



Executive Summary

Trails Master Plan



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**City of Peoria
Trails Master Plan
Executive Summary**

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CITY OF PEORIA
Trails Master Plan

City Council

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March 1999

1.0 Project Overview

The Peoria *Parks, and Recreation and Open Space Master Plan*, prepared in 1996, identifies the specific needs to prepare a Trails Master Plan and a Rivers Master Plan to address related land use and recreational conditions and opportunities. These master plans exhibit strong relationships and provide opportunities to create a City-wide network for interconnecting communities, public facilities and recreational areas. The Trails Master Plan has evaluated City-wide character, regional activity centers, existing and planned parks and trails and has explored the opportunities for providing strong linkages with the New River, Agua Fria River and Skunk Creek corridors. These corridors have the potential to become the recreational "spines" of the City and can offer a diversity of land uses and user opportunities.

The primary purpose of the Trails Master Plan is to provide the City with a short and long range planning tool that can assist in making appropriate public and private development decisions based on land availability and value, as well as budgets and potential future funding resources. These are the critical decisions that will certainly influence the quality of life for all Peoria residents.

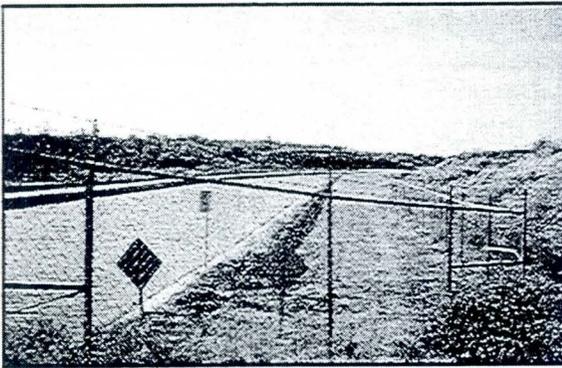
Determination of the project base mapping for the Trails Master Plan included considerations for providing comprehensive coverage for the entire City and the regional context. One of the primary keys to the development of a successful trails master plan was the provision for linkages within the community and connection with existing and proposed trails in adjacent cities. The base mapping selected for this project

provided overlapping coverage to address this goal. This comprehensive approach created opportunities for sharing resources and provided connectivity and continuity between regional activity centers. Alternative modes of transportation like biking and walking were emphasized through the planning process.

The summary of the Trails Master Plan has been organized to synthesize the major chapters of the formally adopted master plan document. These include inventory and analysis, public involvement, vision, goals and objectives, trails master plan, and implementation program.

2.0 Inventory and Analysis

A comprehensive internal and external review and research effort was undertaken to collect and synthesize citywide and regional secondary source data. The intent was to determine the needs to upgrade and improve existing facilities, identify areas that were underserved by alternative modes of transportation and connecting corridors, and to identify connections to complete City or regional networks. In an effort to match trail settings with user needs and surrounding development, a system of character types were utilized to assess both existing accessibility, crossings and connections conditions. These character types included urban, suburban, rural and remote/wilderness.



From a regional perspective, it was very important to understand the existing and future connections proposed by adjacent jurisdictions including the cities of Glendale, Phoenix, and Maricopa County to determine their existing and future points of connection at City of Peoria boundaries. Internally, the review of environmental, cultural, and physical conditions also played a key role in the determination of character areas and their boundaries. The northern area of the City is located within the Palo Verde-Saguaro plant community and is rich in prehistoric resources. The presence of

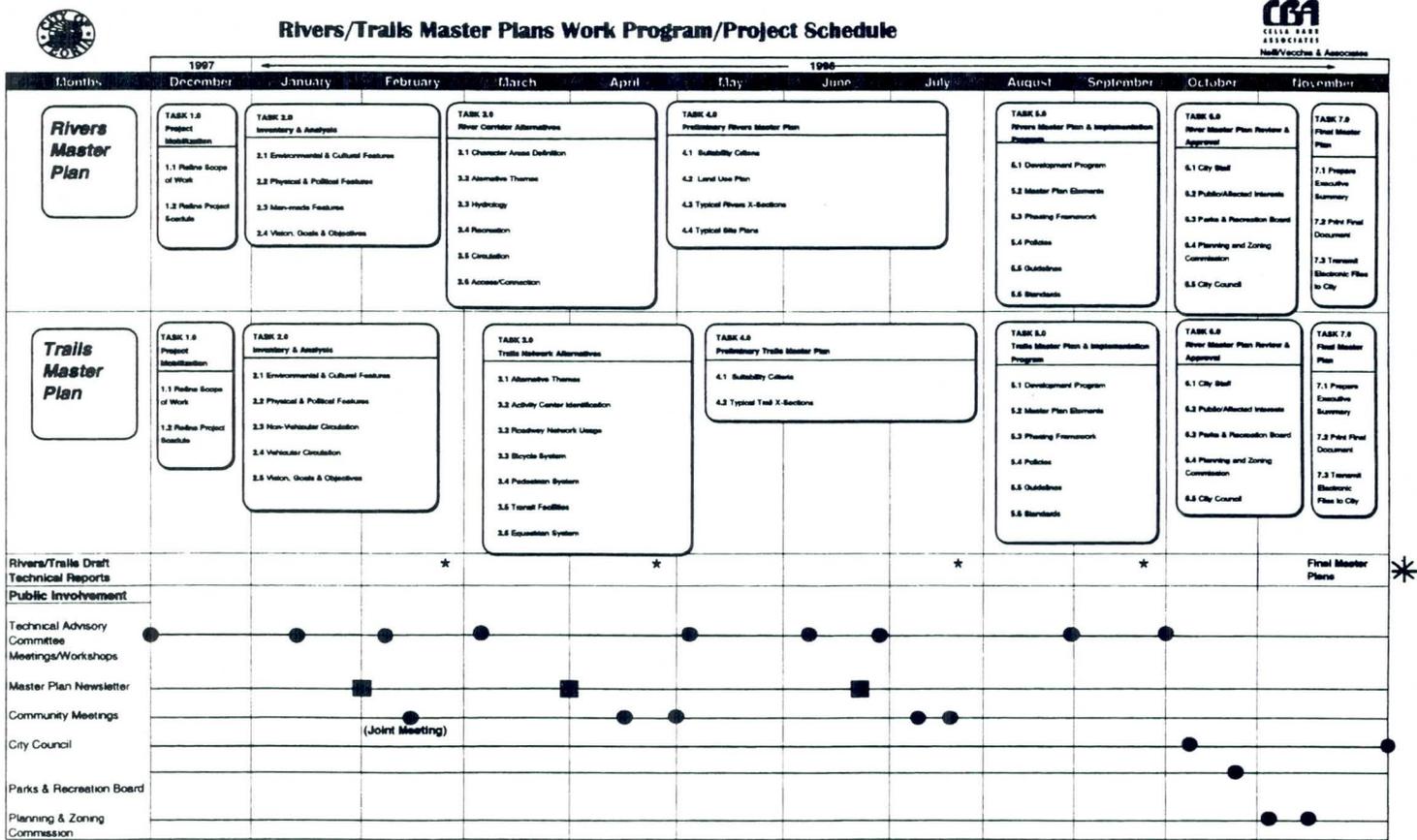
natural waterways, canals and drainage channels, and transportation and utility corridors provided both opportunities to leverage, and constraints to mitigate trails development.

A significant input to assess the potential and compatibility for trail segments and linkages involved the assessment of land use, zoning, and comprehensive planning. Both the amount and spatial distribution of existing, permissible and recommended development played an important role in determining the location and type of trail at the alternatives phase of the project. The assessment of land ownership provided knowledge as to the presence of public or privately held land with an eye toward the use of easements, and the lease or purchase of land to gain trails access.

3.0 Public Involvement

A wide variety of opportunities were provided at key milestones during the planning process to gather public input. An informal survey was conducted of public meeting attendees to determine existing and future trails needs of City residents. Numerous contacts and interviews were conducted with pertinent regional, state, and federal agencies as well as specific user and special interest groups addressing such issues as potential connections, planning activities, uses and user conflicts and intergovernmental-user group coordination. A total of three public meetings were held at

various locations throughout the City at the visions, goals, and objectives; alternatives; and preliminary plan points in the project. Focus groups were utilized during these meetings to gain insight, provide ideas and critique the draft plan components. A very valuable component of the public involvement process was the selection of a Technical Advisory Committee (TAC) composed of key City staff. The TAC served as the primary conduit of information between the City and the public and included representation from the Community Services, Community Development, Public Works/Engineering, and Utilities Departments.



4.0 Vision, Goals and Objectives

Vision, Goals and Objectives - The foundation of a successful trails master plan is predicated on the identification, refinement and consent for an overriding vision, supportive goals and realistic objectives. Early in the planning process values and issues were collected from the public, City staff, agency contacts and user groups. Values relate to elements of the trails system that should be protected while issues relate to elements to be changed. The values were crafted into an overall vision and the issues were used to create goals. The preparation of objectives supported the goals. Key trails values related to Lake Pleasant, safety, linkages and natural character. Key issues related to compatibility, multi-use, continuity and maintenance. The draft vision, goals and objectives provided the foundation for the preparation of alternative concepts. Once the preferred alternative was selected, the draft goals and objectives were revalidated and enhanced with policies to determine the specific actions to be taken to implement the Trails Master Plan. The policies that correspond to the goals and objectives can be found in the adopted Trails Master Plan document.

4.1 Trails Visions

We envision a city with an interlinked trails network from Lake Pleasant to Northern Avenue that includes connections to other trails outside Peoria. The trails network has been developed to transition from the natural environment that exists in the northern region of the city to an urbanized character through the developed city. The network of trails provides a safe, non-motorized pathway system for diverse user

groups as well as public safety and emergency personnel. The trails system was implemented through a public/private partnership and invites all trail users to enjoy the outdoors and the high quality of life in the city. The system relies on a dedicated group of Peoria private and corporate citizens for assistance with ongoing improvements, surveillance and maintenance.

4.2 Goals and Objectives

Goal 1: Create a compatible trail system adjacent to existing and proposed land uses.

Objective 1.1: Determine appropriate routing and buffers between trails and adjacent land uses.

Objective 1.2: Establish linkages to neighborhoods, activity centers and preservation areas within and outside the City.

Objective 1.3: Protect adjacent low density residential parcels from potential corridor nuisances including vehicular noise and glare.

Objective 1.4: Identify the appropriate trail types with standards to provide multi-modal circulation throughout the City.

Objective 1.5: Define the appropriate character and types of trail segments based on existing and projected adjacent land use and ownership, available rights-of-way, and natural terrain.

Goal 2: Create a safe, barrier free multi-user circulation system.

Objective 2.1: Develop multi-use trails that provide accessibility for all and comply with the Americans with Disabilities Act (ADA) where existing natural and man-made conditions do not preclude.

Objective 2.2: Provide appropriate grade transitions, levels of lighting and surveillance where appropriate.

Objective 2.3: Establish consistent design standards, provide amenities and minimize constraints for trail users, especially equestrians.

Objective 2.4: Incorporate vehicular and transit areas with direct non-vehicular access to the trail system.

Objective 2.5: Ensure that all trail types conform to respective national, regional, state, municipal, and local ordinances and acts.

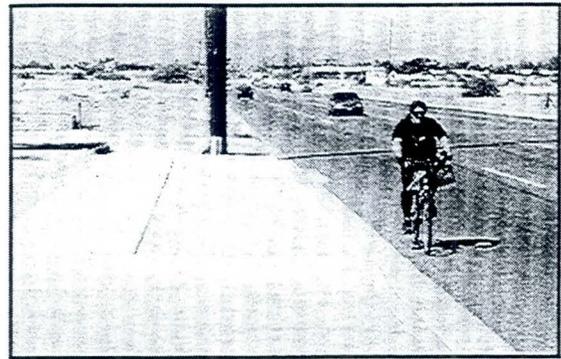
Objective 2.6: Coordinate trail improvements with existing and future flood control improvements.

Goal 3: Create a continuous trail system throughout the City.

Objective 3.1: Adopt the Trails Master Plan to identify and prioritize appropriate trails corridors.

Objective 3.2: Create an overall theme of coordinated trail facilities throughout the City.

Objective 3.3: Preserve adequate rights-of-way for future trails development.



Objective 3.4: Define specific funding mechanisms for trail and facility design, implementation and maintenance.

Objective 3.5: Identify the needs and requirements of users to promote compatibility among various user groups.

Goal 4: Create a clean, aesthetic and well maintained trail system throughout the City.

Objective 4.1: Establish a maintenance program that addresses the comprehensive trail system.

Objective 4.2: Promote a program to utilize volunteer maintenance for the trail system.

Objective 4.3: Identify appropriate vegetation and trails facilities to support extensive usage.

Objective 4.4: Create an overall theme of coordinated trail facilities throughout the City.

5.0 Trails Master Plan

The Trails Master Plan incorporates the characteristics presented in the growth alternative and responds to the existing City-wide opportunities and constraints as shown in Figure 1. The growth alternative provided the framework for evaluating appropriate trail types and locations and compliments the Rivers Master Plan. Typical trail plan concepts were developed to illustrate potential relationships between trail and land use types. Typical trail cross-sections were prepared to illustrate horizontal and vertical characteristics of the different trail types. A preliminary list of implementation mechanisms was also prepared to identify potential funding sources and methods of implementation for a wide range of trail corridors, enhancement and development elements.

The master plan provides a city-wide trails system that links community activity centers and diverse use areas and also provides linkages with Peoria's neighbors, particularly Glendale, Phoenix and the County's regional system. The recognition of the diversity of trail users and their distinct needs is also very important to the plan. The development of alternative trail cross-sections and routes that meet the requirements of different uses such as bicycling, equestrian, hiking, rollerblading and walking is key to the success of the plan.

Trails are planned to connect land uses of all types throughout the City enhancing the transportation system and user experience. The plan responds to existing and future roadway transportation corridors including Lake Pleasant Parkway, SR 303 and the extensive development of local streets.

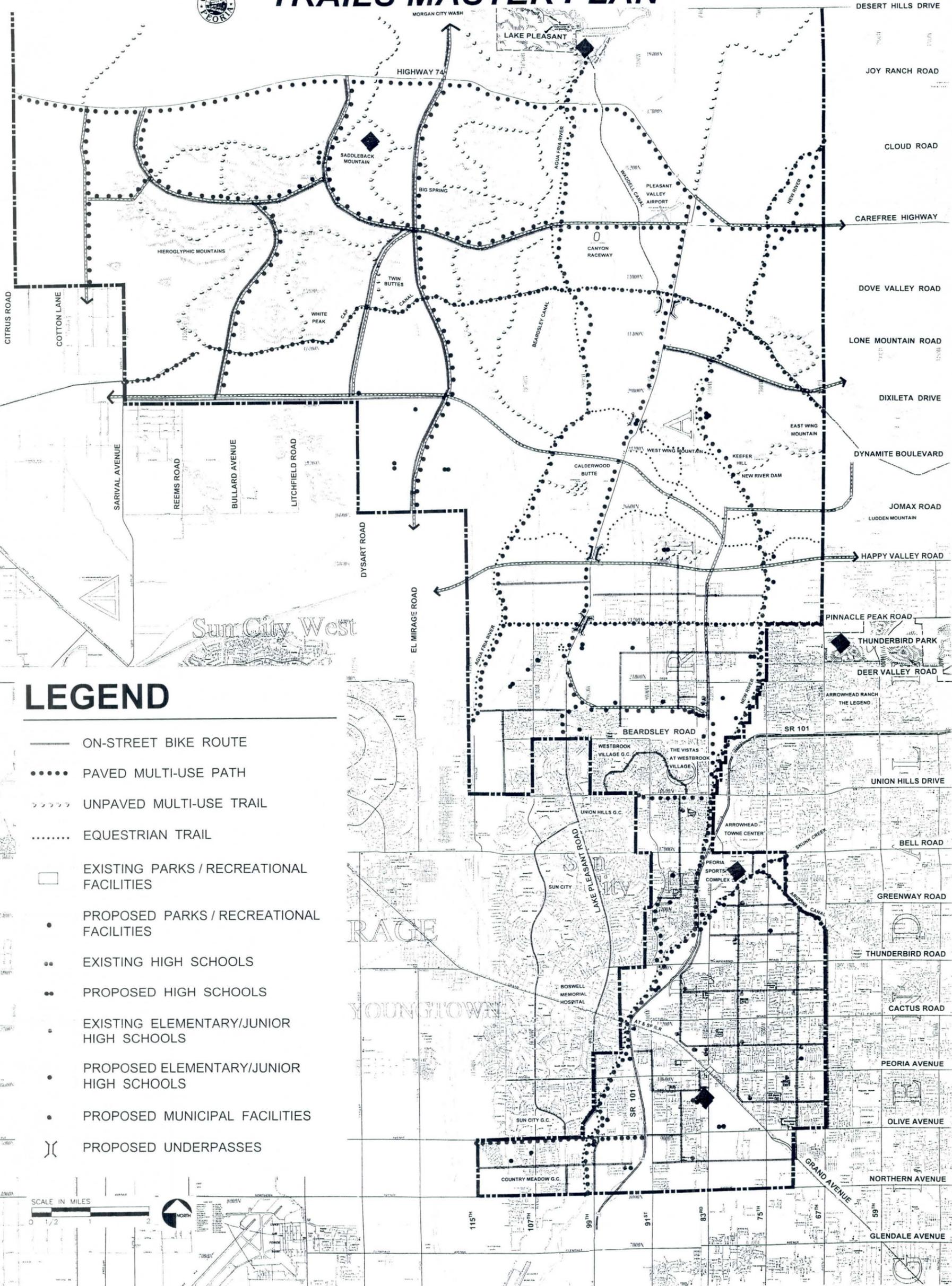
Regional utility corridors like the CAP and APS are recognized as significant opportunities for trails development. The trails network provides linkages with the river corridors that are considered the recreational "spines" of the City. Significant east-west linkages within these river corridors provide opportunities to access parks and open spaces along these multi-functional corridors.

The development of the Trails Master Plan identifies a wide range of direction for the City to plan and implement an inter- as well as intra-city trails network that provides alternative modes of non-vehicular transportation throughout the City. For the purposes of this master plan, a trails classification system has been developed that addresses trail corridor types and their relationship to adjacent land uses and anticipated user groups. The trails classification system consists of the following four categories.

- *On-Street Bike Route* - consists of designated and non-designated on-street bike lanes (Class 2 and 3) that serve as on-street connectors to other bicycle facilities and multi-use paths and trails. Standards for on-street bike routes are identified in the City of Peoria 1993 Bicycle Route Plan.
- *Paved Multi-Use Path* - consists of a paved off-street facility used by multiple user groups such as bicyclists, walkers, runners, hikers, strollers, in-line skaters, and others.
- *Unpaved Multi-Use Trail* - consists of an unpaved off-street facility used by multiple user groups such as mountain/recreational bicyclists, walkers, runners, hikers, equestrians, and others.



TRAILS MASTER PLAN



LEGEND

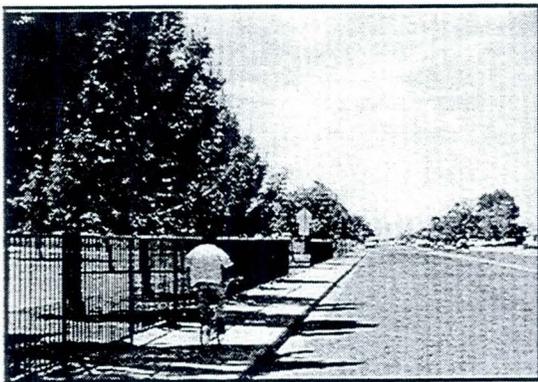
- ON-STREET BIKE ROUTE
- PAVED MULTI-USE PATH
- UNPAVED MULTI-USE TRAIL
- EQUESTRIAN TRAIL
- EXISTING PARKS / RECREATIONAL FACILITIES
- PROPOSED PARKS / RECREATIONAL FACILITIES
- EXISTING HIGH SCHOOLS
- PROPOSED HIGH SCHOOLS
- EXISTING ELEMENTARY/JUNIOR HIGH SCHOOLS
- PROPOSED ELEMENTARY/JUNIOR HIGH SCHOOLS
- PROPOSED MUNICIPAL FACILITIES
- PROPOSED UNDERPASSES



FIGURE 1

- *Equestrian Trail* - consists of an unpaved off-street facility designated only for equestrian use that may connect to paved or unpaved multi-use trails. Standards for this classification of trails may vary according to R.O.W. width, geographical and environmental constraints, and land uses. The proposed recommended standard is 3'-12' wide; 10' vertical clearance; with decomposed granite, gravel, or native dirt surfacing.

Utilizing the City of Peoria's General Plan, other unadopted planning documents, and planned and approved specific plans as the underlying land use and transportation foundation for trails master



plan development, specific trail corridors were established to provide a hierarchy of inter-city travel. Three major east-west connecting corridors are proposed at Butler Drive, Pinnacle Peak Road, and the Central Arizona Project (CAP) canal. Three major north-south connecting corridors are proposed along Lake Pleasant Road, the Agua Fria River, and New River. In addition to these major corridors, numerous other bike routes, multi-use trails, and equestrian trails connect neighborhoods, schools, parks, activity centers, remote areas to these multi-modal recreational spines.

North of Happy Valley Road, opportunities for the majority of trail corridor locations will coincide with major arterial alignments based on both development and geographical constraints. The linear distance of each trail classification is presented in *Table 1, Trails Classification Analysis*.

Trails Classification Analysis

A total of 264 miles of trails are proposed for the Trails Master Plan. Over 40 percent of the overall trail mileage is contained within the on-street bike route trail classification, with the paved and unpaved multi-use classifications comprising approximately 20 percent each. The equestrian trail classification comprises a little less than 20 percent. The general quantification of each trail classification by character is presented in *Table 2, Trails Character Analysis*.

Of the 264 miles of proposed trails, approximately 24 percent of the overall trail mileage is contained within the urban trail character setting. Approximately 30 percent is comprised within the suburban setting; 16 percent in rural settings; and almost 30 percent in remote settings. The general quantification of each trail classification by character may vary within specific areas and may change as development of adjacent areas occurs. However, the urban and remote character settings will change the least since these areas are located in developed and geographically constrained areas, respectively. Unpaved multi-use trails will also increase in number as secondary, interpretive, and recreational opportunities within urban and suburban areas are identified.

Table 1

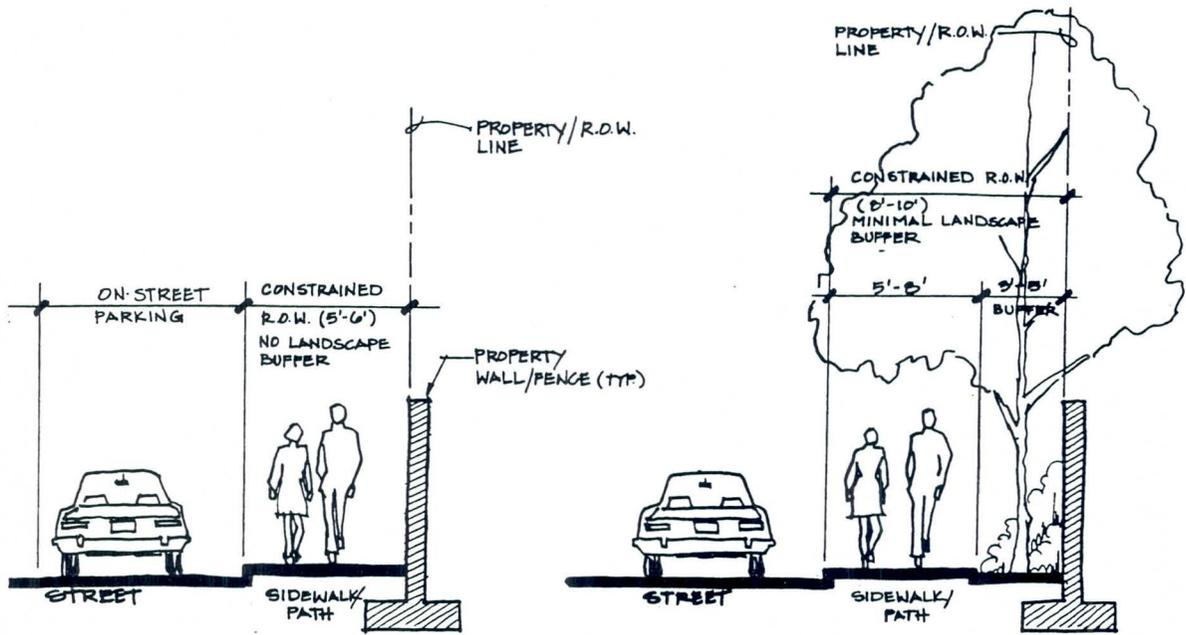
<i>Trail Classification</i>	<i>Length (Miles)</i>
On-Street Bike Route	110
Paved Multi-Use Path	53
Unpaved Multi-Use Trail	52
Equestrian Trail	49
<i>Total Length</i>	<i>264</i>

3.1 Typical Trails Character Plan Sketches and Cross Sections

To successfully develop a continuous city-wide trail network system, an evaluation of the potential trail types and their adjacent land uses provided the basis for identifying specific trail corridor classifications and their conceptual locations. Each trail classification was identified by its relative setting and character which included specific details such as trail corridor widths, surface material, buffer zones, and amenities. *Figures 3 through 11* present a brief character analysis and typical cross sections of each trail classification previously described.

**Table 2
Trails Character Analysis**

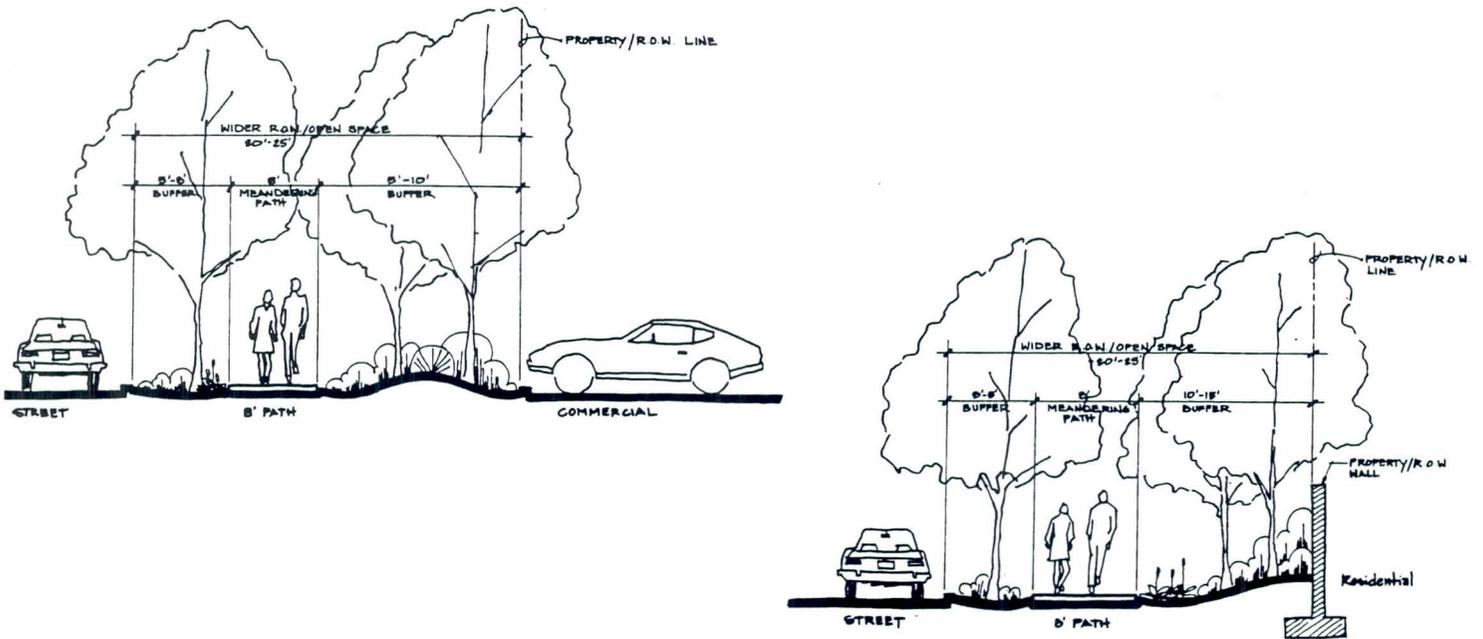
<i>Trail Classification</i>	<i>Trail Character</i>				<i>Total (Miles)</i>
	<i>Urban</i>	<i>Suburban</i>	<i>Rural</i>	<i>Remote</i>	
On-Street Bike Route	40	37	33	0	110
Paved Multi-Use Path	13	23	4	13	53
Unpaved Multi-Use Trail	0	0	0	52	52
Equestrian Trail	10	22	4	13	49
<i>Total Length</i>	<i>63</i>	<i>82</i>	<i>41</i>	<i>78</i>	<i>264</i>



Constrained, urban, paved multi-use paths should not be designated or signed for bike routes or equestrian facilities for safety considerations. These types of trail facilities are mostly pre-existing conditions and are conducive to walking, running, hiking, and strolling uses only.

CROSS SECTIONS

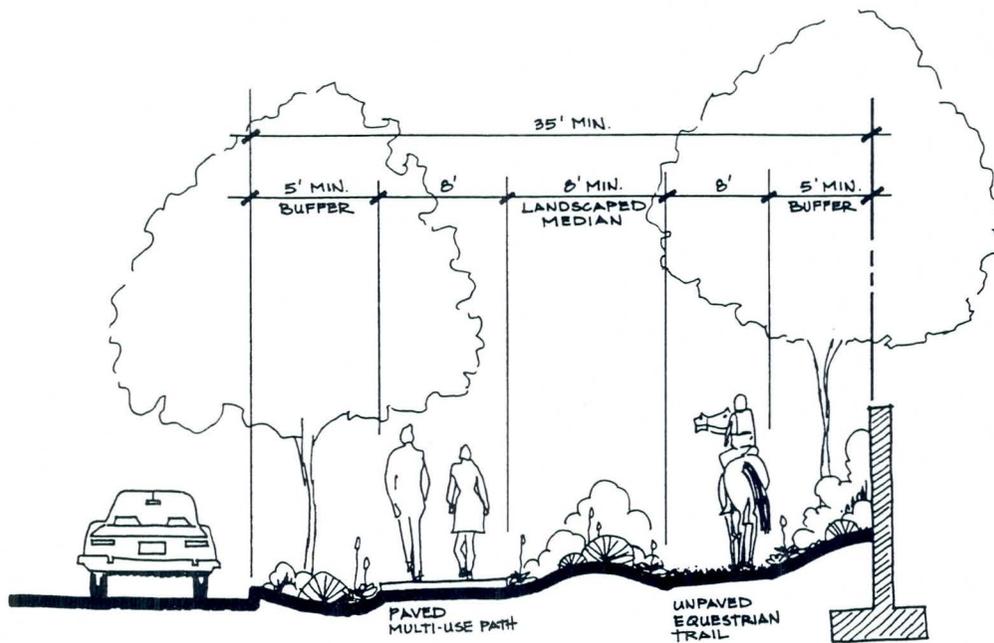
FIGURE 2



Primary, ADA accessible, paved multi-use paths provide sufficient clearance for a wide spectrum of users. These paths provide the main recreational spines for walking, running, hiking, strolling, in-line skating, and biking with minimal user conflicts. These paths would not be designated or signed for equestrian use. Separate designated equestrian trails are recommended in addition to this trail classification.

CROSS SECTIONS

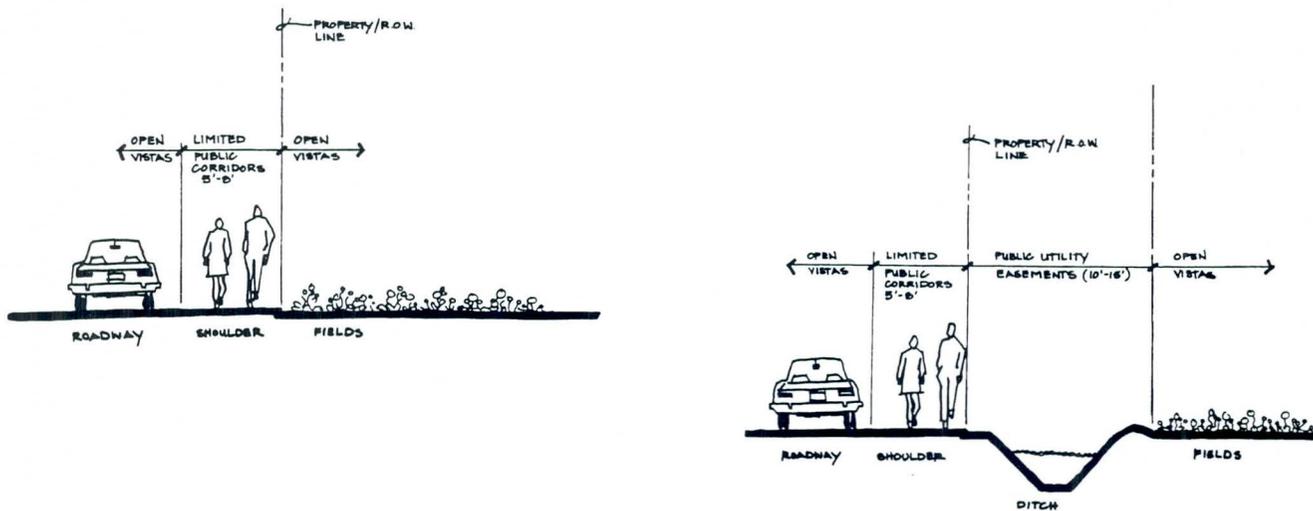
FIGURE 3



Separated trail settings provide safe facilities for multiple user groups within the same rights-of-way with minimal conflicts. For instance, an on-street bike route, paved multi-use path, and an unpaved multi-use trail would provide facilities for the full spectrum of users. This typical cross section would also allow the ability to have a primary multi-use path with a secondary designated usage trail such as equestrian.

CROSS SECTIONS

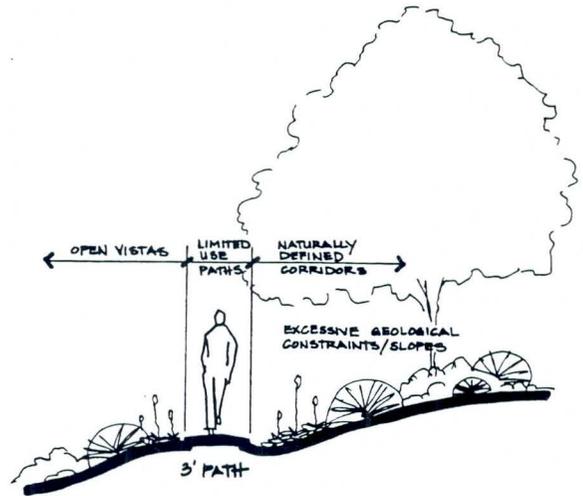
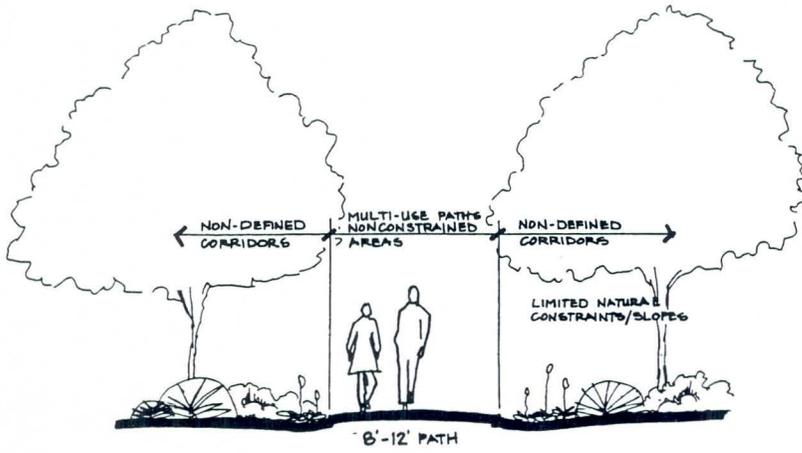
FIGURE 4



Rural trail character settings are typically represented by narrow undeveloped rights-of-way adjacent to utility easements which limit access and development of trails. Trails are typically located along the edge of roadway pavements where possible and may be paved or unpaved multi-use paths/trails. These trail classifications provide facilities for walking, running, hiking, strolling, in-line skating, biking, and horseback riding. However, some regulatory limitations may be necessary to maintain safety considerations in areas where frequent user conflicts may occur.

CROSS SECTIONS

FIGURE 5



Unpaved multi-use trail settings provide safe facilities for a more narrow spectrum of users with minimal conflicts on a single facility or they may be for specifically designated uses (i.e. hiking, mountain biking, and equestrian vs. equestrian only).

CROSS SECTIONS

FIGURE 6

6.0 Implementation Program

The recommended implementation program recognizes the dynamic character of the City, its relationship to neighboring communities, existing development patterns, existing activity centers, relative population densities and potential growth characteristics. The implementation policies and phasing information presented herein is strongly based on a logical approach that will allow the City to initially construct trails facilities in the areas with the greatest demand. These areas predominantly include the southern urbanized portion of the City as well as strategically developing the framework for the system in the northern portion of the City, coordinated with the construction of residential and employment development. This approach also provides a balance between the types of trails facilities that are constructed to help ensure that opportunities are provided for all user groups. Prioritizing the development of new multi-use trails along the river corridors will provide valuable community linkages with east-west routes and help complete connections between the City and other desirable regional destinations.

The most significant key to the implementation strategy is the cooperative and coordinated efforts of the appropriate City leaders and departments. Each of the many projects and activities identified in this implementation chapter will require leadership and support using specialized expertise from different departments. Key responsibilities are identified for each implementation component.

Coordination and communication with agencies outside the City of Peoria such as Maricopa County Flood Control District (FCDMC), Maricopa Association of Governments (MAG), and the cities of Glendale and Phoenix will be instrumental in developing partnerships that can expedite land acquisition, funding and implementation of projects.

6.1 Phase I Implementation

The activities and projects that will initiate the implementation of the Trails Master Plan are as shown on Table 3, *Phase I Implementation*. Each of the items listed was assigned a priority based on the results of the public and Technical Advisory Committee (TAC) involvement process and a logical implementation sequence.

The emphasis of *Phase I Implementation* is the development of trails and bike routes in the southern portion of the City that will enhance connectivity between Peoria's urban activity centers and existing trails in Glendale. Equestrian trail linkages with the Skunk Creek and New River corridors to implement the Sun Circle Trail are also high priorities. Based on the recent transfer of significant land ownership, it is now critical that the City identifies opportunities to either acquire, lease or stipulate land dedications for trail corridors in partnership with private and public landowners. Opportunities that exist today to integrate trails with planned development should be a high priority and should be a standard item of the City's development review process. Ultimately, the recommended second phase implementation program is intended to respond to existing development patterns, ongoing first phase implementation activities and anticipated future growth.

TABLE 3
PHASE I - IMPLEMENTATION (1999 - 2005)

PRIORITY	ITEM	LOCATION	COSTS *	RESPONSIBILITY	RESOURCES **
1	Hire Strategic Rivers/Trails Coordinator to Implement Master Plan	Municipal Complex - Community Services or Community Development	\$40,000 - \$50,000 per year	<ul style="list-style-type: none"> • City of Peoria <ul style="list-style-type: none"> ◆ Community Services Department ◆ Community Development 	<ul style="list-style-type: none"> • General Fund/Department Budget
2	Enter into an Intergovernmental Agreement with the Flood Control District of Maricopa County	N/A	In-Kind	<ul style="list-style-type: none"> • City of Peoria • Maricopa County Flood Control District 	Municipal Coordination/Incentives
3	Municipal/Jurisdictional Coordination	New River, Agua Fria, Skunk Creek Right-of-Way	In-Kind	<ul style="list-style-type: none"> • City of Peoria • Corps. of Engineers • Maricopa County Flood Control District 	<ul style="list-style-type: none"> • Municipal Coordination/Incentives
4	Municipal/Jurisdictional Coordination	Central Arizona Project Canal Right-of-Way	In-Kind	<ul style="list-style-type: none"> • City of Peoria • Bureau of Reclamation • Central Arizona Project 	<ul style="list-style-type: none"> • Municipal Coordination/Incentives
5	Trail Connection Segments (Paved Multi-Use Path/Equestrian Trail)	ACDC - 67 th Ave. to Skunk Creek	PMUP (1.3 mi.) - \$124,000 Equestrian - \$103,000	<ul style="list-style-type: none"> • Maricopa County Flood Control District • City of Peoria <ul style="list-style-type: none"> ◆ Public Works Department ◆ Community Development ◆ Community Services Department ◆ Parks & Recreation Department 	<ul style="list-style-type: none"> • TEA-21 • Trails Heritage Fund Grants • National Recreational Trails Fund • Public Access Grants • Municipal Funding Sources • Voluntary Land Owner's Tools
6	Separated Bridge Crossing	Skunk Creek at 75 th Ave.		<ul style="list-style-type: none"> • Maricopa County Flood Control District • City of Peoria <ul style="list-style-type: none"> ◆ Public Works Department ◆ Community Development ◆ Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Trails Heritage Fund Grants • National Recreational Trails Fund • Public Access Grants • Capital Improvements Program
7	Trail Segment (Paved Multi-Use Path/Equestrian Trail)	Skunk Creek to Bell Road	PMUP (1.5 mi.) - \$143,000 Equestrian - \$118,800	<ul style="list-style-type: none"> • Maricopa County Flood Control District • City of Peoria <ul style="list-style-type: none"> ◆ Public Works Department ◆ Community Development ◆ Community Services Department • City of Glendale Coordination 	<ul style="list-style-type: none"> • TEA-21 • Trails Heritage Fund Grants • National Recreational Trails Fund • Public Access Grants • Municipal Funding Sources • Voluntary Land Owner's Tools
8	Trail Segment (Paved Multi-Use Path/Equestrian Trail)	Skunk Creek to Grand Avenue	PMUP (1.5 mi.) - \$143,000 Equestrian - \$118,800	<ul style="list-style-type: none"> • Maricopa County Flood Control District • City of Peoria <ul style="list-style-type: none"> ◆ Public Works Department ◆ Community Development ◆ Community Services Department • City of Glendale Coordination 	<ul style="list-style-type: none"> • TEA-21 • Trails Heritage Fund Grants • National Recreational Trails Fund • Public Access Grants • Municipal Funding Sources • Voluntary Land Owner's Tools

PHASE I - IMPLEMENTATION (1999 - 2005)

PRIORITY	ITEM	LOCATION	COSTS *	RESPONSIBILITY	RESOURCES **
9	Trail Segment (Paved Multi-Use Path)	Lake Pleasant Parkway:		<ul style="list-style-type: none"> • City of Peoria <ul style="list-style-type: none"> ◆ Public Works Department ◆ Community Development ◆ Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Trails Heritage Fund Grants • National Recreational Trails Fund • Public Access Grants • Municipal Funding Sources • Voluntary Land Owner's Tools
		83 rd Ave. to 99 th Ave.	PMUP (2.5 mi.) - \$528,000		
		99 th Ave. to CAP Canal	PMUP (7.5 mi.) - \$1,580,000		
10	Trail Segment (Bike Route)	Sweetwater Ave. (67 th to 75 th Ave.)	\$71,280	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
11	Trail Segment (Bike Route)	87 th Ave. - Sweetwater to Varney Rd. Varney Rd. - 87 th Ave. to 83 rd Ave.	\$106,920	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
12	Trail Segment (Bike Route)	79 th Ave. - Peoria to Mountain View Road	\$35,640	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
13	Trail Segment (Bike Route)	Mountain View Rd. - 79 th Ave. to 67 Ave.	\$106,920	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
14	Trail Segment (Bike Route)	71 st Ave. - ACDC to Sweetwater Ave.	\$106,920	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
15	Trail Segment (Bike Route)	71 st Ave. - Olive Ave. to Butler Ave.	\$35,640	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources

PHASE I - IMPLEMENTATION (1999 - 2005)

PRIORITY	ITEM	LOCATION	COSTS *	RESPONSIBILITY	RESOURCES **
16	Trail Segment (Bike Route)	79 th Ave. - Skunk Creek to Sweetwater Ave.	\$142,560	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
17	Trail Segment (Bike Route)	Loop 101 Frontage/87 th Ave. - Skunk Creek to Sweetwater Ave.	\$71,280	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
18	Trail Segment (Bike Route)	Acoma Drive - 71 st Ave. to 83 rd Ave.	\$106,920	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
19	Trail Segment (Bike Route)	Greenway Rd. - ACDC to 81 st Ave.	\$71,280	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
20	Trail Segment (Bike Route)	77 th Ave. - Bell Rd. to Skunk Creek	\$23,522	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
21	Trail Segment (Bike Route)	Cholla - Loop 101 to 91 st Ave.	\$23,522	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
22	Trail Segment (Bike Route)	91 st Ave. - Cholla to Monroe St.	\$53,460	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
23	Trail Segment (Bike Route)	Monroe St. - 91 st Ave. to 83 rd Ave.	\$53,460	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
24	Trail Segment (Bike Route)	89 th Ave. - Peoria Ave. to Monroe St.	\$17,820	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
25	Trail Segment (Bike Route)	87 th Ave. - Monroe St. to Butler Dr.	\$89,100	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
26	Trail Segment (Bike Route)	Olive Ave. - 87 th Ave. to 155 th Ave.	\$356,400	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources

PHASE I - IMPLEMENTATION (1999 - 2005)

PRIORITY	ITEM	LOCATION	COSTS *	RESPONSIBILITY	RESOURCES **
27	Trail Segment (Bike Route)	Butler Ave. - 71 st Ave. to 91 st Ave.	\$178,200	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
28	Trail Segment (Bike Route)	CAP Corridor Between Lake Pleasant Highway and the Agua Fria River Corridor	\$420,000	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
29	Trail Segment (Bike Route)	Lake Pleasant Highway from the CAP connecting with SR 74 to Lake Pleasant	\$945,000	<ul style="list-style-type: none"> • Public Works Department • Community Development • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • Capital Improvement Program • Municipal Funding Sources
30	Update Trails Master Plan	City-Wide	Planning Fees \$30,000- \$40,000	<ul style="list-style-type: none"> • Community Services Department 	<ul style="list-style-type: none"> • TEA-21 • General Fund

PMUP - Paved Multi-Use Path

* Opinion of Probable Costs