

SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN

Public Outreach Summary Report

FEBRUARY 2019 | VERSION 1.0

Prepared for:
ADOT Multimodal Planning Division
Planning Assistance for Rural Areas Program



Prepared By:

Kimley»»Horn
In Association with
Applied Economics, LLC

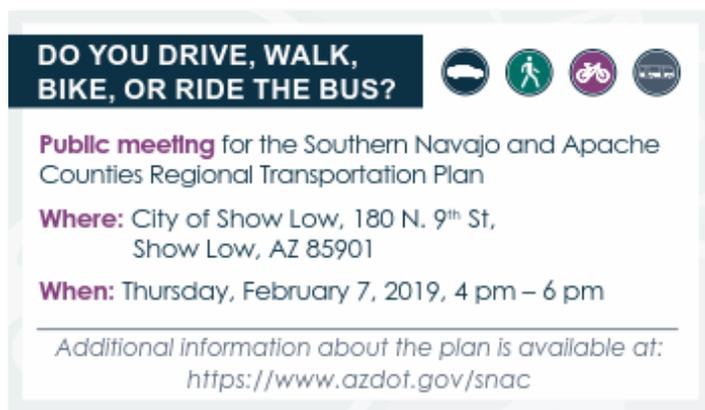
Contents

Public Outreach Summary	1
Appendix A: Meeting Advertisement Materials	3
Newspaper Advertisement.....	3
Project Fact Sheet.....	4
Open House flyer	6
Comment Sheet.....	7
Handout Card.....	9
Appendix B: Open House Presentation	10
Appendix C: Open House Boards	31
Appendix D: Comment Sheet Responses	40

PUBLIC OUTREACH SUMMARY

This report outlines the second phase of public outreach for the Southern Navajo and Apache Counties (SNAC) Transportation Plan. Outreach was conducted to obtain feedback from the public on the recommended projects and their prioritization in *Working Paper 2: Plan of Improvements*. Public input was obtained both in-person at a public open house and online through ADOT's website.

A public open house was held at Show Low City Hall on February 7, 2019 from 4:00 p.m. to 6:00 p.m. The open house was advertised in multiple ways to maximize potential attendance, including an article in a local publication, an announcement on ADOT's website, flyers at Show Low City Hall, and an email blast to people who had provided their contact information during the previous phase of public outreach in May and June of 2018. The meeting was attended by approximately 20 members of the public. All meeting advertising materials are provided in **Appendix A**.



Public Open House Handout Card

As attendees entered, they were provided with a project fact sheet and comment form, which are also included in **Appendix A**. The open house involved an introductory presentation given by the project team which included an overview of previous tasks in the project, the methodology and results of the project evaluation process and economic impact evaluation, specifics for high-priority projects that were previously largely undefined, and the initial prioritized list of recommended projects. The full presentation is provided in **Appendix B**.

After the presentation was concluded, the attendees had the opportunity to ask questions of the project team and comment on the projects and prioritization. Once all audience questions and comments were addressed, attendees had the opportunity to review a series of eight boards that were set up around the room, which included:

- A project overview with the study purpose, objectives, and study area outlined;
- The project schedule and remaining steps;
- Transportation needs identified in earlier steps of the plan and an overview of initial improvement alternatives;
- The project scoring methodology and results;
- An overview of the economic impacts evaluation; and
- The lists of initial short, medium, and long-term recommended projects along with maps showing their locations.



Open House Presentation

The boards presented during the open house are provided in **Appendix C**. While attendees were able to discuss topics of interest with project team members during the remainder of the open house, they were encouraged to fill out the provided comment sheets to give feedback. Additionally, hard copies of *Working Paper 2: Plan of Improvements* were available for attendees to review, which included more detail on specific projects.

For members of the public that were not able to attend the public open house, *Working Paper 2: Plan of Improvements* was provided in-full on ADOT's website (www.azdot.gov/snac). A fillable pdf of the comment form was also provided to allow people to provide feedback on the working paper, the proposed projects, and the prioritization. The online comment form was available from January 31 through February 21, 2019. Respondents were asked to mail or email their responses to the project team. The feedback from the comment form provided by the public both at the public open house and online is provided in **Appendix D**.

The most common comments heard during the public meeting and through the comment forms include the following topics:

- There were comments that widening SR 260 from Show Low toward Heber-Overgaard should be a higher priority in the plan. The project has been discussed for over 10 years and a Design Concept Report (DCR) was previously funded in the ADOT 5-Year Plan but was dropped in response to funding shortages. The public would like to see planning for that project reignited due safety and congestion issues experienced along the corridor.
- Several meeting attendees stated that they experience substantial congestion along the Central Avenue/Woolford Road corridor and that they would support improvements.
- In addition, Whipple Street between Central Avenue and US 60 experiences similar conditions. Intersection of US 60, needs improvements.
- There is a cut-through traffic issue in the Snow Creek Subdivision due to the congestion along Central Avenue and intersection delay at the intersection with Whipple Street.
- Comments for more widespread bicycle accommodations on the main roadways within the study area, particularly SR 260 between Show Low and Pinetop-Lakeside.
- Comments were to increase emphasis on multimodal projects on SR 260. Some commented that there is a widespread perception that cycling on the roadways in the study area is unsafe and that there is latent demand for cycling because many people avoid riding their bicycles in the urbanized areas because of this safety concern.

APPENDIX A: MEETING ADVERTISEMENT MATERIALS

NEWSPAPER ADVERTISEMENT

SOUTHERN APACHE AND NAVAJO COUNTIES TRANSPORTATION PLAN

DO YOU DRIVE, WALK, BICYCLE, OR RIDE THE BUS? IF SO, WE WANT YOUR INPUT!

Public Open House

The City of Show Low, the Towns of Taylor, Snowflake and Pinetop-Lakeside, Navajo and Apache Counties, and the Arizona Department of Transportation have partnered to develop a transportation plan for southern Navajo and Apache Counties communities.

The plan will identify transportation improvement priority projects and investments that will advance transportation in the region over the next 20 years.

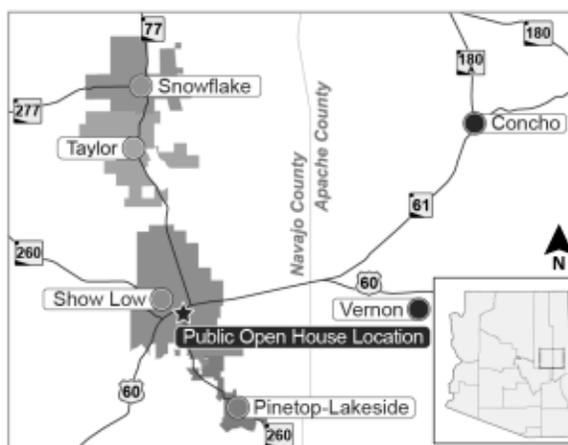
The study team has developed a draft list of projects that will be considered in the plan. These projects include new roadways, improved roadways, intersection improvements, traffic signals, bicycle and pedestrian improvements, and transit improvements to improve your ability to move around within the region.

Please join us for a public open house to provide your input on the potential projects.

**Thursday, February 7, 2019
4 – 6 p.m.**

Show Low City Hall
180 N. 9th Street, Show Low, AZ

STUDY AREA



To identify the most important projects in the region, we want your input. Your participation helps the plan to reflect the needs of those using the transportation system.

Additional information about the plan is available at: <https://www.azdot.gov/snac>.

If you require special assistance in order to participate in the public meeting, please contact projects@azdot.gov or 855.712.8530. Request should be made as soon as possible to allow time to arrange the accommodation.

Si usted necesita ayuda especial para poder participar en la reunión pública, póngase en contacto con projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse lo mas pronto posible para dar tiempo a organizar el alojamiento.

SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN

A long-range transportation plan is being developed for the southern Navajo and Apache Counties region – the City of Show Low, the Towns of Taylor, Snowflake, and Pinetop-Lakeside, and unincorporated communities within Navajo and Apache Counties, including Concho and Vernon.

After previous public engagement in May-June of 2018, the following transportation needs were determined to be the top priorities in the region:

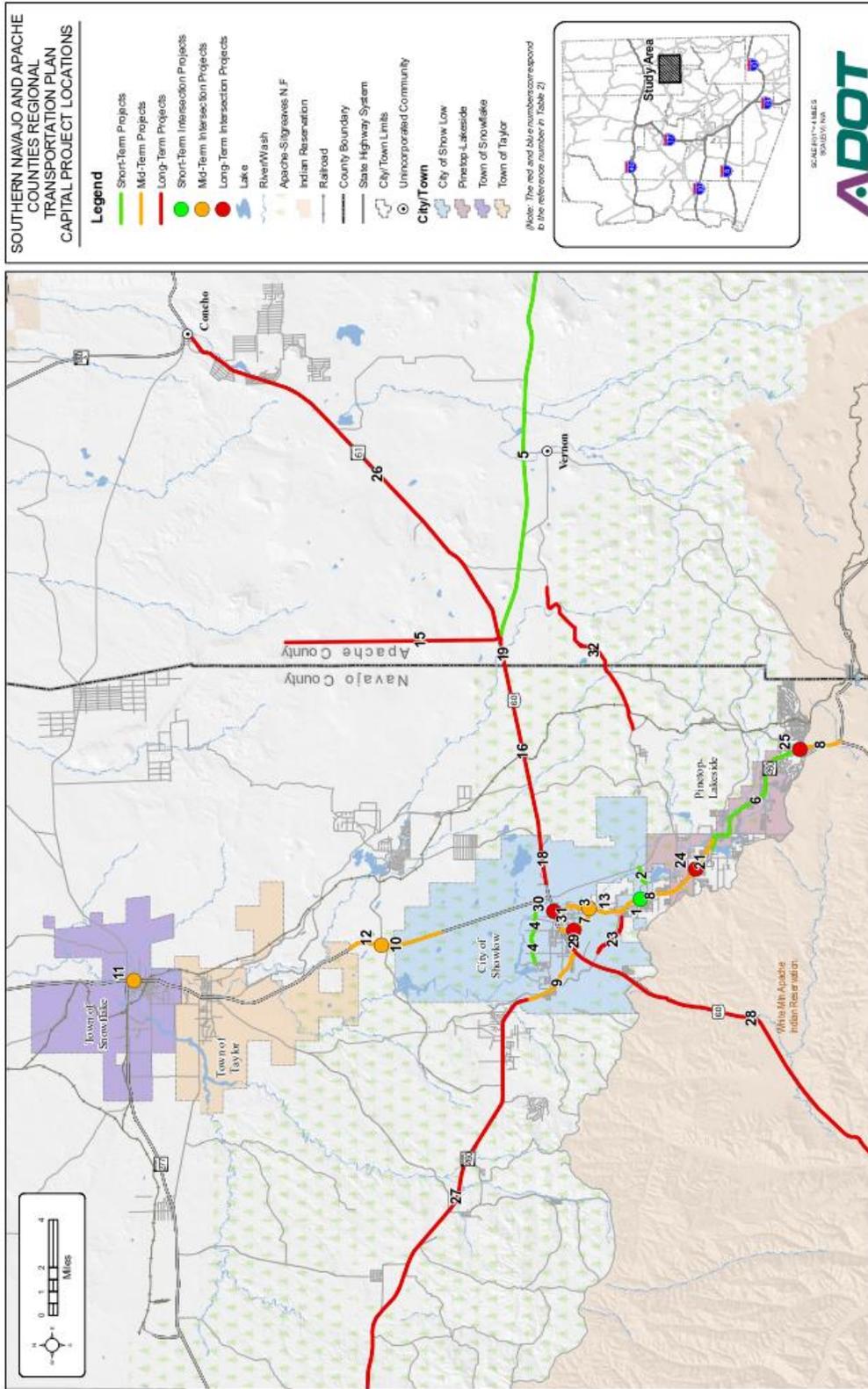
1. Address traffic congestion
2. Improve connectivity between major roadways
3. Support industrial growth
4. Provide consistent multimodal facilities on SR 260 between Show Low and Pinetop-Lakeside
5. Support tourism and economic development
6. Address high crash rates at identified locations
7. Improve emergency response times
8. Provide adequate evacuation routes
9. Improve transit coverage within urban areas
10. Supplement regional transit connections
11. Increase multimodal access to Show Low services
12. Improve multimodal safety

58 potential transportation improvement alternatives were identified from discussions with the Technical Advisory Committee (TAC) and local agency staff, public input, and the traffic and safety analysis. These alternatives were refined and evaluated using an objective, scoring methodology intended to evaluate the life cycle of a project from planning through operations and maintenance based on the following criteria:

- Ease of Implementation
- Safety
- Vehicle Mobility
- Freight Mobility
- Transit, Bicycle, and Pedestrian Mobility

Recommended Projects List

Timeframe	Map No.	Name	Type
Short	1	SR 260/Show Low Lake Rd-Cub Lake Rd	Safety
	2	Scott Ranch Rd Phase II	Major Capital
	3	Woolford Road Crossing	Major Capital
	4	Thornton Corridor Phases I-IV	Major Capital
	5	US 60 (MP 352-384)	Safety
	6	Pinetop-Lakeside Ped. Safety Study Recommendations	Multimodal
Mid	7	Woolford Rd/Central Ave Improvements	Major Capital
	8	SR 260 (US 60 – SR 73) Multimodal Improvements	Multimodal
	9	SR 260 (MP 347 – 351) Multimodal Improvements	Multimodal
	10	SR 77 (MP 347 – 351) Safety Improvements	Safety
	11	SR 77/Center St (Snowflake)	Safety
	12	SR 77/White Mountain Lake Rd	Safety
	13	SR 260 Bus Pull-outs	Multimodal
	14	SR 260/Woolford Rd	Safety
Long	15	Stanford Dr Reconstruction	Major Capital
	16	US 60 Widening (Show Low to Vernon)	Major Capital
	17	SR 77 Widening (Show Low to Taylor)	Major Capital
	18	US 60 (MP 341 – 343) Safety Improvements	Safety
	19	US 60 (MP 345 – 352) Safety Improvements	Safety
	20	US 60 Variable Message Signs	Safety
	21	SR 260 Raised Median (Vacation Village Dr – Wagon Wheel Ln)	Safety
	22	Supplement/Expand White Mountain Connection	Multimodal
	23	Summit Trail Extension	Major Capital
	24	SR 260/Rainbow Lake Rd	Safety
	25	SR 260/Branding Iron Loop	Safety
	26	SR 61 (MP 352 – 373) Safety Improvements	Safety
	27	SR 260 (SR 277 – US 60) Safety Improvements	Safety
	28	US 60 (MP 317 – SR 260) Safety Improvements	Safety
	29	Whipple Road Traffic Calming	Traffic Ops
	30	US 60/SR 260 Signal Modifications	Traffic Ops
	31	Whipple St/Central Ave Roundabout	Traffic Ops
	32	Porter Mtn Rd/CR 3144 Paving/Reconstruction	Major Capital



Additional information about the plan is available at: <https://www.azdot.gov/snac>

DO YOU DRIVE, WALK, BICYCLE, OR RIDE THE BUS? WE WANT YOUR INPUT!

We are developing a transportation plan for the southern Navajo and Apache Counties region – the City of Show Low, the Towns of Taylor, Snowflake and Pinetop-Lakeside, and unincorporated communities within Navajo and Apache Counties, including Concho and Vernon.

We want your input for the new transportation plan identified in the Southern Navajo and Apache Counties Regional Transportation Plan. Your input will inform selection of projects that will be documented in the study's Final Report.

The Southern Navajo and Apache Counties Regional Transportation Plan is a collaborative effort between:

ADOT
City of Show Low

Town of Taylor
Town of Snowflake
Town of Pinetop-Lakeside

Navajo County
Apache County

Come visit us at a public meeting open house for the Southern Navajo and Apache Counties Regional Transportation Plan

When: Thursday, February 7, 2019, 4 pm – 6 pm

Where: City of Show Low, 180 N. 9th St, Show Low, AZ 85901



Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact (insert Project Hotline or appropriate person's name) at (telephone number) or (email address). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Person as que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con (insert Project Hotline or appropriate person's name) al (telephone number) o por correo electrónico al (email address). Las solicitudes deben hacerse lo mas pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Please contact Amalia Andrews (385-235-6535; Amalia.andrews@kimley-horn.com) for Title VI requests and information.

Additional information about the plan is available at: <https://www.azdot.gov/snac>



SOUTHERN NAVAJO AND APACHE COUNTIES REGIONAL TRANSPORTATION PLAN

Potential Projects Open House Comment Form

Please comment on potential projects to be considered in the *Southern Navajo and Apache Counties Regional Transportation Plan, Final Report*. Potential projects are presented in **Working Paper No. 2: Plan of Improvements** which is available on ADOT's website: <https://www.azdot.gov/snac>.

From potential projects identified in Working Paper No. 2, which projects are most important? Why?

From potential projects identified in Working Paper No. 2, which projects would provide the most benefit to the community?

From the potential projects identified in Working Paper No. 2, are there projects, if included in the plan, that would make the plan less desirable?

Optional Information:

<i>Name:</i>	
<i>City/Town/Community</i>	
<i>Email address:</i>	

*Please return comment form at Open House to be held on February 7, 2019, 4:00 pm – 6:00 pm at Show Low City Hall, 180 N. 9th Street, Show Low, AZ, 85901, or email comments to: brent.crowther@kimley-horn.com, or mail to 333 E. Wetmore Road, Suite 280, Tucson, AZ 85705. **Please submit comments by February 21, 2019.** For questions, please contact: Brent Crowther, 520-352-8632.*

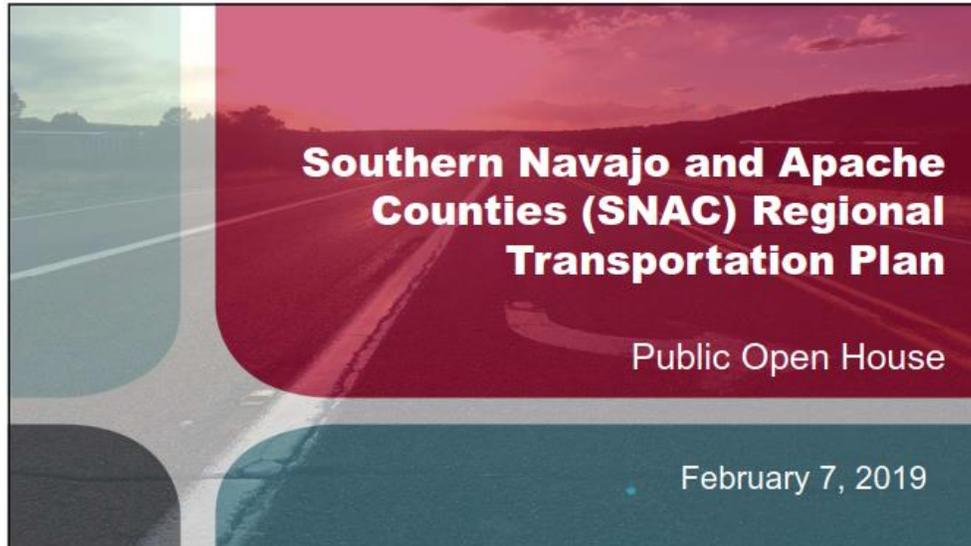
**DO YOU DRIVE, WALK,
BIKE, OR RIDE THE BUS?** 

Public meeting for the Southern Navajo and Apache
Counties Regional Transportation Plan

Where: City of Show Low, 180 N. 9th St,
Show Low, AZ 85901

When: Thursday, February 7, 2019, 4 pm – 6 pm

*Additional information about the plan is available at:
<https://www.azdot.gov/snac>*

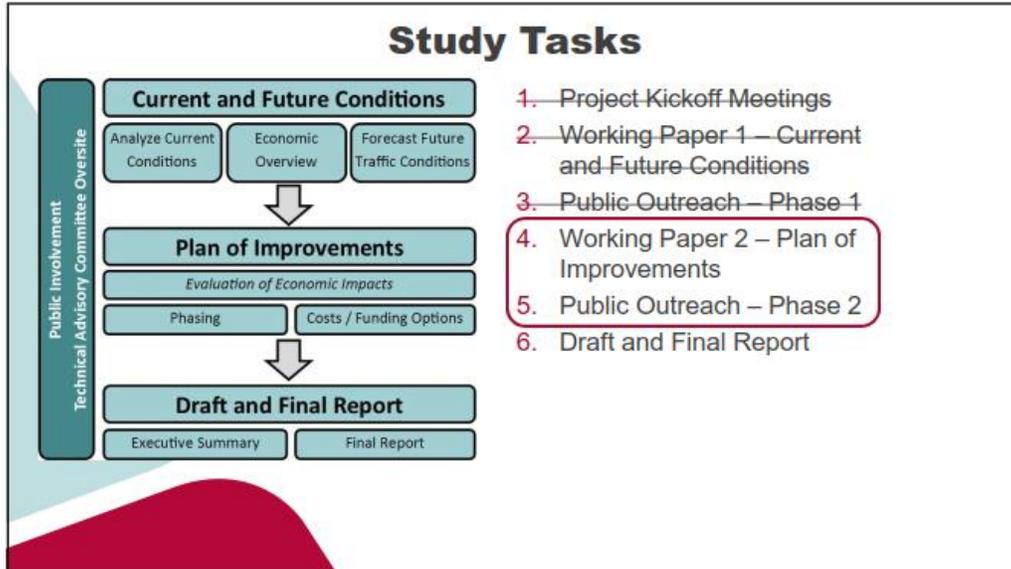


Study Background

Objectives

1. Review current and future transportation conditions
2. Identify transportation issues and needs
3. Identify and analyze alternatives to improve transportation in the study area
4. Prepare an economic analysis to assist in project justification, funding applications, and prioritizing projects
5. Develop a 20-year phased improvement program

Study Tasks



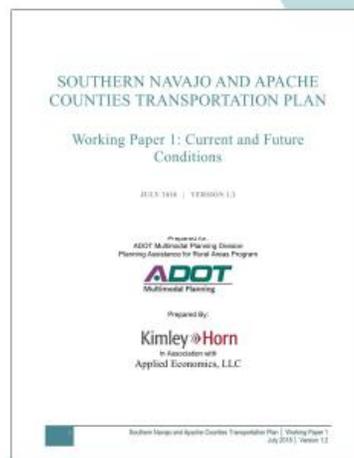
Public Outreach Phase I

- Online and Paper Survey
 - Conducted May 25th – June 21st, 2018
 - Show Low Days booth to bring the survey to residents
 - 160 responses from the booth
 - Over 470 completed in total
- Feedback was integrated into Working Paper 1 transportation needs



Working Paper 1: Current and Future Conditions

- Compiled and assessed existing transportation data to identify deficiencies
- Economic and demographic overview
- Forecasted future traffic conditions
- Summary of projects identified in previous plans and studies
- Public input from survey



Identified Transportation Issues

1. Current and future traffic congestion
2. Connectivity
 - Medical and social services
 - Multimodal
3. Economic development and industrial growth in industrial parks and Opportunity Zones
4. Multimodal facilities along SR 260
5. Safety
 - Multimodal
 - Emergency response times
 - Evacuation routes
6. Transit service and connectivity

Improvement Alternatives

- Five project categories:
 - **Major Capital:** new roadways or major improvements to existing roadways (11 identified)
 - **Safety:** improve safety at identified intersections and roadways (21 identified)
 - **Traffic Operations:** signaling intersections, adding left-turn phases to existing signals, adding turn lanes (10 identified)
 - **Multimodal:** improvements to sidewalks, trails, bicycle lanes, and transit (8 identified)
 - **Policies/Studies:** study topics and policy changes (8 identified)



Evaluation Methodology

- Point-based scoring method (all projects)
- Economic evaluation (10 capital projects)
- Combination of the two used to determine priorities

Point-Based Evaluation

- Point-based system – 100 possible points
- Categories:
 - Ease of implementation – max 40 points
 - Safety – max 20 points
 - Vehicle mobility – max 15 points
 - Freight Mobility –max 5 points
 - Transit, bicycle, and pedestrian mobility – max 20 points

Highest Scoring Projects

- SR 260/Show Low Lake Road-Cub Lake Road Improvements
- Scott Ranch Road Phase II
- Woolford Road Crossing
- Woolford Road/Central Avenue Improvements
- SR 260 Complete Streets Elements (US 60 to SR 73)



Economic Evaluation

Key objective to identify projects to provide economic benefits to the region

- 10 capital projects evaluated
- 7 projects had measurable development impacts
- Greatest impacts from roadway extensions where development can occur on vacant land nearby.

ECONOMIC IMPACTS QUANTIFIED

- Land use (acres by use)
- Non-residential square footage
- Employment
- Housing units (single and multi-family)
- Population

Economic Evaluation Methodology – Land Use Projections

- Defined at parcel level; area of impact defined by natural boundaries, real estate market, and development conditions
- Land use data from general plans; applied future development and density assumptions
- Additional factors considered, such as:
 - Character of land
 - Density
 - Condition
 - Service to the community
 - Relationship to adjacent parcels
 - Historical significance



Economic Evaluation Methodology – Socioeconomic Impacts

- Future land use and development density used to drive projections:
 - housing units
 - population
 - nonresidential square footage
 - employment
- In almost all cases, the land is currently undeveloped, so there is no existing socioeconomic impact, or any potential for redevelopment

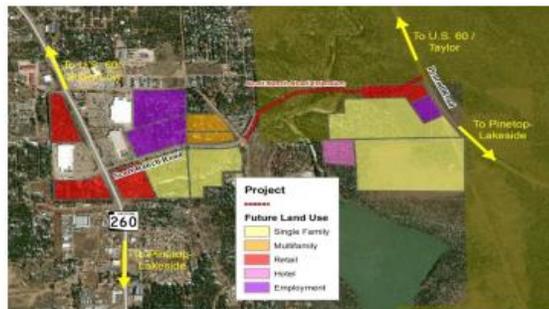


Summary of Socioeconomic Impacts of Projects with Highest Development Potential

Project	Primary Acres	Secondary Acres	Housing Units	Population	Nonres. Square Feet	Employment
Scott Ranch Rd Phase II	126.57	110.69	656	1,359	946,000	1,490
Thornton Corridor Phases I-IV	553.54	148.6	1,065	2,533	1,820,000	1,640
Woolford Rd Crossing	522.48	13.15	1,379	2,998	865,000	1,120
Summit Trail Extension	992.43	32.23	1,589	3,773	449,000	810
Central Avenue/ Woolford Rd Improvements	11.9	192.04	570	1,194	176,000	260
Stanford Drive Improvements	0.0	1,197.33	143	341	43,000	80
Porter Mountain Road/CR 3144/CR 3148	1,147.07	0.00	229	544	0	0
Total	3,353.99	1,694.04	5,631	12,742	4,299,000	5,400

Economic Evaluation – Scott Ranch Rd Phase II, Penrod Rd to Show Low Lake Rd

- Scott Ranch Rd extension:
 - Provides an alternative route to the hospital and commercial core
 - Provides future development potential at new intersection with Penrod Rd



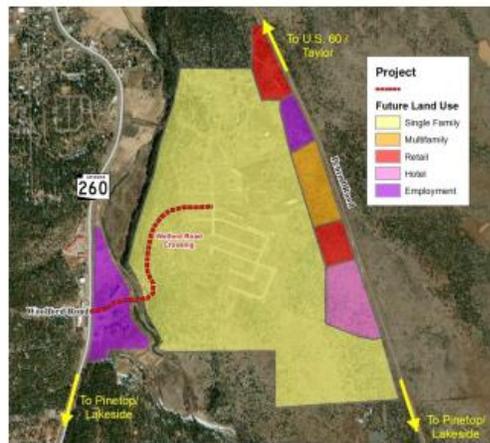
Economic Evaluation – Thornton Rd Corridor – Phases I-IV (Commerce Dr to 22nd Ave)

- Thornton Rd corridor:
 - Creates accessibility within the industrial park
 - Opens residential development areas west of the industrial park near Fools Hollow Lake.



Woolford Rd Crossing, SR 260 to Show Low Bluffs Development

- Woolford Rd Crossing:
 - Enhances Show Low Bluff development and provides emergency access
 - More commercial development potential on east side of Penrod Rd (long-term)



Summit Trail Extension, east of US 60 to SR 260

- Summit Trail Extension:
 - Longer term project
 - Requires land exchange with Forest Service
 - Residential development potential
 - Limited retail development – long term
 - This alternative may have a negative impact on downtown Show Low businesses



Central Ave/Woolford Rd Improvements

Central Ave / Woolford Rd:

- Improves existing road which is well used
- Supports new retail and employment on south side of US 60 along Central Ave
- Supports new residential development



Stanford Drive Improvements

Stanford Drive:

- Impacts evaluated on first two miles north of SR 61
- Potential for additional residential development (very low density)



Porter Mountain Road/CR 3144/CR 3148 Improvements

Porter Mountain Rd:

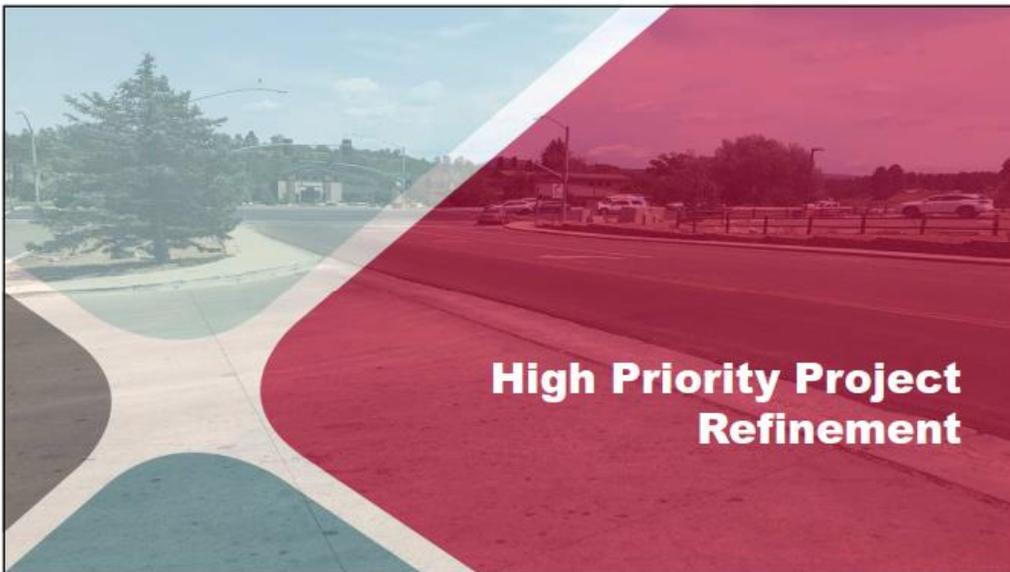
- Some private parcels have potential for residential development (very low density)
- Project increases accessibility between Vernon and SR 260 corridor



Other Projects Evaluated

- US 60 widening (Show Low to Vernon)
- SR 61 widening (Vernon to Concho)
- SR 77 widening (Show Low to Taylor)

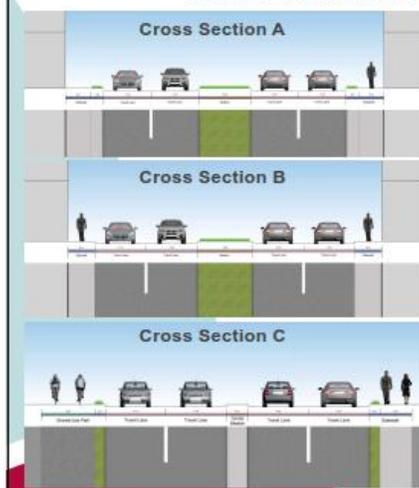
In general, these roadways are not congested enough to limit economic development, so widening the road would not spur new development



High Priority Project Refinement

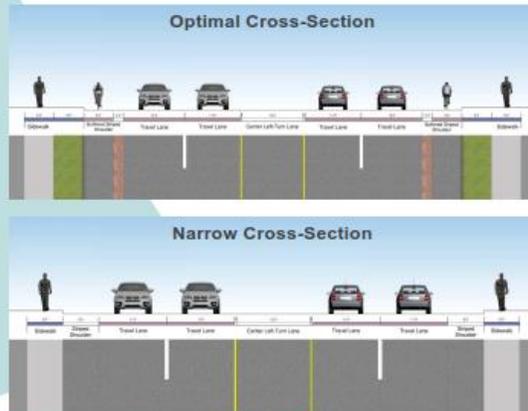
- Some high priority projects are well defined:
 - Scott Ranch Rd Phase II
 - Woolford Rd Crossing
 - Thornton Rd Corridor Phases I-IV
 - US 60 (MP 352-384) Safety Improvements
 - Pinetop-Lakeside Pedestrian Safety Study Recommendations
- Team developed conceptual design for these projects:
 - Woolford Road/Central Avenue Improvements
 - SR 260 (US 60-SR 73)
 - SR 260 Cross-section (MP 337-340)

Woolford Road / Central Avenue



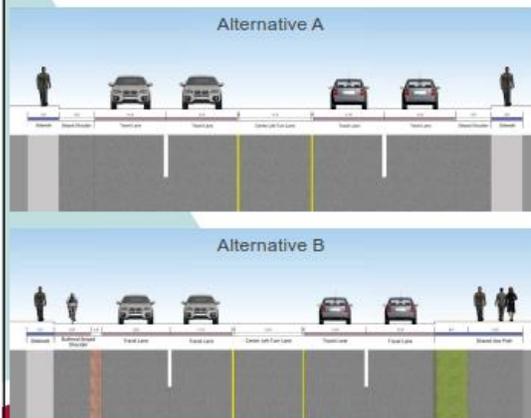
- Improved capacity needs - three alternative cross-sections:
 - Cross-section A (US 60-Owens St): 74', full-width median/center turn lane, sidewalks with buffers on both sides
 - Cross-section B (Owens St-Whipple St): 68', full-width median/center turn lane, sidewalks at back of curb on both sides
 - Cross-section C (Whipple St-SR 260): 68', 4' median to widen out at intersections to accommodate turn lanes, sidewalk on one side, shared-use path on other side
- Planning-level cost \$14 -15M

SR 260 Cross-Section (US 60 – SR 73)



- Focus - consistent bike and pedestrian infrastructure
- Cross-sections developed for 98' ROW (majority of corridor) and 80' ROW in constrained areas
 - Continuous center turn lane and bicycle lanes (striped shoulder – buffered where possible) and sidewalks (6' from curb where possible)
 - Consistent with Pinetop-Lakeside Pedestrian Safety Study recommendations
- Planning-level cost \$20M-\$25M
- Likely needs to be phased

SR 260 Cross-Section (MP 337 – 340) (Old Linden Road to US 60 Concepts)



Two concepts:

- Alternative A
 - 11' travel lanes, 11' median, 5.5' shoulder, maintain existing sidewalk/paths
 - Planning-level cost: \$3-\$4M
- Alternative B
 - 11' travel lanes, 12' median, 6' shoulder, 2' buffer (EB side), 10' paved path (north side)
 - Planning-level cost: \$5.5-\$6.5M

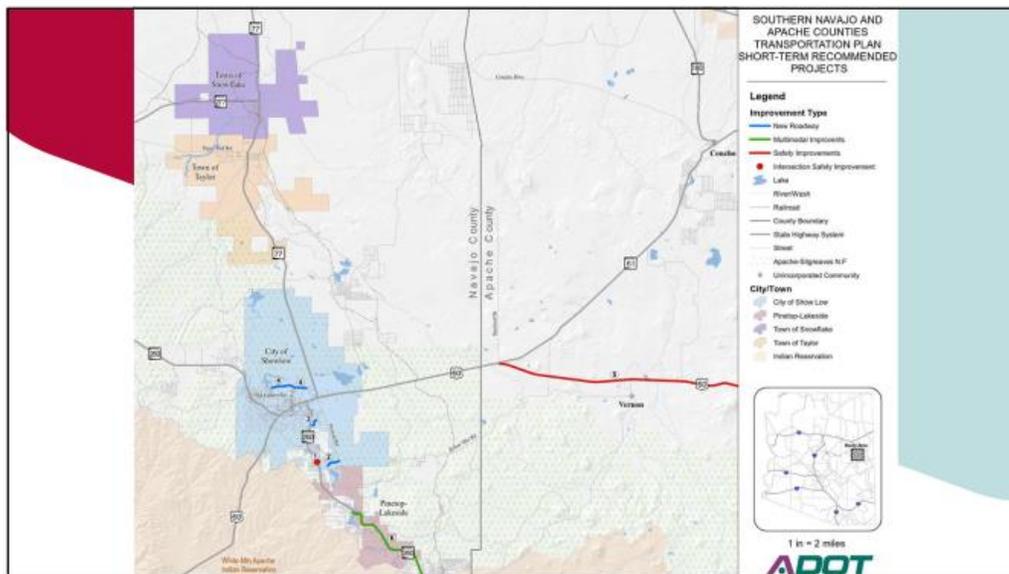
SR 260 Cross-Section (MP 337 – 340) (MP 377 to Old Linden Rd)

- 12' travel lanes
- 12' continuous center turn lane
- 10' shoulders
- 10' shared-use path
- Planning-level cost: \$4-\$5M



Recommended Projects – Short Term

Name	Type	Score	Economic Impact	Prioritization	Est. Cost
SR 260/Show Low Lake Rd-Cub Lake Rd	Safety	65	-	High	\$800,000
Scott Ranch Road Phase II	Major Capital	60	Emp: 1,490 Pop: 1,359	High	\$9M-\$11M
Woolford Road Crossing	Major Capital	55	Emp: 1,120 Pop: 2,998	High	\$6.5M
Thornton Corridor Phases I-IV	Major Capital	50	Emp: 1,640 Pop: 2,533	High	\$3M-\$4M
US 60 (MP 352-384)	Safety	45	-	High	\$29.4M
Pinetop-Lakeside Pedestrian Safety Study Recommendations	Multimodal	45	-	High	\$8.8M

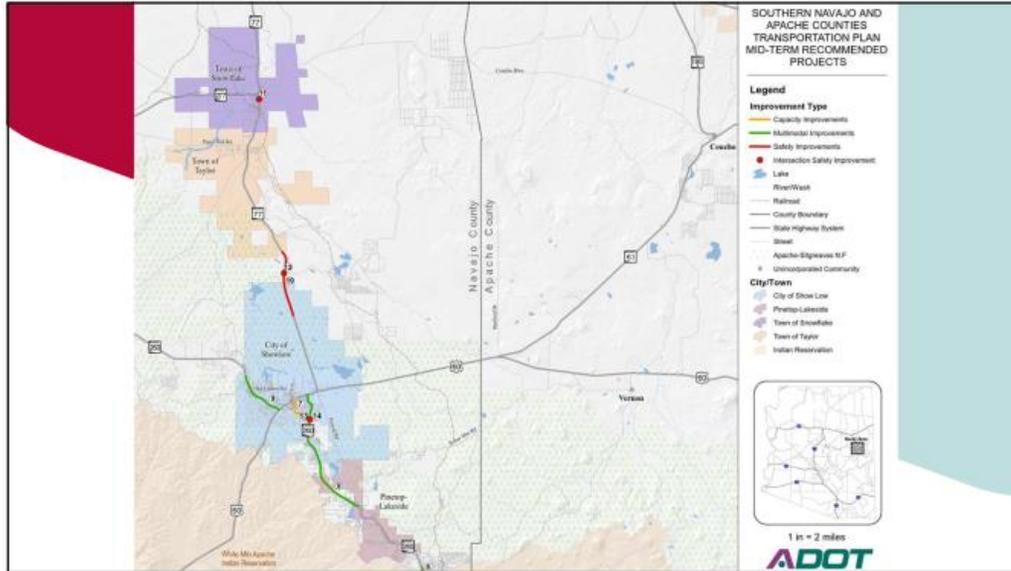


Recommended Studies and Policies – Short Term

Name	Type	Score	Economic Impact	Prioritization	Est. Cost
Truck Commodity Study	Study/Policy	N/A	N/A	High	-
Consistency of Road Names Study	Study/Policy	N/A	N/A	High	-
Left-Turn Phase Study	Study/Policy	N/A	N/A	High	-
Signal Warrant Study	Study/Policy	N/A	N/A	High	-
Turn Lane Study	Study/Policy	N/A	N/A	High	-
Regional Transit Circulator and Transit Funding Study	Study/Policy	N/A	N/A	High	-
Revise Snow Plow Policy	Study/Policy	N/A	N/A	High	-
Resurfacing ADA Policy	Study/Policy	N/A	N/A	High	-

Recommended Projects – Mid-Term

Name	Type	Score	Economic Impact	Prioritization	Est. Cost
Woolford Rd/Central Avenue Improvements	Major Capital	55	Emp: 260 Pop: 1,194	High	\$14M-\$15M
SR 260 Cross-Section (US 60 to SR 73)	Multimodal	55	-	High	\$20M-\$25M
SR 260 Cross-Section Elements (MP 337-340)	Multimodal	45	-	High	\$7M-\$11.5M
SR 77 (MP 347-351)	Safety	40	-	Medium	-
SR 77/Center Street (Snowflake)	Safety	40	-	Medium	-
SR 77/White Mountain Lake Road	Safety	40	-	Medium	-
SR 260 Bus Pull-Outs	Multimodal	40	-	Medium	-
SR 260/Woolford Road	Safety	40	-	Medium	-

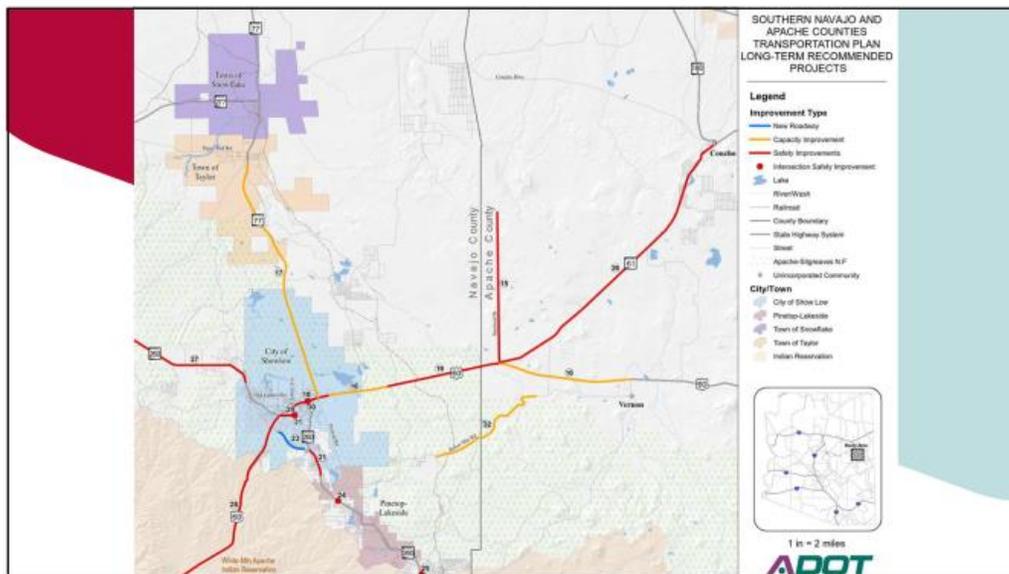


Recommended Projects – Long Term

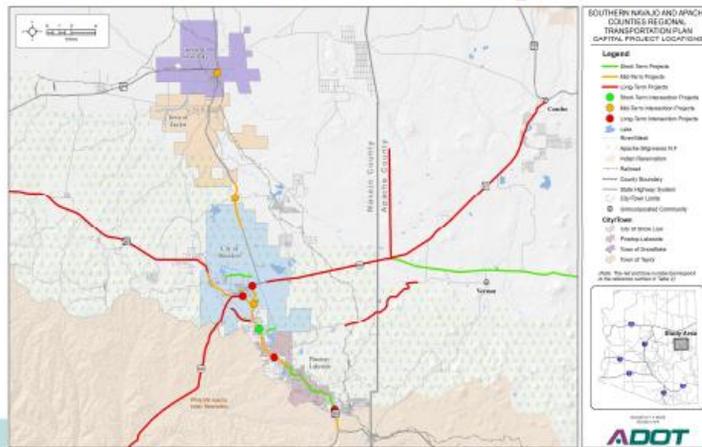
Name	Type	Score	Economic Impact	Prioritization	Est. Cost
Stanford Dr. Reconstruction	Major Capital	35	Emp: 80 Pop: 341	Medium	-
US 60 Widening (Show Low to Vernon)	Major Capital	35	Low	Medium	-
SR 77 Widening (Show Low to Taylor)	Major Capital	35	Low	Medium	-
US 60 (MP 341-343)	Safety	35	-	Medium	-
US 60 (MP 345-352)	Safety	35	-	Medium	-
US 60 Variable Message Signs	Safety	35	-	Medium	-
SR 260 Raised Median (Vacation Village to Wagon Wheel)	Safety	35	-	Medium	-
Supplement/Expand White Mountain Connection	Multimodal Project	35	-	Medium	-
Summit Trail Extension	Major Capital Project	30	Emp: 810 Pop: 3,773	Medium	-

Recommended Projects – Long Term

Name	Type	Score	Economic Impact	Prioritization	Est. Cost
SR 260/Rainbow Lake Road	Safety	30	-	Medium	-
SR 260/Branding Iron Loop	Safety	30	-	Medium	-
SR 61 (MP 352-373)	Safety	30	-	Medium	-
SR 260 (SR 277 to US 60)	Safety	30	-	Medium	-
US 60 (MP 317 to SR 260)	Safety	30	-	Medium	-
Whipple Road Traffic Calming	Traffic Operations	30	-	Medium	-
US 60/SR 260 Signal Modifications	Traffic Operations	30	-	Medium	-
Whipple St/Central Ave Roundabout	Traffic Operations	30	-	Medium	-
Porter Mountain Road/ CR-3144 Paving/ Reconstruction	Major Capital	20	Emp: 0 Pop: 544	Low	-



Questions or Comments on Recommended Projects?



Next Steps

- Prepare Draft Final Report
- Public Involvement Summary Report
- Final Report (early March)

APPENDIX C: OPEN HOUSE BOARDS

Project Overview

Study Purpose:

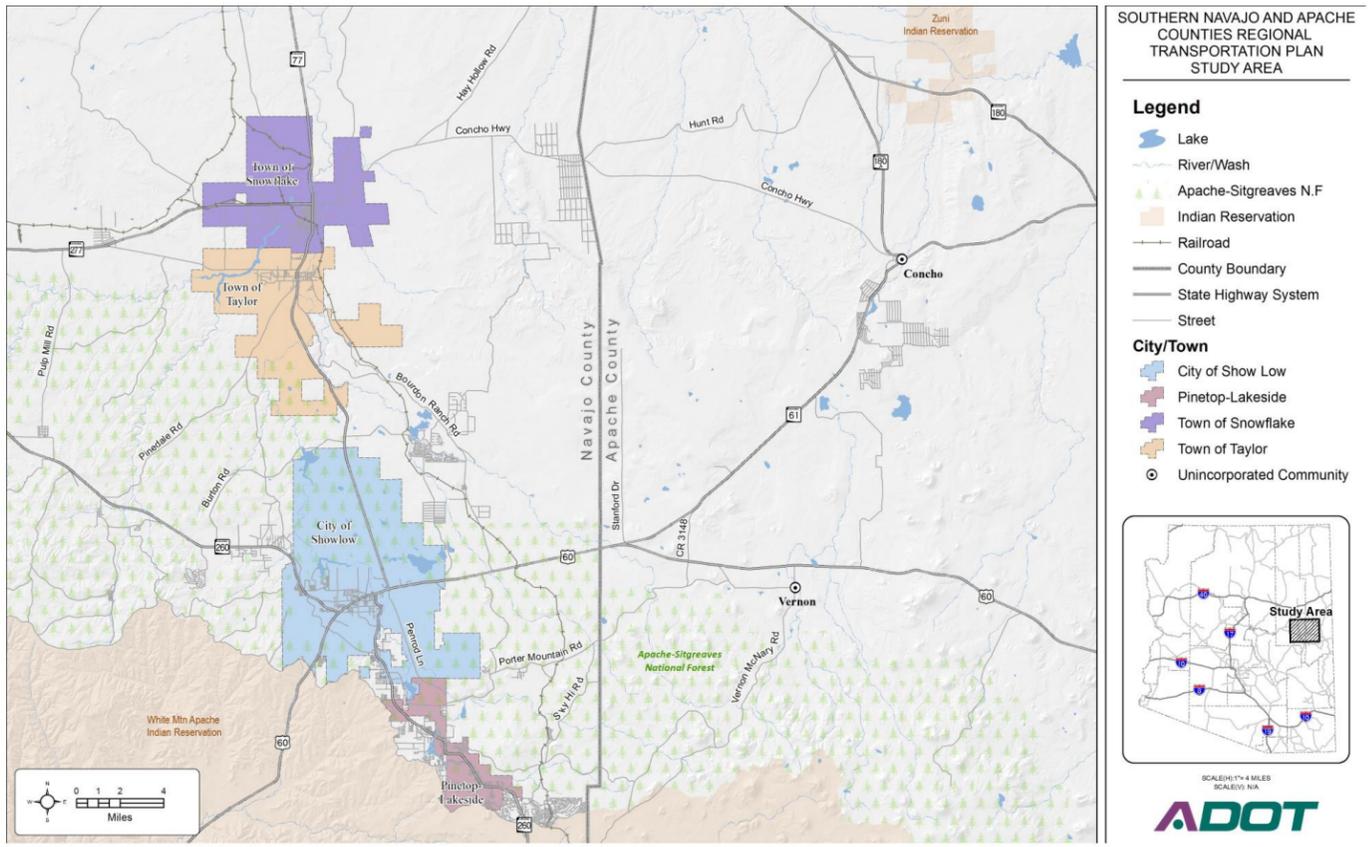
- Long-range multimodal transportation plan
- Updates the 2007 Southern Navajo/Apache County Sub-Regional Transportation Plan
- Identify and prioritize regional transportation investments that will address mobility needs of the communities while supporting economic development in the region

Study Objectives:

- Review current and future conditions; document growth patterns; assess multimodal transportation conditions including:
 - Congestion
 - Freight
 - Transit connectivity
 - Bicycle and pedestrian conditions
 - Intelligent transportation systems (ITS)
 - Transportation safety



Study Area:

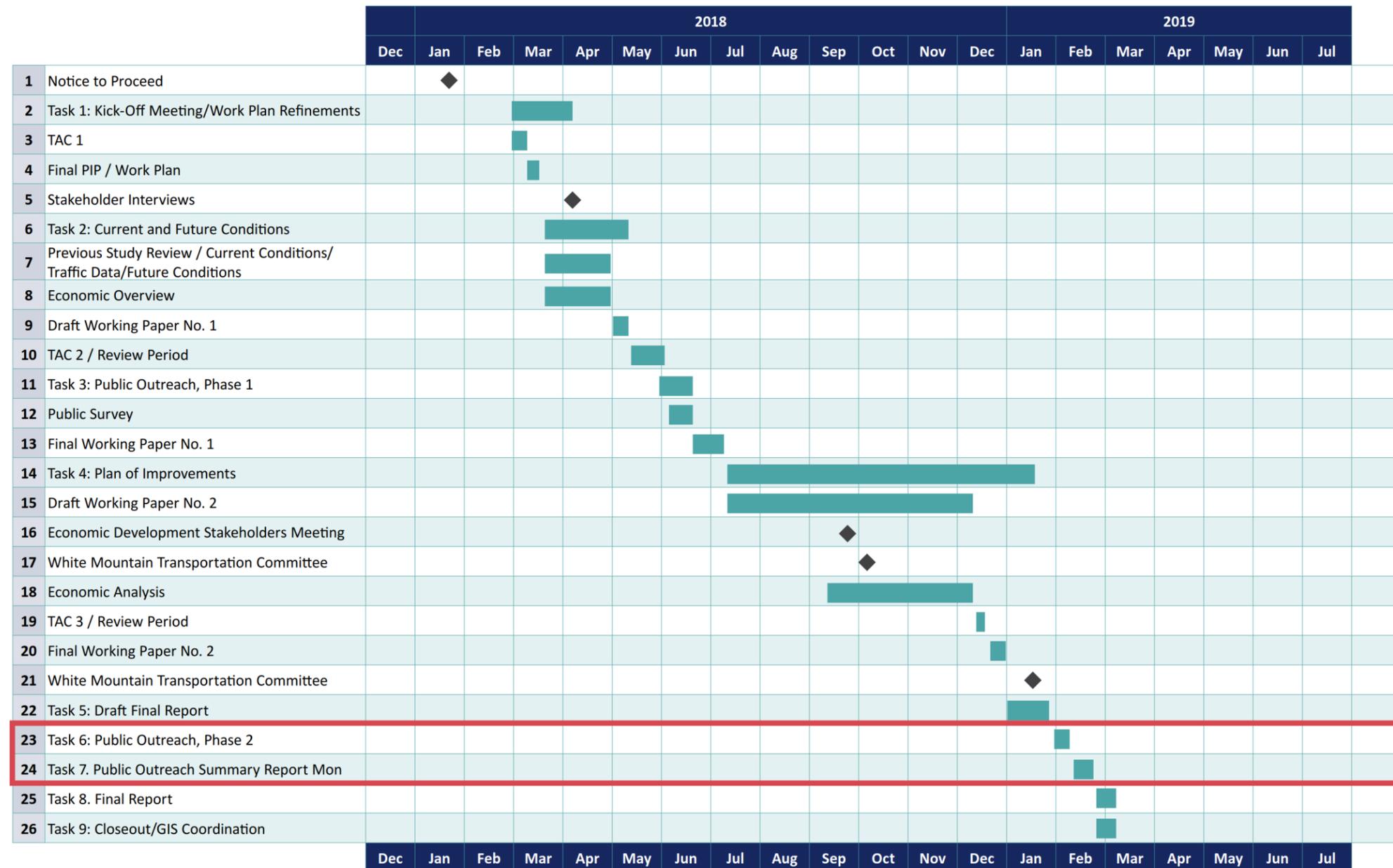


- Identify and analyze feasible transportation alternatives for addressing the needs and improving the transportation network in the study area.
- Prepare an economic analysis to assist in project justification, support funding applications, and assist in prioritizing projects.
- Recommend high-priority projects for consideration to include in the local capital improvement programs, and in the ADOT Planning-to Programming process.

Project Schedule

Next Steps:

- Gather public input on recommendations
- Prepare draft final report
- Technical Advisory Committee approval
- Seek funding for recommended projects



We are here



Transportation Needs and Project Identification

Transportation Needs

Needs are identified from planning studies, existing and future conditions analysis, stakeholder engagement, and public involvement:

-  Address traffic congestion on existing or forecasted congested routes.
-  Improve emergency response times.
-  Improve connectivity between major roadways in the region.
-  Provide adequate evacuation routes.
-  Support industrial growth in industrial parks and Opportunity Zones.
-  Improve transit coverage within the urban areas.
-  Improve multimodal (bicycle and pedestrian) facilities along SR 260 between Show and Pinetop-Lakeside.
-  Supplement regional transit connections.
-  Support tourism and economic development.
-  Increase multimodal access to Show Low medical and social services.
-  Address high crash locations.
-  Improve multimodal safety.

Improvement alternatives

- **Major Capital Projects:** new roadways or major improvements to existing roadways (11 identified)
- **Multimodal Projects:** improvements to sidewalks, trails, bicycle lanes, and transit (8 identified).
- **Safety Projects:** improve safety at identified intersections intersections and roadways (21 identified).
- **Policies/Studies:** study topics and policy changes (8 identified).
- **Traffic Operations Projects:** signaling intersections, adding left-turn phases to existing signals, and adding turn lanes (10 identified).



Project Evaluation

Project	Ease of Implementation (40)	Safety (20)	Vehicle Mobility (15)	Freight Mobility (5)	Transit, Bicycle, and Pedestrian Mobility (20)	Total (100)
Scott Ranch Road Phase II	35	5	5	5	10	60
Woolford Road Crossing	40	5	5	0	5	55
Woolford Road/ Central Avenue Improvements	25	0	5	5	20	55
Thornton Corridor Phases I-IV	30	5	10	5	0	50
Stanford Drive Reconstruction	30	5	0	0	0	35
US 60 Widening (Show Low to Vernon)	5	15	10	5	0	35
SR 77 Widening (Show Low to Taylor)	5	15	10	5	0	35
Summit Trail Extension	15	5	5	5	0	30
Porter Mountain Road/ CR-3144 Paving/ Reconstruction	15	5	5	0	0	25
SR 61 Widening (Stanford to Concho)	5	15	0	0	0	20
SR 260 Widening (MP 335 to Old Linden Rd)	5	15	0	5	0	25

Project	Ease of Implementation (40)	Safety (20)	Vehicle Mobility (15)	Freight Mobility (5)	Transit, Bicycle, and Pedestrian Mobility (20)	Total (100)
Whipple Road Traffic Calming	15	5	0	0	10	30
US 60/SR 260 Signal Modifications	10	20	0	0	0	30
Old Linden Road/Central Avenue Roundabout	15	5	5	0	10	30
SR 77 Industrial Access Improvements	15	0	5	5	0	25
Whipple Street/Central Avenue Roundabout	15	5	5	0	0	25
Concho Highway Intersection Improvements	15	5	0	0	0	20
Vernon-McNary Road Paving	15	5	0	0	0	20
Show Low Lake Road Operational Improvements	15	0	5	0	0	20
Fire Station Signals	10	5	0	0	0	15

Project	Ease of Implementation (40)	Safety (20)	Vehicle Mobility (15)	Freight Mobility (5)	Transit, Bicycle, and Pedestrian Mobility (20)	Total (100)
SR 260/Show Low Lake Road-Cub Lake Road	40	20	5	0	0	65
US 60 (MP 352-384)	25	15	5	0	0	45
SR 77 (MP 347-351)	25	15	0	0	0	40
SR 77/Central Street (Snowflake)	10	15	0	0	15	40
SR 77/White Mountain Lake Road	25	15	0	0	0	40
SR 260/Woolford Road	20	15	5	0	0	40
US 60 (MP 341-343)	25	5	5	0	0	35
US 60 (MP 345-352)	25	5	5	0	0	35
US 60 Variable Message Signs	15	20	0	0	0	35
SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane)	15	15	5	0	0	35
SR 260/Rainbow Lake Road	10	15	5	0	0	30
SR 260/Branding Iron Loop	15	15	0	0	0	30
SR 61 (MP 352-373)	15	15	0	0	0	30
SR 260 (SR 277 to US 60)	15	15	0	0	0	30
US 60 (MP 317 to SR 260)	15	15	0	0	0	30
SR 260/Penrod Lane	10	15	0	0	0	25
US 60/Old Linden Road	10	15	0	0	0	25
SR 277/Paper Mill Road	10	15	0	0	0	25
Concho Highway/El Dorado Road	15	5	0	0	0	20
US 60/Bordon Ranch Road	15	5	0	0	0	20
US 60/Mormon Lake Road	15	5	0	0	0	20

ADOT *Project descriptions available in Working Paper 2

Project Scoring Methodology		
Scoring Category	Avail. Points	Scoring Guidelines
EASE OF IMPLEMENTATION	40	
Capital Funding	10	Funding already programmed or can be accomplished through an existing funding mechanism. 10 points Requires funding from a competitive grant (not yet obtained) or a local match for funding has not been identified. 5 points No funding identified or available. 0 points
Operations and Maintenance Funding	5	Operations and maintenance funding established or can be accomplished through an existing funding mechanism. 5 points No operations and maintenance funding identified. 0 points
Implementation Readiness	5	Project design is complete or underway. 5 points Project design has not yet been started. 0 points
Project Combination	5	Project can be constructed in conjunction with another project. 5 points Project must be completed alone. 0 points
Jurisdictional Entities	5	Project exists entirely within one jurisdiction or already has an interjurisdictional agreement for the project. 5 points Project is in multiple jurisdictions and does not have an interjurisdictional agreement. 0 points
Environmental Impact / Clearance	10	Project does not require environmental impact analyses or environmental clearance has already been provided. 10 points Environmental impact analysis is underway. 5 points. Project has known environmental impacts or environmental analysis has not yet been started. 0 points
SAFETY	20	
Safety	15	Addresses safety on a NACOG location. 15 points Addresses safety, not on a NACOG location. 5 points Does not address safety. 0 points
Emergency Response / Evacuation Routes	5	Project would improve emergency response times or provide an evacuation route. 5 points Project would not improve emergency response times or provide an evacuation route. 0 points
VEHICLE MOBILITY	15	
Addresses a Known Congestion Location	5	Improves congestion on a 2025, 2030 or 2040 congested segment. 5 points Provides an alternate or parallel route to a congested segment. 5 points Does not improve congestion on a known congested segment or intersection. 0 points
Improves Regional Connectivity	5	Provides an additional connection between major roadways. 5 points Does not provide an additional connection between major roadways. 0 points
Improves Access to Industrial Area / Opportunity Zone	5	Improves access to an industrial area or Opportunity Zone. 5 points Does not improve access to an industrial area or Opportunity Zone. 0 points
FREIGHT MOBILITY	5	
Freight Mobility	5	Improves freight mobility (access, bottlenecks, etc.). 5 points. Does not improve freight mobility (access, bottlenecks, etc.). 0 points.
TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY	20	
Improves Multimodal Safety Accommodations	10	Adds additional safety accommodations for multimodal safety. 10 points Does not add additional safety accommodations for multimodal safety. 0 points
Increases Connectivity of Multimodal Network	5	Increases connectivity of the sidewalk, bike facility, trail, or transit network. 5 points Does not increase connectivity of the multimodal network. 0 points
Improves Multimodal Access to Show Low Services	5	Improves pedestrian, bicycle, or transit access to Show Low services. 5 points Does not improve multimodal access to Show Low services. 0 points
Total Points	100	

Project	Ease of Implementation (40)	Safety (20)	Vehicle Mobility (15)	Freight Mobility (5)	Transit, Bicycle, and Pedestrian Mobility (20)	Total (100)
SR Complete Streets Elements (US 60 to SR 73)	15	15	5	0	20	55
SR 260 Complete Streets Elements (MP 337-340)	15	15	0	0	15	45
Pinetop-Lakeside Pedestrian Safety Study Recommendations	10	15	5	0	15	45
SR 260 Bus Pull-Outs	10	15	5	0	10	40
Supplement/Expand White Mountain Connection	10	0	15	0	10	35
ADOT Route Trails	5	0	0	0	20	25
Implement Regional Paratransit Services	10	0	0	0	10	20
Bus Shelter Replacements	10	0	0	0	10	20

Economic Impacts Evaluation

An economic impact evaluation was performed on 10 of the major capital projects. Impacts were measured in terms of:

- Land use (acres by use)
- Nonresidential square footage and employment
- Housing units (single and multi-family)
- Population.

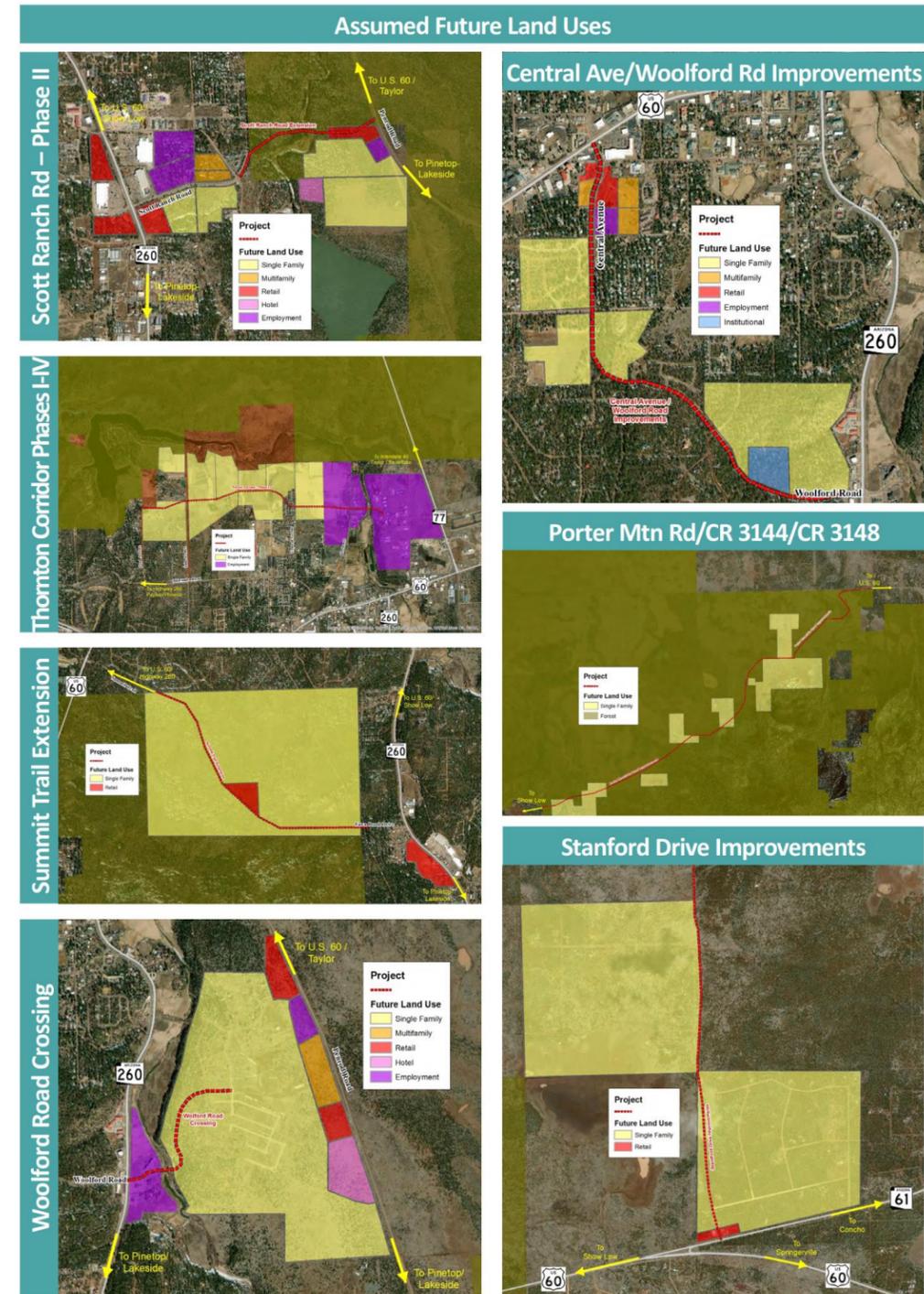
Seven of the projects would provide measurable development impacts:

- Scott Ranch Road Phase II
- Thornton Corridor Phases I-IV
- Woolford Road Crossing
- Summit Trail Extension
- Central Avenue/Woolford Road improvements
- Stanford Drive Improvements
- Porter Mountain Road/CR 3144/CR 3148 paving

The remaining three improvements do not create quantifiable development potential.

- US 60 Widening
- SR 61 Widening
- SR 77 Widening

Summary of Socioeconomic Impacts						
Project	Primary Acres	Secondary Acres	Housing Units	Population	Non-residential Square Feet	Employment
Scott Ranch Rd Phase II	126.57	110.69	656	1,359	946,000	1,490
Thornton Corridor Phases I-IV	553.54	148.6	1,065	2,533	1,820,000	1,640
Woolford Rd Crossing	522.48	13.15	1,379	2,998	865,000	1,120
Summit Trail Extension	992.43	32.23	1,589	3,773	449,000	810
Central Avenue/ Woolford Rd Improvements	11.9	192.04	570	1,194	176,000	260
Stanford Drive Improvements	0.0	1,197.33	143	341	43,000	80
Porter Mountain Road/ CR 3144/CR 3148	1,147.07	0.00	229	544	0	0
Total	3,353.99	1,694.04	5,631	12,742	4,299,000	5,400



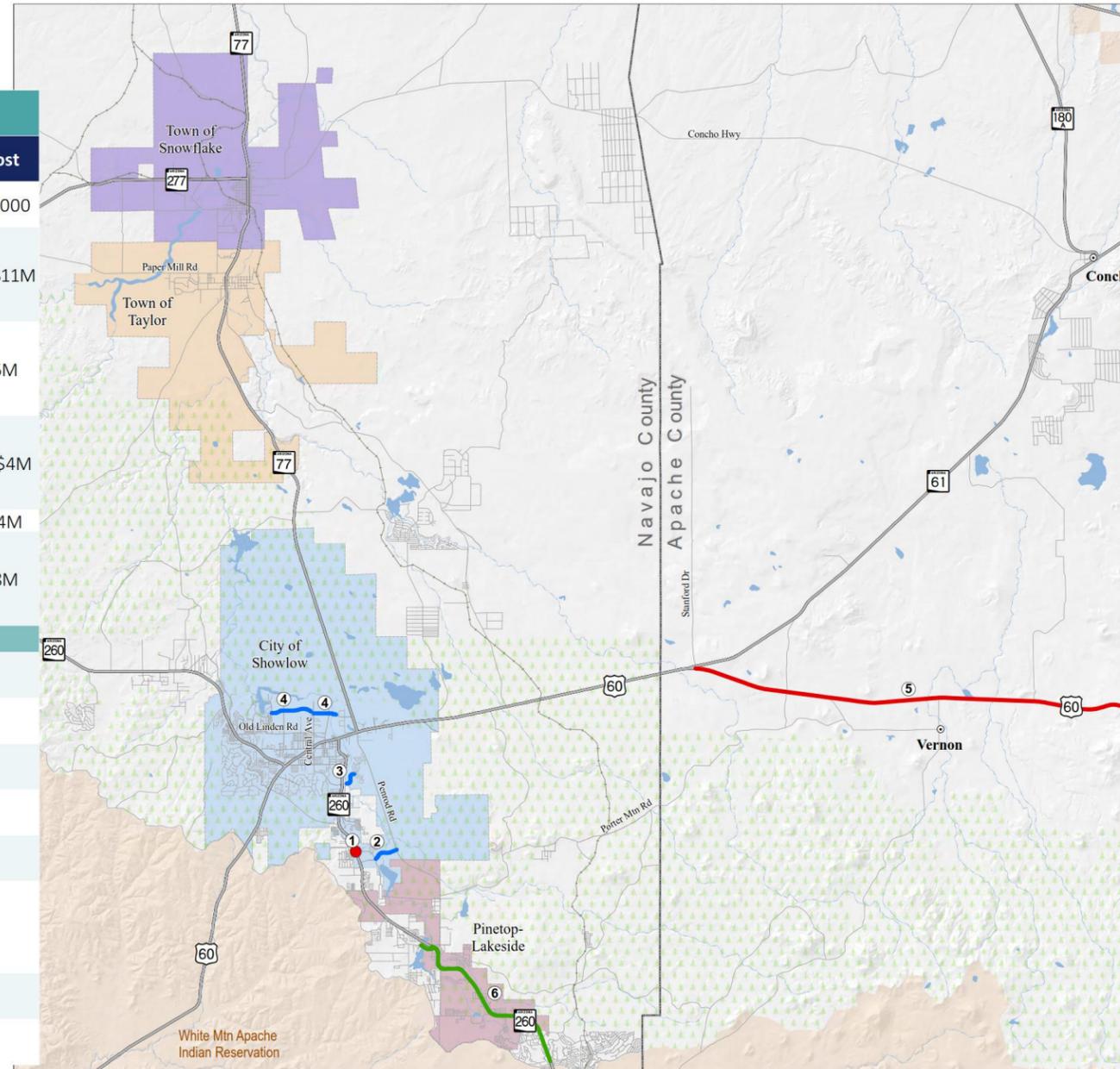
Short-Term Recommendations

Short-Term Recommendations

Map No.	Name	Type	Score	Economic Impact	Prioritization	Est. Cost
1	SR 260/Show Low Lake Rd-Cub Lake Rd	Safety	65	-	High	\$800,000
2	Scott Ranch Road Phase II	Major Capital	60	Emp: 1,490 Pop: 1,359	High	\$9M-\$11M
3	Woolford Road Crossing	Major Capital	55	Emp: 1,120 Pop: 2,533	High	\$6.5M
4	Thornton Corridor Phases I-IV	Major Capital	50	Emp: 1,640 Pop: 2,533	High	\$3M-\$4M
5	US 60 (MP 352-384) Pinetop-Lakeside Pedestrian Safety Study Recommendations	Safety	45	-	High	\$29.4M
6		Multimodal	45	-	High	\$8.8M

STUDIES/PLANS

-	Truck Commodity Study	Study/Policy	N/A	N/A	High	-
-	Consistency of Road Names Study	Study/Policy	N/A	N/A	High	-
-	Left-Turn Phase Study	Study/Policy	N/A	N/A	High	-
-	Signal Warrant Study	Study/Policy	N/A	N/A	High	-
-	Turn Lane Study	Study/Policy	N/A	N/A	High	-
-	Regional Transit Circulator and Transit Funding Study	Study/Policy	N/A	N/A	High	-
-	Revise Snow Plow Policy	Study/Policy	N/A	N/A	High	-
-	Resurfacing ADA Policy	Study/Policy	N/A	N/A	High	-



SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN SHORT-TERM RECOMMENDED PROJECTS

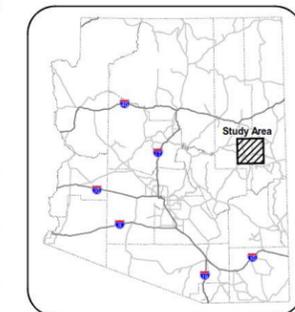
Legend

Improvement Type

- New Roadway
- Multimodal Improvements
- Safety Improvements
- Intersection Safety Improvement
- Lake
- River/Wash
- Railroad
- County Boundary
- State Highway System
- Street
- Apache-Sitgreaves N.F.
- Unincorporated Community

City/Town

- City of Show Low
- Pinetop-Lakeside
- Town of Snowflake
- Town of Taylor
- Indian Reservation



1 in = 2 miles



Mid-Term Recommendations

SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN MID-TERM RECOMMENDED PROJECTS

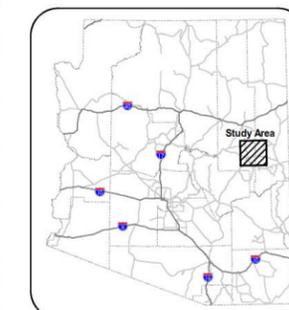
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Improvement Type

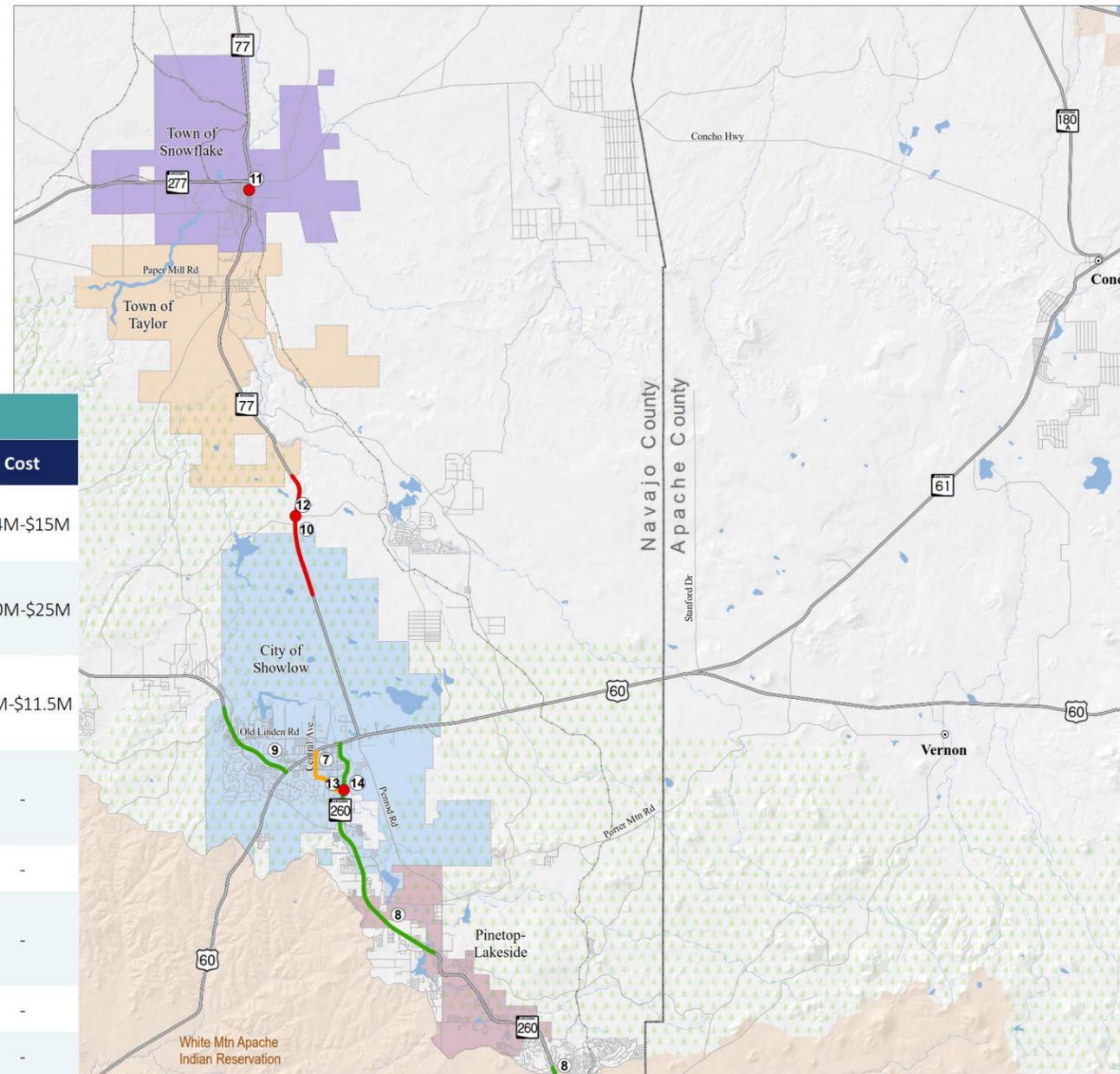
- Capacity Improvements
- Multimodal Improvements
- Safety Improvements
- Intersection Safety Improvement
- Lake
- River/Wash
- Railroad
- County Boundary
- State Highway System
- Street
- ▨ Apache-Sitgreaves N.F.
- Unincorporated Community

City/Town

- ▨ City of Show Low
- ▨ Pinetop-Lakeside
- ▨ Town of Snowflake
- ▨ Town of Taylor
- ▨ Indian Reservation



1 in = 2 miles



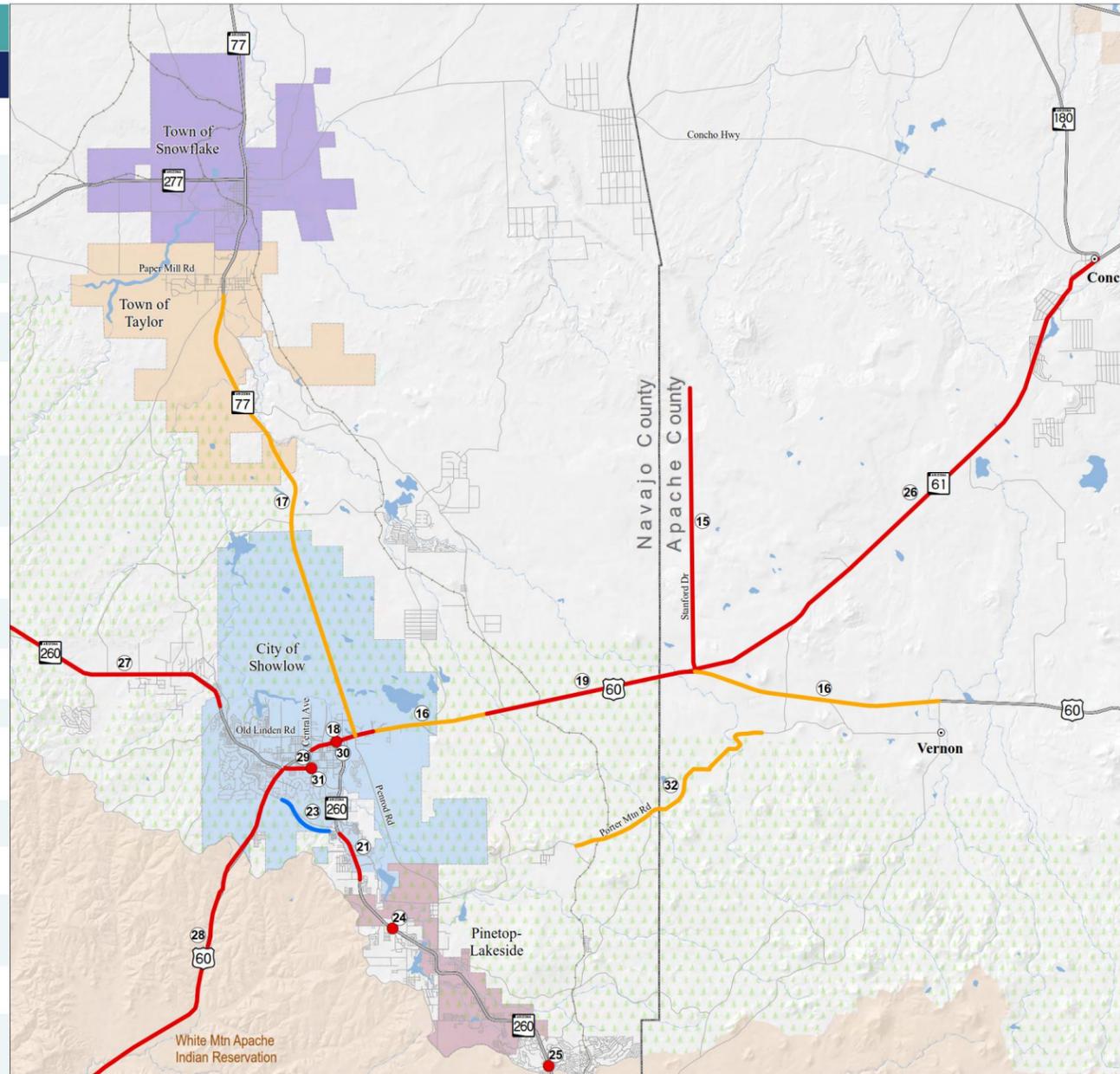
Short-Term Recommendations

Map No.	Name	Type	Score	Economic Impact	Prioritization	Est. Cost
7	Woolford Rd/ Central Avenue Improvements	Major Capital	55	Emp: 260 Pop: 1,194	High	\$14M-\$15M
8	SR 260 Cross- Section (US 60 to SR 73)	Multimodal	55	-	High	\$20M-\$25M
9	SR 260 Cross- Section (MP 337- 340)	Multimodal	45	-	High	\$7M-\$11.5M
10	SR 77 (MP 347-351)	Safety	40	-	Medium	-
11	SR 77/Center Street (Snowflake)	Safety	40	-	Medium	-
12	SR 77/White Mountain Lake Road	Safety	40	-	Medium	-
13	SR 260 Bus Pull- Outs	Multimodal	40	-	Medium	-
14	SR 260/Woolford Road	Safety	40	-	Medium	-



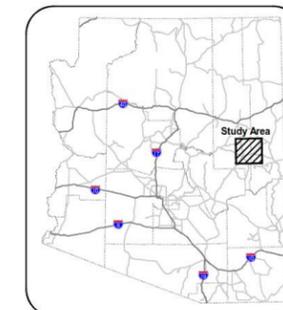
Long-Term Recommendations

Short-Term Recommendations						
Map No.	Name	Type	Score	Economic Impact	Prioritization	Est. Cost
15	Stanford Dr. Reconstruction	Major Capital	35	Emp: 80 Pop: 341	Medium	-
16	US 60 Widening (Show Low to Vernon)	Major Capital	35	Low	Medium	-
17	SR 77 Widening (Show Low to Taylor)	Major Capital	35	Low	Medium	-
18	US 60 (MP 341-343)	Safety	35	-	Medium	-
19	US 60 (MP 345-352)	Safety	35	-	Medium	-
20	US 60 Variable Message Signs	Safety	35	-	Medium	-
21	SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane)	Safety	35	-	Medium	-
22	Supplement/Expand White Mountain Connection	Multimodal Project	35	-	Medium	-
23	Summit Trail Extension	Major Capital Project	30	Emp: 810 Pop: 3,773	Medium	-
24	SR 260/Rainbow Lake Road	Safety	30	-	Medium	-
25	SR 260/Branding Iron Loop	Safety	30	-	Medium	-
26	SR 61 (MP 352-373)	Safety	30	-	Medium	-
27	SR 260 (SR 277 to US 60)	Safety	30	-	Medium	-
28	US 60 (MP 317 to SR 260)	Safety	30	-	Medium	-
29	Whipple Road Traffic Calming	Traffic Operations	30	-	Medium	-
30	US 60/SR 260 Signal Modifications	Traffic Operations	30	-	Medium	-
31	Whipple St/Central Ave Roundabout	Traffic Operations	30	-	Medium	-
32	Porter Mountain Road/ CR-3144 Paving/ Reconstruction	Major Capital	25	Emp: 0 Pop: 544	Low	-



SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN LONG-TERM RECOMMENDED PROJECTS

- Legend**
- Improvement Type**
- New Roadway
 - Capacity Improvement
 - Safety Improvements
 - Intersection Safety Improvement
 - Lake
 - River/Wash
 - Railroad
 - County Boundary
 - State Highway System
 - Street
 - Apache-Sitgreaves N.F.
 - Unincorporated Community
- City/Town**
- City of Show Low
 - Pinetop-Lakeside
 - Town of Snowflake
 - Town of Taylor
 - Indian Reservation



1 in = 2 miles



APPENDIX D: COMMENT FORM RESPONSES

Comments are organized by the four questions provided on the comment sheets. These responses include comments from the public open house as well as comments received from the online comment form.

1. From potential projects identified in Working Paper No. 2, which projects are most important?
 - a. Scott Ranch Road because we need to be able to go around/a different way when accidents back up traffic.
 - b. There is a project that was previously on the ADOT plan, what now seems to be missing: SR 260 widening from Show Low to Heber-Overgaard.
 - c. Scott Ranch Road and Woolford Road.
 - d. Bike lanes or shoulders that can accommodate bicycle traffic. Multimodal! This will improve safety and encourage less traffic.
 - e. We feel that bicycle safety needs to have high priority. Local cyclists have begun to stop riding the road due to safety concerns.
 - f. Map #7 – Woolford Road/Central Avenue needs to be short-term priority, traffic will soon be out of control.
 - g. Improvements to US 60 between Show Low and Vernon. This is a dangerous stretch of highway because there are few places where cars can pass, and the shoulders are too narrow to be useful. Everyone I know who drives this road regularly has had close calls, if not collisions. Bicycle riding, too, is vary hazardous because of inadequate shoulders.
 - h. There are two extremely important projects for Show Low, both of which have regional significance. One project, which affects the broader motoring public, is widening SR 260 between Show Low and Heber to accommodate the growth in traffic, especially between Show Low and Timberland Road. The roadway – which also serves as a corridor between the White Mountains and cities to the north, south, and west – is heavily traveled with many roads and driveways intersecting the highway. On a smaller regional scale is extending Scott Ranch Road, which provides another access for Show Low’s neighbors to vital services, such as the hospital and other medical services.
 - i. The Scott Ranch Road connection between Show Low Lake Road and Penrod Road is very important to the City of Show Low due to the accessibility to services like Summit Regional Hospital and other commercial businesses as well as providing a much needed 100-year crossing of Show Low Creek in the area. The widening of SR 260 between Heber and Show Low is another very important project for the SNAC region (probably ranked #2). The first phase of this large project should be focused on the section from Timberland Road (in Linden) to Show Low due to the large residential development traffic interacting with the tourist traffic on SR 260 entering the White Mountain region.
2. From potential projects identified in Working Paper No. 2, which projects provide the most benefit to the community?
 - a. Safety improvements, right-turn lanes, raised median in high-accident areas.
 - b. Widening SR 260 from Heber to Show Low was on the 5-year plan. It’s a high priority for safety.
 - c. Scott Ranch Road and Woolford Road.
 - d. Pinetop-Lakeside Multimodal Improvements.

- e. Regarding attached paper and ADOT study “An Economic Impact Study of Bicycling in Arizona”, a safer cycling community can significantly improve small business survival.
 - f. US 60 (MP 352-384) – adding rumble strips to the center line and widening shoulders in both directions will increase safety. There is a subdivision with about 75 homes off the south side of US 60 between MP 352 and MP 353 (Northfork Ranch). Widening the shoulders here will help those making right turns onto the subdivision roads when high-speed vehicles are following too closely. Turn lanes would be better, but I don’t see that mentioned in the project description.
 - g. US 60 (MP 345-352) – you could make this stretch much safer by adding a few passing lanes (like SR 77 between Show Low and Snowflake). Also, the pavement is in poor condition in many places.
 - h. We’ve identified four projects: SR 260/Show Low Lake Road intersection, SR 260 widening between Show Low and Timberland Road, Scott Ranch Road Phase II, and the Woolford Road crossing.
 - i. The SR 260/Show Low Lake Road intersection, Scott Ranch Phase II, SR 260 widening from Timberland Road to Show Low, and the Woolford Road Crossing projects would provide the most benefit to the community.
3. From the potential projects identified in Working Paper No. 2, are there projects, if included in the plan, that would make the plan less desirable?
- a. Don’t think so!
 - b. No. Another priority might be shoulder widening between Vernon and the “Y”.
 - c. US 60 Widening (Show Low to Vernon) – I don’t think the full widening plan is needed at this time. Adding a few passing lanes would take care of the worst problems.
 - d. SR 260 raised median project would make it less desirable.
 - e. SR 260 raised median is one that would be less desirable.
4. Other Comments:
- a. We have lived here for 10 years and were so much counting on the Highway 260 improvements that were on the ADOT 10-year plan. We were extremely disappointed when that plan was changed as we had been counting down the years expecting to see the project start. Many people in the community feel the same way.
 - b. We would like to see passing lanes on the road to Heber.
 - c. Thanks for including citizens in this process.
 - d. Thank you for coming to Show Low to hear the needs of the local people. I represent a group of people in the White Mountains who support resurrecting an earlier ADOT proposal to widen Highway 260 from a dangerous 2-lane road to a modern, functional 4-lane highway. The plan was proposed over 10 years ago when the 260 was already overcrowded and crumbling. ADOT agreed last year to reconsider adding the 260 expansion to their 5-year plan, with a possible adoption date of June 21st. I’ve reviewed your draft list of projects but I see no mention of the Highway 260 expansion plan. Please contact me regarding this omission. Our plan is still under ADOT consideration until June 21.
 - e. We believe that if Summit Trail at US 60 went through to White Mountain Road it would greatly reduce the overwhelming amount of traffic on West Whipple Street and South Central Avenue. Most of the traffic on West Whipple Street and South Central Avenue is from people south and west of South Clark Road at the intersection of US 60

and South Clark Road. This includes several major developments like Torreon, Hacienda Pines, Snow Creek, parts of Sierra Pines, and several rural subdivisions south and west of Show Low. Please include completion of Summit Trail from US 60 to White Mountain Road in your plan.

- f. Show Low is a speed trap. I suggest that ADOT create a road to the east of Show Low to provide a reasonable alternative. Do you have any control over Show Low's speed trap?