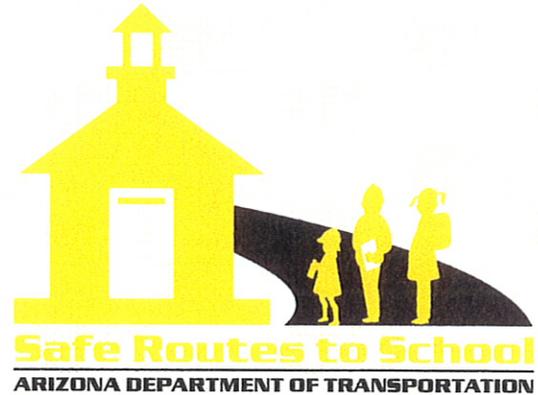




**Amphitheater Transportation
Department**
241 E. Pastime Road
Tucson, AZ 85705
(520) 696-3780
FAX (520) 696-3789

ARIZONA SAFE ROUTES TO SCHOOL PROGRAM



Sponsored by
Arizona Department of Transportation

With Support From

U.S. Department of Transportation
Federal Highway Administration

Infrastructure Projects

Cycle Five

Due Date: December 30, 2010 (12:00 noon)

Optional Pre-Application Review Deadline: October 29, 2010

Application

Your project name:

Walking 'N Riding Rio Vista "Bull Dogs"

School Name: Rio Vista Elementary

School/site address: 1351 E. Limberlost Drive

City: Tucson Zip Code: 85704

In what U.S. Congressional District is the target school: 8

Applicant (Government agency, school, district, non-profit): City of Tucson / Amphitheater School Dist.

(NOTE: the applicant will be the *fiscal agent*, sending and receiving all monetary payments.)

(IF YOU ARE A NON-PROFIT, ATTACH YOUR IRS 501(c)3 LETTER AND CERTIFICATE OF GOOD STANDING)

Amount of Safe Routes to School funds that you are requesting: \$ 399,728 (change to exact)

(This amount must exactly match the project total indicated on your Cost Estimates page)

Project Contact Information

(Include the main points of contact for this grant application)

Applicant: City of Tucson, Department of Transportation

(Who will be the fiscal agent for this grant, expending the funds and receiving the reimbursements)

Address: Dept. of Transportation, 201 North Stone Avenue – 6th floor

City: Tucson Zip Code: 85701

Applicant/project/grant contact person: Jamie Franks

(The person who wrote this grant and/or who will administer it if selected)

Telephone: 520-696-3768

E-mail address: jfranks@amphi.com

Government agency contact: Jennifer Donofrio

(Mandatory for infrastructure applications; optional for non-infrastructure applications)

Address: Dept. of Transportation, 201 North Stone Avenue – 6th floor

City: Tucson Zip Code: 85701

Telephone: 520-837-6721

E-mail address: Jennifer.Donofrio@tusconaz.gov

School profile:

Target school(s): Rio Vista Elementary SCHOOL B SCHOOL C

(NOTE: if the project includes direct involvement with more schools than space provides, copy this page, complete it for each additional school, and attach it immediately after this page.)

Is this school designated as Title 1: Yes % of students with free/reduced cost lunch: 50

Name other elementary or middle schools within 2.0 miles that are partners with the target school(s) in this project:

Amphi Middle School, Prince Elementary, Holaway Elementary

Name other schools within 2.0 miles that are *not* eligible (i.e. high school, pre-K) and/or that are not included in this project/application

Alternate High School - El Hogar, Amphitheater High School

Grade levels: SCHOOL A SCHOOL B SCHOOL C K-5 Number enrolled: SCHOOL A SCHOOL B SCHOOL C 578

School calendar: X - traditional year-round (explain) modified (explain)

Number of students who live within 1.0 - 2.0 miles from school:	SCHOOL A 154	SCHOOL B _____	SCHOOL C _____
Number of students who live within $\frac{1}{2}$ - 1.0 mile of the school:	SCHOOL A 148	SCHOOL B _____	SCHOOL C _____
Number of students who live within $\frac{1}{4}$ - $\frac{1}{2}$ mile of the schools:	SCHOOL A 166	SCHOOL B _____	SCHOOL C _____
Number of students who live within 0 - $\frac{1}{4}$ mile of the schools:	SCHOOL A 110	SCHOOL B _____	SCHOOL C _____
Number of students taking the bus: (incl. school, daycare, city buses):	SCHOOL A 148	SCHOOL B _____	SCHOOL C _____
Estimated number of students currently walking to school:	SCHOOL A 45	SCHOOL B _____	SCHOOL C _____
Estimated number of students currently bicycling to school:	SCHOOL A 10	SCHOOL B _____	SCHOOL C _____

Existing bicycle or pedestrian programs (walking school bus) or street/crossing features (i.e., bike lanes, sidewalks, special crosswalks):

Bike and Pedestrian Programs

- Hosted a Walking School Bus in October 22, 2010 to encourage students to walk to school. 150 students attended this event.
- Annual National School Bus Safety Week (October 18-22) promoting pedestrian/ bicycle safety.

Street/ Crossing Features

- The west side of Rio Vista connects with Mountain Avenue. Mountain Avenue is a recently improved roadway and a premier bicycle and pedestrian facility. This popular bikeway includes buffered bike lanes, landscaping, and public art to encourage people to walk and bike.
- North of Rio Vista Elementary school is the Rillito River Park, a popular multi-use path along the Rillito River.

- Bike lanes exist on Limberlost Drive.
- Crossing guards are located at the intersection of Mountain Avenue and Limberlost Drive during student drop-off and pick-up.

Does the school or district have policies that prohibit students from biking or walking to school, or that mandate busing? If yes, please explain:

None

If yes, please explain any plans to change these policies, including a timeline and deadline for achieving this:

None

Application Narrative

(Do not change the format or order of questions)

What is the problem your project addresses?: (300 words max.)

(Note: List only your problems, NOT your *solutions*.)

Limberlost Drive, a collector street, is an important pedestrian route to Rio Vista Elementary School and to numerous amenities and businesses on 1st Avenue and Campbell Avenue. Rio Vista Elementary School is surrounded by two popular bike and pedestrian facilities including Mountain Avenue, a newly improved, north-south residential street with a premier bicycle facility, located on the west side of the school. In addition, the Rillito River Park, a popular bike path in Tucson, is located north of the school.

The primary problem along Limberlost Drive is safety. There are no sidewalks along Limberlost Drive in front of the school or adjacent to the school. As a result, it is not safe to walk along Limberlost Drive, the recommended route to school by Rio Vista Elementary (see map). Because it is not safe to walk along Limberlost, there are very few students and parents that walk and bike to school.

Even though it is not safe to walk along Limberlost Drive, teachers and students continue to walk along Limberlost Drive for field trips to the University of Arizona Agricultural Center (located on Limberlost Drive (0.4 miles east of Rio Vista Elementary)). In some areas teachers and students are forced in the bike lane due to landscaping impediments.

As a result of their being no sidewalks along Limberlost Drive, parents use the dirt right-of-way areas located on both sides of the street as parking areas during pick-up and drop-off. There are "No Parking" signs posted every 50 feet in front of the school, but the signs do not deter the parents from parking. The illegally parked parents create two major problems:

- The illegally parked cars force pedestrians into the street with moving vehicles. This existing condition makes walking and biking to school dangerous.
- Traffic volumes along Limberlost Drive are heavy especially during drop-off and pick-up times. Traffic volumes have also increased along Limberlost because of the completion of a major roadway enhancement (Mountain Avenue). Many parents park across the street from the school and walk through the backed up traffic to collect their children. Then

parents must walk with their child across the street between slowly moving cars. This illegal action is very dangerous and puts parents and students at risk to getting hit by cars.

Accurately describe your solution/project: (400 words max.)

(Note: List only your solutions, NOT your *problems*.)

The solution to create a safer pedestrian area is fourfold:

1. The project will include an approximately 1.0 mile, 6 foot-wide, asphalt path along Limberlost Drive, from First Avenue to Campbell Avenue. This path will create a safe place for students and parents to walk and bike to school.

The asphalt path will be set as from the road as far as possible to create a buffer between the vehicular traffic and pedestrian area. Before each intersection, the asphalt path will transition from an asphalt path into a concrete sidewalk ramp with detectable warnings.

The City will not need to acquire any right-of-way for this project. However, constructing the asphalt path will require some landscaping removal along Limberlost. There are large Oleander bushes that will need to be trimmed or removed to create the path. In addition, signs along the north side of Limberlost will need to be relocated to accommodate the path.

2. Prevent vehicles from parking in the City of Tucson right-of-way. A wooden post and cable barrier will be installed along the entire length of the new asphalt path and in areas near the school, where parents are notorious for blocking the pedestrian access route. In addition, the wooden post and cable barrier will improve safety by providing a physical barrier between the roadway and the path.

These solutions would benefit Rio Vista by encouraging students and parents to walk to school and the University of Arizona Agricultural Center.

3. An encouragement program will be created and sponsored by Rio Vista Elementary School. Once the path is in place, Rio Vista will reward students walking and biking to school. Incentive programs would include prizes funded by the Pima County- Tucson Safe Routes to School Program. In addition, the school will continue to host Walking School Bus Days, School Safety Week, bike rodeos, and in-class bicycle and pedestrian training.

4. Get the kids excited about the path. Rio Vista would like to include some of the student's footprints in the path. The footprints would benefit the project by creating a pathway of discovery.

Have you held a 'walkabout' site assessment?

The walkabout must be held at one of your project's target schools.

Yes	<input type="checkbox"/>	Date held: October 27, 2010
-----	--------------------------	-----------------------------

List all who participated in the walkabout:

Jennifer Donofrio (City of Tucson, Department of Transportation), Joe Chase (City of Tucson, Department of Transportation), Dianna Kuhn (Rio Vista School Principal), Jamie Franks

(Amphi School Assistant Manager of Transportation), Marc Lappitt (Amphi School District), Sherry Tillis (Rio Vista School Health-Aid).

Site safety/crash history (300 words max.); Describe any car-bicycle and car-pedestrian crashes on streets within 2-mile radius from target school. You may attach crash reports or summarize their results; also, news stories, school or parental surveys and concerns, observed/potential conflicts.

You may provide actual law enforcement crash reports, but the data must be readable and USEABLE. Unclear or confusing data will not be considered. You may instead attach a letter from a law enforcement officer at the department head level or above confirming and explaining specific incidents or locations of concern. **The reports must cover only your target area – NOT your entire city. Do not submit more than 5 pages of reports.**

Table 1: Tucson Police Department Collision Reports from 2008 to 2010 for Major Intersections near Rio Vista Elementary School

	1st Ave & Limberlost			Mountain & Limberlost			Limberlost & Campbell		
	01-10 to 06-10	01-09 to 12-09	01-08 to 12-08	01-10 to 06-10	01-09 to 12-09	01-08 to 12-08	01-10 to 06-10	01-09 to 12-09	01-08 to 12-08
Collision									
fatal	0	0	0	0	0	0	0	0	6
Injury	10	13	10	1	1	1	2	4	7
Damage-Only	12	20	15	0	1	3	2	4	0
Total Collisions	22	33	25	1	2	4	4	8	13
Persons injured	13	16	16	1	1	1	4	0	8
Persons Killed	0	0	0	0	0	0	0	0	0
Hit & Run Collisions									
Fatal	0	0	0	0	0	0	0	0	0
Injury	0	0	0	1	0	0	0	1	0
Damage-only	1	0	2	0	0	1	0	0	0
Total Collisions	1	0	2	1	0	1	0	1	0
Persons injured	0	0	0	1	0	0	0	1	0
Persons Killed	0	0	0	0	0	0	0	0	0
Alcohol Involvement									
DUI Arrest	0	2	0	0	1	0	0	0	0
W/Impaired Driver	0	0	0	0	0	0	0	0	0
Total Alcohol Related	0	2	0	0	1	0	0	0	0
Total Alcohol Injuries	0	1	0	0	0	0	0	0	0
Total Fatal Collisions	0	0	0	0	0	0	0	0	0

The Police Reports reveal that large volumes of vehicular accidents have occurred along Limberlost Drive. According to the Parent Survey, parent's number one barrier for preventing students from walking and biking to school is accidents.

In addition, other major safety issues exist in front of/ near the school include:

1. There is a four-way stop sign at the intersection of Mountain Avenue and Limberlost Drive located adjacent to the school. During drop-off and pick-up times cars are stacked up at this intersection and students and parents are crossing the street. Those who walk are traveling on the road because of the over grown bushes and illegally parked cars.

At the intersection, motorists fail to fully stop. The Tucson Police Department is periodically called to enforce the speed limit and Stop sign usage (see attached police reports). Tucson Police Dept. Traffic Collision Statistical Report noted four collisions at the intersection of Limberlost and Mountain Ave. from 1/1/2003 to 10/31/08.

2. The second safety concern is parents parking in the "no parking" area in front of the school. This dirt area located adjacent to the street is intended for students and parents to walk in; however, during drop-off and pick-up times parents illegally park making the area very dangerous to walk through.

3. Parent surveys show that parents are concerned about traffic speeds near the school. This perceived barrier prevents students from walking and biking to Rio Vista Elementary School.

Describe how the five "Es" will be used, or are currently being used in the project (400 words or less; see <http://www.azdot.gov/srts>, go to 'How to Apply', for definition of "The 5 Es").

APPLICANTS: You need to explain how the 5 Es are being addressed in your project area even if you are applying for funding to implement fewer than five Es. The more Es you address, the higher the score you will receive. If work on other Es is being done in your community (or already is in place), with or without SRTS funds, and even though you are not requesting funds for them, include them in your text.

Engineering: We propose to construct a 6-foot wide asphalt path along the north side of Limberlost Drive, from First Avenue to Campbell Avenue (approx. 1.0 mile). In addition, wooden posts and cable will be placed along the path and across the street from the school to prevent parking and create a physical separation from the roadway. The City of Tucson will not require new right-of-way for this project.

Education: Rio Vista Elementary School already has several programs in place to encourage students to walk and bike to school. On Friday, October 22, 2010, 150 students participated in a Walking School Bus program escorted by the Tucson Police Department from Don Hummel Park along Limberlost to the school a distance of approximately ½ mile. The Walking School Bus path followed the proposed asphalt path. In addition, there were activities associated with

the program that promoted fitness and safety. The Annual National School Bus Safety Week was also celebrated in October, including skits demonstrating bicycle and pedestrian safety.

In January 2011, the Pima County Bicycle & Pedestrian Program plans on hosting a bicycle education training and bike rodeo for second through fourth grade students.

Rio Vista plans on continuing to host these events each year.

Enforcement: Rio Vista has requested that the Tucson Police Department regularly enforce parking and speeding along Limberlost Drive. The school will continue to encourage the Tucson Police Department to enforce safety concerns.

Rio Vista has also been working with the City of Tucson Traffic Engineers to install speed tables along Limberlost to help reduce traffic speed and create a safer area for bicyclist and pedestrians. The speed tables are not included in this grant proposal.

Encouragement: Once the path is in place, Rio Vista will reward students walking and biking to school. Incentive programs would include prizes funded by the Pima County- Tucson Safe Routes to School Program. In addition, the school will continue to host Walking School Bus Days, School Safety Week, bike rodeos, and in-class bicycle and pedestrian training.

In addition, including the student's footprints in the path would encourage students to walk along a pathway of discovery.

Evaluation: Once the project is constructed student and parent surveys shall be distributed and evaluated for five quarters. In addition, this evaluation will be in coordination with the Pima Association of Governments annual bicycle counts in October.

What methods and survey forms will you use to collect walking/biking participation data from all schools (500 words max.):

(This should match your Evaluation Plan)

Rio Vista plans on collecting three types of data, (1) surveys to identify behavioral barriers to walking and bicycling to school (Parent Surveys), (2) actual data on how the students traveled to school (student Surveys), and (3) observational data about drop-off and pick-up conditions. This data will be collected on a quarterly basis by the Amphi School District Transportation Department.

Parent Survey:

- Distribute the survey to parents
- Collect one week later
- Enter the data in the National Data Base
- Attach to the Evaluation Plan Sheet
- Develop a plan of action to improve the results

Student Travel Tally Sheet:

- Distribute the Student Travel Tally Sheets to the teachers

- Coordinate fall Student Tally collection with PAG Bike Counts. Provide bike count information to PAG.
- Conduct Tally Survey in the classroom on Tuesday-Wednesday
- Collect the data on Friday
- Enter the data in the National Data Base
- Attach to the Evaluation Plan Sheet
- Develop a plan of action to improve the results

Observational Drop-off and Pick-up Conditions:

- Conduct onsite observations about where parents are parking for pick-up and drop-off, identify if the changes are helping enforce the no parking areas, note the number of parents parking.
- Evaluate the results and plan of action for improving the student walking and bicycling results

Evaluation Plan

This chart is for names and affiliations only – no walking/biking numbers are required. In order to collect this walking/bicycling data we highly recommend that you use the Student Arrival and Departure Tally Sheet that can be found at <http://www.azdot.gov/srts>. To add more schools to your chart, photocopy this page and attach it immediately following.

	2012/Jan-Mar (Dates of 2-day per.)	2012/Apr-Jun (Dates of 2-day per.)	2012/Jul-Sep (Dates of 2-day per.)	2012/Oct-Dec (Dates of 2-day per.)	2013/Jan-Mar (Dates of 2-day per.)
School 1 (name) Rio Vista Elementary Walking/bicycling data collected: <input checked="" type="checkbox"/> Entire school <input type="checkbox"/> Grade level(s) only List: _____ <input type="checkbox"/> Some classes only List: _____ _____ _____	Evaluator: (name/affiliation) J. Franks Amphi Transportation	Evaluator: (name/affiliation) Ed Fearing Amphi Transportation	Evaluator: (name/affiliation) Kim Taylor Amphi Transportation	Evaluator: (name/affiliation) J. franks Amphi Transportation	Evaluator: (name/affiliation) Ed Fearing Amphi Transportation

Estimated Walking/Bicycling Trips

(Applicants will not be scored on the estimates themselves, however, but will be judged on completing this exercise.)

Walking

Estimate the number of students who will *walk* to school in:

Baseline 45 Year 1 50 Year 2 55 Year 3 61

Biking

Estimate the number of students who will *bike* to school in:

Baseline 10 Year 1 12 Year 2 16 Year 3 20

How did you estimate these numbers?

Of the total student population. (578 kids) 140 kids live within 0.5 miles of the school; however, only 55 kids walk/bike to school. Once the asphalt path is built we estimate 61 kids will walk/bike the 1st year with a 10% increase each additional year.

Timeline and Milestones

(Include all pertinent milestones including, but not limited to, event dates, public meetings, design phases, environmental reviews, and construction)

Date	Milestone
March 2011	Project/program selected
September 2011	Contract executed (reimbursable project work begins)
October 21, 2011	Walking School Bus
October 22, 2011	National School Bus Safety Week Presentation
July 1, 2011	SRTS Contract Agreement with ADOT
August 1, 2011	Project Scoping
August 10, 2011	First of School
September 1, 2011	Project Kick-off Meeting
September 1, 2011	Collect baseline/Quarterly Data
September 1, 2011	Prepare project assessment document
October 19, 2011	Host Walking School Bus
November 1, 2011	Submit Project assessment
January 2, 2012	Prepare Environmental Clearance Document
January 2, 2012	Collect 2 nd Quarter Data
March 1, 2012	ADOT Review of Project
March 1, 2012	Collect 3 rd Quarter Data
May 1, 2012	Project Design-Negotiate Design Fee
May 1, 2012	Authorization of Design Funds
May 1, 2012	Collect 4 th Quarter Data
May 22, 2012	Last Day of School
June 1, 2012	Project Design
August 1, 2012	Prepare construction bid documents
August 1, 2012	Obtain ROW Clearance and Utility Clearance
August 10, 2012	School Begins
September 1, 2012	Collect 1 st Quarter Data
October 1, 2012	Review by ADOT
October 20, 2012	Host Walking School Bus
November 1, 2012	Start Construction – bid, Award, Notice to Proceed
November 1, 2012	Collect 2 nd Quarter Data
January 1, 2013	Final Acceptance
January 1, 2013	Collect 3 rd Quarter Data
March 1, 2013	Dedication
April 1, 2013	Project/Program Completion
April 1, 2013	Expend all SRTS funds
Month, day, year	Expend all SRTS funds Non-infrastructure projects: 24 months; Infrastructure projects: 36 months

**ARIZONA SAFE ROUTES TO SCHOOL PROGRAM
CYCLE 5 (2010) COST ESTIMATE**

INFRASTRUCTURE PROJECTS

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.

Enter values into GREEN CELLS.	The program will automatically calculate totals, but manual adjustments may be necessary in the <i>Summary of Federal and Local Funds</i> at the bottom of the form (see footnotes).
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ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL SRTS FUNDS @ 100%
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STAGE 1 – SCOPING (15% Preliminary Design)
All applications **MUST** include these costs regardless if the application is for a State or Local project.
Unit prices **MUST** be a reasonable representation of the work to be performed.

SCOPING COSTS - All applications **MUST** include these costs. Costs cannot be applied toward the federal participation.

SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$0.00	\$0.00	NO ENTRY
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost MUST be a reasonable representation of the work to be formed.	LS	1	\$5,000.00	\$5,000.00	
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000. The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$20,000.00	\$20,000.00	
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	
SUBTOTAL – PROJECT SCOPING COSTS				\$ 25,000	

STAGES II, III, IV - DESIGN
(30%, 60%, 95%-100% Design)
All applications **MUST** include these costs.

DESIGN COSTS
Note: Design should not go beyond Stage II (30%) without environmental approval.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL SRTS FUNDS @ 100%
Q&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. The cost MUST be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$61,000.00	\$61,000.00	
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	
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	
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$3,000.00	\$3,000.00	
SUBTOTAL – PROJECT DESIGN COSTS					
Federal Funds for design are calculated at 100% of the total design cost. If requesting less than 100% Federal Funds for design, enter new total or 0 in the Federal column.				\$ 64,000	

STAGE V – CONSTRUCTION

SITE ACQUISITION & HARDSCAPE CONSTRUCTION

RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		\$0.00	
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs) <i>Enter \$0 in Unit Price column if area of disturbance is less than one acre.</i>	LS	1		\$0.00	
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1		\$0.00	
DEMOLITION					
Sawcut	LF			\$0.00	
Remove Structures and Obstructions	LS	1	\$5,000.00	\$5,000.00	
Remove Fencing	LF			\$0.00	
Remove Structural Concrete				\$0.00	
Remove Asphaltic Concrete Pavement	CY			\$0.00	
Remove Concrete Sidewalks, Slabs				\$0.00	
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1		\$0.00	

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL SRTS FUNDS @ 100%
UTILITY RELOCATION (If necessary) Only a 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	LS	1	\$1,000.00	\$1,000.00	
RETAINING WALL (Concrete; SF of face above the footing)	SF			\$0.00	
EARTHWORK					
General Excavation				\$0.00	
Drainage Excavation				\$0.00	
Structural Excavation	CY			\$0.00	
Structural Backfill				\$0.00	
Borrow (In Place)				\$0.00	
CURB & GUTTER	LF			\$0.00	
AGGREGATE BASE	CY			\$0.00	
PATHWAY OR SIDEWALK MATERIALS					
Concrete		250	\$10.00	\$2,500.00	
Colored Concrete	SF			\$0.00	
Stamped Color Concrete				\$0.00	
Precast Concrete Pavers				\$0.00	
Asphaltic Concrete	Ton	315	\$141.00	\$44,415.00	
Polymer or Resin Stabilized Surface	SF			\$0.00	
CROSSWALK ENHANCEMENT					
Concrete Pavers				\$0.00	
Stamped Asphalt				\$0.00	
Stamped Concrete	SF			\$0.00	
Concrete				\$0.00	
Integral Color Concrete				\$0.00	
PEDESTRIAN ADA RAMP	SF			\$0.00	
CULVERT EXTENSIONS	LF			\$0.00	
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			\$0.00	
HANDRAIL					
Standard				\$0.00	
Decorative	LF			\$0.00	
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 52,915	
OTHER CONSTRUCTION ITEMS (List line items)					
Roadway grading	SY	5,128	\$14.00	\$71,792.00	
Wood Post and Cable Barrier	LF	4,225	\$12.00	\$50,700.00	
Defectable Warnings	SF	120	\$20.00	\$2,400.00	
Remove and Relocate Signs	EA	30	\$350.00	\$10,500.00	
Decomposed Granite	SY	2,331	\$5.50	\$12,820.50	
Retaining curb	LF	300	\$30.00	\$9,000.00	
Public Art- Student footprints	EA	1	\$15,000.00	\$15,000.00	
Plants	EA	60	\$60.00	\$3,600.00	
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 175,813	

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL SRTS FUNDS @ 100%
MOBILIZATION AND ADMINISTRATION COSTS					
CONTRACTOR MOBILIZATION (Typically about 8% of constr. cost)	LS	1	\$5,000.00	\$5,000.00	
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$20,000.00	\$20,000.00	
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$0.00	\$0.00	
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$14,000.00	\$14,000.00	
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$43,000.00	\$43,000.00	
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 82,000	
TOTAL STAGE V COSTS (CONSTRUCTION)				\$310,727.50	
TOTAL PROJECT COST (All subtotals)				\$ 399,728	

CANNOT EXCEED \$400,000 -- MUST EXACTLY MATCH AMOUNT INDICATED ON P. 10 OF YOUR APPLICATION

SUMMARY OF FEDERAL AND LOCAL FUNDS					
Caution: Follow the instructions in the footnotes carefully.					
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE					\$374,727.50
Include Design Costs (Stage II-IV) if listed in above					

Budget Narrative

Year 2010

Applicant fill in

(Provide details for all of your budget line items. Include information such as consultant names, vendor names, product makes and models, quantities. If you need additional space for this you may duplicate this page and attach immediately following.)

Preliminary Engineering

The City will use an on-call consultant to prepare the required technical documents and plans for the federal environmental clearance process. The environmental clearance process, including technical supporting documents is budgeted at \$25,000.

Right of Way

No new right-of-way will be acquired for this project.

Construction

Materials

- Removal and trimming of landscaping
- Remove and relocate 15 signs along Limberlost
- Asphalt concrete
- Concrete sidewalks with detectable warnings
- Decomposed granite
- Public art for creating the path of discovery
- Traffic control elements
- Wooden posts and cable

Equipment

- Dump truck
- Roller
- Loader
- Back hoe scraper

Construction/labor

- Construction mobilization
- Traffic control maintenance
- Labor and equipment grading
- Construction contingency

Construction engineering

The construction engineering budget is 15% of the total construction budget. The City of Tucson will administer and inspect the construction project.

Before/after evaluation

The before and after evaluation will be conducted by the Amphi School District. The district will pay for all evaluations.

Maintenance (on-going, beyond the grant period)

The City of Tucson will maintain this project.

Voluntary Contributions

The School will continue to host Walking School Buses, the Annual National School Bus Safety Week, and create other incentive programs to encourage students to walk and bike to school. Local bicycle clubs have expressed interest in participating in the education, safety and physical

Evaluation

The data collected by the school district is not included in the cost estimate. The collected data shows that 15% of the students walk and .3% bicycle to school even though they live within easy walking or bicycling distance as stated in a parent letter, "I did try to walk my daughter my daughter to school early in the year but soon learned how uncomfortable I felt walking on the side of the road without a sidewalk in place." There are probably many other parents who are in the same situation as me, which adds to the traffic entering and exiting Rio Vista on a daily basis." The path would allow students to access the school without having to rely on cars which add to the congestion, pollution, and energy waste.

Maintenance, recurring costs, and program operations:

Explain how you will fund maintenance and any other recurring costs beyond the grant period:

The City of Tucson general fund will pay for any maintenance or recurring costs beyond the grant period.

Our goal is continue with the focus on creating safer pedestrian and bicycle areas around Rio Vista Elementary School and the surrounding community. As the use of the path increases the program will be modified to continue the focus on Biking and Walking safety to foster continued growth, safety for the bicyclists, walkers and the community at large by involving students and parents in a rewards program such as painting footprints on the path for recorded walking or bicycling miles.

Project Review and Signatures

(NOTE: ALL SIGNATURES INDICATE AN AGREEMENT IN PRINCIPLE AND A PARTNERSHIP ON THIS PROJECT BETWEEN THE APPLICANT AND THE SIGNING ORGANIZATION. Although not all signatures are required, applications that include more signatures will be ranked higher.)

School/site official (required):

(Principal, assistant principal, teacher-in-charge, P.E. teacher)

Name: Dianna Kuhn Title: Principal
Signature: Dianna Kuhn Date: 10-27-10

School district official (required):

Name: Marc Lappitt Title: Director of Transportation
Signature: Marc Lappitt Date: 10/27/10

City/county public works or transportation official (required for infrastructure projects):

(Traffic engineer, transportation engineer, transportation planner)

The SRTS Advisory Committee reviews project applications based on, in part, constructability. The signatory below attests to the accuracy of the cost estimates contained within this grant application.

Name: Joe Chase Title: Project Manager
Signature: Joe Chase Date: 10/27/10

Law enforcement official (required):

Name: Rick Wilson Title: Captain Wilson
Signature: Rick Wilson Date: 12/14/10

Bicycle/pedestrian contact:

(Bike/ped-knowledgeable people can come from a variety of disciplines. However, the person who you designate here MUST have verifiable experience or training in one or both categories.)

Name: Jennifer Donofrio Title: Planner

Signature: J. Donofrio

Date led/attended walk-about: 10/27/10

Parent/teacher organization representative (optional):

Name: Dana Arce Title: FTO member

Signature: Dana L Arce Date: 12/6/10

City/county health department official or other local health/wellness professional:

Name: Sherry Tillis Title: Health Aide

Signature: Sherry Tillis Date: 10-27-10

Tucson School Routes to School Project Site Map

Rio Vista
Elementary School

Legend

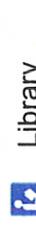
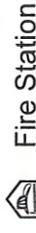
Student Count

- 1 - 2
- 3 - 8
- 9 - 22
- 23 - 66

Schools



Other Schools



Parks

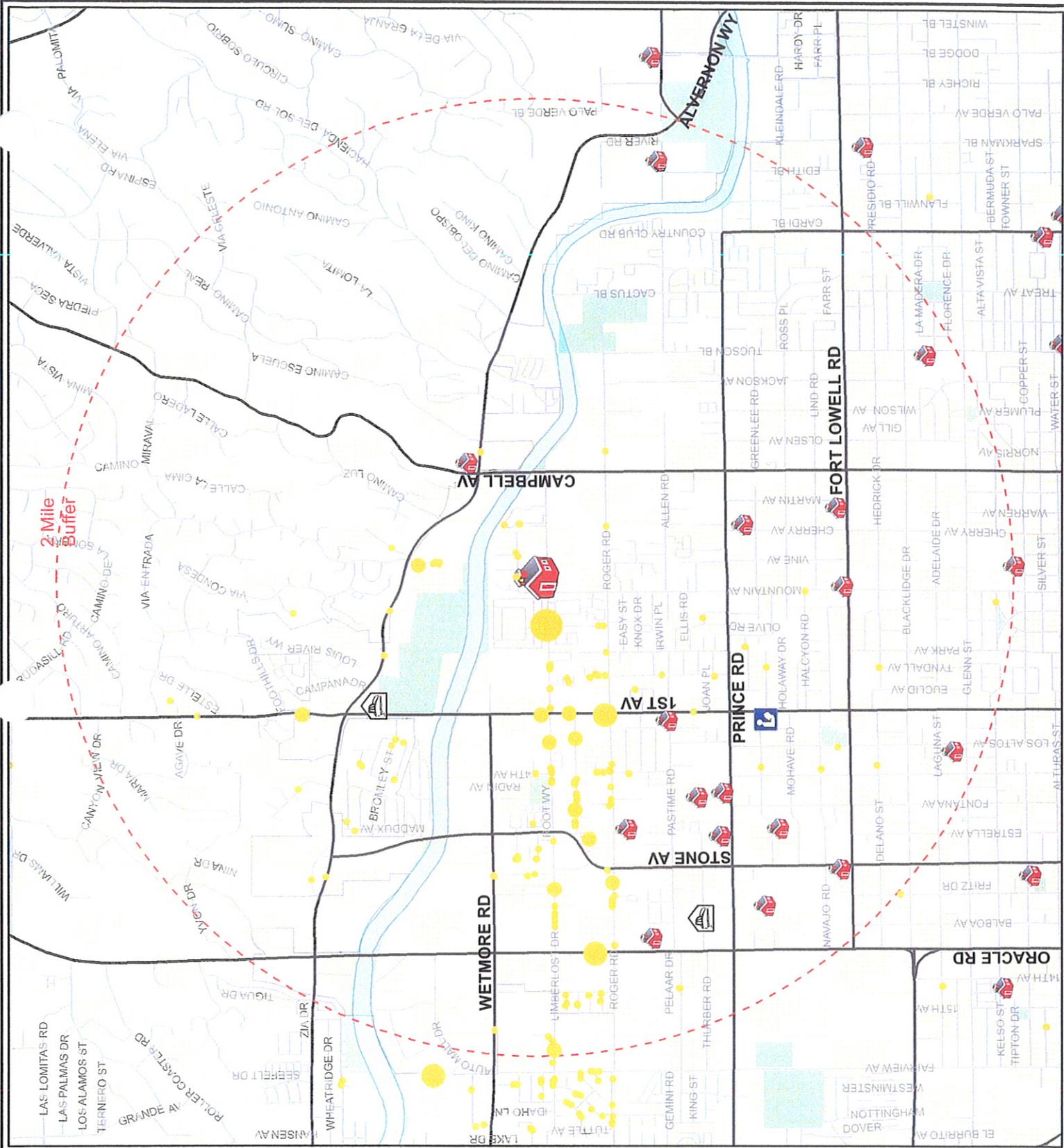
Major Washes



City of Tucson



1 in = 1 miles



Tucson School Routes to School Project Site Map

Rio Vista
Elementary School

Legend



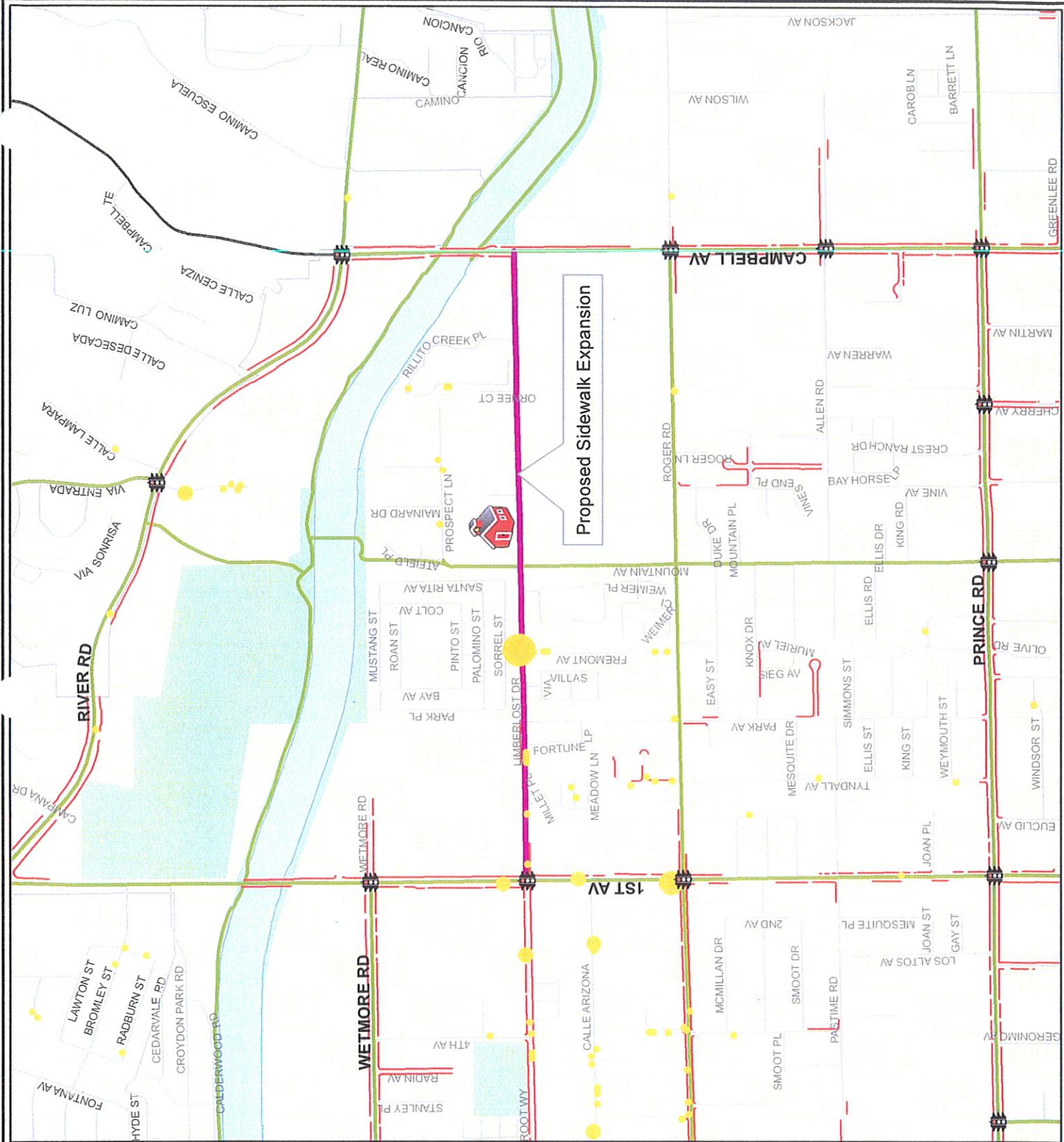
- Student Count**
- 1 - 2
 - 3 - 8
 - 9 - 22
 - 23 - 66

- Traffic Signals
- Sidewalk
- Bike Routes
- Parks
- Major Washes



City of Tucson

1 inch = 1,131 feet



Proposed Sidewalk Expansion

Safe Routes to School Cycle 5

Attachments

Letter of Support – Kirsten Fay (parent)

Letter of Support – Gabrielle Giffords (Member of Congress)

Letter of Support – Karin Uhlich (Council Member Ward 3)

Letter of Support – GABA Southern Arizona Bicycling Association of Tucson

Press Release – Todd Jaeger (Assoc. Superintendent Amphitheater Public schools)

FTO Agenda – October 4, 2010 (SRTS – Marc Lappitt)

Pedestrian Safety – Ignacio Rivera De Rosales (Pima County DOT Bicycle and
Pedestrian Educator – Grades 2, 4-5 Training outline)

News article – BikeGaba.org (Holiday ride benefits Tucson kids)

News article – Congresswoman Giffords talks bikes

News article – Citizen (Several Amphitheater Elementary Schools enter the No Excuses
University)

News article – USA TODAY (Study: Physical activity can boost student performance)

News article – The Effects of a 2-year Physical Education Program (SPARK) on
Physical Activity and Fitness in Elementary School Students

Tally Report – Morning and Afternoon Travel Mode Comparison

Parent Survey - Summary

Safe Routes to School Cycle 5

Attachments by request

Letter of Support – Ursula Kramer (Pima County Department of Environmental Quality)

Letter of Support – Vicki Balentine (Superintendent Amphitheater Public Schools)

Letter of Support – Patricia Harris (Amphitheater High School)

Letter of Support – Alva Johnson (El Hogar)

Letter of Support – James Glock (City of Tucson – Department of Transportation)

Letter of Support – CAZB (Coalition of Arizona Bicyclists)

November 11, 2010

To Whom It May Concern:

I just wanted to bring to the attention of the powers that be that as a resident of Rillito Creek and a Parent of a Rio Vista Kindergartener I would love to have a sidewalk installed on Limberlost Road between 1st and Campbell. I live less then 2 blocks from Rio Vista but I drive my child to school everyday! The reason I drive my child to school is because there is no sidewalk. I did try to walk my daughter to school early in the year but soon learned how uncomfortable I felt walking on the side of the road without a sidewalk in place. In my opinion the sidewalk tells drivers to stay on their side and provides my child an area that is safe to walk on. There are probably many other parents who are in the same situation as me, which I think also adds to the traffic entering and exiting Rio Vista on a daily basis. If there were a sidewalk in place I would be walking my child to school and I would think more parents would do the same which could also ease the parking situation. As a Parent and tax payer I ask that you grant Rio Vista and the city money to enable them the ability to construct a sidewalk in front of Rio Vista Elementary School along Limberlost.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kirsten Fay".

Kirsten Fay
Rio Vista Elementary Parent
520-326-5700

GABRIELLE GIFFORDS
8TH DISTRICT, ARIZONA

WASHINGTON OFFICE:
1728 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2542

DISTRICT OFFICES:
TUCSON OFFICE
1661 NORTH SWAN, SUITE 112
TUCSON, AZ 85712
(520) 881-3588

COCHISE COUNTY OFFICE
77 CALLE PORTAL, SUITE B-160
SIERRA VISTA, AZ 85635
(520) 459-3115



Congress of the United States
House of Representatives
Washington, DC 20515-0308

www.giffords.house.gov

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SUBCOMMITTEE ON
THE WESTERN HEMISPHERE

December 13, 2010

Mr. Brian Fellows
Safe Routes to School Coordinator
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, AZ 85007

Dear Mr. Fellows,

I am pleased to write this letter in support of Amphitheater School District's application for the *Safe Routes to School* grant.

The grant application for Amphitheater School District will provide a much-needed pedestrian pathway on a very busy thoroughfare. This pathway will offer a natural branch off a highly-trafficked multi-use river path and make a safe connection for students and parents.

This plan to improve walkways to and from the school will encourage students and parents to walk, bike, or take a scooter to school, and Tucson is the perfect place to do this. With comfortable weather during the school year, students can boost their activity and the school can help save on traffic congestion. Residents surrounding the school will also be able to use the path and connect with other multi-use paths more easily.

I thank you for your consideration of Amphitheater School District's application. Please do not hesitate to contact me or Sara Hummel Rajca in my Tucson Office at (520) 881-3588 if you have any questions.

Sincerely Yours,


Gabrielle Giffords
Member of Congress



November 2, 2010

CITY OF
TUCSON

KARIN UHLICH
COUNCIL MEMBER

Brian Fellows
Safe Routes to School Program
Arizona Department of Transportation
206 S. 17th Avenue Mail Drop 310B
Phoenix, AZ 85007

Dear Mr. Fellows:

I fully support the Amphitheater Public Schools Transportation Department in their pursuit of a federal grant from the **Safe Routes to School Program**. This request, in conjunction with the City of Tucson's Department of Transportation, will enable the children of Rio Vista Elementary School to walk and bicycle safely to class, encouraging a healthy, active lifestyle.

The Amphitheater School District is the largest in Ward 3, which I represent. Rio Vista is one of 7 elementary schools in the District, bordered by some of our most heavily used streets. Having safe, convenient and multi-use paths for students daily use received support from our neighborhoods, Tucson Police Department, the City of Tucson and the Amphitheater School District.

Mr. Fellows, please give this request your strongest consideration for a federal grant through the **Safe Routes to School Program**. Our youth, parents and neighborhoods will be most appreciative.

Sincerely,

Karin Uhlich
Council Member
Ward 3

CC: Amphitheater Transportation Department

P. Wayne Cullop
3925 N. Pantano Rd
Tucson, AZ 85750



To Whom It May Concern,

The Greater Arizona Bicycle Association of Tucson wishes to express its strong support of a Multi-Use Path along Limberlost Drive between North 1st Avenue and North Campbell Avenue. This project will provide much-needed improvements for pedestrians and young bicyclists using Limberlost.

The first benefit will be an increase in safety in the area. Limberlost does not have a shoulder for young grade school bicyclists or a sidewalk for pedestrians. A Multi-Use Path would serve both the young cyclist and the pedestrian by providing a safe distance between the path users and automobile traffic. Second, having a safe area would encourage both adults and children to use bikes and walking as a means of transportation to the Rio Vista Elementary School. Most today's children do not get enough physical exercise on a regular basis. Providing a safe means to walk and/or bike to school is one way to encourage our youngsters to exercise more.

Thank you very much for your consideration of this request.

P. Wayne Cullop

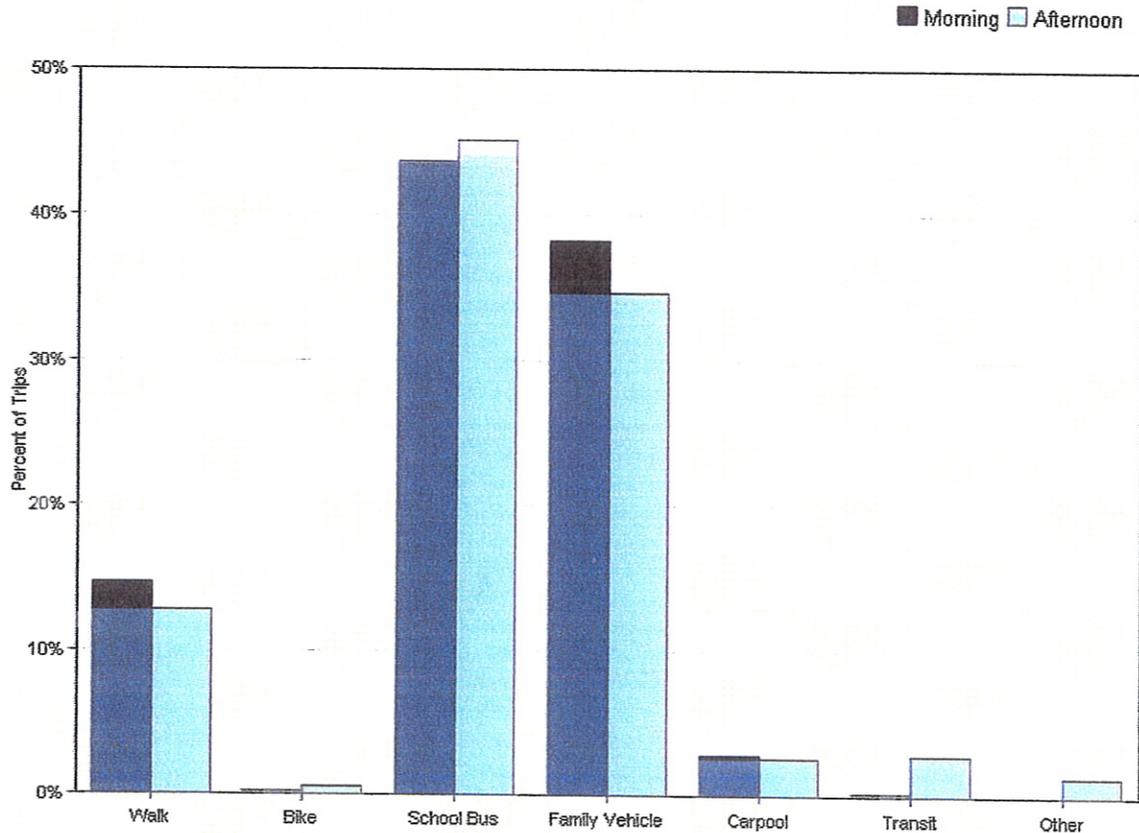
Sincerely,

P. Wayne Cullop
President, GABA
president@bikegaba.org

Tally Report

Program Name:	Rio Vista Elementary	Month and Year Collected:	November 2010
School Name:	Rio Vista Elementary	Set ID:	5592
School Enrollment:	578	Date Report Generated:	12/01/2010
Enrollment within Grades Targeted by SRTS Program:	316	Number of Classrooms Included in Report:	15
Number of Classrooms in School:	14		

Morning and Afternoon Travel Mode Comparison

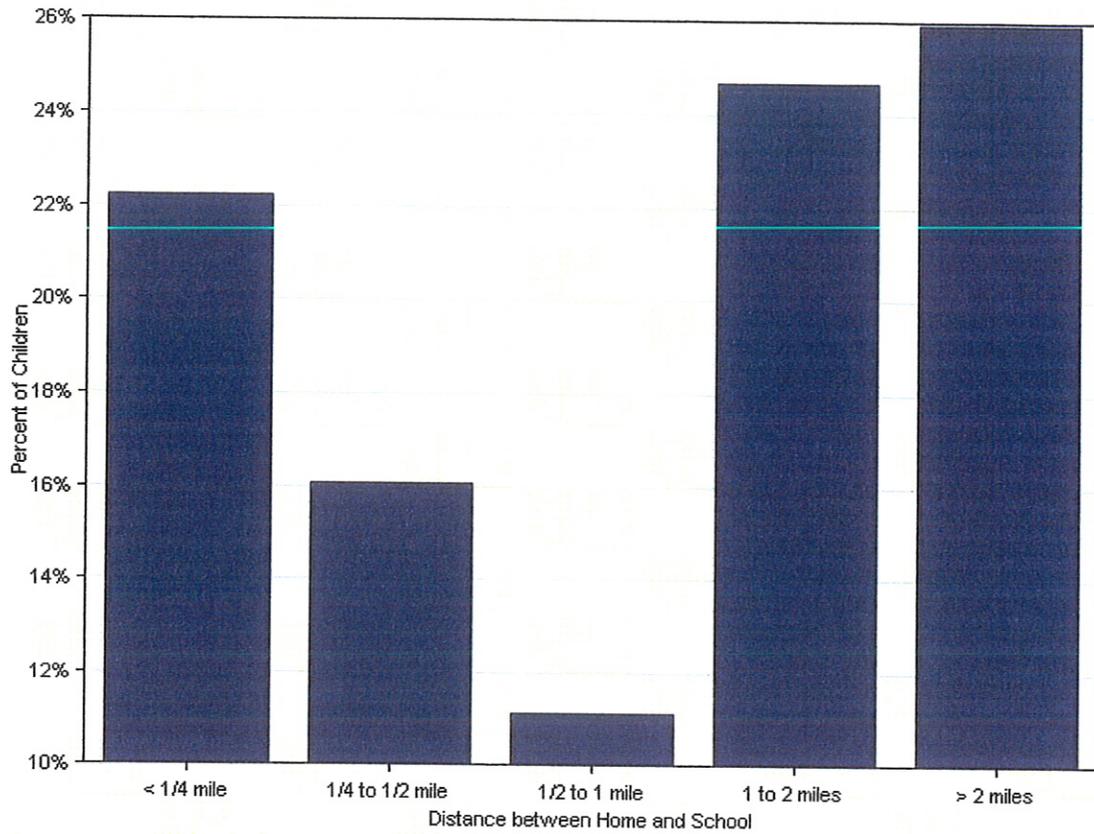


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	643	15%	0.3%	44%	38%	3%	0.3%	0%
Afternoon	645	13%	0.6%	45%	35%	3%	3%	1%

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	18	22%
1/4 mile up to 1/2 mile	13	16%
1/2 mile up to 1 mile	9	11%
1 mile up to 2 miles	20	25%
More than 2 miles	21	26%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.



Parents parking in the “No Parking” area in front of and cross from the school creating unsafe conditions for the students requiring them to walk in front and behind cars and trucks. The multi-use path would have posts and cables installed between the traffic and the path thereby eliminating the parking issue which would encourage safe walking and biking.





The walking school bus dramatically illustrates the need for the multi-use path and for the improvements to ensure safety of bicyclists and walkers.



Bicyclists intermingle with traffic in the seventh busiest area at Mountain Ave and Limberlost Drive which leads from the Rillito Parkway to the University of Arizona.