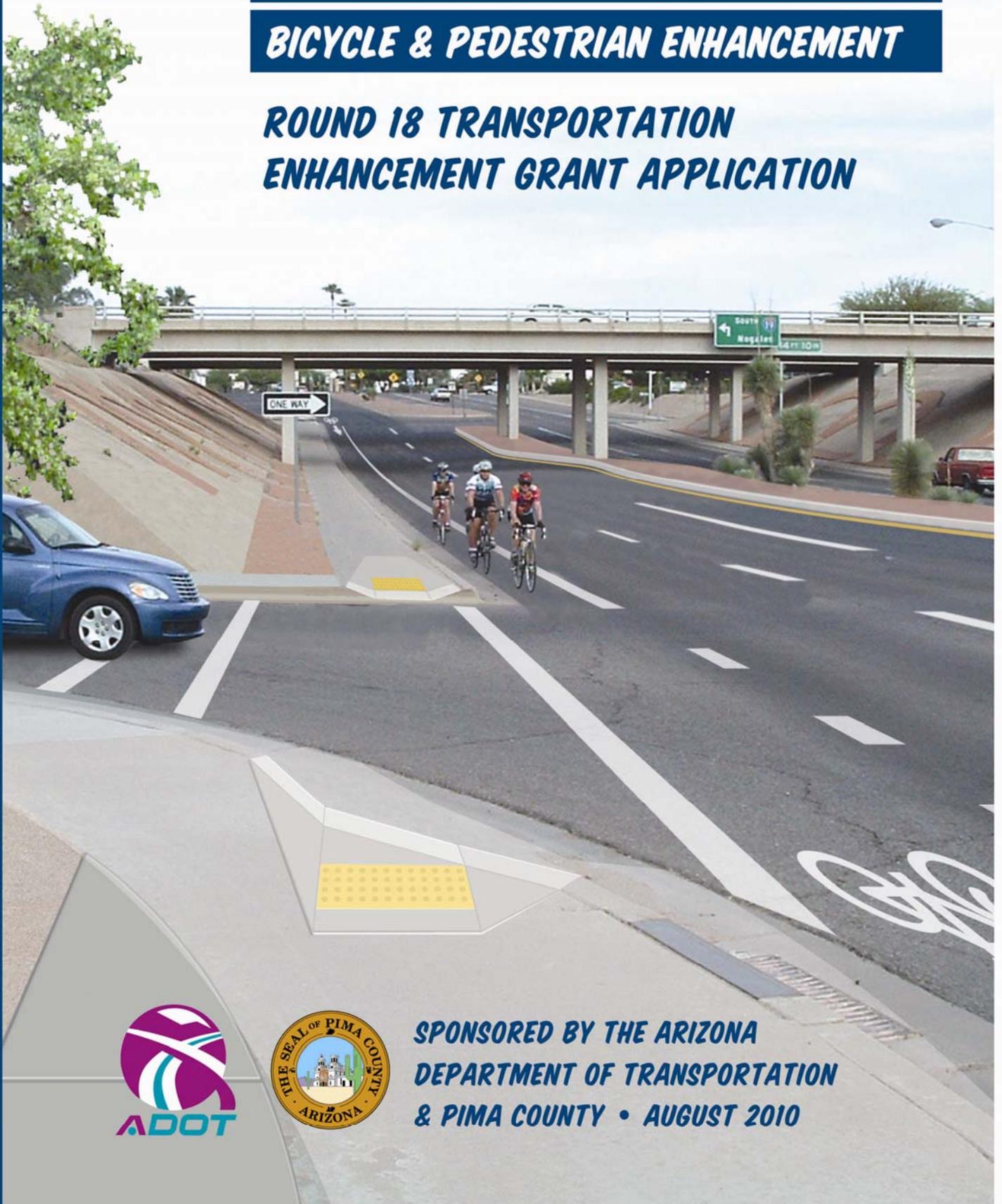


ESPERANZA BOULEVARD / I-19

BICYCLE & PEDESTRIAN ENHANCEMENT

ROUND 18 TRANSPORTATION ENHANCEMENT GRANT APPLICATION



**SPONSORED BY THE ARIZONA
DEPARTMENT OF TRANSPORTATION
& PIMA COUNTY • AUGUST 2010**

**TRANSPORTATION ENHANCEMENT APPLICATION
APPLICANT INFORMATION**

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) ADOT Tucson District		MPO / COG PAG		2. DATE August 2010	
3. PROJECT NAME & LIMITS- Must provide physical/actual project limits by common name. (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER AND PROVIDE COMMON STREET NAMES. EXCEPT IN RURAL AREAS, USE OF MILEPOST SHOULD BE AVOIDED IN THE PROJECT NAME AND AS THE PRIME LOCATOR) Esperanza Boulevard/I-19 Bicycle & Pedestrian Enhancement					
4. Contact Person-Name and mailing address Todd Emery, P.E. 1224 S. 2 nd Avenue					
CITY Tucson		ZIP CODE 85713	5. COUNTY Pima		6. CONGRESSIONAL DISTRICT 8
PHONE NO:	(520) 388-4200				
FAX NO:	(520) 628-5387				
TITLE: Tucson District Engineer			EMAIL:	TEmary@azdot.gov	
7. ALTERNATE Contact-Name and Mailing address Rod Lane, P.E. 1224 S. 2 nd Avenue Tucson, AZ 85713			PHONE NO:	(520) 388-4200	
TITLE: Development Engineer			FAX NO:	(520) 628-5387	
			EMAIL:	RLane@azdot.gov	
8. List eligible activity(s) by number and title:			<ol style="list-style-type: none"> 1. Provision of Facilities for Pedestrians and Bicycles 2. Landscaping and Other Scenic Beautification 		
9. List requested federal amount: (Must match amount in cost estimate)			\$287,051		
10. List total cost of project:			\$304,402		

CHECK ONE or TWO BOXES THAT APPLY

11. Circle primary activity in which you wish to be evaluated

1.	<input checked="" type="checkbox"/>	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.	<input type="checkbox"/>	PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience
		ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <u>NOT ELIGIBLE IN ARIZONA</u>
4.	<input type="checkbox"/>	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. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u>
5.	<input checked="" type="checkbox"/>	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. Maintenance of landscaping does not qualify under this program.
6.	<input type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong surface transportation link either past, present or future.
7.	<input type="checkbox"/>	REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
8.	<input type="checkbox"/>	PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
9.	<input type="checkbox"/>	CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
10.	<input type="checkbox"/>	ARCHEOLOGICAL PLANNING AND RESEARCH
11.	<input type="checkbox"/>	ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
12.	<input type="checkbox"/>	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.

12. PROJECT SPECIFIC DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, and NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE.

The **Esperanza Boulevard/I-19 Bicycle and Pedestrian Enhancement** provides new bicycle lanes, ADA-compliant pedestrian curb ramps, benches, and shade landscaping on Esperanza Boulevard at the I-19 interchange. This project helps address major safety concerns for cyclists, where a woman riding a bike was seriously injured by a driver who failed to pass safely. It provides a new east-west bike route for the community that will link existing north-south bike lanes on La Cañada Drive west of I-19 to Abrego Drive east of I-19. It opens a route for residents to more safely bike to the shopping and recreational areas on both sides of I-19, including to several Green Valley Parks and Recreation health and recreation centers.

The project extends 0.3 miles through the underpass and includes construction of new bike lanes, reconstruction of non-ADA compliant sidewalk ramps, and installation of shade landscaping and benches to enhance the walking and cycling environment. Construction of the bike lanes also provides a safety buffer for pedestrians, whereas currently pedestrians must walk directly adjacent to motor vehicle traffic.

13. Describe the project. Please answer all questions.

A.	Where is the project located? Provide actual physical location. (Must attach vicinity and state map in appendix) If State Project, include the beginning and ending mile post along with the route.	
	The project is located in Green Valley, AZ at the interchange of I-19 and Esperanza Boulevard.	
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?	The project is on an existing transportation 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. The project entails reconstruction of median, construction of bicycle lanes and sidewalk ramps, and installation of shade landscaping on both sides of Esperanza Boulevard through the I-19 underpass. There will be no need for any major land modification or construction of retaining walls.	
D.	Can the project be constructed entirely within the project right-of-way?	Yes
	Who owns the proposed project ROW?	ADOT
	Are there any private landowners involved? If so please list below.	No
	What percent of the project area is on	100%

	ADOT ROW?	
E.	Are there drainage issues to consider?	No
	Describe any potential impacts to Waters of the U.S.	None
F.	Are utility relocations necessary?	No
G.	What is the proposed time frame for completion of the project?	
	As required, the project will be advertised for construction within 3 years after ADOT State Transportation Board approval. Following is the anticipated project schedule: Application review and approval process – June 2010 thru December 2010 Scoping/Project Assessment – April 2011 thru March 2012 Environmental documentation and review – April 2011 thru March 2012 Design- March 2012 thru October 2013 Advertisement for construction – January 2014 Construction – March 2014 thru December 2014	
H.	Will the project be ADA accessible?	Yes

14. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction with the government sponsoring entity. If the project is a state project the local government entity for which the project falls will be responsible for long term maintenance. If agreement is not signed the project will be terminated. 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.
	Pima County DOT
B.	Proposed on-going maintenance and repair program
	PCDOT standard shoulder maintenance schedule.
C.	Source of funds for on-going maintenance and repairs
	Repair and maintenance will be funded by Highway User Revenue Funds.

15. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2008, for clarification - available at www.adotenhancement.com)

YES NO N/A (State project)

16. Does the proposed project involve or is it adjacent to a historic property or historic district?

YES NO

A. If so, has the SHPO been allowed to review, comment and provide direction on the proposed project?"

YES NO

17. 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 bicycle and pedestrian routes and infrastructure through the community. The Tucson-Pima County Bicycle Advisory Committee has also encouraged the local community to provide safer routes for bicycle transportation in the Green Valley area. Bike lanes along Esperanza Boulevard were included in the PAG 2030 Plan and in the Green Valley Master Plan for Multi-use Lanes and Trails, a component of the Vision 2020 Plan.

Green Valley residents have written communications to Pima County requesting these lanes and the Green Valley Community Coordinating Council has met with ADOT and Pima County DOT, who both support the proposal as a necessary safety enhancement. The Bike and Pedestrian Committee of the Green Valley Community Coordinating Council and the Tucson-Pima County Bicycle Advisory Committee are directly involved in the planning, scoping, design process, and implementation of this project. We anticipate that students from Centennial Elementary and Middle School will be involved in the development of artwork to enhance this project.

18. 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: Provision of ADA-compliant ramps will enhance safety and access for pedestrians and landscaping will beautify the area while providing additional shade for walking and cycling. Benches will be provided for pedestrian rest areas for persons walking along Esperanza Boulevard through the interchange. North and south bike lanes currently exist along two main corridors through Green Valley—La Cañada Drive and Abrego Drive. The proposed bicycle lanes on Esperanza Boulevard, which is considered the “Main Street” of Green Valley, will provide improved and safer access for bicyclists and establish connectivity between these two north and south bike routes.

Community Benefit and Improvement: The Esperanza Boulevard bike lanes proposed at I-19 will address a key physical constraint to bicycling in the area. The project provides for bicycle access to commercial and recreational areas on either side of I-19, including a number of Green Valley Parks and Recreation health and recreation centers as indicated on the project location map. The bike lanes will provide a safety buffer between motor vehicle traffic and the sidewalk, further improving safety for pedestrians.

Reason for Funding: The project should be funded to eliminate the major barrier effect caused by the I-19/Esperanza Boulevard interchange. Persons are unable to walk or bicycle through this area safely. This was demonstrated unfortunately when an 81-year-old uninsured driver struck a bicyclist from behind and caused serious injuries to the cyclist (see Appendix). The current conditions limit access to healthful walking and cycling activities and to area businesses and services.

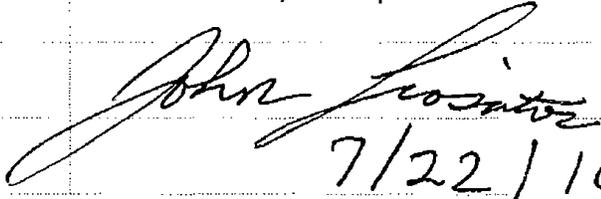
19. Approval of Authorized Official (Sponsor)

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. **State applications MUST be signed by the appropriate ADOT District Engineer.**

Sponsor Representative (Type in name and title)	Todd Emery, P.E., Tucson District Engineer Arizona Department of Transportation
Signature of Rep	 5/28/10
Date Signed	

20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.

This project has been reviewed and endorsed by:

MPO or COG	Pima Association of Governments
Name and Title	John Liosatos, Transportation Planning Manager
Signature	
Date Signed	7/22/10

21. Cost Estimate review – include for State and Local projects.

The project cost estimate included in this application has been reviewed by:

Organization	Kimley-Horn and Associates, Inc.
Name and Title	Rick P. Solis, P.E., Senior Project Manager
Signature	
Date Signed	May 27, 2010

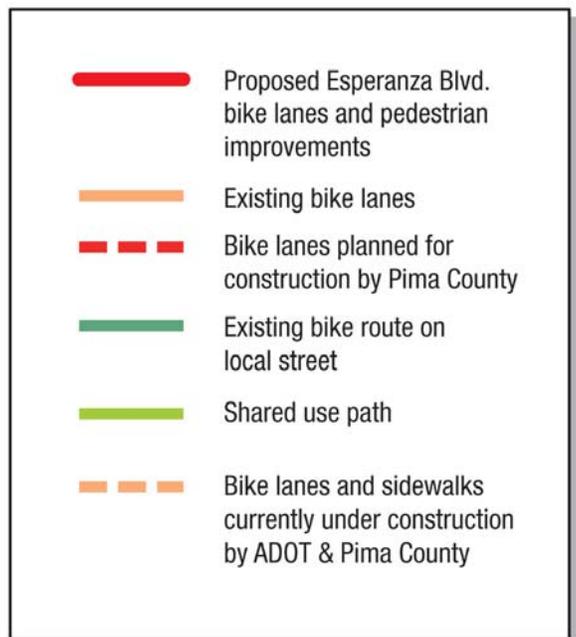
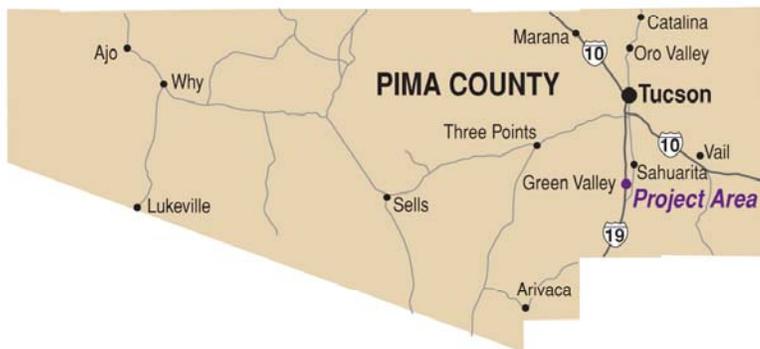
**ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM
ROUND 18 (2010) COST ESTIMATE**

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
All applications MUST include these costs regardless if the application is for a State or Local project. Unit prices MUST be a reasonable representation of the work to be performed.						
SCOPING COSTS - All applications MUST include these costs. Costs cannot be applied toward the federal participation or local match.						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost)	5%	1	\$7,248.75	\$7,248.75	NO ENTRY	
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost MUST be a reasonable representation of the work to be performed.	5%	1	\$7,248.75	\$7,248.75		
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000. The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$25,000.00	\$25,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)	LS	1	\$2,500.00	\$2,500.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 41,998		
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
All applications MUST include these costs regardless if the application is for a State or Local project.						
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. Anticipate 18%-20% of constr. costs. The cost MUST be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$59,439.75	\$59,439.75	\$56,051.68	\$3,388.07
SUBTOTAL – PROJECT DESIGN COSTS				\$ 59,440	\$56,052	\$3,388
				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.		

STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$20,000.00	\$20,000.00	\$18,860.00	\$1,140.00
Sawcut	LF	800	\$2.00	\$1,600.00	\$1,508.80	\$91.20
Remove Structures and Obstructions	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
Remove Vertical Curb	LF	800	\$11.00	\$8,800.00	\$8,298.40	\$501.60
Remove Asphaltic Concrete Pavement	SY	80	\$11.00	\$880.00	\$829.84	\$50.16
Obliterate Pavement Markings	LF	2,700	\$2.00	\$5,400.00	\$5,092.20	\$307.80
EARTHWORK						
Grading Roadway for Pavement	SY	315	\$15.00	\$4,725.00	\$4,455.68	\$269.33
CURB						
Vertical Curb	LF	700	\$35.00	\$24,500.00	\$23,103.50	\$1,396.50
PATHWAY OR SIDEWALK MATERIALS						
	SF			\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	109	\$110.00	\$11,990.00	\$11,306.57	\$683.43
Aggregate Base	CY	45	\$90.00	\$4,050.00	\$3,819.15	\$230.85
PEDESTRIAN ADA RAMP	Each	10	\$2,500.00	\$25,000.00	\$23,575.00	\$1,425.00
Bike lane Stencils	Each	10	\$200.00	\$2,000.00	\$1,886.00	\$114.00
Striping	LF	4,000	\$0.40	\$1,600.00	\$1,508.80	\$91.20
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$115,545	\$108,959	\$6,586
LANDSCAPING & IRRIGATION ITEMS						
TREES (15 GALLON SIZE)	Each	8	\$100.00	\$800.00	\$754.40	\$45.60
CACTUS (5 GALLON SIZE)	Each	32	\$40.00	\$1,280.00	\$1,207.04	\$72.96
MULCH						
Decomposed Granite	CY	90	\$40.00	\$3,600.00	\$3,394.80	\$205.20
Organic		45	\$50.00	\$2,250.00	\$2,121.75	\$128.25
IRRIGATION SYSTEM						
Drip	LS	1	\$4,300.00	\$4,300.00	\$4,054.90	\$245.10
LANDSCAPE ESTABLISHMENT	LS	1	\$6,500.00	\$6,500.00	\$6,129.50	\$370.50
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$ 18,730	\$17,662	\$1,068
SITE FURNISHINGS						
BENCHES	Each	2	\$250.00	\$500.00	\$471.50	\$28.50
SIGNAGE (Standard Traffic Control)	Each	1	\$1,000.00	\$1,000.00	\$943.00	\$57.00
Project Artwork	LS	1	\$9,200.00	\$9,200.00	\$8,675.60	\$524.40
SUBTOTAL – SITE FURNISHINGS				\$ 10,700	\$10,090	\$610
SUBTOTAL - ALL CONSTRUCTION LINE ITEMS				\$ 144,975	\$ 136,711	\$ 8,264

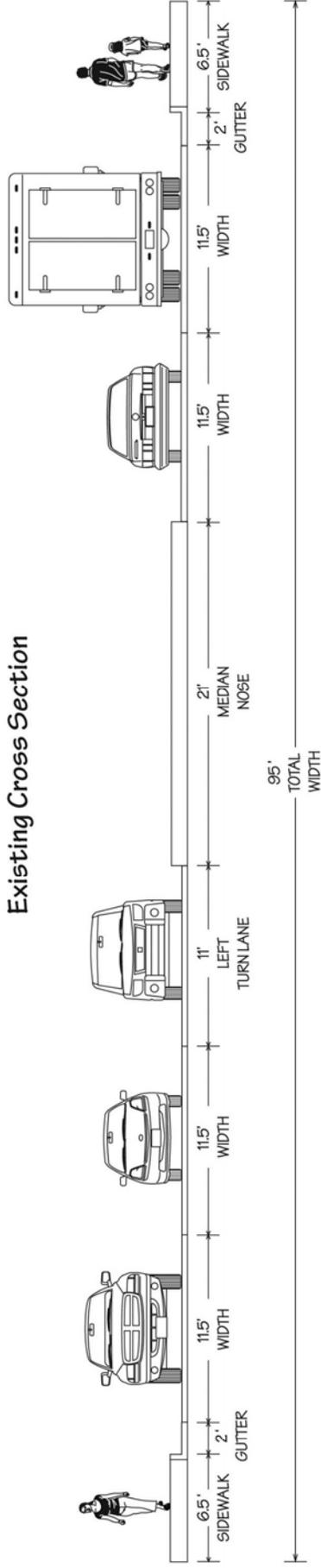
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	8%	1	\$11,598.00	\$11,598.00	\$10,936.91	\$661.09
TRAFFIC CONTROL (0-8% of construction cost)	8%	1	\$11,598.00	\$11,598.00	\$10,936.91	\$661.09
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	1%	1	\$1,449.75	\$1,449.75	\$1,367.11	\$82.64
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	5%	1	\$7,248.75	\$7,248.75	\$6,835.57	\$413.18
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	18%	1	\$26,095.50	\$26,095.50	\$24,608.06	\$1,487.44
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 57,990	\$54,684.57	\$3,305.43
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$202,965	\$191,396.00	\$11,569.01
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change the amount to \$3,000)	LS	1	\$0.00	\$0.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 304,402	NO ENTRY	
SUMMARY OF FEDERAL AND LOCAL FUNDS						
Caution: Follow the instructions in the footnotes carefully.						
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	\$ 304,402
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). If the amount automatically calculated by this program exceeds the maximum amount allowed for a state or local project, input the maximum allowed federal funds manually.					BOX B	\$ 287,051
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). If the amount automatically calculated by this program exceeds the appropriate amount for a state or local project, input the appropriate amount manually.					BOX C	\$ 17,351
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	\$ 17,351

Project Location Map

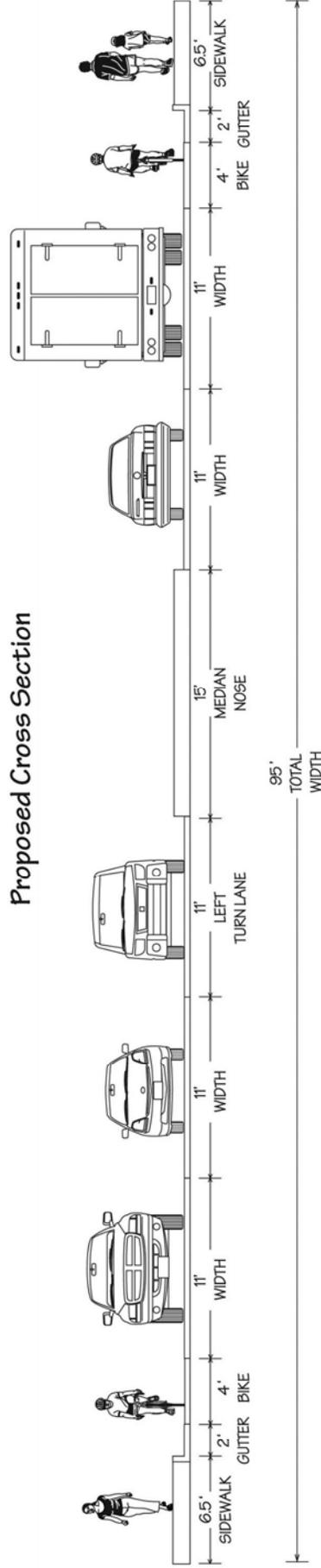


ESPERANZA BLVD. AT INTERSTATE 19

Existing Cross Section



Proposed Cross Section



***Note: 11' lane widths approved by ADOT Tucson District Engineer and Regional Traffic Engineer. Existing 25 m.p.h. speed limit will be maintained.**



Bike lanes and pedestrian facilities at I-19/Esperanza underpass (looking west)





Bike lanes at I-19/Esperanza underpass (looking west)





Arizona Department of Transportation

Intermodal Transportation Division

1221 S. 2nd. Avenue Tucson, Arizona 85713-1602

Janice K. Brewer
Governor

John S. Halikowski
Director

Floyd Roehrich Jr.
State Engineer

May 19, 2010

State Transportation Enhancement Review Committee
Arizona Department of Transportation
1221 S. 2nd. Ave.
Tucson, Arizona 85713

Dear Committee Members:

I am pleased to support the Round 18 Transportation Enhancement Project that the Green Valley Community is submitting. The project proposes to provide bike lanes, and landscape beautification along Esperanza Boulevard under I-19. The project by bringing sidewalks and ramps up to ADA standards, will improve pedestrian travel and safety on ADOT right-of-way at the I-19 and Esperanza interchange. In addition, the project will provide a needed connection for cyclists to local business within the popular shopping area of Green Valley.

The Arizona Department of Transportation Tucson District commits to providing the support for this project and looks forward to its implementation. Thank you for your consideration and support of the I-19 Esperanza Boulevard Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd A. Emery", with a long, sweeping horizontal line extending to the right.

Todd A. Emery, P.E.
ADOT Tucson District Engineer



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

April 30, 2009

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 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 on Esperanza under the I-19 overpass is not only important to the Green Valley community, but also a much needed safety enhancement. This portion of Esperanza Boulevard is heavily congested with vehicle traffic exiting and entering the interstate and accessing the Green Valley Mall and other local businesses on Esperanza Boulevard.

The proposed project will provide safer access through this area as pedestrians and bicyclist traverse under the overpass. The project provides connectivity to planned bicycle lanes on Esperanza Boulevard (west of the interstate), and to existing bikes lanes on Abrego Drive (east side of the interstate) and La Canada.

We ask the committee to consider the acceptance of this grant request and approve the funding for this transportation enhancement.

Sincerely,

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

Clarence W. Dupnik
Sheriff of Pima County



Green Valley Community Coordinating Council, Inc.

Green Valley Mall · 101 S. La Canada Drive Ste. 18 · Green Valley, AZ 85614-2633
(520) 648-1936 · Fax (520) 648-5079 · e-mail: gvccc@qwestoffice.net · web site: www.gvccc.org

May 3, 2010

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

Re: Traffic Enhancement Grant
Esperanza Boulevard

Dear Committee Members

The Green Valley Community Coordinating Council hereby requests your review and support of the attached application for a Round 18 Traffic Enhancement Grant. The Grant requests funds for enhancing bicycle and pedestrian use of one of Green Valley's major thoroughfares – Esperanza Boulevard from La Canada Drive to Abrego Drive.

From its inception in the 1960's, Green Valley has basically been a retirement community with residents living on both sides of the Tucson – Nogales Highway, (I-19). To transverse from one side of I-19 to the other along Esperanza Boulevard for shopping, business and recreation has always been a difficult even a dangerous situation for both pedestrians and bicyclists.

Today, that situation still exists and the traffic along Esperanza Boulevard under the I-19 Bridge is constantly increasing. The community has grown and Esperanza Boulevard has not! A pedestrian walkway exists, but it does not meet ADA standards that would be provided by approval of this Grant request.

The proposed project will solve these two dangerous situations. Please review and approve the Grant Application for the safety of the residents in Green Valley.

Sincerely,



Stan A. Riddle, President

Green Valley Recreation, Inc.

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

April 28, 2010

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 express strong support for a project in Green Valley to improve bicycle safety where Esperanza Boulevard goes through the underpass on I-19 on ADOT right-of-way. This project will greatly improve the safety of bicyclists and pedestrians in this congested area where not only I-19 entrance/exit ramps interact with Esperanza Boulevard, but there is also access to the Green Valley Mall and other businesses on the north side of Esperanza Boulevard. Pedestrian safety will also be improved by bringing existing sidewalks up to ADA standards.

We also strongly recommend this project as it will provide connectivity to our existing north/south bike lanes on Abrego Drive and La Canada Drive. It also helps connect our Green Valley Recreation Centers which are scattered throughout Green Valley. Many members bicycle and walk to these facilities. There is a major GVR facility, East Center, at the intersection of Esperanza Boulevard and Abrego Drive.

We would appreciate your support for this project.

Sincerely,



Marge Garneau, President
Green Valley Recreation, Inc.



275 W. Continental Rd., Ste. 123
Green Valley, AZ 85622
Mailing Address:
P.O. Box 566 / Green Valley, AZ 85622
(520) 625-7575 / 7594, Fax (520) 648-6154
Toll Free 1-800-858-5872
www.greenvalleychamber.com

May 7, 2010

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

Dear Committee Members:

The Green Valley Sahuarita Chamber of Commerce and Visitors Center is in support of the projects in Green Valley to improve bicycle safety where Esperanza Boulevard goes through 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 intersect with Esperanza Boulevard. Bicyclists would have another safe route in Green Valley to both sides of I-19, which divides the town.

It is strongly recommended that this project be approved, for as well as safety, it will provide bicycle and pedestrian facilities on one of the few east/west routes across I-19 for access to residences, business and shopping areas in Green Valley. It will provide another connection to our major bicycle routes on Abrego Drive and La Canada Drive.

Thank you for your consideration and support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Childs".

Bob Childs
President, Board of Directors

BC/sgs

Green Valley News article on bicyclist hit from behind by uninsured driver on Esperanza; photo of crash site and damaged bike.

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Bicyclist hit by car on Esperanza; 56-year-old woman hospitalized

By **Tim Hull**
Green Valley News

GREEN VALLEY—A 56-year-old woman was sideswiped and seriously injured while riding her bicycle along Esperanza Boulevard last Saturday evening.

The woman, a winter resident from Canada, was riding east along the side of the road around 6:30 p.m. when a vehicle driven by an 81-year-

old Green Valley woman, also traveling east, sideswiped the bike, causing the rider to crash the bike and rendering her unconscious, according to a police report on the incident.

The bicyclist suffered broken ribs and other injuries and was taken to University Medical Center, where she remained on Wednesday.

The 81-year-old driver told deputies she hadn't

seen the bicyclist on the roadway until she heard the hit.

According to the report, the victim couldn't remember exactly what had happened.

The driver was cited for driving without proof of insurance.

The victim's bicycle was equipped with a rear flashing light, the report says.

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