



Transportation Alternatives / CMAQ Application for
FY 2023 and FY 2024 Projects

Regional Path Connectivity About to get Rio Grand

City of Tempe

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 16, 2019 at 10:00 a.m.**

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Tempe: Regional Path Connectivity About to Get Rio Grand

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Tempe
2. Agency Contact Name	Shelly Seyler
3. Phone Number of Agency Contact	480-350-8854
4. E-Mail Address of Agency Contact	shelly_seyler@tempe.gov
5. Mailing Address of Agency Contact	Tempe Transportation Center, 200 E. 5th St, Tempe, Az 85281
Project Description	
6. Please provide the Project Title.	Regional Path Connectivity About to Get Rio Grand
7. Please provide a concise, specific description of the project (250 character limit):	
<p>Construct three multi-use path connections, directly connecting the fragmented Valley Path network that all converge within a half-mile of each other north of Tempe Town Lake. Once complete, low-stress and direct bike facilities will enable regional connectivity by non-motorized means to/from the cities of Phoenix, Mesa, Scottsdale, and Tempe.</p>	
8. Please provide the project limits:	
<p>The project is located north of Tempe Town Lake and south of Washington Street, between Priest and Lake View drives; connecting the Grand Canal, Crosscut Canal, and Rio Salado North Bank Multi-use Paths.</p>	

Tempe : Regional Path Connectivity About to Get Rio Grand

PART B-DETAILED PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

- | | | | |
|-------------------------------------|---|--|--|
| <input type="checkbox"/> | Bicycle Lane (4' min. w/o curb/gutter) | <input type="checkbox"/> | Shoulder paving is within 4-miles of a PM-10 Monitor |
| <input type="checkbox"/> | Bicycle Lane (5' min. with curb/gutter) | <input checked="" type="checkbox"/> | Wide Sidewalk (8' min.) |
| <input checked="" type="checkbox"/> | Buffered Bike Lane | <input type="checkbox"/> | Detached Sidewalk with 4' min. buffer |
| <input type="checkbox"/> | Protected Bike Lane | <input checked="" type="checkbox"/> | Signalized Crossing |
| <input checked="" type="checkbox"/> | Shared-use path (10' min.) | Other: | |
| <input checked="" type="checkbox"/> | Sidewalk (5' min.) | <input style="width: 400px; height: 20px;" type="text"/> | |
| <input type="checkbox"/> | Planning Study | | |

3. What other major elements are included in this project? (Check all that apply)

- | | | |
|-------------------------------------|-----------------------------------|--|
| <input type="checkbox"/> | Bridge (overpass) | Other: |
| <input type="checkbox"/> | Tunnel (underpass) | <input style="width: 400px; height: 20px;" type="text"/> |
| <input type="checkbox"/> | Signalized midblock crossing/HAWK | |
| <input checked="" type="checkbox"/> | Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | | | |
|---------------------------------|--|--|---|
| <input type="text" value="2"/> | Number of Bike racks/lockers | <input type="text" value="2"/> | Number of Seating/Rest Area(s) |
| <input type="text" value="2"/> | Number of Drinking Fountains | <input type="text" value="3"/> | Number of bicycle/pedestrian counting devices |
| <input type="text" value="8"/> | Number of Way-finding Signs | <input type="text"/> | Number of bicycle/pedestrian counting devices |
| <input type="text" value="2"/> | Number of Trash receptacles | Other: | |
| <input type="text" value="20"/> | Number of Trees | <input style="width: 400px; height: 20px;" type="text"/> | |
| <input type="text"/> | Number of new openings in street walls | Anti-graffiti coating on all exposed at-risk surfaces and public art. Bike Repair Station. | |
| <input type="text" value="2"/> | Number of Shade Structures | | |

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

Currently, the extensive Valley Path network of off-street facilities is fragmented within a half-mile of each other by the SR-202, Mill Avenue, Washington Street, Priest Drive, and 56th Street in North Tempe. The existing condition has led users wishing to continue on the Rio Salado North Bank, Crosscut Canal, or Grand Canal Multi-use Path to leave the off-street facility; travel along the sidewalk in a wrong-way direction; cross an unsafe crossing at a freeway on/off ramp; and multiple driveways and busy high speed arterial intersections. The existing system fragments the regional Valley Path network and introduces bicyclist and pedestrians to increased exposure to potential vehicular conflicts. The un hospitable condition discourages less experienced riders and mobility challenged individuals from using the path system.

Tempe : Regional Path Connectivity About to Get Rio Grand

PART B-DETAILED PROJECT DESCRIPTION

6. Please describe the work being done and improvements being made as part of this project.

Construction of these multi-use path connections will ensure a direct, safe, and continuous network of off-street and on-street low stress bike facilities that will connect over 150 miles of bike facilities in the region. Construction will involve a new pedestrian signal on Mill Ave at the southern terminus of the Crosscut Canal, new concrete multi-use path with lighting and landscaping extending to the existing LRT crosswalk at the Grand Canal's northern terminus, buffered bike lanes and new ADA accessible route connecting the Rio Salado North Bank Path at Lakeview Drive to the Grand Canal entrance. The project will also construct an 800' path extension from the existing portion of the Grand Canal in Tempe to the recently completed Phoenix Grand Canalscape that extends west to the I-17.

7. What do you hope to achieve with this project?

The intent of this project is to provide safe access for users of all ages, abilities, and confidence levels to regionally significant destinations in Phoenix, Mesa, Scottsdale and Tempe accessible thru the Valley Path network. Tempe recognizes the need to resolve the non-connectivity of all these regional paths converging within a half-mile of each other. Connecting the paths increases their attractiveness and utility as a major transportation corridor for non-motorized traffic, not only for recreational use but also as a viable commuter route. The project will provide improved safe and accessible off-street path by connecting these major gaps in the corridor. Connecting the paths will also directly provide access to the employment, shopping and recreational locations within the cities of Phoenix, Scottsdale, Mesa, Tempe. Direct, safe, and continuous bike facilities encourage and support the use of the Valley Path network as a convenient and attractive transportation alternative.

8. Safety improvements to be included for this project: (Check all that apply)

<input checked="" type="checkbox"/>	Medians with pedestrian crossing islands	Other
<input type="checkbox"/>	Roadway Reconfiguration (Road Diet)	
<input checked="" type="checkbox"/>	Striping/re-striping to narrow vehicle lanes	
<input checked="" type="checkbox"/>	Color pavement or similar treatment	
<input checked="" type="checkbox"/>	Lighting	
<input type="checkbox"/>	Landscape buffer between sidewalk and roadway	
<input type="checkbox"/>	Rectangular Rapid Flash Beacon (RRFB)	
<input type="checkbox"/>	Driver Feedback Sign	

9. Does this project include a road safety education component?

<input type="checkbox"/>	Yes	Please Explain:
<input checked="" type="checkbox"/>	No	

10. How does this project or planning study address safety?

The main goal of this project is to provide safe and convenient connections between the Phoenix and Tempe Grand Canal, Tempe North and South Bank Rio Salado, Crosscut and Indian Bend Wash multi-use paths. The current condition indicates that the majority of users wishing to make this connection travelling along discouraging and potentially hazardous connections. Users wishing to connect to the different paths require travelling by sharing the sidewalk in a wrong way direction and crossing with increased exposure to potential vehicular conflict at busy arterial intersections. This project will enable users of these regional multi-use paths the ability to make direct low-stress connections to reach employment, shopping, and recreational destinations in Phoenix, Mesa, Scottsdale and Tempe.

11. How does the project improve ADA facilities for persons with disabilities?

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The project will be of direct benefit to users with disabilities and mobility constraints. These critical path connections will feature an ADA-compliant accessible route for sections with steep slopes, construction of new directional ramps, high-visibility crosswalks, ADA-compliant ped buttons, and address any existing sidewalk heaving or obstruction in the project area. The above improvements will extend ADA accessibility and ensure safe equitable access to all users to the regionally significant multi-use paths within the project area.

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

The project addresses the fragmentation and safe access issues that face many households living adjacent to these facilities in Phoenix, Scottsdale, Mesa, and Tempe. Construction of these connections will allow easier and safer access for the residents to commute regionally via an off-street pathway to employment, recreational, entertainment and shopping centers. Providing the safe and easily accessible connections will legitimize the use of non-motorized travel modes as a viable and efficient way of reaching the many employment, entertainment, recreation, and commercial opportunities that exist through the region by way of the Valley Path network.

13. How does the project create a sense of place?

Tempe is committed to creating special places in our multi-use path projects. The construction of these multi-use path connections will adhere to our city standards of placemaking. The project will serve not only as a direct connection of the fragmented paths but also be a safe and comfortable place of refuge along this extensive network where shade and rest opportunities are sparse. Public art will also be a significant and integral part of the project, as well as other features contributing to making a safe and comfortable sense of place, including lighting and extensive system of wayfinding signage indicating surrounding destinations and bike facilities.

14. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

Crosscut continues north into Scottsdale with direct connection to the Arizona Canal Path extending to downtown Scottsdale. Grand Canalscape continues west to the I-17 in Phoenix. The Rio Salado North Bank Path directly connects to the Indian Bend Wash which extends into North Scottsdale. The Rio Salado South Bank Path connects to the Elmore Pedestrian bridge and North Bank Path and continues west to 32nd Street in Phoenix, and east into Mesa.

Project connects to other local bikeways
List of connected bikeways:

Within the City of Tempe alone, this project would directly connect to another 177 miles of inter connected on-street bike facilities and is identified as one of Tempe's BIKEIT bike boulevard routes. BELOW # IS DIRECTLY CONNECTED MUP MILEAGE, ON STREET FACILITIES NOT INCLUDED IN COUNT

Multi Jurisdictional Project (please include letter of support (See Part C)
List of Participating Jurisdictions:

While the project is entirely within the City of Tempe, portions are on the border with the City of Phoenix at 56th Street, and by its nature, closes the gap in the region with the extending multi-use path traveling to our neighboring cities.

Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak

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PART B-DETAILED PROJECT DESCRIPTION

frequency, using Valley Metro as the source.

Within 1/2 mile

List routes and frequency:

Light Rail: 12 min., **Route 1:** 30 min., **Route 56:** 15 min., **Route 48:** 30 min., **Route 62:** 30 min., **Earth:** 15 min.

Tempe Streetcar (in construction): 12 min.

17. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

Within 1/2 mile

List:

The Tempe Transportation Center (TTC) is located just beyond a 0.5-mile away (0.7 miles). The TTC services 5 free neighborhood circulator routes, 1 free ASU campus circulator, 5 fixed routes, regional Light Rail, hosts a

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/2 mile

List:

Evelyn Hallman Park, Tempe Women's Club Park, Papago Park, Mouer Park, Lo Piano Park, North Linear Park, Tempe Beach Park, Guliano Park, Hayden Butte, Tempe Town Lake, Papago Disc Golf, Tempe Center for the Arts

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

Within 1/2 mile

List:

Over 15,000 employees within 0.5-mile. SRP, Papago Hills, The Grand at Papago Park Center, ADP, Papago Spectrum, Papago Buttes Corporate Plaza, 1600 N. Desert Drive, Papago Arroyo, Hayden Ferry Lakeside, State Farm Marina Heights, Liberty Center at Rio Salado, Rio West Business Park, Arizona State University Community Services, 222 S. Mill Ave., Papago Gateway Center, Young's Market Company, City of Tempe Field Services, I.D.E.A. Tempe, Crosscut Facility SRP, Mill Avenue Downtown Tempe Authority.

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20. Number of K-8 public schools this project will benefit:

Within 1/2 mile
List:

Within a mile there is Scales Technology Academy and Laird School.

21. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

Within 1/2 mile
List:

Within a mile there is Arizona State University, Ombudsman Charter Northeast, Sunrise School.

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

Within 1/4 miles
List:

Bank: Altier Credit Union, MUFG Union Bank. **Healthcare Facility:** Clin-Path Associates **LRT:** Priest/Washington, Center/Washington. **Office Park:** SRP, Papago Hills, The Grand at Papago Park Center, Papago Spectrum, Papago Arroyo, ASU Community Services Complex, Papago Gateway Center, City of Tempe Field Services, Crosscut Facility SRP

1/4 miles to 1/2 miles
List:

Bank: State Farm Credit Union Marina Heights Branch, Silicon Valley Bank, Wells Fargo, TruWest Credit Union. **Healthcare Facility:** Pop Healthcare, Desert Endoscopy Center, Oral & Facial Surgeons of Arizona, Sonoran Spine, Premier Orthopedics. **Office Park:** ADP, Papago Buttes Corporate Plaza, 1600 N Desert Drive Complex, Hayden Ferry Lakeside, State Farm Marina Heights, Liberty Center at Rio Salado, Rio West Business Park, 222 S. Mill Ave Complex, Young's Market Company, IDEA Tempe, **Shopping Area:** Mill Ave Downtown Tempe Authority District **Post Office:** United State Postal Service 500 S. Mill Ave. **University:** Arizona State University **LRT:** Mill Ave/3rd St

23. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the left-hand side of the screen, under select "Reports", then select "Custom Geography". Next, click the "Corridor of Interest" button. Left-click to begin drawing. Draw a line through all census block groups 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 block groups will become highlighted in blue. A panel will appear with a report that summarizes the selected block groups. You may export the results to Excel (click the "Export to Excel" button) for your records

24. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

Lake View Drive (Rio Salado North Bank - Washington St.) Local, 0.2 mi., 15/25 mph, 2 lanes before & after. **Priest Drive** (Rio Salado North Bank/SR-202 - Washington St.) Minor Arterial, 0.5 mi., 40mph, 7 lanes before & after. **Grand Canal** (56th St - 800' East to the "The Grand at Papago Park Center Development") Off-street. **Crosscut Canal** (Mill Ave - Washington St) Off-street.

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For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

Federal Functional Classification of the Facility:

Not Classified

[Link to MAG webpage for Federal Functional Classification Map](#)

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PART B-DETAILED PROJECT DESCRIPTION

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

City of Tempe conducts traffic counts during peak season (fall and spring) when ASU is in session and demand on the system is at its highest, by way of pneumatic tubes on the roads. Counts are conducted for 24 hours on mid-week days; Tuesdays, Wednesdays, and Thursdays.

26. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

The initial preliminary design assistance project shows the corridor is clear of environmental, cultural, and historical resources or issues that could affect work on the segment. Any archeological/historic sites will be identified in environmental process, including an allowance scoped for that task.

27. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

28. Please describe any right of way issues associated with the project.

Non-city entities that own parcels of land along the project corridor include SRP and SRP Grand at Papago Park Center. We have engaged both stakeholders early on in the preliminary design and construction document phase, and continue to partner with them to deliver these designs. When required, we will seek easements and licenses from the property owners.

29. Please indicate whether all parcels for this project have been inventoried.

Yes

No

30. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables
 Pipelines, Sewer and Water

Private Structures

Other:

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PART B-DETAILED PROJECT DESCRIPTION

31. Please describe any utility conflicts that will need to be addressed.

None.

32. Guidelines used to develop project: (Check all that apply)

- AASHTO Guide for Bicycle Facilities
- MAG Pedestrian Policies and Design Guidelines
- MAG Complete Streets Guide
- MAG Designing Transit Accessible Communities
- MAG Valley Path Brand & Wayfinding Signage Guidelines
- NACTO Urban Bikeway Design Guide
- RPTA Bus Stop Program and Standards

Other:

33. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	Recommended
With new development and capital improvement projects, bike lanes on collector streets are:	Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Recommended
With new development or during development retrofits, shared-use paths are:	Required
Bicycle program implemented, including bike education, safety events, and bike maps	Yes
Complete Streets Policy	Yes

34. 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:

Tempe : Regional Path Connectivity About to Get Rio Grand

PART B-DETAILED PROJECT DESCRIPTION

35. How will the applicant measure the success of this project?

The City will review bicycle and pedestrian accident data and count bicycle/pedestrian users as an indicator of success of this project. The success of this project will contribute to realizing Tempe's "Vision Zero" goal to eliminate fatal and serious crashes, and Tempe's "20-Minute City" initiative that will support increased ridership of lower confidence riders, aged 8 to 80.

36. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

As part of this project, the City is including the purchase of counters that automatically broadcast counts and updates, and will be deployed at the project location.

37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

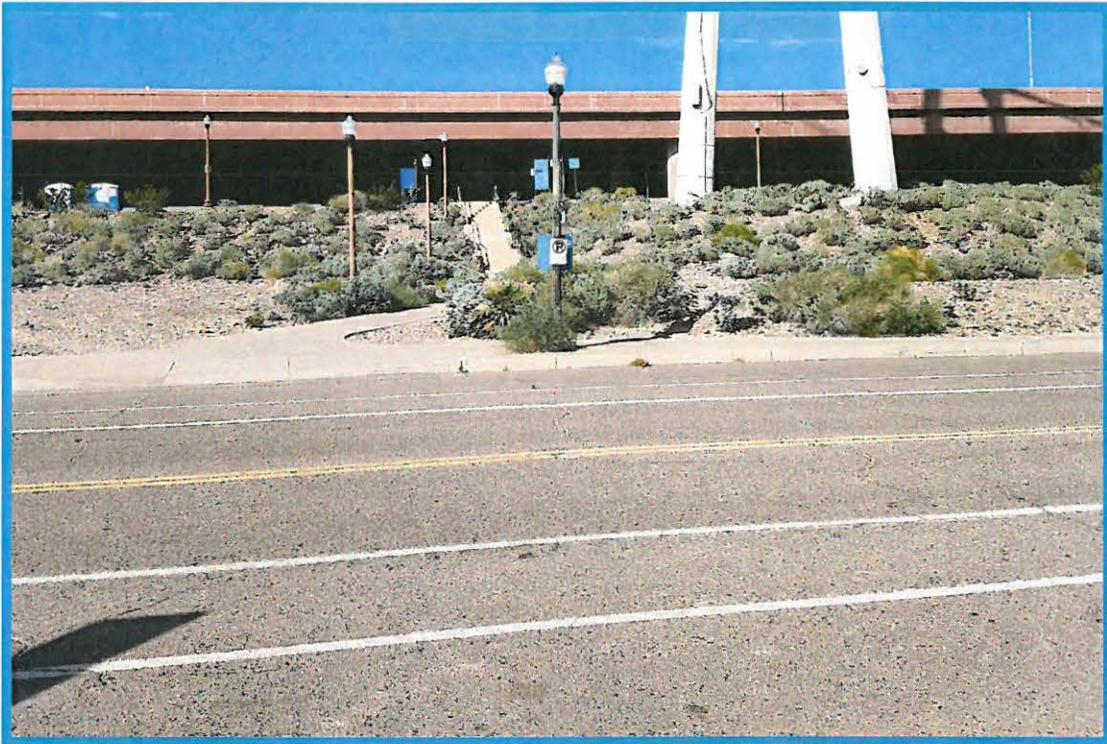
Yes, as with every Tempe Capital Improvement Project, a public information officer (PIO) will be assigned to the project. Upon completion of the project, the PIO will coordinate extensive outreach and educational materials in monthly community newsletter in water bill, through social media, and press releases. In addition, every household and property in the area receives door hangers or post cards alerting of the project and any public meeting notices.

38. Will the project include wayfinding signage elements? If yes, please describe below.

Wayfinding will be essential in the success of this project. As part of a regional off-street network, it would incorporate Valley Path signage, and BIKEiT Bike Boulevard signage when approaching intersecting routes and regionally significant landmarks. We will want to leverage our surrounding infrastructure, and educate users about the surrounding connections and destinations.

REGIONAL PATH CONNECTIVITY

ABOUT TO GET *rio* **GRAND**
salado CANAL **CROSSCUT**
CANAL



Lakeview Dr: View from Rio Salado N. Bank looking north toward area of Crosscut Canal showing the challenging and Non-ADA compliant route.



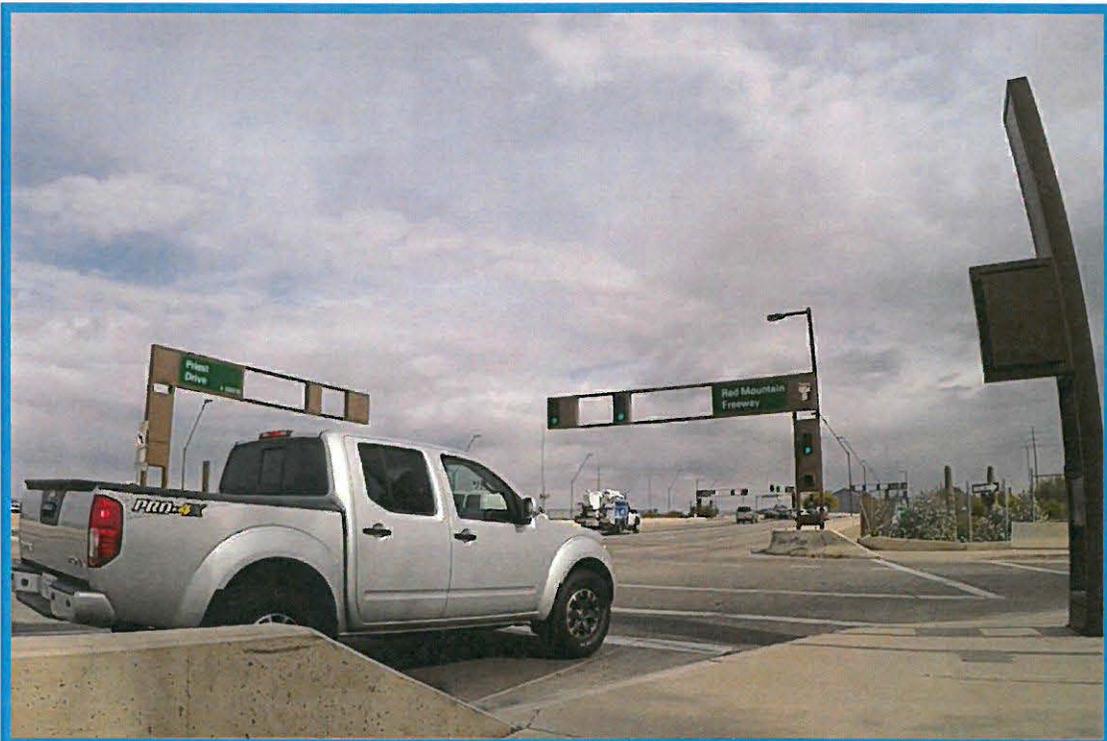
Mill Ave: View from Crosscut Canal looking west toward area of Grand Canal showing existing disconnect. Future proposed ped signal and MUP location.

REGIONAL PATH CONNECTIVITY

ABOUT TO GET *rio* **GRAND**
salado CANAL **CROSSCUT**
CANAL



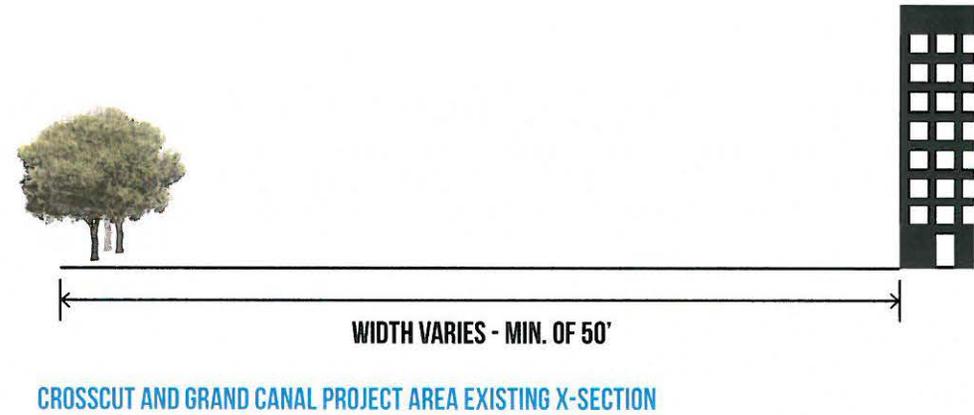
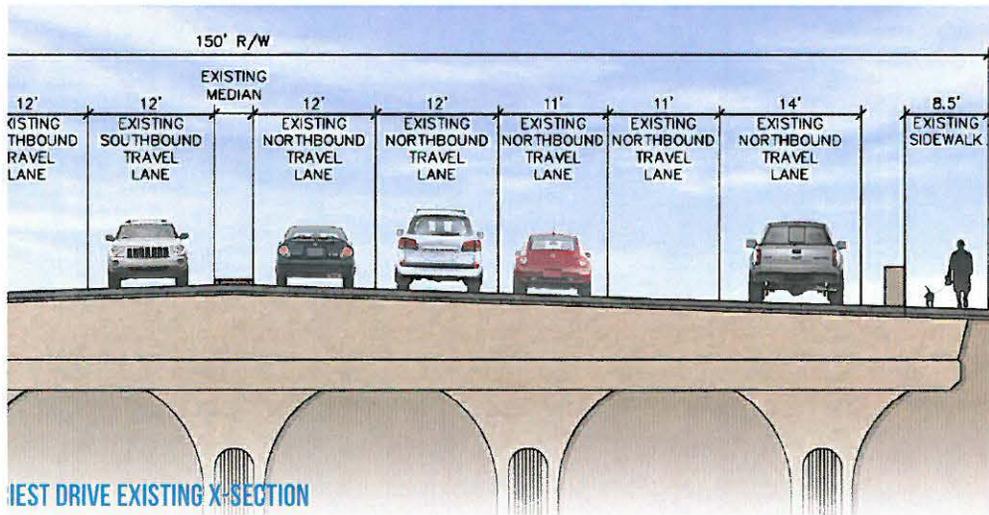
Grand Canal: View of the eastern terminus of **Phoenix Grand Canalscape** at city border (56th Street alignment). **800'** gap exists between here and existing **Tempe Grand Canal** to the east.



Priest Dr: View from **Rio Salado N. Bank terminus** looking north toward area of **Grand Canal** showing challenging **crossing** of **SR-202**. Future proposed directional ramp modifications, improved MUP, sight visibility and high vis. X-walk improvements

REGIONAL PATH CONNECTIVITY

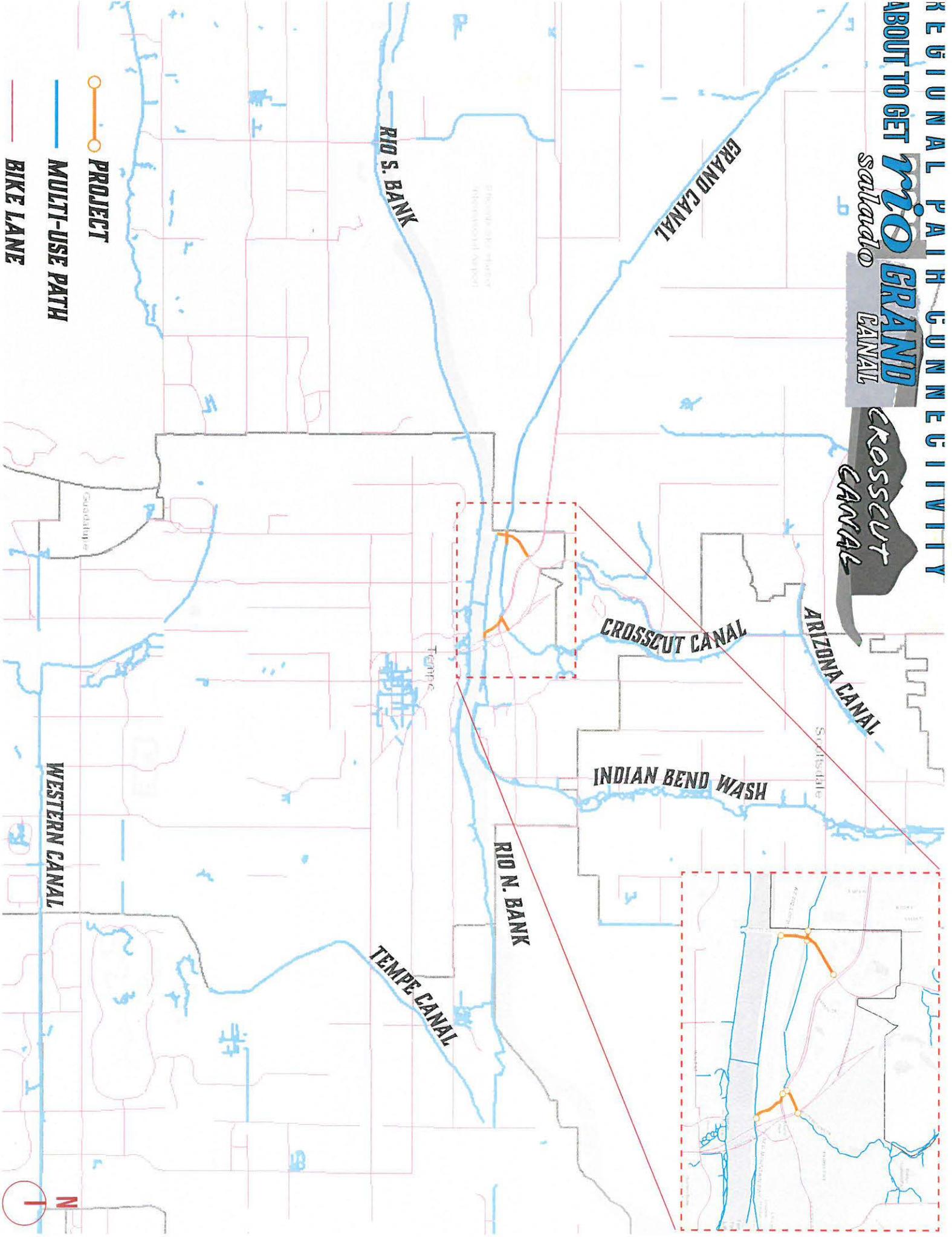
ABOUT TO GET *rio* GRAND *salado* CANAL CROSSCUT CANAL



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ABOUT TO GET **MIO GRAND**

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CROSSCUT
CANAL

PHX MUNICIPAL
STADIUM

PAPAGO PARK



PRIEST DRIVE

GRAND CANAL

THE GRAND DEVELOPMENT

WASHINGTON STREET AND LIGHT RAIL STATION

SRP CROSSCUT FACILITY

CROSSCUT
CANAL

MILL AVE

RIO SALADO SOUTH BANK

IDEA TEMPE

RIO SALADO NORTH BANK

ELMORE PED BRIDGE

TEMPE CENTER
FOR THE ARTS

RIO SALADO PARKWAY

HARDY DRIVE

M



Delivering water and power™

September 16, 2019

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Regional Path Connectivity to the Grand Canal

Dear Bicycle and Pedestrian Committee Members:

SRP encourages its employees to use alternative modes of transportation for their work commute and has partnered with the City of Tempe to develop a portion of the regional canal multi-use path (MUP) system in the valley. As part of the commitment, SRP worked with Tempe to build multi-use paths along canal banks in the City and invested over \$5 million in rebuilding the Grand Canal Multi-use Path, which with this project would connect to the City of Phoenix Grand Canalscape project allowing the public to link from Tempe Town Lake to downtown Phoenix and beyond. The current connection between the Grand Canal MUP, Crosscut MUP, and Rio Salado North Bank MUP requires users to cross highway on/off ramps, share a 45mph arterial road, or both.

Tempe is proposing to construct bicycle/pedestrian links between the Grand Canal MUP, Rio Salado MUP, and Crosscut Canal MUP. The proposed project will provide a direct off-street link between Phoenix, Tempe/SRP Grand Canal Path, Crosscut Canal Path, and the Rio Salado North Bank Path along Tempe Town Lake. It will provide bicyclists and pedestrians a shorter route that avoids busy arterial streets. The proposed Grand Canal, Rio Salado, Crosscut connection will provide more convenient, direct, and safe access to Downtown Tempe, the City of Scottsdale Indian Bend Wash MUP, Crosscut Canal (continuing to downtown Scottsdale), and access to City of Phoenix and City of Mesa along the Rio Salado South Bank.

SRP endorses the grant request by the City to construct these vital off-street connections to the three regional pathways that converge in this area. Completing the project will provide significant regional benefits in promoting alternative travel modes.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Duncan'. The signature is fluid and cursive, written over the printed name.

Jim Duncan
Manager Field Consulting Services
SRP | Water Services | SSW301



Delivering water and power™

September 16, 2019

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Regional Path Connectivity about to get Rio Grand

Dear Bicycle and Pedestrian Committee Members:

This letter is in support of Tempe's grant request of construction funding for a much-needed formalized connection between the three regional multi-use paths of the Grand Canal, Crosscut Canal, and Rio Salado Path, that are separated from each other by less than a half-mile. As a local citizen bike advocacy organization, our mission is to advocate and support safe, comfortable, and direct bike facilities that will encourage bike ridership as a legitimate mode of travel for users of all ages and confidence levels. The current configuration hinders direct regional travel, and by its nature, discourages lower confidence riders by requiring them to leave the path, share sidewalk (sometimes in a wrong-way direction), and travel in a circuitous manner across multiple intersections to make these connections.

Tempe is proposing to construct a bicycle/pedestrian link between the Grand Canal MUP, Rio Salado MUP, and Crosscut Canal MUP. The proposed project will provide a direct off-street link between Phoenix, Tempe/SRP Grand Canal Path, Crosscut Canal Path, and the Rio Salado North Bank Path along Tempe Town Lake. It will provide bicyclist and pedestrians a shorter route that avoids busy arterial streets. The proposed Grand Canal, Rio Salado, Crosscut connection will provide more convenient, direct, and safe access to Downtown Tempe, the City of Scottsdale Indian Bend Wash MUP, Crosscut Canal (continuing to downtown Scottsdale), and access to City of Phoenix and City of Mesa along the Rio Salado South Bank.

This project has long been identified as a priority for Tempe Bicycle Action Group, and we are encouraged and supportive of Tempe's initiative to close this gap in the regional *Valley Path Network*. Awarding the City of Tempe grant funding for construction of this project is a big step forward for legitimizing bike travel in the overall transportation network and will enable greater regional accessibility.

Thank you for the opportunity to express our support for this project.

Sincerely,



Stevie Milne
President
Tempe Bicycle Action Group

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PART D - PROJECT COST ESTIMATE WORKSHEET
(Cost Estimates Are Required Regardless of Programming)

REQUESTED PROGRAMMING	Location Description									
	Work Description	Funding Source	UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
COST ESTIMATE FOR PROCUREMENT										
PROCUREMENT	Place for entering item #1		EA	1			-	Yes	-	
	Place for entering item #2		EA	1			-	Yes	-	
	Place for entering item #3		EA	1			-	Yes	-	
	Place for entering item #4		EA	1			-	Yes	-	
	Place for entering item #5		EA	1			-	Yes	-	
	Place for entering item #6		EA	1			-	Yes	-	
	Place for entering item #7		EA	1			-	Yes	-	
	Place for entering item #8		EA	1			-	Yes	-	
	Place for entering item #9		EA	1			-	Yes	-	
	Place for entering item #10		EA	1			-	Yes	-	
	Place for entering item #11		EA	1			-	Yes	-	
	Place for entering item #12		EA	1			-	Yes	-	
	Place for entering item #13		EA	1			-	Yes	-	
	Place for entering item #14		EA	1			-	Yes	-	
	Place for entering item #15		EA	1			-	Yes	-	
	Place for entering item #16		EA	1			-	Yes	-	
	Place for entering item #17		EA	1			-	Yes	-	
	Place for entering item #18		EA	1			-	Yes	-	
	Place for entering item #19		EA	1			-	Yes	-	
	Place for entering item #20		EA	1			-	Yes	-	
	TOTAL - PROCUREMENT									
REQUESTED PROGRAMMING (Complete if item will be programmed in the MAG TIP)	Location Description		Design							
	Work Description	Funding Source	Final PS & E							
COST ESTIMATE FOR DESIGN										
PRELIMINARY ENGINEERING (15% plans) (Required for Budget)	Topographic Survey		LS	1	20,000	20,000	No	-	20,000	
	Design Concept Report (DCR)		LS	1			Yes	-	-	
	Federal Project Environmental Determination		LS	1	14,000	14,000	No	-	14,000	
	HAZMAT Assessment		LS	1			Yes	-	-	
	SUBTOTAL - PRELIMINARY ENGINEERING COSTS					34,000			34,000	
FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget)	Plans, Specifications, Cost Estimates, Bidding		LS	1	90,000	90,000	No	-	90,000	
	Geotechnical Report		LS	1	6,000	6,000	No	-	6,000	
	Drainage Report		LS	1	12,000	12,000	No	-	12,000	
	SWPPP		LS	1	8,000	8,000	No	-	8,000	
SUBTOTAL - FINAL DESIGN COSTS					116,000			116,000		
TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING					150,000			150,000		
REQUESTED PROGRAMMING (Complete only if Right Of Way will be programmed in the MAG TIP)	Location Description		Crosscut Canal, Grand Canal, Rio Salado North Bank Connection							
	Work Description	Funding Source	Easement							
COST ESTIMATE FOR RIGHT OF WAY										
RIGHT OF WAY COST (Required for Budget, May be 0 if no ROW)	Appraisals and Title Reports		LS	1			-	Yes	-	
	Road Right of Way		LS	1			-	Yes	-	
	Temporary Construction Easements		LS	1			-	Yes	-	
	Drainage Easement		LS	1			-	Yes	-	
	Utility Easements/Right of Way		LS	1			-	Yes	-	
	Aerial Electrical Easement		LS	1			-	Yes	-	
	Sign Relocations		LS	1			-	Yes	-	
	Relocation Expenses		LS	1			-	Yes	-	
	Site Environmental Assessments		EA	1			-	Yes	-	
	Building Demolition		EA	1			-	Yes	-	
	Other Right of Way Expenses						-	Yes	-	
	Other Right of Way Expenses						-	Yes	-	
	Other Right of Way Expenses		EA	1			-	Yes	-	
	TOTAL - RIGHT OF WAY COSTS									
REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP)	Location Description		Construction							
	Work Description	Funding Source	Construction and Closeout							
COST ESTIMATE FOR CONSTRUCTION										
UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities)	Relocate 69 kv (+) Poles		EA	1			-	Yes	-	
	Relocate/Underground 12 kv lines		LF	1			-	Yes	-	
	Relocate/Underground Irrigation Canal		LF	1			-	Yes	-	
	SWG Relocations		LS	1			-	Yes	-	
	Telephone/Cable TV Relocations		LS	1			-	Yes	-	
	Upgrade Railroad Crossings		LS	1			-	Yes	-	
	Other Utilities		LS	1			-	Yes	-	
	Other Utilities		LS	1			-	Yes	-	
	SUBTOTAL - UTILITY RELOCATION COSTS									
	1. Hardscape Construction	Installation of SWPP Measures		LS	1			-	Yes	-
Site Preparation		LS	1			-	Yes	-		
Demolition		Sawcut		LS	1			-	Yes	-
		Remove Structures and Obstructions		L SUM	1	15,000	15,000	Yes	14,145	855
		Remove Fencing		LS	1			-	Yes	-
		Remove Structural Concrete		LF	1,077	50	53,850	Yes	50,781	3,069
		Remove Asphaltic Concrete Pavement		SY	1			-	Yes	-
Remove Concrete Sidewalks, Slabs		SF	18,968	5	94,840	Yes	89,434	5,406		
Hazmat Abatement		SF	1			-	Yes	-		
Retaining Wall - Reinforced Concrete Cantilevered		LF	405	100	40,500	Yes	38,192	2,309		
Earthwork		General Excavation		CY	170	70	11,900	Yes	11,222	678
		Drainage Excavation		LS	1			-	Yes	-
		Structural Excavation		SY	1			-	Yes	-
		Structural Backfill		SY	1			-	Yes	-
Borrow (In Place)		SY	1			-	Yes	-		
Curb & Gutter		LF	117	20	2,340	Yes	2,207	133		
Aggregate Base		SY	1			-	Yes	-		
Pathway Or Sidewalk Materials		Concrete		SF	35,384	10	353,840	Yes	333,671	20,169
		Colored Concrete		SF	6,276	15	94,140	Yes	88,774	5,366
		Stamped Color Concrete		SF	1			-	Yes	-
	Precast Concrete Pavers		SF	1			-	Yes	-	
	Asphaltic Concrete		SF	1			-	Yes	-	
	Polymer or Resin Stabilized Surface		SF	1			-	Yes	-	
Concrete Pavers		EA	1			-	Yes	-		

Crosswalk Enhancement	Stamped Asphalt	EA	1			-	Yes	-	-	
	Stamped Concrete	EA	1			-	Yes	-	-	
	Concrete	LF	1			-	Yes	-	-	
	Integral Color Concrete	LF	1			-	Yes	-	-	
Pedestrian ADA Ramp	EA	2	2,000		4,000	Yes	3,772	228		
Concrete Barrier	LF	1,110	300		333,000	Yes	314,019	18,981		
Pedestrian Lighting Including Conduit And Trenching	EA	750	20		14,625	Yes	13,791	834		
Handrail	Standard	EA	648	80		51,840	Yes	46,885	2,955	
	Decorative	LF	1			-	Yes	-	-	
SUBTOTAL HARDSCAPE CONSTRUCTION						1,069,875		1,008,892	60,983	
2. Landscaping & Irrigation Items	Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements	EA	2			-	Yes	-	-	
	Trees (15 Gallon Size)	EA	20	650		13,000	Yes	12,259	741	
	Trees (5 Gallon Size)	LS	1			-	Yes	-	-	
	Shrubs (5 Gallon Size)	EA	1			-	Yes	-	-	
	Shrubs (1 Gallon Size)	EA	1			-	Yes	-	-	
	Cactus (5 Gallon Size)	LF	1			-	Yes	-	-	
	Mulch	Decomposed Granite	SY	4,243	9		38,187	Yes	36,010	2,177
		Organic	EA	1			-	Yes	-	-
	Topsoil	EA	1			-	Yes	-	-	
	Seeding	EA	1			-	Yes	-	-	
	Turf Sod	EA	1			-	Yes	-	-	
	Boulders	LF	1			-	Yes	-	-	
	Irrigation System	Drip	LF	1			-	Yes	-	-
		Turf	LF	1			-	Yes	-	-
	Sleeving For Irrigation System	Directional Bore	LF	1			-	Yes	-	-
		Cut and Patch	LF	1			-	Yes	-	-
	Landscape Header Curb	LF	1			-	Yes	-	-	
	Landscape Restoration	EA	1	8,000		8,000	Yes	7,544	456	
	SUBTOTAL LANDSCAPING & IRRIGATION ITEMS						59,187		55,833	3,374
	3. Site Furnishings	Benches	EA	2	2,000		4,000	Yes	3,772	228
Shade Structures		EA	2	6,000		12,000	Yes	11,316	684	
Bike Racks		EA	1			-	Yes	-	-	
Trash Receptacles		EA	2	1,000		2,000	Yes	1,886	114	
Drinking Fountains		EA	2	4,000		8,000	Yes	7,544	456	
Lighting Conductors		LF	3,000	20		60,000	Yes	56,580	3,420	
Signage (Wayfinding)		EA	3	1,800		14,400	Yes	13,579	821	
Signage (Wayfinding)		EA	15	4,000		60,000	Yes	56,580	3,420	
Light Poles (fixture, pole, foundation, conduit, transformer)		EA	15			160,400	Yes	151,257	9,143	
SUBTOTAL SITE FURNISHINGS						160,400		151,257	9,143	
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects.	Bicycle and Pedestrian Counter	Acre	1	1		1	Yes	-	0	
	Radial Curb Ramps	EA	4	2,500		10,000	Yes	9,430	570	
	Remove Curb & Gutter	LF	153	5		765	Yes	721	44	
	Relocate Storm Drain	EA	2	3,000		6,000	Yes	5,658	342	
	Relocate Street Light	EA	9	1,500		13,500	Yes	12,731	770	
	6' High Chain Link Fence, MAG Det. 160	LF	46	20		920	Yes	868	52	
	Pavement Marking 4" Equivalent	LF	12,432	1		12,432	Yes	11,723	709	
	Pedestrian Crossing Signal	EA	2	45,000		90,000	Yes	84,870	5,130	
		EA	1			-	Yes	-	-	
			1			-	Yes	-	-	
SUBTOTAL OTHER CONSTRUCTION ITEMS						133,618		126,002	7,616	
TOTAL CONSTRUCTION COST						1,423,080		1,341,964	81,116	

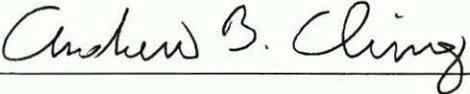
	MOBILIZATION AND ADMINISTRATION COSTS	CONTRACTOR MOBILIZATION (Typically 8% of construction cost)		12%	170,770	Yes	161,036	9,734	
		TRAFFIC CONTROL (0-8% of construction cost)		4%	56,923	Yes	53,679	3,245	
		CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)		10%	142,308	Yes	134,196	8,112	
		CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)		18%	256,154	Yes	241,554	14,601	
TOTAL CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING					626,155		\$90,464	35,691	
				SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS			1,932,429	116,806	
ADOT REVIEW FEE	Please enter 'Yes' if your agency is certified accepted by ADOT for construction		Yes						
	ADOT Review Fee		Agency T	RATE	HOURS	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL
	Contracts and Specs \ Advertise Project		Non CA	55	100	\$ -	No	-	-
	District \ Review Stage Submittals		Non CA	50	40	\$ -	No	-	-
	Environmental Planning \ Issue Clearance		All	50	40	\$ 2,000	No	-	2,000
	Right of Way \ Issue Clearance		Non CA	55	24	\$ -	No	-	-
	Compliance Review \ Compliance Review		Non CA	175	40	\$ -	No	-	-
	Project Management Group \ Project Management		Non CA	120	100	\$ -	No	-	-
	Project Management Group \ Project Management		CA Only	120	60	\$ 7,200	No	-	7,200
	Utilities and Railroad Sections \ Issue Clearance		Non CA	50	24	\$ -	No	-	-
TOTAL COST ESTIMATE					\$ 2,208,435		1,932,429	276,006	

Tempe : Regional Path Connectivity About to Get Rio Grand

PART E - Budget and Signature Page								
Phase	Location Description	Work Description	Year to be Programmed	Funding Source	Federal Amount	Local Amount	Total	Local Share
Design, excludes ADOT review fees	Design	Final PS & E	2021	Local	\$ -	\$ 150,000	\$ 150,000	100.0%
Construction	Construction	Construction and Closeout	2023	CMAQ	\$ 1,932,429	\$ 116,806	\$ 2,049,235	5.7%
Total Programmed					\$ 1,932,429	\$ 266,806	\$ 2,199,235	12.1%
ADOT Design Review Fee					\$ -	\$ 31,020	\$ 31,020	100.0%
Total Cost					\$ 1,932,429	\$ 297,826	\$ 2,230,255	13.4%

Signature: To be signed with printed hard copy that is sent to MAG

As the jurisdiction's manager/administrator or designated representative, I certify that the information contained in this application is accurate and complete and that the local funds for this project will be included in the sponsoring MAG member agency's local current CIP/TIP or budget document if the project is selected for federal funding.

Signature: 

Name: Andrew B. Ching

Title: City Manager

Date: 09/12/2019

Part F - Checklist

This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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 - 8 are complete		Yes
PART B - Project Description		Complete?
Fields 1 - 14 (Project Description) are complete		Yes
Fields 15 - 17 (Transit) are complete		Yes
Fields 18 – 22 (Attractors and Demographics) are complete		Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete		Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete		Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete		Yes
PART C - Required Attachments		Complete?
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.		Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.		Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).		Yes
Field 4 - Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.		Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.		Yes
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.		Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.		Yes
PART D - Cost Estimate Worksheet		Complete?
PROCUREMENT (Not applicable for construction projects)	REQUESTED PROGRAMMING (Rows 4-7)	Complete?
	Location Description	Yes
	Work Description	Yes
	Funding Source	Yes
	Preferred Year to Program Work	Yes
	PROCUREMENT/STUDY COSTS (Rows 9-29)	Yes
DESIGN (Applicable for all construction projects; not applicable for procurement projects)	REQUESTED PROGRAMMING (Rows 30-33)	Complete?
	Location Description	Yes
	Work Description	Yes
	Funding Source	Yes
	Preferred Year to Program Work	Yes
	PRELIMINARY ENGINEERING (Rows 35-38)	Yes
	FINAL DESIGN (Rows 40-43)	Yes

Part F - Checklist		
RIGHT OF WAY (Applicable only if ROW is to be acquired)	REQUESTED PROGRAMMING (Rows 46-49)	Complete?
	Location Description	Yes
	Work Description	Yes
	Funding Source	Yes
	Preferred Year to Program Work	Yes
	RIGHT OF WAY COST (Rows 51-63)	Yes
CONSTRUCTION (Applicable for all construction projects; not applicable for procurement projects)	REQUESTED PROGRAMMING (Rows 55-58)	Complete?
	Location Description	Yes
	Work Description	Yes
	Funding Source	Yes
	Preferred Year to Program Work	Yes
	UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities) (Rows 90-97)	Yes
	CONSTRUCTION COST	Complete?
	1. Hardscape Construction (rows 99-131)	Yes
	2. Landscaping & Irrigation Items (Rows 133-150)	Yes
	3. Site Furnishings (Rows 152-159)	Yes
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects.(Rows 161-170)	Yes
MOBILIZATION AND ADMINISTRATION COSTS (Rows 173-176)	Yes	
ADOT REVIEW FEE	Please enter 'Yes' if your agency is certified accepted by ADOT for construction (Cell E179)	Yes
PART E - Budget and Signature Page		Complete?
Name, title and date fields under the signature are completed.		Yes
PART F - Signature and Checklist		Complete?
Entire checklist is completed.		Yes