Liberty Bicycle Boulevard

Phase One: Los Reales Road to 43rd Street

Arizona Transportation Enhancement Program, Round 18

Sponsor: City of Tucson, Department of Transportation

TRANSPORTATION ENHANCEMENT APPLICATION
APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) City of Tucson	**1a. MPO / COG** PAG	**2. DATE** 06/08/2010
3. PROJECT NAME & LIMITS Liberty Bicycle Boulevard Phase One: Los Reales Road to 43rd Street Bicycle Boulevard along Liberty Avenue and San Fernando Avenue from the junction of S. 10th Ave. and W. 43rd Street to Los Reales Road in Tucson.		
4. **Contact Person-Name and Title. For State project, provide ADOT District contact information here.** Tom Thivener, Bicycle and Pedestrian Manager, TDOT	**4a. Mailing Address** City of Tucson Department of Transportation 210 N. Stone Ave. 6th Floor	

4b. CITY Tucson	**4c. ZIP CODE** 85701	**5. COUNTY** Pima	**6. CONGRESSIONAL DISTRICT** 7th

4d. PHONE NO:	520-791-4371
4e. FAX NO:	520-791-5902

4f. EMAIL: tom.thivener@tucson.gov		
7. **ALTERNATE Contact-Name and Title. For State project, provide local entity contact information here.** Andy McGovern, Administrator	**7b. PHONE NO:** 520-791-4371	
7a. Mailing Address: City of Tucson Department of Transportation 210 N. Stone Ave. 6th Floor	**7c. FAX NO:**	520-791-5902
	7d. EMAIL:	Andrew.mcgovern@ tucsonaz.gov
8. **List eligible activity(ies) by number and title:**	1. Provision of facilities for pedestrians and bicyclists.	
9. List requested federal amount: (Must match amount in cost estimate)	$ 749,968	
10. List total cost of project: (scoping, design and construction including federal funds, and ADOT review fees) (Must match amount in cost estimate)	$ 795,300	

Please fill in all requested information for Items 1 through 10

CHECK ONE or TWO BOXES THAT APPLY

11. Circle primary activity in which you wish to be evaluated

1.	☒	**PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.** This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
2.	☐	**PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS** Activities must have a broad and preferably regional target audience
		ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – ***NOT ELIGIBLE IN ARIZONA***
4.	☐	**SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)** ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Must be on or within 2 miles of a State designated Scenic or Historic road.
5.	☒	**LANDSCAPING AND OTHER SCENIC BEAUTIFICATION** This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Maintenance of landscaping does not qualify under this program.
6.	☐	**HISTORIC PRESERVATION** Any work under this category must have a **strong surface** transportation link either past, present or future.
7.	☐	**REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)**
8.	☐	**PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)**
9.	☐	**CONTROL AND REMOVAL OF OUTDOOR ADVERTISING**
10.	☐	**ARCHEOLOGICAL PLANNING AND RESEARCH**
11.	☐	**ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY**
12.	☐	**ESTABLISHMENT OF TRANSPORTATION MUSEUMS** Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

12. PROJECT SPECIFIC DESCRIPTION: LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. INCLUDE *PROJECT CONCEPT*, *LENGTH*, *MILEPOSTS, NUMBER OF ACRES, etc.* (e.g., construct .5 miles of 10 foot wide asphalt multi-use pathway along north side of X Rd)
Word Count Maximum: 200

The Liberty Bicycle Boulevard aims to create a safe and pleasant environment for bicyclists and pedestrians along 4.85 miles of existing residential bicycle routes on Tucson's south side. This route passes amongst other things within a half mile of 18 different K-12 level schools.

A Bicycle Boulevard is a low-volume, shared-use street that prioritizes bicyclists and pedestrians utilizing traffic calming, safer crossings and clear way-finding. Recently developed national guidelines stipulate that Bike Boulevard traffic volumes should be in the 500 to 2000 ADT range, speeds be kept at or below 25 miles per hour, that unnecessary stop signs be replaced by yields to allow bicyclists to keep their momentum, that busy roads include bike/ped crossing devices, and that pavement markings be included to aid in way-finding and remind motorists that they share the road.

The Liberty Bicycle Boulevard will improve three major crossings at Valencia, Irvington, and Ajo Way for bicyclists, pedestrians and public transit users. Strategically placed traffic calming devices, street trees, public art, pavement markings and crossing improvements will help attract new users, while simultaneously trying to reduce and slow existing neighborhood traffic. The route will also connect with a walking path being built along Los Reales Road.

13. Describe the project. Please answer all questions.

A.	Where is the project located? • Describe actual physical location • Attach state and vicinity map in appendix • For State projects, include the route and beginning and ending mileposts			
	The project is located along Liberty Avenue and San Fernando Avenue from the junction of S. 10th Ave. and W. 43rd Street to Los Reales Road in Tucson.			
B.	Is the project on:	YES	NO	
	Planned transportation corridor?	☐	x	Estimated Completion Date:
	Corridor under construction?	☐	x	Scheduled Completion Date:
	Existing transportation corridor?	x	☐	

C.	What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.	
	Bike/Pedestrian Signals at Ajo Way, Irvington and Valencia. Traffic calming and traffic reduction features. Bicycle Boulevard pavement markings, wayfinding signs and street trees.	
D.	Can the project be constructed entirely within the project right-of-way?	Yes
	Who owns the proposed project ROW?	City of Tucson
	Are any private landowners involved? If so, list below.	No
	What percent of the project area is on ADOT ROW?	None
E.	Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.	No
F.	Are utility relocations necessary?	No
G.	What is the proposed time frame for completion of the project?	
	3 Years	
H.	Will the project be ADA accessible?	Yes

14. How will the project be maintained? Prior to project construction, all projects will require a signed Joint Project Agreement (JPA) with the government sponsoring entity. If the project is a State project, the local government sponsor/applicant will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A.	Organization(s) responsible for on-going maintenance and repairs of the TE project.
City of Tucson	
B.	Proposed on-going maintenance and repair program
City of Tucson	
C.	Source of funds for on-going maintenance and repairs
City of Tucson	

15. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2008, for clarification - available at www.adotenhancement.com)

X YES ☐**NO**

16. Does the proposed project involve or is it adjacent to a historic property or historic district?

☐**YES** **X NO**

A. If yes, has the SHPO been allowed to review, comment and provide direction on the proposed project?"

☐**YES** ☐**NO**

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

Word Count Maximum: 100

NA

17. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

Word Count Maximum: 200

Representatives from Elvira and Sunnyside Neighborhood Associations, the Ward 1 Council Office, City of Tucson and the Tucson Police Department participated in initial conceptual planning efforts and support this plan. The presence of many schools along the route had previously led two neighborhood planning efforts to identify the importance of improving conditions for pedestrians and bicyclists in this area. Sunnyside Neighborhood has in fact already put significant effort into improving part of Liberty Avenue, with well-maintained traffic circles, a new HAWK crossing at Drexel Road, and newly planted street trees.

Interest in Bicycle Boulevards has also been growing in Tucson as a whole. The high costs of driving on health, pocketbooks, and the environment are making many citizens look for alternatives. The vast majority of people prefer to ride on "low stress bikeways" like Bicycle Boulevards where both speeds and volumes are lower. Support for the development of Bicycle Boulevards city-wide has come from the Tucson/Pima County Bicycle Advisory Committee, Dr.

Richard Carmona, Representative Gabrielle Giffords, the Regional Transportation Authority (RTA), the 2009 PAG Regional Bike Plan, and the 2040 Regional Transportation Plan. The RTA also committed $62,000 to cover the local match requirement, and help with planning and design.

18. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail)**.**

Word Count Maximum: 250

This proposed Bicycle Boulevard will increase the appeal of bicycling and walking along an existing 4.85 mile stretch of residential streets on the south side of Tucson by improving crossings, volume and speed control, as well as way-finding. Traffic calming through traffic circles and street trees will help decrease speeds and volumes, but will also help improve the physical comfort and aesthetics of the route to make biking and walking more pleasurable.

The neighborhoods the Liberty corridor traverses represent some of the more densely populated and economically disadvantaged areas of Tucson. Average poverty levels here are nearly four times the national average, and a full 24 percent of renter households are without a car (2000 census.) In addition, over 34 percent of the residents in this area are children under the age of 18 (2000 census.) The proposed Liberty Bicycle Boulevard would serve these vulnerable populations particularly well, as the route passes within a half mile of 18 different K-12 level schools, 4 parks, 2 libraries, the El Rio Community Center, and the Laos Transit Center. This easy connection to a major transit hub will also help facilitate the combination of bicycling and transit use in this area. In addition, the route will provide easy connections to major existing and proposed bikeways, including the Julian Wash Greenway and the Santa Cruz River Path.

Funding this project will significantly improve the safety and comfort of important low cost, healthy transportation options for underserved area residents, and for Tucson as a whole.

19. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program. **State applications MUST be signed by the appropriate ADOT District Engineer.**

Sponsor Representative (Type in name and title)	Tom Thivener, Bicycle & Pedestrian Program Manager
Signature of Rep	
Date Signed	7/28/2010

20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.

This project has been reviewed and endorsed by:

MPO or COG	Pima Association of Governments
Name and Title	John Liosatos, Transportation Planning Manager
Signature	
Date Signed	7/28/10

21. Cost Estimate review – include for State and Local projects.

The project cost estimate included in this application has been reviewed by:

Organization	City of Tucson, Department of Transportation
Name and Title	Andrew McGovern, Transportation, Planning, and Design Administrator
Signature	
Date Signed	7/28/10

Quick Facts about Liberty Bicycle Boulevard

The proposed Liberty Bicycle Boulevard route passes within a half mile of:

- 18 different K-12 level schools
- 6 parks
- 2 libraries
- El Rio Community Center
- Laos Transit Center
- Pima Community College Aviation Technology Campus
- The Desert Diamond Casino
- Julian Wash Greenway
- Santa Cruz River Path

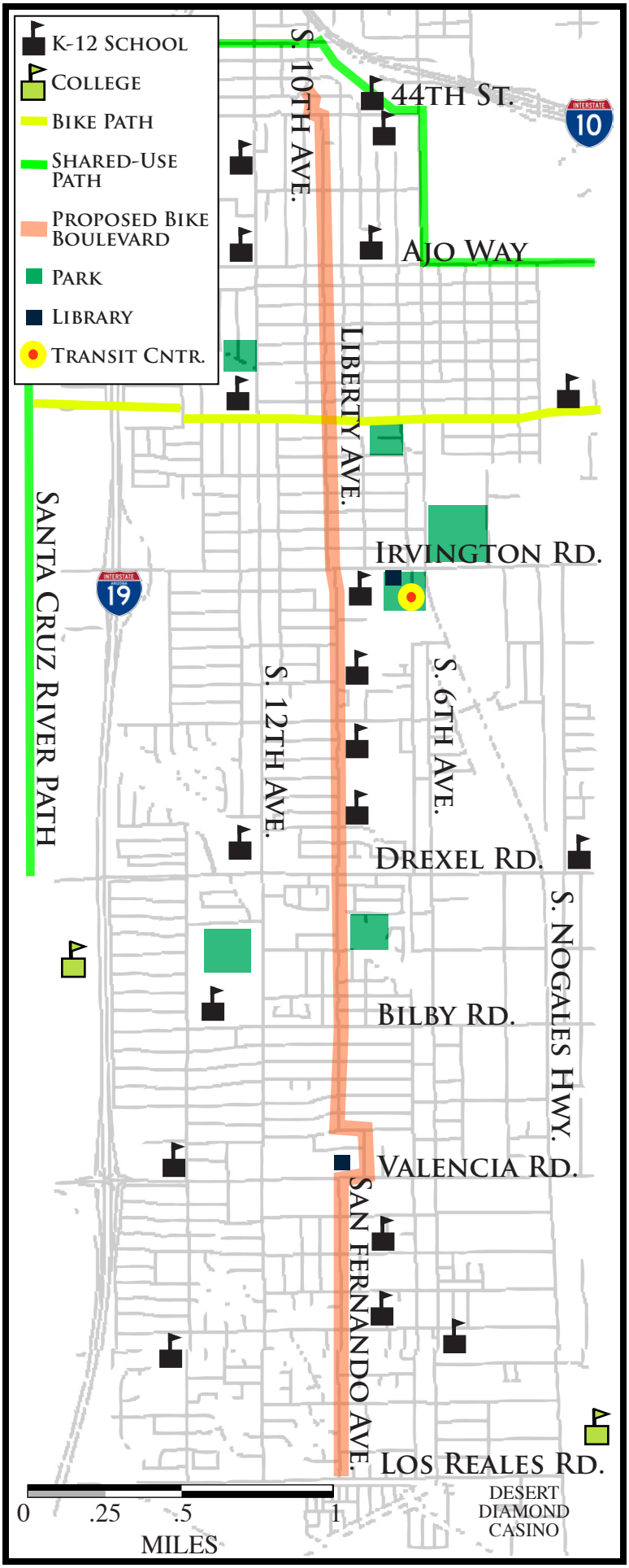
Along the proposed Liberty Bicycle Boulevard corridor:

- Poverty levels are nearly four times the national average
- A full 24 percent of renter households are without a car (2000 census)
- Over 34 percent of residents are under the age of 18 (2000 census)
- Residents report an incidence much higher than the city-wide average for walking or biking to work (2000 census)

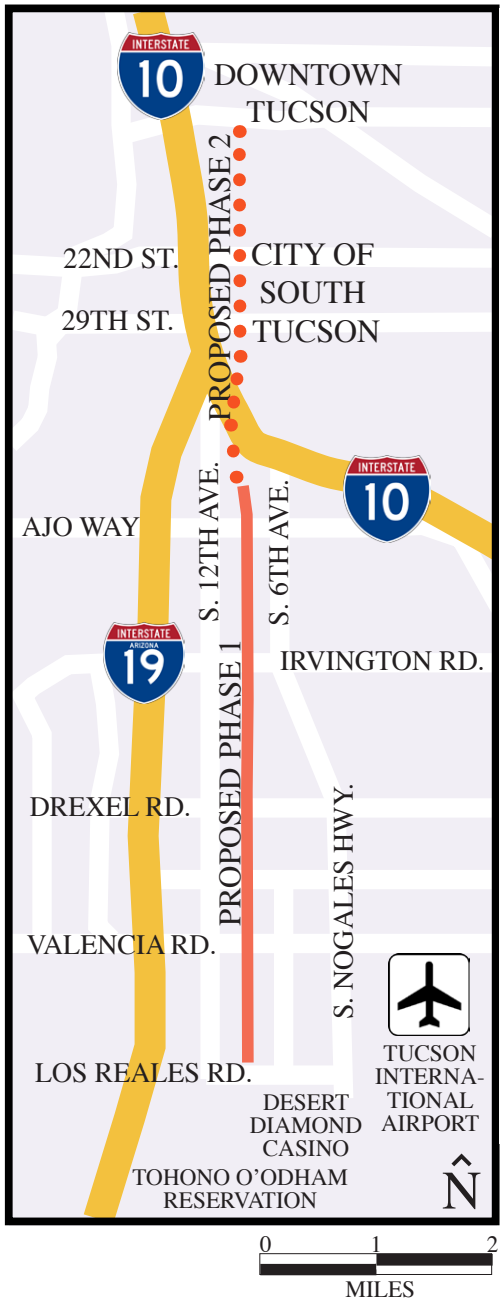
The Liberty Bicycle Boulevard plan will:

- Improve three major crossings for bicyclists, pedestrians and transit users
- Include the strategic design of traffic calming and reduction strategies
- Include new street trees to help shade the route
- Improve continuity, connectivity and way-finding
- Provide the kind of ”low stress bikeways” most potential riders prefer
- Help improve conditions for area children walking and biking to school
- Improve links between transit and bicycling and walking in the area
- Help build a safe, comfortable, and easily-accessible connection between the southern reaches of Tucson and the Downtown and urban core.

Liberty Bicycle Boulevard



Vicinity Map

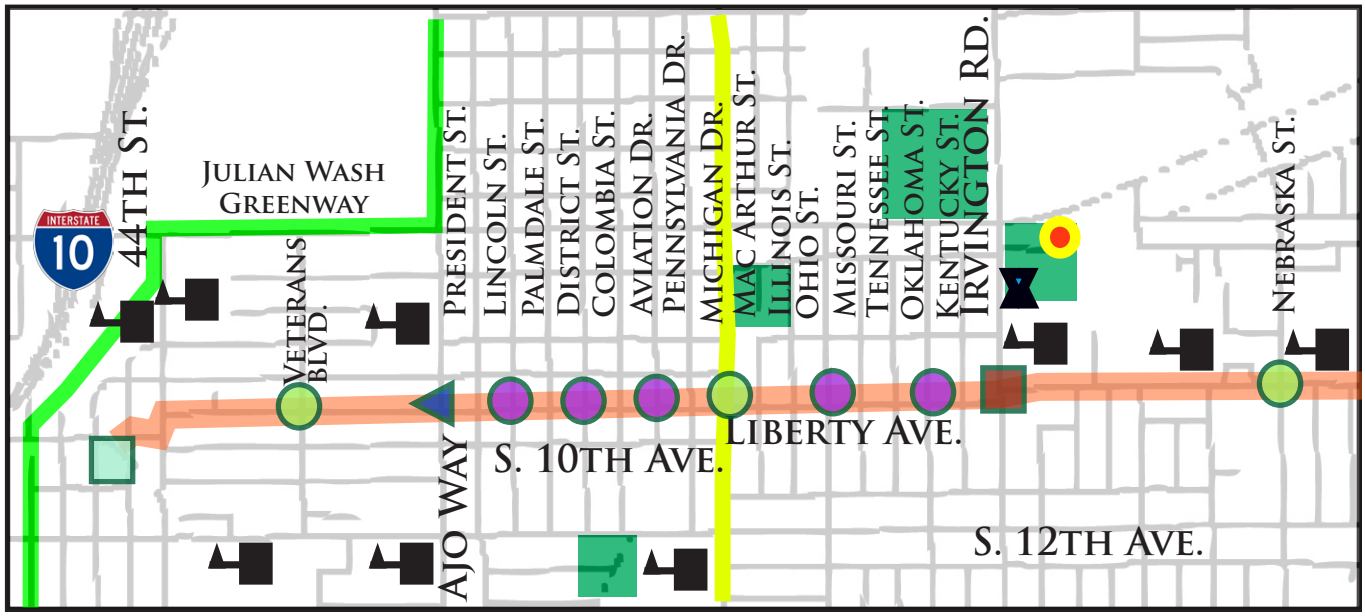


Proposed Enhancements on Liberty Bicycle Boulevard

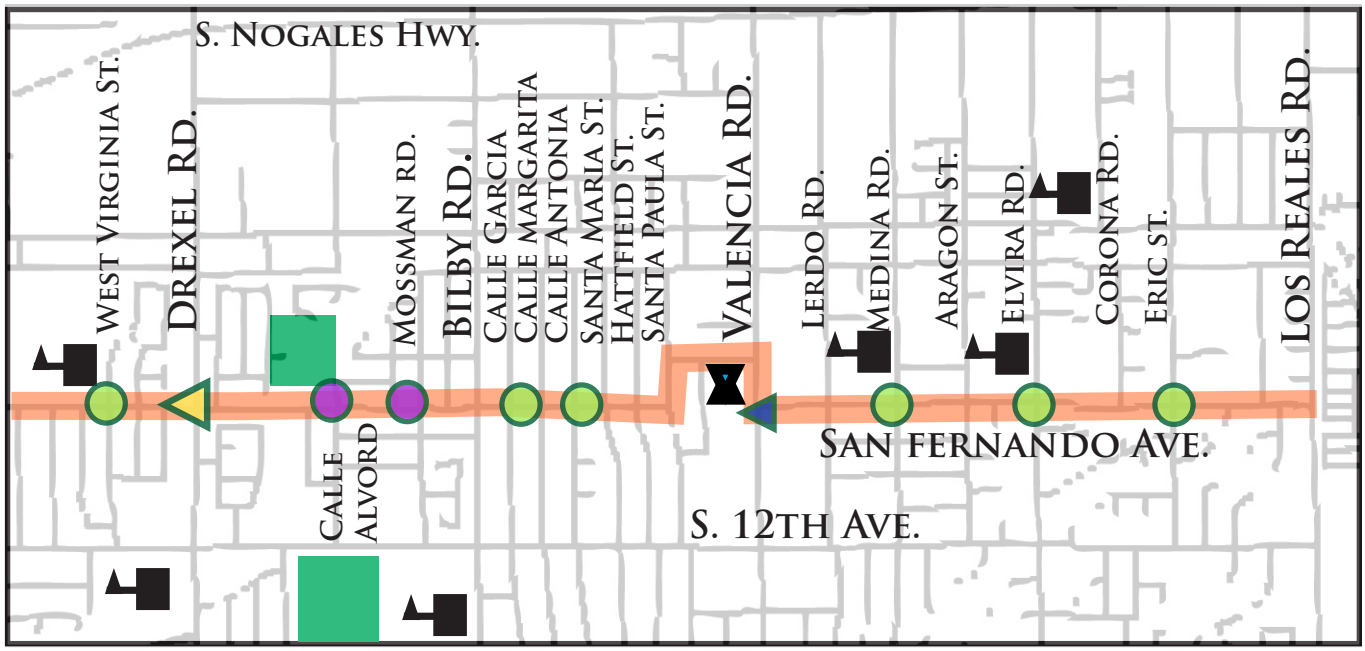
Transportation enhancement Grant Application Round 18

Section 1 | Section 2

Section 1



Section 2



Existing HAWK
Proposed Traffic Circle
Existing Traffic Circle
Proposed TOUCAN
Proposed Entry Feature
Proposed PELICAN
Transit Center
Library
Park
School

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM

ROUND 18 (2010) COST ESTIMATE

IMPORTANT CONSIDERATIONS

- List all items necessary to develop and construct or implement your project.
- The applicant is responsible for verifying all costs and their accuracy.
- Unit prices must be a reasonable representation of the work to be performed.
- The use of federal funds for project Scoping and Design is optional.
- All federal funds must have FHWA authorization prior to incurring any costs to be reimbursed.
- Funds paid for reimbursement of costs incurred shall be returned if project is not constructed.

LOCAL PROJECTS: The amount of federal funds requested for project scoping and design should not exceed 30% of the total amount of federal aid requested. Cost overruns will be the responsibility of the Local sponsoring agency.

STATE PROJECTS: To be eligible for State designation, the project must be on, adjacent to, or associated with the State Highway System, must be located on a minimum of 75% of ADOT right-of-way, and must have the signature and support of the appropriate ADOT District Engineer. State Projects shall not exceed $1,000,000 in total project cost (including the State match) unless another source for the additional funding is available to cover the overage. The source of this additional funding shall be identified in the application submitted for the State project.

NON-INFRASTRUCTURE PROJECTS (No ground disturbing activities): Address only parts A.2 (Workplan), C.4 (Itemized Costs), D (ADOT Review Fee), E (Total Project Cost), and F (Funding Breakdown). ADOT will issue the environmental clearance memo base on the final project description defned in the sponsor's detailed Workplan.

Enter values into GREEN CELLS. The program will automatically calculate the Totals and Federal Share at 94.3%, but manual overriding entries may be necessary where noted.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
A. SCOPING - Stage 1 (15% Conceptual Design) All projects must include these costs regardless if the application is for a State or Local project. (Non-infrastructure projects: Only #2 applies).						
1. SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00	$0.00	$0.00
2. PROJECT ASSESSMENT REPORT (infrastructure projects) or DETAILED WORKPLAN INCLUDING SCHEDULE AND COSTS (non-infrastructure projects) (About 5% of construction or implementation cost)	LS	1	$2,000.00	$2,000.00	$1,886.00	$114.00
3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate $20,000 to $40,000)	LS	1	$20,000.00	$20,000.00	$18,860.00	$1,140.00
4. HAZARDOUS MATERIALS ASSESSMENT including heavy metals & asbestos **(If an assessment is necessary, about $1,500. Enter $0 in Unit Price column if none required)**	LS	1	$0.00	$0.00	$0.00	$0.00
SUBTOTAL – PROJECT SCOPING COSTS Federal funds for scoping are calculated at 94.3% of the total scoping cost. If requesting less than 94.3% federal funds, enter new total or 0 in the Federal column.				$ 22,000	$20,746	$1,254

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
B. DESIGN - Stages II, III, IV (30%, 60%, 95%-100% Preliminary Design) (Pre-engineering) Not applicable to non-infrastructure projects. All infrastructure projects must include these costs regardless if the application is for a State or Local project. If federal funds are used for design, the project shall not advance beyond Stage II (30%) until it has received environmental clearance.						
1. PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs.	LS	1	$66,000.00	$66,000.00	$62,238.00	$3,762.00
2. GEOTECHNICAL INVESTIGATION (If a report is necessary, about 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) **Enter $0 in Unit Price column if none required.**	LS	1	$0.00	$0.00	$0.00	$0.00
3. DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) **Enter $0 in Unit Price column if none required)**	LS	1	$0.00	$0.00	$0.00	$0.00
4. STORMWATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) ***Enter $0 in Unit Price column if none required***	LS	1	$0.00	$0.00	$0.00	$0.00
SUBTOTAL – PROJECT DESIGN COSTS Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				$ 66,000	$62,238	$3,762
C. CONSTRUCTION OR IMPLEMENTATION - Stage V **For non-infrastructure projects (no ground disturbing activities), address only parts 4, D and F.**						
1. SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (If necessary)	LS	1	$0.00	$0.00	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$0.00	$0.00	$0.00	$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$0.00	$0.00	$0.00	$0.00
DEMOLITION						
Sawcut	LF		$0.00	$0.00	$0.00	$0.00
Remove Structures and Obstructions	LS	1	$0.00	$0.00	$0.00	$0.00
Remove Fencing	LF		$0.00	$0.00	$0.00	$0.00
Remove Structural Concrete	CY		$0.00	$0.00	$0.00	$0.00
Remove Asphaltic Concrete Pavement			$0.00	$0.00	$0.00	$0.00
Remove Concrete Sidewalks, Slabs			$0.00	$0.00	$0.00	$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00	$0.00	$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
UTILITY RELOCATION. Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible. **Enter $0 in Unit Price column if none required.**	LS	1	$10,000.00	$10,000.00	$9,430.00	$570.00
RETAINING WALL (Concrete; SF of face above the footing)	SF		$0.00	$0.00	$0.00	$0.00
EARTHWORK						
General Excavation	CY		$0.00	$0.00	$0.00	$0.00
Drainage Excavation			$0.00	$0.00	$0.00	$0.00
Structural Excavation			$0.00	$0.00	$0.00	$0.00
Structural Backfill			$0.00	$0.00	$0.00	$0.00
Borrow (In Place)			$0.00	$0.00	$0.00	$0.00
CURB & GUTTER	LF		$0.00	$0.00	$0.00	$0.00
AGGREGATE BASE	CY		$0.00	$0.00	$0.00	$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF		$0.00	$0.00	$0.00	$0.00
Colored Concrete			$0.00	$0.00	$0.00	$0.00
Stamped Color Concrete			$0.00	$0.00	$0.00	$0.00
Precast Concrete Pavers			$0.00	$0.00	$0.00	$0.00
Asphaltic Concrete	Ton		$0.00	$0.00	$0.00	$0.00
Polymer or Resin Stabilized Surface	SF		$0.00	$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF		$0.00	$0.00	$0.00	$0.00
Stamped Asphalt			$0.00	$0.00	$0.00	$0.00
Stamped Concrete			$0.00	$0.00	$0.00	$0.00
Concrete			$0.00	$0.00	$0.00	$0.00
Integral Color Concrete			$0.00	$0.00	$0.00	$0.00
PEDESTRIAN ADA RAMP	SF		$0.00	$0.00	$0.00	$0.00
CULVERT EXTENSIONS	LF		$0.00	$0.00	$0.00	$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	0	$0.00	$0.00	$0.00	$0.00
HANDRAIL						
Standard	LF		$0.00	$0.00	$0.00	$0.00
Decorative			$0.00	$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$ 10,000	$9,430	$570
2. LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per Local code or special design requirements)	Each		$0.00	$0.00	$0.00	$0.00
TREES (15 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
TREES (5 GALLON SIZE)	Each	200	$19.00	$3,800.00	$3,583.40	$216.60
SHRUBS (5 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
SHRUBS (1 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
CACTUS (5 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
MULCH						
Decomposed Granite	CY		$0.00	$0.00	$0.00	$0.00
Organic			$0.00	$0.00	$0.00	$0.00
TOPSOIL	CY		$0.00	$0.00	$0.00	$0.00
SEEDING	Acre		$0.00	$0.00	$0.00	$0.00
TURF SOD	SY		$0.00	$0.00	$0.00	$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
BOULDERS	Each		$0.00	$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF		$0.00	$0.00	$0.00	$0.00
Turf			$0.00	$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF		$0.00	$0.00	$0.00	$0.00
Cut and Patch			$0.00	$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF		$0.00	$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Water Truck Contract-18 months)	LS	1	$15,000.00	$15,000.00	$14,145.00	$855.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ 18,800	$17,728	$1,072
3. SITE FURNISHINGS						
BENCHES	Each		$0.00	$0.00	$0.00	$0.00
SEATWALLS	LF		$0.00	$0.00	$0.00	$0.00
BIKE RACKS	Each		$0.00	$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each		$0.00	$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each		$0.00	$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each		$0.00	$0.00	$0.00	$0.00
TREE GRATES	Each		$0.00	$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0
4. OTHER CONSTRUCTION ITEMS. ALSO, ITEMIZED LINE ITEMS FOR NON-INFRASTRUCTURE PROJECTS. (Insert additional rows if necessary)						
Bicycle Boulevard pavement legends- 50 per mile		250	$200.00	$50,000.00	$47,150.00	$2,850.00
Bike Boulevard Signage- Large- 6 per mile		30	$250.00	$7,500.00	$7,072.50	$427.50
Bike Boulevard Signage- Small- 20 per mile		100	$125.00	$12,500.00	$11,787.50	$712.50
Bike/Ped Signal at Ajo Way		1	$185,000.00	$185,000.00	$174,455.00	$10,545.00
Bike/Ped Signal at Irvington		1	$195,000.00	$195,000.00	$183,885.00	$11,115.00
Enhance crossing at Valencia		1	$50,000.00	$50,000.00	$47,150.00	$2,850.00
New Traffic Circles		6	$7,500.00	$45,000.00	$42,435.00	$2,565.00
Old Traffic Circles		5	$900.00	$4,500.00	$4,243.50	$256.50
Asphalt Path Connections		2	$4,000.00	$8,000.00	$7,544.00	$456.00
Public Artwork		1	$8,000.00	$8,000.00	$7,544.00	$456.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$565,500.00	$533,267	$32,234
5. MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	$22,000.00	$22,000.00	$20,746.00	$1,254.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	$9,000.00	$9,000.00	$8,487.00	$513.00
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	$4,000.00	$4,000.00	$3,772.00	$228.00
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	$17,000.00	$17,000.00	$16,031.00	$969.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	$61,000.00	$61,000.00	$57,523.00	$3,477.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ 113,000	$106,559.00	$6,441.00
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) (Enter this amount in Box A below.)				$ 707,300	$666,983.90	$40,316.10
D. ADOT REVIEW FEE (Not applicable to State projects. Cannot be applied to the federal participation or the Local match. On Local Certification Acceptance or Self-administration projects, manually change the amount in the green cell to $3,000. Change the amount to $0 for State projects.)	LS	1	$3,000.00	$3,000.00	NO ENTRY	
E. TOTAL PROJECT COST (All subtotals + ADOT local projects review fee)				$ 798,300	NO ENTRY	

F. SUMMARY OF FEDERAL AND NON-FEDERAL FUNDS

Caution: Follow the instructions in the notes provided.

TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL COST FOR SCOPING AND DESIGN (STAGES I THRU IV) IF REQUESTING FEDERAL FUNDS FOR REIMBURSEMENT OF THOSE COSTS.	BOX A	$ 795,300
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For Local projects, the maximum amount that can be requested is **$750,000** ($943,000 for State projects). If the amount automatically calculated by this program exceeds the maximum amount allowed for a State or Local project, manually input the maximum allowed amount of federal funds.	BOX B	$ 749,968
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is **$45,334** for Local projects ($57,000 for State projects). If the amount automatically calculated by this program exceeds the appropriate amount for a State or Local project, manually input the appropriate amount.	BOX C	$ 45,332
TOTAL ADDITIONAL FUNDS (OVERMATCH). Note: Enter the amount in Box A in excess, if any, of $795,334 for Local projects or $1,000,000 for State projects.	BOX D	$ (32)
TOTAL NON-FEDERAL FUNDS (Note: This is the sum of Box C and Box D).	BOX E	$ 45,300

Sunnyside Neighborhood Association
641 West Santa Maria
Tucson, Arizona 85706-5235

May 20, 2010

PRESIDENT
Beki Quintero

1ST VICE PRESIDENT
Mark Albrecht

2nd VICE PRESIDENT
Buck Crouch

SECRETARY
Louie Montijo

TREASURER
Manny Herrera Jr.

SARGEANT-AT-ARMS
Bill Jeffers

HISTORIAN
Dolores Carrillo

Gov't Laison
Yolanda Herrera

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 West Jackson Street, Mail Drop EM10
Phoenix, Arizona 85007-3217

Dear Transportation Enhancement Review Committee:

Sunnyside Neighborhood Association enthusiastically supports this application for Transportation Enhancement Funds for the Liberty Bicycle Boulevard. The proposed route moves through the entire two mile length of Sunnyside Neighborhood, along an existing bicycle route. This is a route we as a neighborhood have already focused on as an important pedestrian and bicycle corridor due to the number of schools and other amenities that line Liberty Avenue. The Sunnyside stretch of the proposed Liberty Bicycle Boulevard route alone provides access to one Elementary, two Middle and two High Schools, three parks, and two libraries. In addition the route passes less than a quarter mile from the El Pueblo Neighborhood and Community Centers, a Transit Center, and the YMCA. A safer and more pleasant Liberty Avenue would therefore help our neighbors to get to the community destinations they use the most without the expense, hassle, or ill health-effects of a car.

The connectivity of the route north and south out of the neighborhood is also good. Bicycling along Liberty Bicycle Boulevard will connect Sunnyside residents to employment, education and recreational hubs such as the Desert Diamond Casino, and Pima Community College's Aviation Technology Campus, as well as connect us to other bicycle paths leading to the Aviation Parkway, Downtown Tucson, and beyond.

Sunnyside Neighborhood efforts have already led to significant improvements along this stretch. These include installing and maintaining traffic circles, installing speed tables, planting street trees, and getting a HAWK crossing at Drexel Road. The proposed Bicycle Boulevard includes safer crossings at major intersections, traffic speed and volume reductions, and street trees. Please help this plan build on our substantial existing investment of time, effort, and funds to help our children get safely to and from schools, and encourage bicycling and walking for recreation, transportation and good health in the Sunnyside Neighborhood.

Sincerely,

Beki Quintero

Beki Quintero
President
Sunnyside Neighborhood Association

City of Tucson Rep.
Josefina Ahumada, Mayor's Office
Steve Bresler, Vice Chair, Ward 1
Brian Beck, Chair, Ward 2
Kylie Walzak, Ward 3
Bruce Hermes, Ward 4
Richard Corbett, Parliamentarian, Ward 5
Dave Boston, Ward 6

Pima County Rep.
David Bachman-Williams
Karen Berchtold
Tony Crosby
Jean Gorman
Norm Land
Martha Lemen
Eric Post
Larry Robinson
Diana Tolton
Evan Unger, Secretary

University of Arizona
Charles Franz

Town of Oro Valley
Robert Turnbull

Town of Marana
Julie Prince

Town of Sahuarita
Kevin McDonald

Davis-Monthan AFB
(open)

Ex-Officio, Special Projects
Roy Schoonover

Pima County (staff)
Matthew Zoll

City of Tucson (staff)
Tom Thivener

Town of Oro Valley (staff)
Nancy Ellis

Town of Marana (staff)
Brian Varney

Tucson Police Dept. (staff)
Lt. Mike Pryor/Sgt. Tim Beam

P.C. Sheriff's Dept. (staff)
Deputy Ryan Roher

ADOT (staff)
Dan Williams

Pima Assoc. of Gov. (staff)
Gabriel Thum

tucson-pima county BAC bicycle advisory committee

May 12, 2010

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 West Jackson Street, Mail Drop EM10
Phoenix, Arizona 85007-3217

Dear Transportation Enhancement Review Committee:

The Tucson-Pima County Bicycle Advisory Committee is pleased to support this application for Transportation Enhancement Funds for the Liberty Bicycle Boulevard. This is an exciting opportunity to make this route safer and more user-friendly, and help boost area bicycling for both recreation and transportation. Although Tucson as a whole is served by many miles of striped bicycle lanes, most of these run along heavily trafficked roads. Most would-be riders prefer to ride on "low stress bikeways" where traffic speeds and volumes are lower. If this corridor can be converted into a Bicycle Boulevard it would encourage more people to choose to bicycle.

Bicycle Boulevards largely utilize existing infrastructure, and are therefore a very cost-effective way to create routes that meet the needs of both riders and pedestrians. These kinds of routes allow riders of all abilities to comfortably and safely reach every-day destinations such as school, work and shopping. The very large volume of bicycle traffic seen along the existing Third Street Bikeway/Bike Boulevard in central Tucson is an example that this kind of facility really does attracts many riders, In addition this kind of facility appeals to the whole spectrum of cyclists, from young children and families, to commuters, to racers.

The proposed Liberty Bicycle Boulevard route moves through a historically underserved area of southern Tucson, passing within a quarter mile of 16 K-12 schools, a Pima Community College Campus, as well as a number of parks, libraries, shopping areas, and other popular community destinations. The safer crossings, calmed traffic and improved way-finding the Bicycle Boulevard would bring, will help make bicycling and walking in this area a safer and more attractive alternative to driving. This in turn can help reduce area congestion and pollution, as well as lower household gasoline consumption and vehicle maintenance costs.

The T-PCBAC has previously supported Bicycle Boulevard projects in Tucson, including the Fontana-4th Avenue and the Treat Bicycle Boulevard projects. Bicycle Boulevards are a creative and effective response to the needs of bicyclists, and Tucson will benefit greatly from the creation of the Liberty Bicycle Boulevard.

Tucson-Pima County Bicycle Advisory Committee, P.O. Box 27210, Tucson, AZ 85726-7210 (520) 837-6691 or (520) 740-6746 T-PCBAC Website: www.biketucson.pima.gov

We welcome your thoughts and proposals and look forward to working with you to make the Liberty Bicycle Boulevard a reality in Tucson. If you have any questions, feel free to contact me (Brian Beck) weekdays at 795-3000 extension 113.

Sincerely,

Brian Beck

Brian Beck, Chair
Tucson-Pima County Bicycle Advisory Committee

CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION

July 22, 2010

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 So. 17th Avenue
Phoenix, AZ 85007-3213

SUBJECT: Liberty Avenue Bicycle Boulevard Transportation Enhancement Grant

Dear Committee Members:

On behalf of The Tucson Department of Transportation, I am writing to voice my support for the Liberty Avenue Bicycle Boulevard Project for Transportation Enhancement funding. This project is co-sponsored by the City of South Tucson. The project will include converting 5.5 miles of a popular bikeway into a bicycle boulevard featuring wayfinding signage, enhanced bicycle crossings, and traffic mitigation measures.

This Bicycle Boulevard would connect riders to every-day destinations such as school, work, and shopping. Bicycle Boulevards, which provide a safer, comfortable, convenient, and fun ride, appeal to the whole spectrum of cyclists, from young children and families, to commuters, to racers.

As the City's direct sponsor of this project, I believe that the Liberty Avenue Bicycle Boulevard Project will provide a needed enhancement in our community.

Thank you for your considering this important project for funding.

Sincerely,

James W. Glock, P.E., Director
Department of Transportation

JWG:JD:mc

DIRECTOR'S OFFICE
P.O. BOX 27210 • TUCSON, AZ 85726-7210
(520) 791-4371 • FAX (520) 791-5902 • TTY (520) 791-2639
www.cityoftucson.org

APPENDIX

User Groups and Primary Challenges

More than 8 percent of home owners and 24 percent of renters along the Liberty Avenue corridor have no car (2000 census.) In addition, over 4 percent of area residents reported walking, or using another non-driving or transit mode of transportation, to get to work. Along the northernmost part of the route this number was 9.7 percent.
Most of the Liberty route currently lacks shade or beautification, and efficient commuting along the route is interrupted by stop signs and a lack of safe, controlled crossings.

Although over 34 percent of the population in the neighborhoods along the Liberty corridor is under the age of 18, and Liberty Avenue and San Fernando Road are lined with many schools, the route is not as well utilized as it could be. The corridor lacks adequate safe crossings, shade, proper wayfinding signage, and a comprehensive strategy to control vehicle speeds and numbers. Proposed Bicycle Boulevard pavement markings would also help remind bicyclists to ride with traffic.

The Liberty Avenue corridor is lined with schools. Although there is a significant amount of foot and bicycle traffic along this road, permanent traffic calming elements are largely missing. Current traffic volumes are estimated at approximately 3000 cars per day.

New traffic circles at strategic junctures along Liberty Avenue will provide traffic calming and neighborhood beautification. Replacing 'stop' signs with four-way 'yield' signs will allow bicyclists to maintain their momentum. Bicycle Boulevard pavement markings help with way-finding, and remind motorists to slow down and be aware that they share the road with bicyclists.

Conceptual Improvements

Crossing Improvements at major intersections: Irvington Road Crossing

Bicyclists and pedestrians wishing to cross Irvington Road (pictured above) at Liberty Avenue have no safe way to do so. According to PAG, 33,000 cars pass this section of Irvington every day. The Liberty crossing at Valencia has even more cars: 48,000 per day.

A two-stage PELICAN signal with a median and button activated lights for both pedestrians and bicyclists allows for safer crossings, while simultaneously connecting the 130 foot jog between the northern and southern sections of Liberty Avenue.

ADOPTED BY THE
MAYOR AND COUNCIL

July 7, 2010

RESOLUTION NO. 21590

RELATING TO TRANSPORTATION; AUTHORIZING THE DIRECTOR OF THE CITY OF TUCSON DEPARTMENT OF TRANSPORTATION TO SUBMIT AND SPONSOR NINE (9) FEDERAL SAFETEA-LU TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS TO THE ARIZONA DEPARTMENT OF TRANSPORTATION REVIEW COMMITTEE, TO EXPEND LOCAL MATCHING FUNDS IN THE EVENT OF APPROVAL, TO EXPEND FUNDING FOR PROJECT-RELATED FEES AND SERVICES, TO REIMBURSE FOR FEDERAL FUNDS EXPENDED IN THE EVENT OF CANCELLATION, TO ADVERTISE APPROVED PROJECTS WITHIN THREE (3) YEARS; AND DECLARING AN EMERGENCY.

WHEREAS, The Regional Transportation Authority's Bicycle/Pedestrian Working Group has recommended the allocation of Regional Transportation Authority funds to serve as the City of Tucson's local matching funds for Bicycle/Pedestrian SAFETEA-LU Transportation Enhancement Projects that are approved by the Arizona Department of Transportation Review Committee; and

WHEREAS, The Regional Transportation Authority Board will be requested to formally authorize the allocation of Regional Transportation Authority funds to serve as the City of Tucson's local matching funds for said approved SAFETEAU-LU Transportation Enhancement Projects.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION I. The Director of the Department of Transportation (Director) is authorized to submit and sponsor nine (9) Federal SAFETEA-LU Transportation Enhancement Project Proposals, described in Exhibit A, attached hereto.

A. The Director is also authorized and directed to send these proposals to the Arizona Department of Transportation Review Committee for consideration for Federal funding; is authorized and directed to expend local matching funds at 5.7%, any overmatch, and all cost overruns incurred to design and construct these projects for which federal funding is approved.

B. The Director is authorized and directed to expend funding for project scoping documents, environmental, right-of-way, and utility clearances, design, the ADOT review fees, and perpetual maintenance, if applicable.

C. The Director is authorized and directed to reimburse the Arizona Department of Transportation and Federal Highway Administration for all Federal funds used if an approved project is cancelled by the City of Tucson.

D. The Director is authorized and directed to advertise the approved projects within three (3) years, and is authorized to execute and submit all documents, including any funding agreements which may be necessary or desirable to give effect to this resolution.

SECTION 2. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

SECTION 3. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this resolution become immediately effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, July 7, 2010.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

REVIEWED BY:

for ML

CITY MANAGER

DF/mg
6/25/10

SAFETEA-LU Transportation Enhancement Proposals
Sponsored by the City of Tucson Department of Transportation

June 2010

1. Liberty Bicycle Boulevard – Phase 1
This project will convert Liberty Avenue from 10th Avenue to 43rd Street, a 5.5 mile residential street currently signed as a bike route, into a Bicycle Boulevard. This Bicycle Boulevard will include enhanced bicycle crossings, traffic calming, and wayfinding signage. This Bicycle Boulevard will connect with other Bicycle Boulevards and key bikeways.
Project cost shall not exceed $750,000

2. 9th Street Bicycle Boulevard
This project is to convert 9th Street from 4th Avenue to Plumer and 8th Street from Plumer Avenue to Treat Avenue into a Bicycle Boulevard (2.1 miles). This Bicycle Boulevard will include enhanced bicycle crossings, traffic calming, and wayfinding signage. This Bicycle Boulevard will connect with other Bicycle Boulevards and key bikeways.
Project cost shall not exceed $750,000

3. El Paso and Southwestern Greenway- South Tucson Section
This project will continue the development of the El Paso Greenway. The El Paso Greenway is a 6-mile bicycle and pedestrian path that runs along the abandoned Southern Pacific railroad. This application is for the Greenway portion from 29th Street to 6th Avenue.
Project cost shall not exceed $750,000

4. Kolb Road Connection to Sabino Canyon Multi-use Path
This project consists of creating a 0.8-mile multi-use path along the west side of the RTA funded Kolb Road extension to Sabino Canyon from Tanque Verde Road to Kolb Road.
Project cost shall not exceed $750,000

5. Treat Avenue Bicycle Boulevard
This project will convert Treat Avenue (5 miles) from the Rillito River Path to the Aviation Bikeway into a bicycle boulevard. This Bicycle Boulevard will include enhanced bicycle crossings, traffic calming, and wayfinding signage. This Bicycle Boulevard will connect with other Bicycle Boulevards and key bikeways.
Project cost shall not exceed $750,000

6. Cushing Street Underpass Pedestrian Streetscape Project
This project will enhance the pedestrian connectivity under the Cushing Street underpass from South Freeway Road to North Freeway Road. The improvements will include an 80-foot-wide pedestrian walkway on both sides of the underpass, public art, and benches.
Project cost shall not exceed $750,000

7. **Atterbury Wash Greenway: Irvington Road to Williams Clemens Community Center**

The proposed project is a shared use commuter path along Fred Enke Drive between Irvington Road and Lincoln Park. The commuter destinations along this segment of the master planned Atturbury Greenway include Pima Community College East Campus, William Clements Center, and Lincoln Park. This 0.35-mile segment will connect to another 0.95-mile segment immediately to the north that will be constructed starting in late summer 2010.

Project cost shall not exceed $750,000

8. **Arcadia Multi-use Path: 5th Street to Speedway Boulevard**

The proposed project is an off street, shared use, commuter path along Arcadia Avenue between Speedway Boulevard and 5th Street. As a stand-alone project, it provides safety improvements for an existing, informal commuter route to Rincon High School. The segment is also part of the incremental development of the master planned Arcadia Urban Greenway that provides a north/south, off road, multi-use commuter path through the urban core between the Rillito River Park and the Golf Links Bike Path.

Project cost shall not exceed $750,000

9. **Arcadia Multi-use Path: Golf Links Road- Sahuara Avenue Signalized Bike/ Pedestrian Crossing**

The project provides safety enhancements to an existing commuter route between residences, Corbett Elementary School, and the Golf Links Bike Path. Golf Links Road is a high volume road that is difficult to cross on foot or on bike. The project will provide a safer, lighted crossing for existing commuters while also contributing to the long-term development of the larger, master-planned Arcadia Urban Greenway Multi-Use Path and its connections to the regional path system.

Project cost shall not exceed $750,000