

City of Maricopa Area Transportation Plan Implementation Support

Scope of Work for Citywide Access Management Guidelines

December 4, 2017

The City of Maricopa recently adopted an update to their Area Transportation Plan (ATP). This plan focused primarily on recommendations related to the long term vision for the location, facility type, and cross-section requirements, including right-of-way needs, for arterial and parkway facilities. One important function of the ATP document is to provide necessary standards and guidance as development occurs throughout the City, particularly as it relates to redevelopment and/or new development. As City continues to implement the recommendations of the ATP, it has become apparent that City staff would benefit from additional guidance and standards related to the manner in which collector and/or local streets interact with the higher capacity roadway network of arterials and parkways identified in the ATP. In particular, a need has been identified for additional guidance related to the frequency, spacing, and traffic control of those collector and/or local facilities intersecting the arterial and parkway facilities identified in the ATP. The following provides a work program to address those needs.

It is recommended that the work program be divided into two separate efforts. This scope of work addresses the first effort, which would develop recommendations for the existing incorporated area of the City. The second effort, to be scoped separately, would build upon the guidance developed in the first portion of the work program, extending it to the currently unincorporated areas of Maricopa's Municipal Planning Area (MPA).

Task 1 - Categorize Area Type

The scope of effort will vary depending on the level of development. For purposes of this scope of work outline, four area types have been developed for the MPA, though others may evolve as the study progresses. These consist of areas that are:

- 1) fully developed, and the street system is largely complete based on adjacent development – for these areas it is assumed that the current access is established and may require only minor modifications
- 2) fully developed, but have potential for redevelopment
- 3) partially developed, where portions of the streets have been improved but adjacent undeveloped lands still remain which will require additional access to the existing facilities
- 4) largely undeveloped, which consists of the majority of the unincorporated MPA, where the current arterial/parkway network has yet to be established

Working with City staff, mapping will be created to assign the designated area types for various subareas in both the incorporated area and the remainder of the MPA.

Task 2 - Citywide Access Management Guidance

This effort will focus on policy level recommendations for driveway and intersection spacing along the arterial and parkway network. It will also provide guidance on the necessary spacing of right-in, right-out driveways, full access median breaks, and traffic signal spacing.

Task 3 - Area Specific Guidance for Incorporated Area

This first phase of assessment will focus on the incorporated area of the City. It will serve as proof of concept before initiating any future effort for the unincorporated portion of the MPA. For each of the identified subareas within the incorporated boundary, potential development/redevelopment assumptions will be defined, in terms of type and size of additional uses. These uses will be translated to the number of additional daily and peak hour trips, using data from both the Maricopa Association of Governments (MAG) regional travel demand model and Institute of Transportation Engineers (ITE) Trip Generation Manual. Once the level of trip activity is defined, a recommendation will be made as to the capacity of the internal roadway network that will be required to provide efficient access to/from the arterial/parkway network defined in the ATP. This will then be used to define the number of collector/local streets that will require access to the ATP network, as well as a recommended location for those access points and associated traffic control. It should be noted that this guidance will not preclude the need for future Traffic Impact Assessments (TIAs) related to specific development, but rather provide a basis for establishing initial connectivity assumptions as development proposals are reviewed in the future

Task 4 - Documentation

The established citywide guidance and associated area recommendations will be contained in a document, separate from the ATP. This document will provide a foundation for future development and adoption of citywide access management standards, subsequent TIA reviews, and future impact fee updates.

Task 5 – Project Management and Meetings

It is anticipated that the project will be completed within a 6 month period. For the duration of the effort, Wilson & Company will provide milestone progress reports and invoices. Wilson & Company will also meet with City staff to review key assumptions, findings, recommendations, and associated documentation. It is anticipated that project meetings will occur twice each month, with up to 8 additional project team and/or stakeholder coordination meetings, for a total of up to twenty (20) project meetings.