

# Payson Transportation Study

## EXECUTIVE SUMMARY

March, 2011

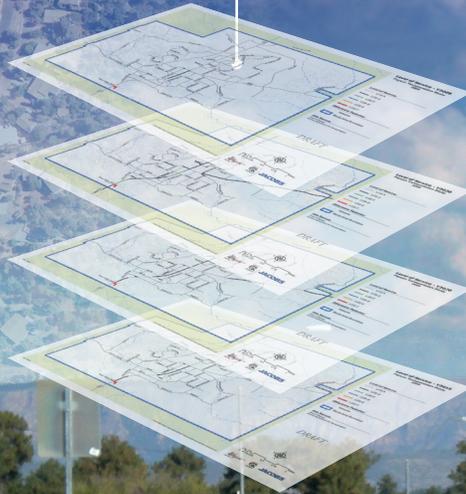
Prepared for:



Town of Payson &



Arizona Department of Transportation



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**TOWN OF PAYSON**  
**PAYSON TRANSPORTATION STUDY**

**Prepared for:**

**Town of Payson**  
**Arizona Department of Transportation**

**Prepared by:**

**Jacobs Engineering**

**March, 2011**

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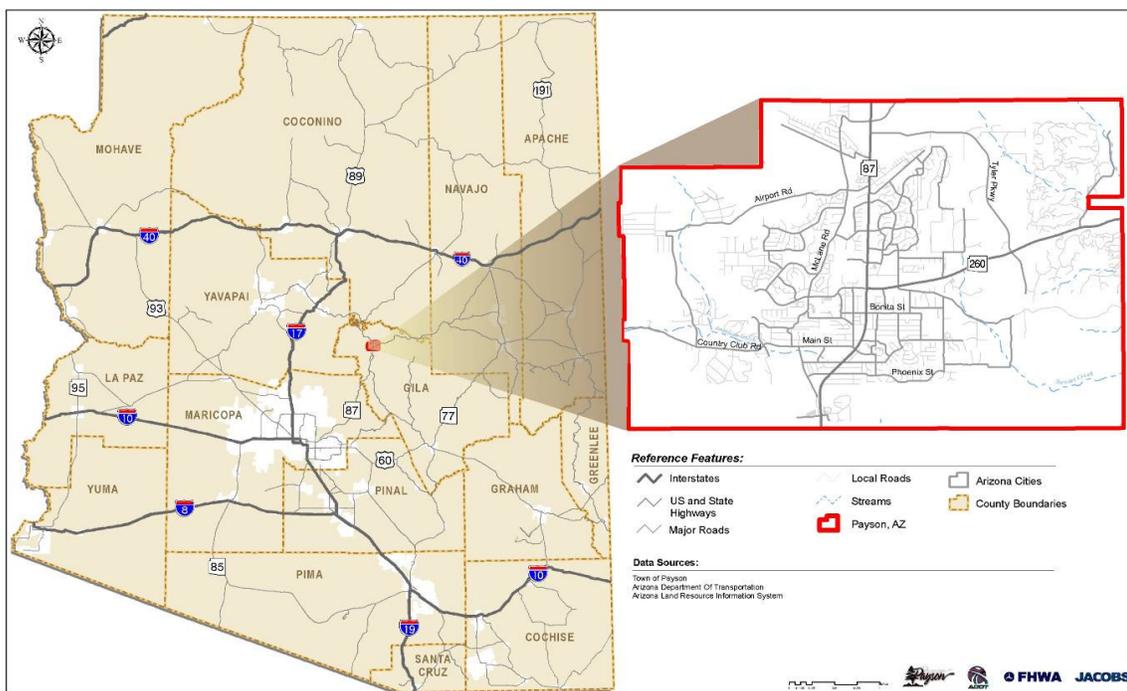
# EXECUTIVE SUMMARY

## PURPOSE OF THE STUDY

The Payson Transportation Study was funded by the Federal Highway Administration’s (FHWA) State Planning and Research Program and administered through ADOT’s Multimodal Planning Division. The principal focus of this study was to develop a long-range multimodal transportation plan for the Town to address growing demands placed on local roads as a result of significant population growth, economic development, and increased traffic volume. In addition, the plan examined public transportation, bicycle and pedestrian needs, and additional multimodal opportunities necessary to accommodate growth and development.

The Town of Payson is located in the northern portion of Gila County, Arizona at the foot of the Mogollon Rim. Located in the heart of Arizona’s rim country, Payson is a popular recreational destination for visitors from the Phoenix metropolitan area and throughout Arizona. The study area comprised of the official town limits of the Town of Payson as shown in Figure 1.

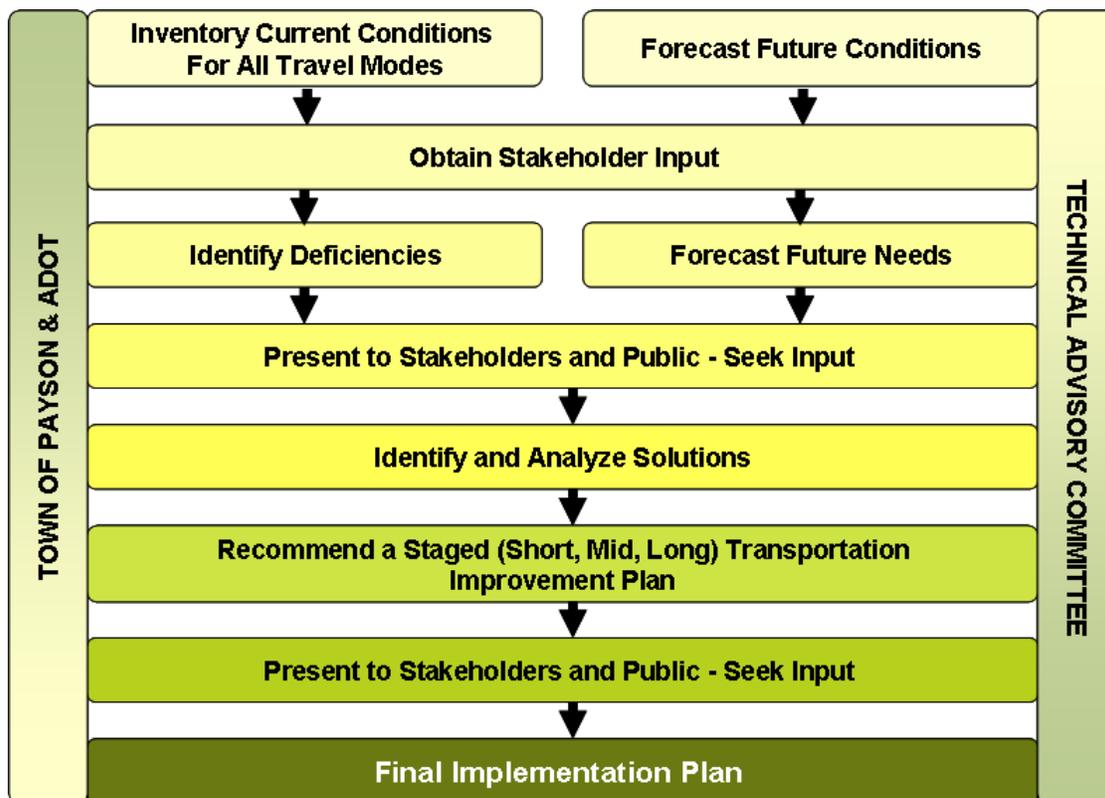
**FIGURE 1: STUDY AREA AND REGIONAL LOCATION**



## STUDY PROCESS

The study was guided by a TAC that included representatives included the Town of Payson, ADOT, Gila County, Central Arizona Association of Governments (CAAG), Tonto Apache Tribe, Town of Star Valley, and Tonto National Forest. The role of the TAC was to provide guidance, support, advice, and recommendations, and to perform document reviews throughout the study process. A first public open house was held on September 9, 2009. A second public open house was held on August 10, 2010. The study process is illustrated in Figure 2.

FIGURE 2: STUDY PROCESS



## TRANSPORTATION ISSUES

Based on the inventory and analysis of existing and future conditions, deficiencies and issues were identified. These issues and deficiencies formed the basis for the next phase of the study which is the development of the long range transportation plan. Figure 3 displays the major transportation issues in the study area. Study area issues have been grouped into six categories and the key issues in each category are listed below.

- SAFETY ISSUES:**
- SR 87/Manzanita Drive has high crash rate.
  - SR 87 between Bonita Street and SR 260 has high crash rate.
  - At least one leg for several intersections on SR 87 approaches the intersection at a skewed angle resulting in sight distance issues.

- CONGESTION ISSUES:**
- SR 87 and SR 260 corridors are highly congested in future years due to increase traffic volumes.
  - SR 87/Main Street/Colcord Road intersections fail to meet future traffic volumes.
  - There are no alternate/emergency or circulation routes to the SR 87 North to SR 260 corridor.
  - There are no alternate/emergency or circulation routes to the SR 87 North to West Main Street corridor.

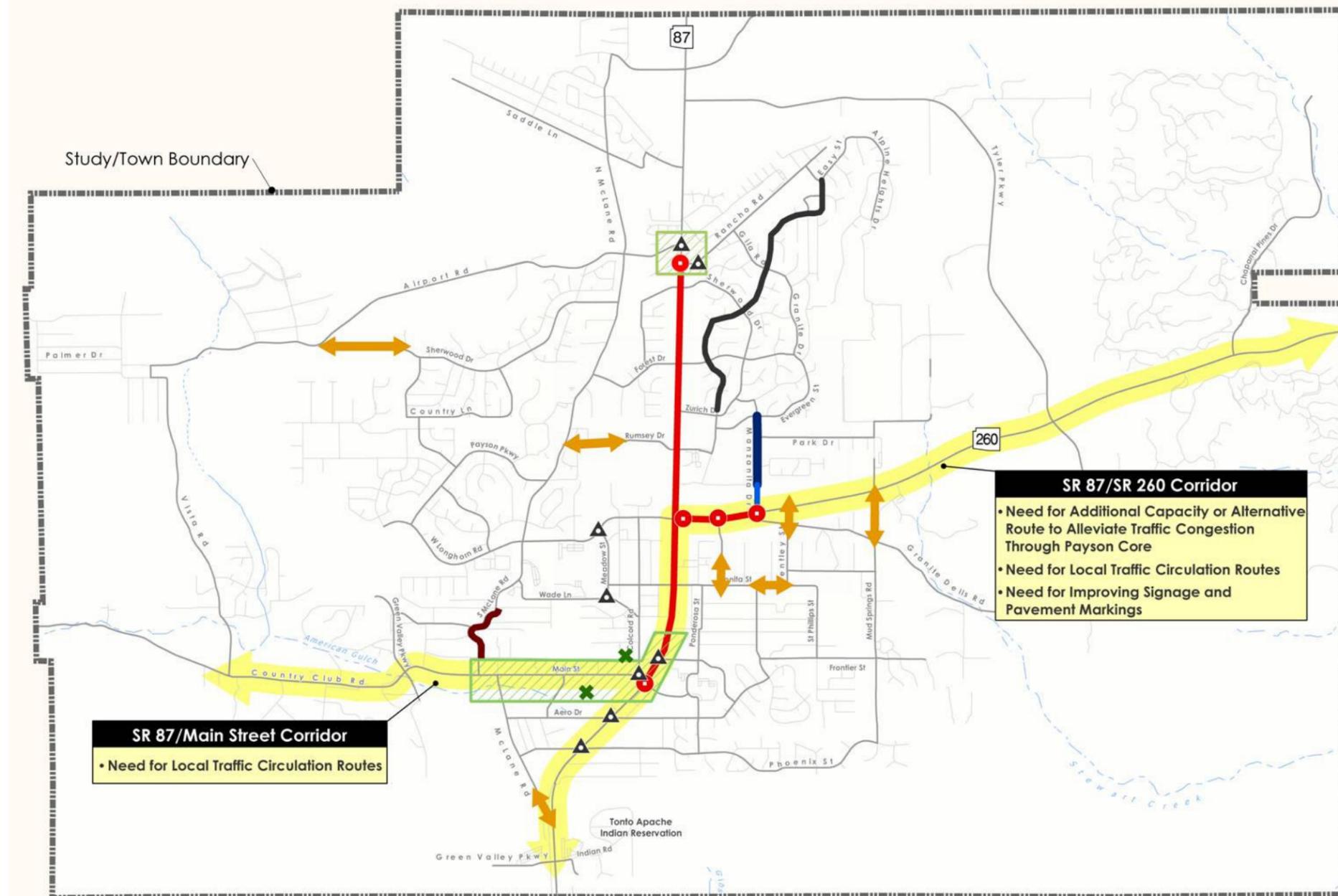
- TRAFFIC CIRCULATION ISSUES:**
- There are no alternate/emergency or circulation routes to the SR 87 North to SR 260 corridor.
  - There are no alternate/emergency or circulation routes to the SR 87 North to West Main Street corridor.

- PAVEMENT CONDITION ISSUES:**
- Manzanita Drive's pavement is in very poor condition.

- ENVIRON-MENTAL ISSUES:**
- There are several areas in Payson that are of environmental concern and need to be considered when recommending future roadway improvements.

- REGIONAL ISSUES:**
- Need for roadway improvements to promote better traffic circulation.
  - Lack of local and regional transit service.
  - Need for safe school bus pull-outs.
  - Need for access management guidelines.

**Figure 3:  
Transportation Issues**



**Safety:**

- High Crash Rate Intersections
- High Crash Rate Roadway Segments
- ▲ Intersection Sight Distance and Approach Angle Issues
- Steep Grades
- Narrow Right-of-Way

**Traffic Circulation:**

- ↔ Need for Additional Capacity and Local Traffic Circulation Routes
- ↔ Need for Connectivity

**Pavement Condition:**

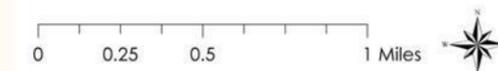
- Very Poor
- Poor

**Environmental Concerns:**

- ✕ Superfund Sites that require cleanup
- ▨ Flood Hazard Locations

**Regional Issues:**

- Need for roadway improvements to promote better circulation.
- Lack of local and regional transit service.
- Need for safe school bus pull-outs.
- Need for access management guidelines.
- Need for improving aesthetics along SR 87 and SR 260.
- Need for improved walking, biking, and pedestrian crossing facilities.
- Need for emergency evacuation plan and routes.



## MULTIMODAL TRANSPORTATION PLAN

The multimodal transportation plan is the result of the deficiency and needs analysis from Working Paper 1, Working Paper 2, Working Paper 3, and Public Open House input. The Plan includes recommendations for short-, mid-, and long-term phases.

### Short-Term Transportation Recommendations

Short-term phase projects are recommended to be completed within the timeframe of 2011 to 2015. Table 1 lists the transportation recommendations for this phase. The project number, location, description, and estimated costs (in 2011 dollars) for each project are also identified in Table 1. Figure 4 is a graphical representation of the short-term transportation recommendations for the Town of Payson.

### Mid-Term Transportation Recommendations

Mid-term phase projects are recommended to be completed within the timeframe of 2016 to 2020. Table 2 lists the transportation recommendations for this phase. The project number, location, description, and estimated costs (in 2011 dollars) for each project are also identified in Table 2. Figure 5 is a graphical representation of the mid-term transportation recommendations for the Town.

### Long-Term Transportation Recommendations

Long-term phase projects are recommended to be completed within the timeframe of 2021 to 2030. Table 3 lists the transportation recommendations for this phase. Figure 6 is a graphical representation of the long-term transportation recommendations for the Town. The project number, location, description, agency responsibility, and estimated costs (in 2011 dollars) for each project are identified in Table 3. Actual costs for the projects could vary at the time of implementation and unless otherwise noted, recommended

Figure 7 shows the proposed long-term bike lanes, sidewalks, and trails recommendations. Figure 8 displays the proposed long-term roadway functional classification developed as part of this study; lines shown in a dotted pattern on the map need to be reclassified as collectors before applying for federal funds.

*Estimated costs for each project are expressed in 2011 dollars and are general estimates. Actual costs for projects could vary at the time of implementation; therefore, a detailed analysis should be performed on a case-by-case basis to determine actual costs.*

**TABLE 1: SHORT-TERM (2011 - 2015) IMPROVEMENTS**

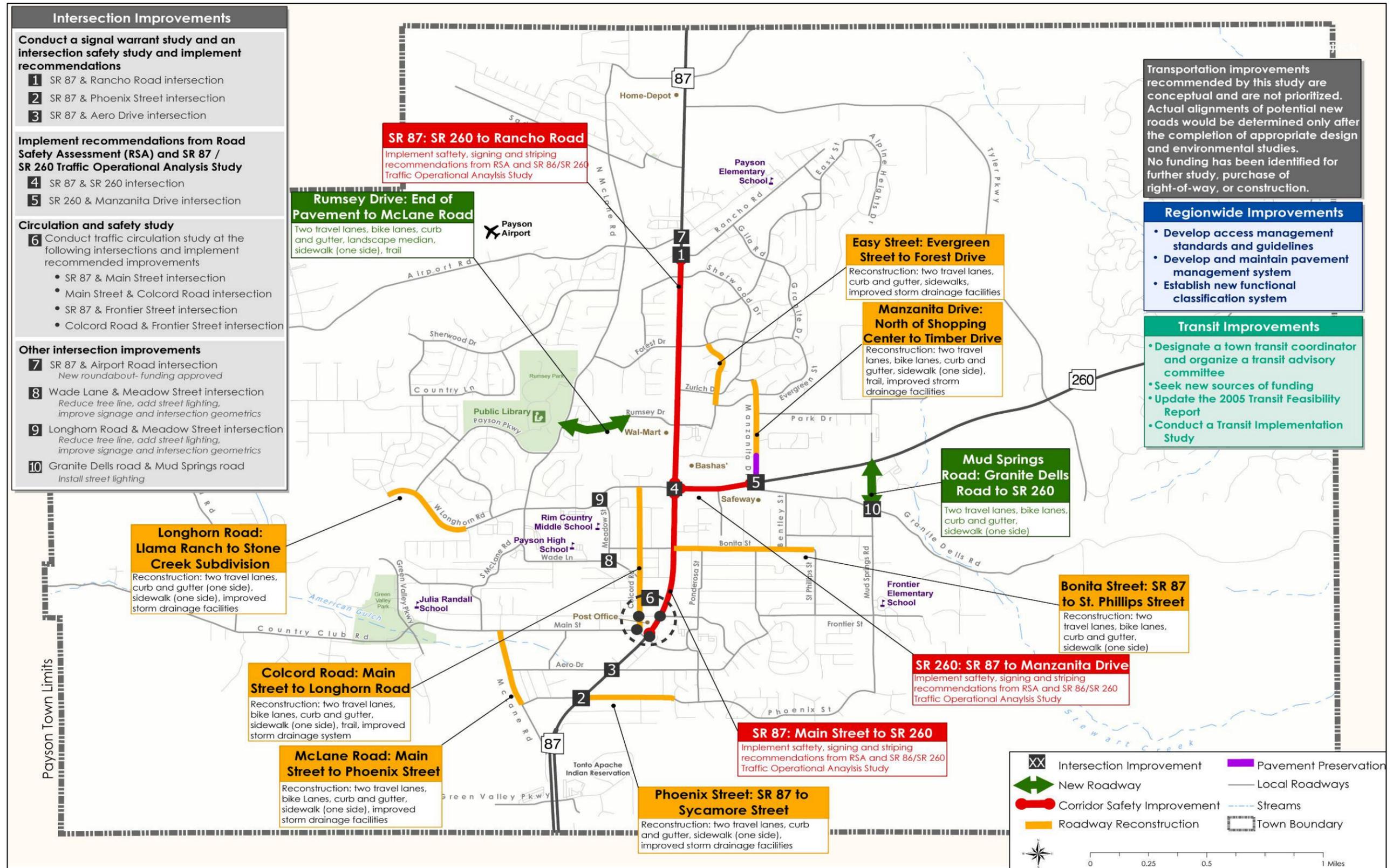
<b>Project Id</b>	<b>Project Location Description</b>	<b>Cost</b>	<b>Agency</b>
<b>Roadway Improvements</b>			
<b>ST - 1</b>	<b>SR 87/Aero Drive intersection</b> <i>Conduct a traffic warrant study. Intersection needs to be reconstructed to fix sight distance issues, if traffic signal not warranted. Costs do not include improvement costs, which will be determined from the traffic warrant study.</i>	\$40,000	ADOT
<b>ST - 2</b>	<b>SR 87- Main Street to SR 260</b> <i>Incorporate recommendations from RSA and TOAS*.</i>	RSA & TOAS	ADOT
<b>ST - 3</b>	<b>SR 87/ Phoenix Street intersection</b> <i>Conduct Intersection Safety Study and implement recommendations. Costs do not include improvement costs, which will be determined from safety study.</i>	\$40,000	ADOT
<b>ST - 4</b>	<b>SR 87/Rancho Road intersection</b> <i>Conduct a traffic warrant study.</i>	\$40,000	ADOT
<b>ST - 5</b>	<b>SR 87/SR 260 intersection</b> <i>Incorporate recommendations from RSA and TOAS.</i>	RSA & TOAS	ADOT
<b>ST - 6</b>	<b>SR 87 - SR 260 to Rancho Road</b> <i>Incorporate recommendations from RSA and TOAS.</i>	\$25,000	ADOT
<b>ST - 7</b>	<b>SR 260/Manzanita Drive intersection</b> <i>Incorporate recommendations from RSA and TOAS.</i>	RSA & TOAS	ADOT
<b>ST - 8</b>	<b>SR 260 - SR 87 to Manzanita Drive</b> <i>Incorporate recommendations RSA and TOAS.</i>	RSA & TOAS	ADOT
<b>ST - 9</b>	<b>SR 87/Airport Road intersection</b> <i>Town of Payson CIP: construct new roundabout.</i>	Project completed	ADOT
<b>ST - 10</b>	<b>SR 87/Main Street, Colcord Road/Main Street, Frontier Street/SR 87, and Frontier Street/Colcord Road intersections</b> <i>Conduct one traffic safety study that covers all four intersections.</i>	RSA & TOAS	ADOT/ Town of Payson
<b>ST - 11</b>	<b>Bonita Street - SR 87 to St. Phillips Street</b> <i>Town of Payson CIP: one travel lane in each direction, bike lane in each direction, curb and gutter on each side, and sidewalk on one side.</i>	\$1,280,000	Town of Payson
<b>ST - 12</b>	<b>Colcord Road - Main Street to Longhorn Road</b> <i>Town of Payson CIP: one travel lane in each direction, bike lane in each direction, curb and gutter on each side, sidewalk on east side, compacted granite pathway on west side of road as part of PATS system, and improved storm drain facilities.</i>	\$1,750,000	Town of Payson
<b>ST - 13</b>	<b>Easy Street - Evergreen Street to Forest Drive</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, sidewalk on each side, and improved storm drain facilities.</i>	\$730,000	Town of Payson
<b>ST - 14</b>	<b>Granite Dells Road / Mud Springs Road intersection</b> <i>Town of Payson CIP: Install street lighting</i>	\$34,000	Town of Payson
<b>ST - 15</b>	<b>Longhorn Road - Llama Ranch to Stone Creek subdivision</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on south side, sidewalk on south side, and improved storm drain facilities.</i>	\$190,000	Town of Payson
<b>ST - 16</b>	<b>Longhorn Road/Meadow Street intersection</b> <i>Trim tree line and remove shrubs. Add street lighting. Improve signage. Improve intersection geometrics.</i>	\$5,000	Town of Payson

**TABLE 1: SHORT-TERM (2011 – 2015) IMPROVEMENTS (CONTINUED)**

Project Id	Project Location Description	Cost	Agency
<b>Roadway Improvements</b>			
<b>ST - 17</b>	<b>Manzanita Drive - North side of shopping center to Timber Drive</b> <i>Town of Payson CIP: one travel lane in each direction, bike lane in each direction, curb and gutter on each side, sidewalk on east side, compacted granite pathway on west side of road as part of the Payson Area Trails System (PATs), and improved storm drain facilities.</i>	\$1,000,000	Town of Payson
<b>ST - 18</b>	<b>Manzanita Drive - SR 260 to north side of shopping center</b> <i>Re-pave roadway and perform periodic pavement preservation tasks.</i>	\$350,000	Town of Payson
<b>ST - 19</b>	<b>McLane Road - Main Street to Phoenix Street</b> <i>Town of Payson CIP: one travel lane in each direction, bike lane in each direction, curb and gutter on each side, sidewalk on one side, and improved storm drain facilities.</i>	\$955,000	Town of Payson
<b>ST - 20</b>	<b>Mud Springs Road - Granite Dells Road to SR 260</b> <i>Town of Payson CIP: one travel lane in each direction, bike lane in each direction, curb and gutter on each side, and sidewalk on one side.</i>	\$1,300,000	Town of Payson
<b>ST - 21</b>	<b>Phoenix Street - SR 87 to Sycamore Street</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on both sides, sidewalk on east side, and improved storm drain facilities.</i>	\$630,000	Town of Payson
<b>Pedestrian and Bicycle Improvements</b>			
	<b>Town of Payson</b> <i>Bike lanes, sidewalk, and trail improvement locations, refer to Figure 5.2. Construction costs are already included in roadway reconstruction project cost.</i>		Town of Payson
<b>Transit Improvements</b>			
	<b>Town of Payson</b> <i>Conduct a Transit Implementation Study.</i>	\$80,000	Town of Payson
<b>Access Management</b>			
	<b>Town of Payson</b> <i>Develop Access Management Standards and Guidelines.</i>	\$75,000	Town of Payson
<b>Roadway Functional Classification</b>			
	<b>Town of Payson</b> <i>Establish New Functional Classification System. Obtain FHWA approval for reclassification of roads (shown as dotted line in Figure 5.5) to complete new functional classification system.</i>		Town of Payson

\* TOAS: Traffic Operational Analysis Study; RSA: Road Safety Assessment

FIGURE 4: SHORT-TERM (2011 - 2015) IMPROVEMENTS



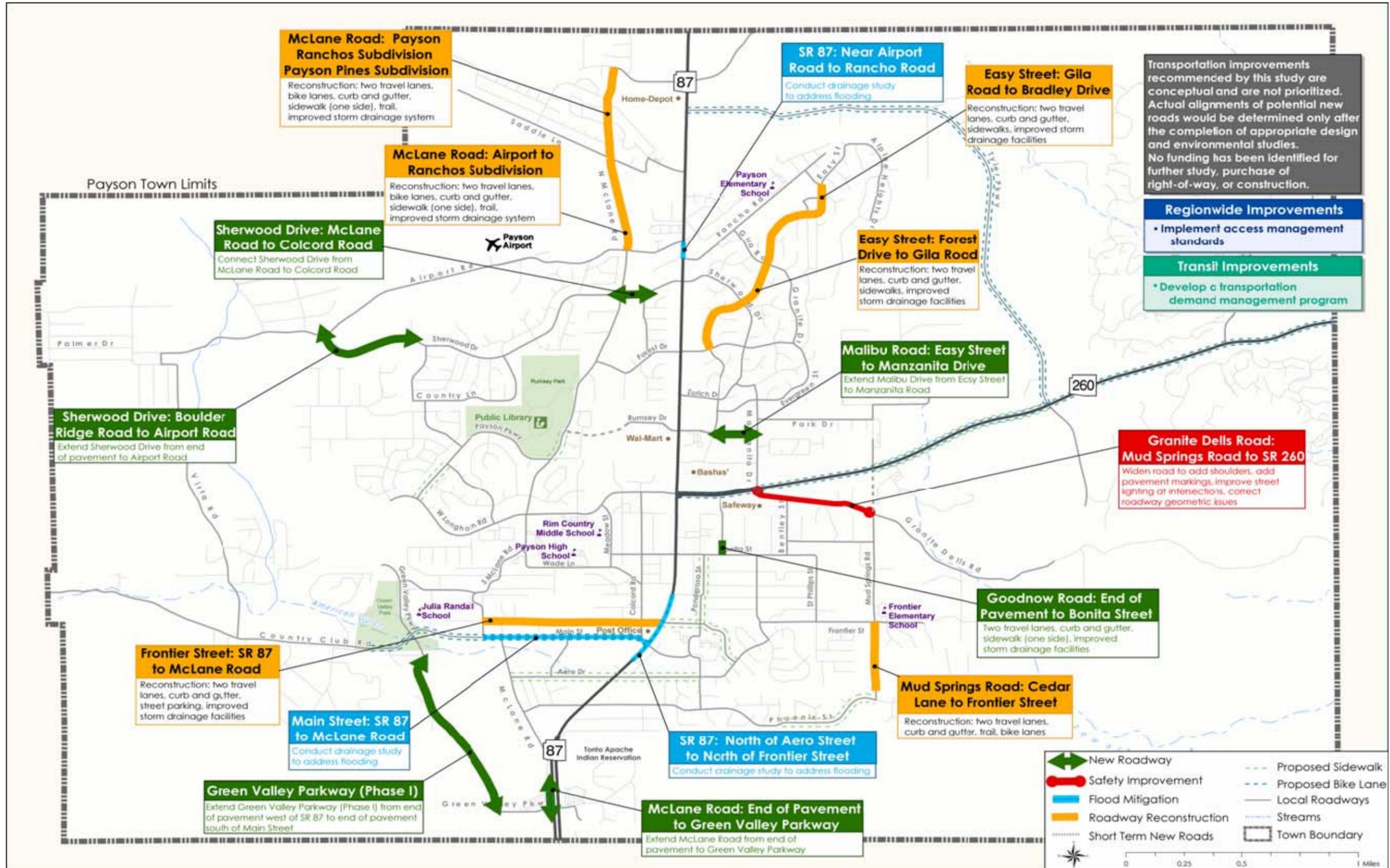
**TABLE 2: MID-TERM (2016 – 2020) IMPROVEMENTS**

<b>Project Id</b>	<b>Project Location Description</b>	<b>Cost</b>	<b>Agency</b>
<b>Roadway Improvements</b>			
<b>MT - 1</b>	<b>SR 87 - Near Airport Road and Rancho Road</b> <i>Conduct a drainage study.</i>	\$45,000	ADOT
<b>MT - 2</b>	<b>SR 87 - North of Aero Drive to north of Frontier Street</b> <i>Conduct a drainage study.</i>	\$45,000	ADOT
<b>MT - 3</b>	<b>Easy Street - Forest Drive to Gila Road</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, sidewalk on each side, and improved storm drain facilities.</i>	\$1,290,000	Town of Payson
<b>MT - 4</b>	<b>Easy Street - Gila Road to Bradley Drive</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, sidewalk on each side, and improved storm drain facilities.</i>	\$1,270,000	Town of Payson
<b>MT - 5</b>	<b>Frontier Street - SR 87 to McLane Road</b> <i>Town of Payson CIP: one travel lane in each direction, parking in various locations along the roadway, curb and gutter on each side, and improved storm drain facilities.</i>	\$2,100,000	Town of Payson
<b>MT - 6</b>	<b>Goodnow Road - End of pavement to Bonita Street.</b> <i>Construct roadway for one travel lane each direction, sidewalk on one side, curb and gutter, and improved drainage facilities.</i>	\$690,000	Town of Payson
<b>MT - 7</b>	<b>Granite Dells Road - Mud Springs Road to SR 260</b> <i>Widen roadway to add sufficient shoulders on each side, add pavement markings, improve street lighting at intersections along the road, and correct geometric issues.</i>	\$300,000	Town of Payson
<b>MT - 8</b>	<b>Green Valley Parkway - End of pavement west of SR 87 to end of pavement south of Main Street</b> <i>Phase 1 of the proposed Green Valley Parkway: one travel lane each direction, center left turn lane, bike lane, sidewalks, curb and gutter.</i>	\$9,000,000	Town of Payson
<b>MT - 9</b>	<b>Malibu Road - Easy Street to Manzanita Drive</b> <i>Construct roadway for one travel lane each direction, bike lane, sidewalks, curb and gutter.</i>	\$500,000	Town of Payson
<b>MT - 10</b>	<b>Main Street - SR 87 to McLane Road</b> <i>Conduct a drainage study.</i>	\$45,000	Town of Payson
<b>MT - 11</b>	<b>McLane Road - Airport Road to Ranchos subdivision</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, bike lane on each side, sidewalk on east side, upgrade compacted granite pathway on west side of road as part of PATS system, and improved drainage facilities.</i>	\$1,250,000	Town of Payson
<b>MT - 12</b>	<b>McLane Road - Payson Ranchos subdivision to Payson Pines subdivision</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, bike lane on each side, sidewalk on east side, upgrade compacted granite pathway on west side of road as part of PATS system, and improved drainage facilities.</i>	\$880,000	Town of Payson
<b>MT - 13</b>	<b>Mud Springs Road - Cedar Lane to Frontier Street</b> <i>Town of Payson CIP: one travel lane in each direction, curb and gutter on each side, bike lane on each side, compacted granite pathway on east side of road as part of PATS system.</i>	\$835,000	Town of Payson

**TABLE 2: MID-TERM (2016 - 2020) IMPROVEMENTS (CONTINUED)**

<b>Project Id</b>	<b>Project Location Description</b>	<b>Cost</b>	<b>Agency</b>
<b>MT - 14</b>	<b>McLane Road - End of pavement to Green Valley Parkway</b> <i>Construct roadway for one travel lane each direction, bike lane, sidewalks, curb and gutter.</i>	\$1,750,000	Town of Payson
<b>MT - 15</b>	<b>Sherwood Drive - Boulder Ridge Road to Airport Road</b> <i>Construct roadway for one travel lane each direction, bike lane, sidewalks, curb and gutter.</i>	\$1,000,000	Town of Payson
<b>MT - 16</b>	<b>Sherwood Drive - McLane Road to Colcord Road</b> <i>Construct roadway for one travel lane each direction, bike lane, sidewalks, curb and gutter.</i>	\$800,000	Town of Payson
<b>MT - 17</b>	<b>Alternative Route to SR 87 - SR 260 Corridor; Design Concept Study and NEPA</b> <i>Conduct a Design Concept Study and NEPA to determine the corridor alignment</i>	\$2,500,000	ADOT/ Town of Payson
<b>Pedestrian and Bicycle Improvements</b>			
	<b>Town of Payson</b> <i>Construct new bike lanes and sidewalks: 9 miles of bikeways, 8.5 miles of sidewalks. See Figure 5.2</i>	\$2,200,000	Town of Payson
<b>Transit Improvements</b>			
	<b>Town of Payson</b> <i>Develop a Transportation Demand Management Program.</i>		Town of Payson
<b>Access Management</b>			
	<b>Town of Payson</b> <i>Implement Access Management Standards.</i>		Town of Payson

FIGURE 5: MID-TERM (2016 - 2020) IMPROVEMENTS



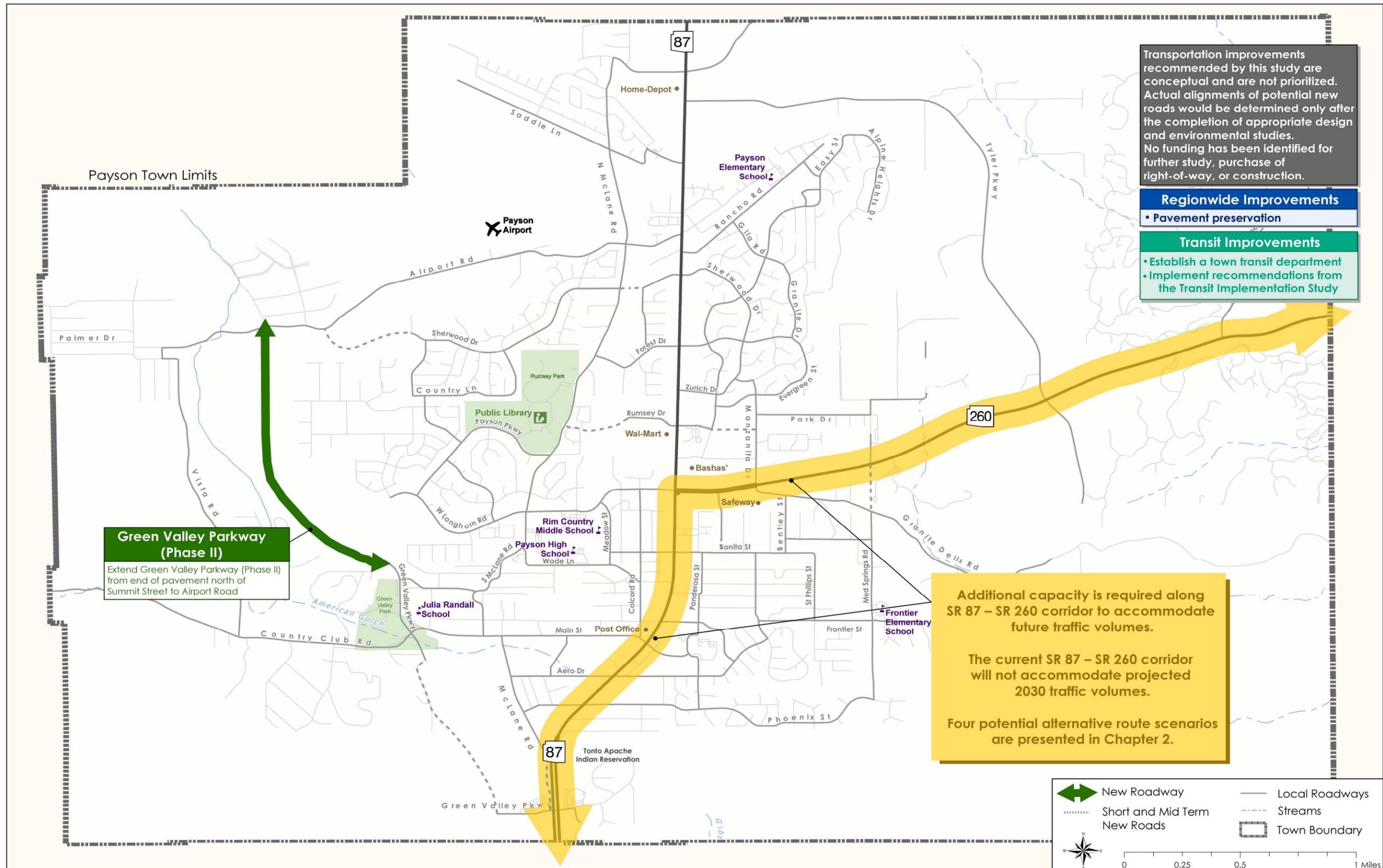
Transportation improvements recommended by this study are conceptual and are not prioritized. Actual alignments of potential new roads would be determined only after the completion of appropriate design and environmental studies. No funding has been identified for further study, purchase of right-of-way, or construction.

- Regionwide Improvements**
- Implement access management standards
- Transit Improvements**
- Develop a transportation demand management program

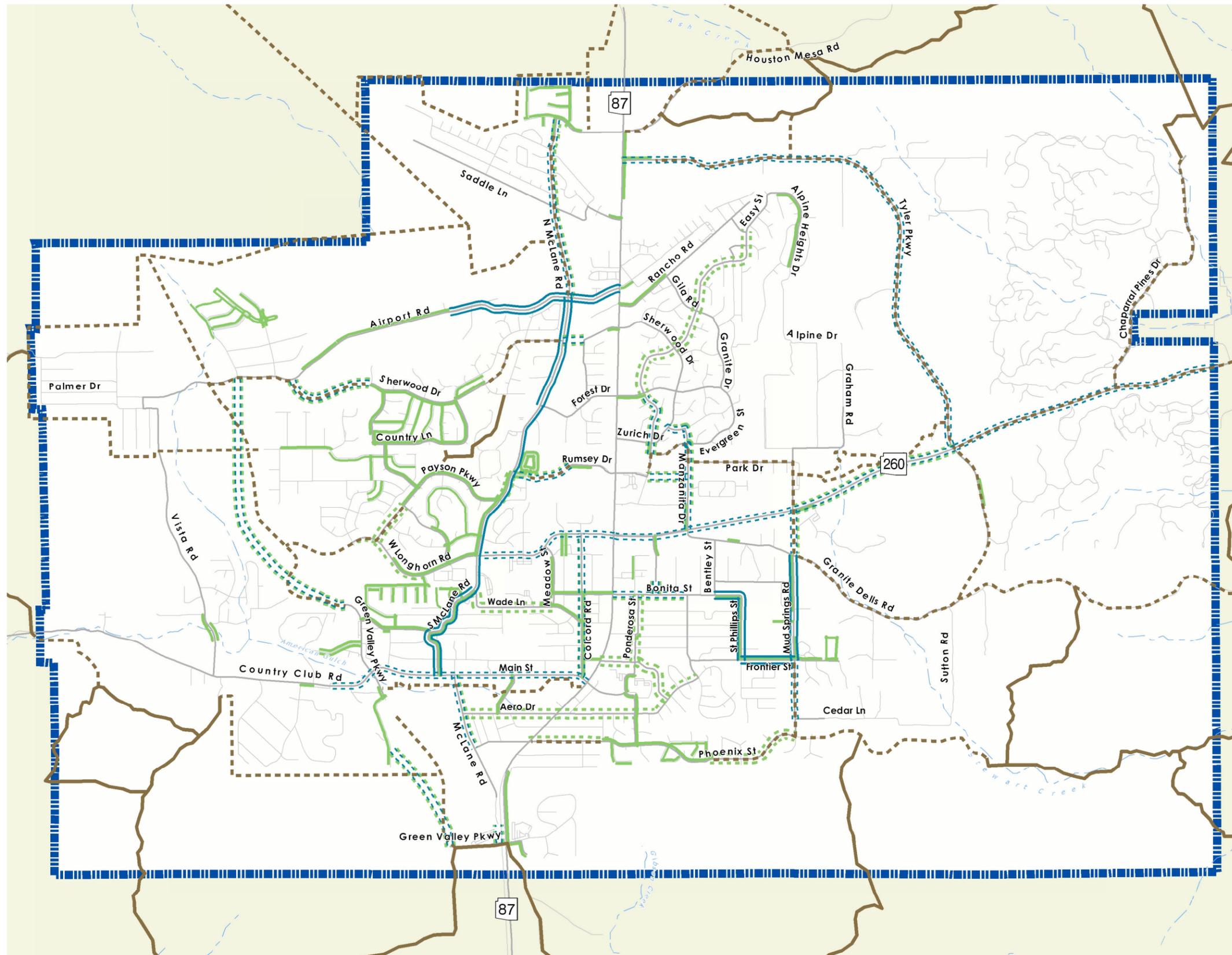
**TABLE 3: LONG-TERM (2021- 2030) IMPROVEMENTS**

<b>Project Id</b>	<b>Project Location Description</b>	<b>Cost</b>	<b>Agency</b>
<b>Roadway Improvements</b>			
<b>LT - 2</b>	<b>Green Valley Parkway - End of pavement north of Summit Street to Airport Road</b> <i>Phase 2 of the proposed Green Valley Parkway: one travel lane each direction, center left turn lane, bike lane, sidewalks, curb and gutter.</i>	\$15,000,000	Town of Payson
<b>LT - 1</b>	<b>Construct Alternative Route to SR 87 - SR 260 Corridor</b>	<i>See Below</i>	ADOT/ Town of Payson
	<b>Alternative 1 - Phase 1</b> <i>SR 87 (south of Casino Road) to SR 260 (in the vicinity of Tyler Parkway)</i>	\$27,000,000	
	<b>Alternative 1 - Phase 1 and Phase 2</b> <i>SR 87 (south of Casino Road) to SR 260 (in the vicinity of Tyler Parkway) and from Alternative 1-Phase 1 to SR 260</i>	Alt 1-Phase 1 \$27,000,000	
		Alt 1-Phase 2 \$60,000,000	
	<b>Alternative 2</b> <i>SR 87 (south of Casino Road) to SR 260</i>	\$72,000,000	
	<b>Alternative 3</b> <i>SR 87 (south of Casino Road) west to SR 87(north of Payson) and continuing east to SR 260</i>	\$128,000,000	
<b>Pavement Preservation</b>			
<b>LT - 3</b>	<b>Town of Payson</b> <i>Pavement Preservation Maintenance and Management.</i>		Town of Payson
<b>Transit Improvements</b>			
	<b>Town of Payson</b> <i>Establish a Town Transit department.</i>		Town of Payson
	<b>Town of Payson</b> <i>Implement recommendations from the Transit Implementation Study.</i>		Town of Payson

FIGURE 6: LONG-TERM (2021 - 2030) IMPROVEMENTS



**Figure 7:  
Payson Trails with  
Existing and Future  
Bicycle and Pedestrian  
Facilities**



**Bicycle and Pedestrian Facilities and Trails:**

- Existing Trails
- Proposed Trails
- Existing Bike Lane
- Proposed Bike Lane
- Existing Sidewalk
- Proposed Sidewalk

**Reference Features:**

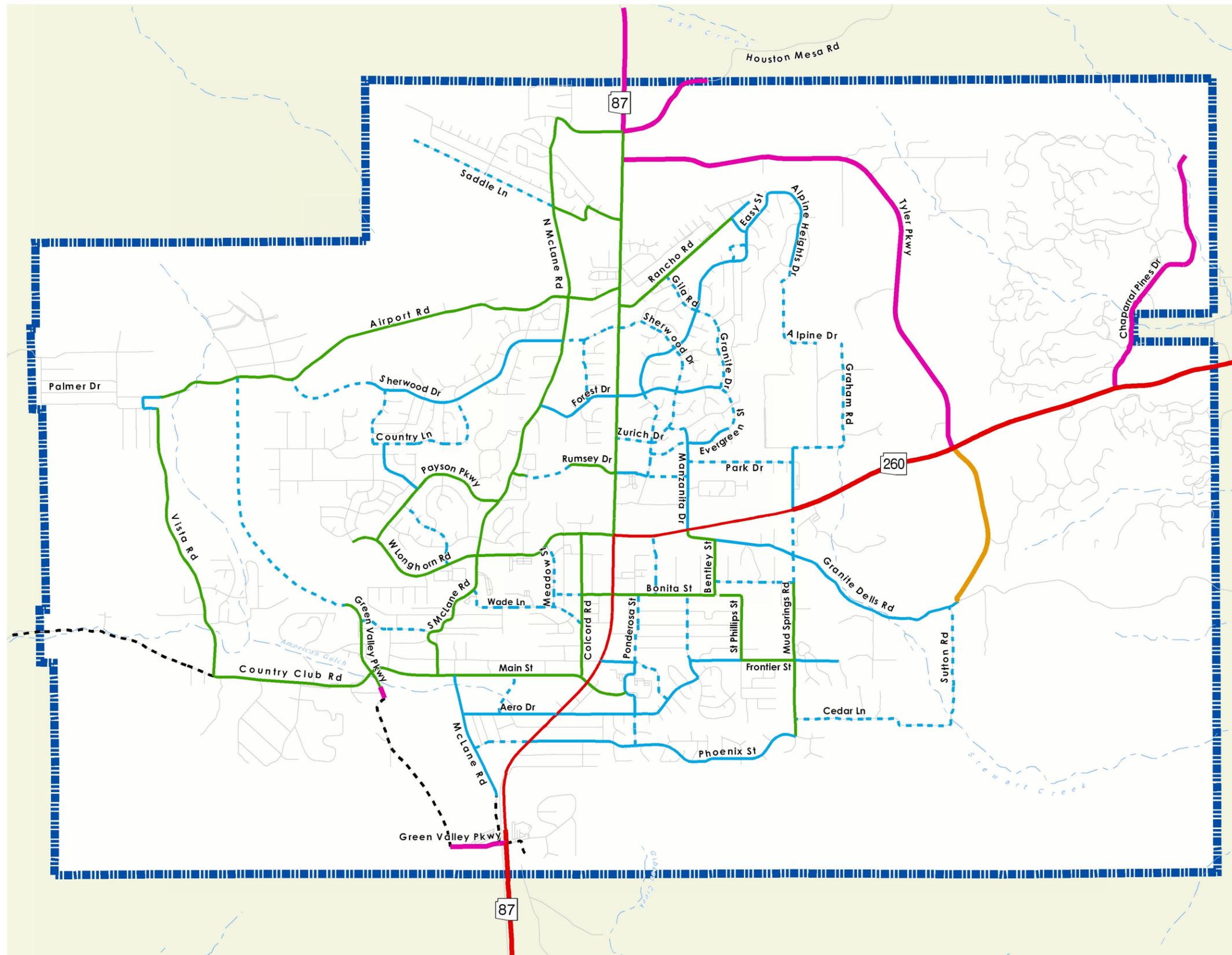
- Major Roads
- Other Local Roads
- Streams
- Study Area Boundary

**Data Sources:**

Town of Payson  
Arizona Department Of Transportation



**Figure 8:  
Payson Urban Area  
Future Functionally  
Classified Roads**



**Future Functional Classification:**

*Federally Approved*

- Rural Major Collector
- Rural Minor Collector
- Rural Principal Arterial
- Urban Collector
- Urban Minor Arterial
- Urban Principal Arterial

*Not Federally Approved*

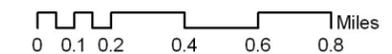
- - - Rural Collector
- - - Urban Collector

**Reference Features:**

- Other Local Roads
- - - Streams
- Study Area Boundary

**Data Sources:**

Town of Payson  
Arizona Department Of Transportation



## **SR 87 – SR 260 Traffic Operational Analysis Study Recommendations**

As the three phases (short-, mid-, and long-) were being developed, the study team concluded that:

- SR 87 and SR 260 corridors experience severe congestion on the weekends during the summer months; and
- Simple traffic operational and geometric improvements at the SR 87 / SR 260 intersection and along SR 87 and SR 260 corridors will significantly improve the traffic flow through Town.

The study team recommended that a Traffic Operational Analysis Study (TOAS) and Road Safety Assessment (RSA) be conducted for SR 87: Bonita Street to Rumsey Drive, and SR 260: SR 87 to Manzanita Drive. Based on traffic operational analysis, field review, and the RSA, the study packaged the geometric and operational improvements into three distinct groups.

### **Group 1 Recommendations**

Group 1 recommendations are defined as improvements that are low-cost and can be implemented within a year. Based on the field review, peak hour observations and the RSA, the following are the recommended Group 1 improvements and are displayed in Figure 9.

#### ***SR 87/ SR 260 Intersection***

1. Delineate the raised island, located on the southeast corner, by painting the curb would improve the intersection.
2. Install 100ft of solid white gore striping on SR 260, eastbound from the raised island.
3. Obliterate the existing crosswalk striping from the southeast corner of the intersection to the raised island and striping a new crosswalk south of the existing crosswalk would improve intersection.
4. Construct an additional crosswalk and ramp at the south leg of SR 87.
5. Update the signal timing to add a pedestrian phase for the eastbound through traffic.
6. Reconfigure the traffic signing on eastbound Longhorn Drive to improve visibility; moving the route signs to mount them on the traffic signal poles, and

combining and relocating the lane-use signs to avoid blocking the guide sign would improve intersection safety.

7. Install consistent signing for all the driveways in the area of the intersection is recommended.
8. Delineate the westbound outside lane to be a trap right-turn lane only is recommended.
9. Trim trees obscuring signage visibility.
10. Adjust all pedestrian push buttons to be ADA compliant is recommended.
11. Move existing speed limit sign (35MPH) closer to SR 260 is recommended.

***Cost Estimate:***

The construction costs for Group 1 improvements listed above is approximately \$20,000, which includes materials, labor and a 15% contingency. However, this estimate does not include the engineering design cost, which is typically 10-12% of the construction cost.

**Group 2 Recommendations**

Group 2 recommendations are defined as minor geometric improvements that need to be designed and can be implemented in a 1 – 2 year time frame, or as part of a minor roadway improvement project. Based on the field review, peak hour observations, and the RSA, the following are the recommended Group 2 improvements. Group 2 improvements are graphically displayed in Figure 10.

***SR 87/SR 260 and SR 260/Payson Village Center Intersections***

1. Install in-lane route pavement markings for SR 87 and SR 260 is recommended.
2. Revise the legend (sign panel) on the existing sign structure would improve intersection.
3. Add overhead sign structures.
4. Add an additional 90ft southbound dual left-turn storage lane and extending the median on the north leg of SR 87.
5. Extend the median on the south leg of SR 87 to make the McDonald's driveway a right-in/right-out and the Walgreen's/Del Taco driveway a left-in/right-in/right-out would improve safety.
6. Upgrade all signage to current signing standards is recommended.

7. Install a post mounted signal on the far right side of SR 260 (at Payson Village Center signal) westbound approach due to glare.
8. Upgrade all street name signs with the current recommended sheeting type is recommended.
9. Upgrade all pedestrian ramps to be ADA compliant is recommended.
10. Reconfigure the striping on the eastbound approach to extend dual left-turn lane storage.
11. Delineate the westbound outside lane to be a trap right-turn lane only is recommended.
12. Coordinate the signal timing for summer/holiday weekends to provide priority to heavy traffic movements.
13. Reconfigure the westbound SR 260 striping to extend dual left-turn lane to Manzanita Drive. At the intersection of SR 87, the lane configuration would be modified to two left turns, a through lane and a right only lane.

#### ***SR 87/Malibu Drive Intersection***

1. Address the offset for the northbound left-turn lane and sight distance by adding a 'protect only' phase for the SR 87 left-turns would improve intersection.
2. Upgrade and install street name signs for all directions.
3. Install object markers at all locations deemed necessary is recommended.

#### ***SR87/Bonita Street Intersection***

1. Check the alignment of the overhead signal for the westbound approach is recommended.
2. Check the eastbound loop detectors is recommended.
3. Connecting the sidewalk on the northwest corner of the intersection is recommended.

#### ***SR 260/Manzanita Drive Intersection***

1. Install signing for the SR 260 eastbound right-turn trap lane.
2. Further evaluate the driveways near the Safeway grocery store to address safety issues.
3. Remove the "Keep Right" sign on Manzanita Drive.

4. Trim/remove trees growing along the curb return between SR 260 and the Safeway driveway (located on the southwest corner of the intersection).

***Cost Estimate:***

The construction costs for Group 2 improvements listed above is approximately \$250,000, which includes materials, labor and a 15% contingency. However, this estimate does not include the engineering design cost, which is typically 10-12% of the construction cost. In addition, these improvements do not impact existing right-of-way.

**Group 3 Recommendations**

Group 3 recommendations are defined as improvements that would require major roadway construction and will need funding to be secured. These improvements can be implemented in a 5+ year time frame. Based on the field review, peak hour observations, operational analysis and the RSA, the following are the recommended Group 3 improvements. Group 3 improvements are displayed in Figure 11. Before implementing improvements, an additional roundabout feasibility study should be conducted to determine if the corridor would benefit from the construction of a roundabout in lieu of these improvements.

***SR 87/SR 260***

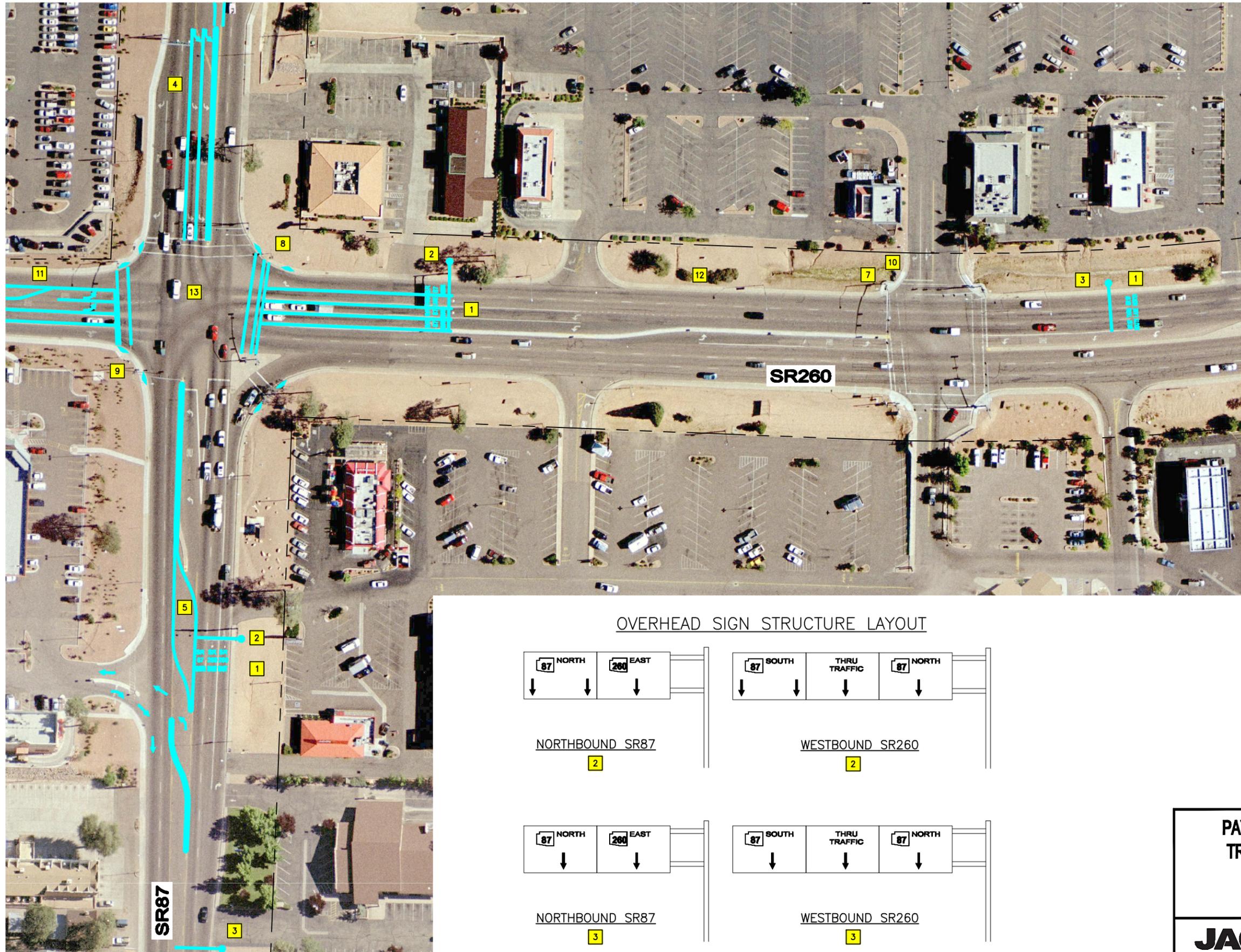
1. Provide dual right-turn lanes for the northbound traffic on SR 87 onto SR 260.
2. Provide an additional through-lane on the east leg of SR 260 (eastbound) in order to accommodate the dual right-turn lanes from SR 87 is recommended.
3. Construct an exclusive right-turn lane into the McDonald's on the south leg of SR 87.
4. Extend the median on the south leg of SR 87, which would better control driveway access and extend storage for the northbound left-turn traffic.
5. Construct an exclusive right-turn lane, in the westbound direction, on SR 260 for the traffic making a right-turn onto SR 87.
6. Restripe the east leg of SR 260 to accommodate triple left-turns onto SR 87 southbound would improve the intersection.
7. In order to accommodate the triple left-turn lanes from SR 260, construct an additional through-lane on the south leg of SR 87 (southbound).

8. Upgrade of traffic signals.

***Cost Estimate:***

The construction cost for Phase 3 intersection and corridor improvements is approximately \$870,000, which includes materials, labor and a 20% contingency. However, this estimate does not include the engineering design cost, which is typically 10-12% of the construction cost. In addition, this estimate does not include right-of-way costs, utility relocation costs, or drainage improvements.

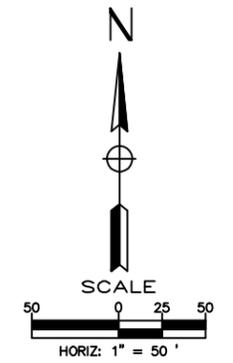
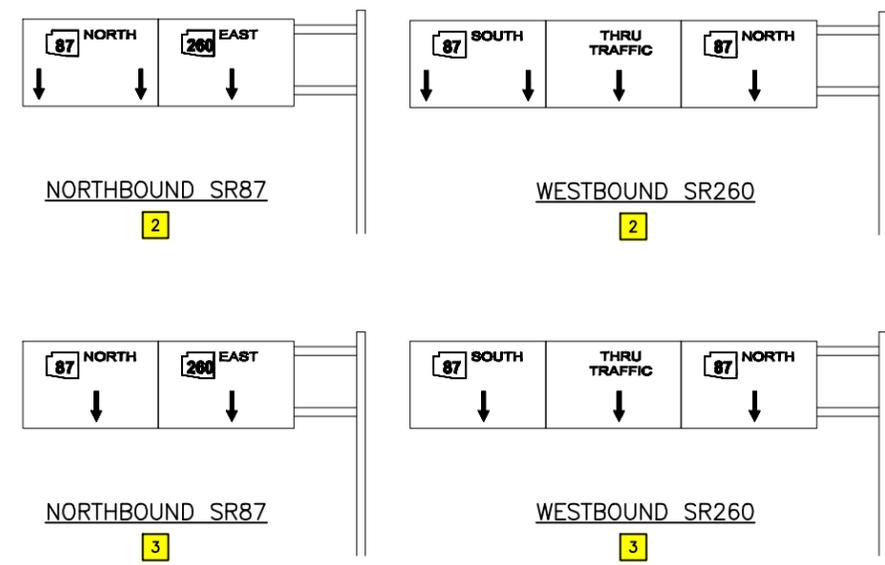




MID-TERM RECOMMENDATIONS:

- 1 INSTALL IN-LANE ROUTE NUMBER PAVEMENT MARKING
- 2 REVISE SIGN PANEL ON EXISTING OVERHEAD SIGN STRUCTURES
- 3 ADD OVERHEAD SIGN STRUCTURE
- 4 ADD ADDITIONAL 90' SB DUAL LEFT STORAGE AND EXTEND MEDIAN
- 5 EXTEND MEDIAN ON SOUTH LEG TO MAKE MCDONALD'S DRIVEWAY RI/RO AND WALGREENS/DEL TACO DRIVEWAY TO BE A LI/RI/RO
- 6 UPGRADE ALL TRAFFIC SIGNING TO CURRENT SIGNING STANDARDS
- 7 RECOMMEND POST MOUNTED SIGNAL ON FAR RIGHT SIDE FOR SR260 APPROACH DUE TO GLARE
- 8 UPGRADE ALL STREET NAME SIGNS
- 9 UPGRADE ALL RAMPS TO BE ADA COMPLIANT
- 10 EXTEND THE VISORS ON THE OVERHEAD SIGNALS
- 11 RECONFIGURE STRIPING ON EB APPROACH TO EXTEND DUAL LT TURN LANE STORAGE
- 12 DELINEATE WB OUTSIDE LANE TO BE TRAP RIGHT TURN ONLY LANE
- 13 COORDINATE SIGNAL TIMING FOR SUMMER/HOLIDAY WEEKENDS TO PROVIDE PRIORITY TO HEAVY DIRECTION

OVERHEAD SIGN STRUCTURE LAYOUT



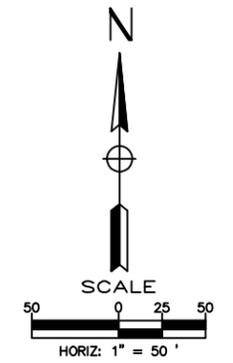
**PAYSON TRANSPORTATION STUDY**  
**TRAFFIC OPERATIONAL ANALYSIS**  
 SR87/SR260 INTERSECTION  
 EXHIBIT #2A  
 MID-TERM RECOMMENDATIONS

**JACOBS** 101 North First Avenue Suite 3100  
 Phoenix, Arizona 85003  
 TEL (602) 253-1200 · FAX (602) 253-1202



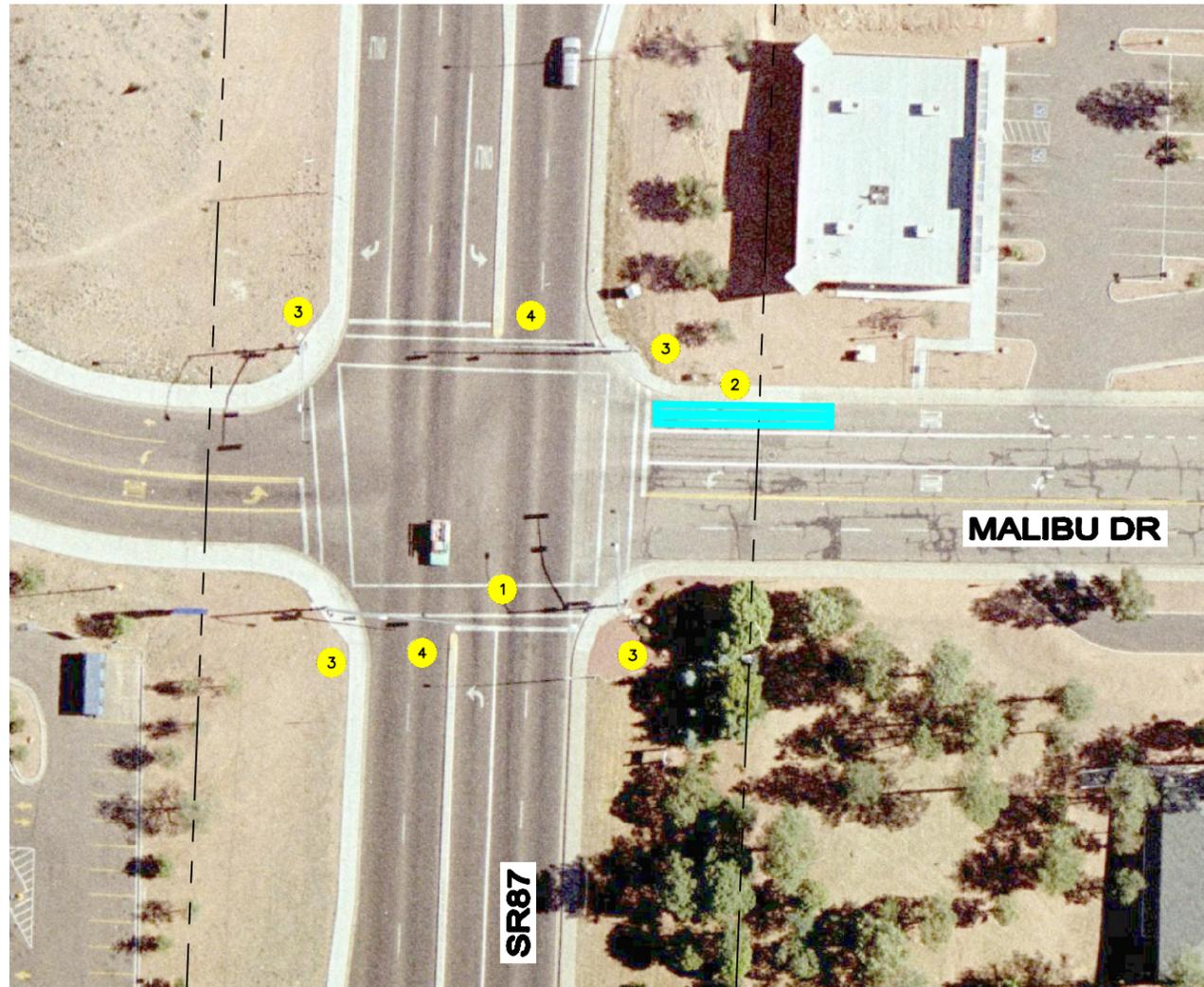
MID-TERM RECOMMENDATIONS:

- 1 EXTEND DUAL LEFT TURN LANES FOR SR 260 WESTBOUND APPROACH



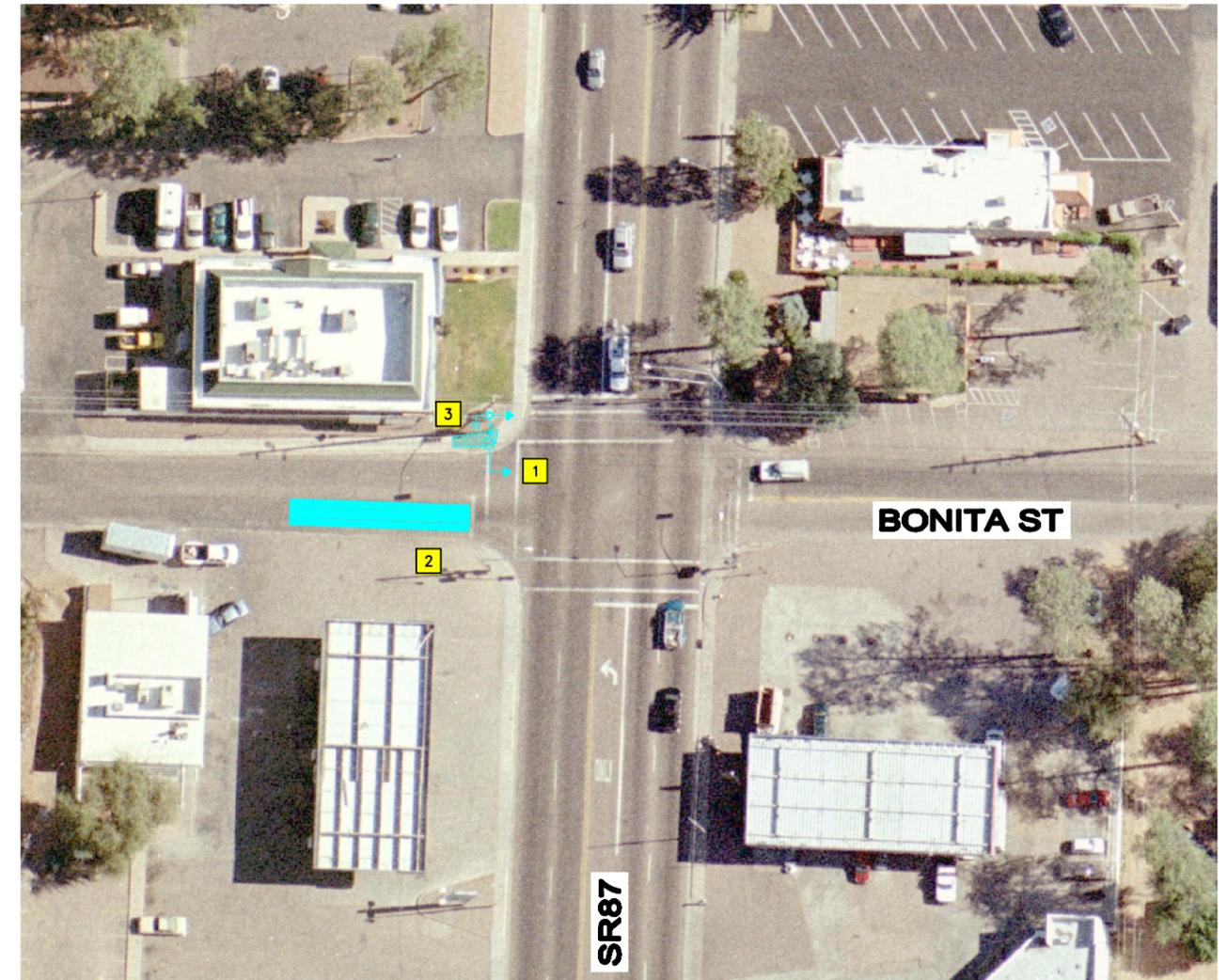
**PAYSON TRANSPORTATION STUDY**  
**TRAFFIC OPERATIONAL ANALYSIS**  
 SR87/SR260 INTERSECTION  
 EXHIBIT #2B  
 MID-TERM RECOMMENDATIONS

**JACOBS** 1401 North First Avenue Suite 2100  
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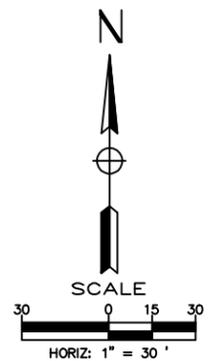
MID-TERM RECOMMENDATIONS FOR SR87 AND MALIBU DR:

- 1 ADDRESS OFFSET FOR NB LT TURN LANE AND SIGHT VISIBILITY BY 'PROTECT ONLY' PHASING FOR SR 87 LT TURN
- 2 ADD LOOP DETECTORS TO WB RIGHT TURN
- 3 UPGRADE AND INSTALL STREET NAME SIGNS ALL DIRECTIONS
- 4 INSTALL OBJECT MARKERS AT ALL LOCATIONS DEEMED NECESSARY



MID-TERM RECOMMENDATIONS FOR SR87 AND BONITA ST:

- 1 CHECK ALIGNMENT OF OVERHEAD SIGNAL FOR WB APPROACH AT SR87 AND BONITA ST.
- 2 CHECK EB LOOP DETECTORS
- 3 CONNECT SIDEWALK ON NW CORNER OF SR87 AND BONITA ST.



**PAYSON TRANSPORTATION STUDY**  
**TRAFFIC OPERATIONAL ANALYSIS**  
 SR87/MALIBU DR. & SR87/ BONITA ST.  
 EXHIBIT #2C  
 MID-TERM RECOMMENDATIONS

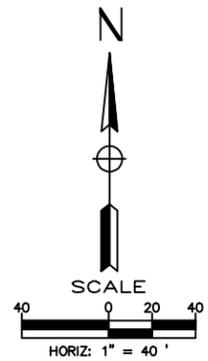
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 Phoenix, Arizona 85003  
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MID-TERM RECOMMENDATIONS FOR  
MANZANITA DR AT SR 260:

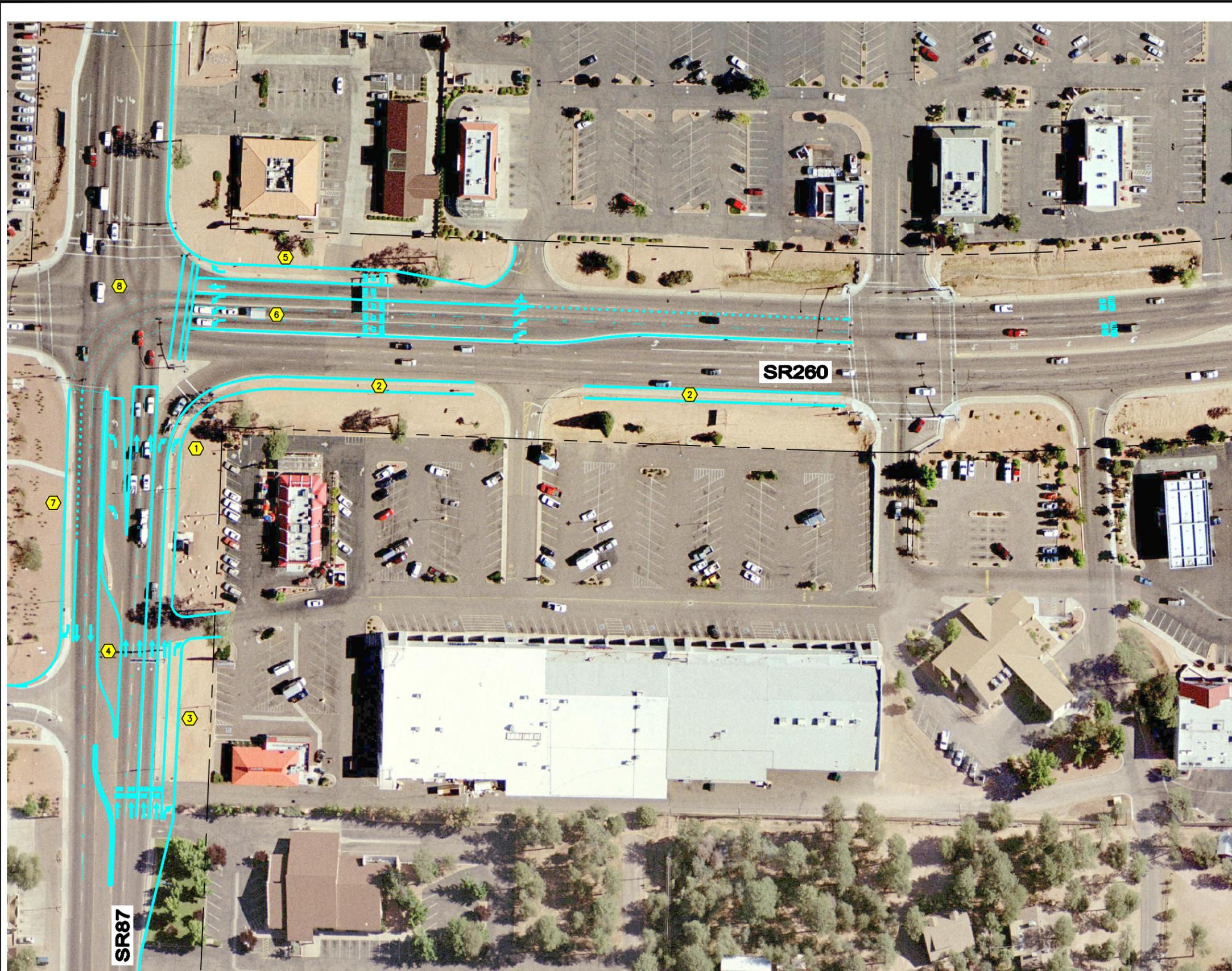
- 1 SIGNING FOR EB RIGHT TRAP-LANE SHOULD BE CONSISTANT WITH SIGNING FOR WB 260 TRAP-LANE AT SR87 "THRU TRAFFIC MERGE LEFT"
- 2 CLOSE SPACING BETWEEN INTERSECTION AND SAFEWAY DRIVEWAY CREATES ISSUES FOR BOTH INTERSECTIONS. ADDRESS SAFETY ISSUES.
- 3 "KEEP RIGHT" SIGN ON MANZANITA NOT NEEDED
- 4 TRIM/REMOVE TREES



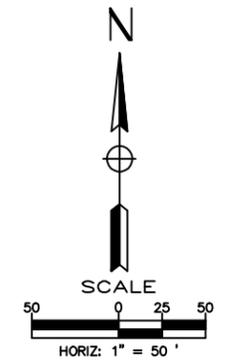
**PAYSON TRANSPORTATION STUDY  
TRAFFIC OPERATIONAL ANALYSIS**

SR260/MANZANITA DR. INTERSECTION  
EXHIBIT #2D  
MID-TERM RECOMMENDATIONS

**JACOBS** 101 North First Avenue Suite 3100  
Phoenix, Arizona 85003  
TEL (602) 253-1200 · FAX (602) 253-1202



- LONG-TERM RECOMMENDATIONS:
- 1 DUAL RIGHT-TURN LANE CONFIGURATION WITH IN-LANE PAVEMENT MARKING FOR EB SR260
  - 2 PROVIDE ADDITIONAL THRU LANE ON THE EAST LEG OF SR260
  - 3 PROVIDE AN EXCLUSIVE RIGHT TURN LANE INTO THE MCDONALD'S
  - 4 EXTEND MEDIAN ON THE SOUTH LEG OF SR87
  - 5 PROVIDE AN EXCLUSIVE RIGHT TURN LANE IN THE WB DIRECTION ON SR260
  - 6 TRIPLE LEFT-TURN LANE CONFIGURATION WITH IN-LANE PAVEMENT MARKING FOR SB SR87
  - 7 PROVIDE ADDITIONAL THRU LANE ON SOUTH LEG OF SR87
  - 8 UPGRADE TRAFFIC SIGNAL



**PAYSON TRANSPORTATION STUDY**  
**TRAFFIC OPERATIONAL ANALYSIS**

SR87/SR260 INTERSECTION  
 EXHIBIT #3  
 LONG-TERM RECOMMENDATIONS

**JACOBS** 101 North First Avenue Suite 3100  
 Phoenix, Arizona 85003  
 TEL (602) 253-1200 • FAX (602) 253-1202

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## Transit Recommendations

### *Short-Term (2011 – 2015) Transit Recommendations*

- Designate a Town Transit Coordinator and Organize a Transit Advisory Committee.
  - The Town should consider appointing a volunteer or part-time Town Transit Coordinator and Transit Advisory Committee to assist the town in identifying and responding to Payson’s transit-related issues and concerns. The coordinator and committee could act as a liaison for transit issues between the town council, town staff, and the business community, and could provide input for future transit actions.
- Seek New Sources of Funding.
  - The Transit Coordinator and the Transit Advisory Committee should work with local agencies, local Council of Governments (COG), and State agencies to seek funding for future transit needs.
- Update the 2005 Transit Feasibility Report.
- Conduct a Transit Implementation Study.

### *Mid-Term (2016 – 2020) Transit Recommendations*

- Develop a Transportation Demand Management Program.

Developing a Transportation Demand Management Program is probably the most efficient and least expensive way to address the Town of Payson’s demand for transit service to employment centers, and to promote further economic growth. A Transportation Demand Management Program coordinates and provides public information on a wide range of programs and services that enable people to travel other than driving alone. The Program could include alternative transportation modes such as carpooling, vanpooling, transit, bicycling, and walking, as well as programs that alleviate traffic and parking problems such as telecommuting, variable work hours, and parking management.

One way the town might jumpstart this program is to partner with Central Arizona Association of Governments (CAAG) to establish a community ridesharing program that could establish and coordinate services such as vanpools and carpools to serve the region. Organized ridesharing can address the needs of those traveling long distances on a regular basis or for work with

minimal startup and operational costs. Enlisting the support of major employers by offering economic incentives to employers and employees could further create a mutual benefit for the community and the businesses.

### *Long-Term (2021 - 2030) Transit Recommendations*

- Establish a Town Transit department.
- Implement recommendations from the Transit Implementation Study.

### **Funding Sources**

The successful implementation of the Payson Transportation Study is dependent upon the availability of funding for design and construction of the improvement projects. Primary funding sources for the Town include federal programs, ADOT, and other location government agencies such as CAAG. Table 4 is a comprehensive funding matrix that the Town of Payson could apply to fund transportation projects identified in this study.

### **Implementation Guidelines**

The Town of Payson can utilize the following implementation strategies as guidelines to accomplish the multimodal transportation plan developed:

- Present the transportation plan to Town Council for approval.
- Coordinate with CAAG and ADOT to request change in functional classification of roadways identified in Figure 8.
- Apply for funding sources for each project in the transportation plan.
- Increase communication, cooperation, and collaboration with ADOT, CAAG, the Town Council, and other local jurisdictions. Work in partnership with each agency to address transportation needs and implement the plan.
- Offer opportunities for public involvement throughout the plan implementation process.
- Promote Town-Private partnerships between the Town and the private sector.
- Establish a transit department.
- Monitor progress on the transportation plan progress on a quarterly basis.
- Update the transportation plan on a five year cycle.

**TABLE 4: FUNDING SOURCES**

#	Program	Source	Eligible Uses	Requirements	Comments
1	Surface Transportation Program (STP)	Federal funds, managed by FHWA and ADOT	Eligible for general transportation, environmental, and transit projects.	Requirements include: - Must be located on Federal-aid highway. - Bridge project on any public road. - Transit capital projects. - Intracity/intercity bus terminals and facilities.	Projects are programmed by ADOT, local MPO or COG.
2	High Risk Rural Road Program (HRR)	Federal funds, managed by FHWA and ADOT	Eligible for a variety of capital projects including highways, bridges, and enhancement projects.	Requirements include: - Project must be on roadways classified as rural major collectors, rural minor collectors, and rural local roads. - Located where fatal accidents and incapacitated injuries exceeds statewide average. - Located where increase in traffic volume will likely create an unsafe area.	Projects are programmed by ADOT, local MPO or COG.
3	Highway Safety Improvement Program (HSIP)	Federal funds, managed by FHWA and ADOT	Eligible for safety improvement projects.	Requirements include that the projects must be used for safety improvements to reduce number and/or severity of highway related crashes.	
4	Transportation Enhancement	Federal funds, managed by ADOT	Eligible for bicycle, pedestrian, and historic and beautification projects.	Requirements include that the projects must be surface transportation related project.	Applications considered yearly through MPO and COG.
5	Transportation, Community, and System Preservation Pilot Program (TCSP)	Federal funds	Eligible for projects that involve: - Improving the efficiency of the transportation system. - Reducing environmental impacts from transportation. - Reducing the need for costly future public infrastructure investments. - Ensuring efficient access to jobs, services and centers of trade. - Examining development patterns and identifying strategies to encourage compatible private sector development patterns.	Requirements include: - Projects should address the link between land use, community quality of life, and transportation. - Projects that partner with private sector interests are considered favorably.	Jurisdictions are eligible recipients of these grant funds, and there is no maximum on the dollar amount of the award.
6	Transit Funds – Section 5310, 5311, 5313	Federal funds, managed by ADOT	Eligible for projects that involve: - Transit programs for elderly and disabled (5310 program funds). - Local transit systems in non-urbanized areas (5311 program funds). - State planning and research programs (5313 program funds).	Requirement include that a feasibility study must first be conducted and a pilot program implemented before applying for 5311 assistance.	Application cycle is from January through March of each year.
7	Statewide Local Governments Economic Stimulus Program	Federal the American Recovery and Reinvestment Act (ARRA) funds, managed by ADOT	Eligible for wide variety of general transportation, highway, bridge, public transportation, and rail projects.	Requirements include that projects must be shovel-ready.	
8	Job Access and Reverse Commute (Section 5316) Grants (JARC)	Federal funds	Eligible for projects that transport low income individuals to and from jobs, activities related to employment, and for reverse commute projects.		Applications for funds are generally made available through MPO and ADOT, depending upon the size of the urban population.
9	New Freedom Program (Section 5317) Grants	Federal funds	Eligible for projects that include transportation services designed to assist individuals with disabilities.	Requirements include that the project should include a new public transportation service or new public transportation alternative beyond that which is required by the American with Disabilities Act of 1990 (ADA).	Applications for funds are generally made available through MPO and ADOT, depending upon the size of the urban population.

**TABLE 4: FUNDING SOURCES (CONTINUED)**

#	Program	Source	Eligible Uses	Requirements	Comments
10	Economic Strength Project (ESP) Grants	Federal funds	Eligible for projects that involve: <ul style="list-style-type: none"> <li>- New road construction.</li> <li>- Upgrading of existing roads.</li> <li>- Access management techniques.</li> <li>- Reconstruction and paving.</li> </ul>	Requirement include that a 10% match is required by the jurisdiction or through business assistance.	Notification of available funds occurs in January and July.
11	Safe Routes to School	Federal funds, managed by ADOT	Eligible for projects that involve: <ul style="list-style-type: none"> <li>- Sidewalk construction.</li> <li>- Traffic calming and speed reduction.</li> <li>- Pedestrian and bicycle improvements.</li> <li>- Crossing improvements or traffic diversion improvements near schools.</li> </ul>	Requirements include: <ul style="list-style-type: none"> <li>- State must use between 10-30 percent of the funds for non-infrastructure related activities.</li> <li>- Project should focus on enabling and encouraging children to safely walk and bicycle to school.</li> </ul>	
12	Highway Bridge Replacement and Rehabilitation	Federal funds	Eligible for projects that improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.	Requirement include that projects must include preventative maintenance on Federal-aid and non-Federal-aid highway systems.	Applications available year-round.
13	Rural Community Development Initiative (RCDI)	Federal funds	Eligible for projects that involve technical assistance and training.	Requirement include that the project must be related to housing, community facilities, or community and economic development in rural areas.	Applications available in January annually.
14	Community Development Block Grants (CDBG)	Federal funds, managed by Federal Office of Housing and Urban Development	Eligible for projects that benefits low- and moderate-income persons, prevents or eliminate slums/blight, or addresses community development needs because existing conditions pose a serious threat the health or welfare of the community.	Requirements include that the project must be located in a census tract or block group with at least 51% of population in low to the moderate income group.	Projects are programmed by ADOT, local MPO or COG.
15	State and Community Highway Safety Grants	Federal funds	Eligible for variety of safety projects. Including: <ul style="list-style-type: none"> <li>- Alcohol countermeasures.</li> <li>- Occupant protection.</li> <li>- Police traffic services (e.g. enforcement).</li> <li>- Emergency medical services.</li> <li>- Traffic records.</li> <li>- Motorcycle safety.</li> <li>- Pedestrian and bicycle safety (jointly administered by FHWA and NHTSA).</li> <li>- Non-construction aspects of roadway safety (administered by FHWA).</li> <li>- Speed control (jointly administered by NHTSA and FHWA).</li> </ul>	Requirement include that the project should assist jurisdictions in the development and implementation of highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.	Formula based funds are distributed to States
16	National Highway System	Federal Funds	Eligible for a wide variety of transportation improvement projects, including: construction, reconstruction, resurfacing, restoration, rehabilitation, and safety improvements.	Requirements include that the project must be located on the National Highway System.	
17	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal funds	Eligible for a wide range of transportation and transit programs.	Requirements include: <ul style="list-style-type: none"> <li>- Must be located in nonattainment or maintenance areas.</li> <li>- Funds should be used toward transportation projects that reduce emissions.</li> </ul>	

**TABLE 4: FUNDING SOURCES (CONTINUED)**

#	Program	Description	Eligible Uses	Requirements	Comments
18	State Planning & Research Program	Federal funds	Eligible for a wide range of transportation projects.	Requirements include that the funds should be used toward a future highway program and/or local public transportation systems, research, development and technology.	Applications available in June annually.
19	Recreational Trails Program (RTP)	Federal funds	Eligible for a wide range of recreational improvement projects.	Requirements include that the funds should be used towards development and maintenance of recreation trails.	Available annually through Arizona State Parks.
20	Federal Lands Highway Program (FLHP)	Provides funding for a consolidated program of transportation improvements	Eligible for a variety of projects, including: transportation planning, research, engineering, and construction of highways, roads, parkways and transit facilities.	Requirements include that the funds should be used for roads within public lands, national parks, and Indian reservations.	
21	Development Impact Fees	Local	Eligible for projects that involve local transportation improvement projects.	Requirements include that the amount of the assessment needs to be in direct proportion to the magnitude of the need created by the project.	
22	Development Stipulations	Local	Eligible for projects that involve local transportation improvement projects.		Developers dedicate appropriate ROW and build adjacent streets.
23	Hotel Bed Tax	Local	Eligible for projects that involve local transportation improvement projects.		Tax added to hotel room charge that is paid to the state during tax returns and refunded to the local jurisdiction by the state of Arizona.
24	Sales Tax	Local	Eligible for projects that involve motorized and non-motorized improvements.		Funds from a portion of a municipality's sales tax.
25	Developer Exactions	Local	Eligible for projects that involve local transportation improvement projects.		Require developers to construct off-site facilities necessary to serve their development.
26	Improvement or Road Districts	Local	Eligible for projects that involve local transportation improvement projects.		Improvement costs shared among residents and property owners within district.
27	Highway User Revenue Fund (HURF)	State funds	Eligible for projects that involve highway construction, highway improvements, and other related expenses.	Requirements include that the project must be on a highway.	Funds derived from fuel taxes, vehicle license tax, registration fees and other fees. Distributed directly to jurisdictions based on population.
28	Local Transportation Assistance Funds (LTAF and LTAF II)	State funds	Eligible for a variety of general transportation and transit improvement projects.	Requirements include that local entities applying for the grant should come up with matching funds through their appropriate MPO, COG or RPTA.	State Funds derived from lottery sales Distributed directly to jurisdictions based on population.
29	Vehicle License Tax (VLT)	State funds	Eligible for a variety of transportation and transit projects.		Arizona tax paid by vehicle owners.
30	Arizona State Parks Law Enforcement and Boating Safety Fund (LEBSF)	State funds	Eligible for projects that involve enforcing boating laws, boating personnel, and boating equipment.	Requirements include that the project include enforcing boating laws to ensure safety.	State funds granted to County Boards of Supervisors.
31	Economic Strength Project (ESP) Grants	State funds, administered by Arizona Department of Commerce and funded through HURF	Eligible for projects that involve: - New road construction. - Upgrading existing roads. - Routine maintenance.	Requirements include that the project must support economic development objectives.	Available twice a year through Arizona Department of Commerce

**TABLE 4: FUNDING SOURCES (CONTINUED)**

#	Program	Source	Eligible Uses	Requirements	Comments
32	Governor’s Office of Highway Safety	State funds	Eligible for a wide range of projects, including: inventories, need studies, engineering studies, systems development, program implementation, or for purchasing equipment.	Requirements include that the monies received cannot be used for the construction, design, or maintenance of highways or for highway construction research projects.	Finances State and local government highway safety projects.
33	Off-Highway Vehicle Recreation Fund	State funds distributed by State Parks Department and Game and Fish Department	Eligible for projects that involve: - Designation, construction, and maintenance of OHV recreational facilities and trails - Enforcement of off-highway vehicle laws - Mitigations of damages to land	Requirements include that the project must support off-highway recreational facilities.	Portion of State Funds from total license tax and motor fuel tax.
34	State Aviation Fund	State funds	Eligible for projects that involve the construction or maintenance of airport facilities.	Requirements include that the funds must be used for airport facilities.	Funds are generated from aviation gasoline taxes, sales of aircrafts, flight property taxes, and the operation of certain airports.
35	Arizona Game and Fish Department Heritage Funds	State funds	Eligible for projects that involve: Public Access Environmental Education Schoolyard Habitat Urban Wildlife and Urban Wildlife Habitat IIAPM	Requirements include that the funds should be used towards projects related to the preservation of natural and cultural resources.	Available annually in November through Arizona State Parks.
36	Equity Bonus	State funds	Eligible for a variety of transportation improvement projects, including: Interstate maintenance, bridges, highway safety improvement, air quality improvement, metropolitan planning, recreational trail, safe routes to school, rail-highway grade crossings, and high priority projects.		- Funding to States based on equity considerations - Applications available year-round
37	AAA Foundation for Traffic Safety	Multiple sources	Eligible for projects that involve conducting traffic safety studies to investigate reasons for traffic crashes.	Requirements include that the project needs to evaluate new or existing traffic safety initiatives.	Applications available in summer annually.
38	Community Facilities District (CFD)	Local	Eligible for projects that involve: - Water and sewer projects. - Police and fire facilities (and sites). - Public buildings (and sites). - Flood control and drainage projects. - Roadways. - Public parking structures. - Landscaping and lakes. - Lighting and traffic control. - Parks and recreational facilities. - Schools and school sites. - Pedestrian malls. - Enhanced public services.		Special District created for the purpose of financing the acquisition, construction, operation and maintenance of public infrastructure improvements.
39	Growing Smarter Planning Grant Program	State funds, administered by Arizona Department of Commerce	Eligible for a variety of projects that address components of the Growing Smarter and Growing Smarter Plus Acts.	Requirements include that local jurisdictions should match the grant funds.	Priority consideration will first be given to city, towns, or counties that are mandated to meet Growing Smarter statutory requirements.
40	Highway Expansion and Extension Loan Program (HELP)	Federal funds, managed by ADOT	Eligible for projects that involve: - General transportation and construction projects. - Provides loans and financial assistance for highway programs in Arizona and is often used to help accelerate projects.	Requirements include - Project must be on the Federal Aid System, National Highway System, State Highway System, or be designated as a state route. - Project must be included in the State Highway Construction Program, State Transportation Improvement Plan or the City’s Transportation Improvement Plan. - Proposed sources of repayment must be identified.	