

**SR 264 CORRIDOR
PLANNING STUDY**

TWG Meeting 2

June 6, 2025



**SR 264 Corridor
Planning Study**
Agenda

- Introductions
- Planning Process Review
- Working Paper 1 Tour
- Public and Stakeholder Engagement
- Evaluation Criteria and Alternatives Visioning Session
- Next Steps

**SR 264 Corridor
Planning Study**
Introductions

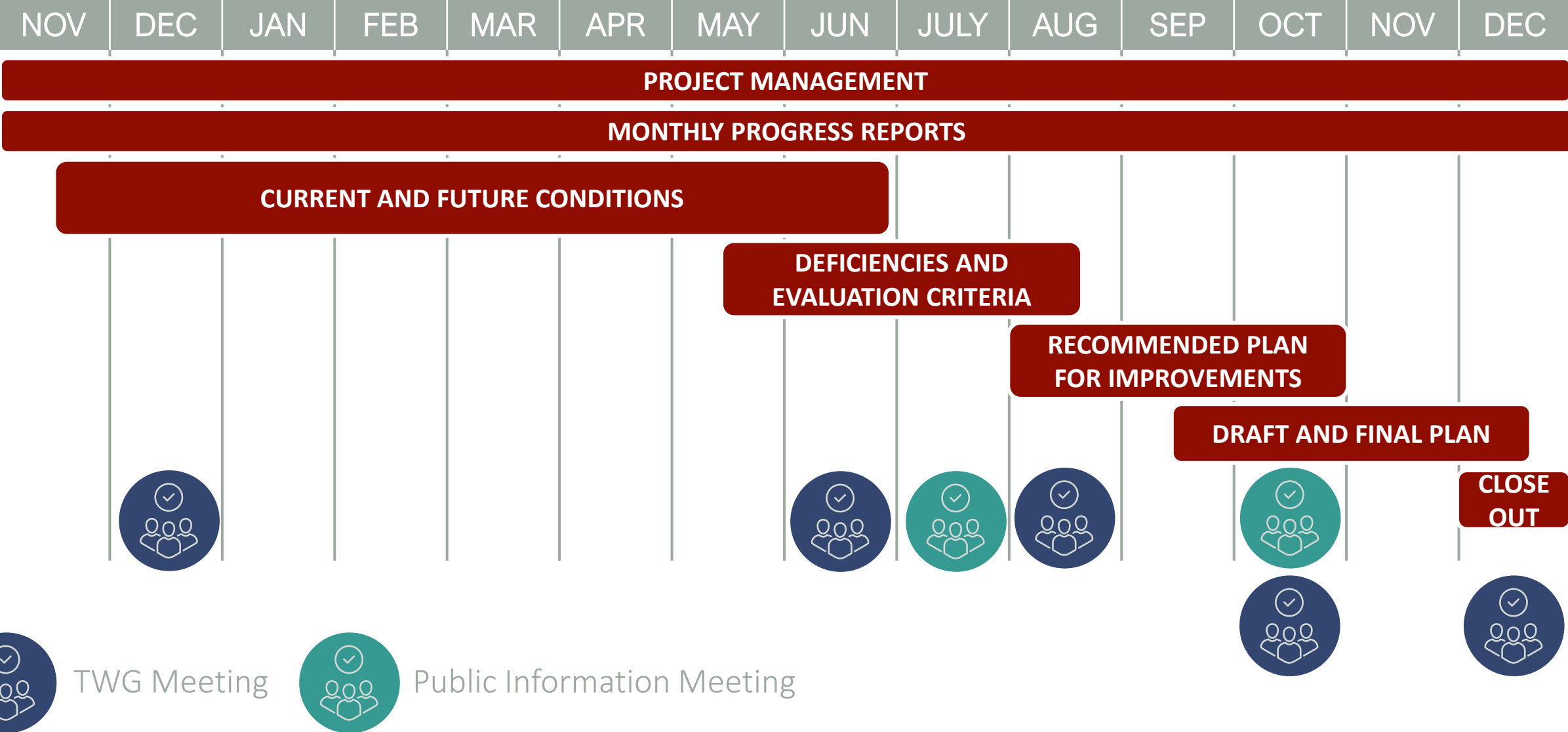
**SR 264 Corridor
Planning Study**

Planning
Process
Review

Scope of Work Overview and Key Activities



Schedule



**SR 264 Corridor
Planning Study**
Working Paper
1 Tour

Working Paper 1 Tour

Previous Plans and Studies

Overview

- Brief synopsis of recent plans
- Pertinent recommendations
- Programmed projects

Roadway Characteristics

- Corridor Geometric Design Features
- Infrastructure Conditions
- Topography

Roadway Context

- Land Use and Key Activity Centers
- Land Ownership
- Functional Classification
- Access Management
- Speed Limit

Socioeconomic Characteristics

- Population
- Employment
- Housing Conditions
- Environmental Justice

Roadway Usage

- Vehicle Traffic
- Truck Traffic
- Speed Snapshot

Safety

- Crash Data Availability
- Safety Snapshot

Future Conditions Analysis

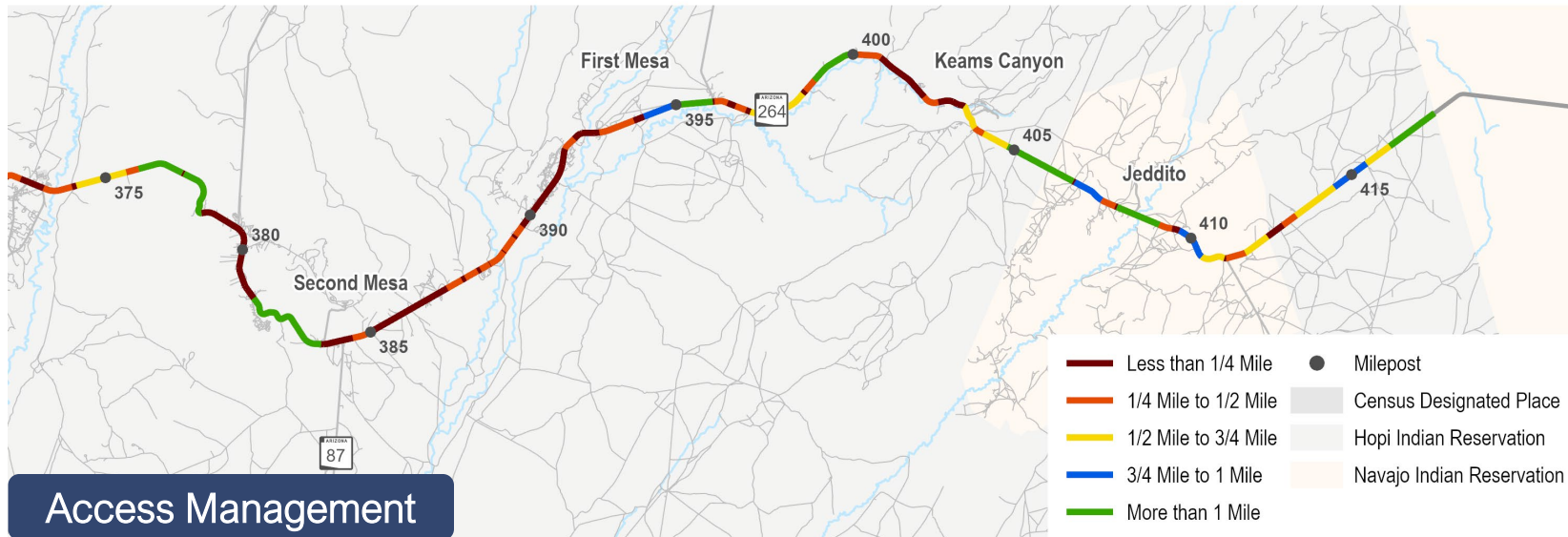
- Future Socioeconomic Conditions
- Future Roadway Usage
- Future Safety Conditions

Needs and Deficiencies

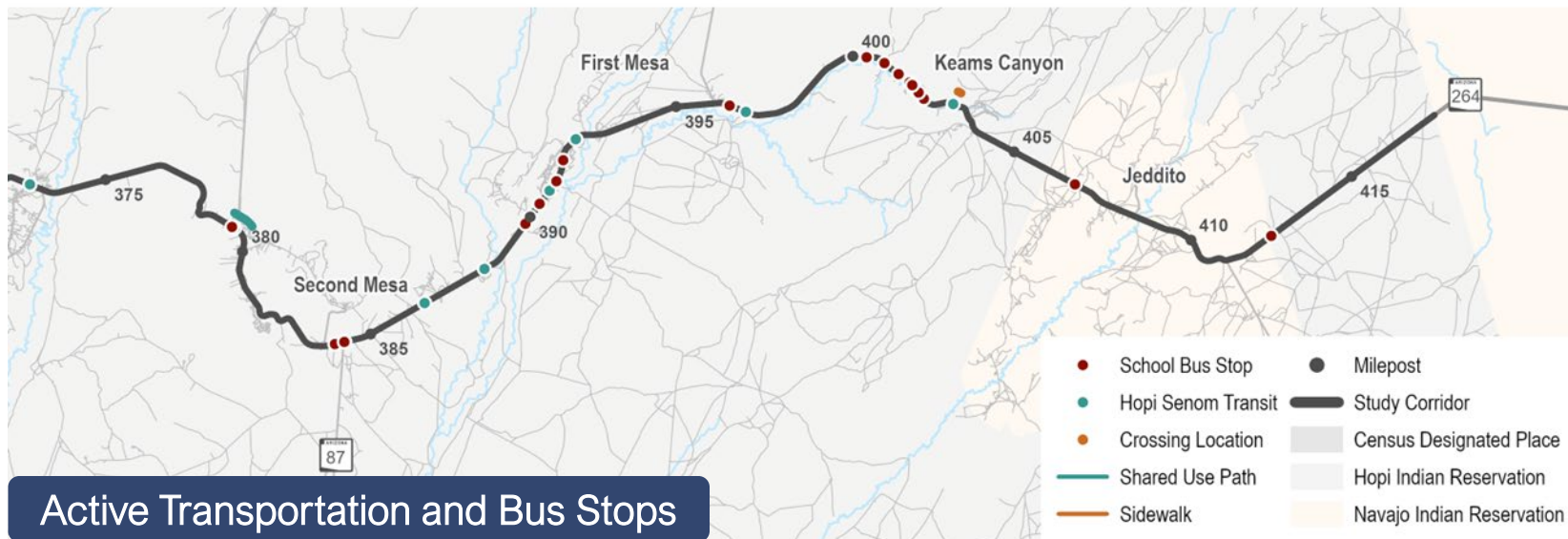


Major Deficiencies

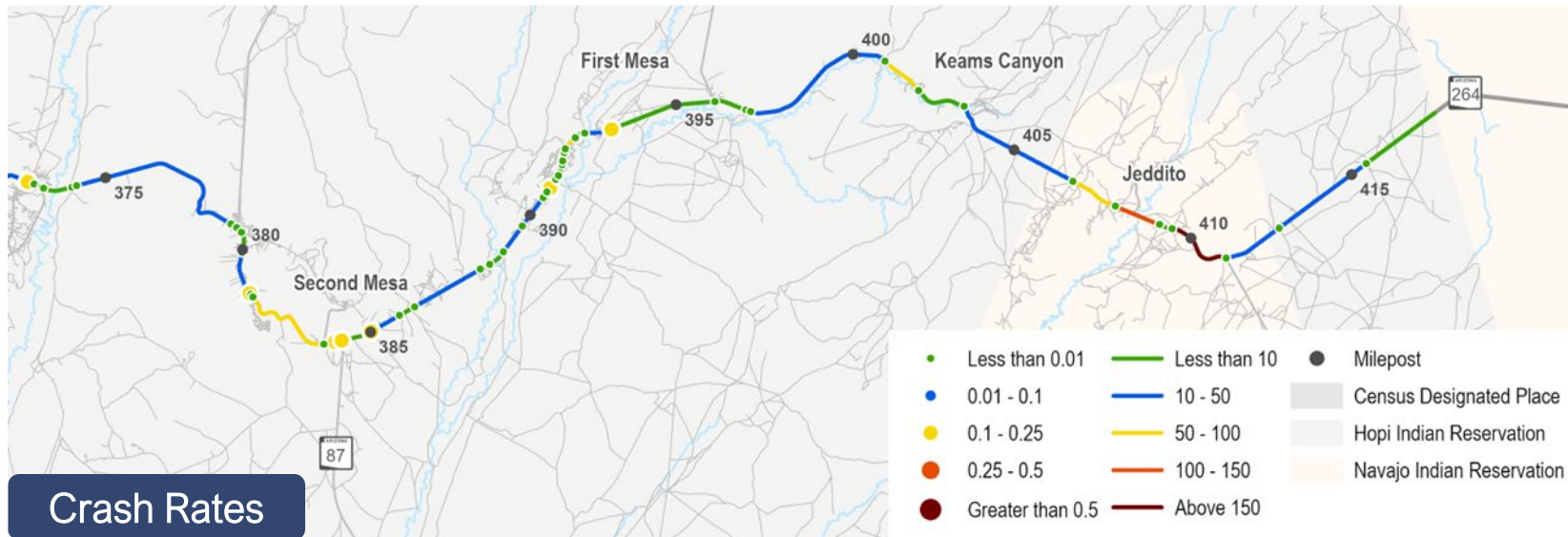
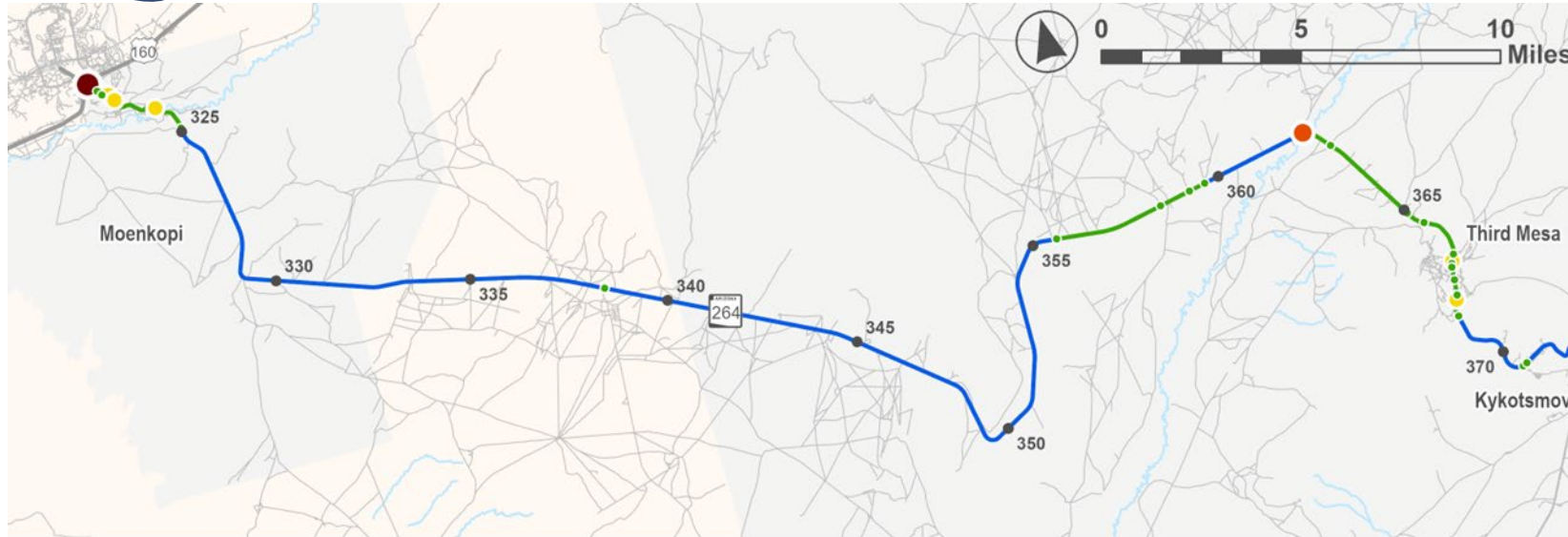
Poor pavement conditions and poor access management are located at curvy alignments in the corridor.



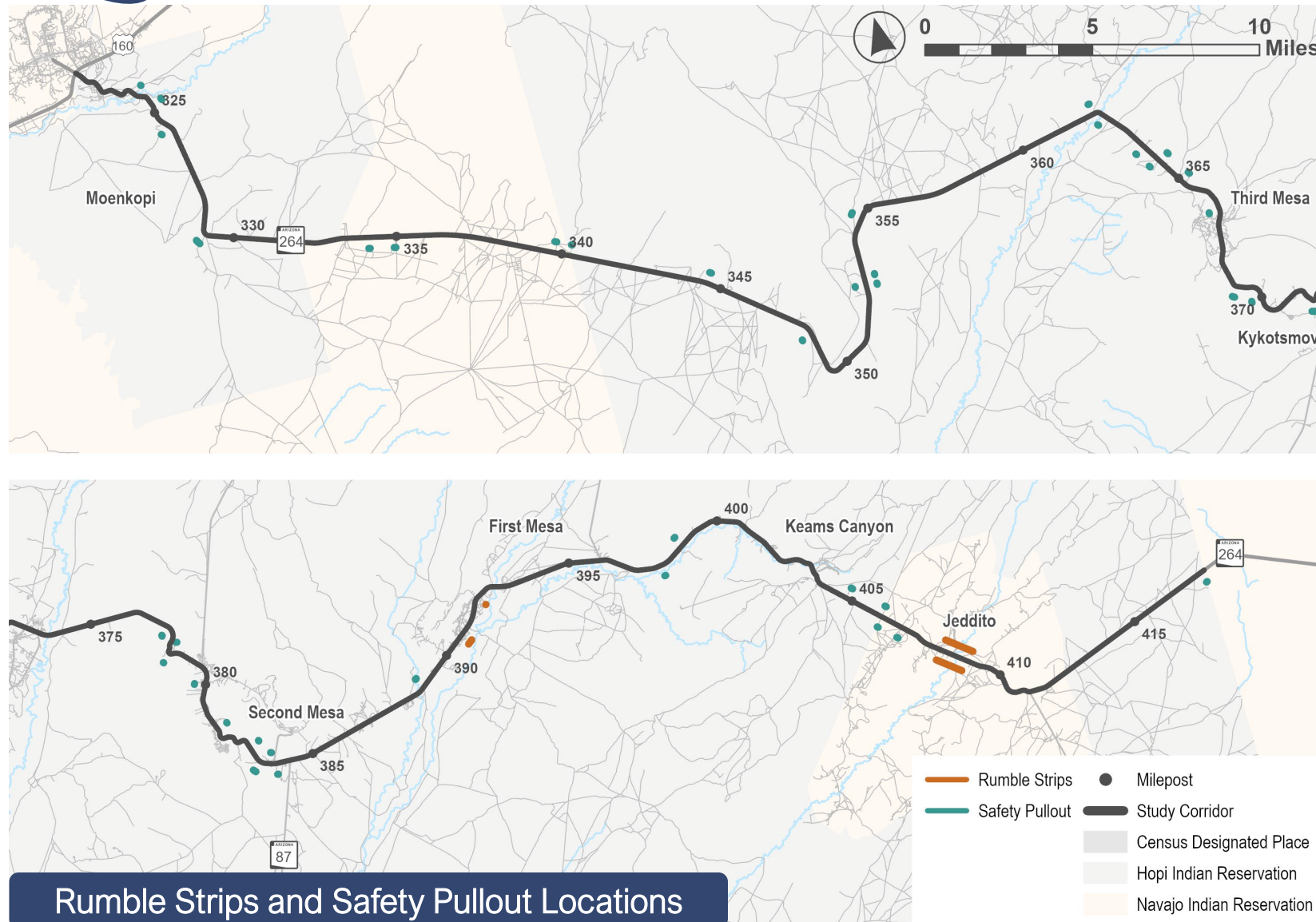
Limited transit stops on the western portion of the corridor and limited multimodal and crossing infrastructure on the corridor.



Highest crash rates in Jeddito, Moenkopi, Second Mesa, First Mesa, and Keams Canyon.



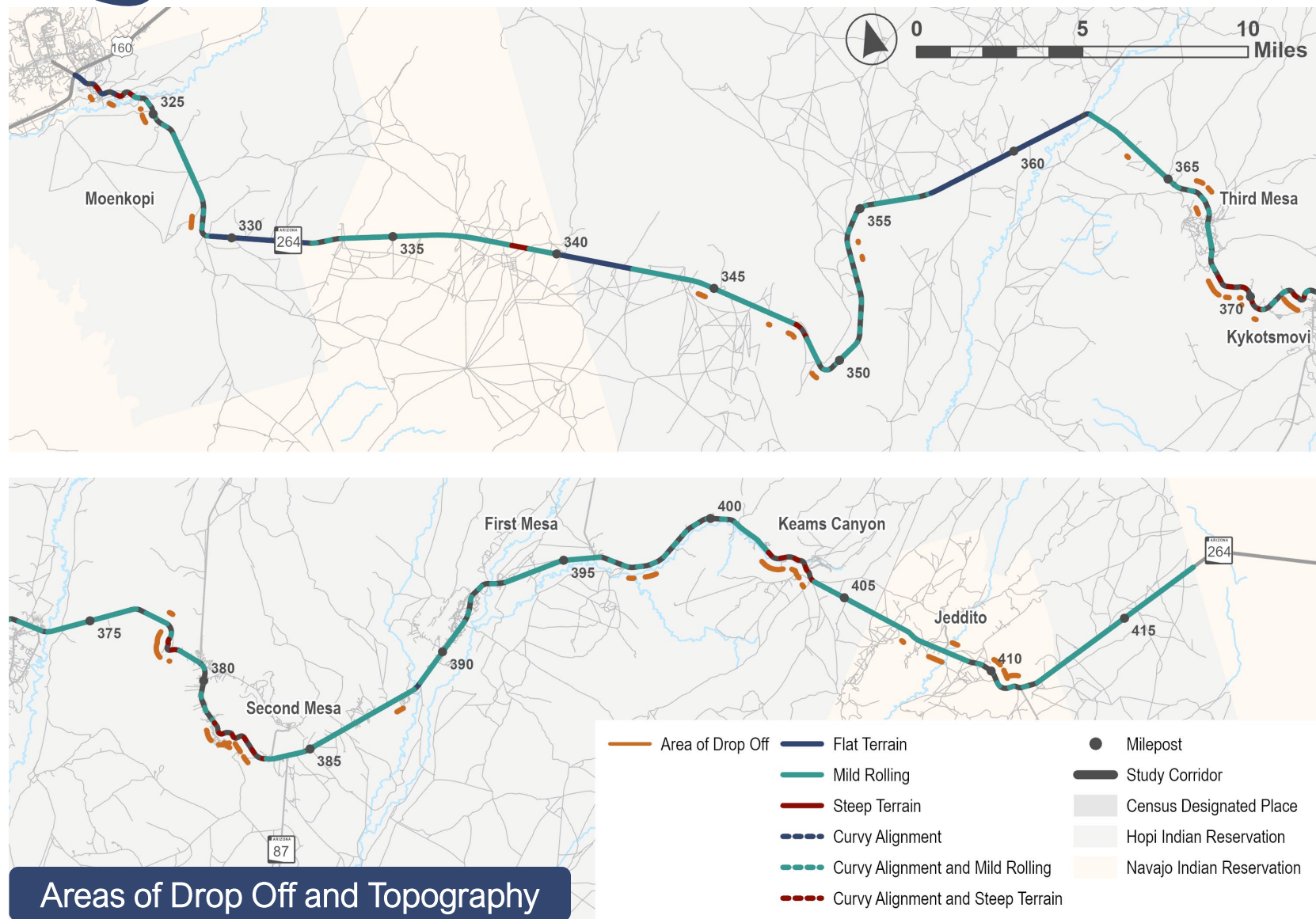
Limited safety pullouts along the corridor.





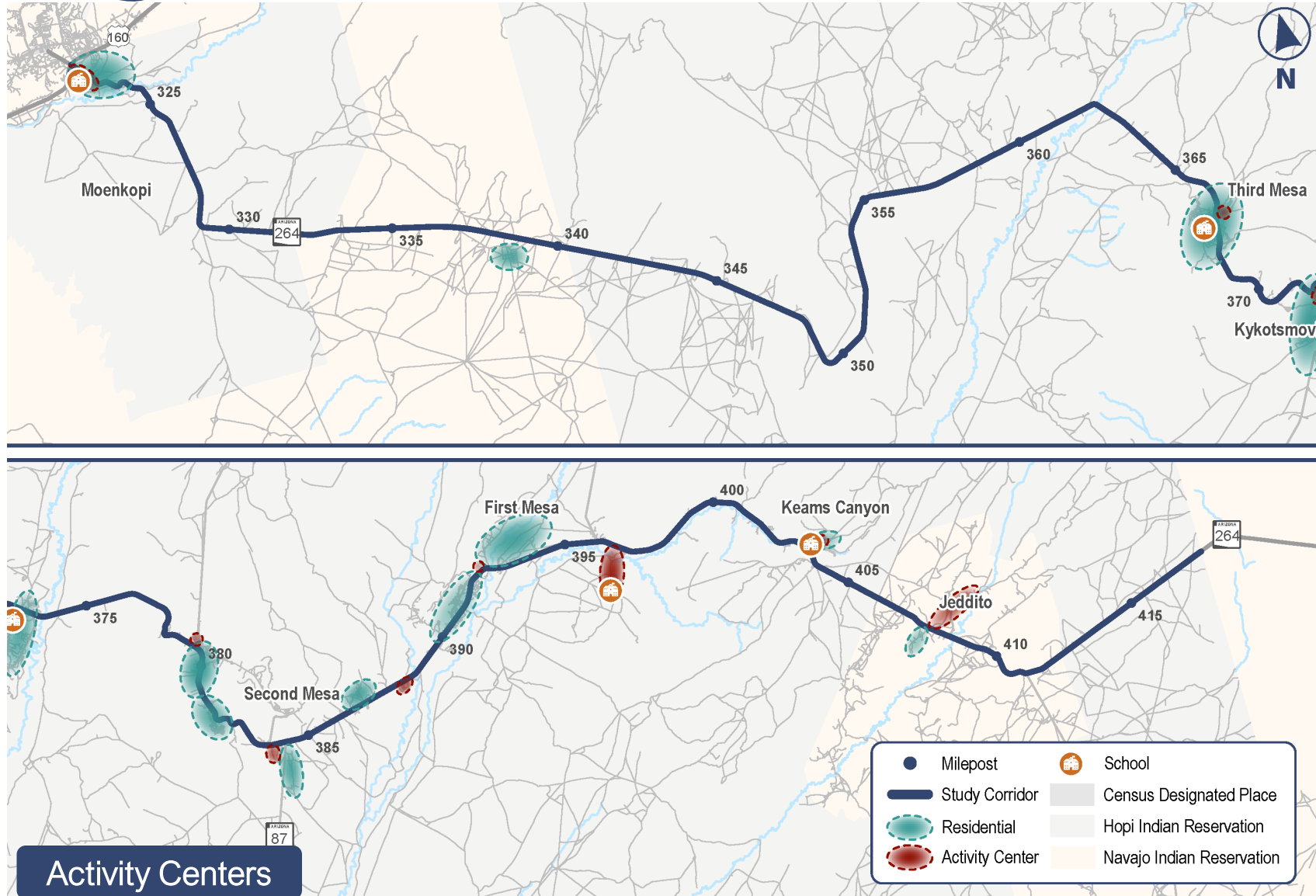
Major Constraints

Areas of drop-off typically correlate with steep terrain.

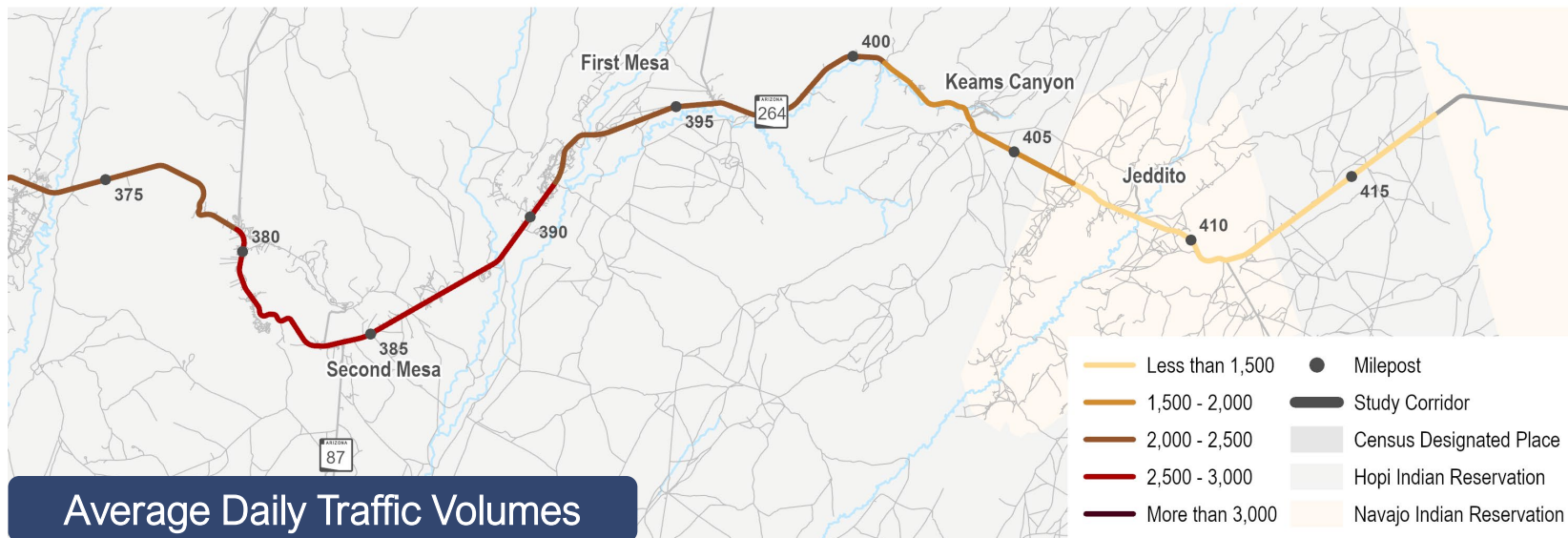
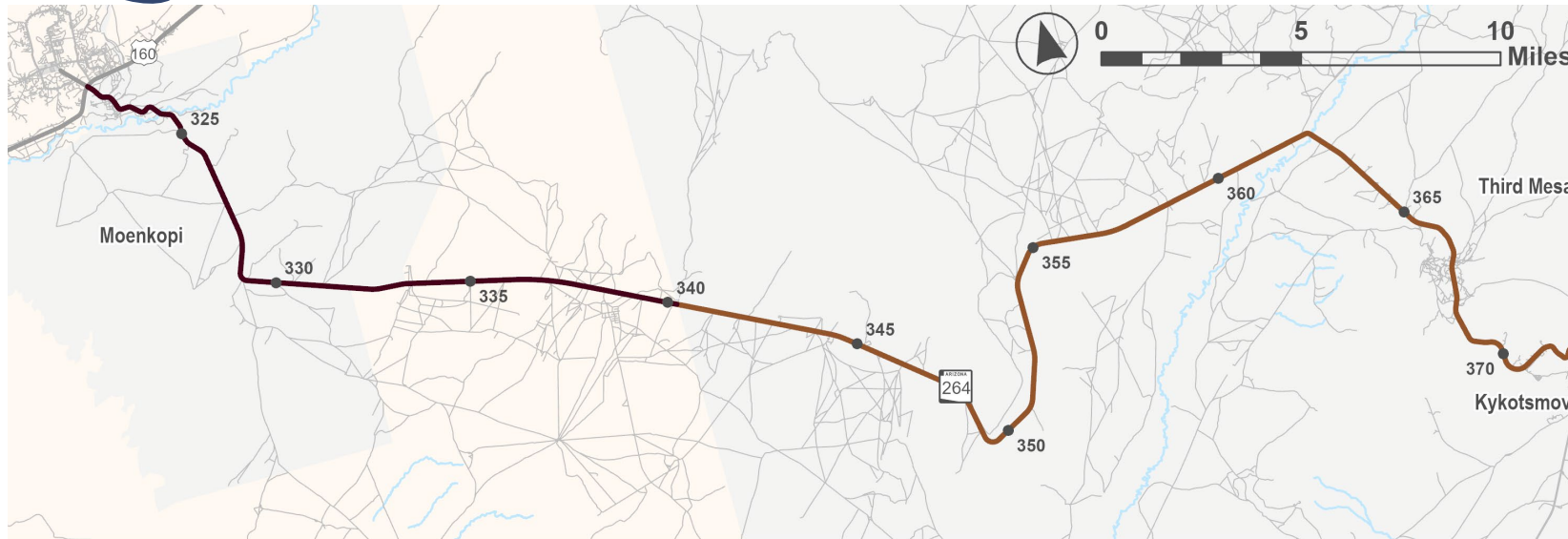


Areas of Drop Off and Topography

Areas with activity centers are isolated, making it hard to serve active transportation trips.



SR 264 is the only major road in northern Navajo County, any disruption along the corridor has a major impact on travel times.



**SR 264 Corridor
Planning Study**

Public and
Stakeholder
Engagement

Public Engagement Round 1



Public Information Meetings

- **Tuesday, July 15th** - Moenkopi Day School
- **Monday, July 14th or Wednesday, July 16th**
– Location TBD



Meeting Purpose

- Obtain feedback on:
- Draft evaluation criteria
 - Draft alternatives

Meeting Advertisement Strategies

Project
Information
Flyer

Newsletter
Advertisement

Press Release

**SR 264 Corridor
Planning Study**

Evaluation Criteria
and Alternatives
Visioning Session

Evaluation Criteria

How will evaluation criteria be used?

- Alternatives will be prioritized to determine the investments that best align with Study goals
- Quantitative evaluation criteria correlate directly with study goals
- Evaluation criteria will be weighted by the TWG and public

Example from SR 260 Corridor Study

Alternative ID	Name	Activity Center Accessibility				Public and Stakeholder Support			Planning-Level Cost			Score	Rank
		Activity Center Connection	Active Transportation Connection	Number of Modes	Score	Public Rating	TAC Rating	Score	Cost	Cost per Mile	Score		
A	SR 260/US 60 Intersection	No	Yes	2	55	3.93	3.8	85	\$ 425,565	\$ 4,255,653	95	49	14
B	SR 260/Hall Intersection	No	Yes	2	55	3.70	2.8	72	\$ 1,873,967	\$ 18,739,669	79	50	12
C	US 60 to Meadow View Trl	Yes	Yes	3	99	3.88	2.3	69	\$ 8,131,188	\$ 8,935,372	76	53	10
D	Woolford Rd Intersection	No	Yes	2	55	4.30	4.8	100	\$ 2,722,864	\$ 27,228,642	69	70	2
E	Woolford Rd to Park Pineway	Yes	Yes	3	99	3.99	3	78	\$ 6,864,653	\$ 3,968,008	83	53	9
F	Park Pineway to Scott Ranch Rd	Yes	Yes	3	99	3.94	4.8	96	\$ 9,586,004	\$ 9,682,832	73	79	1
G	Webb Dr to Wagon Wheel Rd	No	Yes	3	66	3.68	2.3	67	\$ 3,308,318	\$ 4,411,090	90	54	8
H	Wagon Wheel Rd to Lockwood Dr	Yes	Yes	2	88	3.75	1.3	57	\$ 6,187,242	\$ 2,062,414	86	58	4
I	Rainbow Lake Rd Intersection	No	Yes	2	55	3.84	3.5	81	\$ 2,057,451	\$ 20,574,512	77	46	15
J	Hidden Pines Dr Intersection	No	Yes	2	55	3.45	1.8	59	\$ 5,268,977	\$ 52,689,766	40	42	16
K	Niels Hansen Ln to Moonridge Dr	Yes	Yes	2	88	3.61	3	73	\$ 26,282,920	\$ 22,657,689	28	57	5
L	Moonridge Dr to Pinecrest Dr	Yes	Yes	3	99	3.67	1.3	56	\$ 6,264,348	\$ 5,747,108	83	61	3
M	Pinecrest Dr to Hill Dr	Yes	Yes	2	88	3.66	2.3	66	\$ 15,372,401	\$ 8,133,546	63	55	7
N	Woodland Lake Rd Intersection	No	Yes	3	66	4.02	4.5	94	\$ 417,449	\$ 4,174,491	95	56	6
O	Penrod Ln Intersection	No	Yes	2	55	3.69	3.5	79	\$ 398,758	\$ 3,987,580	95	49	13

Evaluation Criteria

What are our major priorities for the Corridor Planning Study?

Safety

Constructability

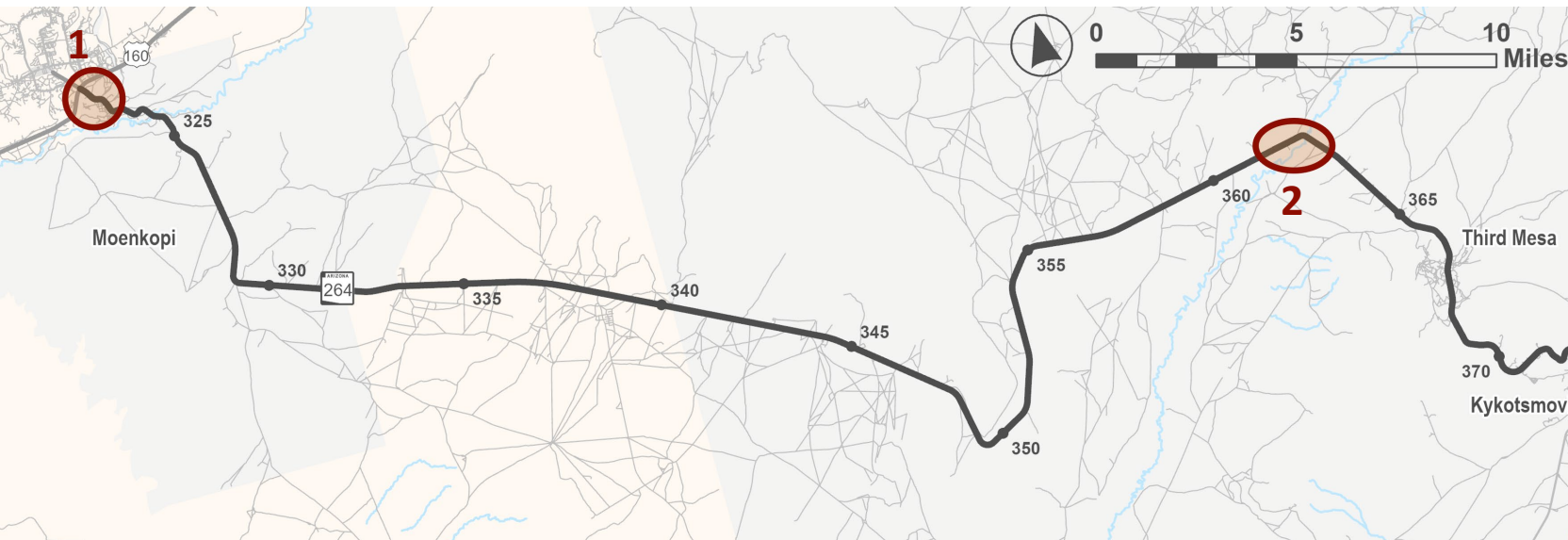
Public and
Stakeholder
Support

Planning-Level
Cost

Activity Center
Accessibility

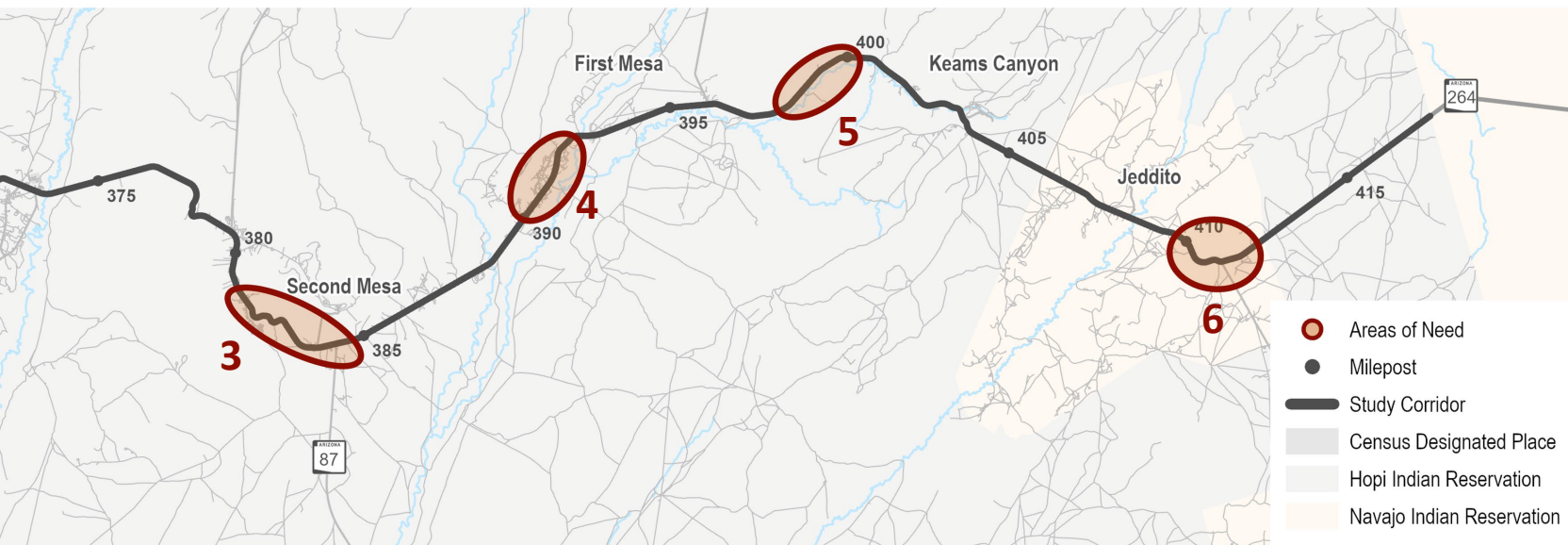
Of the identified priorities, what are most or least important?

Alternatives



Areas of Need

1. Moenkopi (MP 321.97-324)
2. Dinnebito Wash (MP 361-363.5)
3. Second Mesa (MP 380.5-384.75)
4. First Mesa (MP 390-392.5)
5. High School Area (MP 398-400.5)
6. SR 77 Area (MP 409.75-412.5)



What key locations are missing?

Alternatives

1 Moenkopi (MP 321.97-324)

Deficiencies

- Poor access management
- No active transportation facilities to connect to marked crosswalk
- No shoulder on north side
- High density of activity centers
- High crash rates

Potential Countermeasures

- Median barriers
- Access consolidation
- Shared-use path, sidewalks, bike lanes
- Pedestrian hybrid beacon
- Lighting
- Wider edge lines
- Safety edge
- Rumble strips
- Shoulder improvements

Alternatives

2 Dinnebito Wash (MP 361-363.5)

Deficiencies

- Insufficient shoulder width
- Poor access management approaching curve
- High speed limit
- High intersection crash rate (IR 62)

Potential Countermeasures

- Access consolidation
- Wider edge lines
- Centerline and edgeline rumble strips
- Speed safety cameras
- Speed limit adjustment
- Dedicated left- and right-turn lanes at intersections
- Increase shoulder width
- Curve/intersection realignment

Alternatives

3 Second Mesa (MP 380.5-384.75)

Deficiencies

- Segments of poor pavement condition
- Insufficient shoulder width
- Areas of drop-off with steep, curvy terrain
- No active transportation facilities to connect to marked crosswalk, bus stops, and activity centers
- Poor access management
- Notable crash density

Potential Countermeasures

- Median barriers
- Access consolidation
- Shared-use path, sidewalk, bike lane
- Wider edge lines
- Increase shoulder width
- Centerline and edgeline rumble strips
- Lighting
- Pavement friction course
- Dedicated left- and right-turn lanes at intersections
- Roundabouts

Alternatives

4 First Mesa (MP 390-392.5)

Deficiencies

- High concentration of bus stops with no active transportation facilities
- Insufficient shoulder width
- Cury alignment with mild rolling topography
- High concentration of activity centers and residential
- Poor access management

Potential Countermeasures

- Median barriers
- Access consolidation
- Shared-use path, sidewalks, bike lanes
- Bus stop pullouts and shelters
- Wider edge lines
- Increase shoulder width
- Rumble strips
- Dedicated left- and right-turn lanes at intersections
- Lighting

Alternatives

5 High School Area (MP 398-400.5)

Deficiencies

- Segments in poor pavement condition
- Insufficient shoulder width
- Cury alignment with mild rolling topography
- High speed limit

Potential Countermeasures

- Guardrail
- Pavement friction course
- Wider edge lines
- Increase shoulder width
- Rumble strips
- Speed limit adjustment
- Dedicated left- and right-turn lanes at intersections

Alternatives

6 SR 77 Area (MP 409.75-412.5)

Deficiencies

- Varying speed limit
- Insufficient shoulder width
- Curvy alignment with mild rolling topography and areas of drop-off
- High speed limit
- High segment crash rate

Potential Countermeasures

- Wider edge lines
- Safety edge
- Curve warning signage
- Centerline and edgeline rumble strips
- Increase shoulder width
- Speed safety cameras
- Guardrail
- Median barriers
- Dedicated left- and right-turn lanes at intersections



Next Steps

Forecasted Traffic Analysis

Develop Evaluation Criteria

Develop Alternatives

Conduct Round 1 of Public Information Meetings

Draft Working Paper 2: Identify Deficiencies and Establish Evaluation Criteria (Early July)

TWG Meeting 3 (Late July)

Thank you!



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Expect More. Experience Better.