

2.11 SUMMARY OF RELATED STUDIES AND REPORTS

This section contains a summary of studies and plans that were used as information sources or provided background data.

2.11.1 Completed Studies

Southern Pinal/Northern Pima Corridor Definition Study

Completion Date: April 2008

Lead Agency: Arizona Department of Transportation

Author: Kimley-Horn and Associates, Inc.

Study Area: Southern Pinal County, and Northern Pima County.

Key Findings or Recommendations

- The purpose of the ADOT Southern Pinal / Northern Pima Corridors Definition Study was to determine the need for and feasibility of new high-capacity transportation corridors in Southern Pinal County and Northern Pima County. The study recommended the general location of potential corridors for which both need and feasibility were determined. The study recommendations did not identify the exact location of new roads, but identified broad corridor definitions for potential new high-capacity facilities. Objectives of the study are:
- Input from stakeholders and TAC members resulted in the development of six preliminary corridor concepts:
 - The North – South Corridor
 - Florence / Red Rock / Avra Valley Corridor
 - Western I-10 Parallel Corridor
 - Oracle Junction to Florence (SR79) Corridor
 - SR 77 Reliever Corridor
 - Oro Valley / Marana Corridor

Arizona Rural Transit Needs Study

Completion Date: March 2008

Lead Agency: Arizona Department of Transportation

Author: Cambridge Systematics, Inc.

Study Area: All of Arizona excluding Phoenix, Tucson, Flagstaff, Prescott, and Yuma.

Key Findings or Recommendations

- New Section 5311 (Rural Public Transportation Program) program services were recommended in Pinal County (Casa Grande, Eloy, Maricopa, Florence, Oracle, San Manuel), Gila County (Payson), the Gila River Indian Community (in Maricopa and Pinal counties), the White Mountain Apache Tribe (in Apache, Gila, and Navajo Counties), and the San Carlos Apache Tribe (in Gila, Graham, and Pinal counties).
- Expanded 5311 program services were recommended for Cotton Express in Coolidge (Pinal County).
- The top potential corridor locations (in the Central Framework Study area) for new Section 5311 (5310 is the Elderly & Persons with Disabilities Transportation Program) intercity transit services that connect rural communities with each other or with urbanized areas are located in Pinal County (Casa Grande-Arizona City-Eloy-Coolidge), Pinal-Maricopa Counties (Coolidge/Florence-Phoenix, Maricopa-Tempe), and Gila-Maricopa Counties (Miami-Superior-East Mesa, Payson-East Mesa).

Coolidge-Florence Regional Transportation Study

Completion Date: February 2008

Lead Agency: City of Coolidge, Town of Florence, and Arizona Department of Transportation

Author: Lima and Associates, Inc.

Study Area: Extends from east of I-10 to well past SR 79 and from SR 87 to Bella Vista including the places of Valley Farms, Cactus Forest, Randolph, La Palma, and Florence Gardens.

Key Findings or Recommendations

Roadway Recommendations

The consultant identified over 140 miles of roadway improvements in the Coolidge MPA and over 270 miles of roadway improvements in the Florence MPA.

Public Transportation Recommendations

- Proactively support the Pinal Rides Pilot Program.
- Communicate and coordinate with organizations and agencies that are evaluating or advocating inter-regional transit service options affecting the county.
- Consider development of transit oriented design overlays that could be implemented along identified future transit corridors.
- Continue to present short- and long-range plans to the ADOT Public Transportation Division.
- Continue to evaluate the operation of the Cotton Express and plan for service expansion as population growth and development warrant.
- The Town of Florence should conduct a Transit Feasibility and Implementation Study, hire a Transportation Coordinator (when needed) and appoint a volunteer Transit Advisory Committee.

I-10 Bypass Study

Completion Date: January 2008

Lead Agency: Arizona Department of Transportation

Author: URS Corporation

Study Area: Pinal, Pima, Gila, Graham, Maricopa, Cochise counties

Key Findings or Recommendations

The I-10 Phoenix/Tucson Bypass Study is a preliminary assessment of the need and feasibility for a new transportation corridor that would provide an alternative to I-10, from the Buckeye area to eastern Arizona. A new corridor could be an optional route for travelers who do not need to go through the Phoenix and Tucson metropolitan areas. Purposes of a new highway, if needed, would include the following:

- Provide an alternative route to I-10 to relieve traffic congestion in the Tucson and Phoenix metropolitan areas.
- Provide a shorter, faster east-west route through Arizona that would attract through trucks and other traffic from I-10.
- Provide a new route that offers an alternative path for I-10 traffic during construction, maintenance and incidents.
- Provide a new east-west transportation corridor in Arizona to serve the expected rapid population growth and land development.

EXECUTIVE ORDER 2008-02 Statewide Transportation Plan
(Supersedes Executive Order 2007-02)
Executive Order 2007-02

Completion Date: 2008
Lead Agency: ADOT
Author: Governor Napolitano
Study Area: State of Arizona

Key Findings or Recommendations

- The Arizona Department of Transportation will work with agencies and stakeholders to produce a draft list of critical transportation needs and representative projects to bring about sustainable development through 2030, by early Spring 2008.
- By late spring, 2008, a consensus –based final lists of needs and representative projects.
- By the end of 2008, final Regional Transportation Framework Plans that will include the short-and long-range transportation projects necessary to further sustainable development patterns through the year 2050.

Pinal County Corridor Definition Studies: North-South Corridor

Completion Date: January 2007
Lead Agency: ADOT
Author: Kimley-Horn and Associates, Inc.
Study Area: The East Valley Corridor (I-10 to Florence Junction) and the Apache Junction/Coolidge Corridor (I-10 to US 60)

Key Findings or Recommendations

Two alternative recommendations were made for the North-South Corridor. The first alternative connects the proposed North-South Freeway from Magma Arizona Railroad to SR 79 near Florence. The second alternative connects the North-South Freeway from Magma Arizona Railroad to SR 287, sharing the Salt River Project (SRP) 500 kV utility corridor. The recommended North-South Corridor connections will:

- Be located near future population centers and congested development areas to maximize traffic relief from arterial roads.
- Provide an additional crossing at the Gila River.
- Provide access to east-west arterials.
- Provide access to regional facilities.

Queen Creek Small Area Transportation Study

Completion Date: May 2007
Lead Agency: Town of Queen Creek
Author: Cambridge Systematics, Inc.
Study Area: Town of Queen Creek

Key Findings or Recommendations

Priorities for Roadway Improvements - Short Term Primary Routes

- Ellsworth Road, from the Pinal County border to Mesa
- Rittenhouse Road, from the Mesa/Gilbert border to Ocotillo
- Ocotillo Road, from Hawes Road to Meridian Road

Interim Short Term Roadway Improvements - These projects are short-term improvements that can postpone the need for more significant improvements. The specific segments include:

- Rittenhouse Road from Ocotillo Road to Riggs Road/Combs Road.
- Chandler Heights Road from Ellsworth Road to Power Road.
- Sossaman Road from Chandler Heights to Germann Road.

Medium to Long Term Improvements – These projects focus on completing the arterial system and developing perimeter routes in three locations:

- Meridian Road from Riggs Road to Germann Road.
- Germann Road from Meridian Road to Power Road.
- Riggs Road from Meridian Road to Power Road.

Future public transportation priorities include:

- Future transit service to major destinations in Mesa along the US 60 corridor.
- Fixed route service to Chandler (expected in late 2007).

SR 77/Oracle Multimodal Corridor Profile Study

Completion Date: May 2007

Lead Agency: ADOT

Author: TransCore ITS, Inc. and Morrison-Maierle, Inc.

Study Area: Along SR 77 from milepost 68.10 to 103.32 (approximately 35 miles)

Key Findings or Recommendations

The study considered expanding SR 77 to six lanes to relieve traffic congestion. However, the study indicates that a six-lane expansion will not operate at an acceptable level of service for projected 2030 traffic. Significant opposition exists to constructing an eight-lane facility. La Canada Drive, La Cholla and First Avenue are identified as other possible routes for improvement that will relieve congestion on segments of SR 77.

The study identified traffic safety needs, access management, and a lack of intercity bus service as major concerns and priority issues. Projects proposed in the study would potentially mitigate the concerns. These projects include:

- Roadway Capacity Improvements
- Lighting Projects
- Intelligent Transportation System Projects
- Access Management Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Projects Previously Programmed

The Future at Pinal: Making Choices, Making Places

Completion Date: July 2007

Lead Agency: Pinal County

Author: Morrison Institute for Public Policy

Study Area: Pinal County

Key Findings or Recommendations

The study created six main placemaking goals for Pinal County that could make the county a more desirable place to live with its own distinguishing characteristics.

- Establish Pinal County as a center for regional services.
- Protect desert and open land.
- Provide various choices for transportation and mobility.
- Support unique "fair share" communities- where people take responsibility for their actions (developers pay fees for their impacts on the surrounding natural and built environment); as well as including green building and smart growth principle
- Integrate education, training, employment, and economic development in order to create and attract jobs
- Develop Pinal County's talent pool by emphasizing improvements in education

Pinal County Open Space and Trails Master Plan

Completion Date: October 2007

Lead Agency: Pinal County

Author: Logan Simpson Design, Inc.

Study Area: Pinal County, including all incorporated jurisdictions.

Key Findings or Recommendations

The following are goals identified in the plan that affect transportation systems:

- Safely separate motorized roadways from non-motorized trail networks.
- Include buffers to protect open space areas.

Pinal County Regionally Significant Routes for Safety and Mobility Plan

Completion Date: October 2007

Lead Agency: Pinal County

Author: Lima and Associates, Inc.

Study Area: Pinal County

Key Findings or Recommendations

- The high priority roadways identified are Christensen Road, Hunt Highway, Maricopa-Casa Grande Highway, McCartney Road, Miller Road, SR 347, SR 79, Sunshine Boulevard, Val Vista Road, and Wheeler Road. Recommendations include:
- Place priorities on Regionally Significant Routes that:
 - Connect county regions and population centers through an efficient route network to carry travelers and commerce throughout the Pinal County.
 - Connect these regions and population centers with adjacent counties.
- Consider opportunities for inclusion of multimodal facilities along or near Regionally Significant Routes. Multimodal facilities may include exclusive or prioritized bus, vanpool and other high-occupancy-vehicle lanes, ramps and other accessways, related signalization, stops, storage facilities, park-and-ride lots, pedestrian/bicycle facilities, air facilities, rail facilities, other high capacity transit facilities, and Intelligent Transportation Systems (ITS).
- All proposed development plans on designated future transportation corridors shall be consistent with identified right-of-way needs as a condition of development approval.

Marana General Plan

Completion Date: December 2007

Lead Agency: Town of Marana

Author: Town of Marana

Study Area: Town of Marana

Key Findings or Recommendations

Goals and policies were defined for the circulation element of the general plan. These are:

Goal 1: Develop Long-Term Circulation Solutions.

Associated Policies:

- Implement multi-modal improvements.
- Coordinate all improvements for proper phasing of approvals, dedications, and construction.

Goal 2: Establish Full Service Circulation Systems.

- Seek opportunities for alternative modes of transportation.
- Identify the full range of funding sources for implementing transportation projects.
- Use the local transportation network to enhance quality of community life.
- Develop roadways that are sensitive to the natural environment.

Pinal County Corridor Definition Studies: US 60

Completion Date: February 2006

Lead Agency: ADOT

Author: Lima and Associates, Inc.

Study Area: US 60 from milepost 199.17 in Apache Junction to the intersection of SR 79

Key Findings or Recommendations

The study found a need to make improvements along this stretch of US 60. The improvements involve a six-lane reroute of US 60 (parallel to the current US 60), through the Gold Canyon area. The freeway reroute would then connect back to the existing US 60 corridor as a four- to six-lane access-controlled highway, with access provided at grade-separated interchanges spaced approximately two to three miles apart. The implementation recommendations are as follows:

- Produce a Design Concept Report (DCR) and Environmental Assessment.
- Preserve the right-of-way now for the proposed US 60 reroute and for proposed improvements on existing US 60.
- Coordinate with ADOT, Pinal County, Arizona State Lands, and private developers to implement access management strategies.
- Connect to a future arterial street system.
- Incorporate multimodal transportation options along the improved US 60.
- Consider access to the Renaissance Festival in future studies.

Pinal County Corridor Definition Studies: Williams Gateway

Completion Date: April 2006

Lead Agency: ADOT

Author: Cambridge Systematics, Inc.

Study Area: Loop 202 (Santan Freeway) connecting to US 60

Key Findings or Recommendations

The following recommendations were made:

- Possible connection between Loop 202 and US 60.
- North-South Freeway connecting from US 60 near Apache Junction to Florence (SR 79) or Coolidge (SR 287).
- Reroute of US 60 in the vicinity of Gold Canyon.
- Potential link of the North-South Freeway to Florence Junction, with an extension south to Eloy and I-10.
- Widening and access management for existing state highways in Pinal County.

The Treasure of the Superstitions: Scenarios for the Future of Superstition Vistas

Completion Date: April 2006

Lead Agency: Arizona State Land Department; Pinal County; City of Mesa; City of Apache Junction; Town of Queen Creek; Salt River Project; Central Arizona Project; Lincoln Institute of Land Policy/Sonoran Institute State Trust Lands Joint Venture; East Valley Partnership

Author: Morrison Institute for Public Policy

Study Area: State Trust land just south of Apache Junction with the following boundaries--North: West end of Tonto National Forest; South: Florence National Guard Target Range; East: Tonto National Forest; West: City of Mesa and Town of Queen Creek borders

Key Findings or Recommendations

The study characterizes Superstition Vistas and then describes three scenarios for the year 2045 as if they have already happened and the reader is looking back to 2006. The first scenario talks about how the land developed if the major infrastructure was built before development. The second focuses on sustainability and "living green" to preserve the environment. The final scenario describes a situation where an interim government was in place before development and that government created a master plan for the area. The study does not give final recommendations but is more of a way to bring certain issues to light. The major issues are controlling growth, preserving the environment, and early problem-solving among jurisdictions.

Pinal County Small Area Transportation Study

Completion Date: August 2006

Lead Agency: Pinal County Development Services, Department of Public Works

Author: Kirkham Michael Consulting Engineers

Study Area: Pinal County

Key Findings or Recommendations

The following is a list of actions recommended by the study:

- Develop a regional transportation model for the area between Tucson and Phoenix.
- Coordinate transportation planning efforts with the surrounding jurisdictions.
- Define and preserve right-of-way for transportation systems as development occurs on private and state trust land.
- Establish a grid of four-lane arterials.
- Implement Capital Improvement Plans (CIP).

Pinal County Small Area Transportation Study – Final Transit Element Report

Completion Date: August 2006

Lead Agency: Pinal County

Author: Kirkham Michael Consulting Engineers in Association with Lima & Associates

Study Area: Pinal County

Key Findings or Recommendations

The following steps were recommended to expand transit service in Pinal County:

- Hire a Transportation Coordinator, when needed.
- Appoint a volunteer Transit Advisory Committee.
- Communicate and coordinate with organizations and agencies that are evaluating or advocating transit service options affecting the county.
- Adopt the recommendations of the Arizona Rides Program. Encourage local jurisdictions to adopt the recommendations as well.
- Consider the development of a Transit-Oriented Design Overlay that could be implemented along future transit corridors.
- Contract for a Countywide Transit Feasibility and Implementation Study.
- Continue to present short- and long-range plans to the ADOT Public Transportation Division.

Pima Association of Governments Loop Road Study

Completion Date: 2006

Lead Agency: Pima Association of Governments

Author: Kimley-Horn and Associates, Inc.

Study Area: Multiple state routes in the metropolitan Tucson area that are possible candidates to make up the Loop Road system. The segments evaluated in the study were:

- *Tanque Verde*
- *Tangerine/Valencia Loop*
- *Barraza-Aviation Corridor*
- *Oracle Junction/La Cholla Corridor*
- *Houghton/Sunrise Corridor*
- *Kolb/North I-10 Loop*
- *River/Alvernon Corridor*
- *Southwest Inner Loop*
- *Southwest Outer Loop*
- *Houghton/Golf Links/Swan Loop*

Key Findings or Recommendations

The corridors evaluated in the Loop Study are conceptual only and require further action from local governments and agencies for implementation. It is recommended that local governments use major streets and routes plans as a tool for identifying and preserving corridors and right-of-way. It is also recommended that the corridors in the Loop Study be included in the major streets and routes plans.

Gila County Small Area Transportation Study

Completion Date: October 2006

Lead Agency: Gila County

Author: Tetra Tech, Inc., Lima and Associates, Inc., Partners for Strategic Action

Study Area: Gila County

Key Findings or Recommendations

- Program the recommended Phase I and Phase II transportation improvements into the Capital Improvement Program.

- Establish a process to coordinate county land use and transportation decisions on a regular basis.
- Designate a transportation coordinator.
- Conduct a San Carlos Airport upgrade study.
- Coordinate with the Town of Miami, the City of Globe, and the Town of Payson on local transit studies.
- Conduct a Miami-Globe-San Carlos excursion passenger rail study.
- Initiate a county bicycle and pedestrian plan.
- Implement the street functional classification and roadway design guidelines for new development.
- Ensure that county access management policies are adhered to by new developments.
- Coordinate regularly with ADOT and CAAG on multimodal transportation improvements.
- Establish a process to coordinate transit services with private and public agencies.
- Monitor and update the transportation plan and transit element.

Arizona Wildlife Linkages

Completion Date: December 2006

Lead Agency: The Arizona Wildlife Linkages Workgroup (ADOT, Arizona Game and Fish, BLM, FHWA, Northern Arizona University, Sky Island Alliance, USDA Forest Service, U.S. Fish and Wildlife Service, and Wildlands Project).

Author: The Arizona Wildlife Linkages Workgroup

Study Area: Five ecoregions based on The Nature Conservancy's designations that cover the entire state of Arizona: Mohave Desert, Colorado Plateau, Sonoran Desert, Arizona/New Mexico Mountains and the Apache Highlands.

Key Findings or Recommendations

The report identified major wildlife corridors that intersect with major roadways across the state. The recommendations that relate to transportation corridors are as follows:

- Every paved road, railroad or other linear structure that intersects a riparian/habitat linkage zone should be designed with minimal downstream effects and ensure wildlife connectivity.
- Consider every crossing of a perennial water to be a key linkage that must be minimally disturbed.
- The report also described linkage designs that are successful at allowing wildlife to safely pass over or under roadways. Each linkage design will include a map of critical land to be conserved, recommendations for structures to facilitate wildlife crossing of roads, railroads, canals, and other human caused barriers, and management recommendations for multiple-use landscapes. The associated map identifies habitat areas, potential linkage zones (where wildlife corridors would be appropriate to safely get around human barriers), and fracture zones (where human development has created barriers to wildlife movement).

Coronado National Forest Land and Resource Management Plan

Completion Date: June 2005, amended

Lead Agency: U.S. Department of Agriculture, Forest Service, Southwestern Region

Author: U.S. Department of Agriculture, Forest Service, Southwestern Region

Study Area: Coronado National Forest in the southeastern corner of Arizona, surrounding the jurisdictions of Nogales, Sierra Vista, Douglas, Safford, and Santa Catalina.

Key Findings or Recommendations

The following are goals from the plan that pertain to transportation:

- Create drives that are scenic for an enjoyable recreational drive.
- Develop minimal transportation systems in appropriate locations to minimize damage to wildlife.
- Have each planning area define its own transportation development standards for new roadways.
- Bring the General Hitchcock Highway to standard, with two lanes and 30 mph design speed.

Oro Valley General Plan

Completion Date: June 2005

Lead Agency: Town of Oro Valley

Author: Town of Oro Valley through a Revision Committee

Study Area: Town of Oro Valley

Key Findings or Recommendations

The goals and policies defined for the circulation element of the general plan are summarized as follows:

- Ensure safe, convenient vehicular and non-motorized circulation.
- Promote a transportation network that supports reduced vehicle miles traveled and traffic volume.
- Provide efficient movement of goods and services while maintaining the neighborhoods and Sonoran Desert environment.
- Incrementally restructure the town's existing transit services to match both its economic and residential growth.
- Develop a transportation system that facilitates alternative modes of travel, such as transit, bicycles, walking, and neighborhood electric vehicles.
- Develop a public transportation system that allows all residents to conveniently travel between and within regional and local activity centers.
- Ensure development of the bikeway system and encourage its use.

City of Apache Junction Small Area Transportation Study

Completion Date: March 2004

Lead Agency: City of Apache Junction

Author: Kirkham Michael Consulting Engineers

Study Area: Apache Junction

Key Findings or Recommendations

This study was conducted to develop a comprehensive multimodal transportation program for Apache Junction. During the modeling effort it was assumed that the proposed Apache Junction/Coolidge Corridor (or North-South Freeway) would be constructed in phases, with the initial phase including a single-point urban interchange with a six-lane principal arterial to the south. Once the funding of the freeway system is approved, studies will be undertaken to construct a system interchange at the intersection of Idaho Road and US 60 and upgrade the principal arterial to a freeway classification.

The report states that a potential realignment of US 60 through the Gold Canyon area is being studied and that the realignment would affect Apache Junction's future development

and roadway improvement plans. The report also provides recommendations for development of a starter transit system.

US Route 60: Florence Junction to Superior Design Concept Report

Completion Date: May 2004

Lead Agency: ADOT

Author: Jacobs Civil Inc.

Study Area: US 60 (milepost 211-227)

Key Findings or Recommendations

The report addresses proposed improvements to US 60 from the area just west of the Florence Junction intersection (milepost 211.7) through Superior, to the US 60/SR 177 traffic interchange (milepost 226.8).

The report route was subdivided into five segments based on the features and conditions peculiar to each segment. The preferred alternatives for each segment are:

- Segment A (milepost 211.7 to 215.2): A four-lane divided roadway with new eastbound lanes constructed south of the existing roadway. The existing roadway will be used for westbound travel. Interchanges will be provided at SR 79 and at Queen Valley Road.
- Segment B, including the mountainous terrain of Gonzales Pass (milepost 215.2 to 219.9): A four-lane divided highway. The eastbound lanes west of Gonzales Pass will be on a new alignment south of the existing roadway. East of the summit, new westbound lanes will be constructed north of the existing alignment. The existing roadway will be re-used, except for a portion through the Gonzales Pass summit, which requires vertical adjustment.
- Segment C, including the Picket Post recreation area (milepost 219.9 to 222.3): A four-lane divided highway, with the new westbound lanes constructed north of and generally parallel to the existing lanes.
- Segment D, includes the area around the Boyce Thompson Arboretum (milepost 222.3 to 224.8): A four-lane divided highway on a new alignment north of existing US 60. Beyond Silver King Wash, the roadway will transition to the existing alignment, as an undivided five-lane section.
- Segment E, encompasses all of the improvements in the town of Superior (milepost 224.8 to 226.8): The existing roadway will be widened to five lanes.

MoveAZ Long Range Transportation Plan

Completion Date: September 2004

Lead Agency: ADOT

Author: Cambridge Systematics, Inc.

Study Area: Arizona

Key Findings or Recommendations

MoveAZ, provides planning guidance to ADOT for a 20-year planning horizon. As a multimodal long-range transportation plan, MoveAZ addresses six modes of personal travel in Arizona – highway, rail, transit, air, bicycling, and pedestrian – and four modes of freight transportation – truck, rail, air, and pipeline. The study uses a performance-based process to evaluate project recommendations. MoveAZ provides information for use in developing the five-year program, primarily in the area of system improvements that address capital expansion of the transportation system.

The National I-10 Freight Corridor Study

Completion Date: May 2003

Lead Agency: Texas Department of Transportation

Author: Wilbur Smith Associates

Study Area: Interstate 10 and all Corridor States

Key Findings or Recommendations

This study was a joint effort by eight state DOTs--Arizona, California, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida--to evaluate strategies needed to facilitate freight flow. The results of the study indicate that the most feasible freight strategies are those directed at the highway system, including adding additional lanes and ITS/Commercial Vehicle Operations technologies. The results show that traditional capacity enhancement should continue as a focus for reducing congestion, but adding all the needed capacity is not financially possible without a significant increase in funding. Freight densities along some parts of the corridor are sufficient to support truck/auto separation. The report concludes that truck bypasses and improvements in truck productivity are not feasible as stand-alone strategies. Multimodal approaches would result in minimal improvements in corridor capacity.

Phoenix South and Sonoran Desert National Monument Resource Management Plans and Environmental Impact Statement Scoping Report

Completion Date: September 2003

Lead Agency: U.S. Department of the Interior, BLM, Phoenix Field Office

Author: U.

Study Area: The planning area is located in south-central Arizona and includes much of Maricopa County as well as sections of Gila, Pima, Pinal, and Yuma counties.

Key Findings or Recommendations

This scoping document identifies issues based on approximately 3,600 public comments. The final Resource Management Plan will address transportation and access for public lands. Areas will be identified as open to vehicles, closed to vehicles, or limiting vehicles to designated roads. Within the monument and in other areas identified in the Resource Management Plans, motorized and mechanized routes will be designated.

City of Coolidge General Plan Update

Completion Date: November 2003

Lead Agency: City of Coolidge

Author: Stantec Consulting

Study Area: City of Coolidge

Key Findings or Recommendations

The General Plan Update includes the following Transportation Implementation Actions:

- Create a Pedestrian and Bicycle Design Plan--The creation of a pedestrian and bicycle design plan will establish a planning vision that incorporates community needs.
- Enhancement of the Current Transportation Plan--The expansion and completion of the current transportation plan should incorporate a task force and liaison to coordinate with ADOT.

- Traffic Control Plan--The creation of a traffic control plan will generate methods to foresee and correct areas with inadequate capacity levels. These areas surround high-frequency destinations such as schools and the state prison in Florence.
- Phased Roadway Improvement Plan--A phased roadway improvement plan will help prioritize needed roadway improvements in order to successfully budget and obtain funding assistance.
- Design Standards--New roadway improvements and pedestrian systems should all follow an established framework for design for pedestrian and bicycle use.
- Mass Transit Plan Update--The 2000 Three-Year Transit Plan should oversee and correct the existing problems apparent in use of the Cotton Express. Such concerns include delays and inadequate services to prime regional locations.
- Updated Airport Master Plan--The 1997 Airport Master Plan for the Coolidge Municipal Airport needs to be updated to reflect a change in tenants, and to develop a detailed plan for both airside and landside facilities.

State of Arizona Emergency Response and Recovery Plan

Completion Date: December 2003

Lead Agency: Arizona Division of Emergency Management

Author: Arizona Division of Emergency Management

Study Area: State of Arizona

Key Findings or Recommendations

Transportation systems will be designed so that they can fulfill their assigned disaster situation roles.

Florence General Plan

Completion Date: 2002

Lead Agency: Town of Florence

Author: URS Corporation

Study Area: Town of Florence

Key Findings or Recommendations

The goals and policies defined for the transportation section of the general plan are summarized as follows:

- A safe, efficient, and balanced vehicular transportation and public parking system
- A linked non-vehicular, multimodal transportation network
- A Regional transit system

Eloy Municipal Airport Master Plan

Completion Date: April 2001

Lead Agency: City of Eloy

Author: Coffman Associates, Inc.

Study Area: Eloy Municipal Airport

Key Findings or Recommendations

Based on the review of correspondence provided by various federal, state and local agencies, environmental issues and considerations anticipated as a result of the development and operation of Eloy Municipal Airport have been identified. These issues and considerations include the following:

- Air Quality – Runway extension will likely require air quality certification in order to comply with National Environmental Policy Act (NEPA) requirements.
- U.S. Department of Transportation Act, Section 4(f) – A runway extension to the north will result in direct use of a site considered of state and national historic significance; this is considered a significant impact and will require special documentation before development can occur.
- Historic/Cultural Resources – A subsurface survey and possibly data recovery is required prior to further consideration of a runway extension to the north. Tribal coordination is also required.
- Biotic Communities and Threatened and Endangered Species – A biological assessment may be required to evaluate potential impacts to three native species.
- As a result of the NEPA process, mitigation measures may be recommended to limit the potential impacts related to a number of these resources.

Marana Transportation Plan Update, 2001-2025

Date: July 2001

Lead Agency: Town of Marana

Author: PBQD and Curtis Lueck & Associates.

Study Area: Town of Marana

Key Findings or Recommendations

More than 40 roadway improvement projects are identified for implementation by 2025. Key proposed roadway improvements are:

- Avra Valley Road: Sanders to 1-10
- Barnett Road: Sanders, west of Lon Adams
- Grier Road: I-10 to Sanders
- Hurvie E Davis Drive: extension of Costco Drive to Regency Plaza Drive
- Moore Road: Sanders to I-10
- Sanders Road: Avra Valley Road to Marana
- Three new arterial roadways and three new collector streets
- New interchanges with 1-10 at Twin Peaks and Moore Road; reconstruction of three existing interchanges
- Camino de Manana extension from Twin Peak interchange to Tangerine Road/Dove Mountain Boulevard

Other recommendations included:

- All new collector and arterial roadways will include on-street bikeways.
- The transportation plan should be incorporated into the town's general plan circulation element.
- Implementation recommendations.

Casa Grande General Plan 2010

Completion Date: December 2001

Lead Agency: City of Casa Grande

Author: Partners for Strategic Action, Inc.

Study Area: City of Casa Grande

Key Findings or Recommendations

The main goals of the transportation and general sections of the plan are as follows:

- Identify types, location, and distribution of land uses within Casa Grande.

- Make automobile, transit and other circulation more efficient, make infrastructure expansion more economical, and provide for a rational pattern of land development.
- Create a collection of comprehensive goals and policies that will guide the development of the multimodal transportation system.
- Improve the network of transportation facilities that will serve the anticipated population and employment growth in the city.
- Create design standards for roadways and multi-use paths based on travel demand, modal characteristics, and the city's character.
- Identify strategies that will guide the city in the incremental implementation of the multimodal facilities.

Vision 21

Completion Date: December 2001

Lead Agency: ADOT

Author: Transportation Vision 21 Task Force

Study Area: State of Arizona

Key Findings or Recommendations

The Transportation Vision 21 Task Force identifies ten major recommendations to improve Arizona's statewide transportation system:

- Require performance-based planning and programming.
- Develop and adopt a long-range, statewide, multimodal transportation plan.
- Coordinate land use planning and transportation planning.
- Establish comprehensive financial management.
- Establish urban regional transportation and land use districts.
- Strengthen the Arizona State Transportation Board.
- Increase dedicated transportation revenues.
- Prioritize system preservation.
- Prioritize congestion relief and commuter services.
- Implement immediate and obvious system improvements.

Arizona State Aviation Needs Study

Completion Date: 2000

Lead Agency: ADOT Aeronautics Division

Author: ADOT Aeronautics Division

Study Area: State of Arizona

Key Findings or Recommendations

This study examines all Arizona airports to determine their status and condition. Three alternatives were developed to determine how the airports grow and function, but no recommendation was made.

Scenario A: Do Nothing Scenario--The existing performance levels are declining due to lack of funding. Under this alternative, delays will continue to increase and the economic impact of aviation in the state will decline.

Scenario B: Minimum improvements--This alternative explores the option of making only the most necessary upgrades in order to improve performance. This alternative will not keep pace with demand. The majority of the funding will be directed toward commercial services and primary system airports.

Scenario C: Improvements under this alternative are made to the best possible condition. This option is the most expensive of the three, but it will keep pace with growing demand and improve performance levels.

Town of Mammoth General Plan
Completion Date: March 1999
Lead Agency: Town of Mammoth
Author: CAAG
Study Area: Town of Mammoth

Key Findings or Recommendations

Community circulation and transportation policies can be summarized as follows:

Policies on local road improvements:

- Periodically update the circulation element of the general plan.
- Prepare and implement a small area transportation study.
- Ensure an efficient transportation system.
- Conduct a pavement inventory and analysis of road surfaces.
- Conduct a traffic control device inventory.
- Address access control issues.
- Survey community road alignments and offset intersections, and implement measures to repair or reconstruct all identified locations throughout the town.
- Assess intersections and vision clearance areas at problem intersections.
- Stripe roads and create or restripe intersections where improvements are needed.
- Address the issue of paving dirt or gravel roads.
- Address community roads that lack curbing and proper drainage infrastructure.
- Actively pursue the development of a north-south corridor through the town.
- Actively seek state and federal grant assistance for the improvement of local roads.
- Coordinate activities with CAAG and ADOT in an effort to include highway projects in the Five-Year Transportation Facilities Construction Program for future funding.
- Formulate a detailed Transportation Improvement Program and incorporate project needs into a Capital Improvement Program.

There are also policies on non-vehicular circulation, land use integration and community transit.

Williams Gateway Airport Master Plan
Completion Date: June 1999
Lead Agency: Williams Gateway Airport Authority and ADOT Aeronautics Division
Author: Coffman Associates, Airport Associates
Study Area: Williams Gateway Airport

Key Findings or Recommendations

Vehicular access will be allowed along Sossaman and Pecos roads. The east side of the airport is more conducive than the west side to vehicular access; therefore a roadway system on the east side would be more appropriate. This would connect Ellsworth Road in the east and Ray Road to the north. An interchange with the Santan Freeway is the ultimate goal.

Williams Area Transportation Plan

Completion Date: March 1997

Lead Agency: Williams Gateway Airport Authority and Maricopa County

Author: Williams Gateway Airport Authority and Maricopa County

Study Area: Portions of unincorporated Maricopa County, Mesa, Queen Creek, Gilbert

Key Findings or Recommendations

Freeway Recommendations:

- Improve access and mobility in the study area by constructing the Santan Freeway.
- Improve access to the Williams Gateway Airport terminal when it is relocated east of the runways by constructing a Hawes Road traffic interchange on the Santan Freeway.

Arterial Recommendations

- Preserve 130 feet of right-of-way on arterial streets to ultimately accommodate six-lanes, plus bicycle lanes.
- Manage arterial street access to protect roadway capacity and safety.
- Reclassify Rittenhouse Road from an arterial street to a local or collector street west of Power Road to eliminate future operational problems caused by having a diagonal street traversing a grid system; Rittenhouse Road should "tee" into Power Road. East of Power Road, Rittenhouse Road will remain an arterial street in concert with the Queen Creek General Plan. Efforts will be made to avoid six-legged intersections east of Power Road.

Transit Recommendations

- Expand the regional bus system to serve the Williams airport/campus and southeast Maricopa County as the area develops.
- Support rail service connecting the airport/campus to the main campus of ASU, Sky Harbor International Airport, downtown Phoenix, and points outside the metropolitan area, using the existing rail line.

Coolidge Municipal Airport Master Plan

Completion Date: June 1997

Lead Agency: City of Coolidge; ADOT

Author: Coffman Associates, Airport Consultants

Study Area: Existing airport facilities at Coolidge Municipal Airport, area airspace, and air traffic control

Key Findings or Recommendations

The plan indicates that transportation system land uses are compatible next to the airport. However, noise level reduction measures must be considered in the initial design.

Pinal Airpark Master Plan

Completion Date: 1991

Lead Agency: Pinal County

Author: SFC Engineering, Inc.

Study Area: Pinal Airpark

Key Findings or Recommendations

Transportation systems are allowed without limitations in areas where the noise level does

not exceed 70 decibels. In areas where the noise level is over 70 decibels, noise level reduction must be included in the design. Commercial, industrial, and some public uses are generally compatible with the airport, with some noise level reduction measures taken into consideration.

2.11.2 Studies Currently Underway

Gila River Indian Community Comprehensive Plan

Expected Completion Date: late 2009
Lead Agency: Gila River Indian Community
Author: Unknown
Study Area: Gila River Indian Community

Key Findings or Recommendations

This project has recently begun (as of May 2008) and it is anticipated that the Comprehensive Plan will be developed over an 18 month period.

Eloy General Plan Update

Expected Completion Date: March, 2009
Lead Agency: Town of Eloy
Author: HDR, Inc
Study Area: Town of Eloy

Key Findings or Recommendations

The plan will update the 2001 General Plan with additional elements such as public facilities, downtown revitalization, economic development, and neighborhood preservation. As of the May, 2008 the plan was still in the visioning process.

Casa Grande General Plan 2020

Expected Completion Date: 2009
Lead Agency: City of Casa Grande
Author: EDAW/Kimley-Horn
Study Area: City of Casa Grande

Key Findings or Recommendations

A technical advisory group has been formed to assist in updating the general plan from a horizon year of 2010 to 2020. Two rounds of public involvement have been completed and the visioning process is underway.

ADOT High Speed Rail Feasibility Study Review

Expected Completion Date: 2008
Lead Agency: ADOT
Author: R.L.Banks and Associates
Study Area: Phoenix-Tucson Corridor

Key Findings or Recommendations

Initial work efforts involved analyzing rail ridership estimates.

Arizona Multimodal Freight Analysis Study

Expected Completion Date: 2008

Lead Agency: ADOT

Author: ADOT

Study Area: State of Arizona

Key Findings or Recommendations

The Multimodal Freight Analysis Study will address all modes of freight transportation in Arizona: trucking, rail, intermodal facilities, and aviation. It will provide a detailed assessment of critical freight issues and emerging trends, as well as their relationship to transportation policy and infrastructure. From this information, infrastructure needs and deficiencies will be identified. Ultimately, the study will develop a strategy for establishing freight analysis as an integral part of Arizona's long-range planning process.

To date, two Technical Memorandums have been distributed; Technical Memorandum 1: Analysis of Arizona's Freight Dependent Industries, and Technical Memorandum 2: Assessment of Arizona's Existing Freight Infrastructure.

Arizona Statewide Access Management Program

Expected Completion Date: June 2008

Lead Agency: ADOT

Author: URS Corporation

Study Area: State of Arizona – State Routes

Key Findings or Recommendations

ADOT is undertaking a Statewide Access Management Plan in accordance with the policies of the State Transportation Board to develop an access management classification system for state highways, and to develop a comprehensive access management manual to guide the uniform application of access management throughout the state.

City of Eloy Small Area Transportation Study

Expected Completion Date: 2008

Lead Agency: City of Eloy

Author: Lima and Associates

Study Area: City of Eloy

Key Findings or Recommendations

This study will develop short, mid-range and long range multimodal transportation improvement projects for the City of Eloy.

Interstate 8 and Interstate 10 Hidden Valley Roadway Framework Study

Expected Completion Date: Fall 2008

Lead Agency: MAG

Author: DMJM Harris

Study Area: The project covers an area of approximately 3,000 square miles in Maricopa and Pinal counties, bounded generally by the Gila River on the north, I-8 on the south, the 459th Avenue alignment on the west, and Overfield Road on the east.

Key Findings or Recommendations

Specific objectives include:

- Develop a network of north-south and east-west roadways, varying in functional classification, that will provide access throughout the study area and preserve the function of I-8 and I-10. This network will incorporate existing roadways within the study area; propose future limited-access, multimodal and arterial facilities, and other regional connections.
- Optimize the network to provide regional accessibility by channeling traffic to and from I-8 and I-10.
- Formulate a framework for constructing the roadway framework, regional connections between Maricopa and Pinal counties, and future TIs along I-8 and I-10.
- Examine opportunities for incorporating alternative transportation modes into the future transportation system.
- Describe the range of funding sources and opportunities that may be available, both today and in the future, to help implement the recommended framework.
- Recommend an access management system for each functional classification and opportunities for establishing access management plans along specific roadway networks.
- Consult and work with the project's stakeholders throughout the study process.

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Expected Completion Date: Spring 2008

Lead Agency: ADOT

Author: Gordley Design Group

Study Area: I-10 from I-8 to Tangerine Road

Key Findings or Recommendations

The study will examine highway deficiencies, freight mobility, frontage roads, traffic interchanges, drainage features, and environmental issues. The purpose of the study is to produce an Access Management Plan and Design Concept Report. It will also identify and integrate environmental mitigation by producing an environmental assessment, and integrate the findings into future I-10 improvements.

Florence General Plan Update

Expected Start Date: October 2008

Lead Agency: Town of Florence

Author: HDR, Inc.

Study Area: Town of Florence

Key Findings or Recommendations

The plan will update the 2002 General Plan with additional elements such as historic preservation, wastewater, community character, and energy. As of May 2008, the plan was in the 60 day draft review. Public meetings were held in September and October 2008.

Twenty-one stakeholder interviews were conducted, along with four public meetings to discuss the General Plan Update. The result of these interviews and meetings were an updated vision for the Town, design preferences (landscaping, architecture, parking, pedestrian mobility, color scheme, shading, street interface, signage, and commercial façade), and the following goals:

- Variety of high-quality, unique, and efficient neighborhoods
- Add alternative transportation modes
- Have regional transportation system

Pinal County Comprehensive Plan Update

Expected Completion Date: November, 2008

Lead Agency: Pinal County

Author: Partners for Strategic Action

Study Area: Pinal County

Key Findings or Recommendations

The new plan will depict the past, present, and future of the county, and how to plan for the future. Currently Pinal County is hosting a series of workshops that are focused on collecting information from the public on how they see the county growing. So far from the land use and transportation alternatives, it has been found that participants favor concentrating significant economic and residential development along main corridors. Participants also favor higher densities in certain areas to preserve more open space. They also support the idea of a commuter rail between Phoenix and Tucson.

Superstition Vistas Plan

Expected Completion: 2009

Lead Agency: East Valley Partnership

Author: Fregonese Associates

Study Area: Superstition Vistas (Northern Pinal County/Apache Junction area)

Key Findings or Recommendations

Superstition Vista is the name given to 275 square miles of undeveloped Arizona state trust land between Apache Junction and Florence. The Arizona State Land Department, in cooperation with the East Valley Partnership, is currently conducting a planning effort for this area. The current goals of the plan are to bring stakeholders together, support planning efforts with the State Land Department to market its holdings, and direct funding efforts that will support implementation of the goals of the plan.

Florence Parks, Trails and Open Space Master Plan

Expected Completion Date: Fall 2008

Lead Agency: Town of Florence

Author: J2 Engineering and Environmental Design

Study Area: Town of Florence

Key Findings or Recommendations

The Town of Florence's Parks, Trails and Open Space Master Plan looks at the next 20 years and focuses on the overall planning of public recreational facilities and services. It establishes the basis for future locations of parks, trails and public open space. The plan identified a major need for the Town was increased services and facilities for sports teams. These needs can be met with community level parks. The plan proposes 9 new community parks that will be owned, constructed, and operated by the Town. Most will be built as the Town expands, a few are planned to be built within the 20 year time period of the plan.

Pinal Projection Study

Expected Completion Date: September 2008

Lead Agency: CAAG

Author: Applied Economics and a University of Arizona-Arizona State University team

Study Area: Pinal County and Maricopa, Pinal, and Pima county "megapolitan" area

Key Findings or Recommendations

The result of this study will be three projection scenarios of jobs, housing, and population growth ranging from the most positive to the least positive. As part of the research, 100 online surveys and 50 in-depth interviews will be analyzed. The University of Arizona-ASU team will complete regional projection scenarios for the Pinal/Maricopa/Pima megapolitan area, while Applied Economics will conduct the market analysis for residential and non-residential development and prepare Pinal County projection scenarios. At the end of the study the CAAG Regional Council will approve the most likely scenario, which will become the source of official projections for Pinal County.

Sonoran Desert National Monument Plan

Expected Completion Date: Unknown

Lead Agency: BLM

Author: BLM

Study Area: 1.5 million acres in the Sonoran Desert National Monument

Key Findings or Recommendations

Public workshops have been held to discuss various alternatives for the plan. To date, a Preliminary Draft Management Alternatives has been completed (March 2005) based on the public workshops. The Preliminary Draft Management Alternatives document describes the alternatives being presented, which range from the "do nothing" approach to stricter conservation methods. There are no recommendations or preferred alternatives at this point.

2.11.3 Funded Future Studies

Gila River Indian Community Small Area Transportation Study

Expected Start Date: mid-2008

Lead Agency: Gila River Indian Community

Author: Consultant selection underway

Study Area: Gila River Indian Community

This study will develop short, mid-range and long-range transportation improvement recommendations for the Gila River Indian Community. Transit Planning will also be an element of the project.

North-South Freeway, US 60 to I-10, Location Design Concept Report and Environmental Studies

Expected Start Date: July 2008

Lead Agency: ADOT

Author: HDR, Inc.

Study Area: I-10 near Picacho and Eloy north to the Williams Gateway Freeway and US 60 in Apache Junction