

3. CIRCULATION ELEMENT

Meeting the transportation needs of residents, visitors and businesses calls for comprehensive and forward-looking solutions and a 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 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. Circulation Plan
- 3.d. Implementation Program

3.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 and Circulation Plan to depict and identify implementation measures to realize this system. 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 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 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

The Street Classification map is a tool developed by the City's Engineering & Public Works Departments to identify specific ROW requirements.

City’s circulation system. The projected population forecasts suggest that upgrades and expanded multimodal opportunities are a high priority need.

3.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.

GOAL	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.
3.1:	

Objective 3.1.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 3.1.A.1:

The City shall develop a Street Classification map that 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 3.1.A.2:

The City will encourage land development patterns that promote the operational efficiency of the existing and future transportation system.

See Objective 2.1.K and Policies 2.1.A.1, 2.1.A.3, and 5.1.A.3.

Policy 3.1.A.3:

The City shall require conveyance of right-of-way and the design and improvement of arterials consistent with the City's Street Classification map.

Policy 3.1.A.4:

The City will 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 map.
- (c) Vehicular and road-user services should be located close to key intersections.
- (d) Residences should be located away and buffered from major arterial intersections.
- (e) 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.
- (f) 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.
- (g) The number of driveways on arterial streets shall be limited to improve traffic flow and safety.
- (h) A uniform spacing pattern of all new driveways and median breaks shall be required to simplify timing to support progression for traffic signals.

Site design of existing developments and roads, the design and building of new roads and approval of new development projects by the City Council contribute to the conditions on the streets at any time. The City understands and strives for the coordination of a seamless system of roads and land uses functioning throughout the City with minimal disruptions.

- (i) Intersections with arterial streets should be minimized; they should be limited to intersections with other arterials, collectors and major driveways/access roads.
- (j) 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.
- (k) 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 3.1.A.5:

The City will 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 3.1.A.6:

The City should promote the construction of new street system segments in coordination with its adopted Land Use Plan, Growth Areas, Street Classification map and Capital Improvement Program (CIP).

The Circulation Plan and the Land Use Plan are designed to be functionally compatible with each other.

Policy 3.1.A.7:

The City shall monitor the condition and use of all existing streets, and maintain these streets, as required, on a regular phased basis.

Policy 3.1.A.8:

The City shall conduct an assessment that identifies street improvement projects, estimates costs, establishes timing and identifies revenue sources to implement the projects in the CIP on an annual basis.

Policy 3.1.A.9:

The City shall continue to 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), Regional Public Transit Authority and Valley Metro to ensure timely provision of required transportation improvements.

See Policy 13.1.B.11.

Policy 3.1.A.10:

The City shall 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 arterial roadways.

Maintaining a safe, smooth flow of traffic is supported by roadway classifications that can accommodate the corresponding levels of traffic generated by the designated land uses and patterns.

Objective 3.1.B:

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

Policy 3.1.B.1:

The City should 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.

Policy 3.1.B.2:

The City shall require that new transportation facilities be developed as necessary to support the planned, incremental growth of Peoria and designed to their planned function.

See Policy 2.1.A.2.

Policy 3.1.B.3:

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

Objective 3.1.C:

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

Policy 3.1.C.1:

The City shall approve the design and construction of local and collector streets only when it is demonstrated to contribute to quiet neighborhoods and will not promote through traffic.

Policy 3.1.C.2:

The City shall develop a system of local streets that provides safe and convenient access to all residential developments while ensuring that all such developments are accessible by a minimum of two routes for emergency and service vehicles.

Policy 3.1.C.3:

The City shall ensure that residential areas have convenient access to arterial streets.

Policy 3.1.C.4:

The City shall develop a system of local streets that will meet the needs of the neighborhood by ensuring the following:

Residential streets should only provide access to adjacent properties and not function as through streets. The City encourages the use of curvilinear, looped and cul-de-sac streets and design to inhibit the use of residential streets as collectors and arterials. The City discourages the intersection of residential streets with an arterial street and encourages design considerations that limit excess traffic and/or speeding in residential areas.

- (a) Local residential street layouts are planned to minimize the impact of high-speed, through traffic in sensitive areas. Through neighborhood traffic may be avoided by creating cul-de-sacs, curvilinear streets and minimizing the number of four-way street intersections.
- (b) Residential street widths normally should be the minimum width consistent with safety and adequate fulfillment of City street requirements.
- (c) Turning lanes and (if appropriate) median strips shall be provided at heavily-traveled intersections where traffic studies indicate their necessity.

Policy 3.1.C.5:

The City shall 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.

Objective 3.1.D:

Develop and maintain Lake Pleasant Parkway as a limited-access arterial roadway, State Route 74 as a controlled access freeway and maintain certain limited-access roadways throughout Peoria.

Policy 3.1.D.1:

The City shall enforce the goals, objectives and policies of the Loop 303 Specific Area Plan.

Policy 3.1.D.2:

The City shall enforce the goals and objectives of the State Route 74 Access Management Plan.

Policy 3.1.D.3:

The City shall enforce the goals and objectives of the Northern Parkway design concept report.

The Loop 303 Specific Area Plan and the State Route 74 Access Management Plan provide specific guidelines regulating design, access, and land management around the Parkway and State Route. A copy of these documents can be obtained from the Peoria Community Development Department.

See Policies 2.1.C.5, 2.1.C.8, 3.1.E.8 and 8.2.B.3.

Policy 3.1.D.4:

The City shall enforce the access standards for the Happy Valley Road/Parkway access to major access (potential signals) at the mile and half-mile, with additional access at the eighth-mile right-in/right-out, and at the quarter-mile right-in/right-out, left-in.

Objective 3.1.E:

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

Policy 3.1.E.1:

The City shall 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 3.1.E.2:

The City shall encourage the incorporation of bike facilities and access to trail systems into new developments to promote bicycle and pedestrian use.

Policy 3.1.E.3:

The City shall develop a safe and convenient network of sidewalks, crossings, and paths for walking and bicycling that provide connections between schools, recreation facilities, residential areas and business centers.

Policy 3.1.E.4:

The City may design, construct and revise culvert details (drainage) to allow for safe pedestrian/bicycle crossing and maintain bicycle routes and multi-use paths that minimize conflict between motorists, pedestrians and cyclists.

A coordinated bikeway system ensures that all the major recreation, employment and residential sectors are linked with adjacent City facilities, existing systems and proposed trails. A continuous system provides unobstructed access, providing the greatest potential for local and regional recreational ridership and commute related trips.

Policy 3.1.E.5:

The City should continue to investigate the feasibility of incorporating bicycle lanes or shoulders on all ~~new~~ arterial roadways.

Policy 3.1.E.6:

The City shall develop on-street bicycle connections wherever possible in conjunction with a planned off-street trail system.

Policy 3.1.E.7:

The City should incorporate bicycle lanes or shoulders, where feasible, on all new arterial and collector roadways and in conjunction with the Pavement Maintenance Plan, Capital Improvements Program, and other roadway improvement projects.

Policy 3.1.E.8:

The City shall 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.

*See Policies
2.1.C.5, 2.1.C.8,
3.1.E.3 and
8.2.B.3.*

Policy 3.1.E.9:

The City shall develop a city-wide Pedestrian Plan as a supplement to the City of Peoria Trails Master Plan.

Policy 3.1.E.10:

The City should develop a city-wide plan for the improvement and maintenance of the overall sidewalk system, including the installation of handicapped access ramps at key intersections throughout the City.

Policy 3.1.E.11:

The City should seek grant funding to implement the city-wide pedestrian and bicycle systems in addition to encouraging incremental development by the private sector through various new development and/or redevelopment projects.

Policy 3.1.E.12:

The City should develop equestrian use facilities where access can be coordinated with regional trail systems, existing equestrian facilities and horse properties, and designated open space areas.

Objective 3.1.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 residents, workers, and visitors.

*See Policy
10.1.A.3.*

Policy 3.1.F.1:

The City should contract with Valley Metro to expand local fixed route transit service along major arterial streets in Peoria at a minimum of two-mile spacing south of Bell Road. The City shall plan and adopt both short-term and long-term fixed route and express route transit services along major arterials.

Policy 3.1.F.2:

The City should seek to increase the frequency and service area of transit service.

Policy 3.1.F.3:

The City should seek express route service at strategic City locations to major employment centers in Glendale and Phoenix.

Policy 3.1.F.4:

The City should investigate private sector alternatives to the Dial-A-Ride service to provide equivalent or better service levels at an equal or lower cost.

Policy 3.1.F.5:

The City should investigate the feasibility of a flex-route system in the absence of an expanded fixed-route service.

Policy 3.1.F.6:

The City shall partner with MAG and Valley Metro Rail in the identification and adoption of a light rail route that extends from the Glendale and/or Phoenix route into the West Valley.

Policy 3.1.F.7:

The City shall partner with MAG and ADOT in the development of a commuter rail access plan along the BNSF railroad corridor.

Objective 3.1.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 3.1.G.1:

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

*See Policy
10.1.A.4.*

Policy 3.1.G.2:

The City shall 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

*See Policy
2.1.E.5.*

and safety of pedestrian circulation and orientation of compatible and mutually supportive uses.

Policy 3.1.G.3:

The City shall include sidewalks, bus pullout bays and transit shelters within future development located along designated commuter corridors and transit routes.

Policy 3.1.G.4:

The City should 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.

*See Policy
2.1.E.5.*

3.c. 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, or riding a bicycle to school.

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.

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:

- Principal Arterial Roadways;
- Arterial Streets;
- Collector Streets;
- Local Streets; and
- Rural Streets.

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

Principal arterial roadways (e.g. freeways, expressways) are designed and constructed to satisfy the demand for high mobility. Rapid travel between points in a safe manner is the primary objective of these roadways. Access to land uses is tightly controlled, limited only to approved intersections or interchanges in order to preserve the speed and high volume characteristics of the facility. Dangerous conditions would result if low speed, multiple access traffic were permitted on these roads. Conversely, local roadways are developed with the primary objective of providing convenient access to adjacent land areas. Between these two extremes are arterials and collectors. These roadways must provide both land access and mobility.

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
Principal Arterial	Mobility	High
Arterial Streets	Mobility	High
Collector Streets	Mobility and Accessibility Transition	Moderate
Local Streets	Accessibility	Low

Source: BRW, Inc., 2000

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 recommended Functional Classification System to serve the proposed Land Use Plan is illustrated on Figure 3-1, *Circulation Plan*, with detailed definitions of each functional class presented.

The Principal Arterial system includes the network of freeways and expressways that are significant to the region in terms of the nature and composition of the travel served. The Principal Arterial system should serve the major activity centers and link with the major recreation areas in the north and should have the highest traffic volumes and carry a high proportion of the total urban traffic on a minimum of mileage.

The Principal 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 Principal Arterial connecting Carefree Highway and State Route 74. Loop 303, when completed, will provide a regional freeway route complementing Loop 101. In accordance with the Regional Transportation Plan, Northern Parkway, from 71st Avenue to 115th Avenue and Happy Valley Parkway, from 67th Avenue to Litchfield Road, will also serve as Principal Arterials, and will maintain access control as outlined within this section.

Because of the nature of the traffic volumes served by the Principal Arterial system, almost all fully and partially controlled access facilities will be part of this functional classification. Design types that are often included under the Principal Arterial system are:

- Freeways
- Access Controlled Roadways (e.g., Lake Pleasant Parkway)

The distance between Principal Arterials will depend upon the developed densities/intensities of particular portions of the urban area. The spacing of Principal 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 three yet to be determined interchanges on Loop 303 within the planning area will also directly impact the Principal Arterial system.

For Principal and 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 Arterial street system for the City of Peoria should interconnect and augment the Principal 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 Principal Arterial system, and provides north-south and east-west continuity within the City.

**See Figure 3-1
CIRCULATION PLAN**

The Arterial system includes facilities that allow more land access than the Principal Arterial system, at a lower level of traffic mobility. Such facilities provide inter-community continuity, but ideally should not penetrate identifiable neighborhoods.

The spacing of Arterial streets may vary from $\frac{1}{4}$ to $\frac{1}{2}$ 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 streets are usually located along and within the section-line grid system.

The Collector Street system differs from the 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 residential neighborhoods, commercial and industrial areas.

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.

Design types that are included under the Local Street System are:

- Commercial and Industrial Local Streets;
- Residential Local Streets;
- Rural Residential Local Streets; and
- Public and Private Streets.

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	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

BIKEWAYS, TRAILS AND PEDESTRIAN CIRCULATION

The Circulation Plan illustrated on Figure 3-1, *Circulation Plan*, includes the desired Street System. The Street System includes Collectors, Arterials, Rural Parkways and Principal Arterial roadways. The City's Trails Master 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.

Refer to Figure 6-1 in the Trails Master Plan.

Table 3-3, *Trail Miles*, provides a summary of the types and mileage of trail routes in the City.

**TABLE 3-3
TRAIL MILES**

Trail Classification	Length in Miles
On-Street Bicycle Lane	110
Paved Multi-Use Path	53
Unpaved Multi-Use Trail	52
Equestrian Trail	49
Total Length	264

Source: City of Peoria, 1999

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 Parks, Recreation, Open Space, 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.

A Pedestrian Plan will supplement the Parks, Recreation, Open Space, Trails Master Plan (PROST) by specifically addressing the on and off-street system in the urbanized parts of the City, provide a comprehensive inventory and analysis of pedestrian amenities, crosswalks, and neighborhood park access. This will identify strengths and weaknesses of the recreational oriented Trails Plan and provide vital insight to the connections necessary between the on-street bicycle lanes and off-street system to create an interconnected network. This effort will also build upon the MAG

regional off-street system plan ('ROSS Plan') and the MAG Pedestrian Plan 2000 by incorporating policy and design efforts benefiting Peoria.

In addition, John F. Long, MAG, Flood Control District and several West Valley communities have partnered in an effort to realize an interlinking regional trail network along the river corridors (West Valley Recreation Corridor) for the West Valley that identifies regional connections through local municipalities. This will build consensus for cities in the western portion of Maricopa County desiring to connect regional systems of trails and equestrian facilities.

TRANSIT

The City commissioned a Long-Range Transit Study in July 2000 that examined Peoria's current transit infrastructure, funding opportunities, public attitudes towards transit and a survey of future conditions. The Study serves as a guide for transit investments and decision-making over the next twenty years. It is intended to be compatible with the overall vision, goals, objectives and policies established in the General Plan. Efforts are currently underway to explore the feasibility of moderate improvements to the existing transit infrastructure provided by recommendations contained within this study.

Like other "outer-ring" Valley communities, the study indicated that Peoria residents are currently under-served by transit. Regional fixed route service to Peoria provided by Valley Metro is very limited and is not leveraged by a locally dedicated revenue source for transit service. In addition, current regional funding that provides Peoria's regional fixed route service expires in 2006.

The current Dial-A-Ride service administered by the City provides a basic transportation service to the general public, the elderly, the disabled, and the transit dependent. Peoria's residents have shown support for improved transit service in two recent surveys of both Dial-A-Ride customers and the general public. Specific

The projected 72% population increase in the next 20 years will require significant transit improvements within the City of Peoria.

Refer to the Long-Range Transit Study (2000) for Dial-A-Ride survey results.

improvements requested include Park-and-Ride lots, commuter express service, better local fixed route coverage, and weekend service.

According to the aforementioned transit study, the transit market can be defined by three distinct segments:

- 1) The mobility-impaired,
- 2) The transit-dependent, and
- 3) The commuter market.

The mobility-impaired rider takes transit because they cannot drive due to age or infirmity. The transit-dependent rider is typically a student or an employed person who cannot afford a car. Depending on the number of people in the household, a household earning up to \$30,000 annually could make good use of the savings offered by a good quality transit service.

In 1990, only 12 percent of work-related trips began and ended in Peoria. The remaining 88 percent commuted to destinations outside the City. The largest destination by far was the City of Phoenix with 54 percent of work trip destinations. Glendale had an additional 12 percent and "Other County Destinations" included another 14 percent. Improving commuter service into Phoenix and Glendale should be the top priority for Peoria transit service.

There is some justification for adding express bus service from Peoria to large employment centers to the south and east. The significant distance commuters have to drive to employment destinations in Phoenix, Tempe, Chandler or Scottsdale makes bus travel unattractive to most people who have access to an automobile. Faster service is the critical incentive needed to entice Peoria riders onto the bus.

3.d. IMPLEMENTATION PROGRAM

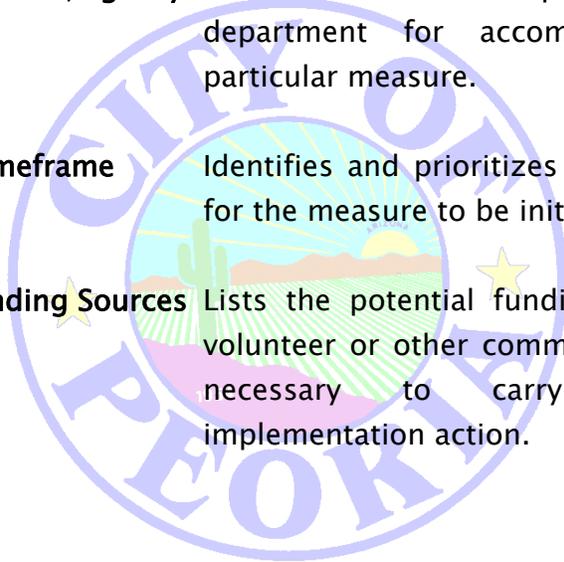
The Implementation Program for the Circulation Element is presented in Table 3-4, *Circulation Implementation Program*. The table is presented under the following four headings:

Implementation Measure Lists the action necessary to carry out the Circulation Element of the General Plan.

Lead Department/Agency Identifies the responsible City department for accomplishing that particular measure.

Projected Timeframe Identifies and prioritizes the timeframe for the measure to be initiated.

Potential Funding Sources Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.



**TABLE 3-4
CIRCULATION IMPLEMENTATION PROGRAM**

Implementation Measure	Lead Department / Agency	Projected Timeframe (Years)	Potential Funding Sources
1. Develop a Street Classification Map conforming to the General Plan.	Consultant / Engineering / Public Works / Community Development Departments	0-1	<ul style="list-style-type: none"> ▪ General Fund Revenues
2. Complete the North Central Peoria Circulation Study.	Engineering / Public Works Departments	0-2	<ul style="list-style-type: none"> ▪ General Fund Revenues - CIP ▪ IGA's; Outside Sources (ADOT & Glendale)
3. Identify existing and future high volume intersections for additional pedestrian refuge areas and safety amenities.	Engineering / Public Works Departments	0-1	<ul style="list-style-type: none"> ▪ Streets Fund Revenues
4. Identify funding for transportation improvements in identified Growth Areas.	Engineering / Public Works Departments	Ongoing	<ul style="list-style-type: none"> ▪ General Fund Revenues - CIP ▪ Streets Funds Revenues ▪ Development Impact Fees
5. Develop a designated Truck / Freight Corridor Plan.	Engineering / Public Works Departments	0-2	<ul style="list-style-type: none"> ▪ Streets Fund Revenues ▪ General Fund Revenues - CIP
6. Develop a long-range Traffic Management Plan incorporating ITS.	Engineering / Public Works Departments	0-5	<ul style="list-style-type: none"> ▪ General - CIP ▪ Street Fund Revenues

**TABLE 3-4
CIRCULATION IMPLEMENTATION PROGRAM
(Continued)**

Implementation Measure	Lead Department / Agency	Projected Timeframe (Years)	Potential Funding Sources
7. Develop roadway design features that enhance bicycle & pedestrian use & access.	Community Services / Engineering / Public Works Departments	0-2	<ul style="list-style-type: none"> ▪ Operating Fund Revenues
8. Identify additional right-of-way needed for bicycle lanes or shoulders on new arterial roadways north of Deer Valley Road.	Engineering / Public Works Department	Ongoing	<ul style="list-style-type: none"> ▪ General Fund - CIP
9. Develop a Strategic Plan to connect half-mile street bicycle lanes south of Deer Valley Road with new arterial lanes or shoulders north of Deer Valley Road.	Engineering / Public Works Department	5-10	<ul style="list-style-type: none"> ▪ TEA-21 ▪ Trails Heritage Fund Grants ▪ National Recreational Trails Fund ▪ Public Access Grants ▪ General Fund - CIP ▪ Streets Fund Revenues
10. Develop a city-wide Pedestrian Plan as a supplement to the Trail Plan that provides access to parks, schools, major commercial and employment areas.	Community Services / Community Development / Engineering / Public Works Departments	2-4	<ul style="list-style-type: none"> ▪ TEA-21 ▪ General Fund - CIP ▪ Trails Heritage Fund Grants ▪ National Recreational Trails Fund

**TABLE 3-4
CIRCULATION IMPLEMENTATION PROGRAM
(Continued)**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
11. Develop transit and pedestrian-oriented site design guidelines for high intensity and density areas.	Community Development Department	0-2	<ul style="list-style-type: none"> ▪ Operating Fund Revenues

Source: BRW, Inc., 2001

The Planning and Zoning Commission should review and provide recommendations to the City Council for revisions to the Implementation Program on an annual basis in order to continue to pursue implementation of the Peoria General Plan. The Director of the Community Development Department and staff persons responsible for the General Plan implementation should monitor the status of each implementation action throughout the year and provide a general recommended framework to the Planning and Zoning Commission for annually updating the General Plan's Implementation Program.