



CITY OF ELOY

SMALL AREA TRANSPORTATION STUDY

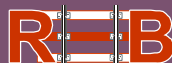


REVISED FINAL REPORT



LIMA & ASSOCIATES
Transportation - G.I.S.

With Minor Revisions by



R. H. BOHANNAN & ASSOCIATES, LLC

March 2010

REVISIONS TO FINAL REPORT

The Final Report of the Eloy Small Area Transportation Study was published by Lima & Associates in September 2009 and bound copies were distributed to the City and to the Arizona Department of Transportation. The project budget had been expended, and the project was closed and a final bill presented to the City.

Effective October 31, 2009, the Lima & Associates office was closed.

Subsequently, the City identified minor corrections that it desired to be made to the document and contacted Robert H. Bohannon, who had been the Project Manager for the Eloy SATS at Lima & Associates. The City contracted with R. H. Bohannon & Associates, LLC, a new firm established by Robert Bohannon, to make the corrections. This document is the result of that effort.

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1. INTRODUCTION

PURPOSE

The Eloy Small Area Transportation Study was conducted to develop 2030 roadway and multimodal transportation plans, together with long-range roadway and multimodal visions and an implementation program, to guide the City of Eloy, Arizona, in meeting transportation needs for the Study Area into the future. The study identified the roadway and multimodal improvements that need to be implemented to meet the growing population and changing area land uses, to improve mobility and safety, and to encourage sensible and sustainable development.

The study also discusses how and when these improvements should be implemented and funded. In addition, transportation improvements are prioritized to maximize project benefits within budget limitations. This report identifies funding sources, allowing the City to aggressively pursue local, regional, state, and federal funding.

While this study includes roadway facilities owned and operated by The Arizona Department of Transportation (ADOT) within the planning area, it is important to recognize that improvements to the state highway system can be made only after in-depth planning and engineering studies are conducted by ADOT, and upon approval of the State Transportation Board. All traffic interchange improvements must be approved by the Federal Highway Administration (FHWA). Any recommendations made by this study for improvements on state facilities can serve only as suggestions for further study.

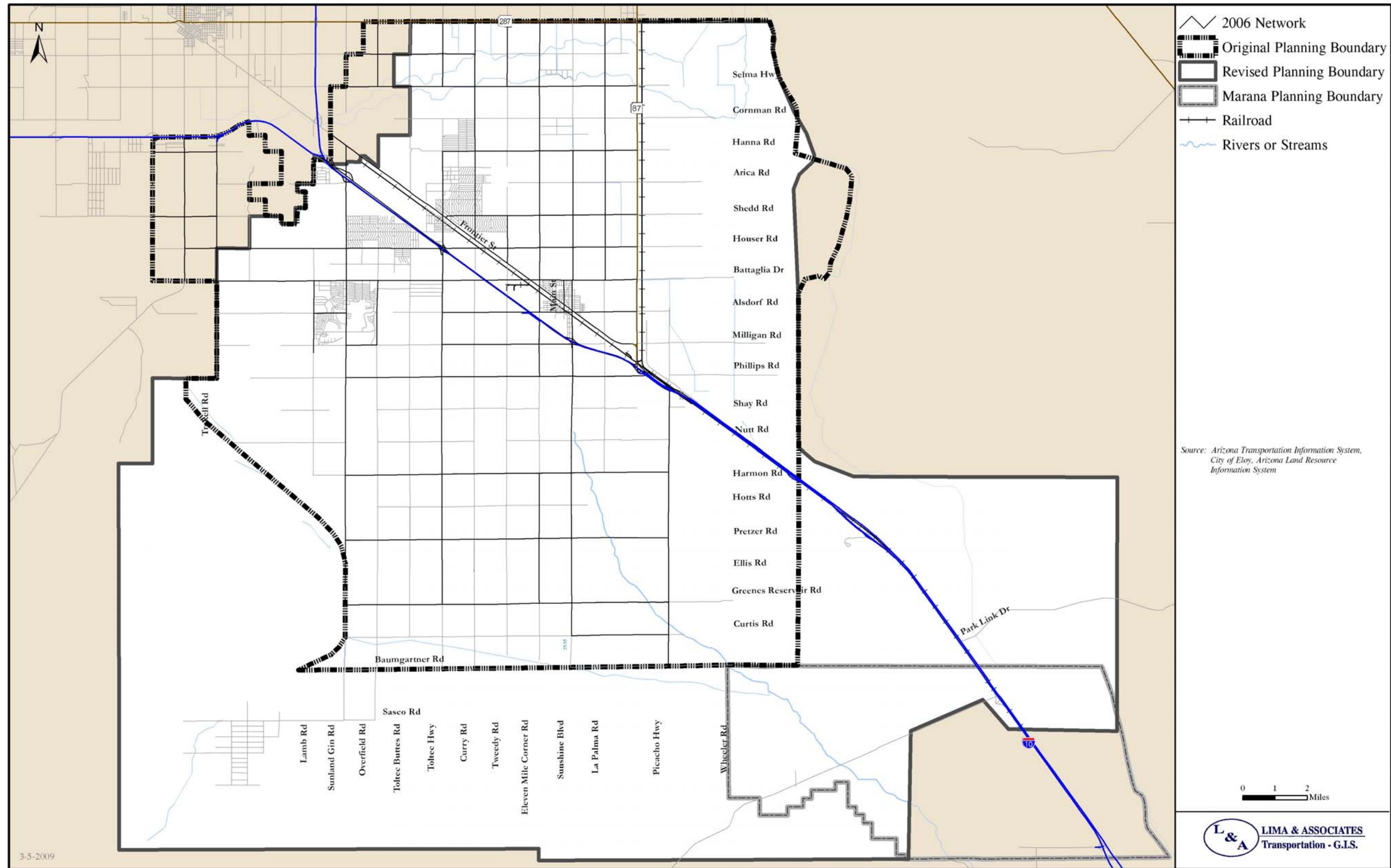
Changes to the Eloy Planning Area

During the course of the project, the City of Eloy revised and expanded the planning area. Figure 1-1 depicts the extents of the original and revised planning areas. This revision took place after a significant portion of the analysis of existing conditions, documented in Chapter 3, had already been conducted. Hence, many of the figures depicting existing conditions in Chapter 3 show the extents of the original planning area.

Change in Population Projections

The population projections were revised several times during the course of the project to reflect changes in economic conditions and growth rates. The project was initiated before the onset of the 2008 recession and the resulting decline in the housing market. The City, Lima & Associates, the Central Arizona Association of Governments, and the planning and economic consultants conducting an update of the Eloy General Plan all participated in developing and refining the population totals ultimately used for future socioeconomic analysis and travel demand forecasting. This procedure is more fully explained in Chapter 4.

FIGURE 1-1. ORIGINAL AND REVISED ELOY PLANNING AREAS



BACKGROUND

The City of Eloy is located in Pinal County, approximately half way between the Phoenix and Tucson metropolitan areas. The Eloy Planning Area is bisected by Interstate 10, and served by interchanges at Sunland Gin Road, Toltec Road, Sunshine Boulevard, and SR 87. Downtown Eloy abuts Frontier Street, old Arizona Highway 84, about 15 miles southeast of Casa Grande. State Route 87 traverses the eastern portion of the Planning Area from its junction with I-10 at Picacho north toward the City of Coolidge. The unincorporated communities of Arizona City and Picacho lie within the Eloy Planning Area.

The Sunset Route mainline of the Union Pacific Railroad parallels I-10 through the Planning Area, and the Phoenix Subdivision of the UPRR parallels SR 87 from its Picacho junction with the mainline north toward the City of Coolidge and the Phoenix area. The Eloy Municipal Airport is located within the Planning Area.

The City of Eloy has experienced significant growth. In 2000, the U.S. Census recorded a population of 10,375. The Arizona Department of Economic Security (DES) estimated the September 2007 population at 13,997, or an average growth rate of almost five percent annually. In July 2007, the Central Arizona Association of Governments (CAAG) estimated the City’s population at 13,945. The DES projects the population within the City to reach 23,986 by 2017 and 36,809 by 2027. Note that these estimates are based on the existing city limits of Eloy; future population forecasts for the entire planning area are significantly higher as discussed in Chapter 4.

REVIEW OF PREVIOUS STUDIES AND PLANS

This section presents a review of pertinent studies and plans that have previously been conducted or are currently being conducted that concern transportation to and within the City of Eloy. Table 1-1 briefly summarizes these studies and plans with findings and recommendations that may affect the future transportation characteristics of the study area.

TABLE 1-1. SUMMARY OF STUDIES AND PLANS

Title and Source of Plan	Summary of Transportation Related Findings and Recommendations
Statewide Studies and Plans	
Statewide Access Management Plan, Ongoing	The study is developing an access management classification system for the State Highways and a comprehensive access management manual for Arizona highways. Access levels will be assigned to state highways throughout the state including the Eloy Planning Area.
ADOT North South Corridor Refinement Ongoing,	Conducted a planning-level evaluation of the two north-south corridor definition alternatives approved by the State Transportation Board in February 2006. A preferred corridor alternative has been presented to the public.

TABLE 1-1. SUMMARY OF STUDIES AND PLANS (Continued)

Title and Source of Plan	Summary of Transportation Related Findings and Recommendations
Statewide Studies and Plans	
Arizona Statewide Railroad Inventory and Assessment, ADOT, March 2007	A comprehensive review of existing railroad fixed plant, facilities, and operations. The study identified the potential for rail lines in the metropolitan Phoenix area to host future commuter rail connections from adjoining areas including Pinal County.
Pinal County Corridors Definition Study, Pinal County, AZ, March 2006	Evaluated the need for new corridors in northern Pinal County. Corridor definition alternatives were approved by the State Transportation Board in February 2006.
2004 MoveAZ, 2004	Provided strategic direction for the state transportation system and identified and prioritized future projects for state highways. Priority projects in the vicinity of the Eloy Planning Area included widening I-10.
State Transportation Board Policies, Rev 2003	Presents policies pertaining to the following areas; priority programs; establishing, altering or vacating highways; construction contracts, accelerated funding mechanisms; local government airport grants; and designating scenic or historic highways.
Statewide Bicycle Pedestrian Plan, 2003	Determined existing conditions for bicycle travel and identified preferred bicyclist routes on the State Highway System. Showed that both SR 87 and SR 287 have shoulder widths of four feet or greater and are suitable for bicycle travel.
I-10 National Freight Study	A joint effort by eight state Departments of Transportation (DOTs) including Arizona with the purpose to analyze current and projected freight movements and develop a strategy for improving freight flow along the Interstate 10 (I-10) Corridor.
Multimodal Freight Analysis Study, Ongoing	Will describe and evaluate Arizona's existing freight infrastructure, including the highways and rail lines that traverse the Eloy Planning Area. The Study will identify unmet needs and recommend projects for improving the efficiency of the movement, collection, and distribution of freight.
Regional Studies	
Southern Pinal-Northern Pima Corridor Definition Study	Study began in early 2007 and is expected to be completed by early 2008. The purpose is to identify the need for and feasibility of potential new highway corridors in the study area. Eloy area corridors recommended include North-South (Apache Junction to Coolidge alignment recommended by ADOT Pinal County Corridors Definition Study), a Florence-Red Rock-Avra alignment not previously considered as freeway, and a Western I-10 Parallel (I-10 Bypass Alternative # 4)
Phoenix-Tucson High Speed Rail Study, March 1998	Evaluated concepts for passenger rail service including one or more Pinal County stops. First phase would be service on existing rail alignment paralleling SR 87 through the Eloy Planning Area.
High Speed Rail Strategic Plan, 2008	First phase of the study validated the findings of the 1998 Study. Details of the findings have not been released pending action by the Governor's office.
Central Arizona Transportation Policy Plan, 1998	Proposes goals, objectives, and policies that address five transit issues: The development of a transportation system; economic development through transportation investments; transportation and land use integration; regional coordination; and transportation finance.

TABLE 1-1. SUMMARY OF STUDIES AND PLANS (Continued)

Title and Source of Plan	Summary of Transportation Related Findings and Recommendations
Regional Studies	
Central Arizona Transit Development Plan, CAAG, September 1995	The recommended transit program identifies the level of regional and local transit services desired in the area. Apache Junction, Casa Grande, and the central Pinal County region have the greatest need for service.
I-10 Design Concept Report	Identifies I-10 as a 10-lane facility, with five lanes in each direction. Also identifies a need for parallel corridors both east and west of I-10.
Hidden Valley Framework Study	Portions of the City of Eloy are included in the planning area for this study being conducted by the Maricopa Association of Governments. Study will develop transportation framework to be implemented on multiple jurisdictional levels.
I-10 Phoenix/Tucson Bypass Study	Preliminary assessment of the need and feasibility for an alternative to I-10, from the Buckeye area to eastern Arizona to relieve traffic congestion in the Tucson and Phoenix metropolitan areas. Shorter, faster east-west route would attract through-trucks and other traffic off of I-10, and provide an alternative route for I-10 traffic during construction, maintenance and incidents. Corridor would also serve forecasted population growth and land development.
Intercity Bus Analysis, June 1995	Evaluates intercity bus (ICB) services and needs throughout the state and provides a summary of the needs and recommendations for the intercity bus mode in Arizona. Recommended that intercity bus service be considered when planning and developing transportation facilities and policies.
Pinal County Studies and Plans	
Pinal County Comprehensive Plan	Was adopted in the fall of 2009, this Plan updates the 2001 Plan. Includes vision for County, plan to manage growth, development, resources and transportation, goals and policies for economic development, housing, infrastructure and environment, strategies for creation of employment and activity centers, and an implementation plan.
Pinal County Open Space And Trails Plan	The Pinal County Planning and Development Department conducted an Open Space and Trails project. The goal of the Open Space and Trails project was to create a County Open Space and Trails Master Plan, develop Recreation design manuals for County Parks and Trails, and to prepare a Pinal Comprehensive Plan amendment to include an Open Space and Recreation Element.
Pinal County Regionally Significant Routes Management Study, on-going	The first series of public meetings were held June 27, 28 and 29 th , 2007 in Apache Junction, Oracle and Coolidge. A draft Master Plan was developed and presented in November 2007. The plan was adopted.
Pinal Rides Transportation Coordination Demonstration Project, 2005	Evaluated potential locations of regionally significant routes including roadways in the Eloy Planning Area. Defined cross-sections and access management criteria for routes. Developed process for alerting the County of potential development constraints in implementing regionally significant routes.
Pinal Rides Transportation Coordination Demonstration Project, 2005	As part of the Arizona Rides initiative, the project documented existing transit conditions within the County; a goal of the project was to demonstrate how coordination of existing services would benefit users.

TABLE 1-1. SUMMARY OF STUDIES AND PLANS (Continued)

Title and Source of Plan	Summary of Transportation Related Findings and Recommendations
Pinal County Studies and Plans	
Pinal County Small Area Transportation Study, 2006	<p>Updated the 2000 Pinal County Transportation Plan, including new travel demand model, updated socio-economic data, new transit element, and identified needed improvements for the year 2025.</p> <p>The Plan recommended:</p> <ul style="list-style-type: none"> • Population projections for the year 2025. • Countywide regionally significant routes at approximately 2-mile spacing. • Transit and rail strategies and projects.
Pinal County Trails Plan, May 2005	<p>Developed a planning framework to create a countywide system of non-motorized trails and a system of motorized trails. Framework incorporated existing regional trail corridors and potential corridor such as utility easements, floodplains, abandoned railways, and road rights-of-way.</p> <p>The Plan was built around three primary regional trail corridors:</p> <ul style="list-style-type: none"> • Arizona Trail • Central Arizona Project (CAP) canal corridor • Juan Bautista De Anza Historical Trail.
Pinal County Comprehensive Plan, December 2001	<p>The Plan's transportation element addresses all modes of travel, proposing a balanced circulation system with opportunities for public transportation and other alternatives to automobile travel.</p>
Pinal County Transportation Plan, September 2000	<p>The Plan evaluated transportation conditions on a 20-year horizon, identified needs and recommended improvements including roadway, transit services, and non-motorized facilities.</p> <p>The Plan recommended:</p> <ul style="list-style-type: none"> • Widening and improvement of various County roads. • Transit and rail strategies and projects. • Consideration of trails as an integral part of the transportation system.
Local Studies and Plans	
City of Eloy Small Area Transportation Study, May 1998	<p>Recommended 5-, 10-, and 20-year projects to be undertaken by the City to improve the safety and operation of the area transportation network:</p> <ul style="list-style-type: none"> • Five-year projects included railroad crossing improvements, signage upgrades, and the study of a new I-10 interchange at Battaglia Road • Ten-year projects included improvements to off-set intersections and improved airport access • Twenty-year projects included improvements to additional five-legged intersections and the construction of the Battaglia Road interchange if feasible

TABLE 1-1. SUMMARY OF STUDIES AND PLANS (Continued)

Title and Source of Plan	Summary of Transportation Related Findings and Recommendations
Local Studies and Plans	
City of Eloy Eloy Municipal Airport Master Plan, April 2001	Inventoried existing conditions, developed air traffic forecasts, and identified future facility requirements for the Airport. Evaluated concepts for airport development alternatives. A capital improvement program was prepared and potential environmental concerns were identified. The study report includes a comprehensive technical discussion of general aviation operations and facility requirements, and the relationship of the Eloy facility to neighboring airports, area military and commercial operations, navigational aids and procedures, and Federal Aviation Administration regulations.
City of Eloy General Plan 2001 (Portions updated in 2004)	The Circulation Element of the General Plan essentially validated the findings of the Small Area Transportation Study with respect to the need for intersection improvement and reconstruction. The Circulation Element also proposed criteria for the different roadway functional classifications and recommended the re-designation of some collector roads and all section line roads as arterials consistent with the criteria.

Statewide, Regional, and Local Programmed Improvements

Tables 1-2 through 1-4 present transportation projects that have currently been programmed for the Eloy area on the State, Regional, and Local levels.

Table 1-2 lists an Eloy Project that is included in the ADOT five-year construction program and Table 1-3 lists seven Eloy area projects that are included in the Pinal County five year transportation improvement plan. In Table 1-4, Roadway-related, Aviation, and Planning projects that are part of the City of Eloy’s Capital Improvement Plan are presented.

The ADOT project listed in Table 1-2 relates to the widening of I-10 through the area. The roadway improvements listed in the Pinal County and City of Eloy tables concern regional or local roadways. The City also plans to improve signage and to make improvements to the Airport Access Road, as well as improvements to the Airport itself. These projects appear to be in line with the recommendations made by the 1998 Small Area Transportation Study and the 2001 Airport Master Plan.

**TABLE 1-2. ADOT FIVE YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM
ELOY PROJECT**

Route	BMP	CO	District	Resource Length	Type Of Work Location	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Summary
I-10	199.1	Pinal	Tucson	20	Jct. I-8 to Picacho Peak TI Widen roadway	\$0	\$0	\$126,000.00	\$0	\$0	\$126,000.00

Source: 2009-2012 State Transportation Improvement Program

TABLE 1-3. ELOY AREA PROJECTS IN PINAL COUNTY FIVE-YEAR TRANSPORTATION PLAN

Project Road	Location	Scope of Work	Length	County Cost	Non-County Cost	Total Cost	Notes
Fiscal Year 2006-2007							
Sunland Gin Road	Bridge So. to Kinley Alignment	Reconstruction	1.0	\$400,000	\$0	\$400,000	
Fiscal Year 2007-2008							
Toltec Estate West		ARDP	3.0	\$240,000	\$0	\$240,000	
Fiscal Year 2008-2009							
Harmon Road	Toltec Hwy cont' east 1.25 miles	Design, New Construction	1.3	\$300,000	\$600,000	\$900,000	Contingent on cost share
Harmon Road	Sunland Gin Road to Lamb Road	ARDP	1.0	\$80,000		\$80,000	
Fiscal Year 2009-2010							
Phillips Road	Sunland Gin to City limits	Design, New Construction	1.5	\$67,500	\$67,500	\$135,000	Cost Share with City of Eloy
Alsdorf Road	West of Lamb Rd for 1 mile	ARDP	1.00	\$90,000	\$0	\$90,000	
Fiscal Year 2010-2011							
Phillips Road	Curry Road to Sunshine Road			Unfunded		Unfunded	

Source: Pinal County Capital Improvement Plan

TABLE 1-4. CITY OF ELOY CAPITAL IMPROVEMENT PLAN TRANSPORTATION PROJECT SCHEDULE

Project Year and Description	F/Y 07-08	F/Y 08-09	F/Y 09-10	F/Y 10-11	F/Y 11-12	Grand Totals
Roadway Related						
03 Street Maintenance Program	\$270,000	\$280,000	\$280,000	\$280,000	\$0	\$1,110,000
03 Battaglia Road Widening	\$450,000	\$2,000,000	\$0	\$0	\$0	\$2,450,000
06 Airport Access Road	\$0	\$0	\$75,000	\$750,000	\$0	\$825,000
06 Airport Auto Parking Facility	\$0	\$0	\$0	\$30,000	\$0	\$30,000
06 Sunshine Road Improvements	\$200,000	\$1,000,000	\$0	\$0	\$0	\$1,200,000
06 Chip Seal Projects	\$120,000	\$240,000	\$300,000	\$350,000	\$0	\$1,010,000
06 Drainage Improvements	\$50,000	\$75,000	\$75,000	\$75,000	\$0	\$275,000
06 Pavement Striping	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$100,000
06 Battaglia Overpass Widening	\$0	\$300,000	\$2,500,000	\$0	\$0	\$2,800,000
06 Battaglia Road Improvements 84-10	\$0	\$0	\$200,000	\$2,250,000	\$0	\$2,450,000
06 Entry Signs for the City	\$75,000	\$40,000	\$40,000	\$0	\$0	\$155,000
07 Right-Of-Away Acquisition-South Main Street		\$0	\$500,000	\$0	\$0	\$500,000
Roadway Subtotal	\$1,190,000	\$3,960,000	\$3,995,000	\$3,760,000	\$0	\$12,905,000
Aviation						
03 Airport Taxiway Lighting	\$536,000	\$0	\$0	\$0	\$0	\$536,000
06-Airport Runway Extension	\$135,000	\$885,000	\$0	\$0	\$0	\$1,020,000
06 Airport Perimeter Fencing	\$180,000		\$0	\$0	\$0	\$180,000
06 Airport Terminal Building	\$200,000	\$1,000,000	\$0	\$0	\$0	\$1,200,000
06 Airport T-Hanger Buildings	\$150,000	\$1,462,500	\$0	\$0	\$0	\$1,612,500
06 Airport Apron	\$0	\$95,000	\$800,000	\$0	\$0	\$895,000
06 Runway Construction-Environmental	\$250,000	\$0	\$0	\$0	\$0	\$250,000
06 Land Acquisition	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Aviation Subtotal	\$1,451,000	\$3,842,500	\$800,000	\$0	\$0	\$6,093,500
Planning						
03 Airport Master Plan Update	\$120,000	\$0	\$0	\$0	\$0	\$120,000
03 General Plan Update	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Planning Subtotal	\$320,000	\$0	\$0	\$0	\$0	\$320,000
Totals	\$2,961,000	\$7,802,500	\$4,795,000	\$3,760,000	\$0	\$19,318,500

Source: City of Eloy

Note: The Un-bolded numbers are General One Time expenses.

The Bold Numbers are funds in which dedicated revenues will be obtained. Those funds will be budgeted in next years CIP and shall not be ranked.

The Grayed out figures represents Street Expenditures which will be funded from One Time Street funds.

The Grayed out and Bolded figures are continued expenses from 06-07 and will be automatically added to the CIP. Do not rank.

2. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The City of Eloy Small Area Transportation Study has been prepared through an extensive open process of coordination, cooperation, and communication among the City of Eloy, neighboring municipalities, Pinal County, private developers, and the Arizona Department of Transportation. Table 2-1 lists the various coordination and advisory meetings and presentations conducted during the planning process.

TABLE 2-1. COORDINATION, COOPERATION & COMMUNICATION ACTIVITIES

Coordination, Cooperation & Communication	Dates of Events
Technical Advisory Committee Meetings:	April 17, 2007 October 11, 2007 September 9, 2008 April 21, 2009
Stakeholder/Developer Meeting/Workshop:	August 8, 2007 December 19, 2007 January 11, 2008 March 4, 2008 December 22, 2008
Public Open House:	August 14, 2008
General Plan Update and Economic Consultant Coordination:	July 9, 2008 August 27, 2008 January 5, 2009
I-10 Design Concept Report Coordination Meeting:	July 25, 2008
Presentation to Economic Development Group of Eloy (EDGE):	April 21, 2009
Presentation to Eloy City Council:	June 8, 2009

TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) provided guidance throughout the study. The committee provided information to the study team, reviewed documents and draft plans, and commented on potential transportation improvements. The organizations listed in Table 2-2 were represented by the individuals shown at the conclusion of the project.

TABLE 2-2. TECHNICAL ADVISORY COMMITTEE

Member and Title	Organization
Joseph Blanton, AICP, City Manager	City of Eloy
Alton Bruce, Economic Development Director	City of Coolidge
Doug Hansen, AICP, SR/WA, Planning Section Chief	Pinal County Public Works
Richard Dungan, Owner	Good Truck Stop
Greg Gentsch, Tucson District Engineer	ADOT
Mark Hoffman, Public Transit Planner	ADOT
Reza Karimvand, Regional Traffic Engineer	ADOT
Dianne Kresich, Project Manager	ADOT
Bill Leister, Transportation Director	CAAG
Kevin Louis, Director of Public Works	City of Casa Grande
John V. Mitchell, P.E., Public Works Director	City of Eloy
Peter M. Lima, Ph.D., P.E., President*	Lima & Associates
Robert H. Bohannan, Senior Transportation Planner*	Lima & Associates

*Members of the Consultant Team

STAKEHOLDER WORKSHOPS

On five occasions during the course of the project, stakeholder/developer workshops were held that were attended by representatives of area private developers. Productive exchanges took place at these events. Developers provided the City and the consultant team with detailed information regarding future planned developments which was used in the transportation demand forecasting process described in Chapter 4. Consultant team members explained the transportation planning process and the relationship between planned land uses and infrastructure was discussed and analyzed. In addition to the five formal meetings, Lima & Associates maintained close communication and exchanged information with representatives of the development community throughout the SATS planning process as requested by the City.

PUBLIC OPEN HOUSE

On August 14, 2008, a joint Public Open House was conducted at Eloy Junior High School to inform Eloy residents about the progress of both the Small Area Transportation Study and the General Plan Update. The event was attended by over fifty persons.

The Lima & Associates team gave a PowerPoint presentation and distributed a newsletter. Both the presentation and the



newsletter explained the purpose of the Small Area Transportation Study, summarized existing and future transportation and socioeconomic conditions, discussed future roadway, traffic and multimodal issues, and presented the study schedule and next steps.

After the presentation, attendees commented on the project and viewed a series of five display boards that had been prepared by Lima's GIS staff. Display boards depicted proposed developments and current and future transportation issues, together with three boards that showed the planned roadway network functional classification, along with alternatives 1 and 2 as described further in Chapter 4.

PRESENTATION TO CITY COUNCIL

On June 8, 2009, the consultant team gave a PowerPoint presentation of draft study recommendations to the Eloy City Council. The presentation summarized the future socioeconomic and transportation conditions and issues. Exhibits depicting a draft 2030 Transportation Plan and a draft Long Range Vision Plan were presented, together with a concept for the segment of Main Street in the vicinity of City Hall. These plans are described in detail in Chapter 5.