West Pinal-Maricopa Area Transportation Plan

Technical Memorandum #1: Current Conditions Review

April 2023

PINAL COUNTY

CITY OF MARICOPA

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West Pinal-Maricopa Area Transportation Plan

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Current Conditions Review

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1 Introduction

Western Pinal County, which includes the City of Maricopa's Municipal Planning Area (MPA), has been a past, current, and future focus of growth and urbanization. With the expected rapid development and population growth in this area, Pinal County, along with the City of Maricopa, has commissioned the West Pinal Maricopa Area Transportation Plan (WPMATP) to assess the area and create a plan to ensure the current and proposed transportation systems are aligned with their needs.

The purpose of the WPMATP will build upon past City and County planning efforts and will focus on evaluating the existing and future transportation system needs for Western Pinal County, the City of Maricopa, and the surrounding area illustrated in **Figure 1-2**.

The primary goals of the WPMATP are to define the current transportation system, evaluate its current performance, forecast future needs and connections, and prepare a plan for the identified transportation needs within the area. The study will help to facilitate and implement study area transportation goals to improve transportation facilities and services by:

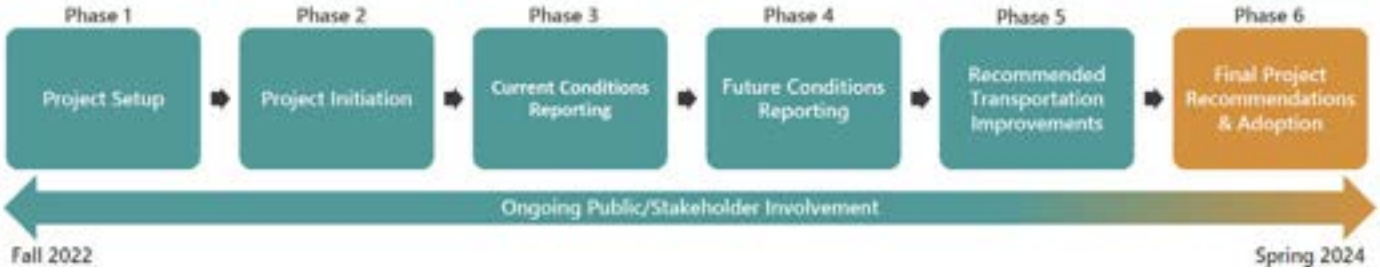
- Relating the transportation system to existing and future land use and community comprehensive plans and programs.
- Improving the multi-modal transportation circulation of people and goods, using both motorized and non-motorized transportation modes and facilities.
- Providing a safe, efficient, accessible, cost-effective and context sensitive transportation system.
- Ensuring compliance with federal transportation planning regulations.
- Identifying and prioritizing future roadway projects for near term and long-term implementation.
- Performing recommendations to deliver sufficient capacity and multimodal infrastructure for Pinal County and the City of Maricopa to accommodate future planned residents, businesses, and visitors.
- Comparing future roadway capacity needs to existing roadway conditions and two future growth scenarios within the study area to identify future vehicle demands and LOS for each scenario.
- Providing a user-friendly plan with understandable language to encourage its use by a broad audience (City Council, City leaders and staff, residents, businesses, and developers). The plan will utilize a combination of maps, illustrations, infographics, and tables to convey its message and actionable items.
- Updating tables 11-1 and 11-2 of the 2017 ATP, with transit information/cost estimates that will be provided by others (costs and implementation timeline).

These goals will be utilized as a guide to address the future transportation needs through the year 2040, the planning horizon year for this study.

Planning Process

The WPMATP will consist of a thorough, four step process as pictured in **Figure 1-1**. Two technical analysis phases will be captured in two Technical Memorandums and then a final plan will be produced as the Final Report. The entire WPMATP planning process will be supported by invaluable contributions from the stakeholders and members of the public during Project Work Group meetings and public open houses at key milestones of the development of the plan.

Figure 1-1: WPMATP Planning Process



Study Area Overview

As illustrated in **Figure 1-3**, the WPMATP study area is located along State Route 347 in the southcentral portion of Arizona near the Western Pinal – Eastern Maricopa County border. The study area is a major connection between Phoenix, Arizona and southwestern cities such as Gila Bend and Yuma. Phoenix is roughly 35 miles north and Gila Bend is 42 miles southwest of the City of Maricopa.

The West Pinal Maricopa ATP study area is approximately 268 square miles and is generally bounded by the Western Pinal – Eastern Maricopa County border to the west, Case Grande / Gila River Indian community to the east, the City of Maricopa boundary to the north, and I-8 to the south.

While the current population exceeds 72,000, there were currently 67,862 people living in 22,713 households in the study area as of 2020. However, the most significant concentration of housing and urbanized development is within the City of Maricopa's limits which largely contains single-family residential land uses. The other large land uses are agriculture land and open space outside the City of Maricopa boundary but within the study area. The entire study area is planned and approved to expand with the addition of 25 new residential and mixed-use neighborhoods, which will add approximately 77,773 homes.

The City of Maricopa is one of Arizona's youngest municipalities, incorporated on October 15, 2003. The 2000 census listed Maricopa with a population of 1,040. During the following two years, its population exploded to 15,934 earning it the title of one of the fastest growing cities in the United States. In 2020, the City's population was 58,125 and is approximately 43 square miles, with a planning area of 268 square miles.

The City of Maricopa is bordered by two Native American communities, Ak-Chin Indian Community to the south and Gila River Indian Community to the north.

Figure 1-2: West Pinal-Maricopa Regional Vicinity Map

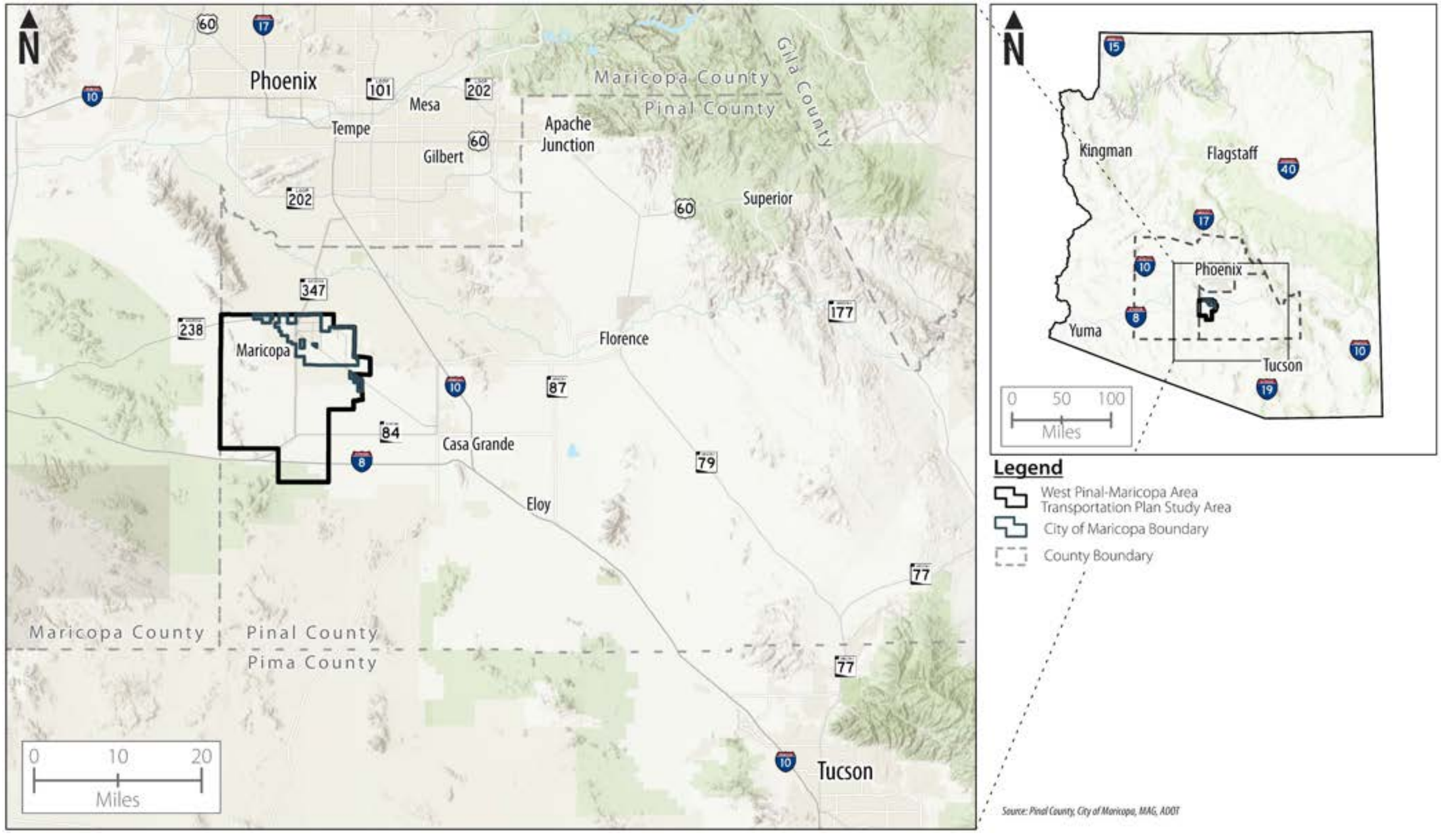
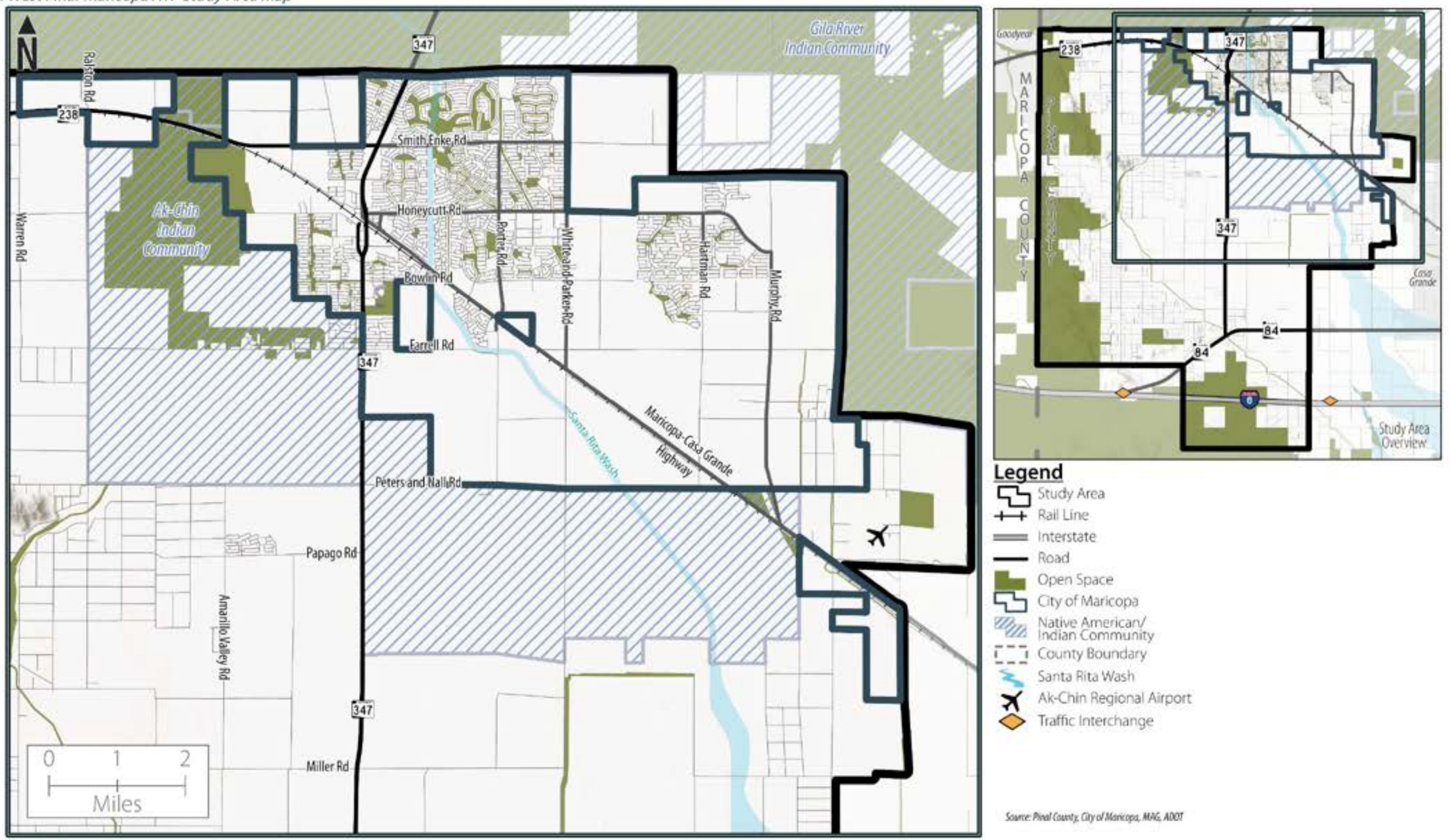


Figure 1-3: West Pinal-Maricopa ATP Study Area Map



Source: Pinal County, City of Maricopa, MAG, ADOT

Current Conditions Review Purpose

In order to identify and develop potential recommendations and strategies that respond to potential growth scenarios, this Current Conditions Report is developed to fully understand the existing and future land use characteristics, demographic and socioeconomic conditions, and the transportation framework.

Technical Memorandum (Tech Memo) #1 presents a snapshot of existing conditions in the WPMATP study area, as well as, offering an inventory and assessment of the existing transportation network. The purpose of this technical memorandum is to evaluate existing conditions within the study area, including review of opportunities and constraints that could help identify existing roadway segments that may or may not be suitable improvements, as well as identify opportunities for future roadway and multi-modal connections to foster a more connected transportation network.

Report Structure

Tech Memo #1 is divided into five sections which each include a different topic and contain various levels of information relative to the objectives of the study area. The five sections include:

- **Introduction** – provides a brief overview and purpose of the WPMATP.
- **Literature Review of Relevant Plans, Policies, and Studies –** this section details a literature review of the relevant existing plans and policies in place for Pinal County and the City of Maricopa. These guiding documents provide a policy context for growth, development, and operations in the area and a solid foundation for understanding the goals, values, and vision of the region.
- **Study Area Profile -** this section provides an overview of land ownership, existing and future land uses and zoning, and current employment conditions.
- **Existing Transportation Systems -** this section describes the existing transportation system within and adjacent to the study area. This section includes an assessment of the existing roadway characteristics, traffic conditions, and an inventory and assessment of the existing multimodal transportation infrastructure including bicycle and pedestrian, airport, railroad, and public transportation infrastructure.
- **Roadway Crash Analysis –** this section includes crash analysis for the WPMATP study area to identify trends, patterns, predominant crash types, and high crash intersections. The purpose of the crash analysis is to discover safety hazard locations that need to be addressed to improve area safety.

Public Input

An online survey for the community at-large was conducted to gauge the public's existing travel behaviors, interest, use, and suggestions for future transportation facilities, as well as to guide the direction and recommendations of this Plan. The resident response rate for the survey was considered favorable, with a total of 431 residents responding to the survey during the three-week period from January 17 to February 3, 2023.

The survey was available online and was distributed via several of the City's and County's social media platforms. The survey included 19 questions, with 13 study-related questions focusing on transportation while the remaining six were socioeconomic-related questions to gain additional insight about the nature of the respondents. The detailed results of the survey are included in the **Appendix A** with a brief synopsis of the survey results provided within the following subsection.

Community Survey Synopsis

This subsection provides a brief synopsis of the Online Community Survey results. An analysis and presentation of the survey results will be expanded upon prior to the first Community Open House Meeting. The following are key takeaways from the survey results:

- Of the 431 survey respondents, 82 percent of the survey responds live with the City of Maricopa municipal limits while 14 percent live outside of the city but within the WPMATP study area. Four percent of survey respondents live outside the study area and five percent I own/manage/work for a business or organization within or near study area.
- Almost all of the survey respondents (99 percent) said they utilize the personal automobile to travel within or through the study area on a regular basis; while 12 percent bike, 21 percent walk, and one percent use public transit on a regular basis.
- In order of most frequent, traffic congestion (89 percent), lack of highway access to get out of the area (71 percent), poor pavement condition (58 percent), and not enough roads (52 percent) were the most commonly selected items that impede travel within, to, or from the study area by survey respondents.
- Traffic congestion, traffic delay/excessive travel time, roadway improvements not keeping up with development, bottlenecks at intersections, and indirect or circuitous travel because of gaps in the roadway network or development/land use were the top five transportation related issues.
- Not safe infrastructure (i.e., too high of traffic volumes and speed, inadequate lighting, crime, etc.) was the primary reason why survey respondents are prevented from walking and/or biking within, to, or from the study area.
- Grocery stores, retail stores, and healthcare facilities were the top three types of destinations respondents would like to see improved access to.
- New off-street walking and bicycling paths, filling in gaps in existing sidewalk network, and new or improved on-street bike lanes were the top three bike/pedestrian-related improvements selected by respondents.
- **Figure 1-4** illustrates a word cloud of the most frequently used words in survey respondents' response to the question - *Traffic congestion on study area roadways and intersections is an important part of this study. Please describe which specific roadway(s) and/or intersection(s) you experience traffic congestion delays.*

Figure 1-4: Community Survey Word Cloud - Roadways and/or intersections experiencing Traffic Congestion

2 Literature Review of Relevant Policies, Plans, & Studies

A comprehensive literature review of the relevant existing plans and policies in place for Pinal County and the City of Maricopa were conducted for Tech Memo #1. These guiding documents provide a policy context for growth, development, and operations in the area and a solid foundation for understanding the goals, values, and vision of the region. The results of the review guided and informed the planning process and the development of the WPMATP. The various plans and studies reviewed from the local, regional, and state levels are included in **Table 2-1**. A detailed review of the key studies is included in following sub-sections.

Table 2-1: List of Relevant Policies, Plans, & Studies

	Plan Title	Plan Type	Key Study
Local Plans	SR347 Design Concept Report and Environmental Study	Design Concept Report	√
	SR 347 Grade Separation Study	Feasibility Study	
	Maricopa Area Transportation Study	Transportation	√
	Maricopa Economic Development Strategic Plan	Economic development	
	Maricopa Capital Improvement Program	Budget	√
	Maricopa General Plan	Community	√
	Maricopa Heritage District Design Guidelines	Regulatory	
	Maricopa Redevelopment Plan	Community	
	Maricopa Title VI Plan	Socioeconomic/demographic	
	Maricopa Design Standards	Regulatory	
	Maricopa Subdivision Guidelines	Regulatory	
	Maricopa Traffic Impact Analysis Guidelines	Transportation	
	Hiller Road Realignment Study	Transportation	√
	Maricopa-Casa Grande Highway Plan	Transportation	
	Pinal County Open Space & Trails Master Plan	Parks/Recreation	√
	Pinal County Access Management Manual	Regulatory	√
	Pinal County Regional Transportation Authority Report	Transportation	
	Pinal County Strategic Transportation Safety Plan	Safety	
	Pinal County Development Services Code	Regulatory	
	Pinal County Floodplain Management Plan	Hydraulic	
	Pinal County Small Area Transportation Study	Transportation	
	Pinal County Subdivision & Infrastructure Design Manual	Regulatory	
	Pinal County RSRSM	Transportation	√
	Pinal County Regional Transportation Plan	Transportation	
	Pinal County East-West Corridor Study	Transportation	√
	Pinal County Transportation Improvement & Maintenance Program	Budget	√
State & Regional Plans	Interstate 11 Tier II EIS	Transportation	
	ADOT Intercity Passenger Rail Study	Transportation	√
	Arizona State Rail Plan Update	Transportation	√
	Arizona State Freight Plan	Transportation	√
	Arizona Key Commerce Corridors	Transportation	
	Southeast Valley Transit Study	Transportation	√
	MAG Commuter Rail Study	Transportation	√
	MAG Hidden Valley Study	Transportation	√
	SCMPO Strategic Transportation Safety Plan (STSP)	Transportation	
	SCMPO 2040 Regional Transportation Plan	Transportation	
	Comprehensive Economic Development Strategy	Economic development	
	CAG Regional Transportation Plan	Transportation	√
	CAG Regional Transit Plan	Transportation	

Maricopa Area Transportation Study (2015)

This Area Transportation Plan (ATP) was completed in 2015 and is the most current long-range, city-wide transportation planning effort that acts as the City's Transportation Master Plan and regional Connectivity Plan. The ATP specified policies, projects, and programs necessary to maintain, manage, and improve the community's transportation systems over a 25-year planning horizon and buildout, considered to refer to a timeframe 40 to 60 years from the conception of the plan. This ATP presents an update of the previous 2008 Regional Transportation Plan (RTP) Update, which encompassed the entire Maricopa MPA (the same geography as the WPMATP study area. The 2015 ATP addresses the transportation needs and established long-range plans for future development of streets, transit services, bicycle and pedestrian facilities, and intelligent transportation systems (ITS) within the City and the MPA.

2040 Transportation Vision

The City has an integrated, citywide, regional, and multimodal transportation system that is safe, functional and integrated with the Smart Cities Initiative.

The ATP includes a vision and a series of transportation goals to guide the ongoing development through 2040. The transportation goals include:

- Provide greater, more efficient mobility through multimodal transportation to and from Maricopa.
- Create an adequate intracity road network.
- Create transportation connectivity with other cities and regions.
- Create safe and functional pedestrian ways and bicycle routes throughout the City of Maricopa.

The ATP provides a series of roadway network improvements under three planning horizons: 2020, 2030, and 2040. **Table 2-2** provides a list of all recommended roadway network projects by planning horizon year and the improvement projects are listed in order of priority, based on the LOS analyses. Several of these recommended improvements have been completed or are in the process of being completed, including multiple of the 2020 paving projects, the widening of SR-347, and the widening of Honeycutt Road. On element that needs to be addressed that is not included in the table is fixing the intersection geometry of White Road and Papago Road intersection.

The ATP also notes that these roadway network recommendations do not reflect the need for extension of the East-West corridor east of MCGH in the Farrell Road corridor prior to Year 2040; and that this facility potentially could be constructed prior to 2040. As a result, an additional analysis was conducted to determine the capacity that would be required, if the East-West corridor was constructed with the grade separation at White & Parker Road and connectivity to Farrell Road, that indicated a four-lane interim parkway facility would be sufficient through Year 2040.

The TMP also provides a framework for planning Complete Streets in the City, which is a roadway design concept or treatment intended to provide accommodations for all travelers regardless of age or ability. The ATP report specifies implementation of the Complete Streets concept for existing streets should take place as streets are improved; those changes that can be accommodated as roads are resurfaced and restriping for bike lanes or turn lanes should be done at that time. Significant changes to the street cross-section or geometrics, like adding medians, widening streets, widening sidewalks, or other significant street reconstruction actions, should adhere to Complete Streets guidelines to the degree feasible as changes are being planned. Key figures and tables associated with implementation of Complete Streets include:

- Figure 7-2: Recommended Complete Streets Network

- Figure 7-3: Complete Streets Network for MPA
- Figure 7-4: Complete Streets Approach to Roadway Design

Table 2-2: Roadway Network Project Implementation Recommendations, 2020-2040

Year 2020	
Recommended Network Improvements	**Mitigation Strategy**
SR 347: Cobblestone Farm Dr. (South) to Cobblestone Farm Dr. (North)/Lakeview Dr.	Widen to provide 3 lanes in northbound direction (6 lanes total)
Intersection of SR 347 and Smith-Enke Rd.	Upgrade the intersection at SR 347/ Smith-Enke Rd
SR 347: Edison Rd. to Lakeview Dr.	Conduct Corridor Study to determine the feasibility of upgrading to a 6-lane Urban Arizona Parkway
SR 347: Lakeview Dr. to I-10	Conduct Corridor Study to determine the feasibility of upgrading to a 6-lane Arizona Parkway with associated improvements at Riggs Rd, Old Maricopa Rd, and I-10 Traffic Interchange
Multiple roadway paving projects	Upgrade all unpaved roads (500 vehicles per day or more)
Year 2030	
Recommended Network Improvements	**Mitigation Strategy**
Honeycutt Rd: White & Parker Rd. to Hartman Rd.	Widen to 4-lane Arterial
SR 347: Lakeview Dr. to I-10	Implement capacity improvements/upgrades as determined by Corridor Study
SR 347: Edison Rd. to Lakeview Dr.	Implement capacity improvements/upgrades as determined by Corridor Study
White & Parker Rd.: Maricopa-Casa Grande Highway (MCGH) to Smith-Enke Rd.	Widen to 2 lanes with a center turn lane including intersection improvements*
White & Parker Rd.: Steen Rd. to MCGH	Widen to 4-lane Collector with improved at-grade railroad crossing
Bowlin Rd.: White & Parker Rd. to Anthony Blvd.	Construct 4 lane Arterial with all-weather crossing of Santa Cruz Wash
Anderson Rd.: Steen Rd. to ~ ½ mile south	Pave roadway connection
Year 2040	
Recommended Network Improvements	**Mitigation Strategy**
MCGH: White & Parker Rd. to Russell Rd.	Reconstruct as a 4-lane AZ Parkway
Maricopa-Casa Grande Highway (MCGH): Plainview St. Extension to White & Parker Rd.	Widen to 4-lane Arterial
Porter Rd.: Santa Rosa Dr. to Farrell Rd.	Widen to 4-lane Collector with all-weather crossing of Santa Rosa Wash
SR 238: Ralston Rd. to SR 347	Widen to 4-lane Arterial
Papago Rd.: White Rd. to SR 347	Widen to 2 lanes with a center turn lane
Prepared by Wilson & Company, February 2015.	

The Maricopa ATP also includes a Regional Connectivity Plan (RCP). The RCP was developed to examine connectivity needs associated with the regional roadway network for a long-range growth scenario associated with Buildout of the City of Maricopa and surrounding communities. The recommended RCP includes specification of SR 347 as an Arizona Parkway facility connecting with the East-West Corridor, also an Arizona Parkway facility, in the vicinity of Farrell Road. The RCP also calls for Arizona SR 238 to be a Freeway, ultimately connecting to the west with the proposed Hassayampa Freeway – now officially referenced the future I-11. The key figure associated with the RCP is Figure 12-4 – Future Roadway Facility Type/Circulation Plan.

The Transit Element of the TMP addresses general and local issues related to the provision of public transit in the community and establishes basic guidelines and goals for improvement of transit services. The needs of City residents, particularly those who cannot drive — children, the elderly, persons with disabilities, and those who cannot afford a car — are examined to provide a basis for identifying appropriate improvement strategies and projects. The Transit Element also identifies priorities for improving transit services and facilities and discusses future policy considerations as the community moves into the future.

A transit connection to the Phoenix metropolitan area supported by vanpool services is a key recommendation, which is incorporated in the RCP. In the short-term the City also should continue to support Valley Metro vanpool services to and from the Phoenix metropolitan area. In the mid-term (2030), recommendations "…include the implementation of Express Bus service [with connectivity to Valley Metro Transit System] to meet growing commuter travel, particularly between the City and the Phoenix metropolitan area." Long-term (2040), the ATP recommends expanding Express Bus service, as demand manifests. Key figures and tables associated with implementation of the Transit Element include:

- Figure 9-2: Recommended Short-Term Improvements
- Figure 9-3: Recommended Mid-Term Improvements
- Figure 9-4: Recommended Long-Term Improvements

SR 347 Design Concept Report and Environmental Study (2015)

This report documents the results of an investigation of alternatives for grade separating SR 47 from the UPRR in the City of Maricopa. SR 347 is the area's primary north/south corridor and most direct route to the Phoenix area. As a result of regional growth the SR 347-UPRR crossing had been becoming a major cause of delays and congestion, as cars stop and wait while the 60-plus daily freight trains and six weekly Amtrak trains block the crossing. The purpose of this study was to develop and evaluate various alternatives for achieving the grade separation while considering existing and future traffic requirements, community impacts, environmental considerations, and the need to provide a project that addresses the long-term regional transportation needs of the community. Through analysis, scoping, and public meetings, five options were presented and evaluated on phase-ability, costs, right-of-way impacts, railroad impacts, utility impacts, traffic circulation, and capacity. Key figures/tables from this study include:

- Figure 2-4 – Future Roadway Classifications
- Table 1-2 – City of Maricopa Traffic Projections
- C-3 - C-7 – Options in Plan

Maricopa Capital Improvement Program (FY 2023/2024 – FY 2032/2033)

The City of Maricopa's Capital Improvement Plan (CIP) is a planning and budgeting tool used by local government officials to create a plan for capital infrastructure improvements. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities to ensure that the infrastructure exists to advance the City's strategic and long-term goals and objectives. The CIP is important because:

- The CIP helps a community anticipate needs rather than just reacting to problems in the moment.
- Planning ahead provides time for leaders to get the necessary resources in place gradually, as opposed to all at once.
- A CIP provides the proper preparation necessary to determine the most economical means of financing a project.
- When prepared collectively, the CIP helps increase "buy-in" among officials and employees, and helps voters understand its importance.
- The CIP puts the community in position to quickly take advantage of federal or state grant programs and opportunities.

The most relevant CIP is the City's first 10-year (historically has been a 5-year plan) plan which is currently under development and is being presented to City Council in May 2023 for approval. The version included in this Tech Memo was last updated April 5, 2023. This 10-year CIP includes a total of 98 transportation-related projects programmed to occur through FY 2023/2024 through FY 2032/2033. As of this update, a total of approximately $388.6 million dollars has been budgeted for the 98 transportation-related projects and are partitioned by each fiscal year as follows:

- Carry forward funds: $31.4 million
- FY 2023-2024: $25.6 million
- FY 2024-2025: $45.8 million
- FY 2025-2026: $52.1 million
- FY 2026-2027: $53.5 million
- FY 2027-2028: $18.5 million
- FY 2028-2029: $28.7 million
- FY 2029-2030: $49.5 million
- FY 2030-2031: $11.5 million
- FY 2031-2032: $36.0 million
- FY 2032-2033: $36.0 million

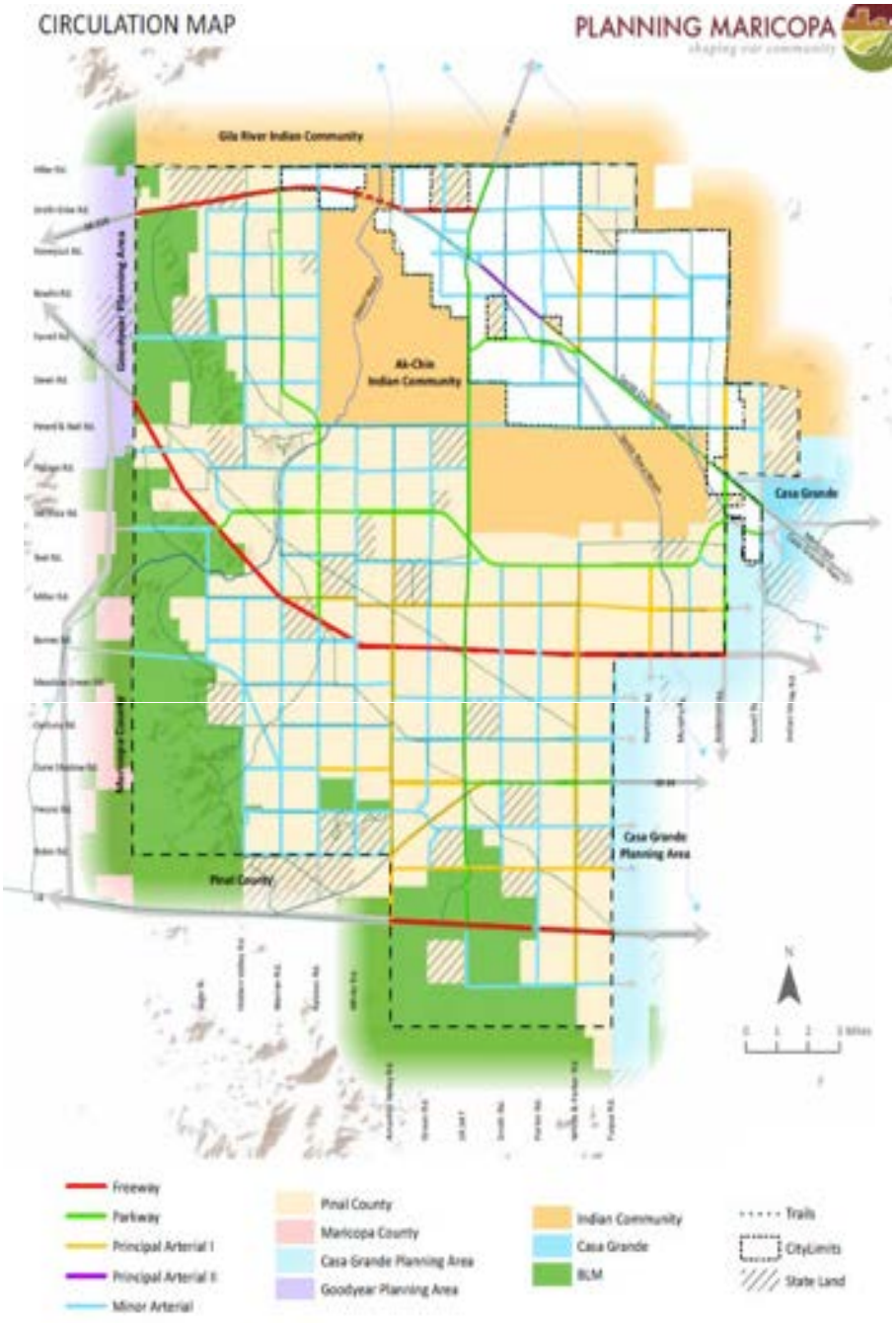
Reference **Appendix B** for more details on all 98 transportation-related projects including the name, category, priority, description/justification, cost estimate and a project vicinity map.

Maricopa General Plan (2016)

The current General Plan was formally adopted on May 17, 2016, and provides the City with the blueprint for an enhanced economy, orderly growth and support of Maricopa's neighborhoods and desired community character. The Plan is intended to implement, and where necessary expand on the planning goals and strategies of the citizen-driven 2040 Vision Strategic Plan. The Introduction Section contains guidance for using the General Plan document, identifies the basic assumptions for organizing Maricopa's planning principles, and provides direction for administering the plan.

The most pertinent component of the General Plan relative to the WPMATP is the Circulation & Connectivity Element - **Figure 2-1** provides a map of the Circulation and Connectivity Plan.

Figure 2-1: Circulation Map, Maricopa General Plan



Hiller Road Realignment Study (2008)

The purpose of this study was to determine the financial, environmental, and cultural feasibility of the planning or possible construction of Hiller Road, a potential east-west corridor at the northern boundary of the City. The City of Maricopa has one primary north/south connection to the Phoenix metropolitan area, SR 347; however, growth calls for alternative intraregional and interregional routes to compliment SR 347. Three alternatives and a No-Build alternative were evaluated as part of this study and were based on the following criteria: right-of-way requirements, transportation/drainage infrastructure, utility impacts, potential environmental considerations, and preliminary project cost. Based on an extensive survey report, alternative three was recommended for further study. Comprised of three segments known as A, B, and C, this alternative proposes a continuous corridor without speed reductions, potential to create a development corridor that would increase economic activity for the City of Maricopa, minimal impact to

residential and commercial properties, and does not require the construction of a new bridge but instead widens the existing Smith Enke Road bridge. Key figures/tables from this study include:

- Table 2 – Alternative Evaluation Matrix
- Figures 1-8 – Hiller Road Improvements

Maricopa-Casa Grande Highway Plan (2007)

This assessment was undertaken to address current and future congestion in the corridor. The purpose of the project was to (1) identify options for reconstructing the Maricopa-Casa Grande Highway (MCGH) to keep pace with growth, and (2) implement a transportation solution that improves safety, access, and mobility within the MCGH corridor between SR 347 in downtown Maricopa and Val Vista Road. The assessment included: evaluating access; capacity (including an update of the traffic analysis developed in the 1993 Design Concept Report, the 2003 Limited Access Study, and the 2005 SATS); environmental issues; availability and constraints on right-of-way; safety; infrastructure improvements; and funding mechanisms. This initial study of possible improvements resulted in the identification of seven alternative design concepts, three of which are being carried forward to formal environmental documentation. The anticipated long-term solution is development of a six-lane divided highway with bike lanes and connections to Farrell Road, Steen Road, and/or Peter and Nall Road. Access control is still to be decided. Key figures/exhibits from this study include:

- Exhibit 2-9 – Planning Level Estimates of Costs
- Exhibit 2-12 – 2020 Traffic Projections and Level of Service
- Figures 3-(2-8) – Alternatives

Wild Horse Pass Traffic and Parking Analysis (2018)

This study of traffic and parking was initiated to address potential traffic impacts of an expansion of the Wild Horse Pass Hotel and Casino (Hotel and Casino) and the Wild Horse Pass Restaurant and Entertainment District (RED) within which the hotel and casino are located. It was undertaken to determine how proposed development plans would affect surrounding streets and intersections, establish the number of necessary parking spaces to accommodate demand associated with the expanded Hotel and Casino facilities, and create special event routing plans. The initial, near-term phase includes expansion of the Hotel and Casino as well as a portion of the RED. This phase is scheduled for completion within the next four years. The following six years will include other activities and development actions.

Ultimately, the Wild Horse Pass Development Authority anticipates the proposed development to generate 1,689 external trips during the weekday AM peak-hour, 1,788 external trips during the weekday PM peak-hour, and 1,945 external trips during the Saturday PM peak-hour. This assumes the proposed facilities are 100 percent occupied during the three operating periods modeled. The report indicates the Authority is contemplating an event center in the expanded RED capable of accommodating a wide variety and size of events during the year with each event attracting 4,000 to 16,000 attendees. It is anticipated the events would occur on weekends or holidays and range from small shows to large festivals and concerts. Unfortunately, the report does not contain conceptual drawings to show how and where the proposed expansion will occur relative to the existing facilities and parking areas.

The report presents an assessment of event traffic and proposes ingress and egress traffic management plans to facilitate traffic associated with each event size. Detailed volume-to-capacity (v/c) analyses support recommended mitigation measures to cope with reductions in v/c ratios relating to the 4,000-, 8,000-, and 16,000-attendees event scenarios. The report includes recommendations for infrastructure improvements and numerous recommendations to accommodate the intensity and magnitude of traffic during the events. Recommendations

address the routing of traffic and operational and infrastructure actions to promote efficient operations of ingress and egress event traffic that minimize congestion and delays for event attendees as well as patrons of the Hotel and Casino and the Phoenix Premium Outlets to the north. Specific recommendations directly affecting SR 347 are:

- Near-Term: Signal timing adjustments should be considered by ADOT at the southbound ramp of the I-10 and SR 347 traffic interchange (TI).
- Long-Term: Consideration should be made regarding the feasibility of converting the I-10/Wild Horse Pass Boulevard and I-10/SR 347-Queen Creek Road TIs to diverging diamond interchanges (DDIs). The need to reconfigure these TIs is not a direct result of expansion of the Hotel and Casino or the RED, but more of a general transportation need as commuter traffic continues to increase which, ultimately, will affect traffic flow to/from these facilities.
- Special Event Conditions, 8,000 and 10,000 Attendees:
    - Encourage attendees coming from the north and east to use the Loop 202/40th Street interchange instead of the I-10/Wild Horse Pass Boulevard interchange to access the Wild Horse Pass area and encourage attendees coming from the south to use the I-10/SR 347 interchange and then Maricopa Road via SR 347 instead of the I-10/Wild Horse Pass Boulevard interchange to access the Wild Horse Pass area.
    - During egress, all traffic parked on the west side of the RED should be required to use the Loop 202/40th Street interchange and Maricopa Road/SR 347 intersection to exit the Wild Horse Pass area.

Two other recommendations would affect the SR 347/Maricopa Road intersection:

- Provide dual southbound left-turn lanes and one southbound right-turn lane at the SR 347/Maricopa Road intersection to accommodate egress traffic.
- Widen Maricopa Road to provide two through lanes in each direction – with the highest priority segment being the section between 48th Street and SR 347, because it is part of all ingress and egress routes.

The report makes note of the following: The intersection of Maricopa Road/SR 347 is currently unsignalized with stop control on the southbound approach (Maricopa Road). The Arizona Department of Transportation (ADOT) recently completed a signal warrant study for this intersection and found that it currently meets signal warrants. Signalizing the intersection is currently in the ADOT five-year improvement plan. Knowing this, all future analyses were completed with this location as a signalized intersection.

Key figures and tables from this study include:

- Table 22: Event Traffic Ingress Volumes at Key Locations
- Table 23: Event Traffic Egress Volumes at Key Locations
- Figure 25: Baseline Event Ingress Route[s]
- Figure 26: Baseline Event Egress Route[s]

City of Maricopa Rural Transit Demand Study (2018)

MAG initiated preparation of this study to identify potential enhancements to current transit services provided in the City of Maricopa. The final report establishes a foundational basis for assessment of existing and probable

future conditions of the City of Maricopa and the potential impacts on transit services in the community. Future travel demand within the City is anticipated to increase dramatically as population growth occurs, and regional interactions are expected to mirror that growth as Pinal and Maricopa counties become more interconnected. Therefore, discussions involving MAG, Valley Metro (transit service provider for the MAG planning area), and the City were conducted to better understand the study's purpose and expectations.

In addition to the typical analytical methods focusing on demographics and origin and destinations (O/D), the study included a travel demand survey to aid in gauging transit travel needs and desires of the community residents. Five alternative transit service scenarios, derived from the data analysis and travel demand results, are identified, defined, and subjected to evaluation. The evaluation of scenarios relies on five criteria to assess the degree of benefit expected to result from implementation. The report includes a rating of each scenario, ranging from Fair to Good to Best. Ratings were based on information developed early in the study identifying potential future operational aspects and ability to serve the transit market. Application of the five criteria provides guidance as to the most desirable service options worthy of more detailed analysis. The report identifies the Maricopa/Phoenix and Maricopa/Tempe/Airport alternatives as having the lowest overall rating. Two alternatives oriented to connectivity between Maricopa and Chandler (Maricopa/East Valley and Maricopa/Chandler) are rated "Best" overall.

A Regional Service Recommendation is identified as the most reasonable response to high interest in gaining greater access to the Phoenix metropolitan area. This recommendation seeks to implement weekday, peak-period service to/from the Chandler Transit Center at the Chandler Fashion Center. The report notes that this service option would serve commuter, shopping, medical, and other trips to/from destinations in western Chandler, which seem to be most desired by the traveling public. However, it also would facilitate the potential to connect with Valley Metro Rail in west Mesa via continuation of travel on Valley Metro Routes 72 and 81. Thus, some level of improved connectivity would be established with Phoenix, Tempe, Chandler, and Mesa. Potential reconfiguration and expansion of service directly to the Tempe Transportation Center is specified, which ultimately would aid in expediting commuter travel between Maricopa and destinations in Phoenix. Key figures and tables from this study are shown in **Figure 2-2**, **Figure 2-3**, **Figure 2-4**, and **Table 2-3**.

Figure 2-2: Maricopa Regional Attractors

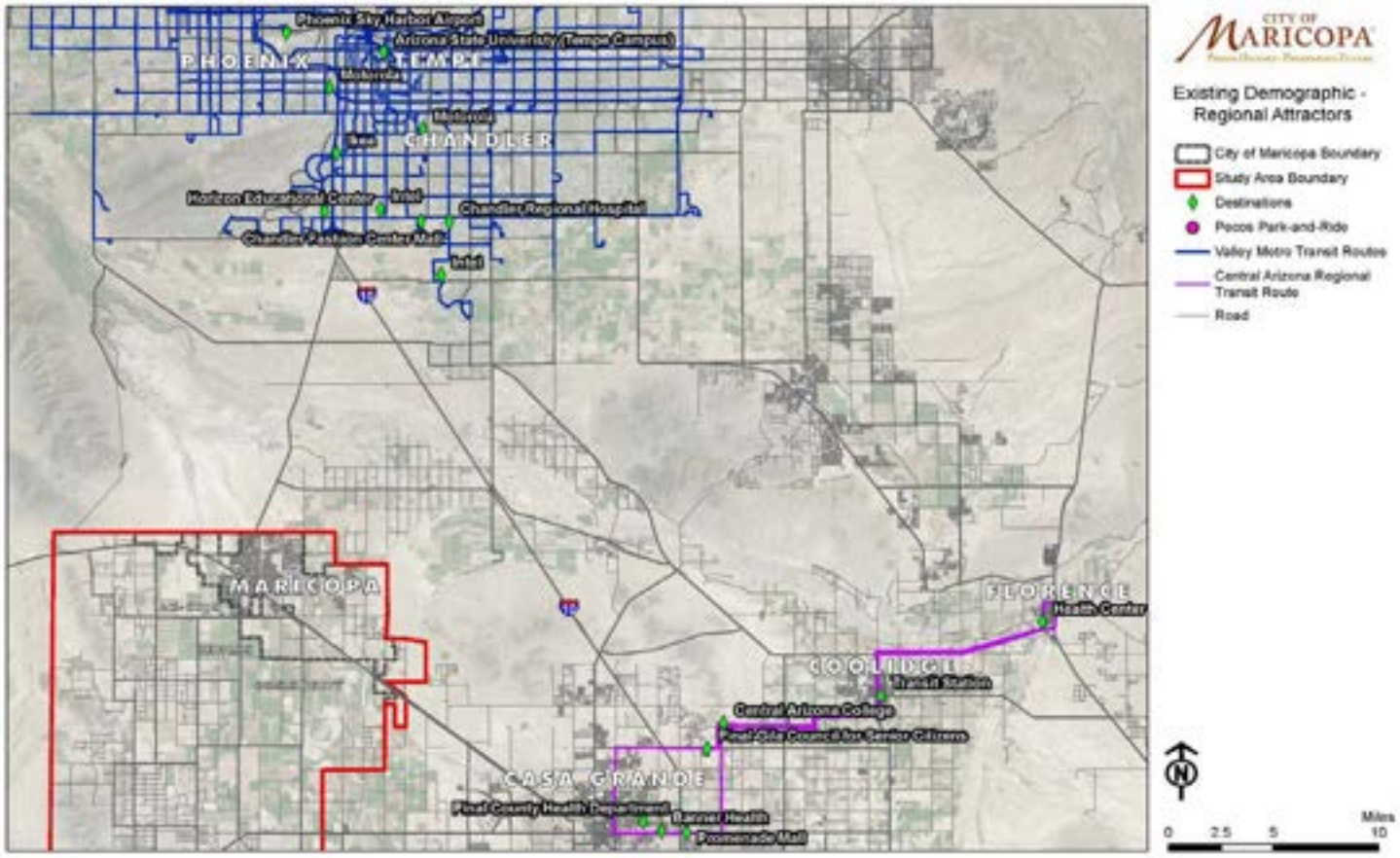


Figure 2-3: Rural Transit Alternatives

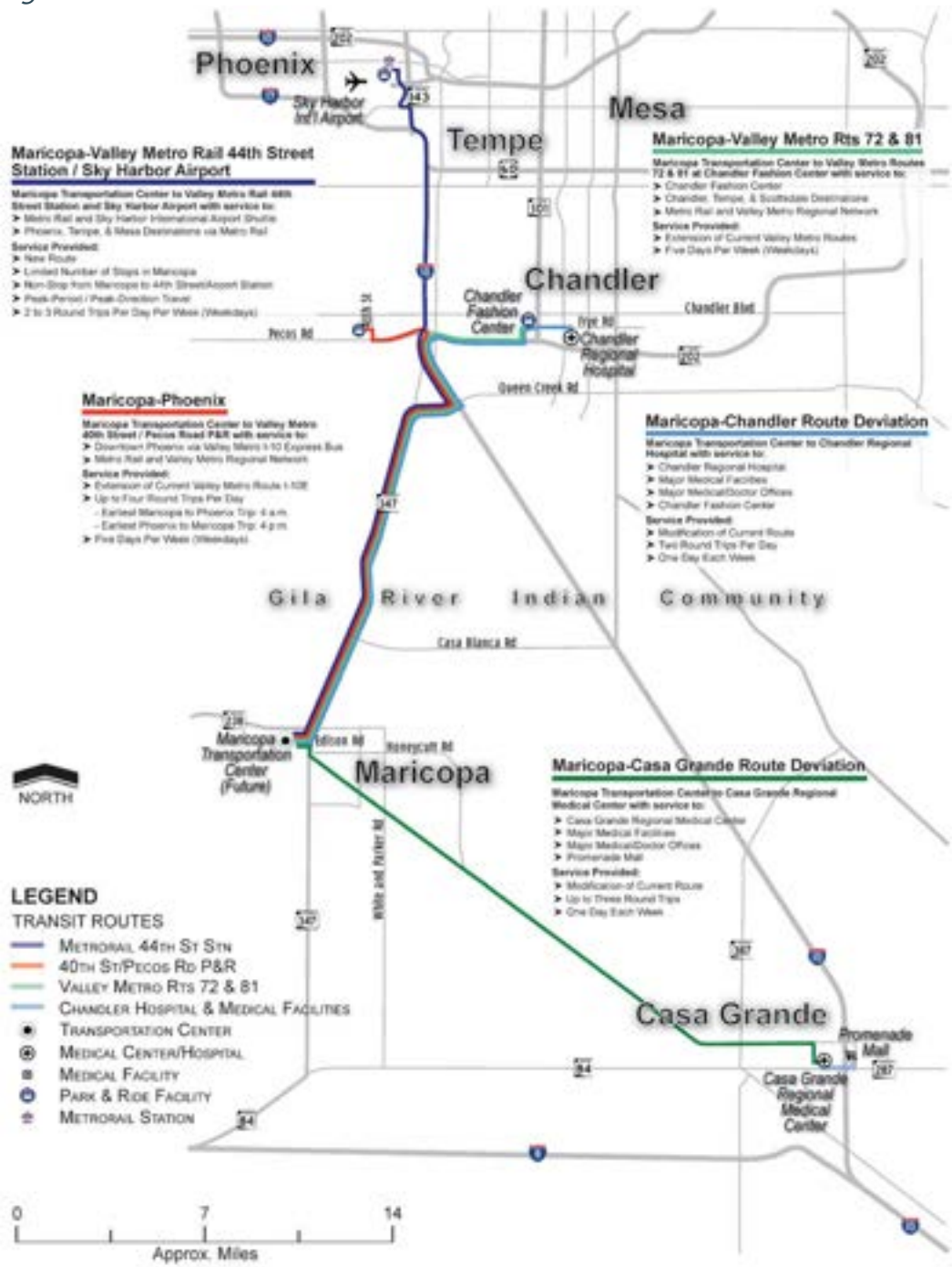


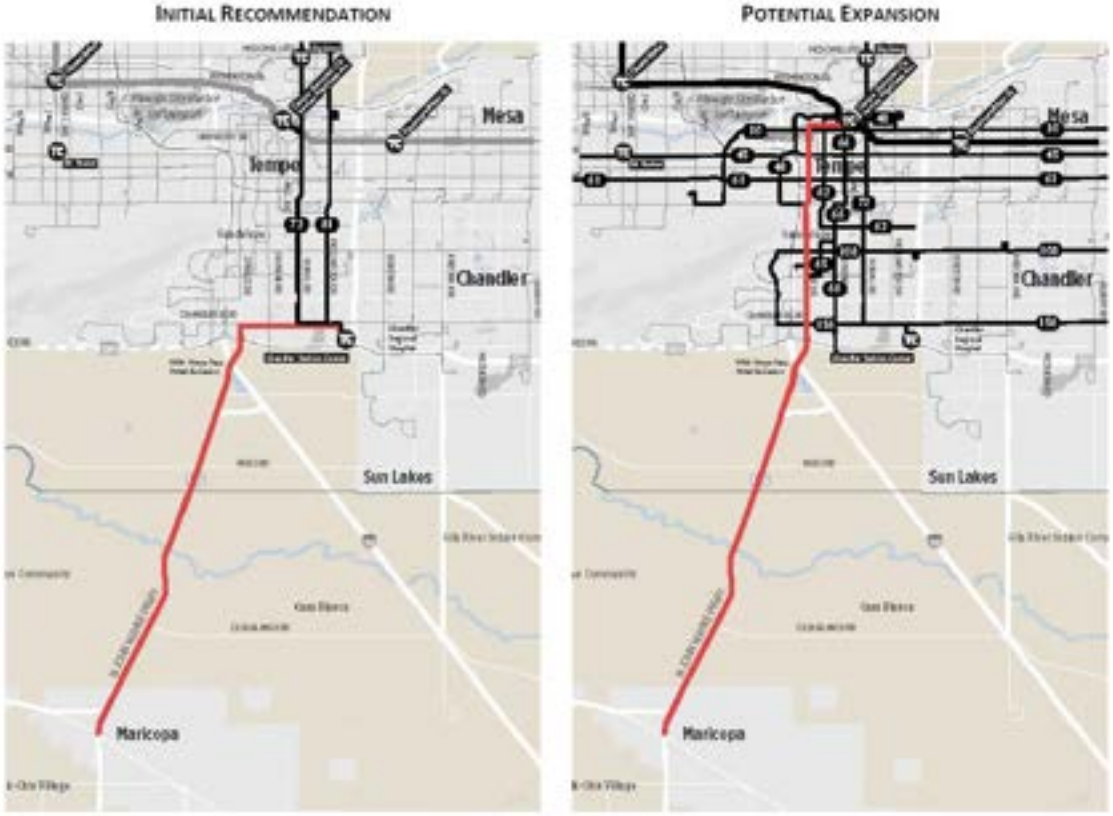
Table 2-3: Evaluation of Rural Transit Alternatives

Table 6.2 | Evaluation of Alternatives

Alternative	Ridership Potential		Operating & Capital Costs	Ease of Implementation	Markets Served	Overall Rating
	Existing	Future				
Maricopa – Phoenix	Good	Fair	Good	Good	Fair	Fair
Maricopa – East Valley	Best	Best	Good	Good	Best	Best
Maricopa – Tempe – Airport	Best	Good	Fair	Fair	Best	Fair
Maricopa – Chandler	Best	Best	Best	Best	Good	Best
Maricopa – Casa Grande	Fair	Best	Best	Best	Good	Good

Rating Scale:
- Best
- Good
- Fair

Figure 2-4: Rural Transit Regional Recommendations



SR 347/SR 84 Corridor Profile Study (2017)

ADOT was the lead agency for this Corridor Profile Study (CPS) focused on SR 347 from I-10 to SR 84 and SR 84 from SR 347 to I-8. The study produced an examination of key transportation performance measures within corridor, and the results of this examination were used to identify potential strategic improvements. The SR 347/SR 84 corridor was segmented at logical breaks for this study to recognize context changes in operational and infrastructure characteristics, such as terrain, daily traffic volumes, or roadway typical sections. Segmentation facilitates an appropriate level of detailed needs analyses sensitive to varying characteristics and performance differences between different facility segments. Segments 1-3 are located within the WPMATP study area. This study employed a performance-based process to define baseline corridor performance, diagnose corridor needs, develop corridor solutions, and prioritize strategic corridor investments.

A number of recommendations for improving the SR 347/SR 84 corridor were derived from this study. The need for improvements in performance are focused mostly on the Mobility, Safety, and Freight performance areas. Also, benefits achieved through implementation of these three highest ranked solutions/improvements tend to overlap. The highest priorities for improvement are associated with the Wild Horse Pass (SR 347, MP 184-189) and Casa Blanca (SR 347, MP 176-184) portions of the corridor. In addition, a Road Safety Audit (RSA) is recommended to be conducted for the four-mile section of SR 347 from MP 171.4 through MP 175.4. Numerous other policy and initiative recommendations are included in the study report.

Critical information from this study is shown in **Table 2-4**, **Table 2-5**, and **Figure 2-5**, outlining the summary of needs by segment and the prioritized recommended solutions. It has been noted that the un-signalized intersection at Papago Road and John Wayne Parkway intersection fails at build out of first phase of adjacent development per a recent Traffic Impact Assessment (TIA).

Table 2-4: SR 347/SR 84 Corridor Profile Study Summary of Needs

Performance Area	Segment Number and Mileposts (MP)				
	84/347-1	347-2	347-3	347-4	347-5
	MP 155-162	MP 162-171	MP 171-176	MP 176-184	MP 184-189
Pavement	None*	Low	Low	None	Low
Bridge	None	None	None	None	None
Mobility*	None	Low	High	High	High
Safety*	None	Medium	None	Low	High
Freight*	None	None	High	High	High
Average Need	0.00	0.85	1.54	1.62	2.23

** Identified as Emphasis Areas for SR 347/SR 84 Corridor*

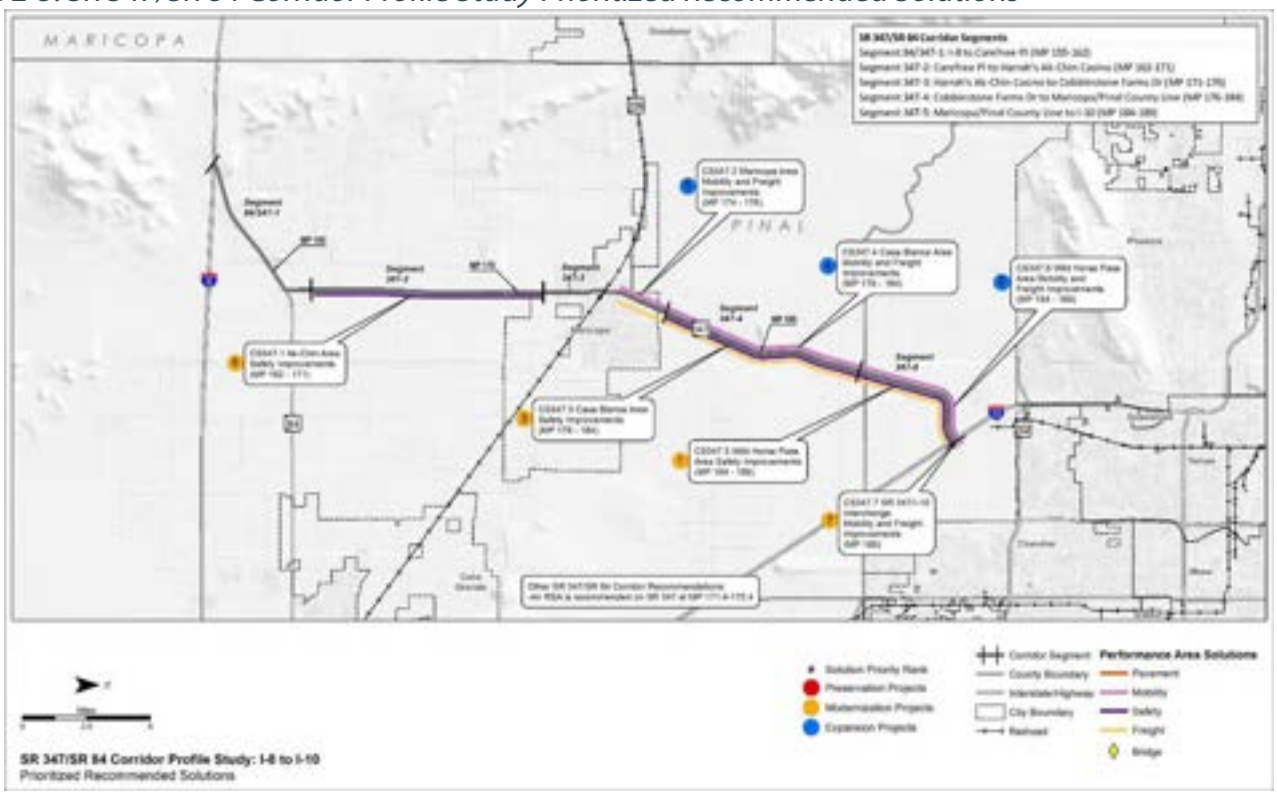
**A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study*

Level of Need	verage Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Table 2-5: SR 347/SR 84 Corridor Profile Study Prioritized Recommended Solutions

Rank	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost (in millions)	Investment Category (Preservation [P], Modernization [M], Expansion [E])	Prioritization Score
1	CS347.5	-	Wild Horse Pass Area Safety Improvements (MP 184-189)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 184-189 -Install advanced warning signal system with detectors and beacons in both directions at Riggs Road intersection (MP 185.3) -Construct traffic signal at Maricopa Road intersection (MP 187.5) and provide an advanced warning signal system with detectors and beacons (both directions) and widen intersection to provide dual southbound left-turn lanes -Install intersection lighting at Maricopa Road intersection (MP 187.5)	$4.4	M	798
2	CS347.6	-	Wild Horse Pass Area Mobility and Freight Improvements (MP 184-189)	-Widen to the inside to provide a total of 6 lanes (3 in each direction) with a median concrete barrier -Construct 1,200' SB acceleration lane and lengthen SB deceleration lane to 300' at Maricopa Road intersection (MP 187.5) -Construct 1,200' NB/SB acceleration lanes and lengthen NB/SB deceleration lanes to 300' at Riggs Road intersection (MP 185.3)	$39.2	E	299
3	CS347.3	-	Casa Blanca Area Safety Improvements (MP 176-184)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 176-184 -Install advanced warning signal system with detectors and beacons in both directions at Cement Plant intersection (MP 182.5) and lengthen NB deceleration lane to 300'	$4.8	M	140
4	CS347.4	-	Casa Blanca Area Mobility and Freight Improvements (MP 176-184)	-Widen to the inside to provide a total of 6 lanes (3 in each direction) with a median concrete barrier -Construct 1,200' NB acceleration lane at Casa Blanca Road intersection (MP 178.4) -Widen NB and SB Gila River Bridges (MP 181.8) -Widen NB and SB Santa Cruz Wash Bridges (MP 178.3) -Widen NB and SB Santa Cruz Wash Bridges (MP 176.2)	$78.6	E	118
5	CS347.2	-	Maricopa Area Mobility and Freight Improvements (MP 174-176)	-Widen to the inside to provide a total of 6 lanes (3 in each direction) with a raised median; for NB, widening limits are MP 174.8-176; for SB, widening limits are MP 175.5-176	$6.5	E	78
6	CS347.1	-	Ak-Chin Area Safety Improvements (MP 162-171)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 162-165 and MP 168-171 -Improve delineation (striping, delineators and RPMs), MP 165-168	$3.7	M	76
7	CS347.7	-	SR 347/I-10 Interchange Mobility and Freight Improvements (MP 189)	-Convert SR 347/I-10 traffic interchange from conventional diamond to diverging diamond interchange	$5.7	M	18

Figure 2-5: SR 347/SR 84 Corridor Profile Study Prioritized Recommended Solutions



Pinal County Pinal County Regionally Significant Routes for Safety & Mobility (2008/2017 Map Update)

The Regionally Significant Routes for Safety and Mobility (RSRSM) Study (2008) and map update (2017) serve as a guide for the County and other stakeholders to implement, fund, and preserve the right-of-way of regionally significant routes (RSRs) under Pinal County jurisdiction. The RSRSM, builds off and hones the candidate RSRs identified in the 2006 Pinal County Small Area Transportation Study. The study is developed into a RSRSM plan to ensure safety, mobility and to preserve necessary rights-of-way along RSR's throughout the County through the collaboration of federal, state, county, local, tribal, and private stakeholders. In addition, the study includes the RSRSM Access Management Manual (2008) which guides the implementation of access control and access management for RSRs. Candidate RSRs were previously identified in the Pinal County Small Area Transportation Study (2006) and further evaluated in a two-part screening process. The RSRSM prioritizes implementation of each of the RSRs based on 8 indicators relating to access to destinations, congestion, anticipated growth, and right-of-way. The resulting prioritization is detailed in **Figure 2-7**. The pertinent roadways and their corresponding classifications of Regionally Significant Routes are shown in **Figure 2-8** and described below:

1) RSR Parkway
    - SR-347
    - SR-238
    - Val Vista Road
    - A New Corridor on the Western Parkway alignment
    - A New Corridor on the Anderson Road/Alternative Eastern Corridor alignment
2) RSR Principal Arterial. It details the access criteria for the two classifications
    - Honeycutt Road
    - Farrel Road
    - Hidden Valley Road
    - Ralston Road
    - Amarillo Valley Road
    - Miller Road
    - Papago Road
    - Warren Road
    - Hiller/Power Road
    - Korsten Road
    - White and Parker Road
    - Stanfield Road
    - Hartman Road
    - Murphy Road
    - Peters and Nall Road
    - Smith-Enke Road

RSRs within the study area have the potential to become programmed as Regional Transportation Plan (RTP) projects. Possible impacts to the region include improved connections between multimodal corridors, enhanced mobility and circulation, reduction in congestion, and improved access to residential and employment areas.

Pinal County Regionally Significant Routes for Safety & Mobility (RSRSM) Map Update (2017)

In 2017, Pinal County issued a map update to the 2008 RSRSM Study. The purpose was to provide guidance on the implementation of access management for Regionally Significant Routes (RSR) for Pinal County, local jurisdictions, Tribal Communities, and private developers, while ensuring consistent application of access criteria on the RSR throughout Pinal County in facing changing needs. The updated RSRSM are illustrated in **Figure 2-8.**

Figure 2-6: Identified existing and proposed future RSRs figure included in the RSRSM (2008)

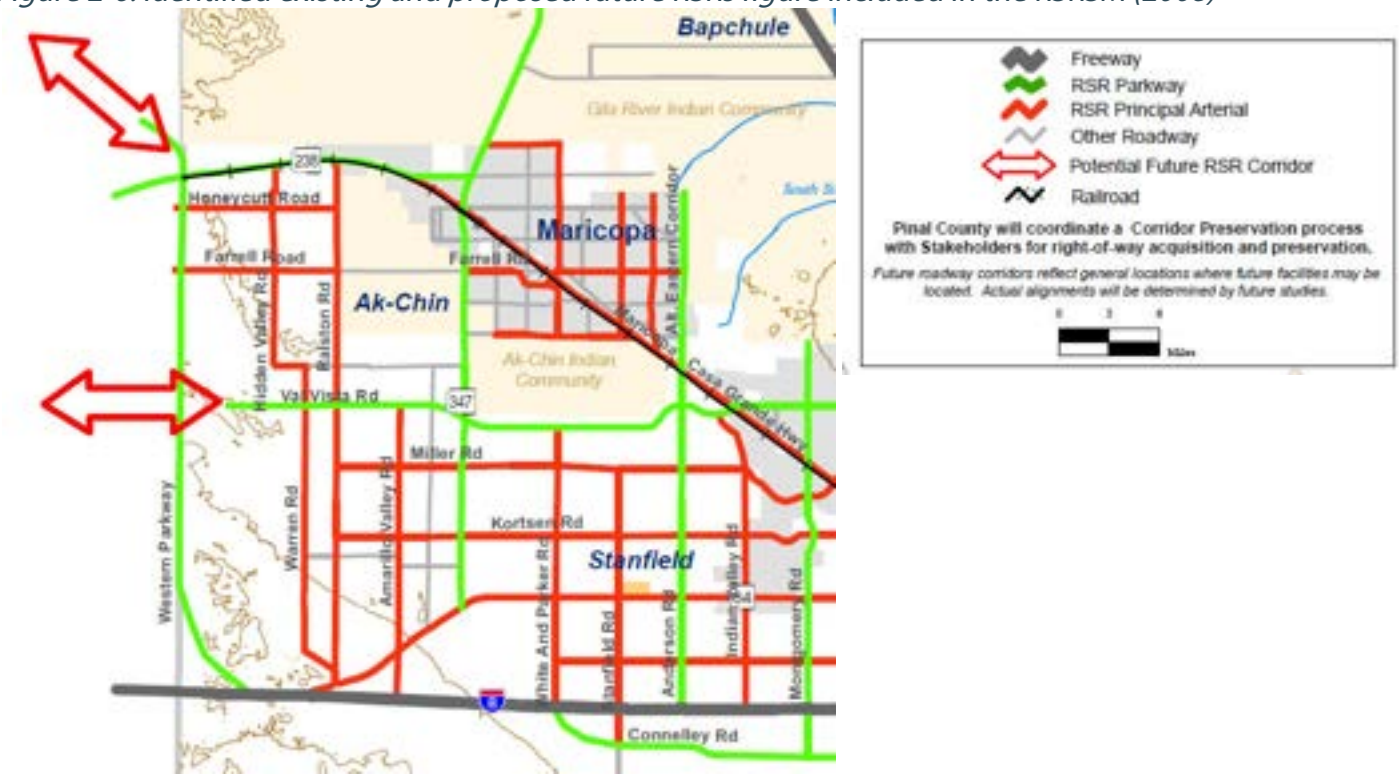
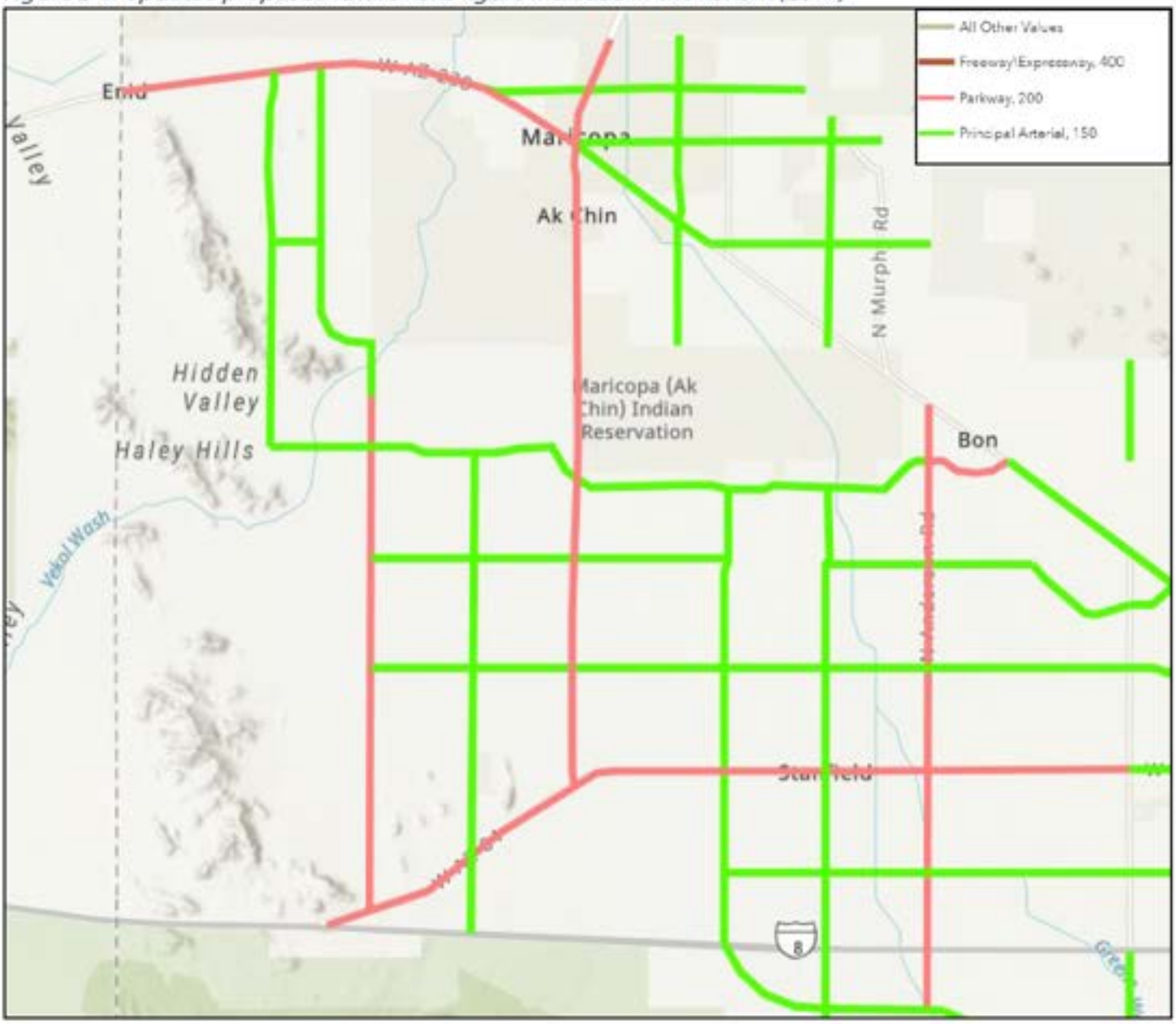


Figure 2-7: Prioritization of RSRs figure included in the RSRSM (2008)

Figure 2-8: Updated proposed future RSRs figure included in the RSRSM (2017)



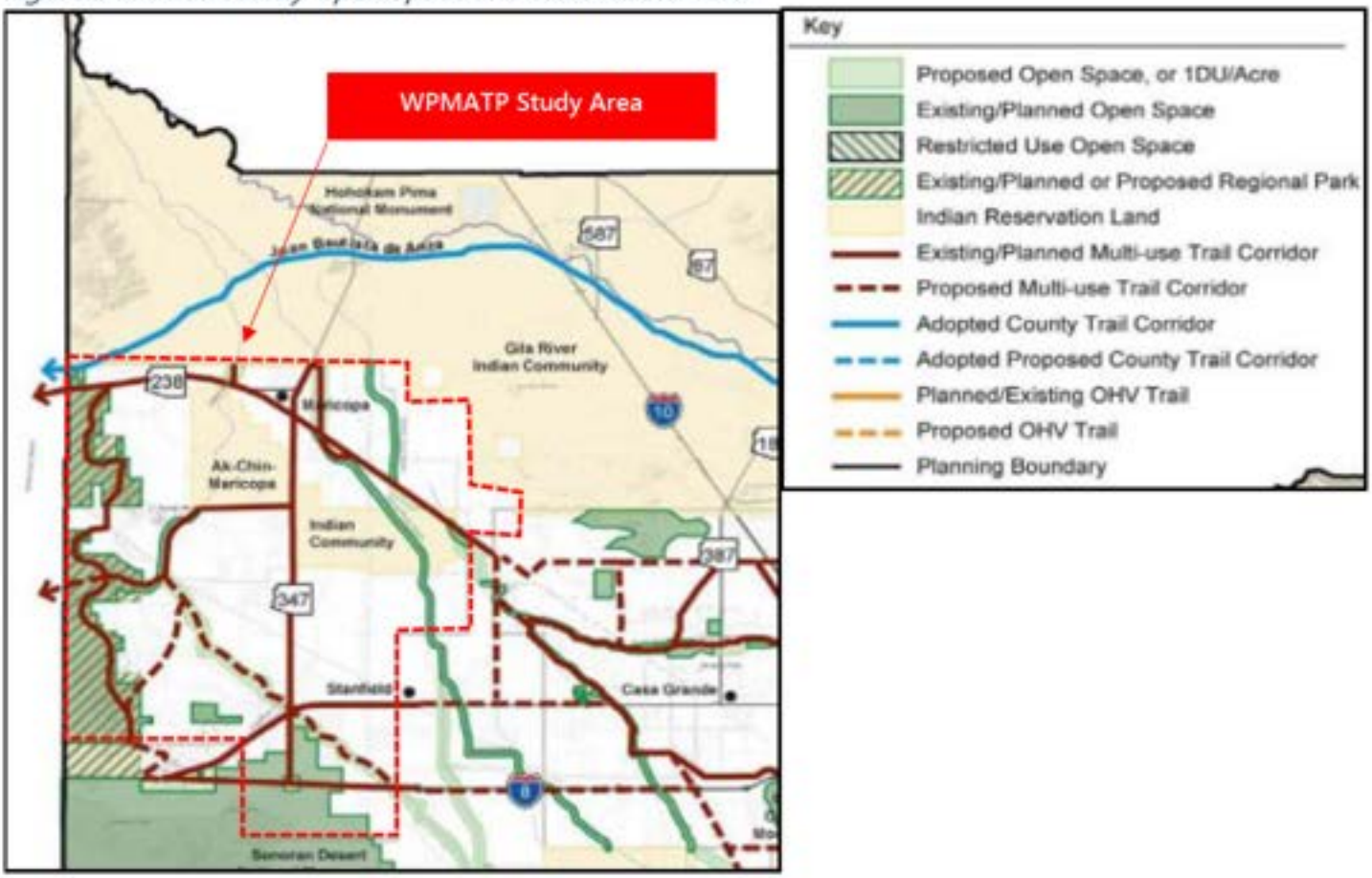
Pinal County Open Space and Trails Master Plan (2007/2016)

The Pinal County Open Space and Trails Master Plan identifies 399,300 acres of existing or planned open space, 802,400 acres of proposed open space, 25,900 acres of restricted use open space, and 168,700 acres of regional parks throughout Pinal County. The plan reflects the vision of county residents and identifies goals and objectives for the attainments of open space, trails, and regional parks. The residents of the county were asked to rate their preference for types of parks to receive funding. Forty percent of the respondents preferred funding to be directed toward large nature-oriented parks, 27 percent toward open space, 18 percent toward neighborhood parks, and 15 percent toward multi-use parks.

The main points identified as priorities in developing a preferred alternative were: convenient/centralized location, good balance of open space with land ownership constraints, and overall open space and trail connectivity. A final conceptual master plan alternative was created with proposed trails and open space, which set the foundation for the final master plan map.

While most of the existing and proposed trails tend to be in the north or central portions of Pinal County, the plan exhibits multiple existing/planned multi-use path corridors and proposed multi-use path corridors within the WPMATP study area that connect the Box Canyon Recreation Area and other BLM managed open spaces along the western portions of the study area (**Figure 2-9**). In addition, the plan includes both existing/planned and proposed open space corridors.

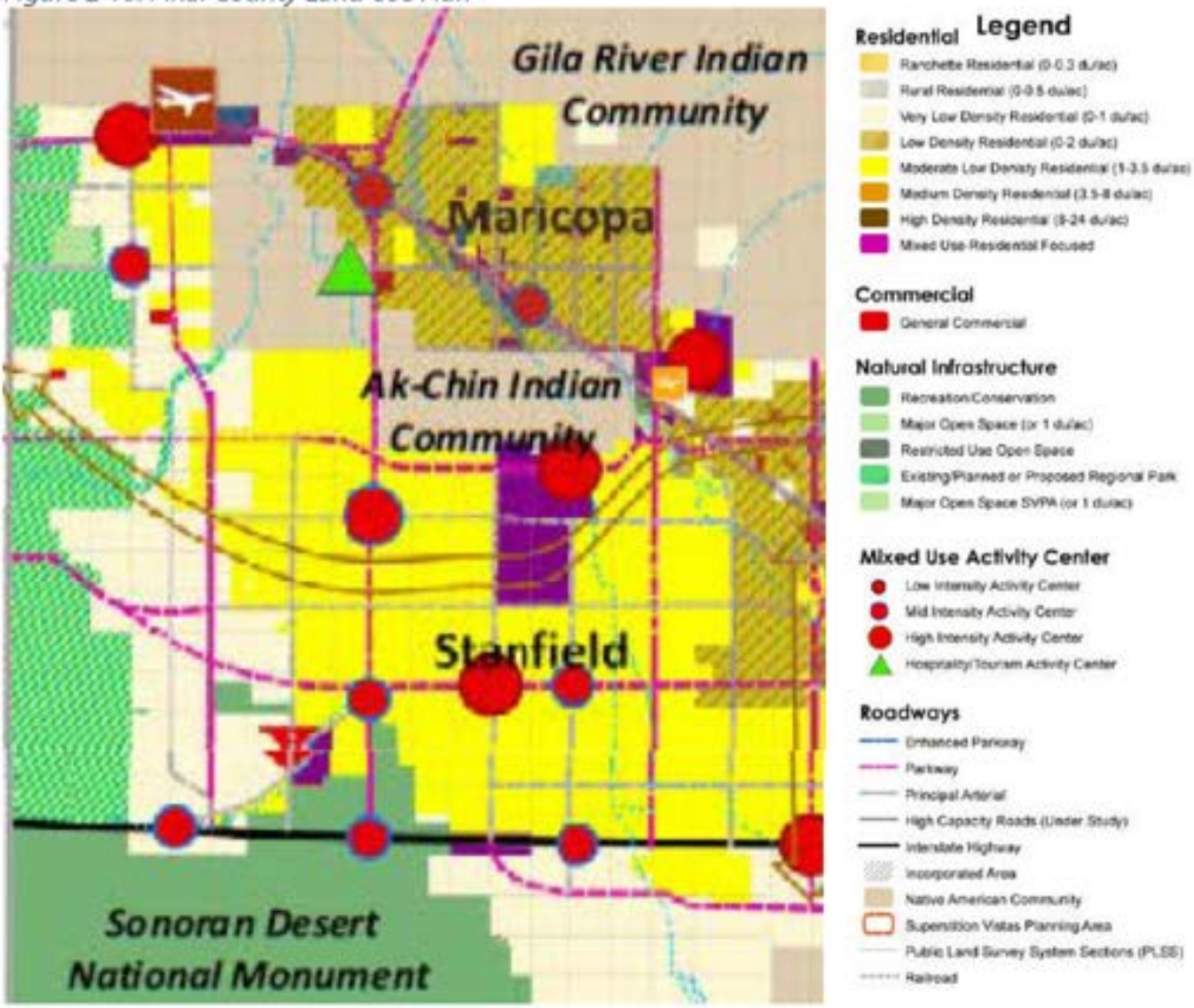
Figure 2-9: Pinal County Open Space and Trails Master Plan



Pinal County Comprehensive Plan (2019)

The Pinal County Comprehensive Plan (Plan) is the cornerstone policy document that directs the County to manage growth, preserve the quality of life, and promote sustainability. It is a long-term vision that promotes effective economic vitality while ensuring environmental stewardship. The Plan articulates the vision and outlines the strategic direction to position Pinal County as a vibrant, healthy, and economically sustainable region within the state of Arizona. The goal of the Plan is to present "one plan" that reflects a County-wide consensus and a coordinated effort between incorporated cities and towns, federal, state, regional agencies, public/private service providers and Native American communities. The Plan uses the concept of "buildout" as the foundation. The Plan notes the WPMATP as a Growth Area, with its large amount of employment designated land uses, offers the opportunity to establish mixed use activity centers, post-secondary education and health care facilities. **Figure 2-10** provides a map of the land use plan for those potions of Pinal County within the WPMATP study area.

Figure 2-10: Pinal County Land Use Plan



Pinal County Access Management Manual (2016)

This Pinal County Access Management Manual outlines the process of providing access to land developments while simultaneously preserving the flow of traffic on the surrounding system. Pinal County developed an access management manual in 2008 that provided guidance on the implementation of access management for RSRSM focusing on parkways and principal arterial roadways. This 2016 Access Management Manual includes access management standards for all functional roadway classifications. The intent of this manual update is to ensure consistent application of access management criteria on all County roadways.

The manual documents the following:

- Pertinent updates to principles and benefits of access management based on the Second Edition of the Transportation Research Board (TRB) Access Management Manual;
- Updated policies and ordinances currently being implemented at a state level and by various jurisdictions (cities and counties) within Pinal County;
- Design standards developed in the Pinal County Access Management Technical Memorandum for various transportation design elements that influence access;
- Procedures for incorporating access management with new development projects, retrofitting procedures for existing sites, and access variance procedures; and
- Access approval and permit process for all non-major Pinal County roadways based on the early alert process developed for the Pinal County RSRSM.

Table 2-6 presents an overview of the design standards and access management guidelines for Pinal County. These guidelines are further discussed in subsequent sections of this manual.

Table 2-6: Overview of Design and Access Standards by Roadway Classification

Item	Parkways	Major Arterials	Minor Arterials	Collector Roads	Local Streets	Frontage Roads
Design Standards						
Number of Lanes	6	*	*	*	*	1-2
Lane Width	12'	*	*	*	*	12'
Shoulder Width	6' (outside) 4' (inside)	*	*	*	*	2'-4'
Median Width	78'	*	*	*	*	n/a
Design Speed (mph)	50-65	*	*	*	*	25-35
Right-of-Way	200'	*	*	*	*	within ROW of adj. roadway
Median Crossover Interval						
Urban	1/4 mile spacing	n/a	n/a	n/a	n/a	n/a
Rural	1/4 mile spacing	n/a	n/a	n/a	n/a	n/a
Access Management Guidelines						
Signalized Street Access Spacing[1]						
Urban	1/2 mile spacing	1/4 mile spacing	1/4 mile spacing	1/8 mile spacing[2]	n/a	n/a
Rural	1 mile spacing	1/2 mile spacing	1/2 mile spacing	1/4 mile spacing[2]	n/a	n/a
Unsignalized Street Access Spacing[1]						
Urban	n/a	660'	330'	330' (150' for minor collectors)	100'	n/a
Rural	n/a	1,320'	660'	660'	330'	n/a
Median Openings[1]						
Full Access	1,320'	1,320'	660'	n/a	n/a	n/a
Partial Access	660'	660'	330'	n/a	n/a	n/a
Frontage Road Access Spacing[3,4]						
One-Way	n/a	n/a	n/a	n/a	n/a	200'-425'
Two-Way	n/a	n/a	n/a	n/a	n/a	200'-510'
Driveway Spacing	360'	360'	360'	250'	75'	n/a
Corner Clearance	360'	360'	360'	250'	n/a	n/a

*See Pinal County Subdivision & Infrastructure Design Manual
TWLTL = Two-way left-turn lane
[1] Distance measured from intersection centerline to intersection centerline.
[2] Not applicable for minor collector roads.
[3] Distance measured from inside edge of pavement to inside edge of pavement.
[4] Dependent on posted speed limit; see Table 13.

Pinal County Transit Feasibility Study (2006)

Pinal County conducted a Small Area Transportation Study (SATS) in 2006 in which a number of "initial transit-related" recommendations were presented for the County and communities within the County. This study further recommended that a county transit feasibility study be conducted to develop a more detailed blueprint for transit service through 2025. The County Comprehensive Plan identifies four growth areas, listing 39 prospective mixed-use centers, each with 500 jobs for every 1,000 residents. The plan identifies for planning purposes an integrated, multimodal transportation system to support increased travel demand via motorized vehicles travel as well as mass transportation in the form of public transit service. The public transit component includes commuter and local rail services, bicycle routes, and pedestrian facilities. The Transit Feasibility Study addresses the next steps the County should take to develop the public transit services called for in the Comprehensive Plan. Although the County's transit needs are still relatively small, the Transit Feasibility Study presents a "roadmap" for developing the necessary elements of a public transit system as future growth occurs. Key figures/tables from this study include:

- Figure 4-1 – Pinal County Land Use Plan
- Figure 4-4 – 2025 Travel Flows: All Trip Types
- Figure 4-5 – 2025 Travel Flows: Work Trips
- Figure 6-1 – Potential Short-Term Transit Improvements
- Figure 6-4 – Potential Long-Term 2025 Transit Improvements
- Figure 6-5 – Potential Commuter Rail Service to Pina County

Pinal County Small Area Transportation Study (2006)

Pinal County developed this Small Area Transportation Study to look at travel alternatives and funding over the next 20 years. Divided into two separate working papers with paper #1 analyzing the County's existing conditions and paper #2 examining future improvements, this study combines the two. Working Paper #2 also recommends a 20-year capital improvement program (CIP). Although they were reviewed, no recommendations were made for the roads within the Indian communities, city/town limits, and ADOT jurisdictional roadways/freeways. The project was divided into three separate study areas: Western, North Central, and Eastern. Impact analyses were conducted, and recommendation were made throughout the region. Recommendations for the Western Study Area (the area pertinent to the WPMATS) involved widening SR 347 to six lanes between SR 238 and I-10 but also adding roadway connections to the north and west possibly connecting I-8 to the Loop 303. Recommendations for the Eastern Study area focused on congestion at the SR 77/SR 79 junction. Key figures from this study include:

- Figure 31-33
- Figure 35
- Figure 36

Pinal County East-West Corridor Study (2015)

Pinal County, in cooperation and coordination with the City of Maricopa and the City of Casa Grande, conducted a study to evaluate a new east-west transportation corridor through western Pinal County. Building off two recent studies for Pinal County, the Regionally Significant Routes for Safety and Mobility Plan and the I-8 and I-10 Hidden Valley Transportation Framework Study, this East-West Corridor Study aimed to improve the mobility and connectivity of the Pinal County regional transportation networks. An environmental evaluation of social, economic, and environmental resources has been made to further guide recommendations for the new connecting route., as illustrated in **Figure 2-11**.

Figure 2-11: East-West Corridor Study Alignment

Pinal County Transportation Improvement & Maintenance Program (FY 2025/2026)

The Transportation Improvement and Maintenance Program (TIMP) is Pinal County's near-term transportation plan that identifies potential funding and establishes a tentative schedule for planning, construction, and maintenance projects. It's a five-year transportation plan that is fiscally constrained and updated annually with new projects added to the fifth year. Funding for the five-year transportation plan has been historically provided by revenues from Pinal County's Transportation Excise Tax, the half-cent road tax, approved by voters in 2005.

The Transportation Advisory Committee (TAC) is the Board appointed, 10 member panel representing each of Pinal County's five supervisor districts. The TAC is charged with prioritizing transportation projects for the TIMP and recommending the draft TIMP to the Board. On February 23, 2021, the TAC met in an open public meeting and recommended approval of the 2022 TIMP for Budget Years 2021-2022 through 2025-2026 – Reference **Appendix B** for a table of all programmed projects within Pinal County.

ADOT Intercity Passenger Rail Study (2016)

This study developed out of the Statewide Transportation Planning Framework and the State Rail Plan with conceptual corridors to connect the Tucson and Phoenix Metropolitan Areas. There are no real alternatives to I-10 so this potential connection could become a key corridor in the state. Planning for speed and access, a rail choice combats the congestion of I-10. Smart Growth Concepts along the corridor include high intensity to low intensity

activity centers and rail lines following employment corridors. The study resides at the stage of alternatives analysis and the different alternatives include: I-10 Busway, UP Tracks, I-10 Rail, Central Pinal/E. Valley, I-10/UP Chandler Branch, North-South Corridor/E. Valley, and Western Pinal/UP Tempe Branch. Through many public involvement efforts the final alternatives were narrowed down to four favorable options. These options include the Central Pinal/E. Valley, UP Tracks, I-10 Rail, and North-South Corridor/E. Valley. The next steps are coordination and support from local agencies, analysis and Tier I Environmental Impact Statement (EIS), and the final draft of the EIS set for spring of 2014.

Pinal County Regional Transportation Authority

The Pinal County Board of Supervisors established the Pinal Regional Transportation Authority (PRTA) in 2015 as a public improvement and taxing subdivision of the State of Arizona to coordinate multi-jurisdictional transportation planning, improvements, and funding. This is an entity authorized and defined in Arizona Revised Statutes Title 48 (Special Taxing Districts), Chapter 30 (Regional Transportation Authority). The PRTA is comprised of members from Pinal County plus municipalities and tribal nations within the county.

This organization developed a Regional Transportation Plan (RTP) that was taken to the voters in a November 2017 Special Election. The voters of Pinal County approved both the RTP and a 20-year half-cent sales tax to fund the transportation improvements contained in the plan. However, the structure of the tax was challenged in a 2018 lawsuit and ruled invalid by the Arizona Supreme Court in March 2022, so implementation of the Plan has not yet begun.

Proposition 469 on the November 8, 2022 General Election ballot will offer Pinal County voters a second chance to fund Plan implementation through a restructured half cent sales tax that is projected to generate nearly $1.1 billion between the years 2023 and 2043. Voter approval of this proposition would allow plan implementation to begin around July 1, 2023, the start of the 2024 fiscal year.

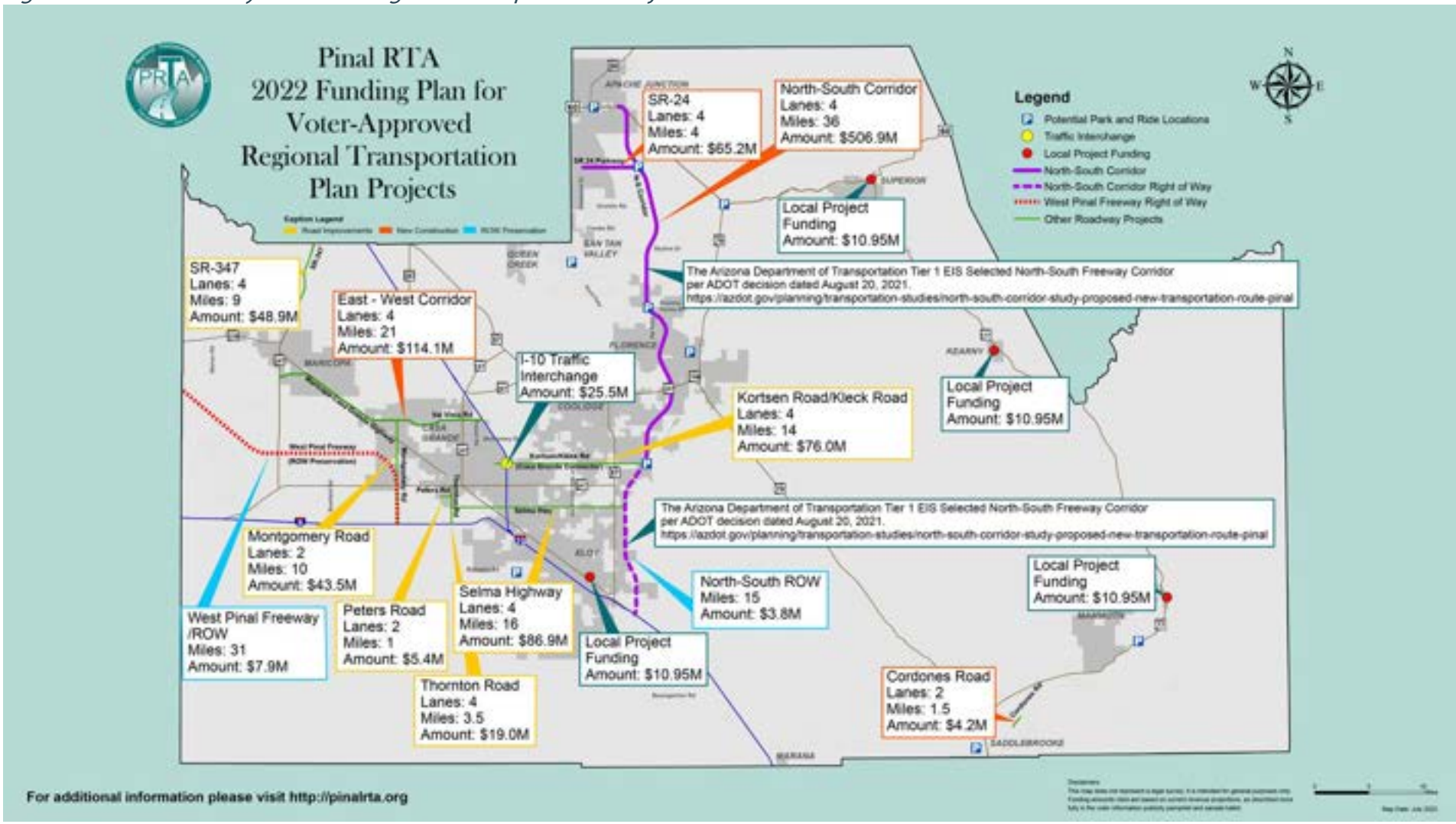
However, on November 8, 2022, Pinal County's voters turned down Proposition 469, which would have generated an estimated $1.1 billion for transportation projects and programs in the county between 2023 and 2043. Election results are not completely finalized, but the proposition appears to have been rejected by a narrow margin.

With this result, no revenue source exists to fund the voter-approved 2017 Pinal County Regional Transportation Plan, including a countywide program of roadway and public transportation improvements. This plan was developed by the Pinal Regional Transportation Authority (PRTA), created by Pinal County in 2015.

Rapid population and employment growth continue in Pinal County, contributing to increased traffic congestion. It is anticipated that these issues will need to be revisited as traffic conditions worsen.

Preliminary cost estimates were developed for each of the projects and data from the previous planning studies was combined with current estimates. The list of projects was scaled back to provide an estimate of projects based on projected funding. **Figure 2-12** includes a map of the projects that were identified for inclusion in the RTA Plan.

Figure 2-12: Pinal County RTA 2022 Regional Transportation Projects



Source: Pinal County, 2022

Arizona State Rail Plan Update (2016)

The Arizona State Rail Plan was the first comprehensive assessment of the State's rail needs. It identifies the current rail system, determines infrastructure needs, and aims to have rail projects included in the State's long-range planning processes. Guided by five goals the State Rail Plan plays a crucial role in the State's transportation system by easing congestion, reducing greenhouse gas emissions, attracting development, promoting sustainability, and decreasing the energy consumption. Trains are three times more fuel-efficient than trucks, therefore shifting 10 percent of long-haul freight from trucks to rail would reduce fuel consumption in the U.S by more than one billion gallons a year. With statistics like these, this Plan advocate's that the state could benefit from developing a comprehensive passenger rail system. Along with the use of phasing strategies for implementation, the Arizona State Rail Plan capitalizes on the numerous opportunities associated with passenger rail systems and mitigates issues. This document is intended to be modified and updated as the implementation of various rail strategies are completed and/or revised. Key figures/tables from this plan include:

- Table 2 – Comparison of Relative Efficiencies
- Figure 8 – Integrated Statewide Passenger Rail System
- Figure 15 – Existing and Potential Support Yards
- Figure 23 – Arizona's Corridors of Opportunity

Southeast Valley Transit Study (2015)

The Southeast Valley Includes Apache Junction, Chandler, Florence, the Gila River Indian Community, Gilbert, Guadalupe, Maricopa, Mesa, Phoenix, Queen Creek, Tempe, and surrounding portions of Maricopa and Pinal Counties. The purpose of this ongoing study is to determine present and long-term recommendations that will advance transit throughout the area. An evaluation of current transit conditions are followed by an analysis of transit needs for the area, which include community input. The study continued through the spring of 2015 with the final report issued at the end of summer 2015. Key figures from this study include:

- Study Map
- Study Schedule

MAG Commuter Rail Study (2022)

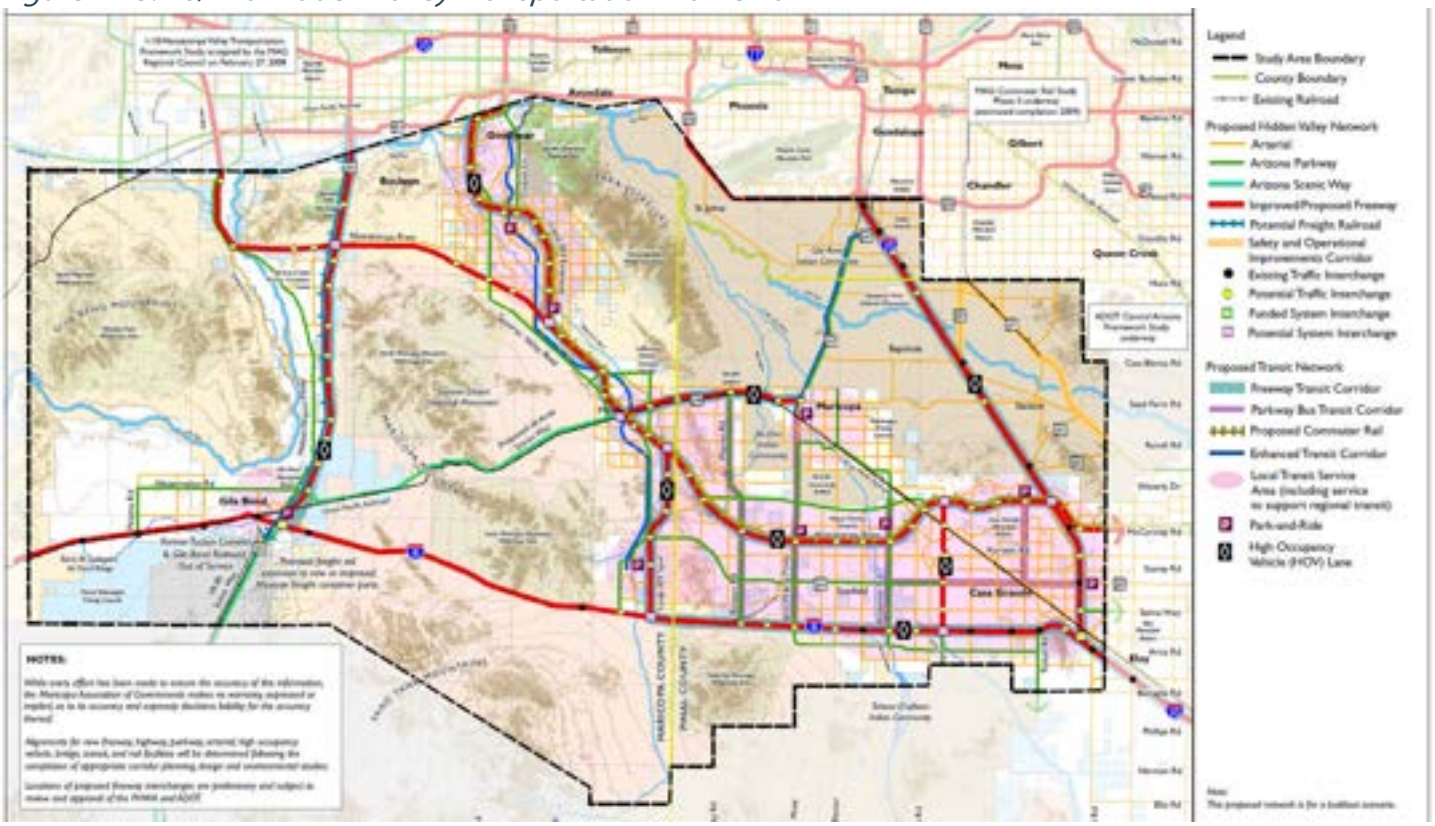
Building on previous local and regional planning work such as the High-Capacity Transit Study of 2003 and the Commuter Strategic Plan in 2008. The Commuter Strategic Plan developed a commuter rail system concept that would radiate from downtown Phoenix and be oriented around five existing freight rail lines. This MAG Commuter Rail System Study further defines and evaluates these five commuter rail corridors: Grand Avenue Corridor, Yuma West Corridor, Tempe Corridor, Chandler Corridor, and Southeast Corridor. This study compares a set of Stand-Alone Alternatives (single corridors) and a set of Interlined Alternatives (combined corridors) taking into account ridership forecasts, travel time savings, cost-effectiveness, and ease of implementation or constructability. Recommending a phased approach to implementation with an emphasis on cost-sharing, this study sets the groundwork for regional planning efforts to maintain connectivity within the region.

MAG Hidden Valley Framework Study (2009)

The Hidden Valley Roadway Framework Study includes parts of the City of Avondale, the City of Goodyear, the Town of Buckeye, the Town of Gila Bend, the City of Maricopa, the City of Casa Grande, the City of Eloy, the City of Coolidge, the Gila River Indian Community, the Ak-Chin Indian Community, the Tohono O'odham Nation, and

unincorporated portions of Maricopa and Pinal Counties. This study will develop a transportation framework for the study area that ultimately will be implemented at multiple jurisdictional levels. The study is a large-area, regional planning effort to address not only freeways and State highways, but also address issues and concerns down to the parkway, boulevard, and major arterial level. The study is intended to emphasize identification of not only "lines on map" outlining facility proposals, but also a comprehensive funding plan to demonstrate how the region can build the study's recommendations. The Study's recommended transportation framework is shown in **Figure 2-13**.

Figure 2-13: I-8/I-10 Hidden Valley Transportation Framework



CAG Regional Transportation Plan (2015)

The Regional Transportation Plan (RTP) is a comprehensive, multimodal plan that charts the region's transportation priorities over the next 20 years. The purpose of the RTP is to prioritize transportation investments to support economic development in various communities in the CAG Region. Equally as important is ensuring the plan elements are compliant with the Federal Highway Administration, Federal Transit administration, and ADOT. Five values identified for improving and sustaining the quality of life for all residents are: economic development and opportunity, connectivity/accessibility/mobility, environmental quality, quality of life, and community cohesiveness. These values form the foundation for this Plan, guiding goals and suggestions made throughout. Five case studies were selected to review, as they reflected a range of size and organization. Southern California Association of Governments, Capital Area Metropolitan Planning Organization in Texas, Central Yavapai Metropolitan Planning Organization in Arizona, Regional Transportation commission of South Nevada, and the Association of Monterey Bay Area Governments offered valuable insight into the advantages and disadvantages to certain Metropolitan Planning Organizations. Broken into two phases distinguishing transportation policies and

strategies, the CAG Regional Transportation Plan encompasses a wide range of public involvement, analyses, and implementation.

The RTP was built of previous planning efforts throughout the region which compiled recommendations within to provide a vision for the Buildout transportation network. **Figure 2-14** displays the recommended transportation system to serve the long-range needs of the WPMATP study and the CAG region.

Figure 2-14: CAG Recommended Buildout Transportation Network

3 Study Area Profile

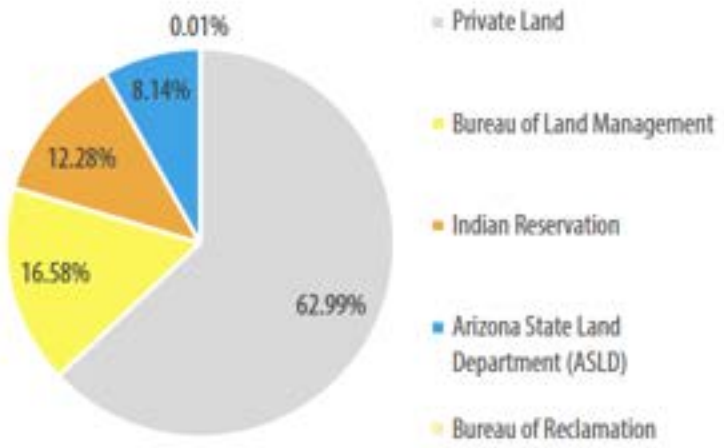
Land use and transportation planning establish the foundation shaping a community's identity and character. Collaboratively examining how we live today offers us the opportunity to identify future needs and responsibly plan for long term growth.

This section provides an overview of land ownership, existing and future land uses, zoning, demographics and socioeconomic conditions. Data presented here was primarily compiled from Pinal County, the City of Maricopa, and Maricopa Association of Governments (MAG) to inventory and assess ownership, land use, and zoning conditions.

Land Ownership

The land ownership data is managed and presented by the Bureau of Land Management (BLM)'s surface land management program which administers federal, state, and private land ownership across the country. **Table 3-1** and **Figure 3-1** show the distribution of land ownership and **Figure 3-2** illustrates the land ownership map in the WPMATP study area.

Figure 3-1: Land Ownership Distribution



The majority, 63 percent or 108,118 acres of the land within the study area is privately owned. The privately owned land's primarily consist of agricultural and/or vacant land.

The Bureau of Land Management manages nearly 17 percent, or 28,460 acres. The Bureau of Land Management portions of the study area are located along the west and south sections of the study area where there is land dedicated to preservation of open space, including the Box Canyon Recreation Area.

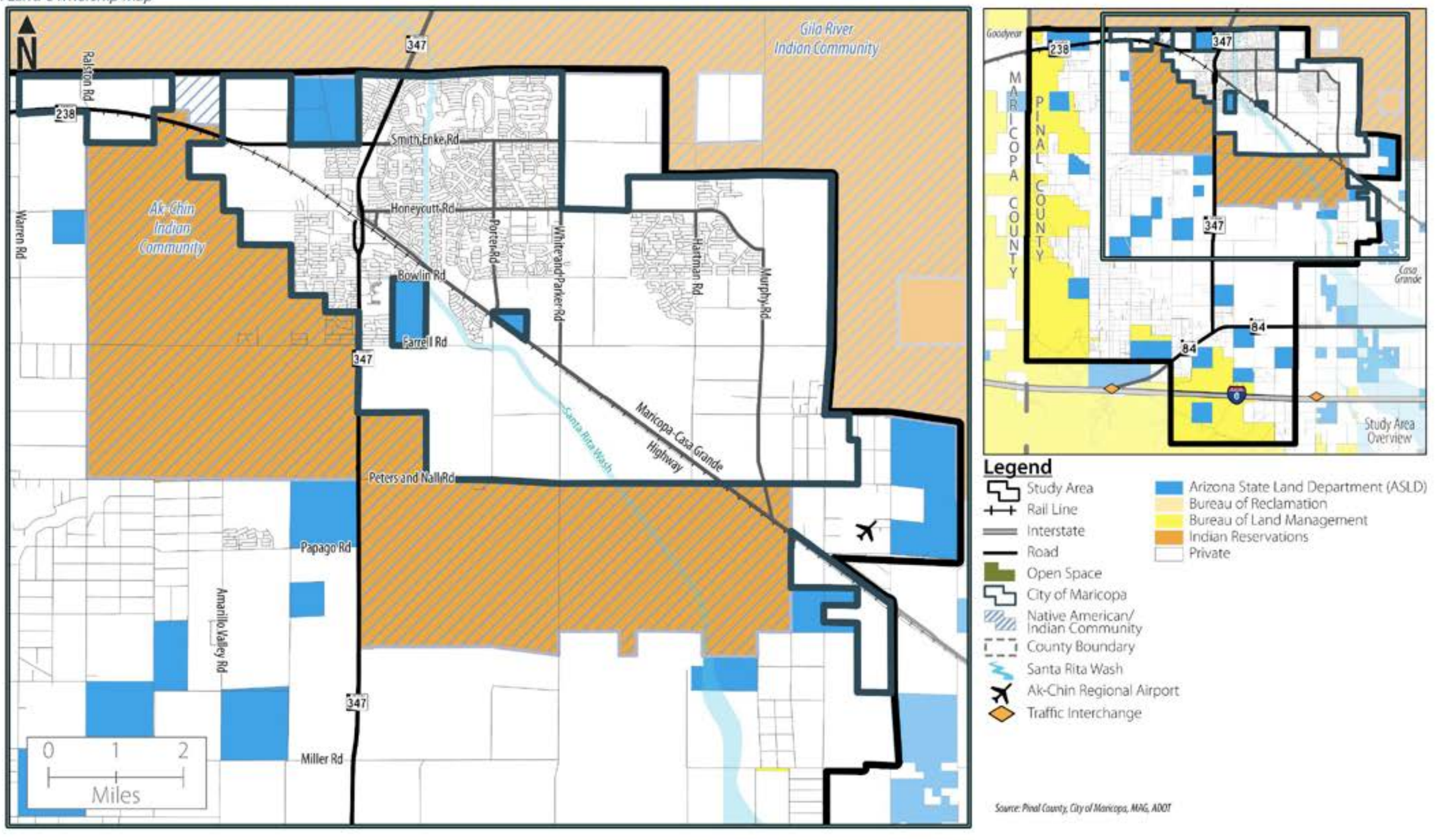
The Ak-Chin Indian Community, located adjacent to the City of Maricopa's southern border, is the Indian Reservation land ownership category located within the study area. This category makes up slightly over 12 percent, or approximately 21,076 acres, of the study area.

Nearly eight percent, or 13,967 acres, of the land is owned by the Arizona State Land Department (ASLD). There are small sections of this land ownership scattered throughout the study area.

Table 3-1: Land Ownership Distribution

Land Ownership	Acres	Percent
Private Land	108,118.37	62.99%
Bureau of Land Management	28,460.93	16.58%
Indian Reservation	21,076.30	12.28%
Arizona State Land Department (ASLD)	13,967.89	8.14%
Bureau of Reclamation	17.92	0.01%
Total	**171,641.41**	**100.00%**

Figure 3-2: Land Ownership Map



Source: Pinal County, City of Maricopa, MAG, ADOT

Land Use & Zoning

This section provides an inventory and assessment of the existing and planned land use composition based upon data provided by MAG.

Existing Land Use

Like most rural areas, the two most predominate existing land use classifications in the study area are agriculture and vacant. Roughly 42 percent, or 72,666 acres, of the land is classified as agriculture and nearly 23 percent, or approximately 37,449 acres, is vacant lands. The Ak-Chin Indian Reservation is encompassed by the agriculture land use, along with the majority of the privately owned and ASLD owned lands. There are also large portions of the study within the City of Maricopa's limits existing as agriculture. The vacant land is scattered throughout the study area, with larger portions to the west and south and sections within the limits of the City of Maricopa.

The third largest existing land use is open space, primarily managed by the Bureau of Land Management, making up nearly 9 percent of the study area. Open space is concentrated along the Pinal and Maricopa County boundary along the mountainous, western edges of the study area and surrounding I-8 to the south.

The single-family low density land use makes up nearly nine percent, approximately 15,166 acres, of the study area and is located between the concentrated open space and agriculture lands to the west and the urbanized subdivisions within the City of Maricopa. The majority of the single family-low density land is intermingled with the vacant land.

Existing land use other/public employment make up nearly three percent of the study totaling in approximately 5,002 acres with the most notable features under this land use classification being the Nissan Technical Center – Arizona Testing Center near Miller Road and White and Parker Road and Volkswagen of America near Farrell Road and Murphy Road. Other elements included are public facilities, elementary, middle, and high schools, medical facilities, water treatment/storage facilities, and the Santa Rita Wash.

The remaining residential, single family high density and multi family, land uses make up 270 acres and 11 acres respectively and are located within the City of Maricopa limits.

Table 3-2 and **Figure 3-3** show the distribution of existing land uses, while **Figure 3-4** illustrates a map of the existing land uses within the study area.

Figure 3-3: Existing Land Use Distribution

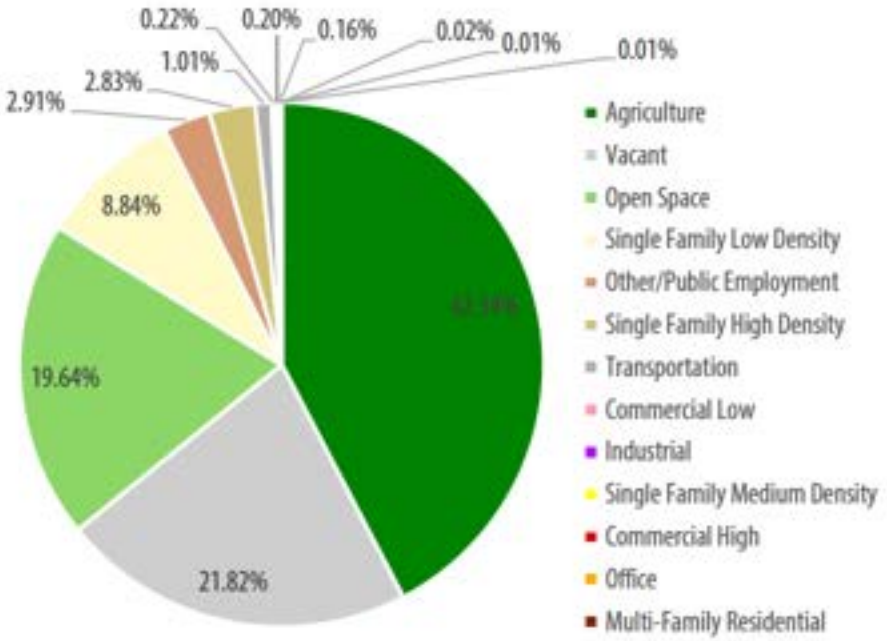
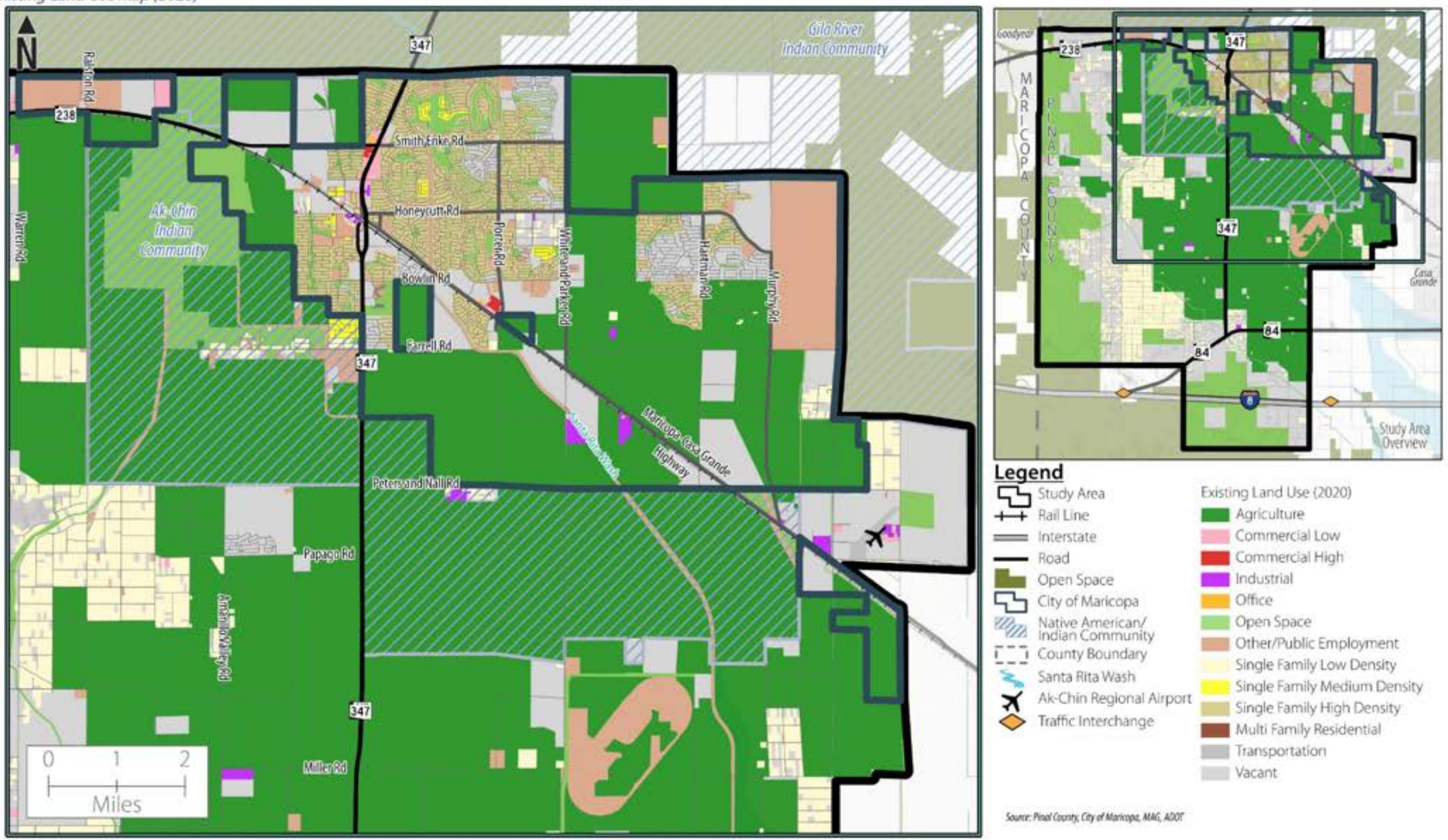


Table 3-2: Existing Land Use Distribution

Existing Land Use Classification	Acres	Percent
Agriculture	72,666.05	42.34%
Vacant	37,449.98	21.82%
Open Space	33,712.23	19.64%
Single Family Low Density	15,166.77	8.84%
Other/Public Employment	5,002.49	2.91%
Single Family High Density	4,858.70	2.83%
Transportation	1,735.96	1.01%
Commercial Low	383.77	0.22%
Industrial	335.05	0.20%
Single Family Medium Density	270.80	0.16%
Commercial High	33.72	0.02%
Office	14.51	0.01%
Multi-Family Residential	11.38	0.01%
Total	**171,641.41**	**100.00%**

Source: Maricopa Association of Governments, 2020

Figure 3-4: Existing Land Use Map (2020)



Source: Pinal County, City of Maricopa, MAG, ADOT

Zoning

Pinal County and the City of Maricopa maintain jurisdictional authority over zoning and land use matters within their respective boundaries. Each jurisdiction has its own table and figures illustrating their zoning districts.

City of Maricopa Zoning

Table 3-3 and **Figure 3-5** show the City of Maricopa's zoning districts and their distribution within the study area.

Table 3-3: City of Maricopa Zoning District Distribution

Zoning	Acres	Percent
Single Family Residence (CR-3)	13,392	49.20%
Industrial Zone (CI-2)	4,652	17.09%
Planned Area Development (PAD)	3,358	12.34%
General Rural Zone (GR)	2,085	7.66%
Transitional Zone (TR)	1,031	3.79%
General Business Zone (CB-2)	823	3.02%
Suburban Ranch Zone (SR)	429	1.58%
General Industrial (GI)	344	1.26%
Single Family Residence (CR-2)	218	0.80%
Light Industry & Warehouse Zone (CI-1)	198	0.73%
Multiple Residence Zone (CR-5)	189	0.69%
Local Business Zone (CB-1)	147	0.54%
Multiple Unit Residential (RM)	66	0.24%
Multiple Residence Zone (CR-4)	61	0.23%
Light Industrial (LI)	60	0.22%
General Mixed Use (MU-G)	56	0.21%
Medium Density Residential (RS-5)	49	0.18%
Single Family Residence (CR-1)	27	0.10%
High Density Residential (RH)	17	0.06%
Privately Owned Open Space (OS-POS)	6	0.02%
General Commercial (GC)	4	0.01%
Public-Institutional (PI)	3	0.01%
Manufactured/Mobile Home Zone (MH)	3	0.01%
Total	**27,217**	**100.00%**

Source: City of Maricopa

Figure 3-5: City of Maricopa Zoning District Distribution

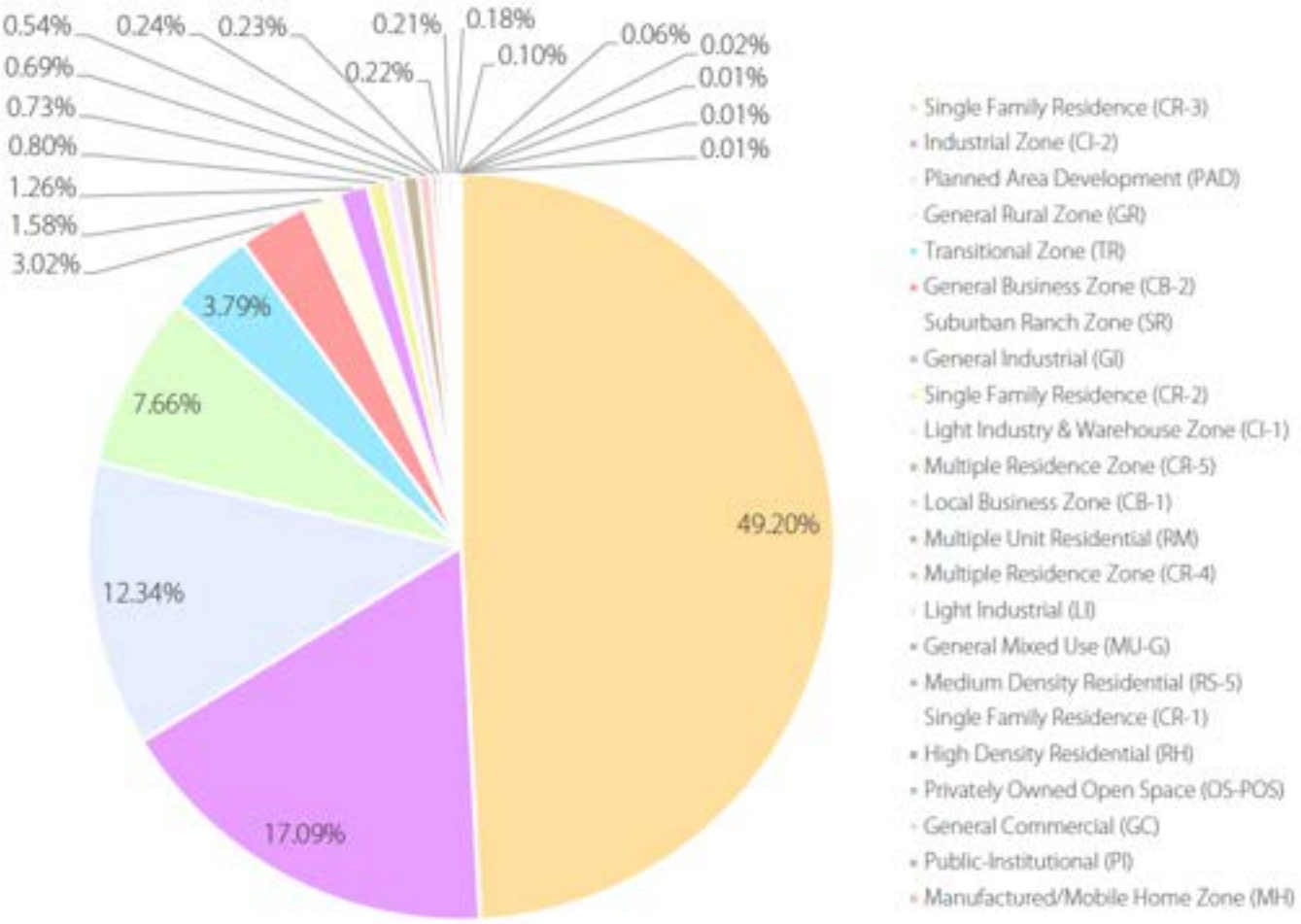


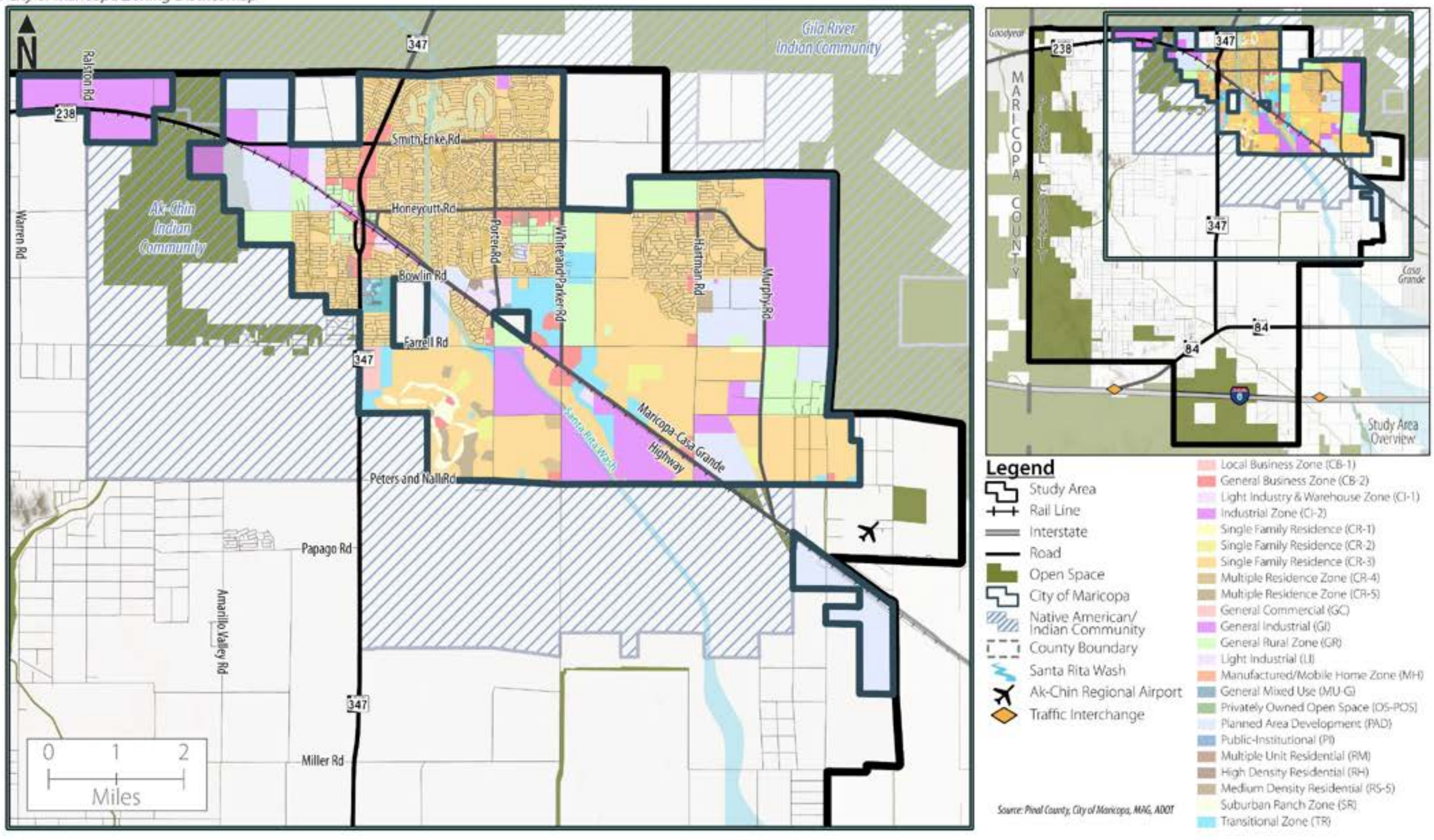
Figure 3-6 provides a map of the City of Maricopa zoning districts, which shows roughly half of the study area, 13,392 acres, zoned as Single Family Residence (CR-3), which allows for one-family dwelling, public parks, schools, and churches. The CR-3 zoning district largely represent the existing residential developments throughout the City and also includes multiple agricultural lots, which are planned for future single family development.

The Industrial (CI-2) zone is the second largest, 4,652 acres or 17 percent, within the City of Maricopa. The intended purpose of the industrial zoning district is to provide for a variety of heavy manufacturing and agricultural/livestock permitted uses. This zoning district is found throughout the City but most of it is concentrated along the Maricopa Casa Grande Highway and State Route 238. A few of the larger industrial zone lots found within the City have agricultural, cattle, and vehicle testing. The vehicle testing track for Volkswagen is located at the east side of the City along Murphy Road.

The next largest zoning district by acreage, 3,358 acres, is the Planned Area Development (PAD) zone, which is found scattered throughout the City of Maricopa covering vacant and or agricultural land. The PAD district is an overlay district and placeholder for future development, an alternative to conventional land use regulations, substituting procedural protections for the requirements in zoning ordinance.

While the three largest zoning districts make up slightly over 78 percent of the total, 20+ zoning districts found within the City of Maricopa boundaries make up roughly 22 percent. Of the 22 remaining percent General Rural (GR) makes up roughly seven percent, Transitional Zone (TR) makes up nearly four percent, and General Business (CB-2) is three percent.

Figure 3-6: City of Maricopa Zoning District Map



Pinal County Zoning

Table 3-4 and **Figure 3-7** show Pinal County's current zoning districts and their distribution within the Pinal County portions of the study area.

Table 3-4: Pinal County Zoning District Distribution

Zoning	Acres	Percent
General Rural (GR)	81,901.53	56.75%
Undesignated	22,111.77	15.32%
Single Residence (CR-3)	19,688.52	13.64%
Suburban Ranch (SR)	9,754.22	6.76%
Light Industry and Warehouse (CI-1)	3,135.19	2.17%
Industrial (CI-2)	2,286.88	1.58%
Single Residence (R-7)	1,239.40	0.86%
Local Business (CB-1)	909.98	0.63%
Single Residence (CR-1)	743.49	0.52%
Suburban Homestead (SH)	640.11	0.44%
Industrial Buffer (CI-B)	448.41	0.31%
General Business (CB-2)	407.75	0.28%
Multiple Residence (CR-5)	371.43	0.26%
Single Residence (CR-2)	193.04	0.13%
Multiple Residence (CR-4)	190.29	0.13%
Multiple Residence (MR)	180.54	0.13%
Mixed Dwelling (MD)	39.60	0.03%
Neighborhood Commercial (C-1)	23.93	0.02%
Transitional (TR)	22.33	0.02%
General Commercial (C-3)	16.00	0.01%
Recreational Vehicle Park (RVP)	15.83	0.01%
Total	**144,320.22**	**100.00%**

Figure 3-7: Pinal County Zoning District Distribution

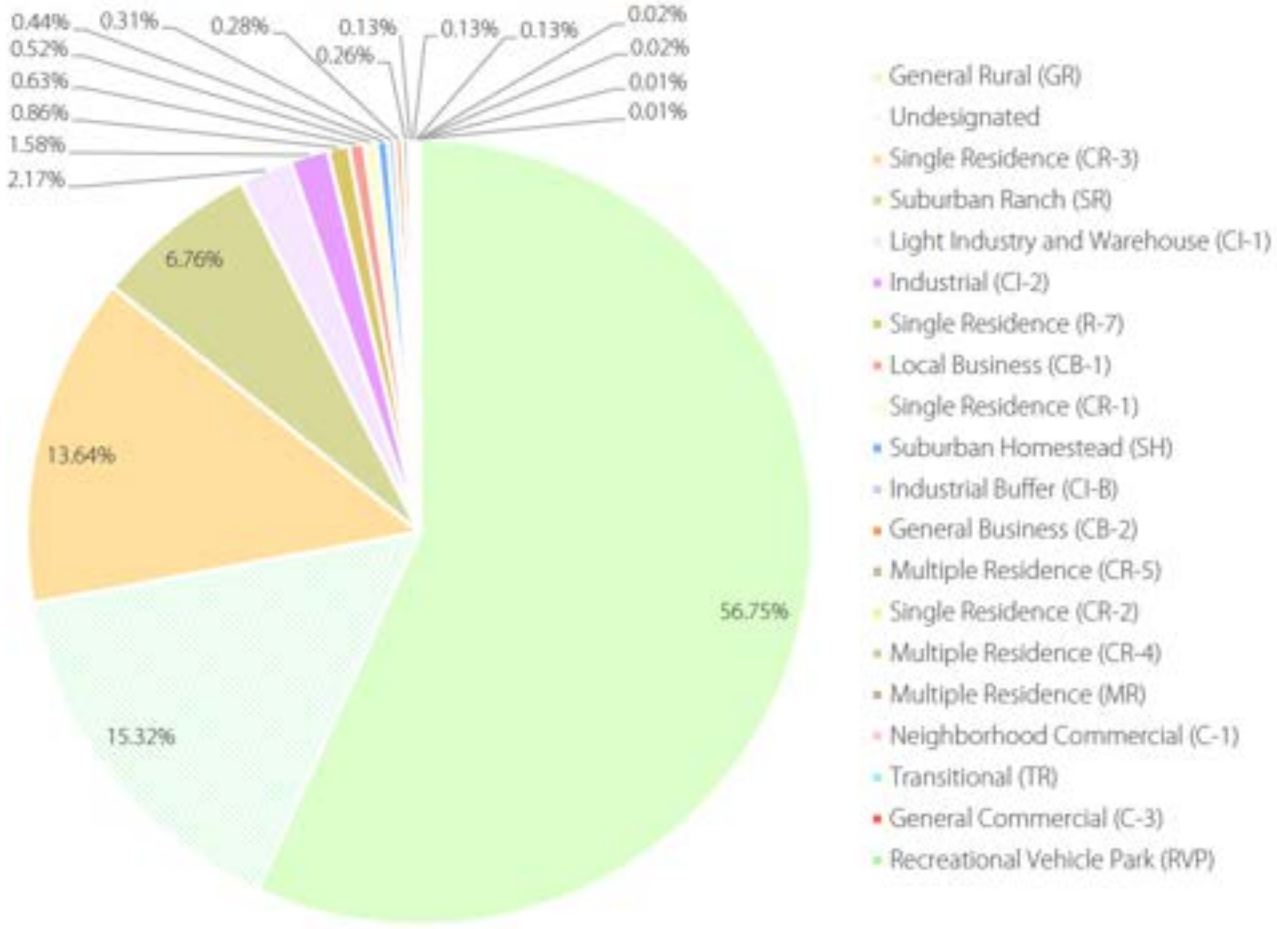
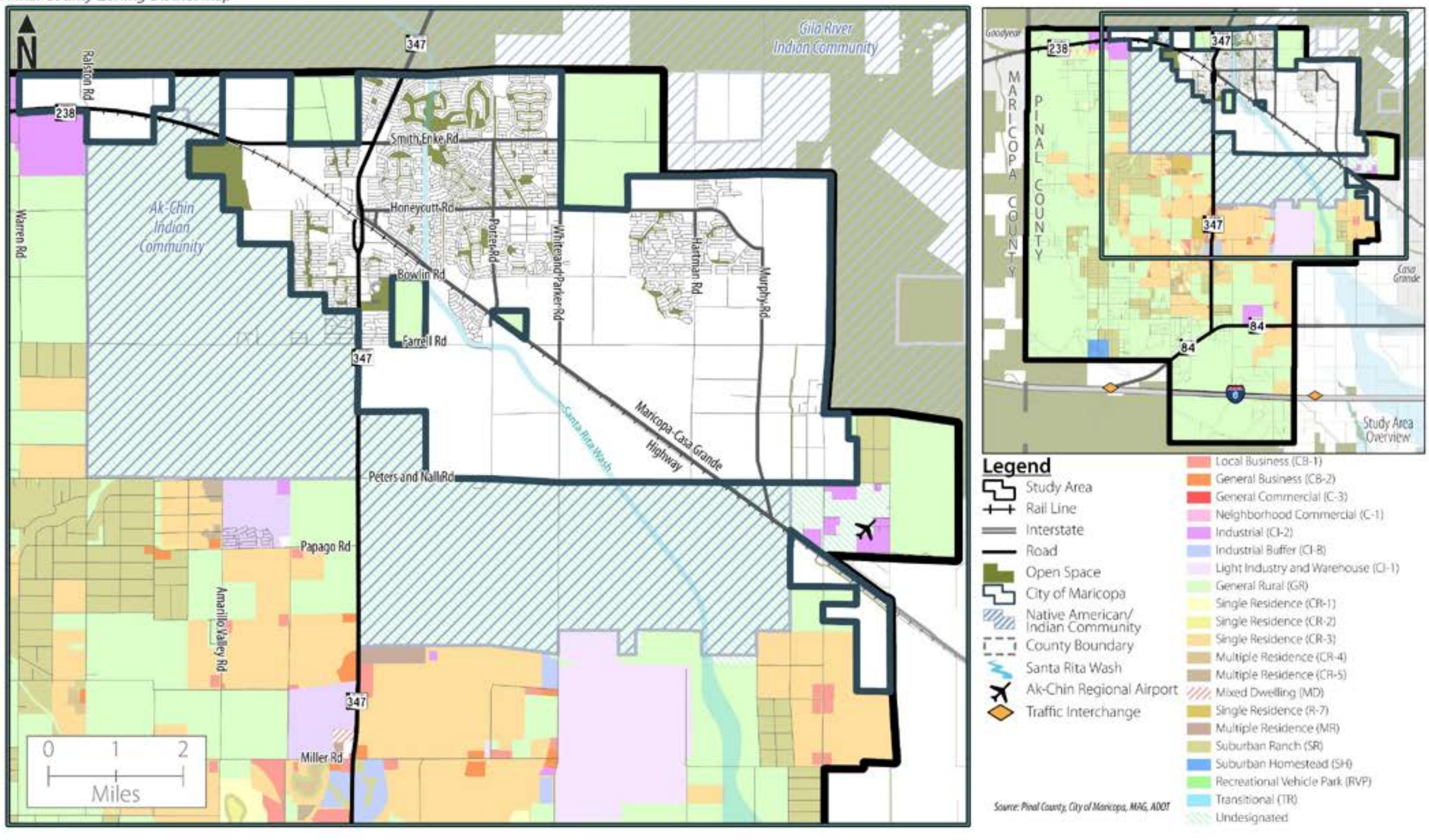


Figure 3-8 provides a map of the current zoning districts in Pinal County. The largest section of the study area outside the City of Maricopa boundaries, 56.75 percent or nearly 81,901 acres, is zoned General Rural (GR) which consists of multiple types of permitted uses such as one-family dwelling unit, commercial agricultural uses, public/quasi-public uses, fruit and vegetable processing and sales uses, and livestock, stable and dairy uses. It should also be noted that the GR zoning district is in many respects considered a "holding district" in that when and if urbanization is planned to occur in the future, the GR zoning district will need to be rezoned to a more appropriate district to accommodate the planned development proposal with higher density development.

The second most prominent zoning district is undesignated, which is the Ak-Chin Indian Community. This accounts for approximately 22,111 acres, or 15.32 percent of the Pinal County zoning. Single Residence (CR-3) makes up nearly 14 percent, or 19,688 acres and Suburban Ranch (SR) makes up slightly less than seven percent, or 9,754 acres.

While the four largest zoning districts make up slightly over 92 percent the remaining 17 zones found outside the City of Maricopa make up roughly 8 percent.

Figure 3-8: Pinal County Zoning District Map



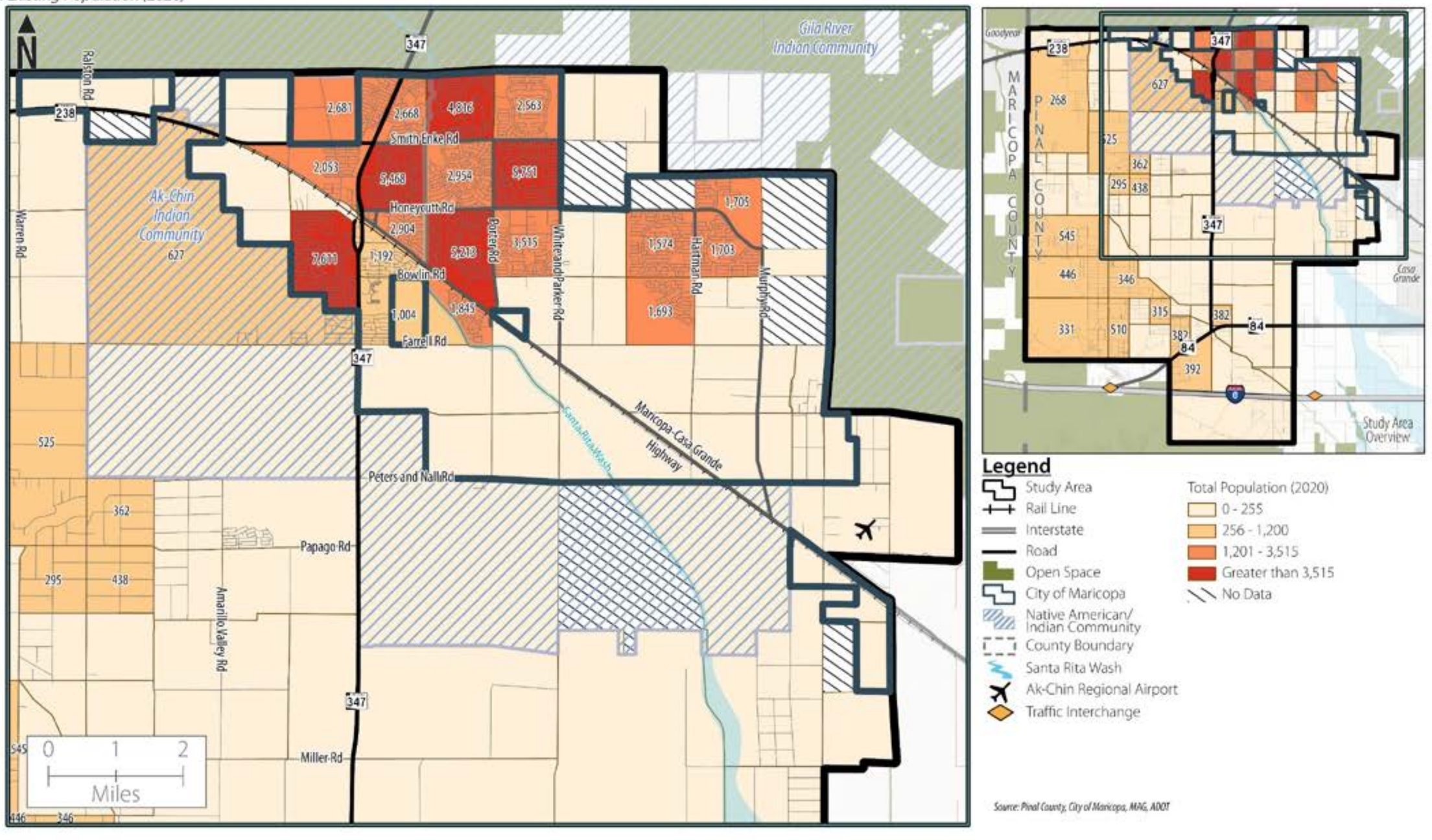
Demographic & Socioeconomic Overview

To report on population characteristics and socioeconomic conditions, MAG 2020 socioeconomic projections and the US Census Bureau's 2017-2021 American Community Survey (ACS) were analyzed. MAG 2020 data estimates were extracted from the Transportation Demand Model (TDM) and reported/presented at the Transportation Analysis Zones (TAZs) level. There are 120 TAZs in the WPMATP study area reporting existing and future population, households, and employment data. Given the rural nature of the majority of the study area, some of the TAZs do not report demographic and socioeconomic data and it is recommended Pinal County work with MAG to ensure demographic and socioeconomic data is accurately reported within and adjacent to the WPMATP study area. Existing employer and number of employees per employer is also reported by MAG.

Existing Population & Housing

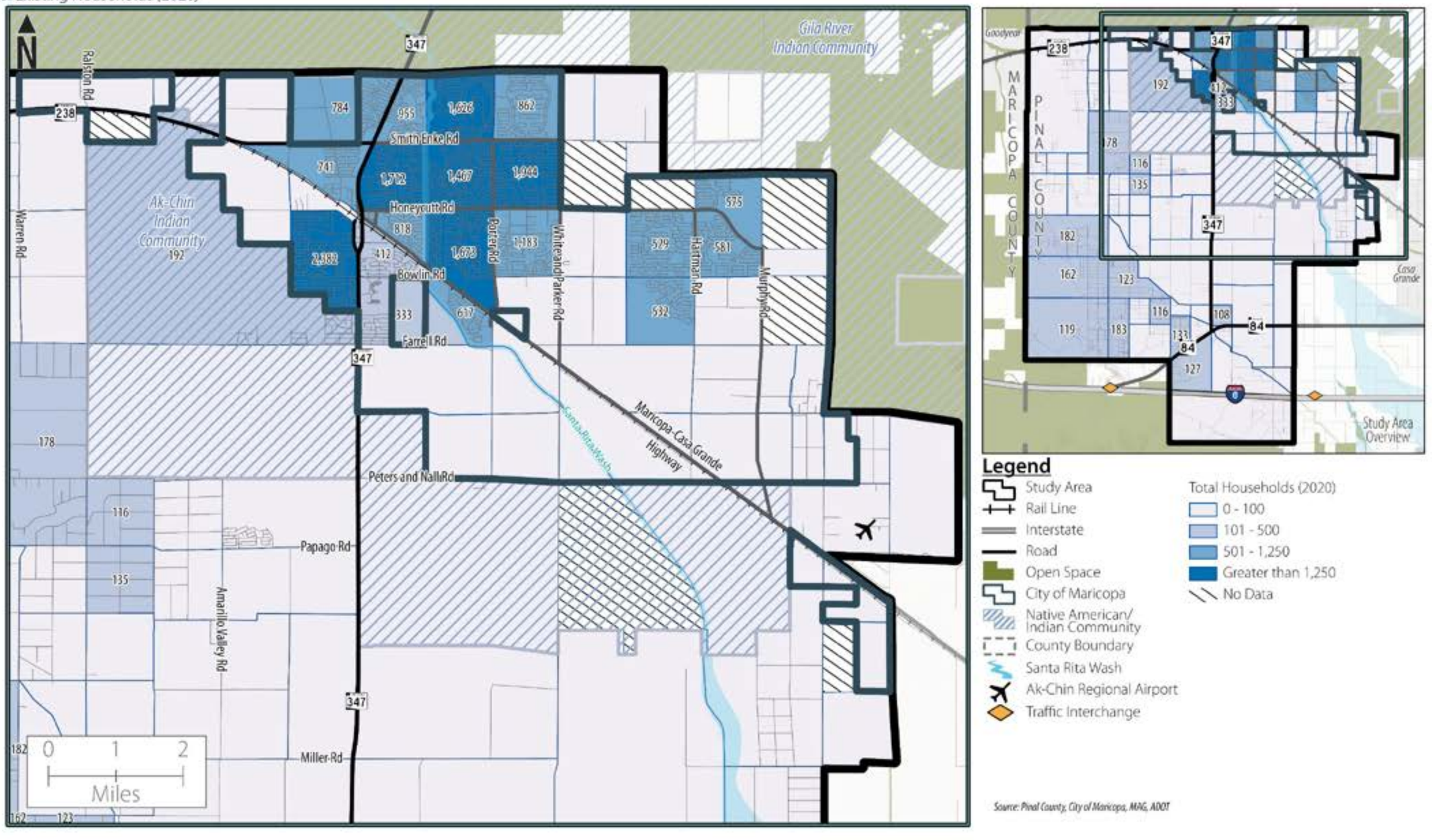
According to MAG's TDM TAZ data, a total of 67,862 people make up 22,713 households within the WPMATP study area. **Figure 3-9** shows the total existing population and **Figure 3-10** shows the total existing households by TAZ. The City of Maricopa has the highest concentration of population and households.

Figure 3-9: Existing Population (2020)



Source: Pinal County, City of Maricopa, MAG, ADOT

Figure 3-10: Existing Households (2020)



Source: Pinal County, City of Maricopa, MAG, ADOT

Socioeconomic Conditions

Assessment of the socioeconomic conditions of the WPMATP study area compared to the City of Maricopa and the broader conditions of Pinal County is provided below. As illustrated in **Table 3-5**, the socioeconomic characteristics pulled from the U.S. Census Bureau's ACS 5-year Estimates (2017 – 2021) include housing characteristics, income, employment, and vehicle availability. These factors impact the future perspective and offer some insight how people travel to and from the study area.

The median household income in the study area is $80,250 a year, which is approximately 23 percent higher than the Pinal County median household income of $65,488 a year, but three percent lower than the City of Maricopa median household income of $82,388. The higher median household income coupled with the lower percentage of households in the study area living below poverty suggests that the population living in the study area, specifically within the City of Maricopa boundaries, to be somewhat more affluent than other parts of Pinal County.

Other notable characteristics are the lower percentage of persons over the age of 65 and the slightly higher percentage of minorities living within the study area compared to the rest of Pinal County.

The Limited English Proficiency percentage for the study area is similar to the broader Pinal County, slightly over six percent. This number is nearly two percent higher compared to the City of Maricopa's four percent. This generally suggests that there is a larger portion of the population outside the City's limits with limited English language proficiency.

Title VI

The identification of Title VI factors is also part of the WPMATP by comparing Title VI populations within the study area against the broader Pinal County average. Title VI and the associated Code of Federal Regulations for Transportation (49 CFR, Subtitle A, Part 21) upholds that any program or activity receiving federal funding may not exclude or discriminate against groups or individuals based on their race, color, national origin, sex, age, and disability. All Title VI factors in the study area are overall lower than the overall Pinal County average.

Table 3-5 provided the socioeconomic conditions and Title VI factors of the study area compared to the City of Maricopa and Pinal County as a whole.

Table 3-5: Socioeconomic Conditions

Socioeconomic Conditions	City of Maricopa	Study Area	Pinal County
Population			
Population[1,2]	57,075	67,862	420,625
Population Density (per square mile)[1,2]	1,327.33	253.21	78.27
Median Age[1]	36.3	35.5	39.8
Housing & Households			
Median Household Income[1]	$82,388	$80,250	$65,488
Households[1,2]	18,282	22,713	145,554
Renters[1]	17.0%	19.7%	21.9%
Mobile Homes[1]	1.0%	12.1%	17.4%
Families with Female-Only Head of Household[1]	10.4%	10.9%	11.0%
Vacant Homes[1]	12.1%	13.0%	15.1%
No-Vehicle Households[1]	1.2%	1.8%	3.8%
One-Vehicle Households[1]	27.3%	26.1%	33.5%
Title VI			
Minority (% of total population)[1]	53.4%	54.8%	44.6%
Ages 65 Plus (% of total population)[1]	14.3%	14.8%	20.4%
Income Below Poverty[1]	6.9%	9.0%	11.4%
Disability: Households with person(s) with a disability[1]	10.6%	N/A	15.9%
Limited English Proficiency (% of population 5 years old +)[1]	4.7%	6.4%	6%
Commuting			
Workers 16 years and over[1]	25,648	30,785	157,505
Car or Truck – drive alone[1]	71.4%	70.9%	74.6%
Car or Truck – carpool[1]	11.4%	11.6%	11.7%
Public Transportation[1]	0.3%	0.4%	0.2%
Bicycle[1]	0.3%	0.3%	0.4%
Walked[1]	0.8%	1.9%	1.3%
Other means (taxicab, motorcycle, etc.)[1]	1.4%	1.2%	1.5%
Work at home[1]	14.4%	13.8%	10.3%

Source:
1 U.S. Census Bureau, American Community Survey, 5-year Estimates (2017-2021)
2 Maricopa Association of Governments (MAG) – Transportation Demand Model (2020)

Existing Employment

Assessing the employment conditions in the study area is instructive to determining travel and commuting trends which can aide in the decision-making processes for transportation-related projects. This section inventories and assesses the current economic elements such as employers and employment within the study area. According to the US Census Bureau, the 2021 unemployment rate in Pinal County is 3.1 percent while the unemployment rate within the study area and the City of Maricopa is 3.7 percent and 3.5 percent respectively

Existing Employers

According to MAG's 2020 Employer Database, there are 286 employers employing 7,049 employees. As shown in **Table 3-6**, the top 10 largest employers, within the study area, employ nearly 42 percent of all employees. The largest sector is the Accommodation and Food Services, shown **Figure 3-11.**

Large employers, casinos, shopping centers, and other places of interest generate trips for the exchange of goods and services. These destinations are considered transportation trip generators and require regional access. Major transportation trip generators are shown in **Figure 3-12**.

This inventory of existing employers only considers businesses within the study area, although, employers outside of the study area will be acknowledged as potential roadway improvements are developed. The total number of employees found in this data is slightly lower due to this data only showing employers with five or more employees.

Figure 3-11: Employees Per Employer Sector

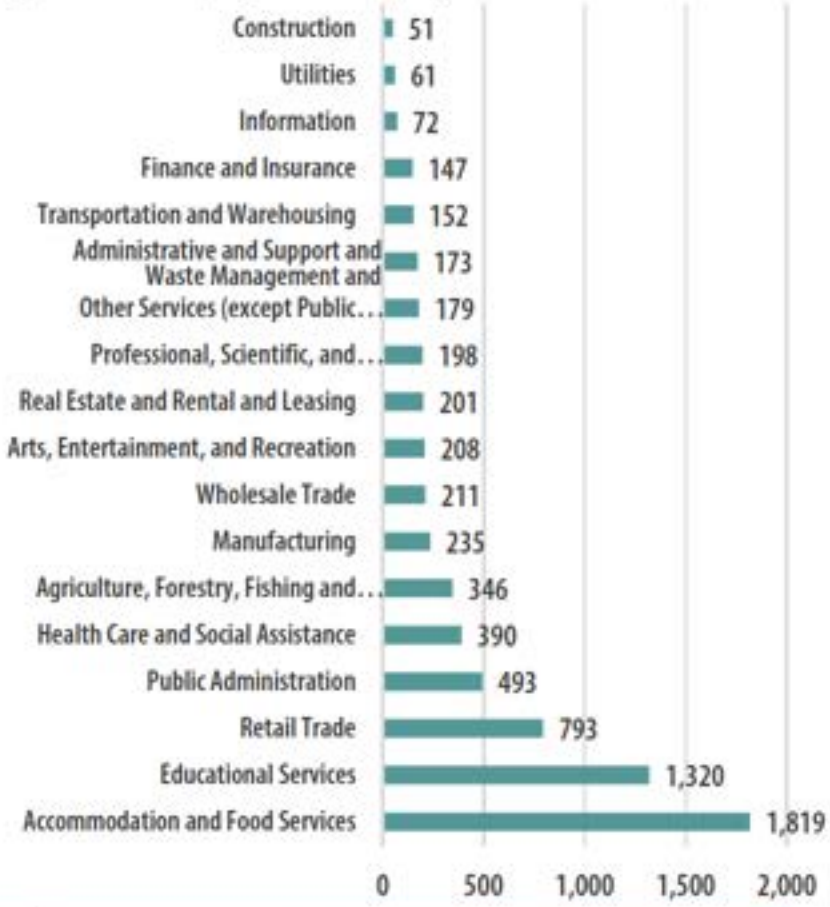
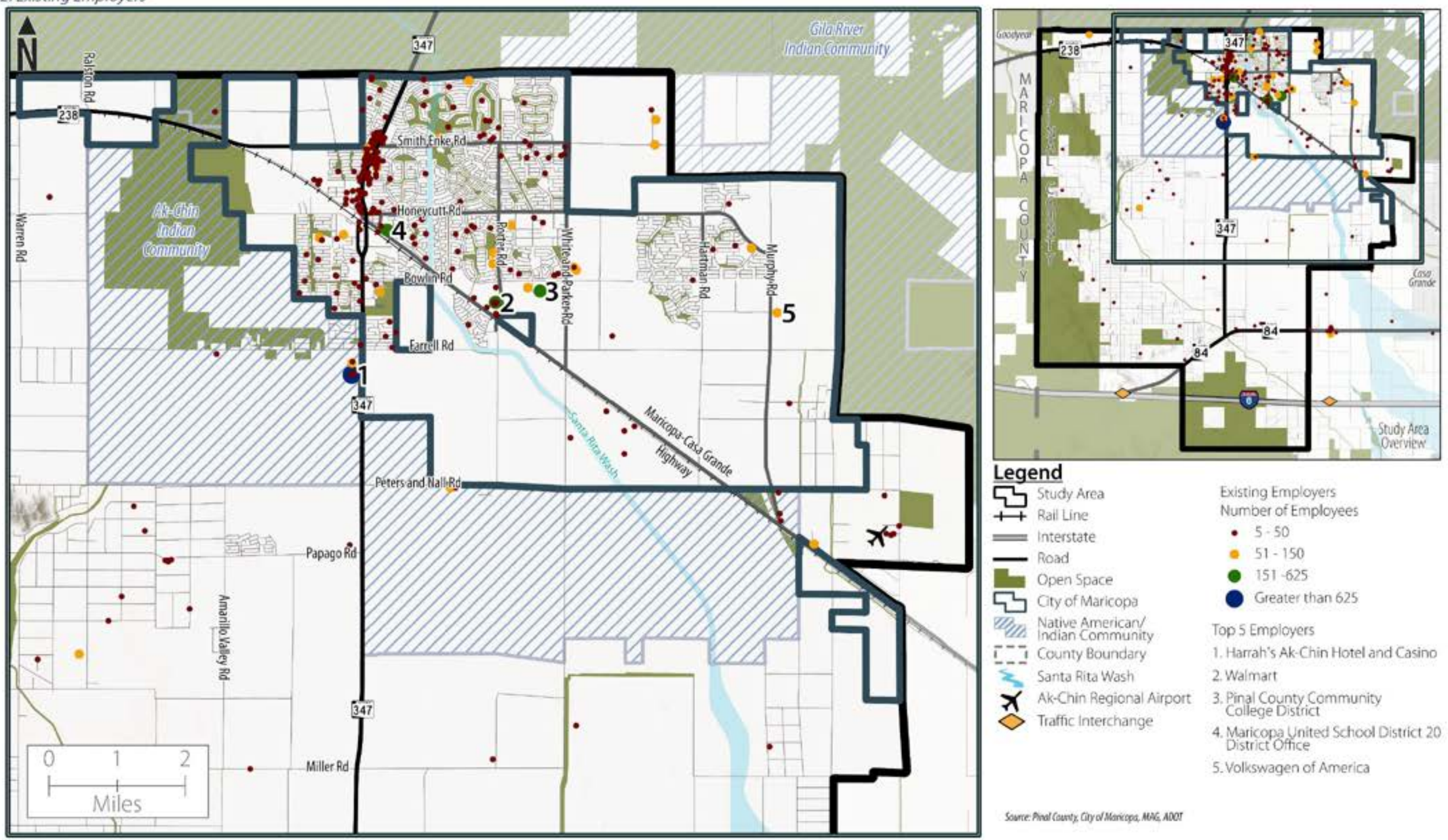


Table 3-6: Top 10 Existing Employers

Employer Name	Number of Employees
Harrahs Ak-Chin Hotel and Casino	800
Maricopa Unified School District 20	670
City of Maricopa	440
Walmart	250
Pinal County	209
Volkswagen Group of America Inc	150
Ak Chin Indian Community	121
Frys Food Stores	112
Mobile Mini Inc	100
Sequoia Pathway Academy	100
Total	**2,952**

Figure 3-12: Existing Employers

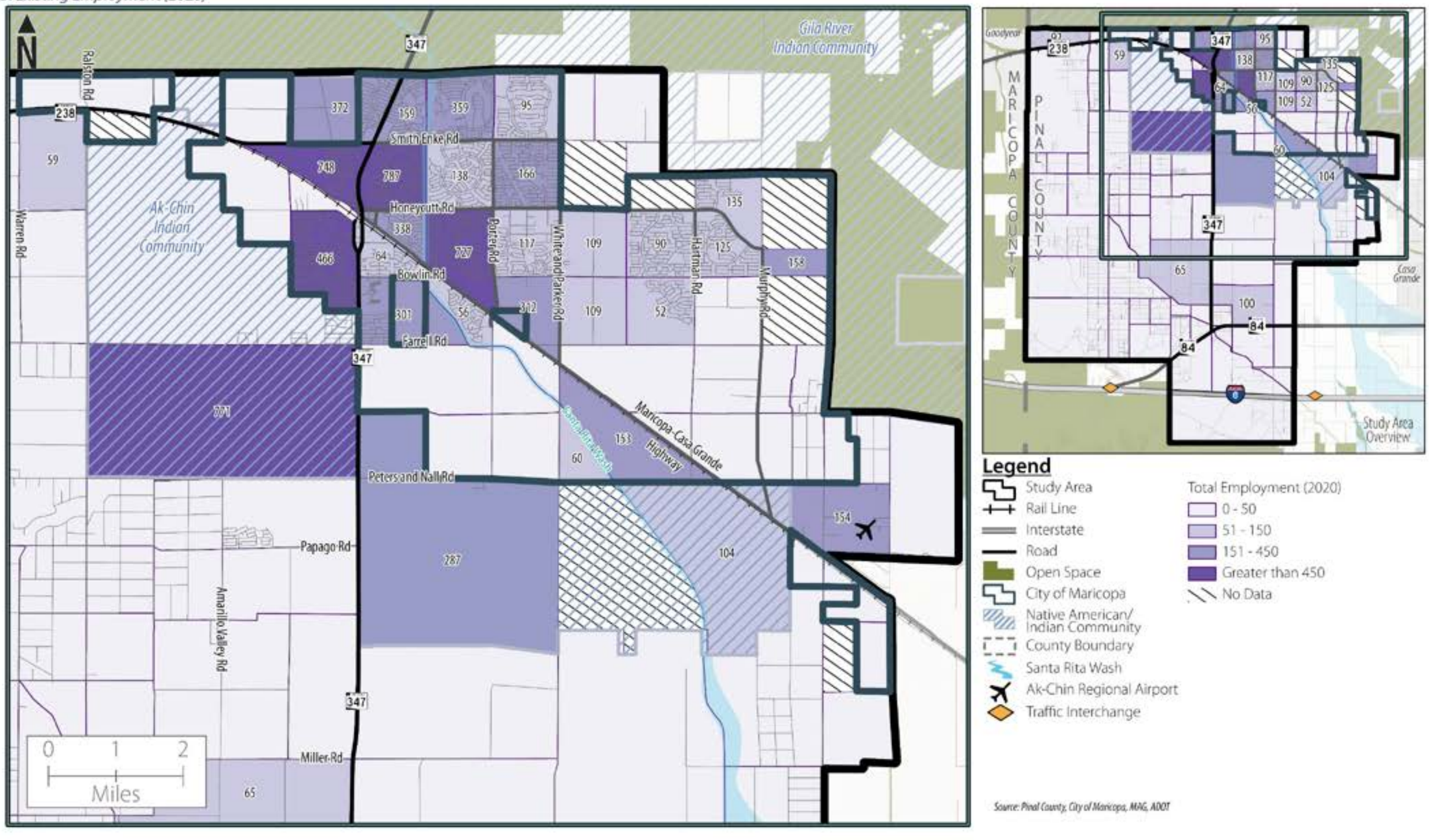


Existing Employment

According to MAG's TDM, a total of 8,272 people currently work within the WPMATP study area. **Figure 3-13** provides a map of the current employment condition by TAZ. There are three higher concentrations of employment within the City of Maricopa boundaries and one outside. The City of Maricopa employment concentration is found in the commercial service land use corridor along SR 347 between Smith Enke Road and just south of Bowlin Road and along the Maricopa-Casa Grande Highway between Porter Road and the Santa Rita Wash. The types of employment found here are grocery stores, multiple schools within the Unified Maricopa School District, fuel stations, and other commercial goods and service providers.

The TAZ with the largest concentration of employment outside the City of Maricopa but within the study area contains the Harrahs Ak-Chin Hotel and Casino, which is the largest employer within the study area. All other TAZs within the study area have limited employment concentrations, which is due to the large vacant and agricultural lots. This could correlate to fewer trips than experienced in other areas of Pinal County, which could result in existing smaller roads being able to accommodate the number of trips generated to and from the study area until further growth is experienced.

Figure 3-13: Existing Employment (2020)



Source: Pinal County, City of Maricopa, MAG, ADOT

Commute Patterns

It is important to understand the relationship between area employment and commuting patterns that utilize the transportation system to support commuters that live both within and outside of the WPMATP study area. The commuting pattern data is collected and reported by the US Census Bureau with the most recent available data from 2019. It's important to note the commuting data/patterns presented here are pre-pandemic (COVID) and likely display a different condition to the current condition.

In 2019, 51% of all WPMATP study area commuters traveled between 25 and 50+ miles for work, establishing the need for a robust and diverse transportation system.

Figure 3-14: 2019 Commute Patterns

As shown in **Figure 3-14**, there are 24,923 residents within the study area that travel outside of the study area for employment. There are 3,347 people that live outside of the study area and travel into the study area for employment opportunities. Additionally, there are 2,383 individuals that both live and work within the study area. This figure shows that more than four times as many people are travelling out of the study area for work than the amount of people working within and traveling into the study area for work. The imbalance in commute patterns is likely the primary cause of for the traffic congestion and delays during the morning and evening peak travel periods experienced on SR 347, particularly north of Smith Enke Road in the southbound direction coming into the *study area. Reference Section 4 - Existing Transportation System* for detailed information and assessment of the transportation network and traffic conditions.

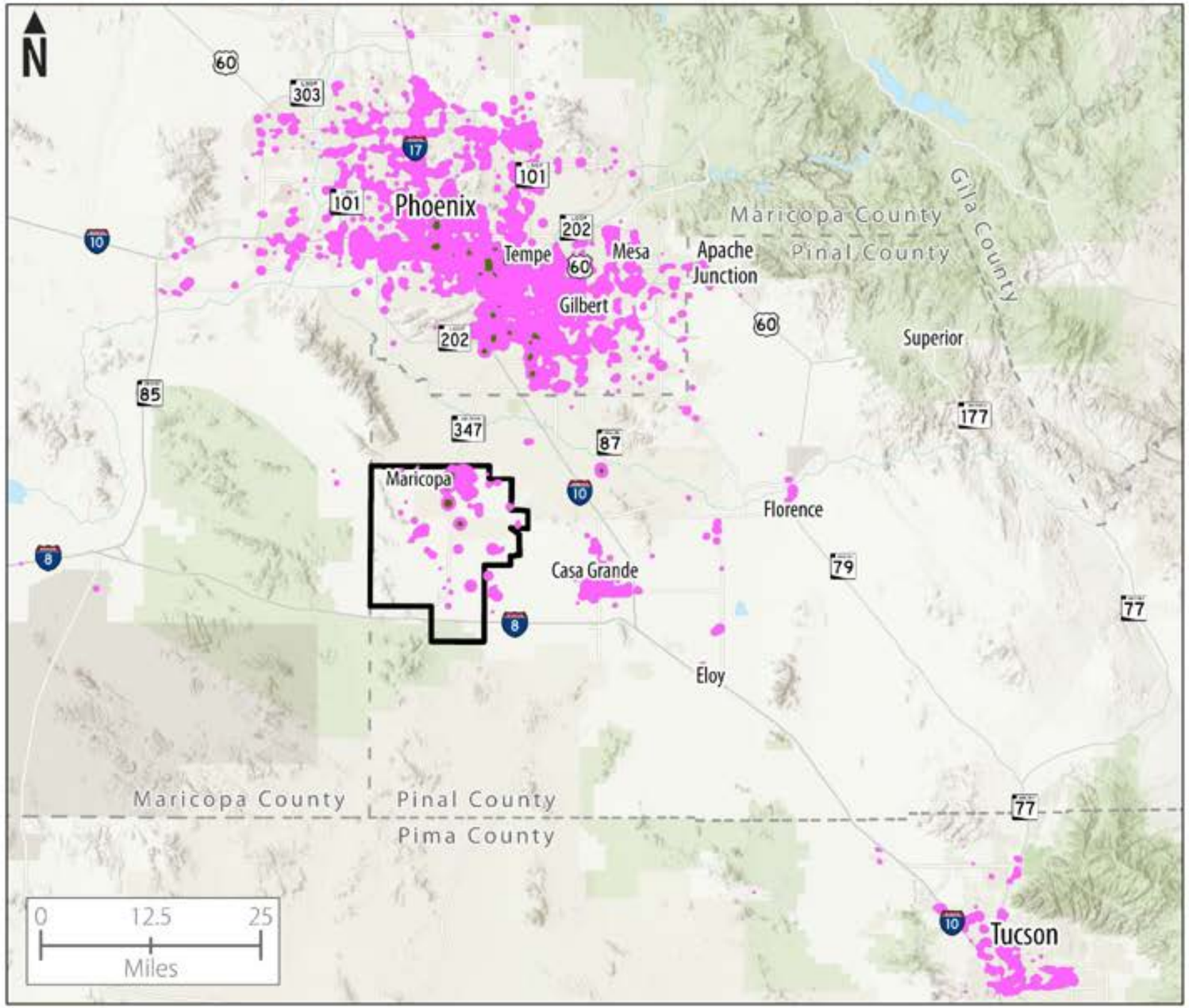
Where Residents Work

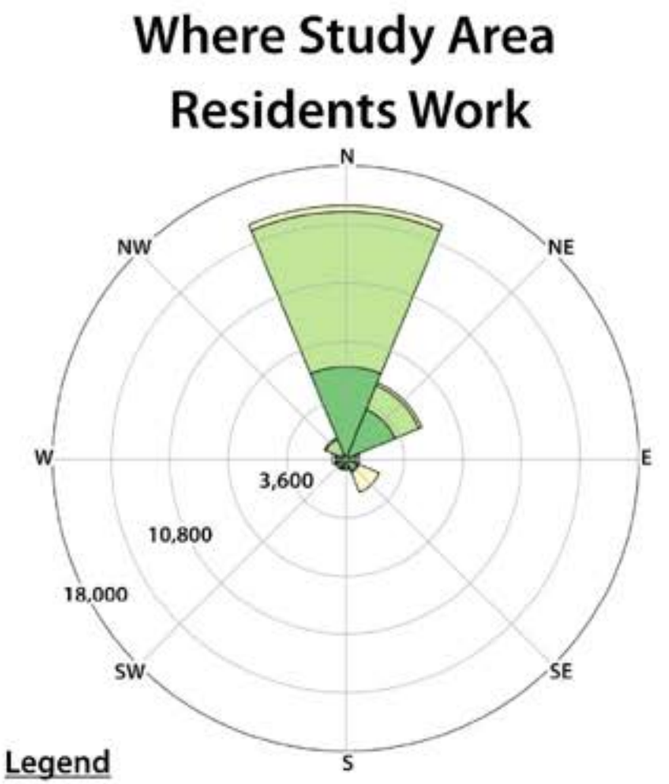
Figure 3-15 shows the density of where residents of the WPMATP study area work, illustrating the largest employments cluster largely spans the greater metropolitan Phoenix area employment greater Phoenix area. However, the make-up of this large cluster predominantly shows a dispersity of low density of jobs equating 5-269 jobs per square mile, with some secondary clusters of 270-1,062 jobs per square mile in downtown and uptown Phoenix, downtown Tempe, along the southwestern portion of the Loop 202, and along State Route 87 in Chandler. The greater Tucson area has an employment cluster of 5-269 jobs per square mile with workers having to travel further than the other concentrated areas of employment. Small satellite employment clusters also lay within Casa Grande, Florence, and Buckeye. In addition, more than half of the residents (55 percent) that commute out of the study area for work travel between 25 to 50+ miles; This coupled with the vast and various employment sheds reinforce the need for to continue improving the existing roadway network and to provide a more robust regional system to support the overflow of commuters traveling in and out of the study area.

Where Workers Live

Figure 3-16 portrays the density of where the WPMATP study area workers live. Of the 5,730 workers within the study area, 3,347 commute into study area with most traveling from 10 to 50 miles away from the north and east. The map also shows a dense cluster of where workers live within the City of Maricopa's municipal limits, specifically 47-263 homes per square mile. This cluster spans from the Ak-Chin Indian Community to northeast corner of the study area which can result in an oversupplied roadway network.

Figure 3-15: Commute Pattern – Where Study Area Residents Work





Legend

West Pinal-Maricopa Area Transportation Plan Study Area

County Boundary

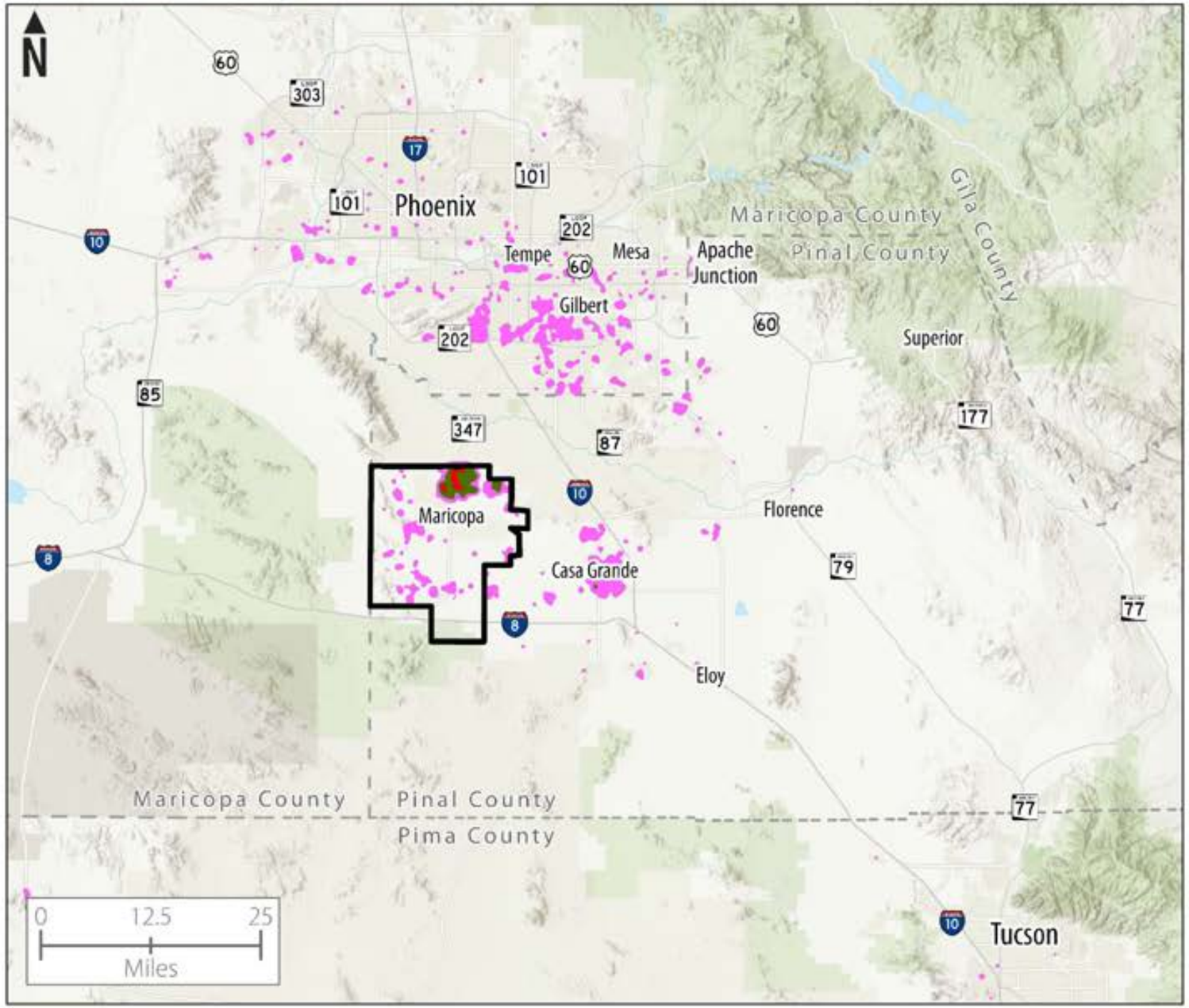
Density of Work Locations for All Jobs (Jobs/Sq. Mile)

- 5 - 269
- 270 - 1,062
- 1,063 - 1,657

Distance and Direction from Home Census Block to Work Census Block

- < 10 miles traveled
- 10 - 24 miles traveled
- 25 - 50 miles traveled
- > 50 miles traveled

Figure 3-16: Commute Pattern – Where Study Area Workers Live



Legend

West Pinal-Maricopa Area Transportation Plan Study Area

County Boundary

Density of Home Locations for All Jobs (Jobs/Sq. Mile)

- 5 - 46
- 47 - 170
- 171 - 263

Distance and Direction from Work Census Block to Home Census Block

- < 10 miles traveled
- 10 - 24 miles traveled
- 25 - 50 miles traveled
- > 50 miles traveled

4 Existing Transportation System

This section describes the existing transportation system within and adjacent to the WPMATP study area. This section includes an assessment of the existing roadway characteristics and an inventory and assessment of the existing multimodal transportation infrastructure. An assortment of existing transportation data was primarily collected from the City of Maricopa, Pinal County, ADOT, aerial mapping and consultant field reviews.

Roadway Network

With the exception of the cluster of commercial services and employment uses and single family residential communities within the City of Maricopa boundaries, the study area predominately is a rural and vacant portion of Pinal County with a regional and local roadway network. The most notable regional roadway facilities in the study area are SR 347, SR 238, Maricopa-Case Grande Highway, SR 84, and I8.

SR 347 is a north-south roadway that serves as the main corridor through the study area between SR 84 (south end of the study area) and Interstate 10. This is a four-lane divided highway offering connection to I-10 and is the primary roadway used by morning and evening commuters to the Phoenix metropolitan area. The roadway varies between four and six lanes within the City of Maricopa boundaries (also known as John Wayne Boulevard in Maricopa) with connections to arterials (Smith Enke Road and Honeycutt Road) and local businesses and store fronts. SR 347 is an ADOT owned facility north and south of the City of Maricopa. The City of Maricopa recently executed a turnback agreement with ADOT to take ownership and maintenance responsibilities of John Wayne Boulevard within the city limits. A grade separated crossing was recently completed over the UPRR resulting in two miles of SR 347 shifted to a new alignment between Hathaway Avenue on the north and Desert Cedars Drive on the south, with motorists and pedestrians using an overpass that replaces an at-grade crossing where dozens of trains stopped traffic each day.

State Route 238 is an ADOT owned and operated roadway that serves as one of the two connections between the study area and Gila Bend. State Route 238 connects to the north end of the study area, or directly with the City of Maricopa. This is a two-lane corridor that runs parallel with the UPRR Sunset Lin and ultimately transitions into Maricopa-Casa Grande highway at the SR 347 intersection.

Maricopa-Case Grande Highway serves as a southeast connection between the City of Maricopa and Casa Grande. This roadway also runs parallel with the UPRR Sunset Line and varies in width between a two-lane roadway and a four-lane divided within the study area. The four-lane divided section is roughly one mile in length near Porter Road. This facility is operated and maintained by the City of Maricopa with the exception of the segment that traverses through the Ak-Chin Indian Community.

SR 84 is an east-west ADOT maintained roadway corridor that serves as a connection to Case Grande from I-8 and SR 347 at the south end of the study area. This roadway is a two-lane roadway and runs parallel to I-8's north roughly three and half miles. SR 84 is a secondary access option to I-10 and from I-18 and is the primary connection to Stanfield and the City of Casa Grande, the two most adjacent communities outside of the study area.

I-8 is an ADOT facility located at the south end of the study area connecting with SR 84. The intersection of I-8 and SR 84 is just outside the study area to the west. This FHWA interstate is used for regional and interstate access to Yuma, Gila Bend, and California and connecting to I-10 to the east for destinations such as the Phoenix Valley and Tucson.

Other roads within the network that provide local accessibility but are still noteworthy include Smith Enke Road, Honeycutt Road, Bowlin Road, Farrell Road, Papago Road, Miller Road, Warren Road, Porter Road, White and Parker Road, and Murphy Road. Even though many of these roads are identified as regionally significant, many of them are arterials roadways and are currently a secondary conduit of the transportation network primarily supporting travel within the study area. In addition, a large portion of the study area does not have an established roadway network at this time. There are numerous dirt roadways serving residents living in the western and southern portion of the study area. In some cases, a roadway alignment exists but is not dedicated; the path is considered to be a mere trail.

Existing Roadway Characteristics

This section provides more information about the functional characteristics of the roadway network, including an overview of roadway ownership and maintenance responsibly, roadway width, and drainage features.

Roadway Ownership

As illustrated in **Figure 4-1**, the primary roads within the study area are predominately maintained by the City of Maricopa, Pinal County or privately maintained, while I-8, SR 84, SR 238, SR 347 are owned and operated by ADOT. The City of Maricopa owns and operates approximately 265 miles of roadway, Pinal County owns and operates about 240 miles of roadway, and ADOT owns and operates nearly 40 miles within the study area. All other roads in the study area are privately, Ak-Chin Indian Community, or unknown maintained roads.

Roadway Width

Figure 4-2 provides a map of the roadway widths for the Pinal County owned roads. As shown on the map, the roads vary from 30 feet at the narrowest to 60 feet at the widest. Most of the roads, or 220 miles, are 30 feet. The wider roads (60-foot wide) within the study area are Hidden Valley Road, Papago Road, Warren Road, and White and Parker Road. There are 26 miles of 60-foot-wide roads, and nearly 6 miles of 45-foot-wide roads. This dataset doesn't necessary illustrate the right-of-way for some roads, meaning the widths includes the distance between each edge of pavement, and excluding curb-and-gutter and other facilities such as sidewalks and landscaped buffers.

Number of lanes

Figure 4-3 shows that the roads in the study area are predominately two-lane roads except for I-8, State Route 347, Porter Road, Honeycutt Road, and Smith Enke Road. The wider roadways within the study area such as; I-8, Porter Road, Honeycutt Road, Smith Enke Road, and sections of SR 347 are four-lane facilities. SR 347 between Bowlin Road and Cobblestone Farms Drive is a six-lane facility through the study area. The on and off ramps for I-8 are the only one-lane roads shown in the map.

Drainage Features

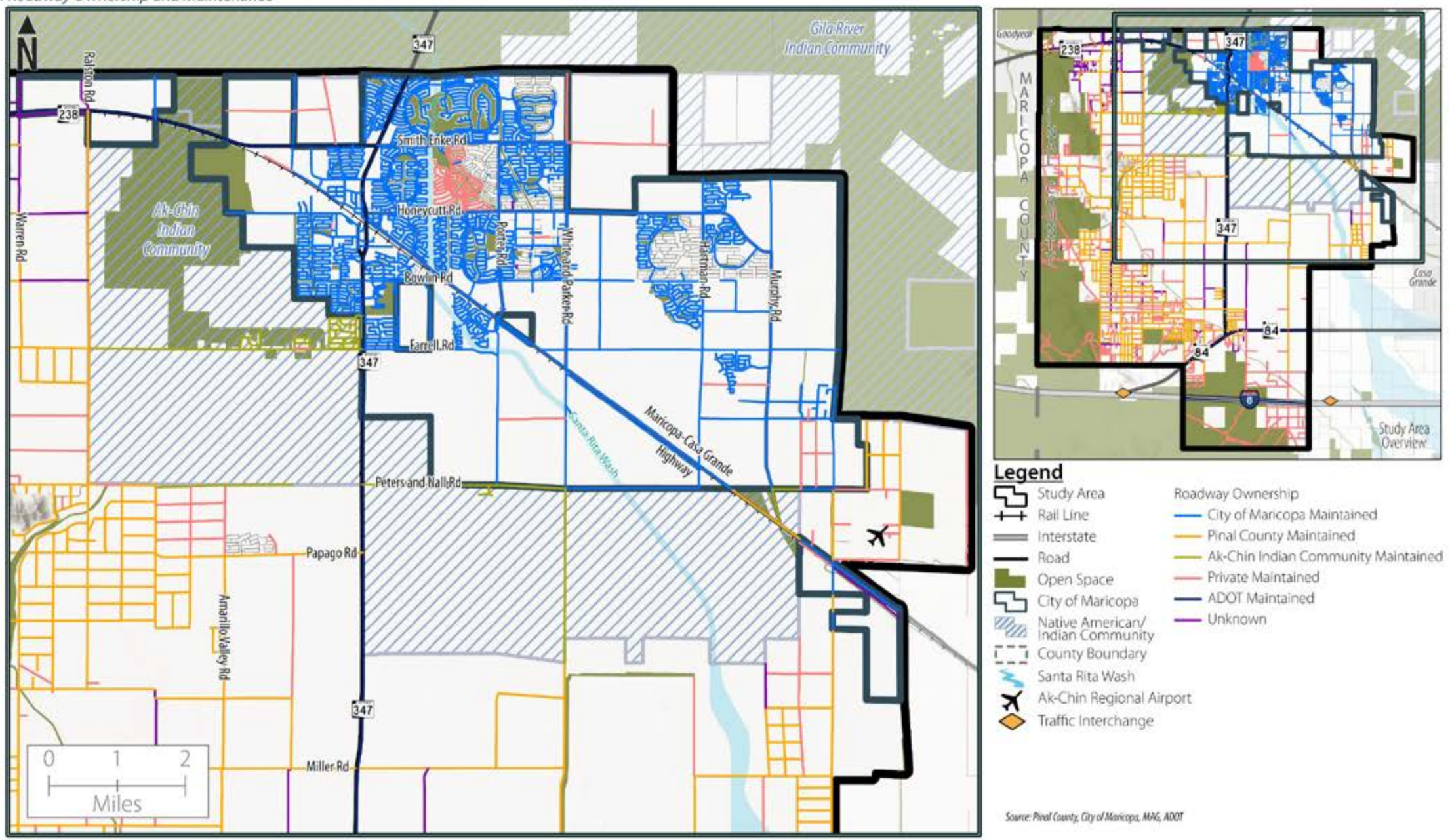
As shown in **Figure 4-4**, there are a total of 11 culvert crossings within the study area. There are three low water crossings, and 11 bridge crossings over canals and washes. ADOT maintains a bridge overpass along State Route 347, Pinal County maintains six bridge crossings, and the City of Maricopa maintains the box culverts and bridges within their city limits.

Traffic Control

As illustrated in **Figure 4-5**, there are 27 existing traffic signals, two pedestrian crossing only signals, and one traffic signal being designed and preparing for construction within the City of Maricopa boundaries. There are 12 traffic

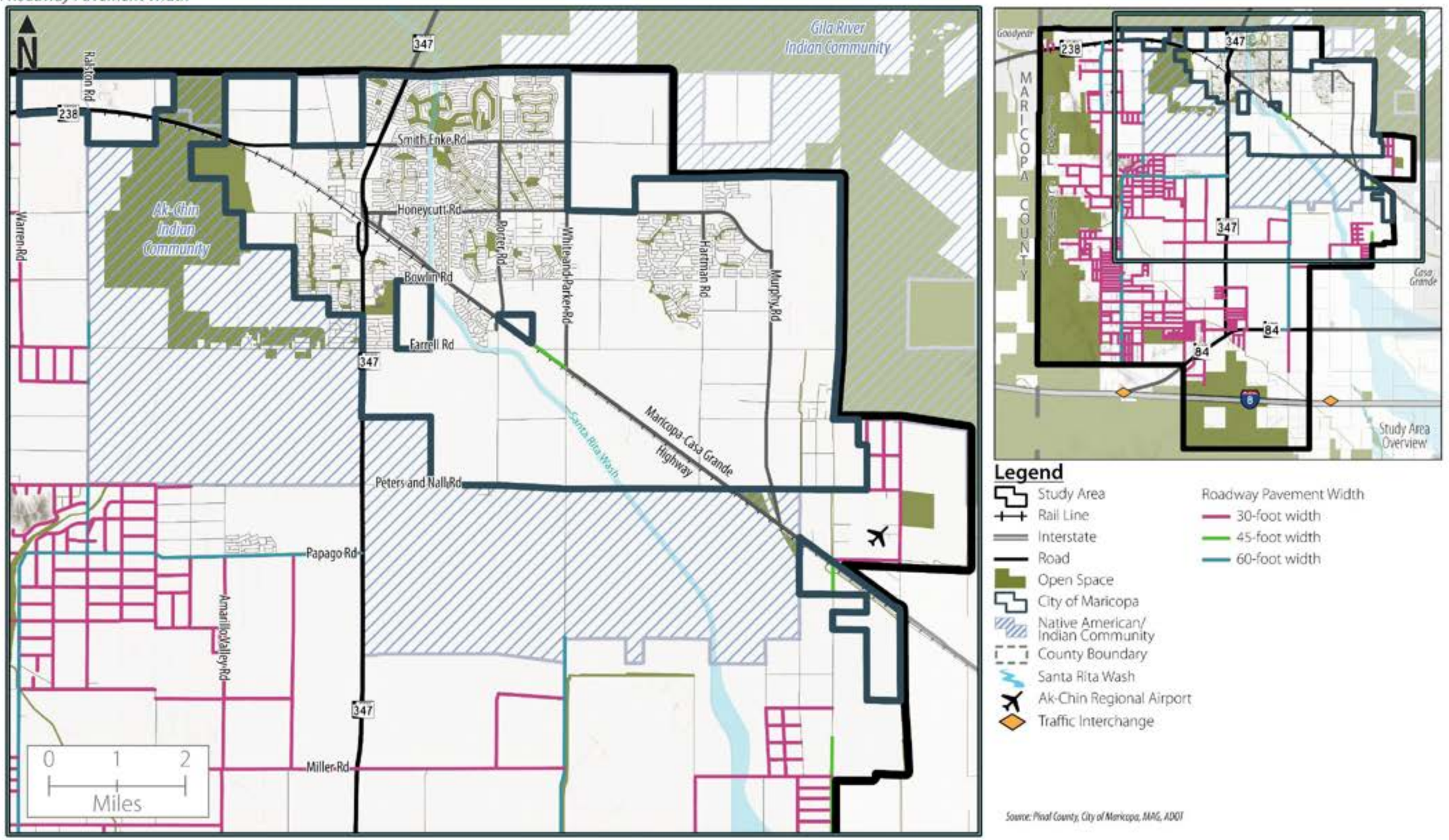
signals located along State Route 347, while the remaining 15 are located along multiple arterials within the City of Maricopa. After desktop aerial review and a site visit it has been confirmed that there are no traffic signals outside the City of Maricopa boundary and all other intersections in the Pinal County portion of the study area are stop controlled.

Figure 4-1: Roadway Ownership and Maintenance



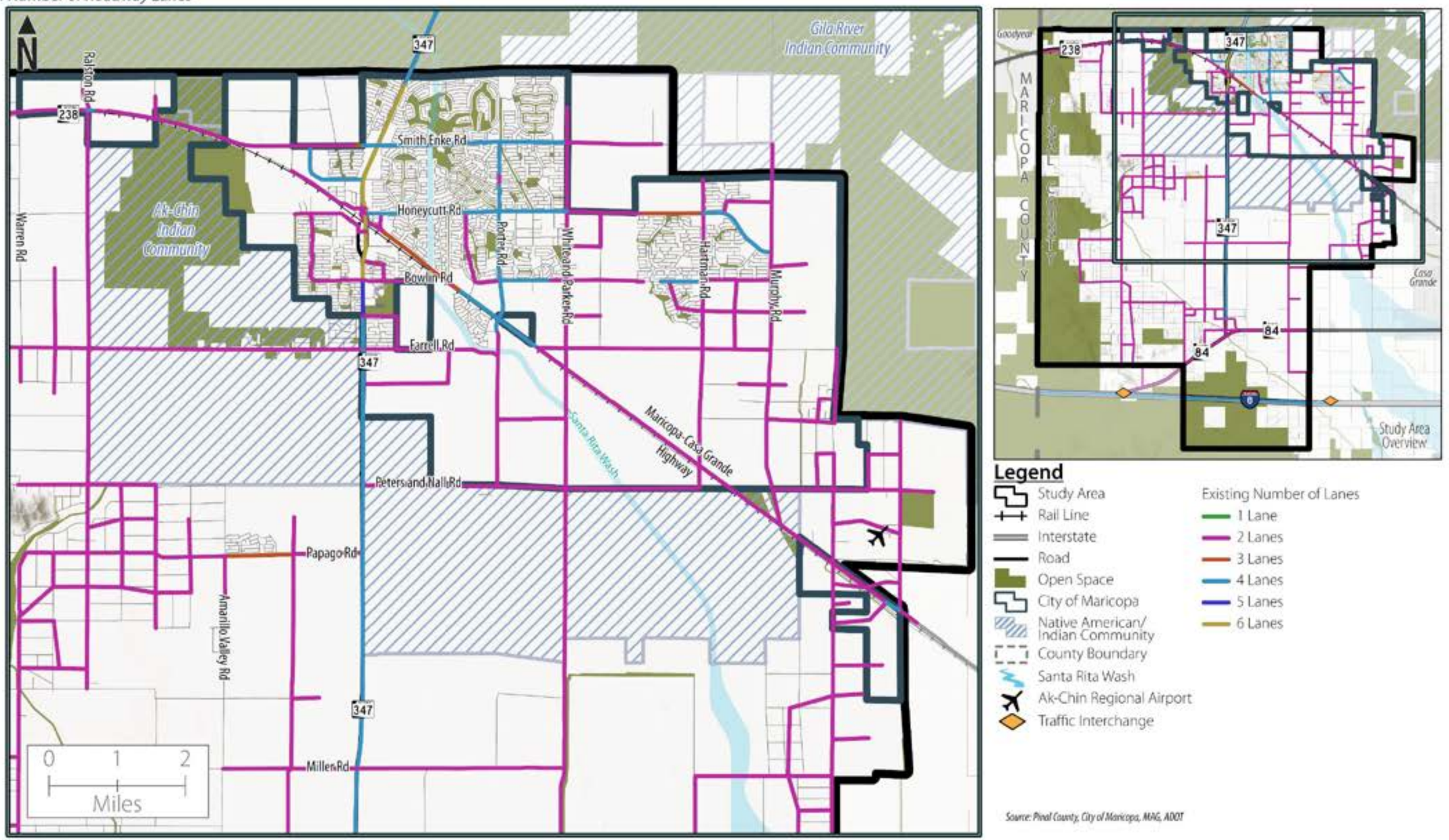
Source: Pinal County, City of Maricopa, MAG, ADOT

Figure 4-2: Roadway Pavement Width



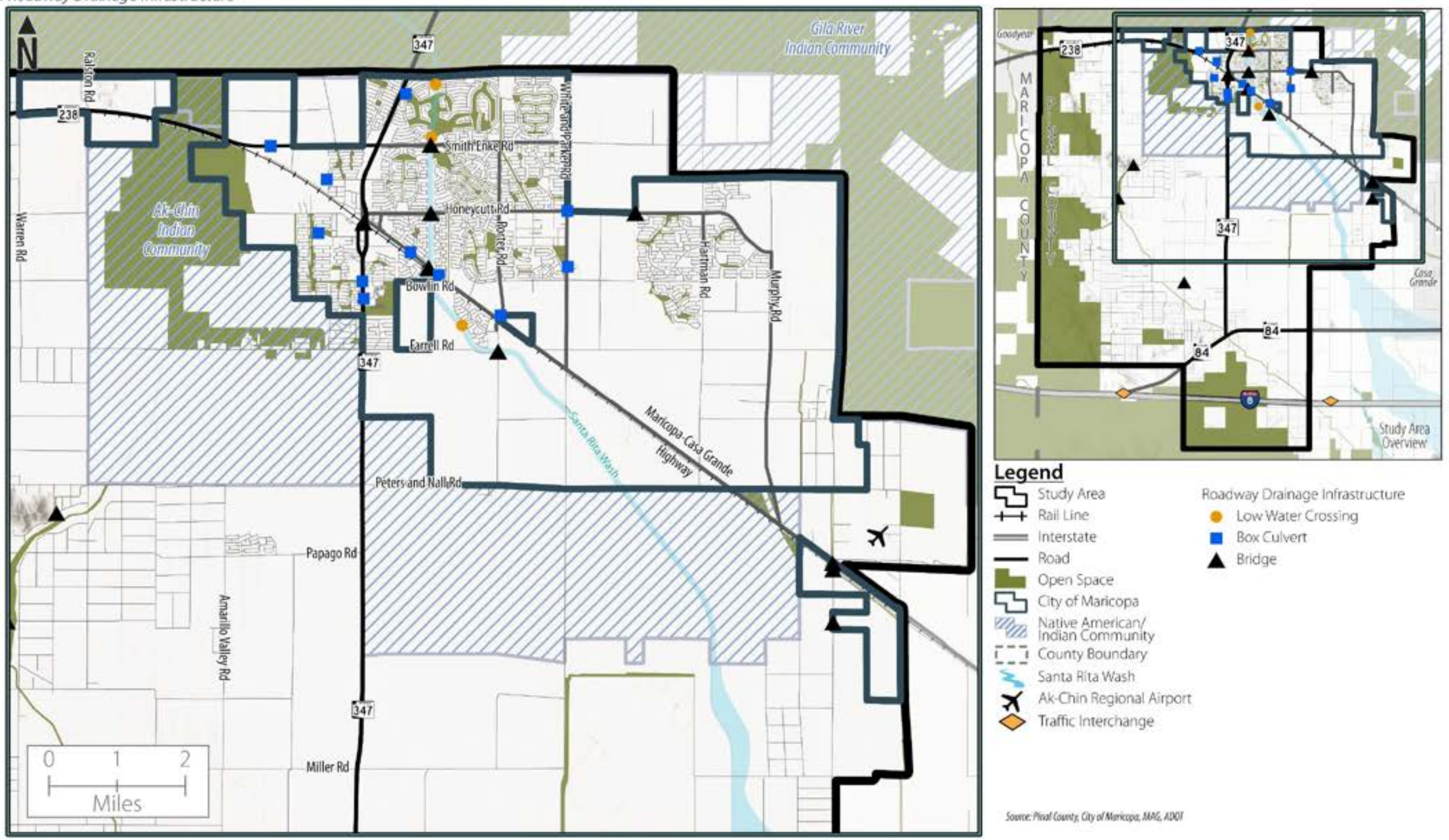
Source: Pinal County, City of Maricopa, MAG, ADOT

Figure 4-3: Number of Roadway Lanes



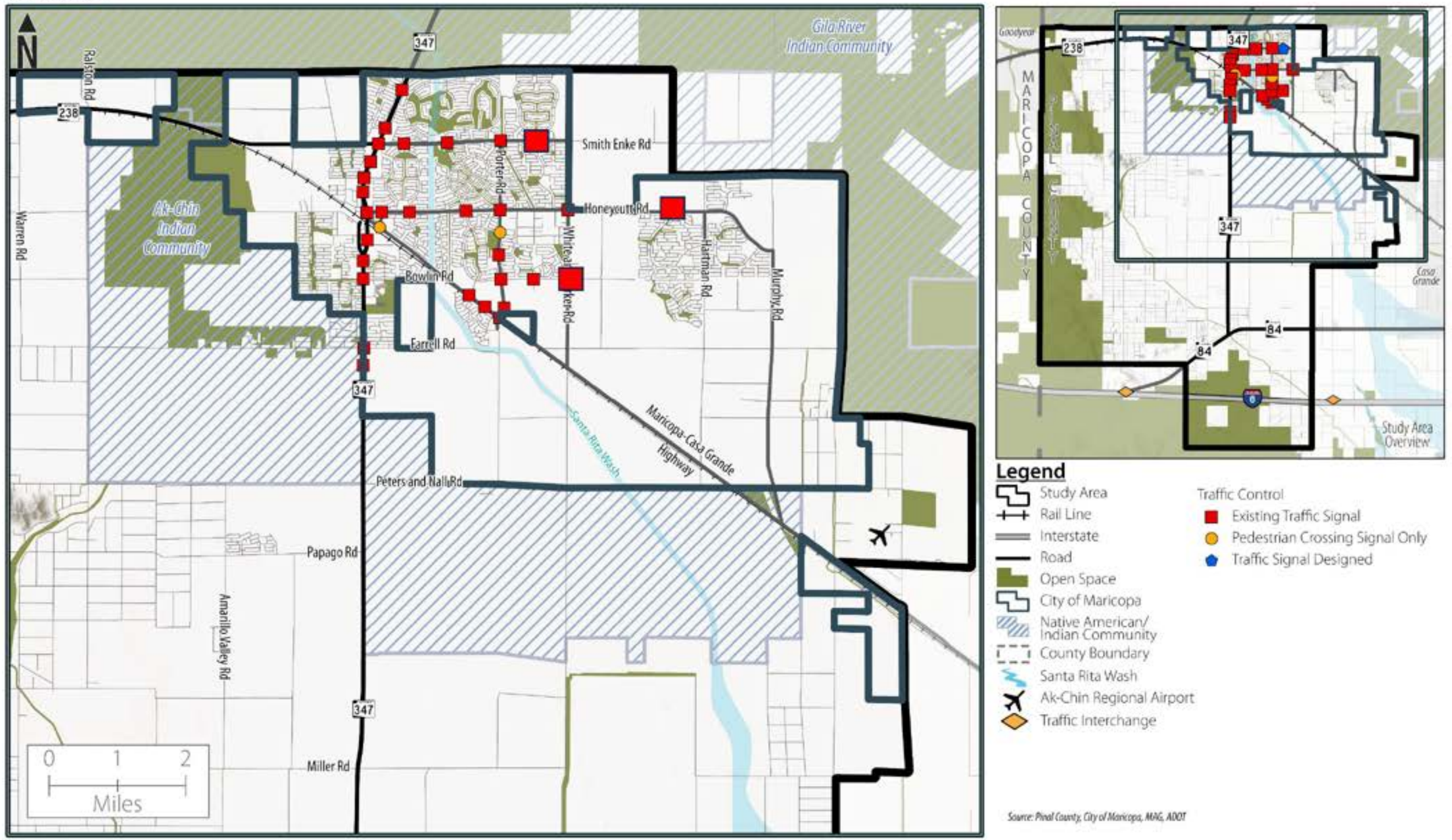
Source: Pinal County, City of Maricopa, MAG, ADOT

Figure 4-4: Roadway Drainage Infrastructure



Source: Pinal County, City of Maricopa, MAG, ADOT

Figure 4-5: Traffic Control



Source: Pinal County, City of Maricopa, MAG, ADOT

Traffic Volumes

Traffic volume information serves to indicate existing roadway and/or intersection capacity and operation service levels.

Year 2021 traffic for roadways within the study area obtained from Pinal County and MAG are shown in **Figure 4-7**. The highest traffic volumes within the study area occur on State Route 347.

Existing Level-of-Service

The ability of an existing roadway system to transmit the transportation demand is characterized as its level-of-service (LOS). LOS is a rating system from "A", representing the best level of operation, to "F", representing the worst level of operation.

The appropriate reference for LOS operation is the Highway Capacity Manual (HCM), published by the Transportation Research Board (TRB). This manual characterizes the LOS for an urban street facility as described in **Figure 4-6**. Street facilities are described as having interrupted flow (signals, all-way stops, or roundabouts) at a spacing of two miles or less. The LOS descriptions below are applicable for arterial and collector streets.

The criteria used to determine the LOS based on the volume-to-capacity ratio is shown in **Table 4-1**. As the ratio of the daily traffic volumes increases, the LOS experienced by drivers deteriorates until it exceeds the road capacity and bottlenecks occur.

Figure 4-6: Level-of-Service Criteria for Street Facilities

Level-of-Service	Characterized by Highway Capacity Manual as:
A 	Primarily free-flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85 percent of the base free-flow speed.
B 	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 percent and 85 percent of the base free-flow speed.
C 	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 percent and 67 percent of the base-flow speed.
D 	Less stable condition in which small increases in flow may cause substantial increases in delay and decrease in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40 percent and 50 percent of the base free-flow speed.
E 	Unstable operation and significant delay. Such operation may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 percent and 40 percent of the base free-flow speed.
F 	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

Table 4-1: Roadway Segment Level-of-Service Criteria

Level-of-Service (LOS)	Maximum Volume-to-Capacity (V/C) Ratio
A	0.29
B	0.54
C	0.75
D	0.9
E	1.0
F	>1.0

Pinal County does not offer guidelines to determine the roadway LOS based on traffic volumes and roadway classifications. However, the Pinal County Area Transportation Study includes daily roadway capacity guidelines for roadways within the County as shown in **Table 4-2**. The roadway capacity guidelines are used to determine the V/C ratio to calculate the LOS for roadway segments.

Table 4-2: Daily Roadway Capacities

Functional Classification	Daily Per Lane Capacity
Interstate/Freeway	16,375
Principal/Major Arterial	8,700
Minor Arterial	8,700
Major Collector	7,500
Minor Collector	7,500

Source: Pinal County Transportation Plan, 2000 Update

Figure 4-7: Existing Traffic Volumes (Average Daily Traffic Counts)

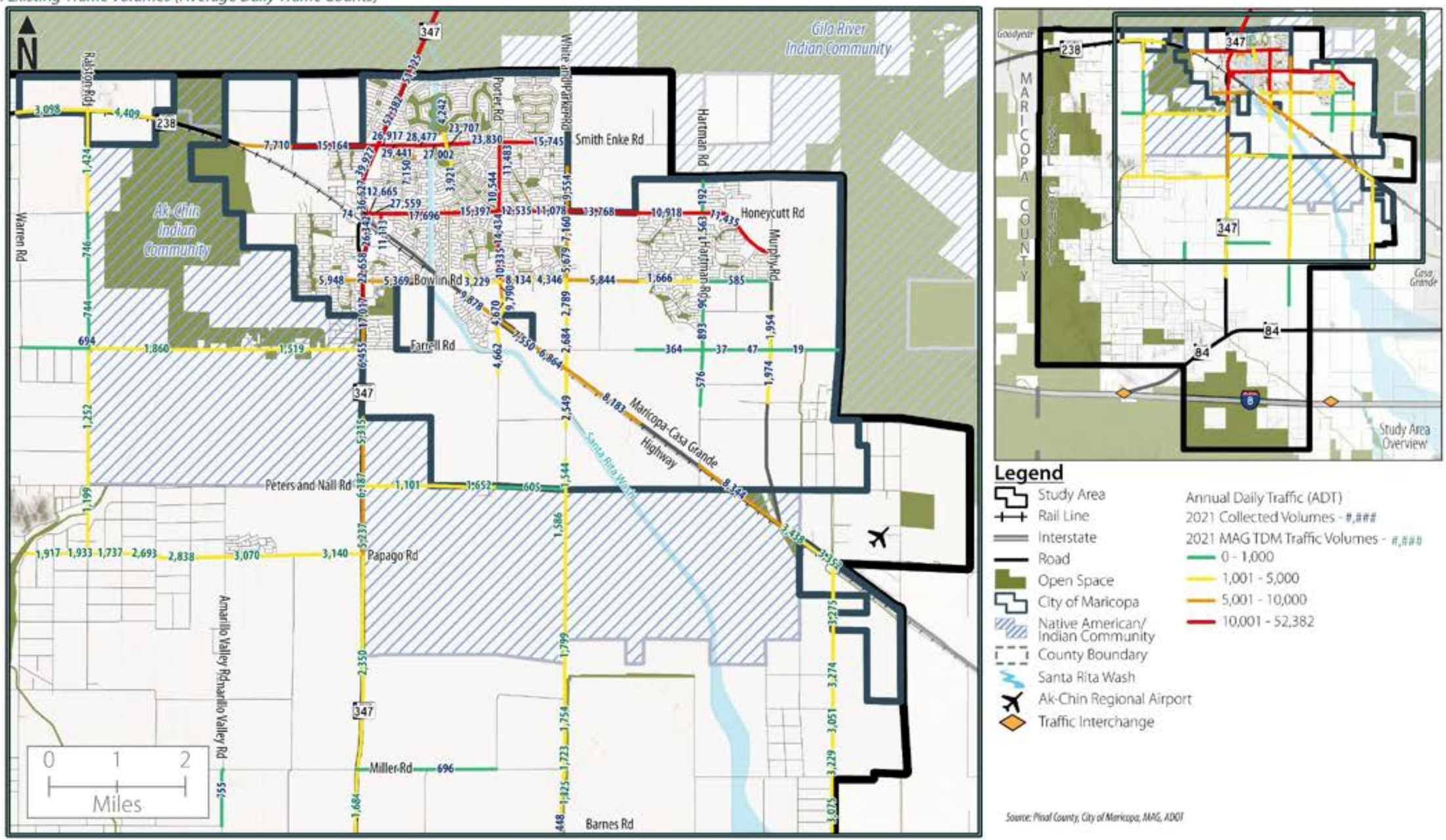
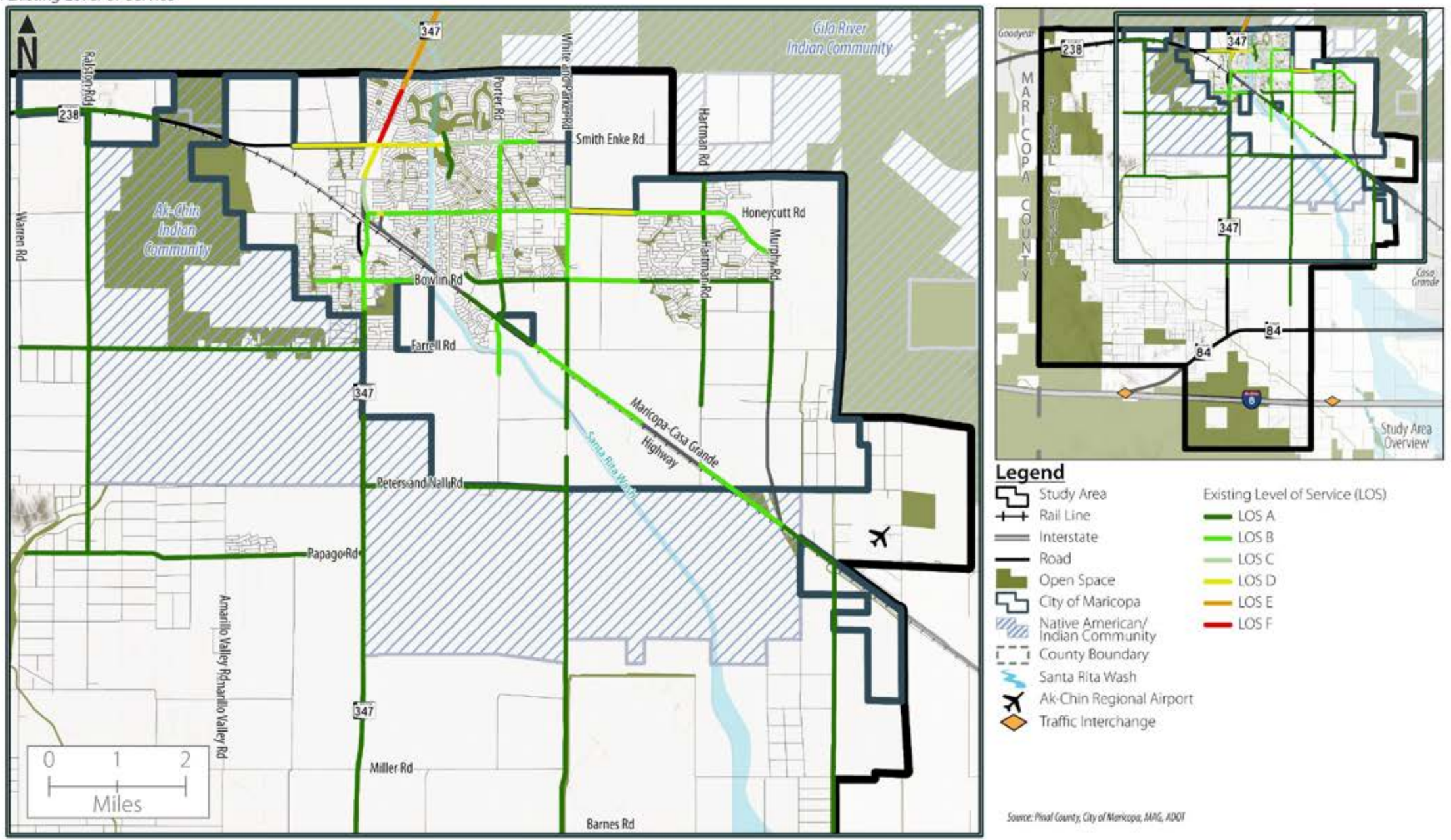


Figure 4-8: Existing Level-of-Service



Source: Pinal County, City of Maricopa, MAG, ADOT

Intersection Level-of-Service

Intersection level-of-service was calculated for all the existing signals within the City of Maricopa where traffic volumes were available. The HCM considers the average delay per vehicle as the measure to determine the LOS for signalized and unsignalized intersections. The delay and LOS are calculated for the intersection, each approach, and each turning movement. **Table 4-3** lists the LOS criteria for signalized intersections as stated in the *Highway Capacity Manual*.

Table 4-3: Level-of-Service Criteria for Signalized Intersections

Level-of-Service	Average Control Delay (s/veh)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

One of the important conditions for determining LOS at an intersection is the number of lanes provided for each movement on each approach at the intersection. Existing intersection geometry for the analyzed intersections is obtained from aerial photography.

Turning movement counts used for the LOS analysis for the study intersections were collected in January 2023 and were obtained from the City of Maricopa.

LOS for the study intersections as evaluated using *Synchro* software, which utilizes the criteria described in **Table 4-3**. Lane geometry for the intersections is shown in **Figure 4-9**. Existing LOS for the signalized study are intersections are shown in
Table 4-4.

Figure 4-9: Existing City of Maricopa Intersection Geometry

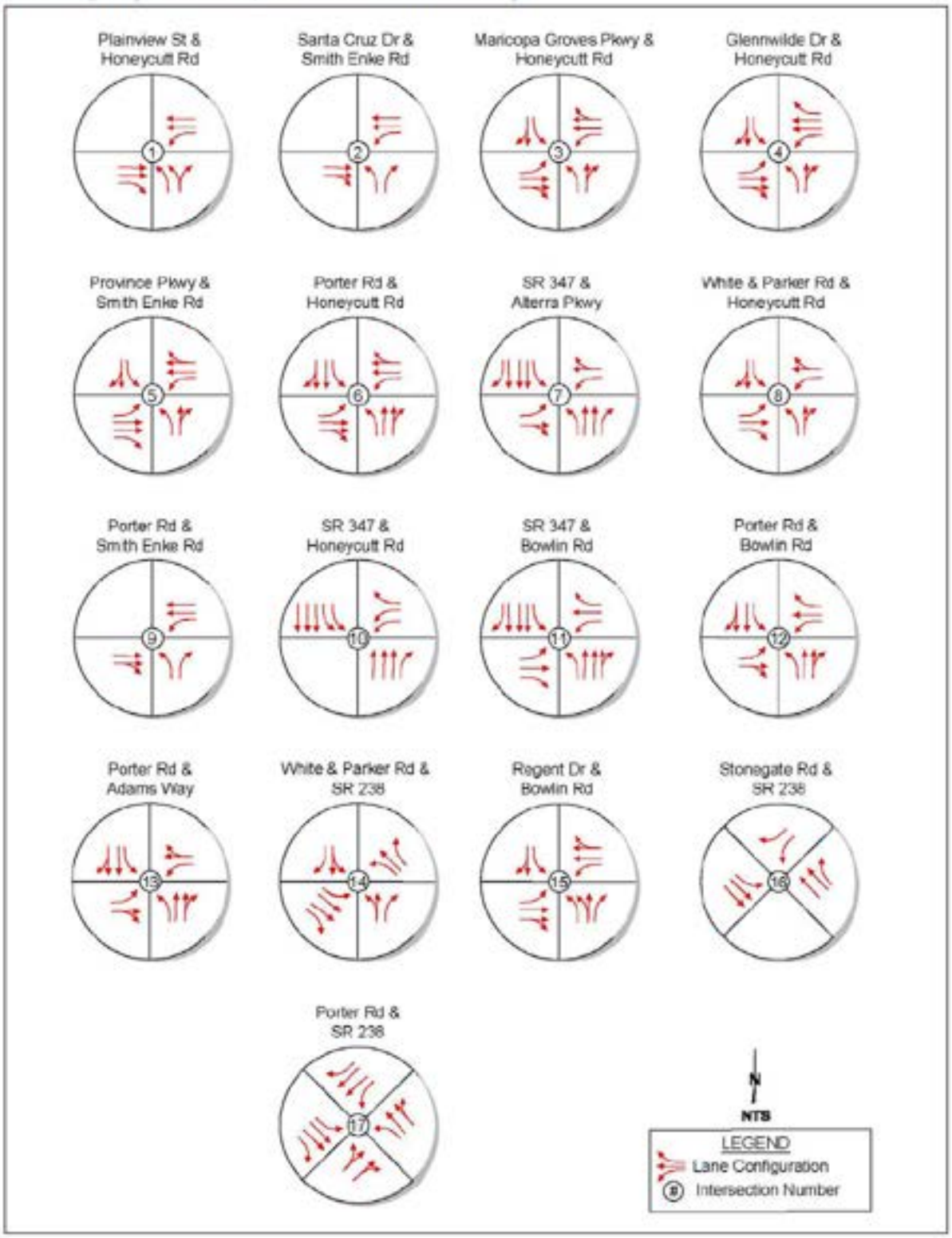
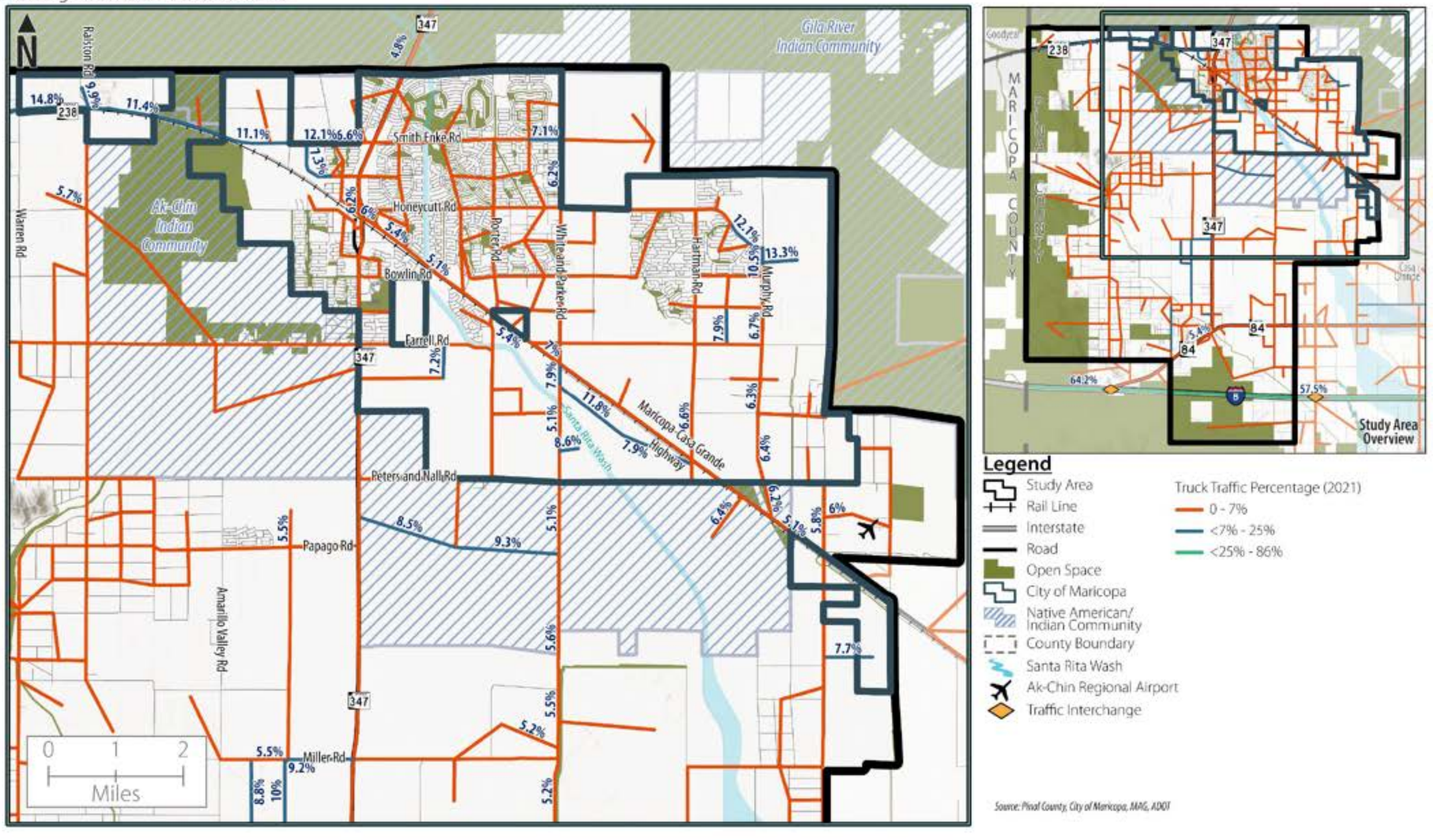


Table 4-4: 2023 Signalized Intersection Level-of-Service

Intersection ID #	Intersection	Weekday AM Peak	Weekday PM Peak
		2023 LOS / Delay (seconds)	
1	Plainview St / Honeycutt Rd	C / 24.5	D / 38.6
2	Santa Cruz Dr / Smith Enke Rd	B / 18.8	D / 40
3	Maricopa Groves Pkwy / Honeycutt Rd	C / 27.9	C / 27.9
4	Glennwilde Dr / Honeycutt Rd	C / 30.1	C / 30.4
5	Province Pkwy / Smith Enke Rd	B / 19.4	B / 19.7
6	Porter Rd / Honeycutt Rd	F / 128.4	E / 60.8
7	SR 347 / Alterra Pkwy / Desert Cedars Dr	B / 13.8	B / 14.1
8	White & Parker / Honeycutt Rd	C / 26.5	C / 29.2
9	Porter Rd / Smith Enke Rd	B / 17.5	C / 22.2
10	SR 347 / Honeycutt Rd	C / 21.7	B / 17.9
11	Maricopa Rd / SR 347 / Bowlin Rd	C / 25.2	C / 26.8
12	Porter Rd / Alan Stephens Pkwy / Bowlin Rd	D / 41.3	D / 42
13	Porter Rd / Adams Way	C / 28	C / 28
14	White & Parker Rd / SR 238	B / 15.2	B / 15.4
15	Regent Dr / Smith Farms Cir / Bowlin Rd	C / 24.4	C / 25.2
16	SR 238 / Stonegate Rd	B / 15	B / 15.2
17	Porter Rd / SR 238	C / 29	C / 29.3

As shown in **Table 4-4**, all the study area signalized intersections are operating at a LOS D or better with the 2023 traffic volumes and existing lane geometrics with the exception of the intersection of Porter Road and Honeycutt Drive which is operating at LOS F and E during the AM and PM peak hours respectively.

Figure 4-10: Existing Truck Traffic – Percent of Traffic



Source: Pinal County, City of Maricopa, MAG, ADOT

Multimodal Transportation Infrastructure

Bicycle and Pedestrian Infrastructure

Bicycling and walking are an essential component of any transportation system and yields benefits in numerous ways including health, economics, environment, and equity. As the City of Maricopa's population and footprint has rapidly increased since 2000 (a population increase of approximately 4080 percent from 2000-2010), the city has made steady progress in providing bicycle and pedestrian infrastructure in the more urbanized areas in conjunction with various master-planned residential developments, but these facilities are not continuous throughout the community with rural areas of the city and Pinal County having limited facilities. A comprehensive system of travel for non-motorized transportation modes is not yet in place across the WPMATP study area as various available facilities lack the connectivity for necessary travel about the community.

Sidewalks exist on segments of SR 347 fronting commercial services areas, and most public, local roads in the city have sidewalks on both sides of street. There are no sidewalks located in within the Pinal County portion of study area. The following subsection describes the location and inventory of the types of existing bicycle and multi-use facilities in the study area.

Location and Types of Existing Bicycle and Multi-Use facilities

As shown in **Table 4-5**, there are 41.02 centerline miles of bike lanes and 22.94 miles of paved shoulders within the study area. In addition, there are 25.29 miles of multi-use paths that are either paved or unpaved. As illustrated in **Figure 4-11**, bike lanes, bike routes, and multi-use paths are primarily located on city arterial and collector streets within the developed area of the City of Maricopa. Paved shoulders are found on the state route system, specifically on SR-347 north and south of city limits, and SR-238 west of city limits.

Table 4-5: Existing Bicycle and Multi-Use facilities

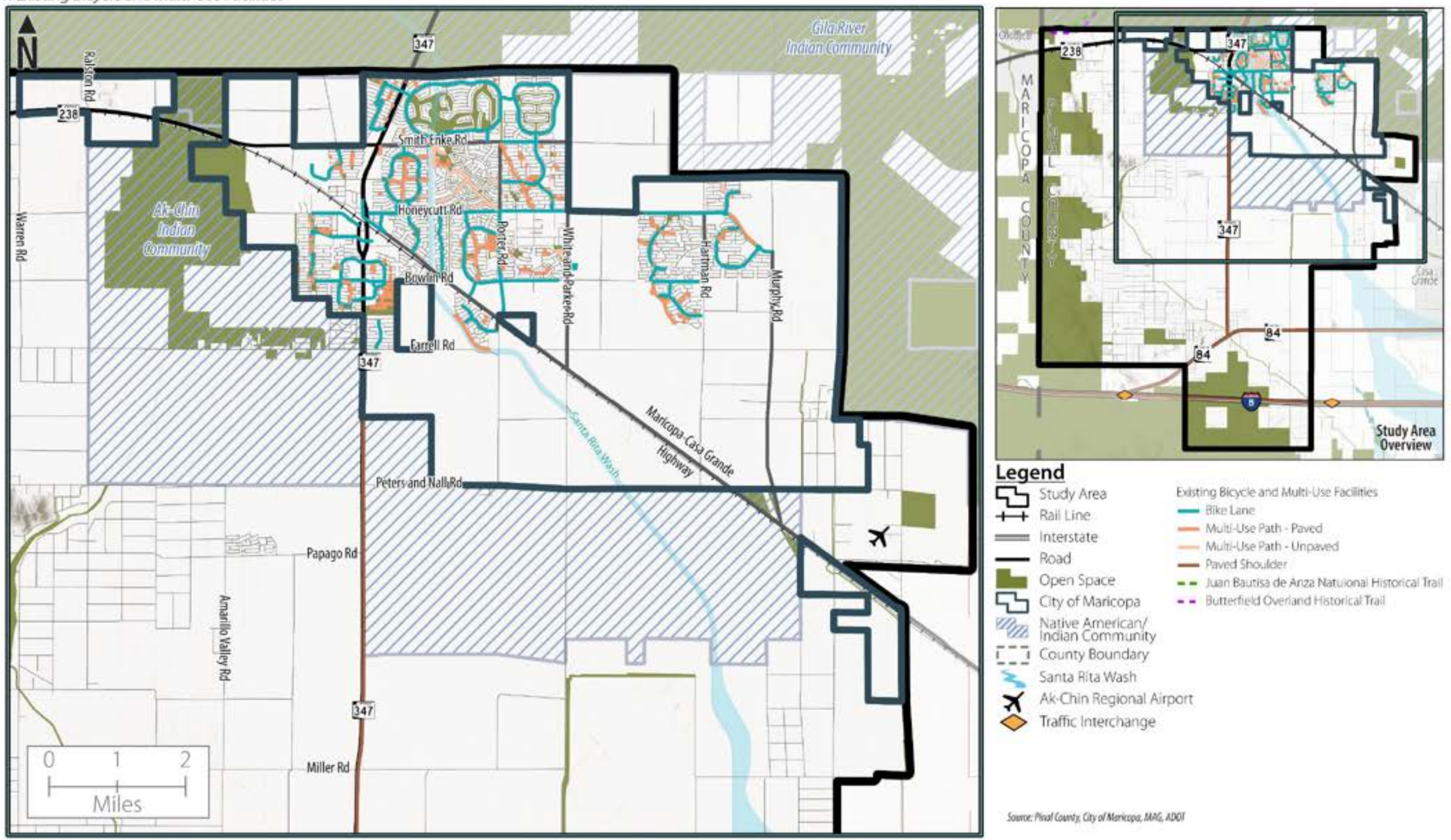
Bikeway Facility Type	Length (Miles)
Bike Lane Miles	41.02
Multi-Use Path – Paved	21.31
Multi-Use Path – Unpaved	3.98
Paved Shoulder	22.94
Existing Trails	2.80
Total	**92.05**

Source: MAG, 2022

According to Pinal County's *Subdivision and Infrastructure Design Manual*, 6.5' bike lanes and 8'-6' sidewalks are required on all arterial and the major collector roadways, and 6' sidewalks on minor collectors and 4' sidewalks on local roadways. The County's low density local streets and paved all-weather roads do not require any bicycle or pedestrian facilities, per standards. In Maricopa, the City's *Area Transportation Plan* (2015) includes the following bike and pedestrian facility design standards:

- Parkways include 12' multi-use paths with a 5' landscaped buffer and 6.' bike lanes.
- Arterial roadways include 6.5' bike lanes and a 10' multi-use path on one side of the road with a 6' multi-use path on the other, both with a 5' landscaped buffer.
- Collector roadways include 6.5' bike lanes and a 10' multi-use path on one side of the road with a 6' path on the other, both with landscaped buffers. However, the study notes collectors with 60' of right-of-way only include 5' sidewalks flush with the curb.

Figure 4-11: Existing Bicycle and Multi-Use Facilities



Source: Pinal County, City of Maricopa, MAG, ADOT

Air Service

Residents of the City of Maricopa and the Study Area must travel to Sky Harbor International Airport (Sky Harbor) about 32 miles north in the Phoenix metropolitan area to access scheduled regional, interstate, and international air service. Sky Harbor is one of the ten busiest airports within the United States. Travel to the airport has an effect on traffic volumes within the Study Area, particularly traffic volumes on major interregional highways, such as SR 347 and I-10, which are critical access facilities for the Study Area. Phoenix-Mesa Gateway Airport is in the southeastern area of Mesa, Arizona, and 32 miles southeast of Phoenix and 36 miles northeast of Maricopa. This airport serves as a reliever airport for Sky Harbor. At the present time, Allegiant Air is the only air carrier operating out of the Phoenix-Mesa Gateway Airport.

Ak-Chin Regional Airport is the only airport in the study area offering air transportation services while there are also there are two other general aviation airports adjacent to the study area in Pinal County to the east of Maricopa – the Casa Grande Municipal Airport and Coolidge Municipal Airport, located approximately 18 miles and 37 miles away from the study area.

Ak-Chin Regional Airport

Ak-Chin Regional Airport is a publicly-owned public use airport located in the east-central portion of the Study Area, just eight miles east-southeast of Downtown Maricopa, covering approximately 406 acres, of which 270 acres were defined as the airport footprint. The airport is owned and operated under the authority of the Ak-Chin Indian Community, a recognized public entity. The airport was constructed in 1999 as a private residential airport and was purchased by Ak-Chin Indian Community in 2006.

Currently, it is within the jurisdiction of unincorporated Pinal County on non-trust land just outside the boundary of Ak-Chin Indian Community between the cities Maricopa and Casa Grande. The airport does not support commercial airline services, solely available for general aviation operations including personal and business transportation, flight training, and recreational aircraft operations.

Railroad

The railroad infrastructure accommodating primarily rail freight traffic is UPRR Sunset Line, running parallel on the west side of Maricopa-Casa Grande Highway through the center of the WPMATP study area and continues to follow SR 238 west. All UPRR freight trains traveling from Los Angeles to El Paso pass through the study area along the Sunset line, making this line one Arizona's busiest rail lines in the entire state. According to Union Pacific, in 2021 the Sunset Line supported 17,226 trains originating in Arizona and 71,382 trains terminating in the state. This resulted in 44-49 daily trains through the study area. Furthermore, daily trains are expected to increase in the coming years with the recent expansion of the third railroad track to accommodate planned growth and increased train activity from online commerce.

With many of the trains operating on the railroad exceeding one-mile in length, at-grade railroad crossing can have negative impact on travel operations. The four at-grade railroad crossings in the WPMATP study area from southeast to northwest are at Hartman Road, White and Parker Road, Porter Road, and Ralston Road.

It is important to note the principal freight service supporting commercial businesses in the transport of goods and merchandise is provided by trucks. Although UPRR operates through the study area, the railroad company does not provide extensive support for commercial enterprises. In addition, the Sunset Line supports passenger rail services as well via Amtrak's Sunset Limited route – see the following subsection for more information on the passenger rail service.

Public Transportation

There are various forms of public transportation within the City of Maricopa and the WPMATP study area, including City of Maricopa Express Transit (COMET), Valley Metro Vanpool, and long distance Amtrack rail service. The following sections describe the public transit systems.

City of Maricopa Express Transit (COMET)

The City of Maricopa Express Transit (COMET) offers public transportation options in the form of a local circulator route, city van service, and hospital van service with the entire passenger-fleet being ADA-compliant.

The COMET also provides intercity services, allowing riders to connect to other regional transit programs, Valley Metro and Central Arizona Regional Transit (CART) that can be accessed at transit centers within the five-mile radius.

COMET Local Circulator

As shown in **Figure 4-12**, the COMET local circulator offers fixed stops throughout the city operating Monday through Friday from 8:00 am to 5:00 pm at no cost to riders. The fixed stops are located near grocery stores, such as Bashas', Wal-Mart, and Fry's, Harrah's Ak-Chin Casino/UltraStar Multi-tainment Center, Maricopa's public library and parks, Honeycutt Avenue, Legacy Traditional School, Pinal County Public Health Clinic/Library, Sun Life Center for Women, Sun Life Family Health Center and Central Arizona College.

COMET Van Service

COMET also offers a reservation van service and local dial-a-ride providing a demand response public transit service that operates anywhere within city limits (some exceptions may apply) and offers curbside pick-up. Reservations can be made as early as 7-days in advance and 24-hour reservations are required. Demand response will not be considered a private taxi service, but a public transportation system with shared rides. No shows are documented and may result in loss of riding privileges and riders must be 14 years or older to use this service. The COMET Van Service operates Monday through Friday from 9:00 am to 5:00 pm and costs $1 per one-way trip.

COMET Hospital Van Service

On Tuesdays and Thursdays, COMET provides transit service to regional medical facilities outside of city limits. On Tuesdays, you can travel from any location in Maricopa to Chandler Regional Hospital and within a five-mile radius from the hospital. On Thursdays, you can travel from Maricopa to the Casa Grande Regional Medical Facility and within a five-mile radius. The COMET Hospital Van Service operates from 9:00 am to 5:00 pm and costs $1 per one-way trip.

Valley Metro Vanpool

A carpool service offered by Valley Metro operates within the City of Maricopa to those who commute at least 30 miles from work with a 45-minute or longer drive. Vanpool riders are responsible for organizing their carpool with Valley Metro and determining where to park and meet. Vanpool users must seek permission from businesses when using private parking lots to park-and-ride.

Passenger Rial Service –Amtrack Sunset Limited

The City of Maricopa has an Amtrak train station located at 19427 N. John Wayne Parkway. The station has an enclosed waiting area and parking lot south of the Zephyr train car. Amtrak also operates a thruway bus connecting the Maricopa station to stops in Phoenix Sky Harbor Airport and the City of Tempe.

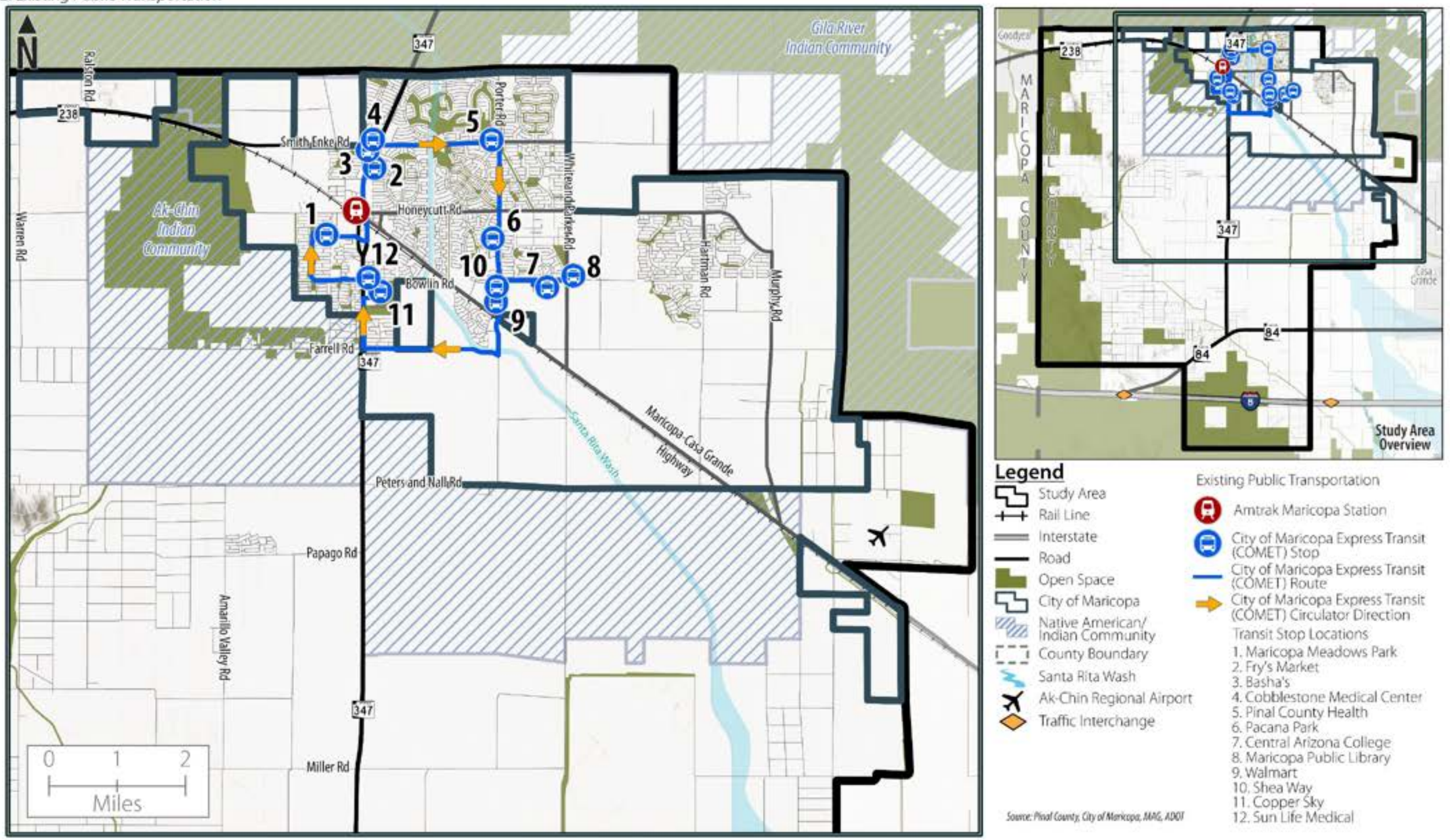
Table 4-6 summarizes the Amtrak Sunset Limited route that provide passenger rail service within the study area. A long-distance route, defined by their routes being over 750 miles, and the costs of operating the services not covered by ticket revenues, and are being supported by the federal government. The state of Arizona does not pay for these services. Annual ridership from the on the Sunset Limited Route from the Maricopa Station has decreased over the past few years with the most recent data available showing 8,251 annual riders in 2021. Rail transportation represents a small share of passenger travel in the study area – By example, the number of average daily long-distance (50+ miles) work commute trips made by vehicle on a single day is approximately 5,790, suggesting daily vehicular work commuting-only trips within the study area equate to about 70 percent of the most recent annual passenger rail ridership in the study area.

Table 4-6: Summary of Amtrack Passenger Rail – Sunset Limited

Route	Sunset Limited
Stations in Arizona	Benson, Tucson, Maricopa, Yuma
End Points	New Orleans and Los Angeles
Frequency	Tri-Weekly: Sunday, Wednesday, and Friday
Arrival/Departure Times at Maricopa Station (MRC) - Westbound	9:52 pm / 10:02 pm
Arrival/Departure Times at Maricopa Station (MRC) - Eastbound	6:30 am / 6:40 am
FY 2021 Ridership	8,251

Source: Amtrack

Figure 4-12: Existing Public Transportation



5 Roadway Crash Analysis

A crash analysis was conducted for the WPMATP study area to identify trends, patterns, predominant crash types, and high crash intersections. The purpose of the crash analysis is to discover and illustrate safety hazard locations that may need to be addressed to improve area safety.

Crash Trends

Crash data for the five-year period from January 1, 2017 to December 31, 2021 within the WPMATP study area was obtained from the ADOT Statewide crashes and was analyzed as part of this study.

As illustrated in **Figure 5-2**, 2,055 total crashes occurred within the study area during the five-year crash analysis period. The majority of crashes occurred along State Route 347 including multiple fatal and serious injury collisions

Of the 2,055 reported crashes, 1,788 crashes (87 percent) were reported within the City of Maricopa boundaries. 11 of these 1,788 crashes are reported as fatal, 33 suspected serious injury, 193 minor injury, 301 are possible injury and the remaining 1,249 are reported as no injury crashes.

The remaining 267 reported crashes (13%) occurred outside the City of Maricopa limits with a majority of them located along Papago Road between White Road and Warren Road, the intersection of State Route 347 and State Route 84, and the roughly 6-mile section of I-8 within the study area. Papago Road between White Road and Warren Road has 14 reported fatal crashes and three reported suspected serious injury crashes. The intersection of State Route 347 and State Route 84 has three reported fatal crashes and two reported suspected serious injury crashes. The 6-mile length of I-8 within the study area has two reported fatal crashes along with two reported suspected serious injury crashes.

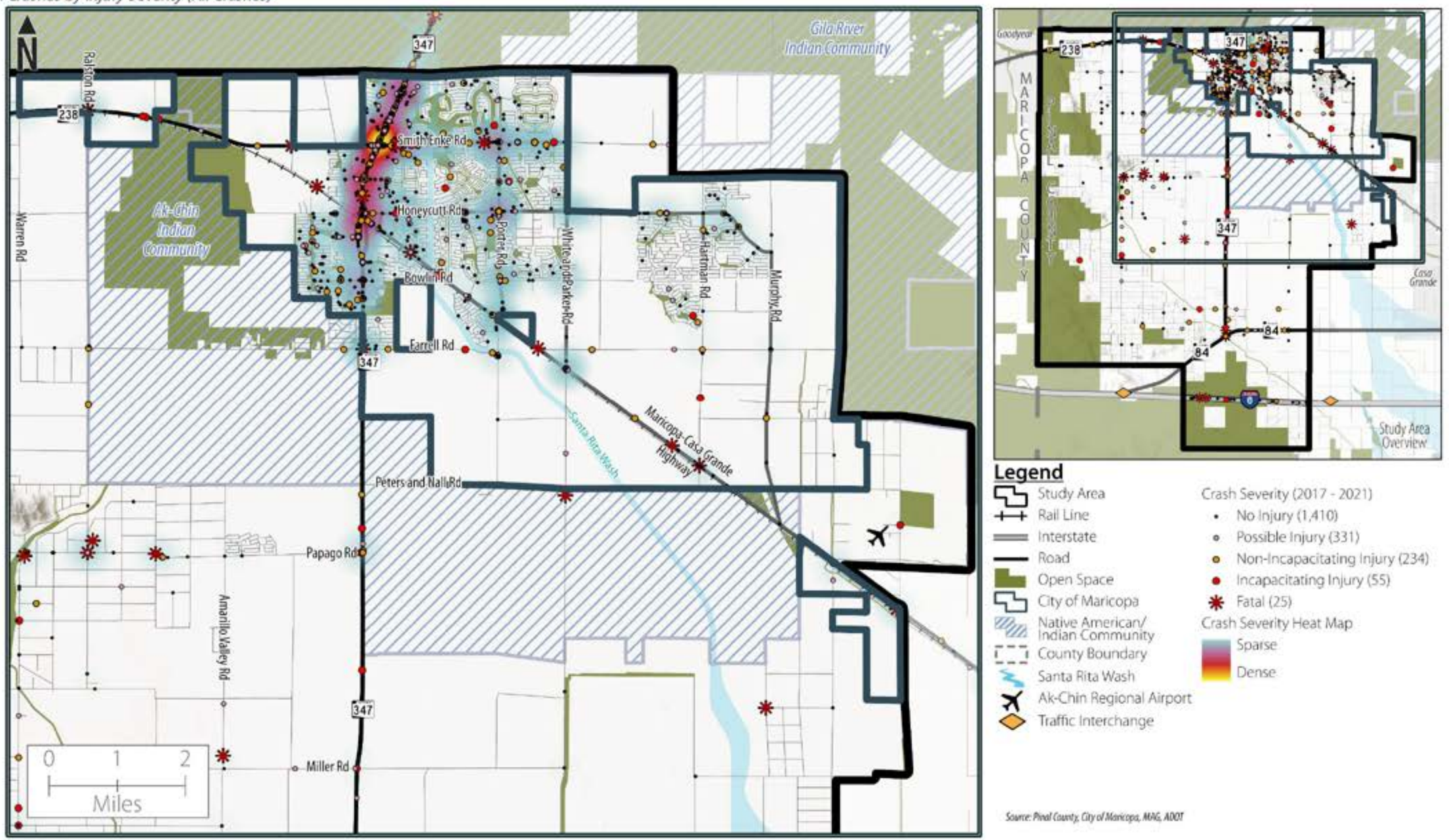
The following sections discuss the crashes within the study area for the five-year analysis period.

Injury Severity

There was a total of 25 fatalities reported within the WPMATP study area in the five-year study period: four in 2017, one in 2018, six in 2019, five in 2020, and nine in 2021. Crashes resulting in an injury make up 30 percent of the reported crashes, whereas 1,410 of 2055 crashes (68 percent) resulted in a no injury crash (property damage only – PDO). **Figure 5-1** illustrates the number of crashes that occurred within the study area during the five-year analysis period based on the severity of crashes.

Figure 5-1: Crashes by Injury Severity

Figure 5-2: Crashes by Injury Severity (All Crashes)

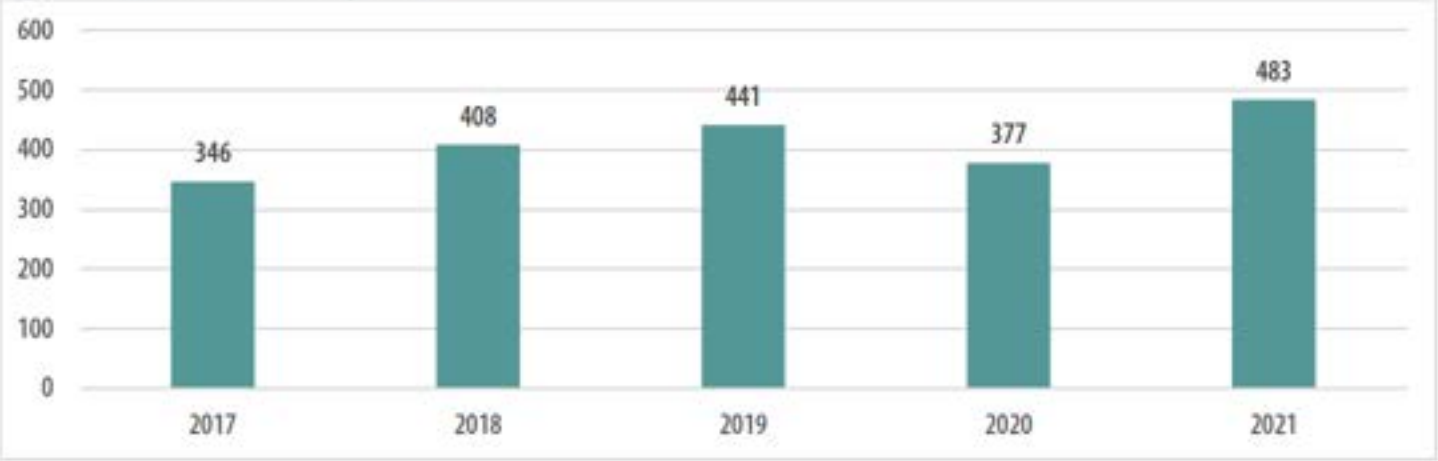


Source: Pinal County, City of Maricopa, MAG, ADOT

Crashes by Year

Figure 5-3 illustrates the yearly total number of crashes that occurred within the study area during the five-year study period. There were 2,055 total crashes recorded during the study analysis timeframe. As shown in **Figure 5-3**, the study area experiences the highest number of crashes in 2021, with 483 crashes.

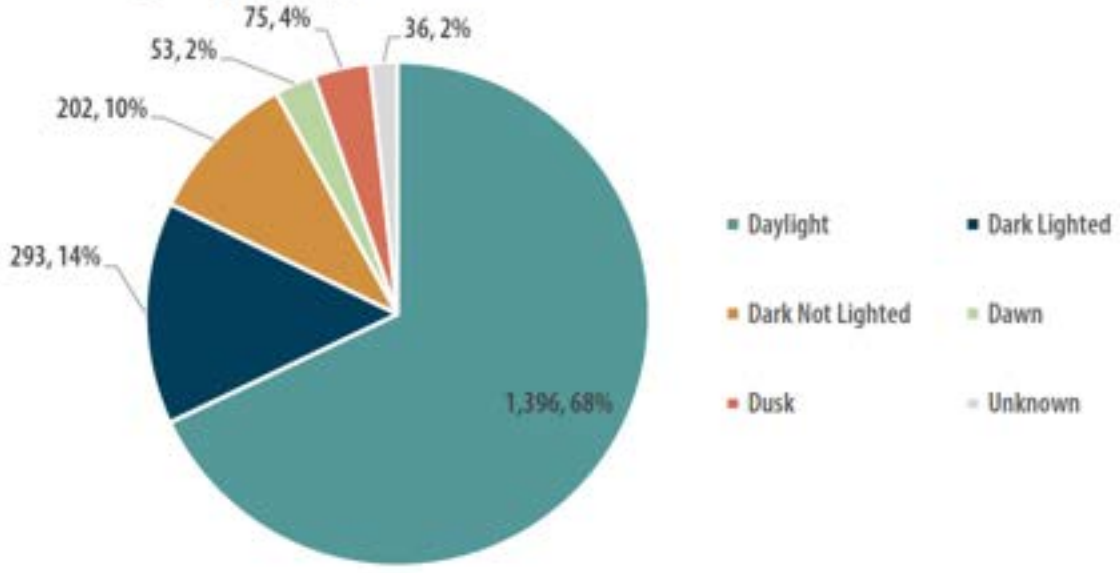
Figure 5-3: Total Crashes by Year



Crashes by Lighting Conditions

Figure 5-4 illustrates the percentage of total crashes that occurred within the WPMATP study area during the five-year analysis period based on the lighting conditions at the time of each crash. There were 68 percent of the total crashes that occurred during daylight, 14 percent of crashes during dark and lighted, and 10 percent of the crashes occurred during "dark not lighted" conditions.

Figure 5-4: Crash Percentages by Lighting Condition



Crashes by Collision Manner

As illustrated in **Figure 5-5**, the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element applies only to crashes where the first harmful event involves a collision between two motor vehicles in transport, or a motor vehicle in transport and a parked motor vehicle.

Figure 5-6 illustrates the percentage of crashes that occurred within the study area during the five-year study period by collision type (or manner). 34 percent of the total crashes were recorded as rear end collisions, 18 percent were single vehicle, and 16 percent were left turn crashes.

Bicycle and Pedestrian Related Crashes

Based on the crash data, there were 23 pedestrian crashes and 29 bicycle related crashes reported within the study area in the five analysis years. Of the total bicycle and pedestrian crashes, 50 occurred within the City of Maricopa limits while two were reported outside the city limits.

Figure 5-7 illustrates the crash map for all pedestrian and bicycle related crashes within the study area. There were a total of five pedestrian and bicycle fatal collisions and three suspected serious injury collisions within the study area. Two pedestrian collisions and one bicycle fatal collision occurred during the dark not lighted conditions while the other two pedestrian fatal collisions occurred in dark lighted condition.

Figure 5-5: Collision Manner Graphic

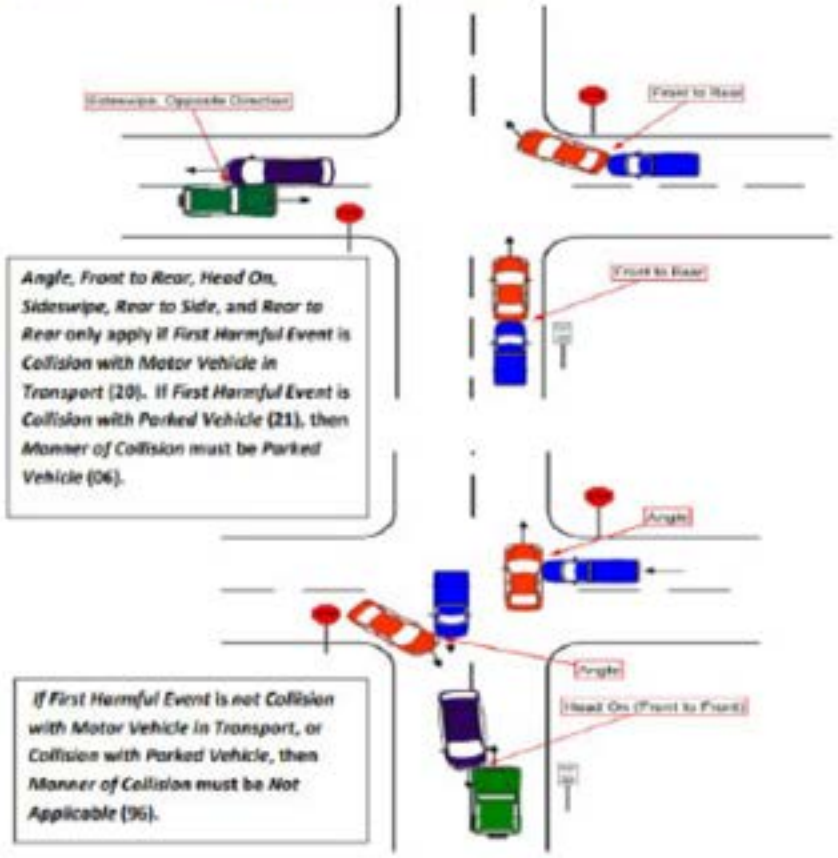


Figure 5-6: Crash Percentage by Collision Manner

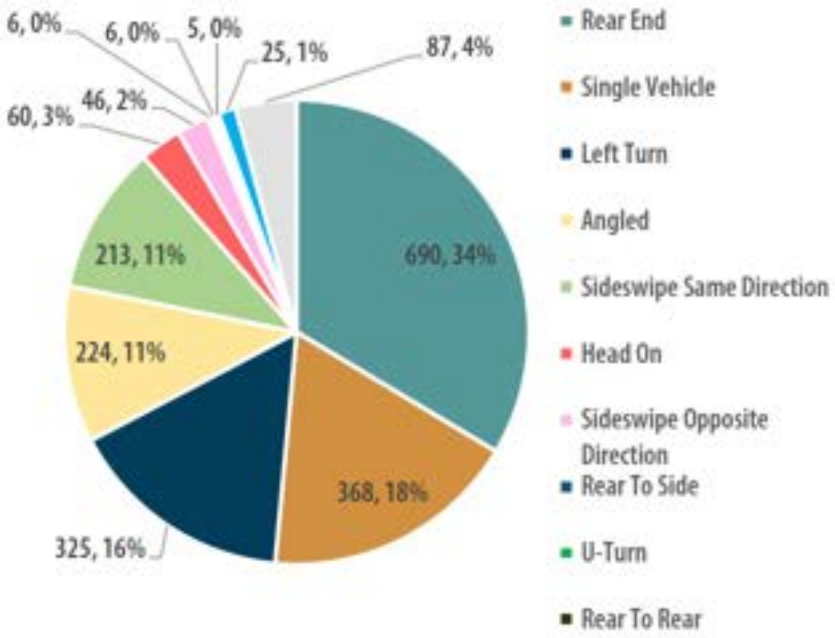
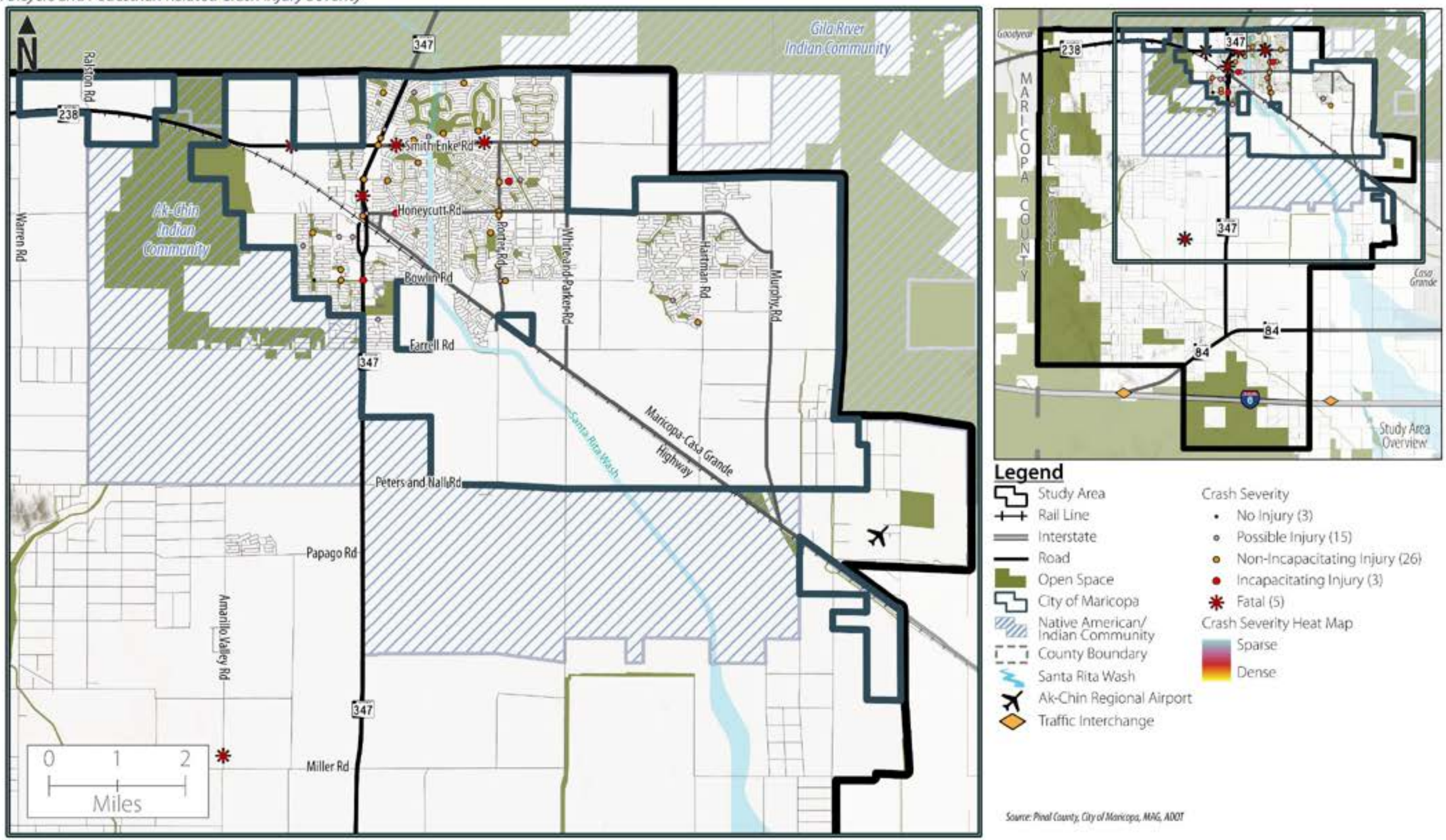


Figure 5-7: Bicycle and Pedestrian Related Crash Injury Severity



Source: Pinal County, City of Maricopa, MAG, ADOT

Appendices

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Appendix A – Community Survey Results

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West Pinal County – City of Maricopa Area Transportation Plan Community Survey

Tuesday, February 28, 2023

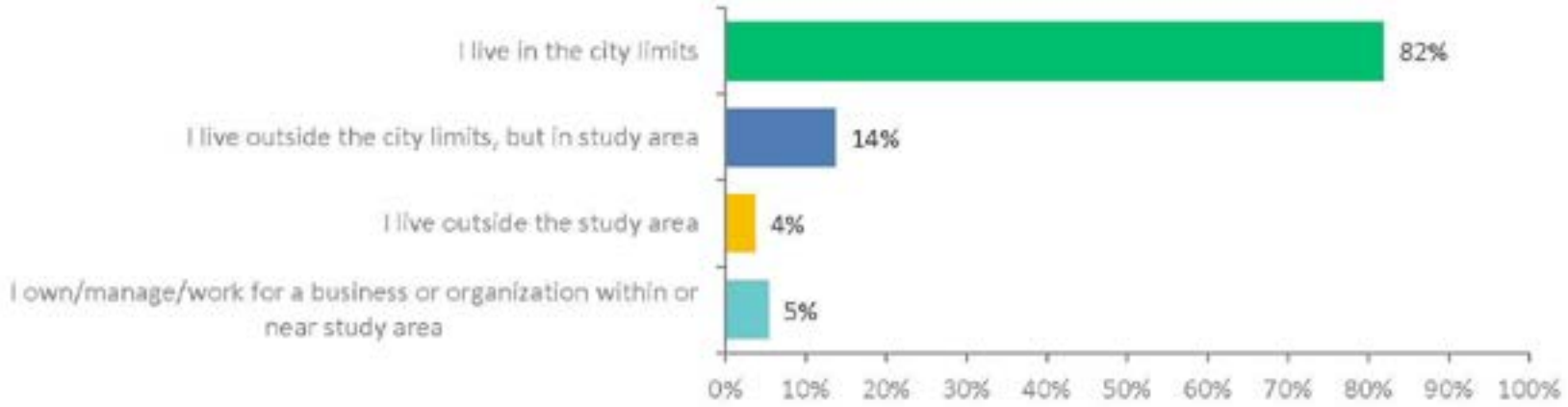
431

Total Responses

Date Created: Wednesday, January 04, 2023

Q1: Please select what best describes yourself (select all that apply).

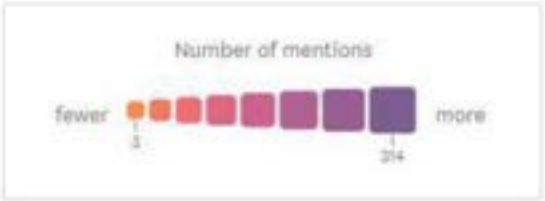
Answered: 430 Skipped: 1



ANSWER CHOICES	RESPONSES	
I live in the city limits	81.86%	352
I live outside the city limits, but in study area	13.72%	59
I live outside the study area	3.72%	16
I own/manage/work for a business or organization within or near study area	5.35%	23
TOTAL		450

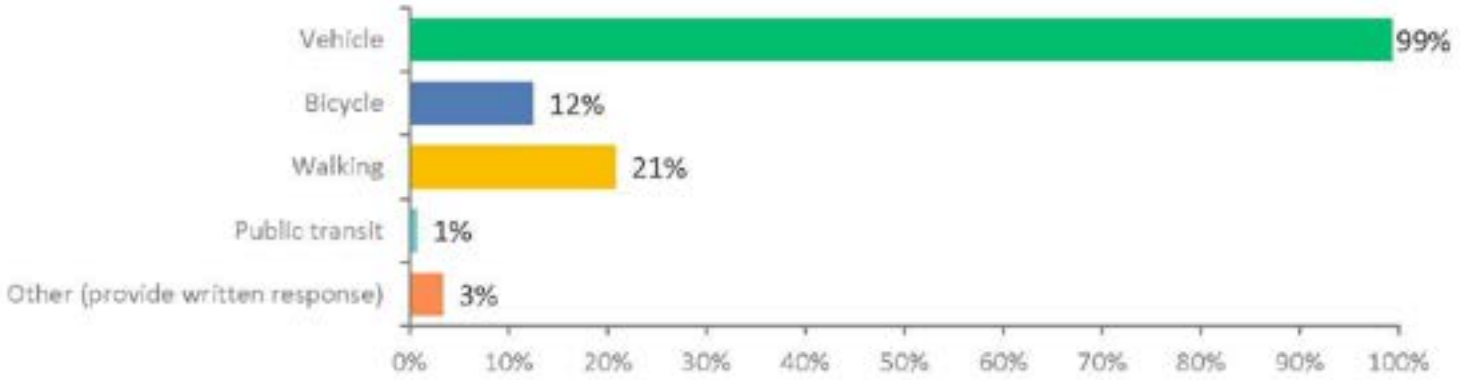
Q2: Please provide the zip code of your residence or business.

Answered: 430 Skipped: 1



Q3: Which of the following modes of travel do you utilize to travel within or through the study area on a regular-basis (select all that apply)?

Answered: 418 Skipped: 13

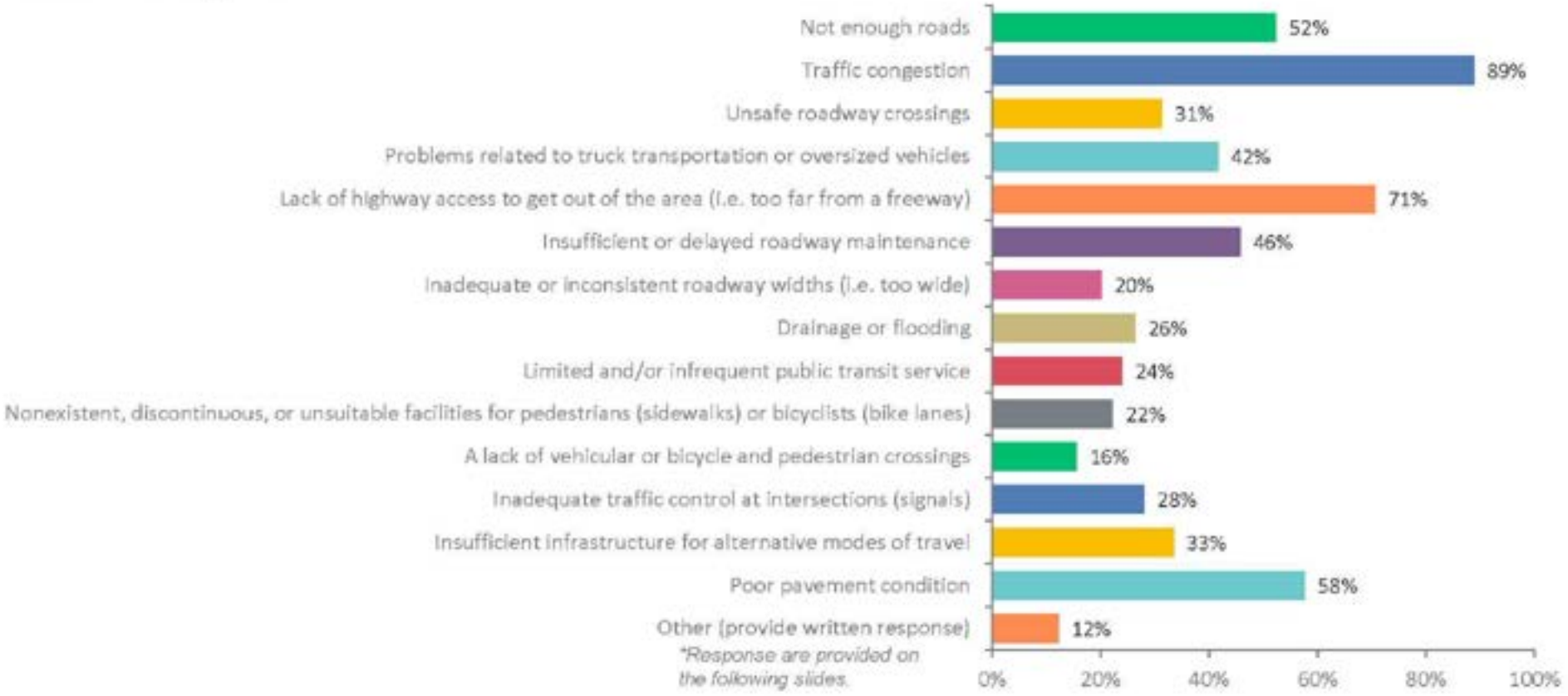


ANSWER CHOICES	RESPONSES	
Vehicle	99.28%	415
Bicycle	12.44%	52
Walking	20.81%	87
Public transit	0.72%	3
Other (provide written response)*	3.35%	14
TOTAL		571

*Three respondents included a horse as mode of transportation within or through the study area on a regular-basis

Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13



*Response are provided on the following slides.

Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13

Other Written Responses
Too much growth and poor planning of roadways
How do we get these developers to pay for improvements to roads including traffic lights before bringing all these houses out to an area?
[redacted]
Speed limit to low on 238, creates dangerous illegal passing. No turn lanes on 238 creates illegal and dangerous passing. patrol needed on Fridays and Sundays for weekend high speed traffic.
Most side streets are dirt, and some are not county maintained. The dirt roads that are maintained are scraped to the point that a lot of them turn into impassable washes. Which in turn, strands people to their homes, unable to get out and a hazard to access. This is serious. I have actually been stuck at home for 3 days, unable to get out.
Too many dirt roads, paved roads would be a great place to start
poorly timed traffic lights and the vast majority of business all on the main road in and out of town without any service drives. Extremely poor city planning for the last 20 years.
NEED Police monitoring of existing roads
The 347 road is not the issue, it is the drivers and their lack of following posted speed limits and safe driving practices
Traffic lights are timed poorly. Some too long....some too short.
limited law enforcement of traffic laws on the highway areas
[redacted]
Love to ride my bike but stay in Glennwilde for safety. Would love a good safe bike path from Glennwilde to Copper Sky.

Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13

[redacted]
Renaissance coming for 2 months of hell travelling on Hy. 60 during the weekends. Have to stay home on Saturday and Sunday.
The train always stopping over the tracks on Porter Rd. There is only 2 ways in and out of my subdivision. One is currently closed due to construction, so Porter is currently the only one. When the train stops on the tracks then we are blocked from returning or exiting the homes to the south of the casa grande Maricopa hwy. Therefore blocking many from leaving or returning to their homes.
The number of vehicles just keep increasing with the growth in the city. You must increase the lanes and ways in and around the city. Bypass over passes proper roads for the number of vehicles that travel through the corridor each day
Lack of law-enforcement on State Route 347 to ensure compliance with speed limit and erratic, and inattentive drivers on the road
A lot of traffic can be eliminated if there would be a new road on the north side of Ranch El Dorado connecting to White Parker. Keep folks away from the Smith-Enke intersection. This would be a road close to Casa Blanca, or maybe even utilizing Casa Blanca to connect to White Porter
Left turn lane from JW Pkwy to Smith Enke is too short so traffic backs up into JW Pkwy left lane. Santa Cruz/Smith Enke light causes back up and light changes with no traffic on Santa Cruz
[redacted]
Construction is poorly planned.
PLEASE FOR THE LOVE OF GOD EXPAND 347
Too many traffic signals that are poorly timed. Too many medians in town instead of turn lanes. Need to raise the speed limit in town so traffic can flow better. Not enough alternative side roads to avoid the 347.
There is a lot of looping to get from one point of the city to another instead of direct routes.
Hours long shutdowns of the 347 when there's an accident
The congestion, timing of lights, lack of additional roadway/lanes. I've been run off the road. The road has been shut down and lights removed for oversized shipping trucks etc. If a state of emergency took place and we had to evacuate we would all surely die. Good luck, our city needs it.
Lights not synced to keep traffic flowing

Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13

Other Written Responses
there are no friendly cross walks on butterfield parkway, crossing the street is dangerous as the speed limit is 25 mph and it's not, cars pull out in front of vehicles at edison, duncan, santa cruz, donitjan, just the other day I could have been hit as an accident crashed on the sidewalk.
Lack of traffic violations enforced and police presence
No infrastructure built to accommodate flow of traffic at a couple of intersections within study area
In other words. It is a mess!
Timing of lights, school zone/traffic congestion, railroad blocked often with prolonged stopped trains (Porter),
1. Heavy large-truck traffic through Maricopa either north or south through town use John Wayne Pkwy/347 as well as Smith/Enke as a by-pass route versus continuing on I-8 to I-10. Most of those vehicles do not conduct business in Maricopa but greatly add to the pressure on local roads. 2. Businesses are centralized on John Wayne Pkwy, and more are added each time new businesses are constructed in town. Current roadway infrastructure cannot facilitate local travel nor travel out of town to other destinations outside Maricopa.
Not enough patrols to stop speeders. I have watched cars going 15 miles over the limit pass police and nothing is done. It's a free for all on the roads!
Do not want the city to annex us!
Country roads, county doing ok, NO Interstate 11 through Hidden Valley
The community of Arizona City desperately needs alternative transportation to assist elders and families in need.
Need more turn lanes at intersections
Detouring traffic through residential instead around
SPEED! In my opinion the speed limits are set too high. 45 mph on a city street with traffic entering/leaving the roadways is dangerous. And if the limit is 45 mph, how fast do people actually go? Hint: it's more than 45 mph. Review and lower the speed limits please!
timid drivers
Traffic speeds on 347 too high (45 mph max) for traffic lights. Need more on/off ramps instead of traffic lights.
Poor driving habits, failing to stop, failing to yield to traffic with right of way. While not an infrastructure item, it does impact perceived safety of travel.
Too many businesses in one parking area causing lack of parking, difficulty to get from one end to the other and serious lack of left turn options to get in and out of shopping areas.

Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13

Other Written Responses
Too many accidents and no alternative routes
[redacted]

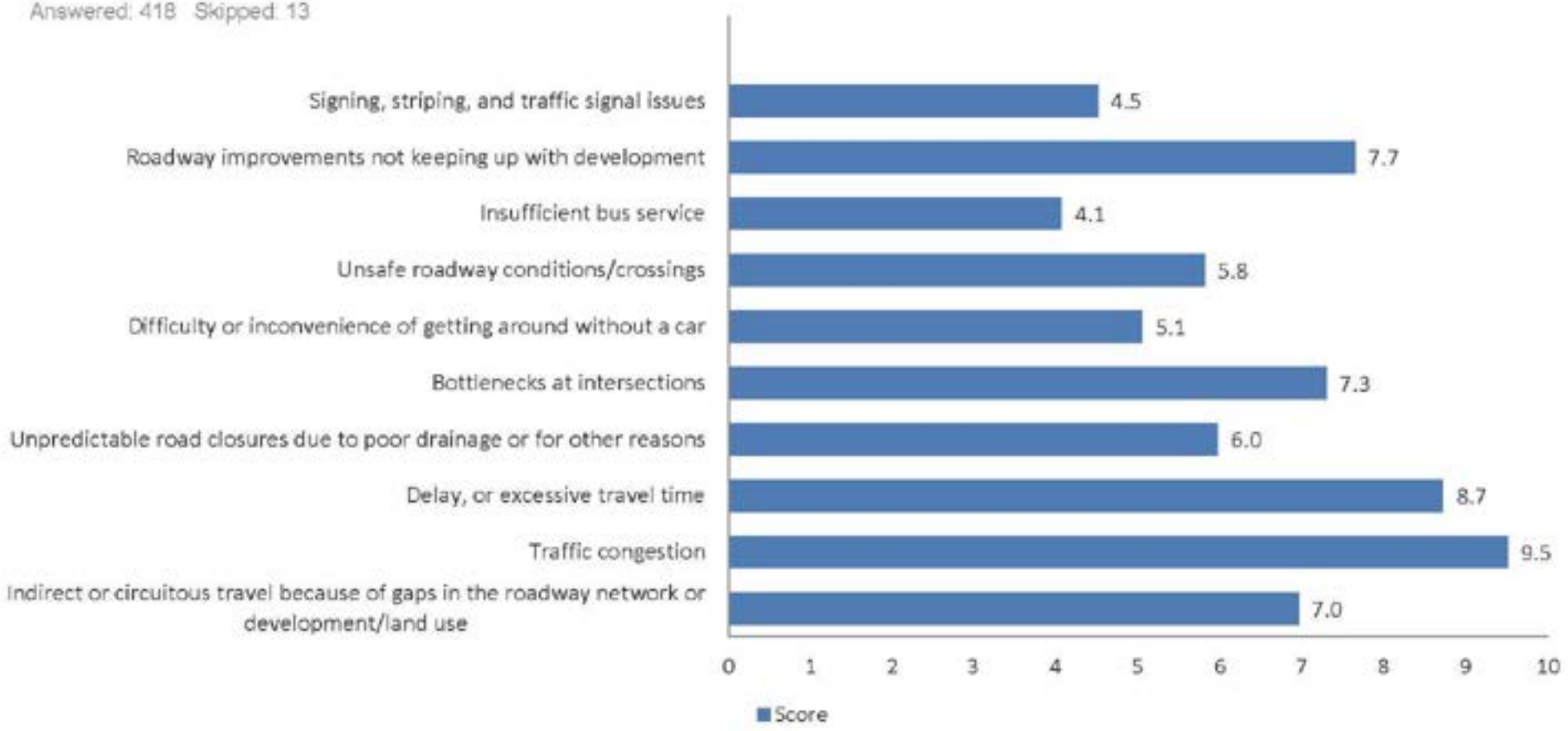
Q4: Which of the following items impede travel within, to, or from the study area (Select all that apply)?

Answered: 418 Skipped: 13

Other Written Responses
Too many accidents and no alternative routes
Intersections like Papago and 347 or Louis Johnson and 347 are pitch black and wide enough that I really think the lack of lighting contributes to wrong way drivers that we see more and more of out here. The medians and roadsides are not maintained enough that often seeing as you pull into traffic is an issue because of the tree height weeds that are allowed to grow and block vision of oncoming traffic. Often it is finally bladed down only by local farmers doing it as a courtesy for their neighbors at their own expense and with their own equipment. That, however, is going to stop as those farmers are also being choaked out by new construction. On top of everything else there is the issue of being in a huge drought that this city refuses to even recognize. Do we have a large water table below us, yes, but that will not remain if you continue to overpopulate the area, install foolish water parks, tons of grassy areas, etc. This is a desert! The Phoenix News channels have all done long stories on the lack of water, the dangers of over populating and if you attend the city meetings, they act like it is no concern. Your solution to traffic is to build a freeway that connects Nogales and Las Vegas. How does that help residents who live here? You will be displacing good people who have put their whole life into building what they saw as their lifelong home. You are destroying the mountains; I wonder if you will be mowing over the petroglyphs that sit in those areas. I cannot believe that you will not also be disturbing native and historic properties blazing through those mountain area. I could write for a long time about displaced animals. More than all that I have listed, I think if you spoke to the people that lived here you would see the overwhelming majority of LANDOWNERS do NOT want this absurd growth. Maricopa only wants money from taxes that they can charge to more and more people if you cram 30homes onto a lot that we were told for DECADES can only have one.
Lights not timed for speed limit
Need access to the I10 from the south by Farrell we need an outer loop. We need an off ramp with an auto plex.

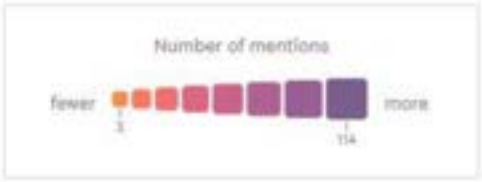
Q5: Rank the following issues from most to least important, with 1 designating the most important and 10 the least.

Answered: 418 Skipped: 13



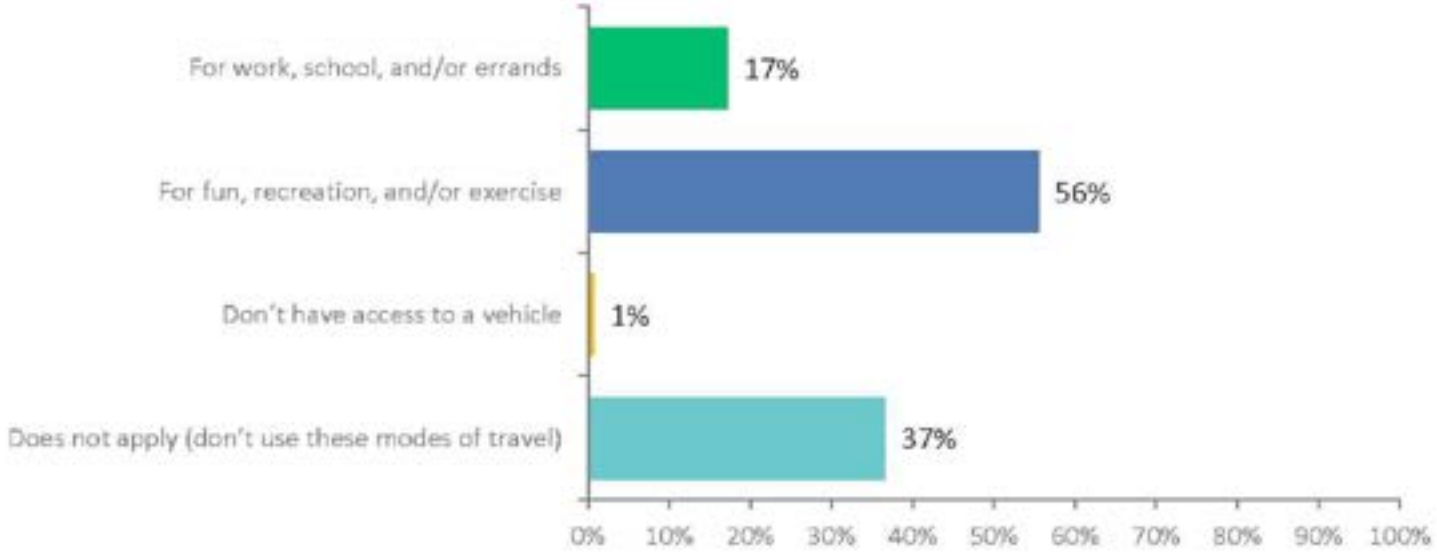
Q6: Traffic congestion on study area roadways and intersections is an important part of this study. Please describe which specific roadway(s) and/or intersection(s) you experience traffic congestion delays.

Answered: 418 Skipped: 13



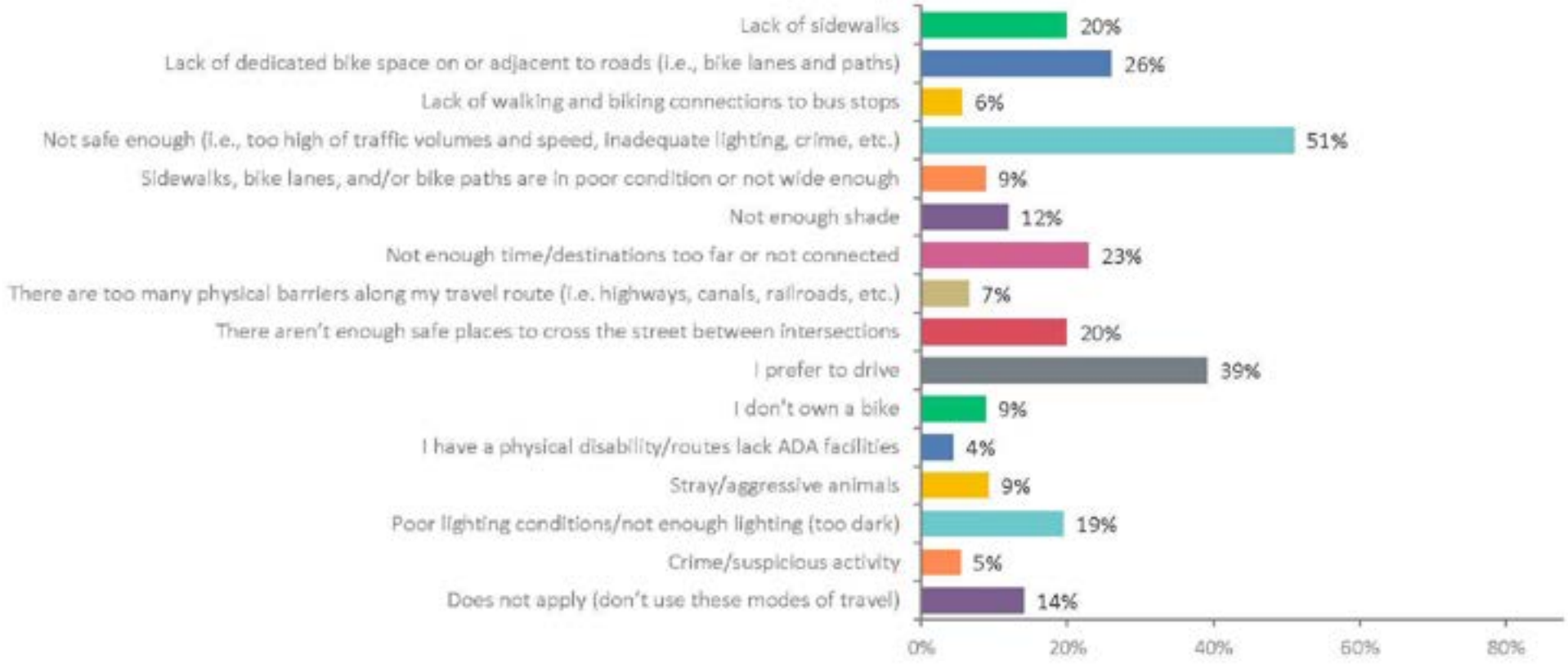
Q7: For what purpose do you walk and/or bike within, to, or from the study area (Select all that apply)?

Answered: 414 Skipped: 17



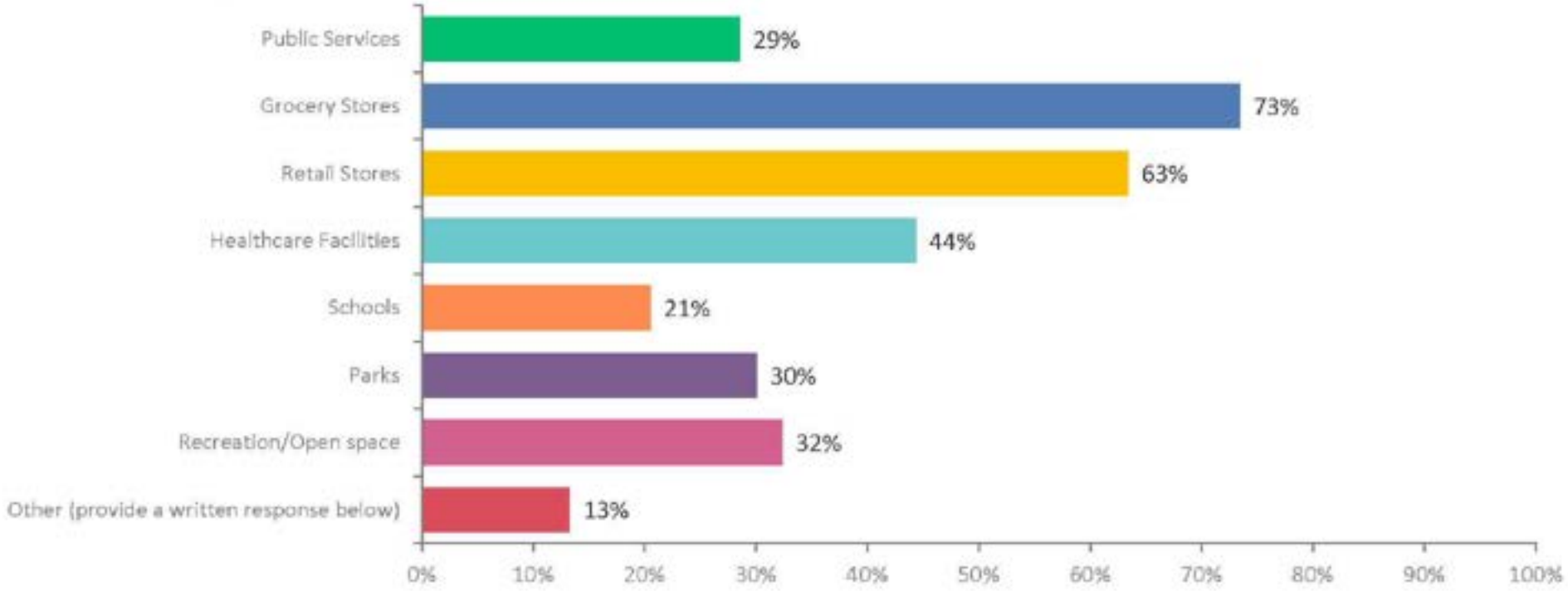
Q8: What prevents you from walking and/or biking within, to, or from the study area (Select all that apply)?

Answered: 401 Skipped: 30



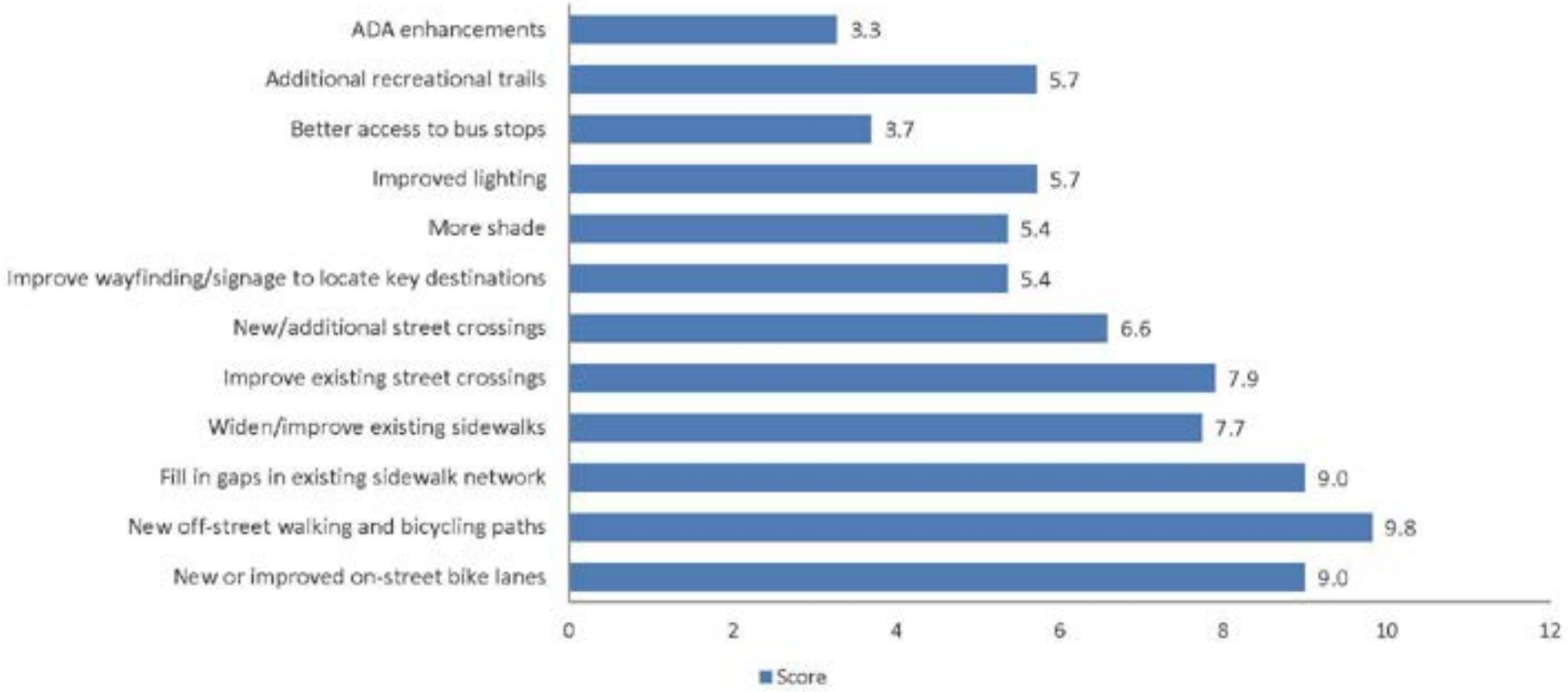
Q9: What type of destinations within and adjacent to the study area would you like to see improved transportation system access to for any travel mode (Select all that apply)?

Answered: 399 Skipped: 32



Q10: Rank the following bike/pedestrian-related improvements from most to least important, with 1 designating the most important and 12 the least.

Answered: 385 Skipped: 46



Q11: If there is an improvement that is not listed in the options from the previous question, what is it and how would you rank it?

Answered: 418 Skipped: 13

Written Responses
Number one horse paths
More access to i10
I wouldn't recommend riding in the city.
Horse/walking trails out of high traffic areas 1
Dedicated bike trails
6-lane divided roads in San Tan Valley
Gravel for the dirt roads--paving would be nice but due to cost & limited # of residents, that would raise taxes too much.
Fix the road exiting Maricopa on the 347!
I do not want all this crap out here
#1 more animal control to mitigate stray packs of aggressive dogs
Worry about moving traffic first.
Stop turning dirt streets into washes: 1
I'm not going to rank any of it leave it alone
CELL TOWERS
Flooding on Ralston ROad
Build sidewalks and bike lanes. We have none.
My concern is for more exercise walking.
Sidewalks
Slow down housing development
Again our neighbor streets are too dark to feel comfortable walking in the evening. to
Bike lanes are unnecessary. There are already laws for sharing the road.
Seriously? Bikes on our roads would be the mother of all screw-ups Maricopa could make....
I am disabled and unable to walk so this does not apply to me
Better, more consistent bus services.

Q11: If there is an improvement that is not listed in the options from the previous question, what is it and how would you rank it?

Answered: 418 Skipped: 13

Written Responses
Clean bike lanes regularly. Debris causes flats
Forcing answers to a survey in order to advance to the next question is tedious. SKIP is an excellent feature.
Expand 347 or add another access to the I-10 and Loop 202
Recreational trails not adjacent to streets
fix the roads before worrying about bike paths
There are too many bike lanes in the streets, we need less bikes on the main roads
More ways to reach the main parkway. I have to do so many u turns to get to where I need to be when I should ideally be able to get to where I need to go from another area
347 pedestrian overpass is needed.
safer pedestrian bridges in biggest intersections(ex: smith Enke & John Wayne parkway)
Walking trail through the wash 3
Walking/cycling bridge over 347. 1
Better traffic calming methods (bulb-outs, chicanes, traffic circles, raised crosswalks). #2
Need more lanes on the roads
Widening the 347 to have a longer and safe bike path
I don't think there is an issue with the current state of things in this area.
I can't think of any other improvements that haven't been listed
Just bike lanes in general that are wide enough to not fear being hit would be nice
Increase time to allow bikes/pedestrians to cross streets safely
Pedestrian bridge (enclosed) on the overpass.
Train station into Phoenix, Tucson and casa grande would be great
Traffics speeding needs to be addressed
Need sidewalks bike lanes, on the East/West Rd, east of white and Parker. There are no sidewalks on Honeycutt or Bowlin.
Bike racks at retail and grocery stores

Q11: If there is an improvement that is not listed in the options from the previous question, what is it and how would you rank it?

Answered: 418 Skipped: 13

Written Responses
Bike lanes
Different route from southeast of Maricopa to 347. Rank it 2nd
Add another access road from AZ 347 into Maricopa that aligns with Porter Rd. JWP in Maricopa will never be able to handle the volume of incoming traffic if the city grows much larger. This is my Number 1
Make W Honeycutt 2 Lane, Extend W Bowlin Rd and put bridge in, add bridge to N Murphy
Speed limit decreases, cars need to slow down or I don't feel safe on sidewalks or bike lanes!
On/off ramps at all major intersections on 347 outside city limits. Riggs, Casa Blanca, Papago… Eliminate traffic lights outside city limits. I'd rate as highest priority #1.
High priority - Traffic enforcement increased. Enforcement within subdivisions.
More roads to I10
We have only two ways to get in and out of town, depending on where you're going.
Grocery store near Tortosa needed
More visible crosswalk lights to vehicles.
Wider streets needed
Buses to retail
Pet friendly 3
I DONT RIDE A BIKE.... ESPECIALLY WHEN ITA SUMMER.
Busses
Keep our beloved dog park.
A bridge over 347 by copper sky. Safer for pedestrians to go over the 347/John Wayne Parkway instead of a cross it.
More law enforcement officers watching red lights….everyone just goes thru them here in Maricopa! Ridiculous! Speeding, loud vehicles, oversized vehicles on subdivision streets, lane switching constantly

Q11: If there is an improvement that is not listed in the options from the previous question, what is it and how would you rank it?

Answered: 418 Skipped: 13

Written Responses
Complete sidewalk at Smith-Enke & Porter (southwest corner).
Fewer Traffic lights
Widen Maricopa/Casa Grande Highway as another Route to I 10 to the Southeast.
Designated. Blke paths not on roadways
Signage that bicycles do not belong on sidewalks
Just finish and improve the 347 for all residents ASAP.
Bike path/pedestrian lane from Maricopa that runs parallel to the 347 all the way to I-10.
More police officers giving tickets. They need Maricopa Traffic rants chat to find out our lethal drivers in town
1.Left turn on left arrow only 2. Longer yelliw lights 3. Increase traffic enforcement on all intersections. Get rid of the crap shoot left turn signals
Retail outside of major roadways to thin existing traffic
I don't bike or walk in Maricopa. I drive to work. Take care of the client. Get in my car and drive to the next client, etc.
bike and hiking trails
Add bike lanes to existing and new roads. ALL roads should have bike lanes
Bike lanes in the roads feel very unsafe with the traffic in this city
No. 1 is a bypass around Maricopa
Speeding, red light runners.Need traffic cops.
Speed control around curves... mcg hiway and musd admin bldg area
Pedestrian bike crossings over railway in Maricopa. Rank 2
Dont install bike lanes. They will make things harder.
rail travel #1
Cross walk signals
Connectivity of walking and biking in Pinal County
Honeycutt and Bowlin month dangerous for bike travel
I live too far out to worry about bicycle trails.

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

*Complete written responses are provided on the following slides.

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
When riding a horse there are crazy drivers.	When riding a horse there are crazy drivers.
Traffic congestion, retail too spread out	Traffic congestion, retail too spread out
Lack of trails and safe bike lanes.	Lack of trails and safe bike lanes.
Speed of vehicles	Speed of vehicles
Safety	Safety
Too spread out	Lack of a safe place to walk in or near the streets.
STRAY DOGS. City people abandon their animals out here and vicious dog packs form.	Volume of traffic not paying attention to pedestrians and running red lights
No challenges	financial from the city/county
Safety. Lots of people who run the lights	No greenbelt or sidewalks to bike for recreation
Safety	Lack of shade
This is not a concern for me. I do feel sorry for all the people on horses, that you have not even mentioned, that are having to deal with the horrible traffic.	sidewalks and bike lanes end randomly with no real option other than going on the road or shoulder
lack of sidewalks	The speed of drivers
Intersection crossing	Crazy drivers
Stray/aggressive packs of dogs	SEPERATION FROM AUTOMOBILE TRAFFIC
Feral animals	distance from residential areas to the retail/work locations
People drive like maniacs so it's unsafe. I'm too far from my place of business to walk or bike.	Bike lanes along major roadways are hazardous at best nonexistent at worst
wider sidewalks	Lightning
Do not use	Safety
Heat	Too far away to walk anywhere
	Streets are too dark at night

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
Traffic and unsafe drivers	[redacted]
Loose ANIMALS (DOGS), unleashed DOGS with and without people	No sidewalks, or bike pathetic in a lot of areas
Lack of bike lanes	Cars
Things are too spread out	Traffic and unsafe drivers
Safety due to traffic congestion, speed and inattention of drivers	Loose ANIMALS (DOGS), unleashed DOGS with and without people
The overpass is dangerous. The path is too close to the street with heavy vehicular travel.	Lack of bike lanes
Speeding traffic	Things are too spread out
Eliminate Bike lanes...too much vehicular traffic to make this viable and safe.	Safety due to traffic congestion, speed and inattention of drivers
I am handicapped and cannot walk so I cannot answer this	The overpass is dangerous. The path is too close to the street with heavy vehicular travel.
safety	Speeding traffic
Children walking to school along the road instead of on a side walk. It's dark when walking after 6pm. Even the parks are dark. No functional park to go to for the family on any day. Going to copper sky is a fix but it's far and mosquitos. Dogs seem to escape their homes a lot probably because they stay home and get bored, there's no dog park to get their energy out. Most owners get home after 6pm, to drive to a dog park is far but it's dark.	Safety. Lots of traffic, and once out on bike lane to library, bike lane quit on Bowlin.
City development takes time, it all comes. Be patient	Bikes riding on sidewalks.
I don't usually walk anywhere because there is nowhere to walk within a reasonable distance nowhere to	Traffic
Cars	

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
no bike lanes	Unsafe with careless drivers.
The drivers running red lights turning left on a red all kinds of selfish offensive driving	Final destinations too far away from residential areas and cant "haul" groceries/merchandise with bicycle.
Inconsistency with bike lanes, non-separated bike lanes (nothing but a paint line to prevent a vehicle from entering the bike lane), cars parked in bike lanes	Prefer to ride in the bike lane, however, where there aren't any along the 347, there are gaps in the sidewalks
Safety	45 mph traffic
Safety	No sidewalks along major roads
Aggressive drivers who drive in the bike lane	Hard to cycle with cars speeding and running red lights
Safety, weather, time	Car traffic
The heat	Cars
Too much vehicle traffic	Heavy traffic
Amount of vehicular traffic	Vehicle traffic
I can't bike on Maricopa/ Casa Grande highway, there isn't a bike path and trucks are always speeding down this road	The use of motorcycles, scooters, golf carts on sidewalks. That needs to stop
Long distances	None
Drunks	Safety
Unsure	Traffic
Don't use these modes of transportation in Maricopa	I don't walk or bike
safety due to traffic and narrow roadways	Not getting run over
Busy streets	Drives don't pay attention & run red lights all the time
Traffic	. Careless drivers and speed
Safe crossings. Lack of lighting at dark. Not enough trails that you can ride that feels like you are in nature and not in a busy city biking around a lot of walking people.	

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
Big area to cover on foot or bike	Having larger and lit sidewalks/bike lanes.
Homes are too far from services to make walking/biking feasible	Safety, too much traffic and too dark
Prefer separated bike lanes rather than ones tied right to the vehicle lane of the street. Feels much safer when they are separated.	I find not having enough bike lanes and wide enough sidewalks. Where I run there are not always sidewalks and sometimes can be difficult to cross the roads due to lack of crosswalks
Same answer as 11	Consistent paths.
Distance	Traffic
Lack of walking and biking trails	At evening and night, they need SOME light on paths
Drivers are aggressive here. No way would I feel safe biking.	Distance between home and recreation areas
Poorly Light	S/B 347 near Copper Sky, incomplete sidewalks, no bike lanes
Dangerous traffic conditions due to high vehicle volumes from inadequate traffic control measures	Area too congested to be safe
Crazy drivers. They drive like maniacs and it's too scary to bike. The number of accidents here is insane.	Cars and trucks driving recklessly
no one cares about bike paths, we care about not taking over an hour to drive what should take 20 minutes	Having to cross major intersections filled with aggressive/ distracted drivers. also a lack of pedestrian accessible recreational paths
Not enough bikers use common sense when riding on busy roads. Keep bike lines off of the busy roads	347 traffic
Safety/Safe roads	Lack of sidewalks or trails
It's usually hot as balls.	Bike lanes
Congested traffic	Gaps in bike lanes and sidewalks
Big area to cover on foot or bike	No walkable/bikeable trails or downtown area
Homes are too far from services to make walking/biking feasible	No sidewalks or pedestrian crossing to the library

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Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
I find not having enough bike lanes and wide enough sidewalks. Where I run there are not always sidewalks and sometimes can be difficult to cross the roads due to lack of crosswalks.	Where I live in tortosa there's nothing in reasonable booking range. Furthermore, if I were to bike in order to get ready for a triathlon, I don't feel safe. The streets are too narrow.
Distance	Lack of sidewalks
Dangerous 347 crossing.	Lack of bike lanes, challenges at intersections.
NOT SAFE	Lack of connecting sidewalks
Age	Inattentive drivers
Safety from traffic and continuous bike paths	Car congestion
The overpass. Have you tried to bike up it?	To much traffic
Distance from every thing	Safety
Bike lanes do not all connect	Red light runners/impatient drivers
The cities are to spread out and far from one another. Also, it does not seem safe to walk or ride your bike.	No sidewalks (JWH/Alterra in front of Desert Cedars and Alterra) and crossing from Alterra South to Copper Sky across the JWH.
Unsafe, narrow roads	none
Insufficient separation from automobile traffic, lack of safety for the user.	High speed vehicles in side streets, although the sidewalk off the street helps a ton. Otherwise just bike lane size on the main streets.
Bikes sharing the roadway with cars	traffic during school arrival and departures
Everything is to far	Not enough sidewalks
No bike Lanes	Not a reality need more highway access!
Gaps in sidewalks/paths from area to area	excessive traffic
None , I have no issues walking anywhere I need to go.	Traffic speed and running red lights
Uneven elevation (high highs, uneven surfaces etc)	Traffic
lack of bike lanes and sidewalks by library and city hall.	Lack of sidewalks

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
Not enough street lighting and signaled crosswalks	Not enough off road paths
Traffic	Bike lanes
Not feasible	Traffic
Distance	Safety
Traffic/cars	Vehicular traffic congestion and high-speed vehicles using roadways
It is not safe. Not enough law enforcement to ticket drivers who speed, pass in lanes not meant for passing, or the overall pack of attention on the roadway. Maricopa is full of entitled drivers. Riding a bike in this town is life threatening ☹	Don't walk or bike
Dangerous due to traffic	The constant congested traffic
Question not applicable. Read my note above	Doesn't apply
We need a walking trail that connects the washes	City people riding ATVs speeding down roads and through wildland
Traffic	Avoiding being struck by a vehicle
Unsafe roadway	Traffic
No sidewalks!	The lack of sidewalk ls and bike lanes
no lanes or trails	Sharing the roadways with vehicles/safety
Lack of safe bike lanes	Its not practical. Fix the roads!
Cars not following rules of road	Drivers speeding
Not enough street lighting and signaled crosswalks	Trying to cross Porter to the park and schools, dangerous
Heat, distance, lack of availability of Drinking water, lack of designated paved trails to destinations outside of Maricopa. Lack of public transportation to destinations outside of Maricopa.	Not connected in an off-road manner. Safety along roadsides for biking is questionable, perhaps functional for some.
The lack of safe crossings	I don't walk or bike.

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
Fear of crime and vicious dogs.	Too. If of a gap between east Maricopa and the rest of Maricopa city
Lack of recreational trails	No safe area for bicyclists to ride away from heavy, fast moving traffic
To large of an area. Everything is space out far from each other.	Can't get south of the railroad tracks easily and too much vehicle traffic
Lack of adequate safe bike lanes	Too. If of a gap between east Maricopa and the rest of Maricopa city
Busy roads, public buy in	No safe area for bicyclists to ride away from heavy, fast moving traffic
I live too far out to worry about bicycle trails.	Can't get south of the railroad tracks easily and too much vehicle traffic
speeding vehicles	Not safe to bike on 347.
Not enough roads or infrastructure currently	speeding vehicles
Aggressive drivers	Not safe enough to bike due to congested or too many cars. Too dark at night specially by john wayne and rancho eldorado
Safety	Everything is too far away
Drivers	Traffic and shade
Lack of sidewalks	lack of bike lanes on busy streets
Vicinity or access to necessary grocery stores	Traffic
No sidewalks and unsafe	Lack of public transportation into the Phoenix Metro area.
Traffic	Climate
no sidewalks/ bike lanes/ to far from stores	Dangerous conditions due to speeding cars and sloppy drivers.
There are a lack of protected bike lanes (READ: physically separated from automobile roads, not just painted shoulders). This is high priority. The city also lacks convenient walking trails that connect amenities, instead forcing pedestrians to just follow the street instead of being able to take a shorter direct path (highest priority)	Not enough pick up times. Need more frequency

Q12: What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?

Answered: 418 Skipped: 13

Written Responses	
Safety. Traffic congestion, street crossing.	Traffic going too fast even though posted speed limits are 35 or 45 mph around town
temperature in the hot season and traffic danger	Not applicable
Nothing is convenient or safe from my house	Unsafe
safety	Traffic
No off street bike lanes and the bike lanes we have are small	Death
Excessive speeding on roadways	Distance
Only one main town area and lots of neighborhood areas that aren't well lit in between.	For me, it's rural. No shoulder or paths, speed of vehicles and fear of wildlife and some stray dogs.
Heavy traffic and speeding	Dangerous-vehicle drivers racing, preoccupied with cell phones and not paying attention to bikers
Congestion	Heavy car traffic
Speeding traffic	It's too hot
Not safe due to lack of lanes for bicycles and pedestrians, too hot several months of the year	Traffic. People just don't pay attention to pedestrians.
Access for disabled people	Safety
Mean animals	Not enough bike lanes
I would love to walk to places such as a convenience store but they are not walking distance	Distance
Does not apply	Too much traffic
Distance to retail.	Vehicle traffic
	Unsafe due to the way people drive

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
Bridge over wash at Ralston and no subdivisions.	347.
More and safer roads and more interchanges to access freeways.	Better pavement, more sheriffs patrolling
347 on North side of town. Alt routes from town	More public transportation and wider roads with bike lanes
Widen 347 and another highway access to I10	Divided highways sign for traffic turning north onto 347 from Clayton and other side roads
Leave the rural area alone.	Light at Vintage and Smith-Enke. Repair damaged roadways.
Traffic lights on 347/Papago and fix the roads to support the traffic that already travels out here before allowing more houses to be built to bring in more traffic.	Flooding that's it quit making stuff up
More roads in/out of Maricopa. Through roads from one side of town to the other.	Speed limit enforcement
Widen 347	Leave the area rural and focus on the populated areas.
1. Widen 347. 2. Alternative access to Maricopa besides 347	maintenance of existing roads and returning 238 speed to 40 until after Green
To place signs indicating school bus stops, other than that none.	More lanes on 347 to help with traffic flow to and from the study area
San Tan Valley - elderly transportation	more police patrols for crazy drivers!!!! Change the traffic lights on 347
Widening 347	Flood control, condition of Farrell Road
more and better interstate access	Widen roads, freeway/overpass
Graveled roads. Regular maintenance of the roads.	A light at 347 and Papago; bike lanes on streets.
No public transportation, no on street bike lane	Widen Maricopa/CG Hwy and add sidewalks to Honeycutt from White & Parker to Murphy Rd
Widen the John Wayne pkwy leaving the city! Fix the road surface exiting the city!	Better pedestrian crossings, smarter traffic lights
We need more ways in and out of this city. Keeping the big trucks from destroying the pavement	More animal control, and law enforcement/speed checks presence on Warren rd.
Reduce congested areas.	widening of 347 and additional overpasses to eliminate the street lights.
Lighted intersections off 347 and weed control	Widening of Hwy 347. Greater efficiency in timing of signals on 347 within city limits
Widen 347. Wide. 347	east west link to I10 so don't have to go through Maricopa to go north or south

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
east west link to I10 so don't have to go through Maricopa to go north or south	if the posted (55/65 MPH) speed LIMITS are NOT going to be enforced, then post the accepted limits and enforce those.
Over pass and additional lanes	Route around city
Get future business off the 347, create service drives in new areas to keep traffic off main arteries, fix lights so people aren't stuck at 347/Smith Enke for green arrows when nobody are in those lanes.	More roads. Lanes.
widen the 347, widen the 347	347 to the valley and bike lanes
Widen 347 to 3 lanes with easier entry onto I-10. Another road accessing I-10 from Maricopa although I-10would also have to be widened if that new road accessed it south of current access.	Improving the traffic flow, making it safer to drive
An actual bus system and building away from 347. Developers have too much power. 80k people trying to use 2 entry points to buy their groceries is just wild	Widen 347, come up with another route into Maricopa to aide in lessening traffic congestion. Which also provides another way in or out in the event of a road closure.
Roads out of Maricopa to I-10	Bus
New Bypass Highway adjacent to 347.	3 lanes leaving town. Improved pavement in the right lane just N of Cobblestone Farms.
238 ROAD SURFACE REPAIR	bus service in town, more lighting near intersections
move forward with the Smith Enke/John Wayne parkway intersection plan and resurface John Wayne in the northern portion of town by the City of Maricopa sign.	More drivers for public access
More lanes on 347 and Smith/Enke	Widening the 347, and relocating schools/businesses off of Porter Rd
Improve access to interstate 10	Widening 347 and Casa Grande Highway
Expand JWP/347	Widen 347
Alternate access to I10, additional lanes on 347	Pavement repair, additional lanes
Better timed traffic lights and exit and entrance ramps onto 347	Atomic transportation and personal flight vehicles.
Street lights in the neighborhoods and widen the 347	Alternative routes to destinations to break congested areas

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
Better paths for students south of the tracks to safely cross north not on the overpass.	Public Transport to and from Phoenix. A third alternative route that takes off from White and Parker.
PAVE THE ROADS, ALREADY!	347, 347 and 347
build businesses away from John Wayne Pkwy and repair the 347	Bike lanes on JWP. Better policing re bad drivers.
More police officers monitoring problem intersections	pipes under Bowlin and Santa Cruz, bike lanes, right turn lanes
Extra lanes and an additional entrance to Tortosa.	bus
Light rail	Light rail, bus
Highway access, anything to help with the 347	More access to I-10
Other ways to head north out of town,	
Add additional lanes to the 347, there is already enough space between the fences and utilizing the center median. Reset all the traffic lights using some common sense. Stop building more houses and apartments when the current infrastructure can't handle it.	Fill in the middle of 347, pave it, put up concrete jersey barricades which would allow more lanes in each direction. Over passes at Riggs and casa blanca with a mini stack at I-10.
1. Widen Rte 238. 2. Get rid of traffic signals on Rte 347	Better roads and more public transportation
Bike paths/trails to sensible destinations and public transit	Expand the 347; and a new more direct access to I=10.
A direct road to I-10 separate from 347.	Expand the 347 and change single level intersections to split grade interchanges
Walking trails	Highway East out of Maricopa Northeast to I-10
Better public transportation	More law enforcement officers, better transitioning at stop lights
Help with traffic congestion in/out of town	additional highways in and out
Access in and out if the city.	Safety and better roadways
Bus and another route out of Maricopa	Better way to the highway, better public transportation
Widen lanes	More ways to arrive at your destination. The Lakes has two ways in/out and so many homes and a new park will continue to increase the traffic.

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
Access to areas outside of Maricopa and a regular schedule	Light rail to chandler
Dedicated bus service. Less garbage trucks	Timing of lights. Alternate route for large trucks
Increase lanes on 347 and build an overpass at Righs road or a bypass for the city for truck traffic	More lanes on hwy 60. Secondary access to Mountain Brook Community.
347 access and 347 upgrade	More roadways.
Lack of law-enforcement on State Route 347 and redesigning the intersection at State Route 347 and Riggs Road	1. Regular maintenance of roads 2. better timing of lights during rush hour
more north / south access points between Maricopa and Phoenix	Light sync & Repave JWP north of Smith-Enke.
widen 347	Lower development density/ Increase speed limits
outdoor patio, music, tv sporting events etc and shopping. You would not have to worry about more traffic or driving at night.	Widen State Route 238 to four lanes. Left hand turn lane at State Route 238 and Ralston Road.
Fully connected sidewalk/bike path system, and buses in Maricopa and connecting to Phoenix Metro system	More police to stop speeders and inconsiderate drivers
Get 347 opened widened and no stop lights, second way out of sity without adding many miles	Improve 347, add access to I10
Stricter enforcement of speed on our streets	More access to I-10 & widen I-10
Better highways and more police activity	Alternative Routes in and out of Maricopa and drainage crossing improvements
STOP BUILDING DEVELOPMENTS. We are already beyond unmanageable . Please help us.	347 and alternate route for John Wayne Pkwy
Mass transit to the valley and widen the HWY 347	pedestrian and bike paths; safer intersections
Fix 347	Synchronized lights in town and better roads out of town
Safe crossings, safer bike lanes	Access to bus/public transportation and bike lanes
Bike friendly - paths throughout the study area.	Designated bike and walking paths
More lights and roads	Biking trails and train/trolly stops to take around town, enjoy future restaurants with

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
Make 347 accommodate the amount of new housing and potential residents, offer more in town job opportunities so people are not forced to drive into town. We have lots of entry level jobs that are not suitable paying positions for people who are looking to purchase to rent in Maricopa	Bike lanes and side walks on every road. Different traffic control for the edison and butterfield intersection including crosswalks.
Widening the 347	Bike Lanes, and more Lanes on the roads
More roads in and out of Maricopa	Pedestrian overpasses over 347 and Smith-Enke. Pedestrian overpass at 347 and Edison
Increase the width of Honeycutt from White &Parker to Tortosa to minimum 2 lanes each way, including the bridge over the wash and traffic control lights at Bowlin & White&Parker	More roads. Easier access to the highway
On SR 347, add lanes, add overpasses so it is a constant flow from maricopa to I-10, add additional access from I-10 say 5 miles or so south of Sr 347.	More ways in and out of the city
Wider 347, new public transportation	Public transportation
Widen 347	More roads, more options of public transportation
Install a light at intersection located at chase Dr and Smith Enke due to eliminate car accidents	1) Paving JWP (both sides) from Smith-Enke Rd to north city limits 2) Build a roadway west from SR 347 around Cobblestone Farms to alleviate the awful truck traffic headed to the landfill.
More lanes on 347	
Stop building complexes. We already have too much traffic to get in and out of town and the proposed changes won't change that. It'll just bottleneck in a different place like at the I-10 on-ramp.	Lighting
More ways in/out of town, sidewalks from Tortosa into town	More two lane roads and bigger bike lanes
Timing of stop light at JWH and Honeycutt Ave.	Public Transportation, Safety Patrols, Road Conditions

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
close the landfills to eliminate the semi trucks	Public Transportation connection to Phoenix (light rail/bus), carpool lane on 347
Better roads	Adding lanes to current roads.
equestrian trails, walking ,hiking paths-trails	Porter railroad crossing, farrell wash
Improve the 347 by widening and building bridges at intersections. Train access to major city centers for events.	More roads, wider roads
bike lanes	More lanes better pavement with red/green light better managed
More accessible roads, mass transit system	A new way in and out of the city. Connected sidewalks from east to west
Lite Rail and roadways	347 congestion
Improve and expand roadways to keep up with growth	Adding lanes to Hwy 347 and Casa Grande/Maricopa Hwy.
Bus service within city and to other communities like Chandler etc.	More bike lanes!
Improve the amount of lanes- fix the light at Honeycutt and John wayne rd. When you are on Honeycutt trying to turn right onto John wayne, the light should be red and a sign should say no turn on red. The traffic on John Wayne has a green light, causing issues with merging traffic from Honeycutt	Bike lanes and better timing of lights
Left turn on left arrow only	Roads out of town and more paths
Bike and walking paths . Better lighting	More ways out of town, a vibrant downtown community
Safe pedestrian crossings and street lighting in residential	Mass transit like a park and ride into Phoenix. Another access to I10 other than 347.
Overpasses on riggs rd and casa Blanca rd	Safer roads and bike lanes
More roads	adjust current roadway infrastructure commensurate with current development of residential properties
Widen 347 with overpasses and interchange at 10 AND porter connecting to 347 via an interchange	Widen 347
Additional lanes on 347 North of the City limits	Bus, and more traffic lights in the school zone
More roads in and out of town. It should not take 1-2 hrs to get to Phoenix a d back	Better, wider, convenient roadway

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
A new bypass from Maricopa to chandler, overpasses at Riggs and Casa Blanca	Relieve congestion on 347 and frequent shuttle buses to local airports.
Widen major roads/highways such as Hwy 347 and improved turn lanes/options at major intersections	A freeway loop that goes around the city (like the 202 for Gilbert/ Chandler) that connects to the 347 to direct traffic away from using city streets to get to the 238, businesses, and residencies. This would also remove the bottleneck that forms at the 347 & lake view intersection.
Widen 347. Halt developing rural Maricopa area.	Widen 347 and install overpass at Riggs road
Shuttles to Chandler. City busses	Riding my horse on the road
Walk bridge, sidewalks on BOTH sides of 347 near Copper Skyear	Widen the hwy please
Stop development south of the city	Signal improvement and widening on John Wayne parkway, alternate routes in/out of Maricopa
Create 2 to 3 pedestrian bridges over railway, create another access point to I 10 from 347 between Casa Blanca and Riggs.	A 2nd E. West Road besides 84 and Riggs Road.
347 and 347	more police, public transportation for people that do not have transportation
Widen the 347, patrol and ACTUALLY stop people!	Expand number of car lanes and add in bike lanes
347 widening	Better lighting
Sync signals on JWP	More lanes and 347 with less stop light. More turn lanes at intersections
Crosswalk at Porter and front of Pacana instead of the crosswalk light they have. 2. Widen Porter!!!!!	Add crosswalks with signals and add another access to Hwy 10 other than 347
New access to I10 north of Casa Grade, say extend/widen Smith Enke and add north bound lane to I10.	More direct routes for vehicles that are not via Freeway 10;biking and walking safely for recreation more
More Roads with 2 lanes each way and better access to Freeways.	Regular bus service to chandler
Better road infrastructure	public transport sans cars

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
Extension of I 24 and widening of 60	Widen SR 347 and overpasses at the lighted intersection.
More walking paths and more walkable destinations.	Different route to 347. And additional route to I10.
Maintained and improved roads	347 and a quicker route to I10 such as a toll road
by pass the city of Maricopa	Put in another way to get out of maricopa!
More RR crossings, more wider lane roads	More bike lanes, ease of going north to eastern Phx suburbs
Improve 347 and add new access to eastern side of Maricopa	Widen 347 to 10, pave north bound John Wayne Pkwy from 238 north
Interstate 10 connection to the east side of Maricopa, add additional lane on 10 between Queen road and Casa Grande	Turn AZ 347 north of Maricopa into a limited access hwy with 3 lanes in each direction. Add additional entrance road into Maricopa from AZ 347 that runs along the power line easement and aligns with Porter rd entering the city.
Don't use residential for detours	Light rail to Phoenix and Casa Grande
Possibly paving Murphy road north to 10, widening 347, and adding overpasses, or merging lanes on 347 to keep flow of traffic.	Walking/biking trails off the main roadways
More traffic lanes, more turn lanes	
widen the 347 and Maricopa Casa Grande highway	More frequent pick up times and more stop destinations
Light rail	Fix the 347. Add connection to I-10
More access roads into Maricopa and completed sidewalks	more better road repairs
Widen Honeycutt Rd, east of White and Parker, required whole street improvements from developers instead of half street.	Build more grocery stores. Build another route out of Maricopa.
SR 347 widening and light rail.	Trails
Another access to I-10 from Maricopa city	More routes in and out of city. Less congestion
Widen 347 and make sure the lights at the major intersections are timed appropriately	347 casa grande hwy
Widening of 347 and Direct freeway access	Bus
Access to I-10 & enforcement of traffic laws	More bike and walking lanes

Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses	
More Public transportation to Chandler and south Phoenix	Hartman should go through to 347
Fix 347 & 238 Interchange its horrible... Fix 347 within town extremely bumpy	Make safer walking and bike routes
Additional lanes to enter/leave city with better light cycles to limit excessive congestion.	Fix the road on John Wayne parkway/Lakeside drive. Huge pot holes from all the large trucks
An alternative to 347 to I-10 that is faster or at least comparable in time. And easier entrances and exits from shopping centers when you need to enter or exit from the left.	Improve traffic light functionality. Somehow improve Smith Enke and John Wayne Parkway Intersection
focus on main thoroughfares to relieve traffic congestion	More lanes and speed enforcement cameras
Additional roadways to access areas outside of Maricopa and additional lanes on the 347	Time signals better. More access to I10.
Widening of 347 and a fix for Riggs Road congestion	Light timing & create an emergency use road to Maricopa when there is a blockage on the 347
More north south streets in Maricopa and repairs to the 347	Wider main roads (347 / John Wayne Parkway) and more ways out of the city to the 10 freeway.
On/off ramps to replace all traffic lights outside city limits as well as other busy intersections like Papago and 347. Turn lanes on 238. Especially for 238 & Ralston Intersection.	Better public transportation and more stop locations
consistent sidewalks; expanded public transportation	More roads out of Maricopa
None	Widen the 347
Repair existing roadways	Traffic flow. More roads in and out of town.
Widen the 347 in and out of the city. Maybe make walking/driving bridges in town to cross John Wayne	A local shuttle pickup to and from the neighborhood to the main road.
Widen 347. More roads from maricopa going north	Better traffic management and decrease the 347 traffic
Greater traffic enforcement and retail growth encouraged closer to residential areas.	Bus/train from Maricopa into all parts of phoenix

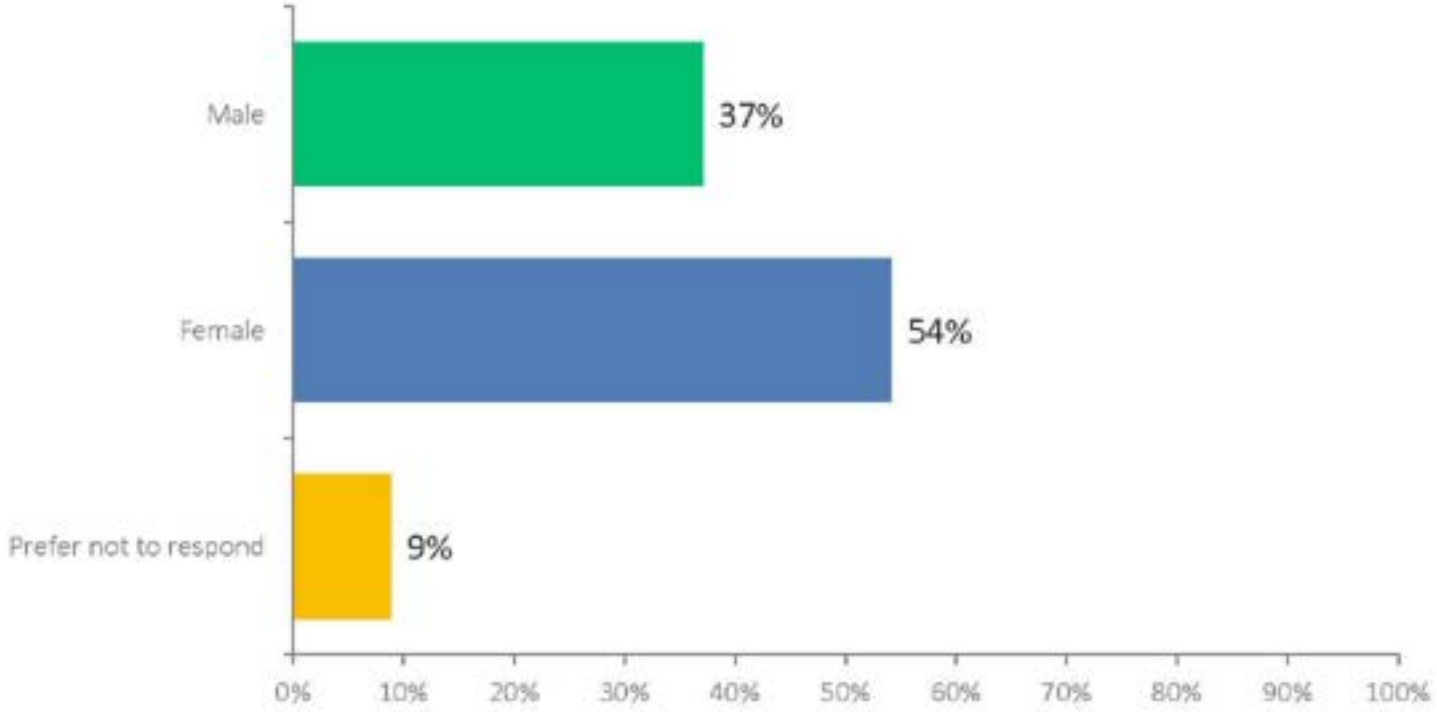
Q13: If you could request two transportation improvements that would most benefit the study area today and in the future, what would they be?

Answered: 366 Skipped: 65

Written Responses
Widening of SR347 and more roadways in and out of town
Street widening
Light rail
Additional access to the city other than 347. Better traffic control for main thorough ways (including a higher police presence-I get that everyone in Arizona speeds. It's like an unwritten rule, but the erratic driving by some drivers is insanely dangerous and there is rarely a cop to be seen).
Freeway access is a must other than Casa Blanca and Casa Grande.
Improve 347. Add Elaine and maintain the road.

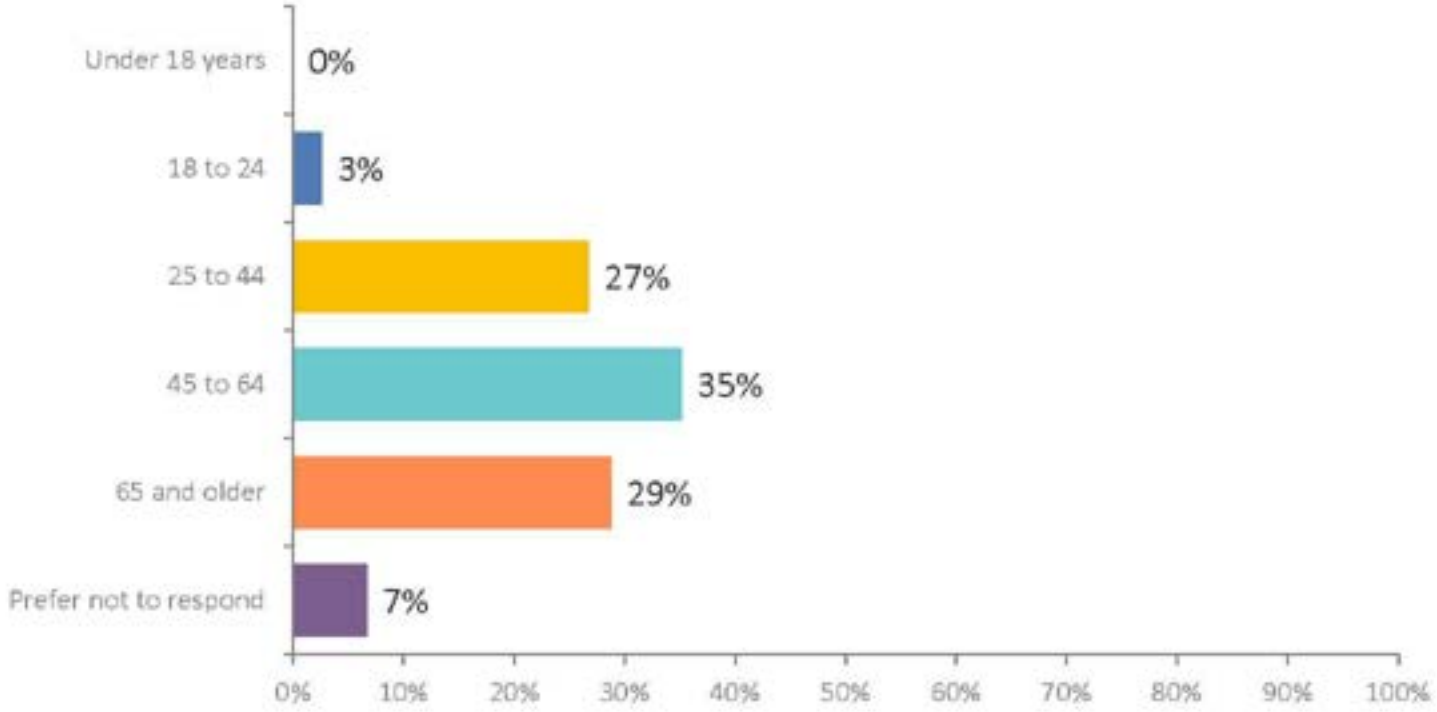
Q14: What is your gender?

Answered: 340 Skipped: 91



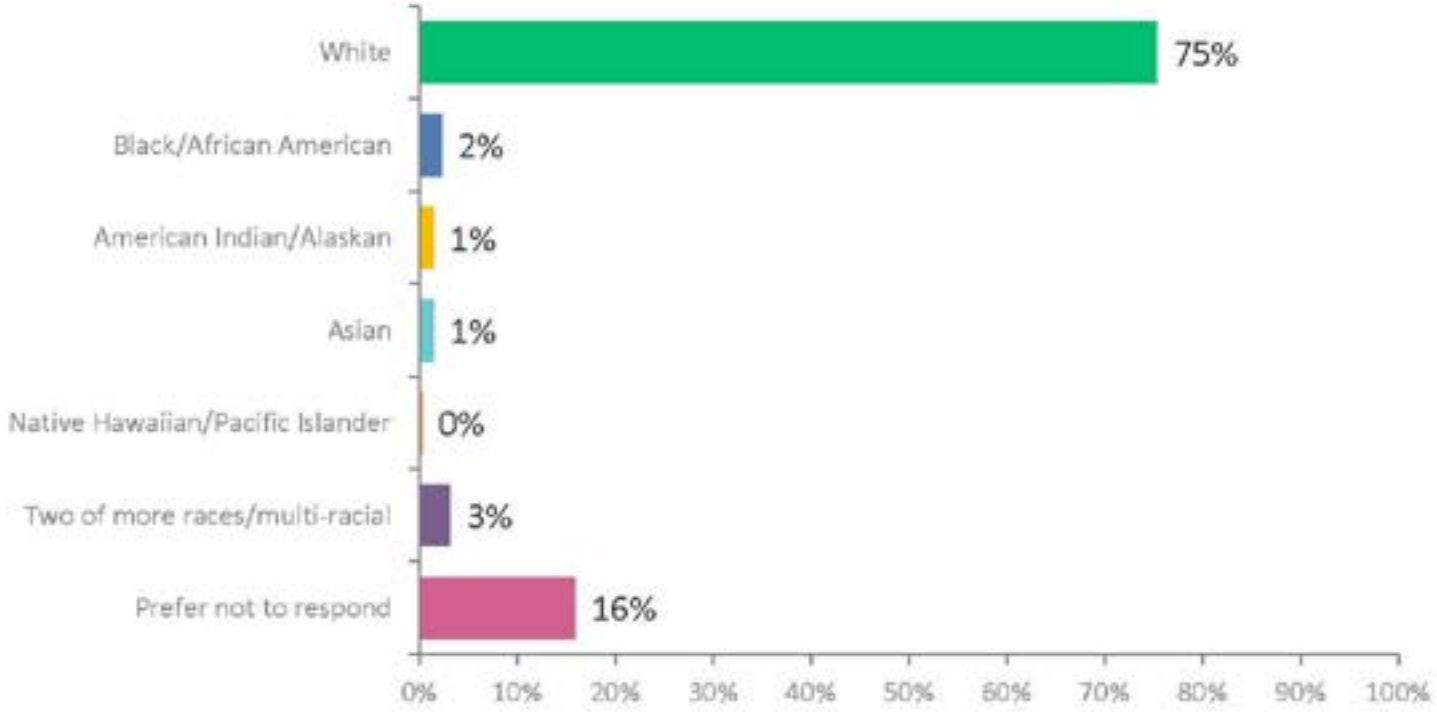
Q15: Which best describes your age group?

Answered: 344 Skipped: 87



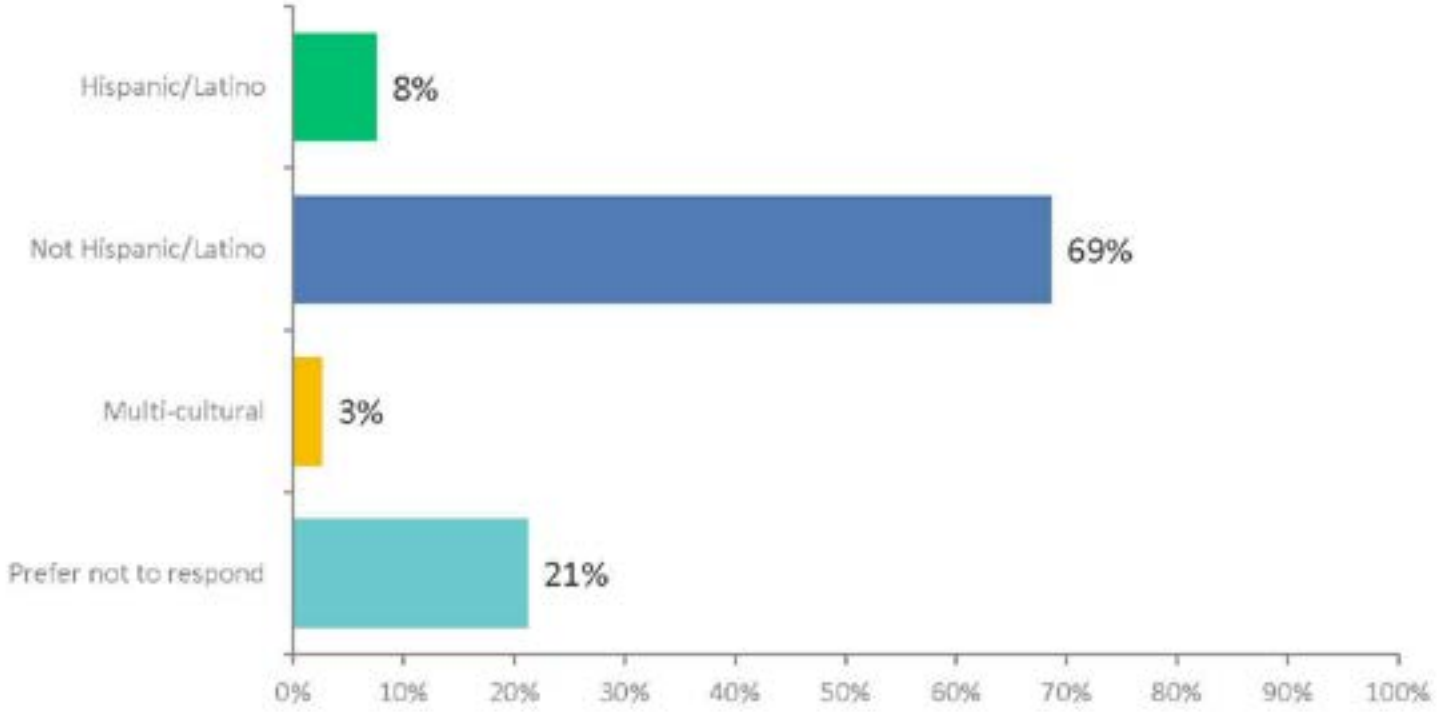
Q16: Race (self-identify the group you most closely relate to)

Answered: 345 Skipped: 86



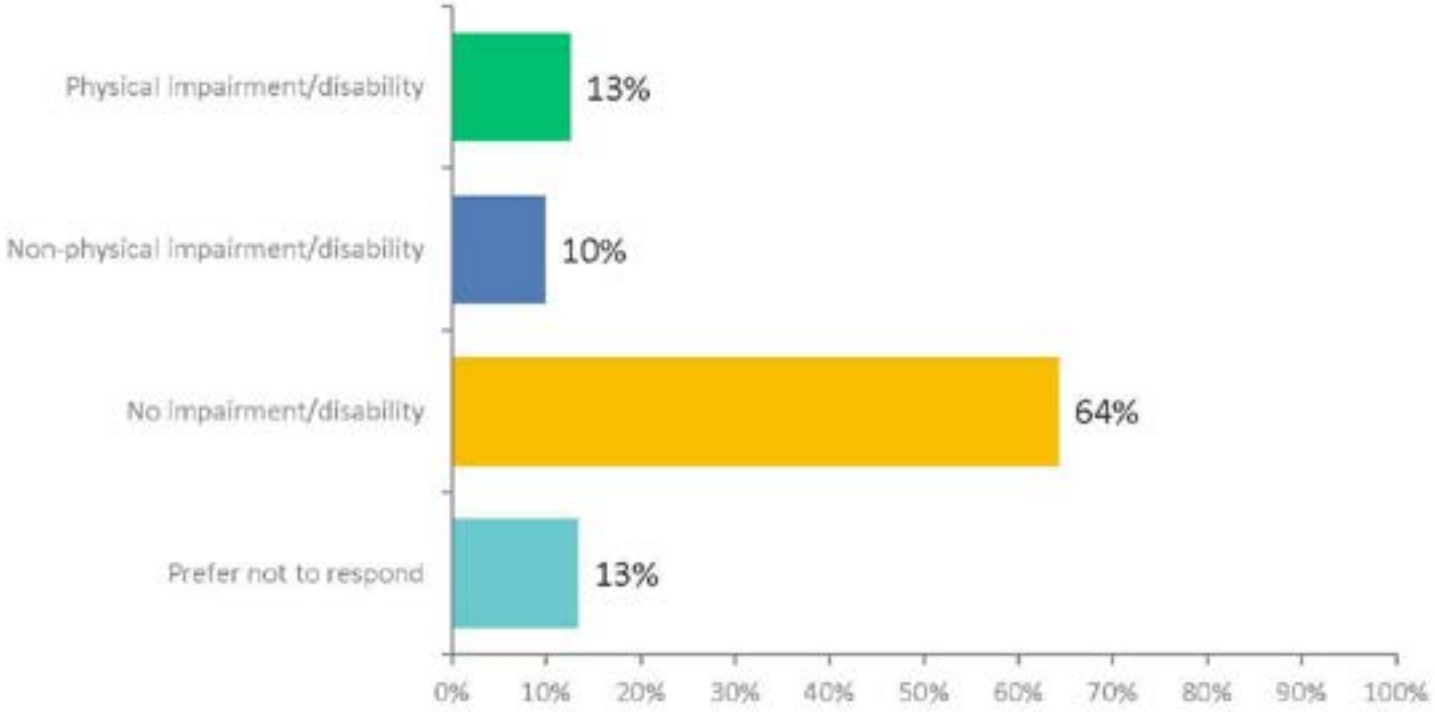
Q17: Ethnicity (self-identify the cultural group you most closely relate to)

Answered: 344 Skipped: 87



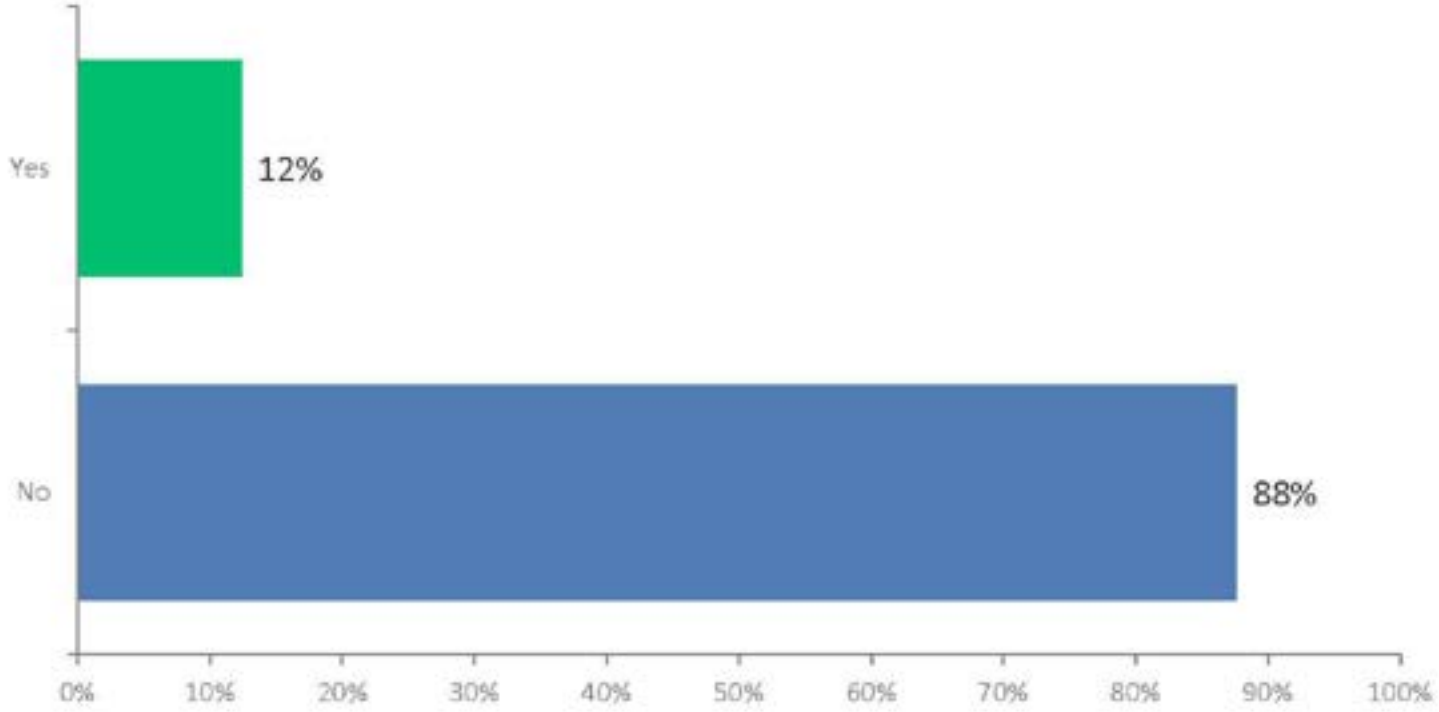
Q18: Which best describes you?

Answered: 344 Skipped: 87



Q19: Do you have Veteran status?

Answered: 347 Skipped: 84



Appendix B – City of Maricopa FY 2023/2024 – FY 2032/2033 CIP Project List

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Item	Managing Department	Submitting on behalf of	Project	Category	Project Name	Fund	Status	Cost Estimate	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY32-33	Project Total Cost Estimate	Description	Justification
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8	PUBLIC WORKS	PUBLIC WORKS																				
9	PUBLIC WORKS	PUBLIC WORKS																				
10	PUBLIC WORKS	PUBLIC WORKS																				
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Row	Managing Department	Submitting on Behalf of	Project #	Category	Project Name	Fund	Object	Carryforward	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	FY [illegible]	Project Total Costs by Funding Source	Description	Justification
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Appendix C – Pinal County FY 2025/2026 TIMP Project List

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Transportation Improvement and Maintenance Program — Budget Year 2021-2022

Project	Location	District Manager Area	Activity	Status	District	Total Cost	Page
Florence-Kelvin Highway	Donnelly Wash - Zellweger Rd	District 1 Manager	Construction	Underway	1	$400,000	1a
Gantzel Road	Queen Creeek (Wash)	District Manager	Pre-Construction	Underway	7	$1,000,000	1b
Heather Drive	Kashmir Rd - Lamb Rd	District 4 Manager	Construciton	Complete	4	$0	2a
Heritage Road Study	Hunt Hwy - Felix Rd	District 2 Manager	Pre-Construction	Underway	2	$465,408	2b
Hunt Highway Widening Phase V	Magma Rd - Oasis Blvd	Asst. Co. Engineer	Construction	Underway	2	$1,500,000	3a
Judd Road Traffic Study	Quail Run Rd - Sierra Vistat Alignment	District 2 Manager	Pre-Construction	Underway	2	$35,000	3b
Judd Road-Tourmaline Drive	Cantzel Rd - Copper Basin Development	District 2 Manager	Construction	Complete	2	$0	4a
Kenworthy Road	Combs Rd - Chandler Heights Rd	District Manager	Pre-Construction	Underway	7	$1,500,000	4b
Magma Road	Hunt Hwy - Gary Rd (Edwards Rd)	District 2 Manager	Construction	Complete	2	$0	5a
Mitchell Trail	Arizona Farms Rd - Heritage Rd	District 2 Manager	Construction	Programmed	2	$140,000	5b
Peart Road	Interstate 8 - Early Rd	District 3 Manager	Reconstrcution	Reallocated	3	$0	6a
Pinal Airpark Road	Interstate 10 - Trico Rd	District 4 Manager	Construction	Underway	4	$650,000	6b
Safety Program	Countywide	Distriact Manager	Safety	Programmed	7	$500,000	7a
Trekell Road	Hanna Rd - Interstate 8	District 3 Manager	Reconstrcution	Underway	3	$1,860,000	7b
American Avenue	Calle Futura - East 0.5 miles	District 1 Manager	Drainage	Underway	1	$300,000	8a
El Camino Viejo Road	Camino Viejo W - Entrada del Oro Blvd	District 5 Manager	Dust Palliative	Reallocated	5	$0	8b
Encantado Lane	Cactus Forest Rd - 840' North	District 1 Manager	Dust Palliative	Pending	1	$110,000	9a
McNab Parkway	Veterans Memorial Blvd - W 1st Ave	District 1 Manager	Construction	Underway	1	$150,000	9b
Mount Lemmon Road	Rio Del Oro - 3C Ranch	District 1 Manager	Dust Palliative	Underway	1	$250,000	10a
Orville Drive	Diffin Rd - Quial Run Rd	District 1 Manager	Dust Palliative	Complete	1	$0	10b
Pavement Preservation	Countywide	District Manager	Pavement Preservation	Underway	7	$8,000,000	11a
River Road	Redington Rd - Copper Creek Rd	District 1 Manager	Dust Palliative	Reallocated	1	$200,000	11b
San Tan Pavement Repairs	Copper Basin Area	District 2 Manager	Reconstrcution	Complete	2	$150,000	12a
Sasco Road/Aguirre Lane	Red Rock Rd - Pioneer Way	District 4 Manager	Reconstrcution	Underway	4	$200,000	12b
Thunderbird Farms Reconstruction & Rehabilitation	Thunderbird Farms Area	District 4 Manager	Pavement Preservation	Underway	4	$600,000	13a
Thunderbird Road	Teel Rd - Mayer Rd	District 4 Manager	Reconstrcution	Canceled	4	$0	13b
				GRAND TOTAL 2021-2022		**$18,010,408**	

Transportation Improvement and Maintenance Program — Budget Year 2022-2023

Project	Location	District Manager Area	Activity	Status	District	Total Cost	Page
Gantzel Road	Queen Creek (Wash)	District Manager	Construction	Underway	7	$1,500,000	14a
Hanna Road and Houser Road	At Highway 87	Asst. Co. Engineer	Construction	Underway	1	$1,100,000	14b
Heritage Road Study	Hunt Hwy - Fleix Rd	Sr. Trans. Planner	Pre-Construction	Underway	2	$250,000	15a
Hunt Highway Widening Phase V	Magma Rd - Oasis Blvd	Asst. Co. Engineer	Construction	Underway	2	$1,500,000	15b
Judd Road	Quail Run E. - Sierra Vista Rd	District 2 Manager	Dust Palliative	Programmed	2	$150,000	16a
Judd Road - Tourmaline Drive	Gantzel Rd - Copper Basin Development	District 2 Manager	Construction	Complete	2	$0	16b
Kenworthy Road	Combs Rd - Chandler Heights Rd	Distrcit Manager	Construction	Pending	7	$2,875,000	17a
Mitchell Trail	Arizona Farms Rd - Heritage Rd	District 2 Manager	Construction	Programmed	2	$150,000	17b
Quail Run Road	Dirt Rd - Orville Rd	District 1 Manager	Culvert/ARDP	Programmed	1	$150,000	18a
Safety Program	Countywide	District Manager	Safety	Programmed	7	$500,000	18b
Skyline Drive	Charbray Dr - Gantzel Rd	District 2 Manager	Pre-Construction	Underway	2	$600,000	19a
Vekol Wash Bridge/Ralston Road	at Vekol Wash	District 4 Manager	Pre-Construction	Underway	4	$460,000	19b
American Avenue	Calle Futura - East 0.5 Miles	District 1 Manager	Drainage	Underway	1	$330,000	20a
Burris Road, Ethington Road & Clayton Road	at Pinal Tech Park	District 4 Manager	ARDP	Programmed	4	$500,000	20b
Fresno Road	Warren Rd - Ralston Rd	District 4 Manager	Dust Palliative	Programmed	4	$150,000	21a
MaryLynne Lane	Missile Base Rd - North 0.75 Miles	District 4 Manager	Dust Palliative	Complete	4	$0	21b
Mount Lemmon Road	Rio Del Oro Rd - 0.14 East of Camp Ground	District 1 Manager	Dust Palliative	Pending	1	$1,000,000	22a
Ottawa Road	Ottawa Rd - Bobcat Rd - Watson Wy	District 3 Manager	Dust Palliative	Programmed	3	$150,000	22b
Park Link Drive	1 Mile East of Pecan	District 1 Manager	Dust Palliative	Programmed	1	$1,000,000	23a
Pavement Preservation	Countywide	District Manager	Pavement Preservation	Programmed	7	$7,000,000	23b
River Road	Redington Rd - Copper Creek Rd	District 1 Manager	Dust Palliative	Programmed	1	$200,000	24a
Royce Road	Ivar Rd - Hooper Trl	District 2 Manager	Dust Palliative	Programmed	2	$50,000	24b
Selma Highway	Jimmie Kerr Blvd - 11 Mile Corner Rd	District Manager	Pavement Preservation	Programmed	7	$425,000	25a
				GRAND TOTAL 2022-2023		**$20,040,000**	

Transportation Improvement and Maintenance Program — Budget Year 2023-2024

Project	Location	District Manager Area	Activity	Status	District	Total Cost	Page
16th Avenue	Val Vista Rd - Marlow Rd, Wash Crossing	District 5 Manager	Construction	Programmed	5	$70,000	25b
Dirt Road	Quail Run Rd - Domenion Rd	District 1 Manager	Construction	Programmed	1	$105,000	26a
Felix Road	Skyline Dr - Wash N. of Roberts Rd	District 5 Manager	Construction	Programmed	5	$250,000	26b
Judd Road - Tourmaline Drive	Gantzel Rd - Copper Basin Development	District 2 Manager	Construction	Programmed	2	$0	27a
Kenworthy Road	Combs Rd - Chandler Heights Rd	District Manager	Construction	Pending	7	$2,875,000	27b
Logan Buolevard	Deadman's Gulch - Diffin Rd	District 1 Manager	Construction	Underway	1	$215,000	28a
Loveland Lane	Kenworthy Rd - Dustin Ave	District 2 Manager	Construction	Programmed	2	$75,000	28b
Martin Road	Bel Air Rd - Cordoniz Ln	District 3 Manager	Construction	Programmed	3	$80,000	29a
Picacho Boulevard	Train Track Crossing - Phillips Rd	District 1 Manager	Safety Improvement	Programmed	1	$250,000	29b
Queen Valley Drive	Unpaved portion up to Silver King Rd	District 5 Manager	Dust Palliative	Programmed	5	$45,000	30a
Safety Program	Countywide	District Manager	Safety	Programmed	7	$500,000	30b
Skyline Drive	Charbray Dr - Gantzel Rd	District 2 Manager	New Construction	Pending	2	$2,000,000	31a
Vekol Wash Bridge/Ralston Road	at Vekol Wash	District 4 Manager	Construction	Underway	4	$3,500,000	31b
Arizona Farms Road	State Route 79 - Herseth Rd	District Manager	Pavement Preservation	Programmed	7	$800,000	32a
Arizona Farms Road	Hunt Hwy - Copper Basin Railroad	District 2 Manager	Pavement Preservation	Programmed	2	$700,000	32b
Hunt Highway	Gila River Indian Community - Town of Florence	District 2 Manager	Pavement Preservation	Programmed	2	$1,250,000	33a
Valley Road	Meadowgreen Rd - Barnes Rd	District 4 Manager	Paving	Programmed	4	$240,000	33b
Park Link Drive	Cattle Tank Rd West to New Pavement	District 1 Manager	Pavement Preservation	Programmed	1	$2,250,000	34a
River Road	Redington Rd - Copper Creek Rd	District 1 Manager	Dust Palliative	Programmed	1	$200,000	34b
				GRAND TOTAL 2023-2024		**$15,405,000**	

Transportation Improvement and Maintenance Program — Budget Year 2024-2025

Project	Location	District Manager Area	Activity	Status	District	Total Cost	Page
Palo Verde Trail	Alsdorf Rd - Cul De Sac	District 3 Manager	ARDP	Programmed	3	$60,000	35a
Safety Program	Countywide	District Manager	Safety	Programmed	7	$500,000	35b
Schnepf Road	Ocotillo Rd - Germann Rd	District 2 Manager	Reconstruction	Programmed	2	$1,620,000	36a
Skyline Drive	Charbray Dr - Gantzel Rd	District 2 Manager	New Construction	Pending	2	$2,000,000	36b
Superstition Boulevard	East of Arroya Rd	District 5 Manager	Drainage	Programmed	5	$150,000	37a
Thunder Mountain Road	Vah Ki Inn Rd - South to Irrigation Ditch	District 1 Manager	New Construction	Programmed	1	$120,000	37b
Vekol Wash Bridge/Ralston Road	at Vekol Wash	District 4 Manager	Construction	Underway	4	$3,500,000	38a
Cardinal Road	Warren Rd - Hidden Valley Rd	District 4 Manager	ARDP	Programmed	4	$420,000	38b
Cholla Road	Palo Verde Rd - Simple Way	District 1 Manager	Dust Palliative	Programmed	1	$120,000	39a
Clemans Road	Highway 287 - Vah Ki Inn Rd	District 1 Manager	Dust Palliative	Programmed	1	$300,000	39b
Hickory Road	Century Rd - Pampas Grass Rd	District 4 Manager	Paving	Programmed	4	$240,000	40a
Houser Road	Chuichu Hwy - Thronton Rd	District Manager	Paving	Programmed	7	$300,000	40b
Roadway Maintenance	Countywide	District Manager	Roadway Maintenance	Programmed	7	$5,889,888	41a
Sage Road	LaBarranca Rd - McDavid Rd	District 4 Manager	New Construction	Programmed	4	$200,112	41b
Yaqui Lane	Lazy K - End of Yaqui	District 5 Manager	Dust Palliative	Programmed	5	$180,000	42a
				GRAND TOTAL 2024-2025		**$15,600,000**	

Transportation Improvement and Maintenance Program — Budget Year 2025-2026

Project	Location	District Manager Area	Activity	Status	District	Total Cost	Page
Rahma Streeet	North of SR 238	District 4 Manager	ARDP	New Project	4	$55,000	42b
Avram Place	Shirley Rd - Avram Pl Cul De Sac	District 2 Manager	ARDP	New Project	2	$33,000	43a
Bonanza Lane	Pima Rd - Airport Rd	District 2 Manager	ARDP	New Project	2	$82,500	43b
Cedar Crest Street	Cedar Crest and Surrounding Roads	District 1 Manager	ARDP	New Project	1	$253,000	44a
Maple Steet	Barnes Rd - Miller Rd	District 4 Manager	ARDP	New Project	4	$165,000	44b
Marsh Road	Indian Valley Rd - Russell Rd	District 4 Manager	ARDP	New Project	4	$192,500	45a
Mayer Boulevard	Table Top Rd - Hidden Valley Rd	District 4 Manager	ARDP	New Project	4	$423,500	45b
Meridian Road	SR 24 Alignment - Williams Field Rd	District 2 Manager	ARDP	New Project	2	$220,000	46a
Neal Street	to End of Right of Way	District 1 Manager	ARDP	New Project	1	$82,500	46b
Palmer Road	Christensen Rd - Nafziger Rd	District 2 Manager	ARDP	New Project	2	$302,500	47a
Randolph Road W.	Overfield Rd W. to Dead End	District 3 Manager	ARDP	New Project	3	$154,000	47b
Roadrunner Road	Airport Dr - Pima Rd	District 2 Manager	ARDP	New Project	2	$82,500	48a
Rosemead Drive	Belair Rd - Conrad Ln	District 1 Manager	ARDP	New Project	1	$50,000	48b
Safety Program	Countywide	District Manager	Safety	New Project	7	$500,000	49a
Sandhill Road	Hidden Valley Rd - Stonebluff Rd	District 4 Manager	ARDP	New Project	4	$154,000	49b
Selma Highway W.	Midway Rd - Indian Valley Rd	District 3 Manager	ARDP	New Project	3	$165,000	50a
Sixshooter Road	Roundup St - Greasewood St	District 5 Manager	ARDP	New Project	5	$33,000	50b
Venise Drive	Warren Rd - Dead End	District 4 Manager	ARDP	New Project	4	$55,000	51a
Kings Ranch Road	US 60 - Almameda Rd	District 5 Manager	Pavement Preservation	New Project	5	$1,936,000	51b
Papoose Road	Diva Rd - Trading Post Rd	District 3 Manager	ARDP	New Project	3	$187,000	52a
Peralta Trail	US 60 to the Elementary School	District 5 Manager	Pavement Preservation	New Project	5	$1,710,500	52b
Randolph Road E.	LaPalma Rd - Eleven Mile Corner Rd	District 1 Manager	Pavement Preservation	New Project	1	$176,000	53a
Willow Peak Ave and Lamb Road	Lamb - John Jacob Aster; Willow Peak - Arica	District 4 Manager	Pavement Preservation	New Project	4	$385,000	53b
Pavement Preservation	Countywide	District Manager	Pavement Preservation	New Project	7	$3,775,000	54a
				GRAND TOTAL 2025-2026		**$11,172,500**	