



# Val Vista and Anderson Parkway Planning Corridors

Presented To  
The Maricopa City Council  
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# Val Vista and Anderson Parkway Planning Corridors

## General Information:

- Appear in Area Transportation Planning Maps and underlying studies to demonstrate their important role in future regional connectivity
- Parkway Corridor classification validated in 2008 Maricopa Regional Transportation Plan Update (Wilson & Company)
- Corridors reinforced in the MAG Hidden Valley Framework Study and appear in Framework Recommendation Map (Final Report 2009)



# Previous Approval Action for the Val Vista and Anderson Parkway Planning Corridors

- The MAG Hidden Valley Study was approved by the MAG and CAAG (CAG) Regional Councils in September 2009. (Maricopa was a funding partner in this study and a voting member of CAAG at the time of approval)
- The MAG Hidden Valley Framework Recommendations map and underlying study provide the conceptual foundation for Maricopa regional transportation planning



# Overview of Val Vista and Anderson Parkway Planning Corridors

- Were conceptualized as Regional Planning Corridors in long-range area plans
- Major functions:
  - Address higher-capacity regional connectivity needs
  - Provide the foundation for identifying promising alternative corridors

# Overview of Val Vista and Anderson Parkway Planning Corridors (cont.)

## Planning Corridors:

- Serve as key components of a master transportation planning network
- Individual utility is specified and measurable (Point A to Point B)
- Greater utility is seen in terms of regional connectivity (how the regional transportation machine works)
- No specific centerline alignment defined in Area Plans

# How Planning Corridors are Identified

- Transportation studies look at estimates of travel demand associated with anticipated long-range development
- East-west and north-south travel demands are determined
- Necessary east-west and north-south network capacity is defined and then apportioned to facilities that comprise the system



# How Planning Corridors Become Specific Proposed Alignments

- Conceptual corridors from area plans provide a starting point
- A range of conceptual alternatives is identified through stakeholder outreach
- Conceptual alternatives are narrowed to candidate alignments based on “fatal flaw” assessment
- Candidate alignments are narrowed to a preferred alignment following more detailed engineering, environmental, utility, and drainage assessments and public outreach



# How Promising Corridors Progress Through Environmental Clearance

- Corridor Feasibility Studies provide a foundation for subsequent, more detailed, environmental assessments
- A Planning and Environmental Linkages (PEL) study can be conducted, compliant with state and federal guidelines, for projects that will move forward with full NEPA processes within 10 years
- NEPA studies (DCR/EA) are the final stage once funding has been identified





# Importance of Memorialization

- Area Plans and associated mapping depict promising planning corridors
- Corridor studies provide support for subsequent refinement of alternatives and recommendation of preferred alignments
- Studies also document all associated public and stakeholder outreach activities
- An official record of all planning efforts establishes the foundation to identify the corridor footprint and necessary right of way



# Val Vista Parkway Planning Corridor

- Provides a potential critical regional connection between I-10 in Casa Grande and the planned I-11 facility west of Maricopa
  - Val Vista Parkway Planning Corridor is a critical element for east-west connectivity
  - This component of regional connectivity within control of Maricopa

# Anderson Parkway Planning Corridor

- Provides potential connectivity between the East-West Corridor and Interstate 8
- Other connectivity options to Interstate 8:
  - SR 347: Classified as a parkway in Area Plans (access management issues)
  - White & Parker Road
    - NOT classified as a parkway in previous Area Plans
    - Would need right of way clearance from Ak-Chin Indian Community

# Framework Recommendation

I-10/Hassayampa Valley Transportation Framework Study accepted by the MAG Regional Council on February 27, 2008

MAG Commuter Rail Study Phase II underway (estimated completion 2009)

ADOT Central Arizona Framework Study underway

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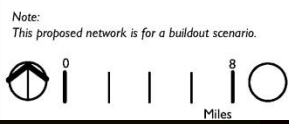
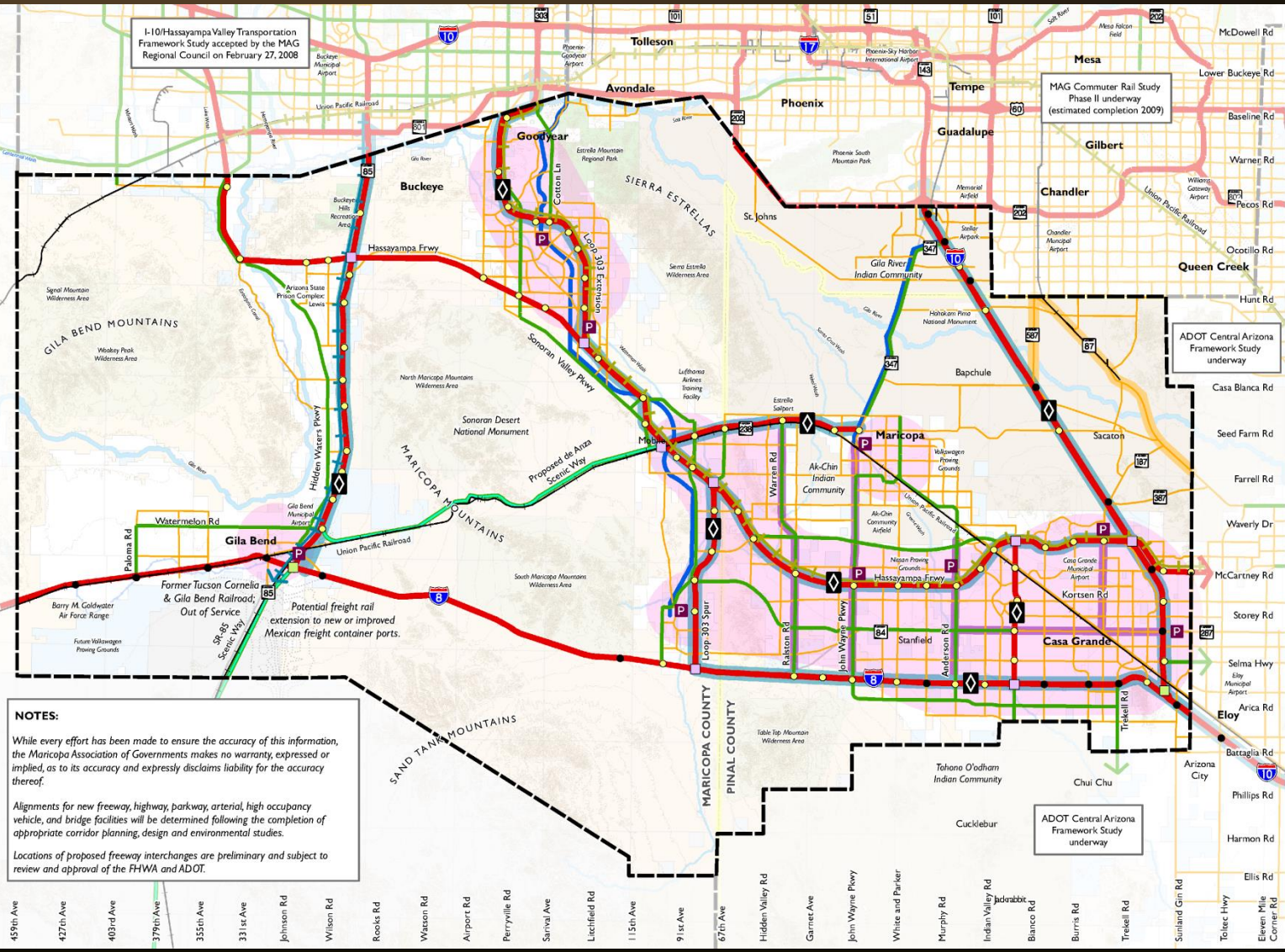
- Legend**
- Study Area Boundary
  - Existing Railroad
  - Proposed Hidden Valley Network**
    - Arterial
    - Arizona Parkway
    - Arizona Scenic Way
    - Improved/Proposed Freeway
    - Proposed Freight Railroad
    - Safety and Operational Improvements Corridor
    - Existing Traffic Interchange
    - Proposed Traffic Interchange
    - Existing or Programmed System Interchange
    - Proposed System Interchange
  - Proposed Transit Network**
    - Freeway Transit Corridor
    - Parkway Bus Transit Corridor
    - Potential Commuter Rail
    - Enhanced Transit Corridor
    - Potential Local Transit Service Area (including service to support regional transit)
    - Potential Park-n-Ride
    - High Occupancy Vehicle (HOV) Lane

**NOTES:**

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.



# Footnote of MAG Hidden Valley Study Framework Recommendations Map:

“Alignments for new freeway, highway, *parkway*, arterial, high occupancy vehicle, bridge, transit, and rail facilities will be determined following completion of appropriate corridor planning, design, and environmental studies.”

# Questions???



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