



2019
**Salt River Pima-Maricopa
Indian Community**
Long Range
Transportation Plan



2019

Salt River Pima-Maricopa Indian Community

Long Range Transportation Plan Executive Summary

May 2019

Prepared by

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**SALT RIVER PIMA-MARICOPA
INDIAN COMMUNITY**
10005 East Osborn Road
Scottsdale, Arizona 85256

Resolution Number. SR-3698-2019

**A RESOLUTION TO APPROVE THE SALT RIVER PIMA-MARICOPA INDIAN
COMMUNITY'S 2019 TRANSPORTATION PLAN.**

WHEREAS, Article VII, Section 1(c)(7) and (d)(5) of the Salt River Pima-Maricopa Indian Community ("SRPMIC" or "Community") Constitution authorizes the Council to "regulate the use and disposition of private property within its territory insofar as such use and disposition may affect the welfare of the Community at large" and to "provide for the proper use and development and prevent the misuse of the lands..." of the Community; and

WHEREAS, the 2019 Transportation Plan, attached and incorporated by reference, establishes an updated road inventory of existing and proposed roads for inclusion in the National Tribal Transportation Facility Inventory and updated priorities for road construction on SRPMIC; and

WHEREAS, the Council has ensured that Community landowners, other interested parties and the public participated in the planning process through hearings, public information meetings and reviews of publications before final consideration of the plan; and

WHEREAS, the Council has reviewed the 2019 Transportation Plan which establishes a road inventory and priorities for projected road improvements; and

WHEREAS, SRPMIC Public Works Department shall review on an annual basis, and update the project priorities for road construction to reflect the future needs of the SRPMIC and Tribal Transportation Program funding levels.

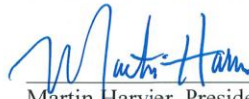
NOW THEREFORE BE IT RESOLVED that the SRPMIC Council hereby approves and adopts the 2019 Transportation Plan including the established inventory of roads and road construction priorities reflected in the plan.

BE IT FINALLY RESOLVED that the Council hereby authorizes and directs the Community's President and/or Vice-President to take all steps reasonable and necessary to carry out the purpose and intent of this Resolution, and in addition hereby authorizes the President or Vice-President to agree to any minor modifications that may become necessary to implement the intent of this Resolution.

C E R T I F I C A T I O N

Pursuant to the authority contained in Article VII, Section 1 (c) and (d) of the Constitution of the Salt River Pima-Maricopa Indian Community (as amended), ratified by the Tribe on February 28, 1990, and approved by the Secretary of the Interior, March 19, 1990, the foregoing resolution was adopted this 10th day of April, 2019, in a duly called meeting of the Community Council at Salt River, Arizona, at which a quorum of members were present, by a vote of 8 for; 0 opposed; 0 abstaining; and 1 excused.

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY COUNCIL



Martin Harvier, President

ATTEST:

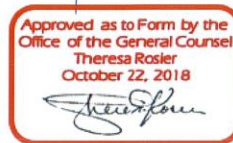

Erica Harvier, Secretary

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1. Introduction

The Salt River Pima-Maricopa Indian Community (SRPMIC) is a sovereign Tribe located on the east side of the Phoenix metropolitan area. It is bordered by the cities of Mesa and Tempe to the south, Scottsdale to the west and north, the town of Fountain Hills and the Fort McDowell Indian Reservation to the north, and unincorporated Maricopa County and the Tonto National Forest to the east. The Community is a member of the Maricopa Association of Governments (MAG), the municipal and intergovernmental planning agency for Maricopa County and the Phoenix metropolitan area. The study area for this LRTP is the SRPMIC Reservation, shown in **Figure 1**.

Study Goal

The goal of the study is to develop a Long-Range Transportation Plan (LRTP) which provides priorities for transportation improvements over short, mid-, and long-range time periods, to address both roadway and multimodal transportation needs.

LRTP Objectives

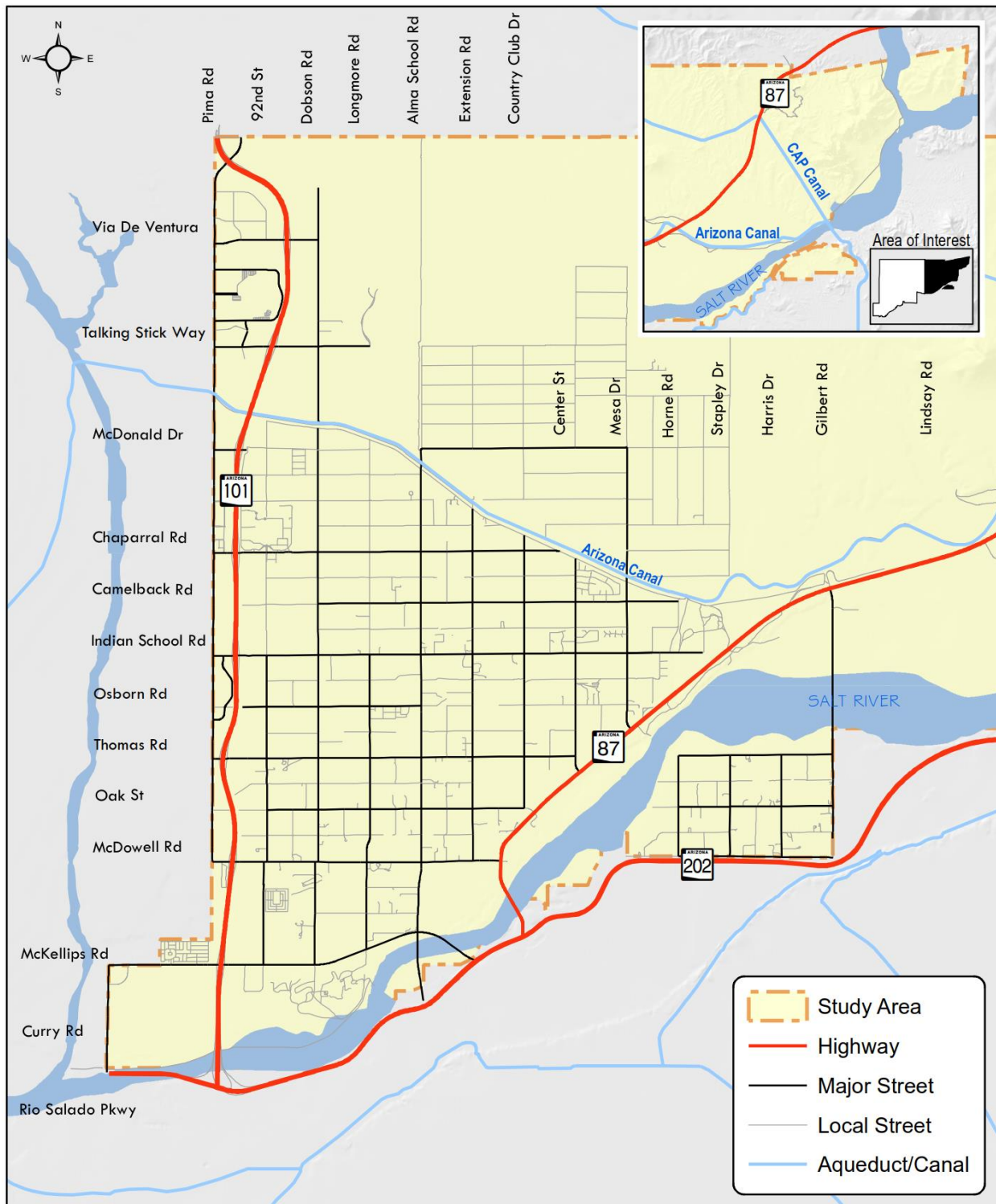
This LRTP meets the following objectives:

- Conduct an evaluation of roadways and identify transportation deficiencies and needs
- Identify SRPMIC road projects for the Tribal Transportation Improvement Program (short-range program) as well as mid-and long-range projects
- Conduct traffic counts
- Identify safety improvements, and incorporate findings of the Tribal Transportation Safety Study
- Update roadway cross sections
- Identify functional classification updates for the road system
- Develop planning-level cost estimates
- Identify potential funding sources for improvements
- Meet all Federal LRTP requirements

Public Outreach

Public outreach was conducted jointly for the Tribal Transportation Safety Plan and the Long-Range Transportation Plan, and involved meetings with the project Technical Advisory Committee, stakeholder meetings, Tribal Council meetings (including a public hearing), and a booth at two SRPMIC Safety Fairs. The draft plan was posted on the Community's website for public review and comment. A notice was published in the O'odham Action News to advertise the public hearing and availability of the draft plan. A brief overview of these efforts is provided as follows.

Figure 1. Study Area



Technical Advisory Committee

A broad-based Technical Advisory Committee (TAC) was established for the Long-Range Transportation Plan and the Tribal Transportation Safety Plan. Meetings were held at key points in the study. TAC members included representatives of the following agencies:

- Public Works, Salt River Pima-Maricopa Indian Community
- Arizona Department of Transportation, Multimodal Planning Division
- Arizona Department of Transportation, State Traffic Safety Engineer
- Police Department, Traffic Enforcement Bureau, Salt River Pima-Maricopa Indian Community
- Injury Prevention, Health and Human Services, Salt River Pima-Maricopa Indian Community
- BIA Western Regional Office
- Planning, Maricopa Association of Governments
- Community Development, Salt River Pima-Maricopa Indian Community
- GIS, Engineering and Construction Services, Salt River Pima-Maricopa Indian Community

Stakeholder Meetings

The study team conducted interviews with six stakeholder groups in August and September of 2017 to discuss transportation and safety needs. The stakeholder groups represent the following interest areas:

- Schools and Transit
- Planning, Engineering, and Maintenance
- Emergency Service Providers
- Tribal Enterprises
- Crash Data Reporting
- Injury Prevention

The meetings included an overview of the study and open discussion of transportation and safety needs. Valuable information was obtained on transportation needs and perspectives.

Community Outreach

Community outreach was conducted for this long-range transportation planning effort. Booths were held at two SRPMIC Safety Fairs in 2017 and 2018. Staff discussions, displays, maps, and questionnaires were used to obtain input about the project. In December of 2018, a public hearing was held on the findings of the Long Range Transportation Plan.

Tribal Council Meetings

A Tribal Council work session on the Long Range Transportation Plan was held in August 2017, and a public hearing was held to present findings and recommendations of the study in December 2018.

2. Transportation Needs and Implementation Plan

Transportation needs and transportation project recommendations are based on analyses of existing and future conditions as well as stakeholder and public participation. Recommended projects maintain and enhance multimodal mobility and safety. This plan has three principal elements: roadways, transit, and trails and pathways.

This transportation plan addresses the following types of road improvement needs for the Community:

Improvements to Address Running Stop Signs – A multi-faceted approach is recommended to address the issue of drivers running stop signs, including the following options:

- Larger (36-inch) stop signs with "Stop Ahead" advance traffic control sign
- Embedded Light Emitting Diodes (LED) in sign faces improve safety at intersections by enhancing driver awareness of traffic-control signs—these help with driver compliance because they are more visible, especially under low light and low visibility conditions
- Added pavement markings (double-yellow centerline and stop bars) to help delineate traffic at the intersection

Paving Dirt Roads – The SRPMIC Public Works Department has a process to prioritize paving dirt roads and acquiring the right-of-way to pave them as needed. The process of paving a dirt road typically involves right-of-way acquisition, which can be a lengthy process.

Cut-Through Traffic – Reducing cut-through traffic on the major streets in the Community is a balance between minimizing inconvenience to Community residents and employees and implementing effective approaches. Strategies such as speed feedback signs (discussed below), in addition to entry signage can improve awareness that persons are entering the SRPMIC, a sovereign nation. Another improvement option is installation of chicanes. Chicanes are a series of mid-block curb extensions that slow vehicles by causing them to shift their horizontal path.

Speeding – Speed feedback signs are recommended in areas where speeding has been indicated as a cause of crashes, and where traffic data collection conducted in 2017 showed traffic exceeding speed limits by 10 mph or more in multiple segments on roads throughout the Community.

Street Lighting – Street lighting is included as part of safety projects, where warranted.

McKellips Road Improvement Needs – This road is planned to be improved with medians and curbs and gutter by Maricopa County in the short-range time frame.

Road Improvements to support new development – Road improvements to support new developments are included in the plan, to support new development in the Talking Stick Entertainment District, the Section 12 area, and other commercial development areas.

Near-Term Priorities (FY 2018 – 2022)

Near-term improvements are those projects that are included in the SRPMIC Tribal Transportation Improvement Program (TTIP). These projects are shown graphically in **Figure 2** and summarized in **Table 1**. Near-term projects have committed funding to implement.

Figure 2. Recommended Near-Term Projects

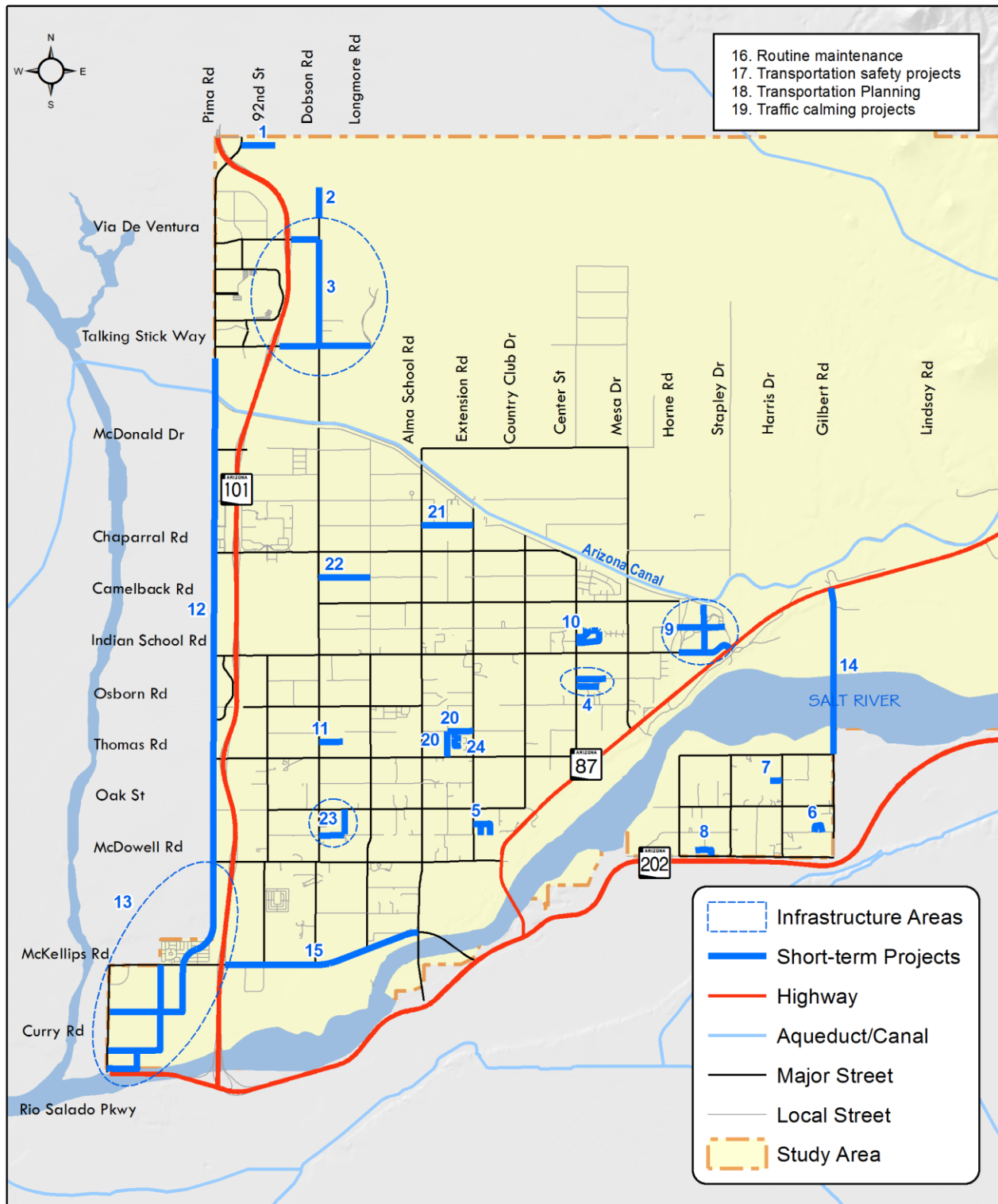


Table 1. Recommended Near-Term Transportation Projects, FY 2018-2022

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
1	7	Horseshoe Lane: 90th St to 92nd St	New Construction	This road will provide access to commercial development and connect the Talking Stick Entertainment District area. The project will be constructed in phases with development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median.	0.3	2019	4,085,700
2	7	Dobson Road: Royal Palm to Eastwood	New Construction	This road will provide access to commercial development and connect the Talking Stick Entertainment District area. The project will be constructed in phases with development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median.	0.3	2020	4,000,000
3	7, 14, 34	Dobson Road: Talking Stick Way to Via de Ventura, Talking Stick Way: Loop 101 to Longmore Road, Via de Ventura: Loop 101 to Dobson Road	Overlay	An overlay is needed on this roadway for pavement preservation. The overlay will extend the pavement life and enhance safety.	2.2	2018-2022	2,128,707
4	26, 260	Clarendon Ave: Center Street to Pasadena Street, Weldon Ave: Center Street to Pasadena Street	New ROW and Road Construction	The existing gravel road serves agriculture and low-density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2018-2019	706,901
5	113	Monte Vista Subdivision: Extension Road to Date Road	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	2018-2020	935,000
6	TBD	Washington Subdivision	Waterline and Double Chip Seal Road	Construction of a waterline and double chip sealing of this road is needed in this residential area.	0.3	2021-2023	232,580

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
7	300	Virginia Ave: west of Harris Drive	Double Chip Seal Road	Construction of a double chip seal road within existing right-of-way.	0.1	2019	15,000
8	211, 330	Fraser Drive: McDowell Road to Xma Uunye, Xma Uunye: Fraser Drive to cul-de-sac	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	2019	285,703
9	240, 126, 1	Bunnyville Phase I-Montecito: 124 th Street to Stapley Drive, 126 th Street: Indian School Road to Camelback Road, Indian School Road: Horne Drive to SR 87	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.5	2019	\$3,885,456
10	103	Victory Acres 1 Subdivision	Water, Sewer, Road Reconstruction	Victory Acres I is a medium density residential subdivision. The pavement within the subdivision is failing and the water and sewer lines are due to be replaced. The project will involve reconstructing the urban local roads including replacing the water and sewer facilities.	0.7	2018-2022	3,580,292
11	102	Dobson Heights: Pinchot Dr	Water and Road Reconstruction	Pinchot Road serves a medium density residential subdivision. Due to failing water lines, the water line and roadway needs to be reconstructed.	0.2	2020	663,000
12	99	Pima Rd: McDowell Rd to 90th St	Widening and 8' Sidewalk	Pima Road serves as the boundary between the Community and the City of Scottsdale and currently consists of primarily one lane in each direction. The project is to widen Pima Road in phases based on the need to improve the operational characteristics and serve existing and future commercial development. The new roadway will be an urban minor arterial with two lanes in each direction and a raised landscaped median. The project is part of MAG's ALCP and has multiple funding partners.	6.8	2018-2024	100,865,000

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
13	992	Section 12 Infrastructure Roads (including Curry/Pima Extension)	New Construction	This project involves new roadway and utility infrastructure for planned commercial development within Section 12 located south of McKellips Road and west of the Pima Freeway. One of the proposed corridors is an extension of Pima Road and Curry Road. The proposed roadways will be urban arterials and urban major collectors. Improvements will be phased as warranted by development.	1.5	2018-2022	13,691,150
14	27	Gilbert Road: Thomas Road to SR 87 (Beeline Highway)	New Bridge and Road Construction	Construct new all-weather Salt River bridge crossing with two lanes in each direction. This existing bridge is inadequate and structurally insufficient. The improvement will also provide adequate road capacity to accommodate regional population and employment growth.	1.6	2018-2022	83,774,000
15	2	McKellips Road: Loop 101 to Alma School Road	Curb, Gutter, Sidewalk, Raised Median	Improve roadway with curb, gutter, sidewalk, raised median and other safety improvements to support regional traffic.	1.9	2018-2023	8,260,000
16	various	Routine Maintenance	Varies	Routine maintenance will reduce wear and tear on vehicles and improve safety. Specific projects that were mentioned during stakeholder and public outreach are noted under the Priority Project List	N/A	ongoing	TBD
17	various	Transportation Safety Projects	Varies – see Priority Project List	Transportation Safety is an ongoing activity to address transportation safety needs in the Community as identified in the TTSP. Specific projects that were mentioned during stakeholder and public outreach are noted under the Priority Project List	N/A	ongoing	TBD
18	various	Transportation Planning	Varies	Transportation planning is an ongoing activity to address transportation needs in the Community.	N/A	ongoing	TBD
19	various	Traffic Calming Projects	Varies- see Project Priority List	Traffic calming projects include installing speed monitors, Community Entry Signs, and chicanes to reduce speeding and cut-through traffic.	N/A	ongoing	TBD
20	41, 38	Westwood Drive: Thomas Road to Earll Drive, Earll Drive: Westwood Road to Extension Road	New ROW, Road Construction (paving), Utilities and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	2020-2022	1,590,000

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
21	210	Vista Drive: Alma School Road to Extension Road	New ROW, Basic Utilities, Drainage Improvements and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2020-2022	1,060,000
22	220	Highland Ave: Dobson Road to Longmore Road	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2020-2022	1,125,000
23	320, 703	Palm Lane: Dobson Road to Sycamore Street, Sycamore Street: Palm Lane to Oak Street	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	2020-2022	1,060,000
24	114	LaVella Deer Subdivision	New ROW and Road Construction	Subdivision streets serve residential development. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	2020-2022	493,250

Mid-Term Priorities (FY 2023- 2026)

Mid-term projects are shown in **Table 2 and Figure 3**. Major mid-term projects include a continuation of the program of paving gravel roads and associated right-of-way acquisition, utilities, and drainage work. New road construction is planned to extend Dobson Road/Horseshoe Lane, between Via de Ventura and 90th Street, to support future development. Other road widening projects to support development are planned on sections of 92nd Street, Dobson Road, and Chaparral Road. Traffic calming and safety measures will continue to be implemented in this time period.

Figure 3. Recommended Mid-Term Projects



Table 2. Recommended Mid-Term Roadway Improvements, FY 2023-2026

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (miles)	Estimated Cost (\$)
25	7, 58, 5	Dobson Rd/Horseshoe Lane: 92nd St to Eastwood Lane, Eastwood Lane: 92 nd Street to Dobson Road, 92 nd Street: Eastwood Lane to Horseshoe Road	New Construction	This new roadway improvement will support future development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median on Dobson Road/Horseshoe Lane. New urban major collector with one lane in each direction and a center two-way left turn lane to support future development on Eastwood Lane and 92 nd Street.	2.3	10,000,000
26	7	Dobson Rd: Arizona Canal to Talking Stick Way	New Road and Sidewalk Construction	New construction of an urban arterial roadway with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. This road will provide access to future commercial development in the Talking Stick Entertainment District.	0.7	2,500,000
27	991	Salt River Fields - Roadrunner Road: Pima Road to Centerfield Road	Widening	Widen Roadrunner Road to an urban major collector with one lane in each direction and a center two-way left turn lane.	0.8	1,000,000
28	991	90 th Street: Roadrunner Road to Via de Ventura	Widening	Widen urban major collector to two lanes in each direction with a raised median.	0.3	500,000
29	28, 41	Osborn Road: Alma School Road to Extension Road, Westwood Drive: Osborn Road to Columbus Avenue	New ROW, Road Construction, Utilities, and Drainage	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,410,000
30	26	Clarendon Ave: 92nd Street to Dobson Road	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
31	26, 38	Clarendon Avenue: Longmore Road to Cholla, Cholla Lane: Clarendon Avenue to Indian School Road	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.7	1,323,874

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (miles)	Estimated Cost (\$)
32	41	Westwood Street: Vista Drive to Jackrabbit Road	New ROW, Road Construction (Paving), Basic Utilities, and Drainage Improvements	The existing gravel roads serve low density residential land uses. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	545,844
33	39	Beverly Street: Vista Drive to Jackrabbit Road	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	545,844
34	20	Jackrabbit Road: Beverly Street to Canal Bank Rd	New ROW, Road Construction, utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.1	218,338
35	16	Canal Bank Road: Alma School Road to Extension Road	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	1,310,025
36	370	Esther Romo Subdivision	New ROW and Road Construction	New low density rural residential streets. The roads will be improved to a paved rural local road with one lane in each direction.	0.3	566,448
37	5 & C004	92nd Street and McDowell Road	Reconstruct Intersection	Reconstruct intersection to align north and south legs. This improvement is needed as part of the overall upgrade of the 92nd Street/Dobson Road corridor.	0.0	500,000
38	5	92nd St: McKellips Road to McDowell Road	Widening	Widen 92nd Street to two lanes in each direction. This widening is needed to accommodate additional traffic forecasted to use the segment once the new Dobson Road Salt River bridge crossing is in place and to provide access to Casino Arizona.	1.0	3,000,000

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (miles)	Estimated Cost (\$)
39	5	92nd Street: McDowell to Indian School Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	2.0	6,000,000
40	1	Indian School Road: SR 101L to Dobson Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	0.7	2,400,000
41	7	Dobson Rd: Indian School Road to Chaparral Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	1.0	3,000,000
42	22	Chaparral Road: 92nd Street to Dobson Road	Widening	Widen to two lanes in each direction. Part of the 92nd Street/Dobson Road corridor, this widening will improve access to planned commercial development east of the Pima Freeway.	0.5	2,000,000

Long-Term Priorities (FY 2027-2040)

Long-term projects are those that are recommended for implementation in the period from 2027-2040. Major long-term projects include a continuation of the program of paving gravel roads and associated right-of-way acquisition, utilities, and drainage work. Bridge construction projects include an Arizona Canal bridge replacement project at Alma School Road and a new bridge at Dobson Road. Initially, the Dobson Road bridge may have access for emergency vehicles only. A new riverbed crossing of the Salt River is recommended to improve access to the Lehi District. Reconstruction of Via De Ventura east of Dobson Road is planned to support future development. These projects are shown graphically in **Figure 4** and summarized in **Table 3**. Funding for these long-term projects has not yet been identified.

Figure 4. Recommended Long-Term Projects

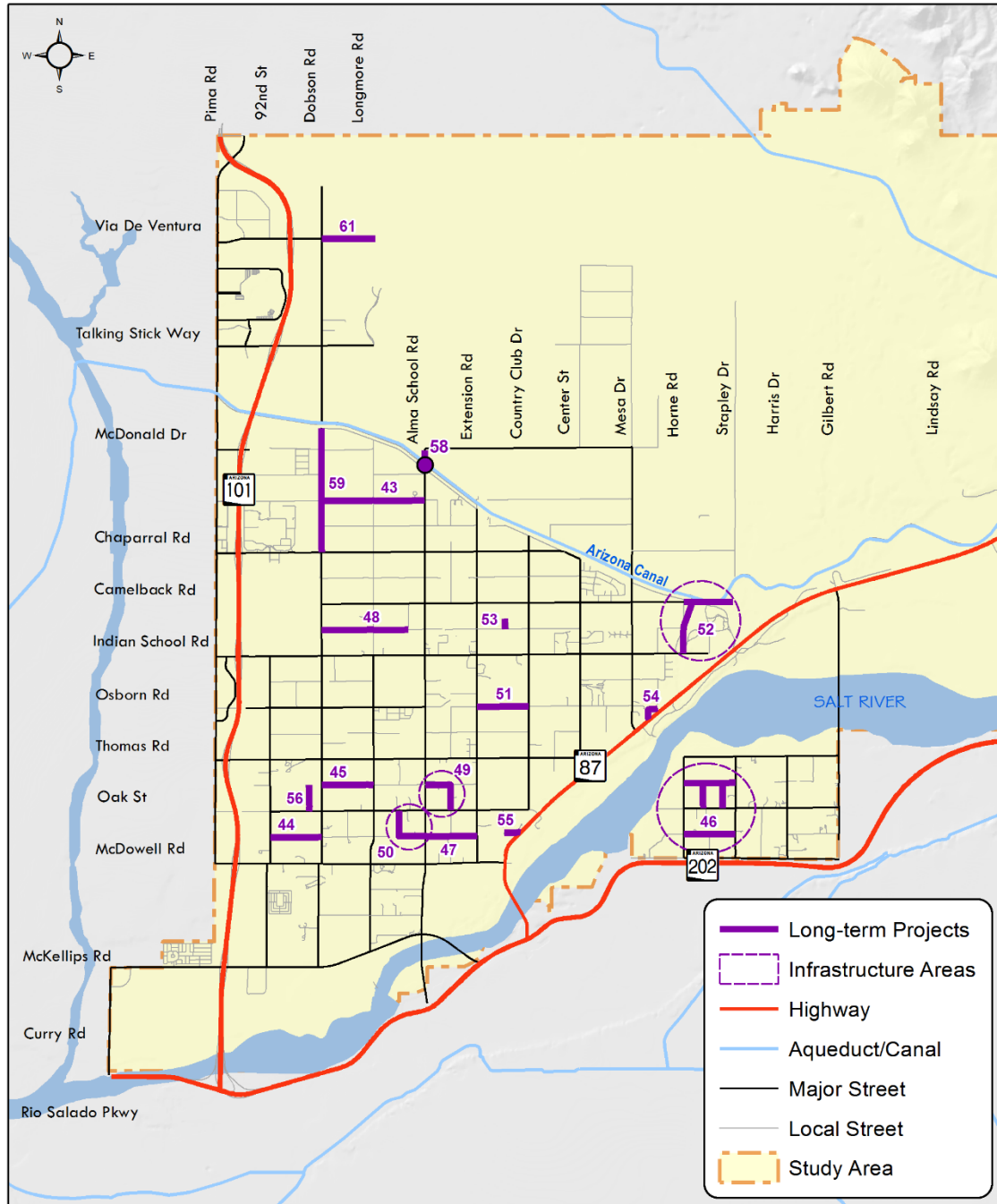


Table 3. Long-Term Transportation Projects, FY 2027-2040

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
43	20	Jackrabbit Road: Dobson Road to Alma School Road	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.0	2,256,140
44	320	Palm Lane: 92nd Street to Dobson Road	New ROW, Road Construction, Utilities, and Drainage	The existing gravel road serves low density residential land uses. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
45	300	Virginia Ave: Dobson Road to Longmore Road	New ROW, road construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,128,070
46	300, 213, 215, 320	Virginia Ave: Horne Street to Stapley Drive, Temple Street: Oak Street to Virginia Avenue, Spencer Street: Oak Street to Virginia Drive, Palm Lane: Horne Drive to Stapley Drive	New ROW, Road Construction, Utilities, and Drainage	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.5	3,177,300

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
47	320	Palm Lane: Alma School Road to Extension Road	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
48	240	Montecito Avenue: Dobson Road to east of Standage	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,835,059
49	41, 300	Westwood Street: Oak Street to Virginia Avenue, Virginia Avenue: Alma School Road to Westwood Street	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	1,059,100
50	320, 37	Palm Lane: Standage to Alma School Road, Standage: Palm Lane to Oak Street	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	1,165,010

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
51	28	Osborn Road: Extension Road to Country Club Drive	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
52	24, 124	Bunnyville Phase 2- Camelback Road: Horne Drive to Stapley Drive, 124 th Street: Indian School Road to Camelback Road	New ROW, Road and Bridge Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.0	2,118,200
53	43	Orange: Montecito Avenue north	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.1	211,820
54	106	Wood/Sine Family Subdivision	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	635,460

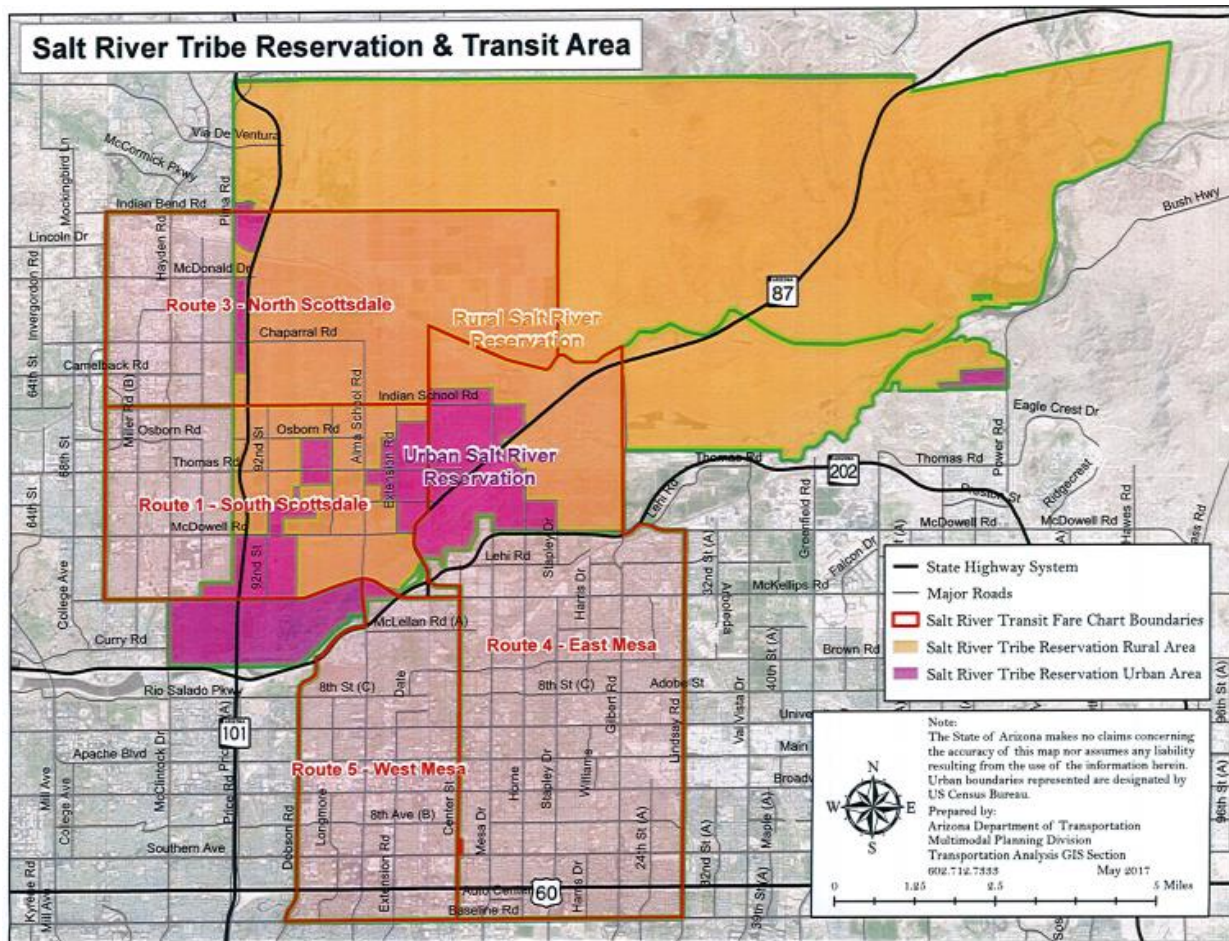
2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
55	320	Palm Lane: Date Street to SR 87	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	213,625
56	503	Santa Barbara Drive: Oak Street to Virginia Street	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	529,550
57	Project removed per Council direction.					
58	11	Alma School Rd: Arizona Canal Bridge	Bridge Replacement	Replace or rehabilitate the bridge over the Arizona Canal.	0.0	650,000
59	7	Dobson Road: Chaparral Road to Arizona Canal	Widening	If warranted, widen to one lane in each direction with a center turn lane	1.2	3,000,000
60	Project removed per Council direction.					
61	34	Via de Ventura: Dobson Road to end	Reconstruction	Reconstruction of this four-lane divided roadway will support future development	0.3	2,320,000

Transit System

The Salt River Pima-Maricopa Indian Community is primarily a rural area in character. Commercial development is reserved along the Community's western boundary. Changes are not planned to the transit service provided currently.

As a result of the 2010 U.S. Census, sections of the Community are designated as urban areas, as shown in **Figure 5**. These urban area designations have led to some discussions regarding the rural transit (FTA Section 5311) and Tribal Transit funding that the Salt River Transit System has been receiving, which are critical to the operation of the transit system.

Figure 5. Salt River Pima-Maricopa Indian Community and Transit Area



Source: Pima-Maricopa Indian Community GIS Department

When an area is designated as rural by FTA, there is a much higher percentage of federal participation in the funding. The Rural Public Transportation Program (FTA Section 5311) and the Tribal Transit Program offers a low local match rate. A change to urban area transit funding would likely negatively impact the level of transit service that can be provided to the Community. In the LRTP, a five-year transit budget was estimated for administrative, operating, and capital costs were developed based on estimates in the 2010 LRTP.

Trails and Path System Projects

A Community trails system was developed as part of the 2010 L RTP and was based on the system of trails identified in the Community's General Plan. The trail system plan links schools, subdivisions, and other destinations important to Community members. For this 2018 update, the trail and path system plan was amended to reflect facilities that have been constructed since the 2010 plan, and new facilities to support development, such as a planned pedestrian bridge over Loop 101 to provide multi-modal connectivity within the Talking Stick Entertainment District. Proposed trail and path system projects are summarized in **Table 4** and **Figure 6** for short, mid-, and long-term time periods.

Figure 6. Trail System

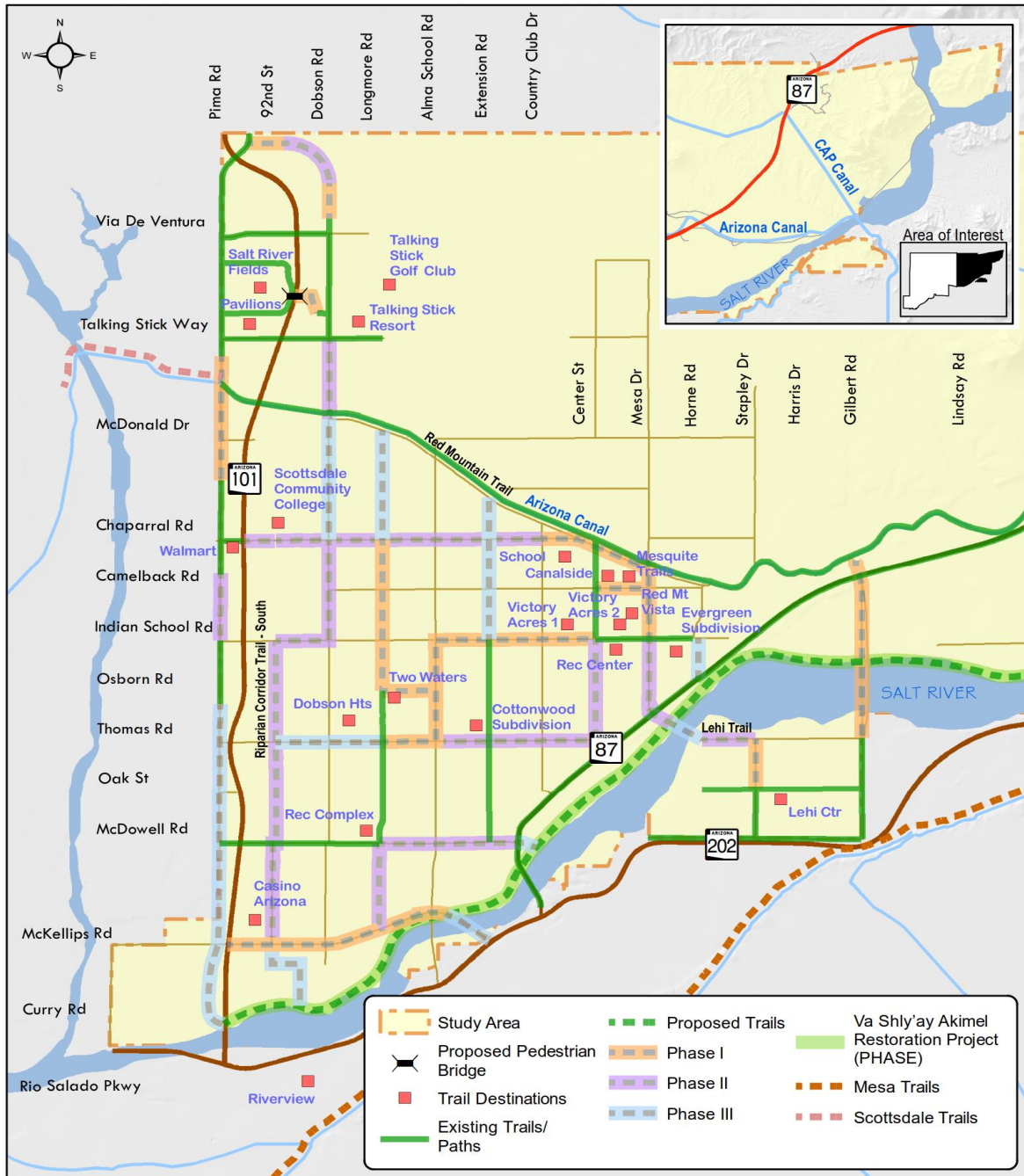


Table 4. Sidewalk and Trail Projects

Priority	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
Short Term, FY 2018-2022 Sidewalk and Trail Projects						
62	16	Evergreen Canal Trail: Center to Mesa Dr	Trail	Construct trail as part of the recommended non-motorized trail system.	0.5	85,000
63	24	Camelback Road: Center Street to Mesa Drive	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
64	19	Mesa Drive, Indian School Rd to Arizona Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
65	22	Chaparral Road: Country Club to Center	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
66	28	Osborn: Longmore Road to Alma School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
67	9	Longmore Road: Osborn to Chaparral Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.5	255,000
68	11	Alma School Road: Thomas Road to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
69	1	Indian School Road: Alma School Road to Center Street	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.5	255,000
70	30	Thomas Road: Longmore Road to Alma School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
71	23	Stapley: Oak to Thomas	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
72	991	Talking Stick Pedestrian Bridge	New multimodal bridge	Proposed multi-use path and bridge over the Loop 101 Pima Freeway connecting the east and west halves of the Talking Stick Entertainment District.	0.3	5,250,000
73	7	Horseshoe: 90 th St to 92 nd St	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.3	51,000
74	7	Dobson: Royal Palm to Eastwood	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.3	51,000
75	99	Pima: Montebello to Krail	8' Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.1	187,000
76	2	McKellips: Loop 101 to Alma School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.9	323,000
77	27	Gilbert Road: Thomas Road to SR 87	Trail	Construct trail as part of the recommended non-motorized trail system.	1.6	272,000
Mid Term, FY 2023-2026 Sidewalk and Trail Projects						
78	99	Pima Road: Indian School Road to Highland Road	8' Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.8	136,000
79	7	Dobson Road: AZ Canal to Talking Stick Way	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
80	17	Center: Thomas to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000

Priority	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
81	30	Thomas Road: Alma School Road to Center Street	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.5	255,000
82	5	92nd St: McKellips Road to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.0	510,000
83	1	Indian School Road: Loop 101 to Dobson Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
84	7	Dobson Road: Indian School Rd Chaparral	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
85	22	Chaparral Road: Loop 101 to Country Club Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.0	510,000
86	19	Mesa Drive: SR 87 to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
87	30	Thomas Road: Horne to Stapley	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
88	9	Longmore Rd: McKellips Road to McDowell Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
89	4	McDowell Road: Longmore Road to SR 87	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
90	7	Dobson Road/Horseshoe Lane: 92 nd St to Eastwood	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
Long Term (FY 2027-2040) Sidewalk and Trail Projects						
91	9	Longmore Road: Chaparral Road to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.1	187,000
92	13	Extension Road: Indian School Road to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.4	200,000
93	21	Lehi Trail Crossing at Salt River	Trail	Construct trail as part of the recommended non-motorized trail system.	0.6	85,000
94	21	Evergreen Trail: Salt River to Indian School Road	Trail	Construct trail as part of the recommended non-motorized trail system.	0.4	68,000
95	30	Thomas Road: 92nd Street to Longmore Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
96	99	Pima Road: Salt River to Osborn Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.2	544,000
97	7	Dobson Road: Chaparral to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.3	221,000
98	7	Dobson Road/92 nd St: Salt River to McKellips	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.3	221,000
99	2	McKellips Road: Alma School Road to Loop 202	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.6	102,000
100	6	Va Shly'ay Akimel	multi-use trail	Construct sidewalk or trail as part of the recommended non-motorized trail system.	13.9	6,255,000

3. Funding Sources for Transportation Projects

Potential transportation funding sources include:

Roadway Projects

- Community Funding
- Tribal Transportation Program
- Tribal Transportation Planning Funding
- National Bridge and Tunnel Inventory
- Surface Transportation Program
- Planning Assistance for Rural Areas Program
- Indian Community Development Block Grant Program
- Congestion Mitigation and Air Quality Discretionary Grants

Transportation Safety Projects

- Alcohol Impaired Driving Program
- Highway Safety Improvement Program
- Tribal Transportation Program Safety Funds
- State and Community Highway Safety Grant Program
- Injury Prevention Program
- Road Safety Assessment

Bicycle, Pedestrian, and Equestrian Project Funding

- Transportation Alternatives Program

Transit Funding Sources

- Formula Grant for Rural Areas
- Tribal Transit Formula Grants

4. Policies and Guidelines

Functional Classification

Federal legislation uses functional classification to determine eligibility for several funding categories under the Federal-aid program. Federal funding is available for collector roads and higher. A review of the FHWA functional classification for regional and Community roads is currently being undertaken by ADOT. Current Tribal recommendations for functional classifications are summarized in **Figure 7**. The functional class of BIA and Tribal routes in the NTTFI is planned to be converted over administratively to the FHWA functional classification at some point in the near future.

Typical Road Cross Sections

Table 5 shows the eight-typical road cross sections and design standards recommended for the 2018 SRPMIC Long Range Transportation Plan. The street sections correspond generally to the functional classifications shown in **Figure 7** of this report. For more detailed guidelines, developers should reference the SRPMIC Community Development Department for road landscaping, sidewalks, trails, and other development standards.

Figure 7. SRPMIC Proposed Functional Classifications

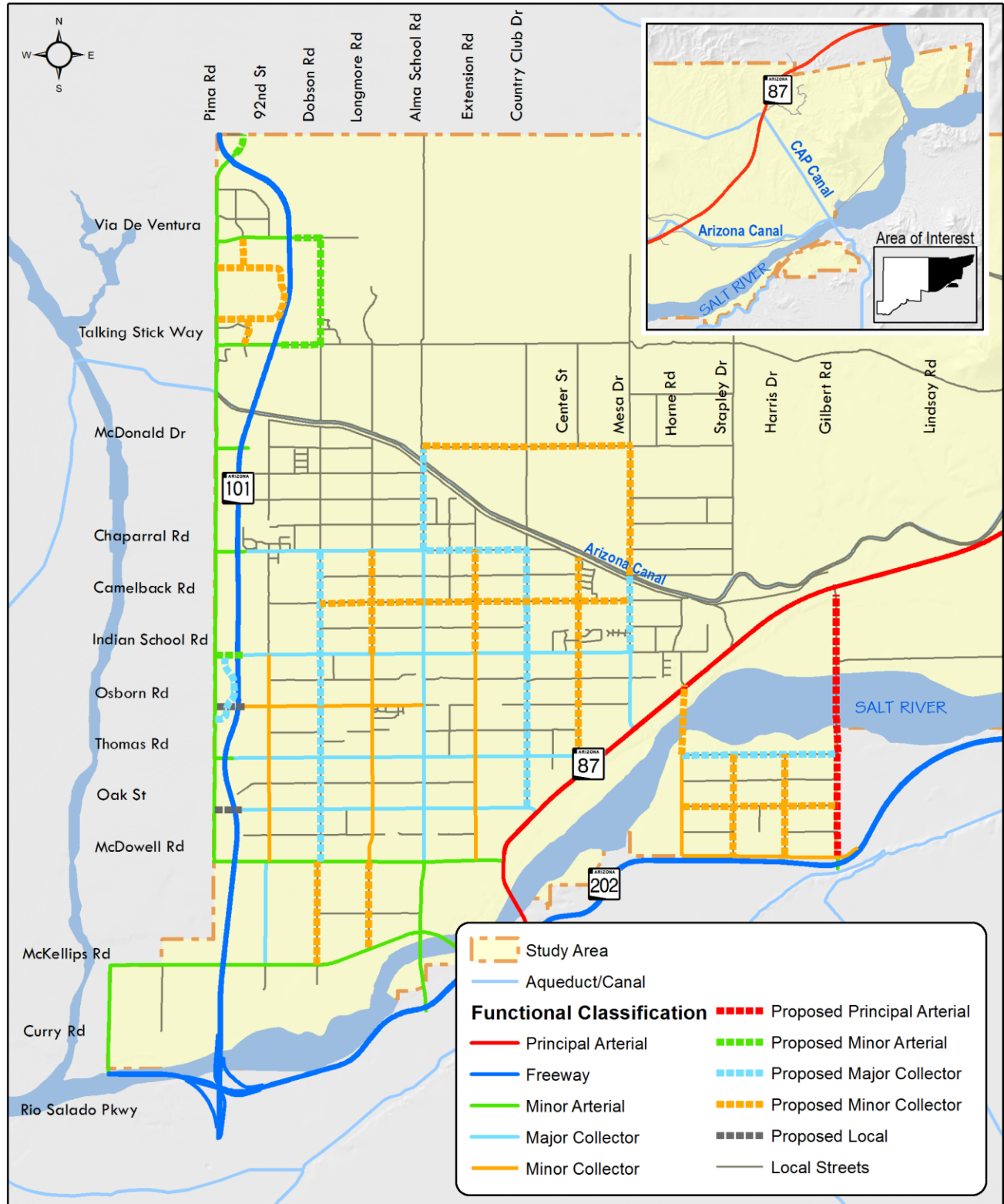


Table 5. Street Section Descriptions

Street Section Name	Typical Criteria	Right-of-Way	Design Speed / Posted Speed (mph)	Average Daily Traffic (ADT)	Sidewalks	Street Lighting	Typical Lane Configuration	Landscaping
Local Roads								
Rural Access Road	Less than quarter-section alignments <u>and</u> serving less than 12 homes at buildout	30'	25/25	< 50 vehicles per day (vpd)	None	No	2 – 9' travel lanes	None
Rural Local Road	Quarter-section alignments <u>or</u> serving greater than 12 homes	50'	35/25	50 to 750 vpd	None	No / TBD*	2 – 11' travel lanes plus 1' paved shoulders	None
Urban Local Road – Residential Subdivision	Tribal residential subdivisions	50'	35/25	1,500 vpd maximum	5' attached, both sides	Yes	2 – 10' travel lanes plus 8' on-street parking	None
Urban Local Road – Commercial	Local roads within commercial corridor	60'	35/25	5,000 vpd maximum	6' detached, both sides	Yes	2 – 13' travel lanes	6.5' minimum parkway strip between curb and sidewalk
Collector Roads								
Rural Minor Collector	Mid-section alignments, may include section line alignments as noted on Fig 26	60-80'	45/35	500 to 5,000 vpd	6' detached one side at locations noted on Trail System (Fig 6)	No / TBD*	2 – 11' travel lanes plus 3' paved shoulders	None
Urban Minor Collector	Collector roads within commercial corridor	80'	45/35	5,000 to 10,000 vpd	6' detached, both sides	Yes	14' center turn lane; 2 – 11' travel lanes plus 6' bike lanes	6.5' minimum parkway strip between curb and sidewalk
Rural Major Collector	Section line alignments, may include mid-section alignments as noted on Fig 26	80'	50/40	1,000-10,000 vpd	6' detached one side at locations noted on Trail System (Fig 6)	No / TBD*	2 – 11' travel lanes plus 3' paved shoulders	None
Arterial Roads								
Urban Minor Arterial	Section line alignments within commercial corridor or as noted on Fig 26	110'	55/45	10,000 to 35,000 vpd	8' detached, both sides	Yes	16' raised median; 4 travel lanes (2-14', 2-12') plus 6' bike lanes	16' raised median; 6.5' min. parkway strip between curb and sidewalk

* Street lighting based on warrant evaluation criteria in SRPMIC Street Lighting Guidelines, 2018.