



32nd Street Re-Purposing Study: SR - 51 to Reach 11



32nd STREET

**MAG Design Assistance Program
FY 2013 Application**

June 21, 2012

I. IDENTIFYING INFORMATION

Name of Applicant: Leticia Vargas, P.E.

Organization/Jurisdiction: City of Phoenix

Address: 200 West Washington Street, 5th floor
Phoenix, AZ 85003

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Name & Title of Contact: Leticia Vargas, P.E.
Civil Engineer II

Email address of Contact: leticia.vargas@phoenix.gov

Amount of funding: \$90,000

II. PROJECT DESCRIPTION

Project Name: 32nd Street Re-Purposing Study: SR-51 to Reach 11

Project Description: The purpose of this grant is to study an existing arterial street, 32nd Street from State Route (SR)-51 to Reach 11 in an attempt to re-purpose an arterial roadway. This street once functioned as a thriving busy arterial street but since the extension of SR-51 has been experiencing a decline in traffic volumes consequently resulting in a need to re-purpose the existing functionality of the roadway. This predicament has been evolving over the past years as a direct result of absence of traffic and a declining economic climate.

The business and residential communities have approached the City requesting to study their once vibrant street and initiate a re-purposing study to design and build a more bike and pedestrian friendly complete street that would accommodate multi-modal users and promote a healthy "walk-able" and "bike-able" community.

In the interest of scope and budget, the City is requesting design assistance to investigate developing an overall concept vision along the entire corridor while simultaneously focusing on two representative segments along the corridor that could model a residential and commercial district which can be replicated and phased throughout the entire corridor.

Approximate Area or Linear Feet: Seven (7) miles (Concept Vision); two (2) miles (approximately ½ to 1 mile residential district; ½ to 1 mile commercial district)

Median Household Income: The median household income for the area based on 2000 Census data is \$58,575.

This project would provide the starting point in modifying the overall Street Functional Classification System with the addition of a "complete street" design which combines pedestrian, bicycle, transit and limited vehicular lanes.

III. PROJECT NEED

The project is needed due to the fact that the corridor has experienced a vast change in the character and functions of the existing street. The resulting benefit of studying the corridor would be the re-purposing of a sixty-four (64) foot arterial street and providing for improved facilities for multi-modal users. It will create a stronger sense of community and revitalize the area by unifying an aging mixed-use corridor with a common or complementary theme throughout the corridor. It will promote a focal mixed-use corridor and exemplify a re-purposing study for a typical major corridor potentially into a complete street concept.

This project will benefit the low to moderate income population by providing alternate modes of transportation including biking, walking, and connectivity to transit centers. Currently, five percent of the population is characterized as low income. While this is not a high percentage, the attraction of various civic uses such as schools, churches, parks and their adjacency to the 32nd Street alignment and bus service from route 138 and route 16, east-west connections to routes 106, 170 and 186, in addition the adjacency of two Rapid commuter lines that make this route a highly traveled street for everyone, regardless of income status. There are almost two dozen schools in the area and the school age population will benefit from provisions of multi-modal opportunities.

The minority population is approximately 12%, which includes Hispanic, American Indian and African American.

The elderly population, persons age 60 years and older make up 16% of the population.

Approximately, 5% of the population is considered physically challenged.

Lastly, 22% of the population is considered school aged between the ages of 5 -18 years old.

IV. REPLICATION

This project would demonstrate the beneficial use of bicycle and/or pedestrian facilities in other locations in the MAG region by providing guidance and experience for other projects that are moving towards re-purposing a traditionally planned road which is more focused on moving traffic to a complete street approach benefiting multi-modal users.

V. LINKAGES

The City of Phoenix has a designated bike lane along 32nd Street north of Bell Road. This project will look at extending the bike lane along the entire corridor from SR-51 up to Bell Road. It will also look at re-purposing a facility that is already an integral part of the community. It has the potential to add value in a regional sense by serving as a model for future aging streets that would better fit in other communities if the street was re-purposed for bike, pedestrian and transit uses in addition to the traditional vehicular traffic.

VI. EXISTING PLANS

The project will be consistent with the visionary documents that MAG defines as a complete street. It will provide examples for future projects with the City of Phoenix and

easily be adaptable to any local jurisdiction that is experiencing older infrastructure with a desire to move toward the more modern complete street design.

VII. SUPPORT AND RESOURCES

Both business and residential partners support this project. The goal is that collectively they can take part in the re-purposing and rebuilding of a corridor that will unify their community. Future programming efforts for Safe Routes to School could also benefit the area. The end result will be a sustainable, more "walk-able" and "bike-able" community that can be experienced and enjoyed by not only the residents and business owners in the area but other visitors and commuters in the area that will drive, commute, or play near and around this corridor. This project has the support of Phoenix Councilman Bill Gates, District 3 and various City of Phoenix Departments: Street Transportation, Public Transit, Community & Economic Development, Planning and Development and the City Manager's Office.

Attached is included a letter of support for this project from Councilman Bill Gates, District 3.

The project will be managed by dedicated staff from the City of Phoenix Street Transportation Department-Design, Construction Management Division.

Base data information (topography survey, aerial photography, ALTA survey, easement information and/or utility information) needed, can be obtained by City staff and their appropriate resources. This information will be provided to the selected consultant to work on this project.

VIII. COST AND FUNDING

The estimated project cost to do a re-purpose study for 32nd Street: SR-51 to Reach 11 area is approximately \$90,000.

Currently, there are no designated funds to design and build this project. However, the City will continue to look for funding opportunities in order to fund this project. A phased approach in both the design and construction may be the most feasible approach to implement this project. Federal funding opportunities that match the criteria will also be pursued as part of the project development.

Currently, there are no designated funds for maintenance; this will be considered in the future development of this project.

The City of Phoenix pursues grant opportunities, both locally and nationally to fund projects like this one. In addition, we are always looking for cost saving in our own Capital Improvement Program on a yearly basis to fund strong local projects.

BUDGET FOR DESIGN ASSISTANCE PROJECT	
ITEM DESCRIPTION	COSTS
PROJECT ADMINISTRATION Project Kick Off, Stakeholder Mtgs	\$10,000.00
DATA COLLECTION & ANALYSIS Project Area Characteristics (including route names, project length, type of work), base map, land use, Existing bicycle/ped conditions, opportunities and constraints, need for the project	\$20,000.00
Re-Purposing Study Environmental requirements/constrains; geotechnical and drainage requirements, critical outside agency involvement; preliminary right-of-way requirements; preliminary utility relocation requirements; preliminary traffic requirements; season considerations; design criteria. Also include an itemized estimate, vicinity map, typical sections, schedule, maps, and recommendation of shade trees	\$40,000.00
PRELIMINARY PLANS/CONCEPTUAL DRAWINGS Half size plans with topographic survey basemap (title sheet, plan sheets, benchmark sheets). Include information on potential funding sources i.e. TEA, CMAQ, SRTS, TCSP, executive summary and photos.	\$20,000.00
TOTAL	\$90,000.00

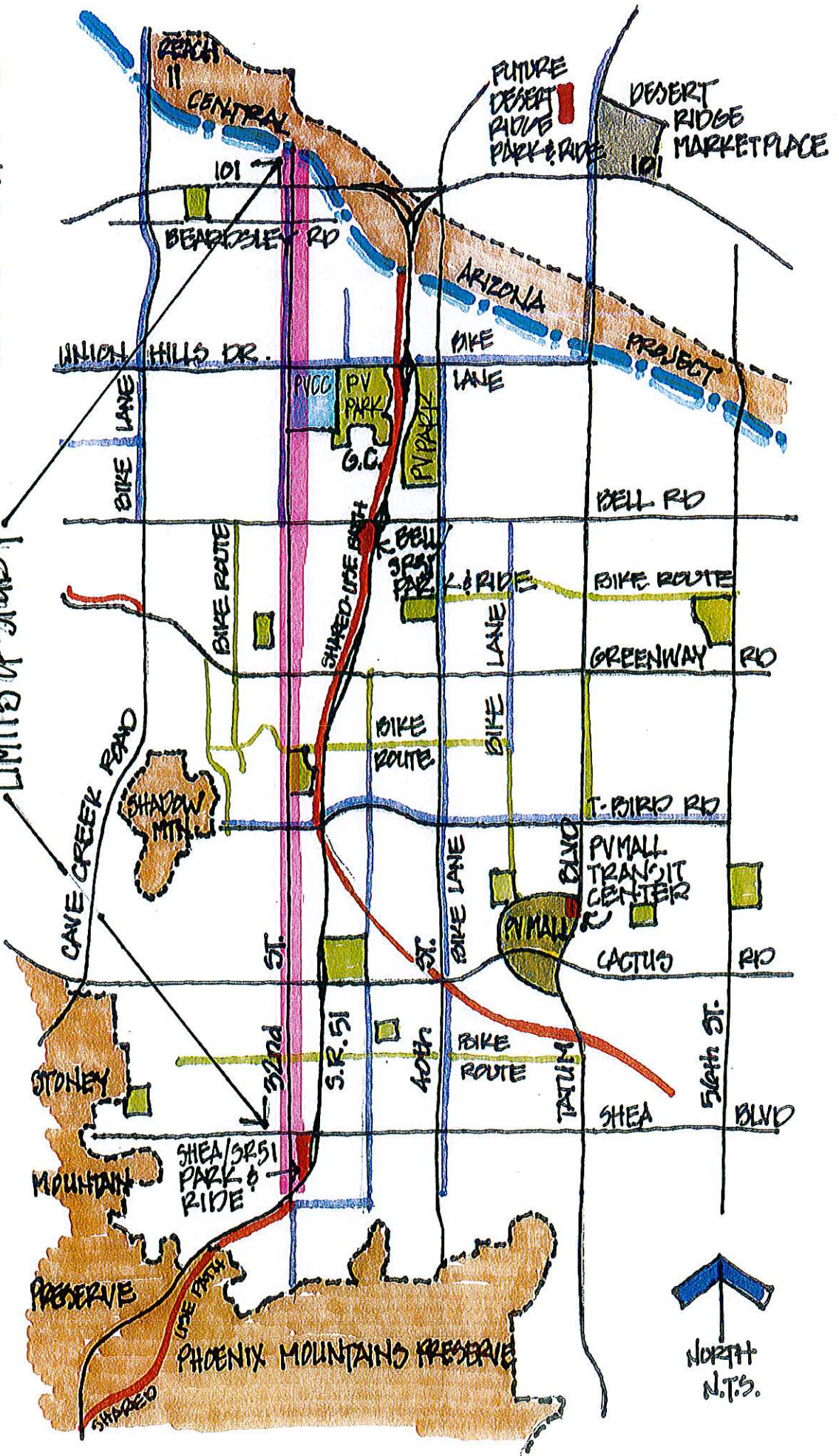
IX. SUPPLEMENTAL INFORMATION

1. Project Area map (Artistic hand drawn map)
2. Photos with captions
3. Letter of support from Council District 3

32nd STREET RECONFIGURING STUDY

S.R. 51 → REACH 11

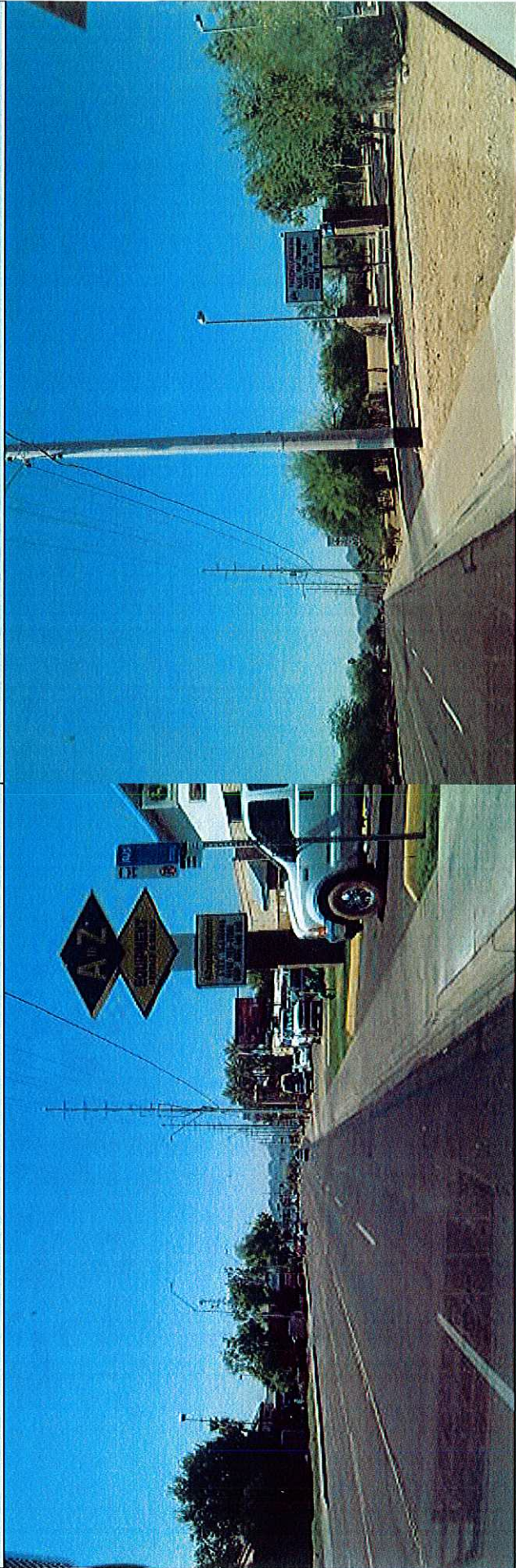
LIMITS OF STUDY





Shea & SR51 Park N Ride Entrance

32nd Street & Shea Park N Ride Entrance



32nd St. S. of Bell looking South

32nd St. N. of Paradise Ln. looking South



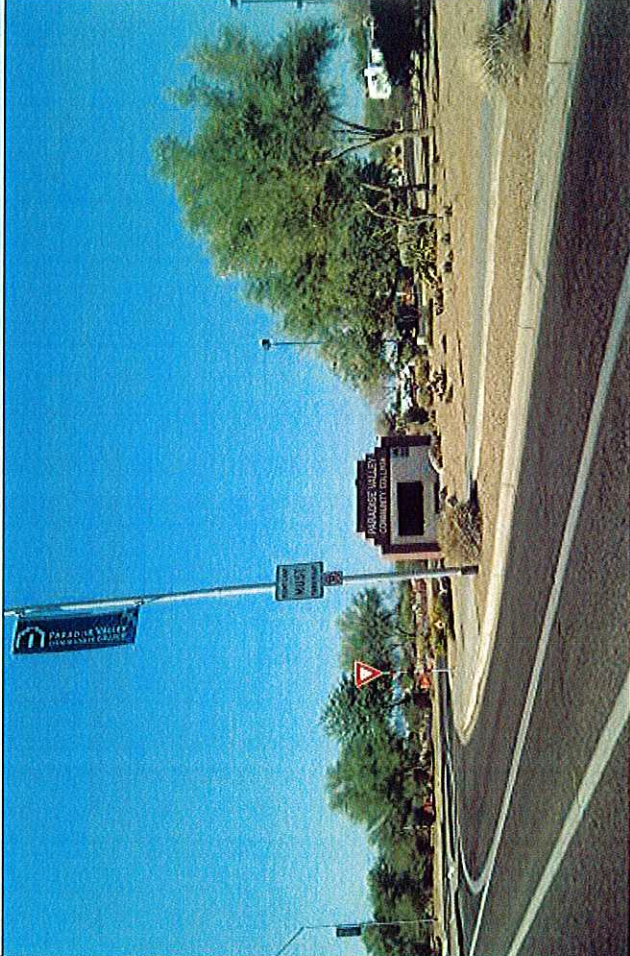
32nd St. N. of Nisbet looking North



32nd St and Shea looking North



32nd St school zone looking North



32nd St & Union Hills PV Community College



City of Phoenix
OFFICE OF THE CITY COUNCIL

BILL GATES
COUNCILMAN
DISTRICT 3

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June 18, 2012

MAG Bicycle and Pedestrian Committee
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Dear Committee Members:

I am writing this letter in support of the application from the City of Phoenix Street Transportation Department for the 2013 MAG Design Assistance Program, 32nd Street Re-Purpose Study: SR-51 to Reach 11. We have been receiving calls from area residents and business interests in that general area with requests for us to revitalize or re-purpose this particular corridor.

Currently, 32nd Street from Shea Blvd to Bell Road does not accommodate for multi-modal users, particularly bike lanes. Area residents have expressed a desire to accommodate pedestrian and bike friendly amenities along 32nd Street. This grant not only would look into how this might be accomplished but would also create a unifying theme that could be expressed throughout the entire 32nd Street corridor from SR-51 to the Reach 11 Recreational Area. If this grant is received, it would serve as a great pilot program for other jurisdictions that have experienced a decline in traffic on a once busy arterial roadway but that still has great land uses like a large community college, a strong residential and business community and a convenient highly used transit corridor that calls for a more sustainable complete street design.

We believe this is the right corridor to do a re-purposing study because we have an active business and residential community that has expressed an interest to thrive and grow in a more bike and pedestrian friendly designed community.

We are eager to work with one of your On-Call Consultants to realize this grant opportunity.

Thank you for this opportunity.

Sincerely,

Councilman Bill Gates