Chapter 6
Circulation Element

6.1 Introduction

> *Circulation Element*
>
> *2. A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.*
>
> *(Arizona Revised Statutes, Section 9-461.05 C.2)*

The Circulation Element focuses on the movement of vehicles, pedestrians, bicycles and other forms of transportation through the existing and future roadway and trail system in the Town of Prescott Valley. The goals and policies established in this Element provide a guide for the future of the transportation system. The discussion extends beyond roadways and highways by addressing alternative forms of transportation.

The Town currently has a developed transportation system consisting of arterial, collector and local roadways. The main access corridors to the Town are provided along Highway 69 and Highway 89A, connecting Prescott Valley to Prescott toward the west and the Phoenix metropolitan area to the south.

Future traffic through the Town will be generated by several sources, including internal growth within the community of Prescott Valley and from new development throughout Yavapai County. The Town has worked closely with Yavapai County and worked to incorporate into the Town's long-term plan the transportation improvements outlined in the Central Yavapai Metropolitan Planning Organization (CYMPO) regional transportation program (See following Section 6.1.1 – 6.1.2.6)

Aside from roadway improvements, the Town has a need for improved alternate transportation modes such as public transportation, a well defined trails system, and pedestrian and bicycle facilities. The Town is committed to developing a plan to implement programs to develop these facilities. The "Rails-to-Trails-to-Rails" program ensures the success of these programs by reserving the necessary right-of-way for the trails system backbone.

The Circulation Element provides an overview of existing conditions, the vision for the future, and the guiding principles, goals, and policies for meeting the long-term vision. Projected 2025 volumes were forecast using the CYMPO 2030 Regional Plan for the land uses outlined in the Land Use Element of this General Plan. Roadway improvements planned within the Town and throughout the region, according to the CYMPO Regional Transportation Plan, are included in the long-term forecasts. The goals and policies outlined in this Element are organized to guide development of a safe and efficient transportation system including roads and alternative modes of or transportation throughout the Town of Prescott Valley.

6.1.1 Central Yavapai Planning Organization (CYMPO)

The Central Yavapai Metropolitan Planning Organization (CYMPO) is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County, and Arizona Department of Transportation. The Prescott urbanized area was designated by the Governor of Arizona in 2003, after reaching a population of 50,000 people, as the regional MPO.

CYMPO provides the forum for local elected officials and transportation experts to plan multi-modal infrastructure within the CYMPO Planning Boundary area and to make use of federal funding opportunities to deliver valuable transportation related projects to the region. Without the formation of an MPO, the region would be ineligible to obtain and utilize any federal funding within the urbanized boundary.

CYMPO is authorized and funded through the federal transportation authorization bill process, which the most current version approved in 2006 is known as the Safe Accountable Flexible Efficient Transportation Equities Act a Legacy for Users (SAFETEA-LU). A federal transportation authorization bill must be approved by the United States Congress and be signed into law by the President approximately every five years and CYMPO is required to meet the requirements of each new bill as it is approved. Currently a new version of the transportation authorization bill to replace SAFETEA-LU is being drafted and is anticipated to be completed sometime in late 2011 or early 2012.

MISSION
The mission of CYMPO is to provide leadership in planning and promoting a comprehensive multi-modal transportation system that will provide for regional mobility and connectivity that encourages a positive investment climate and fosters development sensitive to the environment.

QUICK STATS
2000 Census
- CYMPO Planning Boundary population - 91,000
    - Prescott 33,938
    - Prescott Valley 23,535
    - Chino Valley 7,835
    - Yavapai County 25,692

2010 Census
- CYMPO Planning Boundary population – 123,776
    - Prescott 39,843
    - Prescott Valley 38,822
    - Chino Valley 10,817
    - Yavapai County 30,400 (estimate)
    - Dewey-Humboldt 3,894

6.1.2 CYMPO and Other Complementary Transportation Plans

CYMPO regularly conducts studies and develops comprehensive regional multi-modal transportation plans which include and affect the Town of Prescott Valley. As such, the Town approved Resolution No. 1735 adopting General Plan Amendment, GPA10-002 adding a new Guiding Principal "CIR-B" (with corresponding Goals and Policies) in Chapter 5 to administratively allow plans adopted by the CYMPO Board to become part of the recommendations of the Circulation Element of the General Plan 2020. That Guiding Principal "CIR-B" is now included in Section 5.4 (Guiding Principles, Goals and Policies). The following recent CYMPO plans are summarized in this section and the complete studies are considered part of the General Plan 2025 under separate cover. Any future CYMPO plans approved by the Public Works Director are also considered part of the General Plan 2025.

6.1.2.1 CYMPO 2030 Regional Plan (2006)
6.1.2.2 169/Fain Rd Corridor Study, Prescott Valley Area (2009)
6.1.2.3 169/Fain Rd Corridor Study, 2010 Scoping and Preferred Alternative
6.1.2.4 Chino Valley Extension (2009)
6.1.2.5 CYMPO Transit Implementation Plan (2009)

Other related complementary plans are summarized and included under separate cover in this section.

6.1.2.6 Great Western Corridor Feasibility Study (2010) *Preferred Alignment*
6.1.2.7 Prescott Valley Town Center Master Circulation Plan (2007)

6.1.2.1 The Central Yavapai Metropolitan Planning Organization 2030 Regional Transportation Plan

The Central Yavapai Metropolitan Planning Organization 2030 Regional Transportation Plan was completed October of 2006. The CYMPO 2030 Regional Transportation Plan was included in the General Plan 2020 with approval of Resolution No. 1513 (GPA07-003) and is summarized here and the complete plan made part of the General Plan 2025 under separate cover. The 2006 plan is the latest in a series of regional planning studies that have been conducted in the region, beginning with the 1995 Central Yavapai County Transportation Study and the subsequent 1998 update of that study. The scope of the 2006 study includes creation of a regional transportation system for the 2015 and 2030 planning horizon and focuses on roadways of regional significance to provide mobility to regional as well as the through traffic. Some local jurisdictional roadways are also included. The plan also depicts a conceptual transit service scenario. Exhibit CIR-1 illustrates the general proposed roadway transportation plan. The proposed system includes committed and previously planned road improvements, as well as new additional improvements. Among the major proposed roadway improvements are the widening of SR 89, SR 89A, and SR 69 to six lanes with limited or controlled access. Table 5 in the plan lists the proposed regional roadway improvements. Funding for these items can be from numerous sources, including but not limited to: State funding including the Highway User Revenue Fund and Local Transportation Assistance Fund; County, City, and Town taxes already in place, development impact fees; federal highway funds; private contributions; general tax revenues; and tolls.

Future Central Yavapai County transit service may include dial-a-ride and paratransit services, deviated fixed route local circulators, and/or bus rapid transit, together with ride-sharing programs. CYMPO completed a comprehensive Transit Implementation Plan (TRIP) in 2009 which supersedes some of the relevant recommendations of this study and is summarized in this section. Major recommendations of the study update are summarized as follows:

- The 2030 Regional System shown in Exhibit CIR-1 should be adopted and further augmented by the implementation of the CYMPO Transit Feasibility Study.
- CYMPO and its member agencies should develop a regional land use plan for the CYMPO planning boundary and surrounding areas of influence.
- Right-of-way corridors for the proposed limited and controlled-access highways must be preserved now.
- New roads of regional significance should be designated as limited or controlled-access facilities.
- CYMPO transit study recommendations should be adopted and implemented.
- Local jurisdictions should continually evaluate growth and assumptions and continue to forecast transportation needs.
- Begin corridor studies and design of the facilities in the recommended plan.

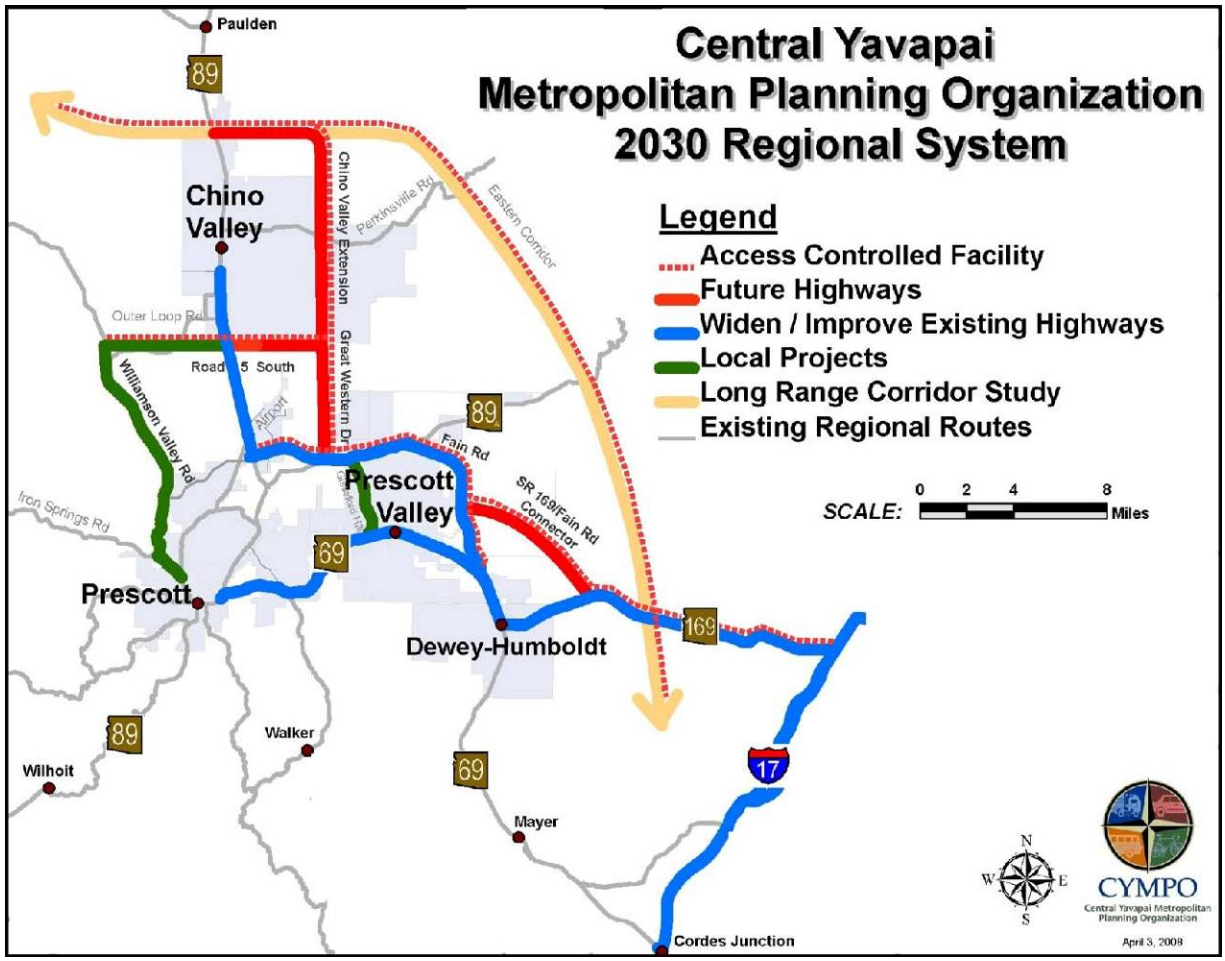


Exhibit CIR-1

6.1.2.2 S.R.169 to Fain Rd - 2009

The Central Yavapai Metropolitan Planning Organization, in conjunction with its member organizations, completed this corridor feasibility and location study for the proposed SR 169 Connector to Fain Road. The full study is made part of the General Plan 2025 under separate cover. The Project study covers the area between SR 169 roughly 6 miles east of its junction with SR 69 to a point on Fain Road roughly 1-mile north of Lakeshore Drive. This study follows the *Regional Transportation Study* (*2030 Plan*) prepared in October, 2006 by Lima and Associates. The *2030 Plan* established a base socio-economic data set for the year 2030 identifying the transportation system needs throughout the region. One of the new concept corridors identified in the *2030 Plan* was the SR 169 Connector to Fain Road. The *2030 Plan* and this concept corridor were adopted by the Central Yavapai Metropolitan Planning Organization (CYMPO) thereby establishing the need for the SR 169 Connector to Fain Road. The purpose of this Project study was to develop a range of corridors to consider, involve the public in the process, and identify the most feasible or desirable location for project termini at SR 169 and Fain Road. The preferred corridor location provides the opportunity for the location of a controlled access corridor that is 350 feet to 400 feet wide but does not require right-of-way from the Prescott National Forest. The corridor accomplishes the objective of providing an alternative route for portions of SR 169, SR 69, and Fain Road for motor vehicle travel from the north side of Dewey-Humboldt to northeast Prescott Valley. Approved planning level corridor studies of this type are often adopted and included in General Plan updates for affected cities and counties. The study recommends that Prescott Valley and Yavapai County include

provisions for this corridor as well as an arterial street network that links the Connector to the local street system in their respective General Plans. Traffic interchanges between the Connector and arterial street systems should meet ADOT spacing requirements. At the junction of the Connector with SR 169 and Fain Road, a fully direction system interchange is not envisioned as necessary to satisfy traffic demand. ADOT's current plan for the future state highway system should be used to provide route continuity. Service interchange ramps will meet the year 2030 traffic volume needs at the two junction locations. In the future (beyond the year 2030), it may be desirable to plan for a complementary pair of directional ramps for certain movements.

The preferred Alternative location is the result of a follow up 2010 Scoping Meeting conducted by ADOT in 2010 which is summarized in following Section 6.1.2.3, which include illustrations of Preferred Alternatives 1 and 1A.

Prescott Valley General Plan

CIR-2 shows the land use for a portion of the Project area that was not reflected in the CYMPO traffic model. There are 3 land uses that were included in the study area which are part of Chapter 4 and are described as follows:

• PAD 5-II: Approximately 975-acres of medium and medium-high density residential and commercial.

• PAD 6-II: Approximately 2,550 acres of business park, industrial, medium and medium-high density residential.

• Village PAD F-II: Approximately 2,190-acres of community core of pedestrian-oriented mixed uses (neighborhood commercial, schools, public facilities and community services, recreation and residential) surrounded by various residential densities. General Plan Exhibit CIR-11 provides an illustration showing the planned future major road system in the vicinity of the Project. It is also suggested that an update to the future transportation network, not included in the *General Plan*, be provided on the east side of Fain Road, between SR 169 and SR 89A. Coordination and guidance from Prescott Valley is proposed.

- A 5-lane street, called the N-S Arterial Street, with a 45-mph design speed between SR 169 and SR 89A was placed along the east side of PAD5-II, PAD 6-II, Village PAD F-II and PAD 4-I as shown in Exhibit CIR-4

- An extension of Santa Fe Loop South east of Fain Road as a 5-lane street with a 45-mph design speed was added. This extension should end at the proposed north-south street listed above.

- An extension of Lakeshore Drive east of Fain Road as a 5-lane street with a 45-mph design speed was added. This extension should end at the proposed north-south street listed above.

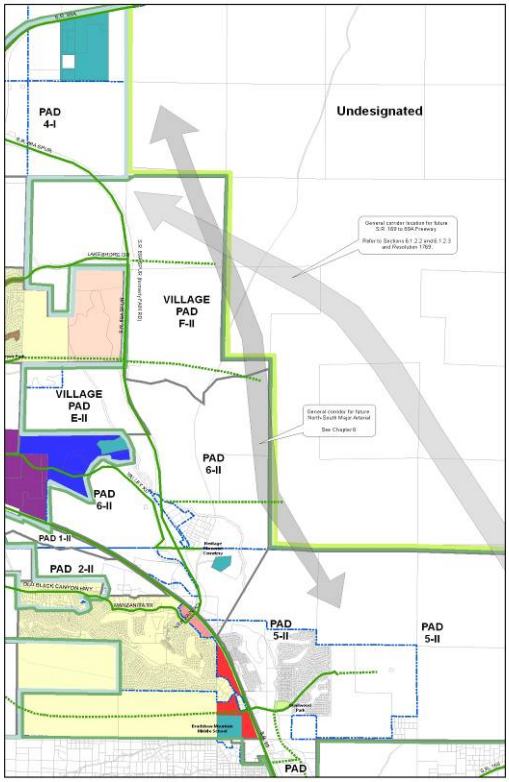


Exhibit CIR-2

6.1.2.3 169/Fain Rd Corridor Study, 2010 Scoping and Preferred Alternative

In December of 2010, the Arizona Department of Transportation ADOT conducted a Public Scoping Meeting regarding the chosen location of the State Route 169 to Fain Road corridor. The purpose of this meeting was to provide an overview of the previous and relevant Studies:

- October 2006 - Regional Transportation Study (CYMPO)
- February 2009 - Transit Implementation Plan (CYMPO)
- February 2009 - SR 169 to Fain Road Planning Study (CYMPO)
- Expand on the CYMPO Regional Transportation Study from 2006 which identifies a new access controlled facility from Interstate 17 (I-17) to State Route (SR) 169, and from SR 169 to SR 89A.
- Identify a location for this access-controlled corridor between I-17 and SR 169.
- Identify the connection types and locations between the northern part of Fain Road Connector, Fain Road, SR 89A and SR 89A Spur.

Accentuate The Needs for the Corridor Location Study:

- The lack of access control and anticipated congestion on SR 69 and SR 169 will necessitate an alternative route for efficiently moving regional traffic.
- Future congestion.
  - Will increase motorists travel time and increase highway user costs
  - Will decrease traffic safety and air quality
- The surrounding region is developing, a transportation corridor that responds to this growth is necessary.
- Accommodate local and regional development and transportation plans.

A public meeting to solicit comment was then conducted by ADOT in Prescott Valley on September 28, 2011 to present the Northern Study Area and five (5) alternatives detailing options for interchange location and local access. Town's staff's recommendations for the best alternative was option Alternative 1 or Alternative 1A which was reflected on the approval of Resolution 1769 by Town Council at the October 27,2011 meeting (Exhibits CIR-3 and CIR-4).

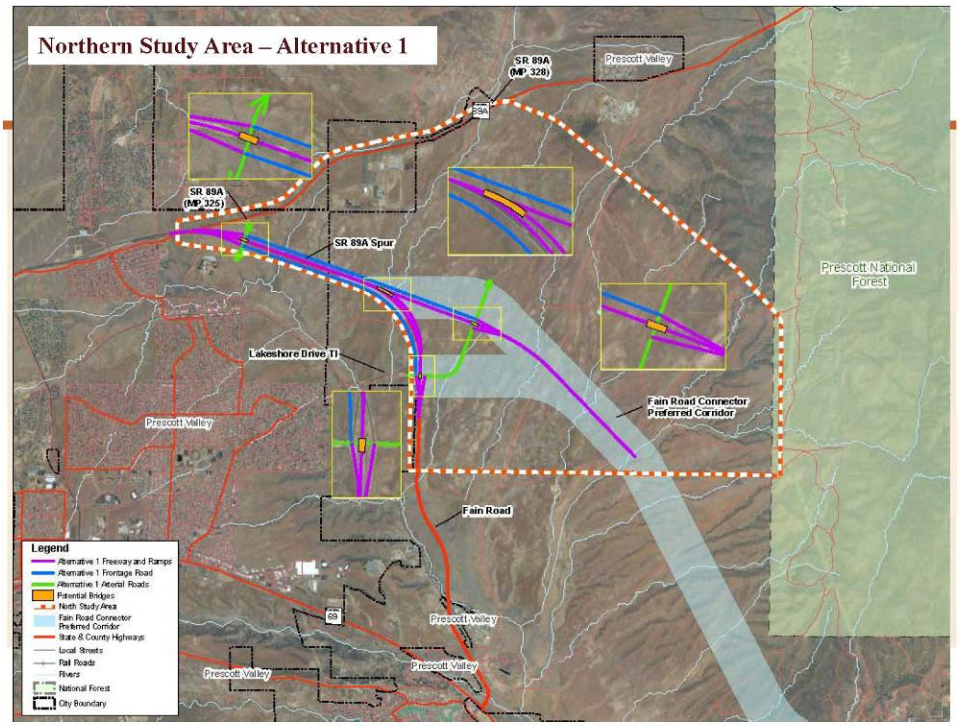


Exhibit CIR-3

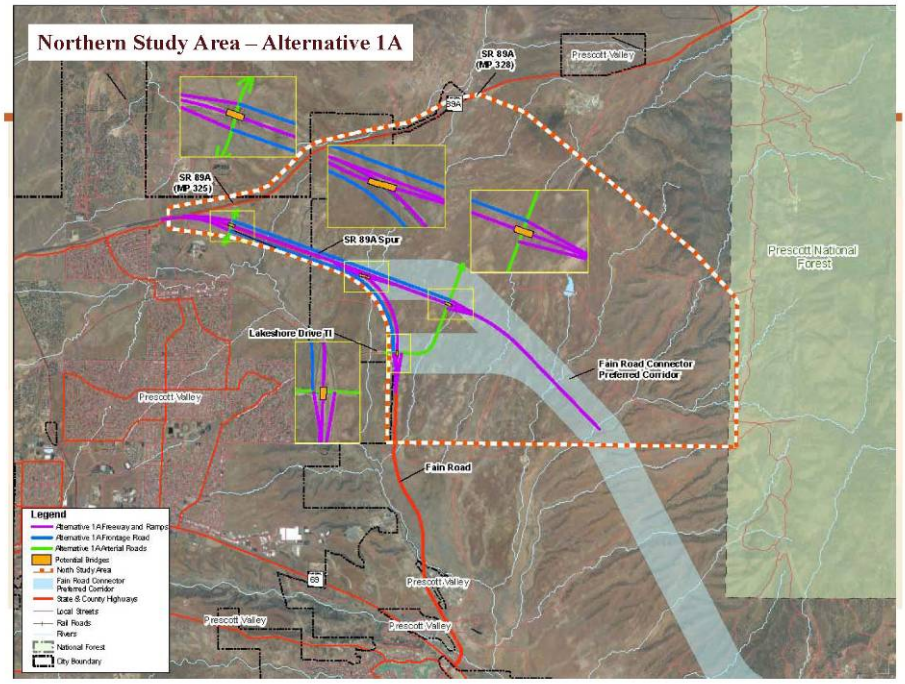
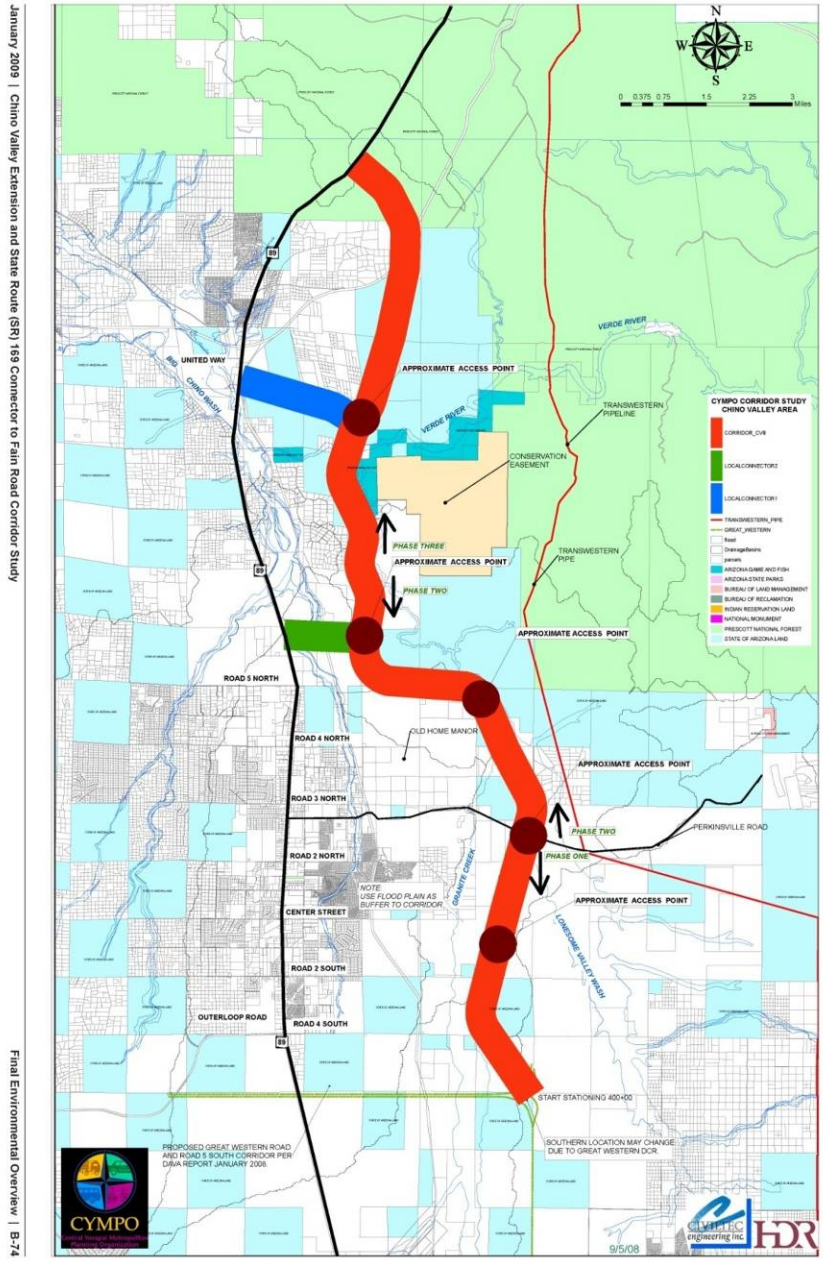


Exhibit CIR-4

6.1.2.4 Chino Valley Extension – 2009

The Central Yavapai Metropolitan Planning Organization initiated a corridor feasibility and location study for the proposed Chino Valley Extension. The Project study covers an area lying between the Road 5 South / Great Western Road Corridor to an undetermined point on State Route 89 north of Paulden. The Project Corridor will lie to the east of the generally developed area of Chino Valley. This study follows the Regional Transportation Study (2030 Plan) prepared in October 2006 by Lima and Associates that was used to identify the transportation system throughout the region. One of the new corridors identified in the 2030 Plan was the Chino Valley Extension. The 2030 Plan and this project corridor were adopted by the Central Yavapai Metropolitan Planning Organization (CYMPO) Board, thereby establishing the need for the Chino Valley Extension as an access controlled facility. The purpose of this project study was to develop a comprehensive range of alternative corridors, gather public and agencies input, and identify feasible or desirable locations for project termini at SR 89 and the Road 5 South / Great Western corridor. Section 1.5 of the study provides the Points and Issues that were involved in the chosen corridor location. The preferred corridor location (Exhibit CIR-5) for the Chino Valley Extension provides the opportunity for the location of a controlled access highway right-of-way that is 350 feet to 400 feet wide that does not require right-of-way from the Prescott National Forest or conservation easement lands. The corridor accomplishes the objective of providing an alternative route to SR 89 for motor vehicle travel between SR 89A and the north side of Paulden. Two local connector routes were identified to link the Extension with SR 89. These connections can serve as phased ending points for corridor construction or an optional end to the corridor. Additional planning level studies will be necessary to determine impacts to the existing SR 89 both north and south of the connection, as well as future western corridor locations to Williamson Valley Road.



This option should be further evaluated during the development of the Design Concept Report. Yavapai County Department of Public Works commissioned Dava and Associates to prepare the Great Western Road and Road 5 South Corridor and SR 89A Interchange Location Study (GWR/Rd5S Location Study), dated January 2008. Exhibit CIR-5 shows the recommended location of the controlled access roadways pursuant to this Study. The County has recently completed a feasibility study with environmental overview (FSEO) for the Great Western / Road 5 South corridor. The FSEO included a public and agency involvement program that met the requirements for the National Environmental Protection Act (NEPA) process.

Exhibit CIR-5

6.1.2.5 Transit Implementation Plan (TRIP) - 2009

The Central Yavapai Metropolitan Planning Organization completed the Transit Implementation Plan to develop a single preferred regional alternative transit plan. Chapter one of the study states the purpose of the project and identifies the steps for implementing service for the participating communities, including management and compliance, financing mechanisms, capital requirements, marketing, and communications. The full plan details the planning and decision making process that resulted in the recommended plan and provides additional information on opportunities for phasing the development of services.

Chapter two describes the overall service plan as having a strong emphasis on serving low-income workers and individuals who need specialized transportation services due to frailty or a disability. The service plan is designed to be one that can be contracted out to private providers. Vehicles would be provided to the contractor, and they will be equipped with wheelchair lifts and communication equipment. A central call and scheduling center will be required to provide for coordination of the various specialized transportation service options. It will also serve as a single location for transit information. The service plan is based on a "Family of Transit Services", including fixed and flexible route services operating on hourly headways, complementary ADA paratransit services, continuation of the voucher program where other services are not available, and a mileage reimbursement program for volunteer drivers. These services can be developed incrementally.

The initial fixed and flexible routes are illustrated in CIR-6. This map also illustrates where the routes will flex in Prescott Valley and the ADA paratransit service area. CIR-7 illustrates the expansion to the fixed and flexible routes. The implementation plan for paratransit services follows the federal minimum standards except that service is recommended to operate door-to-door rather than curb-to-curb. Chapter three describes the work carried out on governance and financing mechanisms and includes the preferred option of a public transportation authority. Table ES.4 in the plan summarizes the similarities and differences between the two types of public transportation authorities.

Chapter four identifies the managerial and compliance activities that will need to be carried out. A transit administrator is needed to implement and direct all transit activities.

Chapter five outlines a plan for marketing public transit services within the Central Yavapai Metropolitan Planning Organization (CYMPO) region. This plan covers the entire family of services: fixed and flexible route transit services, paratransit, the voucher program, and volunteer driver services. The marketing plan identifies the following objectives:

> • Establish a transit identity that will enhance service coordination and marketing efforts. • Develop a user-friendly and easy to understand network of transit services through passenger information materials and signage. • Build awareness of the transit services and how to use them once they are available.
> • Communicate the value of the transit network and how it reflects local values and needs.

Chapter six discusses the major capital and service procurements needed for the implementation, while chapter seven presents a financial plan covering overall costs as well as recommendations on the allocation of costs and revenues between the parties. Finally, Chapter eight summarizes the implementation activities for the various components of the plan.

The first step is making a commitment to implement Phase 1 services, including the hiring of a transit administrator. Once this is done, the region can determine details of what can be funded with existing revenue streams, when to go to the voters, and what to request. This implementation plan and the budgets in this chapter provide the tools to use in crafting those decisions.

Exhibit CIR-6

Figure 2.2 Expanded Fixed and Flexible Routes

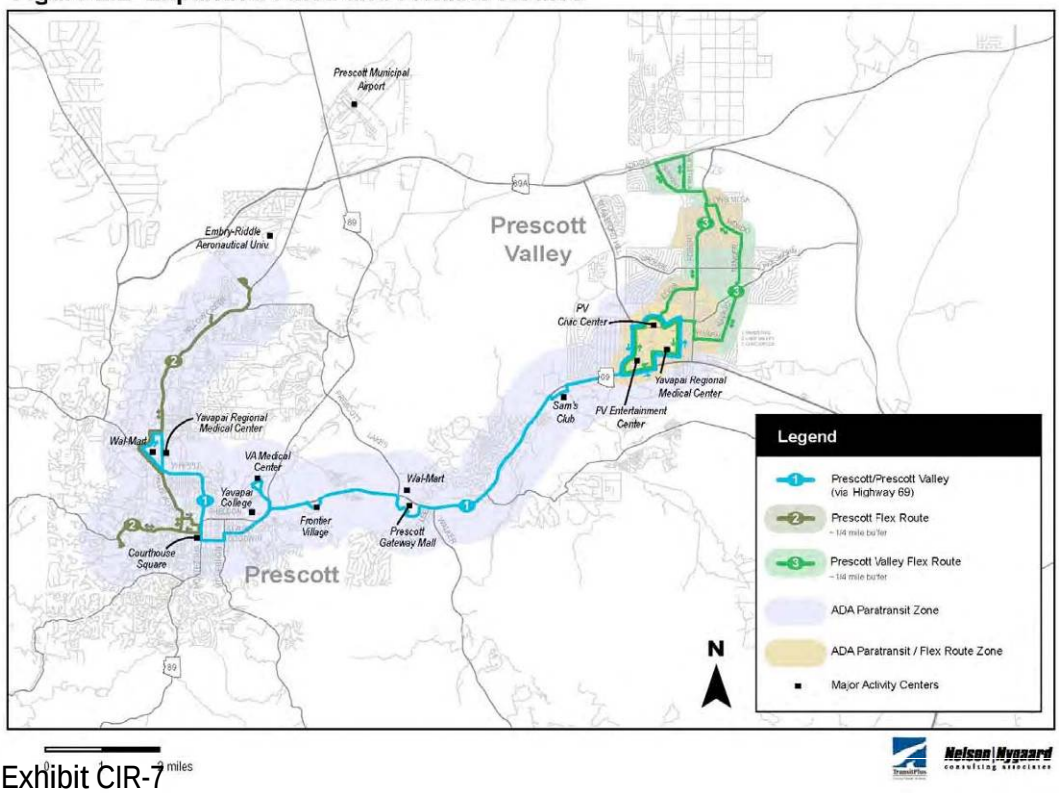
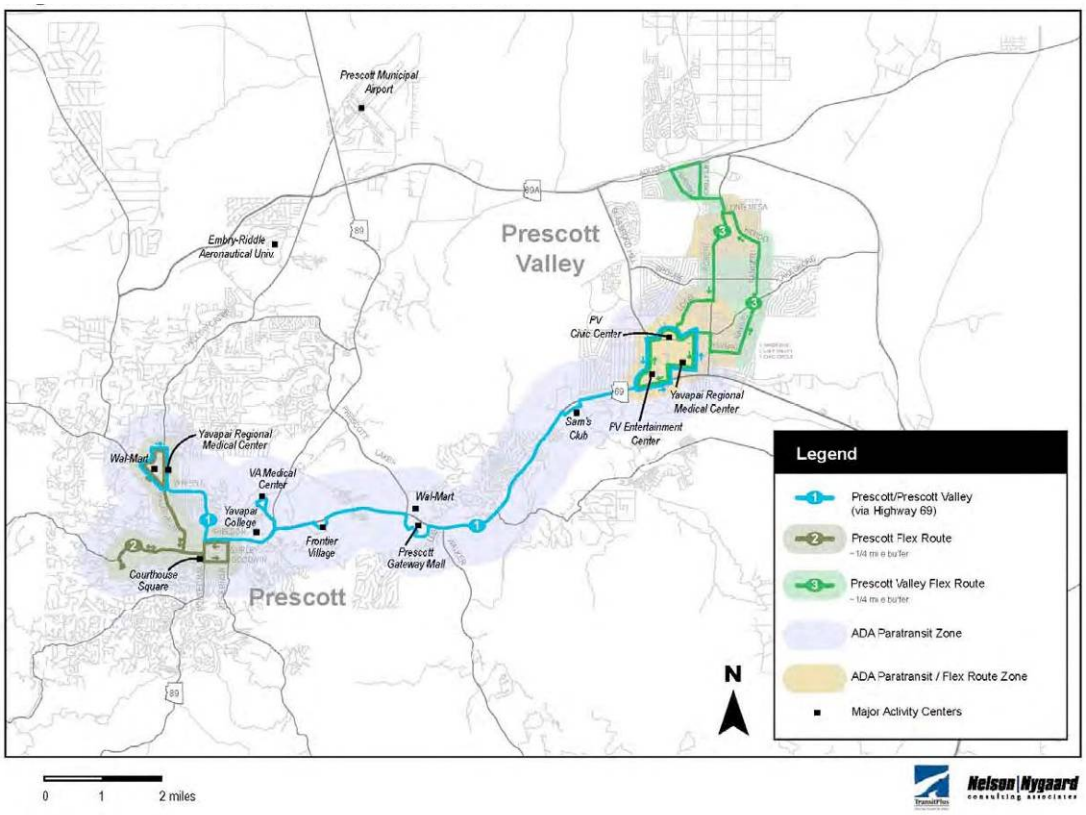


Exhibit CIR-7



6.1.2.6 Great Western Corridor Feasibility Study - March 2010

The previously discussed 2006 CYMPO study recommended a future roadway network comprised of local and regional roads to meet the 2030 travel demands, which included "Glassford Hill Road Extension from State Route 89A to Outer Loop Road or other alignment to be determined." Based on future traffic projections, an ultimate six-lane facility was recommended. In addition, the study states that "the Glassford Hill Road Extension from SR 89A to SR 89 to Williamson Valley Road provides the opportunity for a controlled access facility to offer some relief to SR 89 in the area"; thus the plan reiterates that the roadway will be an access controlled facility. The existing major highways in the study area include SR 69, SR 89, and SR 89A. Statewide and interstate travel to and from the area is served by I-17, which is roughly 32 miles east of the study area. These routes connect Central Yavapai County to the rest of Arizona, and the state highways serve as main thoroughfares for the local communities. The regional state routes are currently congested, causing significant travel delays.

The City of Prescott recently completed the *Airport Area Transportation Plan (See LU-3)*, which evaluated a large study area surrounding the Prescott Airport that includes the recommended Glassford Hill Extension roadway corridor. Updated traffic volume projections were developed based on potential build-out scenarios within the study area. That study identified the future "No-Build" conditions if a new controlled access freeway is not implemented in this area. The results of that analysis show that SR 89A and SR 89 will operate at level of service (LOS) E or F and the majority of the section line arterials within the study area will operate at LOS F. These studies have all identified a need for a new access controlled facility based on projected future travel demands.

In order to evaluate all potential locations on SR 89A for the starting point of the new access controlled facility, the study area for this Feasibility Study has been broadened to also include what is referred to as the Great Western Road intersection with SR 89A (Old Hwy 89A). The study area is presented in Exhibit CIR-8. This study evaluates the Great Western Corridor and develops alternative alignments, traffic interchange locations and configurations, typical roadway cross sections, and ultimate right of way needs.

Preferred Corridor Alignment

Based on the results of the evaluation criteria, consensus from the project stakeholders, and input received from the public at the alternatives presentation public meeting, a preferred corridor alignment was identified for further development. The recommended mainline corridor alignment, referred to as Alternative 1, begins at SR 89A at Great Western Road and follows the section line north, turning west at the Road 5 South section line and terminating at SR 89. This alignment is 9.2 miles in total length and essentially parallels Granite Creek in the north-south direction. The proximity to Granite Creek maintains large open spaces for pronghorn and other wildlife and maximizes the distance of the new roadway facility from the existing residential land uses near Viewpoint Drive. This is one of the shortest alignment alternatives, which results in comparatively less land disturbance, right of way requirements, and construction costs. The preferred corridor alignment is presented in Exhibit CIR-8.

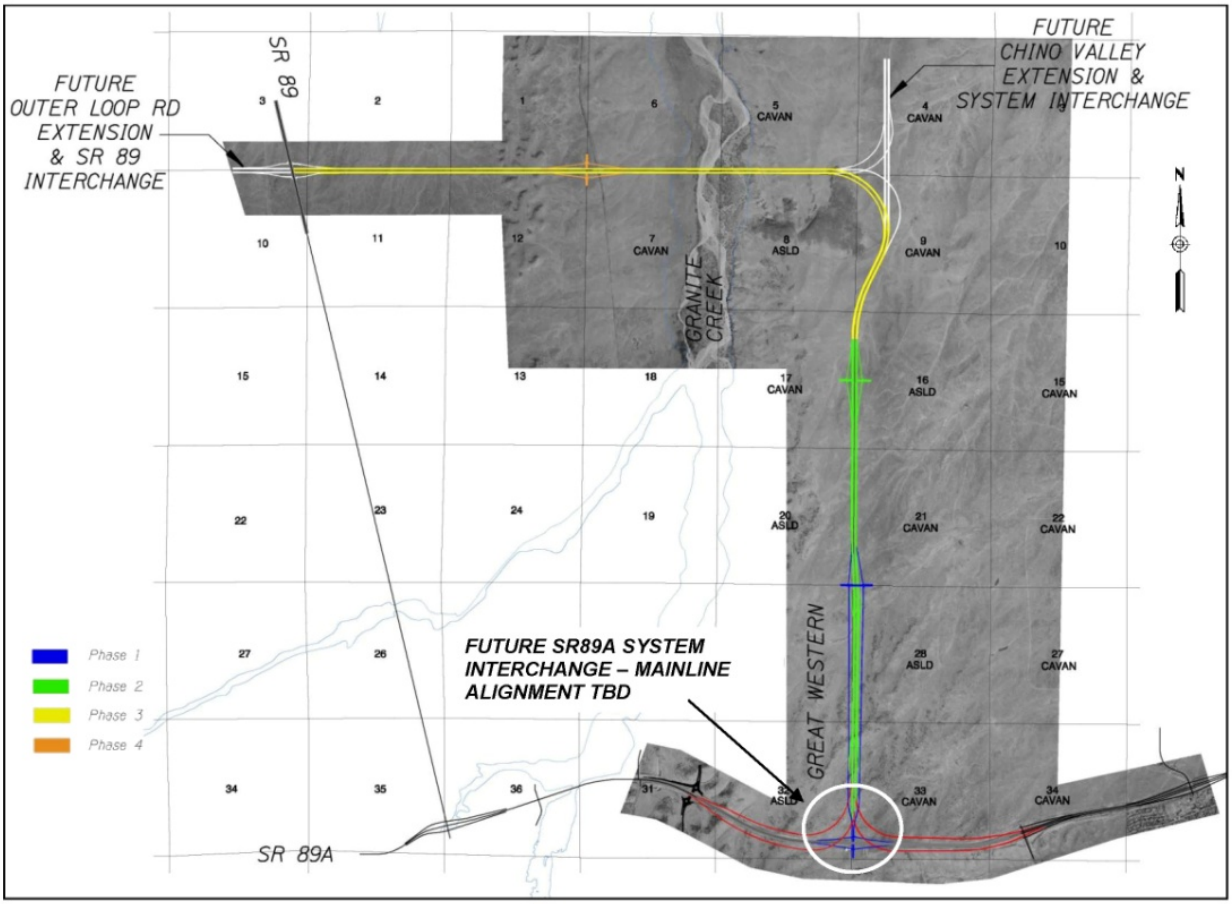
The Great Western Corridor is proposed to transition to Great Western Road arterial south of SR 89A via ramps and frontage roads. This provides a physical exit and entrance from the high speed facility to the local roadway facility that requires drivers to consciously reduce their driving speed.

Great Western Corridor Implementation

The recommended mainline corridor alignment will be implemented in phases as warranted by future development and traffic demands. The first phase includes construction of the local SR 89A/Great Western Road TI as recommended in the SR 89A DCR. As development occurs north of SR 89A and warrants local access, it is recommended the frontage roads be constructed up to the first local TI section line. The remaining phases include constructing the mainline in segments beginning and ending at adjacent TI's. Future phases will include construction of the system TI ramps at SR 89A and SR 89, for which final configurations will need to be developed with a future

study. The system TI at Chino Valley Extension will be constructed with the future Chino Valley Extension mainline project and is not included in the phasing for this project.

Exhibit CIR-8



6.1.2.7 Prescott Valley Town Center, Master Circulation Plan Evaluation November 15, 2006

The updated Master Circulation Plan Evaluation for the Prescott Valley Town Center (PVTC) was prepared November 15, 2006 by Kimley Horn and Associates, Inc (KHA) to evaluate travel demands in the PVTC and determine the projected roads to accommodate the opportunity to achieve a "town center" character. Results of this effort suggest that, a few additional roadway links and other capacity increasing improvements described in the full report are needed to achieve the objective. As illustrated in Exhibit CIR-9, the Prescott Valley Town Center (PVTC) generally extends north to Long Look Drive, south to Pav Way, west to Pine View Drive, and east almost to Yavapai and Victor Roads. Existing development includes a variety of retail, restaurant, office, civic, cultural, institutional, entertainment, and multi-family residential uses. Upon build out of the undeveloped areas of PVTC for which specific site plans either have already been approved by the Town, or are currently under Town review, approximately half of the land area within PVTC will be built out. The Town has reviewed three other KHA-authored traffic studies that have collectively identified improvements to the existing roadway network that will be needed to support that portion of PVTC already approved for (or pending approval) for development.

- Prescott Valley Town Center Phase IA Transportation Improvement Recommendations technical memorandum, dated May 9, 2005;
- Windsong Drive/Loos Drive/Civic Drive Traffic Control Recommendations technical memorandum, dated September 13, 2006; and,
- Windsong Professional Center/Samaritan PV Campus Traffic Impact Analysis report dated September 14, 2006.

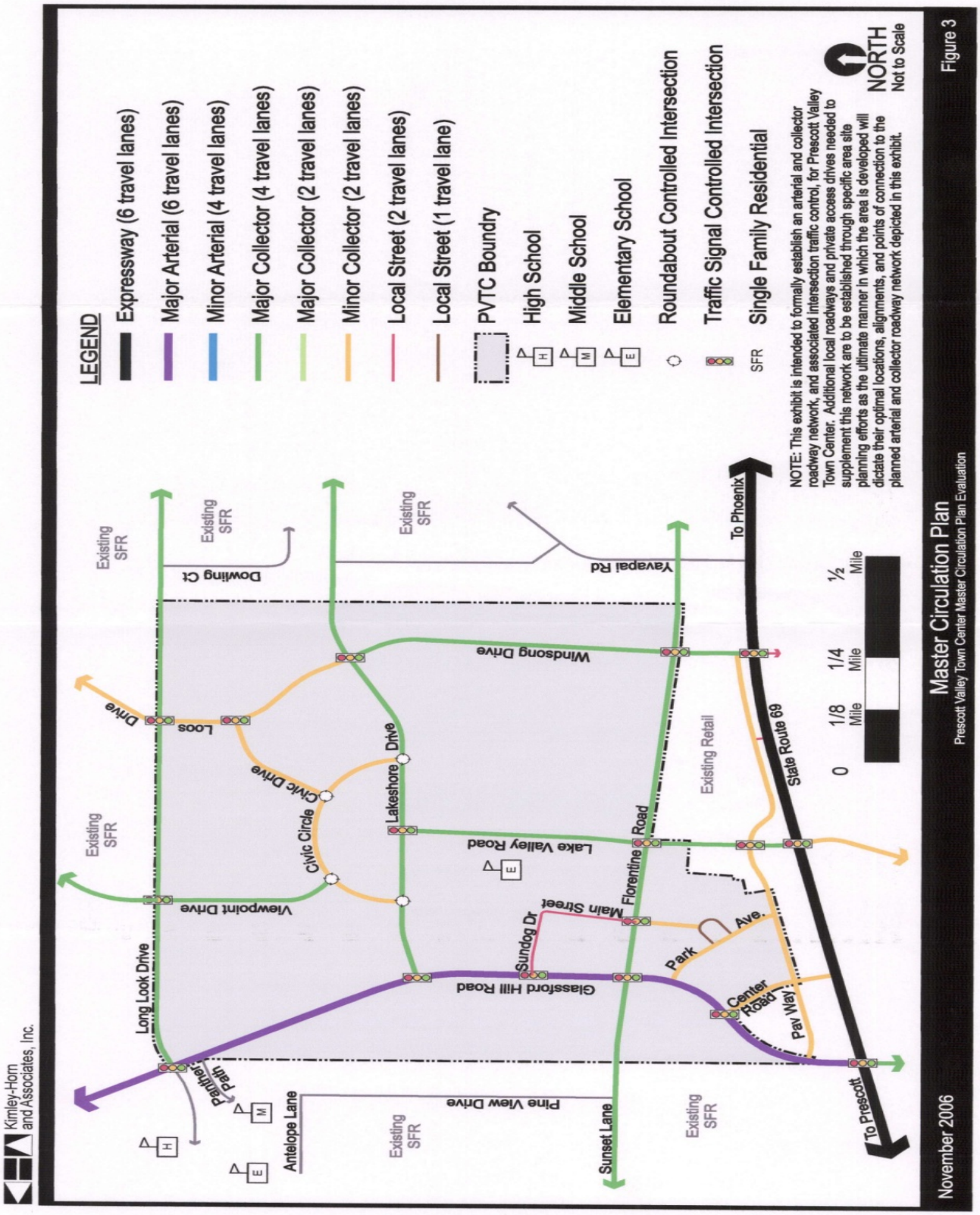
The November 2006 evaluation is intended to supplement rather than repeat evaluation that has already been documented. Accordingly, the November 2006 report focuses primarily on that portion of the primary (i.e. arterial and collector) roadway network that has not been addressed in detail through earlier evaluations, specifically the area bound by Florentine Road, Windsong Drive, Long Look Drive, and Glassford Hill Road. The report serves as the framework for future amendments to Master Circulation Plan (Exhibit CIR-9). Future amendments to the master circulation plan are recommended as the most practical approach to defining local street alignments and precise street cross section and intersection geometry.

Prescott Valley Town Center is expected to generate approximately 163,000 trips per day at full build out. Approximately eight percent (13,500) of these trips are expected to begin and end internal to the Town Center area, thereby creating no impact on the external roadway network. The remaining 150,000 trips per day will either begin or end external to the Town Center area. These 150,000 daily trips (75,000 inbound and 75,000 outbound) will require approximately 25 travel lanes worth of roadway capacity (assuming an average capacity of 6,000 vehicles per day per lane) along the entry/exit routes that link PVTC to the external roadway network. Currently nine entry/exit routes collectively providing 30 travel lanes are planned. As detailed below, these consist of three routes providing 10 travel lanes of access to and from the north; three routes providing 10 travel lanes of access to and from the south; two routes providing 6 travel lanes of access to and from the east; and one route providing 2 travel lanes of access to and from the west:

- Glassford Hill Road to/from the north - 6 lane arterial
- Glassford Hill Road to/from the south - 6 lane arterial
- Sunset/Florentine Road to/from the west - 2 lane minor collector
- Florentine Road to/from the east - 4 lane major collector
- Lakeshore Drive to/from the east - 2 lane major collector
- Lake Valley Road to/from the south - 4 lane major collector
- Windsong Drive to/from the south - 4 lane major collector
- Loos Drive to/from the north - 2 lane major collector
- Viewpoint Drive to/from the north - 4 lane major collector

The report states that the collective capacity of the planned inbound and outbound travel lane connections between PVTC and the external roadway network will exceed the projected PVTC-generated traffic demands, through build-out. The report evaluation indicates the need for travel and turn lane additions to the Town Center's existing internal roadway network, as well as replacements and additions to existing intersection traffic controls. The recommendations presented in the plan are designed to create a mix of roadway alignments, lane configurations, and traffic control methods that work together to facilitate slow-to-moderate vehicular speeds, to discourage cut-through activity, and to encourage the use of non-motorized travel modes; they are not designed to maximize the rate at which traffic can flow through the study area. Accordingly, this report does not support the addition of more than a few new collector roadway segments - specifically, only the extension of Windsong Drive north to Loos Drive, and the extension of Viewpoint Drive south to Civic Circle, nor does it recommend isolated uses of anyone particular type of traffic control such as roundabouts as key to accomplishing the above sited objectives is to select improvements that work together. More detailed recommendations for PVTC are contained in the updated Master Circulation Plan Evaluation for the Prescott Valley Town Center (PVTC) dated November 15, 2006.

Exhibit CIR-9



6.2 At This Point In Time

This section of the Circulation Element provides an overview of the existing transportation infrastructure in the Town of Prescott Valley. The existing roadway network consists of arterial roadways, ~~two~~ highways, and local roads.

Sidewalks and bicycle lanes were not components of typical roadway design in the past. During the *General Plan 2020* community involvement process, there was an expressed interest in public transportation and non-motorized transportation systems in the Town. Goals have been established later in this Element that outlines the policies for implementing non-motorized transportation systems, not only in new areas of the Town, but also in the existing townsite.

6.2.1 Existing Vehicular Transportation System

The roadway network in and through Prescott Valley consists of highways carrying regional traffic, as well as arterial and local collector streets carrying local traffic. Highway 69 is a four-to-six lane arterial highway and provides regional access to the Town. Traffic is controlled through the Town of Prescott Valley by signalized intersections. Frontage roads run parallel to Highway 69 to reduce local vehicular traffic. Highway 89A, located to the north of Town, provides access to the town at the Glassford Hill Rd., Viewpoint Dr., and Robert Road intersections and also provides access to communities such as Chino Valley, Williams, and Flagstaff. The local and arterial street system is laid out in typical grid patterns, established with development and existing topography throughout the Town. Descriptions of the major thoroughfares in the Town are described in the following paragraphs.

- Viewpoint Drive. Currently, Viewpoint Drive is a two-lane collector and runs north/south from Civic Circle to Manley Drive and is located between Robert Road and Glassford Hill Road, providing access to the town center. Design plans to complete this roadway from Manley Drive to Viewpoint Drive on the north end of town are scheduled to commence this coming year.

- Fain Road. Currently, Fain Road is a two-lane paved collector where it extends from Highway 69 at the eastern edge of Prescott Valley to the intersection of Robert Road and Highway 89A on the north side of Prescott Valley. Fain Road will be a four-lane grade separated collector road at ultimate build out.

- Glassford Hill Road. Currently, Glassford Hill Road is a six-lane collector from Highway 69 to Long Look Drive, and a four-lane collector from Long Look Drive to Highway 89A along the western edge of the Town. Access to Glassford Hill is limited to Florentine Road, Lakeshore Drive, Long Look Drive, Spouse Drive, and Santa Fe Loop Rd.

- Lakeshore Drive. Currently, Lakeshore Drive is a two-lane collector and runs east/west in direction from Glassford Hill Road to Fain Road.

- Mendecino Drive. Mendecino Drive is located at the eastern boundary of the town where it intersects with Highway 69 and terminates at Valley Road. Future plans for Mendecino Drive include the extension from Valley Road to Superstition Drive. Mendicino Drive is a direct access off of Highway 69 to the industrial development area on the eastern side of the Town of Prescott Valley.

- Robert Road. Currently, Robert Road is a two- to four-lane collector running north/south through the Town. It provides through connectivity from State Route 69 to State Route 89A.

- Superstition Drive. Currently, Superstition Drive is a two-lane arterial and runs east/west in direction from Navajo Drive to La Jolla Drive.

6.2.2 Roadway Functional Classification

Roadways are classified according to one of the three following categories:

- Arterial Street System. Arterial street system carries large traffic volumes within and through urban areas. The urban arterial system is functionally divided into two classes, major and minor.

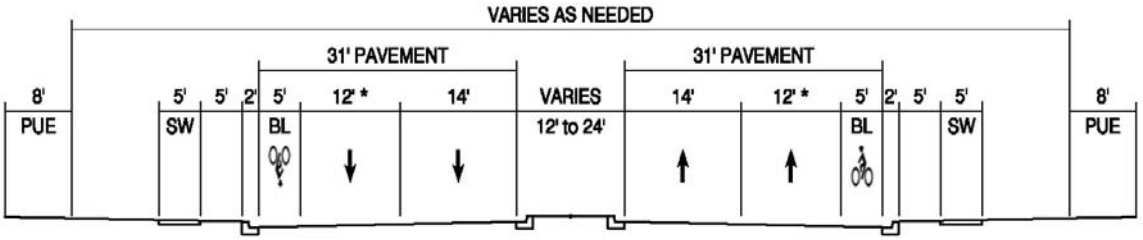
  - Major Arterial. Serve centers of activity and carry the largest traffic volume within the area. Major Arterials carry the major portion of trips entering and leaving the area, as well as the majority of through movements bypassing central areas. Major arterials provide mobility between long distances with minimal access to adjoining properties.

  - Minor Arterial. The Minor arterial street system interconnects with and augments the major arterial system along with distributing vehicles to the collector roads. It accommodates trips of moderate length at a somewhat lower level of travel mobility. This system places more emphasis on land access, and offers lower traffic mobility. Minor arterial system provides intra-community continuity (i.e., non-motorized access and transit opportunities), but does not penetrate the neighborhoods.

  The right-of-way cross-sections for major and minor arterial streets are illustrated in Exhibit CIR-10, *Typical Arterial Road Sections*.

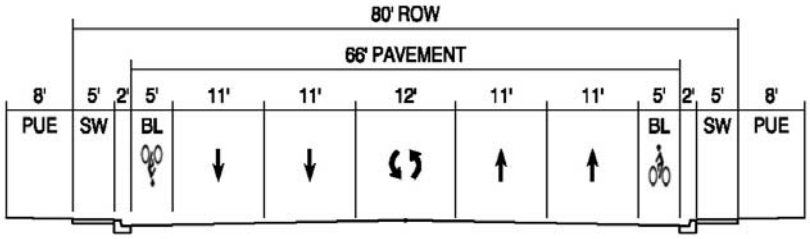
- Collector Street System. Collector streets are public roads that serve moderate traffic volumes. Collector street systems link neighborhoods and industry with the arterial street system. These streets not only serve traffic circulation movements between arterials, local residential streets, and low density areas, but also serve through traffic within local areas. Collector streets provide access to abutting properties consistent with the desired level of service.

The right-of-way cross-sections for collector roads are illustrated on Exhibit CIR-10, Typical Street Sections.

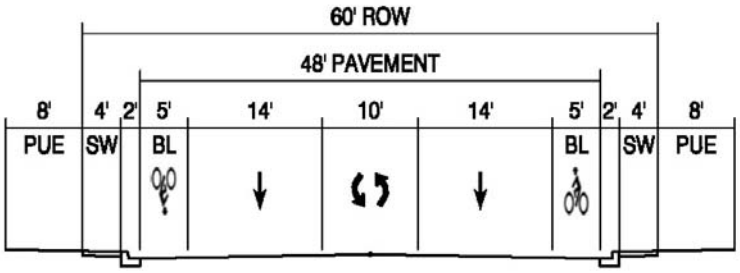


ARTERIAL STREET - MAJOR

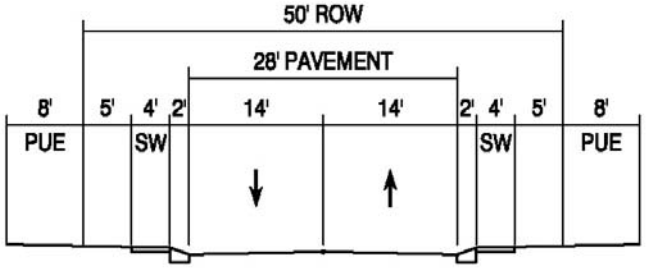
* Additional 12' lanes as needed



ARTERIAL STREET - MINOR



COLLECTOR STREET - MINOR



LOCAL STREET

Typical Street Sections

Exhibit CIR-10

► **Local Streets.** Local streets are public roadways that serve relatively low traffic volumes. The local street system provides access to residents, businesses, or other abutting properties. The traffic volume generated by the adjacent land uses are largely short trips, or a relatively small part of longer trips where the local road connects to the collector roadway system. Local streets offer the lowest level of mobility, and usually do not provide access to transit services. The right-of-way and travelway cross-sections for a local residential road are illustrated in Exhibit CIR-10, *Typical Local Road Section*.

Most of the roadways within the Town, as illustrated in Exhibit CIR-11, *Roadway System 2012,* are classified as local streets. As shown on Exhibit CIR-11, the Town's existing major north-south corridors located between Highway 89A and Highway 69 are Glassford Hill Road, Robert Road, and Navajo Road-Ranger Road. The major east-west corridors providing cross-town access outside of the highway system are Florentine Road, Lakeshore Drive, Spouse Drive, and Manley Drive. The Town of Prescott Valley currently maintains 240 miles of roadway.

Most transportation-related plans and programs are established with the goal of maintaining acceptable operating Levels of Service (LOS) on the Town's transportation system. LOS designations are qualitative descriptions of roadway and intersection operations, which range from "A" to "F". Level of Service designations are analogous to letter grades received in school, where "A" is the best and "F" is the worst. Operating conditions at intersections and on street segments are evaluated using standard analysis methodologies that result in number values, which then correspond to Level of Service letter designations (refer to Table CIR-1, *Level of Service Definitions*). Table CIR-2, *Level of Service Standard Descriptions*, provides additional information regarding roadway levels of service.

Table CIR-1
Level of Service Definitions

Level of Service	Volume/Capacity Ratio	Description
A	0.00-0.59	Free-Flow Insignificant Delay
B	0.60-0.69	Stable Operations Minimal Delay
C	0.70-0.79	Stable Operations Acceptable Delays
D	0.80-0.89	Approaching Unstable Operations Tolerable Delays
E	0.90-0.99	Unstable Operations Significant Delays
F	1.0 or greater	Forced Flow Excessive Delays

Prescott Valley General Plan 2025

A Community Blueprint for the Future

LEGEND

Existing Roads
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Local Streets

Future Roads
- Freeway
- Major Arterial
- Minor Arterial
- Collector

Municipal Limits
- TOWN OF PRESCOTT VALLEY
- CITY OF PRESCOTT
- TOWN OF DEWEY-HUMBOLDT

0 0.5 1 Miles

ANNEXATION STRIP

S.R. 89A

AIRPORT LOOP RD

RUGER RD

MELVILLE RD

S.R. 89

SIDE ROAD EXTENSION

GREAT WESTERN CORRIDOR (Section 6.1.2.6)

GLASSFORD HILL EXTENSION

PARK VIEW DR

VIEWPOINT DR

ANTELOPE MEADOWS DR

PRONGHORN RANCH PKWY

ROBERT RD

SANTA FE LOOP

S.R. 89A SPUR

HONDO DR

GLASSFORD HILL RD

MANLEY DR

SPOUSE DR

RANGER RD

LAKESHORE DR

TUSCANY WAY

GRANVILLE PKWY

LOOS RD

LONG LOOK DR

SUPERSTITION DR

LAKE VALLEY RD

WINDSONG DR

NAVAJO DR

STONERIDGE DR

PRESCOTT EAST HWY

SUNSET LN

FLORENTINE RD

TRUWOOD DR

VALLEY RD

SARAH JANE RD

MENDECINO DR

MARKET ST

S.R. 69

PRESCOTT

PRESCOTT LAKES PKWY

FUTURE MINOR ARTERIAL

OLD BLACK CANYON HWY

MANZANITA TR

PRESCOTT VALLEY

PRESCOTT COUNTRY CLUB BYPASS

BRADSHAW MTN RD

LOCAL MINOR ARTERIAL

LEE BLVD

WALKER LYNX RD

DEWEY-HUMBOLDT

S.R. 169

S.R. 89A SPUR (formerly FAIN RD)

General corridor location for future S.R. 169 to 89A Freeway.

Refer to Sections 6.1.2.2 and 6.1.2.3 and Resolution 1769.

General corridor for future North-South Major Arterial

Location to be determined in conjunction with future development plans for the region.

Roadway System

Exhibit CIR-11

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Table CIR-2

Level of Service Standard Descriptions

Level of Service	Description
Level of Service "A"	The volume/capacity ratio ranges from 0.0 to 0.59. At this LOS, traffic volumes are low and speed is not restricted by other vehicles. All signal cycles clear with no vehicles waiting through more than one original cycle. For roadway link, this LOS indicates no physical restriction on operation speeds.
Level of Service "B"	The volume/capacity ratio ranges from 0.60 to 0.69. At this LOS, traffic volumes begin to be affected by other traffic. Between 1 and 10 percent of the signal cycles have one or more vehicles, which wait through more than one signal/cycle during peak traffic periods. For roadway links, this LOS indicates flow with few restrictions on operating speeds.
Level of Service "C"	The volume/capacity ratio ranges from 0.70 to 0.79. At this LOS, operating speeds and maneuverability are closely controlled by other traffic. Between 11 and 30 percent of the signal cycles have one or more vehicles, which wait through more than one signal cycle during traffic peak periods. For roadway links, this LOS indicates stable flow, higher volume, and more restrictions on speed and lane changing.
Level of Service "D"	The volume/capacity ratio changes from 0.80 to 0.89. At this LOS, traffic will operate at tolerable operating speeds, although with restricted maneuverability. More than 30 percent of the signal cycles have one or more vehicles, which wait through more than one signal cycle during peak traffic hours. For roadway links, this LOS indicates tolerable conditions, approaching unstable flow, and little freedom to maneuver.
Level of Service "E"	The volume/capacity ratio ranges from 0.90 to 0.99. Traffic will experience restricted speeds, vehicles will frequently have to wait through two or more cycles at signalized intersections, and any additional traffic will result in breakdown of the traffic carrying ability of the system. For roadway links, this LOS indicates unstable flow, lower operating speeds than LOS D and some momentary stoppages.
Level of Service "F"	Long queues of traffic, unstable flow, stoppages of long duration where traffic volumes and traffic speed can drop to zero. Traffic volumes will be less than the volume, which occurs at Level of Service "E". For roadway links, this LOS indicates forced flow operation at low speeds where the roadway acts as a storage area and there are many stoppages.

Roadway conditions can be summarized based on criteria defined as levels of service. Levels of service are a function of the ratio of volume to capacity along a roadway. The acceptable level of service along arterial and collector roadways should be LOS E or better. For the local roadway network, a LOS C or better would be acceptable. Table CIR-3, *Roadway Capacity and Level of Service Grades by Facility*, summarizes the thresholds for levels of service based on average daily traffic volumes along each classification of roadway. Levels of service for each of the roadways in the Town of Prescott Valley are summarized in Table CIR-4.

6.2.2.1 Access Management

In May of 1994, the Town Council adopted Resolution 550 promulgating driveway separation standards for public right-of-ways. This resolution also set forth the framework for the establishment of access management plans to be administered by the Town Engineer. This authority to regulate driveway or public/private street access points to public right-of-way is set forth under Subsection 14-03-020(G) of the Town Code. The Code provides for establishment of managed access roads, or any other treatment that may be justified to protect residential properties from high traffic volumes or to protect the traffic functions (carrying capacity) of major streets. A copy of pertinent excerpts from the Town's General Plan and Resolution No. 550 are provided herein for background purposes.

Roadways that are suitable to be access managed are either major arterials or collector roadways as defined within the General Plan. Initially, this includes:

- Fain Road – Arterial
- Glassford Hill Road – Arterial
- Santa Fe Loop – Arterial
- Portions of Lakeshore Drive – Residential and Commercial Collector
- Viewpoint Drive north of State Route 89A – Arterial
- Pronghorn Ranch Road east (existing) and west (proposed) of Viewpoint Drive – Arterial
- Great Western Drive (proposed) north of its intersection with the Santa Fe Loop – Arterial

The Town Council approved Resolution No. 1605 on September 4, 2008 to formally establish access-restricted or managed roadways to be included In the Circulation Element of the *General Plan 2020*. These roadway designations are now included the updated General Plan 2025 on Exhibits, CIR-12, CIR-13 and CIR-14

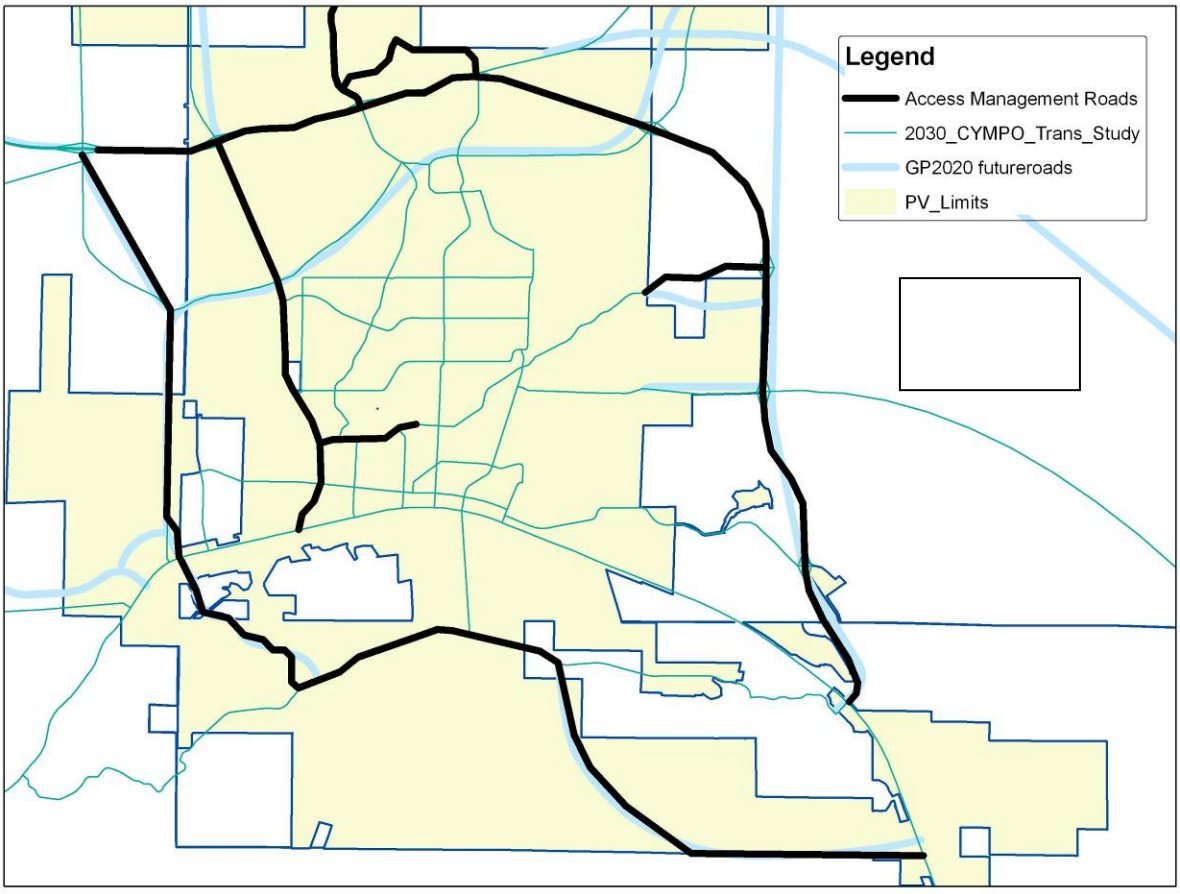
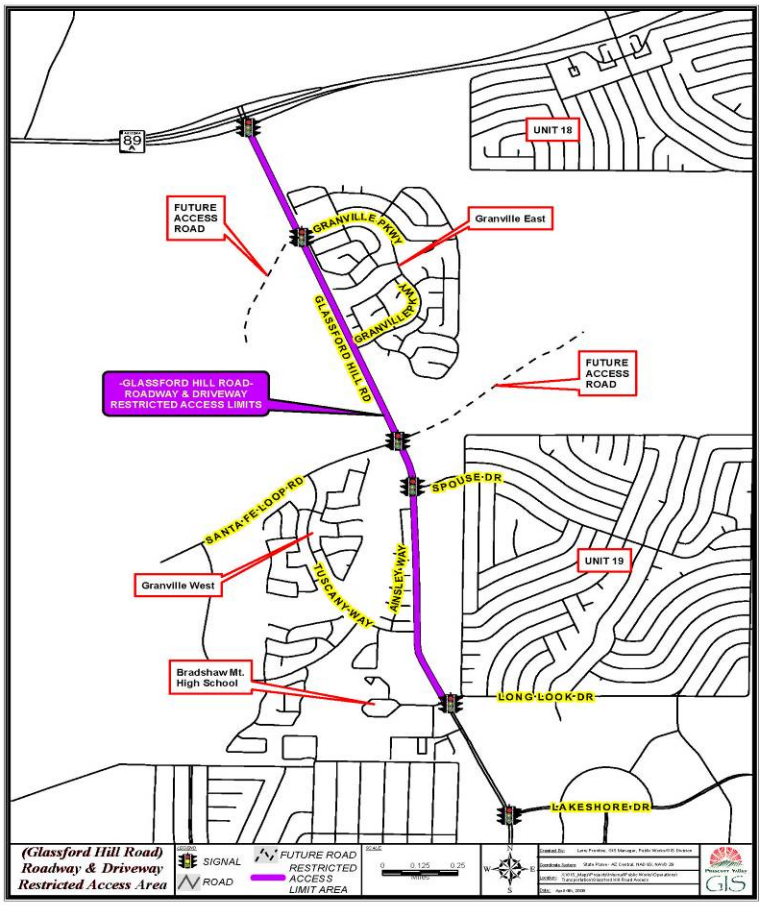


Exhibit CIR-12

Exhibit CIR-13



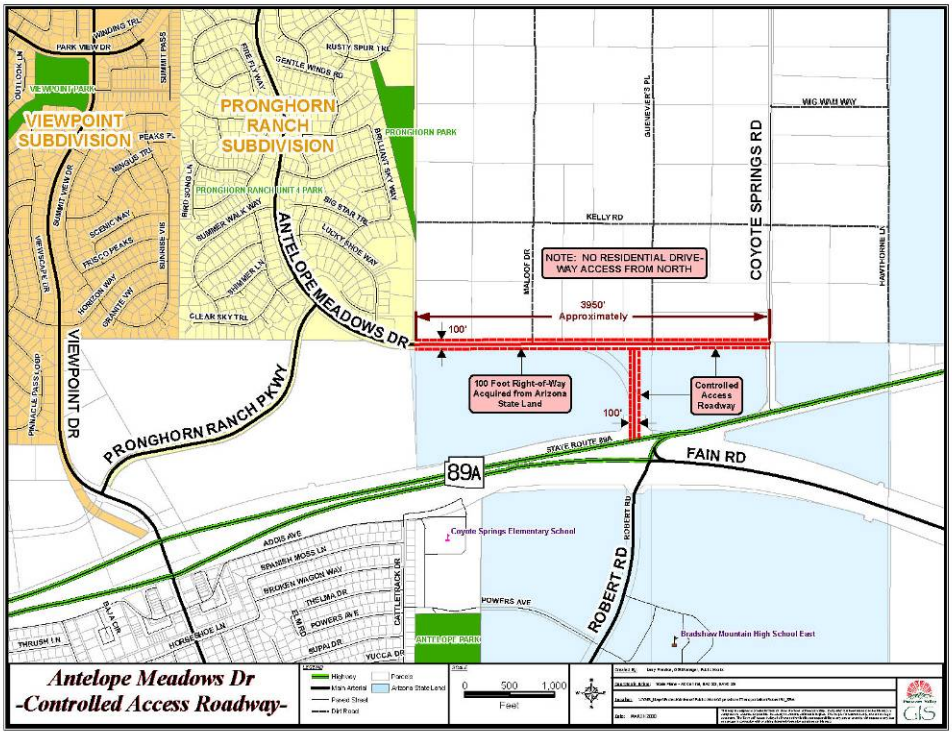


Exhibit CIR-14

6.2.3 Existing Roadway Operation

Table CIR-4, *2001 ADT Volumes and Levels of Service*, summarizes the existing daily traffic volumes for all of the roadways in the Town of Prescott Valley, based on information collected for the regional model update prepared by Lima & Associates. Exhibit CIR-5, *Existing (2001) ADT Traffic Volumes*, illustrates the range of traffic volumes on the roadway system, based on these existing average daily traffic volumes (ADT). Revised traffic volumes are included in Exhibit CIR-5 where updated traffic counts have occurred since the original model was completed.

Table CIR-3Roadway Capacity and Level of Service Grades by Facility

	Design Attributes	Traffic Volumes Threshold by LOS				
		A	B	C	D	E
Principal Arterial	6-lane divided	37,800	44,100	50,400	56,700	63,000
	4-lane divided	25,200	29,400	33,600	37,800	42,000
Minor Arterial	6-lane divided	19,800	23,100	26,400	29,700	33,000
	4-lane divided	15,840	18,480	21,120	23,760	26,400
	4-lane	13,200	15,400	17,600	19,800	22,000
Major Collector	4-lane divided	11,520	13,440	15,360	17,280	19,200
	4-lane	9,600	11,200	12,800	14,400	16,000
	2-lane divided	5,520	6,440	7,360	8,280	9,200
	2-lane	4,800	5,600	6,400	7,200	8,000
Minor Collector	4-lane	7,200	8,400	9,600	10,800	12,000
	2-lane	3,600	4,200	4,800	5,400	6,000
Local	2-lane	--	--	1,200	--	--

As shown in Table CIR-4, most roadway segments are operating at a LOS E or better, with the exception of Robert Road between Florentine Road to Loos Drive, and Yavapai Road between Florentine Road and Robert Road. This segment of Robert Road is currently one of two North-South collectors, along with Glassford Hill Road, providing regional access to Highway 89A and Highway 69. With the introduction of future parallel arterials, in conjunction with the widening of Robert Road to 4 lanes in this section, the current demand on this roadway has decreased to an acceptable level of service which will remain in 2025 conditions. Similarly, with the introduction of future parallel roads, the demand on Florentine will decrease and operate at an acceptable Level of Service at build out conditions. Florentine Road, Lakeshore Drive, Fain Road and Yavapai Road are the primary East-West collector roadways.

6.2.4 Alternative Transportation Modes

The Town of Prescott Valley is currently not served by publicly funded transportation; rather, it participates in a voucher system which is available to qualified members of the community. The Town participated in regional efforts for a publicly funded transit system through participation with the Central Metropolitan Planning Organization (CYMPO). A Regional Transit Needs Study was completed in 2007, followed by a Transit Implementation Plan in 2009. Utilizing these studies, CYMPO sent out a Request for Proposals in 2011 to solicit private transit companies to start and operate a publicly funded regional transit system but resulted in no contract issuance.

6.2.5 Pedestrian and Bicycle Facilities

The Town has not adopted a policy at this time for the installation of sidewalks in conjunction with their typical roadway design, except in new subdivisions and along arterials in the Town. Although sidewalks are provided in newer portions of the Town, there is not a town-wide system of pedestrian facilities. Likewise, bicycle lanes are not provided in the Town. Sections 8.2.3 and 8.3.1 of the Recreation and Open Space Element include a discussion of paths and trails.

Due to a lack of bicycle lanes throughout the Town and the absence of other amenities such as bicycle racks and bicycle route signs, the Town roadway system is not conducive to bicycle traffic. The Town adopted a Pedestrian/Bicycle Master Plan in 2006. The adoption of the Master Plan, along with a continuing effort to install Multi-Use Paths within the Town limits, has greatly enhanced non-motorized transportation throughout the Town.

6.2.6 Air Traffic

Prescott Airport is located north of Highway 89A in the City of Prescott. Currently, the airport serves commercial and private airlines as well as personal aircraft. The City of Prescott plans to expand existing services in the future.

6.3 Looking Toward 2025

An analysis of projected traffic conditions for the year 2025 for Yavapai County was conducted to determine whether or not the County's circulation system could accommodate the future traffic demands of the County's land use plan. If roadway or intersection deficiencies are projected to occur as a result of implementing the *General Plan 2025* land uses, then improvements needed to accommodate future traffic volumes will be identified.

6.3.1 Methodology

For the analysis of future traffic conditions, each parcel was identified in terms of its potential future land use, including the land use type (residential, retail, office, industrial, etc.). The additional trips that would be generated by the proposed developments were estimated and distributed on the surrounding road network. The average growth for the street network was calculated from daily traffic volumes.

Table CIR-4 2011 ADT Volumes and Levels of Service

Roadway Segment	From	To	Classification	Capacity at LOS E	Volume	2011 Level of Service
Highway 69	Baker Street	Sundog Ranch Road	6-lane minor arterial	63,000	50,138	C
	Sundog Ranch Road	Prescott East Hwy	6-lane minor arterial	63,000	50,410	D
	Prescott East Hwy	Glassford Hill Road	6-lane minor arterial	42,000	37,400**	A
	Glassford Hill Road	Lake Valley	4-lane minor arterial	42,000	37,500**	D
	Lake Valley	Yavapai Road	4-lane minor arterial	42,000	40,768	E
	Yavapai Road	Robert Road	4-lane minor arterial	42,000	41,860	E
	Robert Road	Navajo Drive	4-lane minor arterial	42,000	33,675	D
	Navajo Drive	Truwood Drive	4-lane minor arterial	42,000	30,316	C
	Turwood Drive	Fain Road	4-lane minor arterial	42,000	28,505	B
89A Prescott Highway	Glassford Hill Road	West of	4-lane minor arterial	42,000	22,700**	B
	Glassford Hill Road	Robert Road	4-lane minor arterial	42,000	15,365	A
	Robert Road	Coyote Springs Road	4-lane minor arterial	42,000	8,165	A
	Coyote Springs Road	Fain Road	4-lane minor arterial	42,000	7,825	A
Florentine Road	Prescott East Hwy	Glassford Hill Road	2-lane minor collector	6,000	9,087**	E
	Glassford Hill Road	Lake Valley	4-ld minor collector	12,000	10,216**	D
	Lake Valley	Windsong Drive	4-ld minor collector	12,000	10,684**	D
	Yavapai Road	Robert Road	4-ld minor collector	12,000	8,268	B
	Robert Road	Navajo Drive	4-ld minor collector	12,000	4,717	A
	Navajo Drive	Truwood Drive	2-lane minor collector	6,000	2,120	A
	Truwood Drive	East of	2-lane minor collector	6,000	565	A
Spouse Drive	Glassford Hill Road	Viewpoint Drive	2-lane minor collector	6,000	2,960	A
	Viewpoint Drive	Robert Road	2-lane minor collector	6,000	4,452	C
	Robert Road	Ranger Road	2-lane minor collector	6,000	4,664	C
Superstition Drive	Navajo Drive	La Jolla Drive	2-lane minor collector	6,000	2,544	A
	La Jolla Drive	Fain Road	2-lane minor collector	6,000	2,544	A
Lakeshore Drive	Glassford Hill Road	Lake Valley	2-lane minor collector	6,000	4,770	C
	Lake Valley	Victor Road	2-lane minor collector	6,000	4,346	C
	Victor Road	Robert Road	2-lane minor collector	6,000	3,922	B
	Robert Road	Navajo Drive	2-lane minor collector	6,000	2,750	A
	Navajo Drive	Badger Road	2-lane minor collector	6,000	1,001	A
	Badger Road	Fain Road	2-lane minor collector	6,000	1,072**	A
Robert Road	Highway 69	Florentine Road	4-lane major collector	16,000	15,285	E
	Florentine Road	Lakeshore Drive	4-lane major collector	16,000	19,716	F*
	Lakeshore Drive	Loos Drive	4-lane major collector	16,000	18,868	F*
	Loos Drive	Spouse Drive	4-lane major collector	16,000	12,296	C
	Spouse Drive	Manley Drive	4-lane major collector	8,000	5,595	A
	Manley Drive	Long Mesa Drive	2-lane major collector	8,000	4,448	A
	Long Mesa Drive	Roundup Drive	2-lane major collector	8,000	7,834**	D
	Roundup Drive	89A Prescott Hwy	2-lane major collector	8,000	5,935	C
	89A Prescott Hwy	Pronghorn Parkway	2-lane major collector	8,000	5,370	B

Table CIR-4 – Continued
2011 ADT Volumes and Levels of Service

Roadway Segmen	From	To	Classification	Capacity at LOS E	Volume	Level 2011 of Service
Glassford Hill Road	Highway 69	Florentine Road	4-lane major collector	19,200	8,995	A
	Florentine Road	Lakeshore Drive	4-lane major collector	19,200	19,159**	E
	Lakeshore Drive	Long Look Drive	4-lane major collector	19,200	8,366	A
	Long Look Drive	Spouse Drive	4-lane major collector	19,200	21,152**	E
	Spouse Drive	89A Prescott Hwy	4-lane major collector	19,200	20,132**	E
Fain Road	89A Prescott Hwy	Lakeshore Drive	2-lane major collector			
	Lakeshore Drive	Superstition Drive	2-lane major collector			
	Superstition Drive	Highway 69	2-lane major collector			
Yavapai Road	Florentine Road	Robert Road	2-lane minor collector	6,000	6,996	F*
	Robert Road	Navajo Drive	2-lane minor collector	6,000	5,936	E
	Navajo Drive	East of	2-lane minor collector	6,000	1,105	A
Manley Drive	Viewpoint Drive	Tonto Way	2-lane minor collector	6,000	424	A
	Tonto Way	Robert Road	2-lane minor collector	6,000	424	A
	Robert Road	Ranger Road	2-lane minor collector	6,000	636	A
Lake Valley Road	Highway 69	Florentine	4-lane minor collector	12,000	5,486**	A
Long Look Drive	Glassford Hill Road	Viewpoint Drive	2-lane minor collector	6,000	4,982	D
Loos Drive	Tonto Way	Robert Road	2-lane minor collector	6,000	4,558	C
	Robert Road	Ranger Road	2-lane minor collector	6,000	2,050	A
Viewpoint Drive	Highway 69	Florentine Road	FUTURE			
	Florentine Road	Lakeshore Drive	FUTURE			
	Lakeshore Drive	Long Look Drive	FUTURE			
	Long Look Drive	Spouse Drive	FUTURE			
	Spouse Drive	Manley Drive	FUTURE			
	Manley Drive	Short Mesa Drive	FUTURE			
Navajo Drive	Highway 69	Yavapai Road	4-lane minor collector	12,000	6,784	A
	Yavapai Road	Superstition Drive	4-lane minor collector	12,000	7,420	B
	Superstition Drive	Lakeshore Drive	4-lane minor collector	12,000	1,378	A
Ranger Road	Manley Drive	Lakeshore Drive	2-lane minor collector	6,000	2,703	A

Source: Lima & Associates, 2001.

MA = Minor Arterial
MJC = Major Collector
MC = Minor Collector

6LD = 6-lane divided
4LD = 4-lane divided
4L = 4-lane
2LD = 2-lane divided
2L = 2-lane

* augmentation

** - 2006 Traffic Counts Conducted by the Town of Prescott Valley

CYMPO maintains a traffic forecasting model for the area. This model includes land uses and planned roadway improvements for all of the area communities. Land uses and roadway segments planned for the Town of Prescott Valley were provided to Yavapai County for inclusion in the traffic model. The existing model was updated in 2006 and new horizon year 2030 model forecasts were generated.

This growth can be added to the increase in background traffic due to growth outside of the Town to develop a snapshot of traffic conditions in the year 2025, and to identify potential roadway capacity deficiencies on local, arterial and regional facilities. By analyzing future traffic patterns, the Town can plan for the future and meet the growing needs of the community to avoid potential traffic problems.

6.3.2 2025 Vehicular Transportation System

To meet the future demands generated by Town and regional growth, the Town of Prescott Valley has developed a regional transportation plan. Planned arterial improvements are described in detail in the following paragraphs, and are illustrated in Exhibit CIR-11, *Future Roads*.

- Viewpoint Drive. Future plans for Viewpoint Drive include the extension of the roadway north from Spouse Drive to the existing Viewpoint Drive, and will be designated as a minor collector. A 3 lane section of Viewpoint Drive between Civic Circle and Long Look Drive has been completed. Ultimate build out of this section will be 5 lanes.

- Fain Road. The existing alignment of Fain Road includes the extension from Highway 69 to Highway 89A at the north end of the Town, and will be designated as a principal arterial. At ultimate build out Fain Road will be a four-lane divided road with grade-separated interchanges at Lakeshore Drive, Superstition Drive, and Santa Fe Loop.

- Glassford Hill Road. Future plans for Glassford Hill Road include the extension north of Highway 89A. In 2025, Glassford Hill Road will be designated as a six-lane arterial, with roadway augmentation north of 89A.

- Stoneridge Drive. West of Glassford Hill Road, the Stoneridge Drive Extension is planned and will extend north of Old Black Canyon Highway to north of Highway 89A, where it will connect with Glassford Hill Road and ultimately with the roadway network within the Town of Chino Valley. This road will serve as a six-lane major arterial. The interchange with Highway 89A will be grade-separated.

- Lakeshore Drive. Lakeshore Drive is a two-lane minor collector which runs from Glassford Hill Road to Fain Road.

- Robert Road. Future plans for Robert Road include extending to the Pronghorn Ranch community. The future Robert Road alignment will be grade separated with Highway 89A. In 2025, Robert Road will serve as a four-lane major collector.

- Santa Fe Loop. The Santa Fe Loop is forecast as a future arterial that will extend around the existing perimeter of the Town. The Santa Fe Loop will intersect with the existing Fain Road alignment, Lakeshore Drive, the realigned Robert Road, the future Viewpoint Drive, Glassford Hill Road and terminate at the future Stoneridge Drive Extension. In 2025, the Santa Fe Loop will operate as a four-lane major collector.

- Superstition Drive. In 2025, Superstition Drive will extend from La Jolla Drive and ultimately connect with Fain Road. This road will serve as a two-lane minor collector.

6.3.3 2020 Roadway Operations

The Prescott Valley circulation roadway system is assumed to be primarily the same network that is in place today. Volume-to-capacity ratios were computed for each roadway segment and the LOS was determined for the year 2025 using the same methodology as that used for the analysis of existing conditions. The results are presented in Table CIR-5, *2025 ADT Volumes and Levels of Service*, and are illustrated in Exhibit CIR-7, *2025 ADT Volumes*.

6.3.4 Buildout Roadway Improvements

At year 2025 conditions, most of the arterial and collector roadway system is anticipated to operate at Level of Service E or better, with the exception of the following:

- Highway 69, from Sundog Ranch Road to Prescott East Highway
- Fain Road, from Highway 69 to its south terminus
- Lakeshore Drive, from Navajo Drive to Badger Road
- Robert Road, from Florentine Road to Lakeshore Drive
- Robert Road, from Highway 89 to Pronghorn Parkway

The above listed roadways would be further improved to acceptable levels of service with the application of roadway augmentation. Arterial augmentation includes improvements to signal timing or coordination, additional intersection through or turn lanes, auxiliary lanes, intersection through or turn lanes, auxiliary lanes and intersection grade separations. Table CIR-6, *Arterial Capacity Augmentations*, identifies the percentage of capacity achieved with the implementation of specified augmentation improvements.

6.3.5 Alternate Transportation Modes

Alternative transportation modes are essential to the circulation system as an alternative to auto transportation. It is especially important for the elderly, students, disabled and others who cannot drive or who do not have access to an automobile. Alternative transportation modes include transit and bus services.

The regional transportation program does not incorporate non-motorized modes of transportation, such as pedestrian facilities, bicycle lanes or trails. The goals and policies outlined in the following section discuss the Town's plan for incorporating these facilities into the transportation system.

Table CIR-5
2020 ADT Volumes and Levels of Service

Roadway Segment	From	To	Classification	Capacity at LOS E	Volume	Level of Service
Highway 69	Baker Street	Sundog Ranch Road	6-lane principal arterial	63,000	46,871	C
	Sundog Ranch Road	Prescott East Hwy	6-lane principal arterial	63,000	63,386	F*
	Prescott East Hwy	Glassford Hill Road	4-lane principal arterial	63,000	41,655	B
	Glassford Hill Road	Lake Valley	4-lane principal arterial	63,000	33,872	A
	Lake Valley	Yavapai Road	4-lane principal arterial	63,000	39,599	B
	Yavapai Road	Robert Road	4-lane principal arterial	63,000	39,272	B
	Robert Road	Navajo Drive	4-lane principal arterial	63,000	34,274	A
	Navajo Drive	Truwood Drive	4-lane principal arterial	63,000	28,602	A
	Truwood Drive	Fain Road	4-lane principal arterial	63,000	26,368	A
89A Prescott Hwy	Glassford Hill Road	Great Western Ext.	6-lane principal arterial	63,000	50,930	D
	Glassford Hill Road	Robert Road	6-lane principal arterial	63,000	48,894	C
	Robert Road	Coyote Springs Road	4-lane principal arterial	42,000	34,478	D
	Coyote Springs Road	Fain Road	4-lane principal arterial	42,000	10,153	A
Fain Road	89A Prescott Hwy	Tri-city Pkwy	4-lane principal arterial	42,000	30,569	C
	Tri-city Parkway	Lakeshore Drive	4-lane principal arterial	42,000	30,664	C
	Lakeshore Drive	Superstition Drive	4-lane principal arterial	42,000	27,335	B
	Superstition Drive	Yavapai	4-lane principal arterial	42,000	28,008	B
	Yavapai	Highway 69	4-lane principal arterial	42,000	22,696	A
	Highway 69	Country Club By-pass	4-lane principal arterial	42,000	42,900	F*
	Country Club By-pass	South of	4-lane principal arterial	42,000	43,310	F*
Florentine Road	Prescott East Hwy	Glassford Hill Road	2-lane minor collector	6,000	3,602	B
	Glassford Hill Road	Lake Valley	4-ld minor collector	12,000	9,329	C
	Lake Valley	Yavapai Road	4-ld minor collector	12,000	2,846	A
	Yavapai Road	Robert Road	4-ld minor collector	12,000	2,194	A
	Robert Road	Navajo Drive	4-ld minor collector	12,000	2,256	A
	Navajo Drive	Truwood Drive	2-lane minor collector	6,000	1,296	A
	Truwood Drive	East of	2-lane minor collector	6,000	129	A
Spouse Drive	Glassford Hill Road	Viewpoint Drive	2-lane minor collector	6,000	1,912	A
	Viewpoint Drive	Robert Road	2-lane minor collector	6,000	2,339	A
	Robert Road	Ranger Road	2-lane minor collector	6,000	1,070	A
Superstition Drive	Navajo Drive	La Jolla Drive	2-lane minor collector	6,000	1,268	A
	La Jolla Drive	Fain Road	2-lane minor collector	6,000	4,523	C
Lakeshore Drive	Glassford Hill Road	Lake Valley	2-lane minor collector	6,000	5,011	D
	Lake Valley	Victor Road	2-lane minor collector	6,000	2,261	A
	Victor Road	Robert Road	2-lane minor collector	6,000	1,076	A
	Robert Road	Navajo Drive	2-lane minor collector	6,000	5,213	D
	Navajo Drive	Badger Road	2-lane minor collector	6,000	6,147	F*
	Badger Road	Fain Road	2-lane minor collector	6,000	5,663	E

Table CIR-5 - Continued
2020 ADT Volumes and Levels of Service

Roadway Segment	From	To	Classification	Capacity at LOS E	Volume	Level of Service
Robert Road	Highway 69	Florentine Road	4-lane major collector	16,000	N/A	N/A
	Florentine Road	Lakeshore Drive	4-lane major collector	16,000	16,475	F*
	Lakeshore Drive	Loos Drive	4-lane major collector	16,000	11,169	B
	Loos Drive	Spouse Drive	4-lane major collector	16,000	9,993	B
	Spouse Drive	Manley Drive	2-lane major collector	8,000	7,642	E
	Manley Drive	Long Mesa Drive	2-lane major collector	8,000	6,362	C
	Long Mesa Drive	Roundup Drive	2-lane major collector	8,000	6,106	C
	Roundup Drive	89A Prescott Hwy	4-lane major collector	16,000	10,093	B
	89A Prescott Hwy	Pronghorn Parkway	4-lane major collector	16,000	19,374	F*
Glassford Hill Road	Highway 69	Florentine Road	6-ld minor arterial	33,000	7,751	A
	Florentine Road	Lakeshore Drive	6-ld minor arterial	33,000	15,286	A
	Lakeshore Drive	Long Look Drive	6-ld minor arterial	33,000	14,718	A
	Long Look Drive	Spouse Drive	6-ld minor arterial	33,000	12,691	A
	Spouse Drive	89A Prescott Hwy	6-ld minor arterial	33,000	18,573	A
	89A Prescott Hwy	North Terminus	6-ld minor arterial	33,000	25,641	C
Santa Fe Loop	Great Western Ext.	Glassford Hill Road	4-lane major collector	16,000	9,883	B
	Glassford Hill Road	Robert Road	4-lane major collector	16,000	4,738	A
	Robert Road	Fain Road	4-lane major collector	16,000	11,686	C
Great Western Ext.	Santa Fe Loop	89A Prescott Hwy	4-lane major collector	16,000	9,658	B
Yavapai Road	Florentine Road	Robert Road	2-lane minor collector	6,000	2,406	A
	Robert Road	Navajo Drive	2-lane minor collector	6,000	869	A
	Navajo Drive	East of	2-lane minor collector	6,000	3,063	A
Manley Drive	Viewpoint Drive	Tonto Way	2-lane minor collector	6,000	467	A
	Tonto Way	Robert Road	2-lane minor collector	6,000	194	A
	Robert Road	Ranger Road	2-lane minor collector	6,000	428	A
Long Look Drive	Glassford Hill Road	Viewpoint Drive	2-lane minor collector	6,000	1,890	A
Lake Valley Road	Highway 69	Florentine Road	4-lane minor collector	12,000	9,631	D
Loos Drive	Tonto Way	Robert Road	2-lane minor collector	6,000	691	A
	Robert Road	Ranger Road	2-lane minor collector	6,000	1,542	A
Viewpoint Drive	Highway 69	Florentine Road	4-lane minor collector	12,000	9,639	D
	Florentine Road	Lakeshore Drive	2-lane minor collector	6,000	2,765	A
	Lakeshore Drive	Long Look Drive	2-lane minor collector	6,000	2,020	A
Viewpoint Drive	Long Look Drive	Spouse Drive	2-lane minor collector	6,000	1,537	A
	Spouse Drive	Manley Drive	2-lane minor collector	6,000	152	A
	Manley Drive	Santa Fe Loop	2-lane minor collector	6,000	425	A
E Pres. Sundog Loop	Highway 69	West of	4-ld minor arterial	26,400	23,791	E
Navajo Drive	Highway 69	Yavapai Road	4-lane minor collector	12,000	2,894	A
	Yavapai Road	Superstition Drive	4-lane minor collector	12,000	1,439	A
	Superstition Drive	Lakeshore Drive	4-lane minor collector	12,000	2,344	A

PA = Principal Arterial
MA = Major Arterial
MJC = Major Collector
MC = Minor Collector

6LD = 6-lane divided
4LD = 4-lane divided
2LD = 2-lane divided
4L = 4-lane
2L = 2-lane

* augmentation

Table CIR-6
Arterial Capacity Augmentations

Improvement	Capacity Augmentations
Signal Timing/Coordination	Up to 10%
Additional Right- or Left-Turn Lanes	10% to 33%
Additional Through Lanes at Intersection	20% to 35%
Auxiliary Lanes	20% to 35%
Eight-Lane Major	33%
Intersection Grade Separation	100%

6.3.6 Pedestrian and Bicycle Facilities

Non-motorized modes of travel are an important focus to connect neighboring communities, recreational attractions, and office uses.

Refer to trail-related principles, goals, and policies in the Recreation and Open Space Element

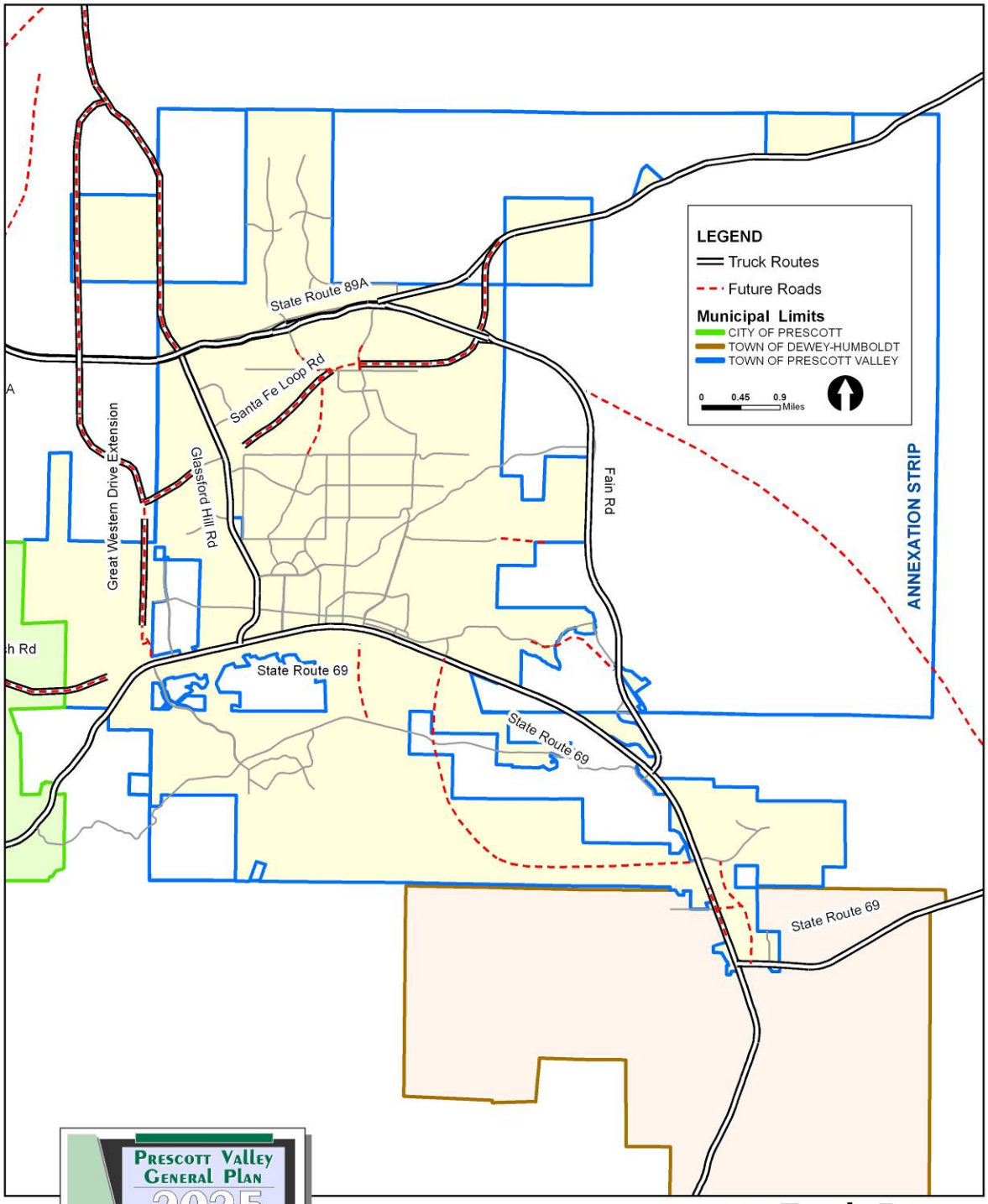
Sections 8.2.3 and 8.3.1 of the Recreation and Open Space Element include a discussion of paths and trails. The Town is currently building a network of pathways throughout the Town. The Town of Prescott Valley Pedestrian/Bicycle System Master Plan was adopted in 2006.

6.3.7 Truck Routes

The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to the freeways are the most likely candidates for truck route designation. The designated truck routes, as shown on Exhibit CIR-15, are as follows:

- Glassford Hill Road
- Fain Road
- Santa Fe Loop Road (Future)
- East Prescott Sundog Loop (Proposed)
- Florentine Road, between Glassford Hill and Navajo Drive
- Windsong Drive, between Highway 69 and Long Look Drive
- Great Western Extension (Proposed
- State Routes 69, 169 and 89A

The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries and the like.



Truck Routes
Exhibit CIR-15

6.3.8 Hazard Mitigation Plan

On October 30, 2000, the President of the United States signed the Disaster Mitigation Act (DMA2K). The Act requires states and local entities to adopt uniform hazard mitigation plans in order to be eligible to receive certain federal mitigation funds including Hazard Mitigation Grant Program (HMGP) funds, Pre-Disaster Mitigation Program (PDM) funds, and Flood Mitigation Assistance Program (FMA) funds. In 2004, the State contracted with J.E. Fuller / Hydrology & Geomorphology to coordinate with each of the counties, cities, and towns to implement the requirements of DMA2K and to prepare draft hazard mitigation plans for each jurisdiction. The effort was funded by a 75% grant from FEMA and a 25% matching grant from the State of Arizona through the Arizona Division of Emergency Management (ADEM). The planning process included the assembly of a Yavapai County-wide multi-jurisdictional planning team (MJPT) that was comprised of members of each incorporated community, Yavapai County and various other public and private entities with interest in the mitigation of hazards. The Yavapai County Emergency Management Department functioned as the primary point of contact and the lead agency for the planning effort. Following the regional discussions, the Town and the Central Yavapai Fire Department met individually with JE Fuller on multiple occasions to identify the following items: 1) hazards specific to Prescott Valley, 2) critical infrastructure in Prescott Valley, and 3) hazard mitigation projects that could mitigate potential loss of life or property. The Prescott Valley Multi-Hazard Mitigation Plan (PVMHMP) was approved by Resolution No 1429 on May 11, 2006 and is on file at the office of the Town Manager.

6.4 Guiding Principles, Goals and Policies

GUIDING PRINCIPLE CIR-A: ESTABLISH AND BUILD A SAFE AND EFFICIENT TRANSPORTATION SYSTEM OF ROADS THAT IMPROVES THE FLOW OF TRAFFIC, ENHANCES PEDESTRIAN SAFETY, PROMOTES COMMERCE, AND PROVIDES FOR ALTERNATIVE MODES OF TRANSPORTATION THROUGHOUT PRESCOTT VALLEY.

Refer to the Recreation and Open Space Element for additional goals and policies *related to trails and the Growth Areas Element for policies on reducing the dependency on automobiles.*

GOAL: *CIR-A1* ***Encourage local public transit and other alternative transportation systems to increase mobility, improve access for all residents, reduce traffic congestion, maintain air quality, and conserve energy.***

POLICIES:

CIR-A1.1 Continue to provide residents with alternative forms of transportation including, but not limited to publicly funded transit (buses and light rail), pedestrian-friendly trails and sidewalks, and bicycle routes.

CIR-A1.2 Continue to encourage the use of alternative transportation through the integration of bicycle facilities, pedestrian walkways, and transit facilities into the design of new facilities and the improvement plans for existing facilities.

CIR-A1.3 Work with regional and/or sub-regional association of governments to provide transit service to and from Prescott Valley. Bus transit service, dial-a-ride, taxi service, and shuttle services should be considered as potential alternate transportation programs. Consider the environmental benefits (i.e., air quality, energy conservation), and cost of road construction and maintenance in assessing the benefits and costs of public transportation. Bus shelters should be provided at or near major destinations to encourage transit usage, along with clearly designated and illuminated pedestrian and disabled access at all transit stops.

CIR-A1.4 Support a cohesive transportation system throughout Yavapai County by maintaining consistency with Yavapai County Regional Transportation System and Road Program to include alternative transportation systems.

CIR-A1.5 Place a priority on providing publicly funded transportation to those who are mobility-impaired, such as elderly, youth and disabled citizens.

CIR-A1.6 Continue to encourage pedestrian and bicycle usage by providing bicycle routes, walking paths and trails throughout the Town.

GOAL: *CIR-A2* *Increase connectivity between local parks and public facilities through a comprehensive trails system.*

POLICIES: CIR-A2.1 Maintain the existing abandoned rail right-of-way for the "Rails-to-Trails-to-Rails" program.

CIR-A2.2 Identify a potential regional trail system linking communities throughout the Yavapai County area.

CIR-A2.3 Encourage pedestrian and bicycle usages by establishing a town-wide standard for roadways that includes sidewalks, parking lanes, and/or bicycle facilities for all new roadways.

CIR-A2.4 Develop a connecting system of sidewalks and bicycle paths along existing and future streets, where deemed necessary and appropriate.

CIR-A2.5 Work with the Humboldt Unified School District and other entities to develop a "Safe Route to School" system and promote the system to school children of all ages.

CIR-A2.6 Investigate the feasibility of a town-wide improvement program that would rehabilitate all existing roadways to include, at a minimum, sidewalks and bicycle routes along all major roadways through town.

GOAL: *CIR-A3* *Develop and implement a street improvement plan for Prescott Valley that supports existing development and projected growth.*

POLICIES: CIR-A3.1 Develop standards that promote an efficient and safe circulation system by maintaining Level of Service "C" or better operating conditions for all intersections and roadway segments, particularly during the peak hours. Such a standard would establish a town-wide transportation system and roadway design standards focused on reducing congestion, as well as the number and severity of traffic accidents.

CIR-A3.2 Town-adopted policies for capacity should be revisited from time-to-time to ensure that the Town's goals are being met. Under certain circumstances, such as in the Town Center, narrower roadways may be acceptable to meet the needs in that portion of the Town.

CIR-A3.3 Establish policies and standards to address unique transportation needs in the existing townsite and in new development, such as controlling access along major roadways. In order to maintain the integrity of the Town as a whole, the existing townsite cannot be ignored. Policies and standards, along with an implementation plan, will maintain and improve upon the existing roadway infrastructure as the Town grows.

CIR-A3.4 Establish priorities and funding mechanisms for the maintenance and/or improvement of existing roadways in the Town.

CIR-A3.5 Establish funding mechanisms for the design and construction of improvements to existing roadways and future transportation infrastructure in new development areas and within the townsite.

Refer to the Cost of Development Element for additional goals and policies related to costs and responsibilities for infrastructure improvements.

GOAL: *CIR-A4* *Increase availability and adequate access for Prescott Valley residents and businesses to Ernest A. Love Field (Prescott Airport) and alternative air transportation networks.*

POLICIES: CIR-A4.1 Plan for extension of arterial or highway connectors to Prescott Airport. This may include future grade-separated interchanges with Highway 89A. The Town of Prescott Valley should continue to work with the City of Prescott and the regional transportation authority to identify the transportation needs and proposed improvements.

CIR-A4.2 Promote regional airport shuttle service. To reduce the overall traffic congestion associated with the airport expansion, shuttle service should be explored for the Town of Prescott Valley and the surrounding Yavapai County communities.

GUIDING PRINCIPLE CIR-B: ADMINISTRATIVELY UPDATE CHAPTER 5, THE CIRCULATION ELEMENT OF THE GENERAL PLAN 2020 IN ACCORDANCE WITH THE YAVAPAI COUNTY REGIONAL TRANSPORTATION PLAN AND UPDATES PREPARED AND APPROVED BY THE CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO).

GOAL: CIR-B1 Make part of the General Plan 2020 relevant transportation related studies and plans approved by CYMPO.

POLICIES: CIR-B1.1 Include as an addendum to the Circulation Element of the General Plan 2020 any planning study or document approved by the CYMPO Executive Board related to circulation and transportation in Prescott Valley