



## **2011 Major General Plan Amendment Process**

June 2, 2011

### **GPA 11-0004 *Circulation Element Update***

A city-initiated Major General Plan Amendment to incorporate the recommendation of the recently adopted Multi-Modal Transportation Plan into the Circulation Element. This amendment also proposes several changes to the existing Circulation Map. Many of these changes are minor corrections resulting from updates to the City's data.

## DESCRIPTION AND JUSTIFICATION FOR REQUEST

1. Provide a brief description and reason for the requested change. Provide supporting data.

*This proposed amendment updates the Chapter 3 Circulation Element text to include the recommendation on the recently adopted Multi modal Master plan and the Maricopa Association of Governments (MAG) Complete Streets Guidelines.*

*The second part of this amendment revises the Circulation Map. Per Section 14.G of 2011 Peoria General Plan, "any alteration, deletion or change to the function classification of any roadway...shall be deemed a minor amendment to the General Plan." Staff is recommend a number of changes to the circulation map to address: Scribner mapping errors, a change in the classification of SR-74 by ADOT, and the creation of a new arterial roadway through the future Saddleback Heights development*

*A complete list of the Circulation Map changes is attached for review*

2. If map amendment, indicate the existing and the proposed General Plan Land Use designation(s).

N/A

3. In what way does the existing plan inadequately provide suitable alternatives for this request?

N/A

4. How will this amendment affect property values and neighborhood stability? Provide supporting data and/or case studies.

N/A

5. How will this amendment contribute to compatible neighborhood patterns? Provide supporting data.

N/A

6. How will this amendment contribute to an increased tax base, economic development, and employment opportunities? Provide supporting data.

N/A

7. How will this amendment contribute to the City's goal of achieving balanced housing, shopping, employment, and recreational opportunities?

N/A

8. How will this amendment affect existing infrastructure of the area, specifically, the water, wastewater, and street systems?

*The amendment will revise the function classifications of the existing street systems to address regional and local planning efforts.*

9. How will this amendment affect the ability of the school district to accommodate children? Indicate the specific schools to be attended and provide attendance and other data reflecting impacts to the specified schools, and district comments.

N/A

10. Specifically, what Elements, Goals, Objectives, and Policies of the General Plan will be affected?

*Section 3 Circulation Element of the 2011 General Plan will be affected.*

11. How will this amendment support the overall intent and/or constitute an overall improvement to the General Plan?

*This amendment improves the current and future transposition systems to align with Regional and local planning efforts.*

### 3. CIRCULATION ELEMENT

*Meeting the transportation needs of residents, visitors and businesses calls for comprehensive and forward-looking solutions and recognition that the transportation system must integrate multi-modal opportunities to reduce reliance on the automobile. The Circulation Element provides a policy framework for improving this system. Although it is intended to guide decisions over the life of this Plan (10-year horizon), Peoria must continue to make long-term plans and lay the groundwork for the distant future and its ultimate build-out. The City must develop transportation systems that serve local and regional travel and make infrastructure investments that will lead to a truly integrated system.*

The Circulation Element is organized in the following manner:

- 3.a. Introduction
- 3.b. Goals, Objectives and Policies
- 3.c. Transportation Circulation Plan  
, Transit and Rail Plan
- 3.d. Implementation Program

#### **3.A3.A. INTRODUCTION**

The Circulation Element outlines the necessary transportation system components to serve the future needs of residents and visitors of the City and its planning area. The element utilizes the policy framework along with the and Circulation Plan to depict and identify implementation measures to realize this system.

The goals, objectives and policies contained within this element will provide guidance for future recommendations on street, transit, commuter rail, bikeway and pedestrian transportation system improvements. The projected population forecasts suggest that upgrades and expanded multimodal opportunities are critical components in the City's circulation system. The recommendations in these plans assist the City Council and staff in decision-making on future development and redevelopment activities. The following is a discussion on the implementation tools used for this element

One of the implementation tools identified in this element and discussed below is the development of a detailed Street Classification Map, consistent with the network depicted in the Circulation Map (Figure 3-1).

The Circulation Plan Map (Figure 3-1), is a planning tool used to portray and define the envisioned roadway transportation network of the future. This network represents both the functional and locational criteria desired by citizens and City staff to provide transportation mobility and quality access to existing and future residential, recreation, and economic uses throughout the City.

The Street Classification map is both a planning and engineering tool that identifies specific road widths, number of lanes, future right-of-way needs, and intersection configurations for each collector and arterial roadway in the City. The Street Classification map is the product of a highly sophisticated traffic simulation model utilizing the build-out density of the Land Use Plan and the identified Circulation Plan. The traffic model identifies the future roadway capacity needed to maintain an acceptable level of mobility in the City.

The Multi-Modal Transportation Master PlanTransit and Rail Plan, uses the Circulation Plan Map as a base to create Transit maps that and depict existing and future Line and Express-Bus Routes (Line and

Express), along and with Commuter Rail alternatives. It also depicts possible transit centers, tatement park--and--rRide lots as well as outlining a hierarchy of different transit stops to account for different purpose and passenger volumes bus stops.

The goals, objectives and policies contained within this element will provide guidance for future recommendations on street, and other transportation system improvements. The recommendations in these plans assist the City Council and staff in decision-making on future development and redevelopment activities.

: This Circulation Element also outlines bikeway, pedestrian, transit, light rail and commuter rail needs as critical components to the City's circulation system. The projected population forecasts suggest that upgrades and expanded multimodal opportunities are a high priority need.

**3.B3. B. GOALS, OBJECTIVES AND POLICIES**

The following goals, objectives and policies provide the guidance for implementing the Circulation Plan and the subsequent completion of a consistent Street Classification tool.

<b>GOAL 1:</b>	<b>PROVIDE FOR A MULTI-MODAL TRANSPORTATION SYSTEM THAT WILL SERVE THE COMMUNITY AND REGION IN A SAFE, EFFICIENT, COST EFFECTIVE AND AESTHETIC MANNER WHILE MINIMIZING ADVERSE IMPACTS TO NEIGHBORHOODS, BUSINESSES, AND THE NATURAL ENVIRONMENT.</b>
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**Objective 1.A:**

**Develop a transportation system within Peoria that is compatible with and designed to compliment, the existing and proposed land uses as provided in the Land Use Plan, without diminishing the efficient movement of people, goods, and services.**

**Policy 1.A.1:**

Maintain a Street Classification map which identifies future freeway, arterial and collector right-of-way (ROW), ROW width, typical street cross-sections and functional classification. The map shall be consistent with the General Plan Circulation Plan.

**Policy 1.A.2:**

Encourage land development patterns that promote the operational efficiency of the existing and future transportation system.

**Policy 1.A.3:**

Require conveyance of right-of-way and the design and improvement of arterials and collectors consistent with the City's Street Classification and Transit maps.

**Policy 1.A.4:**

Require that all developments substantially meet the following criteria:

- a) Development shall be located or designed in a manner that will not inhibit or impair future improvement of the transportation system.
- b) Dedications of land may be required to implement the adopted Circulation Plan, and Street Classification and Transit maps.
- c) Residences should be located away and buffered from major arterial intersections.

- d) Developments shall be designed and located so that access requirements and traffic generation characteristics do not impair the safety and maintenance of the transportation system.
- e) Direct access to arterial streets from individual parcels shall be discouraged. Access will be controlled through the use of median-divided arterials, frontage roads and background collector streets and vehicle non-access easements.
- f) The number of driveways on arterial streets shall be limited to improve traffic flow and safety.
- g) A uniform spacing pattern of all new driveways and median breaks shall be required to simplify timing to support progression for traffic signals.
- h) Intersections with arterial streets should be minimized; they should be limited to intersections with other arterials, collectors and major driveways/access roads.
- i) Provisions should be made for safe pedestrian and bicycle crossings of collector, arterial or key intersections where high vehicular, pedestrian and bicycle traffic volumes are common or anticipated.
- j) The City should encourage and support the development of a multi-modal path and trail network as alternative safe routes that connect with adjacent regional networks.

**Policy 1.A.5:**

Require the provision of parking facilities in a manner that will support the economic vitality of the land uses served, by ensuring that:

- a) Off-street parking facilities are designed and located to minimize disruption and inconvenience to adjacent properties and streets.
- b) Large parking areas are developed with screen walls or landscaped perimeter planting strips, bays and islands to provide visual screening from direct traffic flow and high speed travel areas.
- c) Adequate lighting is provided to minimize safety hazards.

**Policy 1.A.6:**

Promote the construction of new street system segments in coordination with its adopted Land Use Plan, Growth Areas, Transit and Rail maps, Street Classification map and Capital Improvement Program (CIP).

**Policy 1.A.7:**

Monitor the condition and use of all existing streets, and maintain these streets, as required, on a regular phased basis.

**Policy 1.A.8:**

Conduct an assessment that identifies bus stop, street improvement projects, estimates costs, establishes timing and identifies revenue sources to implement the projects in the CIP on an annual basis.

**Policy 1.A.9:**

Coordinate its efforts in transportation, transit, ~~light rail~~, commuter rail and major roadway capital improvements programming with the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Maricopa Association of Governments (MAG), and the Regional Public Transit Authority (RPTA) ~~and Valley Metro~~ to ensure timely provision of required transportation improvements.

**Policy 1.A.10:**

Develop designated routes for heavy use such as freight traffic and heavily utilized regional highways. These include Roads of Regional Significance (RRS), State Routes, freeways, and City major arterial roadways.

**Objective 1.B:**

**Provide for the functional needs of the City's transportation system by addressing urban, suburban, and rural conditions.**

**Policy 1.B.1:**

Maintain a hierarchy of arterials, collectors and transit service levels based principally upon:

- a) Existing one-mile grid system in urban areas.
- b) Identified major and minor arterials and collectors in suburban and rural areas.
- c) Land management regulations to maintain the established heirarchy.

**Policy 1.B.2:**

Require that new transportation facilities are developed as necessary to support the planned incremental growth of Peoria and designed to their planned function.

**Policy 1.B.3:**

Ensure that as the City grows, it will be prepared to design and employ traffic control and access management measures to ensure that roadways function as intended.

**Objective 1.C:**

**Develop neighborhood street (local) patterns and circulation systems which preserve neighborhood integrity and serve local traffic and discourages non-local or through traffic.**

**Policy 1.C.1:**

Approve the design and construction of local and residential collector streets that contribute to the residential environment and minimize cut-through traffic and speeding.

**Policy 1.C.2:**

- a. Ensure that residential areas have convenient access to local and collector roadways that connect to arterial streets. Residential developments may be permitted access to arterial roadways contingent on a site plan review that assesses the size of the development, daily trips generated, and impact on the functional integrity of the arterial roadway.
- b. Connections to the arterial grid system should not result in a negative impact to the functional integrity of the roadway or in a manner that would reduce safety and mobility.

c. Connections to the arterial system should be safe and convenient and assist the residents in accessing to the bus and/or rail routes and facilities.

**Policy 1.C.3:**

Discourage private streets unless the Peoria City Council determines that the streets meet the adopted standards and that the benefit to the City exceeds the liability. Any private street permitted must meet all access and connectivity standards established by the City.

**Objective 1.D:**

**Develop and maintain certain limited-access or controlled-access roadways throughout Peoria.**

**Policy 1.D.1:**

Maintain Lake Pleasant Parkway, Happy Valley Road/Parkway, El Mirage Road, and Vistancia Boulevard as limited-access arterial roadways.

**Policy 3.1.D.2:**

Enforce the goals and objectives of the State Route 74 Access Management Plan.

**Policy 1.D.3:**

Enforce the goals and objectives of the Northern Parkway design concept report.

**Objective 1.E:**

**Develop a comprehensive, coordinated, and continuous multi-modal transportation system.**

**Policy 1.E.1:**

Continually monitor, evaluate and update the adopted Trails Master Plan. The alternative modes identified in the Trails Master Plan should be consistent with emerging development patterns, and respond to opportunities presented, particularly in north Peoria.

**Policy 1.E.2:**

Continually monitor, evaluate, and update a city-wide Bicycle Development Plan.

**Policy 1.E.3:**

Develop a safe and convenient network of sidewalks, crossings, and paths for walking and bicycling that provide connections between schools, recreation facilities, residential areas, transit stops and business centers.

**Policy 1.E.4:**

Design, construct and revise culvert and bridge details as needed to allow for safe pedestrian/bicycle crossings.

**Policy 1.E.5:**

Work with the adjacent jurisdictions, Flood Control District of Maricopa County, Maricopa County, and the Maricopa Association of Governments (MAG) to ensure bicycle and pedestrian network continuity at municipal boundaries.

**Policy 1.E.6:**

Implement a Complete Street process to accommodate multi-modal transportation needs when designing and building all new streets and when improving existing street, using the current MAG Complete Streets Guide as reference.

**Objective 1.F:**

**Efficiently expand Peoria's transit and express route system, and identify the light rail corridor and the commuter rail access points as an attractive and convenient alternative for Peoria's residents, workforce, and visitors.**

**Policy 1.F.1:**

Plan and adopt both short, ~~mid and term,~~ and long-term local route and express route transit services.

**Policy 1.F.2:**

Seek to increase the frequency and service area of transit services.

**Policy 1.F.3:**

Seek express route service at strategic City locations to major employment centers.

~~**Policy 1.F.4:**~~

~~Partner with Valley Metro Rail in the identification and adoption of a light rail route that extends from Glendale into the West Valley.~~

**Policy 1.F.5 4:**

Partner with MAG and ADOT in the development of a commuter rail access plan along the BNSF railroad corridor.

~~**Policy 1.F.6:**~~

~~Develop a Transit Master Plan that identifies potential locations for multi-modal stations and other transit related features.~~

**Objective 1.G:**

**Provide for the existing and future linkage of pedestrian and automobile traffic with existing and future public transit, ~~light rail~~ and commuter rail systems and facilities.**

**Policy 1.G.1:**

Coordinate with the Regional Public Transportation Authority (RPTA) to develop passenger transit and Park-and-Ride facilities at selected locations in commuter corridors.

**Policy 1.G.2:**

Encourage site planning and transit-oriented design and land uses around future express route, ~~light rail~~ and commuter rail transit centers to emphasize the ease and safety of pedestrian circulation and orientation of compatible and mutually supportive uses.

**Policy 1.G.3:**

Include sidewalks, bus pullout bays and transit shelters within future development located along designated commuter corridors and transit routes.

**Policy 1.G.4:**

Establish transit-oriented and rail-oriented development regulations, guidelines and incentives to provide land uses and improvements around future transit and rail centers that facilitate and encourage ridership.

**3.3. C. TRANSPORTATION PLAN CIRCULATION PLAN**

The transportation system for Peoria should be well maintained and improved to accommodate the existing needs and long-range objectives for growth, revitalization, and redevelopment. Each

component of the Circulation Element achieves a wide range of objectives which, when combined into a comprehensive network, allow for the satisfaction of a variety of travel demands throughout the City.

To address each of the identified issues, a functional classification system establishing a hierarchy of streets has been prepared to meet the needs of the designated land uses and functional circulation components. The functional classification system addresses both urban and rural conditions (based on the character of the recommended land use pattern) and provides for the comprehensive needs for all citizens whether they are driving a car to work, riding a bus to the store, riding a bicycle to school or walking to the neighborhood park.

In general, the primary purpose of roadway classifications is to:

- Establish a logical, integrated system for each jurisdiction;
- Relate geometric traffic control and other design standards to the roadways in each classification; and
- Establish a basis for developing long-range programs, improvement priorities and fiscal plans; and
- Define the relationship between accessibility and mobility on existing and planned roadways.

The functional classification characteristics describe the service performed, typical trip lengths, access spacing and continuity of the Peoria roadway system. For transportation system planning, as well as specific design purposes, roadways are most effectively classified by function.

Roadways have two basic functions:

- To provide mobility from point to point, and
- To provide access to adjacent land uses.

From a design standpoint, these two functions are incompatible. For property access with ingress and egress, low speeds are desirable, usually accompanied by inconsistent flows with a large number of turning movements. Mobility demands higher speeds and uniform flows with limited turning movement interference.

#### FUNCTIONAL CLASSIFICATION

In the City of Peoria, five functional categories are used to classify roadways. These categories are:

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local and
- Rural.

These categories comprise the hierarchy of functional roadway classes in Peoria and relate directly to the different types and lengths of generated trips as well as Access. Travel demand determines these characteristics.

**Freeway** is a major highway that provides access via interchanges only.

**Major Arterial** is a roadway that is of regional importance and is intended to serve high volumes of traffic traveling relatively long distances. A major arterial is intended primarily to serve through traffic, and access is controlled.

**Minor Arterial** is a roadway that is similar in function to major arterials, but operated under lower traffic volumes, serves trips of shorter distances, and provides a higher degree of property access than major arterials.

**Major Collector** is a roadway that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances

**Minor Collector** is a roadway that is similar in function to a major collector, but carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor Collectors may also provide direct access to abutting properties except individual residence.

**Local** is a roadway that is intended to provide access to abutting properties, tends to accommodate lower traffic volumes, serves short trips, and provides connection to collector streets.

**Rural** is the same as local, just in a rural setting versus an urban or suburban setting for local.)

Roadway function establishes the type of transportation service provided, which is related to the degree of access control. Increasing access control allows traffic to travel at higher speeds in a more uniform manner. Table 3-1, *Functional Classification System*, illustrates the relationship between roadway categories, primary function and degree of access control.

**TABLE 3-1 — Functional Classification System**

Roadway Category	Primary Function	Degree of Private Access Control
Freeway	Mobility	High
Major Arterial	Mobility	High
Minor Arterial	Mobility	High
Major Collector	Mobility and Accessibility	Moderate
Minor Collector	Transition	Moderate
Local	Accessibility	Low

Source: TRB Access Management Manual

In addition to the ability of each classification to satisfy various travel demands, facility spacing, continuity and access control mechanisms are key distinguishing features of the functional system. Table 3-1 documents important characteristics of each functional class.

The three major Functional Classifications (Freeway, Arterial (major and minor), and Collectors (major and minor) to serve the proposed Land Use Plan is illustrated on Figure 3-1, *Circulation Plan*. The City also maintains a Street Classification Map, which identifies recommended right-of-way widths, numbers of lanes, intersection configurations along with that is maintained through the Engineering Department, provides the differentiating on between per the major and minor categories of Arterial and Collector streets definitions as defined in Table 3.1 above.

The Major Arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass major City centers. In addition, significant internal travel between commercial business districts and outlying residential areas, between older mature communities and between suburban centers should be served by this classification of roadway.

- Lake Pleasant Parkway currently serves as a Major -Arterial connecting to the Carefree Highway (State Route 74).
- Loop 303, when completed, will provide a regional freeway route complementing Loop 101.
- In accordance with the Regional Transportation Plan, the following will also serve as Major Arterials, and will maintain access control as outlined within this section:
  - Northern Parkway, from 71<sup>st</sup> Avenue to 115<sup>th</sup> Avenue,
  - Happy Valley Road/-Parkway, from 67<sup>th</sup> Avenue to Litchfield Road, and
  - El Mirage Road, Loop 303 to State Route R-74, ~~will also serve as Major Arterials, and will maintain access control as outlined within this section.~~

Because of the nature of the traffic volumes served by the Major Arterial system, all fully controlled access facilities will be part of this functional classification. Design types that are often included under the Major -Arterial system are Limited Access Controlled Roadways (e.g., Lake Pleasant Parkway).

The distance between Major Arterials will depend upon the developed densities/intensities of particular portions of the urban and suburban areas. The spacing of Major Arterials may vary from less than two miles in highly developed central business areas to five miles or more in undeveloped areas in the north. The addition of the -seven interchanges on Loop 303 within the planning area will also directly impact the Principal Arterial system.

For Major Arterials, service to abutting land is secondary to the provision of service for major traffic movements. It should be noted that only partially controlled access facilities are capable of providing any direct access to land, and such service should be incidental to the primary functional responsibility of mobility.

The Minor Arterial street system for the City of Peoria should interconnect and augment the Major Arterial system to provide service trips of moderate length and a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified in the Major -Arterial system, and provides north-south and east-west continuity within the City.

The Minor Arterial system includes facilities that allow more land access than the Major -Arterial system, at a lower level of traffic mobility. Such facilities provide inter-community continuity, but ideally should not penetrate identifiable neighborhoods. Because of the potential destination type land uses that has a high multi-modal (pedestrian and bicycle) destination and located near the Arterial system, additional specific area access plans may be required as the development of the area adjacent to the Arterial occurs.

The spacing of Major and Minor Arterial streets may vary from half ½-mile to one 1 mile in central commercial areas, but may be more than two to three miles elsewhere in the City, based on physical barriers. In the central and southern portions of the City, the Major and Minor arterial streets are usually located along and within the section-line grid system.

The Major and Minor Collector sStreet system differs from the Major and Minor Arterial system by penetrating neighborhoods and distributing trips from the Arterial system to the ultimate destination, which may be on a Local or Collector street. In some cases, because of the design of the street system, through traffic may be carried on some Collector streets. The Collector system provides land access and local traffic movement within commercial and industrial areas and to residential neighborhoods.

The Local Street system comprises all facilities that are not included within the higher classification systems. This system provides direct access to abutting land and access to the higher roadway systems with minimal through traffic movement. On-street parking is generally permitted on local streets, unless otherwise posted.

*Table 3-2, Right-of-Way Widths, provides examples of recommended right-of-way widths for each functional classification (see Street Classification Map for specific location) which include:*

TABLE 3-2 -- Roadway Widths

Roadway Type	Minimum Right-of-Way Width
-Principal Arterial	150'
-Arterial	130' 110'
-Collector	60'
-Rural Collector	60'
-Local	50'
-Rural Local	50'

—SOURCE: CITY OF PEORIA, 1999

**TRANSIT AND RAIL PLAN**

The City recognizes that the transportation systems must integrate multi-modal opportunities to reduce reliance on the automobile. The Multi-Modal Transportation Plan is the City’s guiding document for future transit services within Peoria. The Transposition Plan includes Figure 3-2, Transit/Rail Plan maps which indicate depicts the and-current and proposed line bus routes, commuter rail corridor and potential stations, potential park and ride and transit station sites.

Light Rail, High Capacity Transit (HCT) currently is not depicted on the plan as our land uses do not support it. Should future land uses change to justify HCT, the Tranist/Rail Plan should be amended to reflect the new routes.

The Master Plan also creates new standards for transit stops within Peoria. These standards outline a hierarchy of different stops to account for different purposes and passenger volumes, and identify amenities to be provided at each type. In addition, the Plan outlines a process for incorporating art into bus stops to make them more attractive, improve the character of the surrounding areas and to help the city create unique identities for specific areas. In general, Bus stops for local line routs should be to serve the Transit Plan and generally located every quarter mile or at locations that have high, potential use. All high use stops shall be pull-outs.

Light Rail, High Capacity Transit (HCT) currently is not depicted on the plan as our land uses do not support it. Should future land uses change to justify HCT, the Tranist/Rail Plan should be amended to reflect the new routes.

**BIKEWAYS, TRAILS AND PEDESTRIAN CIRCULATION**

The street system Circulation Plan illustrated on Figure 3-1, Circulation Plan, includes Colector, Arterial and Freeways streets, the desired Street System. The City also maintains a Street Classification Map System which differenttaes includes between Major and Minor Collectors, Major and Minor Arterials and Freeways. The City’s Parks, Recreation, Open Space, and Trails (PROST) Master PROST Plan establishes corridors that have the potential to become the recreational “spines” of the City and provide significant transportation benefits. The Trails Vision is significant relating to recreation, transportation, and civic pride. It states:

*“We envision a City with an inter-linked trails network from Lake Pleasant to Northern Avenue that includes connections to other trails outside Peoria. The trails network has been developed*

*to transition from the natural environment that exists in the northern region of the City to an urbanized character through the developed City. The network of trails provides a safe, non-motorized pathway system for diverse user groups as well as public safety and emergency personnel. The trail system was implemented through a public/private partnership and invites all trail users to enjoy the outdoors and the high quality of life in the City. The system relies on a dedicated group of Peoria private citizens for assistance with ongoing improvements, surveillance and maintenance.”*

The Trails Plan identifies four types of system categories. They include:

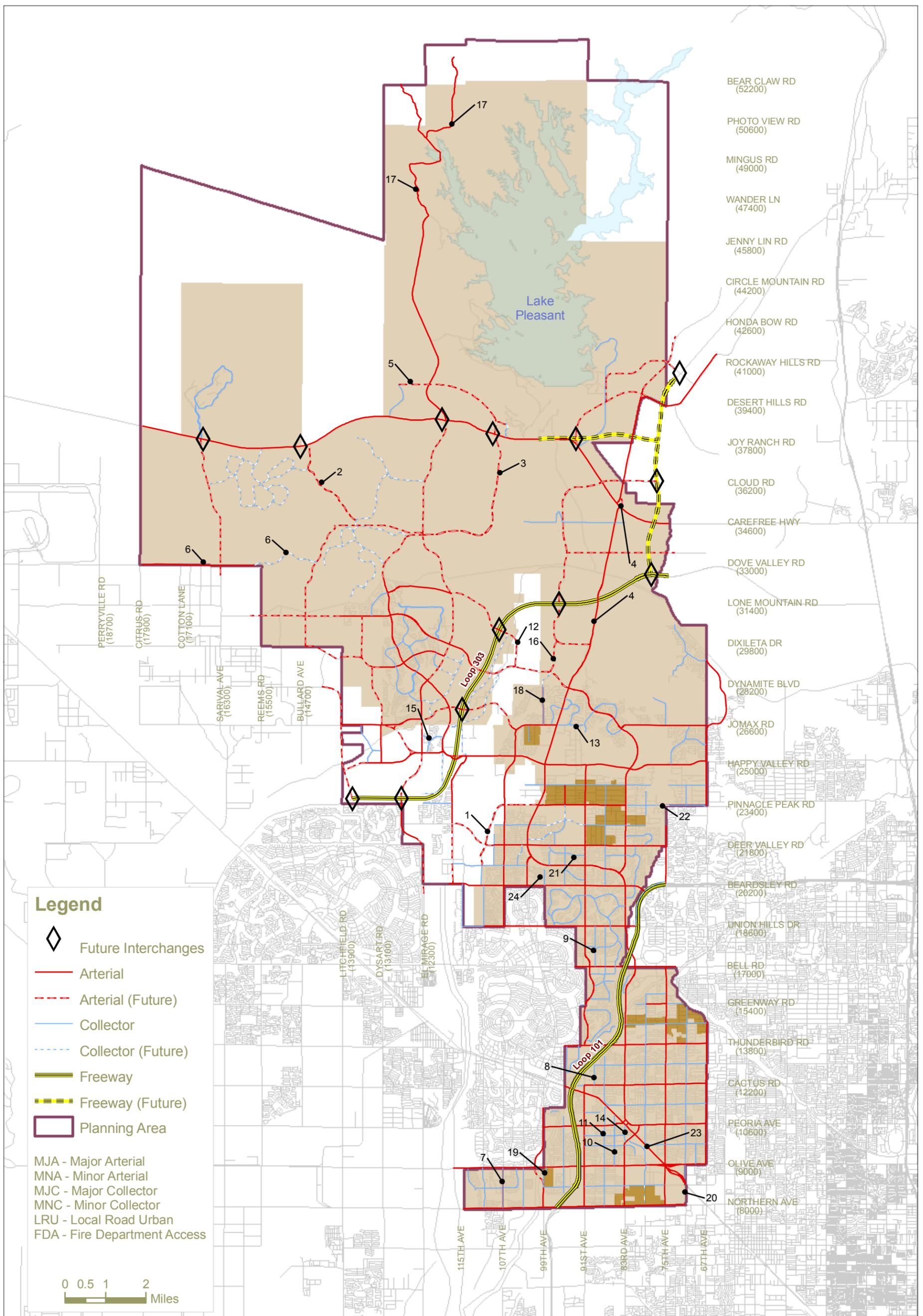
- **On-Street Bicycle Routes** that consist of designated and non-designated on-street bicycle lanes that serve as on-street connectors to other bicycle facilities and multi-use paths and trails. Standards for on-street bicycle lanes are identified on the City’s Street Classification Map.
- **Paved Multi-Use Paths** that consist of a paved off-street facility used by multiple user groups such as bicyclists, walkers, runners, hikers, strollers, in-line skaters, skateboarders, and others.
- **Unpaved Multi-Use Trails** that consist of an unpaved off-street facility used by multiple user groups such as mountain bicyclists, walkers, runners, hikers, equestrians, and others.
- **Equestrian Trail** that consists of an unpaved off-street facility designated only for equestrian use that may connect to paved or unpaved multi-use trails.

Each of the trail elements are desired to be integrated into residential areas, City parks, and major activity centers creating a network promoting bicycling, recreational activities, and non-vehicular circulation access. Residential developers are encouraged to develop spur and through trails to neighborhood parks, schools, and business centers. Commercial development is encouraged to develop trail access that minimizes conflict between motorists, pedestrians and cyclists and provide pedestrian amenities such as bike storage racks, water faucets, pedestrian shade structures and benches.

The Bicycle Development Plan is a supplement to the PROST Master Plan by addressing the on-street network of bicycle lanes and bicycle routes, with a goal of establishing a network of bicycle facilities on all collector and arterial roadways.

~~The Bicycle Development Plan is a supplement to the Parks, Recreation, Open Space, and Trails Master Plan (PROST) by addressing the on-street network of bicycle lanes and bicycle routes, with a goal of establishing a network of bicycle facilities on all collector and arterial roadways.~~

**FIGURE 3-1  
CIRCULATION PLAN**



## 2011 General Plan - Circulation Map Changes

ITEM	DESCRIPTION	JUSTIFICATION
1	Add new north-south Truck Route, from 112 <sup>th</sup> and Rose Garden to 107 <sup>th</sup> and Pinnacle Peak, as a Minor Arterial.	The City of Peoria, MCDOT, City of Surprise and the Arizona Rock Products Association cooperated in a study to identify an alternative truck route to reduce truck traffic on Beardsley Road between 111 <sup>th</sup> and 99 <sup>th</sup> Avenues. The alternative truck route will alleviate the noise and other environmental impacts on area residents.
2	Change the designation of an existing Collector road within the future Saddleback Heights development to an Arterial road. This new Arterial will tie into the existing Vistancia Blvd and El Mirage Road Arterials on the south and into SR-74 to the north.	ADOT recently completed a SR74 Right-of-Way Preservation report. The report established a design concept for the future expansion of SR74 and changed the classification of SR74 from Urban (interchanges every mile) to Suburban (interchanges every two miles) Freeway. The City worked with ADOT to review the existing interchange configurations for SR74 and adjacent land uses to determine the best location for interchanges. The change of the Saddleback Heights collector road to an Arterial allows the interchange to be regionally funded and also provides the city with a new north-south roadway connection west of the Agua Fria River.
3	Add an Arterial interchange to SR74 at approximately the 107 <sup>th</sup> Avenue alignment. Also, add two new arterial roadways, The first extending south from SR74 to the Old Carefree Hwy alignment, then turning west to connect with El Mirage Road. The second extending north from SR74 and then turning to the west to connect with Castle Hot Springs Road at approximate the Desert Hills Road alignment.	ADOT recently completed a SR74 Right-of-Way Preservation report. The report established a design concept for the future expansion of SR74 and changed the classification of SR74 from Urban (interchanges every mile) to Suburban (interchanges every two miles) Freeway. The City worked with ADOT to review the existing interchange configurations for SR74 and adjacent land uses to determine the best location for interchanges. This new arterial interchange and roadways provide the best future access to developable lands in the area.
4	Change the alignment of Lake Present Parkway (LPP) from Westwing Parkway to Loop 303. Also, realign the intersection of New River Road and SR74 to the west to match existing intersection of SR74 and LPP.	The city recently completed a Design Concept Report (DCR) for Lake Pleasant Parkway from Westwing Parkway to SR74. The report recommended shifting the roadway alignment to the east from Westwing to Loop 303 in order to increase the amount of developable land. The report also recommended shifting the alignment of the New River/SR74 interchange to the east to match the LPP/SR74 interchange. Eliminating the existing off-site intersections would help overall traffic management in the area.
5	Add a new east-west arterial extending west from Castle Hot Springs Road at approximately the Desert Hills alignment.	The new arterial roadway will provide access to the private property located west of Castle Hot Springs Road and north of SR74. The property was planned to has access to SR74 via a collector road extending to the south. With the completion of the ADOT SR74 Right-of-Way Preservation report, the existing collector interchange to SR74 had to be removed. The addition of this Arterial will restore access to the property from SR74.
6	Remove the Dove Valley Road Arterial from Sarival Avenue to Peoria's western boundary. Also, change the designation of Dove Valley Road between Bullard Avenue and Sarival Avenue, from an Arterial to a Collector.	The City of Surprise Circulation Plan does not call for Dove Valley Road to extend west into it's planning area. Also, if the road is not needed for regional connectivity, it will no longer function as an arterial. Accordingly, its designations should be changed from an Arterial to a Collector west of Bullard Avenue.
7	Change the designation of 107 <sup>th</sup> Avenue between Olive and Northern Avenues, from an Arterial to a Collector.	The current and projected traffic volumes 107 <sup>th</sup> Avenue, between Northern and Olive Avenues, does not warrant an arterial designation. Also the land usages adjacent to this section is mainly residential and does not create the number of trips necessary to warrant an arterial designation.
8	Change designation of 89 <sup>th</sup> Avenue; between Cactus to Sweetwater Roads, from a Local street to a Collector	This section of 89 <sup>th</sup> Avenue has no front facing residential homes, Also a collector street would provide the existing industrial land uses a more direct connection to Loop 101, via an intersection with Cactus Road.
9	Change designation of 89 <sup>th</sup> Avenue; between Bell Road to Union Hills Drive, from a Local street to a Collector	This section of 89 <sup>th</sup> Avenue has no front facing residential homes and provides direct access to commercial and multi family land uses. Also, the city is planning to install a new emergency traffic signal at the intersection of 89th and Union Hills for an existing fire station on 89th Avenues. Accordingly, the street designation should be changed from a Local Street to a Collector.

## 2011 General Plan - Circulation Map Changes

ITEM	DESCRIPTION	JUSTIFICATION
10	Change designation of 85 <sup>th</sup> Avenue; between Olive to Grand Avenues, from a local street to a Collector	Currently this section of 85 <sup>th</sup> Avenue functions as a minor collector and provided access for business and multi-family land uses along its frontage. Accordingly, the street designation should be changed from a Local Street to a Collector.
11	Change designation of Monroe Street, between 83 <sup>rd</sup> to 91 <sup>st</sup> Avenues, from a local street to a collector.	Currently this section of Monroe Street functions as a minor collector and provided access for business and multi-family properties its along frontage. Accordingly, the street designation should be changed from a Local Street to a Collector.
12	Change designation of 107 <sup>th</sup> Avenue; between Lone Mountain Parkway and Loop 303, from a Collector to an Arterial.	This section of 107 <sup>th</sup> Avenue will tie into Loop 303 as the east leg of the future Westland Road interchange. Also, it will support the commercial land uses in the area. Accordingly, the street designation should be changed from a Collector to an Arterial.
13	Change designation of Jomax Road, between Cibola Vista Dive to 92nd Avenue, from a collector to a local street	Currently, this section of Jomax Road only serves local residential properties. Accordingly, the street designation should be changed from a Collector to an Local Street.
14	Change the designation of 83 <sup>rd</sup> Avenue, between Monroe Street and Grand Avenue, from an Arterial to a Collector.	With the completion of Cotton Crossing Arterial from Mountain View to Grand Avenue, the function of this section of 83 <sup>rd</sup> Avenue has changed. Accordingly, the street designation should be changed from an Arterial to a Collector.
15	Add Coldwater Ranch Drive collector road between Vistancia Blvd and El Mirage Road. Also add 121 <sup>st</sup> Lane collector from Happy Valley Road to Coldwater Ranch Drive.	The collector roads in the Coldwater Ranch development are being added per the constructed street alignments.
16	Change the designation of 99 <sup>th</sup> Avenue, north of Lone Mountain Blvd from a Collector to an Arterial and change the alignment to tie into the interchange of 96 <sup>th</sup> Avenue and Dixileta Drive.	In the past year, the city has completed an engineering study of the area north of Dixileta Drive and east of the Auga Fria River. This study determined that the alignment and designation of the future 99 <sup>th</sup> /96 <sup>th</sup> Avenue should be changed to make the best and highest use of the future developable land.
17	Add the section of Castel Hot Springs Road arterial from Warden Lane to Photo View Road. Also add the section of Cow Creek Road Arterial north of Photo View Road.	Both of these two sections of arterial roadways were not shown on the 2010 Circulation plan map in error. This new linework will correct this Scrivener's error.
18	Change the designation of 99 <sup>th</sup> Avenue, between Jomax Road and Lone Mountain Parkway from an Arterial to a Collector.	The expected traffic volumes on 99 <sup>th</sup> Avenue, between Jomax Road and Lone Mountain Parkway, do not support the need for an Arterial designation.
19	Change the designation of the existing 99 <sup>th</sup> Avenue alignment, from Olive South to Butler Drive, from an Arterial to a Collector	The ultimate alignment for the 99 <sup>th</sup> Avenue Arterial roadway will cross the New River north of Butler Drive and intersect Olive Avenue just west of the New River. The existing segment of 99 <sup>th</sup> Avenue from Olive Avenue south to the Butler Drive alignment is being changed from an Arterial to a Collector to account for its future change in function classification
20	Change the designation of 71 <sup>st</sup> Avenue, between Northern Ave to Grand Ave, from a Collector to a Local Street	Currently the segment of 71 <sup>st</sup> Avenue, between Northern and Grand Avenues, is classified as a collector. As there is no planned connection to Grand Avenue, the vehicle trips is the area to not warrant a collector designation.
21	Change the designation of Adam Avenue, between 98 <sup>th</sup> Avenue to 91 <sup>st</sup> Avenue, from a Local Street to a Collector	Between 98 <sup>th</sup> and 91 <sup>st</sup> Avenues, Adams Avenue is designed and functions as a collector. This modification will update the Circulation Plan Map to indicate how the street is functioning.
22	Change the designation of Pinnacle Peak Road, between 73 <sup>rd</sup> Avenue and 77 <sup>th</sup> Avenue, from a Collector to an Arterial	Currently Pinnacle Peak road between 73 <sup>rd</sup> and 77 <sup>th</sup> Avenues (across New Rives) is classified as a collector road. On either side of this section Pinnacle Peak is classified as an Arterial. this change will correct the classification of the section that crosses the New River.
23	Add a new 79 <sup>th</sup> Avenue Collector between Whitney Drive and Grand Avenue.	The final plat for the Peoria Place Development dedicate the right-of-way for the future 79 <sup>th</sup> Avenue connection between Whitney Drive and Grand Avenue. The roadway will have a right-in right-out intersection with Grand Avenue will function as a collector of the adjacent land usages.
24	Change the designation of 99th Avenue, between Beardsley Road and Potter Drive, from a Local Street to a Collector	Between Beardsley Road and Potter Drive, 99th Avenue is designed and functions as a collector. This modification will update the Circulation Plan Map to indicate how the street is functioning.