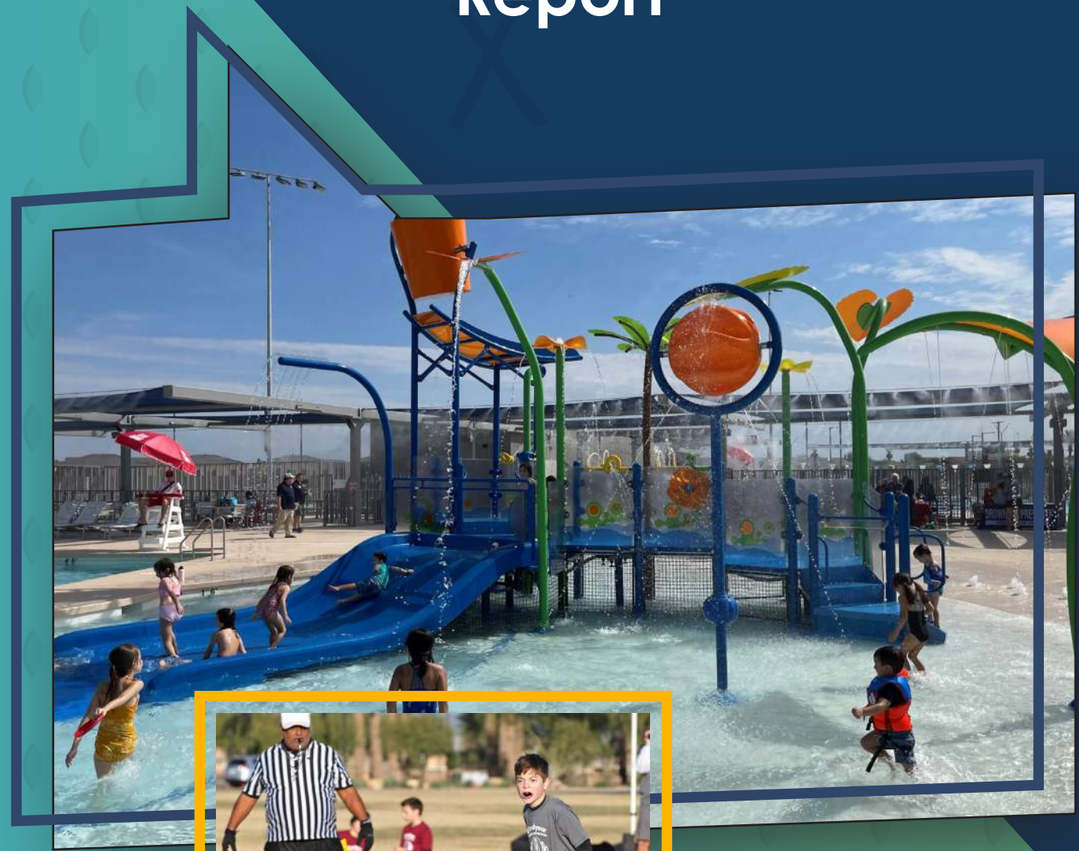
APPENDIX A

Demographic Report



CHAPTER ONE – DEMOGRAPHIC & RECREATION TRENDS ANALYSIS

1.1 INTRODUCTION

A key component of the Parks and Recreation Master Plan ("Plan") is a Demographic & Recreation Trends Analysis. This provides the City of Goodyear's Parks and Recreation Department ("City") insight into the general makeup of the population served and identifies market trends in recreation. It also helps quantify the market in and around the City and understand the types of parks, facilities, and programs / services that are most appropriate to satisfy the needs of residents.

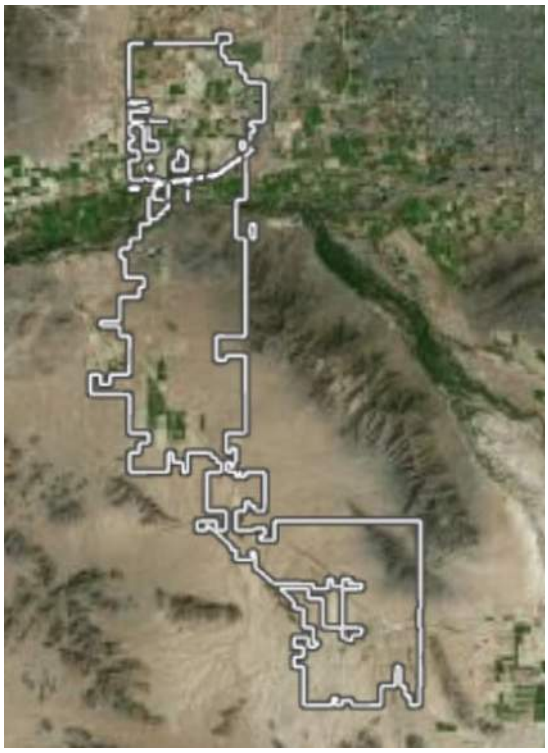
This analysis is two-fold – it aims to answer the *who* and the *what*. First, it assesses the demographic characteristics and population projections of City residents to understand *who* they serve. Secondly, recreational trends are examined on a national, regional, and local level to understand *what* the population served wants to do. Findings from this analysis establish a fundamental understanding that provide a basis for prioritizing the community need for parks, trails, facilities, and recreation programs.

1.2 DEMOGRAPHIC ANALYSIS

The Demographic Analysis describes the population within the city. This assessment is reflective of the City's total population and its key characteristics such as age segments, race, ethnicity, and income levels. It is important to note that future projections are based on historical patterns and unforeseen circumstances during or after the time of the analysis could have a significant bearing on the validity of the projected figures.

1.3 METHODOLOGY

Demographic data used for the analysis was obtained from U.S. Census Bureau and from Environmental Systems Research Institute, Inc. (ESRI), the largest research and development organization dedicated to Geographical Information Systems (GIS) and specializing in population projections and market trends. All data was acquired in July 2022 and reflects actual numbers as reported in the 2010 and 2020 Census. ESRI then estimates the current population (2022) as well as a 5-year projection (2027). PROS utilized straight line linear regression to forecast demographic characteristics for 2032 and 2037.

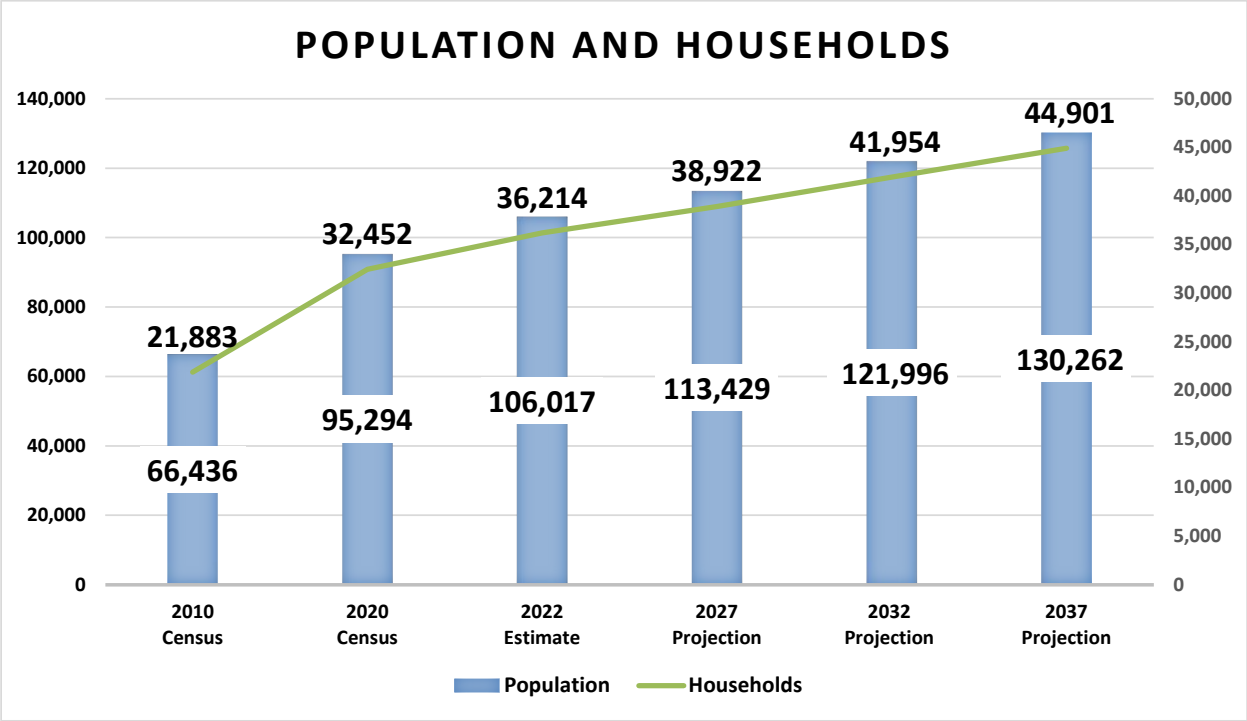


CITY POPULACE

POPULATION

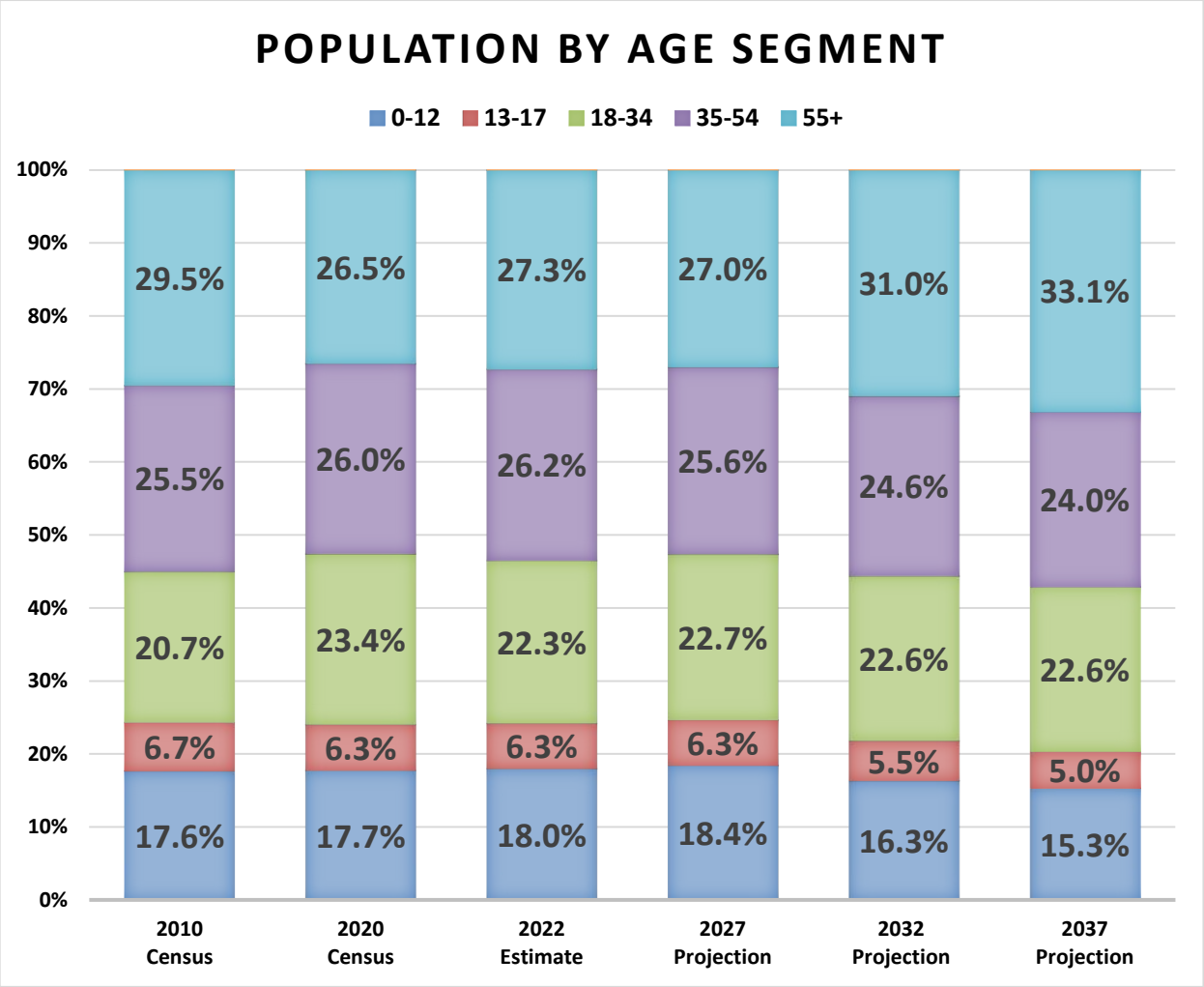
The City's population has experienced significant growth in the last 12 years, increasing 59.6% from 2010 to 2022, or on average 5% per year. This is significantly higher than the national annual growth rate of 0.81% (from 2010-2022). Similar to the population, the total number of households also experienced a significant increase of 65.5% over the 12 years, or on average 5.5% annually (national average = 0.80% annual growth).

Currently, the population is estimated at 106,017 individuals living within 36,214 households. Projecting ahead, the total population growth is expected to continue to significantly grow, but at a slower pace than the last 12 years. By 2037, the City's population is projected at 130,262 residents (1.5% annual growth) living within 44,901 households (2.0% annual growth).



AGE SEGMENT

Evaluating the City's age segmentation, the population has become younger and more balanced in the last 12 years. In 2010, the 55+ population made up 29.4% of the population, whereas today it makes up 27.3% of Goodyear's populace, a decrease of 2.1%. The 2022 population has a median age of 37.4 years old which is slightly younger than the U.S. median age of 38.5 years. Over the last 12 years, the City has achieved a more balanced age segmentation as more young adults and families have moved into the community. This trend is projected to continue over the next 15 years, though it must be noted that the community will commensurately age as well. By 2037, the 55+ are expected to represent 33.1% of the total population (an increase of 5.8% over 2022) while other major age segments will experience a slight decrease.



RACE AND ETHNICITY DEFINITIONS

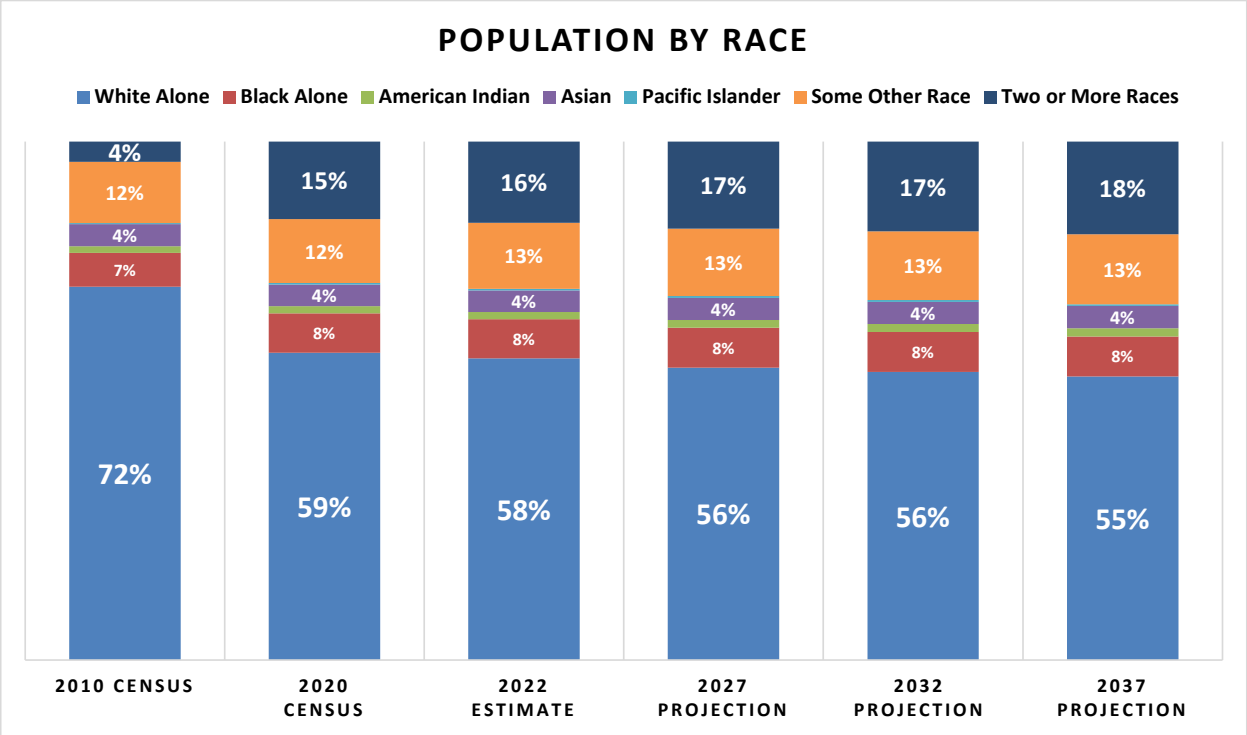
The minimum categories for data on race and ethnicity for Federal statistics, program administrative reporting, and civil rights compliance reporting are defined as below. The Census 2020 and 2020 data on race is directly comparable with data from the 2010 Census. The latest (Census 2020) definitions and nomenclature are used within this analysis.

- **American Indian –** This includes a person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment.
- **Asian** – This includes a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- **Black Alone –** This includes a person having origins in any of the black racial groups of Africa.
- **Native Hawaiian or Other Pacific Islander** – This includes a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- **White Alone –** This includes a person having origins in any of the original peoples of Europe, the Middle East, or North Africa.
- **Hispanic or Latino –** This is an ethnic distinction, a subset of a race as defined by the Federal Government; this includes a person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race.

Please Note: The Census Bureau defines Race as a person's self-identification with one or more of the following social groups: White, Black or African American, Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, or a combination of these, while Ethnicity is defined as whether a person is of Hispanic / Latino origin or not. For this reason, the Hispanic / Latino ethnicity is viewed separate from race throughout this demographic analysis.

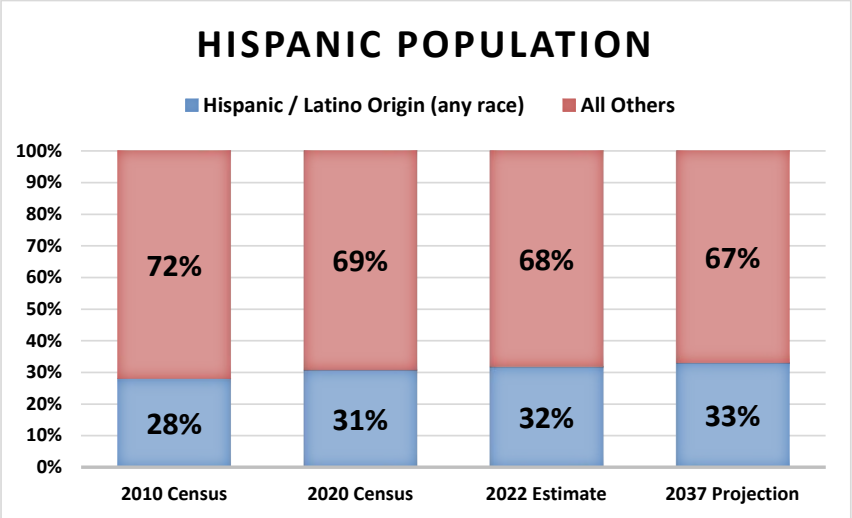
RACE

Assessing race, the City's current population has diversified significantly over the last 12 years as the White Alone population has decreased by 14%. Though still the largest racial segmentation in the City, the White Alone population represents 58% and the largest minority is Two or More Races (17%), a 12% increase over 2010. The predictions for 2037 expect the population to become more diverse, with a 3% decrease in the White Alone population and a continued increase in the Two or More Races segment.



ETHNICITY

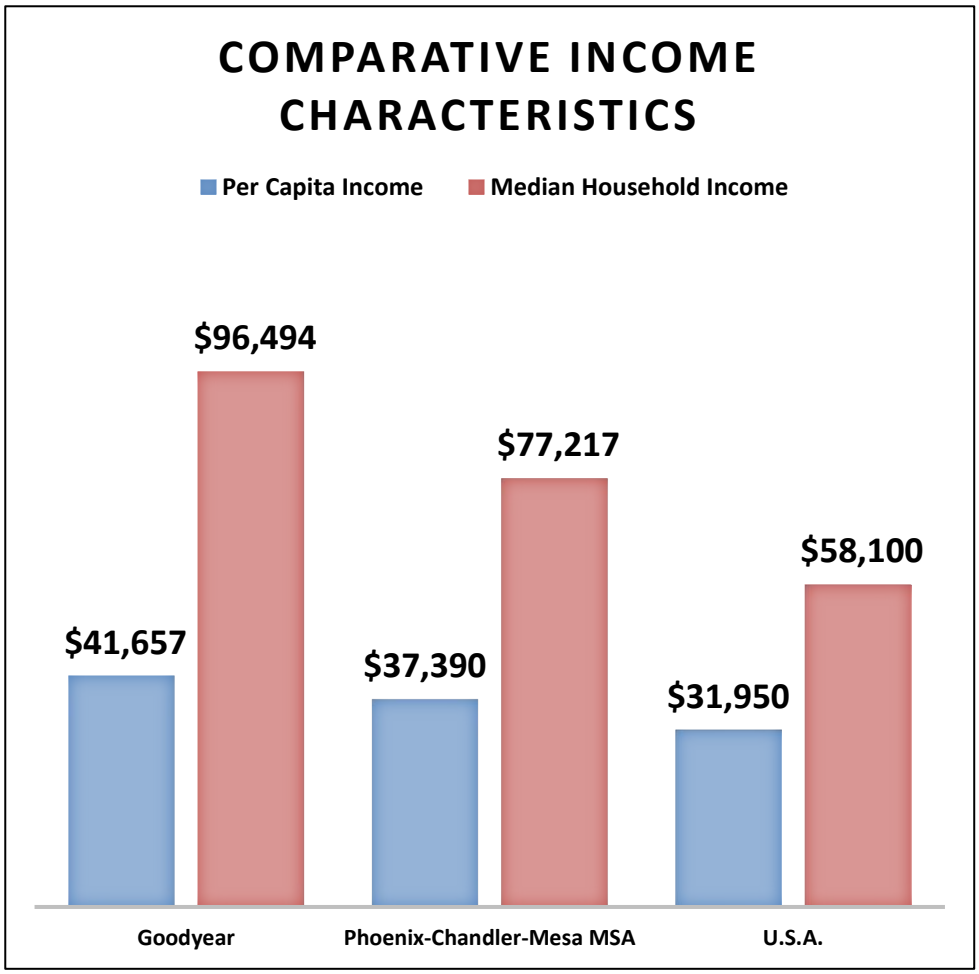
The City's population was also assessed based on Hispanic/Latino ethnicity, which by the Census Bureau definition is viewed independently from race. It is important to note that individuals who are Hispanic/Latino in ethnicity can also identify with any racial categories identified above.



People of Hispanic/Latino origin has increased by 4% over the last 12 years and currently represents approximately 32% of the City's population, which is well above the national average (19% Hispanic/Latino). The Hispanic/ Latino population is expected to slightly grow to 33% of the City's total population by 2037.

HOUSEHOLD INCOME

As seen below, the City's per capita income ($41,657) and median household income ($96,494) are both higher than the averages of Phoenix-Chandler-Mesa Metropolitan Statistical Area that comprises Goodyear and other surrounding communities and the U.S. as a whole. The per capita income is that earned by an individual while the median household income is based on the total income of everyone over the age of 16 living under the same roof. Though these above average income characteristics indicate that the average household may have more disposable income, residents are still likely to be price conscious and have a need to understand the value that correlates with quality-of-life indicators.



DEMOGRAPHIC BREAKDOWN BY CITY PLANNING AREA

Given that the area of the city is 116.5 square miles, it is important to recognize that the City-As-A-Whole demographic information provides only a snapshot of the make-up of the city. The following provides a summary of the current and projected increases in population of the City as well as demographic trends broken down by city planning area.

CITY PLANNING AREA MAP

CITY PLANNING AREA - DEMOGRAPHIC PROJECTIONS FOR 2037

PLANNING AREA			DEMOGRAPHIC PROJECTIONS for 2037			
	Percent of Population 2010	Percent of Population 2022	Percent of Population 2037	AGE SEGMENTATION	RACE/ETHNICITY	INCOME
NORTH	38%	37%	36%	Significant Aging Population **(32% of population will be 65+; 40% of population will be 55+)**	White (64%)/Hispanic (24%)	Per Capita and Median Household Income Levels Greater than Goodyear and MSA
CENTRAL	47%	47%	48%	Balanced/Younger Age Segmentation **(32.1% will be under age of 18; 12.9% population will be 55+)**	White (44%)/Two or More Races (22%)Hispanic (45%)	Per Capita and Median Household Income Levels less than Goodyear and MSA
ESTRELLA	14%	15%	15%	Aging Population **(35.7% of population will be 55+; 20.1% will be under age of 18)**	White (72%)/Hispanic (18%)	Per Capita and Median Household Income Levels Greater than Goodyear and MSA
SOUTH	1%	1%	1%	Significant Aging Population **(24% of population will be 65+; 37% of population will be 55+)**	White (76%)/Hispanic (18%)	Per Capita Income Greater than Goodyear and MSA; Median Household Income Less than Goodyear

GOODYEAR DEMOGRAPHIC IMPLICATIONS

The following implications are derived from the analyses provided above. Each implication is organized by the outlined demographic information sections.

POPULATION

The population is increasing and is projected to experience a population increase of 22.9% over the next 15 years. This is above the national average over the same time period. With a growing population, park and recreation services will need to strategically invest, develop, and maintain parks and recreation facilities in relation to current and future residential growth.

AGE SEGMENTATION

Goodyear has a balanced age segmentation with the largest group being 55+ (27.3%). Over the next 15 years, the city is projected to remain balanced, but also age as the 55+ segment will make up 33.1% of the population in 2037.

RACE AND ETHNICITY

A diversifying community will likely focus the City on providing traditional and emerging programming and service offerings.

HOUSEHOLDS AND INCOME

With median and per capita household income averages MSA and national averages, it would be important for the City to prioritize providing offerings that are first class with exceptional customer service while seeking opportunities to create revenue generation.

1.4 NATIONAL RECREATION TRENDS ANALYSIS

The Trends Analysis provides an understanding of national, regional, and local recreational trends as well recreational interest by age segments. Trends data used for this analysis was obtained from Sports & Fitness Industry Association's (SFIA), National Recreation and Park Association (NRPA), and Environmental Systems Research Institute, Inc. (ESRI). All trend data is based on current and/or historical participation rates, statistically valid survey results, or NRPA Park Metrics.

NATIONAL TRENDS IN RECREATION

METHODOLOGY

The Sports & Fitness Industry Association's (SFIA*) Sports, Fitness & Leisure Activities Topline Participation Report 2023* was utilized in evaluating the following trends:

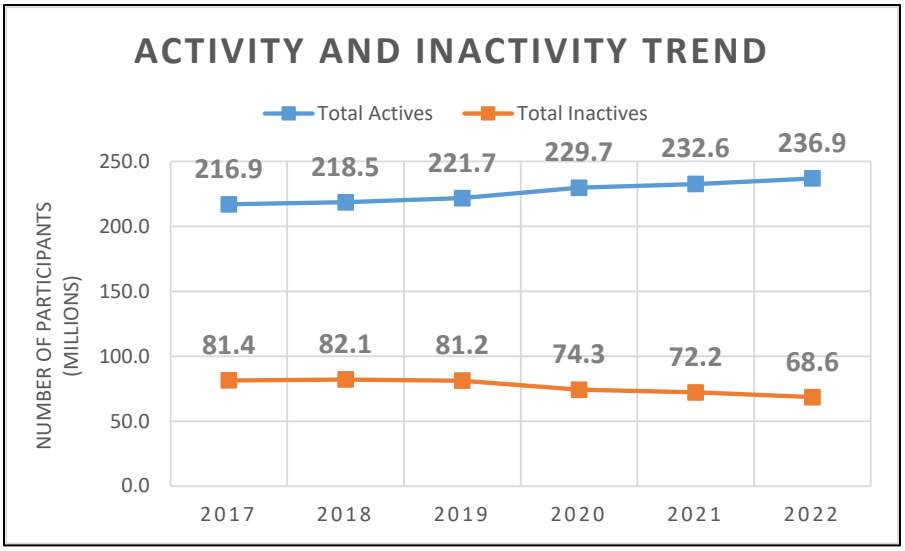
- National Recreation Participatory Trends
- Core vs. Casual Participation Trends

The study is based on findings from surveys conducted in 2022 by the Sports Marketing Surveys USA (SMS), resulting in a total of 18,000 online interviews. Surveys were administered to all genders, ages, income levels, regions, and ethnicities to allow for statistical accuracy of the national population. A sample size of 18,000 completed interviews is considered by SFIA to result in a high degree of statistical accuracy. A sport with a participation rate of five percent has a confidence interval of plus or minus 0.32 percentage points at a 95 percent confidence level. Using a weighting technique, survey results are applied to the total U.S. population figure of 305,439,858 people (ages six and older).

The purpose of the report is to establish levels of activity and identify key participatory trends in recreation across the U.S. This study looked at 120 different sports/activities and subdivided them into various categories including: sports, fitness, outdoor activities, aquatics, etc.

OVERALL PARTICIPATION

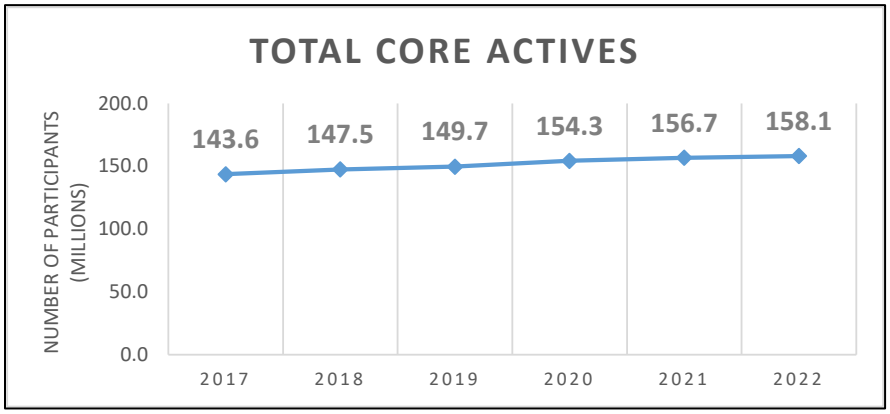
Approximately 236.9 million people ages six and over reported being active in 2022, which is a 1.9% increase from 2021 and the greatest number of active Americans in the last 6 years. This is an indicator that Americans are continuing to make physical activity more of a priority in their lives. Outdoor activities continue to thrive, recreation facilities reopened. fitness at home maintains popularity, and team sports are slowly reaching pre-pandemic participation levels. The chart below depicts participation levels for active and inactive (those who engage in no physical activity) Americans over the past 6 years.



CORE VS. CASUAL PARTICIPATION

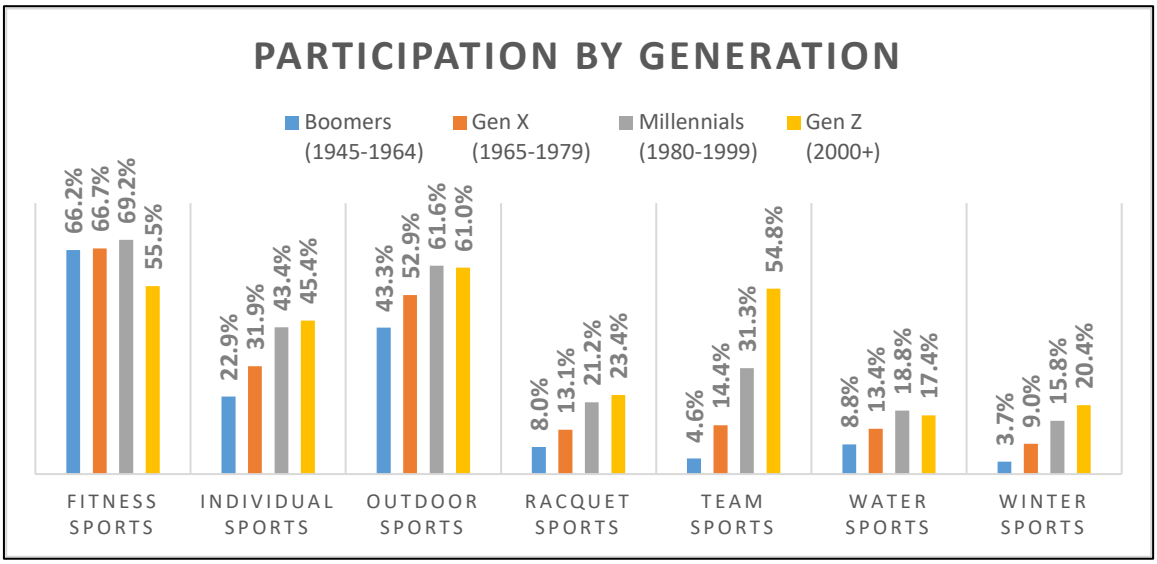
In addition to overall participation rates, SFIA further categorizes active participants as either core or casual participants based on frequency of participation. Core participants have higher participatory frequency than casual participants. The thresholds that define casual versus core participation may vary based on the nature of each individual activity. For instance, core participants engage in most fitness activities more than fifty times per year, while for sports, the threshold for core participation is typically 13 times per year.

In each activity, core participants are more committed and tend to be less likely to switch to other activities or become inactive (engage in no physical activity) than causal participants. This may also explain why activities with more core participants tend to experience less pattern shifts in participation rates than those with larger groups of casual participants. Increasing for the fifth straight year, 158.1 million people were considered CORE participants in 2022.



PARTICIPATION BY GENERATION

The following chart shows 2022 participation rates by generation. Fitness sports continue to be the go-to means of exercise for Boomers, Gen X, and Millennials. Over half of the Gen X, Millennials, and Gen Z generation participated in one type of outdoor activity. Team sports were heavily dominated by generation Gen Z and nearly a third of Gen X also participated in individual sports such as golf, trail running, triathlons, and bowling.



HIGHLIGHTS

Team sports are continuing to recover due to shutdowns during the pandemic. Team sports participation rate increased to 23.2% which is near 2019 participation levels. Pickleball continues to be the fastest growing sport in America by doubling its participation in 2022. Following the popularity of pickleball, every racquet sport also increased in total participation in 2022.

Americans continued to practice yoga, attend Pilates training, and workout with kettlebells. Many started at indoor climbing, while others took to the hiking trail. The waterways traffic had an increase of stand-up paddlers, kayaks, and jet skis. Gymnastics, swimming on a team, court volleyball, and fast-pitch softball benefited from the participation boom created from the Olympics.

Water sports had the largest gain in participation rates. Activities such as jet skiing, scuba diving, and boardsailing/windsurfing all contributed to the 7% increase. Outdoor sports continued to grow with 55% percent of the U.S. population participating. This rate remains higher than pre-pandemic levels with a 51% participation rate in 2019. The largest contributor to this gain was trail running, having a 45% increase over the last five years.

NATIONAL TRENDS IN GENERAL SPORTS

PARTICIPATION LEVELS

The top sports most heavily participated in the United States were basketball (28.1 million), golf (25.6 million), and tennis (23.6 million) which have participation figures well more than the other activities within the general sports category. Baseball (15.5 million), and outdoor soccer (13.0 million) round out the top five.

The popularity of basketball, golf, and tennis can be attributed to the ability to compete with small number of participants, this coupled with an ability to be played outdoors and/or properly distanced helps explain their popularity during the COVID-19 pandemic. Basketball's overall success can also be attributed to the limited amount of equipment needed to participate and the limited space requirements necessary, which make basketball the only traditional sport that can be played at most American dwellings as a drive-way pickup game. Golf continues to benefit from its wide age segment appeal and is considered a life-long sport. In addition, target type game venues or golf entertainment venues have increased drastically (86.2%) as a 5-year trend, using golf entertainment (e.g., Top Golf) as a new alternative to breathe life back into the game of golf.

BASKETBALL	GOLF	TENNIS	GOLF VENUE	BASEBALL
28.1 MILLION	25.6 MILLION	23.6 MILLION	15.5 MILLION	15.5 MILLION

FIVE-YEAR TREND

Since 2017, pickleball (185.7%), golf - entertainment venues (86.2%), and tennis (33.4%) have shown the largest increase in participation. Similarly, basketball (20.3%) and outdoor soccer (9.2%) have also experienced significant growth. Based on the five-year trend from 2017-2022, the sports that are most rapidly declining in participation include ultimate frisbee (-31.5%), rugby (-28.1%), and roller hockey (-25.4%).

ONE-YEAR TREND

The most recent year shares some similarities with the five-year trends; with pickleball (85.7%) and golf - entertainment venues (25.7%) experiencing some of the greatest increases in participation this past year. Other top one-year increases include racquetball (8.0%), badminton (7.1%), and gymnastics.

Sports that have seen moderate 1-year increases, but 5-year decreases are racquetball (8.0%), gymnastics (7.1%), and court volleyball (4.2%). This could be a result of coming out of the COVID-19 pandemic and team program participation on the rise. Similar to their 5-year trend, rugby (-5.8%), roller hockey (-4.0%), and ultimate frisbee (-2.2%) have seen decreases in participation over the last year.

National Participatory Trends - General Sports					
Activity	Participation Levels			% Change	
	2017	2021	2022	5-Year Trend	1-Year Trend
Basketball	23,401	27,135	28,149	20.3%	3.7%
Golf (9 or 18-Hole Course)	23,829	25,111	25,566	7.3%	1.8%
Tennis	17,683	22,617	23,595	33.4%	4.3%
Golf (Entertainment Venue)	8,345	12,362	15,540	86.2%	25.7%
Baseball	15,642	15,587	15,478	-1.0%	-0.7%
Soccer (Outdoor)	11,924	12,556	13,018	9.2%	3.7%
Pickleball	3,132	4,819	8,949	185.7%	85.7%
Football (Flag)	6,551	6,889	7,104	8.4%	3.1%
Badminton	6,430	6,061	6,490	0.9%	7.1%
Volleyball (Court)	6,317	5,849	6,092	-3.6%	4.2%
Softball (Slow Pitch)	7,283	6,008	6,036	-17.1%	0.5%
Soccer (Indoor)	5,399	5,408	5,495	1.8%	1.6%
Boxing for Fitness	5,157	5,237	5,472	6.1%	4.5%
Football (Tackle)	5,224	5,228	5,436	4.1%	4.0%
Football (Touch)	5,629	4,884	4,843	-14.0%	-0.8%
Gymnastics	4,805	4,268	4,569	-4.9%	7.1%
Volleyball (Sand/Beach)	4,947	4,184	4,128	-16.6%	-1.3%
Track and Field	4,161	3,587	3,690	-11.3%	2.9%
Racquetball	3,526	3,260	3,521	-0.1%	8.0%
Cheerleading	3,816	3,465	3,507	-8.1%	1.2%
Ice Hockey	2,544	2,306	2,278	-10.5%	-1.2%
Softball (Fast Pitch)	2,309	2,088	2,146	-7.1%	2.8%
Ultimate Frisbee	3,126	2,190	2,142	-31.5%	-2.2%
Wrestling	1,896	1,937	2,036	7.4%	5.1%
Lacrosse	2,171	1,892	1,875	-13.6%	-0.9%
Roller Hockey	1,834	1,425	1,368	-25.4%	-4.0%
Squash	1,492	1,185	1,228	-17.7%	3.6%
Rugby	1,621	1,238	1,166	-28.1%	-5.8%
NOTE: Participation figures are in 000's for the US population ages 6 and over					
Legend:	Large Increase (greater than 25%)	Moderate Increase (0% to 25%)	Moderate Decrease (0% to -25%)	Large Decrease (less than -25%)	

NATIONAL TRENDS IN GENERAL FITNESS

PARTICIPATION LEVELS

Overall, national participatory trends in fitness have experienced growth in recent years. Many of these activities have become popular due to an increased interest among Americans to improve their health and enhance quality of life by engaging in an active lifestyle. The most popular general fitness activities in 2022 also were those that could be done at home or in a virtual class environment. The activities with the most participation was walking for fitness (114.8 million), treadmill (53.6 million), free weights (53.1 million), running/jogging (47.8 million), and yoga (33.6 million).

FIVE-YEAR TREND

Over the last five years (2017-2022), the activities growing at the highest rate were trail running (44.9%), yoga (23.0%), Pilates training (14.0%) and dance, step & choreographed exercise. Over the same period, the activities that have undergone the biggest decline in participation include group stationary cycling (-33.4%), cross-training style workout (-32.1%) and non-traditional/off road triathlons (-28.1%).

ONE-YEAR TREND

In the last year, fitness activities with the largest gains in participation were group-related activities, cardio kickboxing (8.5%), Pilates training (5.8%), and group stationary cycling (5.5%). This 1-year trend is another indicator that participants feel safe returning to group-related activities. Trail running (5.9%) also saw a moderate increase indicating trail connectivity to continue to be important for communities to provide. In the same span, fitness activities that had the largest decline in participation were cross-training style workout (-5.3%), bodyweight exercise (-2.6%) and running/jogging (-2.4%).

National Participatory Trends - General Fitness					
Activity	Participation Levels			% Change	
	2017	2021	2022	5-Year Trend	1-Year Trend
Walking for Fitness	110,805	115,814	114,759	3.6%	-0.9%
readmill	52,966	53,627	53,589	1.2%	-0.1%
Free Weights (Dumbbells/Hand Weights)	52,217	52,636	53,140	1.8%	1.0%
unning/Jogging	50,770	48,977	47,816	-5.8%	-2.4%
Yoga	27,354	34,347	33,636	23.0%	-2.1%
Stationary Cycling (Recumbent/Upright)	36,035	32,453	32,102	-10.9%	-1.1%
Weight/Resistant Machines	36,291	30,577	30,010	-17.3%	-1.9%
Free Weights (Barbells)	27,444	28,243	28,678	4.5%	1.5%
Elliptical Motion/Cross-Trainer	32,283	27,618	27,051	-16.2%	-2.1%
Dance, Step, & Choreographed Exercise	22,616	24,752	25,163	11.3%	1.7%
Bodyweight Exercise	24,454	22,629	22,034	-9.9%	-2.6%
High Impact/Intensity Training	21,476	21,973	21,821	1.6%	-0.7%
Trail Running	9,149	12,520	13,253	44.9%	5.9%
Rowing Machine	11,707	11,586	11,893	1.6%	2.6%
Stair Climbing Machine	14,948	11,786	11,677	-21.9%	-0.9%
Pilates Training	9,047	9,745	10,311	14.0%	5.8%
Cross-Training Style Workout	13,622	9,764	9,248	-32.1%	-5.3%
Martial Arts	5,838	6,186	6,355	8.9%	2.7%
Stationary Cycling (Group)	9,409	5,939	6,268	-33.4%	5.5%
Cardio Kickboxing	6,693	5,099	5,531	-17.4%	8.5%
Boxing for Fitness	5,157	5,237	5,472	6.1%	4.5%
Boot Camp Style Cross-Training	6,651	5,169	5,192	-21.9%	0.4%
Barre	3,436	3,659	3,803	10.7%	3.9%
Tai Chi	3,787	3,393	3,394	-10.4%	0.0%
Triathlon (Traditional/Road)	2,162	1,748	1,780	-17.7%	1.8%
Triathlon (Non-Traditional/Off Road)	1,878	1,304	1,350	-28.1%	3.5%
NOTE: Participation figures are in 000's for the US population ages 6 and over					
Legend:	Large Increase (greater than 25%)	Moderate Increase (0% to 25%)	Moderate Decrease (0% to -25%)	Large Decrease (less than -25%)	

1.2.5 NATIONAL TRENDS IN OUTDOOR/ADVENTURE RECREATION

PARTICIPATION LEVELS

Results from the SFIA report demonstrate rapid growth in participation regarding outdoor/adventure recreation activities. Much like general fitness activities, these activities encourage an active lifestyle, can be performed individually, and are not as limited by time constraints. In 2022, the most popular activities, in terms of total participants include day hiking (59.5 million), road bicycling (43.6 million), freshwater fishing (41.8 million), camping (37.4 million), and wildlife viewing (20.6 million).

FIVE-YEAR TREND

From 2017-2022, sport/bouldering (174.8%), camping (42.5%), skateboarding (41.3%), day hiking (32.7%), birdwatching (28.6%) has undergone large increases in participation. The five-year trend also shows activities such as indoor climbing (-51.4%), adventure racing (-32.2%) to be the only activities with double-digit decreases in participation.

ONE-YEAR TREND

The one-year trend shows most activities growing in participation from the previous year. The most rapid growth being in sport/boulder climbing (151.1%), BMX bicycling (8.3%), birdwatching (6.8%), and in-line roller skating (4.7%). Over the last year, the only activities that underwent decreases in participation were indoor climbing (-56.9%), adventure racing (-6.1%), and overnight backpacking (-0.9%). Core vs. Casual trends in Outdoor recreation

National Participatory Trends - Outdoor / Adventure Recreation					
Activity	Participation Levels			% Change	
	2017	2021	2022	5-Year Trend	1-Year Trend
Hiking (Day)	44,900	58,697	59,578	32.7%	1.5%
Bicycling (Road)	38,866	42,775	43,554	12.1%	1.8%
Fishing (Freshwater)	38,346	40,853	41,821	9.1%	2.4%
Camping	26,262	35,985	37,431	42.5%	4.0%
Wildlife Viewing (>1/4 mile of Vehicle/Home)	20,351	20,452	20,615	1.3%	0.8%
Camping (Recreational Vehicle)	16,159	16,371	16,840	4.2%	2.9%
Birdwatching (>1/4 mile of Vehicle/Home)	12,296	14,815	15,818	28.6%	6.8%
Fishing (Saltwater)	13,062	13,790	14,344	9.8%	4.0%
Backpacking Overnight	10,975	10,306	10,217	-6.9%	-0.9%
Skateboarding	6,382	8,747	9,019	41.3%	3.1%
Bicycling (Mountain)	8,609	8,693	8,916	3.6%	2.6%
Fishing (Fly)	6,791	7,458	7,631	12.4%	2.3%
Archery	7,769	7,342	7,428	-4.4%	1.2%
Climbing (Sport/Boulder)	2,103	2,301	5,778	174.8%	151.1%
Roller Skating, In-Line	5,268	4,940	5,173	-1.8%	4.7%
Bicycling (BMX)	3,413	3,861	4,181	22.5%	8.3%
Climbing (Indoor)	5,045	5,684	2,452	-51.4%	-56.9%
Climbing (Traditional/Ice/Mountaineering)	2,527	2,374	2,452	-3.0%	3.3%
Adventure Racing	2,529	1,826	1,714	-32.2%	-6.1%
NOTE: Participation figures are in 000's for the US population ages 6 and over					
Legend:	Large Increase (greater than 25%)	Moderate Increase (0% to 25%)	Moderate Decrease (0% to -25%)	Large Decrease (less than -25%)	

1.2.6 NATIONAL TRENDS IN AQUATICS

PARTICIPATION LEVELS

Swimming is deemed a lifetime activity, which is why it continues to have such strong participation. In 2022, fitness swimming remained the overall leader in participation (26.3 million) amongst aquatic activities.

FIVE-YEAR TREND

Assessing the five-year trend, fitness swimming (-3.2%) and swimming on a team (-3.4%) experienced moderate decreases due to the accessibility of facilities during COVID-19. While aquatic exercise (2.1%) saw a slight increase in participation during this same time period.

ONE-YEAR TREND

In 2022, all aquatic activities saw moderate increases in participation which can be asserted to facilities and programs returning to pre-COVID-19 pandemic levels. Swimming on a team (2.8%), aquatic exercise (2.7%) andn fitness swimming (2.5%) saw moderate increases in participation.

National Participatory Trends - Aquatics					
Activity	**Participation Levels**			**% Change**	
	2017	**2021**	**2022**	**5-Year Trend**	**1-Year Trend**
Swimming (Fitness)	27,135	25,620	26,272	-3.2%	2.5%
Aquatic Exercise	10,459	10,400	10,676	2.1%	2.7%
Swimming on a Team	3,007	2,824	2,904	-3.4%	2.8%
NOTE: Participation figures are in 000's for the US population ages 6 and over					
Legend:	Large Increase (greater than 25%)	Moderate Increase (0% to 25%)	Moderate Decrease (0% to -25%)	Large Decrease (less than -25%)	

1.2.7 NATIONAL TRENDS IN WATER SPORTS / ACTIVITIES

PARTICIPATION LEVEL

The most popular water sports / activities based on total participants in 2022 were recreational kayaking (13.6 million), canoeing (9.5 million), and snorkeling (7.4 million). It should be noted that water activity participation tends to vary based on regional, seasonal, and environmental factors. A region with more water access and a warmer climate is more likely to have a higher participation rate in water activities than a region that has a long winter season or limited water access. Therefore, when assessing trends in water sports and activities, it is important to understand that fluctuations may be the result of environmental barriers which can influence water activity participation.

FIVE-YEAR TREND

Over the last five years, surfing (37.8%), recreational kayaking (28.7%), stand-up paddling (13.6%) and white-water kayaking (9.0%) were the fastest growing water activities. From 2017-2022, activities declining in participation were water skiing (-14.9%), snorkeling (-12.0%), boardsailing/windsurfing (-11.6%), and sea/touring kayaking (10.6%).

ONE-YEAR TREND

In 2022, water skiing (-0.6%) was the only water activity to see a decrease in participation. Activities which experienced the largest increases in participation in the most recent year include jet skiing (7.6%), scuba diving (7.4%), boardsailing/windsurfing (7.2%), and surfing (6.6%).

National Participatory Trends - Water Sports / Activities					
Activity	Participation Levels			% Change	
	2017	2021	2022	5-Year Trend	1-Year Trend
Kayaking (Recreational)	10,533	13,351	13,561	28.7%	1.6%
Canoeing	9,220	9,199	9,521	3.3%	3.5%
Snorkeling	8,384	7,316	7,376	-12.0%	0.8%
Jet Skiing	5,418	5,062	5,445	0.5%	7.6%
Stand-Up Paddling	3,325	3,739	3,777	13.6%	1.0%
Surfing	2,680	3,463	3,692	37.8%	6.6%
Sailing	3,974	3,463	3,632	-8.6%	4.9%
Rafting	3,479	3,383	3,595	3.3%	6.3%
Water Skiing	3,572	3,058	3,040	-14.9%	-0.6%
Wakeboarding	3,005	2,674	2,754	-8.4%	3.0%
Kayaking (White Water)	2,500	2,587	2,726	9.0%	5.4%
Scuba Diving	2,874	2,476	2,658	-7.5%	7.4%
Kayaking (Sea/Touring)	2,955	2,587	2,642	-10.6%	2.1%
Boardsailing/Windsurfing	1,573	1,297	1,391	-11.6%	7.2%
NOTE: Participation figures are in 000's for the US population ages 6 and over					
Legend:	Large Increase (greater than 25%)	Moderate Increase (0% to 25%)	Moderate Decrease (0% to -25%)	Large Decrease (less than -25%)	

1.5 NON-PARTICIPANT INTEREST BY AGE SEGMENT

In addition to participation rates by generation, SFIA also tracks non-participant interest. These are activities that the U.S. population currently does not participate in due to physical or monetary barriers, but is interested in participating in. Below are the top five activities that each age segment would be most likely to partake in, if they were readily available.

Overall, the activities most age segments are interested in include: Camping, Bicycling, Fishing, and Swimming for Fitness. All of which are deemed as low-impact activities, making them obtainable for any age segment to enjoy.

6-12 Year-Olds

Fishing
Camping
Soccer
Martial Arts
Basketball

13-17 Year-Olds

Fishing
Camping
Working out w/ Weights
Volleyball
Running/Jogging

18-24 Year-Olds

Camping
Fishing
Martial Arts
Volleyball
Kayaking

25-34 Year-Olds

Camping
Fitness Swimming
Bicycling
Fishing
Kayaking

35-44 Year-Olds

Fitness Swimming
Camping
Bicycling
Fishing
Hiking

45-54 Year-Olds

Bicycling
Fishing
Camping
Fitness Swimming
Hiking

55-64 Year-Olds

Bicycling
Fishing
Fitness Swimming
Camping
Hiking

65+ Year-Olds

Fishing
Fitness Swimming
Bicycling
Birdwatching/Wildlife viewing
Working out using machines

1.6 RECREATION TRENDS FOR THE SENIOR POPULATION (55+)

Today, Goodyear is very diverse with greater and contrasting needs and desires. The Parks and Recreation Department has evolved to ensure that all members of the community are able to benefit from their vast holdings of open space, recreation facilities and service offerings. One area of growing interest is serving the expanding population of older adults.

As mentioned previously, 33% of the population in Goodyear will be 55+ by 2037.

The findings In a research report produced by NRPA affirms that parks and recreation is a vital service provider to older adults, and yet there remains significant opportunity to do much more. Some of the key findings in the report indicate that more than nine in 10 park and recreation agencies report that they offer facilities, activities and programming that cater to older adults. These activities vary greatly, including providing older adults with chances to socialize with others, ways to stay healthy and active, and opportunities to serve others in their communities. Following is a list of activities that are among those most often geared to older adults:

- Exercise classes
- Field trips, tours, vacations
- Arts and crafts classes
- Opportunities to volunteer
- Special events and festivals targeted to older adults
- Group walks
- Paid job opportunities to lead exercise classes, work in recreation centers or at parks.

As noted above, the list of activities varies greatly from active to passive and everywhere in-between.

Where Goodyear can make a real, lasting difference is in providing evidence-based chronic disease prevention and/or management programs that keep older adults healthy and active for years to come. The trend to accomplish this is for the Department to offer these types of programs for older adults in Goodyear, including those focused on enhanced fitness, diabetes management, living with arthritis and improving balance.

The wide breadth of service offerings for older adults should reflect the broad population served. This includes The Woodlands following a wide definition of “older adults” when designing and marketing offerings — in many cases starting with adults as young as 55 years old.

Furthermore, Goodyear may be unique in ensuring that the needs of underserved older adults are met. The Department can be a critical, lifesaving resource for lower and/or fixed income segments of the older adult population. This can possibly include transportation to and from activities and facilities and low-cost or free fitness programs.

Goodyear could consider developing programming for older adults with key partners. To best serve this population, partnerships can include, but not limited to:

- Area agencies on aging
- Retirement communities
- Senior meals providers

- Hospitals and doctors' offices
- Local health departments
- Health insurance companies
- Community-based organizations (e.g., faith-based)

But even with these partners, Goodyear will have hurdles that must be overcome before providing more services to older adults. The most common challenges are the result of inadequate resources, including facility space shortages, insufficient funding, and inadequate staffing. Presumably, these resource constraints will become even more acute as the older adult population grows and the demand for these services increase.

1.7 LOCAL TRENDS – GENERAL SPORTS MARKET POTENTIAL

ESRI's 2022 Sports and Leisure Market Potential Data measures the likely demand for recreation activities as well as expected consumer attitudes towards these activities by City of Goodyear residents. The MPI shows the likelihood that a resident of the City of Goodyear will participate in certain activities when compared to the US National average. The City is compared to the national average in three (3) categories – general sports, fitness and outdoor recreation. PLEASE NOTE: The participation by Goodyear residents in these activities is not restricted geographically to the City of Goodyear. For example, a Goodyear resident may participate in an activity offered by the City of Scottsdale.

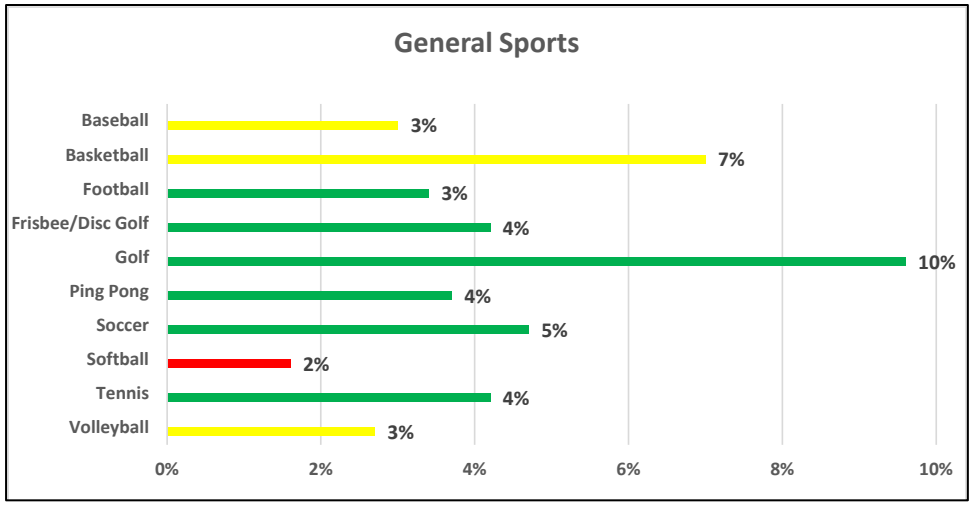
Overall, Goodyear demonstrates average to above average market potential index numbers. Looking at the three categories (general sports, fitness and outdoor activity), Goodyear's MPI percentages show that Goodyear has strong participation rates when it comes to general sports and fitness activities; outdoor recreation activities are generally in-line with or below the national averages.

Activities with MPI numbers greater than the national average are significant because they demonstrate that there is a greater potential that Goodyear residents will actively participate in offerings if these activities were provided by the city or surrounding communities. Activities with MPI numbers lower than the national average are also significant because they demonstrate that there is either a lower potential that Goodyear residents will participate in these activities or the opportunity to participate in these activities is not available to them.

This data should be interfaced with other key findings derived during the master planning process to determine an appropriate level of service for park acreage and amenities for the City of Goodyear. Other key factors that determine level of service include, but are not limited to: demographic projections, resident need as determined by the community engagement process, current level of service (existing park and amenity inventory), and access to existing parks and amenities.

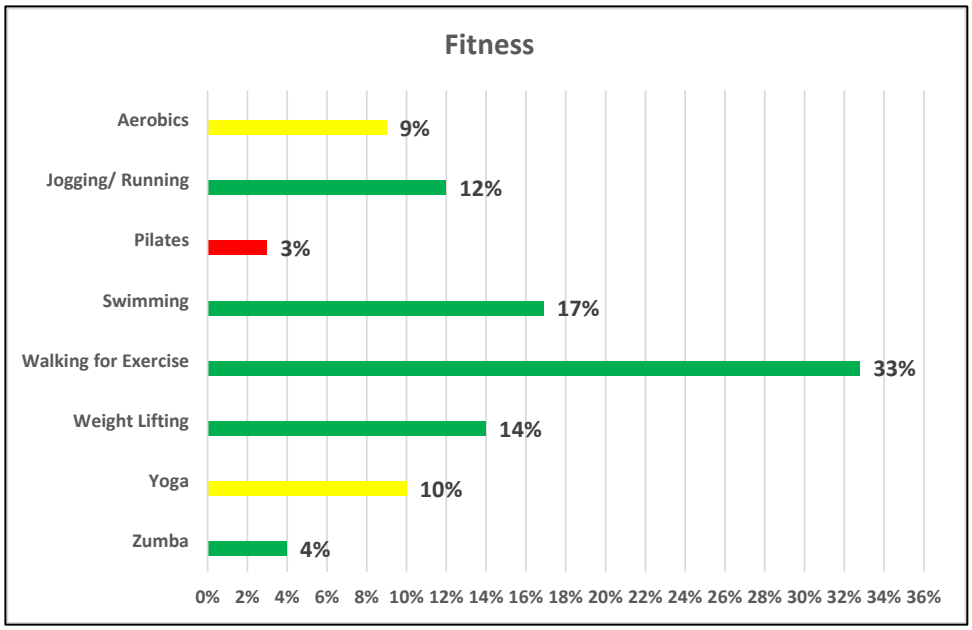
PLEASE NOTE: 1% of Goodyear's population = 1,060 residents

2022 GENERAL SPORTS MARKET POTENTIAL INDEX



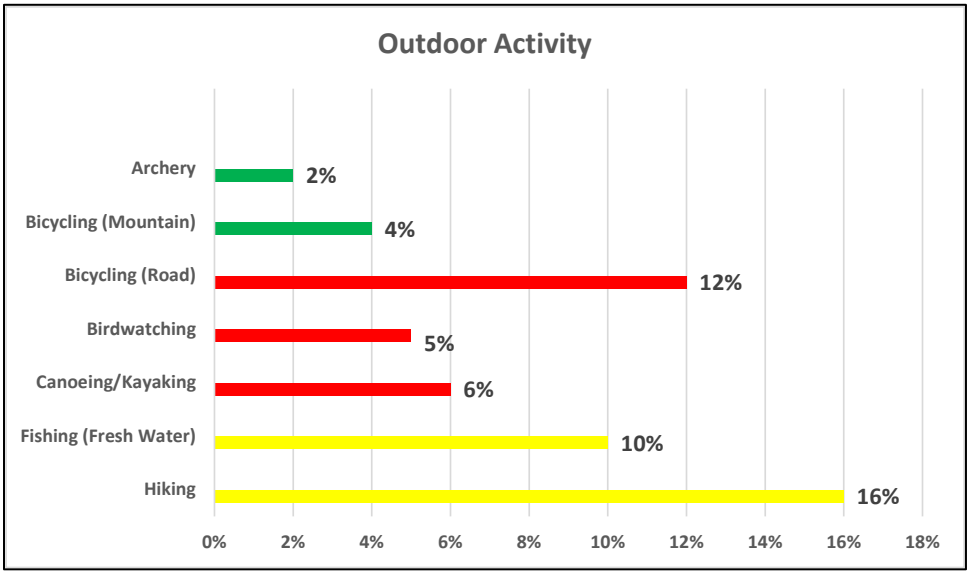
ABOVE NATIONAL AVERAGE
INLINE WITH NATIONAL AVERAGE
BELOW NATIONAL AVERAGE

2022 GENERAL FITNESS MARKET POTENTIAL INDEX



ABOVE NATIONAL AVERAGE
INLINE WITH NATIONAL AVERAGE
BELOW NATIONAL AVERAGE

2022 OUTDOOR ACTIVITY MARKET POTENTIAL INDEX



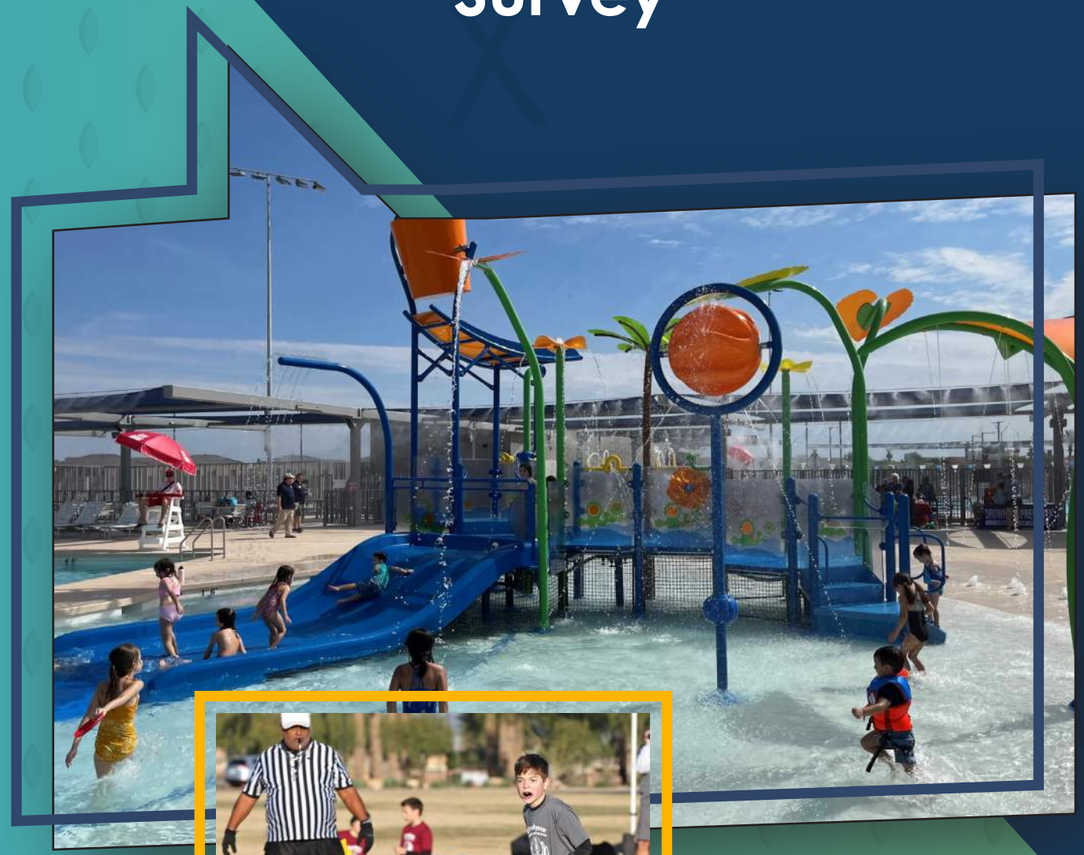
1.8 RECREATION TRENDS SUMMARY

It is critically important for the Goodyear Parks and Recreation to understand the local and national participation trends in recreation activities. In doing so, the Department can gain general insight into the lifecycle stage of recreation programs and activities (emerging, stable and declining) and thereby anticipate potential changes in need and demand for the programs and activities that it provides to the residents of Goodyear. Here are some major takeaways for local and national recreation trends:

- Fitness walking remained the most popular activity OVERALL nationally and locally. This activity will likely continue to grow in popularity in Goodyear.
- All listed aquatic activities have experienced strong participation, both locally and nationally. Swimming on a team saw significant increases in casual participation.
- Basketball is the most participated in sport nationally while golf is the most participated in sport locally.
- Tackle football has gained participants nationally over the last five years and MPI numbers are above the national average for each of these activities.
- Fast-pitch and slow-pitch softball saw slight increases in participation nationally over the last year, however, participation locally is depressed.
    - PLEASE NOTE: Individual MPI numbers are not available for fast-pitch and slow-pitch softball.
- Outdoor recreational activities are on the rise nationally, but are not as popular locally.
- Based on national measurements, income level has a positive impact on activity rate. Higher income households tend to have higher activity rates.

APPENDIX B

Statistically Valid Survey



2022

Findings Report

ETC INSTITUTE

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1 Executive Summary

2022 City of Goodyear, Arizona Parks and Recreation Survey Executive Summary

Overview

ETC Institute administered a Parks and Recreation Needs Assessment Survey for the City of Goodyear during the fall of 2022. The survey will help Goodyear determine park experience priorities for their community.

Methodology

ETC Institute mailed a survey packet to a random sample of households in the Goodyear. Each survey packet contained a cover letter, a copy of the survey, and a postage-paid return envelope. Residents who received the survey were given the option of returning the survey by mail or completing it online at *GoodyearParkSurvey.org*.

After the surveys were mailed, ETC Institute followed up by sending text messages and mailing postcards to encourage participation. The text messages and postcards contained a link to the online version of the survey to make it easy for residents to complete the survey. To prevent people who were not residents of Goodyear from participating, everyone who completed the survey online was required to enter their home address prior to submitting the survey. ETC Institute then matched the addresses that were entered online with the addresses that were originally selected for the random sample. If the address from a survey completed online did not match one of the addresses selected for the sample, the online survey was not included in the final database for this report.

The goal was to complete a minimum of 600 completed surveys from City residents. The goal was met with 603 completed surveys collected. The overall results for the sample of 603 households have a precision of at least +/-4.0 at the 95% level of confidence.

This report contains the following:

- Charts showing the overall results of the survey (Section 2)
- Tabular data showing the overall results for all questions on the survey (Section 3)
- Responses to open-ended questions (Section 4)
- A copy of the survey instrument (Section 5)

The major findings of the survey are summarized on the following pages.

Major Findings

Use of Facilities and Amenities: Respondents were asked to select all the park facilities their household had used or visited in the City of Goodyear. The highest number of respondents indicated they had visited community parks (62%), walking paths/trails (60%), and the Goodyear Ballpark (58%). Those respondents were then asked to rate the overall condition of those park facilities. Respondents were most satisfied (rating "excellent" or "above average") with the recreation center (89%), Goodyear Ballpark (84%), and the aquatic center (86%). Those who had not visited any park facilities were asked to indicate their major barriers to use. Not being aware of parks or trails was selected most often (2.3% of participants).

New Amenities. Respondents were asked to indicate if their household had any desire for 9 new amenities. Respondents were most interested in new trails/walking paths (60%), open space/natural areas (47%), and community parks (40%). The three new amenities most important to households are trails/walking paths (59%), open space/natural areas (47%), and community parks (41%).

Recreation Programs Participation. Respondents were asked if they or anyone in their household had participated in any City of Goodyear recreation programs. Thirty-nine percent (39%) of respondents had participated. Those respondents were then asked to rate the overall quality of the recreation programs. Most respondents (71%) rated the programs either excellent (34%) or above average (37%). Of those who had not participated, the most often listed barriers to use were not being aware of the offerings (35%), scheduling conflicts (25%), and cost (17%).

Interest in Programs. Respondents were asked to indicate if they or anyone in their household had any desire for 10 potential programs. Respondents were most interested in special events (61%) and nature-based education/activities. The three programs most important to households are special events (52%), nature-based education/activities (36%), and arts & culture programs (34%).

Special Events. Most respondents (64%) indicated that they had attended at least one City of Goodyear special event. Those respondents were then asked to rate the overall quality of the special event(s) they attended. Most respondents (72%) rated the events as either excellent (30%) or above average (42%). Of those who had not attended, the most often listed barrier to participation was not being aware of the offerings (46%) and scheduling conflicts (20%).

Interest in Event Types. Respondents were asked to indicate if they or anyone in their household had any desire for 8 potential special events. Respondents were most interested inn Farmer's markets (89%), music (64%), and holiday events (62%). The two events most important to households were farmer's markets (71%) and holiday events (26%).

Communication Methods: Respondents were asked to select all the ways they learned about Goodyear's parks and recreation services The highest number of respondents received communication via InFocus magazine (68%), social media (61%), the banners/signs around Goodyear (36%). Respondents were then asked to rank their top three preferred communication methods:

- Social media (64%)
- InFocus Magazine (60%)
- Banners/signs around Goodyear (41%)

Benefits of Parks and Recreation. Respondents were asked to indicate how important high-quality park and trail experiences were to their overall quality of life. Most respondents (91%) said it was either important (29%) or very important (62%). The benefits respondents agree with most (rating either "agree" or "strongly agree") are that they make Goodyear a more desirable place to live (94%), provide clean/aesthetically pleasing landscaping along public streets (92%), and enhances quality of life and builds a sense of community (88%). Respondents were then asked to select the four benefits most important to their household. These were the benefits selected most often:

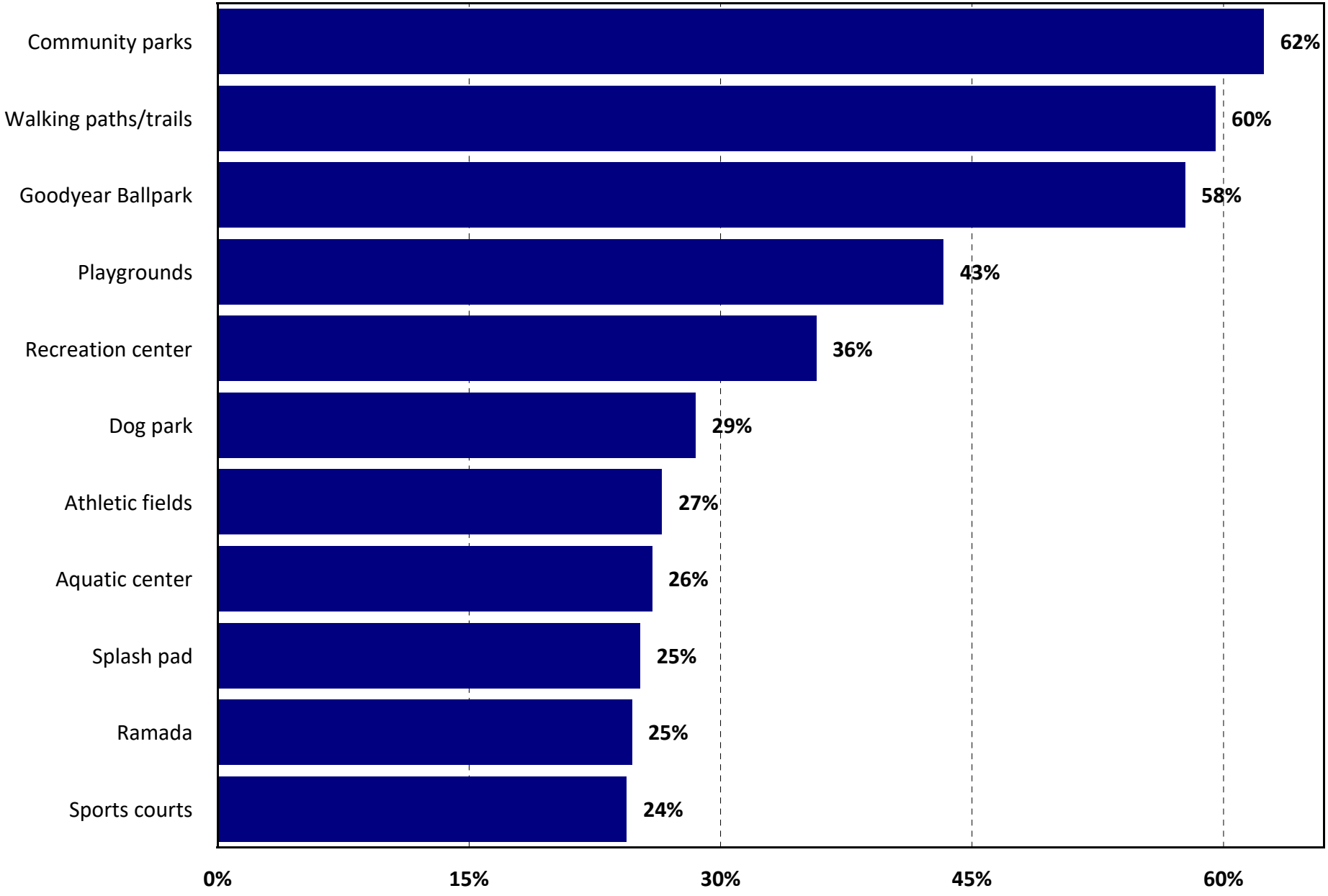
- Makes Goodyear a more desirable place to live (57%)
- Improves my (my household's) physical health & fitness
- Preserves open space and protects the environment (35%)
- Increases my (my household's) property value (33%)

Overall, most respondents (74%) feel satisfied (48%) or very satisfied (26%) with the overall value their household receives from the City of Goodyear Parks and Recreation system.

2 Charts & Graphs

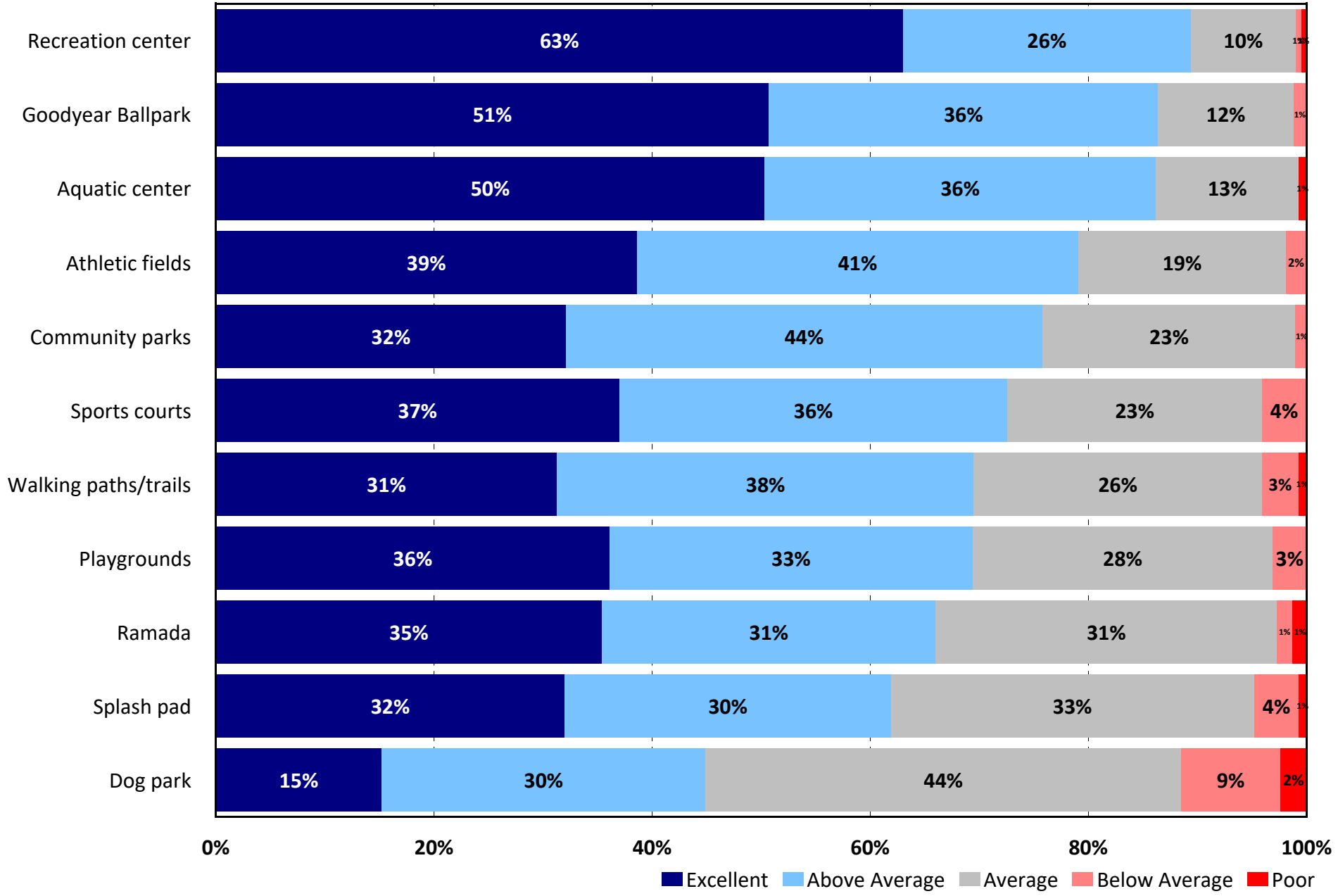
Q1. Please indicate if you or your household have used each of the park facilities

by percentage of respondents



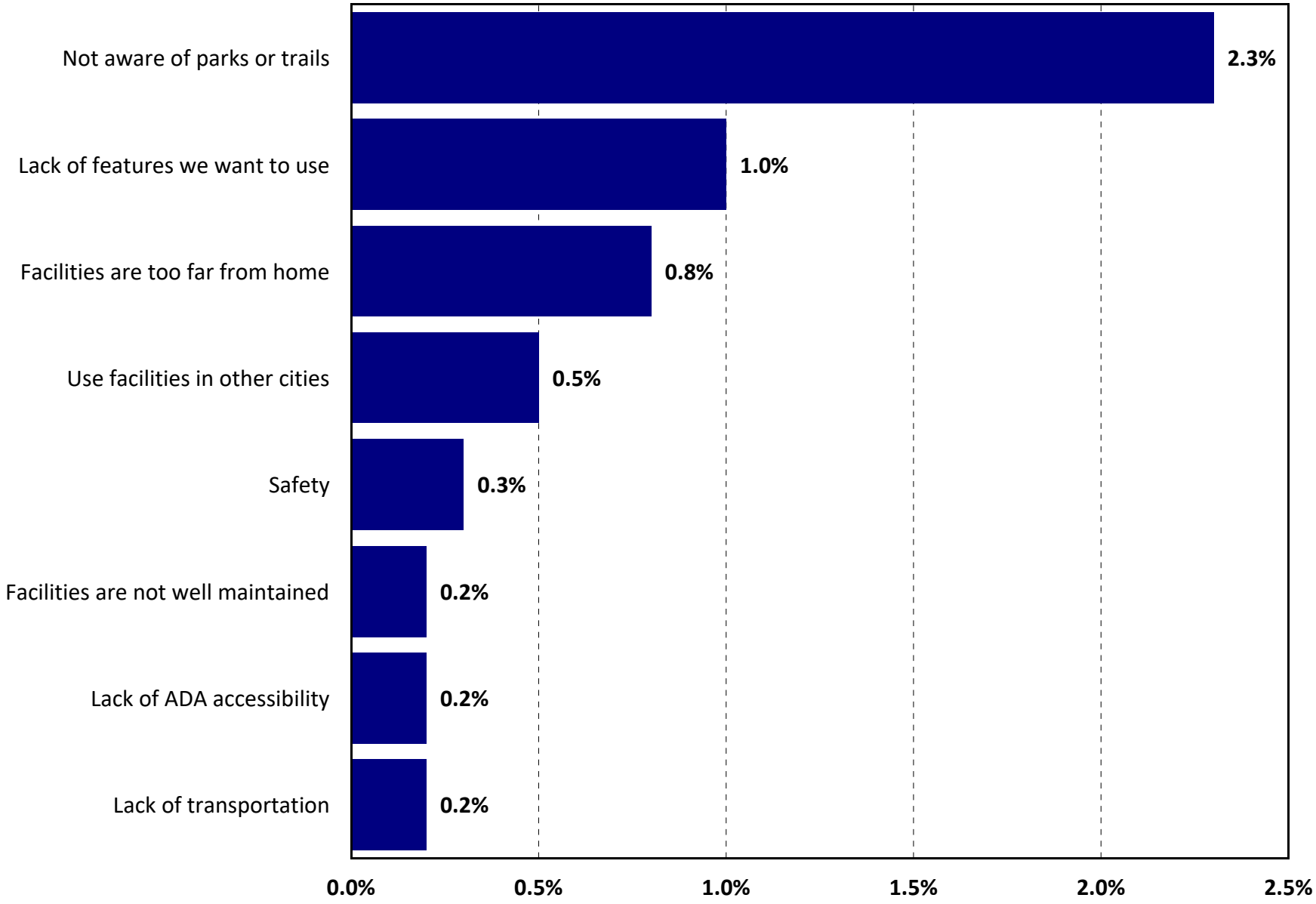
Q2. Rating Condition of Park Facilities

by percentage of respondents who indicated their household had used the park facility (excluding "not provided")



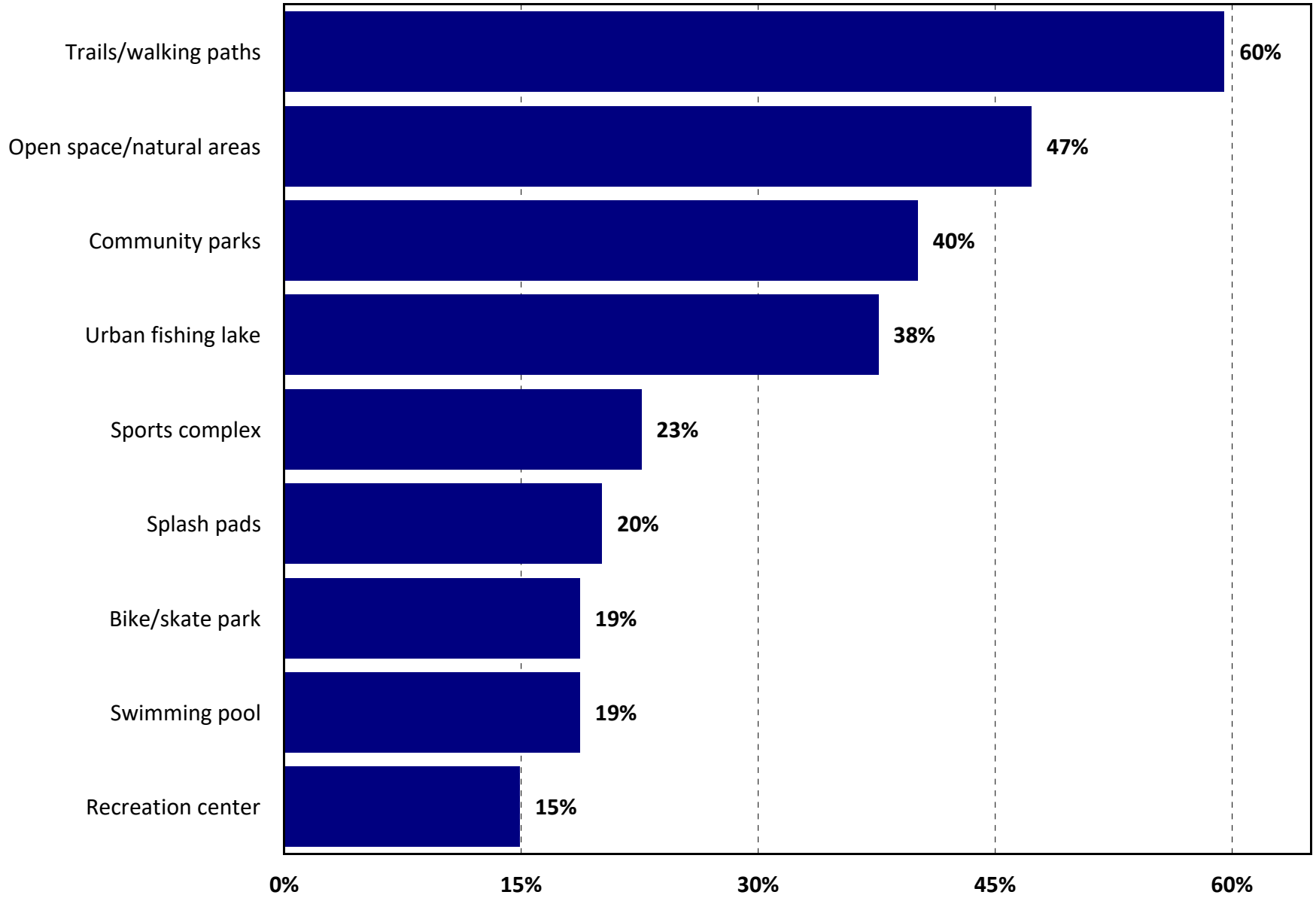
Q1a. If your household has NOT visited any City of Goodyear parks facilities, please CHECK ALL of the following reasons you have NOT visited.

by percentage of respondents who have not visited any park facility (multiple selections could be made)



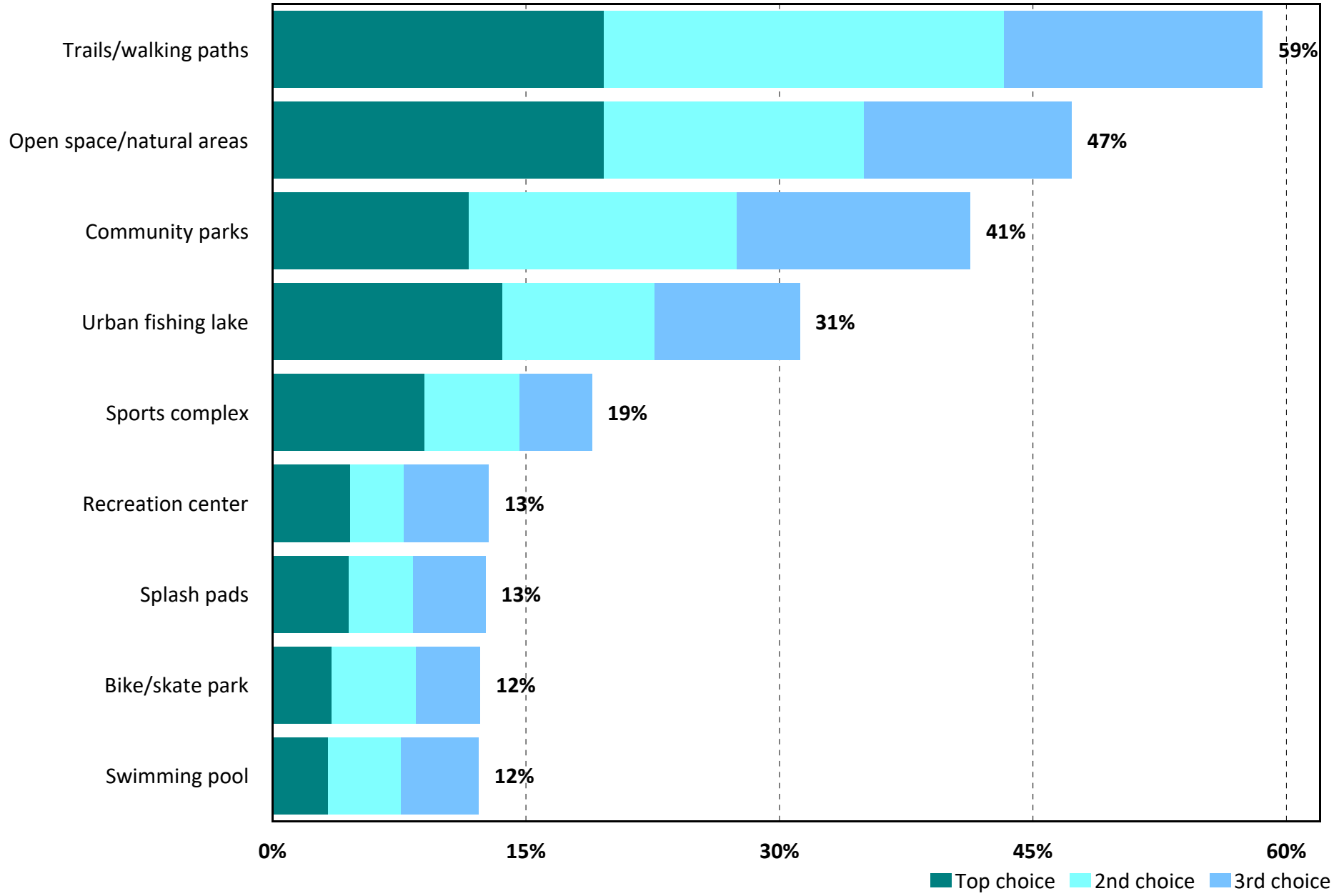
Q2. Please indicate if you or your household has a desire/want for the following NEW amenities.

by percentage of respondents



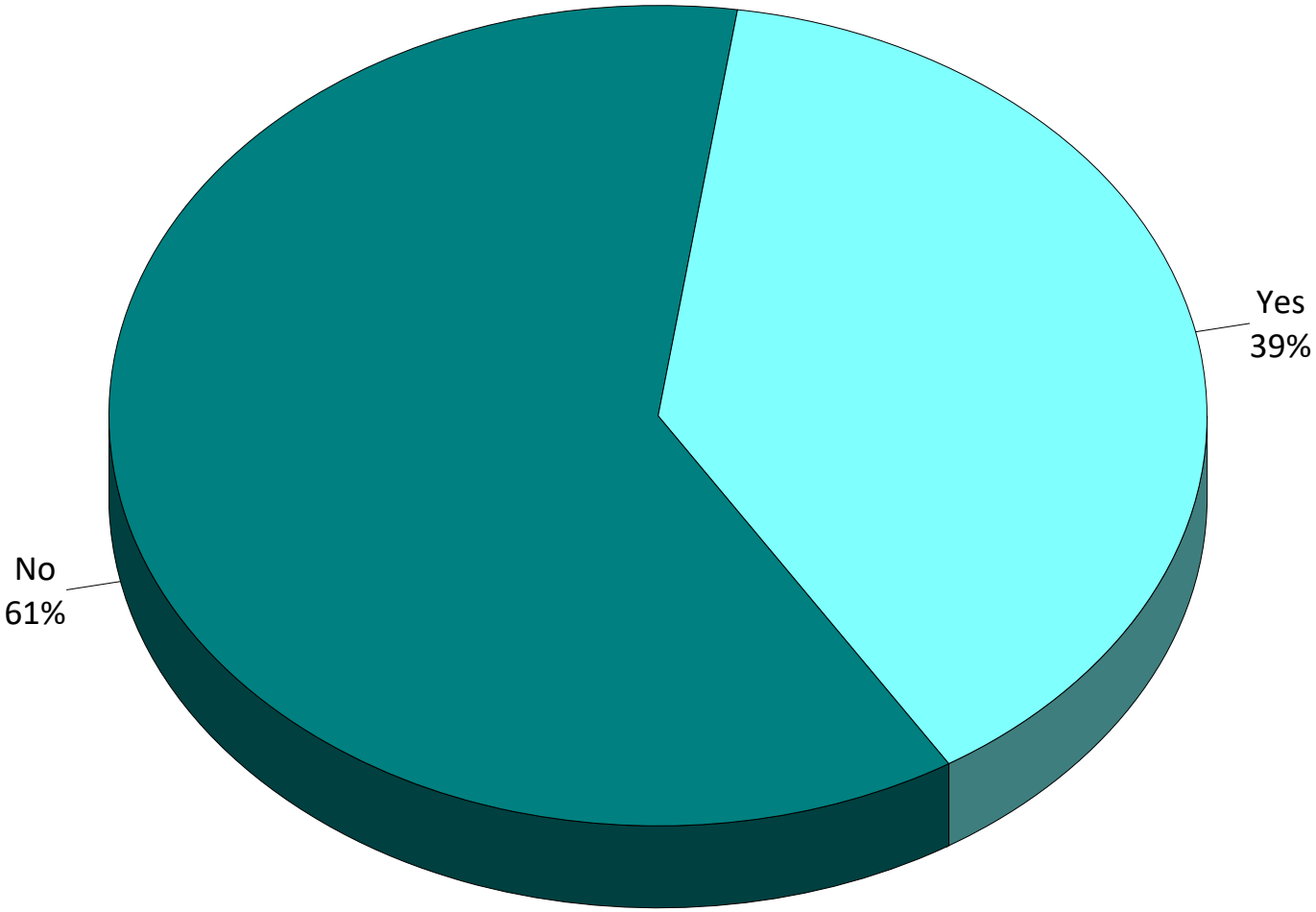
Q3. Which THREE items from Question 2 are MOST IMPORTANT to your household?

by percentage of respondents who selected the items as one of their top three choices



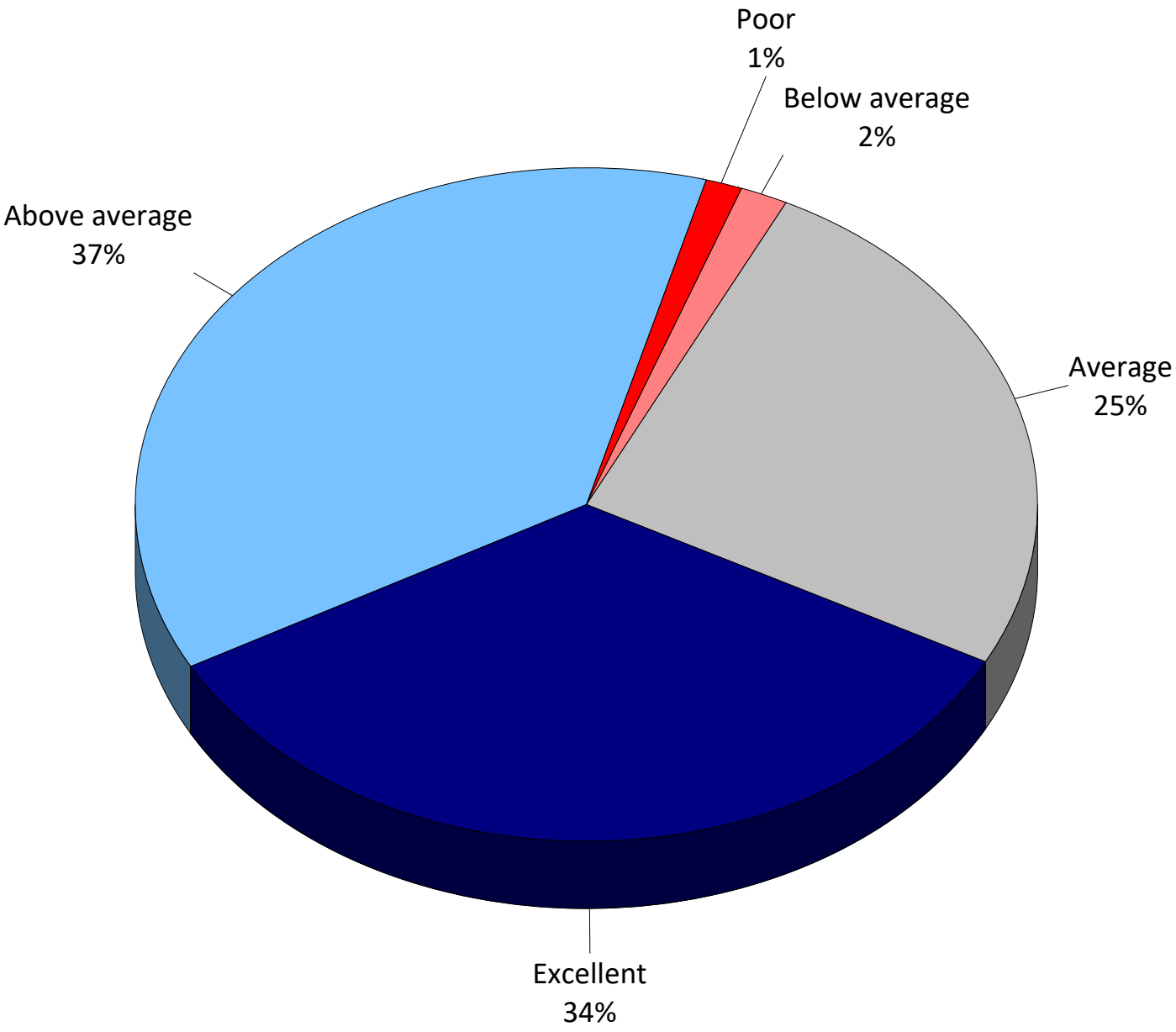
Q4. Have you or your household participated in any recreation programs offered by the City of Goodyear?

by percentage of respondents (excluding "not provided")



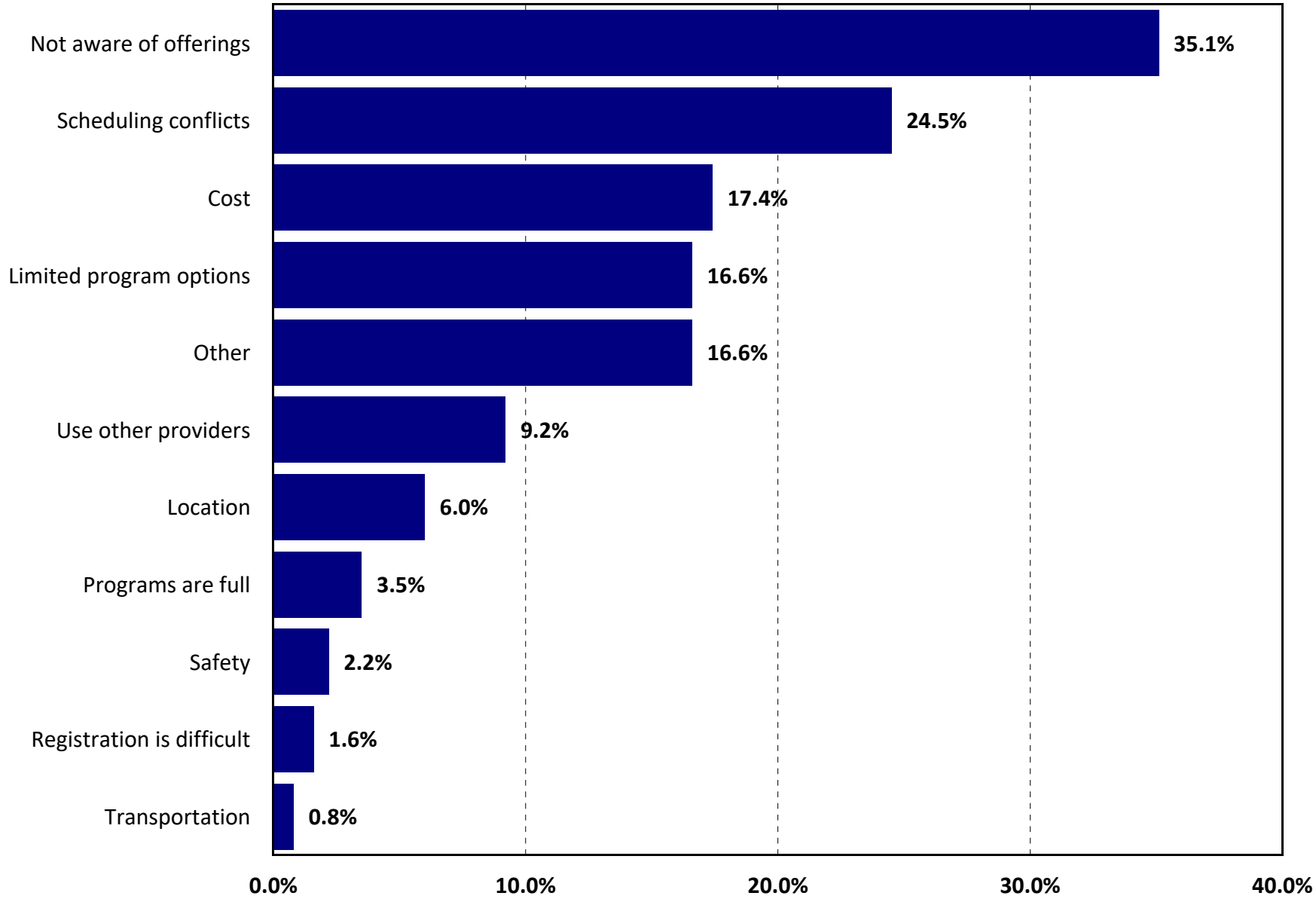
Q4a. How would you rate the recreation programs participated in?

by percentage of respondents (excluding "not provided")



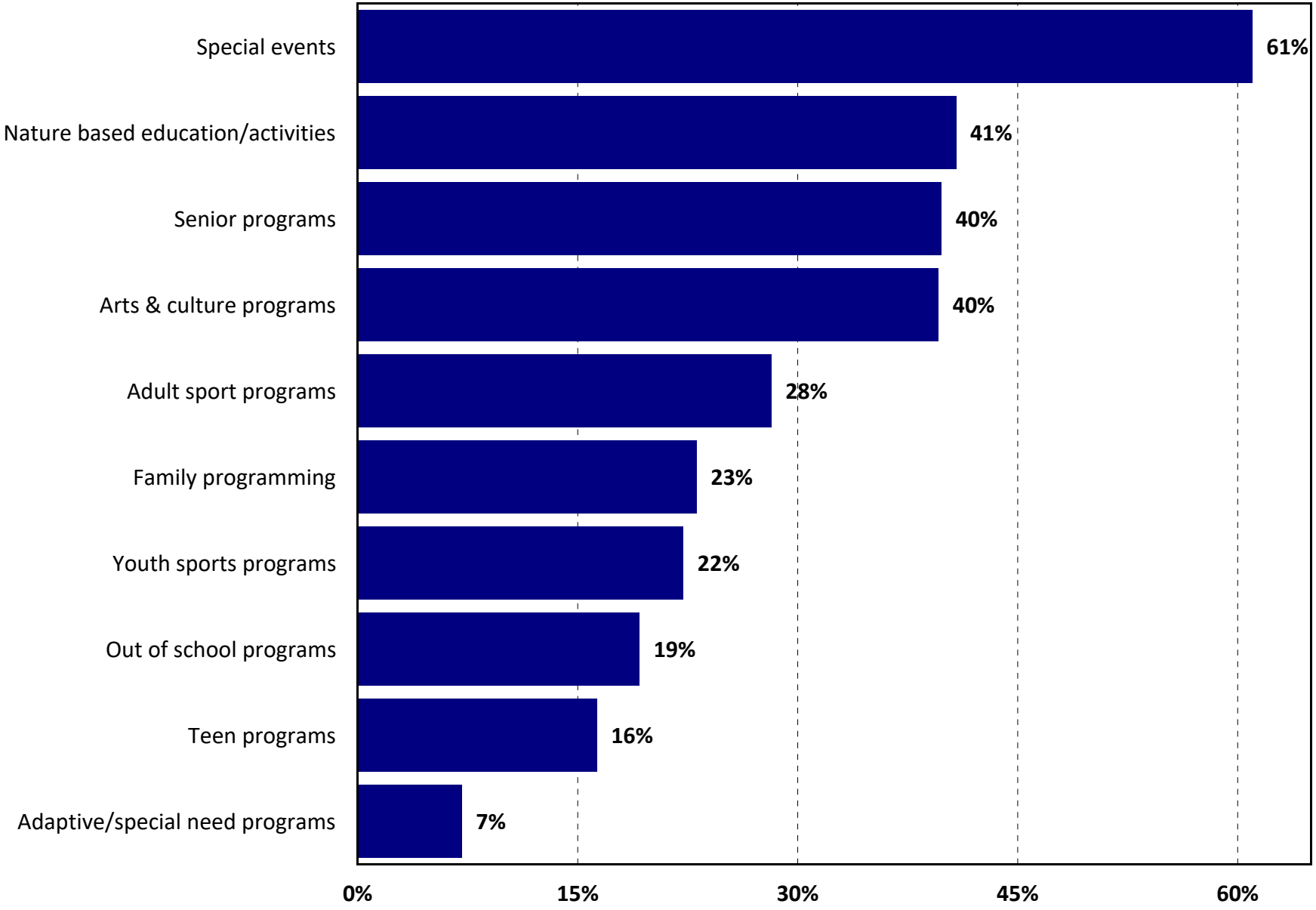
Q4b. If your household has NOT participated in any City of Goodyear recreation programs, please CHECK ALL of the following reasons you have NOT participated.

by percentage of respondents who have not participated in any program (multiple selections could be made)



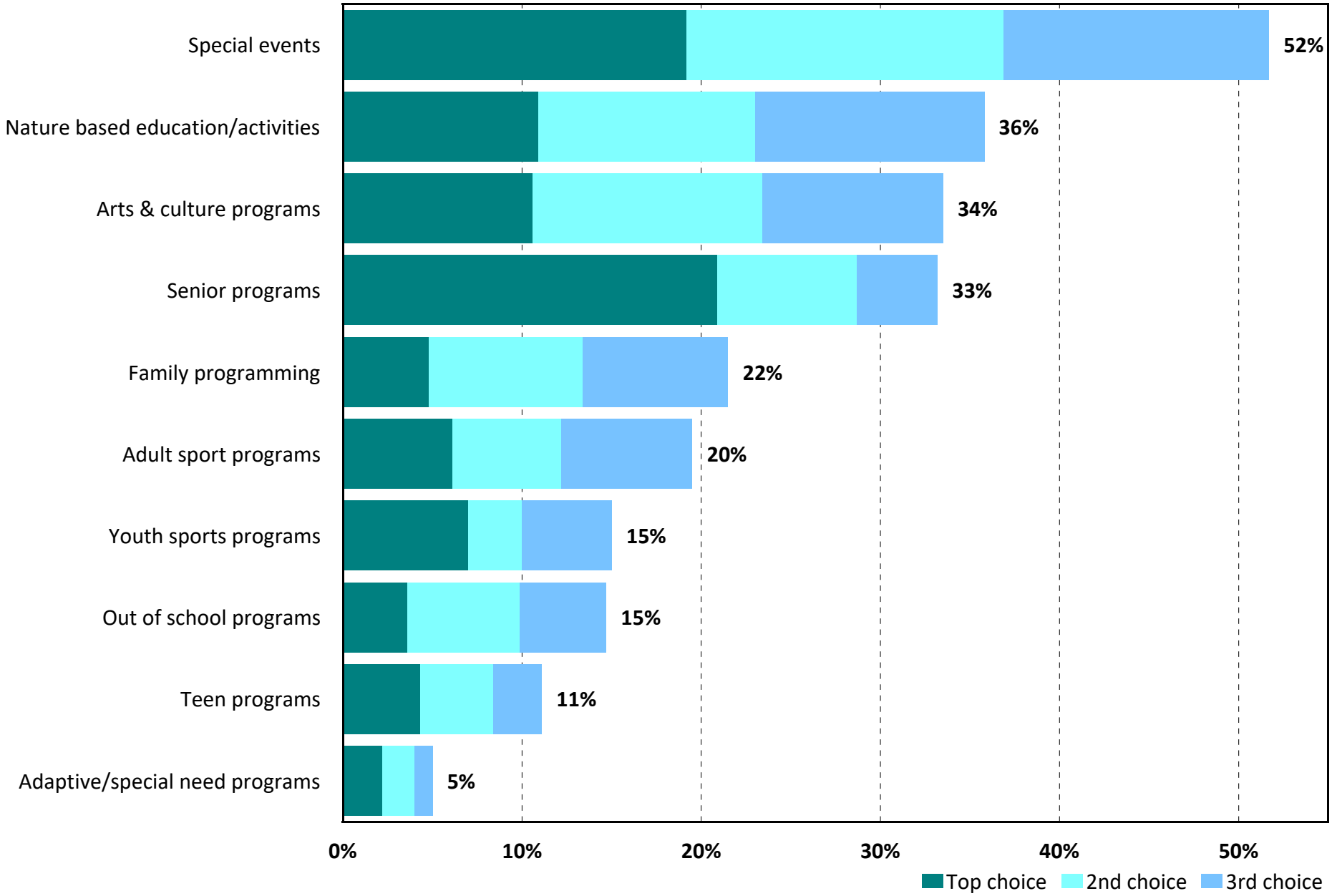
Q5. Please indicate if you or your household has a desire/want for the following programs.

by percentage of respondents (multiple selections could be made)



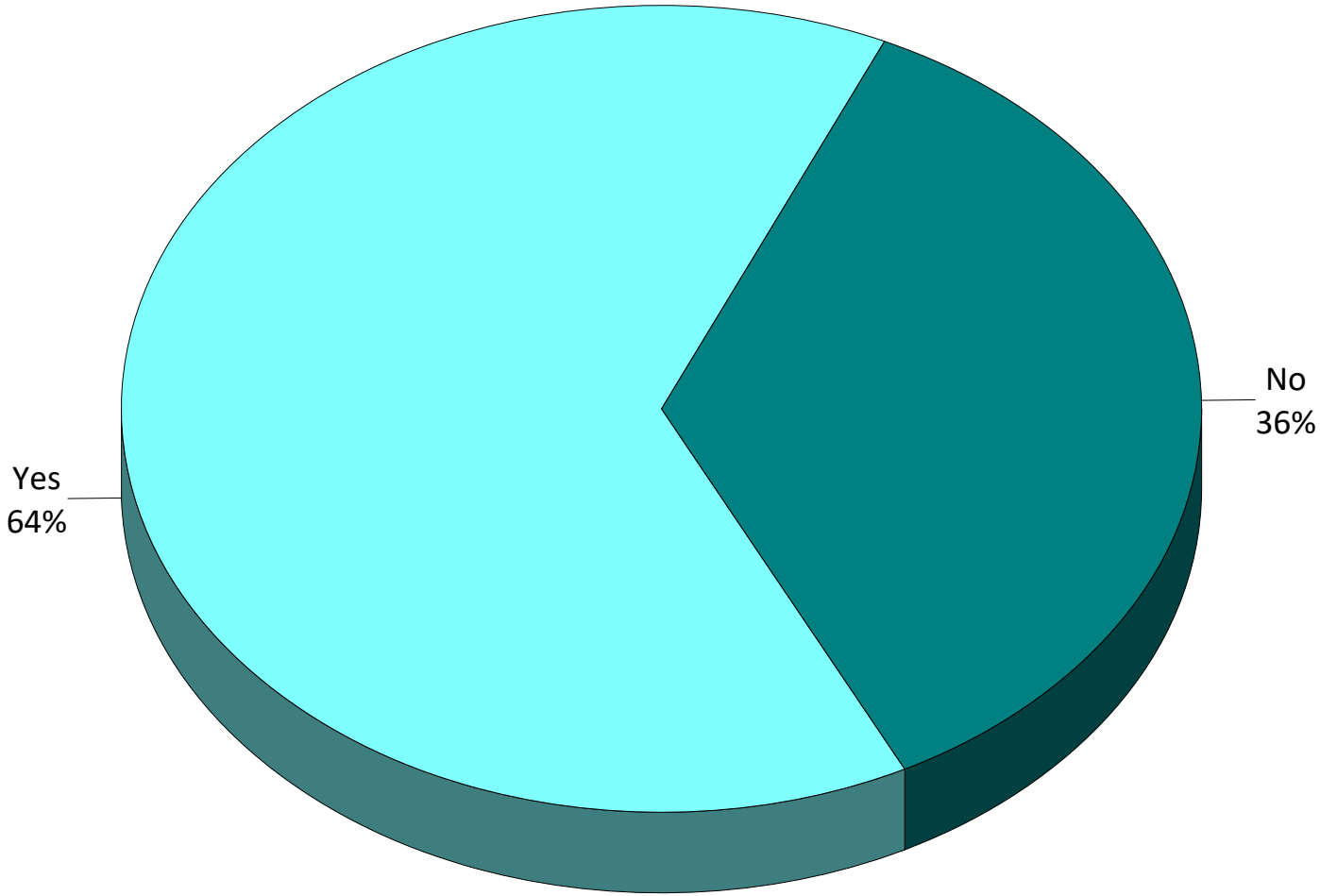
Q6. Which THREE items from Question 5 are MOST IMPORTANT to your household?

by percentage of respondents who selected the items as one of their top three choices



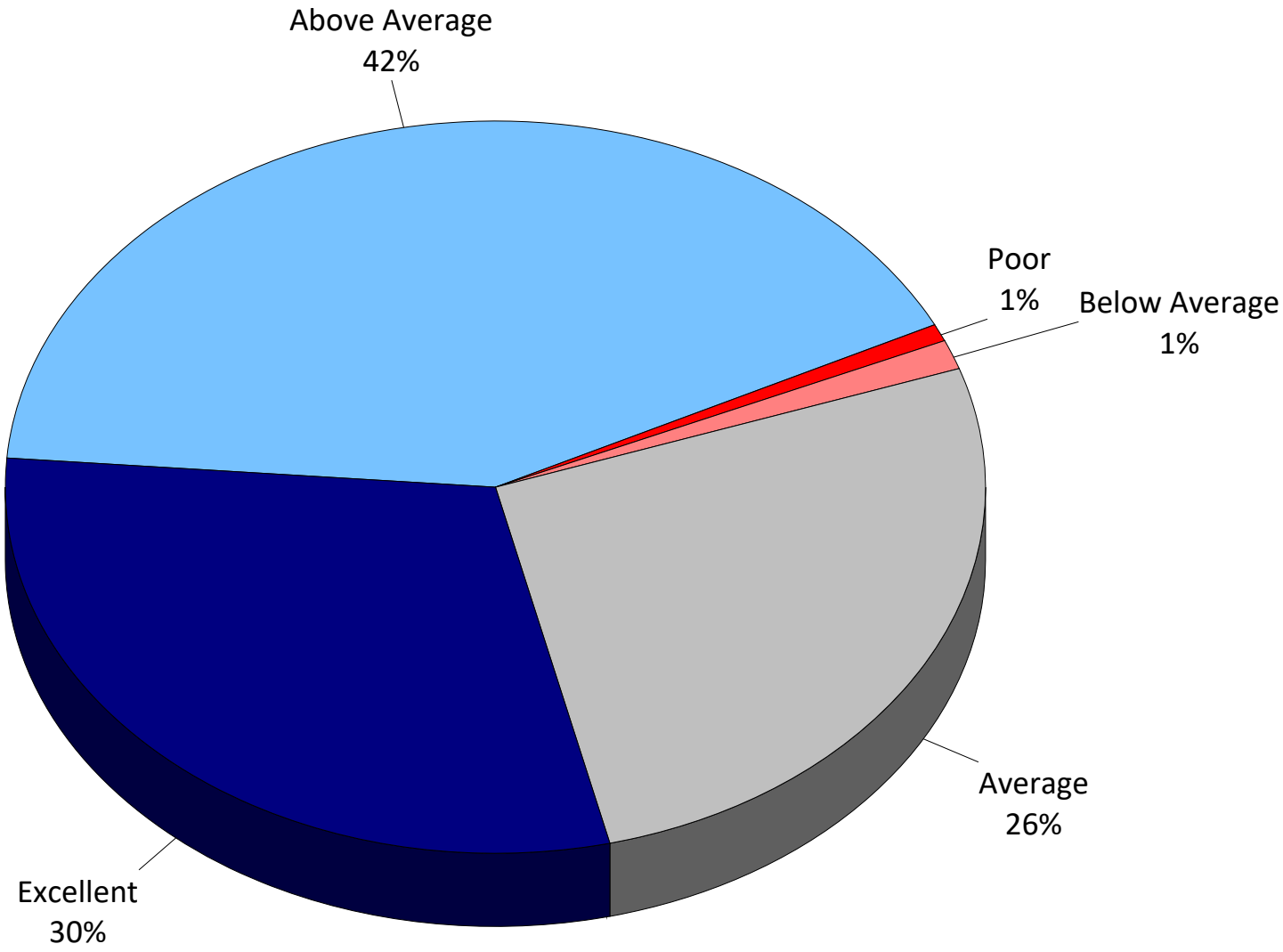
Q7. Have you or your household attended a City of Goodyear special event (holidays, festivals, concerts, themed events, etc.)?

by percentage of respondents



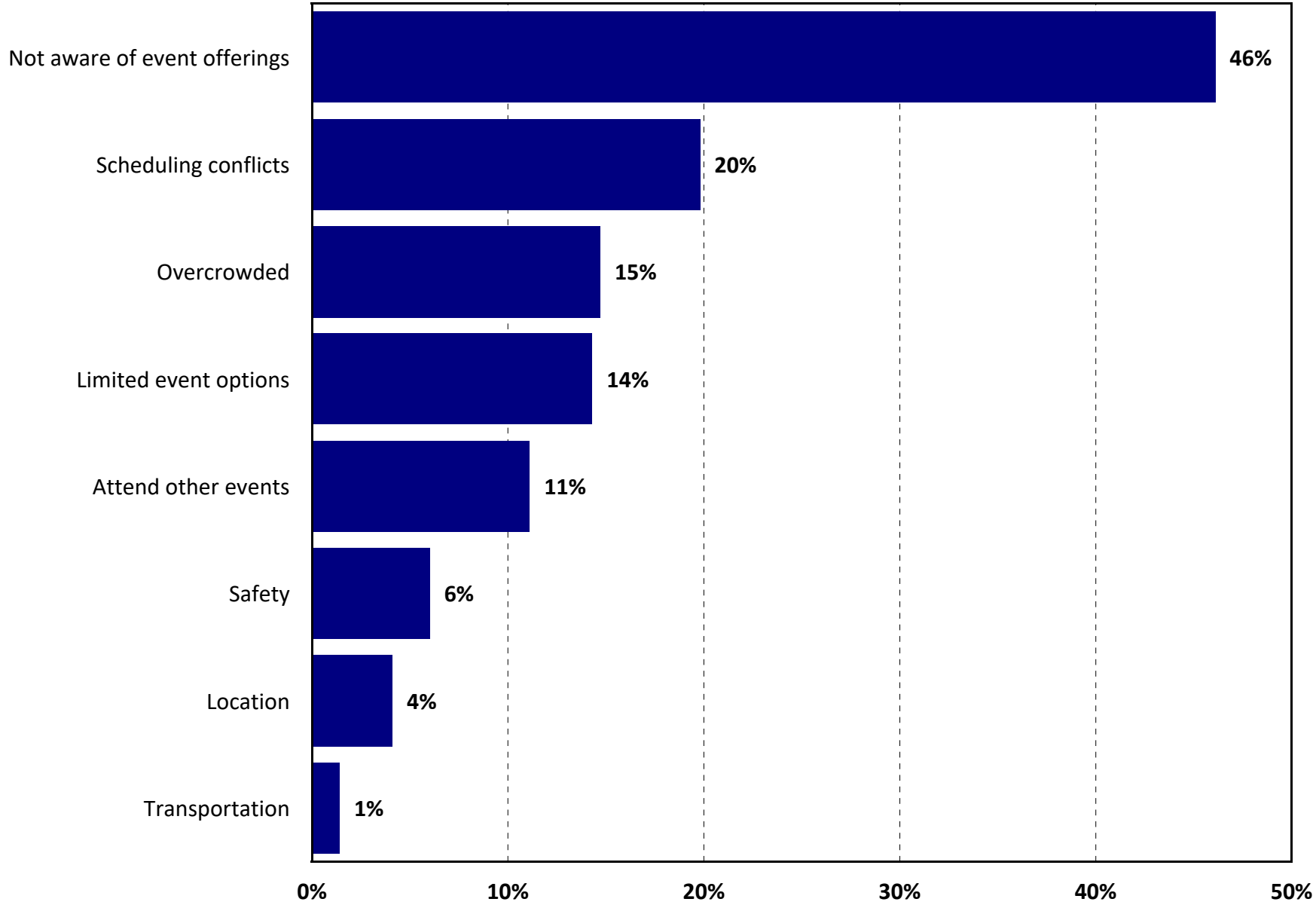
Q7a. How would you rate the special event(s) attended?

by percentage of respondents (excluding "don't know")



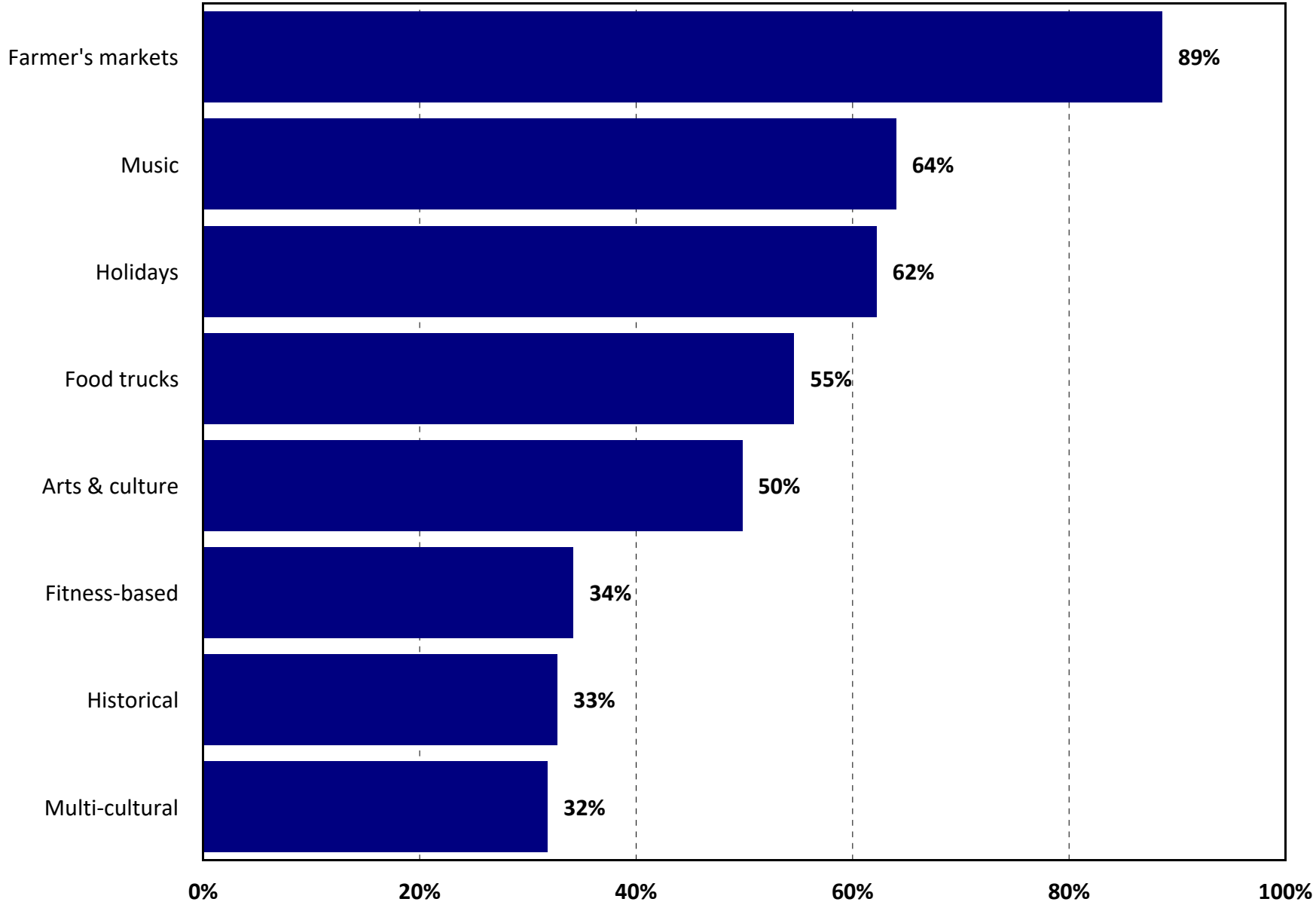
Q7b. If your household has NOT participated in any City of Goodyear special events, please CHECK ALL of the following reasons you have NOT participated.

by percentage of respondents (multiple selections could be made)



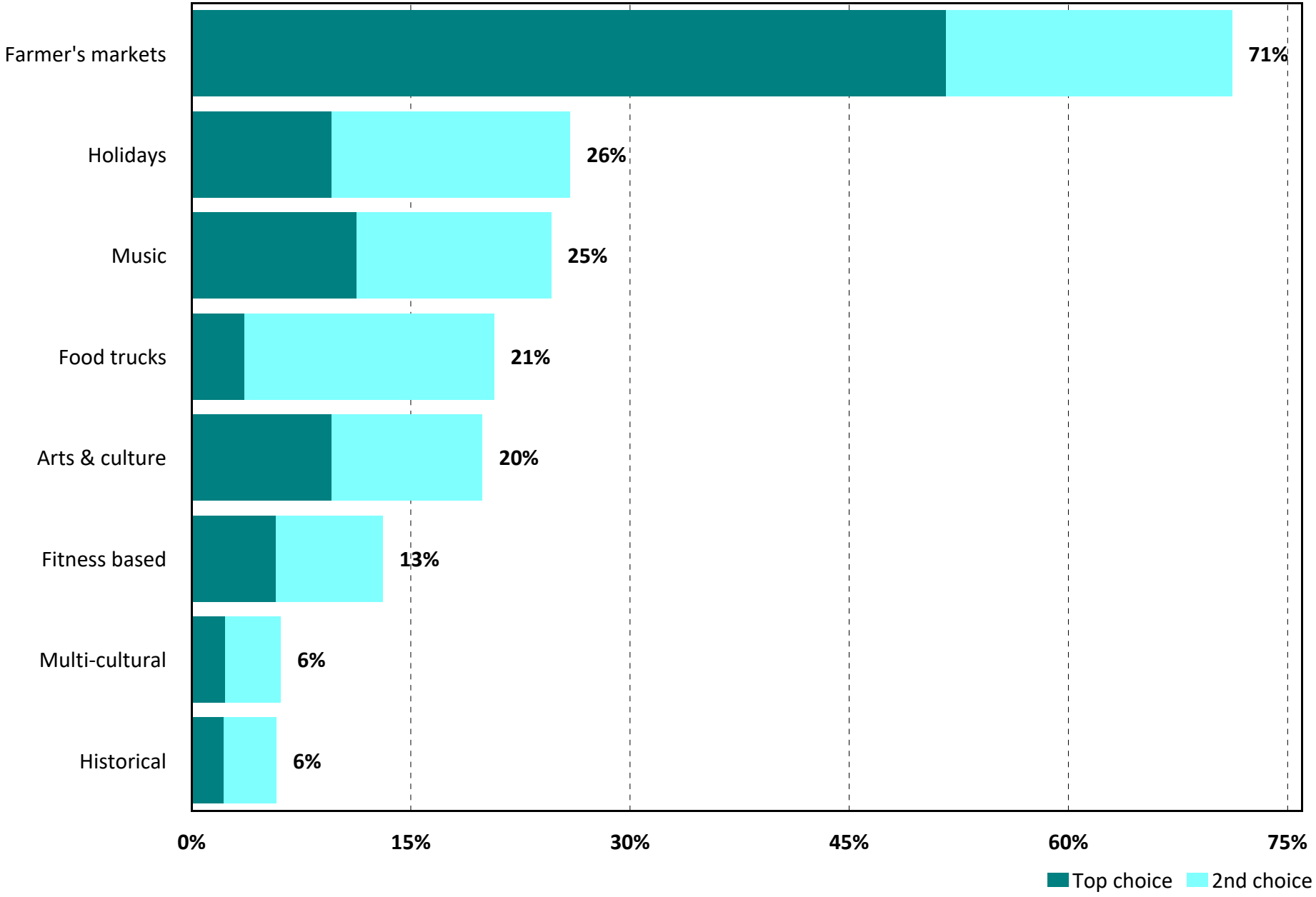
Q8. Please indicate if you or your household has a desire/want for the following event types.

by percentage of respondents (multiple selections could be made)



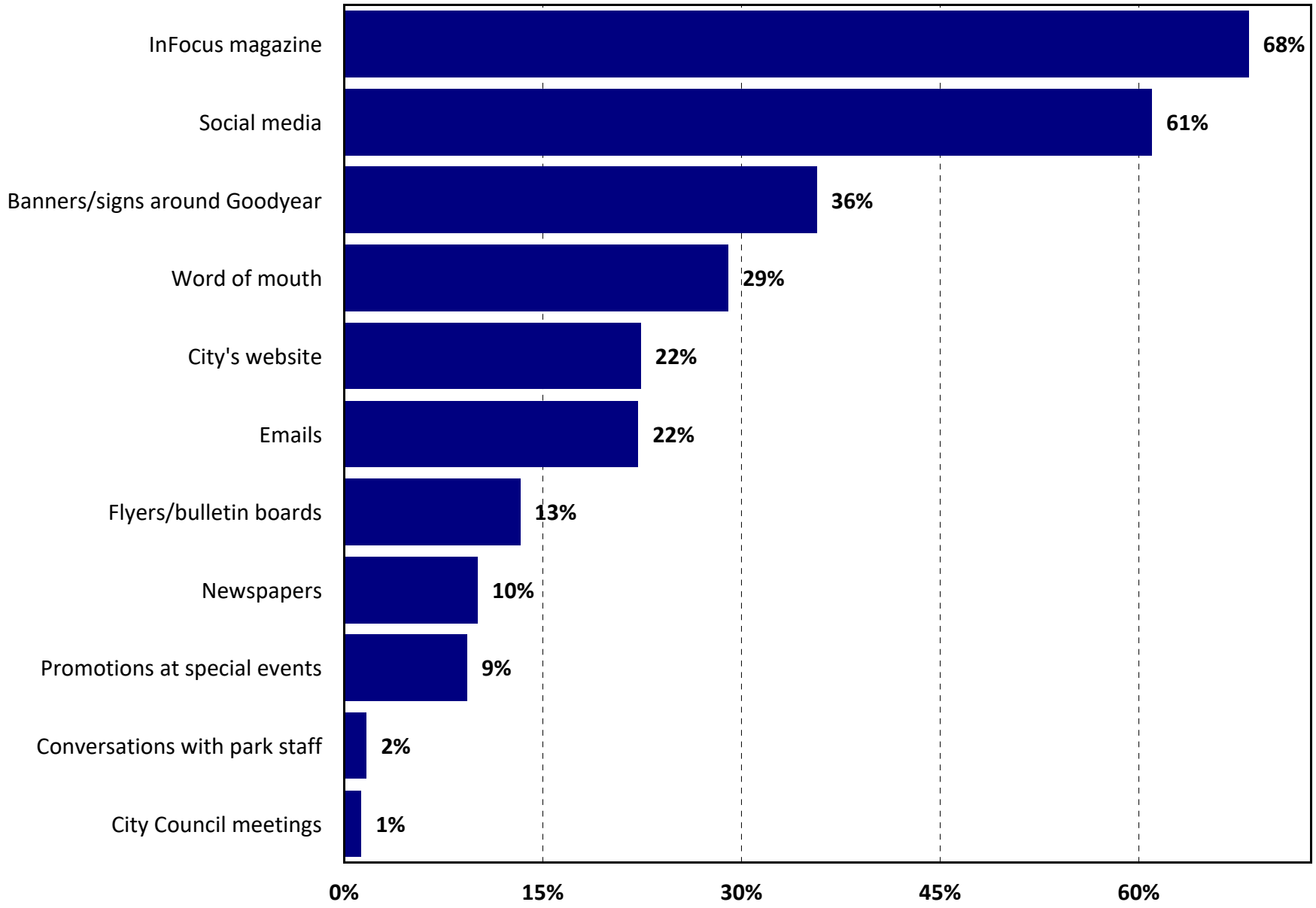
Q9. Which TWO items from Question 8 are MOST IMPORTANT to your household?

by percentage of respondents who selected the items as one of their top two choices



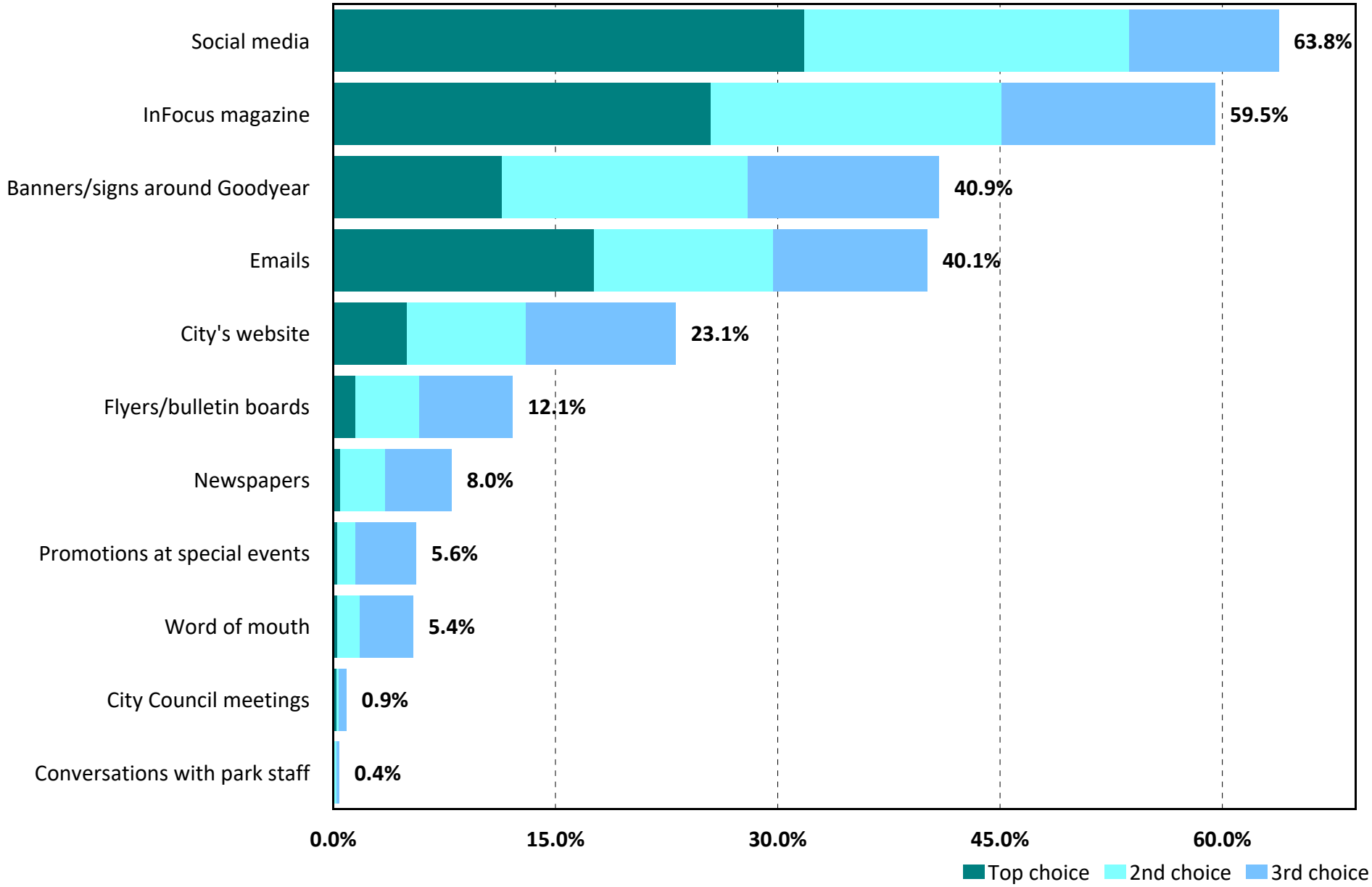
Q10. From the following list, please check all of the following ways you learn about Goodyear Parks and Recreation services.

by percentage of respondents (multiple selections could be made)



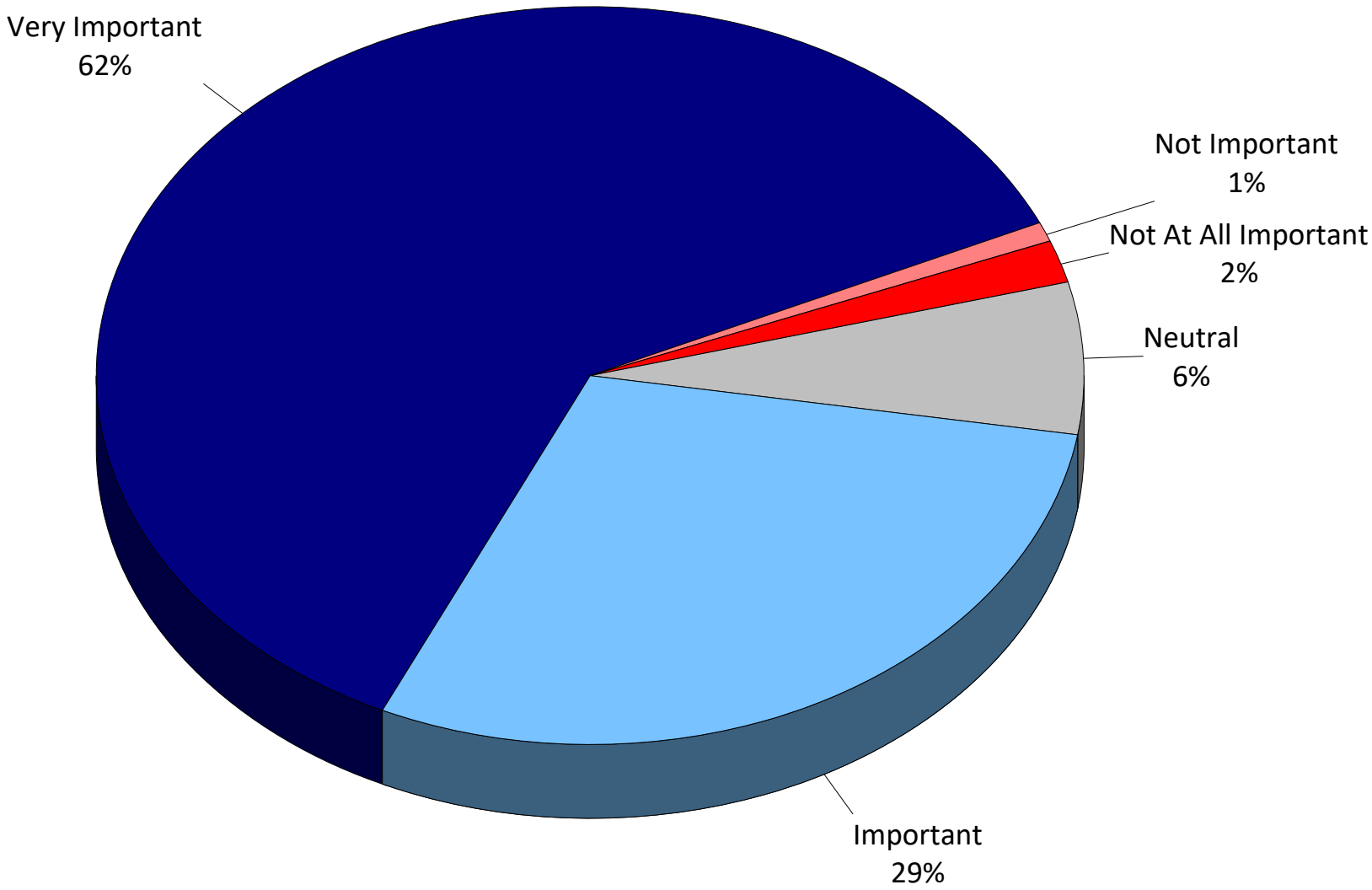
Q11. Which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services?

by percentage of respondents who selected the items as one of their top three choices



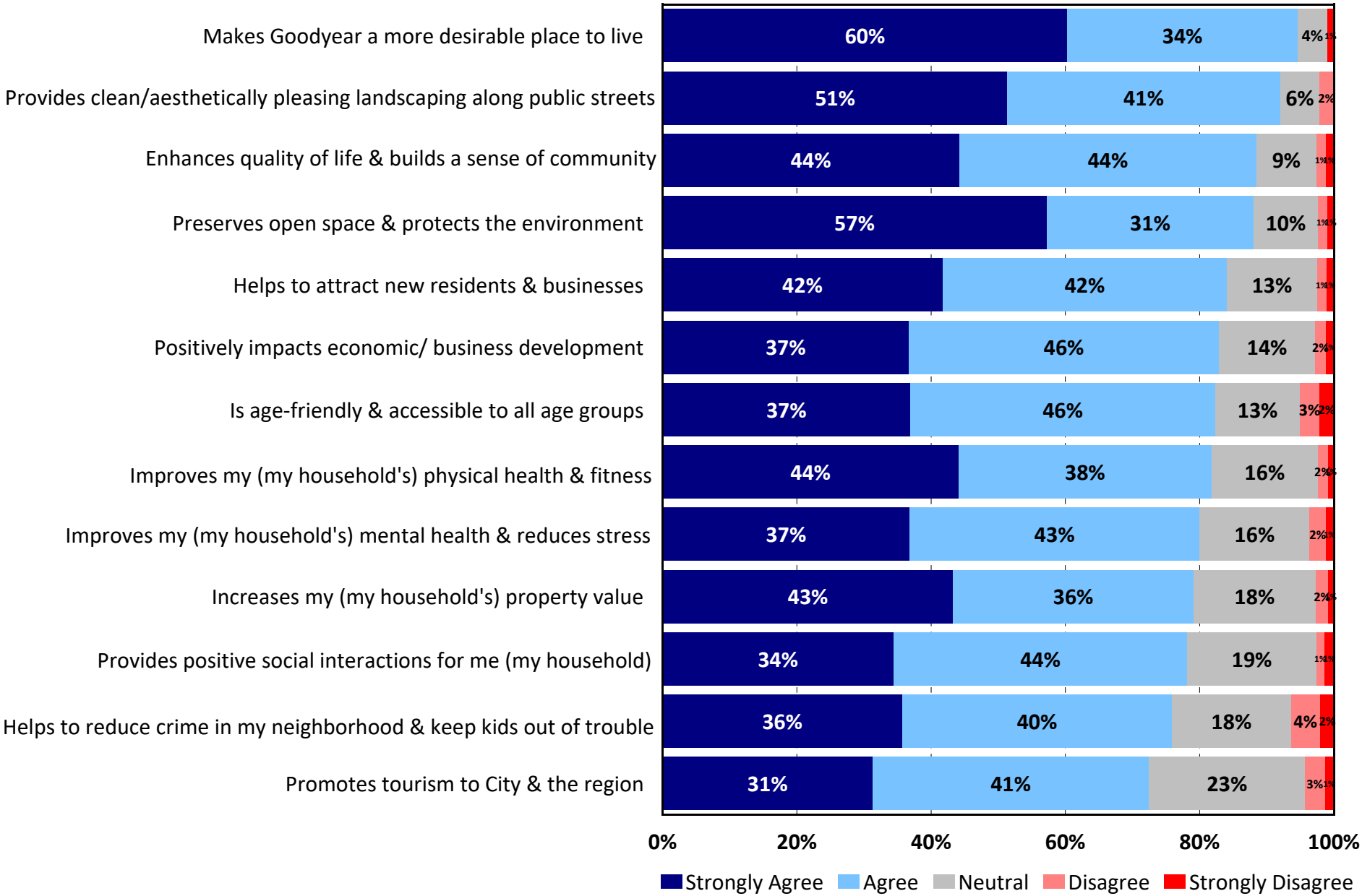
Q12. Please indicate how important high-quality park and trail experiences are to the quality of life in the City of Goodyear.

by percentage of respondents (excluding "don't know")



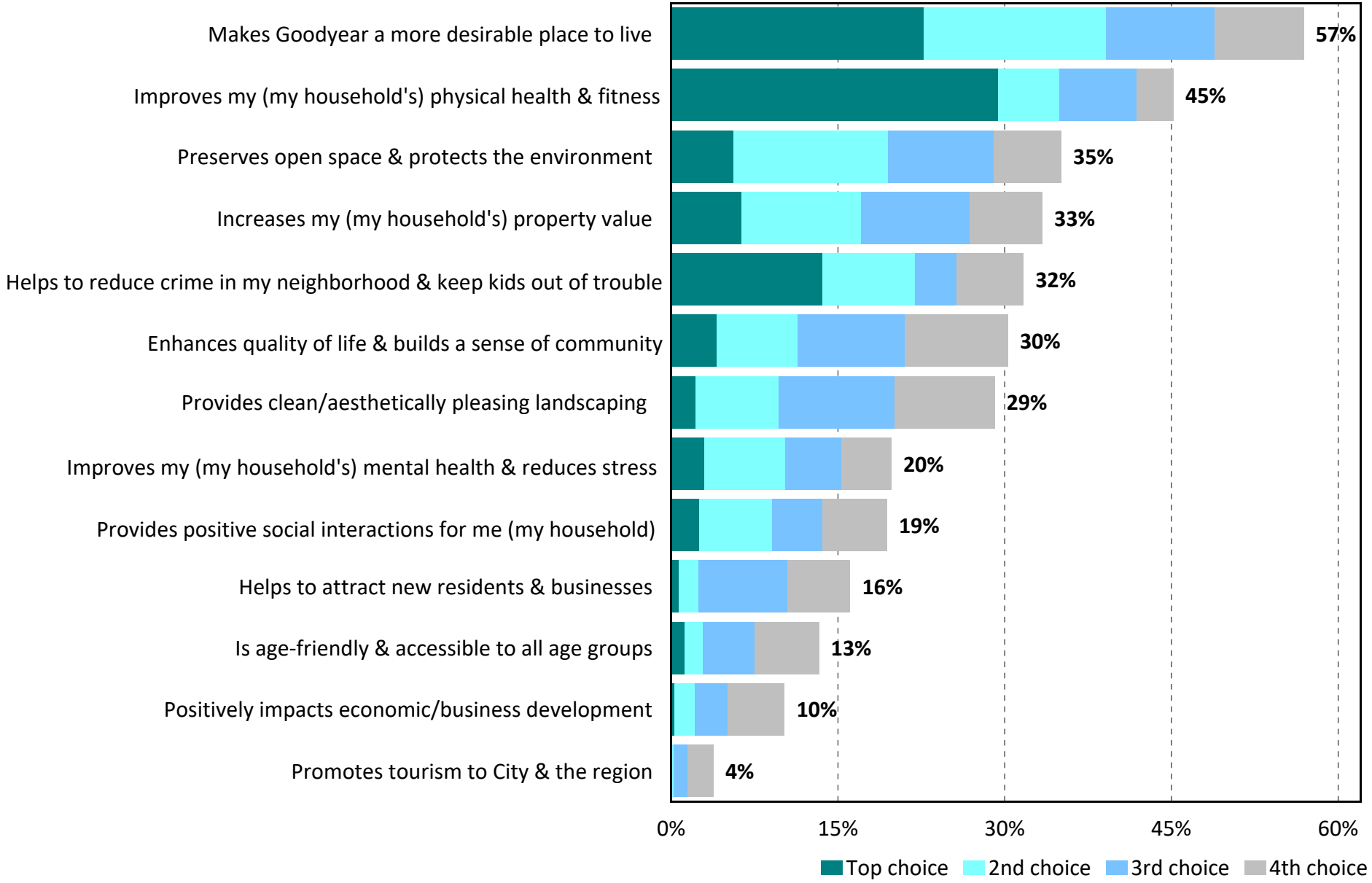
Q13. Level of agreement with statements concerning benefits of the City of Goodyear's Parks and Recreation Services.

by percentage of respondents (excluding "not provided")



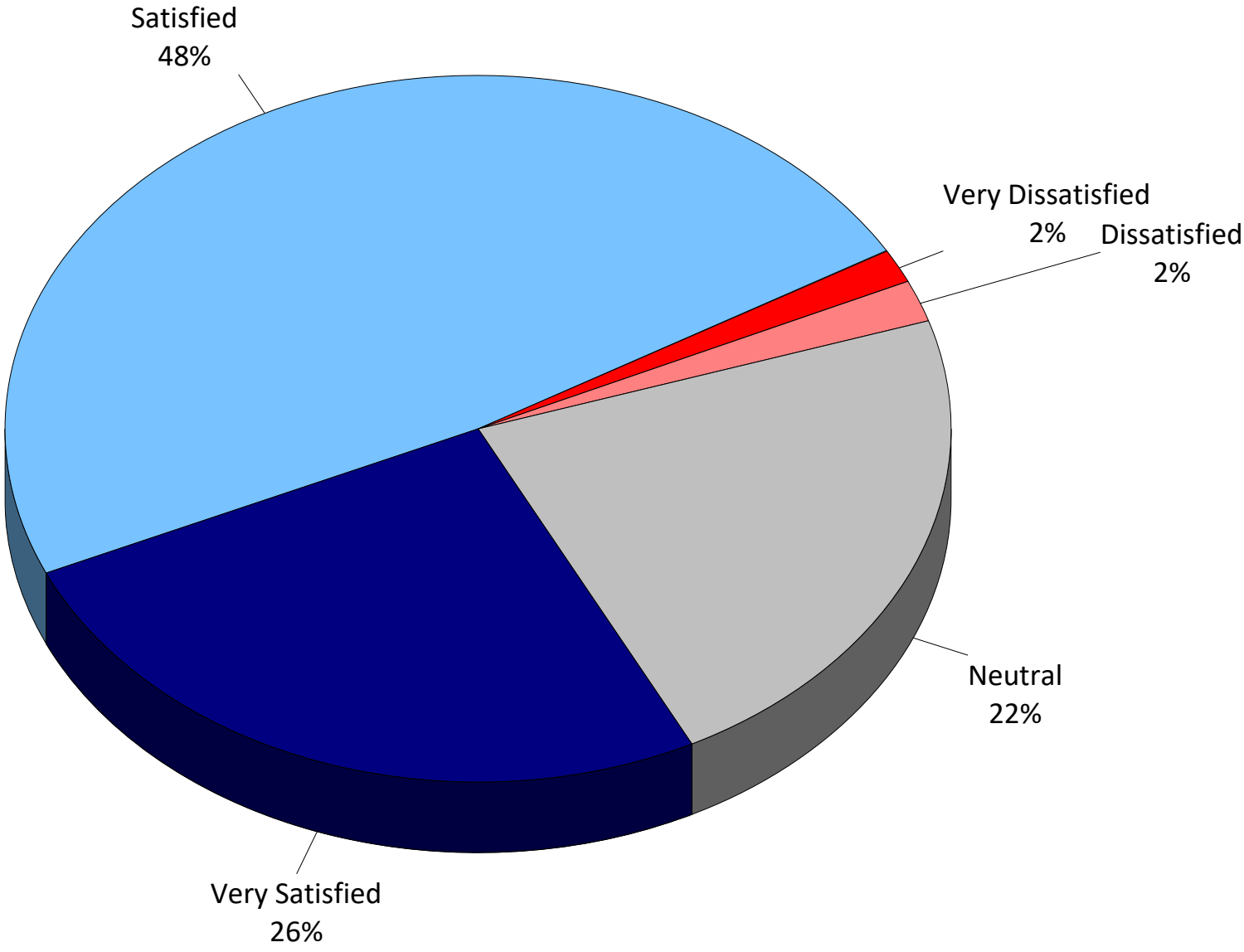
Q14. Which FOUR benefits from Question 13 are MOST IMPORTANT to your household?

by percentage of respondents who selected the items as one of their top four choices



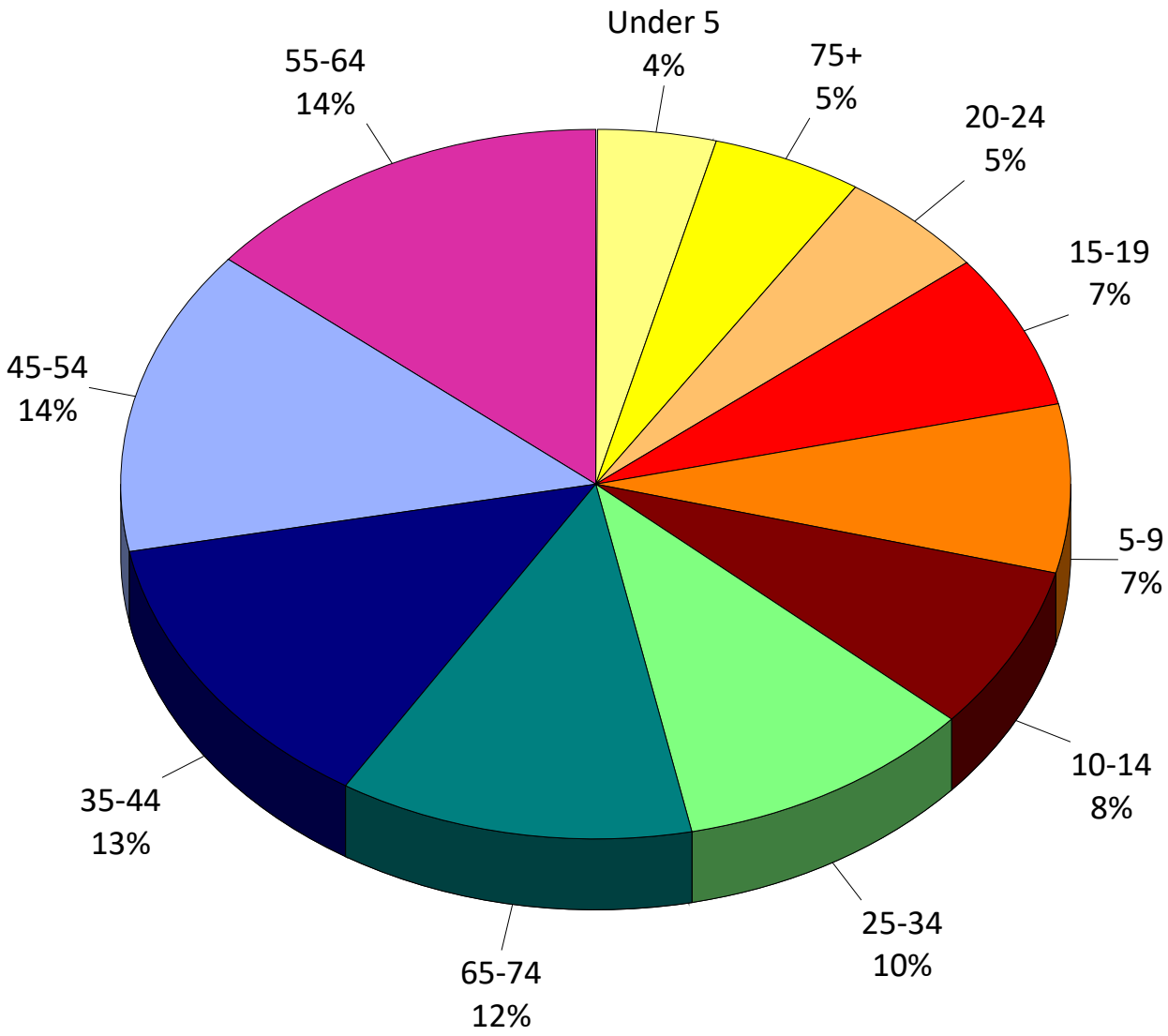
Q15. Level of satisfaction with the overall value that your household receives from the City of Goodyear Parks and Recreation System

by percentage of respondents (excluding "don't know")



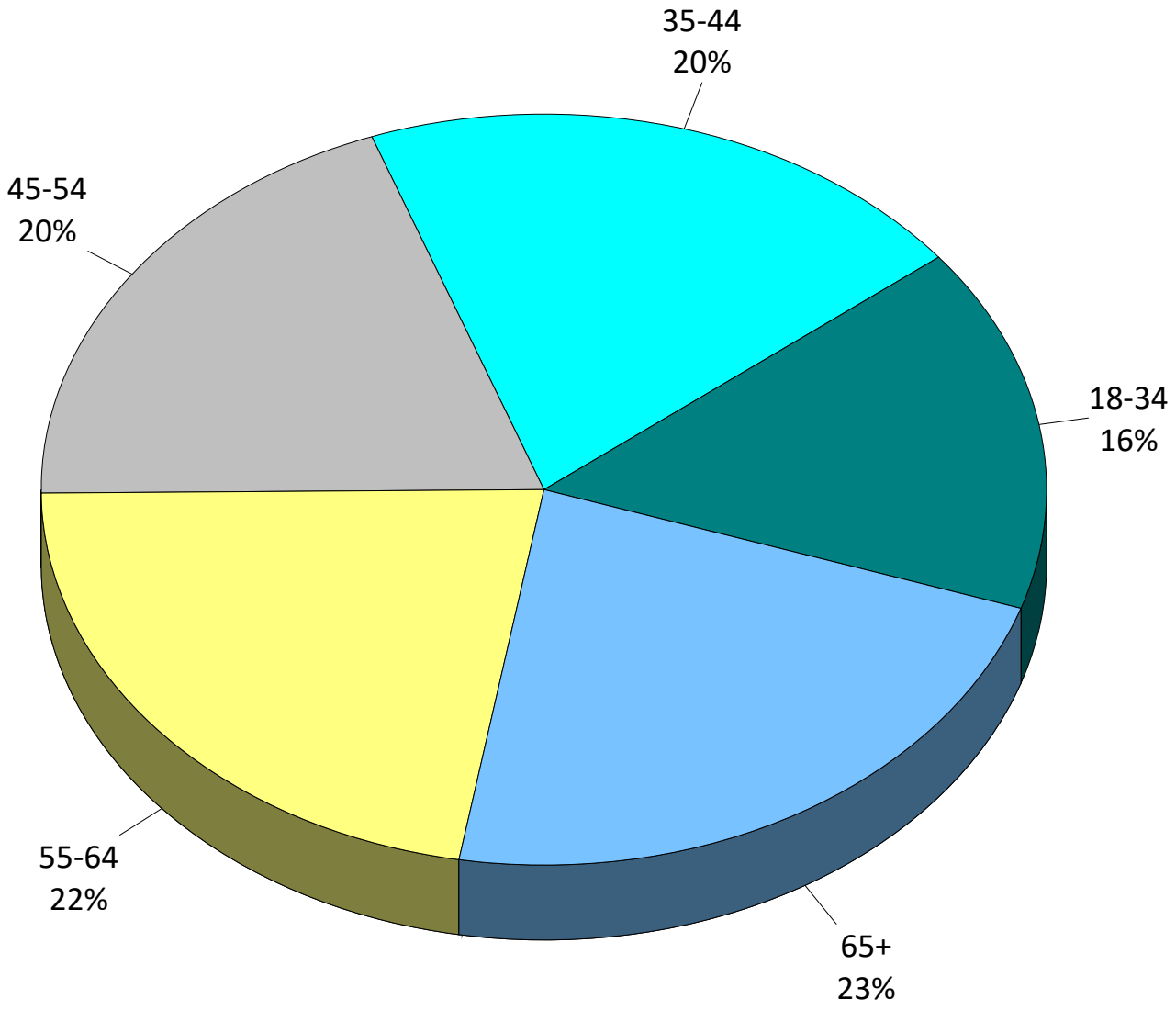
Q16. Counting yourself, how many people in your household are in the following age groups?

by percentage of persons in household



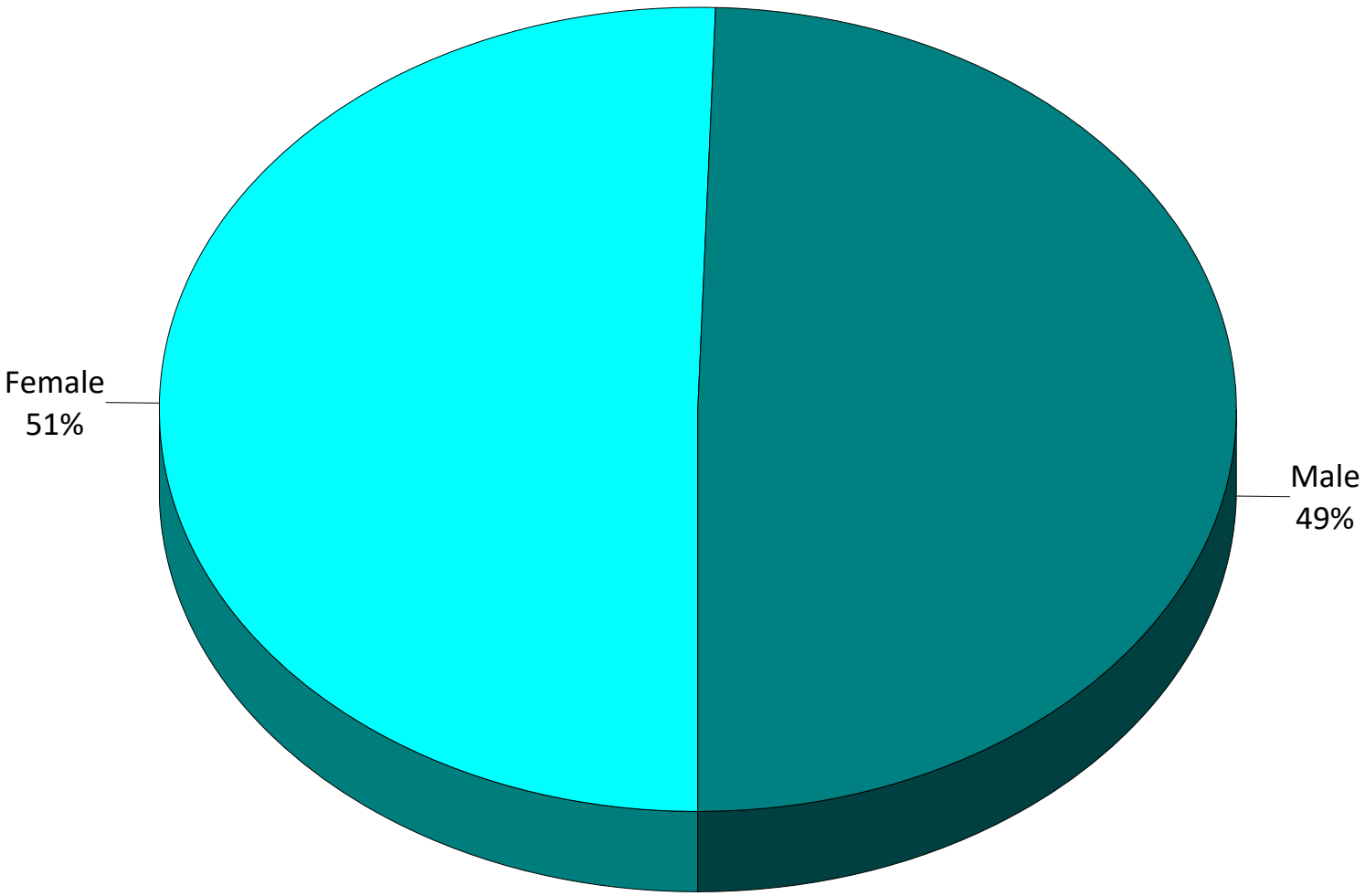
Q17. Respondent Age

by percentage of respondents (excluding "not provided")



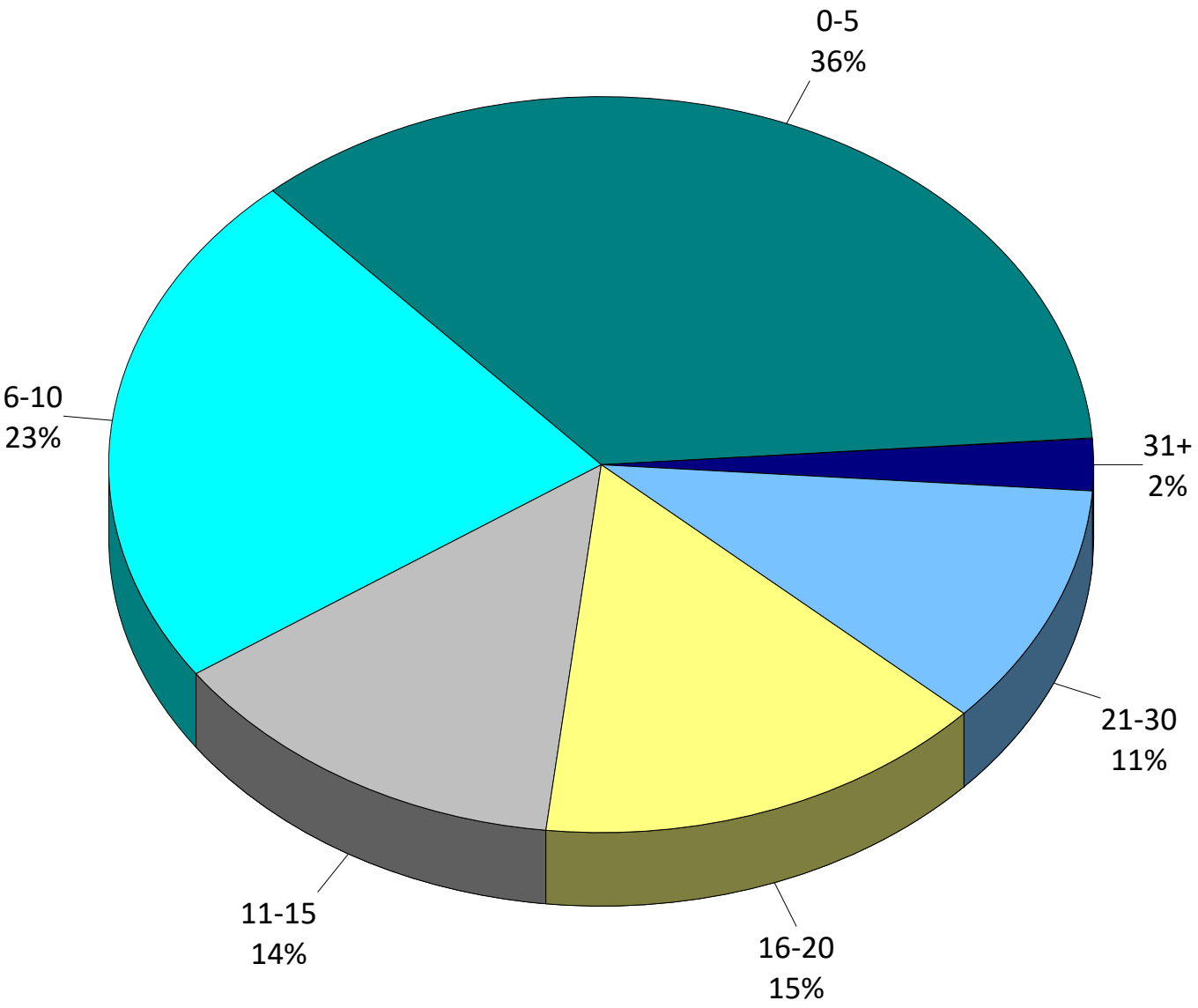
Q18. Your gender:

by percentage of respondents (excluding "not provided")



Q19. How many years have you lived in Goodyear?

by percentage of respondents (excluding "not provided")



3 Tabular Data

Q1. Please indicate if you or your household has used each of the park facilities listed below.

(N=603)

	Yes	No
Q1-1. Athletic fields (baseball, softball, soccer, flag football)	26.5%	73.5%
Q1-2. Aquatic center	25.9%	74.1%
Q1-3. Community parks	62.4%	37.6%
Q1-4. Playgrounds	43.3%	56.7%
Q1-5. Ramada	24.7%	75.3%
Q1-6. Recreation center	35.7%	64.3%
Q1-7. Sports courts (tennis, volleyball, pickleball, basketball)	24.4%	75.6%
Q1-8. Walking paths/trails	59.5%	40.5%
Q1-9. Dog park	28.5%	71.5%
Q1-10. Splash pad	25.2%	74.8%
Q1-11. Goodyear Ballpark	57.7%	42.3%

Q1. If "Yes," please rate the facilities of this type using a scale of 5 to 1, where 5 means "Excellent" and 1 means "Poor."

(N=550)

	Excellent	Above average	Average	Below average	Poor	Not provided
Q1-1. Athletic fields (baseball, softball, soccer, flag football)	38.1%	40.0%	18.8%	1.9%	0.0%	1.3%
Q1-2. Aquatic center	49.4%	35.3%	12.8%	0.0%	0.6%	1.9%
Q1-3. Community parks	31.6%	43.1%	22.9%	0.8%	0.3%	1.3%
Q1-4. Playgrounds	35.2%	32.6%	26.8%	3.1%	0.0%	2.3%
Q1-5. Ramada	34.2%	29.5%	30.2%	1.3%	1.3%	3.4%
Q1-6. Recreation center	60.9%	25.6%	9.3%	0.5%	0.5%	3.3%
Q1-7. Sports courts (tennis, volleyball, pickleball, basketball)	36.7%	35.4%	23.1%	4.1%	0.0%	0.7%
Q1-8. Walking paths/ trails	30.4%	37.0%	25.6%	3.3%	0.6%	3.1%
Q1-9. Dog park	14.5%	28.5%	41.9%	8.7%	2.3%	4.1%
Q1-10. Splash pad	30.9%	28.9%	32.2%	3.9%	0.7%	3.3%
Q1-11. Goodyear Ballpark	49.4%	34.8%	12.1%	0.9%	0.3%	2.6%

(WITHOUT "NOT PROVIDED")

Q1. If "Yes," please rate the facilities of this type using a scale of 5 to 1, where 5 means "Excellent" and 1 means "Poor." (without "not provided")

(N=550)

	Excellent	Above average	Average	Below average	Poor
Q1-1. Athletic fields (baseball, softball, soccer, flag football)	38.6%	40.5%	19.0%	1.9%	0.0%
Q1-2. Aquatic center	50.3%	35.9%	13.1%	0.0%	0.7%
Q1-3. Community parks	32.1%	43.7%	23.2%	0.8%	0.3%
Q1-4. Playgrounds	36.1%	33.3%	27.5%	3.1%	0.0%
Q1-5. Ramada	35.4%	30.6%	31.3%	1.4%	1.4%
Q1-6. Recreation center	63.0%	26.4%	9.6%	0.5%	0.5%
Q1-7. Sports courts (tennis, volleyball, pickleball, basketball)	37.0%	35.6%	23.3%	4.1%	0.0%
Q1-8. Walking paths/trails	31.3%	38.2%	26.4%	3.4%	0.6%
Q1-9. Dog park	15.2%	29.7%	43.6%	9.1%	2.4%
Q1-10. Splash pad	32.0%	29.9%	33.3%	4.1%	0.7%
Q1-11. Goodyear Ballpark	50.7%	35.7%	12.4%	0.9%	0.3%

Q1a. If your household has NOT visited any City of Goodyear parks facilities, please CHECK ALL of the following reasons you have NOT visited.

Q1a. What are the reasons why your household has not visited any City parks facilities	Number	Percent
Facilities are not well maintained	1	0.2 %
Facilities are too far from home	5	0.8 %
Lack of ADA accessibility	1	0.2 %
Lack of features we want to use	6	1.0 %
Lack of transportation	1	0.2 %
Not aware of parks or trails	14	2.3 %
Safety	2	0.3 %
Use facilities in other cities	3	0.5 %
Other	27	4.5 %
Total	60	

Q2. Please indicate if you or your household has a desire/want for the following NEW amenities.

Q2. What following new amenities does your household have a desire/want for	Number	Percent
Urban fishing lake	227	37.6 %
Recreation center	90	14.9 %
Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)	242	40.1 %
Sports complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)	136	22.6 %
Open space/natural areas	285	47.3 %
Bike/skate park	113	18.7 %
Splash pads	121	20.1 %
Swimming pool	113	18.7 %
Trails/walking paths	359	59.5 %
Other	48	8.0 %
Total	1734	

Q3. Which THREE items from the list in Question 2 are MOST IMPORTANT to your household?

Q3. Top choice	Number	Percent
Urban fishing lake	82	13.6 %
Recreation center	28	4.6 %
Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)	70	11.6 %
Sports complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)	54	9.0 %
Open space/natural areas	118	19.6 %
Bike/skate park	21	3.5 %
Splash pads	27	4.5 %
Swimming pool	20	3.3 %
Trails/walking paths	118	19.6 %
Other	18	3.0 %
None chosen	47	7.8 %
Total	603	100.0 %

Q3. Which THREE items from the list in Question 2 are MOST IMPORTANT to your household?

Q3. 2nd choice	Number	Percent
Urban fishing lake	54	9.0 %
Recreation center	19	3.2 %
Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)	96	15.9 %
Sports complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)	34	5.6 %
Open space/natural areas	93	15.4 %
Bike/skate park	30	5.0 %
Splash pads	23	3.8 %
Swimming pool	26	4.3 %
Trails/walking paths	143	23.7 %
Other	8	1.3 %
None chosen	77	12.8 %
Total	603	100.0 %

Q3. Which THREE items from the list in Question 2 are MOST IMPORTANT to your household?

Q3. 3rd choice	Number	Percent
Urban fishing lake	52	8.6 %
Recreation center	30	5.0 %
Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)	83	13.8 %
Sports complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)	26	4.3 %
Open space/natural areas	74	12.3 %
Bike/skate park	23	3.8 %
Splash pads	26	4.3 %
Swimming pool	28	4.6 %
Trails/walking paths	92	15.3 %
Other	16	2.7 %
None chosen	153	25.4 %
Total	603	100.0 %

(SUM OF TOP 3)

Q3. Which THREE items from the list in Question 2 are MOST IMPORTANT to your household? (top 3)

Q3. Top choice	Number	Percent
Urban fishing lake	188	31.2 %
Recreation center	77	12.8 %
Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)	249	41.3 %
Sports complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)	114	18.9 %
Open space/natural areas	285	47.3 %
Bike/skate park	74	12.3 %
Splash pads	76	12.6 %
Swimming pool	74	12.3 %
Trails/walking paths	353	58.5 %
Other	42	7.0 %
None chosen	47	7.8 %
Total	1579	

Q4. Have you or your household participated in any recreation programs offered by the City of Goodyear?

Q4. Have you participated in any City recreation programs	Number	Percent
Yes	235	39.0 %
No	368	61.0 %
Total	603	100.0 %

Q4a. How would you rate the recreation programs participated in?

Q4a. How would you rate recreation programs you participated in	Number	Percent
Excellent	80	34.0 %
Above average	86	36.6 %
Average	59	25.1 %
Below average	4	1.7 %
Poor	3	1.3 %
Not provided	3	1.3 %
Total	235	100.0 %

(WITHOUT "NOT PROVIDED")

Q4a. How would you rate the recreation programs participated in? (without "not provided")

Q4a. How would you rate recreation programs you participated in	Number	Percent
Excellent	80	34.5 %
Above average	86	37.1 %
Average	59	25.4 %
Below average	4	1.7 %
Poor	3	1.3 %
Total	232	100.0 %

Q4b. If your household has NOT participated in any City of Goodyear recreation programs, please CHECK ALL of the following reasons you have NOT participated.

Q4b. What are the reasons why your household has not participated in any City recreation programs	Number	Percent
Cost	64	17.4 %
Limited program options	61	16.6 %
Location	22	6.0 %
Not aware of offerings	129	35.1 %
Programs are full	13	3.5 %
Scheduling conflicts	90	24.5 %
Transportation	3	0.8 %
Use other providers	34	9.2 %
Registration is difficult	6	1.6 %
Safety	8	2.2 %
Other	61	16.6 %
Total	491	

Q5. Please indicate if you or your household has a desire/want for the following programs.

Q5. What following programs does your household have a desire/want for	Number	Percent
Senior programs	240	39.8 %
Adaptive/special need programs	43	7.1 %
Adult sport programs	170	28.2 %
Arts & culture programs	239	39.6 %
Family programming (activities targeted for multi-generational participation)	139	23.1 %
Nature based education/activities (outdoor experiences)	246	40.8 %
Out of school programs (break camps, summer recreation, etc.)	116	19.2 %
Special events (holidays, festivals, concerts, themed events, etc.)	368	61.0 %
Teen programs	98	16.3 %
Youth sports programs	134	22.2 %
Total	1793	

Q6. Which THREE items from the list in Question 5 are MOST IMPORTANT to your household?

Q6. Top choice	Number	Percent
Senior programs	126	20.9 %
Adaptive/special need programs	13	2.2 %
Adult sport programs	37	6.1 %
Arts & culture programs	64	10.6 %
Family programming (activities targeted for multi-generational participation)	29	4.8 %
Nature based education/activities (outdoor experiences)	66	10.9 %
Out of school programs (break camps, summer recreation, etc.)	22	3.6 %
Special events (holidays, festivals, concerts, themed events, etc.)	116	19.2 %
Teen programs	26	4.3 %
Youth sports programs	42	7.0 %
None chosen	62	10.3 %
Total	603	100.0 %

Q6. Which THREE items from the list in Question 5 are MOST IMPORTANT to your household?

Q6. 2nd choice	Number	Percent
Senior programs	47	7.8 %
Adaptive/special need programs	11	1.8 %
Adult sport programs	37	6.1 %
Arts & culture programs	77	12.8 %
Family programming (activities targeted for multi-generational participation)	52	8.6 %
Nature based education/activities (outdoor experiences)	73	12.1 %
Out of school programs (break camps, summer recreation, etc.)	38	6.3 %
Special events (holidays, festivals, concerts, themed events, etc.)	107	17.7 %
Teen programs	25	4.1 %
Youth sports programs	18	3.0 %
None chosen	118	19.6 %
Total	603	100.0 %

Q6. Which THREE items from the list in Question 5 are MOST IMPORTANT to your household?

Q6. 3rd choice	Number	Percent
Senior programs	27	4.5 %
Adaptive/special need programs	6	1.0 %
Adult sport programs	44	7.3 %
Arts & culture programs	61	10.1 %
Family programming (activities targeted for multi-generational participation)	49	8.1 %
Nature based education/activities (outdoor experiences)	77	12.8 %
Out of school programs (break camps, summer recreation, etc.)	29	4.8 %
Special events (holidays, festivals, concerts, themed events, etc.)	89	14.8 %
Teen programs	16	2.7 %
Youth sports programs	30	5.0 %
None chosen	175	29.0 %
Total	603	100.0 %

(SUM OF TOP 3)

Q6. Which THREE items from the list in Question 5 are MOST IMPORTANT to your household? (top 3)

Q6. Top choice	Number	Percent
Senior programs	200	33.2 %
Adaptive/special need programs	30	5.0 %
Adult sport programs	118	19.6 %
Arts & culture programs	202	33.5 %
Family programming (activities targeted for multi-generational participation)	130	21.6 %
Nature based education/activities (outdoor experiences)	216	35.8 %
Out of school programs (break camps, summer recreation, etc.)	89	14.8 %
Special events (holidays, festivals, concerts, themed events, etc.)	312	51.7 %
Teen programs	67	11.1 %
Youth sports programs	90	14.9 %
None chosen	62	10.3 %
Total	1516	

Q7. Have you or your household attended a City of Goodyear special event (holidays, festivals, concerts, themed events, etc.)?

Q7. Have you attended a City special event	Number	Percent
Yes	386	64.0 %
No	217	36.0 %
Total	603	100.0 %

Q7a. How would you rate the special event(s) attended?

Q7a. How would you rate special event	Number	Percent
Excellent	115	29.8 %
Above average	160	41.5 %
Average	102	26.4 %
Below average	5	1.3 %
Poor	3	0.8 %
Not provided	1	0.3 %
Total	386	100.0 %

(WITHOUT "NOT PROVIDED")

Q7a. How would you rate the special event(s) attended? (without "not provided")

Q7a. How would you rate special event	Number	Percent
Excellent	115	29.9 %
Above average	160	41.6 %
Average	102	26.5 %
Below average	5	1.3 %
Poor	3	0.8 %
Total	385	100.0 %

Q7b. If your household has NOT participated in any City of Goodyear special events, please CHECK ALL of the following reasons you have NOT participated.

Q7b. What are the reasons why your household has not participated in any City special events	Number	Percent
Attend other events	24	11.1 %
Limited event options	31	14.3 %
Location	9	4.1 %
Not aware of event offerings	100	46.1 %
Overcrowded	32	14.7 %
Scheduling conflicts	43	19.8 %
Transportation	3	1.4 %
Safety	13	6.0 %
Other	26	12.0 %
Total	281	

Q8. Please indicate if you or your household has a desire/want for the following event types.

Q8. What following event types does your household have a desire/want for	Number	Percent
Arts & culture	300	49.8 %
Farmer's markets	534	88.6 %
Fitness based (fun runs, 5ks, bike rides, etc.)	206	34.2 %
Food trucks	329	54.6 %
Historical	197	32.7 %
Holidays	375	62.2 %
Multi-cultural	192	31.8 %
Music	386	64.0 %
Total	2519	

Q9. Which TWO items from the list in Question 8 are MOST IMPORTANT to your household?

Q9. Top choice	Number	Percent
Arts & culture	58	9.6 %
Farmer's markets	311	51.6 %
Fitness based (fun runs, 5ks, bike rides, etc.)	35	5.8 %
Food trucks	22	3.6 %
Historical	13	2.2 %
Holidays	58	9.6 %
Multi-cultural	14	2.3 %
Music	68	11.3 %
None chosen	24	4.0 %
Total	603	100.0 %

Q9. Which TWO items from the list in Question 8 are MOST IMPORTANT to your household?

Q9. 2nd choice	Number	Percent
Arts & culture	62	10.3 %
Farmer's markets	118	19.6 %
Fitness based (fun runs, 5ks, bike rides, etc.)	44	7.3 %
Food trucks	103	17.1 %
Historical	22	3.6 %
Holidays	98	16.3 %
Multi-cultural	23	3.8 %
Music	80	13.3 %
None chosen	53	8.8 %
Total	603	100.0 %

(WITHOUT "NOT PROVIDED")

Q9. Which TWO items from the list in Question 8 are MOST IMPORTANT to your household? (top 2)

Q9. Top choice	Number	Percent
Arts & culture	120	19.9 %
Farmer's markets	429	71.1 %
Fitness based (fun runs, 5ks, bike rides, etc.)	79	13.1 %
Food trucks	125	20.7 %
Historical	35	5.8 %
Holidays	156	25.9 %
Multi-cultural	37	6.1 %
Music	148	24.5 %
None chosen	24	4.0 %
Total	1153	

Q10. From the following list, please check all of the following ways you learn about Goodyear Parks and Recreation services.

Q10. What are the ways you learn about Goodyear Parks & Recreation services	Number	Percent
Banners/signs around Goodyear	215	35.7 %
City Council meetings	8	1.3 %
City's website	135	22.4 %
Conversations with park staff	10	1.7 %
Emails	134	22.2 %
Social media (Facebook, Instagram, Twitter)	368	61.0 %
Flyers/bulletin boards	80	13.3 %
InFocus magazine	412	68.3 %
Newspapers	61	10.1 %
Promotions at special events	56	9.3 %
Word of mouth	175	29.0 %
Other	19	3.2 %
Total	1673	

Q10-12. Other

Q10-12. Other	Number	Percent
Drive by	2	10.5 %
Mail	2	10.5 %
TV news	2	10.5 %
Attendance/participation at the Recreation Campus	1	5.3 %
Library	1	5.3 %
Driving by parks in the community	1	5.3 %
Looking up online	1	5.3 %
Previous use and visits	1	5.3 %
Search internet	1	5.3 %
Community egroup	1	5.3 %
Texts	1	5.3 %
A monthly calendar of events would be nice	1	5.3 %
Display at city facilities	1	5.3 %
Nothing yet	1	5.3 %
Nightly news	1	5.3 %
Electronic signage at side	1	5.3 %
Total	19	100.0 %

Q11. From the list in Question 10, which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services?

Q11. Top choice	Number	Percent
Banners/signs around Goodyear	69	11.4 %
City Council meetings	1	0.2 %
City's website	30	5.0 %
Emails	106	17.6 %
Social media (Facebook, Instagram, Twitter)	192	31.8 %
Flyers/bulletin boards	9	1.5 %
InFocus magazine	154	25.5 %
Newspapers	3	0.5 %
Promotions at special events	2	0.3 %
Word of mouth	2	0.3 %
Other	4	0.7 %
None chosen	31	5.1 %
Total	603	100.0 %

Q11. From the list in Question 10, which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services?

Q11. 2nd choice	Number	Percent
Banners/signs around Goodyear	100	16.6 %
City Council meetings	1	0.2 %
City's website	48	8.0 %
Conversations with park staff	1	0.2 %
Emails	73	12.1 %
Social media (Facebook, Instagram, Twitter)	132	21.9 %
Flyers/bulletin boards	26	4.3 %
InFocus magazine	118	19.6 %
Newspapers	18	3.0 %
Promotions at special events	7	1.2 %
Word of mouth	9	1.5 %
Other	2	0.3 %
None chosen	68	11.3 %
Total	603	100.0 %

Q11. From the list in Question 10, which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services?

Q11. 3rd choice	Number	Percent
Banners/signs around Goodyear	78	12.9 %
City Council meetings	3	0.5 %
City's website	61	10.1 %
Conversations with park staff	1	0.2 %
Emails	63	10.4 %
Social media (Facebook, Instagram, Twitter)	61	10.1 %
Flyers/bulletin boards	38	6.3 %
InFocus magazine	87	14.4 %
Newspapers	27	4.5 %
Promotions at special events	25	4.1 %
Word of mouth	22	3.6 %
Other	4	0.7 %
None chosen	133	22.1 %
Total	603	100.0 %

(SUM OF TOP 3)

Q11. From the list in Question 10, which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services? (top 3)

Q11. Top choice	Number	Percent
Banners/signs around Goodyear	247	41.0 %
City Council meetings	5	0.8 %
City's website	139	23.1 %
Conversations with park staff	2	0.3 %
Emails	242	40.1 %
Social media (Facebook, Instagram, Twitter)	385	63.8 %
Flyers/bulletin boards	73	12.1 %
InFocus magazine	359	59.5 %
Newspapers	48	8.0 %
Promotions at special events	34	5.6 %
Word of mouth	33	5.5 %
Other	10	1.7 %
None chosen	31	5.1 %
Total	1608	

Q12. Please indicate how important high-quality park and trail experiences are to the quality of life in the City of Goodyear.

Q12. How important are high-quality park & trail experiences to the quality of life	Number	Percent
Very important	363	60.2 %
Important	173	28.7 %
Neutral	38	6.3 %
Not important	5	0.8 %
Not at all important	11	1.8 %
Don't know	13	2.2 %
Total	603	100.0 %

(WITHOUT "DON'T KNOW")

Q12. Please indicate how important high-quality park and trail experiences are to the quality of life in the City of Goodyear. (without "don't know")

Q12. How important are high-quality park & trail experiences to the quality of life	Number	Percent
Very important	363	61.5 %
Important	173	29.3 %
Neutral	38	6.4 %
Not important	5	0.8 %
Not at all important	11	1.9 %
Total	590	100.0 %

Q13. Please indicate your level of agreement with the following statements concerning some potential benefits of the City of Goodyear's Parks and Recreation Services.

(N=603)

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
Q13-1. Improves my (my household's) physical health & fitness	42.5%	36.3%	15.3%	1.5%	0.8%	3.6%
Q13-2. Helps to reduce crime in my neighborhood & keep kids out of trouble	33.8%	38.1%	16.7%	4.1%	2.0%	5.1%
Q13-3. Makes Goodyear a more desirable place to live	59.2%	33.7%	4.3%	0.3%	0.7%	1.8%
Q13-4. Preserves open space & protects the environment	55.2%	29.9%	9.1%	1.3%	1.0%	3.5%
Q13-5. Increases my (my household's) property value	41.0%	33.8%	17.2%	1.8%	0.7%	5.5%
Q13-6. Improves my (my household's) mental health & reduces stress	35.3%	41.5%	15.8%	2.3%	1.2%	4.0%
Q13-7. Provides positive social interactions for me (my household)	33.0%	42.0%	18.4%	1.2%	1.3%	4.1%
Q13-8. Provides clean/ aesthetically pleasing landscaping along public streets	50.2%	39.6%	5.8%	1.7%	0.3%	2.3%
Q13-9. Helps to attract new residents & businesses	39.8%	40.5%	12.8%	1.3%	1.0%	4.6%

Q13. Please indicate your level of agreement with the following statements concerning some potential benefits of the City of Goodyear's Parks and Recreation Services.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
Q13-10. Promotes tourism to City & the region	29.4%	38.6%	21.7%	2.8%	1.2%	6.3%
Q13-11. Positively impacts economic/ business development	34.5%	43.4%	13.4%	1.5%	1.2%	6.0%
Q13-12. Is age-friendly & accessible to all age groups	35.2%	43.3%	11.9%	2.8%	2.0%	4.8%
Q13-13. Enhances quality of life & builds a sense of community	42.6%	42.8%	8.6%	1.3%	1.2%	3.5%

(WITHOUT "DON'T KNOW")

Q13. Please indicate your level of agreement with the following statements concerning some potential benefits of the City of Goodyear's Parks and Recreation Services. (without "don't know")

(N=603)

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Q13-1. Improves my (my household's) physical health & fitness	44.1%	37.7%	15.8%	1.5%	0.9%
Q13-2. Helps to reduce crime in my neighborhood & keep kids out of trouble	35.7%	40.2%	17.7%	4.4%	2.1%
Q13-3. Makes Goodyear a more desirable place to live	60.3%	34.3%	4.4%	0.3%	0.7%
Q13-4. Preserves open space & protects the environment	57.2%	30.9%	9.5%	1.4%	1.0%
Q13-5. Increases my (my household's) property value	43.3%	35.8%	18.2%	1.9%	0.7%
Q13-6. Improves my (my household's) mental health & reduces stress	36.8%	43.2%	16.4%	2.4%	1.2%
Q13-7. Provides positive social interactions for me (my household)	34.4%	43.8%	19.2%	1.2%	1.4%
Q13-8. Provides clean/aesthetically pleasing landscaping along public streets	51.4%	40.6%	5.9%	1.7%	0.3%
Q13-9. Helps to attract new residents & businesses	41.7%	42.4%	13.4%	1.4%	1.0%
Q13-10. Promotes tourism to City & the region	31.3%	41.2%	23.2%	3.0%	1.2%
Q13-11. Positively impacts economic/ business development	36.7%	46.2%	14.3%	1.6%	1.2%
Q13-12. Is age-friendly & accessible to all age groups	36.9%	45.5%	12.5%	3.0%	2.1%
Q13-13. Enhances quality of life & builds a sense of community	44.2%	44.3%	8.9%	1.4%	1.2%

Q14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household?

Q14. Top choice	Number	Percent
Improves my (my household's) physical health & fitness	177	29.4 %
Helps to reduce crime in my neighborhood & keep kids out of trouble	82	13.6 %
Makes Goodyear a more desirable place to live	137	22.7 %
Preserves open space & protects the environment	34	5.6 %
Increases my (my household's) property value	38	6.3 %
Improves my (my household's) mental health & reduces stress	18	3.0 %
Provides positive social interactions for me (my household)	15	2.5 %
Provides clean/aesthetically pleasing landscaping along public streets	13	2.2 %
Helps to attract new residents & businesses	4	0.7 %
Positively impacts economic/business development	2	0.3 %
Is age-friendly & accessible to all age groups	7	1.2 %
Enhances quality of life & builds a sense of community	25	4.1 %
None chosen	51	8.5 %
Total	603	100.0 %

Q14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household?

Q14. 2nd choice	Number	Percent
Improves my (my household's) physical health & fitness	33	5.5 %
Helps to reduce crime in my neighborhood & keep kids out of trouble	50	8.3 %
Makes Goodyear a more desirable place to live	99	16.4 %
Preserves open space & protects the environment	84	13.9 %
Increases my (my household's) property value	65	10.8 %
Improves my (my household's) mental health & reduces stress	44	7.3 %
Provides positive social interactions for me (my household)	40	6.6 %
Provides clean/aesthetically pleasing landscaping along public streets	45	7.5 %
Helps to attract new residents & businesses	11	1.8 %
Promotes tourism to City & the region	1	0.2 %
Positively impacts economic/business development	11	1.8 %
Is age-friendly & accessible to all age groups	10	1.7 %
Enhances quality of life & builds a sense of community	44	7.3 %
None chosen	66	10.9 %
Total	603	100.0 %

Q14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household?

Q14. 3rd choice	Number	Percent
Improves my (my household's) physical health & fitness	42	7.0 %
Helps to reduce crime in my neighborhood & keep kids out of trouble	23	3.8 %
Makes Goodyear a more desirable place to live	59	9.8 %
Preserves open space & protects the environment	57	9.5 %
Increases my (my household's) property value	59	9.8 %
Improves my (my household's) mental health & reduces stress	30	5.0 %
Provides positive social interactions for me (my household)	27	4.5 %
Provides clean/aesthetically pleasing landscaping along public streets	63	10.4 %
Helps to attract new residents & businesses	48	8.0 %
Promotes tourism to City & the region	8	1.3 %
Positively impacts economic/business development	18	3.0 %
Is age-friendly & accessible to all age groups	28	4.6 %
Enhances quality of life & builds a sense of community	58	9.6 %
None chosen	83	13.8 %
Total	603	100.0 %

Q14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household?

Q14. 4th choice	Number	Percent
Improves my (my household's) physical health & fitness	20	3.3 %
Helps to reduce crime in my neighborhood & keep kids out of trouble	36	6.0 %
Makes Goodyear a more desirable place to live	48	8.0 %
Preserves open space & protects the environment	37	6.1 %
Increases my (my household's) property value	39	6.5 %
Improves my (my household's) mental health & reduces stress	27	4.5 %
Provides positive social interactions for me (my household)	35	5.8 %
Provides clean/aesthetically pleasing landscaping along public streets	54	9.0 %
Helps to attract new residents & businesses	34	5.6 %
Promotes tourism to City & the region	14	2.3 %
Positively impacts economic/business development	31	5.1 %
Is age-friendly & accessible to all age groups	35	5.8 %
Enhances quality of life & builds a sense of community	56	9.3 %
None chosen	137	22.7 %
Total	603	100.0 %

(SUM OF TOP 4)

Q14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household? (top 4)

Q14. Top choice	Number	Percent
Improves my (my household's) physical health & fitness	272	45.1 %
Helps to reduce crime in my neighborhood & keep kids out of trouble	191	31.7 %
Makes Goodyear a more desirable place to live	343	56.9 %
Preserves open space & protects the environment	212	35.2 %
Increases my (my household's) property value	201	33.3 %
Improves my (my household's) mental health & reduces stress	119	19.7 %
Provides positive social interactions for me (my household)	117	19.4 %
Provides clean/aesthetically pleasing landscaping along public streets	175	29.0 %
Helps to attract new residents & businesses	97	16.1 %
Promotes tourism to City & the region	23	3.8 %
Positively impacts economic/business development	62	10.3 %
Is age-friendly & accessible to all age groups	80	13.3 %
Enhances quality of life & builds a sense of community	183	30.3 %
None chosen	51	8.5 %
Total	2126	

Q15. Please rate your level of satisfaction with the overall value that your household receives from the City of Goodyear Parks and Recreation System.

Q15. Your level of satisfaction with overall value your household receives from City Parks & Recreation system	Number	Percent
Very satisfied	148	24.5 %
Satisfied	277	45.9 %
Neutral	129	21.4 %
Dissatisfied	11	1.8 %
Very dissatisfied	9	1.5 %
Don't know	29	4.8 %
Total	603	100.0 %

(WITHOUT "DON'T KNOW")

Q15. Please rate your level of satisfaction with the overall value that your household receives from the City of Goodyear Parks and Recreation System. (without "don't know")

Q15. Your level of satisfaction with overall value your household receives from City Parks & Recreation system	Number	Percent
Very satisfied	148	25.8 %
Satisfied	277	48.3 %
Neutral	129	22.5 %
Dissatisfied	11	1.9 %
Very dissatisfied	9	1.6 %
Total	574	100.0 %

Q16. Counting yourself, how many people in your household are…

	Mean	Sum
number	3.0	1757
Under age 5	0.1	69
Ages 5-9	0.2	131
Ages 10-14	0.2	133
Ages 15-19	0.2	126
Ages 20-24	0.2	91
Ages 25-34	0.3	182
Ages 35-44	0.4	234
Ages 45-54	0.4	243
Ages 55-64	0.4	248
Ages 65-74	0.4	209
Ages 75+	0.2	91

Q17. What is your age?

Q17. Your age	Number	Percent
18-34	91	15.1 %
35-44	116	19.2 %
45-54	115	19.1 %
55-64	130	21.6 %
65+	132	21.9 %
Not provided	19	3.2 %
Total	603	100.0 %

(WITHOUT "NOT PROVIDED")

Q17. What is your age? (without "not provided")

Q17. Your age	Number	Percent
18-34	91	15.6 %
35-44	116	19.9 %
45-54	115	19.7 %
55-64	130	22.3 %
65+	132	22.6 %
Total	584	100.0 %

Q18. Your gender:

Q18. Your gender	Number	Percent
Male	294	48.8 %
Female	300	49.8 %
Prefer to self-describe	2	0.3 %
Not provided	7	1.2 %
Total	603	100.0 %

(WITHOUT "NOT PROVIDED")

Q18. Your gender: (without "not provided")

Q18. Your gender	Number	Percent
Male	294	49.3 %
Female	300	50.3 %
Prefer to self-describe	2	0.3 %
Total	596	100.0 %

Q18-3. Self-describe your gender:

Q18-3. Self-describe your gender	Number	Percent
Non-binary	1	50.0 %
Gender fluid	1	50.0 %
Total	2	100.0 %

Q19. How many years have you lived in Goodyear?

Q19. How many years have you lived in Goodyear	Number	Percent
0-5	212	35.2 %
6-10	137	22.7 %
11-15	82	13.6 %
16-20	89	14.8 %
21-30	64	10.6 %
31+	13	2.2 %
Not provided	6	1.0 %
Total	603	100.0 %

(WITHOUT "NOT PROVIDED")

Q19. How many years have you lived in Goodyear? (without "not provided")

Q19. How many years have you lived in Goodyear	Number	Percent
0-5	212	35.5 %
6-10	137	22.9 %
11-15	82	13.7 %
16-20	89	14.9 %
21-30	64	10.7 %
31+	13	2.2 %
Total	597	100.0 %

4 Open-Ended Responses

Open-Ended Responses

Q1a—"Other": If your household has NOT visited any City of Goodyear parks facilities, please CHECK ALL of the following reasons you have NOT visited.

- Been too hot to be outside.
- Bigger/better parks in the East Valley.
- cost
- cost
- Disabled
- Have facilities where I live.
- I have certain amenities where I live.
- Just moved here. We have a community swimming pool closer by, but I might consider it if it gets rowdy here and I am allowed to lap swim over there. We have lots of neighborhood parks and sports. It's been too hot outside and they are about a mile walk. We're a bit limited on what we can do sometimes because of our health. One of us is a homebody...
- Just recently moved to Goodyear
- Live in Pebble Creek and use the recreation facilities here.
- Most of the facilities are designed for a younger population
- My HOA has all the amenities
- New to the area.
- No interested.
- No need for them currently
- No reason
- No reason. I'm sure they're great.
- Not interested
- Not interested in those facilities.
- Not interested
- Our community has the things that we need and use.
- Too busy
- Too busy
- Too busy
- We have facilities in our area that we pay for and use.
- We have what we need
- We live in a community and it has a lot of those amenities.

Q2—"Other": Please indicate if you or your household have a desire/want for the following NEW amenities.

- A friendship garden. Something like an oasis with a pine with koi fish and turtles.
- A mall/outlet. Trader Joe's. Arcade.
- Amenities without using water.
- Amphitheater or venue for music and theater.
- Archery range.
- Better bike lanes and trails that connect rather than have to route off road or into traffic lanes.
- Better Freeway, I -10, and 303, noise pollution solutions, and slow down traffic exiting. Definitely higher or denser sound walls. The walking paths behind the houses on Sarival & Portland are unsafe, especially at night, and the traffic noise is unreasonably loud. Cars race down the long exit /access road behind the walking trail. More Shade Trees every where in the city would be fantastic too!
- Better restaurants, cafes, more gas stations, shopping, entertainment spots.
- Bike and running trails not on these busy streets
- Bike paths/trails
- Boat rental & fishing
- Center for the arts like Chandler and Mesa.
- Cooking classes.
- Disc golf park. Almost every major city has one. Scottsdale. Mesa, chandler and Glendale all have multiple. We need one here in goodyear. If Kingman AZ (population is extremely small) can have a few, we should at least have one. It's the fastest growing sport and is good for ANYONE. Young or old.
- Dog agility park.
- Dog splash pad
- Entertainment venues for concerts, etc.
- Flow Rider / Surf Trainer
- Golf course.
- Golf course.
- Good sit down restaurants ones that have vegetarian and vegan options
- Ice Hockey Rink
- Indoor areas for Summer Time - Activities
- Indoor running track. Current track in new Rec ctr is for WALKING only. AZ is hot & running outdoor is hard.
- indoor swimming pool
- Indoor volleyball and pickle ball with multiple food truck parking or restaurants
- Lots And lots of trees
- More basketball courts and gyms for organized play. More pickleball courts to accommodate residents and have league play for both sports just like softball, baseball, and volleyball.
- More indoor volleyball courts.
- More pickleball courts
- Need a city run pickleball league.

- Paddle boarding and pickleball.
- Park like bank bell in mesa
- Pickleball courts
- Public hanging for criminals and politicians
- Riverwalk
- Roller skating rink.
- Safe bike paths.
- Sand badminton.
- Shopping, restaurants, and community areas with commercial amenities. Please, no more ugly concrete warehouses and cheap apartment complexes in the middle of our city.
- Specifically a Dog Park that has misters and plenty of shade for the hot summers. Even in the worst heat of the year, dogs need their exercise. Ideally it should be large enough to allow people to stroll with their dogs and have a winding path with plenty of bushes and trees. Bushes should NOT be flowering ones that attract bees.
- Swim/slide park
- Tennis courts
- Tennis courts
- Walkable local mom and pop shops that offer simple snacks and drinks around a park, with possible weekend farmers market or art walk.
- Walking path across the I-10 toward the Civic Center/Library
- We need additional shopping options, more hospital beds, restaurants. Slow down on the apartments! We need better roads to support the increase in population.
- Would like to see outdoor concert area for weekly or biweekly concerts where would play local bands, probably at one of the already built parks.

Q4b—"Other": If your household has NOT participated in any City of Goodyear recreation programs, please CHECK ALL of the following reasons you have NOT participated.

- Availability limited by age
- Busy doing other things
- CantaMia has what we need and use.
- Covid concerns
- Covid isolation.
- COVID staying away from everyone and everything.
- Covid-19
- Disabled veteran family with limited income.
- Do not have children at home.
- Disabled
- Goodyear residents should not have to pay for usage.
- Have not had time.
- Have our own.
- Haven't had the need
- Hours
- I have all that I need with my HOA in a all adult community.
- In Canta Mia.
- Just moved into area
- Lack of time
- My wife and I have been here for 2 years and typically use only self-directed activities. We do go to spring training games. When our grandkids come over we use aquatics center and playgrounds.
- My work hours. I don't get home until 7pm most nights.
- Need more early evening programs
- Need Senior trips back
- New to the area
- No children in the home.
- No excuse
- No need
- No need
- No reason
- No reason
- No time
- No time
- No young kids anymore
- None is applicable to us.
- Not enough time. Working overtime doesn't lend itself to having a lot of free time. Would be open to something later though.
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested
- Not interested at this time
- Not interested in these items.
- not interested, plus you will raise taxes
- Not very well advertised
- Nothing offered that I am interested in
- Our over 55 community has everything
- See previous answer.
- Too busy
- Too busy
- Too busy
- Too busy
- Too hot.
- Traveling
- We don't have kids
- We have a son who is disabled and have no sitter for him.
- Work

Q7b—"Other": If your household has NOT participated in any City of Goodyear special events, please CHECK ALL of the following reasons you have NOT participated.

- Busy
- Cost, Over crowded, Parking, traffic control when leaving
- Covid concerns
- Covid isolation
- Disabled
- Geared toward younger families.
- Had other activities
- Just moved to area
- Just recently moved here
- Lack of time.
- Medical issues
- New to the area.
- New to the area.
- No need
- No time
- Not interested
- Not interested
- Not interested in most of the offerings and the ones that we do like we don't want to deal with the heat or the drunks.
- Not interested.
- Not user friendly for handicapped.
- Parking
- Parking nightmare.
- Time of events.
- Too many kids
- Traveling
- We have avoided large group gatherings over the last few years.

5 Survey Instrument

City of Goodyear
Administration, Parks and Recreation Department
"

October 2022

Dear Goodyear Resident,

The City of Goodyear is in the process of updating its 10-year Parks and Recreation Master Plan. This plan will establish priorities for current and future parks and recreation services, programs, and facilities offered within the community.

A crucial component to this update is conducting a citizen survey to validate community needs. Your household was one of a limited number selected at random to receive this survey, therefore, your input is very valuable to the planning process. This survey will take approximately 10 – 15 minutes to complete. The time you invest in this survey will ensure that this plan is resident driven and reflective of the communities needs and wants.

We have selected an independent research firm, ETC Institute, to conduct this survey and compile the results on our behalf. Responses will remain entirely confidential. Once the data has been gathered and analyzed, ETC will present Goodyear with a report of findings which will be incorporated into the plan. Please return your completed survey within the next two weeks in the enclosed postage-paid envelope addressed to ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061. The survey is also available at GoodyearParkSurvey.org. If you have any questions, please feel free to contact Ryan Murray, ETC Institute's Project Manager, at (913) 254-4598 or send an email to Ryan.Murray@etcinstitute.com.

Thank you for taking the time to positively impact the quality of life for Goodyear residents!

Sincerely,

Nathan Torres, Director
Parks and Recreation Department

"
1900 Civic Square
Goodyear, AZ 85395
P 623-882-3191
goodyearaz.gov

2022 City of Goodyear - Parks and Recreation Needs Assessment Survey

Let your voice be heard today! The City of Goodyear would like your input to help determine park experience priorities for our community. Parks and recreation contribute significantly to your quality of life, and your opinions are very important to us. This survey will take 10-15 minutes to complete. We greatly appreciate your time. If you would prefer to complete the survey on-line, please go to GoodyearParkSurvey.org.

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1. Please indicate if you or your household have used each of the park facilities listed below by circling either "Yes" or "No" next to each facility. If "Yes," please rate the facilities of this type using a scale of 5 to 1, where 5 means "Excellent" and 1 means "Poor."

	Type of Facility	Have you used this facility?		If "Yes," please rate the condition of this facility. Excellent	Above Average	Average	Below Average	Poor
01.	Athletic fields (baseball, softball, soccer, flag football)	Yes	No	5	4	3	2	1
02.	Aquatic center	Yes	No	5	4	3	2	1
03.	Community parks	Yes	No	5	4	3	2	1
04.	Playgrounds	Yes	No	5	4	3	2	1
05.	Ramada	Yes	No	5	4	3	2	1
06.	Recreation center	Yes	No	5	4	3	2	1
07.	Sports courts (tennis, volleyball, pickleball, basketball)	Yes	No	5	4	3	2	1
08.	Walking paths/trails	Yes	No	5	4	3	2	1
09.	Dog park	Yes	No	5	4	3	2	1
10.	Splash pad	Yes	No	5	4	3	2	1
11.	Goodyear Ballpark	Yes	No	5	4	3	2	1

1a. If your household has NOT visited any City of Goodyear parks facilities, please CHECK ALL of the following reasons you have NOT visited.

____(01) Facilities are not well maintained
____(02) Facilities are too far from home
____(03) Lack of ADA accessibility
____(04) Lack of features we want to use
____(05) Lack of transportation
____(06) Not aware of parks or trails
____(07) Safety
____(08) Use facilities in other cities
____(09) Lack of parking
____(10) Other: _____

2. Please indicate if you or your household have a desire/want for the following NEW amenities. *[Check ALL that apply.]*

____(01) Urban fishing lake
____(02) Recreation center
____(03) Community parks (i.e., dog park, open turf fields, sport courts, playgrounds, ramadas, walking paths, ballfields, restrooms)
____(04) Sports Complex (baseball, softball, soccer, football, pickleball, lacrosse, etc.)
____(05) Open space/natural areas
____(06) Bike/skate park
____(07) Splash pads
____(08) Swimming pool
____(09) Trails/walking paths
____(10) Other: _____

3. Which THREE items from the list in Question 2 are MOST IMPORTANT to your household? *[Write-in your answers below using the numbers from the list in Question 2, or circle "NONE."]*

1st: ____ 2nd: ____ 3rd: ____ NONE

4. Have you or your household participated in any recreation programs offered by the City of Goodyear?

____(1) Yes *[Answer Q4a.]* ____(2) No *[Skip to Q4b.]*

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4a. How would you rate the recreation programs participated in?

____(5) Excellent ____(4) Above Average ____(3) Average ____(2) Below Average ____(1) Poor

4b. If your household has NOT participated in any City of Goodyear recreation programs, please CHECK ALL of the following reasons you have NOT participated.

____(01) Cost
____(02) Limited program options
____(03) Location
____(04) Not aware of offerings
____(05) Programs are full
____(06) Scheduling conflicts
____(07) Transportation
____(08) Use other providers
____(09) Registration is difficult
____(10) Safety
____(11) Other: _____

5. Please indicate if you or your household have a desire/want for the following programs. *[Check ALL that apply.]*

____(01) Senior programs
____(02) Adaptive/special need programs
____(03) Adult sport programs
____(04) Arts and culture programs
____(05) Family programming (activities targeted for multi-generational participation)
____(06) Nature based education/activities (outdoor experiences)
____(07) Out of school programs (break camps, summer recreation, etc.)
____(08) Special events (holidays, festivals, concerts, themed events, etc.)
____(09) Teen programs
____(10) Youth sports programs

6. Which THREE items from the list in Question 5 are MOST IMPORTANT to your household? *[Write-in your answers below using the numbers from the list in Question 5, or circle "NONE."]*

1st: ____ 2nd: ____ 3rd: ____ NONE

7. Have you or your household attended a City of Goodyear special event (holidays, festivals, concerts, themed events, etc.)?

____(1) Yes *[Answer Q7a.]* ____(2) No *[Skip to Q7b.]*

7a. How would you rate the special event(s) attended?

____(5) Excellent ____(4) Above Average ____(3) Average ____(2) Below Average ____(1) Poor

7b. If your household has NOT participated in any City of Goodyear special events, please CHECK ALL of the following reasons you have NOT participated.

____(1) Attend other events
____(2) Limited event options
____(3) Location
____(4) Not aware of event offerings
____(5) Overcrowded
____(6) Scheduling conflicts
____(7) Transportation
____(8) Safety
____(9) Other: _____

8. Please indicate if you or your household have a desire/want for the following event types. *[Check ALL that apply.]*

____(1) Arts and Culture
____(2) Farmer's Markets
____(3) Fitness based (fun runs, 5ks, bike rides, etc.)
____(4) Food trucks
____(5) Historical
____(6) Holidays
____(7) Multi-cultural
____(8) Music

9. Which TWO items from the list in Question 8 are MOST IMPORTANT to your household? *[Write-in your answers below using the numbers from the list in Question 8, or circle "NONE."]*

1st: ____ 2nd: ____ NONE

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10. From the following list, please check all of the following ways you learn about Goodyear Parks and Recreation services.

____(01) Banners/signs around Goodyear
____(02) City Council meetings
____(03) City's website
____(04) Conversations with park staff
____(05) Emails
____(06) Social media (Facebook, Instagram, Twitter)
____(07) Flyers/bulletin boards
____(08) InFocus Magazine
____(09) Newspapers
____(10) Promotions at special events
____(11) Word of mouth
____(12) Other: _____

11. From the list in Question 10, which THREE methods of communication would you MOST PREFER the City to use to communicate with you about Parks and Recreation services? *[Write-in your answers below using the numbers from the list in Question 10, or circle "NONE."]*

1st: ____ 2nd: ____ 3rd: ____ NONE

12. Please indicate how important high-quality park and trail experiences are to the quality of life in the City of Goodyear.

____(5) Very Important ____(3) Neutral ____(1) Not at all Important
____(4) Important ____(2) Not Important ____(9) Don't Know

13. Please indicate your level of agreement with the following statements concerning some potential benefits of the City of Goodyear's Parks and Recreation Services.

	The Parks system in Goodyear…	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
01.	Improves my (my household's) physical health and fitness	5	4	3	2	1	9
02.	Helps to reduce crime in my neighborhood and keep kids out of trouble	5	4	3	2	1	9
03.	Makes Goodyear a more desirable place to live	5	4	3	2	1	9
04.	Preserves open space and protects the environment	5	4	3	2	1	9
05.	Increases my (my household's) property value	5	4	3	2	1	9
06.	Improves my (my household's) mental health and reduces stress	5	4	3	2	1	9
07.	Provides positive social interactions for me (my household)	5	4	3	2	1	9
08.	Provides clean/aesthetically pleasing landscaping along public streets	5	4	3	2	1	9
09.	Helps to attract new residents and businesses	5	4	3	2	1	9
10.	Promotes tourism to the city and the region	5	4	3	2	1	9
11.	Positively impacts economic/business development	5	4	3	2	1	9
12.	Is age-friendly and accessible to all age groups	5	4	3	2	1	9
13.	Enhances quality of life and builds a sense of community	5	4	3	2	1	9

14. Which FOUR benefits from the list in Question 13 are MOST IMPORTANT to your household? *[Write-in your answers below using the numbers from the list in Question 13, or circle "NONE."]*

1st: ____ 2nd: ____ 3rd: ____ 4th: ____ NONE

15. Please rate your level of satisfaction with the overall value that your household receives from the City of Goodyear Parks and Recreation System.

____(5) Very Satisfied ____(3) Neutral ____(1) Very Dissatisfied
____(4) Satisfied ____(2) Dissatisfied ____(9) Don't Know

Demographics

16. Counting yourself, how many people in your household are…

Under age 5: ____ Ages 15-19: ____ Ages 35-44: ____ Ages 65-74: ____
Ages 5-9: ____ Ages 20-24: ____ Ages 45-54: ____ Ages 75+: ____
Ages 10-14: ____ Ages 25-34: ____ Ages 55-64: ____

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17. What is your age? _____ years

18. Your Gender: ____(1) Male ____(2) Female ____(3) Prefer to self-describe: _____

19. How many years have you lived in Goodyear? _____ years

20. Would you be willing to participate in future surveys sponsored by the City of Goodyear?

____(1) Yes *[Answer 20a.]* ____(2) No

20a. Please provide your contact information.

Mobile Phone Number: _____

Email Address: _____

This concludes the survey. Thank you for your time!

Please return your completed survey in the enclosed return-reply envelope addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain completely confidential. The address information printed to the right will ONLY be used to help identify areas with specific needs. Thank you.

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APPENDIX C

Park Classification and Design Standards

Neighborhood Parks	
Size	Three to five acres
Service Area/Radius	½ mile
Site Selection	On a local or collector street. If near an arterial street, provide natural or artificial barrier. Next to a school, where possible. Encourage location to link subdivisions and link by trails to other parks.
Length of Stay	One hour or less
Facilities/Amenities	One signature amenity (e.g., playground, sport court, gazebo). If a signature amenity is not present it may include one non-programmed sports field, playgrounds for ages two to five and five to twelve one reservable shelter for parks three acres in size or greater, loop trails, one type of sport court, benches, and/or a small shaded area next to play areas.
Land Usage	85% active/15% passive
Programming	N/A
Maintenance Standards	Provide the highest level maintenance with available funding. Seek a goal of Level C maintenance standards. Some amenities may require Level B maintenance..
Parking	Up to 10 spaces, may be located on street or on-site
Lighting	Security
Signage	Directional and facility/amenity regulations
Landscape Design	Appropriate design to enhance the park theme/use/experience
Other	There may be opportunities to create joint use sites that serve as both neighborhood parks and recreational space for schools. Name of park consisting with City ordinances.

Community Parks	
Size	15 to 40 acres
Service Area/Radius	Two to five miles
Site Selection	On two collector streets minimum and preferably one arterial street. If near an arterial street, provide natural or artificial barrier. Minimal number of residences abutting site. Preference is streets on four sides, or three sides with school or municipal use on fourth side. Encourage trail linkage to other parks.
Length of Stay	Two to three hours
Facilities/Amenities	Four signature amenities at a minimum (e.g., trails, sports fields, large shelters/pavilions, community playground for ages two to five and five to 12 with some shaded elements, recreation center, pool or family aquatic center, sports courts, water feature); public restrooms with chilled drinking fountain with dog bowl; ample parking; and security lighting; sport fields and sport complexes are typical at this park.
Revenue Facilities	One or more (e.g., pool, sports complex, pavilion)
Land Usage	65% active/35% passive
Maintenance Standards	Provide the highest level maintenance with available funding. Seek a goal of Level 2 maintenance standards. Some amenities may require Level 1 maintenance.
Parking	Sufficient to support the amenities
Lighting	Lighting for safety, amenities, pathways and sports lighting that meets recreational standards and Little league lighting standards.
Signage	Directional signage and facility/amenity regulations to enhance user experience. May include kiosks in easily identified areas of the facility.
Landscape Design	Appropriate design to enhance the park theme/use/experience. Enhanced landscaping at park entrances and throughout park.
Other	Strong appeal to surrounding neighborhoods; loop trail connectivity; linked to regional park, trail, or recreation facility. Named in accordance with the City's ordinance or after a prominent

Regional Parks	
Size	75 to 250 acres
Service Area/Radius	3+ miles
Site Selection	Prefer location which can preserve natural resources on-site, such as wetlands, streams, and other geographic features or sites with significant cultural or historic features. Significantly large parcel of land. Access from public roads capable of handling anticipated traffic.
Length of Stay	All-day or multiple-day experience
Facilities/Amenities	Ten to 12 amenities to create a signature facility (e.g., dog parks, fishing/boating access, golf course, tennis complex, sports complex, lake, regional playground, 3+ reservable picnic shelters, camping, outdoor recreation/extreme sports, recreation center, pool, gardens, trails, zoo, specialty facilities); restrooms with chilled drinking fountain with dog bowl; concessions; restaurant; ample parking; special event site.
Revenue Facilities	Typically, park designed to produce revenue to offset operational costs
Land Usage	50% active/50% passive
Maintenance Standards	Provide the highest-level maintenance with available funding. Seek a goal of Level A maintenance standards. Some amenities may require Level A+ maintenance.
Parking	Sufficient for all amenities. Traffic-calming devices encouraged within and next to park.
Lighting	Safety lighting for amenities and pedestrian pathways, includes sport field lighting standards.
Signage	Directional signage and facility/amenity regulations to enhance user experience, may include kiosks in easily identified areas of the facility
Landscape Design	Appropriate design to enhance the park theme/use/experience. Enhanced landscaping at park entrances and throughout park.
Other	Linked to major trails systems, public transportation available, concessions, food and retail sales available, dedicated site managers on duty. Wifi and telephone/cable TV conduit. Name within City's naming ordinance or after a prominent person, event, or landmark.

Specialty Parks	
Size	Depends upon facilities and activities included
Service Area/Radius	Depends upon facilities and activities included
Site Selection	Given the variety of potential uses, no specific standards are defined for site selection. As with all park types, the site itself should be located where it is appropriate for its use.
Length of Stay	Varies
Facilities/Amenities	Varies
Revenue Facilities	Due to nature of certain facilities, revenue may be required for construction and/or annual maintenance. This should be determined at a policy level before the facility is planned and constructed.
Land Usage	Varies
Programming	Varies
Maintenance Standards	Provide the highest-level maintenance with available funding. Seek a goal of Level B maintenance standards. Some amenities will require Level A maintenance.
Parking	On-street or off-street parking is provided as appropriate. Provide a minimum of five to 10 spaces within park including accessible spaces.
Lighting	Security, pedestrian pathway and amenities
Signage	Directional and regulation signage to enhance user experience
Landscape Design	Appropriate design to enhance the park theme/use/experience
Other	Name should be in accordance with City ordinance or after prominent person, event or landmark

Linear Parks/Greenways	
Size	30 feet wide minimum with eight-to 10-foot wide trail
Service Area/Radius	Depends upon length of park or greenway
Site Selection	Located consistent with an approved Bicycle, Pedestrian, and Trails Master Plan. Connectivity to parks or other City attractions and facilities is desirable.
Length of Stay	Varies
Facilities/Amenities	Restrooms at major trailheads. May include small parks along the trail.
Trailheads	Trailhead amenities include parking areas, restroom building, ramada structure, chilled drinking fountain with dog bowl, benches and tables, trash receptacles, information kiosk and signage.
Revenue Facilities	Limited
Land Usage	10% active/90% passive
Maintenance Standards	Demand-based maintenance with available funding. Biological management practices observed.
Parking	Located at major trailheads only
Lighting	Security lighting at trailheads and along trail is preferred
Signage	Mileage markers at 1/4-mile intervals. Interpretive kiosks at all trailheads and where deemed necessary.
Landscape Design	Coordinated planting scheme in urban areas. Limited or no planting in open space areas.
Other	Two guiding principles: providing natural areas and providing people a way to access them

Figure 8: Master Plan Park And Recreation Facility Standards

FACILITY	NEIGHBORHOOD PARK	COMMUNITY PARK	CITYWIDE PARK	SPECIALTY PARK
Service Area				
Size	5 to <15 Acres	15 to <40 Acres	40 acres and greater	Varies
Description	The city currently owns and maintains neighborhood parks. In the future, new neighborhood parks will be privately developed, owned, and maintained. Neighborhood parks provide facilities within walking distance that provides ease of access for young and senior adult users, while serving users of all ages. Usually stand-alone, this type of park can often be located adjacent to an elementary school maximizing resources to the benefit of the community. Smaller public and private recreation areas, which are not considered neighborhood parks should compliment neighborhood parks and be designed to provide facilities for individual and small group activities.	Community parks are a social and recreation focal point for multiple neighborhoods. When these parks are generally built with Infrastructure Improvement Plan monies, they are limited to 30 acres. Community parks are owned and maintained by the city Community parks provide more facilities for active uses such as fields and courts. Community parks are often located on arterial or collector streets and are accessible by vehicle, bicycle or walking. While it is usually a stand-alone facility, this type of park can be located adjacent to a school or open space such to maximize opportunities for passive use, outdoor education programs and/or from joint use of facilities such as fields, swimming pools, multi-use courts or skate parks.	Generally built, owned and maintained by the city. Citywide parks provide more active recreation facilities than for passive recreation. Citywide parks may also include unique features such as concessions, community centers, and natural features. Designed to serve users of all ages and diverse community-based recreation needs, citywide parks are located on major arterial streets and are accessible predominantly by all modes of transportation.	Specialty parks are unique facilities designed around a specific function or ecological asset. Special Purpose parks could include sports, aquatic, equestrian, natural area, or interpretive parks. Special Purpose Parks may require a user fee.
Facilities	• In addition to at least one tot lot and children's play areas, neighborhood parks (>5 to 15 acres) shall include some facilities for active recreation. These include a multi-use ballfield or rectangular field and sports courts. • 50% of all neighborhood parks within a square mile shall include active recreation facilities that are fields. • All neighborhood parks shall include shaded seating areas and lit walking paths connecting the park to sidewalks. • Neighborhood park facilities for age restricted communities may be adjusted at the discretion of the Parks and Recreation Director.	Specific facilities and amenities for each park shall be determined by the City Parks and Recreation Director.	All facilities shall be designed to accommodate large and small group activities, with an emphasis on large group activities. For example, fields shall be designed for league play and ramadas shall accommodate group activities.	As appropriate to the park.
Fields	Ballfield and Rectangular practice fields with removable backstops and goals are permitted. Lit fields optional.	• Multi-use fields with lights are required, four (4) min. • Soccer fields with lights (may be p/o multi-use fields) • Softball/little league/diamond fields with lights, four (4) min. • Unlighted fields in select areas as determined by City Parks and Recreation Director	• Rectangular multi-use fields with lights are required, four (8) min. • Diamond multi-use fields with lights, four (8) min. • Disc Golf (1 min)	As appropriate to the park.

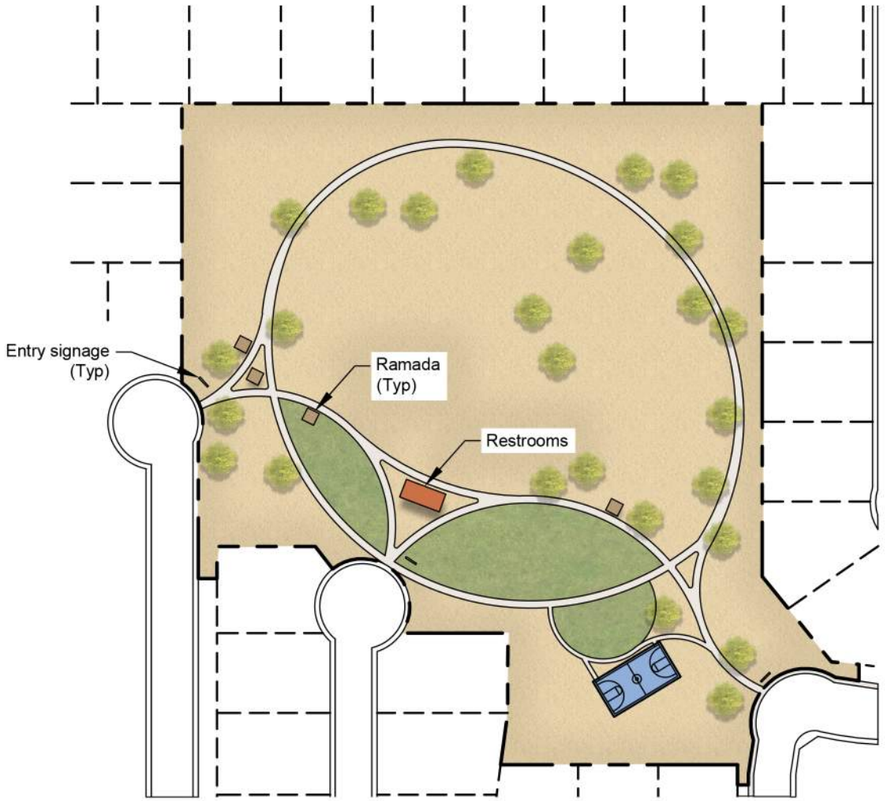
Figure 8: Master Plan Park And Recreation Facility Standards

FACILITY	NEIGHBORHOOD PARK	COMMUNITY PARK	CITYWIDE PARK	SPECIALTY PARK
Courts	• Play court without lights • Basketball court without lights • Tennis court without lights • Sand volleyball without lights	Number of courts to be determined by the City Parks and Recreation Director. • Play court (lit) • Basketball court (lit) • Tennis courts (lit) • Sand volleyball court (lit)	Number of courts to be determined by the City Parks and Recreation Director. • One (1) Play court min. (lit) • Two (1) Basketball court (lit) • Tennis courts (lit) • Sand volleyball court (lit)	As appropriate to the park.
Playgrounds/Play Structures	• ADA compliant play structures/area (2-5 yrs.) with shade canopy OR • ADA compliant play structures/area (5-12 yrs.) with shade canopy	• Lit tot lots: ADA compliant play structures/area for ages 2-5 years including shade canopy(s) AND • Lit play structures/area: ADA compliant designed for ages 5-12 years with shade canopy(s) • Lighting to maintain uniform minimum 1 footcandle at playground area	• Minimum 1 lit ADA compliant tot lot (includingshade canopy) • Lighting to maintain uniform minimum 1 footcandle at playground area • Minimum 1 lit ADA compliant play area (includingshade canopy) Total number of additional playgrounds to be determined by City Parks And Recreation Director	As appropriate to the park.
Buildings	• Picnic/shade ramada	• In parks >30 acres, facilities for indoor recreation activities or programs may be determined to be appropriate by the Parks and Recreation Director. • A centrally located concession/restroom building to service fields where more than four (4) softball/little league fields and/or four (4) or more soccer fields are provided. All community parks: • Ramadas/picnic shelters with BBQ and picnic tables • Lighting to maintain uniform minimum 1 footcandle at ramada • Lighting to maintain uniform minimum 1 footcandle at ramada. • Shade canopies at seating areas • Locate restrooms near play structures or tot lots. • Maintenance Building (climate controlled) and yard	• Community Center • Centrally located concession/restroom building • Separate restrooms near fields and play areas • Maintenance Building (climate controlled) and yard	As appropriate to the park. May include concessions, entry or interpretive centers.
Pedestrian Improvements	• ADA walkways to park facilities • Lit perimeter or looped walking path • Connections to regional trail system (where applicable)	• Pathway lighting to maintain uniform minimum 1 footcandle along pathway. • Lit perimeter or looped walking path • Lit exercise course (min. one per park - may follow walking path) • Connections to city trail and path system	• ADA walkways to park facilities • Perimeter or looped walking path • Exercise course* • Connections to path and trail system • Security lighting along perimeter trails	Required, As appropriate to the park. Pathway lighting to maintain uniform minimum 1 footcandle along pathway.
Access/Parking	• Vehicular access from local street • Curbside motor vehicle parking • Bicycle racks • Trailhead/trail access if adjacent to a trail.	• ADA walkways to all park facilities • Vehicular access from local streets • Trailheads at trail and path systems and/or connections to paths and trails within one-fourth mile of the park • Bicycle parking • Neighborhood connections • On-site motor vehicle parking	• Vehicular access from street • Trailheads • Connections to paths and trails within one-fourth mile of the park • Bicycle parking • Neighborhood connections • Lit on-site motor vehicle parking	Required, As appropriate to the park.

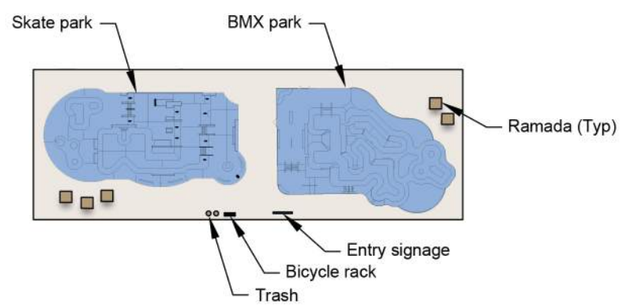
Figure 8: Master Plan Park And Recreation Facility Standards

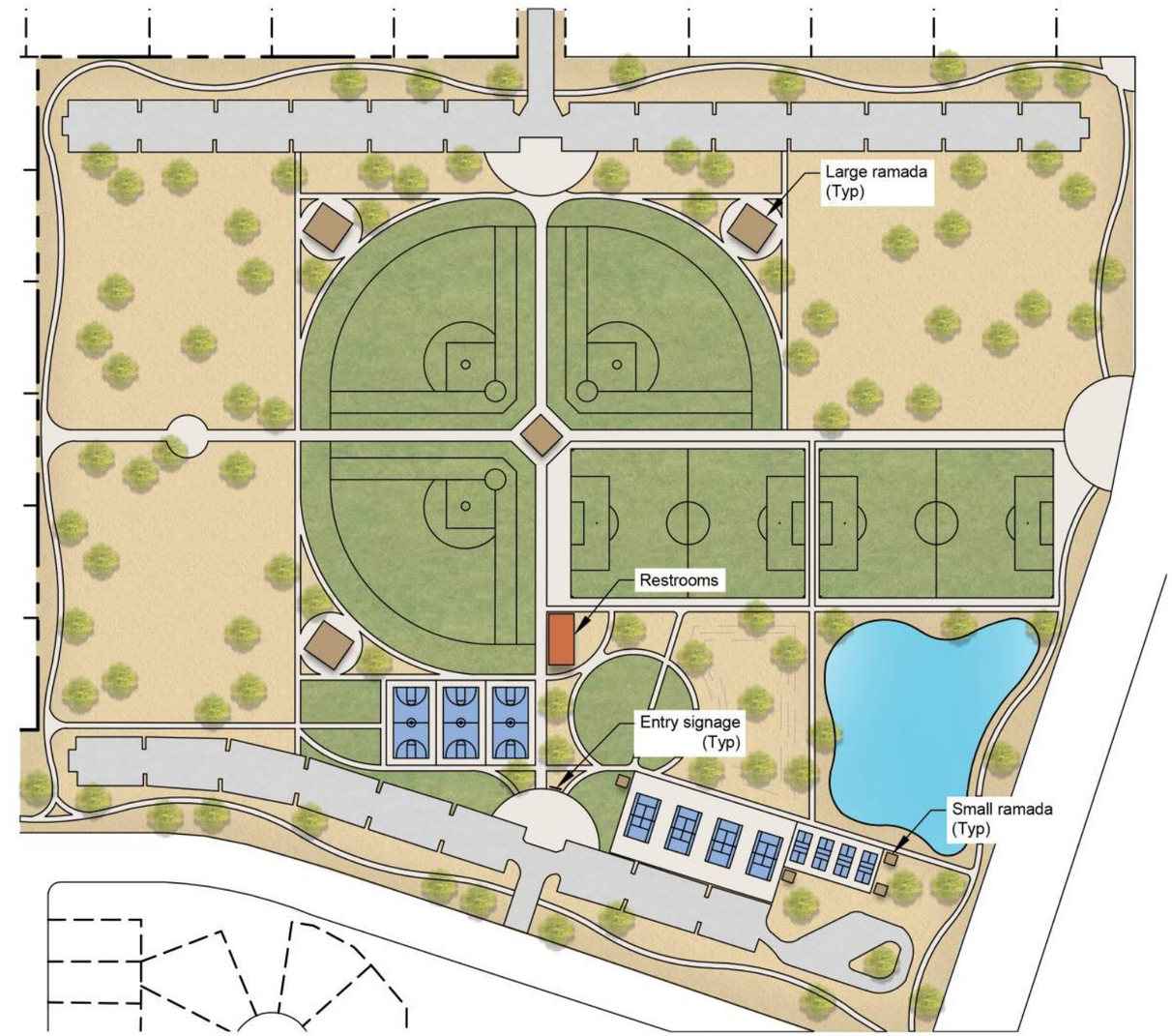
FACILITY	NEIGHBORHOOD PARK	COMMUNITY PARK	CITYWIDE PARK	SPECIALTY PARK
Landscape Material	• Tree plantings • Shrub plantings • Native plantings revegetation/restoration • Turf only in areas used for recreation purposes. Turf shall not be used as a landscape or decorative element.	All planting shall follow Arizona Department Of Water Resources (ADWR) Drought Tolerant/Low Water Use Plant list, www.azwater.gov. All plants shall be native or naturalize suitable for planting in the Sonoran Desert and the unique desert conditions of the Phoenix Metropolitan Area desert valleys. Landscape materials shall include: • Native and naturalized trees planting • Native and naturalized shrub planting • Native and naturalized ground cover and vines • Native and naturalized succulents • Native plant revegetation/restoration • Turf grass (minimize use to playing fields, picnic areas and play areas) • Decomposed granite in all non-turf areas	All planting shall follow Arizona Department Of Water Resources (ADWR) Drought Tolerant/Low Water Use Plant list, www.azwater.gov. All plants shall be native or naturalize suitable for planting in the Sonoran Desert and the unique desert conditions of the Phoenix Metropolitan Area desert valleys. Landscape materials shall include: • Native and naturalized trees planting • Native and naturalized shrub planting • Native and naturalized ground cover and vines • Native and naturalized succulents • Native plant revegetation/restoration • Turf grass (minimize use to playing fields, picnic areas and play areas) • Decomposed granite in all non-turf areas	As appropriate to the park.
Irrigation	• Automatic irrigation system - drip • Automatic irrigation system - sprinkler/ turf • Local/on site controllers • All irrigation materials must meet City of Goodyear Materials List	An automated irrigation system utilizing the latest proven technology shall be incorporated in all community parks.	An automated irrigation system utilizing the latest proven technology shall be incorporated in all citywide parks.	As appropriate to the park.
Utilities	• Potable water • Electric • Sanitary sewer (if appropriate)	• Potable water • Electric • Sanitary sewer (if appropriate)	• Potable water • Electric • Sanitary sewer (if appropriate)	As appropriate to the park.
Site Amenities	• Drinking fountain • Benches (with shade) • Small ramadas • Picnic tables (with shade) • Bicycle parking • Trash receptacles • Entry signs with park name and hours of permitted use • Restrooms (encouraged, optional)	• Drinking fountain at sports fields and play areas • Benches (with shade) • Picnic tables shaded by large and small ramadas • Bicycle parking at all parking areas and adjacent to destinations. • Trash receptacles • Entry signs with park name and hours of permitted use	• Drinking fountain at sports fields and play areas • Benches (with shade) • Picnic tables shaded by large and small ramadas • Bicycle parking at all parking areas and adjacent to destinations. • Trash receptacles • Entry signs with park name and hours of permitted use	As appropriate to the park.
Healthy Communities Elements	• Community Gardens (optional and strongly encouraged) • Interpretive signing about the benefits of walking, healthy eating. • Perimeter exercise courses • Mileage markers showing benefits, calories burned.	• Community Gardens (optional) • Interpretive signing about the benefits of walking, healthy eating. • Perimeter exercise courses • Mileage markers showing benefits, calories burned • Areas for farmer's markets and health fairs	• Community Gardens (optional) • Interpretive signing about the benefits of walking, healthy eating. • Perimeter exercise courses • Mileage markers showing benefits, calories burned • Areas for farmer's markets and health fairs	As appropriate to the park.
Sustainable Elements	When possible and practical, • Locally sourced materials (within 150 miles) • Materials with low Volatile Organic Compounds (VOCs. These compounds off-gas) • Solar lighting • Maximize permeable surfaces • Graywater for irrigation • Minimum 5 acres high and dry	When possible and practical, • Locally sourced materials (within 150 miles) • Materials with low Volatile Organic Compounds (VOCs. These compounds off-gas) • Solar lighting • Maximize permeable surfaces • Graywater for irrigation	When possible and practical, • Locally sourced materials (within 150 miles) • Materials with low Volatile Organic Compounds (VOCs. These compounds off-gas) • Solar lighting • Maximize permeable surfaces • Graywater for irrigation	When possible and practical, • Locally sourced materials (within 150 miles) • Materials with low Volatile Organic Compounds (VOCs. These compounds off-gas) • Solar lighting • Maximize permeable surfaces • Graywater for irrigation

Figure 8: Master Plan Park And Recreation Facility Standards


Entry signage
(Typ)
Ramada
(Typ)
Restrooms

Large ramada
(Typ)
Restrooms
Small ramada
(Typ)
Entry signage
(Typ)


Skate park
BMX park
Ramada (Typ)
Entry signage
Bicycle rack
Trash


Large ramada
(Typ)
Restrooms
Entry signage
(Typ)
Small ramada
(Typ)

APPENDIX D

Path and Trail Design Considerations and Standards

PATH AND TRAIL DESIGN CONSIDERATIONS AND STANDARDS

Core Elements

Path

This paved facility is used by bicyclists, pedestrians, joggers, strollers, wheelchair users, inline skaters, other non—motorized users, and anyone wanting a smooth and consistent surface. Paths are signed for various users, arc ADA accessible (when 5% or less grades) and may also be used by small maintenance and emergency response vehicles. Paths include an adjacent two—foot unpaved shoulders on each side.

Design Considerations

Landscape: Landscaping is an opportunity to highlight and enhance regional and local character, therefore, care should be given during path construction to preserve existing vegetation in place wherever possible. New landscaping shall be native and/or drought tolerant plants with an emphasis on tree placement to shade the path. Water harvesting techniques should be integrated into design wherever possible. Any plant material in public right-of-way and easements shall comply with all requirements of the City Code and with the criteria of the Arizona Department of Water Resources (ADWR).

Driveway Crossings: Limit driveway path crossings to a maximum of every quarter mile where possible.

Sight Lines: Lay out paths to maximize visibility of approaching trail users, thereby increasing reaction time, and minimizing conflicts.

Freeway Adjacency: Provide a minimum four-foot-high landscaped berm between freeways and paths to enhance the feeling of separation.

Clearances: Clearances standards are expressed as minimums. They should be as wide as possible.

Transitions: For new and existing paths, where they intersect with roads with or without bike lanes, provide pedestrian-and bicycle friendly transitions between the two facilities such as a ramp or curb cut.

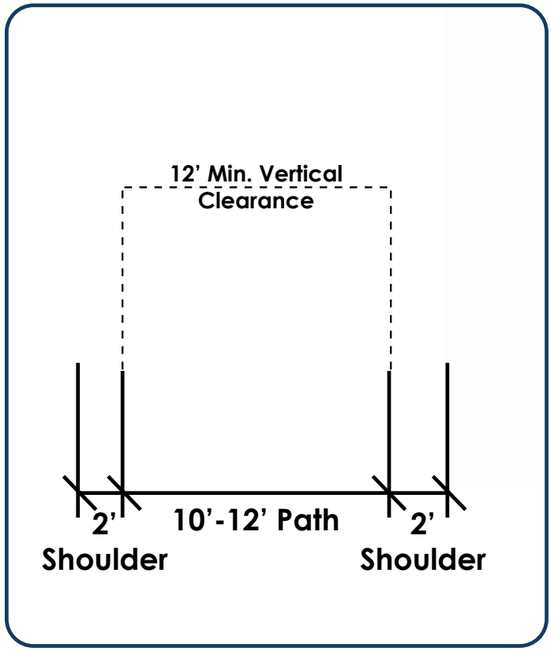
Signs: Include high-quality signs and interpretive exhibits where appropriate. Sign vehicular crossings of the paths with stop and warning signs to help ensure user safety.

Corridor Width: Secure as broad a corridor as possible to enhance the user experience. (see corridor Guidelines)

References: See AASHTO's 2018 Guide for the Development of Bicycle Facilities, "Shared Use Paths" for more information.

Path Design Standards

Element	Requirements
Width	10 ft - 12 ft paved plus 2 feet unpaved on each side
Shoulder	Minimum two-foot unpaved shoulder each side of pathway
Surface Material	Concrete or asphalt pavement
Lighting	LED fixture with minimum 1 foot candle required to be maintained
Vertical Clearance	12 ft minimum
Side Clearance	3 ft minimum to signs, benches, or any vertical element
Tree Clearance	Minimum 6 ft from edge of shoulder
Bicycle Design Speed	20 mph
Valve Box Clearance	5 ft minimum from shoulder and tree flush with final grade
Trees and Shrubs	Plant one tree per every 35' along both sides of the path. Plant on average 2 shrubs per tree
Barriers	New barriers shall be wildlife friendly, providing a minimum 18-inch gap between the bottom horizontal rail and finish grade
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA



Trail

Trails are used by multiple user groups such as mountain/recreational bicyclists, walkers, runners, hikers, equestrians, and others who prefer a soft, natural surface rather than a hard paved surface. Trails connect local and regional destinations and neighborhoods within a larger trail network. They are located in all types of situations, along roadways, washes, utility corridors, and within small and large open space areas. They may be used by small maintenance and emergency response vehicles.

Design Considerations

Landscape: Landscaping is an opportunity to highlight and enhance regional and local character, therefore, care should be given during path construction to preserve existing vegetation in place wherever possible. New landscaping shall be native and/or drought tolerant plants with an emphasis on tree placement to shade the path. Water harvesting techniques should be integrated into design wherever possible. Any plant material in public right-of-way and easements shall comply with all requirements of the City Code and with the criteria of the Arizona Department of Water Resources (ADWR).

Driveway Crossings: Limit driveway trail crossings to the greatest extent possible.

Grades: Lay out trails to minimize extreme slopes and grade changes thereby allowing users to always stay under control. A variety of slopes create a more interesting and positive experience.

Sight Lines: Lay out trails to maximize visibility of approaching users, thereby increasing reaction time, and minimizing conflicts.

Alignment: Vary the trail alignment to create a variety of views and to avoid specimen plants.

Clearance: Clearances standards are expressed as minimums. They should be as wide as possible.

Transitions: For new and existing trails, where they intersect with roads with or without bike lanes, provide pedestrian and bicycle-friendly transitions between the two facilities such as a ramp or curb cut.

Drainage: Provide drainage control Techniques that avoid any drainage flow above or across a trail.

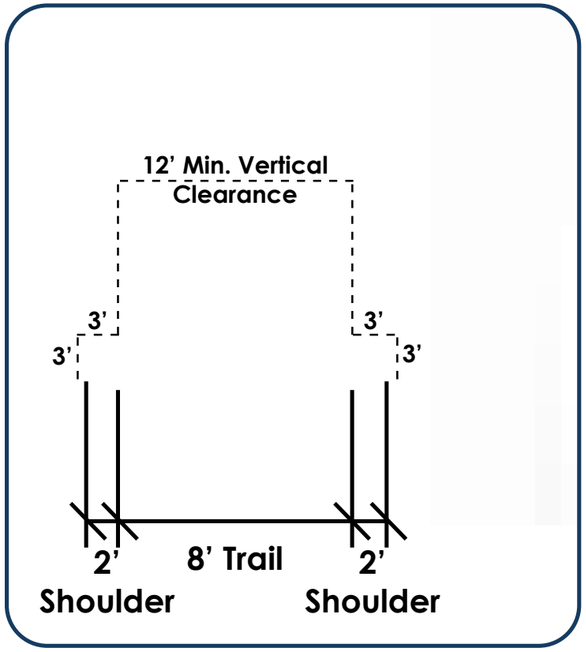
Signs: Include high-quality signs and interactive exhibits where appropriate. Sign vehicular crossings to help ensure user safety.

Corridor Width: Secure as broad a corridor as possible to enhance the user experience.

Reference: See USDA-US Forest Service 'Equestrian Design Guidebook for Trails, Trailheads and Campgrounds'. 2007

Trail Design Standards

Element	Requirements
Width	8 ft
Shoulder	Minimum two-foot unpaved shoulder each side of pathway
Surface Material	Compacted native soil or imported decomposed granite
Vertical Clearance	12 ft minimum to signs, benches, or any vertical element
Side Clearance	3 ft minimum to signs, benches, or any vertical element
Tree Clearance	Minimum 6 ft from edge to shoulder
Bicycle Design Speed	20 mph
Valve Box Clearance	5 ft minimum from shoulder flush with final grade
Trees and Shrubs	Plant one tree per every 35' along both sides of the path. Plant on average 2 shrubs per tree
Barriers	New barriers shall be wildlife friendly, providing a minimum 18-inch gap between the bottom horizontal rail and finish grade
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max if maintaining ADA. Challenge ADA Trail max slope is 7%



Path with Wide Shoulder

This facility includes a paved path with an adjacent four-foot unpaved shoulder on one side. It can be used by every typical non-motorized user of a path or trail and is signed as such. The paved portion is ADA accessible (when grade is 5% or less) and may also be used by small maintenance and emergency response vehicles.

Design Considerations

Landscape: Landscaping is an opportunity to highlight and enhance regional and local character, therefore, care should be given during path construction to preserve existing vegetation in place wherever possible. New landscaping shall be native and/or drought tolerant plants with an emphasis on tree placement to shade the path. Water harvesting techniques should be integrated into design wherever possible. Any plant material in public right-of-way and easements shall comply with all requirements of the City Code and with the criteria of the Arizona Department of Water Resources (ADWR).

Driveway Crossings: Limit driveway trail crossings to a maximum of every quarter mile where possible.

Sight Lines: Lay out path with wide shoulder to maximize visibility of approaching users, thereby increasing reaction time, and minimizing conflicts.

Clearance: Clearances standards are expressed as minimums. They should be as wide as possible.

Transitions: For new and existing Path with wide shoulder, where they intersect with roads with or without bike lanes, provide pedestrian- and bicycle -friendly transitions between the two facilities such as a ramp or curb cut.

Drainage: Provide drainage control Techniques that avoid any drainage flow above or across a trail.

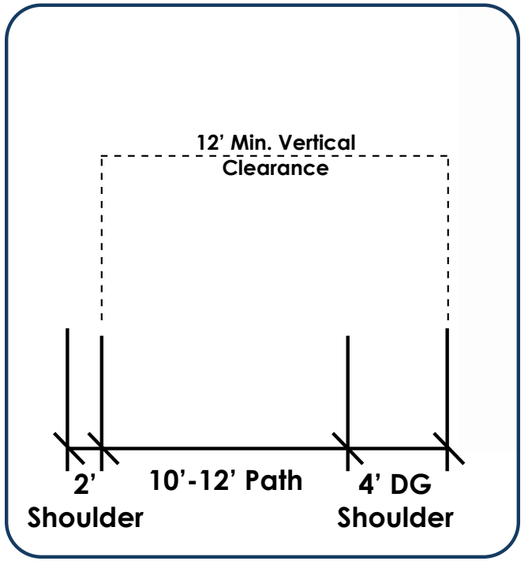
Signs: Include high-quality signs and interactive exhibits where appropriate. Sign vehicular crossings to help ensure user safety.

Corridor Width: Secure as broad a corridor as possible to enhance the user experience.

References: See AASHTO's 2018 Guide for the Development of Bicycle Facilities, "Shared Use Paths" for more information.

Path with Wide Shoulder Design Standards

Element	Requirements
Width	10 ft - 12 ft paved plus 4 feet unpaved stabilized decomposed granite (1/4-inch minus)
Shoulder	Minimum two-foot unpaved shoulder each side of pathway and wide shoulder
Surface Material	Concrete or asphalt pavement
Lighting	LED fixture with minimum 1 foot candle required to be maintained
Vertical Clearance	12 ft minimum
Side Clearance	3 ft minimum to signs, benches, or any vertical element
Tree Clearance	Minimum 6 ft from edge of shoulder
Bicycle Design Speed	20 foot
Valve Box Clearance	5 ft minimum from shoulder flush with final grade
Trees and Shrubs	Plant one tree per every 35' along both sides of the path. Plant on average 2 shrubs per tree
Barriers	New barriers shall be wildlife friendly, providing a minimum 18-inch gap between the bottom horizontal rail and finish grade
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA



Backcountry Trails

Backcountry trails are predominantly located within preserved open space, washes, mountainous areas, non-developed, or protected areas. They are built with greater sensitivity to the existing natural environment and are therefore narrower than the 8-foot trail used in more developed parts of the system, but still should accommodate multiple user groups who prefer an unpaved surface. Backcountry Trails should be no wider than they need to be, with three to four feet being the recommended width range.

Design Considerations

Landscape: Landscaping shall be native. Water harvesting techniques should be integrated into designs wherever possible. Care should be given during trail construction to preserve existing vegetation in place.

Grades: Lay out trails to minimize extreme slopes and grade changes thereby allowing users to always stay under control. A variety of slopes creates a more interesting and positive experience.

Sight Lines: Lay out trails to maximize visibility of approaching trail users, thereby increasing reaction time, and minimizing conflicts.

Alignment: Vary the trail alignment to create an interesting variety of views and to avoid specimen plants. The best horizontal alignment (how a trail looks from above) includes simple curves rather than straight sections with sharp turns.

Clearances: Clearances are expressed as minimums. They should be as wide as possible.

Transitions: For new and existing paths/trails, where they intersect with roads with or without bike lanes, provide pedestrian-and bicycle-friendly transitions between the two facilities such as a ramp or curb cut.

Drainage: Provide drainage control techniques that avoid any drainage flow above or across a trail.

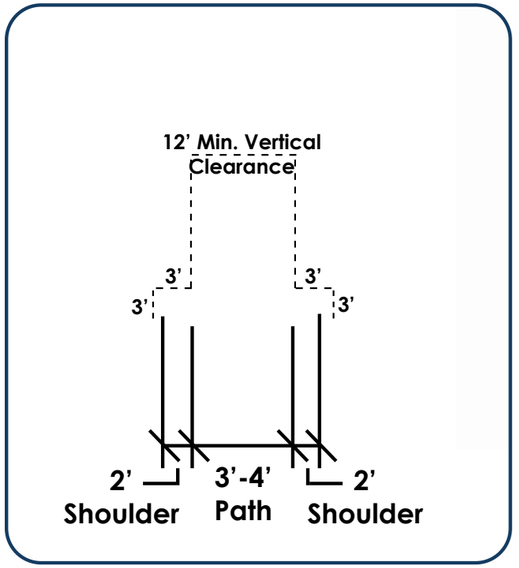
Switchbacks: Where more than one switchback is necessary to climb steep grades, minimize the physical and visual impact by not stacking switchbacks along a slope face; spread them out.

Passing Areas: When in steep terrain, incorporate passing areas of 5 feet wide by 10 feet long in natural openings in the landscape.

Reference: See USDA-US Forest Service 'Equestrian Design Guidebook for Trails, Trailheads and Campgrounds'. 2007

Backcountry Trails Design Standards

Element	Requirements
Width	3 ft - 4 ft
Shoulder	Minimum two-foot unpaved shoulder each side of pathway and wide shoulder
Surface Material	Compacted native soil
Vertical Clearance	12 ft minimum
Side Clearance	3 ft minimum to signs, benches, or any vertical element
Tree Clearance	Minimum 6 ft from edge of shoulder
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	<5% = 1,500 ft
	5-8% = 800 ft - 1,500 ft
	8-10% = 500 ft - 800 ft
	>10% = Maximum 500 ft



Corridor:

Path and Path with Wide Shoulder Adjacent to a Road

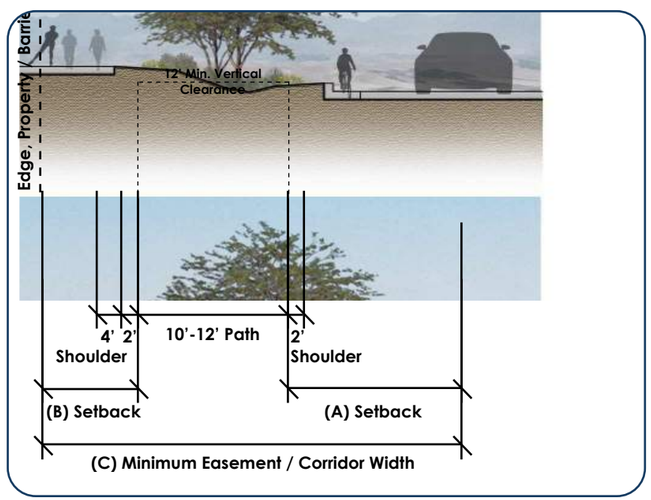
Transportation Classification	Minimum Setback from Edge of Road Pavement to Path Edge* (A)	Path Width	Minimum Setback from Path Edge to Adjacent Barrier Edge or Property Line** (B)	Minimum Easement/ Corridor Width*** C = A + (10' to 12') + B
Freeway/Expressway (over 55 MPH)	30 FT	10 FT - 12 FT	12 FT	54 FT - 56 FT
Major / Minor Arterial and Collector Street (30-55 MPH)	12 FT	10 FT - 12 FT	12 FT	34 FT - 36 FT
Local Street (25 MPH and under)	6 FT	10 FT - 12 FT	6 FT	22 FT - 24 FT

* Includes two foot shoulder

** Includes two foot or four foot shoulder

*** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.

Note: Where paths parallel a road, delete the separate sidewalk, thereby creating a larger landscape buffer between the path and road and decreasing costs



Corridor:

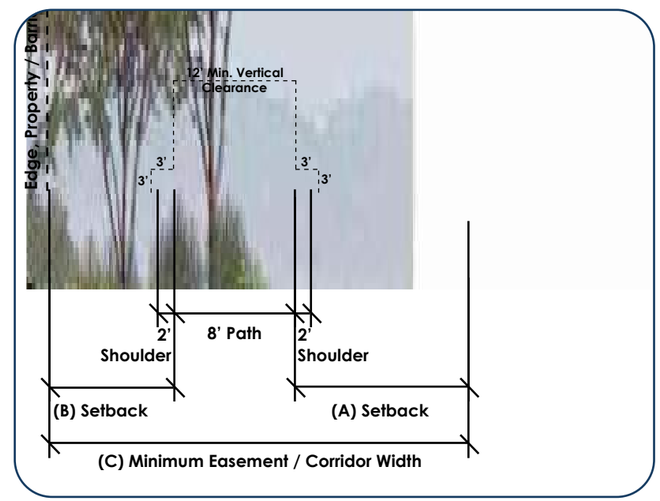
Trail Corridor Adjacent to a Road

Transportation Classification	Minimum Setback from Edge of Road Pavement to Trail Edge* (A)	Trail Tread Width	Minimum Setback from Trail Edge to Adjacent Barrier Edge or Property Line (B)	Minimum Easement/ Corridor Width** C = A + (8') + B
Freeway/Expressway (over 55 MPH)	30 FT	8 FT	12 FT	50 FT
Major/Minor Arterial and Collector Street (30-55 MPH)	20 Ft	8 FT	12 FT	40 Ft
Local Street (25 MPH and under)	6 FT	8 FT	6 FT	20 FT

* Includes two foot shoulder, three foot high by three foot wide vegetation clearance and sidewalk if required.

** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.

Note: If minimum corridor width is not available, priority should be given first to providing the distance between the edge of road pavement and the trail second to the distance from the trail edge to the adjacent barrier, edge or property line defined as a fence, wall, building, etc.



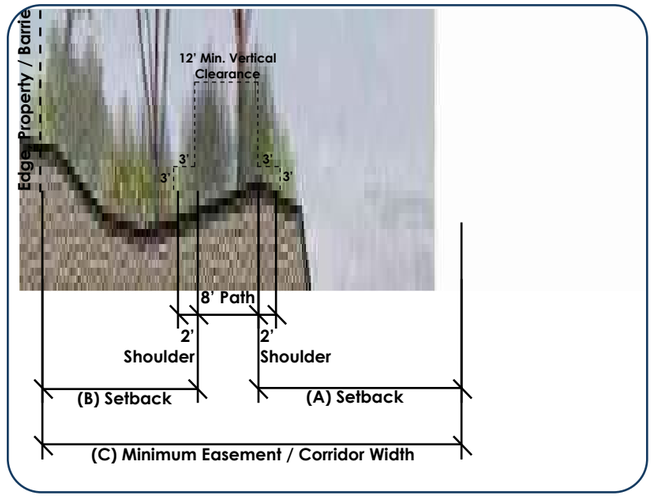
Corridor:

Backcountry Trail Adjacent to a Road

Transportation Classification	Minimum Setback from Edge of Road Pavement to Trail Edge* (A)	Backcountry Trail Tread Width	Minimum Setback from Trail Edge to Adjacent Barrier Edge or Property Line (B)	Minimum Easement/ Corridor Width** C = A + (3' to 4') + B
Freeway/Expressway (over 55 MPH)	30 FT	3 FT - 4 FT	12 FT	45 Ft - 46 FT
Major / Minor Arterial and Collector Street (30-55 MPH)	20 Ft	3 FT - 4 FT	12 FT	35 Ft - 36 FT
Local Street (25 MPH and under)	6 FT	3 FT - 4 FT	6 FT	15 Ft - 16 FT

* Includes two foot shoulder, three foot high by three foot wide vegetation clearance and sidewalk if required.

** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.



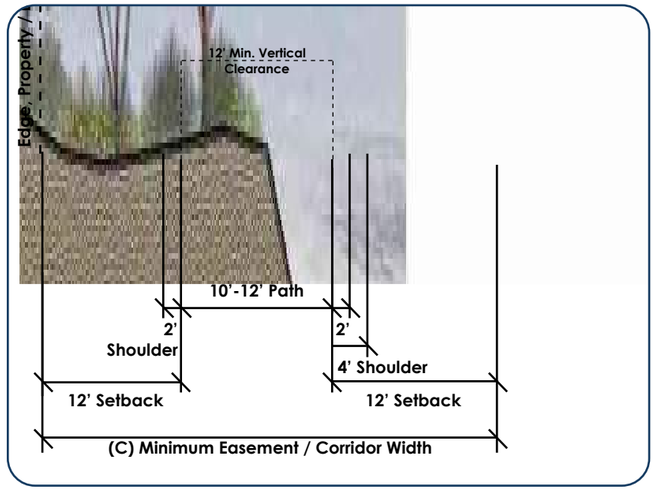
Corridor:

Path and Path with Wide Shoulder Adjacent to a River, Drainage-way, Canal or Open Space Area

Path Width	Setback from Path Edge to Adjacent Barrier Edge, Top of Bank or Property line*	Minimum Easement / Corridor Width** = (10 FT to 12 FT) + (2 x 12 FT)
10 FT - 12 FT	12 FT	34 FT - 36 FT

* Includes four foot shoulder on the drainage-way side and two foot shoulder on the opposite side

** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.



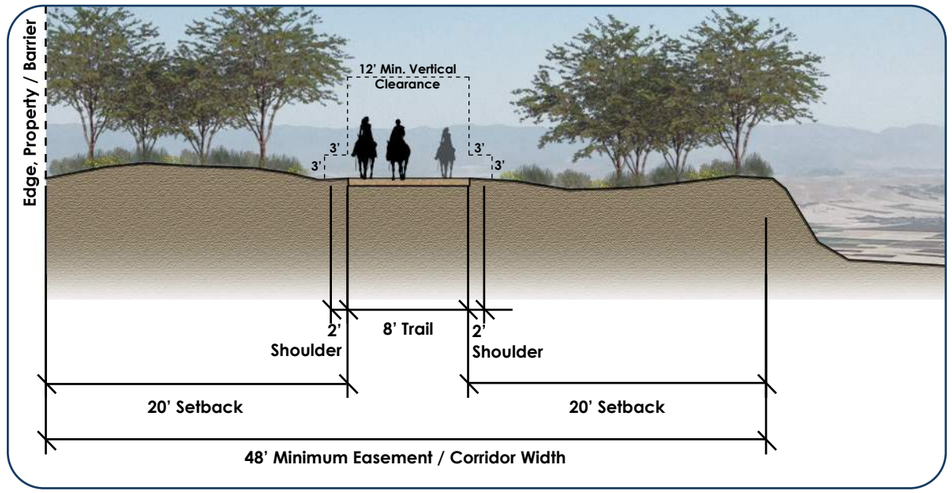
Corridor:

Trail Adjacent to a River, Drainage-way, Canal or Open Space Area

Trail Width	Setback from Trail Edge to Adjacent Barrier Edge, Top of Bank or Property line*	Minimum Easement / Corridor Width** = (8 FT) + (2 x 20 FT)
8 FT	**20 FT**	**48 FT**

* Includes two foot shoulder and three foot high by three foot wide vegetation clearance each side

** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.



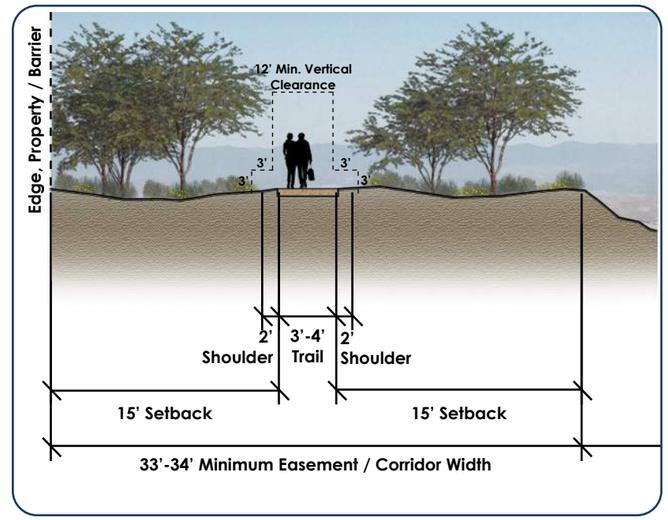
Corridor:

Backcountry Trail Adjacent to a River, Drainage-way, Canal or Open Space Area

Backcountry Trail Tread Width	Setback from Trail Edge to Adjacent Barrier Edge, Top of Bank or Property line*	Minimum Easement / Corridor Width** = (3 FT to 4 FT) + (2 x 15 FT)
3 FT to 4 FT	**15 FT**	**33 FT - 34 FT**

* Includes two foot shoulder and three foot high by three foot wide vegetation clearance each side

** Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, improve sight lines, etc.



Corridor:

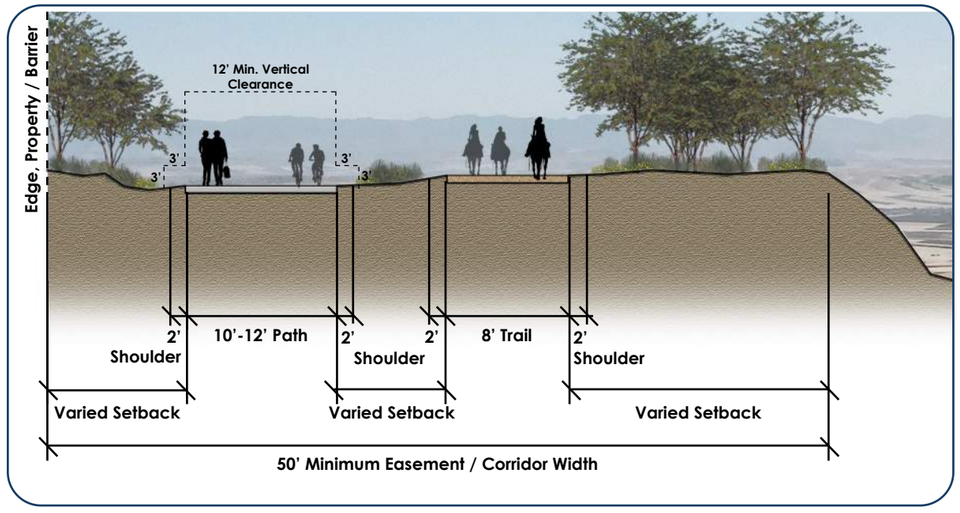
Path and Path with Wide Shoulder Adjacent to a River, Drainage-way, Canal or Open Space Area

Setback from Trail Edge to Adjacent Barrier Edge, Top of Bank or Property line*	Trail Tread Width	Setback Between Trail and Path**	Path Tread Width	Setback from Path Edge to Adjacent Barrier, Edge or Property line***	Minimum Greenway Easement / Corridor Width
Varies	8 FT	Varies	10 FT - 12 FT	Varies	50 FT

* Includes two foot shoulder and three foot high by three foot wide vegetation clearance each side.

** Includes two foot wide shoulder for trail and path and three foot high by three foot wide vegetation clearance for the trail side.

*** Includes two foot wide shoulder.



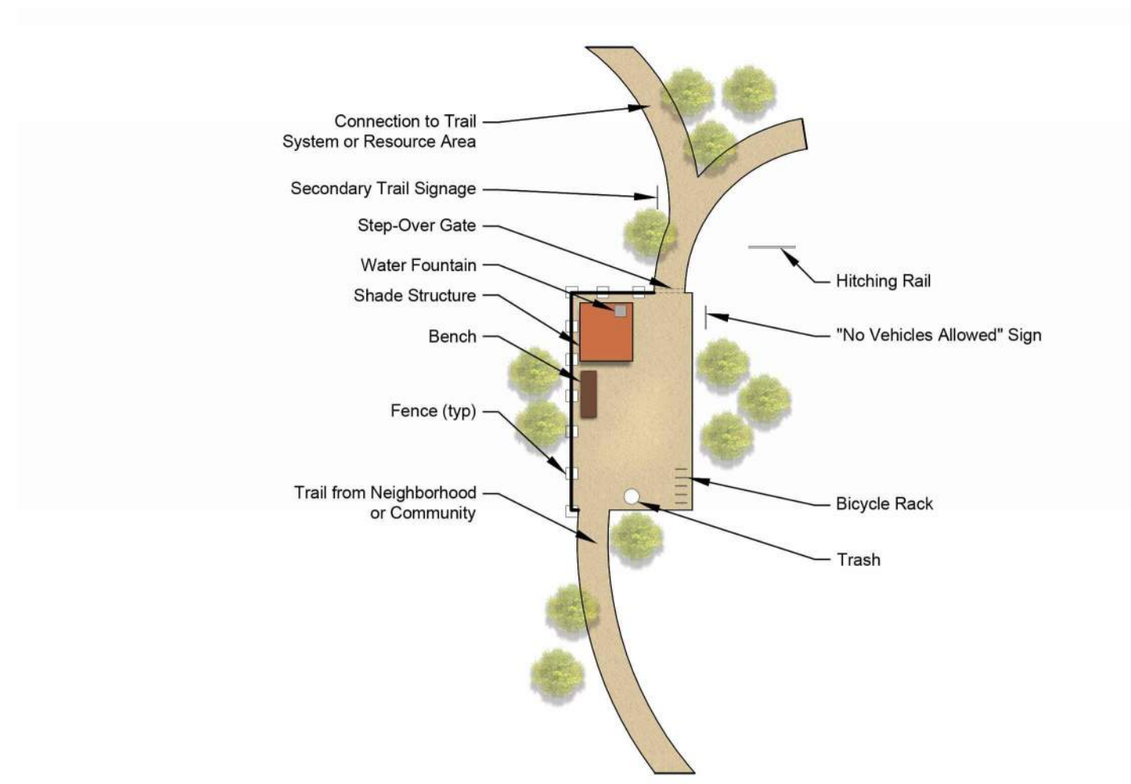
Supporting Elements

Entry Nodes

Entry Nodes are developed access areas along all types of path and trail corridors that serve to encourage and welcome neighborhood and local pedestrian, equestrian, and bicycle access to the path/trail system. They provide minimal amenities, most importantly trail system signs. They should be located at approximately one-quarter-mile intervals along corridors, a distance typically cited as a reasonable walking distance to a destination. Because there would be numerous nodes using this spacing recommendation, they are not mapped. A concept sketch is provided in the trailheads, entry nodes, and boundary access points standards section.

Spacing	Acreage	Area and Amenity Lighting	General Amenities	Signs	Equestrian Amenities
1/4 Mile Intervals	0.02 Acres	Optional	Benches, drinking water, landscape, shade structure, trash receptacles, bike racks	Rules, Location Map, Interpretive Signage	Equestrian water source and tethering rails when along an unpaved trail

Entry Node Plan View

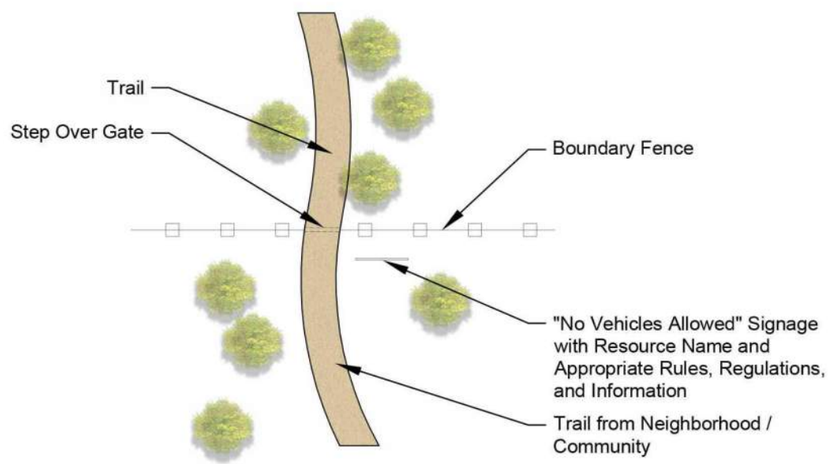


Boundary Access Points

Boundary Access Points are the smallest, most basic entry point to the natural resource areas surrounding Goodyear. They are generally a four-foot-wide gap in the boundary fence with a low cross bar and small trail sign. Parking is not provided. The small fence gap and bar prohibit access by motorized vehicles

Location	Size	Parking Spaces	Restrooms	Area and Amenity Lighting	General Amenities	Signs	Equestrian Amenities
Where path or trail enters large public lands	**4 Ft fence opening with step over or other feature to discourage motorized use**	**None**	**None**	**None**	**None**	**Rules/ notices, general and information (may include trail name and location map)**	**None**

Boundary Access Plan View



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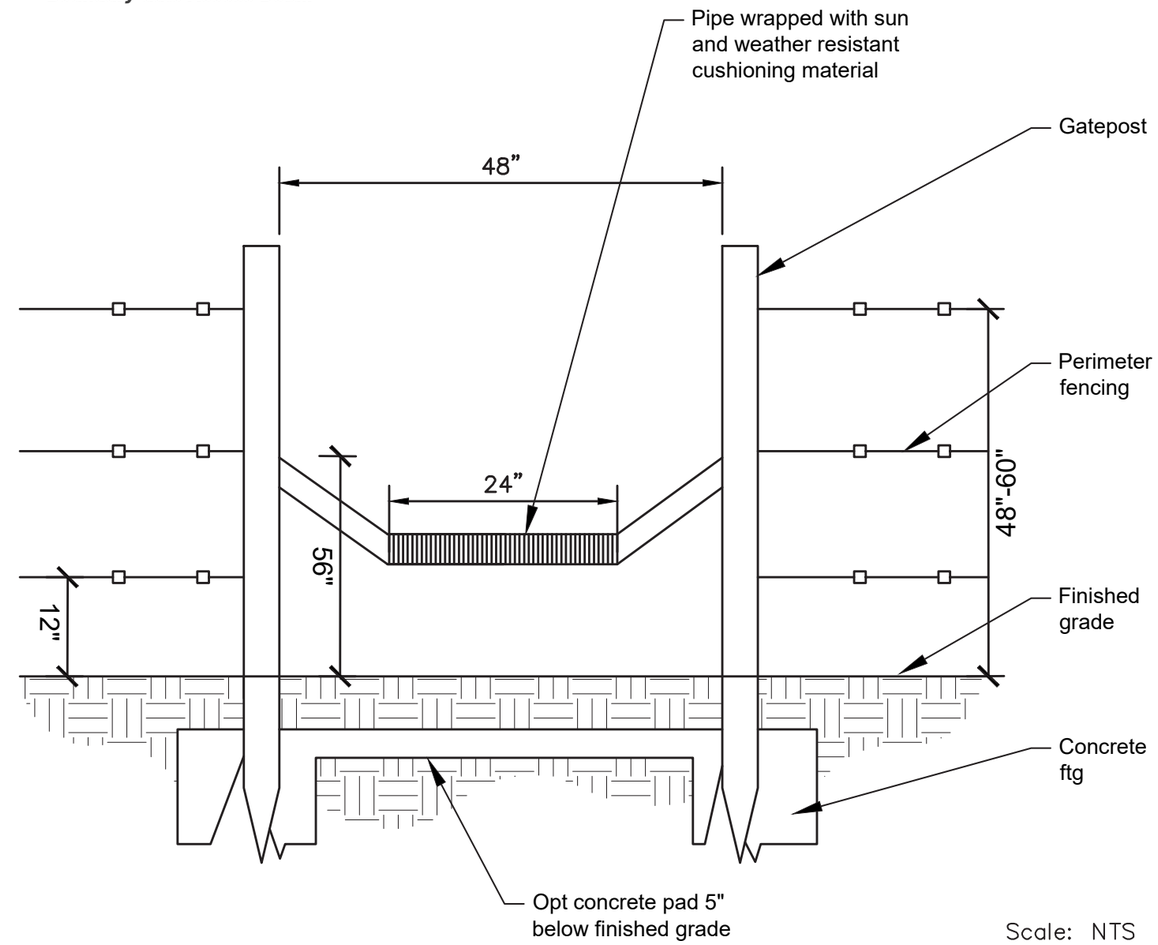
Boundary Gate Access Detail



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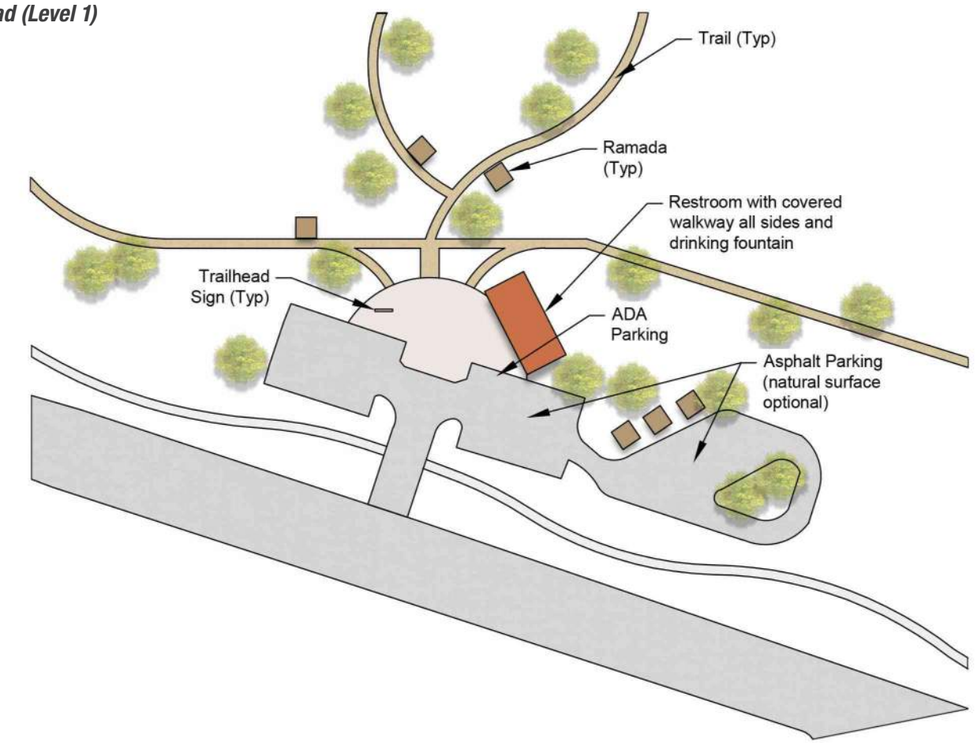
Trailheads

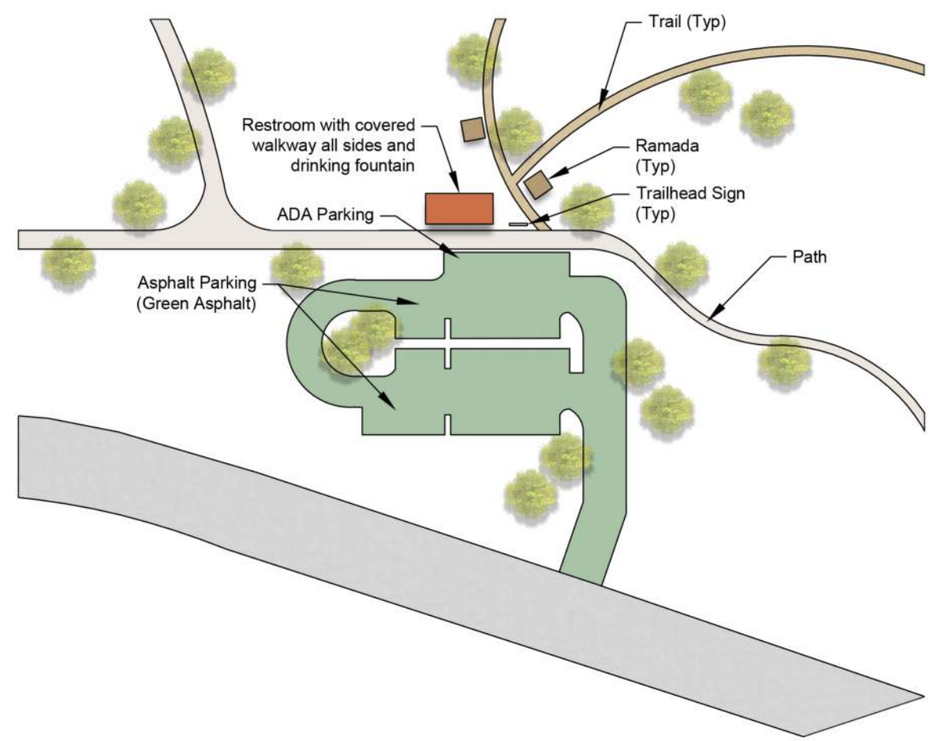
Trailheads are located along all types and levels of trail and path corridors. They provide parking spaces, as well as non- vehicular access to local and regional destinations and open space areas. They can be located within neighborhood, community, or trails parks or can be built as separate facilities. All trailhead types provide trail and path users with convenient parking, informational signs, and other amenities associated with a jumping off point for the path and trail system. The two trailhead types with equestrian facilities add amenities provide use to the equestrian community.

Trailhead Type	Parking Spaces	Restrooms	Area and Amenity Lighting	General Amenities	Signs	Equestrian Amenities
Level 1 Trailhead	31 to 60 Std*	Yes	Yes	Benches, drinking water, landscape/ shade structure /picnic ramada, trash receptacle /bike rack	Rules/notices, general and interpretive signs, location map	N/A
Level 2 Trailhead	6 to 30 Std*	Yes	Yes	Benches, drinking water, landscape / shade structure /picnic ramada, trash receptacle /bike rack	Rules/notices, general and interpretive signs, location map	N/A
Level 1 Trailhead w/ Equestrian Facilities (T1E)	6 to 30 Std* 5 to 8 Equestrian**	Yes	Yes	Benches, drinking water, landscape/ shade structure /picnic ramada, trash receptacle /bike rack	Rules/notices, general and interpretive signs, location map	Equestrian water source, tethering rails, ADA mounting ramp or platform, manure disposal area
Level 2 Trailhead w/ Equestrian Facilities (T2E)	31 to 60 Std* 10 to 15 Equestrian**	Yes	Yes	Benches, drinking water, landscape/ shade structure /picnic ramada, trash receptacle /bike rack	Rules/notices, general and interpretive signs, location map	Equestrian water source, tethering rails, ADA mounting ramp or platform, manure disposal area

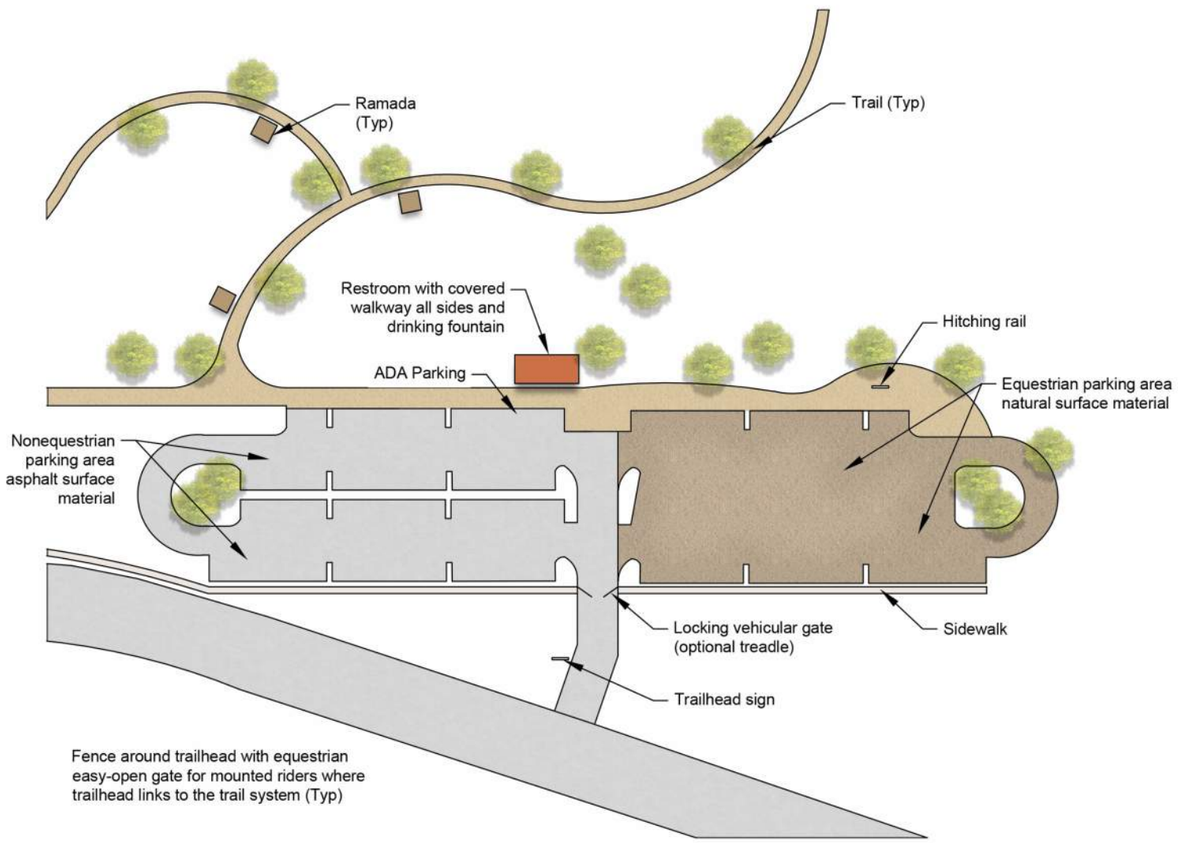
Trailhead (Level 1)



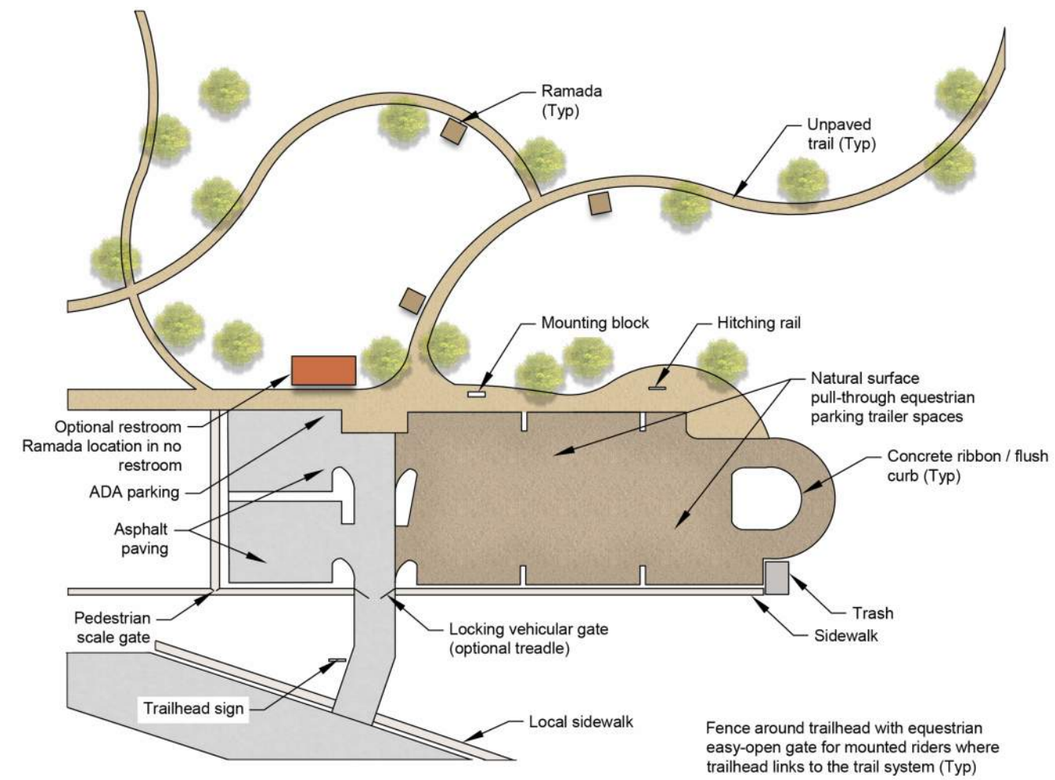
Trailhead (Level 2)



Trailhead (Level 2) with Equestrian (T2E)



Trailhead (Level 1) with Equestrian (T1E)



Grade Separated Crossings

Grade-separated crossings provide continuity of a bicycle/pedestrian facility over or under a barrier. A bicycle/pedestrian structure may be either a bridge or an underpass Where possible, paths and trails should be routed to this type of crossing, where a bridge or culvert already exists, or where one is feasible in the future, especially where a trail crosses a major arterial. There are several types of grade-separated crossings that are discussed below. For additional information on developing crossings that are equestrian friendly, refer to 'Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds' Hancock, Jan et at. United States Department of Agriculture, Forest Service, Technology & Development Program in Cooperation with the United States Department of Transportation Federal Highway Administration. December 2007.

Bridge Underpass: When a trail and/or path passes under a bridge for a road or railroad track (such as along a river, creek or freeway), the following standards apply.

Bridge Underpass	
Element	**Requirements**
Width	10 ft - 12 ft paved plus 2 feet unpaved on each side
Shoulder	Minimum two-foot unpaved shoulder each side of pathway
Surface Material	Concrete or asphalt pavement
Lighting	LED fixture with minimum 1 footcandle required to be maintained
Vertical Clearance	12 ft minimum
Side Clearance	3 ft minimum to signs, benches, or any vertical element
Bicycle Design Speed	20 mph
Barriers	New barriers shall be wildlife friendly, providing a minimum 18-inch gap between the bottom horizontal rail and finish grade
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA

Pedestrian Underpass: Where a trail/path passes under a road or railroad in a separate structure like a culvert or a tunnel, the following standards apply. This is a structure exclusive to path/trail and drainage use (except emergency and maintenance vehicles) and does not include a roadway

Pedestrian Underpass	
Element	**Requirements**
Width	15 ft minimum plus path or trail clearance standard
Lighting	Continuous, all day under bridge. Provide skylight/light tunnel at midpoint where medians above create opportunity
Vertical Clearance	12 ft minimum
Signs	Multi-use path / trail signs at both ends including rules/etiquette
Public Art	Incorporate public art into design
Location of Path/ Trail within Bridge Section	Above the low-flow channel to minimize maintenance and maximize usability
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA
Visibility	Continuous sight line distance from beginning to end

Shared Bridge: Where a trail or path shares a bridge with vehicles, the bridge width should be increased on one side of the bridge to accommodate the trail or path. The following standards apply**:**

Shared Bridge	
Element	**Requirements**
Width	15 ft minimum plus path or trail clearance standard
Lighting	Yes
Vertical Clearance	12 ft minimum
Signs	Multi-use path / trail signs at both ends including rules/etiquette
Public Art	Incorporate public art into design
Location of Path / Trail within Bridge Section	Vertical separation between path / trail and traffic
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA
Visibility	See-through, continuous sides and tops around trail / path for maximum safety
Safety	Incorporate devices as needed to prevent items being thrown from bridge into traffic below. Provide a textured path with enough traction for equestrians but not so much it prevents roller bladers and skakeboards.

Pedestrian Bridge: In cases where a special bridge that accommodates pedestrians, bicyclists or equestrians crosses over a road, creek or drainage, the following standards apply.

Pedestrian Bridge	
Element	**Requirements**
Width	15 ft minimum plus path or trail clearance standard
Lighting	Yes
Vertical Clearance	12 ft minimum
Signs	Multi-use path/trail signs at both ends including rules/etiquette
Public Art	Incorporate public art into design
Location of Path / Trail within Bridge Section	Vertical separation between path/trail and traffic
Cross Slope	1% Minimum, 2% Maximum
Longitudinal Slope	5% Max to maintain ADA
Visibility	See-through, continuous sides and tops around trail / path for maximum safety
Safety	Incorporate devices as needed to prevent items being thrown from bridge into traffic below. Provide a textured path with enough traction for equestrians but not so much it prevents roller bladers and skakeboards.

Enhanced At-Grade Crossings

The following at-grade path and trail crossing treatments are guidelines only and identify desirable elements that can be incorporated into crossings to make them more accommodating to path and trail users. These guidelines must be considered in combination with all other roadway and intersection design parameters and constraints. River Parks and the Urban Loop should be the first priority when considering new crossing projects. For additional information on developing crossings that are equestrian friendly, refer to 'Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds' Hancock, Jan et at. United States Department of Agriculture, Forest Service, Technology & Development Program in Cooperation with the United States Department of Transportation Federal Highway Administration. December 2007. For more information on enhanced at-grade crossings, see Urban Bikeway Design Guide (2018) and the Urban Street Design Guide (2013) both are From the National Association of Transportation Officials

Enhanced Signalized Crossing

Where trails and paths encounter signalized intersections, the following guidelines apply. The design may include corner improvements on two, three or four corners and one, two, three or four crosswalk improvements, depending on the trails and paths coming together at the corner.

Features:

- Provide ladder markings of crosswalks and curb ramps at right angles to moving traffic
- Where feasible, curb extensions with landscaping and detectable warning
- Provide accessible pedestrian signals
- Provide adequate sight line distances that consider adequate time, visibility, warning signs, and lighting
- Do not impede sight lines at roadway crossings with signs, bus stops, benches, parked vehicles, light posts, vegetation, or other objects that could reduce user visibility
- Where feasible, provide a roadway refuge or median area that permits a "safe zone" when traffic is moving on a multi-lane or divided roadway
- Where feasible, provide traffic calming designs, such as flashing lights alerting drivers to a path/trail crossing area ahead in the roadway, decreased speed limits, roundabouts, narrowed travel lanes, speed tables or plateaus, and stop bars
- Provide for pedestrian/equestrian scale lighting
- Whenever possible, provide curb cuts for people with disabilities, which are also equestrian-friendly, Design them to be the same width as the trail/path tread or greater.

Where Equestrians are Present

- Provide a "gathering space" or a holding zone/area that will permit a group of equestrians to stand and wait for the appropriate and safe time to complete a roadway crossing. The trail surface width should fan out to incorporate a minimum 25-foot-wide area parallel to the edge of the roadway that is also a minimum of 15 feet in depth from the edge of the roadway
- Equestrian push button-activated crosswalk signals mounted within the gathering space at a height of 6' at any corner crossed by the user
- The tread for an at-grade, hard-surface roadway crossing should have enough texture to prevent an equine's hooves from slipping on the surface. Heavy traffic requires a very durable tread surface such as washed concrete with 3/8 - 1/2-inch exposed broken aggregate.
- Very light traffic roadways can generally utilize grooved or very coarse broom-finished concrete surfaces, bricks, pavers, or chip seal asphalt. Concrete grooves should be incised perpendicular to the direction of travel for trail users on the roadway crossing. Depth of the grooves should be 1/4 to 1/2 inch deep, at 1 to 2-inch intervals. NOTE: Typical asphalt and concrete road or sidewalk surfaces DO NOT provide enough texture or traction and can be very slippery to an equine.
- Fencing or barriers to separate trail from path, adjoining property, etc.

Mid-Block Crossing

Where a path or trail intersects a street where no other street or potentially signalized intersection exists, the crossing can be enhanced to better warn roadway and path/trail users of this crossing. Many of the same features of the enhanced at-grade crossing apply to mid-block crossings as well. These features would include one or more of the elements shown below. The feasibility of providing any mid-block crossing decreases as a roadway is widened, and speeds and traffic increase. As this situation develops over time, it is possible that trails along mid-block corridors would be routed to nearby signalized or grade-separated crossings and mid-block crossings will be discouraged through signs, fencing, and/or barriers.

Features:

- Ladder or continental style marked crosswalks
- Adequate sight line distance considering time, visibility, amenities, warning, signs, and lighting Gather spaces at each crossing side
- Push button activated crosswalk signals at 6-foot height for equestrians and at pedestrian heights at sides of road and within the median
- Detectable warning at street/path/trail edge
- Crossing island or median (raised or flush) safe zone with curb ramps (if raised) and staggered or" Danish Offset" the same width or greater than path/trail
- Where feasible, provide traffic calming designs such as decreased speed limits, narrowed travel lanes, speed tables or plateaus, and stop bars
- Pedestrian warning signs (refer to MUTCD) for sign placement criteria. Consider yield signs, flashing yield signs, or traffic signals
- Advance yield lines
- Appropriate pedestrian- scale lighting
- Refer to the AASHTO Guide for the Planning, Design and Operations of Pedestrian Facilities, 1999, pages 46-53 for additional information.

Enhanced At-Grade Crossings

Wash Low-Flow or Dip Crossing

- These crossings can be used at drainage areas where a bridge structure is financially unfeasible or where flows are small or infrequent. They can be installed as an initial phase and eventually replaced by a separate pedestrian/bridge overpass or a shared bridge, thereby ensuring year-round use.

Wash Low-Flow or Dip Crossing	
Element	**Requirements**
Width	**15 ft**
Lighting	**Yes**
Vertical Clearance	**12 ft minimum**
Signs	**Multi-use path / trail signs at both ends including rules/etiquette**
Surface	**Unpaved Trail Crossing:** washed concrete with 1/2" - 3/4" exposed broken aggregate or incise grooves in concrete perpendicular to direction of trail user 1/4" deep at 2" intervals; with thickened concrete turndown perpendicular to wash.
	Path Crossings: heavy broom finish in concrete perpendicular to direction of path user; with thickened concrete turndown perpendicular to wash.
	Line the ramps upper and lower edges with 5-inch to 6-inch high rock

Enhanced (Signalized) At-Grade Crossings

High Intensity Activated Crosswalk (HAWK)

- A HAWK is a beacon signal allowing people to cross busy streets without impeding traffic. HAWK signals can be installed on streets with regular traffic signals as part of the city's coordinated signal system. Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street. How HAWK signals work:

Motorists

- HAWK signals are traffic signals that allow pedestrians to cross the road safely. HAWK signals operate in a YELLOW–RED–FLASHING RED sequence to alert motorists that pedestrians need to cross the road.
- Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street.
- Motorists should respond to yellow and solid red lights in the same manner as any other traffic signal. After stopping for the red light, motorists may proceed through the crossing area during the flashing red light interval only when safe to do so without risk to pedestrians.

Pedestrians

- The pedestrian the signal works similarly to other push-button-activated traffic signals in the city.
- Lights on the HAWK signal are activated when a pedestrian pushes the button at either end of the crossing.

Rectangular Rapid-Flashing Beacon (RRFB)

The rectangular rapid flash beacon (RRFB) is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver's attention and reinforce the driver's duty to yield to pedestrians in the marked crosswalk.

APPENDIX E

Bullard Wash Bicycle and Pedestrian Master Plan

Executive Summary

Introduction

The Bullard Wash Corridor is positioned to become a landmark destination for multimodal connectivity providing key linkages throughout the city and beyond. This central spine connects the northern and southern halves within the heart of the city. The pathway connects residential areas to businesses, schools, municipal facilities, and parks. The proposed pathway, including the previously completed areas north of McDowell Road, offers the opportunity to dedicate 130 acres of land to active recreation and enhanced bicycle and pedestrian connectivity.

The City has completed two miles of multi-use pathway within the previous phases of the Bullard Wash Linear Park, which has become a beloved amenity for the city. The previous phases provide multi-use connectivity to an array of amenities and space for a myriad of programming needs. The additional segments south of McDowell Road to the Gila River introduce the ability to add five miles of north/south connectivity for the City.

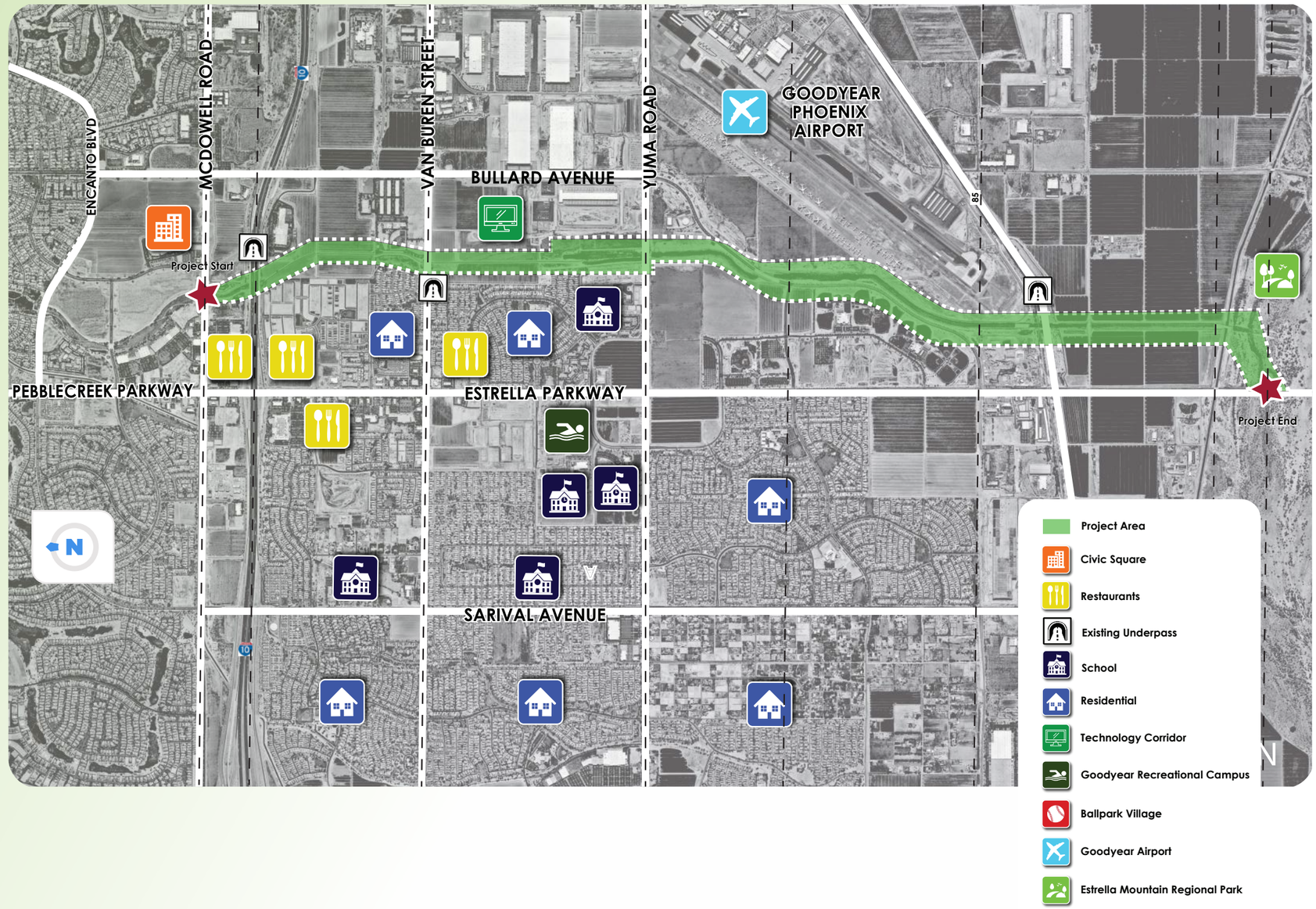
The Bullard Wash pathway provides user, social, and economic benefits through health and wellness, community connectivity, and business access. Multimodal-oriented development with bicycle-friendly amenities in residential and commercial properties is a practice in sustainable growth.

The Bullard Wash Bicycle and Pedestrian Master Plan is based significantly on input from community engagement and stakeholder meetings, identifying connectivity needs to determine what the trail can accommodate.

The current Bullard Wash (I-10 to Lower Buckeye Road) meanders within and adjacent to several landowners. The City has purchased property along the Bullard Wash corridor for when the wash is to be re-aligned. The goal for this project is to evaluate the multi-use pathway alignment and to include the proposed alignment within City of Goodyear property/right of way. The project will identify pathway connections along the corridor with residential and commercial properties, and extend the two existing miles of paved trails an additional five miles to connect the user from Civic Square to Estrella Mountain Regional Park.

The following goals were identified by the project team for Bullard Wash Trail Bicycle and Pedestrian Master Plan:

- Community and Regional Connectivity
- Bicycle and Pedestrian Trail Alternatives
- Arts and Culture Integration
- Health and Wellness
- Enhance Economic Development

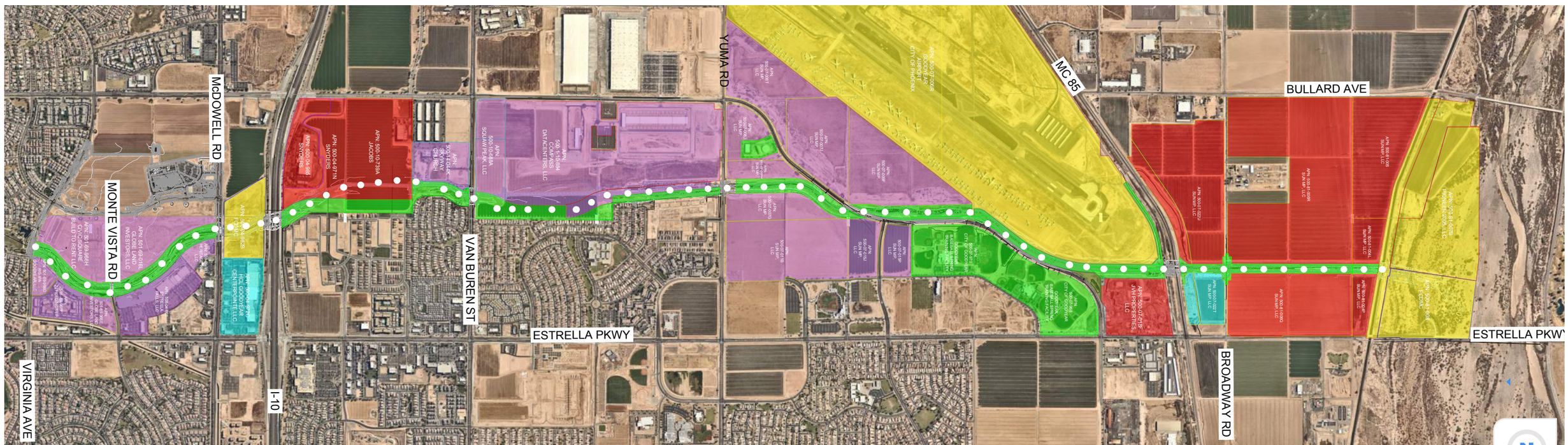


Adjacent Land Owners

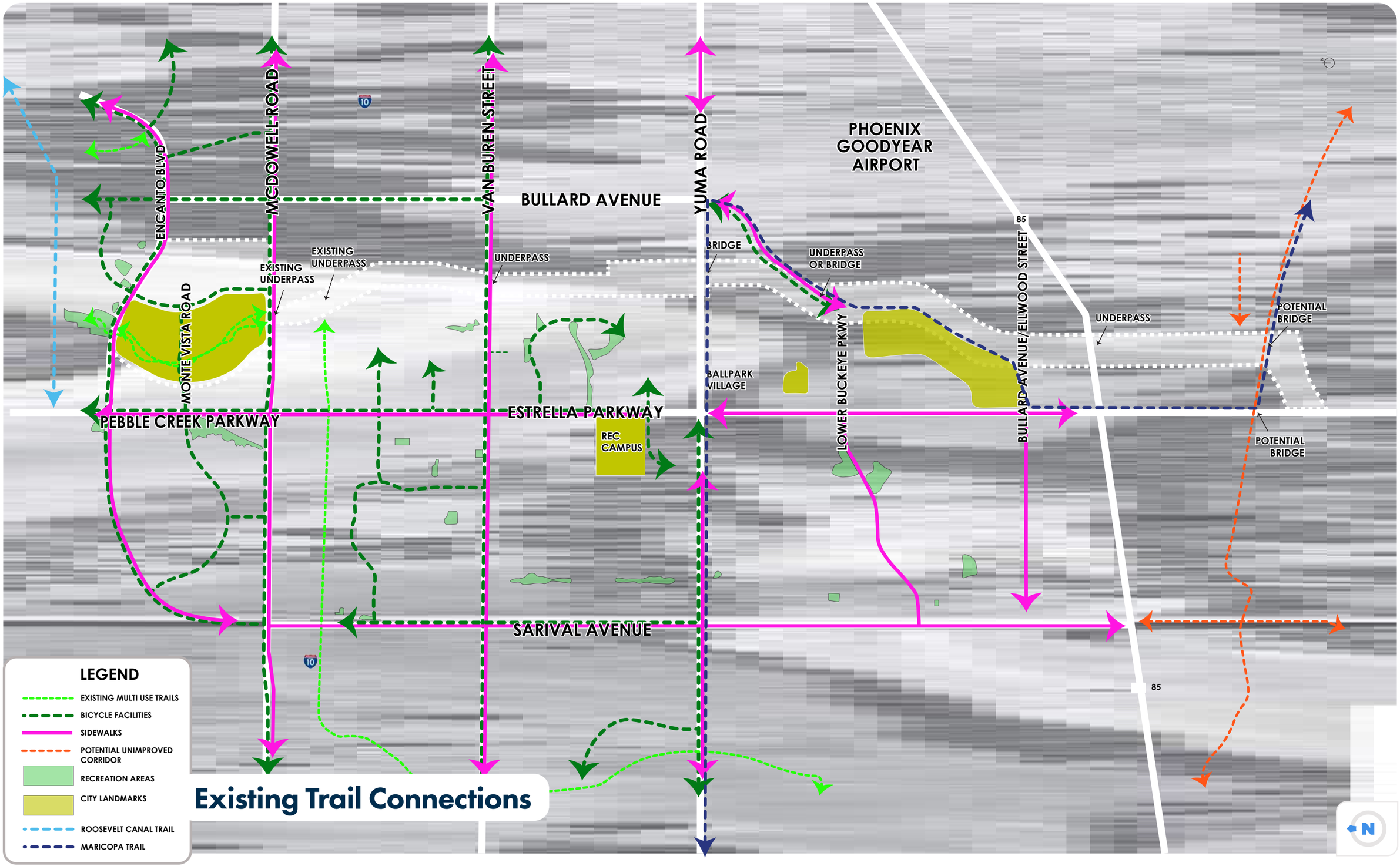
The existing land uses along Bullard Wash are mainly agriculture, open space, residential, special events, vacant, and employment. The City's new municipal complex will include Goodyear Civic Square, which will anchor the existing Bullard Wash Linear Park between Virginia Avenue and Monte Vista. Understanding the land use context relates to the landmarks that Bullard Wash connects to. West of Bullard Wash at Estrella Parkway and Sarival Road off of Yuma is Desert Edge High School and Basis School, as well as the new Goodyear Recreation Campus. North and South of Lower Buckeye Road and on the west side of Bullard Avenue and Wash is the Goodyear Ballpark. In the same vicinity as the Goodyear Ballpark, is the Phoenix/Goodyear Airport. The most southern part of the study area connects to the Gila River and Estrella Mountain Regional Park that is maintained and operated by Maricopa County Parks and Recreation.

Land Uses

- Planned Area Development
- Agriculture
- Industrial
- Commercial
- City of Goodyear Property
- Trail Alignment



Land Ownership Map



Existing Trail Connections

Public and Stakeholder Engagement

Two days of focus group meetings, three public meetings, and an open house were held throughout various stages of the project to engage stakeholders. Three of the meetings were adapted to a virtual platform and featured multiple interactive activities including live polling, breakout group discussions, and interactive mapping. The following chapter outlines the results of the outreach and how the concept development and theming was established through consensus-building and utilizing a multi-tiered outreach approach.

NOV 2020 | DEC 2020 | JAN 2021 | FEB 2021 | MAR 2021 | APR 2021

FOCUS GROUP MEETING
Getting Community Input
November 4, 2020
6-7 p.m.

FOCUS GROUP MEETING
Getting Community Input
November 11, 2020
6-7 p.m.

PUBLIC MEETING #1
Project Introduction / Goals & Objectives
December 8, 2020
6p.m.

PUBLIC MEETING #2
Alternative Concepts
February 9, 2021
6 p.m.

PUBLIC MEETING #3
Preferred Concept
April 6, 2021
6 p.m.

OPEN HOUSE
Project Introduction / Goals & Objectives
April 15, 2021
6-7 p.m.

Process

When developing a 5-mile multi-use pathway throughout the center of the City to provide connectivity to local and regional facilities, it is critical to gain as much stakeholder and community engagement as possible. A multi-scale approach was utilized by the project team to gather productive and specific user information, programming data, alignment, and theming concepts from the Goodyear community.

The following website provided a project update and access to previous outreach presentations and feedback.

https://www.goodyearaz.gov/bullardwash

Stakeholder Focus Group Meetings

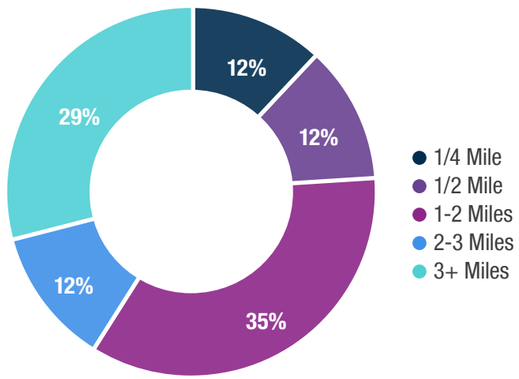
Key Focus Group Meeting Takeaways:

Adjacent Landowners	This meeting included several adjacent private landowners including Globe, Civic Square developer, Campbell/Snyder Plant, and Compass Data Centers.
	Compass Data Centers did not view the pathway or its access as an amenity for employees, but instead a security concern.
	Globe viewed the pathway as a great amenity that really shows how far the City has come with this type of opportunity.
Maricopa County Parks and Recreation	The County welcomed the pathway and supports the connection of this multi-use pathway to Estrella Mountain Regional Park as well as connection to the Maricopa Trail, which is already part of this alignment.
	The County spoke about some of the difficulties they have had when working with private irrigation districts such as Buckeye Water Conservation & Drainage District and Roosevelt Irrigation District to provide access to canals for trails.
City of Avondale	The City liked the idea of a north/south pathway to link western cities within Arizona.
City of Buckeye	The City does not have too many north/south pathway alignment opportunities and felt they could utilize this alignment to tie in some of their east/west pathway corridors.
Cyclists User Groups	Safety was the primary concern for several in this group.
	The ability to provide a north/south multi-use pathway connector to allow bicyclists to commute without having to be on the streets is a welcomed asset.
	The group also spoke about grade-separated crossings and the concerns with below-grade (tunnels) versus pedestrian bridges.
West Valley Trail Alliance	Safety and connectivity to regional trails such as the Maricopa Trail and Sun Circle Trail were important to this group.
	Paved surface is preferable with at least 12' wide (6' in each direction).
Economic Development	The City of Goodyear has placed a high value on providing recreation amenities to the community.
	The goal is to maintain a high quality of life for people living and working in Goodyear.
	Bring more bike/pedestrian traffic to the area from surrounding communities and gain familiarity with Goodyear.
	Create a destination to attract people from other communities to the City.
Planning	The group liked the idea of a family-centric recreational opportunity for the community.
	Excited to connect the community to businesses, the Civic Square, Recreation Campus, Goodyear Ballpark, Tech Corridor.
	Need to have a good wayfinding system in place to ensure users know where to access points of interest and nearby businesses and City facilities.
	There is a perception that good things only happen north of I-10 and this would be an opportunity for the City to provide a nice unifying feature for the City to connect the south and north.
	Use of non-motorized vehicles vs motorized vehicles
Parks and Recreation	Health benefits and multi-generational benefits.
	Connection and safe passageways to Civic Square and connections going east and west and regionally through other trail networks.
Public Safety	Grade-separated crossings at major roadways are important to public safety.
	How do we pair maintenance access with user access points as well as safety/emergency access points?
	We will not want to have a fire truck on the path due to pavement section and restricted turning movements, but will need to have access for emergency vehicles. This will require wayfinding and signage. Michael said New River Pathway has good signage.
Right of Way Maintenance	There is limited parking for Bullard Wash Phase 1.
	Trees and materials will dictate maintenance concerns.
	Need to consider the City's 60% shade on sidewalks policy.
	Need to keep the sidewalk above the flood line when possible to ensure the trail is accessible during storm events and to help protect the pathway and extend lifecycle.
Transportation	Connection to the Maricopa Trail.
	Ability for member agencies to begin forward thinking and developing bicycle/pedestrian infrastructure.
	Goodyear can develop and brand something for the community that can eventually be sold to residents and economic development interests to create a landmark local bicycle/pedestrian facility.
Arts	Importance of being very intentional about exploring the possibilities for arts/culture integration with the multi-use trail.
	The Goodyear Parks & Recreation Master Plan identifies the importance of arts/culture integration with parks and trails.
	Given the 5-mile-long trail corridor, any arts/cultural elements will need to consider durability.
	Trails that are very environmentally sensitive/context sensitive are those that feel very successful. Highlighting the unique natural environment is key!

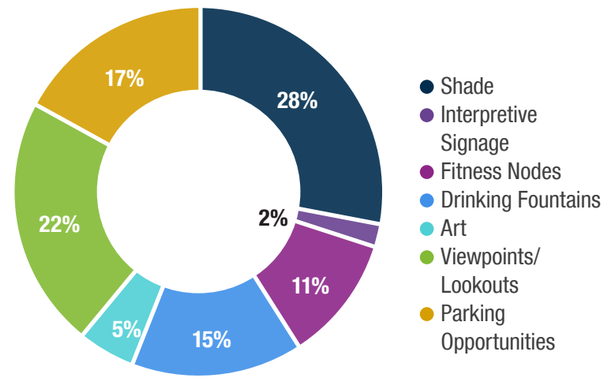
Overall Survey Data

The public meetings and focus groups provided an overview of the project, presented the project goals, introduced the project corridor with a fly-through of the segments, asked questions utilizing live polling, and ended with breakout session rooms.

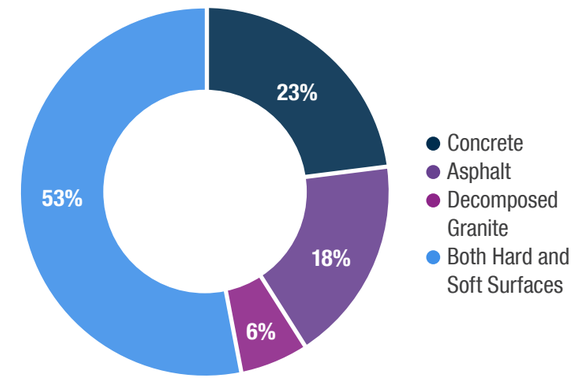
What is your proximity to the future trail?



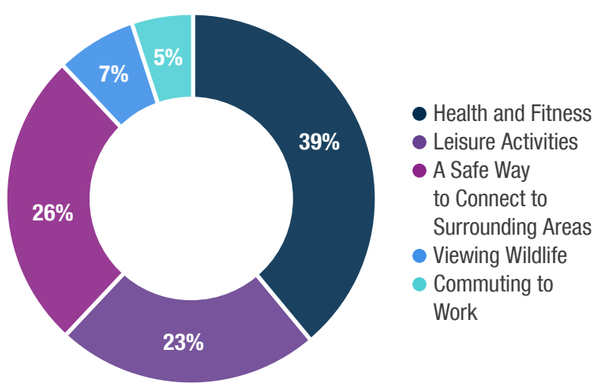
What trail features are the most important to you?



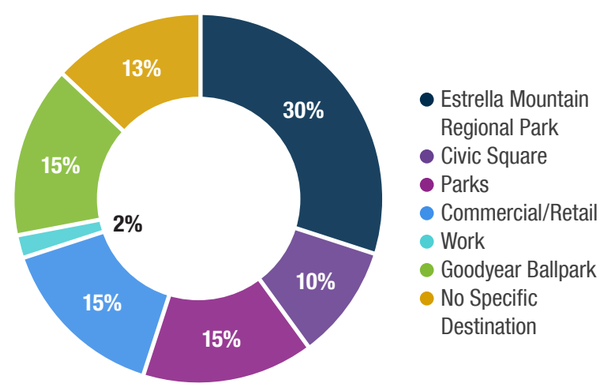
What is your preference for the trail surface?



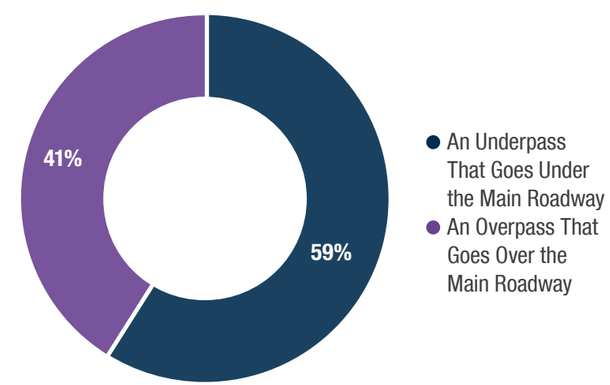
What are the most important resions you will use the trail?



Once on the trail, where would you head to?

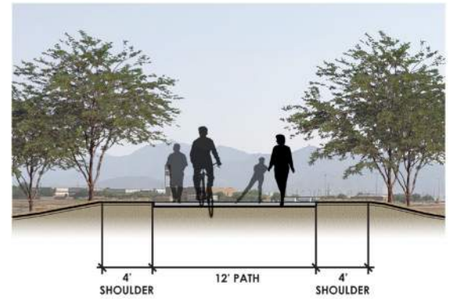


What is your preference for trail and street crossings?



Trail Theming
- Goodyear Landmarks

This theming concept showcases the diverse areas and districts the City of Goodyear has to offer. Providing each segment with a thematic landmark emphasizes wayfinding and enstills a sense of pride in the community.



Civic Square

Tech Campus

Airport

Ballpark

Agriculture

Estrella Mountain Park

Inspirational Theming Imagery

Proposed Facilities Along the Trail

The following proposed amenities should be considered along the multi-use pathway corridor:

Access Nodes

One of the overarching comments from the focus group and community outreach workshops was the need for frequent and convenient access nodes along the path.

Parking

Vehicular parking opportunities need to be considered at different segments of the path. Bicycle parking also needs to be included. Adjacent points of interest and possible meeting locations were considered when establishing the proposed parking locations. Shared parking opportunities should also be utilized where possible.

Wayfinding and Signage

It is critically important to provide a hierarchy of informational and wayfinding signage along the path. This signage will establish a brand and design vocabulary for the entire corridor, distinguish each theme segment as unique, and promote points of interest and nearby destinations.

Shade

Shade, natural and fabricated, should be provided as part of the design in accordance with the City of Goodyear Bicycle and Pedestrian Shade Study. Shade at major nodes and rest areas should be given extra consideration.

Restrooms

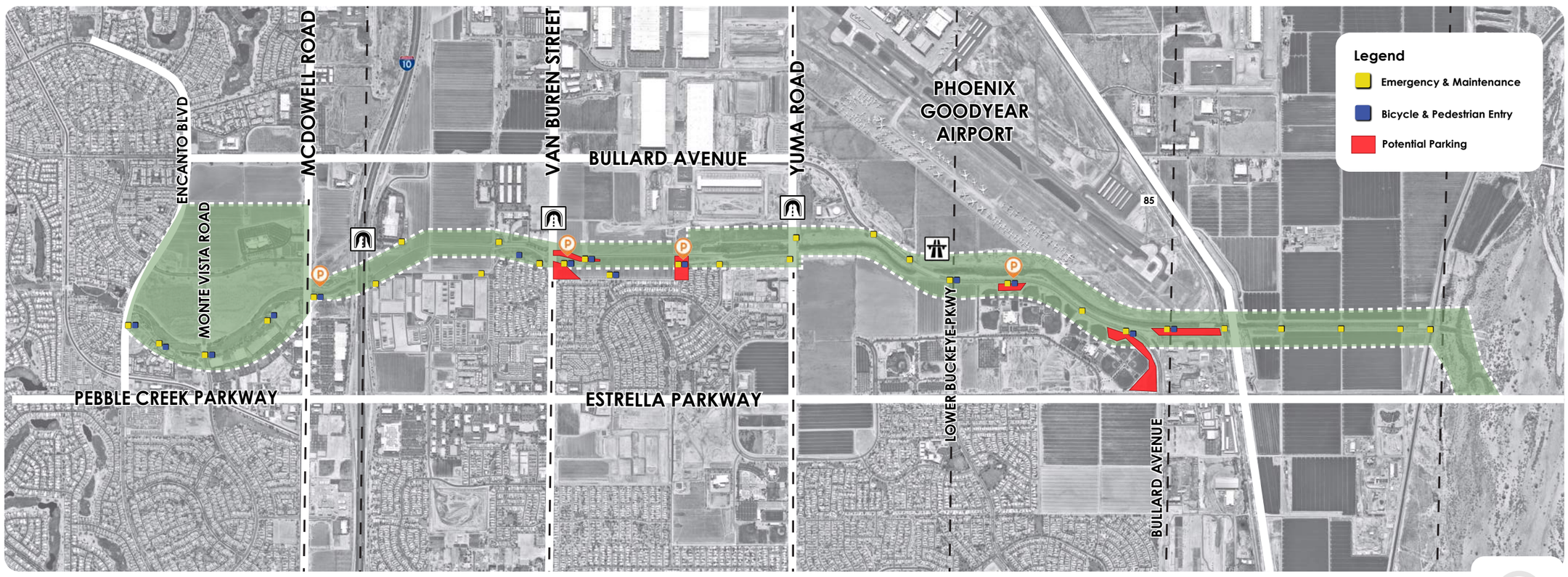
Restrooms or restroom access should be provided at various points along the corridor.

Rest Areas

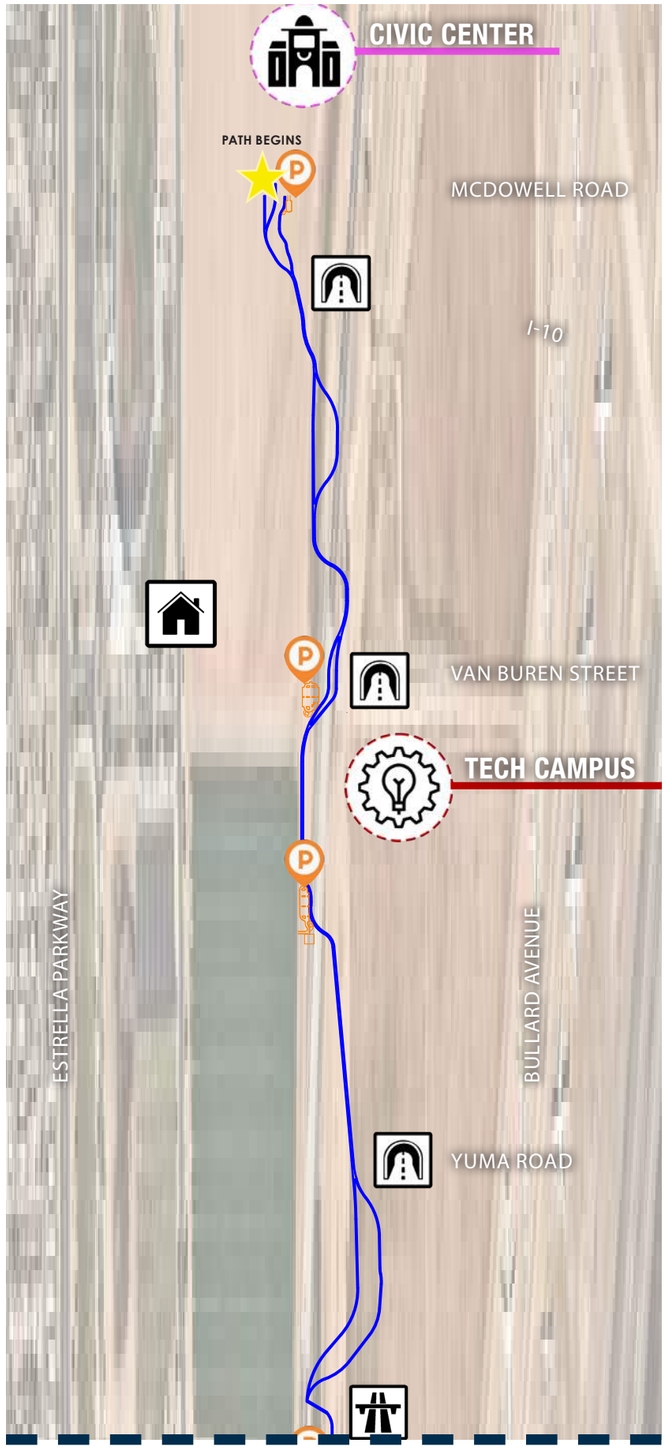
Areas of respite along the pathway are an important part of framing the pathway as a recreation amenity. Seating, open space, picnic tables, and meeting places should be included throughout the pathway.

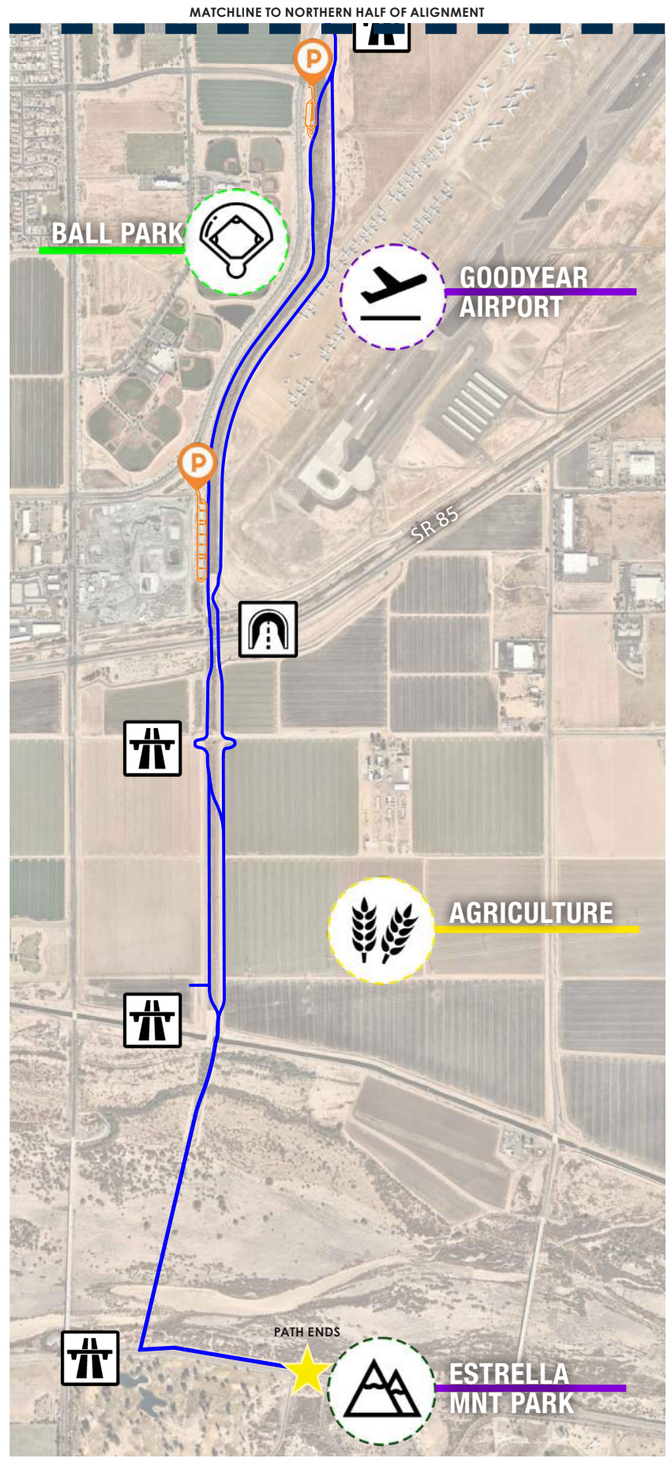
Public Art

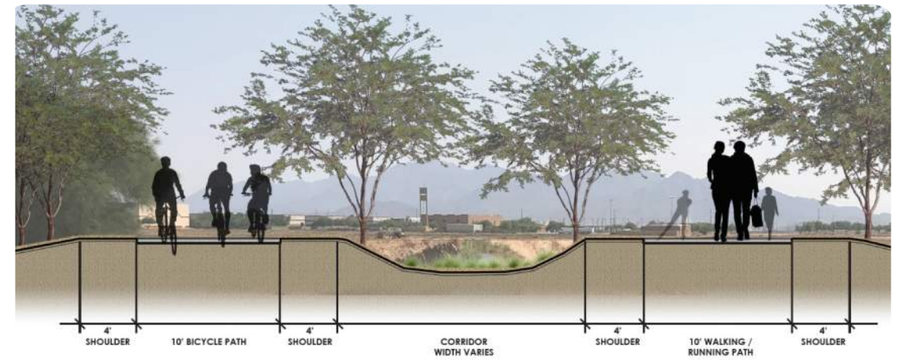
The corridor has ample opportunity for art integration. The art can establish unique points of interest and emphasize the thematic elements and unique nature of each path segment. The art can also be integrated into other pathway amenities and provide for bespoke elements like bicycle racks, shade structures, restroom buildings, and lighting. When a segment becomes eligible for final design, the design project will also include a solicitation for public art. The Arts Commission will be part of the solicitation for artists in conjunction with the segment design team to ensure seamless integration of art within the entirety of the corridor.

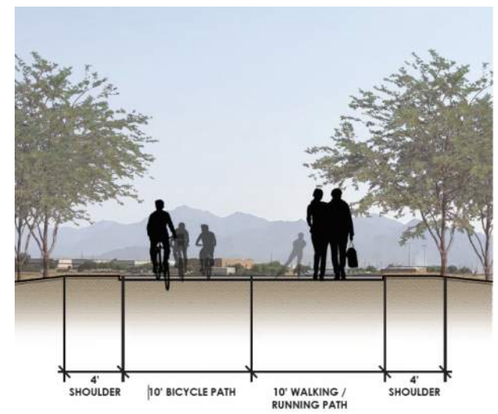


Access Points Map









Final Alignment

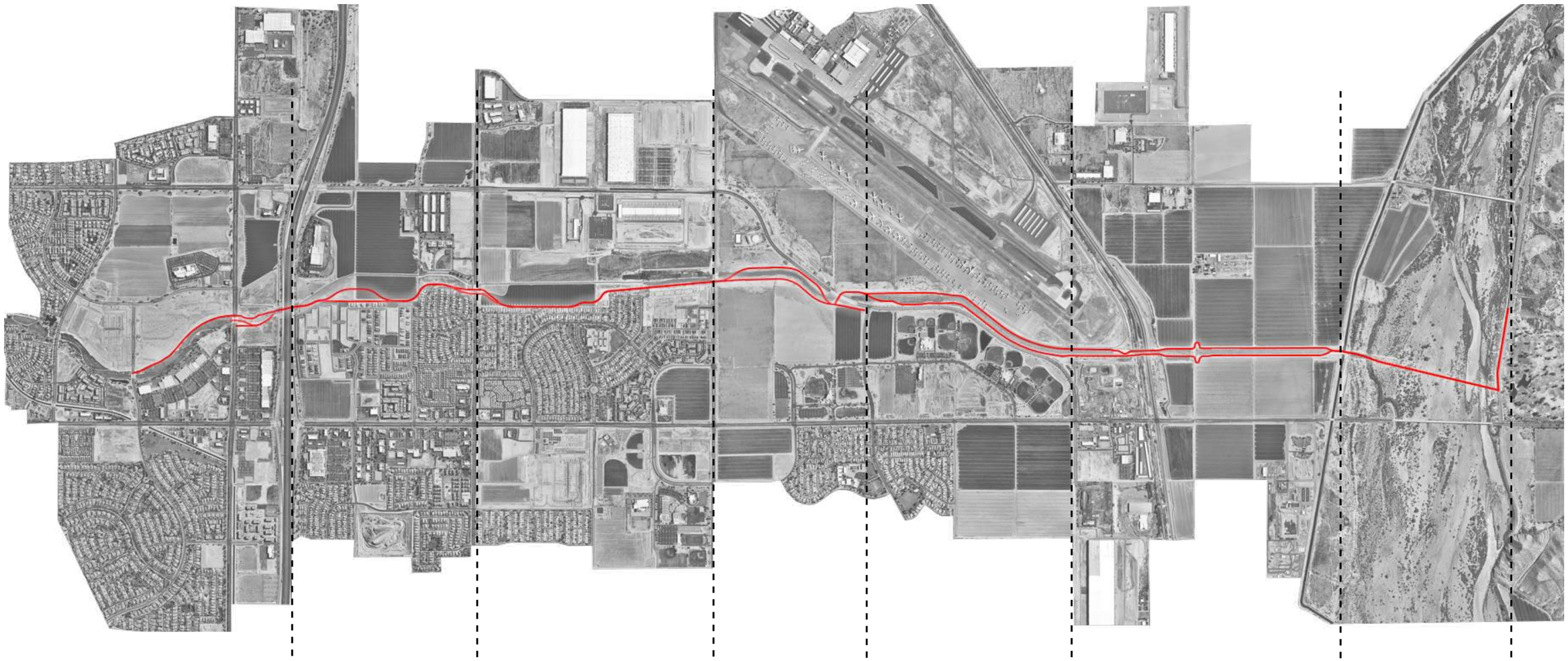
The City hosted Public Meeting No. 3 on April 6th, 2021 and held an in-person open house on April 13th, 2021 as well as presented to the PRAC on April 27, 2021. The meetings provided an overall summary of the previous two public meetings and presented the proposed pathway master plan concept.

LEGEND

- PARKING AND RESTROOMS
- RESIDENTIAL AREA
- OVER PASS
- UNDER PASS

Phasing Options

The team evaluated implementation options for the proposed master plan improvements. The implementation plan allows the project to be developed in segments that build off the next. Some of the segments will require coordination with additional infrastructure and roadway/sidewalk improvements as previously identified within the future Capital Improvement projects section. The following overall map presents the recommended phasing based on the existing and future site conditions.



SEGMENT 1
McDowell Road to I-10

SEGMENT 2
I-10 to Van Buren Street

SEGMENT 3
Van Buren Street to Yuma Road

SEGMENT 4
Lower Buckeye Parkway

SEGMENT 5
Lower Buckeye Parkway to Bullard Avenue

SEGMENT 6
SR 85 to Buckeye Canal

SEGMENT 7
Buckeye Canal to Estrella Mountain Regional Park

Cost Estimates

Bullard Wash Multi-Use Pathway - Summary

Segment 01		Segment 02		Segment 03		Segment 04		Segment 05		Segment 06		Segment 07		SEGMENTS 01-07 TOTAL	
Subtotal	**$795,292.00**	**Subtotal**	**$1,595,062.50**	**Subtotal**	**$4,439,315.63**	**Subtotal**	**$5,751,500.00**	**Subtotal**	**$4,265,690.00**	**Subtotal**	**$4,576,726.85**	**Subtotal**	**$500,342.59**	**Subtotal**	**$21,923,929.57**
Design	$47,717.52	Design	$95,703.75	Design	$266,358.94	Design	$345,090.00	Design	$255,941.40	Design	$274,603.61	Design	$30,020.56	Design	$1,315,435.77
Construction Administration	$15,905.84	Construction Administration	$31,901.25	Construction Administration	$88,786.31	Construction Administration	$115,030.00	Construction Administration	$85,313.80	Construction Administration	$91,534.54	Construction Administration	$10,006.85	Construction Administration	$438,478.59
Permits	$15,905.84	Permits	$31,901.25	Permits	$88,786.31	Permits	$115,030.00	Permits	$85,313.80	Permits	$91,534.54	Permits	$10,006.85	Permits	$438,478.59
Insurance/ Warranty/ Overhead	$79,529.20	Insurance/ Warranty/ Overhead	$159,506.25	Insurance/ Warranty/ Overhead	$443,931.56	Insurance/ Warranty/ Overhead	$575,150.00	Insurance/ Warranty/ Overhead	$426,569.00	Insurance/ Warranty/ Overhead	$457,672.69	Insurance/ Warranty/ Overhead	$50,034.26	Insurance/ Warranty/ Overhead	$2,192,392.96
Bonds	$15,905.84	Bonds	$31,901.25	Bonds	$88,786.31	Bonds	$115,030.00	Bonds	$85,313.80	Bonds	$91,534.54	Bonds	$10,006.85	Bonds	$438,478.59
Contractor Fee	$63,623.36	Contractor Fee	$127,605.00	Contractor Fee	$355,145.25	Contractor Fee	$460,120.00	Contractor Fee	$341,255.20	Contractor Fee	$366,138.15	Contractor Fee	$40,027.41	Contractor Fee	$1,753,914.37
TOTAL	**$1,033,879.60**	**TOTAL**	**$2,073,581.25**	**TOTAL**	**$5,771,110.32**	**TOTAL**	**$7,476,950.00**	**TOTAL**	**$5,545,397.00**	**TOTAL**	**$5,949,744.91**	**TOTAL**	**$650,445.37**	**TOTAL**	**$28,501,108.45**

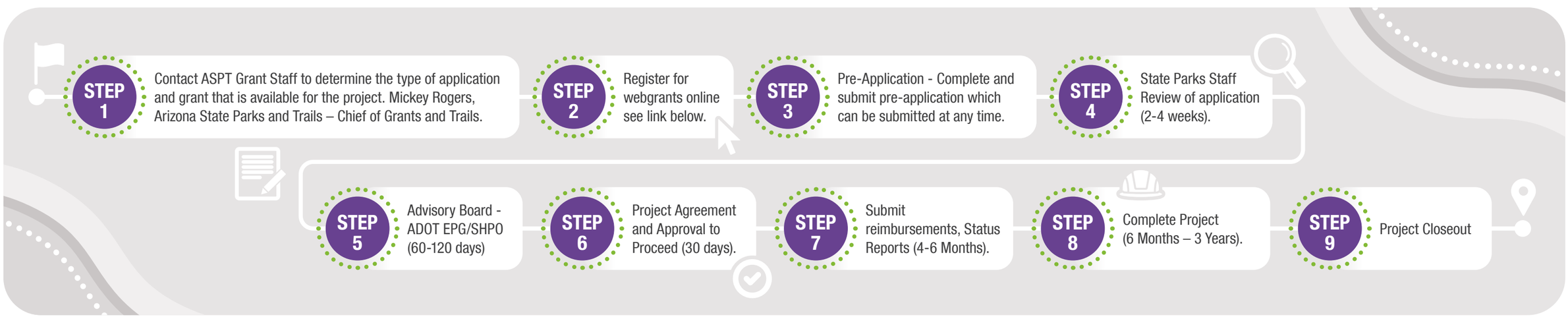
Potential Grant Funding Opportunities

Grants – There are several State and Federal grant programs available for parks and recreation projects. The Arizona State Parks and Trails, ASPT, has helped administer grant funding for over 2,300 outdoor recreation projects throughout the state. Potential grant options include:

- State Park Heritage Fund – Arizona recently passed legislation to bring the State Park Heritage Fund back, which was previously eliminated in 2010.
- Land and Water Conservation Fund (LWCF) – the LWCF Act became effective in 1965 providing financial assistance to states for the acquisition and development of public outdoor recreation areas and facilities. Projects include outdoor recreation facilities, acquisition of park lands, sport fields, bike parks, pools and playgrounds. Please see the following website for the LWCF Grants Manual https://azstateparks.com/apply-for-grants
- There are several federal funding sources for pathways and trails. Federally funded grants require locally supported funding matches. These grants in the past have included Transportation Enhancement Act (TEA), Moving Ahead Progress for the 21st Century (MAP-21), and Congestion Mitigation and Air Quality Improvement (CMAQ), which all provide funding for connectivity and multimodal pathway projects.

Arizona State Parks and Trails (ASPT) recreational trail program (non-motorized) grant funding process:

Please see the following website for Current Grant Timelines and Guidelines: https://azstateparks.com/apply-for-grants



SEPTEMBER 2021

CITY OF Goodyear

BULLARD WASH BICYCLE & PEDESTRIAN MASTER PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

CITY OF Goodyear

Acknowledgments

Prepared for

MARICOPA ASSOCIATION of GOVERNMENTS

CITY OF Goodyear

Prepared by

Kimley»Horn

Y2K ENGINEERING, LLC.

RLF CONSULTING

Acknowledgments

City Council
City Staff, Parks and Recreation
City Stakeholder Group
West Valley Trail Alliance
Flood Control District of Maricopa County
City/County Transportation
Maricopa County Parks and Recreation
City of Avondale
City of Buckeye

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Introduction

Introduction

The Bullard Wash Corridor is positioned to become a landmark destination for multimodal connectivity providing key linkages throughout the city and beyond. This central spine connects the northern and southern halves within the heart of the city. The pathway connects residential areas to businesses, schools, municipal facilities, and parks. The proposed pathway, including the previously completed areas north of McDowell Road, offers the opportunity to dedicate 130 acres of land to active recreation and enhanced bicycle and pedestrian connectivity.

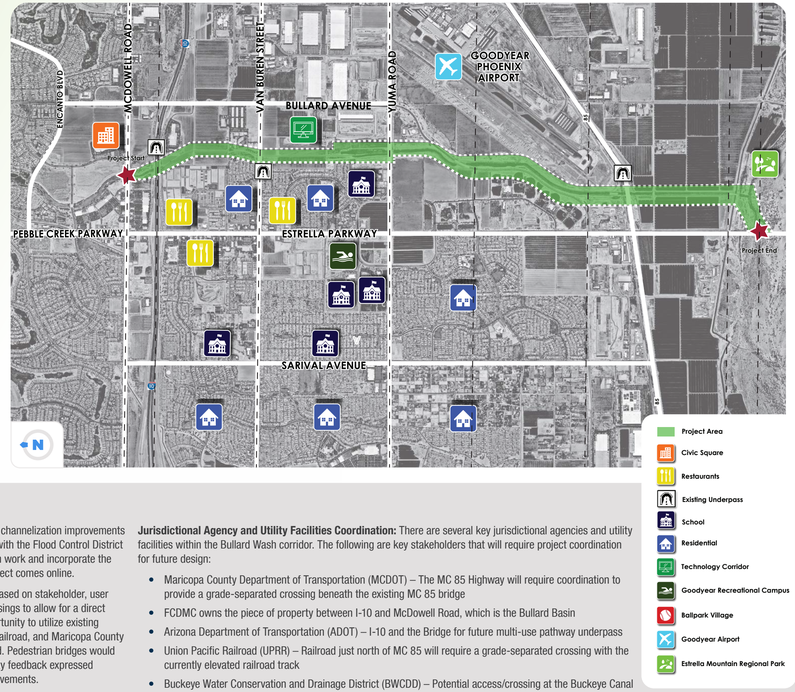
The City has completed two miles of multi-use pathway within the previous phases of the Bullard Wash Linear Park, which has become a beloved amenity for the city. The previous phases provide multi-use connectivity to an array of amenities and space for a myriad of programming needs. The additional segments south of McDowell Road to the Gila River introduce the ability to add five miles of north/south connectivity for the City.

The Bullard Wash pathway provides user, social, and economic benefits through health and wellness, community connectivity, and business access. Multimodal-oriented development with bicycle-friendly amenities in residential and commercial properties is a practice in sustainable growth.

The Bullard Wash Bicycle and Pedestrian Master Plan is based significantly on input from community engagement and stakeholder meetings, identifying connectivity needs to determine what the trail can accommodate.

The following goals were identified by the project team for Bullard Wash Bicycle and Pedestrian Master Plan:

- Community and Regional Connectivity
- Bicycle and Pedestrian Trail Alternatives
- Arts and Culture Integration
- Health and Wellness
- Enhance Economic Development



Challenges ahead

Regional Drainage Corridor: The project will need to balance the future Bullard Wash channelization improvements with the proposed multi-use pathway alignment. This will require project coordination with the Flood Control District of Maricopa County (FCDMC) to ensure proposed multi-use pathway improvements can work and incorporate the proposed channelization improvements to prevent removal once the channelization project comes online.

Multi-Use Pathway Crossings: The project includes several street crossings, which based on stakeholder, user group, and community input, will need to include either grade separated or bridge crossings to allow for a direct multimodal crossing as per previous segment improvements. The project has the opportunity to utilize existing bridges to create grade-separated crossings at I-10, Van Burren Street, Union Pacific Railroad, and Maricopa County Highway 85 (MC 85). A new grade-separated crossing would be required at Yuma Road. Pedestrian bridges would be required for Bullard Avenue and Broadway Road. Several user groups and community feedback expressed concerns to ensure below grade (tunnel) crossings are safe and include drainage improvements.

Jurisdictional Agency and Utility Facilities Coordination: There are several key jurisdictional agencies and utility facilities within the Bullard Wash corridor. The following are key stakeholders that will require project coordination for future design:

- Maricopa County Department of Transportation (MCDOT) – The MC 85 Highway will require coordination to provide a grade-separated crossing beneath the existing MC 85 bridge
- FCDMC owns the piece of property between I-10 and McDowell Road, which is the Bullard Basin
- Arizona Department of Transportation (ADOT) – I-10 and the Bridge for future multi-use pathway underpass
- Union Pacific Railroad (UPRR) – Railroad just north of MC 85 will require a grade-separated crossing with the currently elevated railroad track
- Buckeye Water Conservation and Drainage District (BWCDD) – Potential access/crossing at the Buckeye Canal

1.0

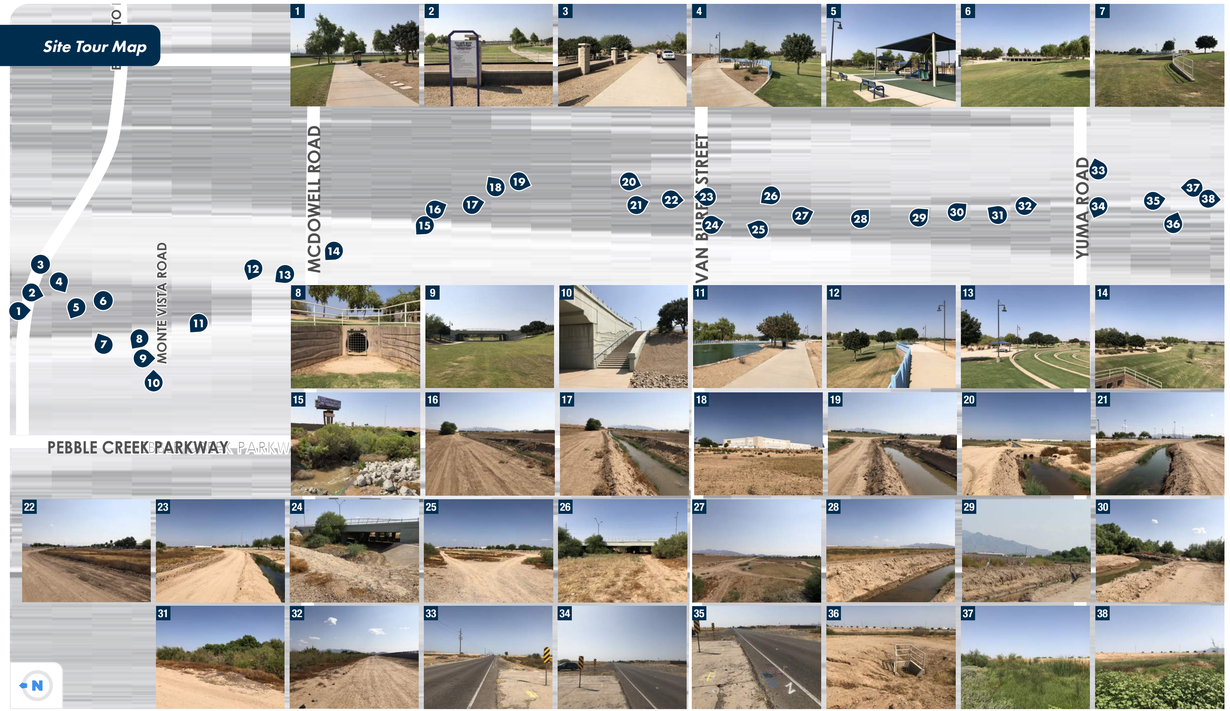
Site Inventory and Analysis

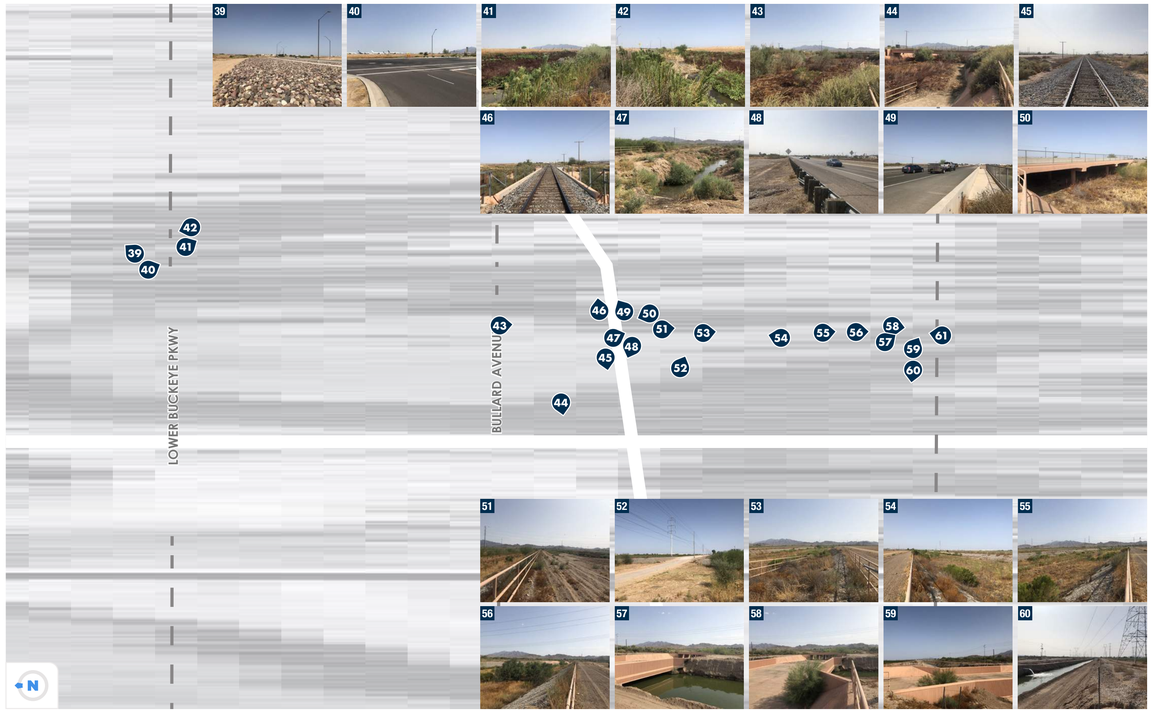
1.1 Site Overview

Site Tour

The project team met on-site on September 24, 2020 for a vehicular site tour of the Bullard Wash. The following map details the route along the corridor, which included stops along the wash at key areas and connection points. The site tour included City and MAG staff as well as the design team. The tour provided the opportunity for the team to discuss the existing elements, conditions, site context, and character of the site.

Site Tour Map





Hydrology and Channelization

Bullard Wash provides the watershed with a regional drain that conveys the 100-year flood to the Gila River. The wash corridor meanders from Camelback Road to Lower Buckeye Road with a variable width of approximately 150 to 250 feet.

The Bullard Wash watershed limits include areas from Luke Air Force Base from the north to the Goodyear/Phoenix Airport to the south. The watershed is relatively flat with uniform slopes ranging from 0.2 to 0.5 percent. The area is long and narrow in shape and includes roughly 28 square miles in area with a length of 11 miles.

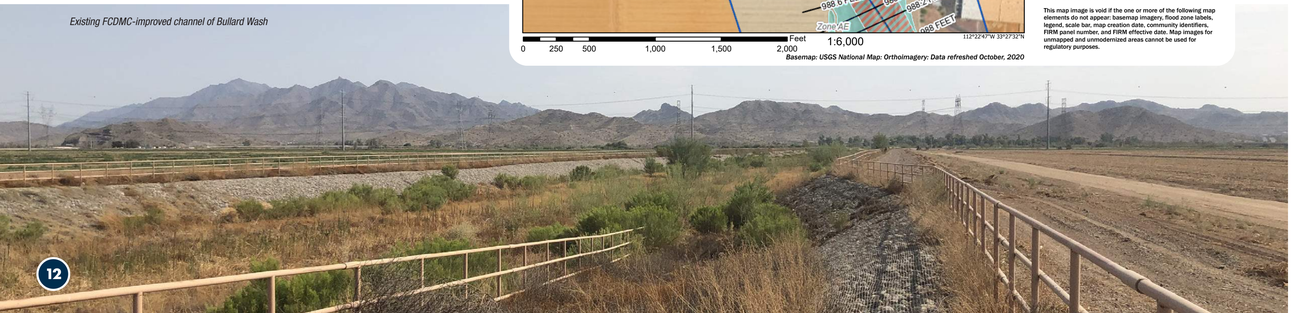
The Bullard Wash Outfall Channel (Lower Buckeye Road to Gila River) was constructed by FCDMC in 1999 to provide an outfall to the Gila River. This facility was the first segment of the proposed channel alignment which extends from Camelback Road (North) to the Gila River (South). The Bullard Wash was constructed using a design discharge of approximately 3,200 cfs at the outfall into the Gila River.

The Bullard Wash channelization includes a variable main channel width ranging from approximately 150 to 250 feet in width, which includes a tailwater swale/low flow channel throughout the wash. The previous phase 1 and phase 2 improvements include east/west storm water outlets providing drainage conveyance and outfall for several surrounding commercial and residential communities.

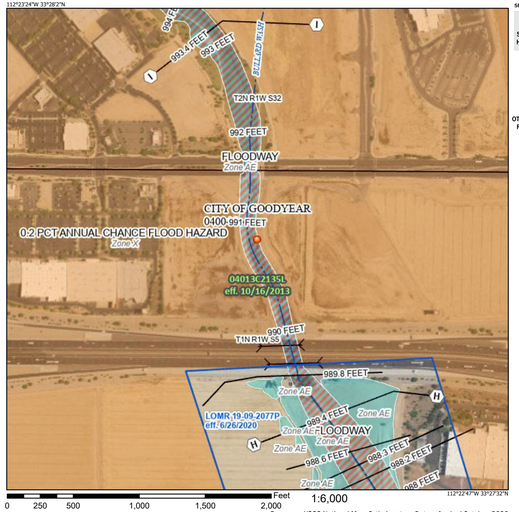
The FCDMC constructed the Bullard Basin, which is a detention basin east of the Bullard Wash between McDowell Road and I-10. The Bullard Basin functions as a metering facility to control the magnitude of the peak discharges on the existing Bullard Outfall Channel downstream. The basin also acts as a diversion structure that conveys additional runoff volume to the existing four ADOT Basins approximately one mile to the east, just north of the I-10.

The following maps show the current floodplain and floodway areas within and adjacent to the Bullard Wash corridor. The previous channel improvements reflect how the wash can contain the 100-year flood and greatly reduce the limits of the floodplain. The following seven maps show the floodplain within the project segments.

Existing FCDMC-improved channel of Bullard Wash



Segment 1 Floodplains



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.8 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 20.2 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

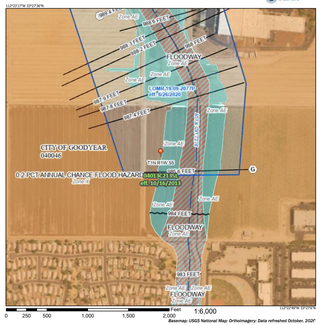
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **5/20/2021 at 6:32 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Segment 2 Floodplains



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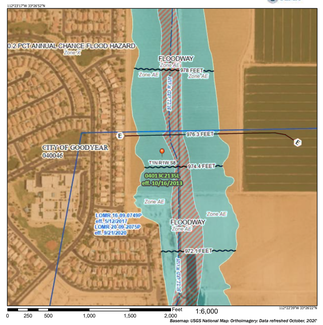
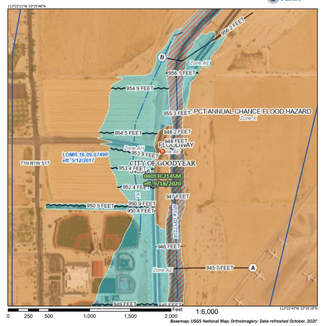
Segment 3 Floodplains



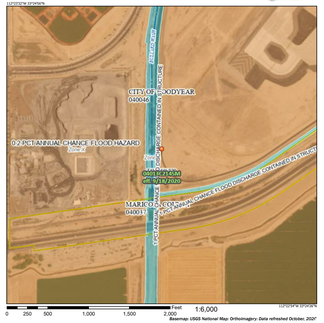
Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Segment 4 Floodplains



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Segment 5 Floodplains



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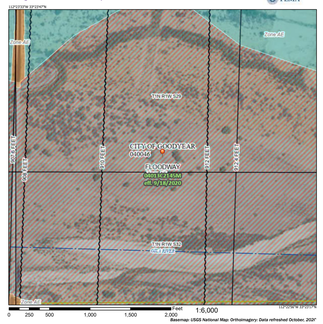
Segment 6 Floodplains



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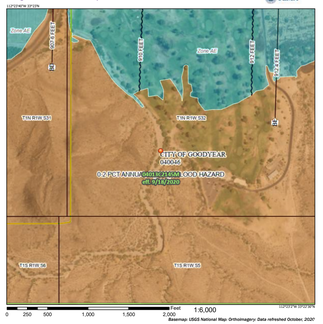
Segment 7 Floodplains



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Previous Flood Control District of Maricopa County Studies

Bullard Wash is included within the State Route 303 Corridor/White Tanks Area Drainage Master Plan, which recommended channelization improvements to the wash to reduce the floodplain and floodway within the surrounding areas within the City of Goodyear.

Proposed Channelization Improvements

In 2005, the FCDMC worked with the City of Goodyear to provide final design plans for three additional segments for the Bullard Wash Channelization, which would complete the Bullard Wash channelization improvements south of I-10 to Lower Buckeye Road. The construction plans included three separate segments:

- Bullard Wash Channel Improvements: I-10 to Van Buren Street, PCN. 470 13 31, FCD Contract No. 2004C008
- Bullard Wash Channel Improvements: Van Buren Street to Yuma Road, PCN. 470 13 31, FCD Contract No. 2004C007
- Bullard Wash Channel Improvements: Yuma Road to Lower Buckeye Road, PCN. 470 13 31, FCD Contract No. 2004C006

Although the construction plans were completed in March of 2005, both right of way and funding were not in place to move the projects into construction. No timetable has been determined by the City or FCDMC for the construction of the channelization projects from I-10 to Lower Buckeye Road.

Bullard Wash Channel Improvements – I-10 to Van Buren Street

This segment of proposed channelization improvements consists of 33.5 acres with a 300-ft right of way. Improvements include an east and west 16-ft-wide FCDMC maintenance road consisting of a 6-inch aggregate base course (ABC) section. The proposed channelization improvements included a 10-ft-wide concrete multi-use pathway that meanders through the channel from the east and west banks and includes a grade-separated connection under the Van Buren Street bridge and an at-grade connection with the east/west frontage sidewalk along the north side of Van Buren Street. The channelization plans include a gabion mattress stepped drop structure south of I-10. This location includes a multi-use pathway starting south of I-10 on the west channel bank but does not provide a multi-use pathway connection under I-10 to the north due to the stepped drop structure. Design will need to look at how to incorporate the multi-use pathway under I-10 with the proposed stepped drop structure.

Bullard Wash Channel Improvements – Van Buren Street to Yuma Road

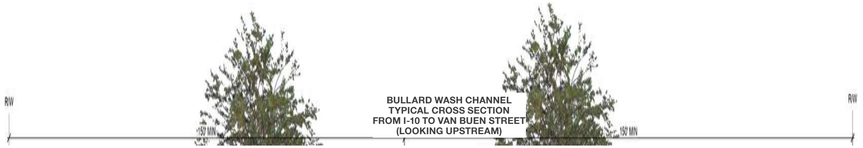
This segment of proposed channelization improvements consists of 43.7 acres with a 300-ft right of way. Improvements include an east and west 16-ft-wide FCDMC maintenance road consisting of a 6-inch ABC section. The proposed channelization improvements include a 10-ft-wide concrete multi-use pathway that meanders through the channel from the east and west banks and includes a grade-separated connection under the Van Buren Street bridge and an at-grade connection with the east/west frontage sidewalk along the south side of Van Buren Street. The channelization plans include two at-grade sidewalk connections on the east and west sides of the channel to Yuma Road. East and west connector sidewalks are not currently in place along Yuma Road.

Bullard Wash Channel Improvements – Yuma Road to Lower Buckeye Road

This segment of proposed channelization improvements consists of 35.8 acres with a 300-ft right of way. Improvements include an east and west 16-ft-wide FCDMC maintenance road consisting of a 6-inch ABC section. The proposed channelization improvements include a 10-ft-wide concrete multi-use pathway which meanders through the channel from the east and west banks and includes an at-grade connection with Yuma Road on the west side of the wash. The southern side of Yuma Road does not currently have east/west sidewalk. The channelization plans include a sidewalk connection on the west side of the wash to Lower Buckeye Road.

The following sections are the proposed FCDMC Bullard Wash channelization sections

YUMA ROAD
(LOOKING UPSTREAM)



TYPICAL CROSS SECTION
VAN BUREN STREET TO
YUMA ROAD
(LOOKING UPSTREAM)

Existing Utility Infrastructure

The areas surrounding and adjacent to the Bullard Wash corridor have been developed over the years, mainly proceeding from the north to the south. These areas include significant utility infrastructure within and crossing the Bullard Wash. The southern portion of the corridor from Yuma Road to the Gila River has more open agricultural fields with pockets of development.

The following matrix provides a list of utility companies with facilities within the corridor.

Utility Providers Matrix

Utility Provider	Utility Type
APS	Electrical - Overhead & Underground
CenturyLink/Lumen	Telephone/Fiber Optic
Southwest Gas	Natural Gas & High Pressure Gas
Kinder Morgan	High Pressure Gas
Cox Communications	CATV/Coaxial & Fiber Optic
City of Goodyear	Water/Sewer/Traffic Fiber/Storm Water
Arizona Department of Transportation (ADOT)	I-10 Bridge - Culverts, Electric, Fiber Optic, Gas, Irrigation, Sewer, Storm Drain, Telephone, Traffic Signals, Water
Maricopa County Department of Transportation (MCDOT)	MC 85 Highway Bridge
Union Pacific Rail Road (UPRR)	UPRR Railway Crossing at MC 85
Buckeye Water Conservation and Drainage District (BWCDD)	Buckeye Irrigation Canal - Irrigation & Electric
Goodyear Tire and Rubber Company	Communications, Electric, Monitoring Wells, Reclaimed Water
Sprint Communications	Fiber Optics
Wanrack, LLC	Fiber Optics
Zayo Group	Communication, Fiber Optics

Key Existing Utilities within the Arterial Street Crossings

Van Buren Street

The following utilities have been identified to be within the Van Buren Bridge alignment:

- City of Goodyear 27-inch Sanitary Sewer and 18-inch Sanitary Sewer
- City of Goodyear 24-inch Potable Water
- City of Goodyear 12-inch Force Main which has been abandoned in place
- CenturyLink Telephone
- Cox Communications CATV & Fiber Optic
- Underground Electric

Yuma Road

The following utilities have been identified within the Yuma Road crossing:

- City of Goodyear 16-inch Potable Water
- City of Goodyear 24-inch Reclaimed Water
- Southwest Gas 3" and 4" natural gas
- Underground Electric
- Cox Communications Coaxial Direct Bury
- CenturyLink Telephone

Lower Buckeye Road

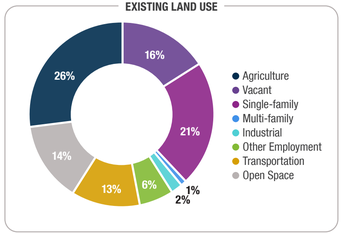
The following utilities have been identified within the Lower Buckeye Road crossing:

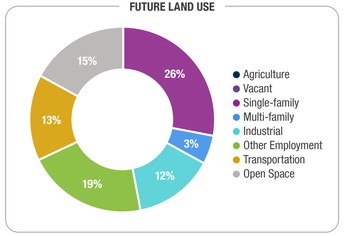
- City of Goodyear 8-inch Sanitary Sewer
- City of Goodyear 15-inch Sanitary Sewer
- City of Goodyear 16-inch Potable Water
- Underground Electric

1.2 Property/Adjacent Land Uses

The existing land uses along Bullard Wash are mainly agriculture, open space, residential, special events, vacant, and employment. The City's new municipal complex will include Goodyear Civic Square, which will anchor the existing Bullard Wash Linear Park between Virginia Avenue and Monte Vista. Understanding the land use context relates to the landmarks that Bullard Wash connects to. West of Bullard Wash at Estrella Parkway and Sarival Road off of Yuma is Desert Edge High School and Basis School as well as the new Goodyear Recreation Campus. North and South of Lower Buckeye Road and on the west side of Bullard Avenue and Wash is the Goodyear Ball Park. In the same vicinity as the Goodyear Ball Park, is the Phoenix/Goodyear Airport. The most southern part of the study area connects to the Gila River and Estrella Mountain Regional Park that is maintained and operated by Maricopa County Parks and Recreation.

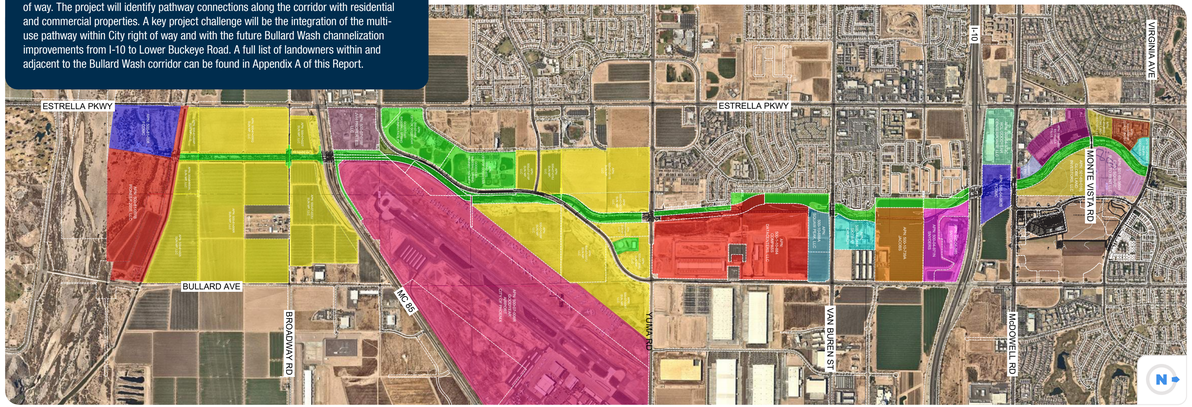
The following charts were developed from the Maricopa Association of Governments (MAG) Land Use Explorer to compare existing and future land use within the City of Goodyear.





Right of Way

The current Bullard Wash (I-10 to Lower Buckeye Road) meanders within and adjacent to several landowners. The City has purchased property along the Bullard Wash corridor for when the wash is re-aligned. The goal for this project is to evaluate the multi-use pathway alignment and to include the proposed alignment within City of Goodyear property/right of way. The project will identify pathway connections along the corridor with residential and commercial properties. A key project challenge will be the integration of the multi-use pathway within City right of way and with the future Bullard Wash channelization improvements from I-10 to Lower Buckeye Road. A full list of landowners within and adjacent to the Bullard Wash corridor can be found in Appendix A of this Report.



Land Ownership Map

1.3 City of Goodyear Connectivity

Continuing the vision to create Bullard Wash as a multimodal north/south corridor establishes the need for strong, accessible, and easy connections for people walking and biking in the area. The buildout of the connecting transportation network includes sidewalks, 6-foot bike lanes, and Americans with Disabilities Act (ADA) accessibility built into the standards of City of Goodyear transportation requirements. Context sensitive design to connect users to and from Bullard Wash should be put in the forefront of suggesting at-grade or grade-separated facilities.

Consider these questions when developing connections to and from the Bullard Wash multi-use path with the transportation street network:

- **Is it easy for a person to easily use/travel to and from the multi-use trail in the wash?**
- **Are the connections understandable?**
- **Does this connection and pathway feel safe (consider lighting, landscaping, pedestrian amenities)?**
- **Are the connections and the multi-use path comfortable (zero or limited conflict points with vehicles, the grades, the pedestrian areas, access to other infrastructure)?**

Connectivity with Master Planned Development at Goodyear Ballpark Village

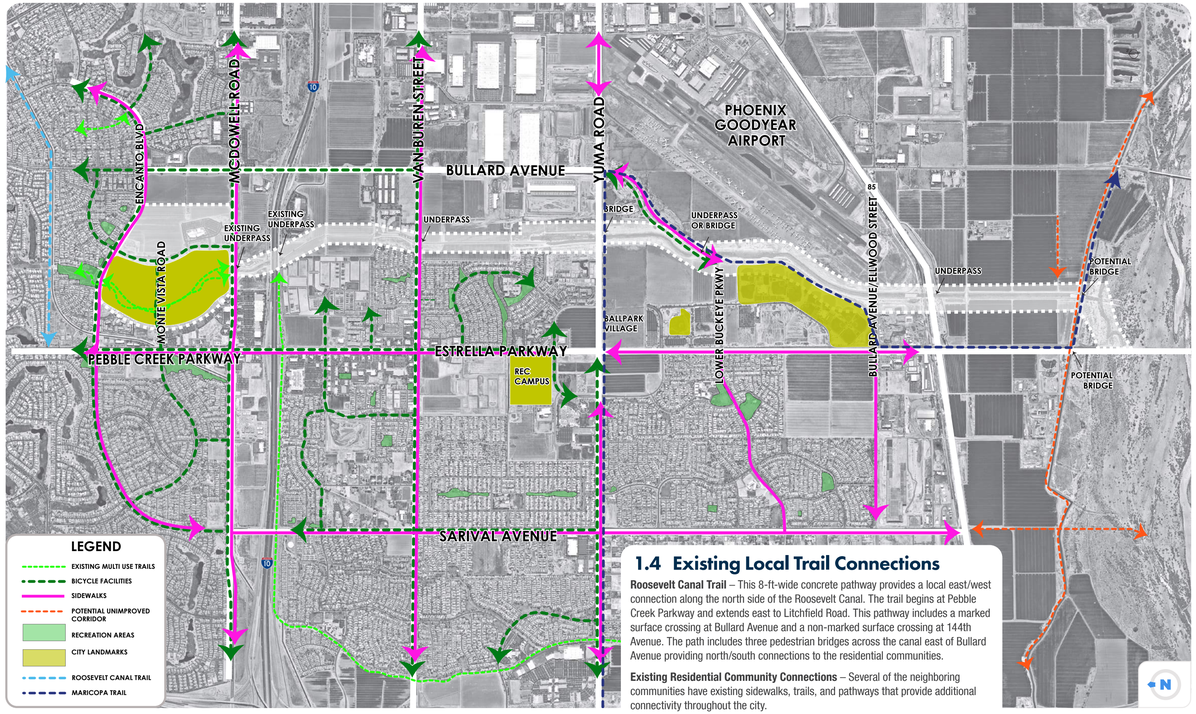
The Bullard Wash Bicycle & Pedestrian Trail that has been master planned within the City-owned Bullard Wash corridor will require consideration of the proximity of the trail to the master planned residential development projects on the west side of Bullard Wash. The Fulton Homes at Ballpark Village and Lyfe at Ballpark Village development projects are directly adjacent to the Bullard Wash corridor. As these projects progress through the design stages, potential connections with the trail should be evaluated to provide enhanced connectivity.

The Bullard Wash Bicycle & Pedestrian Master Plan (BWB&P MP) identifies a pedestrian bridge grade separated crossing near South Ballpark Way and Bullard Avenue. During the next phase of the BWB&P Trail design, the recommended pedestrian bridge should be evaluated to determine the visual character and its potential visual impacts on the Lyfe and Fulton Homes projects, in particular.

Connectivity with Master Planned Development at Goodyear Estrella Commerce Park

A new conceptual development project called Estrella Commerce Park is located adjacent to the MC 85 highway on the south side and is bifurcated by Bullard Wash. The Bullard Wash Bicycle & Pedestrian Trail is master planned to have a grade separated crossing, going under MC 85 as well as future State Route 30. The conceptual layout of Estrella Commerce Park can provide potential direct access with the Bullard Wash Bicycle & Pedestrian Trail.

Map Image Source: https://www.estrellaindustrialcenter.com/



1.4 Existing Local Trail Connections

Roosevelt Canal Trail – This 8-ft-wide concrete pathway provides a local east/west connection along the north side of the Roosevelt Canal. The trail begins at Pebble Creek Parkway and extends east to Litchfield Road. This pathway includes a marked surface crossing at Bullard Avenue and a non-marked surface crossing at 144th Avenue. The path includes three pedestrian bridges across the canal east of Bullard Avenue providing north/south connections to the residential communities.

Existing Residential Community Connections – Several of the neighboring communities have existing sidewalks, trails, and pathways that provide additional connectivity throughout the city.

Gaps in the Surrounding Pedestrian and Bicycle Network and Considerations for Future Improvements

Like many growing cities, completion of transportation networks is connected to development of land adjacent to the corridors. Currently, many roads are not at full buildout and do not have sidewalks and/or bike facilities.

Pedestrian and Bicycle Gaps within Project Area

Base Information				Existing				Proposed			
Project Location	From	To	Functional Classification	Number of Lanes	Sidewalks	Bike Facility	Crossing Type	Number of Lanes	Sidewalks	Bike Facility Type	Crossing Type as noted in the Goodyear Transportation Master Plan
Broadway Road	Estrella Blvd	Bullard Ave	Not planned	Private dirt road	None	None	None	Not planned for improvements	Not planned for improvements	Not planned for improvements	Not planned for improvements
Buckeye Canal	Estrella Blvd	Bullard Ave	N/A (canal)	N/A (canal)	None	None	Bullard Wash crosses Buckeye Canal and outfalls into the Gila River	None	None	None	None
Bullard Ave	Yuma Rd	Lower Buckeye Pkwy	Arterial	2-Median-2	None	None	Culvert crosses under Bullard Ave	2-Median-2	Yes	Unsure	Midblock crossing - grade separated
Encanto Blvd/ Virginia Ave	McDowell Rd	Bullard Ave	Arterial	2-Median-2	Yes on both sides	5-ft. Striped Bike Lane	Bullard Wash Trail traverses under Virginia Ave	None (at built-out cross section)	None (at built-out cross section)	None (at built-out cross section)	Bullard Wash Trail paved multi-use path traverses under Virginia Ave
I-10	Sarival Ave	Bullard Ave	Interstate	4 - 1 HOV in each direction	Where this is development, there is a multi-use path on the south side of the freeway; non-ADOT property.	N/A	I-10 bridge structure over the wash	None (at built-out cross section)	None (at built-out cross section)	None (at built-out cross section)	I-10 has a bridge structure/is grade separated from Bullard Wash and travels above the wash
Lower Buckeye Parkway	Sarival Ave	Wood Blvd	Arterial	2-Median-2	Yes	5-ft. Striped Bike Lane from Sarival to 159th Lane	N/A	None (at built-out cross section)	None (at built-out cross section)	None (at built-out cross section)	N/A
MC 85	Estrella Blvd	Litchfield Rd	Arterial	3-Median-2	None	None	Van Buren bridge structure over the wash	Currently in planning phase	Currently in planning phase	Currently in planning phase	Midblock crossing - grade separated
McDowell Rd	Sarival Ave	Bullard Ave	Arterial	3-Median-3	Yes on both sides (missing where development hasn't occurred)	5-ft. Striped Bike Lane	Bullard Wash Trail paved multi-use path traverses halfway under McDowell Rd and stops	3-Median-3	Yes	5-ft. Striped Bike Lane	Bullard Wash Trail paved multi-use path traverses halfway under McDowell Rd and stops
SR 30 (Tres Rios)	Estrella Blvd	Bullard Ave	Freeway	Currently in planning phase	Currently in planning phase	Currently in planning phase	Currently in planning phase	Currently in planning phase	Currently in planning phase	Currently in planning phase	Currently in planning phase
Van Buren St	Sarival Ave	Bullard Ave	Arterial	2-Median-2	Intermittent sidewalk on both sides where development has occurred	5-ft. Striped Bike Lane	Van Buren bridge structure over the wash	2-Median-2	Yes	5-ft. Striped Bike Lane	Van Buren bridge structure over the wash
Yuma Rd	Sarival Ave	Goodyear Blvd West	Arterial	3-Median-3	Yes	5-ft. Striped Bike Lane	N/A	3-Median-3	Yes	5-ft. Striped Bike Lane	N/A
Yuma Rd	Goodyear Blvd West	Goodyear Blvd East	Arterial	2-Median-2	None	None	N/A	2-Median-2	Yes	5-ft. Striped Bike Lane	N/A
Yuma Rd	Goodyear Blvd East	Bullard Ave	Arterial	1-1	None	None	Culvert crosses under Yuma Rd	2-Median-2	Yes	5-ft. Striped Bike Lane	Midblock crossing - grade separated
Yuma Rd	Lower Buckeye Pkwy	Estrella Pkwy	Arterial	2-Median-2	West side only	5-ft. Striped Bike Lane	Is adjacent	2-Median-2	Yes	5-ft. Striped Bike Lane	Is adjacent
Yuma Rd	Wood Blvd	Bullard Ave	Arterial	2-Center turn lane-2	None	None	N/A	2-Median-2	Yes	5-ft. Striped Bike Lane	N/A

The Bullard Wash corridor provides the city with a central north/south multimodal pathway that provides connections to several residential communities, commercial developments, businesses, municipal facilities, and schools. With the development of north and south connectivity, opportunities are extended for additional connections to the east and west with adjacent sidewalk and pathways. Bullard Wash also provides regional connectivity to neighboring cities through the County's regional trail network.

1.5 Regional Connectivity

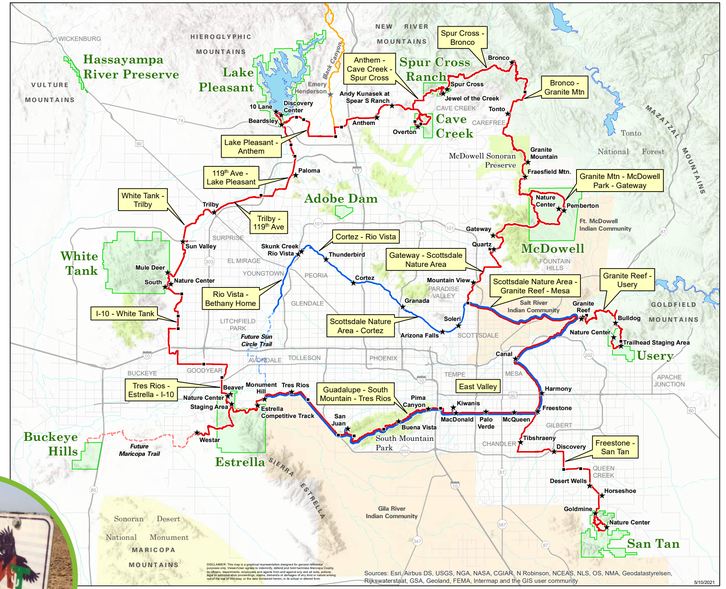
Existing Regional Trail Connections

Maricopa Trail

The Bullard Wash Multi-Use Pathway alignment connects to the Maricopa Trail just south of Yuma Road along the west side of Bullard Wash. The Maricopa trail is a 315-mile trail located within Maricopa County providing a loop trail connecting the user to nine Maricopa County Regional Parks including Estrella Mountain Regional Park.

Sun Circle Trail

The Sun Circle Trail is a 69-mile multi-use pathway that provides a looped trail mainly along several of the irrigation canals throughout the Valley. The trail includes connections with Tempe, Chandler, Mesa, Scottsdale, Phoenix, Peoria, Glendale, Avondale, and Goodyear. The Sun Circle Trail connects with Estrella Mountain Regional Park.



Maricopa Trail and Sun Circle Trail

Regional Trail System

- Maricopa Trail
- Sun Circle Trail
- Trailhead
- Access Point

The southern part of the Sun Circle Trail overlaps with the Maricopa Trail.

- Regional Park/Preserve
- Mountain Preserve

N

1:400,000

5 0 5 10 Miles

5 0 5 10 15 Kilometers

Leave No Trace — Proud Partner | LNT.org

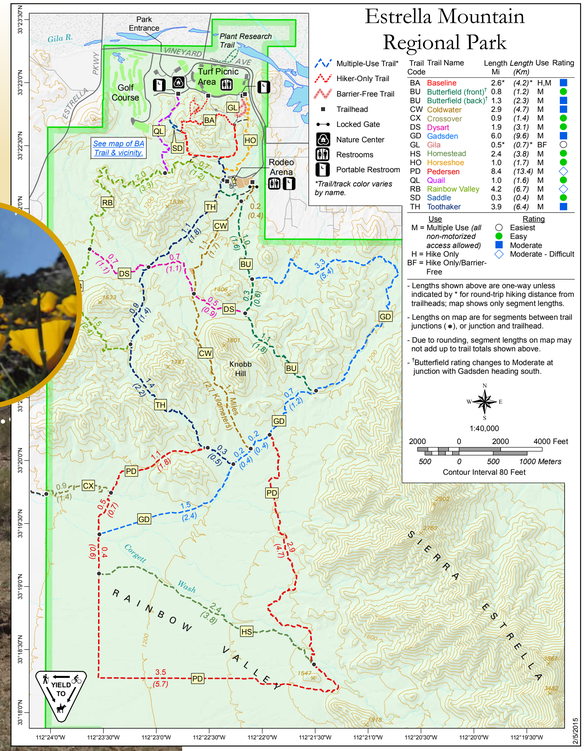
Maricopa County Parks and Recreation Department

Estrella Mountain Regional Park

This well-known regional park serves as a landmark in the area. In addition to offering over 38 miles of trails, the park is also home to the following activities:

- Baseball
- Biking
- Camping
- Fishing
- Golfing
- Hiking
- Horseback Riding
- Picnicking
- Stargazing

The Bullard Wash pathway will strategically connect to Estrella Mountain Regional Park to strengthen regional connections, provide users with a meeting place or destination, and take advantage of the recreation opportunities that are available in the area.

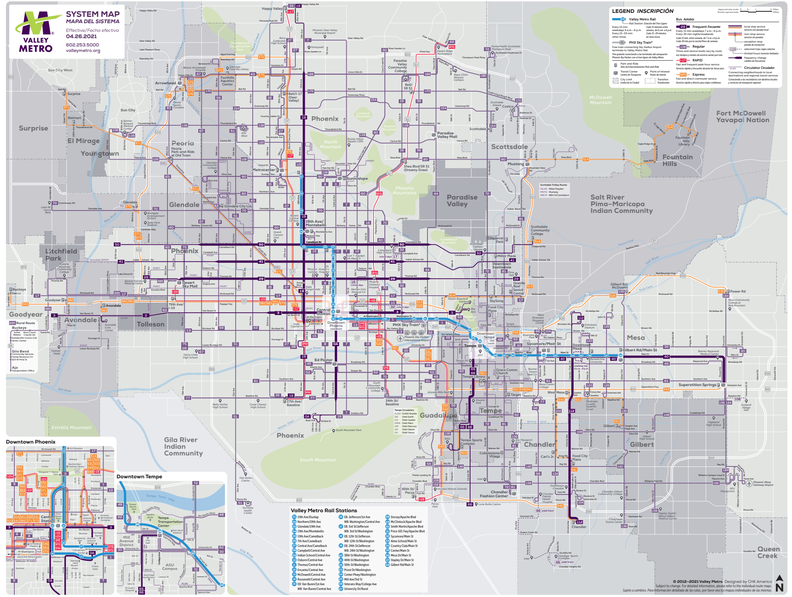


Existing and Future Transit Routes and Stops on Nearby Arterials

The following table provides the existing and proposed routes and transit stops (based on review of Valley Metro route info and Goodyear Transportation Master Plan) and identifies potential connection points to Bullard Wash.

Transit Route Table

Base Information			Existing				Proposed	
Project Location	From	To	Bus Route	Route #	Connection to Bullard Wash	Bus Stops At	Planned Bus Route (Goodyear Transportation Master Plan)	Connection to Bullard Wash
I-10	East City Limit	Bullard Ave	Yes	562, 563	No	Goodyear Park and Ride		No
McDowell Rd	East City Limit	Pebble Creek Pkwy	Yes	17	Yes	Westbound: West of Bullard Ave, West of 150th Dr, West of N. Pebble Creek Eastbound: East of Pebble Creek Pkwy, East of Bullard Ave	Extend to SR 303L	Yes
Yuma Rd	Please see map for 685 Route	Please see map for 685 Route	Yes	685	No	Northbound and southbound bus stops on Litchfield Rd and north and south sides of Van Buren Rd		No
Van Buren St	East City Limit	Central Ave	Yes	3	No	N/A	Extend to SR 303L	Yes
Sarival Rd	McDowell Rd	South City Limit	No	N/A	N/A	N/A	Noted as a transit route in Goodyear Transportation Master Plan	Yes


SYSTEM MAP
MAPA DEL SISTEMA
VALLEY METRO
Effective/Fecha efectiva
04.26.2021
602.253.5000
valleymetro.org
LEGEND: INSCRIPCIÓN
Valley Metro Rail
Frequent Express
Local
Express
Rapid
Express Bus
Rural
Circulator
Shuttle
Paratransit
Freeway
Freeway Exit
Freeway Entrance
Freeway Interchange
Freeway Closed
Freeway Under Construction
Freeway Under Construction Exit
Freeway Under Construction Entrance
Freeway Under Construction Interchange
Freeway Under Construction Closed
Freeway Under Construction Exit Closed
Freeway Under Construction Entrance Closed
Freeway Under Construction Interchange

2.0 Benchmarking

2.1 Benchmarking

Indian Bend Wash | Scottsdale, AZ

Indian Bend Wash offers 11 miles of trail connecting users to golf courses, parks, sports fields, skate parks, lakes, and an aquatic center. This project features 24 grade-separated crossings that allows users to steer clear avoid major traffic intersections.

Amenities and Connections

- Public Art Installations
- Access to Community Libraries
- Access to 9 Community Parks
- Public Restrooms
- Bike Maintenance Facilities

Skunk Creek | Peoria, AZ

This multi-use path is 5.7 miles long, starting at Rio Vista Community Park and connecting to 51st Avenue in Glendale along Skunk Creek. This trail runs through primarily residential areas and numerous parks that are adjacent to Skunk Creek.

Amenities and Connections

- Connection to Regional Sports Complex
- Connection to Regional Trail System
- Access to 5 Community Parks

Indianapolis Cultural Trail | Indianapolis, IN

Located in the center of Indianapolis, this multi-use trail is 8.1 miles long. This trail connects its users to six cultural districts, local neighborhoods, and some of the best entertainment amenities central Indianapolis has to offer.

Amenities and Connections

- Urban Loop Trail Connecting Restaurants, Entertainment, Museums, and Parks
- Connections to Regional Greenway System
- Public Art Installations
- Stormwater Management Features
- Bike Share Program Access

Lady Bird Lake Hike and Bike Trail | Austin, TX

A 10-mile full loop trail around the shores of Lady Bird Lake, this trail is considered Austin's most popular recreational destination because of the great view the trail provides and its central location. This trail is broken out to provide different loop options ranging from 3 to 10 miles so users can choose their duration on the lake.

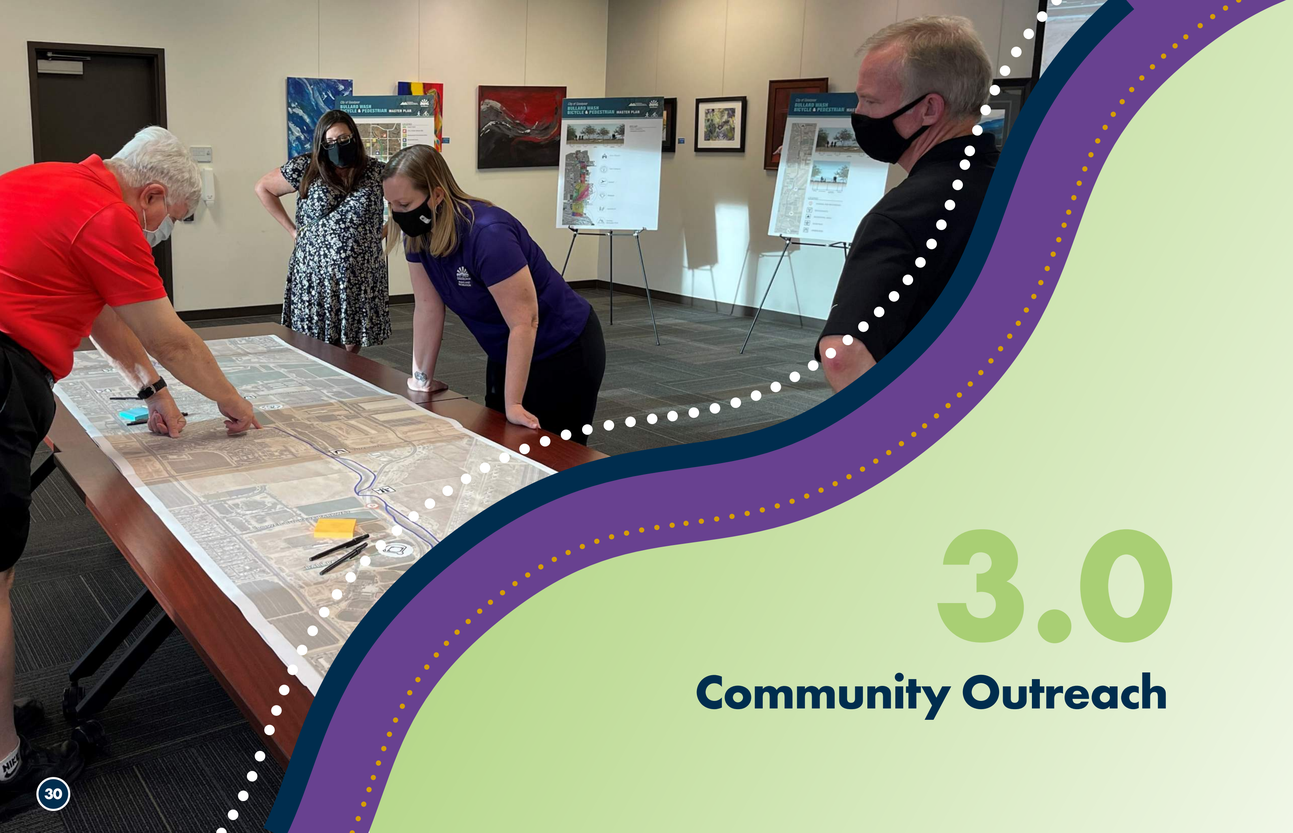
Amenities and Connections

- Natural Surface/Paved Trail
- Connections to Ball Fields and Cultural Attractions
- Kiosk/Wayfinding Program
- Fitness Stations
- Public Art Installations
- Public Restrooms

	Length (mi)	Average Trail Width (ft)	Grade-Separated Crossings	Trailhead Parking Areas *	Total Parking Spaces (Approx)
Indian Bend Wash Scottsdale, AZ	11	10	24	12	574
Skunk Creek Peoria, AZ	5.7	10	9	4	388
Indianapolis Cultural Trail Indianapolis, IN	8.1	10	8	N/A **	N/A
Lady Bird Hike and Bike Trail Austin, TX	10	12+	9	5	437

* *Parking facilities include connected public park facilities with immediate access to trail*

** *The City encourages parking at parking garages and parks along the trail, though there are no dedicated parking facilities for the trail*



3.0 Community Outreach

3.1 Process

When developing a five-mile multi-use pathway throughout the center of the city to provide connectivity to local and regional facilities, it is critical to gain as much stakeholder and community engagement as possible. A multi-scale approach was utilized by the project team to gather productive and specific user information, programming data, alignment, and theming concepts from the Goodyear community.

The following website provides a project update and access to previous outreach presentations and feedback.

https://www.goodyearaz.gov/bullardwash

3.2 Parks, Recreation, Trails and Open Space Master Plan (2014)

The City completed their Parks, Recreation, Trails and Open Space Master Plan in 2014, which included a community outreach engagement process that began in 2013 when the City started community meetings for the overall system master plan. Input tools were utilized to assess the needs of the community for recreation facilities and programs. The team utilized the trails plan which identified the Bullard Wash as a multi-use pathway corridor to develop the initial alignment and points of access.

3.3 Related Previously Completed Planning Documents

The FCDMC completed the White Tanks Area Drainage Master Plan in 1994 and Update in 2002. These documents provide drainage analysis for the White Tanks watershed and include the Bullard Wash, which is a regional drainage corridor that provides storm water conveyance to the Gila River.

3.4 Community Focus Group Meetings

The team conducted several focus group meetings during the month of November with agencies and user groups. Meeting summaries with the participants, questions and answers can be found in the Appendix of this master plan.

The following is a list of the focus group meetings held on November 11, 2020:

- Adjacent Landowners
- Maricopa County Parks and Recreation
- City of Avondale
- City of Buckeye
- User Groups
- West Valley Trail Alliance

Key Focus Group Meeting Takeaways:

Adjacent Landowners	This meeting included several adjacent private landowners including Globe, Civic Square developer, Campbell/Snyder Plant, and Compass Data Centers.
	The businesses did not view the pathway or access to the pathway as an amenity for employees, they view the pathway as a security concern.
	Globe viewed the pathway as a great amenity that really shows how far the City has come with this type of opportunity.
Maricopa County Parks and Recreation	The County welcomed the pathway and supports the connection of this multi-use pathway to Estrella Mountain Regional Park as well as connection to the Maricopa Trail, which is already part of this alignment.
	The County spoke about some of the difficulties they have had when working with private irrigation districts such as Buckeye Water Conservation & Drainage District and Roosevelt Irrigation District to provide access to canals for trails.
City of Avondale	The City liked the idea of a north/south pathway to link western cities within Arizona.
City of Buckeye	The City does not have too many north/south pathway alignment opportunities and felt they could utilize this alignment to tie in some of their east/west pathway corridors.
Cyclists User Groups	Safety was the primary concern for several in this group.
	The ability to provide a north/south multi-use pathway connector to allow bicyclists to commute without having to be on the streets is a welcomed asset.
	The group also spoke about grade-separated crossings and the concerns with below-grade (tunnels) versus pedestrian bridges.
West Valley Trail Alliance	Safety and connectivity to regional trails such as the Maricopa Trail and Sun Circle Trail were important to this group.
	Paved surface is preferable with at least 12' wide (6' in each direction).

Non-Motorized Versus Motorized Pathway Options

The Bullard Wash pathway is a non-motorized pathway providing access to heels (walkers) and wheels (cyclists). Representatives from the Goodyear community have asked about the potential of developing a golf cart path that would use the same Bullard Wash corridor as the future Bicycle & Pedestrian Trail that extends from McDowell Road to Estrella Mountain Regional Park. Motorized vehicles will not be permitted on the Bicycle & Pedestrian Trail; therefore, a separate path would need to be explored within the Bullard Wash corridor that would provide connectivity to Civic Square and extend south providing strategic connections with adjacent development. There is an opportunity to provide a motorized option for golf cart vehicles through a separate, adjacent pathway that would provide users access from Civic Square to Lower Buckeye Road shown in red in the map on page 36. Should the City wish to pursue this, it would require additional evaluation in combination with Goodyear's Transportation Master Plan.

3.5 City of Goodyear Staff Focus Group Meetings

The stakeholder engagement process included focus group meetings with the City of Goodyear stakeholders and departments.

The following is a list of the focus group meetings held on November 4th, 2020:

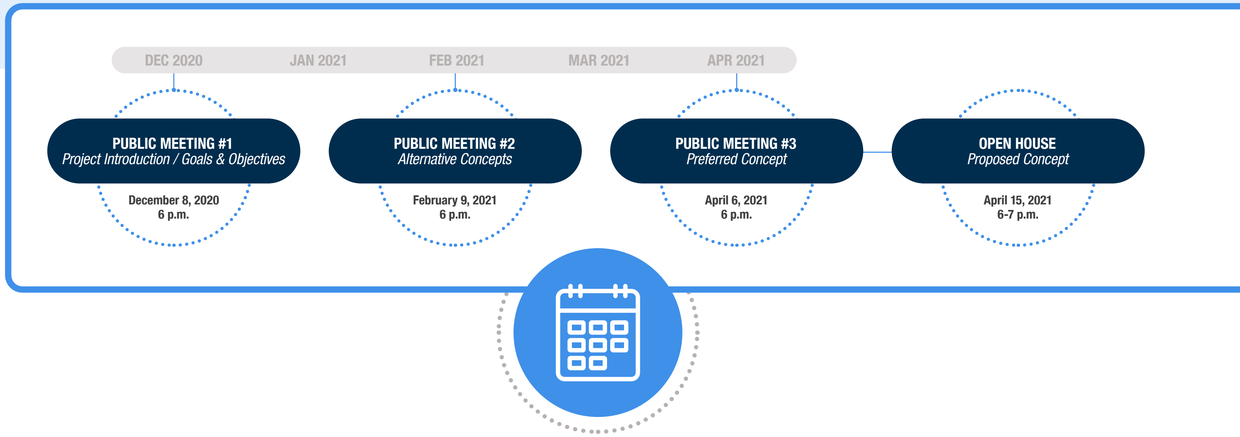
- Economic Development
- Planning
- Parks and Recreation
- Public Safety
- Right of Way Maintenance
- Transportation
- Arts

Key Focus Group Meeting Takeaways:

Economic Development	The City of Goodyear has placed a high value on providing recreation amenities to the community.
	The goal is to maintain a high quality of life for people living and working in Goodyear.
	Bring more bike/pedestrian traffic to the area from surrounding communities and gain familiarity with Goodyear.
	Create a destination to attract people from other communities to the city.
	This amenity aligns with the City's goal of increasing the quality of life for residents.
	Connectivity to regional trails, become a significant connector for western cities.
Planning	The group liked the idea of a family-centric recreational opportunity for the community.
	Excited to connect the community to businesses, the Civic Square, Recreation Campus, Goodyear Ballpark, Tech Corridor.
	Need to have a good wayfinding system in place to ensure users know where to access points of interest and nearby businesses and City facilities.
	There is a perception that good things only happen north of I-10 and this would be an opportunity for the City to provide a nice unifying feature for the City to connect the south and north.
	Important to provide improvements in the south.
Parks and Recreation	Trails routinely come up as a desirable amenity from residents.
	Health benefits and multi-generational benefits.
	Connection and safe passageways to Civic Square and connections going east and west and regionally through other trail networks.
	Pavement markings or providing enough width to accommodate separate areas for walkers/runners/bikers would be good.
	Families and seniors will likely be taking advantage of the facility and for convenience and safety it might be good to incorporate a dedicated lane for slower traffic.
Public Safety	Grade-separated crossings at major roadways are important to public safety.
	Good examples of well-designed trails that cross arterial streets: Indian Bend Wash, New River, and Skunk Creek.
	Need to look at maintenance connections and access points to cut down on the length of segments.
	How do we pair maintenance access with user access points as well as safety/emergency access points?
	We will not want to have a fire truck on the path due to pavement section and restricted turning movements, but will need to have access for emergency vehicles. This will require wayfinding and signage. Michael said New River Pathway has good signage.
Right of Way Maintenance	Width for a vehicle to get on and perform routine maintenance. Need parking for people to get to this path.
	There is limited parking for Bullard Wash Phase 1.
	We have playground areas in Phase 2 which are along the path, but no parking areas, hard to access if this is a key amenity.
	Trees and materials will dictate maintenance concerns.
	Need to consider the City's 60% shade on sidewalks policy.
	The level of maintenance will be based on the types of materials and trees/plants.
	Need to keep the sidewalk above the flood line when possible to ensure the trail is accessible during storm events and to help protect the pathway and extend lifecycle.
Transportation	Connection to the Maricopa Trail.
	Ability for member agencies to begin forward thinking and developing bicycle/pedestrian infrastructure.
	Goodyear can develop and brand something for the community that can eventually be sold to residents and economic development interests to create a landmark local bicycle/pedestrian facility.
Arts	Importance of being very intentional about exploring the possibilities for arts/culture integration with the multi-use trail.
	The Goodyear Parks & Recreation Master Plan identifies the importance of arts/culture integration with parks and trails.
	Given the 5-mile-long trail corridor, any arts/cultural elements will need to consider durability.
	Trails that are very environmentally sensitive/context sensitive are those that feel very successful. Highlighting the unique natural environment is key!

3.6 Public Involvement

Three public meetings were held throughout various stages of the project. Three of the meetings were adapted to a virtual platform and featured multiple interactive activities including live polling, breakout group discussions, and interactive mapping. The following chapter outlines the results of the outreach and how the concept development and theming was established through consensus-building and utilizing a multi-tiered outreach approach.

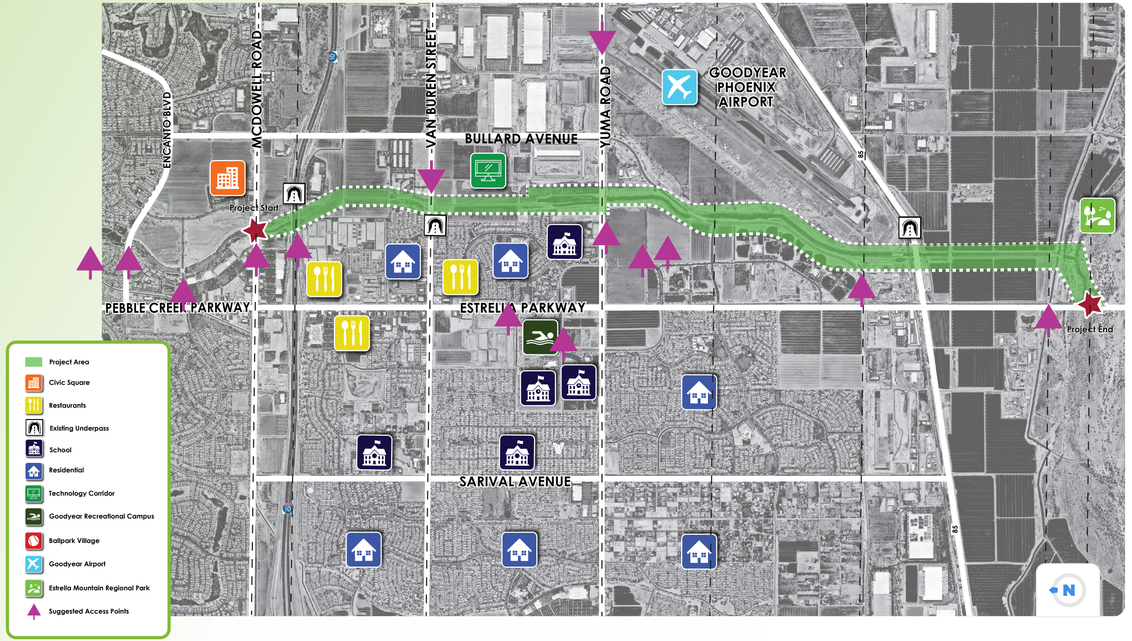


4.0 Programming

4.1 Surrounding Community Connections and Amenities

Multi-Use Pathway Access

Understanding points of interest and local and regional connectivity with current and future connections helps to understand the points of access for the community. These points of access also consider police and fire access to the path as well as maintenance.



4.2 Expressed Level of Need for Facilities Along Trail

The following proposed amenities should be considered along the multi-use pathway corridor:

Access Nodes

One of the overarching comments from the focus group and community outreach workshops was the need for frequent and convenient access nodes along the path.

Parking

Vehicular parking opportunities need to be considered at different segments of the path. Bicycle parking also needs to be included. Adjacent points of interest and possible meeting locations were considered when establishing the proposed parking locations. Shared parking opportunities should also be utilized where possible.

Wayfinding and Signage

It is critically important to provide a hierarchy of informational and wayfinding signage along the path. This signage will establish a brand and design vocabulary for the entire corridor, distinguish each theme segment as unique, and promote points of interest and nearby destinations.

Shade

Shade, natural and fabricated, should be provided as part of the design in accordance with the City of Goodyear Bicycle and Pedestrian Shade Study. Shade at major nodes and rest areas should be given extra consideration.

Restrooms

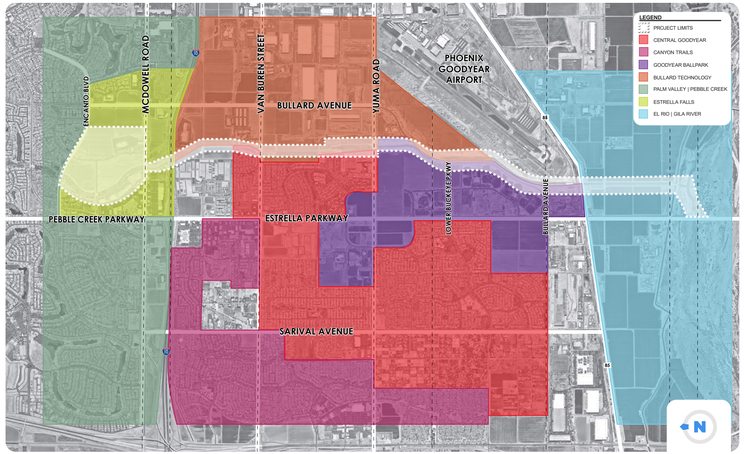
Restrooms or restroom access should be provided at various points along the corridor.

Rest Areas

Areas of respite along the pathway are an important part of framing the pathway as a recreation amenity. Seating, open space, picnic tables, and meeting places should be included throughout the pathway.

Public Art

The corridor has ample opportunity for art integration. The art can establish unique points of interest and emphasize the thematic elements and unique nature of each path segment. The art can also be integrated into other pathway amenities and provide for bespoke elements like bicycle racks, shade structures, restroom buildings, and lighting. When a segment becomes eligible for final design, the design project will also include a solicitation for public art. The Arts Commission will be part of the solicitation for artists in conjunction with the segment design team to ensure seamless integration of art within the entirety of the corridor.



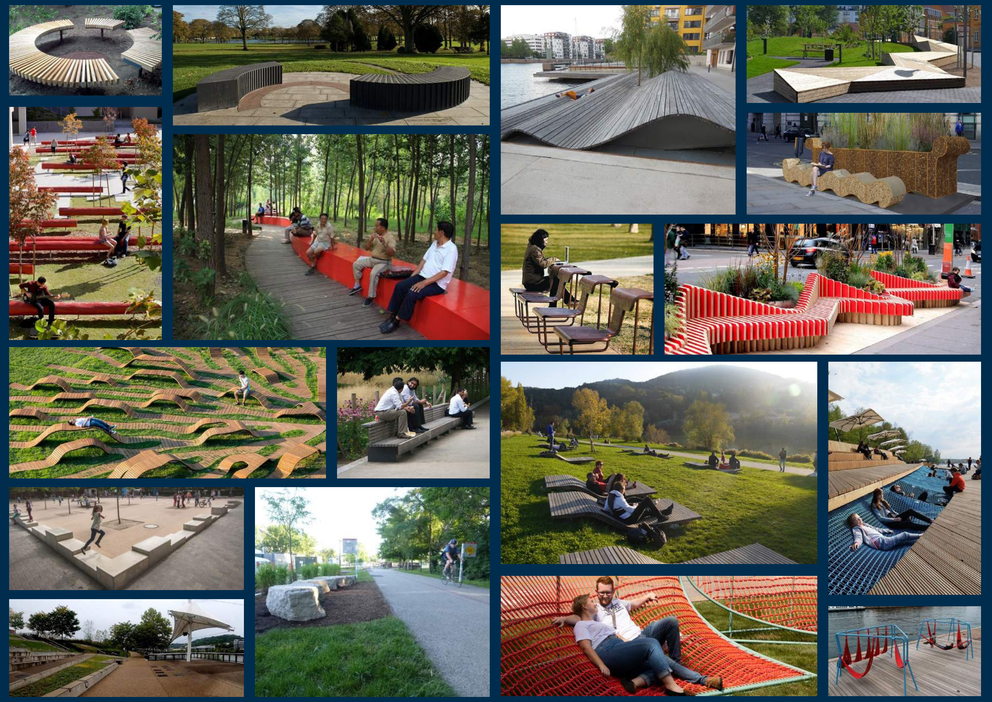
RESTROOMS

Inspirational Imagery

PUBLIC ART

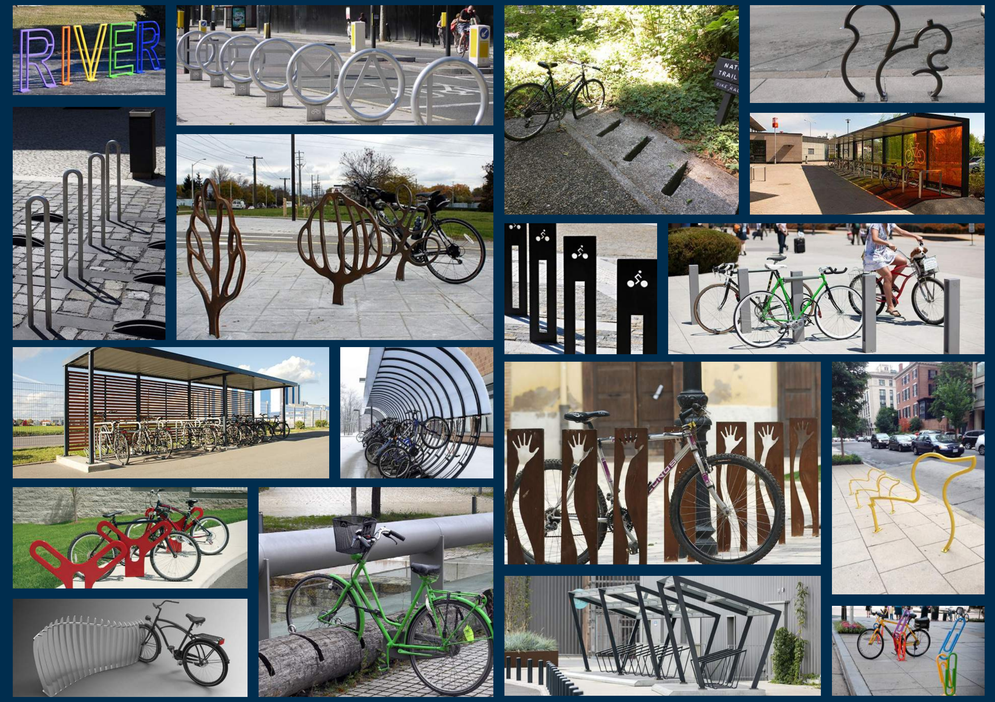
Inspirational Imagery

SEATING



Inspirational Imagery

BIKE RACKS



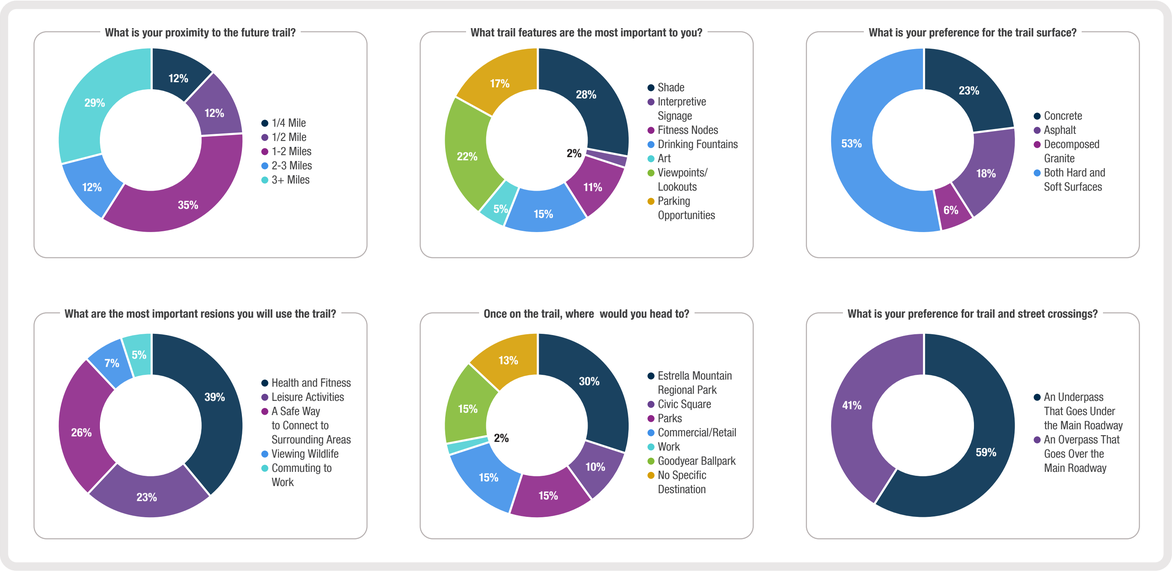
Inspirational Imagery

SHADE

Inspirational Imagery

4.3 Public Meeting No. 1 and Parks & Recreation Advisory Commission (PRAC) Meeting Summaries

The City held Public Meeting No. 1 on Dec. 8, 2020 and also presented to PRAC on January 29, 2021. The meetings provided an overview of the project, presented the project goals, introduced the project corridor with a fly-through of the segments, asked questions utilizing live polling, and ended with breakout session rooms. A copy of the Public Meeting No. 1 presentation is included in the appendix of this master plan.



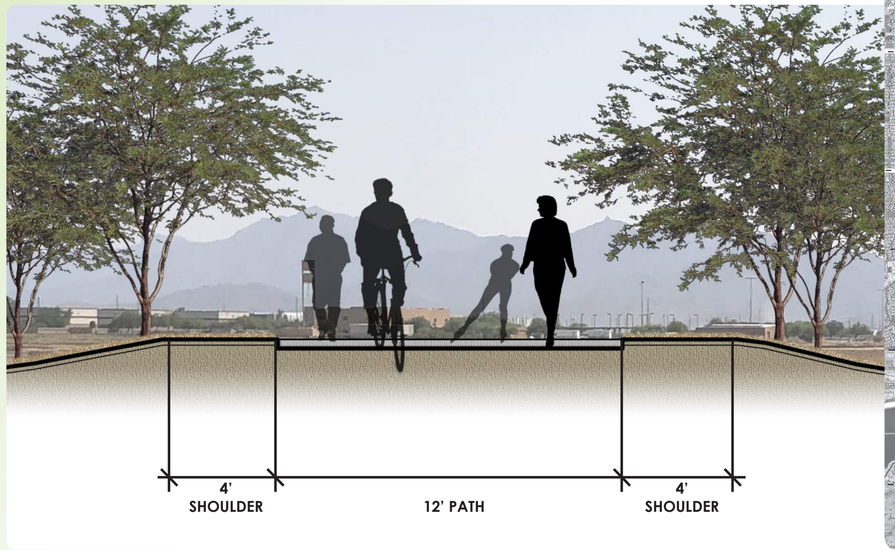
5.0

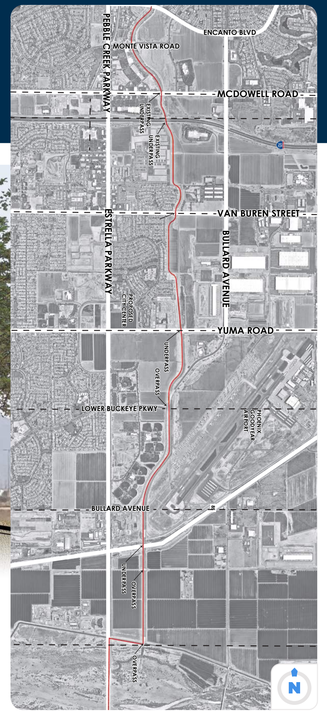
Master Plan Concept Alternatives

Although all concepts vary in detail, the proposed amenities will remain the same for each concept.

5.1 Alignment Concept 1

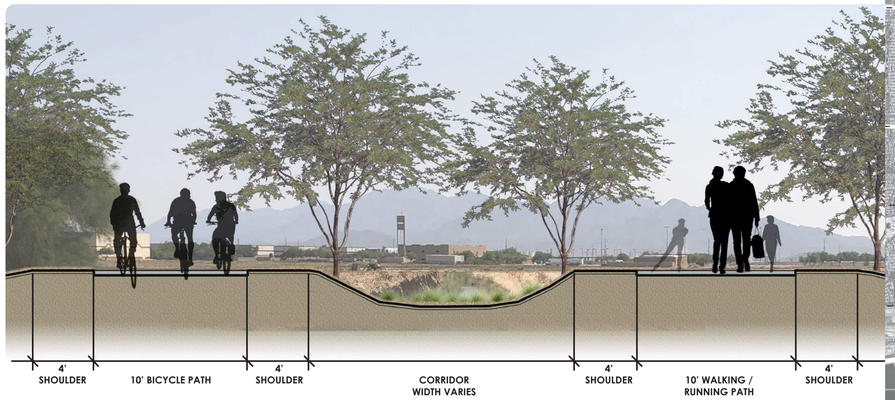
This concept is a 12' single concrete path that runs along the wash. Bicyclists and pedestrians share this path together.

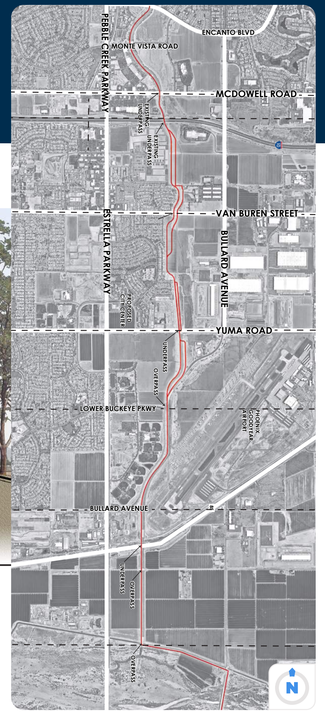




5.2 Alignment Concept 2

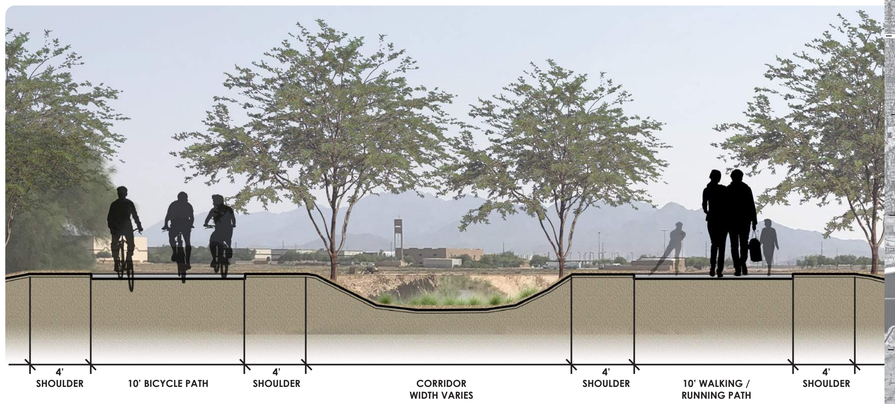
Two 10' concrete paths divided by and in alignment with the wash.
One 10' path is for bicyclists and the other 10' path is for pedestrians.

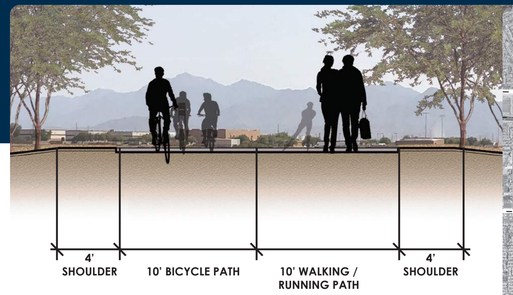


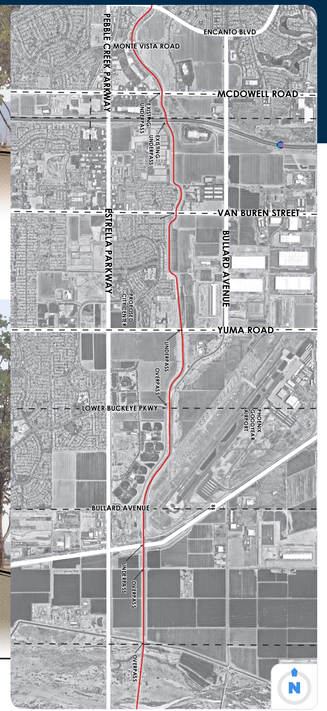


5.3 Alignment Concept 3

Alignment concept 3 provides a combination of concept 1 and concept 2. The wash serves a unique opportunity to allow the trail to split into two 10' concrete paths around the wash and come together into one 20' concrete path in other areas.

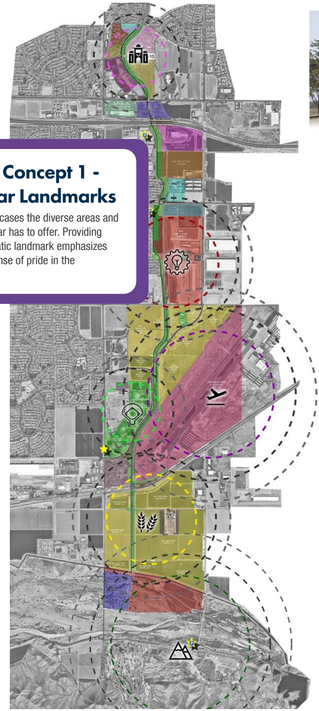


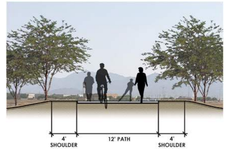




5.4 Theming Concept 1 - Goodyear Landmarks

This theming concept showcases the diverse areas and districts the City of Goodyear has to offer. Providing each segment with a thematic landmark emphasizes wayfinding and instills a sense of pride in the community.





Civic Square

Tech Campus

Airport

Ballpark

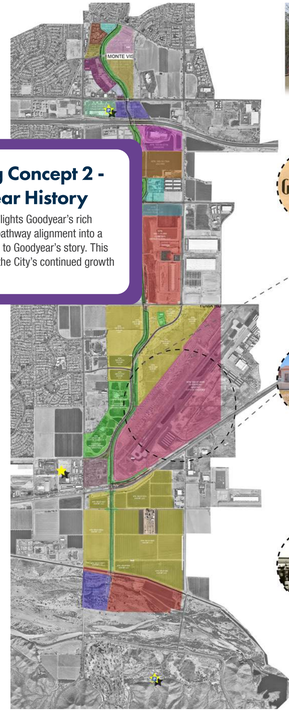
Agriculture

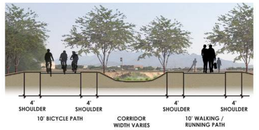
Estrella Mountain Park

Inspirational Theming Imagery

5.5 Theming Concept 2 - Goodyear History

This theming concept highlights Goodyear's rich history. It transforms the pathway alignment into a timeline that pays homage to Goodyear's story. This theme draws attention to the City's continued growth and evolution.





1917 Goodyear Tire and Rubber Company purchases 16,000 acres to cultivate cotton for World War I

1941 Defense Department starts construction on aircraft plant - today named Phoenix Goodyear Airport

1943 Construction of single family homes and the business district begins

1944 The name "Goodyear" is chosen by residents and property owners

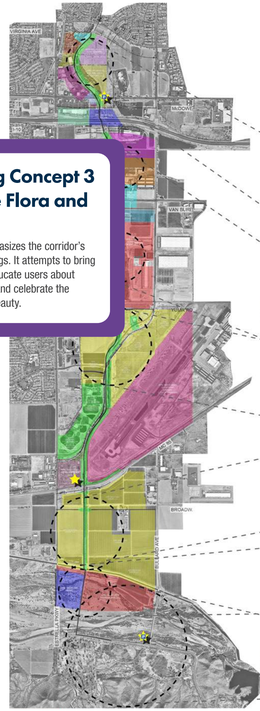
1946 Goodyear is incorporated with 151 homes, 250 apartments, and a handful of stores

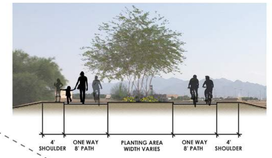
1985 The town of Goodyear becomes a City

Inspirational Theming Imagery

5.6 Theming Concept 3 - Native Flora and Fauna

Theming Concept 3 emphasizes the corridor's environmental surroundings. It attempts to bring users closer to nature, educate users about local wildlife and plants, and celebrate the Sonoran Desert and its beauty.





Upstream of Bullard Wash **small birds** have an ideal environment

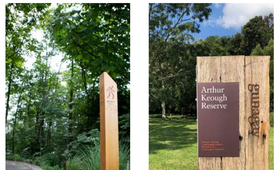
Small mammals will create homes and live along this ecosystem

Raptors and other birds flourish along this habitat

Farmland along the Bullard Wash is home to **small mammals**

Downstream of the Bullard Wash, **native plants** thrive

Large mammals find a home in this natural ecosystem



Inspirational Theming Imagery

5.7 Public Meeting No. 2 and Parks and Recreation Advisory Board Meeting Summaries

The project team presented to PRAC on February 3, 2021 and hosted Public Meeting No. 2 on February 9, 2021. Three multi-use pathway alignments and three theming concepts were presented for feedback. Theming Concept 1 - Goodyear Landmarks was the clear thematic preference. Through these meetings, the design team learned the Goodyear community would like the pathway to have an overarching identity and brand throughout the city. Each segment would serve as a representation of the various identified Goodyear districts and celebrate its surroundings while providing wayfinding and connectivity opportunities and enhancing economic development. Utilizing the Goodyear Landmarks theme, the following landmarks were identified for each pathway segment.

Civic Square:
Soon to be a state-of-the-art hub for community events, festivals, concerts, and parades, this vital landmark will provide connection between communities north and south of I-10.

Ballpark Village:
A major landmark with spring training for Major League Baseball, City of Goodyear recreational leagues, and other special events, the trail will provide another layer of connectivity for the community.

Tech Campus:
With the tech campus booming, the trail will provide wellness opportunities for those working there.

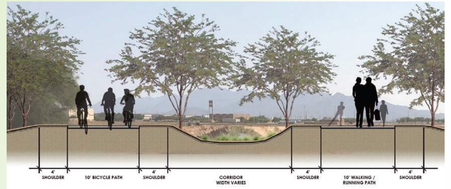
Agriculture:
With agriculture as an integral part of Goodyear's history, the trail connects residents to what remains as they come and go from Estrella Mountain Regional Park.

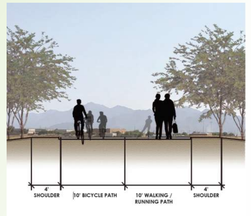
Airport:
Using the trail to bridge a pedestrian/bicycle gap along this historical piece of Goodyear will allow for a stronger non-vehicular connection to Estrella Mountain Regional Park.

Estrella Mountain Regional Park:
A literal landmark in itself, connecting to Estrella Mountain Regional Park facilitates education, a lesson in history and wellness.

6.0

Final Master Plan Concept





LEGEND

- PARKING AND RESTROOMS
- RESTAURANTS
- RESIDENTIAL AREA
- OVERPASS
- UNDERPASS

6.1 Public Meeting No. 3 Summary

The City hosted Public Meeting No. 3 on April 6, 2021 and held an in-person open house on April 13, 2021 as well as presented to the PRAC on April 27, 2021. The meetings provided an overall summary of the previous two public meetings and presented the proposed pathway master plan concept.

The following links provide access to two video renderings showing the Van Buren Street Intersection and the Pedestrian Bridge at the Goodyear Spring Training Facility.

https://vimeo.com/538713215/f5d4a036ff

https://vimeo.com/534022113/594840e36c

Pedestrian Bridge at the Goodyear Spring Training Facility

Van Buren Street Intersection

6.2 Final Alignment

SEGMENT 1:
MCDOWELL ROAD TO I-10

POINTS OF INTEREST

1. **Existing Bullard Wash Park**
   Including fitness nodes & playgrounds
2. **Goodyear Civic Square**
   Construction currently underway
3. **Harkins Theatres**
   Showing both blockbusters & independent films
4. **Shopping**
   Strip mall featured along existing trail
5. **Urban Air Trampoline and Adventure Park**
   Indoor trampoline center

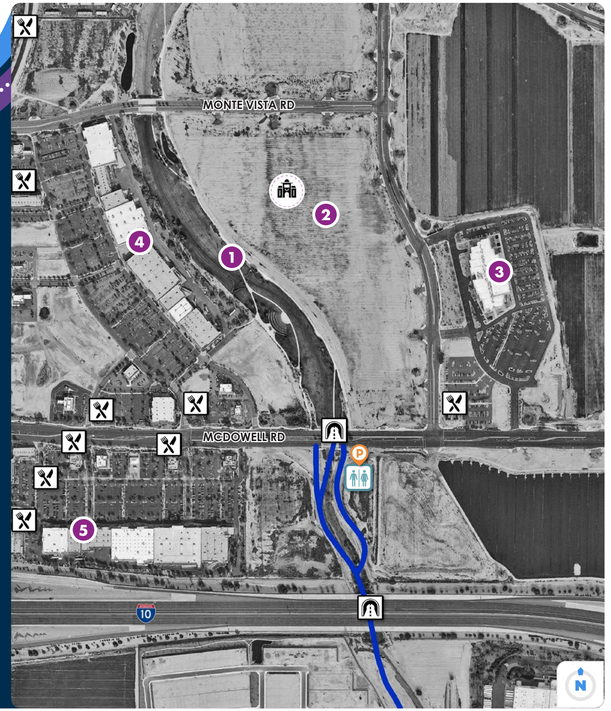
LEGEND

- Civic Square
- Restaurant(s)
- Underpass
- Proposed Parking
- Proposed Rest Node

GOODYEAR CIVIC SQUARE

Once completed, Civic Square will be an ideal place for community gatherings, festivals, and concerts. Included in the square will be a City Hall, Library, class A office spaces, and public gathering spaces.

1



SEGMENT 2:
I-10 TO VAN BUREN STREET

POINTS OF INTEREST

1. **Gwinnett Technical College**
   Public school located on Technology Pkwy, NW
2. **Somerset Academy Skyway Campus**
   K-8 tuition-free public charter school
3. **Rancho Mirage HOA Park**
   Green area within the community of Rancho Mirage

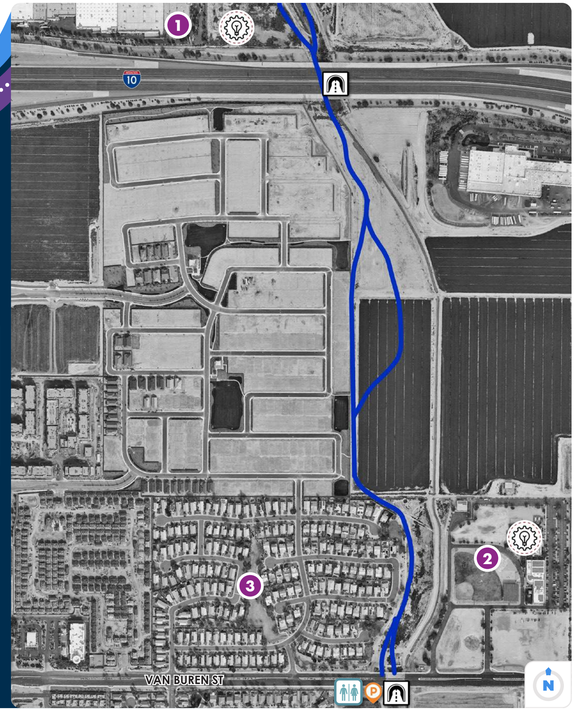
LEGEND

- Tech Campus
- Underpass
- Proposed Parking
- Proposed Rest Node

TECH CAMPUS

Goodyear is home to one of Phoenix's largest data center campuses. Compass Datacenters encompasses over 190 acres, located on Bullard Avenue and Yuma Road. Compass Datacenters plans to improve power infrastructure of the city.

2



SEGMENT 3:
VAN BUREN STREET TO YUMA ROAD

POINTS OF INTEREST

1. **Centerra HOA Greenbelt**
   Greenbelt along W Harrison St between Estrella Pkwy and W Centerra Dr
2. **Centerra Mirage STEM Academy**
   K-8 Public Education School
3. **Goodyear Recreation Campus**
   30-acre park including: recreation center, aquatic center, and public areas

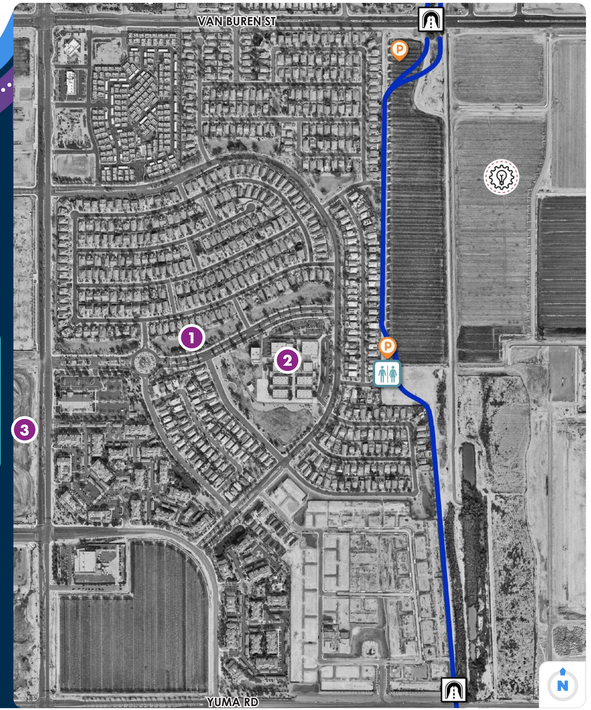
LEGEND

- Tech Campus
- Underpass
- Proposed Parking
- Proposed Rest Node

GOODYEAR RECREATION CAMPUS

Located approximately one mile to the West of the proposed Bullard Wash Trail, Goodyear Recreation Campus was recently completed.

3



SEGMENT 4:
YUMA ROAD TO LOWER BUCKEYE PARKWAY

POINTS OF INTEREST

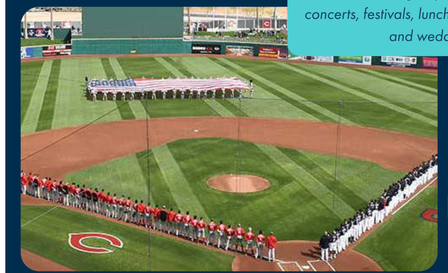
1. **Goodyear Ballpark**
   10,000-seat baseball stadium
2. **Phoenix Goodyear Airport**
   Airline boneyard, storage, maintenance and scrapping facility

LEGEND

- Airport
- Ballpark
- Overpass
- Proposed Parking
- Proposed Rest Node

GOODYEAR BALLPARK

Home to the Cactus League spring training games, this stadium also hosts year-round events including: city events, craft fairs, concerts, festivals, luncheons, tournaments, and weddings.



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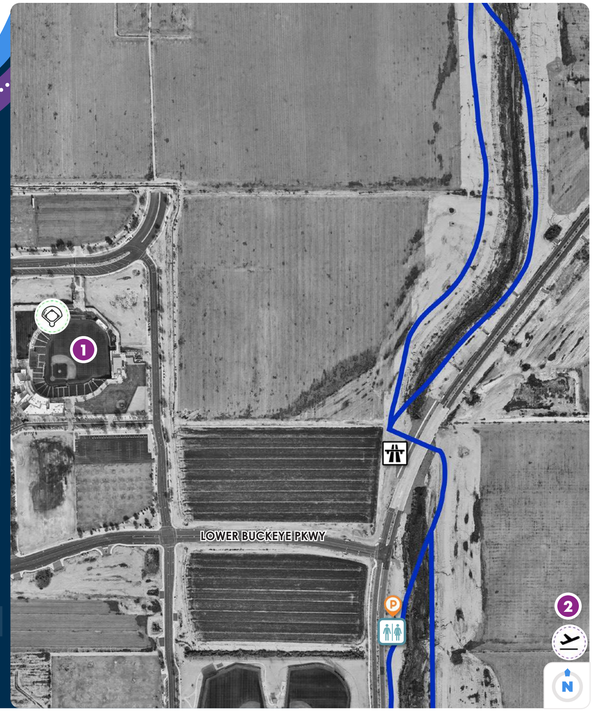


SEGMENT 5:
LOWER BUCKEYE PARKWAY TO BULLARD AVENUE

POINTS OF INTEREST

1. **Goodyear Ballpark Development Complex**
   Including Cleveland Indians Spring Training Facility
2. **Cincinnati Reds Spring Training**
   Included in Goodyear Ballpark
3. **Phoenix Goodyear Airport**
   Airline boneyard, storage, maintenance, and scrapping facility

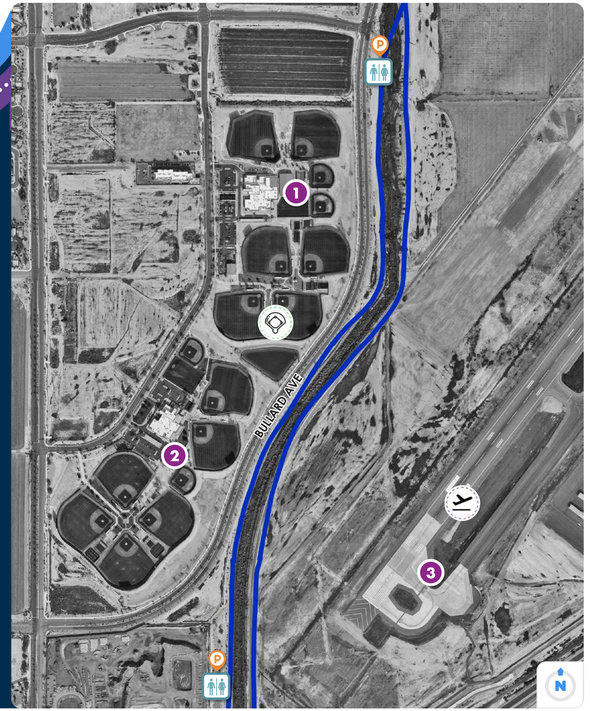
LEGEND

- Airport
- Ballpark
- Proposed Parking
- Proposed Rest Node

GOODYEAR AIRPORT

The Phoenix Goodyear Airport has one of the largest general aviation runways in the country.

5



SEGMENT 6:
SR 85 TO BUCKEYE CANAL

POINTS OF INTEREST

1. **Agriculture**
   Arizona grows a variety of produce within its state borders
2. **Phoenix Goodyear Airport**
   Airline boneyard, storage, maintenance, and scrapping facility

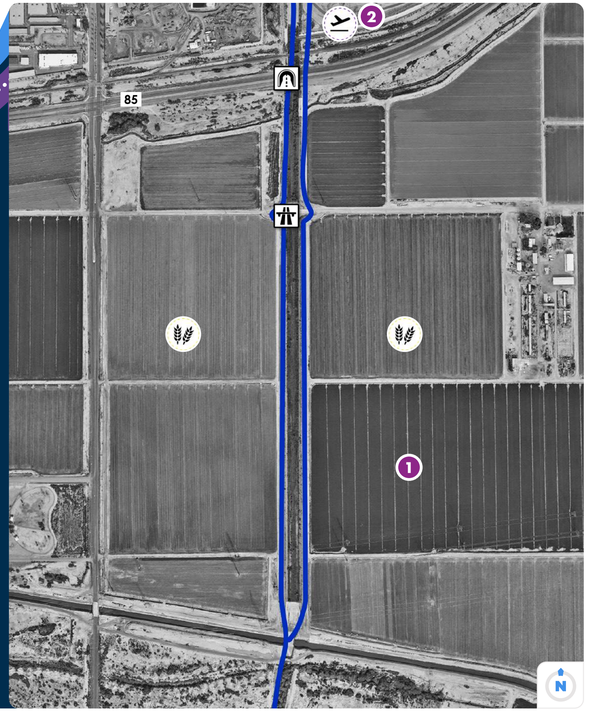
LEGEND

- Agriculture
- Airport
- Overpass
- Underpass

AGRICULTURE

Arizona's top-produced crops include cotton, lettuce, and hay. With the state's nourishing soil, it is no surprise that Arizona is also known for its leafy greens, cabbage, citrus, cantaloupe, and honeydew melons.

6



SEGMENT 7:
BUCKEYE CANAL TO ESTRELLA MOUNTAIN REGIONAL PARK

POINTS OF INTEREST

1. **Estrella Mountain Regional Park**
   Views of undisturbed Arizona desert and wetlands
2. **Gila River**
   649-mile-long tributary of the Colorado River
3. **Tres Rio Golf Course**
   18-hole golf course

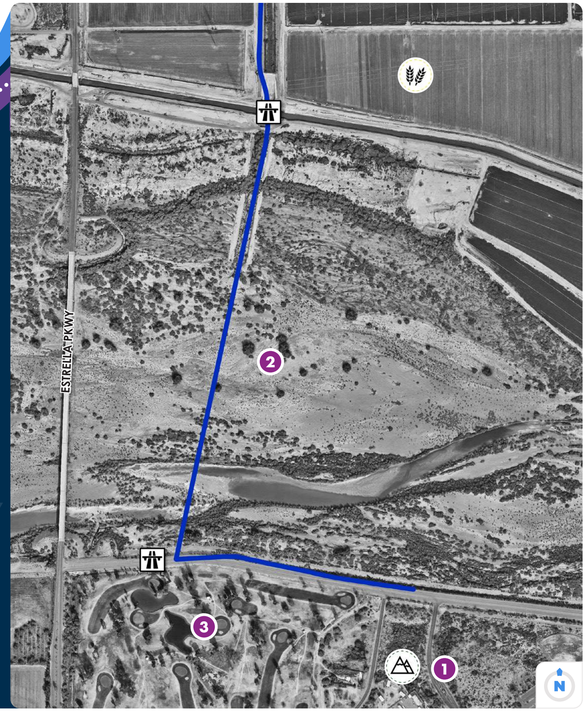
LEGEND

- Estrella Mountain Regional Park
- Agriculture
- Overpass

ESTRELLA MOUNTAIN REGIONAL PARK

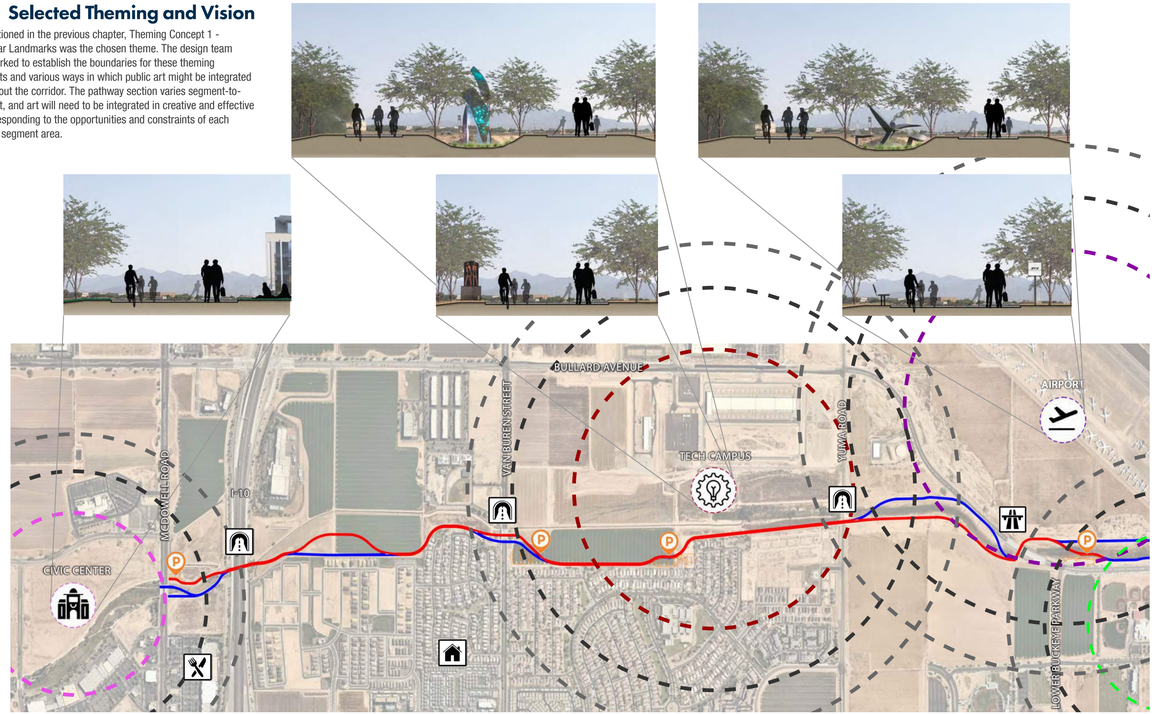
This park is over 20,000 acres and provides over 33 miles of trails. Estrella Mountain Regional Park also provides trails for hiking, horseback riding, and mountain biking.

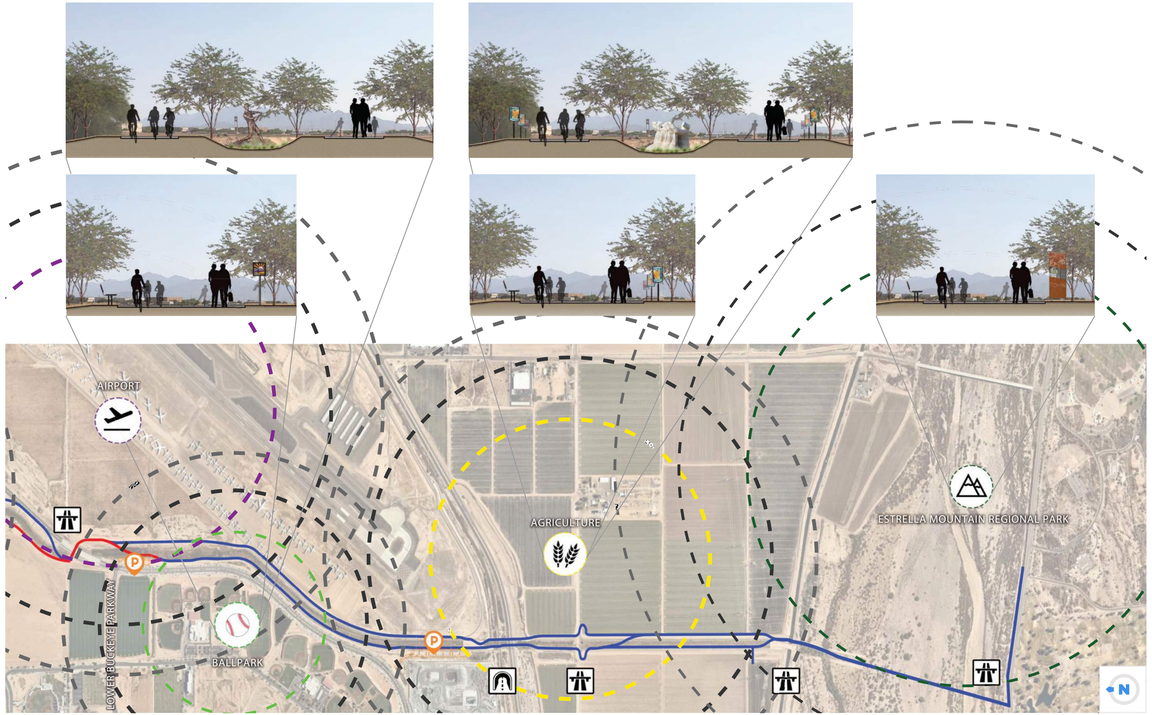
7



6.3 Selected Theming and Vision

As mentioned in the previous chapter, Theming Concept 1 - Goodyear Landmarks was the chosen theme. The design team then worked to establish the boundaries for these theming segments and various ways in which public art might be integrated throughout the corridor. The pathway section varies segment-to-segment, and art will need to be integrated in creative and effective ways, responding to the opportunities and constraints of each specific segment area.





7.0

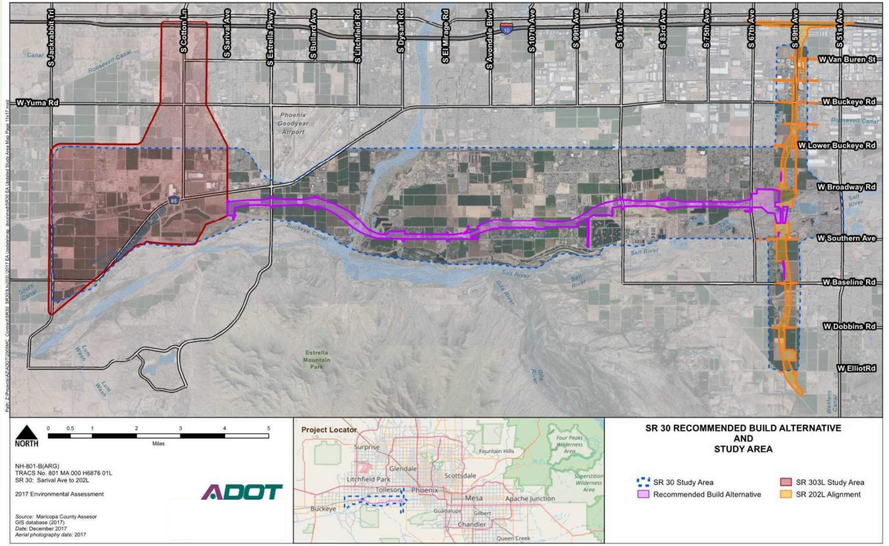
Phasing, Funding, and Next Steps

7.1 Relevant Future Projects

Estrella Parkway Bridge – The City is currently working on a design concept report to evaluate options for the expansion of Estrella Parkway to Romley Road across the Gila River to Vineyard Avenue. The design concept is nearing completion and the recommendation is to create separated north and south sections with a new bridge west of the existing bridge to provide southbound traffic and the existing bridge to provide northbound traffic in order to increase lane capacity across the Gila River. The project is not currently identified as a capital improvement project. Further coordination would be required to provide mutli-use pathway and bike lane connections along Estrella Parkway within the bridges.

Bullard Wash Overchute Structure at the BWCD's main supply canal – This is an identified FCDMC CIP project and City of Goodyear CIP project with 50/50 split.

ADOT State Route 30 – ADOT recently completed the State Route (SR) 30: SR 303L to SR 202L Location/Design Concept Report. The project team met with Brian Bombardier (HDR) and David Eberhart (ADOT) to discuss the alignment and current project status. The next steps will be land acquisition and right of way which can take several years. The proposed alignment would be just south of Broadway Road crossing the Bullard Wash.



Future Capital Improvement Projects

The following Capital Improvement Program (CIP) projects have been identified within the City of Goodyear Transportation Master Plan and Goodyear CIP and MAG Transportation Improvement Program (TIP).

Relevant Capital Improvement Projects Identified

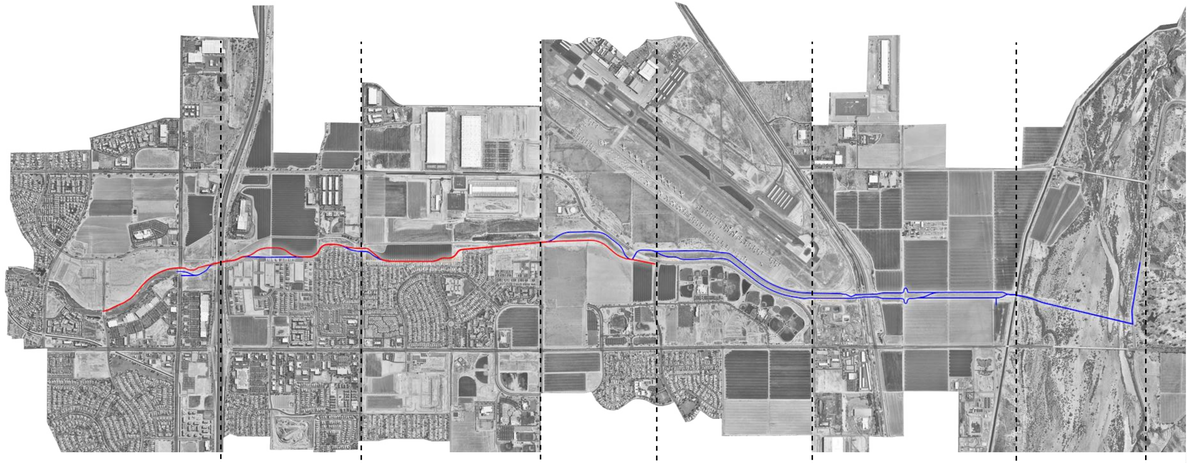
Associated Plan	Lead Agency	Project Location	From	To	Project Description
City of Goodyear CIP (2016-2025)	Goodyear	Sarival Ave	Jefferson St	Yuma Rd	Road improvements identified in the 10-yr Infrastructure Improvement Plan as necessary to support growth
City of Goodyear CIP (2016-2025)	Goodyear	MC 85	Estrella Pkwy		Intersection improvements identified in the Transportation Master Plan to improve traffic flows
City of Goodyear CIP (2016-2025)	Goodyear	Yuma Rd	Bullard Ave		Construct intersection improvements, turn lanes, and a traffic signal
Goodyear Transportation Master Plan	Goodyear	Bullard Ave	Lower Buckeye Rd	Elwood St	New Road: Two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Bullard Ave	Vineyard Ave		Intersection safety improvement
Goodyear Transportation Master Plan	Goodyear	Estrella Pkwy	I-10		Need intersection improvement including free NB right turns at north intersection
Goodyear Transportation Master Plan	Goodyear	Sarival Ave	I-10	Van Buren St	Two lanes-median-one lane to two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Sarival Ave	Jefferson St	Yuma Rd	Two lanes-median-one lane to two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Van Buren St	Bullard Ave		Intersection improvements
Goodyear Transportation Master Plan	Goodyear	Van Buren St	Sarival Ave		Intersection improvements
Goodyear Transportation Master Plan	Goodyear	Van Buren St	Estrella Pkwy	Sarival Ave	Widen to 4 lanes west and east, with curb, gutter, bike lane, and sidewalks
Goodyear Transportation Master Plan	Goodyear	Estrella Pkwy	MC 85		Intersection improvements in conjunction with roadway widening
Goodyear Transportation Master Plan	Goodyear	Estrella Pkwy	Buckeye Canal		Bridge widening: One lane-one lane to two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Estrella Pkwy	Gila River		Bridge widening: One lane-one lane to two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Estrella Pkwy	MC 85	Vineyard Ave	One lane-one lane to two lanes-median-two lanes
Goodyear Transportation Master Plan	Goodyear	Lower Buckeye Rd	Sarival Ave		Intersection improvements in conjunction with roadway widening
Goodyear Transportation Master Plan	Goodyear	Yuma Rd	Bullard Ave	Camino Oro	One lane-one lane to two lanes-median-two lanes with bike lanes
Goodyear Transportation Master Plan	Goodyear	Yuma Rd	Goodyear Blvd	Bullard Ave	One lane-one lane to two lanes-median-two lanes with bike lanes
Goodyear Transportation Master Plan	Goodyear	Goodyear Circulator - New circulator serving activity centers	(route to be determined based on community input)		
Goodyear Transportation Master Plan	Goodyear	McDowell Rd	Approx. 152nd Ave	Bullard Ave	Sidewalk
Goodyear Transportation Master Plan	Goodyear	Route 17 (McDowell) increase frequency to 15/30 (peak/off-peak)			
Goodyear Transportation Master Plan	Goodyear	Route 3 (Van Buren)			Extend route to Estrella Parkway and increase frequency to 15/30 (peak/off-peak)
Goodyear Transportation Master Plan	Goodyear	Sarival Rd	Van Buren St.	I-10	Sidewalk
Goodyear Transportation Master Plan	Goodyear	Van Buren St	161st Ln	Bullard Ave	Sidewalk
Goodyear Transportation Master Plan	Goodyear	Bullard Av	Roosevelt Canal	Indian School Rd	"Bikes May Use Full Road" signs
Goodyear Transportation Master Plan	Goodyear	McDowell Rd	Bullard Ave	540 ft east of Bullard Ave	Sidewalk

Relevant Capital Improvement Projects Identified

Associated Plan	Lead Agency	Project Location	From	To	Project Description
Goodyear Transportation Master Plan	Goodyear	Van Buren St	Bullard Ave	143rd Ave	Sidewalk
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Right of way and utilities for new freeway
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Avondale	Avondale-Goodyear Urbanized Area			Associated Transit Improvement: Avondale/Goodyear Transit Study
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Goodyear	Estrella/Pebble Creek Parkway	MC 85	Indian School Road and City of Goodyear TMC	Design for Upgrade Vehicle Detection, Traffic Signal Controller and TMC Central System Upgrade
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Right of way and utilities for new freeway
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 303L (Estrella)	MC 85	Van Buren St	Design 6-lane freeway for 5 miles
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Avondale	Dysart Rd	Indian School	Main St (MC 85)	Procure and deploy ARID technology; conduct signal coordination work
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Avondale	Dysart Rd	Indian School	Main St (MC 85)	Design for procure and deploy ARID technology; conduct signal coordination work
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Goodyear	Estrella/Pebble Creek Parkway	MC 85	Indian School Road and City of Goodyear TMC	Construct Upgrade Vehicle Detection, Traffic Signal Controller and TMC Central System Upgrade
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Maricopa County	Lower Buckeye Road		Lower Buckeye Road	Associated Transit Improvement: Lower Buckeye Road ADA Improvements
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Goodyear	McDowell Road - SR 303L to Dysart Road	SR 303L	Dysart Road	McDowell Road - Vehicle Detection and Data Improvements (Special Projects Fund)
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Right of way and utilities for new freeway
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 303L (Estrella)	MC 85	Van Buren St	Purchase ROW for 6-lane freeway for 5 miles
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	Goodyear/Private Developer	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Estrella Pkwy	159th Ave	Widen and reconstruct roadway adding curb, gutter, sidewalk & landscape
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Right of way and utilities for new freeway
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 303L (Estrella): MC 85 - Van Buren St	SR 303L (Estrella): MC 85 - Van Buren St	SR 303L (Estrella): MC 85 - Van Buren St	Purchase ROW for 6-lane freeway for 5 miles
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Design fencing for new freeway corridor
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 30 (Tres Rios)	SR 303L	SR 202L South Mountain	Right of way and utilities for new freeway
Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP)	ADOT	SR 303L (Estrella)	MC 85	Van Buren St	Purchase ROW for 6-lane freeway for 5 miles
FCDMC - Capital Improvement Program Prioritization Procedure FY2022	Goodyear	Bullard Wash Overchute Structure at the BWCD's main supply canal			Provide erosion mitigation measures to protect the existing structures associated with the overchute structure at the Buckeye Irrigation District's main supply canal

7.2 Pathway Master Plan Concept Phasing Options Overview

The team evaluated implementation options for the proposed master plan improvements. The implementation plan allows the project to be developed in segments that build off the next. Some of the segments will require coordination with additional infrastructure and roadway/sidewalk improvements as previously identified within the future Capital Improvement projects section. The following overall map presents the recommended phasing based on the existing and future site conditions.



SEGMENT 1
McDowell Road to I-10

SEGMENT 2
I-10 to Van Buren Street

SEGMENT 3
Van Buren Street to Yuma Road

SEGMENT 4
Lower Buckeye Parkway

SEGMENT 5
Lower Buckeye Parkway to Bullard Avenue

SEGMENT 6
SR 85 to Buckeye Canal

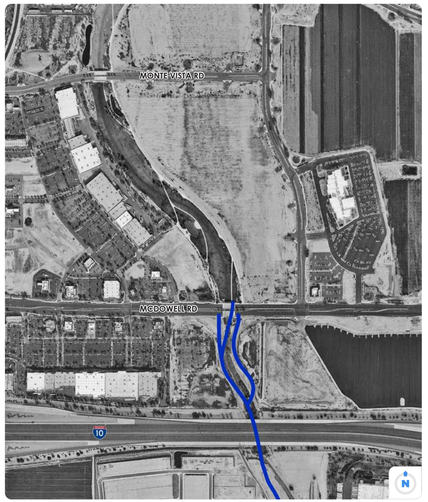
SEGMENT 7
Buckeye Canal to Estrella Mountain Regional Park

7.3 Phasing Options

The City has completed two northern phases with Bullard Wash Linear Park Phase 1 and Phase 2, which provide access to the Bullard Wash Multi-Use Pathway from Camelback Road to McDowell Road. The FCDMC has also constructed Bullard Basin between McDowell Road and I-10 to provide additional capacity for Bullard Wash with the option of routing storm water runoff to the ADOT basins north of I-10. The FCDMC has also completed the design and construction documents for four channelized segments of Bullard Wash from I-10 to the Gila River. Out of the four channelization projects, FCDMC has completed Lower Buckeye Road to the Gila River, which completes the outfall for the Bullard Wash. There is no timeline for the additional three channelization segments at this time. Any future segments or phasing of the future segments will have to tie-in and maintain conveyance with the constructed Lower Buckeye Road to Gila River segment to maintain the Bullard Wash outfall.

The recommended phasing approach is to continue the multi-use pathway from the north to the south. The remaining segments will need to coordinate with the FCDMC and the proposed channelization design.

SEGMENT 1:
MCDOWELL ROAD TO I-10



Pathway Model Image

Nearby Point of Interest

Nearby Point of Interest

Nearby Point of Interest

Nearby Point of Interest

McDowell Road to I-10

This segment picks up where the northern segment multi-use pathway previously stopped just north of the existing McDowell Road bridge to the south of I-10. This segment benefits from the existing McDowell Road Bridge, which has east/west sidewalks in place providing key street-level connections to two major commercial developments as well as linkages to the new City Civic Square which is currently in construction. This segment is FCDMC property and would require coordination for a multi-use pathway. The City currently has an IGA in place with the FCDMC for maintenance and access (see Appendix D for copies of the Bullard Wash IGA from Maricopa County). Coordination with FCDMC is required to coordinate maintenance access to the channel and basin. This segment also benefits from the grading of the Bullard Wash as well as the Bullard Basin. This segment includes a rest node with restroom and parking area providing parking access from McDowell Road to the south.

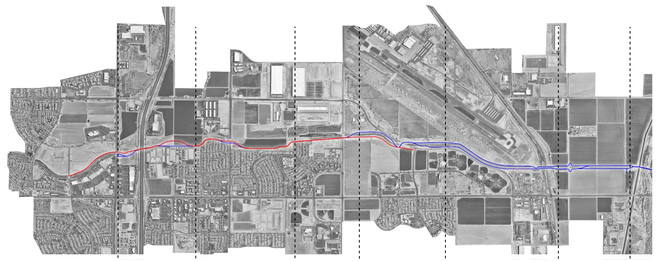
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



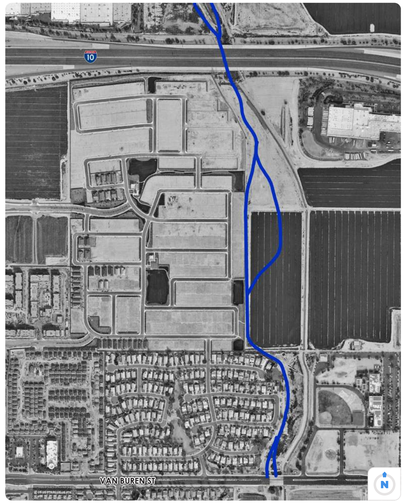
SEGMENT 1
McDowell Road to I-10

Bullard Wash Multi-Use Pathway - Segment No. 1: McDowell Road to I-10

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	2,500	CY	$22.00	$55,000.00
				Subtotal	**$55,000.00**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	27,468	SF	$6.50	$178,542.00
3	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	36	EA	$5,500.00	$198,000.00
				Subtotal	**$376,542.00**
Landscape Improvements					
4	Irrigation System, Complete	180,000	SF	$1.00	$180,000.00
5	Decomposed Granite 3/4" Screened, Gold, 2" Depth	180,000	SF	$0.90	$162,000.00
6	Tree 24-inch Box	30	EA	$425.00	$12,750.00
7	Tree 36-inch Box	10	EA	$600.00	$6,000.00
8	Shrubs - 5 Gallon	100	EA	$15.00	$1,500.00
9	Shrubs - 15 Gallon	50	EA	$30.00	$1,500.00
				Subtotal	**$363,750.00**
Grand Total					
				Subtotal	**$795,292.00**
				Design (6%)	**$47,717.52**
				Construction Admin (2%)	**$15,905.84**
				Permits (2%)	**$15,905.84**
				Ins/War/OH (10%)	**$79,529.20**
				Bonds (2%)	**$15,905.84**
				Contractor Fee (8%)	**$63,623.36**
				TOTAL	**$1,033,879.60**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

SEGMENT 2:
I-10 TO VAN BUREN STREET



Nearby Point of Interest

Pathway Model Image

Nearby Point of Interest

Pathway Model Image

Nearby Point of Interest

I-10 to Van Buren Street

This segment continues the multi-use pathway to the south from I-10 to Van Buren Street. This segment requires coordination with ADOT for the design of the multi-use path under the existing I-10 bridge.

The project also requires coordination with the FCDMC and the channelization design of the Bullard Wash, which includes a proposed stepped drainage drop structure just south of the I-10. The FCDMC plans do not show a multi-use pathway connection under the I-10. It will be critical to coordinate the placement of the multi-use pathway to ensure grades can transition from the channel bottom to the west bank and maintain ADA slope criteria with the proposed drop structure.

The recommendation is to move the drop structure further to the south to allow more area for the multi-use pathway grade transition. This area has an existing tailwater channel that conveys SRP tailwater to the south and is being utilized by the local landowners as "free water" to irrigate farm fields. This channel alignment currently travels through the Campbell/Snyder property and the Compass property.

One of the key elements of the FCDMC Bullard Wash Channelization improvement project for this segment was right of way and location of the wash alignment, which requires right of way acquisition within the Campbell/Snyder and Compass properties. The City has purchased property along the western portion of this segment corridor for future Bullard Wash improvements.

This segment of multi-use pathway is within City property and benefits from the existing Van Buren Bridge to provide a grade-separated crossing to the south.

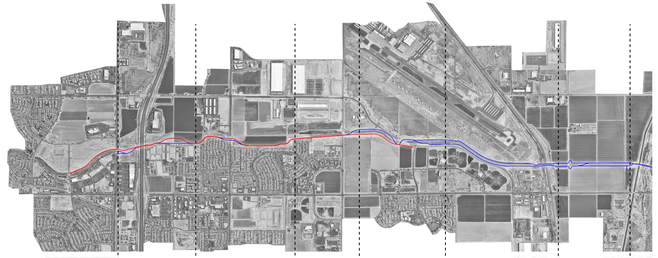
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



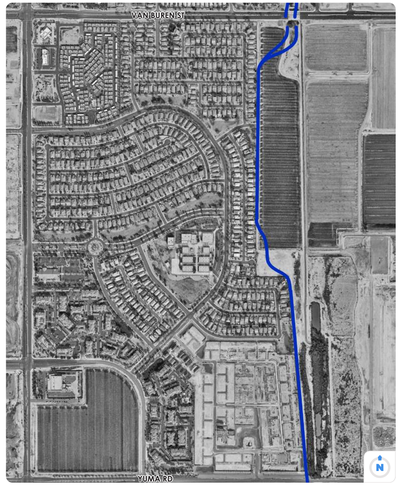
SEGMENT 2
I-10 to Van Buren Street

Bullard Wash Multi-Use Pathway - Segment No. 2: I-10 to Van Buren Street

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	3,340	CY	$22.00	$73,480.00
				Subtotal	**$73,480.00**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	90,205	SF	$6.50	$586,332.50
3	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	58	EA	$5,500.00	$319,000.00
				Subtotal	**$905,332.50**
Landscape Improvements					
4	Irrigation System, Complete	290,000	SF	$1.00	$290,000.00
5	Decomposed Granite 3/4" Screened, Gold, 2" Depth	290,000	SF	$0.90	$261,000.00
6	Tree 24-inch Box	90	EA	$425.00	$38,250.00
7	Tree 36-inch Box	30	EA	$600.00	$18,000.00
8	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
9	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$616,250.00**
Grand Total					
				Subtotal	**$1,595,062.50**
				Design (6%)	**$95,703.75**
				Construction Admin (2%)	**$31,901.25**
				Permits (2%)	**$31,901.25**
				Ins/War/OH (10%)	**$159,506.25**
				Bonds (2%)	**$31,901.25**
				Contractor Fee (8%)	**$127,605.00**
				TOTAL	**$2,073,581.25**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

SEGMENT 3:
VAN BUREN STREET TO YUMA ROAD



Pathway Model Image

Pathway Model Image

Nearby Point of Interest

Pathway Model Image

Nearby Point of Interest

Van Buren Street to Yuma Road

This segment of multi-use pathway continues with both grade-separated crossings and street surface sidewalk connections. Two potential rest node/ restroom and parking areas provide access points from Van Buren Street on the west side as well as access from Lilac Street, which currently is being developed by the City as a new well monitoring station. This segment requires Yuma Road street/ bridge improvements to provide a grade-separated crossing. This segment is within the City of Goodyear property.

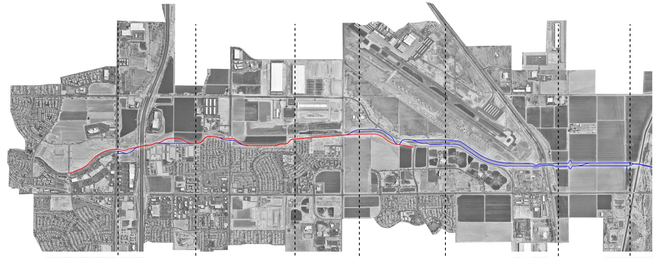
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



SEGMENT 3
Van Buren Street to Yuma Road

Bullard Wash Multi-Use Pathway - Segment No. 3: Van Buren Street to Yuma Road

Drainage

Item No.		Quantity	Unit	Unit Cost	Total
1	Earthwork	4,074	CY	$22.00	$89,629.63
				Subtotal	**$89,629.63**

Site Improvements

Item No.		Quantity	Unit	Unit Cost	Total
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	110,000	SF	$6.50	$715,000.00
3	Concrete Plaza, 4-inch Concrete, MAG A 3,000 PSI	10,000	SF	$4.50	$45,000.00
4	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	55	EA	$5,500.00	$302,500.00
5	AC Pavement 3" over 6" ABC	10,222	SY	$38.00	$388,436.00
6	Concrete Curb 6" HT as per MAG Std. Detail 220-1	2,000	LF	$28.00	$56,000.00
7	Concrete Curb & Gutter 6" HT as per MAG Std. Detail 220-1	1,500	LF	$24.00	$36,000.00
8	Concrete ADA Ramp with curb as per plan	4	EA	$3,500.00	$14,000.00
9	Concrete Driveway Return	2	EA	$6,500.00	$13,000.00
10	Restroom Building	2	EA	$1,000,000.00	$2,000,000.00
11	Ramada 30"x40"	4	EA	$48,000.00	$192,000.00
				Subtotal	**$3,761,936.00**

Landscape Improvements

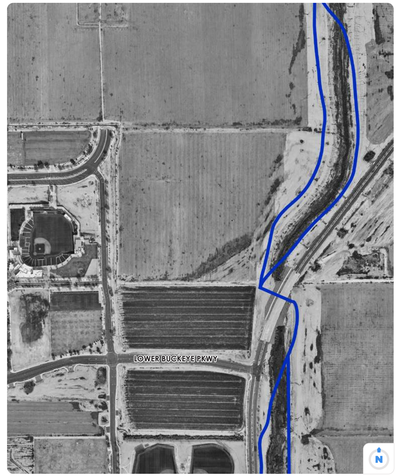
Item No.		Quantity	Unit	Unit Cost	Total
12	Irrigation System, Complete	275,000	SF	$1.00	$275,000.00
13	Decomposed Granite 3/4" Screened, Gold, 2" Depth	275,000	SF	$0.90	$247,500.00
14	Tree 24-inch Box	90	EA	$425.00	$38,250.00
15	Tree 36-inch Box	30	EA	$600.00	$18,000.00
16	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
17	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$587,750.00**

Grand Total

Subtotal	**$4,439,315.63**
Design (6%)	**$266,358.94**
Construction Admin (2%)	**$88,786.31**
Permits (2%)	**$88,786.31**
Ins/War/OH (10%)	**$443,931.56**
Bonds (2%)	**$88,786.31**
Contractor Fee (8%)	**$355,145.25**
TOTAL	**$5,771,110.32**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

SEGMENT 4:
YUMA ROAD TO LOWER BUCKEYE PARKWAY



Pathway Model Image

Pathway Model Image

Nearby Point of Interest

Nearby Point of Interest

Nearby Point of Interest

Yuma Road to Lower Buckeye Road

This segment continues from the Yuma Road underpass to the south to Lower Buckeye Road and includes a pedestrian bridge over Bullard Avenue allowing multi-use pathway on both sides of the Bullard Wash. Completed by the FCDMC, the channelized segment has existing banks on both the west and east sides of the wash. The pathway allows use on both sides and includes a pathway across the channel connecting both banks. This could also be utilized by FCDMC for maintenance access to the channel bottom. This segment is within City of Goodyear property.

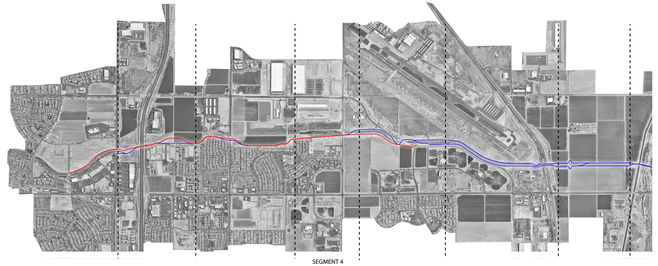
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



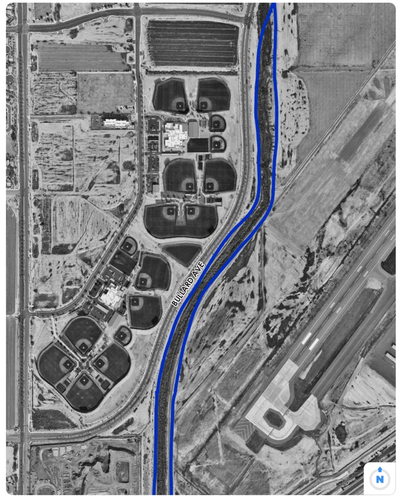
SEGMENT 4
Lower Buckeye Parkway

Bullard Wash Multi-Use Pathway - Segment No. 4: Yuma Road to Lower Buckeye Parkway

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	3,500	CY	$22.00	$77,000.00
				Subtotal	**$77,000.00**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	75,000	SF	$6.50	$487,500.00
3	Yuma Road Underpass	1	EA	$2,500,000.00	$2,500,000.00
4	Pedestrian Bridge with Ramps and Abuttments	1	EA	$1,500,000.00	$1,500,000.00
4	Concrete Plaza, 4-inch Concrete, MAG A 3,000 PSI	3,500	SF	$4.50	$15,750.00
5	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	75	EA	$5,500.00	$412,500.00
				Subtotal	**$4,915,750.00**
Landscape Improvements					
6	Irrigation System, Complete	365,000	SF	$1.00	$365,000.00
7	Decomposed Granite 3/4" Screened, Gold, 2" Depth	365,000	SF	$0.90	$328,500.00
8	Tree 24-inch Box	90	EA	$425.00	$38,250.00
9	Tree 36-inch Box	30	EA	$600.00	$18,000.00
10	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
11	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$758,750.00**
Grand Total					
				Subtotal	**$5,751,500.00**
				Design (6%)	**$345,090.00**
				Construction Admin (2%)	**$115,030.00**
				Permits (2%)	**$115,030.00**
				Ins/War/OH (10%)	**$575,150.00**
				Bonds (2%)	**$115,030.00**
				Contractor Fee (8%)	**$460,120.00**
				TOTAL	**$7,476,950.00**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

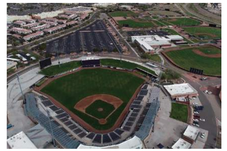
SEGMENT 5:
LOWER BUCKEYE PARKWAY TO BULLARD AVENUE



Pathway Model Image

Pathway Model Image

Nearby Point of Interest



Nearby Point of Interest

Nearby Point of Interest

Lower Buckeye Parkway to Bullard Avenue

This segment continues from Lower Buckeye Parkway to Bullard Avenue and includes a pedestrian bridge over Bullard Avenue allowing multi-use pathway on both sides of the Bullard Wash. This segment is the channelized portion that was completed by the FCDMC. This channelization has existing banks on both the west and east sides of the wash. The pathway allows use on both sides and includes a pathway across the channel connecting both banks. This could also be utilized by FCDMC for maintenance access to the channel bottom. Two additional rest nodes/restroom access areas are also shown off Lower Buckeye Road: one just north of the spring training facility and the second to the south connecting to Bullard Avenue. This section of the alignment is within the City of Goodyear property.

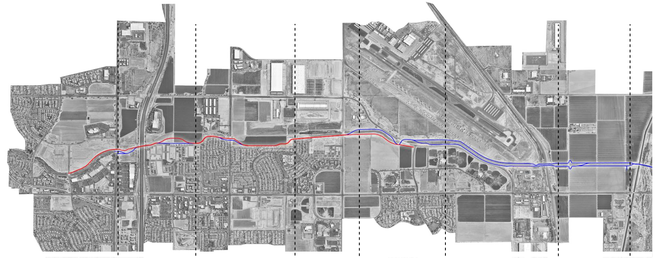
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



SEGMENT 5
Lower Buckeye Parkway to Bullard Avenue

Bullard Wash Multi-Use Pathway - Segment No. 5: Lower Buckeye Parkway to Bullard Ave

Drainage

Item No.		Quantity	Unit	Unit Cost	Total
1	Earthwork	2,500	CY	$22.00	$55,000.00
				Subtotal	**$55,000.00**

Site Improvements

Item No.		Quantity	Unit	Unit Cost	Total
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	53,500	SF	$6.50	$347,750.00
3	Concrete Plaza, 4-inch Concrete, MAG A 3,000 PSI	10,000	SF	$4.50	$45,000.00
4	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	107	EA	$5,500.00	$588,500.00
5	AC Pavement 3" over 6" ABC	9,405	SY	$38.00	$357,390.00
6	Concrete Curb 6" HT as per MAG Std. Detail 220-1	3,000	LF	$28.00	$84,000.00
7	Concrete Curb & Gutter 6" HT as per MAG Std. Detail 220-1	1,200	LF	$24.00	$28,800.00
8	Concrete ADA Ramp with curb as per plan	4	EA	$3,500.00	$14,000.00
9	Concrete Driveway Return	2	EA	$6,500.00	$13,000.00
10	Restroom Building	2	EA	$1,000,000.00	$2,000,000.00
11	Ramada 30"x40"	4	EA	$48,000.00	$192,000.00
				Subtotal	**$3,670,440.00**

Landscape Improvements

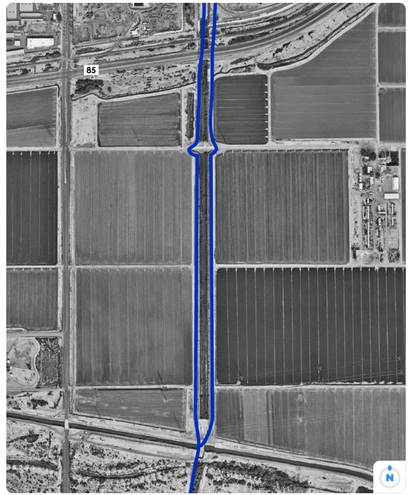
Item No.		Quantity	Unit	Unit Cost	Total
12	Irrigation System, Complete	250,000	SF	$1.00	$250,000.00
13	Decomposed Granite 3/4" Screened, Gold, 2" Depth	250,000	SF	$0.90	$225,000.00
14	Tree 24-inch Box	90	EA	$425.00	$38,250.00
15	Tree 36-inch Box	30	EA	$600.00	$18,000.00
16	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
17	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$540,250.00**

Grand Total

Subtotal	**$4,265,690.00**
Design (6%)	**$255,941.40**
Construction Admin (2%)	**$85,313.80**
Permits (2%)	**$85,313.80**
Ins/War/OH (10%)	**$426,569.00**
Bonds (2%)	**$85,313.80**
Contractor Fee (8%)	**$341,255.20**
TOTAL	**$5,545,397.00**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. Thecontractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

SEGMENT 6:
SR 85 TO BUCKEYE CANAL



Pathway Model Image

Pathway Model Image

Nearby Point of Interest

Nearby Point of Interest

Nearby Point of Interest

MC 85 to Buckeye Canal

This segment includes two challenging grade-separated crossings with the UPRR railroad and MC 85. Both crossings are existing bridges, but coordination is required with both agencies to properly place the multi-use pathway. This segment also includes a crossing at the BWCDD canal.

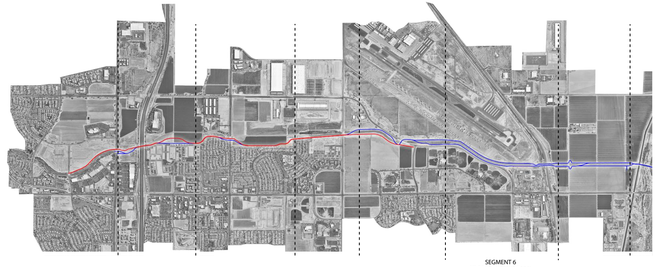
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



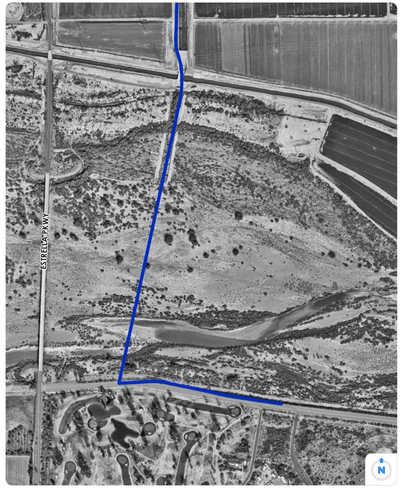
SEGMENT 6
SR 85 to Buckeye Canal

Bullard Wash Multi-Use Pathway - Segment No. 6: MC 85 to Buckeye Canal

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	4,630	CY	$22.00	$101,851.85
				Subtotal	**$101,851.85**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	125,250	SF	$6.50	$814,125.00
3	UPRR Underpass	1	EA	$1,500,000.00	$1,500,000.00
4	Pedestrian Bridge with Ramps and Abuttments	1	EA	$1,000,000.00	$1,000,000.00
5	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	118	EA	$5,500.00	$649,000.00
				Subtotal	**$3,963,125.00**
Landscape Improvements					
6	Irrigation System, Complete	235,000	SF	$1.00	$235,000.00
7	Decomposed Granite 3/4" Screened, Gold, 2" Depth	235,000	SF	$0.90	$211,500.00
8	Tree 24-inch Box	90	EA	$425.00	$38,250.00
9	Tree 36-inch Box	30	EA	$600.00	$18,000.00
10	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
11	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$511,750.00**
Grand Total					
				Subtotal	**$4,576,726.85**
				Design (6%)	**$274,603.61**
				Construction Admin (2%)	**$91,534.54**
				Permits (2%)	**$91,534.54**
				Ins/War/OH (10%)	**$457,672.69**
				Bonds (2%)	**$91,534.54**
				Contractor Fee (8%)	**$366,138.15**
				TOTAL	**$5,949,744.91**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/or construction costs may differ.

SEGMENT 7:
BUCKEYE CANAL TO ESTRELLA MOUNTAIN REGIONAL PARK



Pathway Model Image

Pathway Model Image

Nearby Point of Interest

Nearby Point of Interest

Nearby Point of Interest

Buckeye Canal to Estrella Mountain Regional Park

From the Buckeye canal, the pathway crosses the Gila River. Vineyard Road provides access to Estrella Mountain Regional Park. Additional alignments could potentially include the Roeser Road alignment to the west tying into Estrella Parkway. The City is currently working on a design concept report to develop an additional bridge for southbound traffic west of the existing Estrella Bridge, which would be for northbound traffic. The Estrella southbound bridge is not currently funded and has not been included in the CIP project list. If the project were to move forward, coordination to provide north/south bicycle lanes and multi-use pathways along the bridges would be a "dry" crossing option for the Gila River.

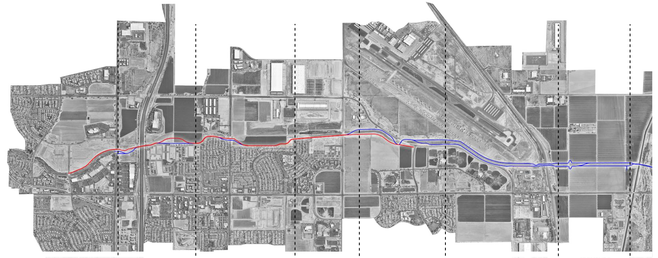
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



SEGMENT 7
Buckeye Canal to Estrella
Mountain Regional Park

Bullard Wash Multi-Use Pathway - Segment No. 7: Buckeye Canal to Estrella Mtn Park

Drainage

Item No.		Quantity	Unit	Unit Cost	Total
1	Earthwork	1,481	CY	$22.00	$32,592.59
				Subtotal	**$32,592.59**

Site Improvements

Item No.		Quantity	Unit	Unit Cost	Total
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	40,000	SF	$6.50	$260,000.00
3	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	20	EA	$5,500.00	$110,000.00
				Subtotal	**$370,000.00**

Landscape Improvements

Item No.		Quantity	Unit	Unit Cost	Total
4	Irrigation System, Complete	40,000	SF	$1.00	$40,000.00
5	Decomposed Granite 3/4" Screened, Gold, 2" Depth	40,000	SF	$0.90	$36,000.00
6	Tree 24-inch Box	30	EA	$425.00	$12,750.00
7	Tree 36-inch Box	10	EA	$600.00	$6,000.00
8	Shrubs - 5 Gallon	100	EA	$15.00	$1,500.00
9	Shrubs - 15 Gallon	50	EA	$30.00	$1,500.00
				Subtotal	**$97,750.00**

Grand Total

Subtotal	**$500,342.59**
Design (6%)	**$30,020.56**
Construction Admin (2%)	**$10,006.85**
Permits (2%)	**$10,006.85**
Ins/War/OH (10%)	**$50,034.26**
Bonds (2%)	**$10,006.85**
Contractor Fee (8%)	**$40,027.41**
TOTAL	**$650,445.37**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. Thecontractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/ or construction costs may differ.

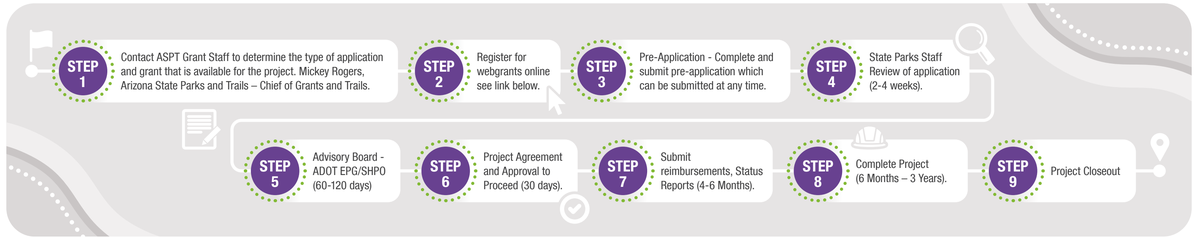
Bullard Wash Multi-Use Pathway - Summary															
Segment 01		Segment 02		Segment 03		Segment 04		Segment 05		Segment 06		Segment 07		SEGMENTS 01-07 TOTAL	
Subtotal	**$795,292.00**	**Subtotal**	**$1,595,062.50**	**Subtotal**	**$4,439,315.63**	**Subtotal**	**$5,751,500.00**	**Subtotal**	**$4,265,690.00**	**Subtotal**	**$4,576,726.85**	**Subtotal**	**$500,342.59**	**Subtotal**	**$21,923,929.57**
Design	$47,717.52	Design	$95,703.75	Design	$266,358.94	Design	$345,090.00	Design	$255,941.40	Design	$274,603.61	Design	$30,020.56	Design	$1,315,435.77
Construction Administration	$15,905.84	Construction Administration	$31,901.25	Construction Administration	$88,786.31	Construction Administration	$115,030.00	Construction Administration	$85,313.80	Construction Administration	$91,534.54	Construction Administration	$10,006.85	Construction Administration	$438,478.59
Permits	$15,905.84	Permits	$31,901.25	Permits	$88,786.31	Permits	$115,030.00	Permits	$85,313.80	Permits	$91,534.54	Permits	$10,006.85	Permits	$438,478.59
Insurance/ Warranty/ Overhead	$79,529.20	Insurance/ Warranty/ Overhead	$159,506.25	Insurance/ Warranty/ Overhead	$443,931.56	Insurance/ Warranty/ Overhead	$575,150.00	Insurance/ Warranty/ Overhead	$426,569.00	Insurance/ Warranty/ Overhead	$457,672.69	Insurance/ Warranty/ Overhead	$50,034.26	Insurance/ Warranty/ Overhead	$2,192,392.96
Bonds	$15,905.84	Bonds	$31,901.25	Bonds	$88,786.31	Bonds	$115,030.00	Bonds	$85,313.80	Bonds	$91,534.54	Bonds	$10,006.85	Bonds	$438,478.59
Contractor Fee	$63,623.36	Contractor Fee	$127,605.00	Contractor Fee	$355,145.25	Contractor Fee	$460,120.00	Contractor Fee	$341,255.20	Contractor Fee	$366,138.15	Contractor Fee	$40,027.41	Contractor Fee	$1,753,914.37
TOTAL	**$1,033,879.60**	**TOTAL**	**$2,073,581.25**	**TOTAL**	**$5,771,110.32**	**TOTAL**	**$7,476,950.00**	**TOTAL**	**$5,545,397.00**	**TOTAL**	**$5,949,744.91**	**TOTAL**	**$650,445.37**	**TOTAL**	**$28,501,108.45**

7.4 Potential Grant Funding Opportunities

Grants – There are several State and Federal grant programs available for parks and recreation projects. The Arizona State Parks and Trails, ASPT, has helped administer grant funding for over 2,300 outdoor recreation projects throughout the state. Potential grant options include:

- State Park Heritage Fund – Arizona recently passed legislation to bring back the State Park Heritage Fund, which was previously eliminated in 2010.
- Land and Water Conservation Fund (LWCF) – The LWCF Act became effective in 1965 providing financial assistance to states for the acquisition and development of public outdoor recreation areas and facilities. Projects include outdoor recreation facilities, acquisition of park lands, sport fields, bike parks, pools, and playgrounds. Please see the following website for the LWCF Grants Manual https://azstateparks.com/apply-for-grants
- There are several federal funding sources for pathways and trails. Federally funded grants require locally supported funding matches. These grants in the past have included Transportation Enhancement Act (TEA), Moving Moving Ahead for Progress in the 21st Century (MAP-21), and Congestion Mitigation and Air Quality Improvement (CMAQ), which all provide funding for connectivity and multimodal pathway projects.

Arizona State Parks and Trails (ASPT) recreational trail program (non-motorized) grant funding process:



Please see the following website for Current Grant Timelines and Guidelines: https://azstateparks.com/grants

Appendix A – Focus Group Meeting Summaries

ECONOMIC DEVELOPMENT - FOCUS GROUP MEETING NOTES

November 4, 2020

MS Teams Conference Call

Attendees: Lori Gray, COG, Harry Paxton, COG, Robert Ito, COG, Darah Mann, COG, Brad Mecham, COG, Angela Woods, COG, Kendra Hoffman, COG Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

QUESTION #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- The City of Goodyear has placed a high value on providing recreation amenities to the community. The goal is to maintain a high quality of life for people living and working in Goodyear.
- To provide connectivity among and within the city with key connections to residential and businesses.
- Opportunities to market the area and become a destination. Provide more recreation opportunities including 5K races and other programing along with providing better access for the area.

QUESTION #2: What benefits do you feel will be most important to the City of Goodyear?

- Not many nice trail amenities in the west valley and looking forward to this being a strong connector
- Bringing more bike/ped traffic to the area from surrounding communities and gain familiarity with Goodyear
- Quality of life amenity
- Special Event venue
- Amenity for lunch or meeting place or walking for adjacent workers
- The trail will provide opportunities to get off the streets
- There are exceptional branding opportunities that come with the Bullard Wash trail system

- Pedestrian opportunities for the residents of Goodyear. Possible event venue for different activities. Amenity for lunch or meeting place for adjacent businesses in corridor.

QUESTION #3: What do you see as the most important regional benefits for the trail system?

- Create a destination to attract people from other communities to the City. This amenity aligns with the City's goal of increasing the quality of life of residents. Connectivity to regional trails, become a significant connector for western cities.

QUESTION #4: How important is the trail system to overall community connectivity?

- The Compass project is in phases, it's a secure facility so there has not been discussion on connectivity from their property. In the adjacent property owners focus group meeting Compass and Snyder both express similar views and concerns with providing access to their properties. Snyder did not think their employees would have time or want to access the path during their working day.
- The city values recreation and the community has a strong fitness mindset.

QUESTION #5: Do you think this trail system will add significant value to Goodyear's quality of life?

- The path could become a regional destination. Can this connect to the Goodyear Recreation Campus? It would be ideal to provide alternative areas for cyclists to help separate vehicles from users
- Consider other amenities besides the path itself
- Could provide benefit for technology corridor. Opportunity to provide additional amenities like the previous Bullard Wash phases.
- Opportunity for Art elements with the design.

QUESTION #6: Do you think this trail system will significantly enhance bicycle and pedestrian safety?

- Yes, safety will be enhanced by the development of the pathway in terms of separating cyclists from vehicles. Some important elements to be considered to help with safety within the corridor include lighting, grade separated crossings with arterial streets / MC 85 and Railroad. Providing access for service vehicles to the trail and wash.

QUESTION #7: **Are there key trail access points that you think should be considered during the master planning process?**

- Connections to communities and residential to provide access and use. Need to provide parking at some access points.(every ½ mile?) There is limited parking to Bullard Wash Phase 1 and Phase 2.
- Bullard Avenue
- South of Van Burren – this area will be commercial and some multi-family
- SR 30 will be coming through the project area – Kendra to provide contact from Jacobs engineering for alignment.
- Access from Fulton and Centerra, but be mindful of security / resident opinions
- The existing cement plant is grandfathered in and will remain

CITY OF GOODYEAR PARKS & RECREATION TEAM – FOCUS GROUP MEETING NOTES

November 4, 2020

MS Teams Conference Call

Attendees: Hannah Duncan; Rosalya Becerra; Richard Ortiz; Kristen Ennis; Megan Johnson; Deanna Ortiz; David Seid; Nathan Torres; Bruce Kessman; Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

QUESTION #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Trails routinely come up as most desired amenities from residents
- Health benefits and multi-generational benefits
- Connection and safe passageways to City Square and connections going east and west and regionally through other trail networks
- This won't look like the existing improved corridor but there are opportunities for pockets if turf and active areas
- Physical paths for walking and bike riding, focusing on making sure it's a certain distance and distance markers
- Opportunity for 5Ks and cross country meets. Have been getting contacted from schools. Would need parking to accommodate these events.
- Good opportunity for the City since there aren't a lot of continuing sidewalks throughout the City
- As folks continue to look for alternate modes of fitness this is a great amenity, exercise features along the way would be good
- Prioritize connectivity to the park
- Ballpark gets request for fun runs and cycling events. This would help serve that without needing to shut down Bullard Ave
- Great opportunity to transform Bullard Wash into a strong recreational North/South spine
- This trail has the potential to enhance connectivity with civic spaces.

QUESTION #2: **What benefits do you feel will be most important to the City of Goodyear?**

- Great for programming
- Safe spaces to walk in with distance markers for seniors (and others)

- Races and fun runs
- Run clubs and school cross country teams
- Hike to Santa or easter bunny, egg hunts, holiday-focused events
- Looking to expand senior and adaptive programs. Having something available in the City is helpful to limit travel.
- Drone flying and model airplanes/rockets have been requested. However, proximity to airport limits these activities.

QUESTION #3: **Do you foresee the trail being used as a programming opportunity? If so, what activities do you envision?**

- Design the trail for a mix of hikers, bikers, runners and skaters.

QUESTION #4: **Do you have a preference for trail width and surface(s) (paved, soft, etc)?**

- Both concrete and 1/4" minus dg paths would be good to appeal to the varying uses
- Pavement markings or providing enough width to accommodate separate areas for walkers/runners/bikers would be good. Families and seniors will likely be taking advantage of the facility and for convenience and safety it might be good to incorporate a dedicated lane for slower traffic
- There are a lot of skateboarders in the community. Would we want to embrace them or deter them from using the amenities?
- Provide alternative trail surfaces (concrete, asphalt, stabilized d.g.
- Need to consider maintenance requirements of the trail surfaces

QUESTION #5: **How important is the inclusion of rest or fitness nodes along the trail system?**

- Rest areas are important, particularly for families with smaller children
- Don't see the fitness nodes being used much and with lower visibility people may not know they exist
- Maybe traditional exercise circuit stations aren't being used, but perhaps more different and unique amenities would be better utilized and appreciated
- Indian Bend Wash is a good example of a mix of recreational/exercise oriented opportunities and amenities

QUESTION #6: **Do you envision theming and interpretive opportunities throughout the Bullard Wash Trail system?**

- Interactive education node with wildlife, etc
- Incorporate shade
- Districts based on surroundings (ballpark, airport, tech corridor, etc) and have interactive signs, etc that relate

QUESTION #7: **Do you think this trail system will add significant value to Goodyear's quality of life?**

- Adding another amenity to our City inventory to support a variety of activities
- Connectivity, particularly new connectivity to the south
- It's undeveloped and a blank slate for a unique element and programming venue that other cities don't necessarily have
- Promoting healthy lifestyles

QUESTION #8: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the master planning team to consider? If so, what are specific qualities that you enjoyed?

- Indian Bend Wash
- New River, Skunk Creek
- Canal system
- The Team will do additional research

PUBLIC SAFETY - FOCUS GROUP MEETING NOTES

November 4, 2020

MS Teams Conference Call

Attendees: Jamie Benker (Homeless, Mental Health), Mike Brune (Fire), Wayne Smith (ROW Superintendent), Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

QUESTION #1: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- There is a bicycle group that is part of the lifetime fitness that routinely utilizes Estrella Parkway to tour through the City. The group openly rides on the street and travels in a vehicular lane in a pack. A pathway would provide a separated route off the street. Need to understand the width of the pathway and how the proposed pathway would work for recreational user groups.
- Yes, it would help bike/ped safety
- Big groups seem like they will almost always stay in the road because they will not want to deal with the obstacles of families/pedestrians
- Grade separated crossings at major roadways is important to public safety. Good examples of well-designed trails that cross arterial streets: Indian Bend Wash, New River, Skunk Creek
- Yes, I would agree the pathway would increase safety, but need to look at connections, access and crossings with arterial streets. Grade separated crossings would be preferred.
- I would utilize a path to commute to work. I live in Estrella Mountain and would never ride on the streets due to fear of safety from vehicular traffic.

QUESTION #2: Are there key trail access points that you think should be considered during the master planning process?

- Michael Spoke about the Peoria New River Multi-use pathway and how it has multiple access points providing connections throughout the City. Some key access points that pose challenges include Yuma Road and MC85 in regard to safety with crossing. These would need to consider grade separated crossings.
- Need to look at maintenance connections and access points to cut down on the length of segments. How do we pair maintenance access with user access points as well as safety / emergency access points? We will not want to have a fire truck on the path due to pavement section and restricted turning movements, but will need to have access for emergency vehicles. This will require wayfinding and signage. Michael said New River Pathway has good signage.

- Michael shared a fire sign example "10507" sign. He sent this to Diana for the team to reference.
- We won't want to put a fire apparatus on the trail because it becomes narrow and doesn't have the turning radius. Would likely use a gator or lift to access this area. Possibly an ambulance.
- Consider adding mile marker signs to assist public safety in identifying location.
- Look at access points, even on private property. Public safety has access to all these areas. For example, the Compass site may be able to provide access for public safety
- Access points need to understand the length frequency, probably want to provide access points every quarter mile (1,250 ft).
- The Compass site lends opportunity to create an access point further north of Yuma that could be used for emergency.

QUESTION #3: Do you have specific safety concerns related to the trail system following implementation?

- Need to have reflectors on edge of pavement / pathway. Probably would want to include emergency call boxes along the pathway with lights. Similar to ASU campus to provide direct dial to dispatch. Need to check to see if the Civic Center / City Hall project is going to utilize call boxes
- Center lane dividers, arrows, general pavement parking helps direct traffic
- No trespassing signs, etc are important. Operations will need to address trail rules and hours of operation. Will this be open all night?
- Homeless are going to flock there, Goodyear has no existing laws to deter homeless except for "no trespassing". May need to amend the code is add homeless deterrents
- Issue with people shooting guns in the riverbeds, next to the trail locations
- . Center lane dividers on streets to help limit crossing points.
- Need to provide hours of use signage / no trespassing.
- Concern with shooting areas, need to post signs with City code to limit open shooting in certain areas of the wash corridor.
- Could look at the number of accidents with cyclists in Goodyear on streets.
- The path would provide enhancement and access to riparian areas to wildlife. Could be a concern.

QUESTION #4: Do you have a preference for trail width and surface(s) (paved, soft, etc)?

- The pathway should be at least 10ft wide or wider which is better for multi-modal paths.
- Width for a gator, don't worry about accommodating a truck/apparatus. Would require a very wide paved surface and heavy duty pavement section.
- Paved surface is very much preferred to accommodate gator/etc.
- Public safety is great at adapting to the situation with a variety of equipment and options.
- Bike/ped type injuries/calls in Goodyear at present is about once per month.
- Concrete is harder to ride on, asphalt is hotter, dirt/dg is harder to maintain
- Need to ensure access but also keep the public from driving into these areas. Consider bollards, etc as options

- Need to evaluate the pathway section for maintenance and rider experience. Asphalt pavement is soft, but more maintenance overtime when compared to concrete which is harder to ride with the jointing. Asphalt is softer, but hotter in the summer. Dirt has a high maintenance factor.

QUESTION #5: Do you think this trail system will add significant value to Goodyear's quality of life?

- Yes, allows families to recreate and travel around without the constraint of vehicular traffic and also provides an interesting view of wildlife and natural areas they otherwise may not experience
- Yes, would love to see the trail come from Estrella and connect to the Gila River path and to Camelback it would be excellent
- Wayne lives in Estrella Mountain and they have a significant number of trails and pathways which is one of the top amenities and a draw in living in Estrella Mountain.

QUESTION #6: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the master planning team to consider? If so, what are specific qualities that you enjoyed?

- Indian Bend Wash in Scottsdale – Greenbelt with several at grade separated crossings.
- New River/Skunk Creek
- Trails at Estrella are good examples….varying surfaces (scenic, sand, dirt)
- SRP canals in Gilbert
- Ability to get around town without needing to interface with a roadway/traffic
- Bridge and trail near 83rd Ave and Olive provides an overlook and opportunity to see wildlife, scenic areas.
- Several SRP Canal throughout the valley.

QUESTION #7: Do you envision that you will use the Bullard Wash Trail system when completed?

- Wayne: Yes, I would love to ride to work on a pathway that is separated from the street.
- The group overall …..yes, they would definitely utilize the pathway and view it as an access and key amenity for Goodyear and the growth of the City.

ROW MAINTENANCE - FOCUS GROUP MEETING NOTES

November 4, 2020

MS Teams Conference Call

Attendees: Wayne Smith, Ron Huston, Jim Coleman, Mike Martinez Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

QUESTION #1: Do you have a preference for trail width and surface(s) (paved, soft, etc)?

- Width for a vehicle to get on and perform routine maintenance
- Would like to see concrete but could understand needing to use stabilized DG, concrete would be easier to maintain
- Larger equipment than the everyday vehicle would be needed
- Should we consider two separate one-way paths or dividing pavement markings that separate bike and walk?
- Trees should be low maintenance

QUESTION #2: Do you foresee any maintenance concerns/issues that need to be considered during the planning process?

- Trees and materials will dictate maintenance concerns
- Need to consider the City's 60% shade on sidewalks policy
- The level of maintenance will be based on the types of materials and trees / plants. Need to keep the sidewalk above the flood line when possible to ensure the trail is accessible during storm events and to help protect the pathway and extend lifecycle.

QUESTION #3: Are there key trail access points that you think should be considered during the master planning process?

- Need parking for people to get to this path. There is limited parking for Bullard Wash Phase 1. We have playground areas in phase 2 which are along the path, but no parking areas, hard to access if this is a key amenity.
- Arterial Streets
- Residential areas
- Gila River/Estrella Mountain Regional Park
- SR 85

- Provide safe route for bicycle use within the City and alternate to roadways with connections to regional trails and destinations.

QUESTION #4: Other than trailhead access points, will you need any other form of access to perform maintenance?

- The arterial streets are important for access to the pathway for both users and maintenance.
- No heavy trucks, including fire trucks

QUESTION #5: Do you think this trail system will add significant value to Goodyear's quality of life?

- The path could become a regional destination. It would be ideal to provide alternative areas for cyclists to help separate vehicles from users. Residents would want to utilize the corridor for recreation activities and to get to other destinations throughout the City.
- Getting people off the roads is ideal
- Will get high use and residents will want more trails
- Great value. Opportunities to enjoy the outdoors, open space and wildlife along the trail.

QUESTION #6: Do you think the trail system will enhance bicycle and pedestrian safety?

- Yes, safety is a great result for the pathway in terms of separating cyclists from vehicles. Some important elements to be considered to help with safety within the corridor include lighting, grade separated crossings with arterial streets / MC 85 and Railroad. Providing access for service vehicles to the trail and wash.
- Lighting should be considered
- Crossings
- Getting service vehicles down to the trail
- Wildlife encounters
- Drinking fountains? Resting nodes?
- Width to avoid conflict between bikes and ped and between northbound and southbound traffic

QUESTION #7: Do you have specific safety concerns related to the trail system implementation?

- Need to provide hours of operation to help negate the homeless issue within the corridor.
- Concerns with introducing more people to wildlife within the wash – snakes etc.
- Do we need to provide water – drinking fountains and resting nodes? Width of pathway is a concern to avoid conflicts between different users, bicycles, walkers, runners, strollers, etc.

QUESTION #8: Do you envision theming and interpretive opportunities throughout the Bullard Wash Trail system?

- Yes, the group believed theming along and within the corridor is a real opportunity to make an impression on users. Theming on trails is an important feature and should be considered.

QUESTION #9: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the master planning team to consider? If so, what are specific qualities that you enjoyed?

- The group referenced Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails with grade separated crossings and park elements within the wash. Many things to do. Connections with adjacent land uses
- New River: Miles of trails that get you off the streets
- Skunk Creek: Trail connects parks
- Peoria Trail off 83rd Avenue – New River and Skunk Creek

TRANSPORTATION FOCUS GROUP MEETING NOTES

November 4, 2020

MS Teams Conference Call

Attendees: Reed Kempton (McDOT), Jason Stevens (MAG) Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

QUESTION #1: How important is the trail system to overall community connectivity?

- Connections made to the trail are important, need routine access points
- Future infrastructure opportunities
- Indian Bend Wash is an excellent example of creating community connectivity with a trails system.
- Enhance regional connectivity by broadening/developing and linking trails, such as Bullard Wash with the Maricopa Trail…the broader the network the greater the connectivity opportunities.
- The path and similar type amenities with trail connections to destinations shows growth. More than a trail…. shows steps of growth for the City and signs of success.

QUESTION #2: What do you see as the most important regional benefits for the trail system?

- Connection to the Maricopa Trail
- Ability for member agencies to begin forward thinking and developing bike/ped infrastructure
- Goodyear can develop and brand something for the community that can eventually be sold to residents and economic development interests to create a landmark local bike/ped facility
- Systems based approach to MAG active transportation coming - would be nice to see that mindset brought to this project
- Look to macro member agencies as connection partners
- Exceptional opportunity to brand Bullard Wash Trail
- Excellent Economic Development opportunities….attract businesses and residents
- Trails system based approach is a guiding vision.
- Future development and access. Overall vision providing Goodyear an opportunity to develop and brand something to sell future residences and businesses.

- Bike pedestrian master plan projects apply for federal funding. City's with forward thinking can leverage MAG's active plan, system-based approach. Similar to prop. 400 with a system-based approach moving forward.

QUESTION #3: What is the biggest single benefit to the City and surrounding region that you envision for the trail system?

- Potential to enhance access to the Bullard Wash through connections from Arterial and Collector streets and adjacent landowners/uses. Provide alternative to on-street biking.
- New subdivisions should have access, existing subdivisions where possible/desired
- Attention needs to be paid to alternate crossing options at major intersections in order to avoid at-grade crossings and to allow people to feel comfortable with using the trail
- View the trail as a work commuter option with grade separated crossings.
- Access to existing and future development including residential and business.

QUESTION #4: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Look to excellent trail examples for inspiration, such as Indian Bend Wash.
- Canal systems - Tempe Rio Salado path connectivity
- Canal/wash become regional facilities
- Paved and unpaved surfaces are ideal
- COG code says 8' but 10-12' are much more desirable
- Reed is a road rider and would classify himself as a commuter cyclist. In his experience as the City of Scottsdale Transportation multi-modal director he referenced Indian Bend Wash which provides several miles of multi-use pathway which utilizes several grade separated crossings connecting Scottsdale to Tempe.
- Jason is also a commuter cyclist. He utilizes several non-roadway pathways along the canal systems including the Rio Salado. AZ has several good examples of pathways along the canal system throughout the valley. In terms of surfacing asphalt is probably the best ride, but maintenance is a concern. Concrete is widely used to provide an all-weather surface, but jointing is an issue in terms of quality of ride. SRP is utilizing a new polymer type material along their canals. Typically, a paved path is 10' wide with an 8' unpaved trail / path. The IBW has 10' to 12' wide concrete pathways. Need to research areas for widths as higher use requires a wider section to help with comfort level.

QUESTION #5: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the master planning team to consider? If so, what are specific qualities that you enjoyed?

- Naming/branding effort
-
-

- Reed would encourage keeping the theme established north of McDowell throughout the new 5 miles south of McDowell. It is much more relaxing and enjoyable to use a path on a linear park setting or greenbelt than on a canal path

- Consider trail monitoring
- Indian Bend Wash, Rio Salado are well used and recognized
- Consider alternative paving materials to concrete such as a polymers
- Some of the best trail systems have min. 10' wide trails for multi-use

QUESTION #6: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- Maximizing grade separated crossings would help tremendously
- HAWK crossings would also be good
- MC85 crossing is difficult because of UPRR, may consider signal or underpass, crossing this area without help would be a very intimidating experience
- Need to be genuine in addressing safety of trail users, prioritization of users over vehicles (taking street design and speed into account in addition to educating bike/ped facility users)
- Reed and Jason both feel pretty comfortable riding in traffic but are experienced bicyclists
- IBW has about 45 different grade separations
- There will be people utilizing the trail for long rides who may not prioritize the safety issues as much but to hit a broader demographic and encourage family use, grade separations are imperative
- Consider surveillance cameras to monitor trail use
- Provide park ranger patrolling
- It will increase safety for the people who are on it. It depends on the traffic intersection improvements. COS has utilized HAWK signals to provide signalized crossings with at grade street crossings. MC85 / Railroad and Highways / Major Arterials should consider grade separated crossings as these crossings are very dangerous to negotiate.
- Education of pedestrian safety for bike and pedestrian users, but the responsibility needs to focus on vehicles on the street as well as roadway design and speed.
- Reed has been commuting on his bicycle since 1971 and uses a recumbent bicycle. Reed said there are 43 grade-separated crossings between COS and COT along the IBW corridor.
- The comfort level of the pathway increases with the grade separated crossings. Commuter mentality vs. Family use.
- Jason added the pathway provides opportunity for branding. Reed said the opportunity to weave a park through the system is a great benefit. Bullard Wash has similar opportunity like the Indian Bend Wash. Greenbelt environment helps people spread out and relax.
- Jason added it would probably be good to monitor the trail with camera points. This can help with safety and upkeep. Jason also added a park ranger program could help monitor the pathway to help with safety.

ADJACENT LANDOWNERS - FOCUS GROUP MEETING NOTES

November 10, 2020

MS Teams Conference Call

Attendees: Brook O., Campbell Real Estate Campbell/Snyder, Joe Alverada, Campbell / Snyder Plant Manager, Rebecca Barrett, Campbell Real Estate Campbell / Snyder, Scott M. – AMEC Civil Engineer working on project adjacent to Bullard, Chris Curtis, Compass Data Centers – Bullard Avenue north of Yuma, Mike O., Globe Partners – Developer of the Civic Center / City Hall project, Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

Question #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Joe A. said they currently have concerns with activity in the area in and around their property. They plan on fencing the Snyder plant to minimize risk to the plant facility. They do not want people to be able to access the plant.
- Brooke O. also re-iterated that they do not want people to access their property and the existing channel is currently within their property limits. We would expect the City to realign the wash to the west to remove from their property as they would not want people on property along the bank of the wash. The wash restricts their access and property and would like to have the City relocate it to City property.
- Chris C. with Compass also does not want people to access their property. They have utilities along this corridor and need to protect the fiber in place and any other utilities.
- Mike O. with Globe – would like to hear about other amenities along the Bullard Wash corridor. Would this include improvements to the quality of the wash?
- ADOT has I-10 ROW. Make sure we understand how this relates to the Bullard Wash ROW

Question #2: How important is the trail system to overall community connectivity?

- The trail is an important amenity and stepping up the maintenance of the wash is critical to the civic square and their spec offices. Hopes this could be like the greenbelt.
- Potential for secure badge access from Snyder property to trail?
- Compass is a secure site and does not want a connection

- The community connectivity is needed but there are some private parcels that will not want any access or controlled access.
- Residential Property access is important.
- Access/connectivity to the new Civic Square is very important.
- Scott with AMEC likes the idea of using the path and the Bullard corridor to tie amenities together.
- Joe mentioned that there is need for the pathway within the residential areas but no connection to Synder plant.

Question #3: What do you see as the most important regional benefits for the trail system?

- Regional connectivity is very important, especially near residential areas. Need options to connect with businesses and civic spaces
- The Wash/Trail can enhance employee attraction
- Chris said the path would be a nice amenity for the City and a benefit to attract people to live and work in Goodyear.
- Mike O. would like to have the City create a dog park in one of the Bullard segments to provide residents a place to take their dogs. He would like to see the greenbelt continue as this is an important amenity for the civic center and the first spec office in Goodyear. Need to step up the maintenance on the wash.
- Joe said it is a regional benefit for the City to provide connections to destinations within the City. This would be a nice benefit for the City.

Question #4: Are there key trail access points that you think should be considered during the Master Planning process?

- Provide access to residential. Rancho Mirage and Centerra communities would be good access points.
- Wayfinding system is very important
- Need to include distance markers along the trail
- May want to consider limited access points adjacent to residential areas
- Access to Civic Center and the existing Bullard Wash previous phases.
- No access to Compass or Synders
- Connections to Arterial Streets
- Connections to regional trail systems or canals.

Question #5: Do you have a preference for trail width and surface(s) (paved, soft, etc)?

- The wider trail the better. Preference for a paved trail…good for stroller use.
- Unpaved is also nice to keep the natural look.

- Would we need to serve equestrian use?
- Need to provide durable surface to minimize erosion and other maintenance
- Mike O. mentioned that sometimes sidewalks can meander too much and can be annoying for users.

Question #6: Do you have specific safety concerns related to the trail system implementation?

- Security on the trail is important. Include mile markers with occasional emergency phones.
- Consider lighting, clear signage and pavement marking, design measures to keep motorized vehicles off the trail and out of the area. Opportunities to eliminate at-grade crossings are critical
- Concerns with access to Compass and Synder's property.
- Concerns with safety and hours of use
- Need to provide lighting throughout the corridor. Concerns with introducing people to natural wash areas and wildlife – snakes.

Question #7: Do you envision theming and interpretive opportunities throughout the trail system?

- Yes, believe this is a good opportunity to have interpretive signs, could include City's history, stories and other identifiers.
- Would be a huge miss to not theme this trail/corridor. Make it a destination to attract regional use. Needs to be a reason to be on the trail or to have some kind of attraction to bring people there.
- Consider creating vistas/Instagram moments for sunset, etc.

Question #8: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- Meandering sidewalks can be too meandering and can be annoying for users.
- Yes. Dedicate travel lanes (peds & bikes). Need clear pavement markings
- Provide grade separation at major street intersections to enhance safety.
- Need to look at crossings at arterial streets – grade separated crossings like the previous phases would be the way to go.
- Overall, yes, but need to look at specific safety measures to ensure safety within the corridor in off hours and keep motorized use out.

Question #9: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the Master Planning Team to consider? If so, what are specific qualities that you enjoyed?

- The group reference Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails and park elements within the wash.
- Provide appropriate amenities for design in a wash area, consider looking to IBW. Need to stand the potential drainage conveyance/ flooding
- Is there a way to create a dog park or dog friendly amenity with parking? Currently no dog parks in the area and would benefit the area greatly.
- Central Park
- Trail systems that provide special photo opportunities

MARICOPA COUNTY PARKS & RECREATION, CITY OF AVONDALE, CITY OF BUCKEYE - FOCUS GROUP MEETING NOTES

November 10, 2020

MS Teams Conference Call

Attendees: Bryan Hughes, City of Avondale Parks & Recreation Director, Miranda Gomez, City of Buckeye Parks and Recreation Manager, Robert Wisener, City of Buckeye Community Services, John Rose, Maricopa County Parks & Recreation, Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

Question #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Bryan Hughes, Avondale Parks and Recreation Director, spoke about their interest to provide connections to trails within the region and between the western cities.
- Miranda Gomez, Buckeye Parks and Recreation Manager , spoke about the need for connections and fluid trails between regional areas.
- Robert Wisener, Buckeye Community Services, spoke about the Bullard wash is a good north to south connector and in Buckeye they have a lot of east / west trails and paths, but they do not have good north to south corridors. There are several canals with RID and BWCD which provide east / west connectivity, but access is always an issue.
- John Rose, Maricopa County Trails, spoke about how the irrigation districts, RID and BWCD are not supportive of trails along their canal systems like SRP as they are private canals and view the introduction of people and users as liability. Robert said they are putting the stipulation on developers to construct and provide public access agreements with the irrigation districts.
- Connection with the Maricopa Trail, El Rio, Roosevelt Irrigation District (Note: challenges in coordination and support from UPRR and RID)

Question #2: This trail will provide opportunities for connectivity from Avondale, Goodyear, Buckeye, and Estrella Mountain Regional Park. What are your ideas on how we can prepare for the ultimate connectivity for users?

- Look for opportunities to develop loop trails. El Rio confluence access point

- Need to identify user groups and preferred trail surfaces (bikers, hikers, equestrian)
- It is good to hear about what the City is planning for the Bullard Wash as this is a great opportunity for North / South connectivity and helps Avondale look for pathway and trail connections along this corridor. Buckeye has opportunities to provide east / west connections to connect to this north / south alignment.

Question #3: What do you see as the most important regional benefits for the trail system?

- Marketing opportunities that attract residents, businesses and outdoor enthusiasts
- Agency connectivity
- Bureau of Reclamation is a good example of a collaborative Federal agency partner and allows for recreational uses on its land (Maricopa Trail, Sun Circle Trail
- Connectivity. The group spoke about the regional connections and the opportunities to expand and connect the western areas. John spoke about his work with the Maricopa Trail and the opportunities for connections and improvements for this corridor.

Question #4: How important is the trail system to overall community connectivity?

- It's easy to provide on-street vs. off-street for bikers but riders like to feel safe and will seek alternatives to on-street bike lanes
- Maricopa Trail – marketing is a big deal to help expand loop trails that are interconnected
- The residents and community place a high value on trail and pathway amenities for walk ability and safe bicycle options. Trails and pathways are well supported by the community and usually the highest amenity in parks and recreation systems.

Question #5: Are there key trail access points that you think should be considered during the Master Planning process?

- Friendship Park in Avondale (adjacent to the Agua Fria) is a good example
- Van Buren and 127th Ave. corridors
- RID, BWCD (Buckeye Water Conservation District), powerline corridors, Gila River
- Yuma Road, Maricopa Trail, EMRP (Estrella Mountain Regional Park)
- In general connections to existing and planned communities. The connection to Estrella Mountain Regional Park is a great opportunity to have for the community. Need to look at connections to arterials and provide grade separated crossings – this will strengthen the path and corridor.

Question #6: At the most southern end of the trail, our hope is that users can end at an access point to EMRP. How will users be able to enter the park?

- Vineyard Trailhead. There is a crosswalk at the main entry to EMRP
- In terms of the pathway alignment the connection from the Buckeye Canal through the river will be a challenge. The trail/ path will need to provide connections to Estrella Parkway and Bullard Avenue to utilize the bridge component to provide the connection to Vineyard and up to Estrella Mountain Regional Park.

Question #7: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- YES!
- Grade separated crossings are very important.
- Yes, the ability to provide bicycle routes off streets is a great option and increases the safety by eliminating bicycle interface with vehicles. Grade separated crossings with the streets is an important element for the corridor.

Question #8: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the Master Planning Team to consider? If so, what are specific qualities that you enjoyed?

- The group referenced Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails with grade separated crossings and park elements within the wash.
- Maricopa Trail, New River, Agua Fria, Skunk Creek, AZ Canal, Sun Circle Trail, Tempe Trails

CITY OF GOODYEAR PLANNING TEAM - FOCUS GROUP MEETING NOTES

November 10, 2020

MS Teams Conference Call

Attendees:
Christian Williams, COG Planner, Karen Craver, COG Planning, Alexandra Lestinsky, COG Planning, Bobbie Fullbright, COG Planning, Guadalupe Ortiz Cortex, COG Planning, Stephen Carrera, COG Planning, Alissa Magley, COG Planning, Katie Wilken, COG Planning Director, Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

Question #1: What benefits from the trail system implementation do you feel will be most important to the City of Goodyear?

- Family-centric recreational opportunities
- Enhanced commuter options. The trail will provide new opportunities for bicyclists
- Connections to the Tech Center, Civic Center and Ball Park
- Alex spoke about the Denver bike corridor.
- Christian spoke about the importance to provide connections to destinations along the corridor and the Ballpark and civic center would be two hubs. Other connections include the Palm Valley commercial area, tech corridor as well.
- Guadalupe spoke about connectivity and wayfinding to areas throughout the City. Strong connector for the north and south.
- Bobbie spoke about how she is looking forward to the recreational opportunities and the idea of creating a looped trail with Bullard Wash and to the Wellness Park site.

Question #2: What do you see as the most important regional benefits for the trail system?

- In Denver they have a bike corridor that people use to get to work. Look at Palm Valley, Tech Corridor, Civic Square, Ballpark connections

- Civic square connection to the wash this is also a good connection for the community to the City's parks and recreation facilities. This Trail should be viewed as an opportunity for special events, cycling events, recreation events.
- Karen spoke about the ability to connect to other regional trails.
- Hearing from developers that the trail would be a nice amenity for employees, specifically the tech corridor and industrial areas.
- The City has included stipulations with the developments to be required to make improvements.

Question #3: How important is the trail system to overall community connectivity?

- There is a perception that good things only happen north of I-10 and this would be an opportunity for the City to provide a nice unifying feature for the City to connect the south and north. Important to provide improvements in the south.
- Wayfinding is very important.
- Civic Square connection is important. Particularly for public and private events.

Question #4: Do you think this trail system will add significant value to Goodyear's quality of life?

- Goodyear recreation does set Goodyear apart from other west valley cities and the trail is a critical element of that
- 5Ks and cycling events are important for this area. Recreation events is something Goodyear does very well.
- Getting people off the busy streets to enjoy greenways is key.

Question #5: Are there key trail access points that you think should be considered during the Master Planning process?

- Wayfinding for the actual trail but also to nearby attractions/restaurants
- Add connection at Fulton homes. Maybe connect to one of their park open spaces. Same at Estrella Commons.
- Ball Park, Civic Square, Tres Rios, Estrella Mountain Regional Park
- Connections with residential areas need to be thought through carefully. Some people don't want a trail directly abutting their home. Connections that are available and don't directly impact residents are best.
- Connecting the trail to the north of I-10 and providing connections to the McDowell public right of way sidewalk. Opportunity for trail connections with commercial and hotels. The City has easements in the areas for these connections.
- Bullard Wash connection to Agua Fria River.
- Opportunities to provide connections to residential with Fulton Homes and open space areas and parks.

Question #6: From a planning perspective, is there anything we need to be aware of as planning and development continues?

- Hearing from developers that having the wash trail there is a nice amenity for employees specifically, the tech corridor and industrial. Some are required to do it with their development.
- Looking to the wash to provide natural buffer between industrial and residential.
- Wayfinding for the actual trail but also to nearby attractions and restaurants.
- Discussion regarding the input from Snyders and Compass not wanting any connection or access to the pathway due to security concerns. The Snyders real estate agent in a previous Focus Group meeting, spoke about how the wash currently crosses through their property and they do not want people accessing their property. They want the City to realign the wash to the west on City property.
- There are areas along this corridor with existing residential walls that are in poor condition and some of the retaining walls are separating so residents will want improvements to be made.

Question #7: Are there specific trail systems that you have used in AZ or out of State that you believe are good examples for the Master Planning Team to consider? If so, what are specific qualities that you enjoyed?

- Skunk Creek does a good job with plant education.
- Play-off of the ballpark, civic square, defining character areas
- Systems that have consistent wayfinding signage are best. Potential Information kiosks at strategic locations, with a "you are here" will help users navigate and take advantage of Goodyear businesses.
- The group referenced Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails with grade separated crossings and park elements within the wash.

USER GROUPS - FOCUS GROUP MEETING NOTES

November 10, 2020

MS Teams Conference Call

Attendees: Dana Kennedy, Sumeet Mohan, Ted Ingalls, Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

Question #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Provide safe route for bicyclists, walkers, runners to use within the City and alternate to roadways with connections to regional trails and destinations.
- Connectivity is key
- Stormwater conveyance is key but this can definitely provide for multi-use

Question #2: What do you see as the most important regional benefits for the trail system?

- Bikers on long rides can connect with businesses such as restaurants, shops etc.
- Health and Fitness. Safe pathway to be connected throughout the community.
- Connectedness. There are many great trails across the valley that allow people to explore. Bullard Wash can provide such an experience
- There are many connected regional trails and this trail could be interconnected with them
- Discussion about other examples of pathway systems providing connectivity between multiple cities. IBW – Scottsdale and Tempe. Arizona Canal and Sun Circle Trail as well as the Maricopa Trail.

Question #3: How important is the trail system to overall community connectivity?

- Very important! The trail can serve many purposes, commuting to work, recreational activities, etc.
- Attraction of business to goodyear
- Health and fitness
- Offer alternative modes of transportation other than vehicles

- Extremely important. Goodyear is viewed as a recreation-based community placing high interest in walkability and trails.

Question #4: Are there key trail access points that you think should be considered during the Master Planning process?

- Connections with the adjacent residential areas and businesses
- Canal System
- Estrella Mountain Regional Park
- Maricopa Trail
- Any opportunities to get people off the streets. Drivers can be very rude!
- Connections to communities and residential areas to provide access and use.

Question #5: Do you have a preference for trail width and surface(s) (paved, soft, etc)?

- Paved surface is preferable, parking areas are important and need to be considered to allow access points along the pathway. Total width should be at a minimum 12' wide to provide 6' in each direction.
- Need to include signage for safety on the trail surface
- Dana spoke about how the Peoria Sports Complex is a nice stop when she is riding and she mentioned how it serves as a trailhead providing access to trails, drinking fountains, restrooms.

Question #6: How important is the inclusion of rest or fitness nodes along the trail system?

- Rest nodes are very important to all types of users
- The group felt that rest nodes near populated areas would be smart in terms of access, safety and location. Fitness nodes would be nice along the corridor but would need to think about location and access.

Question #7: Do you envision theming and interpretive opportunities throughout the trail system?

- Yes, the group believed theming along and within the corridor is a real opportunity to make an impression on users.
- Cities with great trails all have theming to help tie everything together and provide a distinctive brand

Question #8: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- Safety is huge and the Bullard Wash Trail can provide this premier benefit
- Riding a bike on the streets is very dangerous and when given options, most cyclists will stay off the street

Question #9: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the Master Planning Team to consider? If so, what are specific qualities that you enjoyed?

- Tempe canals, Scottsdale Indian bend wash and canals, Peoria New River, Indianapolis – River Cultural Trail
- San Antonio Waterfront, DC Mall, Washington DC on-road paths, Indy Canal Walk and Cultural Trail
- Rio Salado and Tempe multi-use pathways, Yuma multi-use path, Cincinnati waterfront. Colorado has a pathway along I-70 up to Vail.
- The group referenced Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails with grade separated crossings and park elements within the wash.
- Skunk Creek and New River are good examples.

WEST VALLEY TRAILS - FOCUS GROUP MEETING NOTES

November 10, 2020

MS Teams Conference Call

Attendees: Brian Murphy, Ben Troth, Ken Hill, Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

Question #1: What is your primary interest in the Bullard Wash Bicycle & Pedestrian Master Plan?

- Providing safe routes for bicycle use within the City and alternate to roadways with connections to regional trails and destinations. Would like to see greater connectivity for regional connection and long range rides.
- Advocacy for safe trails/safe routes
- Connectivity is huge
- Get beginner bikers involved. Offer more trails options

Question #2: What do you see as the most important regional benefits for the trail system?

- Connections to other regional areas and destinations. Discussed other examples of pathway systems providing connectivity between multiple cities. Indian Bend Wash – Scottsdale and Tempe. Arizona Canal and Sun Circle Trail as well as the Maricopa Trail.
- Connecting businesses of all types with the trails system
- Opportunities for beginner cyclists

Question #3: How important is the trail system to overall community connectivity?

- Very important. Offers opportunities to get off the streets away from cars and still connect with city destinations
- Extremely important. Goodyear is viewed as a recreation-based community placing high interest in walkability and trails.
- The Trek bicycle store has seen uptick in sales in the pebble creek community. That community understand the importance of trails.

Question #4: Are there key trail access points that you think should be considered during the Master Planning process?

- Civic Square, Ball Park, Bullard businesses, McDowell commercial businesses, Goodyear Airport
- Maricopa Trail
- Connections to communities and residential areas to provide better access and use.
- Like the idea of strengthen the connection from north to south.
- Good distribution of destinations and connection points.

Question #5: Do you have a preference for trail width and surface(s) (paved, soft, etc)?

- Paved surface is preferable
- Pavement marking is important
- Total width of at least 12' should be the minimum (6' in each direction min)
- Two options: paved and soft (compacted dirt or d.g.)
- Parking areas are important and need to be considered to allow access points along the pathway.

Question #6: How important is the inclusion of rest or fitness nodes along the trail system?

- Peoria Sports Complex is a nice stop for trails. People drive there and then park and use trails. Is also good for restroom, drinking fountains with bottle fillers, ramadas to provide some shade
- Rest nodes near populated areas would be very smart and a considerate amenity. Fitness nodes would be nice.
- Overall, this group does not really utilize fitness nodes as they are focused on cycling and longer type rides.

Question #7: Do you envision theming and interpretive opportunities throughout the trail system?

- Any nodes, theming, interpretive opportunities show residents you care and that this amenity was designed intentionally.
- Cities that really make an impression have themed trails.
- Not really, unless adjacent development is unique.
- Explore opportunities for Art integration
- Distance markers are a plus and could be included with theming

Question #8: Do you think the trail system will significantly enhance bicycle and pedestrian safety?

- Add signage at entry points to explain the "rules" of the trail. i.e. walk on the right, bike on the left, address oncoming
- Yes, safety is one of the premier benefits of having a trail system.

Question #9: Are there specific trail systems that you have used in AZ or out of state that you believe are good examples for the Master Planning Team to consider? If so, what are specific qualities that you enjoyed?

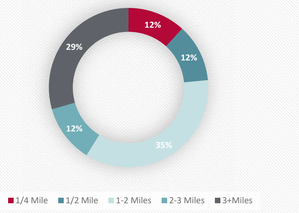
- San Antonio Waterfront, DC Mall, Washington DC on-road paths, Indy Canal Walk And Cultural Trail, Tempe is doing a nice job with their expansion, Skunk Creek, IBW, Yuma multi-use path, Cincinnati waterfront, path along I-70 up to Vail in CO, Athens, Ohio (grade separation crossings) Flagstaff (FUTS) – loop trail system, Maricopa Trail
- Rio Salado and Tempe multi-use pathways
- The group reference Indian Bend Wash in Scottsdale as a known greenbelt with multi-use trails with grade separated crossings and park elements within the wash.

Community Meeting No. 1 Summary / December 8, 2020

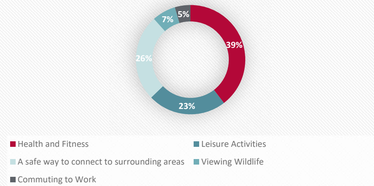
Zoom Meeting

Live Polling Results:

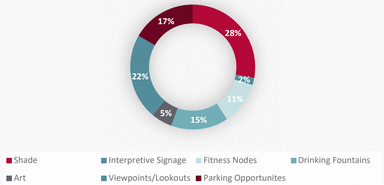
What is your proximity to the future trail?



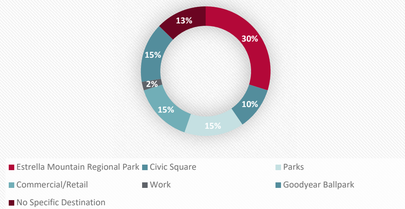
What are the most important reasons you will use the trail?



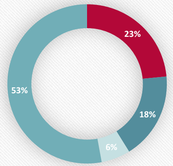
What trail features are the most important to you?



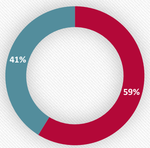
Once on the trail, where would you head to?



What is your preference for the trail surface?



What is your preference for trail and street crossings?



Breakout Session Feedback:

Desired Access Points

- Goodyear Recreation Campus
- Monte Vista Rd. (neighborhood access), consider grade-separated crossing
- Development area around ballpark
- Development area around ballpark may also be a good location to pull off for a shared restroom facility rather than one dedicated to the Bullard Wash corridor
- Goodyear Recreation Campus and Ballpark access is very important. Desert Edge access would also be nice.
    - Currently, Yuma Road does not have sidewalk or bike lanes on the east or west sides of the Bullard Wash Corridor. Consider improving Yuma Road to provide for further connectivity.
- The I-10 underpasses at Estrella and Van Buren are undesirable areas and can sometimes feel unsafe. If the Bullard Wash project area can provide an alternate route to cross the I-10, it would be very much appreciated and well-utilized.
- Consider connecting the project area with the existing bicycle path on Van Buren
- Consider connecting the project area with the RID ditch.
- The existing Bullard Wash trail area north of McDowell lacks strong east-west connectivity to the trail area. Consider stronger east and west connections to provide ample trail access.

Theme Integration

- **What ideas do you have about the potential character of the corridor that can be explored during the master planning process?**
    - A riparian theme would be nice due to the trail's more natural setting.
    - Also consider more of a native desert theme, as the Sonoran Desert feel becomes more prominent as you move south on the path.
    - Goodyear history – not only what is currently there, but what used to be there.
- **Do you think the 5 mile Trail Corridor should have one consistent theme or should consider opportunities for character segments that are responsive to unique adjacent land uses (Tech Center, Airport, Ball Park etc.)**
    - The trail should have unified signage and branding to help people recognize the area as a destination, but character segments throughout are preferred to add interest and highlight the surroundings
    - Being responsive to unique adjacent land uses is a great idea. Tech Corridor, Airport, Ball Park, Tres Rios, and the Gila River were all mentioned as interesting themes for different character areas throughout the trail
    - Utilizing interpretive signage and theming to recognize Goodyear's history and what used to be in some of these areas was a welcomed idea

- **How important is signage in the development of a project theme?**
    - Signage is very important because is pulls everything together in terms of creating a brand and destination.
    - The signage doesn't necessarily need to reflect each character area as much as it needs to unify the corridor.
    - Wayfinding signage that helps you understand where you are in relation to landmarks and nearby businesses is desirable.
    - Mile markers or signage that would help indicate distance traveled on the trail would be great. Consider potential 5ks and other races as programming elements during the planning process.
- **Does the idea of integrating arts and culture provide opportunities to express a theme for the trail corridor?**
    - The group liked the idea of integrating arts and culture to enhance the theme/character areas. They want something that will stand the test of time and be interesting each time you see it. They cautioned against things that are too trendy.
    - One member asked us not to do aesthetics like Piestewa Peak Hwy, where art themes were seemingly haphazard and unrelated to each other.
    - Consider long term maintenance, weathering, and vandal resistance for art pieces.
- **Where are the best corridor locations to integrate thematic elements?**
    - Mile marker signage is important, maybe art can be at major mile markers throughout the trail.
    - At access points for major landmarks like Civic Square, Goodyear Ballpark, Goodyear Recreation Campus, etc.
    - Consider art as a defining feature of trail access points with parking. Perhaps at the north end of the path and near Bullard Avenue or Estrella Mountain Regional Park, where they would be most appreciated by users.

ARTS - FOCUS GROUP MEETING NOTES

November 30, 2020

MS Teams Conference Call

Attendees:
Guylene Ozlanski (COG Arts & Culture Coordinator) Diana Vasquez (COG), Marissa Pellegrini (KH), Sean Wozny (KH), Jeff Kratzke (KH)

NOTES:

This meeting was an opportunity to have a conversation with Guylene Ozlanski, Arts and Culture Coordinator for the City of Goodyear to discuss the Bullard Wash Bicycle & Pedestrian Master Plan project.

- Diana and Jeff provided an overview of the project area and some of the key goals, which include the potential for arts/culture integration.
- Guylene expressed the importance of being very intentional about exploring the possibilities for arts/culture integration with the multi-use trail. She made reference to the Goodyear Parks & Recreation Master Plan that identify the importance of arts/culture integration with parks and trails.
- Given the 5 mile long trail corridor, any arts/cultural elements will need to consider durability.
- Guylene mentioned that there is an artist that has experience with these types of trail corridor projects. He emphasizes geographic context sensitivity. His name is Andy Goldworthy. We should take a look at some of his work.
- Guylene mentioned the Centennial interpretive trail project at Estrella Mountain Regional Park, behind the Nature Center. It is a 2 mile trail that includes arts/culture integration. The project has not been implemented yet but could be a source of inspiration. Ed Bonavechio was the artist on the project and can share some of the planning/design history.
- We asked Guylene what she thought about the potential of theming for the corridor. We wanted to understand her thoughts about having one consistent theme for the entire length of the corridor or having corridor segments themed based on character areas inspired by unique adjacent land uses. Guylene mentioned that she thinks either approach could be successful as long as we are thoughtful and purposeful about what we are trying to achieve.
- Guylene was asked if there are trails that she has experienced that are memorable to her and why. She mentioned that the trails that are very environmentally sensitive/context sensitive are those that she feels are very successful. Highlighting the unique natural environment is key!

Appendix B – Workshop Presentations

Section 2:
Van Buren Street to
Yuma Road

Section 2:
Van Buren Street to
Yuma Road

Section 3:
Yuma Road to
Bullard Avenue

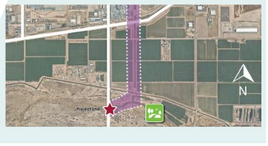
Section 3:
Yuma Road to
Bullard Avenue

Section 4:
Bullard Avenue to
MC 85

Section 4:
Bullard Avenue to
MC 85

Section 5:
MC 85 to
Buckeye Canal

Section 5:
MC 85 to
Buckeye Canal



Section 6:
Buckeye Canal to Estrella Mountain Regional Park

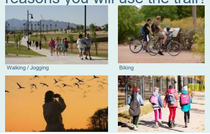
Section 6:
Buckeye Canal to Estrella Mountain Regional Park

Question #1

What is your proximity to the future trail?

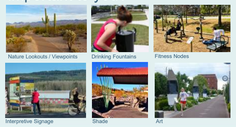
Question #2

What are the most important reasons you will use the trail?



Question #3

What trail features are most important to you?



Q&A

Questions?

Please Use The Chat Function

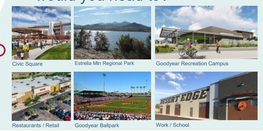
Polling Questions

Polling Screen Will Appear

- Can Drag Polling Screen to View Slides
- Reference Slide for Additional Imagery if Needed
- Respond to Question and Submit Response
- We Will Review Polling Results in Real Time

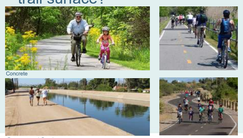
Question #4

Once on the trail, where would you head to?



Question #5

What is your preference for trail surface?



Question #6

What is your preference for trail and street crossings?

Breakout Sessions

Breakout Session Rooms

- Everyone will be automatically assigned a breakout session room. Please click "go to room"
- Topics of Discussion: Access and Theming
- Please feel free to un-mute and share your thoughts with the group or use the chat
- A member of the Goodyear and Kimley-Horn teams will be in each room to moderate the discussion

Next Steps

Breakout Session Rooms

- Please Visit the Project Website for Updates
  https://www.goodyeraz.gov/government/departments/parks-recreation/parks/specialty-parks/bullard-wash-master-plan-project
- Public Meeting #2 – Alternative Concepts – February 9th, 2021
- Public Meeting #3 – Preferred Concept – April 2021

Thank You!

Your Participation Is Appreciated

Welcome!

Team Introductions

- Kimley-Horn Team

Agenda Items

- Project Goals
- Project Overview
- Proposed Trail Concepts
- Theming Integration Concepts

Key Project Goals

- Community and Regional Connectivity
- Bicycle and Pedestrian Trails Alternatives
- Arts and Culture Integration
- Health and Wellness
- Enhance Economic Development

Site Map

Proposed Trail Concepts

Concepts

Theming

Theming Concept #1

Goodyear Landmarks

Theming Concept #2

Goodyear History

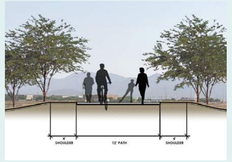
Next Steps

- Project Website
  https://www.goodyearaz.gov/government/departments/parks-recreation/parks/specialty-parks/bullard-wash-master-plan-project
- Public Meeting #3 – Preferred Concept – April 2021

Thank You!

Typical Section 1:

- Single Two-Way Path
- Multi-Modal
- 12' Concrete Path
- 4' Soft Shoulders



Theming Concept #3

Nature and Wildlife

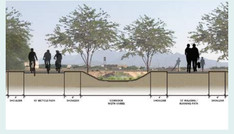
Theming Concepts 1,2,3

Q&A

Questions?
Comments?

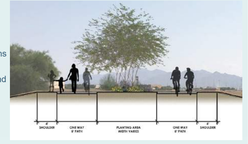
Typical Section 2:

- Separated Two-Way Paths
- Separated by Mode of Transportation
- 10' Concrete Paths
- 4' Soft Shoulders



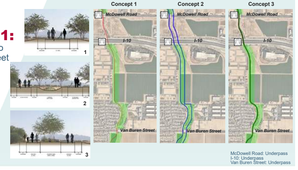
Typical Section 3:

- Separated One-Way Paths
- Separated by Direction - North-Bound/South-Bound
- 8' Concrete Paths
- 4' Soft Shoulders

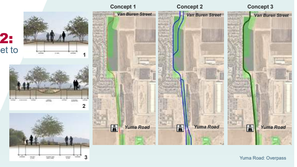


Section 1:

McDowell Rd to Van Buren Street

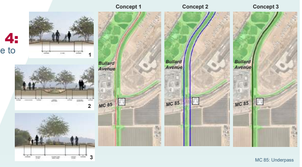


Section 2:
Van Buren Street to Yuma Road

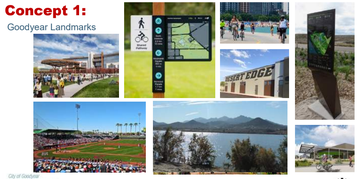


Section 3:
Yuma Road to Bullard Avenue

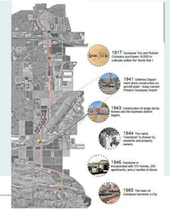
Section 4:
Bullard Avenue to MC 85



Concept 1:
Goodyear Landmarks



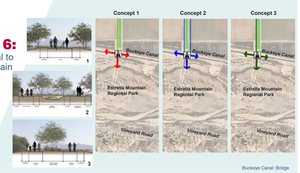
Theming Concept #2
Goodyear History



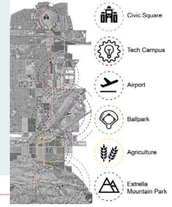
Concept 2:
Goodyear History

Section 5:
MC 85 to Buckeye Canal

Section 6:
Buckeye Canal to Estrella Mountain Regional Park



Theming Concept #1
Goodyear Landmarks



Theming Concept #3
Nature and Wildlife

Concept 3:
Nature and Wildlife

Welcome!

Team Introductions

- City of Goodyear Team
- Kimley-Horn Team

Agenda Items

- Project Timeline
- Recap of Previous Public Outreach
- Review Proposed Trail Master Plan Concept

Project Timeline

Public Meeting #1 December 2020 » Public Meeting #2 February 2021 » Public Meeting #3 April 2021

Open House April 2021 » PRAC Presentation April 2021 » Council Presentation Summer 2021 » Seek Design Grant Funding

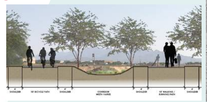
Previous Public Outreach

Public Meeting #1 Recap

- Project Overview
- Establish Trail Priorities
- Key Access Points
- Initial Theming Ideas

Public Meeting #2 Recap

- Trail Concepts
- Theming Concepts



Proposed Trail Master Plan Concept

Segment 1 – McDowell Road to I-10

Overpass
Underpass
Restaurant(s)
Rest Node

Segment 2 – I-10 to Van Buren Street

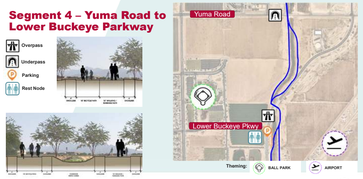
Overpass
Underpass
Parking
Rest Node

Segment 3 – Van Buren Street to Yuma Road

Overpass
Underpass
Restaurant
Parking
Rest Node

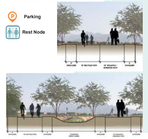
Segment 4 – Yuma Road to Lower Buckeye Parkway

Overpass
Underpass
Parking
Rest Node



Segment 5 – Lower Buckeye Parkway to Bullard Avenue

Parking
Rest Node



Theming: BALL PARK AIRPORT

Segment 6 – SR 85 to Buckeye Canal

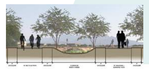
Overpass
Underpass
Parking
Rest Node

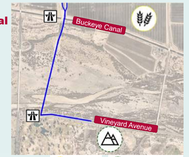
Theming: AGRICULTURE AIRPORT

Thank You!

Segment 7 – Buckeye Canal to Estrella Mountain Regional Park

Overpass





Theming: AGRICULTURE ESTRELLA MOUNTAIN PARK

Questions? Comments?

Next Steps

- Project Website
  www.goodyearaz.gov/bullardwash
- In-Person Open House –
  April 15, 2021, 6-7 PM
  Library Community Room 14455 W. Van Buren Street, Suite C-102
- Parks and Recreation Advisory Committee –
  April 27, 2021
- Council Presentation –
  Summer 2021

Appendix C – Land Ownership Matrix & Map

Virginia Ave to Monte Vista Road

No.	APN	Section/ Township/Range	Facility	Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
1	501-69-966C	32 2N 1W	Bullard Wash Phase 1	15350 W. Monte Vista Rd, Goodyear, AZ 85395	City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	71175749	PAD	572,116	N/A	Bullard Phase 1	N/A	Virginia Ave to Monte Vista Road
2	501-69-996G	32 2N 1W			RG-IPA Goodyear, LLC	1600 S. Beacon Blvd Suite 260 Grand Haven, MI 49417	Goodyear Planned Regional Center Parcel 15 MLD	190979040	PAD	323,640	1497-44	No	West of Bullard 1	Virginia Ave to Monte Vista Road
3	501-69-966F	32 2N 1W			ZJ Holdings LP	3307-1009 Expo Blvd Vancouver BC, Canada V6ZX-2V9	Goodyear Planned Regional Center Parcel 15 MLD	191017251	PAD	721,803	1497-44	No	West of Bullard 1	Virginia Ave to Monte Vista Road
4	501-69-966E	32 2N 1W			Globe Land Investors, LLC	6730 N. Scottsdale Rd, STE 250, Scottsdale, AZ 85253-4416	N/A	991168189A	PAD	409,022	N/A	No	West of Bullard 1	Virginia Ave to Monte Vista Road
5	501-69-966H	32 2N 1W			Civic Square Build to Rent, LLC	7001 N. Scottsdale Rd, STE 250, Scottsdale, AZ 85253	N/A	200175988	PAD	1,688,490	N/A	No	East of Bullard 1	Virginia Ave to Monte Vista Road

Monte Vista Road to McDowell Road

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
6	501-69-016M	32 2N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	71174749	PAD	760,522	N/A	Bullard Phase 1	N/A	Monte Vista Rd to McDowell Rd
7	508-04-866	32 2N 1W	Estrella Falls	2075 N. Pebblecreek Pkwy, Goodyear, AZ 85395	Estrella Falls, LLC	1350 W. 3rd St, Cleveland, OH 44113	Market at Estrella Falls Lot 1 Replat	180514306	PAD	1,446,009	1353-22	No	West of Bullard 1	Monte Vista Rd to McDowell Rd
8	501-69-983	32 2N 1W		15210 W. McDowell Rd, Goodyear, AZ 85395	CY Heritage Inn/ HE Heritage Inn	4520 36th Avenue S. Fargo, ND 85104	Market at Estrella Falls	80464300	PAD	217,811	981-01	No	West of Bullard 1	Monte Vista Rd to McDowell Rd
9	501-69-982	32 2N 1W			Estrella Falls, LLC	1350 W. 3rd St, Cleveland, OH 44113	Market at Estrella Falls	180514306	PAD	39,977	981-01	No	West of Bullard 1	Monte Vista Rd to McDowell Rd
10	501-69-016L	32 2N 1W			Globe Land Investors, LLC	6730 N. Scottsdale Rd, STE 250, Scottsdale, AZ 85253-4416	N/A	991168189A	PAD	1,638,995	N/A	No	East of Bullard 1	Monte Vista Rd to McDowell Rd
11	501-69-019H	32 2N 1W			Globe Land Investors, LLC	6730 N. Scottsdale Rd, STE 250, Scottsdale, AZ 85253-4416	N/A	991168189A	PAD	441,869	N/A	No	East of Bullard 1	Monte Vista Rd to McDowell Rd

McDowell Rd to I-10

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
12	500-04-982B	5 1N 1W	FCDMC		Flood Control District of Maricopa County	2801 W. Durango Street, Phoenix, AZ 85009	N/A	11028742	AG	1,267,730	N/A	Bullard Phase 2	N/A	McDowell Rd to I-10
13	500-04-972C	5 1N 1W	Center-pointe	15311 W. McDowell Rd, Goodyear, AZ 85395	HCL Goodyear Centerpointe, LLC (Lease)	12302 Exposition Blvd, Los Angeles, CA 90064	N/A	140502347	C-2	1,368,118	N/A	No	West of Bullard 2	McDowell Rd to I-10
14	500-10-637A	5 1N 1W			Gooyear Investors, LLC	6730 N. Scottsdale Rd, Ste. 250, Scottsdale, AZ 85253	N/A	10346422	PAD	1,277,591	N/A	No	East of Bullard 2	McDowell Rd to I-10

I-10 to Van Burren Street

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
15	500-04-971Q	5 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	71112889	PAD	82,730	N/A	Bullard Phase 2	N/A	I-10 to Van Burren Street

16	500-04-971R	5 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	71114204	I-1	346,539	N/A	Bullard Phase 2	N/A	I-10 to Van Burren Street
17	500-04-971N	5 1N 1W			Snyders of Hanover Snacks, Inc.	P.O. Box 32368 Charlotte, NC 28232	N/A	61147938	I-1	1,374,764	N/A	Bullard Phase 2	N/A	I-10 to Van Burren Street
18	500-04-985	5 1N 1W	Snyders	1200 N. Bullard Avenue, Goodyear, AZ 85338	Snyders of Hanover Snacks, Inc.	P.O. Box 32368 Charlotte, NC 28232	N/A	61147939	I-1	887,308	N/A	No	East of Bullard 2	I-10 to Van Burren Street
19	500-16-852	5 1N 1W			Estrella Commons Homeowners Assoc.	9140 S. Kyrene Rd, Ste. 202, Tempe, AZ 85284	Fulton Homes Estrella Commons Phase 2	190565535	PAD	78,570	1471-16	No	West of Bullard 2	I-10 to Van Burren Street
20	500-16-781	5 1N 1W			Estrella Commons Homeowners Assoc.	9140 S. Kyrene Rd, Ste. 202, Tempe, AZ 85284	Fulton Homes Estrella Commons Phase 1	190058277	PAD	50,072	1390-47	No	West of Bullard 2	I-10 to Van Burren Street
21	500-16-802	5 1N 1W			Estrella Commons Homeowners Assoc.	9140 S. Kyrene Rd, Ste. 202, Tempe, AZ 85284	Fulton Homes Estrella Commons Phase 1	190058277	PAD	67,729	1390-47	No	West of Bullard 2	I-10 to Van Burren Street
22	500-10-739B	5 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	121152202	AU	419,353	N/A	No	West of Bullard 2	I-10 to Van Burren Street
23	500-10-739A	5 1N 1W	Jacobs	700 N. Bullard Avenue, Goodyear, AZ 85338-2506	Jeff and Linda Jacobs	700 N. Bullard Avenue, Goodyear, AZ 85338-2506	N/A	970768015	I-1	3,050,562	N/A	Bullard Phase 2	N/A	I-10 to Van Burren Street
24	500-04-250	5 1N 1W			Rancho Mirage Community Association	9000 E. Pima Ctr Pkwy 300, Scottsdale, AZ 85258	Rancho Mirage	70328636	PAD	121,529	518-35	No	West of Bullard 2	I-10 to Van Burren Street
25	500-04-251A	5 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	Rancho Mirage	991098936	PAD	40,685	518-35	Bullard Phase 2	N/A	I-10 to Van Burren Street
26	500-04-044K	5 1N 1W	Skyway Church	14900 W. Van Buren St. Goodyear, AZ 85338	Skyway Church of the West Valley	14900 W. Van Buren St. Goodyear, AZ 85338	N/A	250443	PAD	1,044,426	N/A	No	East of Bullard 2	I-10 to Van Burren Street
27	500-04-044B	5 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	250442	PAD	7,740	N/A	No	East of Bullard 2	I-10 to Van Burren Street

Van Burren Street to Yuma Rd

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
28	500-10-701B	8 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	80776669	AU	729,640	N/A	Bullard Phase 2	N/A	Van Burren Street to Yuma Rd
29	500-04-912	8 1N 1W			Centerra Homeowners Assoc.	7740 N. 16th Street, Ste. 300, Phoenix, AZ 85020	Centerra	50445414	PAD	32,604	553-37	No	West of Bullard 2	Van Burren Street to Yuma Rd
30	500-10-688A	8 1N 1W			Squaw Peak Goodyear, LLC	4245 E. Clarmont Ave Paradise Valley, AZ 85253	Goodyear Airport Commons MLD	190222179	AU	736,774	1450-08	Bullard Phase 2	N/A	Van Burren Street to Yuma Rd
31	500-10-884	8 1N 1W	Compass Datacenter	150 S. Bullard Avenue, Goodyear, AZ 85338	Compass Datacenters, Phx I, LLC	14555 N. Dallas Pkwy, Ste: 125 Dallas, TX 75254	Compass Datacenter-Phx 1	190607811	AU	8,465,195	1476-49	Bullard Phase 2	N/A	Van Burren Street to Yuma Rd
32	500-10-887	8 1N 1W			Compass Datacenters, Phx I, LLC	14555 N. Dallas Pkwy, Ste: 125 Dallas, TX 75254	Compass Datacenter-Phx 1	190607811	AU	620,631	1476-49	Bullard Phase 2	N/A	Van Burren Street to Yuma Rd
33	500-10-888	8 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	190607811	AU	185,513	1476-49	No	West of Bullard 2	Van Burren Street to Yuma Rd
34	500-04-928	8 1N 1W			Centerra Homeowners Assoc.	7740 N. 16th Street, Ste. 300, Phoenix, AZ 85020	Centerra	50445410	PAD	58,534	553-37	No	West of Bullard 2	Van Burren Street to Yuma Rd
35	500-04-904	8 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10064653	PAD	336,376	553-37	Bullard Phase 2	West of Bullard 2	Van Burren Street to Yuma Rd

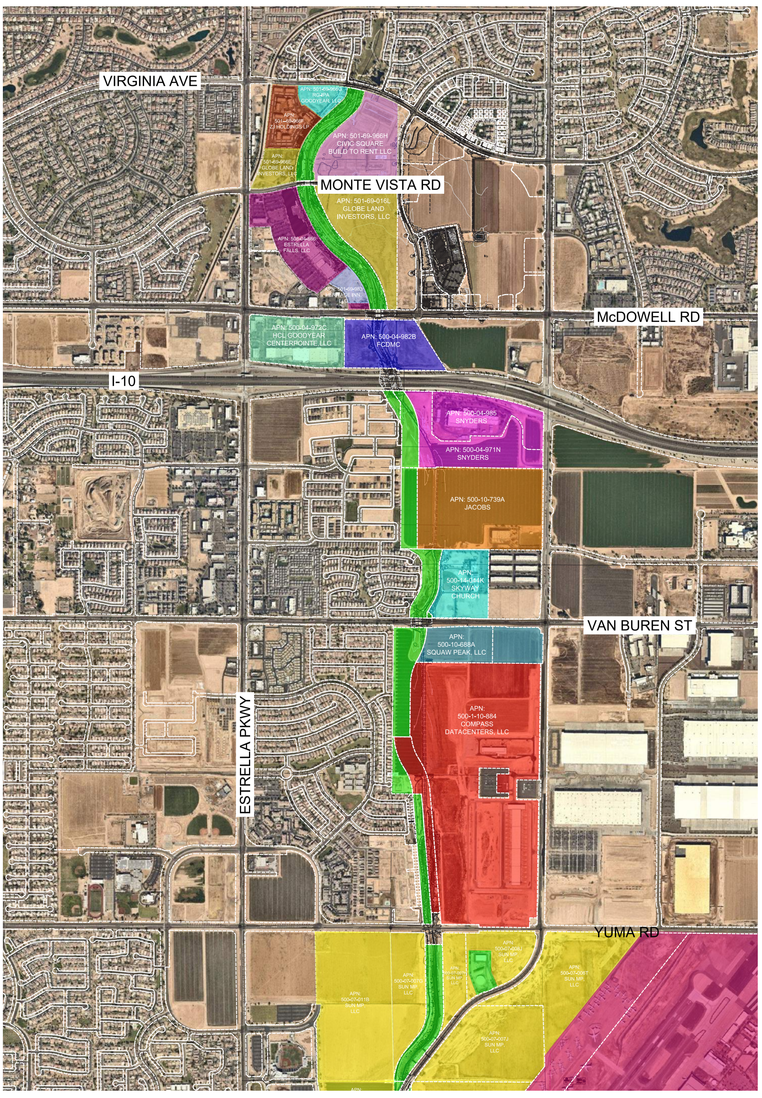
Yuma Rd to MC 85

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
36	500-07-007G	17 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	PAD	1,139,356	N/A	No	West of Bullard 2	Yuma Rd to MC 85
37	500-07-007F	17 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	140567662	PAD	727,784	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
38	500-07-007H	17 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	1139356	PAD	1,139,356	N/A	No	East of Bullard 2	Yuma Rd to MC 85
39	500-07-009D	17 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	140567661	PAD	32,183	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
40	500-07-015J	17 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	PAD	793,195	N/A	No	West of Bullard 2	Yuma Rd to MC 85
41	500-07-009E	17 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	140567663	PAD	579,434	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
42	500-07-009F	17 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	PAD	2,744,523	N/A	No	East of Bullard 2	Yuma Rd to MC 85
43	500-07-015P	17 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	PAD	708,502	N/A	No	West of Bullard 2	Yuma Rd to MC 85
44	500-07-970	17 1N 1W	Goodyear Ballpark	2601 S. Wood Blvd, Goodyear, AZ 85338	City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	Ballpark Village-Wood Corporate Campus	80632535	PAD	2,107,462	996-50	No	West of Bullard 2	Yuma Rd to MC 85
45	500-07-972	17 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	120724687	PAD	96,987	996-50	No	West of Bullard 2	Yuma Rd to MC 85
46	500-07-006Q	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	38,066	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
47	500-07-006R	20 1N 1W	Goodyear Airport	1658 S. Litchfield Rd. Goodyear, AZ 85338	City of Phoenix	251 W. Washington Street, 8th Floor, Phx, AZ 85003	N/A	07166-0066	AG	26,022,515	N/A	No	East of Bullard 2	Yuma Rd to MC 85
48	500-07-031M	20 1N 1W	Goodyear Airport	1658 S. Litchfield Rd. Goodyear, AZ 85338	City of Phoenix	251 W. Washington Street, 8th Floor, Phx, AZ 85003	N/A	900566515	AG	685,460	N/A	No	East of Bullard 2	Yuma Rd to MC 85
49	500-07-031J	20 1N 1W	Goodyear Airport	1658 S. Litchfield Rd. Goodyear, AZ 85338	City of Phoenix	251 W. Washington Street, 8th Floor, Phx, AZ 85003	N/A	990985788	AG	84,459	N/A	No	East of Bullard 2	Yuma Rd to MC 85
50	500-07-031K	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595009	AG	400,480	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
51	500-07-031L	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595009	AG	25,875	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
52	500-07-969	20 1N 1W			CSWR141 Goodyear 17 LLC	7001 N. Scottsdale Road, Ste. 1015, Scottsdale, AZ 85253	Ballpark Village-Wood Corporate Campus	140857831	PAD	135,393	N/A	No	West of Bullard 2	Yuma Rd to MC 85

53	500-07-018F	20 1N 1W		3829 S. Estrella Pkwy, Goodyear, AZ 85338	JVH Property, LLC	3700 Park East Drive Unit 300, Beachwood, OH 44122	N/A	140503069	I-2	1,685,320	N/A	No	West of Bullard 2	Yuma Rd to MC 85
54	500-07-929	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	212,309	N/A	No	West of Bullard 2	Yuma Rd to MC 85
55	500-07-006P	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	114,956	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
56	500-07-006L	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	121,383	N/A	Bullard Phase 2	N/A	Yuma Rd to MC 85
57	500-07-006N	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	165,816	N/A	No	East of Bullard 2	Yuma Rd to MC 85
58			UPRR		UPRR									

MC 85 to Estrella Parkway/Vineyard Rd

No.	APN	Section/ Township/Range		Property Address	Owner	Mailing Address	Subdivision	Deed Number	Zoning	Lot Size (SF)	MCR #	Wash Alignment	Wash Adjacent	Street Location
59	500-07-022P	20 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	500-07-022P	C-2	250,381	N/A	No	West of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
60	500-07-022R	20 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-1	751,514	N/A	No	East of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
61	500-07-022S	20 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595009	AG	238,011	N/A	Bullard Phase 2	No	MC 85 to Estrella Pkwy/ Vineyard
62	500-07-022T	20 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	C-2	627,615	N/A	No	West of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
63	500-07-022U	20 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-2	3,712,721	N/A	No	East of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
64	500-81-006K	29 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595010	AG	578,862	N/A	Bullard Phase 2	No	MC 85 to Estrella Pkwy/ Vineyard
65	500-81-006Q	29 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-1	3,521,461	N/A	No	West of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
66	500-81-006R	29 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-2	8,053,936	N/A	No	East of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
67	500-81-004K	29 1N 1W			City of Goodyear	190 N. Litchfield Rd. PO Box 5100, Goodyear, AZ 85338-0601	N/A	10595009	AG	110,072	N/A	Bullard Phase 2	No	MC 85 to Estrella Pkwy/ Vineyard
68	500-81-004P	29 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-2	601,215	N/A	No	West of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
69	500-81-004L	29 1N 1W			Sun MP Investment Properties, LLC	5665 N. Scottsdale Rd, Ste. 135, Scottsdale, AZ 85253	N/A	41481307	I-2	618,857	N/A	No	East of Bullard 2	MC 85 to Estrella Pkwy/ Vineyard
70	500-81-007A	29 1N 1W			Pioneer 2005 LLC	P.O. Box 72708 Phoenix, AZ 85050	N/A	190551751	AB	1,224,306	N/A	Bullard Phase 2	No	MC 85 to Estrella Pkwy/ Vineyard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McDOWELL RD
I-10
VAN BUREN ST
ESTRELLA PKWY
YUMA RD
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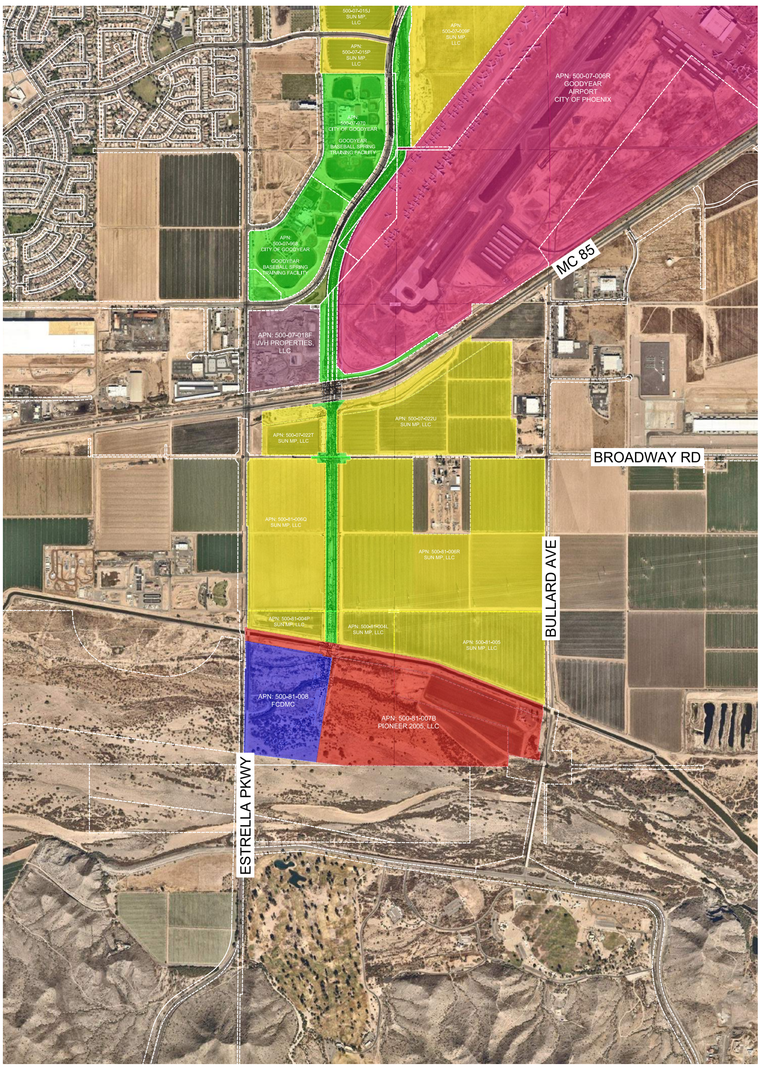
CWA SQUARE
BUILD TO RENT LLC
APN: 501-69-010L
GLOBE LAND
INVESTORS, LLC
APN: 500-04-982B
FCDMC
APN: 500-04-985
SNYDERS
APN: 500-04-971N
SNYDERS
APN: 500-10-739A
JACOBS
APN:
500-10-738A
SKYWAY
CHURCH
APN:
500-10-688A
SQUAW PEAK, LLC
APN:
500-1-10-884
COMPASS
DATA CENTERS, LLC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GOODYEAR
AIRPORT
CITY OF PHOENIX
MC 85
BROADWAY RD
BULLARD AVE
ESTRELLA PKWY
APN: 500-81-006
FCDMC
APN: 500-81-007B
PIONEER 2005, LLC

Appendix D – Intergovernmental Agreements (FCDMC with Goodyear)

Agenda Activity	Action	Agenda Number	C-69-07-032-2-00
Department	Flood Control District		
Category	Regional Development Services		
Contact	Scott Vogel	Phone 602-506-4771	Continued from
Return to	Melissa Bauer	Phone 602-506-4433	
Location	FLOOD CONTROL OFFICE BLDG		

FILE COPY

Action Requested
Approve Intergovernmental Agreement (IGA) FCD 2006A010 between the Flood Control District of Maricopa County (District) and the City of Goodyear (City) for cost sharing, rights-of-way acquisition, utility relocation, construction, construction management, operation and maintenance of the Bullard Wash Channel Improvements Project, Interstate 10 to McDowell Road, #470 (Project) The Project is estimated to cost $6,000,000, for which the IGA provides for a 50% District and 50% City cost share

Complete description of action requested
The Board of Directors adopted Resolution FCD 2000R016 in February 2001 The Resolution authorized the negotiation of IGAs, design and rights-of-way acquisition for the Project IGA FCD 2001A006 was approved by the Board of Directors in October 2001, authorizing the design of the Project Improvements to Bullard Wash, from the Gila River to Lower Buckeye Road, were constructed as part of a cooperative project between the District, the City of Goodyear, and the Maricopa County Department of Transportation From Lower Buckeye Road to Interstate 10, Bullard Wash improvements have been designed, and are being budgeted for construction

This IGA involves the next upstream reach, from Interstate 10 to McDowell Road, including a detention basin adjacent to the Wash The Project will reduce the floodplain width, increasing protection to properties and public streets from flooding The Project is integral to the White Tanks/Loop 303 Area Drainage Master Plan, and is part of the regional drainage system that will ultimately convey storm flows from east of the White Tanks Mountains and as far north as Cactus Road

The Project impacts Supervisory District 4

PERFORMANCE INFORMATION
Program Flood Hazard Remediation
Activity Capital Projects
Performance Measure % of the Capital Improvement Plan (CIP), which is initiated and measured in square miles, which are benefited from the CIP projects in FY 2006-2007
Anticipated Results Provide citizens of Goodyear with one hundred (100) year flood protection
Goal Achievement Beginning in FY 2006-2007 and for each year for the next five (5) years, the Flood Control District of Maricopa County (District) will continue to provide maximum flood hazard mitigation to the people who live and work in Maricopa County by completing ten percent (10%) of the structural projects listed in the CIP plan To the extent allowed by its enabling statutes, the District will include provisions for multiple use opportunities incorporating the principles of landscape architecture and land use planning in their siting, planning, and design

Expenditure Impact by FY(s)
FY 2011-2012 $3,000,000
FY 2012-2013 $3,000,000
Of these expenditures, the City will reimburse the District $3,000,000, estimated to be FY 2011-2012

Routing Meeting Date 02/07/2007		
Legend X=Pending A=Approved R=Rejected		
CNTY_ENGR	LEGAL	OMB
A	A	A

Action The Board

CLERK OF THE BOARD
BASKET PICK UP

Recorded without Exhibit "A" Map

OFFICIAL RECORDS OF
MARICOPA COUNTY RECORDER
HELEN PURCELL
2007-0199022 02/16/07 04:48 PM
6 OF 7

INTERGOVERNMENTAL AGREEMENT
for the
Rights-of-Way Acquisition, Utility Relocation, Construction, Construction Management, Operation and Maintenance
of the
Bullard Wash Improvements Project
(Interstate 10 to McDowell Road)
between the
Flood Control District of Maricopa County
and the
City of Goodyear

FCD 2006A010

Agenda Item C-69-07-032-2-00

This Agreement is entered into by and between the Flood Control District of Maricopa County, a municipal corporation and political subdivision of the State of Arizona, acting by and through its Board of Directors, hereinafter called the DISTRICT and the City of Goodyear, Arizona, a municipal corporation, acting by and through its City Council, hereinafter called the CITY

This Agreement shall become effective as of the date it has been executed by all parties

DATE FILED WITH MARICOPA COUNTY RECORDER February 16, 2007

STATUTORY AUTHORIZATION

1 The DISTRICT is empowered by Arizona Revised Statutes Section 48-3603, as revised, to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the DISTRICT

2 The CITY is empowered by Arizona Revised Statutes Section 11-952, as amended, to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the CITY

06-3152
R06-1108
12/11/06

BACKGROUND

3 The DISTRICT, in cooperation with the CITY, has developed the Loop 303 Corridor/White Tanks Area Drainage Master Plan (ADMP), which provides recommended drainage solutions for the watershed area The ADMP, which includes Bullard Wash, recommends that improvements be made to the wash

4 Phase I of the Bullard Wash Improvements Project, south of Lower Buckeye Road to the Gila River, was constructed as part of a cooperative project among the DISTRICT, CITY, and the Maricopa County Department of Transportation Phase I was authorized through Intergovernmental Agreements (IGAs) FCD 96001 on March 19, 1998 (C-69-98-062-2-00) and FCD 96002 on April 1, 1998 (C-69-98-063-2-00)

5 The Board of Directors (Board) of the DISTRICT, in Resolution FCD 2000R016, authorized on January 17, 2001 (C-69-01-042-6-00) the design and negotiation of IGAs for the Bullard Wash Improvements from Lower Buckeye Road to McDowell Road IGA FCD 2001A006 between the DISTRICT and the CITY was approved on October 3, 2001 (C-69-02-032-3-00) and identified the responsibilities for the design of the improvements

6 IGA FCD 2003A002 between the DISTRICT and the CITY, approved May 3, 2006 (C-69-06-050-2-00), defined the responsibilities for the construction of Bullard Wash Improvements from Lower Buckeye Parkway to Interstate 10

7 The DISTRICT and the CITY, desire to implement the portion of the Bullard Wash Improvements Project from Interstate 10 to McDowell Road, providing 100-year storm water conveyance, hereinafter called the PROJECT The PROJECT will connect to the channel improvements downstream of Interstate 10, to be constructed as a joint DISTRICT/CITY project, to the downstream (south) side of the McDowell Road bridge over Bullard Wash, to be constructed by the City of Goodyear See Exhibit "A"

8 The PROJECT will channelize the floodplain from Interstate 10 to McDowell Road, and includes a detention basin adjacent to Bullard Wash, required to reduce the peak storm flow that continues south of Interstate 10, allowing the downstream improvements to perform their function The PROJECT is an integral part of the ADMP and continues the improvements necessary to provide a drainage outfall for a portion of the storm water runoff generated within the regional planning area The PROJECT may provide recreational multi-use opportunities for the CITY and general public

9 The CITY desires to implement interim improvements within the PROJECT limits, to facilitate drainage for the proposed McDowell Road bridge, hereinafter called INTERIM IMPROVEMENTS Through this IGA, the CITY's rights to also construct the INTERIM IMPROVEMENTS, with corresponding operation and maintenance responsibilities, are identified

10 Defining the responsibilities for construction of the I-10 detention basins north of Interstate 10 between Bullard Avenue and Dysart Road is anticipated to be part of a future IGA

PURPOSE OF THE AGREEMENT

11 The purpose of this Intergovernmental Agreement is to identify and define the responsibilities of the DISTRICT and the CITY, hereinafter called the PROJECT PARTNERS, for the rights-of-way acquisition, utility relocations, construction, construction management, operation and maintenance of the PROJECT

TERMS OF AGREEMENT

12 The PROJECT PARTNERS shall share, as described in this Agreement, in the PROJECT rights-of-way acquisition, utility relocation, construction, and construction management costs, hereinafter called the PROJECT COST The PROJECT COST shall include costs for construction associated with the INTERIM IMPROVEMENTS by the CITY that benefit the ultimate PROJECT construction The PROJECT COST shall also include the actual cost paid by the DISTRICT for rights-of-way previously purchased by the DISTRICT, between Interstate 10 and McDowell Road, and required for the PROJECT

12 1 The PROJECT PARTNERS shall share in the PROJECT COST, estimated to be $6,000,000

12 1 1 The CITY shall receive a cost share credit for the costs expended by the CITY for construction associated with the INTERIM IMPROVEMENTS, such as excavation, that both PROJECT PARTNERS agree benefits the ultimate PROJECT construction

12 1 2 The DISTRICT has purchased a portion of the rights-of-way required for the PROJECT, along Bullard Wash between Interstate 10 and McDowell Road The DISTRICT shall receive credit for this previously purchased rights-of-way required for the PROJECT, based on the actual purchase price

12 2 Construction management shall be assigned a value of eight percent (8%) of the actual construction cost of the PROJECT plus actual costs for materials testing and survey work associated with construction management If construction management services are accomplished under contract, the construction management costs shall be the actual cost for the contracted construction management services plus the actual costs for materials testing and survey work

12 2 1 The PROJECT COST shall include landscaping and aesthetic features as allowed by the DISTRICT's "Policy for the Aesthetic Treatment and Landscaping of Flood Control Projects" (Policy) Additional landscape features and park amenities, if compatible with the PROJECT function, may be included in the PROJECT construction at the request of the CITY, and solely at the CITY's cost plus the associated construction management cost

12 2 2 Non-flood control features, if compatible with the PROJECT function, may be included in the PROJECT at the request of the CITY, solely at the CITY's expense, plus the associated construction management cost

13 The PROJECT PARTNERS shall mutually agree on the construction schedule and shall budget funds, as available, in support of the PROJECT schedule

14 There is an existing irrigation delivery to the DISTRICT owned parcels within the PROJECT limits that the CITY desires to retire as part of the work associated with the INTERIM IMPROVEMENTS The CITY may retire the irrigation delivery system to the DISTRICT owned parcels, but shall reestablish the irrigation delivery system, solely as a CITY cost, if necessary for use in the future and requested by the DISTRICT

15 In preparation for construction of the INTERIM IMPROVEMENTS, and to control the use of the right-of-way, the CITY will accept maintenance responsibility for the rights-of-way purchased by the DISTRICT in this area, approximately 31 9 acres along Bullard Wash, between Interstate 10 and McDowell Road, upon

approval of this IGA Currently the CITY has an existing lease with the DISTRICT, allowing them agricultural use of the DISTRICT's property Should that lease be terminated for any reason, the CITY shall still be responsible for maintenance on this property as identified in this Agreement

16 **The DISTRICT shall**

16 1 Fund fifty percent (50%) of the PROJECT COST The DISTRICT's cost share is estimated to be $3,000,000 DISTRICT funds will be from the DISTRICT's secondary tax levy revenues and DISTRICT funding shall be based on the availability of DISTRICT Capital Improvement Program Budget funding

16 2 Serve as lead agency for acquisition of rights-of-way to be purchased for the PROJECT

16 3 Serve as lead agency for relocation of conflicting utilities outside the City rights-of-way and coordinate with the CITY for the relocation of conflicting utilities within CITY rights-of-way, prior to construction of the PROJECT Conflicting utilities without prior rights shall be relocated at no cost to the PROJECT The cost of relocating utilities with prior rights shall be included as a PROJECT COST

16 4 Serve as lead agency for construction and construction management of the PROJECT

16 4 1 Upon award of a contract for construction of the PROJECT, invoice the CITY for one-half (½) of their share of the PROJECT COST, incorporating any credit due to the CITY and the DISTRICT, identified in paragraphs 12 1 1 and 12 1 2, above

16 4 2 No less than three months after award of construction, and no more often than every three months thereafter, the DISTRICT may invoice the CITY for the CITY's share of PROJECT COSTS expended to date

16 4 3 Upon completion of construction of the PROJECT, prepare a final accounting including change orders and construction management costs, and other PROJECT COSTS not previously paid, and invoice the CITY for the remainder of their share of the PROJECT COST

16 4 4 Participate in the final inspection of the constructed PROJECT with the CITY

16 5 Transfer fee and/or easement land rights acquired by the DISTRICT and necessary for the operation and maintenance of the INTERIM IMPROVEMENTS and the PROJECT to the CITY

16 5 1 Any PROJECT land and/or property purchased by the DISTRICT and conveyed to the CITY shall be for specific flood control purposes, and should that land and/or property cease to be used for flood control purposes, said land and/or property shall revert to the DISTRICT Said reversion shall be effectuated through judicial proceedings instituted by the DISTRICT in a court of general jurisdiction in the State of Arizona As required by A R S 48-3603 1 and DISTRICT policy, if all or part of this property is subsequently sold by the CITY, the DISTRICT shall be repaid its cost share percentage of the original sale price or subsequent sale price, whichever is greater, for property acquired by the DISTRICT Any rights-of-way donated for the PROJECT and for which the CITY has received a cost share credit, shall be for specific flood control purposes The DISTRICT shall also be repaid the full value of the credit received by the CITY for rights-of-way

donated for the PROJECT and for which the CITY received such cost share credit, if the rights-of-way cease to be used for flood control purposes

16 6 The DISTRICT may participate with the CITY in an annual inspection of the INTERIM IMPROVEMENTS and the PROJECT Any deficiencies relating to flood control shall be corrected by the CITY within thirty (30) calendar days If the CITY has not taken corrective action within this time, the DISTRICT reserves the right to perform the corrective action, and will invoice the CITY for all actual costs incurred by the DISTRICT

16 7 The DISTRICT shall review and comment on the design and/or construction of any future changes or modifications that could affect the hydraulic function of the PROJECT

17 **The CITY shall**

17 1 Fund fifty percent (50%) of the PROJECT COST The CITY's cost share is estimated to be $3,000,000 CITY funds will be from the CITY's general fund and based on the availability of CITY funding

17 1 1 Reimburse the DISTRICT within thirty (30) days of receipt of an invoice, as identified in paragraph 16 4, above

17 2 Participate in all public involvement activities for the PROJECT

17 3 The CITY shall provide all CITY owned or controlled rights-of-way, not donated or acquired specifically for the PROJECT, necessary for construction of the PROJECT at no additional cost to the PROJECT

17 4 Cause to be relocated conflicting utilities within the CITY's rights-of-way, prior to construction of the PROJECT Conflicting utilities without prior rights shall be relocated at no cost to the PROJECT

17 5 Be responsible for maintenance of the DISTRICT-owned rights-of-way, approximately 31 9 acres along Bullard Wash, between Interstate 10 and McDowell Road, upon approval of this IGA Maintenance shall include dust control, weed control, illegal dumping, site security and safety The CITY shall also be responsible for operation of the INTERIM IMPROVEMENTS

17 5 1 Upon construction of the PROJECT, the CITY's operation and maintenance responsibility shall continue for only that portion of the rights-of-way required for the PROJECT The remainder of the rights-of-way shall remain in the ownership of the DISTRICT

17 6 Be responsible for, and assume ownership, liability, operation and maintenance of the PROJECT

17 6 1 The operation and maintenance responsibility for the PROJECT includes removal of trash, debris, sediment, and vegetation from the facilities, electricity and other operation costs for the facilities, aesthetics maintenance and vandalism repair The CITY is also responsible for structural maintenance and repair of the facilities, including project reconstruction and replacement and associated costs

17 6 2 The CITY shall be responsible to schedule and invite the DISTRICT to participate in an annual inspection of the PROJECT Any deficiencies relating to flood control shall be

corrected by the CITY within thirty (30) calendar days If the CITY has not taken corrective action within this time, the DISTRICT reserves the right to perform the corrective action and the CITY shall reimburse the DISTRICT for all actual costs incurred by the DISTRICT within thirty (30) calendar days of receipt of an invoice from the DISTRICT

17 7 Obtain DISTRICT review and comment on the design and/or construction of any future changes or modifications to the PROJECT that may affect the hydraulic function of the PROJECT and resolve and/or incorporate the DISTRICT's comments into the future PROJECT modification

18 Any permits required for the PROJECT shall be issued by the appropriate party to this agreement at no cost to the PROJECT

19 Either party to this Agreement may with mutual written agreement of all parties delegate responsibilities to another party Any delegation, however, shall not relieve the delegating party of its original responsibilities as defined herein

20 In the case of any dispute over any items in this Agreement, the parties agree to use their best efforts and enter into good faith negotiations to resolve the disputed matters However, this shall not limit the rights of the parties to seek any remedies provided by law

21 Each party to this Agreement shall take reasonable and necessary actions within their authority to ensure that only storm water or irrigation water is discharged into the PROJECT, and that such discharges into the PROJECT comply at the point of discharge with any applicable requirements of the Clean Water Act, Arizona Pollutant Discharge Elimination System (AZPDES) or any other applicable discharge requirements, including any permit requirements

22 Each party to this Agreement (indemnitor) shall, to the extent permissible by law, indemnify, defend and save harmless the others (indemnitees) including agents, officers, directors, governors and employees thereof, from and against any loss or expense incurred as a result of any claim or suit of any nature whatsoever, which arises out of indemnitor's negligent or wrongful acts or omissions pursuant to this Agreement Such indemnification obligation shall encompass any personal injury, death or property damages resulting from the indemnitor's negligent or wrongful acts or omissions, as well as reasonable attorney's fees, court costs, and other expenses relating to the defense against claims or litigation, incurred by the indemnitee Indemnitee shall be liable for their own negligence or wrongful acts as provided by law

23 All notices or demands upon any party to this Agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows

Flood Control District of Maricopa County
Chief Engineer and General Manager
2801 West Durango Street
Phoenix, AZ 85009-6399

City of Goodyear
City Manager
190 North Litchfield Road
Goodyear, AZ 85338

24 Each party to this Agreement will pay for and not seek reimbursement for its own personnel and administrative costs associated with this PROJECT, including but not limited to the following unless specifically identified otherwise in this Agreement construction and construction management, rights-of-way acquisition, permitting, management and administration

25 This Agreement shall expire in ten (10) years from the date of recording with the Maricopa County Recorder or upon completion of the PROJECT and after all funding obligations and reimbursements have been satisfied in accordance with this Agreement, whichever is the first to occur The operation and maintenance responsibilities of this Agreement and review requirements of future changes or modifications shall survive expiration of the Agreement However, by mutual written agreement of all parties, this Agreement may be amended or terminated

26 This Agreement is subject to cancellation by any party pursuant to the provisions of Arizona Revised Statutes Section 38-511

27 Attached to this Agreement or contained herein are the written determinations by the appropriate attorneys for the parties to this Agreement, that these agencies are authorized under the laws of the State of Arizona to enter into this Agreement and that it is in proper form

28 If legislation is enacted after the effective date of this Agreement which changes the relationship or structure of one or more parties to this Agreement, the parties agree that this Agreement shall be renegotiated at the written request of any party

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
A Municipal Corporation

Recommended by

12/18/06

Timothy S Phillips, P E Date
Chief Engineer and General Manager

Approved and Accepted

By FEB 07 2007
Chairman, Board of Directors Date

Attest

By
Clerk of the Board Date

The foregoing Intergovernmental Agreement FCD 2006A010 has been reviewed pursuant to Arizona Revised Statutes 11-952, as amended, by the undersigned General Counsel, who has determined that it is in proper form and within the powers and authority granted to the Flood Control District of Maricopa County under the laws of the State of Arizona

1/8/07
General Counsel Date

CITY OF GOODYEAR
A Municipal Corporation

CITY OF GOODYEAR
City Manager

By 12-13-06
Stephen S Cleveland Date

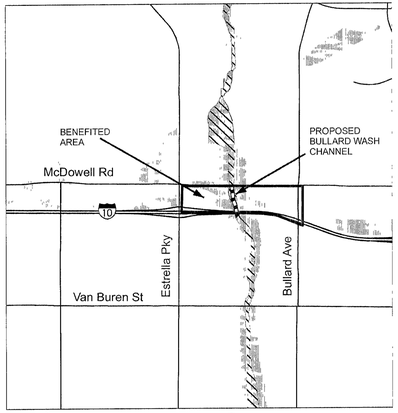
Attest

By 12-14-06
City Clerk Date

The foregoing Intergovernmental Agreement FCD 2006A010 has been reviewed pursuant to Arizona Revised Statues 11-952, as amended, by the undersigned attorney who has determined that it is in proper form and within the power and authority granted to the City of Goodyear under the laws of the State of Arizona

By 12/12/06
City Attorney Date

BULLARD WASH CHANNEL IMPROVEMENTS PROJECTS



ARIZONA Goodyear

December 14, 2006

Mr Timothy S Phillips, P.E.,
Chief Engineer and General Manager
Flood Control of Maricopa County
2801 W. Durango
Phoenix, AZ 85009

RE: IGA for Rights-of-Way Acquisition, Utility Relocation, Construction, Construction Management, Operation and Maintenance of Bullard Wash Project
FCD 2006A010
Resolution. 06-1108

Dear Mr Phillips:

Enclosed are six originals of the above referenced document, which was approved by the Goodyear City Council at their December 11, 2006 Council meeting. I understand that once all documents are fully executed, you will send to the County Recorder for recordation Please return one Goodyear City Clerk original recorded document to my attention.

If you have any questions you can call me at 623-882-7826

Sincerely,

CITY OF GOODYEAR

Lynn Mulhall, CMC
Deputy City Clerk

encl.

Proud past. Vibrant future!

Office of The City Clerk
190 North Litchfield Road P.O. Box 5100 Goodyear, Arizona 85338
623-882-7830 Fax 623/882/7827 1-800-872-1749 TDD 623-932-6500
www.goodyeararz.gov

G:\City Clerk\

FILE COPY

Agenda Activity	Action	Agenda Number	C-69-06-050-2-00
Department	Flood Control District		
Category	Regional Development Services		
Contact	Scott Vogel	Phone 602-506-4771	Continued from
Return to	Sharon McGuire	Phone 602-506-8378	
Location	FLOOD CONTROL OFFICE BLDG		

Action Requested
Approve Intergovernmental Agreement (IGA) FCD 2003A002 between the Flood Control District of Maricopa County (District) and the City of Goodyear (Goodyear) for cost sharing, rights-of-way acquisition, utility relocation, construction, construction management, operation and maintenance of the Bullard Wash Channel Improvements Project, Lower Buckeye Road to Interstate 10, (#470 [Project])

The Project is estimated to cost $15,200,000, for which the IGA provides for a 50% District and 50% Goodyear cost share The IGA identifies that Goodyear will receive credit for rights-of-way donated by property owners, to Goodyear, for the Project, with a maximum credit of 15% of the Project cost The District's maximum cost share is estimated to be $9,880,000 Goodyear's anticipated cost share is estimated to be $5,320,000

Complete description of action requested
The Board of Directors adopted Resolution FCD 2000R016 on January 17, 2001 (C-69-01-042-6-00) The Resolution authorized the negotiation of IGAs, design and rights-of-way acquisition for the Project IGA FCD 2001A006 was approved by the Board of Directors on October 3, 2001 (C-69-02-032-2-00) authorizing design of the Project, which is complete

The first phase of the Bullard Wash Improvements Project, from the Gila River to Lower Buckeye Road, was constructed as part of a cooperative project between the District, the City of Goodyear, and the Maricopa County Department of Transportation Construction of the first phase was completed in June 2000 This Project, which may also be constructed in phases, extends from Lower Buckeye Road to Interstate 10 and includes construction of Bullard Wash as a greenbelt channel

The Project will reduce the floodplain width, increasing protection to properties and public streets from flooding The Project is integral to the White Tanks/Loop 303 Area Drainage Master Plan, and is part of the regional drainage system that will ultimately convey storm flows from east of the White Tanks Mountains and as far north as Cactus Road

The contract impacts Supervisorial District 4

PERFORMANCE INFORMATION
Program Flood Hazard Remediation
Activity Capital Projects
Performance Measure % of CIP Plan initiated and measured in square miles which are benefitted from CIP Projects in FY 06-07
Anticipated Results Provide citizens of Goodyear with 100-year flood protection
Goal Achievement Beginning in FY 2004-05 and for each year for the next five years, the Flood Control District will continue to provide maximum flood hazard mitigation to the people who live and work in Maricopa County by completing 10% of the structural projects listed in the 5-year CIP plan (40) And, to the extent allowed by its enabling statutes, the District will include provisions for multiple use opportunities incorporating the principles of landscape architecture and land use planning in their siting, planning, and design

Expenditure Impact by FY(s)
FY 2008/09 - $6,550,000 00 estimated, FY 2009/10 - $5,100,000 00 estimated, FY 2010/11 - $3,550,000 00 estimated

Reimbursements-FY 2009 - $2,615,000 00 estimated, FY 2010 - $1,460,000 00 estimated, FY 2011 - $1,245,000 00 estimated

Routing Meeting Date 05/03/2006			
Legend X=Pending A=Approved R=Rejected			
CNTY ENGR	LEGAL	OMB	

CLERK OF THE BOARD
BASKET PICK UP

OFFICIAL RECORDS OF
MARICOPA COUNTY RECORDER
HELEN PURCELL
2006-0642589 05/11/06 03 57 PM
15 OF 16
MEMBLEYE

INTERGOVERNMENTAL AGREEMENT
for the
Rights-of-Way Acquisition, Utility Relocation, Construction, Construction Management, Operation and Maintenance
of the
Bullard Wash Improvements Project
(Lower Buckeye Road to Interstate 10)
between the
Flood Control District of Maricopa County
and the
City of Goodyear

FCD 2003A002

Agenda Item C-69-06-050-2-00

This Agreement is entered into by and between the Flood Control District of Maricopa County, a municipal corporation and political subdivision of the State of Arizona, acting by and through its Board of Directors, hereinafter called the DISTRICT and the City of Goodyear, Arizona, a municipal corporation, acting by and through its City Council, hereinafter called the CITY

This Agreement shall become effective as of the date it has been executed by all parties

DATE FILED WITH MARICOPA COUNTY RECORDER May 11, 2006

STATUTORY AUTHORIZATION

1 The DISTRICT is empowered by Arizona Revised Statutes Section 48-3603, as revised, to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the DISTRICT

2 The CITY is empowered by Arizona Revised Statutes Section 11-952, as amended, to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the CITY

BACKGROUND

3 The DISTRICT, in cooperation with the CITY, has developed the Loop 303 Corridor/White Tanks Area Drainage Master Plan (ADMP), which provides recommended drainage solutions for the watershed area The ADMP, which includes Bullard Wash, recommends that improvements be made to the wash

4 Phase I of the Bullard Wash Improvements Project, south of Lower Buckeye Road to the Gila River, was constructed as part of a cooperative project among the DISTRICT, CITY, and the Maricopa County Department of Transportation Phase I was authorized through Intergovernmental Agreements (IGAs) FCD 96001 on March 19, 1998 (C-69-98-062-2-00) and FCD 96002 on April 1, 1998 (C-69-98-063-2-00)

5 The DISTRICT and the CITY, desire to implement the Bullard Wash Improvements Project, hereinafter called the PROJECT, extending the improvements of Bullard Wash from Lower Buckeye Road to Interstate 10 See Exhibit "A"

6 The PROJECT will channelize the floodplain north of the Phoenix-Goodyear Airport, reduce the floodplain width and increase protection to properties and public streets from flooding by the existing Bullard Wash The PROJECT is an integral part of the ADMP and is necessary to provide a drainage outfall for a portion of the storm water runoff generated within the regional planning area The PROJECT will provide recreational multi-use opportunities for the CITY and general public

7 The Board of Directors (Board) of the DISTRICT, in Resolution FCD 2000R016, authorized on January 17, 2001 (C-69-01-042-6-00) the design and negotiation of IGAs for the PROJECT IGA FCD 2001A006 between the DISTRICT and the CITY was approved on October 3, 2001 (C-69-02-032-3-00) and defined the responsibilities for the design of the PROJECT

PURPOSE OF THE AGREEMENT

8 The purpose of this Intergovernmental Agreement is to identify and define the responsibilities of the DISTRICT and the CITY, hereinafter called the PROJECT PARTNERS, for the rights-of-way acquisition, construction, construction management, operation and maintenance of the PROJECT

TERMS OF AGREEMENT

9 The PROJECT PARTNERS shall share, as described in this Agreement, in the PROJECT rights-of-way acquisition, utility relocation, construction, and construction management costs, hereinafter called the PROJECT COST

9 1 The PROJECT PARTNERS shall each fund 50% of the PROJECT COST, and the CITY shall receive credit for rights-of-way donated to the CITY for the PROJECT, to a maximum of 15% of the PROJECT COST The PROJECT COST is estimated to be $15,200,000, therefore the maximum credit the CITY shall receive for donated rights-of-way is estimated to be $2,280,000

9 1 1 The value of the rights-of-way donated to the CITY for the PROJECT shall be established within ninety (90) days of transfer of the rights-of-way to the CITY The date of valuation shall be the date of transfer of the rights-of-way to the CITY, the value shall be determined based on certified appraisals performed by a licensed Arizona Certified General Real Estate Appraiser for the CITY and approved by the DISTRICT, and the

appraisal shall be conducted prior to credit being received by the CITY Credit to be received by the CITY shall be applied by the DISTRICT to invoices submitted to the CITY for the phase of construction in which the credit applies Any unused credit from a phase shall be carried over to be applied to a subsequent phase

9 2 Construction management shall be assigned a value of eight percent (8%) of the actual construction cost of the PROJECT plus actual costs for materials testing and survey work associated with construction management If construction management services are accomplished under contract, the construction management costs shall be the actual cost for the contracted construction management services plus the actual costs for materials testing and survey work

9 3 The PROJECT COST shall include landscaping and aesthetic features as allowed by the DISTRICT's "Policy for the Aesthetic Treatment and Landscaping of Flood Control Projects" (Policy) Additional landscape features and park amenities, if compatible with the PROJECT function, may be included in the PROJECT construction at the request of the CITY, and solely at the CITY's cost plus the associated construction management cost

10 The PROJECT rights-of-way acquisition and construction may be phased, in which case, the PROJECT PARTNERS' responsibilities identified in this Agreement shall be phased accordingly, including, but not limited to, invoicing and payments, transfer of land rights, and accepting operation and maintenance responsibilities The PROJECT PARTNERS shall mutually agree on the rights-of-way acquisition and construction schedule and phasing, and shall budget funds, if available, in support of the PROJECT schedule

10 1 The DISTRICT shall serve as the lead agency for construction and construction management of the Bullard Wash channel portions of the PROJECT

10 2 The CITY, in cooperation with the Arizona Department of Transportation (ADOT), shall serve as lead agency for the construction and construction management of the Yuma Road and Van Buren Street Crossings over Bullard Wash

10 2 1 The PROJECT COST includes providing box culvert crossings for the new channel at Van Buren Street and Yuma Road, and associated utility relocations, to accommodate existing roadway widths The PROJECT COST associated with the box culvert crossings for the new channel has been determined to be $280,000 at Van Buren Street and $320,000 at Yuma Road, plus utility relocations Widening the roadways and/or constructing bridge crossings of the channel is a non-flood control feature and shall not be included in the PROJECT COST shared by the DISTRICT, but shall be solely at the CITY's and/or other's expense

10 2 2 The construction of the Yuma Road and Van Buren Street Crossings by the CITY may incorporate construction (channel excavation and an irrigation water supply line) and rights-of-way acquisition that would otherwise be required for the PROJECT

10 2 3 The CITY shall be credited for PROJECT construction and rights-of-way acquisition that is implemented with the construction of the street crossings as identified above, except that the credit to the CITY for this PROJECT COST shall not exceed the CITY cost share of the street crossings, after the deduction of any state and federal funding for the street crossings The credit shall be based on the cost share identified in this IGA and applied

by reducing the amount that the DISTRICT invoices the CITY for the construction costs for the associated PROJECT phase

11 **The DISTRICT shall**

11 1 Fund fifty percent (50%) of the PROJECT COST, plus fund an additional amount equal to the credit that the CITY receives for rights-of-way donated to the CITY for the PROJECT The DISTRICT's maximum cost share is estimated to be $9,880,000 DISTRICT funds will be from the DISTRICT's secondary tax levy revenues and DISTRICT funding shall be based on the availability of DISTRICT Capital Improvement Program Budget funding

11 2 Submit invoices to the CITY as identified below, and reduce invoices by the value of applied credits per paragraph 9 1 for rights-of-way donated to the CITY, and per paragraph 10 2 3 for street crossing construction and rights-of-way acquisition performed by the CITY

11 3 Serve as lead agency for acquisition of rights-of-way to be purchased for the PROJECT

11 3 1 Invoice the CITY for 50% of the rights-of-way acquisition costs upon purchase of rights-of-way for the PROJECT, but no more frequently than quarterly

11 4 Coordinate with the CITY for the relocation of conflicting utilities within CITY rights-of-way, prior to construction of the PROJECT Conflicting utilities without prior rights shall be relocated at no cost to the PROJECT The cost of relocating utilities with prior rights shall be included as a PROJECT COST

11 4 1 Serve as lead agency for relocation of conflicting utilities for the Bullard Wash channel portions of the PROJECT

11 4 2 Upon award of a contract for construction of each phase of the PROJECT, invoice the CITY for their share of the utility relocation costs associated with that phase

11 5 Serve as lead agency for construction and construction management of the Bullard Wash channel portions of the PROJECT

11 5 1 Upon award of a contract for construction of each phase of the PROJECT, invoice the CITY for one-half (½) of their share of the construction and construction management cost for that phase and apply credit for donated rights of way in accordance with paragraph 9 1 and for construction and rights-of-way acquisition performed by the CITY in accordance with paragraph 10 2 3 above

11 5 2 Non-flood control features, if compatible with the PROJECT function, may be included in the PROJECT at the request of the CITY, solely at the CITY's expense, plus the associated construction management cost

11 5 3 Landscaping, aesthetic features and park amenities, in addition to those allowed by the DISTRICT's Landscape and Aesthetic Policy and if compatible with the PROJECT function, may be included in the PROJECT construction at the request of the CITY, the additional construction and associated construction management cost being solely at the CITY's expense

11 5 4 Upon completion of construction for each phase of the PROJECT, prepare a final accounting including change orders and construction management costs not previously paid, and invoice the CITY for the remainder of their share of the PROJECT COST for that phase The DISTRICT shall invoice the CITY for requested non-flood control or landscaping features, covered by 12 1 2 or 12 1 3, as part of the construction phase invoicing to the CITY

11 5 5 Participate in the final inspection of each phase of the constructed PROJECT with the CITY

11 6 Transfer fee and/or easement land rights acquired by the DISTRICT and necessary for the operation and maintenance of the PROJECT to the CITY

11 6 1 Any PROJECT land and/or property purchased by the DISTRICT and conveyed to the CITY shall be for specific flood control purposes, and should that land and/or property cease to be used for flood control purposes, said land and/or property shall revert to the DISTRICT Said reversion shall be effectuated through judicial proceedings instituted by the DISTRICT in a court of general jurisdiction in the State of Arizona As required by A R S 48-3603 1, if all or part of this property is subsequently sold by the CITY, the DISTRICT shall be repaid its cost share percentage of the original sale price or subsequent sale price, whichever is greater, for property acquired by the DISTRICT Any rights-of-way donated for the PROJECT and for which the CITY has received a cost share credit, shall be for specific flood control purposes The DISTRICT shall also be repaid the full value of the credit received by the CITY for rights-of-way donated for the PROJECT and for which the CITY received such cost share credit, if the right-of-way cease to be used for flood control purposes

11 7 The DISTRICT may participate with the CITY in an annual inspection of the PROJECT Any deficiencies relating to flood control shall be corrected by the CITY within thirty (30) calendar days If the CITY has not taken corrective action within this time, the DISTRICT reserves the right to perform the corrective action, and will invoice the CITY for all actual costs incurred by the DISTRICT

11 8 The DISTRICT shall review and comment on the design and/or construction on any future changes or modifications that could affect the hydraulic function of the PROJECT

12 **The CITY shall**

12 1 Fund fifty percent (50%) of the PROJECT COST, minus the credit for rights-of-way donated to the CITY for the PROJECT, said credit being a maximum of 15% of the PROJECT COST The PROJECT COST is estimated to be $15,200,000, making the CITY's estimated cost share $7,600,000, minus an estimated maximum credit of $2,280,000 for donated rights-of-way

12 1 1 Reimburse the DISTRICT within thirty (30) days of receipt of an invoice

12 1 2 Landscaping and aesthetic features in addition to the DISTRICT's Policy, and compatible with the PROJECT function, may be included in the PROJECT construction at the request of the CITY The additional construction and construction management costs will be solely at the CITY's expense

12 1 3 Non-flood control features may be included in the PROJECT construction at the request of the CITY and the additional construction and construction management cost will be solely at the CITY's expense

12 1 4 The CITY's funding will be provided from its general fund

12 2 Participate in all public involvement activities for the PROJECT

12 3 The CITY shall provide all CITY owned or controlled rights-of-way, not donated or acquired specifically for the PROJECT, necessary for construction of the PROJECT at no additional cost to the PROJECT

12 4 Cause to be relocated conflicting utilities within the CITY's rights-of-way, prior to construction of the PROJECT Conflicting utilities without prior rights shall be relocated at no cost to the PROJECT The cost of relocating utilities with prior rights, associated with providing box culvert crossings for the new channel at Van Buren Street and Yuma Road to accommodate existing roadway widths, shall be included as a PROJECT COST Relocating utilities associated with widening the roadways and/or constructing bridge crossings of the channel shall not be included in the PROJECT COST, but shall be solely at the CITY's and/or other's expense

12 4 1 Serve as lead agency for relocation of conflicting utilities for the Van Buren Street and Yuma Road crossings over Bullard Wash

12 5 Serve as lead agency for construction and construction management of the Van Buren Street and Yuma Road crossings across Bullard Wash The CITY is requesting federal assistance in funding the street crossings, and coordinating with ADOT for construction administration and management services

12 6 Be responsible for, and assume ownership, liability, operation and maintenance of the PROJECT, following completion of each phase of construction

12 6 1 The operation and maintenance responsibility for the PROJECT includes removal of trash, debris, sediment, and vegetation from the facilities, electricity and other operation costs for the facilities, aesthetics maintenance and vandalism repair The CITY is also responsible for structural maintenance and repair of the facilities, including project reconstruction and replacement and associated costs

12 6 2 The CITY shall be responsible to schedule and invite the DISTRICT to participate in an annual inspection of the PROJECT Any deficiencies relating to flood control shall be corrected by the CITY within thirty (30) calendar days If the CITY has not taken corrective action within this time, the DISTRICT reserves the right to perform the corrective action and the CITY shall reimburse the DISTRICT for all actual costs incurred by the DISTRICT within thirty (30) calendar days of receipt of an invoice from the DISTRICT

12 7 Obtain DISTRICT review and comment on the design and/or construction of any future changes or modifications to the PROJECT that may affect the hydraulic function of the PROJECT and resolve and/or incorporate the DISTRICT's comments into the future PROJECT modification

13 Any permits required for the PROJECT shall be issued by the appropriate party to this agreement at no cost to the PROJECT

14 Either party to this Agreement may with mutual written agreement of all parties delegate responsibilities to another party Any delegation, however, shall not relieve the delegating party of its original responsibilities as defined herein

15 In the case of any dispute over any items in this Agreement, the parties agree to use their best efforts and enter into good faith negotiations to resolve the disputed matters However, this shall not limit the rights of the parties to seek any remedies provided by law

16 Each party to this Agreement shall take reasonable and necessary actions within their authority to ensure that only storm water or irrigation water is discharged into the PROJECT, and that such discharges into the PROJECT comply at the point of discharge with any applicable requirements of the Clean Water Act, Arizona Pollutant Discharge Elimination System (AZPDES) or any other applicable discharge requirements, including any permit requirements

17 Each party to this Agreement (indemnitor) shall, to the extent permissible by law, indemnify, defend and save harmless the others (indemnitees) including agents, officers, directors, governors and employees thereof, from and against any loss or expense incurred as a result of any claim or suit of any nature whatsoever, which arises out of indemnitor's negligent or wrongful acts or omissions pursuant to this Agreement Such indemnification obligation shall encompass any personal injury, death or property damages resulting from the indemnitor's negligent or wrongful acts or omissions, as well as reasonable attorney's fees, court costs, and other expenses relating to the defense against claims or litigation, incurred by the indemnitee Indemnitee shall be liable for their own negligence or wrongful acts as provided by law

18 All notices or demands upon any party to this Agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows

Flood Control District of Maricopa County
Chief Engineer and General Manager
2801 West Durango Street
Phoenix, AZ 85009-6399

City of Goodyear
City Manager
190 North Litchfield Road
Goodyear, AZ 85338

19 Each party to this Agreement will pay for and not seek reimbursement for its own personnel and administrative costs associated with this PROJECT, including but not limited to the following unless specifically identified otherwise in this Agreement construction and construction management, rights-of-way acquisition, permitting, management and administration

20 This Agreement shall expire in ten (10) years from the date of recording with the Maricopa County Recorder or upon completion of the PROJECT and after all funding obligations and reimbursements have been satisfied in accordance with this Agreement, whichever is the first to occur The operation and maintenance responsibilities of this Agreement and review requirements of future changes or modifications

shall survive expiration of the Agreement However, by mutual written agreement of all parties, this Agreement may be amended or terminated

21 This Agreement is subject to cancellation by any party pursuant to the provisions of Arizona Revised Statutes Section 38-511

22 Attached to this Agreement or contained herein are the written determinations by the appropriate attorneys for the parties to this Agreement, that these agencies are authorized under the laws of the State of Arizona to enter into this Agreement and that it is in proper form

23 If legislation is enacted after the effective date of this Agreement which changes the relationship or structure of one or more parties to this Agreement, the parties agree that this Agreement shall be renegotiated at the written request of any party

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
A Municipal Corporation

Recommended by

4/6/06

Timothy S Phillips, P E Date
Chief Engineer and General Manager

Approved and Accepted

By MAY 0 3 2006
Chairman, Board of Directors Date

Attest

By MAY 0 3 2006
Clerk of the Board Date

The foregoing Intergovernmental Agreement FCD 2003A002 has been reviewed pursuant to Arizona Revised Statutes 11-952, as amended, by the undersigned General Counsel, who has determined that it is in proper form and within the powers and authority granted to the Flood Control District of Maricopa County under the laws of the State of Arizona

3/29/06
General Counsel (Date

CITY OF GOODYEAR
A Municipal Corporation

CITY OF GOODYEAR
City Manager

By Stephen S Cleveland
Stephen S Cleveland — Date 3/22/06

Attest

By Dee Carlson 3-21-06
City Clerk — Date

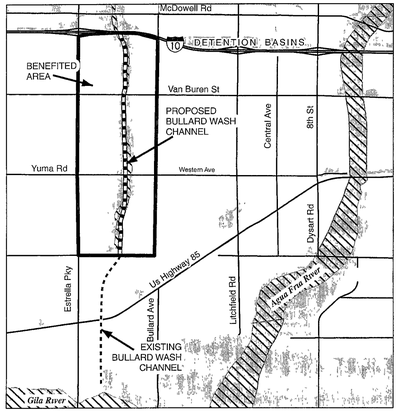
CITY OF GOODYEAR INCORPORATED 1946 GOODYEAR, ARIZONA

The foregoing Intergovernmental Agreement FCD 2003A002 has been reviewed pursuant to Arizona Revised Statues 11-952, as amended, by the undersigned attorney who has determined that it is in proper form and within the power and authority granted to the City of Goodyear under the laws of the State of Arizona

By 3/21/06
City Attorney — Date

IGA FCD 2003A002 Exhibit "A"

BULLARD WASH CHANNEL IMPROVEMENTS PROJECTS



Dept Review Agenda with Notes Page 1 of 1

FILE

View Agenda Item

Agenda Activity:	Action	Agenda Number:	C-69-98-063-2-00	
Department:	Flood Control District			
Category:	Flood Control District			
Contact:	Russell Miracle	Phone:	62961	Continued from :
Return to:	Dortha Klaahsen	Phone:	64433	
Location:	FLOOD CONTROL OFFICE BLDG			

Action Requested:
Approve Intergovernmental Agreement (IGA) FCD 96002 between the Flood Control District (District) and the City of Goodyear (Goodyear) for the construction, operation, and maintenance of the Bullard Wash Outfall Channel.
Amended Action:
Complete description of action requested:
Resolution FCD 94-06, adopted on May 25, 1994, instructed the District to conduct a pre-design study, negotiate and prepare intergovernmental Agreements (IGAs), and acquire rights-of-way for the Bullard Wash Outfall Channel. The pre-design study was completed in August 1995. The Bullard Wash Outfall Channel (Project) is located approximately 1500 feet east of Estrella Parkway and extends from Lower Buckeye Road southerly to the Gila River. The total cost of the Project, including design, rights-of-way, and construction, is estimated to be $8,127,000. The District and Goodyear will each contribute $4,063,500; fifty percent of the Project cost. This IGA FCD 96002 was approved by the Flood Control District Advisory Board on December 17, 1997. The District will fund the Project, be the contracting agency, be the lead agency in the construction and construction management of the Project, and transfer land rights to Goodyear for the operation and maintenance of the Project. Goodyear will reimburse the District with payments of $1,000,000 per year for three years beginning June 30, 1999, and the balance of 50 percent of the total cost of the Project, paid on or before June 30, 2002. It is anticipated that construction contracts will be awarded for Phase 1 before June 30, 1999, and Phase 2 before June 30, 2000. If contract award dates are delayed, Goodyear may delay payment dates accordingly. Additionally, Goodyear will be responsible for funding and completing the landscaping, fencing, operation, and maintenance of the Project. This project is located in District 4
Expenditure Impact by FY(s):
FY98 - $1,212,000; FY99 - $3,150,000; FY2000 - $2,656,000; FY2001 - $1,109,000

Routing.		Meeting Date: 4/1/98			
Legend	X=Action	A=Approved		R=Rejected	
Legal:	OMB:	Finance:	HR:	FEMD.	M.Mgt.
X	A				A

Return to Search and Print Options | Return to Print and Search Main Page | Return to Agenda Central Home Page

3/24/98
Checked
okay
by Julie
Lemmon - Legal

FLOOD CONTROL DISTRICT RECEIVED APR 10 1998
CHENG | P & PM
PM | ICG
ADM | PMMGR
FMD | SS
O.E. |
INFO |
REMARKS

HOLD FOR PICK UP
CLERK OF THE BOARD
COUNTER PICK UP

OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER HELEN PURCELL
98-0283516 04/08/98 02:52
TUCSON

INTERGOVERNMENTAL AGREEMENT
for the
Construction, Operation and Maintenance
of the
BULLARD WASH OUTFALL CHANNEL IMPROVEMENTS
(Gila River to Lower Buckeye Road))
between
The City of Goodyear
and
The Flood Control District of Maricopa County

IGA FCD 96002
C-69-98-063-2-00

This Agreement is entered into by and between the Flood Control District of Maricopa County, hereinafter called DISTRICT, a municipal corporation and political subdivision of the State of Arizona, acting by and through its Board of Directors, and the City of Goodyear, hereinafter called GOODYEAR, acting by and through its City Council

This Agreement shall become effective as of the date it is filed with the Maricopa County Recorder pursuant to Arizona Revised Status (A R S) § 11-952, as amended

DATE FILED WITH MARICOPA COUNTY RECORDER 4/08/98

1 The DISTRICT is empowered by A R S § 48-3603 and §11-952, as amended, to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the DISTRICT

2 GOODYEAR is empowered by A R S §11-952, as amended, to enter into this Agreement

BACKGROUND

3 The DISTRICT completed a study, to identify required improvements to Bullard Wash for the reach extending from the Gila River to Lower Buckeye Road The results of the study are documented in the report *Bullard Wash Outfall Feasibility Study*, June 1995 (hereinafter referred to as the Feasibility Study) The Feasibility Study identified the need to complete improvements to the channel consisting of reshaping the channel, armoring the channel banks, constructing bridges at the Maricopa County Highway 85 (MC85) and the UPRR, constructing an overchute structure at the Buckeye Irrigation District's main supply canal, and relocating various utilities and irrigation features.

4 Both the DISTRICT and GOODYEAR desire to work together to complete the Bullard Wash Outfall Channel, hereinafter the PROJECT The PROJECT will be completed in two phases with the first phase extending from the Gila River to the UPRR and the second phase extending from the UPRR to Lower Buckeye Road

5 The DISTRICT and GOODYEAR will each contribute fifty (50) percent of the project costs The cost of the PROJECT, including design, rights-of-way, utility relocations, and construction, is

When Recorded Return to
Flood Control District of Maricopa County
2801 West Durango
Phoenix, Arizona 85009

INTERGOVERNMENTAL AGREEMENT
for the
Construction, Operation and Maintenance
of the
BULLARD WASH OUTFALL CHANNEL IMPROVEMENTS
(Gila River to Lower Buckeye Road))
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C 69-98-063-2-00

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estimated to be $4,032,000 for Phase 1 and $4,095,000 for Phase 2, for a total estimated project cost of $8,127,000 The estimated cost to each the DISTRICT and GOODYEAR is $4,063,500

6 The responsibilities of the DISTRICT and GOODYEAR related to design and land acquisition for the PROJECT are identified and defined in the Agreement FCD 96001

PURPOSE OF THE AGREEMENT

7 The purpose of this Agreement is to identify and define the responsibilities of the DISTRICT and GOODYEAR in the construction, operation and maintenance of the PROJECT

TERMS OF THE AGREEMENT

8 GOODYEAR shall

8 1 Grant easements, to the DISTRICT, for the use of GOODYEAR owned rights-of-way and utility easements required to construct, maintain, and operate the PROJECT, at no cost to the DISTRICT Require utilities, which do not have prior rights, to relocate their facilities at no cost to the DISTRICT

8 2 Participate in all public involvement activities organized by the DISTRICT concerning the PROJECT, and provide the meeting place at no cost to the DISTRICT

8 3 Assist the DISTRICT in acquisition of all required permits and grant any City permits to the DISTRICT at no cost to the DISTRICT

8 4 Agree to accept and assist the DISTRICT in the transfer of all lands and easements, required for the PROJECT, to GOODYEAR at no cost to GOODYEAR

8 5 Inspect completed construction, within ten (10) working days of request by DISTRICT, to verify compliance with the plans and specifications Provide written acceptance or notice identifying deficiencies, within ten (10) working days of inspection

8 6 Reimburse the DISTRICT $1,000,000 on or before June 30, 1999, $1,000,000 on or before June 30, 2000, $1,000,000 on or before June 30, 2001, and $1,063,500, or the balance of fifty (50) percent of the total cost of the PROJECT, on or before June 30, 2002 It is anticipated that construction contracts will be awarded for Phase 1 prior to December 31, 1998 and Phase 2 prior to December 31, 1999 If contract award dates are delayed, GOODYEAR may delay payment dates accordingly

8 6 1 GOODYEAR shall reimburse the DISTRICT for the costs to implement non-flood control features requested by GOODYEAR These costs shall be reimbursed to the DISTRICT within thirty (30) days of completion of the construction of the PROJECT

8 7 Be responsible for funding and completing the landscaping of the PROJECT The costs incurred by GOODYEAR in completing the landscaping, which are allowable under the DISTRICT's "Policy for the Aesthetic Treatment and Landscaping of Flood Control Projects", may be deducted from payments to be made to the DISTRICT according to paragraph 8 6 The amount deducted will be reduced by funds spent by the DISTRICT during construction for allowable aesthetic and landscaping purposes under the DISTRICT's *Policy for the Aesthetic Treatment and Landscaping of Flood Control Projects*

8 8 Be responsible for funding and completing the fencing of the perimeter of the PROJECT One half of the cost incurred by GOODYEAR in completing the fencing may be deducted from payments to be made to the DISTRICT according to paragraph 8 6 GOODYEAR may eliminate the fencing if the DISTRICT's land rights within the PROJECT area are transferred to GOODYEAR, reserving rights for construction of the PROJECT by the DISTRICT, prior to the award of the construction contracts and GOODYEAR assumes the liability resulting from the elimination of the fencing If the fencing is eliminated, GOODYEAR may deduct $42,400 for Phase 1 and $58,400 for Phase 2 from payments to be made to the DISTRICT according to paragraph 8 6

8 9 Operate and maintain the completed phases of the PROJECT, which are located within the City of GOODYEAR, at its sole expense, and consistent with a maintenance plan prepared by the DISTRICT and approved by GOODYEAR The DISTRICT has the option to inspect and repair and/or maintain the Bullard Wash Channel if GOODYEAR fails to take action within sixty (60) days of written notification by the DISTRICT of failure to repair and maintain the PROJECT GOODYEAR shall reimburse the DISTRICT for actual costs incurred by the DISTRICT for any such repair or maintenance within ninety (90) days of invoice

8 10 Require developers of land bordering the PROJECT to complete the portions of the PROJECT adjacent to their property if they initiate their development prior to construction of the adjacent portions of the PROJECT

8 11 Obtain written permission of the DISTRICT to increase the future flows that discharge into the PROJECT beyond those amounts designed by the DISTRICT

8 12 Take reasonable and necessary actions within its authority to ensure that any water discharged into the PROJECT through storm drain facilities, from lands owned or regulated by GOODYEAR, comply at the point of discharge with any applicable requirements of the Clean Water Act, National Pollutant Discharge Elimination System (NPDES), or any other applicable discharge requirements, including any permit requirements

9 The DISTRICT shall

9 1 Be the contracting agency and perform all services necessary to administer the construction of the PROJECT Upon receipt of written approval from GOODYEAR of the construction plans, the DISTRICT will proceed with implementation of the construction of the PROJECT The DISTRICT shall have the following construction and construction management responsibilities

9 1 1 Be the lead agency in the construction and construction management of the PROJECT

9 1 2 Act as contracting agency for the PROJECT and perform all services necessary to administer construction, including, but not limited to, the following

9 1 2 1 Issue Invitations for bids, receive, protect and open bids, determine the lowest responsible and responsive bidder, award the contract, and issue the notice to proceed

9 1 2 2 Reserve the right to enter into a contract with a consulting firm for the construction management of the PROJECT

9 1 2 3 Provide for facilities and personnel to carry out the necessary work of contract administration

9 1 2 4 Pay the contractor as provided in the contract

9 1 2 5 Advise, consult with, and obtain written concurrence from GOODYEAR within five (5) working days on any substantial matters in which the GOODYEAR could have a financial interest If concurrence is not obtained within five (5) working days, it is agreed that the work of the DISTRICT's contractor shall proceed while attempts at reaching concurrence are made

9 1 2 6 Coordinate the final inspection of the PROJECT with GOODYEAR to enable their participation so as to determine whether all work has been performed in accordance with contractual requirements

9 1 2 7 Take reasonable and necessary action to dispose of all contractual and administrative issues arising out of any contracts awarded by the DISTRICT under this Agreement This includes, but is not limited to, disputes, claims, protests of award, source evaluation and lawsuits Costs and expenses resulting from such disputes, claims or lawsuits shall be shared equally by the parties to this Agreement In all instances, cost-sharable expenses shall not include any party's internal administrative costs

9 1 2 8 Agree that to the extent the DISTRICT's contractor provides general, automobile and professional liability insurance to the DISTRICT, GOODYEAR will be named as additional insured on those policies

9 2 Fund the total project costs, except for utility relocations done by GOODYEAR under section 8 1, including the construction and construction management associated with the PROJECT except for any non-flood control related items such as recreational amenities, landscaping beyond PROJECT requirements, or other items which may be added or identified by GOODYEAR

9 3 Conduct public involvement activities concerning the PROJECT

9 4 Prepare a maintenance plan to be implemented by GOODYEAR and conduct an annual maintenance inspection with GOODYEAR

9 5 Transfer sufficient land rights acquired by the DISTRICT for each phase of the project to GOODYEAR, prior to the award of the construction contract for each phase, for GOODYEAR's operation and maintenance of the PROJECT The DISTRICT shall retain rights to enter and complete maintenance required under paragraph 8 9 and construction in accordance with paragraph 8 8

9 6 Process and coordinate a Letter of Map Revision through the Arizona Department of Water Resources and the Federal Emergency Management Agency for the redefined Bullard Wash floodplain

9 7 Not be responsible for the operation or maintenance of the PROJECT at any time, or incur liability from any damages that may occur from the PROJECT not functioning because of lack of maintenance, as provided in section 8 8

9 8 Reserve the right to review and approve any on-site lateral drainage or future flood control, drainage or construction projects to be constructed or approved by GOODYEAR that will flow into the PROJECT

10 Each party to this Agreement (indemnitor) shall, to the extent legally permissible by law, indemnify, defend and save harmless the others (indemnitees) including, agents, officers, board and council members, directors, governors and employees thereof, from and against any loss or expense incurred as a result of any claim or suit of any nature whatsoever which arises out of indemnitor's negligent or wrongful acts or omissions pursuant to this Agreement Such indemnification obligation shall encompass any personal injury, death or property damages resulting from the indemnitor's acts or omissions, as well as reasonable attorney's fees, court costs, and other expenses relating to the defense against claims or litigation, incurred by the indemnitees Indemnitees shall be liable to the extent of their own negligence or wrongful acts as provided by law

11 Each party to this Agreement will pay for and not seek reimbursement for its own personnel and administrative costs associated with design, rights-of-way/easement acquisition, permitting, coordination, review, construction, inspection, management and administration of the PROJECT

12 In the case of any dispute over any items in this Agreement, the parties agree to use their best efforts and enter into good faith negotiations to resolve the disputed matters However, this shall not limit the rights of the parties to seek any remedies provided by law

13 The parties to this Agreement agree to equally share the cost of a project compliance audit to be initiated within sixty (60) days of each phase of the PROJECT An independent auditing firm agreed to by both parties and on contract to the DISTRICT, will perform the audit Any payments or reimbursements necessary to bring the PROJECT into compliance with the audit findings shall be made within forty-five (45) days of acceptance by both parties of the audit report

14 This Agreement shall remain in force and effect for a period of fifty (50) years from the effective date of the contract, provided, however, upon mutual written agreement of all parties, this Agreement may be amended or terminated but only after the parties have paid their respective amounts accrued or obligated or liable to third parties as of the date of termination

15 Should only portions of the PROJECT be completed, or be completed by others, the terms and conditions of this Agreement shall apply to the completed portions of the PROJECT

16 This Agreement is subject to the cancellation provisions of A R S § 38-511

17 If legislation is enacted after the effective date of this Agreement, which changes the relationship or structure of one or more of the parties to this Agreement, the parties agree that this Agreement shall be renegotiated at the written request of any party

18 All notices or demands upon any party to this Agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows

Flood Control District of Maricopa County Chief Engineer and General Manager 2801 West Durango Phoenix, Arizona 85009	City of Goodyear City Manager 119 North Litchfield Road Goodyear, Arizona 85338

19 Attached hereto and incorporated herein is a copy of the written determination of each party's legal counsel that the parties are authorized under the laws of this State to enter into this Agreement and that the Agreement is in proper form

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written

Flood Control District of Maricopa County
A Municipal Corporation

Recommended by

1/13/98
Michael S Ellegood, P E Date
Chief Engineer and General Manager

Approved and Accepted

By APR 0 1 1998
Chairman, Board of Directors Date

Attest

By APR 0 1 1998
Clerk of the Board Date

This Intergovernmental Agreement, FCD 96002, has been reviewed pursuant to A R S § 11-952, as amended, by the undersigned General Counsel, who has determined that it is in proper form and within the powers and authority granted to the Flood Control District of Maricopa County under the laws of the State of Arizona

By 4/2/98
General Counsel Date

City of Goodyear
A Municipal Corporation

City Manager

By 1/13/98
Date

Attest

By 1-13-98
City Clerk Date

The foregoing Intergovernmental Agreement, FCD 96002, has been reviewed pursuant to A R S § 11-952, as amended, by the undersigned attorney who has determined that it is in proper form and within the powers and authority granted to the City of Goodyear under the laws of the State of Arizona

By 1/12/98
City Attorney Date

RESOLUTION 98-614

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT WITH THE MARICOPA COUNTY FLOOD CONTROL DISTRICT FOR THE COMPLETION OF BULLARD WASH OUTFALL CHANNEL, WHICH WILL IMPROVE DRAINAGE THROUGH PORTIONS OF GOODYEAR, AVONDALE, GLENDALE, AND UN-INCORPORATED PORTIONS OF MARICOPA COUNTY.

Whereas, the Mayor and Council of the City of Goodyear agree to participate in the construction, operation , and maintenance of the Bullard Wash Outfall Channel, and

Whereas, the Maricopa Flood Control District and the City of Goodyear desire to work together and share in the costs and responsibilities for the planning and construction of the Bullard Wash Outfall Channel, costs will be a 50 percent estimated total contribution by the City, with payment from the City to the Maricopa County Flood Control District to be extended for the next 4 four years, and

Whereas, proposed Intergovernmental Agreement No 98-614, between the City of Goodyear and the Maricopa County Flood Control District will identify and define responsibilities of the District and the City of Goodyear in the construction, operation, and maintenance of the Bullard Wash Outfall Improvements, and

Now, therefore be it resolved by the Mayor and Council of the City of Goodyear, Arizona, that the Mayor execute and deliver on behalf of the City of Goodyear, Intergovernmental Agreement No 97-614 between the City of Goodyear and Maricopa County Flood Control District to allow cooperation between the City of Goodyear and the District to , complete the Bullard Wash Outfall Channel Improvements Projects

Passed and adopted by the Mayor and Council of the City of Goodyear, Maricopa County, Arizona, this 12th day of January, 1998

Mayor

Attest

City Clerk

Approved as to form

City Attorney

CERTIFICATION OF RECORDING OFFICER

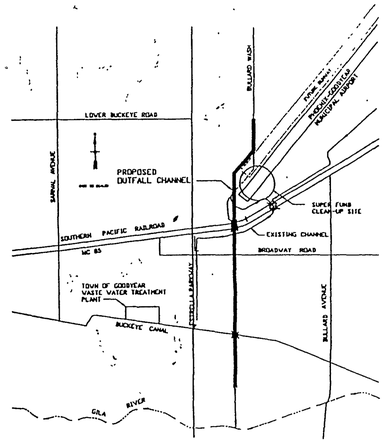
STATE OF ARIZONA)
) ss
COUNT OF MARICOPA)

I, the undersigned Dee Cockrum, being the duly appointed, qualified and acting City Clerk of the City of Goodyear, Maricopa County, Arizona, certify that the foregoing Resolution No 97-614 is a true, correct and accurate copy of Resolution No 97-614, passed and adopted at January 12, 1998 meeting of the Council of the City of Goodyear, Maricopa County, Arizona held on the 12th day of January, 1998, at which a quorum was present and, by a three-fourths vote, voted in favor of said resolution

Given under my hand and seal, this 12th day of January, 1998

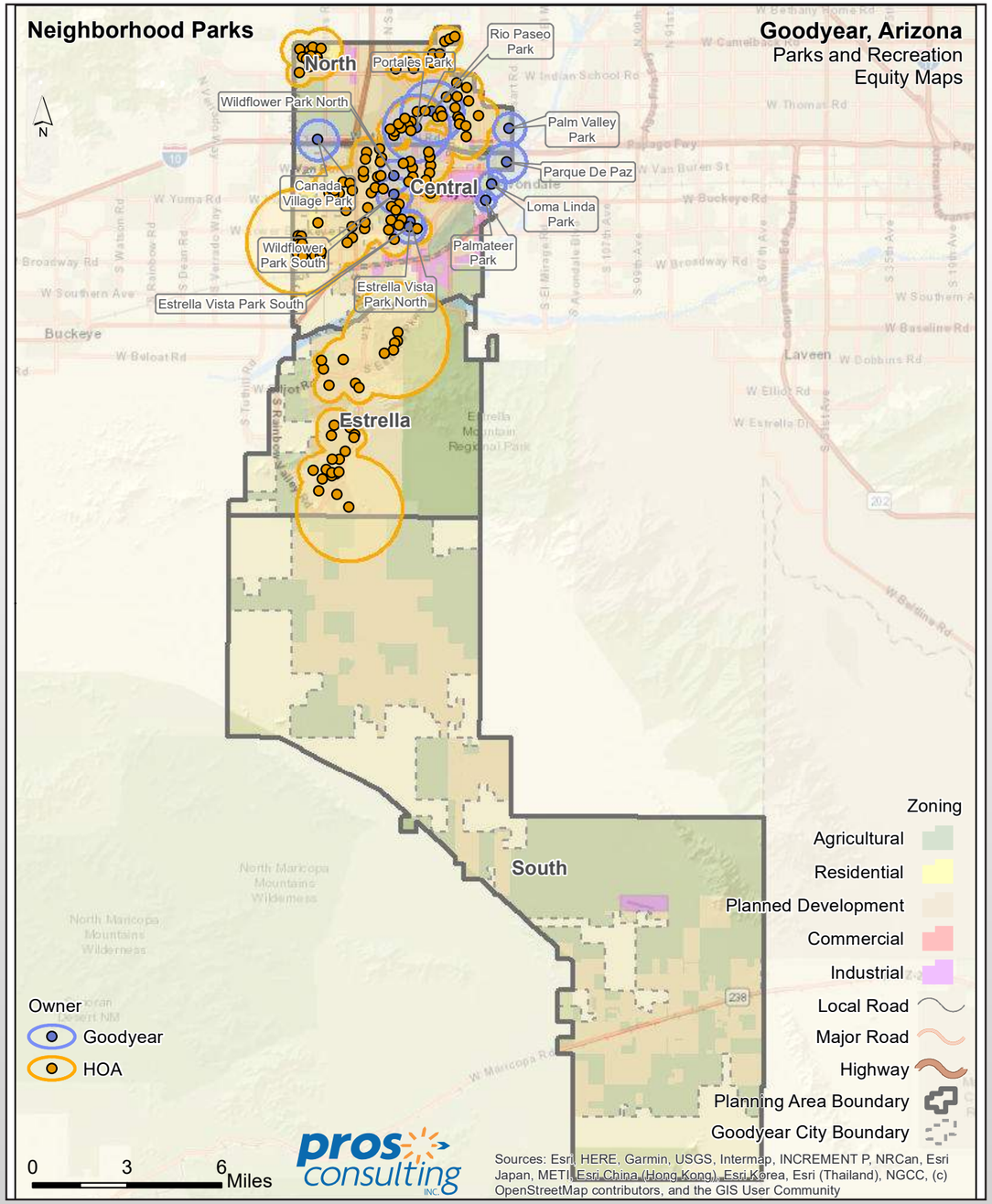
Seal

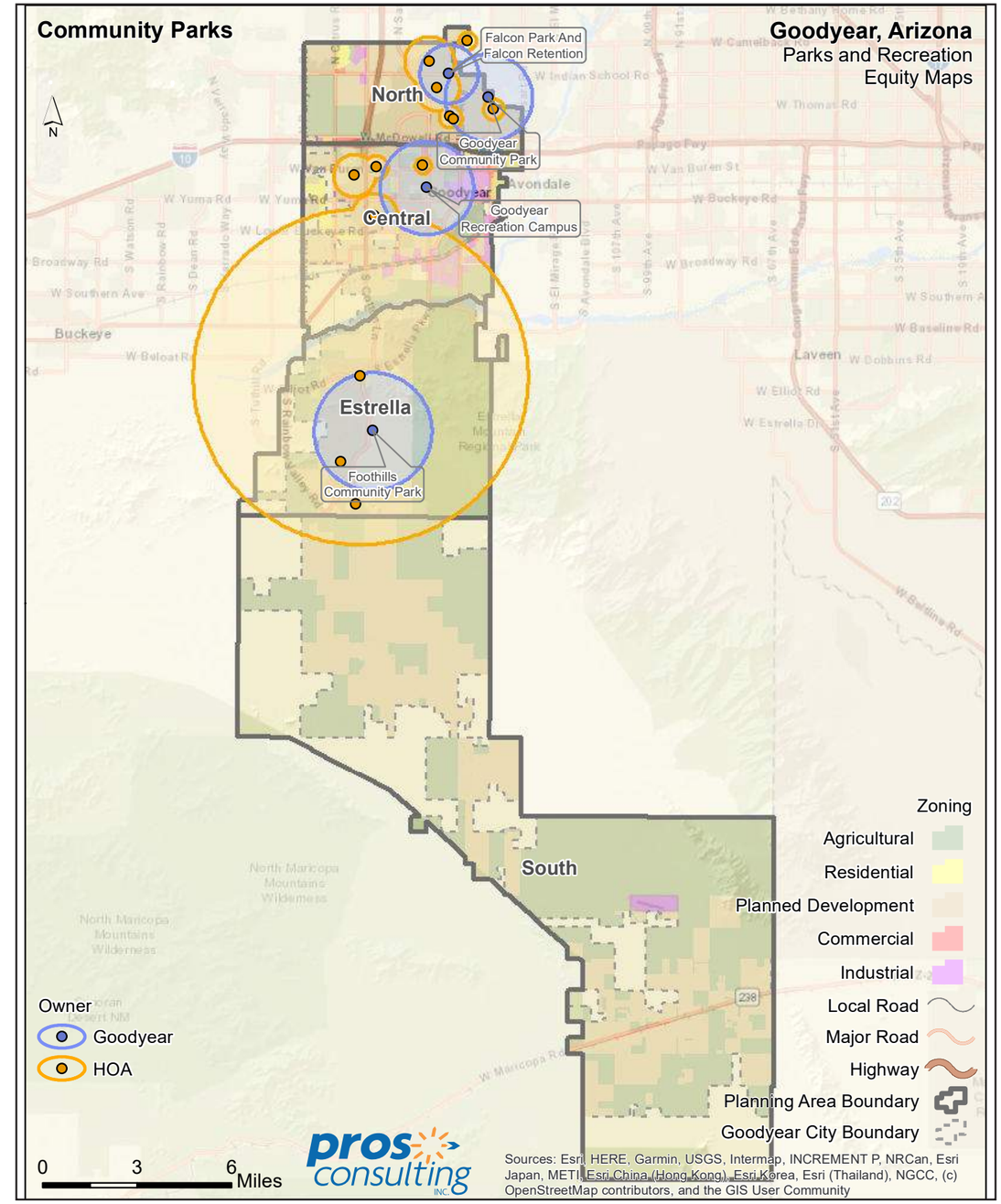
Dee Cockrum
City Clerk



APPENDIX F

Equity Mapping


Neighborhood Parks
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
South
Estrella
Rio Paseo Park
Portales Park
Wildflower Park North
Palm Valley Park
Parque De Paz
Canada Village Park
Loma Linda Park
Wildflower Park South
Palmateer Park
Estrella Vista Park South
Estrella Vista Park North
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Community Parks
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
South
Estrella
Falcon Park And Falcon Retention
Goodyear Community Park
Goodyear Recreation Campus
Foothills Community Park
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0
3
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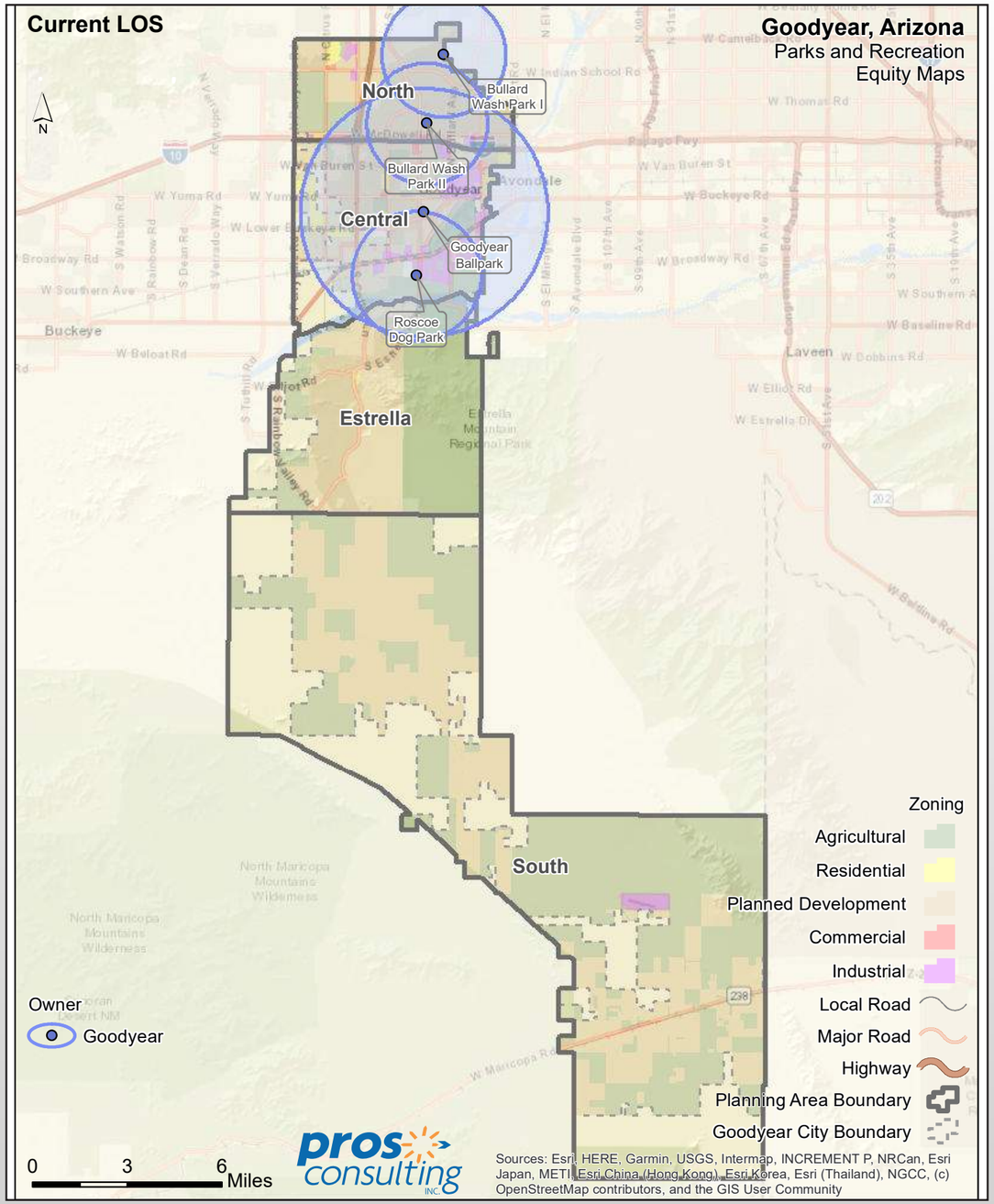
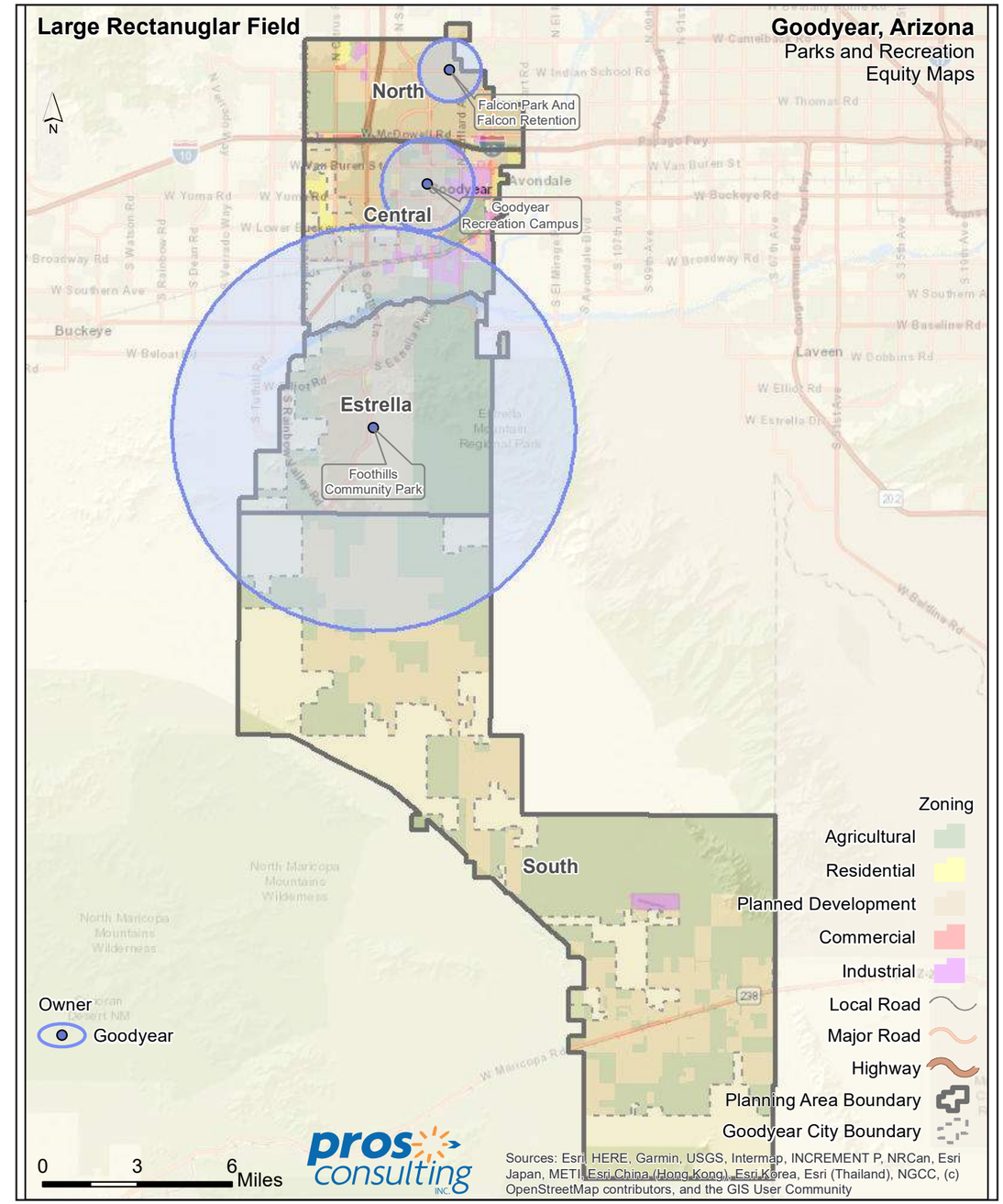
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Current LOS
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Bullard Wash Park I
Bullard Wash Park II
Goodyear Ballpark
Roscoe Dog Park
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Large Rectanuglar Field
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Falcon Park And Falcon Retention
Goodyear Recreation Campus
Foothills Community Park
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
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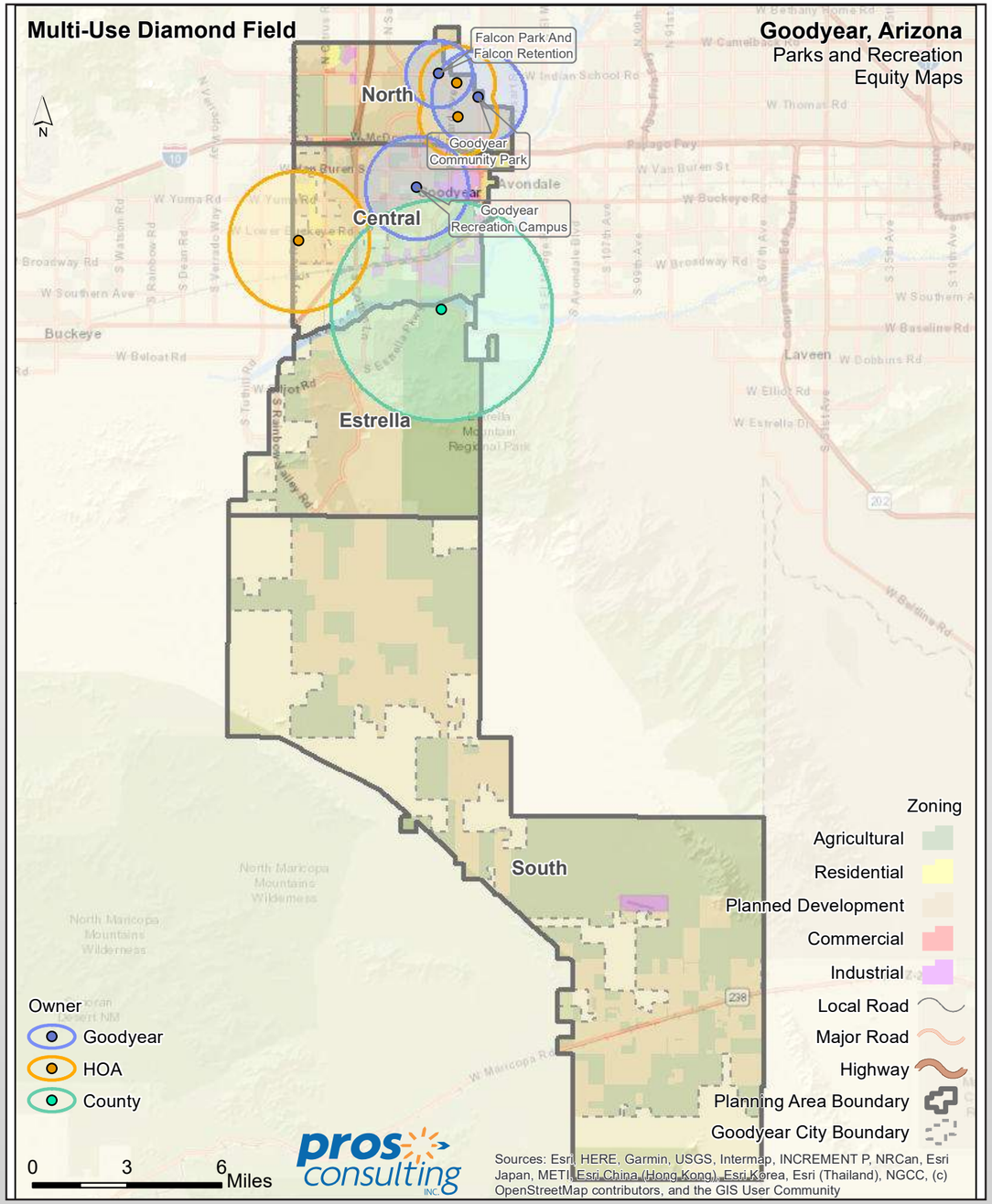
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Multi-Use Diamond Field
Goodyear, Arizona
Parks and Recreation
Equity Maps
Falcon Park And Falcon Retention
Goodyear Community Park
Goodyear Recreation Campus
North
Central
Estrella
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
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Planning Area Boundary
Goodyear City Boundary
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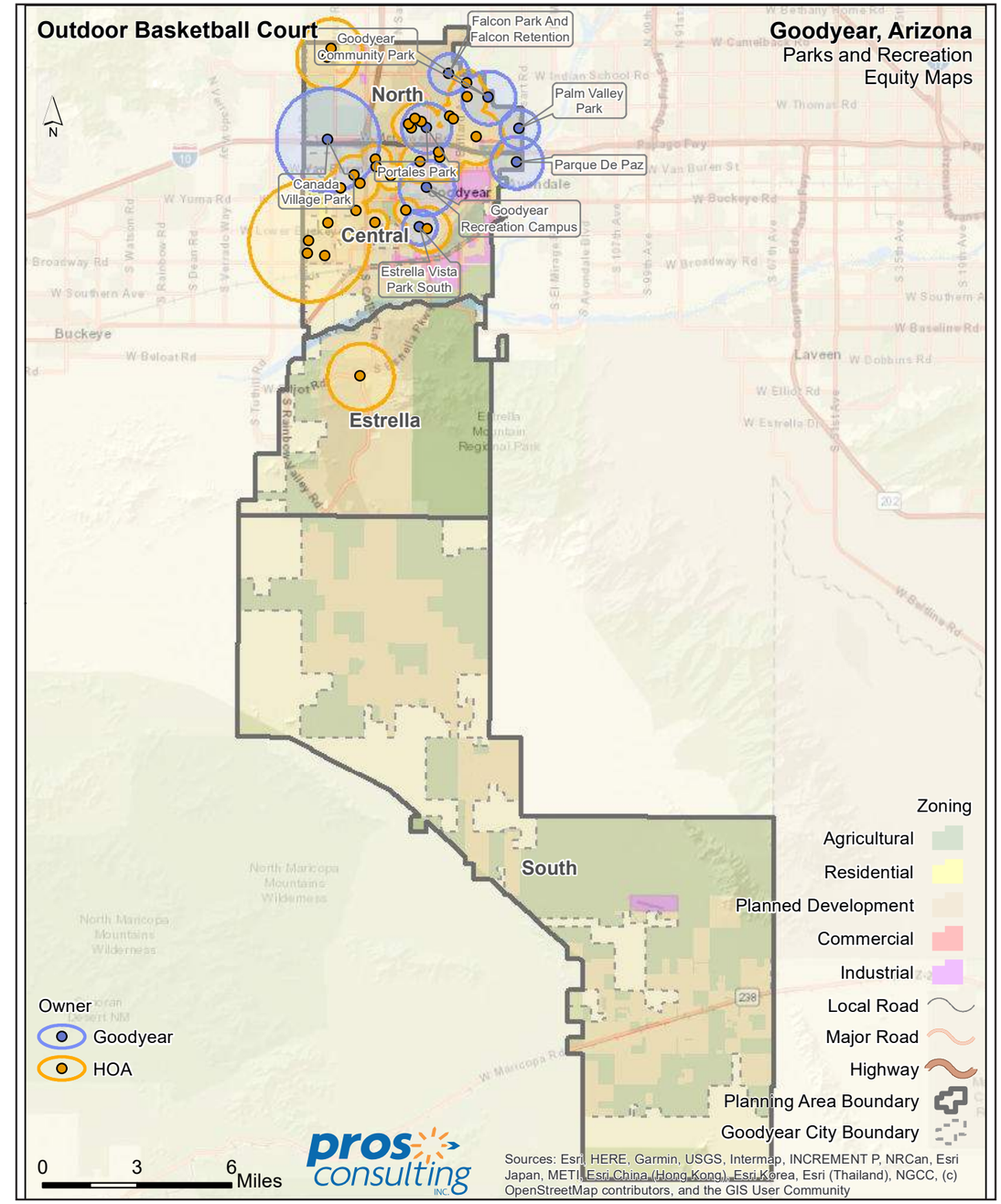
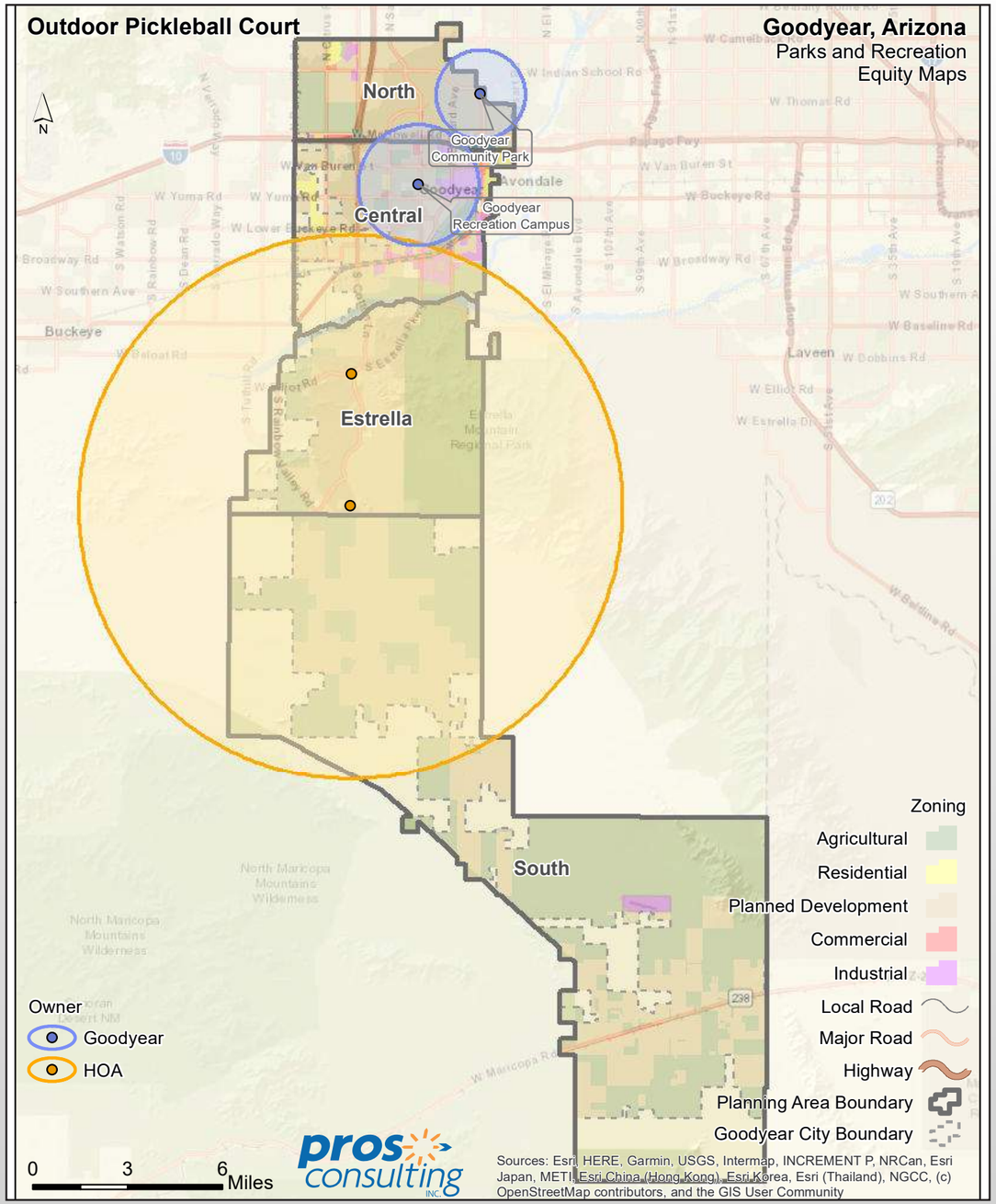
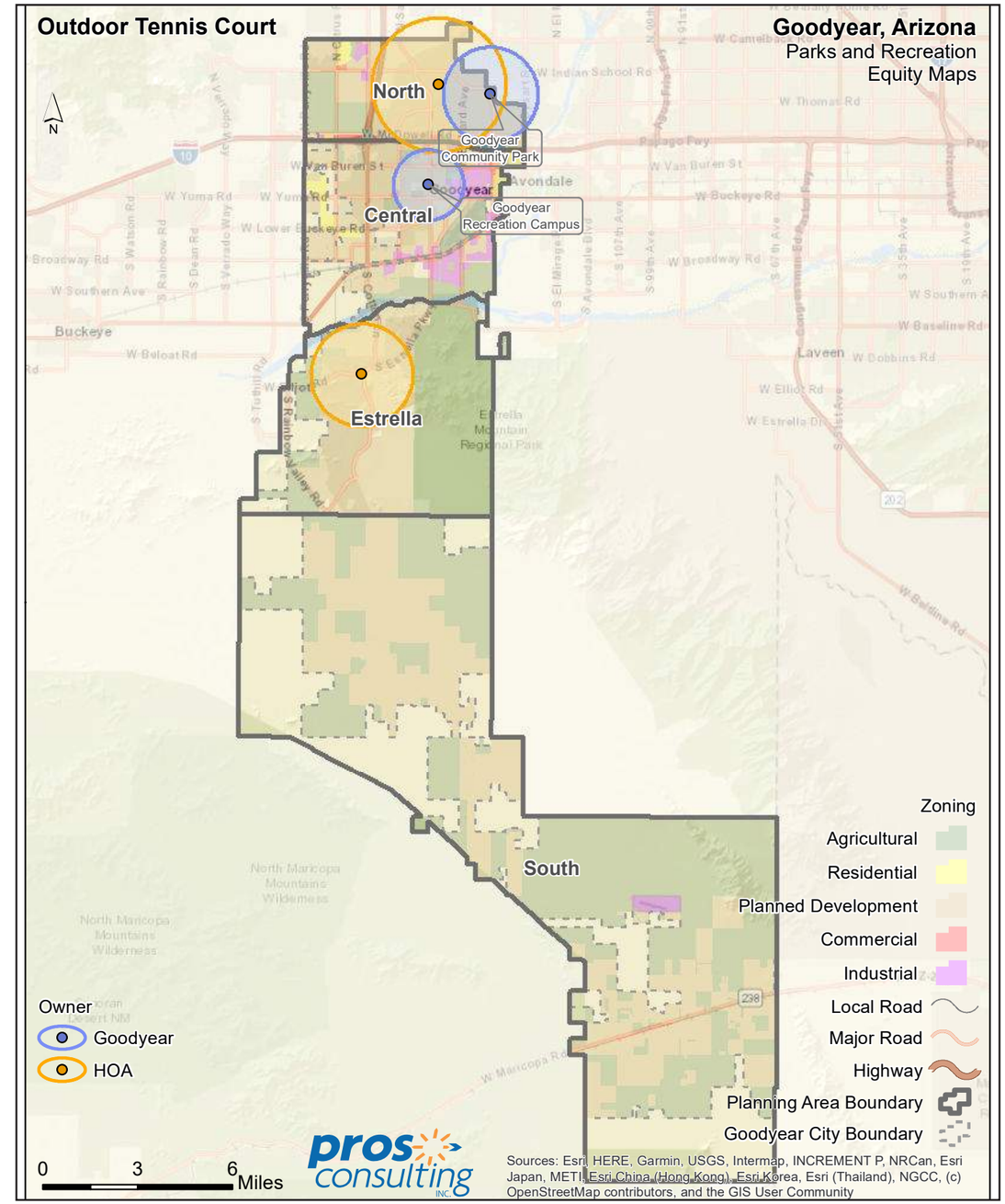
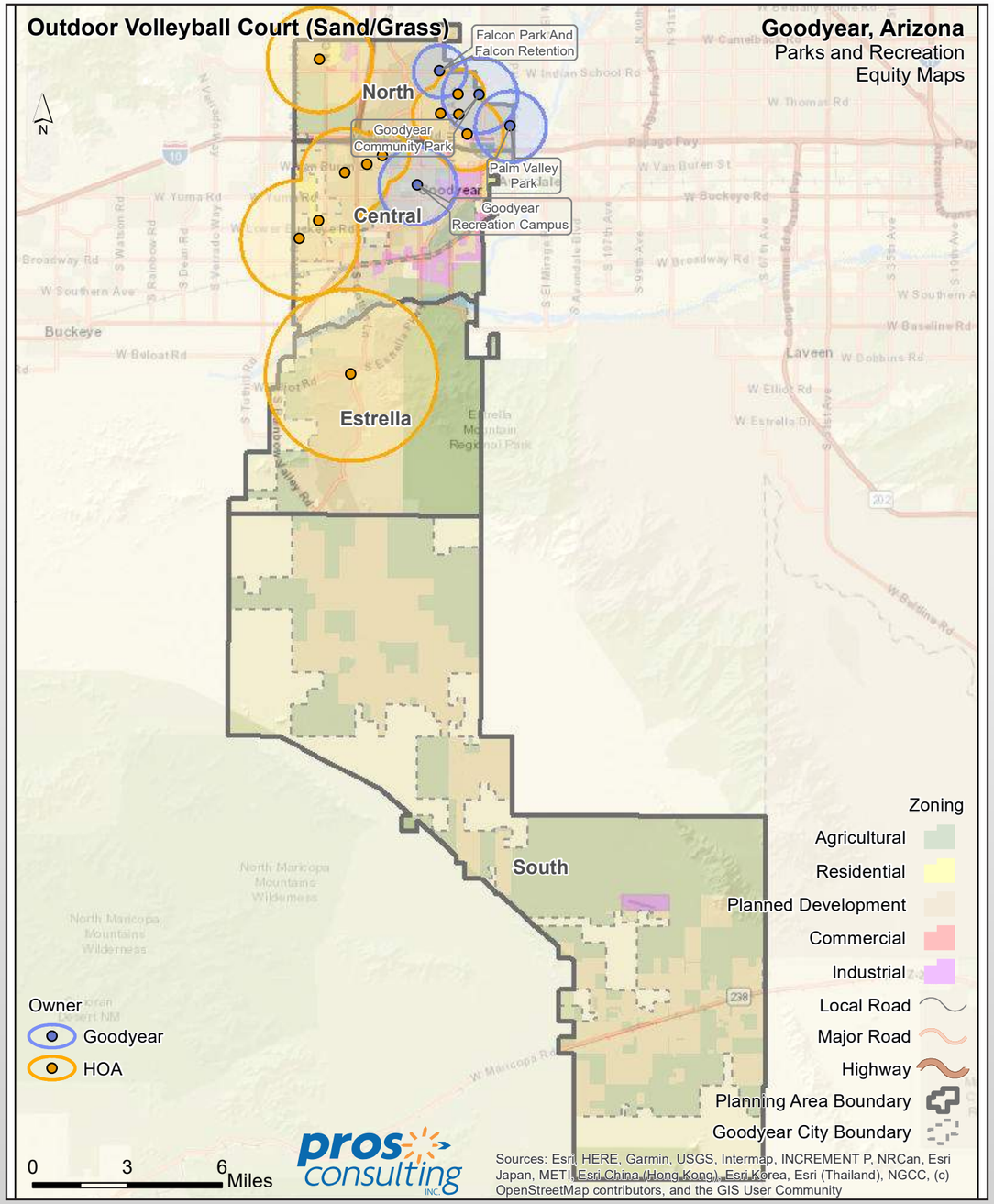
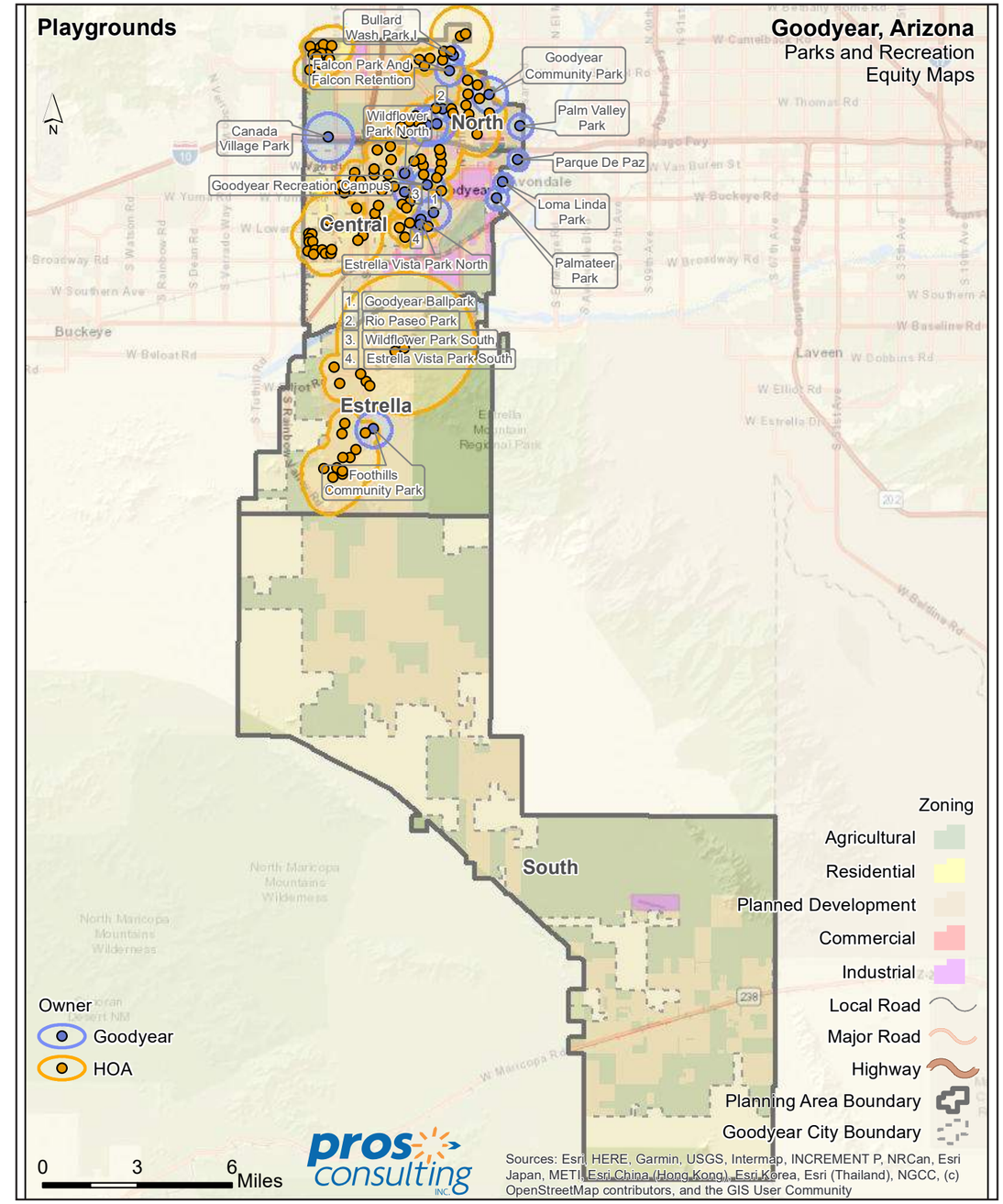
Goodyear
HOA
County
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

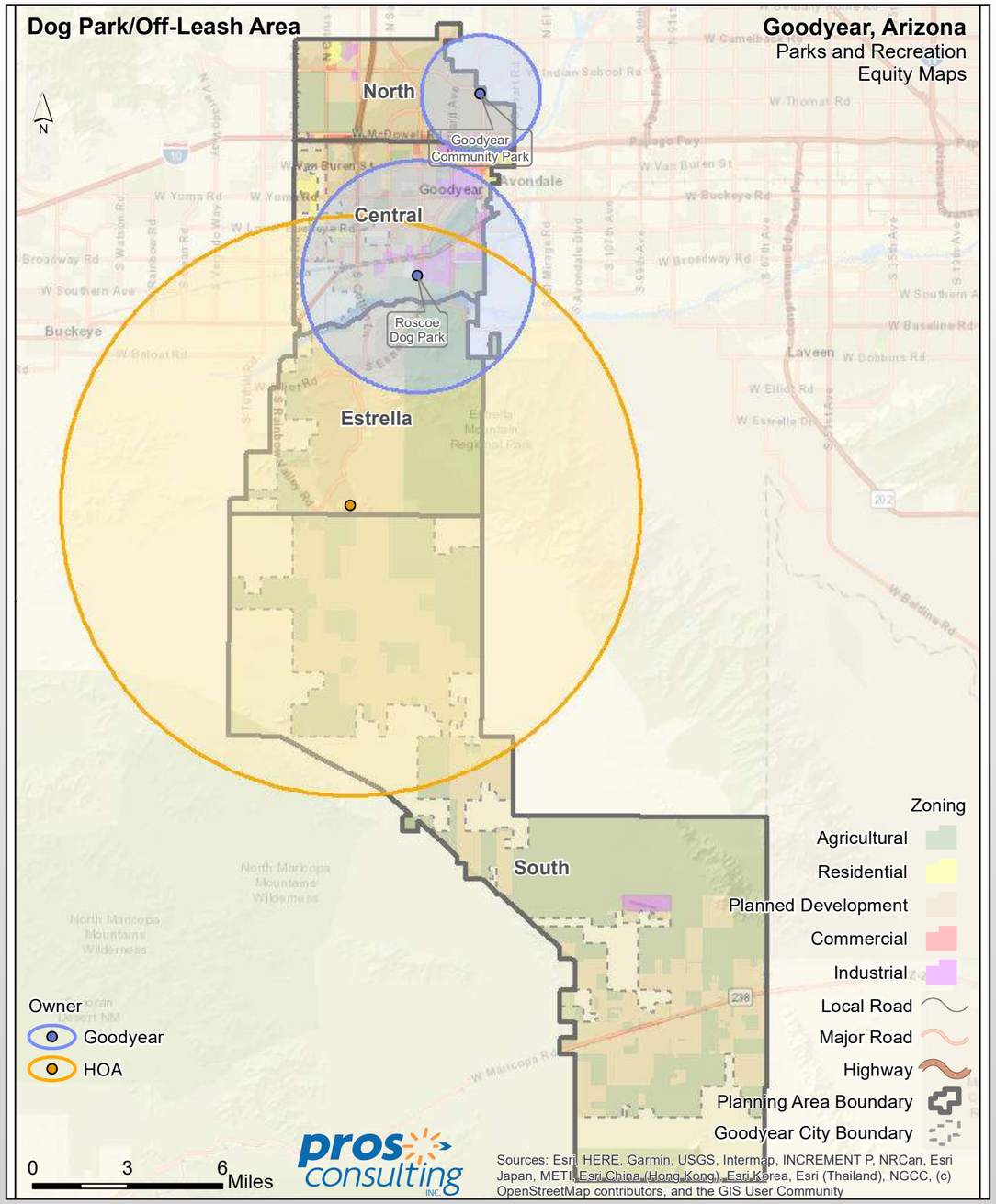

Outdoor Basketball Court
Goodyear, Arizona
Parks and Recreation
Equity Maps
Falcon Park And Falcon Retention
Goodyear Community Park
Palm Valley Park
Parque De Paz
Portales Park
Canada Village Park
Goodyear Recreation Campus
Estrella Vista Park South
North
Central
Estrella
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

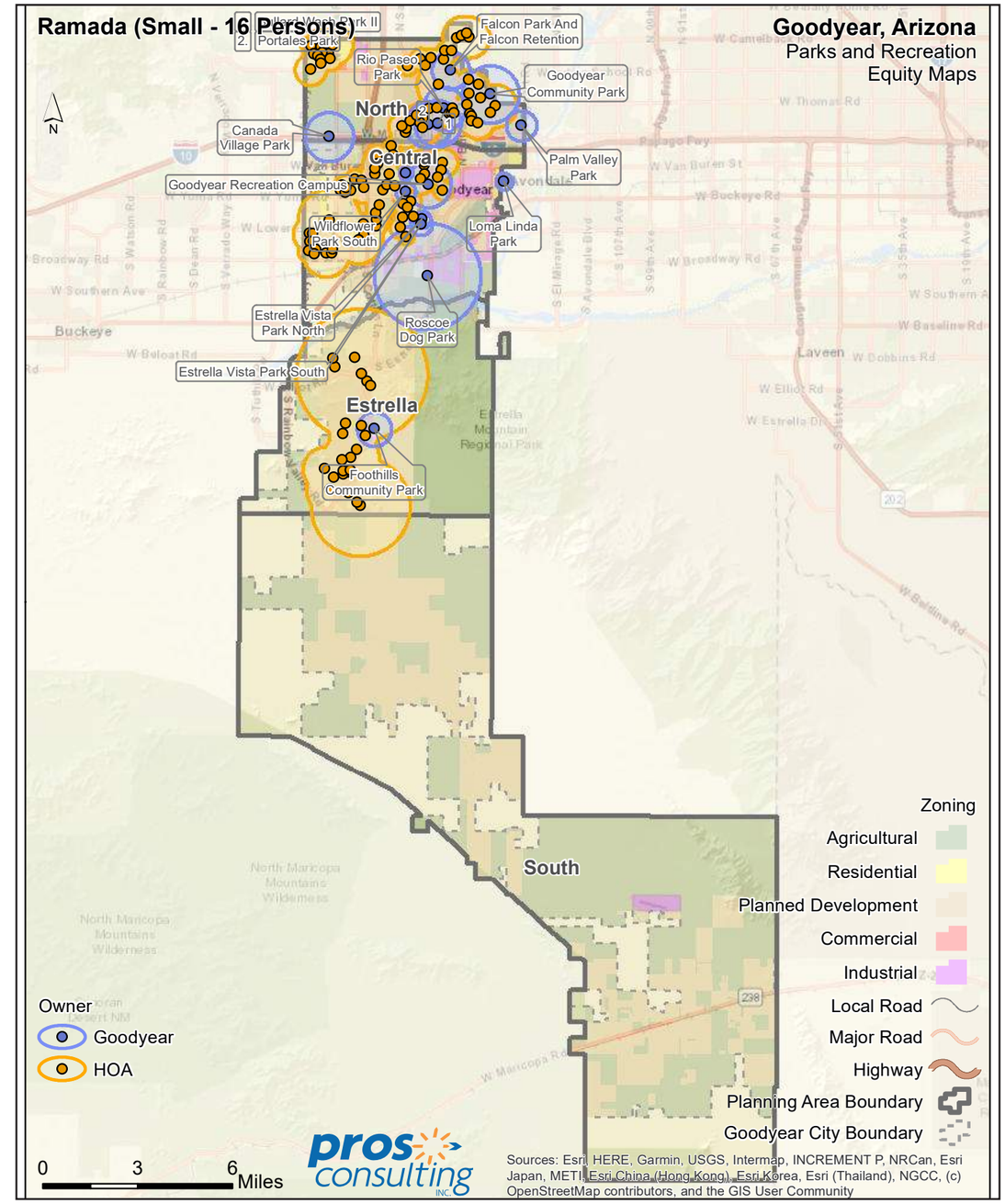

Outdoor Pickleball Court
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Goodyear Community Park
Goodyear Recreation Campus
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

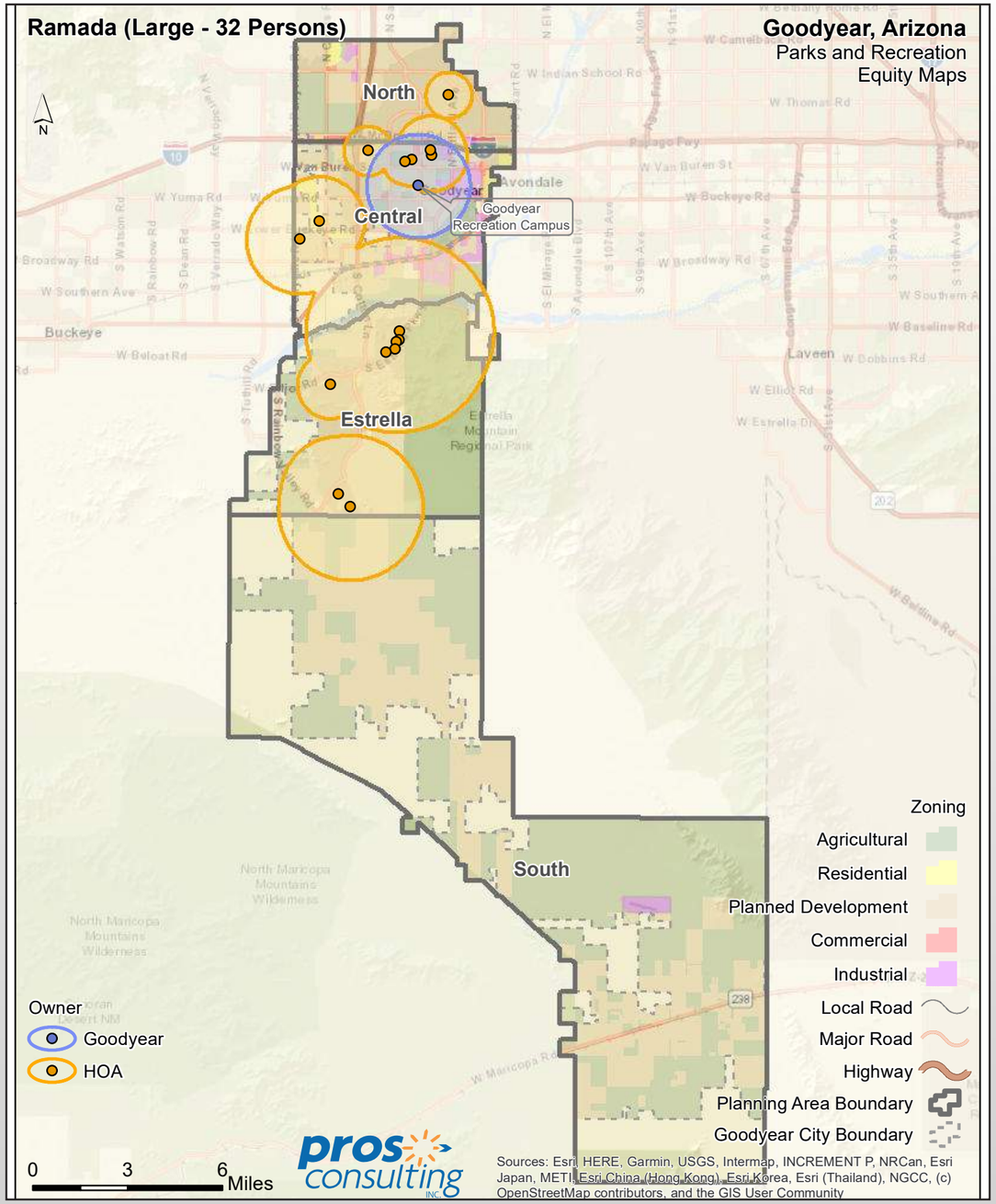

Outdoor Tennis Court
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Goodyear Community Park
Goodyear Recreation Campus
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

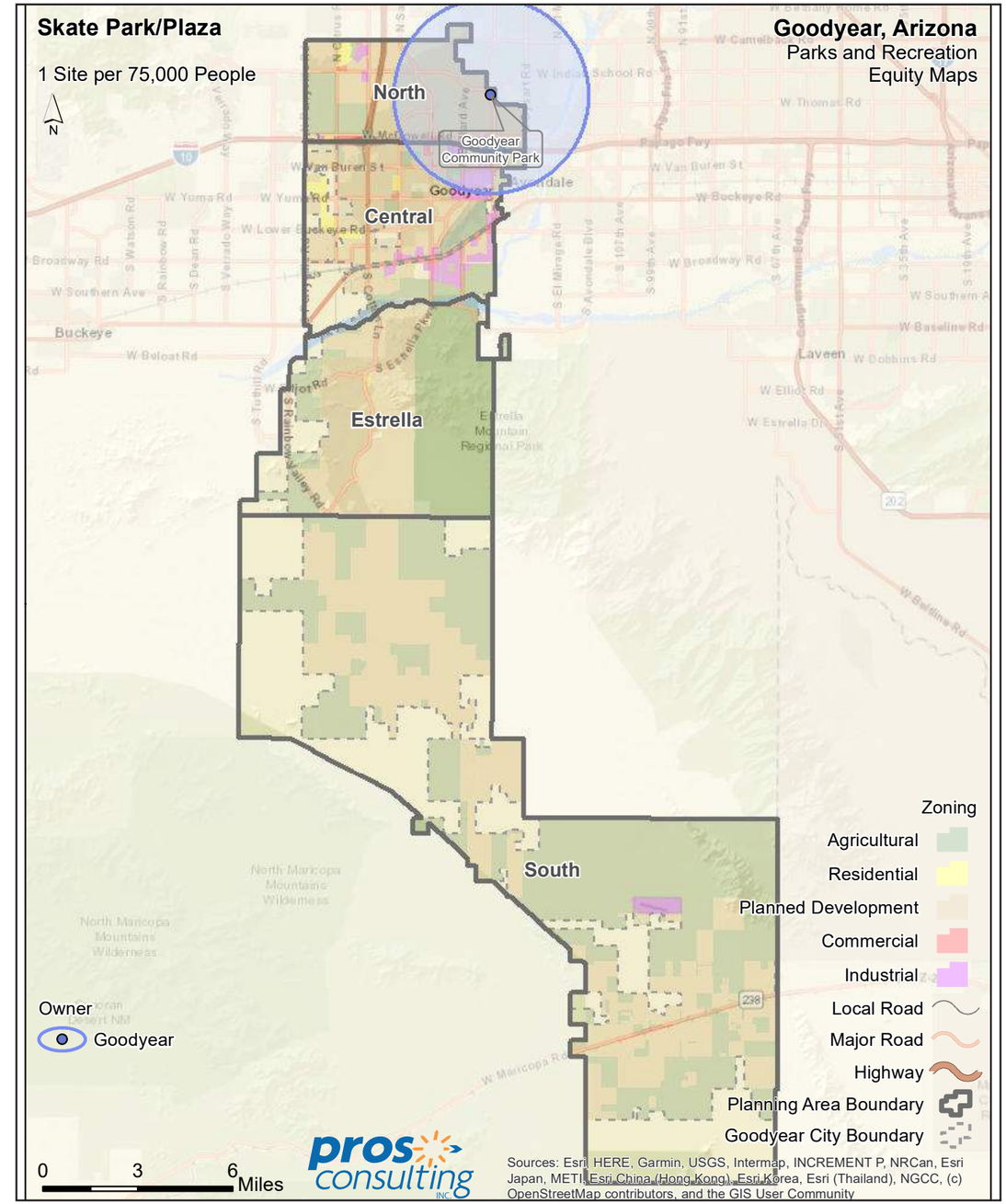

Outdoor Volleyball Court (Sand/Grass)
Goodyear, Arizona
Parks and Recreation
Equity Maps
Falcon Park And Falcon Retention
North
Goodyear Community Park
Palm Valley Park
Central
Goodyear Recreation Campus
Estrella
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

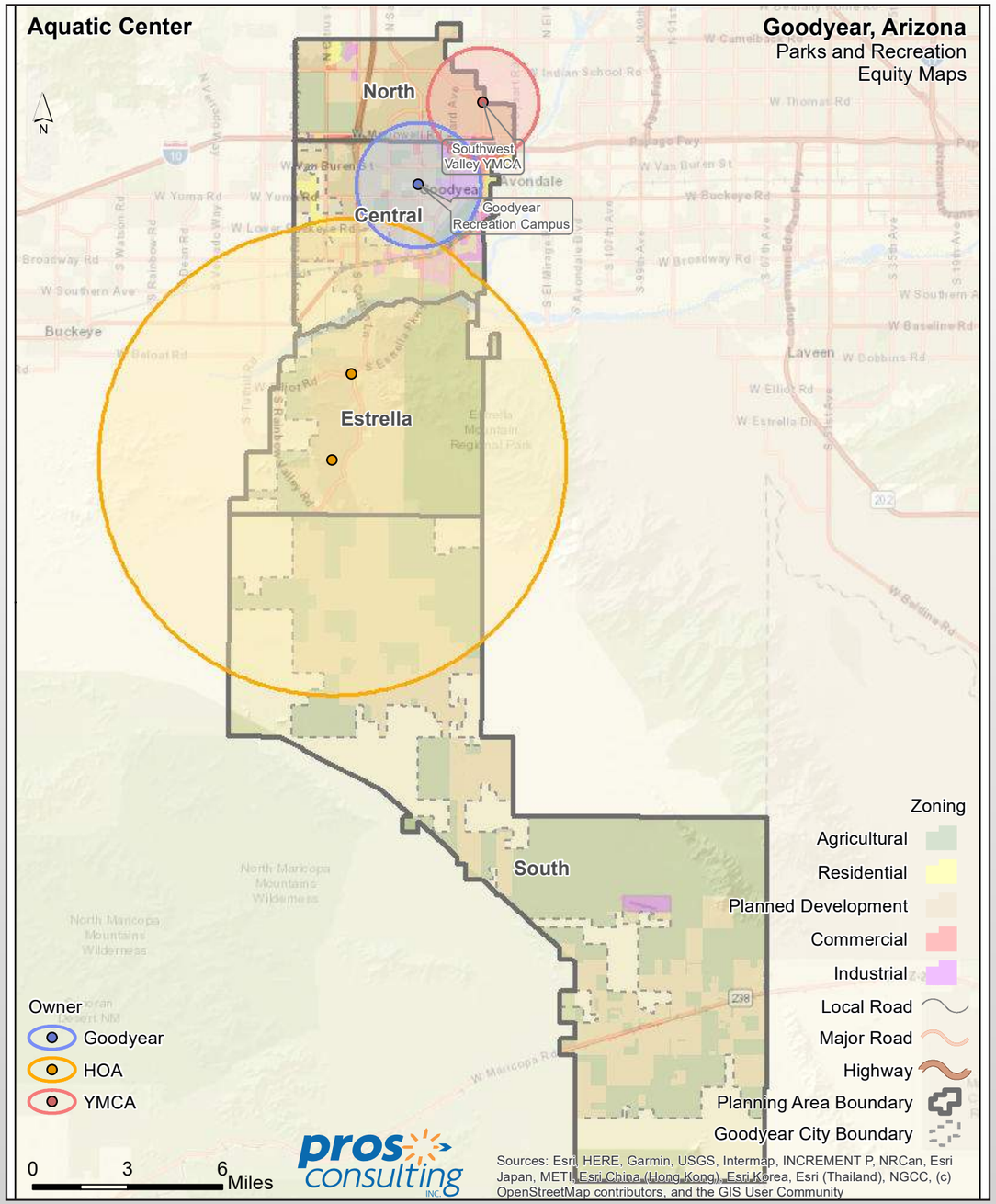

Playgrounds
Goodyear, Arizona
Parks and Recreation
Equity Maps
Bullard Wash Park I
Falcon Park And Falcon Retention
Goodyear Community Park
Palm Valley Park
Canada Village Park
Wildflower Park North
North
Parque De Paz
Goodyear Recreation Campus
Loma Linda Park
Central
Estrella Vista Park North
Palmateer Park
1. Goodyear Ballpark
2. Rio Paseo Park
3. Wildflower Park South
4. Estrella Vista Park South
Estrella
Foothills Community Park
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

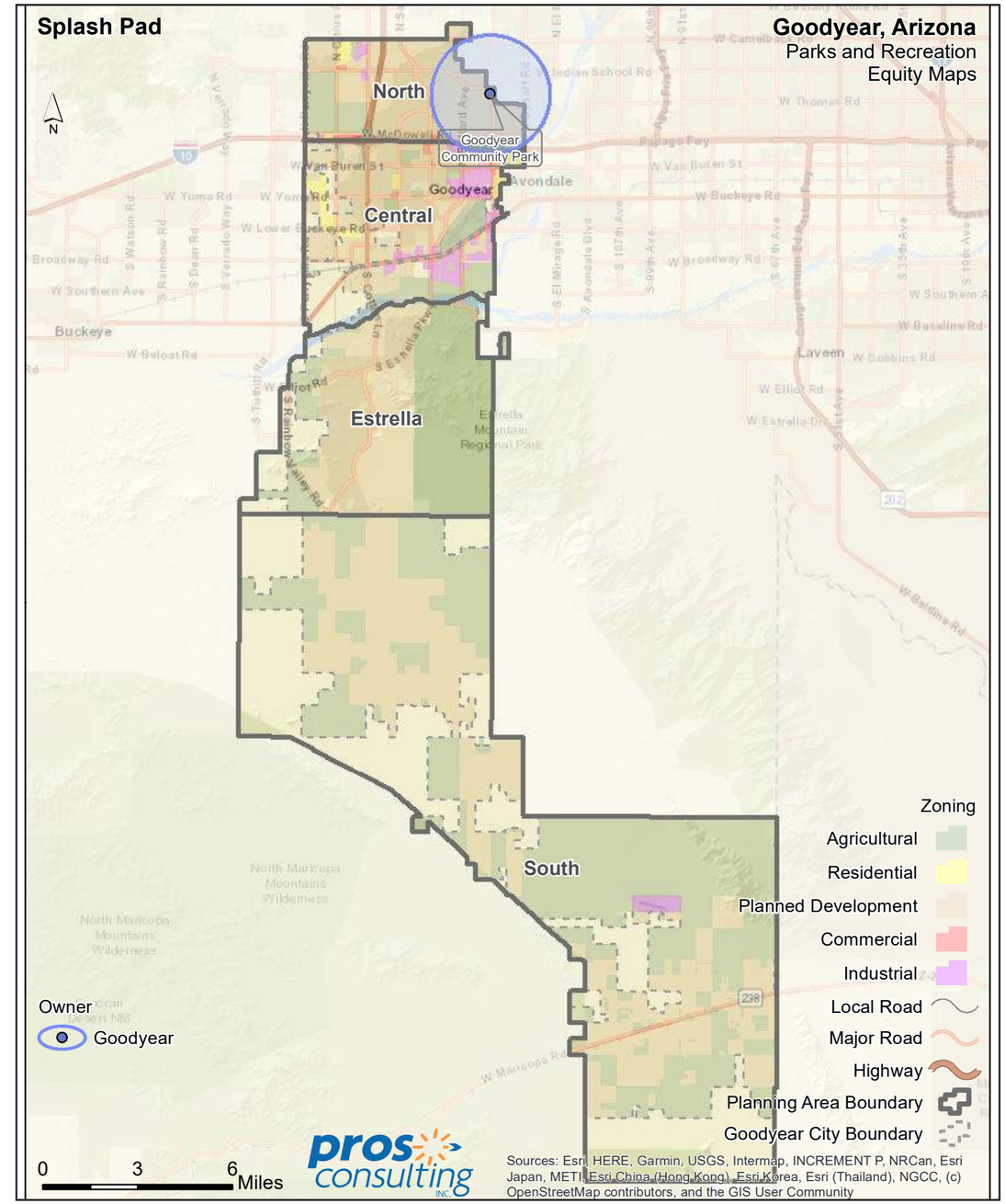

Dog Park/Off-Leash Area
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Goodyear Community Park
Central
Roscoe Dog Park
Estrella
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

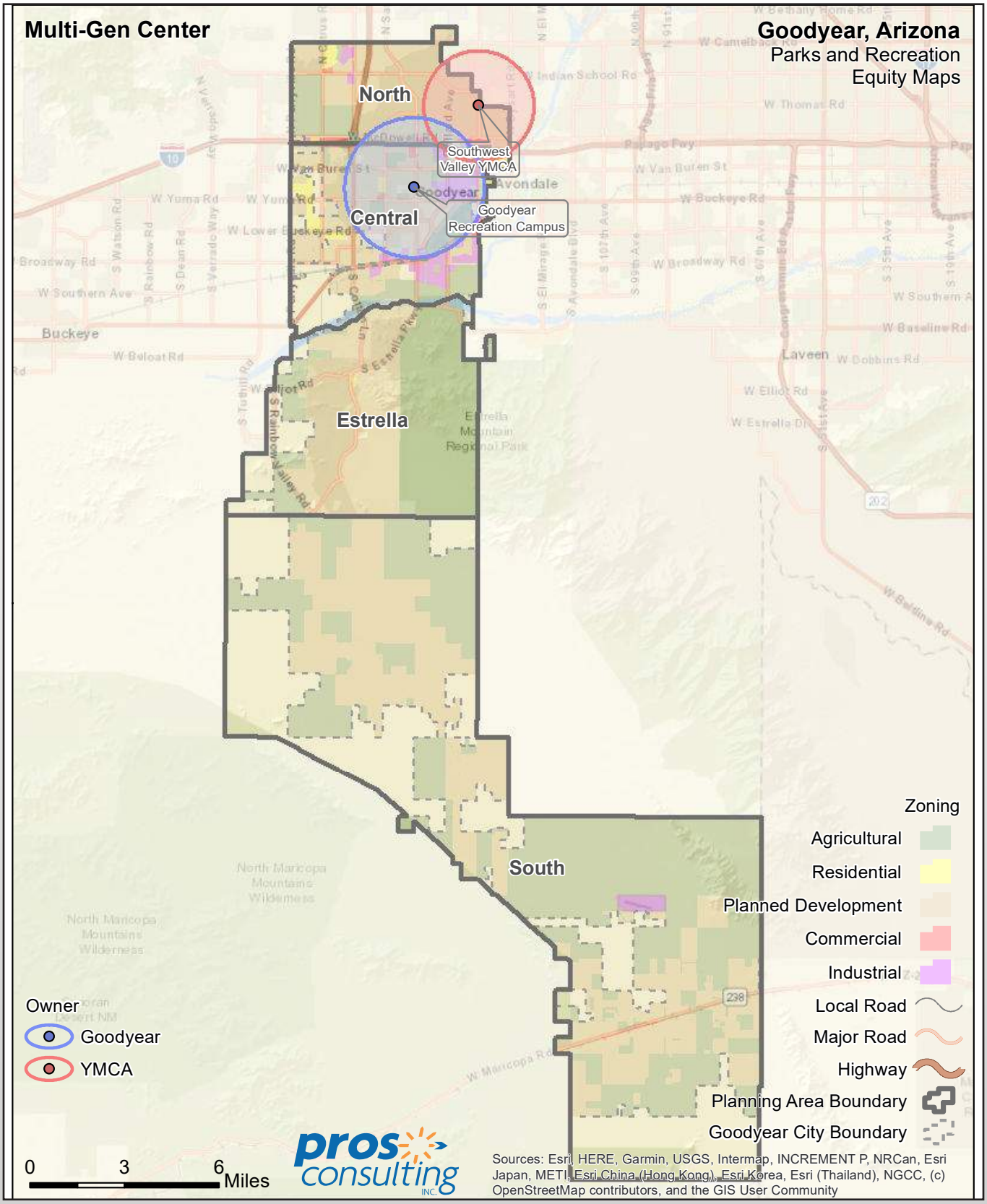

Ramada (Small - 16 Persons)
Goodyear, Arizona
Parks and Recreation
Equity Maps
Portales Park
Falcon Park And Falcon Retention
Rio Paseo Park
Goodyear Community Park
North
Canada Village Park
Central
Palm Valley Park
Goodyear Recreation Campus
Wildflower Park South
Loma Linda Park
Estrella Vista Park North
Roscoe Dog Park
Estrella Vista Park South
Estrella
Foothills Community Park
South
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Ramada (Large - 32 Persons)
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Goodyear
Recreation Campus
Avondale
Buckeye
Laveen
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Skate Park/Plaza
1 Site per 75,000 People
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Goodyear
Community Park
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
0
3
6
Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Aquatic Center
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Southwest Valley YMCA
Goodyear Recreation Campus
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
HOA
YMCA
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Splash Pad
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Goodyear Community Park
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
Owner
Goodyear
0 3 6 Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community


Multi-Gen Center
Goodyear, Arizona
Parks and Recreation
Equity Maps
North
Central
Estrella
South
Southwest Valley YMCA
Goodyear Recreation Campus
Owner
Goodyear
YMCA
Zoning
Agricultural
Residential
Planned Development
Commercial
Industrial
Local Road
Major Road
Highway
Planning Area Boundary
Goodyear City Boundary
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Miles
pros consulting INC.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

APPENDIX G

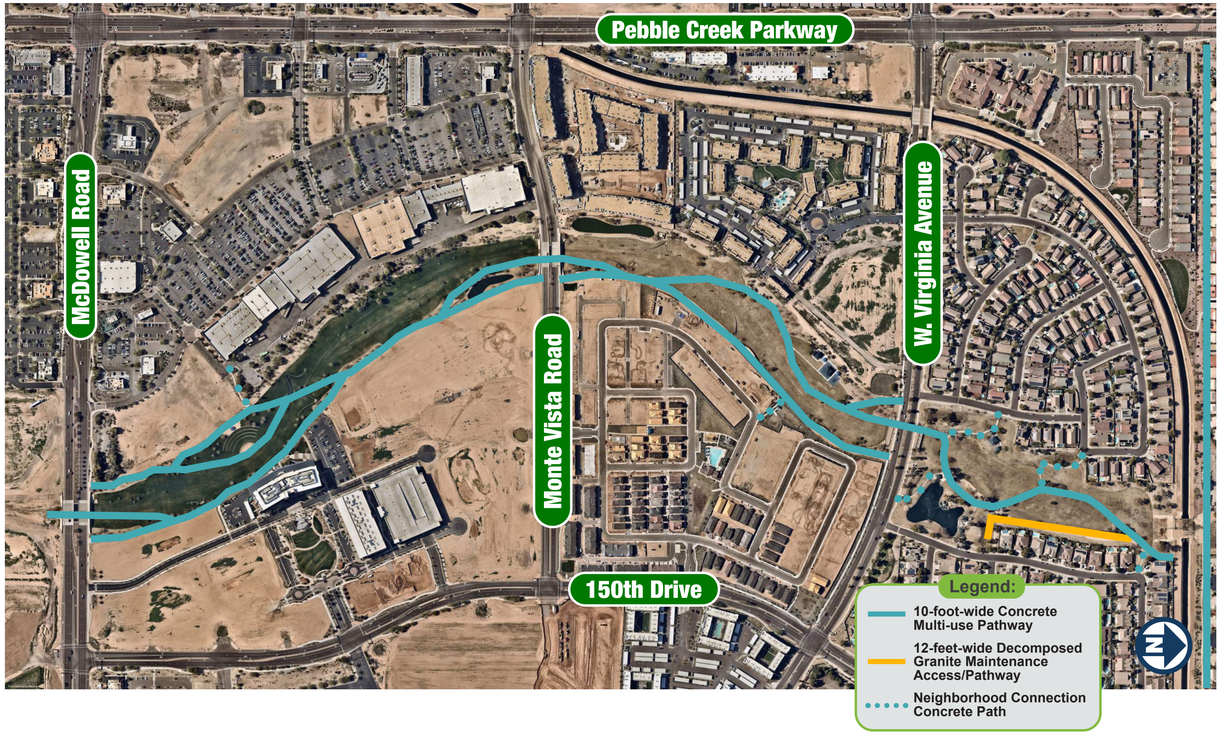
Trail Maps and GIS Maps

Falcon Trail (Camelback Road to Indian School Road)

Roosevelt Canal Trail (City of Goodyear Right of Way 1.9 miles)

Roosevelt Canal Trail (City of Goodyear Right of Way 1.9 miles) (Continued)

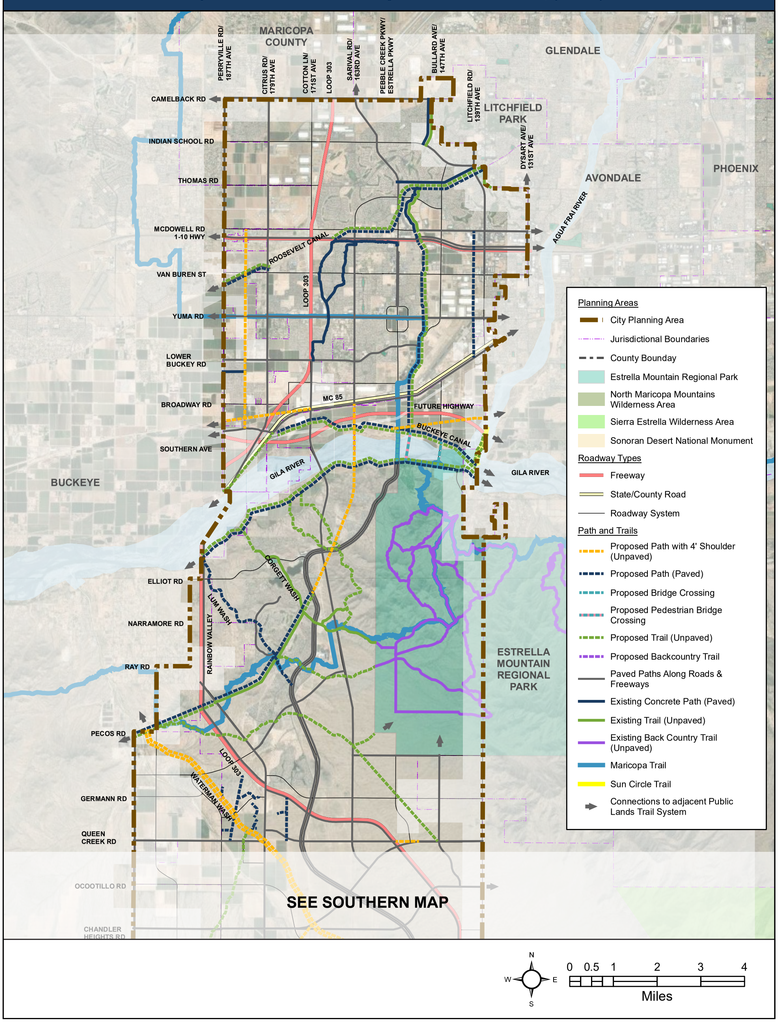
Bullard Wash Trail (Roosevelt Canal Trail to McDowell Road 2.0 miles)



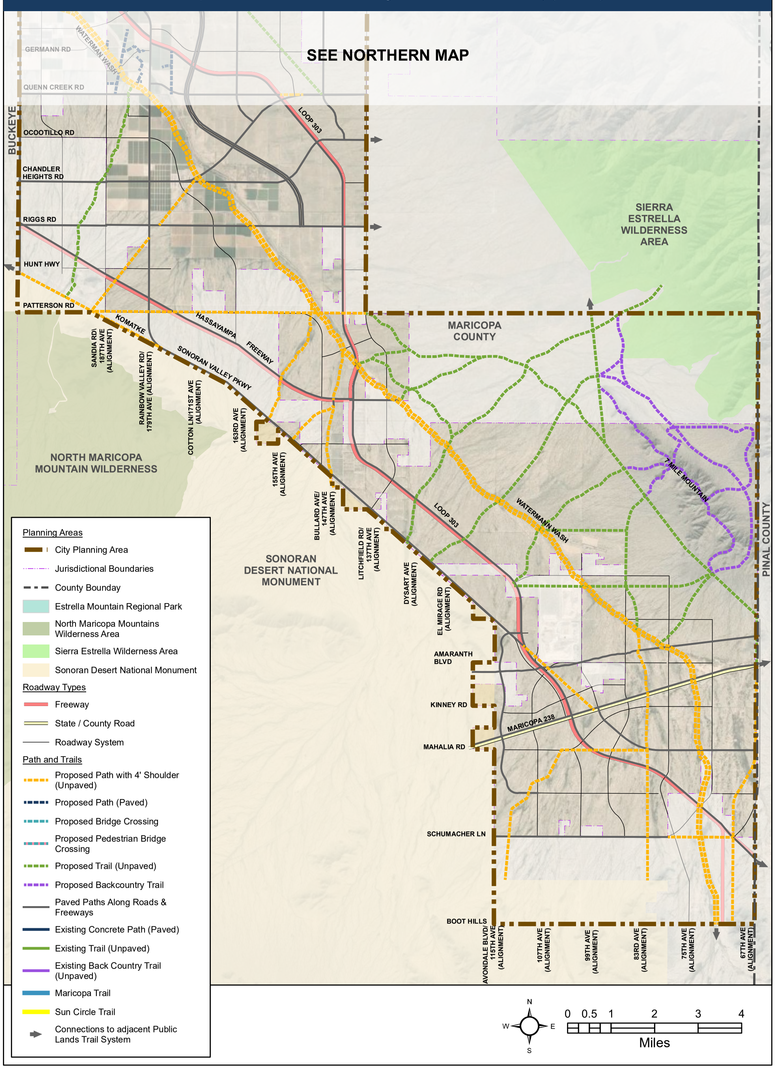
Pebble Creek Parkway Multi-use Pathway and Trail (Monte Vista Road to Camelback Road 2.0 miles)

Canyon Trails Linear Park Trails (West Greenbelt 4.8 miles and East Greenbelt 1.7 miles) (Canyon Trails HOA)

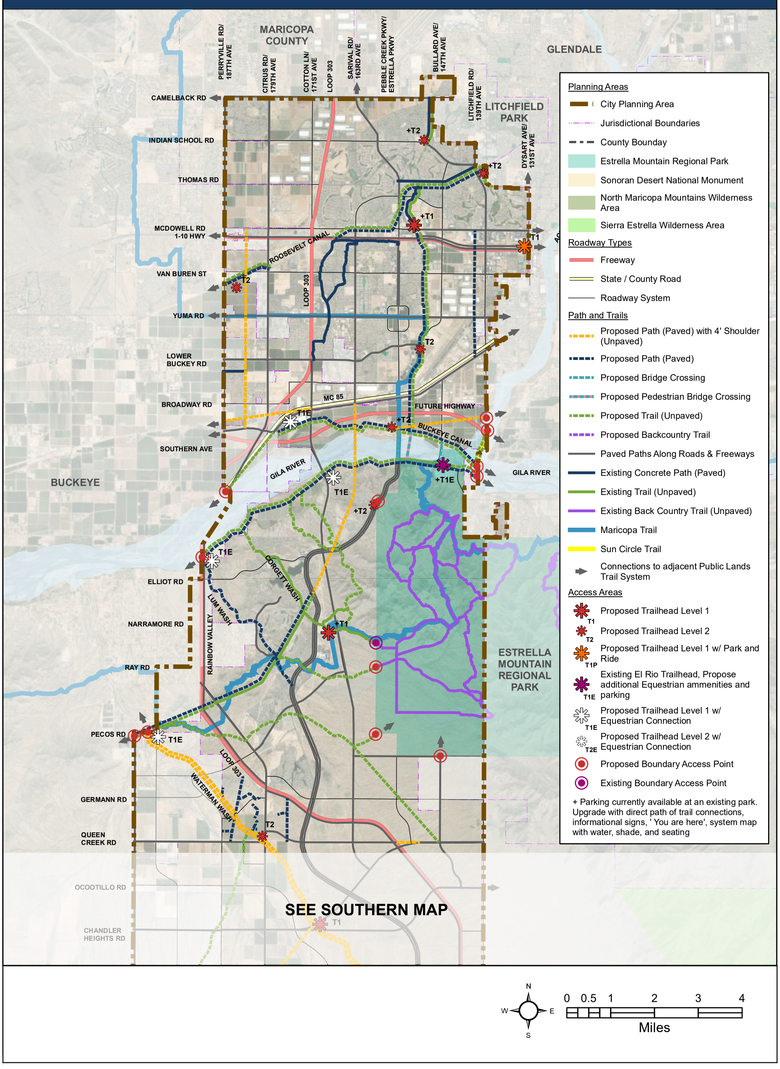
Map of Core Elements Goodyear Paths and Trails, (North)



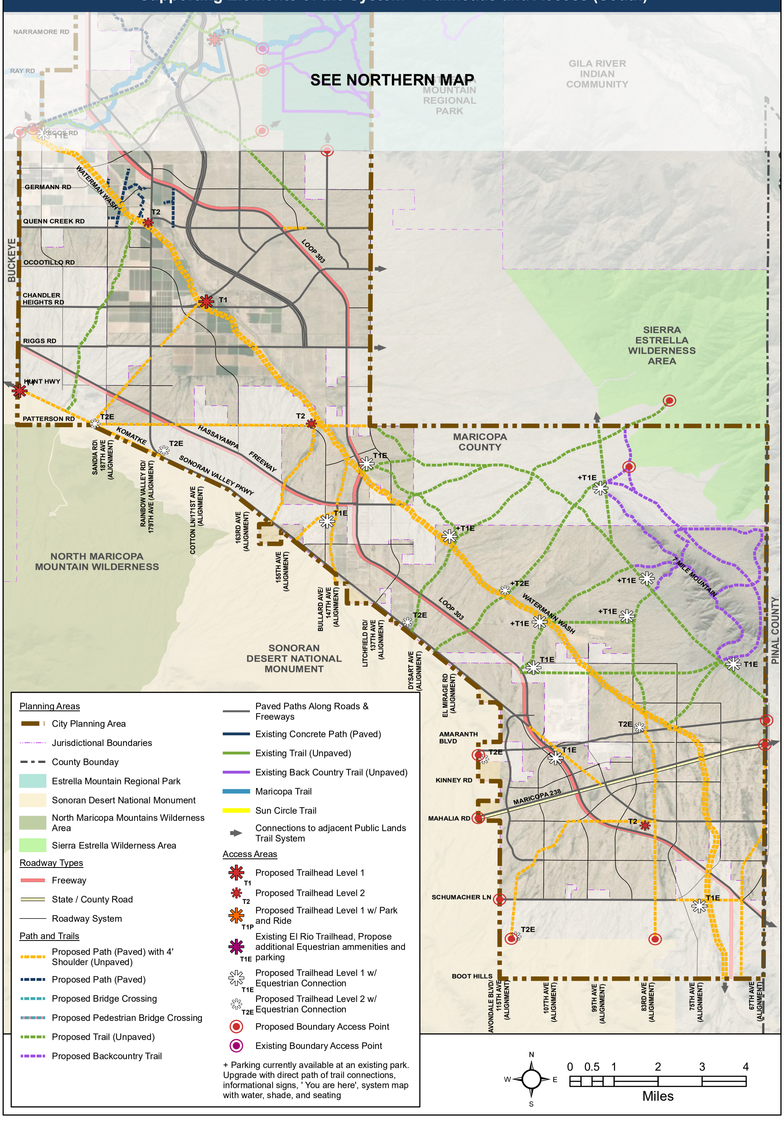
Map of Core Elements Goodyear Paths and Trails, (South)



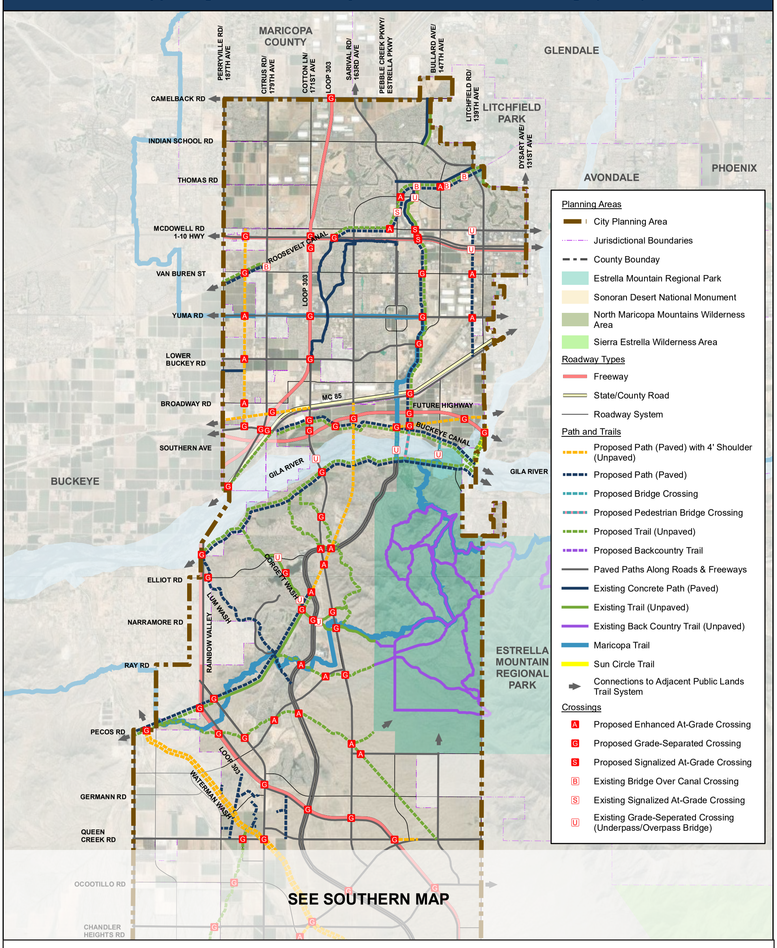
Supporting Elements of the System - Trailheads and Access (North)



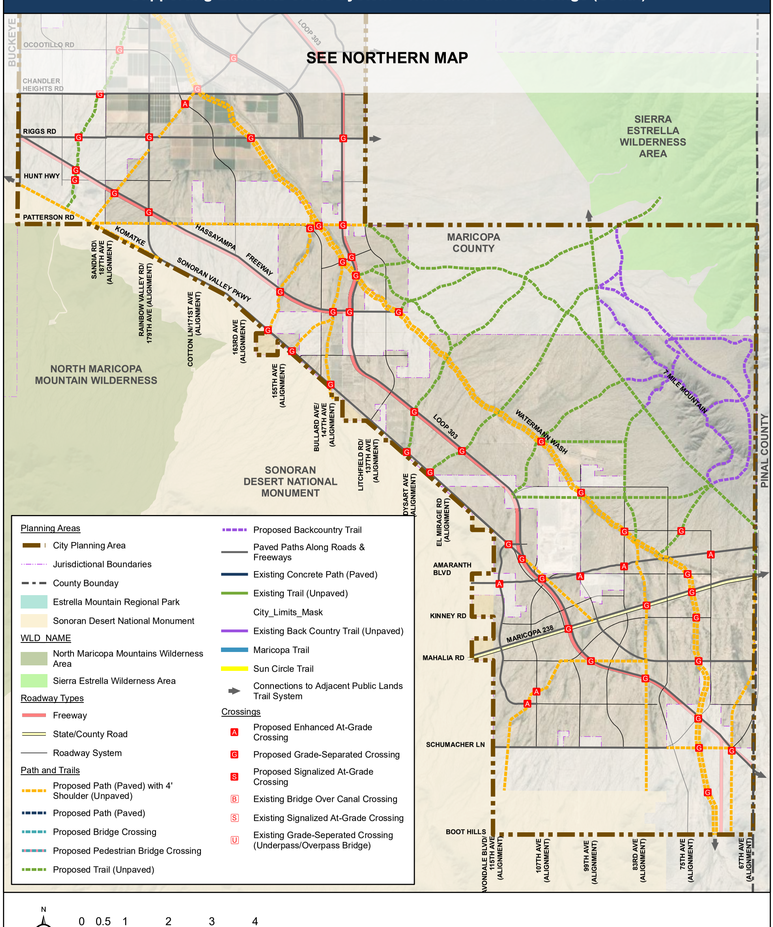
Supporting Elements of the System - Trailheads and Access (South)



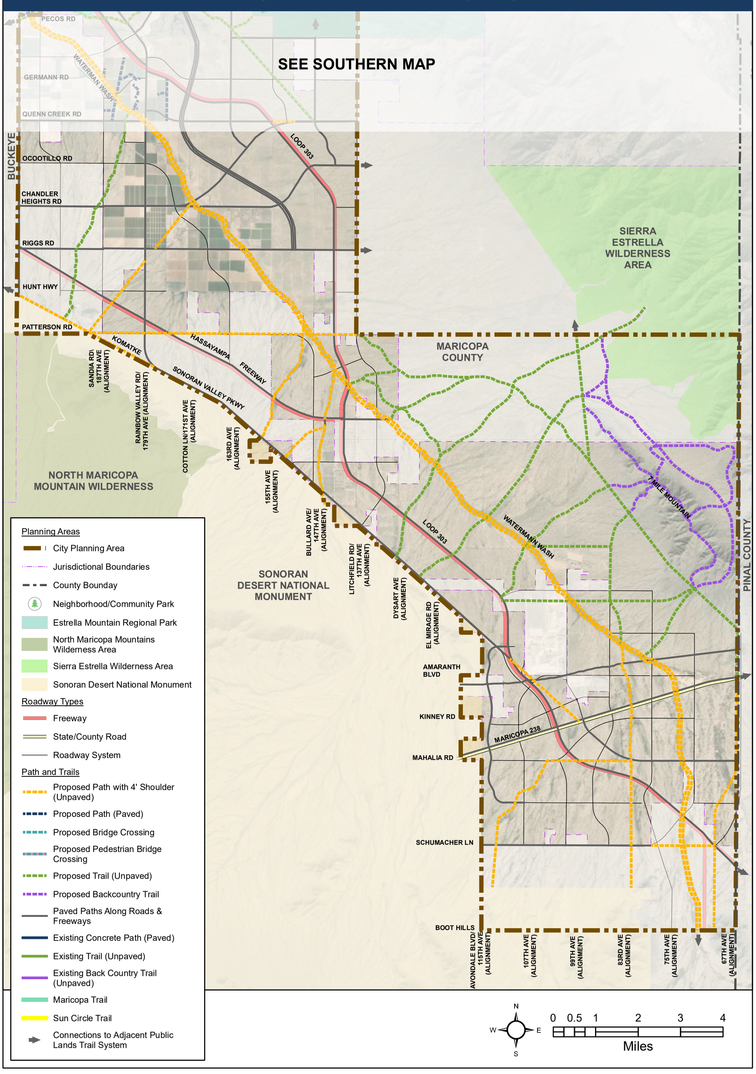
Supporting Elements of the System - Trail and Path Crossings (North)



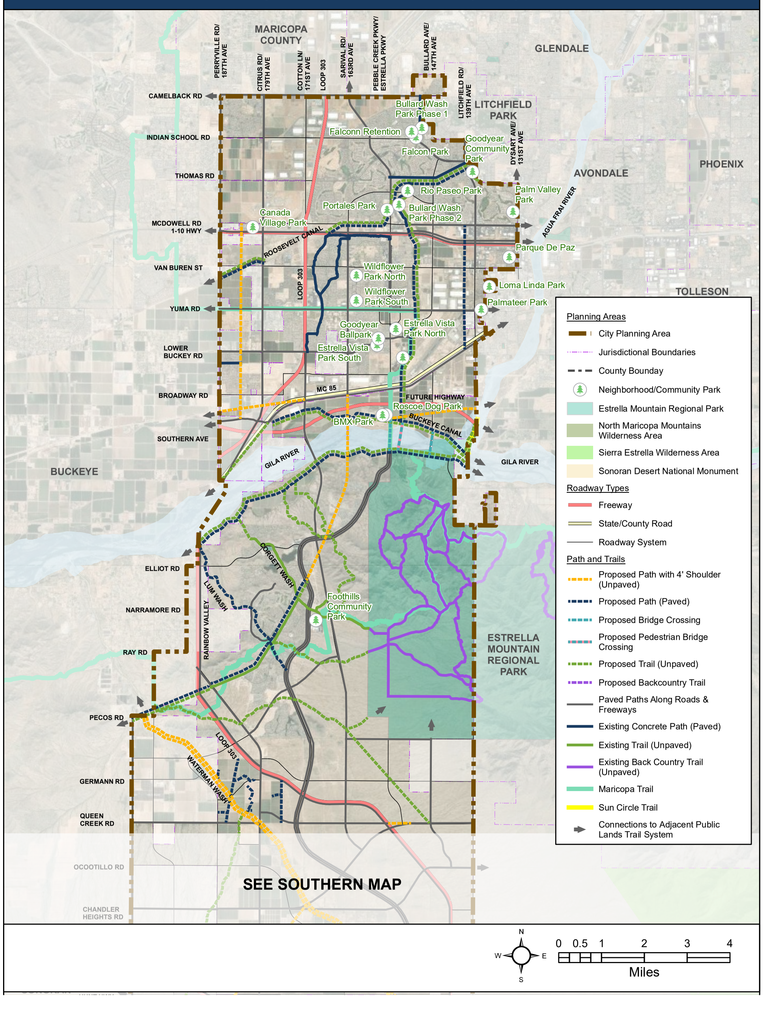
Supporting Elements of the System - Trail and Path Crossings (South)



Map of Parks, Paths and Trails (South)



Map of Parks, Paths and Trails (North)



APPENDIX H

Capital Improvment Relative Order of Magnitude Cost Estimates

ROUGH ORDER OF MAGNITUDE COSTING

The following tables identify project improvement considerations for the existing City of Goodyear parks and recreation facilities:

Canada Village Park

Existing neighborhood park with a playground area ramada with picnic tables, half-court basketball court, 1.25 acres of open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Concrete Looped Sidewalk with ADA Ramps	$322,777	Access/ Circulation	Concrete multi-use pathway – 10 ft. wide to provide loop path around park with ADA connections to exterior portions of the park
Pedestrian Pathway Lighting	$332,777	Lighting	Provide pathway lighting with LED fixtures, pole and concrete foundation around perimeter of park
Playground Concrete Ramp	$5,343	Access/ Circulation	Provide ADA ramp to provide access to existing playground
Playground Shade Structure Lighting	$6,106	Lighting	Provide lighting for the existing playground shade structure (LED)
Ramada Lighting	$6,106	Lighting	Provide lighting for the existing ramada (LED)
Upgraded Basketball Court Lighting	$74,570	Lighting	Provide upgraded lighting for the existing basketball court (LED)
Total	**$747,678**		

Falcon Park

Existing neighborhood park with sand volleyball court, basketball courts, ramada, playground, walking path, baseball field, and 20 acres of open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Additional Parking Lot with Turnaround (60 spaces)	$515,944	Access/ Circulation/ Parking	Provide additional parking and improved circulation within the park
Basketball Court Improvements	$93,784	Site Amenity	New basketball backboard standards, poles, rims, and foundation and sport court surfacing
Benches	$16,792	Site Amenity	Add additional benches with concrete sidewalk
Maintenance Yard	$763,250	Maintenance	Provide 4,000 SF maintenance yard with material bins, wash out area, and sand oil separator
Playground	$410,629	Site Amenity	Replace existing playground in the north area
Ramada with BBQ Grill	$381,625	Site Amenity/ Beautification	Replace existing ramada at north playground area and replace all grills (3)
Wayfinding	$137,385	Circulation	Add new wayfinding signage for the park and Falcon Trail
Total	**$2,319,408**		

Goodyear Community Park

Existing community park with sand volleyball courts, tennis courts, pickleball courts, baseball and softball fields, splash pad, skate park, playgrounds, walking paths, open park space, and dog park

Identified List of Projects	Project Cost	Project Type	Project Description
Relocate Dog Park	$2,500,239	Site Amenity	Relocate existing dog park to the northeast area of the park to provide two acres
Total	**$2,500,239**		

Loma Linda Park

Existing neighborhood park with community room; aquatic facility; 25 yard, 8 lane pool with diving well; two tennis courts; ramada; playground; walking path; horseshoe pits; eight-acre open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Additional Storage Building	$76,325	Building	Provide a storage building to replace the storage container that is currently on-site
Audio/Visual (AV) Improvements at Community Room	$53,428	Building	Add AV improvements to existing community room
Benches with Concrete Pads	$67,166	Site Amenity	Add more benches throughout the park
Indoor/Outdoor Space and Improved Exterior at Community Room	$381,625	Site Amenity/ Beautification	Add outdoor patio space to expanse building usable space for renters
Irrigation Assessment and New Irrigation System - Park Wide	$488,480	Irrigation	New irrigation system to provide a combination sprinkler with flood irrigation options
Playground Shade Structure Lighting	$11,449	Lighting	Add lighting to the existing shade structure at playground
Replacement Turf Area at Community Room	$81,057	Landscape	Provide landscape improvements at the existing community room building
Shade Structures with Lighting at Horseshoe Pits	$141,201	Site Amenity	Add shade structures with LED lighting at the existing horseshoe pit area
Tree Replacement Succession Plan	$6,869	Landscape	Provide tree replacement plan as existing trees age out
Baby Pool Conversion	$961,695	Site Amenity	Convert the existing baby pool to a splash play area
Pool Deck Resurfacing	$351,095	Maintenance	Resurface the existing pool deck area
Pool Plaster Resurfacing	$396,890	Maintenance	Re-plaster the pool
Total	**$3,017,280**		

Palmateer Park

Existing neighborhood park with playground areas, walking path, and 1.25 acres open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Pedestrian Pathway Lighting	$373,993	Lighting	Add pathway lighting around the parks perimeter multi-use pathway
Playground Shade Structure Lighting	$6,106	Lighting	Add lighting to existing playground shade structure (LED)
Ramada Replacement	$160,283	Site Amenity	Replace existing ramada at playground
Replacement of Irrigation System and Turf	$290,654	Landscape	Replace park irrigation system
Replace Playground Equipment	$371,417	Site Amenity	Replace existing playground equipment
Tree Replacement/ Succession Plan	$6,869	Landscape	Provide tree replacement plan as existing trees age out
Turf Conversion to Decomposed Granite (DG) at Los Robles Drive Island	$10,590	Landscape	Reduce turf and replace with DG at the Los Robles Drive Island
Total	**$1,219,911**		

Parque de Paz

Existing neighborhood park with playground area, walking path, and three acres open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Re-purpose Existing Community Garden	$4,408	Site Amenity	Remove the existing community garden area
Ramada	$194,629	Site Amenity	Provide new ramada with lighting and concrete slab
Basketball Court Lighting	$145,018	Site Amenity	New basketball court lighting (LED)
New Irrigation	$390,201	Landscape	New irrigation system with new controller
Total	**$734,255**		

Portales Park

Existing Neighborhood Park with playground areas, ramadas, walking path with fitness stations, basketball court, and 14 acres of open park space

Identified List of Projects	Project Cost	Project Type	Project Description
Concrete Multi-use Pedestrian Pathway with Lighting	$964,748	Access/ Circulation	Provide additional concrete multi-use pathway to create a looped pathway and connect with the existing DG pathway
Concrete Pathway Connector from 156th Drive	$181,654	Access/ Circulation	Provide ADA compliant access to the park from the neighborhood
Concrete Sidewalk/ Switchback Ramp Access Connection for Berkeley Road	$181,654	Access/ Circulation	Provide ADA compliant access to the park from the neighborhood
Concrete Sidewalk/ Switchback Ramp Access Connection for Coronado Road	$181,654	Access/ Circulation	Provide ADA compliant access to the park from the neighborhood
Concrete Sidewalk/ Switchback Ramp Access Connection for Monte Vista Road	$181,654	Access/ Circulation	Provide ADA compliant access to the park from the neighborhood
Fence Along Roosevelt Irrigation District (RID) Canal	$300,644	Safety	Provide safety fencing along the bank of the RID canal along the east side of the park
Offsite Parking - Monte Vista Road	$362,614	Access/ Circulation/ Parking	Provide off-site parking along Monte Vista Road to offset parking within the neighborhood
New Playground with Shade Structure and Lighting	$419,215	Site Amenity	Provide new playground with shade structure and lighting over in the high and dry area outside of the basin near the existing basketball court
Turf Reduction	$727,782	Landscape	Reduce turf area to reduce water use
Total	**$3,501,617**		

Wildflower Park North			
Existing neighborhood park with playground area, ramada, walking path, and 8.5 acres open park space			
Identified List of Projects	**Project Cost**	**Project Type**	**Project Description**
Benches	$83,958	Site Amenity	Add additional benches with concrete sidewalk
Concrete Sidewalk Switchback Ramp Access from Washington Street (West Side)	$164,862	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Washington Street (East Side)	$148,147	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Mesquite Drive (West Side)	$132,500	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Pathway Connector from Park to Wildflower School (Jefferson Street to Morning Glory)	$253,399	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Drinking Fountain (Chilled)	$31,293	Site Amenity	Add drinking fountain near playground/ramada area
Drywells	$79,378	Drainage Improvement	Add drywells within the bottom of the existing turf basin to drawdown stormwater runoff within the Maricopa County-required 36 hours
Pedestrian Pathway Lighting	$365,902	Lighting	Add pathway lighting around the parks perimeter multi-use pathway
Playground Shade Structure Lighting	$6,106	Lighting	Add lighting to existing playground shade structure (LED)
Ramada Replacement	$160,283	Site Amenity	Replace existing ramada
Turf Removal South of Playground	$95,963	Landscape	Reduce turf area to reduce water use
Total	**$1,521,791**		

Wildflower Park South			
Existing neighborhood park with playground area, ramada, walking path, and 10 acres open park space			
Identified List of Projects	**Project Cost**	**Project Type**	**Project Description**
Concrete Sidewalk Switchback Ramp Access from Lincoln Street (West Side)	$164,862	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Lincoln Street (East Side)	$164,862	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Hadley Street (West Side)	$164,862	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Hadley Street (East Side)	$164,862	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Mesquite Drive (West Side)	$132,500	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Sherman Street (East Side)	$136,011	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Sidewalk Switchback Ramp Access from Tonto Street (East Side)	$136,011	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Concrete Pathway Connector from Park to Wildflower School (Grant Street to Buchanan Street)	$301,484	Access/ Circulation	Provide ADA-compliant access to the park from the neighborhood
Pedestrian Pathway Lighting	$390,784	Lighting	Add pathway lighting around the park's perimeter multi-use pathway
Playground Shade Structure Lighting	$6,106	Lighting	Add lighting to existing playground shade structure (LED)
Playground Concrete Ramp	$5,343	Access/ Circulation	Add ADA ramp to playground area
Ramada Replacement	$202,261	Site Amenity	Replace existing ramada
Relocate Trash Receptacles from Slopes Near Benches on Concrete Pads	$42,742	Site Amenity	Add additional benches with concrete sidewalk
Total	**$2,012,690**		

City of Goodyear *Opinion of Probable Cost* 2/23/2023

Goodyear Recreation Campus Phase 2 (46 acres)

Amenity	Unit	Unit Cost	Qty	Total Direct Cost	Total Cost with Markup (Construction Overhead, Profit, Bond, Insurance, GC 23%)
Access Roadway Minor Collector		Breakout Below		$ 1,996,357.65	$ 2,455,519.91
Dog Park	AC	$ 625,000.00	4	$ 2,500,000.00	$ 3,075,000.00
Landscape Irrigation System (Drip)	AC	$ 35,000.00	30	$ 1,050,000.00	$ 1,291,500.00
Maintenance Yard	SF	$ 125.00	4,000	$ 500,000.00	$ 615,000.00
Parks & Recreation Office Building	SF	$ 515.00	2,450	$ 1,261,750.00	$ 1,551,952.50
Multi-Purpose Venue Building	SF	$ 550.00	3,500	$ 1,925,000.00	$ 2,367,750.00
Parking Lot - AC Pavement, Curb and Parking Lot Lighting	Per Space	$ 3,800.00	400	$ 1,520,000.00	$ 1,869,600.00
Picnic Tables	SF	$ 4,500.00	20	$ 90,000.00	$ 110,700.00
Playground (Small)(3,500 SF w/ 1 Large play structure and 2 small play elements, wood fiber with conc turndown, small fabric shade structure)	LS	$ 450,000.00	1	$ 450,000.00	$ 553,500.00
Playground (Medium)(7,000 SF w/ 3 Large play structure and 4 small play elements, wood fiber with conc turndown, 2 small shade structures)	LS	$ 750,000.00	1	$ 750,000.00	$ 922,500.00
Playground (Large)(12,500 SF w/ 5 Large play structure and 6 small play elements, Pour in Place/wood fiber with conc turndown, 3 small fabric shade structures)	LS	$ 1,250,000.00	1	$ 1,250,000.00	$ 1,537,500.00
Public Art/ Interpretive Feature	EA	$ 500,000.00	1	$ 500,000.00	$ 615,000.00
Ramada (Group) (with Five Structures and Concrete Pad) (150 People)	EA	$ 2,250,000.00	1	$ 2,250,000.00	$ 2,767,500.00
Ramada (Small)(16'x16') w/ Concrete Pad	EA	$ 65,000.00	6	$ 390,000.00	$ 479,700.00
Ramada (Medium)(20'x20') w/ Concrete Pad	EA	$ 85,000.00	6	$ 510,000.00	$ 627,300.00
Restroom Building	SF	$ 475.00	2	$ 950.00	$ 1,168.50
Signage (Entry/ Identification)	EA	$ 25,000.00	3	$ 75,000.00	$ 92,250.00
Signage (Rules/ Regulatory)	EA	$ 2,500.00	8	$ 20,000.00	$ 24,600.00
Site Furnishings (BBQ)	EA	$ 750.00	14	$ 10,500.00	$ 12,915.00
Site Furnishings (Benches)	EA	$ 3,500.00	24	$ 84,000.00	$ 103,320.00
Site Furnishings (Bike Parking)	EA	$ 1,500.00	3	$ 4,500.00	$ 5,535.00
Site Furnishings (Drinking Fountain Complete with Water Lines and Drain)	EA	$ 15,000.00	4	$ 60,000.00	$ 73,800.00
Site Furnishings (Trash Receptacles)	EA	$ 1,250.00	30	$ 37,500.00	$ 46,125.00
Site Lighting LED with Concrete Base (Pedestrian, Parking, etc)	EA	$ 8,500.00	90	$ 765,000.00	$ 940,950.00
Skate/ Bike Park	SF	$ 45.00	87,120	$ 3,920,400.00	$ 4,822,092.00
Soccer Field 225 LF x 360 LF on Native w/o Field Drainage (Lighted)	LS	$ 663,250.00	1	$ 663,250.00	$ 815,797.50
RID Well Station Relocation	LS	$ 350,000.00	1	$ 350,000.00	$ 430,500.00
RID Irrigation Channel Tile - 18-inch Pipe	LF	$ 250.00	1,400	$ 350,000.00	$ 430,500.00
Utility Infrastructure	LF	$ 350.00	7,500	$ 2,625,000.00	$ 3,228,750.00
Splash Pad	SF	$ 250.00	10,000	$ 2,500,000.00	$ 3,075,000.00
Walking Path/ Trail (Stabilized DG - 2" thickness) (10 ft Width)	LF	$ 20.00	3,500	$ 70,000.00	$ 86,100.00
Walking Path/ Trail (Concrete - 4-inch thickness) (10 ft Width)	LF	$ 40.00	6,000	$ 240,000.00	$ 295,200.00

	TOTAL w/o Markup	Total w/ MARKUP
Total	$ 28,719,207.65	$ 35,324,625.41
Design (8%)	$ 2,297,536.61	
Construction Admin (3%)	$ 861,576.23	
Contingency (20%)	$ 5,743,841.53	
Mark Up / Mob / GC / O&P / Tax (23%)	$ 6,605,417.76	
Grand Total	$ 44,227,579.78	

City of Goodyear | ***Relative Order of Magnitude*** | 2/23/2023

Foothills Phase 2 (17 acres) Based on Previous Master Plan

Amenity	Unit	Unit Cost	Qty	Total Direct Cost	Total Cost with Markup (Construction Overhead, Profit, Bond, Insurance, GC 23%)
Baseball/Softball Diamond 325 LF (Lighted) on 8-inch Sand Profile w/ Field Drainage	LS	$ 1,435,400.00	1	$ 1,435,400.00	$ 1,765,542.00
Basketball Court Concrete Post Tension w/ Lighting	EA	$ 222,920.00	2	$ 445,840.00	$ 548,383.20
Dog Park	AC	$ 625,000.00	4	$ 2,500,000.00	$ 3,075,000.00
Infrastructure	LF	$ 350.00	1,830	$ 640,500.00	$ 787,815.00
Maintenance Yard	SF	$ 175.00	5,000	$ 875,000.00	$ 1,076,250.00
Maintenance Building	SF	$ 600.00	1,250	$ 750,000.00	$ 922,500.00
Multi-Purpose Sports Field 225 LF x 360 LF on Native w/o Field Drainage (Lighted	LS	$ 663,250.00		$ -	$ -
Multi-Purpose Sports Field 225 LF x 360 LF on Native w/o Field Drainage (Non-Lighted	LS	$ 413,250.00		$ -	$ -
Multi-Purpose Sports Field 225 LF x 360 LF on 8-inch Sand Profile w/ Field Drainage (Lighted	LS	$ 1,078,275.00	1	$ 1,078,275.00	$ 1,326,278.25
Open Turf Area	AC	$ 206,625.00	7	$ 1,446,375.00	$ 1,779,041.25
Parking Lot - AC Pavement, Curb and Parking Lot Lighting	Per Space	$ 3,800.00	250	$ 950,000.00	$ 1,168,500.00
Pickleball Court w/ Lighting	LS	$ 192,125.00	6	$ 1,152,750.00	$ 1,417,882.50
Picnic Tables	SF	$ 4,500.00	20	$ 90,000.00	$ 110,700.00
Playground (Small)(3,500 SF w/ 1 Large play structure and 2 small play elements, wood fiber with conc turndown small fabric shade structure)	LS	$ 450,000.00	1	$ 450,000.00	$ 553,500.00
Playground (Medium)(7,000 SF w/ 3 Large play structure and 4 small play elements, wood fiber with conc turndown 2 small shade structures)	LS	$ 750,000.00	1	$ 750,000.00	$ 922,500.00
Playground (Large)(12,500 SF w/ 5 Large play structure and 6 small play elements, Pour in Place/wood fiber with conc turndown, 3 small fabric shade structures)	LS	$ 1,250,000.00	1	$ 1,250,000.00	$ 1,537,500.00
Public Art/ Interpretive Feature	EA	$ 500,000.00	1	$ 500,000.00	$ 615,000.00
Ramada (Group) (with Five Structures and Concrete Pad) (150 People)	EA	$ 2,250,000.00	1	$ 2,250,000.00	$ 2,767,500.00
Ramada (Small)(16'x16') w/ Concrete Pad	EA	$ 65,000.00	6	$ 390,000.00	$ 479,700.00
Ramada (Medium)(20'x20') w/ Concrete Pad	EA	$ 85,000.00	4	$ 340,000.00	$ 418,200.00
Restroom Building (750 SF = 1 Restroom)	SF	$ 475.00	1,500	$ 712,500.00	$ 876,375.00
Signage (Entry/ Identification)	EA	$ 25,000.00	1	$ 25,000.00	$ 30,750.00
Signage (Rules/ Regulatory)	EA	$ 2,500.00	2	$ 5,000.00	$ 6,150.00
Site Furnishings (BBQ)	EA	$ 1,250.00	4	$ 5,000.00	$ 6,150.00
Site Furnishings (Benches)	EA	$ 3,500.00	20	$ 70,000.00	$ 86,100.00
Site Furnishings (Bike Parking)	EA	$ 1,850.00	2	$ 3,700.00	$ 4,551.00
Site Furnishings (Drinking Fountain Complete with Water Lines and Drain)	EA	$ 15,000.00	4	$ 60,000.00	$ 73,800.00
Site Furnishings (Trash Receptacles)	EA	$ 1,250.00	20	$ 25,000.00	$ 30,750.00
Site Lighting LED with Concrete Base (Pedestrian, Parking, etc)	EA	$ 8,500.00	40	$ 340,000.00	$ 418,200.00
Tennis Court Post Tension w/ Lighting	LS	$ 297,400.00	2	$ 594,800.00	$ 731,604.00
Volleyball Court (USGA Sand) w/ Lighting	LS	$ 95,000.00	2	$ 190,000.00	$ 233,700.00
Walking Path/ Trail (Stabilized DG - 2" thickness) (10 ft Width)	LF	$ 20.00	2,600	$ 52,000.00	$ 63,960.00
Walking Path/ Trail (Concrete - 4-inch thickness) (10 ft Width)	LF	$ 40.00	2,600	$ 104,000.00	$ 127,920.00

	TOTAL w/o Markup	Total w/ MARKUP
Total	$ 19,481,140.00	$ 23,961,802.20
Design (8%)	$ 1,558,491.20	
Construction Admin (3%)	$ 584,434.20	
Contingency (20%)	$ 3,896,228.00	
Mark Up / Mob / GC / O&P / Tax (23%)	$ 4,480,662.20	
Grand Total	$ 30,000,955.60	

Assumptions:

This Order of Magnitude Cost Estimate cost has been derived from conceptual master plan graphics. Due to the preliminary nature of the design, assumptions on line items and unit quantities have been made. Additional line items and adjustments to the unit quantities are likely as the design progresses. Unit costs have been derived from projects of similar type and size. Those on the consultant team are not cost estimators and the unit costs are only impressions of the current market cost. If a detailed cost estimate is needed, it is suggested that the Town hire an objective, third party professional cost estimator for exact current market conditions. Construction cost percentages are approximations based upon projects of similar size.

* *= Detailed amenities not currently shown within the plan alternatives due to the conceptual nature and scale of the design. Quantities have been estimated from projects of a similar size and scale.*

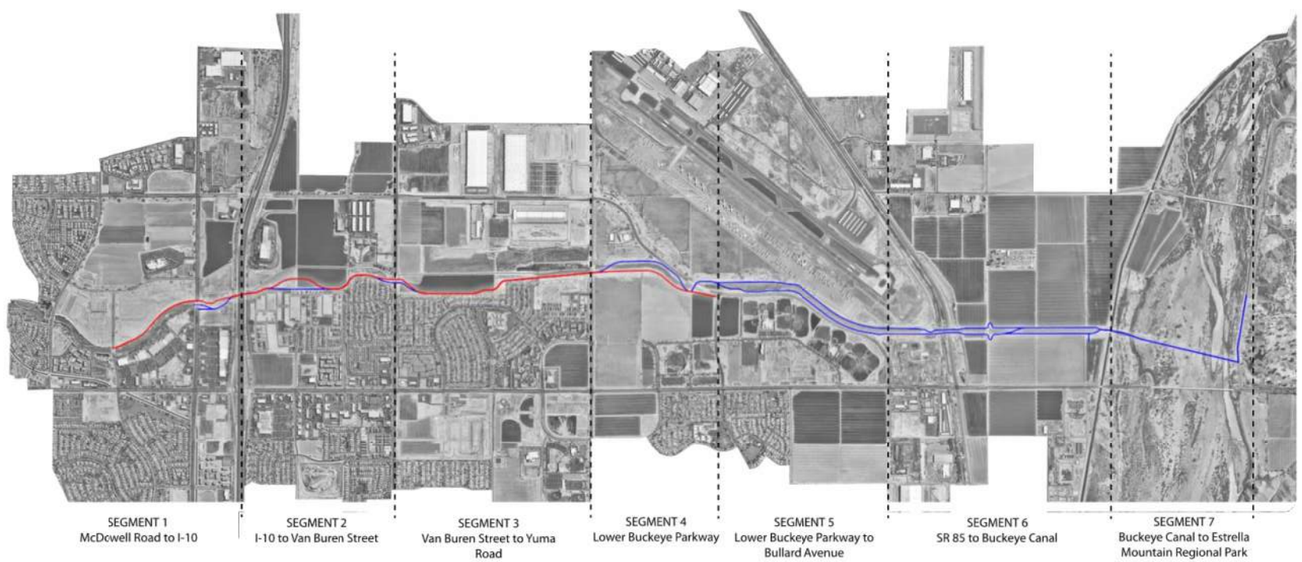
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



Bullard Wash Multi-Use Pathway - Segment No. 1: McDowell Road to I-10

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	2,500	CY	$22.00	$55,000.00
				Subtotal	**$55,000.00**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	27,468	SF	$6.50	$178,542.00
3	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	36	EA	$5,500.00	$198,000.00
				Subtotal	**$376,542.00**
Landscape Improvements					
4	Irrigation System, Complete	180,000	SF	$1.00	$180,000.00
5	Decomposed Granite 3/4" Screened, Gold, 2" Depth	180,000	SF	$0.90	$162,000.00
6	Tree 24-inch Box	30	EA	$425.00	$12,750.00
7	Tree 36-inch Box	10	EA	$600.00	$6,000.00
8	Shrubs - 5 Gallon	100	EA	$15.00	$1,500.00
9	Shrubs - 15 Gallon	50	EA	$30.00	$1,500.00
				Subtotal	**$363,750.00**
Grand Total					
				Subtotal	**$795,292.00**
				Design (6%)	**$47,717.52**
				Construction Admin (2%)	**$15,905.84**
				Permits (2%)	**$15,905.84**
				Ins/War/OH (10%)	**$79,529.20**
				Bonds (2%)	**$15,905.84**
				Contractor Fee (8%)	**$63,623.36**
				TOTAL	**$1,033,879.60**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/ or construction costs may differ.

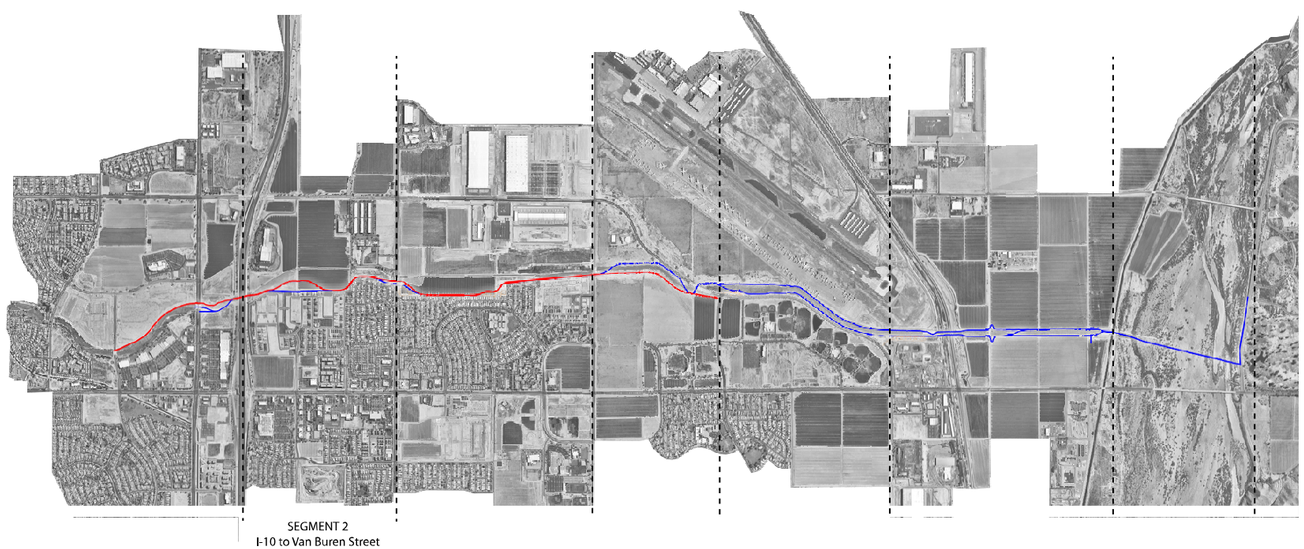
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



Bullard Wash Multi-Use Pathway - Segment No. 2: I-10 to Van Buren Street

Item No.		Quantity	Unit	Unit Cost	Total
Drainage					
1	Earthwork	3,340	CY	$22.00	$73,480.00
				Subtotal	**$73,480.00**
Site Improvements					
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	90,205	SF	$6.50	$586,332.50
3	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	58	EA	$5,500.00	$319,000.00
				Subtotal	**$905,332.50**
Landscape Improvements					
4	Irrigation System, Complete	290,000	SF	$1.00	$290,000.00
5	Decomposed Granite 3/4" Screened, Gold, 2" Depth	290,000	SF	$0.90	$261,000.00
6	Tree 24-inch Box	90	EA	$425.00	$38,250.00
7	Tree 36-inch Box	30	EA	$600.00	$18,000.00
8	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
9	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$616,250.00**
Grand Total					
				Subtotal	**$1,595,062.50**
				Design (6%)	**$95,703.75**
				Construction Admin (2%)	**$31,901.25**
				Permits (2%)	**$31,901.25**
				Ins/War/OH (10%)	**$159,506.25**
				Bonds (2%)	**$31,901.25**
				Contractor Fee (8%)	**$127,605.00**
				TOTAL	**$2,073,581.25**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/ or construction costs may differ.

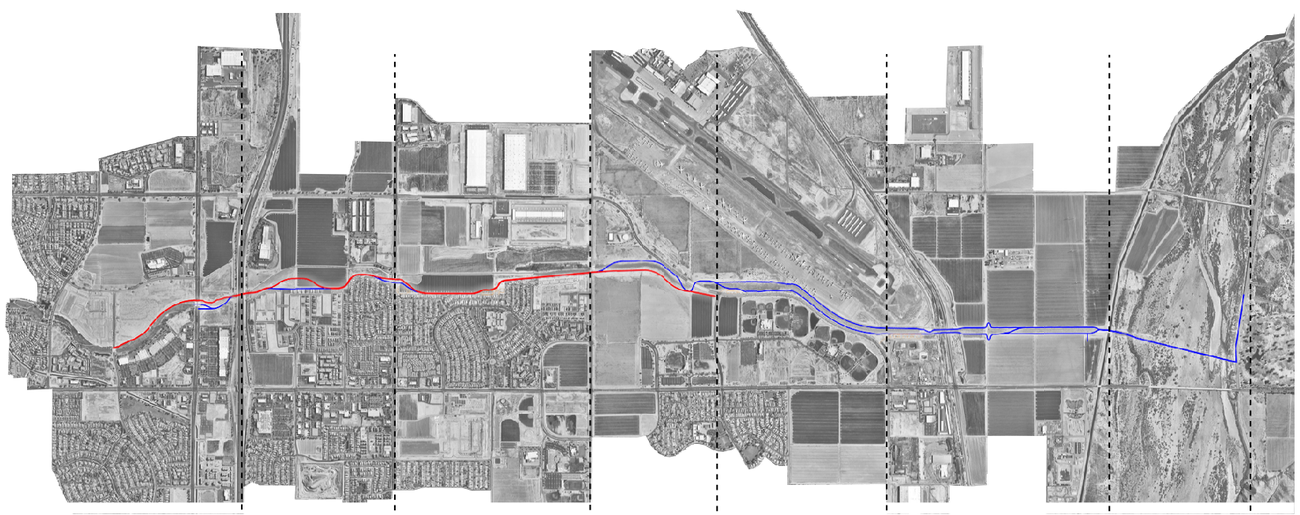
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



SEGMENT 3
Van Buren Street to Yuma Road

Bullard Wash Multi-Use Pathway - Segment No. 3: Van Buren Street to Yuma Road

Drainage

Item No.		Quantity	Unit	Unit Cost	Total
1	Earthwork	4,074	CY	$22.00	$89,629.63
				Subtotal	**$89,629.63**

Site Improvements

Item No.		Quantity	Unit	Unit Cost	Total
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	110,000	SF	$6.50	$715,000.00
3	Concrete Plaza, 4-inch Concrete, MAG A 3,000 PSI	10,000	SF	$4.50	$45,000.00
4	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	55	EA	$5,500.00	$302,500.00
5	AC Pavement 3" over 6" ABC	10,222	SY	$38.00	$388,436.00
6	Concrete Curb 6" HT as per MAG Std. Detail 220-1	2,000	LF	$28.00	$56,000.00
7	Concrete Curb & Gutter 6" HT as per MAG Std. Detail 220-1	1,500	LF	$24.00	$36,000.00
8	Concrete ADA Ramp with curb as per plan	4	EA	$3,500.00	$14,000.00
9	Concrete Driveway Return	2	EA	$6,500.00	$13,000.00
10	Restroom Building	2	EA	$1,000,000.00	$2,000,000.00
11	Ramada 30"x40"	4	EA	$48,000.00	$192,000.00
				Subtotal	**$3,761,936.00**

Landscape Improvements

Item No.		Quantity	Unit	Unit Cost	Total
12	Irrigation System, Complete	275,000	SF	$1.00	$275,000.00
13	Decomposed Granite 3/4" Screened, Gold, 2" Depth	275,000	SF	$0.90	$247,500.00
14	Tree 24-inch Box	90	EA	$425.00	$38,250.00
15	Tree 36-inch Box	30	EA	$600.00	$18,000.00
16	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
17	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$587,750.00**

Grand Total

Subtotal	**$4,439,315.63**
Design (6%)	**$266,358.94**
Construction Admin (2%)	**$88,786.31**
Permits (2%)	**$88,786.31**
Ins/War/OH (10%)	**$443,931.56**
Bonds (2%)	**$88,786.31**
Contractor Fee (8%)	**$355,145.25**
TOTAL	**$5,771,110.32**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/ or construction costs may differ.

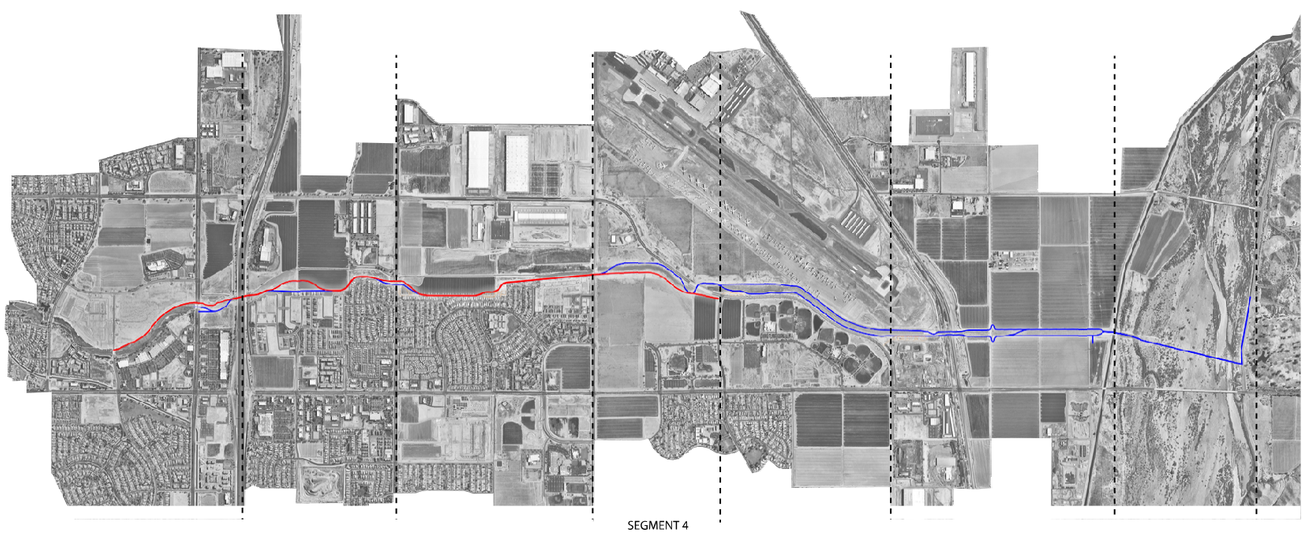
Opinion of Probable Construction Cost

The following provides an opinion of probable cost per each of the identified seven segments.

The opinion of probable costs are based on quantity takeoffs from the 15% plans and the costs are derived from current bid tabs based on the current construction market conditions. The cost estimates include construction and soft costs as per the following breakdown.

Each segment opinion of probable costs includes the following cost components:

- Line Item Construction Costs
- Design (6%)
- Construction Administration (2%)
- Permits (2%)
- Contractor's Insurance/Warranty/Overhead (10%)
- Bonds (2%)
- Contractor Fee (8%)



Bullard Wash Multi-Use Pathway - Segment No. 4: Yuma Road to Lower Buckeye Parkway

Drainage

Item No.		Quantity	Unit	Unit Cost	Total
1	Earthwork	3,500	CY	$22.00	$77,000.00
				Subtotal	**$77,000.00**

Site Improvements

Item No.		Quantity	Unit	Unit Cost	Total
2	Construct 6-inch thick concrete sidewalk, MAG A 3,000 PSI	75,000	SF	$6.50	$487,500.00
3	Yuma Road Underpass	1	EA	$2,500,000.00	$2,500,000.00
4	Pedestrian Bridge with Ramps and Abuttments	1	EA	$1,500,000.00	$1,500,000.00
4	Concrete Plaza, 4-inch Concrete, MAG A 3,000 PSI	3,500	SF	$4.50	$15,750.00
5	Pathway Light Pole, LED Fixture, Concrete Base w/ Electrical Conduit	75	EA	$5,500.00	$412,500.00
				Subtotal	**$4,915,750.00**

Landscape Improvements

Item No.		Quantity	Unit	Unit Cost	Total
6	Irrigation System, Complete	365,000	SF	$1.00	$365,000.00
7	Decomposed Granite 3/4" Screened, Gold, 2" Depth	365,000	SF	$0.90	$328,500.00
8	Tree 24-inch Box	90	EA	$425.00	$38,250.00
9	Tree 36-inch Box	30	EA	$600.00	$18,000.00
10	Shrubs - 5 Gallon	300	EA	$15.00	$4,500.00
11	Shrubs - 15 Gallon	150	EA	$30.00	$4,500.00
				Subtotal	**$758,750.00**

Grand Total

Subtotal	**$5,751,500.00**
Design (6%)	**$345,090.00**
Construction Admin (2%)	**$115,030.00**
Permits (2%)	**$115,030.00**
Ins/War/OH (10%)	**$575,150.00**
Bonds (2%)	**$115,030.00**
Contractor Fee (8%)	**$460,120.00**
TOTAL	**$7,476,950.00**

NOTE:
1. This information is not intended for use in ordering of equipment or materials. The contractor is responsible for determining if additional contingency factors should be applied for preliminary cost basis. This information and actual project equipment quantities and/ or construction costs may differ.

APPENDIX I

Trail Inventory

GOODYEAR - CURRENT PATH AND TRAIL SYSTEM

Multi-Use Pathways Paved - City of Goodyear								
Name	Location	Surface	Width	Unit	Length	Unit	Description	Comments
Falcon Trail	West Side of Bullard Wash - Camelback Road to Indian School Road	Concrete	10	FT	1.75	Miles	Falcon Trail provides a 2 mile trail loop within this section of the wash along the west bank (10' wide concrete pathway) and east bank (14' wide decomposed granite maintenance pathway) and includes two wash pathway crossings creating two interior 1/2 mile loops. Provides pathway connection to Falcon Park which includes 1/2 mile multi-use pathway loop around the park with key pathway connections to the neighborhood.	Goodyear owned and maintained.
Roosevelt Canal Trail (Goodyear Right of Way)	North of Roosevelt Canal from Litchfield Road west to Pebble Creek Parkway	Concrete	8	FT	1.90	Miles	Provides nearly 2 miles of east/ west multi-use pathway with three canal pedestrian bridges providing connections amoung Palm Valley neighborhoods	Goodyear owned and maintained. Needs improved ADA access at concrete spillway crossing of Roosevelt Irrigatic District Canal. Needs additional pedestrian bridge west of concrete spillway crossing Roosevelt Irrigatic District Canal to connect this east / west MUP with Bullard Wash Trai McDowell
Estrella Parkway	North of I-10 to Tanglewood Drive	Concrete	Varies 8 / 10	FG	18.20	Miles	Provides north south connectivity along Estrella Parkway with varrying width of 8 to 10 feet.	Within Goodyear Right of Way, maintained by Goodyear.
Westar Drive	Westar Drive in Estrella	Concrete	10	FT	2.21	Miles	Provides over two mile loop of detached multi-use pathway connecting Estrella Parkway to San Miguel.	Within Goodyear Right of Way, maintained by Goodyear.
Goodyear Community Park	Goodyear Community Park	Concrete	10	FT	0.90	Miles	Provides nearly a 1 mile loop around GCP with connections to Litchfield Road and Thomas Road and the YMCA trail.	Goodyear owned and maintained.
Goodyear Recreation Campus	Goodyear Recreation Campus	Concrete	10	FT	1.00	Miles	Provides a 1 mile loop around the GRC with connections to Etrella Parkway, Harrison Street, Goodyear Blvd.	Goodyear owned and maintained.
Bullard Wash Trail	Starts at Roosevelt Canal within Rio Paseo Park to McDowell Road	Concrete	10	FT	2.00	Miles	Provides over two miles of north/ south multi-use pathway with three grade separated crossings at West Virginia Avenue, West Monte Vista Road and McDowell Road.	Goodyear owned and maintained.
Pebble Creek Multi-Use Pathway and Trail	West Side of Pebble Creek Parkway from Monte Vista Road to Camelback Road	Concrete	10	FT	3.70	Miles	Provides 2 miles of north/south multi-use pathway with three at grade signalized crossings.	Within Goodyear Right of Way, maintained by Goodyear.
				Total	**31.66**	**Miles**		

Trails Unpaved - City of Goodyear

Name	Location	Surface	Width	Unit	Length	Unit	Description	Comments
Falcon Trail	East Side of Bullard Wash - Camelback Road to Indian School Road	Decomposed Granite with Header Curb	14	FT	1.06	Miles	Creates 2 mile loop with Falcon Trail Multi-use path (westside of wash) with two wash pathway crossings creating interior 1/2 mile loops	Goodyear owned and maintained. Trail also provides maintenance access to Bullard Wash.
Pebble Creek Multi-Use Pathway and Trail	West Side of Pebble Creek Parkway from Monte Vista Road to Camelback Road	Decomposed Granite	8	FT	2.35	Miles	Detached decomposed granite trail that is separate from the concrete multi-use pathway.	Within Goodyear Right of Way, maintained by Goodyear.
Portales Trail	West side of RID canal within Portales Park - Monte Vista Road to McDowell Road	Decomposed Granite with Curbs	15	FT	0.35	Miles	Decomposed granite trail within Portales Park providing north / south connection from Monte Vista Road to McDowell Road with fitness stations.	Goodyear owned and maintained.
YMCA Trail	Southside of RID canal within Goodyear Community Park - RID Canal to Thomas Road	Decomposed Granite with Curbs	12	FT	0.53	Miles	Decomposed granite trail within Goodyear Community Park providing north/south connection from RID canal to Thomas Road.	Goodyear owned and maintained.
Estrella Parkway	Hillside Drive (South) to Hillside (North) along the eastside of Estrella Parkway	Decomposed Granite	6	FT	1.29	Miles	Detached decomposed granite trail starting at Estrella Star Tower (Hillside Drive South to Hillside Drive North) Serves as a connector for Gap in Concrete Sidewalk	Within Goodyear Right of Way, maintained by Goodyear.
Corgett Trail	Estrella Parkway (South of Westar Drive) to San Gabriel Drive (North of Sweet Acacia Drive)	Unpaved / Native Desert Pavement	6	FT	5.35	Miles	Native Trail along Corgett Wash in Estrella Mountain Ranch	Trail within Estrella HOA
Powerline Coridor	North of Estrella Parkway east of Cotton Lane along Estrella Electrical Powerline Corridor to Rainbow Valley Road	Unpaved / Dirt / AB	20	FT	4.90	Miles	Native trail along Powerline Corridor in Estrella	Within Electrcial Powerline corridor and Several Estrella HOAs.
Maricopa Trail	The Goodyear portion of the Maricopa Trail comes from the west along the Yuma Road alignment connection to the east with the Bullard Wash Trail, continuing south to Estrella Parkway and West Along Vineyard Road to Estrella Regional Park.	Unpaved / Dirt / AB	Varies 3 - 4	FT	9.00	Miles	Native trail providng Regional Connection through Maricopa County	Maintained by the County
				Total	**24.83**	**Miles**		

Sidewalk Corridor Connectors - 6 to 8 ft Wide - City of Goodyear

Name	Location	Surface	Width	Unit	Length	Unit	Description	Comments
Sarival Avenue	McDowell to Eddie Albert Way	Concrete	6 & 8	FT	6.10	Miles	Detached Concrete Sidewalk - North / South Alignment	Within Goodyear Right of Way, maintained by Goodyear.
Litchfield Road	Camelback Road to Lower Buckeye Road	Concrete	6 & 8	FT	9.28	Miles	Detached Concrete Sidewalk - North / South Alignment	Within Goodyear Right of Way, maintained by Goodyear. I-10 to Camelback - 8ft wide no gaps, I-10 to Lower Buckeye mix of 6ft and 8ft widths with gaps from Loma Linda Blvd to Grant Street, Goodyear Parkway to MC85, Lower Buckeye Road to Broadway Road
Indian School Road	Perryville Road to Old Litchfield Road	Concrete	6 & 8	FT	10.30	Miles	Detached Concrete Sidewalk - East / West Alignment	Within Goodyear Right of Way, maintained by Goodyear. Gap from Citrus Road to Minnezona Avenue.
McDowell Road	Perryville to Dysart Road	Concrete	6 & 8	FT	10.20	Miles	Detached Concrete Sidewalk - East / West Alignment	Within Goodyear Right of Way, maintained by Goodyear. Gap from Perryville to 303 Freeway.
Van Burren Road	Perryville to Dysart Road	Concrete	6 & 8	FT	9.48	Miles	Detached Concrete Sidewalk - East / West Alignment	Within Goodyear Right of Way, maintained by Goodyear. Gaps from Perryville to 303 Freeway, Bullard Avenue to 143rd Avenue, 137th Avenue to N. Central Avenue
Willis Road	Estrealla Parkway to Mountain Vista Drive	Concrete	8	FT	1.20	Miles	Detached Concrete Sidewalk - East / West Alignment	Within Goodyear Right of Way, maintained by Goodyear.
Yuma Road	Perryville to Dysart Road	Concrete	6 & 8	FT	5.59	Miles	Detached Concrete Sidewalk - East / West Alignment	Within Goodyear Right of Way, maintained by Goodyear. Gaps from Perryville to 177th Avenue, 175th Drive to Cotton Lane (Northside), Cotton Lane to Canyon Trails (Southside), Canyon Trails to Sarival Avenue (Southside), Goodyear Blvd to 143rd Avenue, 143rd to Litchfield Road
				Total	**52.15**	**Miles**		

HOA Pathways Paved

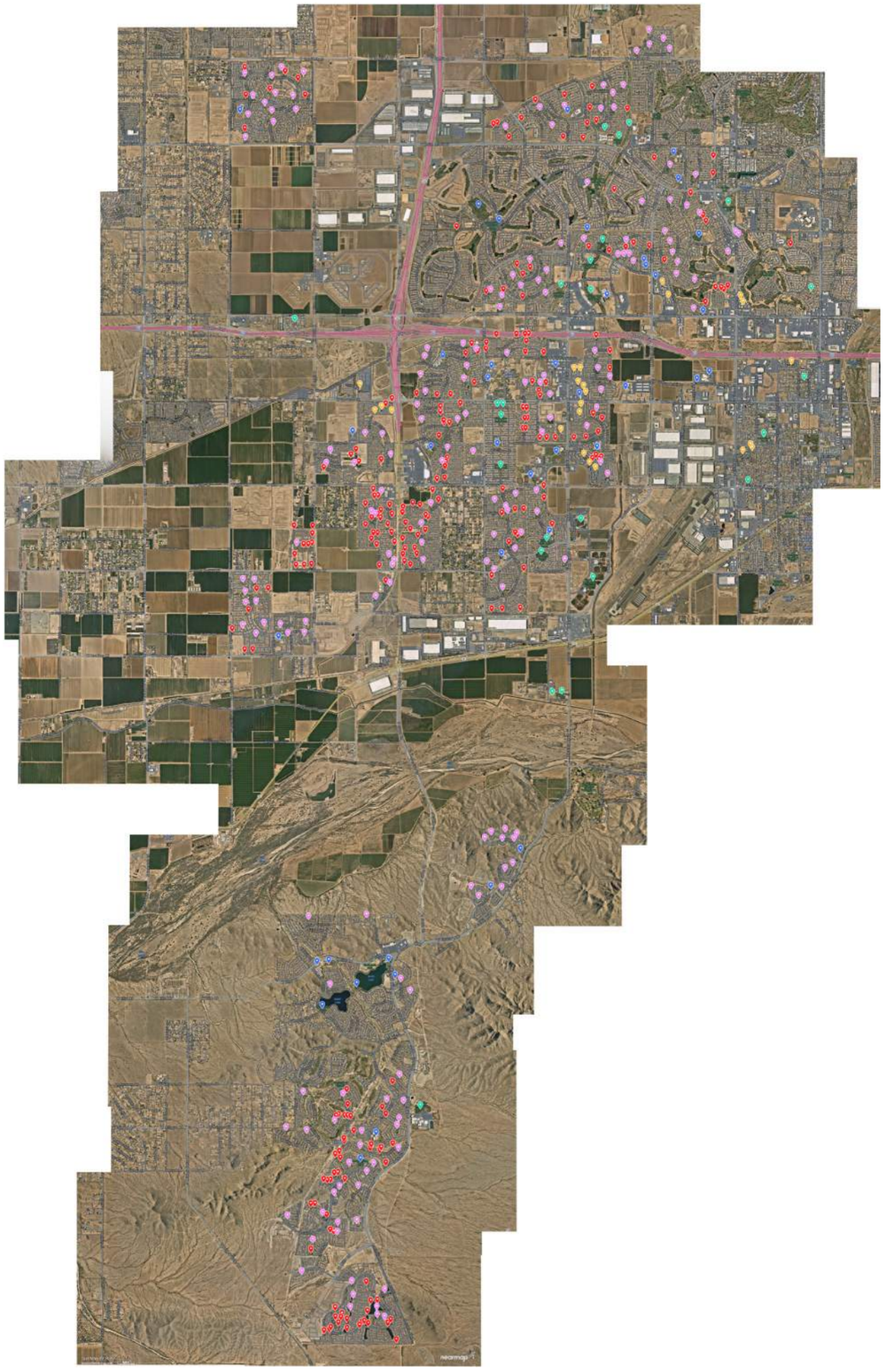
Name	Location	Surface	Width	Unit	Length	Unit	Description	Comments
Canyon Trails Linear Park Trails West Greenbelt	Estrella Parkway (South of I-10) to Lower Buckeye Road	Concrete	6	FT	4.90	Miles	HOA trail system that utilizes two drainage greenbelts within the Canyon Trails community and includes two grade separated crossings at Van Buren Street and Yuma Road.	HOA trail that is open to the community with access from Goodyear Right of Way at both Estrella Parkway and Lower Buckeye Road.
Canyon Trails Linear Park Trails East Greenbelt	Estrella Parkway (South of I-10) to Lower Buckeye Road	Concrete	6	FT	1.90	Miles	HOA trail system that utilizes two drainage greenbelts within the Canyon Trails community and includes two grade separated crossings at Van Buren Street and Yuma Road.	HOA trail that is open to the community with access from Goodyear Right of Way at both Estrella Parkway and Lower Buckeye Road. This trail ties into the West Greenbelt, providing 1.70 miles of new pathway. This east greenbelt trail provides a 3.1 mile total length including the tie-in with the west greenbelt trail.
				Total	**6.80**	**Miles**		

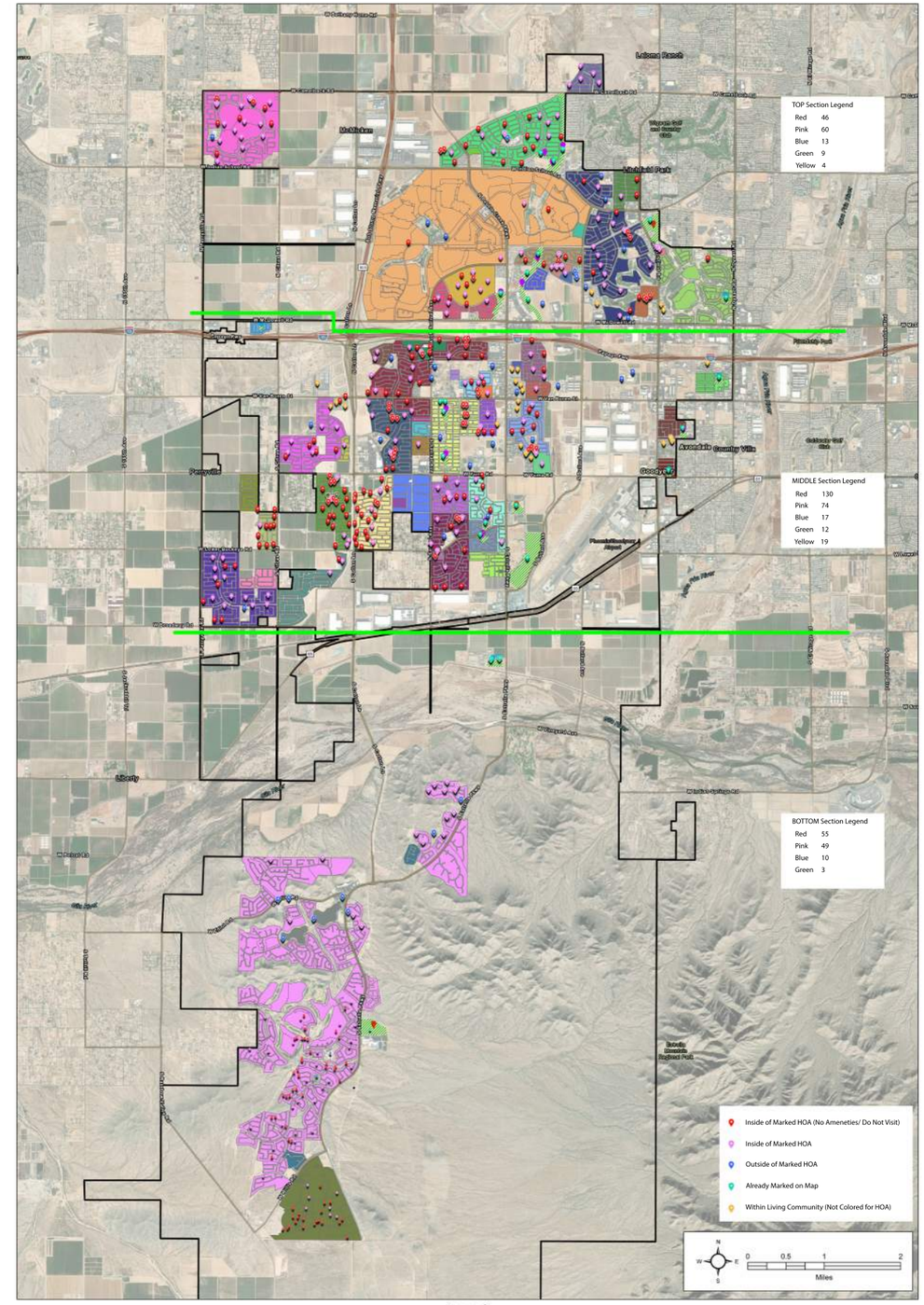
Irrigation District Canals - Unpaved

Name	Location	Surface	Width	Unit	Length	Unit	Description	Comments
Roosevelt Canal	Dysart Road west to I-10.	Unpaved Canal Bank	18	FT	3.85	Miles	East / West Connector provides connections to neighboring Cities. Buckeye to the West and Avondale to the East.	Irrigation District Canal - Roosevelt Irrigation District (RID). Canal Banks provide maintenance access to the Cannal. Currently not officially recognized as a trail / pathway, but is used by the public. Private property and RID has not authorized the canal bank as a public trail. Requires partnership / agreement with RID.
Buckeye Canal	Gila River (Litchfield Alignment) west to Rainbow Valley Road	Unpaved Canal Bank	18	FT	6.19	Miles	East / West Connector provides connections to neighboring Cities. Buckeye to the West and Avondale to the East.	Irrigation District Canal - Buckeye Irrigation District (BID). Canal Banks provide maintenance access to the Canal. Currently not officially recognized as a trail / pathway, but is used by the public. Private property and BID has not authorized the canal bank as a public trail. Requires partnership / agreement with BID.
				Total	**10.04**	**Miles**		

APPENDIX J

HOA Inventory





Legend

City of Goodyear
Parks

Park Type
- Community
- Mini
- Neighborhood

Home Owners Associations (HOA)
- Aldea
- Avion at Ballpark Village Community Association
- Bella Rosa at Canyon Trails
- Bennett Meadows
- CantaMia
- Canyon Trails 1 & 2
- Canyon Trails 3
- Canyon Trails 4 South
- Canyon Trails 4 West
- Centerra
- Centerra Tract D
- Citrus Park Homeowners Association
- Civic Square
- Cottages at Rio Paseo
- Cottonflower
- Crestwood at Canyon Trails
- Curtis Commons
- Cyrene at Estrella
- Deer Run
- El Cidro
- Estrella Commons
- Estrella Mountain Ranch
- Estrella Vista
- Glen River at Canyon Trails
- Hudson Commons
- La Ventilla
- Las Brisas
- Legacy Ranch II
- No HOA - Canada Village
- No HOA - Estrella Vista
- No HOA - Historic Goodyear Neighborhood Alliance
- No HOA - North Subdivisions Neighborhood Alliance
- No HOA - Wade Acres
- Palm Valley 1
- Palm Valley 2 & 3
- Palm Valley 5
- Palm Valley 8 North
- Palm Valley 8 South
- Palm Valley North
- PebbleCreek
- Pebblecreek
- Pradera
- Pueblo Verde
- Rancho Mirage
- Rio Paseo
- Sarival Paseo
- Sedella
- Sunrise at Wigwam
- The Pyramids at Palm Valley
- The Sanctuary at Sarival Village
- Travis Park
- Vanderbilt Farms
- Ventana De Estrellas Community Association
- Villages at Estrella Mountain Ranch Community Association
- Villages at Rio Paseo
- Villas at Palm Valley
- Vistas at Palm Valley
- Wildflower Ranch

	Benches	Picnic Tables	Ramada (Small - 12 Person)	Ramada (Large - 36 Person)	BBQs	Playground (Non-Lighted)	Playground (Lighted)	Shade Sails		Soccer Fields (Non-Lighted)	Soccer Fields (Lighted)	Basketball Courts (Non-Lighted)	Basketball Courts (Lighted)	Pickle Ball Courts (Lighted)	Acerage	Park Classification
P1	2	2	1		1	1		1							3	Neighborhood
P2		1	1		1	1		1							1.8	Neighborhood
P3	3	1	1		1	1		1							1	Neighborhood
P4	4	1	1		1		1	1					1		1.6	Neighborhood
P5	5	1	1		1		1	1					1		4.7	Neighborhood
P6	1	1	1		1		1	1							0.25	Neighborhood
P7	3	2	1			1		1							1.7	Neighborhood
P8	1	4	2			1		1							2	Neighborhood
P9	2		1												2	Neighborhood
P10	1	1	1				1	1							2	Neighborhood
P11	3	1	1		1	1		1							0.5	Neighborhood
P12															1.5	Pocket
P13	1	2	1		1		1	1							0.7	Neighborhood
P14		1	1			1		1							1.3	Neighborhood
P15		1	1			1		1							1.5	Neighborhood
P16	2	1	1			1		1							2.3	Neighborhood
P17		1	1			1		1			5				12.4	Community
P18		1	1			1		1							1.1	Neighborhood
P19	1					1		1							1	Pocket
P20															0.7	Pocket
P21		1	1			1		1							2	Neighborhood
P22		1	1			1		1							2.9	Neighborhood
P23	4	1	1												2	Neighborhood
P24		2	2		2	2	2								1.3	Neighborhood
P25	11		2					3							0.7	Community
P26	2		1				1	1							0.3	Neighborhood
P27	4														0.7	Pocket
P28	1	3	1			1		1					1/2		4.3	Neighborhood
P29	4	1	1		2	1		1							4.8	Neighborhood
P30		2	4												0.5	Community
P31															0.25	Pocket
P32	2	1	1		1	1		1							2.3	Neighborhood
P33		2	1		1		1	1							1.6	Neighborhood
P34	1					1		1							0.5	Pocket
P35	5	2	1		1	1		1					1		3	Neighborhood
P36	2	1		1											2.7	Neighborhood
P37			4								1/2				6	Community
P38			1												3	Neighborhood
P39			1			1						1/2			2.2	Neighborhood
P40			1			1									2.2	Neighborhood

	Benches	Picnic Tables	Ramada (Small - 12 Person)	Ramada (Large - 36 Person)	BBQs	Playground (Non-Lighted)	Playground (Lighted)	Shade Sails		Soccer Fields (Non-Lighted)	Soccer Fields (Lighted)	Basketball Courts (Non-Lighted)	Basketball Courts (Lighted)	Pickle Ball Courts (Lighted)	Acerage	Park Classification
P41		2	2			1		1							0.6	Neighborhood
P42		1	1			1		1							1.2	Neighborhood
P43		1	1			1		1							1.6	Neighborhood
P44		1	1			1		1							1.2	Neighborhood
P45	1											1/2			1	Neighborhood
P46	1		1			1						1/2			3.9	Neighborhood
P47	1		1			1						1/2			3.4	Neighborhood
P48		1	1			1									0.5	Neighborhood
P49	1	2	1												0.7	Neighborhood
P50		2	3									1/2			1.8	Community
P51	2	1	1		1	1									1.3	Neighborhood
P52	2	2	1			1									0.3	Neighborhood
P53	2											1/2			1	Community
P54	1	2	1		1	1		1							1.6	Neighborhood
P55		1	1		1	1									0.3	Neighborhood
P56	1	2	1		1		1	1							3.3	Neighborhood
P57		2	1		1										1.4	Neighborhood
P58	3	3	1		2	1		1							0.6	Neighborhood
P59		2	1		1										0.6	Neighborhood
P60	6	2			1	1		1				1/2			2.8	Neighborhood
P61		1	1				1								2.1	Neighborhood
P62															0.3	Pocket
P63	6	2		1			1	1					1/2		2.5	Neighborhood
P64	8	2		1	2		1	1					1/2		2.3	Neighborhood
P65		1	1			1		1							1.1	Neighborhood
P66		1	1		1										0.3	Community
P67	2	1		1	1		1	1					1/2		1.6	Neighborhood
P68		3		1	2	1	1								2.4	Neighborhood
P69	24							2							0.6	Pocket
P70	2	1	1				1	1							2.1	Neighborhood
P71		1	1												6.7	Neighborhood
P72	2	1	1				1	1							4.1	Neighborhood
P73	3	1		1			1	1							2.8	Neighborhood
P74	2	1	1									1/2			4	Neighborhood
P75	4	3	3		1			2					1/2		1.3	Community
P76	2						1	1					1/2		4.1	Community
P77	2	2	1		1	1	1								2	Neighborhood
P78	1	5	1		1		1	1					1/2		3.6	Neighborhood

	Benches	Picnic Tables	Ramada (Small - 12 Person)	Ramada (Large - 36 Person)	BBQs	Playground (Non-Lighted)	Playground (Lighted)	Shade Sails		Soccer Fields (Non-Lighted)	Soccer Fields (Lighted)	Basketball Courts (Non-Lighted)	Basketball Courts (Lighted)	Pickle Ball Courts (Lighted)	Acerage	Park Classification
P79	2	2	1				1	1							1.3	Neighborhood
P80		2	1			1		1							0.4	Neighborhood
P81	2	1	1				1	1							0.6	Neighborhood
P82	2	2	1		2		1	1					1/2		0.7	Neighborhood
P83	1	1	1			1									1.3	Neighborhood
P84	1	2	1				1								4.3	Neighborhood
P85		2	2				2	3							2.8	Neighborhood
P86	1	1	1				1								9	Neighborhood
P87	2												1/2		2.5	Neighborhood
P88	2	2	1				1								2.2	Neighborhood
P89	1	2	1			1		1							1.2	Neighborhood
P90	1	2	2		2	1		1							4.5	Neighborhood
P91	4	1	1		1										0.8	Neighborhood
P92		2	1		1		1								0.8	Neighborhood
P93	3	3	1		2	1		4							0.4	Neighborhood
P94	2	1	1		1	1		1							0.4	Neighborhood
P95	16	2													2.6	Pocket
P96	1					1									0.25	Pocket
P97	1	2			1										2.6	Pocket
P98	2	1	1				1	1							1.4	Neighborhood
P99	1	1	1				1	1							0.9	Neighborhood
P100	2	4	2				1	1					1/2		4.4	Neighborhood
P101	1	2	1												0.9	Neighborhood
P102		2	1												2	Neighborhood
P103	2						1								0.6	Neighborhood
P104	1	2	1				1								6	Neighborhood
P105	1					1		1							0.3	Pocket
P106	1	2	1				1								5	Neighborhood
P107	1	2			2	1		1				1			2.4	Neighborhood
P108	3	2	1		1	1		1							3	Neighborhood
P109	3	2	2		4		2	2					1/2		6.6	Neighborhood
P110	2	2	1		1		1	1							11.3	Community
P111	2	2	1		2	1		1							5.4	Neighborhood
P112						1									0.8	Pocket
P113	4						1	1				1/2			5.3	Neighborhood
P114		2	1		1										0.6	Neighborhood
P115	2	2	1				1	1							0.7	Neighborhood
P116	2	1													1.7	Pocket
P117	1	1	1		2	1		1							0.5	Neighborhood

	Benches	Picnic Tables	Ramada (Small - 12 Person)	Ramada (Large - 36 Person)	BBQs	Playground (Non-Lighted)	Playground (Lighted)	Shade Sails		Soccer Fields (Non-Lighted)	Soccer Fields (Lighted)	Basketball Courts (Non-Lighted)	Basketball Courts (Lighted)	Pickle Ball Courts (Lighted)	Acerage	Park Classification
P118	1	1	1		1	1		1							0.7	Neighborhood
P119	6	9	3	2	7		1	1					1		9	Neighborhood
P120	2	2	1				1	1							1.2	Neighborhood
P121	2	2	1			1		1							2.1	Neighborhood
P122	8	14		1			1	1		1			2		9.4	Neighborhood
P123		2	1				1	1							1.5	Neighborhood
P124	2	2	1		1	1		1							1.5	Neighborhood
P125	1	2	1				1	1					1/2		1.9	Neighborhood
P126	4	2	1		1		1	1							2	Neighborhood
P127	3	2	1				1	1							4.4	Neighborhood
P128	3						1	1							1.9	Neighborhood
P129	10	6	3		3		2	2					1		5.4	Neighborhood
P130	4	2	1		1		1								2.6	Neighborhood
P131	3	2	1		1		1								2.4	Neighborhood
P132		2		1											0.6	Neighborhood
P133	1														0.4	Pocket
P134	1														0.25	Pocket
P135	1														0.25	Pocket
P136	1														0.4	Pocket
P137	1														0.25	Pocket
P138		2		1											0.4	Neighborhood
P139		2		1		1									0.9	Neighborhood
P140	1	2		1		1									0.6	Neighborhood
P141	1	2		1		1									0.6	Neighborhood
P142	1														0.3	Pocket
P143		1	1												0.3	Neighborhood
P144		1	1		1										0.4	Neighborhood
P145	3	2		1		1		1							1.6	Neighborhood
P146		1	1		1	1									0.4	Neighborhood
P147	1	1	1		1	1									0.4	Neighborhood
P148	1					1									0.5	Pocket
P149	1					1									1	Pocket
P150		1	1												0.4	Neighborhood
P151	1					1									0.3	Neighborhood
P152		1	1		1										1.3	Neighborhood
P153	1					1		1							0.8	Pocket
P154	1					1		1							1.2	Pocket
P155	1					1									0.4	Pocket
P156	1	1	1			1									2.3	Neighborhood

	Benches	Picnic Tables	Ramada (Small - 12 Person)	Ramada (Large - 36 Person)	BBQs	Playground (Non-Lighted)	Playground (Lighted)	Shade Sails		Soccer Fields (Non-Lighted)	Soccer Fields (Lighted)	Basketball Courts (Non-Lighted)	Basketball Courts (Lighted)	Pickle Ball Courts (Lighted)	Acerage	Park Classification
P157	1	1	1		1	1									2.4	Neighborhood
P158	1					1		1							0.5	Pocket
P159	1					1									0.2	Pocket
P160	1					1									0.6	Pocket
P161	1					1		1							1.1	Pocket
P162		2	1			1		1							0.5	Neighborhood
P163	1					1		1							0.2	Pocket
P164	5	6	3		3	3		1							2	Neighborhood
P165	1					1		1							0.7	Neighborhood
P166		1	1		1										1.4	Community
P167	1					1		1							2.6	Neighborhood
P168	2	1	1			1		1							0.5	Neighborhood
P169	4	2	1		1	2		2							0.8	Neighborhood
P170	2	4	2		2		1	1							0.3	Neighborhood
P171		4	2		2	1		1							2.1	Neighborhood
P172	1	2	1		1										0.25	Neighborhood
P173	2	2	1				1	1							0.6	Neighborhood
P174	4	3	1	1											1.4	Neighborhood
P175	1														1	Pocket
P176															0.6	Pocket
P177	10		4	1	1			3						6	6.4	Neighborhood
P178		4	2					8							1.3	Community
P179	2	2	1		2		1	1							0.4	Neighborhood
P180		4	2		4	1									7.7	Neighborhood
P181	2				1										0.4	Pocket
P182	20	12	12		6	1		7					1	4	72	Community
TOTAL	348	269	166	17	100	86	56	125		1	5.5	5.5	14	10		

	Tennis Courts (Lighted)	Youth Diamond Field (Lighted)	Small Rectangular Field (Lighted)	Large Rectangular Field (Lighted)	Multi-Use Diamond Field (Non-Lighted)	Multi-Use Diamond Field (Lighted)	Volleyball Courts (Non-Lighted)	Volleyball Courts (Lighted)		Off-Leash Area / Dog Park	Golf Course (18 Holes)	Disc Golf Course	BMX Park	Skate Park / Plaza	Acerage	Park Classification
P1															3	Neighborhood
P2															1.8	Neighborhood
P3															1	Neighborhood
P4															1.6	Neighborhood
P5															4.7	Neighborhood
P6															0.25	Neighborhood
P7															1.7	Neighborhood
P8															2	Neighborhood
P9															2	Neighborhood
P10								1							2	Neighborhood
P11															0.5	Neighborhood
P12							1								1.5	Pocket
P13															0.7	Neighborhood
P14															1.3	Neighborhood
P15															1.5	Neighborhood
P16															2.3	Neighborhood
P17		1													12.4	Community
P18															1.1	Neighborhood
P19															1	Pocket
P20															0.7	Pocket
P21															2	Neighborhood
P22															2.9	Neighborhood
P23															2	Neighborhood
P24															1.3	Neighborhood
P25															0.7	Community
P26															0.3	Neighborhood
P27															0.7	Pocket
P28					1										4.3	Neighborhood
P29															4.8	Neighborhood
P30															0.5	Community
P31	1														0.25	Pocket
P32															2.3	Neighborhood
P33															1.6	Neighborhood
P34															0.5	Pocket
P35								1							3	Neighborhood
P36															2.7	Neighborhood
P37	6														6	Community
P38		1													3	Neighborhood
P39															2.2	Neighborhood

	Tennis Courts (Lighted)	Youth Diamond Field (Lighted)	Small Rectangular Field (Lighted)	Large Rectangular Field (Lighted)	Multi-Use Diamond Field (Non-Lighted)	Multi-Use Diamond Field (Lighted)	Volleyball Courts (Non-Lighted)	Volleyball Courts (Lighted)		Off-Leash Area / Dog Park	Golf Course (18 Holes)	Disc Golf Course	BMX Park	Skate Park / Plaza	Acerage	Park Classification
P40															2.2	Neighborhood
P41															0.6	Neighborhood
P42															1.2	Neighborhood
P43															1.6	Neighborhood
P44															1.2	Neighborhood
P45															1	Neighborhood
P46															3.9	Neighborhood
P47															3.4	Neighborhood
P48															0.5	Neighborhood
P49															0.7	Neighborhood
P50							1								1.8	Community
P51															1.3	Neighborhood
P52															0.3	Neighborhood
P53															1	Community
P54															1.6	Neighborhood
P55															0.3	Neighborhood
P56					1		1								3.3	Neighborhood
P57															1.4	Neighborhood
P58															0.6	Neighborhood
P59															0.6	Neighborhood
P60							1								2.8	Neighborhood
P61															2.1	Neighborhood
P62															0.3	Pocket
P63															2.5	Neighborhood
P64															2.3	Neighborhood
P65															1.1	Neighborhood
P66															0.3	Community
P67															1.6	Neighborhood
P68															2.4	Neighborhood
P69															0.6	Pocket
P70															2.1	Neighborhood
P71							1								6.7	Neighborhood
P72															4.1	Neighborhood
P73															2.8	Neighborhood
P74															4	Neighborhood
P75								1							1.3	Community
P76								2							4.1	Community
P77															2	Neighborhood
P78															3.6	Neighborhood
P79															1.3	Neighborhood

	Tennis Courts (Lighted)	Youth Diamond Field (Lighted)	Small Rectangular Field (Lighted)	Large Rectangular Field (Lighted)	Multi-Use Diamond Field (Non-Lighted)	Multi-Use Diamond Field (Lighted)	Volleyball Courts (Non-Lighted)	Volleyball Courts (Lighted)		Off-Leash Area / Dog Park	Golf Course (18 Holes)	Disc Golf Course	BMX Park	Skate Park / Plaza	Acerage	Park Classification
P80															0.4	Neighborhood
P81															0.6	Neighborhood
P82															0.7	Neighborhood
P83															1.3	Neighborhood
P84															4.3	Neighborhood
P85															2.8	Neighborhood
P86												1			9	Neighborhood
P87															2.5	Neighborhood
P88															2.2	Neighborhood
P89															1.2	Neighborhood
P90															4.5	Neighborhood
P91															0.8	Neighborhood
P92															0.8	Neighborhood
P93															0.4	Neighborhood
P94															0.4	Neighborhood
P95															2.6	Pocket
P96															0.25	Pocket
P97															2.6	Pocket
P98															1.4	Neighborhood
P99															0.9	Neighborhood
P100															4.4	Neighborhood
P101															0.9	Neighborhood
P102															2	Neighborhood
P103															0.6	Neighborhood
P104															6	Neighborhood
P105															0.3	Pocket
P106															5	Neighborhood
P107															2.4	Neighborhood
P108															3	Neighborhood
P109															6.6	Neighborhood
P110															11.3	Community
P111															5.4	Neighborhood
P112															0.8	Pocket
P113															5.3	Neighborhood
P114															0.6	Neighborhood
P115															0.7	Neighborhood
P116															1.7	Pocket
P117															0.5	Neighborhood
P118															0.7	Neighborhood

	Tennis Courts (Lighted)	Youth Diamond Field (Lighted)	Small Rectangular Field (Lighted)	Large Rectangular Field (Lighted)	Multi-Use Diamond Field (Non-Lighted)	Multi-Use Diamond Field (Lighted)	Volleyball Courts (Non-Lighted)	Volleyball Courts (Lighted)		Off-Leash Area / Dog Park	Golf Course (18 Holes)	Disc Golf Course	BMX Park	Skate Park / Plaza	Acerage	Park Classification
P119								1							9	Neighborhood
P120															1.2	Neighborhood
P121															2.1	Neighborhood
P122						1	1								9.4	Neighborhood
P123															1.5	Neighborhood
P124															1.5	Neighborhood
P125															1.9	Neighborhood
P126															2	Neighborhood
P127															4.4	Neighborhood
P128															1.9	Neighborhood
P129															5.4	Neighborhood
P130															2.6	Neighborhood
P131															2.4	Neighborhood
P132															0.6	Neighborhood
P133															0.4	Pocket
P134															0.25	Pocket
P135															0.25	Pocket
P136															0.4	Pocket
P137															0.25	Pocket
P138															0.4	Neighborhood
P139															0.9	Neighborhood
P140															0.6	Neighborhood
P141															0.6	Neighborhood
P142															0.3	Pocket
P143															0.3	Neighborhood
P144															0.4	Neighborhood
P145															1.6	Neighborhood
P146															0.4	Neighborhood
P147															0.4	Neighborhood
P148															0.5	Pocket
P149															1	Pocket
P150															0.4	Neighborhood
P151															0.3	Neighborhood
P152															1.3	Neighborhood
P153															0.8	Pocket
P154															1.2	Pocket
P155															0.4	Pocket
P156															2.3	Neighborhood
P157															2.4	Neighborhood
P158															0.5	Pocket

	Tennis Courts (Lighted)	Youth Diamond Field (Lighted)	Small Rectangular Field (Lighted)	Large Rectangular Field (Lighted)	Multi-Use Diamond Field (Non-Lighted)	Multi-Use Diamond Field (Lighted)	Volleyball Courts (Non-Lighted)	Volleyball Courts (Lighted)		Off-Leash Area / Dog Park	Golf Course (18 Holes)	Disc Golf Course	BMX Park	Skate Park / Plaza	Acerage	Park Classification
P159															0.2	Pocket
P160															0.6	Pocket
P161															1.1	Pocket
P162															0.5	Neighborhood
P163															0.2	Pocket
P164															2	Neighborhood
P165															0.7	Neighborhood
P166															1.4	Community
P167															2.6	Neighborhood
P168															0.5	Neighborhood
P169															0.8	Neighborhood
P170															0.3	Neighborhood
P171															2.1	Neighborhood
P172															0.25	Neighborhood
P173															0.6	Neighborhood
P174															1.4	Neighborhood
P175															1	Pocket
P176															0.6	Pocket
P177										1					6.4	Neighborhood
P178															1.3	Community
P179															0.4	Neighborhood
P180															7.7	Neighborhood
P181															0.4	Pocket
P182	1						2								72	Community
TOTAL	8	2	0	0	2	1	8	6		1	0	1	0	0		

	Pump Track	Aquatic Center	Competition Pool (50 Meter)	Diving Facility	Neighborhood Pool	Splash Pad	Archery Range (Permanent)	Amphitheater		Dedicated Drone Activity Area	Urban Fishing Lake	Dog Bag Dispenser	Light Poles	Trail	Acerage	Park Classification
P1												1		1	3	Neighborhood
P2															1.8	Neighborhood
P3															1	Neighborhood
P4													5	1	1.6	Neighborhood
P5													5	1	4.7	Neighborhood
P6													2	1	0.25	Neighborhood
P7												1	2	1	1.7	Neighborhood
P8													4	1	2	Neighborhood
P9													3	1	2	Neighborhood
P10													4		2	Neighborhood
P11															0.5	Neighborhood
P12														1	1.5	Pocket
P13												1		1	0.7	Neighborhood
P14														1	1.3	Neighborhood
P15															1.5	Neighborhood
P16												1		1	2.3	Neighborhood
P17													7	1	12.4	Community
P18												1			1.1	Neighborhood
P19												1		1	1	Pocket
P20												1			0.7	Pocket
P21														1	2	Neighborhood
P22												1		1	2.9	Neighborhood
P23														1	2	Neighborhood
P24												1	1		1.3	Neighborhood
P25					1								5		0.7	Community
P26												1			0.3	Neighborhood
P27												1		1	0.7	Pocket
P28												1		1	4.3	Neighborhood
P29												1		1	4.8	Neighborhood
P30					1										0.5	Community
P31													4		0.25	Pocket
P32												1		1	2.3	Neighborhood
P33												1		1	1.6	Neighborhood
P34												1			0.5	Pocket
P35												1	18	1	3	Neighborhood
P36															2.7	Neighborhood
P37					2								60		6	Community
P38															3	Neighborhood
P39															2.2	Neighborhood
P40															2.2	Neighborhood
P41															0.6	Neighborhood

	Pump Track	Aquatic Center	Competition Pool (50 Meter)	Diving Facility	Neighborhood Pool	Splash Pad	Archery Range (Permanent)	Amphitheater		Dedicated Drone Activity Area	Urban Fishing Lake	Dog Bag Dispenser	Light Poles	Trail	Acerage	Park Classification
P42														1	1.2	Neighborhood
P43															1.6	Neighborhood
P44														1	1.2	Neighborhood
P45															1	Neighborhood
P46															3.9	Neighborhood
P47															3.4	Neighborhood
P48															0.5	Neighborhood
P49												1			0.7	Neighborhood
P50					1							1			1.8	Community
P51														1	1.3	Neighborhood
P52															0.3	Neighborhood
P53					1										1	Community
P54													1	1	1.6	Neighborhood
P55															0.3	Neighborhood
P56												1			3.3	Neighborhood
P57													3	1	1.4	Neighborhood
P58												1		1	0.6	Neighborhood
P59															0.6	Neighborhood
P60															2.8	Neighborhood
P61														1	2.1	Neighborhood
P62												1			0.3	Pocket
P63													5		2.5	Neighborhood
P64													8	1	2.3	Neighborhood
P65												1			1.1	Neighborhood
P66					1							1			0.3	Community
P67													1	1	1.6	Neighborhood
P68												1		1	2.4	Neighborhood
P69					1										0.6	Pocket
P70												1			2.1	Neighborhood
P71												1		1	6.7	Neighborhood
P72												2	1	1	4.1	Neighborhood
P73														1	2.8	Neighborhood
P74												1		1	4	Neighborhood
P75					1										1.3	Community
P76					1							1	7		4.1	Community
P77												1	1	1	2	Neighborhood
P78												1	4	1	3.6	Neighborhood
P79													2		1.3	Neighborhood
P80														1	0.4	Neighborhood

	Pump Track	Aquatic Center	Competition Pool (50 Meter)	Diving Facility	Neighborhood Pool	Splash Pad	Archery Range (Permanent)	Amphitheater		Dedicated Drone Activity Area	Urban Fishing Lake	Dog Bag Dispenser	Light Poles	Trail	Acerage	Park Classification
P81													3	1	0.6	Neighborhood
P82													5	1	0.7	Neighborhood
P83												1			1.3	Neighborhood
P84													4	1	4.3	Neighborhood
P85														1	2.8	Neighborhood
P86												1		1	9	Neighborhood
P87												2		1	2.5	Neighborhood
P88												1			2.2	Neighborhood
P89														1	1.2	Neighborhood
P90												1		1	4.5	Neighborhood
P91												1			0.8	Neighborhood
P92												2	1		0.8	Neighborhood
P93												1			0.4	Neighborhood
P94															0.4	Neighborhood
P95					1									1	2.6	Pocket
P96															0.25	Pocket
P97					1							1			2.6	Pocket
P98												1		1	1.4	Neighborhood
P99												1		1	0.9	Neighborhood
P100												1		1	4.4	Neighborhood
P101												1		1	0.9	Neighborhood
P102														1	2	Neighborhood
P103															0.6	Neighborhood
P104												2		1	6	Neighborhood
P105															0.3	Pocket
P106												1		1	5	Neighborhood
P107												1			2.4	Neighborhood
P108													3		3	Neighborhood
P109												1	8	1	6.6	Neighborhood
P110															11.3	Community
P111														1	5.4	Neighborhood
P112												1			0.8	Pocket
P113													5		5.3	Neighborhood
P114															0.6	Neighborhood
P115												1	2	1	0.7	Neighborhood
P116												1		1	1.7	Pocket
P117															0.5	Neighborhood
P118															0.7	Neighborhood
P119													24	1	9	Neighborhood
P120													3		1.2	Neighborhood

	Pump Track	Aquatic Center	Competition Pool (50 Meter)	Diving Facility	Neighborhood Pool	Splash Pad	Archery Range (Permanent)	Amphitheater		Dedicated Drone Activity Area	Urban Fishing Lake	Dog Bag Dispenser	Light Poles	Trail	Acerage	Park Classification
P121														1	2.1	Neighborhood
P122													10	1	9.4	Neighborhood
P123														2	1.5	Neighborhood
P124													1	1	1.5	Neighborhood
P125													9	1	1.9	Neighborhood
P126													3		2	Neighborhood
P127													3	1	4.4	Neighborhood
P128													4	1	1.9	Neighborhood
P129													7		5.4	Neighborhood
P130													3	1	2.6	Neighborhood
P131													3	1	2.4	Neighborhood
P132															0.6	Neighborhood
P133															0.4	Pocket
P134															0.25	Pocket
P135												1			0.25	Pocket
P136															0.4	Pocket
P137												1			0.25	Pocket
P138														1	0.4	Neighborhood
P139												1		1	0.9	Neighborhood
P140												1		1	0.6	Neighborhood
P141												1		1	0.6	Neighborhood
P142															0.3	Pocket
P143												1			0.3	Neighborhood
P144												1			0.4	Neighborhood
P145															1.6	Neighborhood
P146												1			0.4	Neighborhood
P147												1			0.4	Neighborhood
P148												1			0.5	Pocket
P149												1			1	Pocket
P150												1			0.4	Neighborhood
P151												1			0.3	Neighborhood
P152												1			1.3	Neighborhood
P153												1			0.8	Pocket
P154												1			1.2	Pocket
P155												1			0.4	Pocket
P156															2.3	Neighborhood
P157												1			2.4	Neighborhood
P158												1			0.5	Pocket
P159												1			0.2	Pocket
P160												1			0.6	Pocket

	Pump Track	Aquatic Center	Competition Pool (50 Meter)	Diving Facility	Neighborhood Pool	Splash Pad	Archery Range (Permanent)	Amphitheater		Dedicated Drone Activity Area	Urban Fishing Lake	Dog Bag Dispenser	Light Poles	Trail	Acerage	Park Classification
P161												1			1.1	Pocket
P162															0.5	Neighborhood
P163												1			0.2	Pocket
P164												1		1	2	Neighborhood
P165												1			0.7	Neighborhood
P166		1			1										1.4	Community
P167												1			2.6	Neighborhood
P168															0.5	Neighborhood
P169												1			0.8	Neighborhood
P170												1			0.3	Neighborhood
P171												1			2.1	Neighborhood
P172												1			0.25	Neighborhood
P173												1			0.6	Neighborhood
P174													3	1	1.4	Neighborhood
P175														1	1	Pocket
P176												1			0.6	Pocket
P177												1	32		6.4	Neighborhood
P178					1							1	10		1.3	Community
P179															0.4	Neighborhood
P180															7.7	Neighborhood
P181															0.4	Pocket
P182		1			1								175	2.7	72	Community
TOTAL	0	2	0	0	15	0	0	0		0	0	90	474	79.7		

	Parking	Cornhole	Horse Shoe	Boccee	Acerage	Park Classification
P1					3	Neighborhood
P2					1.8	Neighborhood
P3					1	Neighborhood
P4					1.6	Neighborhood
P5					4.7	Neighborhood
P6					0.25	Neighborhood
P7					1.7	Neighborhood
P8					2	Neighborhood
P9					2	Neighborhood
P10					2	Neighborhood
P11					0.5	Neighborhood
P12					1.5	Pocket
P13					0.7	Neighborhood
P14					1.3	Neighborhood
P15					1.5	Neighborhood
P16					2.3	Neighborhood
P17					12.4	Community
P18					1.1	Neighborhood
P19					1	Pocket
P20					0.7	Pocket
P21					2	Neighborhood
P22					2.9	Neighborhood
P23					2	Neighborhood
P24					1.3	Neighborhood
P25					0.7	Community
P26					0.3	Neighborhood
P27					0.7	Pocket
P28					4.3	Neighborhood
P29					4.8	Neighborhood
P30					0.5	Community
P31					0.25	Pocket
P32					2.3	Neighborhood
P33					1.6	Neighborhood
P34					0.5	Pocket
P35					3	Neighborhood
P36	28		4	4	2.7	Neighborhood
P37	226			8	6	Community
P38	16				3	Neighborhood
P39					2.2	Neighborhood
P40					2.2	Neighborhood
P41					0.6	Neighborhood

	Parking	Cornhole	Horse Shoe	Boccee	Acerage	Park Classification
P42					1.2	Neighborhood
P43					1.6	Neighborhood
P44					1.2	Neighborhood
P45					1	Neighborhood
P46					3.9	Neighborhood
P47					3.4	Neighborhood
P48					0.5	Neighborhood
P49					0.7	Neighborhood
P50	28				1.8	Community
P51					1.3	Neighborhood
P52	3				0.3	Neighborhood
P53	7				1	Community
P54					1.6	Neighborhood
P55					0.3	Neighborhood
P56					3.3	Neighborhood
P57					1.4	Neighborhood
P58					0.6	Neighborhood
P59					0.6	Neighborhood
P60					2.8	Neighborhood
P61					2.1	Neighborhood
P62					0.3	Pocket
P63					2.5	Neighborhood
P64					2.3	Neighborhood
P65	13				1.1	Neighborhood
P66					0.3	Community
P67					1.6	Neighborhood
P68					2.4	Neighborhood
P69					0.6	Pocket
P70					2.1	Neighborhood
P71					6.7	Neighborhood
P72					4.1	Neighborhood
P73					2.8	Neighborhood
P74					4	Neighborhood
P75					1.3	Community
P76					4.1	Community
P77					2	Neighborhood
P78					3.6	Neighborhood
P79					1.3	Neighborhood
P80					0.4	Neighborhood
P81					0.6	Neighborhood

	Parking	Cornhole	Horse Shoe	Boccee	Acerage	Park Classification
P82					0.7	Neighborhood
P83					1.3	Neighborhood
P84					4.3	Neighborhood
P85					2.8	Neighborhood
P86					9	Neighborhood
P87					2.5	Neighborhood
P88					2.2	Neighborhood
P89					1.2	Neighborhood
P90					4.5	Neighborhood
P91	1				0.8	Neighborhood
P92					0.8	Neighborhood
P93					0.4	Neighborhood
P94					0.4	Neighborhood
P95					2.6	Pocket
P96					0.25	Pocket
P97					2.6	Pocket
P98					1.4	Neighborhood
P99					0.9	Neighborhood
P100					4.4	Neighborhood
P101					0.9	Neighborhood
P102					2	Neighborhood
P103					0.6	Neighborhood
P104					6	Neighborhood
P105					0.3	Pocket
P106					5	Neighborhood
P107					2.4	Neighborhood
P108					3	Neighborhood
P109					6.6	Neighborhood
P110					11.3	Community
P111					5.4	Neighborhood
P112					0.8	Pocket
P113					5.3	Neighborhood
P114					0.6	Neighborhood
P115					0.7	Neighborhood
P116					1.7	Pocket
P117					0.5	Neighborhood
P118					0.7	Neighborhood
P119			2		9	Neighborhood
P120					1.2	Neighborhood
P121					2.1	Neighborhood

	Parking	Cornhole	Horse Shoe	Boccee	Acerage	Park Classification
P122					9.4	Neighborhood
P123	1				1.5	Neighborhood
P124					1.5	Neighborhood
P125					1.9	Neighborhood
P126					2	Neighborhood
P127					4.4	Neighborhood
P128					1.9	Neighborhood
P129					5.4	Neighborhood
P130					2.6	Neighborhood
P131					2.4	Neighborhood
P132					0.6	Neighborhood
P133					0.4	Pocket
P134					0.25	Pocket
P135					0.25	Pocket
P136					0.4	Pocket
P137					0.25	Pocket
P138					0.4	Neighborhood
P139					0.9	Neighborhood
P140					0.6	Neighborhood
P141					0.6	Neighborhood
P142					0.3	Pocket
P143					0.3	Neighborhood
P144					0.4	Neighborhood
P145				1	1.6	Neighborhood
P146					0.4	Neighborhood
P147					0.4	Neighborhood
P148					0.5	Pocket
P149					1	Pocket
P150					0.4	Neighborhood
P151					0.3	Neighborhood
P152					1.3	Neighborhood
P153					0.8	Pocket
P154					1.2	Pocket
P155					0.4	Pocket
P156					2.3	Neighborhood
P157					2.4	Neighborhood
P158					0.5	Pocket
P159					0.2	Pocket
P160					0.6	Pocket
P161					1.1	Pocket

	Parking	Cornhole	Horse Shoe	Boccee	Acerage	Park Classification
P162					0.5	Neighborhood
P163					0.2	Pocket
P164					2	Neighborhood
P165					0.7	Neighborhood
P166	1				1.4	Community
P167					2.6	Neighborhood
P168					0.5	Neighborhood
P169					0.8	Neighborhood
P170					0.3	Neighborhood
P171					2.1	Neighborhood
P172					0.25	Neighborhood
P173					0.6	Neighborhood
P174					1.4	Neighborhood
P175					1	Pocket
P176					0.6	Pocket
P177	117			2	6.4	Neighborhood
P178	93			2	1.3	Community
P179					0.4	Neighborhood
P180					7.7	Neighborhood
P181					0.4	Pocket
P182	225		2		72	Community
TOTAL	759	0	8	17		

APPENDIX K

Asset Management Plans

Asset List
Goodyear Aquatics Center
FY22-FY32

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$1,371,373.75	3.00%	42

Totals:	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Yearly Replacement Cost	**$ -**	**$ -**	**$ -**	**$ 103,546.81**	**$ 633,978.01**	**$ 2,985.13**	**$ 295,169.73**	**$ 9,500.78**	**$ 326,193.30**	**$ 182,772.63**

Asset & Brief Description	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Total Replacement Cost (2021)	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Acid System - Comp Pool	2021	4	2025	1	$ 6,000.00	$ 6,180.00	$ 6,365.40	$ 6,556.36	$ 6,753.05	$ 6,955.64	$ 7,164.31	$ 7,379.24	$ 7,600.62	$ 7,828.64	$ 8,063.50
Acid System - Play Pool	2021	4	2025	1	$ 6,000.00	$ 6,180.00	$ 6,365.40	$ 6,556.36	$ 6,753.05	$ 6,955.64	$ 7,164.31	$ 7,379.24	$ 7,600.62	$ 7,828.64	$ 8,063.50
Pumps/Motors	2021	4	2025	16	$ 5,000.00	$ 82,400.00	$ 84,872.00	$ 87,418.16	$ 90,040.70	$ 92,741.93	$ 95,524.18	$ 98,389.91	$ 101,341.61	$ 104,381.85	$ 107,513.31
Chemical Controller - Comp Pool	2021	5	2026	1	$ 8,000.00	$ 8,240.00	$ 8,487.20	$ 8,741.82	$ 9,004.07	$ 9,274.19	$ 9,552.42	$ 9,838.99	$ 10,134.16	$ 10,438.19	$ 10,751.33
Chemical Controller - Play Pool	2021	5	2026	1	$ 8,000.00	$ 8,240.00	$ 8,487.20	$ 8,741.82	$ 9,004.07	$ 9,274.19	$ 9,552.42	$ 9,838.99	$ 10,134.16	$ 10,438.19	$ 10,751.33
Decking	2021	5	2026	1	$ 400,000.00	$ 412,000.00	$ 424,360.00	$ 437,090.80	$ 450,203.52	$ 463,709.63	$ 477,620.92	$ 491,949.55	$ 506,708.03	$ 521,909.27	$ 537,566.55
Drain Covers	2021	5	2026	1	$ 50,000.00	$ 51,500.00	$ 53,045.00	$ 54,636.35	$ 56,275.44	$ 57,963.70	$ 59,702.61	$ 61,493.69	$ 63,338.50	$ 65,238.66	$ 67,195.82
Underwater Lights	2021	5	2026	1	$ 16,000.00	$ 16,480.00	$ 16,974.40	$ 17,483.63	$ 18,008.14	$ 18,548.39	$ 19,104.84	$ 19,677.98	$ 20,268.32	$ 20,876.37	$ 21,502.66
Deck Furniture - Lounge Chairs	2021	5	2026	70	$ 500.00	$ 36,050.00	$ 37,131.50	$ 38,245.45	$ 39,392.81	$ 40,574.59	$ 41,791.83	$ 43,045.59	$ 44,336.95	$ 45,667.06	$ 47,037.07
Deck Furniture - Small Tables	2021	5	2026	20	$ 175.00	$ 3,605.00	$ 3,713.15	$ 3,824.54	$ 3,939.28	$ 4,057.46	$ 4,179.18	$ 4,304.56	$ 4,433.70	$ 4,566.71	$ 4,703.71
Deck Furniture - Regular Chairs	2021	5	2026	40	$ 230.00	$ 9,476.00	$ 9,760.28	$ 10,053.09	$ 10,354.68	$ 10,665.32	$ 10,985.28	$ 11,314.84	$ 11,654.28	$ 12,003.91	$ 12,364.03
Deck Furniture - Regular Tables	2021	5	2026	10	$ 450.00	$ 4,635.00	$ 4,774.05	$ 4,917.27	$ 5,064.79	$ 5,216.73	$ 5,373.24	$ 5,534.43	$ 5,700.47	$ 5,871.48	$ 6,047.62
Deck Furniture - White Chairs	2021	5	2026	25	$ 507.00	$ 13,055.25	$ 13,446.91	$ 13,850.31	$ 14,265.82	$ 14,693.80	$ 15,134.61	$ 15,588.65	$ 16,056.31	$ 16,538.00	$ 17,034.14
Lane Line Reel	2021	6	2027	2	$ 1,250.00	$ 2,575.00	$ 2,652.25	$ 2,731.82	$ 2,813.77	$ 2,898.19	$ 2,985.13	$ 3,074.68	$ 3,166.93	$ 3,261.93	$ 3,359.79
Deck Drains	2021	7	2028	1	$ 18,000.00	$ 18,540.00	$ 19,096.20	$ 19,669.09	$ 20,259.16	$ 20,866.93	$ 21,492.94	$ 22,137.73	$ 22,801.86	$ 23,485.92	$ 24,190.49
Lane Lines	2021	7	2028	9	$ 1,000.00	$ 9,270.00	$ 9,548.10	$ 9,834.54	$ 10,129.58	$ 10,433.47	$ 10,746.47	$ 11,068.86	$ 11,400.93	$ 11,742.96	$ 12,095.25
Play Pool Structure	2021	7	2028	1	$ 150,000.00	$ 154,500.00	$ 159,135.00	$ 163,909.05	$ 168,826.32	$ 173,891.11	$ 179,107.84	$ 184,481.08	$ 190,015.51	$ 195,715.98	$ 201,587.46
Variable Frequency Drive	2021	7	2028	9	$ 7,000.00	$ 64,890.00	$ 66,836.70	$ 68,841.80	$ 70,907.06	$ 73,034.27	$ 75,225.29	$ 77,482.05	$ 79,806.52	$ 82,200.71	$ 84,666.73
Automatic Vacuum	2021	8	2029	1	$ 7,500.00	$ 7,725.00	$ 7,956.75	$ 8,195.45	$ 8,441.32	$ 8,694.56	$ 8,955.39	$ 9,224.05	$ 9,500.78	$ 9,785.80	$ 10,079.37
Pool Plaster	2021	9	2030	1	$ 250,000.00	$ 257,500.00	$ 265,225.00	$ 273,181.75	$ 281,377.20	$ 289,818.52	$ 298,513.07	$ 307,468.47	$ 316,692.52	$ 326,193.30	$ 335,979.09
Misting System	2021	10	2031	2	$ 10,000.00	$ 20,600.00	$ 21,218.00	$ 21,854.54	$ 22,510.18	$ 23,185.48	$ 23,881.05	$ 24,597.48	$ 25,335.40	$ 26,095.46	$ 26,878.33
Picnic Tables	2021	10	2031	30	$ 1,000.00	$ 30,900.00	$ 31,827.00	$ 32,781.81	$ 33,765.26	$ 34,778.22	$ 35,821.57	$ 36,896.22	$ 38,003.10	$ 39,143.20	$ 40,317.49
Chair Lifts	2021	10	2031	2	$ 10,000.00	$ 20,600.00	$ 21,218.00	$ 21,854.54	$ 22,510.18	$ 23,185.48	$ 23,881.05	$ 24,597.48	$ 25,335.40	$ 26,095.46	$ 26,878.33
Chlorine Feeder - Comp Pool	2021	10	2031	1	$ 6,000.00	$ 6,180.00	$ 6,365.40	$ 6,556.36	$ 6,753.05	$ 6,955.64	$ 7,164.31	$ 7,379.24	$ 7,600.62	$ 7,828.64	$ 8,063.50
Chlorine Feeder - Play Pool	2021	10	2031	1	$ 6,000.00	$ 6,180.00	$ 6,365.40	$ 6,556.36	$ 6,753.05	$ 6,955.64	$ 7,164.31	$ 7,379.24	$ 7,600.62	$ 7,828.64	$ 8,063.50
Clear Comfort - Comp Pool	2021	10	2031	1	$ 15,000.00	$ 15,450.00	$ 15,913.50	$ 16,390.91	$ 16,882.63	$ 17,389.11	$ 17,910.78	$ 18,448.11	$ 19,001.55	$ 19,571.60	$ 20,158.75
Clear Comfort - Play Pool	2021	10	2031	1	$ 15,000.00	$ 15,450.00	$ 15,913.50	$ 16,390.91	$ 16,882.63	$ 17,389.11	$ 17,910.78	$ 18,448.11	$ 19,001.55	$ 19,571.60	$ 20,158.75
Diving Boards	2021	10	2031	2	$ 11,000.00	$ 22,660.00	$ 23,339.80	$ 24,039.99	$ 24,761.19	$ 25,504.03	$ 26,269.15	$ 27,057.23	$ 27,868.94	$ 28,705.01	$ 29,566.16
Lazy River Sprayers	2021	10	2031	6	$ 2,000.00	$ 12,360.00	$ 12,730.80	$ 13,112.72	$ 13,506.11	$ 13,911.29	$ 14,328.63	$ 14,758.49	$ 15,201.24	$ 15,657.28	$ 16,127.00
Manual Vaccuum	2021	10	2031	1	$ 10,000.00	$ 10,300.00	$ 10,609.00	$ 10,927.27	$ 11,255.09	$ 11,592.74	$ 11,940.52	$ 12,298.74	$ 12,667.70	$ 13,047.73	$ 13,439.16
Grass - Turf	2021	10	2031	1	$ 25,000.00	$ 25,750.00	$ 26,522.50	$ 27,318.18	$ 28,137.72	$ 28,981.85	$ 29,851.31	$ 30,746.85	$ 31,669.25	$ 32,619.33	$ 33,597.91
Shade	2021	10	2031	1	$ 150,000.00	$ 154,500.00	$ 159,135.00	$ 163,909.05	$ 168,826.32	$ 173,891.11	$ 179,107.84	$ 184,481.08	$ 190,015.51	$ 195,715.98	$ 201,587.46
Tarps	2021	12	2033	5	$ 4,000.00	$ 20,600.00	$ 21,218.00	$ 21,854.54	$ 22,510.18	$ 23,185.48	$ 23,881.05	$ 24,597.48	$ 25,335.40	$ 26,095.46	$ 26,878.33
Guard Chairs	2021	15	2036	9	$ 1,500.00	$ 13,905.00	$ 14,322.15	$ 14,751.81	$ 15,194.37	$ 15,650.20	$ 16,119.71	$ 16,603.30	$ 17,101.40	$ 17,614.44	$ 18,142.87
Heater - Comp Pool	2021	15	2036	1	$ 70,000.00	$ 72,100.00	$ 74,263.00	$ 76,490.89	$ 78,785.62	$ 81,149.19	$ 83,583.66	$ 86,091.17	$ 88,673.91	$ 91,334.12	$ 94,074.15
Heater - Play Pool	2021	15	2036	1	$ 70,000.00	$ 72,100.00	$ 74,263.00	$ 76,490.89	$ 78,785.62	$ 81,149.19	$ 83,583.66	$ 86,091.17	$ 88,673.91	$ 91,334.12	$ 94,074.15
Starting Blocks	2021	15	2036	8	$ 1,500.00	$ 12,360.00	$ 12,730.80	$ 13,112.72	$ 13,506.11	$ 13,911.29	$ 14,328.63	$ 14,758.49	$ 15,201.24	$ 15,657.28	$ 16,127.00
Tarp Reel	2021	15	2036	1	$ 10,000.00	$ 10,300.00	$ 10,609.00	$ 10,927.27	$ 11,255.09	$ 11,592.74	$ 11,940.52	$ 12,298.74	$ 12,667.70	$ 13,047.73	$ 13,439.16
Water Slides	2021	15	2036	2	$ 300,000.00	$ 618,000.00	$ 636,540.00	$ 655,636.20	$ 675,305.29	$ 695,564.44	$ 716,431.38	$ 737,924.32	$ 760,062.05	$ 782,863.91	$ 806,349.83
Sand Filters	2021	16	2037	8	$ 80,000.00	$ 659,200.00	$ 678,976.00	$ 699,345.28	$ 720,325.64	$ 741,935.41	$ 764,193.47	$ 787,119.27	$ 810,732.85	$ 835,054.84	$ 860,106.48
Bleachers	2021	30	2051	8	$ 1,000.00	$ 8,240.00	$ 8,487.20	$ 8,741.82	$ 9,004.07	$ 9,274.19	$ 9,552.42	$ 9,838.99	$ 10,134.16	$ 10,438.19	$ 10,751.33
Shade Structures	2021	30	2051	1	$ 500,000.00	$ 515,000.00	$ 530,450.00	$ 546,363.50	$ 562,754.41	$ 579,637.04	$ 597,026.15	$ 614,936.93	$ 633,385.04	$ 652,386.59	$ 671,958.19

Loma Linda Pool FY22

				FULL REPLACEMENT		PREVENTATIVE MAINTENANCE				
Asset & Brief Description	QTY	Year Purchased	Life Cycle	Replacement Year	Estimated Total Replacement Cost	Regular PM/Refurbish	Yearly PM/Refurbish Costs	Off Season Planning (August)	Pre-Season Start Up (February)	Notes
Appliances (Fridge and Microwave)	1	2018	5	2023	$ 1,500.00	inspect for upkeep				
Automatic Vacuum	1	2019	8	2027	$ 7,500.00	inspect cord, exterior & interior components for upkeep		service autovac		
Bleachers	5	2001	30	2031	$ 5,000.00	inspect for upkeep - railing for the back and sides?				
Block Cover	8	2019	5	2024	$ 3,000.00	inspect for upkeep				
Blocks	8	1986	38	2024	$ 90,000.00	inspect platform and structure for upkeep				
Deck Drains	1	1986	36	2022	$ 18,000.00	check for debris, cracks, hazards				
Deck Lights	1	2000	25	2025	$ 50,000.00	(facilities) inspect for issues				
Decking	1	2017	5	2022	$ 80,000.00	routine PM for cracks/popping	$ 5,000.00			need to get quotes from Flexground, Shasta, J&E
Diving Boards	2	2017	15	2032	$ 22,000.00	refurbish every 3 years; weekly service/inspection during season (bolts, fulcrum, board); yearly service (clean surface, degrease fulcrum, tune up)	$ 1,200.00			
Handrails	12	2021	1	2022	$ 910.00	inspect for upkeep			replace cool grips	
Guard Chairs and Stands	2	2011	15	2026	$ 14,000.00	inspect for upkeep				
Lane Line Reels	2	2017	6	2023	$ 2,500.00	inspect bolts, wheels, structure				
Lane Lines	9	2016	5	2021	$ 10,000.00	inventory number of disks for repairs				
Main Pool - Acid System	1	2019	10	2029	$ 5,500.00	routine cleaning of acid tank (1-2 times per year); inspect booster pump and solenoids				
Main Pool - Chlorine Feeder	1	2008	14	2022	$ 6,000.00	routine cleaning of chlorine tank (1-2 times per year); inspect booster pump and solenoids				
Main Pool - Clear Comfort	1	2018	10	2028	$ 15,000.00	replace booster pump and cartridge 3-4 years				
Main Pool - Controller	1	2009	8	2017	$ 15,000.00	yearly PM to calibrate probes and perform diagnostic check				
Main Pool - Heater	1	2019	15	2034	$ 70,000.00	yearly PM and perform diagnostic check	$ 750.00			
Main Pool - Sand Filter	1	2008	16	2024	$ 10,000.00	change out sand 5-7 years (due 2023-2025)				
Main Pool - Motor and Pump	1	2019	4	2023	$ 5,000.00	weekly/monthly inpsection of motor and impeller				
Manual Vaccuum	1	2008	15	2023	$ 8,000.00	replace parts as needed	$ 500.00			
Office Furniture	1	2021	8	2029	$ 5,000.00	inspect for upkeep				
PAL2 Aquatics Lift	1	2019	10	2029	$ 8,000.00	inspect for upkeep				
Picnic Tables, Chairs and Tables	7	2017	8	2025	$ 3,000.00	inspect for upkeep				
Main Pool - Plaster	1	2015	10	2025	$ 100,000.00	yearly repairs as needed	$ 1,000.00			
Pool Fence	1	2017	20	2037	$ 65,000.00	inspect for upkeep				look into windscreen
Underwater Lights	8	2018	5	2023	$ 5,000.00	inspect for upkeep				SE dive well light replaced FY21
Pool Main Drain Cover	1	2019	5	2024	$ 5,000.00	must be replaced by certified contractor; check regularly for cracks				
Shade Structure	1	2019	15	2034	$ 50,000.00	inspect hardware for rusting, tension, and fabric				
Sound System with Speakers	1	2011	15	2026	$ 30,000.00	inspect for upkeep				
Tarp Reel	1	2011	12	2023	$ 10,000.00	check hardware, wheels, and frame				
Tarps	1	2011	12	2023	$ 20,000.00	inpsect for tears, check hardware, hose off pre/post season				
Wading Pool - Clear Comfort	1	2018	10	2028	$ 15,000.00	replace booster pump and cartridge 3-4 years (due 2024-2025)				
Wading Pool - Controller	1	2019	8	2027	$ 7,500.00	yearly PM to calibrate probes and perform diagnostic check				
Wading Pool - Sand Filter	1	2011	15	2026	$ 5,000.00	change out sand 5-7 years (due 2023-2025)				
Wading Pool Pump	1	2019	4	2023	$ 5,000.00	weekly/monthly inspection of motor and impeller				
Wading Pool - Chlorine Feed Pump	1	2021	3	2024	$ 600.00	yearly PM injector and internal tubing	$ 200.00			
Wading Pool - Acid Feed Pump	1	2018	3	2021	$ 600.00	yearly PM injector and internal tubing	$ 200.00			
PAL2 Aquatics Lift	1	2019	10	2029	$ 10,000.00					
Wading Pool - Plaster	1	2015	10	2025	$ 20,000.00	yearly repairs as needed	$ 500.00			
							$ 9,350.00			

Asset List
Arts, Cutlure and Events Division
FY23-FY33

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$117,800.00	0.00%	265

Totals:	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Replacement Needs	**$ -**	**$ -**	**#########**	**$ 14,000.00**	**$ 11,800.00**	**$ -**	**$ 29,000.00**	**$ 15,000.00**	**$ -**	**$ 30,000.00**	

*amount to small to request supplemental funding add to year prior.

Asset	Location	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Total Replacement	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Christmas Tree	Goodyear Recreation Campus	2019	20	2039	1	$ 40,000.00	$ 40,000.00	$ 40,000.00	$40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$40,000.00
Generator (large)	Recreation Storage	2017	10	2027	1	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00
Traffic Cabinet	Litchfield Rd. & Van Buren	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Estrella Pkwy. & Goodyear Blvd. Sou	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Estrella Pkwy. & Elliot Rd.	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Estrella Pkwy. & Van Buren St.	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Pebble Creek Pkwy. & Clubhouse Dr	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Indian School Rd. & Pebble Creek Pk	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Yuma Rd. & Canyon Trails Blvd.	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	McDowell Rd. & Palm Valley Blvd.	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Estrella Pkwy. & Roosevelt St.	2020	10	2030	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Traffic Cabinet	Yuma Rd. & Wildflower Dr./Village E	2020	10	2030	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Litchfield Rd. & Western Ave.	2018	10	2028	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Litchfield Rd. & Celebrate Life Way	2018	10	2028	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Litchfield Rd. & Avalon Dr.	2018	10	2028	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Indian School & 141st St.	2018	10	2028	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Indian School & 144th St.	2018	10	2028	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Estrella Pkwy & Goodyear Blvd	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Estrella Pkwy & Harrison	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Sarival & Portland	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Litchfield Rd. & Mc Dowell	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Pebble Creek & McDowell	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Pebble Creek & Virgina	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Bullard & Indian School	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Traffic Cabinet	Wigwam & Park Ave.	2021	10	2031	1	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000
Photography Equipment	Arts & Events	2019	5	2024	2	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500
Goodyear Skate Park Mural	Goodyear Communtiy Park	2019	5	2024	1	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500	$ 6,500
Loma Linda Pool Mural	Loma Linda Park	2014	10	2024	1	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Goodyear Mobile Museum- Equipment and Exhibits	Arts & Events	2018	5	2023	30	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 6,000
The Ziz- Painting	Goodyear Ballpark	2018	10	2028	1	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000	$ 24,000
heART of Goodyear- Painting	Various- 10 locations	2021	2	2023	10	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000	$ 12,000
heART of Goodyear- Structure	Various- 10 locations	2021	15	2036	10	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000	$ 48,000
Light Pool Banners- Public Art	Various- 185 poles	2022	3	2025	185	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800	$ 11,800

Library Operations - Asset Management Plan
FY23 - FY32

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$379,280.00	0.00%	55

Totals:	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
10% Overhead Cost	**$ -**	**$ -**	**$ 17,975**	**$ -**	**$ -**	**$ -**	**$ 2,777**	**$ -**	**$ -**	**$ -**	**$ 2,777**	**$ 10,951**
Replacement Needs	$ -	**$ -**	**$ 179,751**	**$ -**	**$ -**	**$ -**	**$ 27,769**	**$ -**	**$ -**	**$ -**	**$ 27,769**	**$ 109,511**
Total Asset Replacement	**$ -**	**$ -**	**$ 197,726**	**$ -**	**$ -**	**$ -**	**$ 30,546**	**$ -**	**$ -**	**$ -**	**$ 30,546**	**$ 120,462**

Asset & Brief Description	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Replacement Cost (Current Year)	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Public Computer-Dell Opt7050	2018	4	2022	1	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092
Public Computer-Dell Opt7050	2018	4	2022	1	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092
Public Computer-Dell Opt7050	2018	4	2022	1	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092
Public Computer-Dell Opt7050	2018	4	2022	1	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092
Public Computer-Dell Opt7050	2018	4	2022	1	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092	$ 1,092
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7050	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	2	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Staff Computer-Dell Opt7040	2017	4	2021	1	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970	$ 970
Public Computer-Dell Opt7090	2017	4	2021	1	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969	$ 969
Public B&W Printer HP M602dn	2013	8	2021	1	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411
Public B&W Printer HP M602dn	2013	8	2021	1	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411	$ 1,411
Public Color Printer HP CP4525dn	2013	8	2021	1	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881	$ 1,881
Staff Printer HP 4050	2006	8	2014	1	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500	$ 500
Cisco Router 3945	2013	8	2021	1	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035	$ 18,035

Asset & Brief Description	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Replacement Cost (Current Year)	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Cisco 48 Port Switch 3560V2	2013	8	2021	1	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211
Cisco 48 Port Switch 3560V2	2013	8	2021	1	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211	$ 6,211
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Cisco Phone 7942G	2013	8	2021	1	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973	$ 973
Self Checkin - Intelligent Return	2013	10	2023	1	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294	$ 68,294
Sorter Bins	2013	10	2023	1	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780
Sorter Bins	2013	10	2023	1	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780
Sorter Bins	2013	10	2023	1	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780	$ 780
Self Checkout 8410	2021	10	2031	1	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093
Self Checkout 7410F	2021	10	2031	1	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093	$ 22,093
RFID Detection System (Gates) 9102	2013	10	2023	1	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843	$ 18,843
Staff Workstation 896	2013	10	2023	1	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285
Staff Workstation 896	2013	10	2023	1	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285
Staff Workstation 896	2013	10	2023	1	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285	$ 3,285
Staff Workstation 896	2012	10	2022	1	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393
Staff Workstation 896	2012	10	2022	1	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393
Staff Workstation 896	2012	10	2022	1	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393	$ 3,393

Assets Scheduled			$ 179,751
AssetsReplaced	$ 44,185		0
Assets Deferred	$ 64,780	$ 15,639	0
	$ 108,965.00	$ 15,639.00	$ 179,751.00

Rolling Fleet Asset List
PARKS & ROW DIVISIONS
FY22-FY32

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$1,171,547.89	3.00%	40

Totals:	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Replacement Needs	$ 37,556	$ -	$ 236,695	$ -	$ 96,002	$ 233,553	$ 93,614	$ 17,353	$ 26,873	$ 19,241	$ -

*ammout to small to request supplemental funding add to year prior.

Unit Number	Model/Description	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Total Replacement Cost (2020)	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
168	Vermeer Chipper/ BC1800A	1999	20	2019	1	$ 74,000	$ 78,507	$ 80,862	$ 83,288	$ 85,786	$ 88,360	$ 91,011	$ 93,741	$ 96,553	$ 99,450	$ 102,433	$ 105,506
21	PJ Trailer	2002	15	2017	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
	Aeri-vator	2002	20	2022	1	$ 9,300	$ 9,866	$ 10,162	$ 10,467	$ 10,781	$ 11,105	$ 11,438	$ 11,781	$ 12,134	$ 12,498	$ 12,873	$ 13,260
398	Power washer Trailer	2006	15	2021	1	$ 16,200	$ 17,187	$ 17,702	$ 18,233	$ 18,780	$ 19,344	$ 19,924	$ 20,522	$ 21,137	$ 21,771	$ 22,425	$ 23,097
460	Fleming Trailer	2006	15	2021	1	$ 12,800	$ 13,580	$ 13,987	$ 14,407	$ 14,839	$ 15,284	$ 15,742	$ 16,215	$ 16,701	$ 17,202	$ 17,718	$ 18,250
	Toro Topdresser	2006	15	2021	1	$ 18,600	$ 19,733	$ 20,325	$ 20,934	$ 21,562	$ 22,209	$ 22,876	$ 23,562	$ 24,269	$ 24,997	$ 25,747	$ 26,519
	Lily Spreader	2006	15	2021	1	$ 11,600	$ 12,306	$ 12,676	$ 13,056	$ 13,448	$ 13,851	$ 14,267	$ 14,695	$ 15,135	$ 15,589	$ 16,057	$ 16,539
465	Fleming Trailer	2007	15	2022	1	$ 12,800	$ 13,580	$ 13,987	$ 14,407	$ 14,839	$ 15,284	$ 15,742	$ 16,215	$ 16,701	$ 17,202	$ 17,718	$ 18,250
539	Big Tex Trailer	2007	15	2022	1	$ 12,800	$ 13,580	$ 13,987	$ 14,407	$ 14,839	$ 15,284	$ 15,742	$ 16,215	$ 16,701	$ 17,202	$ 17,718	$ 18,250
	John Deere Tiller	2011	15	2026	1	$ 13,900	$ 14,747	$ 15,189	$ 15,645	$ 16,114	$ 16,597	$ 17,095	$ 17,608	$ 18,136	$ 18,680	$ 19,241	$ 19,818
847	Toro Zmower 62"	2013	7	2027	1	$ 36,400	$ 38,617	$ 39,775	$ 40,969	$ 42,198	$ 43,464	$ 44,767	$ 46,110	$ 47,494	$ 48,919	$ 50,386	$ 51,898
846	Toro 4100D	2013	10	2021	1	$ 78,800	$ 83,599	$ 86,107	$ 88,690	$ 91,351	$ 94,091	$ 96,914	$ 99,821	$ 102,816	$ 105,901	$ 109,078	$ 112,350
863	Toro Sprayer MultiPro 5800	2014	7	2021	1	$ 54,500	$ 57,819	$ 59,554	$ 61,340	$ 63,180	$ 65,076	$ 67,028	$ 69,039	$ 71,110	$ 73,243	$ 75,441	$ 77,704
864	Harper Turf Vac	2014	7	2021	1	$ 46,000	$ 48,801	$ 50,265	$ 51,773	$ 53,327	$ 54,926	$ 56,574	$ 58,271	$ 60,020	$ 61,820	$ 63,675	$ 65,585
860	Toro Z6000 72" model 74927	2014	7	2021	1	$ 43,300	$ 45,937	$ 47,315	$ 48,735	$ 50,197	$ 51,702	$ 53,254	$ 54,851	$ 56,497	$ 58,192	$ 59,937	$ 61,735
861	Toro Z6000 72" model 74927	2014	7	2021	1	$ 43,300	$ 45,937	$ 47,315	$ 48,735	$ 50,197	$ 51,702	$ 53,254	$ 54,851	$ 56,497	$ 58,192	$ 59,937	$ 61,735
862	Toro Z6000 72" model 74927	2014	7	2021	1	$ 43,300	$ 45,937	$ 47,315	$ 48,735	$ 50,197	$ 51,702	$ 53,254	$ 54,851	$ 56,497	$ 58,192	$ 59,937	$ 61,735
858	JD 1200A Bunker/Field	2014	7	2021	1	$ 34,500	$ 36,601	$ 37,699	$ 38,830	$ 39,995	$ 41,195	$ 42,431	$ 43,704	$ 45,015	$ 46,365	$ 47,756	$ 49,189
859	JD 1200A Bunker/Field	2014	7	2021	1	$ 34,500	$ 36,601	$ 37,699	$ 38,830	$ 39,995	$ 41,195	$ 42,431	$ 43,704	$ 45,015	$ 46,365	$ 47,756	$ 49,189
850	Toro Workman HD	2014	7	2021	1	$ 29,000	$ 30,766	$ 31,689	$ 32,640	$ 33,619	$ 34,628	$ 35,666	$ 36,736	$ 37,838	$ 38,974	$ 40,143	$ 41,347
851	Toro 4100D	2014	10	2024	1	$ 78,800	$ 83,599	$ 86,107	$ 88,690	$ 91,351	$ 94,091	$ 96,914	$ 99,821	$ 102,816	$ 105,901	$ 109,078	$ 112,350
852	Kubota Tractor L4600	2014	10	2024	1	$ 51,000	$ 54,106	$ 55,729	$ 57,401	$ 59,123	$ 60,897	$ 62,724	$ 64,605	$ 66,543	$ 68,540	$ 70,596	$ 72,714
712	Fleming Trailer	2014	15	2029	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
732	Fleming Trailer	2016	15	2031	1	$ 13,900	$ 14,747	$ 15,189	$ 15,645	$ 16,114	$ 16,597	$ 17,095	$ 17,608	$ 18,136	$ 18,680	$ 19,241	$ 19,818
543	Toro 4100D	2017	10	2027	1	$ 78,800	$ 83,599	$ 86,107	$ 88,690	$ 91,351	$ 94,091	$ 96,914	$ 99,821	$ 102,816	$ 105,901	$ 109,078	$ 112,350
	Vermeer Chipper BC1800	2018	10	2028	1	$ 73,900	$ 78,401	$ 80,753	$ 83,175	$ 85,670	$ 88,240	$ 90,888	$ 93,614	$ 96,423	$ 99,315	$ 102,295	$ 105,364
	Toro Core Aerator	2019	15	2034	1	$ 24,000	$ 25,462	$ 26,225	$ 27,012	$ 27,823	$ 28,657	$ 29,517	$ 30,402	$ 31,315	$ 32,254	$ 33,222	$ 34,218
	Arrow Board(s) Perryville Trailers	2020	10	2030	1	$ 19,996	$ 21,214	$ 21,850	$ 22,506	$ 23,181	$ 23,876	$ 24,593	$ 25,330	$ 26,090	$ 26,873	$ 27,679	$ 28,510
848	Toro Z6000 72" model 74927	2020	7	2027	1	$ 37,350	$ 39,625	$ 40,813	$ 42,038	$ 43,299	$ 44,598	$ 45,936	$ 47,314	$ 48,733	$ 50,195	$ 51,701	$ 53,252
849	Toro Z6000 72" model 74927	2020	7	2027	1	$ 37,350	$ 39,625	$ 40,813	$ 42,038	$ 43,299	$ 44,598	$ 45,936	$ 47,314	$ 48,733	$ 50,195	$ 51,701	$ 53,252
819	Toro Workman MD	2020	6	2026	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
853	Toro Workman MD	2020	6	2026	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
854	Toro Workman MD	2020	6	2026	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
855	Toro Workman MD	2020	6	2026	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963
856	Toro Workman MD	2020	6	2026	1	$ 13,300	$ 14,110	$ 14,533	$ 14,969	$ 15,418	$ 15,881	$ 16,357	$ 16,848	$ 17,353	$ 17,874	$ 18,410	$ 18,963

Asset List
Goodyear Recreation Center
FY22-FY32

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$866,361.38	3.00%	70

Totals:	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Replacement Needs	$ 7,950.00	$ -	$ 10,795.72	$ 258,067.15	$ 37,700.04	$ 272,063.08	$ 29,364.13	$ 219,537.40	$ 30,883.85	$ -	$ 712,275.68

*ammout too small to request supplemental funding add to year prior.

Asset & Brief Description	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated (per unit) Replacement Cost (2021)	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Playstation 5 (or most updated PS)	2021	2	2023	4	$ 800.00	$ 3,392.00	$ 3,493.76	$ 3,598.57	$ 3,706.53	$ 3,817.73	$ 3,932.26	$ 4,050.23	$ 4,171.73	$ 4,296.88	$ 4,425.79	$ 4,558.56
Xbox (most updated Xbox version)	2021	2	2023	4	$ 800.00	$ 3,392.00	$ 3,493.76	$ 3,598.57	$ 3,706.53	$ 3,817.73	$ 3,932.26	$ 4,050.23	$ 4,171.73	$ 4,296.88	$ 4,425.79	$ 4,558.56
Group X Dumbbells (rubber)	2021	2	2023	2	$ 1,600.00	$ 3,392.00	$ 3,493.76	$ 3,598.57	$ 3,706.53	$ 3,817.73	$ 3,932.26	$ 4,050.23	$ 4,171.73	$ 4,296.88	$ 4,425.79	$ 4,558.56
Treadmill (Self-Powered)	2021	3	2024	2	$ 3,500.00	$ 7,420.00	$ 7,642.60	$ 7,871.88	$ 8,108.03	$ 8,351.28	$ 8,601.81	$ 8,859.87	$ 9,125.66	$ 9,399.43	$ 9,681.42	$ 9,971.86
Treadmill (Conventional)	2021	3	2024	6	$ 9,000.00	$ 57,240.00	$ 58,957.20	$ 60,725.92	$ 62,547.69	$ 64,424.12	$ 66,356.85	$ 68,347.55	$ 70,397.98	$ 72,509.92	$ 74,685.22	$ 76,925.77
Treadmill (Slatted)	2021	3	2024	2	$ 10,500.00	$ 22,260.00	$ 22,927.80	$ 23,615.63	$ 24,324.10	$ 25,053.83	$ 25,805.44	$ 26,579.60	$ 27,376.99	$ 28,198.30	$ 29,044.25	$ 29,915.58
Elliptical (Ascent Trainer)	2021	3	2024	5	$ 8,500.00	$ 45,050.00	$ 46,401.50	$ 47,793.55	$ 49,227.35	$ 50,704.17	$ 52,225.30	$ 53,792.06	$ 55,405.82	$ 57,067.99	$ 58,780.03	$ 60,543.43
Elliptical (Hybrid Trainer)	2021	3	2024	2	$ 7,000.00	$ 14,840.00	$ 15,285.20	$ 15,743.76	$ 16,216.07	$ 16,702.55	$ 17,203.63	$ 17,719.74	$ 18,251.33	$ 18,798.87	$ 19,362.83	$ 19,943.72
Recumbent Bike	2021	3	2024	1	$ 7,000.00	$ 7,420.00	$ 7,642.60	$ 7,871.88	$ 8,108.03	$ 8,351.28	$ 8,601.81	$ 8,859.87	$ 9,125.66	$ 9,399.43	$ 9,681.42	$ 9,971.86
Rower	2021	3	2024	3	$ 2,000.00	$ 6,360.00	$ 6,550.80	$ 6,747.32	$ 6,949.74	$ 7,158.24	$ 7,372.98	$ 7,594.17	$ 7,822.00	$ 8,056.66	$ 8,298.36	$ 8,547.31
ClimbMill	2021	3	2024	2	$ 9,500.00	$ 20,140.00	$ 20,744.20	$ 21,366.53	$ 22,007.52	$ 22,667.75	$ 23,347.78	$ 24,048.21	$ 24,769.66	$ 25,512.75	$ 26,278.13	$ 27,066.48
Jacobs Ladder	2021	3	2024	1	$ 4,500.00	$ 4,770.00	$ 4,913.10	$ 5,060.49	$ 5,212.31	$ 5,368.68	$ 5,529.74	$ 5,695.63	$ 5,866.50	$ 6,042.49	$ 6,223.77	$ 6,410.48
Spin Bikes	2021	3	2024	16	$ 2,000.00	$ 33,920.00	$ 34,937.60	$ 35,985.73	$ 37,065.30	$ 38,177.26	$ 39,322.58	$ 40,502.25	$ 41,717.32	$ 42,968.84	$ 44,257.91	$ 45,585.64
AirBike Elite	2021	3	2024	2	$ 1,500.00	$ 3,180.00	$ 3,275.40	$ 3,373.66	$ 3,474.87	$ 3,579.12	$ 3,686.49	$ 3,797.09	$ 3,911.00	$ 4,028.33	$ 4,149.18	$ 4,273.65
Indoor Cycle Bikes	2021	3	2024	2	$ 2,200.00	$ 4,664.00	$ 4,803.92	$ 4,948.04	$ 5,096.48	$ 5,249.37	$ 5,406.85	$ 5,569.06	$ 5,736.13	$ 5,908.22	$ 6,085.46	$ 6,268.03
Air Compressor	2021	3	2024	1	$ 2,000.00	$ 2,120.00	$ 2,183.60	$ 2,249.11	$ 2,316.58	$ 2,386.08	$ 2,457.66	$ 2,531.39	$ 2,607.33	$ 2,685.55	$ 2,766.12	$ 2,849.10
Virtual Reality-Gaming	2021	3	2024	8	$ 800.00	$ 6,784.00	$ 6,987.52	$ 7,197.15	$ 7,413.06	$ 7,635.45	$ 7,864.52	$ 8,100.45	$ 8,343.46	$ 8,593.77	$ 8,851.58	$ 9,117.13
Utility Bench	2021	4	2025	6	$ 1,000.00	$ 6,360.00	$ 6,550.80	$ 6,747.32	$ 6,949.74	$ 7,158.24	$ 7,372.98	$ 7,594.17	$ 7,822.00	$ 8,056.66	$ 8,298.36	$ 8,547.31
SilverSneakers Chairs	2021	4	2025	1	$ 2,100.00	$ 2,226.00	$ 2,292.78	$ 2,361.56	$ 2,432.41	$ 2,505.38	$ 2,580.54	$ 2,657.96	$ 2,737.70	$ 2,819.83	$ 2,904.43	$ 2,991.56
BodyPump Bar Set	2021	4	2025	1	$ 5,500.00	$ 5,830.00	$ 6,004.90	$ 6,185.05	$ 6,370.60	$ 6,561.72	$ 6,758.57	$ 6,961.32	$ 7,170.16	$ 7,385.27	$ 7,606.83	$ 7,835.03
Fitness Steps	2021	4	2025	2	$ 1,700.00	$ 3,604.00	$ 3,712.12	$ 3,823.48	$ 3,938.19	$ 4,056.33	$ 4,178.02	$ 4,303.36	$ 4,432.47	$ 4,565.44	$ 4,702.40	$ 4,843.47
Volleyball System (net, poles, pads)	2021	4	2025	2	$ 2,500.00	$ 5,300.00	$ 5,459.00	$ 5,622.77	$ 5,791.45	$ 5,965.20	$ 6,144.15	$ 6,328.48	$ 6,518.33	$ 6,713.88	$ 6,915.30	$ 7,122.76
Television	2021	4	2025	12	$ 800.00	$ 10,176.00	$ 10,481.28	$ 10,795.72	$ 11,119.59	$ 11,453.18	$ 11,796.77	$ 12,150.68	$ 12,515.20	$ 12,890.65	$ 13,277.37	$ 13,675.69
Barbell Rack	2021	5	2026	2	$ 1,000.00	$ 2,120.00	$ 2,183.60	$ 2,249.11	$ 2,316.58	$ 2,386.08	$ 2,457.66	$ 2,531.39	$ 2,607.33	$ 2,685.55	$ 2,766.12	$ 2,849.10
Barbells (curl & straight)	2021	5	2026	2	$ 2,700.00	$ 5,724.00	$ 5,895.72	$ 6,072.59	$ 6,254.77	$ 6,442.41	$ 6,635.68	$ 6,834.76	$ 7,039.80	$ 7,250.99	$ 7,468.52	$ 7,692.58
Dumbbell Rack	2021	5	2026	2	$ 1,400.00	$ 2,968.00	$ 3,057.04	$ 3,148.75	$ 3,243.21	$ 3,340.51	$ 3,440.73	$ 3,543.95	$ 3,650.27	$ 3,759.77	$ 3,872.57	$ 3,988.74
Dumbbells	2021	5	2026	1	$ 10,000.00	$ 10,600.00	$ 10,918.00	$ 11,245.54	$ 11,582.91	$ 11,930.39	$ 12,288.31	$ 12,656.95	$ 13,036.66	$ 13,427.76	$ 13,830.60	$ 14,245.51
Total Stretch	2021	5	2026	2	$ 1,000.00	$ 2,120.00	$ 2,183.60	$ 2,249.11	$ 2,316.58	$ 2,386.08	$ 2,457.66	$ 2,531.39	$ 2,607.33	$ 2,685.55	$ 2,766.12	$ 2,849.10
Plyostack	2021	5	2026	1	$ 1,300.00	$ 1,378.00	$ 1,419.34	$ 1,461.92	$ 1,505.78	$ 1,550.95	$ 1,597.48	$ 1,645.40	$ 1,694.77	$ 1,745.61	$ 1,797.98	$ 1,851.92
Trashcans & Recycle Bins	2021	5	2026	24	$ 500.00	$ 12,720.00	$ 13,101.60	$ 13,494.65	$ 13,899.49	$ 14,316.47	$ 14,745.97	$ 15,188.35	$ 15,644.00	$ 16,113.32	$ 16,596.71	$ 17,094.62
Mitylite (tables, chairs, carts)	2021	5	2026	1	$ 22,000.00	$ 23,320.00	$ 24,019.60	$ 24,740.19	$ 25,482.39	$ 26,246.87	$ 27,034.27	$ 27,845.30	$ 28,680.66	$ 29,541.08	$ 30,427.31	$ 31,340.13
Makerspace (STEM) Table	2021	5	2026	1	$ 6,000.00	$ 6,360.00	$ 6,550.80	$ 6,747.32	$ 6,949.74	$ 7,158.24	$ 7,372.98	$ 7,594.17	$ 7,822.00	$ 8,056.66	$ 8,298.36	$ 8,547.31
Micro Floor Scrubber	2021	5	2026	1	$ 3,300.00	$ 3,498.00	$ 3,602.94	$ 3,711.03	$ 3,822.36	$ 3,937.03	$ 4,055.14	$ 4,176.79	$ 4,302.10	$ 4,431.16	$ 4,564.10	$ 4,701.02
Walk Behind Floor Scrubber	2021	5	2026	1	$ 14,600.00	$ 15,476.00	$ 15,940.28	$ 16,418.49	$ 16,911.04	$ 17,418.37	$ 17,940.93	$ 18,479.15	$ 19,033.53	$ 19,604.53	$ 20,192.67	$ 20,798.45
iWall	2021	5	2026	1	$ 60,000.00	$ 63,600.00	$ 65,508.00	$ 67,473.24	$ 69,497.44	$ 71,582.36	$ 73,729.83	$ 75,941.73	$ 78,219.98	$ 80,566.58	$ 82,983.57	$ 85,473.08
Gaming Wall	2021	5	2026	1	$ 80,000.00	$ 84,800.00	$ 87,344.00	$ 89,964.32	$ 92,663.25	$ 95,443.15	$ 98,306.44	$ 101,255.63	$ 104,293.30	$ 107,422.10	$ 110,644.77	$ 113,964.11
Projector, screen stand, lighting, sound system	2017	5	2022	1	$ 7,500.00	$ 7,950.00	$ 8,188.50	$ 8,434.16	$ 8,687.18	$ 8,947.80	$ 9,216.23	$ 9,492.72	$ 9,777.50	$ 10,070.82	$ 10,372.95	$ 10,684.14
Photography Equipment	2021	5	2026	1	$ 5,500.00	$ 5,830.00	$ 6,004.90	$ 6,185.05	$ 6,370.60	$ 6,561.72	$ 6,758.57	$ 6,961.32	$ 7,170.16	$ 7,385.27	$ 7,606.83	$ 7,835.03
Microwave	2021	6	2027	2	$ 500.00	$ 1,060.00	$ 1,091.80	$ 1,124.55	$ 1,158.29	$ 1,193.04	$ 1,228.83	$ 1,265.70	$ 1,303.67	$ 1,342.78	$ 1,383.06	$ 1,424.55
Two Way Radios (6-pack)	2021	6	2027	3	$ 2,400.00	$ 7,632.00	$ 7,860.96	$ 8,096.79	$ 8,339.69	$ 8,589.88	$ 8,847.58	$ 9,113.01	$ 9,386.40	$ 9,667.99	$ 9,958.03	$ 10,256.77
Leg Extension	2021	7	2028	1	$ 3,700.00	$ 3,922.00	$ 4,039.66	$ 4,160.85	$ 4,285.68	$ 4,414.25	$ 4,546.67	$ 4,683.07	$ 4,823.57	$ 4,968.27	$ 5,117.32	$ 5,270.84

Seated Leg Curl	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Leg Press	2021	7	2028	1	$	5,000.00 $	5,300.00 $	5,459.00 $	5,622.77 $	5,791.45 $	5,965.20 $	6,144.15 $	6,328.48 $	6,518.33 $	6,713.88 $	6,915.30 $	7,122.76
Converging Shoulder	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Converging Chest Press	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Diverging Seated Row	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Diverging Lat Pull	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Abdominal Crunch	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Triceps Press	2021	7	2028	1	$	3,800.00 $	4,028.00 $	4,148.84 $	4,273.31 $	4,401.50 $	4,533.55 $	4,669.56 $	4,809.64 $	4,953.93 $	5,102.55 $	5,255.63 $	5,413.30
Independent Bicep Curl	2021	7	2028	1	$	3,500.00 $	3,710.00 $	3,821.30 $	3,935.94 $	4,054.02 $	4,175.64 $	4,300.91 $	4,429.93 $	4,562.83 $	4,699.72 $	4,840.71 $	4,985.93
Hip Adduction/Abduction	2021	7	2028	1	$	2,700.00 $	2,862.00 $	2,947.86 $	3,036.30 $	3,127.38 $	3,221.21 $	3,317.84 $	3,417.38 $	3,519.90 $	3,625.50 $	3,734.26 $	3,846.29
Glute	2021	7	2028	1	$	3,500.00 $	3,710.00 $	3,821.30 $	3,935.94 $	4,054.02 $	4,175.64 $	4,300.91 $	4,429.93 $	4,562.83 $	4,699.72 $	4,840.71 $	4,985.93
Chin/Dip Heavy Stack	2021	7	2028	1	$	3,900.00 $	4,134.00 $	4,258.02 $	4,385.76 $	4,517.33 $	4,652.85 $	4,792.44 $	4,936.21 $	5,084.30 $	5,236.83 $	5,393.93 $	5,555.75
Functional Trainer	2021	7	2028	2	$	5,400.00 $	11,448.00 $	11,791.44 $	12,145.18 $	12,509.54 $	12,884.82 $	13,271.37 $	13,669.51 $	14,079.60 $	14,501.98 $	14,937.04 $	15,385.15
Warming Catering Cabinet	2021	7	2028	2	$	8,000.00 $	16,960.00 $	17,468.80 $	17,992.86 $	18,532.65 $	19,088.63 $	19,661.29 $	20,251.13 $	20,858.66 $	21,484.42 $	22,128.95 $	22,792.82
Preacher Curl	2021	7	2028	1	$	900.00 $	954.00 $	982.62 $	1,012.10 $	1,042.46 $	1,073.74 $	1,105.95 $	1,139.13 $	1,173.30 $	1,208.50 $	1,244.75 $	1,282.10
Dumbbells 5-50lbs	2021	7	2028	2	$	3,000.00 $	6,360.00 $	6,550.80 $	6,747.32 $	6,949.74 $	7,158.24 $	7,372.98 $	7,594.17 $	7,822.00 $	8,056.66 $	8,298.36 $	8,547.31
Dumbbells 55-75lbs	2021	7	2028	1	$	1,200.00 $	1,272.00 $	1,310.16 $	1,349.46 $	1,389.95 $	1,431.65 $	1,474.60 $	1,518.83 $	1,564.40 $	1,611.33 $	1,659.67 $	1,709.46
Dumbbell Rack	2021	7	2028	2	$	1,300.00 $	2,756.00 $	2,838.68 $	2,923.84 $	3,011.56 $	3,101.90 $	3,194.96 $	3,290.81 $	3,389.53 $	3,491.22 $	3,595.95 $	3,703.83
Barbells (curl & straight)	2021	7	2028	2	$	2,600.00 $	5,512.00 $	5,677.36 $	5,847.68 $	6,023.11 $	6,203.80 $	6,389.92 $	6,581.62 $	6,779.06 $	6,982.44 $	7,191.91 $	7,407.67
Barbell Rack	2021	7	2028	2	$	900.00 $	1,908.00 $	1,965.24 $	2,024.20 $	2,084.92 $	2,147.47 $	2,211.89 $	2,278.25 $	2,346.60 $	2,417.00 $	2,489.51 $	2,564.19
Goodman's Furniture	2021	7	2028	1	$	45,000.00 $	47,700.00 $	49,131.00 $	50,604.93 $	52,123.08 $	53,686.77 $	55,297.37 $	56,956.29 $	58,664.98 $	60,424.93 $	62,237.68 $	64,104.81
Refrigerator	2021	7	2028	2	$	4,000.00 $	8,480.00 $	8,734.40 $	8,996.43 $	9,266.32 $	9,544.31 $	9,830.64 $	10,125.56 $	10,429.33 $	10,742.21 $	11,064.48 $	11,396.41
Ice Machine	2021	7	2028	2	$	2,000.00 $	4,240.00 $	4,367.20 $	4,498.22 $	4,633.16 $	4,772.16 $	4,915.32 $	5,062.78 $	5,214.67 $	5,371.11 $	5,532.24 $	5,698.21
Treadwall	2021	7	2028	1	$	18,000.00 $	19,080.00 $	19,652.40 $	20,241.97 $	20,849.23 $	21,474.71 $	22,118.95 $	22,782.52 $	23,465.99 $	24,169.97 $	24,895.07 $	25,641.92
Bridge (custom rig w/ 4 bays)	2021	8	2029	1	$	23,000.00 $	24,380.00 $	25,111.40 $	25,864.74 $	26,640.68 $	27,439.90 $	28,263.10 $	29,110.99 $	29,984.32 $	30,883.85 $	31,810.37 $	32,764.68
Flooring	2021	10	2031	1	$	500,000.00 $	530,000.00 $	545,900.00 $	562,277.00 $	579,145.31 $	596,519.67 $	614,415.26 $	632,847.72 $	651,833.15 $	671,388.14 $	691,529.79 $	712,275.68
Sound System	2017	10	2027	1	$	15,000.00 $	15,900.00 $	16,377.00 $	16,868.31 $	17,374.36 $	17,895.59 $	18,432.46 $	18,985.43 $	19,554.99 $	20,141.64 $	20,745.89 $	21,368.27
Basketball Hoops	2021	15	2036	6	$	50,000.00 $	318,000.00 $	327,540.00 $	337,366.20 $	347,487.19 $	357,911.80 $	368,649.16 $	379,708.63 $	391,099.89 $	402,832.89 $	414,917.87 $	427,365.41
Office Furniture	2021	15	2036	1	$	100,000.00 $	106,000.00 $	109,180.00 $	112,455.40 $	115,829.06 $	119,303.93 $	122,883.05 $	126,569.54 $	130,366.63 $	134,277.63 $	138,305.96 $	142,455.14

Asset List
Recreation Division
FY23-FY33

10 Year Asset Replacement Totals	Inflation Rate	# of Assets
$135,000.00	0.00%	86

Totals:	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
	$ -	$ -	$ 25,000.00	$ -	$ -	$ 18,000.00	$ -	$ -	$ -
Replacement Needs	$ -	$ -	$ 25,000.00	$ -	$ -	$ 18,000.00	$ -	$ -	$ -

*ammout to small to request supplemental funding add to year prior.

Asset	Location	Year Purchased	Life Cycle	Replacement Year	Quantity	Estimated Total Replacement Cost (2020)	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Cabinets and Counter	Community Center	1986	30	2016	1	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00
Digital Display (Dacktronics)	Goodyear Community Park	2018	7	2025	1	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ 25,000.00
Tables and Chairs	Community Center	2021	5	2026	75	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00
Pitching Mounds	Goodyear Community Park, Falcon Park, Foothills Community Park and Goodyear Recreatioin Campus	2022	4	2027	11 game mounds and 7 practice mounds	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00
Scoreboard	Falcon Park	2018	10	2028	1	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00
Painting	Community Center	2018	10	2028	1	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Scoreboards	Goodyear Community Park	2021	10	2031	3	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00	$ 45,000.00
Scoreboard	Foothills Community Park	2021	10	2031	1	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00
Scoreboard	Goodyear Recreation Campus	2021	10	2031	2	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00
Flooring	Community Center	2018	15	2033	1	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00	$ 80,000.00

Location	Asset/ Element	Sq ft	"Year Purchased "	Life Cycle	Replacement Year	Quantity	Estimated Total Replacement Cost (2024)	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
Thomas: Cotton to end of Milk	Irrigation system		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Thomas: Cotton to end of Milk	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Indian School: 303 to Sarival Median and ROW N/S ADOT Areas	Granite Replacement		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Indian School: 303 to Sarival Median and ROW N/S ADOT Areas	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Indian School: 303 to Sarival Median and ROW N/S ADOT Areas	Irrigation system		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Sedella Parkway: Indian School to Camelback	Granite Replacement		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Sedella Parkway: Indian School to Camelback	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Sedella Parkway: Indian School to Camelback	Irrigation system		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
La Maroma: N Sedella PKW to Sedella PKWY	Granite Replacement		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
La Maroma: N Sedella PKW to Sedella PKWY	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
La Maroma: N Sedella PKW to Sedella PKWY	Irrigation system		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: Sedella to Citrus	Granite Replacement		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: Sedella to Citrus	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: Sedella to Citrus	Irrigation system		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: La Marona to Perryville	Granite Replacement		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: La Marona to Perryville	Tree & Shrub		2022	15	2037	1		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
W Campbell: La Marona to Perryville	Irrigation system		2022	15	2037	1		$-	$-	$-		$-	$-	$-	$-	$-	$-	$-
146th Ave: Wigwam- RID Canal.	Irrigation system	256,600	2016	10	2026	1	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698	$7,698
146th Ave: Wigwam- RID Canal.	Granite Replacement	256,600	2016	10	2026	1	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900	$384,900