

Interstate 10 – Hassayampa Valley Roadway Framework Study

Chapter 7

Implementation

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Prepared for



Prepared by



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7.1 Recommended Conceptual Roadway Framework

Following development of the preferred roadway framework alternative as described in Chapter 6, the MAG study team brought this conceptual network to the Funding Partners for review and comment. The team met individually with each local funding partner (Buckeye, Goodyear, Surprise and Maricopa County) to discuss potential revisions and priorities for implementation. At the final project forum on July 12, 2007 in Buckeye, MAG unveiled a Draft Executive Summary, including the long-range conceptual framework, in poster format. The final map and other elements of the Executive Summary reflect comments from the Funding Partners, members of the Study Review Team and others. Figure 7-1 illustrates the final Hassayampa Valley roadway network.

Table 7.1 lists major modifications to the recommended network shown in Chapter 6, Figure 6-4 (or Figure 6-6 with a future tunnel through the White Tank Mountains). Many of these changes reflect late input from individual funding partners, especially the Town of Buckeye and the City of Surprise. Some of the less significant or minor changes are not included in this table.

Table 7.1 Summary of Major Changes to
Conceptual High-Capacity Roadway Framework

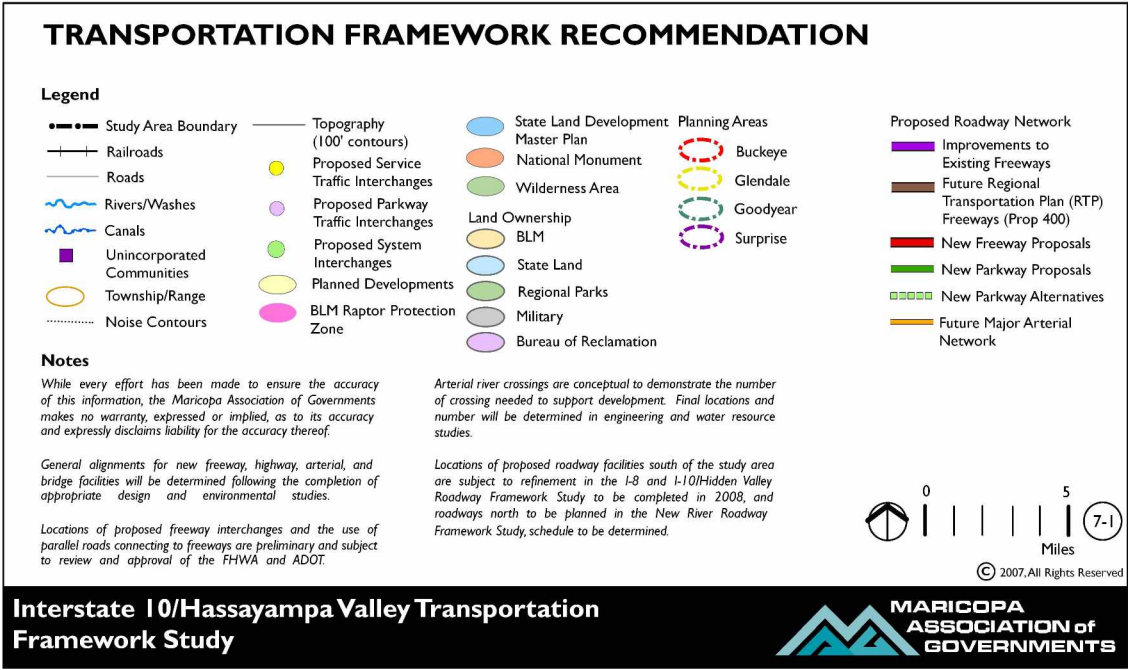
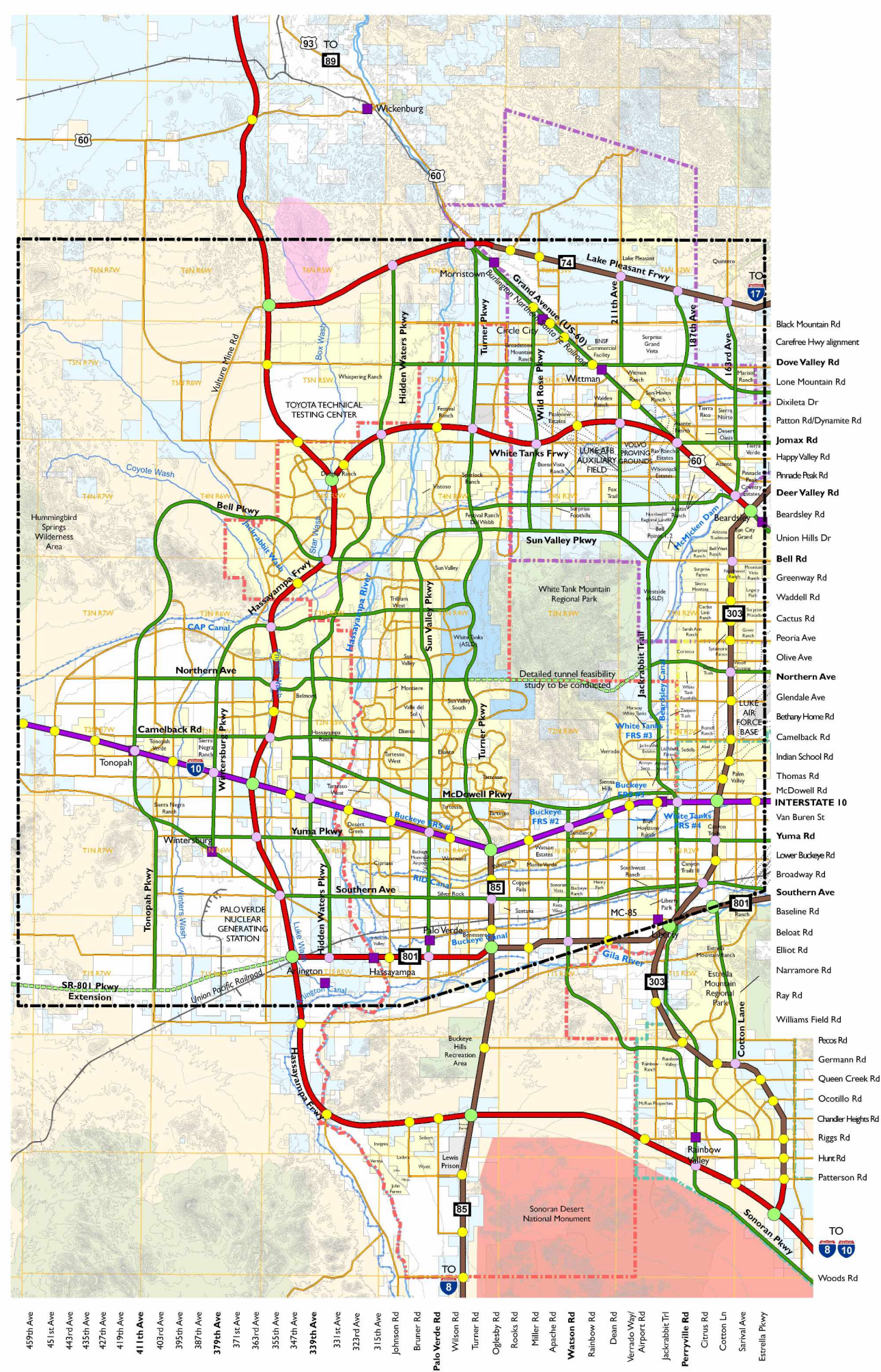
Roadway Name	Location	Description of Change	Reason for Change
<i>Freeways</i>			
SR-303L	East edge of study area	No longer shares a segment with SR-801 in Goodyear	Continuing studies
SR-801	Just west of SR-85	Alignment jogs southwest	To show the alignment following Old Highway 80
Hassayampa Fwy	Cactus Rd Pkwy to White Tanks Fwy	(1) Curvilinear alignment is smoothed out; (2) No. of TIs is reduced from 3 to 2	Response to network changes in Douglas Ranch area, reflecting revised location of background arterials
I-10	Wilson Rd	Map shows local service TI	Requested by Town of Buckeye to show access pending completion of I-10 geometric study, Miller Rd-Johnson Rd
<i>Parkways</i>			
Bell Rd	Jackrabbit Trail to east study area boundary	Parkway reduced to arterial	Intense development along R/W precludes parkway
Bell Pkwy	Vulture Mine Rd to Sun Valley Pkwy	Corridor jogs south (west of Hassayampa Fwy)	R/W and topography considerations in Douglas Ranch area
Hidden Waters Pkwy	Northern Pkwy to White Tanks Fwy	Corridor as illustrated is much curvier	Response to network changes in Douglas Ranch area
Jackrabbit Trail	Glendale Ave to Yuma Rd	Alignment veers southeast to Perryville Rd alignment just south of I-10, instead of near Camelback Rd	Request from Town of Buckeye; reflects planned addition of I-10 TI at Perryville Rd
Sun Valley Pkwy	Turner Pkwy to 211 th Ave	Corridor follows a curvier path	Request from City of Surprise
Wild Rose Pkwy (formerly 243 rd Ave)	US-60 to Sun Valley Pkwy	Now meanders slightly instead of following a straight line	Request from City of Surprise
McDowell Pkwy	Desert Creek Pkwy to 347 th Ave	Jogs north to reach Indian School Rd alignment	Request from Town of Buckeye
	347 th Ave to Wintersburg Pkwy	Deleted	
Vulture Mine Pkwy	Entire route	Reduced to arterial; realigned and extended southeast to Wintersburg Pkwy near Hassayampa Fwy	Request from Town of Buckeye

Table 7.1 Continued

Roadway Name	Location	Description of Change	Reason for Change
Yuma Rd	Approx Johnson Rd to Sun Valley Pkwy	Reduced to arterial	Development plans near Buckeye Municipal Airport
<i>Arterials</i>			
Jomax Rd	At Hassayampa River	Bridge crossing removed	Based on local land development plans and nearby White Tanks Fwy river crossing
395 th Ave	Entire route	South end straightened; north end realigned to meet Tonopah Pkwy	Request from Town of Buckeye
Waddell Rd	Tonopah Pkwy to Jackrabbit Wash area	Deleted	Request from Town of Buckeye
Broadway Rd	Johnson Rd to Hidden Waters Pkwy	Arterial realigned and extended to cross Hassayampa River	Request from Town of Buckeye
MC-85 (existing alignment)	Turner Rd to Johnson Rd	Extend as arterial	Request from Town of Buckeye
<i>Other Changes</i>			
N/A	Goodyear	Sonoran Valley Planning Area no longer shaded	Outside study area

Source: MAG Project Team, July 2007

Figure 7-1 Conceptual Roadway Framework



7.2 Potential Development Timeframes for High-Capacity Roadway Network

Freeways (or Other Fully Access-Controlled Facilities)

Table 7.2 lists potential timeframes for development (corridor preservation, planning, design and construction) of the proposed freeways—or more generally, access-controlled highways, in the Hassayampa Valley. Because this is an extremely long-range plan that would be fully implemented only at Buildout, several decades in the future, the timeframes typically represent periods of five to ten years, and in some cases longer. The priorities in the table are based primarily on interviews with the Funding Partners and on planning judgment, rather than on formal modeling. *Table 7.2 is intended as one reasonable scenario for phased implementation of the high-capacity roadway system, rather than as a directive, blueprint or program for future action.* This scenario is meant to stimulate thought and serve as a starting point for further planning efforts. In any case, all timeframes are subject to change based on the results of subsequent studies, such as the MAG Hidden Valley Roadway Framework Study currently underway in the area immediately south of the Hassayampa Valley study area.

The table is divided into two sections. The first covers “existing and previously planned freeways,” meaning those that are included in the adopted MAG RTP. There are one existing freeway (I-10), two highways to be upgraded to freeways, and two completely new facilities. As indicated, however, not all of the proposed improvements to these routes are listed or funded in the RTP. The second section consists of four freeways proposed for the first time in this study: the Hassayampa Freeway, White Tank Freeway, SR-74 extension west of US-60, and SR-801 extension west of SR-85. Except for the few RTP projects on the list, none of the improvements in Table 7.2 currently has a committed or identified source of funding.

Parkways

This section provides a preliminary division of proposed future parkways into high, medium and low priorities. As Table 7.3 shows, parkways designated as high priorities for (relatively) early implementation generally belong to one of these categories:

- Existing state route, MAG Road of Regional Significance, or MCDOT priority corridor
- Continuation of a key regional facility
- Existing parkway (in need of improvement to meet full parkway standards)
- Strategic location in relation to topographic features
- Designated parkway in a municipal general plan or transportation plan

The following parkways are located west of the proposed Hassayampa Freeway, in an area expected to develop later than the rest of the Hassayampa Valley, and may therefore have a relatively low priority:

- Tonopah Parkway
- Vulture Mine Road
- Northern Avenue west of Hassayampa Freeway
- Tonopah-Salome Parkway
- Bell Parkway west of Hassayampa Freeway
- Camelback Road west of Hassayampa Freeway
- McDowell Road west of Hassayampa Freeway
- Wintersburg Parkway west of Hassayampa Freeway
- Yuma Road west of Hassayampa Freeway

Table 7.2 Potential I-10/Hassayampa Valley Freeway Development Timeframes

Freeway [^]	Segment	Corridor/Prelim. Alignment Study	Estimated Timeframe			Notes
			Right-of- Way Preservation	Facility Design/ Construction		
				Interim	Full	
<i>Existing and Previously Planned Freeways</i>						
I-10	SR-303L to SR-85 (with 2 new TIs)	N/A	2007-2015 (for new TIs)	Perryville Rd TI: 2011-2015	2016-2020	Will require 8 lanes plus 2 HOV (only 6 lanes in MAG RTP)
	SR-85 to Hassayampa Fwy (4 new TIs)	N/A	2007-2015 (for new TIs)	Staged widening with some TIs may begin before 2021	2021-2030	Will require 8 lanes plus 2 HOV— <i>not in RTP</i>
	Hassayampa Fwy to 459 th Avenue (4 new TIs)	N/A	2016-2020 (for new TIs)	New TIs may be built before 2030	Post 2030	Will require up to 8 lanes plus 2 HOV— <i>not in RTP</i>
SR-74	East of US-60	Complete	2007-2015	Staged widening may begin before 2021	2021-2030	<i>Only R/W preservation in RTP</i> , with phase unspecified
SR-85	I-10 to SR-801 (upgrade to full freeway)	Complete	Complete	Widen to 4-lane divided highway in RTP Phase I (complete by 2010)	2021-2030	Some TIs may be built before 2021
	SR-801 to Hassayampa Fwy*	Complete	Complete		Post 2020	To be refined in Hidden Valley Roadway Framework Study
SR-303L	US-60 to I-10	Complete	Complete	Interim facility exists	2007-2015	Funded for 6-lane freeway in Phases I and II of RTP
	I-10 to SR-801	Complete	Complete	N/A	2011-2020	Funded for 6-lane freeway in Phases II and III of RTP
	SR-801 to Hassayampa Fwy*	2007-2010	2007-2015	To be determined	2016-2025	<i>Not in RTP</i> ; to be refined in Hidden Valley Study
SR-801	SR-303L to SR-85	Underway	2007-2010	2-lane interim road, 2021-2026 (RTP)	2026-2035	Construction to be staged; only 2-lane interim road in RTP
<i>Newly Proposed Freeways</i>						
Hassayampa Fwy	I-10 to White Tank Fwy	2007-2010	2011-2015	Possibly 2016-2025	2026-2035	High priority segment—Town of Buckeye
	White Tank Fwy to SR-74 Extension	2011-2015	2016-2020	Possibly 2021-2030	2031-2050	Potential future CANAMEX corridor segment
	I-10 to SR-801	2011-2015	2016-2020	N/A	2031-2050	Second priority segment—Buckeye
	SR-801 to SR-85*	2011-2015	2016-2020	N/A	2031-2050 or later	Dependent on Hidden Valley, I-10 Bypass and other studies
	SR-85 to SR-303L**	To be determined	TBD	TBD	TBD	Dependent on other studies, especially Hidden Valley
White Tank Fwy	Hassayampa Fwy to US-60/SR-303L	2007-2010	2011-2015	Possibly 2016-2025	2026-2035	High priority segment—City of Surprise
SR-74 Extension	US-60 to Hassayampa Fwy	2011-2020	2021-2030	Possibly 2031-2040	Post 2040	Dependent on development trends and emerging regional travel patterns
SR-801 Extension	SR-85 to Hassayampa Fwy	2007-2010	2011-2020	N/A	Post 2040	Not a high priority for Buckeye, but need to preserve R/W fairly soon

[^]The word “freeway” in this table, and throughout this chapter, is not intended to rule out the future use of tolls on fully access-controlled facilities.

*Partially outside study area

**Outside study area

Source: MAG Project Team, July 2007

Table 7.3 Potential High-Priority Parkways

Proposed Parkway	Justification for High Priority
Grand Ave (US-60)	Major state route
Northern Ave east of Hassayampa Fwy	Continuation of planned Northern Ave Parkway (to east) and possible White Tank tunnel
Sun Valley Pkwy, I-10 to Jackrabbit Trail	Existing parkway, development corridor, named by MCDOT as highest priority
Turner Pkwy, I-10 to Sun Valley Pkwy	Sensitive corridor requiring advance R/W preservation; intense stakeholder interest; first opportunity west of White Tanks
Jackrabbit Trail, I-10 to Bell Rd	Current MCDOT corridor study, first opportunity east of White Tanks, MAG Road of Regional Significance, City of Surprise parkway north of Peoria Ave
Dove Valley Rd	City of Surprise parkway*
Jomax Rd (east of US-60)	City of Surprise parkway*
Deer Valley Rd	City of Surprise parkway*
243 rd Ave	City of Surprise parkway*
211 th Ave north of US-60	City of Surprise parkway*
187 th Ave north of US-60	City of Surprise parkway*
163 rd Ave north of US-60	City of Surprise parkway*

*Development timing to be determined by City of Surprise in consultation with neighboring jurisdictions.

Source: MAG Project Team, July 2007

All parkways belonging to neither the high-priority nor the low-priority category would have a medium priority for implementation, including::

- Hidden Waters Parkway
- Sun Valley Parkway south of I-10
- Turner Parkway, Sun Valley Parkway to US-60
- Sonoran Parkway (to be revisited in Hidden Valley study)
- Cotton Lane (to be revisited in Hidden Valley study)
- Jackrabbit Trail, I-10 to Hassayampa Freeway (to be revisited in Hidden Valley study)
- Jackrabbit Trail, Bell Road to US-60
- 211th Ave, Sun Valley Parkway to US-60
- Wild Rose Parkway
- Bell Parkway east of Hassayampa Freeway
- Wintersburg/Cactus Parkway, Hassayampa Freeway to Turner Parkway
- Camelback Road, Hassayampa Freeway to SunValley Pkwy
- McDowell Road, Hassayampa Freeway To Jackrabbit Trail
- Yuma Parkway, Hassayampa Freeway to Sun Valley Pkwy/I-10
- Southern Avenue

Summary

Table 7.4 summarizes this section by providing one possible scenario of chronological milestones for implementation of the Hassayampa Valley high-capacity roadway system, consisting of freeways (or their equivalent) and parkways. Near-term activities, during the years 2008 to 2015, would consist mostly of right-of-way preservation, corridor studies and preliminary alignment studies. Construction (preceded by design) of most facilities would occur later. Given the expected pace of development to Buildout and the likely funding

limitations, completion of the network would occur well after 2040, and perhaps not until the second half of the 21st century.

Table 7.4 Chronological Scenario of Possible
Freeway and Parkway Development Milestones

Dates	Potential Activities
2008-2010 (freeways)	<ul style="list-style-type: none"> -Preserve R/W for SR-801, SR-303L to SR-85 -Widen SR-85 to interim four-lane divided highway -Preliminary alignment studies for SR-303L, SR-801 to Hassayampa Fwy -Preliminary alignment studies for Hassayampa Fwy, I-10 to White Tank Fwy -Preliminary alignment studies for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L -Preliminary alignment studies for SR-801, SR-85 to Hassayampa Fwy
2008-2010 (parkways)	<ul style="list-style-type: none"> -Complete preliminary alignment studies and R/W preservation for Sun Valley Pkwy -Complete preliminary alignment studies and R/W preservation for Jackrabbit Pkwy, I-10 to Bell Rd -Complete preliminary alignment studies and R/W preservation for Northern Ave Pkwy east of Jackrabbit -Complete corridor studies and begin R/W preservation for Turner Pkwy
2008-2015 (freeways)	<ul style="list-style-type: none"> -Preserve R/W along SR-74 -Construct SR-303L freeway, US-60 to I-10 -Preserve R/W for SR-303L, SR-801 to Hassayampa Fwy
2011-2015 (freeways)	<ul style="list-style-type: none"> -Preliminary alignment studies for Hassayampa Fwy, White Tank Fwy to SR-74 Extension -Preliminary alignment studies for Hassayampa Fwy, I-10 to SR-85 -Preserve R/W for Hassayampa Fwy, I-10 to White Tank Fwy -Preserve R/W for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L -Construct TI at I-10/Perryville Rd
2011-2015 (parkways)	<ul style="list-style-type: none"> -Preserve R/W for parkway portion of Grand Ave (US-60) in study area -Preliminary alignment studies and R/W preservation for Northern Pkwy west of White Tanks to Hassayampa Fwy alignment -Complete initial feasibility, cost and environmental studies of potential Northern Pkwy connector via White Tank tunnel
2011-2020 (freeways)	<ul style="list-style-type: none"> -Preliminary alignment studies for SR-74 Extension, US-60 to Hassayampa Fwy -Preserve R/W for SR-801, SR-85 to Hassayampa Fwy -Construct SR-303L freeway, I-10 to SR-801
2011-2020 (parkways)	<ul style="list-style-type: none"> -Corridor studies, R/W preservation and possible interim facility construction for City of Surprise parkways -Begin alignment studies and R/W preservation for selected medium-priority parkways
2016-2020 (freeways)	<ul style="list-style-type: none"> -Construct I-10 improvements, SR-303L to SR-85 -Preserve R/W for Hassayampa Fwy, White Tank Fwy to SR-74 Extension -Preserve R/W for Hassayampa Fwy, I-10 to SR-85
2016-2025 (freeways)	<ul style="list-style-type: none"> -Construct SR-303L, SR-801 to Hassayampa Fwy -Possibly construct interim Hassayampa Fwy facility, I-10 to White Tank Fwy -Possibly construct interim White Tank Fwy facility, Hassayampa Fwy to US-60/SR-303L
2016-2025 (parkways)	<ul style="list-style-type: none"> -Begin constructing high-priority parkways to interim or ultimate configuration, depending on development trends and demonstrated demand
2021-2026 (freeways)	<ul style="list-style-type: none"> -Construct two-lane interim facility on SR-801 alignment, SR-303L to SR-85
2021-2030 (freeways)	<ul style="list-style-type: none"> -Construct I-10 improvements, SR-85 to Hassayampa Fwy -Preserve R/W for SR-74 Extension, US-60 to Hassayampa Fwy -Possibly construct interim Hassayampa Fwy facility, White Tank Fwy to SR-74 Extension -Improve SR-74 to full freeway -Improve SR-85 to full freeway

Table 7.4 Continued

Dates	Potential Activities
2026-2035 (freeways)	-Complete SR-801, SR-303L to SR-85 -Complete Hassayampa Fwy, I-10 to White Tank Fwy -Complete White Tank Fwy, Hassayampa Fwy to US-60/SR-303L
2026-2035 (parkways)	-Begin constructing medium-priority parkways to interim or ultimate configuration, depending on development trends and demonstrated demand
Post 2030 (freeways)	-Construct I-10 improvements, Hassayampa Fwy to 459 th Ave
2031-2040 (freeways)	-Possibly construct interim SR-74 Extension, US-60 to Hassayampa Fwy
2031-2050 (freeways)	-Complete Hassayampa Fwy, White Tank Fwy to SR-74 Extension -Complete Hassayampa Fwy, I-10 to SR-801
2031-2050 or later (freeways)	-Complete Hassayampa Fwy, SR-801 to SR-85
Post 2035 (parkways)	-Complete all high- and medium-priority parkways, and begin work on low-priority parkways as demand dictates
Post 2040 (freeways)	-Complete SR-74 Extension, US-60 to Hassayampa Fwy -Construct SR-801, SR-85 to Hassayampa Fwy

Listings in *italics* are entirely or partially RTP projects.

The word "freeway" in this table, and throughout this chapter, is not intended to rule out the future use of tolls on fully access-controlled facilities.

Source: MAG Project Team, July 2007

7.3 Potential Responsibilities for Implementation

This section briefly describes potential responsibilities for implementation of the conceptual roadway framework in the Hassayampa Valley. Implementation includes right-of-way preservation for future alignments, construction, and operations and maintenance of the completed facilities. Because transportation funding is a complex topic and a prerequisite for implementation, Chapter 8 addresses this topic in detail.

Freeways

Construction, operations and maintenance of both urban and rural freeways in Arizona has traditionally been the responsibility of ADOT, although the funding may come from local sources like the half-cent sales tax in Maricopa County that funds the MAG RTP. Since freeways are facilities for uninterrupted travel that typically cross multiple jurisdictional boundaries, the obvious candidate for construction, operation and maintenance of Hassayampa Valley freeways would be either ADOT or some form of a regional transportation authority. Future controlled-access highways, whether "free" or tolled, could also be constructed and operated under some type of public-private partnership involving either ADOT or a new regional authority. Preservation of right-of-way in future freeway corridor will require a cooperative effort among all of the jurisdictions that the freeway would traverse, including cities, towns and Maricopa County.

Parkways

The parkway, as envisioned in this study and described in Chapter 6, is a new type of facility for Arizona. Hence there is no local precedent for implementation, and any of a variety of agencies could assume responsibility for part or all the process. These include Maricopa County, the Hassayampa Valley municipalities, and a possible regional authority. If ADOT remains responsible for constructing and maintaining freeways throughout Maricopa County, a new regional parkway authority could be established by the state legislature. Major ADOT involvement in parkway implementation appears unlikely without legislative expansion of that agency's mission, accompanied by additional funding.

Cities and towns will play an important role in working to preserve right-of-way for future parkways within their corporate boundaries, and they may also operate and maintain parkways if adequate funding is available. It is desirable, however, to charge a single agency with planning, designing and constructing the parkways as a uniform system with consistent design standards—in a manner analogous to ADOT's responsibility for the regional freeway system. This centralized authority could be vested in an existing agency such as MCDOT, or in a new regional highway (or parkway) authority. *It is important to emphasize that none of this is feasible without an adequate and reliable source of funding that can be tapped by the appropriate agency or agencies.*

Arterials

With the rapid expansion of development into outlying portions of the Phoenix metropolitan area, private developers are increasingly asked to pay for new arterials. This pattern will most likely intensify in the Hassayampa Valley, where much of the development will take the form of master-planned communities with their own street networks that will need to connect seamlessly with external arterials. The private financial contributions may be in kind (e.g., dedication of right-of-way) as well as in cash. Actual construction, operation and maintenance of arterials is typically the responsibility of MCDOT (in unincorporated areas) or the appropriate municipality—with or without financial infusions from developers. In some cases, developers have constructed roadways to county or municipal standards in order to provide access to their communities, and then turned them over to the city or county for operation and maintenance.

As the demand for new roadways in the Hassayampa Valley continues to grow, MCDOT will be increasingly hard-pressed to construct new roadways in unincorporated areas that will eventually be annexed by cities or towns. In effect, MCDOT is expected to pay for roads that will primarily benefit the residents of incorporated communities in the future. This concern is not new or unique to the Hassayampa Valley, but it will become more critical as the gap between needs and resources widens.

Hassayampa River Bridges

As the Hassayampa Valley develops and ultimately builds out, numerous new bridges over the Hassayampa River will be required, either to replace low-water crossings or at locations where no crossing at all exists today. As stated in Chapter 4, the study area now has only two bridged crossings of the Hassayampa. Much of the river corridor is currently unincorporated territory, but the adjoining land on either side lies within Buckeye or Surprise, or at least belongs to the Buckeye or Surprise MPA. In view of its limited resources and the fact that future Hassayampa River bridges will meet the needs of these municipalities, MCDOT's policy is not to assume responsibility for providing new river crossings in this area, regardless of past projects in other parts of Maricopa County.

Summary

Table 7.5 summarizes the types of entities (both public and private) and levels of government that might take responsibility for implementation of the recommended roadway framework illustrated in Figure 7-1. The table is not intended to be exhaustive, but only to list some of the more obvious candidates. Implementation responsibilities may vary by time, place and phase; e.g., three different entities could be responsible for parkway right-of-way preservation, construction, and operations and maintenance of the completed facilities.

No regional transportation agency with the authority and funding to do any of the things listed in Table 7.5 currently exists in Maricopa County. Only the state legislature could establish such an agency and specify its powers. For example, a regional authority might or might not have the power of eminent domain or the ability to levy taxes and fees. A future transportation authority for Maricopa County (or a portion thereof) might be a completely new agency, or its functions might be grafted onto an existing agency such as MAG or MCDOT. Whether or not a regional authority would be the best mechanism to develop a long-range, subregional transportation system lies beyond the scope of this study.

Table 7.5 Potential Roadway Responsibilities by Functional Class

Classification	Potentially Responsible Source, Agency or Other Agency		
	Funding (Sources)	Implementation	
		Right-of-Way Preservation	Construction, Operations & Maintenance
Freeways	-Statewide -Countywide	-Maricopa County -Cities/Towns -Regional Transp. Authority	-ADOT -Regional Transp. Authority
Parkways	-Countywide -Cities/Towns -Landowners & Developers*	-Maricopa County -Cities/Towns -Regional Transp. Authority	-Regional Transp. Authority -Maricopa County -Cities/Towns**
Arterials	-Cities/Towns -Landowners & Developers*	-Maricopa County -Cities/Towns	-Maricopa County -Cities/Towns

*Includes land and other in-kind contributions

**Operations and maintenance

Source: MAG Project Team, July 2007

7.4 Preliminary Transit System Concept

While this study focused on developing a long-range conceptual roadway framework for the Hassayampa Valley, public transportation is expected to play a vital role in the study area, as it will throughout urbanized Maricopa County. As the analysis in Chapter 5 demonstrated, the roadway system alone will be unable to meet all of the forecast travel demand at Buildout, even if the entire proposed network of freeways and parkways is constructed. More generally, both high-capacity and local transit are already playing an ever-greater role in moving people throughout metropolitan Phoenix. A large percentage of the revenue raised through the Proposition 400 sales tax is earmarked for local bus, bus rapid transit (BRT) and light rail transit, albeit not within the Hassayampa Valley study area. The cities of Glendale, Phoenix and Tempe have dedicated sales taxes funding a mix of transit services.

It is anticipated that the Hassayampa Valley at Buildout will have a level of transit service similar to that planned in the current RTP for the existing urbanized area of the county. Figure 7-2 illustrates one possible scenario for future high-capacity transit corridors in the study area. Several potential routes are shown along several existing and planned freeway corridors. These routes are envisioned as BRT services operating on freeway HOV lanes, although they might utilize rail technologies in some corridors. The primary purpose of these routes would be efficient connection of the Hassayampa Valley with the central portion of the region.

Several other possible high-capacity corridors are also shown, most notably a route from US-60 to I-10 west of the White Tank Mountains, largely following the general alignment of the Sun Valley Parkway and Turner Parkway. These services would be designed to enhance mobility within the study area. A variety of modes might be considered, including arterial BRT, limited-stop bus, modern streetcar, or full-fledged light rail.

Any high-capacity transit serving the Hassayampa Valley would supplement a background network of local bus routes, generally following the arterial streets and parkways, and making relatively frequent stops. It is anticipated that service frequencies and hours of operation at Buildout would match those in the older urbanized areas of Maricopa County. Door-to-door demand responsive service would be provided for residents who qualify under the Americans with Disabilities Act.

Finally, Figure 7-2 shows a possible heavy rail (freight and possibly passenger) line connecting the BNSF near Morristown with the UPRR near the Palo Verde Nuclear Generating Station. This would directly link new classification and intermodal yards proposed by the two railroads. Such a route would enable the BNSF and UPRR to interchange freight while bypassing the congested central Phoenix area. In addition, MAG is currently studying the feasibility of commuter rail service throughout Maricopa County and part of Pinal County. Figure 7-2 depicts potential commuter rail service in the existing BNSF corridor adjoining US-60, and along the UPRR line several miles south of and roughly parallel to I-10.

Figure 7-2 Long-Range High Capacity Transit and Rail Scenario

