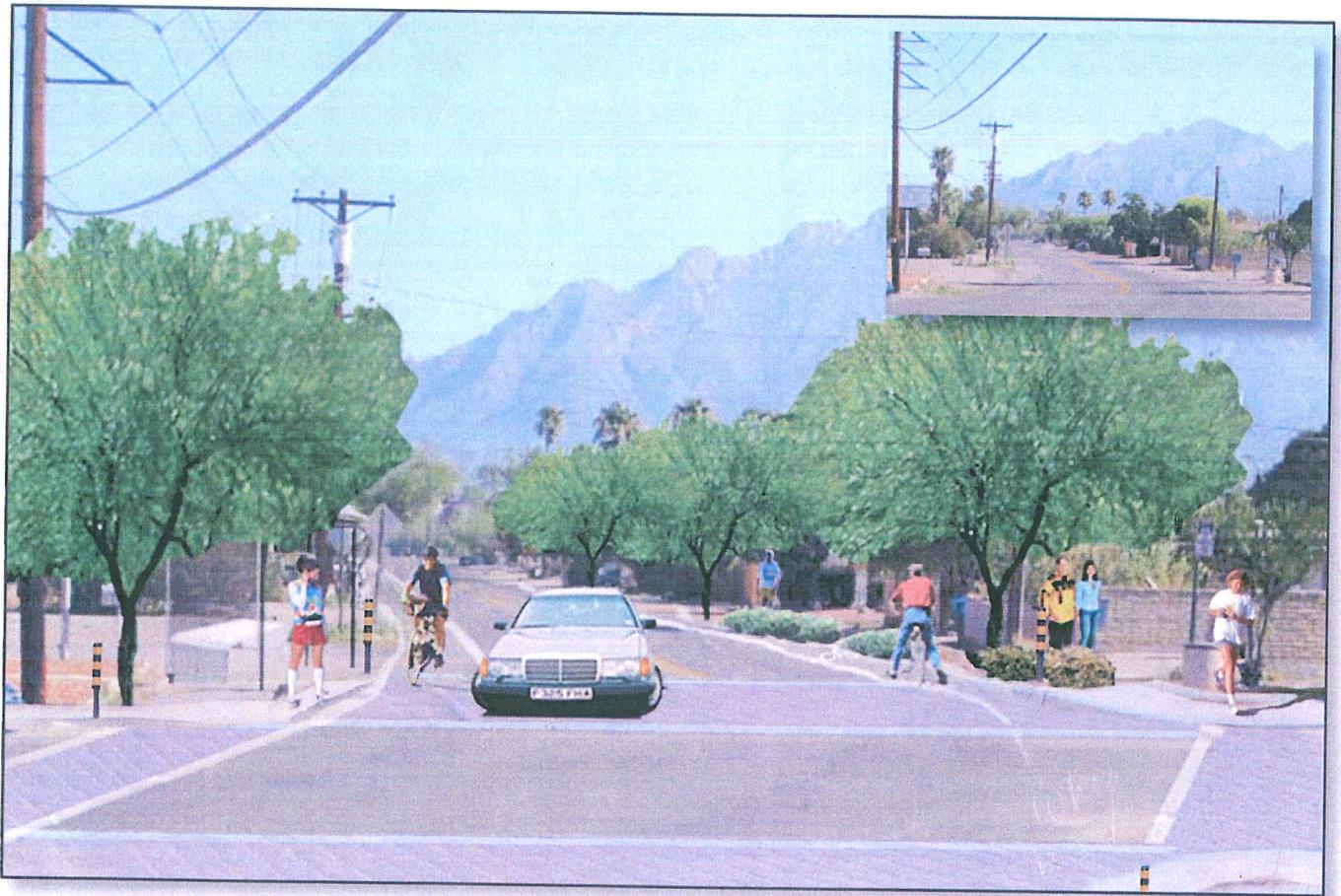


PARK AVENUE ENHANCEMENT: A Collaborative Alternative Transportation Project

Arizona TEA-21 Round 15
Transportation Enhancement Grant Application



Sponsored by the City of Tucson Department of Transportation



August 27, 2007

**ARIZONA TEA-21
TRANSPORTATION ENHANCEMENT APPLICATION**

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects which are 75% or more contained on the State Highway System right-of-way must have the ADOT District Engineers written support and ADOT is considered the sponsor.
2. List date application was completed.
3. List the project name or facility name. **The project must be transportation related.** If on a State Highway, list the route number and beginning milepost.
4. List mailing address of sponsoring agency.
5. List county where project is located. If there are additional counties, list starting county first.
6. List the Congressional District number. No name is required.
7. List contact person for project. This person must be from the sponsoring agency. The appropriate District will sponsor projects on the State system. (No exceptions).
8. List alternate contact person for the project. This person must be from the sponsoring agency.

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) Coalition of Neighborhoods & City of Tucson	MPO / COG Pima Association of Governments	2. DATE August 27, 2007
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3. PROJECT NAME & LIMITS (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER) Park Avenue Enhancement: A Collaborative Alternative Transportation Project
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4. MAILING ADDRESS City of Tucson, Department of Transportation, 201 N. Stone Avenue, 6 th Floor

CITY Tucson	ZIP CODE 85701	5. COUNTY Pima	6. CONGRESSIONAL DISTRICT 8
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7. CONTACT PERSON Melissa Antol	TITLE Project Manager, Department of Transportation, City of Tucson	PHONE NO: (520) 795-4494 FAX NO: (520) 882-8830
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8. ALTERNATE PERSON Andrew McGovern	TITLE City of Tucson Engineering Manager	PHONE NO: (520) 795-4494 FAX NO: (520) 882-8830
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9. List the eligible transportation enhancement activity #1: Provision of Facilities for Pedestrian and Bicyclists, and #5: Landscaping and Other Scenic Beautification

10. List the requested amount of federal funds needed for the project \$498,958

11. List the total cost of the project (federal plus other) \$30,160

THE ELEVEN ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES

(The term 'Transportation Enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

- 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.
- 3.) **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. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
- 6.) **HISTORIC PRESERVATION**
Any work under this category must have a **strong** 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.

NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE FUNDING IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION, THEN THOSE SOURCE FUNDS MUST BE IDENTIFIED AND USED FOR THOSE ITEMS. FINAL DETERMINATION OF QUALIFICATION WILL BE DEFINED IN THE PROJECT SCOPING PHASE.

12. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.

<input checked="" type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles. 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists 3. NOT ELIGIBLE IN ARIZONA 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities <input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification 6. Historic Preservation	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
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13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. Please limit the description to 200 words or less.

The project – a collaborative effort of five neighborhoods with a population of 11,300 – focuses on getting pedestrians out of the street and bicyclists within their lanes by providing safer and more inviting facilities for the growing population using alternative transportation along a two-mile segment of Park Avenue from Fort Lowell Road to Speedway Boulevard. Residences line the avenue, including public and private apartment buildings housing students and low-income tenants. This old collector in central Tucson leads directly to the University of Arizona and intersects with three urban arterials that provide many services for residents. Along the segment are 11 active bus stops.

The neighborhoods joined together to seek ways to address immediate safety concerns while acknowledging right-of-way and budget constraints. A stabilized decomposed granite path will be constructed along the length of the segment, primarily on the west side. Between Park/Blackledge and Park/Copper the path will run on the east side to avoid utilities; pedestrian facilities will be enhanced at these intersections. Bicycle travel will be improved through reconstructed bicycle lanes, and native vegetation will be planted for a cooler edge during the summer months. To contribute to a more sustainable environment, water harvesting will be used for long-term irrigation.

14. Describe the project. Please answer all questions using the format outlined below.

- A) Where is the project located? (Must attach map in appendix)
- B) Is the project on a planned, existing, or under construction transportation corridor?
If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?
- 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.
- D) Can the project be constructed entirely within the project right-of-way (ROW)?
Who owns the proposed project ROW?
Are there any private landowners involved? If so please list.
What percent of the project area is on ADOT ROW?
- E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.
- F) Are utility relocations necessary?
- G) What is the proposed time frame for completion of the project?
- H) Will the project be ADA accessible?

- A. The project segment is located in central Tucson (*see attached map*). It is crossed by three arterials -- Speedway Boulevard, Grant Road, and Fort Lowell Road -- and is flanked by five city-designated neighborhoods -- Hedrick Acres, Mountain/1st, Jefferson Park, North University, North University, and Feldman's. The University of Arizona is located at the southern terminus of the project.
- B. The project segment is within an existing roadway.
- C. Design/construction plans will be required for the stabilized decomposed granite pathway, the enhanced pedestrian crossings at two intersections, the improved bicycle lanes, and the landscaping with water harvesting.
- D. The project will be undertaken within City right-of-way
- E. Drainage issues will be considered to the extent that the work will not make current drainage problems worse, and where possible water harvesting will be used to assist with drainage.
- F. This project does not include utility relocations. The pathway will be designed to avoid utility conflicts.
- G. Based on other TE project timelines, project completion is estimated for 2010.
- H. The stabilized decomposed granite pathway and enhanced pedestrian crossings at two intersections will be constructed in compliance with ADA standards.

PLEASE LIMIT RESPONSES TO THE FOLLOWING QUESTIONS TO **200 WORDS OR LESS**

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction. 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.
- B) Proposed on-going maintenance and repair program
- C) Source of funds for on-going maintenance and repairs

- A. The City of Tucson will be responsible for the ongoing maintenance and repair.
- B. The proposed ongoing maintenance and repair will include regular inspection and maintenance of the stabilized decomposed granite path and the improved bicycle lanes. This includes keeping the path up to ADA standards. Landscaping maintenance will be performed regularly. The goal is to have a combination of truck watering to establish vegetation and water harvesting to offset the need for an irrigation system.
- C. The City of Tucson will fund the ongoing maintenance and repair.

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2006, for clarification).

The City of Tucson will bid and administer the project based on FHWA guidelines.

17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations? 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?

The proposed project does not meet criteria for any historic or scenic designations.

18. 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?

The collaborative nature of this project distinguishes it from many neighborhood alternative transportation and beautification projects. To initiate the project, collaborating neighborhoods utilized a service award received from a local non-profit. The award provided professionals to help develop enhancement alternatives and to work with the neighborhoods to select a preferred alternative, which became the basis of this application.

The public process used included a neighborhood steering committee, an interactive workshop to gather ideas, a meeting to review alternatives and select one for further development, and outreach to other stakeholders including the University of Arizona and the Commission on Disability Issues. For the workshop, neighbors took photos of problems along the avenue, assisted in coordinating the workshop and meeting, and advertised both events to residents. The neighborhoods will continue working together and with the City as the project progresses.

In addition to this effort, several other planning efforts with extensive community involvement helped build the foundation for this project, including the *Mountain/1st Neighborhood Plan* and the *Jefferson Park Landscape Master Plan*, both of which identify the need for pedestrian and bicycle improvements on Park, and the University's *Parking and Transportation Plan*, which recognizes Park as a key bikeway needing enhancement.

19. 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).

Park Avenue -- an area with a higher poverty rate than the City average -- serves many people who rely on alternatives to the car for getting around Tucson's urban core, including students going to the University and to a local elementary and high school; neighbors frequenting shops and other services along the three intersecting arterials; and bus users walking to one of the 11 stops along the route.

While the route is actively used by pedestrians, including those with disabilities, they are generally walking in the roadway because there is no clear path along the shoulder. The proposed ADA-compliant stabilized decomposed granite (DG) path would provide an affordable alternative to walking in the bicycle or travel lanes.

The existing striped bicycle route is too narrow at some points, disappears at others, and sends cyclists through sections of damaged pavement. Addressing these problems by rebuilding, restriping, and better delineating the outer edge will contribute to safer passage for this key bike route to the University.

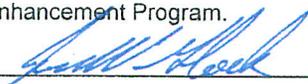
This project trades off prohibitively expensive solutions -- such as concrete sidewalks with curbs, right-of-way acquisition, and drainage facilities -- for more immediate solutions. These solutions include a stabilized DG path to give pedestrians an option to walking in the street; enhanced intersection crossings to assist pedestrians in following the path's jog from the west to the east side; and landscaping made sustainable through water harvesting for a more inviting alternative transportation environment. The neighborhoods have contributed hundreds of volunteer hours to come up with measures that can be implemented in the foreseeable future and that will contribute to greater safety along Park, which has experienced four fatal accidents in the last year.

Important Basic Criteria for all TE Projects

- A. Project eligible under one or more of the 11 Transportation Enhancement activities
- B. Proposed project is related to Surface Transportation
- C. Project is over and above normal transportation project. (Typical mitigation type activities such as landscape restoration and permanent erosion control are a normal part of a transportation projects and are ineligible)
- D. Project is sponsored by a government entity
- E. Project is consistent with sponsoring agency's plans
- F. Project will be scheduled to go to bid within 3 years of acceptance
- G. Project matching funds are available (Minimum 5.7% hard cash)
- H. Project sponsor has the resources available to develop the project (Including local project management)
- I. Completed project will meet applicable Federal, state and local requirements
- J. The completed project will be open to the public during normal business hours at no charge and meet the accessibility standards of the Americans with Disabilities Act
- K. Project will improve air quality or have a neutral air quality impact
- L. Local project does not exceed \$500,000 in federal funds
- M. State project does not exceed \$1,000,000 in federal funds

20. 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.

Sponsor Representative 
 Date August 20, 2007

State projects must be signed by the appropriate District Engineer.

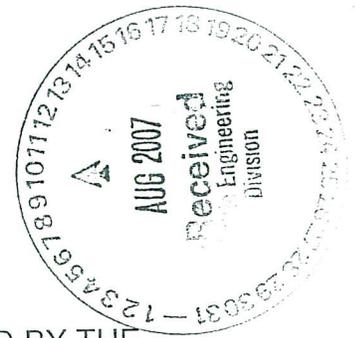
NOTE:

Projects that involve historic buildings or structures, or which are within or adjacent to historic districts, should be reviewed by the State Historic Preservation Office (SHPO), preferably before the application is submitted to the MPO/COG.
 Projects that involve public art sponsors are encouraged to contact the Arizona Commission on the Arts during the application phase.

21. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG  Date: 20 Aug 07



ADOPTED BY THE
MAYOR AND COUNCIL

August 6, 2007

RESOLUTION NO. 20735

RELATING TO TRANSPORTATION; AUTHORIZING THE DIRECTOR OF THE CITY OF TUCSON DEPARTMENT OF TRANSPORTATION TO SUBMIT AND SPONSOR SIX (6) FEDERAL SAFETEA-LU TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS TO THE ARIZONA DEPARTMENT OF TRANSPORTATION REVIEW COMMITTEE AND TO EXPEND LOCAL MATCHING FUNDS IN THE EVENT OF APPROVAL; AND DECLARING AN EMERGENCY.

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

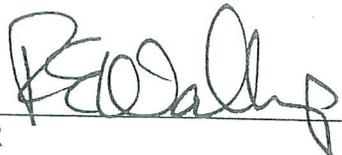
SECTION I. The Director of the Department of Transportation is authorized to submit and sponsor six (6) Federal SAFETEA-LU Transportation Enhancement Project Proposals described in Exhibit A, attached hereto, and is authorized and directed to send these proposals to the Arizona Department of Transportation Review Committee for consideration for Federal funding; and is authorized to expend local matching funds as indicated on Exhibit A to design and construct these proposals for which SAFETEA-LU funding is approved, and is authorized to execute any funding agreements.

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

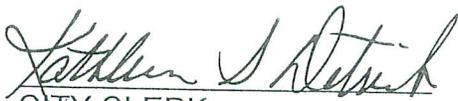
effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL OF
THE CITY OF TUCSON, ARIZONA, August 6, 2007.



MAYOR

ATTEST:



CITY CLERK

APPROVED AS TO FORM:



CITY ATTORNEY

REVIEWED BY:



CITY MANAGER


TR:tc
06/25/2007 4:24 PM

SAFETEA-LU Transportation Enhancement Proposals
Sponsored by the City of Tucson Department of Transportation
July 2007

The Welcoming Barrio: A Project to Greet Neighbors with Gateways, Create Connectivity between Barrios, and Encourage Pedestrian Use of Neighborhood Streets

The Welcoming Barrio Project consists of a themed gateway designed by a local artist and coordinated through the neighborhood that will provide an entrance arch, landscaping, and seating. The streetscape improvements will extend for approximately 1.5-miles along Grande Avenue, a major collector street that travels through largely Hispanic neighborhoods: Barrio Menlo Park and Barrio Hollywood, the adjacent neighborhood to the north. The project stresses welcome, connectivity, and safety for pedestrian/bicycle use.

Project Cost: \$ 234,026

Southern Arizona Transportation Museum, Connecting Tucson's Transportation Past to its Future Transportation Hub Walking Tour, Markers, Artifacts and Sculptures

Submitted by the Southern Arizona Transportation Museum. This project will continue development of the Southern Arizona Transportation Museum (SATM) as part of the City of Tucson-owned, former Southern Pacific depot complex. This project will provide the interpretative signage for each location, and where appropriate, sculpture or rehabilitation of historic artifacts and accompanying display setting. It will also develop the walking tour including historic text and self-guide materials.

Project Cost: \$489,984

Five Points Historic Gateway Pedestrian Safety Enhancement Project

The Five Point Historic Gateway Pedestrian Safety Enhancement Project will fill gaps in the pedestrian system, including construction of four-foot-wide sidewalks, ADA compliant ramps with truncated domes, and historic pedestrian lighting in and around the intersection of South Stone Avenue, South 6th Avenue, and 18th Street – This intersection is the historic southern gateway to Tucson called "Five Points."

Project Cost: \$ 533,628

Columbus Corridor Pedestrian Path

The project enhances pedestrian access and safe passage to school for Toumey Park Neighborhood and residents in the vicinity of Columbus Blvd. It provides improved pedestrian access to bus stops, schools, churches and businesses. The Pima County Safe Routes to School educational program will be offered to Lineweaver Elementary School as part of the project.

Safe passage to school for children in Toumey Park Neighborhood (16th St. to 22nd St., Columbus Blvd. to Swan Rd.) and improved pedestrian access. Construction of a 6-foot wide asphalt pedestrian path in the ROW on the east side of Columbus Blvd. between 22nd St. and Timrod St., approximately 3000' long.

Project Cost: \$219,298

Third Street Bikeway Improvements – Swan Road Crossing and Wayfinding Signage

The project will provide a safe crossing for pedestrians, bicyclists, and wheelchair users along the 3rd Street Bikeway by installing a signalized Pelican crossing. The crossing will link neighborhoods along a well trafficked Bikeway via a redesigned, landscaped median. In addition, signage will be improved all along the Bikeway, giving clear directions to destinations along the Bikeway and adjoining bike routes with Wayfinding Signs.

Project Cost: \$527,566

Park Avenue Enhancement: A Collaborative Alternative Transportation Project

The project – a collaborative effort of five neighborhoods with a population of 11,300 – focuses on providing safer and more inviting facilities along a 2-mile segment of Park Avenue. Park Avenue connects directly to the University of Arizona and intersects with three urban arterials that provide many services for residents in the area. Along the project segment are 11 actively used bus stops. The project includes pedestrian pathways, crosswalks, neighborhood entry features, and improved bicycle lanes. The project will also include shade trees and native vegetation, and water harvesting will be used for long-term irrigation.

Project Cost: \$442, 203



CITY OF
TUCSON
DEPARTMENT OF
TRANSPORTATION

August 10, 2007

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

**SUBJECT: Park Avenue Enhancement: A Collaborative Alternative
Transportation Project**

Dear Committee Members:

On behalf of The Tucson Department of Transportation, I am writing to voice my support for the *Park Avenue Enhancement: A Collaborative Alternative Transportation Project* as a candidate for Transportation Enhancement Funding. The project, a collaborative effort of five neighborhoods with a population of 11,300, focuses on providing safer and more inviting facilities along a 2-mile segment of Park Avenue. Park Avenue connects directly to the University of Arizona and intersects with three urban arterials that provide many services for residents in the area. Along the project segment are 11 actively used bus stops. The project includes installation of pedestrian pathways, crosswalks, neighborhood entry features, and improved bicycle lanes. It will also include shade trees, native vegetation, and water harvesting that will be used for long-term irrigation.

As the City's direct sponsor of this project, we believe the Park Avenue Enhancement Project will provide a needed enhancement in our community.

Thank you for considering this important collaborative effort for funding.

Sincerely,

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

JWG:MA:jk



June 11, 2007

State Transportation Review Committee
Arizona Department of Transportation
206 South 17th, Avenue
Phoenix, Arizona 85007-3213

The undersigned, representing the five neighborhood associations connected by Park Avenue, strongly support this application to improve this important street into a safe and scenic alternative transportation corridor. This proposal was developed from a community perspective, combining citizen input and expert assistance from private, University of Arizona, and City planners, landscape architects, and engineers.

Each of our five neighborhoods has a different association with Park Avenue. For the neighborhoods closest to the University of Arizona, Park Avenue is a major pedestrian thoroughfare and gateway to the University. To other neighborhoods it is an important yet dilapidated route for pedestrians and cyclists traveling to local businesses or other neighborhoods. But to all of our neighborhoods, Park Avenue is a significant collector street for pedestrian, bicycle, car, and bus traffic. This thoroughfare has an important role in connecting our neighborhoods to the larger community.

Unfortunately, with its lack of sidewalks, decaying bike line, and unimproved shoulder, Park Avenue is not fit for its planned and de facto transportation role. This project will help create Park Avenue to be a regional alternative transportation corridor for thousands of City residents. ADA approved pedestrian pathways, improved bike lanes, and sustainable landscaping will make Park Avenue into a safe and scenic route for all types of pedestrian and bicycle traffic while contributing to the enhancement of our neighborhoods. This project will also complement the years of work we have each undertaken to improve our neighborhoods and alternative transportation opportunities.

Our five neighborhoods have joined together to create this proposal that would improve bicycle and pedestrian facilities for a region of Tucson rather than one of our individual neighborhoods. The nature of this project allowed us to collaborate in a way that is uncommon in our City. Your support for this project would not only help improve this important transportation corridor, it would also lend credence to the idea that neighborhood collaboration can yield significant results for the larger community.

Thank you for the opportunity to offer support for this proposal. We appreciate your thoughtful consideration to make this important street safer and more useful.

Sincerely,



Monika Ashe, President, Feldman's



Ron Proctor, President, Mountain/1st



Grace Rich, President, North University



Linda Drew, Co-Chair, Hedrick Acres



Dyer Lytle, President, Jefferson Park



CITY OF
TUCSON

KARIN UHLICH
COUNCIL MEMBER

June 11, 2007

State Transportation Review Committee
Arizona Department of Transportation
206 South 17th, Avenue
Phoenix, Arizona 85007-3213

Dear Committee Members,

It is my pleasure to wholeheartedly endorse the neighborhood-based application for Transportation Enhancement funds for the improvement of Park Avenue between Speedway and Fort Lowell Road. This project will directly and indirectly benefit thousands of residents, commuters, cyclists, and pedestrians along an important route in our city.

This application is the result of over 3 years of dedication by City residents collaborating with the municipality. The residents of these five neighborhoods have a robust vision for improving their community. The application you will read is a product of their vision and their devotion to this project. The improvements will make Park Ave. safer for pedestrians; bicyclists; and elderly, disabled, and young residents; it will also showcase how residents can improve the quality of life within their community.

The plan for improving Park Ave. is based on an extensive process of community participation informing expert design assistance. Through a PRO Neighborhoods service award and the Drachmann Institute Neighborhood Plan Pilot Project, community members worked together with planners, engineers, hydrologists, and landscape architects to create a tangible plan for improving Park Avenue. These improvements include a path for pedestrians, improving cycling lanes, and sustainable landscape enhancement.

Your support for this project will help us to make this important transportation corridor safer and more enjoyable for the thousands for residents that use it.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karin Uhlich".

Karin Uhlich
Council Member
Ward III

KU:gv

June 15, 2007

State Transportation Review Committee
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007-3213

Re: Park Avenue Enhancement: A Collaborative Transportation Project (Arizona TEA-21, Round 15, Transportation Enhancement Grant Application)

Dear State Transportation Review Committee Members:

The University of Arizona would like to commend and support the Hedrick Acres, Mountain/1st, Jefferson Park, Feldman's, and North University Neighborhoods for working so diligently together on a plan for pedestrian and bicycle enhancements along the Park Avenue corridor between the Speedway Boulevard and Fort Lowell Road. As has been pointed out in the application, Park Avenue provides a direct route to the University's main campus at Speedway. Many students who live in the Park Avenue walk or bicycle to the campus along Park Avenue daily. The importance of this route is acknowledged in the University of Arizona Park and Transportation Plan, which identifies Park Avenue as a key bicycle route in need of enhancement.

We appreciate the neighborhoods' efforts to identify ways to get enhancements underway given the reality of right-of-way and budget constraints. Getting pedestrians out of the street and cyclists to stay within the bicycle lanes will contribute to a safer route to school.

Thank you for your consideration of this important neighborhood collaborative alternative transportation project. Let me know if you need any additional information.

Sincerely,


Jaime P. Gutierrez
Associate Vice President
The University of Arizona





COMMISSION ON DISABILITY ISSUES Transportation Committee

July 19, 2007

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

Dear Committee Members,

The Tucson Commission on Disability Issues Transportation Committee met on July 18th, 2007 to review, discuss, and take action on the Park Avenue Enhancement proposal for the Round 15 Transportation Enhancement grant application.

It is our pleasure to recommend your funding of this grant proposal. The consortium of neighborhoods involved in the Park Avenue Enhancement has worked for several years with members of the community to include as wide a spectrum of everyone's ideas as possible. The improvements in this proposal will provide a much safer route for the disabled as well as children, cyclists, seniors, bus users, and other members of the community.

Funding this proposal will not only provide for the needs of pedestrians and bicyclists, but will also provide a sustainable landscape environment that will add beauty to the functionality of this project.

Finally, by funding this proposal, it will make this important transportation corridor safer and more enjoyable for thousands of Tucson residents who use it.

Respectfully,

Robert A. Blizzard Sr.
Chairman, Tucson Commission on Disability Issues
Transportation Committee

LOOKING NORTH ALONG PARK AVENUE

View Before Enhancements



View After Enhancements



View Before Enhancement



View After Enhancement (photo simulation)



PEDESTRIANS AND BICYCLIST FACING TODAY'S PARK AVENUE CHALLENGES



NEIGHBORHOODS' COLLABORATIVE PUBLIC INVOLVEMENT



Field Walk to Identify Constraints and Opportunities

Please join your neighbors from Hedrick Acres and Mountain First at the

PARK AVENUE WORKSHOP
Sat., Oct. 14th / 9:00 – Noon
Ward 3 / 1510 E. Grant Road
Light breakfast will be served.

The neighborhoods have received a PRO Neighborhoods professional assistance grant to create an improvement plan for Park Avenue from Grant Road to Fort Lowell. This plan will allow the neighborhoods to apply for detailed design and construction funding. Professionals will be at the workshop to share information about landscaping, pavement, drainage, traffic, and pedestrian, bicycle, and transit facilities.



Workshop at which breakout groups using aerial maps explored ideas to address Park Avenue problems.

YOU are invited to comment on concepts to enhance Park Avenue at a meeting on:

Saturday, March 3, 2007
 9:00 am - 11:00 am
 Ward III, 1510 E. Grant Road
Light breakfast will be served

Concepts for Park Avenue between Fort Lowell Road and Speedway Boulevard have been developed through a PRO Neighborhoods Service Award. The concepts are based on ideas collected from the Mountain First, Hedrick Acres, and Jefferson Park Neighborhoods and include pedestrian and bicycle facilities, landscaping, water harvesting, traffic calming, and entrance markers.

Meeting Agenda:

1. Introductions
2. Short slide show on how this project evolved
3. Presentation of the concepts for improving Park Avenue
4. Review and comment period during which you may take a close look at the plans, talk with members of the professional team, and let us know what you think.

The comments collected at the meeting will be used to refine the concepts. The neighborhoods will then seek funds to prepare detailed design and construction plans.

For more information contact: Linda Drew, Hedrick Acres, 622-1965; Celine Hayden, Mountain First, 740-0426; Robert Schlänger, Jefferson Park, 419-7410; Teresa Bonmarito, PRO Neighborhoods, 562-5885

PARK AVENUE ENHANCEMENT PROJECT
 Saturday, March 3, 2007
 9:00 am - 11:00 am
 Ward III, 1510 E. Grant Road
Light breakfast will be served.

You are invited to a meeting to review and comment on conceptual plans to enhance Park Ave. between Fort Lowell Rd. and Speedway Blvd. These plans were developed using a PRO Neighborhoods Service Award. The concepts are based on ideas collected from the Mountain First, Hedrick Acres, and Jefferson Park Neighborhoods and include pedestrian and bicycle facilities, landscaping, water harvesting, traffic calming, and entrance markers.

Meeting Agenda:

1. Introductions
2. Short slide show about project
3. Presentation on concepts for improving Park Ave.
4. Review and comment period during which you may take a close look at the concepts, talk with members of the professional team, and let us know what you think.

The comments collected at the meeting will be used to refine the concepts. The neighborhoods will then seek funds to prepare detailed design and construction plans.

For more information contact: Linda Drew, Hedrick Acres, 622-1965; Celine Hayden, Mountain First, 740-0426; Robert Schlänger, Jefferson Park, 419-7410; Teresa Bonmarito, PRO Neighborhoods, 562-5885

Notices for the meeting at which enhancement concepts based on workshop ideas were presented. Neighbors distributed the flyers door-to-door.

Estimated Project Costs - PARK AVENUE

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS						
Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$17,495.30	\$17,495.30	NO ENTRY	
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	\$15,745.77	\$15,745.77		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	\$14,871.01	\$14,871.01		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate \$1,500. <i>Enter \$0 in Unit Price column if none required</i>)	LS	1		\$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 48,112		
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS						
Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.						
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	\$52,485.90	\$52,485.90	NO ENTRY	
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1		\$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	LS	1		\$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$3,499.06	\$3,499.06		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 55,985		
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.						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) <i>Enter \$0 in Unit Price column if area of disturbance is less than one acre.</i>	LS	1	\$15,580.00	\$15,580.00	\$14,691.94	\$888.06
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$2,000.00	\$2,000.00	\$1,886.00	\$114.00
DEMOLITION						
Sawcut	LF	9,000	\$2.00	\$21,120.00	\$19,916.16	\$1,203.84
Remove Structures and Obstructions	LS	1		\$0.00	\$0.00	\$0.00
Remove Fencing	LF			\$0.00	\$0.00	\$0.00
Remove Structural Concrete				\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	SY	4,970	\$15.00	\$74,550.00	\$70,300.65	\$4,249.35
Remove Concrete Sidewalks, Slabs				\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1		\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) 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	LS	1		\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation				\$0.00	\$0.00	\$0.00
Drainage Excavation	CY	1,000	\$20.00	\$20,000.00	\$18,860.00	\$1,140.00
Structural Excavation				\$0.00	\$0.00	\$0.00
Structural Backfill				\$0.00	\$0.00	\$0.00
Borrow (In Place)				\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF			\$0.00	\$0.00	\$0.00
AGGREGATE BASE	CY			\$0.00	\$0.00	\$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete				\$0.00	\$0.00	\$0.00
Colored Concrete	SF			\$0.00	\$0.00	\$0.00
Stamped Color Concrete				\$0.00	\$0.00	\$0.00
Precast Concrete Pavers				\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	1,053	\$100.00	\$105,300.00	\$99,297.90	\$6,002.10
Polymer or Resin Stabilized Surface	SF	29,100	\$1.60	\$46,560.00	\$43,906.08	\$2,653.92
CROSSWALK ENHANCEMENT						
Concrete Pavers				\$0.00	\$0.00	\$0.00
Stamped Asphalt	SF	2,880	\$2.45	\$7,056.00	\$6,653.81	\$402.19
Stamped Concrete				\$0.00	\$0.00	\$0.00
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Asphalt		2,880	\$2.25	\$6,480.00	\$6,110.64	\$369.36
PEDESTRIAN ADA RAMP	Each	38	\$1,600.00	\$60,800.00	\$57,334.40	\$3,465.60

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CULVERT EXTENSIONS	LF			\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			\$0.00	\$0.00	\$0.00
HANDRAIL						
Standard	LF			\$0.00	\$0.00	\$0.00
Decorative				\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 312,886	\$295,051	\$17,835
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
TREES (15 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
TREES (5 GALLON SIZE)	Each	250	\$50.00	\$12,500.00	\$11,787.50	\$712.50
SHRUBS (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
SHRUBS (1 GALLON SIZE)	Each	936	\$20.00	\$18,720.00	\$17,652.96	\$1,067.04
CACTUS (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
MULCH						
Decomposed Granite	CY			\$0.00	\$0.00	\$0.00
Organic				\$0.00	\$0.00	\$0.00
TOPSOIL	CY			\$0.00	\$0.00	\$0.00
SEEDING	Acre			\$0.00	\$0.00	\$0.00
TURF SOD	SY			\$0.00	\$0.00	\$0.00
BOULDERS	Each			\$0.00	\$0.00	\$0.00
IRRIGATION SYSTEM						
Drip	SF			\$0.00	\$0.00	\$0.00
Turf				\$0.00	\$0.00	\$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			\$0.00	\$0.00	\$0.00
Cut and Patch				\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF			\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
SUBTOTAL - LANDSCAPING & IRRIGATION ITEMS				\$ 36,220	\$34,155	\$2,065
SITE FURNISHINGS						
BENCHES	Each			\$0.00	\$0.00	\$0.00
SEATWALLS	LF			\$0.00	\$0.00	\$0.00
BIKE RACKS	Each			\$0.00	\$0.00	\$0.00
TRASH RECEPTACLES	Each			\$0.00	\$0.00	\$0.00
DRINKING FOUNTAINS	Each			\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each			\$0.00	\$0.00	\$0.00
TREE GRATES	Each			\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE FURNISHINGS				\$ -	\$0	\$0

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%	
OTHER CONSTRUCTION ITEMS (List line items)							
Delineators	Each	16	\$50.00	\$800.00	\$754.40	\$45.60	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$800	\$754	\$46	
MOBILIZATION AND ADMINISTRATION COSTS							
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	\$27,992.48	\$26,166.00	\$24,674.54	\$1,491.46	
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$27,992.48	\$13,083.00	\$12,337.27	\$745.73	
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	\$3,499.06	\$3,499.06	\$3,299.61	\$199.45	
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	\$17,495.30	\$17,495.30	\$16,498.07	\$997.23	
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$62,983.08	\$62,983.08	\$59,393.04	\$3,590.04	
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 123,226	\$116,202.53	\$7,023.91	
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 473,132	\$446,163.89	\$26,968.55	
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	\$5,000.00	\$5,000.00	NO ENTRY		
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 582,229	NO ENTRY		
SUMMARY OF FEDERAL AND LOCAL FUNDS							
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.						BOX A	\$ 529,117
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>						BOX B	\$ 498,958
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>						BOX C	\$ 30,160
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.						BOX D	\$ 0
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).						BOX E	\$ 30,160

