

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION ENHANCEMENT FUNDS WORKING GROUP

Tuesday, August 5, 2003 – 8:30 a.m.
MAG Office Building, Suite 200 - Saguaro Room
302 North First Avenue, Phoenix

MEMBERS PRESENT

Councilman Greg Stanton, Co-Chair, Phoenix
Mike Hutchinson, Co-Chair, Mesa, representing the
MAG Management Committee
Grant Anderson, Goodyear, representing the
MAG Street Committee
Angela Dye, A Dye Design, representing the
American Society of Landscape Architects
Arizona Chapter
*Marcie Ellis, West Valley Fine Arts Council,
representing the Arts Community

Reed Kempton, Maricopa County Dept. of
Transportation, Representing the MAG Pedestrian
Working Group
*Andre Licardi, Arizona Commission of the Arts
Mary O'Connor, Tempe, representing the MAG
Regional Bicycle Task Force
Doug Kupel, Arizona Preservation Foundation,
representing Archaeological and Historic
Preservation Community

* Not Present.

OTHERS PRESENT

Dean Chambers, Arizona Chapter of the American
Society of Landscape Architects
Phil Jeselnick, ADOT
+Ian Cordwell, Cave Creek
Greg Westrum, Chandler
Randy Harrel, Fountain Hills
Paula Moloff, Glendale
Jennifer Reichelt, Glendale

Linda Snidecor, Goodyear
Dawn M. Coomer, MAG
Gail Brinkmann, Phoenix
John Siefert, Phoenix
Lynn Timmons, Phoenix
Sharon Wood, Phoenix
Aaron Iverson, Scottsdale

+ Attended the meeting via videoconference

1. Call to Order

Co-Chair Mike Hutchinson called the meeting to order at 8:40 a.m.

2. Approval of the July 23, 2003 Meeting Minutes of the Enhancement Funds Working Group

Grant Anderson moved to approve the July 23, 2003 meeting minutes of the Enhancement Funds Working Group. Co-Chair Greg Stanton seconded the motion, and the motion passed unanimously.

3. Introduction of Working Group Members and Members of the Audience

Members of the Working Group and the audience introduced themselves.

4. Call to the Audience

Dean Chambers, Arizona Chapter of the American Society of Landscape Architects (ASLA) addressed the Working Group. He noted that a letter had been sent to MAG staff and was available for Working Group members. Mr. Chambers explained that the ASLA is concerned about tree limits being imposed by ADOT for transportation enhancement projects. He stated that enhancement projects are typically in urban areas and promote activities like walking, biking and alternative transportation modes. Many projects are in downtown areas or urban centers. Initial tree planting size should not be limited due to health, safety and welfare. With regards to health, 15 gallon trees, while they may establish themselves easier when they are young, do not offer any real shade potential until they are 36" box size or larger. Providing for quick and meaningful shade is a health issue in our climate.

Mr. Chambers continued by noting that with regards to safety, 15 gallon trees are not large enough to afford any clearance for pedestrians on adjacent walkways. This is especially critical for people with disabilities. Landscape architects generally specify a minimum 24 inch box or higher due to these conflicts. Finally, this is a public welfare issue because small trees are more subject to abuse by crowds and vandals, since they are easily broken and torn. Cities have learned from experience that the smarter investment is larger trees that are more substantial and less likely to be destroyed by the public.

Mr. Anderson asked if the ADOT policy was the same regarding landscaping along freeways, and Ms. Coomer responded that she was not sure of ADOT's policy along freeways. Mr. Anderson stated that ADOT's policy should be consistent. Mr. Chambers stated that ADOT does sometimes allow large trees along freeways depending on specific site conditions, and this is a good idea. Mr. Anderson stated that shade is vital in a pedestrian environment. Co-Chair Stanton reminded committee members that discussion on this issue will be addressed in the next agenda item.

8. Other Items Relevant to the Round X and Future Enhancement Fund Applications

This item was taken out of order, and was misnumbered as Item 8 in the agenda. Ms. Gail Brinkmann addressed the Working Group, and provided a presentation as shown in **Attachment A**.

Following the presentation, Co-Chair Hutchinson asked if action could be taken on this item, and Ms. Coomer confirmed that action could be taken. Ms. Dye asked the origins of this policy. Ms. Coomer responded that the policy probably originated from ADOT attempting to stretch the small budget for projects further. Ms. Coomer added that she thought this policy could be waived in specific situations, but that the decision would be left to ADOT staff during the scoping phase of the project. Ms. Dye stated that ADOT should allow jurisdictions to determine for themselves the most appropriate tree size for their project, given the specifics of each situation.

Mr. Anderson asked if this was really a policy of ADOT. Ms. Coomer stated that the policy is for the transportation enhancement program and is shown in the applicant guidebook.

Ms. Dye moved to recommend to ADOT and the Transportation Enhancement Review Committee that regulations regarding tree size be dropped due to health, safety and welfare. Mr. Kupel seconded the motion, and the motion passed unanimously.

9. Staff Report

Dawn Coomer, MAG staff, reported on items of current interest as shown in **Attachment B**. Ms. Coomer noted that Ms. Ellis, a member unable to attend the meeting today, had submitted her rankings via e-mail.

6. Review, Discussion and Ranking of Round XI Enhancement Fund Applications

Following the staff presentation, there was no additional discussion on the project applications. Members completed their ranking forms, and a brief recess was taken to allow time for calculations of the final result.

The meeting reconvened at 9:15 a.m. Ms. Coomer reviewed the rankings of the projects, which is shown in the table below. Ms. Coomer noted that the total federal amount column showed which projects could be forwarded to ADOT, since only the top \$7.5 million in local projects will be forwarded.

Applicant	Description	Federal Amt.	Total Federal Amt.	Rank
LOCAL PROJECTS				
Phoenix	2 nd Avenue: Fillmore to Roosevelt Pedestrian and Landscape Enhancements	\$500,000	\$500,000	1
Scottsdale	Indian Bend Wash Multi-Use Path System Enhancement Connection	\$343,200	\$843,200	2
Maricopa County DOT	Gillespie Dam Bridge Restoration Project	\$303,150	\$1,146,350	3
Cave Creek	Town Core Pedestrian Pathway	\$423,102	\$1,569,452	4
Phoenix/ Papago Salado Assn.	Arcadia Portal Multi-Use Trail Enhancement Project	\$500,000	\$2,069,452	4
Tempe	Tempe Bike Station at Downtown Tempe Intermodal Center	\$500,000	\$2,569,452	6
Phoenix	Historic Streetlight Restoration Project	\$500,000	\$3,069,452	7
Glendale	Old Roma Alley Pedestrian Enhancements and Landscape Beautification	\$479,452	\$3,548,904	8
Goodyear	Southwest Goodyear Center	\$355,123	\$3,904,027	9
Glendale	New River Trail Segment C-12	\$500,000	\$4,404,027	10
Peoria	84 th Avenue Streetscape Improvement Project	\$500,000	\$4,904,027	11
Peoria	Peoria Avenue Bridge Multi-Modal Path Underpass	\$500,000	\$5,404,027	12

Applicant	Description	Federal Amt.	Total Federal Amt.	Rank
Fountain Hills	Safe Sidewalks to School	\$500,000	\$5,904,027	13
Goodyear	Goodyear Provisions for Physically Challenged Pedestrians	\$193,272	\$6,097,299	13
Goodyear	Bullard Wash Multi-Use Path	\$416,370	\$6,513,670	15
Glendale	Bethany Home Rd. Pedestrian Improvements	\$491,593	\$7,005,263	16
Phoenix	Pedestrian School Safety Zones Project	\$500,000	\$7,505,263	17
<i>The four remaining local projects will not be forwarded to ADOT:</i>				
Glendale	Historic Downtown Glendale Pedestrian Improvements	\$172,579	\$7,677,842	18
Phoenix	Phoenix Bioscience Center at Copper Square: Pedestrian and Landscape Improvements	\$500,000	\$8,177,842	19
Fountain Hills	Scenic Rest Area	\$98,200	\$8,276,042	20
Chandler	Chandler Blvd. Gateway at Gilbert Rd.	\$298,402	\$8,574,444	21
STATE PROJECTS				
Wickenburg	US 60 Multi-Use Path	\$509,220	\$509,220	1
Wickenburg	US 60 Sidewalk	\$126,362	\$635,582	2

The Working Group was satisfied with the rankings. Ms. O'Connor moved to forward the ranked list of applications to ADOT for consideration by the TERC. Ms. Dye seconded the motion, and the motion passed unanimously.

Ms. Dye asked that MAG staff keep the Working Group informed of the status of the motions via e-mail, and Mr. Anderson asked if the ranking results could be e-mailed to the Working Group. Ms. Coomer stated that she would do both. Mr. Kupel asked for clarification of the motion. Will the Phoenix Pedestrian Zones project be forwarded to ADOT, even though the total exceeds \$7.5 million? Ms. Coomer responded that the motion did forward this project to ADOT, but those below that were not. Ms. O'Connor confirmed that understanding.

9. Future Meeting Dates

If necessary, a **tentative meeting** has been scheduled for **Wednesday, August 20, at 8:30 a.m. in the MAG Saguaro Room**. A meeting was not seen as necessary.

The meeting adjourned at 9:40 a.m.

MAG Transportation Enhancement Working Group

Tuesday, August 5, 2003

Enhancement

- The Round 11 Program Handbook states
 - “the Transportation Enhancement Program was developed to enhance surface transportation activities by developing projects that go above and beyond what transportation departments typically do.”

ASLA Recommendation

- Eliminate the cap on the size of the tree used on enhancement projects

Urban Area Enhancements

- The public expects greater immediate impact than a maximum 15-gallon tree delivers



Phoenix Ordinance

- The old ordinance requires 60-40 combination of 24” box and 15-gallon trees
- Feb 2003 amendment establishes a mixture based on zoning district and trunk size

City Landscape Ordinances

- Glendale and Peoria require 50-50 combination of 15-gallon and 24” box trees
- Glendale right-of-way projects plant 24” and 36” box trees
- Tempe requires 50-50 combination of 24” box and larger; minimum of 15-gallon along streets

24" Box Trees

- In Phoenix, Streets plants 24" box trees and larger
- Parks uses the 24" box tree in high pedestrian areas



Light Rail Project

- Plans to use 36" box trees for safety and shade



Larger Trees

- More quickly meet the public need for shade and pedestrian clearance



MAG Region Enhancement Projects

- Most projects are in urban areas
- Most desert trees are wide-spreading and thorny
- Short trees may become hazards in high pedestrian use areas

Federal Funding for Transportation Enhancements

- Communities should not have to supplement funding for larger-sized trees that "enhance" the project.



Advantages of Larger Box-Sized Trees

- Can be pruned higher to be less hazardous to pedestrians
- Can be pruned out of sight visibility triangles at intersections and driveways
- Require less intense maintenance

■ Question?

■ Discussion?

■ Action?





Enhancement Funds Working Group

August 5, 2003
MAG Saguaro Room



Staff Report

- Project Eligibility.
- Ranking of Multiple Projects.
- Applicant Responses.
- Ranking Process.
- Questions and Comments.



Project Eligibility

- MAG Staff contacted ADOT staff.
- Fountain Hills, Safe Sidewalks to School
 - TE funds can be used on local roads, as long as they are accessible to the public.



Project Eligibility

- Goodyear Provisions for Physically Challenged Pedestrians
 - This is an eligible project.
- Phoenix Historic Streetlight Restoration Project
 - This project is eligible under the historic preservation category.



Ranking of Multiple Projects – Fountain Hills

1. Safe Sidewalks to School.
2. Scenic Rest Area.



Ranking of Multiple Projects – Glendale

- Did not rank top three projects.
 - Bethany Home Rd. Pedestrian Improvements
 - Old Roma Alley Pedestrian Enhancements and Scenic Beautification
 - New River Trail Segment C-12.
- The Historic Downtown Glendale Pedestrian Improvements project is the lowest priority.



Ranking of Multiple Projects – Goodyear

1. Southwest Goodyear Center Pedestrian Improvements.
2. Goodyear Provisions for Persons with Disabilities.
3. Bullard Wash Multi-Use Path.



Ranking of Multiple Projects - Peoria

- Did not rank projects; each is different and both are top city priorities.
 - 84th Avenue Streetscape Improvement Project
 - Peoria Avenue Bridge Multi-Modal Path Underpass



Ranking of Multiple Projects - Phoenix

- Ranked 4 projects.
 1. 2nd Avenue.
 2. Historic Streetlights Restoration.
 3. Bioscience Center.
 4. Pedestrian School Safety Zones.
- The Papago Salado project should be considered on its own merit; Phoenix is only the fiscal agent.



Ranking of Multiple Projects – Wickenburg

1. US 60 Multi-Use Path.
2. US 60 Sidewalk.



Applicant Responses

- Most agreed to incorporate EFWG comments.
- Complete text of applicant responses is provided in July 30th memo.



Applicant Responses

- Fountain Hills: Safe Sidewalks to School
 - A cross-section was provided with the memo.
- Fountain Hills: Scenic Rest Area
 - Substantially changing application to focus on bicycle/pedestrian elements.



Applicant Responses

- Glendale: Bethany Home Rd.
 - A draft visual that will be included in the application is provided with the memo.
- Goodyear: Provisions for Persons with Disabilities
 - Cost is increasing.
 - Federal share: \$193,273
 - Match: 5.7%.



Applicant Responses

- Glendale: New River Trail Segment
 - An aerial photo is provided with the memo
- Wickenburg US 60 Multi-Use Path
 - No landscaping or lighting is appropriate for this project.
- Maricopa County: Gillespie Dam Bridge Restoration
 - Local match will increase to 20 percent.



Ranking Process

- State and local projects are ranked separately.
- Only top \$7.5 million of local projects are forwarded to ADOT; top \$5.5 million of state projects are forwarded to ADOT.



Ranking Process

- Ballots completed anonymously by EFWG.
- MAG staff compiles and calculates initial ranking.
- EFWG discusses/revises initial ranking with not additional opportunity for public input.



Questions and Comments



For More Information

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