

# Bicycle and Pedestrian SAFETY & EDUCATION PROGRAM



*Arizona T.E.A.-21 Round Eleven  
Transportation Enhancement  
Application*

*Sponsored by the Pima County Department of Transportation and  
the City of Tucson Department of Transportation  
September, 2003*

# ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM



Sponsored by  
Arizona Department of Transportation

with support from

U.S. Department of Transportation  
Federal Highway Administration

## Round Eleven

For projects anticipating construction in 36 months  
(Revised May 2003)

**ARIZONA TEA-21  
TRANSPORTATION ENHANCEMENT GRANT APPLICATION**

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects 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**

<b>1.</b> APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) Pima County and the City of Tucson	MPO / COG Pima Association of Governments	<b>2.</b> DATE September 3, 2003
--	--	-------------------------------------

<b>3.</b> PROJECT/ROUTE/FACILITY NAME and BEGINNING MILEPOST Bicycle and Pedestrian Safety and Education Program
---

<b>4.</b> MAILING ADDRESS 201 N. Stone Avenue, 5 <sup>th</sup> Floor
---

CITY Tucson	ZIP CODE 85701	<b>5.</b> COUNTY Pima	<b>6.</b> CONGRESSIONAL DISTRICT 7
----------------	-------------------	--------------------------	---------------------------------------

<b>7.</b> CONTACT PERSON Matt Zoll	TITLE Pima County Bicycle and Pedestrian Program Manager	PHONE NO: (520) 740-6746 FAX NO: (520) 740-6341
---------------------------------------	--	--

ALTERNATE PERSON Shellie Ginn	TITLE TDOT Transportation Program Coordinator	PHONE NO: (520) 791-4372 FAX NO: (520) 791-4608
----------------------------------	--	--

<b>8.</b> FORM FILLED OUT BY: Matt Zoll & Shellie Ginn	TITLE Pima County Bicycle & Pedestrian Program Manager & TDOT Transportation Program Coordinator	PHONE NO: (520) 740-6746 / 791-4372 FAX NO: (520) 740-6341 / 791-4608
---	--	--

List category applied for **2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists (LIMIT 2)**

Amount of Federal funds requested     \$453,840     Total Project Cost     \$567,300

**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.) 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.) 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 type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles. <input checked="" type="checkbox"/> 2. <b>Provision of Safety and Educational Activities for Pedestrians and Bicyclists</b> <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 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 *Bicycle and Pedestrian Safety and Education Program* will educate pedestrians and bicyclists in the Tucson Metropolitan Area on safe walking and bicycling practices in traffic. This program will also work with the motoring public to improve safety for pedestrians and bicyclists. Southern Arizona has become a nationally recognized walking, hiking, and cycling community. The goal is to reduce roadway crashes and injuries among pedestrians and bicyclists, increase awareness of the responsibilities of pedestrians, bicyclists, and motorists, and promote tolerance among all users of the roadway. This project is high priority and Pima County and the City of Tucson will provide a 20% local match. This project will build upon two existing safety and education TE projects funded statewide: the *Glendale Bike Box Safety Program* and the *Pima County-Tucson Safe Routes to School Program*.

This program will include television and radio announcements, educational videos for police and students, roadway user guides, posters, helmets, walking and bicycling light kits, and free cycling safety classes for the public. The program includes close coordination with police and safety trainers. Basic messages will address jaywalking, motorist failure to yield to bicyclists and pedestrians, wrong-way bicycle riding, helmet use, use of lights at night, running stop signs and red lights by motorists and bicyclists, speeding, and promote an overall "Share the Road" ethic in the community. New and existing educational programs will be utilized such as youth driving schools, Motor Vehicle Division offices, the City of Tucson Safe Kids Program, AAA, the Governor's Office of Highway Safety, the National Traffic Safety Institute, and adult bicycle safety courses. A demonstration project for bike lane stencils and signage that addresses wrong-way bicycle riding will be incorporated into the project.

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)
- B) Is the project on a planned, existing, or under construction transportation corridor?  
If on a planned corridor one 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) Is there enough right of way to construct the project? Who owns it?
- E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.
- F) Are utility relocations necessary?
- G) What is the proposed time frame for completion of the project?

- A) This regional safety and education project will be in the Tucson metropolitan area, including Tucson and unincorporated Pima County. It will also provide benefits to Oro Valley, South Tucson, Marana, Sahuarita, and other jurisdictions through the area wide media campaign and safety information.
- B) The project is not limited to any specific planned, existing or under-construction transportation corridor. It will apply essentially to all roadway and pathway corridors in the region.
- C) As an education and safety proposal, the project will not entail any design, construction or ROW work. Instead, it will entail the development of safety and education materials and programs.
- D) ROW issues are not relevant to this project.
- E) Drainage issues are not relevant to this project.
- F) Utility relocations are not relevant to this project.
- G) The proposed time frame is 24 months. The first 6 months will involve the initial set-up and coordination to develop the safety and educational materials and programs. The following months will involve implementing these materials through the media, classrooms, and traffic safety programs.

**12. ESTIMATED PROJECT COSTS BY ITEM. (LIST ALL ITEMS NECESSARY TO DEVELOP & CONSTRUCT PROJECT) PLEASE NOTE THAT THE COSTS FOR THE SCOPING & ENVIRONMENTAL DOCUMENTS ARE THE RESPONSIBILITY OF THE PROJECT SPONSOR. PLEASE USE THE COSTS BELOW ONLY AS A GUIDE. YOU ARE RESPONSIBLE FOR ACCURATE COSTS. ANY CONSTRUCTION OVERRUNS ON "LOCAL" PROJECTS ARE THE RESPONSIBILITY OF THE PROJECT SPONSOR.**

<u>Item</u>	<u>Total Cost</u>	<u>Enhancement Funds (80%)</u>	<u>Other Funds (20%)</u>
Consulting Services for Education and Safety Program to include planning and development, coordination with traffic engineering and enforcement, media participation, etc. (24 month period).	\$74,500	\$59,600	\$14,900
Analysis on best intervention practices and pre/post research of effect on pedestrian/bicycle crash statistics.	\$14,500	\$11,600	\$2,900
Video for police education of bicycle/pedestrian/motorist educational issues and enforcement. Development and production. 50 VHS copies for distribution	\$11,500	\$9,200	\$2,300
Video for classroom education on bicycle & pedestrian safety. Development and production. 300 VHS copies for distribution	\$12,500	\$10,000	\$2,500
Bicycle and Pedestrian Bilingual Safety guides, approx. 40 pages each to include production and distribution (150,000). To be distributed at visitor destinations, DMV offices, traffic safety classes, schools, bike shops, libraries, etc.	\$53,400	\$42,720	\$10,680
Development of educational announcements on safety factors that affect cyclists, pedestrians and motorists (e.g., jaywalking, wrong-way riding, lack of helmet use, lack of lights/visibility at night, cell phone use while driving, failure to obey traffic control devices, failure to yield by motorists & bicyclists, etc.).	\$21,700	\$17,360	\$4,340
Cost for media time - television (Estimated additional free public service contributions value \$35,000)	\$91,800	\$73,440	\$18,360
Cost for media time - radio (Estimated additional free public service contributions value \$23,000)	\$58,550	\$46,840	\$11,710
Advertising of promo and safety messages on movie ads, community newspapers, bus benches at transit stops, etc.	\$65,400	\$52,320	\$13,080
Educational posters, 11x 17 (5,000) (2 different bicycle/pedestrian safety messages)	\$8,500	\$6,800	\$1,700
Helmets (2,000 at \$12.95 ea) and bike/pedestrian safety lights (1,000 at \$10.95 ea)	\$36,850	\$29,480	\$7,370
Educational/promotional Items (neck totes, wrist reflectors, hats, water bottles, bike bells, etc.)	\$9,500	\$7,600	\$1,900
Educational expenses to include classroom instruction and safe cycling classes for the public, pedestrian education for at-risk pedestrians, materials and staff time for educational presentations with drivers ed, traffic diversion school, etc.	\$26,500	\$21,200	\$5,300
Pilot safety project - Bicycle lane stencils and signs for primary wrong-way riding locations (160 stencils at \$290 ea., 160 signs at \$70 ea.)	\$ 57,600	\$46,080	\$11,520
Purchase of machine to apply epoxy bike lane stencils (\$24,500)	\$24,500	\$19,600	\$4,900
<b>Total Project Cost</b>	<b>\$567,300</b>	<b>\$453,840</b>	<b>\$113,460</b>
<i>Estimated public service contributions by television/radio</i>	<i>\$58,000</i>		
City of Tucson share at 5% of total project cost			\$28,365
Pima County share at 15% of total project cost			\$85,095
ADOT Processing Fee			\$5,000

**NOTE: Items in parenthesis are typical percentages and may vary from project to project. Above costs are typical and will vary from region to region. The applicant is responsible for verifying all costs.**

<b>13. TOTAL PROJECT COST &amp; FEDERAL DOLLAR AMOUNT</b>	<b>14. SPONSOR MATCH AND % OF OVERALL PROJECT COST</b> (must be at least 5.7% in hard cash)
<b>\$567,300</b>	<b>\$113,460</b>
<b>\$453,840</b>	<b>20%</b>

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 Inter-governmental Agreement (IGA) prior to project construction. The following information is required for completing an IGA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

- A) Organizations responsible for on going maintenance and repairs
- B) Proposed on-going maintenance and repair program
- C) Source of funds for on going maintenance and repairs

- A. There are no on-going maintenance and repairs required for this program. The proposed safety and education program is intended to be a two-year project and will be conducted by staff from the Pima County and City of Tucson Transportation Departments, with assistance of consulting services.
- B. If adopted as an on-going funded program after the two-year project period, the program will include safety and education activities and coordination with the media, police, traffic safety schools, volunteer associations, bicycle clubs, schools, traffic engineers, and others. At that time, a full-time coordinator position would be considered. Maintaining the program would be substantially less than the initial start up. The success of this program will be evaluated at the beginning and end of the program and will determine if the City of Tucson and Pima County will support it in the following years.
- C. If funded on an on-going basis after the two-year period, funds from existing capital and operating budgets with the Pima County and City of Tucson Transportation departments would be utilized to support the program. Additional entities within the Tucson Metropolitan Area may be interested in joining and supporting the program, including other PAG member jurisdictions.

**16. 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**

This project is an enhancement by providing critical support to improve safety for pedestrians and bicyclists, our most vulnerable users of the transportation system. In fact, according to the National Highway Traffic Safety Administration, pedestrians in Arizona have the 2<sup>nd</sup> highest traffic fatality rate in the U.S. and bicyclists have the 3<sup>rd</sup> highest fatality rate. This fatality rate is horrendous and must be significantly reduced. 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 on addressing causes of traffic fatalities on Arizona roadways. In addition, 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 are commonly 10% to 13% of total traffic fatalities. It is estimated by the FHWA that less than \$1 per year per student is currently spent teaching children safe traffic skills, and virtually no federal funds are spent on adult pedestrian and bicycle safety classes.

This project is directly related to surface transportation through the provision of safety and educational provisions for pedestrians and bicyclists, two of the original modes of transportation that continue to be popular and essential forms of transportation in our community. Funding this project will allow multiple jurisdictions, agencies, and citizen groups to work together to reduce these conflicts and to develop a safer transportation system for all roadway users. This program will learn from, build upon, and share information with two successful TE projects funded in the state, the City of Glendale and Pima County-Tucson bicycle and pedestrian safety and educational programs.

**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?

The proposed project is the result of many voices. The Tucson-Pima County Bicycle Advisory Committee has relentlessly pursued the implementation of a safety and education program. This group is committed to making the Tucson region a safer place for cyclists and pedestrians. The Committee on Disability Issues and the Citizens Transportation Advisory Committee have also been working for years to improve safety, especially for pedestrians and persons with disabilities. Cycling groups such as the Greater Arizona Bicycling Association and the Perimeter Bicycling Association of America, with a combined representation of over 15,000 bicyclists, have expressed strong support of a regionally based safety and education program.

An analysis and public survey will be conducted at the beginning, middle, and end of the two-year program. They will be used to determine the effectiveness of the program and help guide future programs. An overview committee made up of members of the Tucson-Pima County Bicycle Advisory Committee, the Citizens Transportation Advisory Committee, the Committee on Disability Issues, Pima County and City of Tucson staff, and private citizens will assist in the scoping and design process, assist in special events such as disseminating safety material, participate in developing commercials and safety advertisements, and assist with monitoring and improving the program.

Bicycle and pedestrian safety and education 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*. The provision of bicycle and pedestrian safety programs is also strongly supported by the USDOT Policy Statement on Bicycling and Walking, 2000.

**18. 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?

With the current dismal statistics for pedestrian and bicyclist safety in Arizona, this project provides a critical enhancement to the community by targeting resources toward major causes of pedestrian and bicyclist injuries and fatalities. The situation, currently grim and unfortunate, is preventable:

October 2000	41 year old cyclist hit and killed by a teen driver who was fined \$66 for unsafe passing...
December 2000	38 year old cyclist struck and killed by a hit-and-run driver...
January 2001	62 year old female pedestrian struck and killed while walking around a barricaded area and into bike lane, when driver veered into bike lane...
January 2001	40 year old cyclist struck (later died) by a driver who was cited for unsafe passing...
February 2001	41 year old cyclist killed after apparently running a red light...
October 2001	55 year old woman hit and killed by drunk driver...
December 2001	56 year old woman in wheelchair in crosswalk hit by bus and seriously injured....
March 2002	16 year old female pedestrian hit and paralyzed by a driver....
September 2002	22 year old male cyclist riding on a sidewalk hit and killed by a driver...
March 2003	13 year old boy in crosswalk killed by unlicensed & uninsured driver who failed to stop...

This project will work in concert with traffic police to not only educate but follow through with enforcement to address our most serious causes of crashes. This enhancement will encourage a more tolerant environment between all roadway users. According to the U.S. Bureau of Transportation Statistics, over 21 percent of Americans ride bicycles and nearly all citizens and visitors to the U.S. are pedestrians (*USBTS Omnibus Survey, 2002*). Therefore, this project is estimated to benefit tens of thousands of pedestrians and bicyclists in the Tucson region over its implementation period.

**19. 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 directly on and does not meet criteria for Scenic designation. However, the safety benefits from the project will apply to all roadways in the Tucson region, including designated Scenic roadways.

**20. Why should this project be funded?** Using your best judgement 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 proposed project will directly benefit the Tucson region and will provide a model for other Arizona communities. Bicycling Magazine has consistently rated Tucson as one of the top three bicycling cities in the U.S. over the past decade; however, bicycle and pedestrian injuries and fatalities continue to be a critical issue. Providing a safety and education program has become a high priority—one we cannot ignore. Public education and enforcement will improve driver, pedestrian, and cyclist behavior, helping to make Tucson’s streets safer for all roadway users. Promoting predictable behaviors by roadway users should substantially decrease the crashes and injuries that we read about in the paper every day. The proposed project will provide the means to focus on the multiple users of our roads, and help create better access and a safer transportation system for our most vulnerable roadway users.

Combined, pedestrians and bicyclists account for 10 percent of work commute trips in Tucson and unfortunately also account for approximately 13 percent of fatalities. Yet, less than 1 percent of safety funding is spent to reduce pedestrian and bicyclist injuries and fatalities and less than 3 percent of transportation funding is spent on pedestrian and bicycle facilities. Although this project does not represent a one-time opportunity, we have an extremely poor ranking in the U.S. for pedestrian and bicycle safety and therefore we must do something as quickly as possible to improve upon these poor conditions.

This project will compliment and strengthen the TE-funded project to improve safety for children in the Tucson region, the *Pima County-Tucson Safe Routes to School Program*, which is receiving international recognition even in its early stages. Also, this program will be based in part on the successes of the *Glendale Bike Box Safety Program*, which has received national recognition and very good media exposure.

**SCREENING CRITERIA**

- |   | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| <b>21. BASIC CRITERIA</b> (Must meet <u>all</u> Criteria.<br>A "no" response to any of the following disqualifies the proposal)   |            |           |
| A. Project eligible under one or more of the 12<br>Transportation Enhancement activities listed in TEA-21   | <u>X</u>   | —         |
| B. Proposed project's relationship to Surface Transportation System<br><b>Must qualify under one or more of these conditions.</b><br>PROXIMITY (i.e. landscaping) ___FUNCTION (i.e. sidewalk) <u>X</u> IMPACT (i.e. water pollution mitigation) ___ |            |           |
| C. Project over and above normal transportation project?<br>(Typical landscape restoration mitigation type activities that are a normal part of a transportation project are ineligible).   | <u>X</u>   | —         |
| D. Project Sponsored by Government Entity?  | <u>X</u>   | —         |
| E. Project is consistent with sponsoring agency's plans?  | <u>X</u>   | —         |
| F. Project will be scheduled to go to bid within 3 years of acceptance?   | <u>X</u>   | —         |
| G. Project matching funds available (Minimum 5.7%)?   | <u>X</u>   | —         |
| H. Project sponsor able to administer project development as outlined on page C.  | <u>X</u>   | —         |
| I. Completed project will meet applicable Federal, state and local requirements?  | <u>X</u>   | —         |
| J. The completed project will be open to the public and meet the accessibility standards of the Americans with Disabilities Act.  | <u>X</u>   | —         |
| K. Project will improve air quality or have a neutral air quality impact?   | <u>X</u>   | —         |
| L. Sponsor agrees to install an ADOT provided sign during the construction phase and a permanent 8" X 8" bronze plaque upon completion stating that the project is part of the Transportation Enhancement Program.                                  | <u>X</u>   | —         |

**22. 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, D.O.T.  
 Day: 6/30/03 By: BSA [Signature]

State projects must be signed by the appropriate District Engineer.

Projects which involve historic buildings or structures should be reviewed by the State Historic Preservation Office (SHPO) , preferably before the application is submitted to the MPO/COG.

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

This project has been reviewed and endorsed by:

MPO/COG \_\_\_\_\_ Date: \_\_\_\_\_

## APPENDIX

The following items are required and must be folded to 8 ½" X 11" or smaller.

1 MAP OF PROJECT AREA (REQUIRED)

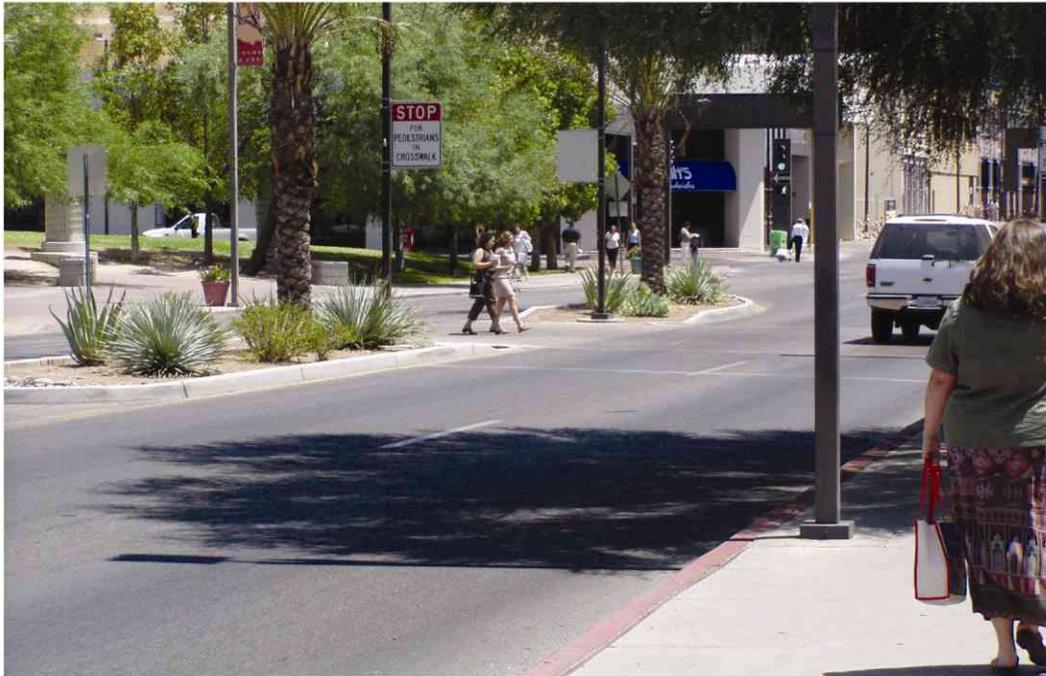
LETTERS OF SUPPORT (REQUIRED) At least one letter from the sponsoring agency and one from the District Engineer (if a state project). Total of five letters is maximum allowed.

### OPTIONAL ITEMS

- Site Plan
- Artistic Renderings
- Newspaper Articles
- Other

**PLEASE SUBMIT NO MORE THAN SIX (6) PHOTOS WITH CAPTIONS OF THE EXISTING PROJECT SITE, AT LEAST ONE SET OF PHOTOS NEEDS TO BE COLOR. THE REMAINING MAY BE BLACK AND WHITE.** (ORIGINAL PHOTOS OR COPIES ARE ACCEPTABLE. ALL PHOTOS SHOULD FIT ON NO MORE THEN THREE (3) PAGES. PHOTOS SHOULD BE A MINIMUM OF 3" X 5", MAXIMUM OF 4" X 6".)





*Special enforcement such as "pedestrian stings" may be necessary to encourage drivers to stop for pedestrians in crosswalks.*



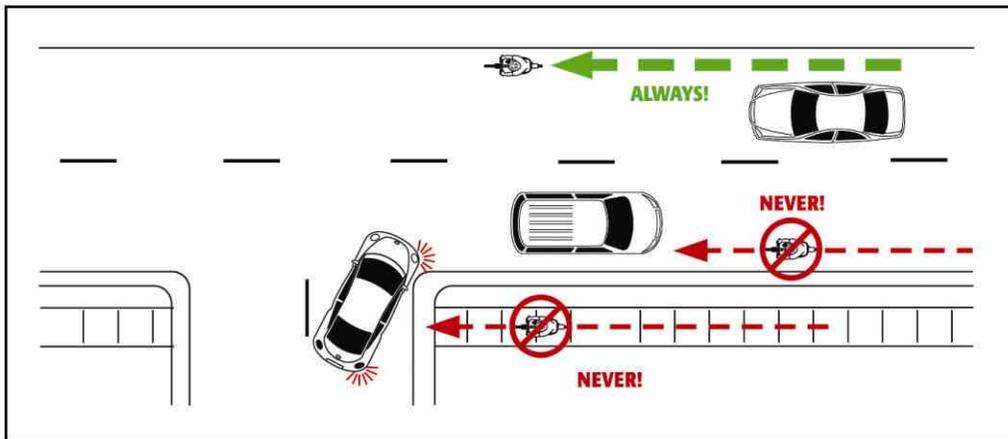
*Special bicycle events offer opportunities for safety education.*



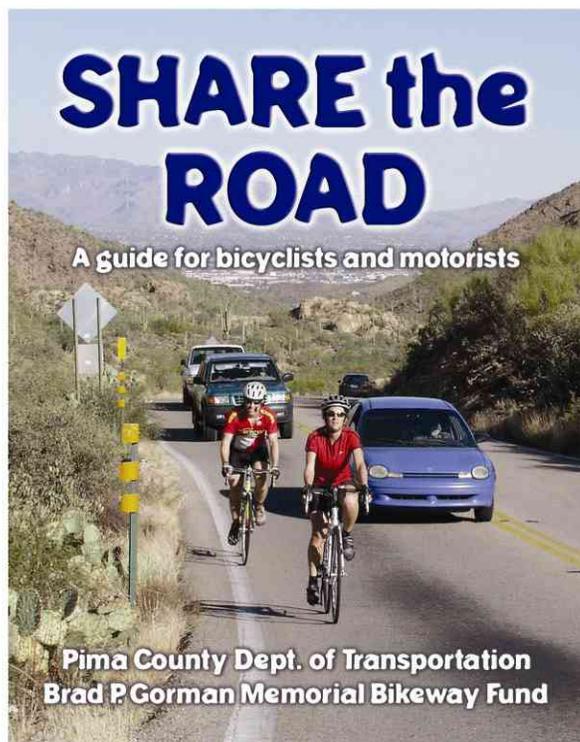
*An example of what we want to promote – helmet use!*



*Wrong-way riding – one of the top three problems targeted by the Tucson-Pima County Bicycle Advisory Committee.*



Posters promoting safe bicycle riding.



Bilingual Share the Road pocket guides providing safety tips and laws for motorists, pedestrians and bicyclists.



Annual Bike Fest promoting bike registration and providing safety training.



Pedestrian and bicycle safety advertising on bus benches, in newspapers, on radio and television.

RESOLUTION AND ORDER NO. 2003 - 218

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 BICYCLE AND PEDESTRIAN SAFETY AND EDUCATION PROGRAM. (DISTRICT ALL)

WHEREAS, according to the National Highway Traffic Safety Administration, pedestrians in Arizona have the 2<sup>nd</sup> highest traffic fatality rate in the U.S. and 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 on addressing 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 are commonly 10 percent to 13 percent of total traffic fatalities; and

WHEREAS, according to the U.S. Bureau of Transportation Statistics, over 21 percent of Americans ride bicycles and nearly all citizens and visitors to the U.S. are pedestrians; and

WHEREAS, bicycle and pedestrian safety and education 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 a regional Bicycle and Pedestrian Safety and Education Program. Pima County will enter into an Intergovernmental Agreement with the City of Tucson to provide a portion of the local fund match requirements. It is understood that the City of Tucson will provide matching funds of 5.0 percent (\$28,365) of the total project cost and will also pay ADOT \$2,500 of the required processing fee if the federal reimbursable funds are approved for the project.

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

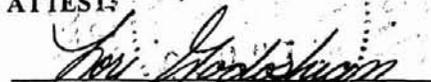
1. An application for federal Transportation Enhancement reimbursable grant assistance to implement the *Bicycle and Pedestrian Safety and Education Program* be filed with the appropriate federal agency.
2. If the federal reimbursable funds are approved by the Arizona Department of Transportation, Pima County will provide matching funds equal to 15.0 percent (\$85,095) of the total project cost, estimated to be \$584,247. As required, Pima County will also pay ADOT \$2,500 of the required 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 2nd day of September 2003.

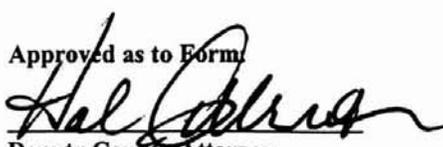
PIMA COUNTY BOARD OF SUPERVISORS:

  
Sharon Bronson, Chair - SEP 02 2003

ATTEST:

  
Clerk of the Board - SEP 02 2003

Approved as to Form

  
Deputy County Attorney

ADOPTED BY THE  
MAYOR AND COUNCIL

---

RESOLUTION NO. \_\_\_\_\_

RELATING TO TRANSPORTATION; AUTHORIZING THE CITY OF TUCSON DEPARTMENT OF TRANSPORTATION TO SUBMIT AND SPONSOR TEN TRANSPORTATION ENHANCEMENT ACT –21 TRANSPORTATION ENHANCEMENT FUNDING PROPOSALS TO THE ARIZONA DEPARTMENT OF TRANSPORTATION; AND DECLARING AN EMERGENCY.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Director of the Department of Transportation is authorized to submit and sponsor the ten TEA-21 Transportation Enhancement Funding Proposals described on the attached Exhibit A and is authorized and directed to send these proposals to the Arizona Department of Transportation Review Committee for consideration for Federal funding.

SECTION 2. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

SECTION 3. WHEREAS, it is necessary for the preservation of the peace, health and safety of Tucson that this resolution become immediately effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, \_\_\_\_\_

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY

\_\_\_\_\_  
CITY ATTORNEY

\_\_\_\_\_  
CITY MANAGER

Attachment A

TEA-21 Transportation Enhancement Proposals  
**Sponsored by the City of Tucson Department of Transportation**

June 2003

**Pedestrian and Bicyclist Safety and Education Program:** Submitted by the City of Tucson and Pima County. The proposal is intended to provide for education and promotion of safety programs for bicycle users. Both the City and County will share the local match obligation and provide a total of 20% local match. Project Cost: \$548,700.

**Sunset Villa Neighborhood Sidewalks and Landscaping:** Submitted by Sunset Villa Neighborhood. This proposed project provides for five-foot sidewalks, shade trees, curb ramps and landscaping. Pima County will provide a 15% local match. Project Cost: \$576,325.

**Ajo Way Bicycle Lane Enhancement:** Submitted by the City of Tucson and Arizona Department of Transportation. This project involves establishing bicycle lanes along three segments of Ajo Way, totaling 2.75 miles. The segments are from the Kino/I-10 access ramp to Bernard Drive; from South Sixth Avenue to Interstate 19; and from Interstate 19 to La Cholla Boulevard. The project connects the City of Tucson bicycle route system with the Pima County bicycle route system, by providing links along the Ajo Way bicycle route. Project Cost: \$169,514.

**Purchase of Historic Bus Garage:** Submitted by Old Pueblo Trolley and the City of Tucson. This project will fund the purchase and rehabilitation of the former Tucson Rapid Transit Company bus garage located on South Plumer. This facility was built in 1947 and used until 1976. Old Pueblo Trolley will use the property for restoration of historical transit and transportation vehicles (bus and trolley) and will house its bus division at that location which will include a display of historic buses and a museum of bus artifacts and photos. Local match will be provided by Old Pueblo Trolley. Project Cost: \$500,000.

**Tyndall Avenue Enhancement Project:** Submitted by the University of Arizona Campus and Facilities Planning. The proposal will supplement funding to an existing project to transform Tyndall Avenue, from Sixth Street to University Blvd., into a pedestrian /bicycle-oriented multi-modal corridor. The University of Arizona will provide the local match. Project Cost: \$500,000.

**Craycroft Road Pedestrian Facilities Project:** Submitted by Corbett Neighborhood. Improvements include landscaping along Craycroft Road from 22<sup>nd</sup> Street to Golf Links Road. City of Tucson will provide the local match. Project Cost: \$364,355.

**Euclid/Park Bicycle and Pedestrian Overpass:** Submitted by the City of Tucson. This project includes a bicycle/pedestrian bridge over the Park Avenue corridor which will

allow bicyclists, pedestrians and recreational users a safe crossing over a busy transportation corridor. The project is an extension of the existing Aviation multi-use path, which extends from the Palo Verde overpass, in southeast Tucson, to Park Avenue, to the northwest. Project Cost: \$500,000.

**Camino Campestre Multi-Use Path:** Submitted by Colonia Solana Neighborhood Association. The application calls for a half-mile long, 12-foot wide multi-use path, lighting, landscaping, signage and striping to extend the David Bell Bike Path to Country Club. City of Tucson will provide the local match. Project Cost: \$199,352.

**Tucson Boulevard at 3<sup>rd</sup> Street Crossing:** Submitted by Tucson Department of Transportation. This is a popular crossing area on the 3<sup>rd</sup> Street Bikeway. A signalized crossing will create a safer crossing environment for pedestrians and cyclists. City of Tucson will provide local match. Project Cost: \$261,899.

**Scott Street – Broadway to 13<sup>th</sup> Street:** Submitted by Tucson Department of Transportation. This project will increase pedestrian connections to downtown. It will include pedestrian improvements such as sidewalk widening, street furniture and trees. City of Tucson will provide local match. Project Cost: \$500,000.



## 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

August 26, 2003

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

Re: **Pima County-Tucson Bicycle and Pedestrian Safety Program**

Dear Committee Members:

I am pleased to submit this letter of support and commitment for the *Pima County-Tucson Bicycle and Pedestrian Safety Program*. This regional safety program will provide long-needed safety benefits to bicyclists and pedestrians in Metropolitan Tucson and unincorporated Pima County. The safety program will provide benefits to all jurisdictions in the region, including Marana, Oro Valley, South Tucson, Sahuarita, the State of Arizona, the Tohono O'Odham Nation, the Pascua Yaqui Nation, Tucson, and Pima County.

Pima County will commit a fifteen percent (15%) local match for this critical project. We in Arizona have the unfortunate distinction of having the 2nd highest pedestrian fatality rate in the nation and the 3rd highest bicyclist fatality rate. We must implement effective measures to reduce these terrible and preventable statistics.

Thank you for your consideration and support for the *Pima County-Tucson Bicycle and Pedestrian Safety Program*.

Sincerely,

A handwritten signature in cursive script that reads "C. Huckelberry".

C.H. Huckelberry  
County Administrator

CHH/jj

c: John Bernal, Deputy County Administrator - Public Works  
Kurt Weinrich, Transportation and Flood Control District Director  
Matthew Zoll, Bicycle and Pedestrian Program Manager, Department of Transportation



**CITY OF  
TUCSON**  
DEPARTMENT OF  
TRANSPORTATION

June 16, 2003

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

**SUBJECT: Bicyclists and Motorists Safety and Education Campaign**

Dear Committee Members:

The City of Tucson Department of Transportation is co-sponsoring the Bicyclists and Motorists Safety and Education Campaign with Pima County. We strongly support this proposal.

Tucson was voted one of the top three cities for cycling by Bicycling Magazine last year, and has consistently ranked in the top three for the last ten years. This is a small indication of the popularity and commitment this community has to cycling. The steady growth of cycling has also created an increase in conflicts between bicyclists and motorists. This proposal will help provide much needed education and promote safety and tolerance for all roadway users.

Thank you for your positive consideration of this important project.

Sincerely,

James W. Glock, P.E.  
Director  
Transportation Department

JWG:SG:mim

c: Jim Glock, Transportation Director  
Shellie Ginn, Transportation Program Coordinator



DENNIS WINSTEN  
& ASSOCIATES, INC.

August 12, 2003

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

Dear Committee Members:

I wish to add my support for the "Pedestrian and Bicyclist Safety and Education Program" transportation grant application submitted by Pima County and the City of Tucson. I strongly urge you to fund this worthwhile bicyclist and pedestrian safety improvement.

As a member of a family who lost a grandson who was struck as he was walking on a sidewalk by an unobservant motorist, I have a deep personal interest in improving pedestrian and bicyclist safety. My wife and I are also avid bicyclists who have had our share of "close calls" with drivers who fail to see or yield to us.

Projects to educate all parties as to safety issues and their responsibilities to one another can do much to improve safety for bicyclists, motorists and pedestrians and to make the Tucson region a safer place to drive, bike, walk and run.

Please support this very worthwhile project.

Sincerely,

Dennis Winsten



**TUCSON-PIMA COUNTY BICYCLE  
ADVISORY COMMITTEE**

June 18, 2003

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

**SUBJECT: Bicycle Safety and Education Program**

Dear Committee Members:

The Tucson/Pima County Bicycle Advisory Committee (T/PCBAC) passed a resolution at its June 11, 2003 monthly committee meeting to support the following proposal:

**Bicycle Safety and Education Program**

The T/PCBAC strongly supports transportation enhancement projects that promote the development of a safe bicycling environment in the City of Tucson and Pima County. This project provides for better bicycle facilities, cleaner air, and a healthier community.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Morales".

Jesse Morales  
Chair – Tucson/Pima County Bicycle Advisory Committee

JM:SG:mim

c: Shellie Ginn, Department of Transportation Program Coordinator

## **The Brad Fund**

Perimeter Bicycling Association of America, Inc.

*A 501 c (3) non-profit, tax exempt organization "cycling in pursuit of a cause"*

**2609 East Broadway**

**Tucson, AZ 85716**

**(520) 745-2033**

August 26, 2003

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

Dear Committee Members:

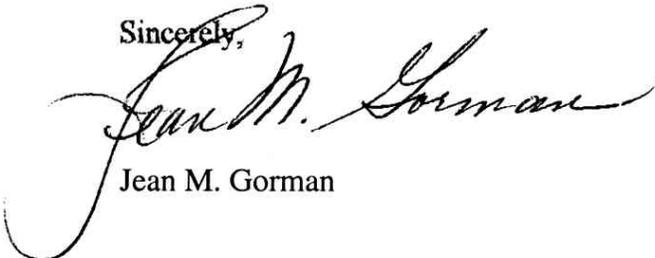
I wish to add my support for the "Pedestrian and Bicyclist Safety and Education Program" transportation grant application submitted by Pima County and the City of Tucson. I ask you very strongly to fund this very worthwhile pedestrian and bicyclist safety improvement.

As the mother of the family that lost a precious and great son, father, and brother who was struck by a 17 year old driver, who received a \$66.00 ticket in the mail for "unsafe passing" September 30<sup>th</sup>, 1999 (Brad's father's birthday). This is how we spend our lives now. I am Chair of the "Brad P. Gorman Memorial Bikeway Fund", dedicated to the safety and education of motorist, bicyclist, and pedestrians. We use our personal funds to pay for materials, and products (bumper stickers, head/tail lights for bikes and pedestrian, bicycle racks, a Pima County bike/pedestrian brochure, and the "Share the Road" pocket guide) distributed through out the state. Four years and \$46,000 later, and we are working extremely hard to get our "three foot safe passing law" enforced!

Please fund education and safety projects so that all the wonderful volunteers have something to work with to keep all people and our roads safe. Education will change attitudes into respect and life is precious.

Please support this very important project.

Sincerely,

A handwritten signature in cursive script that reads "Jean M. Gorman". The signature is written in black ink and is positioned above the printed name.

Jean M. Gorman