide additional opportunities for people to access places via a contiguous system.

20th Street, between the Grand Canal and Glendale Avenue, falls within the Camelback East Planning Village. Their adopted policy plan (2006) for that village designates 20th Street for a proposed bike lane and as a priority for intersection improvements to accommodate bicyclists. Completing the gaps of the bicycle and pedestrian infrastructure along 20th Street will positively affect the policy plan's Mobility Element Measureable Outcome for Quality Transportation Choices (% of residents who walk, bicycle, transit and carpool to work).

3. Connectivity: (Check all that apply)

- Project fills a gap in the regional system
Explain:

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

The proposed project would fill in the gaps of sidewalks, bicycle lanes that drop/end nearing intersections, and address the lack of bicycle connections at the north and south ends of the corridor. The gaps in the system are noted in 2a.

X Project connects to other local facilities

List the connected facilities:

Piestwa Peak Park, the Arizona Canal bike path, Maryland Avenue and 18th Street bike routes, Campbell Avenue and Osborn Road bike lanes, and the Grand Canal bike path.

Multi Jurisdictional Project

List of Participating Jurisdictions:

32.25 Total length of facilities connected by this project (in miles)

Bike Lanes: Osborn -2 , Campbell - 4, Maryland - 3.75, AZ Canal - 14.5 (paved heading west), Grand Canal - 8 (I-17 to Van Buren)

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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

Framing the north and south ends of the proposed 20th Street pedestrian/bicycle corridor are the Arizona and Grand Canals, which provide a shared use paths to many places and neighborhoods in the City. Adjacent land uses to the 20th Street corridor are predominantly multifamily and single family residential. Major commercial centers (i.e. Town and Country Shopping Center, Camelback Colonnade Center) exist along this corridor at the Camelback Road intersection. The project is adjacent to 2 elementary schools, Granada Park, and will be connecting to the North Phoenix Mountain Preserve/Piestewa Peak. There are two historic neighborhoods (Earll Place and Phoenix Homesteads) that the corridor traverses through.

Additionally, these neighborhoods will be able to safely access the Camelback Corridor and the Phoenix Children's Hospital

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

20th Street does not have a transit route along the corridor, but the proposed project intersects with Routes 70 (Glendale Avenue), 50 (Camelback Road), and 41 (Indian School Road). The boardings at the bus stops that are near 20th Street on these three routes are about: 61 people per day on Route 50; 22 people per day on Route 41, and 7 people per day on Route 70. This project will encourage a safe pedestrian and 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, pedestrian, and bicycle conflicts through a variety of solutions, including annotating bike lanes, possible protected bikeways, curb, gutter, sidewalks, possible intersection improvements, and signs. Conflicts can also be reduced through the possible reduction of vehicle lane widths which encourages slower vehicle speeds.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

3449.0 People Per Square Mile

7.0 % Families in Poverty

12.0 % 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?

This project will benefit families living in poverty (12%) by providing 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.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

9. How will this project benefit minority residents?

About 42% of the residents surrounding the 20th 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 the elderly (12%) 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 one percent (21%) of the population along the corridor are children between the ages of 5-17. The proposed project emphasizes the connections to two schools adjacent to the corridor, three schools within a 1/2 mile, and four schools within 1 mile. This project will add contiguous sidewalks and add to the bicycle network in this community, providing safe routes to schools. Additionally, Granada Park is adjacent to the corridor.

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

- 1) Madison Heights Elementary School
- 2) Madison Camelview Elementary School
- 3) Loma Linda Elementary School

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.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

14. The project is: (Check one)

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

List:

This project is priority #4 in the adopted Phoenix Comprehensive Bicycle Master Plan.

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.

Camelback East Planning Committee
City of Phoenix: Street Transportation, Transit, and Planning and Development Departments
Holy Trinity Church
Lincoln Heights Christian Church

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 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.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

PART D - PROJECT COSTS

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

\$2,500	Scope of Work
\$7,000	Stakeholder and Core Team Meetings
\$18,500	Data Collection
\$18,000	Data Analysis
\$19,500	Project Assessment Report (Draft)
\$8,000	Project Assessment Report (Final)
\$6,000	Executive Summary and Regional Significance Report
\$79,500	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 \$1,250,000 - \$3,000,000. Please know that the cost estimate is dependent on the proposed solutions for a connected bicycle and pedestrian corridor.

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

This project is ranked as priority # 4 (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. Additionally, the City's transportation tax, Prop. 104/T2050, has a goal of increasing sidewalks and bicycle facilities with funding. Proposed projects in the next five years will be determined in the fall and winter of 2016.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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?

This project is ranked as priority # 4 (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. Additionally, the City's transportation tax, Prop. 104/T2050, has a goal of increasing sidewalks and bicycle facilities with funding. Proposed projects in the next five years will be determined in the fall and winter of 2016.

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. Depending on the outcome of this pre-design phase, an agreement with the Orthodox Church at Maryland Ave may be necessary.

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.

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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

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 21, 2016

DESIGN ASSISTANCE FY 2017 APPLICATION

Phoenix: 20th Street - Grand Canal to Glendale Avenue; Glendale Ave: 20th Street to Squaw Peak Drive

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.	
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 21, 2016



Above: Current sidewalk conditions at 22nd Street and Glendale Avenue; Pedestrian signal at beginning of frontage road



Left: Beginning of potential path to connect 20th Street between Maryland Avenue and Bethany Home Road for bicyclists and pedestrians

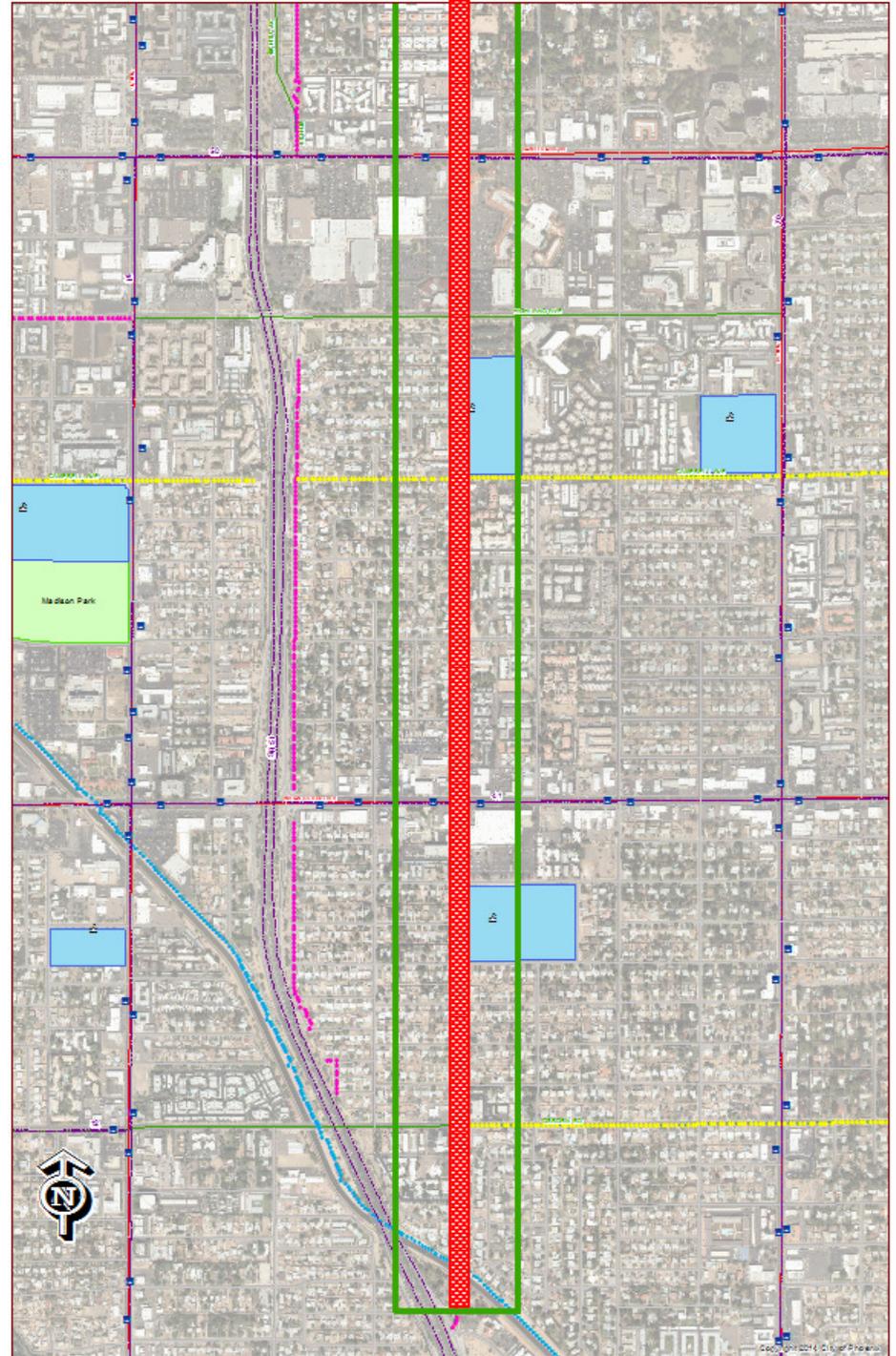
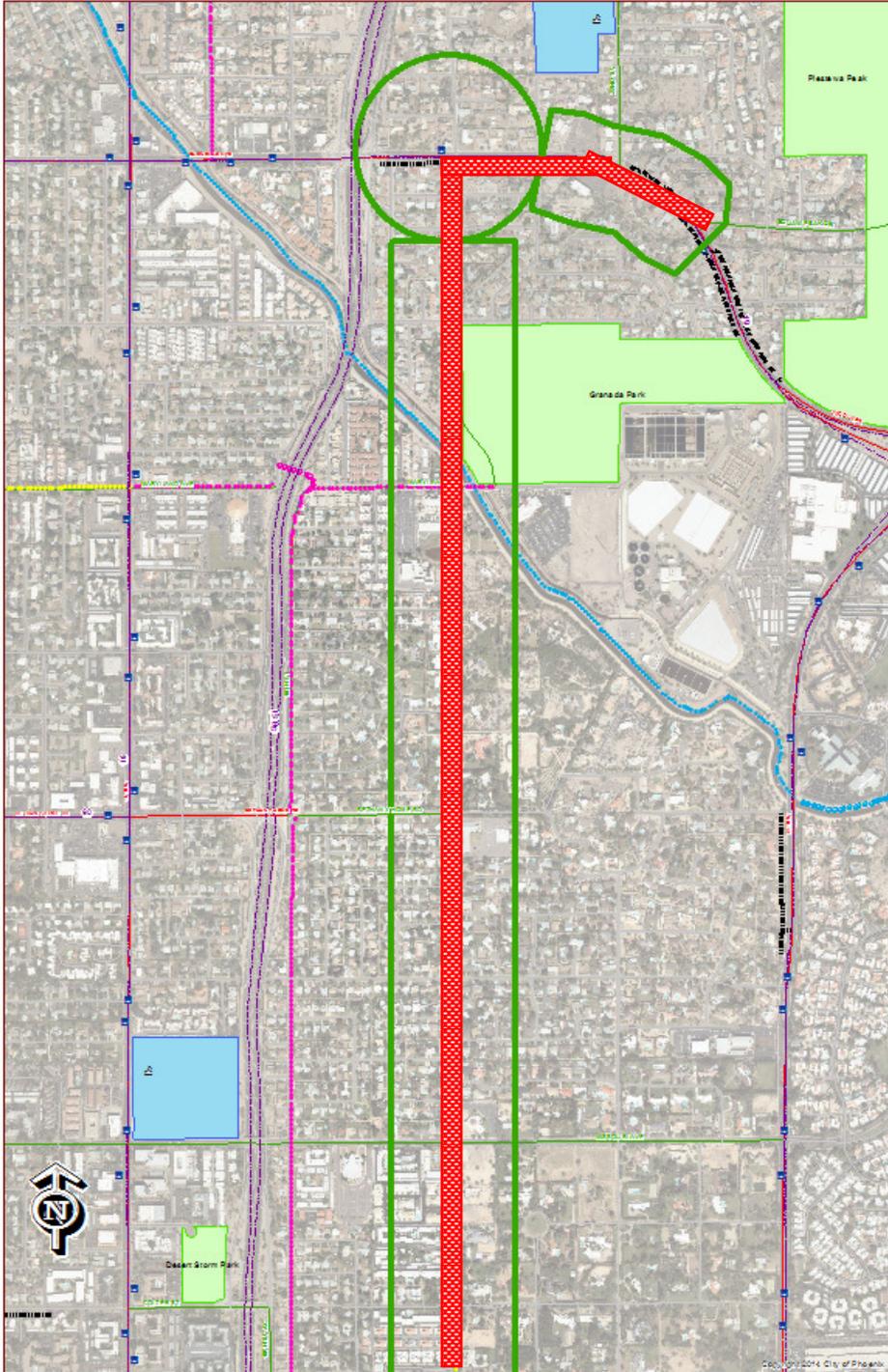


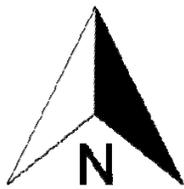
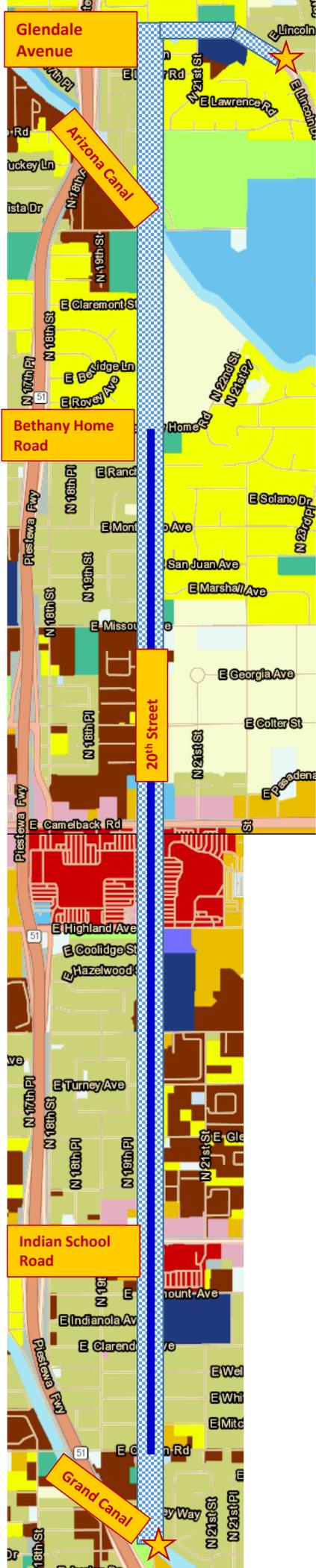
Above: End of potential path connecting 20th Street North and South of Maryland Avenue

Below: Barricade at the end of 20th Street before Bethany Home Road



City of Phoenix - 20th Street - Grand Canal to Glendale Avenue; Glendale Avenue: 20th Street to Squaw Peak Drive





**20th Street - Grand Canal to
Glendale Avenue; Glendale
Avenue: 20th Street to
Squaw Peak Drive**

- Existing Bike Lanes
- Proposed Project

Existing Land Use 2014

- 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

May 24, 2016

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

RE: 20th Street Corridor – Grand Canal to Glendale Avenue Bicycle Improvements
Design Assistance Application for FY 2017

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 20th Street Corridor Bicycle Improvements (Grand Canal to Glendale Avenue and Piestewa Peak Park). This project will have significant benefits for the parishioners of Holy Trinity Church, 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 20th Street to the 70, the 50, and the 41 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 seven intersections, the addition of bicycle lanes to 20th Street from Glendale Avenue to the Grand Canal. 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 Phoenix Comprehensive Bicycle Master Plan (Ranked #4 in priority) 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,



Pete Choukalas

June 7, 2016

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

RE: 20th Street Corridor – Grand Canal to Glendale Avenue Bicycle Improvements
Design Assistance Application for FY 2017

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 20th Street Corridor Bicycle Improvements (Grand Canal to Glendale Avenue and Piestewa Peak Park). This project will have significant benefits for the residents of the Camelback East 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 20th Street to the 70, the 50, and the 41 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 seven intersections, the addition of bicycle lanes to 20th Street from Glendale Avenue to the Grand Canal. 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 Phoenix Comprehensive Bicycle Master Plan (Ranked #4 in priority) 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,



Jay Swart
Camelback East Village Planning Committee Chair