SUMMARY OF REGIONAL TRANSPORTATION STUDIES

ADOT Statewide Bicycle and Pedestrian Plan:
Staff Contact: Gabe Thum

Summary:

The Arizona Statewide Bicycle and Pedestrian Plan serves to provide a long-term plan for a system of shared roadways and bicycle and pedestrian facilities for the ADOT State Highway System. The Plan will guide ADOT in making transportation decisions, which impact bicycling and pedestrian activities, and improve the accommodation of non-motorized modes of transportation throughout the state. In addition, the Plan will recommend policies, design, and maintenance guidelines for consideration by all implementing agencies in Arizona.

Status:

A TAC meeting is scheduled for this project within the next couple of weeks.

Freight Framework Study:
Staff Contact: Jamie Brown and John Liosatos

Summary:

The freight transportation framework study is a joint effort between Maricopa Association of Governments (MAG), Central Arizona Governments (CAG), and PAG. The goal of the study is to identify and develop freight related economic development opportunities for the Sun Corridor megaregion, particularly between Phoenix and Tucson. MAG is lead agency on this project.

Status:

At a day-long Joint Planning Advisory Council (JPAC) meeting on March 6, 2013, the project team provided an overview of the draft white paper entitled “New Horizons for the Sun Corridor.” The draft white paper evaluated several regional freight-related economic development entities around the country, with an emphasis on how their organizational structures could potentially be applied in the Arizona Sun Corridor region.
North-South Corridor Study (Pinal County)
Staff Contact: Nathan Barrett

Summary:

The Arizona Department of Transportation and Federal Highway Administration are studying the area between US 60 in Apache Junction and I-10 near Eloy and Marana. The purpose of the study is to identify and evaluate a possible route to provide a connection between these two areas.

This study has elicited significant interest from the public and other stakeholders. Approximately 55,000 post cards were sent out and over 400 responses have been received.

Currently there are several alignments being considered. The goal is to narrow it down to three or four options. There is also communication taking between the FTA and FRA and the ADOT Intercity Rail Study.

Status:

The study is on hold pending the identification of a reasonable funding source. One of the few possibilities available is a Public-Private Partnership (P3) approach. ADOT has hired a Traffic and Revenue firm, CDM Smith, and they were officially brought on board at the end of December. ADOT staff is working with CDM Smith and other P3 consultants to finalize a scope of work for a traffic and revenue analysis. Depending on what the analysis finds, the study could be converted to a Tiered (phased) EIS or, if the analysis demonstrates that the north-south corridor are indeed toll-feasible, then ADOT may be able to complete the DCR with full NEPA.

The study team has incorporated the remaining ASR comments into the document and is currently completing reviews on the draft final document. The team will begin planning the next phase of public involvement as the timing of the P3 study become clearer. A team meeting was held in Phoenix on April 2, 2013.

I-10: Junction I-19 to SR 83 and SR 210: Golf Links Road to I-10
Staff Contact: Jamie Brown

Summary:

Improving mobility along I-10 southeast of downtown Tucson has been a major goal of ADOT, USDOT, the City of Tucson, Pima County, and PAG. This project consists of two phases. The first phase was a feasibility study that evaluated six 1-10 and SR 210 connections, including Alvernon Way, Valencia Road, Craycroft Road, Wilmot Road, Kolb Road, and Rita Road. Of these six, only Alvernon Way and Valencia Road were determined
to be feasible. This is because the study found that alignments east of Valencia would potentially affect Davis-Monthan Air Force Base, the Army National Guard Facility, the Pima Air and Space Museum, Lauffer Middle School, Craycroft Elementary School, Thomas Jay Regional Park, and residential communities. Phase two is the Design Concept Study, which will involve National Environmental Policy Act compliance.

**Status:**

While Phase 1 has concluded, Phase 2 has not yet commenced.

### I-10: Tangerine Road to Ina Road corridor study
**Staff Contact: Nathan Barrett**

**Summary:**

The Arizona Department of Transportation and Federal Highway Administration are beginning an engineering and environmental study of Interstate 10 between Tangerine Road and Ina Road. The goal for this study is to develop a long-range plan for providing an improved roadway for general traffic, commuters and truck traffic traveling along this portion of the I-10 corridor. To support that goal, the study will:

- Develop and evaluate possible alternatives for widening I-10.
- Develop and evaluate possible alternatives for reconstructing the Cortaro Road and Avra Valley Road interchanges to provide grade-separated crossings with the Union Pacific Railroad (UPRR).
- Look at potential improvements to frontage roads in the study area.

The study will include:

- An Alternative Selection Report (ASR) to identify and assess possible alternatives, including the consequences of not making any improvements along this corridor (no-build alternative).
- A Design Concept Report (DCR) to document the preferred alternative.
- An Environmental Assessment (EA) to document public and agency outreach and the potential impacts to the social, economic and natural environments.
- A Corridor Implementation Plan for recommended improvements.

**Status:**

The last meeting of the project team was on April 3, 2013.

A preliminary Administrative Draft Environmental Assessment was distributed for ADOT internal review on March 22. Once the Administrative Draft EA is made available for public review, the comment period may be left open ended since there are not programmed projects within the study limit. A deadline would be included for those who would like for their comments to be addressed in the DCR.
An initial DCR and Stage I plans were distributed to the project team for review on March 26, 2013. A pre-final DCR and Stage II plans are expected to be submitted by the end of June 2013.

**SR 77: Tangerine to Pinal County Line (Oro Valley)**

**Staff Contact: Patrick Hartley**

**Summary:**

ADOT, the Federal Highway Administration and the Regional Transportation Authority are working together to improve traffic flow and enhance safety along State Route 77, also known as Oracle Road. This study is evaluating improvements, including widening the road from two lanes to three lanes in each direction, on Oracle Road between Tangerine Road and the Pinal County Line.

These new improvements will tie into the recently completed improvements on Oracle Road between Calle Concordia and Tangerine Road. The current phase for this project began in 2004, and public meetings were held on June 28, 2005, and January 27, 2009. Input from these meetings and other contacts were used in the development of the design concept report and environmental assessment documents.

**Status:**

The project team held a project meeting on March 21st to update stakeholders. The next meeting is scheduled for April 25th.

The project team is working with utility companies to identify the location of affected utilities. All utilities have been included in a CADD base file and distributed for coordination purposes. Water, Telecom, electric planning and design are advancing. PCRWRD has submitted 95% comments; Tucson Water design has advanced to the 60% level; TEP has a general concept tied down, but there are a few conflict issues still to be resolved. SW Gas is pursuing their plan with new easements on the east side of the roadway through Oro Valley. Need to coordinate north portion of project.

There has been a request to include a wildlife biologist in the Post Design contract; this would be to make sure the design elements are done as intended. The final drainage report has been completed.

The final sound barrier wall color pallet will be chosen during construction dependent upon which color pallet looks best in the field. Oro Valley will participate in the pallet selection.

**Sahuarita Corridor Study**

**Staff Contact: Nathan Barrett**
Summary:

The Sahuarita Corridor study will examine possible east-west corridor alignments in Sahuarita, including El Toro Road, from Mission Road to SR 89. The study is the direct result of a 2010 Small Area Transportation Study conducted by Kimley-Horn on behalf of the Town of Sahuarita.

The result of the new Study will set the stage for a future preliminary design of an east-west corridor, and will assist in justifying funding for additional corridor planning and engineering. Additionally, the Study will enable the Town to initiate other planning assessments for the region, including the preservation of right of way, a critical factor to the preferred alternative.

Status:

The draft final paper was sent to TAC members for review and comment two months ago. Deadline for comments was March 1. A final report is being prepared.

ADOT Statewide Bicycle Economic Impact Study

Staff Contact: Gabe Thum

Summary:

According to the U.S. Department of Transportation, between 1999 and 2010 the Federal Highway Administration invested nearly $132 million in Arizona for “stand-alone” bicycle- and pedestrian-specific facilities (not including facilities constructed as part of a larger road project such as paved shoulders or bicycle buffers at intersections). This funding has served to improve the safety and convenience of bicycling for Arizona residents, as well as attract non-resident bicycle tourists.

The League of American Bicyclists has ranked Arizona number 16 in the nation for bicycling in 2011 and Arizona is one of only ten states designated by the League as a “Bicycle Friendly State.” They note that “Arizona plays host to many great recreational and encouragement events. El Tour de Tucson and the Great Arizona Bicycle Adventure, a multi-day ride that starts in Northern Arizona and terminates at the Mexico border are must-do events for cycling enthusiasts from around the world.” Arizona is home to eight of the League’s “Bicycle Friendly Communities” including Chandler, Flagstaff, Gilbert, Mesa, Sedona, Scottsdale, Tempe, and Tucson & East Pima Region.

The study will divide the impact by counties; therefore, we will have a good understanding of the impact in Pima County. This will complement an existing study the UA Eller College has been working on.

Status:
The state has also kicked off another major effort related to bicycling. The study aims to quantify the economic impact bicycling activity brings to Arizona. After a competitive process, the consultant team consisting of McClure Consulting LLC, Kimley-Horn and Associates, Inc. and Economic & Policy Resources, Inc. were selected to develop the study. This is an objective study with a defensible methodology and approach. The study will look at two main elements: A. The bicycle industry (manufacturing, sales, and service) as measured by revenue and employment, and B. Bicycle tourism and visitor spending associated with events that include organized tours, races, and charity rides. The timeline for the study indicates it will be finished in February 2013.

**Passenger Rail Study**

**Staff Contact:** Jeremy Papuga

**Summary:**

The Arizona Department of Transportation (ADOT) Passenger Rail Corridor Study is continuing study of high capacity regional transportation to move passengers between the Cities of Phoenix and Tucson. This study builds on previous work performed by ADOT and other agencies. Because federal funds are being used to fund the work program, and federal funds will likely be sought to help implement a preferred alternative, an environmental document is being prepared to satisfy requirements of the National Environmental Policy Act (NEPA).

The Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) are providing funds for this study. The agencies are designated as co-federal lead agencies for the study process. NEPA contains certain requirements that all federal agencies must follow. This project is designed to meet both FRA and FTA requirements to recommend a preferred alternative for a fixed guideway project to improve the intercity connectivity and the commuter mobility within urban areas in the same study area.

**Status:**

Currently, the study has completed project scoping and is now in the initial screening process to identify the project corridor, stations and type of service.

**Modern Streetcar Land-Use Compatibility Study**

**Staff Contact:** Patrick Hartley

**Summary**

Pima Association of Governments has contracted with The Planning Center and their subconsultants to develop a Tucson Modern Streetcar Land Use and Development Implementation Plan. The purpose of the Plan is to prepare properties within ¼ mile area of the modern streetcar alignment for transit-oriented development (TOD) by addressing barriers, gaps, and needed refinements in the current City of Tucson land use plans, zoning maps, and development and design standards. The Plan is to lead directly to
legislative planning and zoning processes (e.g. land use plan amendments, rezoning, urban overlay districts, amendments to the City’s Downtown Area Infill Incentive District, form based code, and/or land use plan amendments) and revised procedures so that the Plan’s recommendations can influence development proposals along the streetcar line and allow proposed development to occur in an expeditious manner.

The Planning Center has signed a supplementary contract with the City of Tucson to conduct a public involvement program in the form of a design charrette for the study area. The Implementation Plan, including public involvement, is to be completed October 31, 2013.

Status:
The Study project team has collected base data for the entire study area, including existing development, allowable development, historic structures, density, vacant land, surface parking etc. These have been mapped and posted to the project website. In January 2013 the project team conducted a week-long public charrette under contract with the City of Tucson. The charrette asked residents and business owners along the streetcar line to identify which improvements they would like to see within the study area. Base data and information from the charrette process are currently being combined to create diagnostic reports and recommendations for the study area. Four additional public presentations are planned for the project, coming at key milestones.

Regionally Significant Corridors Study
Staff Contact: Paul Casertano

Summary
PAG is sponsoring a study of Regionally Significant corridors. The study will accomplish the following:
• Review existing state routes within Pima County and make recommendations on their continued status.
• Identify potential new state routes.
• Develop criteria for future use for providing route addition recommendations for inclusion in the state highway system.
• Develop a recommendation for identifying routes of regional significance that are not state routes.
• Identify potential candidate projects for potential inclusion in the RTA plan.
• Develop a recommendation for multi-modal solutions to regional mobility.
• Discuss the advantages / disadvantages of local control versus ADOT control and vice versa, and jurisdictional transfers.
• Discuss and make recommendations as to the functional classification needed for each route; for example, principal arterial, major arterial, desert parkway / freeway, cross sections, etc.
• Discuss need for and examples of regional standards for routes that are classified regionally significant.
• Provide access management recommendations.
• Develop RSR evaluation criteria.

**Status:**
PAG and the project consultant team prepared and distributed the preliminary Regionally Significant Corridors network to the project Technical Advisory Committee. TAC responses and comments have been received and incorporated into the network selection of corridors. Coordination efforts are underway to model the preliminary RSC on the PAG travel demand model.