

Continental Road/I-19 Bicycle & Pedestrian Enhancement



**Arizona TEA-21 Transportation Enhancement Grant Application
Sponsored by Pima County Department of Transportation and
Arizona Department of Transportation August 2005**

**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. An alternate person should also be listed. The appropriate District will sponsor projects on the State system. (No exceptions).
8. Person responsible for completing application form.

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) ADOT Tucson District	MPO / COG PAG	2. DATE June 10, 2005
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3. PROJECT/ROUTE/FACILITY NAME and BEGINNING MILEPOST Continental Road/I-19 Bicycle and Pedestrian Enhancement I-19 MP 39.4

4. MAILING ADDRESS 1224 S. 2nd Avenue

CITY Tucson	ZIP CODE 85713	5. COUNTY Pima	6. CONGRESSIONAL DISTRICT 8
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7. CONTACT PERSON Dennis Alvarez	TITLE Tucson District Engineer	PHONE NO: (520) 620-5412 FAX NO: (520) 628-5317
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ALTERNATE PERSON Dan Williams	TITLE Maintenance Engineer	PHONE NO: (520) 620-5412 FAX NO: (520) 628-5317
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8. FORM FILLED OUT BY: Matt Zoll	TITLE Pima County Bicycle and Pedestrian Program Manager	PHONE NO: (520) 740-6746 FAX NO: (520) 740-6341
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List category applied for **1. Provision of Facilities for Pedestrians and Bicycles; 5. Landscaping and Other Scenic Beautification**

Amount of Federal funds requested **\$ 441,501** Total Project Cost **\$ 525,634**

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. Any project under this activity 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.

8. 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.	<input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges)
<input type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists	<input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)
3. NOT ELIGIBLE IN ARIZONA	<input type="checkbox"/> 9. Control and Removal of Outdoor Advertising
<input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities	<input type="checkbox"/> 10. Archeological Planning and Research.
<input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification	<input type="checkbox"/> 11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity
<input type="checkbox"/> 6. Historic Preservation	<input type="checkbox"/> 12. Establishment of Transportation Museums

- 10. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, NUMBER OF ACRES, ETC.** List all key elements of the project scope

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

The *Continental Road/I-19 Bicycle and Pedestrian Enhancement* provides new bicycle lanes, sidewalks, and shade landscaping at the I-19 interchange with Continental Road. This project will link existing north/south bike lanes on La Cañada Drive and on Abrego Drive to recently completed bike lanes on Continental Road east of I-19 to White House Canyon Road, and will connect missing sections of sidewalk on both sides of I-19. The project will also link with a planned bike lane project by Pima County west of I-19, connecting to Pima College and also to recently completed bike lanes on Camino del Sol. This project will provide the first and only east/west bike route in the community and will increase pedestrian safety and access, particularly for persons with disabilities.

The project extends 0.55 miles through the underpass, includes construction of 6-foot bike lanes and 6-foot sidewalks that comply with ADA standards, and installation of shade trees to enhance the intersection as the “gateway” to Green Valley and to the Madera Canyon Recreation Area. It also opens up a route for the 3,600 residents east of I-19 to more safely walk and bike to the shopping and recreational areas west of I-19.

- 11. 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 ROW? Who owns the proposed project ROW?
Are there any private landowners involved? If so please list.
What % 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?
- A) The project is in Green Valley, Arizona at I-19 and Continental Road.
 - B) The project is on an existing transportation corridor. A small portion of the corridor on the west side of I-19 is planned for an intersection reconstruction for the west frontage road at Continental Road. The intersection reconstruction will include bicycle facilities only on the frontage road for a short distance but will not include any pedestrian facilities either on the frontage road or on Continental Road.
 - C) The project will include reconstruction of curbs, construction of bicycle lanes and sidewalk improvements, and installation of shade landscaping on both sides of Continental Road through the I-19 underpass on ADOT right-of-way.
 - D) The project can be constructed entirely within the right-of-way. ADOT has jurisdiction over 82 percent of the right-of-way and Pima County has jurisdiction of the remaining 18 percent.
 - E) There are no drainage issues to be addressed.
 - F) There are no utility relocations necessary.
 - G) The project can be completed within 36 months after approval.

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

12. 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) Pima County DOT will maintain and repair this bike lane, sidewalk and landscaping project.
- B) The maintenance and repair will be part of PCDOT's standard roadway and shoulder maintenance program.
- C) Repair and maintenance will be funded through use of PCDOT's Highway User Revenue Funds.

13. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? Yes or No

Yes

14. 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 is not listed as a Scenic or Historical route.

15. 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?

Green Valley's Vision 2020 Plan established a Bike and Pedestrian Committee to develop actions to connect non-automotive routes and infrastructure through the community. The Tucson and Pima County Bicycle Advisory Committee has also encouraged the local community to work with them to provide safer routes for bicycle transportation in the Green Valley area. Bike lanes along Continental Road were included in the PAG 2030 plan and in the Green Valley Master Plan for Multiuse Lanes and Trails, a component of the Vision 2020 Plan.

Green Valley residents have written letters to Pima County requesting these lanes and the Green Valley Community Coordinating Council has met with Pima County DOT, which supports the proposal as a necessary safety enhancement. ADOT determined that this proposal was feasible and necessary to connect existing and proposed bicycle and pedestrian systems. The Pedestrian and Bicycle Committee of the Green Valley Community Coordinating Council and the Tucson-Pima County Bicycle Advisory Committee will be directly involved in the planning, scoping process, design process, and implementation of this project.

16. 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).

Why the Project is an Enhancement

North and south bike lanes currently exist along two main corridors through Green Valley, La Cañada Drive and Abrego Drive. In 2004, Pima County also constructed bike lanes on Camino del Sol, the third principal north/south corridor. The proposed bicycle lanes along Continental Road will provide improved and safer access for bicyclists for the 0.55-mile distance from La Cañada on the west to the Abrego Road/Continental Road intersection on the east, where new bicycle lanes were constructed in 2005 on Continental Road by Pima County to White House Canyon Road (the only access to Continental Elementary and Middle School and to Madera Canyon Recreational Area). The proposed landscape will also serve as a gateway treatment to this main entrance to Green Valley and will provide shade for walking and cycling.

Community Benefit and Improvement

The Continental bike lanes and sidewalks proposed at I-19 will eliminate a major barrier to walking and bicycling in the area. The project provides pedestrian and bicycle access to commercial areas, the U.S. Post Office, the Green Valley Food Bank, and the Abrego South Recreation Center. The project benefits and improves the community by widening existing sidewalk and providing pedestrian curb ramps that meet ADA standards, plus it includes curb radius improvements to significantly reduce pedestrian crossing distances at the intersections.

Reason for Funding

The project should be funded to eliminate the major barrier effect caused by the I-19/Continental Road interchange to pedestrian and bicycle access and safety. Persons are unable to walk or bicycle through this area, limiting their access to healthful activities and to area businesses and services. The project will connect existing bike lanes on each side of I-19 that provide access to important locations.

Important Basic Criteria for all TE Projects

- A. Project eligible under one or more of the 11 Transportation Enhancement activities listed in TEA-21
- B. Proposed project is related to Surface Transportation
- C. Project 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 project and are ineligible)
- D. Project 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 available (Minimum 5.7%)
- 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?

17. 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.

Agency/Jurisdiction ADOT
 Day: 6/19/05 By: Dennis B. Alamy

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.

18. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG John Luvato Date: 7/28/05

ESTIMATED PROJECT COSTS BY ITEM.

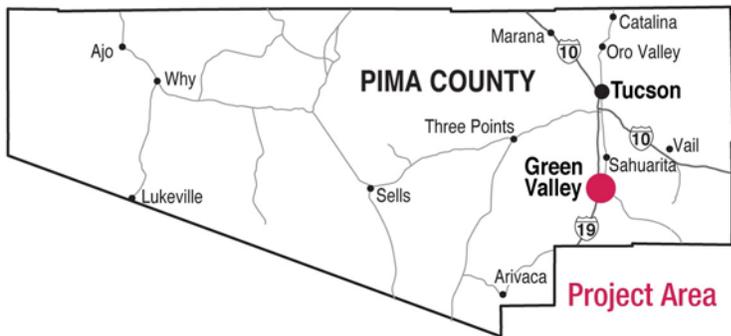
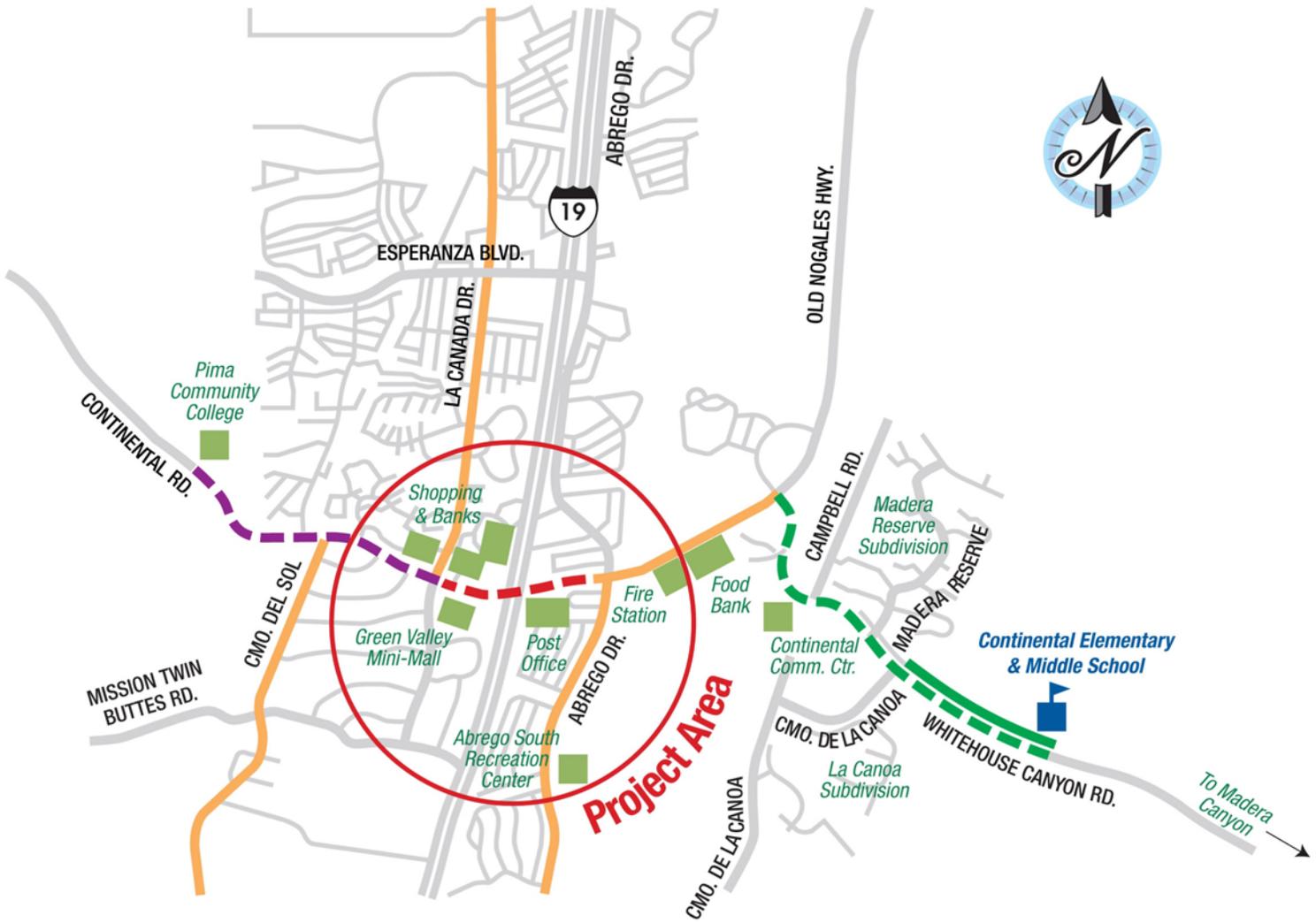
ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS						
(Costs of the following items cannot be applied toward the federal participation or local match)						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	12,773	12,773	NO ENTRY	
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	16,423	16,423		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	15,510	15,510		
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	1,500	1,500		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 46,206		
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	69,340	69,340	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	18,247	18,247		
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	18,247	18,247		
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	3,649	3,649		
SUBTOTAL – PROJECT DESIGN COSTS						
If requesting federal funds for design, enter up to 94.3% of the total design cost in the federal column. Otherwise, enter \$0 in the federal column.				\$ 109,483	103,243	6,241

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	6,700	6,700	6,318	382
DEMOLITION						
Sawcut	LF	2,350	10	23,500	22,161	1,340
Remove Structural Concrete	CY	68	500	34,000	32,062	1,938
Remove Asphaltic Concrete Pavement		2,750	5	13,750	12,966	784
Remove Concrete Sidewalks, Slabs		1,920	6	11,520	10,863	657
EARTHWORK						
General Excavation	CY	1,820	5	9,100	8,581	519
Drainage Excavation		525	15	7,875	7,426	449
Structural Excavation		275	50	13,750	12,966	784
Structural Backfill		205	100	20,500	19,332	1,169
CURB & GUTTER	LF	1,950	12	23,400	22,066	1,334
AGGREGATE BASE	CY	544	30	16,333	15,402	931
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF	12,900	4	45,150	42,576	2,574
Asphaltic Concrete	Ton	385	50	19,269	18,171	1,098
CROSSWALK ENHANCEMENT						
PEDESTRIAN ADA RAMP	SF	1,560	12	18,720	17,653	1,067
STRIPING	LF	6,200	1	3,100	2,923	177
SUBTOTAL - SITE ACQUISITION & HARD CONSTRUCTION				\$ 266,668	251,468	15,200
STORMWATER POLLUTION PREVENTION (If over 1 acre of disturbance, 5% of constr. costs) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	5%	13,333	12,573	760
LANDSCAPING & IRRIGATION ITEMS						
TREES (15 GALLON SIZE)	Each	18	75	1,350	1,273	77
TREES (5 GALLON SIZE)	Each	10	35	350	330	20
SHRUBS (5 GALLON SIZE)	Each	44	20	880	830	50
SHRUBS (1 GALLON SIZE)	Each	20	8	160	151	9
CACTUS (5 GALLON SIZE)	Each	16	35	560	528	32
MULCH						
Decomposed Granite	CY	72	50	3,600	3,395	205
Organic		28	35	980	924	56
BOULDERS	Each	12	250	3,000	2,829	171
IRRIGATION SYSTEM						
Drip	SF	23,900	1	14,340	13,523	817
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS	1	1,135	1,135	1,070	65
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$ 26,355	24,853	1,502

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
SITE FURNISHINGS						
BENCHES	Each	4	800	3,200	3,018	182
TRASH RECEPTACLES	Each	4	250	1,000	943	57
SUBTOTAL – SITE FURNISHINGS				\$ 4,200	3,961	239
SUBTOTAL – CONSTRUCTION COSTS				310,653	292,946	17,707
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	24,852	24,852	23,436	1,417
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	18,639	18,639	17,577	1,062
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	3,107	3,107	2,929	177
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	15,533	15,533	14,647	885
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	5,592	5,592	5,273	319
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 67,722	63,862	3,860
TOTAL STAGE V COSTS (CONSTRUCTION)				\$ 364,945	344,143	20,802
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification)	LS	1	5,000	\$ 5,000	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 525,634	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. (Includes 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	\$ 468,188
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects). <i>If the amount shown on 13b exceeds this amount, change the entry to \$500,000 (\$1,000,000 for state projects).</i>					BOX B	\$ 441,501
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects). <i>If the amount shown on 13c exceeds this amount, change the entry to \$30,223 (\$60,445 for state projects).</i>					BOX C	\$ 26,687
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	\$ 26,687

Project Location Map

Continental Road / I-19 Bike and Pedestrian Enhancement



-  Proposed Continental School Bike Lanes
-  Proposed Continental School Shared Use Path
-  Existing bike lanes
-  Proposed Continental Road/I-19 Bike and Pedestrian Enhancement
-  Proposed Bike Lanes (by PCDOT)



Continental Road at I-19 frontage road looking west. Non-ADA compliant and discontinuous sidewalks, no shade landscaping or bike facilities.



Continental Road at I-19 frontage road looking west. Excessive crossing distance for pedestrians, non ADA-compliant curb ramps, and high-speed turning radii.



Continental Rd. at I-19 looking east. No bike facilities, sidewalks are non-ADA compliant, lack of shade landscaping and beautification.



Continental & I-19 looking east with proposed bike lane, widened sidewalk, shade trees and beautification.



Continental Road at I-19 frontage road looking east. No pedestrian or bike facilities, large turning radii and excessive crossing distance.



Continental Road at I-19 frontage road looking east with proposed bike and pedestrian enhancements, shortened crossing distance for pedestrians.



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

David P. Jankofsky
Deputy Director

June 9, 2005

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

Dear Committee Members:

I am pleased to submit this bicycle and pedestrian project in Green Valley for consideration for TE funding by the Transportation Enhancement committee. This project improves bicycle and pedestrian safety on ADOT right-of-way at the Continental Road underpass of I-19. The ADOT Tucson District is pleased to submit this project for funding, as it will improve the safety of bicyclists in this congested area where entrance/exit ramps and frontage roads intersect. Pedestrian safety and access will also be enhanced.

This project will provide a much-needed east/west bike lane corridor connecting several existing north/south bike lanes in Green Valley. Bicyclist would then have improved and safer routes to both sides of I-19 in Green Valley that do not currently exist. The project will also substantially improve pedestrian access and safety through the interchange area.

The ADOT Tucson District commits to providing the local match requirements for this project and we look forward to its implementation.

Thank you again for your consideration and support for this project for bike lanes, sidewalk and shade landscaping on Continental Road connecting through the I-19 underpass.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis B. Alvarez".

Dennis B. Alvarez, PE

ADOT, Tucson District Engineer



2001 Award Recipient

Green Valley Community Coordinating Council, Inc.

Green Valley Mall, 101-14B S. La Canada, Green Valley, Arizona 85614

From the Desk of Chet Davis, First Vice- President

Voice: 520-648-1936 Fax: 520-648-5079 E-mail: gvccc@theriver.com

May 26, 2005

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

Dear Committee Members:

The purpose of this letter is to advocate strongly for the Grant Application attached hereto. This ADOT project would increase bicycle safety on Continental Road as it passes under Interstate Highway 19 in Green Valley.

This project will provide for the continuation of the multi use (pedestrian/bicycle) lanes recently added to Continental Road from White House Canyon Road to Abrego Drive. This continuity will provide a means to travel by foot or bicycle, safely, from the La Posada retirement complex and from Abrego Drive under the Interstate Highway to the shopping area to the west of this project area.

Please review and approve this Grant Application to provide a much needed east-west pedestrian and bicycle corridor for our community.

Sincerely,



Chet Davis, First Vice President
Green Valley Community
Coordinating Council



270 W. Continental Rd., Ste. 100
Green Valley, AZ 85614
Mailing Address:
P.O. Box 566
Green Valley, AZ 85622
(520) 625-7575 / 7594 · Fax (520) 648-6154

May 25, 2005

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

Dear Committee Members,

The Greater Green Valley Chamber of Commerce and Visitors Center is in support of the project in Green Valley to improve bicycle safety where Continental Road goes thru the underpass of I-19. This project will greatly improve the safety of bicyclists in this congested area where I-19 entrance and exit ramps and frontage roads intersect with Continental Road. Bicyclists would have a safe route in Green Valley to both sides of I-19 which is currently unavailable.

It is strongly recommended that this project be approved to tie in with the new Continental Road Bike Lane. These lanes together will provide a much needed East/West bike lane corridor connecting several existing North/South bike lanes in Green Valley.

Thank you for your consideration and support for this project.

Sincerely,

A handwritten signature in blue ink that reads "Beverly Trunick". The signature is written in a cursive, flowing style.

Beverly Trunick
President, Board of Directors

Green Valley Recreation, Inc.

1070 Calle de las Casitas ✦ PO Box 586 ✦ Green Valley, Arizona ✦ 85622-0586
(520)625-3440 ✦ Fax (520)625-2352

May 24, 2005

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

Dear Committee Members:

The purpose of this letter is to express strong support for a project in Green Valley to improve bicycle safety where Continental Road goes through the underpass on I-19 on ADOT ROW. This project will greatly improve the safety of bicyclists in this congested area where I-19 Entrance/Exit ramps and Frontage Roads intersect with Continental Road. Bicyclists would then have safe routes in green Valley to both sides of I-19, which is currently unavailable.

We also strongly recommend that this project be approved to tie-in with the recently constructed bike lanes on Continental Road from Abrego Road to White House Canyon Road. This will provide a much needed East/West bike lane corridor connecting several existing North/South bike lanes in Green Valley.

Sincerely,



Jeff Ziegler
Executive Director
Green Valley Recreation, Inc.



Pima County Sheriff's Department

1750 E. Benson Highway • Tucson, AZ 85714-1758
Phone 520-741-4600 • Facsimile 520-741-4622
www.pimasheriff.org

Clarence W. Dupnik
Sheriff

Keeping the Peace and Serving the Community Since 1865

May 26, 2005

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

Dear Committee Members:

The Pima County Sheriff's Department, by way of this letter, wishes to acknowledge and support the attached grant request. The addition of bicycle and pedestrian lanes to Continental Road where it goes through the I-19 underpass on ADOT right of way is important to our community. This is a very congested area due to the intersection of I-19 entrance/exit ramps and frontage roads, and is dangerous for cars as well as bicyclists and pedestrians.

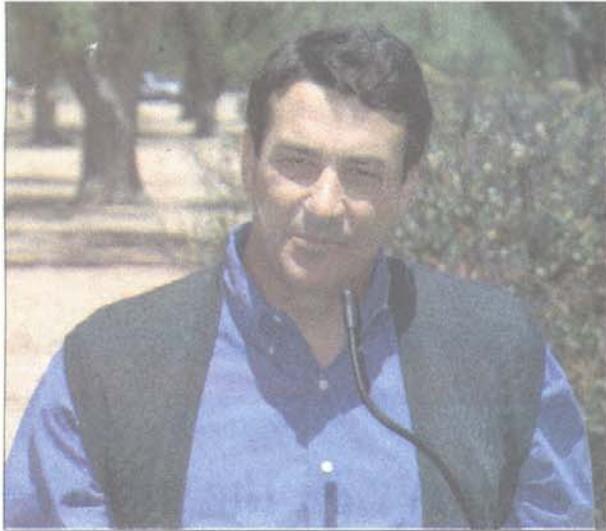
This project will make this area much safer as well as tying in with the brand new bike lanes on Continental Road from Abrego road to Whitehouse Canyon Road. This will provide our only east/west bike lane corridor connecting several existing north/south bike lanes in Green Valley.

Therefore, we ask you, the committee, to consider the acceptance of this grant request and approve funding for this transportation enhancement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Clarence W. Dupnik".

Clarence W. Dupnik
Sheriff, Pima County



RICK MCCALLUM | GREEN VALLEY NEWS

PIMA COUNTY SUPERVISOR Ray Carroll was among several county officials participating in the Continental Multi-Use Lane Dedication Thursday at La Posada.



PHOTO BY JIM JORDAN

CYCLISTS (from front) Mary Lee Adamson, Mary Ann Jordan and Bill Adamson try out the new bike lanes before the ceremony. (See story below.)

Cyclists, officials cheer bike lanes completion

By Philip Franchine
 Green Valley News

About 40 bicyclists celebrated the dedication of the new bike lanes on Continental Road in full regalia, riding in with helmets, multi-colored jerseys, aerodynamic sunglasses and fingerless gloves on Thursday. They rode in on road bikes and dirt bikes, mostly

two-wheelers, with one three-wheeler and a tandem, too, and parked their bikes against a wall at the La Posada entrance at the intersection of Continental and White House Canyon Road. La Posada donated \$25,000 for the project.

A parade of county and other officials was on hand under a tent there to praise the rapid development of the multi-use lanes, which

connect existing bike lanes at Abrego Drive on the west and White House Canyon Road and Old Nogales Highway on the east.

Jim Jordan of the Green Valley Community Coordinating Council bicycle committee recalled that it was almost a year ago at La Posada when county Transportation Engineering Manager Rick Ellis told a Green Valley crowd that it

would be five to 10 years before there would be funding for such a project.

"A lot of people and organizations came together to make it happen," said Jordan, who said he was pinch-hitting for the vacationing bicycle activist Bill Adamson.

The major players were all represented by speakers,

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LANES: Open for bicyclists on Continental Road

FROM PAGE A1

including County Supervisor Ray Carroll; La Posada Foundation Vice President Mark Dugan; Deputy Pima County Administrator John Bernal; county Transportation Chief Kurt Weinrich, who served as master of ceremonies; Matt Zoll, the county's bike/pedestrian coordinator; President Dick Roberts of GVCCC and

Greater Green Valley Chamber of Commerce President Arleen Boyuls.

Most of the speakers agreed that cooperation was key to making the project happen.

Roberts reminded the audience that bike lane improvements grew out of the Green Valley 2020 Project.

Bernal made a pitch for the Regional Transportation Authority, saying that its proj-

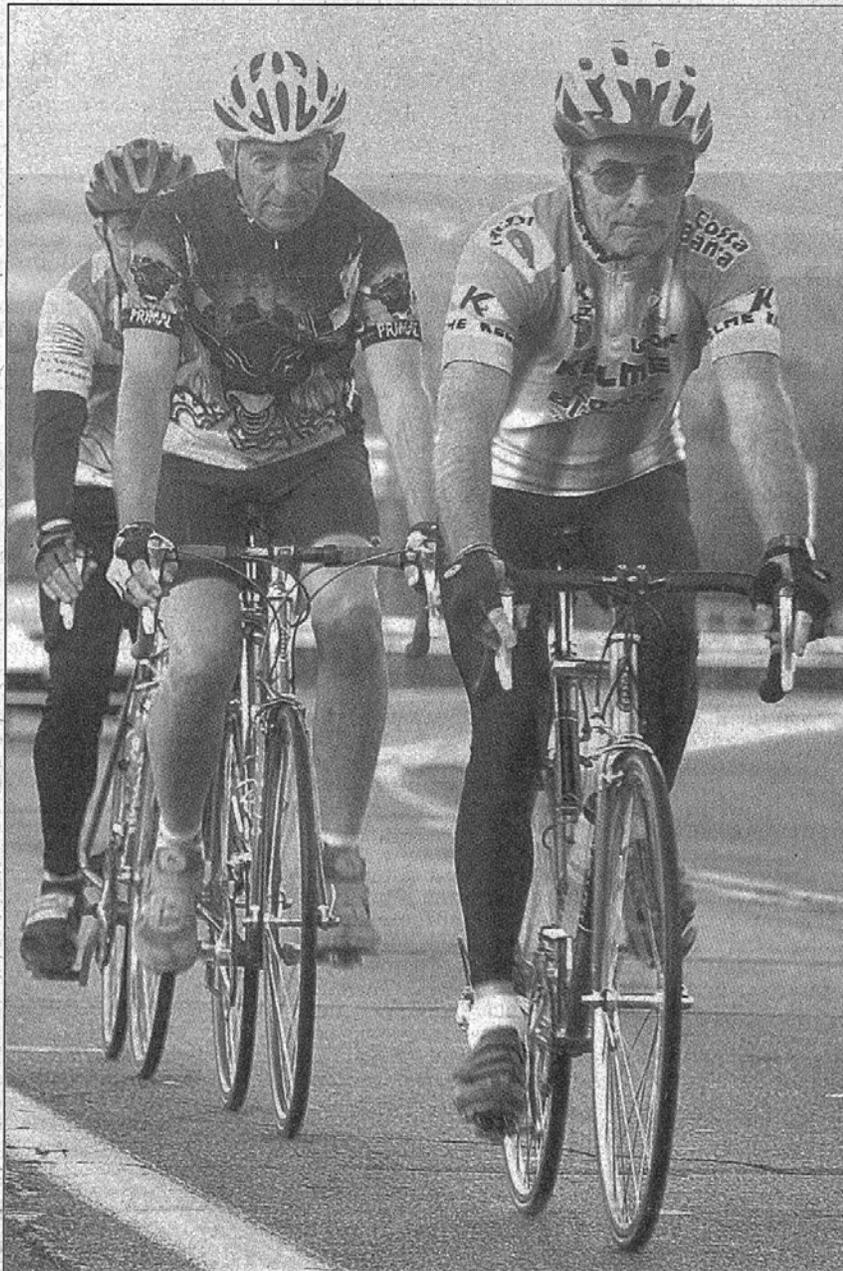
ects will include not only big-ticket items, but smaller projects that benefit bicyclists and walkers if voters approve a half-cent sales tax.

Zoll said that the county also is working on improving the Continental Road/Interstate 19 intersection so walkers and bicyclists could go through the underpass more safely, and so the interchange would be seen by visitors as

an attractive gateway to Green Valley.

Weinrich reminded those present to slow down while passing through the Duval Mine Road construction area, and said that nearly three-fourths of fatalities in highway construction accidents are those of motorists, not construction workers.

pfranchine@gvnews.com | 547-9738



MARIA AGUILAR | GREEN VALLEY NEWS

(FRONT TO BACK) Bill Adamson, Ralph Edwards and Jim Jordan are gearing up to present a master plan for bicycle and pedestrian lanes in Green Valley Thursday at Canoa Hills Center. (See story below.)

Bike/pedestrian master plan will be presented Feb. 3

By Philip Franchine
Green Valley News

GREEN VALLEY—The draft master plan for bicycle and pedestrian lanes in the Green Valley area will be unveiled Thursday afternoon, but it may already be getting some results.

After years of requests from residents, Pima County officials appear

close to announcing a plan to construct multi-use lanes along Continental Road from Abrego Drive to White House Canyon Road, Bill Adamson said.

Adamson is chair of the Green Valley Community Coordinating Council (GVCCC) Bike and Pedestrian Committee and spearheaded the drive to get multi-use lanes on a section of Camino del Sol.

In addition, committee members, working with their counterparts in Sahuarita and Tucson, on Wednesday met with Pima County Administrator Chuck Huckelberry to discuss using county bond money to construct bike lanes along Sahuarita Road.

The Continental bike lanes had been the top priority of the committee

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LANES: Draft master plan to be presented Thursday

FROM PAGE A1

up to this point and the Sahuarita Road lanes are the next priority, Adamson said.

La Posada at Park Centre has pledged \$25,000 toward the Continental project and local activists have been told the county could start work as soon as this spring.

County Transportation Engineering Manager Rick Ellis said in an e-mail about Continental "at this point in time we don't have any of the details worked out. We are actually looking into several of the elements... such as timing, better cost estimates, overall approach, and hope to have that info developed very soon. Once we do, we will make sure we let you know and can get it out to the Green Valley citizens."

Public comment sought

The Master Plan will be presented for public comment at 4 p.m. Thursday, Feb. 3, in the Saguaro Room of the Canoa Hills Center, 3660 S. Camino del Sol.

Handouts will be available summarizing the plan, and will include color-coded maps that show existing and needed multi-use lanes and gaps as well as spread sheets that include potential funding sources and other project data.

Part of "Vision 2020"

"This draft master plan is being developed by the GVCCC Bicycle and Pedestrian Committee as part of the GVCCC 'Vision 2020' project. Its objective is to identify the lanes and trails needed now and to guide future planning.

Community input is needed to finalize the Master Plan," GVCCC president Dick Roberts wrote in a letter to the *Green Valley News and Sun*.

"A major goal of our plan is to connect existing multi-use lanes throughout Green Valley and adjacent communities to achieve safe bicycle routes from Tucson to Tubac and Arivaca.

"Therefore, this draft master plan includes our interests in the juris-

dictions of Pima County, Districts 2, 3 and 4, and the Town of Sahuarita. We have, thus, been coordinating our planning efforts with Pima County and the Town of Sahuarita, and appreciate the cooperation of all parties."

Adamson said the county's intention to build multi-use lanes on Continental "was the top priority in our master plan. It just shows how important this master plan is to identify the needs we have out here to the county and to guide our efforts.

"We are not only going to the county to ask for help, we also are applying for grants and we're looking at other avenues obtaining funds," including funding from developers and other local businesses, Adamson said.

Pledged \$25,000

La Posada CEO Lisa Israel said "We feel it's appropriate for La Posada to be involved because we view the bike/multi-lane project as a community need as well as a safety issue for Green Valley and La Posada residents. La Posada has pledged \$25,000 if that would serve as a catalyst for the county to move the bike lane project forward. We are pleased to be part of the solution."

Adamson said "the purpose of the meeting is to present that draft plan to the community. We also hope people from Sahuarita and the county will come so we can get comments from them on the plan. After we get public input, we're going to finalize the plan and make a report. It will be submitted to the county so they'll be aware of our immediate concerns as well as our long-range concerns."

Adamson noted that planning for multi-use improvements is a continuing process that changes with population and traffic changes, but said the plan gives guidance to advocates and to public officials.

One of the goals of developing a master plan is to coordinate efforts in Green Valley and Sahuarita, especially with the growth of Quail Creek and the Madera Highlands area, and to coordinate efforts be-

tween the town and the county along, for example, Sahuarita Road.

The master planning process has been under way for almost a year, and Adamson hopes to get a final draft prepared by this spring, before the winter visitors leave town.

Safety concerns

The plan includes a map that depicts "urgent safety" concerns that are not yet being addressed, including a 0.2 mile gap in the bike lanes on Abrego Drive just south of the town limits.

Also, a stretch of Camino del Sol that still lacks bike lanes and Old Nogales Highway, which is getting increasing bike traffic and would connect Continental with existing multi-use lanes on Nogales Highway.

Concerns that are getting attention include La Cañada Drive in Sahuarita, where the town is building bike lanes, and Sahuarita Road, the subject of the recent meeting with Huckelberry.

Adamson said the county bond project calls for bike lanes within the town of Sahuarita, but said the committee is asking for the lanes to be extended another mile and half to Alvernon Way.

Future growth multi-use lane projects include Canoa Road; Continental from Portillo to Duval Mine Road; Calle Tres; White House Canyon Road from Old Nogales Highway to Continental School; Mission Road and Helmet Peak Road.

There also is a map showing pedestrian trails.

Adamson noted that "Green Valley was developed and is still being developed to include multi-use lanes, trails and sidewalks. This is an important reason most of us were attracted to Green Valley to retire. Let's be sure to keep these standards as our population grows."

For more information, contact Adamson at 648-6340 or the GVCCC office at 648-1936.