



# City of Maricopa

## Legislation Details (With Text)

<b>File #:</b>	RES 17-24	<b>Version:</b>	1	<b>Name:</b>	Resolution approving the Maricopa Area Transportation Plan Phase II Final Report
<b>Type:</b>	Resolution	<b>Status:</b>		<b>Status:</b>	Passed
<b>File created:</b>	7/27/2017	<b>In control:</b>		<b>In control:</b>	City Council Regular Meeting
<b>On agenda:</b>	8/15/2017	<b>Final action:</b>		<b>Final action:</b>	8/15/2017
<b>Title:</b>	A Resolution of the Mayor and City Council of the City of Maricopa, Arizona approving and adopting the Maricopa Area Transportation Plan Phase II Final Report, which includes the updated Regional Connectivity Plan. Discussion and Action.				
<b>Sponsors:</b>	Martin Scribner				
<b>Indexes:</b>	Well Planned Quality Growth and Development				
<b>Code sections:</b>					
<b>Attachments:</b>	1. Resolution, 2. 2017 ATP Update_080717, 3. Compiled_Appendices_080717				

Date	Ver.	Action By	Action	Result
8/15/2017	1	City Council Regular Meeting	Approved	Pass

A Resolution of the Mayor and City Council of the City of Maricopa, Arizona approving and adopting the Maricopa Area Transportation Plan Phase II Final Report, which includes the updated Regional Connectivity Plan. Discussion and Action.

**Snapshot:** The East West Corridor, Val Vista and Anderson Corridors are presented for inclusion in the updated Regional Connectivity Plan map, with notation that existing constraints must be mitigated before the corridors are considered viable. The corridor lines which appear on the updated Regional Connectivity Plan map are analogous to the lines depicting the Phoenix Freeway Loop System which appeared on planning maps since the 1960’s and later became the backbone of traffic circulation in the Phoenix metro area. The East West Corridor is presented as a viable corridor, with continued notation regarding certain constraints. The reason why council is asked to approve the updated Regional Connectivity Map is because the project team found solutions to problems associated with Preservation of Right of Way for these corridors. These solutions are depicted in the updated Regional Connectivity Plan map.

**Background:** The East West Corridor is the preferred high capacity corridor for east/west regional travel. The \$1 million East West Corridor Study effort developed this corridor to 30% plans. However, opposition from property owners primarily related to compensation for Right Of Way needed for the corridor rendered the East West Corridor non-viable until a funding source could be identified. This is the underlying reason for studying the Val Vista and Anderson Corridors, as alternatives to the East West Corridor. Since Phase II project launch, the Pinal Regional Transportation Authority was created and the potential for the accompanying 1/2 sales tax now resurrects the East West Corridor to viable status as property owners can potentially be properly compensated for needed Right of Way. With this development, the Val Vista and Anderson Corridors take on new equally important roles of providing needed regional connectivity for the southern half of the Maricopa planning area, the most direct route into the Casa Grande area where commercial development is underway.

**Benefits:** The proposed network as depicted in the Phase II Regional Connectivity Map provides regional connectivity for the northern half of the Maricopa planning area by means of the East West Corridor, and regional connectivity for the southern half of Maricopa's planning area by means of the Val Vista Corridor. This is anticipated to ease traffic burdens associated with SR347 as more jobs continue to be offered with new commercial development in the Casa Grande area, as job commuters conceivably travel east/west within Pinal County, instead of driving into the Phoenix metro area.

**Other Task Elements:** There were some smaller task elements associated with Phase II, including a Flood and Drainage Assessment, which compiled a list of flood and drainage infrastructure improvements associated with supporting the Ultimate Transportation Network found in the Transportation Master Plan and updated Regional Connectivity Plan. Also included were analysis of performance or fiscal requirements levied upon developers or the city by development agreements, guidance on a roadway network for Character Areas, and guidance on a Truck Route Plan, intended to be further studied in the future for inclusion as part of a well-vetted city Truck Route Policy. The reports on these smaller tasks can be found in the Phase II Final Report. These smaller tasks round out the Comprehensive Transportation Planning effort for the city.

This item is presented by Development Services Director Martin Scribner and Transportation/Transit Planner David R. Maestas.

Staff recommends the Mayor and City Council of the City of Maricopa, Arizona, approve the Maricopa Area Transportation Plan Phase II Final Report, comprised of the updated Regional Connectivity Plan for formal adoption.