

2. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

This chapter discusses the process carried out for conducting agency coordination and public involvement activities.

TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) guided the overall conduct of the study, provided background information, and made technical input to the process. The committee was comprised of representatives from the agencies listed in the following table.

TABLE 2-1. TECHNICAL ADVISORY COMMITTEE MEMBERS

City of Coolidge: Public Works Department Growth Management Department	ADOT: Transportation Planning Division Public Transportation Division Tucson Engineering District Globe Engineering District
Town of Florence: Public Works Department Planning and Zoning Department Administration Department	Pinal County: Public Works Department
Gila River Indian Community	Central Arizona Association of Governments

STAKEHOLDER WORKSHOPS

Two stakeholder workshops were held during the study. The general purpose of the meetings was to inform stakeholders about the study results, to obtain feedback on the study outcomes, and obtain recommendations on the direction of the study.

First Stakeholder Workshop

The first workshop was held August 9, 2007, at the Council Chambers, Florence Town Hall. The purpose of the meeting was to review the status of the study, present the existing and future demographic and transportation conditions, and obtain input from the stakeholders. An E-mail announcement was sent to individuals on stakeholder lists for the Town of Florence and the City of Coolidge. Sixty-one individuals attended the meeting.

The meeting was an open house format with display boards available to be reviewed by participants. Comment cards were available for participants to complete. A brief PowerPoint presentation was given at 4:30 p.m. summarizing the study process, reviewing existing and future demographic and transportation conditions, and discussing the planning approach. The

display boards included: 1) Environmental Overview; 2) Land Ownership; 3) Vehicle Crashes; 4) Planned Area Developments; 5) Number of Lanes for Proposed Roadway Network; 6) 2025 Traffic Volumes with or without the Proposed North-South Freeway; and 7) Draft Florence Land Use Map. Display maps and the PowerPoint presentation were placed on the web sites of both the City of Coolidge and Town of Florence.

Questions and Comments

The following questions were asked during the meeting, with the following responses.

What type of funding options are you considering? We will consider the traditional federal, state, local, and private funding mechanisms, as well as innovative funding solutions.

Will the projects be prioritized? Yes, we will develop criteria to prioritize projects and identify projects by priority.

Are the Pinal County Regionally Significant Routes included in the study? Yes, the Regionally Significant Routes are included as potential improvements. Technical Advisory Committee members for this study have been active for the Pinal County Regionally Significant Routes study.

Will access management be a part of the study? Yes, particularly Regionally Significant Routes will follow the spacing standards developed for the Pinal County study of Regionally Significant Routes.

Second Stakeholder Workshop

A stakeholder workshop was held from 4:00 p.m. to 6:00 p.m. on December 12, 2007, for the Coolidge-Florence Regional Transportation Study at the City of Coolidge Council Chambers. The purpose of the workshop was to present the draft road and public transportation elements of the regional transportation plan and obtain feedback from the participants. An E-mail announcement was sent to individuals on stakeholder lists for the Town of Florence and the City of Coolidge. Twenty-two individuals attended the meeting.



The meeting was an open house format with display boards available to be reviewed by participants. A brief presentation was given outlining the study process, vision, and issues. In addition, future conditions, the road element, and public transportation element were presented.



The display boards included:

- 1) Study Area
- 2) 2025 Traffic Volumes for Alternative 1
- 3) Road Element Functional Classification
- 4) Road Element Number of Lanes
- 5) Public Transportation Element
- 8) Public Transportation Options

Display maps and the PowerPoint presentation will be placed on the web sites of both the City of Coolidge and Town of Florence. The attendance list for both meetings are presented in Appendix A.

Questions and Comments

The following questions were asked during the meeting, with the following responses.

One of the display boards shows traffic volumes for Alternative 1. Some of the traffic volumes on the display board are high. Were more than one alternative analyzed? There were various alternatives analyzed during the process in order to reach a draft plan. The resulting roads in the plan are based on the constraints and the entitled developments.

Were alternative roads through the Gila River Indian Community considered? The Community is a member of the Technical Advisory Committee and has been provided study material throughout the process. We did not consider alternatives through the Community. The Community is close to beginning its own Transportation Study.

Were the General Plans for Florence and Coolidge considered in the development plan? Yes, we coordinated closely with the development of both plans.

How were the future demographics determined? We worked closely with Florence and Coolidge to develop the demographics based on proposed development and to determine the possible extent of development in the year 2025.

Written Comments

The following written comments were submitted:

- *Very much needed. Key factors: affordability, timeliness, safety. Can users afford it and city running times and safety on both ends; users and cities.*
- *Our firm represents landowners and developers in the area. We are concerned with*

elements of the Pinal County Regionally Significant Routes Plan and how that will interact with this plan. Specifically we find the access provisions of the Pinal County plan, which limit full turn movements on a majority of arterials to one-half and one mile intervals with no exceptions. This is simply incompatible with commercial development and will cause significant economic damage to various landowners, and will cause many projects to be abandoned. We would request that the Coolidge-Florence Plan recognize this issue and refuse to integrate the access provisions of the Pinal County Plan. A more flexible approach allowing site-specific access decisions is warranted and necessary.

- *It would be better if McCartney Road would go straight to Eleven Mile Corner Road, because Bartlett Rd. between Eleven Mile Corner and Macrae Rd. has 2 wells and a CAP canal and a transfer station and in between the wells north and the canal south, there is not enough room for a 4 or 6 lane road. If it goes straight to Eleven Mile Corner, there are not many obstacles, only a little at Tweedy Rd.*
- *The McCartney Road extension past Signal Peak Rd. should continue straight to Eleven Mile Corner Road. It would require less work and land changes to the area. From Signal Peak to Tweedy Rd., the road corridor is unused and already wide enough for six lanes. From Tweedy to Macrae, the road is narrow with a CAP delivery canal on one side and lower Fields on the Eleven Mile Corner, the road is wide enough for six lanes. The Gin on the south would use the road as a buffer from development. The north is unfarmed and planned for development, then from Eleven Mile Corner to Skousen is again 6 lanes wide. If the road was to follow current alignment, it would require re-leveling 160 acres of ground, relocating 3 wells, a CAP delivery canal, a pump station, and an on-farm delivery ditch as well as all the new ditch required for the re-leveling of the 160 acres.*

OVERVIEW OF OPEN HOUSES

Two public open houses were held in January 2008 to present the Coolidge-Florence Regional Transportation Plan to the public and obtain feedback on the plan. The locations, dates, and times of the open houses are presented below:

Open House Location	Date and Time
City of Coolidge Council Chambers	January 8, 2008 5:00 p.m. to 7:00 p.m.
Town of Florence Council Chambers	January 10, 2008 5:00 p.m. to 7:00 p.m.

The press release for the open house included in the Appendix was distributed to the *Casa Grande Dispatch*, the *Coolidge Examiner*, the *Florence Reminder*, the City of Coolidge Web site, and the Town of Florence Web site. An E-mail announcement of the open house was sent to individuals on stakeholder lists for the Town of Florence and the City of Coolidge and to the Transportation Advisory Committee for the study.

The format for both open houses included display boards available to be reviewed by participants. Members of the study team were available to answer questions. A brief presentation was given outlining the study process, vision, issues, and presenting the roadway and public transportation elements. The display boards included:



- 1) Study Area
- 2) 2006 Land Ownership
- 3) 2025 Traffic Volumes for Alternative 1
- 4) Proposed Developments
- 5) 2025 Road Functional Classification
- 6) 2025 Number of Lanes
- 7) 2025 Public Transportation Element
- 8) Public Transportation Options

Display maps and the Power Point presentation were to be placed on the web sites of both the City of Coolidge and Town of Florence. The attendance lists for both meetings are presented in Appendix A.

QUESTIONS AND COMMENTS

The following questions were asked during the meetings, with the following responses.

City of Coolidge

The anticipated population density does not appear to justify transit? While public transportation systems are constructed to respond to dense concentrations of population and employment, they are also sometimes constructed to promote economic development and to catalyze the development of more dense population and employment areas—as is currently taking place along the route of the light rail system in Phoenix. Note, also, that while the overall density of the area might remain low, densities along specific corridors can become quite high, especially if such corridors have been identified in advance as multimodal corridors.

What is the annual growth rate? The annual growth rate for the overall study area is approximately 42 percent.

Why is Signal Peak Road shown as a Major Arterial instead of Curry Road? Signal Peak road should not be a six lane road in the vicinity of SR 287. Signal Peak Road is a continuous alignment that carries high traffic volumes.

There should be an interchange on the North-South corridor located on River road at the Florence Town Core. The interchange location shown at Vai K Inn Road should be located at Kenilworth Road. These comments will be considered.

Korsten Road on the east side of Coolidge should be labeled as Kleck Road. This will be corrected.

Town of Florence

Are you going to identify short term projects and identify cost and time frame? Yes, we will be preparing an implementation plan that will list short-term, mid-term, and long-term projects by cost and schedule.

What would be your number one priority? It would be difficult to pick a number one priority. Some of the higher priorities would be the North-South Corridor, Hunt Highway, and Attaway/Clemens/Felix.

Did you look at the concepts presented by the Morrison Institute? We are aware of the Morrison Institute's report and the Pinal Comprehensive Plan. The road and public transportation elements recognize the core areas of both Florence and Coolidge.

We would like to see passenger rail service to Tucson as well as bus service between Florence and Coolidge. The public transportation plan included in our report will present concepts for rail and bus service.

Would the commuter rail use existing track or an adjacent track? The Union Pacific wants to reserve remaining capacity between Coolidge and Phoenix on the existing track to allow for anticipated growth in rail freight traffic. Hence, a parallel track would likely be constructed on railroad right-of-way for the commuter rail service.

Would the excursion train require an additional track? The Copper Basin Railway, which would host the excursion train on track east of Florence, operates freight trains at night, and would probably be able to operate the excursion without adding more track, with the possible exception of one or more passing sidings.

Written Comments

The following written comments were submitted:

- *Priorities may have to be subjective in nature to avoid bottlenecks. Follow development to provide interconnectivity of the same LOS on arterials/major collectors. Plant Road to be improved in conjunction with any improvement by County or Town to Giles property.*
- *Can you please have someone contact me sometime regarding the proposed Excursion Train along Price Road alignment scheduled on your board for 2025?*

Where can I see the trails reviewed for East of 79? Any?

Note: N/S freeway looks to be most important.

- *Do not closely tie the proposed freeway corridor to the existing Town or keep the historic part of Town intact and separate, connected by transit. Plan for lots of transit – great idea for a sustainable future.*