Statewide Transportation Planning Framework
Central Arizona Regional Framework Study

Working Paper # 3
Scenarios and Evaluation Development

Prepared For:

ADOT

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bqaz

Table of Contents

3.1 SUMMARY 1
3.2 MODELED REGIONAL ROADWAY NETWORK 3
Year 2005 Network 3
Year 2030 Base (Existing Plus Committed) Network 3
3.3 POPULATION AND EMPLOYMENT DATA AND PROJECTIONS BY COUNTY 8
3.4 2005 CONGESTED ROADWAY SEGMENTS 9
3.5 PROJECTED 2030 AND 2050 BASE TRAFFIC CONDITIONS (BASE 2030 NETWORK) 12
2030 Traffic Conditions 12
2050 Traffic Conditions 14
3.6 NON-CAPACITY-RELATED ROADWAY NEEDS (2008 TO 2030) 16
Critical Needs Definition 16
SATS and Corridor Definition Studies 16
Input from Stakeholders and Community Workshops 16
Summary 19
3.7 TRANSIT AND PASSENGER RAIL NEEDS 24
Existing and Committed Transit System 24
Rural Transit Needs Study and Responses to Executive Order 2007-02 24
Recent SATS and Local or Regional Transit Studies 25
Transit Propensity Analysis 25
Input from Stakeholders and Community Workshops 30
Summary 31
3.8 CONCEPTUAL OVERVIEW OF LONG-RANGE SCENARIOS 34
3.9 ELEMENTS OF REGIONAL TRANSPORTATION SCENARIOS 36
Definitions of Improvement Categories 37
Scenario A Improvements 38
Scenario B Improvements 41
Scenario C Improvements 44
Summary 46
Quantities for Cost Estimation by Scenario 51
3.10 EVALUATION OF SCENARIOS 53
Planning Factors, Goals, Criteria and How Measured 53
Evaluation Matrix and Results 54
Conclusion 66
3.11 PHASING AND POLICY RECOMMENDATIONS FOR ALL SCENARIOS 67
Potential Phasing of Improvements: I (2010-2020), II (2021-2030), III (2031-2050) 68
General Policies and Issues 84

Pedestrians and Bicycles 85
Freight Transportation.....86

List of Figures

Figure 3-1 Roadway Network, Year 2005.....4
Figure 3-2 Year 2030 Base Roadway Network 5
Figure 3-3 Volume/Capacity across Selected Cut-Lines, Year 2005 11
Figure 3-4, Volume/Capacity across Selected Cut-Lines, Year 2030 13
Figure 3-5 Volume/Capacity across Selected Cut-Lines, Year 2050 15
Figure 3-6 Transit Propensity, Year 2050, Gila County 27
Figure 3-7 Transit Propensity, Year 2050, Pinal County 28
Figure 3-8 Transit Propensity, Year 2030, Pinal County 29
Figure 3-9 Scenario A Improvements.....40
Figure 3-10 Scenario B Improvements.....43
Figure 3-11 Scenario C Improvements.....45

List of Tables

Table 3.1 Programmed Short-Term Roadway Improvements 6
Table 3.2 Estimated Population and Employment by County 9
Table 3.3 Non-Capacity-Related Roadway Needs.....20
Table 3.4 Transit and Passenger Rail Needs.....32
Table 3.5 Improvements in Multimodal Transportation Scenarios 46
Table 3.6 Quantities for Estimating Cost of Roadway and Transit/Rail Elements 51
Table 3.7 Planning Factors, Goals, Evaluation Criteria and How Measured 55
Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives,
Year 2050 Central Region 59
Table 3.9 Proposed Phasing of Scenario A, 2010-2050 69
Table 3.10 Proposed Phasing of Scenario B, 2010-2050 74
Table 3.11 Proposed Phasing of Scenario C, 2010-2050 79

Appendix (Under Separate Cover)

A RTAT, Community and Stakeholder Input

3.1 SUMMARY

The Arizona Department of Transportation, in collaboration with regional transportation planning entities, local jurisdictions, and stakeholders across Arizona, has developed a series of regional transportation framework studies:

- Eastern Regional Framework Study
- Western Regional Framework Study
- Northern Regional Framework Study
- Central Regional Framework Study (which covered roughly the eastern two-thirds of Pinal County and a portion of western Gila County, including Globe/Miami)

The regional transportation framework studies will provide input into a *Statewide Transportation Planning Framework*. The Statewide Framework, in turn, will present a comprehensive, multimodal transportation vision for the year 2050 as input to the State Long-Range Transportation Plan due in 2010.

Each regional transportation framework study developed three multimodal transportation scenarios in the context of environmental, commercial transportation, economic development, and Smart Growth considerations. These scenarios are:

- Scenario A – Personal Vehicle Mobility
- Scenario B – Transit Mobility
- Scenario C – Focused Growth

Each of the three scenarios builds on "baseline conditions," which include projects in the current ADOT five-year program, local and regional capital improvement programs (CIP), and transportation improvement programs (TIP).

Scenario A – Personal Vehicle Mobility

Scenario A assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume that people will continue to drive their cars as the primary mode of transportation. This scenario was designed to be consistent with existing long-range land use plans of cities, towns and counties. It also assumes that vehicle technologies with clean and affordable fuels will become pervasive.

In the Central region, Scenario A includes widening and improvements to existing roadways as well as new roadways and high-capacity corridors. Examples include widening of I-10 to five lanes in each direction, construction of the proposed North-South Freeway from Eloy to Apache Junction, and construction of a new north-south corridor extending from Red Rock to Florence and connecting to existing SR 79 north of Florence. Scenario A also includes implementation of the Pinal County Regionally Significant Routes. Transit improvements in Scenario A include express buses along freeway corridors, local transit and circulator service in urbanized areas, and intercity buses On US 60 west of Globe and on SR77 south of Oracle Junction.

Scenario B – Transit Mobility

Scenario B assumes a considerable shift from personal vehicles to public transit, walking, and bicycling. These modes will become more prevalent choices largely in response to increasing fuel costs. However, this scenario also includes significant roadway

improvements. Like Scenario A, Scenario B was designed to be consistent with existing long-range land use plans of local jurisdictions.

In the Central region, Scenario B includes roadways consistent with the Pinal County Regionally Significant Routes Plan, improvements to existing roadways and new roadways and high-capacity corridors. However, several new roadways that are depicted as freeways in Scenario A have been downgraded to Arizona parkways in Scenario B. Transit improvements in Scenario B include passenger rail between Phoenix and Tucson, express bus service, and local transit and circulator service in urbanized areas. Intercity bus service is significantly expanded from Scenario A.

Scenario C – Focused Growth

Transportation improvements in Scenario C were developed under the premise that a substantial shift from personal vehicles to local travel using transit, bicycling, and walking will occur between now and 2050. This scenario assumes a growing trend toward a less auto dependent lifestyle that encourages a mix of land uses located closer to one another—and therefore, shorter trips. Transportation improvements in Scenario C encourage denser growth patterns in towns and cities under Smart Growth principles. Thus, unlike the first two scenarios, Scenario C envisions future land use that differs from existing long-range plans. Scenario C combines a mix of technology improvements, increased public transit use, and increased walking and bicycling. This scenario includes significant transit and passenger rail service as well as roadway improvements.

In the Central region, Scenario C supports directing future growth to urban corridors (primarily located west of SR 79), while preserving open space and environmentally sensitive areas east of SR 79. Scenario C includes fewer high-capacity highway and freeway corridors. Instead, infrastructure investment is focused toward existing corridors, such as improving I-10 to five lanes in each direction.

Evaluation of Scenarios

The scenarios were evaluated using criteria that were developed to reflect framework goals and objectives:

- Maximize mobility and access
- Maximize transportation and land use integration
- Minimize environmental and conservation impacts
- Maximize economic benefits
- Maintain and enhance safety

The evaluation of scenarios in the Central region demonstrated that:

- Scenario A provides the most personal vehicle mobility, with the least traffic delay and congestion overall.
- Scenario B and C are most supportive of land use/transportation integration.
- Scenario A is likely to have the greatest economic benefit to key industries.
- Scenario A has the highest number of access-controlled facilities, which provide a significant safety benefit.
- Scenario C reduces greenhouse gas emissions the most, and A the least. On the other hand, Scenario A yields the lowest vehicle hours of travel and hence the greatest energy savings compared to the existing plus committed network.
- Scenario C has the greatest level of mobility choice overall.

3.2 MODELED REGIONAL ROADWAY NETWORK

This section provides an overview of the roadway networks that were modeled for the 2005 network and the 2030 Base (existing and committed) network. Public transit, which was not modeled in these framework studies, is discussed in subsequent sections.

Year 2005 Network

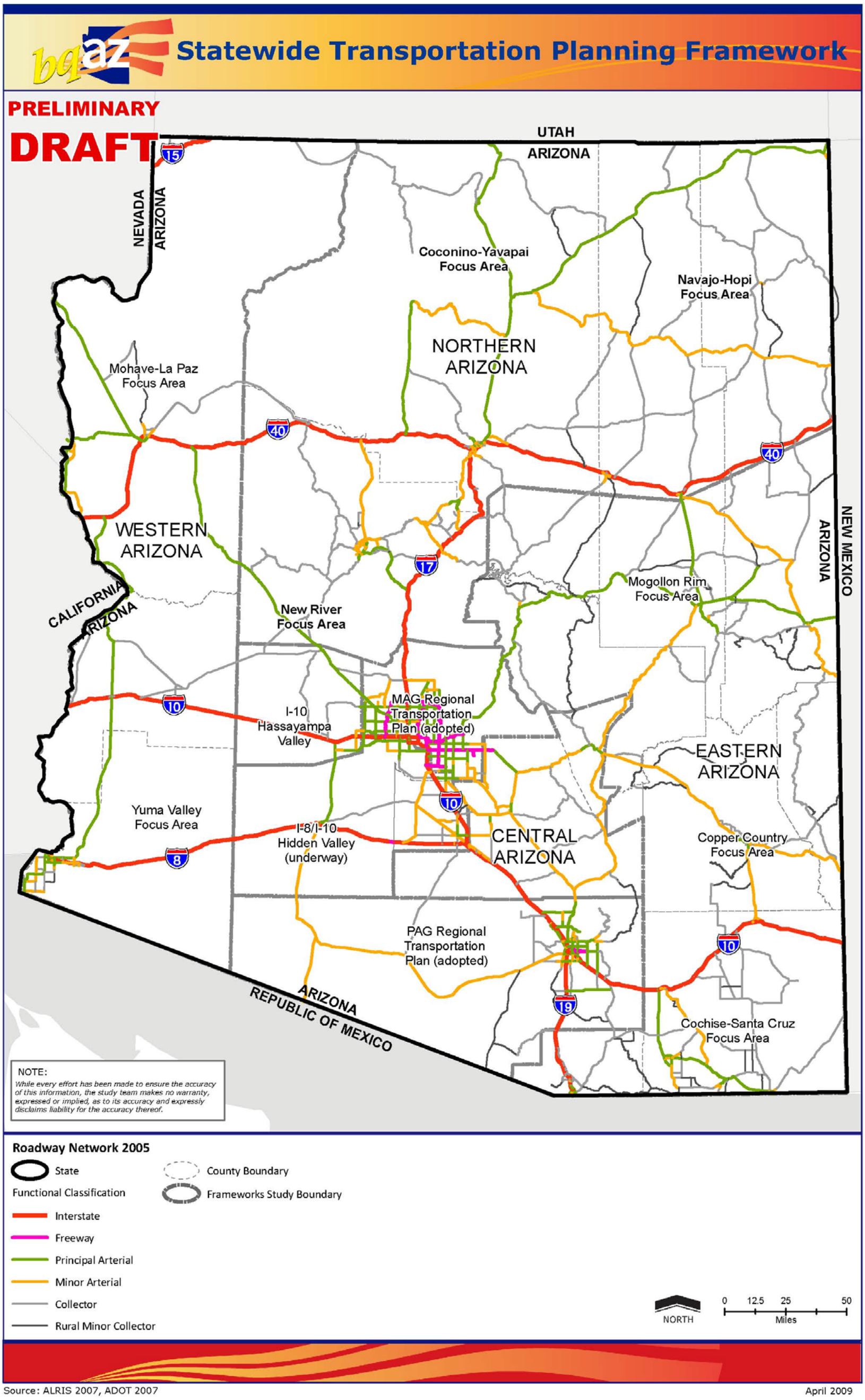
The year 2005 modeled roadway network includes freeways, state highways, and arterials and major collectors. Minor collector and local streets are not analyzed in this study. Figure 3-1 shows the existing roadway network in the study area, and identifies roadways included in the 2005 Statewide Travel Demand Model.

Year 2030 Base (Existing Plus Committed) Network

The 2030 Base network includes all 2005 roadways as well as committed projects that are programmed (funded) from the ADOT Five-Year TIP (fiscal years 2008-2011), the *Central Arizona Association of Governments Transportation Improvement Program, Fiscal Years 2008-2012,* and local TIPs and CIPs. Programmed projects include capacity, service, and non-capacity roadway improvements. The 2030 Base network is shown in Figure 3-2.

Table 3.1 lists the programmed short-term roadway improvements illustrated in Figure 3-2. The roadway improvements in the ADOT TIP include widening I-10 to three through lanes in each direction between I-8 and the Picacho Peak traffic interchange. Other state projects are programmed on SR 77, SR 79, US 60 and US 70. Table 3.1 also summarizes projects from local TIPs and CIPs that were included in the 2030 Base network.

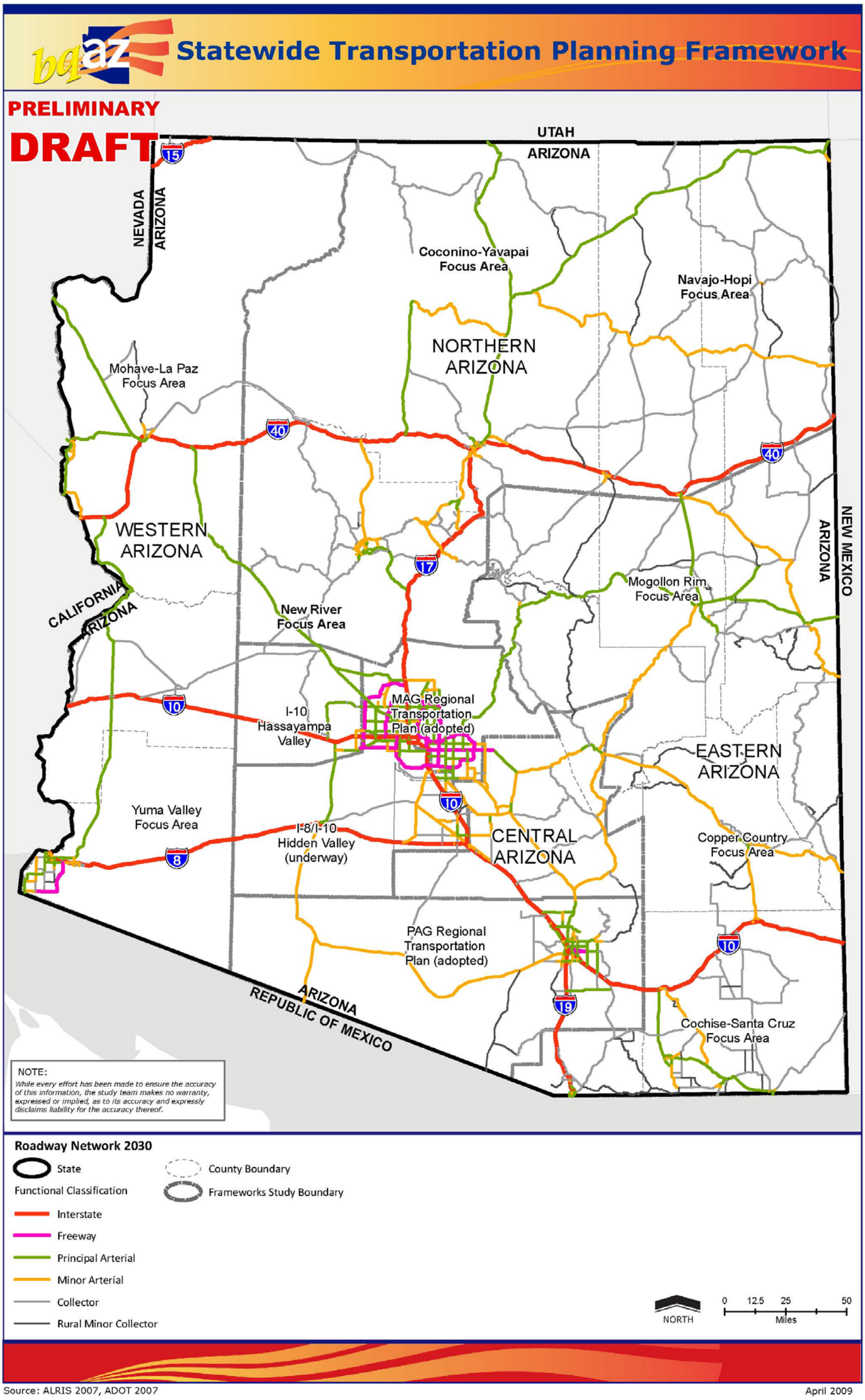
Figure 3-1 Roadway Network, Year 2005



Source: ALRIS 2007, ADOT 2007

April 2009

Figure 3-2 Year 2030 Base Roadway Network



Source: ALRIS 2007, ADOT 2007

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Table 3.1 Programmed Short-Term Roadway Improvements

Project	Location	Type of Work	Year	Total Cost ($000)
I-10	Junction I-8 to Picacho Peak interchange	Widen roadway	2010	$126,000
SR 77	Milepost (MP) 145-MP 147	Roadway construction	2008	$11,000
SR 79	MP 136.27	Install concrete railroad crossing surface	2008	$150
US 60	County Line-Pinto Valley (MP 236-240)	Asphaltic Rubberized Friction Course and passing lane	2008	$7,131
US 60	Pinto Valley bridge–mine turnoff	Design passing lane	2008	$300
US 60	Boyce Thompson State Park	Construct road	2009	$1,400
US 60	Oak Flat-Devil's Canyon	Construct passing/climbing lane	2009	$6,250
US 60	Silver King section	Reconstruct roadway	2011	$15,000
US 70	Railroad overpass to junction SR 77	Design (roadway and railroad structure)	2008	$340
US 70	Railroad overpass to junction SR 77	Construct new roadway & railroad structure	2011	$4,250
Box culvert	Palm Wash	Construction	2009	$400
Pinal Avenue / Main St. commercial traffic bypass	Casa Grande	Construct bypass road	2008-2012	$1,000
Attaway Rd	Kleck Rd to SR 87	Road improvements	2008-2011	$6,940
Curry Rd	Pivotal to SR 87	Alignment	2007-2008	$2,225
Eleven Mile Corner Rd	Kleck Rd to Bartlett Rd	Road improvements	2006-2010	$2,740

Table 3.1 Programmed Short-Term Roadway Improvements (cont.)

Project	Location	Type of Work	Year	Total Cost ($000)
Kenworth Rd	Not available (N/A)	Reconstruction	2006-2008	$575
Macrae Rd	Martin Rd to SR 87	Road improvements	2007-2010	$8,580
Martin Rd	Arizona Blvd to Picacho St	Reconstruction	2008	$340
Martin Rd	Arizona Blvd to Picacho St	Design	2008	$60
Martin Rd	Arizona Blvd to 9th St	Reconstruction	2009	$273
Signal Peak Rd	Val Vista Rd to Randolph Rd	Roadway improvement	2006-2008	$4,120
Skousen Rd	Bartlett Rd to SR 87	Road improvements	2006-2010	$5,380
Skousen Rd & Martin Rd	Skousen Rd & Martin Rd	Traffic signal	2008	$200
Woodruff Rd	Macrae Rd to Overfield Rd	Roadway improvement	2009-2011	$6,340
Adamsville Rd ¾ mile extension to Plant Road	N/A	Street extension	2012-2013	$225
Diversion Dam Rd improvements	N/A	Roadway improvement	2008-2009	$430
Felix Rd Improvements	N/A	Roadway improvement	2012-2013	$1,320
Kelvin Hwy bridge replacement	N/A	Bridge replacement	2008-2011	$1,364
Main St Extension Phase I	N/A	Street extension	2010-2012	$650
Main St Extension Phases I-III	N/A	Street extension	2008-2016	$4,280
Plant Rd paving	N/A	Pavement	2008	$300
Signalization for streets	N/A	Signalization	2009-2014	$2,250
SR 287 & 79B	SR 287 & 79B	Reconstruction	2009	$625
SR 287 & 79B	SR 287 & 79B	Roundabout/ intersection improvement	2008-2010	$1,900

Table 3.1 Programmed Short-Term Roadway Improvements (cont.)

Project	Location	Type of Work	Year	Total Cost ($000)
Street improvement Phase I-Florence	N/A	Street improvement	2008-2010	$740
Street improvement Phases II–V, Florence Gardens	N/A	Street improvement	2008-2013	$2,163
Broadway/Old Oak Rd	US 60 to Broadway and Broadway from El Camino east end	Reconstruction	2010	$575
Ice House Canyon Rd	Jess Hayes Rd to Kellner Canyon Rd	Reconstruction	2008	$625
Broad St Phase III	N/A	Reconstruction	2012	$500
Gateway Enhancement Phase II	US 60/70 & Oak/Hill Streets	Intersection improvements	2008	$260
Forest Ave	to US 60	Reconstruction	2011	$214
Hunt Highway	Attaway Rd	Reconstruction	2009	$456
Sunland Gin Rd	Alsdorf Road to Battaglia Dr	Reconstruction	2011	$400
Combs Rd	Meridian Rd to Ironwood Rd	Reconstruction	2012	$470
Sossaman Rd	South of Hunt Hwy	Construction	2010	$450
Jesse Hayes Rd	Jesse Hayes Rd	Alignment/widening	2008	$625
SR 77 multi-use pathway and landscaping	MP 114.5 to Old SR 77	Multi-use pathway and landscaping	2008	$459

Sources: Arizona State Transportation Improvement Program (STIP), Fiscal Years 2008-2011, Central Arizona Association of Governments Transportation Improvement Program, local capital improvement programs

3.3 POPULATION AND EMPLOYMENT DATA AND PROJECTIONS BY COUNTY

Working closely with the ADOT management consultant, the Central study team compiled population and employment estimates from the following sources:

- Pinal County Regionally Significant Routes Travel Demand Model, 2007
- Gila County Small Area Transportation Study, 2006
- Labor Force and Non-farm Employment 2005 (Prepared in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics, by State of Arizona, Department of Commerce, Research Administration)

- Arizona Subcounty Population Projections, July 1, 2006 to July 1, 2055, by County, Census County Division, Place, and Reservation (Arizona Dept. of Economic Security (DES), 12/01/06), Census 2000.

Sources of future year population and employment projections include:

- Gila County Small Area Transportation Study, 2006
- Gila County Comprehensive Plan, 2003
- Pinal County Regionally Significant Routes Travel Demand Model, 2007
- Pinal County Comprehensive Plan Amended 2007
- Arizona Subcounty Population Projections, July 1, 2006 to July 1, 2055, by County
- Census County Division, Place, and Reservation (DES, 12/01/06)

Population and employment estimates by county, and by the area of the counties contained in the Central framework study area, are shown in Table 3.2.

Table 3.2 Estimated Population and Employment by County

	Population				Employment			
County	**2005**	**2030**	**2050**	**% change, 2030-50**	**2005**	**2030**	**2050**	**% change, 2030-50**
Pinal County Total	262,000	1,228,000	2,112,500	72%	45,000	600,000	1,045,000	74%
Pinal County portion in CFS*	167,000	845,000	1,474,500	74%	24,000	402,000	705,000	75%
Gila County Total	52,000	64,000	73,000	14%	12,000	24,000	28,000	17%
Gila County portion in CFS*	22,000	27,000	29,500	9%	3,000	13,000	15,000	15%
Regional Total	189,000	872,000	1,504,000	72%	27,000	415,000	720,000	73%

Source: HDR, Inc.
*Portion of county in Central framework study area (CFS)

3.4 2005 CONGESTED ROADWAY SEGMENTS

Figure 3-3 displays statewide traffic conditions in the 2005 roadway network. The ADOT management consultant used a statewide cut-line analysis to identify broad corridors that operate under congested (over-capacity) conditions. Three cut-lines—4, 6 and 7—cross major routes in the Central region. The modeled travel demand volumes on corridors crossing the cut-lines were compared to the capacity of the corridors to develop a volume-to-capacity (V/C) ratio. The V/C ratios used to define the levels of congestion are:

- <0.72 – Free Flow Conditions
- 0.72 to 0.89 – Moderate Congestion
- 0.90 to 1.0 – Severe Congestion
- >1.0 – Extreme Congestion

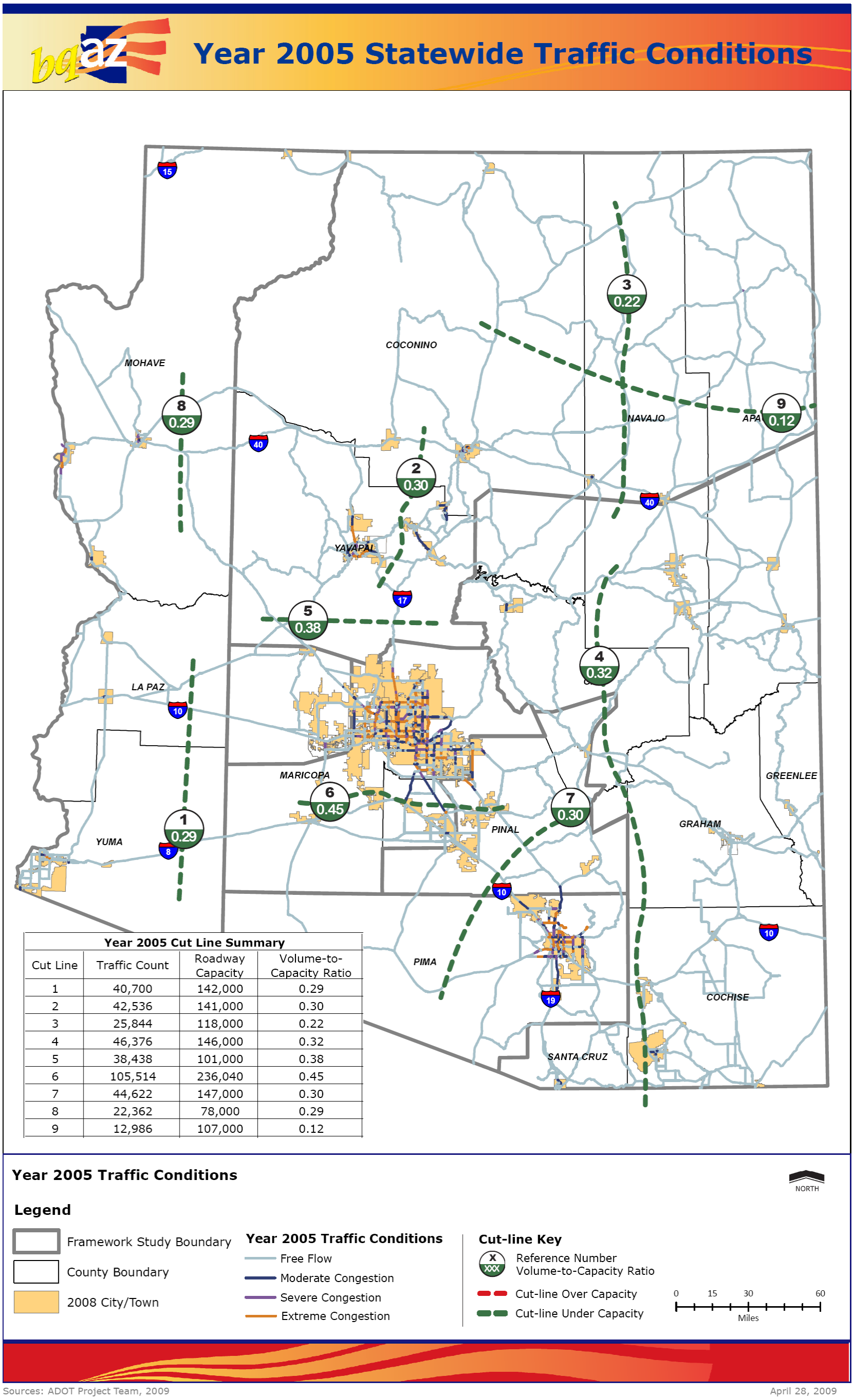
Cut-line 4 crosses east–west routes in the southeast area of the state. In the Central region it crosses US 60. In total, Cut-line 4 crosses roads that carried 46,000 vehicles per day (as of 2005). The capacity of these roads was 146,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was therefore 46,000/146,000 or 0.32, indicating that the cut-line roadways as a whole were under capacity.

Cut-line 6 crosses primarily north-south routes in Pinal County. In the Central region it crosses SR 79, SR 87 and SR 287. In total, Cut-line 6 crosses roads that carried 105,000 vehicles per day. The capacity of these roads was 236,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was 0.45, again indicating that the roads crossing the cut-line were under capacity.

Cut-line 7 crosses primarily north-south routes between Pima County and Pinal County. In the Central region it crosses I-10, SR 79, and SR 77. In total, cut-line 7 crosses roads that carried 45,000 vehicles per day in 2005, the majority of which (nearly 40,000, according to the Highway Performance Monitoring System) were on I-10. The capacity of these roads is 147,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was 0.30, indicating that the roads crossing this cut-line were under capacity.

Year 2005 traffic conditions are also shown graphically in Figure 3-3. Regionally significant roads in the Central region generally show free flow conditions or moderate congestion.

Figure 3-3 Volume/Capacity across Selected Cut-Lines, Year 2005



Year 2005 Cut Line Summary			
Cut Line	Traffic Count	Roadway Capacity	Volume-to-Capacity Ratio
1	40,700	142,000	0.29
2	42,536	141,000	0.30
3	25,844	118,000	0.22
4	46,376	146,000	0.32
5	38,438	101,000	0.38
6	105,514	236,040	0.45
7	44,622	147,000	0.30
8	22,362	78,000	0.29
9	12,986	107,000	0.12

Sources: ADOT Project Team, 2009

April 28, 2009

3.5 PROJECTED 2030 AND 2050 BASE TRAFFIC CONDITIONS (BASE 2030 NETWORK)

This chapter discusses 2030 and 2050 Base traffic conditions, which are used as tools to identify 2030 and 2050 needs for the Central regions and other regions. Although 2050 is the planning horizon for this study, the interim horizon year of 2030 is used to help identify shorter-term transportation improvement priorities.

2030 Traffic Conditions

Figure 3-4 displays forecast 2030 statewide traffic conditions for the 2030 Base roadway network. As in Figure 3-3 for 2005 conditions, a cut-line analysis was used to indicate roadway corridors that are projected to be congested by 2030.

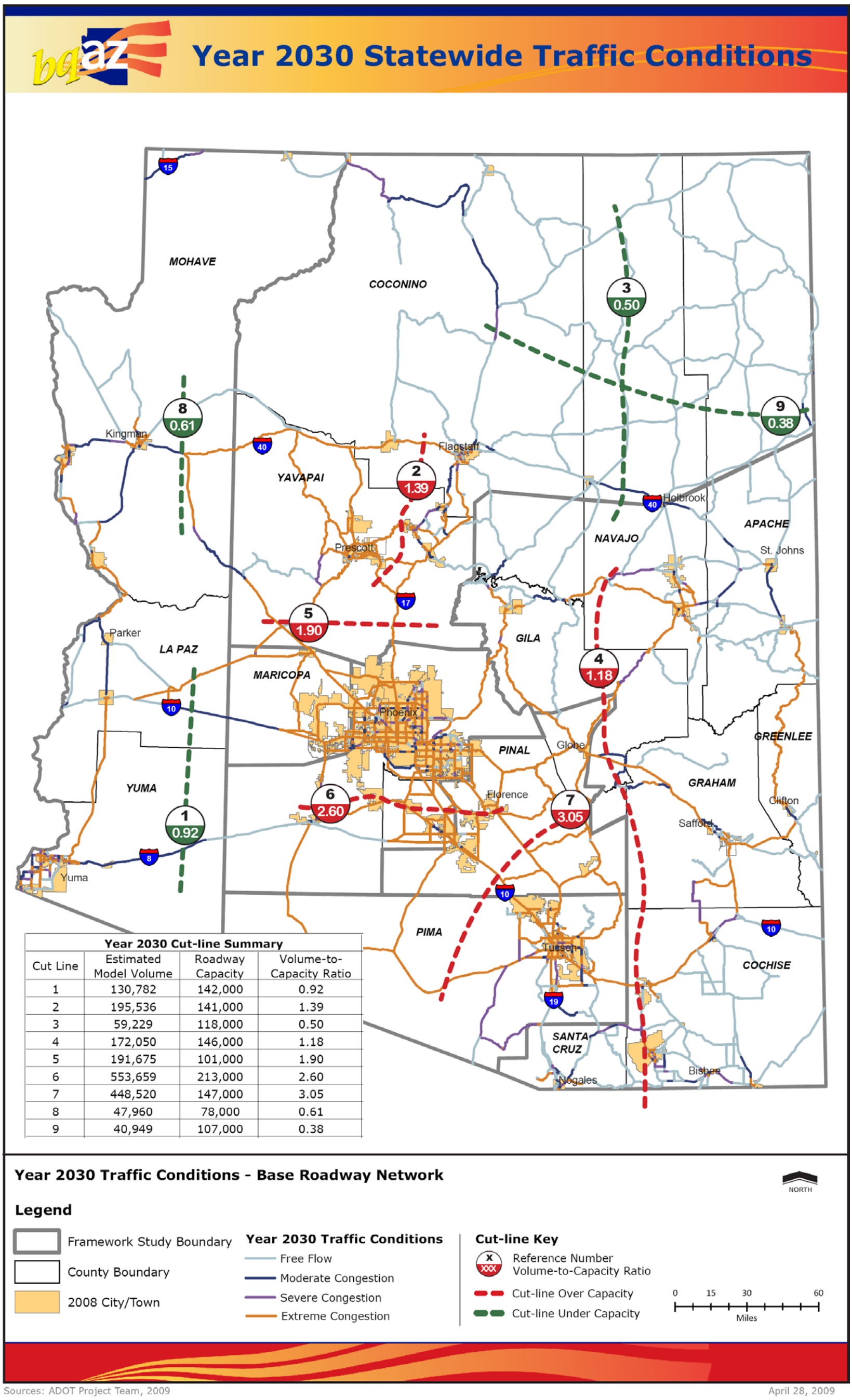
Cut-line 4 crosses roadways projected to carry 172,000 vehicles per day in 2030. The collective capacity of these roads is 146,000 vehicles per day. The V/C ratio of the roads crossing this cut-line is therefore 1.18, indicating extreme congestion.

Cut-line 6 crosses roads facing a travel demand of 554,000 vehicles per day. The daily capacity of these roads is 213,000. The V/C ratio of roads crossing this cut-line is 2.60, indicating extreme congestion.

Cut-line 7 crosses roads facing a demand of 449,000 vehicles per day. The capacity of these roads is only 147,000 vehicles per day, resulting in a V/C ratio of 3.05, representing extreme congestion.

Figure 3-4 shows projected 2030 traffic conditions on regionally significant roadways, which will generally experience demand volumes exceeding capacity.

Figure 3-4, Volume/Capacity across Selected Cut-Lines, Year 2030



Sources: ADOT Project Team, 2009

April 28, 2009

2050 Traffic Conditions

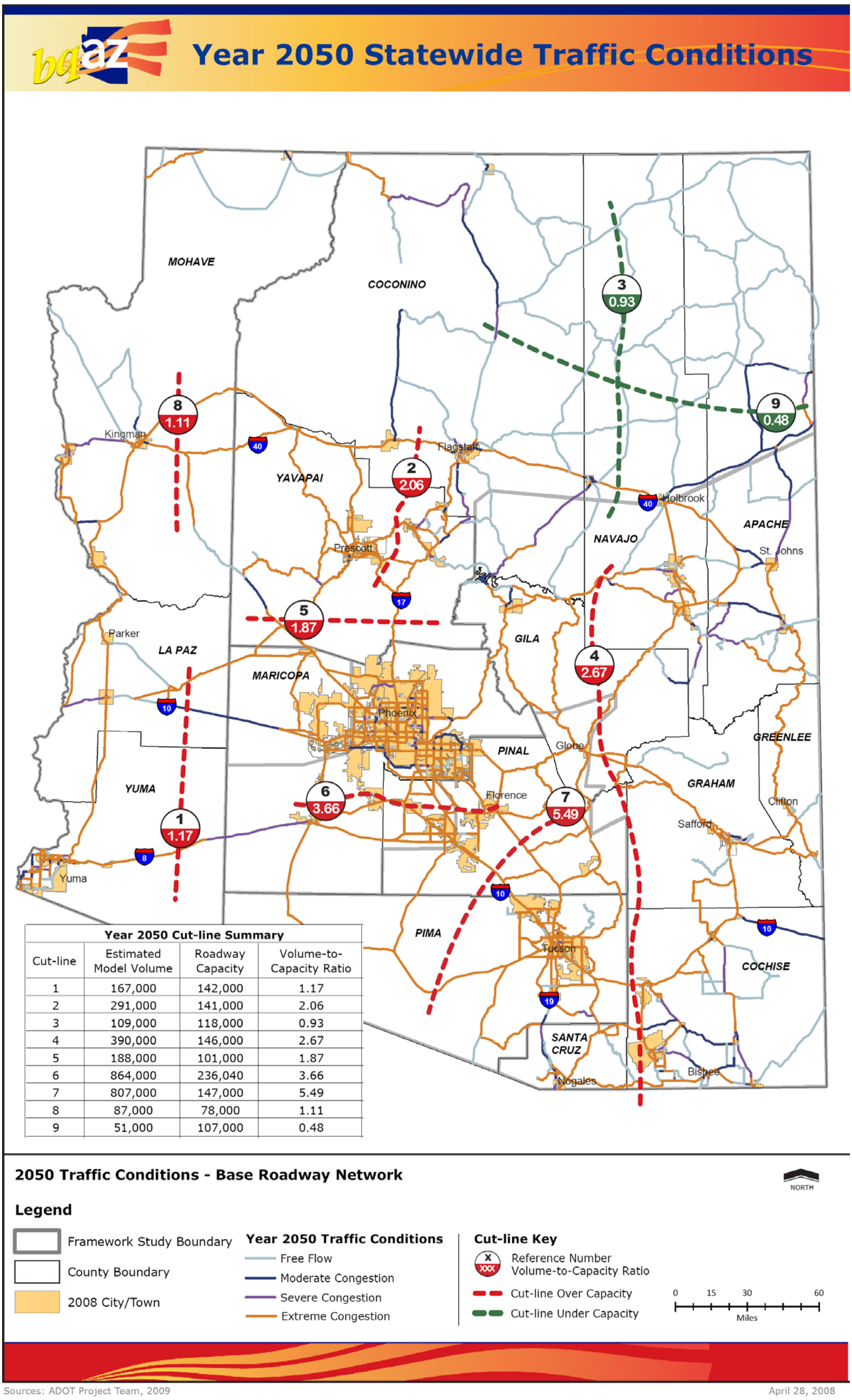
Figure 3-5 displays forecast 2050 statewide traffic conditions on the Base roadway network. The regionally significant roads across Cut-line 4 face a travel demand of 390,000 vehicles per day. The daily capacity of these roads is only 146,000, resulting in a V/C ratio of 2.67, indicating extreme congestion.

Cut-line 6 crosses roadways with a travel demand of 864,000 vehicles per day, but a capacity of only 236,000. The V/C ratio of the roads crossing this cut-line is 3.66, again indicating extreme congestion.

The major roads across Cut-line 7 face a 2050 demand of 807,000 vehicles per day, with a daily capacity of only 147,000. The V/C ratio of the roads crossing this cut-line was 5.49, indicating extreme congestion.

Figure 3-4 shows projected 2050 traffic conditions on regionally significant roadways, which will generally experience demand volumes exceeding capacity.

Figure 3-5 Volume/Capacity across Selected Cut-Lines, Year 2050



Year 2050 Cut-line Summary			
Cut-line	Estimated Model Volume	Roadway Capacity	Volume-to-Capacity Ratio
1	167,000	142,000	1.17
2	291,000	141,000	2.06
3	109,000	118,000	0.93
4	390,000	146,000	2.67
5	188,000	101,000	1.87
6	864,000	236,040	3.66
7	807,000	147,000	5.49
8	87,000	78,000	1.11
9	51,000	107,000	0.48

3.6 NON-CAPACITY-RELATED ROADWAY NEEDS (2008 TO 2030)

Non-capacity roadway needs were identified through small area transportation studies, corridor definition studies, meetings with stakeholders, and input from community workshops. Non-capacity roadway needs that were identified in the statewide survey of critical needs, which served as input into the Statewide Transportation Investment Strategy, are also documented. The following sections provide a general overview of non-capacity roadway needs. Table 3.3 contains a detailed list of non-capacity roadway needs.

Critical Needs Definition

The critical needs definition process, which ADOT completed in early 2008, identified several non-capacity-related roadway needs. These were primarily in the areas of:

- Bridge replacement projects
- Bank protection
- Safety projects
- Bringing gravel roads in the Globe area up to air quality standards

Applicable projects in the Central Framework region are listed in Table 3.3.

SATS and Corridor Definition Studies

The *Gila County Small Area Transportation Study* (October 2006) recommended the following projects relating to non-capacity roadway needs:

- SR 288, Junction SR 188 to Young – Complete paving

Input from Stakeholders and Community Workshops

This study solicited input on roadway needs through an extensive program of stakeholder meetings and workshops. These included community workshops, focus groups, stakeholder meetings, a Regional Technical Advisory Committee, and common interest group meetings. Needs identified from these public outreach efforts are summarized in the following sections.

Community Workshops – March and November 2008

Community workshops were held in Florence and Globe on March 26 and 27, 2008. Sixty persons attended the two workshops. A second round of workshops was held in Globe and Coolidge on November 12 and 13, 2008. Fifty-three persons attended the November workshops. Comments regarding non-capacity roadway needs included:

- Improved pedestrian crossings and sidewalks are needed in a number of areas, including Casa Grande (safe pedestrian crossings of I-10 and I-8), US 60 in Superior, and Queen Creek, which is interested in improving trail connectivity. Pedestrian and bicycle activities are of interest to the city of Globe, but terrain and topography make it difficult and expensive to construct pedestrian facilities.

- A need was expressed to review evacuation routes for emergencies.

Focus Group and Stakeholder Meetings

Six focus group meetings were held in Florence and Globe on March 26 and 27, 2008. A total of 27 persons attended the six focus group meetings. In addition, stakeholder interviews were conducted during February, 2008 with representatives of the following agencies:

- City of Apache Junction
- City of Casa Grande
- City of Eloy
- Central Arizona Association of Governments (CAAG)
- Pima Association of Governments (PAG)
- Gila County
- Pima County
- Pinal County
- Town of Globe
- Town of Hayden
- Town of Kearny
- Town of Marana
- Town of Miami
- Town of Oro Valley
- Town of Queen Creek
- Town of Superior
- Gila River Indian Community
- Tohono O'odham Nation

Comments relating to non-capacity roadway needs were:

- Trucks - Crossings of railroads and rivers need to be improved to accommodate commercial trucks. More truck stops and parking are needed. Truck traffic has increased with the growth in mining operations. Truck traffic is an important concern on US 60 and SR 77. In the summer months, many recreational vehicles use SR 77 to access the reservoirs. Truck traffic is a concern in Miami.
- At-grade railroad crossings - At-grade railroad crossings need to be replaced with grade separations. One comment expressed the need for an intermodal facility (for example, near Picacho Peak) to take advantage of the existing railroad infrastructure.
- Safety improvements – Stakeholders mentioned that safety improvements are needed on SR 177 between Kearny and Hayden. They stated that SR 177 is the only state highway with a 10 percent grade. Specific needs are left turn lanes and passing lanes. Another safety need exists at the intersection of SR 177 and SR 77, with improved signage a possible solution. All-terrain-vehicle crossings of SR 177 are also an issue. Other safety issues include rock falls on SR 77. West of Miami, the US 60/ Pinto Valley Mine Road intersection may potentially warrant a traffic signal or interchange at this location. Speeding is a concern in Miami.
- Environmental concerns – A need was expressed for wildlife crossings to enhance wildlife connectivity and movement, aesthetics, and coordination with the Arizona Game and Fish Department and its Comprehensive Wildlife Conservation Strategy.
- Air quality – Pinal County is in violation of PM10 standards more than 200 days per year. Problem areas should be identified and improvements planned to address them. Hayden and Winkelman have also been challenged by air quality issues. Air quality (notably PM10) issues are significant in Casa Grande. Several

stakeholders mentioned that paving of the Florence-Kelvin Highway would help to improve air quality, and would also provide a reliever route to US 60 and SR 177. This would connect population and employment centers in Florence to centers in Hayden and Winkelman.

- Pedestrian and bicycle facilities – A common need identified throughout all Central region communities was improved pedestrian facilities along and across state highways. Specific needs include:
    - Bicycle and pedestrian facilities on state highways. Sidewalks and lighting on SR 177 between Hayden and Winkelman would improve pedestrian safety. Hayden town staff mentioned that significant pedestrian activity is associated with the San Carlos Apache Nation. They also mentioned that school children walk along state highways that have no sidewalks. Gila River Indian Community (GRIC) staff stated that they have observed an increasing number of cyclists on state highways in their community. City of Globe staff mentioned a need for bicycle and pedestrian facilities along US 60. However, they recognize that the local topography, with many hills and ravines, make it difficult to construct facilities.
    - Trails and open space for use by pedestrians, cyclists, and equestrians, particularly in the Queen Creek area.
    - Pedestrian crossings over US 60 are needed in Superior.
    - Safe pedestrian crossings of I-10 and I-8, particularly in the Casa Grande area.
- Emergency management – A need to identify alternative routes to US 60 between Globe and Miami was raised as an emergency management concern, since there are no alternatives between these cities. SR 77 between Globe and Winkelman is a significant truck corridor. A large percentage of traffic on SR 77 is trucks originating from Miami and serving the mines. Many trucks carry hazardous materials.
- Accessibility to human services – Improved roads and connectivity in eastern Pinal County will improve access to medical care and human services. Many residents must travel to Mesa and the East Valley (in Maricopa County) to receive medical care.
- Other non-capacity roadway needs - Other needs include storm water management, and the need to combine road and utility corridors in order to minimize potential environmental impacts.

Regional Technical Advisory Committee

A Regional Technical Advisory Committee (RTAT) provided guidance throughout the duration of the project. The RTAT consists of representatives from study area jurisdictions, Indian communities, Maricopa Association of Governments (MAG), CAAG, PAG, ADOT, and the Federal Highway Administration (FHWA). Four RTAT meeting were held on March 6, 2008, June 12, 2008, October 22, 2008, and April 6, 2009.

Non-capacity roadway needs mentioned at the RTAT meetings included:

- Additional all-weather crossings of the Gila River.
- Infrastructure and policy to support freight traffic. I-10 and SR 87 are major freight corridors.
- Projects to facilitate emergency evacuation of urban areas.

Common Interest Group Workshops

Common interest group meetings were held to obtain input on the three alternative transportation scenarios in March, 2009. Meetings were held with representatives from across the state of the following groups:

- Tribal communities
- Natural resource agencies
- The development community
- Planning professionals
- Economic development
- Resource agencies
- Major freight users
- ADOT Communication and Community Partnerships (CCP)

Although the focus of the meetings was on discussing the three scenarios at a statewide level, there were numerous comments on non-capacity roadway needs in the Central region:

- Trucks and freight – Consider dedicated truck lanes and truck-only facilities.
- Wildlife linkages - Show connectivity to wildlife areas. Show wildlife corridor linkages and assess wildlife concerns. Habitat fragmentation is a key issue.
- Pedestrian crossings.
- Effect of roadway system improvements on air quality.
- Consider hazardous materials.
- Consider all-weather roads for medical transport.
- Access management – There is a need for a strong access management policy/plan.

Summary

Non-capacity-related roadway needs in the Central region include bridge replacement and design projects on US 60, SR 88, and SR 188. These are listed in Table 3.3. More general needs include projects to accommodate freight and trucks, additional truck stops and parking, construction of grade-separated railroad crossings, safety improvements, reducing particulate air pollution, wildlife crossings, and development of emergency management and hazardous material routes.

Table 3.3 provides a detailed list of non-capacity-related roadway needs, other than general concerns. Immediate needs are those considered to be needed in the next five years (before 2015).

Table 3.3 Non-Capacity-Related Roadway Needs

State Highway System						
Route	**Location**	**From**	**To**	**Summary of Need**	**When Needed**	**Source**
US 60	MP 222.8	MP 222.8	MP 223.8	Bridge replacement	2015-2030	Critical needs
US 60	MP 224.6	MP 224.6	MP 225.7	Bridge replacement	2015-2030	Critical needs
US 60	MP 227.7	MP 227.7	MP 228.7	Queen Creek bridge replacement	2030-2050	Critical needs
US 60	MP 229.5	MP 229.5	MP 230.5	Waterfall Canyon bridge replacement	2015-2030	Critical needs
US 60	MP 232.5	MP 232.5	MP 233.5	Devil's Canyon bridge replacement	2015-2030	Critical needs
US 60	MP 238.3	MP 238.3	MP 239.3	Pinto Creek bridge replacement	2030-2050	Critical needs
US 60	MP 242.7	MP 242.7	MP 243.7	Bloody Tanks wash bridge Replacement	2015-2030	Critical needs
US 60	MP 243.7	MP 243.7	MP 244.7	Bloody Tanks bridge replacement	Before 2015	Critical needs
US 60	MP 249.6	MP 249.6	MP 250.6	Pinal Creek bridge replacement	2030-2050	Critical needs
US 60	MP 249.8	MP 249.8	MP 250.8	Pinal Creek bridge replacement	Before 2015	Critical needs
US 60	MP 256.7	MP 256.7	MP 257.7	Quartzite Canyon bridge replacement	Before 2030	Critical needs
US 60	MP 251.8	MP 251.8	MP 252.8	McMillen Wash bridge replacement	2015-2030	Critical needs
US 60	N/A	N/A	N/A	Address safety and speeding issues	Before 2015	Critical needs
US 60/Pinto Valley Mine Road	Intersection	N/A	N/A	Intersection improvements, possible signalization	Before 2015	Community and stakeholders
US 70	N/A	N/A	N/A	Increase shoulder width, add turn lanes and passing zone improvement/striping, bus stops, truck traffic, and US70 bridge widening improvements.	Before 2015	Critical needs
SR 77	Not specified	N/A	N/A	Safety improvements to address rock falls	Before 2015	Community and stakeholders

Table 3.3 Non-Capacity-Related Roadway Needs (continued)

State Highway System						
Route	**Location**	**From**	**To**	**Summary of Need**	**When Needed**	**Source**
SR 77/SR 177	Intersection	N/A	N/A	Safety improvements at intersection	Before 2015	Community and stakeholders
SR 87	BIA 101/Green Valley Pkwy	N/A	N/A	Address safety issues at BIA 101/Green Valley Pkwy including traffic light crossing patterns, striping, signage, driver sight visibility, and acceleration/deceleration lanes.	Before 2015	Critical needs
SR 88	MP 213-242	213	242	Update to current standards	2030-2050	Critical needs
SR 88	223.5	223.5	224	Fish Creek bridge replacement	Before 2015	Critical needs
SR 88	224.6	224.6	225.1	Lewis Pranty Creek bridge replacement	Before 2015	Critical needs
SR 88	225.5	225.5	226	Dry Wash bridge replacement	Before 2015	Critical needs
SR 88	231.7	231.7	232.2	Davis Wash bridge replacement	2015-2030	Critical needs
SR 88	233.5	233.5	234	Pine Creek bridge replacement	Before 2015	Critical needs
SR 188	242	242	243	Stewart Wash bank protection	Before 2015	Critical needs
SR 288	260.4	260.4	261.4	Eads Wash bridge replacement	2015-2030	Critical needs
SR 288	262.4	262.4	263.4	Salt River bridge replacement	2015-2030	Critical needs
Unknown	Not specified	N/A	N/A	Address crash issues between SR 387/587	Before 2015	Critical needs
SR 347	Not specified	N/A	N/A	Address traffic congestion and zoning enforcement	Before 2015	Critical needs
SR 288	Junction SR 188 - Young	N/A	N/A	Complete paving	Before 2015	Gila County SATS

Table 3.3 Non-Capacity-Related Roadway Needs (continued)

State Highway System						
Route	**Location**	**From**	**To**	**Summary of Need**	**When Needed**	**Source**
1 10 and I 8	Casa Grande	N/A	N/A	Address pedestrian crossing needs	2030-2050	Community and Stakeholders
SR 177	Not specified	N/A	N/A	Shoulder widening and guard rail, and sidewalk	Before 2015	Community and Stakeholders
US 60	Superior	N/A	N/A	Pedestrian crossing	2030-2050	Community and Stakeholders
Other Principal Roadways						
Route	**Location**	**From**	**To**	**Summary of Need**	**Timing**	**Source**
Price Rd/Hunt Hwy	Price Rd/Hunt Hwy	N/A	N/A	Dust complaints from unpaved roads	Before 2015	Critical Needs
Elliot Rd	Not specified	N/A	N/A	Address traffic congestion	Before 2015	Critical Needs
Florence-Kelvin Highway	Not specified	N/A	N/A	Pave road	Before 2015	Community and Stakeholders
Not specified	Gila County, Pinal County, Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Globe, Hayden, Kearny, Mammoth, Marana, Miami, Queen Creek, Superior, Winkelman, Gila River Indian Community, Tohono O'odham Nation	N/A	N/A	Local mobility projects and programs	Before 2015	Statewide Transportation Investment Strategy

Table 3.3 Non-Capacity-Related Roadway Needs (continued)

State Highway System						
Route	**Location**	**From**	**To**	**Summary of Need**	**When Needed**	**Source**
Not specified	Gila County, Pinal County, Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Globe, Hayden, Kearny, Mammoth, Marana, Miami, Queen Creek, Superior, Winkelman, Gila River Indian Community, Tohono O'odham Nation	N/A	N/A	Transportation enhancement and walkable/bikeable communities	Before 2015	Statewide Transportation Investment Strategy

Sources: Statewide Transportation Investment Strategy, June 19, 2008
Critical Needs Definition
Gila County Small Area Transportation Study
Pinal County Small Area Transportation Study
Stakeholder and public involvement comments

3.7 TRANSIT AND PASSENGER RAIL NEEDS

This section documents public transit and passenger rail needs as identified through the ADOT Rural Transit Needs Study, Responses to Executive Order 2007-02, recent SATS and local or regional transit studies, the Framework Transit Propensity Analysis, and input from stakeholders and community workshops.

Table 3.4, located at the end of this section, contains a detailed list of transit and passenger rail needs.

Existing and Committed Transit System

Existing and committed transit and rail passenger services were identified from the *FY 2007 Section 5311 Rural Public Transportation Program Annual Report*, the *Gila County Small Area Transportation Study*, and the *Pinal County Small Area Transportation Study*.

Local transit services currently operating in the study area include the Cobre Valley Community Transit Program in the Miami area and the Cotton Express in Coolidge. Cobre Valley Community Transit program operates a demand responsive, curb-to-curb service in Miami, Globe, and surrounding areas of unincorporated Gila County. The Cotton Express deviated route bus system operates in Coolidge. Existing intercity transit services include Greyhound Bus (several daily trips on I-10 between Phoenix and Tucson) and Amtrak (three weekly round trips between Los Angeles and Chicago/New Orleans, with a stop at Maricopa in Pinal County).

Short- and long-range transit improvements identified in SATS are primarily transit and rail studies. A project to repair or rebuild (freight) railroad crossings in Claypool, between Miami and Globe, was also recommended.

Rural Transit Needs Study and Responses to Executive Order 2007-02

In January 2007, Governor Napolitano issued Executive Order 2007-02, "Expanding Arizona's Transportation Options." Recognizing that the state's transportation infrastructure was failing to keep pace with the fastest population growth in the nation, the Governor directed ADOT "to provide, within the next 90 days, a detailed list of options for mass transit, commuter rail and/or light rail to serve and connect as efficiently as possible those Arizona communities for which such options would be cost-effective. The report should include preliminary estimates of the cost of each option; an assessment of whether and how the private sector could be encouraged to offer or assist with each option and to the extent public money is required, recommendations regarding how to finance each option."

The ADOT Public Transportation Division (ADOT-PTD) responded to Executive Order 2007-02 by reviewing existing reports and forming an Executive Order Working Group, consisting of representatives of COGs, MPOs, and transit agencies/providers throughout the state. An extensive outreach effort included meetings with stakeholders, interviews, and a tribal forum. ADOT-PTD encouraged public input through eight public meetings and an on-line Rural Transit Needs Survey. In addition, ADOT-PTD prepared a series of "control sheets" that describe proposed programs and projects from COGs, MPOs, transit agencies, and ADOT-PTD staff. The

documented transit needs in response to Executive Order 2007-02 are summarized in Table 3.4, along with other transit and rail needs identified for this study.

The *Arizona Rural Transit Needs Study* was completed in March 2008. Key findings from this study were:

- 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 services were recommended for Cotton Express in Coolidge (Pinal County).
- The highest-potential corridor locations in the Central region for new Section 5311 intercity transit services (to 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). Weekday transit service between Maricopa and Phoenix and between Maricopa and Tempe was recently implemented.

Recent SATS and Local or Regional Transit Studies

Two rail studies were recommended by the *Gila County Small Area Transportation Study*. One is a study of a permanent rail service between Miami, Globe and the Apache Gold Casino (referred to as the Copper Spike Rail study). The Arizona Eastern Railroad has since initiated limited seasonal service between Globe and the casino. The other study was to develop recommendations regarding rail crossing improvements in the Claypool area.

The *Pinal County Small Area Transportation Study* recommends the establishment of a community ridesharing program, which encourages the formation of carpools and vanpools for commuters. Another recommendation is for a regional transit connector service among Pinal County communities and between the Phoenix and Tucson areas.

The *Gila County Small Area Transportation Study* recommends a regional bus service study for the US 60/US 70 corridor. A study to evaluate service expansion for the Cobre Valley Community Transit service, also known as the Miami Dial-A-Ride service, is also recommended.

Transit Propensity Analysis

The ADOT Framework Management Team completed a Transit Propensity Analysis especially for the statewide frameworks. Transit propensity is a measure of potential demand for transit service based on key socioeconomic variables. The recently completed Arizona Rural Transit Needs Study used the Arkansas Public Transportation Needs Assessment method to represent the demand for transit service. The ADOT project team used a similar approach, employing methodology from the national Transit Cooperative Research Program (TCRP).

A key purpose of transit propensity analysis is to identify needs for local transit service. At the framework planning level, it can be used as a guide to establish corridors linking areas with high transit needs.

The ADOT project team prepared year 2030 and 2050 transit propensity analyses for each State Transportation Analysis Zone using the population projections developed previously. The TCRP transit propensity analysis method uses nine variables:

1) Population density;
2) Percent of population with mobility limitations;
3) Percent of population with employment disability;
4) Percent of population that is not "White, Non-Hispanic";
5) Percent of population that is female;
6) Percent of households with income under $20,000;
7) Percent of occupied housing units without an auto available;
8) Percent of workforce age 30 or younger; and
9) Percent of workforce age 65 or older.

These variables represent attributes that national studies identify as having a relationship to transit patronage. Research that supports the methodology includes:

- TCRP Report 28: Transit Markets of the Future
- TCRP Report 3: Workbook for Estimating Demand for Rural Passenger Transportation
- TCRP Report 27: Building Transit Ridership

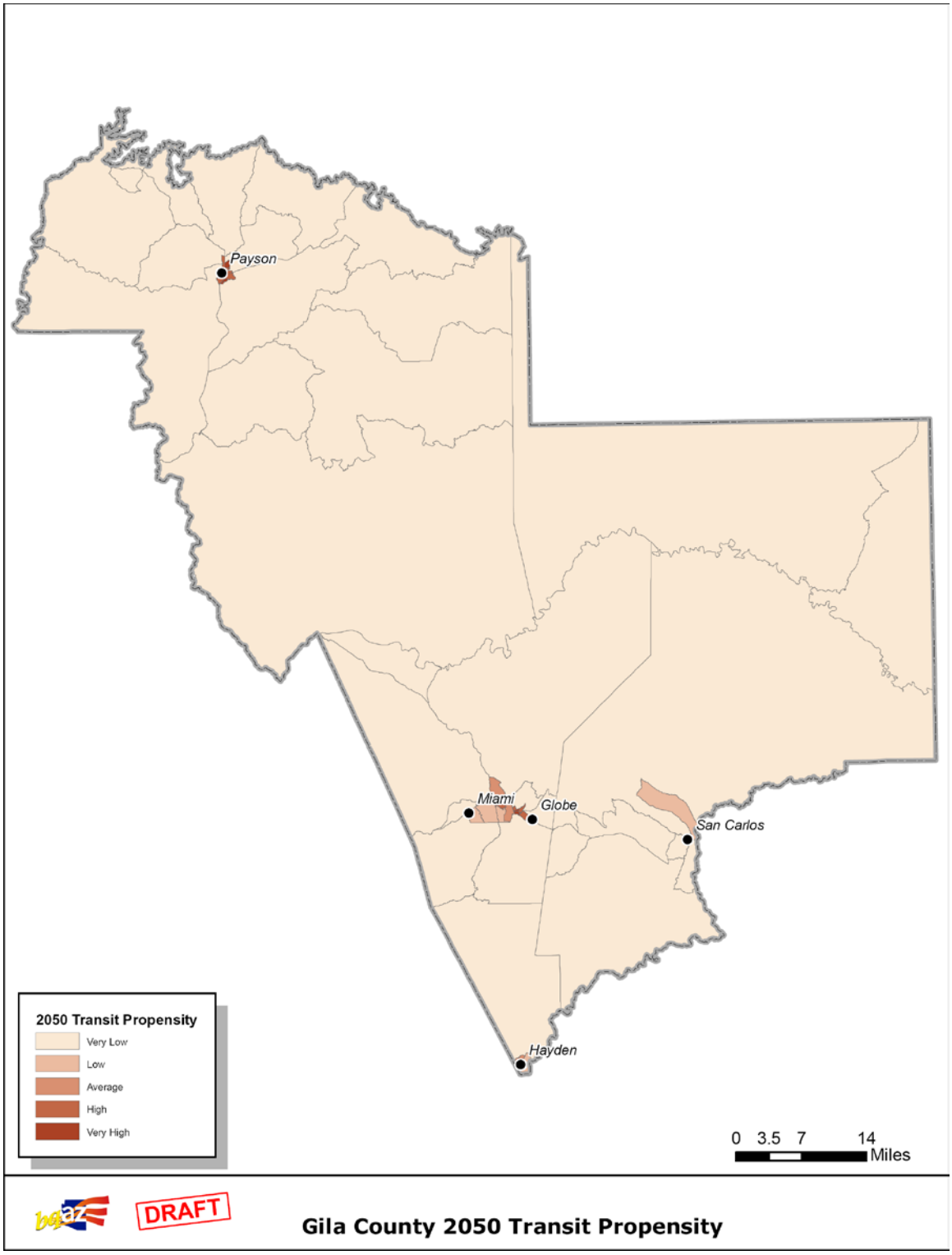
The project team obtained data for these nine variables by block group for each county in the central, eastern, northern and western regions of the state. These variables were expanded based on the 2030 and 2050 population projections. The project team assigned a weight to each variable, based primarily on findings in TCRP Report 28.

Propensity is calculated as an index that shows the relative propensity of one block group to the county as a whole. Ridership estimates can be considered as the "demand" for transit services. Variables used to estimate ridership are the same as the variables used for propensity.

Figure 3-6 and Figure 3-7 illustrate 2050 transit propensity estimates by county in the region. Figure 3-8 shows the 2030 transit propensity map for Pinal County, for comparison purposes. (Gila County has no major changes in transit propensity forecast from 2030 to 2050.)

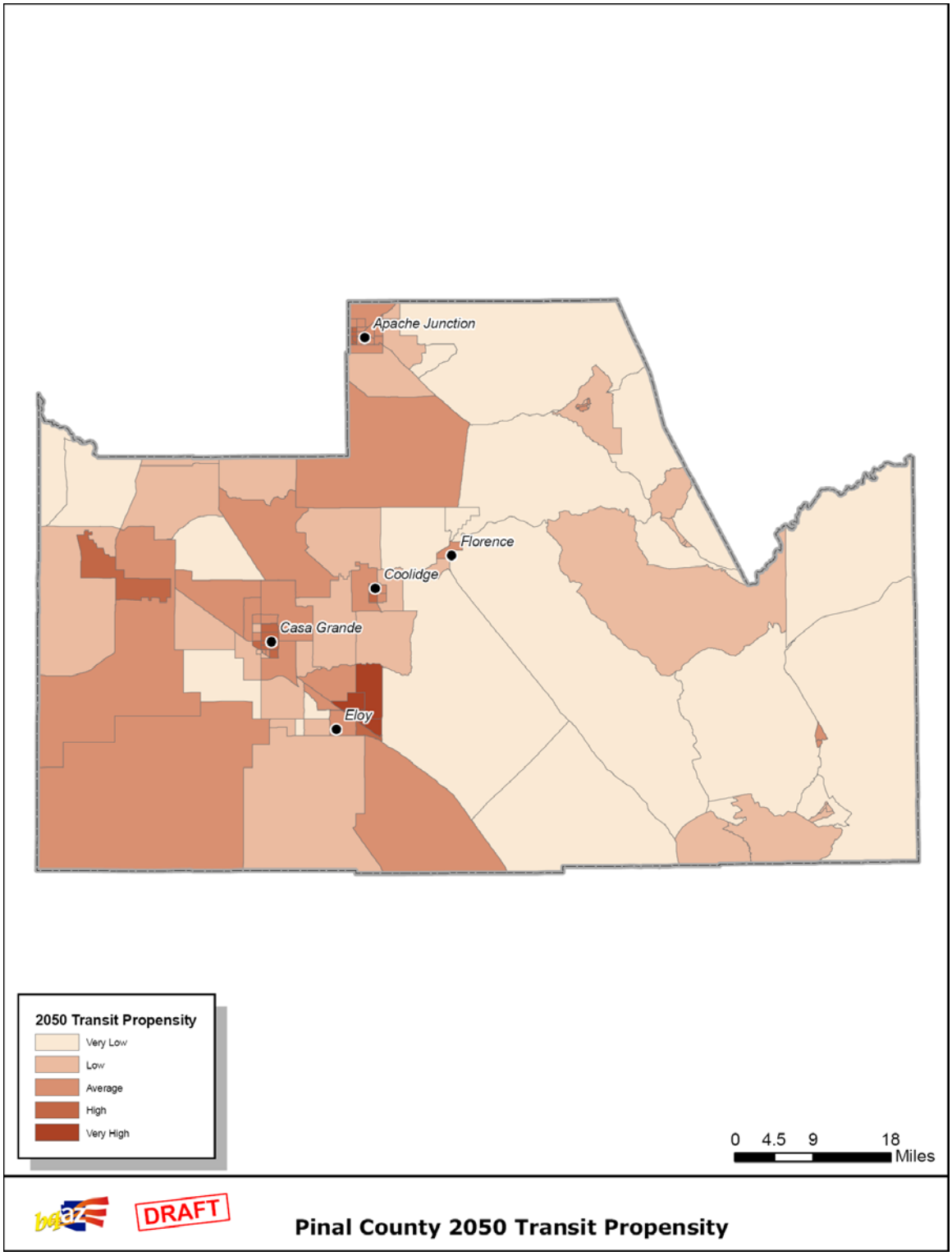
The 2050 transit propensity analysis showed an “average” to “low” transit propensity in the Globe/Miami area. The transit propensity in remaining portions of Gila County is “very low.” In eastern Pinal County, the 2030 and 2050 transit propensity is “very low,” while in western Pinal County it ranges from “low” to “high,” except in the Eloy area, which has a “very high” transit propensity.

Figure 3-6 Transit Propensity, Year 2050, Gila County



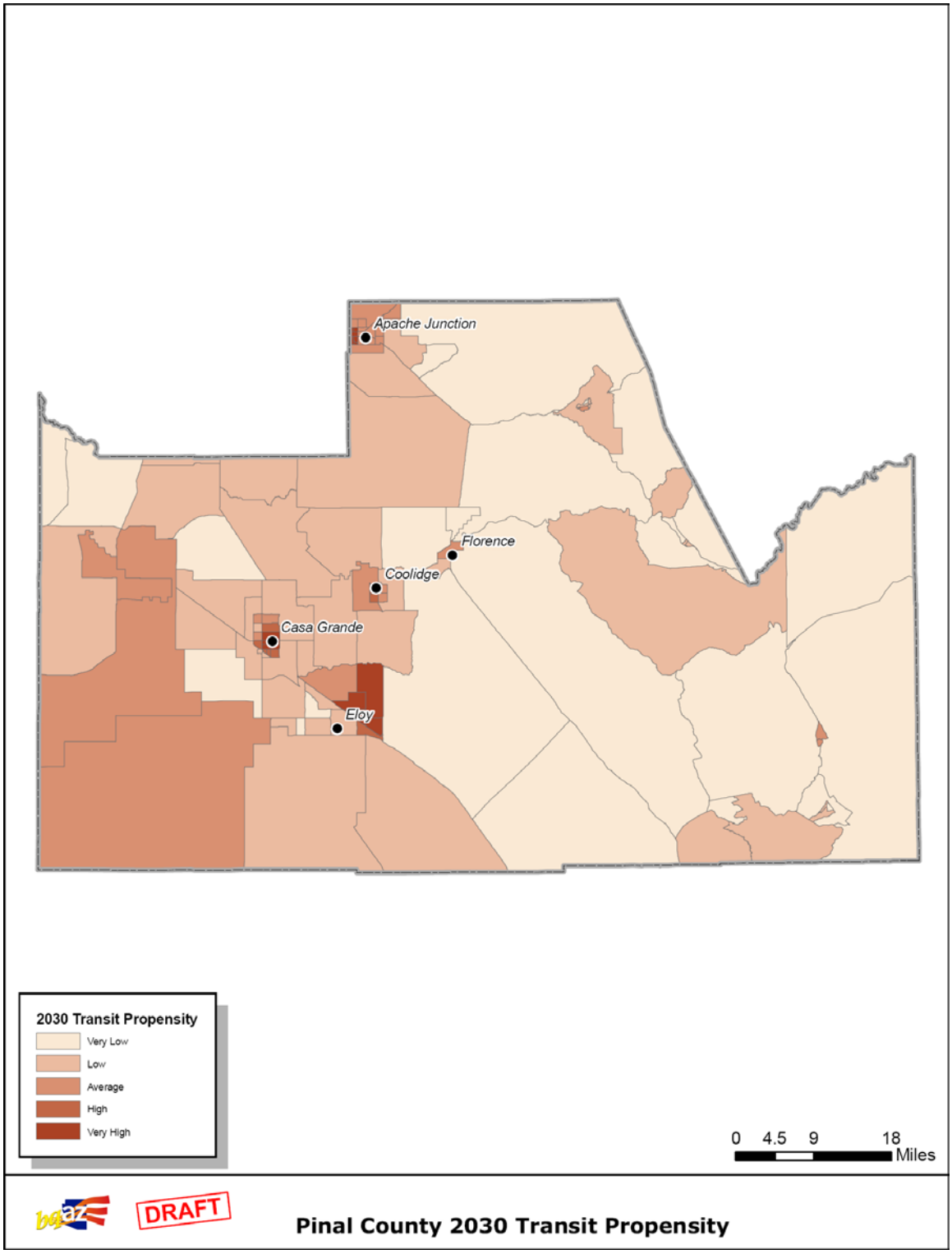
Source: HDR, Inc.

Figure 3-7 Transit Propensity, Year 2050, Pinal County



Source: HDR, Inc.

Figure 3-8 Transit Propensity, Year 2030, Pinal County



Source: HDR, Inc.

Input from Stakeholders and Community Workshops

Community Workshops – April and November 2008

The study team for the Central Framework held an initial round of community workshops in Florence and Globe on March 26th and 27th. Participants in both community workshops mentioned the desire for local and regional bus systems as well as regional/commuter rail and light rail systems. A second round of community workshops was held in Globe and Coolidge on November 12th and 13th, 2008. Comments on rail and transit service needs in the Central region included:

- Rail service is needed to the Apache Junction area. An intercity rail service should be developed to provide service to and from the Phoenix metropolitan area.
- Higher housing densities are needed to support mass transit and passenger rail service. In order for transit to work, nodes of density will be required.
- By 2050, more alternatives will be needed for mass transportation. Roadway connections between Arizona cities need to be balanced by mass transit, which should be a major part of the transportation plan. In rural areas, transit will likely consist of bus services. Rail connections may make sense for areas like Globe in the long term.
- Transit is needed regardless of the recommended scenario.

Focus Group and Stakeholder Meetings

Many participants expressed a need for more transit service. Some specific needs were:

- Provision of transit service locally and regionally, as well as a desire to creatively approach these challenges (example: Globe established dial-a-ride service using other agencies' vans during off-peak hours).
- Recognition that transit needs in Gila County are different from those in Pinal County. For example, Globe once relied on Greyhound to carry transit–dependent residents to Phoenix, primarily for medical trips.
- A transit system can be designed to connect to shopping destinations.
- Short-term transit improvements should be addressed.
- It would be helpful to loosen restrictions on vans purchased for social service agencies.
- Apache Junction envisions bus rapid transit that would connect to light rail or commuter rail.
- The town of Miami would like to participate with ADOT in a feasibility study of a new fixed-route service.
- The city of Globe supports a transit service between Globe and Phoenix.
- Roadway improvements should be coordinated with transit improvements: e.g., the design and construction of the North-South Freeway corridor should preserve right-of-way for future transit/commuter rail.
- A number of services (medical, grocery, etc.) are available in Kearny, but they remain inaccessible to many residents of Hayden because of a lack of transit service in the area.
- Pinal County has discussed the feasibility of implementing a transit corridor along Hunt Highway. Right-of-way constraints are challenging in this corridor.
- Public transportation is needed on tribal lands.
- Regional transit is needed in the I-10 corridor.

Rail

- Transporting light freight on light rail should be considered to generate revenue.
- Remove at-grade rail crossings and avoid new ones. The Union Pacific does not want additional at-grade crossings.
- Expand the rail system to the mines. Passenger rail between Globe, Miami, and Apache Gold Casino would be primarily a tourist attraction.
- A rail line could serve latent transit demand previously served by Greyhound between Globe and Safford.
- Double-tracking and more sidings (a short stretch of railroad track used to store rolling stock or enable trains on the same line to pass) of the Union Pacific Railroad are needed to foster economic development in the region and improve rail access to industrial areas.
- Marana and Eloy support passenger rail between Tucson and Phoenix.
- The Queen Creek Town Council is very supportive of commuter rail.

Regional Technical Advisory Team

The RTAT supported the development of multimodal alternatives, including buses and bus rapid transit.

Common Interest Group Workshops

Transit

- There is a need for good transit service at destinations once you have arrived via commuter rail.
- Transit needs to tie into airports.
- There needs to be access to transit stops in tribal areas.
- Bus rapid transit along I-10 to Casa Grande is needed.
- Provide good transit connections at destinations/activity centers.
- The connection between Phoenix and Tucson needs good transit on both ends.
- Some rural areas are using school buses and community vehicles to provide senior citizens with transit options.
- Transit through the GRIC to Casa Grande is needed.
- Expand bus services beyond community boundaries.

Rail

- Need for infrastructure to support rail at destinations.
- Need for rail transportation to and from major airports.
- Need to address environmental impacts, such as noise, of at-grade rail crossings.
- Passenger rail needs were mentioned along SR 87, along SR 347, and in the Coolidge area.

Summary

Provision of transit service locally and regionally was a key need expressed by stakeholders. Specific needs were identified for bus rapid transit in Apache Junction (connecting to light rail or commuter rail), and in the I-10 corridor. Stakeholders mentioned needs for regional transit services between Tucson and Phoenix, the GRIC and Casa Grande, Kearny and Hayden, and Globe and Phoenix. Local transit service in Miami and within the Indian communities was also identified as a need.

Stakeholders in a number of communities mentioned a need for passenger rail to the Apache Junction area, and intercity rail service to and from the Phoenix area.

Stakeholders also mentioned a need for rail services to and from Globe (potential services mentioned were Globe to Phoenix, Globe to Safford, and Globe to Miami and the Apache Gold Casino). Table 3.4 summarizes identified transit and rail passenger needs.

Table 3.4 Transit and Passenger Rail Needs

Location	Summary of Need or Deficiency	When Needed	Source
Pinal County	Connecting communities bus transit program	2015-2030	Investment strategy
	Enhancing public transportation programs	2015-2030	Investment strategy
	Transit serving elderly, persons with disabilities and tribal populations in rural areas	2015-2030	Investment strategy
	Statewide vanpool and rideshare programs	2015-2030	Investment strategy
	Transit/rail planning, marketing and other related programs	2015-2030	Investment strategy
	High speed urban-urban rail connections/commuter rail in urban corridors	2015-2030	Investment strategy
Gila County	Connecting communities bus transit program	2015-2030	Investment strategy
	Enhancing public transportation programs	2015-2030	Investment strategy
	Transit serving elderly, persons with disabilities and tribal populations in rural areas	2015-2030	Investment strategy
	Statewide vanpool and rideshare programs	2015-2030	Investment strategy
	Transit/rail planning, marketing and other related programs	2015-2030	Investment strategy
Tohono O'odham Nation	Public transportation in Tohono O'odham Nation	Before 2015	Rural Needs study
	Tribal general public support	Before 2015	Executive Order responses
	Section 5310 elderly and disabled program funding	Before 2015	Executive Order responses
Gila River Indian Community	Tribal general public support	Before 2015	Executive Order responses
	Section 5310 elderly and disabled program funding	Before 2015	Executive Order responses
Phoenix-Tucson	Passenger rail service	2015-2030	Transit propensity analysis
Casa Grande to industrial park	Improved rail access to industrial areas	Unspecified	Community and stakeholders

Table 3.4 Transit and Passenger Rail Needs (continued)

Location	Summary of Need or Deficiency	When Needed	Source
Pinal County	Transit loop system that connects cities within the county	Unspecified	Community and stakeholders
Kearny to Hayden	Transit service (buses, dial-a-ride)	Unspecified	Community and stakeholders
Queen Creek	A new transit route with shorter headways and distance	Unspecified	Community and stakeholders
Apache Junction	Potential bus rapid transit that would connect to light rail/commuter rail	Unspecified	Community and stakeholders
North-South Corridor	Preservation of right-of-way for a future transit/commuter rail corridor	Unspecified	Community and stakeholders
Globe to Apache Junction	A connector service to provide access to areas with transit service	Unspecified	Community and stakeholders
SR 77, Tucson to Oro Valley	Bus rapid transit or commuter rail corridor	Unspecified	Community and stakeholders
US 60/US 70 corridor	Regional bus service study for US 60/US 70 corridor	Before 2015	The Gila County Small Area Transportation study
Miami	A study to evaluate service expansion for Cobre Valley Community Transit	Before 2015	Gila County Small Area Transportation study
Claypool	Study regarding rail crossing improvements in the Claypool area.	Before 2015	Gila County Small Area Transportation study
Pinal County	Community ridesharing program	2015-2030	Pinal County Small Area Transportation Study
Pinal County/Phoenix-Tucson areas	Regional transit connector service among Pinal County communities and between the Phoenix and Tucson areas	2015-2030	Pinal County Small Area Transportation study
Statewide	Arizona statewide vanpool program	Before 2015	Executive Order responses
ADOT Globe, Phoenix and Prescott districts	Potential connectors – Section 5311 enhanced rural transit	Before 2015	Executive Order responses
	Section 5311 rural transit program recipients	Before 2015	Executive Order responses
	Section 5310 elderly and disabled program funding	Before 2015	Executive Order responses
	Statewide rideshare program	Before 2015	Executive Order responses

Table 3.4 Transit and Passenger Rail Needs (continued)

Location	Summary of Need or Deficiency	When Needed	Source
ADOT Globe, Phoenix and Prescott districts (continued)	Rural media package	Before 2015	Executive Order responses
	Statewide planning rural bus service	Before 2015	Executive Order responses
	Amtrak–ADOT partnership program	Before 2015	Executive Order responses
ADOT Globe and Tucson districts	Right-of-way purchase, inactive and abandoned railroad lines	Before 2015	Executive Order responses
ADOT Globe and Phoenix districts	Graham/Greenlee/Gila/Pinal counties rural bus service	Before 2015	Executive Order responses

Sources: Statewide Transportation Investment Strategy, June 19, 2008, Critical Needs Definition, Gila County Small Area Transportation Study, Pinal County Small Area Transportation Study, Stakeholder and Public Involvement comments

3.8 CONCEPTUAL OVERVIEW OF LONG-RANGE SCENARIOS

Approach

In the fall of 2008, the Statewide Framework study team identified three scenarios for the long-term evolution of Arizona and its transportation system. The scenarios were further developed after thirteen community workshops held in November 2008 throughout the four Arizona regions (Central, Eastern, Northern and Western) that collectively encompass the entire state except Maricopa County, Pima County and western Pinal County. Each scenario reflects a different transportation future for Arizona. The following characteristics apply to all three scenarios:

- All look ahead to 2050 and beyond.
- All assume that the future of transportation will be substantially different from present conditions.
- All are multimodal, incorporating both roadways and public transportation.
- They include the principal locally controlled transportation facilities and services, as well as those for which ADOT is responsible.
- Each has its own set of proposed improvement projects and programs within each region.
- Each Regional Consultant team identified the improvements for all scenarios within its framework region.
- Each regional team made extensive use of community input—especially from the stakeholder interviews and the two sets of public workshops held in 2008—to select the proposed improvements.
- In each region, some projects are common to two or more scenarios, while others are unique to one scenario.
- Proposed projects in each regional scenario include selected improvements from the Statewide Transportation Investment Strategy developed for ADOT and the Governor's Office in 2008.
- All scenarios involve phased implementation of the transportation improvements over several decades.
- To show a seamless transportation system, the statewide management consultant and the four regional consultants coordinated the elements of each scenario across regional boundaries.

Arizona's next century will be defined by how well growth and development occur throughout the state. With the challenges facing Arizona come abundant opportunities that can be exploited to improve its competitive position nationally and globally. Arizona will nearly triple in population from approximately 6 million people today to a projected 15 million in 2050. How and where this growth occurs will impact infrastructure and service delivery as well as the state's quality of life, by focusing growth and preserving sensitive lands. Analyzing land ownership, resources, development trends and growth projections, national demographers have identified ten "Megapolitan" regions throughout the country where the majority of growth will occur in the future. The Arizona Sun Corridor Megapolitan region that stretches from south of Tucson to north of Prescott covering much of central Arizona is one of these identified regions. The Sun Corridor is anticipated to contain over 75% of Arizona's population on less than 25% of its land by 2050. Providing seamless connections to the Sun Corridor area from the Central Framework region is one aspect of the development of scenarios.

Scenario A: Personal Vehicle Mobility

This scenario is the closest to the status quo, insofar as it assumes that personal vehicles will continue to be used for most trips in 2050 and beyond. It assumes that alternative vehicle technologies (i.e., fuels and engines other than traditional gasoline and diesel) will be further developed and will gradually become pervasive in the fleet. This technological progress will enable people to continue driving their own vehicles affordably, with minimal harm to the environment and without excessive emission of greenhouse gases. However, recognizing that existing public services are inadequate, especially in rural areas of the state, the scenario calls for significant transit investments beyond existing levels. Scenario A also assumes that long-range land use and development patterns will be consistent with adopted local plans, such as city and town general plans and county comprehensive plans.

Scenario B: Transit Mobility Emphasis

In contrast with Scenario A, this scenario assumes that automobiles and trucks will continue to rely on fuels whose prices will continue to increase in the long run, making personal vehicle use less affordable for many. While some technological progress will occur, it will not counterbalance the rising cost of vehicle use and ownership. As a result, demand for public transportation will increase dramatically, so this scenario emphasizes extensive transit improvements to meet the growing demand. Local, regional, and intercity services and facilities are included. It is recognized; however, than under any scenario private vehicles will remain the predominant form of transportation, especially in rural and small urban areas. Like Scenario A, Scenario B assumes future consistency with existing local and community plans. Unlike Scenario A, Scenario B envisions a notable reduction in vehicle miles traveled.

Scenario C: Focused Growth

Like Scenario B, this third scenario assumes a mix of increased public transit use and technological progress. Scenario C differs from the others in assuming that, *where appropriate*, existing long-range plans will be modified to encourage and support more intense land use in urban areas, with more compact development patterns and

greater emphasis on mixing compatible land uses. Current land use plans would not change in many smaller and more rural communities.

These land use changes in some communities will cause not only a reduction in the number of vehicle trips, but also a decline in average trip length. Some trips that otherwise would have been made by motor vehicle will instead be accomplished by walking or bicycling. This scenario envisions that cities, towns and counties will gradually embrace Smart Growth principles. According to "This Is Smart Growth," published by the Smart Growth Network, these principles are:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development toward existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.

3.9 ELEMENTS OF REGIONAL TRANSPORTATION SCENARIOS

This section describes the specific transportation elements that were incorporated into each of the three regional transportation scenarios for the Central Regional Framework. These elements include:

Roadway Facility
- Freeway
- State Highway
- Arizona Parkway
- Principal Arterial (other than state highway)

Roadway Improvement Types
- New Roadway
- Widen/Upgrade Roadway
- Improved Roadway
- System and local service traffic interchanges

Transit Modes
- Local Transit Service
- Express Bus
- Intercity Bus
- Passenger Rail

Transit Facilities
- Transit Center
- High Occupancy Vehicle Lane

Definitions of Improvement Categories

Roadway Definitions

Freeway: A multilane highway with full access control and grade separations at all crossing streets, designed to provide the highest possible capacity per lane mile.

State Highway: An existing Arizona state highway other than a freeway.

Arizona Parkway: A multilane highway with capacity (per lane mile) less than a freeway but more than a principal arterial. An Arizona parkway prohibits left turns at signalized intersections, but instead accommodates these movements through a combination of right turns and U-turns at strategically located median breaks. A wide median (typically 60 feet) is designed to allow ample storage capacity for turns by large trucks. The typical right-of-way requirement for a six-lane parkway is 200 feet--substantially less than the 300-foot freeway right-of-way.

Principal Arterial: The highest roadway functional classification other than a freeway or Arizona parkway, designed to carry substantial volumes of through traffic at an acceptable level of service. In urban areas, principal arterials typically have four or more lanes and varying degrees of access management. Rural principal arterials may be two-lane undivided highways.

Widen/Upgrade Roadway: A roadway project that involves a substantial increase in capacity to carry through traffic, usually by adding lanes over substantial distances.

Improved Roadway: A project that increases the safety and operational efficiency of a roadway without adding through lanes over significant distances. Examples include drainage improvements, passing or climbing lanes, shoulder widening and sight distance enhancements.

Transit Definitions

Local Transit Service: Public transportation designed to accommodate relatively short trips within a community or urbanized area. The most familiar type of fixed route service typically operates linear routes on arterial or major collector streets, with closely spaced bus stops. The community circulator is a specialized type of fixed route that typically connects neighborhoods to nearby activity centers, where riders may transfer to other routes. Community circulators often use small to medium buses that operate in a loop; some will stop at any safe location. Demand responsive service, often called dial-a-ride or reserve-a-ride, is a shared-ride service that operates door to door on demand, with some advance notice required. In large cities, this mode (also called paratransit) usually serves seniors and those who are unable to use the fixed route bus system, meeting requirements of the Americans with Disabilities Act. In smaller communities, demand responsive service may be the only type of public transportation available to the general public.

Express Bus: Bus service designed to transport commuters between their suburban communities and a central business district (or other large activity center) rapidly and with a minimum of stops. This is typically a peak-period service, although some large cities have express routes that operate throughout the day. Express buses usually serve park-and-ride lots in the suburbs and use freeway high occupancy

vehicle (HOV) lanes for as much of the trip as possible. This type of service currently exists in the Phoenix and Tucson metropolitan areas.

Intercity Bus: Bus service that connects cities on a fixed route and schedule, usually traveling through rural areas and often making several stops along the way. Greyhound Lines, a private firm, is the largest provider of intercity bus service in the U.S., but some public transit agencies are also in the intercity bus business. Examples include the Navajo and Hopi Senom transit systems in northeastern Arizona, and the Wickenburg and Gila Bend regional connectors in Maricopa County. Buses often stop at one central location in each community, where connections to local transit may be available.

Passenger Rail: Passenger-carrying trains that use conventional rail propulsion technologies, such as diesel-electric locomotives. Tracks may or may not be shared with freight operations. *Commuter rail* is often used to refer to relatively short-haul service (less than one hundred miles from one terminus to the other), with trains stopping roughly every three to eight miles. Commuter rail service is sometimes, but not always, limited to peak travel periods. *Intercity rail* (provided by Amtrak in the U.S.) typically operates over distances of one hundred miles or more, with station stops every twenty to fifty miles. Intercity and commuter services often share the same track.

A *Transit Center* is a stop or station at the junction of several routes or lines, or of different modes of transportation. It may be located on- or off-street, and is designed to handle the movement of transit vehicles and the boarding, alighting and transfer of passengers between routes or modes. A variety of passenger amenities may be available, including parking at some locations.

High Occupancy Vehicle (HOV) Lanes are lanes on freeways (and sometimes arterial streets) that are reserved for the exclusive use of multi-occupant vehicles, including transit buses, either all day or during designated peak hours. In metropolitan Phoenix and elsewhere, motorcycles and alternative-fuel vehicles are also permitted to use the lanes.

Scenario A Improvements

Sources for transportation improvements proposed in Scenario A, in addition to those described earlier, include the Pinal County Regionally Significant Routes for Safety and Mobility (RSRSM) Study, ADOT corridor definitions studies, small area transportation studies, and ADOT design concept reports. Figure 3-9 illustrates this scenario, which includes construction of nine new freeways to support forecast transportation demand. This scenario also includes widening a number of state highways, including sections of SR 79, SR 77, and US 60, and regionally significant routes. New Arizona parkways included in Scenario A are Park Link Drive, Val Vista Road and Selma Highway. These new and improved roadway facilities are proposed primarily in the western part of the study area, where rapid growth is expected to occur between now and 2050. Several of the new corridors proposed in Scenario A are under consideration in Pinal County Regionally Significant Routes for Safety and Mobility (RSRSM) Study, ADOT corridor definitions studies, small area transportation studies, and ADOT design concept reports. Scenarios A, B and C all propose five lanes in each direction for I-10 through Pinal County.

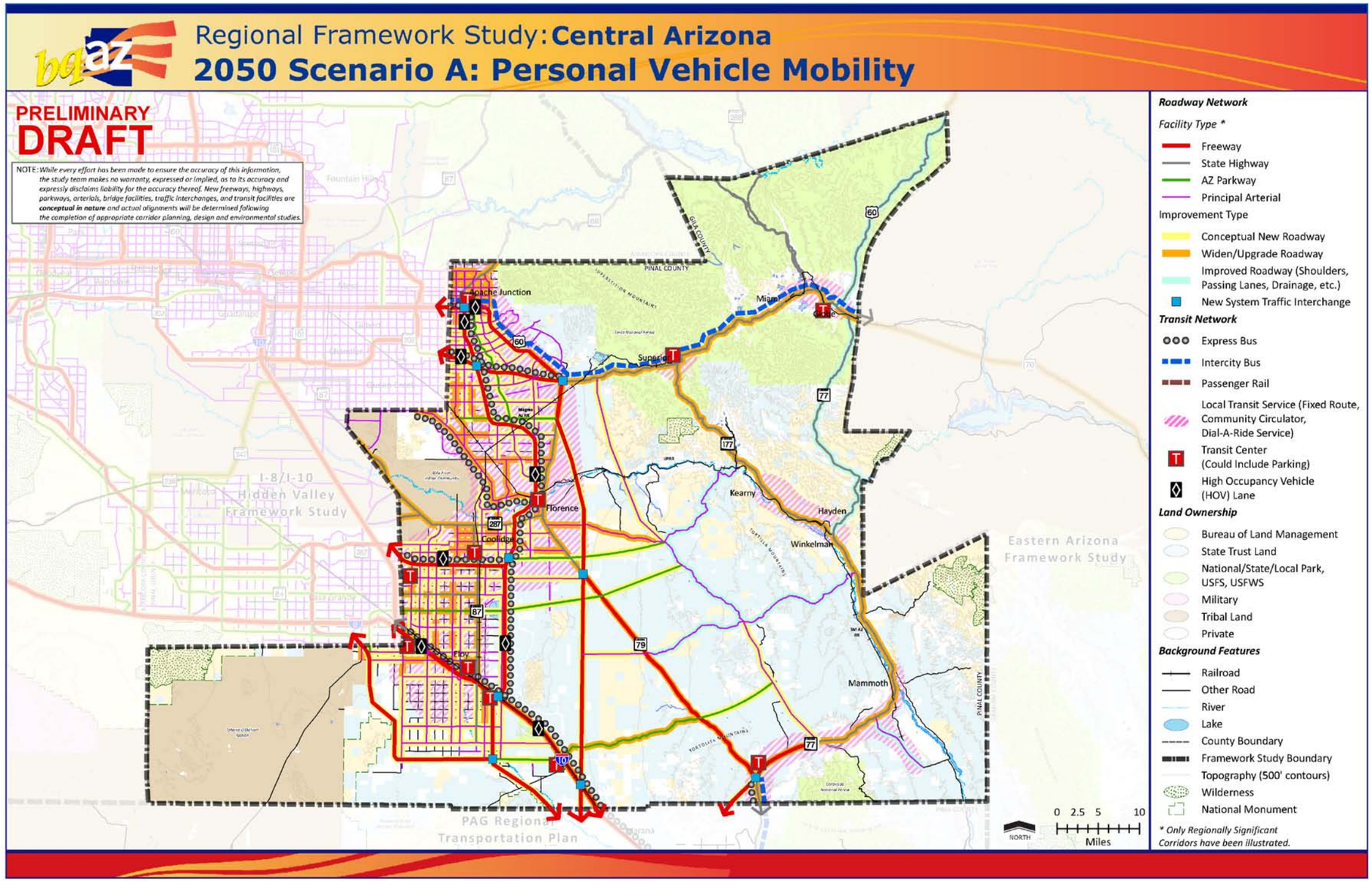
Transit improvements in Scenario A include fixed route and community circulator transit service, as well as an intercity bus route between Globe and Apache Junction.

Key transportation elements in Scenario A include:

- Improve Existing Freeways
  - Widen I-10 to five lanes in each direction, including HOV lanes
- New Freeways
  - North-South Freeway
  - Williams Gateway Freeway
  - North-South Freeway II (new north-south freeway corridor that extends from Red Rock to Florence and ultimately connects to SR 79)
  - SR 79
  - Western Parallel Corridor (new freeway corridor that runs parallel to I-10, west of I-10)
  - Val Vista (west of North-South Freeway)
  - US 60 to Florence Junction
  - US 60 Reroute (reroute of US 60 from Apache Junction to Florence Junction)
  - SR 77 Reliever (new freeway that extends from Oracle Junction southwest to the Pinal/Pima County line)
  - High occupancy vehicles (HOV) lanes along selected freeways, primarily in the western portion of the region
- New Arizona Parkways
  - Park Link Drive
  - Val Vista Road, east of North-South Freeway
  - Selma Highway, east of North-South Freeway
- New or Improved Arterials
  - Regionally significant routes
  - State highways
- New Transit Service
  - Intercity bus (Globe to Apache Junction)
  - Fixed route, community circulator, and/or dial-a-ride transit services in
    - Oracle/San Manuel/Winkelman
    - Hayden/Kearny
    - Superior
    - Florence, Coolidge and Eloy
    - Improvement and expansion of transit services in Globe and Miami
  - Express bus service along freeway corridors and Hunt Highway (Hunt Highway express bus service may include transit improvements such as bus preemption, queue jumper lanes, etc).
  - Ten transit centers

These improvements are shown in Figure 3-9.

Figure 3-9 Scenario A Improvements



Scenario B Improvements

Many of the roadway improvements in Scenario B were derived from completed studies including the RSRSM Study, ADOT corridor definition studies, small area transportation studies, and ADOT design concept reports. However, consistent with a vision that infrastructure investment would emphasize transit and rail improvements, many of the new corridors are shown as Arizona parkways instead of freeways. Examples include the SR 77 reliever and the "Western I-10 Parallel Corridor," which are freeways in Scenario A.

Major roadway improvements in Scenario B include widening I-10 to five lanes in each direction and construction of the North-South Freeway, the Williams Gateway Freeway and the US 60 reroute. Scenario B also includes construction of seven limited-access parkways.

Transit services in Scenario B include new and / or improved local transit service, and intercity bus connecting many cities in the region. Express bus service would be provided along freeway corridors and on Hunt Highway.

Passenger rail is an important component of Scenario B. The main north-south rail line would be part of future intercity rail between Phoenix and Tucson. An east-west connection to passenger rail service in the Hidden Valley area is shown. The locations of rail service are shown for illustrative purposes only, and may change based on results of the State Rail Framework and other future studies.

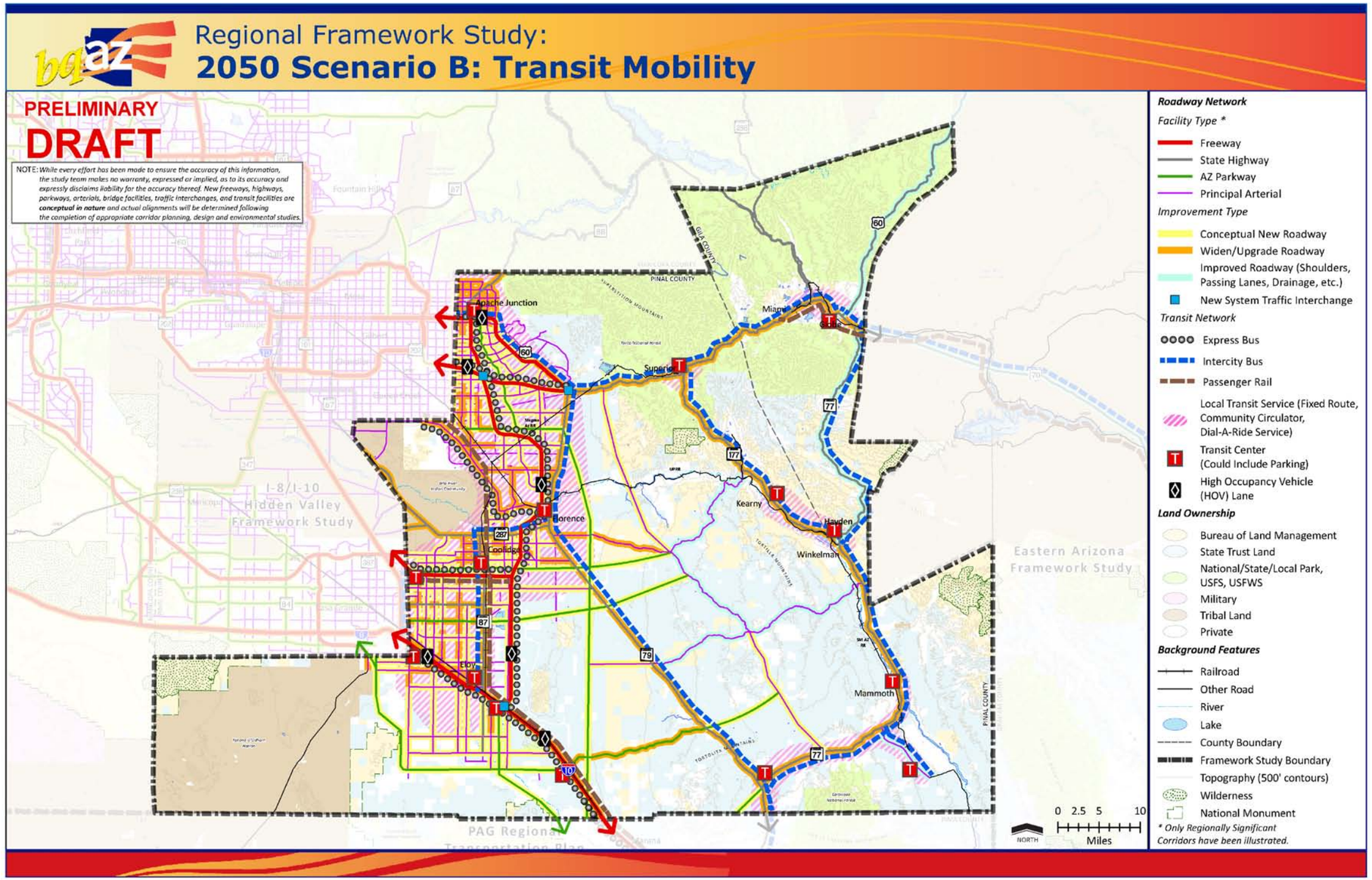
Key improvements proposed in Scenario B include:

- Improved Existing Freeways
    - Widen I-10 to five lanes in each direction, with HOV lanes
    - High occupancy vehicles (HOV) lanes along selected freeways, in the western portion of the region
- New Freeways
    - North-South Freeway
    - Williams Gateway Freeway
    - US 60 Reroute
- New Arizona Parkways
    - North-South Freeway II (north-south corridor extending from Red Rock to Florence)
    - Western Parallel Corridor (located west of I-10, running parallel to I-10)
    - Park Link Drive
    - Val Vista, east of North-South Freeway
    - Selma, east of North-South Freeway
    - SR 77 Reliever (extending from Oracle Junction southwest to the Pinal County/Pima County line)
- New or Improved Arterials
    - Regionally significant routes
    - State highways
- New Transit Service
    - Local transit service (fixed route, community circulator, and/or dial-a-ride transit service) in
        - Oracle/San Manuel/Winkelman
        - Hayden/Kearny
        - Superior

        - Florence, Coolidge and Eloy
        - Improvement and expansion of transit services in Globe and Miami
    - Intercity bus would serve Oracle, Mammoth, Winkelman, Hayden, Kearny, Superior, Miami, Globe, Apache Junction, Florence, Coolidge and Eloy.
    - Express bus service along freeway corridors and Hunt Highway (Hunt Highway express bus, although not including HOV lanes, may include bus preemption, queue jumper lanes, etc).
    - Fourteen transit centers
- New Passenger Rail Service
    - North-south rail line
    - East-west connection to Hidden Valley area

These improvements are shown in Figure 3-10.

Figure 3-10 Scenario B Improvements



Sources: ALRIS 2007, ADOT 2007

April 2009

Scenario C Improvements

Scenario C concentrates major roadway improvements to western Pinal County, preserving natural and sensitive areas located east of SR 79. All of the transportation corridors proposed in Scenario C are on existing alignments or on corridors proposed in the RSRSM Study.

In this scenario, it is envisioned that walkable and bikeable communities will become prevalent. Communities such as Globe, Miami, Hayden, and Winkelman will benefit from investment in pedestrian and bicycle infrastructure to facilitate walking non-motorized transportation. Major development will focus around major transit corridors, including passenger rail. Local transit service will be enhanced to support passenger rail. Other transit modes, such as light rail, could be considered by 2050 in the most highly urbanized portions of the region.

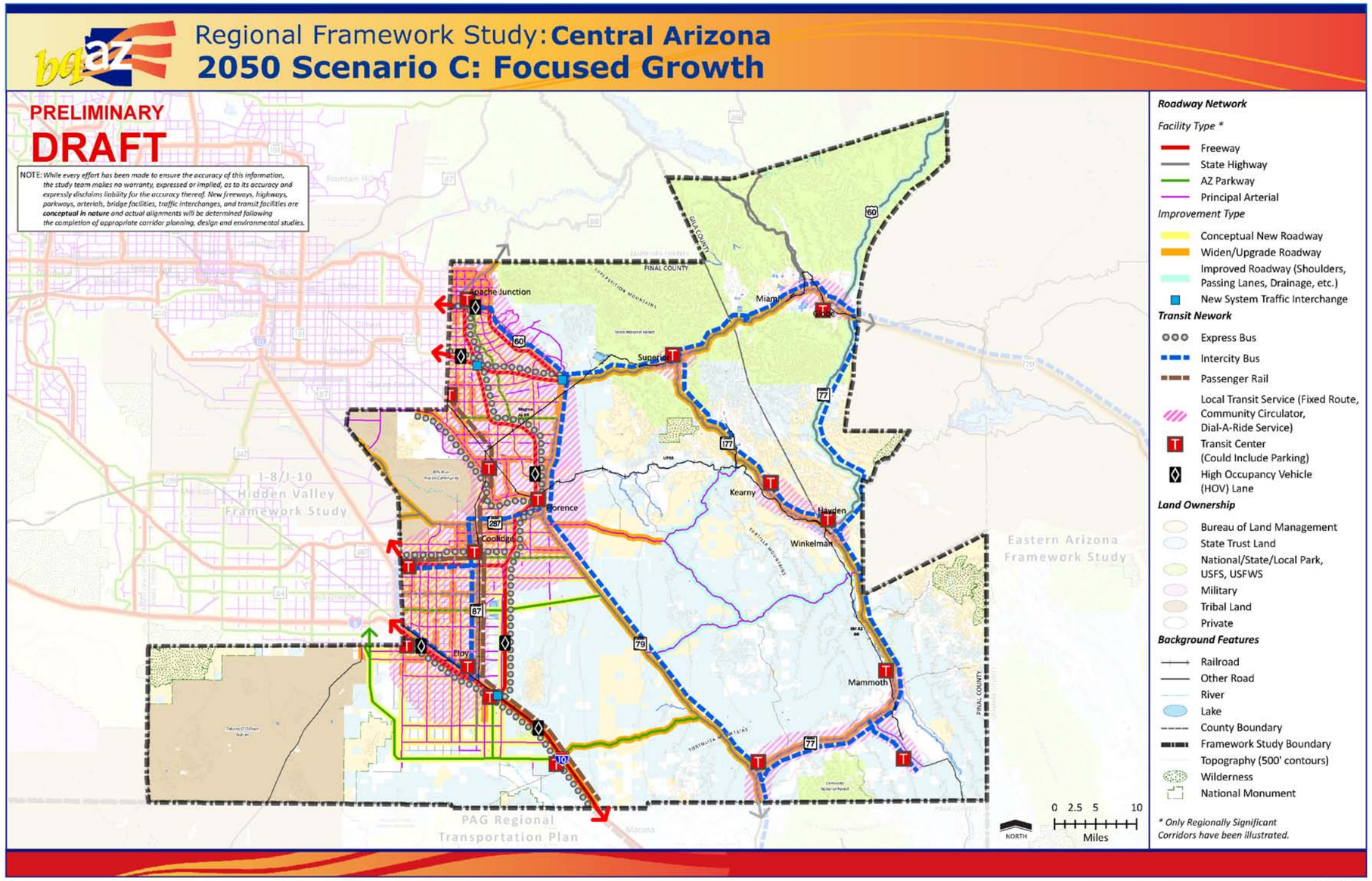
This scenario includes a number of major roadway improvements, including widening I-10 to five lanes in each direction, construction of the new North-South Freeway, and construction of three new Arizona parkways on Park Link Drive, Val Vista Road and SR 287. Road improvements also include widening and construction of some regionally significant routes located east of SR 79.

A summary of key transportation elements proposed in Scenario C are:

- Improved Existing Freeways
    - Widen I-10 to five lanes in each direction
    - High occupancy vehicles (HOV) lanes along selected freeways, in the western portion of the region
- New North-South Freeway
- New Arizona Parkways
    - Park Link Drive
    - Val Vista, east of North-South Freeway
    - SR 287, east of North-South Freeway
- New or Improved Arterials
    - Regionally significant routes, primarily located west of SR 79
    - State highways
- New Transit Service
    - Local transit service (fixed route, community circulator, and/or dial-a-ride transit service) in:
        - Oracle/San Manuel/Winkelman
        - Hayden/Kearny
        - Superior
        - Improvement and expansion of transit services in Globe and Miami
        - A “focused growth area” with more intense local transit service extending from I-10 near Eloy north to Apache Junction, through the Coolidge and Florence areas.
    - Intercity bus service similar to Scenario B
    - Express bus service similar to Scenario B
    - Sixteen transit centers
- New Passenger Rail Service
    - Similar to Scenario B

These improvements are shown in Figure 3-11.

Figure 3-11 Scenario C Improvements



Sources: ALRIS 2007, ADOT 2007

April 2009

Summary

Table 3.5 summarizes the transportation improvements proposed in each scenario.

Table 3.5 Improvements in Multimodal Transportation Scenarios

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
Improvements to Existing Roadways						
Freeway improvements	I-10	Widen the existing 4-lane freeway to a 10-lane freeway	32.4	X	X	X
	US-60	Widen the existing 4-lane freeway to a 6-lane divided freeway	6.4	X	X	X
	US-60	Widen the existing 4-lane freeway to a 6-lane freeway	4.6	X	X	X
	US-60	Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	0.4	X	X	X
	Ironwood Dr	Widen the existing 2-lane highway to a 6-lane divided freeway	0.6	X	X	X
	SR-79		37	X		
	SR-77		9	X		
State highway improvements	US-60	Widen the existing 4-lane highway to a 6-lane highway	4.3	X	X	X
	SR-79, south of intersection with SR-77		3.2	X	X	X
	SR-79	Widen the existing 2-lane highway to a 6-lane divided highway	60 (Scenario A has only 23.3)	X	X	X
	SR-287		3.5	X	X	X
	US-60	Widen the existing 2-lane highway to a 4-lane divided highway	37.9	X	X	X
	SR-87		39.4	X	X	X
	SR-88		4.8	X	X	X
	SR-77		37 (Scenario A has only 28)	X	X	X
	SR-177		35	X	X	X
	SR-287		22.4	X	X	X
	SR-387		2.7	X	X	X
	US-60	Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	1.5	X	X	X
	US-60, south of Apache Junction		7	X	X	X
	Ironwood Dr		2.5	X	X	X
	US-60	Improve the existing 2—lane corridor (shoulders, passing lanes, drainage, etc.)	25.6	X	X	X
	US-70		0.1	X	X	X
	SR-77		33	X	X	X
	SR-188		18	X	X	X
Arizona parkway improvements	Park Link Dr	Widen the existing 2-lane parkway to 6-lanes	18.9	X	X	X
	Selma Hwy		9.2	X	X	X
	Skyline Dr		2.0	X	X	X

Table 3.5 Improvements in Multimodal Transportation Scenarios (continued)

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
Improvements to Existing Roadways						
Principal arterial improvements	Idaho Rd. (SR-88)	Widen the existing 4-lane arterial to 6-lanes	0.6	X	X	X
	Old W. Hwy		3.5	X	X	X
	S. Meridian Rd		0.6	X	X	X
	Sunshine Blvd		1	X	X	X
	N. 11 Mile Corner Rd	Widen the existing 2-lane arterial to 6-lanes	12.8	X	X	X
	SR-84/SR-93		11.2	X	X	X
	Arizona Farms Rd		9.4	X	X	X
	Attaway Rd		4.9	X	X	X
	Battaglia Dr		9.1	X	X	X
	Combs Rd		3.1	X	X	X
	Felix Rd		4.8	X	X	X
	GoldField Rd		0.6	X	X	X
	Houser Rd		1.4	X	X	X
	Hunt Hwy		21.6	X	X	X
	Ironwood/Vineyard/Gantzel Rd		16.9	X	X	X
	Keniworth/Cactus Forest Rd		13.5	X	X	X
	Martin Rd		3.0	X	X	X
	McKellips Blvd		3.4	X	X	X
	Ocotillo Rd		3.2	X	X	X
	Overfield Rd		4.0	X	X	X
	Schnepf Rd		4.1	X	X	X
	Skousen Rd		4.3	X	X	X
	Skyline Dr		4.2	X	X	X
	Sunland Gin Rd		5.7	X	X	X
	Tomahawk Rd		0.1	X	X	X
	Toltec Hwy		2.0	X	X	X
	Vah Ki Inn Rd		4.9	X	X	X
	SR-94	Widen the existing 2-lane arterial to 4-lanes	0.3	X	X	X
	Broadway Ave		3.0	X	X	X
	Brown Rd		4.0	X	X	X
	Chuichu Rd		1.7	X	X	X
	Florence Kelvin Hwy		14.9	X	X	X
	Goldfield Rd		3.4	X	X	X
	Idaho Rd		2.0	X	X	X
	Ironwood Dr		2.0	X	X	X
	Mountain View Rd		4.6	X	X	X
	Picacho Blvd		4.7	X	X	X
	Southern Ave		2.4	X	X	X
	Superstition Blvd		4.5	X	X	X
	Tomahawk Rd		4.5	X	X	X
	Tumbleweed Rd		3.8	X	X	X
	Apache Trail	Improve the existing 6-lane arterial (shoulders, passing lanes, drainage, etc.)	2.1	X	X	X
	Broadway Ave	Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	1.9	X	X	X
	Ironwood Dr		2.5	X	X	X
	Southern Ave		0.6	X	X	X
	Superstition Blvd		1.0	X	X	X

Table 3.5 Improvements in Multimodal Transportation Scenarios (continued)

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
Principal arterial improvements (continued)	Barkerville Rd	Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	33.1	X	X	X
	Florence Kelvin Hwy		17.4	X	X	X
	Freeman Rd		13.6	X	X	X
	Redington Rd		8.8	X	X	X
New Roadways						
New freeway construction	Start point: US-60 west of Florence Junction; end point: Apache Junction	Construct a new 6-lane freeway	7.9	X	X	X
	Start point: Florence Junction; end point: Vineyard Rd and continued into the I-8/I-10 Hidden Valley Framework study area		14.3	X	X	X
	Proposed North-South corridor start point: Friendly Corner; end point: Apache Junction (passes between Coolidge and Florence)		55.6	X	X	X
	Intersection of SR-79 and SR-77		4.3	X		
	Start point: proposed North-South corridor; end point: I-10		11.8	X		
	Start point: Red Rock; end point: Chuichu Rd and continued into the I-8/I-10 Hidden Valley Framework study area		27.2	X		
	Start point: Red Rock; end point: connects to SR-79 south of Florence Junction (bypasses Florence on the east side)		47.9	X		
HOV lanes	I-10	HOV lanes included throughout the roadway project	32.4	X	X	X
	US 60		7.9	X	X	X
	New east-west freeway starting at Florence Junction		14.3	X	X	X
	Proposed North-South corridor		55.6	X	X	X
	New east-west freeway, start point: proposed North-South corridor; end point: I-10		11.8	X		
New Arizona parkway construction	Start point: US-60; end point: proposed North-South corridor	Construct a new 6-lane Arizona parkway	15.2	X	X	X
	Start Point: SR-87; End Point: SR-79		15.2	X	X	X

Table 3.5 Improvements in Multimodal Transportation Scenarios (continued)

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
New Arizona parkway construction (continued)	Proposed North-South Corridor Start point: Friendly Corner; end point: I-10	Construct a new 6-lane Arizona parkway (continued)	16.2 (Scenario C only has 8.4)	X	X	X
	Skyline Dr		9.8	X	X	X
	Start Point: Proposed North-South corridor; End Point: I-10		11.8		X	X
New Roadways						
New Arizona parkway construction (continued)	Start point: Red Rock; end point: Chuichu Rd and continued into the I-8/I-10 Hidden Valley Framework study area	Construct a new 6-lane Arizona parkway (continued)	27.2		X	X
	Start point: Proposed North-South Corridor; end point: intersection of Florence Kelvin Hwy and Barkerville Rd		18.9	X		
	Intersection of SR-79 and SR-77		4.3		X	
	Start point: Red Rock; end point: connects to SR-79 south of Florence Junction (bypasses on east side of Florence)		47.9		X	
	Start point: Vineyard Rd; end point: intersection of Florence Kelvin Hwy and Barkerville Rd		30.9		X	
	Start point: New corridor starting in Red Rock and ending at Chuichu Rd; end point: I-10		6.4			X
	Start point: Vineyard Rd; end point: Proposed North-South Corridor		19.4			X
	Start point: SR-79; end point: Barkerville Rd	Construct a 4-lane Arizona parkway	10.6	X	X	
	Start Point: SR-79; end point: Willow Springs Rd		10.0	X	X	
Principal arterial	Start point: US-60; end point: proposed North-South Corridor	Construct new 2-lane arterial	9.9	X	X	X
	Primarily in the western portion of the study area from Apache Junction south to Friendly Corners – All Scenarios have the same new 6-lane arterials	Construct new 6-lane arterials	370.9	X	X	X

Table 3.5 Improvements in Multimodal Transportation Scenarios (continued)

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
	Primarily in the western portion of the study area from Apache Junction south to Friendly Corners – All Scenarios have the same new 6-lane arterials	Construct new 4-lane arterials	28.5	X	X	X
	Start point: US-60; end point: intersection of Florence Kelvin Hwy and Barkerville Rd		22.4	X	X	
	Start Point: Intersection of Barkerville Rd and Freeman Rd; End Point: SR-77		17.8	X	X	
Transit Improvements						
Express bus	I-10	Establish new express bus route	30.7	X	X	X
	Start point: Florence Junction; end point: Vineyard Rd and continued into the I-8/I-10 Hidden Valley Framework study area		14.3	X	X	X
	Hunt Hwy		21.6	X	X	X
	Proposed North-South corridor		55.6	X	X	X
	Start point: proposed North-South Corridor; end point: I-10		11.8	X	X	X
	SR-79		2.8	X		
Intercity bus	US-60	Establish new intercity bus route	60.7	X	X	X
	SR-79		60.9 (Scenario A only has 2.8)	X	X	X
	SR-77		74.8		X	X
	SR-177		30.4		X	X
	SR-87/287		28.3		X	X
	Redington Rd		8.6		X	X
	I-10		17.7			X
	SR-87		9.0			X
Transit centers	I-10 (at the western edge of the study area)	Establish new transit centers	--	X	X	X
	I-10 (Eloy)		--	X	X	X
	I-10 (junction of North-South corridor and I-10)		--	X	X	X
	I-10 (I-10 intersection with Park Link Dr)		--	X	X	X
	US 60 (Apache Junction)		--	X	X	X
	US 60 (Globe)		--	X	X	X
	US 60 (Superior)		--	X	X	X
	SR 79 (Florence)		--	X	X	X
	SR 77 and SR 79 interchange		--	X	X	X

Table 3.5 Improvements in Multimodal Transportation Scenarios (continued)

Description	Location or Corridor	Improvement	Length (mi.)	Scenarios that Include this Improvement		
				A	B	C
	SR 87 (south of the 287 interchange)		--	X	X	X
	Western edge of study area along east-west express bus route		--	X	X	X
	SR 177 (Hayden)		--		X	X
	SR 177 (Kearny)		--		X	X
	SR 177 (Mammoth)		--		X	X
	Redington Rd		--		X	X
	Along the north-south passenger rail line, northwest of Florence		--			X
	Along the northwest passenger rail line, north of the Gila River Indian Community		--			X
Local transit service areas	Hayden/Kearny/Winkelman Area	Local transit service (fixed route, community circulator, dial-a-ride service)	--	X	X	X
	Mammoth Area		--	X	X	X
	Miami/Globe Area		--	X	X	X
	Superior Area		--	X	X	X
	Urban Core (Apache Junction, Florence, Coolidge, Eloy)		--	X	X	X
Passenger rail	I-10/SR-87/Hunt Hwy	Establish new passenger rail	57.4		X	X
	Start point: proposed North-South corridor; end point: I-10		14.3		X	X

Source: Kimley-Horn and Associates
MSCG = median, sidewalk, curb and gutter.
*Examples of "Improve existing corridor" include: passing lanes, shoulder widening (possibly including bus pullouts), drainage improvements, bus pullouts/shelters, safety improvements, signals and lighting.

Quantities for Cost Estimation by Scenario

Table 3.6 summarizes quantities for cost estimating by scenario. The quantities were typically measured in terms of centerline miles, obtained using Geographic Information Systems (GIS) analysis.

Table 3.6 Quantities for Estimating Cost of Roadway and Transit/Rail Elements

Facility Type	Improvement	Unit	Quantity by Scenario		
			A	B	C
State hwy: 2-lane rural	New construction w/ 8' paved shoulders	Centerline mile	10.1	10.1	10.1
	Improve existing corridor*		92.4	92.4	107.3
State hwy: 4-lane rural	New construction (Interstate)		0	0	0
	New construction (divided)		7.2	7.2	7.2
	New construction (no median)		0	0	0

Table 3.6 Quantities for Estimating Cost of Roadway and Transit/Rail Elements (continued)

Facility Type	Improvement	Unit	Quantity by Scenario		
			A	B	C
State hwy: 4-lane rural	Improve 2-lane to 4-lane divided	Centerline mile	154.9	165.2	174.7
	Improve 4-lane to 6-lane divided		7.3	8	8
	Add 2 lanes to existing 2-lane		0	0	0
	Improve existing corridor*		11	11	11
State hwy: 6-lane rural	New construction (Interstate)		0	0	0
	Improve 4-lane Interstate to 6 lanes (inside widening)		0	0	0
	Improve existing corridor*		0	0	0
State hwy: 6-lane (urban)	Improve 2-lane to 6-lane divided		25.6	72	62.5
State hwy: 8-lane rural	New construction (Interstate)		0	0	0
	Improve 6-lane Interstate to 8 lanes (inside widening)		0	0	0
	Improve existing corridor*		0	0	0
State hwy: 10-lane urban	Improve 4-lane Interstate to 10 lanes		32.6	32.6	32.6
Urban freeway: 4-lane	New construction		0	0	0
	Improve existing corridor*		0.4	0.4	0.4
Urban freeway: 6-lane	New construction, Improve 2-lane to 6-lane divided		234.6	78.3	78.3
	Improve existing corridor*		0	0	0
	Add 2 lanes (to existing 4-lane)		11.3	10.5	10.5
	Add 2 lanes (to existing 4-lane, no bridge widening or R/W needed)		0	0	0
Urban freeway: 8-lane	New construction		0	0	0
	Improve existing corridor*		0	0	0
	Add 2 lanes (to existing 6-lane)		0	0	0
	Add 2 lanes (to existing 6-lane, no bridge widening or R/W needed)		0	0	0
Urban freeway: 10-lane	New construction		0	0	0
	Improve existing corridor*		0	0	0
	Add 2 lanes (to existing 8-lane)		0	0	0
	Add 2 lanes (to existing 8-lane, no bridge widening or R/W needed)		0	0	0
New system TI (rural)	3-leg	Each	0	0	0
	4-leg		0	0	0
New system TI (urban)	3-leg		0	0	0
	4-leg		9	3	3

Table 3.6 Quantities for Estimating Cost of Roadway and Transit/Rail Elements (continued)

Facility Type	Improvement	Unit	Quantity by Scenario		
			A	B	C
Arizona Parkway (urban)	New construction (6-lane divided)	Centerline mile	121.4	231.2	136.7
	New construction (8-lane divided)		0	0	0
Principal arterial (urban)	New construction (5 lanes)		0	0	0
	New construction (4 lanes w/ MSCG)		68.5	68.5	28.5
	New construction (6 lanes w/ MSCG)		370.9	370.9	363.1
	Improve 2-lane to 4-lane w/ MSCG		61.7	61.7	46.8
	Add 2 lanes (to existing 2-lane w/ no median)		0	0	0
	Improve existing corridor*		37	37	8.4
Transit	Intercity bus	Length (miles) by route	60.8	294.7	294.7
	Express bus		141.5	138.2	138.2
	Passenger rail (intercity/commuter)		0	67.8	67.8
	Urban park-and-ride lot	Each	0	0	0
	Rural park-and-ride lot		0	0	0
	Transit center		11	15	17

Source: Kimley-Horn and Associates
MSCG = median, sidewalk, curb and gutter.
*Examples of "Improve existing corridor" include: passing lanes, shoulder widening (possibly including bus pullouts), drainage improvements, bus pullouts/shelters, safety improvements, signals and lighting.

3.10 EVALUATION OF SCENARIOS

The following evaluation framework, developed for the regional framework studies, provides a structure to evaluate multimodal transportation alternatives in each of the four regions, in the larger context of smart growth, sustainable development and sound transportation planning.

Planning Factors, Goals, Criteria and How Measured

Table 3.7 shows the planning factors, goals, criteria and measurements that the regional framework consultant teams that were used to evaluate each of the three alternative scenarios (Scenario A, B, and C). The first column, planning factors, lists five elements that a multimodal transportation system should provide or promote: mobility and access, transportation/land use integration, environmental and conservation, economic benefit, and safety. The second column of Table 3.7 shows the goal associated with each planning factor. The third column lists one or more evaluation criteria used to specify objectives that can help meet each goal. Finally, the last column describes how the performance of each scenario was measured with respect to the criteria.

The ADOT management consultant was responsible for the portion of the evaluation that applied criteria based on model output. These were IC, ID, IIIA, IIIB and VA. Each regional consultant was responsible for the remainder of the criteria, whether quantitative (criteria IA1 and IA2) or non-quantitative.

On all the criteria, whether numerically based or not, each scenario was given a rating of:

- ● (highest rating)
- ◒ (intermediate)
- ○ (lowest rating)

The ratings are relative, i.e., they reflect how the three scenarios fare against one another. A rating of ○ (lowest) does not necessarily indicate that a scenario performs badly on an absolute scale.

Evaluation Matrix and Results

Based on the planning factors, goals, and criteria, an evaluation matrix was developed to rank the alternative scenarios. This matrix is shown in Table 3.8.

Table 3.7 Planning Factors, Goals, Evaluation Criteria and How Measured

Planning Factors	Goals	Evaluation Criteria	How Measured
I. Mobility and Access	Develop functional, flexible mobility for Arizona.	A. Improve multimodal network connectivity.	1. Number of passenger terminals served by two or more modes (including air carrier) other than private vehicle access
			2. Number of additional free-flow junctions (e.g., system or directional TIs) compared with the Baseline condition
		B. Increase modal choice and improve mobility options.	Amount of transit and rail passenger service compared with Baseline condition ● Many new services and extensive improvements compared with Baseline condition ◒ Moderate improvements including some new services ○ Incremental improvements only
		C. Protect personal mobility from endemic (including seasonal) congestion.	Daily vehicle hours of delay (thousands) on the regionally significant roadway system, from model output
		D. Protect freight transport from endemic (including seasonal) roadway congestion.	Daily hours of commercial vehicle delay (thousands) on the regionally significant roadway system, from model output

Table 3.7 Planning Factors, Goals, Evaluation Criteria and How Measured (continued)

Planning Factors	Goals	Evaluation Criteria	How Measured
II. Transportation/Land Use Integration	Plan transportation facilities to promote land development patterns that maximize modal choice, minimize trip length and enable multi-purpose trips.	A. Be consistent with county comprehensive plans, city/town general plans, tribal plans, federal land management plans (BLM, USFS) and other adopted land use plans, including development master plans.	● Nearly all improvements are highly consistent with most pertinent plans ◒ The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans
		B. Be consistent with adopted long-range transportation plans, including tribal plans.	● Nearly all improvements are highly consistent with most pertinent plans ◒ The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans
		C. *Support existing and approved (in local plans) mixed use development.*	● Transportation improvements provide strong support for mixed use districts and activity centers ◒ Improvements provide some support ○ Improvements provide little or no support
		D. *Support infill development in cities, towns and built-up unincorporated areas that are well served by existing infrastructure.*	● Transportation improvements provide strong support for infill development ◒ Improvements provide some support for infill development ○ Improvements provide little or no support for infill development

Table 3.7 Planning Factors, Goals, Evaluation Criteria and How Measured (continued)

Planning Factors	Goals	Evaluation Criteria	How Measured
II. Transportation/Land Use Integration (continued)		E. *Support designated redevelopment and revitalization areas.*	● Transportation improvements provide strong support for such areas ◒ Improvements provide some support ○ Improvements provide little or no support
III. Environmental and Conservation	Protect and enhance the natural and human environment.	A. Promote and increase energy security.	Daily vehicle hours of travel (thousands), as a proxy for fuel consumption
		B. Reduce vehicular greenhouse gas (CO_2) emissions.	Reduction in daily metric tons of CO_2 emissions compared with Baseline
		C. Minimize effects on environmentally sensitive areas (e.g., biological, cultural, scenic).	● Minimal effects ◒ Moderate effects ○ Substantial effects
		D. Minimize effects on natural corridors for wildlife movement (as identified by AZ Game & Fish and other resource management organizations).	● Minimal effects ◒ Moderate effects ○ Substantial effects
IV. Economic Benefit	Increase economic opportunities in Arizona.	A. Support regional and local (including tribal) economic development plans, priorities, goals and objectives.	● Includes many projects that strongly support economic development priorities throughout the region ◒ Contains projects that support development priorities in some locations ○ The proposed improvements offer little or no support at the state or local level

Table 3.7 Planning Factors, Goals, Evaluation Criteria and How Measured (continued)

Planning Factors	Goals	Evaluation Criteria	How Measured
IV. Economic Benefit (continued)		B. Support industries considered vital to the region or its communities (e.g., tourism, mining, agriculture, timber, international trade).	● Numerous new or improved facilities and services directly serving key industries or destinations ◒ Some such improvements ○ Few or no such improvements
		C. Modernize and expand infrastructure that supports freight movement and delivery.	No. of infrastructure projects that directly support freight movement and delivery
V. Safety	Maintain and enhance the safety of the transportation system for all users.	A. Strengthen and expand roadway access management.	● Numerous additional centerline miles with a high level of access management (such as freeways and Arizona parkways), compared with Baseline condition ◒ A modest number of additional centerline miles with a high level of access management ○ Few or no additional centerline miles with a high level of access management
		B. Provide parallel or alternative transportation routes or services to facilitate emergency access, including evacuation.	● Substantial alternative routing added (from Baseline condition) ◒ Some alternative routing added ○ Little or no alternative routing added

Source: ADOT Management Consultant Team

Ratings:
- ● Highest rating
- ◒ Intermediate rating
- ○ Lowest rating

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
I. Mobility and Access					
A. Improve multimodal network connectivity.	1. Number of passenger terminals served by two or more modes (including air carrier) other than private vehicle access	◒ 11 (transit centers)	◒ 15 (transit centers)	● 17 (transit centers)	○ 0-10 ◒ 11-15 ● 16+
	2. Number of additional free-flow junctions (e.g., system or directional TIs) compared with the Baseline condition	9 system TIs ●	3 system TIs ◒	3 system TIs ◒	○ 0 ◒ 1-3 ● 4+
B. Increase modal choice and improve mobility options.	Amount of transit and rail passenger service compared with Baseline condition ● Many new services and extensive improvements compared with Baseline condition ◒ Moderate improvements including some new services ○ Incremental improvements only	◒ New transit services: • HOV lanes along selected freeways, primarily concentrated in western portion of study area • Fixed route and community circulator transit in communities serving Miami/Globe, Hayden/Winkelman, Mammoth/Oracle, • Intercity bus (Globe to Apache Junction), extending to Eastern Framework and MAG regions • Express bus service along freeway corridors and selected principal arterials	● New transit, including passenger rail services: • HOV lanes along selected freeways, primarily concentrated in western portion of study area • Passenger rail entering study area on I-10 at Pinal/Pima County line, and proceeding north through Florence before entering Maricopa County • Local transit service (fixed route and community circulator transit) • Intercity bus connecting many cities: Apache Junction to Globe, extending to Eastern Framework and MAG regions; service connecting Oracle/Florence Apache Junction, and Oracle/Mammoth/ Hayden/Miami/Superior • Express bus service along freeway corridors and selected principal arterials	● Most new transit, including passenger rail services: • HOV Lanes along selected freeways, primarily concentrated in western portion of study area • Passenger rail entering study area on I-10 at Pinal/Pima County line, and proceeding north through Florence before entering Maricopa County • Local transit service (Fixed route local transit service and Community circulator transit) • Intercity bus connecting many cities: Apache Junction to Globe, extending to Eastern Framework and MAG regions; service connecting Oracle/Florence Apache Junction, and Oracle/Mammoth/ Hayden/Miami/Superior • Potential light rail and increased transit service in higher density areas, focused in the Eloy to Apache Junction corridor • Express bus service along freeway corridors and selected principal arterials	
C. Protect personal mobility from endemic (including seasonal) congestion.	Daily Hours of delay (000) on the regionally significant roadway system	● 1098	◒ 1863	○ 2056	●0-1500 ◒1501-2000 ○>2000
D. Protect freight transport from endemic (including seasonal) roadway congestion.	Daily hours of commercial vehicle delay (000) on the regionally significant roadway system	◒ 65	○ 123	○ 148	●0-50 ◒51-100 ○>100

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
II. Transportation / Land Use Integration					
A. Be consistent with county comprehensive plans, city/town general plans, tribal plans, federal land management plans (BLM, USFS) and other adopted land use plans, including development master plans.	● Nearly all improvements are highly consistent with most pertinent plans. ◒ The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans.	◒ Consistency with local general land use plans was a major consideration in development of Scenario A. The scenario largely assumes that land use will to develop similarly as it has in the past. The transportation improvements proposed in Scenario A were derived from completed studies including the Pinal County Regionally Significant Routes Study, ADOT Corridors Definitions Studies, Small Area Transportation Studies, and ADOT Design Concept Reports. Several of the new corridors improvements proposed in Scenario A are under consideration in General Plans as they are being updated (e.g. Pinal County Comprehensive Plan), but have not yet been formally adopted. There are some new corridors recommendations, such as the SR 77 Reliever that are not contained in local jurisdiction plans (e.g. Oro Valley General Plan nor in Pima County Comprehensive Plan). Another example is the Western I-10 Parallel Corridor. These two corridors in particular were identified as needed ADOT Corridor Definition Studies, but may conflict with the Sonoran Desert Conservation Plan.	◒ Consistency with local plans general land use plans was a major consideration in development of Scenario B. The scenario largely assumes that land use will develop similarly as it has in the past, but that the extensive transit services proposed in Scenario B will influence land use and development patterns. Many of the transportation improvements in Scenario B were derived from completed studies including the Pinal County Regionally Significant Routes Study, ADOT Corridors Definitions Studies, Small Area Transportation Studies, and ADOT Design Concept Reports. However, because of the investment in transit, many of the new corridors are shown as "parkways" instead of "freeway" facilities, as proposed in many of the previously completed studies. Several of the new corridors improvements proposed are under consideration in General Plans as they are being updated (e.g. Pinal County Comprehensive Plan), but they have not yet been formally adopted. There are some new corridors recommendations, such as the SR 77 Reliever that are not contained in local jurisdiction plans (e.g. Oro Valley General Plan nor in Pima County Comprehensive Plan). Another example is the Western I-10 Parallel Corridor. These two corridors in particular were identified as needed ADOT Corridor Definition Studies, but may conflict with the Sonoran Desert Conservation Plan. These two corridors are shown as "parkways" instead of "freeways" because of the increased opportunity for transit. Many of the transit improvements proposed in Scenario B are under consideration in Pinal County Comprehensive Plan.	○ The basic land use assumptions in Scenario C are not consistent with existing General Plans and Comprehensive Plans, particularly to the degree to which land use density is assumed in Scenario C. However, all of the transportation corridors shown in Scenario C are either on existing alignment, or they are corridors that are proposed in the Pinal County Regionally Significant Routes Study. The Pinal Comprehensive Plan Update (on-going) largely incorporates recommendations from the Pinal County Regionally Significant Routes Study.	

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
B. Be consistent with adopted long-range transportation plans, including tribal plans.	● Nearly all improvements are highly consistent with most pertinent plans ◒The majority of improvements are consistent with most pertinent plans ○ Some projects are markedly inconsistent with some plans	◒ Consistency with local and regional long range transportation plans was a major consideration in development of Scenario A. The transportation improvements in Scenario A were derived from completed studies including the Pinal County Regionally Significant Routes Study, ADOT Corridors Definitions Studies, Small Area Transportation Studies, and ADOT Design Concept Reports. However, some of the proposed corridors, particularly those that connect Pima and Pinal Counties, are not shown in the PAG Long Range Transportation Plan. These include the SR 77 Reliever, and the Western I-10 Parallel. These two corridors in particular were identified as needed ADOT Corridor Definition Studies, but may conflict with the Sonoran Desert Conservation Plan	◒ Consistency with local plans general land use plans was a major consideration in development of Scenario B. Many of the transportation improvements in Scenario B were derived from completed studies including the Pinal County Regionally Significant Routes Study, ADOT Corridors Definitions Studies, Small Area Transportation Studies, and ADOT Design Concept Reports. However, because of the investment in transit, many of the new corridors are shown as "parkway" instead of "freeway" facilities, as proposed in many of the previously completed studies. However, some of the proposed corridors, particularly those that connect Pima and Pinal Counties, are not shown in the PAG Long Range Transportation Plan. These include the SR 77 Reliever, and the Western I-10 Parallel. These two corridors in particular were identified as needed ADOT Corridor Definition Studies, but may conflict with the Sonoran Desert Conservation Plan. In Scenario B, these two corridors are shown as "parkways" instead of "freeways" because of the increased opportunity for transit. Many of the transit improvements proposed in Scenario B are under consideration in Pinal County Comprehensive Plan	◒ The transportation corridors proposed in Scenario C are all derived from previously completed transportation plans. The only major new freeway corridors in Scenario C are the North-South corridor, Williams Gateway, and the US 60 Re-Route. Each of these corridors is consistent with local jurisdiction plans, including the Pinal County Regional Significant Routes (RSR) Study. Scenario C removed some of the recommended corridors in the Regionally Significant Routes Study, particularly those that were recommended in the Pinal County RSR Study in eastern Pinal County that cross sensitive environmental areas. The emphasis in Scenario C was to concentrate infrastructure improvements to western Pinal County. As such, all of the transportation corridors shown in Scenario C are either on existing alignments, or they are corridors that are proposed in the Pinal County Regionally Significant Routes Study.	
C. Support existing and approved (in local plans) mixed use development.	●Transportation improvements provide strong support for mixed use districts and activity centers ◒ Improvements provide some support ○ Improvements provide little or no support	◒ The transit improvements proposed in Scenario A will support mixed use development, including new Local Transit Service in: • Oracle/San Manuel /Winkelman • Hayden/Kearny • Globe/Miami • Superior • Service area extending from Eloy to Apache Junction However, emphasis of roadways in Scenario A will lead toward land development patterns similar to today's patterns, including auto-oriented travel and land uses largely designed for automobile accessibility.	● The transit improvements proposed in Scenario B will support mixed use development, including new Local Transit Service in: • Oracle/San Manuel /Winkelman • Hayden/Kearny • Globe/Miami • Superior • Service area extending from Eloy to Apache Junction Mixed use development will increase throughout the region as transit service; particularly high capacity transit (e.g. passenger rail) is developed. Mixed land use will develop in nodes surrounding transit centers.	● The transit improvements and land use assumptions Scenario C are most conductive to mixed use development. Local Transit Service in the following communities will encourage mixed use development: • Oracle/San Manuel /Winkelman • Hayden/Kearny • Globe/Miami • Superior • Service area extending from Eloy to Apache Junction Mixed use development will increase throughout the region as transit service (e.g. passenger rail) is developed. Mixed land uses will develop in nodes surrounding transit centers. Urban 'area of higher densities' that consist largely of mixed use development will emerge.	

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
D. Support infill development in cities, towns and built-up unincorporated areas that are well served by existing infrastructure.	●Transportation improvements provide strong support for infill development ◒ Improvements provide some support for infill development ○ Improvements provide little or no support for infill development	◒ The transit improvements proposed in Scenario A will support infill development, including new local transit service in: • Oracle/San Manuel/Winkelman • Hayden/Kearny • Globe/Miami • Superior • Service area extending from Eloy to Apache Junction However, as the vast majority of the study area is currently undeveloped, the majority of new development will occur in areas outside of current development. In addition, emphasis of this scenario on new roadways facilitates regional travel -more new roadways support regional travel, and will likely lead to development in currently undeveloped areas: • 9 new freeways • 3 new parkways • New or improved arterials on regionally significant routes and state highways	◒ The transit improvements proposed in Scenario B will support infill development, including: • Passenger Rail extending from Phoenix to Tucson • Local transit service - Oracle/San Manuel/ Winkelman - Hayden/Kearny - Globe/Miami - Superior - Service area extending from Eloy to Apache Junction • Intercity bus service However, more new or improved roadway facilities will support more regional travel, such as: • 3 new freeways • 7 new parkways • New or improved arterials on regionally significant routes and state highways	● Scenario C based on Smart Growth Principles. There are more transit services, providing more support for infill. - Less emphasis on new or improved roadways. -1 new freeway -3 new parkways -fewer new or improved arterials on regionally significant routes, located east of SR 79, and state highways. Smart Growth will provide more opportunities for pedestrian and bicycles trips as well as transit.	
E. Support designated redevelopment and revitalization areas.	●Transportation improvements provide strong support for such areas ◒ Improvements provide some support ○ Improvements provide little or no support	N/A	N/A	N/A	
III. Environment and Conservation					
A. Promote and increase energy security.	*Daily vehicle hours of travel (000) as a surrogate for reduction in fuel consumption*	◒ 2257	○ 2916	○ 2948	●0-2000 ◒2001-2500 ○>2500
B. Reduce vehicular greenhouse gas (CO_2) emissions.	*Reduction in daily metric tons of emissions compared w/ Baseline*	○ 1011	○ 2483	◒ 3642	●>6000 ◒3001-6000 ○ ≤3000

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
C. Minimize effects on environmentally sensitive areas (e.g., biological, cultural, scenic).	● Minimal effects ◒ Moderate effects ○ Substantial effects	◒ Input from the Nature Conservancy is that only the Florence-Kelvin Highway is of significant concern with respect to environmentally sensitive lands. Review of Natural Infrastructure maps by the study team shows the following: Freeways that cross sensitive biological lands, include: • Western Parallel, • SR79, • SR77 Reliever, • North–South II, • I-10 Parkways that cross sensitive biological lands include: • Bartlett Rd, • Selma Hwy and • Park Link Dr Arterials that cross sensitive biological lands include: • North-South arterial (east of SR 79), • Greenes Reservoir Rd, • Pretzer Rd, • Wheeler Rd, and • Redington Rd Improvements(widening) to US 60, SR 77, SR 177, SR 188 and US 70 may impact sensitive biological lands Sensitive biological lands may include grasslands, priority conservation areas, or wildlife linkages. It is assumed that proposed alignments will avoid historic districts. Impacts to cultural resource sites cannot determine at this stage. Several new freeway alignments do traverse areas with cultural resource sites: • Several freeways cross areas with cultural resource sites • North-South Freeway alignment traverses areas with cultural resource sites.	◒ Input from the Nature Conservancy is that only the Florence-Kelvin Highway is of significant concern with respect to environmentally sensitive lands. Review of Natural Infrastructure maps by the study team shows the following: Freeways that cross sensitive biological lands. • I–10 Parkways that cross sensitive biological lands: • SR 77 Reliever, • Western Parallel, • Bartlett Rd, • Selma Hwy, and • Park Link Dr and • North-South II Arterials that cross sensitive biological lands: • New north-south arterial facility (east of SR 79), • Greenes Reservoir Rd, • Pretzer Rd, • Wheeler Rd, and • Redington Rd Improvements to US 60, SR 77, SR 79, SR 177, SR 188 and US 70 may impact sensitive biological lands Sensitive biological lands may include grasslands, priority conservation areas, or wildlife linkages. It is assumed that proposed alignments will avoid historic districts. Impacts to cultural resource sites cannot determine at this stage. Several new freeway alignments do traverse areas with cultural resource sites: • Several freeways cross areas with cultural resource sites • North-South Freeway alignment traverses areas with cultural resource sites.	◒ Input from the Nature Conservancy is that only the Florence-Kelvin Highway is of significant concern with respect to environmentally sensitive lands. Review of Natural Infrastructure maps by the study team shows the following: Freeways that cross sensitive biological lands. • I-10 Parkways that cross sensitive biological lands include: • Baumgartner Rd, • Selma Hwy Arterials that cross sensitive biological lands: • Greenes Reservoir Rd, • Pretzer Rd, • Wheeler Rd and • Redington Rd Improvements to US 60, SR 77, SR 79, SR 177, SR 188 and US 70 may impact sensitive biological lands. Sensitive biological lands may include grasslands, priority conservation areas, or wildlife linkages. It is assumed that proposed alignments will avoid historic districts. Impacts to cultural resource sites cannot determine at this stage: • N-S freeway alignment traverses areas with cultural resource sites	Input from Nature Conservancy was to not pave Florence-Kelvin Highway. Input from Pinal County is that Florence-Kelvin Highway must be paved.

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
D. Minimize effects on natural corridors for wildlife movement (as identified by AZ Game & Fish and other resource management organizations).	● Minimal effects ◒ Moderate effects ○ Substantial effects	◒ Review of the Wildlife Linkage maps reveals of the following: Freeways that cross wildlife linkage zone include: • I-10 • Western I-10 Parallel • North–South II (southern end only, near Red Rock) • SR 79 • SR 77 Reliever Parkways that cross wildlife linkage zone include: • Bartlett Rd • Selma Hwy • Park Link Dr Arterials that cross wildlife linkage zone include: • North-South Arterial (east of SR 79) • Extension of Freeman Rd • Redington Rd Improvements (widening) to US 60, SR 77, SR 177, SR 188 may impact wildlife linkage zone.	◒ Review of the Wildlife Linkage maps reveals of the following: Freeways that cross wildlife linkage zone include: • I-10 Parkways that cross wildlife linkage zone include: • North–South II (southern end only, near Red Rock) • Western I-10 Parallel • SR 77 Reliever • Bartlett Rd • Selma Hwy • Park Link Dr Arterials that cross wildlife linkage zone include: • North-South Arterial (east of SR 79) • Extension of Freeman Rd • Redington Rd Improvements (widening) to US 60, SR 77, SR 79, SR 177, SR 188 may impact wildlife linkage zone.	◒ Review of the Wildlife Linkage maps reveals of the following: Freeways that cross wildlife linkage zone include: • I-10 Parkways that cross wildlife linkage zone include: • Selma Hwy • Park Link Dr Arterials that cross wildlife linkage zone include: • Redington Rd Improvements (widening) to US 60, SR 77, SR 79, SR 177, SR 188 may impact wildlife linkage zone.	Data source: Potential Linkage Zones, ADOT, http://www.azdot.gov/Highways/OES/AZ_Wildlife_Linkages/index.asp
IV. Economic Benefit					
A. Support regional and local (including tribal) economic development plans, priorities, goals and objectives.	● Includes many projects that strongly support economic development priorities throughout the region ◒ Contains projects that support development priorities in some locations ○ The proposed improvements offer little or no support at the state or local level	● Scenarios were developed with local input on development priorities: including major new freeways: • I-10 Widening • North-South Corridor • Safety Improvements to SR 177, SR 77, US 60 to support mining operations • I-10 Western Parallel provides relief to I-10, reducing congestion for trucks. Includes projects to facilitate east-west connectivity (Florence-Kelvin Highway), improving economic connectivity of eastern and western Pinal County	◒ Scenarios were developed with local input on development priorities, including major new freeways: • I-10 Widening • North-South Corridor • Safety Improvements to SR 177, SR 77, US 60 to support mining operations Passenger rail will improve economic connectivity to both the Pima and Maricopa regions. This scenario includes fewer freeway facilities, resulting in less overall benefit to the trucking industry.	◒ Scenarios were developed with local input on development priorities, including major new freeways: • I-10 Widening • North-South Corridor • Safety Improvements to SR 177, SR 77, US 60 to support mining operations Passenger rail will improve economic connectivity to both the Pima and Maricopa regions. This scenario includes fewer freeway facilities, resulting in less overall benefit to the trucking industry. Economic growth may largely be concentrated in central/western Pinal County, as few new transportation facilities are proposed in eastern Pinal County in Scenario C.	

Table 3.8 Evaluation of Regional, Multimodal Transportation Alternatives, Year 2050 Central Region (continued)

Evaluation Criteria	How Measured	Alternatives			
		A	B	C	NOTES
B. Support industries considered vital to the region or its communities (e.g., tourism, mining, agriculture, timber, international trade).	● Numerous new or improved facilities and services directly serving key industries or destinations ◒ Some such improvements ○ Few or no such improvements	● • Scenario A upgrades arterial facilities and provides more east-west roads to serve the mining industries. • Safety improvements to SR 177, SR 77, US 60 support mining operations • Improvements to I-10 and North-South corridor will support international trade and better access for tourism.	◒ • Scenario B upgrades arterial facilities and provides more east-west roads to serve the mining industries. • Safety improvements to SR 177, SR 77 and US 60 support mining operations. • Improvements to I-10 and North-South corridor support international trade and better access for tourism. • But some corridors shown as freeways in A become parkways in B. Parkways have less capacity than freeways, making them less able to accommodate trucking and trade.	◒ Safety improvements to SR 177, SR 77, and US 60 support mining operations. Improvements to I-10 and North-South corridor will support international trade and better access for tourism. Less new east-west access	
C. Modernize and expand infrastructure that supports freight movement and delivery.	No. of infrastructure projects that directly support freight movement and delivery	◒ Relevant projects: • 1 improved freeway • 9 new freeways • 3 new parkways • Many new or improved arterials (Pinal County RSRs)	◒ Relevant projects: • 1 improved freeway • 3 new freeways • 7 new parkways • Many new or improved arterials (Pinal County RSRs)	○ Relevant projects: • 1 improved freeway • 1 new freeway • 3 new parkways • Many new or improved arterials (Pinal County RSRs)	○ 0-10 ◒ 11-20 ● 21+
V. Safety					
A. Strengthen and expand roadway access management.	Number of additional centerline miles with a high level of access management (such as freeways and "Arizona parkways"), compared with Baseline condition	● 355 miles	◒ 295 miles	○ 215 miles	○ <250 centerline miles ◒ 250-350 miles ● >350 miles
B. Provide parallel or alternative transportation routes or services to facilitate emergency access, including evacuation.	● Substantial alternative routing added (from Baseline condition) ◒ Some alternative routing added ○ Little or no alternative routing added	● Substantial alternative routing added, including: • 9 new freeways • 3 new east-west parkways • New arterials	● Substantial alternative routing added, including: • 3 new freeways • 7 new parkways • New arterials	◒ Some alternative routing added, including: • 1 new freeways • 3 new parkways • New arterials	

Sources: Kimley-Horn and ADOT Project Management Team

● = *highest rating*

◒ = *intermediate rating*

○ = *lowest rating*

Conclusion

Relative advantages and disadvantages of each scenario are summarized below.

Scenario A, which assumes personal vehicles will be used for most trips, ranks highly in mobility and access. Scenario A improvements result in the lowest level of personal and commercial vehicle delay (on the regionally significant roadway system) of the three scenarios, while providing somewhat increased transit service compared with base conditions.

Scenario A contains the largest amount of new road construction, and assumes that alternative vehicle fuels and technologies will lower greenhouse gas emissions by 2050. The high level of road construction results in the least vehicle congestion and vehicle hours traveled; the latter is a surrogate for fuel consumption. However, this scenario has the lowest reduction in greenhouse gas emissions. The transportation improvements in Scenario A will strongly support economic development by providing better access, especially for freight, to numerous industries. Scenario A enhances safety and access management through the provision of numerous limited-access facilities and routes for emergency access.

Scenario B enhances mobility and access in a number of ways. It provides more new transit services and facilities than Scenario A, including HOV lanes, local transit, intercity and express bus, and passenger rail. Because it includes fewer freeway facilities than (A), it is associated with more delay and vehicle hours of travel in 2050. However, it also provides a greater reduction in greenhouse gas emissions than Scenario A.

Scenario B may result in slightly less economic benefit than Scenario A because it has fewer freeways, resulting in less benefit to trucking and freight flow, and less support for industries considered vital to the region, such as mining, agriculture, and tourism. Scenario B increases safety by adding 295 centerline miles with a high level of access management—60 fewer than the 355 miles in Scenario A. It also provides substantial alternative routing for emergency access.

Scenario C assumes a shift in focus from personal vehicles to local travel using transit, bicycling, and walking. This scenario emphasizes transportation services that support a non-auto dependent lifestyle, with a mix of land uses close to one another. Transportation improvements encourage less dispersed urban growth patterns and follow Smart Growth principles.

Scenario C, like B, provides more new transit services and facilities than (A), including HOV lanes, local transit, intercity and express bus, and passenger rail. It goes beyond (B) by showing potential high-capacity transit in areas of high-intensity land use. Because Scenario C contains the fewest freeway miles, however, it has the largest amount of passenger and freight vehicle delay.

Although Scenario C is the least consistent with existing general and comprehensive plans, it supports mixed-use districts and activity centers that are currently in local plans. In addition to emphasizing transit, this scenario focuses on roadway corridors proposed in previously completed transportation plans, such as the North-South Freeway, improvement of I-10 to five lanes in each direction, and several new parkways.

Because of its emphasis on transit and support of infill development, Scenario C has the greatest reduction in greenhouse gas emissions. On the other hand, it has the most vehicle hours of travel, indicating a higher level of congestion and a lower reduction in fuel consumption than other scenarios.

Scenario C adds 215 new centerline miles with a high level of access management--fewer than the 355 miles in (A) and 295 in (B). Scenario C also provides a lower level of alternative routes for emergencies than (A) or (B).

3.11 PHASING AND POLICY RECOMMENDATIONS FOR ALL SCENARIOS

The Central regional framework team developed preliminary phasing recommendations for the three scenarios, based on projected travel demand, related plans and studies, and other considerations. ADOT and its management consultant will refine the phasing recommendations in the final statewide framework.

The improvements were assigned one of three phases:

- Short - Phase I (2010-2020)
- Medium - Phase II (2020-2030)
- Long - Phase III (2030-2050)

Considerations in the development of phasing recommendations were:

<u>Road Improvements on Existing Alignments</u>

- Safety improvements (shoulders, passing lanes, drainage) on all existing roadways (freeways, highways, and arterials) are considered short-term.
- Input from the Critical Needs Definition process, and Pinal County input on road improvement priorities were used in the development of phasing for road projects.
- Road widening on existing alignments adding more than two lanes is generally considered medium-term, because it involves fairly detailed environmental analysis and the likely need for right-of-way acquisition.

<u>Road Improvements on New Alignments</u>

- Freeways and Arizona Parkways on new alignments, which typically involve the most environmental work and design concept evaluation, are generally considered Phase III or long-term improvements.
- The proposed North-South corridor was considered to be a medium term project, since planning for that corridor is underway.
- New arterials on developed areas were generally considered as medium-term projects. New arterials in less developed areas were considered to be long term projects.
- HOV lanes will be constructed as part of the freeway projects.

<u>Transit and Rail Improvements</u>

- Local transit improvements are generally considered short-term projects.
- Establishment of intercity bus routes were considered to be short term projects.

- Passenger rail services were considered to be long-term projects.
- Construction of transit centers on intercity bus routes, and on I-10 was considered to be short term projects. Construction of transit centers on future new corridors (such as the proposed North-South corridor) was considered to be medium term or long term projects. Construction of transit centers on other new freeway facilities was considered to be long term projects.
- High occupancy vehicle lanes were considered to be part of the freeway or roadway construction (in the case of Hunt Highway).

Potential Phasing of Improvements: I (2010-2020), II (2021-2030), III (2031-2050)

Table 3.9 summarizes the proposed phasing of Scenario A. Scenario A has the most new freeways, many of which are long-term improvements. Tables 3.10 and 3.11 summarize the proposed phasing of Scenarios B and C, which have more short-term transit projects.

Table 3.9 Proposed Phasing of Scenario A, 2010-2050

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79	Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	SR-79, SR-77 to Kortsen Rd SR-79, Skyline Dr to US-60	Medium
	SR-77, SR-79 to new road east of SR-79	Medium
	Idaho Rd, Baseline Rd to US-60	Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd	Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd	Short
Widen the existing 4-lane highway to a 6-lane highway	US-60, SR-79 to new road east of SR-79	Medium
	SR-77, south of intersection with SR-79	Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-79, Kortsen Rd to Skyline Dr	Medium
	SR-287, N-S Freeway to SR-79	Medium
	US-60, new road east of SR-79 to SR-177	Short (Superior area) Medium (other)
Widen the existing 2-lane highway to a 4-lane divided highway	SR-77, new road east of SR-79 to SR-177	Medium
	SR-177, SR-77 to US-60	Short
	SR-87, I-10 to west study area boundary,	Medium
	SR-287, SR-87 to N-S Freeway	Short
	SR-387, study area boundary to SR-87	Medium
	US-60, SR-177 to US-70	Medium
	US-70, US-60 to study area boundary	Medium
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-60, junction of US-60 and SR-188 US-60, junction of US-60 and US-70	Short
Improve the existing 2—lane highway (shoulders, passing lanes, drainage, etc.)	SR-77, SR-177 to US-70	Short
	US-60, US-70 to north study area boundary	Short
	SR-188, US-60 to north study area boundary	Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway	Medium
	Selma Hwy, west boundary of study area to SR-87	Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79	Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd, Hunt Hwy to Baseline Rd	Short (Hunt Highway to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	Goldfield Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Dr to Ironwood Rd) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium(Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd, Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	N. 11 Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd., Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
	Sunshine Blvd, Milligan Rd to I-10	Medium
Widen the existing 2-lane arterial to 4-lanes	Superstition Blvd, Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr., US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd., Florence Kelvin Hwy to Freeman Rd	Short
	Freeman Rd., SR-79 to Barkerville Rd	Short
	Redington Rd., SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	SR-77 Reliever, Intersection of SR-79 and SR-77 to Pinal/Pima County Line	Medium
	Start Point: Red Rock; End Point: connects to SR-79 south of Florence Junction (bypasses Florence on the east side)	Long
	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Long
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: south boundary of study area	Long
	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: Proposed North-South Corridor; End Point: Overfield Rd	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd	Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor	Long
	Skyline Dr, North-South Freeway to SR-79 Skyline Dr, Gantzel Rd to Schnepf Rd	Long
	Bartlett Rd, Start Point: Proposed North-South Corridor; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79	Long
	Baumgartner Rd, North-South Freeway extension to I-10	Long
Construct a 4-lane Arizona Parkway	Selma Hwy, Start Point: SR-79; End Point: Barkerville Rd.	Long
	Park Link Dr Extension, Start Point: SR-79; End Point: Willow Springs Rd.	Long
Construct new 6-lane arterials	Sunland Gin Rd, Baumgartner Rd to Milligan Rd	Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr Signal Peak Rd, Frontier St to SR-87	Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10	Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd	Long
	Wheeler Rd, Baumgartner Rd to Selma Hwy	Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd	Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10	Long
	Houser Rd, Trekell Rd to I-10 Houser Rd, Frontier St to SR-87	Long (Trekell Rd to I-10) Medium (Frontier St to SR-87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd	Medium
	Hanna Rd, Overfield Rd to SR-87	Medium
	Kortsen Rd, west study area boundary to SR-79	Medium
	Van Ki Inn Rd, Attaway Rd to SR-79	Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd Attaway Rd, Felix Rd to North-South Freeway	Medium
	Felix Rd, Attaway Rd to Hunt Hwy	Medium
	Bella Vista Rd, Quail Run Rd to SR-79	Medium
	Combs Rd, Schnepf Rd to SR-79	Medium

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct new 6-lane arterials (continued)	E-W New Road, Schnepf Rd to US-60	Medium
	Germann Rd, Ironwood Dr to US-60	Medium
	N-S New Road, E-W New Road to Baseline Rd	Medium
	Elliot Rd, Ironwood Dr to US-60	Medium
	Kenworthy Rd, Warner Rd to SR-802	Medium
	Freeman Rd extension, Apache Junction to Red Rock Freeway to SR 79	Long
Construct new 4-lane arterials	Start Point: US-60; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Medium
	Start Point: Intersection of Barkerville Rd. and Freeman Rd.; End Point: SR-77	Medium
Construct new 2-lane arterial	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit		
Establish new express bus route	Proposed North-South Corridor	Medium
	I-10	Short
	Start Point: Proposed North-South Corridor; End Point: I-10	Long
	Hunt Hwy	Short
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
Establish new intercity bus route	Intercity bus route between Apache Junction, Superior, Miami, Globe	Short
	Intercity bus route between Oracle Junction and Tucson	Short
Construct transit center	On intercity bus routes	Short
	On I-10	Short
	On proposed North-South corridor	Medium
	On other new freeways	Long
Establish local transit service	Globe-Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle Junction area, western Pinal County	Short
High occupancy vehicle lanes	Noted as part of roadway construction	Varies

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79	Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	Idaho Rd, Baseline Rd to US-60	Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd	Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd	Short
Widen the existing 4-lane highway to a 6-lane highway	US-60, SR-79 to new road east of SR-79	Medium
	SR-77, south of intersection with SR-79	Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-79, SR-77 to US-60	Medium
	SR-287, N-S Freeway to SR-79	Short
	SR-77, SR-79 to new road east of SR-79	Medium
Widen the existing 2-lane highway to a 4-lane divided highway	SR-77, new road east of SR-79 to SR-177	Medium
	SR-177, SR-77 to US-60	Short
	SR-87, I-10 to west study area boundary,	Medium
	SR-287, SR-87 to N-S Freeway	Short
	SR-387, study area boundary to SR-87	Medium
	US-60, new road east of SR-79 to US-70	Short (Superior area) Medium (other)
	US-70, US-60 to study area boundary	Medium
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-60, junction of US-60 and SR-188 US-60, junction of US-60 and US-70	Short
Improve the existing 2—lane highway (shoulders, passing lanes, drainage, etc.)	SR-77, SR-177 to US-70	Short
	US-60, US-70 to north study area boundary	Short
	SR-188, US-60 to north study area boundary	Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway	Medium
	Selma Hwy, west boundary of study area to SR-87	Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79	Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd, Hunt Hwy to Baseline Rd	Short (Hunt Hwy to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	Goldfield Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Dr to Ironwood Rd) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium (Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd., Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	Eleven Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd, Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
	Sunshine Blvd, Milligan Rd to I-10	Medium
Widen the existing 2-lane arterial to 4-lanes	Superstition Blvd, Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr, US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd, Florence Kelvin Hwy to Freeman Rd	Short
	Freeman Rd, SR-79 to Barkerville Rd	Short
	Redington Rd, SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Medium
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd	Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor	Long
	Skyline Dr., North-South Freeway to SR-79 Skyline Dr., Gantzel Rd to Schnepf Rd	Long
	Bartlett Rd, Start Point: Overfield Rd; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79	Long
	Baumgartner Rd, North-South Freeway to I-10	Long
	Start Point: Red Rock; End Point: connects to SR-79 south of Florence Junction (bypasses Florence on the east side)	Long
	SR-77 Reliever, Intersection of SR-79 and SR-77 to Pinal/Pima County Line	Medium
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: south boundary of study area	Long

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct a new 6-lane Arizona Parkway (continued)	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
Construct a 4-lane Arizona Parkway	Selma Hwy, Start Point: SR-79; End Point: Barkerville Rd.	Long
	Park Link Dr Extension, Start Point: SR-79; End Point: Willow Springs Rd.	Long
Construct new 6-lane arterials	Sunland Gin Rd, Baumgartner Rd to Milligan Rd	Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr Signal Peak Rd, Frontier St to SR-87	Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10	Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd	Long
	Wheeler Rd, Baumgartner Rd to Selma Hwy	Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd	Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10	Long
	Houser Rd, Trekell Rd to I-10 Houser Rd, Frontier St to SR-87	Long (Trekell Rd to I-10) Medium (Frontier St to SR 87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd	Medium
	Hanna Rd, Overfield Rd to SR-87	Medium
	Kortsen Rd, west study area boundary to SR-79	Medium
	Van Ki Inn Rd, Attaway Rd to SR-79	Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd Attaway Rd, Felix Rd to North-South Freeway	Medium
	Felix Rd, Attaway Rd to Hunt Hwy	Medium
	Bella Vista Rd, Quail Run Rd to SR-79	Medium
	Combs Rd, Schnepf Rd to SR-79	Medium
	E-W New Road, Schnepf Rd to US-60	Medium
	Germann Rd, Ironwood Dr to US-60	Medium
	N-S New Road, E-W New Road to Baseline Rd	Medium
	Elliot Rd, Ironwood Dr to US-60	Medium
	Kenworthy Rd, Warner Rd to SR-802	Medium

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct new 4-lane arterials	Start Point: US-60; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Medium
	Start Point: Intersection of Barkerville Rd. and Freeman Rd.; End Point: SR-77	Medium
Construct new 2-lane arterial	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit / Rail		
Establish new express bus routes	I-10	Short
	Start point: Florence Junction; endpoint: Vineyard Rd. and continued into the Hidden Valley Framework study area	Long
	Hunt Hwy	Short
	Proposed North-South corridor	Medium
	Start point: Proposed North-South corridor; endpoint: I-10	Long
Establish new intercity bus routes	All	Short
Establish new passenger rail	Miami-Globe	Long
	Start point: Pima County Line; endpoint: Maricopa County Line, with branch west to I-10 and the Hidden Valley10	Long
Construct transit centers	On intercity bus routes	Short
	On proposed North-South corridor	Medium
	On I-10 at southern terminus of proposed North-South corridor	Medium
	On I-10	Short
	On west branch of new freeway from proposed North–South corridor to I-10	Long
Establish local transit service	Globe- Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle area, western Pinal County area	Short
High occupancy vehicle lanes	Noted as part of roadway construction	Varies

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79	Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	Idaho Rd, Baseline Rd to US-60	Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd	Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd	Short
Widen the existing 4-lane highway to a 6-lane highway	SR-77, south of intersection with SR-79	Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-79, SR-77 to US-60	Medium
	SR-287, N-S Freeway to SR-79	Medium
Widen the existing 2-lane highway to a 4-lane divided highway	SR-77, SR-79 to SR-177	Medium
	SR-177, SR-77 to US-60	Medium
	SR-87, I-10 to west study area boundary,	Medium
	SR-287, SR-87 to N-S Freeway	Short
	SR-387, study area boundary to SR-87	Medium
	US-60, new road east of SR-79 to US-70	Short (Superior area) Medium (other)
	US-70, US-60 to study area boundary	Medium
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-60, junction of US-60 and SR-188 US-60, junction of US-60 and US-70	Short
Improve the existing 2—lane highway (shoulders, passing lanes, drainage, etc.)	SR-77, SR-177 to US-70	Short
	US-60, US-70 to north study area boundary	Short
	SR-188, US-60 to north study area boundary	Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway	Medium
	Selma Hwy, west boundary of study area to SR-87	Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79	Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd., Hunt Hwy to Baseline Rd	Short (Hunt Hwy to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	GoldField Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Rd to Ironwood Dr) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium (Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd, Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	Eleven Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd, Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
	Sunshine Blvd, Milligan Rd to I-10	
Widen the existing 2-lane arterial to 4-lanes	Superstition Blvd., Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium
	Freeman Rd, SR-79 to Barkerville Rd	Short

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr, US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd, Florence Kelvin Hwy to Freeman Rd	Short
	Redington Rd, SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Medium
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd	Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor	Long
	Skyline Dr, North-South Freeway to SR-79 Skyline Dr, Gantzel Rd to Schnepf Rd	Long
	Bartlett Rd, Start Point: Overfield Rd; End Point: SR-79	Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79	Long
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: Baumgartner Rd	Long
	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
Construct new 6-lane arterials	Sunland Gin Rd, Baumgartner Rd to Milligan Rd	Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr Signal Peak Rd, Frontier St to SR-87	Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10	Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd	Long

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
	Wheeler Rd, Baumgartner Rd to Selma Hwy	Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd	Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10	Long
	Houser Rd, Trekell Rd to I-10 Houser Rd, Frontier St to SR-87	Long (Trekell Rd to I-10) Medium (Frontier St to SR-87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd	Medium
	Hanna Rd, Overfield Rd to SR-87	Medium
	Kortsen Rd, west study area boundary to SR-79	Medium
	Van Ki Inn Rd, Attaway Rd to SR-79	Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd Attaway Rd, Felix Rd to North-South Freeway	Medium
	Felix Rd, Attaway Rd to Hunt Hwy	Medium
	Bella Vista Rd, Quail Run Rd to SR-79	Medium
	Combs Rd, Schnepf Rd to SR-79	Medium
	E-W New Road, Schnepf Rd to US-60	Medium
	Germann Rd, Ironwood Dr to US-60	Medium
	N-S New Road, E-W New Road to Baseline Rd	Medium
	Elliot Rd, Ironwood Dr to US-60	Medium
	Kenworthy Rd, Warner Rd to SR-802	Medium
Construct new 2-lane arterial	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit / Rail		
Establish new express bus route	I-10	short
	Start point: Florence Junction; endpoint: Vineyard Rd and continued into the Hidden Valley Framework study area	Long
	Hunt Hwy	Short
	Proposed North-South corridor	Medium
	Start point: proposed North-South corridor; endpoint: I-10	Long
Establish new intercity bus route	All	Short
Establish new passenger rail	Start point: Pima County Line; endpoint: Maricopa County Line, with branch west to I-10 and the Hidden Valley	Long

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct transit centers	On intercity bus routes	Short
	On proposed North-South corridor	Medium
	On I-10 at southern terminus of proposed North-South corridor	Medium
	Other locations	Long
Establish local transit service	Globe-Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle junction area, western Pinal County area	Short
High occupancy vehicle lanes	Noted as part of roadway construction	Varies

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

General Policies and Issues

A number of general transportation issues emerged during the stakeholder meetings and public outreach events, including:

- Preserving right-of-way - Policies and tools should be developed to preserve right-of-way in advance of development. Right-of-way should be purchased early to allow for future expansion, conserve costs, and minimize relocations. Laws and policies should allow the Arizona State Land Department to dedicate right-of-way before development.
- Consideration of emergency evacuation routes and hazardous materials transportation - There is a need to look at evacuation routes and emergency management considerations, particularly in areas with few alternative routes. Hazardous materials transportation should also be considered.
- Incorporation of wildlife crossings and encouragement of wildlife connectivity – There is a need to incorporate wildlife crossings on new routes and to retrofit existing roadway facilities to allow wildlife to cross. Access to environmentally sensitive lands is an issue.
- A number of people mentioned air quality and PM10 (particulates). Many particulates consist of dust generated by unpaved roads. Air quality issues were mentioned by staff from Pinal County, Casa Grande, Hayden and Winkelman. Residents near I-10 in Casa Grande have concerns about air quality due to the heavy truck volume and dust storms.
- Utility corridors should be incorporated into roadway planning and pre-design – Coordination should be maintained to place new roadway corridors near or next to major utility corridors.
- Removal of at-grade railroad crossings – At-grade railroad crossings need to be replaced with grade-separated crossings.
- Roadway transportation improvements should be coordinated with transit improvements, e.g., design and construction of the North-South Corridor should include preservation of right-of-way for a future transit or commuter rail corridor.
- The issue of public-private partnerships was raised regarding casinos. Private entities may be willing to help fund roads leading to their establishments.

Transportation System Management

The Transportation Systems Management (TSM) approach to congestion mitigation seeks to identify low-cost operational improvements to enhance the capacity of existing roadways and other transportation systems. Techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, while enhancing accessibility and safety.

Transportation systems management strategies include, but are not limited to:

- Intersection and traffic signal improvements
- Freeway and highway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies
- Intelligent Transportation Systems (ITS)
- Preferential treatment of transit vehicles (e.g., queue jumpers, signal priority)

Other TSM strategies include providing current information to travelers regarding:
- Construction updates
- Incidents
- Emergencies
- Weather

- Real-time conditions

Within the Central Regional Framework, TSM Strategies should be considered on major multi-modal corridors:

- Freeways: Include ITS such as FMS (freeway management system) on existing and new freeway corridors. The FMS should include a network of cameras along major corridors to enable monitoring incident and congestion management. FMS should be considered on major new freeway corridors as they are constructed.
- Principal Arterials: As the roadway network in the Central region is developed, major arterials should include advanced technologies to enable real-time traffic management (signals management), and a system of cameras to facilitate incident and congestion management.
- Multimodal travel corridors: As passenger rail and other alternative modes are planned and implemented, a multimodal traveler information system should be considered to enable travelers to efficiently transfer between modes (e.g, bus to passenger rail). For A traveler information system would facilitate a passenger using intercity bus originating in Globe to transfer to passenger rail or light rail upon entering the Phoenix urban area.

Pedestrians and Bicycles

Many stakeholders expressed the need for better pedestrian access along and across roads. As roads are developed and improved, bicyclists and pedestrians should be accommodated as a matter of course. It is suggested that Complete Streets policies be developed by ADOT and by local agencies and jurisdictions.

The Complete Streets concept recognizes that the safety, interests, and convenience of all users – drivers, bicyclists, transit, and pedestrians of all ages and abilities – should be considered in the design and construction of transportation improvements. Detailed information about Complete Streets can be found at http://www.completestreets.org.

Design elements typically found on a Complete Street include sidewalks, bike lanes (or wide paved shoulders), comfortable and accessible transit stops, frequent (and safe) pedestrian crossing opportunities, medians (which can sometimes serve as pedestrian refuges on wide streets), and accessible pedestrian signals. A Complete Street recognizes the unique context of the surrounding environment. For example, a Complete Street in a rural area is different from a Complete Street in an urban area. However, streets in both areas are designed to balance safety, convenience, comfort and aesthetics for everyone using the road.

Complete Streets and bicycle/pedestrian facilities should be considered throughout the region. During the study, however, stakeholders mentioned specific areas of concern:

- The Town of Hayden would like to improve pedestrian facilities to improve accessibility to services. Improvements to sidewalks on SR 177 are needed.
- Hayden staff mentioned that significant pedestrian activity is associated with the San Carlos-Apache Indian Reservation. School children must walk along the state highways where there are no sidewalks.
- Sidewalks and lighting are the most important considerations between Hayden and Winkelman.
- Pedestrian crossings over US 60 are needed.
- The Queen Creek community is very interested in linked trails and open space for use by pedestrians, cyclists, and equestrians.

- Bicycle and pedestrian issues will be important in the areas currently owned by the State Land Department. Trails and multi-use paths will follow the contours of the land.
- Many pedestrians walk to and from Miami and Globe. SR 177 is the only state highway with a 10 percent grade. Paving of Florence–Kelvin Highway is important to relieve US 60 and also SR 177. This road would connect employment centers in Florence to those in Hayden and Winkelman.
- The Bloody Tanks/Miami Wash runs through the Town of Miami. The town is considering Trail/Pathway improvements to the Wash.

Freight Transportation

A number of stakeholders mentioned freight issues during the study, particularly with respect to accommodating truck traffic from increased mining operations in the Central region. Key issues include:

- Improve crossings of railroads and rivers to accommodate commercial trucks. More truck stops and parking are needed.
- Consider dedicated truck lanes and truck–only facilities throughout the state.
- Additional analysis tools for commercial vehicle traffic are needed, including a statewide commercial vehicle/truck travel demand model.
- Routes that are heavily used by trucks, such as SR 177, US 60 and SR 77, need improvements.

Appendix A

RTAT, Community and Stakeholder Input

Meeting Summary Notes

Date Produced:	March 6, 2008
Meeting:	Central Arizona Framework Study Regional Technical Advisory Team, Meeting No. 1
Date:	February 15, 2008
Location:	Anthem Parkside Community Center 3200 N. Anthem Way, Florence, Arizona
Purpose:	The purpose of the meeting is to present foundational information on the Central Framework Study and to obtain RTAT member expectations.

Participants:

John Mitchell, Eloy
Alton Bruce, Coolidge
Mark Thompson, Florence
Javier Gurrola, ADOT
Cherie Campbell, PAG
Ken Hall, MAG
Bob Hazlett, MAG
Paul Tober, Casa Grande
Dick Schaner, Queen Creek
Mark Thompson, Town of Florence
Carter McCune, ADOT
Gary Eide, Kearny
Jonathan Crowe, Pima County
Jim Lemmon, ADOT EPG
Fernando Prol, Marana
Brian Varney, Marana
Dianne Kresich, ADOT TPD
Teri Kennedy, ADOT TPD
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn
Brent Crowther, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m., by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting. Each RTAT member introduced themselves.

Project Overview and Schedule

Dianne Kresich reviewed the meeting agenda. Agenda items for this meeting are: introductions, project overview, review of current activities, round table discussion, and wrap-up / discussion of next steps.

Dianne Kresich provided a review of the history of the Framework Studies and the Building a Quality Arizona (BQAZ) Initiative:

- BQAZ was initiated by Arizona COGs/MPOs to address rapid growth, transportation issues, and infrastructure needs throughout the state. BQAZ began with the Statewide Mobility Reconnaissance Study in May 2007.

- The statewide reconnaissance study concluded that there are more questions to answer than there are answers: improvements underway or planned may not meet the projected transportation need, a funding crisis is emerging in transportation, operations and maintenance costs barely cover today's needs, and Arizona needs a quality transportation system to maintain economic vitality.

- The BQAZ / Reconnaissance Study recommended that the Framework studies be conducted statewide. The Framework Process is unique in that it encourages statewide collaboration, considers land use and smart growth principles, and emphasizes multimodal balance, tribal involvement, economic and business development, and environmental/conservation community involvement.

Bob Hazlet noted that MAG has recently initiated a Transit Framework Study. The purpose of the study will be to develop a regional transit strategy for Maricopa County and northern Pinal County.

Dianne Kresich reviewed the Framework objectives and study tasks:

- Framework objectives include: (1) enhancing connectivity among regions, (2) identify needs and potential improvements, and (3) maintain long-range focus for 2030 and 2050.

- Framework tasks include: (1) identify current conditions, including population and employment, community development patterns, traffic volumes and environmental and other issues. (2) forecast future conditions for 2030 and 2050 (3) develop a multi-modal transportation network based on community development patterns, economic development objectives, natural features, environmental features,

projected travel demand, and stakeholder input (4) develop evaluation program (5) screen for fatal flaws (6) evaluate multimodal network alternatives (6) develop network recommendations (7) formulate implementation program.

Dianne stated that the Southern Pinal / Northern Pima Corridors Definition Study, which is nearing completion, will provide input into the Central Arizona Framework Study.

Ethan Rauch stated that the Hidden Valley Framework Study will be closely coordinated with the Central Arizona Framework Study. New highway capacity identified in the Hidden Valley Study will need to connect to new corridors in the Central Framework Study.

Review of Current Activities

Dave Perkins reviewed current project activities. Each of the statewide framework studies began in the first week of January. The Central Arizona Framework team has completed several stakeholder interviews in Pinal and Gila County. The remainder of stakeholder interviews, including interviews in Pima County, is scheduled to be completed by the end of February.

Dave Perkins reviewed the study area. The study area officially encompasses southern Gila County, and most of Pinal County. However, extensive coordination will occur with those outside of the study area, including PAG, MAG, Pima County, Oro Valley, Marana, Queen Creek, and Casa Grande.

The Central Arizona team is currently gathering data for input to a working paper on existing and future conditions. A data availability/data contact survey was distributed to each RTAT member. Dave Perkins asked that each attendee fill out the data collection and gathering survey and fax the form to his attention (Kimley-Horn and Associates, Inc. 520-615-9292).

Round Table Discussion

Dave Perkins provided the opportunity for each RTAT attendee to state their key issues that the study should consider.

- The Town of Marana: The Town is considering the recommendations from the I-10 By-Pass Study, and in particular a western parallel route to I-10. In addition, the Tangerine Road corridor has several issues that will addressed in an upcoming corridor study.

  Dianne Kresich stated that the I-10 By-pass study did not select a

preferred alternative. The primary recommendation of the study is that new roadway capacity in the study area is needed, and that there are several feasible alternatives. The Central Arizona Framework Study will consider the findings from the I-10 bypass study.

- ADOT Environmental Section: A key geographic feature of the Central Arizona Framework Study area is the Santa Cruz River. The study area is in a 'sink' which results in significant flooding and drainage considerations to development of new transportation infrastructure.

- Town of Kearny: Town of Kearny is currently experiencing and benefiting from the mining boom, in stark contrast to headlines from elsewhere around the country. They also recognize the mining and natural resource based economies are very cyclical. The transportation system is inadequate for projected growth in this area. By the time improvements are constructed, the mining boom may be over, but it will come back again.

- Town of Florence: Florence continues to grow at a rapid pace. Commuter rail, light rail, and multimodal alternatives are considered to be important and are reflected in the Coolidge-Florence Regional Transportation Plan. The North-South corridor should consider multi-modal opportunities – including opportunities for multi-modal expansion.

- Pima County: Traffic originating in Pinal County and entering Pima County is a major concern, and particularly along the SR-77 / Oracle Road corridor. Proposed alternative routes to SR-77 all have significant environmental concerns. Eventually, SR-77 capacity will be over-burdened by new development and associated traffic generation in southern Pinal County.

- Queen Creek: The Town is already congested and is overwhelmed in dealing with the congestion that primarily originates in Pinal County. The planning process is reactive, rather than proactive. New land use development is the source of congestion. Employment centers need to be developed in Pinal County and Florence.

Dianne stated that the Framework process has been asked to address Smart Growth principles. A smart growth consultant is on the study team to help identify what changes need to be made to better develop under smart growth principles. Multi-modal considerations will be important – potentially using the right of way for not only vehicular traffic, but also for rail and for separated bikeways.

Bob Hazlett stated in the Hidden Valley and Hassayampa studies, several corridors were very close to natural areas. However, in the state of Arizona, land use planning is left to the local towns, cities, and counties. The MPOs can provide guidance, but MPOs do not have regulatory authority. MPOs are limited to what they can do. They can educate policy makers and encourage them to make smart growth decisions. Land use and transportation are integrally connected.

Alton Bruce stated that the local jurisdictions ability to control land use is very limited. State law does not allow for highly regulated development.

Gary Eide stated that in Oregon, urban growth boundaries are the responsibility of both the local jurisdictions and the state. Urban growth boundaries are not without their challenges: property valuations disparity, and the length of time it takes to complete land use decisions. No single community can address the issue alone. It takes a statewide and regional approach.

- Casa Grande: The study needs to address regional connectivity. Study boundaries cannot result in ignoring of connections outside of the study boundary. Linkages between study areas are important. An example is the Val Vista corridor, and how it could connect to the areas east of Casa Grande.

- Maricopa Association of Governments: The purpose of the Regional Framework process is to look as far into the future as possible, and then take a step forward considering the long-term future. The frameworks will look at where ultimate demand will be, and then to plan for the demand. Build-out population projections for Pinal County are approximately 6 million people. By comparison purposes, that is slightly less than the size of today's Phoenix metropolitan area.

  Connectivity is important. It would be appropriate for each framework study to have a chapter entitled "extended planning outlook" that discusses how each of the studies will connect with one another. Ken Hall also stated that as we implement the public outreach component of the study, we should be as inclusive as possible and include as many as possible. It is crucial to connect with all of the state and federal agencies that involve land use.

- Pima Association of Governments: The primary issue will be to address routes that cannot keep pace with the growth. Multi-modal

alternatives must be considered. Alternatives for new routes are diminishing because of environmental concerns, political will, and revenue shortages. Freight traffic is an important consideration.

- ADOT Pre-design: They study should consider how recommendations and study activities support the NEPA process.

  Dianne Kresich stated that the study can provide information for inclusion in the purpose and need statements. Dianne Kresich stated that she welcomed feedback and input as to how the process and integration with NEPA can be improved.

  Bob Hazlett stated that each framework study will include an environmental scan. The purpose of the environmental scan will be to identify potential environmental issues and develop transportation alternatives to avoid sensitive areas.

- Coolidge: The North-South corridor is very important. In developing this corridor, we need to think bigger, rather than smaller. City of Coolidge is interested in expanding rail assets. The airport presents a significant opportunity for economic development.

  More than 85 percent of land in the study area is under the jurisdiction of state and federal agencies: ASLD, BLM, and Forest Service.

  Financial analysis is important. It is easy to define needs and new corridors, but unless we come up with ways that we can pay for this we are spinning our wheels. The challenge will be to implement the funding mechanisms.

  Mark Thompson stated that toll roads should be considered.

- Eloy: City of Eloy recently passed a resolution for the SR-87 / I-10 interchange to be a system interchange, under the false assumption that the North-South corridor was determined. They subsequently reconsidered. However, the point is that we need to do a better job of communicating our results and findings to others. Eloy has several initiatives on-going, including the Small Area Transportation Study and is cooperating in the Pinal County Regionally Significant Routes for Safety and Mobility Plan. Eloy has been working with developers to identify corridors that should be preserved for access control.

A rail spur will be constructed at Hanna / SR-87 near the prison. They could begin construction in early 2009. We need to take a look back and then focus in on the micro-picture.

- Apache Junction: Right of way needs to be determined early on, and acquired well in advance of corridor construction. This will help the local communities to be able to determine how they can connect to the ADOT system. The current planning process is reactive– we react to demands when we should be strategically planning to manage demand.

Next Steps

Focus group meetings and community workshops are tentatively scheduled for March. These are planned to be held Florence and Globe. COGs and MPOs are invited and encouraged to participate.

Adjourn

The meeting adjourned at 11:30 a.m.

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Attachments:

Statewide and Regional Transportation Planning Framework, RTAT 1 PowerPoint Presentation

Meeting Summary Notes

Date Produced:	June 16, 2008
Meeting:	Central Arizona Framework Study Regional Technical Advisory Team, Meeting No. 2
Date:	June 12, 2008
Location:	Florence Fire Department, Training Room 72 E. 1st Street
Purpose:	The purpose of the meeting was to present and discuss information pertaining to Working Paper No. 2, Population and Employment Projections, Critical Needs, and Potential Projects.

Participants:

Jerry Barnes, ADOT Globe District
Alton Bruce, City of Coolidge
Doug Hansen, Pinal County
Andy Smith, Pinal County
Bill Leister, Central Arizona Association of Governments
Paul Tober, City of Casa Grande
Sasha Pachito-Saliego, Gila River Indian Community
Giao Pham, City of Apache Junction
Reza Karimvand, ADOT Tucson District
Michelle, Green, Arizona State Land Department
Fred Stevens, Tohono O'odham Nation
Mark Thompson, Town of Florence
Mark Young, Town of Queen Creek
Mark Eckhoff, Town of Florence
Carter McKune, ADOT Tucson District (Casa Grande)
Robert Young, Pima County
Keith Betsuie, City of Maricopa
Dianne Kresich, ADOT Multimodal Planning Division
Terri Kennedy, ADOT Multimodal Planning Division
James Marino, ADOT Multimodal Planning Division
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.
John McNamara, DMJM Harris
Ethan Rauch, DMJM Harris

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order by Dianne Kresich.

Introductions

Dianne welcomed attendees to the meeting. The RTAT members introduced themselves.

Review of Completed Activities

Stakeholder interviews were completed in February and March 2008. Focus group meetings were held in Florence and Globe to receive stakeholder input on commercial and multimodal transportation, environmental, and business and development. Common themes from the Florence community workshop were that growth is a reality and that new transportation routes are needed. In Globe, attitudes toward growth were mixed -- existing communities do not want to be bypassed and their economies consequently damaged. In Globe, participants generally agreed that there is not enough land to develop and that land exchanges are important for economic development. The preservation of local character and history is important, as is, tribal coordination between Eastern and Central frameworks.

General themes from focus groups were: consider impact of growth on transportation, transportation is often an afterthought, local and regional transit should be considered, and the protection of natural resources is important.

Working Paper No. 2 – Existing and Future Conditions (Final) was distributed electronically to the RTAT in advance of the meeting. WP2 did not include modeling. Modeling and population/employment projections will be included in Working Paper No. 3 / 4.

Working Paper No. 3 / 4 will also include alternative transportation scenarios. Each scenario will be multimodal and will include both local and state facilities. Evaluation criteria under development by the Management Consultant will include smart growth principles. Alternative scenarios will be developed and then presented to the RTAT in the fall. Alternatives will be evaluated and a preferred scenario selected. However, public meetings regarding the scenarios will not be held until after the November election. After that, a preferred alternative scenario will be identified based on travel demand modeling, the evaluation criteria, and community/stakeholder input. The Central Framework Study will not evaluate and prioritize individual projects.

Population, Employment, and Modeling

Brent Crowther (filling in for Brent Cain) presented population and employment information. Gila County population estimates and projections are being revised from those presented at the May 29 webinar.

Pinal County is projected to grow to 1.3 million people in 2030 and to 2.2 million people in 2050. Gila County is projected to grow to 70,000 people in 2030 and 78,000 people in 2050. Pinal County population is projected to increase by 375% between 2005 and 2030, and employment by 1,236%.

Issues and questions raised by RTAT members are listed below.

- Why is there such a big difference between DES and bqAZ estimates for population?
- DES is not the correct reference. The Arizona Department of Commerce is now responsible for population projections.
- A difference was noted between the population-to-employment ratio for Pinal County (as presented) and the ratio from the Pinal County Comprehensive Plan study (4.1).
- It was noted that the projected employment in Pinal County is not realistic but is nevertheless being used for planning purposes.

Critical Needs

John McNamara provided an update of the statewide critical needs effort. He reviewed several challenges to transportation finance in Arizona, including:

- Construction costs are up 60% over the last five years.
- Federal and state fuel tax revenues have been steadily eroding.
- Within the next few years, outside Maricopa and Pima counties (which have dedicated funding sources for multimodal transportation improvements), ADOT will be able to focus only on transportation system maintenance unless an additional funding source is secured.

The purpose of the critical needs effort was to develop a tool to initiate discussions on transportation finance. This effort relied primarily on existing planning and programming to identify critical and representative needs, and their order-of-magnitude cost, for a 2030 planning horizon .

The study initially identified $165 billion in critical needs, including $110 billion for state highways, $25 billion for public transit (including rail passenger service), and $30 billion in local needs. A ballot initiative that would be expected to generate approximately $42.5 billion over 30 years

through a one-cent sales tax has been filed by the TIME Coalition. Signature collection for the initiative is currently underway.

The recommended investment strategy allocates 58 percent to highway projects, 18 percent to transit projects, 20 percent to local mobility projects, and 4 percent to enhancement projects (such as bicycle and pedestrian improvements).

An RTAT member asked why the ADOT District Engineers were requested to provide a list of all needs, including maintenance and operations. John McNamara stated that the $165 billion in needs includes all of these categories. In addition, the proposed $42.5 billion investment strategy includes funding to maintain new roadways.

The State Transportation Board is currently holding public hearings on the investment strategy. Some adjustments to the needs list could still be made before the State Transportation Board vote scheduled for June 19 in Tucson. Pinal County is preparing an alternative list of projects for consideration.

Round Table of Potential Projects

Dave Perkins led a round table discussion of potential projects that have been identified for the Central Region. A list of projects was distributed for discussion purposes. The list should be considered draft and in progress. Comments on the list included:

- Projects that extend beyond the Central Region should be noted as requiring inter-regional coordination.
- Buses and bus rapid transit should be included.
- Superstition Vistas and the Tribal Needs Study should be reviewed and incorporated appropriately.
- SR 87 should be added to the list of freight corridors.
- Eloy SATS, Casa Grande SATS, Apache Junction SATS, and the Pinal County RSR should be reflected in the list.
- River crossings should be considered.
- Projects to facilitate emergency evacuation should be considered.
- Other aviation facilities (in addition to Coolidge) should be added to the list. Phoenix-Mesa Gateway Airport should not be overlooked. The aviation section to the Pinal County Comprehensive Plan is being updated.
- Draft versions of the list of potential projects should be dated and stamped as draft.

An RTAT member asked whether there is a mechanism to prioritize projects and needs. John McNamara stated that they will not be prioritized within the Framework Study process, but may be prioritized as part of the Statewide Transportation Plan update.

Next Steps

- Evaluation criteria are under development.
- Travel demand modeling is proceeding.
- A framework for alternative scenarios is being developed.
- Stakeholder interviews will proceed in the fall.
- Public open houses will be held following the November election.

Adjourn

The meeting adjourned at 12:15 p.m.

Meeting summary notes produced by:
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Attachments:

Statewide and Regional Transportation Planning Framework, RTAT 2 PowerPoint Presentation

Statewide Transportation Investment Strategy, PowerPoint Presentation

Meeting Summary Notes

Date Produced:	October 27, 2008
Meeting:	Central Arizona Framework Study Regional Technical Advisory Team, Meeting No. 3
Date:	October 20, 2008
Location:	Central Arizona College 8470 N. Overfield Road, Coolidge Room M101
Purpose:	The purpose of the meeting was to present and discuss information pertaining to scenarios developed for the Central Framework Study

Participants:

Doug Hansen, Pinal County
Bill Leister, Central Arizona Association of Governments
David Fern, City of Apache Junction
Mark Thompson, Town of Florence
Mark Young, Town of Queen Creek
Jonathan Crowe, Pima County
Kellie Kelley, City of Maricopa
Dianne Kresich, ADOT Multimodal Planning Division
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.
Ethan Rauch, AECOM Transportation

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting. Each RTAT member introduced themselves.

Review of Completed Activities

Dianne Kresich explained that the Central Framework Study team held workshops in the spring. Since then, several things have changed: economic turmoil, funding constraints, and the TIME collation ballot initiative.

Several persons have asked why we are still doing the study, when there is no funding associated with it. What will the Framework Studies accomplish for us?
Dianne Kresich explained that the framework studies are still a high-priority for ADOT. Establishing a 40-year vision is important. The projects identified in the framework studies are not funding constrained. The studies will be helpful as ADOT identifies funding sources, working with the legislature, etc.

The Framework Scenarios are looking far into the future – year 2050. Scenarios were developed to reflect guiding principles from the Governor's Office: including smart growth and implications on climate change. A description of each of the three scenarios was given:

Scenario A: Enhanced Technology Mobility Emphasis, was developed with the following assumptions:

- Selection of appropriate elements from the Statewide Investment Strategy
- Alternative vehicular technologies with clean and affordable fuel are available to the consumer.
- Land use will be consistent with current plans.

Scenario B: Multimodal Mobility Emphasis, was developed with the following in mind:

- Selection of appropriate elements from Statewide Investment Strategy
- Fuel costs continue to increase and vehicle technology improves somewhat
- Major emphasis on use of public transit
- Land use consistent with current plans

Scenario C: Smart Mobility Emphasis, was developed with the following in mind:

- Selection of appropriate elements from Statewide Investment Strategy
- Combines mix of technology improvement and increased public transit use
- Intensification of land use densities in urban areas, with existing land use remaining in smaller and more rural communities

Scenarios will be evaluated with consistent evaluation criteria, considering the following planning factors:

- Mobility and Access,
- Transportation / Land Use Integration
- Environment / Conservation

- Economic Benefit
- Safety
- Cost Effectiveness

Comments on the scenarios were requested by this Friday, because public meetings are scheduled for next Month at which the scenarios will be presented.

Round Table Discussion

Comments on the three scenarios were:

- It was commented that there was a missing note for light rail / high capacity transit.
- Combine Rural / Urban Transit Center into a single category.
- Do the mapped transportation improvements adequately embody the theme of each scenario?
- Where did the SR-77 / Oracle Road Reliever come from? Dave Perkins responded that it came from the PAG Loop Study.
- Are we looking to prioritize Scenario A, B, and C? Can certain aspects of the scenarios be implemented in different parts of the study area? The response was that yes, the preferred scenario will be a hybrid scenario that will best serve the region as a whole.
- It was commented that when we say Scenario A has limited transit, we just mean in comparison to Scenario B and C. It does have a lot more transit than is present today.
- Did we take into consideration the expansion of light rail transit in Mesa to Power Road?
- What plans do the City of Maricopa have – are they considering commuter rail? The City of Maricopa is within the MAG Hidden Valley area. This study is looking at connections in this area. As soon as a recommended alternative is identified, we will want to show connections such as the Hassayampa Freeway and other planned parkways.
- Pinal County has gone back to ADOT's adopted corridor study map. If it continues to be pushed east, it will not serve its purpose. There was a concern that the North-South corridor has been shifted to the east. It was responded that the lines on the map are not specific alignments, but general corridors.
- Scenario C assumed that current land use plans change to reflect more of a smart growth emphasis, higher density, more compact land use. There was a question regarding whether we could call the concept higher density, rather than Smart Growth and will the public recognize the term Smart Growth? It was responded that the term Smart

Growth is a national term, and was a decision made 'above our team'. Smart Growth also implies mixing land uses, but mixing retail, light office, and residential. The objective of Smart Growth is to become less reliant on the automobile.

- There was a comment that there is too much visualization and too many colors on the map. We need to delete the land use classifications and focus just on those elements that we want emphasize.
- State Highways could remain rural, could become principal arterials, or could become parkways. We need to reflect what type of ultimate functional classification that these roadways will become.
- It was commented that we need to show a map of the current system. Take the primary elements of the map, and put them on the top – City/Town is not the most important thing showing on the maps.
- The photos describing each scenario are not reflective of what the scenarios are really describing.

Adjourn

The meeting adjourned at 12:15 p.m.

Meeting summary notes produced by:
Brent Crowther
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2210 E. Fort Lowell Road
Tucson, Arizona 85719

Attachments:

Statewide and Regional Transportation Planning Framework, RTAT 3 PowerPoint Presentation

Meeting Summary Notes

Date Produced:	April 7, 2009
Meeting:	Central Arizona Framework Study Regional Technical Advisory Team, Meeting No. 4
Date:	April 6, 2008
Location:	Central Arizona College Room M101 8470 N. Overfield Road Coolidge, Arizona
Purpose:	The purpose of the meeting was to present and discuss information pertaining to the evaluation of regional framework scenarios, development of the statewide framework scenario, report on input received during common interest focus groups, and to review next steps.

Participants:
Dianne Kresich, ADOT MPD
Ethan Rauch, AECOM
Bill Leister, CAAG
John Mitchell, City of Eloy
Mark Thompson, Town of Florence
Brent Crowther, Kimley-Horn
Dave Perkins, Kimley-Horn
Kellie Kelly, City of Maricopa
Doug Hansen, Pinal County
Fred Stevens, Tohono O'odham Nation (represented by proxy)

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Dianne noted that the RTAT meeting is not well attended. She asked attendees for feedback on general perceptions amongst the RTAT regarding the framework study. Attendees suggested that the stimulus package may be demanding people's time. In addition, the very long-range nature of the framework study may contribute to a lack of interest.

Project Update and a Review of Completed Activities

Framework Objectives
Dianne Kresich reviewed the objectives of the framework study:

- Enhance connectivity among regions
- Conduct extensive outreach to stakeholders and partners
- Conduct a consistent process
- Identify needs and potential improvements for:
  - State highways–existing and new
  - Intercity and local service
  - Major locally owned roads
  - Maintain long-range focus (2030 and 2050)

Framework Planning Process
The PowerPoint presentation includes a flowchart of the framework planning process. Dianne explained that the study team has completed data collection, completed an environmental scan, developed regional framework scenarios, solicited and received stakeholder input, evaluated the regional scenarios, and developed a statewide scenario that includes a compilation of all of the regional scenarios. The study team is in the process of gathering RTAT, stakeholder, and public comment that will serve as input to refining the statewide scenarios. A preferred statewide scenario will then be selected.

Transportation Frameworks Scenarios
As illustrated in the process graphic (refer to PowerPoint presentation), three regional transportation scenarios were developed. These are:

Scenario A – Personal Vehicle Mobility
Scenario B – Transit Mobility
Scenario C – Focused Growth

Each of the three regional scenarios include "baseline conditions" projects, which consist of projects in the ADOT 5-Year Program, local and regional CIPs and TIPs, Proposition 400 projects in the MAG Region, and RTA projects in the PAG Region.

Basic assumptions for each of the three scenarios are:

Scenario A – Personal Vehicle Mobility

- Selection of project elements from Statewide Transportation Investment Strategy (STIS)
- Alternative vehicular technologies with clean and affordable fuels becoming pervasive in fleet

- Land use consistent with current plans

Scenario B – Transit Mobility
- Selection of project elements from STIS
- Fuel costs continue to increase and vehicle technology improves somewhat
- Major emphasis on use of public transit for regular trip-making
- Land use consistent with current plans

a. It was noted that the dashed lines are showing existing freight lines where passenger rail could be shown.
b. Mark Thompson suggested that passenger rail should be considered between Kingman and Las Vegas

Scenario C – Focused Growth
- Selection of project elements from STIS
- Combines mix of technology improvement and increased public transit use
- Intensified land use densities resulting in more compact urban form in larger communities; land use is similar to other scenarios in smaller communities

c. It was noted that freeways that are shown in scenario A, are shown in scenario B and scenario C as parkways. Scenario B and C include significant investments in transit infrastructure and service.
d. Bob Jackson asked Dianne to clarify why scenario C is not consistent with current local use planning. Dianne stated that currently, local land use planning does not emphasize focused growth. Bob Jackson suggested that this clarification should be illustrated on the scenario maps. It is not evident from the maps, as currently shown, that land use changes are significant in scenario C.

<u>Transportation Frameworks Scenarios Evaluation Criteria and Results</u>

Ethan Rauch reviewed the evaluation matrix that was developed for the regional framework scenarios (refer to attachment). Ethan stated that the evaluation criteria were developed to reflect framework goals and objectives:
- Maximize safety on roadways
- Maximize mobility to meet travel needs
- Provide sufficient access to land uses
- Ensure a high degree of planning consistency
- Minimize negative environmental impacts
- Minimize construction and maintenance costs and maximize opportunities for project implementation

- Select an alternative that has community support

Evaluation criteria were developed for five categories: mobility and access, transportation/land use integration, environment and conservation, economic benefit, and safety. Refer to the attachment for the evaluation results. For the central region, the evaluation demonstrated that:

- Scenario A provides the most mobility choices
- Scenario B and C are most supportive of land use/transportation integration
- Each of the scenarios will have moderate effects on conservation/environment
- Scenario A is likely to have the greatest economic benefit
- Scenario A has the highest number of access controlled facilities, which provide a significant safety benefit.

a. Mark Thompson noted that significant economic benefit is likely to occur with each of the scenarios, including scenario C. Transit corridors often spur significant economic development and redevelopment. Recent development in the City of Tempe is an example.
b. Mark Thompson asked if the safety category can be weighted. Ethan stated that the evaluation doesn't utilize points, but is intended to capture relative differences between alternative scenarios.
c. Ethan noted that the next step in the framework process is to evaluate the scenarios at a statewide level. This evaluation will include development and application of additional environmental evaluation criteria that will better capture the intent of the environment and conservation category.
d. Dianne Kresich reminded the group that we will not be selecting a single scenario as the recommended scenario. The recommended scenario will likely be a hybrid combination of scenario A, B, and C. Different parts of the state may emphasize different elements of the scenarios.
e. John Mitchell asked when costs will be introduced into the scenarios evaluation.
f. Ethan Rauch stated that general cost estimates will be developed only for the recommended statewide scenario. Costs will not be developed for each of scenario (scenario A, B, or C). The framework study is not intended to be cost-constrained.
g. Costs will be introduced into the 20-year Long Range Transportation Plan, which is now underway.
h. John Mitchell stated that order of magnitude costs should be considered in the evaluation. For example, if scenario C becomes the

recommended scenario, and we haven't considered costs, the evaluation is incomplete. How can we tell people what we are proposing when costs have not been considered? We need to inform people regarding the costs of their investment.

i. Dianne stated that the framework will result in a pool of projects that will serve as input to the cost-constrained long range transportation plan.
j. The long range transportation plan will include prioritized corridors, funding and cost constraints.
k. John Mitchell asked if the financial consultant for the long range transportation plan will review all 3 framework scenarios. Dianne stated that the consultant will be working from the recommended statewide scenario, and developing costs for a 20-year program.
l. John Mitchell stated that City of Eloy is in the midst of developing their SATS. They are finding it challenging to develop their SATS consistent with the long range vision of the framework, when the framework is considered final. Furthermore, it is difficult to conduct a detailed planning study until significant unknowns, such as the North-South Corridor, are resolved. It does not do them any good to build a 'facility to no-where'. If the North-South Corridor is not constructed, it doesn't make sense for Eloy to plan corridors to connect to it.
m. John Mitchell stated that the study needs to consider economic benefit cost criteria.
n. Dianne stated that a benefit/cost analysis is extremely difficult when so much of the framework data is qualitative.

Report of Input Received at Common Interest Group Workshops

Dianne Kresich reviewed input received at common interest focus group workshops. Summary reports of input received at the common interest focus group workshops will be made available on the bqaz.gov website. Refer to the PowerPoint Presentation for a sampling of comments documented in the common interest focus group workshops.

RTAT Review of Statewide Transportation Framework Scenarios

The RTAT was provided the opportunity to review in detail each of the statewide scenarios. General comments received regarding the statewide scenarios are listed below.

Scenario A:

- The scenario A roadway network between I-9 and Phoenix is needed in all three of the scenarios.

- A representative from the Tohono O'odham stated that Tribal communities want improvements to existing roads, rather than construction of new roads.

Scenario B:

- Alton Bruce really likes scenario B for the Central region but feels that it is 'over-transited' in some areas of the state where transit service, to the degree shown in scenario B, is not justified.
- People may be frightened by the cost of scenario A. Scenario A and B better balance resources.
- Transit can be very expensive – operating costs for transit can be higher than roads.
- An interstate connecting Phoenix and Las Vegas is needed.
- When asked to prioritize high speed rail corridors, both Las Vegas – Phoenix, and Phoenix – Los Angeles are high priorities.
- Benefit/cost data is needed, and transit needs to be treated equitably. Developing a cost estimate of the hybrid recommended scenario is not enough. People need to be able to compare costs between scenarios alternatives.

The following comments were written on the statewide scenario maps. The comments are applicable to all three scenarios.

- Difficult to make a judgment without cost/benefit analysis."
- "Intercity rail makes sense from Phx-LA, Phx-LV."
- Too much transit in rural areas." This comment was placed alongside US 70 in the Eastern region.
- "Possible upgrade" for SR 87/260 from Maricopa County to Camp Verde.
- "No freeway? Should be!" US 93 from Kingman to Nevada.
- "Intercity Bus" along SR 260 east of Payson and US 60 between Globe and Show Low.
- "Intercity Missing Link," which apparently refers to some sort of transit connection between Tucson and Safford through Wilcox.
- "Parkway as bypass"—circled segment of US 60 between Apache Junction and Florence Junction. This is the only comment pertaining specifically to the Central region.

Next Steps

- Refine statewide scenarios
- Complete Statewide Rail Planning Framework
- Develop recommended statewide scenario
- Draft final recommendations: Statewide Transportation Planning Framework document
- Public open houses (north, central, south)

- Recommended statewide scenario and final document presentation

Adjourn

The meeting adjourned at 12:100 p.m.

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Attachments:

1. Statewide and Regional Transportation Planning Framework, RTAT 2 PowerPoint Presentation
2. Table 3.8, Evaluation of Regional Multimodal Transportation Alternatives, Year 2050, Central Region, 3/26/09
3. Statewide scenario map A
4. Statewide scenario map B
5. Statewide scenario map C

Round 1: Public Involvement Report, April 2008 (Excerpt for Central Framework Study Area)

"Building a Quality Arizona"

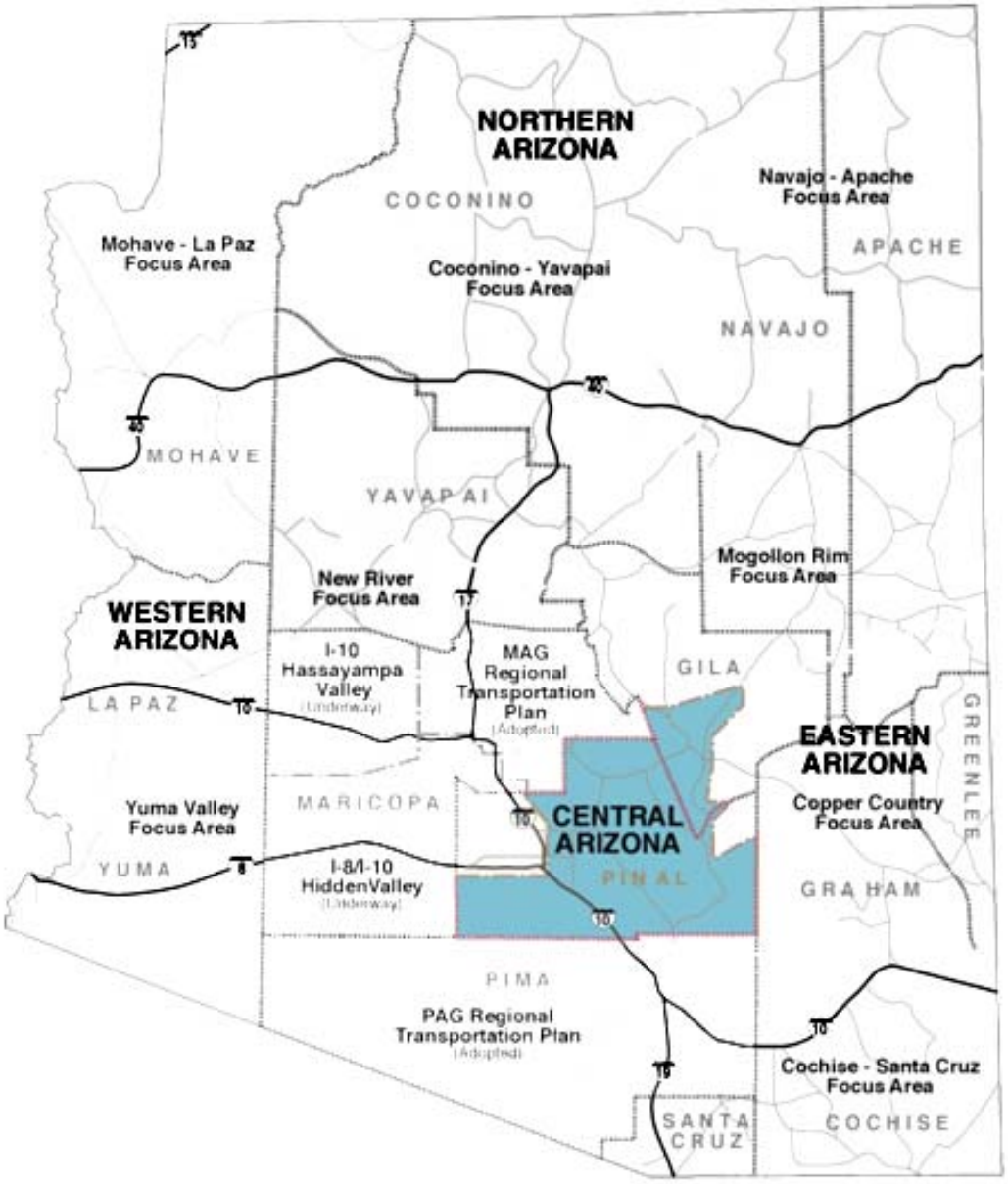
Statewide Transportation
Planning Framework

ADOT Statewide Regional Framework Process

Round One: Public Involvement Report

April 2008

Central Arizona Framework Study
Community Workshop Summary Report



Florence, AZ March 26, 2008
Globe, AZ March 27, 2008

Executive Summary

Community workshops were held at the locations below and had a varying amount of attendees:

Date	Location	Description	Attendees
3/26/08	Florence, Anthem Parkside Community Center	Community Workshop	17
3/27/08	Globe, American Legion Hall	Community Workshop	43

The Central Arizona Framework Study Project Team held a community workshop in Florence and Globe within the study area. Attendance generally was considered good at the Florence location, the team was pleasantly surprised by the larger than expected turnout in Globe.

Generally the most discussed topics included: economic development; population growth, whether desired or not; transportation funding; the incorporation of ongoing planning and transportation studies; availability of transit; tribal community coordination; and the surrounding natural resources.

Common themes that came up across the geographic areas included:

- Impacts of growth on transportation – growth is driving need not local community.
- Both community workshops mentioned the desire to have transit, local and regional – bus, HOV, Rail (Heavy & Light).
- Transportation often an after thought – Arizona is playing catch-up. There were general feelings that there was not enough roadway infrastructure to accommodate growth.
- New corridors and existing studies were front of mind for most attendees.
- Protection of natural resources (wildlife, water, nature, etc.)
- Air transportation service is important.
- Tribal coordination – Pinal County important to include Gila River Indian Community and Tohono O'odham Nation. Gila County – Apache San Carlos Tribe wants to be included in Eastern and Central Study.

Differences the existed across geographic areas:

- Florence groups (Pinal County) seemed to have accepted growth as reality; Globe (Gila County) attitude towards growth was mixed.
- Florence groups were generally accepting of new routes, seeing that they were coming; Globe had mixed reactions to any new routes.
- There was mixed opinions about bypassing existing communities around Globe/Miami – some individuals felt it would hurt local economy, while others wanted to divert the through traffic.

- Globe area – not enough land to develop – state needs to think of land exchanges for economic development purposes. Florence area – has plenty of developable lands.
- Globe area has important history it wants to hold on to.

Florence Community Workshop Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Community Workshop – Florence, Arizona
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232 6:00 p.m. – 8:00 p.m. (presentation at 6:15 p.m.)
Purpose:	The purpose of the meeting is to conduct Round One Community Workshop

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop began at 6:00 p.m. with an open house style format; attendees trickled in between 6:00 – 6:15 p.m. The attendees were asked to take their seats at 6:15 p.m. by Dianne Kresich, who then began a presentation.

Introductions

Dianne Kresich welcomed attendees to the meeting, and introduced the study team.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4)

environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

Questions and Answer Session

The following questions were asked by Workshop participants:

1. Is rail being considered? Have other jurisdictions suggested rail corridors?

Dianne Kresich stated that other jurisdictions have frequently mentioned a desire for commuter and passenger rail service.

2. What is ADOT's approach to rail planning? Is there an ADOT Rail Planning Division?

   There is a Public Transportation Division within ADOT. ADOT is currently conducting a passenger rail study between Phoenix and Tucson. ADOT is currently conducting a statewide freight study.

3. When the proposed North-South freeway is constructed, it will undoubtedly become congested. Rail service is needed to the Apache Junction area, and also to the west valley area of Phoenix. An inter-city rail service system should be developed to provide service within the Phoenix metropolitan area.

   Many have suggested developing the North-South Freeway as a Multimodal corridor (including passenger rail). The current Union Pacific tracks could remain as a freight corridor, and new rail infrastructure would be constructed for passenger rail facilities.

4. This study and the Hidden Valley appear to have more constraints with jurisdictions than other studies. Is there a point person with ADOT that is funneling the issues so that issues are addressed similarly, including Tribal coordination?

   There is significant coordination between studies. ADOT Communication and Community Partnerships Division has assigned staff for Tribal Coordination. The study teams meet on a weekly basis.

Dianne Kresich introduced an interactive activity. Rob Antoniak and Dave Perkins then facilitated the very interactive group discussion. The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions:

- What is your vision for growth and economic development over the next 20 years?
- What improvements are needed to existing roads and transportation services?
- Are new roads and transportation services needed?
- Are there concerns you would like to express?

Prior to beginning the interactive activity, Dianne allowed each attendee to state their name and interest in the study. Attendees represented the following interests:

Union Pacific Railroad
Merrill Trust
Citizen
City of Apache Junction
Pinal County
Jackie Johnson
Florence Indian Village
City of Maricopa
Rose Law Group
City of Casa Grande
Sells, Tohono O'odham Nation
Tohono O'odham Nation

Interactive Activity

Question No. 1: In 2030/2050, what is your vision for growth in the region?

Responses included the following:

1. When development occurs, development needs to provide job opportunities close to home.

2. Manage growth. Protect land so that employment centers can be developed on it.

3. Arizona is a very pro-development state. Transportation needs are always an afterthought. The transportation planning process is reactive. Transportation planning needs to be at the forefront of a viable community. This may require State Trust Land reform and state legislation.

4. Make sure that we have the water in place to support growth and development.

5. There is no single vision for growth and economic development. Recognize that there is a multiplicity of perspectives and values.

6. Avoid creating sporadic development and leapfrog bedroom communities. We need to control what can be developed. For example, when the Loop 202 was designed, growth in the Queen Creek area was unforeseen. Now, the Loop 202 is 10 miles from the Queen Creek area. The planning of the Loop 202 lacked vision. We need better planning with the jurisdictions.

7. Identify the village cores and type of development that is desired. Proper land use planning will result in better transportation improvements.

8. New airports are needed. Sky Harbor and Tucson International Airport will not be able to accommodate future demand. A new airport is needed in the Eloy/Casa Grande area to serve as a reliever to Sky Harbor International. This could ultimately grow to become the primary airport for this region.

9. If gas prices keep climbing and don't recede, more reliance will be made on public transportation.

10. Higher housing densities are needed. Higher densities are more compatible with mass transit / passenger rail service.

11. Encourage employers to allow more telecommuting. Encourage employers in the region to do more telecommuting from home.

12. A Statewide Transportation Tax is needed to fund transportation improvements.

Question No. 2: What challenges will we face in the future?

13. Coordinating amongst the various entities and jurisdictions, coming to agreement, for the most cost effective plan.

14. Public private partnerships will be important to making it happen. Special improvement districts should be considered.

15. NIMBY ("not in my backyard") faction.

16. Funding.

17. Need statutory tools that allow for broader incentives to encourage desirable phasing of development.

18. Need to communicate to residents of Arizona the importance of transportation as a key issue. People need to recognize that this is a long-term issue that needs to be addressed.

19. Trust needs to be developed between the citizens and ADOT.

Next Steps

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn

The meeting adjourned at 7:45 p.m.

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Globe Community Workshop Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Community Workshop – Globe, Arizona
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501 6:00 p.m. to 8:00 p.m. (presentation at 6:15 p.m.)
Purpose:	The purpose of the meeting is to conduct Round One Community Workshop

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The community workshop began at 6:00 p.m. with an open house style format; attendees trickled in between 6:00 – 6:15 p.m. The attendees were asked to take their seats at 6:15 p.m. by Dianne Kresich, who then began a presentation.

Introductions

Mayor Gibson welcomed attendees to the meeting and discussed the importance of long-range transportation planning.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community

involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

Questions and Answer Session

The following questions were asked by Workshop participants:

1. Can you give us an idea of what the revenue sources currently are for funding highways and roads?

   Funding varies in different parts of the state. In the Phoenix metro area there is a sales tax that raises funds for transportation funding. There is also money from the gasoline tax and the vehicle license tax.

2. Would toll roads be considered?

   Toll roads are a possibility.

3. ADOT has done a good job of improving roads around the area, but not in the Globe/Miami area.

4. How does the BQAZ plan relate to the Superstitions Vistas plan?

   We are coordinating with the Superstitions Vista transportation plan. The Superstitions Vista transportation plan is for a much smaller area. It will provide significantly more detailed specific about the transportation system within the Superstitions Vista area.

5. ADOT should be looking at the entire state, identify where future roads will be needed, and purchase the land now - whether they ultimately use it. Plan now for the land. Land is all developed around the Phoenix area, and the cost to purchase new land for the future freeways (loop roads) is high.

   Dianne Kresich stated that it is advantageous to acquire the land before the land is developed. ADOT does not have zoning authority. ADOT needs to work closely with the local cities and counties.

6. Can you explain in more detail the statistic about land ownership in Gila County?

   The 2% statistic indicates that only 2% of land in all of Gila County (including land outside of our study area) is privately owned.

7. Are you working with the San Carlos tribes? The San Carlos Transportation Committee would like to be an active participant in the Central Arizona Regional Framework Study. The San Carlos tribe is ready and willing to coordinate with ADOT on transportation improvement issues.

   Dianne Kresich stated that she will be happy to pass along any information and questions to the other Regional Framework Study teams.

8. What would happen if you had to evacuate the Globe area? We need to look at how we would need to evacuate in event of a disaster.

9. We really need to look at public transit. Transportation alternatives will be needed.

10. This morning on the local news, it was stated that one of the reasons why ADOT eliminated the southern corridor alternative for the I-10 bypass study was so that they would not have to enter into long-term negotiations with the Apache Tribe. The majority of residents of the San Carlos Apache Tribe are supportive of a highway passing through the San Carlos Tribal community. They do not want the highway to extend to the south and avoid the San Carlos Apache Tribal Community, Globe, and Superior.

11. The Governor in her state of the state address discussed the issue of working with the tribes. The San Carlos Apache Tribe is supportive of roadways that fall on existing highways and roadways rather than through pristine natural areas.

Interactive Workshop

Dianne Kresich introduced an interactive activity. Rob Antoniak and Dave Perkins then facilitated the very interactive group discussion. Given the number of attendees, the team could have broken in to two groups. Following the Q&A it was felt that every participant wanted to hear the same information, hence for fear of leaving some out of discussions the decision was made to maintain one large group during the interactive activity.

The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions:

- What is your vision for growth and economic development over the next 20 years?
- What improvements are needed to existing roads and transportation services?
- Are new roads and transportation services needed?
- Are there concerns you would like to express?

Question No. 1: In 2030/2050, what is your vision for growth in the region?

1. There needs to be more land available to accommodate growth. There needs to be transfer of federal lands to private use in Gila County. This transfer could also provide funding for new transportation facilities.

2. Will the Regional Framework Study supersede any other studies that have been conducted, such as extending the 4-lanes of US 60 to Globe.

   This study will provide a long-term framework. The projects that are currently funded now will move forward. The Regional Framework Study will not change any of the near-term funded projects that are included in the 5-year construction program.

3. Growth should be distributed throughout the state. However, there are not roads in Gila County to facilitate growth and development. Land should be transferred to distribute the future population and economic growth throughout the state. Stop deciding that the only growth pattern is by exchanging land in both Pinal and Maricopa Counties.

4. We already know that US 60 and US 70 needs more lanes right now. Acquire the right-of-way right now instead of in the future.

5. Are the interstates administered by the state, or by the Federal government?

   ADOT is responsible for the state highway system.

6. Is it the state's responsibility for funding of the roads as well? Is federal funding constrained to specific projects? Are federal funds available to buy additional land? Is this the state's responsibility or can they receive federal funds.

   Funding for state highways comes from several sources, including federal funds. Different funds are identified and allocated for different purposes. ADOT must make decisions regarding the state highway system, and then may seek federal funds to help.

7. In 2018, what will we do when we reach Globe with the US 60? In 2018, do we view the Globe area as a spin-off to another area?

8. We do not want Globe/Miami to be a ghost-town. If the transportation network is diverted away from Globe, it will greatly affect Globe. We need to find other jobs that can be provided for people. We need to find other land areas that can be developed. We need transportation connectivity and economic development. Don't bypass Globe so that we still have a future. Globe has contributed significantly to the history of Arizona and the southwest.

9. We don't know how technology will change in the future. Water issues, subsidence, etc. It is relatively easy to develop roads in farm areas, but we don't know what the next 20 years will bring. Just because it is easy now, doesn't mean that it is the best way to go.

10. By 2050, we need to have more alternatives for mass transportation. The notion that we should connect Arizona cities with roads needs to be balanced by mass transit. Mass transit is inevitable. This needs to be a major part of the transportation plan. Rural areas make sense for bus. For areas like Globe, in the very long term, it may make more sense to connect with rail.

11. Toll roads should be considered. For example, in Denver, a private contractor constructed E-470. As soon as the contractor built the road and made a profit, the road was turned back to the state. Public private partnerships must be considered.

Question No. 2: What connectivity do we need 30 or 40 years from now?

1. Improvement of Gonzales Pass is important. Spend the time trying to figure out how to slow people down and enjoy Globe. The Canyon between Globe and Superior is beautiful. Don't do anything to that canyon.

2. Our transportation system in the Globe area is in good shape. As soon as a bypass is constructed, the economic vitality of Globe will be destroyed.

3. The vision of Globe is not to construct bypasses around Globe.

4. Traffic volumes will continue to increase in Globe. It is very difficult to make a left turn onto US 60. It is in the best interest of Globe to build a transportation route that is close to Globe, perhaps 5 miles north or south of Globe that will bring more people to Globe but not bypass Globe.

5. We need to address the needs to both those who pass through town and those coming to town.

6. Any new bypass needs to be readily accessible to Globe.

7. There are correlations between mining and manufacturing. We don't know how long the window of high copper prices will stay open. Copper mines are here because the mines are here. In contrast, small manufacturers can locate anywhere they want to. However, we need to provide good transportation facilities to access the area. We need to maintain the canyon so that people can safely arrive in Globe and make it enjoyable. If we are going to attract manufacturers, we need to improve the transportation infrastructure.

8. Can ADOT streamline some of the planning processes? Do plans need to go to 4 or 5 steps? Streamline in terms of policies, and facilitate agencies and governments working together. Work with the tribal governments. The San Carlos Tribe can assist in setting priorities.

9. We see Globe in 10 to 20 years being much the way it is now, but with more economic development. 50 years from now the roads will be improved, but we need to maintain the roots that we have today. Hold to the history.

10. One of the plans for US 60/US 70 Corridor was to improve it to meet with I-10 in New Mexico.

    Dianne Kresich stated that this was studied a number of years ago. Right now, it is not a funded or planned ADOT project, but could be included in both the Central and the Eastern Framework Study.

11. Several years ago, the Town of Miami was opposed to any bypass. Then it was discussed that a bypass would be constructed and roads would be constructed to improve access to down town. There are a lot of different studies that have occurred, and it is very difficult to sort out fact from fiction.

12. We need new airport facilities in the area. We have the roads, the rail is discussed, but we need to consider airport needs. There is a very nice airport on the San Carlos, but it needs more facilities.

13. In 1998 the Town of Miami, City of Globe, and Gila County participated in a study that projected traffic through Globe and Miami. We need to take a look at this study and incorporate the findings of the study.

14. We study, and study, and study. We need to listen to communities. We don't want to create what you are creating in Maricopa County. However, Globe does not want to be bypassed. We want to be an economically viable.

Question 3: What challenges will we face in the future?

1. The companies that invest in the community are the medium sized companies. Globe – Miami wants to prosper in the future. We need to better preserve the infrastructure that we have to attract medium sized companies to locate here. We need to diversify outside of mining and tourism.

2. Globe has significant ties and serves as a hub for communities to the east. The Regional Framework study boundary has been drawn, but it does not reflect the end of Globe's influence.

3. Please consider the thoughts and comments of the Tribe. The San Carlos tribe plays a significant role in economic and community development. Please pass on the message that the San Carlos tribe would like to contribute to the process.

Next Steps

A second round of community workshops and focus groups will be held in August.

Attendees requested that the sign-in sheet be shared with the US 60 Study Team.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn

The meeting adjourned at approx 8:00 p.m.

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COMMUNITY WORKSHOP ATTENDEES

FLORENCE - Central Arizona Community Workshop

Organization	First	Last	Title	Address	City	State	Zip
City of Apache Junction	David	Fern		575 E Baseline Rd	Apache Junction	AZ	85219
City of Apache Junction	G	Pham		575 E Baseline Rd	Apache Junction	AZ	85219
Florence Indian Village	Andy	Lopez		15337 WTD Village Rd	Florence	AZ	85232
City of Casa Grande	Paul	Tober					
Town of Florence	Mark	Thompson		600 N Main St PO Box 2670	Florence	AZ	85232
Sells District	Delmarie M	Pancho		PO Box 910	Sells	AZ	85634
CAAG	Bill	Leister		912 E Ash	Globe	AZ	85501
	Wes	Stolsek		4200 E Hawser	Tucson	AZ	85739
PPEP	Jackie	Johnson		901 E 46th St	Tucson	AZ	85173
City of Apache Junction	Sam	Jarjice		300 E Superstition Bl	Apache Junction	AZ	85219
	Luis A	Heredic		1301 E Harrison St	Phoenix	AZ	85034
Merrill Trust Communities & Resorts	Lindsay	Sapanaro		6263 N Scottsdale Rd #205	Scottsdale	AZ	85250
	Joel	Saurey		2150-1 S Country Club Dr #22	Mesa	AZ	85210
	Greg	Stanley		PO Box 272	Florence	AZ	85232
Pima County DOT	Jonathan	Crowe		201 N Stone Ave, 5th Fl	Tucson	AZ	85701
Rose Law Group	Maryanne	Kumiega		6613 N Scottsdale Rd #200	Scottsdale	AZ	85250
Tohono O'odham Nation, Sells District	Barbara	Havier		PO Box 910	Sells	AZ	85634
						AZ	

GLOBE - Central Arizona Community Workshop

Organization	First	Last	Title	Address	City	State	Zip
	Mark	Shellenberger		9112 S Ice House	Globe	AZ	85501
SCAT Apache Gold Casino	William	Belvado		Box 1270	San Carlos	AZ	85550
Rose Law Group	Benjamin	Maresca		6613 N Scottsdale Rd	Scottsdale	AZ	85250
	Terry	Alderman		116 Escudilla Dr	Globe	AZ	85501
	Steve	Sanders		1400 E Ash St	Globe	AZ	85501

	Udell	Brown		PO Box 451	San Carlos	AZ	85550
	Bernadine	Brown		PO Box 451	San Carlos	AZ	85550
	Jackson	Henry, Sr		PO Box 305	San Carlos	AZ	85550
Town of Miami	Jose Angel	Medina, Sr		PO Box 297, 500 Sullivan St	Miami	AZ	85539
ADOT	Jerry D	Barnes			Globe	AZ	85501
	Harold W	Leckley			Chandler	AZ	
	William	Kent		1517 Birch St	Globe	AZ	85501
	Jim	Attebery		8082 E Marlin Dr	Globe	AZ	85501
	Jim	McCawley		1228 Crestwood Dr	Globe	AZ	85501
KQSC	Bill	Taylor		Box 262	Globe	AZ	85501
Copper Country News	Lee Ann	Powers		1776 E Ash St	Globe	AZ	85501
Morristown Institute for Public Policy ASU	Yuri	Artibise			Phoenix	AZ	
City of Globe	Manoj	Vyas		150 N Pine St	Globe	AZ	85501
Gila County	Shirley	Dawson	Supervisor	1400 E Ash St	Globe	AZ	85501
	Joe	Sanchez		1400 E Ash St	Globe	AZ	85501
	Jeremy	Burk		5329 Yuma Trail	Globe	AZ	85501
	Chris	Martin		1360 N Broad St	Globe	AZ	85501
	Stanley	Gloson		1001 E Sycamore St	Globe	AZ	85501
	Fernando	Shipley		617 Andrea Circle	Miami	AZ	85539
	Bill	Hanna		350 Euclid Ave	Globe	AZ	85501
	Danny	Michels		1624 Radanovich Bl	Globe	AZ	85501
	Peter	Else		9858 S Calito	Winkleman	AZ	85292
	Velma	Hodson		154 N Pine Dr	Roosevelt	AZ	85545
	Myles	Hodson		154 N Pine Dr	Roosevelt	AZ	85545
	Jim	Rasmussen		1081 E Montecito Dr	Globe	AZ	85501
	Marilynn	Rasmussen		1081 E Montecito Dr	Globe	AZ	85501
	Richard L	Powers		PO Box 2743	Globe	AZ	85501
	Joanne	Zache		5737 S Miami Gardens	Miami	AZ	85539
	Bill	Leister		845 E Cedar St	Globe	AZ	85501
Freeport McMoran	Morris	Ashkie		PO Box 4444	Claypool	AZ	85532
	Kip	Culver		PO Box 775	Globe	AZ	85501
	Roberta	Shellenberger		9112 S Ice House	Globe	AZ	85501

	Tony	Sanchez		710 1/2 Sullivan St	Miami	AZ	85539
	Esther	Sanchez		710 1/2 Sullivan St	Miami	AZ	85539
Simply Sarah	Sarah Anna	Bernstein		PO Box 2783	Globe	AZ	85502
United Jewelry / Bird Seismic Services Inc	Kenneth	Bernstein		PO Box 162	Globe	AZ	85502
	Tom	Hale		M F Ranch Box 162	Miami	AZ	85539
	Michael A	Pastor		647 S Third St	Globe	AZ	85501

Event Evaluations

Event Evaluation – Florence Community Workshop

Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ

Below is a summary of the 14 comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic			*1*	*1*	*7*	A little too broad;
Understandability of Materials/Handouts			*1*	*2*	*11*	Provide more structure, guidance and direction; didn't get a chance to read all of them
Understandability of Presentation(s)				*2*	*12*	
Group Size		*1*	*2*	*4*	*7*	*Small enough good!; greater participation needed*
Meeting Facilities		*1*		*1*	*12*	*Too cold;*
Length of Meeting				*2*	*12*	*Not too long;*
Facilitators					*14*	*Good job!;*

What did you like most about your participation in this Event? *Being able to actually draw alignments on the maps!; Group participation; Approach; Clear and to the point; Brought up important transportation issues and challenges; Small enough group to have discussions; Needed to become familiar w/ general issues and got a great overview from facilitators; The assistance and willingness from presenters to share; Informal setting; It got group up and involved; Q&A and the group work; Open minded.*

What did you dislike or what would you change? *More insight on how exact corridors are established; Could use a bit more information on transportation for the disabled; Lack of specifics – table of projects; none; low attendance, low interest by public, poor venue – Change location to Town of Florence and other towns – Use more informal methods to involve community not formal transportation presentation – meeting better if more citizens and public attend not professionals, government and transportation staff; nothing; Reluctance of groups to mark on maps, but it appeared that discussion was captured; Nothing really – Good job!*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 10 No 1 Why? *Information should be shared and input reviewed as valid; It needs to be advertised better to get more public involvement; Very instrumental; No, not effective Rather than hold meetings and invite public, why not attend events and gatherings where public is at and solicit input, schools, community meetings, sporting events, restaurants, shopping centers, grocery stores, etc… Use TV, radio, newspapers and other print media to educate and solicit input; Always get information this way that (illegible) not be even considered w/o that input; The more you know, the better off you are.*

Please provide us any other comments to assist in improving this process or project. *Advertise for more participants; Feel free to contact me for suggestions regarding public involvement and other aspects of study (Jonathan Crowe, Principal Planner, Pima County DOT 520.740.6383 jonathan.crowe@dotpima.gov; provide a list of presenters and ADOT Staff to attendees.*

Event Evaluation – Globe Community Workshop

Regional Framework Study: Central Date/Location: March, 27, 2008; Globe, AZ

Below is a summary of the 9 comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic				*1*	*4*	
Understandability of Materials/Handouts				*5*	*3*	
Understandability of Presentation(s)				*5*	*3*	
Group Size				*2*	*6*	*Large group*
Meeting Facilities		*1*	*2*	*3*	*2*	*Parking issues; acoustics were poor*
Length of Meeting				*6*	*2*	
Facilitators				*4*	*3*	*Very good!*

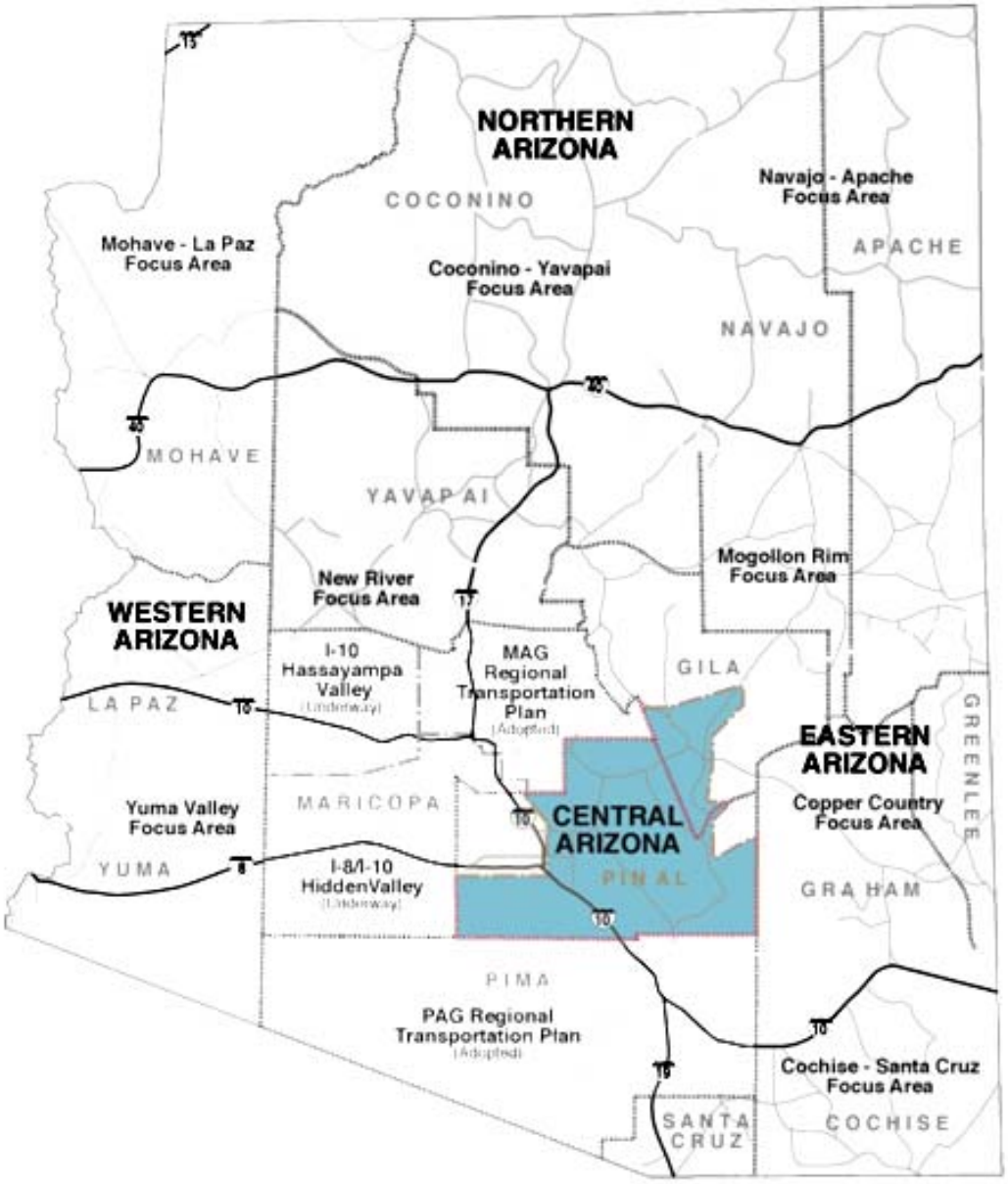
What did you like most about your participation in this Event? *Good response from attendees; the opportunity to share my point of view w/ ADOT and other members of the community; the meeting was fine; connecting with people in this region; letting us make comments and acting like you care about what we have to say; good information; information*

What did you dislike or what would you change? *Acoustics of building could be better; that's a very broad based question; I would draw more horizontal lines for study areas, then make circles around actual communities recognizing hubs; You have too many studies; smaller groups;*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes *6* No _____ Why? *There is the constant need for communications; But, don't draw out for ears and the redo; Keep the public informed*

Please provide us any other comments to assist in improving this process or project. *Publish best of public/private partners; I had two comments that I felt were not understood, first we need land exchange in Gila County to support the growth that will come. Second, land sales could be a great means of funding future projects while meeting the need for land we have in Gila County; When looking at mass transit for Southern Gila County, all should be considered to protect pristine lands and open the area to the world; Think of rural Arizona not just the "growth" areas – the building of roads affects growth; smaller groups; Thank you!*

Central Arizona Framework Study
Focus Group Summary Report



Florence, AZ March 26, 2008
Globe, AZ March 27, 2008

Executive Summary

Focus groups were held on a variety of special interests, in the locations below and had a varying amount of attendees:

Date	Location	Description	Attendees
3/26/08	Florence, Anthem Parkside Community Center	Commercial & Multimodal Transit	11
3/26/08	Florence, Anthem Parkside Community Center	Business & Development	6
3/26/08	Florence, Anthem Parkside Community Center	Environmental	7
3/27/08	Globe, American Legion Hall	Commercial & Multimodal Transit	1
3/27/08	Globe, American Legion Hall	Business & Development	-
3/27/08	Globe, American Legion Hall	Environmental	2

The Central Arizona Framework Study Project Team held a series of six focus groups in the Florence and Globe areas of the study area. Attendance generally was considered good at the Florence location, but the geographic location of Globe did not draw out the number of attendees anticipated.

Generally the most discussed topics included: population growth; transportation funding; the incorporation of ongoing planning and transportation studies; availability of transit; tribal community coordination; economic development and the environmental conditions.

Common themes that came up across the geographic areas included:

- Impacts of growth on transportation – growth is driving need not local community
- Desire to have transit, local and regional – as well as a desire to creatively approach these challenges (ex: Globe establish dial-a-ride type service utilizing other agencies vans during off-peak hours).
- New corridors and existing studies were front of mind for most
- Protection of wildlife corridors

Differences the existed across geographic areas:

- Transit needs in Gila were different than in Pinal County (Local/Regional Bus vs. Mass-Transit, desire for rail) ex: Globe once relied on Greyhound in order for transit dependents to reach Phoenix.
- Attitude towards new routes was different in each area – in Florence new routes seemed to generally be accepted, while in Globe attitudes towards new routes were mixed.

NOTE: In Globe there were no attendees for the Business/Development Focus Group, therefore no meeting summary is provided.

Commercial and Multimodal Transportation Focus Group Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting - Commercial and Multimodal
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Commercial and Multimodal

Participants:

Mike Pacelli, Town of Queen Creek
Mark Young, Town of Queen Creek
Andy Smith, Pinal County
Doug Hansen, Pinal County
Craig Greggor, CAAG
Mark Thompson, Town of Florence
Scott Powell, Town of Florence
Paul Stable, Arizona City Fire
Richard Young
Brian Varney, Town of Marana
Paul Keesler, Town of Oro Valley
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.
Rob Antoniak, HDR/S.R. Beard and Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:00 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include

growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

Questions and Answer Session

1. Will there be any 'catch-up' addressed in the project, or are we only focusing on the future. Dianne Kresich stated that projects will be directed toward needs.

2. Mark Young asked if priority areas will be identified to address specific transportation concerns, or will it be a broad-based 'peanut butter' approach. Dianne stated that the Critical Needs effort is running concurrently with the Framework Study. The results of the Critical Needs study will be presented to the Governor within the next several weeks. It is anticipated that the Governor and the Legislature will respond to the Critical Needs report. Funding is the major unknown, and also the most important factor.

3. Paul Keesler (Oro Valley) asked if impact fees are being considered at the state level. Dianne Kresich stated that it has not been considered at the state level. A consultant is currently under contract to ADOT to develop funding alternatives and recommendations.

Interactive Discussion

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of the interactive activity is to focus on 'non-single vehicle' modes of travel: transit, bicycle, and commercial vehicles.

Question 1: What are the regional multimodal transportation issues that must be considered?

1. Pinal County is preparing to commence a transit feasibility and implementation plan. As they will not be able to complete their study by the

end of this year, will there be an opportunity to integrate this study into the Regional Framework Study? The Pinal County study will be looking at connections to other jurisdictions and areas. How will the projects and recommendations of the Pinal County study be incorporated into the Framework Study? It will be a comprehensive study that may include identification of specific Park and Ride lots, etc. It will address commuter needs, ADA dependent needs, bus rapid transit, and park and ride.

2. The Town of Queen Creek has previously tried transit. However, connectivity between several regions is critical to the success of any transit system.

3. A desired outcome of the Framework Study will be identification of connections between regions.

4. The Framework Study is not the end of the story. The state will be required to provide an update to the Long Range Transportation Plan.

5. Quick fixes need to be addressed. We won't be able to implement a $100 million transit system over night, but can implement small improvements.

6. We shouldn't be so focused on the long range that we forget the short term improvements. We don't want to keep hearing that that the issues will be addressed in another study.

7. In the past, ADOT has resisted developing bicycle and pedestrian facilities. Will this framework study address the philosophical differences within ADOT itself?

8. Perspectives within ADOT are changing.

   The recently updated bicycle policy states that bicycles will be accommodated.

9. Will policy changes be recommended in the Framework Study? For example, will regional authorities be a recommendation? Will regional improvement districts be recommended, etc.?

   The study will provide context to help local jurisdictions understand the connections that local systems should interface with.

10. A new policy should be to construct the policy at 3 lanes, and make room for HOV lane improvements.

Question 2: What are the commercial transportation issues that must be addressed?

1. Have we thought about putting freight on light rail? We frequently talk about distributing freight to the same congested areas that trucks currently deliver to. Light rail is not designed to transport heavy freight, but the system can be designed to transport light freight to distribution centers located in the

valley. Trucks are large users of the highway system, and it costs a lot of money to maintain the roads, etc. Can a system be designed to transport light freight that would generate revenue.

2. The transit system can be designed to connect to different malls. Freight is where money can be made. Freight could subsidize commuter rail. The entire Alameda Corridor is paid for by freight.

Question 3: What types of issues are there in accommodating commercial truck traffic?

1. Crossings of railroads and rivers need to be improved to accommodate commercial trucks. More truck stops and parking are needed.

2. Truck parking is an issue at the national level.

3. ADOT is currently conducting a statewide freight study. They are identifying where the gaps are in the system, and will develop general strategies and recommendations.

Question 4: Are there Multimodal trends?

1. Funding is shrinking. Everybody wants the transit service, but nobody wants to pay for it.

2. Most Arizonans want the transit service for "Others" to use and get off the road.

3. There is a critical need for railroad grade separated interchanges with intersections.

4. Can there be a policy shift at the federal level to provide improved access to railroad ROW for Multimodal corridors (busways, etc.)
5. Trends in moving freight:
    a. Increasing size of trucks to maximize efficiency.
    b. Trucking companies are beginning to coordinate with the railroad companies. Trucks are limited to 80,000 lbs because of railroad limitations. Trucking is trying to shift more business to the railroads.

Question 5: Is a regional air freight facility needed in the County?

1. A major freight hub was developed in Alliance Texas that included warehouses, railroad access, etc. Air freight has been less successful there.

2. The Pinal County Comprehensive Plan identified Coolidge as a major airport in the future.

3. There is a need for an intermodal facility taking advantage of the existing railroad infrastructure – e.g. Picacho Peak.

4. The epi-center of Phoenix and Tucson is the Eloy area. There are 20,000 trucks per day that pass through I-10/ I-8 interchange.

5. ADOT is conducting a statewide Aviation System Plan that will identify need for new airport facilities.

6. The Pinal County Comprehensive Plan is leaning towards commuter rail co-locating with major new freeway transportation corridors (e.g. the North-South corridor).

7. I-10 does not have enough capacity to accommodate future travel projections.

8. The Pinal Comprehensive Plan is leaning towards establishing the core of economic growth along the I-10 corridor.

9. I-10 cannot be expanded because of railroad constraints and environmental (rivers, washes, etc.).

10. I-10 could become the freight corridor, and the North-South corridor would be the passenger corridor.

11. Consideration needs to be made for mining communities – there are significant switchbacks with steep grades on 2-lane roads, all with heavy truck traffic often hauling hazardous materials.

12. I-10 is limited in what we can do. There is a need for the east-west I-10 by-pass route for freight that doesn't have to pass through Phoenix and Tucson.

13. Land use must be addressed.

14. Are there possibilities for privatization of transit facilities?

Question 6: Are there obstacles to transportation improvements?

1. There are limitations on what can be accomplished on the Gila River corridor.

2. There are no dispersal systems at the destinations. Are there opportunities for private transit companies? The actual cost of transit service cannot be recovered solely through fares. A comprehensive approach is required – land use policy changes, etc.

3. We can't discount the possibility of privatizing transportation infrastructure (transit, roadways, etc.).

4. The age of the railroad infrastructure system is an issue.

5. Every community needs to have the transportation system. If you take transit to a neighboring jurisdiction, it won't do any good unless there is something at the other end to substitute for personal vehicle.

Wrap-Up

Each attendee was asked to provide final comments.

1. There is a large trend of people using the back roads to get to Phoenix (SR-77 / SR-79). Immediate relief is needed on Oracle Road.

2. There is a need for utility and technology corridors.

3. Economic development is needed.

4. New alternate routes are needed.

Next Steps

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn
The meeting adjourned at 11:00 a.m.

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Business and Development Focus Group Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Business and Development
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Business and Development

Participants:
Lisa Ribes, Wheats Chaff
Liba Wheat, Wheats Chaff
George Chasse, Chasse Real Estate
Pike Oliver, W Holdings
Jerry Witt, W Holdings
Alton Bruce, City of Coolidge
Capt. Joseph Aldrich, Arizona Army National Guard
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.
Rob Antoniak, HDR/S.R. Beard & Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and

concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

Questions and Answer Session

No questions were asked of the presenters – moved right in to interactive discussion.

Interactive Discussion

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of the interactive activity is to focus on economic development and business related issues.

During the interactive discussion the following issues/points were brought up – the group felt they deserved attention while planning for transportation in the Central Arizona region:

1. This study should take in to consideration the Pinal Comprehensive Plan. There are many elements that this study could "Bootstrap" off of in order to have a more comprehensive framework.

2. Coolidge Airport currently surrounded by state land needs to be taken in to consideration.

3. Infrastructure is needed to support anticipated employment growth in the region.

4. The North/South freeway corridor – connecting southern and central Arizona.

5. Airports, universities, office space – generally speaking the growth in this region needs to accommodate the variety of demands that will be occurring.

6. Pinal Airport – If this airport becomes more regionally significant transportation to/from will need to be planned. Demand on surrounding roadways will increase.

7. Military uses – Rittenhouse's interaction with transportation facilities Public safety during training while low flights cross training transportation routes – especially in the vicinity of the SRP Power lines and CAP Canal – heavy lifting training occurs in the area.

8. Tucson will grow to the northwest and in to the Pinal County area.

9. Superstition Vistas – growth of…

10. I-10 bypass, as that plan evolves more specifics will identify economic activity centers

11. South of Eloy may become similar to west of White Tank Mountains, large land banking is underway now and could result in large master-planned communities

12. Identify corridors that could use different sources of money (public/private partnerships)

13. High Education – This area should be planning to accommodate a higher education campus - Where will we locate higher education? (Central AZ College, Apache Junction, Superstition Vistas, Coolidge, Florence, Eloy?)

14. California was 18 million people in 1970; today it is 35/36 million it is imperative that transportation stay ahead of the growth.

15. Anticipated industrial center at I-10, I-8, and Railroad intersection. I-10/I-8 junction – Hi-tech potential (commercial and/or employment) on north side, master planned community on south side

16. Union Pacific freight is triple tracking in some areas now in order to accommodate growth of freight through Arizona.

17. What is going to happen to the City of Mesa owned land (SR87)

18. Potential to have R & D Center (employment/education) in area of Pinal/Pima border, highly dependent on I-10 Alternate route.

When asked if there were obstacles to transportation improvements the focus group responded with the following points and observations:

1. State Land Trust – the planning/development cycle of State Trust Land sometimes slows down ability to plan.

2. Money, incremental legislation

3. Tribal coordination

4. Visual aesthetics of infrastructure in environmentally sensitive areas.

5. Size of facilities, rail vs. highway, need transit

6. Environmental issues, wildlife crossings

7. Rail road crossings – at grade crossings need to be removed and avoided in the future.

Next Steps

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn
The meeting adjourned at 2:30 p.m.

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Environmental
Focus Group Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Environmental
Date:	March 26, 2008
Location:	Anthem Parkside Community Center 3200 North Anthem Way Florence, Arizona 85232
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Environmental

Participants:
Dan Nelson, Arizona Game & Fish
John Windes, Arizona Game & Fish
Rob Burton, The Nature Conservancy
Anastasia Olander, ADOT Tucson District
Barney Riley, National Park Service
Michelle Green, Arizona State Land Department
Melanie Headstream, Arizona State Land Department
Dianne Kresich, ADOT TPD
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.
Rob Antoniak, HDR/S.R. Beard and Associates

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:00 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting, and led study team and attendees in self-introductions.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and

concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

Interactive Activity

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The intent of this discussion is to discuss environmental considerations and issues that should be addressed in the study.

Question 1: What regional urban growth/development and economic changes do you see occurring in the future that will impact environmental / conservation objectives?

1. Population growth will impact Arizona Game and Fish in several ways. The continued urbanization of Arizona will change the customer base from a historically rural constituency to a more urban constituency. Historically, most revenue for Game and Fish has originated from hunting and fishing licensing. They are discussing ways to maintain green space near urban areas in close proximity to population centers. Local jurisdictions need the tools to address this issue. There is a lot of private land and state land that will be developed, that currently is farm land. The farmland historically supported hunting opportunities. A concern is large urban centers that lose the connection to the natural world.

2. The mission of Arizona Game and Fish is to implement aggressive management programs for preservation of lands for future generations. This includes maintaining large and connected habitat. Growth should be focused into the Sun Corridor rather than fragmenting habitat across the state.

3. Nobody discounts the notion that the population will grow. However, we have an opportunity to plan for the growth. A detailed map was developed by Nature Conservancy and the Game and Fish describing the natural infrastructure of Arizona. This component needs to be addressed in the Framework Study. The natural infrastructure is critical to maintaining and developing quality of life.

4. Instead of reacting to how we are going to deal with growth, we need to be thinking about how we are going to direct and manage growth.

5. Game and Fish is working on Areas of Conservation Priority maps. This will be available in June. The purpose of ACP is to think about where a highway should go to minimize environmental impacts – least number of species, sensitive areas, etc.

6. Arizona Game and Fish is willing to convene a group of experts to review and provide input to the study.

7. One of the largest concerns of residents in the Pinal County Comprehensive Plan is to preserve open space areas.

8. Population growth is a double-edged sword for the National Parks and Monuments. Wildlife connectivity and movement is a key concern. Population growth enables more people to visit the park, but also requires more infrastructure in order to serve them.

9. State Land owns about 60% of land in Pinal County. However, they have funding to provide comprehensive planning for their land. They are currently planning the Lost Dutchman Heights area. East Valley Partnership is conducting a land planning study for Superstition Vistas.

10. ASLD reform is essential. The Superstition Vistas area is considering implementing a lot of environmental and green planning concepts. They haven' incorporated a large scale wildlife area to the scale that Game and Fish would like, but Game and Fish is pleased with the direction that it is headed.

11. ASLD has incorporated open space and green belt concepts into the Arroyo Grande planning area, north of Tucson.

12. Pinal County has integrated wildlife corridors and wildlife linkages into the Comprehensive Plan.

13. ASLD is the key to the study area and to wildlife conservation. ASLD needs to be provided the opportunity to swap land for areas that should be conserved with those that should be developed.

Question 2: What are the regional environmental or conservation issues (and obstacles) that the Regional Framework Study must address?

1. I-10 by-pass alignment: could divert traffic from Sandario Road, and could increase visitation to the park. Game and Fish took opposition to all of the proposed I-10 bypass routes, though the Avra Valley route was the least impactful of all of the routes. Game and Fish position is to construct within the existing corridor and minimize environmental impacts.

2. Dianne stated that the 10-lane footprint of I-10 is the ultimate footprint for I-10 and will not accommodate the projected traffic volumes.

3. The new freeway corridors do not have to be squeezed into existing right of way, but need to be consolidated into existing urban areas.

4. Keep Game and Fish involved as early as possible in the planning of new roads. If new roads are being constructed, and there are opportunities for wildlife crossings, Game and Fish has the resources and technical expertise to offer planning and design assistance.

5. We need to coordinate regional planning around large geographic features.

Question 3: Are there environmental and conservation plans currently underway that may impact future transportation facilities or services?

1. Suggested plans and documents included:
    a. The Middle Gila Conservation Partnerships includes the eastern half of the Central Arizona Regional Framework.
    b. Pinal Partnership Open Space and Trails Subcommittee.
    c. Pinal County Comprehensive Plan
    d. Arroyo Grande Conceptual Plan
    e. Areas of Conservation Plan.

2. Game and Fish is in the early stages of developing a wildlife linkages certification process.

3. ASLD has conceptual planning program. The next step is to integrate with the comprehensive plan and general plan of the communities.

4. Archeology and historical resource areas should be considered.

Wrap-up

1. Game and Fish is concerned not only about the footprint of the road, but also access to sensitive lands and areas.

2. Roads facilitate urban development. Urban development has a tremendous effect on wildlife habitat. Keep the infrastructure as compressed and narrowed as possible.

Next Steps

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn

The meeting adjourned at approx 5:00 p.m.

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Commercial and Multimodal Transportation Focus Group Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Multimodal and Commercial Vehicles
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Multimodal and Commercial Vehicles

Participants:
Cathy Melvin, CAAG
Dianne Kresich, ADOT TPD
Terri Kennedy, ADOT TPD
Bill Pederson, ADOT CCP
Rob Antoniak, HDR/S.R. Beard and Associates
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:15 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed Kathy Melvin to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process:

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

The following questions were asked of Focus Group participant:

1. *Greyhound Service terminated approximately 2 years ago. Help us understand this better.*

    - Veterans would use the bus to access medical care in Mesa and Phoenix. Transportation to/from Phoenix area is expensive in Taxi's, etc.

    - Transportation issues are a significant barrier for people to access employment centers, etc.

    - The greyhound bus terminal was located in downtown Globe. She presumes that it was a financial decision for termination of service.

      She doesn't see how the community can expect to have transportation service, and not expect to pay for it.

    - If an agency were able to provide a van, CAAG could participate in helping to pay another agency to provide service.

    - It would be helpful to lessen restrictions on vans purchased for Senior Centers, etc. For example, the ADOT 5310 application requires the van to be used for the purpose for which it was purchased. If the restrictions could be lifted, the vans could be put to better use after hours (for the Sr. Center). They could be used to provide access to education, etc. after the Sr. Centers are finished use of the van.

What transportation improvements are needed?

- An expanded rail system to the mines would help. Large equipment could utilize the rail rather than the roadways.

- Widening of US 60 to Globe would be important.
- Passenger rail between Globe/Miami/Apache Gold Casino would be more of a tourist attraction, rather than a transit dependent improvement.
- There are a lot of people who walk to and from Miami and Globe.
- SR-177 is the only state highway with a 10% grade. Paving of Florence Kelvin Highway would be important as a reliever route to US 60, and also help on SR-177.

Next Steps

A second round of community workshops and focus groups will be held in August.

Additional information about this study can be obtained at BQAZ.gov.

Adjourn

The meeting adjourned at 10:15 a.m.

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Environmental
Focus Group Meeting Summary Notes

Date Produced:	April 1, 2008
Meeting:	Central Arizona Framework Study, Round One Focus Group Meeting – Environmental
Date:	March 27, 2008
Location:	American Legion Post No. 4 Hall 645 South Broad Street Globe, AZ 85501
Purpose:	The purpose of the meeting is to conduct Round One Focus Group Meeting – Environmental

Participants:
Linda Taunt, ADEQ
Dana, Arizona Game and Fish
Dianne Kresich, ADOT TPD
Terri Kennedy, ADOT TPD
Bill Pederson, ADOT CCP
Rob Antoniak, HDR/SR Beard and Associates
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:00 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. Key elements of her presentation included:

- The Central Arizona Framework is one of a series of Regional Framework Studies being conducted statewide. The Regional Framework Studies are Multimodal and include both the local and state highway system. Economic and environmental implications of the transportation system plans and concepts will be considered. Multimodal needs will be considered for horizon years of 2030 and 2050.

- Arizona's population is projected to continue to grow over the next several decades. Arizona's population in 2050 could exceed 14 million people. The

Phoenix and Tucson metropolitan areas are forecast to expand into a megalopolis, referred to as the "Sun Corridor".

- Regional Framework Study Guiding Principles include: (1) Multimodal balance, smart growth/sustainable land use, (2) Tribal Community involvement, (3) economic development / business development (4) environmental / conservation community involvement, (5) statewide collaboration.

- Dana, Arizona Game and Fish asked if there has been significant interest expressed in Multimodal transportation (e.g. rail). Dianne Kresich stated that the stakeholders with whom we have met, primarily staff from local and regional agencies/jurisdictions, have expressed interest in rail alternatives.

- Regional Framework Study objectives include: (1) enhance connectivity among regions (2) conduct extensive outreach to stakeholders and partners (3) conduct a consistent process (4) identify needs and potential improvements: state highways, regional facilities, high capacity transit and improved local service, major local streets.

- The study area for the Central Framework Study includes most of Pinal County, and southern Gila County. The Maricopa and Casa Grande areas of Pinal County are included in the MAG Hidden Valley Regional Framework Study. All areas of the state are included into one of the Regional Framework Studies.

- Pinal County was recently identified as the 3rd fastest growing county in the United States from 2006 to 2007. In contrast, population in growth in Gila County is relatively flat. Only 2% of land in Gila County is available for private development.

- Tribal Communities is a key study objective.

- Stakeholder interviews were recently completed with agencies and jurisdictions throughout the study area. Commonly discussed issues include growth, Multimodal connectivity (passenger rail), and basic infrastructure needs such as sidewalks. A presentation board high lights issues identified during each stakeholder interview.

- Each Regional Framework Study will identify projects identified to meet 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- The Regional Framework Studies look beyond the traditional transportation planning horizon of 20 to 25 years, but are looking at needs for a 40 to 50 year planning horizon. The Regional Framework Studies will address regional connectivity, system continuity, provision for corridor preservation in advance of development, and allow for staged implementation.

- The next steps of the Regional Framework Study process are to summarize input received during public involvement activities, formulate and evaluate alternative multimodal networks, conduct a second round of public involvement activities, and develop a final report.

- The regional studies will conclude at the end of 2008. The compilation of the study will be completed in early 2009.

- Oversight committees have been established. The policy committee includes elected officials as well as representatives from environmental groups. Additional information can be obtained from BQAZ.gov.

Discussion Points

Dave Perkins provided an introduction to the interactive activity, while Rob Antoniak scribed brief notes to flip charts. The following questions were asked of Focus Group participants

Question No. 1: What regional urban growth/development and economic changes do you see occurring in the future that will impact environmental / conservation objectives?

1. ADEQ is responsible for permitting for water treatment plans, waste water, etc. A lot of the state's growth has been outside of incorporated areas. These areas frequently do not have the infrastructure in place to support the growth. These areas will ultimately become extra urban. High growth areas are the White Tanks area, southwest Maricopa County, Florence, and Coolidge.

2. Water quantity and quality will be a challenge.

3. Transportation facilities are essential. They need to be planned to incorporate wildlife crossings.

4. Private utilities do some large scale planning, but it tends to be on the land that is ripe for development, rather than what makes sense from planning principles.

5. Arizona Conservation Priority (ACP) will be a GIS model that includes species and habitats of greatest conservation need. It will be prioritized based on various threats, including biodiversity, department values, ability to manage populations, and stewardship. The first iteration of the GIS model is due in June to the Governor's Smart Growth Council. The first map will show areas of conservation priority. One of the key messages will be that although a map is developed; other questions could and should be asked. There will be flexibility within the product. The department will be willing to work with users. There will be data short falls, as data gaps exist across the state. The dataset feeds into the Comprehensive Wildlife Conservation Strategy. The Conservation Strategy enables federal funding for wildlife conservation. The

Conservation Strategy is a roadmap, and is important to incorporate into planning activities. The Comprehensive Wildlife Conservation Strategy is available on the Arizona Game and Fish website.

6. For Maricopa County, there is a more detailed mapping linkages effort underway. This can be obtained from the Research Branch (Ray Schweinzburg). In particular, additional analysis is being conducted for the eastern edge of Maricopa County in the Superstitions area and into the Florence area. The Arizona Game and Fish Department requests that as plans are conducted for other parts of the state, that their input be solicited to delve into greater detail about specific areas. Ray Schweinzburg can provide additional information about the refined data set in the Maricopa County area.

7. ACP and the Wildlife Linkages project are two separate efforts. Species distributions will be mapped as part of the ACP I (department values species, as well as those identified in the Wildlife Conservation Plan). There is not a linkages component in the ACP. The Wildlife Linkages map is a standalone product. ACP is going to be driven by types of habitat, ownership status, current development and road networks, and bio diversity. It will provide details about areas that need to be conserved, but will not output the precise location/alignment, etc. As planning is done, finer scale assessment needs to be conducted.

8. GIS data is very distributed amongst the various state agencies.

9. The ACP will identify important areas that need to be maintained contiguous.

10. There are a lot of roads that need retrofitting for wildlife crossings. Pronghorn will be lost as a species if we do not go back and retrofit. For example, SR-260 has been retrofitted for Elk. Pronghorn are a species that will not use underpasses. They require overpasses.

11. It is easy to think about the big species. However, when we think about corridors, it should extend all the way to the pollinators.

12. From the departments perspective, the earlier that they can be involved, the better.

13. It is important to understand the cumulative impacts of new roadways. Transportation networks will impact previously unaffected streams.

14. The AZGFD is primarily concerned about maintaining wildlife population levels.

15. AZGFD is working on designs for culverts. It is difficult to elevate the need for the importance of expending the incrementally funds to include bridges into projects rather than culverts.

16. Dianne Kresich emphasized that this study will not get to the level of detail of design or even specific alignment alternatives. This study does not in itself guarantee that increased revenue will be available to fund transportation improvements.

17. There is an economic benefit to environmental conservation. There is a 2007 study available that quantifies the economic impact of hunting and fishing activities in Arizona.

18. Impacts to recreation, hunting, and fishing should be considered. As new roadway corridors are developed, access to public lands should be considered.

19. The Sierra Auncha Wilderness, Four Peaks Wilderness, Superstitions, Manuel, and the Pinal Mountains are large blocks of undisturbed habitat. Connectivity between those large blocks of land is important.

20. ADEQ stated that storm water management both during construction and post construction is important. We don't want to increase flows, or detain flows.

21. The Pinal County Comprehensive Plan is looking at including wildlife corridors into the plan.

22. 404 issues are of concern.

23. The state is seeing a large increase in mining activities. Truck traffic and hazardous materials are of concern, particularly on US 60 / 70. Kearny, Dudleyville, etc. are desperate to provide more bodies to the mines.

24. Park Link corridor could become a corridor of the future.

25. There will be significant impacts to wildlife if Florence Kelvin Highway is improved.

26. Major upgrades to power lines are being done near Mammoth and Oracle Junction.

27. Energy corridors should be incorporated into the planning activities.

28. Town of Maricopa, SR-238, will become a major corridor of the future. They are considering a regional airport in the area.

29. Pinto Creek is significantly impacted by mining operations.

30. All of the communities need better pedestrian access along and across the roads.

31. Hayden and Winkelman are considering a joint water treatment plant. Major obstacles may be threatened and endangered species.

32. There is significant concern for the Resolution Trust land swap and what would be done with the mine tailings.

33. ADEQ agrees that they would like to be involved in the front end as soon as they can.

Next Steps

1. A second round of community workshops and focus groups will be held in August.

2. Additional information about this study can be obtained at BQAZ.gov.

Adjourn

The meeting adjourned at 4:15 p.m.

Meeting summary notes produced by:
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Edited by:
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101 North 1st Ave, Suite 1950
Phoenix, AZ 85003

FOCUS GROUP ATTENDEES

Central Arizona Multimodal & Commercial Transportation Focus Group Meeting (9:00 - 11:00 AM)

Organization	First	Last	Title	Address	City	State	Zip
Pinal County	Doug	Hansen		PO Box 727	Florence	AZ	85232
Pinal County	Andy	Smith					
CAAG	Craig	Ringer		1075 S Idaho Rd	Apache Junction	AZ	85219
Town of Florence	Scott	Powell		775 N Main St	Florence	AZ	85232
Pinal Logistics	Richard	Dungon		4714 E Shangri La	Phoenix	AZ	85028
AZ City Fire	Paul	Sabel		PO Box 6	Arizona City	AZ	85223
Queen Creek	Mike	Pacelli		22350 S Ellsworth Rd	Queen Creek	AZ	85242
Town of Marana	Brian D	Varney		11555 W Civic Center Dr	Marana	AZ	85653
Town of Florence	Mark	Thompson		PO Box 2670 600 N Main St	Florence	AZ	85232
Queen Creek	Mark	Young		22350 S Ellsworth Rd	Queen Creek	AZ	85242
Town of Oro Valley	Paul	Keesler		11000 N La Canada	Oro Valley	AZ	85737

Central Arizona Business & Development Focus Group Meeting (12:30-2:30 PM)

Organization	First	Last	Title	Address	City	State	Zip
Liba Wheat	Lisa	Ribes		442 N 6th Ave	Tucson	AZ	85705
Chasse Real Estate	George	Chasse		5740 Via Los Ranchos	Paradise Valley	AZ	85253
City of Coolidge	Alton	Bruce					
AZ Army National Guard	Joseph	Aldrich		5636 E McDowell Rd	Phoenix	AZ	85008
W Holdings	Jerry	Witt		1121 W Warner Rd #109	Tempe	AZ	85284
W Holdings	Pike	Oliver		1121 W Warner Rd #109	Tempe	AZ	85284

Central Arizona Environmental Focus Group Meeting (3:00-5:00 PM)

Organization	First	Last	Title	Address	City	State	Zip
AZ Game & Fish	Dan	Nelson		5000 W Carefree Hwy	Phoenix	AZ	85086
AZ Game & Fish	John	Windes		555 N Greasewood Rd	Tucson	AZ	85704
The Nature Conservancy	Rob	Burton		PO Box 385	Winkleman	AZ	85292
ADOT Tucson District	Anastasia	Olander		1221 S 2nd Ave	Tucson	AZ	85713
National Park Service	Barney	Riley		3693 S Old Spanish Trail	Tucson	AZ	85730

ASLD	Michelle	Green					
ASLD	Melanie	Headstream					
Central Arizona Multimodal & Commercial Transportation Focus Group Meeting (9:00 - 11:00 AM)							
Organization	**First**	**Last**	**Title**	**Address**	**City**	**State**	**Zip**
Central Arizona Assn of Governments	Cathy	Melvin		PO Box 912	Globe	AZ	85502
Central Arizona Business & Development Focus Group Meeting (12:30-2:30 PM)							
Organization	**First**	**Last**	**Title**	**Address**	**City**	**State**	**Zip**
Central Arizona Environmental Focus Group Meeting (3:00-5:00 PM)							
Organization	**First**	**Last**	**Title**	**Address**	**City**	**State**	**Zip**
ADEQ	Linda	Taunt		1110 W Washington St	Phoenix	AZ	85007
Arizona Game & Fish	Dana				Phoenix	AZ	

Event Evaluations

Event Evaluation – Multimodal Commercial Focus Group

Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ

Below is a summary of the 12 comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic				*1*	*6*	
Understandability of Materials/Handouts				*4*	*8*	*Many pres. to have 16M at 2050.*
Understandability of Presentation(s)				*3*	*9*	
Group Size			*2*	*2*	*8*	*Wished more came out; turn-out a little low; too small but diverse.*
Meeting Facilities			*1*		*11*	*Hard to hear; little cold; cold.*
Length of Meeting				*3*	*9*	*Could have been longer to cover needed topics; perfect; perfect.*
Facilitators					*12*	

What did you like most about your participation in this Event? *Bring all the affected jurisdictions and private industry together to set issues; good discussion; great discussions and ideas!; Interaction; The many topics on improving or implementing commercial truck traffic and developing a Multimodal facility; willingness to listen to industry; free expressions; very interactive all ideas entertained; focus on transit; It was little more advanced than I thought – but enjoyed hearing the ideas and got a better idea of what needs to be looked at.*

What did you dislike or what would you change? *Length – seemed a little rushed; would be interesting to get a more diverse group; explain intermodal facilities; discussion is too fluid – lacked structure that led to dis-sorted conversation; Time for the state to take on the responsibility of establishing control of these items; did not know focus on transit may have appropriate staff.*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 10 No 1 Why? *Great interaction and diverse attendees; because the public should know more about Multimodal transportation and the improvement of commercial traffic; Assured a high level of understanding on transportation issues w/ no real world examples to help direct conversation; need to maintain communications with industry; Small groups put good ideas together and then communicate to the public.*

Please provide us any other comments to assist in improving this process or project. *Nice job and well done!; It is a big process – most transportation issues are behind schedule it is good to look to the future, but there are a lot of problems with the current systems that need to be funded and resolved.*

Event Evaluation – Business & Development Focus Group

Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ

Below is a summary of the 6 comment forms received by the project team for this event.

- SUMMARY -

	N/A	1	2	3	4	Comments
Topic				*1*	*3*	
Understandability of Materials/Handouts				*2*	*3*	
Understandability of Presentation(s)					*5*	
Group Size		*1*			*4*	*Poor turnout*
Meeting Facilities					*5*	
Length of Meeting				*1*	*4*	
Facilitators					*5*	

Please check the one that applies. 1 = Low; 4 = High

What did you like most about your participation in this Event? *Ability to make points known in a relaxed environment; critical issue; Very open communication – good briefing at the outset; unlimited time to express comments and concerns; Very good discussion; good handouts, very diverse approached to the planning process.*

What did you dislike or what would you change? *Better outreach; n/a; Keep it as green as possible.*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 5 No _ Why? *TO continue to apprise stakeholders of progress.*

Please provide us any other comments to assist in improving this process or project.

Event Evaluation – Environmental Focus Group

Regional Framework Study: Central Date/Location: March, 26, 2008; Florence, AZ

Below is a summary of the 1 comment form received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic						
Understandability of Materials/Handouts					*1*	
Understandability of Presentation(s)					*1*	
Group Size				*1*		
Meeting Facilities					*1*	
Length of Meeting					*1*	
Facilitators					*1*	

What did you like most about your participation in this Event?_____

What did you dislike or what would you change?___ *I'd like earlier notification and better coordination.*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes _1_ No _ Why? *Two heads are better than one – Also – ADOT serves the public and should be listening to them!*

Please provide us any other comments to assist in improving this process or project.
Arizona Game and Fish would like to be more involved – perhaps we can co-fund a liaison position.

Event Evaluation – Multimodal Commercial Focus Group

Regional Framework Study: Central Date/Location: March, 27, 2008; Globe, AZ

Below is a summary of the 1 comment form received by the project team for this event..

- SUMMARY -

	N/A	1	2	3	4	Comments
Topic					*1*	
Understandability of Materials/Handouts					*1*	
Understandability of Presentation(s)					*1*	
Group Size						*Too small*
Meeting Facilities					*1*	
Length of Meeting					*1*	
Facilitators					*1*	

Please check the one that applies. 1 = Low; 4 = High

What did you like most about your participation in this Event? *Better understanding of project.*

What did you dislike or what would you change? *Nothing.*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 1 No ____ Why? ___

Please provide us any other comments to assist in improving this process or project. *Have local agencies help in getting the word out.*

Event Evaluation – Environmental Focus Group

Regional Framework Study: Central Date/Location: March, 27, 2008; Globe, AZ

Below is a summary of the 2 comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

	N/A	1	2	3	4	Comments
Topic					*1*	
Understandability of Materials/Handouts				*1*	*1*	
Understandability of Presentation(s)				*1*	*1*	
Group Size					*2*	
Meeting Facilities					*2*	
Length of Meeting				*1*	*1*	
Facilitators				*1*	*1*	

What did you like most about your participation in this Event? *Lots of time to talk at some length due to low participation by other folks (i.e. low attendance); Having the presentations out in the communities that will be impacted by the Plan; Group was knowledgeable about process and able to share from previous meeting; good exhibits*

What did you dislike or what would you change? *Nothing really; Nothing at this point.*

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes 2 No _____ Why? Yes – particularly as the process develops and options materialize

Please provide us any other comments to assist in improving this process or project. *ADEQ is willing to provide any data on GIS layers that would be helpful; We'll provide a single set of agency comments in a week or so – once the various participants can get together to coordinate.*

Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pima Association of Governments
Date:	January 29, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- The construction and spacing of new interchanges on I-10 is an important consideration. The realignment of Tangerine Road should provide connectivity to

the west of I-10. However, PAG does not support the relocation of Tangerine Road interchange unless it is constructed as an overpass. The Tortolita Mountain interchange is also needed.

- The increase in truck traffic south of Tucson requires intermodal transportation close to the port of Tucson. In addition, passenger rail alternatives should be considered.

- PAG supports two of the alternatives presented in the I-10 by-pass study: a new route that passes west and south of Tucson, as well as a new route the follows the existing Park Link Drive corridor.

- SR-79 will need improvements.

What transportation improvements are needed, in your opinion?

- PAG recognizes the need to develop additional high-capacity corridors. The PAG Loop Study recommended a new SR-77 reliever corridor to Oracle Junction.

- A new corridor is needed that runs parallel to I-10. The corridor should connect to Tangerine Road.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- Bus rapid transit on SR-77 from Tucson to Oro Valley or a commuter rail corridor should be considered to mitigate congestion on SR-77.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 11:25 a.m.

Meeting summary notes produced by:
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2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Miami
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:	Robert J. Mawson, Town Manager, Town of Miami Dianne Kresich, ADOT Ethan Rauch, DMJM Harris Dave Perkins, Kimley-Horn and Associates, Inc. Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:00 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed Mr. Mawson to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- US 60: For the last six to eight months, the Town of Miami has participated on a corridor enhancement study with Town of Globe and the San Carlos Apache Tribal Community. The purpose of the study, conducted by the Drachman Institute, is to enhance, unify, and add vibrance to the US 60 corridor. Study limits are from

the west end of Miami to the Apache Gold Casino on the San Carlos Apache Tribal Community. The study has primarily focused on beautification and enhancement, but does include some recommendations for improvement to traffic control. This study originated with a sub-committee recommendation for the Southern Gila County Economic Development Corridor.

- The Town of Miami has experienced increased traffic passing through town. Destinations include Roosevelt Lake (recreation), White Mountains (recreation), and Safford (mining operations). The Town anticipates that traffic will continue to increase for the next 15 to 20 years. Specific concerns are speed and truck traffic. There are no alternative routes to the US 60 corridor.

- Town of Miami is currently considering additional annexation.

- The Town would like to consider a US 60 'by-pass' on the south side of Town to provide an alternative to US 60, remove bottlenecks in Town, and provide access to State Trust Land.

- Maintaining local streets is a significant concern.

- Dianne Kresich summarized the ADOT PARA Program (Planning Assistance for Rural Areas). The money is available to rural cities and towns to conduct transportation planning studies. The study is intended to be flexible to respond to the needs of the local communities and towns.

- Local connectivity and alternate routes are a important issues. Many residential areas are reliant on canyon roads that do not have secondary access. The Town has discussed ways to provide secondary access to and from residential areas. An example is an existing Forest Service Road located on the south side of Town that could be improved.

- ADOT is currently conducting a pavement preservation project on the US 60 the corridor.

- Miami has 4 traffic signals in town – not all of which may be needed.

- The Bloody Tanks / Miami Wash runs through town. The Town is considering trail/pathway improvements to the wash.

- The Town operates its own local transit program. Currently, the program has three buses. Demand is high for this service. City of Globe and Gila County provide occasional funding. There are no other taxis or bus services available.

- Current transit service is curb-to-curb para-transit / dial-a-ride service. Fixed route service has been discussed. The current para-transit service is primarily focused on the Miami area, and does not serve the Tribal Community. The Tribal Community does not have funding to support the program.

- Fixed route service was previously provided, but proved ineffective. A potential reason for its ineffectiveness was that the service route was limited to US 60 and it did not travel into surrounding neighborhoods. The Town of Miami would like to participate with ADOT to conduct a feasibility study of a new fixed route service.

- The Town of Miami is participating in the rail study with the City of Globe. A trial run was conducted in the summer. It appears that the service will be too expensive for use as a commuter service. It will potentially be viable as a tourist train rather if enough sponsors are identified to make it economically feasible.

- Greyhound service was discontinued to Globe and Miami approximately two years ago. A connector service to Superior or Apache Junction has been considered to provide access to areas with transit service.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- 2,500 people may ultimately be employed at the surrounding mines. The cyclical nature of the mining industry has forced the community to become more economically diversified. While the mines are the largest employer, they are not the only employer. Employment in retail and service industries is increasing.

- The Town would like to encourage industrial development and industrial parks, but opportunity is limited because of land constraints (topography, ownership).

- Most people are reliant on Sky Harbor for air service. Primary users of the airport are related to mining operations.

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- Topography is a major constraint. Most of the surrounding land is public lands (BLM, Trust Land, and Forest Service).

Are there others that should be involved in this study?

Individuals that are very knowledgeable about transportation include:

City of Globe, Stan Gibson, Mayor
Town of Miami, Ray Webb, Vice Mayor
Board of Supervisors, Joe Sanchez

Are there any special considerations?

Pinal and Gila counties have historically been more similar than they now are. As Pinal County has developed, the challenges in eastern Pinal County are unique from those in western Pinal County. Similarly, northern Gila County is unique to southern

Gila County (tourism vs. mining). The Framework Study needs to consider theses differences, and recognize that the needs of rapidly developing portions of the Pinal County are different than those areas that are more dependent on mining.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 11:20 a.m.

Meeting summary notes produced by:
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Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Apache Junction
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Giao Pham, City of Apache Junction (via teleconference)
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:30 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed Giao Pham to the meeting.

Project Overview

Giao attended the CAAG meeting on February 7, 2008 at which an overview of the Framework Process was presented. Giao did not have any additional questions on the Framework Process.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

Gio Pham provided the following discussion points:

- Access management is critical. It is wasteful to build new corridors and then not protect access to and from the corridor.
- ADOT should develop tools to begin to preserve right of way for new corridors in advance of development. It is much easier for the local jurisdictions to encourage developers to protect right-of-way if new corridors are shown on a map. Maps and tools should be developed even before any funding has been identified for new corridors.

- ADOT needs to coordinate extensively with the Arizona State Land Department. Policies need to be developed to allow for ASLD to dedicate right of way prior to development. Waiting until after ASLD land is developed to purchase right –of-way until for new corridors significantly increases costs.

- Sufficient right-of-way should be procured early to allow for future expansion so that homes do not need to be bought in the future.

- Roadway transportation improvements should be coordinated with transit improvements. For example, the design and construction of the North-South Corridor should include preservation of right-of-way for a future transit/commuter rail corridor.

- Funding sources need to be better coordinated between ADOT and local jurisdictions. For example, if a new roadway facility is planned, even before funding is identified, more information and tools should be provided so that the local jurisdictions can require the developer to dedicate the sufficient amount of right-of-way.

- ADOT needs to better help the business and development community understand transportation needs. For example, developers need to be bettered educated on the importance of a grid system.

- The US 60 reroute is not a good expenditure of tax payer funds. Residents moved along the US 60 corridor after the highway was constructed.

- Dianne Kresich stated that she understands that the cost of a re-route is not significantly more than the cost to improve existing US 60 alignment to a freeway level facility. Giao stated that he understands that the cost to develop a new corridor difference is $30 million greater to construct a new corridor as compared to improving existing corridor. Improving the existing corridor is not being objectively considered.

- Traffic interchange spacing on the US-60 reroute is adequate (2-mile spacing).

- Flexibility needs to be considered in the design in case that the corridor needs to be expanded to accommodate 2050 traffic. Early land acquisition is critical. Buy the right-of-way now!

- Williams Gateway: There is discussion whether the North-South Corridor should only be extended to Williams Gateway or should continue north to the US-60. ADOT should respect City of Mesa desires, but should also consider regional issues. ADOT must look at what is good for the entire system, and not just for a specific city of jurisdiction. Regional considerations should take priority over political pressure.

- Apache Junction agrees that a final decision has been made for the Williams Gateway/Loop 202 connection alignment.

- North-South, north of the Williams Gateway: Expressway concept between the Williams Gateway and US-60 has been discussed but is not firm. Arizona State Land Department will be supporting an expressway concept. Apache Junction does not envision planning for an expressway. We should plan for the ultimate build-out (including right-of-way and access control). A right-of-way of 300 feet should be procured. The connection to US 60 will probably be west of Idaho Road. There are a lot of businesses on the Idaho Road alignment that are going in within the next year.

- The alignment for the North-South corridor should be established first, followed by the east-west connections.

- Existing System: The City of Apache Junction will update their Small Area Transportation Study to be consistent with the Pinal County Regionally Significant Routes. This will likely occur after Arizona State Land Department completes their planning for Lost Dutchman Heights.

- Apache Junction envisions a potential for Bus Rapid Transit that would connect to light rail/commuter rail.

- There are no railroad lines within the City of Apache Junction. Freight issues will not be an issue.

- Railroad facilities are important to offload freight and vehicles from the roadway transportation system.

- Bicycle and pedestrian will be important in the new state land areas. Trails and multi-use paths will be constructed along the topography of the land. For example, paths/trails will be constructed along washes. Apache Junction will defer to Pinal County for development of their trail system.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- Economic development is important. If ADOT shows corridors on the maps, it is much easier to coordinate with developers. Improved coordination is critical.

- Airport development is important. ADOT should fund airports and transit as much as they are the freeway system. These need to be priorities now, and not 20 years from now.

- We need to look at smaller towns and cities for reliever airports to Sky Harbor and Williams Gateway. The San Manual airport could be a major economic generator 50 years from now.

- ADOT can build political will by focusing on the small projects (e.g. sidewalks). It is frustrating to see small projects stay on the 5-year plan for multiple years. It

raises questions of how ADOT will complete major projects, such as the North-South Corridor, when they cannot complete small projects such as sidewalks.

- ADOT should look at regional airport plans, rather than the small jurisdictions each looking to develop their own airports. ADOT needs to consider regional needs. Dianne Kresich stated that is a ADOT Statewide Airport System Plan underway. Dianne will inquire if this study will include small jurisdiction stakeholders.

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- Fissures will be important considerations as planning goes forward.
- Central Arizona Project Canal will create engineering challenges.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 11:20 a.m.

Meeting summary notes produced by:
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FAX: 520-615-9292

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Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Queen Creek
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Mark Young, Town of Queen Creek
Michael Pacelli, Town of Queen Creek
Tom Condit, Town of Queen Creek
Kim Moyers, Town of Queen Creek
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:00 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed all to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

Please provide us with some background information on recent and on-going activities and issues with respect to transportation in the area.

- How will the I-10 By-pass study be considered in the Framework process? Dianne Kresich stated that the I-10 by-pass study identified a need for a new by-pass corridor, and identified seventeen alternative corridors. A final alternative recommendation was not made. No additional action is planned for the I-10 by-pass study at this time. The Town of Queen Creek supports an I-10 by-pass. Dianne stated that recommendations from the Southern Pinal / Northern Pima Corridor Definition Study will be considered in the Central Arizona Framework Study.

- The North-South corridor should extend to I-10.

- The Queen Creek Small Area Transportation Study included an analysis of the North-South corridor as a 6-lane freeway. The Queen Creek SATS concluded that the North-South corridor will require, at a minimum, 8 to 10 lanes if it is to have any significant benefit to Town of Queen Creek local roadways. Mark Young emphasized that the North-South corridor should be planned for the future from day one: HOV lanes should be included from the beginning.

- Given that Superstition Vistas encompasses over 200 square miles lane, more than one freeway should be considered. This area may have a potential population of more than 1,000,000. More than one freeway will be needed.

- Skyline / Bella Vista could potentially serve as connections between the North-South freeway and an additional north-south freeway (e.g. SR-79, or another freeway located east of the future North-South corridor).

- The North-South corridor will provide greater benefit to the Town of Queen Creek the further west it is located. Johnson Ranch residents need a high-capacity corridor so that they do not utilize local streets in Queen Creek as they travel to work in Maricopa County.

- Queen Creek supports the southern-most alternative for the Williams Gateway Freeway.

- The Framework Study should coordinate with the Superstition Vistas project. Information can be obtained from Jack Telvin, East Valley Partnership.

- The Town of Queen Creek does not envision the Arizona Parkway Concept (indirect left turns at intersections) as feasible from a right-of-way perspective. They are interested in implementing effective access management to maximize capacity on 140 feet of right-of-way.

- Town of Queen Creek will be adopting the Pinal County Regional Significant Routes for Safety and Mobility Plan.

- Town of Queen Creek Town Council passed a resolution two years ago directing staff to study public transportation. They are very supportive of the commuter rail concept. A bus service was previously implemented and subsequently discontinued because of a lack of ridership. The largest issue is that the system

only included a single bus that departed with the bus service was that the departed at 6:00 a.m. and the system only included a single bus. It was not aggressively advertised. The Town is planning to take another look to identify transit demand and develop a new transit route with shorter headways as well as shorter distances.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- A developer is proposing a development in northeast Queen Creek that would potentially include a transit hub.
- Pinal County needs several large employment centers, rather than the few that are identified in the Pinal County Comprehensive Plan which are more akin to large developments and strip malls than employment centers. Job centers as identified by CAAG are more in line with what is needed.
- We should capitalize on research and development opportunities. For example, the Florence Proving Grounds is an asset that could be used to attract military and other research and development firms that required large undeveloped land areas.
- The Queen Creek Small Area Transportation Study stated that jobs centers are the solution to the transportation congestion. Jobs must be provided.
- If the high-population estimates as projected by the Pinal County SATS are ever realized, additional freeways (in addition to those currently planned – the North-South Corridor) will be required.
- North-South corridor will need at least 8 to 10 lanes. It should not be used as an opportunity to 'skimp on funds.'
- Capitalize on the natural environment when identifying alignments for new corridors. Don't force a grid system. New corridors should follow the existing terrain. A grid system will result in increased maintenance costs during monsoons, etc. Planning and designing transportation corridors that follow the terrain will reduce construction costs.
- Is there an opportunity for a commuter rail system on the existing railroad right of way or for Bus Rapid Transit within the right-of-way of the railroad?

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- Archeological studies should be reviewed. Areas that are known to have significant archeological and cultural resources should be avoided. Known archeological sites should be mapped, and roads planned to avoid them.

- Water conservation and harvesting should be a consideration. There is a lot of watershed that passes through the area.

Are there any special considerations?

- Pinal County is in violation of PM10 more than 200 days per year. Problem areas should be identified and improvements planned to address them. Existing dirt roads need to be paved so as to not compromise future funding. It may be more important to pave a dirt farm road rather than a main street to address PM10 issues.

- Coordinate with the railroad. Currently there are 38 permitted at-grade railroad crossings. Many more will be required. The Union Pacific does not want additional at-grade crossings. However, it is unrealistic that Pinal County will be limited to 38 crossing in the future, and particularly under build-out scenarios.

- The intersection of Sossaman and Germann is a critical point for airport access. Railroad issues exist at this intersection.

- Queen Creek is planning annexations to capitalize on the North-South Corridor and on the Williams Gateway Freeway. The Town if considering agreements for revenue sharing for one mile north and south of the Williams Gateway Freeway.

- A recent news paper article highlighted Mesa / Queen Creek annexation.

- Queen Creek community is very interested in linked trails and open space for use by pedestrians, cyclists, and equestrians.

- Queen Creek is looking very closely at the Resolution Cooper Land Exchange, and the proposed recharge of the water into Queen Creek. If the exchange is carried forward, they would like to see that the same requirements are followed as for other agency exchanges.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 4:15 p.m.

Meeting summary notes produced by:
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2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Gila County
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Steve Sanders, Deputy Director, Gila County Public Works Division
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9:00 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed Steve Sanders to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

Please provide us with some background information on recent and on-going activities and issues with respect to transportation in the area.

- Rail Service: Gila County is currently studying rail serve to connect Miami and Globe. The service would potentially utilize portions of an existing rail line that runs from Globe, Arizona to Bouie, New Mexico. Previously, a tourist train (on loan) ran from Globe, Arizona to the Apache Gold Casino. The on-going rail service study is considering rail service for both transportation and tourism

purposes. City of Superior staff will be able to provide more detailed information with respect to the study. The expanded line will likely be a public/private partnership.

- An acid transfer station north of Globe is under consideration. Currently trucks utilize US 70. A hazardous materials incident 2 weeks ago underscored the need for a transfer facility.

- Greyhound service between Globe, Arizona and Safford, Arizona was terminated approximately 2 years. The rail line could potentially serve some of the need previously served by Greyhound.

- The Gila County Small Area Transportation Study (completed in October 2006) included the entire county. The study was primarily focused on local issues such as forest service access and local connectivity, and did not address issues associated with state highways.

- There is a desire is to expand US 60 from Superior to Globe. ADOT has considered by-pass alternative alignments that route the highway to the north.

- Geographic expansion of Globe is unlikely, as the City is landlocked by either National Forest or mining operations.

- There are very few county roads. All connectivity is through state highways and Forest Service roads.

- Improvements are being considered for SR 177. The mountains and steep grades are challenging.

- Widening is planned for SR-77 north of Winkelman. The upcoming construction project will require closing SR-77 for 10 hours per day for a period of 8 months. Construction will begin in Spring 2008.

- Rockfalls are common on SR-77 during rains and snow storms.

- Mining operations have significantly increased the traffic on US 60, SR 77, and SR 177.

- Funding has not been identified for improvements to US 60 from Superior to Globe.

- US 70 crosses the San Carlos Apache Tribal Community. Crashes are common in front of the Casino.

- West of the Town of Miami, the Pinto Valley intersection has become a significant issue. There has been discussion of installing a signal or a interchange at this intersection.

- A major incident on US 60 between Globe and Miami essentially closes US 60 to traffic. There are no alternate routes. The Gila County Small Area Transportation Study discusses a potential by-pass (by improving existing roads) to provide emergency alternative access during closures of US 60.

- Gila County has considered extending Broad Street to SR 77 or to US 70. CL Williams and Associates conducted this study. The SATS refers to this study.

- The airport is on the San Carlos Apache Tribal Community. Airport improvements have been considered.

- The San Carlos Apache Tribal Community has been purchasing land to access the casino from SR 77 near Dudleyville.

- Gila County has a current pedestrian enhancement project south of Globe. Four projects, included in the CAAG TIP, will serve to connect local roads (road bridge projects).

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- There is a proposed land exchange between the U.S. Forest Service and Resolution Copper that would significantly impact US 60. The land exchange includes areas south of US 60 to SR 177.

- Mining operations will be the primary economic generator for the next 15 to 20 years. Mining operations are not likely to last 50 years, primarily because of land constraints. The U.S. Forest Service owns most of the surrounding land.

- Water is abundant in the area. Large aquifers (e.g. Cutter Basin) could support industrial uses. Land trades with the U.S. Forest Service have been discussed to support and accommodate industrial development.

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- Environmental considerations include the Salt River Canyon to the north, the San Carolos Apache Tribal Community to the east, and Roosevelt Lake to the northwest.

- There could be some critical habitat along the Gila or San Pedro Rivers, but Mr. Sanders is not familiar with the details.

- The geological and topographical constraints of the Salt River Canyon will prohibit future development and expansion.

- Hayden and Winkelman have previously been challenged with air quality (PM10) issues. Mr. Sanders is not aware of the current status.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 10:00 a.m.

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Meeting Summary Notes

Date Produced:	February 8, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Superior
Date:	February 8, 2008
Location:	734 W. Main Street, Superior, AZ 85273
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants: Rebecca Brothers, Town of Superior
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:25 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed Rebecca to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- Improvements to US 60 are important. Most people are not supportive of a US 60 by-pass, as they feel it would damage businesses. However, they also recognize that widening US 60 on its current alignment will also significantly impact businesses.

- A US 60 by-pass route was not considered in the Gila County Small Area Transportation Study (SATS) because it is an ADOT roadway. The SATS did not consider ADOT facilities. The by-pass issue was discussed in a recent Town Council meeting.

- The proposed Resolution Copper land exchange would provide for increased recreational activities in the area (a rock climbing state park). The land exchange is viewed as a potential economic generator.

- A study was recently commenced to study redevelopment opportunities associated with the Superior Airport. The study is being conducted by Benham.

- Wildan Engineering serves as City Engineer. HDR is currently conducting a SATS for the Town of Superior. As of now, a bypass has not been addressed in the SATS.

- An economic development committee has been established within the Town. Rosie Cordova, Town Manager / Town Clerk, is the contact person.

- A significant number of crashes have occurred on US 60, particularly at Gonzales Pass.

- The current widening project on US 60 will have an effect of moving the bottleneck.

- Pedestrian crossings over US 60 are needed.

- US 60 between Superior and Miami frequently experiences rock falls. When rock falls occur, they often result in closures of US 60 lasting 3 to 4 hours.

- The Town of Superior could see a need for paving Kelvin Highway to connect Florence to SR 177, near Kelvin. This would connect employment centers in Florence (Prison) to employment centers in Hayden and Winkelman.

- Improvements are planned for SR 177 near Superior. Construction is will begin in the very near future.

- Van Pools (VPSI) are the only transit service in the area.

- The Carlotta and BHP mines are just getting underway. These are located in the Pinto Valley area.

- The Queen Creek Trail project will extend from the Arboretum to the mine. The trail would likely cross onto Main Street at one point. Conceptual design has not been completed.

- A recent Main Street project includes bike lanes, drainage, and sidewalks improvements. The design was performed by CK Engineering.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- The Town is essentially land locked, as it is entirely surrounded by National Forest Service land.
- There are several businesses that have expressed interest in locating in the 9-acre industrial park that is located to the northwest of town.
- The City of Superior is in the process of modifying zoning requirements to be more accommodating to businesses in terms of parking requirements, etc.

Are there any special considerations?

- The proposed Resolution Cooper land exchange would include a clause that enables redevelopment of the airport.
- Rebecca Brothers will serve as the Technical Advisory Committee Member for the Framework Study.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 3:00 p.m.

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Meeting Summary Notes

Date Produced:	February 14, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Hayden
Date:	February 14, 2008
Location:	520 Velasco Avenue, Hayden, AZ 85235
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Laura Romero, Town of Hayden
Robert Lorona, Town of Hayden
Monica Badillo, Town of Hayden
Dianne Kresich, ADOT
Teri Kennedy, ADOT
Ethan Rouch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:00 p.m., by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- There are no transit services (buses, dial-a-ride) available for residents of Town of Hayden. People are not aware of transit services available through Pinal County.

- There are a number of services (medical, grocery, etc.) available in Kearny, but much of it remains inaccessible to residents of Hayden because of a lack of transit service in the area.

- The Town of Hayden would like to improve pedestrian facilities to improve accessibility to services. Improvements to sidewalks on SR 177 are needed.

- There is significant pedestrian activity associated with the reservation. Many residents of the tribal community walk at night. In addition, children who do not ride the school bus, or who miss the school bus, must walk along the state highway, where no pedestrian facilities or lighting are provided.

- Improving access to medical attention is critical. Considering the condition of the highways, it is approximately equal distances to both Apache Junction/Mesa hospitals and to Northwest Medical Center in Oro Valley, Arizona.

- The Town has noticed a considerable decrease in HURF funding as compared to several years ago. They previously received several hundred thousand dollars per year, but currently only receive approximately $15,000 per year.

- The softball field/park is a major attraction. Improvements are needed to roadways that access the park.

- Turning lanes are needed on SR 177 between Kearny and Hayden.

- Truck traffic has increased significantly with the increase in mining operations.

- There have been several crashes at the intersection of SR 77 / SR 177. Poor signage may be a reason. The southbound sign does not adequately warn motorists that the lane is ending. Traffic headed north to Show Low and other cities all pass through this intersection.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- Additional housing is being constructed to accommodate demand from mining activity.

- A significant obstacle to economic development in town is that the downtown district is owned by a single land owner, who has demonstrated little interest in redevelopment.

- Land surrounding the Town is primarily owned by Asarco.

- They understand that a new casino is in the planning stages, but they have not received additional information about the casino for several months.

- The Town is concerned about the planned construction on US 60. The reconstruction could significantly improve travel time. It may take employees that normally have a 5-minute drive more than 1 ½ hours or to commute to work because of closures, etc.

Are there environmental concerns that you would like to express?

- Asarco will be commencing a large clean-up of a hazardous materials site. The Town of Hayden is working with Asarco for rather than be designated as a super-fund site. Asarco is working with EPA to clean up areas which EPA and ADEQ is concerned. Some areas of town have areas of high arsenic. EPA has 2 or 3 monitoring stations (air).

Are there others that should be involved in this study?

- Monica Badillo should be the contact for Hayden. Her email is mbadillo3@yahoo.com.

Are there any other issues you would like to express?

- Sidewalks and lighting are the most important issue between Hayden and Winkelman.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 2:50 p.m.

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Meeting Summary Notes

Date Produced:	February 14, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Kearny
Date:	February 14, 2008
Location:	520 Velasco Avenue, Hayden, AZ 85235
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Gary Eide, Town Manager, Town of Kearny
Sheila Stevens, Council Member, Town of Kearny
Dianne Kresich, ADOT
Teri Kennedy, ADOT TPD
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m., by Dianne Kresich.

Introductions

Dianne Kresich welcomed all to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- Mr. Eide asked about the statewide vote for a funding formula and that he understands that the vote cannot take place in 2009 because of legislative

constraints, and that the governor does not want the vote in 2010. Dianne responded that the statewide critical needs analysis (an on-going activity that is being conducted in parallel to the Framework Studies) will provide input to the Governor's Office.

- Kearny population is approximately 2,280. Build out population is 4,800.
- Kearny serves as the 'mini-center of activity' in the area. Kearny operates the EMS and 911 dispatch centers, and Kearny manages police services in both Hayden and Winkelman.
- This area of the state is experiencing high growth as a result of the mining boom. From a demographic perspective, Kearny has the highest family wage level in Pinal County, and has one of the highest wage levels in the state.
- While the mining industry is currently in a state of explosive growth, it is a very cyclical industry.
- The rapid increase in mining activity has also resulted in several challenges: traffic volumes have increased significantly, a housing shortage has resulted in significant increases to home prices.
- Asarco is the area's largest employer. Many employees of Asarco commute and to and from Tucson, Mesa, and Apache Junction. Traffic is particularly pronounced during shift changes.
- Town of Kearny currently has a small subdivision under construction (Mountain Vistas) consisting of approximately 100 units. Kearny has invested significantly in its utilities, and is prepared to accommodate the growth in housing. Kearny expects that additional small-scale subdivisions will continue to be constructed.
- SR 177 near Superior contains some of the steepest grades of highway in the state highway system. Crash levels are increasing on SR-177. Many are a result of vehicles trying to pass slow-moving trucks on steep grades.
- ADOT currently does not have funding to construct passing lanes. There was a recent safety project that consisted of overlay and guardrail, but the shoulders are only 2.5 feet and do not allow room for a vehicle to pull off of the road.
- SR 177 improvements planned for next year primarily consist of shoulder widening and guard rail. Passing lanes are not included.
- A state park (Copper State Park) has been proposed as part of the Resolution Copper land exchange. Copper State Park, located on the Gila County / Pinal County line, will be accessible from Kearny. It will ultimately become one of the premier rock climbing parks in the country, potentially attracting 150,000 visitors per year.

- Town of Kearny is a supporter of the proposed land exchange. If the land exchange receives Congressional approval, it will take an additional 5 years to develop the park. No funding source or funding mechanism has been finalized. The March/April timeframe will be telling, as Resolution Copper will need to make a major financial decision that will impact the land exchange.

- Town of Kearny has created an off-road ATV park that includes camp sites and a lake. Kearny is trying to diversify its economy from mining.

What transportation improvements are needed, in your opinion?

- Improvements are needed to SR 177. Passing lanes are needed to accommodate large truck traffic. Left hand turn lanes are needed.

- Improvements are needed to Florence-Kelvin Highway. This roadway is currently an unimproved road. Town of Kearny supports the designation of Florence-Kelvin Highway as a Pinal County Route of Regional Significance. A number of people are currently using Florence-Kelvin Highway as an alternate to US 60, and particularly when SR-177 is closed because of crashes. The county has gradually been working towards paving this road.

- The US 60 by-pass is of concern. Town of Kearny would like the by-pass to run south of Superior, which would improve access to Town of Kearny.

- As improvements are completed to US 60, accessibility to the Mesa area has improved. Many travel to Mesa for services (medical, shopping, etc.) rather than to Globe.

- The SR 77 corridor in southern Pinal County will be a very large growth area. Mammoth is currently collaborating with a developer on water and sewer issues for a large development. SR 77 between San Manuel and Tucson is in good condition, as several safety improvements have been completed in recent years.

- Mining operations currently operate 14 trains per day between the smelter in Hayden and the Ray mine. The rail line ultimately connects with the Union Pacific line in Florence.

- The Town of Kearny operates a van pool that is primarily used by senior citizens.

- Town of Kearny participated in the Pinal County in the Pinal County Parks, Trails, and Open Space master plan.

- There was a previous proposal for a tourist train between Florence and Hayden/Winkelman. The Town of Florence and the railroad completed some preliminary feasibility analysis.

- All terrain vehicle crossings of SR 177 are an issue. Crossings of SR 177 for all terrain vehicles are needed. As traffic volumes increase, pedestrian and non-motorized considerations will become more significant.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- As statewide growth continues, the Tucson and Phoenix metropolitan areas continue to approach closer to the region. This growth brings both good and bad change. Town of Kearny has committed to managing and accommodating growth as best as they can.

- A significant change as a result of growth is that a large number of people live in Kearny and commute to work in either Tucson or Mesa, and elsewhere in Pinal County. A large number of people commute from Town of Kearny to Florence to work in the prisons.

- The Town has commuter shuttles to transport commuter to and from Florence. However, the commute times can vary because of the trucks going to Florence.

- Town of Kearny wants to continue to grow, but they want to effectively manage growth. They have invested heavily in utilities to efficiently accommodate the growth.

- Improving accessibility of medical care in the region is an important goal. Town of Kearny envisions becoming the center of healthcare for the region.

Are there environmental concerns that you would like to express?

- Air quality, and specifically PM10, will emerge as a significant issue in the near future.

- Cultural resources / Indian ruins are a major consideration in the area.

- There are areas of critical habitat for the southwestern fly catcher and the pygmy owl in the area.

Next Steps

A Technical Advisory Committee meeting will be held on Friday, February 15, 2008. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 11:00 a.m.

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2210 E. Fort Lowell Road
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Meeting Summary Notes

Date Produced:	February 15, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pinal County
Date:	February 15, 2008
Location:	Anthem Parkside Community Center 3200 N. Anthem Way, Florence, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Doug Hansen, Pinal County
David Maestas, Pinal County
Dianne Kresich, ADOT
Teri Kennedy, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Brent Crowther, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 1:30 p.m.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- Pinal County Regionally Significant Route for Safety and Mobility Plan: The County has received considerable resistance from the development community on access management elements of the plan. The study is anticipated to be presented to the Board of Supervisors at the end of March. The County has been working developers and have resolved many of their concerns (though not to the developers complete satisfaction), with exception to access management at corner properties. The City of Maricopa is standing firm in their support of the plan. The lines on the map are generally accepted, through some changes may be made to interchange areas in the Casa Grande area.

- The State Transportation Board will be issuing a letter of support for the Pinal County Regionally Significant Route for Safety and Mobility Plan.

- Coordination with the Arizona State Land Department will be critical to future development of the North-South Corridor and with the Williams Gateway Corridor.

- The US 60 (Gold Canyon) Re route is a priority corridor. From a transportation planning perspective, they would like to see the North-South corridor progress.

- Pinal County would like to see the Williams Gateway / 802 be extended to Ironwood Drive. It does not make sense to stop the Williams Gateway Freeway at the county line / Meridian Road. The corridor ultimately needs to extend to the North-South Corridor, and then south to the Florence area.

- Most of the County's current and future CIP projects are in the Hunt Highway to Williams Gateway area, because that is where some significant needs are.

- The county has not heard of discussions about a new regional airport. They are not sure that another regional airport would be viable because of the proximity of the Williams Gateway Airport.

- Pinal County views the Gila River Indian Community as a 'park' and is planning facilities to circumvent the community. While the county is not drawing arrows and lines directed towards the Gila River Indian Community, the county understands that GRIC does not want to be left out of planning efforts.

- Regarding a proposal for a new transportation corridor located east of the proposed North-South corridor, the County feels that land ownership would be a significant challenge.

- The Pinal County SATS and the Pinal County RSR both assumed that state highways would ultimately be improved to six lane facilities. However, they recognize that uncertainty exists regarding the feasibility of improving/widening state highways that pass through the Gila River Indian Community

- Pinal County is preparing a scope of work for a transit study. A key element of this study would be to identify park and ride locations. They will also be looking at a transit loop system, as they feel that the study completed for Maricopa

County and northern Pinal County did not adequately address this. The Pinal County transit scope of work will identify potential connections between the cities within the county (Coolidge, Florence, Maricopa, Queen Creek, etc.)

What transportation improvements are needed, in your opinion?

- Pinal County has discussed the feasibility of implementing a transit corridor along Hunt Highway. Right-of-way constraints are challenging in this corridor.
- Florence Kelvin Highway is planned as a mid-term improvement (10 to 20 year horizon). This corridor has several environmental challenges (fish, national historic bridge).
- Park Link Drive is a priority corridor. Realignment of this corridor will be necessary to coordinate with I-10 DCR interchange locations.
- In the San Manuel area, there is rail right-of-way that has the potential to be converted trails. This could be tied into the Arizona Trail.
- There is abandoned railway heading north out of Oro Valley (narrow gauge rail). Kent Taylor, Pinal County Open Space / Trails planner, may have more information about this.

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- XXX

Are there environmental concerns that you would like to express?

- New corridors that pass through planned open space (as identified by Pinal County Trails and Open Space Plan) should be avoided. New corridors should generally not pass through these designated areas, although some exceptions may arise.
- The future of Reddington Pass / I-10 by pass is unclear. The environmental challenges are significant.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 2:50 p.m.

Meeting summary notes produced by:
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2210 E. Fort Lowell Road
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Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, CAAG
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Bill Leister, CAAG
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 9 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- An East-West Corridor is needed to relieve US-60. An option may be to extend I-8 to the New Mexico Border.

- There is significant truck traffic on US 60 near Superior. The number of lanes decreases to 2 lanes in this area. New roads are needed between Superior and Miami.

- Additional capacity is needed on I-10, particularly between Riggs Road and the Loop 202.

- SR 79 needs to be improved. The Town of Mammoth is considering constructing a by-pass to accommodate new development.

- The proposed North-South Corridor is considered the first priority by CAAG. A new east-west corridor is the second highest priority.

- While new east-west capacity is needed, the I-10 by-pass, as it was framed (as a by-pass), is not a good idea.

- Additional analysis tools for commercial vehicle/ truck traffic is needed, including a statewide commercial vehicle/truck traffic demand model.

- Additional outreach needs to be extended to the Tribal communities. The Tribal communities remain hesitant to become engaged in the transportation planning process. Their primary concern is that their lands will be taken away through corridor right-of-way acquisition.

- A significant dichotomy exists between Gila County and Pinal County. Pinal County is experiencing rapid growth (even too much), while Gila County is not.

- CAAG is currently preparing population projections. They maintain a development database.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- Regional transit service is very costly. A comprehensive regional transit service would require significant subsidies to support it.

- CAAG supports a new regional airport if it would prove to be economically viable.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- Double tracking and siding of the Union Pacific Railroad is needed to foster economic development in the region.

Are there any other issues you would like to express?

- The State Transportation Board should include a representative from the CAAG / Pinal County region.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 9:55 a.m.

Meeting summary notes produced by:
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Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Marana
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Fernando Prol, Town of Marana
Brian Varney, Town of Marana
Paul Popelka, Town of Marana
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn
Jiaxin Tong, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 1:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- Several new I-10 interchanges will have been funded for construction at the Tangerine, Twin Peaks, and Tortolita interchanges. These interchanges are in response to large commercial, retail, and residential developments near the new interchanges.

- Tangerine Road and Twin Peaks interchanges are critical to the economy development of the area.

What transportation improvements are needed, in your opinion?

- The town supports Avra Valley Corridor as recommended in the ADOT Corridor Definition Study and supports the Tucson-Phoenix by-pass alternative which runs through Avra Valley.

- The town supports passenger rail between Tucson and Phoenix.

- The town is updating its Master Transportation Plan. A Transportation Strategic Plan and Transit Plan will be finished in 2008. The town will incorporate bike and pedestrian plan into its strategic plan. The Transit Plan will include circulation and connection to SunTran routes.

Improvements to existing facilities?

- Improvement to Tangerine Road will be identified in a Tangerine Road DCR which is scheduled in 2008. The town of Marana wants future Tangerine Road to be a six-lane arterial with 350' right-of-way instead of a freeway.

- New Tangerine interchange will be located approximately 2,500' north of the existing interchange location. The structure and cross road at the existing interchange will be retained however, ramps will be relocated to the new interchange. The interchange will provide for Tangerine Road continuity to the west.

Alternate modes transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- The historic De Anza Trail along the Santa Cruz River is being accommodated by the Twin Peaks interchange project.
- The town is served by the Northwest Marana Airport and the Pinal Airpark both of which meet the needs of the town at this time.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- 900,000 sq ft of commercial complex will be developed at Tangerine/I-10.

- 6,500 houses plus commercial are to be built close to Tortolita interchange.

- 22,000-acre open space is preserved for development close to the Pinal/Pima County boundary.
- 200-acre development, with 1/3 commercial use, 1/3 mixed use and 1/3 high-density-residential use, is planned at the uptown of Marana.
- A fairly intense employment center will be developed in Pinal Air Park and another industrial development is to be built at northwest of Marana.
- Major retail/commercial power center and major residential development will be built near the Twin Peaks interchange.

Next Steps

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 2:15 p.m.

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2210 E. Fort Lowell Road
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Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Pima County
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Jonathan Crowe, Pima County
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- SR-77 congestion is a big issue for the county, who does not support a parallel reliever road for SR-77 west of SR-77 near Oro Valley. The county considers that impacts to the Tortolita Preserve to be significant and intends to expand the current Preserve boundaries as a Regional Transportation Authority project (see attached letter). The county supports transit and other alternate modes in the SR-77 corridor as a means of demand management. The county suggested that a parallel corridor east of SR-77 should also be considered.
- Pima County does not support the Tucson-Phoenix by-pass alternative in Avra Valley and a similar corridor recommended in the PAG Loop Study.

What transportation improvements are needed, in your opinion?

- Pima County agrees that congestion on SR-77 is an issue that needs to be resolved.

Improvements to existing facilities?

- Currently, design is underway to widen La Cholla Boulevard including the construction of a bridge over the Rillito River, from River Road to Ruthrauff Road. This project will result in a need for improvements on Ruthrauff Road from La Cholla to I-10 including construction of a grade separation of the railroad east of I-10.

- Construction is underway of improvements to Magee Road corridor including removal of the offset at the intersection of Magee-La Cholla.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- The county does not feel that passenger rail between Phoenix and Tucson will have an impact on its ability to provide transportation services to its constituents.

- The county has a large pedestrian/bicycle program, which includes bike lane construction as a part of all roadway widening projects, multi-use path construction, education, and public out-reach program.

- The county participates in providing transit services in Pima County.

Next Steps

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 3:20 p.m.

Meeting summary notes produced by:
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Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Casa Grande
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Kevin Louis, City of Casa Grande (via teleconference)
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 8:00 a.m.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- The locations of I-10 interchanges need to be determined. The City is planning to upgrade Val Vista Blvd to an expressway, from Montgomery Road to I-10.

- The study must consider how to maximize the efficiency of I-10 and I-8.

- The city will assume responsibility of (take-back) SR-287 and SR-387 after ADOT brings them up to standard.

- The City is currently conducting an impact fees update study. Creative funding sources will be identified.

- The city of Casa Grande supports an I-10, Tucson to Phoenix by-pass. This by-pass will be important to the commercial vehicle industry.

What transportation improvements are needed, in your opinion?

- The City of Casa Grande will be conducting a corridor study for Val Vista Blvd from Anderson Rd to I-10. The concept is to upgrade the Val Vista corridor to an expressway between Montgomery Road and I-10. The concept is to construct the expressway on 300' (potentially 400') right-of-way, with 3 lanes in each direction, landscape-type median and limited access.

- The City of Casa Grande Mayor and Council have adopted the Pinal County Regionally Significant Routes Plan with conditions: (1) for principal arterials, the city adopted a 140' cross-section rather than the county's 150' cross-section, (2) the City reserved more flexibility in access management guidelines to address existing conditions.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- A new regional airport is needed. The facility should be located close to a major transportation facility (e.g. I-10 or I-8).

- Regional transit is needed on the I-10 corridor. Passenger rail should be considered on the North-South corridor.

- The City of Casa Grande will be conducting a transit study for local service within the next two years.

- The City of Casa Grande has recently completed a recreation master plan, and is currently conducting a trails plan. Trails are a valuable selling point for the community. The trails plan will need to address safe pedestrian crossings of I-10 and I-8. The trails should also avoid principal arterials.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- The City of Casa Grande wants to improve rail access to industrial areas.

- I-10 and I-8 are important to the economic development of the area. The planned local transportation systems will distribute traffic to and from I-10 and I-8.

Are there environmental concerns that you would like to express?

- Water quality is a significant concern for the City of Casa Grande.

- Air quality and PM10 issues are significant. The City intends to be proactive with dust control, and will address gravel roads.

Are there others that should be involved in this study?

- It is important to engage elected officials early on in the study. This may simply consist of sending the project information (scope of work, fact sheet, etc.). They should be informed of the role that they will play.

Are there any other issues you would like to express?

- The City of Casa Grande is concerned that plans being developed by the Framework studies could contradict or overlap existing City plans.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 8:50 a.m.

Meeting summary notes produced by:
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2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Oro Valley
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Paul Keesler, Oro Valley
Craig Civalier, Oro Valley
Sarah Moore, Oro Valley
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn
Jiaxin Tong, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 12:30 p.m.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- Oracle Road is the number one concern for the Town of Oro Valley. Studies show that even 12 lanes are not adequate to meet the future demand of traffic. Alternatives must be identified.

- Any new Oracle Road / SR-77 alternative corridor will have to address access management, environmental sensitivity, land use impacts, and open space preservation.

- A multimodal corridor of SR-77 is of great importance to the area. It is expected to have a multiuse path, bike lanes, park-and-ride, circulation transit, Suntran extension, bus rapid transit, and a transit stop at Tangerine/Oracle.

- With land development SR-79 will need improvement as well.

- The Town does not support a Park Link Corridor, as people are not going to travel north en route to Tucson, but will use Tangerine Road.

- Planned developments in the Mammoth will require improvements to SR 77.

What transportation improvements are needed, in your opinion?

- A new corridor west of SR-77 from Tucson to Oro Valley is needed to relieve the congestion on SR-77. The town wants such a corridor with transit that is access limited, environmentally sensitive, well designed, and has no impact on land use. It should be planned as a parkway through the area rather than a commercial corridor.

- The Town supports light-rail transit on SR-77.

- A DCR funded by RTA is being considered for Tangerine Road from La Canada to I-10. The town of Oro Valley supports a four-lane freeway.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- A new regional airport is needed in Pinal County.

- The town supports a multimodal transit system, which incorporates both light rail transit and bus rapid transit. The transit circulation system should provide access to schools, local shopping and libraries. A transit center should be considered.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- The Arizona State Land Department has proposed a new development north of Town of Oro Valley, known as Arroyo Grande. This development may include more than 10,000 homes. As this development is planned, the potential impacts to SR-77 must be considered. Multimodal alternatives must be considered. This development should include village and employment centers.

Are there any other issues you would like to express?

- It is time to acquire the ultimate right-of-way for needed future corridors.
- New corridors will invariably impact development patterns.
- Infrastructure and capacity are fundamental to the land use decisions.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 1:25 p.m.

Meeting summary notes produced by:
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2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Tohono O'odham Nation
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
Fred Stevens, Tohono O'odham Nation
Cherie Campbell, PAG
John Liosatos, PAG
Dianne Kresich, ADOT
Ethan Rauch, DMJM Harris
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 11:30 a.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- SR-86 needs improvement and maintenance as oversized trucks divert from I-10 and travel through the Nation on Federal (BIA) roads which are unpaved and not suitable for truck traffic.

- Two Federal routes on tribal lands need attention. One is FR-15 and the other is FR-422. These routes serve as bus routes for children traveling from the Nation to schools in Maricopa.

What transportation improvements are needed, in your opinion?

- Public transportation is needed on tribal lands.

- New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian) are needed.

Improvements to existing facilities?

- SR-86 and SR-386 need improvement.

- There is only one small airport in the Nation, which is used for emergency purposes by the US Border Patrol.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- Sif Oidak is the only district that has economic development.

- There is a commercial development in the talking stage south of the study area.

- Another small residential development south of Arizona City is also in the talking stage.

- Road inventories are underway on Federal routes.

Next Steps

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 12:00 p.m.

Meeting summary notes produced by:
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Meeting Summary Notes

Date Produced:	February 26, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Town of Globe
Date:	February 26, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:	Manoj Vyas, Town of Globe Dianne Kresich, ADOT Ethan Rauch, DMJM Harris Dave Perkins, Kimley-Horn and Associates, Inc. Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 3:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

What are some of the regional issues that this project (Central Arizona Framework Study) must address?

- The mining industry is heavily reliant on US 60. US 60 needs to be improved to four lanes to Globe.

- In addition to trucks associated with the mining industry, a significant volume of recreational traffic uses US 60 during the weekend, contributing to congested conditions. In the summer months (April to September), many recreational vehicles use SR 77 to access the reservoirs.

- SR 77 between Globe and Winkelman is a significant route. A large percentage (40%-50%) of traffic is trucks originating from Miami and serving the mine properties in Pima County. These trucks carry hazard materials and post safety challenge.

What transportation improvements are needed, in your opinion?

- A new high-capacity corridor that runs parallel to US 60 and US 70 is needed that connects central Arizona to New Mexico and California. Vehicle traffic traveling between New Mexico to Phoenix prefers US 70 and US 60 even though these routes have less capacity than I-10.

- The San Carlos Apache Tribe is generally supportive of a higher functionality of US 70. They anticipate that improvements to US 70 will attract more traffic to the casinos. The tribal community is a critical stakeholder as both US 70 and a future I-10 by-pass would cross tribal land.

- City of Globe supports a transit service between Globe and Phoenix. Greyhound service to Phoenix was terminated approximately three years ago.

- A significant investment would be needed for passenger rail to assure a quality and safe ride to make it viable as an alternative model. Currently a commercial rail line serves the mines northwest of Globe.

- ADOT spent $80 million to widen SR 188. This road previously experienced a high number of crashes and significant delay. It is much improved and now meets their needs.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- The San Carlos-Apache tribal community has full authority of the airport. The runway and facilities are in good condition, but jurisdictional ownership makes it much less accessible.

- Pedestrian and bicycle activities are of interest to the city, but terrain and topography make it difficult and expensive to construct pedestrian facilities.

Are there any "fatal flaws" such as economic, physical, environmental constraints or community concerns that would be an obstacle to the development of new transportation facilities?

- The area's topography and terrain make development of new transportation corridors and facilities difficult. In particular, the terrain challenges transit

operations, discourages bicycle and pedestrian activity, and complicates roadway improvements.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 4:30 p.m.

Meeting summary notes produced by:
Jiaxin Tong
Kimley-Horn and Associates, Inc.
Telephone: 520-615-9191
FAX: 520-615-9292

2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	March 12, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, City of Eloy
Date:	March 12, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
John Mitchell, City of Eloy
Joe Blanton, City of Eloy
Dianne Kresich, ADOT
Dave Perkins, Kimley-Horn and Associates, Inc.
Jiaxin Tong, Kimley-Horn and Associates, Inc.

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

General issues in the area:

- The City of Eloy has expanded their planning area to 540 square miles, extending north to SR-287, south to Pinal County Line, east to the future North-South Corridor, and west to Tohono O'odham Nation.

- The city is currently conducting a SATS, which will be more comprehensive than the previously completed SATS.

- An east-west corridor through Eloy is needed based on the population projection in this area. The city supports the concept of the Western Parallel Corridor proposed in the Southern Pinal / Northern Pima Corridor Definition Study.

- In addition to the North-South Corridor and a new east-west corridor, the city does not foresee any other needed new high-capacity corridors.

What is your perspective on the North-South Corridor?

- The City of Eloy would like the North-South Corridor to be aligned to the east of SR-87 so that a system interchange will not be necessary at SR-87 and I-10 as a lot of developments are proposed in this area.

New transportation facilities (transit, airports/aviation, rail, bicycle/pedestrian)

- The city supports a Phoenix – Tucson passenger rail system.

- Union Pacific is planning to construct an industrial park and facility to side freight trains that are needed for the companies in the industrial park. This industrial park will provide significant benefits to Eloy.

- The City will take a closer look at transit service, such as bus circulation and etc, in their SATS.

- The development of an airport in this area is potentially slow as most of the available lands are controlled by two large properties.

What urban growth/developments and socio-economic changes do you see occurring over the next 20 years in your particular locality or region?

- The SR-87 corridor and I-10 corridor will become important industrial corridors in the future.

- An 18,000-acre development has been proposed in La Osa, which will become a large economic generator in the future.

- A theme park, which is projected to attract six million visitors per year, is proposed in the area south of Shedd Road and north of Houser Road.

Are there environmental concerns that you would like to express?

- Picacho Fissure, Casa Grande Mountain Fissure, and Santa Cruz River are the major environmental concerns in the area.

Next Steps

Technical Advisory Committee meetings will be held to keep stakeholders informed on study progress. The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 3:20 p.m.

Meeting summary notes produced by:
Jiaxin Tong
Kimley-Horn and Associates, Inc.
Telephone: 520-615-9191
FAX: 520-615-9292

2210 E. Fort Lowell Road
Tucson, Arizona 85719

Meeting Summary Notes

Date Produced:	March 19, 2008
Meeting:	Central Arizona Framework Study, Round One Stakeholder Interviews, Gila River Indian Community
Date:	March 18, 2008
Location:	Kimley-Horn and Associates, Inc. 2210 E. Fort Lowell Road, Tucson, Arizona
Purpose:	The purpose of the meeting is to conduct Round One Stakeholder Interview, which focuses on existing conditions and identification of issues.

Participants:
David White, Gila River Indian Community
Sasha Saliego, Gila River Indian Community
Brenda L. Robertson, Gila River Indian Community
J. Andrew Darlin, Gila River Indian Community
Cal Touchin, Gila River Indian Community
Jennifer Giff
Steve Johnson, Gila River Indian Community
Doug Torres, Gila River Indian Community
Dianne Kresich, ADOT
Dave Perkins, Kimley-Horn and Associates, Inc.
Ethan Rauch, DMJM-Harris

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 2:30 p.m. by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting.

Project Overview

Dianne provided a brief overview of the Framework Process. The Central Arizona Framework is one of a series of Framework Studies being conducted statewide. The Framework Studies will provide the basis for the next update of the ADOT Statewide Long Range Transportation Plan. The framework studies are Multimodal and include both the local and state highway system. Rail, transit, and bicycle needs will be considered for horizon years of 2030 and 2050. Economic implications of the transportation system plans and concepts will be considered. Environmental considerations are an important element of the study.

Discussion Points

General Issues:

- Following an explanation of the Critical Needs Assessment, participants stated that the Community has not been contacted to provide input on Critical Needs. The Central Framework Study (CFS) team stated that someone would contact Mr. White on the subject of Critical Needs.

- A question was asked whether eminent domain could be used to implement study recommendations. It was stated that the Central Framework Study would recommended transportation improvements in the region and would not be addressing funding or implementation issues.

- It was stated that surrounding jurisdictions are preparing transportation plans that impact the Community. In order to address Community transportation planning issues, the Community will select a consultant to prepare a Small Area Transportation Plan. It is anticipated that the Plan will require 12 months to complete. Separate planning studies will be conducted for Commuter Rail and Transit to supplement the Transportation Plan.

- Low levels of DPS enforcement along I-10 at night creates burdens for Community law enforcement personnel.

- For some roads, the Community is unsure of its responsibilities because records do not exist to determine which roads are located on the Community. Hunt Highway was given as an example.

- Congestion, safety, and speed limits were identified as problems on Casa Blanca Road and SR-347.

- Increasing bicycle volumes on state highways has been observed. Bicycle races must request, and typically are permitted by the Community. Permitting for hazardous material transport and oversized loads require permitting, but often are not permitted by the Community.

New Transportation Facilities:

- In addition to the North-South Corridor and an east-west corridor, the city does not see any other new corridors needed on the horizon.

- Questions were raised on the status of the North-South Freeway in Pinal County, east of the Community. Specifically, the Community sees this freeway as a positive for improving regional access for Community members. Concerns were expressed regarding more traffic on Community roads from the freeway. It was explained that a design concept report and environmental study has been funded and that a consultant has been selected. The North-South Freeway will be considered in the Central Framework Study.

- Questions were raised on the status of the Phoenix-Tucson Bypass Study. It was explained that the State Transportation Board would discuss the findings of the study on March 21, 2008 and could possibly provide direction on next steps for development of the Bypass. If directions are provided by the Board, the Bypass could be considered in the Central Framework Study.

- It was mentioned that state highways are designed for through traffic and not for access within the Community. ADOT needs to coordinate with the Community and BIA to construct turn lanes at intersections on the state highways.

Environmental Concerns:

- Air quality from mobile sources has become a concern for the Community as more traffic uses roads on the Community. The Community has observed that as traffic volumes increase on state highways, Community roads including BIA roads have increased traffic and truck volumes and these roads typically are unpaved which contributes significantly to air quality concerns. A valley located west of I-10 along the Gila River was identified as a problem area for air quality.

- It was stated that increasing traffic volumes on the state highways is creating safety and congestion concerns in addition to air quality issues. ADOT needs to work with the Community and BIA to address safety and congestion concerns.

- Flood control along the Gila River is a concern of the Community.

- Environmental concerns were included in the Community's presentation to the Pinal County Summit. Cultural issues include direct and indirect impacts on archaeological sites, shrines, memorials, trails, natural resources, vandalism from unauthorized trespassing, and unwanted access along the borders of the Community. Fencing and signing along Hunt Highway has reduced many of these issues in the area. Increased fencing and signing will be implemented as funding allows. Only 42 percent (1,250 sites) of known cultural resources have been surveyed.

- Impacts on Community wildlife corridors often result from road improvements outside of the Community.

- The Community has observed increasing truck traffic carrying hazardous materials.

- Illegal dumping and access by motorcycles and RVs on Community lands is a concern of the Community.

Economic Development

- Community visions for economic development are documented in the Borderlands Study. Areas identified for economic development are focused on I-10, Loop 202, SR-87/SR-287/railroad area, Pecos Road, Riggs Road, Hunt Highway, Wild

Horse Pass Road, and the Community Airfield which has been identified for airfield improvements and development.

Next Steps

The information collected today will be summarized and included in a Stakeholder Summary Report. Input received today will be considered in future Working Papers.

Adjourn

The meeting adjourned at 4:00 p.m.

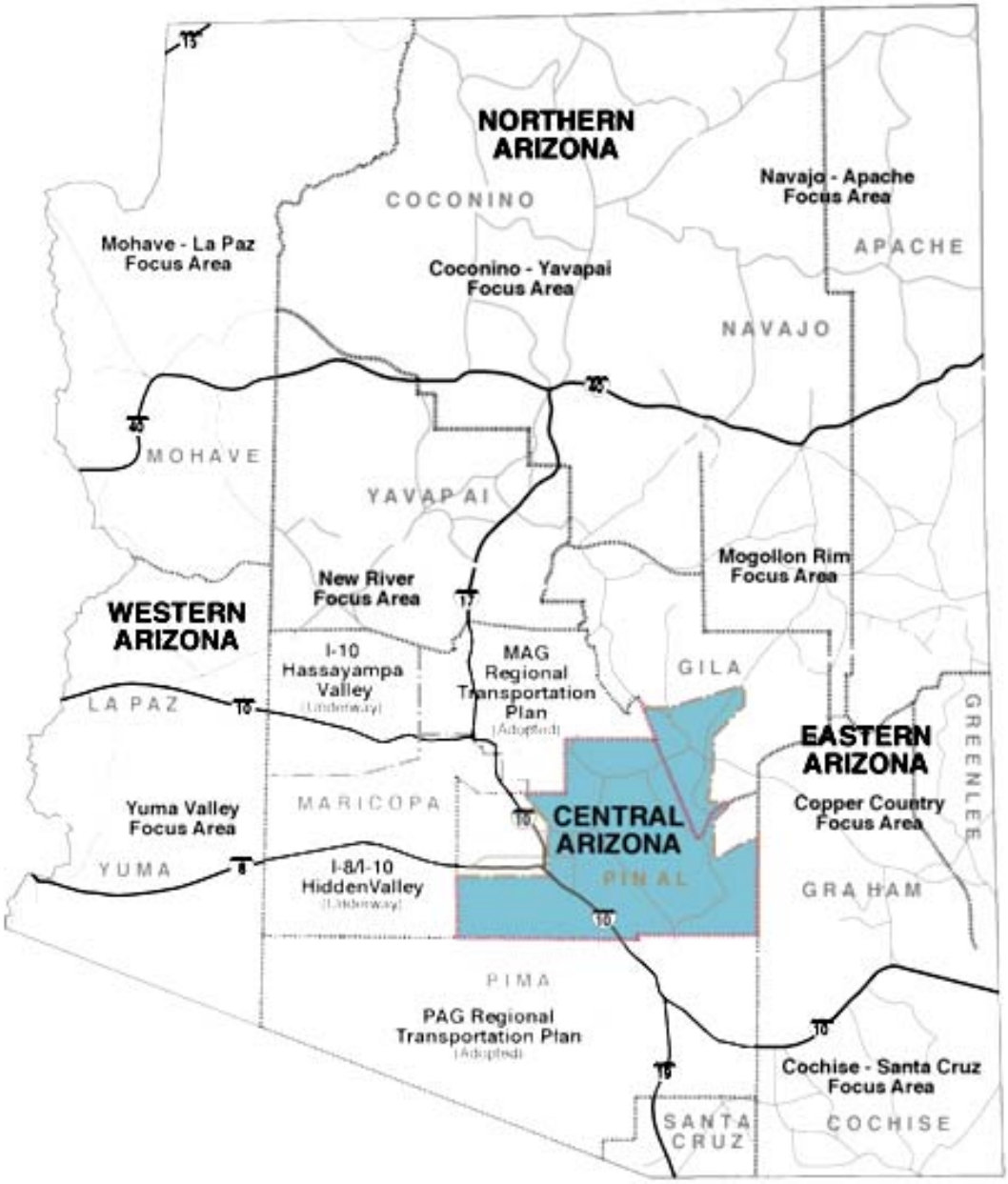
Meeting summary notes produced by:
Dave Perkins
Kimley-Horn and Associates, Inc.
Telephone: 520-615-9191
FAX: 520-615-9292

2210 E. Fort Lowell Road
Tucson, Arizona 85719

Community Workshop Summary Report
Globe, AZ- November 12, 2008
Coolidge, AZ – November 13, 2008

May 2009

Central Arizona Framework Study
Community Workshop Summary Report



Globe, AZ - November 12, 2008

Coolidge, AZ – November 13, 2008

Executive Summary

Community workshops were held at the locations below:

Date	Location	Description	Attendees
11/12/08	Globe, Besh-Ba-Gowah Archaeological Museum	Community Workshop	16
11/13/08	Coolidge, Central Arizona College Room M101	Community Workshop	37

Executive Summary

The Central Arizona Framework Study Project Team held community workshops in Coolidge and Globe. The team opted to schedule the Coolidge community workshop immediately following a Pinal County Comprehensive Plan meeting in order to garner the participation requested. Attendance was considered good; in Globe the team was pleased with the turnout during the afternoon session, but no one attended in the evening.

Generally the topics discussed were similar to the first round of community workshops and included: economic development; population growth, whether desired or not; transportation funding; the incorporation of ongoing planning and transportation studies; availability of and realities of implementing transit; tribal community coordination; and the surrounding natural resources.

Changes suggested to the presented scenarios:

- Maintain 10 lanes of improvement on Interstate 10 in all three scenarios

Common themes that came up across the geographic areas included:

- In order for transit to be sustainable, nodes of density will be required.
- Local and regional representatives want assurance that local and regional planning processes will be tied in to scenario development.
- General discontent with the separation of studies (i.e. why was the Central Arizona Framework Study separate from the Hidden Valley Framework Study?). In addition, many questioned why Gila County was included in the Central Region and not the eastern region. Demographic, socioeconomic, and development trends in Gila County are most similar to the Eastern Arizona Framework.
- General consensus at Coolidge workshop that Scenario B was most similar to the Pinal County Comp Plan Update.
- General consensus at the Gila County workshop was that Scenario C was the preferred scenario. Walkable communities are important.
- Facilities are needed for emergency transportation in Gila County to Phoenix area for medical and other services. Air transportation service is important.
- Allow flexibility for other types of infrastructure to be paired with new transportation infrastructure (water/wastewater, telecom and more). Allowing this flexibility will facilitate housing and economic development.

Cont.

- Scenario A looks like sprawl. Some attendees at the Coolidge Workshop preferred this alternative.
- Natural resource advocates preferred larger footprints of current infrastructure as opposed to new roads. For example, I-10 should be constructed to its ultimate width in all three scenarios to encourage consolidation of development along I-10 rather than spread development to other, new corridors.
- Transit is needed regardless of which scenario is selected.

Differences between geographic areas within Central Arizona Framework Study:

- Coolidge groups (Pinal County) seemed to have accepted growth as reality; Globe (Gila County) attitude towards growth was mixed.
- Coolidge groups were mixed, though generally accepting of new routes, seeing that they were coming; Globe had mixed reactions to any new routes. Several expressed a desire to expand new corridors in order to preserve other areas.
- There was mixed opinions about bypassing existing communities around Globe/Miami – some people felt it would hurt local economy, while others wanted to divert the through traffic.
- Globe area-–not enough land to develop–-state needs to think of land exchanges for economic development purposes. Florence area--has plenty of developable land.
- Globe area has important history it wants to hold on to.

Globe Community Workshop Meeting Summary Notes

Date Produced:	December 9, 2008
Meeting:	Central Arizona Framework Study, Round Two Community Workshop – Globe, Arizona
Date:	November 12, 2008
Location:	Besh-Ba-Gowah Archeological Park 1100 Jesse Hayes Road Globe, Arizona 85501 4:00 p.m. – 6:00 p.m. (presentation at 4:30 p.m.)
Purpose:	The purpose of a second round of community workshops is to present the findings developed since the first series of public meetings and to gather input from the public to help shape the future of Arizona's transportation system
Project Team:	Rob Antoniak, Joe Cosgrove, Brent Crowther, Dianne Kresich, Bill Pederson, David Perkins, Ethan Rauch

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The second of a series of community workshops began at 4:00 p.m. with an open house style format. Meeting attendees took this opportunity to browse informational display boards, converse with project staff, and enjoy a small snack. The attendees were asked to take their seats at 4:30 p.m. by Dianne Kresich, who initiated the presentational phase of the meeting agenda.

Introductions

Dianne Kresich welcomed attendees to the meeting and introduced the study team.

Meeting Overview

Ms. Kresich thanked the attendees for joining the study team at this community workshop. She reviewed the meeting agenda, goals, and proceeded to provide the audience an overview of the Framework Process. Key elements of her presentation included:

- Background on the BQAZ framework study and the broad issues related to transportation in Arizona

- Outline the BQAZ process and discuss the later input process which will serve as the objectives intended to guide the accomplishment of the community workshop goals.

- Review of meeting materials which included the following handouts:

    1. Outline of BQAZ Statewide Transportation Planning Framework process
    2. Fact sheet describing the three scenarios that will be reviewed
    3. Comment form to provide input on the scenarios
    4. Meeting evaluation form

- Arizona's "transportation story" is summarized by rapid population growth, transportation funding issues, and keeping pace with our population's growing transportation needs; which ultimately will require a diverse range of transportation options.

- The Framework Study addresses the important need to plan ahead now. Although the intent is not to select projects for funding; on the other hand, this process will aid in visualizing Arizona's future transportation needs and solicit the community's input on three possible transportation scenarios. This effort will guide transportation planning in Central Arizona and throughout the state.

- The history of the bqAZ process thus far. Initiated through a statewide reconnaissance study, feedback from the first Central Framework Study workshop in March 2008 produced a statewide traffic demand model (shown today). Community members who attended this workshop in March 2008 identified these issues in Gila County:
    - Mixed attitudes towards growth, new routes, and bypassing existing communities – economy vs. traffic relief
    - Developable land is scarce–land exchanges for economic development purposes are important
    - Preserve local character and history

- Arizona's population is estimated to nearly triple, to sixteen million, over the next forty years becoming the fifth most-populated state in the United States. The Phoenix and Tucson metropolitan areas are predicted to expand into a megalopolis, referred to as the "Sun Corridor" that stretches from Flagstaff to Nogales.

- The Arizona Statewide Traffic Demand Model projects a direct correlation between population growth and traffic congestion. Utilizing our current transportation systems, traffic congestion will become major issue. Furthermore, modeling indicates travel times may progress towards a five hour trip to get anywhere around the state originating from Coolidge.

- The goal of the first round of community workshops was to gather issues and ideas and develop criteria to evaluate scenarios based on values expressed by public.

- The current goal of today's second rounds of community workshops is to present scenarios to public and ask for feedback

- The study team will accumulate and investigate the feedback and reconvene for final workshops to present overall recommendations intended to identify projects to meet the state's 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- Transportation planning scenarios presented for input include the following baseline conditions and common assumptions:

  Baseline Conditions
  - ADOT 5-Year Program and Long-Term Maintenance (existing plus committed network).
  - Local and Regional CIPs and TIPs.
  - Proposition 400 Program Implementation – MAG Region.
  - RTA Program Implementation – PAG Region.
  - Scenarios vary with type and amount of improvement.
  - Biggest difference is mix of traditional personal vehicle use and transit elements.

  Common Assumptions to Scenarios
  - Each scenario includes multimodal transportation options to varying levels.
  - All scenarios address sustainable or smart growth principles to varying levels.
  - Land use that the transportation system supports is consistent with current local and regional plans—except Scenario C, which encourages increased land use densities in certain areas.
  - Each scenario is independent of the others.

- Multimodal Transportation Planning Scenarios

  Scenario A: Personal Vehicle Mobility
  - Assumes that people will continue to drive their cars as their primary mode of transportation.
  - Transportation planning and infrastructure improvements similar to today (2008).
  - New technologies, such as clean, affordable and abundant fuels, developed for vehicles and available to the average consumer.
  - This scenario also contains significant transit improvements.

  Scenario B: Transit Mobility
  - Shift in focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling.
  - Transit, walking, and bicycling become more prominent choice for regular trips in response to increasing fuel costs and limited improvements in energy technologies.
  - Personal vehicles remain an important mode of transportation.

  Scenario C: Focused Growth
  - Responds to a growing trend toward a non-auto-dependent lifestyle encouraging a mix of land uses close to one another.
  - Improvements located to maximize preservation of environmental, cultural, and scenic values.

- Improvement encourages more compact growth in towns and cities and local travel using transit, bicycling, and walking.
- Continues use of personal vehicles as a primary travel choice with increasing use of advanced technology vehicles.
- Land use consistent with Smart Growth principles (major towns and cities become denser).

Interactive Breakout Session

Dianne Kresich explained the process for the interactive breakout session. Meeting participants divided into groups and Bill Pederson, Rob Antoniak, Joe Cosgrove, Dave Perkins, Brent Crowther, and Ethan Rauch facilitated the interactive group discussion. The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions (feedback provided below questions).

1. What is your reaction to the assumptions used to craft each scenario?

- Need to put emphasis on Scenario C, to make this scenario the preferred option
- Public needs to be educated towards paradigm shift to Smart Growth.
- Majority of breakout session supported a new way of thinking about land development and transportation services implementing Scenario C or a hybrid with C as the focus.
- Scenario A makes sense with 2.25 million people where alternate routes will be needed.
- Scenario A for goods/services, shipping, employment.

2. What is your reaction to the network improvements identified in each scenario?

- Need to put emphasis on rail as preferred transit option (versus bus competing for roadway).
- Plans should include air travel options.
- The problem with Scenario A is when more roads are built, this will encourage more sprawl.
- Implement Scenarios A & B in the interim, move towards Scenario C
- Start implementation in small steps and grow into planned facilities.
- Quality of Life: Emphasis on metro areas, forgetting the rural areas; improve the roads for old timers.

3. Should ADOT and the project team consider additional information?

- Combine a little bit of each option
- Consensus of breakout group is to retrain the way we think and educate the public on transportation options.
- Begin the evolution towards transit paradigm shift with a focus on smaller goals such as vanpool, and move towards commuter bus, bus rapid transit, and onto mass transit options such as rail.
- ADOT should take leadership role in scenario implementation. For example don't stop studies… establish alignments so local jurisdictions can acquire right-of-way, develop land use plans, reduce land acquisition costs.
- Allow flexibility in the building of infrastructure (right-of-way along highways, sewer, water, and telecommunication) to implement Scenario C in the future.

4. What future issues do you foresee affecting future transportation in the state?

- In the event of a roadway emergency (major closure), there is a lack of options for US 60).
- Need to plan now, because implementation is long process.
- If funding is not available for road construction, use it as incentive for expanding local transit service.
- Access to eastern side of Pinal County is at risk with non-local traffic, travelers, and vacationers.
- Challenges related to funding, time to implement, transportation/transit options need efficiency and predictability.
- A divided four lane highway through rural areas is needed similar to Gonzalez. Pass.
- Transit is needed between eastern Pinal County and Globe.
- Facilities needed for emergency air transport.
- Improvements needed on US 60/70 now
- There is no east/west interstate route, high capacity, access controlled.

5. The following questions from participants were recorded by the study team.

- What role do general plans play into this?
- How would transit systems (rail) impact existing roadways/right-of-way?
- What is the price/time of implementation comparison of options?
- In rural Arizona, is Smart Growth an option?
- Could ADOT make recommendation on a particular scenario to the cities/counties?

Next Steps

A final round of community workshops and focus groups will be held in *late spring 2009*. Additional information about this study can be obtained at www.BQAZ.gov.

Adjourn

The meeting adjourned at 6:00 p.m.

At the conclusion of the breakout session, participants were asked to complete a comment form providing their input on the scenarios. Accumulated feedback is provided below.

Community Workshops Input Form Summary

Regional Framework Study: Central **Location: Globe (Besh-Ba-Gowah)**

The input seen below was taken from the forms exactly as written by participants:

"Please provide your reactions to the three multimodal scenarios presented today. We want your reaction to both – *assumptions and scenarios."*

Scenario A – Personal Mobility

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Not learning from the past. Need to move away from this.
2. Cost and planning for development of new roads and improving will be critical. I think people/public would prefer using personal modes of transportation. For people visiting Globe/Miami/rural areas, this might be the least problematic method of travel.
3. I think that there is already a change in process away from personal vehicles whether people want it or not but certainly new and improved highways are needed in the short term.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. Feel like it will encourage more sprawl.
2. This makes sense for rural areas.
3. It is fine – just don't assume more growth won't happen here.

Scenario B – Shared Mobility

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Improvement from Scenario A but feel that again too much still put into highways that again encourage sprawl
2. This is more realistic to me. I have more options which may be preferred by the public.
3. The shared mobility is necessary but should look at air and mass transit by air more.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. I still feel that we have to be more responsible consumers
2. Planning is more focused on urban areas and less emphasis on improving rural roads.
3. We definitely need an inter-town bus system here, and before 2050.

Scenario C – Focused Growth

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Most positive but the reliability has to be there. Dependable and reasonable time of trip.
2. All focus is on urban/smart growth.
3. Right now there are many in the area that are against greater population density but there are also developers willing and ready to make it happen.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. The local transit is going to be the hardest part of this.

Please let us know if ADOT and the project team should consider additional information as the project moves forward.

Question No. 1: What future issues do you foresee affecting future transportation planning in the state?

1. I prefer rail to bus. I would like to see high speed rail connect large cities.
2. I think there will be real issues with the providing water – so much so that the 15 million may be an unreasonably large number. Also, one of the big problems with mass transit is climate control for individuals – especially if global warming continues.

Participants were instructed to submit their comments by the following methods prior to December 4, 2008:
Mail to **Rob Antoniak, HDR, 101 N. 1st Ave. Suite 1950, Phoenix, AZ 85003-1923**
Fax to **602.385.1620**
Email to **rob.antoniak@hdrinc.com**
Visit www.bqaz.gov and submit your comments by December 4, 2008

Coolidge Community Workshop Meeting Summary Notes

Date Produced:	December 9, 2008
Meeting:	Central Arizona Framework Study, Round Two Community Workshop – Coolidge, Arizona
Date:	November 13, 2008
Location:	Central Arizona College – Building M, Room 101 8470 N. Overfield Road Coolidge, Arizona 85228 4:00 p.m. – 8:00 p.m. (presentations at 4:30 p.m. and 6:30 p.m.)
Purpose:	The purpose of a second round of community workshops is to present the findings developed since the first series of public meetings and to gather input from the public to help shape the future of Arizona's transportation system
Project Team:	Rob Antoniak, Joe Cosgrove, Brent Crowther, Dianne Kresich, David Perkins, Ethan Rauch, Sally Stewart

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The second of a series of community workshops began at 4:00 p.m. and 6:00 p.m. with an open house style format. Meeting attendees took this opportunity to browse informational display boards, converse with project staff, and enjoy a small snack. The attendees were asked to take their seats at 4:30 p.m. and 6:30 p.m. by Dianne Kresich, who initiated the presentational phase of the meeting agenda.

Introductions

Dianne Kresich welcomed attendees to the meeting and introduced the study team.

Meeting Overview

Ms. Kresich thanked the attendees for joining the study team at this community workshop. She reviewed the meeting agenda, goals, and proceeded to provide the audience an overview of the Framework Process. Key elements of her presentation included:

- Background on the BQAZ framework study and the broad issues related to transportation in Arizona

- Outline the BQAZ process and discuss the later input process which will serve as the objectives intended to guide the accomplishment of the community workshop goals.

- Review of meeting materials which included the following handouts:

    1. Outline of BQAZ Statewide Transportation Planning Framework process
    2. Fact sheet describing the three scenarios that will be reviewed
    3. Comment form to provide input on the scenarios
    4. Meeting evaluation form

- Arizona's "transportation story" is summarized by rapid population growth, transportation funding issues, and keeping pace with our population's growing transportation needs; which ultimately will require a diverse range of transportation options.

- The Framework Study addresses the important need to plan ahead now. Although the intent is not to select projects for funding; on the other hand, this process will aid in visualizing Arizona's future transportation needs and solicit the community's input on three possible transportation scenarios. This effort will guide transportation planning in Central Arizona and throughout the state.

- The history of the bqAZ process thus far. Initiated through a statewide reconnaissance study, feedback from the first Central Framework Study workshop in March 2008 produced a statewide traffic demand model (shown today). Community members who attended this workshop in March 2008 identified these issues in Pinal County:
    - Growth is a reality – plenty of developable land
    - Generally accepting of new routes
    - Preserve local character and history

- Arizona's population is estimated to nearly triple, to sixteen million, over the next forty years becoming the fifth most-populated state in the United States. The Phoenix and Tucson metropolitan areas are predicted to expand into a megalopolis, referred to as the "Sun Corridor" that stretches from Flagstaff to Nogales.

- The Arizona Statewide Traffic Demand Model projects a direct correlation between population growth and traffic congestion. Utilizing our current transportation systems, traffic congestion will become major issue. Furthermore, modeling indicates travel times may progress towards a five hour trip to get anywhere around the state originating from Coolidge.

- The goal of the first round of community workshops was to gather issues and ideas and develop criteria to evaluate scenarios based on values expressed by public.

- The current goal of today's second rounds of community workshops is to present scenarios to public and ask for feedback

- The study team will accumulate and investigate the feedback and reconvene for final workshops to present overall recommendations intended to identify projects to meet the

state's 2030 and 2050 needs. The individual Regional Framework studies will subsequently be compiled into a Statewide Framework Plan.

- Transportation planning scenarios presented for input include the following baseline conditions and common assumptions:

  Baseline Conditions
  - ADOT 5-Year Program and Long-Term Maintenance (existing plus committed network).
  - Local and Regional CIPs and TIPs.
  - Proposition 400 Program Implementation – MAG Region.
  - RTA Program Implementation – PAG Region.
  - Scenarios vary with type and amount of improvement.
  - Biggest difference is mix of traditional personal vehicle use and transit elements.

  Common Assumptions to Scenarios
  - Each scenario includes multimodal transportation options to varying levels.
  - All scenarios address sustainable or smart growth principles to varying levels.
  - Land use that the transportation system supports is consistent with current local and regional plans—except Scenario C, which encourages increased land use densities in certain areas.
  - Each scenario is independent of the others.

- Multimodal Transportation Planning Scenarios

  Scenario A: Personal Vehicle Mobility
  - Assumes that people will continue to drive their cars as their primary mode of transportation.
  - Transportation planning and infrastructure improvements similar to today (2008).
  - New technologies, such as clean, affordable and abundant fuels, developed for vehicles and available to the average consumer.
  - This scenario also contains significant transit improvements.

  Scenario B: Transit Mobility
  - Shift in focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling.
  - Transit, walking, and bicycling become more prominent choice for regular trips in response to increasing fuel costs and limited improvements in energy technologies.
  - Personal vehicles remain an important mode of transportation.

  Scenario C: Focused Growth
  - Responds to a growing trend toward a non-auto-dependent lifestyle encouraging a mix of land uses close to one another.
  - Improvements located to maximize preservation of environmental, cultural, and scenic values.
  - Improvement encourages more compact growth in towns and cities and local travel using transit, bicycling, and walking.

- Continues use of personal vehicles as a primary travel choice with increasing use of advanced technology vehicles.
- Land use consistent with Smart Growth principles (major towns and cities become denser).

Interactive Breakout Sessions

Dianne Kresich explained the process for the interactive breakout sessions. Meeting participants divided into groups and Bill Pederson, Rob Antoniak, Joe Cosgrove, Dave Perkins, Brent Crowther, and Ethan Rauch facilitated the interactive group discussion. The purpose of the interactive activity is to solicit input and perspectives with respect to the following questions (feedback provided below questions).

1. What is your reaction to the assumptions used to craft each scenario?

- Is false to assume personal vehicle dependability will lessen.
- Higher densities may be a needed response to growing population.

2. What is your reaction to the network improvements identified in each scenario?

- Prefer larger footprint on I-10 versus several new roads.
- Looks like sprawl model
- Expand existing areas
- Prefer larger footprint of I-10 versus more roads
- Scenario A is most realistic
- Transit is a must regardless of scenario
- Why does Scenario B converge roads between (SR 179 and SR 79)
- Frontage roads constructed on I-10
- Implement both passenger and freight for dual use
- Bus system is beneficial to Copper County.
- Preserve open space in all parts of Pinal County.
- Ten lanes on I-10 necessary in all scenarios.
- Scenario C is the way to begin thinking.
- Scenario C takes advantage of all modes of transportation
- Scenario C looks "cleaner".
- Scenario C is over due, there will be continued growth.
- Scenario C does not lose rural character, just denser population clusters.
- Scenario C addresses where water is available.
- Scenarios are a good starting point
- Scenario A forces sprawl.
- Scenarios A and B impact environment/undeveloped land
- It is likely Scenario A and C will merge
- Scenario C is not realistic, can not sell this idea today (would need to evolve).
- Arizona State Land Department is a concern that makes Scenario C not realistic
- Political entities are not ready to implement Scenario C.

3. Should ADOT and the project team consider additional information?

- To make transit work, nodes of density are needed.
- Senior population in place more of Scenario B would be good
- Propose multi-scenario implementation:
    - West Pinal County: Scenario A (population most dense)
    - Central Pinal County: Scenario B (population less dense)
    - Eastern Pinal County: Scenario C (least dense, rural)
- Cities are employing walking, biking
- More transit is a plus.
- Scenario C accomplishes many objectives.
- Framework should be flexible to accommodate what the future actually brings.
- Development to date has taken the lowest cost approach.
- Improving air quality is important.
- Commuter rail between City of Phoenix and City of Tucson should have happened awhile ago.
- Oro Valley is cluster zone, mixed use.
- Take active management areas (water resource) into account.
- Communication across all studies for plan
- This is a great opportunity to educate politicians (selling this to council versus development/real estate).
- It is necessary for public to know, "if this is what public wants, it will cost this much".
- Start with long range vision and move towards specific plans.

4. What future issues do you foresee affecting future transportation in the state?

- I-10 needs to be widened now (10 lanes) regardless of any scenario.
- Remove the trucks off I-10 through parallel bypass, separating trucks, freight, cars
- Water supply for 1.8-2.2 million
- State Land Trust reform for right-of-way acquisition
- Toll roads public land lease
- There is concern over coordination with the Hidden Valley Study.
- Currently there is little transit service in Pinal County.
- Traffic interchange locations are critical.
- Tourists currently have no option other than cars for transport.
- Preserve what is special about Arizona.
- Political guidance will be needed to make Scenario C happen.
- Plans should be made for compatible uses.
- Telecommuting will become more popular.
- People are commuting 40 miles to work.
- Development will occur between I-10 and Pinal County "north/south" corridor.
- Sixteen dwelling units/acre is a hard sell to council versus planned 9.4 dwelling units/acre.
- I-10 can not handle traffic now.
- It is hard to determine what Queen Creek will develop into.
- State statutes need to define "open space" as a state law (It should not mean a golf course).
- Coordination with all governmental agencies is necessary/
- A true component will be asking citizens for funding sources
- Two versions of cost is part of this study: vision and cost/funding

- Water is most important issue, water flows to money.
- Wildlife will keep entering to new areas if keep developing current way (or develop towards the Scenario A model).
- New roadways cost more than mass transit.
- Take into account Gila River Indian Community and Tohono O'odham Indian Community.
- Employers need to bring in good high paying jobs.
- Need tax money to pay for improvements or this is not realistic.
- Historically, growth areas drive infrastructure in Pinal County.
- Prioritization could be important.
- Smart growth, more dense population growth requires a trade-off for lifestyle.
- There is pressure on moving vehicles east/west through Oro Valley
- Superstitious Vistas planning project (more transit oriented development)
- Need for transit oriented development in corridor.
- Western I-10 parallel will be needed in Scenario A and B (I-1o cannot handle growth).
- I-10 (10 lanes) plus rail system still a traffic issue.
- Future versions of MAG/PAG models may include Pinal County.
- MAG/PAG will have profound effect on this area and Pinal County does not know what they are planning (need to work more closely with these agencies).
- Funding source, jurisdiction coordination will be necessary.
- ADOT is "leaning on shovels".
- Historically, areas are twenty years behind freeway construction.
- Need for better communication between planning agencies.
- Need to move away from Scenario A, but it is difficult.
- Need for mechanism to have the Arizona State Land Department to set aside corridors at no cost (state land reform).
- Need for combination of roads and transit.
- Create a transportation leader/authority in Pinal County.
- Use the half-cent sales tax more wisely.
- Non-attainment for PM-10.
- Coordination with Union Pacific Railroad is necessary.
- Move the corridor of Union Pacific Railroad line to Pinal County "north/south" corridor.
- There is a need for intercity/commuter rail.
- Plan for freight rail on I-10 and commuter rail on Pinal County "north/south" corridor.
- Re-organization to make ADOT the "owner" of statewide transportation planning model.
- Prioritize roadway improvements and defer to city/county until ADOT can manage.
- PM-10 conformity analysis.
- Air quality model is needed.

5. The following questions from participants were recorded by the study team.

- What is involved in transit centers?
- Does rail split to City of Phoenix and East Valley cities?
- When will Pinal County "north/south" and Williams Gateway corridors be established?
- Is there bus service to outlying areas (commuter bus)?
- Do the scenarios contradict comparable plans?
- Will Scenario C get the necessary buy-in from city government?
- Is it a "Johnson Ranch" perpetuated throughout the corridor?
- What is the reaction or alternative in case of a freeway shut down?

- What is the cost comparison of scenarios?
- What is the life cycle cost analysis (low overhead of maintaining transit versus upfront costs)?
- Incorporate public/private partnerships (toll roads) into plan?
- How will ADOT augment funding sources if federal money is running out?
- If Scenario A is the way we do business today, and Scenario C is wave of the future, than what is the difference in cost?
- Is it possible to "overlay" all three scenarios?
- If funding becomes available, will ADOT use this study as a planning "blueprint"?
- Are there any improvements planned for travelling from west Pinal County to east Pinal County?
- Does Scenario A include Phoenix to Tucson commuter rail?
- Is Pinal County "north/south" new freeway corridor included in Scenario A?
- Is the quantity of transit centers/stations enough for estimated population growth?
- Any planned improvements to state routes?
- Should we consider east/west transit corridors (most are north/south)?
- Pinal County has lots of private development already zoned. How do you switch now?
- Does this study coordinate with Hidden Valley, MAG, and PAG studies?
- Is there a process to identify funding sources?
- Does BQAZ contract pursue funding sources?
- Will planning eventually be prioritized or program prioritization?
- Are there available tools to change to Scenario C?
- Is the casino on SR 77 taken into account?
- How does the Tucson bypass fit?
- Is there any accommodation for wildlife corridor, "trails plan"?
- Does BQAZ receive input from the counties?
- Are environmental/sensitive areas considered?
- Are comparable plans (RTP) considered?
- Is rail cost effective?
- Are all freeway corridors dumping into I-10?
- Is there consideration of taking I-8 into SR 179?
- Does Scenario B assume growth/population density?
  Does development and growth account for water resources, natural resources (copper)?

Next Steps

A final round of community workshops and focus groups will be held in *late spring 2009*. Additional information about this study can be obtained at www.BQAZ.gov.

Adjourn

The meetings adjourned at 6:00 p.m. and 8:00 p.m.

At the conclusion of the breakout session, participants were asked to complete a comment form providing their input on the scenarios. Accumulated feedback is provided below.

Community Workshops Input Form Summary

Regional Framework Study: Central **Location: Coolidge (Central Arizona College)**

Your input is important to the process. Please take a moment to provide us your thoughts. This information will be used feed into a statewide transportation planning framework. Thank you for your time.

Please provide your reactions to the three multimodal scenarios presented today. We want your reaction to both – *assumptions and scenarios.*

Scenario A – Personal Mobility

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Too vehicle focused.
2. Unrealistic. Residents will choke on growth.
3. Not forward thinking enough – i.e. allows us (as a state) to continue pretty much as is, without making a major commitment to public transit or addressing other vital needs such as water, and air quality.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. Too many roads. Will ruin the state, the environment and our quality of life.

Scenario B – Shared Mobility

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Better – probably more likely.
2. Flexibility needed in all scenarios.
3. Better than Scenario A but still suffers fro the same problem as Scenario A.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. Still too many roads and environmental damage.

Scenario C – Focused Growth

Question No. 1: What is your reaction to the assumptions used to craft this scenario?

1. Much more realistic given water resources, preservation of Arizona's quality of life, and protection of the environment
2. Growth as projected will demand higher density development making transit more feasible.
3. Good – but keep options flexible in case assumptions are too low or too high.
4. Probably beyond where Arizona is at now. Political will not in-place at this time.

Question No. 2: What is your reaction to the projects identified in the scenario?

1. Best option. Forces state to be realistic about water needs, air quality, a commitment to public transit, and alternative fuels. Has the best chance of preserving Arizona's scenic beauty, quality of life, and the reason why tourists visit.
2. We need to move in this direction.

Please let us know if ADOT and the project team should consider additional information as the project moves forward.

Question No. 1: What future issues do you foresee affecting future transportation planning in the state?

1. Water needs; Air quality; Environmental preservation; preservation of scenic beauty and rural land use – if we turn Arizona into nothing but highways, it will be ruined forever.
2. Hidden Valley portion of Pinal County should not have split from Central Arizona Framework.
3. Air pollution

Participants were instructed to submit their comments by the following methods prior to December 4, 2008:
Mail to **Rob Antoniak, HDR, 101 N. 1st Ave. Suite 1950, Phoenix, AZ 85003-1923**
Fax to **602.385.1620**
Email to **rob.antoniak@hdrinc.com**
Visit www.bqaz.gov and submit your comments by December 4, 2008

COMMUNITY WORKSHOP ATTENDEES

GLOBE - Central Arizona Community Workshop

First	Last	Affiliation	Address	City	State	Zip
Fernando	Shipley	City of Globe	150 N. Pine St.	Globe	AZ	85521
Stanley	Gibson		1001 E. Sycamore St.	Globe	AZ	85501
Blu	Leister	CAAG	1720 E. Ash St.	Globe	AZ	85501
Robert	Gould	Gila Co.	1400 E. Ash St.	Globe	AZ	85501
Vernon	James	SCATAI	PO Box 1000	Peridot	AZ	85542
Larry	Alderman		2369 N. Escudilla Dr.	Globe		
Jeremy	Burk	Freeport McMoran Copper - FMI	PO Box 4444	Claypool	AZ	85532
Gina	Paul	City of Globe	150 N. Pine St.	Globe	AZ	85501
Steve	Sanders	Gila Co.	1400 E. Ash St.	Globe	AZ	85501
Dale	Metz	Town of Miami	500 W. Sullivan St.	Miami	AZ	85539
Jerry	Barnes	ADOT				
Chuy	Canizales		500 W. Sullivan St.	Miami	AZ	85539
Maws	Ashkie		PO Box 4444	Claypool	AZ	85532
Shirley	Dawson			Globe	AZ	85501
Giao	Pham	City of Apache Junction		Apache Junction	AZ	
Mark	Shellenberger		9112 S. Ice House	Globe	AZ	85501
Fernando	Shipley	City of Globe	150 N. Pine St.	Globe	AZ	85521
Stanley	Gibson		1001 E. Sycamore St.	Globe	AZ	85501

GLOBE - Central Arizona Community Workshop

First	Last	Affiliation	Address	City	State	Zip
Hector	Conde	OVNC	11766 N. Robi Pl.	Tucson	AZ	
Alton	Bruce	City of Coolidge	130 W. Central	Coolidge	AZ	85228
Greg	Stanley	Pinal Co.	31 N. Pinal	Florence	AZ	85232
Ken	Buchanan	Pinal Co.	31 N. Pinal	Florence	AZ	85232
John	Windes	AGFD	555 N. Greasewood Rd.	Tucson	AZ	85745
Scott	Richardson	USFWS	201 N. Bonita #141	Tucson	AZ	85745
Gary	Eide	Town of Kearny	PO Box 639	Kearny	AZ	85237
Curtis	Brown			Gold Canyon		
Laura	Tebagui	Pinal Co.	PO Box 1641	Florence	AZ	85232
Norm	Deweaver		1223 E. Delano Dr.	Casa Grande	AZ	85222
Bob	Annarino		2200 E. River Rd.	Tucson	AZ	857181
Bill	Bridwell	Golden Touch	404 N. Marshall St.	Casa Grande	AZ	85222
George	Chasse	Casa Grande Mt. Ranch	5740 Via Los Ranchos	Paradise Valley	AZ	85253
Rachel	Trinder	Resident	10815 W. Ironwood Hills Dr.	Casa Grande	AZ	85294
Mark	Young	Queen Creek	22350 S. Ellsworth Dr.	Queen Creek	AZ	85242
Camero n	Macdonald		1223 S. Clearview Ave. #103	Mesa	AZ	85209
Cardon	Hiatt		1223 S. Clearview Ave. #103	Mesa	AZ	85209
Jerry	Witt	W. Holdings	1121 W. Warner Rd. #109	Tempe	AZ	85284
Evelyn	Casuga	APS	318 N. Marshall	Casa Grande	AZ	85222
Ann Dee	Johnson	AZ Office of Tourism	1110 W. Washington St. #155	Phoenix	AZ	85007
Duane Larson	James	Gila River Indian Community DOT	PO Box 97	Sacaton	AZ	85247
Ken	Davis	FHWA	4000 N. Central Ave. #1500	Phoenix	AZ	85012
Jay	Koesters	Parsons Brinckerhoff	101 S. Players Club Dr. 9202	Tucson	AZ	85745
Dick	Powell	City of Casa Grande	1000 N. Lehmberg	Casa Grande	AZ	85222
Bob	Flatley	City of Coolidge	130 W. Central	Coolidge	AZ	85228
Maxine	Brown	Resident	1075 S. Idaho Rd. #300	Apache Junction	AZ	85219
Doug	Hansen	Pinal Co.	31 N. Pinal	Florence	AZ	85232

First	Last	Affiliation	Address	City	State	Zip
Darrell	Wilson	CMX Engineering	7740 N. 16th St.	Phoenix	AZ	85020
		Sholand Properties	PO Box 3886	Arizona City	AZ	85223
Paul	Tober	City of Casa Grande	3181 N. Lear Ave	Casa Grande	AZ	85222
Bob	Jackson	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
Olivia	Guerrero	Pinal-Gila Council for Senior Citizens	8969 W. McCartney Rd.	Casa Grande	AZ	85294
Tom	Dettering	FHWA				
Reza	Karimuand	ADOT	1022 S. 2nd Ave.	Tucson	AZ	85713
Maryanne	Kunriega	Rose Law Group	6613 N. Scottsdale Rd.	Scottsdale	AZ	85250
Mark	Thompson	Town of Florence	PO Box 2670	Florence	AZ	85232
Bill	Collings		314 E. 8th St.	Casa Grande	AZ	85222
Berwyn	Wilbrink	Jacobs Engineering	875 W. Elliot Rd. #201	Tempe	AZ	85284
Wes	Stolsek	Village of Catalina	4200 E. Hawser	Tucson	AZ	85739
Brent	Moser	Grubb & Ellis	2375 E. Camelback Rd. #300	Phoenix	AZ	85016
Gary and Mary Ann	Fransen	Resident	1233 Padre Kino Lane	Coolidge	AZ	85228

Event Evaluation – Globe Community Workshop

Regional Framework Study: Central Date/Location: November 12, 2008 Globe, AZ

Below is a summary of the *5* comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

Criteria	N/A	1	2	3	4	Comments
Topic					*2*	
Understandability of Materials/Handouts			*2*	*2*	*1*	No large maps of Eastern Arizona
Understandability of Presentation(s)			*1*	*3*	*1*	
Group Size			*1*	*2*	*2*	
Meeting Facilities			*1*	*2*	*2*	
Length of Meeting			*1*	*2*	*2*	
Facilitators			*1*	*1*	*3*	

What did you like most about your participation in this Event? *Your willingness to listen; Small group; Great to have an opportunity to share ideas and concerns; More detail-example plans for improving Highway 60; The facilitators seem to listen and understand.*

What did you dislike or what would you change? Breakout session with chairs and large presentation board; The focus is on urban growth; This is a very noisy room, even without people trying to make noise.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes _5_ No _0_ Why? *Use of local community, TV/cable channels; This is a good way to get input from communities because it offers a variety of people a chance to give input.*

Please provide us any other comments to assist in improving this process or project.
Meeting with tribal reps.

Event Evaluation – Coolidge Community Workshop

Regional Framework Study: Central Date/Location: November 13, 2008 Coolidge, AZ

Below is a summary of the *9* comment forms received by the project team for this event.

- SUMMARY -

Please check the one that applies. 1 = Low; 4 = High

Criteria	N/A	1	2	3	4	Comments
Topic					*7*	Very important
Understandability of Materials/Handouts			*1*	*1*	*6*	Need to compare/show differences among scenarios
Understandability of Presentation(s)				*2*	*7*	Sometimes to vague
Group Size				*2*	*7*	
Meeting Facilities					*9*	
Length of Meeting				*3*	*6*	
Facilitators				*2*	*7*	

What did you like most about your participation in this Event? *Ability to provide input; Individuals available to answer questions; Open environment, all ideas listened to; Very open to all comments and suggestions; Varied opportunities for input; Ability for open discussion with diverse group; Comments by others; one-on-one, in-person discussions.*

What did you dislike or what would you change? Show differences among scenarios; I would like to see an overlay of Scenario A, B, and C.

Should this type of event continue to be used in the future to educate the public and receive input from the community? Yes _*8*_ No _*0*_ Why? *Person to person interaction; You need all the input to make sure public has a "buy in"; Public needs to be aware and encouraged to input ideas; Gets buy-in at the local level;* It's our future. People need to know and have ongoing ability to comment.

Please provide us any other comments to assist in improving this process or project.
Arizona Game and Fish Department would like to have greater input to the study – There should be a technical advisory team or agency input group – We have an M.O.U. with ADOT but don't seem to have a "seat at the table"; Greater public dissemination of info regarding project and meetings – I found out by chance initially.

Pre-workshop Outreach/Invitations

Below is a representation of the personal invitations and/or contacts that was made in the Central Arizona Framework Study area in the weeks prior to the Community Workshops:

BQAZ Nov. 2008 Workshops - Outreach	
City/Town	**Intergovernmental Contact, Municipal Personnel**
BLM/Ironwood Nat'l Mon	Acting District Manager
Catalina Village	Council
City of Apache Junction	Council, Assistant Manager, City Manager, Community Relations Manager
City of Casa Grande	Mayor, Council
City of Coolidge	Economic Development Director, Clerk, Manager, Public Works Director, Building Official, Police Chief, Fire Chief, Community Services Director, Planner, Mayor, Council
City of Eloy	Mayor and Council
City of Globe	Fire Chief, Police Chief, Public Works Director, City Clerk, City Manager, Mayor
Gila County	Board of Supervisors, Chief Building Official, Deputy Manager, Chief Deputy Clerk of the Board, Director/Planning Manager, County Manager, Engineering Services, Public Works Director
Pima County	Board of Supervisors, Public Works Directors, Administrator, Department of Transportation
Pinal County	County Engineer/Public Works, Public Information, Airport Economic Development, Assistant County Manager, Manager/Clerk of the Board
Town of Florence	City Council, Town Manager, Town Clerk, Planning Director, Public Works/Engineer
Town of Kearny	Town Manager
Town of Mammoth	Vice-Mayor, Mayor, Planning & Zoning Commission Chairperson, Clerk / Finance Director
Town of Marana	Marana Unified School District, Utilities Director, Public Works Director, City Council, Mayor, Deputy Manager, Vice-Mayor, Engineer, Planning Director, Operations, Town Manager, Chief of Police, Town Clerk, Director of Community Development, Airport Manager
Town of Miami	City Council, Mayor, City Manager / Clerk, Deputy Clerk
Town of Oro Valley	Engineer, City Manager, City Clerk, Assistant Manager
Town of Queen Creek	Mayor, Vice-Mayor, City Council, Town Manager, Community, Development Director
Town of Superior	Town Manager
Town of Winkelman	Town Clerk
School District	**School Principal**
Gila County Regional School District	BijaGozhone Center

Gila County Regional School District	Globe Education Center
Globe Unified District	Copper Rim Elementary School
Globe Unified District	Globe High School
Globe Unified District	High Desert Middle School
Hayden-Winkelman Unified District	Hayden High School
Hayden-Winkelman Unified District	Leonor Hambly Middle School
Hayden-Winkelman Unified District	Winkelman Intermediate School
Hayden-Winkelman Unified District	Winkelman Primary School
Miami Unified District	Las Lomas Elementary School
Miami Unified District	Lee Kornegay Middle School
Miami Unified District	Miami High School
Higley Unified School District	Cortina Elementary
Queen Creek Unified District	Frances Brandon-Pickett Elementary
Queen Creek Unified District	Jack Barnes Elementary School
Queen Creek Unified District	Queen Creek Elementary School
Queen Creek Unified District	Queen Creek High School
Queen Creek Unified District	Queen Creek Middle School
Amphitheater Unified District	Canyon Del Oro High School
Marana Unified District	A. C. E.
Marana Unified District	Marana Distance Learning
Marana Unified District	Marana High School
Marana Unified District	Marana Middle School
Marana Unified District	Marjorie W Estes Elementary School
Marana Unified District	Roadrunner Elementary School
Casa Grande Elementary District	Cactus Middle School
Casa Grande Elementary District	Casa Grande Middle School
Casa Grande Elementary District	Cholla Elementary School
Casa Grande Elementary District	Cottonwood Elementary School
Casa Grande Elementary District	Desert Willow Elementary School
Casa Grande Elementary District	Evergreen Elementary School
Casa Grande Elementary District	Ironwood School
Casa Grande Elementary District	McCartney Ranch Elementary School
Casa Grande Elementary District	Mesquite Elementary School
Casa Grande Elementary District	Palo Verde School
Casa Grande Elementary District	Saguaro Elementary School
Casa Grande Elementary District	Villago Middle School
Casa Grande Union High School District	Casa Grande Union High School
Casa Grande Union High School District	Desert Winds High School
Central Arizona Valley Institute of Technology	CAVIT - Central Arizona Valley Institute of Technology
Coolidge Unified District	Coolidge High School
Coolidge Unified District	Heartland Ranch Elementary School
Coolidge Unified District	HoHoKam Elementary School
Coolidge Unified District	Mountain Vista Elementary School
Coolidge Unified District	San Tan Foothills High School
Coolidge Unified District	San Tan Heights Elementary
Coolidge Unified District	West Elementary School
Eloy Elementary District	Curiel Annex School
Eloy Elementary District	Curiel School
Eloy Elementary District	Eloy Intermediate School
Eloy Elementary District	Eloy Junior High School
Florence Unified School District	Anthem Elementary School
Florence Unified School District	Circle Cross Ranch K8 School

Florence Unified School District	Copper Basin
Florence Unified School District	Florence K-8
J O Combs Unified School District	Ellsworth Elementary School
J O Combs Unified School District	J. O. Combs Middle School
J O Combs Unified School District	Jack Harmon Elementary School
J O Combs Unified School District	Kathryn Sue Simonton Elementary
J O Combs Unified School District	Ranch Elementary School
Mammoth-San Manuel Unified District	Avenue B School
Mammoth-San Manuel Unified District	First Avenue Elementary School
Mammoth-San Manuel Unified District	Mammoth Elementary School
Mammoth-San Manuel Unified District	San Manual Jr. High School
Mammoth-San Manuel Unified District	San Manuel High School
Mary C O'Brien Accommodation District	Mary C O'Brien Elementary School
Mary C O'Brien Accommodation District	Mary C O'Brien Elementary School
Mary C O'Brien Accommodation District	Villa Oasis Interscholastic Center For Education (voice)
Oracle Elementary District	Mountain Vista School
Oracle Elementary District	Oracle Ridge School
Picacho Elementary District	Picacho School
Pinal County Special Education Program	Pinal County Special Ed Prog
Ray Unified District	Ray Elementary School
Ray Unified District	Ray High School
Ray Unified District	Ray Primary School
Red Rock Elementary District	Red Rock Elementary School
Sacaton Elementary District	Sacaton Elementary
Sacaton Elementary District	Sacaton Middle School
Santa Cruz Valley Union High School District	Santa Cruz Valley Union High School
Stanfield Elementary District	Stanfield Elementary School
Superior Unified School District	John F Kennedy School
Superior Unified School District	Superior Junior High School
Superior Unified School District	Superior Senior High School
Toltec Elementary District	Toltec Elementary School
Toltec Elementary District	Toltec Middle School
Charter School	**Contact**
Benjamin Franklin Charter School - Queen Creek	Principal
Patriot Academy	Principal
Destiny School	Principal
Liberty High School	Principal
Academy of Excellence - Central Arizona	Principal
Akimel O'Otham Pee Posh (K-2)	Principal
Akimel O'Otham Pee Posh (3rd & 4th)	Principal
Eduprize School	Principal
Pinnacle High School - Casa Grande	Principal
PPEP TEC - Alice S. Paul Learning Center	Principal
Sierra Oaks School	Principal
Vechij Himdag MashchamakuD	Principal
School District	**Contact**
Gila County Regional School District	Superintendent

Globe Unified District	Superintendent
Hayden-Winkelman Unified District	Superintendent
Miami Unified District	Superintendent
Queen Creek Unified District	Superintendent
Marana Unified District	Superintendent
Casa Grande Elementary District	Superintendent
Casa Grande Union High School District	Superintendent
Central Arizona Valley Institute of Technology	Superintendent
Cobre Valley Institute of Technology District	Superintendent
Coolidge Unified District	Superintendent
Eloy Elementary District	Superintendent
Florence Unified School District	Superintendent
J O Combs Unified School District	Superintendent
Mammoth-San Manuel Unified District	Superintendent
Maricopa Unified School District	Superintendent
Oracle Elementary District	Superintendent
Picacho Elementary District	Superintendent
Pinal County Special Education Program	Superintendent
Ray Unified District	Superintendent
Red Rock Elementary District	Superintendent
Sacaton Elementary District	Superintendent
Santa Cruz Valley Union High School District	Superintendent
Stanfield Elementary District	Superintendent
Superior Unified School District	Superintendent
Toltec Elementary District	Superintendent
Gila County Regional School District	Superintendent
Globe Unified District	Superintendent
Hayden-Winkelman Unified District	Superintendent
Miami Unified District	Superintendent
Queen Creek Unified District	Superintendent
Marana Unified District	Superintendent
Casa Grande Elementary District	Superintendent
Casa Grande Union High School District	Superintendent
Central Arizona Valley Institute of Technology	Superintendent
Cobre Valley Institute of Technology District	Superintendent
Coolidge Unified District	Superintendent
Eloy Elementary District	Superintendent
Florence Unified School District	Superintendent
J O Combs Unified School District	Superintendent
Mammoth-San Manuel Unified District	Superintendent

School district outreach – Sent home to parents	
School District	**Number of Fliers**
Gila County Regional School District	439
Globe Unified District	1287
Hayden-Winkelman Unified District	450
Miami Unified District	1495
Casa Grande Elementary District	7898
Eloy Elementary District	365
Florence Unified School District	100
Mammoth-San Manuel Unified District	560
Oracle Elementary District	535
Picacho Elementary District	224
Ray Unified District	580
Sacaton Elementary District	500
Santa Cruz Valley Union High School District	500
Stanfield Elementary District	746
Superior Unified School District	400
Toltec Elementary District	1538
Queen Creek Unified District	2888
Coolidge Unified School District #21	4350
TOTAL	**24,855**

Appendix

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV
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COMMISSIONERS
CHAIRMAN, WILLIAM H. MCLEAN, GOLD CANYON
BOB HERNBRODE, TUCSON
JENNIFER L. MARTIN, PHOENIX
ROBERT R. WOODHOUSE, ROLL
NORMAN W. FREEMAN, CHINO VALLEY
DIRECTOR
LARRY D. VOYLES
DEPUTY DIRECTOR
VACANT
CHIEF OF STAFF
GARY R. HOVATTER

December 8, 2008

Mr. Rob Antoniak
HDR, 101 N. 1st Ave. Suite 1950
Phoenix, AZ 85003-1923

Re: BQAZ Central Arizona Planning Framework Alternatives

Dear Mr. Antoniak:

The Arizona Game and Fish Department (Department) is charged with managing wildlife resources, which are held in public trust by the State for the benefit of all citizens. A large part of our mission is dedicated to the aggressive conservation, enhancement, and restoration of these resources for the enjoyment, appreciation, and use by present and future generations.

Department staff attended the public outreach meeting and provided you comments on the various alternatives for the Central Arizona Framework. This letter follows up that meeting as an addendum and clarification of our comments. The Department appreciates the opportunity to comment on the alternatives at a public workshop but would prefer closer coordination with ADOT, our sister agency. We ask that ADOT meet with us on each framework individually to discuss the extensive impacts each framework may have on wildlife. Strategies to avoid, minimize, and mitigate losses to wildlife resources should be discussed at the earliest stage possible.

The Arizona Game and Fish Department supports the Focused Growth philosophy best represented by Scenario C in the Central Arizona Framework study with some caveats. In this scenario most growth is focused into the western part of the study area. This area is already highly modified from the natural state by development, infrastructure, and agriculture, and therefore holds the least value for wildlife. The most valuable areas are the large contiguous blocks of less disturbed habitat in the eastern part of the study area where recreation and tourism have been identified as playing a vital economic role by Pinal County.

The Department cannot support either Scenarios A or B. If Scenario C is "Focused Growth" then A and B depict "Dispersed Growth" which could equally be called "Planned Sprawl". Both Scenarios A and B seem to place the eastern boundary of growth along a future "principal arterial" roadway on the existing alignment of the Willow Springs and Barkerville roads and extending north to Highway 60. Several new parkways and improved highways enter this area from the west, terminating in what is now largely unfragmented wildlife habitat. When our staff inquired about the depiction of the convergence of not less than six highways at the current junction of Florence Kelvin Highway and Barkerville Road (an area currently sparsely inhabited)

we were told that this was due to the area being "highly developable" due to its gentle terrain. This is an inadequate explanation for planning these roadways. This area is only highly developable if development is subsidized and encouraged through infrastructure that is planned for it. The Department suggests that the existing alignment of highway 79 be the working boundary for 2050 urban growth in the Central Arizona Framework, similar to what is depicted in Scenario C (Focused Growth) and that roadway improvements be limited to the existing footprint east of 79.

The Department finds fault with the assumption that an increased focus on transit mobility will reduce the need for personal mobility. At the public outreach meetings our staff were told that I-10 would have fewer lanes in the Focused Growth alternative than in the Personal Vehicle Mobility alternative. This should not be the case. ADOT should plan for an increase in both pubic transit and personal mobility options in the Focused Growth scenario. This increase in capacity should occur within the footprint of ***existing*** infrastructure. The Department supports a plan which maximizes the capacity of I-10 over any alternative which increases capacity outside the existing footprint i.e. the "I-10 Bypass" concept. New roadways create new barriers to wildlife, increase direct mortality to wildlife, and act as a catalyst for urban sprawl which results in further habitat loss and degradation. By building in the existing footprint and focusing growth in previously disturbed areas, impacts to wildlife are minimized.

The Department has identified over seventy threats to our wildlife and habitat in the Arizona Wildlife Action Plan. Habitat loss and fragmentation associated with urban sprawl and transportation infrastructure present the greatest threat to the continued viability of many of Arizona's wildlife populations.

ADOT is in a unique position to direct growth in Arizona and should take a leadership role in this respect. Where transportation infrastructure goes, urban development is likely to follow. As a state with an economy that is heavily dependent on recreation and tourism dollars, and with over two thirds of Arizona's citizens ranking outdoor experiences, scenic beauty, and wildlife as very important to their quality of life, active planning for smart, focused growth is therefore of utmost importance to the people of this state.

The Central Arizona Framework is centered around eastern Pinal County. Pinal County residents and stakeholders ranked maintenance of open space and wildlife habitat as their number one priority in planning for growth in recent surveys associated with the County's comprehensive plan. Clearly active planning for smart, focused growth is also of utmost importance to Arizonans most affected by the Central Arizona Framework.

8 December 2008 Page 3

Sincerely,

John Windes
Wildlife Habitat Specialist III, Region V

cc: Laura Canaca, Project Evaluation Supervisor
Joan Scott, Habitat Program Manager Region V
Diane Kresich, State and Regional Planner, ADOT

Globe: 11/12/08

Coolidge: 11/13/08

Meeting notes produced by:
Rob Antoniak
HDR/S.R. Beard and Associates
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101 North 1st Ave, Suite 1950
Phoenix, AZ 85003

Common Interest Workshop Notes – March, 2009

MEETING SUMMARY NOTES

Date Produced:	February 27, 2009
Meeting:	Tribal Communities Common Interest Group Workshop
Date:	February 26, 2009; 7:30 AM – 11 AM
Location:	Radisson Phoenix City Center; 3600 N. 2nd Avenue, Phoenix
Purpose:	Gather input from tribal communities on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

Jennifer Toth, ADOT Project Manager called the meeting together at approximately 8:30 a.m. and thanked the participants for attending. Don Sneed, ADOT Tribal Liason, Kenneth Poocha, Arizona Commission of Indian Affairs, followed Jennifer's introduction with opening remarks. A presentation was given by the project's Planning Management Consultant John McNamara.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussions

Following the presentation the participants were asked to divide into three small groups to discuss the three scenarios. John McNamara; Dianne Kresich (ADOT); and Peggy Fiandaca (Public Involvement Management Consultant) lead the groups in their discussions. The following is a summary of all three small group discussions.

Scenario A:

Group 1

- There is a shift in Arizona towards transit, but we will always need personal vehicle mobility in Arizona. A lot of new population in Arizona will be used to transit.
- Parker, AZ will always rely on personal mobility. How will I-10 connect to I-40? There is a problem with truckers using roads in CRIT to avoid checkpoints. Transportation issues in Arizona are not unlike those in California, on the other side of the Colorado River.
- There needs to be communication with tribes from Arizona and surrounding states and involvement from them early in the process.
- Arizona cities and towns were not prepared for the population growth over the past few decades creating a strain on existing roads. This makes it difficult to accommodate the large population today. We need to be prepared for the expected growth.
- There have been discussions of creating a Tribal COG.

- Maricopa County does not consider the impact of its decisions on the GRIC. It increase the speed limit on 51st Avenue without taking into consideration the impact on the community.
- There is no tax base on reservation lands. Transportation funding needs to come from other sources.
- This study shouldn't commit the State of Arizona to extend SR 77 past where it currently ends. It cannot be called a State Route on tribal land.
- Piñon should be shown on the map because it is developing as a commercial center.
- The BIA has lower standards for construction of roads, which should be taken into consideration before ADOT takes over a BIA road.
- Tribal communities may not want to developed/improved roadways on their land. Improved roadways will create higher traffic volumes and development. Simply showing these roads on a map may upset some communities. Affected communities should be able to make the decision on these roads.
- Usery Pass Road is not shown. It gets traffic from East Mesa to SR 87 and is an existing corridor.
- SR 87 between Payson and Winslow is a major commuter route for tribal members.
- SCAT is expecting increases in traffic on US 70 because of improvements on US 60. There is a rail study from Globe to the Apache Gold Casino. SCAT wants a partnership with ADOT.
- There is a tiered transportation structure in Arizona: state, county, local. Maricopa County has a different role than other counties – it maintains the 51st Avenue-Beltline-Riggs Road alignment.

Group 2

- Scenario A is an "environmental disaster". More roads will lead to larger impacts to the environment.
- Planning that has occurred in the past has not worked. It wasn't prepared for the amount of growth. Effects of that planning has lead to high pollution, erosion and damage to riparian areas.
- People want their own cars to expand the way they do business.
- More efficient vehicles would help Scenario A. Cleaner vehicles may change the impacts. SUV's are a problem. Why hasn't our mindset changed from big vehicles and single occupants.
- When shoulders were built on some of these roads, drainage was not taken into account. This leads to erosion and oil leaking into the riparian areas.
- This scenario doesn't account for what is happening with the global climate change. Lifestyles need to change mostly in urban areas, rural areas rely on roads.

- What about different types of vehicles? If we make smarter vehicles, we can leave less of a footprint.
- Why are there so many bus lines in northeast Arizona? The community wanted it. It is understood that this means more money.
- Need funding to sustain the public transit investments.
- Hazardous material transportation should be considered. This poses big potential for a disaster. Where would a route go that would allow for such hazardous material transportation?
- Arizona should participate in the NAFTA Train Line that crosses Arizona east to west.
- Would like to see enhanced technology to use Scenario A.

Group 3

- Why was the road from Globe to Payson not recommended to be widened?
- Were environmental impacts considered when developing the scenarios?
- Why was SR 188 not improved or included in this scenario?
- What is the driving factor for improvements in the Tohono O'odham tribal area along SR 86?
- Was an I-17 alternative route considered for Scenario A and if so where would the alignment be?
- SR 87 is an artery to get out of the megapolitan area.
- What is happening in the Chino Valley area to justify all the new roads (several master plans)?
- Why are there no proposed improvements to SR 99 and SR 87?
- Is the proposed expressway near Flagstaff on the south side or the north side of the mountain?
- Development between Camp Verde and Cottonwood.
- SR 347 can potentially become a parkway.
- Look for more conductivity to Casa Grande and relievers for I-10.
- Are you looking to make Hunt Highway an east – west connector? GRIC are conducting their SATS and would like to see it on maps for Scenario A.
- Scenario A makes sense in regards to the area personally traveled by the tribes. The sheer number of people that travel in the future on Arizona roads is difficult to comprehend. For Northeast Arizona A makes sense.

Scenario B:
Group 1

- The railroad station is active in Parker. They disregard the noise ordinance and park trains on across roads. This causes traffic issues. There needs to be grade separated crossings with passenger rails.
- It would be logical to include CalTrans in this study.
- Bouse, Poston and other small communities are growing and need to be dealt with. Need a transition on the California side. The port of entry needs to be moved.
- An interstate planning effort between Arizona and California is needed.
- Pinta will not be a commercial center; the casino is going to Twin Arrows. Transit should be shown in Sanders since it will become a new commercial area.
- Transit needs to tie into airports.
- There is a different perspective in urban areas (MAG) because of the greater level of transit.
- There is an effort under way between Navajo, Hopi and Sun Country Transit.
- GRIC is a member of MAG and is also considering joining CAAG.
- The Colorado River is somewhat used for transit. This type of transportation needs to be considered.
- The connection for rail on the GRIC is north of SR 87. How does GRIC benefit from transit? A new hospital is planned at Price and Loop 202, which will generate need for transit.
- A medical facility is planned for Red Mesa on the Navajo Nation. How do we get people to terminal sites? A feeder system is needed.

Group 2

- There needs to be a bus route through Page, Fredonia, and Kanab. People travel to Page for services.
- What is the impact on the environment to construct roads vs. transit (platforms, concrete, etc.).
- There is more attention towards tribal areas in Scenario B.
- There is a lack of north-south train routes.
- There needs to be access transit stops in tribal areas.
- Is there a difference between an express bus and an intercity bus?
- Priority indicated for paving a road between Hopi and Black Mesa. This road is shown on the map as a new road.
- Concern that tribal voice is not heard through COG/MPOs. Are MAG and PAG coordinating with tribes? Is there a tribal process to be heard at MAG

and PAG? Their process does not negate our process. Is NACOG doing something?

- There needs to be all weather roads for medical transport.
- The facilitator described a difference between Scenarios A and B was some freeways were downgraded to parkways. This improves transit and helps with transport, for example, fewer freeway miles.

Group 3

- Chandler South Corridor along SR 87 for passenger rail is needed.
- Tempe South along SR 347 for passenger rail is needed.
- Coolidge current sunset route for passenger rail is needed.
- Expand transit service in Navajo Nation. Who would be responsible for maintenance and operation?
- Transit through GRIC to Casa Grande is needed. GRIC is looking to have a transit study of their own and would like to connect with the two studies currently underway being conducted by MAG and Metro.
- Bus Rapid transit along SR 347 is needed.
- Bus Rapid transit along I-10 to Casa Grande is needed.
- How were local transit needs and areas identified on the Navajo Nation?
- Route 12 is a very hazardous route and in need of improvement.

Scenario C:

Group 1

- There is a conflict between smart growth and culture on reservations. Families want to live together. This makes it more difficult to predict where growth will be.
- Smart growth is based on economic development but tribes want to maintain their culture.
- There is still a feeling in GRIC that ADOT did not keep promises made when I-10 was first planned. Issues need to be resolved from initial promises that were never followed through with.
- Water supply will dictate development. Availability of water needs to be incorporated into planning for the long range plan.
- Green connectivity needs to be a part of transportation planning. Animals and ecosystems need to be connected.
- Highways were not built to benefit Indian communities; they disrupt ancient trails. ADOT needs to maintain contact with the community to see how things are going. Smart growth needs to take Indian needs into account. Highways can bisect tribal communities.
- Roads need to follow trails in the Navajo area.

Group 2

- Keep more open space.
- Scenario C has more emphasis on biking and walking. There is a large interest in biking and walking.
- There is a lot of change that would need to happen to make Scenario C a reality.
- This scenario seems unrealistic, but it would benefit the environment and communities most.
- Policies would need to change to make this scenario a reality. Communities would need to be smaller. Schools would need to build smaller campuses. These smaller communities would need to begin at a local level not a state level.
- Expand the bus services beyond community boundaries.
- Focused growth is how tribal communities work now, more roads encourage sprawl.
- Maintenance of roads is important.
- Weather in Arizona makes many roads impassible four months out of the year.
- Kaibab is considering buying golf carts for its community because they are more environmentally friendly.
- Many changes in policy and legislation need to occur for this scenario to become a reality and to protect our future.

- Soverign nation discussions need unilateral implementation.
- Growing Smarter Planning Grant (AZ Commerce) applies to tribes in order for them to get funds.
- Convenience is key for transit to work.
- There is a concern of environmental impacts of rail construction.

Group 3

- Does this scenario take airports into consideration?
- Water impacts need to be considered.
- What is the funding mechanism for the different scenarios?
- Has the planning process taken the lack of water or water availability into consideration?
- Safety improvements along State Routes on tribal lands should be considered in all scenarios.

Closing Comments:

Group 1

- ADOT needs to contact tribes to see what their priorities are. Every tribe is different. Do not assume that staff members will convey information to the tribal council.
- Need to maintain continuity throughout the state.
- GRIC will be the green belt for the urban area. The counties also need to be involved in the studies.
- Open to partnering to discuss wildlife connectivity
- Growth in traffic puts pressure on community roads. The problem is determining what roads to develop.
- The lack of green connectivity in the plans is a serious omission. Arizona Game and Fish wants to work with the reservations.
- Residents of reservations still collect native plants such as acorns and piñons along roadways. There is concern about the effects of weed spraying.
- More partnering efforts are needed.
- Water will impact how growth occurs. This needs to be planned for in the long range plan.
- Tribes want to preserve their identity.

Group 3

- Scenario A serves the Navajo Nation well.
- Scenario C may be better because as costs increase in the future we may all rely more on transit.
- Scenario C is better because of transit needs.
- The tribal nations want to be heard.
- Growth impacting the Gila River area requires improvements to SR 347, I-10 and transit. GRIC is a major employer for the East Valley.
- Navajo routes being included in the process are good.
- Navajo Nation should be focused on and concentrated on throughout the process.
- Peach Springs connectivity to Diamond Bar Road is important, and roads of regional significance to the tribes should be considered.

Additional comment received after workshop:

See the attached comment on page 11.

Meeting summary notes prepared by Amy Rosar, KDA Creative amy@kdacreative.com

Workshop Attendance
February 26, 2009
Radisson Phoenix City Center

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Amy Lattimer	Governor's Office of Highway Safety	alattimer@azgohs.gov	602-255-3216
Keith Batsuie	City of Maricopa	betsuie@maricopa-az.gov	520-316-6937
Joe Solarez	Gila River Indian Community	Jose.solarez@gric.nsn.us	520-562-9691
Robert Black	Navajo Nation	Robert_rkbj@yahoo.com	928-672-2910

March 4, 2009

P.O. Box 590
Overgaard, Arizona 85933

Mr. Bill Peterson
ADOT CCP
206 South 17th Avenue
MD 118A
Phoenix, Arizona 85007

Mr. Peterson,

Finally!

Enclosed is my paper addressing the ADOT Statewide Transportation Initiative. I hope it will be helpful in the initiative process.

I intended to include maps showing many of the specific suggestions therein. However, I have encountered multiple setbacks in that effort! I fought one last time to achieve this goal, and the last straw ended it. I was figuring out the program a little at a time, and think I finally had it, when I saw the copyright note in my topographical atlas that precluded any duplication of the maps. As I was using them as the background for my changes, I realized I couldn't continue. Much time has been spent on them and that is the main reason the project wasn't finished three weeks ago. I do have maps that I prepared for the Navajo County Comprehensive Plan - most of them using the Plan maps for background without complaint, but I just don't think I should include them without the newer ones.

Funny thing though, had I finished sooner, some of my comments would not have been included because of current events and experiences occurring in recent times.

Thank you for your support in my self-imposed goal to produce somewhat comprehensive observations and suggestions toward choosing our transportation future.

Sincerely,

Itasca Courtney Small

Itasca Courtney Small

Suggestions for the Arizona Department of Transportation Statewide Transportation Initiative

Itasca Courtney Small

P.O. Box 590, Overgaard, Arizona 85933

1-928-434-1515

TABLE OF CONTENTS

1.0 Introduction....1

1.1 ADOT Travel Time and Traffic Flow Projections and Proposed Solutions....1
1.2 Arizonans need to ask "Why?" denser urban centers....1
1.3 Renewable energy....2
1.4 Cutting edge technologies are not pie-in-the-sky: No NYCW!....2
1.4.1 "Metro" light rail....2
1.4.2 Free choice: "personal vehicle", plus....2
1.5 Desire to resist urbanization....2
1.6 Government-owned lands restrict and control growth....3
1.7 Resurrect freedom of opportunity....3

2.0 Overview....3

2.1 Existing commitments....3
2.2 Free, natural, psychological metamorphosis - w/ a reined government....3
2.3-2.5 New technologies....4
2.6 Infrastructure and growth....4
2.7 Navajo County and ripple effects....4

3.0 Light Rail! Or Not?....4

4.0 The Alternative?....5

4.1 Affects of real transportation change and: No New York City West!....5
4.2 Logistics....5
4.3 Additional positive affects....6
4.4 Larger regional possibilities....6
4.4.1 Arizona part of integrated interstate system....6
4.4.2 National transportation goals met....7
4.4.3 Arizona Economic Strength Projects enhanced....8
4.5 Re: property confiscation....8
4.6 Existing railway integration....9
4.7 Water scarcity; coal transport....9

5.0 What Is It?....9
NEW GENERATION MAGLEV (magnetic levitation transportation)

5.1 National Maglev Network....9
5.2 Why hasn't magnetic levitation been used here?....9
5.2.1 Current federally-funded projects....9
5.2.2 Ramp-up to meet goals - with rapid cost payback!....9
5.3 System versatility and possibilities....10
5.4 Coordinated with highway upgrades, especially for Phx/Tuc Megalopolis growth....10
5.5 Interstate and National Highway Systems relief and symbiosis....11
5.6 Positive aspects of Maglev....11
5.7 Even faster and simpler Maglev....11
5.8 Water transport by Maglev....11
5.9 WE CAN BUILD IT NOW (References)....12

TABLE OF CONTENTS, continued

6.0 Advanced Information Technology - IBM....12

7.0 Cutting Edge Power Generation....12
Mills' Theory - BlackLight Process producing thermal energy

7.1 Harnessed for electrical generation....13
7.2 Independent studies confirm; technology licensed to New Mexico, Electrical Coop....13
7.3 Widespread benefits foreseen....13
7.4 Partner with Maglev and existing electrified steel-on-steel-rail transportation....13
7.5 Possibility of application to battery-powered vehicles....13

8.0 Hydrogen Fuel Cell Automotive Technology....13
Overgaard, Arizona, resident has done it!

9.0 Further, Possible Route Improvements....14

9.1 National defense and international commerce goals - route enhancements....14
9.2 Other Greater Phoenix route observations....15
9.3 Other Greater Tucson route observations....15

10.0 Navajo County and Ripple Affects....15
Highlights and revision of 2003 contributions to County Comprehensive Plan

10.1 Roadways augmented by two-speed, hybrid Maglev systems....15
10.2 Upgrade Holbrook's "The Hub City" Municipal Airport to international status....15
10.2.1 - 10.2.2.5General positive affects....15&16
10.2.3 Light air freight/commuter airport near Apache Railway and Snowflake....17
10.2.4 Growth extending along I-40 and the BNRR to Joseph City and Winslow....17
10.2.5 Beyond to Flagstaff....17
10.2.6 And, to the Chino Valley Region....17
10.3 "Opportunity Triangle"....17
10.3.1 Air freight/commuter airport in 9.2.3....17
10.3.2 Railroads....17
10.4 Intracounty Maglev - Central to the Indian Reservations, North and South....18
10.5 Intercity bus service....18

11.0 Conclusion....18

SUGGESTIONS FOR THE STATE OF ARIZONA ADOT STATEWIDE TRANSPORTATION INITIATIVE

1.0 INTRODUCTION

This paper is submitted in answer to the invitation to Arizonans to submit comments and suggestions for the above-named initiative. Much of the proposed action would not only stimulate the economy as the end result, but would do so from inception.

1.1 Analysis of the ADOT Travel Time and Traffic Flow maps reveals a possible dire future. Unless Arizona (and the nation) looks beyond outdated transportation technologies of the 19th and 20th Centuries, we will rapidly become mired in a self-imposed stagnation echoing the European Dark Ages. The increased urban densities sought will achieve the current horrors of crime-ridden inner cities elsewhere in "civilization"!

As the nightmare scenario presented in the ADOT Media Kit, by the Time and Flow maps, begins to gain the attention of citizens travelling the roadways, people will begin to cry out for solutions. I applaud state efforts to alert/inform/educate and include Arizonans now, before we get there.

However, in perusing the rest of the Media Kit information, I am disappointed to see the main solutions being proposed:

1. Gather the people into urban areas; the goal denser and denser living conditions.
2. Ride bicycles.
3. Walk.
4. Use battery-powered electric vehicles that must be plugged into utility lines supplied by electricity generating plants. And, whose battery fabrication involves much energy usage, and resultant pollution.
5. Provide ultra low speed, light rail, steel wheel-on-steel rail trains - powered by utility lines supplied by electricity generating plants that pollute and/or create hazardous waste.

All being accommodations, not innovations.

1.2 Arizonans need to ask, "Why?" Why should we accept the necessity of abandoning the open spaces of our great state? The population is growing because of that space. People are fleeing the density of urban metropolitan areas and all the negative aspects thereof. Westward migration continues, as The American West is still largely wide, open spaces. We have a right to appreciate that space! Man was not created to emulate bees or ants! Those who crave freedom have voted with their feet by escaping human hives ever since God confounded language and scattered the conspiring rebels building the Tower of Babel!

When progress seems to have met an impasse, something new is on the horizon, by God's grace. Rather than declaring defeat, man must press on and discover the new direction waiting just ahead. It can only be grasped and harnessed if he extends his reach.

1.3 Wind and Solar power without major technological breakthroughs cannot supply "green" power to the nation! (Nanotech may revolutionize solar.) There is another possibility.

1.4 Cutting edge technologies are not pie-in-the-sky. Some are here now - two can be utilized to take us into the future, now. A third is apparently on the horizon. At least another is in the proof stage. That future does not include herding us like frightened sheep, into urban corridors - at our own expense! If we want to live there it's one thing, but to be forced by artificial limitations, into New York City West, is immoral and unconscionable.

1.4.1 A timely example is the new "Metro" light rail line in Greater Phoenix. I don't hear the Valley news regularly, but even so, I have already heard of a number of collisions between conventional traffic and the trains since the test runs began. How about spending tax monies on a collision-safe mode of mass transit? One that is much faster, with multi-station capabilities, that could truly move the people more efficiently, safer, and much lower cost?

Yes, Metro ridership has been higher than projections during the winter snowbird season, while the economy is being decimated by bad governmental policies and doom and gloom rhetoric, when the citizenry doesn't know what to expect from unwise energy restrictions, i.e. dependence on foreign oil and lack of oil refineries within Arizona. (And, "Cap and Trade", about to be passed by President Obama and the U. S. Congress, will only further feed the chaos by deliberately causing energy costs to "skyrocket" for the entire nation!)

However, history has shown that free of such artificial restrictive controls, Arizonans will return to the preferred freedom of exercising the right to travel as one chooses.

1.4.2 That choice will always be "personal vehicle", whenever possible. Besides the Valley weather, that's why we live in Arizona - freedom from smothering urban environments, excessive governmental rules and regulations, and freedom to exercise the natural desire to go where one wants - when one wants. Government should encourage such desires, not quash them. How about doing so with cutting edge technologies that work with or promote the right to travel freely?

1.5 Wouldn't it be fun to spread-out over the countryside with not only residences and service-related businesses, but with many types of commerce and home-based businesses and work-from-home jobs? Maybe make use of the original intent of geographical townships? Information technologies make it possible on one plane, while 21st Century transportation technologies make it possible on another.

The desire to own and drive personal vehicles can be sustained and nurtured, but with innovation. How about the positive aspects of raising children in suburbia and beyond? Bicycling and walking would be safer and more enjoyable.

1.6 But, I have had a real eye-opening experience while studying topographical maps of Arizona for this project. A picture is, indeed, worth a thousand declarations. It is apparent that governmentally-owned land severely restricts the directions of growth in the state. Attempts to reduce public use of those lands, further sets them apart for enshrinement - and sale to the highest foreign bidders - rather than opening up some of them for the people to spread out and improve their lives and our economic health.

A highly visible example is the Greater Phoenix and Tucson Area - soon to become a megalopolis. Occupation of the existing private lands, and necessary transportation modes are dictated by the terrain and by this governmental control of thousands of acres. (Thankfully, highways are built through these lands and not just through eminent domain-seized, private property.) The huge number of acres artificially limits growth and necessitates some of the density sought by the Growing Smarter crowd. Eastern states are not shackled by this huge landownership limitation. Hmm, and look at the density of their interstate highways compared to the West!

1.7 As much as possible, let's resurrect freedom of opportunity. Enhance the infrastructure with that goal in mind, and the pieces will fall together naturally. Then, "Government get out-of-the-way," and watch this state grow smart the American Way!

2.0 OVERVIEW

2.1 Not withstanding the preceding comments about new technology, I do recognize that there must be orderly acknowledgment of existing commitments, and where possible, those must be honored. However, we must not use tax monies to support past-centuries' technology where better choices are available. If that means "the people" must effect changes to existing commitments, then, we must find the way to do so.

2.2 Arizonans' psychology of personal vehicle-based transportation must metamorphose. However, government beating us over the head with enforced rising energy costs as promised by President Obama, will not change our mindset, nor should it. We may have to comply, but the result will fall short of the true potential. Reality is the engine of true progress. Government spends the people's money, and wields power, it does not create. In appropriate instances it facilitates. Reality is that a free populace creates!

Legitimate, new technology that has heretofore been ignored or rejected will eventually gain notoriety and be welcomed. The key is to seek the new, before wasting tax monies on the old, and on that which can not yet be applied to mass usage. When nanotech solar power is feasible, that may change, but it and wind power on mass scales are pie-in-the-sky at this point. (I live where I have to use solar power with a back-up LP generator. It is wonderful for individual households, but is prohibitively expensive and I am in debt for it. It is not well-suited for mass energy supply. See 21st Century Science & Technology, Summer 2003, All You Need to Know to Prove The Renewable Energy Economy Is a Hoax, Greg Murphy; Book Review of The Solar Fraud: Why Solar Energy Won't Run the World,

Howard C. Hayden, 2001)

The people must be informed of all the possibilities when taxes will be used, and where eminent domain will take private property. (Remember the Moreland Corridor!) Given a better choice, the voters would have turned down the multibillion dollar light rail projects!

2.3 IBM is now advertising a breakthrough information technology system called "Petaflop" (sp.?), and traffic information systems.

2.4 Certain revolutionary, cutting edge, energy production technology is being proven now. It can be applied to mass transit modes in the near future, if it works as advertised.

2.5 Hydrogen/gasoline fuel cell technology is here, and an Arizona man has developed it!

2.6 Comments and suggestions are presented relative to specific area and corridor, transportation infrastructure and growth.

2.7 Navajo County focus, with ripple effects to the rest of the north central and central regions.

3.0 LIGHT RAIL! OR NOT?

3.1 Light rail is not new. It is an expensive, collision-prone, polluting - by production of the electrical power, high maintenance, obsolete technology that, along with HSR, should be rejected rather than embraced as if it is new and wonderful. They are apparently still being promoted to eke out every drop of life from traditional steel-on-steel-rail technology.

Railroads opened the West and connected the continent, serving us well for over a century. However, spending 1.4 billion taxpayer dollars for twenty miles of the same old snailrail with new, $3,000,000., catenary-electrified, lighter-than-normal, steel wheel rolling stock, averaging twenty-two miles per hour over a steel-on-steel railroad track is simply miring Arizonans in the mud of centuries past. Regression must result in stagnation.

3.2 Obviously, looking toward 2050, in view of the Time and Flow maps for the Phoenix/Tucson Megalopolis, something must be done soon to reduce existing congestion and prepare for exponential increase. Precious tax dollars, time, and opportunity have been lost on light rail, but twenty miles of it are locked in for the immediate future. (However, good news - it can be integrated with the newest technology, and upgraded as necessary.)

3.4 Please, forgive me if I seem cynical, but realistically, how much will the twenty-two mile per hour average speed of Metro relieve the current and coming congestion? The 2009 Rand McNally's "the road atlas", gives combined population Phoenix, Mesa, and Tempe, as: 2,065,498. I am skeptical of the ability of this snailrail system to relieve the problem in a meaningful way, especially as the population continues to grow rapidly. It takes 60 minutes to travel twenty miles! I submit that the net result will actually be increased

congestion. How? Increasing need, imposition of new turn restrictions on roadways near the railroad, and by the necessary interruption of traffic flow at railroad crossings.

I didn't seek out such crossings, but on February 19, 2009, stuck in the afternoon, rush hour, power outage in Tempe, I heard news flashes warning drivers that although train traffic signals were off, the Metro trains were still running! We were told to "exercise extreme caution"! I didn't hear how much this increased congestion, nor if there were any related collisions.

3.5 I realize that to those regularly stuck in traffic, the idea of riding a train instead can be inviting. I have used the rails to commute! - the Long Island Rail Road, for one month in 1985. It was great compared to driving a rental car to the consulting job! But, it still took about the same time as the rental car. I had to take a taxi from my apartment to the Port Jefferson Station and back again, while a friend transported me by private vehicle between the job and the second train station. It was nice to be able to read, work, or, yes, even sleep!

But, if I lived there now, I would be campaigning for replacement of the L.I.R.R. - and not by light rail - by cutting edge technology, so that I could enjoy sleeping later in my bed, and have more time at home in the evenings, and know that energy was saved, and congestion and pollution relieved.

4.0 THE ALTERNATIVE?

I'd like to see Arizonans in the forefront of drastically improving energy efficiency, traffic congestion mitigation, and safety benefits, as mandated in United States Code, Title 23, §322. Arizonans would travel freely under these benefits with greatly reduced trip times, and air and noise pollution. For those who believe in man-made global warming - greatly reduced carbon emissions.

4.1 Arizonans (and winter visitors & tourists) would look forward to riding to work, shopping, medical appointments, sports, museums, concerts, travelling our wondrous state, or even family get-togethers, in mere minutes. Industrious commuters would just barely get to work on projects when they would have to stow them at their destinations. Sleepers could only take catnaps. Only high-speed readers could read an entire book. Of course, some of these trips would still require further transit modes to get to and from the stations, i.e. autos, company/business/mall/ballpark shuttles, rapid bus, taxicab, bicycle, foot power - moving sidewalks?

All while being able to freely choose to live in urban centers, suburbia, rurally, or remotely! No New York City West in 21st Century Arizona!

4.2 Those travelling intercity to and from Phoenix/Tucson Megalopolis could choose to bring their cars/trucks/SUVs along to drive at will to and from the stations and their destinations!

4.2.1 I could travel from my remote, solar-powered home to the Valley (now 160+ road

miles and 3 1/2 hours, to Mesa) by driving a relatively short distance to a station, putting my vehicle on a piggyback carrier - maybe not even get out of it if I choose - and a little more than half an hour later disembark at a station in Mesa, and drive on to my destination! Reversing the process to return home. Reducing my travel time from 7 hours to about 65 minutes plus the time to and from the station!

Or, not! I could park my vehicle at my local station and use other modes in the Valley, returning to retrieve my vehicle and drive home.

Either way, using less fuel, reducing pollution and congestion, and travelling much more safely.

4.3 Freight in semi-trailers could be carried piggyback when possible, between terminals and distribution centers, rather than unnecessarily congesting the roadways and highways, greatly improving traffic flow and safety for all. And, moving much more rapidly, using much less fuel and drastically reducing pollution!

4.3.1 Revenues would quickly pay for the system, while shipping costs would be greatly decreased.

4.4 Arizonans could also travel to more distant locales, such as Los Angeles and San Diego, in a little more than an hour! And, personal vehicles could be taken along.

4.4.1 Arizona could be part of an integrated interstate system built to serve the nation. One proposed system would be built along existing Interstate Highway System rights of way; cover 16,000 miles and have stations within 15 miles of 70% of the populace. (Integration with the local systems would smoothly transition to urban stations.) Passengers, automobiles, and freight could be carried at about 300 miles per hour. This proposed network could also reach into the major Canadian cities, if they chose to participate.

4.4.1.1 This could be done relatively quickly, with accurate education of the people, governments, planners, and administrators; a challenge to the country similar to President John F. Kennedy's met-challenge for America to put a man on the moon in less than ten years. It could be finished well-before 2025!

4.4.1.2 With greatly reduced passenger and ton mile costs, and revenues from passenger and freight use, the price of building the system would be recouped in an unbelievably small number of years. Fuel use by autos and trucks would substantially decrease; power plant energy usage would be much less than for light rail. Operating costs would be substantially lower, with virtually no maintenance/repair needed on guideways and vehicles, and equipment lasting fifty years or more. People, autos, and freight would be

moved to destinations at speeds in minutes "locally", hours regionally, and less than twelve hours across the country!

4.4.1.3 Private industry and investors would be happy to participate in implementing systems. Integrated with intrastate systems, every American would be free to travel faster, cheaper, safer, and more comfortably and efficiently than ever before in our history.

4.4.2 Other important national goals to consider could be greatly advanced, i.e.:

4.4.2.1 Pub. L. 102-240, § ?, 105 STAT. 2032, (c) IDENTIFICATION OF HIGH PRIORITY CORRIDORS ON NATIONAL HIGHWAY SYSTEM. ...(16) Economic Lifeline Corridor along I-15 and I-40 in California, Arizona, and Nevada.

4.4.2.2 Pub. L. 102-240, § 1106, 105 STAT. 2041, RURAL AND URBAN ACCESS PROJECTS, (a) Rural Access Projects, (2): 95. Arizona: Turquoise Trail Highway, Navajo County, Arizona.

4.4.2.3 As referenced in Pub. L. 105-178, Title I, § ?, 112 STAT. 136, (d) INTERMODAL FREIGHT CONNECTORS STUDY, it is a national goal to "provide and improve service to an intermodal facility referred to in paragraph (1) and to facilitate the efficient movement of freight, including movements of freight between modes." Also, 112 STAT. 138, (3) PRIORITY CONSIDERATION FOR CERTAIN PROJECTS. "...priority consideration to any project the cost of which exceeds $10,000,000 on any high volume route in an urban area or a high truck-volume route in a rural area."

4.4.2.4 Goals of Pub. L. 105-178, Title I, § 103, 112 STAT. 131+. Federal-aid systems re: Interstate System and National Highway System. (b) NHS. (A) serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; (B) meet national defense requirements; and (C) serve interstate and interregional travel.

And following, including: (c) IS (1) (C) LOCATION. (i) to connect by routes, as direct as practicable, the principal metropolitan areas, cities, and industrial centers; (ii) to serve the national defense; and (iii) to the maximum extent practicable, to connect at suitable border points with routes of continental importance in Canada and Mexico.

4.4.2.5 Of particular note are references to international border crossings, regarding Mexico, and to national defense. Today (2/26/09), Governor Perry of Texas has asked for help from the federal government to combat the escalating violence crossing our border at El Paso.

4.4.2.5.1 The referenced new technology described hereinafter would greatly upgrade our ability to move troops and matériel through Arizona in defense of our state and nation. Consider today's request by Texas, with the rating Mexico has earned - tied with Pakistan as the most likely to explode into full-blown violence - and increasing incidents along the border corridor.

4.4.2.5.2 Now, today (2/27/09), there is a report of school children less than two miles from El Paso being terrorized with dead bodies outside their school in efforts to intimidate teachers to support drug cartels! Parents have pulled their children out of school all over Juarez. There is no wall or fence to protect El Paso's citizens from these horrors! Do we believe this will not spill-over from Mexico across our stretch of the border?

And, today (3/3/09), according to current news, incidents have already occurred along, and well-within, Arizona's common border with Mexico. I recall the incident when Mexican invaders attacked our National Guard on the Arizona border a couple of years ago! Phoenix has the dubious distinction of having the second highest kidnapping rate in the world, after Mexico! Much of this is by Mexican human and drug smuggling! With this horror and groups like La Raza inciting for Mexican annexation ("reclamation", according to their ilk!) of Arizona and other Southwestern States, we must become more viligant in defense.

4.4.2.6 On a more positive note, these same changes would also meet the goals of improving the Economic Lifeline Corridor, improving tourism and travel for all, and enhancing commerce through movement of domestic and international freight. Pub. L., 205-178, § 1118 & 1119.

4.4.3 So, the above national benefits are applicable to Arizona. And, the intrastate, local, and regional lines would also contribute to the mandate of Arizona Revised Statutes, Title 28, Ch. 20, Article 10. ECONOMIC STRENGTH PROJECTS. §28-7281. … 1. A project that will retain a significant number of jobs in this state or within a local authority. 2. A project that will significantly increase the number of jobs in this state or within a local authority. 3. A project that will lead to significant capital investment in this state or within a local authority. 4. A project that will make a significant contribution to the economy of this state or within a local authority. The cutting edge 21st Century transportation mode will achieve all of the above.

4.5 Networks could be built with less confiscation of private property than for building/widening roadways and for building steel rail lines.

4.6 Existing railways could be integrated, and upgraded as necessary.

4.7 We could even solve water scarcity by this mode of transport!

And, unless we are forced to stop using one of the substances given to us by the Creator, it could be used for coal transport as needed. (Coal supplies 50% or our power needs, and is the cheapest, most abundant power source at the moment. Coal-fired power plants can be built for $.06, per KW, compared to $.11, for gas or wind. However, if the new source in 2.5, above, and 8.0, below, comes online, the others will be outmoded.)

5.0 WHAT IS IT?

NEW GENERATION MAGLEV systems! With the facts widely known and embraced, they could be built now. These are NOT the magnetic levitation systems used in Germany and Japan! The newer generation technology costs much less, is more advanced, lighter weight, uses electronic high-speed switching capability, and is more versatile - allowing piggyback freight and auto transport. Using the latest information, the cost of building a Stabilized Permanent Magnet guideway alone would be about that of building one lane of freeway! It could carry twenty times that of a freeway lane. The energy crisis could be greatly alleviated and "going green" more rapidly realized, because the energy usage is so incredibly less than light rail or HSR.

5.1 As shown in section 4, above, a National Maglev Network would be integrated to interconnect the entire nation, thereby benefitting all of the states and their populace. However, this being an Arizona Transportation Initiative, our focus should obviously be our own state first. But, it is also important to keep in mind the bigger picture, which is, upgrading nationwide transportation in a unified manner will benefit us all.

5.2 Thus far, Maglev has not been utilized as it could be in America, because the U. S. Department of Transportation thought back in the 1970s, that America could depend upon automobiles, trucks, and airplanes indefinitely, and therefore we didn't need either HSR or Maglev! Enlightenment seems to have dawned in the 1990s, and Congress passed enabling legislation aimed at developing magnetic levitation technology in both high and low speed capabilities. See USC Title 23 § 322; USC Title 49 § 309; Pub. L. 102-240 § 1036; et. al.

5.2.1 Currently, under implementing legislation, a high-speed MAGLEV project west of the Mississippi River, between Las Vegas, Nevada, and Los Angeles, is in process! On February 13, 2009, the application process closed for project submission to win monies allocated for a system east of the Mississippi River. The candidates are: Baltimore to Washington, D.C.; Atlanta to Chattanooga; and Pittsburgh.

5.2.2 This process has taken nearly twenty years. With technological improvements of the past few years, we need to ramp-up efforts to implement Maglev under priority goals of national defense, freedom to travel, and meeting the needs of energy efficiency, speed, safety, congestion mitigation, and augmenting commerce transport.

As noted in section 4, above, including freight-carrying capabilities would achieve rapid payback of costs, inviting enthusiastic participation by private investment.

5.3 Systems could be sized according to location, i.e. lightest-weight, passenger-only vehicles for the densest urban corridors. Terminal stations would be strategically located to provide for transference between these and intercity systems, the latter of which will carry passengers, automobile piggyback, and semi-trailer piggyback vehicles.

5.3.1 Non-mechanical technologies would eliminate switching delays, enabling multiple stops while allowing non-stops to continue at full-speed.

5.3.2 Maglev guideways can be built through mountains.

5.3.3 Maglev can be easily integrated with existing rail and subway systems, which can in-turn be upgraded as they age.

5.3.4 Maglev will not become the only transportation mode, completely replace but with automobiles, trucks, and airplanes, will work together to achieve the most efficient and cost-effective transportation network for the foreseeable future.

5.4 Here in Arizona, the need for highway upgrades could be modified according to the speed with which we implement Maglev. I suggest building Maglev routes simultaneously in the areas of greatest stress now, e.g. urban systems in Central Phoenix and the Tri-Cities, along with the greater-weight-capacity systems to serve the Greater Phoenix Area, with appropriate switching and transference capabilities between the two, different, weight scale systems. It could grow toward Tucson as a similar hybrid system begins in Central and Greater Tucson, growing toward Phoenix. Further, it could be started simultaneously from west and south as described next.

5.4.1 This Phoenix/Tucson Megalopolis Maglev system could be built around a main line constructed on the existing Union Pacific Rail Road from State Highway 85 in Buckeye; eastward through Phoenix to Tempe and Mesa; southeasterly to Gilbert, Higley, Queen Creek, and Magma; southerly through Coolidge to I-10 near Picacho; thence following I-10 through Central Tucson to I-19 and south to Nogales to enable greater national defense and international commerce capabilities. Multiple stops would be possible. This line would cover approximately 252 miles.

5.4.1.1 A possible Maglev system can use existing railroad tracks to create a planar guideway where curve radii are acceptable. This is called: M-2000 MERRI (Maglev Emplacement on RailRoad Infrastructure), and will <u>cost less</u> than a standard system.

5.4.1.2 High-speed electronic switching can be combined with off-line stations to allow for multiple stops, as required, without interfering with other

vehicles that don't need to slow down to stop.

5.5 The Interstate and National Highway Systems would be relieved, with conventional upgrade costs saved in accordance with the speed of Maglev implementation. Some routes would still require upgrade, i.e. where Maglev is not yet feasible, and, additional urban highway loops are already needed, e.g. in Phoenix and Tucson. Relief of I-8, I-10, and I-40 across the state could begin with Maglev routes following the Interstate rights-of-way where possible

(The I-40 Economic Lifeline Corridor Maglev would include routing away from the existing highway from near Kingman angling through the Black Mountains to near Java, California, across the state line.)

5.6 Positive aspects of Maglev transportation implementation include:

1. Energy usage is a factor of ten, or greater, better than automobiles and airplanes!
2. Job creation.
3. Safety, speed, comfort: no noise/vibration/turbulence, and first-class seating.
4. Much fewer adverse affects from weather.
5. Frequent departures carrying high passenger volumes.
6. Scalable systems - urban, intercity, interstate, transitionary.
7. Multiple urban/suburban station capabilities with concurrent, nonstop, passage past stations.
8. Networking using magnetic switching can be similar to internet information routing. (See 7.0, below.)
9. Elevated guideways do not interfere with automobile, truck, or steel rail traffic.
10. Straighter, shorter routes. Tunnelling through mountains with tunnel-boring machines. Tunnelling costs should drop with such technological advances.
11. Guideway construction methods include prefabrication and materials improvements.
12. Very fast recovery of initial costs through high volume revenues, especially from freight.
13. Very low operating and maintenance costs. And, equipment will last fifty years, or more, because there is no contact friction.
14. No air or noise pollution.
15. Green technology.
16. Many advantages over air travel, with much lower cost and much higher passenger volumes.

5.7 The standard network will eventually be enhanced with connections to the main network hubs - perhaps other special routes, by an overlay of low-pressure, ultra high speed systems, which, for example, will make travel between Los Angeles and New York City possible in one hour! (Centrifugal effects would not be an issue because the speed would still be well-under orbital velocity.) This Maglev technology is actually <u>simpler</u> than standard, open-air Maglev, and is also POSSIBLE NOW!

5.8 Maglev can also be utilized to transport coal and water efficiently and cheaply. Arizona

coal transport would benefit greatly; possibly in multi-vehicle trains. In the case of water, after inevitable negotiations between the states over rights to the Colorado River, reminiscent of the days preceding the Central Arizona Project, we will be transporting water from the Colorado, and the Lake Mead and/or Lake Powell, waterway complexes on the Colorado.

This water will be moved by Maglev multi-vehicle "trains", in special, water bladder vehicles (see Powell and Danby, below), to the Phoenix/Tucson Megalopolis, the Navajo, Hopi, and other Indian Reservations, and to other areas of the state where it is needed.

5.9 Magnetic levitation transport is not an unrealistic pie-in-the-sky dream from science fiction. It is the future, and WE CAN BUILD IT NOW. Arizona must step up to encourage private investment and lay claim to our share of federal transportation funding now, ahead of other states! Any investor who investigates statistics such as Powell and Danby's, on the projected payback of costs from carrying freight via Maglev, will beat a path to ADOT's door!

Please see the following:

"MAGLEV The New Mode of Transport for the 21st Century", 21st Century Science & Technology Magazine, James Powell and Gordon Danby, Summer 2003.
http://www.21stcenturysciencetech.com/articles/Summer03/maglev2.html
This article is the source of some of the information presented hereinbefore.

Applied Levitation, http://www.appliedlevitation.com/
& ... .appliedlevitation.com/technology.html
These articles are the source of some of the information presented hereinbefore.

MagneMotion, http://www.magnemotion.com/products/maglev/main.shtml
This article may be the source of some of the information presented hereinbefore.

GENERAL ATOMICS ELECTROMAGNETIC SYSTEMS,
http://atg.ga.com/EMS/transportation/related-news.php
This article may be the source of some of the information presented hereinbefore.

6.0 ADVANCED INFORMATION TECHNOLOGY

IBM's "Petaflop" (sp.?) sounds like cutting edge technology that will augment control systems in mass transportation modes, especially electrified ones - the power grid itself will also benefit. This will revolutionize everything that depends upon cumputer networking to function. They are also advertising traffic control system improvements we may be able to implement.

7.0 CUTTING EDGE POWER GENERATION

Dr. Randell L. Mills has developed a new chemical process for producing thermal energy at never-before-reached levels, from a non-nuclear, non-radiative source. He calls it:

BlackLight Process

The scientific community, emulating their predecessors who have ridiculed and vilified

pioneers in science numerous times in the past, has done the same to Dr. Mills. This is because he claims to have created a means of lowering the orbit of the hydrogen electron to below the heretofore sacrosanct, theoretical, baseline-energy level. The process of achieving this change releases large amounts of harnessable energy that cannot be accounted for otherwise.

7.1 The work has led to many practical possibilities, the most visible being harnessing the chemical reaction to produce electrical energy. This energy is cleaner - non-polluting, more efficient, and much cheaper than petroleum-based fossil fuel and nuclear power generation.

7.2 Independent experimental studies have recently confirmed Mills' claims. Mills heads an organization called BlackLight Power, Inc., which has recently licensed its technology to a Roosevelt County, New Mexico, Electrical Cooperative. More information can be found on the website: http://www.blacklightpower.com.

7.3 The implications of the Mills Theory are widespread and potentially world-changing. With many scientific and technological fields likely to benefit, e.g. medical, line-of-sight telecommunications, photolithography, and many more. Among these, cosmological predictions of the theory are being confirmed by independent astronomical observations.

7.4 Partnering BlackLight Power with Maglev transportation and existing electrified steel-on-steel rail technology would yield phenomenal results, replacing dirty and expensive electrical power generation in the near future and beyond.

7.5 Relevant to transportation, adding to BlackLight electrical generation the possibility of using the Process to produce high voltage batteries may prove applicable to battery-powered vehicles.

8.0 HYDROGEN FUEL CELL AUTOMOTIVE TECHNOLOGY

An Overgaard, Arizona, resident, Brian Schooley, has developed an on-demand, low-pressure, hydrogen fuel cell that is guaranteed to provide 100% or better, gain in automotive miles per gallon. He will install the system on gasoline fuel-injected vehicles only. Vehicles in which he will not install it include Turbocharged and those under warranty.

Tests performed in a 1971 Z71, four wheel drive, Chevy truck, with over 233,000 miles on it, have achieved miles per gallon efficiency increases of ~160.95%! The system uses intermixed conducting and negative plates in a container of water, alcohol, and baking soda, with applied electrical current achieving electrolysis and the separation of the hydrogen and oxygen molecules in the water. Fuel efficiency could be increased even further based upon the fuel cell's temperature. Mr. Schooley can be reached at: 1-928-535-9785.

Hydrogen fuel cell technology is here. Existing vehicles can be retrofitted inexpensively, now. Arizona has the unique opportunity to avail ourselves of this technological advancement ahead of the rest of the country, if we so choose.

9.0 FURTHER, POSSIBLE ROUTE IMPROVEMENTS

[In addition to the roadway specifics following, all of the areas most affected by congestion would benefit by augmentation of conventional roadway improvements as quickly as possible with Maglev systems. Other routes could be augmented as possible as we proceed into the future.]

9.1 In view of the aforementioned mandates to improve routes for national defense and international commerce, I suggest more improvements, besides the Maglev system following I-19, north to Tucson and beyond. These would also benefit overall state transportation needs.

To coordinate with major Western Mexico Highway 15, and also with MH 2, for commerce traffic to move faster and, again, to enhance national defense travel capabilities: north to State Highway 87, toward I-40; east on I-10, and west on I-8, to California and the Northwest. They would also relieve general congestion in the Phoenix/Tucson Megalopolis.

9.1.1 Build an I-19 alternate - beginning at Exit 22, and travelling from roughly parallel west of I-19, north to northwest to north to west, to join I-8, at Exit 151. It would meet other roadways to provide interchanges to further relieve congestion on I-19, I-10, I-8, State Highway 86, Indian Routes 15 & 42, and other roadways.

It would send a branch north in T10S, parallel Picacho Highway to cross I-10, turn to parallel State Highways 87, 287, & the proposed Maglev route, through Coolidge; continuing northward at Magma, diverging from the Maglev. (Or, another Maglev line could also branch northward here.)

Then, it would cross State Highway 60, east of Exit 198, turning west along the Tonto National Forest boundary to the northeast corner of Loop 202. A branch would head north, east of Usery Mountain Rec. Area near TR 281, to join State Highway 87, about halfway between Fort McDowell Road and Bush Highway. Or, it could branch northerly at near Meridian Drive along the east side of Pass Mountain to the Salt River, then northwest through the pass and to join 87, as above.

9.1.2 Upgrade State Highway 82, from Nogales to State Highway 90. Lay a new bypass from 82, before it veers southeastward near the corner of Coronado National Forest west of 90, to east northeasterly across 90, to northeasterly crossing State Highway 80, west of St. David, to I-10, just east of the Benson Airport.

9.1.3 Upgrade State Highway 80, from Douglas, northwesterly to the state line; seek upgrade of its continuation, to I-10, in New Mexico.

9.1.4 Upgrade State Highway 85, from Lukeville, northward to I-8. (And, on to I-10.)

9.1.5 Upgrade State Highway 87, with new bypasses south of Payson to east of Star Valley, and at FR 504, north to northeasterly to I-40 Exit 283, west of Holbrook.

Alternatively, seek to build a Maglev route straighter through the mountains to I-40; super-speed low-pressure tunnel would be best. Research of applicable records would determine if U. S. Patent 1111926, issued in 1941, is still in effect, regarding rights of way "for a Federal Highway under the Act of November 9, 1921 (42 Stat. 212)". If it is, this would be helpful should the second bypass here be built. (This paragraph is drawn from the Navajo County report referenced in 10, below.)

9.1.6 Upgrade Route 95, from San Luis to I-8.

9.2 I'm sure it's obvious to ADOT that a continuation of the southern portion of Loop 202, should skirt Phoenix South Mountain Park to join I-10, as far west as feasible. Perhaps the main route could extend through the top portion of the Gila River Indian Reservation past the northwest corner of Estrella Mountain Regional Park to pass the Phoenix Goodyear Airport and join I-10, at or near Loop 303. Two feeder lines could extend from near 51st and 59th Aves. to I-10, near Exit 137, and from near 99th Ave. to I-10, near Loop 101.

9.2.1 Also, since it's named Loop 303, I assume the plan is to continue this roadway to further relieve northside congestion.

9.3 I also think that there must already be a plan to build a controlled-access loop, as possible, around Tucson, east and west, from near I-10 Exit 240, to near Exits 269 & 270, with a feeder upgrading Speedway Blvd from the west leg of the new loop, through Central Tucson to the east leg of the new loop.

Again, I'm sure that ADOT also already plans upgrades to other roadways throughout the state where it is obvious that Travel Time and Traffic Flow must be relieved.

10.0 NAVAJO COUNTY AND RIPPLE AFFECTS

In 2003, I developed some observations, opinions, and suggestions that I offered to Navajo County, during the 50-year Comprehensive Plan process. Following are condensed highlights. Although I included Maglev technology suggestions for intracounty transportation improvements, these were not applied at that time to the entire state.

10.1 As covered in sections 4 and 5, above, roadway coverage in the county and state could be augmented by two-speed, hybrid Maglev systems. (See 10.4, below.)

10.2 Plan to upgrade the Holbrook Municipal Airport to eventual international status, considering its strategic location as The Hub City on I-40, in the fast-growing, Navajo County. I note with surprise that Laughlin/Bullhead City actually has an international airport! Perhaps Holbrook's isn't as far into the future as I previously thought. (In 2003, Holbrook officials took my suggestions under advisement, but, I don't know current status.)

10.2.1 This airport is situated on sufficiently large, perfectly oriented, open, level ground,

that actually looks like it was made for a large airport. Bullhead City's looks like it is on less than two square miles. In 2003, Holbrook's Airport Manager, Mr. Alan Roes, showed me that an airport the size of Phoenix Sky Harbor International could be built on the four to six square miles within and adjacent to the Holbrook site, rather than the nine square miles being claimed at that time.

10.2.2 Looking at a regional or United States map, it is immediately obvious that Holbrook is a natural choice for an International Airport. Many tourist attractions are within driving or commuter flight distance of Holbrook. Charted on a map it is easy to see that given a large airport and accompanying Maglev, rental car, tour bus, and commuter flight services, the economy of the city and the region would be greatly benefitted. The Hub feature is readily seen on a large perspective.

10.2.2.1 The reach by air to a large piece of the earth's surface would help to relieve the pressures on existing international airports in the region. Travellers could fly into or out of Holbrook on the international level while connecting with shorter flights to other local or regional locations, contributing to growth of other small regional airports.

10.2.2.2 Increased commerce, tourism, and interstate travel would result in further growth in these areas. Some of the visitors would return to visit again and many would decide to move to the area. An international airport would include booming air freight business as local businesses found shipping and receiving of materials and products greatly improved. Professionals would be more easily encouraged to relocate to the area if they knew the area served all levels of air traffic.

10.2.2.3 The proximity of I-40 and the Railways would be obvious to visiting business people, who would see the attractiveness of an area that could serve ground and air needs.

10.2.2.4 The Economic Lifeline Corridor would be enhanced by an international airport located here. Together with improvements to the ground transportation corridor between Phoenix and Holbrook referenced elsewhere herein, the nation would truly begin to see that this is an important area of the country.

10.2.2.5 This would also provide relief to the transportation corridors between the northern half of the state and the Phoenix/Tucson Megalopolis. Looking at the Travel Time and Traffic Flow maps this would give those travelling to the Valley just to get to Phoenix International Airport, or I-8 and I-10, another viable choice to travel by commuter air intrastate or outside the state. It would also relieve the Time and Flow on I-40 leaving and entering the state. The Maglev route along I-40 would relieve the entire route, and

especially the portions serving this new international airport at Holbrook. Feeder roads to I-40 would require upgrading with this airport considered in the mix, and Maglev would also help to meet this need.

10.2.3 As the international airport encourages commerce in the region, a smaller airport serving light air freight and commuters would be needed in the area most likely to see business growth, as addressed in 10.3, below. It could be located in Range 20E, in the area of Township 13N, Sections 1&2, and Township 14N, Sections 35&36, close to the Apache Railway and Snowflake.

10.2.4 Also located in Navajo County on I-40 and the Burlington Northern & Santa Fe Rail Road, the Winslow and Joseph City areas would experience growth. Joe City is close enough to Holbrook that it would become a suburb, benefitting from the Holbrook IA. Winslow has a regional airport that would also benefit the area.

10.2.5 It is also foreseeable, as these changes occur over the next fifty years, that reaching beyond Navajo County, the Holbrook - Joseph City - Winslow - Flagstaff region could become another megalopolis. Holbrook- to-Flagstaff, at 92 miles, is a shorter distance than that between Phoenix and Tucson - 117 miles! In fact, from Holbrook to Williams is only three more miles, at 120! And, Flagstaff has an airport of its own. However, government land could again interfere with this growth.

10.2.6 With a new international airport encouraging growth in the north central region of the state, the third area showing potential to grow into a megalopolis is from I-40, at Seligman southeast through the Chino Valley to Williamson Valley, Prescott Valley, and Prescott; possibly to Humboldt, Mayer, and to I-17 at Cordes Junction, if governmentally-owned land is opened to use. With Holbrook IA to the east and northeast, and Phoenix Sky Harbor IA to the southeast, highway upgrades together with Maglev, could provide the infrastructural transportation modes for such an explosion.

10.3 The triangular area bounded by State Highways 77, 277, & 377, with Holbrook at the apex, has been identified as having the best Navajo County potential for business growth. It is a natural business and industrial area that should be encouraged as such while <u>not</u> dictating against other usage. This is already beginning, with the latest new project being the Dry Lake Wind Farm. I call this area, "Opportunity Triangle".

10.3.1 The light air freight/commuter airport referenced in 10.2.3, above, would be located in the southern portion of this Triangle, and would support existing business while encouraging new and relocated ones.

10.3.2 The railroads in the county are the BN&SF and the Apache Railway. Holbrook is located on both of these lines. The latter runs southerly from Holbrook through the eastern third and southern portion of Opportunity Triangle, curving westward, with

an east/west spur toward Snowflake. This Railway provides great incentive for business. However, once again, government ownership of much of the land near the line will adversely affect growth. Many acres are set-aside for protection, a fact that reduces the overall possibilities. But, growth has continued, and further development that occurs from businesses, residences, and infrastructure such as the proposed airport, must be supported by roadways. Maglev would be a very positive asset, and is included in the system next described.

10.4 In the intracounty Maglev system proposed in 2003, I included possible routes laid out on a map. These ran from Winslow to Holbrook; through Opportunity Triangle; to Heber-Overgaard, Snowflake-Taylor, Clay Springs; and to Show Low and Pinetop-Lakeside. Greater distances were served by high-speed, and shorter, by low-speed Maglev. I would add to this, further Maglev systems into the Indian Reservations to the North and South.

10.5 Now, in February, 2009, a bus service between Holbrook and Show Low via State Highway 77, has started in the last few weeks. It is well-appreciated. I have heard comments from my neighbors that it would be very helpful to encourage such services between Heber-Overgaard and Holbrook, H-O and Show Low, and H-O and Snowflake-Taylor. This would be helpful in mitigating energy use, congestion, and pollution in the near time.

11.0 CONCLUSION

I, and many Navajo County residents have been forced by unwise oil exploration and supply policies and prohibitive fuel prices to severely restrict travel for basic necessities including: food, jobs, medical needs, mail correspondence, and modes of heating our homes, etc. In my community, out of 19 full-time households, 6 have been lost to the fuel prices - forced to move to major urban areas in and out-of-state. The rest have been sorely stressed. We feel first-hand the goal of forcing Americans to increase urban densities!

With the magnitude of the present task, I hope that ideas and observations in this paper will contribute to a journey of healthy growth augmented by wise choices. Our current and near-future means of improving and meeting our overall transportation needs are phenomenal by 20th Century standards.

Hydrogen fuel cell technology available NOW, is an inexpensive mitigator in the controversy over internal combustion, fossil fuel-powered transportation. It can provide much relief from the manipulated, high fuel prices. In Navajo County, intercity bus service can help in the near term. BlackLight Power promises to be a revolutionary supplier of electrical power to existing light rail, HSR - if implemented, and ideally, magnetic levitation projects. It may contribute to cleaner, more efficient battery sources for personal vehicles. Petaflop promises advanced computer networking support to mass transit modes. Advanced traffic control systems will contribute. Maglev will promote growth and the pursuit of happiness for all Arizonans. It is the catalyst for reaching that goal. And, let's preserve - and promote - the freedom to <u>choose</u> whether or not to live in dense urban centers!

MEETING SUMMARY NOTES

Date Produced:	March 3, 2009
Meeting:	Development Community Common Interest Group Workshop
Date:	March 2, 2009; 10 AM – 12 PM
Location:	Radisson Phoenix City Center; 3600 N. 2nd Avenue, Phoenix
Purpose:	Gather input from the development community on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

John McNamara, ADOT Planning Division Management Consultant, called the meeting together at approximately 10 a.m., thanked the participants for attending, and gave a brief presentation.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussion

Following the presentation the participants were asked discuss the three scenarios. Peggy Fiandaca, Public Involvement Management Consultant, led the group in their discussion. The following is a summary of the group's discussion.

Scenario A:

- These scenarios were not based on cost. The Long Range plan will incorporate the cost of projects while this study does not take cost into consideration.
- From a development community perspective, a lot of our future will be driven by the "spirit of the west." People continue to move here for space. With the state being so large, Scenarios B and C seem to be a bit far fetched. Also, there is uncertainty if infrastructure in urban areas can even support focused growth.
- Newer communities are being built differently now. They are being developed with less car dependence (more walking/biking) but still require some roadway infrastructure.
- Arizona is a pass through state along I-10. It seems like a lot of traffic will converge into I-10 from I-8, north-south corridor, Hassyampa Freeway, etc. There is no relief for I-10.
- There is a lack of bypasses. We need bypasses to help alleviate congestion between Phoenix and Tucson.
- Land use patterns have natural cycles that we may not be able to control.
- We may need more connections between Phoenix and Flagstaff. Those two activity centers are not adequately connected.
- There needs to be careful review of movement from the urban core up through the northeast part of the state.
- The movement of goods through the urban core to I-40 may be important to consider.
- Are more roads needed in the Yuma area? Water availability will preclude growth in the Yuma area. Yuma will continue to be more of a pass through between California and Phoenix/Tucson.

- Vehicle use is a major component. It should be carried through on all scenarios.
- Provide another connection from the Payson area to the Phoenix area.

Scenario B:

- There is too much commuter rail shown in this scenario. It is hard to imagine a significant amount of people using commuter rail. Commuter rail between Phoenix and Las Vegas, and Phoenix and Tucson makes sense.
- There is a need for good transit service in destinations once you have arrived via commuter rail.
- Rail in rural areas does not make much sense. Passenger rail is questionable in both the Eastern and Western regions of the state.
- There is a possible need for a connection to Rocky Point. This could be coordinated with freight, but Mexico would rather have a roadway improved to Rocky Point.
- Localized transit which is represented by the pink circles on the maps makes sense.
- Employment to population served by rail is good, but the state will still be dependent upon personal vehicles as the primary mode of transportation.

Scenario C:

- This would be easier to review with the MAG and PAG studies included.
- Regional connections are still important.
- There is an interest of showing the Phoenix and Las Vegas connection.
- If ADOT can take this opportunity to build transit instead of asphalt, this would become a leadership and political will issue. I-10 is an ideal opportunity.
- Intercity travel needs still require improvement regardless of smart growth.
- This scenario still needs further intercity and bus connectivity between the Northern and Eastern framework areas.
- General agreement that rail along SR 95, north-south along western boundary of the state does not make sense.
- Review the linkages drawn on Scenario A maps and they should be included as part of this scenario. Region to region linkages are still important and seem to be missing in Scenario C. Even if growth is focused, people will still travel between regions.
- Other considerations are size and weight of enhanced technology. Vehicles could change how roadways are designed – width of lanes, wear and tear on roads, etc.
- Over the next five decades, we will see more economic cycles/downturns, when capital comes it will get spent on roads. Changes in land use are unlikely to occur.

- The major market of Bullhead City and Lake Havasu City are Southern Californians and Las Vegans.
- Economic development and state to state mobility should be the priority.
- Phoenix to Tucson is a priority due to imminent urbanization. A Flagstaff connection may not be as important as the Tucson one for development.
- Tucson core is a problem – Development is happening outside Tucson in the suburbs like SaddleBrooke.
- Freight dedicated highways or lanes would be a good idea. California does it and it should be considered here in Arizona with the new freeways.
- Look for areas of opportunities within the existing corridors. Don't build or widen roadways where it is not really needed. This will encourage smart growth but will be a political challenge.
- This scenario still requires additional roadway infrastructure.
- There is a need to look at additional funding mechanisms with this scenario.

Meeting summary notes prepared by Amy Rosar, KDA Creative amy@kdacreative.com

Workshop Attendance
March 2, 2009
Radisson Phoenix City Center

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Regional Framework Study

2050 Scenario A: Personal Vehicle Mobility

PRELIMINARY

DRAFT

NOTE: While every effort has been made to ensure the accuracy of this information, the study team makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. New freeways, highways, parkways, arterials, bridge facilities, traffic interchanges, and transit facilities are conceptual in nature and actual alignments will be determined following the completion of appropriate corridor planning, design and environmental studies.

Sonora Border State Coordination
- Rail Impacts on Arizona from Potential New Punta Colonet Container Port
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Peñasco, reaching Guaymas in the Long Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant Corridors

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route)

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS

Background Features
- Railroad
- River
- Other Road

Regional Framework Study
2050 Scenario B: Transit Mobility

PRELIMINARY

DRAFT

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Sonora: Border State Coordination
- Rail impacts on Arizona from Potential New Punta Colonet Container Port
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- Substantial improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Peñasco, reaching Guaymas in the Long-Term Future

Facility Type*
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant Corridors Have Been Illustrated.

0 10 20 40 Miles

NORTH

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community Circulator, Dial-A-Ride Service)
- Transit Center (Could Include Parking)
- High Occupancy Vehicle (HOV) Lane

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS
- Military
- Tribal Land
- Private

Background Features
- Railroad
- River
- Other Road
- Framework Study Boundary
- County Boundary
- National Monument
- Wilderness Area

Regional Framework Study

2050 Scenario C: Focused Growth

Northern Arizona Framework Study
Western Arizona Framework Study
Eastern Arizona Framework Study
Central Arizona Framework Study
MAG Regional Transportation Plan (RTP update underway)
Hassayampa Valley Framework Study (Accepted)
PAG Regional Transportation Plan (RTP update underway)
See Concept A for Roadway Linkages
Intercity Bus
Potential Truck/Rail Stacks for Consideration
Rail 22
Rail 22
Rail 22

MEETING SUMMARY NOTES

Date Produced:	March 3, 2009
Meeting:	Sustainable Planning Professionals Common Interest Group Workshop
Date:	March 2, 2009; 1 PM – 3 PM
Location:	Radisson Phoenix City Center; 3600 N. 2nd Avenue, Phoenix
Purpose:	Gather input from the sustainable planning professionals on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

John McNamara, ADOT Planning Division Management Consultant, called the meeting together at approximately 1 p.m., thanked the participants for attending, and gave a brief presentation.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussion

Following the presentation the participants were asked discuss the three scenarios. Peggy Fiandaca, Public Involvement Management Consultant, led the group in their discussion. The following is a summary of the group's discussion.

Scenario A:

- How much will this protect growth versus driving additional growth? Scenario A seems like it would drive more growth in outlying areas. Transportation facilities will be built and land use will change and develop near the transportation facilities.
- Scenario A appears to be "business as usual", this is viewed by this group as a negative aspect. However, this scenario does include regional interconnectivity which is important.
- There are serious issues with the "business as usual" scenario A. Population projections will not play out, developers do understand and support smart growth, and developers are not developing.
- If lines are drawn on maps, they need to connect activity centers or have a good economic reason for the connection.
- The idea of people giving up their cars is unrealistic, unless we stop building them roads to drive on.
- Development of alternative/enhanced vehicle technologies appears to be unrealistic soon or in the near future.

- You need to have good transit connections in destinations/activity centers. Without good transit within these areas people are less likely to use transit to travel to the destination area.
- If there is going to be change in Arizona, we have to go with Scenarios B or C.
- Scenario A is not very visionary.
- This affects much more than transportation, you really can't look at transportation by itself.
- Scenario A not sustainable.
- Statewide vision should not just blindly incorporate local plans. The state needs to take a leadership role in development statewide.
- Questioned who provided the input for the Navajo Nation and why there were so many bus routes in the area. Questioned its accuracy.

Scenario B:

- This scenario is much more realistic than C. Private property rights are likely to prevail in Arizona.
- Any sort of transit is unrealistic. There is already too much sprawling in the state.
- Maybe we should try to limit growth and maximize density.
- A point was made that we should be using entitled land not just municipal or county land as a base for planning. The MAG region and Pinal County Comprehensive Plan used entitlements as a foundation for their planning.
- Entitlements can change throughout the years. We work with the best information that is available at the time.
- The connectivity between Phoenix, Tucson, and the GRIC was questioned. There are tradeoffs between widening I-10 (through GRIC) and allowing high capacity rail.
- Instead of adding more lanes to the existing roadways, have you thought of building rail lines alongside these roads?
- Scenario B is a true mobility model.
- Are GRIC and Ak-Chin supportive of the Spur Rail Line in Maricopa?
- GRIC is discussing improvements to SR 364, building Arizona Parkways and interested in discussing tradeoffs of rail versus roadways.
- Passenger rail is unrealistic and too much is shown on Scenario B. How many people will use this? Is it at all financially feasible? Rail is expensive. No one will use it, and who is going to build it. Rail lines are reducing their services today.
- There is a problem with fiscally unconstrained planning, it is not realistic.
- There is an ongoing change in demographics. Many people are moving here from the east coast who are used to transit.

- Some rural areas are using school buses and community vehicles to provide senior citizens with transit options.
- Transit is heavily used by the Hispanic population.
- Scenario B would work in urban areas but not in rural.

Scenario C:

- There needs to be integration of a transit system into this scenario. What if this scenario looked at a series of well connected activity centers? The only way for an activity centers to work is to have an integrated transit system.
- A rail line along SR 95 would be nice but seems unfeasible.
- This scenario seems like a challenge given our current reality with Proposition 207.
- The state will not be able to dictate local growth and land use decisions.
- We do not see cities giving up local control. They want to grow. There really is no way to implement Scenario C other than top down.
- Scenario C has less transit in rural areas which is bad.
- Scenario C also would need more integrated planning, a lot more than transportation, and would involve lots of politics. A total shift in political mindset.
- Scenario C would be best. There are a lot of barriers, but its time to get over it.

Closing Comments:

- Is the same level of service for the year 2050 achieved with each scenario? Scenario A performs a bit better than the other scenarios, but the purpose at this stage in the process is not to compare the three.
- It would be interesting to compare ourselves to Denver, where the light rail is working.
- It is encouraging that ADOT is building a statewide plan.
- AARP would really be most interested in the neighborhood level.

Additional comment received after workshop:

I wanted to provide a little more feedback on the discussion while it is fresh in my head. In my opinion, the transportation network of the State needs to continue economic development. Unfortunately, a lot of planners want to go "green" when natural economic pressures prevent such options.

Although miles driven per person has declined in the last two years, this is only a financial fluctuation and lack of alternatives to transportation. If vehicles are reinvented in 20 years that run on a more sustainable power supply, cars and sprawl are likely to continue. Hence, Scenario A would be most likely to benefit the economy of the State to encourage growth that allows for uninterrupted personal transportation (time is money). I think too many planners assume that this is bad planning because it encourages low density building. But if this is the demand of people that ultimately live here and create a tax base for the State, then transportation must accommodate this very likely situation.

From an environmental perspective, Scenario B encourages greater use of mass transit, including areas not traditionally serviced by such. Some may argue that by limiting the transit options that focus less on individual transit and more on mass transit encourages (forces) more efficient land use planning. If the political will was to encourage such development, then this would work. But again, cities that rely on less dense building to encourage greater number of new residences and businesses as a tax base will ultimately shy away from this scenario (Buckeye will have a developed area 200 sq. miles larger than Phoenix). There is a city outside of Stockholm, Sweden, that was designed to run without automobiles (I can not remember the name). Within 20 years, the city still had suburban sprawl because of the demand to live in a house, detached from neighbors. Now there is a discontinuation of the non-vehicular core and the vehicular suburb. This hurts the economic bottom line of the City. Another example, If I take a train to Las Vegas from Tucson, I will get on the train and only get off when I reach my destination. If I am in a vehicle, I make several stops along the way and spend money in various locations. Smaller communities may in fact take a financial loss, which leads to more politics.

Scenario C is a good blend of the first two extremes. Although, it was obvious that this is what objectively is the ideal scenario. It was introduced and referred as "smart growth" on several occasions. Some people have no problems using mass transit, while others will push back that it is a waste of money when compared to the cost versus number of users. This scenario accommodates both demands.

In the end, I think that it is important to develop all three scenarios. Even if people drive less, there will be 14 million people driving less per person than what 6 million drive per person today; which will still equal more cars on the road and greater commute times. I think it is important to plan for millions of more people driving more. It is also important to plan for millions of people driving less than net miles driven by the existing population today. And the result will be in between. The plan needs to be able to have fluctuation depending on unknown future factors.

Robert Hults
City of Scottsdale

Meeting summary notes prepared by Amy Rosar, KDA Creative amy@kdacreative.com

Workshop Attendance
March 2, 2009
Radisson Phoenix City Center

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MEETING SUMMARY NOTES

Date Produced:	March 5, 2009
Meeting:	Economic Development Common Interest Group Workshop
Date:	March 3, 2009; 10 AM – 12 PM
Location:	Hilton Garden Inn; 4000 N. Central Avenue, Phoenix
Purpose:	Gather input from economic development organizations on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

Jennifer Toth, ADOT Project Manager, called the meeting together at approximately 10 a.m., thanked the participants for attending, and gave a brief presentation.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussion

Following the presentation the participants were asked discuss the three scenarios. Peggy Fiandaca, Public Involvement Management Consultant, led the group in their discussion. The following is a summary of the group's discussion.

Scenario A:

- This scenario only reflects commuter rail within the MAG region. Would like to see both commuter rail and freight rail.
- Excited and enthusiastic about the enhanced vehicles technology in the future.
- People in Arizona are still going to want their cars.
- Leaving intercity rail in Scenario A is a mistake.
- It is difficult to get to Douglas from I-10 because of the lack of infrastructure in between. As a result there is a lack of economic development opportunities in Douglas.
- Interested in what MAG and PAG are studying.
- A roadway to the North Rim would open up opportunities to economic development during the winter months.
- There is a great need for a bus between Cottonwood and Sedona. A Verde Valley loop would boost the economy in the area.
- SR 260 is not adequate to handle freight in the Verde Valley. Salt River Materials would like to see improvements to help increase the ability to ship freight.
- Corridor south of Ajo is important to statewide economic development.
- Interest expressed in rail from Northern Arizona down to Phoenix.
- There should be bypass routes near Tucson. A connection to I-19 and I-10 may make good bypass connections.
- There should be tourism connections from Phoenix to Southern Arizona.
- There does seem to be a north south connection missing east of I-17.
- SR 260 seems to create problems for wide trucks due to the roadway grade. Another connection between I-40 and the White Mountains should be considered.

- Continue SR 89 into Utah. Utah wants to see SR 191 improved. There is a lot of economic activity between Utah and Arizona.
- Overall, this scenario seems to address coverage needed with exceptions noted.

Scenario B:

- Seems that we are missing passenger rail along I-17.
- There should be an intercity rail from Nogales to Phoenix and Phoenix to Ash Fork.
- Support rail to Las Vegas especially for the aging population. There will be a demographic age shift in the future due to baby boomers.
- Rail to California is important to economic development. We have freight rail to California, but we need passenger rail.
- Rail travel could alleviate some of the congestion in air travel.
- Passenger rail along SR 95 is not feasible in Western Arizona. Mobility is better with roadways. There is more need for an east/west high speed rail corridor to surrounding states than a north/south connection.
- The existing SR 260 only has two lanes in Camp Verde. This is blocking economic development for the surrounding communities.
- Agriculture and dairy operations are moving west from Maricopa County into La Paz County. These operations have a 10 to 15 year life span and will continue to move. Changes may be forthcoming.
- Rail in Southeastern Arizona does not seem realistic, unless it is meant for tourism. Some of the rail should be removed from this Scenario in areas in the southeast portion of the state.
- No reason to go east into New Mexico emphasizes discussion on California.
- Sierra Vista to Douglas needs a rail connection to Tucson.
- There is an inactive rail line in Pima County that some paper companies are interested in reactivating the line. This line would run into Mexico. Would people use rail to travel to Rocky Point?
- Ajo area needs fright too; people will not take train to Rocky Point.

Scenario C:

- More urbanization means there will be benefits and losses. Every economy throughout the state differs. It is hard to comment with the unknown nature of smart growth. Smart growth would require freight villages, corridor preservation, etc.
- People like rail to Las Vegas.
- Enhanced Amtrak would be a good thing; it would require improvements and upgrades to passenger loading platforms and train depots.
- The SR 95 rail line still does not make sense but roadway improvement is important.
- Verde Valley is heading in a direction to try and keep people in the area to work, that philosophy is consistent with this scenario.
- An alternative to using I-17, is SR 260 at Camp Verde through Payson.
- There needs to be an alternative to I-17 and SR 87 is experiencing heavy truck traffic.
- Rail encourages the opportunity for base manufacturing and base industrial, except railroads do not want to stop.
- There was a brief discussion of a loop system within the MAG Region. Where is 404 and 505? The movement in the northeast would utilize SR 260 as a portion of the loop.
- Would love to see rail along I-17.
- Discussion of Canamex Corridor.
- There is a potential of developing the shallow water port in Mexico. Arizona and Mexico should work together to make this happen.
- Smart growth and being self sufficient seems to be missing in northern Arizona.
- Smart growth may discourage some opportunities of economic development. Smart growth would need to address freight movement and location of housing developments. We do not want to create an environment that increases the cost of doing business. That would be a lose lose situation.
- Some local communities are starting to think more regionally.
- Economic development is concerned with urban growth boundaries.

Meeting summary notes prepared by:
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Workshop Attendance
March 3, 2009
Hilton Garden Inn

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Regional Framework Study

2050 Scenario A: Personal Vehicle Mobility

PRELIMINARY

DRAFT

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Sonora Border State Coordination
- Rail Impacts on Arizona from Potential New Punta Colonet Container Port
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Peñasco, reaching Guaymas in the Long Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant Corridors

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route)

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS

Background Features
- Railroad
- River
- Other Road

Regional Framework Study
2050 Scenario B: Transit Mobility

PRELIMINARY

DRAFT

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Sonora: Border State Coordination
- Rail impacts on Arizona from Potential New Punta Colonet Container Port
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- Substantial improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Peñasco, reaching Guaymas in the Long-Term Future

Facility Type*
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant Corridors Have Been Illustrated.

0 10 20 40 Miles

NORTH

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community Circulator, Dial-A-Ride Service)
- Transit Center (Could Include Parking)
- High Occupancy Vehicle (HOV) Lane

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS
- Military
- Tribal Land
- Private

Background Features
- Railroad
- River
- Other Road
- Framework Study Boundary
- County Boundary
- National Monument
- Wilderness Area

Regional Framework Study

2050 Scenario C: Focused Growth

Northern Arizona Framework Study
Western Arizona Framework Study
Eastern Arizona Framework Study
Central Arizona Framework Study
MAG Regional Transportation Plan (RTP update underway)
Hassayampa Valley Framework Study (Accepted)
PAG Regional Transportation Plan (RTP update underway)
See Concept A for Roadway Linkages
Intercity Bus
Potential Truck/Rail Stacks for Consideration
Rail 22
Rail 22
Rail 22

MEETING SUMMARY NOTES

Date Produced:	March 6, 2009
Meeting:	Resource Agencies Common Interest Group Workshop
Date:	March 3, 2009; 1 PM – 3 PM
Location:	Hilton Garden Inn; 4000 N. Central Avenue, Phoenix
Purpose:	Gather input from resource agencies on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

Jennifer Toth, ADOT Project Manager, called the meeting together at approximately 1 p.m., thanked the participants for attending, and gave a brief presentation.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

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This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussion

Following the presentation the participants were asked discuss the three scenarios. Peggy Fiandaca, Public Involvement Management Consultant, led the group in their discussion. The following is a summary of the group's discussion.

Scenario A:

- This is a bad philosophy. We have to distinguish between Los Angeles, and other cities such as Paris and Montreal. There is very little traffic through the City of Montreal, reliance on transit and underground system. Define a city to be everything around the Phoenix area…Tucson lacks a lot of freeways...is about 20 years behind the phoenix area. What are the costs of all of these improvements, what are the benefits?
- Wildlife connectivity – cities are a huge barrier to wildlife connectivity. Highways present safety and ecological issues. From a maintenance perspective, many of the traffic interchanges were designed without consulting maintenance.
- It would be surprising to most people if we were to overlay all roads in Arizona on this map…forest service, etc. It would be important to show all roads to show connectivity to wildlife areas
- A lot of plans and dollars are focused on the Maricopa area…but the people in Maricopa drive all over the state. Need to focus on statewide mobility, rather than metropolitan mobility.
- We have improvements to I-17 and new connections in Prescott area, as well as improvements to other facilities (SR 169, etc.) Is that enough?
- Would like to see rail along I-17. A lot of people want to go to the airport but don't want to mess with a car, leave at airport, etc.
- The rail system would theoretically make it better for drivers as well as freight. Railroads also present a barrier to wildlife.
- Wildlife perspective for all scenarios is that business as usual has had and will have significant impacts. Arizona Game and Fish Department has several activities underway. Habitat fragmentation is a serious concern and issue. Habitat fragmentation is significant. We need to consider the true cost of habitat fragmentation.

    - Diversity maps
    - Unfragmented habitat blocks
    - Species specific data
    - Species distributions
    - Pronghorn ranges
    - Bighorn sheep ranges
    - We need to go way beyond our initial efforts.
- The great omission on all scenarios is wildlife concerns and connectivity are not being considered in the same level of detail as gray connectivity.
- How will the Western Governor's Corridor Initiative fit into the planning effort? Western states initiative that is looking at the big picture across all states to make sure that we preserve linkages in a very natural sense.
- Scenario A should be renamed the sprawl model. The focus growth is not nearly focused enough. Rail is much more efficient. Would like to see something more daring and courageous than we have shown. The roadway network presents the skeleton on which future growth will be based.
- No improvements between SR 77, SR 177, and SR79. Would like to see focus growth, and more transit.
- We would freak out if we showed the energy corridors…solar fields, etc.
- Paradigm shift is that in the past environmental concerns were afterthoughts. For planning purposes, we should always be showing wildlife linkages, etc.
- We did create a series of existing conditions mapping, natural infrastructure, slope ratios, etc. Part of our problem is to show all of that information so that it is presentable to the public?
- The wildlife corridors linkage map is the critical layer.
- Natural resources folks challenge is to identify what are the most critical priorities where absolutely no new highways should be constructed. Arizona Game and Fish Department is working towards that through the conservation priority. It is extremely complicated…everyone has their favorite species, priorities, etc.
- We need to look much broader than Arizona. Species don't know boundaries. City planner or a designer won't care much about the species…they will care "is there a wildlife corridor". We need to get the simple layer out first, and then can break it down later.
- Scenario A does not work…it hasn't worked. We have problems all over the state, not just in the urban areas. Land use planning is not there, developers can do whatever they want. Developers don't contribute to the congestion that they cause.
- Does Scenario A not work because there are recommendations that are wrong, or does it not work philosophically because we are using high capacity roadways as Main Street?
- Is it time to say "do we want Arizona to look like California"? We recognize that there are strong economic and political winds.

- All of this is something that ADOT cannot solve, but ADOT can create a vision and be daring and will have a lot of influence as to what will happen.
- Did you take into account costs of roadways, etc.? – no, we did not. This is not cost constrained. In cost constraining, we need to add in all of the costs of fencing that would be required to mitigate.
- Strong access management policy/plan is critical.
- Statewide Access Management Plan is still active. We may be able to expect something within the next year or so.
- Is there a roadway that we need to remove from the map – Network of roads between SR 77 and SR 79 needs to disappear. Focused growth should be focused to the east. SR 79 should be the growth boundary.

Scenario B:

- Are the rail lines on existing rail or on new rail? All on existing or abandoned with exception to some along US 95?
- Ownership of the rail is important. It is very difficult to work with the owners. They create tremendous wildlife blockages. For any new rail lines that are proposed, please consider wildlife linkages. As old lines are redeveloped, consider agreements/policies that wildlife should be considered.
- We have been working with Burlington Northern and Santa Fe, as well as the Union Pacific. Burlington North Santa Fe is thinking about some projects along Grand Avenue in the Surprise Area.
- Out of all of the rail corridors, what are the biggest issues/problems? It is very difficult to isolate the problem to just a few key roads. They have found time and time again that many species will not cross roadways. As the networks increase, the species habitat diminishes and the habitat is fragmented.
- With adding more rail, will the railroads be required to deal with wildlife issues? We have to get that…we have to have wildlife concerns in policy.
- Freight is as or more important than passenger rail; question was asked of us if we are considering freight and how.
- Reducing sprawl seems to make sense.

Scenario C:

- How does this meet the 2050 need? You have removed big road from 87 and 79 and you still need to focus on Sun Corridor growth west.
- This philosophy doe not work. The City of Phoenix village planning idea did not work. Many people do not live/ work/play in one village. The concept is great, it need to be applied properly.
- Having activity centers between Flagstaff and Phoenix will not reduce the number of people traveling between the two. You still need to make connections for these people. There is a lot of intra and inter state movement.
- You need to increase capacity within existing corridors before building new. We need to maintain wildlife linkages.
- This scenario would be taking one more than we can chew. A and B are realistic but C has many public policy issues in the way. ADOT will no loner be leader (loss influence) with C because other entities enter into the problem.
- Keep transportation corridors where they are but add freight and passenger rail along side. This would help keep traffic in same areas reducing the impacts to wildlife.
- How about a rail line along I-17? Both B and C have rail from Flagstaff to Phoenix there are environmental/ engineering constraints to get from Flagstaff to Phoenix. There is an existing rail line, just not along I-17.

Closing Comments:

- I-17 is a critical corridor with elk issues. You need to address wildlife connectivity.
- Rail is a barrier, but Alaska has bridges for habitat purposes.
- Federal Highway Administration- like focused growth and would like to see Colorado Department of Transportation access management implemented.
- Who would own the rail, ADOT or private? Railroad would not want to deal with passenger rail.

Meeting summary notes prepared by
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Workshop Attendance
March 3, 2009
Hilton Garden Inn

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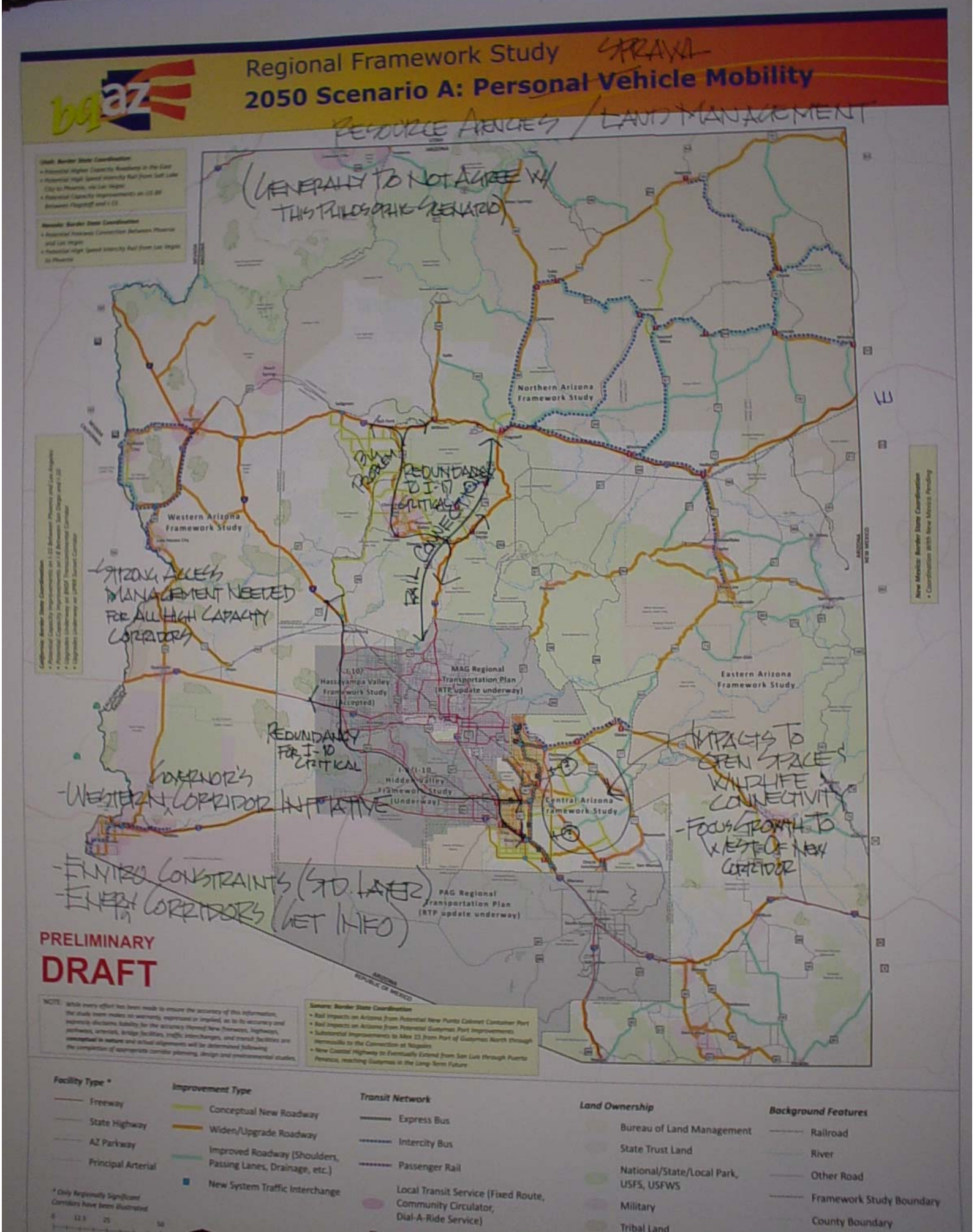

Regional Framework Study
SPRAWL
2050 Scenario A: Personal Vehicle Mobility
RESOURCE AGENCIES / LAND MANAGEMENT
(GENERALLY DO NOT AGREE W/ THIS PHILOSOPHIC SCENARIO)
Northern Arizona Framework Study
Western Arizona Framework Study
BIG PROBLEM
REDUNDANCY TO I-17 CRITICAL
RAIL CONNECTION
-STRONG ACCESS MANAGEMENT NEEDED FOR ALL HIGH CAPACITY CORRIDORS
I-10/ Hassayampa Valley Framework Study (Accepted)
MAG Regional Transportation Plan (RTP update underway)
Eastern Arizona Framework Study
REDUNDANCY FOR I-10 CRITICAL
I-8/I-10 Hidden Valley Framework Study (Underway)
Central Arizona Framework Study
IMPACTS TO OPEN SPACE & WILDLIFE CONNECTIVITY
-FOCUS GROWTH TO WEST OF NEW CORRIDOR
-WESTERN GOVERNOR'S CORRIDOR INITIATIVE
-ENVIRO CONSTRAINTS (STD. LAYER)
-ENERGY CORRIDORS (GET INFO)
PAG Regional Transportation Plan (RTP update underway)
PRELIMINARY
DRAFT
Facility Type *
Freeway
State Highway
AZ Parkway
Principal Arterial
Improvement Type
Conceptual New Roadway
Widen/Upgrade Roadway
Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
New System Traffic Interchange
Transit Network
Express Bus
Intercity Bus
Passenger Rail
Local Transit Service (Fixed Route, Community Circulator, Dial-A-Ride Service)
Land Ownership
Bureau of Land Management
State Trust Land
National/State/Local Park, USFS, USFWS
Military
Tribal Land
Background Features
Railroad
River
Other Road
Framework Study Boundary
County Boundary
* Only Regionally Significant Corridors have been illustrated

Regional Framework Study

2050 Scenario B: Transit Mobility

03/03/09 LAND MANAGEMENT/RESOURCE AGENCIES

- SPECIES BUNCH UP @ ANY MAJOR TRANSPORTATION CORRIDORS
- PLAN FOR ## MITIGATION AS NEW OR IMPROVED RAIL

PRELIMINARY

DRAFT

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Sonora: Border State Coordination
- Rail Impacts on Arizona from Potential New Punta Colonet Container Port
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Penasco, reaching Guaymas in the Long-Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community

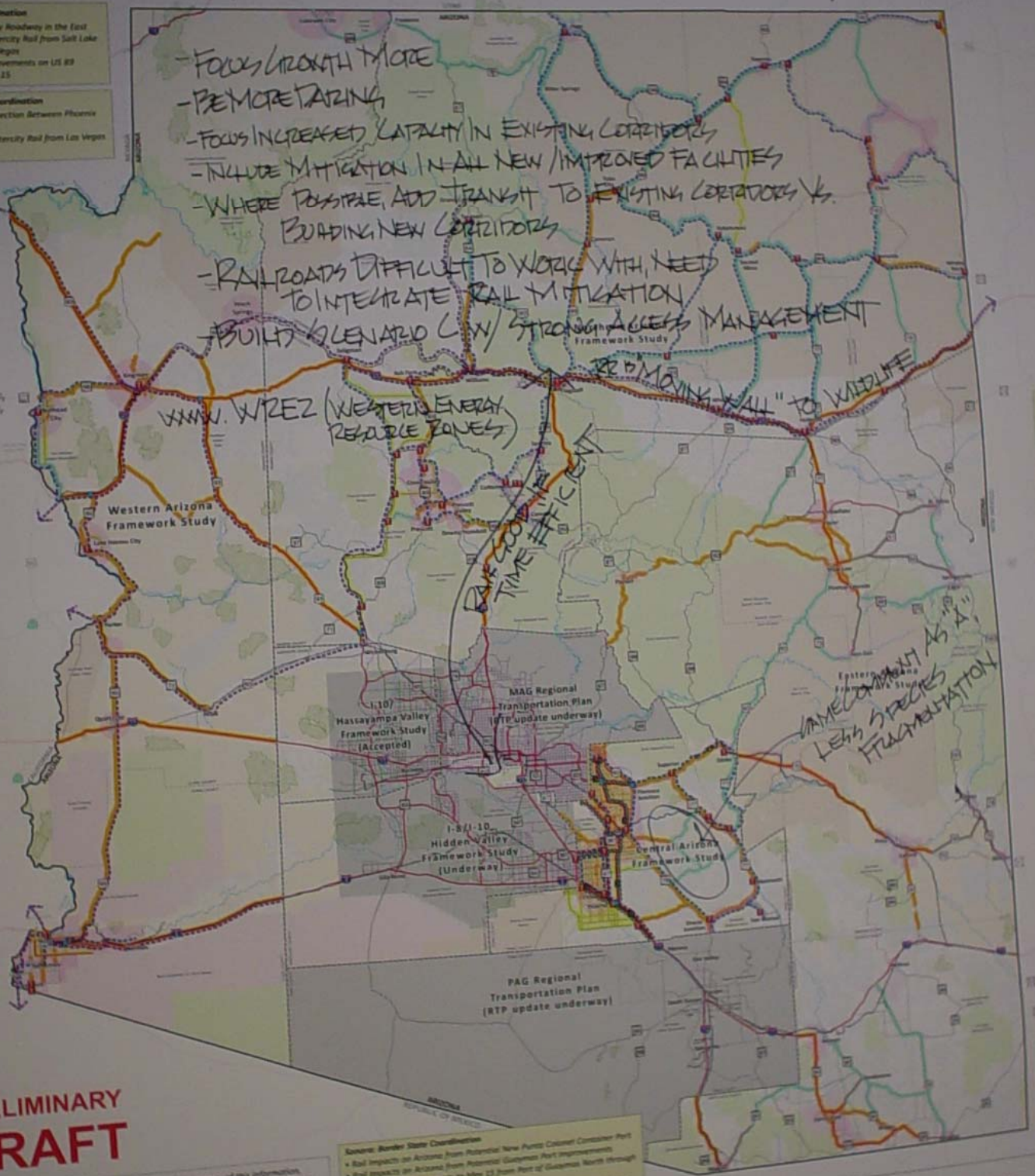
Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS

Background Features
- Railroad
- River
- Other Road

Regional Framework Study

2050 Scenario C: Focused Growth

03/03/09 LAND MANAGEMENT / RESOURCE AGENCIES



Regional Framework Study
2050 Scenario B: Transit Mobility

Utah: Border State Coordination
- Potential Higher Capacity Roadway in the East
- Potential High Speed Intercity Rail from Salt Lake City to Phoenix, via Las Vegas
- Potential Capacity Improvements on US 89 Between Flagstaff and I-15

Nevada: Border State Coordination
- Potential Freeway Connection Between Phoenix and Las Vegas
- Potential High Speed Intercity Rail from Las Vegas to Phoenix

California: Border State Coordination
- Potential Capacity Improvements on I-10 Between Phoenix and Los Angeles
- Potential Capacity Improvements on I-8 Between San Diego and I-10
- Upgrades Underway on BNSF Transcontinental Corridor
- Upgrades Underway on UPRR Sunset Corridor

• Need to coordinate corridor with planning process (below) in particular w/ rail

• Consolidate freight terminals
• Could compromise the viability of passenger

• Ownership of Rail lines is critical & difficult to work with. Rail in peri-urban lines. New rail owners should be united with re-naturalization efforts

National Resources Agencies

Volume of traffic make a good Monorail too most passenger the regular rail

PRELIMINARY
DRAFT

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Nevada: Border State Coordination
- Rail Impacts on Arizona from Potential New Ports-Colorado Container Port
- Rail Impacts on Arizona from Potential Gulf Port Improvements
- Substantial Improvements to Mile 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Penasco, reaching Guaymas in the Long-Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

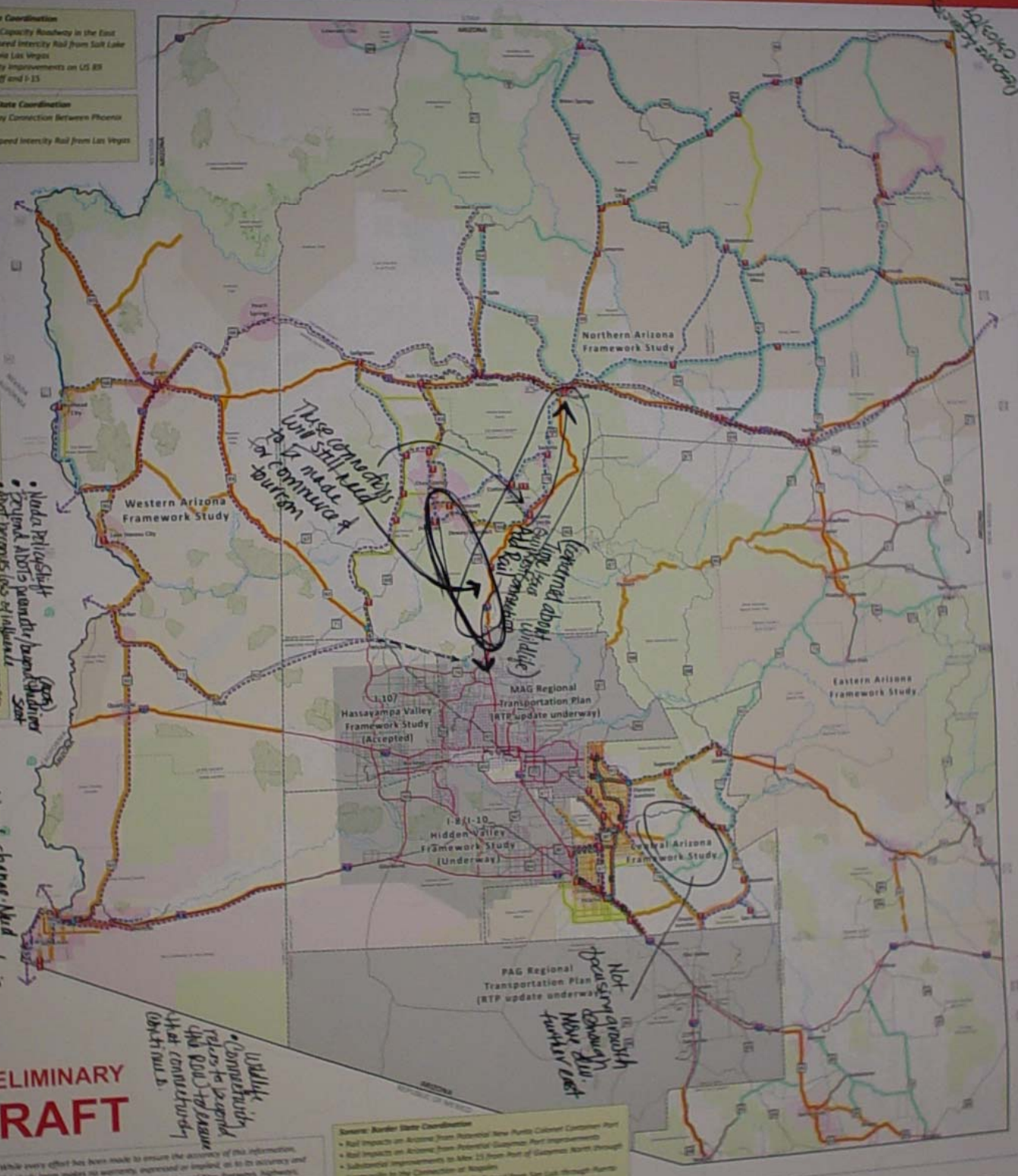
Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New Freeway Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community Circulator,

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS
- Military
- Tribal Land

Background Features
- Railroad
- River
- Other Road
- Framework
- County Bo
- National M

Regional Framework Study
2050 Scenario C: Focused Growth



Regional Framework Study
2050 Scenario A: Personal Vehicle Mobility

Utah: Border State Coordination
- Potential Higher Capacity Roadway in the East
- Potential High Speed Intercity Rail from Salt Lake City to Phoenix, via Las Vegas
- Potential Capacity Improvements on US 89 Between Flagstaff and I-15

Nevada: Border State Coordination
- Potential Freeway Connection Between Phoenix and Las Vegas
- Potential High Speed Intercity Rail from Las Vegas to Phoenix

California: Border State Coordination
- Potential Capacity Improvements on I-10 Between Phoenix and Los Angeles
- Potential Capacity Improvements on I-8 Between San Diego and I-10
- Upgrades Underway on BNSF Transcontinental Corridor
- Upgrades Underway on UPRR Sunset Corridor

• All costs need to be taken into consideration (incl. structure, etc.)
• Using high capacity roadways as main streets
• Compounding Impacts
• Green Connectivity Plan (Land Use)
• Main transport corridors (Rail)
• Overlay All Plans/Projects
• Status Quo/Sprawl Model cont.
• Houses/Cities Barriers to Wildlife Connectivity
• Need to Avoid L.A Mode
• Consider Relative Costs/Benefits
• Natural Habitat Should be Protected
• Scenario does not work due only in urban areas
Pol. Focused Growth
Impact to Wildlife Needs to will Impact Encourage Sprawl
• How to quantify the benefits (assumptions)
NATURAL RESOURCE AGENCIES

PRELIMINARY
DRAFT

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Scenario: Border State Coordination
- Rail Impacts on Arizona from Potential New Ports (Inland Container Port)
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mile 25 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Penasco, reaching Guaymas in the Long-Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community Circulator)

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS
- Military
- Tribal Land

Background Features
- Railroad
- River
- Other Road
- Framework Study Bo
- County Boundary
- National Monument

MEETING SUMMARY NOTES

Date Produced:	March 10, 2009
Meeting:	Major Freight Users Common Interest Group Workshop
Date:	March 9, 2009; 10 AM – 12 PM
Location:	Radisson Phoenix City Center; 3600 N. 2nd Avenue, Phoenix
Purpose:	Gather input from the major freight users on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

Kristin Bornstein, ADOT Public Involvement Management Consultant, called the meeting together at approximately 10 a.m., thanked the participants for attending, and gave a brief presentation.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussion

Following the presentation the participants were asked discuss the three scenarios. Dianne Kresich, ADOT, led the group in their discussion. The following is a summary of the group's discussion.

Scenario A:

- The manufactured home industry would like to stay involved with state agencies. They want to continue communication with ADOT, because impacts on state highways and interstates impact their industry.
- US 93 is underdeveloped. This is a heavily used route, and needs improvement. There is also concern about large trucks going through roundabouts near Wickenburg Ranch.
- Freight is restricted from using I-17 on the weekends to run loads.
- ADOT continues to restrict time frames and load widths through construction zones. These restrictions are impacting the efficiency of the industry.
- The general public needs more education regarding driving near semi – trucks. They need to understand that trucks operate different than personal vehicles.
- Has a calculation been done that looks at the freight industry growth? If the population is anticipated to triple, how does that affect the freight industry, will it also triple?
- Interested in truck only facilities. Mixing personal vehicles with trucks is often dangerous.
- A lot of distribution centers are moving to Arizona from California, which will increase the amount of freight on roads. California is growing too fast and the cost of business is becoming too expensive.
- The majority of the through freight traffic occurs on I-40, not I-10. If freight is using I-10 it is most likely stopping in Phoenix or Tucson. Restrictions on I-17 hurt manufactured homes and freight businesses tremendously.
- Chino valley is also a major thoroughfare for their freight traffic. Fain Road is heavily used to bypass SR 69.

- How likely is it that we would have to go to night delivery system like they have in LA?
- Dedicated Truck Lanes would be ideal from their perspective. Arizona is positioned to get businesses to move out of the Los Angeles region since its more centrally located and already handles two-third's of the nation's freight.
- If Punta Colonet works out, then Arizona would assume even more importance than California and southern Arizona would have a lot of pressure.

Scenario B:

- Traffic on roads will significantly decrease if there are reasonable transit options.
- The general understanding is that the proposed facility locations will be six lanes.
- Support for designated truck lanes. These truck lanes would need to be wider than a general purpose lane to accommodate for the wider trucks. We should try to get these on routes that have land available to the current ROW, like I-10 between Phoenix and Tucson, US-93 in the Kingman area, etc. If the lanes are larger, than the trucks will have less chance to interfere with traffic in general purpose lanes. This would improve safety and increase the efficiency of the freight industry. This would also require education for personal vehicles to avoid using the dedicated truck lanes.
- Personal Vehicle drivers need education because they do not understand the mechanics of large load vehicles and expect them to come to a stop at a much faster pace than its actually possible.
- The less personal vehicles on the road the better.
- There needs to be a concentration of urbanization to make transit effective.
- Freight will never go away. There will always be a need to get goods to consumers.
- Local delivery companies (Fed Ex, UPS, etc.) will always need access to local roads.
- A study was conducted on I-40 and indicated that 50% of the traffic was truck traffic. It has been proven that truck only traffic is safer than a mixture of truck and personal vehicle traffic.
- Restrictions set a speed limit on trucks at 55 miles per hour (mph), this does not work well with other traffic on the roadway at 75 mph. Perhaps the speed limits could be lowered to slow down the personal vehicles.
- Is intercity transit planned for in areas where rail lines are anticipated?
- Transit is preferred over personal vehicles.

Scenario C:

- Are there any assumptions of future employment in the urbanized areas?
- Local delivery companies would be supportive of less traffic. It would increase their efficiency through urban areas.
- It would take a long time to work through policy and political issues to add passenger rail lines to existing rail lines, but it can be done.
- Housing would need to be densified to make Scenario C a reality. There would need to be less single family homes and more condos, townhomes, and apartments.
- When these roads are being constructed, the freight and mobile home industry will take a hit financially. There will be many restrictions through construction areas, which will increase costs, eventually being passed on to the consumer.
- How do people in the Navajo Nation get goods? Only certain stores are allowed to deliver in this area. Where do people go to get medical attention?
- Rural Arizona appears to stay rural in Scenario C.
- There needs to be a north south connection east of I-17. There are no good truck routes in this area.
- The Prescott/Chino Valley/Prescott Valley area is a major area for freight to use their facilities. This is an alternative to I-40 through Flagstaff during the winter months.
- The Sun Corridor Megapolitan will most likely extend south into Nogales. There needs to be improvements to methods of getting freight into Mexico. Does Mexico anticipate growth south of the border in this area and what are their plans?
- The key is to make rail work between Arizona and Mexico.
- There has been talk about sharing rail lines. Railroads like Union Pacific, Burlington North and Santa Fe have been supportive of talk of allowing passenger rail within their right-of-way.
- The Yuma area is concerned with rail because it will disrupt agriculture in the area.
- How much pressure will this growth have on the southeastern portion of Arizona?

Closing Comments:

- We want to be able to move our freight down the road.
- Communication between the American Housing Association and the state agencies is important to us.
- We would like to get as much traffic off the roads as possible. It makes moving freight easier and safer.
- There needs to be dedicated truck lanes or dedicated truck facilities.
- Education about trucks and personal vehicles is very important for safety purposes.
- There should be efforts to try to separate truck traffic from personal vehicle traffic.
- Keep local traffic off the interstates by providing better transit options and local connections. This could open up the interstates for additional truck traffic.
- If US 93 is designated as an interstate, the local traffic would need to be given other options to avoid using US 93.
- Why type of technology can be utilized to remove passenger cars from the roads?
- Clean truck programs in California uses natural gas to power trucks and freight vehicles. Something like that should be devised for Arizona also as we look towards the future

Meeting summary notes prepared by Amy Rosar, KDA Creative, amy@kdacreative.com

Workshop Attendance
March 9, 2009
Radisson Phoenix City Center

Name	Organization	Email	Phone
Dave Roe, Sr.	AHA Leadership	dave@kqhomes.com	928-727-5448
Dave Roe, Jr.	AHA Leadership	freeway@citilink.net	928-727-7900
Lynn Ehmann	Calypso Homes Inc.	lynn@calypsohomes.com	
Butch Mitcham	Gleeson Mobile Home Svc	butch@valleywideawnings.com	
Arnold Maltz	Arizona State University	Arnie.maltz@asu.edu	480-965-9768
Tim Strow	MAG	tstrow@mag.maricopa.gov	602-254-6300
Maggie Newnam	Johnson Transport		602-920-0602
Jeff Glassman	Conair	Jeff_glassman@conair.com	623-872-7055

Regional Framework Study
2050 Scenario A: Personal Vehicle Mobility

Regional Framework Study
2050 Scenario C: Focused Growth

Freight

Regional Framework Study
2050 Scenario B: Transit Mobility

Local delivery operators may have specific issues.

Dedicated truck lanes need to be wider than typical lanes.

Variation in speed limits for passenger vs. commercial could be avoided on dedicated facility.

Moving traffic to transit leaves more room for commercial vehicles.

PRELIMINARY
DRAFT

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Sources: Border State Coordination
- Rail Impacts on Arizona from Potential New Punta Colonet Container Port
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Penasco, reaching Guaymas in the Long-Term Future

Facility Type *
- Freeway
- State Highway
- AZ Parkway
- Principal Arterial

* Only Regionally Significant Corridors have been illustrated.

0 10 20 40 Miles

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders, Passing Lanes, Drainage, etc.)
- New System Traffic Interchange

Transit Network
- Express Bus
- Intercity Bus
- Passenger Rail
- Local Transit Service (Fixed Route, Community Circulator, Dial-A-Ride Service)
- Transit Center (Could Include Park-

Land Ownership
- Bureau of Land Management
- State Trust Land
- National/State/Local Park, USFS, USFWS
- Military
- Tribal Land

Background Features
- Railroad
- River
- Other Road
- Framework Study Boundary
- County Boundary

MEETING SUMMARY NOTES

Date Produced:	March 17, 2009
Meeting:	ADOT Communication and Community Partnerships Common Interest Group Workshop
Date:	March 16, 2009; 12:30 PM – 2 PM
Location:	ADOT HRDC; 1130 N. 22nd Avenue, Phoenix
Purpose:	Gather input from ADOT's Communication and Community Partnership Department on the three transportation scenarios.

Participants

See attached roster

The following meeting summary notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

Welcome and Opening Remarks

Sally Stewart, ADOT CCP Deputy Director called the meeting together at approximately 12:30 p.m. and led introductions. A brief presentation was given by the project's Planning Management Consultant John McNamara.

Overview of Scenarios

Scenario A - Personal Vehicle Mobility

This scenario assumes a continuation of the existing approach of focusing on transportation solutions (primarily roadways) that assume people will continue to choose to drive their cars as their primary mode of transportation. However, the scenario assumes that automobile technology will continue to advance and that more high-fuel-efficiency vehicles such as hybrids, etc. will be more prominent than today. This scenario also includes significantly more transit than is currently available today.

Scenario B - Transit Mobility

This scenario shifts the focus from personal vehicles to a heavier emphasis on public transit, walking, and bicycling for regular daily trips in response to increased cost of owning and operating personal vehicles (fuel, insurance, and vehicle maintenance costs) and socioeconomic trends such as an aging population, environmental considerations, and a desire for a wider range of transportation choices.

Scenario C – Focused Growth

This scenario envisions a change in community development patterns toward more compact instead of spread-out development. It shifts the focus from personal vehicles only to transportation improvements emphasize local travel using transit, bicycling, and walking. This scenario responds to a growing trend toward a non-auto-dependent lifestyle that encourages a mix of land uses close to one another.

Small Group Discussions

Following the presentation the participants were asked to divide into two small groups to discuss the three scenarios. Dianne Kresich (ADOT) and Kristin Bornstein (Public Involvement Management Consultant) led the groups in their discussions. The following is a summary of all two small group discussions.

Group 1:

Scenario A:

- Supportive rail transportation to and from major airports like other large cities.
- Passenger rail was the main mode of transportation in the past. There are many railroad lines that are still in existence. Has there been any thought of using this rail corridors and building passenger rail along them?
- Scenario A lacks a rail component.
- We assume that busses ma be obsolete in 40 years.
- This scenario lacks an alternative to I-17 between Flagstaff and Phoenix. Unfortunately due to the terrain there is no reasonable solution at this time.
- The Hassayampa corridor is not a reasonable alternative to I-17. We would need to use the existing I-17 alignment for improvements.
- Other alternatives to a north-south corridor east of I-17 would be to extend SR 51, SR 101, or SR 202 north to Camp Verde.
- There needs to be a better way to encourage people to use transit.
- There are more north-south corridors identified than east-west corridors. With fewer east-west corridors, there is great potential for more congestion in the urban areas. There need to be east-west bypasses of Phoenix and Tucson.

Scenario B:

- Supportive of rail along I-40
- Commuter rail is included in MAG's plans in the West Valley.
- Rail along I-17 is not feasible due to the terrain.

- There should be discussions about public-private partnerships. Casinos may be willing to help fund some roads leading to their establishments.
- Consideration of effects of this growth on the air quality should be considered.
- You need to consider integrating areas where people can live, work, and play.
- In order for Scenario B or C to be realistic, there needs to be public education on using transit. The way that people view transportation needs to be shifted away from personal vehicle use.
- Scenario B assumes that vehicles will not be as available as they are today.
- There needs to be an improved link between Camp Verde and Payson. There are improved links/connections throughout the state, but not there.
- Rural communities sometimes do not want the improved roads because that brings development and more people.
- ADOT goes where the money goes. If an area is developed, than money will follow to help improve the roadways.
- Quality of life is important to many people. Time is valuable. They want to be able to get places quickly and conveniently.

Scenario C:

- This scenario is unrealistic for Arizona because of land rights.
- This scenario would not meet the travel demands of today. There would still be congestion.
- If you constrain growth, commuter rails would not be as important.
- Any transportation improvements enhance growth.
- Would it be feasible to take commuter rail from Peach Springs to Yuma? Is there really a need for all this planned commuter rail?
- Rail in some cases does not save people time. If people are concerned about their time, will rail be sustainable?
- Would passenger rail be strictly for recreation?
- Why is there rail between Yuma and Bullhead City?

Overall Comments:

- The scenarios are hard to imagine without the MAG and PAG portions.
- We need to look at cost factors and technology. We don't know what technology will bring. This will be a defining factor in attracting passengers to transit.
- Supportive of keeping a personal vehicle for transportation.
- There needs to be many transportation options. These options improve the quality of life.
- Transit is a great option to help parents get their children to their activities.

- Having multiple transportation options are economically useful with the uncertainty of gas prices.
- The connectivity of modes is very important.

Group 2:

- There is no high speed rail in Scenario A.
- To what extent has the competition among regions regarding future population growth driven the scenarios? Have we favored one part of the state at the expense of others? We are not the state of Maricopa and people from Maricopa County need to start thinking outside the box. (John McNamara replied that the socioeconomic projections were obtained from a variety of sources throughout the state. They have been integrated into the scenarios and the project team is confident that the whole state is covered equitably.
- What's the difference between parkways and freeways? How much right-of-way is required for each? Dianne Kresich and John McNamara explained the difference. Typically, a six-lane freeway requires about 300 feet and a six-lane parkway 200 feet. Parkways can carry around half the traffic of a freeway at much less than half the cost, and are much safer than similar arterials. During the ensuing conversation, several people mentioned existing "parkways" in the Phoenix area, but the facilitators replied that these are not true parkways. The Michigan left is the essence of a parkway or "Michigan boulevard."
- What's the comparative cost of building a railroad (for passenger or mixed service) versus a freeway? The project team told the group that it depends. The State Rail Framework will provide more data.
- Why is passenger rail from Phoenix to Flagstaff shown going through Wickenburg? Doesn't it make more sense to take the more direct route up the I-17 corridor? The project team explained that the corridors along existing freight rail lines on the maps are for illustrative purposes only. Ultimately a passenger railroad may use a new corridor. Adding passenger service to an existing freight route has advantages and disadvantages.
- What's the capital cost per mile of building passenger rail? The project team explained that it varies. Again, the State Rail Framework will provide details.
- It looks as though the state highways will be clogged forty years hence, no matter which scenario we implement. John McNamara emphasized that we need to build aggressively to make a dent in the forecast 2050 congestion. But the modeling results show that we can make a real difference.
- How much of the decision-making is driven by funding? Which scenario costs the least? John McNamara explained that the three scenarios are visionary scenarios that lack cost constraints, so a detailed comparison of

costs is not our focus at the moment. The cost-constrained State Long-Range Transportation Plan will look at costs and funding constraints in depth.

- There needs to be a variety of ways to travel, so Scenario B looks good. Dianne Kresich responded that Scenario C also does well from this perspective. Scenario C may actually provide better transit options than B within communities, versus between communities where B is probably superior.
- Where do we go from here?
- Are the roadway improvements in Arizona complemented by similar improvements across the border in neighboring states? The project team explained that information from the Border Coordination meetings with the surrounding states has been included in the scenarios.
- Where does Aviation fit into the Statewide Transportation Framework? The project team explained that the Aviation division is preparing a plan which looks at Aviation issues. The Statewide Framework looks at providing appropriate access to aviation facilities.
- What is the share of trips attributed to transit modes in the Scenarios? The project team explained that it ranges from 6% to 16%. Personal Transportation will continue to be the main mode of transportation within the state. However, even 16% share is substantial for transit services.

Meeting summary notes prepared by Amy Rosar, KDA Creative amy@kdacreative.com

Workshop Attendance
March 16, 2009
ADOT - HRDC

Name	Organization	Email
Evonne Aldana	ADOT CCP	ealdana@azdot.gov
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Regional Framework Study
2050 Scenario A: Personal Vehicle Mobility

PRELIMINARY
DRAFT

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Sonora: Border State Coordination
- Rail Impacts on Arizona from Potential New Punta Colonet Container Port
- Rail Impacts on Arizona from Potential Guaymas Port Improvements
- Substantial Improvements to Mex 15 from Port of Guaymas North through Hermosillo to the Connection at Nogales
- New Coastal Highway to Eventually Extend from San Luis through Puerto Penasco, reaching Guaymas in the Long-Term Future

Facility Type*
- Freeway
- State Highway
- AZ Parkway
- Principal A

Improvement Type
- Conceptual New Roadway
- Widen/Upgrade Roadway
- Improved Roadway (Shoulders,

Transit Network
- Express Bus
- Intercity Bus

Land Ownership
- Bureau of Land Management
- State Trust Land

Background Features
- Railroad

Regional Framework Study

2050 Scenario B: Transit Mobility

Online Survey Comments

Response 1
Name: Molly Cresto
Organization: private
Address: 5420 South Lakeshore Drive
Zip Code: 85283
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: None Listed
Scenario A - Personal Mobility - Projects: None Listed
Scenario B - Shared Mobility - Assumptions: None Listed
Scenario B - Shared Mobility - Projects: None Listed
Scenario C - Focused Growth - Assumptions: None Listed
Scenario C - Personal Mobility - Projects: None Listed

Future Issues: None listed

Response 2
Name: Jack Gilmore
Organization: Gilmore Parsons Land Design Group
Address: 2211 N. 7th Street
Zip Code: 85006
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: This reflects an extension of the status quo and should be the obvious reason for change. I would like to see fuel prices remain $4.00 and higher. Unfortunately, I don't believe most Arizona residents will voluntarily change their lifestyle unless they are forced by fuel costs and as obvious degradation in the visible environment.

Scenario A - Personal Mobility - Projects: This looks like Los Angeles, where circulation is the basis of all lifestyle decisions. Nobody likes what LA represents. We cannot fall into the same trap, please..... "Where we extend freeways, they will build". We have seen this occur already; decades ago, the development of regional malls focused development activity. It was so successful, that the City of Phoenix based their General Plan around Village Cores which except for downtown, were all anchored by regional malls. Building freeways will encourage development all along their corridor alignments. This cause and effect relationship seems fundamental. It is time to reverse the planning and use this rationale for strategic density placement.

Scenario B - Shared Mobility - Assumptions: Again, I don't believe most Arizona residents will voluntarily give up their personal vehicles as their primary mode of circulation. They must be pushed/ incentivized by higher fuel costs. Start releasing pictures of the LA mess with panoramic pictures of the freeways that command the visual perspective. The light rail system can work, but it must be more convenient. There needs to be links extended to Paradise Valley Mall, Scottsdale Airpark, Westgate, SanTan Mall and Williams Gateway.

Scenario B - Shared Mobility - Projects: It hard not to consider the expansion of urban freeways, especially with the apparent increase in population that we all know is coming. Please increase fuel costs. The state needs to money to balance their budget as well as

create new sources of funds for this infrastructure. Again, circulation is fundamental to our lifestyle. Arizona must control its use as a means to manage and fund future growth, and ultimately as the primary work engine behind Smart Growth.

Scenario C - Focused Growth - Assumptions: We really don't have much choice. This is much more of a comprehensive long term solution. General Plans must reflect higher densities in core areas and along existing circulation routes as well as those planned routes. Urban boundaries must/should be defined by natural open spaces with non-vehicular connectivity as one of the prime considerations.

Scenario C - Personal Mobility - Projects: This feels much better to me. As long as this type of planning is the basis for future growth, the "market" will respond accordingly with new and innovative design themes for residential, commercial, employment development.

Future Issues: The state of Arizona adopted Smart Growth as a means to manage "efficient" growth. This responsibility for the most part rests with municipalities first and to a lesser extent with the Counties. I would like to see the State of Arizona consider a Smart Growth Plan for the entire State that reflects natural resource planning criteria. We have all heard about the finite limit of our water resources. There is a Groundwater Management Plan that was at the "cutting edge" when Governor Babbitt pushed for its adoption. At some point, there are limits to development. That limit should be recognized and potentially incorporated into this effort of "Building a Quality Arizona" establish

Response 3

Name:
Organization:
Address:
Zip Code:
Include in Mailing List?

Scenario A - Personal Mobility - Assumptions: None Listed

Scenario A - Personal Mobility - Projects: None Listed

Scenario B - Shared Mobility - Assumptions: None Listed

Scenario B - Shared Mobility - Projects: None Listed

Scenario C - Focused Growth - Assumptions: Love it. Makes sense. Good luck implementing this here.

Scenario C - Personal Mobility - Projects: None Listed

Future Issues: None Listed

Response 4

Name: Gerald Riggs
Organization:
Address: 2441 E. Durango Drive
Zip Code: 85294-8377
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: Without reading the others, this seems resonable. But at what price? Will gas/diesel costs be affordable for most? Will we be self sufficient as a country or will need depend on other countries that don't like us for our oil?

Scenario A - Personal Mobility - Projects: I-10 is a must to at least 3-4 lanes.

Scenario B - Shared Mobility - Assumptions: We are too lazy as a country to get off our dead butts. Our cities and communities are to spread out. If you look to different places, i.e. Ireland, their cities have shopping areas and are the central parts for the city with everything else near or around them. They are easy to walk and personal transportation (walk or bike) is very easy.
Thet are also not all obese and are not lazy.

Scenario B - Shared Mobility - Projects:

Scenario C - Focused Growth - Assumptions:

Scenario C - Personal Mobility - Projects: Viable, lets see the costs!

Future Issues: Will there be a war in Mexico? Will we have affordable fuel costs? Will there be any American car manufacturers left. Will the government become more & more socialistic?

Response 5

Name: Ann Hutchinson
Organization: North Country Conservancy
Address: 515 E. Carefree Highway, #638, Phoenix
Zip Code: 85085
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: I think the planning should be different. I think people are starting to think of other ways to travel or avoid traveling. We should plan for a shift to alternative transportation and communication approaches -- rail and virtual meetings

Scenario A - Personal Mobility - Projects: I do not believe there is a need for a new North-South Freeway.

Scenario B - Shared Mobility - Assumptions: Better than A

Scenario B - Shared Mobility - Projects:

Scenario C - Focused Growth - Assumptions:

Scenario C - Personal Mobility - Projects:

Future Issues: None listed

Response 6

Name: Richard Crane
Organization: El Paso Natural Gas Company
Address: 7776 South Point Parkway West, Suite 185, Phoenix, Arizona 85044
Zip Code: 85044
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Scenario A - Personal Mobility - Projects: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Scenario B - Shared Mobility - Assumptions: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Scenario B - Shared Mobility - Projects: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Scenario C - Focused Growth - Assumptions: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Scenario C - Personal Mobility - Projects: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Future Issues: El Paso Natural Gas Company has various pipelines located in the State and our Company is interested in participating in discussions regarding roadway improvements that might affect our pipelines.

Response 7

Name: Genevieve Johnson
Organization: Arizona State Parks
Address: 1300 W. Washington
Zip Code: 85007
Include in Mailing List? yes

Scenario A - Personal Mobility - Assumptions: Should describe what the average consumer is - this may be very different for more rural communities or those with higher poverty rates. For example, you should clarify if you are using Arizona vs. national median income levels and what is the assumed 'average' price of these new technologies.

Scenario A - Personal Mobility - Projects: Possible typo - should be Scenario A Descriptions?

Reaction - There is a large increase not only in the number of roads, but also in the number of available lanes. The increased width of these roads will cause significant impacts to wildlife and scenic resources and increase costs associated with proper mitigation. Well-planned and considerate mitigation strategies will be needed to maintain the natural infrastructure.

Less availability of mass transit also provides less travel opportunity for people are unable to drive, especially as the Sun Corridor region becomes more integrated. This creates a significant barrier for people seeking jobs, health care, etc.

Scenario B - Shared Mobility - Assumptions: It seems your key assumptions regarding the availability of alternative energy technologies should stay the same for each scenario (though price may change). Why would there be limited improvements in this this scenario, but abundant improvements in Scenario A? Wouldn't cost of improvements along with increasing fuel costs be the defining factor in determining if people chose to walk, bike, or take transit?

Assumptions should also include something about land use changes, as people (especially in areas with low density) don't often have the opportunity to walk or bike to grocery stores, jobs, etc.

Scenario B - Shared Mobility - Projects: Moving projects from Freeways to Parkways still means increased impacts to wildlife and other natural resources, as stated in Scenario A. There should be more description in these scenarios as to the true width of these projects, including number of lanes, medians, and shoulders.

Inclusion of a passenger rail would improve connectivity between the Tucson-Phoenix area. Increased circulation of an intercity bus should provide additional opportunities for residents to travel without a vehicle.

Scenario C - Focused Growth - Assumptions: Should define what assumptions are being made about technology improvements and we've lost the 'average consumer' point made in Scenario A.

Scenario C - Personal Mobility - Projects: Reducing the number of new freeways and parkways should reduce possible impacts to wildlife and natural resources, thereby reducing mitigation costs. Increased opportunities for mass transit offer residents the most travel choices (including their cars), while still emphasizing more sustainable travel practices. This scenario is the only one that explicitly addresses the relationship between land use and transit.

Future Issues: None listed

Response 8

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Scenario A - Personal Mobility - Assumptions: The first 3 key assumptions are not looking far enough into the future and could lead to inefficient planning. We need to move quickly to improve transit, not only in the central region, but also in the state as a whole. If these first three assumptions set the vision and mission of transportation in the future they will lead to wasteful spending on building roads that will need to be torn down within 10 to 20 years and augmented or replaced with public transit. As costs increase, we should concentrate on other assumptions to form the foundation of future transportation needs and state/federal response to the needs by including and prioritizing multi-modal transit.

Scenario A - Personal Mobility - Projects: No new freeways should be built without including bus or rail transit along the same routes. In fact, the rail should be considered first in order to provide more efficient transportation.

Scenario B - Shared Mobility - Assumptions: While walking and bicycling may become more popular, most people in the very warm central portions of the state will want cool transportation. Also, where travel distances are greater than a few miles, the slower transportation means are not practical. Better and safer walking and cycling routes are welcome additions, but public transit should receive priority.

Scenario B - Shared Mobility - Projects: As before, widening existing freeways and building new ones should not be prioritized over providing new and improved transit service.

Scenario C - Focused Growth - Assumptions: Smart Growth principles should be the guiding focus of transportation options. By improving zoning restrictions, encouraging multiple uses of urban lands, promoting infill instead of sprawl, and promoting sense of place and community affiliations, along with efficient public transportation, cities become more vibrant and more people will be served.

Scenario C - Personal Mobility - Projects: This is by far the most reasonable scenario that looks well into the future and plans accordingly. While costs may appear high in the short term, this plan will actually save state and federal funds in the long term. Other cities have retained vibrant downtowns, communities with sense of place, social interactions, and pride in neighborhoods without the sprawl development that has sent central Arizona on the wrong path. The economic downturn we experience now would be far less devastating had

we put these measures in place 25 years ago. We now have an opportunity to plan well into the future and move Arizona into a bright and efficient future.

Future Issues: While regional planning is important, state-wide planning is essential for smooth coordination of transportation plans. The Maricopa Association of Governments set forth a map of growth prediction that predicts population increases along the Sun Corridor. The Growth Office in the Department of Commerce needs to have a prominent position in transportation planning as it intersects with other plans for land use. Two important ballot initiatives did not reach the voters in 2008. The state needs to revisit both state trust land reform and transportation planning in the next voting cycle.

Response 9

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Scenario A - Personal Mobility - Assumptions:

Scenario A - Personal Mobility - Projects:

Scenario B - Shared Mobility - Assumptions:

Scenario B - Shared Mobility - Projects:

Scenario C - Focused Growth - Assumptions: Tucson and Phoenix need to be better connected and thought of as a single region. In order to facilitate these connections better connectivity must happen. Pinal County is right in the middle of it all. Towns in Pinal can preserve their agricultural heritage and other historical land uses if they focus growth close into existing cities and infrastruction.

Scenario C - Personal Mobility - Projects: This is the right approach to balance land use and transportation connectivity. Freeways are important but high gas prices have illustrated our lack of options. I like lots of options.

Future Issues: We need to view ourselves as a single region instead of multiple COG's or MPO's. In particular, Maricopa County, Pinal County, and Pima County must plan together for future land use and transportation connectivity.

Response 10

Name:
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Scenario A - Personal Mobility - Assumptions: Quit paving over our desert with asphalt or cement! You assume that population will triple, however, we don't have the water for that, and many of us who value a "community"
lifestyle and the wide open desert will desert this place while you keep trying to make a megalopolis out of it. Phx and Tucson will be as one if you all have your way. You are pushing our community/communities in directions that the citizens do not want to go. Quit developing new roads, ever-wider roads. We don't want them. The population can't continue to grow as you predict. The desert provides our sense of place....not cars, roads, more highways. Quit already!

Scenario A - Personal Mobility - Projects: If you are going to do anything for transport, then focus on getting the trucks off the roads and back onto rails. Plus the longer you wait to subsidize and reinstate rail transport, not only for goods, but also people at a rate we can afford (the government needs to quit stealing our money, or at least give us all something for stealing it). Trains are fun. They can be built to be efficient with proper planning. Then supplement with a well planned small bus system. Right now most of the bus stops in Tucson have no cover (to protect waiters from sun or rain), and there aren't pullouts to allow a continual flow of traffic around buses. Why not!! That's where money should be spent; to upgrade our current system to a high standard so that more people will actually utilize a bus system that they can count on! Quit making roads already! And start providing separate bike lanes from roadways. Biking is so dangerous here because a huge number of people have drivers Lic. who can't see! Yet they are issued a Drivers Lic. for 12-20 years, even if they are 60 or 70! Now, there's a system that is broken! DMV wait lines are horrendous and they end up being rubber stamps. It's a wonder more people aren't killed here.

Scenario B - Shared Mobility - Assumptions: Yeah...major emphasis on public transport is good. It's certainly not happening now. Quit messing with the freeway, there's already way too much traffic through here. We want greenways through towns, bikeways that are safe, walkways along greenways so that we aren't breathing car and truck fumes (I hate diesels....stinky, loud, and never tuned up) as we walk.

Scenario B - Shared Mobility - Projects: no, no, no, no and yes! Put emphasis on the last one, new transit service. We want light rail systems for passengers. Make them quiet! No more damn noise. We are noise polluted enough. We want expanded and reliable public transit. More and smaller buses that run on time and can get you anywhere in Tucson within a 4-5 block walk of your destination. And an inner city commute bus system! What a concept!
That would of course connect to good reliable local transport and safe accessible parking to get to the transit sites, right?

Scenario C - Focused Growth - Assumptions: How can we have a mix of land uses if more and more of our precious desert keeps getting paved over? At some point as a community we just have to say NO to endless people moving in, and to endless development. We're already way too big. We need to ban air conditioning! Clear out the people who aren't tuned into the desert. No more roads! No more noise! No more fumes!

Scenario C - Personal Mobility - Projects: And definitely, definitely do NOT even THINK about blading another roadway for trucks to circumvent Tucson and other population areas! Put those dang trucks on rails. Do you realize how much $$ you can save us if you get the trucks off the highways? That fix-it money can go to subsidize a good rail system instead. And the accident rate will go down getting those things off the roads. Truckers will no longer have to use speed to stay awake and go ever faster so they can make more trips and make more money! Safer highways and roads, even in the inner city, will result from putting big trucks on rails. There should be a size limit to trucks in cities. More trips from the rail yard for deliveries is better and safer than manipulating large rigs in town. And quieter. And you need to put more money into railway crossings going over or under main roads in cities. With increased rail traffic, we'll need to plan for movement of people, cars and wildlife safely. Wildlife is cut off by our endless roadways and the constant traffic stream. We need to do much better planning to meet wildlife needs before we don't have any anymore.

Future Issues: OF course you need to keep considering additional info. You should always be open to new or innovative ideas....ones that don't further trash our desert! Remember, the more you blade and disturb the land, the more you open it up to invasive plantlife that you will have to spend money to control. These laws are coming into place as invasives become poised to eliminate our desert as we know it. We may indeed turn into a savanna that seasonally burns every year if we aren't careful. One last comment....quit starting 100 different projects at once and taking 10 years to finish any of them. What happened to one at a time? That way you concentrate on finishing in a timely manner a job you start. At this point, it's hard to think of an entity I despise more (other than our legislature) that ADOT and your endless construction projects. Quit already! Potholes are good. They slow traffic down and prevent accidents!

Response 11

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Scenario A - Personal Mobility - Assumptions: If the prices for freeways and fuel stay the same, and the federal incentives behind building highways stay the same, I believe these assumptions are realistic.

Scenario A - Personal Mobility - Projects: That's a lot of highways, a lot of cars, and a lot of air pollution - our brown cloud will be huge!

Scenario B - Shared Mobility - Assumptions: I think these are sound, given the initial behavior change we saw with escalating gas prices last year.

Scenario B - Shared Mobility - Projects: This still looks like mostly roads to me. Public transportation will only work in this city if we have more penetration into city centers. Linking cities won't work unless people have a car-less way to get to public transportation, and a car-less way to get from public transportation to their jobs.

Scenario C - Focused Growth - Assumptions: The change in growth patterns is key to making this work. Will powerful status quo lobbyists step out of the way to allow this to happen? That's the big question.

Scenario C - Personal Mobility - Projects: Love it!

Future Issues: we need creative thinkers who can work around governmental and political barriers to plan a smarter region.

Appendix B

Definitions Used with Evaluation Criteria

Definitions for Statewide (Regional) Frameworks
Evaluation Criteria
Revised August 19, 2008

Access Management—Refers to an array of measures to improve the safety and efficiency of roadway operations by regulating or physically controlling vehicular access to the road and its adjacent land uses. The preferred level of access management depends on the function of the roadway, local land use plans, and the zoning and character of lands adjoining the road. The higher the access classification, the more priority is given to mobility as opposed to local access. In the statewide frameworks, "a high level of access management" means a greater degree of access management than typically exists on an urban or rural arterial. A facility that meets this condition would generally have one or more of the following:

- Grade separations at major roadway crossings
- Intersections at one-half mile and one- or two-mile spacing (in the ultimate condition)
- A continuous physical median separating opposing traffic streams
- Restricted left turns to and especially from adjacent properties
- Limitations on driveway frequency and spacing beyond those normally found on an arterial street
- No private or direct access

Freeways have the highest level of access management of any roadway facility type.

Activity Center—An important regional destination attracting a large number of daily trips, whether for employment, education, medical services, retail shopping or other purposes. An activity center may be devoted to a single use or to mixed uses.

Arizona Parkway—A roadway classification modeled on the so-called Michigan boulevard, designed to achieve capacity substantially greater than that of a conventional arterial, at a fraction of the cost of a freeway. It is a six- to eight-lane facility, with a landscaped median wide enough (approximately 60 feet) to enable even the largest trucks to execute U-turns at designated median breaks. Left turns are prohibited at signalized intersections with arterials, resulting in a simple and efficient two-phase operation. Motorists wishing to proceed left on intersecting arterials can either (a) make a U-turn at a designated downstream location or (b) make a series of right turns. Direct left turns are permitted at selected median breaks (signalized or unsignalized) away from the major intersections. Right turns to and from the parkway may be unrestricted. A properly designed Arizona parkway can provide virtually uninterrupted flow for through traffic traveling several miles along the mainline, even during peak travel periods. ADOT does not use this designation for the state highway system.

Baseline Condition—A future transportation system that consists of existing facilities and services, plus any others that are programmed (with an identified funding source) for implementation by 2030.

Built-up Unincorporated Areas—Unincorporated areas with population and employment densities approximating those of urbanized portions of cities and towns in the region.

Centerline Miles—The length (in miles) of a roadway, without regard to its width or number of lanes.

Congestion—On roadways, a condition in which traffic speed is substantially lower and delay substantially greater than that which would occur with a high level of service (A, B or C, as defined in the *Highway Capacity Manual*). "Endemic" refers to congestion that recurs regularly at predictable times and places (e.g., in urban centers during peak travel periods), as opposed to congestion due to infrequent and unpredictable events such as crashes. "Seasonal" means congestion that occurs repeatedly and persistently during one or more months of the year, for reasons such an influx of tourists or visitors.

Conservation—Measures to avoid overuse or wasteful use of scarce, unique or valuable resources so that they will remain available to future generations.

Cost per Person Mile of Travel—Person miles of travel for the regional roadway system will be based on model output. The MC will develop a generalized ridership estimation method for public transportation. The MC will also develop procedures to estimate planning-level costs for capital facilities and equipment, operations/maintenance and right-of-way. These procedures will apply the techniques used to calculate costs for the roadway, transit and rail improvements in the current ADOT Investment Strategy.

Delay—The amount of added travel time due to traffic signals, other traffic control devices, congestion, and incidents such as crashes. *Total vehicle hours of delay* is the hours of delay for each vehicle, summed over all vehicles on regionally significant roadways in the system. *Total person hours of delay* equals total vehicle hours of delay times the average vehicle occupancy rate. Roadway traffic delay is a model-generated output.

Emergency Access—Transportation routes usable by emergency vehicles (fire, medical, police, etc.); also, routes available during emergencies requiring evacuation of residents and visitors.

Energy Security—The ability of the United States to meet its domestic energy needs regardless of interruptions to the flow of foreign fuel supplies.

Environmentally Sensitive Area—As designated by an appropriate land or resource management agency (federal, state or local), an area containing unique or significant environmental resources (e.g., biological, cultural, geological, aquatic) that require protection or monitoring.

Free-flow Junction—A location where vehicles move between transportation routes or facilities with no need to stop for conflicting traffic movements. The fully directional system TI (traffic interchange) is a type of free-flow junction.

Freight Terminal—A facility where large amounts of freight are transferred between modes, shippers/carriers, or vehicles.

Greenhouse Gases—Gases that trap heat from the sun's rays within the earth's atmosphere—acting like the glass in a greenhouse—thereby contributing to global warming. Carbon dioxide is the primary greenhouse gas emitted by motor vehicles.

Highway Performance Monitoring System (HPMS)—A national highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways. It contains administrative and extent of system information on all public roads, while information on other characteristics is represented as a mix of universe and sample data for arterial and

collector functional systems. Limited information on travel and paved miles is included in summary form for the lowest functional systems. (Source: FHWA Office of Highway Policy Information.)

Infill Development—Urban land use that focuses on development or redevelopment of vacant or underutilized parcels in an existing built-up area already served by urban infrastructure, such as roadways, public transit, water, sewer, gas, electricity and telecommunications.

Infrastructure—Fixed facilities that are used to provide transportation or utility service.

Intermodal—Refers to facilities where people or goods transfer from one mode of transportation to another.

Mixed Use Development—A form of land development in which several compatible types of uses are located next to or near each other. A cluster of such uses might include residential (both single and multiple occupancy housing), retail, office, live/work space (home office), entertainment, and open space. Some jurisdictions have adopted mixed use as a zoning classification.

Modal Choice—The selection of one mode of transportation over an alternative; also refers to opportunities to choose between modes.

Model Output—Data on the condition and performance of regionally significant roadways generated by the statewide travel demand model currently nearing completion.

Multimodal—Refers to the existence or use of more than one mode of personal travel or freight transportation within a community or region. Modes of travel include the private motor vehicle (using roads and streets), public transit (by van, bus, train or other conveyance, operating in mixed traffic or in an exclusive right-of-way), bicycle and pedestrian. The primary modes of freight transport in Arizona are truck and rail.

Passenger Terminal—A location where passengers congregate to board public or common carrier transportation services such as local or intercity bus service, rail or airlines. A terminal typically includes a dedicated waiting room or area, often with amenities such as arrival/departure information, ticket purchasing, restrooms, vending machines and parking. Simple roadside bus stops are not considered terminals.

Redevelopment or *Revitalization Area*—A vacant, blighted or decaying area that a public jurisdiction has officially targeted for more economically productive and socially beneficial uses. Such designation typically involves some form of incentive or governmental assistance for the desired redevelopment to occur.

Regionally Significant Roadway System—Consists of the state highways plus all other roadways in the network modeled for the statewide frameworks.

Wildlife Corridors—The connections that facilitate movement of wildlife between relatively large areas of unfragmented landscapes or habitats. These unfragmented landscapes support habitat for a diverse array of species and are dominated by natural vegetation, with low to moderate levels of urbanization and agriculture. (Source: Logan Simpson Design, based on Arizona Game & Fish definition.)

Wildlife Crossing—A specially designed roadway (or other transportation facility) grade separation, allowing free movement of wildlife along a corridor that crosses the facility.