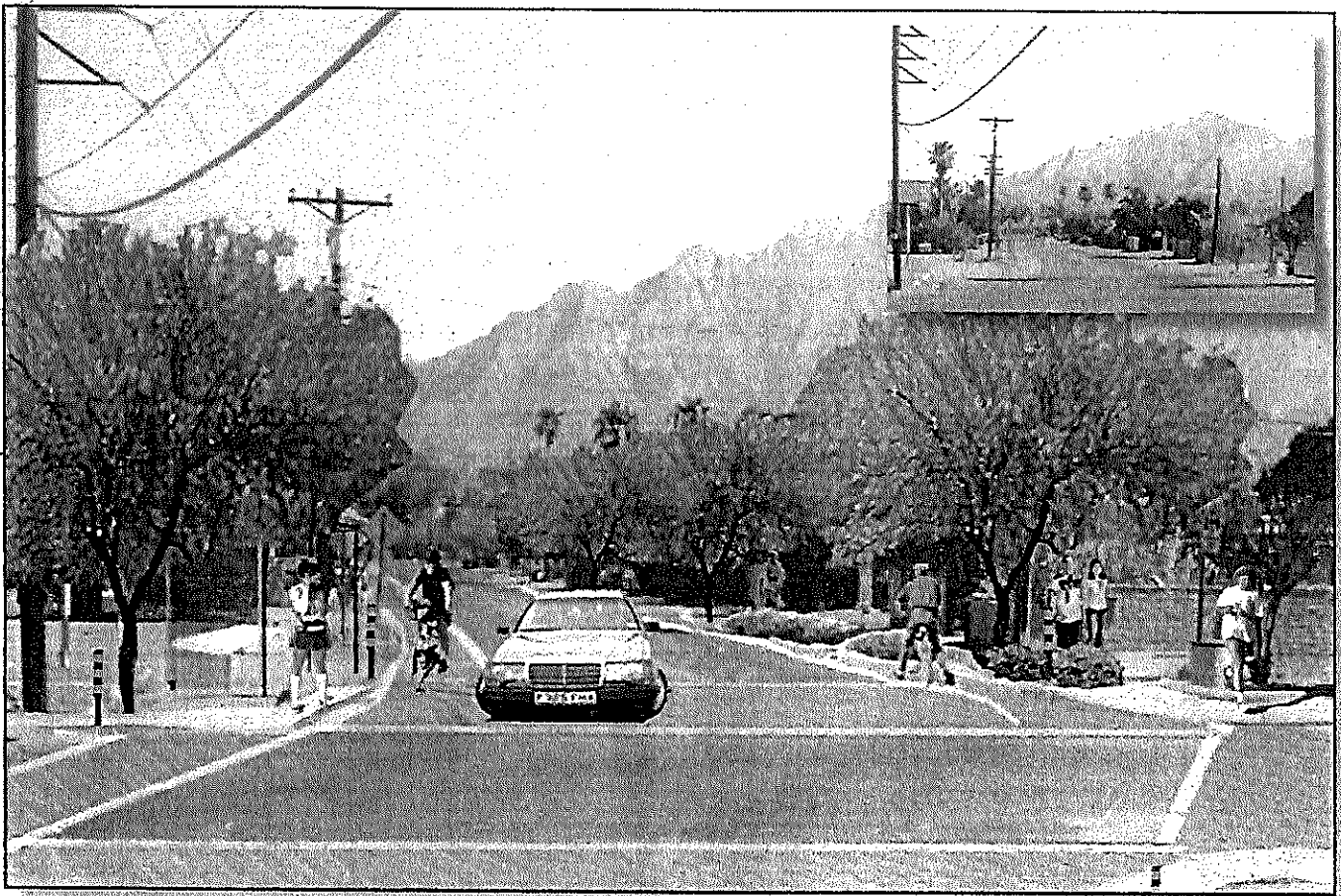


PARK AVENUE ENHANCEMENT: A Collaborative Alternative Transportation Project

Arizona TEA-21 Round 15
Transportation Enhancement Grant Application



Sponsored by the City of Tucson Department of Transportation



August 27, 2007

**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

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) Coalition of Neighborhoods & City of Tucson	MPO / COG Pima Association of Governments	2. DATE August 27, 2007
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3. PROJECT NAME & LIMITS (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER) Park Avenue Enhancement: A Collaborative Alternative Transportation Project
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4. MAILING ADDRESS City of Tucson, Department of Transportation, 201 N. Stone Avenue, 6 th Floor

CITY Tucson	ZIP CODE 85701	5. COUNTY Pima	6. CONGRESSIONAL DISTRICT 8
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7. CONTACT PERSON Melissa Antol	TITLE Project Manager, Department of Transportation, City of Tucson	PHONE NO: (520) 795-4494 FAX NO: (520) 882-8830
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8. ALTERNATE PERSON Andrew McGovern	TITLE City of Tucson Engineering Manager	PHONE NO: (520) 795-4494 FAX NO: (520) 882-8830
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9. List the eligible transportation enhancement activity #1: Provision of Facilities for Pedestrian and Bicyclists, and #5: Landscaping and Other Scenic Beautification

10. List the requested amount of federal funds needed for the project \$498,958

11. List the total cost of the project (federal plus other) \$30,160

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.

<input checked="" type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles. 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists 3. NOT ELIGIBLE IN ARIZONA 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities <input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification 6. Historic Preservation	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
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13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. Please limit the description to 200 words or less.

The project – a collaborative effort of five neighborhoods with a population of 11,300 – focuses on getting pedestrians out of the street and bicyclists within their lanes by providing safer and more inviting facilities for the growing population using alternative transportation along a two-mile segment of Park Avenue from Fort Lowell Road to Speedway Boulevard. Residences line the avenue, including public and private apartment buildings housing students and low-income tenants. This old collector in central Tucson leads directly to the University of Arizona and intersects with three urban arterials that provide many services for residents. Along the segment are 11 active bus stops.

The neighborhoods joined together to seek ways to address immediate safety concerns while acknowledging right-of-way and budget constraints. A stabilized decomposed granite path will be constructed along the length of the segment, primarily on the west side. Between Park/Blacklidge and Park/Copper the path will run on the east side to avoid utilities; pedestrian facilities will be enhanced at these intersections. Bicycle travel will be improved through reconstructed bicycle lanes, and native vegetation will be planted for a cooler edge during the summer months. To contribute to a more sustainable environment, water harvesting will be used for long-term irrigation.

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 segment is located in central Tucson (*see attached map*). It is crossed by three arterials -- Speedway Boulevard, Grant Road, and Fort Lowell Road -- and is flanked by five city-designated neighborhoods -- Hedrick Acres, Mountain/1st, Jefferson Park, North University, North University, and Feldman's. The University of Arizona is located at the southern terminus of the project.
- B. The project segment is within an existing roadway.
- C. Design/construction plans will be required for the stabilized decomposed granite pathway, the enhanced pedestrian crossings at two intersections, the improved bicycle lanes, and the landscaping with water harvesting.
- D. The project will be undertaken within City right-of-way
- E. Drainage issues will be considered to the extent that the work will not make current drainage problems worse, and where possible water harvesting will be used to assist with drainage.
- F. This project does not include utility relocations. The pathway will be designed to avoid utility conflicts.
- G. Based on other TE project timelines, project completion is estimated for 2010.
- H. The stabilized decomposed granite pathway and enhanced pedestrian crossings at two intersections will be constructed in compliance with ADA standards.

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. The City of Tucson will be responsible for the ongoing maintenance and repair.
- B. The proposed ongoing maintenance and repair will include regular inspection and maintenance of the stabilized decomposed granite path and the improved bicycle lanes. This includes keeping the path up to ADA standards. Landscaping maintenance will be performed regularly. The goal is to have a combination of truck watering to establish vegetation and water harvesting to offset the need for an irrigation system.
- C. The City of Tucson will fund the ongoing maintenance and repair.

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).

The City of Tucson will bid and administer the project based on FHWA guidelines.

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 proposed project does not meet criteria for any 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?

The collaborative nature of this project distinguishes it from many neighborhood alternative transportation and beautification projects. To initiate the project, collaborating neighborhoods utilized a service award received from a local non-profit. The award provided professionals to help develop enhancement alternatives and to work with the neighborhoods to select a preferred alternative, which became the basis of this application.

The public process used included a neighborhood steering committee, an interactive workshop to gather ideas, a meeting to review alternatives and select one for further development, and outreach to other stakeholders including the University of Arizona and the Commission on Disability Issues. For the workshop, neighbors took photos of problems along the avenue, assisted in coordinating the workshop and meeting, and advertised both events to residents. The neighborhoods will continue working together and with the City as the project progresses.

In addition to this effort, several other planning efforts with extensive community involvement helped build the foundation for this project, including the *Mountain/1st Neighborhood Plan* and the *Jefferson Park Landscape Master Plan*, both of which identify the need for pedestrian and bicycle improvements on Park, and the University's *Parking and Transportation Plan*, which recognizes Park as a key bikeway needing enhancement.

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).

Park Avenue -- an area with a higher poverty rate than the City average -- serves many people who rely on alternatives to the car for getting around Tucson's urban core, including students going to the University and to a local elementary and high school; neighbors frequenting shops and other services along the three intersecting arterials; and bus users walking to one of the 11 stops along the route.

While the route is actively used by pedestrians, including those with disabilities, they are generally walking in the roadway because there is no clear path along the shoulder. The proposed ADA-compliant stabilized decomposed granite (DG) path would provide an affordable alternative to walking in the bicycle or travel lanes.

The existing striped bicycle route is too narrow at some points, disappears at others, and sends cyclists through sections of damaged pavement. Addressing these problems by rebuilding, restriping, and better delineating the outer edge will contribute to safer passage for this key bike route to the University.

This project trades off prohibitively expensive solutions -- such as concrete sidewalks with curbs, right-of-way acquisition, and drainage facilities -- for more immediate solutions. These solutions include a stabilized DG path to give pedestrians an option to walking in the street; enhanced intersection crossings to assist pedestrians in following the path's jog from the west to the east side; and landscaping made sustainable through water harvesting for a more inviting alternative transportation environment. The neighborhoods have contributed hundreds of volunteer hours to come up with measures that can be implemented in the foreseeable future and that will contribute to greater safety along Park, which has experienced four fatal accidents in the last year.

June 11, 2007

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

The undersigned, representing the five neighborhood associations connected by Park Avenue, strongly support this application to improve this important street into a safe and scenic alternative transportation corridor. This proposal was developed from a community perspective, combining citizen input and expert assistance from private, University of Arizona, and City planners, landscape architects, and engineers.

Each of our five neighborhoods has a different association with Park Avenue. For the neighborhoods closest to the University of Arizona, Park Avenue is a major pedestrian thoroughfare and gateway to the University. To other neighborhoods it is an important yet dilapidated route for pedestrians and cyclists traveling to local businesses or other neighborhoods. But to all of our neighborhoods, Park Avenue is a significant collector street for pedestrian, bicycle, car, and bus traffic. This thoroughfare has an important role in connecting our neighborhoods to the larger community.

Unfortunately, with its lack of sidewalks, decaying bike line, and unimproved shoulder, Park Avenue is not fit for its planned and de facto transportation role. This project will help create Park Avenue to be a regional alternative transportation corridor for thousands of City residents. ADA approved pedestrian pathways, improved bike lanes, and sustainable landscaping will make Park Avenue into a safe and scenic route for all types of pedestrian and bicycle traffic while contributing to the enhancement of our neighborhoods. This project will also complement the years of work we have each undertaken to improve our neighborhoods and alternative transportation opportunities.

Our five neighborhoods have joined together to create this proposal that would improve bicycle and pedestrian facilities for a region of Tucson rather than one of our individual neighborhoods. The nature of this project allowed us to collaborate in a way that is uncommon in our City. Your support for this project would not only help improve this important transportation corridor, it would also lend credence to the idea that neighborhood collaboration can yield significant results for the larger community.

Thank you for the opportunity to offer support for this proposal. We appreciate your thoughtful consideration to make this important street safer and more useful.

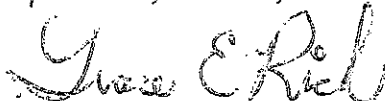
Sincerely,



Monika Ashe, President, Feldman's




Ron Proctor, President, Mountain/1st



Grace Rich, President, North University



Linda Drew, Co-Chair, Hedrick Acres



Dyer Lytle, President, Jefferson Park