

429.8 Pedestrian Safety and Walkability Enhancements

Location: Unincorporated Pima County, Tucson, South Tucson, Oro Valley, Tohono O’odham Nation, Old Pascua.

Scope: In recent years, pedestrian safety and walkability have become a major focus in the greater Tucson Region. In 2014, the Pima Association of Governments (PAG) Regional Pedestrian Plan Update identified deficiencies in the regional pedestrian network amounting to hundreds of millions of dollars. To begin to improve safety and address the growing demand for comfortable, walkable conditions, Living Streets Alliance – on behalf of dozens of community partner organizations – worked with local jurisdictions to identify signature pedestrian corridor projects that would positively impact the community and serve as examples of what a walkable environment looks and feels like. Dozens of potential corridor projects were identified that focused on the pedestrian collector system that falls between (and connects) the in-neighborhood pedestrian improvements of Neighborhood Reinvestment and the arterial improvements of the Regional Transportation Authority. In cooperation with these entities and the jurisdictions, projects selected focus on bringing pedestrians safely and comfortably to community destinations, such as schools, businesses, parks, community centers, libraries, and transit stops. Corridor projects include, but are not limited to, such improvements as enhanced connections and crossings; continuous ADA-compliant sidewalk networks; streetscape improvements; traffic calming; way-finding; and green infrastructure.

The following recommendation provides the priority order of projects. The first 12 prioritized projects total approximately the \$12 million in bond funding, improving 14.23 linear miles of the pedestrian environment in the region. Projects are intended to be delivered in priority order until the bond funding is expended. If additional grant or external funding is found for individual projects, then additional prioritized projects beyond the initial expectations will be included.

Priority Rank	Project	Segment	Length (Miles)	Cost Estimate	Jurisdiction
1	5th/6th Street	Country Club to Alvernon	1	\$1,358,963	Tucson
2	8th/10th Avenue	8th Ave. (25th St. to 36th St.); 36th St. (8th Ave. to 10th Ave.); 10th Ave. (36th St. to 43rd St.)	1.2	\$96,000	South Tucson
3	St. Mary's Road	I-10 to Silverbell	1	\$1,534,433	Tucson
4	W. San Xavier Rd. & S. J Stock Rd.	I-19 ROW to Indian Health Services Clinic	0.96	\$250,000	Tohono O’odham Nation - San Xavier
5	Roger Road	Oracle to Romero	1.5	\$1,250,700	Tucson & Pima County
6	Streets connecting to Plaza in Old Pascua	Sahuaro Street; Fairview Avenue; 15th Avenue; Calle Matus; Calle Santa Ana; Calle Central *	0.8	\$414,160	Pascua Yaqui Tribe
7	Nebraska Street	12th Ave to Old Nogales Hwy	0.7	\$1,239,842	Tucson
8	La Canada Drive	Lambert to Naranja	1	\$345,917	Oro Valley
9	Dodge Boulevard	Glenn to 5th Street	2	\$1,777,787	Tucson
10	Frontage road north of SR 86	Baboquivari Drive to “T” intersection to the west	0.57	\$226,699	Tohono O’odham Nation - Sells
11	Vicksburg Street/ Sarnoff Drive	Vicksburg (Camino Seco to Sarnoff); Sarnoff (Vicksburg to Pantano Pkwy)	2.4	\$2,898,045	Tucson
12	6th Avenue	25th Street to I-10	1.1	\$600,000	South Tucson

13	Curtis/Diamond/ Davis	Curtis (Davis to Highway Dr); Diamond (Davis to Shannon); Davis (Diamond to Curtis)	0.7	\$750,000	Pima County
14	36th Street	6th Avenue to Country Club	2.5	\$1,492,876	Tucson/South Tucson
15	Glenn Street	Oracle to Country Club	3	\$3,945,729	Tucson
16	5th/6th Street	Campbell to Country Club	1	\$1,358,962	Tucson
17	Camino De La Tierra	0.1 mile north of Ina to River	1.9	\$2,300,000	Pima County
18	Northern/Calle Buena Vista	Magee to Linda Vista	2	\$1,048,495	Oro Valley
19	Grande Avenue	St. Mary's to Congress	0.7	\$1,160,374	Tucson
				\$24,048,982	

* Detail for Old Pascua: Sahuaro Street (south side - Fairview Ave to 15th Ave); Fairview Ave. (east side - Sahuaro St to Calle Matus); 15th Ave. (west side - Sahuaro St to Calle Sur); Calle Matus (north side - Fairview Ave to 15th Ave); Calle Santa Ana (north side - Fairview Ave to Calle Central); Calle Central (both sides - Calle Matus to Calle Sur)

Benefits: Walking is the most basic and equitable mode of transportation; every person is a pedestrian and every daily trip is bookended by walking. To increase the number of people walking, the distances being walked, and the diversity of trips made by foot, walking should be safe, comfortable and convenient. Such conditions provide the following benefits:

- Safety – a reduction in the terrible toll of injuries and deaths to pedestrians in Pima County communities;
- Transportation – reduced traffic congestion and increased efficiency/effectiveness of the region's multi-modal transportation system;
- Health – reduced levels of obesity, heart disease, adult onset diabetes, and other illnesses resulting from sedentary lifestyle;
- Equity and Diversity – increased access for people of all ages and abilities, including the estimated 33 percent of the population who cannot or do not drive an automobile (seniors, youth, persons with disabilities, etc.);
- Climate & Environment – reduced emissions, improved air and water quality, curbed urban heat island; and
- Economic Development – improved pedestrian connections to business districts to promote small scale, local economic development as well as increased "livability" to make the region nationally competitive as a desirable place for major employers, start-up ventures, and a highly skilled workforce.

Total Cost Estimate: \$12,000,000

Bond Funding Estimate: \$12,000,000

Other Funding Estimate: None identified at this time. It is anticipated, however, that jurisdictions will leverage these bond funds to secure additional match funding through the Transportation Alternatives Program and other local, state, and federal funding opportunities.

Total Cost Estimate by Major Task: Planning and design at \$2,400,000, construction at \$9,600,000

Implementation Periods: 1, 2, 3, 4, 5, 6

Project Schedule by Major Task: Per project average - planning and design at 12 months, construction at 12-18 months

Project Manager: A project coordinator from Pima County is responsible for the overall management of each project, including but not limited to establishing intergovernmental agreements with each jurisdiction that will be in charge of managing the corridor projects that fall within its boundaries, and processing reimbursement requests. Living Streets Alliance will provide project guidance and planning assistance on a contractual or pro-bono basis to Pima County and other jurisdictions as projects are implemented. (Project requested by Living Streets Alliance and each of the participating jurisdictions)

Operator: Each jurisdiction will assume responsibility for future operation and maintenance costs of improvements made within its boundaries.

Future Operating and Maintenance Costs: Annual estimates per jurisdiction: Pima County at \$2,400, City of Tucson at \$25,120, Town of Oro Valley at \$3,200, City of South Tucson at \$7,360, Pascua Yaqui Tribe at \$2,560, and Tohono O'odham Nation at \$4,896.

Regional Benefits: Benefits outlined above, as they relate to pedestrian safety, the economy, public health and the environment are at a regional level. Each trip made by Pima County residents begin and end with walking. A robust multi-modal transportation network (which benefits and is used by the entire region) necessitates walking as a mode of transportation, which alleviates traffic congestion for drivers and provides affordable alternative transportation options for non-drivers. Additionally, the regionally adopted PAG 2014 Regional Pedestrian Plan Update clearly demonstrates the demand for improved walking conditions throughout the region and the potential for such improvements to positively affect the local economy as well as the quality of life for Pima County residents.

5th/6th Street from Campbell to Alvernon

Jurisdiction: City of Tucson (Ward 6)

Roadway (from/to): 5th/6th Street (from Campbell to Alvernon)

Approximate Distance: 2 miles

Cost Estimate: \$2,717,925

PAG Pedestrian Plan priority ranking (per jurisdiction):

Country Club to Alvernon: 72.58 on north, 70.46 on south

Tucson to Country Club: 81.61 on north, 73.47 on south

Campbell to Tucson: 81.61 on north 62.50 on south

Capital Improvements:

- Complete sidewalk build-out
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet
- Shade, landscaping and beautification
- Pedestrian safety lighting
- New and enhanced pedestrian crossings

Connections:

Regional Network-

SunTran

3 on 5th/6th Street

15 on Campbell

17 on Country Club

11, 201X on Alvernon

Future Treat Avenue Bicycle Boulevard

Trip Generators & Community Resources-

El Con Mall

El Rancho Shopping Center

Howell Elementary School

Sam Hughes Elementary School

Rincon Market commercial area

Sam Hughes Place commercial area

University of Arizona

Notes: Living Streets Alliances worked with Miramonte Neighborhood to conduct a Neighborhood Walkability Assessment in 2013. Participants highlighted the need for a safe pedestrian crossing at Camino Miramonte and 5th/6th Street as well as an enhanced pedestrian environment along 5th/6th Street.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

36th Street from 6th Avenue to Country Club

Jurisdiction: City of Tucson (Ward 5) + South Tucson

Roadway (from/to): 36th Street (from 6th Avenue to Country Club)

Approximate Distance: 2.5 miles

Cost Estimate: \$1,492,876

PAG Pedestrian Plan priority ranking (per jurisdiction):

Varies by section (16 of them) ranging from 39.44 to 94.22 (most are quite high)

Capital Improvements:

- Install sidewalks and fill gaps
- ADA compliant curb ramps
- Stormwater harvesting from street via curb cuts/scuppers or other inlet
- Shade, landscaping and beautification
- Pedestrian safety lighting
- Enhanced crossings

Connections:

Regional Network-

SunTran

2 on 36th Street

6 on Park Avenue

8, 421 on 6th Avenue

El Paso & Southwestern Greenway

Trip Generators & Community Resources-

Quincie Douglas Center

Quincie Douglas Library

Silverlake Park

Southside Community School

Pueblo Gardens Elementary School

Pueblo Gardens Park

Community Food Bank

Boys & Girls Club

Blanche Johnson Senior Housing Project

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Dodge Boulevard from Glenn to 5th Street

Jurisdiction: City of Tucson (Wards 3 & 6)

Roadway (from/to): Dodge Boulevard (from Glenn to 5th Street)

Approximate Distance: 2 miles

Cost Estimate: \$1,777,787

PAG Pedestrian Plan priority ranking (per jurisdiction):

Glenn to Grant: 72 on both sides

Grant to Pima: 79 on east, 69 on west

(Other sections not rated)

Capital Improvements:

- Sidewalks
- Pedestrian safety lighting
- Stormwater harvesting from street via curb cuts/scuppers or other inlet
- Shade, landscaping and beautification
- Additional traffic calming features
- Drainage improvements

Connections:

Regional Network-

SunTran

1 on Glenn

9 on Grant

5 on Pima

4, 105X, 109X on Speedway

3 on 5th Street

Dodge is a future Bicycle Boulevard

3rd Street Bicycle Boulevard

Fairmont, Seneca, Flower are future Bicycle Boulevards

Trip Generators & Community Resources- Catalina Magnet High School

Notes: Living Streets Alliance worked with Miramonte and Palo Verde Neighborhoods on separate Walkability Assessments, which included Dodge between 5th St. and Grant. During the assessments, notable pedestrian activity was observed along Dodge, likely because of its connection to bus stops and the higher-density residential developments. Both neighborhoods raised several concerns about Dodge, which are captured in the “Suggested Treatments” section of the final reports.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Glenn from Oracle to Country Club

Jurisdiction: City of Tucson (Ward 3)

Roadway (from/to): Glenn (from Oracle to Country Club)

Approximate Distance: 3 miles

Cost Estimate: \$3,945,729

PAG Pedestrian Plan priority ranking (per jurisdiction):

Country Club to Tucson: 81.27 on north, 80.56 on south

Tucson to Campbell: 53.21 on north, 77.86 on south

Campbell to Mountain: 50.82 on north, 66.49 on south

Mountain to Park: 35.34 on north, 38.04 on south

Park to 1st Avenue: 43.12 on south, 46.71 on south

1st to 6th Avenue: 53.43 on north, 55.03 on south

6th Avenue to Stone: 49.14 on north, 48.79 on south

Stone to Oracle: 76.44 on north, 74.32 on south

Capital Improvements:

- Complete the sidewalk network
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet
- Shade, landscaping and beautification
- Pedestrian safety lighting
- Enhanced crossings at major roadways

Connections:

Regional Network-

SunTran

1 on Glenn

19 on Stone

6 on 1st Avenue

15, 103X on Campbell

17 on Country Club

4th Avenue/Fontana Bicycle Boulevard

Mountain Avenue Bicycle Route

Trip Generators & Community Resources-

Keeling Elementary School

Cragin Elementary School

Salpointe High School

Keeling Desert Mini Park

Connor Park

Mitchell Park

La Madera Park

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Grande Avenue (from St. Mary's Rd. to Congress St.)

Jurisdiction: City of Tucson (Ward 1)

Roadway (from/to): Grande Avenue (from St. Mary's Rd. to Congress St.)

Approximate Distance: 0.7 miles

Cost Estimate: \$1,160,374

PAG Pedestrian Plan priority ranking (per jurisdiction): 78.37 (east side) 71.29 (west side)

Capital Improvements:

- Sidewalk widening or wheelchair passing areas
- Sidewalk improvements (heaving, buckling spots)
- Additional enhanced pedestrian crossings
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet harvesting basins
- Shade, landscaping and beautification

Connections:

Regional Network-

Streetcar terminus (Mercado San Augustin)

SunTran

22 on Grande

21 on Congress

3 on St. Mary's

The Loop Shared Use Path

Future Menlo Park Bicycle Boulevard

Trip Generators & Community Resources-

Menlo Park

Nosotros Academy

Ward 1 Council Office

Notes: Living Streets Alliance worked with the Menlo Park Neighborhood on a Walkability Assessment in 2014, which included this section of Grande. The corridor has some notable pedestrian amenities (such as a HAWK crossing and pedestrian refuge islands), but the assessment participants had suggestions for additional improvements to make it more pedestrian-friendly (all captured in the "Suggested Treatments" section of the final report.)

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Nebraska Street from 12th Avenue to Old Nogales Highway

Jurisdiction: City of Tucson (Ward 5)

Roadway (from/to): Nebraska Street (from 12th Ave. to Old Nogales Hwy.)

Approximate Distance: 0.7 miles

Cost Estimate: \$1,239,842

PAG Pedestrian Plan priority ranking (per jurisdiction):

6th Ave. to Liberty Ave.: 87.64 on north, 86.40 on south

Liberty Ave. to 12th Ave.: 80.16 on north, 84.81 on south

Capital Improvements:

- Install sidewalks and fill gaps
- ADA compliant curb ramps
- Stormwater harvesting from street via curb cuts/scuppers and other inlet
- Shade, landscaping and beautification
- Enhanced crossings at major roadways
- Pedestrian safety lighting

Connections:

Regional Network-
SunTran

24, 16, 27, 29 on Nebraska

202X, 203X on Old Nogales Highway tie into Roy Laos Transit Center

Liberty Bicycle Boulevard

Trip Generators & Community Resources-

12th Avenue Cultural & Culinary Corridor

El Pueblo Liberty Learning Center

Pima County Health Department

El Pueblo Park

Rudy Garcia Park

Mulcahy YMCA/City Childcare Center

La Frontera Center

Apollo Middle School

Liberty Elementary School

Star Academic Center

Notes: Stormwater harvesting would address the major flooding challenges experienced by this community in the Airport Wash as studied by Watershed Management Group.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Roger Road from Oracle to Romero

Jurisdiction: City of Tucson (Ward 3) + Unincorporated Pima County

Roadway (from/to): Roger Road (from Oracle to Romero)

Approximate Distance: 1.5 miles

Cost Estimate: \$1,250,700

PAG Pedestrian Plan priority ranking (per jurisdiction):

Oracle to Fairview: 67.67 on north, 61.79 on south

Fairview to Flowing Wells: 80.77 on north, 68.16 on south

Flowing Wells to Romero: 72.76 on north, 77.94 on south

Capital Improvements:

- Sidewalks
- Pedestrian safety lighting
- Enhanced pedestrian crossings
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet
- Shade, landscaping and beautification

Connections:

Regional Network-

SunTran

10 along Flowing Wells

17 along Romero

16, 107X along Oracle

Future Roger Road Connection Bicycle Boulevard

Trip Generators & Community Resources-

Flowing Wells High School

Homer David Elementary School

Major commercial activity on Roger and Oracle

Notes: Living Streets Alliance worked with Flowing Wells Neighborhood Association & Community Coalition - Westwood Village Subdivision on a Walkability Assessment in 2014, which included the section of Roger Road between Flowing Wells and Fairview. Roger Road was a big concern among the residents in terms of pedestrian safety and comfort, due to lack of sidewalks, curbs, streetlights, pedestrian crossings, shade, and landscaping. Improvements along Roger Road are particularly important because the east-west neighborhood streets have very limited connectivity in this area, depriving pedestrians of alternative routes.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

St. Mary's Road (From Silverbell to I-10)

Jurisdiction: City of Tucson (Ward 1)

Roadway (from/to): St. Mary's Road (from Silverbell to I-10)

Approximate Distance: 1 mile

Cost Estimate: \$1,534,433

PAG Pedestrian Plan priority ranking (per jurisdiction):

Freeway to Bonita: 109.21 on south, 80.85 on north

Bonita to Grande: 83.33 on south, 81.73 on north

Grande to Silverbell: 80.89 on south, 86.20 on north

Capital Improvements:

- Build out sidewalk network where it doesn't exist
- Sidewalk expansion in high demand areas
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet
- Shade, landscaping, and beautification
- Pedestrian safety lighting
- Enhanced pedestrian crossings including pedestrian refuge islands

Connections:

Regional Network-

SunTran

3 on St. Mary's Road

102X, 202X, 104X on I-10

22 on Grande

21 on Silverbell

The Loop Shared Use Path

Future Menlo Park Bicycle Boulevard

Trip Generators & Community Resources-

Pima Community College

Tumamoc Hill

St. Mary's Hospital

Seminole Park

Major commercial along entire corridor

Major employers to the south (City of Tucson, United Way, etc.)

Notes: Living Streets Alliance worked with Menlo Park Neighborhood on a Walkability Assessment in 2014, which included a portion of this site. Participants highlighted the need for pedestrian refuge islands between I-10 and Silverbell. Barrio Hollywood Neighborhood Association has also been concerned about this street and requested a HAWK crossing at St.

Mary's Road and Cherokee, where a pedestrian was killed in 2011

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Vicksburg from Camino Seco to Sarnoff, Sarnoff from Vicksburg to Pantano

Jurisdiction: City of Tucson (Wards 2 & 4)

Roadway (from/to): Vicksburg (from Camino Seco to Sarnoff); Sarnoff (from Vicksburg to Pantano Parkway)

Approximate Distance: 2.4 miles

Cost Estimate: \$2,898,045

PAG Pedestrian Plan priority ranking (per jurisdiction):

Pantano to Vicksburg: varies from 51.06-79.34

Sarnoff to Camino Seco: 77.96 on south, 72.83 on north

Capital Improvements:

- Fill sidewalk gaps and widen existing 3 ft. sidewalks
- ADA compliant curb ramps
- Stormwater harvesting from street via curb cuts/ scuppers or other inlet
- Shade, landscaping and beautification
- Pedestrian safety lighting

Connections:

Regional Network-

SunTran

7 on 22nd Street

Sarnoff and Vicksburg are future Bicycle Boulevards

The Loop Shared Use Path

Atturbury Greenway (proposed)

Trip Generators & Community Resources-

Old Pueblo Children's Academy

Harold Steel Elementary School

Saguaro High School

Jesse Owens Park

Commercial activity

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

La Canada from Lambert to Naranja

Jurisdiction: Oro Valley

Roadway (from/to): La Canada (from Lambert to Naranja)

Approximate Distance: 1 mile

Cost Estimate: \$345,917

PAG Pedestrian Plan priority ranking (per jurisdiction): 58.12 on west side

Capital Improvements: ADA sidewalks

Connections:

Regional Network-

SunTran

203X

107X

Trip Generators & Community Resources-

West Lambert Lane park

Oro Valley Public Library

Oro Valley Town Hall

Commercial activity at Lambert & La Canada (Fry's Walgreens, La Canada Kinder Care, restaurants, etc.)

Commercial activity at Naranja & La Canada (restaurants, etc.)

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Northern Avenue/Calle Buena Vista from Magee Road to Linda Vista Boulevard

Jurisdiction: Oro Valley

Roadway (from/to): Northern Avenue / Calle Buena Vista (from Magee Road to Linda Vista Boulevard)

Approximate Distance: 2 miles

Cost Estimate: \$1,048,495

PAG Pedestrian Plan priority ranking (per jurisdiction):

Hardy Road to Calle Davidoso/Camino Cortaro: 41.09 on west, 40.56 on east

Calle Davidoso/Camino Cortato to Magee Road: 55.78

Capital Improvements: Shared Use Path

Connections:

Regional Network-

SunTran

107X

102X

SunShuttle

401

Trip Generators & Community Resources-

Canyon del Oro High School

Dennis Weaver Park

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Old Pascua – Various Streets

Jurisdiction: Pascua Yaqui Tribe

Roadway (from/to): Various (Old Pascua): Sahuaro Street (south side between Fairview Avenue and 15th Avenue); Fairview Avenue (east side between Sahuaro Street and Calle Matus); 15th Avenue (west side between Sahuaro Street and Calle Sur); Calle Matus (north side between Fairview Avenue and 15th Avenue); Calle Santa Ana (north side between Fairview Avenue and Calle Central); Calle Central (both sides between Calle Matus and Calle Sur)

Approximate Distance: 0.8 miles

Cost Estimate: \$414,160

PAG Pedestrian Plan priority ranking (per jurisdiction): N/A

Capital Improvements:

- Sidewalk network buildout
- Shade, landscaping and beautification
- Stormwater harvesting from street via curb cuts/scuppers or other inlet

Connections:

Regional Network

SunTran

10, 16, 107X along Oracle

20 along Grant

Future 15th Avenue Bicycle Boulevard

Future Seneca/Ventura Bicycle Boulevard

Trip Generators & Community Resources-

Old Pascua Museum and Yaqui Culture Center

Richey Elementary School

Manuel Valenzuela Alvarez Park

Commercial activity along Grant and Oracle

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

6th Avenue from 25th Street to I-10

Jurisdiction: South Tucson

Roadway (from/to): 6th Avenue (from 25th Street to I-10)

Approximate Distance: 1.1 miles

Cost Estimate: \$600,000

PAG Pedestrian Plan priorityranking (per jurisdiction):

29th to 36th Street: 85.42 on east, 83.65 on west

36th St. to Benson Hwy: 73.28 on east, 71.69 on west

Capital Improvements:

- Shade, landscaping and beautification
- Green infrastructure
- Pedestrian amenities
- Pedestrian safety lighting

Connections:

Regional Network-

SunTran

8 on 6th Avenue

23 on Silverlake Road/4th Avenue

SunShuttle

421 on 6th Avenue

The Loop Shared Use Path/Julian Greenway Wash

El Paso & Southwestern Greenway

Trip Generators & Community Resources-

Ochoa Community Magnet School

John Valenzuela Youth Center

Mission View Elementary

South Tucson Municipal Complex

Sam Lena Library

Social Services Agencies:

Social Security Administration, Salvation Army,

Gospel Rescue Mission, La Frontera, Casa Maria,

Project YES, House of Neighborly Service

Commercial activity along entire corridor

Notes: More than 300,000 people board SunTran buses along 6th Avenue in South Tucson every year, generating extensive pedestrian activity. An assessment of this corridor was completed by the University of Arizona's College of Architecture, Planning, and Landscape Architecture as part of a 2009 Economic Development Strategy for the City of South Tucson. South 6th Avenue

Corridor was one of the areas targeted for revitalization including an action plan for improving green infrastructure around this area.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

8th Avenue & 10th Avenue from 25th to 43rd Street

Jurisdiction: City of South Tucson

Roadway (from/to): 8th Avenue & 10th Avenue (from 25th to 43rd Street)

Approximate Distance: 1.2 miles

Cost Estimate: \$96,000

PAG Pedestrian Plan priority ranking (per jurisdiction): N/A

Capital Improvements:

- Green infrastructure
- Shade, landscaping and beautification
- Pedestrian amenities
- Traffic calming

Connections:

Regional Network-

SunTran

16 on 10th Avenue

23 on 29th Avenue

El Paso & Southwestern Greenway

10th Avenue/Liberty Avenue Bicycle Boulevard

The Loop Shared Use Path / Julian Greenway Wash

Trip Generators & Community Resources-

Ochoa Community Magnet School

Mission View Elementary

House of Neighborly Service

Ochoa Park

Project YES

Pasadera Behavioral Health Network

Fiesta Mercado Shopping Center

Notes: South 8th Avenue is a low speed residential street which connects a wide range of services and destinations west of 6th Avenue, including Ochoa Magnet School, John Valenzuela Youth Center, Las Artes, Project Ser, House of Neighborly Service, Project Yes, Mission View Elementary School, Pasadera Behavioral Health (formerly Arizona's Children Association), Fiesta Mercado Shopping Center, Primavera Foundation. The avenue sits midway between 6th and 10th Avenues, both of which are higher speed roadways. The avenue is slated to become part of the Liberty-8th Avenue Bike Boulevard.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

Frontage road north of SR 86 (from Baboquivari Drive to “T” intersection to the west

Jurisdiction: Tohono O’odham Nation (Sells District)

Roadway (from/to): Frontage road north of SR 86 (from Baboquivari Drive to “T” intersection to the west)

Approximate Distance: .57 miles

Cost Estimate: \$226,699

PAG Pedestrian Plan priority ranking (per jurisdiction): N/A

Capital Improvements: Sidewalks

Connections:

Regional Network-
N/A

Trip Generators & Community Resources-
Indian Oasis Elementary School
Baboquivari Middle School
Tohono O’odham Nation Youth Council Office
Economic Development Authority of the Tohono
O’odham Nation
Bashas Supermarket commercial complex
Post Office
Tohono O’odham Nation Justice Center

Notes: The Tohono O’odham Nation will be able to hire local contractors to implement this project, so it will help create jobs.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

West San Xavier Road & South J Stock Road from I-19 ROW to Indian Health Services Clinic

Jurisdiction: Tohono O’odham Nation (San Xavier District)

Roadway (from/to): West San Xavier Road & South J Stock Road from I-19 ROW to Indian Health Services Clinic)

Approximate Distance: 0.96 miles

Cost Estimate: \$250,000

PAG Pedestrian Plan priority ranking (per jurisdiction):

W. San Xavier Road: 55.91 on both sides (top quartile)

N/A along S. J Stock Road

Capital Improvements: Sidewalk network

Connections:

Regional Network-

I-19

Trip Generators & Community Resources-

Indian Health Services Clinic

Mission School

San Xavier District Offices Complex

San Xavier District Recreation Center

San Xavier District Education Center

San Xavier District Peoples Wellness Center

San Xavier District Elders Center

San Xavier District Community Center

Tohono O’odham Nation Fire and Police Complex

San Xavier Mission

Notes: This is the final link that will complete the pedestrian network between Mission San Xavier, Mission School, Indian Health Services, etc.

**This information was developed by Living Streets Alliance in consultation with respective jurisdiction*

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