

III. TRANSPORTATION ELEMENT 1.0

Introduction

Transportation systems are integral in planning the future development for any region. Transportation systems require the cooperation of multi-jurisdictions. Ensuring the transportation network is adequate requires foresight and planning that is generally done years in advance of project completion. The capacity of existing transportation facilities can be quantified and modeled to help predict future problems the system may encounter. For the network to maintain satisfactory levels of service all agencies including towns, cities, the County, State and Federal agencies must work together for success.

The following section contains the legal requirements of transportation planning from the State and Federal level.

Arizona Statutes require all counties with populations over 125,000 persons to include within their Comprehensive Plan an element pertaining to circulation. The Statutes specify consideration of various transportation modes and the relationship to land use plans, as quoted below:

ARS §11-821.C.2 states, “Planning for circulation consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use plan.”

The laws governing the federal transportation planning process are found in Title 23 of the US Code of Federal Regulations Section 450. Both the statute and regulations include references to the role of land use considerations and transportation related issues when transportation stakeholders, the public and elected officials make decisions regarding the maintenance, operations and expansion of transportation systems.

Purpose

The Transportation Element is intended to comply with Arizona statutes by providing descriptions of existing major transportation corridors (federal, state and county highways), existing status of bicycle routes and alternative transportation modes. The Element also provides information on regional and long-range transportation planning endeavors. The purpose of this section is to look at a strategic approach to transportation planning that integrates transportation in a manner that fosters sustainable development to ensure economic growth, livable communities, enhanced mobility and a range of transportation opportunities.

Background

Transportation has been instrumental to the growth and development of Yavapai County and is vital to its economic health and quality of life for its residents. A balance of safe, convenient, economical roadways and alternative transportation modes, where needed, is essential to the well-being of County residents and businesses. Transportation throughout the region has been developed through a network of local, collector, and arterial roads connected to a central highway system traversing the County that make up the regional transportation network.

Transportation needs will always outweigh available resources. One of the key benefits to maximizing land use and transportation interconnectivity and providing options for moving people is to ensure a high level of access for everyone and an effective use of resources. Achieving this balance requires thoughtful, proactive planning. In short, taking a holistic approach to transportation and land use is the fiscally and environmentally sustainable thing to do

Transportation Agencies

Transportation planning agencies existing within Yavapai County are of two types. A Council of Government (COG) and Metropolitan Planning Organization (MPO). The respective names the COG and MPO located in Yavapai County are the Northern Arizona Council of Government (NACOG) and the Central Yavapai Metropolitan Planning Organization (CYMPO).



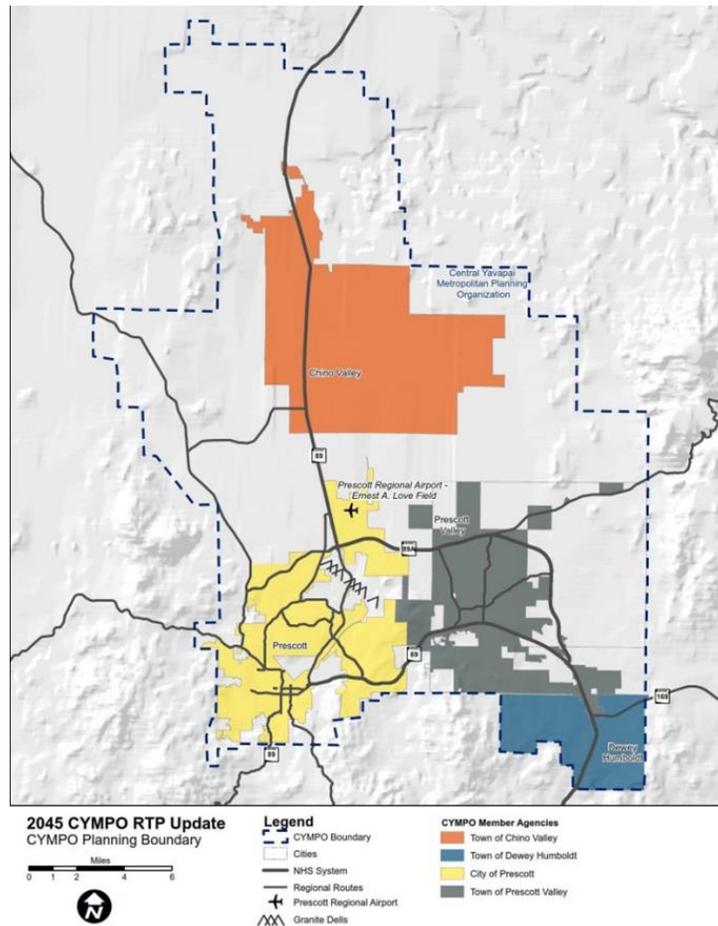
A COG, or Regional Council, is a regional governing body. A COG serves the local governments and the residents of the region by dealing with issues and needs that cross city, town, county, and even state boundaries. Tools used to address these issues may include communication, planning, policymaking, coordination, advocacy and technical assistance.

Through an Executive Order, the COG planning boundaries for Arizona were established by Governor Jack Williams in 1970, in response to federal planning requirements and in an effort to achieve uniformity in various planning areas. COGs, as voluntary associations, have formed within these planning boundaries.

A MPO is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are designated by agreement between the governor and local governments. Federal legislation establishes that the metropolitan planning process for a metropolitan planning area provides consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

In 1973, the Federal Transportation Act required areas to establish a Metropolitan Planning Organization (MPO) based on population thresholds. A Metropolitan Planning Organization (MPO) is designated for urbanized areas, as defined by the Census Bureau with a population exceeding 50,000 persons.

As a result of the 2000 Census Prescott and Prescott Valley met the minimum population threshold of 50,000 for an urbanized area with an urbanized population of 61,909. On May 1, 2003 the affected local governments formed the Central Yavapai Metropolitan Planning Organization (CYMPO) to conduct transportation planning for western Yavapai County. Subpart C of Title 23 Section 450.300 defines the purpose and process by which an area that becomes “urbanized” is formed and how it conducts its transportation planning and programming. The CYMPO is governed by a local appointed Board of elected officials from each of the participating governmental entities. The Central Yavapai Metropolitan Planning Organization (CYMPO) is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County and Arizona Department of Transportation. As the regional MPO, CYMPO provides the forum for local elected officials and transportation experts to plan transportation and multimodal infrastructure within the CYMPO Planning Boundary area. The CYMPO Executive Board provides for an inclusive, deliberative process that considers the needs, financial resources and perspectives of all stakeholders. The Board structure also creates a regional forum for single jurisdictions to come together and work toward common goals.



CYMPO’s Technical Advisory Committee provides technical and advisory support to the Executive Board and consist of representatives from each CYMPO member entity. Transportation systems are integral in planning the future development for any region. Yavapai County’s existing road transportation inventory consists of approximately 805 maintained miles of paved roadway and 750 maintained miles of unpaved native roads. Of the 8,125 square miles in Yavapai County, approximately 401 square miles are encompassed within the CYMPO planning boundary.

Other transportation planning groups do exist within Yavapai County but they are not regulated by statute. Some of the notable organizations include the Coordinating Transportation and Land Use Committee (CT-LU) and the Verde Valley Transportation Planning Organization (VVTPO).

Roadway Network

Transportation in Yavapai County is primarily provided via the State and Federal Highway systems, augmented by major County roads. Although Yavapai County measures over 100 miles in its width and length at its extremes, there is a limited number of major transportation corridors within the County’s large geographic area. This is due to the varying topography and the vast amounts of vacant Federal and State lands. The majority of the developed communities and privately owned areas are within the Eastern and Central “thirds” of the County. Consequently, the major transportation network runs through these two-thirds of the County, with a small portion of federal and state highways in the southwest corner.

Major Transportation Corridors

The following two sections the major State and Federal highway corridors as well as the County Road corridors that serve the traveling public within Yavapai County’s communities, towns and cities.

State and Federal Highway System

Interstate 40	The only transcontinental highway in Yavapai County, runs east-west along the County’s extreme northern area
Interstate 17	Running north-south in the eastern third of the County connecting Phoenix to I-40 in Flagstaff
State Route 89	Running north-south through the center of the County from US 93 near Wickenburg through Prescott and Chino Valley to I-40.
State Route 89A	Running northwesterly from SR89 in Prescott through Jerome, Cottonwood, and Sedona to Flagstaff
State Route 69	Running southeast from SR89 connecting Prescott and Prescott Valley to I-17 at Cordes Junction
State Route 260	Running southeast from SR89A in Cottonwood connecting Clarkdale and Cottonwood to I-17 and points further east
State Route 179	Running southeast from SR89A connecting Sedona to I-17

Fain Road	Running north-south connects SR69 to SR89A
SR 169	From Dewey-Humboldt running northeast to I-17

County Road System

Williamson Valley Road	Running northwest from Prescott and connecting to Chino Valley and SR89 by way of Outer Loop Road
Iron Springs Road	Running southwest out of Prescott and the communities of Skull Valley and Kirkland to SR89 south of Prescott
Pioneer Parkway	Running east-west connects Williamson Valley Road to SR89 and SR89A in Prescott
Mingus Avenue and Cornville Road	Running southeasterly connects Cottonwood and the Community of Cornville to I-17 at the McGuireville Interchange
Beaverhead Flat Road	Connects SR179 south of the Village of Oak Creek to Cornville Road east of Cornville
Kirkland Hillside Rd	Running east-west from Iron Springs Rd to State Route 96
Beaver Creek Road	Running northeast from I-17 to Montezuma Well Rd
Big Chino Road	Running northwest from State Route 89 to Wild Mountain Way
Commerce Dr	Running south from Pioneer Parkway to Tower Rd
Old Highway 66/ Crookton	Running northwest from I-40 near exit 139 to Pica Camp Rd
Old Black Canyon Hwy	Running south from I-17 exit 244 near Coldwater Canyon Rd to I-17 exit 242 near Warner Rd
Outer Loop Road	Running east-west from Williamson Valley Rd to State Route 89
Prescott East Highway	Running north from State Route 69 to Antelope Lane
Senator Highway	Running south for City of Prescott limits near Juniper Dr. to near Wolf Creek Rd.

Key Transportation Issues

Transportation Funding Constraints

Transportation funding in Arizona is complicated because the Arizona fuel tax has not changed since 1991. This is an issue when looking at current and future funding because there are increased vehicles on the road. Vehicles are more fuel efficient, electric vehicles are becoming more common with the addition of improved miles per charge and charging stations more easily accessible. With continued decreases in funding sources in Arizona and an increase in overall vehicles on the roadway system, it is difficult to maintain an aging roadway system or future expansion projects. In the future, the state, Yavapai County, local agencies, and CYMPO will need to address the limited resources against the future needs of the roadway network. Future funding opportunities for local and state agencies within Yavapai County should be a priority.

Identify and Maintain Support for Future Transportation Network Locations

Planning improvements through a coordinated planning document such as those listed in section 3.0 are critical to the future to success of a transportation network. Political support gained or lost in regards to planning documents can see a project to completion or repudiation. Obtaining an aggregated effort and undeniable support by the communities near to and far from the involved with the transportation network can often proved challenging. Yavapai County and CYMPO along with all neighboring communities should strive for collaboration and a voice of unity when it comes to improving the transportation network for the future benefit of Yavapai County's citizenry.

Planning Documents

Transportation planning in Yavapai County focuses on the need for more efficient transportation corridors in the major populated regions of the County that form the regional transportation network. Yavapai County has participated and will continue to participate in the creation of regional transportation planning documents. When planning documents are created, they provide opportunity for the public to participate in what is important to them regarding transportation related issues. Seeking public comment through the creation of these documents helps to better understand public attitudes regarding regional transportation needs and investment priorities. Yavapai County acknowledges the following transportation related plans and incorporates them and future versions into this comprehensive plan.

Verde Valley Master Transportation Plan - 2016

The Verde Valley Master Transportation Plan was produced in 2016 in a joint effort by Yavapai County, the Verde Valley Transportation Planning Organization (VVTPO), and the Arizona Department of Transportation (ADOT) as an update to the 2009 Verde Valley Multimodal Transportation Study (VVMTS). The 2016 update aimed to identify and address the most critical current and future transportation needs within the Verde Valley.

Regional Strategic Transportation Safety Plan - 2018

The Northern Arizona Council of Governments (NACOG) is leading the development of a Regional Strategic Transportation Safety Plan (RSTSP) in partnership with the Central Yavapai Metropolitan Planning Organization (CYMPO) and Flagstaff Metropolitan Planning Organization (FMPO). The purpose of the RSTSP is to address safety from a holistic, regional perspective to reduce the risk of death and serious injury to all transportation users. These plans are prepared in support of the 2014 Arizona State Highway Safety Plan (SHSP).

CYMPO 2045 Regional Transportation Plan - 2020

CYMPO recently conducted the 2045 Regional Transportation Plan (2045 RTP), completed by AECOM, an infrastructure engineering and consulting firm. The RTP is a federally mandated document for MPOs to establish a long-term transportation planning vision and is updated every five years. This will include goals and reassessing changes to the regional transportation network. The 2045 RTP update comprehensively assesses the regional transportation performance and needs. The plan reprioritizes previously recommended and new transportation investments within the CYMPO region. The plan focuses on short, medium, and long-term transportation investments. CYMPO will begin developing the 2050 Regional Transportation Plan (2050 RTP) in 2023 and complete it in 2024.

Adaptive Signal Control Technology (ASCT) Assessment of Need, Benefit, and Implementation Plan - 2021

This Plan stems from CYMPO's 2045 Regional Transportation Plan (2045 RTP). The 2045 RTP recommended ASCT as a 2030 modernization strategy for SR 69 (higher priority), Glassford Hill Road (medium priority), and Willow Creek Road (medium priority). Improving signal timing at the intersection of SR 69 and Glassford Hill Road was the highest scoring 2030 modernization project. A large proportion of the public comments received as part of the 2045 RTP development were related to traffic progression on these corridors.

The Central Yavapai Phased Transit Plan - 2020

NACOG Yavapai Passenger Transportation Study - 2021

Transportation Projects

Major transportation projects within Yavapai County are most often part of the transportation improvement program associated with the Regional Roads one-half-cent sales tax funding. The one-half-cent sales tax program has been used historically to leverage outside funding services to more effectively complete regional road network projects for overall benefit of the system. If used alone the funding dedicated through the regional road program would not be as successful.

Smaller transportation projects within the County are part of the Highway User Revenue Fund (HURF) budget which funds the operation and maintenance of roads under the County’s jurisdiction and that are on an adopted maintained roads list. Yavapai County receives revenue for this purpose from an existing fuel tax and vehicle license tax. The amount is based in part on the number of maintained miles within the County and the amount of gas sold within the County. The formula is managed by the State of Arizona and distributed to the County each year. The HURF budget funds mostly local roads and maintenance projects within the County. In recent years, the regional road program has supplemented maintenance projects for the arterial, major collector and a small portion of the minor collector roadways.

Yavapai County Regional Road Program

A successful transportation program requires regional cooperation and coordination. Forward thinking by Yavapai County elected officials, other government agencies, staff and transportation planning organizations resulted in the 1994 adoption of the Regional Road Program using a portion of the one-half-cent sales tax for funding. Although the percentage of the one-half-cent sales tax dedicated to transportation has varied over time, from as low as 20% and as high as 80%, the current allocation stands at 40% of the one-half-cent tax toward transportation. The Yavapai County Board of Supervisors has recently discussed moving this percentage to 45%. The plan includes a Partnering Program, which has successfully permitted the County to share costs with Arizona Department of Transportation, cities, towns and Tribal governments for transportation studies, engineering design and construction. Projects identified by the previously discussed planning documents are often in part funded through the County’s Regional Road Program.

Major Regional Projects Completed Since 2013

The following information represents the status of the major Regional Road Projects that have been completed as of January 2022. There are several projects in various stages of progress or have been identified as proposed long-range projects that are recommended, based on future indicators of population and projected traffic volumes, but have not been funded. A complete inventory and status of road projects is contained in the CYMPO 2045 Regional Transportation Plan as well as the Verde Valley Master Transportation Plan. Additional information regarding road projects is available at the ADOT website as well as the County website.

Airport Access Road	Reconstruction of Pavement - SR 89A to Sedona Airport
Antelope Meadows Drive	Widen and install Turn Lane @ Pronghorn Ranch Road
Boynton Pass/ Dry Creek Road	Overlay and Shoulder Widening Boynton Canyon Rd from Enchantment Resort to Boynton Pass Road, Boynton Pass Road from Boynton Canyon Road to Dry Creek Road, Dry Creek Road from Boynton Pass Road to City of Sedona Limits
Bullock Road	Full Depth Reclamation Paving Project
Coyote Springs Road	Overlay/Antelope Meadows Drive to N Line S1 T15N R1W

Coyote Springs Road	Widen/Turn Lane @ SR 89A
Glassford Hill Road	Widen/Turn Lane @ SR 89A
Iron Springs Road	Reconstruction/MP 11.6 to MP 17.
Iron Springs Road	Rubberized Chip Seal/City of Prescott Limits to Kirkland
Kirkland Hillside Road	Pavement Rehabilitation/Iron Springs Road to SR 96
Montezuma Ave	Construction of Wet Beaver Creek Pedestrian Bridge and Overlay
Ogden Ranch Road	Paving and alignment improvements
Outer Loop Road	Overlay/Williamson Valley Road to Road 1 West
Ponderosa Park Road	Overlay - SR 89 to Indian Creek Road
Poquito Valley Road/ Viewpoint Drive	Construction/2300ft within the Town of Prescott Valley that was unimproved
Red Rock Loop Road	Pavement Rehabilitation/SR 89A to Red Rock State Park
SR 169	Install Turn Lanes @ Cherry Road and Orme Road
SR 169	Install Turn Lane @Cherry Creek Road
SR 260	Widen to 4 Lanes and install roundabouts from Thousand Trails to I17
SR 69	Design the Widening from Prescott Lakes to Yavpe Connector
SR 89	Install Turn Lane @ Verde Ranch Road
SR 89	Install Signal @ Road 1 North Intersection
SR 89	Install Turn Lanes @ Paulden Post Office
SR 89	Pavement Rehabilitation/Willow Lake Road to Phippen Trail
Sunset Lane	Widening and Storm Drain Prescott East Highway to Pine View Drive
Sycamore Canyon Road	Pavement Dirt to Black and Repair
Beaverhead Flat Rd Extension/ Verde Connect	Design Concept Report and NEPA Clearance for New Corridor/SR 260 to Beaverhead Flat Road
Viewpoint Drive	Widen/Turn Lane @ SR 89A
Walker Road	Pavement Overlay
Williamson Valley Road	Pavement Rehabilitation/Outer Loop to Talking Rock Ranch Road
Williamson Valley Road	Safety Improvements/Pioneer Parkway to Talking Rock Ranch Road
Williamson Valley Road	Rehabilitate/Mint Creek Wash Bridge
Willow Creek Road	Realignment/Pioneer Parkway to Deep Well Ranch Road Roundabout
Yavpe Connector	New Corridor/SR 69 to SR 89

Major Regional Projects Planned

The following information represents the status of the major Regional Road Projects that have been completed as of January

Sundog Connector	CYMPO has planned to complete a Design Concept Report (DCR) & Environmental Overview (EO) over 12-16 months for the proposed Sundog Connector. The DCR should begin by summer of 2022 and completed in 2023/2024. The plan for the DCR & EO is to determine the preferred east-west alternative through the corridor and develop 15% plans that would allow CYMPO and local partners to move forward to a full-design followed by construction. The Sundog Connector is a new proposed east-west road that would connect Prescott and Prescott Valley. Sundog Connector has been identified in the previous 2030, 2040, and 2045 CYMPO RTPs. During the CYMPO Board retreat, it was identified that the Sundog Connector was a regionally important road, and additional studies should take place to move the project forward.
SR69 Corridor Master Plan	SR 69 ultimately needs to be widened to 6-lanes (3-lanes each direction) due to safety and capacity, but that is challenging due to the lack of recent studies for the corridor. This Corridor Master Plan would identify the best sections of SR 69 to widen first, this would also include bicycle & pedestrian access along the corridor.
SR 89A Design Concept Report	The 2045 CYMPO Regional Transportation Plan prioritizes the widening of State Route 89A from four lanes to six lanes between SR89 and Glassford Hill Road. CYMPO has recently prioritized the project in its Transportation Improvement Program (TIP). The Design Concept Report will provide design information vital for determining the most effective improvements that will prolong the safe and efficient movement of people, goods, and services along the corridor.
Great Western DCR	Coordinate with Yavapai County, City of Prescott, Town of Prescott Valley, Town of Chino Valley, private landowners, state land, etc., to develop 15% design plans. Right-of-Way acquisition should be identified for the project. Extensive communication with all parties and developers will be important to the process. This roadway would begin from SR 89A and connect to Road 5 South in Chino Valley.
SR 89 Corridor Master Plan	The proposed Corridor Master Plan for SR 89 would be identifying future modernization, expansion. The study area begins at the intersection of SR 89/SR 89A and would continue north on SR 89 up to the forest boundary.

Bagdad Airport Road	Realignment @ Bagdad Airport and Mine Entrance Road
Cornville Road	Safety Improvements and Shoulder Widening – Solair to Beaverhead Flat
Cornville Road	Design and Construct Intersection Control (Roundabout) at Tissaw Rd.
Drake Road	Overlay/SR 89 to BNSF Railroad Tracks
Iron Springs Road, Williamson Valley Road, Pioneer Parkway, Cornville Road	Regionally Significant Roads Corridor Study to identify improvements
Pioneer Parkway/Commerce Dr	Intersection Control Improvements (Roundabout)
Prescott East Highway	Roadway Improvements/SR 69 to Antelope Lane
Senator Highway	Overlay/City of Prescott Limits to End of Pavement
Cornville Road/Tissaw Rd	Roundabout
Kirkland Hillside Road	Chip Seal/Iron Springs Road to SR 96
Great Western Extension	Design Corridor Study
Williamson Valley Road	Safety Improvements/Pioneer Parkway to Talking Rock Ranch Road
Hwy 66/Crookton Road	Rubberized Chip Seal
Iron Springs Road	Safety Improvements
SR 89	Pavement Rehabilitation/City of Prescott limits to Yavpe Connector
Williamson Valley Road	Overlay/City of Prescott limits to Pioneer Parkway
Williamson Valley Road/Outer Loop Road	Roundabout

Recommended Projects by Priority

The following tables represent the highest priorities identified for Modernization and Expansion from the most recent 2045 Regional Transportation Plan. CYMPO has moved forward with selection of a consultant and has a report generated for the adaptive signal project. See planning section 3.0 for report information.

Modernization

Table 38 – 2045 Modernization – Higher Priority

ID	Name	Description	Planning Construction Cost Estimate*	Score
AJ	SR 69 Adaptive Signals	Implement Adaptive Signal System	\$0.80	501.2
AG	SR 69 / Glassford Hill Rd	Adjust SR 69 / Glassford Hill Rd Signal Timing	\$0.012	450.2
BH	Willow Creek Rd Adaptive Signals	Implement Adaptive Signal System	\$0.72	151.7

*Project cost estimates are expressed in millions

Expansion

Table 41 – 2045 Expansion – Higher Priority

ID	Name	Description	Planning Construction Cost Estimate*	Score
AY	SR 89 Willow Lake Rd - Phippen Tr Widening	Widen SR 89 from 2 lanes to 4 lanes	\$8.60	48.1
AK	SR 69 Widening	Incrementally widen SR 69 from 4 lanes to 6 lanes between SR 169 – SR 89	\$33.25	33.5
AX	SR 89 Widening (Phase II)	Widen SR 89 from 4 lanes to 6 lanes between SR 89A – Deep Well Ranch Rd	\$6.19	27.4

Alternative Modes of Transportation

Arizona statutes require that “the general location and extent of existing and proposed bicycle routes and any other modes of transportation as may be appropriate” be considered, in addition to that of major streets, highways and freeways, in planning for circulation. Alternative modes of transportation, including public transit, bicycling and pedestrian networks, are in various stages of planning and development in the unincorporated areas of Yavapai County. Incorporated cities and towns are currently taking the lead in this area and are coordinating cooperative planning with the County. Additional planning for alternative modes of transportation is being facilitated through the Central Yavapai Metropolitan Planning Organization and the Northern Arizona Council of Governments

Transit

Central Yavapai Phased Transit Plan- published October 2020 – CYMPO board approved this implementation plan - recommended advancing a public transportation demonstration program that would bring public transportation services to the Central Yavapai region. Designed to “demonstrate” the potential of public transportation services, the recommended strategy would operate service for three years after which the service would be evaluated for its value to the community and cost effectiveness. If deemed valuable, communities could opt to continue the service. The following information documents current and future transit provider services that reside within Yavapai County.

Prescott

- NAZCARE (client-based)
- New Horizons Disability Empowerment Center (public)
- People Who Care (public)
- Prescott Valley Transit Voucher Program (public-eligibility dependent)
- Veteran’s Affairs (client-based)
- West Yavapai Guidance Clinic (client-based)
- Yavapai Regional Transit (YRT) (public)

Prescott Valley

- Phased micro transit service based in Prescott Valley. Planned implementation in August 2022. The operating provider is New Horizons Disability Empowerment Center.

Verde Valley

- Beaver Creek Transit (public)
- Cottonwood Area Transit (CAT) (public)
- Rainbow Acres (client-based)
- Spectrum Health (client-based)
- Verde Valley Caregivers Coalition (public-eligibility dependent)
- Yavapai Apache Transit (YAT) (public)
- Sedona Transit (public)

Bicycle

Both Prescott and Prescott Valley are planning a network of interconnecting bicycle and pedestrian routes to provide access throughout their communities from the Peavine Trail and its extension. Prescott Valley's Parks and Recreation Commission has approved a Pedestrian/ Bicycle System Master Plan, derived from the Town's General Plan, to provide for non-motorized transportation routes to schools, libraries, civic centers, employment and shopping areas. Similarly, the City of Prescott has completed a citywide master plan for bicyclists and pedestrians, while developing the second phase (7 miles to Chino Valley) of the Peavine Trail. Graphic depictions of the Prescott and Prescott Valley trail systems can be found in the Open Space Element.

Other volunteer organizations, such as Prescott Alternative Transportation (PAT), are studying potential circulation routes for bicyclists, pedestrians and the handicapped. An important area being undertaken by PAT is safe transportation for children en-route to school. The Prescott Safe Routes to School Program aims at reducing vehicular trips of school-bound children through development of bikeways and walkways connecting neighborhoods to schools. Education and classroom instruction on pedestrian and bicycle safety are primary features of the program.

According to the Association of Pedestrian and Bicycle Professionals (APBP), over 90% of school children arrive at school by car or bus, adding to the number of vehicular trips per day. The 1995 Nationwide Personal Transportation Survey found the following on length of trips:

- 63% of all trips are less than 5 miles in distance;
- 49% of all trips are less than 3 mile in distance;
- 40% of all trips are less than 2 miles in distance;
- 28% of all trips are less than 1 mile in distance;

Of Commuter trips, 44% are less than 5 miles to work. Short-distance trips add to the financial burden of school districts, city and county road departments and to traffic congestion. Accordingly, many cities and Yavapai County have established alternative transportation goals,

including those pertaining to pathways and routes for short-distance trips, as well as coordinated transit service for longer trips.

Rail

Rail service within Yavapai County is limited to the transfer of freight and passengers through the County's boundaries, and to scenic-recreational train travel in a portion of the Verde Valley. The Burlington Northern Santa Fe Railway from Phoenix to Ash Fork and the Southwest provides freight service. In Maricopa County, the main freight track begins in downtown Phoenix, running northwesterly to Wickenburg. It then enters Yavapai County, meandering northward through Congress, Hillside, Skull Valley, Drake and Ash Fork. The freight line connects at Williams Junction in Coconino County to the main transcontinental track to eastern and western states. In its western route, it runs through Seligman and other rural areas in northwestern Yavapai County, paralleling Historic Route 66.

Some limited freight service is available from the Arizona Central Railroad between Drake and Clarkdale. The Arizona Central Railroad/Verde Canyon Railroad is the purveyor of the only scenic-recreational, passenger train service in the County. Its historic train route from early mining days runs between Clarkdale and Perkinsville on its way through the Verde Canyon following the Upper Verde River. The four-hour round trip, including a 680-foot tunnel, offers views of wildlife and scenic geology to visitors and County residents.

Amtrak's Southwest Chief, passing through northwestern Yavapai County, Seligman and Ash Fork on its way from Los Angeles to Chicago, provides nationwide passenger service. Passenger stations in northern Arizona are in Kingman, Flagstaff and Winslow, with passenger connections at Williams Junction. Passenger train services throughout the central and southwestern portions of Yavapai County were discontinued in the 1960's. Some of the abandoned railroad rights-of-way in Central Yavapai County are being developed for non-motorized transportation in the Rails-to-Trails Program discussed previously.

Airports

There are five Public Use General Aviation Airports in Yavapai County. The Sedona Oak Creek Airport Authority (SOCAA) has a lease with Yavapai County to operate the Sedona Airport. The Yavapai County Public Works Department oversees Bagdad and Seligman Airports. The other two, in Prescott and Cottonwood, are operated by their respective municipal governments.

Earnest A. Love Field, owned and operated by the City of Prescott, is a Primary Public Use, Commercial Service Airport. It is located at the geographic center of the cities, towns and unincorporated areas of the Central Yavapai Region, just roundabout intersection at SR 89 and Perkins Drive. Love Field's three runways include its 150-foot-wide asphalted, primary runway of 7,616 feet in length, and navigational aids, state-of-the-art lighting and encompassing taxiways. Other onsite features are the airport control tower, FAA Automated Flight Service Station and all-weather instrument approach. The control tower handled 232,592 flights annually in 2019 with

an increase to around 235,790 in 2020 despite industry wide restrictions. Love Field (Prescott Municipal Airport) contains numerous hangars and aircraft tie-down parking areas and approximately 20 aviation-related businesses including flight schools, aircraft maintenance and fueling, Civil Air Patrol, U.S. Forest Service Fire Center, and training facilities for Embry-Riddle Aeronautical University. The terminal building houses a restaurant, pilots shop, rental car businesses and a regional provider. A new passenger terminal was constructed and finished in 2021 to handle additional passenger capacity and commercial flights out of the Prescott airport.

Primary Public Use, General Aviation Airports are in Bagdad, Sedona and Cottonwood. The Bagdad Airport, in the unincorporated community of Bagdad in western Yavapai County, contains one 60-foot-wide, asphalted runway of 4,552 feet in length. The airport area also maintains two aircraft parking aprons, vehicle parking areas and an airport lounge. The Sedona Airport's runway is 100 feet wide by 5,132 feet long and is surfaced with asphalt/concrete. The airport contains a helipad, parallel taxiway, aircraft aprons, hangars, fueling facilities, a terminal and restaurant. Tour operators as well as commercial and residential users utilize the Sedona Airport for access to the region and other parts of the County. The Cottonwood Airport, owned and operated by the Town of Cottonwood, contains an asphalted, 75-foot-wide runway of 4,250 feet in length. The airport provides for fueling, parking, aircraft and car rentals, flight training and supplies, a terminal and lounge.

The Seligman Airport is a Secondary Public Use, General Aviation Airport, located approximately 1/2-mile west of the unincorporated community, off Historic Route 66 in northern Yavapai County. The airport contains one asphalt/concrete runway, 75 feet wide by 4,799 feet long, with lighting, parallel taxiway, aircraft apron and parking facilities.

Goals, Objectives, and Recommendations

Goal 1: Ensure coordination between Transportation Planning, Land Use Planning and other stakeholders.

Objective a: Promote planning policy that incorporates transportation as it relates to future land use categories.

Objective b: Promote Land Use categories that reflect development allowances as they relate to transportation corridors.

Objective c: Ensure that future development does not impede future transportation plans.

Objective d: Ensure future development is consistent with current transportation plans and standards.

Goal 2: Promote standards that encourage multi-modal transportation opportunities.

Objective a: Encourage local and regional public transit efforts.

Objective b: Encourage new development to include multi-modal transportation in

development plans. Objective c: Encourage Coordinated Regional Mobility.

Goal 3: Ensure consistency between transportation corridors and land use allowances.

Objective a: Review current zoning on land in near proximity to transportation corridors and intersections.

Objective b: Review current zoning on land as it relates to future transportation corridors.

Objective c: Promote consistency in land uses as they relate to current and future transportation corridors.

Recommendations

- Ensure that Land Use designations reflect correlation to current and future transportation plans.
- Continue to coordinate planning and communication efforts between Yavapai County and other transportation and land use agencies including the utilization of studies from wildlife management agencies to mitigate impacts on wildlife corridors.
- Adopt processes that ensure adequate review of future development, including continuing of County/State cooperative review process for proposed development in Yavapai County, including unregulated lot splitting, as it relates to adequate access and potential transportation corridors.
- Incentivize multi-modal connectivity in new development.
- Codify allowance of public transit facilities.
- Continue to construct new infrastructure to standards that encourage safe multi-modal opportunities.
- Review new development for consistency with current transportation plans and standards.
- Adopt Land Use policies that promote appropriate Land Use categories as they relate to high volume traffic corridors and intersections.