

6.0 TRANSPORTATION ELEMENT

6.1 Introduction

The transportation system will provide an efficient and safe movement of persons and goods within and through Pinal County. This system also is to be environmentally compatible with the surrounding conditions and supportive of economic development.

An important component of the transportation system is the integration with land use in achieving long term improvements in Pinal County. That is, planning and coordinating land use patterns related to transportation is essential in making the best use of public funds.

The transportation system should incorporate well designed limited access routes, major arterials, minor arterials, collectors and residential streets, which are directly linked to the proposed land uses. Greater population densities along the major corridors should be encouraged, providing greater accessibility to housing, employment, and commercial/industrial areas. Lower density land uses should be located further away from the major corridors.

Specified multi-modal corridors, including bicycle, pedestrian, and equestrian facilities, should be incorporated as an integral element of the transportation system. Envisioned is a system for both an alternative mode of travel and recreational use, residential areas would be connected with work, shopping, and recreational activities. Routes would access a variety of land uses, interconnect other transportation modes, be located adjacent to washes, included as an integral part of transportation corridors, and incorporated within residential areas. The location of the routes should be identified in the comprehensive transportation plan. The regional bicycle route system should be integrated with the various community's bicycle plans to provide seamless connectivity across the County.

A continuous pedestrian and bicycle system is envisioned as part of the transportation system. Pedestrian and bicycle pathways are pictured as being located along washes, roadways and residential streets, especially within the urban areas, connecting housing areas with employment and commercial facilities.

The planning area is characterized as having a southwestern life style. Equestrian trails are envisioned as being an essential part of this lifestyle. These trails need to be an integral part of the transportation system. They should be located adjacent to major washes and interconnected with public resource areas. Feeder trails should be incorporated, connecting residential areas with the major equestrian trails.

The availability of public transportation to, from, and within the County is an integral part of the transportation system. Public transit plays an essential role in guaranteeing mobility to individuals and households that lack other means of transportation. Public investment in

transit where appropriate has proved to be a significant economic benefit to the community. As the County continues to grow, increased use of public transportation in the future can provide additional benefits such as reduced congestion and improved air quality. For public transportation to be successful, it should be planned so that it is convenient, accessible, dependable, and targeted to address unmet regional transportation needs.

Future land use patterns and transportation systems should be interconnected in a coordinated, continuous, and comprehensive manner. Land use patterns will be promoted to improve air quality, to reduce travel miles, and to encourage alternative transportation modes. Auto, bicycle, pedestrian, equestrian, and future transit travel should be coordinated with land use planning, especially around urban and rural activity centers as well as between public resource areas. Another consideration is to design attractive roadways that enhance, rather than detract from, recreational and scenic areas.

Capital improvement programs are encouraged to uphold a comprehensive transportation system. This system would be supportive of environmental considerations, provide easy access to all land uses, be efficient in travel times, provide for alternate modes of travel, preserve existing neighborhoods, and be sensitive to both the natural and man made environment.

The purpose of this transportation element is to provide the collection of transportation goals, policies, and standards that will guide the development of the transportation system. The scope of this element includes not only existing and future roadway networks, but highlights a regional effort in creating a multimodal system to accommodate future roadways, pedestrian, bicycle, and public transportation. Supporting data for this element is available in the 2000 Pinal County Transportation Plan, September 2000.

6.2 Issues For Transportation Planning

Several transportation related issues have been identified within Pinal County. These issues, not in a priority order, are summarized as follows:

Rapid Population Growth

Pinal County is experiencing rapid population growth. In 1994, DES projected a population from 112,000 in 1990 to 134,000 in 2000 and 160,000 in 2013. Recently published 2000 census data indicates that the current population is 179,727 for Pinal County, indicative of the rapid population growth.

Expansion in Northern Pinal County

In the northern area of Pinal County and southern area of Maricopa County, significant development growth is projected to occur. This necessitates a need to consider growth

across County boundaries in addition to the local agencies in the area. Growth in other areas such as Casa Grande will also impact the transportation system.

With anticipated growth in the northern Pinal County, the Arizona Department of Transportation (ADOT) is currently conducting a study along US 60 between Apache

Junction to the western edge of the Tonto National Forest. Several issues are being studied in regard to full access control along this corridor in addition to possible realignment or bypass of the existing alignment.

Air Quality

As growth increases in Pinal County, continued efforts must be taken to control and reduce air pollution. There has been discussion to include Pinal County as an ozone nonattainment area, which will be an expansion of the Maricopa Association of Governments (MAG) nonattainment area.

Unpaved Roads

In conjunction with degradation of air quality, increased vehicular traffic on dirt roads also increases the dust and particulate emissions. Paving roads will help control and reduce air pollution.

Transportation

Continued efforts should be taken to encourage alternative modes of transportation. The transportation system is one of the most expensive public services that Pinal County government provides. Funding sources are critical in maintaining and improving this system for existing and future conditions.

As rapid development continues to occur in Pinal County, traffic impact analysis of proposed developments on the roadway network will continue to be required.

Safety

With the increasing population growth and subsequent increase in vehicular travel, it is vital to monitor and evaluate accident trends to provide safe and efficient traffic operations.

Access management regulates the level of access control on roadways and is needed to help retain the capacity of public highways, access to private land, and maintain public safety.

6.3 Goals, Objectives, and Policies

A comprehensive set of transportation objectives and policies has been prepared as a guide for the development of the Pinal County transportation network. These objectives and policies set the direction for the transportation system in support of the land use element. The policy statements of the Transportation Element are grouped into four categories; future needs, roadway standards, pollution, and alternative modes of transportation.

The goal of the Transportation Element is to:

Goal 1. Provide an efficient, cost effective system for existing and future roadways while promoting transit and multi-use trails.

OBJECTIVE T1 Accommodate existing and projected transportation demand in Pinal County.

Policy T1.1 Encourage coordination planning activities with local and County jurisdictions, Central Arizona Association of Governments (CAAG), and the Arizona Department of Transportation for the establishment of an interconnected transportation system.

Policy T1.2 Encourage developers to provide right-of-way and installation of infrastructure as part of the development.

Policy T1.3 All streets should be constructed to Pinal County standards. Upon acceptance by Pinal County, the County will be responsible for maintenance of the public streets.

Policy T1.4 Evaluate, prior to approval, the impact of proposed developments on the existing roadway network. Stipulate improvements necessary to mitigate transportation impacts.

Policy T1.5 Evaluate proposed Comprehensive Plan Map amendments as to their impact on the transportation system in and throughout the area.

Policy T1.6 Evaluate the major arterial corridors for future growth areas.

Policy T1.7 Pinal County supports extension of the Superstition Freeway on a new alignment along the U. S. 60 corridor.

OBJECTIVE T2 Promote the use of design standards for road construction which promote vehicular safety and economy of construction.

Policy T2.1 Encourage the use of roadway design standards for non-subdivisions as presented in the 2000 Pinal County Transportation

Plan. Require streets and roadways in subdivisions to be developed in conformance with Pinal County Subdivision Regulations.

- Policy T2.2 Encourage cooperation with incorporated jurisdictions.
- Policy T2.3 Encourage the construction of all weather crossings over washes on County roads.
- Policy T2.4 Encourage adequate access for fire and emergency vehicles for all new developments.
- Policy T2.5 Encourage adequate off street parking for all new developments. Commercial projects shall include provision for handicapped parking spaces and bus parking where appropriate.
- Policy T2.6 Encourage the gradual improvement of private roads to public County road standards.
- Policy T2.7 Encourage the limiting of direct access on State highways and principal arterials to enhance and protect the capacity and safety of the circulation system and reduce potential traffic conflicts. Direct property access from secondary carrier roads may be allowed as design features permit.
- Policy T2.8 Encourage the submittal of traffic impact studies for commercial, industrial, and residential development projects as outlined in the 2000 Pinal County Transportation Plan.
- Policy T2.9 Encourage the establishment of a scenic corridor designation and development of an overlay district for the Pinal Pioneer Parkway, State Routes, 77 and 79, to ensure the protection of scenic views and adjoining vegetation.

OBJECTIVE T3 Reduce particulate emissions caused by vehicular traffic.

- Policy T3.1 Encourage the maintenance of improved roads to reduce particulate emissions.
- Policy T3.2 Encourage the paving and use of dust palliative to reduce particulate emission on unpaved roads.

OBJECTIVE T4 Provide a balanced circulation system with opportunities for public transportation, pedestrian and bicycle circulation, equestrian trails and other alternatives to automobile travel.

- Policy T4.1 Encourage the coordination of planning activities with other governmental entities for a public transit system serving the planning area.
- Policy T4.2 Encourage participation in the CAAG Task Force to develop and maintain partnerships among human service providers, major employers, and municipalities. The CAAG Task Force would begin identifying the most appropriate institutional arrangement for the delivery of transit services, and consider establishing a target date for the establishment of transit services.
- Policy T4.3 Encourage transit oriented land use development.
- Policy T4.4 Encourage the promotion of public transportation as an alternative to the automobile.
- Policy T4.5 Explore providing points of interaction and efficient transfers among the various modes of transportation.
- Policy T4.6 Encourage telecommuting, teleconferencing options, flex schedules and car pooling.
- Policy T4.7 Encourage the protection and development of new trails as part of major riparian and wash areas, linear parks, and linkages to natural resource areas.
- Policy T4.8 Encourage the coordination of planning activities with other government jurisdictions including Federal, State, Regional, and local for the development and maintenance of additional hiking and equestrian trails to provide access through the planning area and to the mountains.
- Policy T4.9 Encourage the establishment of feeder trails and points of access to existing and proposed equestrian, hiking and bicycle trails, public resource areas, and open space areas.
- Policy T4.10 Encourage pedestrian access and circulation within appropriate and needed public rights of way.
- Policy T4.11 Encourage planning activities with other local and regional governmental agencies for a bikeway system serving the County.
- Policy T4.12 Encourage the use of greenbelts, open spaces and irrigation district canals to develop trail systems for alternative modes of transportation whenever possible.

- Policy T4.13 Encourage the provision of grade separated crossings for pedestrian, bicycle, and equestrian trails that intersect major thoroughfares.
- Policy T4.14 Encourage the development of a regional jetport within the County together with the ground transportation network connecting the jetport with Phoenix and Tucson.
- Policy T4.15 Encourage expanded use of airports in Pinal County.
- Policy T4.16 Implement the Pinal County Trails Plan (see below)
- Policy T4.17 Provide multi-modal transportation opportunities that will link the public pedestrian and bikeway system to the regional trail system.
- Policy T4.18 Encourage developers to provide a looping trail system within the development that connects to adjacent pedestrian and bike trail systems and park and recreation amenities.
- Policy T4.19 Encourage developers to provide right-of-way and improvements for all public trails.

Purpose, Goals and Strategies

The purpose of this Trails Plan is to facilitate a planning framework to create a countywide system of non-motorized trails and a system of motorized trails. In principle each system will complement and enhance the other and provide a wide range of recreational opportunities for all ability levels. Designated non-motorized trails will be used exclusively for non-motorized recreation. Motorized trails can be used for multiple purposes. Public safety, environmental constraints, and wildlife protection are a few examples of factors that may support special uses on some trails.

The planning framework will consist of utilizing existing regional trail corridors, quasi public corridors such as utility easements, floodplains, abandoned railways and road rights-of-way as a countywide network of trails. The framework would also focus on preserving important public access points to public lands and linking with other regional trails bordering the county such as the Anza Trail or WAPA line both in Pima County. Another important component of the framework is to put in place incentives and regulatory measures to institutionalize trail planning and development as a fundamental investment in creating livable and healthy neighborhoods and commercial districts. Finally, the framework will identify regional parks to serve growing recreation needs.

The following goals and strategies define the trail system planning framework that will guide decision-making, incentives and regulatory actions, design guidelines and

implementation of Pinal County's network of motorized and non-motorized trails at both the regional and local levels.

Goal 1: Create the framework for an interconnected trails system consisting of public nonmotorized and motorized corridors in Pinal County

Strategy 1: Seek opportunities for easements, dedications, joint-use agreements and/or other appropriate methods with public agencies and/or private landowners.

Strategy 2: Seek opportunities to designate or construct trails on lands already under public ownership.

Strategy 3: Establish methods for public trail acquisition, design, construction, and maintenance that maximize alternative funding opportunities, material contributions and community support.

Goal 2: Encourage coordination and cooperation between adjacent counties, neighboring Indian communities, agencies, municipalities, and the public in trail planning and development

Strategy 1: Work together to provide public trail links to recreational, cultural, historical, and natural resource open space areas and regional trail systems.

Strategy 2: Coordinate with public agencies and private developers to ensure appropriate public trail connections and access points are planned, constructed, and maintained.

Strategy 3: Develop public education and outreach programs to assist in the implementation of the Trails Program Plan.

Goal 3: Identify proposed corridors and/or segments needed to link communities within Pinal County and connect urban areas to recreational, cultural, historical, and natural resource areas, places of employment, and transit stops

Strategy 1: Work with developers to help create the network of county trails as growth occurs.

Strategy 2: Develop an Open Space and Master Trails Plan to identify proposed routes and access points.

Strategy 3: Provide multi-modal transportation opportunities that will link the public pedestrian and bikeway system to the public conservation trail corridor system.

Implementation Strategies

The implementation of the Pinal County Trails Program Plan will be a phased process. Phase I of the process will detail the 5-year plan, phase II will speak to the 10-year goals, and phase III will incorporate long-range goals to be accomplished over the next 25-years. The following is a list of those preliminary goals that the County would like to achieve within the identified timeframe.

❖ Phase I: 1 to 5-year plan

- Develop Open Space and Trails Master Plan
- Identify preliminary routes using washes, utility corridors, railways, roadways, and key linkages
- Establish set of open space and trail design standards and ordinances
- Continue partnerships with adjacent counties, tribal governments, agencies, municipalities, and private landowners
- Assist in the completion of the Arizona Trail segment through Pinal County
- Begin the feasibility study for the CAP canal trail corridor
- Implement one demonstration project along the CAP canal

❖ Phase II: 5 to 10-year plan

- Ensure trail connectivity/continuity within the County and surrounding Counties
- Continue to secure easement/rights-of-way along the Anza trail corridor
- Continue to secure available open space from BLM and developers for recreational purposes
- Complete the development of the CAP canal trail corridor

❖ Phase III: 10 to 25-year plan

- Continue to link trails to parks/open space/employment areas
- Finish the Anza Trail segment through Pinal County
- Continue to secure available open space from BLM and developers for recreational purposes

6.4 Surface Transportation System

In order to accommodate and plan for new roadway facilities, the road network is organized into a classification system. Roadway classification systems are typically based upon purpose or function. Function is generally divided into two competing purposes: mobility and access. Mobility is based on the volume of traffic moving at the greatest unimpeded speed along a given thoroughfare. Access is provided by accommodating low speed and low volume roadways with intersection and driveways. The transportation network should incorporate well designed function of roadways such as limited access routes, major arterials, minor arterials, collectors and residential streets. These functions range from providing access to adjacent land uses to limited access for regional travel.

An integral component of the transportation system is public transportation in Pinal County. By encouraging and providing other modes of travel, reduction in the number and length of automobile trips may result in improved air quality, agriculture, and open space preservation through a more compact urban form. In addition, public transit can be more effective when it is a viable alternative to congested roadways, parking costs, and available parking.

The Pinal County roadway network consists of two interstates, one US route, twelve State routes, Bureau of Indian Affairs routes, BLM and National Forest roads, County roads, and municipal streets. Many of these roads, especially the main thoroughfares are north-south aligned. The concentration of east west aligned roads connects the larger communities such as Casa Grande, Apache Junction, Coolidge, and Florence.

To accommodate and plan for future roadways, the transportation network is classified to define the types of roads that have similar design and traffic characteristics. The functional classification categorizes roads by functions they perform in regard to providing access and mobility. A principal arterial, for example, provides mobility of drivers between long distances with minimal access to adjoining properties. Conversely, the function of a local street is to provide access to homes with the results of low speeds and traffic volume rather than serving long distances with high speeds and increased vehicular activity.

The functional classification established for Pinal County was defined in the 2000 Pinal County Transportation Plan. Figure 1, from the Transportation Plan, presents the roadway Functional Classification. The classifications; Interstate, Principal Arterial, Minor Arterial, Major Collector, and Minor Collector are discussed in further detail below.

Freeways

The Arizona Department of Transportation is responsible for maintenance and construction of the freeway system in Arizona. The Central Arizona Association of Governments is the regional agency which coordinates regional planning in Pinal County.

The freeway system in Pinal County consists of Interstate 10 that enters from the northwest and exits the County in the central south area. Interstate 10 provides the main route from Phoenix to Tucson. Interstate 8 enters the County from the west and terminates southeast of Casa Grande at Interstate 10.

Other transportation systems in the network are classified as principal arterials or minor arterials. A principal arterial is capable of carrying the second largest traffic volume, and functions as a "second best choice" facilitator, behind an Interstate, for moving traffic into and out of certain points within the County. US 60 through Apache Junction to Florence Junction and SR 347 (John Wayne Parkway) are designated as principal arterials.

Minor arterials connect with the principal arterials and provide service to trips of moderate length and distribute vehicles to collectors. On a County level, a minor arterial functions as a connection between communities and also as a carrier of heavy traffic flow within a community. Minor arterials in the County are: SR 77, SR 79, and SR 587 in their entirety within the County and segments of SR 84, SR 287, SR 387, and

US 60.

Both major and minor collectors provide traffic circulation within low density areas, and can direct access from arterials to County roads. Major collectors carry a higher traffic volume than minor collectors. Examples of major collectors are SR 177 and Maricopa Casa Grande Highway. The Florence Kelvin Highway and Arizona Farms Road are examples of minor collectors.

An important element of the transportation system is encouraging development patterns that reduce the need for automobile travel through alternative modes and shortened trips. Also, providing transit in rural areas of Pinal County is vital for residents in these areas for alternative modes of travel.

Providing transit service presents challenges to existing and prospective transit providers in Pinal County. The I 10 Corridor communities of Casa Grande and Eloy have Greyhound bus service to Phoenix or Tucson, and the US 60 Corridor communities of Apache Junction and Superior have Greyhound bus service to Phoenix or Globe. However, trips between Eloy and Apache Junction or Casa Grande and Superior, for example, necessitate a Phoenix transfer and a half day of travel time. Moreover, communities located along SR 77 such as Oracle, Mammoth, and Winkleman have no intercity bus service. Community Transportation, which is funded through the Department of Economic Security (DES) JOBS program, provides intercity bus service between Florence, Coolidge, and Casa Grande, Eloy and Arizona City. However, many area residents are unaware that community service is available to the general public.

Travel patterns in the County are not focused on a central area where services and employment are concentrated. Rather, residents in different parts of the County flow toward the closest area for services or employment. For example, residents of Apache Junction are closely tied to the Phoenix area; persons in the Superior region may travel to Globe, and persons in Oracle access Tucson for basic services. The travel patterns in the center of the County--the region that includes Casa Grande, Eloy, Arizona City, Coolidge, and Florence--also include significant travel to and from the metropolitan area, due to the proximity of Phoenix and Tucson, the strong employment base that Casa Grande and Florence provide, and the varied and specialized services that can be found in the metropolitan areas.

Several public and private transportation services are provided in Pinal County, principally within specific communities. Public transportation services are available within and between County communities, including local and inter city transportation,

and publicly and privately funded services. Existing transportation services include human services transportation provided by agencies for a specific clientele such as elderly, developmentally disabled, and persons requiring transportation for medical services; the public transit service in Coolidge; taxi service; airport shuttle service; and intercity bus service.

Providing public transit service for residents in rural communities is vital to their mobility and quality of life. Public transportation can be provided through general public transit service, program related service and private operated service. Residents in unincorporated Pinal County have limited transit services available. Transit in rural areas is currently limited to programs related to human service trips and privately operated service.

Pinal County's rapid population growth, together with regional attitudes, which are more favorable toward transit than in the past, warrants periodic study of the feasibility of expanding transit service in the County. Existing service providers, other than the Community Express and the Cotton Express in Coolidge and specialized services offered by human service agencies, serve limited areas, and unmet transportation needs exist elsewhere.

The 1998 Central Arizona Transportation Policy Plan recognized a number of transportation issues in Pinal County from problems identified by communities, municipalities, community based organizations, and by the County itself, as well as those documented in previous transportation studies.

Many of the issues recognized by the 1998 Central Arizona Transportation Policy Plan could successfully be addressed by transit service.

- Comprehensive transit service is part of a balanced transportation system and provides for a high level of mobility for persons lacking access to automobiles.
- Transit aids economic development by expanding the labor pool available to include those persons lacking their own transportation to work, including Welfare to Work clients.
- Transit in urban areas, together with complementary park and ride facilities, can enable higher uses of valuable urban real estate that would otherwise be needed for downtown parking, enhancing both public and private sector revenue from such real estate.
- As intercity highway traffic congestion increases, transit offers an option that will assist in linking population centers while decreasing travel time.

As recommended in the 2000 Pinal County Transportation Plan, the County should participate in the Task Force to develop and maintain partnerships among human service

providers, major employers, and municipalities. The Task Force would begin identifying the most appropriate institutional arrangement for the delivery of transit services, and consider establishing a target date for the establishment of transit services.

As Pinal County continues to grow, an efficient multimodal system will be needed in coordination with development patterns that encourage other alternatives to automobile travel for work and non work trips. The transportation system should also be well balanced with other alternative modes of travel, so as not to create an excessive financial burden to the region.

Rail

Prior to June 3, 1996, Amtrak's Sunset Limited operated tri weekly between Los Angeles, California and Orlando, Florida with major intermediate stops at Phoenix, Tucson, El Paso, San Antonio, Houston, and New Orleans. Pinal County passengers were served with a stop at Coolidge. In San Antonio, cars were exchanged with the Texas Eagle for connections to/from St. Louis and Chicago. Effective June 3, 1996, following an agreement with the Southern Pacific Railroad, Amtrak ceased operating through Phoenix and switched to the route through Casa Grande and Maricopa.

Late in 2001 Amtrak service will be restored to the area by means of a stop at Maricopa, west of Casa Grande. A fourth weekly train on the route that had been added in 1998 was removed in February 2001. In May 2000, a passenger train was operated between Phoenix and Tucson with a stop at Coolidge to demonstrate the potential for regional rail service. However, the tracks between Tucson and Phoenix are used for freight service and maintained for that purpose. If commuter rail service is ever provided along the Tucson/Phoenix corridor, the freight movements will have to be taken into consideration and the track brought up to passenger train standards.

Alternate Modes of Transportation

Alternative modes of transportation should be strongly encouraged to play a larger role in the transportation system. The vast majority of trips are currently by automobile. Other modes for a balanced circulation system include bicycling, walking, and transit alternatives with efficient placement of future employment and services.

Pedestrian

With proper design and adequate facilities, walking can be a mode of travel for school, convenience shopping, recreation, social, and even work trips. Pedestrian facilities can be accommodated as enhancements with new roadways or maintenance. Pinal County is currently developing a pedestrian trail system. It is encouraged that the trail system interconnect with community path plans to provide continuity between the pedestrian trails where possible.

Bicycles

The County should continue to coordinate planning activities with communities and regional planning agencies for a bikeway system. Bicycle projects are funded under various TEA-21 programs administered by ADOT. Local agencies such as Casa Grande are implementing local bicycle facility plans and should be interconnected with a regional bikeway network. New roadway construction should include bicycle facilities as presented in the 2000 Pinal County Transportation Plan roadway design standards to increase opportunities for those who choose to bicycle.

Intermodalism

Efforts should be made to provide points of interaction and efficient transfer among the various modes of transportation. For example, "Gateway Centers" could be located on I 10 in the Casa Grande area, possibly within walking distance of one of the factory outlet centers, as well as in the Picacho/Eloy area and on US 60. In addition to making it more convenient for existing route carriers to serve Pinal County, these centers could serve as intermodal facilities where travelers could transfer between local services such as Greyhound, Arizona Shuttle, and other long distance transit providers. These centers could also serve as locations where persons could park cars and bicycles.

Telecommuting

With the arrival of advanced technology and socioeconomic changes, telecommuting is becoming a viable option for many employers and employees. Telecommuting allows employees to work at home on a personal computer while communicating to a central office by telephone, facsimile, or modem. This of course is dependent upon the type of work that an employee or employer is to perform. The transportation advantages of telecommuting are trip reduction, reduced single occupancy vehicle usage, and reduced roadway congestion. This also has the potential to contribute to improved air quality by the reduction of vehicles.

Park and Ride Facilities

In the urban areas, park and ride facilities are an important component to the success of the carpool programs and increased bus ridership. As the County continues to grow, the demand for these facilities will increase, especially where they can support the growing public transportation network.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is a program of a broad range of diverse technologies. Authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA), projects developed through the ITS program enhance transportation needs in the areas of safety, congestion management, traveler information, and incident identification. ITS can collect and transmit information on traffic conditions, alert travelers to hazards and delays, reroute traffic around delays, automatically collect tolls,

automate dispatching, improve productivity through tracking systems, and provide route guidance. In Arizona, the application of ITS technologies has been a standard for over the past 15 years. Communications and long standing partnerships among all governmental agencies throughout the state have culminated in an integrated, interoperable transportation system.

Pinal County in coordination with the Federal Highway Administration (FHWA), ADOT, CAAG, local governments, and private industry should investigate the use of ITS technology. With the major Phoenix -- Tucson Interstate 10 corridor that traverses through the County, in addition to Interstate 8 from the west, providing ITS would enhance safety operations and improve communications for traveler information and incident identification.

6.5 REGIONAL TRANSPORTATION PLANNING

CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS

Regional Transportation Plan

The Central Arizona Association of Governments has prepared a Regional Transportation Plan that identifies deficiencies along the regionally significant roadways, and recommends necessary improvements for CAAG's short term, mid term, and long term transportation improvement plans. The study years include 1998, 2003, 2008, and 2018. The Plan was completed April 24, 2000. The Regional Transportation Plan covers existing conditions, level of service and improvements, and identified transportation improvement projects in addition to corresponding funding sources for the study horizon years.

Transportation Management Systems

Management systems provide information to optimize the transportation system, leading to project selection and funding. Table 1 presents the status of the transportation management systems.

TABLE 1. TRANSPORTATION MANAGEMENT SYSTEM

<u>Management System</u>	<u>Lead Agency</u>	<u>Operational Status</u>
Pavement Management System	ADOT	Operational
Safety Management System	ADOT	Under Development
Bridge Management System	ADOT	Largely Operational
Public Transportation Management System	ADOT, (PB) CAAG	Under Development

Pinal County

Pinal County is responsible for short range, mid range, and long range transportation planning with the County owned and maintained roadway network. This section summarizes these larger efforts.

The *Pinal County Five Year Transportation Plan* is designed to fulfill Pinal County's mission to provide a quality transportation system. This is a 2001 update of the Five Year Transportation Plan. The five year plan is a priority listing of highway improvement projects to be constructed using revenues from the half cent Transportation Sales Tax approved by the voters of Pinal County in 1987.

County transportation planners and engineers developed the five year plan from the combined recommendations of County residents, their elected representatives, the municipalities, and Pinal County staff.

The transportation element is a key component of the Comprehensive Plan. The land use and transportation impacts expected as a part of the implementation of The Comprehensive Plan are considered in the 2000 Pinal County Transportation Plan. The Transportation Plan is a long range transportation plan for roads of regional significance including Interstates 8 and 10, State Routes, and major County roads. The focus of the study is on the major regional roads.

The Transportation Plan consists of two elements: transit and street. The following summarizes these elements.

Transit

The County should establish a Task Force to develop and maintain partnerships among human service providers, major employers, and municipalities. The Task Force would begin identifying the most appropriate institutional arrangement for the delivery of transit services, and consider establishing a target date for the establishment of transit services.

The recommended implementation methodology for transit service in Pinal County consists of the following:

- Develop partnerships with human services providers, major employers, and municipalities.
- Identify the most appropriate institutional arrangement for the delivery of transit services.
- Determine if and when service will begin.
- Begin the implementation process.

- Review the draft plan.
- Revise and refine the service plan.
- Implement the service.

Street Element

The Transportation Plan defines a roadway system organized of principal arterial, minor arterial, major collector, and minor collector. These roadways are further defined by recommended right of way, pavement width, and number of lanes for both urban and rural cross sections. This roadway functional classification is illustrated in Figure 1.

The Plan also defines access management as part of the transportation system. Driveway spacing, corner clearances, location restrictions, and location coordination guidelines are presented to maintaining a safe and efficient access management plan.

The 2000 Pinal County Transportation Plan also presents an Implementation Plan for the three target population levels; 220,000, 320,000, and 520,000. The Implementation Plan presents a schedule based on the roadway widening projects necessary to meet the traffic forecast volumes at these three target population levels.

Several regional transportation studies have been completed or are underway in Pinal County.

- The Casa Grande Multimodal Transportation Study was completed in August 2000. This study involves identifying and effectively addressing all transportation related issues, an inventory of existing conditions, developing a long range transportation plan, and to develop 5, 10, and 20 year transportation improvement programs which include project descriptions and cost estimates.
- The City of Eloy Small Area Transportation Study was completed in June 1998 in cooperation with the City, ADOT and the consultant team. The transportation plan meets requirements for programming, prioritization, and funding of highway projects within the City. The study also developed an inventory of existing conditions, and estimates of 2002, 2007, and 2012 future volumes and operating conditions. Also, the study addressed traffic operations at existing traffic interchanges within Eloy and identified issues associated with a potential future interchange at the Battaglia Drive overpass.
- The Town of Superior Small Area Transportation Study was completed in November 1993. This study addressed existing conditions, the circulation plan, pavement management systems, access management, design guidelines, and implementation. The study also provides a Transportation Improvement Program for five year, ten year, and twenty year components.

- Developer generated transportation/traffic studies such as the Superstition Valley Transportation Study (7/19/99) and the Maricopa Subregional Transportation Study (8/31/00) are 100% developer funded and development area specific. These and other similar studies assist the County in making specific decisions regarding expansion and safety improvements to the existing roadway system.