



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



May 2019

2019

Salt River Pima-Maricopa Indian Community

Long Range Transportation Plan Final

May 2019

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

Resolution Number. SR-3698-2019

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

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

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

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

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

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

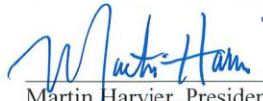
NOW THEREFORE BE IT RESOLVED that the SRPMIC Council hereby approves and adopts the 2019 Transportation Plan including the established inventory of roads and road construction priorities reflected in the plan.

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

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

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

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY COUNCIL



Martin Harvier, President

ATTEST:

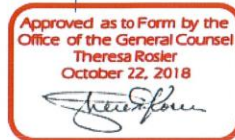

Erica Harvier, Secretary

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1. Introduction

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

Study Goal

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

LRTP Objectives

The following detail the objectives for this LRTP:

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

Study Area Location and Characteristics

The study area for this LRTP is the SRPMIC Reservation, shown in **Figure 2**.

The SRPMIC is comprised of two Native American tribes with two distinct backgrounds and cultures: The Pima, "Akimel O'Odham" (River People) and the Maricopa, "Xalychidom Piipaash" (people who live toward the water). Although these tribes are distinct, the Community is considered in its entirety for this long-range transportation planning study.

Figure 1. SRPMIC Vicinity Map

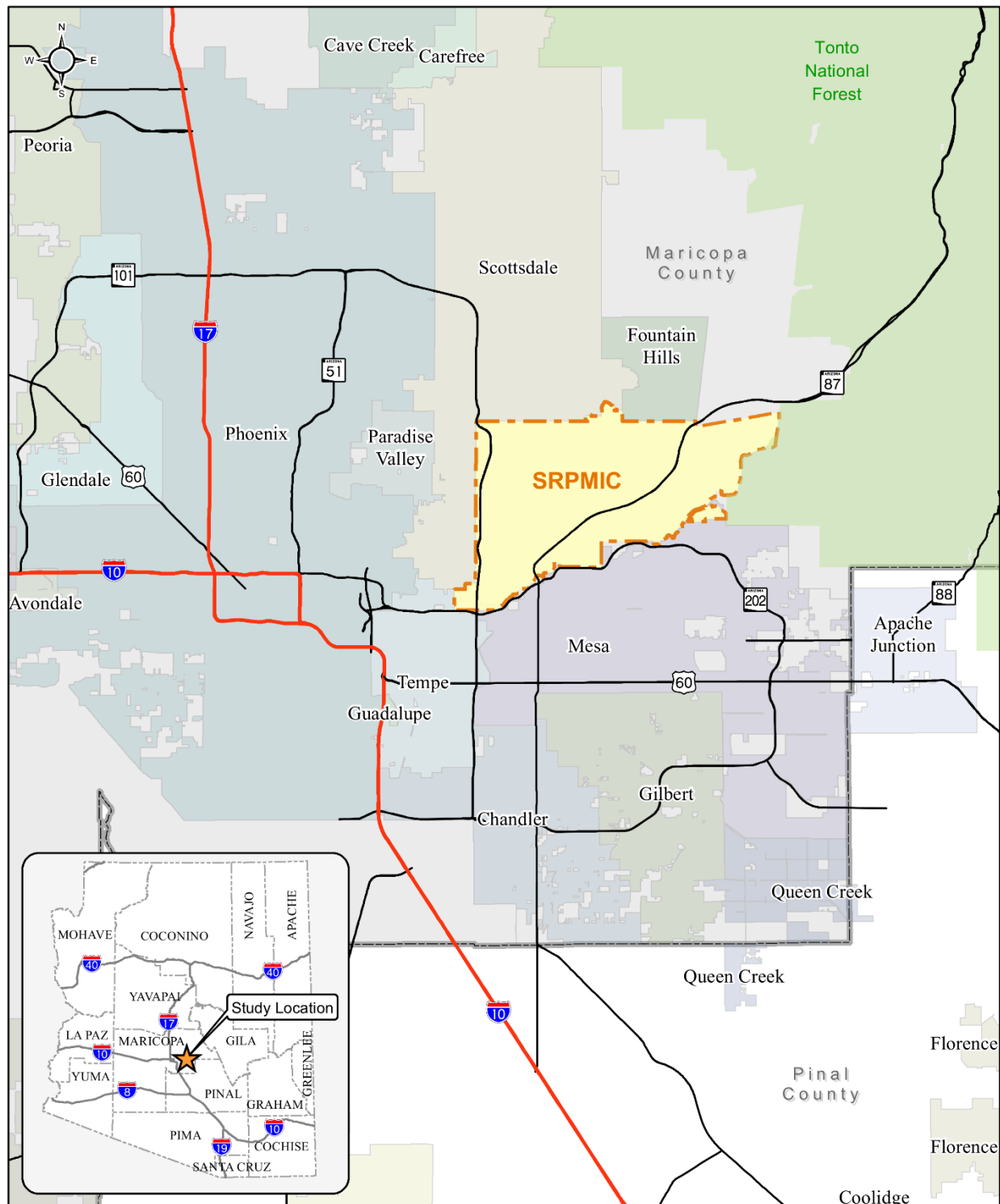
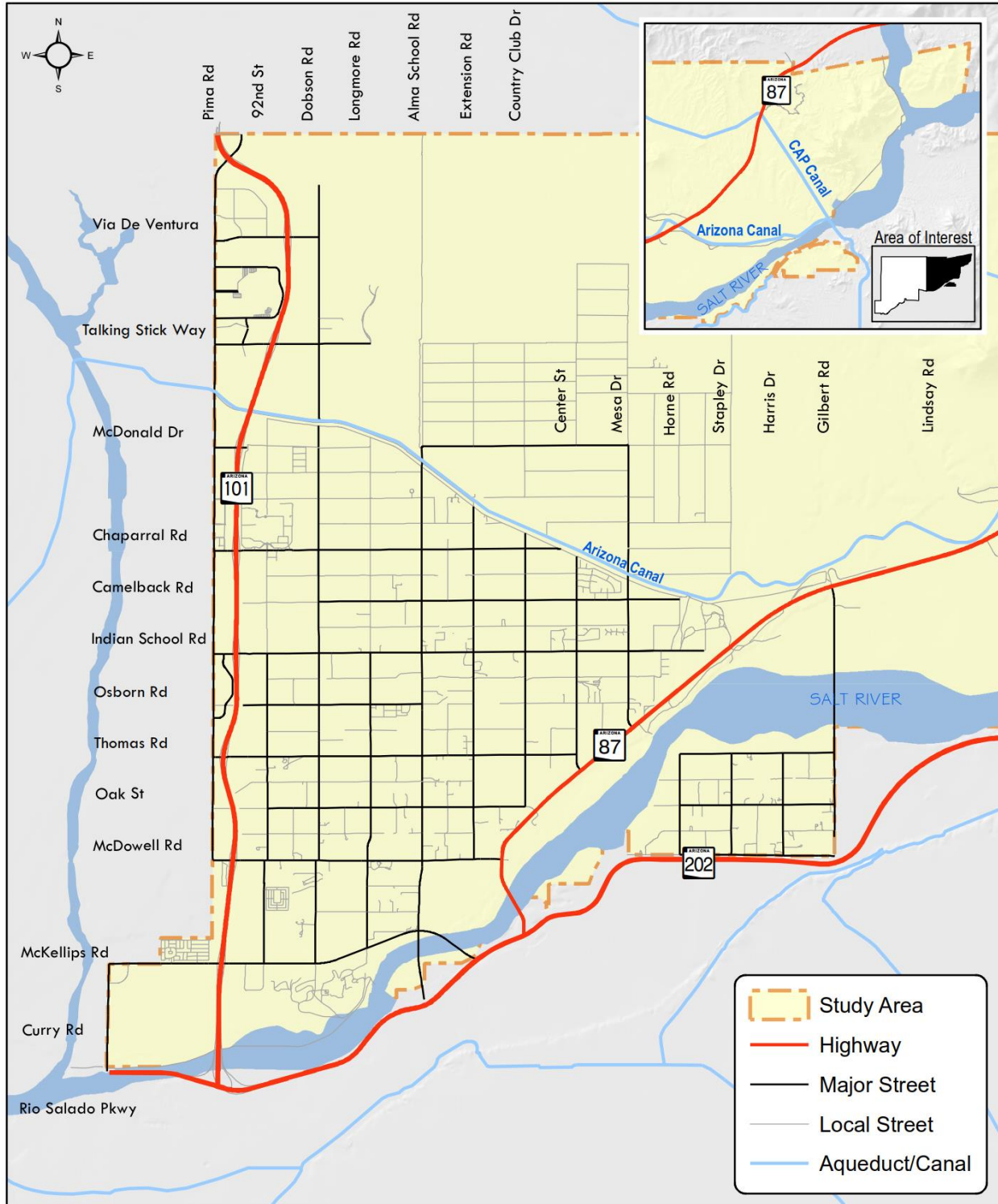


Figure 2. Study Area



SRPMIC encompasses approximately 85 square miles (54,632 acres), with 19,000 acres held as a natural open space preserve located primarily in the eastern portion of the Community. Elevations are higher in the open space preserve and the topography of the Sonoran Desert landscape is anchored by Red Mountain and Saddleback Mountain. The Verde River meets the Salt River east of Red Mountain. Many sensitive cultural sites are located across this open space preserve. The Central Arizona Project Canal traverses this preserve area. The Beeline Highway (SR 87) cuts through this area providing a connection between Mesa and Payson. SR 202 is located south of the Salt River, near the southern perimeter of the Reservation, and provides access to Phoenix and the surrounding areas of Tempe, Mesa, Chandler, and Gilbert.

The Salt River runs along the southern edge of the Community, separating the Lehi area from the rest of the Community. Sand and gravel mining operations are located along the lower portions of the Salt River. The upper Salt River also serves as a barrier between the Community and the Tonto National Forest.



***Arizona Canal
(View from Longmore Road)***

Moving westward across the Community, the landscape transitions from open space preserve to agriculture. There are approximately 17,000 acres under cultivation with a variety of crops including cotton, melons, potatoes, onions, broccoli and carrots. Residences are scattered in the agricultural area, primarily along the road grid. Irrigation water is pumped from groundwater wells or supplied by the Arizona Canal. The People's Village with schools and housing is located at the center of the Community.

The western portion of the Community is the interface between the rural Community and the urban centers of Scottsdale, Tempe, and Mesa. The Pima Freeway (L101) runs north-south along the western edge. Two Community casinos are located in this area – one at Talking Stick Way, the other at McKellips Road. The Pima Road corridor is the Community's commercial and industrial development area. The

Community is involved in industrial and commercial enterprises both on and off Community land, including:

- **Saddleback Communications** – This Tribal enterprise provides residential and business customers with phone, internet, and business communication systems.
- **Salt River Commercial Landfill** – It is located on 200 acres north of State Route 87 at Gilbert Road on Community land. It opened in 1993 and will be developed in five phases. Construction was performed by the Salt River Sand and Rock Company. The landfill serves Scottsdale, Mesa, Gilbert and Tempe.
- **Salt River Devco** – This is an asset management and commercial development company created in 2000 to actively manage and enhance the Salt River Pima-Maricopa Indian Community's investment in commercial real estate.
- **Salt River Fields** – Salt River Fields is the Spring Training home of the Arizona Diamondbacks and the Colorado Rockies hosting both large and small events. It opened in 2011.
- **Courtyard Marriott Scottsdale Salt River** – This hotel is located on Pima Road, north of Chaparral Rd.
- **Salt River Financial Services Institution** – Salt River Financial Services leverages the Community's investment by providing a wide range of financial products and services for the Community and its members.
- **Salt River Gaming Enterprises** – Salt River Gaming Enterprises operates several casinos on the SRPMIC, which are
 - Casino Arizona, 101 and McKellips
 - Casino Arizona and Talking Stick Resort & Spa, SR101 and Talking Stick Way
- **Salt River Materials Group** – Salt River Materials Group is a leading provider of construction aggregates, portland and masonry cements, gypsum, fly ash, and other coal combustion products in the southwest United States.
- **Talking Stick Golf Course** – This 36-hole golf course also includes the Golf Digest Learning Center at Talking Stick, a state-of-the-art teaching facility.

Tribal Transportation Program

The Tribal Transportation Program (TTP) provides funding to Tribes to address their transportation needs and provide access to basic community services to enhance the quality of life in Indian country. The TTP replaced the former Indian Reservation Roads (IRR) program. An overview of BIA requirements for long range transportation plans is summarized in **Appendix A**. During its development, this LRTP was reviewed by the BIA and meets all requirements.

Public Outreach

Public outreach was conducted jointly for the Tribal Transportation Safety Plan and the Long-Range Transportation Plan, and involved meetings with the project Technical Advisory Committee, stakeholder groups, Tribal Council, a public hearing, and a booth at two SRPMIC Safety Fairs. A brief overview of these efforts is provided as follows.

Technical Advisory Committee

A broad-based Technical Advisory Committee (TAC) was established for the Long-Range Transportation Plan and the Tribal Transportation Safety Plan. TAC members included representatives of the following agencies:

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

Stakeholder Meetings

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

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

The meetings included an overview of the study and open discussion of transportation and safety needs. Valuable information was obtained on transportation needs and perspectives. Meeting summaries of these meetings are provided in **Appendix B**.

Community Outreach

Community outreach was conducted for this long-range transportation planning effort. Booths were held at two SRPMIC Safety Fairs, in 2017 and 2018, as detailed below. Staff discussions, displays, maps, and questionnaires were used to obtain input about the project.

The draft plan was posted on the Community's website for public review and comment. A notice was published in the November 15, 2018 O'odham Action News to solicit public comment and advertise the public hearing.

On December 5, 2018, a public hearing was held to provide Community Members with an overview of the LRTP recommendations and transportation issues and concerns raised during the study process. During the meeting, one person commented that the bridge on Dobson Road at the Arizona Canal should not be constructed due to increased cut through traffic. The commenter also said that the Community should not contemplate any roundabouts on the Reservation because they would be confusing for the local drivers.

She also requested after the hearing that the information be presented at upcoming District Meetings. One written comment was received that said that Alma School Road needs some widening, sidewalks, and streetlights.

Salt River Safety Fair - 2017

The team distributed information about the study and talked to residents about transportation and safety issues during the Salt River Safety Fair on October 12, 2017. The event provided an opportunity to make Community members aware of the study and obtain information on transportation needs for the Tribal Transportation Safety Study and the update for the LRTP.

The Safety Fair booth included a display board explaining the studies, a PowerPoint display showing traffic and safety issues around the Community, a map where persons could mark issues, and a short questionnaire regarding transportation and safety concerns.

Fifty-three (53) surveys were completed by respondents. Top concerns noted by survey participants were:

- Running Stop Signs
- Speeding
- Cut-through Traffic
- Lack of Street Lighting
- Distracted Driving

Specific transportation concerns noted on the survey included:

- Southeast corner Thomas Rd and Longmore Rd - designated school bus stop. Concerns are safety, a need for more lights on main streets
- Belleview St - dirt road which needs paving
- Alma School Rd is too busy in the mornings and on the drive home, mainly when school kids get on and off the bus
- Putting the rocks on Longmore Rd was a bad idea. No place to pull over - kids could trip and get hurt. Longmore Rd rocks leaves no shoulder for people to pull over.
- McKellips Rd, from Alma School Rd to the 101 freeway
- Loop 101 / Talking Stick Way signal, Loop 101/ 92nd St, Indian School Rd/126th St
- Street lights needed on Dobson Rd between McDowell Rd and McKellips Rd.
- Dobson Rd and McDowell Rd (towards McKellips Rd) needs a "No U-turn" sign
- Disregard for stop signs on McDowell Rd and Harris Rd

Community members were also invited to mark their transportation concerns on a map. Concerns included:

- McKellips Rd/Loop 101 – high crash area at the traffic signals
- Talking Stick Way/Loop 101 – high crash area at the traffic signals
- McDowell Rd/Dobson Rd – post "No U-turn" signs at this offset intersection
- Belleview St – speeding concerns
- Alma School Rd – too busy through the Community
- Clarendon Ave – pave between Longmore Rd and Cholla Lane
- Oak St – pave between Extension Road and Country Club Drive
- Oak St/Westwood St – provide street lighting at intersection
- McDowell Rd, west of Extension Rd – provide speed feedback signs

- Mesa Dr, between Indian School Rd and Camelback Rd and Camelback Rd, between Center St and Mesa Dr – provide sidewalks in these areas
- North end of 126th St – provide barricade and lighting showing it is not a through street
- General comment that street lighting is needed everywhere

More information about the public outreach and survey findings are provided in **Appendix C**.

Salt River Safety Fair - 2018

The 2018 Safety Fair primarily focused on the Tribal Transportation Safety Plan (TTSP); specifically, the identified safety emphasis areas on which recommendations within the TTSP will focus on addressing. A questionnaire was distributed to Community Members regarding the emphasis areas. The questions and responses are provided below:

1. How do you think we can improve stop sign compliance and prevent left-turn crashes?
 - a. Provide tall signs like in the city
 - b. Street lighting
 - c. Additional police enforcement
 - d. We can prevent crashes at stop-controlled intersections by making the signs larger.
 - e. Photo Radar
 - f. Flashing Red lights
 - g. Yield signs
 - h. Flashing yellow arrows for left turns
 - i. Offer defensive driving seminars/online
2. What can be done to reduce crashes involving pedestrians and bicyclists?
 - a. More vigilance, cameras
 - b. Install a pedestrian walkway that stops traffic, similar to the one in front of Phoenix Medical Center
 - c. Add bicycle lanes with brighter paint
 - d. Street lighting
 - e. Concrete bollards
 - f. More area for bikes to cruise around
 - g. More sidewalks
 - h. Have awareness walk day. Have Community come out and walk for a day to help awareness.
 - i. Photo cameras
 - j. More Community meetings regarding this matter
 - k. Promote reflection wear for pedestrians & bicyclists
 - l. More caution signs around the Community.
3. What are ways to reduce alcohol and drug-related crashes?
 - a. Education, testing of drugs, a program to steer people away from drugs.
 - b. Clinics for drug related crimes.
 - c. Have an alcohol breather thing in every car system
 - d. Have police more visible. We have a large police force, but they are not out in the Community.
 - e. Help family go to AA meets
 - f. Inter-Community statistics
 - g. Penalty fee signs
 - h. Have available rides for people who need a ride home
 - i. Checkpoints on holidays
 - j. Warning sign – no drugs or alcohol

- k. Health education & prevention for teens.
4. How can we increase use of seatbelts and motorcycle helmets?
 - a. Education, signs in Community & cameras
 - b. Random road block checks
 - c. Promote education
 - d. Ticket no seat belts
 - e. Flyers and social media advertisement
 - f. Start early with kids make sure they are always wearing seatbelt & helmet contest for kids. They can decorate helmets and win a small gift.
 - g. Implement into tribal policy
 - h. Community meetings
 - i. Promotion on billboards & local paper to remind folks
5. How can we reduce speeding and aggressive driving?
 - a. Speed traps
 - b. Speed bumps in streets
 - c. Educate
 - d. More police presence
 - e. Higher fines
 - f. Reduce speed limits
 - g. Put up false police cars
 - h. Street signs/reminders

Tribal Council Presentations

The team made two presentations to the SRPMIC Tribal Council. The first was at a working session of the Tribal Council, held on August 31, 2017. The second presentation was to present the draft LRTP for review and approval.

Transportation needs and issues raised at the August 2017 Tribal Council meeting were as follows:

- Concerns about non-Community traffic and potential ways to exercise Tribal jurisdiction.
- Comment that pedestrians on new Longmore sidewalk have been bit by dogs.
- Interest in using radar enforced speed cameras.
- Concern about road design of Indian School Road in front of the Scottsdale Auto Show.
- More visibility of law enforcement is an issue – there needs to be more signs.
- The planned Dobson Rd bridge over the Arizona Canal should be left on the LRTP as an option.
- SR 87 (Beeline Hwy) is unsafe with the high speeds of 65 mph. Most highways drop speeds as they enter communities and towns. The intersections of Mesa Drive, Center Street, and Oak Street are dangerous (traffic trying to turn onto Beeline with the high speeds, especially at night). It is very dark at those intersections because there is no lighting. Concerns about crashes on SR 87 (Beeline Highway) from Shea Blvd to Gilbert Road.
- The trucks on SR 87 (Beeline Highway) have slower speeds compared to the passenger cars.
- McKellips Road, SR 101L to Alma School Road, has had quite a few bad traffic accidents.
- Paving of dirt roads should be included in the Long-Range Transportation Plan.

- Running stop signs are a problem in the Community.
- The use of speed bumps was discussed as a potential improvement.
- Tribal Council members asked about the benefits of roundabouts. The response was that it has been considered preliminarily. Roundabouts would replace four-way stop-sign controlled intersections and would provide some traffic calming. There is a need to consider the rural nature of the Community and farm equipment. Studies have indicated significant safety benefits with roundabouts.

Key Issues

Key issues identified through the Community outreach process are discussed below.

School Related Transportation Issues

Transportation issues related to school bus transportation included the following:

- It can be difficult for school buses to turn onto SR 87 (Beeline Highway) from Center Street, Mesa Drive, and Oak Street.
- Some of the smaller rural roads do not have street signs, which can make it difficult for bus drivers to locate an address. Some of the houses don't have mail addresses correctly labeled. Finding which house matches up with the address can be problem. Addressing is also an issue for emergency response.
- Streets that are difficult for school buses to turn around on are on Oak Street, west of Horne Road, and Daley Drive located north of McDowell Road and west of Harris Drive.
- An issue that was raised by emergency service providers was that persons are parking in the School Zone front of the Early Childhood Education Center (although they parked off road). It was suggested that "No Parking" signs are needed.
- Paving dirt roads was raised as a need to accommodate large buses, which are not allowed to travel on dirt roads.
- The southeast corner of Thomas Road / Longmore Road was requested as a designated school bus stop.

Cut-Through Traffic

Cut-through traffic, particularly during peak periods, is a long-standing concern in the Community. Commuters travel through the Reservation area to avoid congestion on L101, SR 202 and other roads. Salt River Police Department representatives and others indicated that cut-through traffic occurs primarily on Alma School Road, Indian School Road and Chaparral Road. During the Safety Fair, there were complaints about traffic volumes on Alma School Road.

Arizona Canal Crossing for Emergency Service Providers

Emergency response providers noted that in some cases, response times could be shortened by having a new crossing of the Arizona Canal at Dobson Road. Although there is a Community desire to restrict access so that there is not additional cut-through traffic in the Community, a fire and police-only access would be very beneficial to the Community in reducing response time to incidents in that area.

Sidewalks and Trails

The Community has been proactive in constructing trails and sidewalks, which provide safe walking areas for residents. However, it is not desirable to construct trails or paths that link other jurisdictions or otherwise encourage non-tribal members to trespass on Community land. During the Safety Fair, there

were comments about the need for sidewalks on Mesa Drive, between Indian School Road and Camelback Road, and Camelback Road between Center Street and Mesa Drive.

Support for Community Safety Initiatives

The Community has actively promoted injury prevention laws and programs. The SRPMIC is one of six tribes in Arizona with a primary seat belt law and they are the only Tribal Community in the Nation with a *No Texting while Driving* law. Safety initiatives that are ongoing include:

- Encouraging car-seat safety for children
- Encouraging seat belt usage and documenting seat belt usage in crash reports
- Encouraging bicycle helmet usage
- Supporting motorcycle helmet usage. The Community has a motorcycle helmet secondary law.

Some suggestions on transportation needs include the use of educational signage, that can be changed periodically, to keep awareness high. Educational initiatives are needed to make residents aware of pedestrian visibility problems at night (particularly when they are wearing dark clothes).

Speed Control

Speed control was raised as an issue by emergency service providers. There was support for the use of speed feedback signs, such as those on Oak Street and Stapley Road.

Street Lighting

The Community is in the process of developing street lighting guidelines for new developments. Street lighting was mentioned as a need during stakeholder meetings, particularly on Indian School Road, McKellips Road, and Dobson Road (between McDowell Road and McKellips Road). The intersection of Oak Street / Westwood Street was also mentioned with respect to lighting needs.

Paving Dirt Roads

The Community has an ongoing program for paving dirt roads, and prioritization of paving is based on several factors including number of adjacent homes, presence of bus routes, traffic, right-of-way (connecting to adjacent right-of-way), allotments, and other factors. Roads requested for paving during the public outreach included:

- Belleview Street
- Clarendon Ave (between Longmore Rd and Cholla Lane)
- Oak St (between Extension Road and Country Club Drive)
- Lehi Road (between Longmore Road and Dobson Road)
- 126th Street, north of Indian School Road

Intersection Improvement Needs

During the public outreach, intersection concerns were mentioned at the following locations:

- McKellips Rd/Loop 101 – high crash area at the traffic signals
- Talking Stick Way/Loop 101 – high crash area at the traffic signals
- McDowell Rd/Dobson Rd – post “No U-turn” signs at this offset intersection
- Loop 101/92nd St
- Indian School Rd/126th St

2. Existing Transportation

This section describes the SRPMIC existing multimodal transportation system. It provides details on the road network, public transit system, and bicycle and pedestrian facility characteristics.

Periodically SRPMIC updates the inventory of all roads and bridges within the Community for the TTP. This inventory provides detailed information on road characteristics, including number of travel lanes, BIA functional classification, average daily traffic, route ownership, and surface condition. The current TTP Inventory is provided in **Appendix D**.

This section presents the road characteristics data collected by SRPMIC and augmented with data collected and analyzed as part of this study. Information on the current public transit service and bicycle and pedestrian facilities from interviews conducted with SRPMIC officials is also included.

Transportation Projects Completed Since the 2010 LRTP

The SRPMIC has been proactive in responding to Community needs and continually improving the transportation system. Transportation projects completed since the 2010 LRTP are summarized on the next page in **Table 1**.

Table 1. Transportation Projects Completed Since the 2010 L RTP

Priority Number from 2010 L RTP	BIA Route Number	Description	Scope of Work	Date Completed	Length (Miles)
1	32	Oak St: Horne Ave to Gilbert Road	Reconstruction	Sept 2015	1.8
2.1	99	Pima Road: Krail Road to Via de Ventura	Widening and Sidewalk	July 2011	1.3
3	20	Jackrabbit Road: Alma School Road to Beverly	Reconstruction	Nov 2013	0.1
4	18	McDonald Drive: Alma School Road to Olive Street	New Construction	June 2017	2.0
5	19	Mesa Drive: Chaparral Road to Indian Bend Road	New Construction	June 2017	2.3
6	11	Alma School Road: Arizona Canal to McDonald Drive	New Construction	June 2017	0.1
8.1	17	Center Street: McDonald Drive to Lincoln Road	New Construction	June 2017	0.7
8.2	17	Center Street at Indian Bend	Culvert Crossing	Jan 2018	0.0
8.3	17	Center Street: Lincoln Road to Indian Bend	Double Chip Seal	June 2018	0.3
9	300	Virginia Ave: Westwood Street to Extension Road	Reconstruction	Nov 2013	0.2
11.1	102	Dobson Heights: Pinchot Ave	Overlay	July 2013	0.2
12	240	Montecito Ave: 1/8 mi W of Alma School Road to Beverly	Reconstruction	Nov 2013	0.6
13	13	Extension Road: McDowell Road to Indian School Road	Reconstruction	Nov 2013	2.0
14	25	Harris Road: McDowell Road to Thomas Road	SAMI	Oct 2014	1.0
15.1	7	Dobson Road: McDowell Road to Thomas Road	Overlay	June 2017	1.0
15.2	7	Dobson Road: Pinchot Avenue to Camelback Road	AR Chip Seal	June 2017	1.3
19.1	9	Longmore Road: Osborn Road to Indian School Road	AR Chip Seal	Oct 2014	0.5
19.2	9	Longmore Road: Osborn Road to Indian School Road	Overlay	June 2017	0.5
20	13	Extension Road: Indian School Road to Chaparral Road	AR Chip Seal	Oct 2014	1.0
21	9	Longmore Road: Indian School Road to Chaparral Road	Overlay	Sept 2011	1.0
22	5	92 nd Street: McKellips Road to McDowell Road	Rehabilitation	Sept 2015	1.0
24.1	9	Longmore Road: McDowell to Oak Street	Overlay	Oct 2010	0.5
24.2	9	Longmore Road: Oak Street to Thomas Road	SAMI	Oct 2014	0.5
25.1	22	Chaparral Road: Dobson Road to Alma School Road	Pavement Preservation	Nov 2010	1.0
25.2	22	Chaparral Road: Alma School Road to Country Club Road	AR Chip Seal	Oct 2014	1.0

Priority Number from 2010 LRTP		BIA Route Number	Description	Scope of Work	Date Completed	Length (Miles)
26		9	Longmore Road: McKellips Road to McDowell Road	AR Chip Seal	Oct 2014	0.8
27		7	Dobson Road: McKellips Road to McDowell Road	AR Chip Seal	Oct 2014	1.0
28		15	Country Club: Highland to Chaparral Road	AR Chip Seal	Nov 2012	0.3
29		19	Mesa Drive: SR87 to Camelback Road	AR Chip Seal	Nov 2012	1.3
30		28	Osborn Road: Country Club Road to Mesa Drive	AR Chip Seal	Oct 2014	1.0
31		15	Country Club Road: Oak to Indian School Road	Pavement Preservation	Mar 2011	1.5
37.1		7	Dobson Road: Via de Ventura to Royal Palm	New Construction	Aug 2016	0.3
46		S101	Loop 101: Loop 202 to Shea Road	Widening	2016	10.5
47		S202	Loop 202: Loop 101 to Gilbert Road	Widening	2016	6.7
63.1		T009	Longmore Road: McDowell Road to Osborn Road	New sidewalk	June 2017	1.5
64.2		32	Lehi Trail: Oak Street (Stapley Drive to Gilbert Road) and Stapley (Oak Street to McDowell Road)	Sidewalk	Nov 2015	1.5
68.2		13	Extension Road: McDowell Road to Indian School Road	Sidewalk	Nov 2013	2.0
71.1		7	Dobson Road: Indian Bend Road to Via de Ventura	8' Trail	Completed	1.0
72		14	Indian Bend Road: Pima Road to Talking Stick Resort	8' Sidewalk	Completed	1.5
74		16	AZ Canal: Pima Road to Granite Reef Diversion Dam	Multi-Use Trail	Canal Bank Exists	13.0
TRANSPORTATION PROJECTS COMPLETED OR IN PROCESS THAT WERE ADDED TO THE LRTP IN 2014 OR 2016						
2014 Priority	2016 Priority	BIA Route Number	Description	Scope of Work	Date Completed	Length (Miles)
77	-	30	Thomas Road: Gilbert Road to Horne Road	SAMI	Oct 2014	1.5
78	-	24	Camelback Road: Center to Horne	SAMI	Oct 2014	1.0
79	-	9	Indian School: Center to Mesa	Reconstruction and Sidewalk	June 2015	0.5
80	-	100	Two Waters Campus parking lots	Pavement Preservation	Sept 2015	N/A
81	-	Varies	Salt River Schools parking lots	Pavement Preservation	Sept 2015	N/A
82	-	P028	Senior Housing parking lots	Pavement Preservation	Sept 2015	N/A
83	-	P009	Salt River Community Building parking lot	Slurry Seal	Aug 2015	N/A

SRPMIC Long Range Transportation Plan

Priority Number from 2010 LRTP		BIA Route Number	Description	Scope of Work	Date Completed	Length (Miles)
91	-	P001	Lonely Cactus parking lots	Pavement Preservation	Sept 2015	N/A
102	-	P014	Indian Bend Police and Fire parking lot	Reconstruct Exit	Aug 2015	N/A
-	1	1	Indian School: Pima to Loop 101	Sidewalk and Road Improvements	Aug 2016	0.1
-	2	89	89th St: Pima to Indian School	New Construction	Aug 2016	0.7
87	4.1	28	Osborn Road: Loop 101 to 92nd St	Reconstruction	Complete	0.3
88	4.2	28	Osborn Road: 92nd St to Longmore	Half street Reconstruction	Complete	1.0
-	10	P100	Osborn Fire Station Driveway	Reconstruction	Jan 2018	N/A
-	11	101	Salt River Ballfield Parking Lot	Reconstruction	Dec 2016	N/A
-	13	19	Mesa Dr: Hummingbird to Roadrunner	Double Chip Seal Road	Jun 2018	0.4
-	14	54	Roadrunner: Pasadena to Mesa	Double Chip Seal Road	Jun 2018	0.3
-	16	420	Saddleback Service Rd: Longmore to McKellips	Double Chip Seal Road	Jun 2018	0.4
-	19	520	McDonald Subdivision	New Construction	2019*	0.9
-	20	180	Montebello: 92nd St to Dobson Road	New Construction	2019*	
-	21	18	McDonald: May to Dobson Road	New Construction	2019*	
-	22	320	Palm: Harris Road to Gilbert Road	New Construction	2019*	0.5
23	25	991	Salt River Fields Hummingbird Lane: Pima Road to Centerfield	Widening	2018*	1.9
95	79	1	Indian School: Mesa Dr to Horne	Sidewalk and Street Light Improvements	Feb 2017	0.4

*estimated completion date

Previous Plans and Studies

Several studies were reviewed for the development of this transportation plan, including:

- Salt River Pima-Maricopa Indian Community General Plan, 2006
- Mitigating Cut-Through Traffic on Salt River Pima-Maricopa Indian Community Roads, 2009
- Pima Road, McDowell Road to 90th Street, Final Design Concept Report, 2009
- Salt River Pima-Maricopa Indian Community LRTP, 2010
- McKellips Road Safety Study, SR 101L to Alma School Road, 2016
- Salt River Pima-Maricopa Indian Community Transportation System Inventory, 2016
- Maricopa Association of Governments, 2040 Regional Transportation Plan (RTP), 2017

A summary of the above documents is provided in **Appendix E**.

Road Characteristics and Conditions

This section provides an overview of the major roads within the SRPMIC. BIA route numbers are shown in parentheses.

North-South Routes

Pima Road (Route U099)

Pima Road runs north-south along the western boundary of the Community. The road serves as access to the Community's commercial corridor and the City of Scottsdale. Within the Community, Pima Road is a two-lane facility between McDowell Road and south of Talking Stick Way, which widens at major intersections such as Thomas Road, Indian School Road, Chaparral Road, and McDonald Drive. The road transitions to a four-lane facility between Talking Stick Way and Via Linda. The Pima Road corridor is planned to be ultimately widened to four through lanes. The City of Scottsdale maintains pavement, drainage, and traffic signals on Pima Road.



Pima Road at Talking Stick Way (Looking North)

Pima Freeway (L101)

The Pima Freeway is an ADOT facility through SRPMIC east of Pima Road with four general purpose travel lanes and one High Occupancy Vehicle (HOV) travel lane in each direction. The freeway serves as a vital part of the regional freeway system. This route provides access to both SRPMIC and the City of Scottsdale at nine (9) traffic interchanges listed below from south to north:

- | | |
|----------------------|--------------------------------------|
| • McKellips Road | • McDonald Drive |
| • McDowell Road | • Indian Bend Road/Talking Stick Way |
| • Thomas Road | • Via de Ventura |
| • Indian School Road | • Pima Road/90 th Street |
| • Chaparral Road | |

92nd Street (Route 5)

92nd Street runs across the west side of the Community, just east of the Pima Freeway. In addition to serving housing, the southern portion of the road provides access to Casino Arizona and the Roadrunner Trailer Park, while the northern portion serves the Scottsdale Community College. The road has one travel lane in each direction. It is maintained by SRPMIC.

Dobson Road (Route 7)

Dobson Road is a north-south route which runs across the west side of the Community. The southern portion of this route mainly serves housing and farming operations, while the northern portion serves the Talking Stick Resort, Talking Stick Golf Club, Topgolf, and OdySea Aquarium, and Butterfly Wonderland. It is maintained by SRPMIC and has one travel lane in each direction south of the Arizona Canal and two lanes in each direction north of Talking Stick Way. This road discontinues at the Arizona Canal. The intersection of Dobson Road and McDowell Road is offset between the north and south approaches of Dobson Road.

Longmore Road (Route 9)

Longmore Road is a north-south route which runs across the west side of the Community between Dobson Road and Alma School Road. The route serves as the major access to the Tribal Government Campus, residential housing, farming operations, and other land uses. It is maintained by SRPMIC and has one travel lane in each direction.



Longmore Road at Osborn Road

Alma School Road (Route 11)

Alma School Road runs across the west side of the Community. The route mainly serves housing and farming operations. It provides two key bridge crossings: 1) Salt River, and 2) Arizona Canal and provides a direct connection to Mesa and the Red Mountain Freeway. It is maintained by both SRPMIC and MCDOT and has two travel lanes in each direction from SR 202 to McDowell Road (MCDOT) and one travel lane in each direction from McDowell to McDonald (SRPMIC).

Extension Road (Route 13)

Extension Road is a two-lane facility that serves primarily residential and agricultural land uses. It is maintained by the SRPMIC. Extension Road extends from the Arizona Canal to the north and McDowell Road to the south. There are sidewalks on the west side of the road from Indian School Road to McDowell Road.

Country Club Drive (Route 15)

Country Club Drive serves residential housing, agriculture, the Agate Steel Company, and provides the Community a connection to the State Route 87 (Beeline Highway). It is maintained by SRPMIC and has one travel lane in each direction.

Center Street (Route 17)

Center Street is a two-lane roadway that serves residential housing and schools including the SRPMIC Early Childhood Education Center, the Salt River Elementary School, and the SRPMIC School District Office. It also serves a Salt River Fire Department Station located on the southwest corner of Center Street and Indian School Road. Subdivisions served by Center Street include Canalside Housing, and Victory Acres 1 and 2 subdivisions. There are sidewalks on both sides of Center Street between Indian School Road and the Arizona Canal.

Mesa Drive (Route 19)

Mesa Drive serves residential housing, agricultural operations, provides access to State Route 87 (Beeline Highway), and is one of the routes that has a bridge over the Arizona Canal. It is maintained by SRPMIC and has one travel lane in each direction.

Stapley Drive (Route 23)

Stapley Drive is a discontinuous north-south street that is bisected by the Salt River, SR 87, and the Arizona Canal. South of the Salt River, between Thomas Road and Loop 202, Stapley Drive is a two-lane roadway, which serves agriculture land use, a Boys and Girls Club, a police and fire substation, and some residential land uses. North of the Arizona Canal, Stapley Drive is a dirt road.

Gilbert Road (Route C027)

Gilbert Road provides a bridge crossing of the Salt River and connections to Mesa and the State Route 87 (Beeline Highway). It is the only direct connection between the Lehi area and the rest of the Community. It is maintained by MCDOT and has two travel lanes in each direction. MCDOT reopened the northbound lanes of Gilbert Road between Thomas Road and State Route 87, in May 2017. The northbound low-flow crossing lanes of Gilbert Road were closed in early 2017 as a result of damaged roadway caused by water flow in the Salt River.



Source: Maricopa County Department of Transportation

Gilbert Road Low Flow Crossing – Washed Out and Repaired in 2017

A new bridge over the Salt River, in cooperation with SRPMIC and the City of Mesa, is currently under design. The new four-lane Gilbert Road bridge from Thomas Road to SR87 (Beeline Highway) will replace the existing two-lane bridge and two-lane low-flow crossing, which can become flooded during high water flows in the Salt River. The new bridge is planned to begin construction early 2021.

East-West Routes

State Route 87 (Beeline Highway)

State Route 87 (Beeline Highway) is an ADOT facility that runs across the Community, extending from the southern boundary near the Salt River to the northern boundary near Shea Boulevard. It is an important link in the state highway system connecting the Phoenix-Mesa metropolitan area with Payson and the White Mountains. The road serves as access to the City of Mesa, Fountain Hills, and the Fort McDowell Indian Reservation, as well as some of the Community's commercial activities, such as the Salt River Landfill. It has two travel lanes in each direction.

McKellips Road (Route C002)

McKellips Road extends through the Community from Hayden Road at the City of Scottsdale limits to the Salt River west of the Red Mountain Freeway. ADOT maintains 0.2 miles of the road near the Pima Freeway interchange. MCDOT maintains the remainder of the road. It has two travel lanes in each direction. It serves as an important sub regional connection between Scottsdale, Mesa, and the Pima Freeway. It provides access to Casino Arizona and Community housing. MCDOT is studying the feasibility of improving McKellips Road from the State Route Loop 101 to Alma School Road to improve safety. MCDOT is working with SRPMIC and the City of Mesa to study this project, which is planned to be constructed in winter 2020.

A scoping study was conducted to study the feasibility of installing intersection safety lighting on McKellips Road at the intersections of Dobson Road and Longmore Road.

McDowell Road (Route 4)

McDowell Road extends through the Community from Pima Road to Country Club Drive west of the Salt River. The road provides Scottsdale and Mesa access to the Pima Freeway and the Beeline Highway. It has three travel lanes in each direction. West of the Salt River, both ADOT and MCDOT maintain separate portions of this segment. East of the Salt River in Lehi, SRPMIC maintains McDowell Road between Mesa Drive and Gilbert Road. This section has one general purpose travel lane in each direction.

Thomas Road (Route 30)

Thomas Road provides direct access for the Community to and from the City of Scottsdale and the Pima Freeway. It is also a main east-west roadway within the Lehi community. Between Pima Road and Pima Freeway traffic interchange, Thomas Road has two travel lanes in each direction. East of the Pima Freeway, Thomas Road has one travel lane in each direction. ADOT and SRPMIC each maintain separate segments of this route.

Indian School Road (Route 1)

Indian School Road provides direct access for the Community to and from the City of Scottsdale and the Pima Freeway. Between Pima Road and the Pima Freeway traffic interchange, Indian School Road has two travel lanes in each direction. East of the Pima Freeway, Indian School Road has one travel lane in each direction. ADOT maintains the road at the Pima Freeway traffic interchange. East of the freeway the route is maintained by SRPMIC.

Chaparral Road (Route 22)

Chaparral Road provides direct access to and from the City of Scottsdale and the Pima Freeway. The road serves housing developments and provides access to Scottsdale Community College, the City of Scottsdale, and the Pima Freeway. West of Scottsdale Community College there are two travel lanes in each direction. East of the college, there two travel lanes in each direction. ADOT, MCDOT, and SRPMIC all maintain separate segments of the route.

McDonald Drive (Route 18)

McDonald Drive runs intermittently across the Community. The road mainly serves agricultural lands and residential, but also provides one of the routes that connects the City of Scottsdale and the Pima Freeway. At the Pima Freeway connection, McDonald Drive is maintained by ADOT with two travel lanes in each direction. The unpaved portion east of the Pima Freeway is one lane in each direction and is maintained by SRPMIC.

Indian Bend Road / Talking Stick Way (Route 14)

Talking Stick Way is an east-west roadway that provides direct access to and from the City of Scottsdale and the Pima Freeway. The route serves as access to the Pavilions Shopping Center, Salt River Fields, Talking Stick Resort and Casino, and Talking Stick Golf Course. ADOT and SRPMIC each maintain separate segments of the route which has two lanes in each direction.

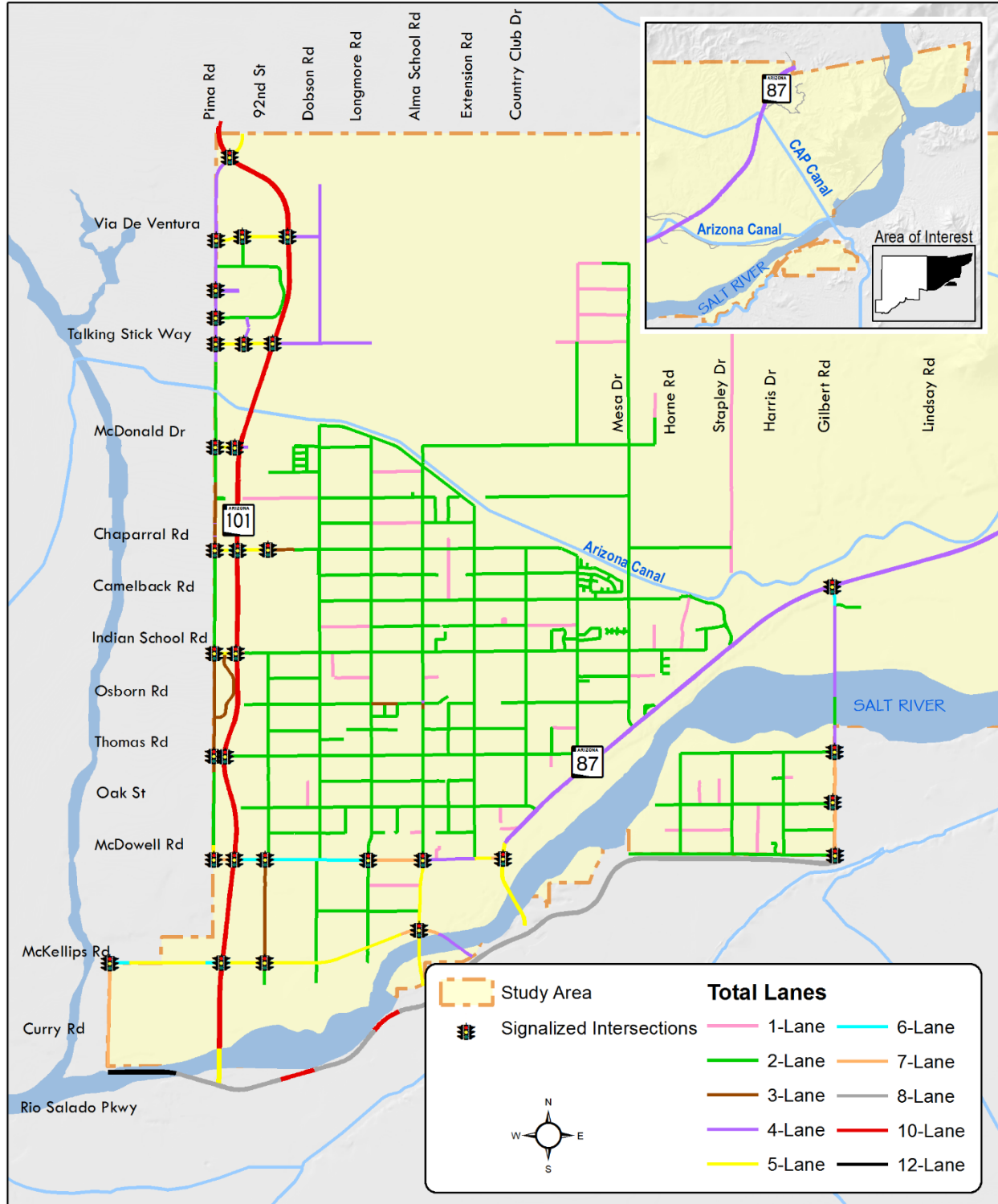
Via de Ventura (Route 34)

Via de Ventura is an east-west roadway that runs along the northwest corner of the Community and provides access to and from the City of Scottsdale and the Pima Freeway. The route provides access to commercial locations on Via de Ventura and Dobson Road. It provides alternative access to Talking Stick Resort, and the Talking Stick Golf Course. It also provides access to OdySea and Salt River Fields. ADOT and SRPMIC each maintain separate segments of the route which has two lanes in each direction.

Road Lanes and Intersection Control

Figure 3 shows total travel lanes for SRPMIC roads. It also shows the location of the 27 signalized intersections in the Community. Most of the roads within the Community are two-lane roads.

Figure 3. Total Lanes and Signalized Intersections



Source: Salt River Pima-Maricopa Indian Community GIS

Road Functional Classifications

SRPMIC roads are categorized under two separate functional classification systems: BIA and the Federal Highway Administration (FHWA). In the future, roads formerly assigned BIA functional classification will be revised to reflect the FHWA functional classification system. The Tribal Transportation Program Inventory provided in Appendix D reflects the FHWA system.

BIA FUNCTIONAL CLASSIFICATIONS

BIA road classifications are currently reflected in the National Tribal Transportation Facility Inventory (NTTFI) for the SRPMIC. The BIA road classifications are:

- **Class 1** - Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10 000 vehicles per day or more with more than two lanes of traffic.
- **Class 2** - Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections.
- **Class 3** - Streets that are located within communities serving residential areas.
- **Class 4** - Rural major collector road is collector to rural local roads.
- **Class 5** - Rural local road that is either a section line and/or stub type road, makes connections within the grid of the IRR system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.
- **Class 6** - City minor arterial streets that are located within communities and serve as access to major arterials.
- **Class 7** - City collector streets that are located within communities and serve as collectors to the city local streets.
- **Class 8** - This class encompasses all non—road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.

FHWA FUNCTIONAL CLASSIFICATIONS

Figure 4 shows the currently approved FHWA functional classification for SRPMIC roads, which is based on the functional classification contained in the ADOT GIS database. ADOT is currently undergoing a statewide rebalancing effort. Arizona specific guidelines for federal functional classifications are described below:

Other Freeway:

- Access to freeway limited to ramps
- No stoplights
- Most similar to interstates
- Primary function is mobility

Other Principal Arterial:

- Typically does not serve neighborhoods
- More spaced apart from Minor Arterials
- Connects:
 - Large activity centers (CBDs)
 - Air, rail, and bus terminals
 - Regional shopping centers
 - Colleges, medical centers, military bases, etc.
 - Important recreational areas

Minor Arterial:

- Serves moderate length trips
- For rural areas, connects towns/cities
- Typically does not serve neighborhoods
- Provides more land access than principal arterials
- Spaced closer than Principal Arterials
- Provide area wide circulation
- Urban: usually four lanes or two with a middle lane
- Rural: usually two lanes, but may be more
- Should not have driveways to houses (except in rare situations)

Major Collector:

- Serve land access and traffic circulation functions (Commercial, Industrial, and High Density Residential areas)
- Serve residential areas (usually over % of a mile)

- Sometimes have medians
- Should not have driveways to houses (except maybe in older neighborhoods)
- Usually has a middle lane in suburban areas
- Usually does not terminate in a neighborhood
- Roads that don't adhere to all rules for arterials (lower speeds, too many driveways, etc.)
- Should not be unpaved

Minor Collector:

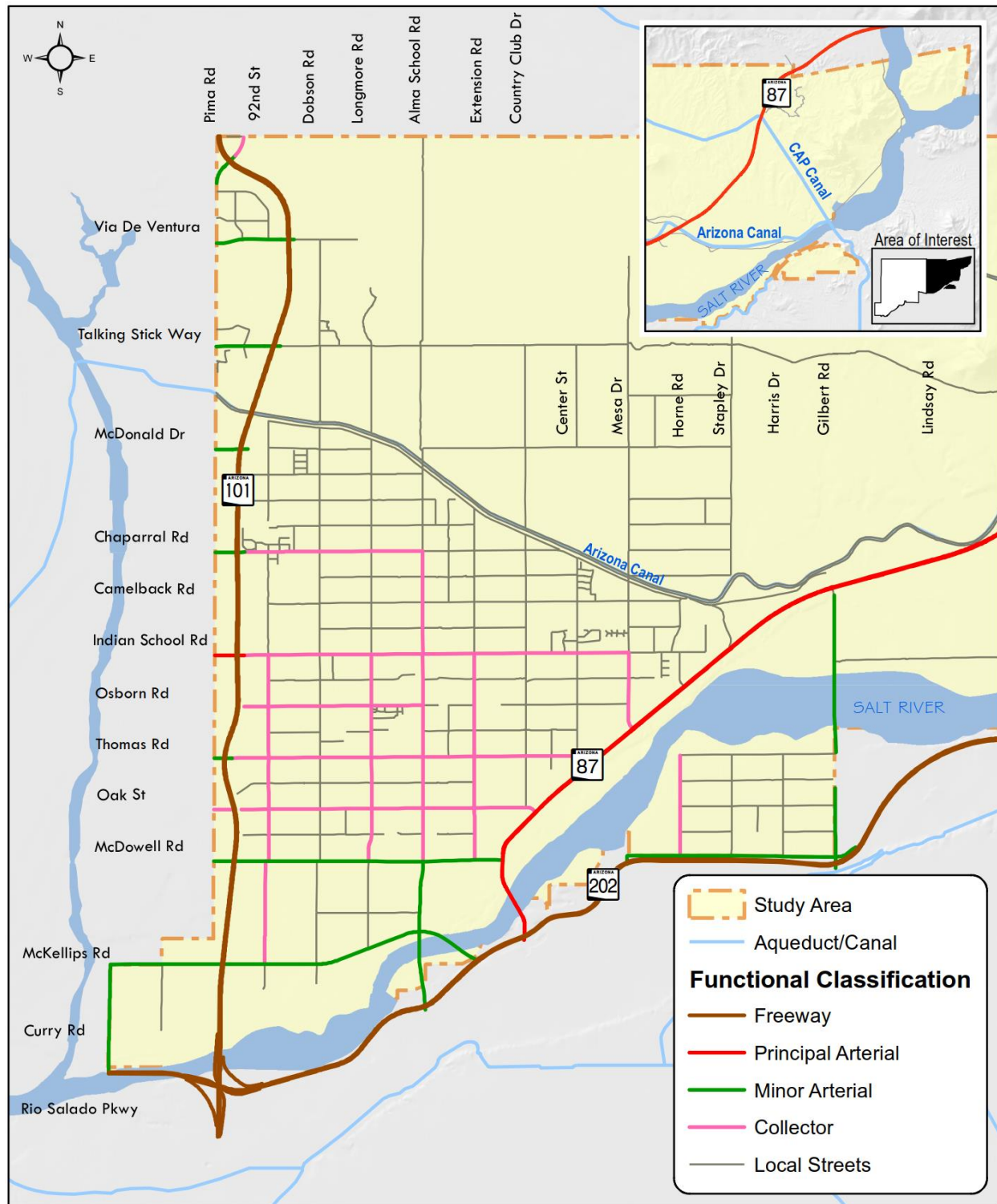
- Usually no more than a striped centerline
- Wider than an average local road
- Provides land access and traffic circulation for lower density residential and commercial areas
- Serve residential neighborhoods for usually less than % of a mile (short spurs)
- May terminate in a neighborhood
- Roads that don't adhere to all rules for arterials (lower speeds, too many driveways, etc.)
- May be upgraded from Local Road if AADT is high

Local Roads:

- Provide direct access to adjacent land (driveways to houses)
- Does not carry through traffic
- Provides service for short distances

Chapter 6 provides recommendations regarding potential future Federal functional classification upgrades.

Figure 4. Existing Federal Functional Classification



Source: ADOT Functional Classification Maps, Phoenix-Mesa (East) Functionally Classified Roads,
<https://www.azdot.gov/docs/default-source/maps/phoenixmesaeast-fc-map.pdf?sfvrsn=6>

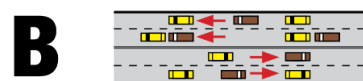
Current Traffic Volumes and Congestion Levels

Traffic counts on major roadways in the Community were conducted in September 2017. The traffic volumes were converted to average daily traffic volumes, using adjustment factors provided by the Community.

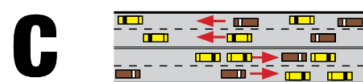
Level of Service – Highway



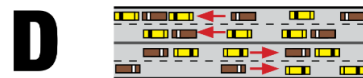
A Free flow, low traffic density.



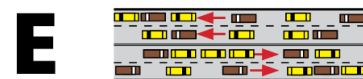
B Minimum delay, stable traffic flow.



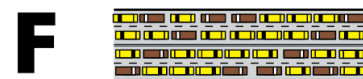
C Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.



D Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, preventing backups.



E Actual capacity of the roadway involves delay to all motorists due to congestion



F Forced flow with demand volumes

Source: Colorado Department of Transportation, FHWA

Congestion levels for 2017 conditions were estimated using a level of service analysis. Level of service (LOS) is a quantitative measurement of operational characteristics of traffic and the perception of the traffic conditions by both motorists and passengers. There are six levels of service defined by the Transportation Research Boards' Highway Capacity Manual 2010 (HCM), published by the Transportation Research Board (TRB). Each level of service is given a letter designation from A to F, with A representing the optimal or best condition and F being the worst. All the road segments where counts were conducted were operating at level of service C or better.

Roadway segment level of service is characterized by the HCM as follows:

LOS A: Best, free flow operations (on uninterrupted flow facilities) and very low delay (on interrupted flow facilities). Freedom to select desired speeds and to maneuver within traffic is extremely high.

LOS B: Flow is stable, but presence of other users is noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within traffic.

LOS C: Flow is stable, but the operation of users is becoming affected by the presence of other users. Maneuvering within traffic requires substantial vigilance on the part of the user.

LOS D: High density but stable flow. Speed and freedom to maneuver are severely restricted. The driver is experiencing a generally poor level of comfort and convenience.

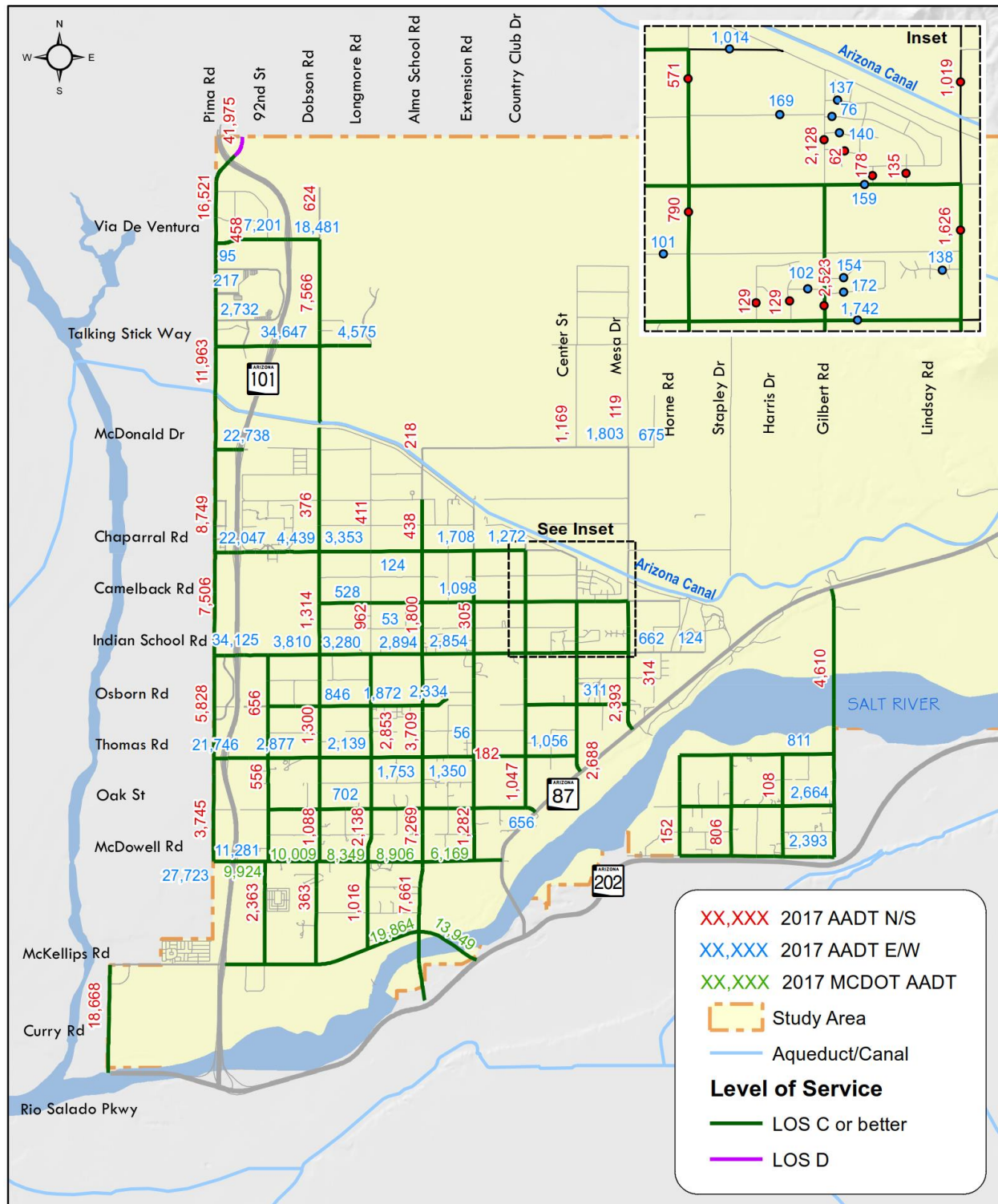
LOS E: Flow is at or near capacity. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within traffic is extremely difficult. Comfort and convenience levels are poor.

LOS F: Worse, facility has failed, or a breakdown has occurred.

LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and is considered by most agencies to be the limit of acceptable delay, and LOS F conditions are considered unacceptable to most drivers. Most jurisdictions strive to attain a LOS of at least D or better on all roads and signalized intersections in urban areas, and LOS C is targeted for rural conditions.

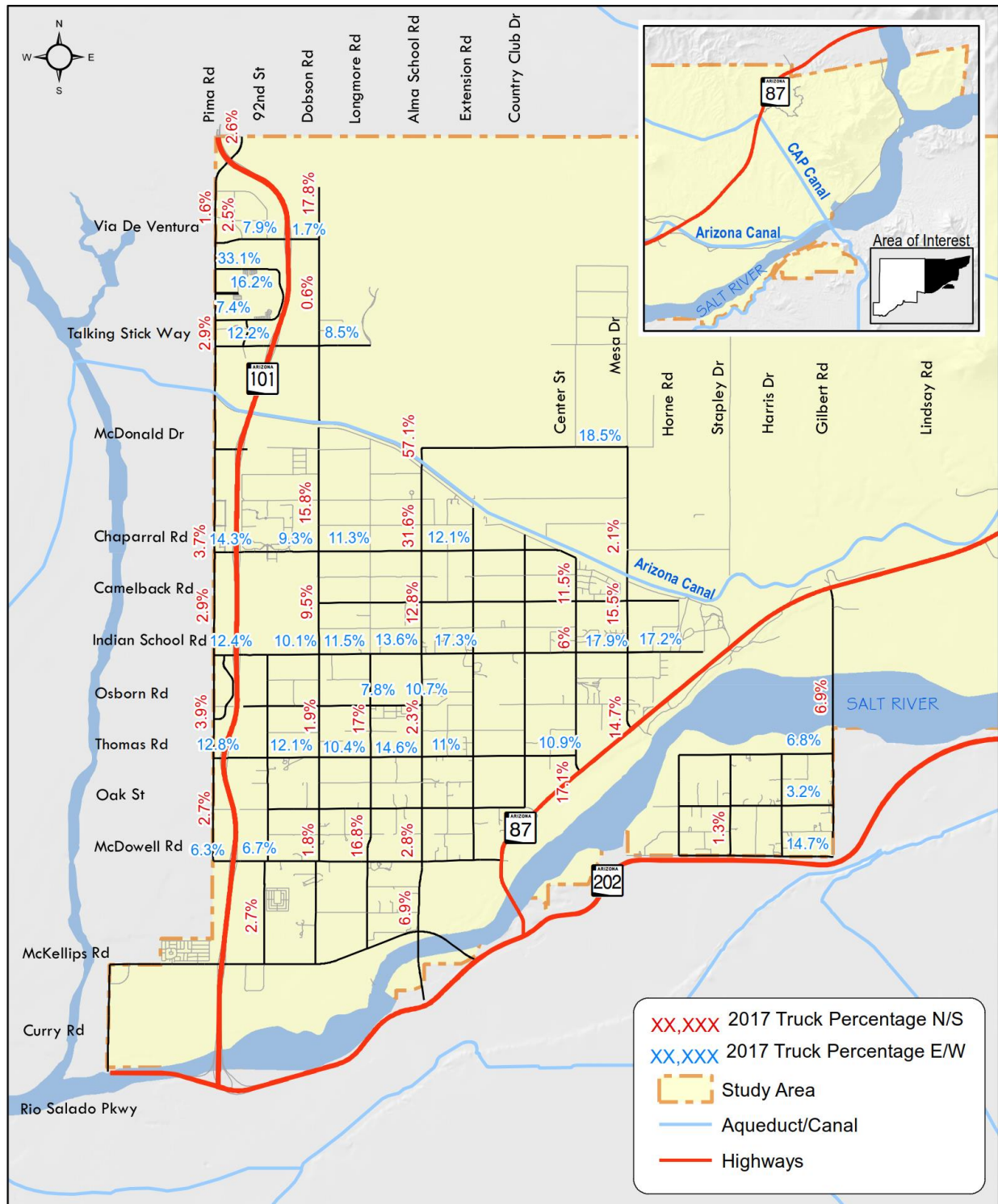
Average Daily Traffic Volumes and Levels of service were calculated for current conditions and are shown graphically in **Figure 5**. All streets currently operate at Level of Service C or better, with exception of Pima Road, north of SR 101L, which operates at Level of Service D. Truck percentages associated with the traffic counts are shown in **Figure 6**.

Figure 5. Current Traffic Conditions



Source: 2017 Traffic Counts, adjusted to reflect Annual Average Daily Traffic Volumes

Figure 6. Truck Percentages

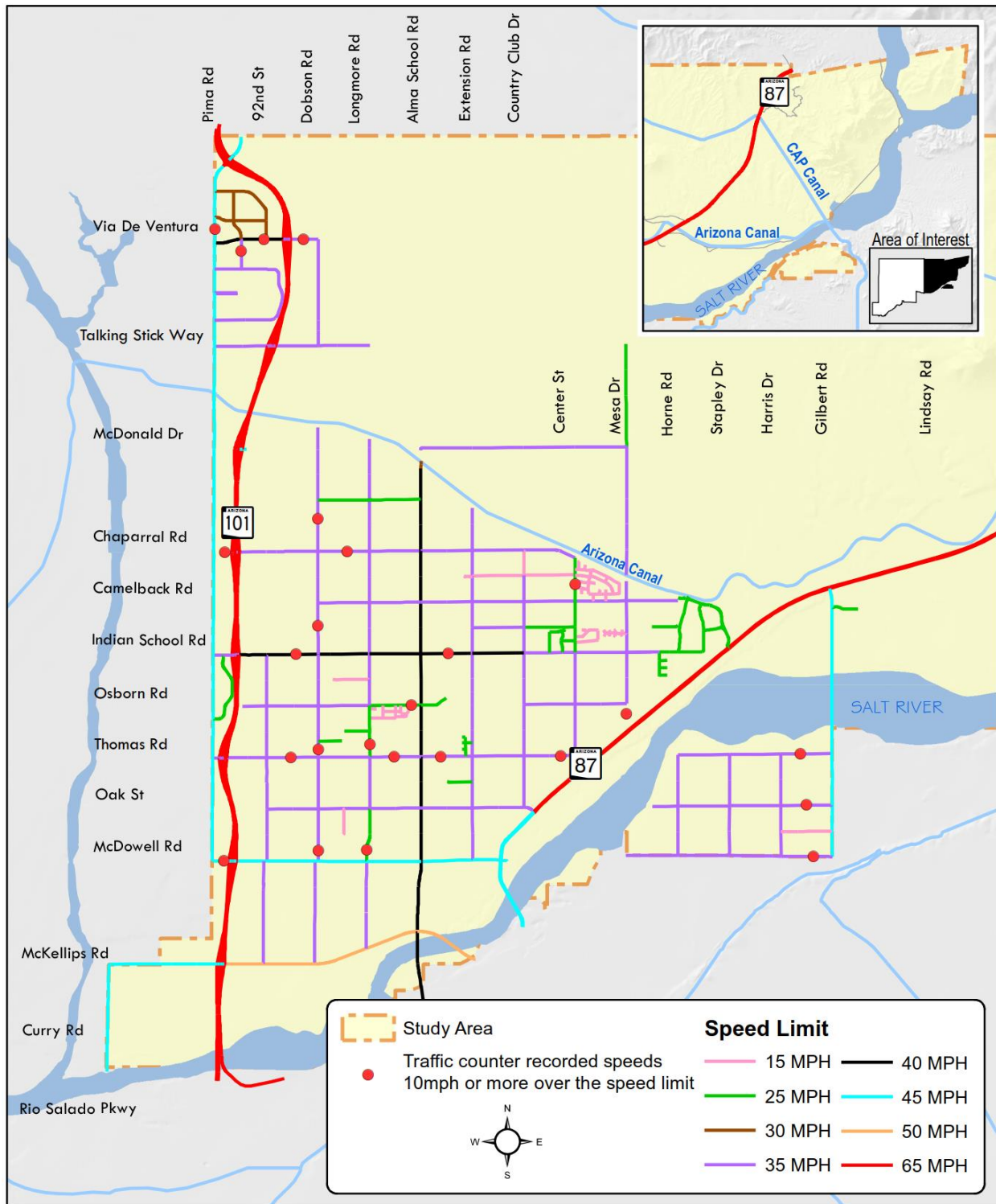


Vehicle Speeds

Speed limits on roads in the Community are shown in **Figure 7**. In general, many of the streets are signed at 35 mph. Alma School Road and Indian School Road (except at the east end) are signed at 40 mph. McDowell Road and Pima Road are signed at 45 mph through the reservation area, and McKellips Road is signed at 45 mph from the west Reservation boundary to 92nd Street, and 50 mph from 92nd Street to the east Reservation boundary. SR 87 is signed at 65 mph throughout much of the Reservation. At Oak Street, SR 87 transitions to a 45-mph speed limit as it enters the urbanized area. Speeds on SR 87 have been brought up as an issue by Tribal Council as potentially being high for entering an urban area.

A comparison was made of the posted speed limits to the 85th percentile speeds collected on selected streets in 2017. The 85th percentile speed is generally defined as “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.” Areas where the 85th percentile speed exceeded the posted speed limit by 10 miles per hour or more are shown in **Table 2**, and also shown on **Figure 7**. Streets where speeding was observed on multiple road segments are Thomas Road, Dobson Road, Indian School Road, Via De Ventura, Chaparral Road, and McDowell Road. These are areas where additional speed control or enforcement can be considered, or an adjustment of the posted speed.

Figure 7. Posted Speed Limits and Roads Recording 85th Percentile Speeds Exceeding 10 mph over the Speed Limit



Source: Salt River Pima-Maricopa Indian Community GIS

Table 2. Roads Recording 85th Percentile Speeds Over 10 mph Over the Speed Limit

Road Name	2017 AADT	85th% Speed	Speed Limit	85th percentile Speed Minus Speed Limit
Via De Ventura, Pima Road to SR 101	7,201	55	40	20
90th St, south of Via De Ventura Road	458	55	35	20
Longmore Road, McDowell to Oak Street	2,138	40	25	15
Thomas Road, west of Alma School Road	1,753	50	35	15
Via De Ventura, SR 101 to Dobson Road	18,481	50	35	15
Longmore Road, Thomas to Osborn	2,853	39	25	14
Oak St, Harris Road to Gilbert Road	2,664	49	35	14
Thomas Road, SR 101I to Longmore Road	2,877	49	35	14
Indian School Road, Alma School Road to Extension Road	2,854	54	40	14
Chaparral Road, Pima Road to SR 101L	22,047	49	35	14
Dobson Road, McDowell Road to Oak Street	1,088	48	35	13
Pima Road, Via De Ventura to Pima Center Road	16,521	58	45	13
Dobson Road, Indian School Road to Chaparral Road	1,314	47	35	12
Indian School Road, SR 101L to Dobson Road	3,810	52	40	12
McDowell Road, Harris Road to Gilbert Road	2,393	47	35	12
Chaparral Road, Dobson Road to Longmore Road	3,353	47	35	12
Center Street, Camelback Road to Highland Road	2,128	37	25	12
Mesa Drive, SR 87 to Osborn Road	2,393	47	35	12
McDowell Road, Loop 101 L to Longmore Road	11,281	56	45	11
Thomas Road, west of Center Street	1,056	46	35	11
Dobson Road, Chaparral Road to Arizona Canal	376	45	35	10
Dobson Road, Thomas Road to Camelback Road	1,300	45	35	10
Osborn Road, Standage Road to Alma School Road	2,334	35	25	10
Thomas Road, east of Alma School Road	1,350	45	35	10
Thomas Road, Horne Road to Gilbert Road	811	45	35	10

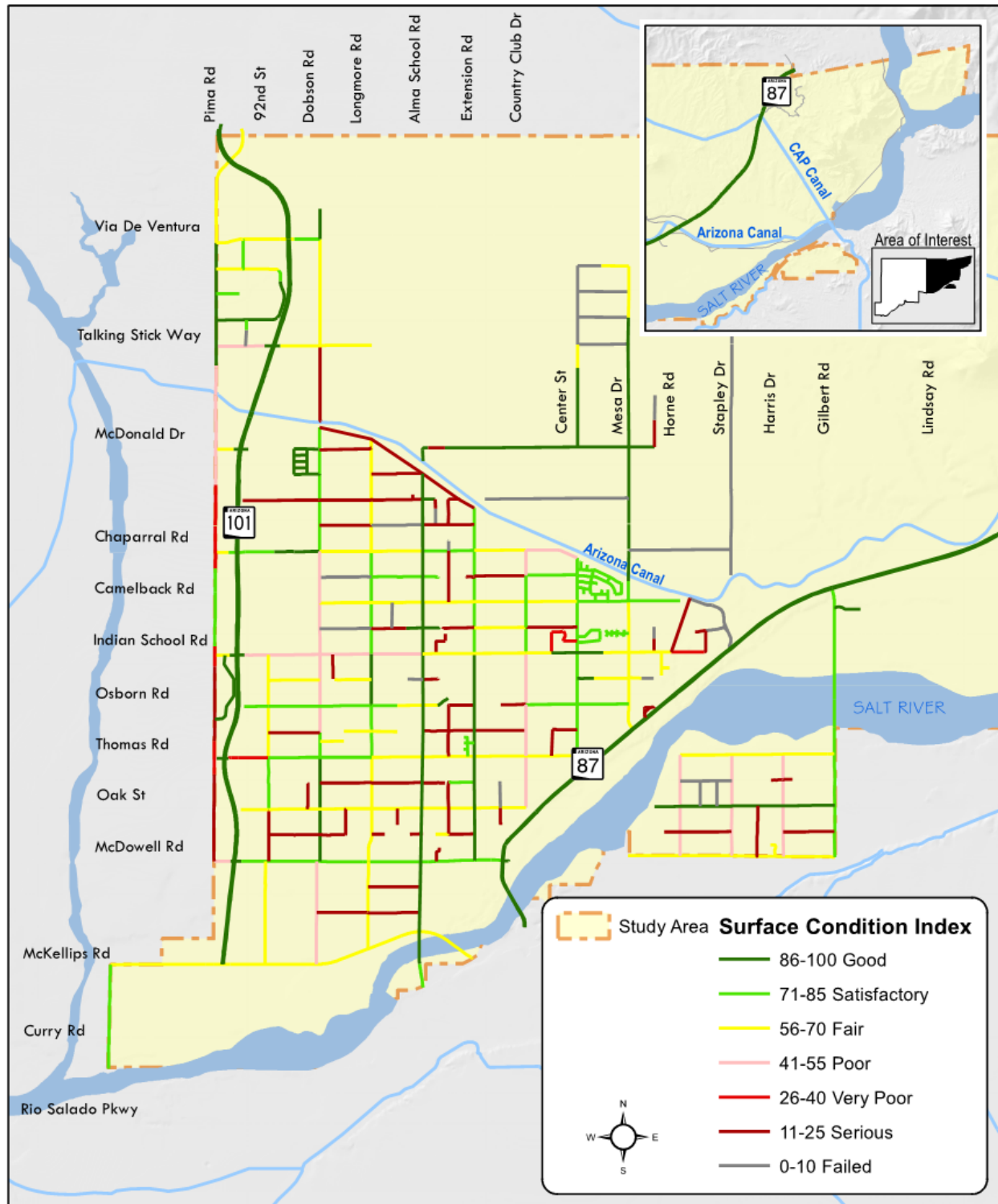
Pavement Conditions

As part of its system inventory for the Tribal Transportation Program, SRPMIC periodically inspects pavement conditions. **Figure 8** shows the pavement condition index for SRPMIC roads from the Tribal Transportation Road System Inventory. The pavement condition index (PCI) is computed based on an observation of pavement characteristics, such as cracking, rutting, corrugations, and other conditions. The following scales are used to convert the PCI into a condition rating or BIA Level of Service Code:

<u>BIA LOS Code (PCI)</u>		<u>Standard PCI Rating Scale</u>	
1 – Excellent	81-100	Good	86-100
2 – Good	61-80	Satisfactory	71-85
3 – Fair	41-60	Fair	56-70
4 – Poor	21-40	Poor	41-55
5 – Failing	0-20	Very Poor	26-40
		Serious	11-25
		Failed	0-10

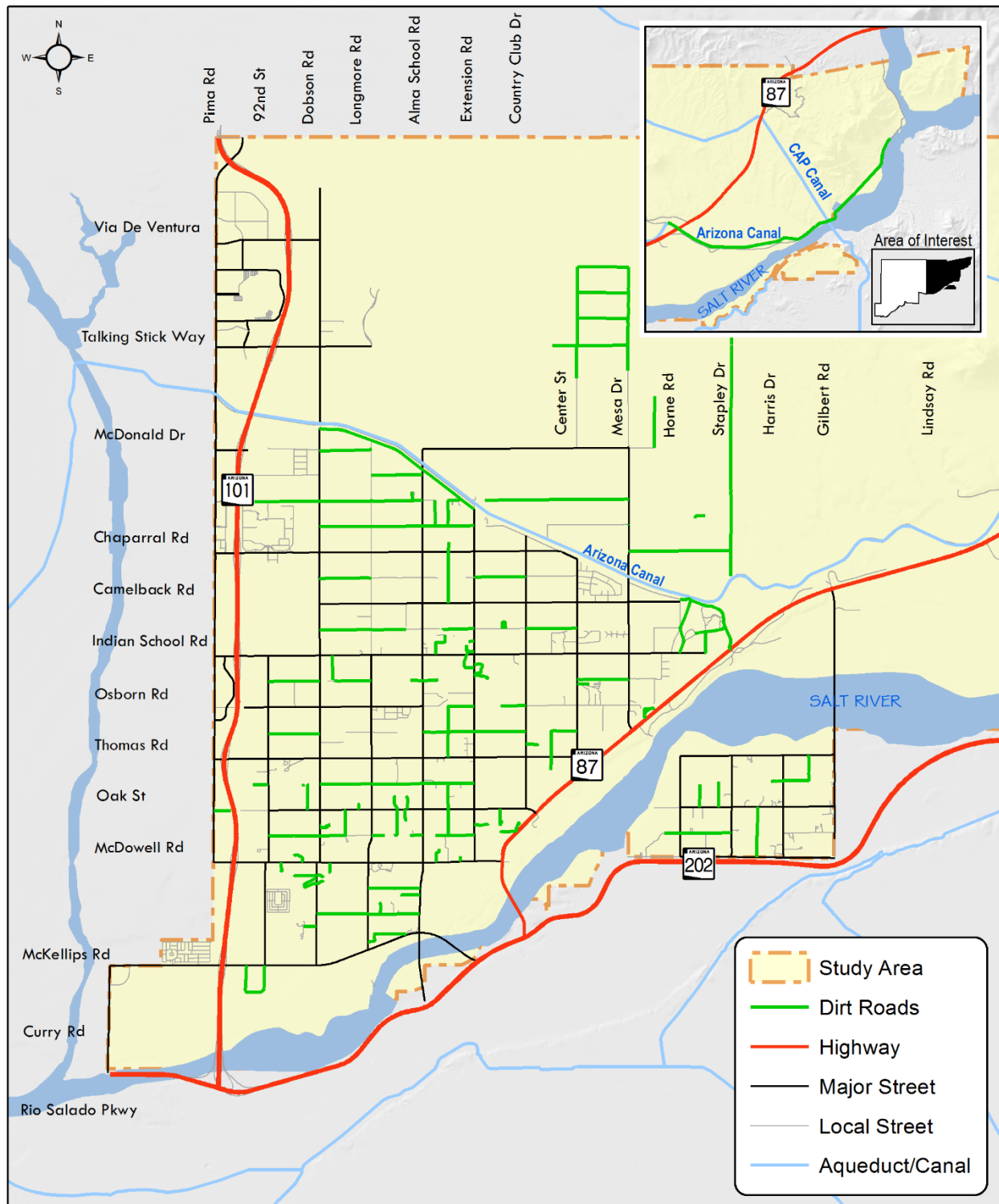
An assessment of pavement conditions on the Community was completed in 2018. Locations of unpaved roads are shown in **Figure 9**.

Figure 8. Pavement Conditions



Source: SRPMIC Tribal Transportation Road System Inventory

Figure 9. Location of Unpaved Roads

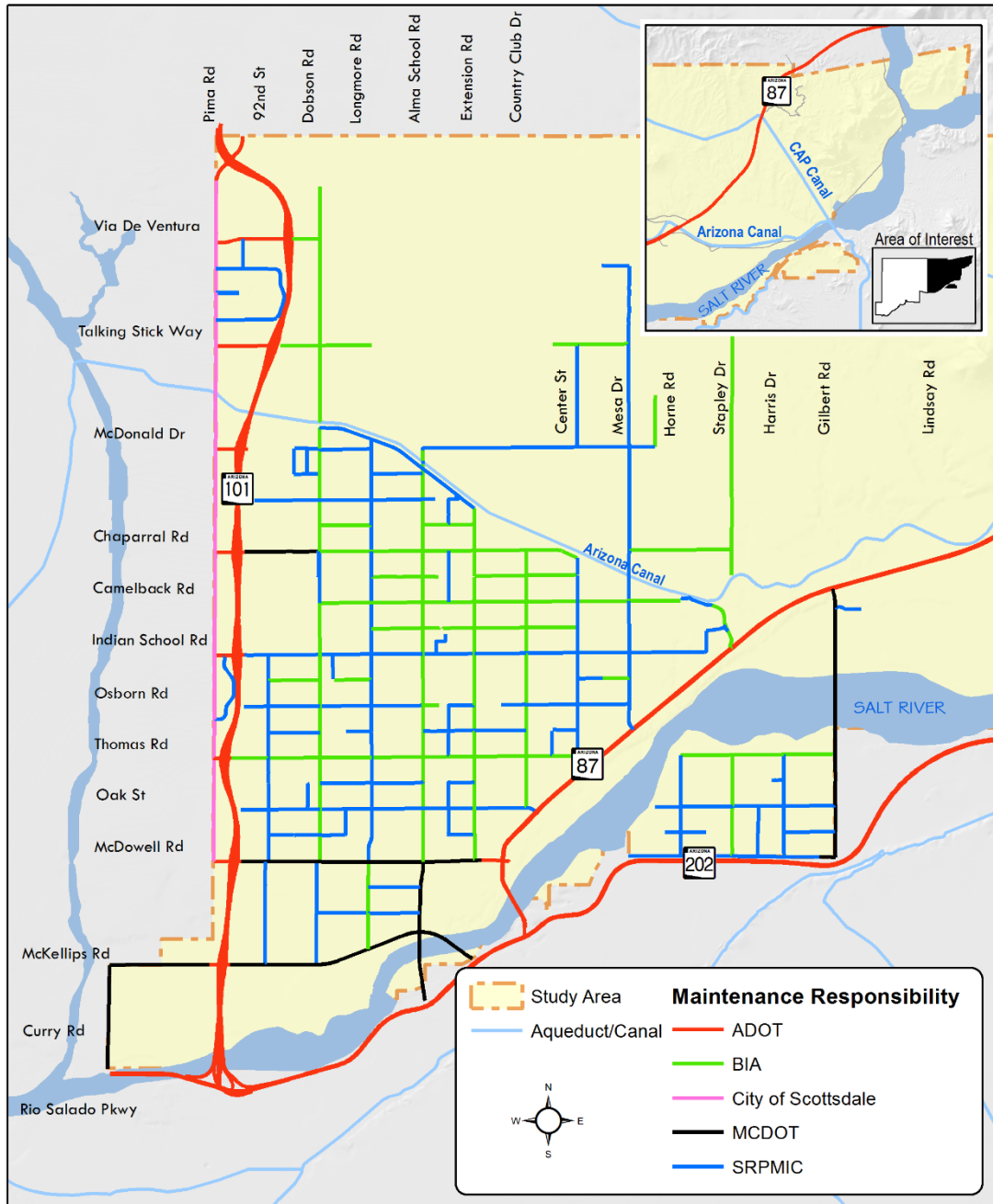


Source: Salt River Pima-Maricopa Indian Community GIS

Road Maintenance Responsibility

Figure 10 shows the maintenance responsibility for Community roads. The BIA, SRPMIC, ADOT, MCDOT, and the City of Scottsdale all have some maintenance responsibility for roads on the Community. The SRPMIC maintains both BIA and SRPMIC roads. It should be noted that on Pima Road, the City of Scottsdale and ADOT have an Intergovernmental Agreement whereby Scottsdale maintains the road.

Figure 10. Maintenance Responsibility



Source: Salt River Pima-Maricopa Indian Community GIS

Crash Data Analysis

A crash data analysis was conducted for the Tribal Transportation Safety Study. Five years of crash data was analyzed for the period from January 1, 2012 to December 31, 2016. Crash data was received and compiled from the Salt River Police Department and the Arizona Department of Transportation (ADOT), through the ACIS (Arizona Crash Information System). Crashes were reviewed for three scenarios and summarized in **Table 3**:

- *Scenario 1: All crashes on all roadways on SRPMIC.* Scenario 1 includes 1,968 crashes that occurred during the five-year analysis period (2012-2016) on all roadways on SRPMIC, including those maintained by other jurisdictions (ADOT, MCDOT) with exception to SR 101 mainline (for which crashes are excluded). This scenario includes crashes that occurred on Pima Road, at SR 101 on-ramp and off-ramp intersections with arterial streets, SR 87, McDowell Road, and McKellips, Road.
- *Scenario 2: Crashes that occurred only on roadways maintained/owned by SRPMIC and BIA.* In this scenario, crashes on roadways maintained by ADOT, MCDOT, and City of Scottsdale are excluded. This analysis excludes Pima Road, McDowell Road, McKellips Road, SR 87, and arterials connecting to the SR 101. 164 of the 1,968 crashes occurred on roadways maintained by SRPMIC or BIA. These 'interior' roads are most commonly utilized by Community members and provide the most opportunity for intervention by SRPMIC to address safety issues.
- *Scenario 3: Crashes that occurred on the SR 101/Pima Road corridor.* Pima Road ownership and maintenance responsibilities are shared by ADOT and the City of Scottsdale. Strategies and countermeasures implemented on these roadways will require additional coordination to incorporate safety improvements. This analysis shows 1,280 crashes within the urban SR 101/Pima Road corridor.

Table 3. Crashes by Scenario

Scenario	Description	Total Crashes (2012-2016)
1	All crashes in study area	1,968
2	Crashes on SRPMIC/BIA roads	164
3	Crashes only in SR 101/Pima Road Corridor	1280

Crashes by Year

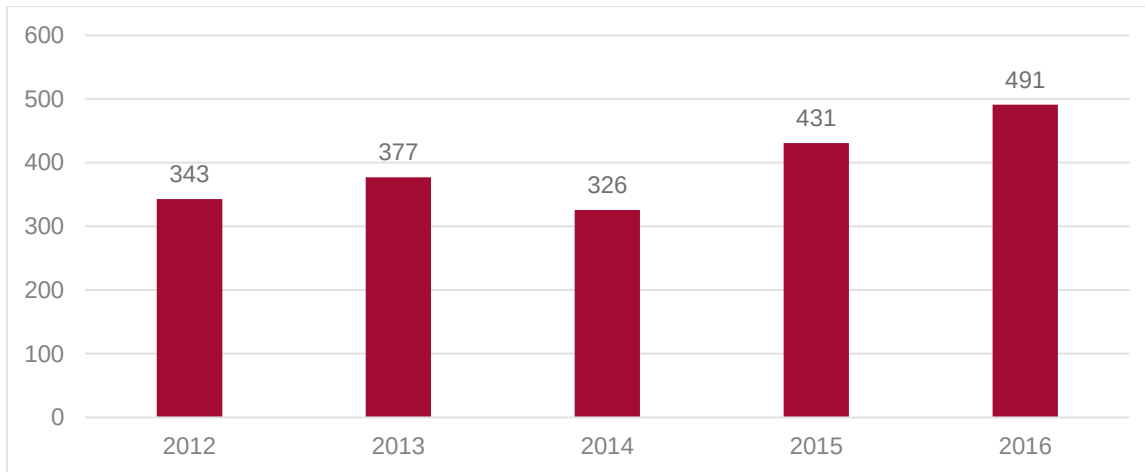
The number of crashes by year is summarized in **Figure 11**. The number of crashes per year increased during the analysis period, in both Scenario 1 (all roads) and Scenario 2 (SRPMIC/BIA-maintained roadways). Scenario 1 crashes grew from 343 in 2012 to 491 in 2016. Scenario 2 crashes increased from 24 to 44 crashes during the same period.

Crashes by Severity

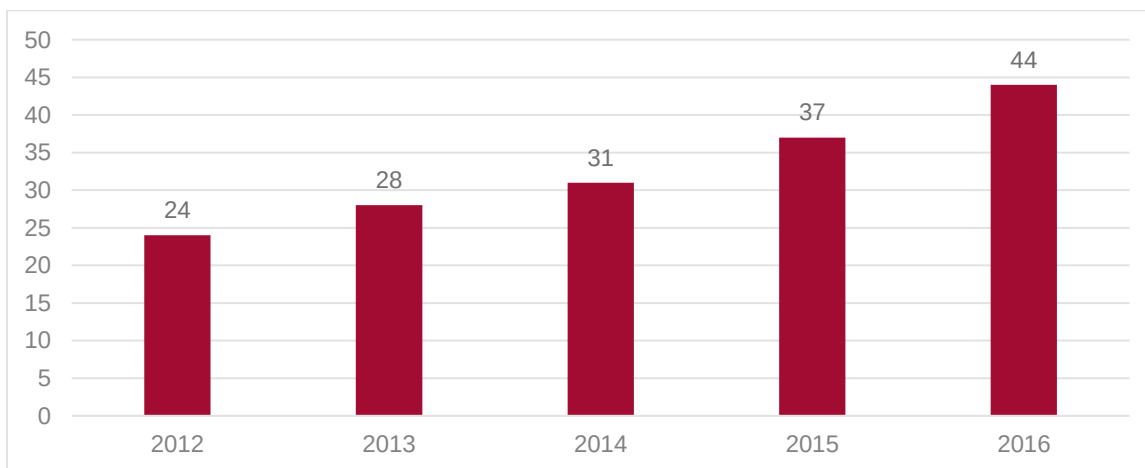
Table 4 shows crashes by injury severity for each scenario. Over half of the total crashes (57%) resulted in no injury; however, only 39% of crashes on SRPMIC/BIA-maintained roads resulted in no injury. There was a total of 37 fatal and 52 incapacitating injury crashes over the analysis period representing approximately 1.9% and 2.7% of total crashes, respectively. Both fatal and incapacitating injuries represent slightly larger proportions of crashes on SRPMIC/BIA-maintained roadways, and smaller proportions on the SR 101/Pima Road corridor, than the entire roadway system on the SRPMIC.

Figure 11. Crashes by Year for Three Scenarios

Crashes by Year (All Crashes)



Crashes by Year (SRPMIC/BIA-maintained Roadways)



Crashes by Year (SR 101/Pima Road)

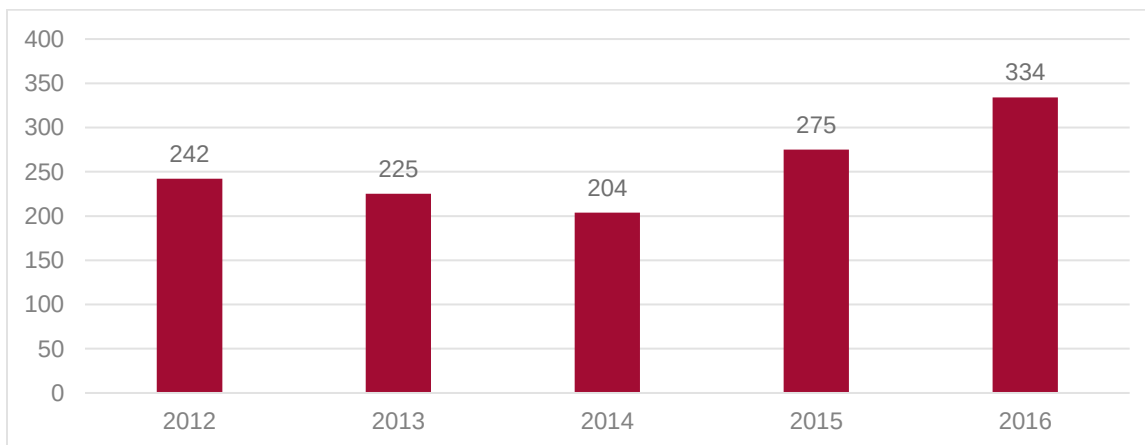


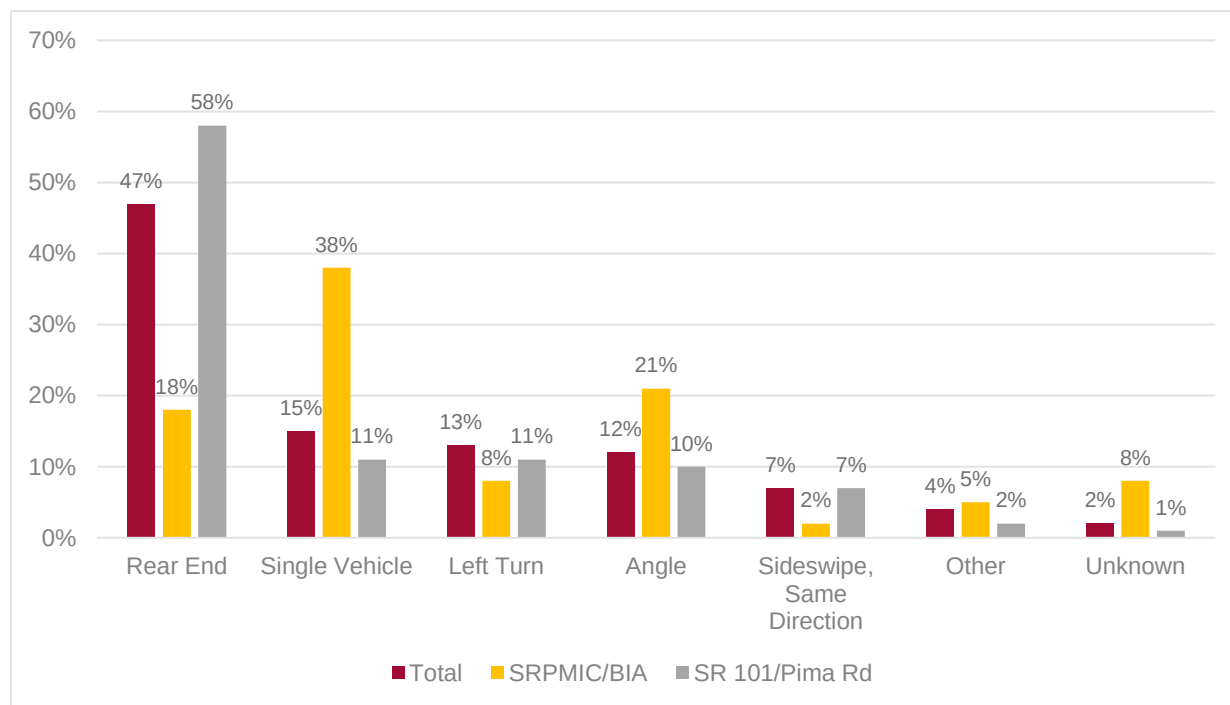
Table 4. Crashes by Severity

	Scenario 1 - All		Scenario 2 - Interior		Scenario 3 – SR 101/ Pima Rd	
	<i>Total</i>	<i>%</i>	<i>Total</i>	<i>%</i>	<i>Total</i>	<i>%</i>
Fatal	37	2%	6	4%	10	1%
Incapacitating Injury	52	3%	6	4%	22	2%
Non-Incapacitating Injury	306	16%	33	20%	188	15%
Possible Injury	430	22%	47	29%	273	21%
No Injury	1127	57%	64	39%	781	61%
Unknown	16	1%	8	5%	6	0%

Crashes by Type

Scenario 1 rear-end crashes are the most common crash type at 47% of all crashes. The next most common types of crashes are Single Vehicle crashes at 15%, Left Turn crashes at 13%, and Angle crashes at 12%.

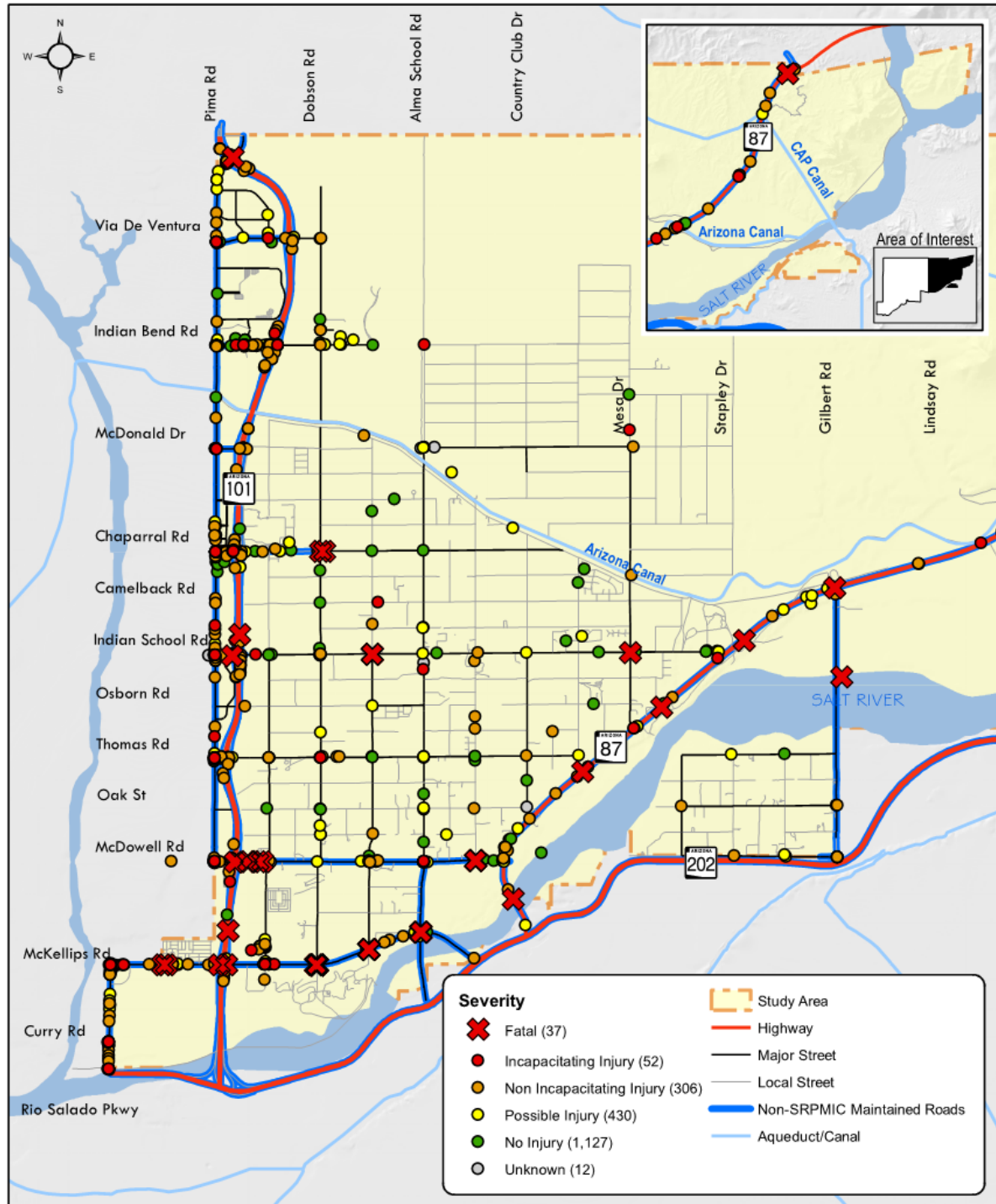
Scenario 2 crash types follow a different pattern, with Single Vehicle crashes representing 38%, Angle crashes representing 21% and Rear End crashes representing only 18%. **Figure 12** shows a summary of crash types.

Figure 12. Crashes by Type

Geographic Distribution of Crashes

Figure 13 shows the distribution of crashes by severity. As depicted, crashes are densely clustered along the western side of the Community, at SR 101 ramps, and on Pima Road, McKellips Road, and SR 87.

Figure 13. Geographic Distribution of Crashes



More details about the crash analysis emphasis areas and strategies are contained in the SRPMIC Tribal Transportation Safety Plan.

Public Transit

Salt River Transit

Salt River Transit has been providing services to Community members since 1983. The Salt River Transit System (SRTS) provides demand responsive transport service for Community members and the public traveling within the Community and to Mesa, Tempe, and Scottsdale for employment and medical services. All trips are provided on a 24-hour advance reservation. Salt River transit also offers a fixed route to service passengers to arrive in convenient populated areas.

The Salt River Transit System mission statement:

“The transit system provides safe and efficient transportation service to residents, tribal employees and the general public to the SRPMIC. Our primary purpose and continued goal is to provide service and assistance to residents in reaching destinations such as medical facilities, employment centers, education facilities, shopping centers and other areas”

Five service areas have been established for efficiency, which are shown in **Figure 14**.

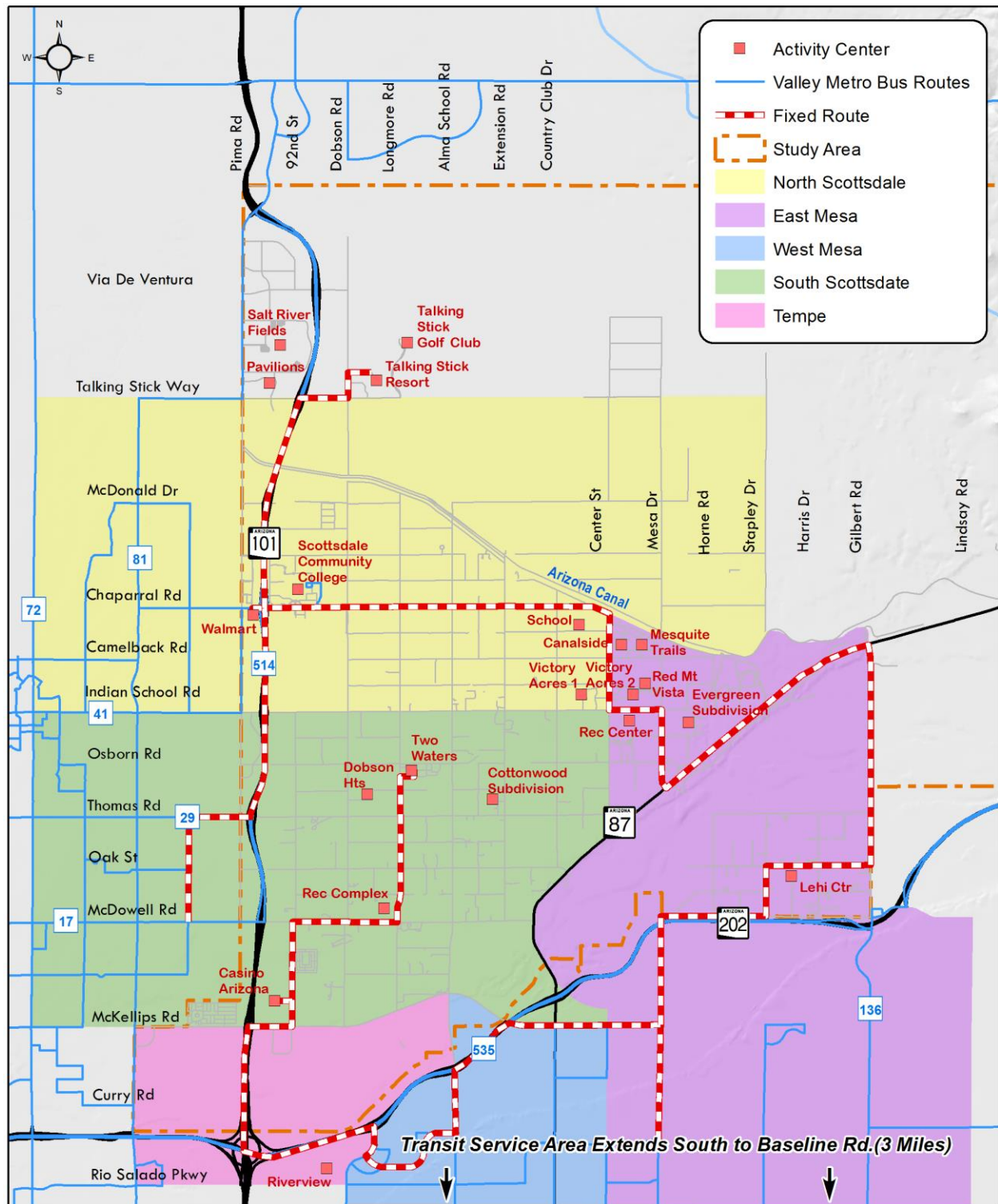
As can be seen in **Figure 14**, the service area boundaries of the current routes cover most of the areas of residential and commercial development within the Community (with the notable exception of the commercial development north of Talking Stick Way). The service areas extend beyond the Community boundaries to provide transportation to important destinations for Community members including Scottsdale Healthcare and regional shopping centers. Important destinations identified by SRTS staff include the following (in no particular order):

- Fiesta Mall, Mesa
- Sycamore/Main Street Light Rail Transit Stop, Mesa
- Riverview Mall, Mesa
- Fry's Food Store 77th Street and E McDowell Road, Scottsdale
- Pavilions, Indian Bend and Pima Freeway, Scottsdale
- Scottsdale Healthcare, Scottsdale
- SRPMIC Tribal Complex
- Casino Arizona, McKellips
- Scottsdale Community College, Chaparral

Transfer points for SRTS to Valley Metro routes include:

- McDowell and Granite Reef Road (Valley Metro Route 17, McDowell Road)
- Hayden and Thomas (Valley Metro Route 29, Thomas Road)
- Scottsdale Community College (Valley Metro Route 50, Camelback Road; and 76, Miller Road)
- Country Club Drive and McKellips (Valley Metro Route 112, Country Club Drive/Arizona Avenue)
- The Pavilions

Figure 14. Salt River Transit Service Areas



Source: Salt River Pima-Maricopa Indian Community Transportation Department, Transit Division

Non-Motorized Transportation

The Community has been proactive in providing multiuse trails and sidewalks in the Community. Sidewalk and path construction completed since the 2010 LRTP is summarized as follows:

Sidewalks

- Pima Road: Krail Street to Via de Ventura (in conjunction with the road widening project)
- Lehi Trail: Oak Street (Olive Road to Gilbert Road) and Stapley Drive (Oak Street to McDowell Road)
- Extension Road: McDowell Road to Indian School Road
- Longmore Road: McDowell Road to Osborn Road
- Indian School Road: Center Street to 122nd Street

The Community trail system plan and existing trails and sidewalks are shown in **Figure 15**.



**Sidewalks on Extension Road,
north of Thomas Road**

Figure 15. Trail System



Source: Salt River Pima-Maricopa Indian Community

3. Land Use and Socioeconomic Conditions

This section provides an overview of current and planned land uses within the Salt River Pima-Maricopa Indian Community and provides information on SRPMIC population and employment. This data is considered when developing travel estimates and assessing transportation needs both now and in the future.

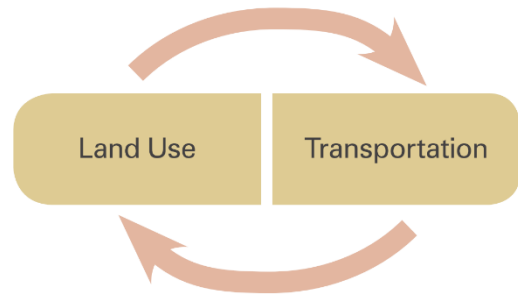
Existing and Planned Land Use

Many land use characteristics affect travel behavior. Where people live, work, attend school, go shopping, and travel affect transportation needs and choices.

The Community is rural in character with much of the area classified as either agricultural residential or open space zoning. The Community encompasses approximately 85 square miles (52,600 acres), with 19,000 held as a natural preserve and approximately 12,000 acres under cultivation in a variety of crops including cotton, melons, potatoes, onions, broccoli and carrots¹.

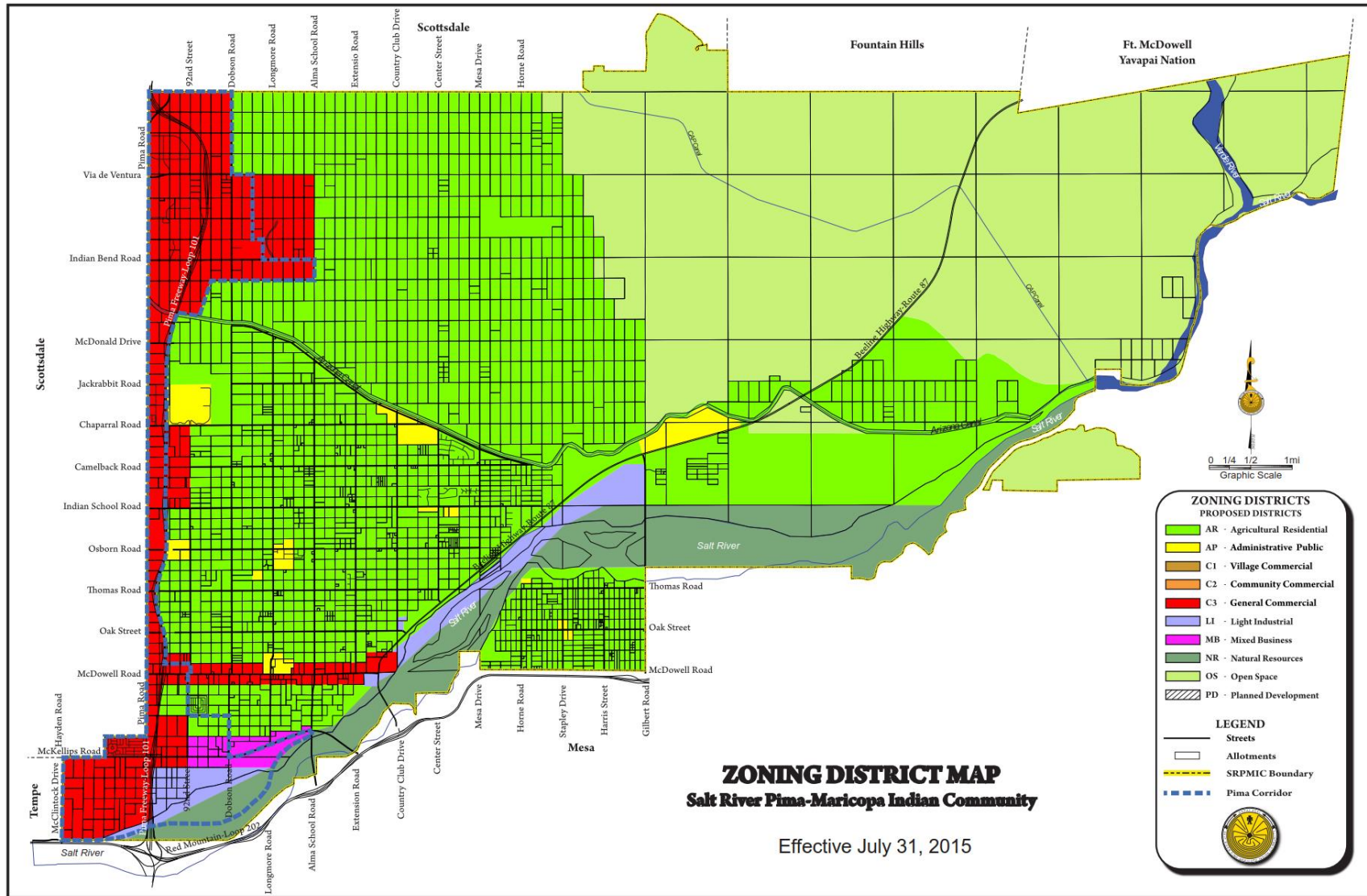
Commercial development is reserved along the Community's western boundary.

The SRPMIC Zoning District Map, shown in **Figure 16**, identifies 10 zoning designations. The Pima Freeway corridor is the Community's commercial area. It extends north-south along the Pima Freeway from McKellips Road to the Community's northern boundary.



¹ Salt River Pima-Maricopa Indian Community Website, <https://www.srpmic-nsn.gov/community/>, accessed 9/15/2017

Figure 16. Zoning District Map



Source: SRPMIC Planning Department

Population

It is estimated that the Salt River-Pima Maricopa Indian Community Reservation has a population of 6,197 persons, according to U.S. Census estimates². The median age of the SRPMIC is 34.7 years.

Figure 17 shows the estimated population density (persons per square mile) by TAZ's.

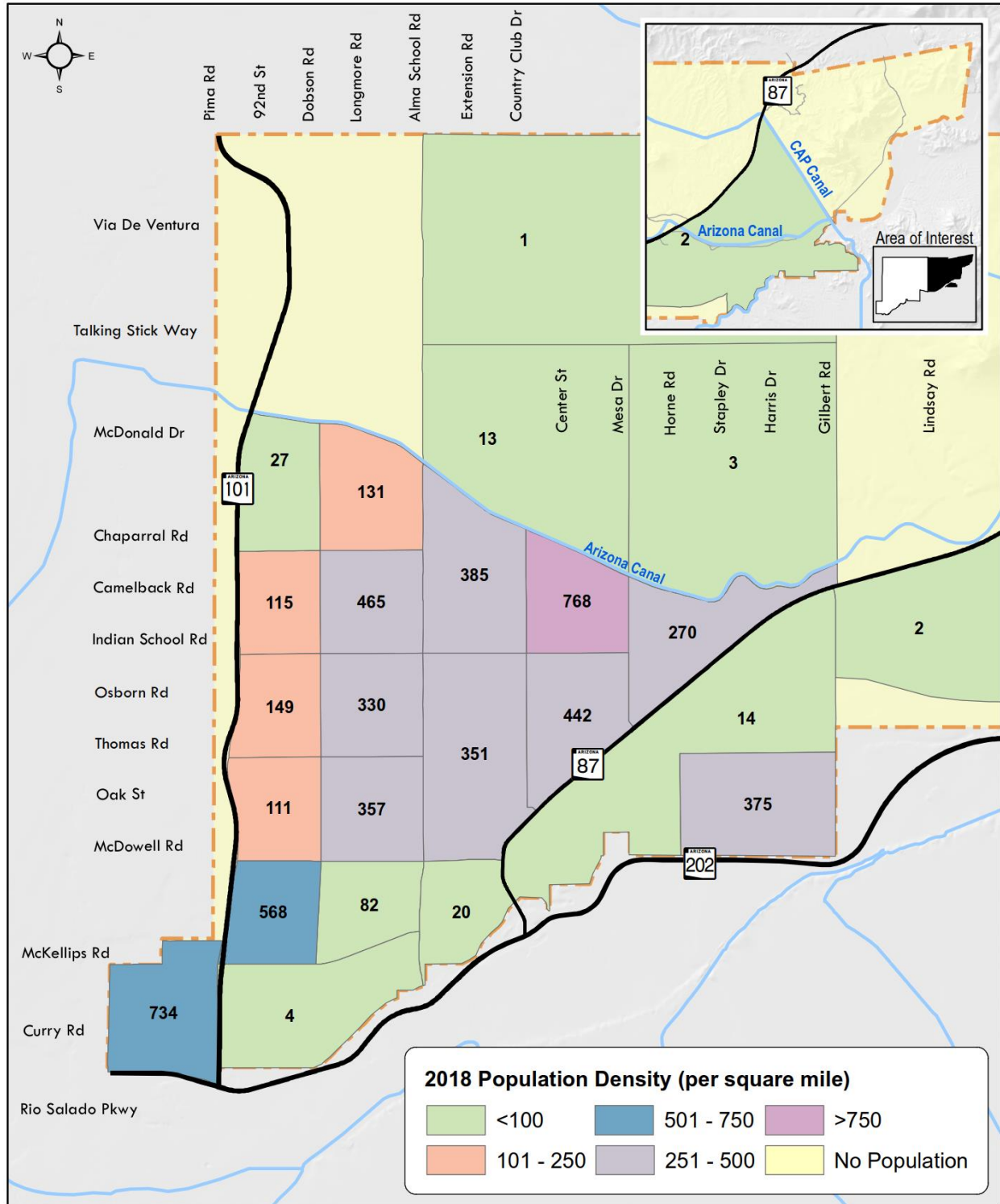
Employment

The Reservation economy is extremely diverse, with major hospitality and entertainment sectors including the Talking Stick Entertainment District, which includes the Talking Stick Golf Club, Talking Stick Resort, Salt River Fields at Talking Stick, The Pavilions at Talking Stick and the Courtyard Marriott Scottsdale Salt River. Other key employment areas are in the agriculture, government, commercial, and gaming sectors.

Figure 18 illustrates the 2018 employment density in the MAG travel demand model. Employment is highest in the commercial corridor around Pima Road/SR101L, and the government area on Dobson Road.

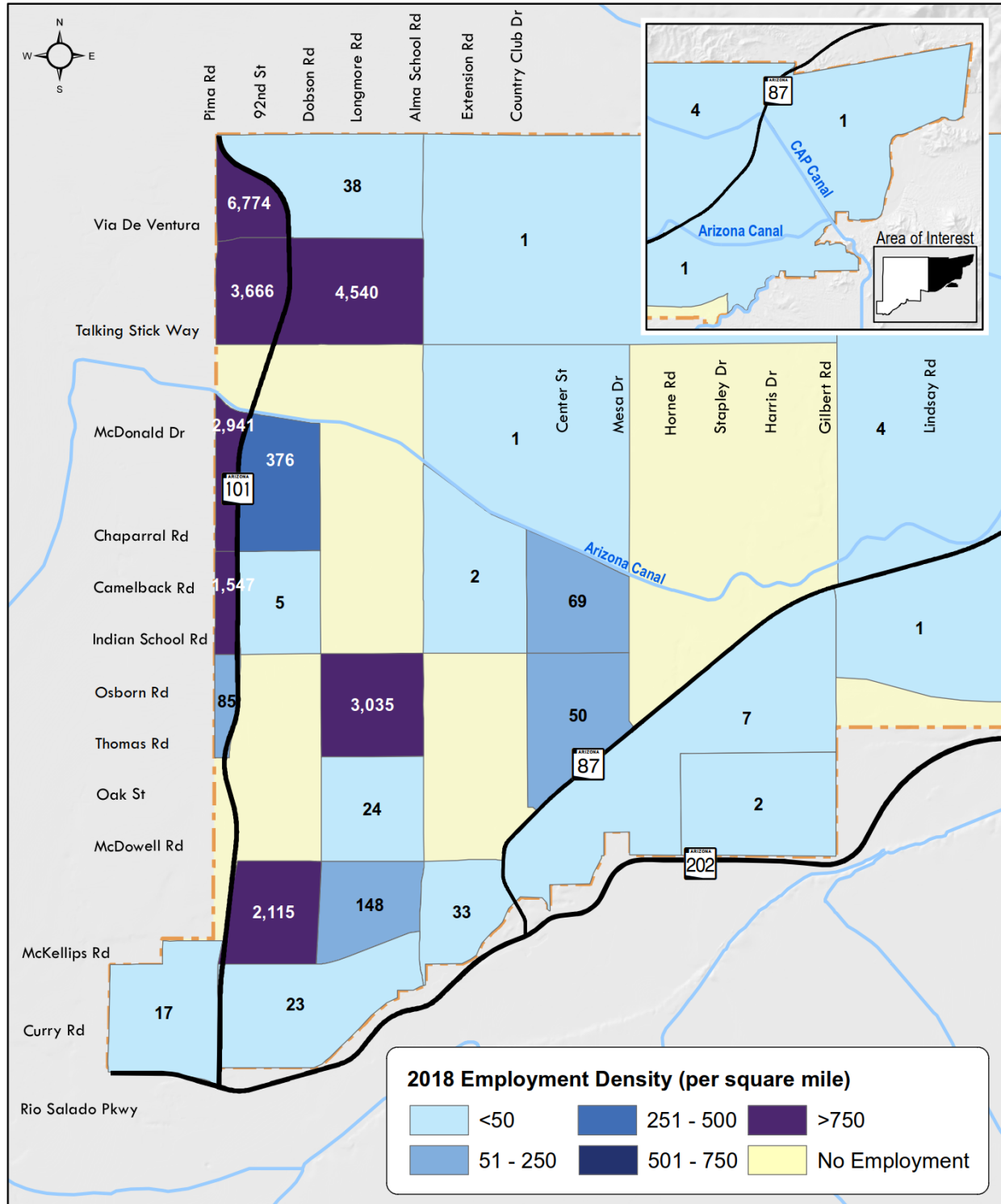
² Source: *Maricopa Association of Governments Salt River Demographic Report*, 7/26/2017, which referenced U.S. Census Bureau's 2011-2015 American Community Survey 5 -Year Estimates

Figure 17. 2018 Population Density



Source: Maricopa Association of Governments

Figure 18. 2018 Employment Density



Source: Maricopa Association of Governments

Future Employment and Population Density

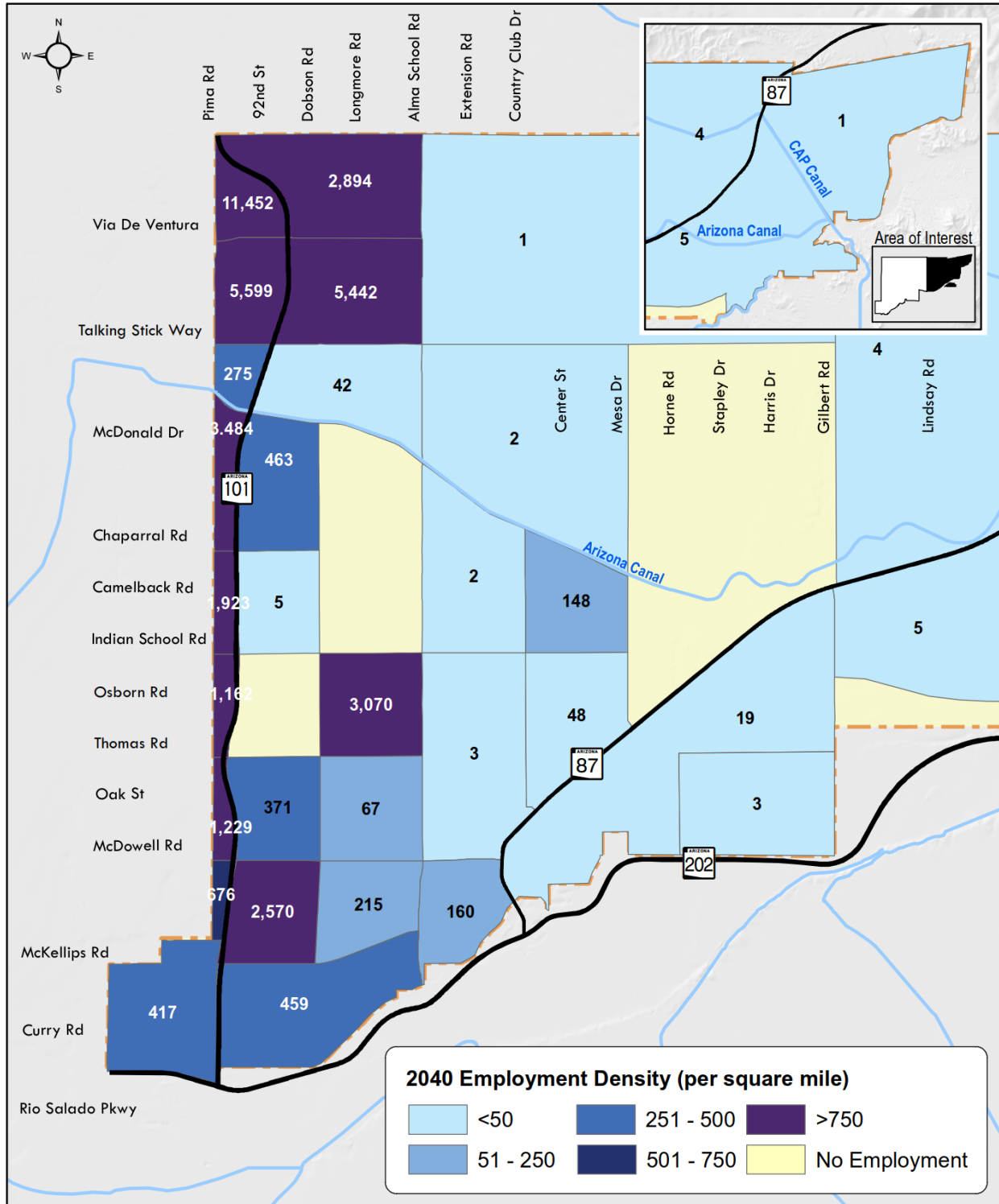
The total number of jobs on the SRPMIC Reservation is estimated to grow from approximately 22,735 employees in 2018 to 35,574 in 2040. As the SRPMIC continues to expand its diverse and large employment base the need for additional transportation services will grow.

A comparison of current and projected future employment in the MAG model is shown in **Table 5**. **Figure 19** shows the estimated employment density. **Figure 20** show the estimated 2040 population density.

Table 5. Estimated Employment, 2018 versus 2040

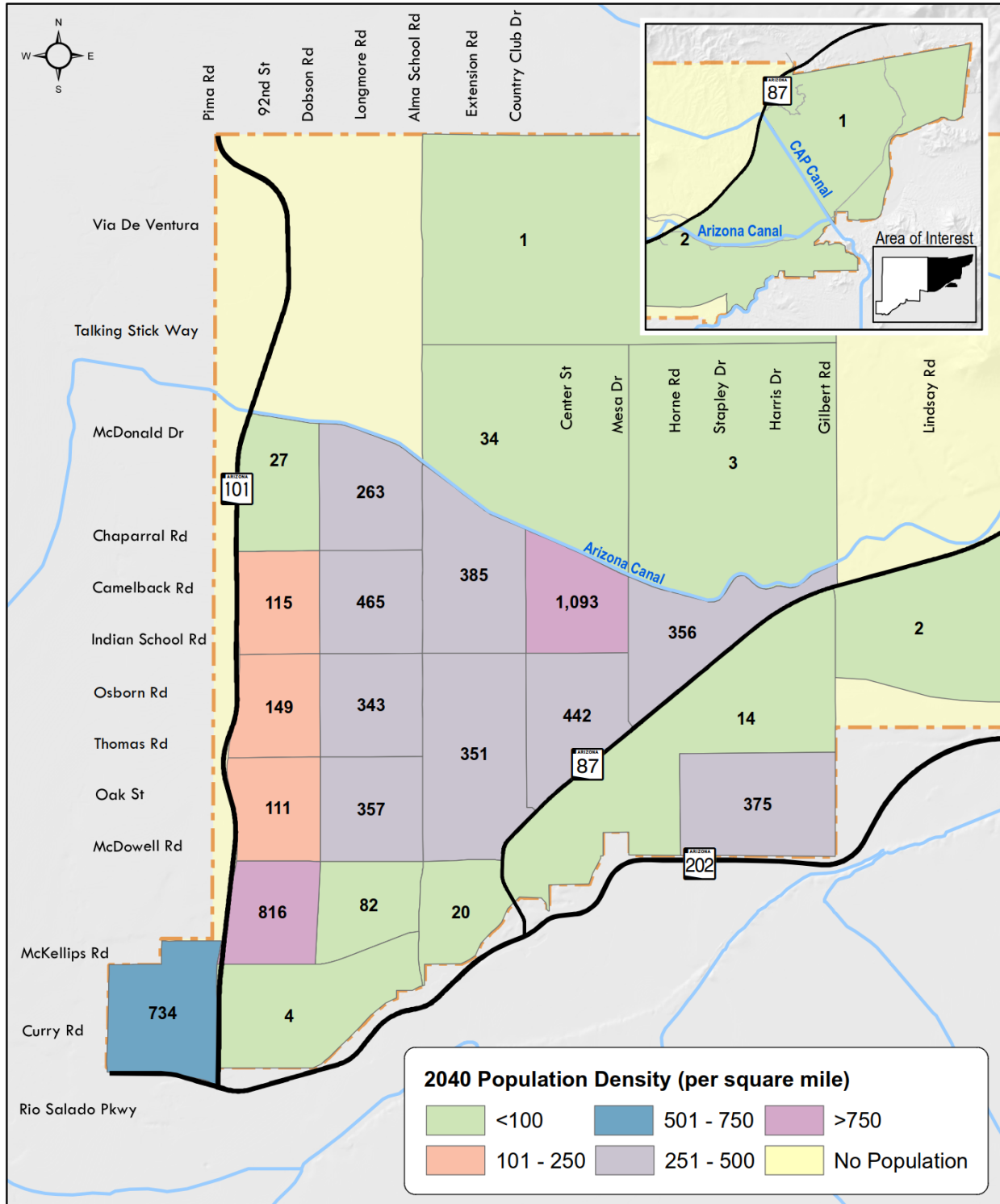
Description	2018	2040
Other Employment (excluding Work-at-home and Construction employment)	3,687	3,693
Public Employment	3,505	3,877
Retail Employment	5,104	7,957
Office Employment	6,456	15,745
Industrial Employment	237	273
Work-At-Home Employment	114	123
Construction Employment	127	29
Public Employment on Office Land Use	0	0
Public Employment on Public Land Use	3,505	3,877
Total Employment	22,735	35,574

Figure 19. 2040 Employment Density



Source: Maricopa Association of Governments

Figure 20. 2040 Population Density



Source: Maricopa Association of Governments

4. Future Transportation System Conditions

Future travel demand forecasts were based on information from the Maricopa Association of Governments (MAG) Travel Demand Model. MAG is the designated Metropolitan Planning Organization for transportation planning in the Phoenix metropolitan area. MAG members include the Salt River Pima-Maricopa Indian Community as well as 27 incorporated cities and towns, Maricopa County, Pinal County, the Gila River Indian Community, the Fort McDowell Indian Community, the Citizens Transportation Oversight Committee, and the Arizona Department of Transportation.

Road Improvements Included in the MAG Travel Demand Model

This section identifies planned study area road capacity improvements that are included in the MAG 2040 travel demand model, and the *MAG 2040 Regional Transportation Plan*, that was adopted on June 28, 2017. Projects include road widening for additional travel lanes, and new roads on new alignments. Time frames for implementation of the projects are in the MAG 2040 Regional Transportation Plan:

- Group 1: FY 2018 - FY 2022
- Group 2: FY 2023 - FY 2026
- Group 3: FY 2027 - FY 2040

Group 1 corresponds to the period covered by the MAG Transportation Improvement Program (TIP). Projects near or within the Community are summarized as follows:

SR 101L (Pima Freeway), General Purpose Lanes

Construction of one general purpose lane in each direction is planned on SR 101L, between I-17 and Shea Boulevard, during FY 2018-2022 (Group 1). This area is north and west of the Reservation boundaries. Construction is planned in the following three segments:

- I-17 to SR 51
- SR 51 to Pima Road
- Pima Road to Shea Boulevard

SR 202L (Red Mountain Freeway), General Purpose Lanes, Freeway Ramps, HOV lanes

Construction of one general purpose lane in each direction is planned on SR 202L, Red Mountain Freeway in two sections:

- Gilbert Road to Higley Road (note that Gilbert Road is immediately south of the Reservation boundary at Gilbert Road / McDowell Road)
- Higley Road to US 60

These projects are planned in during FY 2027 - FY 2040 (Group 3). A project to construct an interchange at Mesa Drive on the Red Mountain Freeway is planned between FY 2027 - FY 2040.

Pima Road Widening

Projects planned on Pima Road include widening Pima Road to four through lanes in these areas:

- Krail Rd to Chaparral Road (FY 2018-2022)
- Chaparral Road to Thomas Road (FY 2023 – 2026)
- Thomas Road to McDowell Road (FY 2023 – 2026)

Dobson Road, Bridge over the Salt River

A new bridge over Salt River is planned on Dobson Road during the time period FY 2027 - FY 2040

Gilbert Road, Bridge over the Salt River

A new bridge over the Salt River is planned on Gilbert Road during the time period FY 2018 - FY 2022.

McKellips Road, Bridge over the Salt River, Road Improvements

A bridge over the Salt River is planned on McKellips Road during the Group 4-time period, which is assumed to be beyond 2040.

MCDOT has plans to improve McKellips Road between SR 101L and Alma School Road during the time period FY 2018-2022.

Traffic Assignments / Network Deficiencies and Needs

Forecast travel demand volumes and levels of service are shown graphically in **Figure 21**. SR 101 L operates at LOS F throughout much of its length through the Community, with exception to north and south ends of the study area (north of Via De Ventura south of Curry Rd.) SR 87 operates at LOS C or better between SR 202 and Gilbert Road and operates at LOS D east of Gilbert Road.

The generalized level of service (LOS) analysis identified no tribal roads that operated at LOS E or LOS F under 2040 traffic conditions. Several road segments operated at Level of Service D:

- Alma School Road, between McKellips Road and Thomas Road
- Pima Road between SR 101 and the SRPMIC northern boundary

Map of the Phoenix Area

Legend:

- Study Area:** Indicated by a dashed orange line.
- Level of Service:**
 - LOS C or better: Green line
 - LOS D: Purple line
 - LOS E: Yellow line
 - LOS F: Red line
- 2040 ADT:** Indicated by red numbers (e.g., 230,266, 192,526, 182,301, 166,129, 124,439, 21,090, 6,231, 12,986, 5,925, 30,142, 23,119, 248,789, 252,871, 14,794, 13,943, 240,345, 8,707, 5,749, 7,129, 3,065, 23,467, 192,526, 230,266).

Map Labels:

- Roads:** Pima Rd, 92nd St, Dobson Rd, Longmore Rd, Alma School Rd, Extension Rd, Country Club Dr, Via De Ventura, Talking Stick Way, McDonald Dr, Chaparral Rd, Camelback Rd, Indian School Rd, Osborn Rd, Thomas Rd, Oak St, McDowell Rd, McKellips Rd, Curry Rd, Rio Salado Pkwy.
- Waterways:** Salt River, Arizona Canal, CAP Canal.
- Highways:** 101, 87, 202.

Inset Map: Shows the 'Area of Interest' in the Phoenix area, with the Salt River and CAP Canal highlighted.

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5. Implementation Plan

This section of the document summarizes recommended projects to maintain and enhance multimodal mobility and safety. This plan has three principal elements: roadways, transit, and trails and pathways. The recommendations for these elements are based on analyses of existing and future conditions as well as stakeholder and public participation.

Road Improvements

Overview

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

Improvements to Address Running Stop Signs – Input from the Salt River Police Department and others indicated that stop sign non-compliance is an issue on Dobson Road, Longmore Road, McDowell Road, Alma School Road, and Harris Road. A multi-faceted approach is recommended to address the issue of drivers running stop signs, including the following options:

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



Example of a Stop Sign with Embedded LEDs and Solar Unit

Paving Dirt Roads – The SRPMIC has a process to prioritize paving dirt roads, considering the following criteria:

- Proposed home sites
- Number of existing homes
- Connection to existing right-of-way
- Water service needs
- Road maintenance
- Presence of school bus routes
- Average daily traffic volumes
- Landowner interest and support

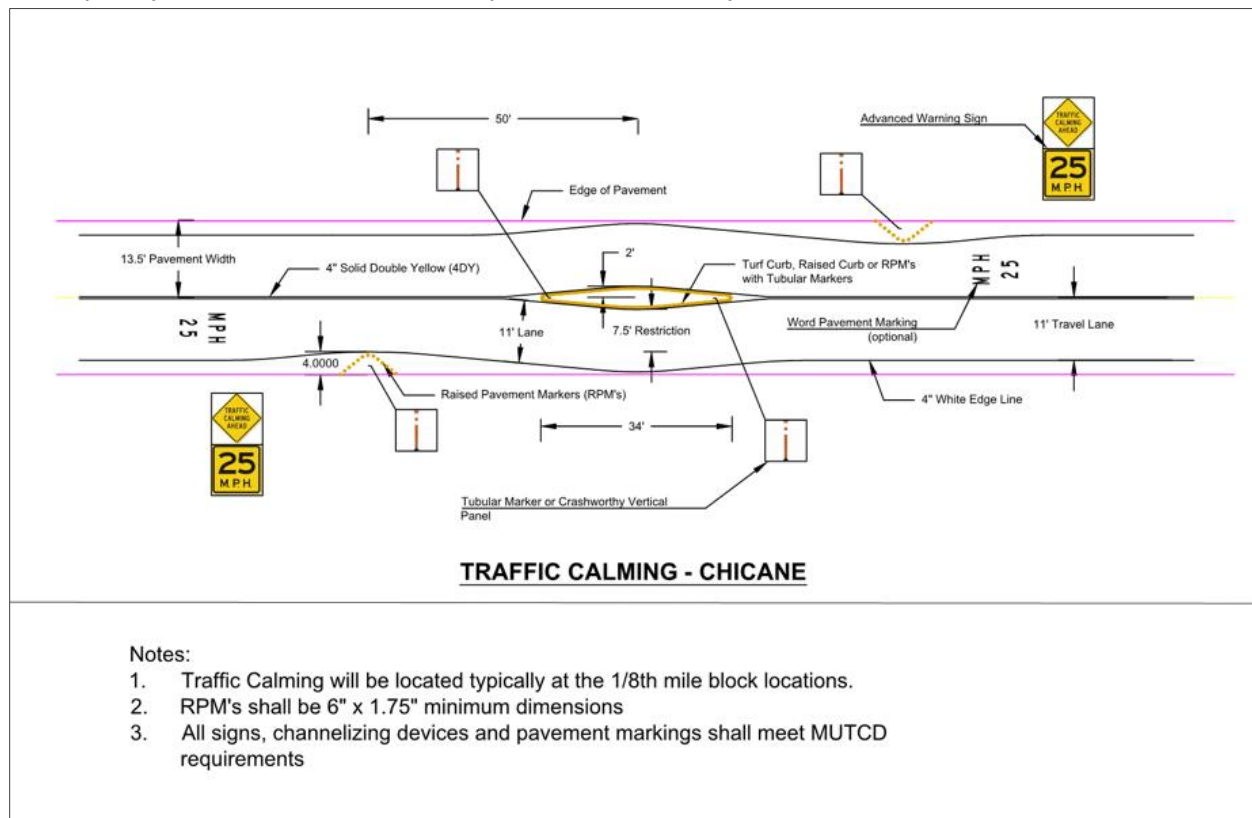
The process of paving a dirt road typically involves right-of-way acquisition, which can be a lengthy process.

Cut-Through Traffic – Cut through traffic is a longstanding issue on Alma School Road, Indian School Road, Chaparral Road, Dobson Road, and Longmore Road. Reducing cut-through traffic on the major streets in the Community is a balance between minimizing inconvenience to Community residents and employees and implementing effective approaches. Strategies such as speed feedback signs (discussed below), in addition to entry signage can improve awareness that persons are entering the SRPMIC, a sovereign nation. The entry signage could include messages such as “Entering Tribal Lands - please obey our laws” which may help to emphasize tribal sovereignty. The signs should be designed with sufficiently large text to be read by a moving vehicle traveling at the speed limit.

Another improvement option is installation of chicanes. Chicanes are a series of mid-block curb extensions that slow vehicles by causing them to shift their horizontal path. The advantages of chicanes are:

- No vehicle passenger discomfort (in comparison with speed humps)
- Some reduction in speeds and collisions
- Can reduce cut-through traffic
- Strong support from residents
- Minimal installation costs

A disadvantage is that reduction in speeds is less than other solutions such as speed humps, as well as increased maintenance costs. A detail of a chicane for installation on Dobson Road and Thomas Road, developed by the Salt River Pima-Maricopa Indian Community, is shown below.



Roundabouts were considered as a potential solution to cut-through traffic and speeds, but right-of-way acquisition concerns made this solution not feasible.

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

Street Lighting – Street lighting was mentioned as a need during several stakeholder meetings and was one of the most frequent responses noted on a survey given out at the Tribal Safety Fair in 2017. Street lighting needs were mentioned on Indian School Road, McKellips Road, and Dobson Road (between McDowell Road and McKellips Road). The intersection of Oak Street/Westwood Street and intersections of Mesa Drive, Center Street, and Oak Street with SR 87 were also mentioned with respect to lighting needs.

McKellips Road Improvement Needs – McKellips Road was mentioned by Tribal Council members and emergency service providers as an area with safety concerns, particularly between SR 101L and Alma School Road. This road is planned to be improved with medians and curbs and gutter by Maricopa County in the short-range time frame.

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

Near-Term Priorities (2018 – 2022)

Near-term improvements are those projects that are included in the SRPMIC Tribal Transportation Improvement Program (TTIP). These projects are shown graphically in **Figure 22** and summarized in **Table 6**. Near-term projects have committed funding to implement. Funding sources are discussed in **Section 5.4**.

Projects by Others

Programmed projects by ADOT, Maricopa County, and the City of Scottsdale are summarized in **Table 7** and discussed below.

ADOT

ADOT projects are documented in the *2018-2022 Five-Year Construction Program*. This program categorizes projects into expansion projects, modernization projects, and preservation projects. Projects include funding for the Pima Road extension in FY 2019 and FY 2020. No projects are programmed on SR 87 during the short-term period. There is a construction project in the vicinity of the study area (north and west of the Reservation area) to add a general-purpose lane in each direction on SR 101L (Pima Freeway) from Princess Drive to Shea Boulevard. This project is not included in **Table 7**, since it is outside of the study area.

MCDOT

MCDOT projects are documented in the *Maricopa County Transportation Improvement Program, Fiscal Year 2018-2022*, the *MAG 2040 Regional Transportation Plan*, and the MCDOT website. Short-term projects include design, environmental work, and construction of a new four-lane bridge over the Salt River at Gilbert Road. This project is anticipated to begin construction in FY 2021.

MCDOT has also programmed design and construction of a project on McKellips Road, between SR 101L and Alma School Road, to add medians and curb and gutter to the existing four-lane road.

City of Scottsdale

City of Scottsdale projects are documented in the *Adopted FY 2017/18 Budget, Volume Three – Capital Improvement Plan*. Short-term projects include the following road projects on Pima Road:

- Pima Road, Krail Street to Chaparral Road (proposed FY 2017/18 program) – Design and construct a four-lane minor arterial cross-section including medians, bike lanes, and sidewalks. The City of Scottsdale will implement the design and construction of the project. The city is responsible for 12 percent of the project cost, the SRPMIC is responsible for 18 percent, and MAG is responsible for 70 percent per the Intergovernmental Agreement (IGA).
- Pima Road, Via Linda to Via De Ventura (proposed FY 2017/18 program) – Design and construct intersection improvements along Pima Road and 90th Street up to Via Linda.

Figure 22. Recommended Near-Term Projects

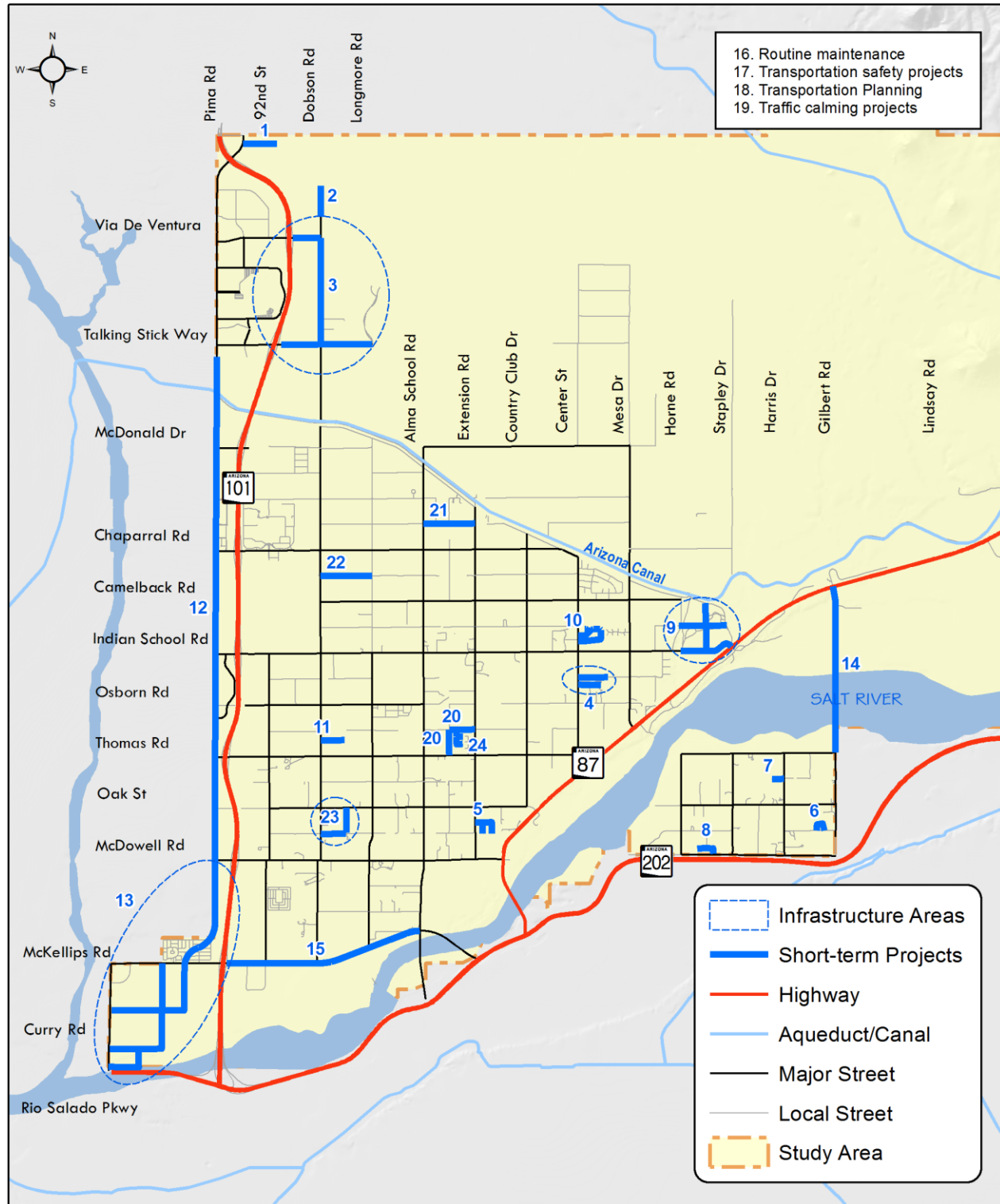


Table 6. Recommended Near-Term Transportation Projects, FY 2018-2022

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
1	7	Horseshoe Lane: 90th St to 92nd St	New Construction	This road will provide access to commercial development and connect the Talking Stick Entertainment District area. The project will be constructed in phases with development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median.	0.3	2019	4,085,700
2	7	Dobson Road: Royal Palm to Eastwood	New Construction	This road will provide access to commercial development and connect the Talking Stick Entertainment District area. The project will be constructed in phases with development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median.	0.3	2020	4,000,000
3	7, 14, 34	Dobson Road: Talking Stick Way to Via de Ventura, Talking Stick Way: Loop 101 to Longmore Road, Via de Ventura: Loop 101 to Dobson Road	Overlay	An overlay is needed on this roadway for pavement preservation. The overlay will extend the pavement life and enhance safety.	2.2	2019	800,000
4	26, 260	Clarendon Ave: Center Street to Pasadena Street, Weldon Ave: Center Street to Pasadena Street	New ROW and Road Construction	The existing gravel road serves agriculture and low-density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2018-2019	706,901
5	113	Monte Vista Subdivision: Extension Road to Date Road	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	2018-2020	935,000

SRPMIC Long Range Transportation Plan

2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
6	325	Washington Subdivision	Waterline and Double Chip Seal Road	Construction of a waterline and double chip sealing of this road is needed in this residential area.	0.3	2019	224,080
7	300	Virginia Ave: west of Harris Drive	Double Chip Seal Road	Construction of a double chip seal road within existing right-of-way.	0.1	2019	15,000
8	211, 330	Fraser Drive: McDowell Road to Xma Uunye, Xma Uunye: Fraser Drive to cul-de-sac	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	2019	285,703
9	240, 126, 1	Bunnyville Phase I- Montecito: 124 th Street to Stapley Drive, 126 th Street: Indian School Road to Camelback Road, Indian School Road: Horne Drive to SR 87	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.5	2019	\$3,885,456
10	103	Victory Acres 1 Subdivision	Water, Sewer, Road Reconstruction	Victory Acres I is a medium density residential subdivision. The pavement within the subdivision is failing and the water and sewer lines are due to be replaced. The project will involve reconstructing the urban local roads including replacing the water and sewer facilities.	0.7	2018-2022	3,580,292
11	102	Dobson Heights: Pinchot Dr	Water and Road Reconstruction	Pinchot Road serves a medium density residential subdivision. Due to failing water lines, the water line and roadway needs to be reconstructed.	0.2	2020	663,000
12	99	Pima Rd: McDowell Rd to 90th St	Widening and 8' Sidewalk	Pima Road serves as the boundary between the Community and the City of Scottsdale and currently consists of primarily one lane in each direction. The project is to widen Pima Road in phases based on the need to improve the operational characteristics and serve existing and future commercial development. The new roadway will be an urban minor arterial with	6.8	2018-2024	100,865,000

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

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2018 Priority Number	Route	Description	Scope of Work	Justification	Length	Time Frame	Estimated Cost (\$)
20	41, 38	Westwood Drive: Thomas Road to Earll Drive, Earll Drive: Westwood Road to Extension Road	New ROW, Road Construction (paving), Utilities and Drainage Improvements	Existing gravel road serves agriculture and low density residential. Road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, and dust control,	0.6	2020-2022	1,590,000
21	210	Vista Drive: Alma School Road to Extension Road	New ROW, Basic Utilities, Drainage Improvements and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2020-2022	1,060,000
22	220	Highland Ave: Dobson Road to Longmore Road	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	2020-2022	1,125,000
23	320, 703	Palm Lane: Dobson Road to Sycamore Street, Sycamore Street: Palm Lane to Oak Street	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	2020-2022	1,060,000
24	114	LaVella Deer Subdivision	New ROW and Road Construction	Subdivision streets serve residential development. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	2020-2022	493,250

Table 7. Near-Term Transportation Projects by Others, FY 2018-2022

Agency	Location	Scope of Work	Source	Length (Mile)	Time Frame (FY)	Estimated Cost (\$)
MCDOT	McKellips Rd at Dobson and Longmore Road	This project is studying the feasibility of installing intersection safety lighting on McKellips Road at the intersections of Dobson Road and Longmore Road.	MCDOT website ¹	N/A	2018	Not available
MCDOT	McKellips Road, SR 101 L to SRPMIC/Alma School Road	Add median, curb and gutter to existing four-lane road	MCDOT TIP, 2018-2022 MAG 2040 LRTP	2.0	2018-2021	9,780,000
MCDOT	Gilbert Road: Bridge over the Salt River	New four-lane bridge	MCDOT TIP, 2018-2022 MAG 2040 LRTP	1.8	2018-2021	56,890,000
Scottsdale	Pima Road, Krail Road to Chaparral Rd	Widen to 4 through lanes	MAG 2040 RTP City of Scottsdale FY 2017/2018 Adopted Budget, Vol.3	1.8	2017/2018	13,512,000
Scottsdale	Pima Road, Via Linda to Via De Ventura (proposed FY 2017/18 program)	Design and construct intersection improvements along Pima Road and 90th Street up to Via Linda.	MAG 2040 RTP City of Scottsdale FY 2017/2018 Adopted Budget, Vol.3	1.2	2017/2018	\$1,803,000

Mid-Term Priorities (FY 2023- 2026)

Mid-term projects are shown in **Table 8**. Mid-term projects are those that are planned to be implemented in the four-year period from FY 2023-2026. This time frame corresponds to “Group 2” in the *MAG 2040 Regional Transportation Plan* (MAG RTP).

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

Mid-term transportation projects are shown graphically in **Figure 23**.

Projects by Others

Projects for ADOT, MCDOT, and the City of Scottsdale in the MAG 2040 Regional Transportation Plan (June 2017) for the period FY 2023 to FY 2026 are described below and are summarized in **Table 9**.

ADOT

No ADOT projects are included in the MAG 2040 Regional Transportation Plan that are adjacent to the Reservation boundaries in this time period.

MCDOT

No Maricopa County projects are included in the MAG 2040 Regional Transportation Plan that are adjacent to the Reservation boundaries in this time period.

City of Scottsdale

Projects include:

- Pima Road widening, Thomas Road to McDowell Road
- Pima Road widening, Chaparral Road to Thomas Road

Figure 23. Recommended Mid-Term Projects



Table 8. Recommended Mid-Term Roadway Improvements, FY 2023-2026

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (miles)	Estimated Cost (\$)
25	7, 58, 5	Dobson Rd/Horseshoe Lane: 92nd St to Eastwood Lane, Eastwood Lane: 92 nd Street to Dobson Road, 92 nd Street: Eastwood Lane to Horseshoe Road	New Construction	This new roadway improvement will support future development. New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median on Dobson Road/Horseshoe Lane. New urban major collector with one lane in each direction and a center two-way left turn lane to support future development on Eastwood Lane and 92 nd Street.	2.3	10,000,000
26	7	Dobson: Arizona Canal to Talking Stick Way	New Road and Sidewalk Construction	New construction of an urban arterial roadway with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. This road will provide access to future commercial development in the Talking Stick Entertainment District.	0.7	2,500,000
27	991	Salt River Fields - Roadrunner Road: Pima Road to Centerfield Road	Widening	Widen Roadrunner Road to an urban major collector with one lane in each direction and a center two-way left turn lane.	0.8	1,000,000
28	991	90 th Street: Roadrunner Road to Via de Ventura	Widening	Widen urban major collector to two lanes in each direction with a raised median.	0.3	500,000
29	28, 41	Osborn Road: Alma School Road to Extension Road, Westwood Drive: Osborn Road to Columbus Avenue	New ROW, Road Construction, Utilities, and Drainage	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,410,000
30	26	Clarendon Ave: 92nd Street to Dobson Road	New ROW, Road Construction, Utilities, and Drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
31	26, 707	Clarendon Avenue: Longmore Road to Cholla, Cholla Lane:	New ROW and Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading,	0.7	1,323,875

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

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2018 Priority Number	Route	Description	Scope of Work	Justification	Length (miles)	Estimated Cost (\$)
38	5	92nd St: McKellips Road to McDowell Road	Widening	Widen 92nd Street to two lanes in each direction. This widening is needed to accommodate additional traffic forecasted to use the segment once the new Dobson Road Salt River bridge crossing is in place and to provide access to Casino Arizona.	1.0	3,000,000
39	5	92nd Street: McDowell Road to Indian School Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	2.0	6,000,000
40	1	Indian School Road: SR 101L to Dobson Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	0.7	2,400,000
41	7	Dobson Rd: Indian School Road to Chaparral Road	Widening	Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.	1.0	3,000,000
42	22	Chaparral Road: 92nd Street to Dobson Road	Widening	Widen to two lanes in each direction. Part of the 92nd Street/Dobson Road corridor, this widening will improve access to planned commercial development east of the Pima Freeway.	0.5	2,000,000

Table 9. Mid-Term Transportation Projects by Others, FY 2023-FY 2026

Agency	Location	Scope of Work	Source	Length (Mile)	Time Frame (FY)	Estimated Cost (\$)
Scottsdale	Pima Road, Thomas Road to McDowell Road	Widen to 4 through lanes	MAG 2040 RTP		2023-2026	12,491,000
Scottsdale	Pima Road, Chaparral Road to Thomas Road	Widen to 4 through lanes	MAG 2040 RTP		2023-2026	12,122,000

Long-Term Priorities (2027-2040)

Long-term projects are those that are recommended for implementation in the period from 2027-2040. This time period corresponds to the long-range time period ("Group 3") in the MAG 2040 Regional Transportation Plan for the period FY 2027 to FY 2040.

Major long-term projects include a continuation of the program of paving gravel roads and associated right-of-way acquisition, utilities, and drainage work. Bridge construction projects include an Arizona Canal bridge replacement project at Alma School Road and a new bridge at Dobson Road. Initially, the Dobson Road bridge may have access for emergency vehicles only. A new riverbed crossing of the Salt River is recommended to improve access to the Lehi District. Reconstruction of Via De Ventura east of Dobson Road is planned to support future development. These projects are shown graphically in **Figure 24** and summarized in **Table 10**. Typically, funding for these long-term projects has not yet been identified.

Projects by Others

Projects for ADOT, MCDOT, and the City of Scottsdale in the MAG 2040 Regional Transportation Plan (June 2017) for the period FY 2027 to FY 2040 are described below, and in **Table 11**.

ADOT

Projects include:

- New SR 202 interchange at Mesa Drive

MCDOT

Projects include:

- Dobson Road, Bridge over the Salt River
- McKellips Road, bridge over the Salt River (listed as a Group 4 project, which is assumed to be beyond 2040, but some funding is allocated in the FY 2027 – 2040 time period.

City of Scottsdale

No City of Scottsdale projects are included in the MAG 2040 Regional Transportation Plan in this time period adjacent to the Reservation area.

Figure 24. Recommended Long-Term Projects

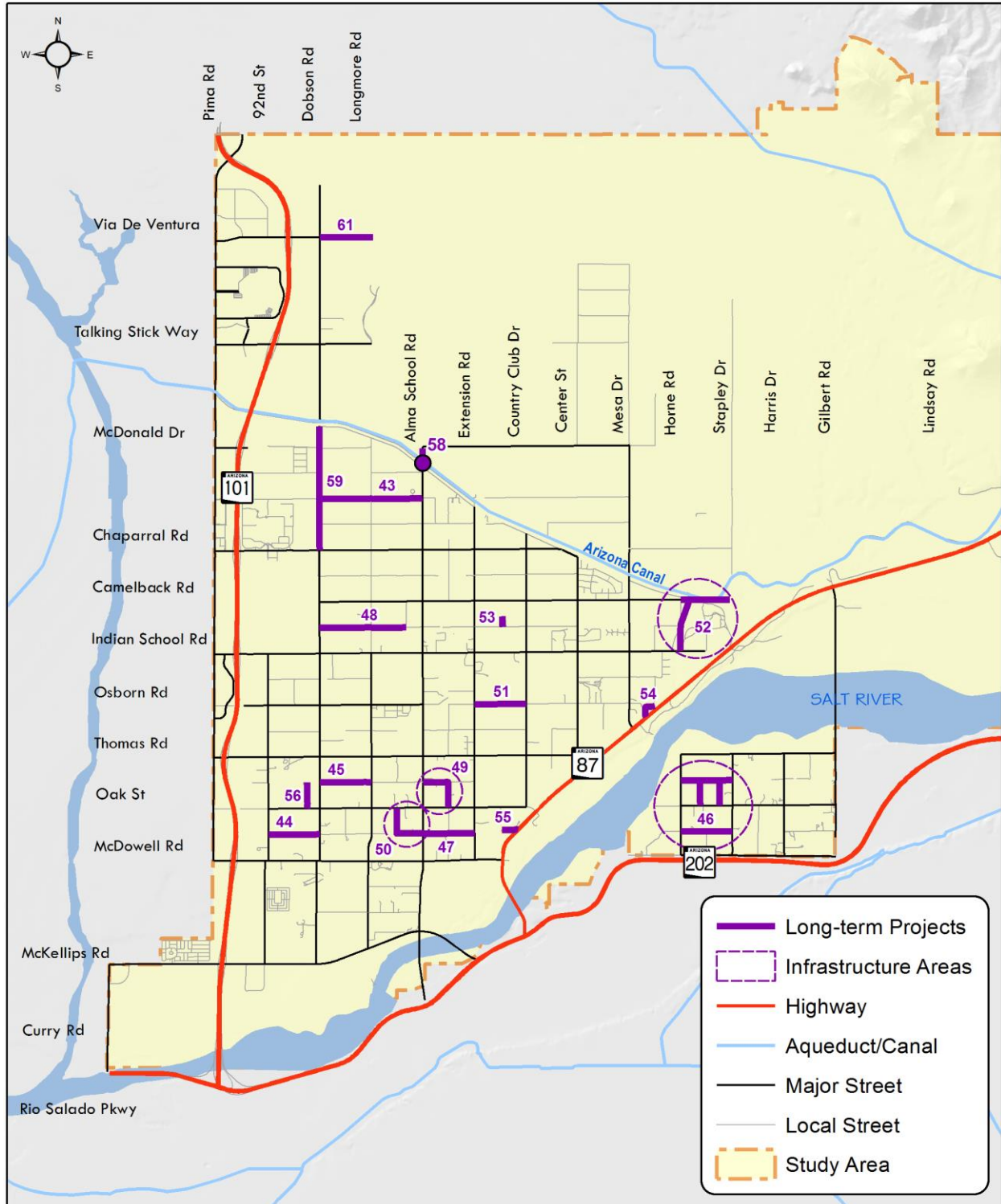


Table 10. Long-Term Transportation Projects, FY 2027-2040

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
43	20	Jackrabbit Road: Dobson Road to Alma School Road	New ROW, road construction, utilities, and drainage improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.0	2,256,140
44	320	Palm Lane: 92nd Street to Dobson Road	New ROW, Road Construction, Utilities, and Drainage	The existing gravel road serves low density residential land uses. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,059,100
45	300	Virginia Ave: Dobson Road to Longmore Road	New ROW, road construction, utilities, and drainage Improvements	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,128,070
46	300, 213, 215, 320	Virginia Ave: Horne Street to Stapley Drive, Temple Street: Oak Street to Virginia Avenue, Spencer Street: Oak Street to Virginia Drive, Palm Lane: Horne Drive to Stapley Drive	New ROW, road construction, Utilities, and Drainage	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.6	3,177,300
47	320	Palm Lane: Alma School Road to Extension Road	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved	0.5	1,059,100

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
				to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.		
48	240	Montecito Avenue: Dobson Road to east of Standage	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.5	1,835,059
49	41, 300	Westwood Street: Oak Street to Virginia Avenue, Virginia Avenue: Alma School Road to Westwood Street	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	1,059,100
50	320, 37	Palm Lane: Standage to Alma School Road, Standage: Palm Lane to Oak Street	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.6	1,165,010
51	28	Osborn Road: Extension Road to Country Club Drive	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway	0.5	1,059,100

2018 Priority Number	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
				alignment, access, dust control and enhanced safety.		
52	24, 124	Bunnyville Phase 2- Camelback Road: Horne Drive to Stapley Drive, 124 th Street: Indian School Road to Camelback Road	New ROW, Road and Bridge Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	1.0	2,118,200
53	43	Orange: Montecito Avenue north	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.1	211,820
54	106	Wood/Sine Family Subdivision	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.3	635,460
55	320	Palm Lane: Date Street to SR 87	New ROW, Road Construction	The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new ROW acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.	0.2	213,625

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

Table 11. Long-Term Transportation Projects by Others, FY 2027-FY 2040

Agency	Location	Scope of Work	Source	Length (Mile)	Time Frame (FY)	Estimated Cost (\$)
MCDOT	Dobson Road, bridge over the Salt River	New bridge construction	MAG 2040 LRTP	N/A	2027-2040	50,500,000
MCDOT	McKellips Road, bridge over the Salt River	New bridge construction	MAG 2040 LRTP	N/A	Listed as a Group 4 Project (assumed to be beyond 2040)	24,725,000

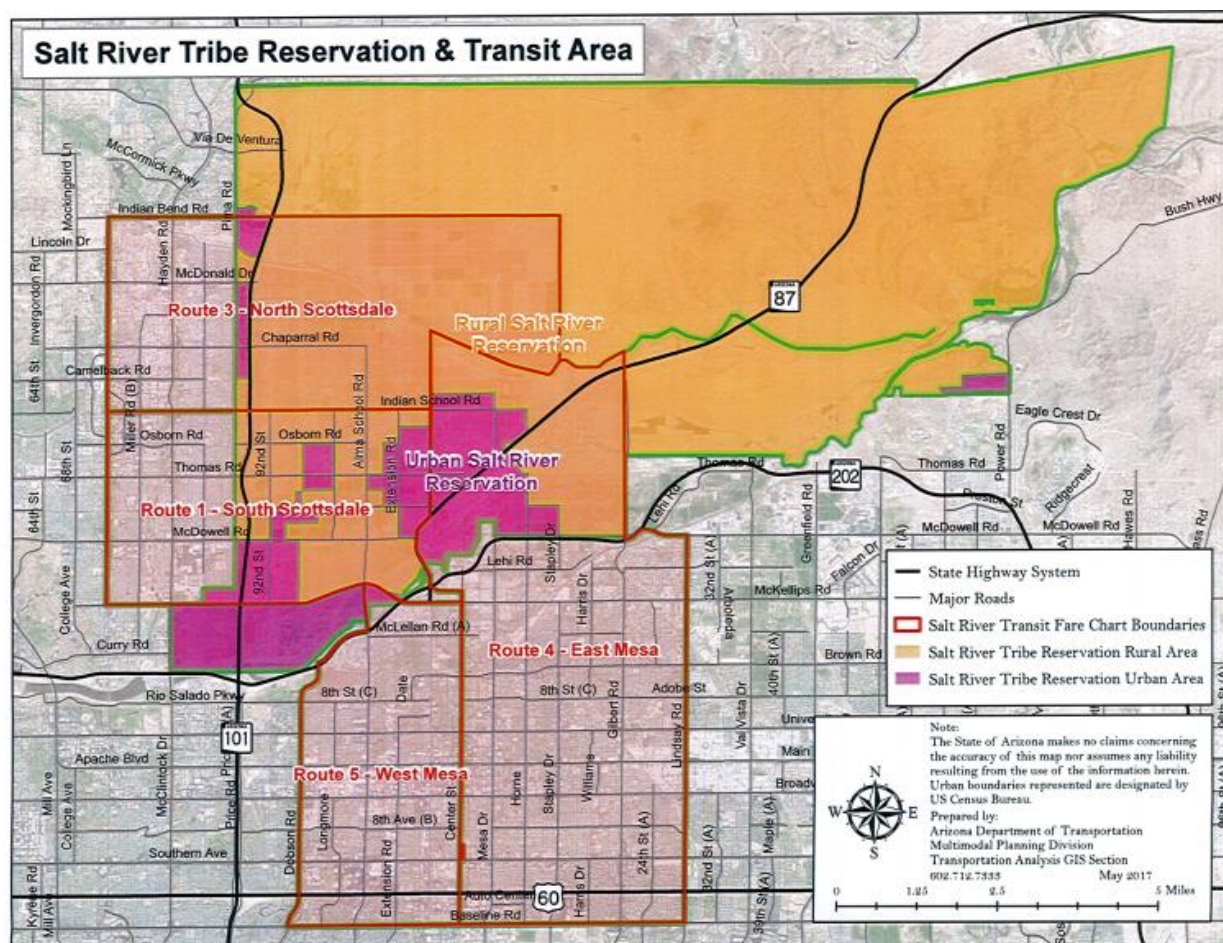
Transit System

Transit Goals

The Salt River Pima-Maricopa Indian Community is primarily a rural area in character. Commercial development is reserved along the Community's western boundary.

As a result of the 2010 U.S. Census, sections of the Community are designated as urban areas, as shown in **Figure 25**. These urban area designations have led to some discussions regarding the rural transit (FTA Section 5311) and Tribal Transit funding that the Salt River Transit System has been receiving, which are critical to the operation of the transit system.

Figure 25. Salt River Pima-Maricopa Indian Community and Transit Area



Source: Pima-Maricopa Indian Community GIS Department

The Community's transit program is a flow-through grant program (federal funds flow to the state and then to the Tribe). SRPMIC is considering requesting a waiver from the Federal Transit Administration (FTA) to retain the rural designation for most of the Community, in order to continue to receive federal funding from the funding programs it has historically used.

When an area is designated as rural by FTA, there is a much higher percentage of federal participation in the funding. The Rural Public Transportation Program (FTA Section 5311) and the Tribal Transit Program offers a low local match rate.

The Rural Public Transportation Program (FTA Section 5311) requires a 20 percent local match for capital projects, 50 percent for operating assistance, and 20 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service.

The Tribal Transit Program is a set-aside from the FTA 5311 program. A 10-percent local match is required under the discretionary program; however, there is no local match required under the formula program.

When an area is designated as a large urban area exceeding 1 million people, there are no operating or administration funds available. Additionally, tribes that are no longer designated as rural are not eligible for Tribal Transit Program funds. In recent years, Salt River Transit has relied on the FTA Rural Public Transportation Program (Section 5311) funding, Tribal Transit funding, farebox revenues, and Salt River Pima-Maricopa Indian Community funding.

A change to urban area transit funding would likely negatively impact the level of transit service that can be provided to the Community.

Five-Year Transit Budget

A five-year transit budget is summarized in **Table 12**. Budget estimates for administrative, operating, and capital costs were developed based on estimates in the 2010 LRTP. The budget estimates for the FY 2018 - 2022-time period include the following assumptions:

- Administrative costs and operating costs (driver/dispatch staff, communication and employee training and supplies) have been escalating at three percent annually.
- Capital funding, based on anticipated costs for vehicle and equipment replacement, are escalated at four percent annually.

Table 12. Salt River Transit Five-Year Budget

Costs	2018	2019	2020	2021	2022
Administrative Costs	\$99,000	\$102,000	\$105,000	\$108,000	\$111,000
Operating Costs	\$307,000	\$316,000	\$325,000	\$335,000	\$345,000
Capital	\$85,000	\$88,000	\$92,000	\$96,000	\$100,000
Total Costs	\$491,000	\$506,000	\$522,000	\$539,000	\$556,000

Trails and Path System

A trails system was developed as part of the 2010 LRTP and was based on the system of trails identified in the Community's General Plan. The trail system plan links schools, subdivisions, and other destinations important to Community members. For this 2018 update, the trail and path system plan was amended to reflect facilities that have been constructed since the 2010 plan, and new facilities to support development, such as a planned pedestrian bridge over Loop 101 to provide multi-modal connectivity within the Talking Stick Entertainment District.

This framework is shown in **Figure 15** in Chapter 2. Implementation of the trails plan will provide dedicated routes for pedestrians, bicyclists, and horseback riders to connect safely between activity centers.

During the stakeholder meetings and public outreach, the study team heard from several sources that the Community prefers not to provide trails linkages to the greater metropolitan area. The trails plan reflects the Community's desire to have a system of non-motorized routes to access Community destinations and residential areas. The trails system is not an extension of the regional trails system; the paths/trails are envisioned being built for Community members only and not for the general public. This limitation would not extend to sidewalks along the local commercial, collector, and arterial street types.

The non-motorized trails are composed of several components which work together to develop a trails system. Paths are typically paved multi-use routes and trails are unpaved routes. Paved path material can be asphalt, concrete, or other similar material. Unpaved trails can be the native surface with large rocks removed, stabilized granite, or other similar material.

Proposed trail and path system projects are summarized in **Table 13** for short, mid-, and long-term time periods.

Table 13. Sidewalk and Trail Projects

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

Priority	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
Mid Term, FY 2023-2026 Sidewalk and Trail Projects						
78	99	Pima Road: Indian School Road to Highland Road	8' Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.8	136,000
79	7	Dobson Road: AZ Canal to Talking Stick Way	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
80	17	Center: Thomas to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
81	30	Thomas Road: Alma School Road to Center Street	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.5	255,000
82	5	92nd St: McKellips Road to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.0	510,000
83	1	Indian School Road: Loop 101 to Dobson Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
84	7	Dobson Road: Indian School Rd Chaparral	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
85	22	Chaparral Road: Loop 101 to Country Club Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.0	510,000
86	19	Mesa Drive: SR 87 to Indian School Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
87	30	Thomas Road: Horne to Stapley	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
88	9	Longmore Rd: McKellips Road to McDowell Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
89	4	McDowell Road: Longmore Road to SR 87	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.5	85,000
90	7	Dobson Road/Horseshoe Lane: 92 nd St to Eastwood	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.7	119,000
Long Term (FY 2027-2040) Sidewalk and Trail Projects						
91	9	Longmore Road: Chaparral Road to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.1	187,000
92	13	Extension Road: Indian School Road to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.4	200,000
93	21	Lehi Trail Crossing at Salt River	Trail	Construct trail as part of the recommended non-motorized trail system.	0.6	85,000
94	21	Evergreen Trail: Salt River to Indian School Road	Trail	Construct trail as part of the recommended non-motorized trail system.	0.4	68,000
95	30	Thomas Road: 92nd Street to Longmore Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.0	170,000
96	99	Pima Road: Salt River to Osborn Road	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	3.2	544,000

SRPMIC Long Range Transportation Plan

Priority	Route	Description	Scope of Work	Justification	Length (Mile)	Estimated Cost (\$)
97	7	Dobson Road: Chaparral to AZ Canal	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.3	221,000
98	7	Dobson Road/92 nd St: Salt River to McKellips	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	1.3	221,000
99	2	McKellips Road: Alma School Road to Loop 202	Sidewalk	Construct sidewalk as part of the recommended non-motorized trail system.	0.6	102,000
100	6	Va Shly'ay Akimel	multi-use trail	Construct sidewalk or trail as part of the recommended non-motorized trail system.	13.9	6,255,000

Transportation Funding

This section describes funding resources that are potentially available for the projects identified in the previous chapters. Financing a transportation program requires utilization of a variety of funding sources and strategies.

The purpose of this section is to provide a brief description of some of the major available funding sources and financing options and to identify principal contacts for additional information regarding the funding sources and requirements.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act (Pub. Law. No. 114-94) was signed into law. The Tribal Transportation Program under the FAST Act provides \$465 million in FY 2016, increasing to \$505M in 2020 for projects that improve access to and within Tribal lands.

This program generally continues the previous Indian Reservation Roads (IRR) Program, while adding set-asides for:

- **Program Administration** – Up to 5% for program administration, including funding for Tribal Technical Assistance Centers.
- **Tribal Planning** – Up to 2% for transportation planning.
- **Tribal Bridges** – Up to 3% for a nationwide priority program for improving eligible deficient bridges.
- **Tribal Safety Projects** – Up to 2% for safety projects, to be allocated to applicant tribal governments for projects eligible under the Highway Safety Improvement Program
- **Road Maintenance** – Up to 25% for road maintenance or \$500,000, whichever is greater.
- **Tribal Supplemental Funding** – An amount of funding equal to \$82.5 million, plus 12.5% of the amount by which total TTP funding in a fiscal year exceeds \$275 million. The FAST Act continues to distribute Tribal supplemental funding to BIA regions based on the cumulative tribal shares in each region and then further distributes to Tribes within the region.

Estimated tribal shares for the SRPMIC from the FAST Act for FY 2016-2020³ are as follows:

FY 2016 - \$1,555,768

FY 2017 - \$1,558,294

FY 2018 - \$1,560,718

FY 2019 - \$1,562,953

FY 2020 - \$1,564,887

The funding sources are described for the following types of projects:

- Roadway (**Table 14**)
- Safety (**Table 15**)
- Bicycle, Pedestrian, and Equestrian (**Table 16**)
- Transit (**Table 17**)

³ Source: <https://flh.fhwa.dot.gov/programs/ttp/documents/fy16-20-tribal-shares.pdf>, referenced 10/9/2017

Table 14. Roadway Improvement Funding Sources Program

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Tribal Transportation Program	BIA-DOT Western Regional Office	The Tribal Transportation Program provides \$450 million annually for projects that improve access to and within Tribal lands. It continues to provide set asides for program management and oversight and tribal transportation planning.	Varies for each tribe based on population and mileage.	Funds are allocated to BIA Regional Office on a formula basis.	TTIP must be submitted to FHWA by August.	Stacey Begay, Supervisory Community Planner BIA Western Regional Office BIA Division of Transportation 2600 N Central Ave., Ste. 400, MS-370 Phoenix, AZ 85004 Phone: (602) 379-6782, x1332 Email: Stacy.Begay@bia.gov
Tribal Transportation Planning	BIAWRO	Tribal transportation planning.	2% of Construction Funding	Funds are allocated directly to Tribe based on a formula and distributed on a project by project basis.	N/A	Stacey Begay See above for contact information
National Bridge and Tunnel Inventory		Tribal bridges will need to be inspected, classified, and inventoried. Bridges will be classified according to serviceability, safety, and essentiality for public use; and Based on the classification, each bridge will be given a risk-based priority for systematic preventive maintenance, replacement or rehabilitation.	TBD	TBD	TBD	Regarding bridges, contact: Paul Bonar, PE Western Region Division of Transportation 2600 N Central Ave. MS-370 Phoenix, AZ 85004 602.379.6782 x 1342 Paul.Bonar@bia.gov

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Surface Transportation Program (STP)	ADOT	Construction, transit, safety, Intelligent transportation systems, management systems, environmental, transportation planning and enhancement on roads with functional classifications of urban collector, major rural collector or higher. Arizona will receive about \$206 million in FY 2016, increasing to \$224 million in 2020. Some of the funding is sub-allocated to MPOs and COGs.	Varies by year	Project is scoped and request for funding submitted to MAG. Project is funded if it is added to RTIP and STIP.		Jodi Rooney, ADOT Local Public Agency Section Manager Phone: (602) 712-8427 Email: jrooney@azdot.gov
Planning Assistance for Rural Areas (PARA) Program	ADOT	Multimodal studies to develop short, medium and long range transportation plans.	Up to \$250,000 per study depending on the project area and scope of work.	Applications for planning projects are submitted to ADOT Multimodal Planning Division (MPD).	Applications for planning projects are submitted to ADOT on an annual basis in early summer.	http://mpd.azdot.gov/mpd/systems_planning/PDF/PARA/PARAs.asp Jason Bottjen Planning Program Manager Phone: (602) 712-6166 Email: jbottjen@azdot.gov http://www.azdot.gov/planning/CurrentStudies/PARAsStudies
Indian Community Development Block Grant Program	US Dept. of Housing and Urban Development	Infrastructure construction, e.g., roads, water, and sewer facilities; and, single or multipurpose Community buildings. Also for housing and economic development projects. There are also Imminent Threat Grants to provide solutions to a problem of an urgent nature	Nationally, single purpose grants were \$60M, Imminent threat grants up to \$3.9M	Single-purpose grants are competitively awarded- must primarily benefit low or moderate income persons	Mid-June annually	US Dept of Housing and Urban Development, Southwest Office of Native American Programs Thorin R. Druch, Native American Program Specialist Phone: (602) 379-7200 Email: Thorin.R.Druch@hud.gov
Congestion Mitigation and Air Quality Improvement Program	MAG	Transportation projects and programs likely to contribute to the attainment of a national ambient air quality standard, including paving of dirt roads, transit and rideshare programs, bicycle and pedestrian facilities, and intersection improvements.	Approx \$2.5B nationally, \$26M to MAG in FY2017	Competitive applications for projects are submitted to MAG on an annual basis	Applications are submitted to MAG in September	Teri Kennedy, TIP Manager Maricopa Association of Governments Phone: (602) 254-6300 Email: tkennedy@azmag.gov

Table 15. Funding for Safety Projects

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Alcohol Impaired Driving	NHTSA & GOHS	Costs for high visibility enforcement; Costs of training and equipment for law enforcement, Costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age, Costs of vehicle or license plate impoundment.	\$129 million per year nationally	GOHS submits application for funding. Tribe should work with GOHS for use of funds.		http://www.azgohs.gov/ Director Alberto Gutier Governor's Office of Highway Safety 3030 North Central Avenue, #1550 Phoenix, AZ 85012 Phone: (602) 255-3216 Office Email: agutier@azgohs.gov
Highway Safety Improvement Program (HSIP)	ADOT and MAG	Elimination of safety hazards on any public road, public surface transportation facility; any publicly owned bicycle or pedestrian pathway or trail; or any traffic calming measure.	To be determined. Arizona receives between \$42 million and \$46 million per year.	HSIP Local Government Coordinator provides assistance to local agencies throughout the process of identifying and developing the projects.	May 1st	http://www.azdot.gov/highways/traffic/TSS/HSIP/AzHSIP2010.pdf Kerry Wilcoxon, State Safety Engineer ADOT Traffic Safety Section Phone: 602.712.2060 Email: KWilcoxon@azdot.gov , and Maricopa Association of Governments: Margaret Boone, ITS and Safety Program Manager Phone: (602) 254 -6300 Email: mboone@azmag.gov

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Tribal Transportation Program Safety Funds (TTPSF)	FHWA	Funds to be provided based on identification and analysis of highway Safety issues and opportunities on tribal lands. Funding goals have been established in four categories under TTPSF: Safety Planning (40%); Engineering Improvements (30%); Enforcement/EMS (20%); and Education (10%).	Approx. \$9 million/year nationally	To be determined. New program under MAP-21 and increased under the FAST Act	TBD, the FY 2016 notice for applications has not come out as of June 7, 2016.	Stacey Begay, Supervisory Community Planner BIA Western Regional Office BIA Division of Transportation 2600 N Central Ave., Ste. 400, MS-370 Phoenix, AZ 85004 Phone: (602) 379-6782, x1332 Email: Stacy.Begay@bia.gov
State & Community Highway Safety Grant Program	NHTSA & GOHS	Alcohol counter measures, Occupant protection, Police traffic services (primarily enforcement), Emergency medical services, Traffic records, Motorcycle safety, Pedestrian and bicycle safety, Roadway safety, Speed control, school bus safety, training, and accident reconstruction.	Approx. \$2.5 million/year for Arizona	Competitive proposals submitted to the GOHS	Competitive proposals submitted to the GOHS during April and May	Director Alberto Gutier Governor's Office of Highway Safety 3030 North Central Avenue #1550 Phoenix, Arizona. 85012 Email: agutier@azgohs.gov
Injury Prevention Program	IHS	Develop, implement, and evaluate proven or promising injury prevention intervention programs. Projects include, but are not limited to, programs designed to reduce alcohol-related injuries, e.g. supporting initiatives to reduce drinking and driving. Other projects include seat belt promotion campaigns, pedestrian safety, child passenger safety,	\$75,000 maximum per project	Work with IHS Office to obtain project funding.	N/A	http://www.ihs.gov/InjuryPrevention/

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Road Safety Assessment	ADOT Traffic Safety Section	The RSA program will conduct Road Safety assessments on state, local, and tribal road facilities. An RSA is defined as a formal examination of user safety of a future or existing roadway by an independent multidisciplinary audit team, which includes qualified experienced members.	Technical assistance, no actual award of funds	Submit application along with supporting documentation and available crash data.	Anytime	Bahram Dariush, P.E. Road Safety Assessment Program Coordinator 1615 West Jackson St., Mail Drop 065R Phoenix, AZ 85007-3217 Phone: 602-712-2332 Fax: 602-712-3243 Email: bdariush@azdot.gov

Another reference source for funding programs that address tribal traffic safety issues is the Tribal Traffic Safety Funding Guide, which was developed through the Arizona Transportation Research Center - Research Program. The guide summarizes the various transportation safety programs and can be obtained through the ATRC website at http://www.azdot.gov/TPD/ATRC/publications/project_reports/PDF/AZ592s.pdf

Table 16. Funding for Pedestrian and Bicycle Projects

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Transportation Alternatives Program	ADOT and MAG	The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, Community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	TBD	Funded through a competitive process	May 1st	Maricopa Association of Governments TAP: Margaret Boone, ITS and Safety Program Manager Phone: (602) 254 - 6300 Email: mboone@azmag.gov
Congestion Mitigation and Air Quality Improvement Program	MAG	Transportation projects and programs likely to contribute to the attainment of a national ambient air quality standard, including paving of dirt roads, transit and rideshare programs, bicycle and pedestrian facilities, and intersection improvements.	Approx \$2.5B nationally \$26M to MAG in FY2017	Competitive applications for projects are submitted to MAG on an annual basis	Applications are submitted to MAG in September	Teri Kennedy, TIP Manager Maricopa Association of Governments Phone: (602) 254-6300 Email: tkennedy@azmag.gov

Table 17. Transit Funding Sources

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Formula Grant for Rural Areas	ADOT and FTA	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula grant	Funded through a competitive process	May 1st	Jill Dusenberry, Transit Manager (602) 712-8243 jdusenberry@azdot.gov or Sarah Fitzgerald, Program Manager, Section 5311 Program, (602) 712-7106
Tribal Transit Formula Grants - 5311(c)(2)(B)	FTA	Provides funding to federally recognize Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.	TBD	Funded through a competitive process	TBD	Office of Program Management Federal Transit Administration 1200 New Jersey Avenue, S.E. Washington, DC 20590 202-366-2053 https://www.transit.dot.gov/funding/grants/grant-programs/tribal-transit-program

Priority Project List

This list of projects is provided to satisfy BIA TTP LRTP requirements. Additional information about these projects is found in **Tables 6, 8, 10, and 13**.

1. **Horseshoe Road (Route 7): 90th Street to 92nd Street.** New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. This road will provide access to commercial development and connect the Talking Stick Cultural and Entertainment District area at Via de Ventura to 90th Street/Pima Road. The project will be constructed in phases with development.
2. **Dobson Road (Route 7): Royal Palm to Eastwood.** New urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. This road will provide access to commercial development and connect the Talking Stick Cultural and Entertainment District area at Via de Ventura to 90th Street/Pima Road. The project will be constructed in phases with development.
3. **Talking Stick Entertainment District Overlay (Routes 7, 14, 34):** Overlay and intersection rehabilitation on Dobson Road from Talking Stick Way to Via de Ventura, Talking Stick Way from Loop 101 to Longmore Road, and Via de Ventura from Loop 101 to Dobson Road.
4. **Clarendon Weldon Paving Project (Routes 26, 260):** Clarendon Avenue and Weldon Avenue from Center Street to Pasadena Drive are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
5. **Monte Vista Subdivision (Route 113):** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
6. **Washington Subdivision (Route 325):** The existing gravel road serves agriculture and low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
7. **Virginia Avenue (Route 300): West of Harris Drive.** The existing gravel road serves agriculture and low density residential. The road will be improved to a double chip seal rural local with one lane in each direction.
8. **Fraser Dr/Xma Uunye (Routes 211, 330):** New rural local roads to serve low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
9. **Bunnyville Phase 1 (Routes 240, 126, 1):** New rural local roads to serve low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
10. **Victory Acres I Subdivision (Route 103):** Victory Acres I is a medium density residential subdivision. The pavement within the subdivision is failing and the water and sewer lines are due to be replaced. The project will involve reconstructing the urban local roads including replacing the water and sewer facilities.
11. **Dobson Heights Subdivision (Route 102): Pinchot Drive.** Pinchot Road serves a medium density residential subdivision. Due to failing water lines, the water line and roadway needs to be reconstructed.
12. **Pima Road (Route 99): McDowell Road to 90th Street.** Pima Road serves as the boundary between the Community and the City of Scottsdale and currently consists of primarily one lane in

each direction. The project is to widen Pima Road in phases based on the need to improve the operational characteristics and serve existing and future commercial development. The new roadway will be an urban minor arterial with two lanes in each direction and a raised landscaped median. The project is part of MAG's ALCP and has multiple funding partners.

13. **Section 12 Infrastructure Roads (Route 992):** This project involves new roadway and utility infrastructure for planned commercial development within Section 12 located south of McKellips Road and west of the Pima Freeway. One of the proposed corridors is an extension of Pima Road and Curry Road. The proposed roadways will be urban arterials and urban major collectors. Improvements will be phased as warranted by development.
14. **Gilbert Road (Route 27): Thomas Road to Beeline Highway.** Construct new all-weather Salt River bridge crossing with two lanes in each direction. This existing bridge is inadequate and structurally insufficient. The improvement will also provide adequate road capacity to accommodate regional population and employment growth.
15. **McKellips Road (Route 2): Pima Freeway to Alma School Road.** Improve roadway with curb, gutter, sidewalk, raised median and other safety improvements to support regional traffic.
16. **Routine Maintenance:** In order to maintain the TTP system and thereby protect the public's initial investment, the Community will utilize both DOI maintenance funds and an allowable percentage of TTP funding. Various routine maintenance projects will be identified in the TTIP as necessary. Specific projects identified through this transportation plan include:
 - New "Dead End" sign on Gilbert Road
 - Speed limit sign on Via de Ventura east of SR 101L
 - No Parking signs on west side of Center Street in front of Early Childhood Education Center
 - Signage to restrict left turns at the curb cut on Talking Stick Way to the east of the signalized intersection at the Pavilions
 - New "Dead End" sign and barricades at the north end of 126th Street, in advance of the Arizona Canal
 - Larger high visibility stop signs and stop ahead signing
17. **Transportation Safety Project:** Ongoing effort to make transportation safety improvements as identified in the Tribal Transportation Safety Plan. Specific projects identified in the transportation plan include:
 - Install speed monitors and Community signage on locations noted in the Tribal Transportation Safety Plan (suggestions are on Alma School Road, Indian School Road, Chaparral Road, Dobson Road, Thomas Road, and Longmore Road)
 - Educational outreach program on nighttime pedestrian visibility
 - Crash data collection system
 - Street name signs will provide faster emergency response times as well as assist in school bus routing. Stakeholders suggested the following:
 - Canalside Subdivision
 - Roma Avenue at Gilbert Road
 - SR 87 at driveway on Lindsay Road alignment near MP 183.7
 - Street lighting and paved school bus pickup/shoulder suggested at the following locations:
 - Southeast corner of Thomas Road/Longmore Road
 - Indian School Road (south side), just west of Center Street and near Mesa Drive

- Alma School Road, north of Indian School Road (NW corner)
 - Indian School Road/Country Club Road
 - Street lighting will improve safety. Suggestions by SRPMIC stakeholders include:
 - Indian School Road near Scottsdale Auto Show
 - Dobson Road, McDowell road to McKellips Road
 - Thomas Road/Longmore Road intersection
 - Oak Street/Westwood Street intersection
 - McKellips Road (MCDOT)
 - Locations identified in the Tribal Transportation Safety Plan
18. **Transportation Planning:** Ongoing planning activities include updating the RIFDS database, preparing the annual TTIP, safety planning, and periodically updating the LRTP. Various planning projects that may arise and are in excess of the 2% TTP planning funds may be identified in the TTIP as necessary.
 19. **Traffic Calming Measures:** Implement traffic calming measures at various locations as identified in the TTIP. Traffic calming projects include installing speed monitors, Community entry signs, and chicanes to reduce speeding and cut-through traffic.
 20. **Westwood/Earll Paving Project (Route 41, 38):** Westwood Drive from Thomas Road to Earll Drive and Earll Drive from Westwood Drive to Extension Road are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
 21. **Vista Drive (Route 210): Alma School Road to Extension Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
 22. **Highland Avenue (Route 220): Dobson Road to Longmore Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
 23. **Palm/Sycamore Paving Project (Route 320, 703):** Palm Lane from Dobson Road to Sycamore Street and Sycamore Street from Palm Lane to Oak Street are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
 24. **LaVella Deer Subdivision (Route 114):** The project includes new right of way acquisition, grading, drainage, water line, and paving for this proposed subdivision.
 25. **Dobson Road/Horseshoe Road Area Infrastructure (Route 7, 58, 5):** Dobson Road/Horseshoe Road from 92nd Street to Eastwood will be new urban arterial roadway construction with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. Eastwood Lane from 92nd Street to Dobson Road and 92nd Street from Eastwood Lane to Horseshoe Road will be a new urban major collector roadway construction with one travel lane in each direction, curb, gutter, sidewalk, and median. This road will provide access to future commercial development and connect the Talking Stick Cultural and Entertainment District area at Via de Ventura to 90th Street/Pima Road. The project will be constructed in phases with development.

26. **Dobson Road (Route 7): Arizona Canal to Talking Stick Way.** New construction of an urban arterial roadway with two travel lanes in each direction, curb, gutter, sidewalk, and raised landscaped median. This road will provide access to future commercial development in the Talking Stick Cultural and Entertainment District.
27. **Roadrunner Road at Salt River Fields (Route 991): Pima Road to Centerfield.** The Salt River Fields loop road within the Talking Stick Cultural and Entertainment District currently has one lane in each direction to serve events and local commercial development. Once warranted by expanded development in the area, the roadway will be widened to an urban major collector with one lane in each direction and a center two-way left turn lane.
28. **90th Street at Salt River Fields (Route 991): Roadrunner to Via de Ventura.** The road currently has one lane in each direction to serve events and local commercial development at Salt River Fields. Once warranted by expanded development in the area, the roadway will be widened to an urban major collector with two lanes in each direction and a raised median.
29. **Osborn/Westwood Paving Project (Route 28, 41): Alma School Road to Extension Road.** Osborn Road from Alma School Road to Extension Road and Westwood Street from Osborn Road to Columbus Road are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
30. **Clarendon Avenue (Route 26): 92nd Street to Dobson Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
31. **Clarendon/Cholla Paving Project (Route 26, 707): Longmore Road to Cholla Lane.** Clarendon Avenue from Longmore Road to Cholla Lane and Cholla Lane from Clarendon Avenue to Indian School Road are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
32. **Westwood Street (Route 41): Vista Drive to Jackrabbit Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
33. **Beverly Street (Route 39): Vista Drive to Jackrabbit Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
34. **Jackrabbit Road (Route 20): Beverly to Canal Bank Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
35. **Canal Bank Road (Route 16): Alma School Road to Extension Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
36. **Esther Romo Subdivision (Route 370):** The project includes new right of way acquisition, grading, drainage, water line, and paving for this proposed rural subdivision.

37. **92nd Street and McDowell Road (Routes 5 and C004):** Reconstruct intersection to align north and south legs. This improvement is needed as part of the overall upgrade of the 92nd Street/Dobson Road corridor.
38. **92nd Street (Route 5): McKellips Road to McDowell Road.** Widen 92nd Street to two lanes in each direction. This widening is needed to accommodate additional traffic forecasted to use the segment once the new Dobson Road Salt River bridge crossing is in place and to provide access to Casino Arizona.
39. **92nd Street (Route 5): McDowell Road to Indian School Road.** Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.
40. **Indian School Road (Route 1): Pima Freeway to Dobson Road.** Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.
41. **Dobson Road (Route 7): Indian School Road to Chaparral Road.** Widen to one lane in each direction with a center two-way left turn lane. This widening will improve access to planned commercial development east of the Pima Freeway.
42. **Chaparral Road (Route 22): 92nd Street to Dobson Road.** Widen to two lanes in each direction. Part of the 92nd Street/Dobson Road corridor, this widening will improve access to planned commercial development east of the Pima Freeway.
43. **Jackrabbit Road (Route 20): Dobson Road to Alma School Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
44. **Palm Lane (Route 320): 92nd Street to Dobson Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
45. **Virginia Avenue (Route 300): Dobson Road to Longmore Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
46. **Lehi Pave Dirt Roads (Routes 300, 213, 215, 320).** The project includes Virginia Avenue from Horne to Stapley Drive, Temple Street from Oak Street to Virginia Avenue, Spencer Street from Oak Street to Virginia Avenue, and Palm Lane from Horne to Stapley Drive. The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include
47. **Palm Lane (Route 320): Alma School Road to Extension Road.** The existing gravel road serves a cemetery, agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
48. **Montecito Road (Route 240): Dobson Road to east of Standage Road.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.

49. **Westwood/Virginia Paving Project (Route 41, 300):** Westwood Drive from Oak Street to Virginia Avenue and Virginia Avenue from Alma School road to Westwood Drive are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
50. **Palm/Standage Paving Project (Routes 320, 37):** Palm Lane from Standage Road to Alma School Road and Standage Road from Palm Lane to Oak Street are existing gravel roads that serve agriculture and low density residential. The roads will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
51. **Osborn Road (Route 28): Extension Road to Country Club Drive.** The existing gravel road serves agriculture and low density residential. The road will be improved to a paved rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
52. **Bunnyville Phase 2 (Routes 24, 124):** New rural local roads to serve low density residential. The road will be improved to a paved rural local with one lane in each direction. A culvert or bridge will be necessary on Camelback Road at the Evergreen Wash. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
53. **Orange (Route 43): North of Montecito Road.** The existing gravel road serves low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
54. **Wood/Sine Family Subdivision (Route 106):** The existing gravel roads serve low density residential. The roads will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
55. **Palm (Route 43): Date Street to SR87.** The existing gravel road serves low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
56. **Santa Barbara (Route 503): Oak Street to Virginia Road.** The existing gravel road serves low density residential. The road will be improved to a double chip seal rural local with one lane in each direction. The project includes new right of way acquisition, grading, drainage, water line, and thin paving. Benefits include improved roadway alignment, access, dust control and enhanced safety.
57. **Project removed per Council direction.**
58. **Alma School Road (Route 11): Arizona Canal Bridge.** Replace or rehabilitate the bridge over the Arizona Canal. The ADT on Alma School Road at the bridge is 1,010.
59. **Dobson Road (Route 7): Chaparral Road to Arizona Canal.** If warranted, widen to one lane in each direction with a center two-way left turn lane to support traffic connectivity.
60. **Project removed per Council direction.**
61. **Via de Ventura (Route 34): Dobson Road to Longmore.** Reconstruct pavement to support future development in the Talking Stick Entertainment District.
62. **Evergreen Canal Trail (Route T016): Center Street to Mesa Drive.** Construct trail as part of the recommended non-motorized trail system.
63. **Camelback Road (Route 24): Center Street to Mesa Drive.** Construct sidewalk as part of the recommended non-motorized trail system.

64. **Mesa Drive (Route 19): Indian School to Arizona Canal.** Construct sidewalk as part of the recommended non-motorized trail system.
65. **Chaparral Road (Route 22): Country Club Drive to Center Street.** Construct sidewalk as part of the recommended non-motorized trail system.
66. **Osborn Road (Route 28): Longmore Road to Alma School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
67. **Longmore Road (Route 9): Osborn Road to Chaparral Road.** Construct sidewalk as part of the recommended non-motorized trail system.
68. **Alma School Road (Route 11): Thomas Road to Indian School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
69. **Indian School Road (Route 1): Alma School Road to Center Street.** Construct sidewalk as part of the recommended non-motorized trail system.
70. **Thomas Road (Route 30): Longmore Road to Alma School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
71. **Stapley Road (Route 23): Oak Street to Thomas Road.** Construct sidewalk as part of the recommended non-motorized trail system.
72. **Talking Stick Pedestrian Bridge (Route 991):** Proposed multi-use path and bridge over the Loop 101 Pima Freeway connecting the east and west halves of the Talking Stick Cultural and Entertainment District.
73. **Horseshoe Road (Route 7): 90th Street to 92nd Street.** Construct sidewalk as part of development to provide pedestrian connections within the commercial corridor.
74. **Dobson Road (Route 7): Royal Palm to Eastwood.** Construct sidewalk as part of development to provide pedestrian connections within the commercial corridor.
75. **Pima Road (Route U099): Montebello to Krail.** Construct sidewalk to provide pedestrian connections within the commercial corridor.
76. **McKellips Road (Route 2): Loop 101 to Alma School Road.** Construct sidewalk to provide pedestrian connections along major transportation corridors.
77. **Gilbert Road (Route 27): Thomas Road to State Route 87.** Construct bike and pedestrian facilities along major transportation corridors.
78. **Pima Road (Route U099): Indian School Road to Highland Avenue.** Construct sidewalk to provide pedestrian connections within the commercial corridor.
79. **Dobson Road (Route 7): Arizona Canal to Talking Stick Way.** Construct sidewalk as part of development to provide pedestrian connections within the commercial corridor.
80. **Center Street (Route 17): Thomas Road to Indian School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
81. **Thomas Road (Route 30): Alma School Road to Center Street.** Construct sidewalk as part of the recommended non-motorized trail system.
82. **92nd Street (Route 5): McKellips Road to Indian School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
83. **Indian School Road (Route 1): Loop 101 to Dobson Road.** Construct sidewalk as part of the recommended non-motorized trail system.
84. **Dobson Road (Route 7): Indian School Road to Chaparral Road.** Construct sidewalk as part of the recommended non-motorized trail system.
85. **Chaparral Road (Route 22): Loop 101 to Country Club Drive.** Construct sidewalk as part of the recommended non-motorized trail system.

86. **Mesa Drive (Route 19): State Route 87 to Indian School Road.** Construct sidewalk as part of the recommended non-motorized trail system.
87. **Thomas Road (Route 30): Horne to Stapley.** Construct sidewalk as part of the recommended non-motorized trail system.
88. **Longmore Road (Route 9): McKellips Road to McDowell Road.** Construct sidewalk as part of the recommended non-motorized trail system.
89. **McDowell Road (Route 4): Longmore Road to State Route 87.** Construct sidewalk to provide pedestrian connections along major transportation corridors.
90. **Dobson/Horseshoe Road (Route 7): 92nd Street to Eastwood.** Construct sidewalk as part of development to provide pedestrian connections within the commercial corridor.
91. **Longmore Road (Route 9): Chaparral Road to Arizona Canal.** Construct sidewalk as part of the recommended non-motorized trail system.
92. **Extension Road (Route 13): Indian School Road to Arizona Canal.** Construct sidewalk as part of the recommended non-motorized trail system.
93. **Lehi Trail Crossing at Salt River (Route T021).** Construct trail as part of the recommended non-motorized trail system.
94. **Evergreen Trail (Route T021): SR87 to Indian School Road.** Construct trail as part of the recommended non-motorized trail system.
95. **Thomas Road (Route 30): 92nd Street to Longmore Road.** Construct sidewalk as part of the recommended non-motorized trail system.
96. **Pima Road (Route U099): Salt River to Osborn Road.** Construct sidewalk or trail as part of the recommended non-motorized trail system.
97. **Dobson Road (Route 7): Chaparral Road to Arizona Canal.** Construct sidewalk as part of the recommended non-motorized trail system.
98. **Dobson Road/92nd Street (Route 7): Loop 202 to McKellips Road.** Construct bike and pedestrian facilities along proposed transportation corridors over the Salt River.
99. **McKellips Road (Route 2): Alma School Road to Loop 202.** Construct sidewalk to provide pedestrian connections along major transportation corridors.
100. **Va Shly'ay Akimel (Route T006):** Construct sidewalk or trail as part of the recommended non-motorized trail system.

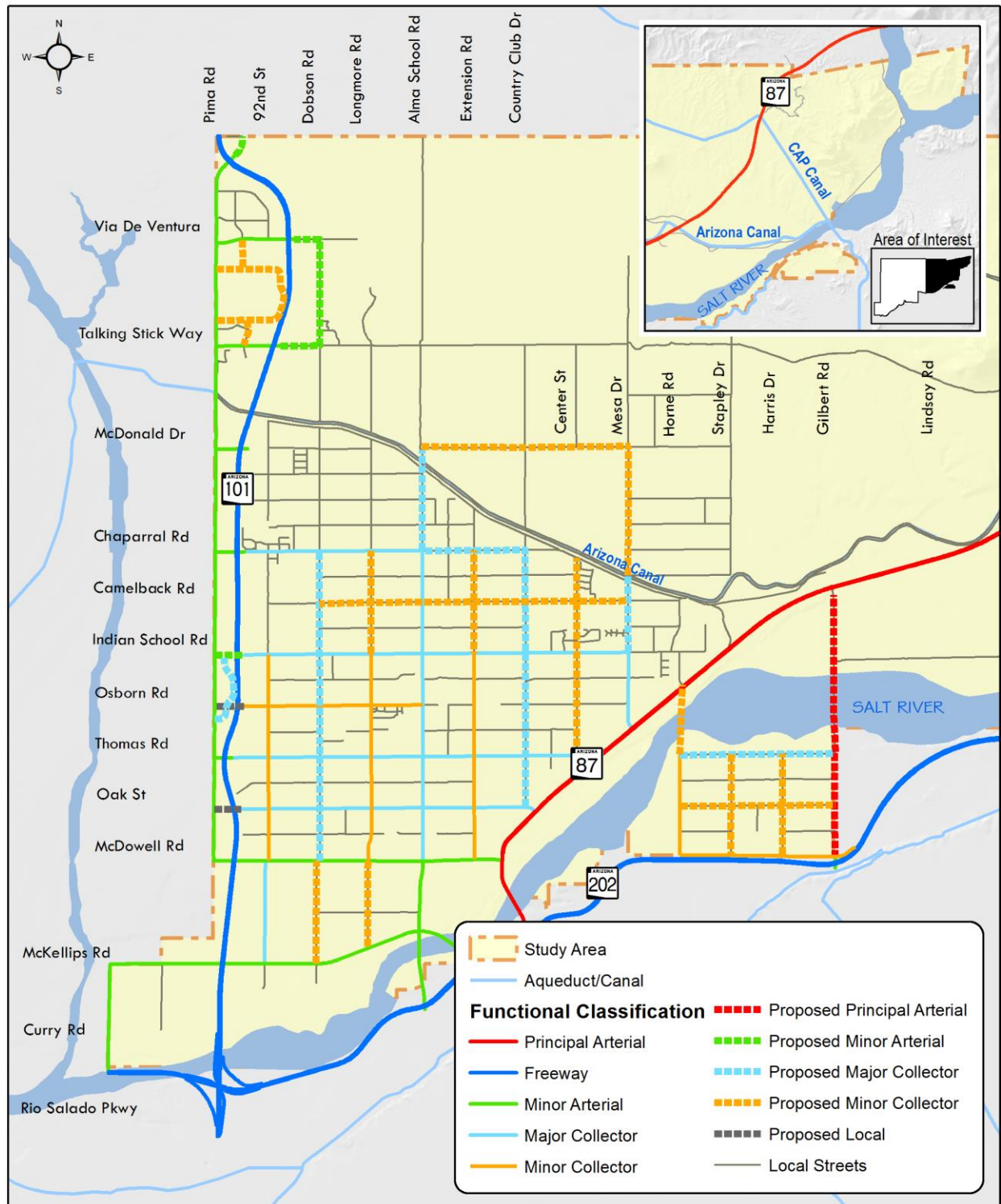
6. Policies and Guidelines

Functional Classification

Federal legislation uses functional classification to determine eligibility for several funding categories under the Federal-aid program. Federal funding is available for collector roads and higher. A review of the FHWA functional classification for regional and Community roads is currently being undertaken by ADOT.

Figure 26 reflects the proposed functional classifications as coordinated between ADOT and SRPMIC during the rebalancing effort and that will be submitted by ADOT to FHWA. The functional class of BIA and Tribal routes in the NTTFI is planned to be converted over administratively to the FHWA functional classification in the near future.

Figure 26. SRPMIC Proposed Functional Classifications



Typical Road Cross Sections

Table 18 shows the eight-typical road cross sections and design standards recommended for the 2018 SRPMIC Long Range Transportation Plan. These typical cross sections are shown in **Figures 27 to 34**. The street sections correspond generally to the functional classifications shown in **Figure 26** of this report. For more detailed guidelines, developers should reference the SRPMIC Community Development Department for road landscaping, sidewalks, trails, and other development standards.

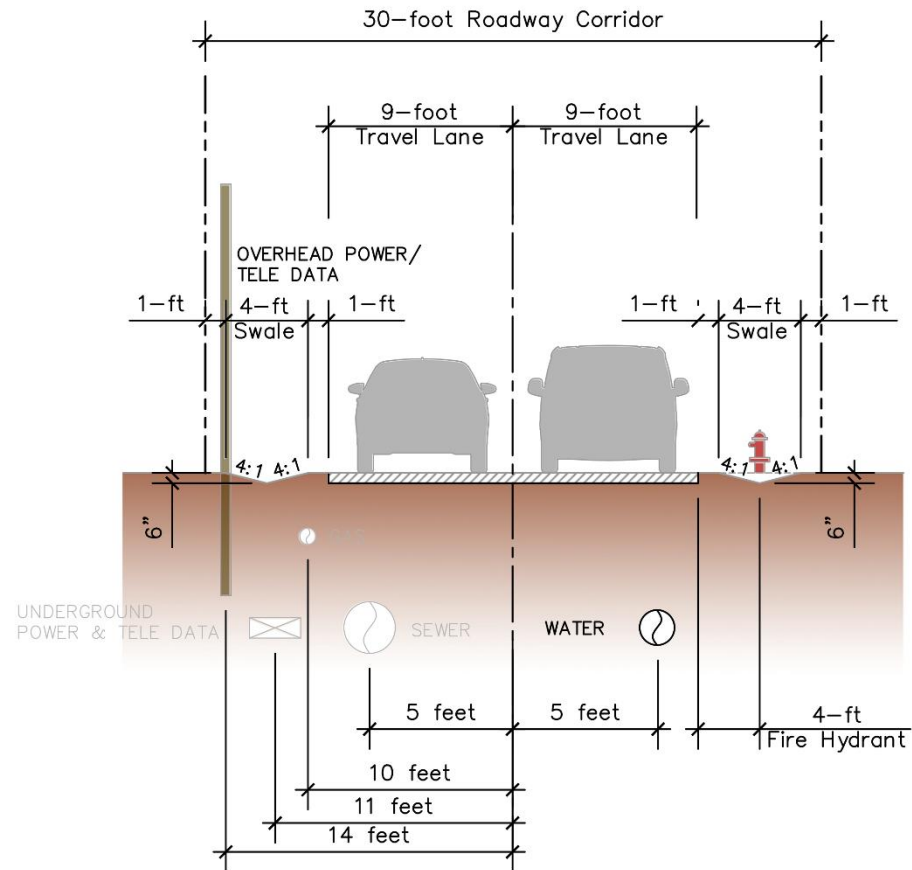
Table 18. Street Section Descriptions

Street Section Name	Typical Criteria	Right-of-Way	Design Speed / Posted Speed (mph)	Average Daily Traffic (ADT)	Sidewalks	Street Lighting	Typical Lane Configuration	Landscaping
Local Roads								
Rural Access Road	Less than quarter-section alignments <u>and</u> serving less than 12 homes at buildout	30'	25/25	< 50 vehicles per day (vpd)	None	No	2 – 9' travel lanes	None
Rural Local Road	Quarter-section alignments <u>or</u> serving greater than 12 homes	50'	35/25	50 to 750 vpd	None	No / TBD*	2 – 11' travel lanes plus 1' paved shoulders	None
Urban Local Road – Residential Subdivision	Tribal residential subdivisions	50'	35/25	1,500 vpd maximum	5' attached, both sides	Yes	2 – 10' travel lanes plus 8' on-street parking	None
Urban Local Road – Commercial	Local roads within commercial corridor	60'	35/25	5,000 vpd maximum	6' detached, both sides	Yes	2 – 13' travel lanes	6.5' minimum parkway strip between curb and sidewalk
Collector Roads								
Rural Minor Collector	Mid-section alignments, may include section line alignments as noted on Fig 26	60-80'	45/35	500 to 5,000 vpd	6' detached one side at locations noted on Trail System (Fig 15)	No / TBD*	2 – 11' travel lanes plus 3' paved shoulders	None
Urban Minor Collector	Collector roads within commercial corridor	80'	45/35	5,000 to 10,000 vpd	6' detached, both sides	Yes	14' center turn lane; 2 – 11' travel lanes plus 6' bike lanes	6.5' minimum parkway strip between curb and sidewalk

Street Section Name	Typical Criteria	Right-of-Way	Design Speed / Posted Speed (mph)	Average Daily Traffic (ADT)	Sidewalks	Street Lighting	Typical Lane Configuration	Landscaping
Rural Major Collector	Section line alignments, may include mid-section alignments as noted on Fig 26	80'	50/40	1,000-10,000 vpd	6' detached one side at locations noted on Trail System (Fig 15)	No / TBD*	2 – 11' travel lanes plus 3' paved shoulders	None
Arterial Roads								
Urban Minor Arterial	Section line alignments within commercial corridor or as noted on Fig 26	110'	55/45	10,000 to 35,000 vpd	8' detached, both sides	Yes	16' raised median; 4 travel lanes (2-14', 2-12') plus 6' bike lanes	16' raised median; 6.5'min. parkway strip between curb and sidewalk

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

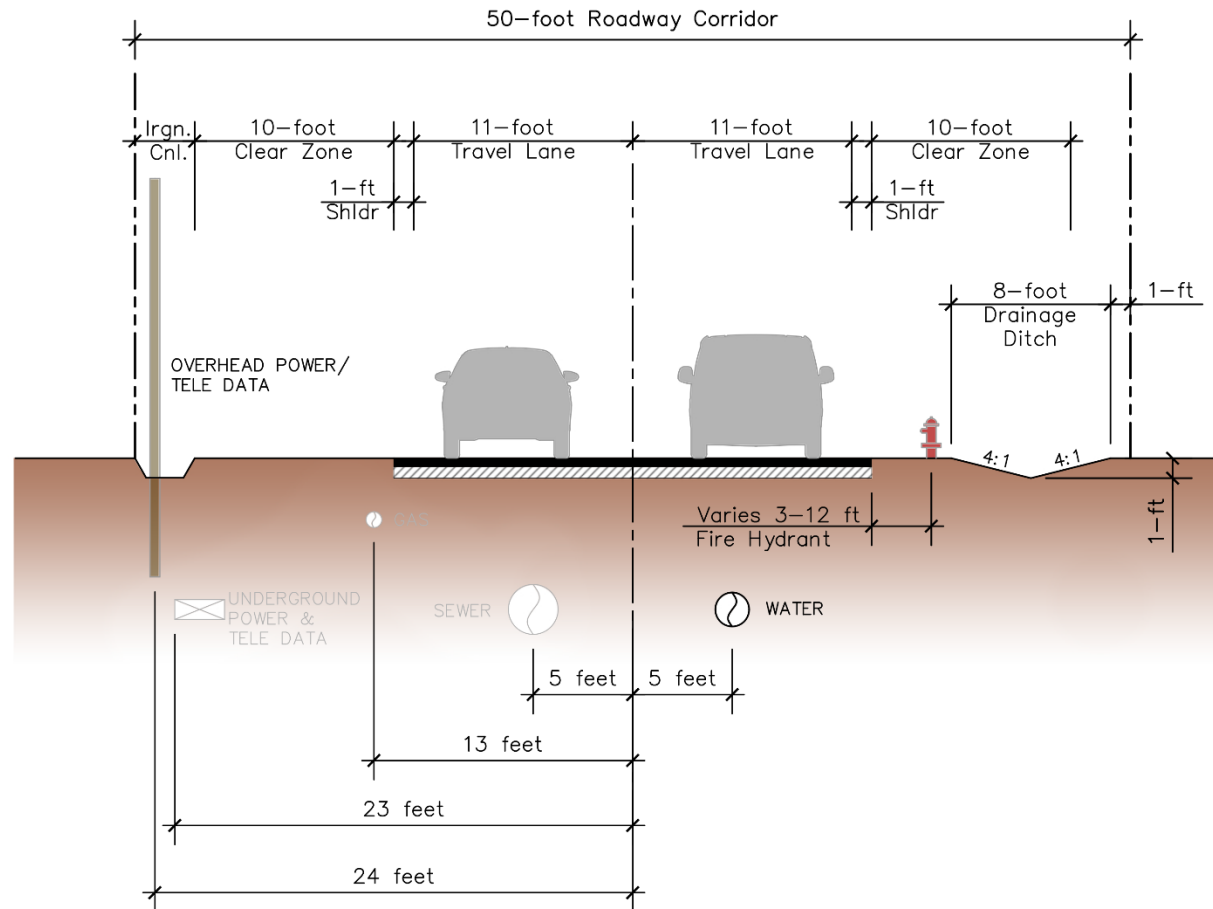
Figure 27. Rural Access Road, 30-Foot Right-of-Way



Note: Section faces either North or West.

Source: American Association of State Highway and Transportation Officials, Guidelines for Geometric Design of Very Low-Volume Local Roads, 2001

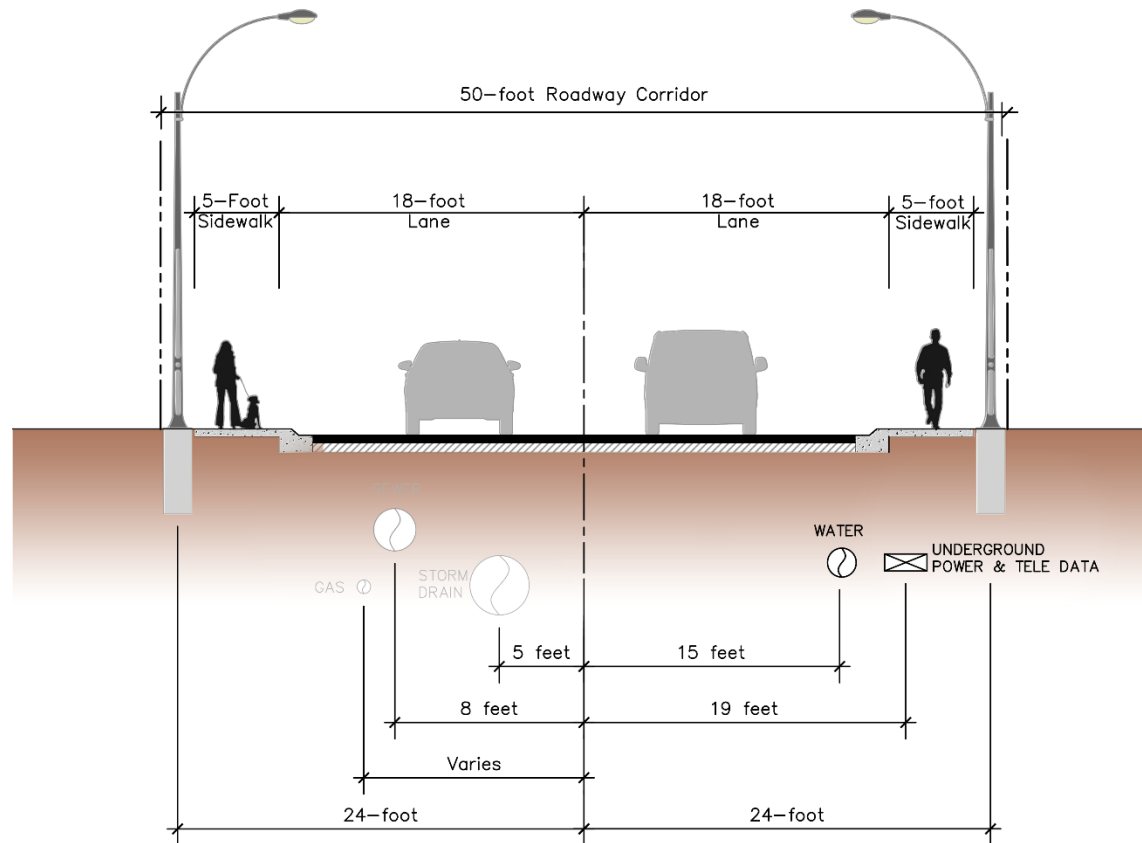
Figure 28. Rural Local Road, 50-Foot Right-of-Way



Note: Section faces either North or West.

Source: American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

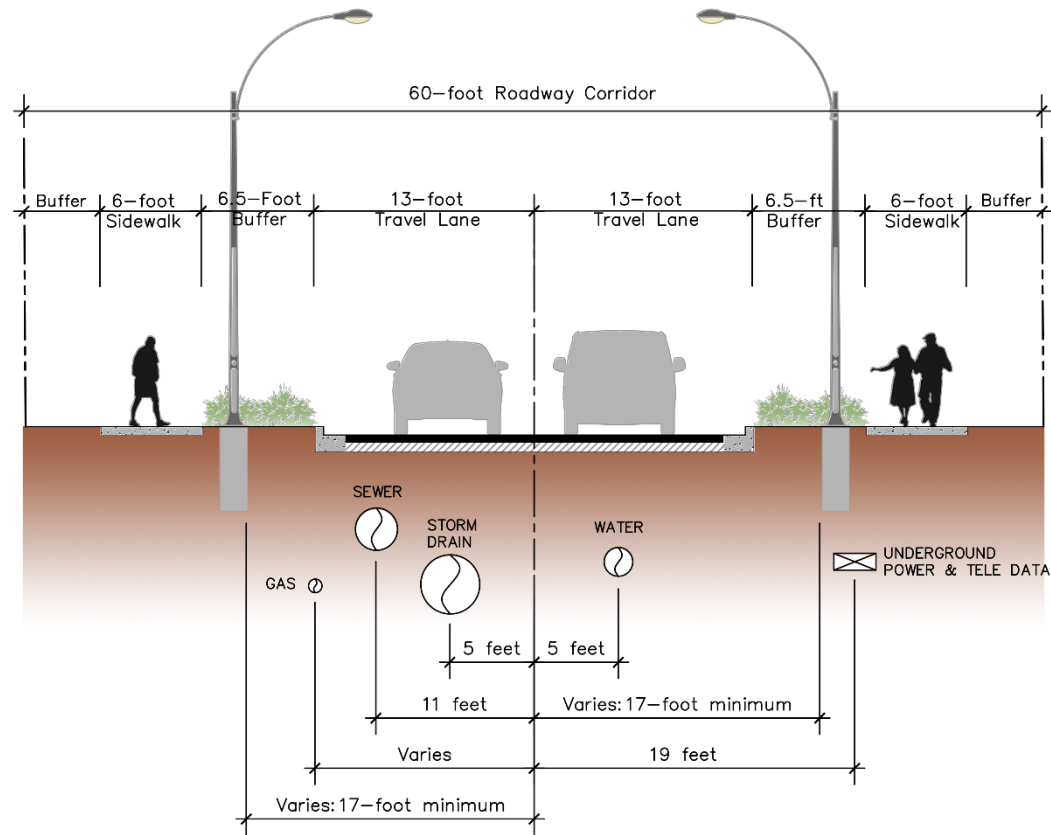
Figure 29. Urban Local Road- Residential Subdivision, 50-Foot Right-of-Way



Note: Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

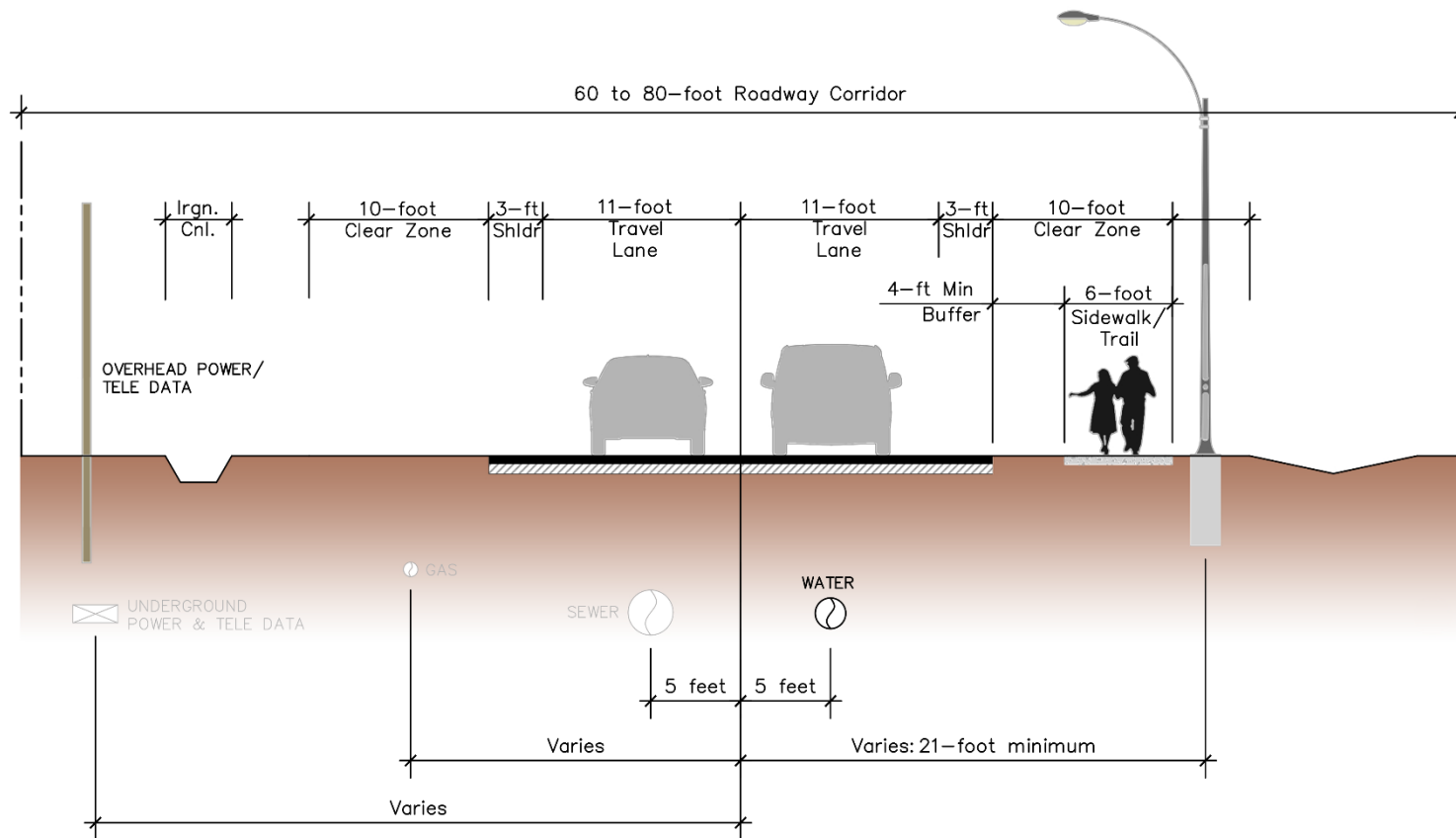
Figure 30. Urban Local Road - Commercial, 60-Foot Right-of-Way



Note: Light poles must be a minimum of four feet behind the back of curb and one-foot from the sidewalk edge. Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

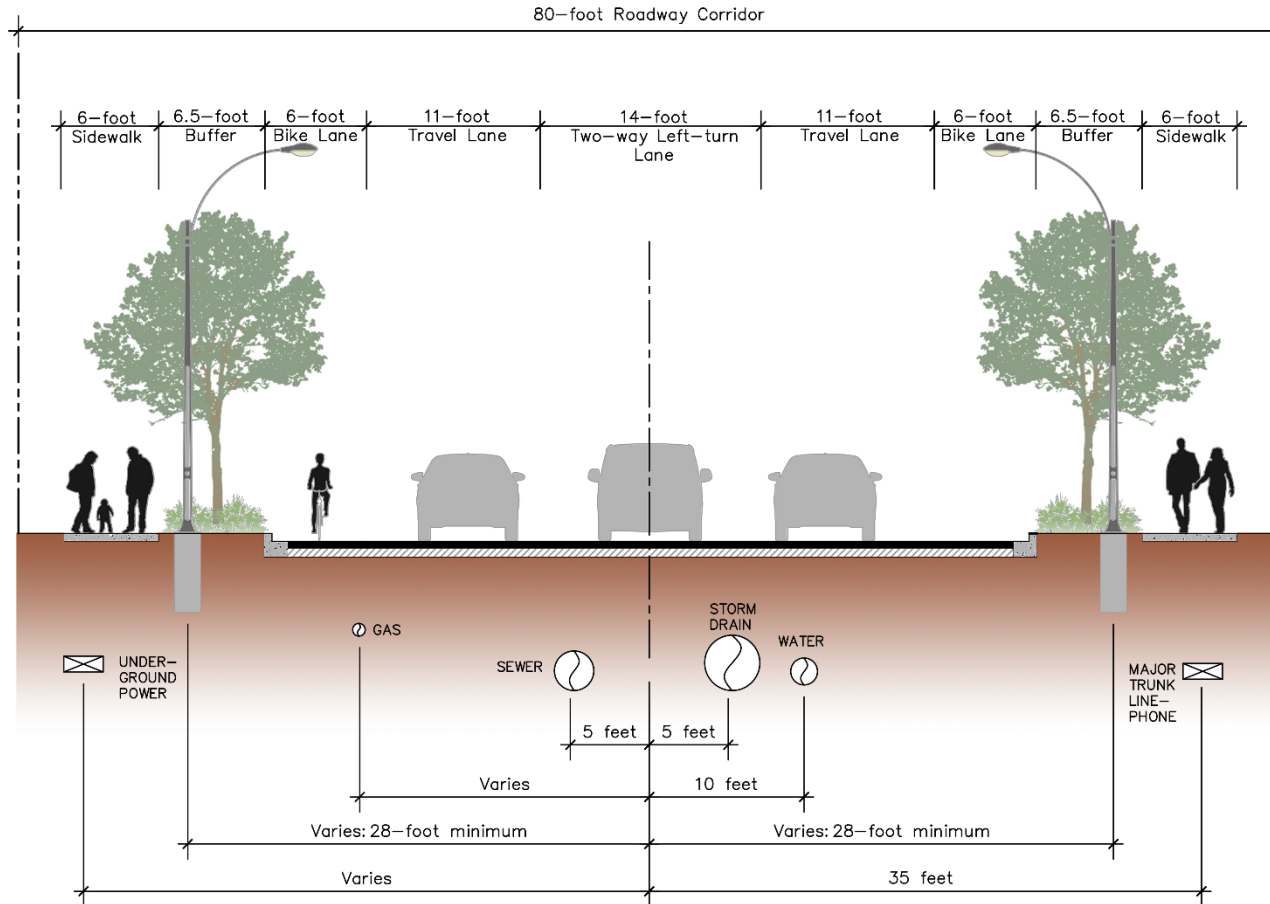
Figure 31. Rural Minor Collector, 60 to 80-Foot Right-of-Way



Note: Six-foot detached sidewalks/trails will be placed in designated locations. Light poles shall be located a minimum of 10 feet from the edge of travel lane and one-foot from sidewalk edge. Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

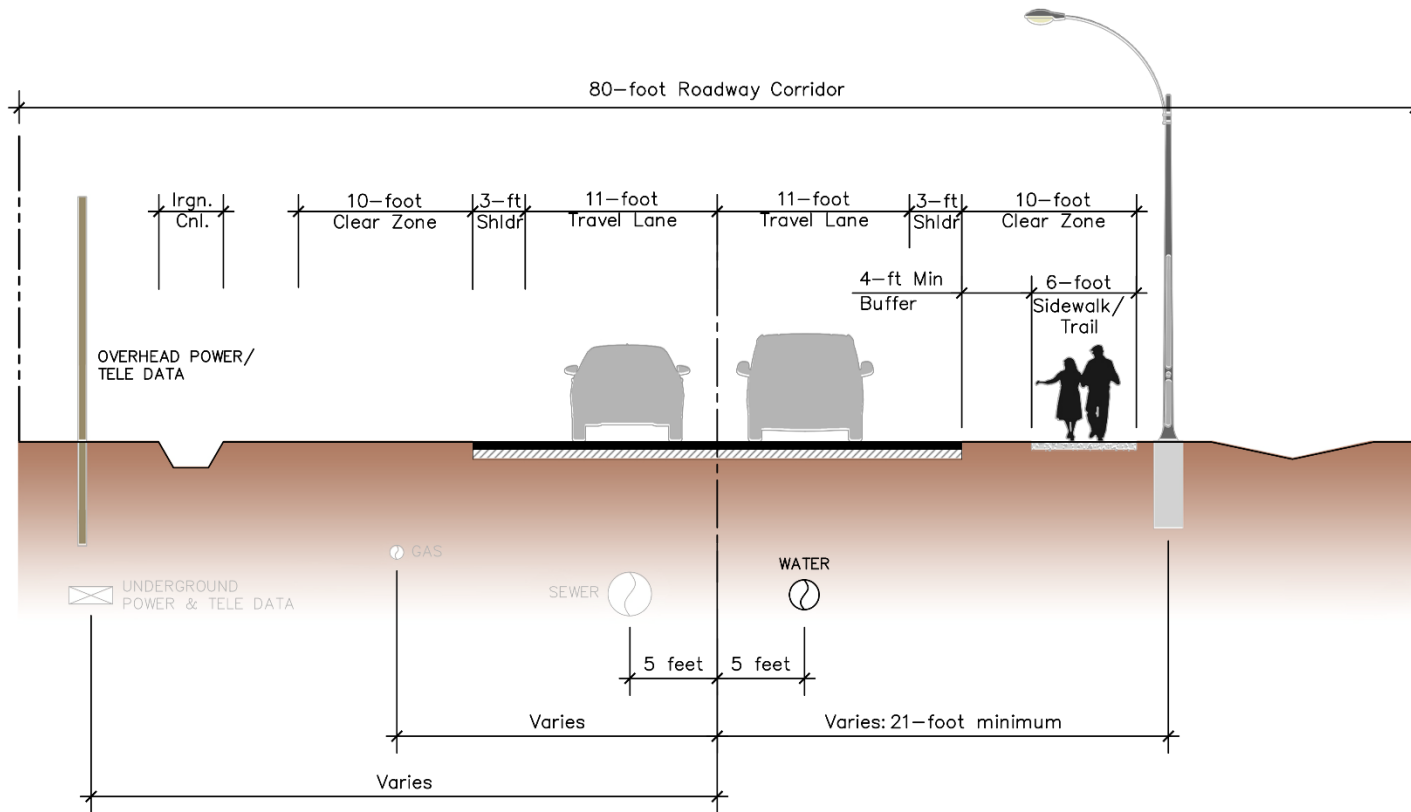
Figure 32. Urban Minor Collector, 80-Foot Right-of-Way



Note: Light poles must be a minimum of four feet behind the back of curb and one-foot from the sidewalk edge. No shrubs taller than 3 feet and no tree limbs lower than 7 feet at mature size to be used in buffers or medians. Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

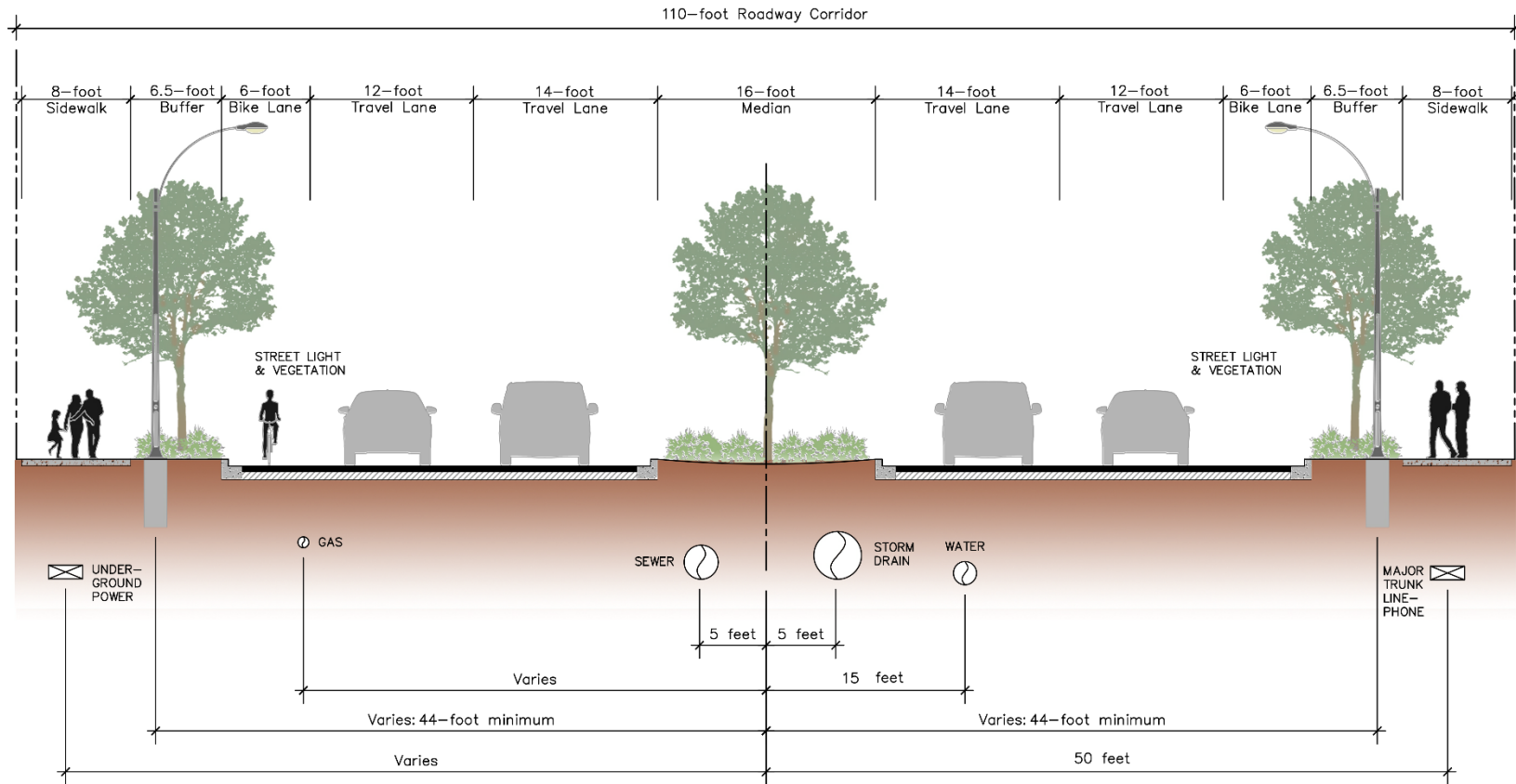
Figure 33. Rural Major Collector, 80-Foot Right-of-Way



Note: Six-foot detached sidewalks/trails will be placed in designated locations. Light poles shall be located a minimum of 10 feet from the edge of travel lane and one-foot from sidewalk edge. Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

Figure 34. Urban Minor Arterial, 110 - Foot Right-of-Way



Note: Light poles must be a minimum of four feet behind the back of curb and one-foot from the sidewalk edge. No shrubs taller than 3 feet and no tree limbs lower than 7 feet at mature size to be used in buffers or medians. Section faces either North or West.

Sources: SRPMIC Street Lighting Guidelines, 2018, American Association of State Highway and Transportation Officials, Roadside Design Guide, 2011

Appendix A – BIA Requirements for Long Range Transportation Plans

Table 19. BIA Requirements for Long Range Transportation Plans

Section Number	Topic	Summary
§170.411	What should a long-range transportation plan include?	A long-range transportation Plan should include: - An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs; - Trip generation studies, including determination of traffic generators due to land use; - Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion; - Measures that address health and safety concerns relating to transportation improvements; - A review of the existing and proposed transportation system to identify the relationships between transportation and the environment; - Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation; - Scenic byway and tourism plans; - Measures that address energy conservation considerations; - A prioritized list of short and long-term transportation needs; and - An analysis of funding alternatives to implement plan recommendations.
§170.412	How is the Tribal IRR long-range transportation plan developed and approved?	- The Tribal TTP long-range transportation plan is developed by: - A Tribe working through a self-determination contract, self-governance agreement, Program Agreement; and other appropriate agreement; or - BIA or FHWA upon request of, and in consultation with, a Tribe. The Tribe and BIA or FHWA need to agree on the methodology and elements included in development of the TTP long-range transportation plan along with time frames before work begins. The development of a long-range transportation plan on behalf of a Tribe will be funded from the Tribe's share of the TTP funds. - During the development of the TTP long-range transportation plan, the Tribe and BIA or FHWA will jointly conduct a midpoint review. - The public reviews a draft TTP long-range transportation plan as required by § 170.413. The plan is further refined to address any issues identified during the public review process. The Tribe then approves the TTP long-range transportation plan.
§170.413	What is the public role in developing the long-range transportation plan?	BIA or the Tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement must include either meetings or notices, or both. - For public meetings, BIA or the Tribe must: - Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA, FHWA, or the Tribe may post notices under local acceptable practices; - Provide at the meeting copies of the draft long-range transportation plan; - Provide information on funding and the planning process; and - Provide the public the opportunity to comment, either orally or in writing. - For public notices, BIA, FHWA or the Tribe must: - Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local and Tribal public newspapers, BIA or the tribe may post notices under local acceptable practices; and (2) State in the notice that the long-range transportation plan is available for review, where a copy can be obtained, whom to contact for questions, where

Section Number	Topic	Summary
		comments may be submitted, and the deadline for submitting comments (normally 30 days).
§ 170.414	How is the Tribal long-range transportation plan used and updated?	The Tribal government uses its TTP long-range transportation plan to develop transportation projects as documented in a Tribal priority list or TTIP and to identify and justify the Tribe's updates to the NTTFI. To be consistent with State, Metropolitan Planning Organization (MPO) and Regional Planning Organization (RPO) planning practices, the TTP long-range transportation plan must be reviewed annually and updated at least every five years.
§ 170.415	What is pre-project planning?	(a) Pre-project planning and project identification studies are part of overall transportation planning and include the activities conducted before final project approval on the TTPTIP. These processes provide the information necessary to financially constrain and program a project on the four-year TTPTIP but are not the final determination that projects will be designed and built. These activities include: (1) Preliminary project cost estimates; (2) Certification of public involvement; (3) Consultation and coordination with States and/or MPO's for regionally significant projects; (4) Preliminary needs assessments; and (5) Preliminary environmental and archeological reviews. (b) BIA and/or FHWA, upon request of the Tribe, will work cooperatively with Tribal, State, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-TTP sources and identification of other funding sources to expedite the planning, design, and construction of projects on the TTPTIP.
§ 170.420	What is the Tribal priority list?	The Tribal priority list is a list of all transportation projects that the Tribe wants funded. The list: (a) Is not financially constrained; and (b) Is provided to BIA or FHWA by official Tribal action, unless the Tribal government submits a TTIP.
§ 170.435	When is a public hearing required?	The Tribe, or BIA or FHWA after consultation with the appropriate Tribe and other involved agencies, determines whether or not a public hearing is needed for a TTPTIP, a LRTP, or a project. A public hearing must be held if a project: (a) Is for the construction of a new route or facility; (b) Would significantly change the layout or function of connecting or related roads or streets; (c) Would cause a substantial adverse effect on adjacent property; or (d) Is controversial or expected to be controversial in nature.

Source: Federal Register / Vol. 81, No. 215 / Monday, November 7, 2016 / Rules and Regulations

Appendix B – Stakeholder Meeting Summaries

Stakeholder Meeting, August 30, 2017

School Stakeholders

Meeting Summary

Attendees

Brent Crowther, Kimley-Horn
Cheryl Farney, Routing Coordinator, Mesa Public Schools
Frank Castillo, Support Supervisor, Transportation, Mesa Public Schools
Jennifer Jack, SRPMIC Project Manager
Karen Winder, Routing Technician, Mesa Public Schools
L. Martinez, Router, Transportation, Mesa Public Schools
Mary Rodin, Kimley-Horn
Reuben Malin, GIS Analyst, Engineering and Consultant Services, SRPMIC

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

Transportation Issues and Needs

- **Need for Paved Roads** – anytime it rains, buses can't travel on the unpaved roads. Parents are then responsible to bring kids down to the paved roads to then load onto the bus.
 - A few years ago, Mesa Public Schools received a letter from SRPMIC saying that the SRPMIC didn't want school buses traveling on any of the dirt roads. As such, Mesa Public Schools' large buses don't drive on the dirt roads, because they were asked not to. Jennifer Jack will try to determine if this is still the preference.
 - Smaller school buses do drive on the dirt roads, because the special education program picks up school children door-to-door.
 - McDonald Drive is newly paved, but there is a section from Alma School Road to a quarter mile east that is unpaved, because of right-of-way issues (the property owner would not agree to paving). Jennifer Jack explained the process for receiving owner approval when right-of-way is involved. In some cases, this requires approval from each of the allottees. 100% approval is required when no compensation is provided. 51% approval is required when compensation is provided.
 - Paving Lehi Road between Longmore Road and Dobson Road would be helpful.
 - Jennifer Jack explained that SRPMIC has a list of 107 dirt roads to pave. They prioritize them using criteria such as water service needs, bus routes, etc.
- **Street Signage** – small roads generally are not signed. For those that are signed, sometimes the signs are down. Perhaps the signs could be posted higher. It is difficult for buses to find destinations with directions such as 'three streets up, turn right.'
- **Street Lighting** would be helpful.
- **School Bus Routes** – SRPMIC checks bus route information before construction projects to make sure that they are not interfering with bus operations. The Mesa School District sends SRPMIC an Excel document with bus stops, etc. Jennifer Jack stated that it is okay to release route information to Kimley-Horn.
- **Crosswalks** – bus drivers look for a safe place to drop the kids off and pick them up.

- **Drivers Passing School Buses When They are Stopped with Flashing Lights** – this has not been an issue. There are no medians on SRPMIC roads so vehicles are required to stop.
- **Speed Limits** – posted speed limits vary. All Community roadways are posted at 35 mph, but on Longmore Road the speed limit drops to 25 mph next to the government campus. Alma School Road is posted at 40 mph, and Indian School Road is posted at 40 mph. All others are 35 mph.
- **Addressing** – many homes don't have mail addresses correctly labeled. Finding which house matches up with the address can be a problem. Addressing is also an issue for emergency response.
- **Attendance Areas** – children living on the Community go to multiple schools for special education needs. Regular schools have defined boundaries.
- **Geometrics** – turning radiuses for school buses are sufficient.
- **Sidewalks** have been very helpful.
- **Connectivity** – the offset intersection at Dobson Road and McDowell Road is inconvenient for buses. McDowell Road does not have a median opening at Dobson for left turns from McDowell onto Dobson. This was designed to reduce cut-through traffic into the Community. This causes buses to have to go two miles out of their way.
- Issue areas that were circled on the map include:
 - Streets in Canalside Subdivision – street name and address needs
 - 126th Street, north of Indian School Road – paving needs, turnaround and addressing needs
 - Roma Avenue – move sign up to Gilbert Road and address needs
 - Street name sign, paving, and address needs for street that intersects SR 87 at approximately MP 183.7 (by old dragstrip)
 - Oak Street, west of Horne Road – turnaround issue for buses
 - Paving needs on Lehi Road, Dobson Road to Alma School Road.
 - Daley Drive (north of McDowell Road and west of Harris Drive) – turnaround issue for buses.

Safety Vision Comments

- It is hard for school buses to turn onto SR 87 (Beeline Highway) from Center Street, Mesa Drive, and Oak Street.

Stakeholder Meeting, December 5, 2017 Salt River School District Stakeholder Meeting Summary

Attendees

Doreen Goodwin, Transportation Manager, Salt River Schools
Mary Rodin, Kimley-Horn

Summary

Mary Rodin explained the purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Doreen Goodwin explained that the Salt River Schools provides bus transportation to the Early Childhood Education Center, Salt River Elementary School, Salt River High School, and the Accelerated Adult Learning Academy. They sometimes provide transportation to the Boys and Girls Club in Lehi (when fully staffed with drivers).

Discussion of transportation issues and needs followed.

Transportation Issues and Needs

- Need for paved roads – key needs are:
 - McDonald Drive, Dobson Road to Longmore Road
 - Vista Road, Alma School Road to Extension Road
 - Lehi Road, Longmore Road to Dobson Road. There is a lot of dust created when picking up children.
 - Jackrabbit Road, Dobson Road to Indian School Road
 - Highland Road, Dobson Road to Longmore Road
- Street lighting, and a paved pickup/shoulder area would be helpful at bus pickup locations for high school students. Bus drivers need to pick up students 50 feet from stop signs, by law. Locations mentioned were:
 - On Indian School Road (south side), just west of Center Street
 - On Alma School Road, north of Indian School Road (NW corner)
 - Indian School Road/N. Country Club Road
 - On Indian School Road (south side), near Mesa Drive
- Crosswalks – the northern part of Chaparral Street needs crosswalks.

There had been talk of a new elementary school on Chaparral Road, west of Country Club, but she was not sure about the status of that plan. She will be glad to answer any follow-up questions. Mary will send a copy of the meeting notes to her, when approved.

Stakeholder Meeting, August 30, 2017 Planning, Engineering, and Maintenance Stakeholders Meeting Summary

Attendees

Aaronn Mattingly, GIS Supervisor, Engineering and Construction Services, SRPMIC
Brent Crowther, Kimley-Horn
Emily Appleton, Senior Traffic Engineer, Transportation Department, City of Scottsdale
Gregg Bacome, Roads Maintenance Supervisor, Public Works, SRPMIC
Greg Davies, Senior Transportation Planner, Transportation Department, City of Scottsdale
Harold Jones, Design Division Manager, Engineering and Construction Services, SRPMIC
Jennifer Jack, SRPMIC Project Manager
Kevin Randle, Planner, Community Development, SRPMIC
Kirk Beaty, Salt River Pima-Maricopa Indian Community
Mary Rodin, Kimley-Horn
Pamela Tracy, Salt River Pima-Maricopa Indian Community
Rick McFarlin, Project Manager, Public Works, SRPMIC
Scott Thigpen, Assistant Director, Engineering and Construction Services, SRPMIC
Suzanne Colver, Planning Services Manager, Community Development, SRPMIC
Tony Abbo, Regional Traffic Engineer, Central Region, Arizona Department of Transportation

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

City of Scottsdale Perspectives

- The Arizona Canal bisects the Community, and the City of Scottsdale. Scottsdale has invested significantly in improving multimodal transportation along the Arizona Canal.
- Shared use paths are important to Scottsdale. Scottsdale has completed the Indian Bend Wash Path, and the Double Tree Trail on the northern boundary of the Community. Scottsdale has constructed it from 90th Street all the way to the powerline corridor.
- Scottsdale would like to see connectivity to SRPMIC to these investments.
- With respect to the roadway network, a priority is installing bike lanes. SRPMIC roadway network could be conducive to bicycle connectivity, but not sure if that is something that the Tribe wants to entertain. Scottsdale's focus is on the non-motorized transportation side.
- The Talking Stick area is a huge trip generator. It would be useful to look at employment patterns and signal timing.
- Pima Road: significant funding is programmed in the Arterial Life Cycle Program. When the roadway achieves its final cross-section, there are bike lanes, etc. Bicycle detection is all video in Scottsdale, through signal detection.
- Scottsdale Community College is served by a trolley system.

SRPMIC Engineering and Construction Services Perspectives

- SCRPMIC is interested in improving multimodal facilities within the Community but would be hesitant to improve connectivity to adjacent jurisdictions. The Community prefers to focus modal improvements around activity centers. The Community is open to incorporating greenbelt opportunities.
- Pedestrian and bike access is desirable across or under the Pima freeway, to connect commercial and recreational centers to the Community.
- The SRPMIC Community is all for bike lanes; it is an important part of the system.
- Trails – have heard from Community members that connecting to regional systems is not something the Community is comfortable with because it leads to trespass. There is a not a desire to bring people into the Community where they will want to trespass, particularly on the northern Boundary. Four wheelers trespassing on the northern boundary is also an issue.
- Arizona Canal – want to activate the canal space, but converting to a regional jogging or active trail is not a high priority of the Community at this point. It comes down to trespassing.
- Interested in pathways across the freeway, from the east side to the west side. Looking for financing.
- There is a need for strategic street lighting on the Community in activity areas.
- Regarding design standards, an 8- sidewalk is prescribed on Pima Road. In other areas, typical is a 5-foot attached sidewalk, and a 6-foot wide sidewalk when detached.
- The Pima Road cross-section in the DCR does include bike lanes. Pima Road right-of-way is limited.
- A median is needed on Chaparral Road just east of the 101, at the commercial center. Jennifer Jack commented that Chaparral Road should be included on the recommended RSA list in the safety plan.
- There are some tricky transit needs on Chaparral Road – City of Scottsdale has requested a transit stop on the north side of Chaparral. Gets notes from Jennifer Jack from the John Kelley meeting.
- SRPMIC uses a red-letter process.

Arizona Department of Transportation Perspectives

- When discussing development with ADOT, ADOT is requiring a developer to add a 5' buffer between the turn lane and the through lane to allow for a future bike lane (12-foot turn lane plus 5-foot buffer).
- Access control on Chaparral Road would be a major public relations issue with the businesses. An issue is making a left turn out of the gas station to turn left on Chaparral Road.
- Access control issues are repeating the problems as new roadways are developed. ADOT needs Community support when developments are coming through before access and development sites are approved.
- ADOT owns right of way on each arterial between Loop 101 and Pima Road.
- Signal connectivity – need to integrate signals into the Scottsdale system.

General Discussion on Transportation Issues

- Intersection of Dobson Road/Talking Stick Way may require a future signal.
- Alma School Road – there has been complaints about traffic volumes on Alma School Road during peak periods – folks not being able to get out of their driveways.
- Cut-through traffic avoiding the Loop 101 – folks are cutting through using Indian School Road, Dobson Road, Thomas Road, and Alma School Road. They want to avoid the SR 202/101 interchange.
- Network connectivity – Extending Pima Road south of McDowell Road to link to McKellips Road.
- There will be development in Section 12.

- SRMG is interested in moving out and closing the facility, would open a lot of land along the SR 202. Desire for connectivity between Section 7 and Section 12. SRPMIC already trying to figure out access in that area.
- Has there been discussion about roundabouts? Jennifer said they have looked at it on a high level, but there are not high enough traffic volumes for a roundabout. There was discussion of one near the freeway at McKellips Road.
- There is a prioritization process that the Community uses to prioritize paving of dirt roads. Some of the criteria are:
 - Whether home sites are proposed
 - Water service needs
 - Road maintenance
 - Presence of school bus routes
 - Average daily traffic volumes

The KHA team will get the 107 dirt roads list from Jennifer. Aaronn has this as a GIS layer. The process and priorities, particularly paving plans on the near-term, should be included in the LRTP.

- Casino employment – Community members walk on McKellips Road to get to work. There is a need for the employment corridor to have some of the transit connections.
- Scottsdale pays for their own trolley system. Valley Metro access is very expensive.
- SRPMIC has a tourism-focused trolley system in the Talking Stick Way / Dobson Road area.
- Cross-sections: need to update the cross-sections; not only the lane widths but also what is in the utility corridors. Need standard details for hammer heads or cul-de-sacs and access management standards (driveway spacing).
- Is there a reason to update the functional classification of streets? Jennifer Jack recently learned of the transition of BIA functional class to FHWA classifications. This can potentially affect funding. Will need support in this area.
- Emergency access / all-weather routes - emergency routing on Loop 101. There is not a frontage road. Need a plan for north-south arterial routes that can take the load during incidents or closures.
- Identify emergency access routes across the Arizona canal. If we need to get across, where do we do that? Aaronn Mattingly did some analysis for emergency routing to show how far vehicles must go out of their way.
- Dobson Road / overcrossing of the Arizona Canal. Comments were that this was previously a priority but the Community has indicated the desire to keep this area rural, without a connection.
- Connections won't happen if there is a risk of through traffic increasing in the Community.
- Potential for low -flow crossing via Horne Road.
- SR 87 issues – Difficult for buses to get up to speed exiting out of Center Street, Mesa Drive, and Oak Street.
- Street signs and road signs – Do we sign the smaller dirt road streets? The Community has been recently. Only put block numbers on the mile and ½ mile streets.
- Have we thought about including what the neighborhood and commercial interface looks like? If we are looking 20 years out, should look at it.
- SRPMIC has seen an increase in the amount of parking that tenants are looking for. Where once or doing 4 or 5 parking spaces per thousand square feet, now doing 6 or 7 parking spaces per thousand square feet.
- Scottsdale – improve walkability through design of the roadway – bike lane, sidewalk offset, dimension of the line – all those contribute to safety. Rectangular Rapid Flash Beacons, Pedestrian Hybrid Beacons, etc. are all a part of their safety vision. There is a pedestrian hybrid beacon at Chaparral Road and McDonald Road. A strong focus on non-motorized transportation – helping people cross major streets.

- A lot of communities will construct a continuous left, and then wonder why speeds are high. Trees, streetscape etc. have a heavy influence on driver behavior.
- Scottsdale is looking at road diets on Thomas Road. Most fatalities are at intersections.

Safety Vision Comments

- Expand to include all users; not just focus on drivers.
- Lighting at stop signs. Visibility at night is very difficult to see stop signs.
- “Awareness” wording is a bit weak – we need to make it stronger.
- Driverless vehicle discussion.

Stakeholder Meeting, August 30, 2017 Emergency Services Stakeholders Meeting Summary

Attendees

Cliff Puckett, Emergency Manager, Salt River Fire Department, SRPMIC
Kevin Makil, Deputy Fire Chief – Safety & Support, Salt River Fire Department, SRPMIC
Dustin Zamboni, Deputy Fire Marshal – Fire Prevention, Salt River Fire Department, SRPMIC
Karl Auerbach, Police Chief, Police Department – Administration, SRPMIC
Steve Larson, Police Lieutenant, Police Department – Traffic Enforcement Bureau, SRPMIC
Stuart Williams, Officer, Police Department, SRPMIC
Ryan McMorris, Officer, Police Department, SRPMIC
Jennifer Jack, SRPMIC Project Manager
Brent Crowther, Kimley-Horn
Mary Rodin, Kimley-Horn

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

Crash Trends and Transportation Needs

- Vehicle crashes – on average there have been two fatal crashes per year; this calendar year there have already been seven to date.
 - McKellips Rd has the most fatal crashes. Needs are for raised medians, street lighting, etc. There are speed related issues. A recent fatal crash involved a vehicle going 95-mph in a 40-mph zone, at 10:15 pm.
 - There are some anomalies and there has been some vehicle/pedestrian and vehicle/bicycle crashes.
 - The officers do not handle freeway crashes unless there is a Tribal member involved.
 - Serious injury and fatal crashes most commonly occur at night.
 - Seven officers are doing traffic control during the day.
- Cut-through traffic – occurs on Alma School Rd, Indian School Rd, Chaparral Rd, Dobson Rd and Longmore Rd.
- Stop sign non-compliance – observed on Dobson Road, Longmore Road, Alma School Road
- Vehicle/bicycle crash – 92nd Street/ McDowell Rd. Lighting was likely an issue as it was a nighttime crash.
- Vehicle/pedestrian crash – this occurred on a private drive.
- Speed control and speed limits – Section 16 of the current Traffic and Motor Vehicle Section of the SRPMIC Code of Ordinances specifies speed limits. The Section 16-215 of the code states:

(b) Except as provided in subsections (c) and (d) of this section or where a special hazard requires a lesser speed, any speed in excess of these speeds shall be prima facie evidence that the speed is too great and therefore unreasonable and unlawful as follows:

(1) Fifteen miles per hour approaching school crossing.

(2) *Twenty-five miles per hour in any residential area.*

(3) *Forty-five miles per hour in other locations.*

- Jennifer Jack explained the traffic study used to determine speed limits, which determines the 85th percentile speed. There was discussion about road sections with non-standard speed limits:

Alma School Road – 40 mph

Thomas Rd, Longmore Rd to Alma School Rd – 35 mph

Osborn Rd – 25 mph

Longmore Rd – 25 mph

- The group agreed that speeding is the number one concern. It was also noted that speed feedback signs seem to help – they are located on Oak St. and Stapley Rd. – the Police Department have received positive feedback.
- Emergency response time – the target time is 4 minutes.
- Street lighting - lighting is a cultural issue that we are all respectful of. Decision about locations will ultimately be made by Tribal Council. Streets that were mentioned with respect to lighting include:
 - Indian School Road – no street lighting near Scottsdale Auto Show
 - McKellips Road – east of SR 101 visibility is bad.
 - Pedestrian fatality on Indian School Road near WOLF – lighting was an issue, but lighting was added.
- A recommendation was that street lighting is preferred in areas with high traffic, and also at intersections, whether they are signalized or not.
- Safety issue – kids in dark clothing walking in the roadway are difficult to see at night. An education suggestion is to teach the kids to stay off the roadway. Presence of sidewalks are helpful but 95% of the Community doesn't have sidewalks.
- Bicyclists – There has been an increase in bicycle traffic on Indian School Road. Officers have seen an increase in bicycle traffic in the Community.
- Crash locations – at McKellips Rd/Loop 101 and Talking Stick Rd/Loop 101 – there were four crashes in two weeks that involved westbound vehicles turning left to southbound Loop 101 (normally average 2 accidents/month). Consider a study to analyze flashing yellow at these locations. At Thomas Road/Loop 101, it is not as bad. At Chaparral Rd/Loop 101, minor crashes.
- Indian School Road, east of Loop 101 – there were three major crashes, which were speed related and involved running a red light.
- There have been increases in traffic flow, leading to more crashes, since Loop 101 was completed. Over time, the number of crashes has increased, but a large increase in 2016.
 - 2011 – 612 crashes
 - 2012 – 498 crashes
 - 2013 – 690 crashes
 - 2014 – 671 crashes
 - 2015 – 736 crashes
 - 2016 – 1,019 crashes

There was a big jump in crashes from 2015 to 2016, including seven fatal crashes. Fatalities are going up, but DUI crashes are going down (UBER and LYFT have helped). Thinks a lot of it is distracted driving.

Computerization Needs

Jennifer commented that the cause of crashes is not shown in the current crash summaries. Moving forward, how do we make that data available?

- Need a computerized system that the Police Department can input the data.
- Need an automated query data system.
- A crash data dashboard could be generated.

- Information Technology (IT) staff would need to build the system – had discussed with getting a data dump of all data.
- The SRPMIC Police Department does not report to the Arizona Traffic and Criminal Software (TraCS) or Accident Location Identification Surveillance System (ALISS).
- Is there a sensitivity issue or issues with sharing that crash information with ADOT?
- Need to speak with the Office of General Counsel about reporting crash data into TraCS/ALISS.
- An advantage with computerized systems is that as we identify emphasis areas, we can pursue funding opportunities.
- E-ticketing is combined with coding. The average citation is 7 to 9 minutes, e-ticket would be 2 to 3 minutes. Also improves safety, etc.
- The Fire Department is also looking for other electronic components to facilitate what they do, for example, the Electronic Patient Care Report (EPCR).
- The computerized data can use it as back-up for grant applications.
- Emergency Medical Services (EMS) is more governed under the National Fire Protection Standards. Have a time standard – 4-minute response time.

Other Traffic Concerns

- Flooding on McKellips near Loop 202 causes delays
- Need for Gilbert Road north bridge – currently this bridge is being designed.
- Great Hearts Academy – Cicero Preparatory Academy, located just to the south, has no exit/entrance off of Pima Road and access can be congested during spring training season.
- Fire truck outside turning radius is 55 feet.
- Soccer stadium – Phoenix is within the top three locations for a new Major League Soccer team. Currently there is an interim soccer stadium. By 2021 there may be a new stadium.
- On Via de Ventura, east of Pima Road there are no speed limit signs east of the freeway, so it is hard to enforce.
- On the west side of Center Street in front of the Early Childhood Education Center (ECEC) there is a school zone, but parents are parking in that area (off roadway). “No parking” signs are needed.
- OdySea, north of Via de Ventura, was parking people in a travel lane on the side of Dobson road.
- Country Club Rd/ McDowell Road - a hospital is planned in this area.
- At 92nd St/McKellips Road – may need a fire station in this area.
- Strategic planning – the Long-Range Transportation Plan (LRTP) will set the stage to accommodate future growth and development – maybe a once a year review to make sure that we are on track.
- There needs to be some discussion of impact fees.
 - Taser International considering site south of Via De Ventura
 - Solana Group buildout near the soccer stadium.
 - Via de Ventura, east of Dobson Road- there are hydrants, plan to extend
- Arizona Canal Crossing – provide emergency access from Talking Stick Way to Dobson Road south. A Dobson Bridge is needed for emergency response. Sometimes it can take 15 minutes on Loop 101. Currently Dobson bridge is in the LRTP. Perhaps construct a bridge on Dobson Road – don’t want to see through traffic through there either. A fire and police-only access would be very beneficial to the Community.
- Other new road connections:
 - SR 87 to Lehi connection, via Horne Road – this is on the LRTP now but is not funded. It would provide quicker access for emergencies, however it is a very expensive project.
 - Talking Stick Way to Gilbert Road – no plans for this type of road connection
 - Dobson Road, north of Via de Ventura to 90th Street
 - Pima Road, south of McDowell Road to Curry Road
 - Bridge over the Salt River on Dobson Road from the Mesa side.

- No texting while driving law – Was a very good step. The SRPMIC is the first Community in the Nation that has passed this law.
- Debris management plan is a need.
- Commodity flow study for hazardous material shipments is a need. How much cut-through traffic contains hazardous materials?
- Appropriate drainage.
- Need to have a prioritized plan to clear the roads (identify important routes and focus on those as a starting point).
- Emergency evacuation corridor. SR 87 would be one of the key corridors that would be used to evacuate. Do we have a plan in place to manage it?
- Road closures – do we have a way to close roads quickly, safely, efficiently. Do we have the equipment and team resources?

Safety Vision Comments

- Expand beyond just “drivers”.
- Cause of serious injuries and fatalities are either speed or alcohol. Crashes are more than awareness. Needs to incorporate more than awareness. Awareness is not enough. Needs to be a very bold statement. Has to be one that is an impact statement. Besides natural causes, statistically the number one cause of death is motor vehicle crashes. Recommend a very bold or aggressive impact statement.
- Likes “Zero Traffic Fatalities.” The leading cause of death on tribal communities is traffic deaths. This year have lost an infant and a young pedestrian. Want much stronger language.
- Instead of just safety and travel awareness, “the roads we travel on are engineered for safety.”
- To achieve the mission, would also help that there would be goals and objectives. Awareness and education is a part – not walking in the dark in black clothing.

Stakeholder Meeting, August 30, 2017

Enterprise Stakeholders

Meeting Summary

Attendees:

Brent Crowther, Kimley-Horn
Bruce Tunnickliff, Safety & Security Director, Casino Arizona
Dave Dunne, General Manager, Salt River Fields
Jennifer Jack, SRPMIC Project Manager
Kevin Randle, Planner, Community Development, SRPMIC
Mary Rodin, Kimley-Horn
Richard Allen, CEO, Salt River Landfill
Suzanne Colver, Planning Services Manager, Community Development, SRPMIC
Vince Lujan, President and CEO, Salt River Devco

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

Overview of Enterprises and Transportation Needs

- **Salt River Fields:** approximately 630,000 persons per year use facilities, including 330,000 persons at Spring Training and 300,000 persons at off-season events. The Salt River Police Department is very good at getting people in and people out of Salt River Fields. With the new development, they are losing 20 acres of parking. Their biggest concern is where people will park - parking garages will be needed. Limited parking will be a huge blow to their events.
- **Salt River Landfill:** open Monday-Saturday, 6 am – 5 pm. The Ironman bicycle race used to block their access when it was on Saturday, but it was moved to Sunday when they are closed. Customers come via the Beeline Highway (SR 87). Their two main customers are the City of Scottsdale and City of Mesa. When flooding, Gilbert Road closes and affects their business. They are anxious for the new Gilbert Road bridge. A safety issue is that there are numerous instances where folks think Gilbert Road is a through road and it dead ends into the land fill facility. Especially at night, vehicles go through the intersection and hit the gate. Can there be signs on Gilbert Road that warn of a dead end? Mentioned that there are some issues with SRMG entering onto the Beeline and getting up to speed with oncoming traffic. Litter control is also an ongoing issue. ADOT is good about litter control on the Beeline. MCDOT is not as good about it on Gilbert Road.
- **Salt River Devco:** Biggest concern is the widening of Pima Road from McDonald Drive to Chaparral Road. This segment is already being addressed by the SRPMIC in an upcoming project. McKesson buildings are under construction and will add traffic. Their number two concern is traffic on Chaparral Road and access control (multiple conflicts with turning movements). Third issue is with internal roads. All of the drives created are private drives; they have leases that run to the center of those streets. Is there a long-range plan to address that? Streets likely are not constructed to agency standards. A question is whether the Community is interested in moving these to public street status? Currently, leases are split down the middle of the road. All of the internal – collector streets are private and developed and maintained by the private development.

It was recommended to restrict the left turns at the curb cut on Talking Stick Way to the east of the signalized intersection at the Pavilions.

- **Casino Arizona:** Main transportation issue is on Chaparral Road. It's difficult getting to and from Chaparral Road and it is dangerous. They do not have any parking problems; have sufficient parking.

Other Road Improvements Needs

- McDonald Road east of Loop 101.
- Talking Stick is always concerned about getting people into the facilities, especially during events. Event traffic backs up on Talking Stick Way to the Loop 101. DPS has the authority to shut down the event if they back up traffic on Loop 101.
- At Talking Stick, accommodating Uber and Lyft has been a challenge, since that type of transportation service was not anticipated. All Uber and Lyft cars are forced to pick up in a certain area.
- Dobson bridge at Salt River was discussed.
- When folks get backed up on the freeway, Talking Stick has freeway signs that read “*event parking available at XX*”
- Widening / connecting Dobson Road across the Arizona Canal would help people get to and from Talking Stick.
- Lehi district: used be an at-grade road (Horne Rd) that connected to the Beeline Highway.
- Salt River Fields: A concept study has been done for a pedestrian bridge over the 101 to connect Talking Stick and the Salt River ball fields.
- Bikes – Beeline Highway is a good facility for bicyclists. There are no shoulders on Gilbert Road, and no room on the pavement for bikes.
- Casino Arizona is at McKellips Road, Loop 101, and 92nd Street. A new hotel is planned on the lot. 92nd Street and McKellips. Soccer facility will also be loading traffic onto McKellips. McKellips is an important road. Casino Arizona attracts a lot of folks from the West Valley. Transit may be helpful.
- A new Southwest Gas line is planned, from the Salt River Landfill to near the soccer fields.
- Transit needs? Would having a transit system help? Valley Metro has a stop on Chaparral Road. McKesson expressed interest in transit.

Stakeholder Meeting, August 31, 2017

Crash Data Reporting Stakeholders

Meeting Summary

Attendees:

Theresa HarneyRecords Manager, Police Department – Administration, Salt River Pima-Maricopa Indian Community (SRPMIC)
Esther Corbett, Project Manager, Tribal Epidemiology Center, Inter-Tribal Council of Arizona (ITCA)
Aaron Mattingly, GIS Supervisor, Engineering and Construction Services, SRPMIC
Reuben Malin, GIS Analyst, Engineering and Construction Services, SRPMIC
Sarath Joshua, Senior Program Manager – ITS and Safety, Maricopa Association of Governments (MAG)
Steve Rohde, Application Development Manager, Information Technology (IT), SRPMIC
Ermalinda Gene, Tribal Planning Program Manager, Multimodal Planning Division, Arizona Department of Transportation (ADOT)
Rosalinda Federico, Tribal Planning Program Manager, Multimodal Planning Division, ADOT
Kristin Havec, Records Supervisor, SRPMIC Police Department
Margaret Boone, MAG-ITSE Safety Engineer IV, MAG
Tim Baldemore, Applications System Analyst, SRPMIC
Jennifer Jack, SRPMIC Project Manager
Brent Crowther, Kimley-Horn

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

Crash Data Reporting Format

There was a discussion about the report format the SRPMIC is currently using to compile crash data.

Jennifer Jack explained that the Community has not done a safety plan previously. Steven Rohde said the IT Department is willing to try to pull additional information, with SRPMIC Police Department approval. She mentioned that the spreadsheet that was provided to records was not complete. It was missing the latitude/longitude data. Other data is needed from January 31 onward (previously provided prior to 1/31/15).

Regarding the reporting format, Kristin commented that call codes are used and the SRPMIC Police Department reports to three different agencies: state, tribal and federal. the SRPMIC Police Department uses the Arizona crash report form. It is a pdf fillable form. Data goes into NewWorld system, which is an internally hosted system for the Police Department. Then, the Police Department does an investigation and prepares a narrative.

There was a comment that it might be possible to read the fillable form. ADOT's highlighted fillable form identifies the areas that ADOT is not interested in sharing.

Arizona TraCS (Traffic and Criminal Software)

TraCS is electronic forms management software and can be used by all law enforcement for traffic crash reports, as well as electronic traffic citations, and other traffic safety data forms. TraCS will provide the software license for free, but SRPMIC would need to provide the server. GRIC and Navajo Nation have signed licensing agreements. There is a need to have a confidential server that can interface with the Arizona Department of Public Safety. If we get the server and the ADOT license, we don't have to pay the fee.

ITCA has offered the Community (and other tribes statewide) to enter a data-sharing agreement. ITCA would store the data, and analyze the data on a regular basis, and provide the tribe with current information. ITCA is in the beginning phases of that process.

Esther Corbett described an Indian Health Service (IHS) protocol in Nevada for seatbelt observation. Sometimes council members may be interested on a regional basis...she noticed that many Tribal members are involved in crashes occurring in off-Tribal areas. Some of the behavioral items identified in the health analysis showed seat-belt usage, etc., came from the IHS data.

Regional Transportation Safety Information Management System

Since 2005, MAG has been developing Regional Transportation Safety Information Management System (RTSIMS). KH developed a software that downloads the crash data from ADOT, and they download to MAG. MAG just finished running the data for 2016. Use of RTSIMS requires a data license agreement between ADOT and the Tribal Community. Ownership of the data is the critical issue, in addition to the personal identifiers. RTSIMS is restricted by IP address. This is to comply with the requirement of ADOT for security purposes. Each agency can only look at their own crash data.

2012 to 2016 fatal crashes are in the ADOT crash data. We will need to determine how much overlap there is in the data. The software has a feature to pull the data out and see where the crashes occurred.

Jennifer Jack commented that Congress is requiring states and tribes to report crash data.

Stakeholder Meeting, September 6, 2017

Injury Prevention Stakeholders

Meeting Summary

Attendees:

Monte Yazzie, Injury Prevention Coordinator, Health and Human Service-Public Health, SRPMIC
Robert Morones, Acting Area Injury Prevention Coordinator, Injury Prevention Program, IHS
Christopher Henke, Environmental Health Manager, Health and Human Services-Public Health, SRPMIC
Jennifer Jack, SRPMIC Project Manager
Brent Crowther, Kimley-Horn

Summary

Jennifer Jack provided introductions. The purpose of the study is to identify roads and safety needs for the next 20 years. There are three elements:

- Tribal Transportation Safety Plan
- Long Range Transportation Plan Update
- Street Lighting Guidelines

Discussion of transportation issues and needs followed.

Current Injury Prevention Initiatives

- SRPMIC is one of six tribes in Arizona with a primary seat belt law. Other tribes are interested in seeing how effective the law has been. Others are: Navajo Nation, Tohono O’odham Nation, San Carlos Apache Tribe, Fort McDowell Yavapai Nation, and Hopi Tribe.
- Jennifer Jack asked if there is a different search term that we need to look at to determine seat belt violations? Is there a query that we can do for tickets?
- The SRPMIC Police Department initially did a lot of ticketing for seat belt violations, but over time enforcement has diminished. It would be interesting to see how many tickets have been issued by year. Recommend that the crash forms capture restraint use.
- The SRPMIC Public Health staff will need director’s approval to share the seat belt use survey. The survey is focused on the Community, as opposed to surveys at the perimeter of the Community, such as at the Casino area, etc. A general observation is that the closer drivers are to Loop 101, the better the seat belt use rate. Further internal within the Community, seat belt use rates are lower.
- The SRPMIC Youth Council was instrumental in advancing the No Texting While Driving ordinance.
- Safety initiatives that SRPMIC Public Health is working on include:
 - Car-seat safety. Working to increase use of rates.
 - Seat belt initiative.
 - Bicycle helmet usage. Note: consider conducting a 24- or 48-hour video count, closer to the school to monitor helmet usage.
 - There is a motor cycle helmet secondary law. In contrast to the rest of Arizona, it is a secondary law.
- They have heard from partners in the schools that there is concern over transportation bus routes on the Community and the need for designated bus stops and safe walking paths.
- A Safe Routes to School Assessment was recently completed for the Early Childhood Education Center. It was done by the Maricopa County Public Health Department.
- Public Health has a car seat distribution program, with a 20-minute education process.
- Bicycle helmet distribution program. Distribute bicycle helmets at events such as SRPMIC Safety Day.

- They did a “raise your hand” survey about helmet usage. There was approximately 50% bicycle helmet usage.
- Child passenger safety is most important area (car seat); general seatbelt use.
- Previously, detailed crash data from the SRPMIC Police Department has not been available. Jennifer Jack explained the New World system. Officers are now entering the data into the system as part of their reporting process.
- Can seat belt usage be coded in New World? Possible recommendation: utilize New World system. Tim Baldemore at SRPMIC Information Technology is the contact for New World.
- The U.S. Public Health Service has tables of data from the hospitals for each zip code.
- Collaborated with CDC to prepare tribal population tables. Can get the zip codes we use, but need Tribal permission for the data.

Safety Vision Comments

- Safety Vision: don’t like the word “driver” – it’s too specific. More general like transportation. Could be a bicyclist, pedestrian, transit user, etc.
- Vision – include self-responsibility, cultural safe-awareness. It’s their responsibility as opposed to somebody else teaching them, etc. Need to incorporate self-reliance.
- Make the public aware of the laws, and the whys behind the laws.
- Safety is everyone’s responsibility.
- Mission statement: Achieve a safer Salt River Community by reducing fatalities and serious injuries for today and into the future generations through heightened awareness and safer practices.
- Make it solution based.
- Arizona seat belt usage in Arizona is about 86%. In California, it’s in the high 90’s. SRPMIC is about 50%.
- Signage – it was recommended to have revolving signs, instead of static signs, with the seat belt law and no texting law.
- The SRPMIC Police Department has a couple of portable message boards. They will also do speed.

It would be useful to have baseline data in the study and to receive grant funds to enter old data.

Appendix C – Public Outreach Summary

SRPMIC Safety Fair, October 12, 2017, Public Outreach Summary

Overview

Public outreach was conducted at the SRPMIC Safety Fair, which was held on October 12th, 2017 from 5:30 pm to 8:30 pm. This event was well attended and included safety-related displays and booths representing many Community and emergency service providers. The event provided an opportunity to make Community members aware of the study and obtain information on transportation needs for the Tribal Transportation Safety Study and the Update for the Long-Range Transportation Plan.

The Safety Fair booth included a display board explaining the studies, a PowerPoint display showing traffic and safety issues around the Community, a map where persons could mark issues, and a short questionnaire regarding transportation and safety concerns. For children, a table was set up with crayons and coloring sheets where they could participate in a Traffic Safety Poster contest and a Transportation Safety Study Poster Contest.

SRPMIC Transportation and Safety Questionnaire Results

Safety Fair attendees were asked if they would be willing to complete a Transportation and Safety Questionnaire to provide input to the study regarding transportation needs. The survey form is shown in **Figure C-1**. Fifty-three (53) surveys were completed by respondents.

The survey questions included:

1. What are your biggest concerns with the Community roads? Are there unsafe locations or behaviors you think should be addressed? Respondents could write in their concern.
2. Please circle the top 5 safety and traffic concerns on the Community. (Sixteen choices were given, one of which was "Other" where respondents could write in their concern)
3. How often do you wear a seat belt? Choices were Always, Usually, Occasionally, Never.
4. Are you a (select all that apply). Choices were Community member, Community employee, Community resident, Youth, Adult, Elder.
5. Optional contact information was requested for a gift card drawing.

A tabulation of all responses is shown in the Appendix, and responses to individual questions are summarized in the following sections.

Figure C-1. Salt River Pima- Maricopa Indian Community Transportation and Safety Questionnaire

Salt River Pima-Maricopa Indian Community Transportation and Safety Questionnaire

What are your biggest concerns with the Community roads? Are there unsafe locations or behaviors you think should be addressed?

Please circle the top 5 safety and traffic concerns on the Community.

Distracted Driving	Running Stop Signs	Condition of Dirt Roads (need to be paved)
Impaired Driving	Lack of Street Lighting	Better Transit Services
Seat Belt & Child Seat Usage	Lack of Sidewalks, Trails, or Crosswalks	Enforcement of Existing Traffic Laws
Speeding	Lack of Bicycle Lanes and Shoulders	Emergency Response Time
Cut-through Traffic	Condition of Paved Roads	Other _____
School Bus Stops		

How often do you wear a seat belt?

☐ Always
 ☐ Usually
 ☐ Occasionally
 ☐ Never

Are you a... (Select all that apply)

☐ Community Member
 ☐ Community Employee
 ☐ Community Resident
☐ Youth
 ☐ Adult
 ☐ Elder

Optional for gift card drawing

Name:	Phone:	Email:
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For more information, questions or to provide additional comments, please contact:

Jennifer Jack, PE
 Roads Section Manager
 Salt River Pima-Maricopa Indian Community
 Public Works Department
 Office: 480-362-7747

A summary of the questionnaire responses for each question were:

What are your biggest concerns with the Community roads? Are there unsafe locations or behaviors you think should be addressed?

There were a variety of concerns noted for this question. Concerns regarding specific locations were (minor editing was done for clarity):

- Southeast corner Thomas Rd & Longmore Rd - designated school bus stop. Concerns are safety, more lights on main streets.
- Belleview St dirt road (needs paving).
- Alma School Rd is way too busy in the mornings and on the drive home, mainly when school kids get on and off the bus.
- Putting the rocks on Longmore Rd was a bad idea. No place to pull over - kids could trip and get hurt. Longmore Rd rocks leaves no shoulder for people to pull over.
- McKellips Rd, from Alma School Rd to the 101 freeway.
- Loop 101 / Talking Stick Way signal, Loop 101/ 92nd St, Indian School Rd/126th St
- Street lights needed on Dobson Rd between McDowell Rd and McKellips Rd.
- Dobson Rd and McDowell Rd (towards McKellips Rd) needs a “No U-turn” sign.
- Disregard for stop signs on McDowell Rd and Harris Rd.

General concerns were:

- Need for more street lighting (mentioned in six comments)
- Need for more traffic signals (two comments- assumed reference was to traffic signal lights rather than street lights)
- Running stop signs (mentioned in five comments)
- Excessive outside or cut through traffic (mentioned in three comments)
- Need for more traffic enforcement (mentioned in three comments)
- Need for more sidewalks (mentioned in three comments)
- Speeding (mentioned in three comments, one of those noted need for speed monitor)
- Texting and driving (mentioned in two comments)
- Too many local drivers and heavy traffic (one comment)
- Drivers not stopping or passing stopped school buses (two comment)
- Dirt road that needs to be graded and paved as well (one comment)
- WIP It containers in the road (one comment)
- Landscaping - cut brush that blocks traffic (one comment)
- Drunk driving (one comment)

Top 5 Safety and Traffic Concerns on the Community

The most frequent responses to this question are summarized in **Table C-1**. The top five concerns noted (shaded in light blue in Table 1) were:

- Running Stop Signs
- Speeding
- Cut-through Traffic
- Lack of Street Lighting
- Distracted Driving

Table C-1. Question Response – “Top 5 Safety and Traffic Concerns”

Question: “Please Circle the Top 5 Safety and Traffic Concerns on the Community”

Concern	Number of Times Noted as a “Top 5” Concern
Running Stop Signs	37
Speeding	31
Cut-through Traffic	22
Lack of Street Lighting	22
Distracted Driving	20
Seat Belt & Child Seat Usage	18
School Bus Stops	12
Lack of Sidewalks, Trails, or Crosswalks	12
Impaired Driving	11
Lack of Bicycle Lanes and Shoulders	10
Condition of Dirt Roads (need to be paved)	9
Condition of Paved Roads	8
Enforcement of Existing Traffic Laws	8
Emergency Response Time	7
Better Transit Services	5
Other (concerns noted were sidewalks (noted twice) and not signaling)	3

How Often Do You Wear a Seat Belt?

There were 46 responses to the question “How Often Do You Wear a Seat Belt?” The responses to this question are summarized in **Table C-2**. The majority of respondents (78%) replied that they always wore a seatbelt. Twenty percent of respondents replied that they usually wore a seatbelt. Only 2 percent of respondents said that they occasionally wore a seatbelt, and no respondents said that they never wore a seatbelt.

Table C-2. Responses to Question "How Often Do You Wear a Seat Belt?"

Response	Number of Responses	Percent of Total Responses
Always	36	78
Usually	9	20
Occasionally	1	2
Never	0	0
Totals	46	100

Profile of Survey Respondents

This survey question asked respondents “Are you a (check all that apply). The categories are:

- Community Member
- Community Employee
- Community Resident
- Youth
- Adult
- Elder

The responses to this question are summarized in **Table C-3**. The majority of respondents (74%) were Community members. Twenty-four percent (24%) of respondents indicated they were Community residents. Forty-three percent of respondents (43%) indicated they were adults. Smaller percentages of respondents indicated they were Community employees (7%), Youth (6%), or Elders (2%). **Table 3** also shows where multiple categories were checked.

Table C-3. Responses to Question "Are you a.... (select all that apply)

Survey Response	Number of Responses (Percent)	Also checked....					
		Community Member	Community Employee	Community Resident	Youth	Adult	Elder
Community Member	39 (74%)	N/A	3	7	0	15	0
Community Employee	4 (7%)	3	N/A	1	0	3	0
Community Resident	13 (24%)	7	1	N/A	0	9	1
Youth	3 (6%)	0	0	0	N/A	0	0
Adult	23 (43%)	15	3	9	0	N/A	0
Elder	1 (2%)	0	0	1	0	0	N/A
Total No. of Respondents Who Answered this Question	53 (100%)						

Other Comments

Persons also had the option to mark transportation concerns on a map of the Community. Areas with transportation concerns were:

- McKellips Road/Loop 101 – high crash area at the traffic signals
- Talking Stick Way/Loop 101 – high crash area at the traffic signals
- McDowell Rd/Dobson Road – post “No U-turn” signs at this offset intersection
- Belleview Street – speeding concerns
- Alma School Road – too busy through the Community
- Clarendon Ave – pave between Longmore Rd and Cholla Lane
- Oak Street – pave between Extension Road and Country Club Drive
- Oak Street/Westwood St – provide street lighting at intersection
- McDowell Road, west of Extension Road – provide speed feedback signs
- Mesa Drive, between Indian School Road and Camelback Road and Camelback Road, between Center Street and Mesa Drive – provide sidewalks in these areas.
- East end of 126th Street – provide barricade and lighting showing it is not a through street
- General comment that street lighting is needed everywhere

Appendix to Safety Fair
Outreach Summary

SRPMIC Transportation and Safety Questionnaire Summary

Survey Number	What are your biggest concerns with Community roads? Are there unsafe locations or behaviors?	Circle the top 5 safety and traffic concerns on the Community																How often do you wear a seat belt?				Are you a ... (Check all that apply)					
		Distracted Driving	Impaired Driving	Seat Belt & Child Seat Usage	Speeding	Cut-Through Traffic	School Bus Stops	Running Stop Signs	Lack of Street Lighting	Lack of Sidewalks Trails, or Crosswalks	Lack of Bicycle Lanes and Shoulders	Condition of Paved Roads	Condition of Dirt Roads (Need to Be Paved)	Better Transit Services	Enforcement of Existing Traffic Laws	Emergency Response Time	Other (Note Response)	Always	Usually	Occasionally	Never	Community Member	Community Employee	Community Resident	Youth	Adult	Elder
1	SE corner Thomas & Longmore more school bus designated appropriate stop. Safety, more lights on main streets.						1	1										1								1	
2	None			1				1							1	1		1						1		1	
3	None			1				1							1			1				1					
4	Excessive Outside Traffic				1			1										1					1			1	
5	None		1	1	1			1	1															1		1	
6	Bellview Dirt Road		1	1	1			1		1														1		1	
7	None					1	1	1											1			1				1	
8	Alma School Road way too busy in the mornings and drive home, mainly when time for kids to school kids get on and off the bus				1	1	1	1														1				1	
9	None	1		1	1	1	1	1			1	1					Not Signaling					1		1		1	
10	Police officers never pay attention to the people who run stop signs and use the community as a shortcut				1		1	1	1	1	1							1				1		1		1	
11	None								1	1	1		1	1				1				1					
12	None					1			1							1						1		1			
13	Street Lighting				1	1		1	1									1						1			1
14	Putting the rocks on Longmore was a bad idea. No place to pull over	1			1	1		1										1				1		1		1	

Survey Number	What are your biggest concerns with Community roads? Are there unsafe locations or behaviors?	Circle the top 5 safety and traffic concerns on the Community																How often do you wear a seat belt?				Are you a ... (Check all that apply)					
		Distracted Driving	Impaired Driving	Seat Belt & Child Seat Usage	Speeding	Cut-Through Traffic	School Bus Stops	Running Stop Signs	Lack of Street Lighting	Lack of Sidewalks Trails, or Crosswalks	Lack of Bicycle Lanes and Shoulders	Condition of Paved Roads	Condition of Dirt Roads (Need to Be Paved)	Better Transit Services	Enforcement of Existing Traffic Laws	Emergency Response Time	Other (Note Response)	Always	Usually	Occasionally	Never	Community Member	Community Employee	Community Resident	Youth	Adult	Elder
	kids could trip and get hurt.																										
15	None	1	1		1	1		1							1			1				1		1		1	
16	More street lights and side walks				1			1	1			1					Sidewalks	1				1					
17	None	1		1				1	1		1							1				1					
18	WIP It containers in the road				1			1											1			1					
19	None	1	1	1	1	1		1	1							1		1				1				1	
20	Landscaping cutting brush that block traffic	1			1				1		1			1				1				1					
21	Texting and Driving	1		1	1			1			1								1						1		
22	Longmore rocks leaves no shoulder for people to pull over				1	1		1			1	1						1				1					
23	New More lights and have a speed monitor and drunk drivers	1		1	1	1			1									1				1					
24	Texting and Driving	1		1												1		1							1		
25	None	1	1	1						1		1						1				1				1	
26	Too many local driving using community road, heavy traffic	1	1		1		1	1		1								1				1	1				
27	None	1	1	1		1		1										1				1					
28	Running stop signs				1	1	1						1						1			1				1	
29	More street lighting					1			1	1		1	1					1				1					
30	None				1	1	1	1	1					1				1				1					
31	Obey traffic laws and enforce the law more on traffic citation	1				1		1	1						1			1				1					
32	None	1	1	1	1										1			1						1			

Survey Number	What are your biggest concerns with Community roads? Are there unsafe locations or behaviors?	Circle the top 5 safety and traffic concerns on the Community																How often do you wear a seat belt?				Are you a ... (Check all that apply)					
		Distracted Driving	Impaired Driving	Seat Belt & Child Seat Usage	Speeding	Cut-Through Traffic	School Bus Stops	Running Stop Signs	Lack of Street Lighting	Lack of Sidewalks Trails, or Crosswalks	Lack of Bicycle Lanes and Shoulders	Condition of Paved Roads	Condition of Dirt Roads (Need to Be Paved)	Better Transit Services	Enforcement of Existing Traffic Laws	Emergency Response Time	Other (Note Response)	Always	Usually	Occasionally	Never	Community Member	Community Employee	Community Resident	Youth	Adult	Elder
33	McKellips road under freeway from Alma School to 101 freeway					1							1						1			1					
34	Speeding; running stop signs	1		1	1	1		1										1				1					
35	101 and TSW signal and 92nd and 101 Indian school and 126th street		1			1		1	1					1					1			1					
36	Street lights on Dobson between McDowell and McKellips								1	1	1	1	1					1				1					
37	Dobson and McDowell (towards McKellips) needs a no u-turn sign	1						1	1						1			1				1			1		
38	None		1		1		1	1		1									1					1			
39	None			1	1	1	1	1														1					
40	None			1	1		1	1						1								1					
41	Not stopping or passing school buses	1			1			1	1	1								1				1					
42	Drivers don't stop				1			1	1	1								1							1		
43	Street Light; side walk																	1				1					
44	Sidewalks; stop for kids getting on school bus											1					Sidewalks			1		1					
45	None	1		1	1	1	1	1					1					1				1	1			1	
46	General lighting * frequent visitor to area		1		1				1				1					1								1	
47	None								1									1								1	
48	Disregard for stop signs on McDowell Road and Harris	1				1		1										1				1		1		1	
49	None							1	1		1		1			1		1				1	1	1		1	

Survey Number	What are your biggest concerns with Community roads? Are there unsafe locations or behaviors?	Circle the top 5 safety and traffic concerns on the Community																How often do you wear a seat belt?				Are you a ... (Check all that apply)					
		Distracted Driving	Impaired Driving	Seat Belt & Child Seat Usage	Speeding	Cut-Through Traffic	School Bus Stops	Running Stop Signs	Lack of Street Lighting	Lack of Sidewalks Trails, or Crosswalks	Lack of Bicycle Lanes and Shoulders	Condition of Paved Roads	Condition of Dirt Roads (Need to Be Paved)	Better Transit Services	Enforcement of Existing Traffic Laws	Emergency Response Time	Other (Note Response)	Always	Usually	Occasionally	Never	Community Member	Community Employee	Community Resident	Youth	Adult	Elder
50	None				1				1	1		1	1					1				1				1	
51	None	1		1	1			1							1				1							1	
52	None				1			1								1			1			1					
53	Cut through traffic to run stop signs, police not there to catch them; also speeding. Dirt road that needs to be graded and paved as well.					1		1		1	1				1	1		1				1				1	
	Totals	20	11	18	31	22	12	37	22	12	10	8	9	5	8	7	0	36	9	1	0	39	4	13	3	23	1

SRPMIC Safety Fair, October 11, 2018, Public Outreach Summary

Overview

Public outreach was conducted at the SRPMIC Safety Fair, which was held on October 11th, 2018 from 5:00 pm to 8:00 pm. This event was well attended and included safety-related displays and booths representing many Community and emergency service providers. The event provided an opportunity to provide an update on the LRTP as well as introduce the TTSP with associated emphasis areas.

The Safety Fair booth included display boards explaining the studies, a PowerPoint display showing traffic and safety issues around the Community, maps showing crash types and hot spots around the Community, and a short questionnaire regarding how Community members would address the identified safety emphasis areas. For children, a table was set up with crayons and coloring sheets where they could participate in a contest to determine which sheet would go on the cover of the TTSP.

SRPMIC Safety Emphasis Area Questionnaire Results

The questions from the questionnaire and responses are provided below:

1. How do you think we can improve stop sign compliance and prevent left-turn crashes?
 - a. Provide tall signs like in the city
 - b. Street lighting
 - c. Additional police enforcement
 - d. We can prevent crashes at stop-controlled intersections by making the signs larger.
 - e. Photo Radar
 - f. Flashing Red lights
 - g. Yield signs
 - h. Flashing yellow arrows for left turns
 - i. Offer defensive driving seminars/online
2. What can be done to reduce crashes involving pedestrians and bicyclists?
 - a. More vigilance, cameras
 - b. Install a pedestrian walkway that stops traffic, similar to the one in front of Phoenix Medical Center
 - c. Add bicycle lanes with brighter paint
 - d. Street lighting
 - e. Concrete bollards
 - f. More area for bikes to cruise around
 - g. More sidewalks
 - h. Have awareness walk day. Have community come out and walk for a day to help awareness.
 - i. Photo cameras
 - j. More community meetings regarding this matter
 - k. Promote reflection wear for pedestrians & bicyclists
 - l. More caution signs around the Community.
3. What are ways to reduce alcohol and drug-related crashes?
 - a. Education, testing of drugs, a program to steer people away from drugs.
 - b. Clinics for drug related crimes.
 - c. Have an alcohol breather thing in every car system

- d. Have police more visible. We have a large police force, but they are not out in the community.
 - e. Help family go to AA meets
 - f. Inter-community statistics
 - g. Penalty fee signs
 - h. Have available rides for people who need a ride home
 - i. Checkpoints on holidays
 - j. Warning sign – no drugs or alcohol
 - k. Health education & prevention for teens.
4. How can we increase use of seatbelts and motorcycle helmets?
- a. Education, signs in community & cameras
 - b. Random road block checks
 - c. Promote education
 - d. Ticket no seat belts
 - e. Flyers and social media advertisement
 - f. Start early with kids make sure they are always wearing seatbelt & helmet contest for kids. They can decorate helmets and win a small gift.
 - g. Implement into tribal policy
 - h. Community meetings
 - i. Promotion on billboards & local paper to remind folks
5. How can we reduce speeding and aggressive driving?
- a. Speed traps
 - b. Speed bumps in streets
 - c. Educate
 - d. More police presence
 - e. Higher fines
 - f. Reduce speed limits
 - g. Put up false police cars
 - h. Street signs/reminders

Public Hearing, December 5, 2018, Public Outreach Summary

Overview

A public hearing on the LRTP was held on October 5th, 2018 at 5:00 pm. A notice was published in the November 15th edition of the O'Odham Action News newspaper. The language from the public notices is provided on the following page.

The Tribal Council was briefed on why an LRTP update was necessary, the LRTP planning process, public outreach efforts, and the implementation plan. Additionally, an overview of the projects was provided, including short-, medium-, and long-term roadway projects, as well as sidewalk and trail projects. An example cross-section from the LRTP was also provided to highlight how the plan will be implemented on new roadways and reconstruction efforts.

While the public was not allowed to ask direct questions during the presentation, they were able to interact with the project team at the end of the presentation and fill out comment cards with their opinions on the LRTP document and the proposed projects.

Public Comments

The comments received through verbal interactions and the available comment cards are provided below:

1. Community Member (Verbal): this person is opposed to the proposed bridge on Dobson Road over the Arizona Canal as well as implementing roundabouts in the Community.
2. Community Member and Resident: I would like to know why nothing is being said about Alma School Road. It needs some widening, sidewalks, and street lights.
3. Community Member, Resident, and Employee: I have a major concern regarding the building of the Dobson Road bridge. I understand Fire/Police feel it will assist them with response time, but they have a substation north of the Arizona Canal to service the area. I do not see any other benefit to the Community and I feel and know all it will do is cause a lot more cut-through traffic. The Community has enough cut-through traffic. This Dobson Road bridge only seems to benefit the outsiders by making the commute easier for them. The Community approved a general-purpose plan and it was to keep all commercial business and customers west of the Loop 101. Building the bridge across Dobson will only cause more issues and interfere with Community residents. I also feel this LRTP needs to be taken to District meetings and explained to more Community members. I feel that in the beginning, this plan was not as detrimental, but with all the surrounding business and amount of traffic this plan effects our Community residents.
4. Community Member and Resident: I am responding in opposition to the Long-Range Transportation Plan. I strongly feel our Community's existing roadways and transportation are sufficient as they are.
5. Community Member, Resident, and Employee: I strongly oppose this. I do not want to open it up for more traffic, it is already bad.
6. Community Member: This needs to go to the District meetings. We don't want speed bumps, roundabouts, and no road from Chaparral to the Casino on Dobson.
7. Community Member: No Dobson bridge (north)
8. Community Member, Resident, and Employee: No additional traffic. No to the bridge.

Public Hearing and Input on Long Range Transportation Plan

The Community has a Long Range Transportation Plan (LRTP) showing the transportation improvements planned over the next 20 years. The plan includes the Tribal Transportation Program system inventory and priorities projects for new roadway construction, pavement rehabilitation, paving of dirt roads, safety improvements, new trails and sidewalks, new and reconstructed bridges, and other transportation improvements. Please join us to learn more about the LRTP and provide your comments.

December 5th, 2018 at 5 p.m. at the Tribal Council Chambers, 10091 E. Osborn Road, Scottsdale, AZ 85256

A copy of the LRTP can be found on the Community's website at <https://www.srpmic-nsn.gov/government/public-works/transportation-planning/>. A hardcopy is also available by visiting the Public Works office at 10124 East Earll Drive, Scottsdale, AZ 85256. Please contact Jennifer Jack, Public Works Department, Roads Section Manager, with any questions at 480-362-7747 or jennifer.jack@srpmic-nsn.gov. Comments may be submitted to Public Works at the mailing address or email indicated above. The deadline for comments is December 12, 2018.

District Meeting Summaries

Overview

SRPMIC staff gave presentations on the Long-Range Transportation Plan at Community meetings in early 2019. Comments received on the LRTP are summarized as follows:

Largo District Meeting – 2/25/2019

- Indian School Road at the Way of Life Facility (WOLF) - 25 mph
- Provide Maricopa Association of Government updates in the newspaper
- Provide covered bus stops at Center Street/Camelback Road and Oak Street/Dobson Road
- Beeline Highway – lower speed limit starting at Gilbert Road and construct a stop light at the intersection of Mesa Drive/Center Street
- Dobson Road widening and bridge at Arizona Canal
- Provide more safety measures around bus stops for children, to prevent kids waiting without lighting
- Like the idea of traffic curbing to slow down traffic from the freeway
- Widening east of 101?
- Better communications on closures
 - Newspapers
 - Flyers at Community Center

Dallas / Scabby District Meeting – 2/19/2019

- Bunnyville – residents okay with using Mesa Drive, rather than Indian School Rd (note: roads have been incorporated into the plan)
- New design for sidewalks to minimize debris that gets washed off the roadway onto the sidewalks
- Incentive to people for waving compensation for ROW by paving their driveway?
 - People cannot be coerced;
 - Cannot use Federal funds outside ROW; and
 - People that waive are bumped to the front of the list.

Grey District Meeting – 2/16/2019

- Don't like the idea of paved roads in Bunnyville - it is a unique place, part of the culture
- Don't like sidewalks - path is okay - looks like a city - keep natural
- Roads shouldn't have to be paved
- Alma School Road, Indian School Road, Dobson Road, 92nd Street
- Vista Road, Longmore Road to Dobson Road – don't grade as often
- Lower speed limit on Indian School Road
- Against Dobson Road bridge
- Directional 101 signs

Kashoya /Doka District Meeting – 2/16/2019

- Speed consistent at 35 mph
- No bridge at Arizona Canal/Dobson Road
- Better way to post construction notices (Pima bridge, Alma School Road)
- Alma School Road/Osborn Road – bus stop signs, crosswalk, drivers running stop signs
- Bus service on Pima Road at Walmart – add pick up

- Bus stops on Pima Road - can't see around bus
- Level sidewalks with no rocks
- Virginia Street/Harris Road - needs maintenance
- Osborn Road/dialysis center
- Speed bumps – calming lane
- More flashing/solar stop signs in Community
- No bridge at Arizona Canal/Dobson Road
- No through traffic at Dobson Road/Arizona Canal
- I work at the high school and we have events almost every weekend so can we get signs for directions to our football fields and gym. We have people that are not familiar with the area, so they drive all over our campus.
- If possible, can we look into getting sidewalks in front of the high school. I know people have concerns about looking like a city, but we can't let that be a problem because of our kid's safety. Also, can we have street lights on Highland Road because my students have late practice and some of my students have to walk home.
- These plans for the roadway projects are a good idea. It will help out the Community.
- When the land is surveyed for roads, what departments do you work with? For example, the Culture Department especially for the areas mentioned that were used for traditional purposes. Possibly use solar panels for lighting similar to Gila River?
- No sidewalks! Build paths with shrubbery or natural trees. Use natural so we can stay unique, and our kids can feel the ground and we can see and smell our natural plants - be a Reservation not a city! Don't want Indian School Road to go through to Beeline Highway.

CM Enos District Meeting – 3/16/2019

- Traffic Circles - Oak and Scottsdale Road
- Signs – post regarding obeying laws – under SRPMIC jurisdiction
- ADOT- no right on red
 - No right on red
 - SB 101 at Thomas Road – not long enough green to turn left eastbound to Thomas Road
- No Dobson Road bridge
- Whole Community speed limit 35 mph
- Provide natural pathways
- Osborn Road / Alma School Road intersection – people are confused how to navigate this intersection.
- Pima Road at Wendy's – can't see around the bus
- Have Community Members on the Technical Advisory Committee
- I really enjoyed your presentation, I never realized how many roads are under construction on the Rez. Thank you for coming to the meeting.
- No bridge on Dobson at the Arizona Canal
- Speed limit 40 mph
- Enjoyed presentation
- I feel there should be no bridge built on Dobson Road to TSR
- No Dobson Bridge
- No sidewalk on McKellips – there are other roads that would benefit more!

Appendix D – 2019 Tribal Transportation Program Inventory

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
BIA	5	30	92nd Street	Indian School	Chaparral	1.0				1.0							1.0				1.0			
BIA	5	40	92nd Street	Jackrabbit	AZ Canal	0.8				0.8							0.8				0.8			
BIA	7	5	Dobson Road	South of McKellips	McKellips	0.2		0.2									0.2				0.2			
BIA	7	15	Dobson Road	McDowell	Thomas	1.0		1.0							1.0					1.0				
BIA	7	20	Dobson Road	Thomas	north of Pinchot	0.2		0.2							0.2						0.2			
BIA	7	25	Dobson Road	north of Pinchot	Camelback	1.3		1.3							1.3						1.3			
BIA	7	30	Dobson Road	Chaparral	AZ Canal	1.2		1.2									1.2				1.2			
BIA	7	40	Dobson Road	AZ Canal	Talking Stick	0.7			0.7								0.7				0.7			
BIA	7	50	Dobson Road	Talking Stick	Via de Ventura	1.0		1.0						1.0							1.0			
BIA	7	60	Dobson Road	Via de Ventura	Royal Palms	0.3		0.3						0.3						0.3				
BIA	7	70	Dobson Road	Royal Palms	Eastwood		0.3	0.3						0.3										0.3
BIA	9	3	Longmore Road	South of McKellips	McKellips	0.1		0.1									0.1				0.1			
BIA	9	5	Longmore Road	McKellips	McDowell	0.9		0.9								0.9					0.9			
BIA	11	10	Alma School Road	McDowell	Chaparral	3.0		3.0							3.0						3.0			
BIA	11	15	Alma School Road	Chaparral	Evergreen canal bridge	0.8		0.8								0.8					0.8			
BIA	11	18	Alma School Road	Evergreen canal bridge	Evergreen canal bridge	0.0		0.0								0.0					0.0			
BIA	11	19	Alma School Road	Evergreen canal bridge	AZ Canal	0.1		0.1								0.1					0.1			
BIA	11	20	Alma School Road	AZ Canal	AZ Canal	0.0		0.0								0.0					0.0			
BIA	11	30	Alma School Road	AZ Canal	McDonald	0.1		0.1								0.1				0.1				
BIA	13	10	Extension Road	McDowell	Palm	0.3		0.3								0.3					0.3			
BIA	13	11	Extension Road	Palm	N. of LDS Church	0.1		0.1								0.1					0.1			
BIA	13	12	Extension Road	N. of LDS Church	Indian School	1.6		1.6								1.6					1.6			
BIA	13	20	Extension Road	Indian School	Camelback	0.5		0.5								0.5					0.5			
BIA	13	25	Extension Road	Camelback	Chaparral	0.5		0.5								0.5					0.5			
BIA	13	30	Extension Road	Chaparral	AZ Canal	0.4		0.4									0.4				0.4			
BIA	13	40	Extension Road	Jackrabbit	McDonald		0.5		0.5								0.5				0.5			
BIA	14	10	Talking Stick Way	101	Dobson	0.4		0.4						0.4							0.4			
BIA	14	15	Talking Stick Way	Dobson	Longmore	0.5		0.5							0.5						0.5			
BIA	14	20	Indian Bend Road	Grand	Center	0.2			0.2								0.2				0.2			
BIA	15	10	Country Club Drive	Oak	Indian School	1.5		1.5							1.5						1.5			
BIA	15	20	Country Club Drive	Indian School	Highland	0.8		0.8							0.8						0.8			
BIA	15	30	Country Club Drive	Highland	Chaparral	0.3		0.3							0.3						0.3			
BIA	20	50	Jackrabbit Road	Mesa	Olive	0.2				0.2							0.2				0.2			
BIA	20	51	Jackrabbit Road	Olive	Ashland	0.1				0.1							0.1				0.1			
BIA	20	52	Jackrabbit Road	Ashland	Fraser	0.2				0.2							0.2				0.2			
BIA	20	53	Jackrabbit Road	Fraser	126th Street	0.1				0.1							0.1				0.1			
BIA	22	10	Chaparral Road	Dobson	Alma School	1.0		1.0							1.0						1.0			
BIA	22	20	Chaparral Road	Alma School	Extension	0.5		0.5							0.5						0.5			
BIA	22	30	Chaparral Road	Extension	Country Club	0.5		0.5							0.5						0.5			
BIA	22	40	Chaparral Road	Country Club	Evergreen Canal	0.3		0.3							0.3						0.3			
BIA	22	45	Chaparral Road	Evergreen Canal	Center	0.2		0.2							0.2						0.2			
BIA	22	50	Chaparral Road	Mesa	Stapley	1.0				1.0							1.0				1.0			
BIA	23	10	Stapley Drive	McDowell	Thomas	1.0		1.0								1.0					1.0			

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
BIA	23	20	Stapley Drive	87	canal	0.5				0.5							0.5				0.5			
BIA	23	30	Stapley Drive	Highland	Lincoln	1.8				1.8							1.8				1.8			
BIA	24	10	Camelback Road	Dobson	Alma School	1.0		1.0								1.0					1.0			
BIA	24	20	Camelback Road	Alma School	Center	1.5		1.5								1.5					1.5			
BIA	24	30	Camelback Road	Center	Mesa Drive	0.5		0.5								0.5					0.5			
BIA	24	40	Camelback Road	Mesa Drive	Horne	0.5		0.5									0.5				0.5			
BIA	24	50	Camelback Road	Horne	Evergreen wash		0.1	0.1									0.1							0.1
BIA	24	60	Camelback Road	Evergreen wash bridge	Evergreen wash bridge		0.0	0.0									0.0							0.0
BIA	24	70	Camelback Road	Evergreen wash	Stapley		0.3	0.3									0.3							0.3
BIA	26	10	Clarendon Avenue	92nd Street	Dobson	0.5			0.5								0.5				0.5			
BIA	26	20	Clarendon Avenue	Cholla	Longmore	0.3			0.3								0.3				0.3			
BIA	26	30	Clarendon Avenue	Standage	Alma School	0.1			0.1								0.1				0.1			
BIA	26	40	Clarendon Avenue	Alma School	Beverly	0.1			0.1								0.1				0.1			
BIA	26	55	Clarendon Avenue	Pasadena	Mesa	0.2			0.2								0.2				0.2			
BIA	26	60	Clarendon Avenue	Mesa	Silverton	0.2			0.2								0.2				0.2			
BIA	26	70	Clarendon Avenue	Olive	122nd Place	0.1			0.1								0.1				0.1			
BIA	28	21	Osborn Road	Alma School	Beverly	0.2		0.2									0.2				0.2			
BIA	30	5	Thomas Road	AC taper East of the 101	AC taper East of the 101	0.1		0.1							0.1						0.1			
BIA	30	10	Thomas Road	East of the 101	92nd Street	0.3		0.3							0.3						0.3			
BIA	30	12	Thomas Road	92nd Street	Longmore	1.0		1.0							1.0						1.0			
BIA	30	15	Thomas Road	Longmore	Center Street	2.0		2.0							2.0						2.0			
BIA	30	20	Thomas Road	Horne	West of Gilbert	1.4		1.4								1.4					1.4			
BIA	30	25	Thomas Road	West of Gilbert	Gilbert	0.1		0.1								0.1					0.1			
BIA	34	10	Via de Ventura	101	Dobson	0.3		0.3					0.3								0.3			
BIA	34	20	Via de Ventura	Dobson	Longmore		0.4	0.4									0.4							0.4
BIA	43	5	Date Street	Hubbell	Oak	0.1			0.1								0.1				0.1			
BIA	43	10	Date Street	Oak	Virginia	0.2				0.2							0.2				0.2			
BIA	43	20	Date Street/Orange Horseshoe	Montecito	North of Montecito	0.1			0.1								0.1			0.1				
BIA	51	10	Olive Street	Indian School	Monterosa	0.1			0.1								0.1				0.1			
BIA	51	20	Olive Street	Monterosa	Montecito	0.1				0.1							0.1				0.1			
BIA	51	30	Olive Street	McDonald	Rose	0.3			0.3								0.3				0.3			
BIA	51	40	Olive Street	Rose	Lincoln	0.2				0.2							0.2				0.2			
BIA	101	10	BIA School South Road	Longmore	end	0.2		0.2									0.2				0.2			
BIA	101	20	BIA School North Road	Longmore	East Road	0.1		0.1									0.1				0.1			
BIA	101	30	BIA School West Road	South Road	fence	0.1		0.1									0.1				0.1			
BIA	101	40	BIA School East Road	South Road	North Road	0.1		0.1									0.1				0.1			
BIA	101	50	Main SR Ballfield	Longmore	South SR Ballfield parking lot	0.1		0.1									0.1			0.1				
BIA	101	60	North SR Ballfield	Longmore	West SR Ballfield	0.1		0.1									0.1			0.1				
BIA	101	70	West SR Ballfield	North SR Ballfield	Main SR Ballfield	0.1		0.1									0.1			0.1				
BIA	P101	10	BIA School South Parking Lot	South Road	West Road	0.1		0.1										0.1			0.1			
BIA	P101	20	BIA School East ALA Parking Lot	South Road	East Road	0.2		0.2										0.2			0.2			

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
BIA	P101	30	BIA School North ALA Parking Lot	North Road	East Road	0.1		0.1											0.1		0.1			
BIA	P101	40	BIA School North Parking Lot	North Road	West Road	0.1		0.1											0.1		0.1			
BIA	P101	50	BIA School SR Ballfield Parking Lot	Main SR Ballfield	West SR Ballfield	0.4		0.4											0.4		0.4			
BIA	P101	60	BIA School West SR Ballfield Parking Lot	Logmore Road	Main SR Ballfield	0.1		0.1											0.1	0.1				
BIA	103	10	Victory Acres I Subd Grand	Indian School	Glenrosa	0.2		0.2									0.2				0.2			
BIA	103	20	Victory Acres I Subd Glenrosa	Grand	cul-de-sac	0.2		0.2									0.2				0.2			
BIA	103	30	Victory Acres I Subd MacDonald	Indian School	Glenrosa	0.2		0.2									0.2				0.2			
BIA	103	40	Victory Acres I Subd Monterosa	MacDonald	Center	0.1		0.1									0.1				0.1			
BIA	103	50	Victory Acres II Subd Monterosa	Center	Pima Dr	0.2		0.2									0.2				0.2			
BIA	103	60	Victory Acres II Subd Pima Dr	Monterosa	Glenrosa	0.1		0.1									0.1				0.1			
BIA	103	70	Victory Acres II Subd Glenrosa Dr	Center	Pima Dr	0.3		0.3									0.3				0.3			
BIA	103	80	Victory Acres II Subd Glenrosa Cir	Glenrosa Dr	cul-de-sac	0.1		0.1									0.1				0.1			
BIA	210	10	Vista Drive	Dobson	Longmore	0.5			0.5								0.5				0.5			
BIA	210	20	Vista Drive	Longmore	Alma School	0.5				0.5							0.5				0.5			
BIA	210	30	Vista Drive	Alma School	Extension	0.5			0.5								0.5				0.5			
BIA	220	5	Highland Avenue	Dobson	Longmore	0.5			0.5								0.5				0.5			
BIA	220	10	Highland Avenue	Longmore	Beverly	0.6		0.6									0.6				0.6			
BIA	220	20	Highland Avenue	Beverly	Extension	0.4				0.4							0.4				0.4			
BIA	220	30	Highland Avenue	Extension	Country Club	0.5			0.5								0.5				0.5			
BIA	220	40	Highland Avenue	Country Club	Center	0.5		0.5									0.5				0.5			
BIA	240	10	Montecito Avenue	Dobson	Longmore	0.5				0.5							0.5				0.5			
BIA	240	20	Montecito Avenue	Longmore	East of Standage	0.3			0.3								0.3				0.3			
BIA	240	30	Montecito Avenue	East of Standage	Alma School	0.2		0.2									0.2				0.2			
BIA	240	40	Montecito Avenue	Alma School	Beverly	0.1		0.1									0.1				0.1			
BIA	240	45	Montecito Avenue	Westwood	Extension	0.3			0.3								0.3				0.3			
BIA	240	50	Montecito Avenue	Extension	Country Club	0.5		0.5									0.5				0.5			
BIA	240	60	Montecito Avenue	Country Club	Center	0.5			0.5								0.5				0.5			
BIA	240	80	Montecito Avenue	Mesa Drive	Olive	0.2				0.2							0.2				0.2			
BIA	240	90	Montecito Avenue	124th Street	Stapley		0.5	0.5									0.5							0.5
BIA Subtotal						46.7	2.1	36.2	6.6	6.0	0.0	0.0	0.0	2.3	14.5	10.4	20.6	0.0	1.0	1.9	45.3	0.0	0.0	1.6
Tribal	1	10	Indian School Road	East of 101	Alma School	1.7		1.7							1.7							1.7		
Tribal	1	20	Indian School Road	Alma School	Grand	1.3		1.3							1.3							1.3		
Tribal	1	22	Indian School Road	Grand	Pasadena	0.5		0.5							0.5					0.5				
Tribal	1	25	Indian School Road	Pasadena	Horne	0.7		0.7								0.7						0.7		
Tribal	1	30	Indian School Road	Evergreen wash bridge	Evergreen wash bridge	0.0		0.0									0.0					0.0		
Tribal	1	40	Indian School Road	Horne	126th Street	0.3		0.3									0.3					0.3		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification								Construction Need					
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	1	50	Indian School Road	126th Street	SR87		0.3	0.3									0.3							0.3
Tribal	P001	10	Indian School Police & Fire Substation parking lot	Indian School	Center	0.3		0.3										0.3			0.3			
Tribal	P001	20	Lonely Cactus west parking lot	Indian School	Center	0.1		0.1										0.1			0.1			
Tribal	P001	30	Lonely Cactus east parking lot	Indian School	Center	0.1		0.1										0.1			0.1			
Tribal	P001	40	Way of Life west parking lot	Indian School	Center	0.5		0.5										0.5	0.5					
Tribal	4	10	McDowell Road	Mesa	Gilbert	2.0		2.0						2.0							2.0			
Tribal	5	5	92nd Street	Marigold	McKellips	0.2			0.2							0.2					0.2			
Tribal	5	10	92nd Street	McKellips	McDowell	1.0		1.0						1.0							1.0			
Tribal	5	20	92nd Street	McDowell	Oak	0.5		0.5							0.5						0.5			
Tribal	5	23	92nd Street	Oak	Thomas	0.5		0.5							0.5						0.5			
Tribal	5	27	92nd Street	Thomas	Indian School	1.0		1.0							1.0						1.0			
Tribal	5	60	92nd Street	Eastwood	Horseshoe		0.4	0.4						0.4										0.4
Tribal	7	10	Dobson Road	McKellips	McDowell	1.0		1.0							1.0						1.0			
Tribal	7	28	Dobson Road	Camelback	Chaparral	0.5		0.5						0.5							0.5			
Tribal	7	80	Dobson Road	Eastwood	92nd Street		0.7	0.7					0.7											0.7
Tribal	7	90	Horseshoe Road	92nd Street	90th Street		0.3	0.3					0.3											0.3
Tribal	9	8	Longmore Road	McDowell	Oak	0.5		0.5							0.5						0.5			
Tribal	9	10	Longmore Road	Oak	Thomas	0.5		0.5							0.5						0.5			
Tribal	9	12	Longmore Road	Thomas	Osborn	0.5		0.5							0.5						0.5			
Tribal	9	14	Longmore Road	Osborn	Indian School	0.5		0.5							0.5			0.5						
Tribal	9	16	Longmore Road	Indian School	Chaparral	1.0		1.0							1.0						1.0			
Tribal	9	20	Longmore Road	Chaparral	AZ Canal	1.1		1.1								1.1					1.1			
Tribal	P009	10	Salt River Community Building parking lot	Longmore	McDowell	0.9		0.9										0.9			0.9			
Tribal	P009	20	Salt River Community Building parking lot	Longmore	McDowell	1.4			1.4									1.4	1.4					
Tribal	P014	10	Talking Stick Police & Fire Substation parking lot	Indian Bend	Longmore	0.1		0.1										0.1			0.1			
Tribal	P015	10	Salt River Schools HS admin parking lot	Country Club	Highland	0.5		0.5										0.5			0.5			
Tribal	16	10	Evergreen Canal Road	Dobson	East of Extension	1.8			1.8							1.8					1.8			
Tribal	T016	30	Evergreen Canal Trail	Center	Mesa	0.5				0.5							0.5				0.5			
Tribal	16	70	Evergreen Canal Road/Camelback Road	124th Street	Stapley	0.2				0.2						0.2					0.2			
Tribal	17	10	Center Street	87	Thomas	0.2		0.2						0.2							0.2			
Tribal	17	11	Center Street	Thomas	Indian School	1.0		1.0							1.0						1.0			
Tribal	17	20	Center Street	Indian School	Camelback	0.5		0.5							0.5						0.5			
Tribal	17	30	Center Street	Camelback	canal	0.4		0.4							0.4						0.4			
Tribal	17	40	Center Street	McDonald	Krail	0.7		0.7								0.7			0.7					
Tribal	17	45	Center Street	Krail	Indian Bend	0.3			0.3							0.3			0.3					
Tribal	17	50	Center Street	Indian Bend	Cheney	0.5				0.5							0.5				0.5			
Tribal	17	60	Center Street	Cheney	Roadrunner	0.3				0.3							0.3				0.3			

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification								Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3
Tribal	P017	10	Salt River Schools Elem east parking lot	Highland	Center	0.2		0.2										0.2			0.2		
Tribal	P017	20	Salt River Schools ECEC parking lot	Center	Highland	0.5		0.5									0.5			0.5			
Tribal	18	4	McDonald Drive	May	Dobson	0.2		0.2								0.2		0.2					
Tribal	18	5	McDonald Drive	bridge at Dobson	bridge at Dobson	0.0		0.0								0.0					0.0		
Tribal	18	6	McDonald Drive	Dobson	Longmore	0.5			0.5							0.5					0.5		
Tribal	18	10	McDonald Drive	Alma School	Beverly	0.1			0.1							0.1					0.1		
Tribal	18	11	McDonald Drive	Beverly	Westwood	0.1			0.1							0.1					0.1		
Tribal	18	15	McDonald Drive	Westwood	Mesa	1.8		1.8								1.8			1.8				
Tribal	18	20	McDonald Drive	Mesa	Olive	0.3		0.3									0.3		0.3				
Tribal	19	10	Mesa Drive	87	Camelback	1.3		1.3						1.3							1.3		
Tribal	19	12	Mesa Drive	Camelback	Evergreen Canal	0.2		0.2								0.2					0.2		
Tribal	19	13	Mesa Drive	Evergreen canal bridge	Evergreen canal bridge	0.0		0.0								0.0					0.0		
Tribal	19	14	Mesa Drive	Evergreen canal	AZ canal	0.1		0.1								0.1					0.1		
Tribal	19	15	Mesa Drive	AZ Canal	AZ canal	0.0		0.0								0.0					0.0		
Tribal	19	18	Mesa Drive	AZ Canal	Chaparral	0.3		0.3								0.3					0.3		
Tribal	19	20	Mesa Drive	Chaparral	McDonald	1.0		1.0								1.0		1.0					
Tribal	19	25	Mesa Drive	McDonald	Horse Facility/Well Site	1.3		1.3									1.3		1.3				
Tribal	19	27	Mesa Drive	Horse Facility/Well Site	Roadrunner	0.4			0.4								0.4		0.4				
Tribal	19	30	Mesa Drive	Roadrunner	north boundary	1.3				1.3								1.3			1.3		
Tribal	20	10	Jackrabbit Road	101	SRP Substation	0.1			0.1								0.1				0.1		
Tribal	20	11	Jackrabbit Road	SRP Substation	May	0.4			0.4								0.4				0.4		
Tribal	20	12	Jackrabbit Road	May	Dobson	0.2			0.2								0.2				0.2		
Tribal	20	15	Jackrabbit Road	Dobson	Alma School	1.0			1.0								1.0				1.0		
Tribal	20	20	Jackrabbit Road	Alma School	Beverly	0.1		0.1									0.1				0.1		
Tribal	20	25	Jackrabbit Road	Beverly	Westwood		0.1	0.1									0.1					0.1	
Tribal	20	30	Jackrabbit Road	Westwood	canal	0.1			0.1								0.1				0.1		
Tribal	21	10	Horne Road	McDowell	Thomas	1.0		1.0								1.0					1.0		
Tribal	21	20	Horne Road	Thomas	north of Thomas	0.1		0.1									0.1		0.1				
Tribal	T021	35	Lehi Trial Crossing at Salt River	Thomas/Horne	Mesa Drive/SR 87		0.6			0.6								0.6				0.6	
Tribal	T021	40	Evergreen Trail	SR 87	Indian School		0.4			0.4								0.4				0.4	
Tribal	21	50	Horne Road	Indian School	Camelback		0.5		0.5								0.5					0.5	
Tribal	P021	10	Lehi Cry House parking lot	Horne	Thomas	0.5		0.5										0.5	0.5				
Tribal	P022	10	Salt River Schools HS Athletic Fields Parking Lot	Chaparral	Country Club	0.8		0.8										0.8			0.8		
Tribal	P023	10	Lehi Community Center pool parking lot	Stapley	Oak	0.1		0.1										0.1			0.1		
Tribal	P023	20	Lehi Police and Fire Substation parking lot	Stapley	Oak	0.1		0.1										0.1			0.1		
Tribal	25	10	Harris Street	McDowell	Thomas	1.0		1.0								1.0					1.0		
Tribal	26	50	Clarendon Avenue	Center	62115	0.1		0.1									0.1		0.1				

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	26	51	Clarendon Avenue	62113	62113	0.1		0.1								0.1				0.1				
Tribal	26	52	Clarendon Avenue	62114	62114	0.1		0.1								0.1				0.1				
Tribal	26	53	Clarendon Avenue	62135	Pasadena	0.1		0.1								0.1				0.1				
Tribal	28	10	Osborn Road	101	92nd Street	0.2		0.2								0.2				0.2				
Tribal	28	12	Osborn Road	92nd Street	Longmore	1.0		1.0							1.0							1.0		
Tribal	28	15	Osborn Road	Longmore	Standage	0.3		0.3							0.3							0.3		
Tribal	28	20	Osborn Road	Standage	Alma School	0.2		0.2							0.2							0.2		
Tribal	28	22	Osborn Road	Beverly	Westwood	0.1				0.1						0.1						0.1		
Tribal	28	23	Osborn Road	Westwood	Extension	0.3			0.3							0.3						0.3		
Tribal	28	25	Osborn Road	Date	Country Club	0.2			0.2							0.2						0.2		
Tribal	28	30	Osborn Road	Country Club	Mesa	1.0		1.0								1.0						1.0		
Tribal	28	40	Osborn Road	Mesa	Silverton	0.1				0.1						0.1						0.1		
Tribal	P028	10	Senior Housing west parking lot	Osborn	Alma School	0.1		0.1										0.1				0.1		
Tribal	P028	20	Senior Housing middle parking lot	Osborn	Alma School	0.1		0.1										0.1				0.1		
Tribal	P028	30	Senior Housing east parking lot	Osborn	Alma School	0.1		0.1										0.1				0.1		
Tribal	31	10	Lindsay Road	SR 87	end	0.2			0.2							0.2						0.2		
Tribal	32	5	Oak Street	101	92nd Street	0.3		0.3								0.3						0.3		
Tribal	32	10	Oak Street	92nd Street	87	2.6		2.6							2.6							2.6		
Tribal	32	30	Oak Street	Olive	Gilbert	1.7		1.7							1.7				1.7					
Tribal	P032	10	Lehi Community Center main parking lot	Oak	Stapley	0.7		0.7										0.7				0.7		
Tribal	36	10	Lehi Road	Dobson	Longmore	0.5			0.5							0.5						0.5		
Tribal	36	20	Lehi Road	Longmore	Alma School	0.5			0.5							0.5						0.5		
Tribal	37	5	Standage	Lehi	Portland	0.1				0.1						0.1						0.1		
Tribal	37	10	Standage	Palm	Oak	0.2			0.2							0.2						0.2		
Tribal	37	15	Standage	Oak	Lewis	0.1				0.1						0.1						0.1		
Tribal	37	20	Standage	Camelback	Highland	0.3				0.3						0.3						0.3		
Tribal	38	5	Earll Drive	west of 92nd Street	92nd Street	0.1			0.1							0.1						0.1		
Tribal	38	10	Earll Drive	92nd Street	Dobson	0.5			0.5							0.5						0.5		
Tribal	38	20	Earll Drive	Sycamore	Longmore	0.2		0.2								0.2						0.2		
Tribal	38	40	Earll Drive	Alma School	Country Club	1.0			1.0							1.0						1.0		
Tribal	38	50	Earll Drive	Grand	Center	0.2			0.2							0.2						0.2		
Tribal	P038	10	Memorial Hall parking lot	Earll	Longmore	0.7		0.7										0.7				0.7		
Tribal	39	3	Beverly Street	McDowell	North of McDowell	0.1			0.1							0.1						0.1		
Tribal	39	6	Beverly Street	Indian School	Monterosa	0.1			0.1							0.1						0.1		
Tribal	39	10	Beverly Street	Vista	Vermont	0.2				0.2						0.2						0.2		
Tribal	39	15	Beverly Street	Vermont	Jackrabbit	0.1			0.1							0.1						0.1		
Tribal	40	10	Monterosa Road	Beverly	Westwood	0.1			0.1							0.1						0.1		
Tribal	41	10	Westwood Street	Palm	Virginia	0.5			0.5							0.5						0.5		
Tribal	41	15	Westwood Street	Windsor	Thomas	0.1				0.1						0.1						0.1		
Tribal	41	20	Westwood Street	Thomas	Osborn	0.5			0.5							0.5						0.5		
Tribal	41	30	Westwood Street	Monterosa	Glenrosa	0.1			0.1							0.1						0.1		
Tribal	41	40	Westwood Street	Camelback	Chaparral	0.5			0.5							0.5						0.5		
Tribal	41	50	Westwood Street	Chaparral	cul-de-sac	0.1				0.1						0.1						0.1		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	41	60	Westwood Street	Vista	Jackrabbit	0.2			0.2								0.2					0.2		
Tribal	42	10	Glenrosa Drive	west of 126	126	0.1			0.1								0.1					0.1		
Tribal	42	20	Glenrosa Drive	126	Stapley	0.2				0.2							0.2					0.2		
Tribal	48	10	Cactus Wren	Mesa Drive	Olive	0.3			0.3								0.3					0.3		
Tribal	50	10	Hummingbird Road	Center	Mesa	0.5				0.5							0.5					0.5		
Tribal	52	10	Cheney Lane	Center	Mesa	0.5				0.5							0.5					0.5		
Tribal	54	10	Roadrunner Road	Center	Pasadena	0.2				0.2							0.2					0.2		
Tribal	54	20	Roadrunner Road	Pasadena	Mesa	0.3			0.3								0.3			0.3				
Tribal	55	10	May Street	McDowell	Coronado	0.1				0.1							0.1					0.1		
Tribal	58	10	Eastwood Lane	92nd Street	Dobson		0.4	0.4							0.4									0.4
Tribal	80	10	Roma Avenue	Gilbert	east of Gilbert	0.3		0.3									0.3					0.3		
Tribal	89	10	89th Street	Pima	Indian School	0.8		0.8							0.8					0.8				
Tribal	100	10	Two Waters Campus Earll Drive	Longmore	Public Works yard	0.1		0.1									0.1					0.1		
Tribal	100	20	Two Waters Campus Two Waters Drive	Longmore	Council Chambers	0.1		0.1									0.1					0.1		
Tribal	100	30	Two Waters Campus Two Waters Drive	Council Chambers	Community Services	0.1		0.1									0.1					0.1		
Tribal	100	40	Two Waters Campus Council Chamber Drive	Two Waters Drive	Osborn	0.1		0.1									0.1					0.1		
Tribal	100	50	Two Waters Campus Council Chamber Drive	Osborn	Columbus Ave	0.1		0.1									0.1					0.1		
Tribal	100	60	Two Waters Campus Police and Fire Drive	Council Chambers	Community Services	0.1		0.1									0.1					0.1		
Tribal	100	70	Two Waters Campus Community Services Drive	Two Waters Drive	Osborn	0.1		0.1									0.1					0.1		
Tribal	100	80	Two Waters Campus Social Services Drive	Police and Fire	Osborn	0.1		0.1									0.1					0.1		
Tribal	100	90	Two Waters Campus Dialysis Drive	Osborn	East Tribal Campus Parking Lot	0.1		0.1									0.1			0.1				
Tribal	P100	10	Two Waters Campus PW Employee Parking Lot	Earll	Longmore	0.3		0.3										0.3				0.3		
Tribal	P100	20	Two Waters Campus DOC Parking Lot	Longmore	Roundhouse Road	0.2		0.2										0.2				0.2		
Tribal	P100	30	Two Waters Campus Bldg B Parking Lot	Roundhouse Road	Council Chambers	0.1		0.1										0.1				0.1		
Tribal	P100	40	Two Waters Campus Fleet Parking Lot	Council Chambers	Police and Fire Drive	0.9		0.9										0.9				0.9		
Tribal	P100	45	Two Waters Campus Data Center Parking Lot	Social Services	Police and Fire Drive	0.1		0.1										0.1	0.1					
Tribal	P100	50	Two Waters Campus Courts PD Admin Parking Lot	Council Chambers	Police and Fire Drive	0.1		0.1										0.1				0.1		
Tribal	P100	60	Two Waters Campus Museum Parking Lot	Longmore	Osborn	0.1		0.1										0.1				0.1		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	P100	70	Two Waters Campus Bldg A Parking Lot	Osborn	Longmore	0.1		0.1											0.1			0.1		
Tribal	P100	80	Two Waters Campus Council Chambers Parking Lot	Council Chambers	Osborn	0.1		0.1											0.1			0.1		
Tribal	P100	90	Two Waters Campus Police Parking Lot	Osborn	Council Chambers	0.2		0.2											0.2			0.2		
Tribal	P100	95	Two Waters Campus Fire Parking Lot	Osborn		0.1		0.1											0.1	0.1				
Tribal	P100	100	Two Waters Campus FAC Parking Lot South	Police and Fire	Community Services	0.1		0.1											0.1			0.1		
Tribal	P100	110	Two Waters Campus FAC Parking Lot North	Osborn	Community Services	0.1		0.1											0.1			0.1		
Tribal	P100	120	Two Waters Campus East Parking Lot	Osborn	Social Services Drive	0.7		0.7											0.7			0.7		
Tribal	P100	130	Two Waters Campus Social Services Parking Lot	Community Services Dr	Police and Fire Drive	0.1		0.1											0.1			0.1		
Tribal	P100	140	Two Waters Campus Cultural Resources Parking Lot	Osborn	Social Services Drive	0.1		0.1											0.1			0.1		
Tribal	P100	150	Two Waters Campus Health Center Parking Lot	Osborn	Social Services Drive	0.3		0.3											0.3			0.3		
Tribal	P100	160	Two Waters Campus Employee Parking Lot	Osborn	Council Chambers	0.9		0.9											0.9			0.9		
Tribal	P100	170	Two Waters Campus Old Impound Parking Lot			0.2		0.2											0.2	0.2				
Tribal	P100	180	Two Waters Campus Foot Care Clinic Parking Lot	Osborn		0.1		0.1											0.1	0.1				
Tribal	P100	190	Two Waters Campus Justice Center Parking Lot	Osborn	Council Chambers	0.1		0.1											0.1	0.1				
Tribal	102	10	Dobson Heights Subd: Pinchot Dr	Dobson	east of Dobson	0.2		0.2									0.2					0.2		
Tribal	P102	10	Dobson Heights Subd: Neighborhood Center Parking Lot	Pinchot Drive	Dobson	0.1		0.1											0.1			0.1		
Tribal	P103	10	Victory Acres Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	104	10	Red Mt Vista Subd Glenrosa	cul-de-sac	Mesa	0.2		0.2									0.2					0.2		
Tribal	104	20	Red Mt Vista Subd Oleander	cul-de-sac	Glenrosa	0.1		0.1									0.1					0.1		
Tribal	104	30	Red Mt Vista Subd Ironwood	cul-de-sac	Glenrosa	0.1		0.1									0.1					0.1		
Tribal	104	40	Red Mt Vista Subd Palo Verde	Glenrosa	cul-de-sac	0.1		0.1									0.1					0.1		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	104	50	Red Mt Vista Subd Cottonwood	cul-de-sac	Glenrosa	0.1		0.1									0.1					0.1		
Tribal	104	60	Red Mt Vista Subd Cottonwood	Glenrosa	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	104	70	Red Mt Vista Subd Arrow Weed	cul-de-sac	Glenrosa	0.1		0.1									0.1					0.1		
Tribal	104	80	Red Mt Vista Subd Mesquite	Glenrosa	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	P104	10	Red Mt Vista Subd Boys & Girls Club Parking Lot	Glenrosa	Cottonwood	0.1		0.1										0.1				0.1		
Tribal	105	10	Evergreen Subd Olive	Fairmount	Indian School	0.2		0.2									0.2					0.2		
Tribal	105	20	Evergreen Subd Amelia	Olive Street	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	105	30	Evergreen Subd Picadilly	Olive Street	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	105	40	Evergreen Subd Fairmount	Olive Street	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	P105	10	Evergreen Subd Neighborhood Center Parking Lot	Fairmount Ave	Olive Street	0.1		0.1										0.1				0.1		
Tribal	106	10	Beeline Subd West Road	87	north road	0.1			0.1								0.1					0.1		
Tribal	106	20	Beeline Subd North Road	west road	Olive	0.1			0.1								0.1					0.1		
Tribal	106	30	Beeline Subd Connect Road	west road	north road	0.1			0.1								0.1					0.1		
Tribal	107	10	Canalside Subd Minnezona Ave	117th Place	117th Way	0.1		0.1									0.1					0.1		
Tribal	107	20	Canalside Subd Minnezona Ave	117th Way	119th Street	0.3		0.3									0.3					0.3		
Tribal	107	30	Canalside Subd Meadowbrook Ave	Center	117th Place	0.1		0.1									0.1					0.1		
Tribal	107	40	Canalside Subd Hazelwood Pkwy	Center	117th Place	0.1		0.1									0.1					0.1		
Tribal	107	50	Canalside Subd Hazelwood Pkwy	117th Place	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	107	60	Canalside Subd Highland Ave	Center	117th Place	0.1		0.1									0.1					0.1		
Tribal	107	70	Canalside Subd Highland Ave	117th Place	118th Street	0.2		0.2									0.2					0.2		
Tribal	107	80	Canalside Subd 118th Place	118th Street	Minnezona Ave	0.2		0.2									0.2					0.2		
Tribal	107	90	Canalside Subd Thornwood Drive	Center	117th Place	0.1		0.1									0.1					0.1		
Tribal	107	100	Canalside Subd Thornwood Drive	117th Place	119th Street	0.3		0.3									0.3					0.3		
Tribal	107	110	Canalside Subd 116th Place	Thornwood	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	107	120	Canalside Subd 117th Street	Meadowbrook	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	107	130	Canalside Subd 117th Street	Thornwood	cul-de-sac	0.1		0.1									0.1					0.1		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	107	140	Canalside Subd 117th Place	Minnezona	Thornwood	0.2		0.2									0.2					0.2		
Tribal	107	150	Canalside Subd 117th Way	Camelback	Minnezona Ave	0.1		0.1									0.1					0.1		
Tribal	107	160	Canalside Subd 118th Circle	Minnezona	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	107	170	Canalside Subd 118th Street	Camelback	cul-de-sac	0.1		0.1									0.1					0.1		
Tribal	107	180	Canalside Subd 118th Street	Highland	Thornwood	0.1		0.1									0.1					0.1		
Tribal	107	190	Canalside Subd 119th Street	Minnezona	Thornwood	0.1		0.1									0.1					0.1		
Tribal	P107	10	Canalside Subd Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	P107	20	Canalside Subd Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	P107	30	Canalside Subd Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	P107	40	Canalside Subd Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	P107	50	Canalside Subd Neighborhood Center Parking Lots			0.1		0.1											0.1			0.1		
Tribal	111	10	Cottonwood Subd 107 St main	Thomas	107th St (Avalon Dr)	0.2		0.2									0.2					0.2		
Tribal	111	20	Cottonwood Subd 107 St (Catalina Drive)	cul-de-sac	107th St	0.1		0.1									0.1					0.1		
Tribal	111	30	Cottonwood Subd 107 St (Pinchot Ave)	cul-de-sac	Extension	0.1		0.1									0.1					0.1		
Tribal	111	40	Cottonwood Subd 107 St (Avalon Drive)	cul-de-sac	107th St	0.1		0.1									0.1					0.1		
Tribal	112	10	Lewis Sampson Subd Windsor Avenue	Alma School	Beverly		0.3	0.3									0.3							0.3
Tribal	112	20	Lewis Sampson Subd Beverly Street	Virginia	Windsor		0.1	0.1									0.1							0.1
Tribal	113	10	Monte Vista Subd Monte Vista Rd	Extension	Hosick		0.2	0.2									0.2							0.2
Tribal	113	20	Monte Vista Subd Cherry St	cul-de-sac	Monte Vista		0.1	0.1									0.1							0.1
Tribal	113	30	Monte Vista Subd Hosick St	cul-de-sac	Monte Vista		0.1	0.1									0.1							0.1
Tribal	114	10	LaVella Deer Subd Nina St	Earll	Pinchot		0.1	0.1									0.1							0.1
Tribal	114	20	LaVella Deer Subd Pinchot Dr	Westwood	cul-de-sac		0.1	0.1									0.1							0.1
Tribal	114	30	LaVella Deer Subd Avalon Dr	Nina	cul-de-sac		0.1	0.1									0.1							0.1

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification								Construction Need					
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	124	10	124th Street	Indian School	Evergreen Canal	0.5			0.5							0.5			0.5					
Tribal	126	10	126th Street	Indian School	Glenrosa	0.3			0.3							0.3					0.3			
Tribal	126	20	126th Street	Glenrosa	cul-de-sac	0.2			0.2							0.2					0.2			
Tribal	126	30	126th Street	Vista	Jackrabbit	0.2				0.2						0.2					0.2			
Tribal	135	10	Cherry	Thomas	cul-de-sac	0.1				0.1						0.1					0.1			
Tribal	155	10	Grand Street	south of Thomas	Thomas	0.1			0.1							0.1					0.1			
Tribal	155	20	Grand Street	Thomas	Earll	0.3			0.3							0.3					0.3			
Tribal	180	10	Montebello Road	92nd Street	Dobson	0.5		0.5								0.5			0.5					
Tribal	180	20	Montebello Road	bridge at Dobson	bridge at Dobson	0.0		0.0								0.0					0.0			
Tribal	180	40	Montebello Road	Longmore	Alma School	0.5			0.5							0.5					0.5			
Tribal	191	10	LeSueur	McDowell	cul-de-sac	0.1				0.1						0.1					0.1			
Tribal	193	10	Pioneer	McDowell	cul-de-sac	0.1				0.1						0.1					0.1			
Tribal	205	10	Jackrabbit Subdivision	Jackrabbit	North of Jackrabbit	0.2			0.2							0.2					0.2			
Tribal	211	10	Fraser	McDowell	Coronado Cir		0.1	0.1								0.1							0.1	
Tribal	211	30	Fraser	cul-de-sac	Oak	0.1				0.1						0.1					0.1			
Tribal	213	10	Temple	Oak	Virginia	0.3				0.3						0.3					0.3			
Tribal	215	10	Spencer	Oak	Virginia	0.2				0.2						0.2					0.2			
Tribal	P220	10	Salt River Schools HS bus loading	Highland	Country Club	0.1		0.1										0.1			0.1			
Tribal	P220	20	Salt River Schools HS south fields parking lot	Highland	Country Club	0.4		0.4										0.4			0.4			
Tribal	223	10	Miller	cul-de-sac	Oak	0.1			0.1							0.1					0.1			
Tribal	227	20	Allen Street	Oak	Terrace	0.1				0.1						0.1					0.1			
Tribal	229	10	Terrace Street	cul-de-sac	Thomas Road	0.1				0.1						0.1					0.1			
Tribal	231	10	Lazona Drive	McDowell	Oak	0.5			0.5							0.5					0.5			
Tribal	231	20	Lazona Drive	Oak	Quince	0.1				0.1						0.1					0.1			
Tribal	235	10	Daley Drive	McDowell	North of McDowell	0.2		0.2								0.2					0.2			
Tribal	253	10	Williams	cul-de-sac	Palm	0.1				0.1						0.1					0.1			
Tribal	255	10	Forest	Virginia	Thomas	0.2			0.2							0.2					0.2			
Tribal	260	10	Weldon Avenue	Center	Pasadena	0.2		0.2								0.2			0.2					
Tribal	270	10	Mitchell	Mesa Drive	cul-de-sac	0.1				0.1						0.1					0.1			
Tribal	280	10	Monterey Way	Saguaro	Longmore	0.1				0.1						0.1					0.1			
Tribal	282	10	Pinchot Avenue	Country Club	Lebaron	0.1			0.1							0.1					0.1			
Tribal	294	20	Windsor	Stapley	Diane	0.1				0.1						0.1					0.1			
Tribal	298	10	Cambridge	Alma School	cul-de-sac	0.2				0.2						0.2					0.2			
Tribal	300	5	Virginia Drive	Lebanon	92nd Street	0.1				0.1						0.1					0.1			
Tribal	300	10	Virginia Drive	Dobson	Westwood	1.3			1.3							1.3					1.3			
Tribal	300	20	Virginia Drive	Westwood	Extension	0.2		0.2								0.2					0.2			
Tribal	300	22	Virginia Drive	Date	Country Club	0.2				0.2						0.2					0.2			
Tribal	300	25	Virginia Drive	Horne	Stapley	0.5				0.5						0.5					0.5			
Tribal	300	30	Virginia Drive	Hunt	Harris	0.1			0.1							0.1					0.1			
Tribal	300	40	Virginia Drive	Harris	Williams	0.1			0.1							0.1			0.1					
Tribal	300	50	Virginia Drive	cul-de-sac	Forest	0.1			0.1							0.1					0.1			
Tribal	302	10	Wilshire	Lebanon	92nd Street	0.1				0.1						0.1					0.1			
Tribal	316	10	Holly	Oak	cul-de-sac	0.1				0.1						0.1					0.1			
Tribal	318	10	Hubbell Street	Dobson	Cholla	0.1				0.1						0.1					0.1			

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification								Construction Need					
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	320	10	Palm Lane	92nd Street	Sycamore	0.8			0.8								0.8					0.8		
Tribal	320	20	Palm Lane	Longmore	Rogers	0.1		0.1									0.1					0.1		
Tribal	320	30	Palm Lane	Standage	Alma School	0.2			0.2								0.2					0.2		
Tribal	320	35	Palm Lane	Alma School	Westwood		0.2	0.2									0.2							0.2
Tribal	320	40	Palm Lane	Westwood	Extension	0.3			0.3								0.3					0.3		
Tribal	320	50	Palm Lane	Date	87	0.2			0.2								0.2					0.2		
Tribal	320	55	Palm Lane	Olive	Horne	0.2			0.2								0.2					0.2		
Tribal	320	60	Palm Lane	Horne	Stapley	0.5			0.5								0.5					0.5		
Tribal	320	70	Palm Lane	Harris	Gilbert	0.5		0.5									0.5			0.5				
Tribal	325	10	Washington Subd Oracle	Palm	Portia	0.1				0.1							0.1					0.1		
Tribal	325	20	Washington Subd Kachina	Palm	Portia	0.1			0.1								0.1					0.1		
Tribal	325	30	Washington Subd Portia	Oracle	Kachina		0.1	0.1									0.1							0.1
Tribal	330	10	Xma Uunye	Fraser	cul-de-sac		0.1	0.1									0.1							0.1
Tribal	342	10	Willetta Street	May	Dobson	0.2			0.2								0.2					0.2		
Tribal	344	10	Culver Street	Santa Barbara	Dobson	0.1			0.1								0.1					0.1		
Tribal	355	10	Lebanon Lane	Marigold	McKellips	0.2				0.2							0.2					0.2		
Tribal	360	10	Garfield Street	Santa Barbara	Dobson	0.1				0.1							0.1					0.1		
Tribal	370	10	Esther Romo Subd 117th	Osborn	Columbus	0.1				0.1							0.1					0.1		
Tribal	370	20	Esther Romo Subd Pima	Osborn	Columbus	0.1			0.1								0.1					0.1		
Tribal	370	30	Esther Romo Subd Columbus	117th Way	Pima Drive		0.1	0.1									0.1							0.1
Tribal	373	30	Rogers	Indian School	Monterosa	0.1				0.1							0.1					0.1		
Tribal	375	10	Johnson	Bellevue	Willetta	0.1				0.1							0.1					0.1		
Tribal	377	20	Stewart	Oak	Lewis	0.1				0.1							0.1					0.1		
Tribal	377	40	Stewart	cul-de-sac	Camelback	0.1				0.1							0.1					0.1		
Tribal	380	10	Marigold Lane	Lebanon	Dobson	0.2				0.2							0.2					0.2		
Tribal	410	10	Bellevue Street	Longmore	Alma School	0.5			0.5								0.5					0.5		
Tribal	417	20	Palmer	Extension	Indian School	0.2				0.2							0.2					0.2		
Tribal	417	30	Palmer	Indian School	Monterosa	0.1				0.1							0.1					0.1		
Tribal	420	10	Saddleback Service Road	Longmore	McKellips	0.4			0.4								0.4			0.4				
Tribal	435	10	Vineyard	south of Indian School	Indian School	0.1			0.1								0.1			0.1				
Tribal	500	10	Horse Facility	Mesa Drive	Silverton	0.1				0.1							0.1					0.1		
Tribal	503	5	Santa Barbara Road	Fillmore	Garfield	0.1				0.1							0.1					0.1		
Tribal	503	10	Santa Barbara Road	Oak	Virginia	0.3			0.3								0.3					0.3		
Tribal	520	10	McDonald Subd May	Montebello	McDonald	0.3		0.3									0.3			0.3				
Tribal	520	20	McDonald Subd Santa Barbara	Montebello	McDonald	0.3		0.3									0.3			0.3				
Tribal	520	30	McDonald Subd Solano	May	Santa Barbara	0.1		0.1									0.1			0.1				
Tribal	520	40	McDonald Subd Palo Verde	May	Santa Barbara	0.1		0.1									0.1			0.1				
Tribal	520	50	McDonald Subd Rancho	May	Santa Barbara	0.1		0.1									0.1			0.1				
Tribal	703	10	Sycamore Street	Palm	Oak	0.3			0.3								0.3					0.3		
Tribal	707	10	Cholla Lane	Clarendon	Indian School	0.3			0.3								0.3					0.3		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Tribal	991	10	Salt River Fields at Talking Stick	Pima	90th Street	0.2		0.2								0.2						0.2		
Tribal	991	20	Salt River Fields Roadrunner Road	Pima	93rd Street	0.6		0.6								0.6						0.6		
Tribal	991	30	Salt River Fields 93rd Street	Hummingbird	Center Field Parking	0.4		0.4								0.4				0.4				
Tribal	991	35	Salt River Fields 93rd Street	Center Field Parking	Roadrunner	0.1		0.1								0.1				0.1				
Tribal	991	40	Salt River Fields Hummingbird Lane	Pima	93rd Street	0.6		0.6								0.6				0.6				
Tribal	991	50	Salt River Fields 90th Street	Roadrunner	Via de Ventura	0.3		0.3								0.3						0.3		
Tribal	T991	60	Salt River Fields Talking Stick Pedestrian Bridge	93rd Street	east of 101		0.0	0.0										0.0						0.0
Tribal	991	70	Salt River Fields Pavilions Blvd	Pavilions Lakes Blvd	Hummingbird	0.1		0.1								0.1						0.1		
Tribal	991	80	Salt River Fields Pavilions Blvd	Talking Stick	Pavilions Lakes Blvd	0.2		0.2								0.2						0.2		
Tribal	992	10	Section 12 Infrastructure Brown	McClintock	84th Street		0.5	0.5						0.5										0.5
Tribal	992	20	Section 12 Infrastructure Curry	McClintock	86th Street		0.8	0.8						0.8										0.8
Tribal	992	30	Section 12 Infrastructure Weber	McClintock	Pima		1.0	1.0						1.0										1.0
Tribal	992	40	Section 12 Infrastructure 82nd Street	Brown	Curry		0.3	0.3						0.3										0.3
Tribal	992	50	Section 12 Infrastructure 84th Street	Brown	McKellips		1.0	1.0						1.0										1.0
Tribal	992	60	Section 12 Infrastructure 86th Street	Curry	McKellips		0.8	0.8						0.8										0.8
Tribal Subtotal						91.9	9.8	67.4	23.2	11.1	0.0	0.0	0.0	5.4	10.1	22.5	45.9	3.6	14.2	17.9	0.0	74.0	0.0	9.8
Urban	U099	810	Pima Road	McDowell	South of Thomas	0.9		0.9							0.9							0.9		
Urban	U099	820	Pima Road	South of Thomas	Indian School	1.1		1.1							1.1							1.1		
Urban	U099	835	Pima Road	Indian School	South of Highland	0.5		0.5						0.5								0.5		
Urban	U099	840	Pima Road	South of Highland	North of Jackrabbit	1.0		1.0						1.0								1.0		
Urban	U099	845	Pima Road	North of Jackrabbit	South of McDonald	0.3		0.3						0.3								0.3		
Urban	U099	850	Pima Road	South of McDonald	South of Rose	0.5		0.5						0.5								0.5		
Urban	U099	855	Pima Road	South of Rose	AZ Canal	0.2		0.2						0.2								0.2		
Urban	U099	860	Pima Road	SB AZ Canal Bridge	SB AZ Canal Bridge	0.0		0.0						0.0						0.0				
Urban	U099	861	Pima Road	NB AZ Canal Bridge	NB AZ Canal Bridge	0.0		0.0						0.0						0.0				
Urban	U099	865	Pima Road	AZ Canal Bridge	North of Cactus Wren	0.3		0.3						0.3								0.3		
Urban	U099	870	Pima Road	North of Cactus Wren	Via de Ventura	1.2		1.2						1.2								1.2		
Urban	U099	880	Pima Road	Via de Ventura	101	0.8		0.8						0.8								0.8		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
Urban	U099	890	Pima Road	101 overpass	101 overpass	0.1		0.1						0.1								0.1		
Urban	U099	900	Pima Road	101	Doubletree Ranch	0.2		0.2						0.2								0.2		
Urban Subtotal						7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
County	C002	810	McKellips Road	Hayden	Drive in	0.2		0.2						0.2								0.2		
County	C002	820	McKellips Road	Drive in	west of 101	0.7		0.7						0.7								0.7		
County	C002	830	McKellips Road	east of 101	west of Alma School	1.7		1.7						1.7								1.7		
County	C002	840	McKellips Road	West of Alma School	East of Alma School	0.4		0.4						0.4								0.4		
County	C002	850	McKellips Road	East of Alma School	202	0.4		0.4						0.4								0.4		
County	C004	810	McDowell Road	101	West of Longmore	1.2		1.2						1.2								1.2		
County	C004	820	McDowell Road	West of Longmore	East of Alma School	0.7		0.7						0.7								0.7		
County	C004	830	McDowell Road	East of Alma School	east of Extension	0.5		0.5						0.5								0.5		
County	C007	810	Dobson Road/92nd Street	202	McKellips		1.3	1.3						1.3										1.3
County	C011	810	Alma School Road	bridge north of 202	bridge north of 202	0.0		0.0						0.0								0.0		
County	C011	820	Alma School Road	bridge north of 202	bridge south of McKellips	0.2		0.2						0.2								0.2		
County	C011	830	Alma School Road	bridge south of McKellips	bridge south of McKellips	0.0		0.0						0.0								0.0		
County	C011	840	Alma School Road	South of McKellips	McDowell	0.8		0.8						0.8								0.8		
County	C022	810	Chaparral Road	101	east of 92nd street	0.3		0.3							0.3							0.3		
County	C022	820	Chaparral Road	east of 92nd street	east of SCC	0.2		0.2							0.2							0.2		
County	C022	830	Chaparral Road	east of SCC	Dobson	0.3		0.3							0.3							0.3		
County	C027	810	Gilbert Road	McDowell	Thomas	1.0		1.0						1.0								1.0		
County	C027	820	Gilbert Road	Thomas	bridge	0.3		0.3						0.3								0.3		
County	C027	830	Gilbert Road	NB bridge	NB bridge	0.0		0.0						0.0								0.0		
County	C027	840	Gilbert Road	SB bridge	SB bridge	0.0		0.0						0.0								0.0		
County	C027	850	Gilbert Road	bridge	south of 87	0.9		0.9						0.9								0.9		
County	C027	860	Gilbert Road	south of 87	87	0.2		0.2						0.2								0.2		
County	C095	810	Hayden Road	202	McKellips	1.0		1.0						1.0								1.0		
County Subtotal						11.0	1.3	12.3	0.0	0.0	0.0	0.0	0.0	11.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	1.3
State	S001	810	Indian School Road	Pima	west of 101	0.1		0.1					0.1									0.1		
State	S001	820	Indian School Road	west of 101	channel east of 101	0.1		0.1					0.1									0.1		
State	S001	830	Indian School Road	channel RCB	channel RCB	0.0		0.0					0.0									0.0		
State	S001	840	Indian School Road	channel east of 101	east of 101	0.1		0.1					0.1									0.1		
State	S002	810	McKellips Road	west of 101	101	0.1		0.1						0.1								0.1		
State	S002	820	McKellips Road	101 overpass	101 overpass	0.1		0.1						0.1								0.1		
State	S004	810	McDowell Road	Pima	101	0.1		0.1						0.1								0.1		
State	S004	820	McDowell Road	101 overpass	101 overpass	0.1		0.1						0.1								0.1		

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification									Construction Need				
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
State	S004	830	McDowell Road	east of Extension	west of Country Club	0.1		0.1						0.1								0.1		
State	S004	840	McDowell Road	West of Country Club	Country Club	0.1		0.1						0.1								0.1		
State	S004	850	McDowell Road	Country Club	east of Country Club	0.1		0.1						0.1								0.1		
State	S014	810	Talking Stick Way	Pima	101	0.5		0.5						0.5								0.5		
State	S014	820	Talking Stick Way	101 overpass	101 overpass	0.2		0.2						0.2								0.2		
State	S018	810	McDonald Drive	Pima	101	0.2		0.2						0.2								0.2		
State	S018	820	McDonald Drive	101 overpass	101 overpass	0.2		0.2						0.2								0.2		
State	S022	810	Chaparral Road	Pima	101	0.1		0.1						0.1								0.1		
State	S022	820	Chaparral Road	101 overpass	101 overpass	0.1		0.1						0.1								0.1		
State	S030	810	Thomas Road	Pima	west of 101	0.1		0.1						0.1								0.1		
State	S030	820	Thomas Road	west of 101	101	0.1		0.1						0.1								0.1		
State	S030	830	Thomas Road	101 bridge	101 bridge	0.0		0.0						0.0								0.0		
State	S030	840	Thomas Road	101 bridge	east of 101	0.1		0.1							0.1							0.1		
State	S034	810	Via de Ventura	Pima	101	0.6		0.6						0.6								0.6		
State	S034	820	Via de Ventura	101 overpass	101 overpass	0.1		0.1						0.1								0.1		
State	87	810	87	Salt River bridge	Salt River bridge	0.0		0.0					0.0									0.0		
State	87	815	87	Salt River bridge	North of McDowell	0.5		0.5					0.5									0.5		
State	87	820	87	Noth of McDowell	Oak RCB	0.4		0.4					0.4									0.4		
State	87	825	87	Oak RCB	Oak RCB	0.0		0.0					0.0									0.0		
State	87	830	87	Oak RCB	Center RCB	0.6		0.6					0.6									0.6		
State	87	835	87	Center RCB	Center RCB	0.0		0.0					0.0									0.0		
State	87	840	87	Center RCB	wash RCB	1.2		1.2					1.2									1.2		
State	87	845	87	wash RCB	wash RCB	0.0		0.0					0.0									0.0		
State	87	850	87	wash RCB	Gilbert	1.9		1.9					1.9									1.9		
State	87	851	87	Gilbert	AZ Canal	2.0		2.0					2.0									2.0		
State	87	855	87	AZ Canal	AZ Canal	0.0		0.0					0.0									0.0		
State	87	860	87	AZ Canal	MP185.18 RCB	1.0		1.0					1.0									1.0		
State	87	865	87	MP185.18 RCB	MP185.18 RCB	0.0		0.0					0.0									0.0		
State	87	870	87	MP185.18 RCB	MP185.96 RCB	0.8		0.8					0.8									0.8		
State	87	875	87	MP185.96 RCB	MP185.96 RCB	0.0		0.0					0.0									0.0		
State	87	880	87	MP185.96 RCB	MP186.2 RCB	0.2		0.2					0.2									0.2		
State	87	885	87	MP186.2 RCB	MP186.2 RCB	0.0		0.0					0.0									0.0		
State	87	890	87	MP186.2 RCB	CAP	1.3		1.3					1.3									1.3		
State	87	895	87	CAP	CAP	0.0		0.0					0.0									0.0		
State	87	900	87	CAP	MP187.61 RCB	0.1		0.1					0.1									0.1		
State	87	905	87	MP187.61 RCB	MP187.61 RCB	0.0		0.0					0.0									0.0		
State	87	910	87	MP187.61 RCB	MP187.89 RCB	0.3		0.3					0.3									0.3		
State	87	915	87	MP187.89 RCB	MP187.89 RCB	0.0		0.0					0.0									0.0		
State	87	920	87	MP187.89 RCB	Shea	1.0		1.0					1.0									1.0		
State	S101	810	101	NB Salt River bridge	NB Salt River bridge	0.0		0.0				0.0								0.0				
State	S101	811	101	SB Salt River bridge	SB Salt River bridge	0.0		0.0				0.0								0.0				
State	S101	815	101	Salt River bridge	McKellips	0.8		0.8				0.8								0.8				
State	S101	820	101	McKellips bridge	McKellips bridge	0.0		0.0				0.0								0.0				

Owner	Route	Section	Route Name	Begin Location	End Location	Length		Surface Type			Road Classification								Construction Need					
						Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	T	O	0	1	2	3	4
State	S101	825	101	McKellips	McDowell	1.0		1.0				1.0								1.0				
State	S101	830	101	McDowell bridge	McDowell bridge	0.0		0.0				0.0								0.0				
State	S101	835	101	McDowell	Indian School	2.0		2.0				2.0								2.0				
State	S101	840	101	Indian School bridge	Indian School bridge	0.0		0.0				0.0								0.0				
State	S101	845	101	Indian School	Chaparral	0.9		0.9				0.9								0.9				
State	S101	850	101	Chaparral bridge	Chaparral bridge	0.0		0.0				0.0								0.0				
State	S101	855	101	Chaparral	McDonald	0.9		0.9				0.9								0.9				
State	S101	860	101	McDonald bridge	McDonald bridge	0.0		0.0				0.0								0.0				
State	S101	865	101	McDonald	AZ Canal	0.3		0.3				0.3								0.3				
State	S101	870	101	AZ Canal	AZ Canal	0.0		0.0				0.0								0.0				
State	S101	875	101	AZ Canal	Talking Stick	0.6		0.6				0.6								0.6				
State	S101	880	101	Talking Stick bridge	Talking Stick bridge	0.0		0.0				0.0								0.0				
State	S101	885	101	Talking Stick	Via de Ventura	1.0		1.0				1.0								1.0				
State	S101	890	101	Via de Ventura bridge	Via de Ventura bridge	0.0		0.0				0.0								0.0				
State	S101	895	101	Via de Ventura	Pima	1.0		1.0				1.0								1.0				
State	S101	900	101	NB Pima bridge	NB Pima bridge	0.0		0.0				0.0								0.0				
State	S101	901	101	SB Pima bridge	SB Pima bridge	0.0		0.0				0.0								0.0				
State	S101	905	101	Pima	Via Linda	0.3		0.3				0.3								0.3				
State Subtotal						23.4	0.0	23.4	0.0	0.0	0.0	8.8	11.6	2.9	0.1	0.0	0.0	0.0	0.0	8.8	0.0	14.6	0.0	0.0
TOTAL TTP SYSTEM MILES																								
						180.1	13.2	146.4	29.8	17.1	0.0	8.8	11.6	27.2	27.5	32.9	66.5	3.6	15.2	28.6	45.3	106.7	0.0	12.7
						193.3		193.3			193.3								193.3					

Appendix E – Literature Review

Table 20. Summary of Literature Review

Name	Date of Report	Summary
SRPMIC General Plan	2006	The SRPMIC General Plan is the Community's blueprint for land use, development, conservation and preservation. It is the basis for decision making regarding long-term physical development and the protection of the Community's cultural and natural resources. The plan focuses on establishing a framework of sustainability to ensure that the current and future generations can sustain the social, economic and environmental health of the Community. It includes a land use element and a transportation/circulation element, which are key inputs into this current long range transportation planning effort.
Mitigating Cut-Through Traffic on Salt River Pima-Maricopa Indian Community Roads	2009	Red Mountain Engineering conducted a cut-through traffic study to identify potential solutions to reduce non-Community travel on SRPMIC roads between Scottsdale and Mesa. This was part of a larger study entitled Short Term Traffic Management and School Bus Operations Study. The study identified major cut through routes as Chaparral Road, Indian School Road (connecting via Mesa Drive to SR 87, and Thomas Road (connecting via Center Street to SR 87). Key recommendations included: • Community Gateway Signs - install signage which includes an informational sign "Welcome to the Salt River Pima-Maricopa Indian Community" or coupled with warning plaques such as "Local Traffic Only" and "Reduced Speed Ahead." Exiting signage was also recommended, such as "Thank you for visiting our Community" and "Leaving SRPMIC" • Closures, Diverters, Median Barriers, and Forced Turn Islands – work with the Community to develop a traffic channelization plan. • Low Speed Limit Zones near School Bus Stops • Low Speed Limit Zones with Speed Lumps (also called speed cushions) – these are several small speed humps with spaces between them, so that wider fire trucks and ambulances can drive over them. • Supporting traffic control measures – these include speed feedback signs, increased sign maintenance, and other strategies.
Pima Road, McDowell Road to 90 th Street, Final Design Concept Report	2009	SRPMIC, the City of Scottsdale and ADOT completed a Design Concept Report for Pima Road between McDowell Road and 90th Street. This study established the cross-section and alignment of this key north-south arterial along the Community's commercial core. The study objectives included improving traffic operations to accommodate growth, improving business access, enhancing corridor character, accommodating multimodal access, and safeguarding adjacent neighborhoods and community resources. The recommended alternative includes four 11-foot travel lanes, two 5-foot bike lanes, and a 14-foot median. The Final DCR was published in October 2009.
SRPMIC 2010 LRTP	2010	The 2010 SRPMIC LRTP was the predecessor study to this plan and provided recommendations for near-term priorities (2010 to 2015), mid-term priorities (2016 to 2020), and long term priorities (2021 to 2030). The 2010 LRTP included policies

SRPMIC Long Range Transportation Plan

Name	Date of Report	Summary
		and guidance on functional classification, typical road cross sections, traffic impact analysis guidelines, and access management policies.
McKellips Road Safety Evaluation, SR 101L to Alma School Road	2016	The McKellips Road Safety Evaluation assessed five years of crash data between 2010 to 2014. For the segment of McKellips Road between SR 101 L and Alma School Road. Key recommendations on McKellips Road and the intersections on this road segment are: • McKellips Road – The four-lane arterial roadway corridor was estimated to have sufficient lanes to handle traffic demands through 2035. Proposed countermeasures include installing street lights along the corridor between Hayden Road and SR 202L and improving warning signs at curves. • McKellips Road and 92nd Street is a signalized intersection where east bound, left-turning crashes were found to be predominant. Proposed countermeasures include providing protected only lead/lag left-turn phasing and dual eastbound left-turn lanes to minimize the conflict with westbound through vehicles. • McKellips Road and Dobson Road - Proposed countermeasures at this unsignalized intersection include trimming vegetation, restriping the intersection with raised pavement markers (RPMs), illuminating the intersection with street lighting, correcting the alignment of north and south legs, and evaluating traffic signal warrants for the intersection. • McKellips Road and Longmore Road - the majority of crashes at this unsignalized intersection were right-angle crashes in darkness. Proposed countermeasures include trimming vegetation, restriping with RPMs, intersection lighting, and evaluating need for a traffic signal. • McKellips Road and Alma School Road intersection - Drivers disregarding traffic signals was found to be a predominant cause of crashes. Proposed countermeasures include installing dynamic speed feedback signs on all approaches of the intersection, rest the signal phasing in red during non-peak hours and installing a longer signal
SRPMIC Tribal Transportation System Inventory	2016	The Tribal Transportation System Inventory was last updated in 2016, and includes an inventory of all roads and bridges providing access to or is located within tribal lands. This inventory is also referred to as the National Tribal Transportation Facility Inventory (NTTFI). The NTTFI is a comprehensive database of all transportation facilities eligible for TTP funding by Tribe, reservation, BIA agency and region, Congressional district, State, and county (or borough). Other specific information collected and maintained under the TTP Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, and ownership. The Tribes can use the inventory to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing TTP transportation facilities, and develop management systems.
2040 Regional Transportation Plan (RTP)	June 28, 2017	The “2040 Regional Transportation Plan” (RTP) is a comprehensive, performance based, multimodal and coordinated regional plan, covering the period through Fiscal Year (FY) 2040. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation.

Appendix F – Summary Sheets for Proposed Routes

SRPMIC Proposed Road Project Information Sheet
Route 1, Section 50
Indian School Road, 126th Street to SR 87

Project Name	Indian School Road		
Project Location	126 th Street to SR 87		
Project Length (miles)	0.3		
Functional Classification	Local		
Roadway Ownership	Tribal		
Current Land Use	Agricultural/low density residential		
Land Ownership	Allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct a new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity Outcome: Access to land-locked parcels and connectivity		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges anticipated		
Construction Funding Source	TTP/Tribal		
Cost	\$1,038,783		
Financial Justification	Short term priority project to be added to the TTIP		
Maintenance Responsibility	SPRMIC		

Location Map

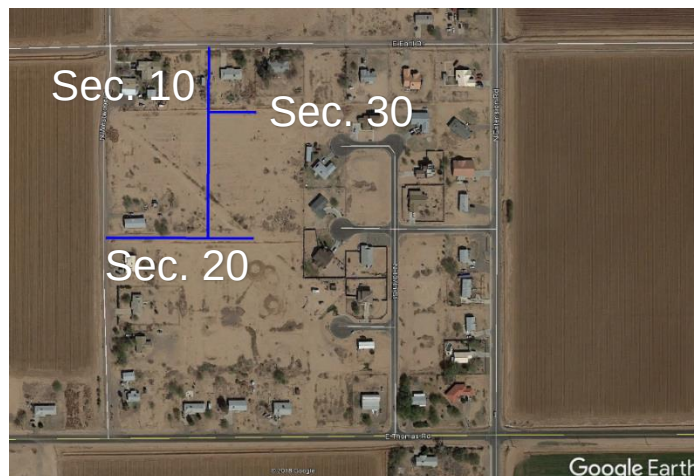
SRPMIC Proposed Road Project Information Sheet
Route 113
Monte Vista Subdivision

Project Name	Monte Vista Subdivision			
Project Location	Section 10: Monte Vista Road, Extension Road to Hosick Road Section 20: Cherry Street, Monte Vista Road to cul-de-sac Section 30: Hosick Road, cul-de-sac to Monte Vista Road			
Project Length (miles)	0.4			
Functional Classification	Local			
Roadway Ownership	SRPMIC			
Current Land Use	Agricultural/low density residential			
Land Ownership	Existing SRPMIC easement	Public Easement Required? Yes ☐ No ☒		
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane local roadway. Justification: Project will provide necessary infrastructure to allotments/residences. Outcome: Provide needed infrastructure			
Environmental Impacts and Engineering/Construction Challenges	All environmental impacts have been mitigated. No engineering and construction challenges are anticipated.			
Construction Funding Source	TTP/Tribal			
Cost	\$935,000			
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 114
LaVella Deer Subdivision

Project Name	LaVella Deer Subdivision			
Project Location	Section 10: Nina, Earll to Pinchot Section 20: Pinchot, Westwood to cul-de-sac Section 30: Avalon, Nina to cul-de-sac			
Project Length (miles)	0.3			
Functional Classification	Local			
Roadway Ownership	SRPMIC			
Current Land Use	Agricultural/low density residential			
Land Ownership	Allotted land with one owner, public easement required, acquisition currently underway		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane local roadway. Justification: Project will provide necessary infrastructure with legal access to residences within an allotment. Outcome: Provide needed infrastructure			
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.			
Construction Funding Source	TTP/Tribal			
Cost	\$500,000			
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Routes 211 and 330, Section 10
Fraser Drive and Xma Uunye

Project Name	Fraser Drive and Xma Uunye			
Project Location	Fraser Drive: McDowell Road to Xma Uunye (Route 211) Xma Uunye: Fraser Drive to cul-de-sac (Route 330)			
Project Length (miles)	0.2			
Functional Classification	Local			
Roadway Ownership	Tribal			
Current Land Use	Agricultural/low density residential			
Land Ownership	Tribal allotted land with undivided interest		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct a new 2-lane local roadway. Justification: Project will provide necessary infrastructure with legal access to residences with an allotment. Outcome: Improved access and circulation			
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated			
Construction Funding Source	TTP/Tribal			
Cost	\$285,703			
Financial Justification	Short term priority project to be added in the TTIP			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 240, Section 90
Montecito Avenue, 124th Street to Stapley Drive

Montecito Avenue, 124 th Street to Stapley Drive				
Project Name	Montecito Avenue			
Project Location	124 th Street to Stapley Drive			
Project Length (miles)	0.5			
Functional Classification	Local			
Roadway Ownership	BIA			
Current Land Use	Agricultural/low density residential			
Land Ownership	Allotted land with one owner, public easement required		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct a new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity. Outcome: Access to land-locked parcels, improved circulation			
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges anticipated.			
Construction Funding Source	TTP/Tribal			
Cost	\$1,660,088			
Financial Justification	Short term priority project to be added in the TTIP			
Maintenance Responsibility	SRPMIC			

Location Map

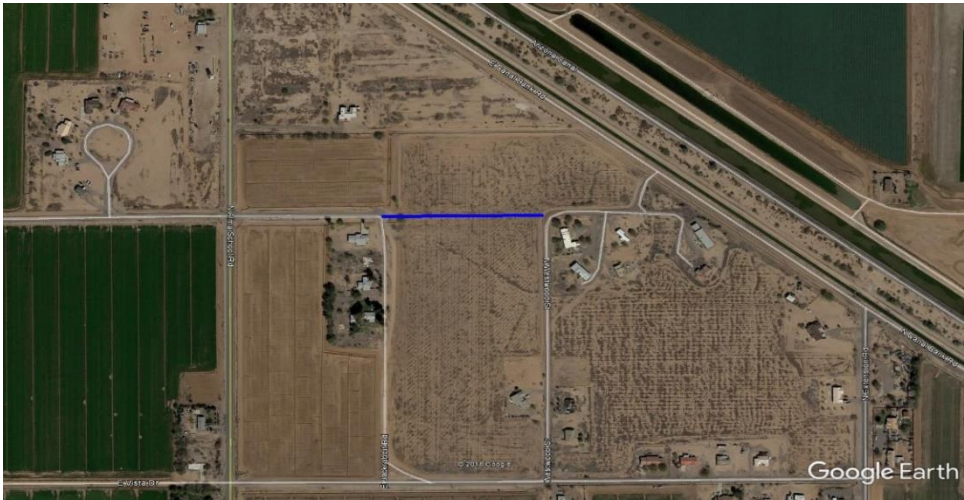


SRPMIC Proposed Road Project Information Sheet
Route 325
Washington Subdivision

Project Name	Washington Subdivision		
Project Location	North of Palm Lane		
Project Length (miles)	0.1		
Functional Classification	Local		
Roadway Ownership	SRPMIC		
Current Land Use	Agricultural/low density residential		
Land Ownership	Existing SRPMIC easement	Public Easement Required? Yes ☐ No ☒	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure to allotments/residences. Outcome: Provide needed infrastructure		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	TTP/Tribal		
Cost	\$224,080		
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.		
Maintenance Responsibility	SRPMIC		

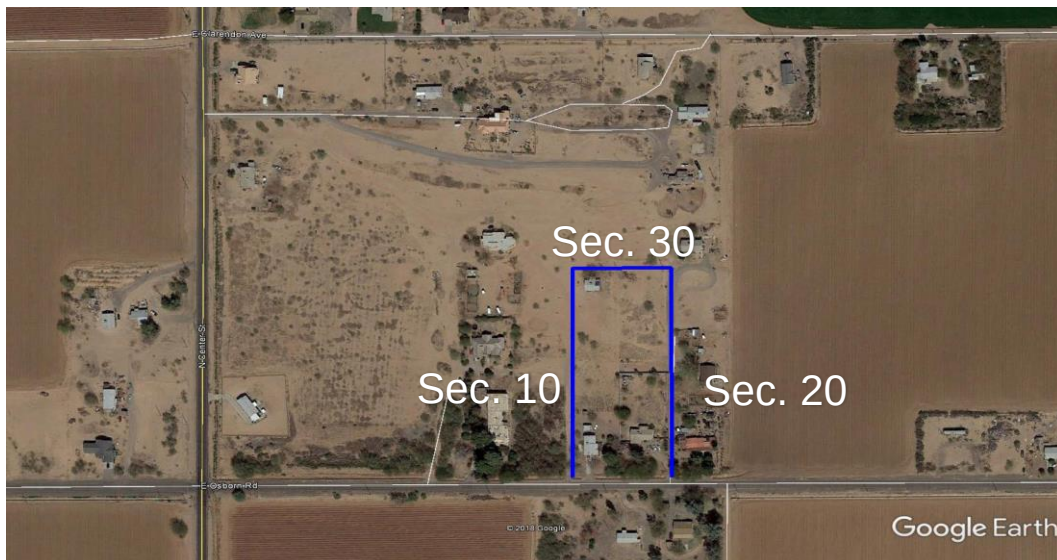
Location Map

SRPMIC Proposed Road Project Information Sheet
Route 20, Section 25
Jackrabbit Road, Beverly Street to Westwood Street

Project Name	Jackrabbit Road		
Project Location	Beverly Street to Westwood Street		
Project Length (miles)	0.1		
Functional Classification	Local		
Roadway Ownership	SRPMIC		
Current Land Use	Agriculture/low density residential		
Land Ownership	Allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☒	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity. Outcome: Improved access and connectivity		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	TTP/Tribal		
Cost	\$218,338		
Financial Justification	Midterm (2023-2026) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		
Location Map			
			

SRPMIC Proposed Road Project Information Sheet
Route 370
Esther Romo Subdivision

Project Name	Esther Romo Subdivision		
Project Location	North of Osborn Road		
Project Length (miles)	0.3		
Functional Classification	Local		
Roadway Ownership	SRPMIC		
Current Land Use	Agricultural/low density residential		
Land Ownership	Allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☒	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences. Outcome: Improved access		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	TTP/Tribal		
Cost	\$566,448		
Financial Justification	Midterm (2023-2026) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 24
Camelback Road

Project Name	Camelback Road			
Project Location	Section 50: Horne to Evergreen Wash Section 60: Evergreen Wash Bridge Section 70: Evergreen Wash to Stapley Drive			
Project Length (miles)	0.4			
Functional Classification	Local			
Roadway Ownership	Tribal			
Current Land Use	Agricultural/low density residential			
Land Ownership	Allotted land with undivided interest, public easement required		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒	
Project Description, Justification (need), and Outcome	Description: Design and construct a new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity Outcome: Access to land-locked parcels and connectivity			
Environmental Impacts and Engineering/Construction Challenges	Project involves a bridge or culvert crossing at the Evergreen Wash. A 404 permit will be required. No engineering and construction challenges are anticipated.			
Construction Funding Source	TTP/Tribal			
Cost	\$1,059,100			
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 21, Section 50
Horne Road, Indian School Road to Camelback Road

Project Name	Horne Road		
Project Location	Indian School Road to Camelback Road		
Project Length (miles)	0.5		
Functional Classification	Local		
Roadway Ownership	Tribal		
Current Land Use	Agricultural/low density residential		
Land Ownership	Allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Design and construct a new 2-lane rural local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity Outcome: Access to land-locked parcels and connectivity		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	TTP/Tribal		
Cost	\$1,660,088		
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date		
Maintenance Responsibility	SRPMIC		
Location Map			

SRPMIC Proposed Road Project Information Sheet
Route T021, Section 35
Lehi Trail Crossing at Salt River

Project Name	Lehi Trail Crossing at Salt River		
Project Location	Thomas/Horne to Mesa Drive/SR 87		
Project Length (miles)	0.6		
Functional Classification	Trail		
Roadway Ownership	Tribal		
Current Land Use	Open space/natural resource		
Land Ownership	Tribal	Public Easement Required? Yes ☐ No ☒	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Construct a trail as part of the recommended non-motorized trail system. Justification: Project will provide multimodal access across the Salt River to connect the Lehi area to the remainder of the Community Outcome: Improve multimodal access		
Environmental Impacts and Engineering/Construction Challenges	Trail would be within a tribal wetland area and through the dry river bottom of the Salt River		
Construction Funding Source	TTP/Tribal		
Cost	\$85,000		
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route T021, Section 40
Evergreen Trail, SR 87 to Indian School Road

Project Name	Evergreen Trail		
Project Location	SR 87 to Indian School Road		
Project Length (miles)	0.4		
Functional Classification	Trail		
Roadway Ownership	Tribal		
Current Land Use	Open space/natural resource		
Land Ownership	Tribal	Public Easement Required? Yes ☐ No ☒	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Construct a trail as part of the recommended non-motorized trail system. Justification: Project will provide multimodal access along the Evergreen Wash Outcome: Improve multimodal access		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated		
Construction Funding Source	TTP/Tribal		
Cost	\$68,000		
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 112
Lewis Sampson Subdivision

Project Name	Lewis Sampson Subdivision			
Project Location	Section 10: Windsor Avenue, Alma School Road to Beverly Street Section 20: Beverly Street, Virginia Avenue to Windsor Avenue			
Project Length (miles)	0.4			
Functional Classification	Local			
Roadway Ownership	SRPMIC			
Current Land Use	Agricultural/low density residential			
Land Ownership	Allotted land with one owner, public easement required		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒	To be decided at a later date ☒
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane local roadway. Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences. Outcome: Improved access			
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.			
Construction Funding Source	TTP/Tribal			
Cost	\$935,000			
Financial Justification	Long term project to be prioritized and programmed at a later date.			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 320, Section 35
Palm Lane, Alma School Road to Westwood Street

Project Name	Palm Lane		
Project Location	Alma School Road to Westwood Street		
Project Length (miles)	0.2		
Functional Classification	Local		
Roadway Ownership	Tribal		
Current Land Use	Agricultural/low density residential		
Land Ownership	Allotted land with undivided interest, public easement required.	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Design and construct new 2-lane rural local roadway Justification: Project will provide necessary infrastructure with legal access to land-locked allotments/residences and improve system connectivity Outcome: Legal access to land-locked parcels and connectivity		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated		
Construction Funding Source	TTP/Tribal		
Cost	\$529,550		
Financial Justification	Long term priority project to be programmed in the TTIP at a later date		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route T991, Section 60
Salt River Fields Talking Stick Pedestrian Bridge

Project Name	Salt River Fields Talking Stick Pedestrian Bridge		
Project Location	93 rd Street to East of 101		
Project Length (miles)	0.3		
Functional Classification	Multi-Use Trail		
Roadway Ownership	SRPMIC		
Current Land Use	Commercial mixed use		
Land Ownership	allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new multi-use path and bridge over the Loop 101 Pima Freeway. Justification: Project will improve multi-modal connectivity within the Talking Stick Entertainment District. Parking and circulation are a concern with the Spring Training Facility on the west side of the freeway. The connection will allow visitors to park in available locations on the east side of the freeway and "shuttle" between destinations. Outcome: Improve multi-modal access		
Environmental Impacts and Engineering/Construction Challenges	No significant environmental impacts are anticipated. Design and construction will be coordinated with ADOT since it will bridge over the freeway.		
Construction Funding Source	TTP/Tribal		
Cost	\$5,250,000		
Financial Justification	Currently seeking funding source. Short term (2018-2022) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		
Location Map			

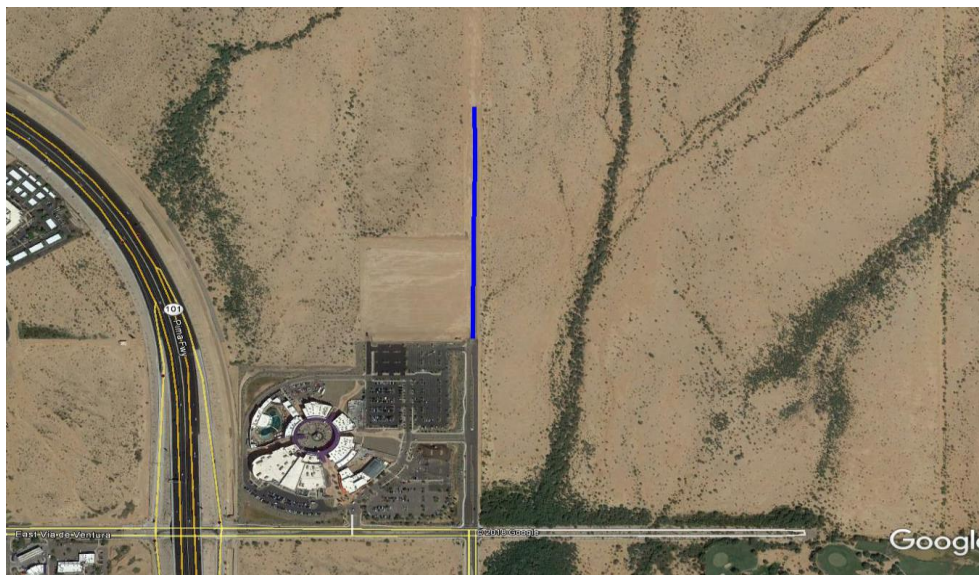
SRPMIC Proposed Road Project Information Sheet
Route 7, Section 90
Horseshoe Road, 92nd Street to 90th Street

Project Name	Horseshoe Road			
Project Location	92nd Street to 90th Street			
Project Length (miles)	0.3			
Functional Classification	Minor Arterial			
Roadway Ownership	SRPMIC			
Current Land Use	Commercial mixed use			
Land Ownership	Allotted land with undivided interest, public easement required, acquisition currently underway		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct new urban arterial roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners Outcome: Access to support development			
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.			
Construction Funding Source	Tribal Development Impact Fees			
Cost	\$4,085,700			
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 7, Section 70
Dobson Road, Royal Palms Rd to Eastwood Rd

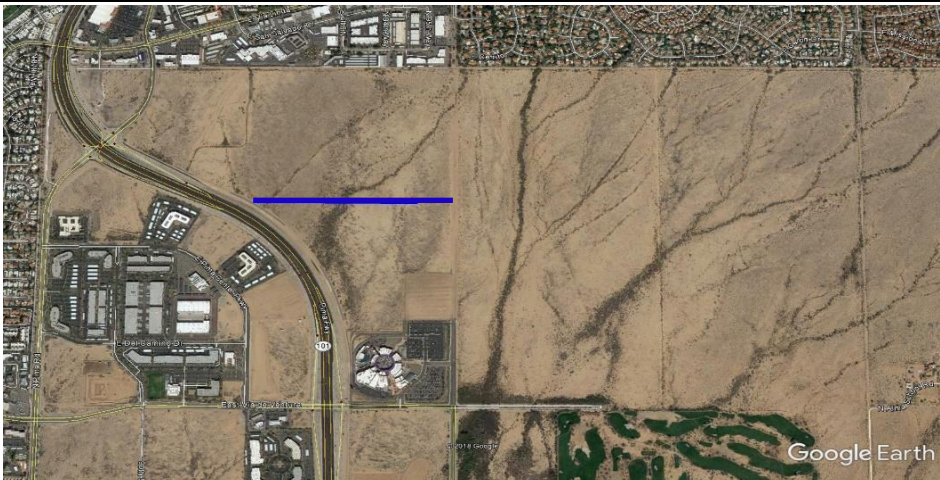
Project Name	Dobson Road		
Project Location	Royal Palms Road to Eastwood Road		
Project Length (miles)	0.3 miles		
Functional Classification	Minor Arterial		
Roadway Ownership	BIA		
Current Land Use	Commercial mixed use		
Land Ownership	Existing BIA easement	Public Easement Required? Yes ☐ No ☒	
LRTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new 4-lane urban arterial roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. Outcome: Improved access to support development		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	Tribal Development Impact Fees		
Cost	\$4,000,000		
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 7, Section 80
Dobson Rd/Horseshoe Road, Eastwood Road to 92nd St

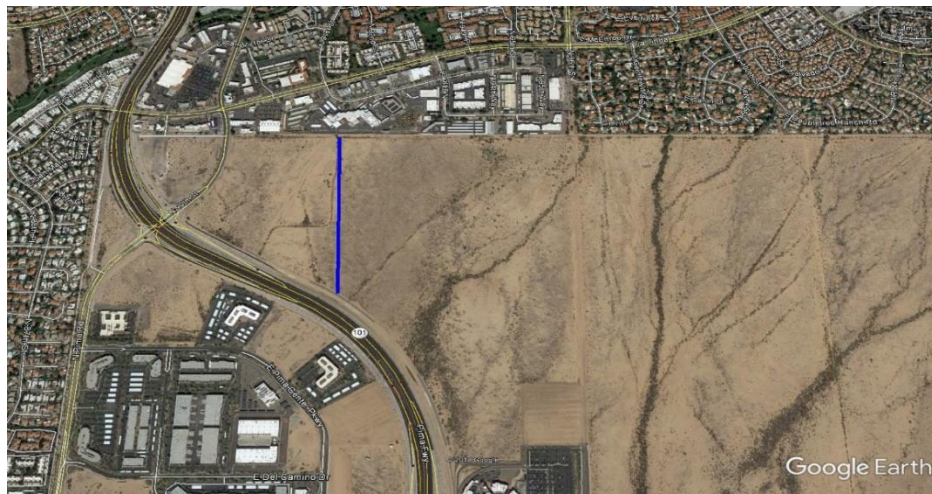
Project Name	Dobson Road / Horseshoe Road			
Project Location	Eastwood Road to 92nd St			
Project Length (miles)	0.7 miles			
Functional Classification	SRPMIC			
Roadway Ownership	Minor Arterial			
Current Land Use	Commercial mixed use			
Land Ownership	Allotted land with undivided interest, some public easement required, some existing BIA easement		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☒	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct new urban arterial roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. The road will be constructed in phases as land is developed. Outcome: New access to proposed development			
Environmental Impacts and Engineering/Construction Challenges	Project involves some washes. No significant environmental impacts or engineering and construction challenges are anticipated.			
Construction Funding Source	Tribal Development Impact Fees			
Cost	\$6,000,000			
Financial Justification	Mid-term (2023-2026) priority project to be programmed in the TTIP at a later date.			
Maintenance Responsibility	SRPMIC			
Location Map				

SRPMIC Proposed Road Project Information Sheet
Route 58, Section 10
Eastwood Lane, 92nd Street to Dobson Road

Project Name	Eastwood Lane		
Project Location	92 nd Street to Dobson Road		
Project Length (miles)	0.4		
Functional Classification	Major Collector		
Roadway Ownership	SRPMIC		
Current Land Use	Commercial mixed use		
Land Ownership	Allotted land with undivided interest, public easement required, acquisition currently underway	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☒	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new urban major collector roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. Outcome: Improved access		
Environmental Impacts and Engineering/Construction Challenges	Project involves some washes. No significant environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	Tribal		
Cost	\$2,000,000		
Financial Justification	Midterm (2023-2026) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		
Location Map			

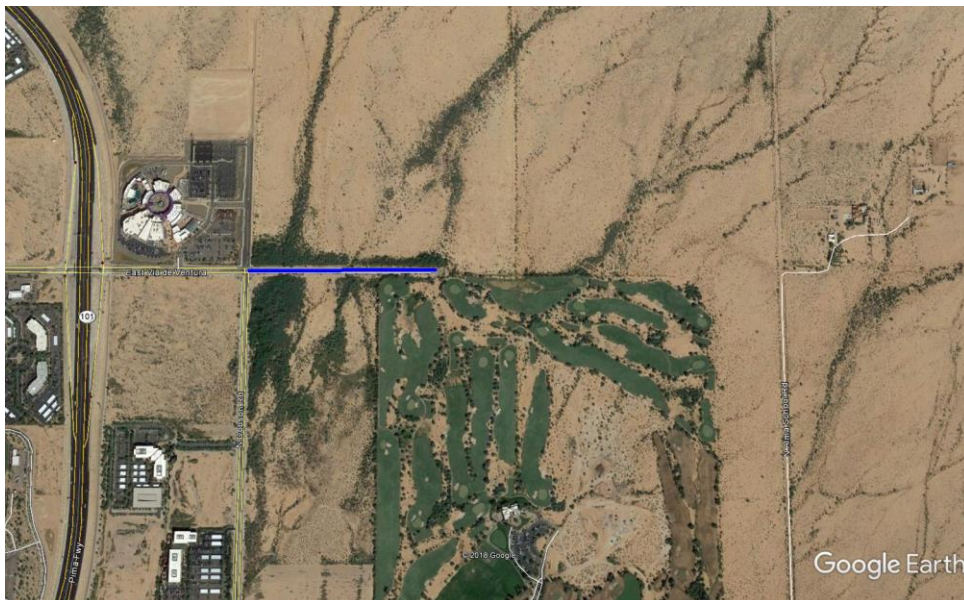
SRPMIC Proposed Road Project Information Sheet
Route 5, Section 60
92nd Street, Eastwood Road to Horseshoe Road

Project Name	92 nd Street		
Project Location	Eastwood Road to Horseshoe Road		
Project Length (miles)	0.4		
Functional Classification	Major Collector		
Roadway Ownership	SRPMIC		
Current Land Use	Commercial Mixed Use		
Land Ownership	Allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☒	2027-2040 ☐
Project Description, Justification (need), and Outcome	Description: Design and construct new urban major collector roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. Outcome: Improved access to commercial development		
Environmental Impacts and Engineering/Construction Challenges	Project involves some washes. No significant environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	Tribal		
Cost	\$2,000,000		
Financial Justification	Midterm (2023-2026) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		

Location Map

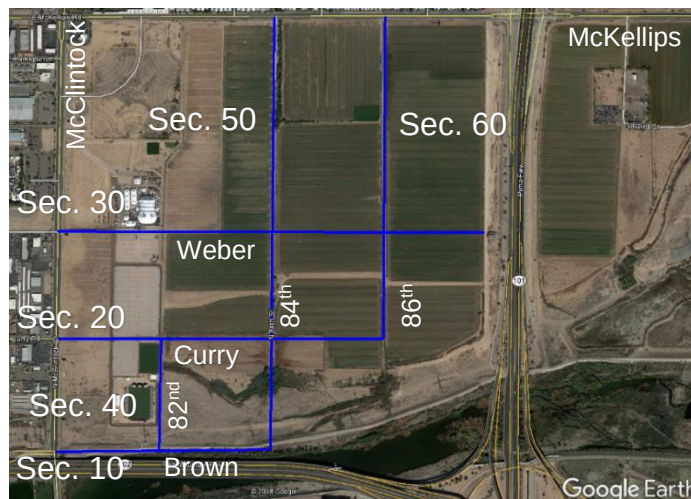
SRPMIC Proposed Road Project Information Sheet
Route 34, Section 20
Via de Ventura, Dobson Road to Longmore Road

Project Name	Via De Ventura		
Project Location	Dobson Road to Longmore Road		
Project Length (miles)	0.4 miles		
Functional Classification	Local		
Roadway Ownership	BIA		
Current Land Use	Open space and commercial mixed use		
Land Ownership	Existing BIA easement	Public Easement Required? Yes ☐ No ☒	
LRTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Design and construct urban local road. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. Outcome: Improved access to commercial development		
Environmental Impacts and Engineering/Construction Challenges	No environmental impacts or engineering and construction challenges are anticipated.		
Construction Funding Source	Tribal		
Cost	\$2,320,000		
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	SRPMIC		

Location Map

SRPMIC Proposed Road Project Information Sheet
Route 992
Section 12 Infrastructure

Project Name	Section 12 Infrastructure			
Project Location	SEC of McClintock Drive and McKellips Road			
Project Length (miles)	4.4			
Functional Classification	Minor Arterial			
Roadway Ownership	SRPMIC			
Current Land Use	Commercial mixed use			
Land Ownership	Allotted land with undivided interest, public easement required. Existing SRPMIC easement on Curry Rd		Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☒	2023-2026 ☐	2027-2040 ☐	
Project Description, Justification (need), and Outcome	Description: Design and construct new urban arterial roadway. Justification: Project necessary to provide access to proposed commercial development, which will provide economic benefits for the Community and landowners. Outcome: New access to proposed development			
Environmental Impacts and Engineering/Construction Challenges	Project will have to be monitored for archeologically sensitive sites. No engineering and construction challenges are anticipated.			
Construction Funding Source	Tribal Development Impact Fees			
Cost	\$38,691,592			
Financial Justification	Short term priority project programmed on the 2018-2022 TTIP.			
Maintenance Responsibility	SRPMIC			

Location Map

SRPMIC Proposed Road Project Information Sheet
Route C007, Section 810
Dobson Road/92nd Street, SR 202 to McKellips Road

Project Name	Dobson Road/92 nd Street		
Project Location	SR 202 to McKellips Road		
Project Length (miles)	1.3		
Functional Classification	Minor Arterial		
Roadway Ownership	Maricopa County (MCDOT)		
Current Land Use	Commercial mixed use		
Land Ownership	Tribal and allotted land with undivided interest, public easement required	Public Easement Required? Yes ☒ No ☐	
L RTP Period	2018-2022 ☐	2023-2026 ☐	2027-2040 ☒
Project Description, Justification (need), and Outcome	Description: Design and construct new urban arterial roadway and bridge over the Salt River connecting Dobson Road in Mesa to 92nd Street on SRPMIC. Justification: Project is needed to improve regional circulation and mobility. Outcome: Improved circulation		
Environmental Impacts and Engineering/Construction Challenges	Project involves a 404 waterway and is surrounded by a material mine. As a result, the project will have some environmental impacts and engineering and construction challenges.		
Construction Funding Source	Regional Area Road Funds		
Cost	\$50,500,000		
Financial Justification	Long term (2027-2040) priority project to be programmed in the TTIP at a later date.		
Maintenance Responsibility	MCDOT		

Location Map

Appendix G – Right-of-Way Prioritization Spreadsheet

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
McKellips Rd (Pima Fwy to Alma School Rd)	\$627,200	\$420,000	\$2,800,000	\$0	\$3,847,200	MCDOT road widening. Acquire utility rights for future water, sewer, storm, n. gas, electric, and tele/data.	Yes	7	0	15,880	County road	High	14	Varies (80 to 115)	2.0	Necessary for IHS NEACC (sewer outfall) and any development along McKellips Rd. Waiting on MCDOT ROW requirements.	Urban Arterial	1	Near Term
Dobson Heights Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	28	0	211	Paved Road, Basic Utilities, and Drainage Improvements	High	0	50	.206	Pavement is in poor condition; PW needs this done by 1 Oct 2018. Need to work with CDD to get DOLU for entire subdivision at same time.	Urban Local	2	Near Term
Victory Acres I Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	37	2	370???	Paved Road, Basic Utilities, and Drainage Improvements	Low	0	Varies (30 to 50)	1.0	Pavement is in poor condition; PW needs this done by 1 Oct 2018.	Urban Local	3	Near Term
Pima Path Utility Easement	\$203,544	\$0	\$0	\$0	\$203,544	Acquire utility rights for future water, sewer, storm, n. gas, electric, and tele/data.	Yes	0	0	N/A	8"-dia Water Main (stub), 8"-dia. Sewer Main	High	2	30	0.257	Existing water and sewer mains may be in trespass; constructed by ADOT in late 1990s. CIP# 20002077	Urban Local Commercial	4	Near Term
Allot 845 Private Subdivision N Fraser Dr to E Coronado Rd (Cul-de-Sac)	\$0	\$37,266	\$119,063	\$129,375	\$285,703	Paved Road, Basic Utilities, and Drainage Improvements	Yes	0	10	N/A	None	High	1	Varies (30 to 50)	0.2	All three landowners are willing to waive compensation; that is why it is suddenly higher priority. High priority only because it will set a new precedent.	Rural Local Road / Rural Access Way	5	Near Term
Eastwood Lane (Pima Fwy to Dobson Rd)	\$943,013	\$378,195	\$241,300	\$2,280,000	\$3,842,508	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	None	Med	8	80	0.38	Community will front ROW costs; developer will repay Community over 5-year period. CIP# 20002070. Will have to phase this project; north half will be later.	Urban Major Collector	6	Near Term
Bunnyville Improvements - Indian School Rd (Horne to 126th Street)	\$360,677	\$46,446	\$219,075	\$90,563	\$716,760	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	147	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	5	80	0.3	Need master plan or DCR to figure out landowner needs and to resolve cut-thru traffic concerns.	Rural Minor Collector	7	Near Term
Bunnyville Improvements - Miller/126th St (Indian School Rd to	\$424,710	\$99,375	\$317,500	\$345,000	\$1,186,585	Paved Road, Basic Utilities, but minimal Drainage Improvements	Conditional	6	1	91	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	11	50	0.5	Need master plan or DCR to figure out landowner needs and to resolve cut-thru traffic concerns.	Rural Local	8	Near Term



Project Name	ROW_ Cost	Design_Cost	Util_Cost	Road_ Cost	Total_Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ _mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
Camelback Rd)																			
Bunnyville Improvement s - Montecito Ave (124th St to Stapley Dr)	\$517,275	\$149,063	\$476,250	\$517,500	\$1,660,088	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	0	25	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	50	0.8	Need master plan or DCR to figure out landowner needs and to resolve cut-thru traffic concerns.	Rural Local	9	Near Term
SW Gas Stub-Out (McClintock Dr & Curry Rd)	\$3,000	\$0	\$0	\$0	\$3,000	New 6-inch steel high-pressure line and a 6-inch PE distribution line	Yes	0	0	???	None	High	1	10	0.0	Related to SR Landfill RNG "green energy to market" project.	Urban Arterial	10	Near Term
Westwood Dr (Thomas Rd to EarlI Dr), EarlI Dr (Westwood Dr to Extension Rd), and SRAL 02910 interior streets	\$517,275	\$149,063	\$476,250	\$517,500	\$1,660,088	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	15	18	169???	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	50	0.8	2" water serving 11 homes on Westwood and EarlI; low pressure and fire protection. LaVella Deer private subdivision? FY22 CMAQ. Requesting design and ROW funding from Council in FY20.	Rural Local	11	Near Term
Palm Ln (SR 320-40) (Westwood St to Extension Rd)	\$70,538	\$49,688	\$158,750	\$172,500	\$451,475	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	0	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	2	50	0.25	maintained by PW. Cemetery trespass / access issue. Should be done at same time as MAPID_75b. Extensive NEPA costs???	Rural Local	12	Near Term
Westwood St (SR 41-10) (Palm Ln to Oak St)	\$188,100	\$49,688	\$158,750	\$172,500	\$569,038	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	1	1	25	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	4	50	0.25	maintained by PW. Cemetery trespass / access issue. Should be done at same time as MAPID_75a. Extensive NEPA costs???	Rural Local	13	Near Term
Vista Drive (SR 210-30) (Alma School Rd to Extension Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	9	0	46	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	50	0.5	maintained by PW. Probably should be done at same time as MAPID_12b. FY22 CMAQ. Requesting design and ROW funding from Council in FY20.	Rural Local	14	Near Term
Westwood St (Vista Dr to Jackrabbit Rd) Canal Bank Rd (Alma	\$924,198	\$266,325	\$850,900	\$924,600	\$2,966,023	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	13	0	98	Gravel Roads, Limited Electricity, Limited Tele/Data,	Med	8	50	1.3	maintained by PW. Probably should be done at same time as MAPID_12a.	Rural Local	15	Near Term



Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
School to Extension)											Limited Water & Fire								
Highland Ave (SR 220-5) (Dobson Rd to Longmore Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	10	3	45	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	60	0.5	Existing 4" watermain on Highland is inadequate. FY22 CMAQ. Requesting design and ROW funding from Council in FY20. Mentioned as being important during SR School Stakeholder Meeting on 12/5/17.	Rural Local	16	Near Term
Palm Ln - (Dobson Rd to Sycamore St) Sycamore St - (Palm Ln to Oak St)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	19	1	116	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	50	0.5	Need to do both streets as part of same ROW effort. FY22 CMAQ. Requesting design and ROW funding from Council in FY20.	Rural Local	17	Near Term
Evergreen Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	27	0	270???	Paved Road, Basic Utilities, and Drainage Improvements	High	0	50	0.5		Urban Local	18	Mid Term
Victory Acres II Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	60	0	600???	Paved Road, Basic Utilities, and Drainage Improvements	Low	0	50	0.6		Urban Local	19	Near Term
Longmore Rd (SR 09-005) (McDowell Rd to McKellips Rd)	\$538,200	\$80,908	\$539,389	\$0	\$1,158,498	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	15	Numerous	977	Paved Road, Electric, Water, Tele/Data, Drainage	High	14	80	0.8	Risk of Trespass Claim. BIA road-only easement. Affects 11 existing homes.	Rural Minor Collector	20	Mid Term
Thomas Road (89th St to Center St)	\$2,032,800	\$0	\$0	\$0	\$2,032,800	Acquire utility rights for future water, sewer, storm, n.gas, electric, and tele/data.	Yes	56	Numerous	1667	Paved Road	High	59	80	3.5	Risk of Trespass Claim. BIA road-only easement. Affects 56 existing homes.	Rural Minor Collector	21	Mid Term
Oak St (90th St to Beeline Hwy)	\$1,815,000	\$0	\$0	\$0	\$1,815,000	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	46	Numerous	519	Paved Road, Electric, Water, Tele/Data, Drainage	High	44	80	3.1	Risk of Trespass Claim. BIA road-only easement. Aging infrastructure. Affects 46 existing homes.	Rural Minor Collector	22	Mid Term
84th Street (McKellips Rd to South Boundary)	\$3,310,560	\$305,250	\$635,000	\$1,400,000	\$5,650,810	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	Farm Road	High	12	110	1.0	Cost estimate DNIC regional storm drain cost!!! Cost share with City of Scottsdale	Urban Arterial	23	Mid Term

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
																and Flood Control District???			
Oak Street (Gilbert Rd to Olive St)	\$1,016,400	\$0	\$0	\$0	\$1,016,400	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	60	Numerous	343	Paved Road, Electric, Water, Tele/Data, Drainage	High	47	80	1.8	Risk of Trespass Claim. SRPMIC road-only easement. Affects 57 existing homes.	Rural Minor Collector	24	Mid Term
Osborn Rd (SR 28-22) (Alma School Rd to Extension Rd) (Includes 0.13-miles of Westwood St)	\$517,275	\$124,219	\$396,875	\$431,250	\$1,469,619	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	14	1	106	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	10	60	0.625	maintained by PW. Key landowners may fight this project; do not want traffic or to lose yards???	Rural Local	25	Mid Term
Beeline Highway - Utility Rights (Country Club Dr to Gilbert Rd)	\$5,808,000					Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	14	7	14000	State Highway	High	10	200	4	Critical for any commercial, industrial, or residential development along that corridor.	Highway	26	Mid Term
Osborn Rd (SR28-____) SRAL 625 Historical Hold-Outs	\$51,728	\$24,844	\$79,375	\$86,250	\$242,196	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	1	16	Farm Road	Low	7	30	0.1	If doing MAPID_102a; should also do MAPID_102b at same time.	Rural Access Way	27	Mid Term
Esther Romo Access Road(North side of Osborn Road, east of Center St)	\$98,010	\$67,313	\$317,500	\$131,250	\$614,073	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	5	2	16	Farm Road	Low	9	30	0.3	Emergency Authorization 2015. Need to verify street names with GIS Team. Need to verify project limits.	Rural Access Way	28	Mid Term
Clarendon Ave (SR 26-10) (92d St to Dobson Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	9	0	101	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	9	50	0.5	maintained by PW	Rural Local	29	Mid Term
Virginia Ave (SR 300-10) (Dobson Rd to Longmore Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	9	2	23	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	12	60	0.5	Cynthia Scott homesite pending at BIA (she is asking other owner(s) to waive compensation assuming tribe will build infrastruncture in next 7-years.	Rural Local	30	Mid Term
Clarendon Ave (SR 26-20) (Longmore Rd to Cholla Ln)	\$258,638	\$74,531	\$238,125	\$258,750	\$830,044	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	99	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	50.00	0.375	maintained by PW. If doing MAPID_63a; should also do MAPID_63b at same time, and vice versa.	Rural Local	31	Mid Term

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
Cholla Ln (SR 707-10) (Clarendon Ave to Indian School Rd)	\$172,425	\$49,688	\$158,750	\$172,500	\$553,363	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	5	0	53	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	4	50	0.25	maintained by PW. Consider 30-ft wide easement; need further analysis. If doing MAPID_63a; should also do MAPID_63b at same time, and vice versa.	Rural Local	32	Mid Term
Jackrabbit Rd (SR 20-15) (Longmore Rd to Alma School Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	8	3	88	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	60	0.5	maintained by PW	Rural Local	33	Mid Term
Palm Ln (SR 320-10) (92d St to Dobson Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	8	2	40	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	50	0.5		Rural Local	34	Long Term
Palm Ln (SR 320-60) (Horne to Stapley Dr)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	7	0	40	Farm Road	Med	14	50	0.5		Rural Local	35	Long Term
Virginia Ave (Horne to Stapley Dr) plus Temple and Spencer (Oak St to Virginia Ave)	\$689,700	\$198,750	\$635,000	\$690,000	\$2,213,450	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	7	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	20	50	1		Rural Local	36	Long Term
Montecito Ave (SR 240-10) (Dobson Rd to Longmore Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	7	1	24	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	9	60	0.5		Rural Local	37	Long Term
Westwood St (SR 41-10) (Oak St to Virginia Dr)	\$172,425	\$49,688	\$158,750	\$172,500	\$553,363	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	0	61	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	5	50	0.3	maintained by PW.	Rural Local	38	Long Term
Palm Ln (SR 320-30) (Standage Rd to Alma School Rd)	\$172,425	\$49,688	\$158,750	\$172,500	\$553,363	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	50	0.25	If doing MAPID_81a; should also do MAPID_81b at same time, and vice versa.	Rural Local	39	Long Term
Standage Rd (Palm Ln to Oak St.)	\$172,425	\$49,688	\$158,750	\$172,500	\$553,363	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	2	0	6???	Farm Road	Med	4	50	0.3	If doing MAPID_81a; should also do MAPID_81b at same time, and vice versa.	Rural Local	40	Long Term
Jackrabbit Rd (SR 20-15) (Dobson Rd to Longmore Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	2	88	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	5	60	0.5	maintained by PW. Mentioned as being important during SR School Stakeholder	Rural Local	41	Long Term

Project_ Name	ROW_ Cost	Design_Cost	Util_Cost	Road_ Cost	Total_Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_ Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
																Meeting on 12/5/17.			
Virginia Ave (SR 300-10) (Alma School Rd. to Westwood St.)	\$206,910	\$49,688	\$158,750	\$172,500	\$587,848	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	60	0.3		Rural Local	42	Long Term
Osborn Rd (SR 28-25) (Extension Rd to Country Club Dr)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	10	60	0.5	maintained by-request-only (Date St to Country Club only). Crandall Arthur believes the owners will never allow it to extend the full 1/2-mile distance because of cut-thru traffic concerns.	Rural Local	43	Long Term
Mapie Baptisto Access Rd (East side of Dobson Road)	\$86,213	\$16,828	\$79,375	\$32,813	\$215,228	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	6	7	20	Farm Road	Med	4	50	0.125	Needs a cul-de-sac or turn-around. Need to verify street name with GIS Team. Proposed ROW width is 50-ft because it is likely to have more than 12 homes at build-out.	Rural Access Way	44	Long Term
Cottonwood Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	13	10	50	Paved Road, Electric, Water, Tele/Data, Drainage	Med	0	50	0.34		Rural Local	45	Long Term
Orange (Montecito Ave to 660-ft North)	\$103,455	\$49,688	\$158,750	\$172,500	\$484,393	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	1	16	Private Driveway on east-side of SRAL 21512, 21517, and 21518	Low	4	30	0.3	Needs a cul-de-sac or turn-around.	Rural Access Way	46	Long Term
Bunnyville Improvement s - N 124th St (Indian School Rd to Camelback Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	3	0	25	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	6	50	0.5	Parallels Evergreen Wash; can Evergreen Wash be hard-banked?	Rural Local	47	Long Term
Bunnyville Improvement s - Camelback Rd (Horne to Stapley Dr)	\$689,700	\$198,750	\$635,000	\$690,000	\$2,213,450	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	2	1	157	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	3	50	1.0	Can possibly get by with 50-ft wide easement; needs further research.	Rural Local	48	Long Term
Wood/Sine Family Subdivision	\$206,910	\$59,625	\$190,500	\$207,000	\$664,035	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	6	20	Dirt Road and water service only.	Low	13	50	0.3		Urban Local Residential	49	Long Term
Red Mountain Subdivision	\$0	\$0	\$0	\$0	\$0	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	40	1	147	Paved Road, Basic Utilities, and Drainage Improvements	Med	0	50	0.48		Urban Local Residential	50	Long Term

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
Montecito Ave (SR 240-20) (Longmore Rd to east of Standage)	\$273,121	\$65,588	\$209,550	\$227,700	\$775,959	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	6	3	15	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	6	60	0.33	maintained by PW.	Rural Local	51	Long Term
Lehi Subdivision (N Daley Dr)	\$87,120	\$0	\$0	\$0	\$87,120	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	6	3	25	Paved Road, Basic Utilities, and Drainage Improvements	Low	0	50	0.16	maintained by PW.	Rural Local	52	Long Term
Palm Lane (SR 320-50) (Date St to SR87)	\$58,806	\$20,194	\$95,250	\$39,375	\$213,625	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	5	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	3	30	0.15	Emergency Authorization 2015. Not maintained by PW.	Rural Access Way	53	Long Term
Santa Barbara St (SR 503-10) (Oak St to Virginia St)	\$209,088	\$43,080	\$203,200	\$84,000	\$539,368	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	5	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	7	50	0.32	Large irrigation canal on west side of Dobson Road forces ingress/egress by way of Oak Street.	Rural Local	54	Long Term
Standage Rd (SR _____) (Camelback Rd to Highland Ave)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	5	1	17	Farm Road	Low	5	50	0.25	SHRRP Client (Marvin Roberts) requesting road improvements. SRP has 12-kV (A-46-23) easement that expired in 2015; need road and utility easement so SRP can be licensed to remain there.	Rural Local	55	Way Out There
Olive St (Indian School Rd to Montecito Ave)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	5	1	17	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	10	50	0.25	Inquiry by CDD-MRPM on Shirley's behalf on 8/1/16. If doing MAPID_108a; should also do MAPID_108b at same time.	Rural Local	56	Way Out There
Montecito Ave (Mesa Dr to Olive St)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	0	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	4	50	0.25	If doing MAPID_108a; should also do MAPID_108b at same time.	Rural Local	57	Way Out There
Chaparral Rd (SR 22) (Dobson Rd to Longmore Rd)	\$551,760	\$0	\$0	\$0	\$551,760	Acquire utility rights for future water, sewer, storm, n.gas, electric, and tele/data.	Yes	5	Numerous	2748	Paved Road	High	4	80	0.5	Risk of Trespass Claim. BIA road-only easement. Affects 5 existing homes.	Rural Minor Collector	58	Way Out There
Lazona Dr (SR 231-10) (McDowell Rd to Oak St.)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	5	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	14	50	0.5		Rural Local	59	Way Out There



Project_ Name	ROW_ Cost	Design_ Cost	Util_ Cost	Road_ Cost	Total_ Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ _mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
Vista Dr (SR 210-10) (Dobson Rd to Longmore Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	5	2	46	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	5	50	0.5	maintained by PW.	Rural Local	60	Way Out There
Highland Ave (SR 220-20) (Beverly Rd to Extension Rd)	\$310,365	\$74,531	\$238,125	\$258,750	\$881,771	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	5	0	207??	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	9	60	0.375		Rural Local	61	Way Out There
Highland Ave (SR 220-30) (Extension Rd to Country Club Dr)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	76	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	10	60	0.5	maintained by P W	Rural Local	62	Way Out There
Montecito Ave (SR 240-60) (Country Club Dr to Center St)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	13	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	5	50	0.5		Rural Local	63	Way Out There
Virginia Ave (SR 300-40) (Harris St to Gilbert Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	13	Limited Water, Electricity, Farm Road	Med	16	50	0.5	History of trespass and other landowner complaints; inadequate infrastructure to existing homes.	Rural Local	64	Way Out There
Evergreen Canal Rd (SR 16-50) (Mesa Dr to Horne)	\$1,117,314	\$119,250	\$381,000	\$414,000	\$2,031,564	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	16	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	1	135	0.60	maintained by PW	Rural Minor Collector	65	Way Out There
Evergreen Canal Rd (SR 16-30) (Center St to Mesa Dr)	\$1,005,583	\$107,325	\$342,900	\$372,600	\$1,828,408	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	16	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	0	135	0.54	maintained by PW. Canalside and Mesquite Trails residents are pressing that this road be closed due to vandalism and other concerns.	Rural Minor Collector	66	Way Out There
Virginia Ave (SR 300-10) (Longmore Rd to Alma School Rd)	\$413,820	\$99,375	\$317,500	\$345,000	\$1,175,695	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	2	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	60	0.5		Rural Local	67	Way Out There
Palm Ln (SR 320-60) (Olive St to Horne)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	6	50	0.5	maintained by PW	Rural Local	68	Way Out There
Lehi Rd (SR 36-10) (Dobson Rd to Longmore Rd)	\$344,850	\$99,375	\$317,500	\$345,000	\$1,106,725	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data,	Med	8	50	0.5	maintained by PW. Mentioned as being important during SR	Rural Local	69	Way Out There

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
											Limited Water & Fire					School Stakeholder Meeting on 12/5/17.			
Hazel Evans Subdivision (Coronado Rd to Oak St)	\$51,728	\$16,828	\$79,375	\$32,813	\$180,743	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	2	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	2	30	0.125	Emergency Authorization 2015. Need to verify Street names with GIS Team.	Rural Access Way	70	Way Out There
Lindsley Rd Subdivision Area (Highland Ave to SR87)	\$689,700	\$198,750	\$635,000	\$690,000	\$2,213,450	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	4	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	9	50	1	Emergency Authorization 2015. Area needs a master plan for road and utility improvements.	Rural Local	71	Way Out There
Westwood Dr (SR 41-40) (Camelback Rd to Chaparral Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	0	34	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	10	50	0.5		Rural Local	72	Way Out There
Clarendon Ave (SR 26-____) (Mesa Dr to 122d St)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	5	50	0.25	Provides secondary benefit to Evergreen Subdivision.	Rural	73	Way Out There
92d St (SR 5-30) (Indian School Rd. to Chaparral Rd.)	\$1,103,520	\$134,625	\$635,000	\$262,500	\$2,135,645	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	3	29	Farm Road	High	17	80	1.0		Rural Minor Collector	74	Way Out There
Westwood St (SR 41-____) (Indian School Rd. to Camelback Rd.)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	0	0	Farm Road	Med	8	50	0.5		Rural Local	75	Way Out There
Virginia Ave (SR 300-____) (92d St to Pima Fwy)	\$273,121	\$44,426	\$209,550	\$86,625	\$613,722	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	0	0	Farm Road	Low	4	60	0.33		Rural Local	76	Way Out There
Clarendon Ave (SR 26-____) (Extension Rd to Country Club Dr)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	1	15	Farm Road	Low	9	50	0.5	Will probably need to be offset to south of allotment line because of where Teresa Landin built her new home at 3817 N Extension Rd.	Rural Local	77	Way Out There
Earll Dr (SR 38-50) (Grand St to Center St)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	50	0.25	maintained by PW	Rural Local	78	Way Out There
Grand Ave (SR 155-20)(Thomas Rd to Earll Dr)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	4	0	20	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	3	50	0.25	maintained by PW	Rural Local	79	Way Out There

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
Olive St (SR 51-30) (McDonald Dr to Rose Ln)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	3	50	0.25	maintained by PW	Rural Local	80	Way Out There
Lehi Rd (SR 36-20) (Longmore Rd to Alma School Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	50	0.5	maintained by PW. CDD-MRPM reports that Allot 339 and 338-A will be partitioned for new homes; re-evaluate ranking in FY18???	Rural Local	81	Way Out There
Montebello Ave (SR 180-40) (Longmore Rd to Alma School Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	50	0.5	maintained by PW	Rural Local	82	Way Out There
Cactus Wren Rd (Mesa Dr to Horne)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	1	50	Farm Road	Low	10	50	0.5	Emergency Authorization 2015.	Rural Local	83	Way Out There
Dobson Road Bridge Over Salt River (Curry Rd to McKellips Rd)	\$1,744,941	\$154,819	\$730,250	\$301,875	\$2,931,885	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	0	15,000?? ?	None	High	3	110	1.15	MCDOT project; shared costs with MCDOT, City of Mesa, and SRPMIC.	Urban Arterial	84	Way Out There
Beeline Highway - Utility Rights (Gilbert Rd to Shea Blvd)	\$18,208,080	\$888,525	\$4,191,000	\$1,732,500	\$25,020,105	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	???	???	State Highway	Low	5	200	6.6	Critical for any commercial, industrial, or residential development along that corridor, but nothing on the radar.	Highway	85	Way Out There
Clarendon Ave (SR____) (Pasadena St to Mesa Dr)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	1	129	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	50	0.25	maintained by PW (Clarendon Ave). Moffitt Grijalva owns SRAL 43210 and 43110...unlikely y to consent.	Rural	86	Way Out There
Earll Dr (Alma School Rd to Westwood Dr)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	0	118	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	50	0.25		Rural Local	87	Way Out There
Bellevue St (SR 410-10)(Longmore Rd to Alma School Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	1	10	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	8	50	0.5		Rural Local	88	Way Out There

Project_Name	ROW_Cost	Design_Cost	Util_Cost	Road_Cost	Total_Cost	Proposed_Improvements_Text	Connects_to_Existing_ROW	Number_Adj_Exist_Homes	Number_Adj_Prop_Homes	Traffic_ADT	Exist_Improv_Text	Strategic_Importance	Number_Allott	Avg_Width_ft	Length_mi	Remarks	Road_Classification	Overall_Staff_Rank	Planning_Horizon
Standage Rd (Oak St. to Thomas Rd.)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	3	0	10	Farm Road	Med	8	50	0.5	Duane Santo	Rural Local	89	Way Out There
Earll Dr (SR 38-10) (92nd St to Dobson Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	2	7	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	7	50	0.5	maintained by PW	Rural Local	90	Way Out There
Clarendon Ave (SR 26) (Standage to Alma School Rd)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	0	50	Farm Road	Med	5	50	0.25	Emergency Authorization 2015.	Rural Local	91	Way Out There
Evergreen Canal Rd (SR 16) (Extension Road to Center St)	\$2,200,143	\$148,088	\$698,500	\$288,750	\$3,335,481	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	1	49	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	3	145	1.1		Rural	92	Way Out There
Vista Dr (Longmore Rd to Alma School Rd)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	1	38	Farm Road	Med	8	50	0.5		Rural Local	93	Way Out There
Chaparral Rd (SR 22-50) (Mesa Drive to Harris Street)	\$1,655,280	\$298,125	\$952,500	\$1,035,000	\$3,940,905	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	2	1	166	Farm Road	Med	23	80	1.5	Consider 50' wide.	Rural	94	Way Out There
Bunnyville Improvement s - Stapley Dr (Montecito to Camelback)	\$586,245	\$168,938	\$539,750	\$586,500	\$1,881,433	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	2	1	240	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	0	50	0.85	Need master plan or DCR to figure out landowner needs and to resolve cut-thru traffic concerns. Can possibly get by with 50-ft wide easement; needs further research.	Rural Local	95	Way Out There
Shea Enos Access Road (Marigold Ln to McKellips Rd)	\$206,910	\$99,375	\$317,500	\$345,000	\$968,785	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	2	0	50	Farm Road, Electric, and Tele/Data in trespass situation.	Low	5	30	0.5	Need to verify street names with GIS Team. Need to evaluate feasibility of alternate route from 92d Street.	Rural Access Way	96	Way Out There
Andrea Jackson Subdivision (South of Thomas Rd)	\$86,213	\$16,828	\$79,375	\$32,813	\$215,228	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	1	7	Farm Road	Low	2	50	0.125	Emergency Authorization 2015. Need to verify Street names with GIS Team.	Rural Local	97	Way Out There
Clarendon Ave (Alma School Rd to Westwood St)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	7	1	20	Farm Road	Med	4	50	0.3		Rural Local	98	Way Out There

Project_ Name	ROW_ Cost	Design_Cost	Util_Cost	Road_ Cost	Total_Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ _mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
Columbus Ave (Alma School Rd to Extension Rd)	\$206,910	\$67,313	\$317,500	\$131,250	\$722,973	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	5	7	Farm Road	Low	8	30	0.5	Cecil living with 9-people in trailer with unsafe water, sewer, or electricity. Need to verify Street names with GIS Team.	Rural Access Way	99	Way Out There
Virginia Ave (Date St to Country Club) Date St (Oak St to Virginia Ave)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	2	0	7	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	8	50	0.5		Rural	100	Way Out There
McDonald Dr (SR 18-6) (Dobson Rd to Longmore Rd)	\$551,760	\$67,313	\$317,500	\$131,250	\$1,067,823	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	2	15	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	4	80	0.5	maintained by PW. Mentioned as being important during SR School Stakeholder Meeting on 12/5/17.	Rural Minor Collector	101	Way Out There
Evergreen Canal Rd (SR 16-10) (Dobson Rd to Alma School Rd)	\$2,140,139	\$144,049	\$679,450	\$280,875	\$3,244,513	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	5	145	1.07	maintained by PW	Rural	102	Way Out There
Saddleback Service Road (Bates St??? 6th St???) (Longmore Rd to McKellips Rd)	\$296,571	\$57,889	\$273,050	\$112,875	\$740,385	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	50	Gravel Roads	Low	3	50	0.43	Need to verify street names with GIS Team. Off-set to south to avoid allotted lands, if possible.	Rural Local	103	Way Out There
Vista Dr (SR 210) (Center St to Mesa Drive)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	1	46	Farm Road	Med	5	50	0.5		Rural Local	104	Way Out There
Sampson / Lewis Subdivision - Phase I Windsor Ave (Alma School Rd to Beverly) Beverly (Windsor Ave to Virginia Ave)	\$182,081	\$44,426	\$209,550	\$86,625	\$522,682	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	3	None	Low	2	Varies (30-50)	0.33	Consider 30' wide (like McDonald Subd). Consider 50' because 30' is tight in McDonald Subd and others (JJ).		105	Way Out There
Montecito Ave (SR 240-45) (Westwood St to Extension Rd)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	1	3	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Med	10	50	0.3		Rural Local	106	Way Out There
Indian Bend Rd (SR 14-20) (Alma School Rd to Mesa Dr) plus 10-ft water easement to	\$2,482,920	\$302,906	\$1,428,750	\$590,625	\$4,805,201	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	2	3	Farm Road, Electric, and Tele/Data in trespass situation.	High	48	80	2.25		Rural Minor Collector	107	Way Out There

Project_ Name	ROW_ Cost	Design_Cost	Util_Cost	Road_ Cost	Total_Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ _mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
600-ft east of Longmore Rd																			
Lorna Ray Subdivision	\$55,176	\$10,770	\$50,800	\$21,000	\$137,746	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	5	3	None	Low	1	50	0.08	Lorna Ray Partitioning allotment for ___ new homes.	Urban Local Residential	108	Way Out There
Center Street (SR 17) (Indian Bend Dr to Roadrunner Rd)	\$275,880	\$67,313	\$317,500	\$131,250	\$791,943	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	1	3	None	Low	4	40	0.5	Missing ROW; landowners previously refused to consent.		109	Way Out There
Extension Rd (SR _____) (McDonald Dr to Jackrabbitt Rd) Vía de Ventura (Alma to Extension)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	3	Farm Road and water service only.	Low	6	50	0.5		Rural	110	Way Out There
Virginia Ave (Stapley Drive to Barkley)	\$255,189	\$49,811	\$234,950	\$97,125	\$637,075	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	1	0	3	Farm Road	Med	13	50	0.4		Rural Local Road	111	Way Out There
Loring Family Subdivision (Just West of Extension Rd)	\$51,728	\$16,828	\$79,375	\$32,813	\$180,743	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	8	80???	None	Low	6	30	0.125	Landowners are probably willing to donate the ROW if PW will build and maintain the driveway and utilities.	Rural Access Way	112	Way Out There
Indian Bend Rd (SR 14) (Olive St to Stapley Dr)	\$827,640	\$100,969	\$476,250	\$196,875	\$1,601,734	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	1	50	Farm Road and Electric	Med	13	80	0.75		Rural Minor Collector	113	Way Out There
Forest St (Virginia Ave to Thomas Rd)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	50	Farm Road	Low	4	50	0.25	Emergency Authorization 2015. Alternate access for Hubert Washington.	Rural Local	114	Way Out There
Horne (SR 21-50) (Indian School Rd to Arizona Canal)	\$496,584	\$80,775	\$381,000	\$157,500	\$1,115,859	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	4	60	0.6	maintained by P W	Rural Local	115	Way Out There
Earll Dr (SR 38-40) (Extension Rd to Country Club Dr)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	1	36	Farm Road	Med	8	50	0.5		Rural Local	116	Way Out There
McDonald Dr (SR 18-10) (Alma School Rd to Westwood St)	\$275,880	\$33,656	\$158,750	\$65,625	\$533,911	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	185	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	High	3	80	0.25	maintained by PW.	Rural Minor Collector	117	Way Out There

Project_ Name	ROW_ Cost	Design_ Cost	Util_ Cost	Road_ Cost	Total_ Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
Horne (Low Water Crossing)	\$1,103,520	\$198,750	\$635,000	\$690,000	\$2,627,270	Paved Road, Basic Utilities, but minimal Drainage Improvements	Yes	0	0	0	Gravel Road	High	0	80	1.0	Council priority, issues of cut-through traffic and navigable waters of the US though.	Rural Minor Collector	118	Way Out There
Jackrabbit Road (Mesa Drive to _____)	\$551,760	\$67,313	\$317,500	\$131,250	\$1,067,823	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	1	0	Farm Road	Med	7	80	0.5	Farm field currently; Donald Shelton is a sole landowner in SRAL 13923.	Rural Minor Collector	119	Way Out There
Horseshoe Rd(92d St to Dobson Rd)	\$1,031,791	\$199,770	\$431,800	\$900,000	\$2,563,361	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	None	High	5	110	0.68	This will happen only if/when Developer pays for ROW easement or dedicates the ROW easement to SRPMIC.	Urban Arterial	120	Way Out There
Roadrunner Rd - Infill (Pima Rd to 92d St)	\$206,910	\$74,531	\$238,125	\$258,750	\$778,316	Paved Road, Basic Utilities, and Roadway Drainage Improvements		0	0	???		Med		40	0.4	This will happen only if/when Developer pays for ROW easement or dedicates the ROW easement to SRPMIC.	Urban Major Collector	121	Way Out There
Alma School Rd (SR 11-40) (McDonald Dr to Indian Bend Rd)	\$1,103,520	\$134,625	\$635,000	\$262,500	\$2,135,645	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	35	Farm Road and Electric along Alma School Rd only	High	24	80	1.0		Rural Minor Collector	122	Way Out There
Shooting Range Road	\$689,700	\$134,625	\$635,000	\$262,500	\$1,721,825	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	0	5	Dirt Road.	Low	0	50	1	Salt River Police Department use only	Rural Local	123	Way Out There
Country Club Dr (SR 15) (Indian Bend Rd to Roadrunner Rd)	\$827,640	\$100,969	\$476,250	\$196,875	\$1,601,734	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	1	0	None	Med	6	80	0.8		Rural Minor Collector	124	Way Out There
Rose Ln (Longmore Rd to Alma School Rd)	672457.5	\$100,969	\$476,250	\$196,875	\$1,446,551	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Yes	0	1	0	None	Low	6	Varies (50 - 80)	0.8	Landowners are interested in commercial development or solar field.	Rural Local Road	125	Way Out There
Roadrunner Rd (Country Club Dr to Center St)	\$344,850	\$67,313	\$317,500	\$131,250	\$860,913	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	1	0	None	Low	8	50	0.5		Rural Local	126	Way Out There
86th Street McKellips Rd to Weber)	\$1,138,005	\$236,438	\$476,250	\$1,100,000	\$2,950,693	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	Farm Road	Med	12	110	0.75		Urban Arterial	127	Way Out There
Weber(McClintock Dr to 84th St)	\$758,670	\$152,625	\$317,500	\$700,000	\$1,928,795	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	Farm Road	Med	6	110	0.5		Urban Arterial	128	Way Out There

Project_ Name	ROW_ Cost	Design_Cost	Util_Cost	Road_ Cost	Total_Cost	Proposed Improvements_ Text	Connects_to_ Existing_ROW	Number_Adj_Exist_ Homes	Number_Adj_Prop_ Homes	Traffic_ ADT	Exist_ Improv_Text	Strategic_ Importance	Number_ Allott	Avg_ Width_ft	Length_ _mi	Remarks	Road_ Classification	Overall_ Staff_Rank	Planning_ Horizon
McClellan to Curry Rd Connector	\$569,003	\$113,719	\$238,125	\$520,000	\$1,440,846	Paved Road, Basic Utilities, and Roadway Drainage Improvements	Yes	0	0	???	None	Low	3	110	0.375		Urban Arterial	129	Way Out There
Canalside I/II Subdivisions	\$710,391	\$0	\$0	\$0	\$87,120	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	60	0	???	Paved Road, Electric, Water, Tele/Data, Sewer, Natural Gas, and Drainage.	Med	0	50	1.03	Rental units	Urban Local Road	130	Way Out There
Mesquite Trails Subdivisions	\$896,610	\$0	\$0	\$0	\$87,120	Acquire road & utility rights so that PW can use BIA federal funds for O&M.	Yes	7	83	???	Paved Road, Electric, Water, Tele/Data, Sewer, Natural Gas, and Drainage.	Med	0	50	1.3	Individual Homesite Ground Leases.	Urban Local Road	131	Way Out There
Alma School Rd (SR 11-) (Indian Bend Rd to Via de Ventura) Via de Ventura (Alma to Extension)	\$1,655,280	\$201,938	\$952,500	\$393,750	\$3,203,468	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements. 69-kV line to new substation?	Conditional	4	0	5	Farm Road and Electric along Alma School Rd only	High	13	80	1.5		Rural Minor Collector	132	Way Out There
Leon Judge Access Road (Palm Lane south 375-ft)	\$28,967	\$9,424	\$44,450	\$18,375	\$101,216	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Conditional	4	3	20	None	Low	7	30	0.07	Need to verify street name with GIS Team.	Rural Access Way	133	Way Out There
Westwood St (Earl Dr to Osborn Rd)	\$172,425	\$33,656	\$158,750	\$65,625	\$430,456	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Conditional	2	1	7	Farm Road	Low	4	50	0.25		Rural Local Road	134	Way Out There
Beverly St (SR 39-6) (Indian School to Monterosa Rd)	\$51,728	\$16,828	\$79,375	\$32,813	\$180,743	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Conditional	2	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	2	30	0.125	maintained by PW. Need to verify Street names with GIS Team.	Rural Access Way	135	Way Out There
Monterosa Rd (SR 40-10) (Beverly St to Westwood St)	\$51,728	\$16,828	\$79,375	\$32,813	\$180,743	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Conditional	1	1	50	Gravel Roads, Limited Electricity, Limited Tele/Data, Limited Water & Fire	Low	2	30	0.125	maintained by PW. Need to verify Street names with GIS Team.	Rural Access Way	136	Way Out There
Sampson / Lewis Subdivision - Phase II Westwood St (Virginia Ave to Thomas Rd) Windsor Ave (Beverly to Westwood St)	\$517,275	\$100,969	\$476,250	\$196,875	\$1,291,369	Chip Seal Road, Basic Utilities, but minimal Drainage Improvements.	Conditional	2	0	7	None	Low	5	50	0.75	Consider 30' wide on Windsor (like McDonald Subd). Keep 50' on Westwood since 1/4 section mile alignment. Recommend 50 for all (JJ).	Rural Local	137	Way Out There

