

Department: TBD

Date: December 16, 2014

2014 Bond Election Proposed Projects Template

Project Name: Pedestrian Safety and Walkability Improvements

Location: Pima County (all jurisdictions)

Scope: \$25 million for pedestrian safety and walkability capital improvement projects throughout Pima County; \$21 million for 16 specific corridor improvement projects totaling over 22 linear miles of roadway, and \$4 million for categorical improvements in one of three categories.

Corridor projects will focus on that pedestrian collector system that falls between the in-neighborhood pedestrian efforts of Neighborhood Reinvestment and the arterial efforts of the Regional Transportation Authority. In cooperation with these entities and the jurisdictions, it will focus on bringing pedestrians safely and comfortably to community destinations, such as schools, businesses, parks, community centers, libraries, and transit stops. Corridor projects may include, but are not limited to, such improvements as enhanced connections and crossings; continuous sidewalk networks; streetscape improvements; traffic calming; and green infrastructure.

Categorical projects will be awarded through the PAG Bicycle & Pedestrian Subcommittee through a competitive and transparent process. All jurisdictions within Pima County may apply.

Benefits: Walking is the most basic and equitable mode of transportation that exists; every person is a pedestrian at some point during his or her day. To increase the number of people walking, the distances being walked, and the diversity of trips made by foot, walking needs to be safe, comfortable and convenient. A walkable environment has the following benefits:

- Safety – a reduction in the terrible toll of injuries and deaths to pedestrians in our communities
- Transportation – reduced traffic congestion and increased efficiency/effectiveness of a 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 33% of the population who cannot or do not drive an automobile at any given point in time
- Climate & Environment – reduced emissions, improved air and water quality, curbed urban heat island
- Economic Development – improved pedestrian connections to business districts to promote small scale, local economic development as well as increased “livability” which will make the region nationally competitive as a desirable place for major employers and start-up ventures.

Costs: \$21 million in pedestrian capital improvements along 16 specific “Signature Project” corridors throughout Pima County; \$4 million for categorical pedestrian improvements in at least one of three categories: Safe Crossings, Safe Routes to School Infrastructure Projects, Enhancements.

Bond Funding: Twenty-five Million Dollars

Other Funding: Significant investment has already been made in developing the scope of each project and the proposal as a whole. Living Streets Alliance and partners have donated over \$50,000 in time, as have staff from each jurisdiction that submitted projects. The City of Tucson has already invested \$50,000 in preliminary engineering cost estimates for their projects. Jurisdictions may leverage these bond funds

to secure additional match funding through the Transportation Alternatives Program and other local, state, and federal funding opportunities. If built, **the 16 corridor projects stand to leverage upward of \$94 million in public investment (Pima County Bonds, etc.) through projects funded since 1997. An additional \$87 million in proposed projects (the majority of which are proposed 2015 County Bond projects) stand to be leveraged as well.**

Fiscal Year Project Start and Finish Date: Start FY2016; End when all funding has been expended

Project Management Jurisdiction: Each jurisdiction will be in charge of managing both Signature Projects and Categorical Funding projects that fall within its boundaries. This will be done in cooperation with Pima County Project Management Department via Inter-government Agreements (IGAs). Living Streets Alliance (LSA) will be happy to provide project guidance and planning assistance on a contractual or pro-bono basis to Pima County or other jurisdictions as projects are implemented, but currently has no contractual connection to the projects. Rather, LSA is acting as an advocacy organization in proposing these projects, advocating on behalf of pedestrians and the pedestrian system.

Future Operating and Maintenance Costs: Each jurisdiction will assume responsibility for future Operation and Maintenance costs of improvements made within its boundaries and will be required to provide documentation of existing O&M policies.

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 Pima Association of Governments just adopted a 2014 Regional Pedestrian Plan Update, which 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.

Supervisor District of Project Location: All Pima County Supervisor Districts
