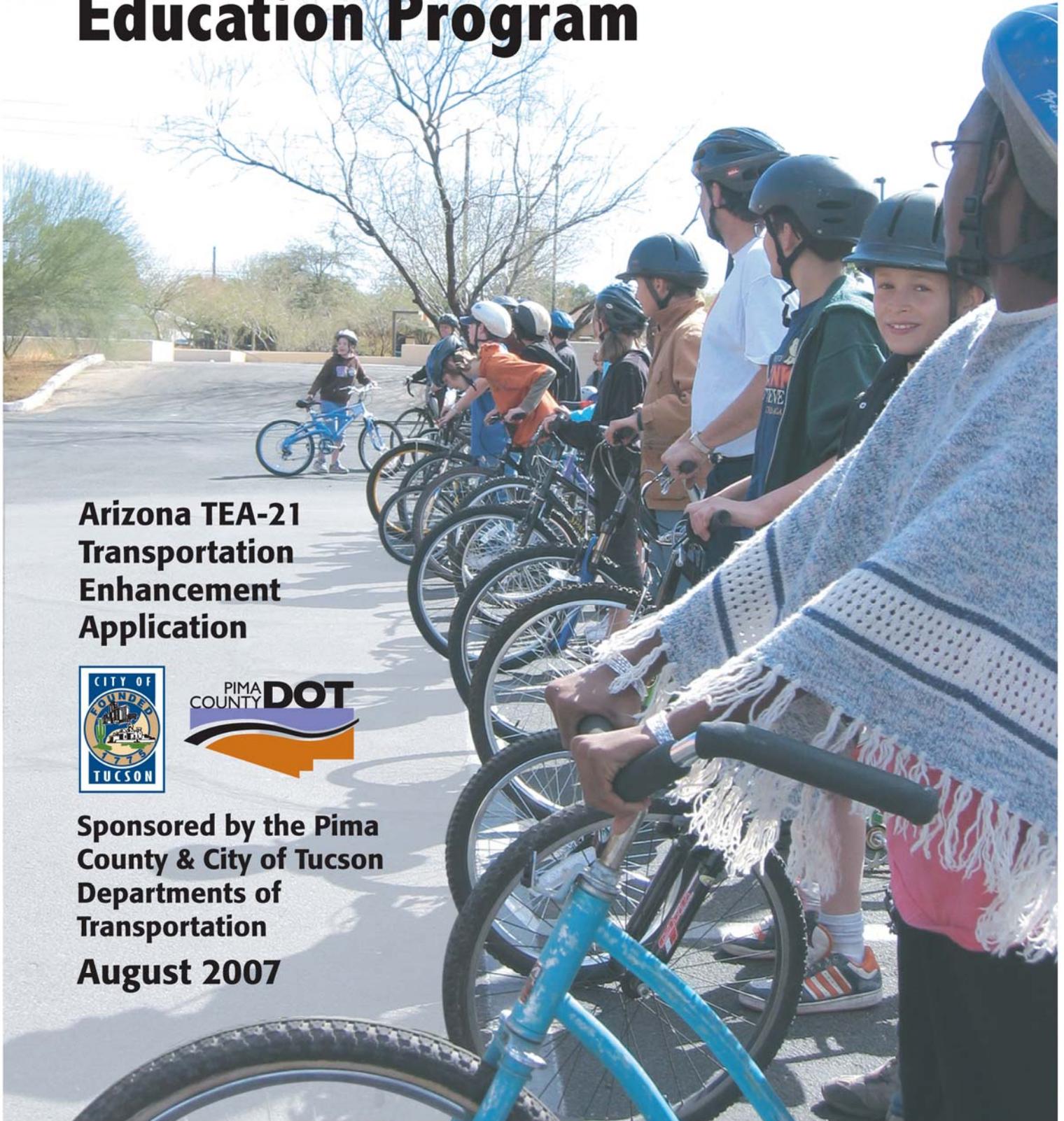


# **Pima Region Middle School Bicycle & Pedestrian Education Program**

**Arizona TEA-21  
Transportation  
Enhancement  
Application**



**Sponsored by the Pima  
County & City of Tucson  
Departments of  
Transportation  
August 2007**



## Update on Previous Related Transportation Enhancement Grants

Pima County and City of Tucson staff are implementing the ***Pima County-Tucson Safe Routes to Schools Pilot Program***. This program is funded through a \$457,000 Transportation Enhancement grant, over \$145,000 in Pima County funding, and \$29,000 in City of Tucson funding. Pima County also provides the equivalent of four full-time Bicycle and Pedestrian Program staff working on the Safe Routes program and pays for the consulting engineering team. Staff and consultants have also provided free training to agencies and citizens around the State of Arizona on how to implement Safe Routes to Schools programs.

- To date, have conducted bicycle and pedestrian safety training at the seven pilot elementary schools, including pedestrian safety training for over 500 second graders and in-class bicycle safety for over 450 fourth graders. Also conducted an outdoor pilot bicycle rodeo with 68 fourth grade students at one of the schools, Laguna Elementary. Rodeos at the other pilot schools will be conducted starting in Fall 2007, anticipating educating over 1,300 second grade and fourth grade students. The education program is also available to non-pilot elementary schools.
- Developing Safe Routes bicycle and pedestrian projects at three of the seven pilot schools to be submitted for PAG Regional Transportation Authority Safe Routes to Schools funds (Sam Hughes Elementary, Peter Howell Elementary, and Brichta Elementary). Have been awarded regional RTA funding for bicycle and pedestrian pathways for Agua Caliente Elementary, a fourth pilot school.
- Working on design of two funded Transportation Enhancement SRTS projects for two of the other pilot schools (Homer Davis Elementary and Laguna Elementary). Currently assessing potential Safe Routes projects for Butterfield Elementary School, the seventh pilot elementary school. Implementing minor demonstration projects at all seven pilot schools.
- Have developed and are running Public Service Announcements on local TV and radio stations promoting child pedestrian and bicycle safety and promoting participation in International Walk to School Day and other important regional events, including the Walking School Bus Challenge. Have funded the Walking School Bus Challenge for over 40 regional elementary schools.
- Pima County and City of Tucson Bicycle and Pedestrian Program staff are implementing the ***Pima County-Tucson Bicycle and Pedestrian Safety and Education Program*** with numerous community partners. This program is funded through a \$454,000 federal Transportation Enhancement grant, \$105,000 in Pima County funds, and \$29,000 in City of Tucson funds. Several elements of the program are underway:
  - Approximately 180 bicycle and pedestrian 4-foot by 6-foot safety signs and 40 Share the Streets bus bench signs are posted at bus stops around the region. Safety signs and posters have been put up in over 40 regional libraries and bike shops. Have distributed over 50,000 regional bike maps with safety information and 30,000 Share the Road motorist/bicyclist pocket guides, including Spanish-language guides. Also are distributing a safety newsletter on a monthly basis.
  - Running bicycle and pedestrian Public Service Announcements promoting safety on local radio stations and on standard TV and cable stations. Messages for radio PSAs are based upon and reinforce the TV PSAs. Additional PSAs will be running in Fall 2007 with a major emphasis on school safety. Developing a police training video on bicycle and pedestrian legal issues and safety, to be implemented with police departments in Fall 2007.
  - Implementing a "Bike Ambassadors" program for persons to assist with the Safe Routes to Schools program, bicyclist safety outreach events, bike safety classes, and other activities including at the University of Arizona to conduct safety outreach to students. Have trained over 780 adults and children in 2006-07 in 9-hour bicycle safety training classes.
  - Developed a bicycle driver diversion class to offer safety classes to bicyclists who receive citations for traffic infractions. Will be implementing the classes working with the Bike Ambassadors and League of American Bicyclists-certified safety instructors in Fall 2007.
  - Have installed over 400 bike stencils in bike lanes and also installing "Wrong Way" bicycle signs in select shoulder bike routes where wrong-way riding is a concern.

**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. The appropriate District will sponsor projects on the State system. (No exceptions).
8. List alternate contact person for the project. This person must be from the sponsoring agency.

**APPLICANT INFORMATION**

<b>1. APPLICANT AND SPONSOR</b> (Must be ADOT if on ADOT right of way) <b>Pima County Department of Transportation</b>	MPO / COG <b>PAG</b>	<b>2. DATE</b> <b>August 27, 2007</b>
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<b>3. PROJECT NAME &amp; LIMITS</b> (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER) <b>Pima Region Middle School Bicycle and Pedestrian Education Program</b>
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<b>4. MAILING ADDRESS</b> <b>201 N. Stone Ave., Fifth Floor</b>
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<b>CITY</b> <b>Tucson</b>	<b>ZIP CODE</b> <b>85701</b>	<b>5. COUNTY</b> <b>Pima</b>	<b>6. CONGRESSIONAL DISTRICT</b> <b>Districts 7 &amp; 8</b>
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<b>7. CONTACT PERSON</b> <b>Matt Zoll</b>	<b>TITLE</b> <b>Pima County Bicycle and Pedestrian Program Manager</b>	<b>PHONE NO:</b> <b>(520) 740-6746</b> <b>FAX NO:</b> <b>(520) 740-6341</b>
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<b>8. ALTERNATE PERSON</b> <b>Ben Goff</b>	<b>TITLE</b> <b>Deputy Director</b>	<b>PHONE NO:</b> <b>(520) 740-6403</b> <b>FAX NO:</b> <b>(520) 740-6341</b>
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**9. List the eligible transportation enhancement activity: 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists**

**10. List the requested amount of federal funds needed for the project \$500,000**

**11. List the total cost of the project (federal plus other) \$776,350**

**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. 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.**

**12. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.**

<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles.</li> <li><input checked="" type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists</li> <li>3. NOT ELIGIBLE IN ARIZONA</li> <li><input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities</li> <li><input type="checkbox"/> 5. Landscaping and Other Scenic Beautification</li> <li><input type="checkbox"/> 6. Historic Preservation</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges)</li> <li><input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)</li> <li><input type="checkbox"/> 9. Control and Removal of Outdoor Advertising</li> <li><input type="checkbox"/> 10. Archeological Planning and Research.</li> <li><input type="checkbox"/> 11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity</li> <li><input type="checkbox"/> 12. Establishment of Transportation Museums</li> </ul>
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**13. PROJECT GENERAL DESCRIPTION:** INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, ACRES, ETC.:  
PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

The *Pima Region Middle School Bicycle and Pedestrian Education Program* will educate 7<sup>th</sup> grade students throughout Pima County on safer bicycling and walking practices and will provide bike lane pavement markings and signs near schools to enhance safety. The program will also educate teachers, staff and parents on safety practices and laws. A recent tragedy in Tucson in May 2007 involved a middle school bicyclist killed when riding wrong-way at night without lights or a helmet, plus another incident occurred the same month where two middle school students were seriously injured while crossing against a red light. These incidents greatly heighten the need for a comprehensive traffic safety educational program to reach this age group.

The goals of the program include increasing traffic knowledge of students, reducing crash rates, and fostering a shift in travel behavior. This shift can result in the students not only becoming safer pedestrians and cyclists but will also give them a foundation to enjoy the health benefits of walking and bicycling as they mature. The program can also help them become safer drivers when they learn to drive, fostering tolerance and consideration for all users of the roadways.

This program will include comprehensive bike and pedestrian safety training, helmets, educational videos, Public Safety Announcements on radio and TV, safety guides, and posters. It will work closely with school districts and with other groups promoting safe travel at over 45 middle schools in the region. The education curriculum will be designed to further the bicycle and pedestrian education students receive in elementary school through the existing *Pima County-Tucson Safe Routes to School Program*.

**14. 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 right-of-way (ROW)?  
Who owns the proposed project ROW? Are there any private landowners involved? If so please list.  
What percent 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? H) Will the project be ADA accessible?
- A) The project is located at public middle schools in Pima County.
- B) The project will take place on school district property and on existing local streets within the region. Training will take place under controlled conditions by instructors certified by the U.S. League of American Bicyclists following League curriculum. Before/after counts of middle school bicyclists and pedestrians will be taken and before/after crash data analyzed.
- C) There is no construction, design, or right-of-way work necessary for the project. Pavement legend and wrong-way bicycle riding sign locations will be determined through working with area schools, community volunteers, and agencies. The project will take place entirely within public right-of-way owned by school districts and respective local jurisdictions within the region.
- D) N/A
- E) N/A
- F) N/A
- G) The project will be completed within 36 months and will be extended using County funds.
- H) Yes.

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.
  - B) Proposed on-going maintenance and repair program
  - C) Source of funds for on-going maintenance and repairs
- A) Pima County will implement the project in coordination with the City of Tucson and area school districts, safety groups, community volunteers, and other local jurisdictions. Pima County will pay for the estimated \$17,500 cost of preparing the Scoping Letter and in addition will provide a 33% total match for the project.
  - B) The educational program will be extended into the future beyond the 36-month project timeframe by Pima County and bike lane pavement markings and wrong-way bicycle riding signs will be maintained by respective jurisdictions.
  - C) Funds for ongoing maintenance and repairs of bike lane pavement markings include local Highway User Revenue Funds. Funds for extension of the safety training program include a setaside by Pima County of federal Surface Transportation Program funds, and, when available, local Regional Transportation Authority Safe Routes to Schools funds. Pima County employs a full-time Safe Routes to Schools Coordinator and full-time Bicycle/Pedestrian Safety Educator and will provide in-kind staff support services for the project. The County will contract with local non-profits to provide educational services.

**16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2006, for clarification).**

Pima County and the City of Tucson will be requesting self bid and administration, as applicable.

**17. 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 project is not listed on any local, state, or federal historic or scenic designations.

**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?

Individuals throughout the region will be involved with the program through development of the safety materials. During the first year, materials and training practices will be presented in select schools to 7<sup>th</sup> grade students. These materials and practices will be evaluated by staff, contracted experts, students, and teachers and adapted to best serve the middle schools in the Pima region. Youth will be used in the implementation of bike and pedestrian safety PSAs for radio and TV, including starring in the TV PSAs and providing the voices for the radio PSAs. Pima County has already been conducting bicycle and pedestrian safety training at six middle schools, providing an invaluable experiential background for developing a comprehensive safety program.

Groups that will assist in the program include the Governor's Office of Highway Safety, area fire departments, school PTAs, the Bicycle Advisory Committee, neighborhood associations, and others. This program supports the goals of the regional *Pima County-Tucson Safe Routes to Schools Program*, which has been incorporated into the 2030 PAG Regional Transportation Plan.

**19. 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

As stated on the FHWA website, “Congress included the language on transportation enhancements as a means of stimulating additional efforts to create an improved transportation environment and system, while making a contribution to the surrounding community.” This project addresses the improved environment and system section of that statement and makes a strong contribution to the surrounding community through much-needed traffic safety training of students.

In particular, this project is an enhancement by focusing on 7<sup>th</sup> grade students at over 45 middle schools for safety training because they are in the age group which most commonly uses bicycles for transportation and for recreation. They have rapidly-developing motor and comprehension skills and are actively exploring their world. Through this program we hope to help them do so in a safe manner.

#### Community Benefit and Improvement

The intended community of middle school students is important for two reasons. First, because they have received little attention in the past with age-specific materials and safety training and second, because they need to have essential traffic education to match their developing capabilities and expanding time that they are being exposed to traffic. National research has shown that children pedestrians and cyclists involved in bike/motor vehicle or pedestrian/motor vehicle crashes are found to be at fault in over 70 percent of collisions. This program is designed to significantly reduce youth bike and pedestrian crashes caused by their lack of traffic knowledge and experience.

In addition to the safety benefits accruing from better knowledge of the traffic laws and improved traffic behavior, the community should gain from raising the awareness of the benefits of walking and cycling in other areas including improved fitness, reduction of the negative health impacts of inactivity, and reduction in traffic congestion and its impact on air quality.

This program is meant to be a strong and continuing educational activity that will become a necessary part of a safer and more secure society. It is intended to be carried forward after the end of the three-year implementation period through a combination of Pima County Surface Transportation Program funds and Regional Transportation Authority Safe Routes to School funds.

#### Reason for Funding

In the national Fatality Analysis and Reporting System database, there were 90 bicyclists and pedestrians in Pima County who were involved in fatal traffic crashes over the past 10 years. There were 12 youth ages 11-13 who were killed—a terrible loss to their families and to society at large. There also were 30 youth who suffered incapacitating injuries.

Using the *Preventable Injuries, Costs and Related Deaths* software developed by the Centers for Disease Control and Prevention, it is possible to estimate the cost associated with preventing injury or death. In 2006 dollars in Arizona, this cost comes to \$1,029,660 for preventing one death, \$260,216 for preventing one hospitalization and \$422 for simply preventing one emergency room visit.

This program will educate approximately 600 middle school students the first year as the program is being developed and refined, and over 1,800 students for each of the remaining two years. All data, materials, safety and education techniques, and “lessons learned” will be shared with other communities throughout Arizona to help them develop similar programs for their students.

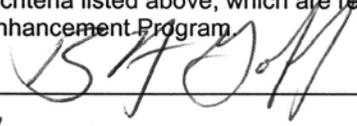
Because of our concerns for the safety of these children, Pima County is paying for the Scoping Letter costs and committing a 33% total match for this project, plus providing staff to implement the program.

**Important Basic Criteria for all TE Projects**

- A. Project eligible under one or more of the 11 Transportation Enhancement activities
- B. Proposed project is related to Surface Transportation
- C. Project is 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 projects and are ineligible)
- D. Project is 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 are available (Minimum 5.7% hard cash)
- 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
- L. Local project does not exceed \$500,000 in federal funds
- M. State project does not exceed \$1,000,000 in federal funds

**20. 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

Sponsor Representative   
 Date 6/11/07

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.**

**Projects that involve public art sponsors are encouraged to contact the Arizona Commission on the Arts during the application phase.**

**21. Endorsement of Metropolitan Planning Organization/Council of Governments**

This project has been reviewed and endorsed by:

MPO/COG  Date: 6/23/07

**ESTIMATED PROJECT COSTS BY ITEM**

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
<b>SCOPING COSTS</b>						
(Costs of the following items cannot be applied toward the federal participation or local match)						
SCOPING DOCUMENT (Scoping Letter, cost to be covered by PCDOT)	LS	1	17,500	17,500	<b>NO ENTRY</b>	
<b>SUBTOTAL – PROJECT SCOPING COSTS</b> <i>(Paid for by Pima County DOT)</i>				\$ 17,500		
Bicycle/pedestrian safety program development:	LS	1	45,700	45,700	43,095	2,605
<i>"Train the Trainers" educational outreach</i>	LS	1	58,300	58,300	54,977	3,323
<i>Program management and implementation</i>	LS	1	135,800	135,800	128,059	7,741
<i>Accounting and administration services</i>	LS	1	21,600	21,600	20,369	1,231
<i>Contractor travel costs &amp; meeting expenses</i>	LS	1	25,200	25,200	23,764	1,436
<i>Contractor supplies</i>	LS	1	8,900	8,900	8,393	507
<i>Office and safety training equipment expenses</i>	LS	1	71,100	71,100	67,047	4,053
Bicycle/pedestrian safety program materials:						
<i>Helmets for youth</i>	EA	3,400	18	61,200	57,712	3,488
<i>Bicycles (for training use)</i>	EA	30	380	11,400	10,750	650
<i>Safety brochures, educational materials</i>	EA	78,000	0.9	70,200	66,199	4,001
<i>Incentives &amp; promotional safety items</i>	EA	21,000	1.8	37,800	35,645	2,155
Bike Lane Pavement Markings and Wrong-way Bike Riding Signs	EA	175	210.0	36,750	34,655	2,095
Development and implementation of Youth Bicycle and Pedestrian Radio and TV Public Service Announcements	LS	1	129,000	129,000	121,647	7,353
Project Final Report	LS	1	9,500	9,500	8,959	542
<b>SUBTOTAL - Educational Program</b>				\$ 722,450	681,270	41,180
Overhead and contingencies	LS	1	33,400	\$ 33,400	31,496	1,904
<b>TOTAL EDUCATIONAL COSTS</b> (Enter this amount in Box A below.)				\$ 755,850	712,767	43,083
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	3,000	\$ 3,000	<b>NO ENTRY</b>	
<b>TOTAL PROJECT COST (All subtotals + ADOT review fee)</b>				\$ 776,350	<b>NO ENTRY</b>	

<b>SUMMARY OF FEDERAL AND LOCAL FUNDS</b>		
<b>TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN.</b> (Includes design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.)	<b>BOX A</b>	<b>\$ 755,850</b>
<b>TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above).</b> Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects). <b><i>If the amount shown on 13b exceeds this amount, change the entry to \$500,000 (\$1,000,000 for state projects).</i></b>	<b>BOX B</b>	<b>\$ 500,000</b>
<b>TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above).</b> Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects). <b><i>If the amount shown on 13c exceeds this amount, change the entry to \$30,223 (\$60,445 for state projects).</i></b>	<b>BOX C</b>	<b>\$ 30,223</b>
<b>TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH).</b> Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.	<b>BOX D</b>	<b>\$ 225,627</b>
<b>TOTAL SPONSOR FUNDS (Sum of Box C and Box D).</b>	<b>BOX E</b>	<b>\$ 255,850</b>

**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 PIMA REGION MIDDLE SCHOOL BICYCLE AND PEDESTRIAN EDUCATION PROGRAM. (All Districts)**

**WHEREAS**, according to the National Highway Traffic Safety Administration, youth and adult pedestrians in Arizona have the 2<sup>nd</sup> highest traffic fatality rate per 100,000 population in the U.S. and youth and adult bicyclists have the 3<sup>rd</sup> highest fatality rate; and

**WHEREAS**, according to the Federal Highway Administration, Arizona is 47<sup>th</sup> in the nation in terms of the amount of federal funding that is spent to address causes of traffic fatalities on Arizona roadways; and

**WHEREAS**, according to the Federal Highway Administration, less than 0.5 percent of federal funds that Arizona receives are spent on safety projects and programs for pedestrians and bicyclists, yet pedestrian and bicycle fatalities including youth are commonly 13 percent or higher of total traffic fatalities; and

**WHEREAS**, according to the U.S. Bureau of Transportation Statistics, over 75 percent of youth ride bicycles and nearly all youth walk or use wheelchairs on our area streets and pathways; and

**WHEREAS**, bicycle and pedestrian safety and education for youth have been identified as goals of the Pima Association of Government's *2030 Regional Transportation Plan*, the *2000 Regional Plan for Bicycling*, and the *2000 Regional Pedestrian Plan*; and

**WHEREAS**, federal Transportation Enhancement funds can be utilized for bicycle and pedestrian safety and educational purposes, including for the *Pima Region Middle School Bicycle and Pedestrian Education Program*.

**NOW, THEREFORE, BE IT RESOLVED** by the Pima County Board of Supervisors that:

1. An application for federal Transportation Enhancement reimbursable grant assistance to implement the *Pima Region Middle School Bicycle and Pedestrian Education Program* be filed with the appropriate federal agency.
2. If the federal reimbursable funds are approved by the Arizona Department of Transportation (ADOT), Pima County accepts and approves the federal Transportation Enhancement grant award (estimated award \$500,000.) and will provide matching funds equal to 33.0 percent (\$255,850) of the total project cost, estimated to be \$776,350. As required, Pima County will also pay ADOT \$3,000 of the required processing fee if the federal reimbursable funds are approved for the project, and will pay for all cost overruns. Pima County will provide these funds from County DOT Unrestricted Revenues – Capital Budget.

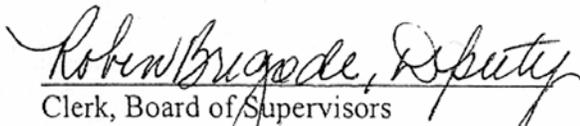
3. If the federal grant fund are approved by the Arizona Department of Transportation and accepted and approved by Pima County, the *Pima Region Middle School Bicycle and Pedestrian Education Program* will be ready for advertisement in no more than three years.
4. If the *Pima Region Middle School Bicycle and Pedestrian Education Program* is cancelled by Pima County, Pima County agrees to reimburse the Arizona Department of Transportation and/or the Federal Highway Administration all federal funds spent for the project.
5. 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.
6. Pima County shall provide funds for overhead charges not covered by the grant from County DOT Unrestricted Revenues – Capital Budget
7. The Transportation Enhancement grant reimburses project expenditures no more than once per month.
8. Pima County shall comply with all appropriate state and federal regulations, policies, guidelines, and requirements as they relate to the Transportation Enhancement funding award.
9. The Pima County Administrator shall act as the agent of the Pima County Board of Supervisors to sign and submit all documents that are necessary to implement and complete the Project.

PASSED AND ADOPTED THIS 7th day of August, 2007.

PIMA COUNTY BOARD OF SUPERVISORS:

  
\_\_\_\_\_  
Chairman of the Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
Clerk, Board of Supervisors

APPROVED AS TO FORM:

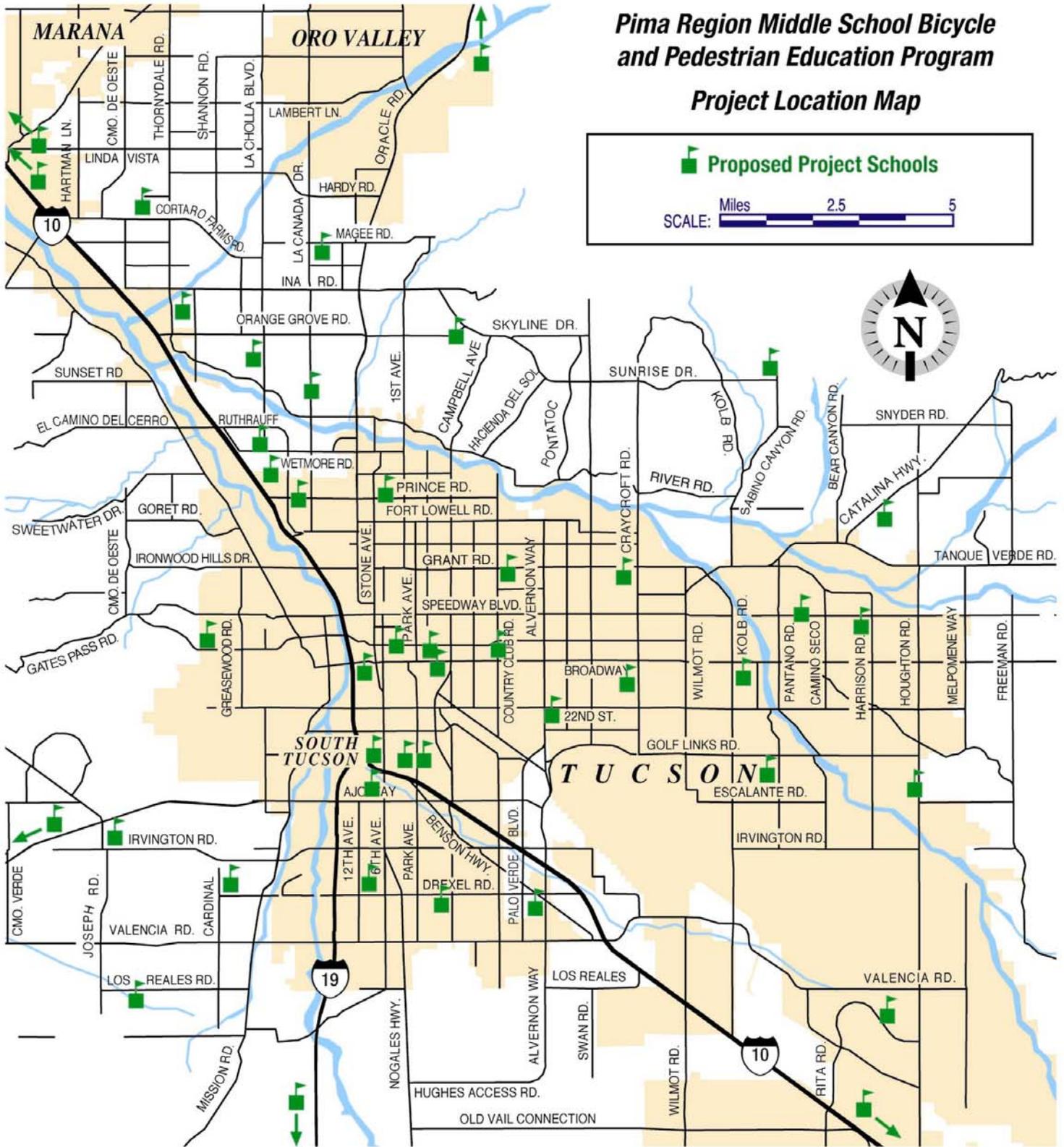
  
\_\_\_\_\_  
Deputy County Attorney

# Pima Region Middle School Bicycle and Pedestrian Education Program

## Project Location Map

 Proposed Project Schools

SCALE:  Miles 2.5 5





“Training the trainers” includes working with school staff and community volunteers in school classroom settings as well as providing on-the-bike adult training.





Examples of supporting good behavior and techniques (how to look back before making a left turn) and discouraging bad behavior (wrong-way riding, lack of helmet use).



Bicycle signs and bike lane stencils to reduce incidence of wrong-way bicycling, including on sidewalk. According to national research, wrong-way riders are four times more likely to be involved in a bicycle/motor vehicle crash.

Pavement markings also serve as a reminder to drivers that bicyclists may be present on roadway.





## 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

May 17, 2007

State Transportation Enhancement Review  
Committee Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Tucson, Arizona 85007-3213

**Re: Pima Region Middle School Bicycle and Pedestrian Education Program**

Dear: Committee Members

The purpose of this letter is to express strong support and commitment for the *Pima Region Middle School Bicycle and Pedestrian Education Program*. Pima County is pleased to submit this project for funding as it will provide a much needed pedestrian and bicycle connection training for middle school children. Pima County commits to providing the local match requirements for this project and we look forward to its implementation.

As demonstrated by nationwide attention to youth health and safety and to balanced transportation access, this project will provide much improved walking and bicycling safety training for middle school children to walk and bike to school, in their neighborhoods, top parks, and other locations. Essential to meeting the national goals on promoting health and reducing traffic injuries, the education component of this project will greatly improve children's traffic knowledge, behavior and safety.

Thank you again for your consideration and support for the *Pima Region Middle School Bicycle and Pedestrian Education Program*.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Huckelberry", is written over a large, sweeping flourish that extends from the bottom right of the signature area.

C.H. Huckelberry  
County Administrator

CHH/va



**RICHARD ELÍAS**  
COUNTY SUPERVISOR ~ DISTRICT 5  
CHAIRMAN OF THE BOARD

## PIMA COUNTY BOARD OF SUPERVISORS

130 W. CONGRESS STREET, 11TH FLOOR  
TUCSON, ARIZONA 85701-1317

TELEPHONE: (520) 740-8126  
FAX: (520) 884-1152  
E-MAIL: [district5@pima.gov](mailto:district5@pima.gov)  
WEBSITE: [www.district5.pima.gov](http://www.district5.pima.gov)

**KEITH BAGWELL**  
EXECUTIVE ASSISTANT

**ANDREA ALTAMIRANO**  
SPECIAL STAFF ASSISTANT

**MANUEL RUIZ**  
SPECIAL STAFF ASSISTANT

May 16, 2007

Transportation Enhancements and Scenic Roads Section  
Arizona Department of Transportation  
206 W. 17<sup>th</sup> Ave.  
Phoenix, AZ 85007-2313

Re: Pima Region Middle School Bicycle and Pedestrian Education Program

Dear Transportation Enhancement Review Committee Members:

I write to you in support of the proposed Pima Middle School Bicycle and Pedestrian Education Program. This program will fill a void we now have in Pima County, where there is no formal bicycle or pedestrian education program for middle school students.

Far too many middle school children in Pima County are killed or injured in preventable bicycle and pedestrian accidents involving cars and trucks. In far too many of these cases, the bicyclist or pedestrian is at least partly at fault. And far too often, accidents involve bicyclists who are not wearing a helmet. This program has the potential to reduce these tragic losses and disabling injuries by training middle school students how to ride bicycles and walk along busy roadways safely, and properly under that law.

With this training middle school children will be more likely to walk and bicycle – healthy, affordable and environmentally sound alternatives to driving. In just a few years when they become motorists, they will be more cognizant of the at-risk bicyclists and pedestrians whom they encounter while behind the wheel.

This program is an important part of an effort to create a transportation environment that fosters mutual respect for all roadway users, and thus will have safety benefits for everyone in Pima County.

I appreciate your consideration, and urge you to fund this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Elías".

Richard Elías  
Chairman  
Pima County Board of Supervisors



CITY OF  
TUCSON

OFFICE OF THE  
MAYOR

ROBERT E. WALKUP

July 31, 2007

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

Subject: Pima Region Middle School Bicycle and Pedestrian Education Program

Dear Committee Members:

As the Mayor of the City of Tucson, I support this application for Transportation Enhancement Funds for the Pima Region Middle School Bicycle and Pedestrian Education Program. This project, if funded, will benefit the entire Tucson region. We are excited about the prospect of creating a culture of safer and more knowledgeable transportation users within our region with our middle school children. Please consider this project for funding.

Staff from the City and County is committed to work together on this important issue of educating middle school children on bike and pedestrian safety issues. Thank you for your consideration.

Sincerely,

Robert E. Walkup  
Mayor

Cc: Tom Thivener, Transportation Department



**LINDA ARZOUMANIAN, Ed.D.**  
**PIMA COUNTY SCHOOL SUPERINTENDENT**  
130 WEST CONGRESS STREET, 4TH FLOOR  
TUCSON, ARIZONA 85701-1332

DEBBIE D'AMORE  
CHIEF DEPUTY

PHONE: (520) 740-8451  
FAX: (520) 623-9308

August 17, 2007

Transportation Enhancement and Scenic Roads Section  
Arizona Department of Transportation  
205 S. 17<sup>th</sup> Avenue, MD 609E  
Phoenix, AZ 85018

Dear Transportation Enhancement Review Committee:

As the Pima County School Superintendent, I am writing to express support for the Pima Region Middle School Bicycle and Pedestrian Education Program. This program is critical to improve safety for our middle school children who walk and bicycle in our region, as there is currently no formal bicycle or pedestrian education program for middle school students.

The program will teach essential traffic skills to children at a critical time in their lives as they actively explore their world. Not yet able to drive, middle school children are often dependent on these modes of transportation in their daily activities. It will teach them not only bicycle and pedestrian safety, but also teach them to be careful around pedestrians and bicyclists as they become young drivers.

This program will create an important link between the current bicycle and pedestrian safety program aimed at elementary school children, and the adult bicycle and pedestrian safety program.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script, which appears to read "Linda Lee Arzoumanian".

Linda Lee Arzoumanian, Ed.D.  
Pima County School Superintendent

**The Brad Fund**  
**Perimeter Bicycling Association of America, Inc. (PBAA)**  
**A 501 c (3) non-profit, tax exempt organization "cycling in pursuit of a cause"**  
**2609 East Broadway**  
**Tucson, AZ 85716**  
**(520) 745-2033**

May 24<sup>th</sup>, 2007

Transportation Enhancement and Scenic Roads Section  
Arizona Department of Transportation  
205 S. 17th Avenue, MD 609E  
Phoenix, Arizona 85018

Re: Pima Region Middle School Bicycle and Pedestrian Education Program

Dear Transportation Enhancement Review Committee:

I am writing to express strong support for the *Pima Region Middle School Bicycle and Pedestrian Education Program*. I believe this program is critical to improve safety for our middle school children who walk and bicycle in our region, which sadly are two of the more hazardous activities today for children nationwide.

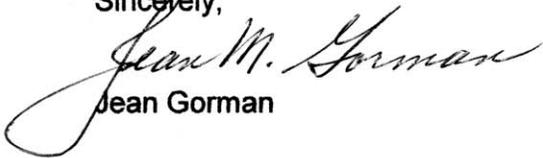
This program, besides teaching essential traffic skills to children at a time in their lives when they are most actively exploring their world, can also help them to become safer and more considerate drivers when they mature.

My son Brad P. Gorman was killed in 1999 by a 16-year old uninsured driver. The young driver was given a \$66 ticket for unsafe passing. My son did not live because of this mistake, and a young man must now live the rest of his life knowing he took another life through his tragic mistake.

For the sake of our pedestrians and cyclists, as well as young drivers who have not learned how to operate their vehicles safely in traffic, I sincerely hope this program will help our youth mature into safe walkers, cyclists, and eventually drivers.

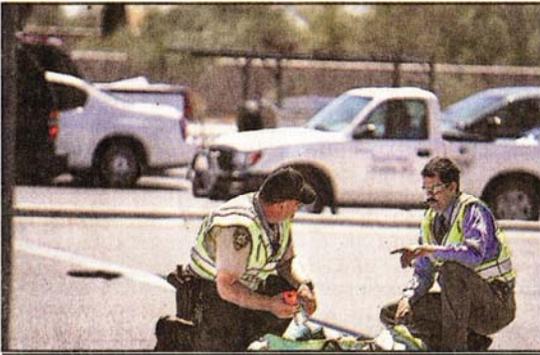
All of our lives depend on this. Thank you very much for your support.

Sincerely,

  
Jean Gorman

## APPENDIX

# Two teens hit crossing Northwest Side street



JAMES GREGG / ARIZONA DAILY STAR

Sheriff's Department traffic investigators Kevin Gardner, left, and Doug Gifford work the scene where two teens were hit.

By Dale Quinn

ARIZONA DAILY STAR

Two teenagers suffered serious injuries Wednesday morning when they were hit by a car at a Northwest Side intersection, a Sheriff's Department spokeswoman said.

A girl and a boy, both 14 and students at Sonoran Science Academy, were struck by an eastbound Mercury sedan at West Ina Road and North La Cholla Boulevard shortly after 8 a.m., said Deputy Dawn Barkman, the spokeswoman.

Andrew W. Rountree and Tiffany R. Voelkerding were airlifted to University Medical Center, Barkman said. The girl suffered a broken pelvis and the boy a broken leg, Barkman said.

The intersection was closed for about 2½

hours after the accident.

Rountree, Voelkerding and a friend were walking south across Ina Road at the west side of the intersection when the sedan, which was turning left onto La Cholla, hit two of them.

The pedestrians were crossing the street on a red light and the sedan had the right-of-way, Barkman said.

"The kids were crossing against traffic and simply the kids did not see the driver and the driver did not see the kids," Barkman said.

The woman in the car stopped and has been cooperative with detectives, Barkman said. The investigation is ongoing.

See TWO TEENS, B2

## TWO TEENS

Continued from Page B1

Despite the accident, Sonoran Science Academy, a charter K-12 school, went forward with final exams that were scheduled for middle- and high-school students, said Principal Ercan Aydogdu.

Some close friends of the injured students required counseling, he said. They were allowed to postpone their exams. Counseling was available to all students if needed and the school notified parents about the accident, he said.

Otherwise, the school carried

out its normal daily operations, Aydogdu said.

The school has been at its location near Ina and La Cholla for six years and never before have students been struck by vehicles on their way to school, he said.

The school has about 450 students, and most parents drop their children off in front of the school's office, Aydogdu said.

The school will soon move to a new location northwest of West River Road and North La Cholla Boulevard, he said.

◆ Contact reporter Dale Quinn at 629-9412 or [dquinn@azstarnet.com](mailto:dquinn@azstarnet.com).

**Bicyclist, 14, dies after collisions**  
**Arizona Daily Star**  
**May 6, 2007**

**A 14-year-old bicyclist who ran into an SUV, then was struck by a second one, died of his injuries Friday night.**

**Kory Laos was taken to University Medical Center shortly after police responded to the accident on Speedway at 8:28 p.m. He died at 9:01 p.m., police said.**

**Police identified the driver of the vehicle that struck Laos as Octavio Garcia-Noperi, 19. He was driving a 2000 Geo Tracker and was issued a citation for driving without a license, police said.**

**Laos was riding his bicycle, heading west, on the sidewalk on the south side of Speedway with eight friends Friday, according to a police report based on witness accounts and evidence at the scene.**

**Near the intersection of Speedway and Euclid Avenue, the driver of a 1993 Isuzu SUV turned into a driveway, and Laos hit the left rear fender of the SUV, sending him into eastbound traffic lanes on Speedway. Garcia-Noperi's vehicle hit Laos in the curbside lane of Speedway.**

**The driver of the Isuzu SUV was identified Saturday as a 32-year-old man. Police did not give his name because he was not charged or issued a citation.**

**Police said none of the other bicyclists was injured. Laos' bicycle did not have a light on it and he was not wearing a helmet.**

**Laos was to celebrate his 15th birthday today, police said.**