

Laguna Elementary

School Pedestrian

Enhancement Project



**Sidewalks, shade
landscaping
& beautification**

**Arizona TEA-21 • Round 12 Transportation
Enhancement Grant Application**

**Sponsored by Pima County Department
of Transportation, August 2004**

**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 Pima County Dept. of Transportation | MPO / COG PAG | 2. DATE August 30, 2004 |
|---|--------------------------------|--|

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| 3. PROJECT/ROUTE/FACILITY NAME and BEGINNING MILEPOST Laguna Elementary School Pedestrian Enhancement Project |
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| 4. MAILING ADDRESS 201 N. Stone Avenue, 5th Floor |
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|------------------------------|---------------------------------|---------------------------------|--|
| CITY Tucson | ZIP CODE 85701 | 5. COUNTY Pima | 6. CONGRESSIONAL DISTRICT 8 |
|------------------------------|---------------------------------|---------------------------------|--|

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|--|--|--|
| 7. CONTACT PERSON Matt Zoll | TITLE PCDOT Bicycle and Pedestrian Program Manager | PHONE NO: 740-6746 FAX NO: 740-6341 |
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|--|---|--|
| ALTERNATE PERSON Mrs. Ellie Towne | TITLE President, Flowing Wells Neighborhood Association and Community Coalition | PHONE NO: 888 - 2085 FAX NO: 888 - 2085 |
|--|---|--|

| | | |
|---|---|--|
| 8. FORM FILLED OUT BY: Mrs. Ellie Towne & Matt Zoll, PCDOT | TITLE President, Flowing Wells Neighborhood Association and Community Coalition | PHONE NO: 888 - 2085 FAX NO: 888 - 2085 |
|---|---|--|

List category applied for: **1) Provision of Facilities for Pedestrians and Bicycles; 5) Landscaping and Other Scenic Beautification**

Amount of Federal funds requested \$473,916.45 Total Project Cost \$567,231.64

THE TWELVE 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.) X 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

Those which possess significant aesthetic natural, visual or open space values. Historic properties must be eligible for or listed in the National Register of Historic Places)

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.) X LANDSCAPING AND OTHER SCENIC BEAUTIFICATION

This is for primarily native and non-native 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 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.

9. 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"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> 3. Acquisition of Scenic Easements or Historic Sites <input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities <input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification <input type="checkbox"/> 6. Historic Preservation | <input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges) <input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails) <input type="checkbox"/> 9. Control and Removal of Outdoor Advertising <input type="checkbox"/> 10. Archeological Planning and Research. <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"/> 12. Establishment of Transportation Museums |
|---|--|

10. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, NUMBER OF ACRES, ETC.: DO NOT EXCEED 150 WORDS.

The Laguna Elementary School Pedestrian Enhancement Project provides new sidewalks, vertical curbs and curb extensions, shade landscaping, and other pedestrian enhancements along 1.2 miles of Shannon Road in northwest Tucson. Enhancements will be constructed on both sides of the roadway, from two blocks south of Laguna Elementary School to the Flowing Wells District Park to the north and to the Rillito River Linear Pathway. According to school records, there are 385 children who walk along this corridor each day to travel to and from school.

There are no pedestrian facilities of any kind along Shannon Road except for sidewalks located in front of Laguna School. The existing wedge curb allows vehicles to park in the pedestrian right-of-way, forcing children and adults to walk in the roadway. Vertical curbing will help prevent this hazardous condition. This enhancement is listed in the Flowing Wells Neighborhood Revitalization Strategy, the guiding document for the Flowing Wells Neighborhood Association and Community Coalition. The Coalition is an active organization of community members dedicated to improving the safety and quality of life in their neighborhood.

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

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

- A) Where is the project located? (Must attach map in appendix)

The project is located in unincorporated Pima County, northwest of metropolitan Tucson, within the Flowing Wells School District. It is located on the east and west sides of North Shannon Road, between Flowing Wells District Park to the north and 1 block south of Laguna Elementary School.

- 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 the existing transportation corridor of Shannon Road but there are no current plans for reconstruction of 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.

The project entails full design and construction of sidewalk and vertical curb, installation of shade landscaping, and installation of a pedestrian curb extension and enhanced crosswalks.

- 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?

The project can be constructed entirely within the ROW, owned by Pima County.

- E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.

There are no drainage issues to be considered and no potential impacts to Waters of the U.S.

- F) Are utility relocations necessary?

No utility relocations will be necessary because there is sufficient space to place sidewalk.

- G) What is the proposed time frame for completion of the project?

The proposed time frame for completion of the project is 36 months.

12. ESTIMATED PROJECT COSTS BY ITEM. LIST ALL ITEMS NECESSARY TO DEVELOP & CONSTRUCT YOUR PROJECT. USE THE COSTS BELOW AS A GUIDE ONLY AS THE TYPICAL PERCENTAGES SHOWN IN THE LINE ITEMS WILL VARY DEPENDING ON PROJECT SIZE, SCOPE, LOCATION AND OTHER VARIABLES. THE APPLICANT IS RESPONSIBLE FOR VERIFYING ALL COSTS AND THEIR ACCURACY. CONSTRUCTION COST OVERRUNS WILL BE THE RESPONSIBILITY OF THE SPONSORING AGENCY. LOCAL PROJECTS: PLEASE NOTE THAT THE STAGE 1 COSTS SHOWN BELOW ARE TO BE FUNDED BY THE SPONSORING AGENCY AND ARE NOT ELIGIBLE FOR FEDERAL REIMBURSEMENT.

| ITEM | UNIT | QUAN. | UNIT PRICE | TOTAL | FEDERAL TE FUNDS 90% | SPONSOR FUNDS 10% |
|---|------|-------|------------|--|-------------------------|----------------------|
| 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) | LS | 1 | 3% | \$ 13,257.81 | NO ENTRY | |
| SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR) | LS | 1 | LS | \$ 9,600.00 | | |
| ENVIRONMENTAL DETERMINATION (Including technical supporting documents) | LS | 1 | LS | \$ 10,500.00 | | |
| HAZARDOUS MATERIALS ASSESSMENT (if necessary) (Including heavy metals & asbestos) | LS | 1 | LS | \$ 4,300.00 | | |
| SUBTOTAL – PROJECT SCOPING COSTS | | | | \$ 37,657.81 | | |
| 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 | | | | | | |
| PS&E's (10%-20% of construction cost) Plans, Special Provisions, Cost Estimates & Schedules (Shall be refunded if project is not constructed) | LS | 1 | 18% | \$ 79,546.86 | \$ 71,592.17 | \$ 7,954.69 |
| GEOTECHNICAL INVESTIGATION (if necessary) (Testing, Geotech Report, Mat'ls & Pavement Design Report) | LS | 1 | -- | Covered in PS&E's | | |
| DRAINAGE REPORT (If necessary) | LS | 1 | -- | Covered in PS&E's | | |
| STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance) | LS | 1 | LS | \$ 5,100.00 | \$ 4,590.00 | \$ 510.00 |
| SUBTOTAL – PROJECT DESIGN COSTS | | | | \$ 84,646.86 | \$ 76,182.17 | \$ 8,464.69 |
| | | | | Enter up to 94.3% of the total design cost in the federal column and the remaining amount in the local column if requesting federal funds for design. Otherwise, enter the total amount in the local column and \$0 in the federal column. | | |

| STAGE V – CONSTRUCTION | | | | | | |
|---|------|-------|----------|----------------------|----------------------|---------------------|
| SITE ACQUISITION & HARDSCAPE CONSTRUCTION | | | | | | |
| RIGHT-OF-WAY ACQUISITION (if necessary) | LS | 1 | -- | N/A | | |
| SITE PREPARATION (Clearing and grubbing, plant salvage) | LS | 1 | LS | \$ 4,900.00 | \$ 4,410.00 | \$ 490.00 |
| REMOVAL OF WEDGE CURB | LF | 3630 | \$ 3.00 | \$ 10,890.00 | \$ 9,801.00 | \$ 1,089.00 |
| EARTHWORK | CY | 3055 | \$ 3.50 | \$ 10,692.50 | \$ 9,623.25 | \$ 1,069.25 |
| CURB & GUTTER | LF | 4588 | \$ 12.00 | \$ 55,056.00 | \$ 49,550.40 | \$ 5,505.60 |
| PATHWAY OR SIDEWALK MATERIALS | SF | | | | | |
| Colored Concrete | | 33500 | \$ 4.00 | \$ 134,000.00 | \$ 120,600.00 | \$ 13,400.00 |
| Brick pavers | | 9600 | \$ 1.50 | \$ 14,400.00 | \$ 12,960.00 | \$ 1,440.00 |
| NEW DRIVEWAY APRON (Based on 12' wide drive) | SF | 4478 | \$ 3.00 | \$ 13,434.00 | \$ 12,090.60 | \$ 1,343.40 |
| PEDESTRIAN CURB EXTENSION | SF | 560 | \$ 4.00 | \$ 2,240.00 | \$ 2,016.00 | \$ 224.00 |
| PEDESTRIAN ADA RAMP | SF | 480 | \$ 12.00 | \$ 5,760.00 | \$ 5,184.00 | \$ 576.00 |
| SUBTOTAL - SITE ACQUISITION & HARD CONSTRUCTION | | | | \$ 251,372.50 | \$ 226,235.25 | \$ 25,137.25 |
| LANDSCAPING & IRRIGATION ITEMS | | | | | | |
| TREES (15 GALLON) | Each | 125 | \$ 75.00 | \$ 9,375.00 | \$ 8,437.50 | \$ 937.50 |
| SHRUBS (1 GALLON) | Each | 235 | \$ 8.00 | \$ 1,880.00 | \$ 1,692.00 | \$ 188.00 |
| CACTUS (5 GALLON) | Each | 50 | \$ 35.00 | \$ 1,750.00 | \$ 1,575.00 | \$ 175.00 |
| MULCH | | | | | | |
| Decomposed Granite | CY | 330 | \$ 50.00 | \$ 16,500.00 | \$ 14,850.00 | \$ 1,650.00 |
| IRRIGATION SYSTEM | | | | | | |
| Drip | SF | 36000 | \$ 0.60 | \$ 21,600.00 | \$ 19,440.00 | \$ 2,160.00 |
| LANDSCAPE HEADER CURB | LF | 0 | \$ 7.00 | \$ - | \$ - | \$ - |
| SUBTOTAL – (no establishment costs) | | | | \$ 51,105.00 | \$ 45,994.50 | \$ 5,110.50 |
| LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping) | LS | 1 | 4.5% | \$ 2,299.73 | \$ 2,069.75 | \$ 229.97 |
| OTHER CONSTRUCTION ITEMS (List) | | | | | | |
| TOTAL – SITE ACQUISITION, HARDSCAPE & LANDSCAPE | | | | \$ 304,777.23 | \$ 274,299.50 | \$ 30,477.72 |
| HAZARDOUS MATERIALS ABATEMENT (if applicable; include heavy metals & asbestos; 5% of constr. cost) | | | | | | |
| HAZARDOUS MATERIALS ABATEMENT (if applicable; include heavy metals & asbestos; 5% of constr. cost) | LS | 1 | 2% | \$ 6,095.54 | \$ 5,485.99 | \$ 609.55 |
| STORMWATER POLLUTION PREVENTION (5% of construction costs) | LS | 1 | 3% | \$ 9,143.32 | \$ 8,228.99 | \$ 914.33 |
| TOTAL – HAZMAT & SWPP | | | | \$ 15,238.86 | \$ 13,714.98 | \$ 1,523.89 |

| MOBILIZATION AND ADMINISTRATION COSTS | | | | | | |
|---|----|---|-------------|----------------------|----------------------|---------------------|
| CONTRACTOR MOBILIZATION (Typically 8% of construction cost) | LS | 1 | 8% | \$ 24,382.18 | \$ 21,943.96 | \$ 2,438.22 |
| TRAFFIC CONTROL (0-8% of construction cost) | LS | 1 | 8% | \$ 24,382.18 | \$ 21,943.96 | \$ 2,438.22 |
| CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost) | LS | 1 | 1% | \$ 3,047.77 | \$ 2,743.00 | \$ 304.78 |
| CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost) | LS | 1 | 5% | \$ 15,238.86 | \$ 13,714.98 | \$ 1,523.89 |
| CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost) | LS | 1 | 18% | \$ 54,859.90 | \$ 49,373.91 | \$ 5,485.99 |
| SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS | | | | \$ 121,910.89 | \$ 109,719.80 | \$ 12,191.09 |
| TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in 13a below.) | | | | \$ 441,926.98 | \$ 397,734.28 | \$ 44,192.70 |
| | | | | | | |
| ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. Use \$3,000 on local Certification Acceptance or Self? administration projects.) | LS | 1 | \$ 3,000.00 | \$ 3,000.00 | NO ENTRY | |
| | | | | | | |
| TOTAL PROJECT COST (All <u>subtotals</u> + ADOT review fee) | | | | \$ 567,231.64 | NO ENTRY | |

13. SUMMARY OF FEDERAL AND LOCAL FUNDS

| | |
|---|---|
| a. TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL DESIGN COSTS (Stages II thru IV) IF REQUESTING FEDERAL FUNDS FOR DESIGN. | \$ 526,574 (includes Stage II–IV design) |
| b. TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in 13a above). Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,500,000 for state projects). If your amount on 13b exceeds this amount, enter \$500,000 here (\$1,500,000 for state projects). | \$ 473,916 (includes Stage II–IV design) |
| c. TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in 13a above). Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$90,668 for state projects). | \$ 30,015 |
| d. TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in 13a in excess, if any, of \$530,223 for local projects or \$1,590,668 for state projects. | \$ 22,643 |
| e. TOTAL SPONSOR FUNDS (Sum of 13c and 13d). | \$ 52,657 (10% total match) |

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

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A) Organization(s) responsible for on-going maintenance and repairs of the TE project.

Pima County Department of Transportation is responsible for ongoing maintenance and repairs.

B) Proposed on-going maintenance and repair program

PCDOT will conduct maintenance and repair as part of standard roadway maintenance operations.

C) Source of funds for on-going maintenance and repairs

Pima County uses Highway User Revenue Funds in performing roadway, bike lane, and sidewalk/pedestrian path maintenance and repairs, and also for landscape maintenance.

16. **If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines?**

Yes

17. **Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and / or state.** (See Item number 9)

Again – all projects must relate to surface transportation

The **Laguna Elementary School Pedestrian Enhancement Project** will include sidewalks, vertical curbs and shade landscaping. Currently, the pedestrian route along North Shannon Road between Laguna Elementary School and the Flowing Wells District Park is unpaved. This project will improve safety and ADA access for the 385 children who walk along this corridor each day to and from school as well as for families who walk to the park and bus stops throughout the entire year. When vehicles are parked in their path, children must walk in a drainage ditch or in the road and are in danger of being struck by an oncoming vehicle.

This is a low-income community, where many families rely on walking and public transportation. Parents walk to the school with their children not only for year-round educational programs, but also to access the social services supports of the Family Resource Center, and free breakfast and lunch throughout the summer. Local residents, students and families will have safer access to and from businesses, schools (a Head Start program is located on the grounds with Laguna Elementary School), churches (two churches are located on this route) and the park. The proposed sidewalk will also connect to the Rillito Linear Pathway. This link to the popular walking and bicycling path is an added bonus to promote healthy activity in the community.

18. **Describe how the community was or will be involved in this project.** Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

This enhancement project is a listed strategy in the *Flowing Wells Neighborhood Revitalization Strategy (NRS)*, a HUD-sponsored process initiated in January 2001. The community was involved and encouraged to attend public information-gathering forums. Two of the major goals of the *NRS* within the *Public Safety* focus are to reduce the prevalence of speeding to provide a safer environment for pedestrians, bicyclists and drivers. Since June 2001, the Flowing Wells Neighborhood Association and Community Coalition has provided the leadership for accomplishment of the *NRS* strategies. The Laguna Elementary School's Parents and Teachers Organization regularly invites the Coalition Board president to PTO meetings for community updates and to receive input, particularly regarding pedestrian and bicycle safety near the school. Through these ongoing public forums and information sharing by grassroots leadership, the community has been and will continue to be involved in all aspects of this project.

The Pima Association of Governments has bicycle and pedestrian safety and education goals and has identified bicycle and pedestrian improvement projects throughout the region (2001-2025 PAG Regional Transportation Plan; 2000 PAG Regional Plan for Bicycling; 2000 PAG Regional Pedestrian Plan). The USDOT has also established policies requiring the provision of bicycle and pedestrian facilities as part of all roadway improvements (USDOT Policy Statement on Bicycling and Walking, 2000).

19. Describe how this project will benefit the community and result in an improvement of the existing conditions including safety. How many people will use the proposed project? How will it improve existing unsafe conditions?

Upon completion of all phases, this project will benefit an estimated 2,000 to 2,500 students, their families, and community residents who:

- attend the elementary school, the Head Start programs, adult education programs and Community Justice Board meetings;
- frequent the Flowing Wells District Park and convenience stores;
- attend neighborhood churches along the routes;
- utilize the link to the Rillito Linear Pathway;
- participate in programs at the new community center and library; and
- use public transportation.

Currently, uneven terrain along with unpaved shoulders and rocky conditions make walking difficult, often requiring stepping into the roadway. Conditions at the crossing in front of Laguna School are hazardous and students have been directed to avoid the front crossing and use side gates and walk down alleys in order to get home safely.

Sidewalks would clarify and improve safety along the actual path to be used by pedestrians to schools and other locations; vertical curbs would prevent drivers from parking their vehicles in pedestrian walkways; and trees would help to define pathways and provide shade, thus inviting walking by residents. The pedestrian curb extensions and enhanced crosswalk in front of the school would improve ADA access and safety for children crossing there. Flowing Wells District Schools are centers of community activity, with educational, recreational and social service programs year-round, including free meals during the summer for all children. In this neighborhood where more than 17% of the residents live below federal poverty level and more than 50% of the families have no or only one vehicle, safe pedestrian walkways are vitally important.

20. 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?

Not applicable.

21. Why should this project be funded? Using your best judgment describe why the project should be funded. Keep in mind that this is a transportation program. Is this project a one time opportunity or will the project protect a threatened resource?

The **Laguna Elementary School Pedestrian Enhancement Project** should be funded to improve safety in traffic for children and all local residents, provide greater transportation choice for families in this high stress/low income community, and reduce traffic congestion and increase traffic safety within the school environment. This project, if funded, would promote involvement by school personnel, parents, students and community residents in improving pedestrian safety.

This project is not a one-time opportunity. The Flowing Wells community is in the midst of a strong revitalization. This project is a significant project, equal in value to community parks, a community center, drainage projects, signal and street lights which community members have worked hard to obtain in order “to promote pride by bringing people together to improve the safety and quality of life of the Flowing Wells Community.” Our vision is *Strong families living in a safe community*. Overall, since 1999 when the resource development started, community members have brought in \$5.8 million in donations, grants, services and materials. Since 2001, hundreds of volunteers working thousands of hours have completed 3/4 of the listed strategies in the HUD Revitalization Strategy.

CHECKLIST

22. A "no" response to any of the following disqualifies the proposal)
- | | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| A. Project eligible under one or more of the 12 Transportation Enhancement activities listed in TEA-21 | <u>YES</u> | — |
| B. Proposed project is related to Surface Transportation? | <u>YES</u> | — |
| 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). | <u>YES</u> | — |
| D. Project sponsored by a government entity? | <u>YES</u> | — |
| E. Project is consistent with sponsoring agency's plans? | <u>YES</u> | — |
| F. Project will be scheduled to go to bid within 3 years of acceptance? | <u>YES</u> | — |
| G. Project matching funds available (Minimum 5.7%)? | <u>YES</u> | — |
| H. Project sponsor has the resources available to develop the project? (Including local project management). | <u>YES</u> | — |
| I. Completed project will meet applicable Federal, state and local requirements? | <u>YES</u> | — |
| J. The completed project will be open to the public and meet the accessibility standards of the Americans with Disabilities Act? | <u>YES</u> | — |
| K. Project will improve air quality or have a neutral air quality impact? | <u>YES</u> | — |

23. 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 in question 21, which are required by the state of Arizona's Transportation Enhancement Program.

Agency/Jurisdiction Pima County DOT
 Day: 6/24/04 By: [Signature]

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.

24. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG _____ Date: _____

RESOLUTION AND ORDER 2004- 224

RESOLUTION AND ORDER OF THE PIMA COUNTY BOARD OF SUPERVISORS APPROVING AND AUTHORIZING THE APPLICATION FOR FEDERAL TRANSPORTATION ENHANCEMENT FUNDS THROUGH THE ARIZONA DEPARTMENT OF TRANSPORTATION TO IMPLEMENT THE LAGUNA ELEMENTARY SCHOOL PEDESTRIAN ENHANCEMENT PROJECT.

WHEREAS, Shannon Road located next to Laguna School currently has no pedestrian facilities or shade landscaping; and

WHEREAS, the Laguna Elementary School Pedestrian Enhancement Project provides valuable safety improvements for pedestrians wishing to access Laguna Elementary School and area neighborhoods; and

WHEREAS, the proposed project includes the construction of pedestrian sidewalks and shade landscaping along Shannon Road from Flowing Wells District Park to Laguna Elementary School; and

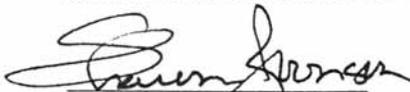
WHEREAS, Pima County has successfully utilized Transportation Enhancement funds to construct numerous popular and successful projects within all Pima County Board of Supervisor Districts, including the Sunset Villa Pedestrian Enhancement Project, Pima County-Tucson Safe Routes to Schools Project, and Bicycle and Pedestrian Safety and Education Project, the Gates Pass Scenic Overlook, the Northern Avenue/Calle Buena Vista Bike Lanes and Pathway Project, the Tucson Diversion Channel Bike Path Connection, the Catalina Foothills Bikeway Loop, the Juan Batista de Anza National Historic Trail (Canoa Ranch), the Catalina Highway Bike Lanes, the Old Spanish Trail Bike Lanes, and the Rillito River Park Gateway Bridge.

NOW, THEREFORE, UPON MOTION DULY MADE, SECONDED AND CARRIED, BE IT RESOLVED THAT:

1. An application for federal Transportation Enhancement reimbursable grant assistance to implement the Laguna Elementary School Pedestrian Enhancement Project be filed with the appropriate agency.
2. If the federal reimbursable funds are approved by the Arizona Department of Transportation, Pima County will provide matching funds equal to 10.0 percent (\$52,657) of the total project cost, estimated to be \$526,573. As required, Pima County will also pay ADOT a \$3,000 processing fee if the federal reimbursable funds are approved for the project.
3. The Chair of the Board of Supervisors is hereby authorized to sign any and all documents to effectuate the grant application and any subsequent amendments and/or documents relating thereto.

PASSED, ADOPTED AND APPROVED this 16th day of August 2004.

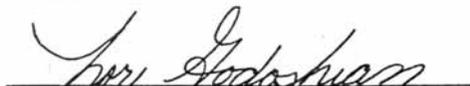
PIMA COUNTY BOARD OF SUPERVISORS:



Sharon Bronson, Chair

AUG 16 2004

ATTEST:



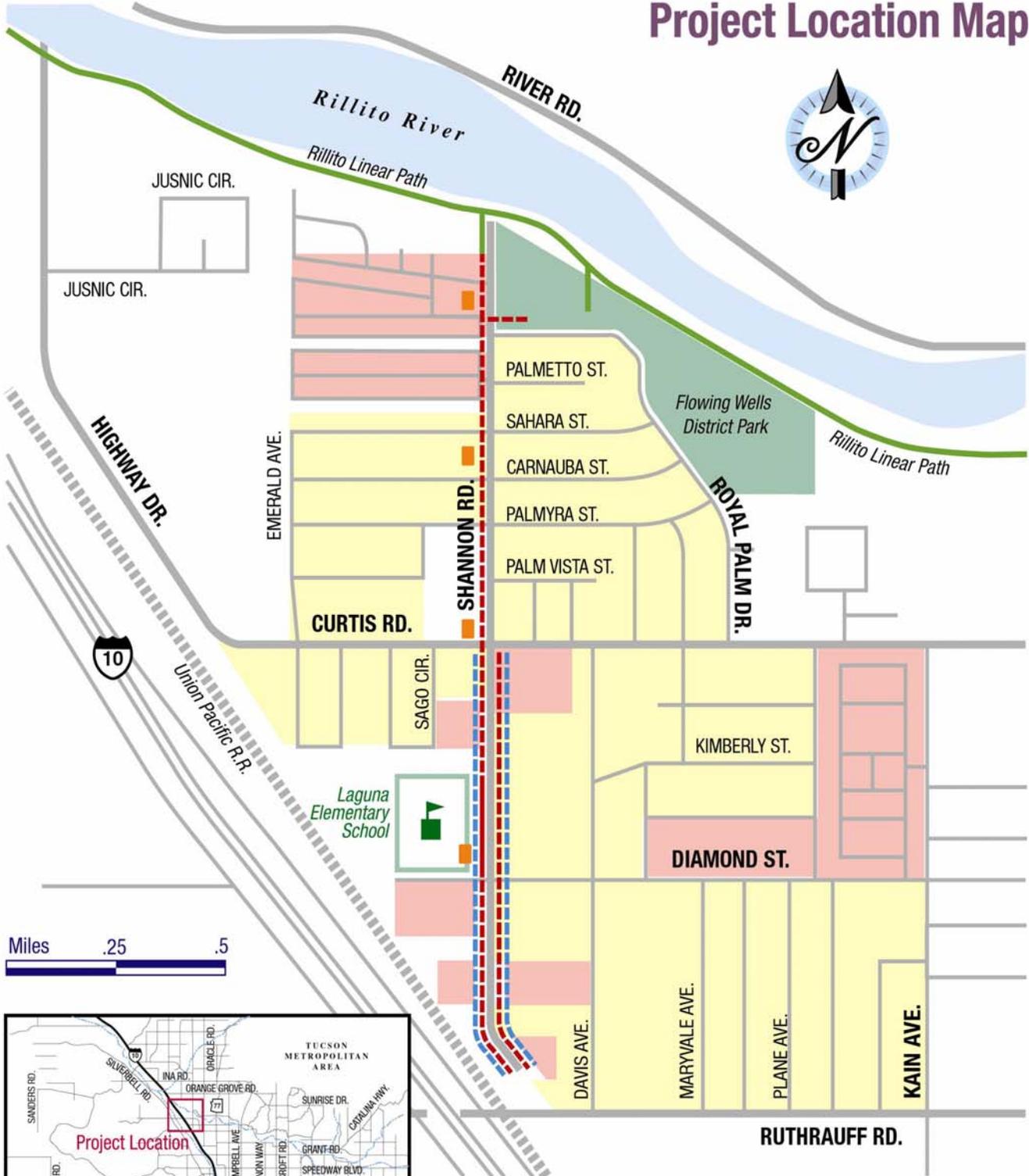
Clerk, Board of Supervisors

APPROVED AS TO FORM:



Deputy County Attorney

Project Location Map



- High density residential subdivisions
- Mobile home parks
- Parks
- Schools
- School Bus Stops
- Existing 10' wide paved shared use path
- Proposed 5' sidewalk
- Proposed vertical curb
- Existing 8' sidewalk



Existing conditions looking south on Shannon Road. Lack of sidewalk, wedge curb does not separate children from moving vehicles and permits drivers to park in sidewalk area.



Proposed colored sidewalk with vertical curb and defined driveways. Vertical curb separates children from moving vehicles and prevents drivers from parking on new sidewalk.



Existing school crosswalk is on wide crossing of street. Lack of accessible ramp to existing sidewalk in front of school



Proposed new pedestrian curb extension to shorten crossing distance and to make children more visible to drivers. ADA accessible ramp included.



Existing Shannon Road looking south from new Flowing Wells District Park and Acacia Gardens Mobile Home Park. Lack of sidewalks and shade landscaping.



Proposed sidewalk, shade landscaping, and beautification to promote safety for children and to enhance the neighborhood.



PIMA COUNTY BOARD OF SUPERVISORS
DISTRICT 3

130 WEST CONGRESS STREET, 11 FLOOR
TUCSON, ARIZONA 85701-1317
(520) 740-8126
diana.durazo@pima.gov

SHARON BRONSON
CHAIR

LESLIE NIXON
EXECUTIVE ASSISTANT

DIANA DURAZO-GRUBB
SPECIAL STAFF ASSISTANT

KATIE MODAFFERI
SPECIAL STAFF ASSISTANT

KIKI BARCELO
SPECIAL STAFF ASSISTANT

June 25, 2004

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

Dear Committee Members:

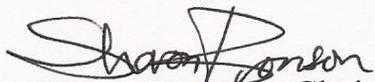
I am pleased to support the Laguna Elementary School Sidewalks and Landscaping Project.

Currently, there are no pedestrian walkways to serve the children on their way to school. According to residents, they usually walk in the newly constructed drainage way or on the road. This project would provide the much needed safety improvements for children who walk to Laguna Elementary School from the surrounding neighborhoods.

The community surrounding the school has worked tirelessly to promote and improve safety. The project was proposed by the neighborhood residents and schoolchildren. This enhancement will not only provide safety within the neighborhood, but also improve their quality of life.

Thank you for your consideration and support for the Laguna Elementary School Sidewalks and Landscaping Project.

Sincerely,


Sharon Bronson, Chair
Board of Supervisors



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

C. H. HUCKELBERRY
County Administrator

June 25, 2004

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 letter of support and commitment for the Laguna Elementary School Sidewalks and Landscaping Project. This project provides safety benefits for children who walk to Laguna Elementary School from the surrounding neighborhoods.

Pima County is pleased to provide the local match requirements for this important project. Currently there are no sidewalks serving the school in this area, yet numerous children walk back and forth to the school every day. Also, there is virtually no shade landscaping to provide support to children walking to school. This enhancement will serve to improve safety and access for children and their families, as well as to improve accessibility in the area for persons with disabilities.

The community surrounding the school has been very active and supportive in improving safety throughout the neighborhoods. The project was proposed by neighborhood residents and schoolchildren. Pima County has been working closely with the school and area residents to improve the livability of the area. Providing good, basic pedestrian facilities and landscaping—especially to a neighborhood elementary school—is a key measure to improving the quality of life and safety within the neighborhood.

Thank you for your consideration and support for the Laguna Elementary School Sidewalks and Landscaping Project.

Sincerely,

A handwritten signature in black ink that reads "C. Huckelberry". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

C.H. Huckelberry
County Administrator

CHH/jj

Flowing Wells Neighborhood Association and Community Coalition
P.O. Box 5141
Tucson, AZ 85703-5141
(520) 888-2085

June 24, 2004

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

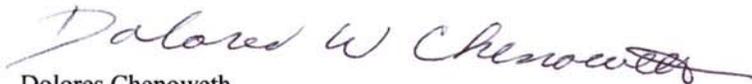
Dear Committee Members:

We are pleased to endorse the Round 12 Transportation Enhancement Application on behalf of the Flowing Wells Neighborhood Association and Community Coalition. The mission statement of the Coalition is to promote pride by bringing people together to improve the safety and quality of life of the Flowing Wells Community. The Coalition and the Flowing Wells School District endeavor to provide a safe corridor to education and recreation. The Application outlines efforts to construct sidewalks and curbs from the Laguna School to the Flowing Wells District Park. Pedestrian and vehicle traffic is heavy and we wish to make the streets safe for all ages and types of transportation.

| Geographic Area | Median Income |
|-----------------|---------------|
| United States | \$ 41,994 |
| Arizona | \$ 40,558 |
| Pima County | \$ 36,758 |
| FW CDP | \$ 26,517 |

Laguna School is nested in a residential community that is situated within the Flowing Wells Community Development Plan. The median income for this area is well below the national average. This particular area is fraught with crime and zoning problems, as well as many other economic issues brought on by poverty. Laguna School is a hub of the community. It provides breakfast and lunch for the low-income residents in the area during the summer months. This food is vital to the health of the community. These individuals walk to the school due to transportation issues within the family. Current statistics garnered from the 2000 Census indicate that for those residing within our targeted area, 8.7% have no vehicle at all and 47.9% have only one vehicle. This one vehicle is not new and may have maintenance issues. The national average for owning and operating a vehicle is approximately \$3,900.00. This is why a walking corridor from the two vital areas of the community is so important. The Flowing Wells District Park was recently completed in December 2003. Children are the future of our community and we must commit the resources needed to make the area safe for them. The Coalition and the School have partnered on many projects and we wish to continue to provide services and assistance where it is needed. We encourage you to consider our application and join us in our efforts to improve the Flowing Wells Community.

Very truly yours,



Dolores Chenoweth
Vice President
Flowing Wells Neighborhood Association
and Community Coalition



FLOWING WELLS SCHOOLS

IOLA FRANS ADMINISTRATION CENTER
1556 WEST PRINCE ROAD
TUCSON, ARIZONA 85705-3087
(520) 690-2200 • FAX: (520) 690-2400

May 25, 2004

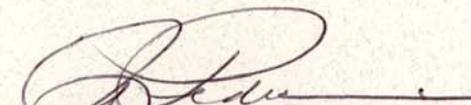
State Transportation Enhancement Committee
Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007-3213

Dear Committee Members:

Please consider this letter strong support for the pedestrian/bicycle circulation plan being developed by the Flowing Wells Neighborhood Association and Community Coalition. This project is designed to install vertical curbs, sidewalks, and landscaping for Laguna, Homer Davis, and Centennial Elementary Schools. As you know, there is a critical need for bike lanes and sidewalks, especially in proximity to schools and areas where there may be safety concerns for children and adults alike. There is no question that there has been a need for these improvements in our community for many years, and it is critical that the revitalization plan that has been established be used as the blueprint for these installations.

If there is anything Flowing Wells School District can do to further support the completion of these efforts, please let me or Dr. Nic Clement know at your convenience.

Sincerely,



John J. Pedicone, Ph.D.
Superintendent

JJP/jh

Laguna Elementary School

5001 North Shannon Road • Tucson, Arizona 85705 • (520) 690-2361 • Fax (520) 690-5616

June 9, 2004

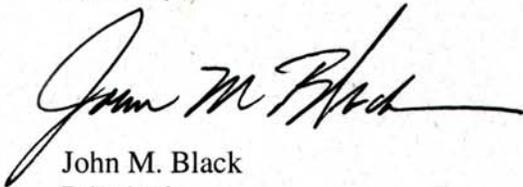
State Transportation Enhancement Committee
Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007-3213

Dear Committee Members:

This letter is written in support of the of pedestrian/bicycle circulation plan this has been developed by the Flowing Wells Neighborhood Association and Community Coalition. The goal is to install sidewalks, vertical curbs, and landscaping for Laguna Elementary School and two other schools in the Flowing Wells School District. For years, our 500 students have had to walk in a dangerous right of way that is often blocked by cars forcing kids walking to and from school to move into the roadway to get around the parked vehicles. Installation of sidewalks and vertical curbs would prevent cars from parking in the right of way and keep kids on sidewalks away from traffic. I believe it's time these improvements take place for the safety of our neighborhood children and the revitalization plan addresses these important issues.

If there is anything the Laguna Elementary School administration can do to support the completion of this important work, don't hesitate to contact me or Mrs. Cathy Carey.

Sincerely,



John M. Black
Principal

xc: Mrs. Cathy Carey