

Peoria Embraces Alternative-Fuel Vehicles

Public Works Department Focuses on Environment

A new ethanol (E-85) tank installed at Peoria's Municipal Operations Center (MOC) will make Peoria the first municipal government in Arizona with on-site fueling capability for flex-fuel vehicles.

Made possible by an \$80,000 grant from the Gila River Indian Community, the purchase and installation of the tank is one of several environmental initiatives spearheaded by the city's Public Works Department, which comprises the Facilities, Fleet, Solid Waste, Streets and Transit divisions.

E-85 is a blend of 85 percent ethanol and 15 percent gasoline. Peoria has 71 vehicles that can run on the mix and will continue purchasing E-85 capable vehicles when replacing older models. The goal is to have bio-fuel capability (E-85 or bio-diesel) in 75 percent of its fleet in five years. There is no additional cost to purchase an E-85 vehicle versus a vehicle that cannot take the fuel.

"The money from the Gila River Indian Community moved our plans up by four or five years – we're now a leader among municipalities in bio-fuel capability," said city Fleet Manager Warren Laing, who has made a priority of expanding the use of bio-fuel in city vehicles.

Vehicles that burn E-85 get fewer miles per gallon, but the mixture is cheaper than standard petroleum gasoline, so the per-mile cost of fueling the vehicle is similar.

And E-85 is manufactured in Arizona. The ethanol is produced by Pinal Energy in Casa Grande and

shipped to a facility in Phoenix that blends it with gasoline to create E-85. The new tank will permit employees driving flex-fuel vehicles to fill their tanks at the MOC, located at the southwest corner of 79th and Olive avenues.

Adding ethanol capability to the city's fleet will have an annual greenhouse-gas impact equal to removing 13 vehicles from the road. In the course of a year, a vehicle burning E-85 uses about one-third the petroleum products and produces 20 percent fewer greenhouse gases (including carbon dioxide and methane) than the same vehicle burning standard gasoline, according to the federal Environmental Protection Agency.

In fall 2005, Peoria introduced bio-diesel to its fleet, mostly for large equipment used in road construction and solid-waste collection. That displaced about 3,000 barrels of foreign oil annually in favor of a domestically produced bio-fuel. Laing estimates that adding the E-85 capability will displace an additional 1,000 barrels of foreign oil per year – a number that will rise as new, ethanol-capable machines replace older vehicles over time.

"In the past few years, Peoria has come a long way in doing our part to improve the Valley's air quality," Laing said. "It's not a panacea, but it's a start."

Peoria has adopted other environmentally friendly practices as well. City mechanics recycle used



Most large city vehicles, like fire engines, use bio-diesel fuel. Additional vehicles being added to the city fleet run on an ethanol blend called E-85. Using alternative fuels keeps the air cleaner and offsets the use of foreign oil.

antifreeze, hydraulic fluid and motor oil. High-efficiency lighting and water-saving devices are installed in city buildings where automated climate-control systems adjust the heating or air conditioning depending upon whether a room is in use. And each employee work station is equipped with a small recycling bin.

In the community, Peoria's Solid Waste Division made a big splash when it rolled out curbside recycling last fall, but the division also offers residents the opportunity to dispose of items that don't belong in either bin – garbage or recycling. The city holds periodic "household hazard waste" collection events where residents can get rid of paint, solvents, motor oil, batteries – even old electronics – that don't belong in landfills.

The Streets Division collects ground-up asphalt from road-milling projects to reduce dust on roads with dirt shoulders. It also is using

light-emitting diode (LED) displays in traffic signals, which has cut their power consumption in half.

The Transit Division operates trip-reduction programs to encourage city employees and the public to walk, bike, car pool or take a bus. Transit also is working to increase the amount and frequency of public transportation in the city. Peoria maintains two free Park & Ride lots in Oldtown. They are at the northeast corner of Jefferson Street and 84th Avenue and the southwest corner of Washington Street and 84th Avenue -- near Valley Metro's Peoria Avenue (No. 106) and Grand Avenue Limited bus routes. Both lines serve Peoria Monday through Friday; the Grand Avenue buses take commuters to downtown Phoenix in the morning and bring them back at the end of the workday.

For more information, contact the Public Works Department at 623-773-5150.

Lake Pleasant Parkway Completed

Landscaping Project Provides Final Touches

When Lake Pleasant Parkway opened between 95th Avenue and Williams Road earlier this year, a vital transportation link finally was complete. A median landscaping project for a larger stretch of the road – from its origin at 83rd Avenue and Beardsley Road six miles north to Pinnacle Vista Drive – was completed just prior to opening the road to traffic.

It was important to enhance the road's aesthetic appeal while making it ready for traffic because Lake Pleasant Parkway is a transportation corridor for much of the northwest Valley. Many people will form impressions of Peoria as they travel the road.

"There are some streets that just have a presence all their own, and that's what we wanted to create with Lake Pleasant Parkway," says Jeff Sargent, the city's landscape architect.

The parkway's landscaping design theme reflects the natural history of the area – and the developed landscape through which drivers travel. The median features drought-tolerant plants and different kinds of rock laid in natural, river-like curves. In residential and urban areas, small walls provide something a little different.

In residential zones, these walls curve to symbolize the irrigation canals used by the Hohokam and

other tribes native to the area. In the urban areas, straight segments of wall reflect the engineered canals used in more-recent history. All of the walls feature a blue accent band, created with highly reflective paint that shimmers in car headlights to evoke the feeling of water.

The walls are certainly the most visible part of the median today, but as the plants grow over the next few years, they will blend into the overall landscape theme.

"It will take some time for the plants to mature, but in the next couple of years we hope that people will see this as one of the Valley's very scenic roads," Sargent says.



New landscaping in the Lake Pleasant Parkway median.

CITY COUNCIL HIGHLIGHTS

January

- Authorized \$98,759 for trail design and construction at West Wing Mountain.
- Adopted “character area plans” for county islands near Acoma Drive and Pinnacle Peak that offer guidelines for planning and zoning in the areas should their residents choose to join the city.
- Awarded a \$1.7 million contract for design and preconstruction services related to the renovation of City Hall and replacement of critical building systems (such as cooling, heating and fire alarms) that have reached the end of their reliable lifespan.
- Awarded a \$1.1 million contract for design and preconstruction services related to the two-level, 17,000-square-foot expansion of the Municipal Court building.

February

- Accepted a \$3,300 county grant for Community Emergency Response Team (CERT) equipment and a \$17,000 grant from Fireman’s Fund Insurance Co. for the restoration of the 1929 Chevrolet fire engine used nearly 80 years ago in the then-unincorporated community of Peoria. Once it is fully restored, the antique fire engine will be used at school and community events to promote fire prevention and safety education.
- Authorized “residential traffic-control areas” in the Westgreen Estates, Legacy Estates and Alta Loma neighborhoods. This is an important step in the city’s process for considering neighborhood traffic-control measures under the Neighborhood Traffic Management Program.
- Approved \$7.7 million for construction of a branch library in northern Peoria. The 22,000-square-foot facility, to be located near 98th Avenue and Lake Pleasant Parkway, will replace the “shared use” branch library at Sunrise Mountain High School.
- Agreed to seek a state grant to pay for a Fire Department boat at Lake Pleasant so that firefighters would not have to borrow a privately owned craft to provide offshore fire protection or medical assistance.
- Awarded a \$556,851 contract for relocation and renovation of the Peoria Women’s Club building from Osuna Park to the southeast corner of 84th Avenue and Jefferson Street, where it will become part of Peoria’s future Historic Square.
- Awarded a \$2.2 million contract for improvement of two sound walls along Lake Pleasant Parkway, adjacent to the Parkridge and Ironwood subdivisions.

March

- Authorized an agreement with the Maricopa County Parks and Recreation Department to cooperate on construction of a multimodal section of the Maricopa Regional Trail in Peoria. The proposed trail would enter the city from the west, parallel to but south of Happy Valley Road. Just west of Lake Pleasant Parkway, it would turn north and run to Carefree Highway (SR-74).
- Approved a \$650,000 contract for renovation of Clarence B. Hayes Park at 75th Avenue and Mountain View Road in southeastern Peoria.
- Authorized \$89,450 for trail construction at Calderwood Butte Mountain northwest of 99th Avenue and Jomax Road within the Tierra del Rio development.
- Approved a \$683,363 contract to overlay of rubberized asphalt on Bell Road from the New River bridge, just west of Loop 101, to the western city limits at approximately 95th Avenue.

Mayor’s Report

Many of us have been riveted by the twists and turns of this year’s presidential primaries. They’ve hogged most of the political spotlight and taken some attention away from the legislative doings in downtown Phoenix. That’s a shame, because the actions of the Arizona Legislature can have a profound effect on Peoria and the way our city pays for essential services.

You may never have heard of “state shared revenue.” It’s not a sexy term; it’s hardly even English. In government jargon, it is the 15 percent of state tax collections that Arizona sends back to its cities and towns. State shared revenue makes up about one-third of Peoria’s operating budget. It pays for vital services that must be provided 24/7, such as police and fire protection.

Some legislators are looking at reducing that percentage in order to cover their own budget shortfall, and that’s not right.

This revenue is not a gift the state gives to its cities and towns. As part of the deal that voters approved in 1972, the municipalities agreed not to impose their own income taxes. As the Arizona Daily Sun of Flagstaff put it in a recent editorial, “36 years later, a deal is still a deal.”

The newspaper noted that the state is facing a budget deficit because tax collections are running far behind projections. But income taxes aren’t the only ones affected by a sour economy; as people curb their spending, local governments take in less from sales taxes. Most already are tightening their belts, and some that have planned less prudently than Peoria find themselves reducing services and cutting staff. So by reducing state shared revenue, the Legislature would be balancing its own budget at the expense of already pressed cities and towns – and the residents who depend upon vital municipal services.

And remember, the need for those services doesn’t go away when the economy is slow.

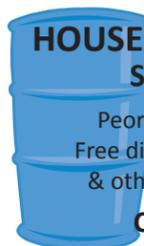
“The difference between state and municipal governments can be seen in the stark contrast of their budget crises,” editorial columnist Richard de Uriarte noted in The Arizona Republic March 12. “The city government, run by unelected professionals, focuses on the fiscal details, expenditures and tax receipts. A slide in January revenues prompts quick response from city budgeters. On the state level, the ship can’t move because the partisans must agree.”

Residents have input on Peoria’s spending through direct access to city officials and elected leaders. The City Council has adopted written “Principals of Sound Financial Management” and continues to set service and construction priorities according to those principals.

More than 92 percent of Arizona’s state income taxes come from taxpayers who live in municipalities, according to the League of Arizona Cities and Towns. It is sound fiscal policy to reinvest a portion of that state income in the local communities from it comes.

The revenue-sharing arrangement imposed by voters in 1972 has worked well for decades. This is no time for the Legislature to mess around with it.

Mayor Bob Barrett



HOUSEHOLD HAZARDOUS WASTE DROP-OFF
SATURDAY, MAY 17, 8 A.M. TO NOON
Peoria Municipal Operations Center (8850 N. 79th Ave.)
Free disposal of your motor oil, car batteries, cleaners, paint
& other household hazardous materials - electronics, too.
Call 623-773-7431 for more information

CITY COUNCIL District Roundup



Contact the Mayor and Council by calling 623-773-7306.

Council meetings are held the first and third Tuesday of each month at 7 p.m. in the Peoria City Council Chamber, 8401 West Monroe Street

Call the City Clerk’s Office at 623-773-7340 for agendas or more information.

Council agenda packets and meeting minutes are also available at www.peoriaaz.gov/council

All regular City Council meetings are broadcast live on Peoria’s Channel 11 (on Cox & Qwest cable), and re-broadcast each night through the following Sunday.

Acacia District – Councilmember Vicki Hunt

Neighborhoods are the heart and soul of any community. Families are the experts regarding what is needed and what is wanted in a neighborhood. Public meetings related to zoning issues, new construction, budget planning, and community safety are just a few examples of opportunities for citizens to learn more and provide feedback. Why wait to read about in the newspaper? Get involved early and make a difference in your neighborhood!

Ironwood District – Councilmember Dave Pearson

Red light cameras are now in place at three intersections in Peoria and three more are in the works. Peoria’s cameras went live early in January. Through the end of March, approximately 3,000 notices of violation had been sent. Red light running is dangerous and costly. Last year, there were more than 1.8 million intersection crashes nationwide. It’s the goal of the City of Peoria to change behavior and make our intersections safer.

Mesquite District – Vice Mayor Cathy Carlat

The Mesquite District is blessed with amazing natural surroundings that present a wide range of outdoor opportunities. We now have spectacular mountain trails that encourage both recreation and preservation of our desert landscape. The new Sunrise Mountain and West Wing Mountain trails have been extremely popular in the few weeks they have been open, and hikers are very pleased with the quality of the trail system.

Palo Verde District – Councilmember Ron Aames

The better a community looks, the more pride we all feel, and Peoria is working to improve the appearance of our roadside landscaping. One example is a pilot project on Cactus Road between 84th and 89th avenues that includes stuccoing and painting walls, and new colorful plants to adorn the area. The city plans to extend similar strategies for the improvement of areas on other arterial streets in the coming years.

Pine District – Councilmember Carlo Leone

The hot weather is here and we need to practice pool safety. Remember to keep all gates and sliding glass doors closed and have an adult supervise children at all times. Take the CPR classes offered by the Peoria Fire Department (623-773-7279) so you are ready in any emergency. Peoria’s public pools are at Peoria, Centennial and Sunrise Mountain high schools for those who don’t have their own pools. I want everyone to have a safe, cool and happy summer.

Willow District – Councilmember Joan Evans

What makes the exterior of a property attractive to people? The front yard provides viewers a first impression of the house and the surrounding area. Maintaining the landscape and controlling weeds is a must. Other items left at the front of a home take away curb appeal - like refuse collection containers left in sight after pick-up time and other items that could potentially qualify as a city code violation. To report a code violation in your area, please contact Peoria Code Compliance at 623-773-7162.

City Council Acts to Improve Air Quality

Part of Countywide Bid to Meet Particulate Standards

Peoria is joining in a last-ditch effort to keep the Valley from choking on its own dust.

The City Council adopted an ordinance in December 2007 that strengthens and augments the City Code regarding air quality, joining Maricopa County and cities across the Valley in a bid to reduce dust pollution in our air.

The federal Environmental Protection Agency says that particulate matter less than 10 micrometers in diameter (PM-10) poses a health concern because it can pass through the nose and throat and get into the lungs.

Peoria has had laws targeting PM-10 since 1998, when the Maricopa Association of Governments (MAG) came up with a Valley wide plan to reduce the amount of airborne particles. But the dust problem has persisted, and the county has struggled to achieve federally mandated dust-reduction standards. A 2005 study of PM-10 emissions found that 35 percent were tied to construction, while an additional 26 percent were particles kicked up from paved and unpaved roads.

As a result, Maricopa County has failed to meet federal air-quality standards, a situation that could prompt the loss of federal transportation dollars – which pay for a significant portion of state and local highway projects.



Off-road vehicles are among many things that contribute to the Valley's dusty air.

"For Peoria, this would impact the Loop 303 and planned improvements to Grand Avenue, which would compound our traffic problems," says Mayor Bob Barrett.

To prevent that from happening, MAG has asked the county and its cities and towns to join in its plan to reduce PM-10 emissions by 5 percent a year until the region meets those standards. For Peoria, that has meant adopting tougher ordinances so that it can:

- Restrict parking to hard-surfaced areas that must be treated regularly to prevent dust from being kicked up.
- Limit off-road vehicles to areas specifically designated for them.
- Restrict the use of leaf blowers to hardened surfaces and prohibit users from blowing debris into the street.
- Encourage the use of alternative work schedules or telecommuting among city employees.

The Engineering and Community Development departments are working along with the City Attorney's Office to study the matter and make recommendations about how to implement the new rules.

City Personnel Risk All In Our Roadways

Drivers Must Exercise Caution at Accident Scenes, Work Zones

Matthew LeBaron never saw it coming.

The Peoria police officer was busy helping out at an accident scene when he was hit by a truck in January.

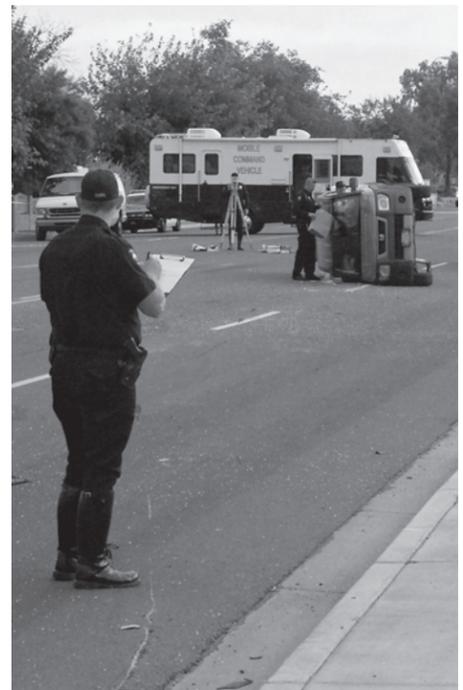
The driver of the pickup was merely scoping out the accident at 75th and Northern avenues. He admitted that he was "rubbernecking" and said he never saw LeBaron before hitting him.

Less than a month later, a state highway patrolman was hospitalized after his vehicle was sideswiped on the Loop 101 near 91st Avenue. He had been setting up a lane closure for road construction when hit by a vehicle entering the freeway. The driver that hit him was hospitalized as well.

It seems so obvious, but motorists must be careful and especially attentive when they encounter accident scenes or work zones. LeBaron, who still hasn't been able to return to work, says drivers must heed warning lights and signs.

"I understand that people are curious by nature and want to know what is happening at accident scenes," he says. "Pay attention to the road and surrounding area. Someone is probably on foot in the area working on the accident."

The same goes for work zones, says Paul Amarillas, a senior equipment operator in the Public Works Streets Division who has been with the city for seven years. Last year, he took a four-day certification class for setting



Working alongside traffic is one of the most dangerous things city employees do, whether it's police at an accident scene or street workers filling potholes. When you are driving in these areas, please slow down and pay attention - for their sake.

up barricades. Despite the experience he brings to the task, he's seen people drive right through marked work zones -- with others following. "Sometimes they don't even listen to flag men," he says.

Amarillas has seen impatient drivers do some crazy things. One guy was in such a hurry to get around a city truck that he clipped the truck's rear apron, ripping a gash along the top of his car. But it's not just the tight clearances that worry Amarillas.

"I'm mostly concerned about the speed limit," he says, "because people don't slow down" – even if there are signs that require them to.

Amarillas has a wife and three children. Like LeBaron, he has a message for drivers: "Be careful. We have guys in the street working. Obey the signs. I want these guys to go home to their families."

New Mountain Trails for Peoria Hikers

West Wing and Sunrise Mountain trails Offer Scenic Views

Peoria added about eight miles of trails recently when two new paths opened on West Wing and Sunrise mountains. The trails give residents access to several hundred acres of mountain open space deeded to the city by the developers of the West Wing community.

A firm that specializes in mountain trails traced routes up and around the mountains to accommodate a variety of hiking skills and age groups.

The Sunrise Mountain trail loop is just over four miles and is perfect for beginners and intermediate hikers of all ages. The West Wing mountain trail is a three-and-a-half mile loop that is a bit steeper, and thus a little tougher.

When combined with the one-and-a-half mile East Wing Mountain trail that opened in 2007, Peoria's mountain trails provide enjoyable hikes for a variety of skill levels and ages.

Parking for the West Wing and Sunrise Mountain trails is at West Wing Elementary School. Parking for the East Wing Mountain trail is at Sonoran Mountain Ranch Park.

Please - respect the neighborhoods and homes adjacent to our trails to make these amenities a positive experience for everyone.

Visit www.peoriaaz.gov/hikingtrails for trail maps, descriptions and more information.



Two new mountain trails open some of Peoria's mountain preserves to hikers, offering opportunities for great exercise and scenic views.

CALENDAR

See more listings at www.peoriaaz.gov/events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

- TV May 1** Budget Study Session, Public Safety Administration Building (Peoria Room), 3:30 p.m.
- TV May 1** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
- TV May 3** Budget Study Session, Public Safety Administration Building (Peoria Room), 9 a.m.
- TV May 6** City Council Meeting, Council Chamber, 7 p.m.
- TV May 15** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
- May 17** Household Hazardous Waste Drop-off, Municipal Operations Center (8850 N. 79th Ave.), 8 a.m. to noon.
- TV May 20** City Council Study Session, City Hall (Pine Room), 4 p.m.
- TV May 20** City Council Meeting, Council Chamber, 7 p.m.
- May 26** Memorial Day, city offices closed, holiday trash pickup schedule in effect.
- May 28** Beardsley Connection Public Meeting Sunrise Mountain High School cafeteria (21200 North 83rd Avenue), 6 p.m. to 8 p.m.
- TV June 3** City Council Meeting, Council Chamber, 7 p.m.
- June 3** Beardsley Connection Public Meeting, Community Church of Joy Worship Center (21000 North 75th Avenue), 6 p.m. to 8 p.m.

- TV June 5** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
 - TV June 17** City Council Study Session, City Hall (Pine Room), 4 p.m.
 - TV June 17** City Council Meeting, Council Chamber, 7 p.m.
 - TV June 19** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
 - TV July 1** Special City Council Meeting and Study Session, City Hall (Pine Room), 4 p.m.
 - TV July 1** City Council Meeting, Council Chamber, 7 p.m.
 - TV July 3** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
 - July 4** Independence Day, city offices closed, holiday trash pickup schedule in effect.
 - July 4** All-American Festival, Peoria Sports Complex (16101 N. 83rd Ave.), 5 p.m. to 10 p.m.
 - TV July 17** Planning & Zoning Commission, Council Chamber, 6:30 p.m.
- The Council Chamber, City Hall & City Hall amphitheater are located on the Peoria Municipal Campus (8401 W. Monroe St.)
- TV** Broadcast live (or on tape) on Peoria's Channel 11 (on Cox & Qwest cable), and rebroadcast throughout the week. Visit www.peoriaaz.gov/channel_11 for schedule.



83rd Ave. just south of Bell Rd.
Gates open at 5 p.m.
Fireworks @ approx. 9:15 p.m.

Admission: \$5 per person (kids 12 & under free - park for free)
2 Entertainment Stages, Kid Zone, Free Water Activities (bring your swimsuit!)
Concessions & Beer Gardens (No outside beer/alcohol allowed inside)

Event Hotline: 623-773-7198
www.peoriaaz.com/events

PEORIA SUMMER SPORTS YOUTH

SUMMER SPORTS CAMPS (boys and girls ages 9-12)

Camps enhance a child's skills in a specific sport in a fun "P.E. class" environment. The two-week session fee includes instruction on the designated sport and a sports camp t-shirt. Each session is open to the first 40 registered participants. Camp sites are Coyote Hills and Oasis elementary schools. Each session runs Monday through Thursday from 2:30 p.m. to 5 p.m. (times are designed for children enrolled in the Peoria summer recreation program, but camps are not restricted to these participants).

- Session 1: Flag Football (May 27 to June 5); register by May 16
- Session 2: Soccer (June 9 to June 19); register by May 30
- Session 3: Volleyball (June 23 to July 3); register by June 13
- Session 4: Basketball (July 7 to July 17); register by June 27

Registration fee per session: \$45 for residents, \$55 for non-residents
Registration fee for all sessions: \$110 for residents, \$155 for non-residents

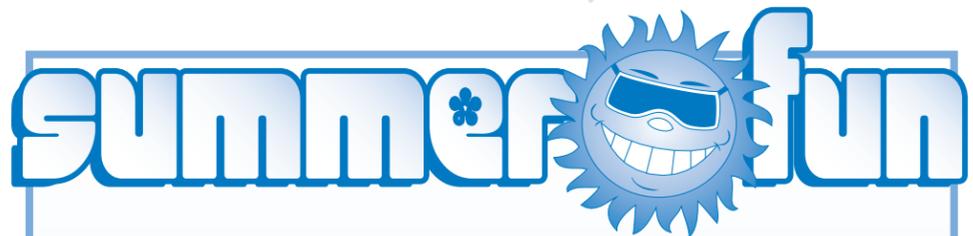
HOOK A KID ON GOLF (boys and girls ages 7-14)

Golf program for beginners. Each participant receives a set of clubs and a bag, a shirt, hat and other golf equipment. Two Monday-Thursday clinics in June include golf instruction, etiquette, safety and more. Concludes on a Friday with a round of golf alongside parents (additional fee for parents). Fee: \$160.

JUNIOR GOLF TOURNAMENT (two age groups: 10 & under, and 11 & older)

On August 1, boys and girls are invited to experience a golf tournament at Country Meadows Golf Course. This annual tournament attracts all skill levels and is a great event to end the summer! Fee includes golf, lunch and prizes to top finishers.
Fee: ages 10 & under (9 Holes) \$15; or ages 11 & older (18 Holes) \$20.

REGISTER AT WWW.PEORIAAZ.GOV/SPORTS OR BY CALLING (623) 773-7137



SUMMER CAMP - MAY 23 TO AUG. 1

Summer Camp provides childcare (for grades K through 6) weekdays from 6:30 a.m. to 6 p.m. at Apache, Cheyenne, Cotton Boll, Desert Harbor, Frontier, Ira Murphy, Parkridge, Paseo Verde, and Zuni Hills elementary schools. Daily fees include all field trips along with morning and afternoon snacks. (A lunch program is offered Monday-Friday for an additional fee.) \$30 registration fee (includes t-shirt); \$97 per week (full time) or \$23 per day (part time). Licensed by the Arizona Department of Health Services

SUMMER RECREATION - MAY 27 TO JULY 17

A drop-in program (for grades 1 through 5) that runs 8 a.m. to 2:30 p.m. at Alta Loma, Country Meadows, Coyote Hills, Oakwood, Oasis, Sky View and Vistancia elementary schools. One-time registration fee, t-shirt included (\$50 for residents, \$90 for non-residents). Daily field trips are offered at an additional fee.

TINY TOTS - MAY 27 TO JULY 17

A drop-in program for ages 4 and 5 with locations at Paseo Verde, Parkridge and Oasis Elementary. Tiny Tots runs from 8 a.m. to 2 p.m. One-time registration fee, t-shirt included (\$50 for residents, \$90 for non-residents).

Licensed by the Arizona Department of Health Services
Info: 623-773-7137 or peoriaaz.gov/recreation

City of Peoria Telephone Numbers

ALL NUMBERS ARE IN THE 623 AREA CODE

AM/PM Program 773-7137	Library (Sunrise Mountain Branch) 487-5150
Building Inspections 773-7225	Mayor and Council Offices 773-7306
City Attorney's Office 773-7330	Parks and Recreation 773-7137
City Clerk's Office 773-7340	Peoria Job Hotline 773-7105
City Manager's Office 773-7300	Peoria Municipal Court 773-7400
Code Compliance 773-7162	Planning and Zoning 773-7200
Community Center 773-7436	Police (non-emergency) 773-8311
Community Development 773-7200	Solid Waste Billing 773-7160
Dial-a-Ride 773-7435	Solid Waste Collection 773-7431
Fire Department (non-emergency) 773-7279	Street Maintenance 773-7432
Graffiti Hotline 773-7094	Water Billing / Service 773-7160
Library (Main) 773-7555	Water Leaks 773-7433

PEORIA NEWS

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Communications and Public Affairs Department
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Building Peoria is an update about major city construction projects that is published every six months.

Find more information online at:
www.peoriaaz.gov/BuildingPeoria

Beardsley Connection to Loop 101

Creating access to Loop 101 from Beardsley Road has been in the works for several years. By the end of this year, construction will actually begin. A handful of separate projects over the ensuing 24 months will focus on creating the new freeway connection and improving the streets that lead to it.

The total cost for these improvements will be about \$48 million, funded primarily through general obligation bonds. The countywide half-cent transportation sales tax eventually will reimburse the city for a large portion of the project cost.

The Beardsley Connection to Loop 101

Elements of this project include: widening Beardsley Road from 83rd Avenue east to 81st Avenue; extending Beardsley Road from 81st Avenue east to the new the Loop 101 frontage road (includes sound walls for Fletcher Heights and a roundabout at 81st Avenue); construction of a new frontage road along Loop 101 from 75th Avenue to Union Hills Drive; and a U-turn bridge structure over Loop 101 adjacent to Union Hills Drive.

Related Projects:

Union Hills Traffic Interchange Widening

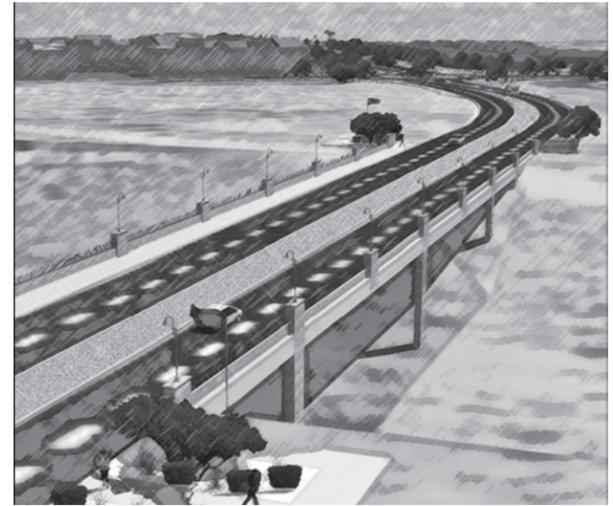
Widening the Union Hills bridge over Loop 101 to three through lanes in each direction; providing dual left turn lanes for access to both directions of Loop 101; adding a dedicated right-turn lane from eastbound Union Hills to southbound Loop 101; and widening ramps to increase capacity.

Lake Pleasant Parkway Widening

Widening Lake Pleasant Parkway north of Beardsley Road to allow for a no-stop right turn lane from the Beardsley Connection to northbound Lake Pleasant Parkway and dual left turn lanes from southbound Lake Pleasant Parkway onto the Beardsley Connection.

New River Beardsley Road Trailhead and Trail Improvements

Design and construction of a trailhead between 81st Avenue and New River. This new facility will provide dedicated parking and access to Peoria's New River trail system. Additionally, a one-third mile segment of the New River Trail will be built, allowing trail users to pass beneath the



A bridge across New River will be built as part of the Beardsley Connection to Loop 101.

More Online

For more information, including an animated video "fly over" of how traffic will enter and exit Loop 101 via the Beardsley Connection, visit www.peoriaaz.gov/BuildingPeoria

Beardsley Connection Public Meetings

Join city staff for open house briefings about the Beardsley Connection to Loop 101, where you'll see detailed exhibits on the project's final design and construction.

Wednesday, May 28 - 6 p.m. to 8 p.m.
 Sunrise Mountain High School cafeteria
 (21200 North 83rd Avenue)

Tuesday, June 3 - 6 p.m. to 8 p.m.
 Community Church of Joy Worship Center
 (21000 North 75th Avenue)

Traffic Signals: Why? Where? When?

Green light means go. Red light means stop. These are simple concepts every driver understands, even if some dangerously ignore them.

What isn't so readily understood, however, is why some intersections are controlled by traffic signals while others are not. That's because the decision to install a signal at a particular intersection is not a simple one.

Conducting a study is the first step.

Hearing that, many roll their eyes and wonder if government ever does anything without first conducting a study. In cases of traffic control and safety, however, the federal government mandates that decisions be made based upon detailed analyses of actual data, not on emotion or simple observation.

"Each year we have money to build two or three signals," says Jamal Rahimi, Peoria's traffic engineer. "We look at the number of vehicles and pedestrians as well as other characteristics of each proposed location, and then rank them based upon that information."

The city receives dozens of requests each year from neighborhoods that want traffic lights, but the decision can't be arbitrary. Installing signals in



Peoria currently maintains 90 traffic signals and adds two or three a year.

the wrong place can hamper traffic flow and open Peoria to additional liability. (This may not come as a surprise, but sometimes cities are sued by motorists who blame traffic accidents on road designs and conditions.)

The most important data in any signal study are the number of vehicles that use the intersection. Chances are that as the major intersection near your neighborhood gets busier and busier, a signal eventually will be installed.

"At some point, the congestion reaches a level where a four- or two-way stop just doesn't do it," Rahimi says. "If there is just too much traffic, you have to have a signal to accommodate the volume of cars and pedestrians safely."

Traffic signals cost about \$400,000. That includes any needed studies, the signal hardware itself (poles, mast arms, signal heads and cabling), the controller (a small computer) that runs the signal, and traffic detection cameras to allow city traffic engineers to monitor the intersection and operate the signal remotely.

Sometimes signals are built as stand-alone projects, but often they are installed as part of more expansive street or intersection improvement projects. Sometimes, they are built as part of new developments, which usually pay at least a portion of the cost for the signal.

New Signals Coming Soon

- 91st Avenue & Monroe Street
- 95th Avenue & Lake Pleasant Parkway
- Jomax Road & Lake Pleasant Parkway



Street, Traffic and Drainage Projects



Bell Road Overlay

Bell Road from Loop 101 west to 95th Avenue will be milled and resurfaced with rubberized asphalt. All road work will be conducted at night to minimize traffic restrictions on Bell Road.

Status: Construction contractor selected; work on hold until street temperature rises to minimum overlay temperature
Estimated Completion: Summer 2008



Happy Valley Road, 67th Avenue to Lake Pleasant Parkway

Extension of Happy Valley Road between 67th Avenue and Lake Pleasant Parkway. Initial construction will include lane construction, a bridge over New River, plus bike lanes, street lighting, landscaping, drainage and a 16-inch water line.

Status: Road alignment excavation is underway
Estimated Completion: In phases from Winter 2008 to Fall 2009



Beardsley Connection to Loop 101

Extending Beardsley Road from 81st Avenue across New River to a one-way frontage road on the west side of Loop 101 from 75th Avenue to Union Hills Drive. A U-turn bridge over Loop 101 adjacent to the Union Hills Drive overpass will allow frontage road traffic to access the northbound/eastbound lanes of Loop 101, while southbound traffic may access the freeway from a new on-ramp.

Status: Final design & land acquisition in progress
Estimated Start: Summer 2008



Pinnacle Peak Road Drainage Improvements, 83rd Avenue to 91st Avenue

Improvements will capture drainage in the area north of Pinnacle Peak Road between 83rd and 91st avenues and convey it via existing pipes to New River. Project elements include storm drains, laterals, catch basins and two large retention basins.

Status: In progress
Estimated Completion: Summer 2008



Lake Pleasant Parkway, 95th Avenue to Williams Road

Construction of two northbound and two southbound lanes on Lake Pleasant Parkway between 95th Avenue and Williams Road. In addition to roadway improvements, the project will include bike lanes, street lighting, traffic signals, median curbs, box culverts and drainage. The developer of the Camino a Lago South subdivision is paying for and managing this project.

Status: Complete



Rose Garden Lane Drainage Channel

The Rose Garden Lane Channel is one of several individual drainage projects recommended in the Glendale-Peoria Area Drainage Master Plan. This project will intercept drainage north of Rose Garden Lane and west of 95th Avenue and convey the flow to the Agua Fria River. Project elements include a drainage channel, box culverts, laterals, catch basins and a large retention basin.

Status: In progress
Estimated Completion: Fall 2008



Thunderbird Road Widening

The southern half of the roadway (the eastbound lanes) will be expanded from two to three lanes from Loop 101 to 94th Drive, while the northern half (the westbound lanes) will be expanded from two to three lanes from Loop 101 to 91st Avenue. The bridge over New River will also be widened. Other planned improvements include a raised landscaped median, sidewalks and bike lanes from 91st Avenue to Rio Vista Boulevard.

Status: In progress
Estimated Completion: Spring 2009



83rd Avenue & Thunderbird Road Intersection

Street widening and intersection improvements to add turn and acceleration lanes. The Arizona Department of Transportation will manage construction of this project.

Status: Complete



67th Avenue Improvements, Olive Avenue to Thunderbird Road

The cities of Peoria and Glendale are cooperating to complete drainage, street and right-of-way improvements along 67th Avenue between Olive Avenue and Bell Road. Improvements include: intersection widening at Olive Avenue, Cactus Road and Thunderbird Road; storm drain improvements north of Peoria Avenue; street light installation; landscape and irrigation system improvements; and curb, gutter, sidewalk and paving improvements.

Status: In progress
Estimated Completion: Spring 2009



A biannual update on major projects
 For additional projects a
www.peoriaaz.gov

COMPLETE

COMPLETE

LEGEND

- Right-of-way or underground pipe work
- Street work
- Unincorporated Maricopa County

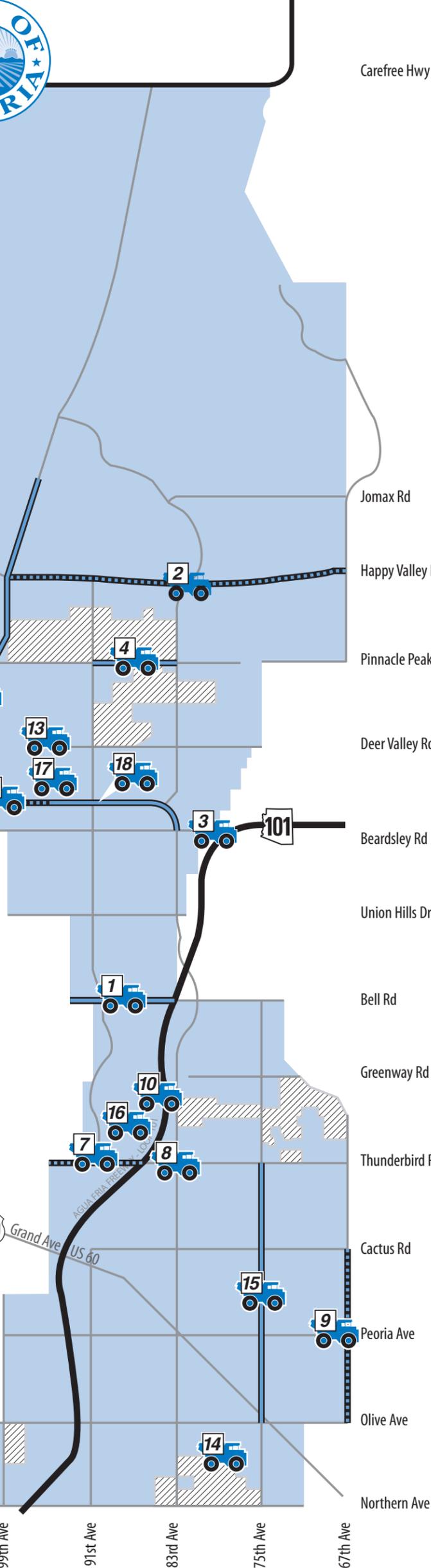
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 Department. 623-773-7000 www.peoriaaz.gov

115th Ave
 107th Ave



BUILDING PEORIA

city construction projects. and information, visit: BuildingPeoria



Parks, Facilities, Water and Wastewater Projects



Skunk Creek Trail

Design and construction of a trail underpass beneath both Loop 101 and 83rd Avenue. It will connect Rio Vista Park and the city trail network along New River with the Skunk Creek trail and neighborhoods east of 83rd Avenue.

Status: Design complete; construction contract out to bid
Estimated Start: Summer 2008



Twin Buttes Water Treatment Plant

The plant will treat water from the Central Arizona Project canal west of the Agua Fria River to serve northwest Peoria.

Status: Design/construction contractor selection in progress
Estimated Construction Start: Summer 2011



Jomax Water Reclamation Facility

The Jomax Water Reclamation Facility expansion will increase treatment capacity from 750,000 gallons per day to 2.25 million gallons per day. The facility serves Vistancia and future development in the area.

Status: Construction in progress
Estimated Completion: Summer 2008



Deer Valley Road Sewer

Design and construction of a 24-inch sanitary sewer line along Deer Valley Road from Lake Pleasant Parkway to 95th Avenue. This sewer will provide service to the Canyon area to protect and add additional capacity to serve the area.

Status: Construction in progress
Estimated Completion: Spring 2008

COMPLETE



Butler Water Reclamation Facility

The facility will treat 10 million gallons of wastewater a day when completed in 2008. The treated effluent will flow by pipeline to a facility being built by Salt River Project near Bethany Home Road and New River, where it will percolate back into the aquifer. This process will allow the city to claim groundwater recharge credits through which it can draw potable water through its well system. At \$121 million, the Butler plant is the largest capital project in Peoria's history.

Status: Construction in progress
Estimated Completion: Summer 2008



75th Avenue Water Line

Construction of a 16-inch water line along 75th Avenue from Thunderbird Road to Olive Avenue. This station will provide service to the southern areas of Peoria south of the Agua Fria River.

Status: Complete

COMPLETE



Rio Vista Recreation Center

Construction of a 50,000-square-foot recreation center that will include two gymnasiums, an indoor walking/jogging track, a rock climbing wall, an exercise room, a weight room, a large meeting & conference room with 100 chairs to accommodate groups up to 500 people.

Status: Complete

COMPLETE



Branch Library

Construction of a new branch library on 12 acres of land at Lake Pleasant Parkway and 98th Avenue. The 22,000 square-foot facility will house an opening day collection of 75,000 volumes and a state-of-the-art computer lab.

Status: In progress
Estimated Completion: Spring 2009



Lake Pleasant Parkway Right-of-Way Landscaping

Design and installation of median landscaping along Lake Pleasant Parkway from 83rd Avenue to Union Hills Drive to 95th Avenue, and from Williams Road to Pinnacle Vista Parkway.

Status: Complete

COMPLETE

City of Peoria Construction Lingo

Use this list to help understand some of the terms found in city construction documents.

Bonds

A method for financing construction projects. When “selling” bonds, the city actually is borrowing money to finance construction projects – an action that can happen only with approval from the city’s voters. The bonds are paid off (the loans are repaid) through a dedicated funding source such as the secondary property tax rate, water rate or wastewater rate.

Box Culvert

Structures built beneath roadways as conduits for buried storm water or sanitary sewers.

Capital Improvement Program

The city’s 10-year plan for construction and financing of facilities and infrastructure.

Catch Basin

A curbside opening that collects rainwater from streets and serves as an entry point to the storm drain system.

City Transportation Sales Tax

A three-tenths-cent (\$.003) sales tax collected in Peoria and used exclusively to fund transportation projects and programs. Approved by the city’s voters in September 2005.

County Half-Cent Transportation Sales Tax

A half-cent (\$.005) county wide sales tax used to fund regional transportation projects such as freeways, bus routes and major arterial streets. In Peoria, this fund helps pay for projects such as the Beardsley Connection to Loop 101.

Design-Build

A construction method through which a single contractor is responsible for both design and construction of a project. Considered an alternative to the traditional design-bid-build process, design-build reduces project schedules and improves efficiency because all participants in the process (such as architects, engineers and contractors) are in regular contact.

Design Concept Report (DCR)

Through the Design Concept Report process, project parameters are defined, and different construction alternatives are compared and contrasted. Once a Design Concept Report is finished, the project moves into the Final Design phase.

Development Impact Fees

Fees paid by developers to reflect the incremental cost of expanding city infrastructure to support new development.

Final Design

The final design of a project from which construction documents will be created.

General Obligation Bonds

A method of financing city construction projects (see “Bonds”), general obligation bonds are used to finance construction of general city infrastructure and facilities, and are repaid through the city’s secondary property tax rate.

Half Street

New streets are often constructed one-half at a time. For example, a developer building a large shopping center may be required to build the roadway adjacent to the development – the half street. This half street will be configured to allow traffic to move in both directions until the second half of the street is completed.

Lateral

A drainage pipe that transfers flow into a main drainage line.

Notice to Proceed (NTP)

Authorization for a contractor to begin construction.

Regional Transportation Plan (RTP)

Maricopa County’s Regional Transportation Plan provides a broad vision for the regional transportation system for the next two decades, addressing freeways and other highways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management and system management, including intelligent transportation systems and safety. Learn more at www.mag.maricopa.gov/project.cms?item=411.

Retention Basin

An area built to collect and retain storm-water runoff.

Revenue Bonds

A method of financing city construction projects (see “Bonds”), revenue bonds are used to finance construction of water or wastewater infrastructure and are repaid through water or wastewater rates.

Right of Way

Publicly-owned land within which roads or underground infrastructure (such as water or wastewater lines) are built.

Traffic Signal Warrants

Traffic signal warrants are a set of criteria used to determine whether a traffic signal can be installed safely at a particular intersection.

Utility Relocation

When building a road or other city project, underground or overhead utility infrastructure such as fiber-optic cable and electric power lines often must be relocated. This is a potentially time-consuming element of city construction projects.

Value Engineering

A process through which the conceptual design of a project is carefully compared with the ultimate project goals in order to ensure the project will deliver maximum value for minimum cost.

Frequently Asked Questions

How do I report streets in need of repair?

Request service online at www.peoriaaz.gov/streetrepair, or call the Public Works Streets Division at 623-773-7432 (Monday through Friday, 8 a.m. to 5 p.m.).

How do I request paving or re-paving on my street?

The Public Works Streets Division (623-773-7432) will take requests for paving or re-paving and refer them to the pavement maintenance supervisor. (Monday through Friday, 8 a.m. to 5 p.m.).

How do I request a sidewalk or sidewalk repair on my street?

Request service online at www.peoriaaz.gov/streetrepair, or call the Public Works Streets Division at 623-773-7432 (Monday through Friday, 8 a.m. to 5 p.m.).

How do I find out what streets or lanes are closed because of road construction?

Sign up to have updates e-mailed to you by visiting www.peoriaaz.gov/e-news, then check mark the “Road Closures” box and follow the instructions. Or, visit the city’s street restrictions page (www.peoriaaz.gov/engineering), then click “Traffic Engineering,” then “Road Closures”).

How do I report loud noise caused by construction work?

Call Code Compliance at 623-773-7162 (Monday through Friday, 8 a.m. to 5 p.m.). After hours or weekends, call the Police Department non-emergency line at 623-773-8311.

How do I report excess dust from a construction project?

Signs are posted at each construction site with contact information to report complaints or concerns. If no such sign is posted, call Code Compliance at 623-773-7162.

I’m concerned about speeding and cut-through traffic in my neighborhood. What can I do?

The Neighborhood Traffic Management Program (NTMP) is designed to reduce speeding and cut-through traffic by partnering neighborhood leaders with the city’s traffic management staff. For more information on the program, visit www.peoriaaz.gov/NTMP or call 623-773-7394.

