



Transportation Alternatives Application for  
FY 2015, 2016, and 2017 Projects

STADIUM-WESTGATE - GRAND CANAL PATHWAY ACCESS PROJECT

CITY OF GLENDALE

**APPLICATIONS ARE DUE AT MAG OFFICES BY  
Tuesday, October 22, 2013 at 10:00 a.m.**

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

Glendale: Stadium-Westgate - Grand Canal Pathway Access

| <b>PART A - CONTACT AND PROJECT DESCRIPTION</b>  |  |
|--|--|
| <b>Contact Information</b>   |  |
| 1. Name of Sponsoring Agency   | Glendale   |
| 2. Agency Contact Name   | Steve Hancock  |
| 3. Phone Number of Agency Contact  | 623-930-2036   |
| 4. E-Mail Address of Agency Contact  | <a href="mailto:shancock@glendaleaz.com">shancock@glendaleaz.com</a> |
| 5. Mailing Address of Agency Contact   | 5800 W. Glenn Drive, Suite 315, Glendale, AZ 85301                   |
| <b>Project Description</b>   |  |
| 6. Please provide the Project Title.   | Stadium-Westgate - Grand Canal Pathway Access                        |
| 7. Please provide a concise, specific description of the project (250 character limit):  |  |
| <p>This project consists of building two access facilities into the University of Phoenix Stadium Complex and Westgate Entertainment District from the nearby Grand Canal Pathway. The first facility (Location #1) will be a 3,562 foot shared-use pathway going from the Grand Canal Pathway north along the Loop 101 freeway to the intersection of Maryland Ave and 95th Ave. The second access facility (Location #2) will be a 375 foot ADA compliant ramp and adjoining stairs at the 95th Ave bridge that spans the below grade Grand Canal Pathway.</p> |  |
| 8. Please provide the project limits:  |  |
| <p>The southern limit of the project is the Grand Canal Linear Park and Pathway that lies adjacent to Bethany Home Road. The Northern limit is the north side of Maryland Avenue. The western limit is the drainage channel for the Loop 101 Freeway that is located on the east side of the freeway. The eastern limit is 400 feet east of 95th Avenue.</p>   |  |
| <b>Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)</b>  |  |
| 9. School Name   |  |
| 10. School Address   |  |
| 11. School City, State, ZIP Code   |  |

| PART B-PROJECT DESCRIPTION   |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
|--|--|--|-------------------------------------|---|-------------------------------------|--|-------------------------------------|--|--------------------------|--|--|-----------------------------------|--|---|---|---|---|---|--------------------------|---|---|-----------------------------|---|--------------------------|--|--------------------------|----------------------------|--------------------------|--------------------------------|--------------------------|---|---|---|---|--|
| <p>This part of the form identifies the current characteristics and proposed improvements for each project.</p> <p>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.</p> <p>NOTE: For Part B, Questions 12-13 and 15-18, 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.</p>   |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>1. What type of project is this? (Check only one)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Bicycle lane (4' min. w/o curb/gutter)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Bicycle lane (5' min. with curb/gutter)</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Shared-use path (10' min.)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Detached Sidewalk with 4' min. buffer</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Sidewalk (5' min.)</td></tr> </table> </td> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Wide Sidewalk (8' min.)</td></tr> <tr><td colspan="2" style="padding: 5px;">Other:<br/>Ramp and stairs at 95th Ave and the Grand Canal Linear Park</td></tr> </table> </td> </tr> </table>   |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Bicycle lane (4' min. w/o curb/gutter)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Bicycle lane (5' min. with curb/gutter)</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Shared-use path (10' min.)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Detached Sidewalk with 4' min. buffer</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Sidewalk (5' min.)</td></tr> </table>  | <input type="checkbox"/>            | Bicycle lane (4' min. w/o curb/gutter)  | <input type="checkbox"/>            | Bicycle lane (5' min. with curb/gutter)          | <input checked="" type="checkbox"/> | Shared-use path (10' min.)                       | <input type="checkbox"/> | Detached Sidewalk with 4' min. buffer  | <input type="checkbox"/>   | Sidewalk (5' min.)                | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Wide Sidewalk (8' min.)</td></tr> <tr><td colspan="2" style="padding: 5px;">Other:<br/>Ramp and stairs at 95th Ave and the Grand Canal Linear Park</td></tr> </table> | <input type="checkbox"/>  | Wide Sidewalk (8' min.)   | Other:<br>Ramp and stairs at 95th Ave and the Grand Canal Linear Park |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
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| <input checked="" type="checkbox"/>  | Shared-use path (10' min.)                       |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Detached Sidewalk with 4' min. buffer            |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Sidewalk (5' min.)                               |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Wide Sidewalk (8' min.)                          |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
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| <p>2. What other major elements are included in this project? (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input checked="" type="checkbox"/></td><td>Bridge (overpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Tunnel (underpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Safe Routes to School</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized Crossing</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized midblock crossing/HAWK</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Countdown Pedestrian Signal</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Number of Bike racks/lockers</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Number of Drinking Fountains</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Number of Way-finding Signs</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Number of Trash receptacles</td></tr> </table> </td> <td style="width: 50%; 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| <input checked="" type="checkbox"/>  | Bridge (overpass)                                |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Tunnel (underpass)                               |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Safe Routes to School                            |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Signalized Crossing                              |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Signalized midblock crossing/HAWK                |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Countdown Pedestrian Signal                      |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Bike racks/lockers                     |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Drinking Fountains                     |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Way-finding Signs                      |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Trash receptacles                      |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of new openings in street walls           |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Trees                                  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Shade Structures                       |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of Seating/Rest Area(s)                   |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Number of bicycle/pedestrian counting devices    |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| Other:<br>Ramp and stairs at 95th Ave and the Grand canal Linear Park  |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>3. Please describe the existing condition of the project site and any problem(s) being addressed.</p> <div style="border: 1px solid black; padding: 5px; min-height: 50px;"> <p>The Grand Canal Pathway runs east/west just south of the University of Phoenix Stadium Complex. This pathway has no direct way the gain access to the stadium area or to the popular Westgate Entertainment District immediately north of the stadium area. Currently pathway users would have to climb grassy slopes from the below-grade pathway and climb over raised curbs and plantings to gain entry into the Stadium-Westgate area. The two access facilities proposed here will provide ADA compliant access for non-motorized users. They also address safety issues caused by extreme traffic volumes during games and other attractions.</p> </div>  |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>4. Please describe the work being done and improvements being made as part of this project.</p> <div style="border: 1px solid black; padding: 5px; min-height: 50px;"> <p>At Location # 1 a ten foot wide, concrete path will be built along the east side of the Loop 101 freeway drainage channel. The pathway will go below the Maryland Ave freeway bridge and then go east along the north side of Maryland Ave where it will end at 95th Ave. This off-street pathway will use an existing SRP bridge spanning a storm water drainage channel. The pathway will be landscaped. At Location # 2, at 95th Ave and Grand Canal Pathway (just north of Bethany Home Rd) an ADA compliant ramp up to grade and an adjacent set of stairs will be built to access the existing sidewalk on the east side of 95th Ave.</p> </div>  |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>5. What do you hope to achieve with this project?</p> <div style="border: 1px solid black; padding: 5px; min-height: 50px;"> <p>Accessibility is the primary goal of this project. Not only is there no direct, convenient pedestrian or bicycle access from the Grand Canal Pathway into the Stadium-Westgate area, there is also the huge amount of traffic caused by sporting events, concerts, and special events that non-motorized users have to contend with. This project, especially the pathway along the Loop 101 Freeway drainage, will keep pedestrians and bicyclists well away from the periodic crush of cars, trucks and buses that clog local streets and parking lots.</p> </div>  |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>6. Please provide a site safety / crash history, and provide a source for this information.</p> <p>Please describe any car-bicycle and car-pedestrian crashes on streets within 2-mile radius of the project (within the last 5 years). You may attach crash reports or summarize their results below.</p> <div style="border: 1px solid black; padding: 5px; min-height: 50px;"> <p>The City of Glendale has requested crash data for this project through MAG. As crash data will not be available prior to the TA application deadline, MAG will provide the crash data as an attachment prior to releasing the application to the evaluation panel for review.</p> </div>   |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <p>7. Safety improvements to be included for this project: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Wide bike lanes (6'-7')</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Wide sidewalk (8' min.)</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Grade-separated crossing (overpass or underpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized crossing/Ped countdown/HAWK</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Lighting</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Striping/re-striping of roadway</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Countdown signals</td></tr> </table> </td> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Buffer Zone, Width</td></tr> <tr><td colspan="2" style="padding: 5px;">Other:<br/>Off-street shared-use pathway, well separated from roadway traffic.</td></tr> </table> </td> </tr> </table>   |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Wide bike lanes (6'-7')</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Wide sidewalk (8' min.)</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Grade-separated crossing (overpass or underpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized crossing/Ped countdown/HAWK</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Lighting</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Striping/re-striping of roadway</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Countdown signals</td></tr> </table>  | <input type="checkbox"/>            | Wide bike lanes (6'-7')                 | <input type="checkbox"/>            | Wide sidewalk (8' min.)                          | <input checked="" type="checkbox"/> | Grade-separated crossing (overpass or underpass) | <input type="checkbox"/> | Signalized crossing/Ped countdown/HAWK | <input type="checkbox"/>   | Lighting                          | <input type="checkbox"/>   | Striping/re-striping of roadway                                       | <input type="checkbox"/>  | Countdown signals   | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; text-align: center;"><input type="checkbox"/></td><td>Buffer Zone, Width</td></tr> <tr><td colspan="2" style="padding: 5px;">Other:<br/>Off-street shared-use pathway, well separated from roadway traffic.</td></tr> </table> | <input type="checkbox"/>  | Buffer Zone, Width       | Other:<br>Off-street shared-use pathway, well separated from roadway traffic. |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
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| <input type="checkbox"/>   | Wide bike lanes (6'-7')                          |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Wide sidewalk (8' min.)                          |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input checked="" type="checkbox"/>  | Grade-separated crossing (overpass or underpass) |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Signalized crossing/Ped countdown/HAWK           |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Lighting   |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Striping/re-striping of roadway                  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Countdown signals                                |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| <input type="checkbox"/>   | Buffer Zone, Width                               |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |
| Other:<br>Off-street shared-use pathway, well separated from roadway traffic.  |  |  |                                     |   |                                     |  |                                     |  |                          |  |  |                                   |  |   |   |   |   |   |                          |   |   |                             |   |                          |  |                          |                            |                          |                                |                          |   |   |   |   |  |

| <b>PART B-PROJECT DESCRIPTION</b>  |   |
|--|---|
| 8. How does this project improve upon an existing safety issue?  | <p>There are two safety issues that the project will improve. First is the issue of having no ADA compliant access from the pathway to the Stadium-Westgate area; this project will make access much safer for pathway users, especially those with disabilities. Second, the pathway to be built along the Loop 101 Freeway drainage is far removed from the extreme street and parking lot traffic generated by frequent events in the area.</p>  |
| 9. How does the project improve ADA facilities for persons with disabilities?  | <p>From an ADA perspective, there is no easy way for people with disabilities to gain access from the Grand Canal Pathway into the Stadium-Westgate area. Someone in a wheelchair would not be able to gain entry. This project creates ADA compliant ramps and pathways giving direct, safe access for all pathway users. The ramp and new pathway will also adhere to the AASHTO guidelines for bicyclists and pedestrians.</p>   |
| 10. How does the project create a sense of place?  | <p>This project will create a sense of place by providing facilities for strictly non-motorized users in an environment heretofore dominated by streets and parking lots often jammed to capacity with automobiles.</p>   |
| 11. Connectivity: (Check all that apply)   | <p><input checked="" type="checkbox"/> Project fills a gap in the system<br/>                     Explain:<br/>                     The gap is having a 50-mile system of connected paths that cannot access a valleywide destination.</p> <p><input checked="" type="checkbox"/> Project connects to other local bikeways<br/>                     List of connected bikeways:<br/>                     Grand Canal, New River, AC/DC, and Skunk Creek Path and numerous, local on-street bike routes.</p> <p><input type="checkbox"/> Multi Jurisdictional Project<br/>                     List of Participating Jurisdictions:<br/>                     _____</p> <p><input type="text" value="106"/> Total length of facilities connected by this project (in miles)</p> |
| 12. 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. | <p><input type="text" value="2"/> Within 1/2 mile<br/>                     List routes and frequency:<br/>                     1. Route 70 at Glendale and 91st Ave - 15 min peak, 30 min off-peak 2. Route 70 at Maryland Ave and 95th Ave - 15 min peak, 30 min off-peak</p>  |
| 13. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:   | <p><input type="text" value="1"/> Within 1/2 mile<br/>                     List:<br/>                     Glendale Park and Ride at Glendale Ave and 99th Ave</p>   |
| 14. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:  | <p>Access for pedestrians and bicyclists from nearby neighborhoods, both in south Glendale and in Phoenix, is greatly improved since the Grand Canal Pathway passes through neighborhoods in both cities. Both local and collector streets often have direct access to the pathway and will then be able to travel on foot or bike to the stadium and to the Westgate Entertainment district.</p>   |

| <b>PART B-PROJECT DESCRIPTION</b>  |   |
|--|---|
| 15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:   |   |
| <input type="text" value="2"/>   | Within 1/2 mile<br>List:<br><input type="text" value="City of Glendale Youth Field Program, Desert Mirage Park"/>   |
| 16. 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):   |   |
| <input type="text" value="5"/>   | Within 1/2 mile<br>List:<br><input type="text" value="University of Phoenix Stadium, Jobing.com Arena, Westgate Entertainment district (17 restaurants, 12 stores), Cabela's, and Tanger Outlets(142 stores)"/> |
| 17. Number of K-8 public schools this project will benefit:  |   |
| <input type="text" value="0"/>   | Within 1/2 mile<br>List:<br><input type="text"/>  |
| 18. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:   |   |
| <input type="text" value="0"/>   | Within 1/2 mile<br>List:<br><input type="text"/>  |
| 19. What are the demographics of the area served: <a href="#">MAG Demographic Mapping</a>  |   |
| <input type="text" value="1075"/>  | People Per Square Mile  |
| <input type="text" value="6.3"/>   | % Families in Poverty   |
| <p>Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." 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 "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 printer icon at the top-right side of the pop-up window) for your records.</p> |   |

| PART B-PROJECT DESCRIPTION  |   |  |   |   |   |  |   |   |  |
|---|---|--|---|---|---|--|---|---|--|
| <p>20. Please provide the following information on the facility on which the improvement will be located.</p> <p>For a linear project, please enter the Facility Name, Starting Limit and Ending Limit: <input style="width: 250px; height: 40px;" type="text"/></p> <p>For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature: <input style="width: 250px; height: 40px;" type="text" value="Grand Canal Pathway at Loop 101 and Grand Canal Pathway at 95th Ave."/></p> <p>Federal Functional Classification of the Facility:<br/> <input style="width: 250px;" type="text" value="Not Classified"/> <a href="#">Link to MAG webpage for Federal Functional Classification Map</a></p> <p>Type of Facility the Improvement will be located on:<br/> <input style="width: 250px;" type="text" value="Project is Off-Street"/></p> <p><input style="width: 50px;" type="text" value="0.75"/> Length (in Miles)</p> <p><input style="width: 50px;" type="text" value="n/a"/> Posted Speed Limit (MPH)</p> <p><input style="width: 50px;" type="text" value="n/a"/> Number of Travel Lanes</p> |   |  |   |   |   |  |   |   |  |
| <p>21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.</p> <p><input style="width: 50px;" type="text" value="7,300"/> ADT Estimate</p> <p><input style="width: 50px;" type="text" value="12/31/12"/> Date Counted</p> <p>Name of road the traffic count was taken from<br/> <input style="width: 250px;" type="text" value="99th Ave"/></p> <p>Description of Methodology and Source used for the ADT Estimate<br/> <input style="width: 550px; height: 50px;" type="text" value="ADT counts are calculated using the average of a 48-hour pneumatic count. The raw count is adjusted using weekly and monthly factors to convert it to AADT. The source of these counts is the City of Glendale Transportation Services, Traffic Engineering Section."/></p>  |   |  |   |   |   |  |   |   |  |
| <p>22. 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.</p> <p>Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.<br/> <input style="width: 550px; height: 30px;" type="text" value="None"/></p>  |   |  |   |   |   |  |   |   |  |
| <p>23. Current ROW: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Agency owns all ROW Needed</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Agency owns easement</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> ROW to be acquired</td> <td style="border: none;"><input type="checkbox"/> Agency has right-of-use (i.e. canal)</td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Owners will donate ROW</td> <td style="border: none;"><input type="checkbox"/> Condemnation may be required</td> </tr> </table>  |   | <input type="checkbox"/> Agency owns all ROW Needed              | <input type="checkbox"/> Agency owns easement | <input type="checkbox"/> ROW to be acquired           | <input type="checkbox"/> Agency has right-of-use (i.e. canal) | <input checked="" type="checkbox"/> Owners will donate ROW | <input type="checkbox"/> Condemnation may be required |   |  |
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| <input checked="" type="checkbox"/> Owners will donate ROW  | <input type="checkbox"/> Condemnation may be required         |  |   |   |   |  |   |   |  |
| <p>24. Please describe any right of way issues associated with the project.</p> <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p>Right of way easements, clearances, and a lease amendment will be needed from ADOT (ADOT has given conditional support for this project). A land license for use of the SRP bridge will be needed (SRP has given conditional support for this project).</p> </div>   |   |  |   |   |   |  |   |   |  |
| <p>25. Current Utilities in or abutting the alignment: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> No Utility in or abutting the alignment</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Private Structures</td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Canals &amp; Drainage</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Power Lines &amp; Cables</td> <td style="border: none;">Other:</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Pipelines, Sewer and Water</td> <td style="border: none;"><input style="width: 250px;" type="text"/></td> </tr> </table>   |   | <input type="checkbox"/> No Utility in or abutting the alignment | <input type="checkbox"/> Private Structures   | <input checked="" type="checkbox"/> Canals & Drainage |   | <input type="checkbox"/> Power Lines & Cables              | Other:  | <input type="checkbox"/> Pipelines, Sewer and Water | <input style="width: 250px;" type="text"/> |
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| PART B-PROJECT DESCRIPTION  |  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
|---|--|--|--|---|---|--|--|---|--------------------------------------|---|--|--------------------------|----------------------------------|--------------------------|-------------------------------------|
| 26. Please describe any utility conflicts that will need to be addressed.   | <div style="border: 1px solid black; padding: 5px; background-color: #e0e0e0;">                     The Grand Canal Pathway sits along what was once a Flood Control District of Maricopa County (FCDMC) storm water drainage channel. This is no longer the case since the City of Glendale acquired the drainage and developed it as the Grand Canal Linear Park. It does, however, still serve as a stormwater drainage and will have to be studied for any adverse affects of structural changes at 95th Ave where access ramps will connect the Grand Canal Pathway to 95th Avenue.                 </div>  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 27. Guidelines used to develop project: (Check all that apply)  | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><input checked="" type="checkbox"/></td> <td style="width: 55%;">AASHTO Guide for Bicycle Facilities</td> <td style="width: 30%;">Other:</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>MAG Pedestrian Policies and Design Guidelines</td> <td rowspan="5" style="border: 1px solid black; background-color: #e0e0e0;"></td> </tr> <tr> <td><input type="checkbox"/></td> <td>MAG Complete Streets Guide</td> </tr> <tr> <td><input type="checkbox"/></td> <td>MAG Designing Transit Accessible Communities</td> </tr> <tr> <td><input type="checkbox"/></td> <td>NACTO Urban Bikeway Design Guide</td> </tr> <tr> <td><input type="checkbox"/></td> <td>RPTA Bus Stop Program and Standards</td> </tr> </table>  | <input checked="" type="checkbox"/>  | AASHTO Guide for Bicycle Facilities  | Other:  | <input checked="" type="checkbox"/>   | MAG Pedestrian Policies and Design Guidelines  |  | <input type="checkbox"/>  | MAG Complete Streets Guide           | <input type="checkbox"/>  | MAG Designing Transit Accessible Communities | <input type="checkbox"/> | NACTO Urban Bikeway Design Guide | <input type="checkbox"/> | RPTA Bus Stop Program and Standards |
| <input checked="" type="checkbox"/>   | AASHTO Guide for Bicycle Facilities  | Other:   |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input checked="" type="checkbox"/>   | MAG Pedestrian Policies and Design Guidelines  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | MAG Complete Streets Guide   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | MAG Designing Transit Accessible Communities   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | NACTO Urban Bikeway Design Guide   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | RPTA Bus Stop Program and Standards  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 28. Jurisdiction has the following policies for improved bicycle/shared use facilities:   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">With new development and capital improvement projects, bike lanes on arterial streets are:</td> <td style="width: 20%; text-align: center;"><input type="checkbox"/> Required</td> </tr> <tr> <td>With new development and capital improvement projects, bike lanes on collector streets are:</td> <td style="text-align: center;"><input type="checkbox"/> Recommend</td> </tr> <tr> <td>With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:</td> <td style="text-align: center;"><input type="checkbox"/> Recommend</td> </tr> <tr> <td>With new development or during development retrofits, shared-use paths are:</td> <td style="text-align: center;"><input type="checkbox"/> Not Address</td> </tr> <tr> <td>Bicycle program implemented, including bike education, safety events, and bike maps</td> <td style="text-align: center;"><input type="checkbox"/> Yes</td> </tr> <tr> <td>Complete Streets Policy</td> <td style="text-align: center;"><input type="checkbox"/> No</td> </tr> </table> | With new development and capital improvement projects, bike lanes on arterial streets are: | <input type="checkbox"/> Required  | With new development and capital improvement projects, bike lanes on collector streets are: | <input type="checkbox"/> Recommend  | With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are: | <input type="checkbox"/> Recommend   | With new development or during development retrofits, shared-use paths are: | <input type="checkbox"/> Not Address | Bicycle program implemented, including bike education, safety events, and bike maps | <input type="checkbox"/> Yes                 | Complete Streets Policy  | <input type="checkbox"/> No      |                          |                                     |
| With new development and capital improvement projects, bike lanes on arterial streets are:  | <input type="checkbox"/> Required  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| With new development and capital improvement projects, bike lanes on collector streets are:   | <input type="checkbox"/> Recommend   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:  | <input type="checkbox"/> Recommend   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| With new development or during development retrofits, shared-use paths are:   | <input type="checkbox"/> Not Address   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| Bicycle program implemented, including bike education, safety events, and bike maps   | <input type="checkbox"/> Yes   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| Complete Streets Policy   | <input type="checkbox"/> No  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 29. The project is: (Check one)   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><input checked="" type="checkbox"/></td> <td style="width: 85%;">Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)<br/>List:<br/><div style="border: 1px solid black; padding: 2px; background-color: #e0e0e0;">Glendale Transportation Plan, Alternate Modes Section.</div></td> </tr> <tr> <td><input type="checkbox"/></td> <td>Consistent with general policy/practices, but not formally identified (provide source)<br/>Explain:<br/><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div></td> </tr> <tr> <td><input type="checkbox"/></td> <td>Not addressed by jurisdiction's plans, policies, or practices<br/>Explain:<br/><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div></td> </tr> </table>  | <input checked="" type="checkbox"/>  | Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)<br>List:<br><div style="border: 1px solid black; padding: 2px; background-color: #e0e0e0;">Glendale Transportation Plan, Alternate Modes Section.</div> | <input type="checkbox"/>  | Consistent with general policy/practices, but not formally identified (provide source)<br>Explain:<br><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div> | <input type="checkbox"/>   | Not addressed by jurisdiction's plans, policies, or practices<br>Explain:<br><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div> |   |                                      |   |  |                          |                                  |                          |                                     |
| <input checked="" type="checkbox"/>   | Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)<br>List:<br><div style="border: 1px solid black; padding: 2px; background-color: #e0e0e0;">Glendale Transportation Plan, Alternate Modes Section.</div>   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | Consistent with general policy/practices, but not formally identified (provide source)<br>Explain:<br><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div>  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| <input type="checkbox"/>  | Not addressed by jurisdiction's plans, policies, or practices<br>Explain:<br><div style="border: 1px solid black; background-color: #e0e0e0; height: 20px;"></div>   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:   | <div style="border: 1px solid black; padding: 5px; background-color: #e0e0e0;">                     The City of Glendale Parks and Recreation will maintain the project. Since this will be a transportation project, maintenance costs are funded with revenues from the Glendale half-cent transportation sales tax (Glendale Onboard Program).                 </div>   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 31. How will the applicant measure the success of this project?   | <div style="border: 1px solid black; padding: 5px; background-color: #e0e0e0;">                     The success of the project will be measured by the number of users. Peroidic counts will be done at both locations at various times, both during major events in the area and during off-peak times.                 </div>  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 32. 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? | <div style="border: 1px solid black; padding: 5px; background-color: #e0e0e0;">                     No count technology will be incorporated into the project. Bike and pedestrian count will be done on a periodic basis to measure project success. The City of Glendale has staff that can do manual counts or can hire firms to do custom counts when needed.                 </div>   |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |
| 33. 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.                 | <div style="border: 1px solid black; padding: 5px; background-color: #e0e0e0;">                     Yes, great efforts will be made to publicize the project when completed. Since the University of Phoenix-Westgate Entertainment District is a major destination valleywide, having alternative bicycle and pedestrian access that is connected to a 50+ mile shared use pathway system in three adjoining cities should generate intense media interest.                 </div>  |  |  |   |   |  |  |   |                                      |   |  |                          |                                  |                          |                                     |



Westgate Entertainment District  
Jobing.com Arena, shopping, restaurants  
concerts, special events

University of  
Phoenix Stadium

Location # 2  
Ramp and stairs to 95th  
Ave at bridge over pathway

Location # 1  
Pathway to Maryland Ave  
and 95th Ave

Existing Grand Canal  
Shared-use Pathway

Future Grand Canal  
Shared-use Pathway  
(2014)

Maryland Ave

95th Ave

Loop 101

Grand Canal

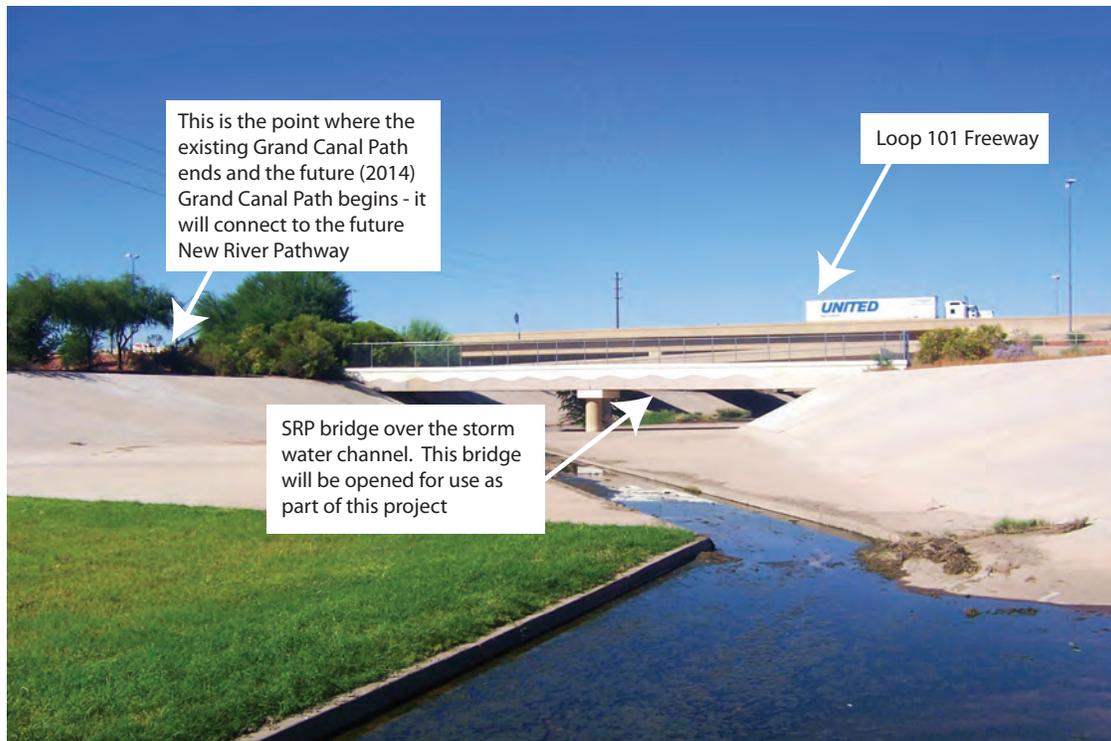
Bethany Home Rd



## Part C - Attachment 2 - Photos for Location #1

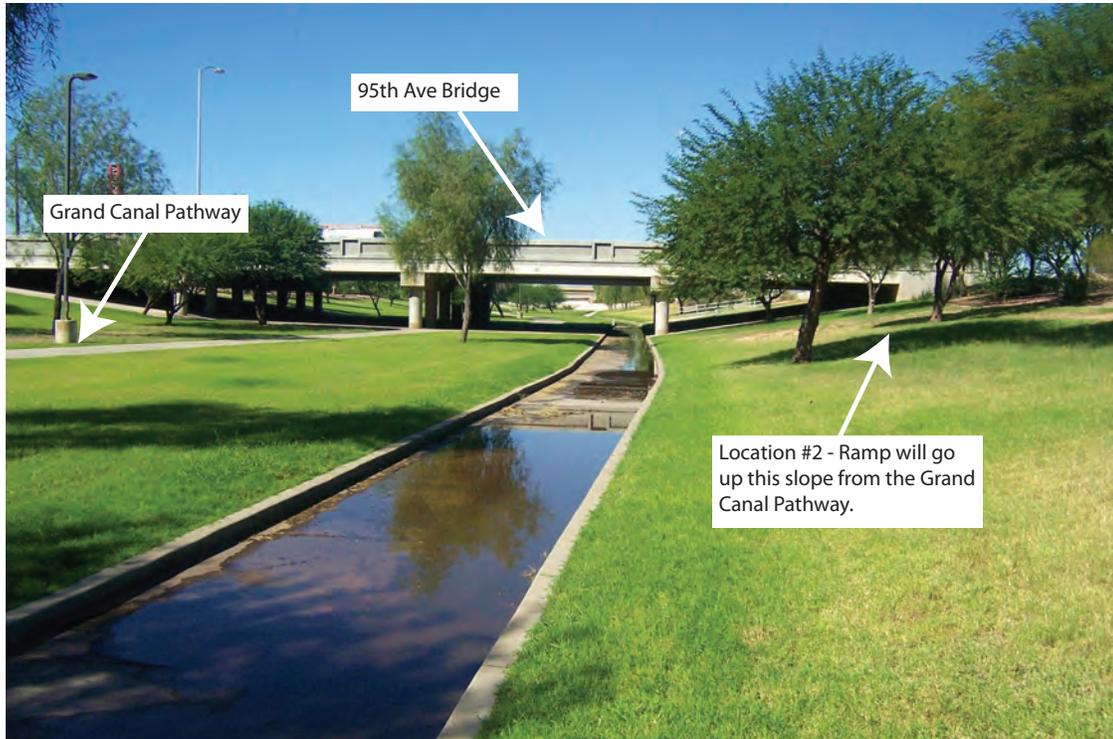


Looking north from a point near the SRP bridge. This is where the Location #1 pathway begins, heading north to the Maryland Ave overpass where it will turn east to 95th Ave. This strip of land, to the right of the fence is owned by ADOT but leased to the City of Glendale. The multi-story building to the right on the horizon is where the Westgate Entertainment District is located.



Looking west from the bottom of the storm water channel. The Grand Canal Pathway ramps up to grade, out of sight in this photo and ends near the left side of the bridge. The Location #1 shared-use pathway will begin on the right side of the bridge and continue north to the Maryland Ave overpass (over the Loop 101) and the head east to 95th Ave. By the end of 2014 the Grand Canal Path will connect to new pathway segments on New River in Glendale and Peoria and complete part of a 50-mile loop through Glendale, Peoria, and central Phoenix.

## Part C - Attachment 2 - Photos for Location #2



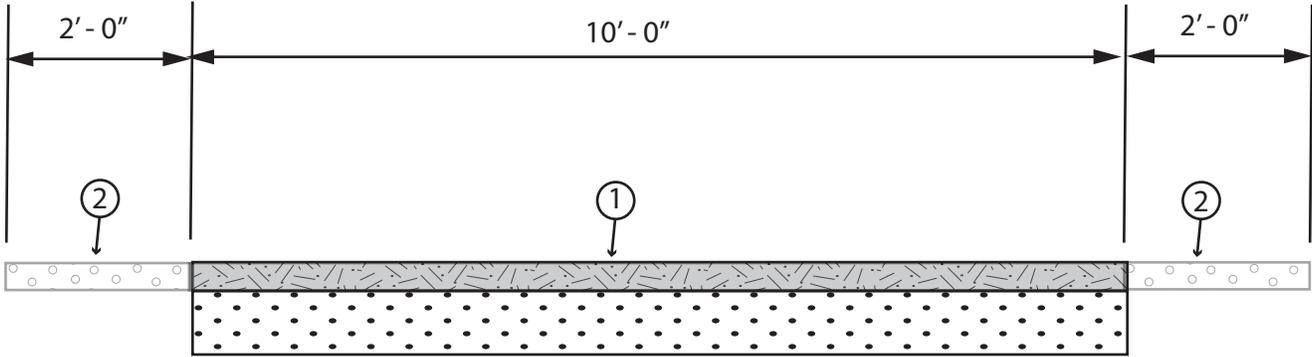
Looking west from the bottom of the Grand Canal Linear Park that also serves as a basin for storm water runoff. A 10 foot wide, concrete ramp with a 5% grade will connect the Grand Canal Pathway to an existing sidewalk on the east side of 95th Ave that goes north to the stadium. The stadium and related special event venues are an easy walk away, about 900 feet up 95th Ave. The ramp connection will have a low-flow channel crossing and a connecting 6 foot wide ADA ramp with a 3.8% grade.



Looking north from the north end of the 95th Ave Bridge. Bicyclists can enter the street at this point although the traffic lanes are only 10 feet wide. Most times there is little traffic (as when this photo was taken) but during game days and special events all six lanes on this street can be filled to capacity. The good news is that on those days traffic speeds will slow enough that bicyclists can easily keep up with flow of traffic. Pedestrians of course will use the sidewalk to safely and conveniently walk to the stadium and the Westgate Entertainment District (Westgate is just over one-half mile ahead).

# Part C - Attachment 3 - Typical Cross Section

## Location #1 Pathway and Location #2 Ramp - Typical Section



① AC Pavement (6" thick)

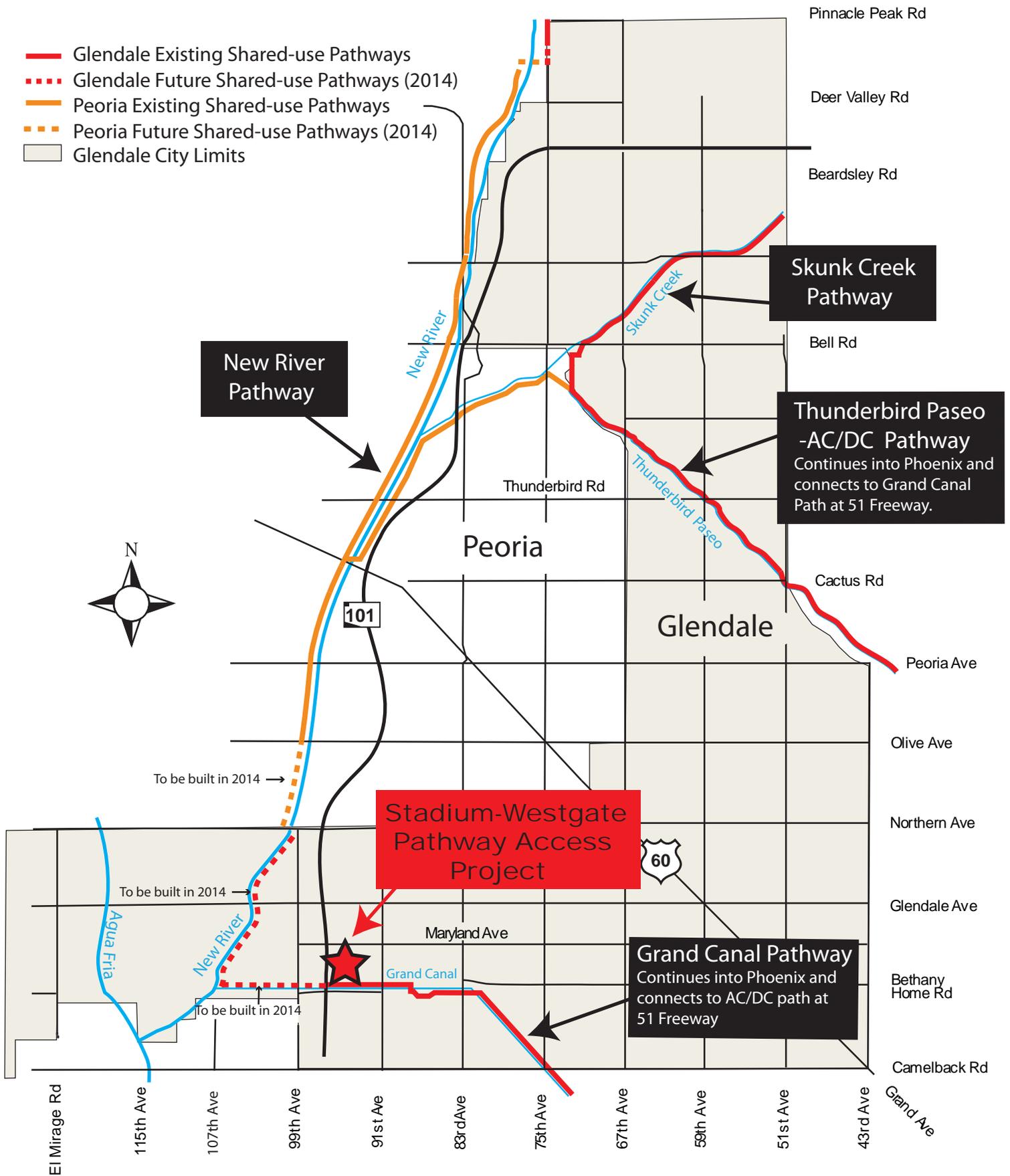
② Decomposed granite (2" min)

Compacted  
aggregate base

Part C - Optional Attachment 1 - What Location #1 will look like



# Part C - Optional Attachment 2 - What Existing and Future Pathways Will Look Like



**PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM**

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

| Sponsoring Agency:   |  | Application Date: |             |              |                     |                    |                       |                     |         |
|--|--|-------------------|-------------|--------------|---------------------|--------------------|-----------------------|---------------------|---------|
| Part   | Item Description   | Unit              | Quan.       | Unit Price   | Total               | Federally Eligible | Federal Funds (94.3%) | Local Funds (6.7%)  | Note(s) |
| A. Scoping (15% Preliminary Engineering Design)  | 1. SITE TOPOGRAPHIC SURVEY   | LS                | 1           | \$5,000.00   | \$7,000.00          | No                 | \$0.00                | \$7,000.00          |         |
|  | 2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN  | LS                | 1           | \$0.00       | \$28,000.00         | No                 | \$0.00                | \$28,000.00         |         |
|  | 3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents) | LS                | 1           | \$0.00       | \$20,000.00         | No                 | \$0.00                | \$20,000.00         |         |
|  | 4. HAZMAT ASSESSMENT   | LS                | 1           | \$0.00       | \$7,000.00          | No                 | \$0.00                | \$7,000.00          |         |
|  | <b>Subtotal Scoping (Part A)</b>   |                   |             |              | <b>\$62,000.00</b>  |                    | <b>\$0.00</b>         | <b>\$62,000.00</b>  |         |
| B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E  | 1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.                             | LS                | 1           | \$150,000.00 | \$150,000.00        | No                 | \$0.00                | \$150,000.00        |         |
|  | 2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report                               | LS                | 1           | \$10,000.00  | \$10,000.00         | No                 | \$0.00                | \$10,000.00         |         |
|  | 3. DRAINAGE REPORT   | LS                | 1           | \$25,000.00  | \$20,000.00         | No                 | \$0.00                | \$20,000.00         |         |
|  | 4. SWPPP   | LS                | 1           | \$5,000.00   | \$5,000.00          | No                 | \$0.00                | \$5,000.00          |         |
|  | <b>Subtotal PE (Part B)</b>  |                   |             |              | <b>\$185,000.00</b> |                    | <b>\$0.00</b>         | <b>\$185,000.00</b> |         |
| C. Right-of-Way Acquisition  | 1. Right-of-Way Acquisition  | LS                | 0           | \$0.00       | \$247,000.00        | No                 | \$0.00                | \$247,000.00        |         |
|  | <b>Subtotal Right-of-Way Acquisition (Part C)</b>  |                   |             |              | <b>\$0.00</b>       |                    | <b>\$0.00</b>         | <b>\$0.00</b>       |         |
| D. Utility Relocation  | 1. Utility Relocation  | LS                | 1           | \$5,000.00   | \$5,000.00          | No                 | \$0.00                | \$5,000.00          |         |
|  | <b>Subtotal Utility Relocation (Part D)</b>  |                   |             |              | <b>\$5,000.00</b>   |                    | <b>\$0.00</b>         | <b>\$5,000.00</b>   |         |
| E. Construction Or Implementation<br>[For Non-Infrastructure Projects (No Ground Disturbing Activities),<br>Address Only Part 4] | 1. Hardscape Construction  | LS                | 1           | \$12,000.00  | \$12,000.00         | Yes                | \$11,316.00           | \$684.00            |         |
|  | Installation of SWMP Measures  | LS                | 1           | \$12,000.00  | \$12,000.00         | Yes                | \$11,316.00           | \$684.00            |         |
|  | Site Preparation   | LF                | 0           | \$0.00       | \$17,250.00         | Yes                | \$16,266.75           | \$983.25            |         |
|  | Sawcut   | LF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Remove Structures and Obstructions   | LS                | 0           | \$1,000.00   | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Remove Fencing   | LF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Remove Structural Concrete   | CY                | 0           | \$50.00      | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Remove Asphaltic Concrete Pavement   | CY                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Remove Concrete Sidewalks, Slabs   | CY                | 0           | \$50.00      | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Hammal Abatement   | LS                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Retaining Wall - Reinforced Concrete Cantilevered  | SF                | 1,325       | \$50.00      | \$66,250.00         | Yes                | \$62,473.75           | \$3,776.25          |         |
|  | General Excavation   | CY                | 370         | \$5.00       | \$1,850.00          | Yes                | \$1,744.55            | \$105.45            |         |
|  | Drainage Excavation  | CY                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Structural Excavation  | CY                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Structural Backfill  | CY                | 15          | \$18.00      | \$270.00            | Yes                | \$254.61              | \$15.39             |         |
|  | Borrow (In Place)  | CY                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Curb & Gutter  | LF                | 18          | \$15.00      | \$270.00            | Yes                | \$254.61              | \$15.39             |         |
|  | Aggregate Base   | CY                | 430         | \$25.00      | \$10,750.00         | Yes                | \$10,137.25           | \$612.75            |         |
|  | Concrete   | SF                | 34,350      | \$3.50       | \$120,225.00        | Yes                | \$113,372.18          | \$6,852.83          |         |
|  | Colored Concrete   | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Stamped Color Concrete   | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Precast Concrete Pavers  | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Asphaltic Concrete   | Ton               | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Polymer or Resin Stabilized Surface  | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Concrete Pavers  | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Stamped Asphalt  | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
|  | Stamped Concrete   | SF                | 0           | \$0.00       | \$0.00              | Yes                | \$0.00                | \$0.00              |         |
| Concrete Stairs  | SF   | 450               | \$5.00      | \$2,250.00   | Yes                 | \$2,121.75         | \$128.25              |                     |         |
| Crosswalk Enhancement  | SF   | 0                 | \$0.00      | \$0.00       | Yes                 | \$0.00             | \$0.00                |                     |         |
| Integral Color Concrete  | SF   | 0                 | \$0.00      | \$0.00       | Yes                 | \$0.00             | \$0.00                |                     |         |
| Pedestrian ADA Ramp  | SF   | 0                 | \$0.00      | \$0.00       | Yes                 | \$0.00             | \$0.00                |                     |         |
| Culvert Extensions   | LF   | 0                 | \$0.00      | \$0.00       | Yes                 | \$0.00             | \$0.00                |                     |         |
| Pedestrian Lighting Including Conduit And Trenching  | Each   | 1                 | \$13,500.00 | \$13,500.00  | Yes                 | \$12,790.50        | \$709.50              |                     |         |
| Standard   | LF   | 100               | \$32.00     | \$3,200.00   | Yes                 | \$3,017.60         | \$182.40              |                     |         |
| Decorative   | LF   | 0                 | \$0.00      | \$0.00       | Yes                 | \$0.00             | \$0.00                |                     |         |
| <b>Subtotal Hardscape Construction</b>   |  |                   |             |              | <b>\$247,815.00</b> |                    | <b>\$233,689.55</b>   | <b>\$14,125.45</b>  |         |



**PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS**

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

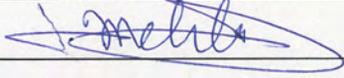
The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 23-26 in Part B.

| <b>Cost Estimate for the Project Including ALL Segments</b>        | <b>Cost</b> | <b>Additional Notes (if needed)</b>                   |            |               |            |
|--|-------------|---|------------|---------------|------------|
| 1. ADOT Fee  | \$20,000    |   |            |               |            |
| 2. Design  | \$247,000   |   |            |               |            |
| 3. Right of way  | \$0         |   |            |               |            |
| 4. Utilities   | \$5,000     |   |            |               |            |
| 5. Construction  | \$538,765   |   |            |               |            |
| 6. Total Cost  | \$810,765   |   |            |               |            |
| 7. Will the agency maintain the improvement after it is completed? |             | Yes   |            |               |            |
| 8. Expected Annual Maintenance Cost                                |             | 5,524   |            |               |            |
| 9. Identify Source of Maintenance Funds                            |             | Ongoing City of Glendale half cent transportation tax |            |               |            |
| Requested MAG Programming  | Year        | Local Funding Source                                  | Local Cost | Federal Cost  | Total Cost |
| 10. Design   | 2015        | Sales Tax   | \$247,000  | Not Available | \$247,000  |
| 11. ADOT Fee   | 2015        | Sales Tax   | \$20,000   | Not Available | \$20,000   |
| 12. Right of way and Utilities                                     | 2016        | Sales Tax   | \$5,000    | Not Available | \$5,000    |
| 13. Construction   | 2017        | Sales Tax   | \$59,000   | \$479,765     | \$538,765  |
| 14. Total Costs  |             |   | \$331,000  | \$479,765     | \$810,765  |

| PART F - SIGNATURE AND CHECKLIST   |                  |
|--|------------------|
| Checklist  |                  |
| This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed. |                  |
| <b>COVER SHEET</b>   | <b>Complete?</b> |
| Cover Sheet is completely filled out   | Yes              |
| <b>PART A - Contacts and Project Description Fields</b>  | <b>Complete?</b> |
| Contact Information, fields 1 – 5 are complete   | Yes              |
| Project Description, fields 6 - 8 are complete   | Yes              |
| Safe Routes to School, fields 9-12 are complete (if applicable)  |                  |
| <b>PART B - Project Description</b>  | <b>Complete?</b> |
| Fields 1 - 11 (Project Description) are complete   | Yes              |
| Fields 12– 14 (Transit and Access) are complete  | Yes              |
| Fields 15 – 19 (Attractors and Demographics) are complete  | Yes              |
| Fields 20 – 26 (Traffic, Environmental, ROW, and Utilities) are complete   | Yes              |
| Fields 27 – 29 (Guidelines, Policies, and Plans) are complete  | Yes              |
| Fields 30 – 33 (Maintenance and Performance Measurement) are complete  | Yes              |
| <b>PART C - Required Attachments</b>   | <b>Complete?</b> |
| Field 1 - Project map is provided in the printed application and the PDF application   | Yes              |
| Field 2 - Up to 4 photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).  | Yes              |
| Field 3 - Cross-section(s) provided in the printed application and the PDF application.  | Yes              |
| (OPTIONAL)- Up to 2 photos/renderings of the completed project are provided in the printed application and the PDF application.      | Yes              |
| (OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application   | No               |
| (OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.                                     | No               |
| <b>PART D - Cost Estimate Worksheet</b>  | <b>Complete?</b> |
| Sponsoring Agency, Project Title, and Application Date are complete  | Yes              |
| Part A - Scoping is complete   | Yes              |
| Part B - Final Preliminary Engineering Design is complete  | Yes              |
| Part C - Right-of-Way Acquisition is complete  | Yes              |
| Part D - Utility Relocation is complete  | Yes              |
| Part E - Construction or Implementation is complete  | Yes              |
| Parts F, G, and H - Costs are complete and accurate  | Yes              |
| <b>PART E - Total Project Schedule and Budget Including All Segment Fields</b>   | <b>Complete?</b> |
| Fields 1 – 6 are complete and costs are accurate   | Yes              |
| Field 7 - 9 are complete   | Yes              |
| Fields 10 – 13 Years are complete  | Yes              |
| Fields 10 – 13 Local Funding Sources are complete  | Yes              |
| Fields 10 – 13 Local Costs are complete and accurate   | Yes              |
| Field 10 - 13 Federal Costs are complete and accurate  | Yes              |
| Field 14 Total Costs are complete and accurate   | Yes              |
| <b>PART F - Signature and Checklist</b>  | <b>Complete?</b> |
| Entire checklist is completed.   | Yes              |
| Form is signed by MAG member agency's manager/administrator or designated representative.  | Yes              |
| Name, title and date fields under the signature are completed.   | Yes              |
| (SAFE ROUTES TO SCHOOL PROJECTS ONLY) - Additional signatures and related name, date, and title are completed.                       |                  |

## SIGNATURE(S):

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

|            |   |
|------------|---|
| Signature: |  |
| Name:      | Jamsheed Mehta  |
| Title:     | Interim Assistant City Manager  |
| Date:      | 17-Oct-13   |

### Complete the following ONLY if this is a Safe Routes to School Project.

Note: All signatures indicate an agreement in principle and a partnership on this project between the applicant and the signing organization. Although not all signatures are required, applications that include more signatures will be ranked higher

**School/Site Official (required):**

(Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)

|            |  |
|------------|--|
| Signature: |  |
| Name:      |  |
| Title:     |  |
| Date:      |  |

**School District official (required):**

|            |  |
|------------|--|
| Signature: |  |
| Name:      |  |
| Title:     |  |
| Date:      |  |

**Law Enforcement Official (required):**

|            |  |
|------------|--|
| Signature: |  |
| Name:      |  |
| Title:     |  |
| Date:      |  |

## **ATTACHMENT: MAG CRASH DATA**

MAG has provided crash summaries for this project, as requested by the agency,  
in reference to Part B, Question 6 of the MAG Transportation Alternatives Application

| <b>Glendale, Project #1, Pedestrian</b> |                 |          |          |          |          |                |
|---|-----------------|----------|----------|----------|----------|----------------|
| <b>Year</b>                             | <b>Severity</b> |          |          |          |          | <i>5 total</i> |
|   | 1               | 2        | 3        | 4        |          |                |
| 2008                                    | 0               | 0        | 0        | 0        | 0        | 0              |
| 2009                                    | 0               | 0        | 0        | 0        | 0        | 0              |
| 2010                                    | 0               | 1        | 0        | 1        | 0        | 2              |
| 2011                                    | 0               | 1        | 0        | 0        | 0        | 1              |
| 2012                                    | 1               | 0        | 0        | 0        | 0        | 1              |
| 2013                                    | 0               | 0        | 0        | 0        | 0        | 0              |
| <i>total</i>                            | <i>1</i>        | <i>2</i> | <i>0</i> | <i>1</i> | <i>0</i> | <i>4</i>       |

| <b>Glendale, Project #1, Bicyclist</b> |                 |          |          |          |          |                |
|--|-----------------|----------|----------|----------|----------|----------------|
| <b>Year</b>                            | <b>Severity</b> |          |          |          |          | <i>5 total</i> |
|  | 1               | 2        | 3        | 4        |          |                |
| 2008                                   | 0               | 0        | 0        | 0        | 0        | 0              |
| 2009                                   | 0               | 1        | 0        | 0        | 0        | 1              |
| 2010                                   | 0               | 1        | 0        | 1        | 0        | 2              |
| 2011                                   | 0               | 1        | 0        | 0        | 0        | 1              |
| 2012                                   | 0               | 0        | 1        | 0        | 0        | 1              |
| 2013                                   | 0               | 0        | 0        | 0        | 0        | 0              |
| <i>total</i>                           | <i>0</i>        | <i>3</i> | <i>1</i> | <i>1</i> | <i>0</i> | <i>5</i>       |