Coolidge - Florence Regional Transportation Plan

A Partnership Among the City of Coolidge, Town of Florence, and ADOT

FINAL REPORT

LIMA & ASSOCIATES
Transportation - G.I.S.

Kimley-Horn and Associates, Inc.

Economic and Real Estate Consulting

February 2008

TABLE OF CONTENTS

Page

1. INTRODUCTION 1-1
BACKGROUND 1-1
STUDY PROCESS 1-4
ORGANIZATION OF REPORT 1-5
SUMMARY OF FINDINGS 1-5
RECOMMENDATIONS 1-8

2. AGENCY COORDINATION AND PUBLIC INVOLVEMENT 2-1
TECHNICAL ADVISORY COMMITTEE 2-1
STAKEHOLDER WORKSHOPS 2-1
OVERVIEW OF OPEN HOUSES 2-4
QUESTIONS AND COMMENTS 2-5

3. CURRENT CONDITIONS 3-1
SOCIOECONOMIC CONDITIONS 3-1
PHYSICAL CONDITIONS 3-8
OVERVIEW OF ENVIRONMENTAL AND CULTURAL RESOURCES 3-9
CULTURAL RESOURCES AND HISTORIC PROPERTIES 3-13
CURRENT LAND USE 3-15
CURRENT TRANSPORTATION CONDITIONS 3-20
CURRENT ROADWAY NETWORK 3-20
BRIDGE CONIDTION 3-23
TRAFFIC CHARACTERISTICS 3-25
LEVEL OF SERVICE 3-25
CRASH ANALYSIS 3-28
MULTIMODAL CONDITIONS 3-28

4. TRANSPORTATION ISSUES 4-1
GROWTH ISSUES 4-1
REGIONAL CONNECTIVITY 4-2
STREET SYSTEM WITHIN THE STUDY AREA 4-2
TRANSPORTATION SYSTEM MANAGEMENT 4-3
SAFETY ISSUES 4-4
MULTIMODAL TRANSPORTATION ISSUES 4-4
OPPORTUNITIES AND CONSTRAINTS 4-5

5. FUTURE CONDITIONS AND ALTERNATIVES ANALYSIS 5-1
INTRODUCTION 5-1
SUMMARY OF FINDINGS 5-1
METHODOLOGY FOR DEVELOPING FUTURE SOCIOECONOMIC DATA 5-1
SUMMARY OF 2025 SOCIOECONOMIC DATA 5-3
TRANSPORTATION ANALYSIS ZONE ALLOCATION 5-4

TABLE OF CONTENTS (Continued)

Page

TRAFFIC FORECASTING PROCESS OVERVIEW 5-4
METHOD TO IDENTIFY ROAD DEFICIENCIES 5-7
PERFORMANCE OF 2005 NETWORK 5-7
PERFORMANCE OF 2025 ALTERNATIVE NETWORKS 5-7
2025 ALTERNATIVE ROAD NETWORK 5-10

6. RECOMMENDED TRANSPORTATION PLAN – ROADWAY ELEMENT 6-1
ROAD FUNCTIONAL CLASSIFICATION SYSTEM 6-1
RECOMMENDED ROAD FUNCTIONAL CLASSIFICATION 6-2
ACCESS MANAGEMENT 6-5
ROAD DESIGN AND ACCESS CRITERIA 6-8

7. PUBLIC TRANSPORTATION PLAN 7-1
SUMMARY OF FINDINGS AND RECOMMENDATIONS 7-1
POTENTIAL SERVICES AND FACILITIES 7-2
EVALUATION OF DEFICIENCIES AND NEEDS 7-7
TRANSIT IN ARIZONA CITIES 7-12
TRANSPORTATION DEMAND MANAGEMENT 7-13
FUTURE TRANSIT NEEDS AND SERVICE THRESHOLDS 7-15
BUS AND RAIL TRANSIT ALTERNATIVES 7-18
RECOMMENDED NEXT STEPS 7-21

8. IMPLEMENTATION PLAN 8-1
CHALLENGES TO IMPLEMENTATION 8-1
IMPLEMENTATION STRATEGIES 8-1
CURRENT CAPITAL IMPROVEMENT PROJECTS 8-3
RECOMMENDED PROJECTS 8-3
PRIORITIZATION OF PROJECTS 8-16

9. REVENUE SOURCES 9-1
FEDERAL FUNDS 9-1
ARIZONA STATE SHARED REVENUE 9-7
OTHER FUNDING SOURCES 9-10
POTENTIAL PUBLIC TRANSPORTATION FUNDING SOURCES 9-14
REVENUE ESTIMATES 9-17

APPENDIX A. PUBLIC INVOLVEMENT PARTICIPANTS A-1
APPENDIX B. ACCESS MANAGEMENT TOOLKIT B-1
APPENDIX C. STREET DESIGN AND ACCESS CRITERIA - TOWN OF FLORENCE C-1
APPENDIX D. STREET DESIGN CRITERIA FOR CITY OF COOLIDGE D-1

LIST OF TABLES

Page

2-1. TECHNICAL ADVISORY COMMITTEE MEMBERS.....2-1

3-1. COOLIDGE DEMOGRAPHIC OVERVIEW CENSUS 2000.....3-2

3-2. COOLIDGE EMPLOYMENT BY SECTOR 3-3

3-3. COOLIDGE MAJOR INSTITUTIONAL SITES 3-4

3-4. FLORENCE DEMOGRAPHIC OVERVIEW CENSUS 2000 3-5

3-5. FLORENCE AREA CORRECTIONAL FACILITIES 3-6

3-6. FLORENCE EMPLOYMENT BY SECTOR 3-6

3-7. FLORENCE MAJOR EDUCATIONAL SITES 3-7

3-8. SUMMARY OF STUDY AREA ROAD CHARACTERISITICS 3-23

3-9. EXISTING BRIDGES IN STUDY AREA WITH SUFFICIENCY RATING OF 80 OR LOWER 3-25

3-10. LEVEL OF SERVICE CRITERIA..... 3-26

3-11. SUMMARY OF TRAFFIC CRASH DATA 3-29

3-12. CASA GRANDE-BASED TAXICABS AND SHUTTLE SERVICES..... 3-31

3-13. SPECIAL NEEDS PROVIDERS SUMMARY 3-32

3-14. COOLIDGE AIRPORT STATISTICS..... 3-35

5-1. SUMMARY OF 2025 SOCIOECONOMIC DATA COOLIDGE-FLORENCE STUDY AREA.....5-3

5-2. LEVEL OF SERVICE CRITERIA.....5-7

6-1. ROAD MILEAGE BY FUNCTIONAL CLASSIFICATION.....6-2

6-2. MINIMUM ROAD DESIGN AND ACCESS CRITERIA 6-9

LIST OF TABLES (Continued)

Page

7-1. PINAL RIDES PILOT PROGRAM NOVEMBER 2007 SCHEDULE 7-10

7-2. KEY FIXED ROUTE TRANSIT SERVICE CHARACTERISITICS OF ARIZONA CITIES 7-12

7-3. KEY DIAL-A-RIDE SERVICE CHARACTERISTICS OF ARIZONA CITIES 7-13

7-4. MINIMUM CONSOLIDATED RESIDENTIAL AND EMPLOYMENT DENSITIES FOR VARIOUS TYPES OF TRANSIT SERVICES 7-16

7-5. SUGGESTED PUBLIC TRANSPORTATION IMPLEMENTATION SCHEDULE 7-23

8-1. IMPLEMENTATION ACTION PLAN 8-1

8-2. FY 2006 – 2011 COOLIDGE CAPITAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS 8-4

8-3. FY 2007 – 2016 FLORENCE CAPITAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS 8-8

8-4. FY 2007 – 2016 FLORENCE CAPITAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDING 8-9

8-5. SUMMARY 10-YEAR PINAL COUNTY ARTERIAL STREETS CAPITAL IMPROVEMENTS PROGRAM 8-9

8-6. RECOMMENDED PROJECTS BY FUNCTIONAL CLASSIFICATION – COOLIDGE PLANNING AREA 8-11

8-7. RECOMMENDED PROJECTS BY FUNCTIONAL CLASSIFICATION - FLORENCE PLANNING AREA 8-12

8-8. SUMMARY OF COST ESTIMATES 8-16

9-1. MATRIX OF KEY MULTIMODAL FUNDING SOURCES 9-2

9-2. ESTIMATED FEDERAL AID HIGHWAY APPORTIONMENTS AND ALLOCATION FOR ARIZONA 9-3

9-3. FY 2006 ADOT REVENUE SOURCES – STATE 9-7

LIST OF TABLES (Continued)

Page

9-4. ARIZONA HIGHWAY USER REVENUE FUND DISTRIBUTIONS TO PINAL COUNTY, THE CITY OF COOLIDGE, AND THE TOWN OF FLORENCE, FY 2002 – 2006 9-8

9-5. HIGHWAY USER REVENUE FUND REVENUE FORECAST 9-9

9-6. HIGHWAY USER REVENUE FUND DISTRIBUTION FORECAST 9-9

9-7. STATE PARKS HERITAGE FUND GRANT AWARDS IN STUDY AREA 9-11

9-8. MATRIX OF KEY PUBLIC TRANSPORTATION FUNDING SOURCES 9-15

9-9. LTAF II DISTRIBUTION – COUNTIES AND CITIES/TOWNS 9-16

9-10. COMPARISON OF NEEDS AND REVENUES STATEWIDE 9-17

9-11. ADOT FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM RESOURCE ALLOCATIONS 9-18

LIST OF FIGURES

Page

1-1. REGIONAL LOCATION 1-2

1-2. COOLIDGE-FLORENCE STUDY AREA 1-3

1-3. STUDY PROCESS 1-4

3-1. CITY OF COOLIDGE ESTIMATED POPULATION GROWTH BETWEEN 2000 AND 2006 3-2

3-2. FLORENCE ESTIMATED POPULATION GROWTH BETWEEN 2000 AND 2006 3-5

3-3. COMPARISON OF ENVIRONMENTAL JUSTICE VARIABLES FOR COOLIDGE AND FLORENCE (NON-INSTITUTIONALIZED POPULATION) 3-8

3-4. ENVIRONMENTAL OVERVIEW 3-10

3-5. EXISTING TRANSMISSION LINES AND PIPELINES IN STUDY AREA 3-12

3-6. CULTURAL RESOURCES IN STUDY AREA 3-14

3-7. LAND OWNERSHIP 3-16

3-8. COOLIDGE GENERAL PLAN LAND USES 3-17

3-9. FLORENCE LAND USE PLAN 3-18

3-10. PROPOSED AND ENTITLED DEVELOPMENTS 3-19

3-11. STUDY AREA ROADWAY NETWORK WITH NUMBER OF LANES 3-21

3-12. AVERAGE DAILY TRAFFIC VOLUMES 3-26

3-13. LEVEL OF SERVICE 3-27

3-14. CRASHES PER LOCATION 3-30

3-15. EXISTING TRAILS 3-37

5-1. TRAFFIC ANALYSIS ZONES 5-2

5-2. 2025 POPULATION DENSITIES 5-5

5-3. 2025 EMPLOYMENT DENSITIES 5-6

LIST OF FIGURES (Continued)

Page

5-4. EXAMAPLES OF ROADWAY LEVEL OF SERVICE 5-8

5-5. 2005 ROAD NETWORK WITH 2025 SOCIOECONOMIC PROJECTIONS – LEVEL OF SERVICE 5-9

5-6. BASE 2025 ROAD NETWORK – NUMBER OF LANES 5-11

5-7. BASE 2025 ROAD NETWORK – LEVEL OF SERVICE 5-12

5-8. 2025 BASE ROAD NETWORK WITHOUT NORTH-SOUTH FREEWAY CORRIDOR – LEVEL OF SERVICE 5-13

5-9. 2025 ALTERNATIVE 1 ROAD NETWORK 1 – LEVEL OF SERVICE 5-14

5-10. 2025 ALTERNATIVE 1 ROAD NETWORK 1 (NORTH-SOUTH FREEWAY COORIDOR TERMINATED AT SR 287) – LEVEL OF SERVICE 5-15

6-1. FUNCTIONAL CLASSIFICATION SYSTEM 6-1

6-2. RECOMMENDED FUNCTIONAL ROAD CLASSIFICATION 6-3

6-3. 2025 NUMBER OF LANES 6-4

6-4. TYPCIAL CROSS-SECTIONS 6-10

7-1. DIFFERENT TYPES OF TRANSIT SERVICE 7-3

7-2. COMBINED POPULATION AND EMPLOYMENT DENSITY IN STUDY AREA 7-17

7-3. 2025 DRAFT TRANSIT OPTIONS 7-19

8-1. HIGH PRIORITY CORRIDORS 8-17

1. INTRODUCTION

The Coolidge-Florence Regional Transportation Study developed a regional multimodal transportation system for the Coolidge and Florence planning areas. The study has been a cooperative effort of the City of Coolidge, Town of Florence, and the Arizona Department of Transportation (ADOT) in recognition of the regional growth and the need to develop a coordinated multimodal transportation system. The final product of the study is a regional transportation plan.

The following vision statement was developed in coordination with the stakeholders:

> *The City of Coolidge and Town of Florence will partner with stakeholders to develop and implement a multimodal regional transportation system that will enhance the quality of life and sustainability of the environment. The transportation system will provide for regional safety and mobility for people and goods as well as economic growth while recognizing the unique features and needs of each community. The transportation system will be planned, programmed, designed, and constructed in consideration of community and environmental values.*

While this study included roadway facilities owned and operated by ADOT within the study area, it is important to recognize that improvements to the state highway system can be made only after in-depth planning and engineering studies are conducted by ADOT, and upon approval of the State Transportation Board. All traffic interchange improvements must be approved by the Federal Highway Administration (FHWA). The recommendations made by this study for improvements on state facilities can serve only as suggestions for further study.

BACKGROUND

The study area is comprised of the combined planning areas of the City of Coolidge and the Town of Florence within the eastern portion of Pinal County approximately midway between the City of Phoenix and City of Tucson (see Figure 1-1). A more detail illustration of the study area is illustrated in Figure 1-2. The combined planning areas extend from east of I-10 to well past SR 79 and from SR 87 to Bella Vista including the places of Valley Farms, Cactus Forest, Randolph, La Palma, and Florence Gardens. The 336 square mile study area is larger than the combined incorporated areas (as of 2004) of the East Valley cities including City of Mesa, Town of Gilbert, City of Chandler, Town of Queen Creek, and City of Apache Junction.

Both communities are experiencing rapid growth. Possible population growth in the study area has been projected in the range of 250,000 to 300,000 persons over the next 20 years. Currently, a Pulte Homes development is underway on the West side of the City of Coolidge and Anthem at Merrill Ranch on the northwest side of the Town of Florence, which is transforming the landscape to residential use. Other new developments are also underway in the area. In addition, Westcor has signed a contract to construct a regional Shopping Mall in the future on the eastside of the City of Coolidge.

FIGURE 1-1. REGIONAL LOCATION

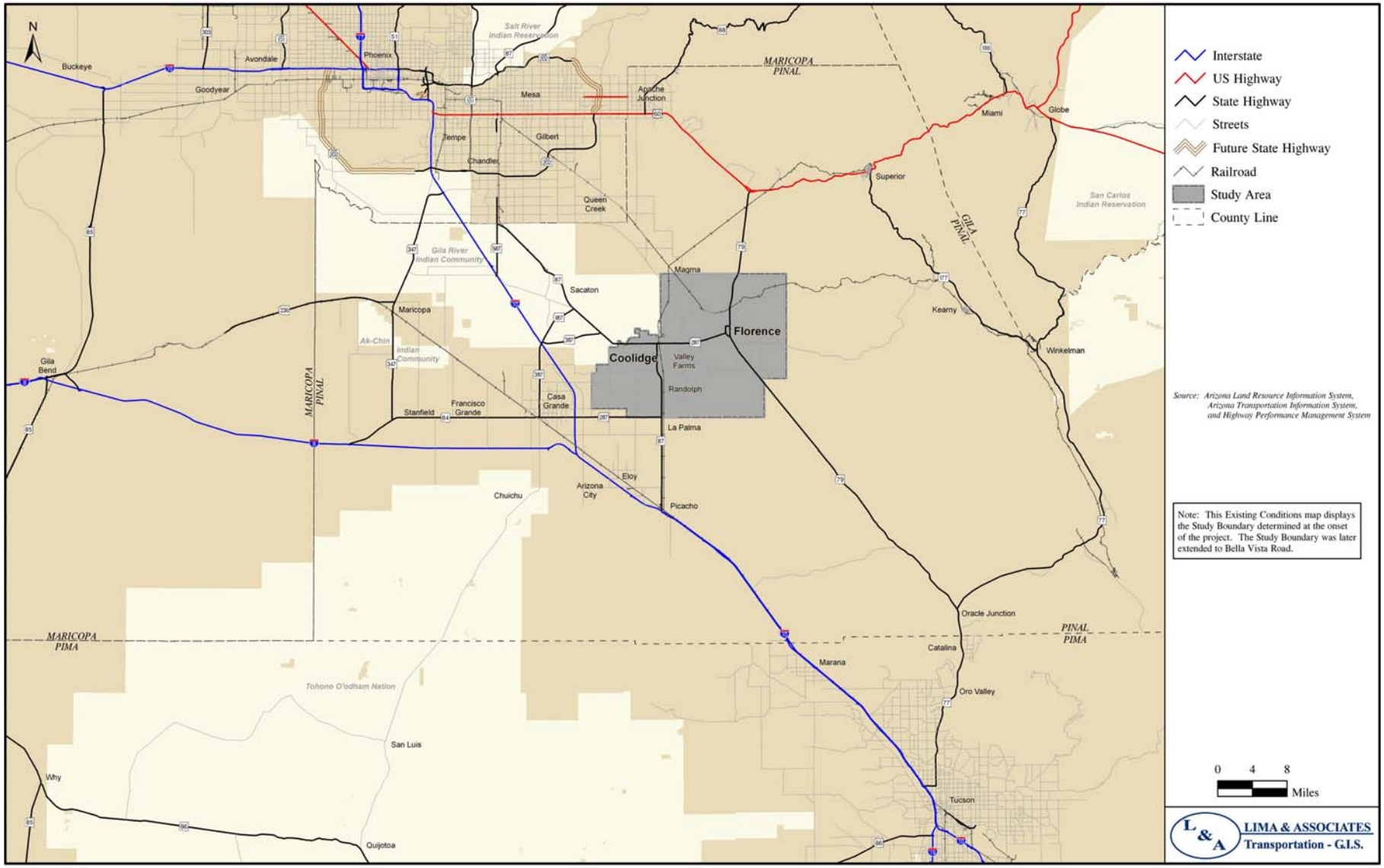
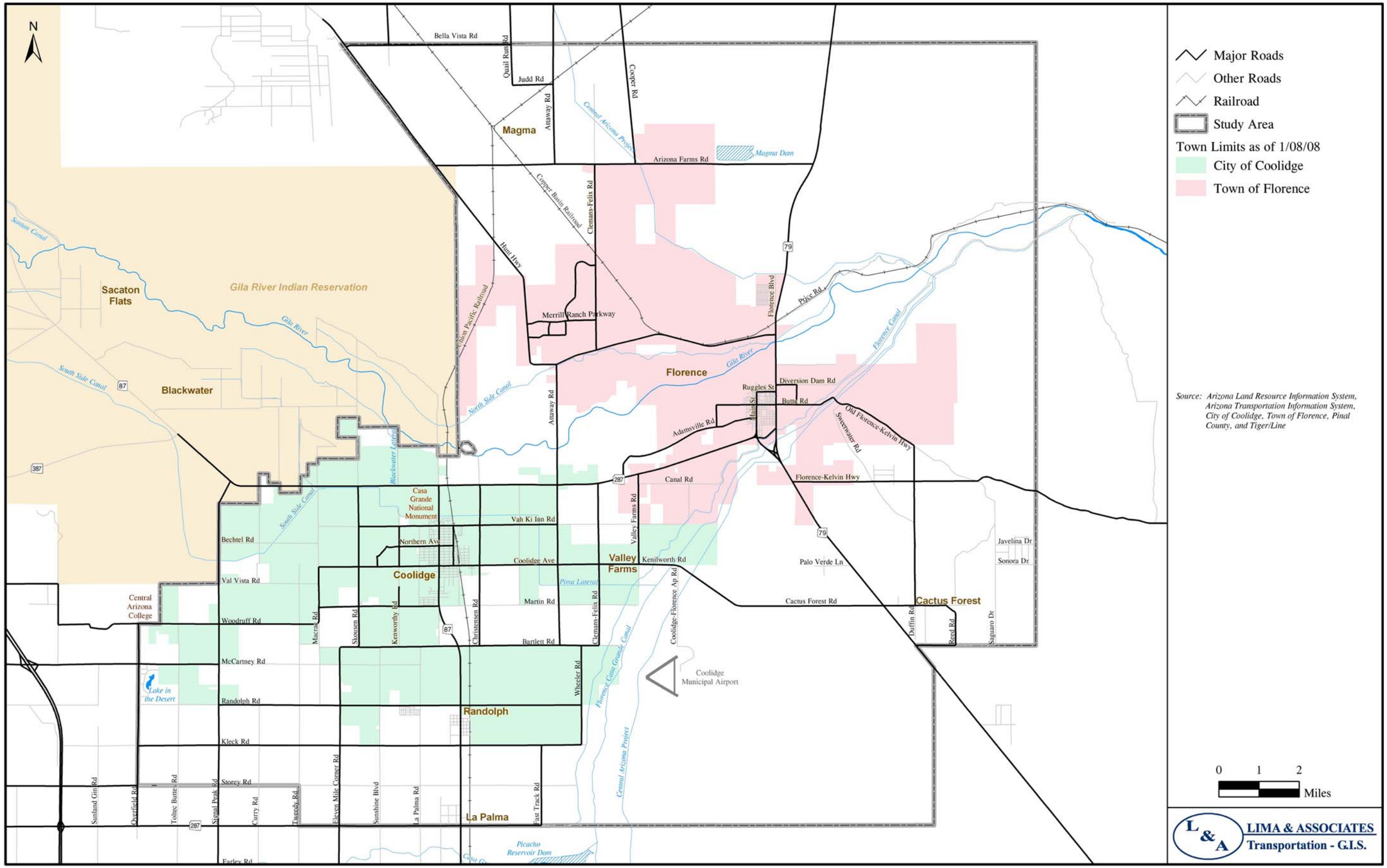


FIGURE 1-2. COOLIDGE-FLORENCE STUDY AREA



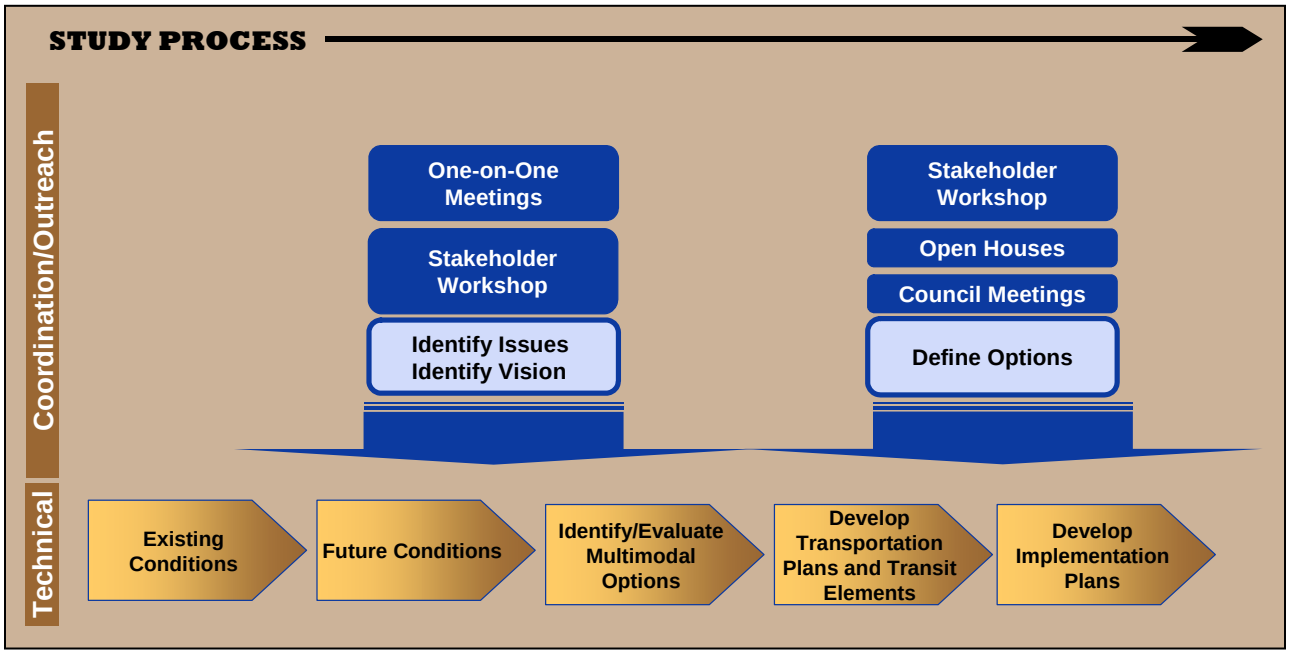
STUDY PROCESS

The study process is illustrated in Figure 1-3. The study was guided by a Technical Advisory Committee comprised of representatives from the City of Coolidge, the Town of Florence, Pinal County, ADOT, the Gila River Indian Community, and the Central Arizona Association of Governments (CAAG). An intensive public participation process was undertaken, including two rounds of stakeholder workshops to identify issues, solicit comments, and receive feedback on the study process and recommendations.

The first step of the technical analysis was to analyze the existing conditions and Environmental Justice concerns. Workshops in Coolidge and Florence were held to identify issues and envision components for the transportation plan. Stakeholders included Public Works Department personnel, Coolidge and Florence personnel, elected officials from the City of Coolidge and the Town of Florence, ADOT, CAAG, Pinal County representatives, and citizens.

Future socioeconomic conditions were projected and a traffic forecasting model of the study area was developed to identify future transportation conditions. Next, multimodal transportation options were identified and evaluated. Based on the results of this analysis, a draft transportation plan was developed including a transit element. A second round of stakeholder workshops was held to review the draft transportation plan and identify constraints to the plan. The findings and recommendations of the study were presented to open houses in Coolidge and Florence for review and comment.

FIGURE 1-3. STUDY PROCESS



ORGANIZATION OF REPORT

Chapter 2 summarizes the process carried out for agency coordination and public involvement. Chapter 3 summarizes the current socioeconomic and transportation conditions within the study area. The next chapter discusses the major transportation issues that the communities are confronted with given the rapid growth in the area. Chapter 5 presents the future socioeconomic conditions and the analysis of future road conditions and alternatives analysis. The next chapter presents the recommended roadway element of the regional transportation plan including road design and access management standards and Chapter 7 presents the public transportation element. Chapter 8 presents the capital improvement program and implementation plan and Chapter 9 discusses funding sources and financing the improvements.

SUMMARY OF FINDINGS

Current Conditions

- The population of the City of Coolidge increased from 7,786 in 2000 to 10,392 in April of 2006. The growth rate averages 4 percent over the six years.
- The population of the Town of Florence (excluding group quarters) increased from 5,224 residents in 2000 to 5,599 residents in January of 2006.
- In 2005, the prison population in Florence was 15,243.
- In 2001, Coolidge had an estimated total employment of approximately 4,336 or total employment of 382 per 1,000 residents. The same year, total employment in Florence had been estimated at approximately 5,325 or a total employment of 998 per 1,000 residents.
- Numerous underground storage tanks are located within the study area, as well as sand and gravel mining operations.
- With respect to air quality, the study area is currently in attainment for PM_{10}, Ozone, CO, NO_2, and lead, but is at risk of becoming a non-attainment area for PM_{10}.
- The study area contains significant cultural resources including the prehistoric Casa Grande Ruins and other archeological sites as well as historic areas such as downtown Florence.
- Sixty-five percent of study area acreage is privately held. Another 27 percent is State Trust land. More than 30 percent of all privately held land is entitled for development.
- The study area is served by Interstate 10 and three state routes: SR 87, SR 287, and SR 79. Other regionally significant roadways serving the study area include Hunt Highway, Arizona Farms Road, Attaway Road, and Signal Peak Road. Two lane roads comprise the majority of road mileage in the study area.
- Ten bridges in the study area have sufficiency ratings of less than 80 percent. Eight of these bridges are located on State Highways.

- The highest traffic volumes in the study area occur on portions of the State Highways. Currently, most of the road segments are operating at LOS B or better.
- Between January 2001 and December 2005 1,389 crashes occurred in the study area. Over half the crashes took place at or near intersections or involved driveway access. Twenty-nine of the crashes resulted in fatalities.
- No scheduled public bus, air, or rail transportation exists within the study area. The "Cotton Express" operated by the City of Coolidge is the only local transit system. A number of special needs transportation services serve the area. In addition, "Pinal Rides", a demonstration project under the "Arizona Rides" program, is operating from the fall of 2007 through the spring of 2008. The closest commercial airport to the study area is Phoenix-Mesa Gateway Airport, 35 miles north.
- No continuous system of pedestrian or bicycle facilities exists within either Coolidge or Florence limits. Three existing trails in the vicinity of the study area include the Arizona Trail, Central Arizona Project Canal, and Juan Bautista de Anza National Historic Trail. A *Parks, Trails and Open Space Master Plan* has been developed for the Town of Florence.

Transportation Issues

- Rapid study area growth is putting extensive pressure on the transportation infrastructure—roadway capacity is inadequate, regional connections are limited, and multimodal facilities are lacking.
- Access by multimodal transportation facilities both locally and regionally to the Central Arizona College Signal Peaks Campus and learning centers is an issue that needs to be addressed as population grows.
- Constructing new regional highway facilities and improving existing facilities is needed to provide mobility and safety for people and goods.
- Constructing adequate internal circulation within new developments will reduce traffic volumes on adjacent arterial roadways and facilitate access for emergency vehicles.
- New Gila River crossings will be needed to provide regional connectivity. Some existing bridges will need to be widened.
- New interchanges on I-10 may be needed to improve the overall regional traffic circulation. Planning for potential new traffic interchanges should be coordinated with the ongoing I-10 Widening Study (Design Concept Report/Environmental Assessment (DCR/EA).
- Improved roadway access and multimodal connections will be needed to facilitate economic development at the Coolidge Airport.
- Access management must be implemented on state highways, municipal streets, and county roads to preserve capacity and maintain safety as development occurs.

- As traffic growth occurs, there will be a growing need for truck routes through the area.
- Transportation Demand Management strategies could include a transportation coordinator to oversee the program, ride-sharing programs, park-and-ride facilities, and parking management.
- A need exists for multimodal facilities of regional significance in addition to streets and highways. As growth occurs, implementation of new public transportation services will be needed. An inter-connected system of paths and trails would add balance to the network.

Future Conditions and Alternatives Analysis

- Population in the study area is growing rapidly, and is anticipated to grow from 35,700 residents in 2005 to 336,500 residents by 2025.
- Employment is also expected to grow substantially by 2025 from 14,700 employees in 2005 to 134,000 employees by the year 2025.
- Major road deficiencies include a lack of road connectivity between activities and limited capacity.
- If growth occurs as expected, the current road network will experience gridlock if major improvements are not made to the road network.
- Alternative networks evaluated in the study will address future deficiencies.

Public Transportation

- Eight modes of transit have been identified as most likely for eventual implementation in the study area.
  - ✓ Dial-A-Ride and Paratransit Services
  - ✓ Regional Bus Service
  - ✓ Modern Streetcar Service
  - ✓ Commuter Rail Service
  - ✓ Deviated Fixed Route Service
  - ✓ Light Rail Service
  - ✓ Regional Rail Service
  - ✓ Excursion Rail Service
- Due to population growth, the needs of area transit-dependent citizens are changing quickly.
- Coolidge and Florence should consider setting aside appropriate spaces for community transit centers.
- Many residential developments within the study area are essentially automobile-oriented in design.

- Pinal Rides, a six-month pilot program to provide human services transportation on two routes in central Pinal County, is operated from fall 2007 through spring 2008 by the Pinal-Gila Council for Senior Citizens.
- Transportation Demand Management can address the needs of those traveling long distances with rideshare options such as vanpools and carpools.
- By 2025, portions of Coolidge and Florence will exhibit combined population and employment densities that may warrant the operation of commuter rail service to Phoenix and Tucson as well as local bus services.
- A number of federal, state, and local funding sources and mechanisms exist for funding public transportation in the study area.

Implementation

- Implementing the multimodal transportation infrastructure within the region presents several major challenges including the following:
  - ✓ Right-of-way needs and right-of-way preservation for roadways
  - ✓ Approved development plans that did not incorporate major transportation facilities
  - ✓ Ability to implement continuous and consistent facilities
  - ✓ Lead time needed to construct facilities
  - ✓ Cost of needed improvements and funding implications
  - ✓ Prioritization of projects as development phases in
  - ✓ Implementation of multimodal projects

Costs

The cost of constructing the 410 miles of road improvements in the study is estimated to be approximately $2.6 billion; $900 million for the Coolidge Planning Area and $1.70 billion for the Florence Planning Area.

RECOMMENDATIONS

While this study included roadway facilities owned and operated by ADOT within the study area, it is important to recognize that improvements to the state highway system can be made only after in-depth planning and engineering studies are conducted by ADOT, and upon approval of the State Transportation Board. All traffic interchange improvements on an Interstate Highway must be approved by the Federal Highway Administration (FHWA). The recommendations made by this study for improvements on state facilities can serve only as suggestions for further study.

Transportation Issues

Many of the roads in the study area are currently owned, operated, and maintained by Pinal County; Municipalities must coordinate with the County in developing a street system.

Road Plan

- Implement new continuous roads and widen existing roadways to provide an adequate level-of-service in the study area.
- Implement a functional classification of 410 miles of major arterials, minor arterials, major collectors, and minor collectors tied to specific design and access criteria.
- Implement access management principles to manage access to adjacent properties.

Implementation

Strategies are recommended to implement the regional transportation plan including:

- Plan and Program Adoption
- Coordination
- Land Use Planning
- Road Implementation
- Public Transportation Implementation
- Funding
- Monitoring and Updating

Funding

- Identify high priority funding strategies.
- Coordinate to obtain funding and leverage funds for improvements.

Public Transportation

- The City of Coolidge and the Town of Florence should proactively support the Pinal Rides Pilot Program by participating on the Advisory Council and providing funding.
- The City of Coolidge and the Town of Florence should communicate and coordinate with organizations and agencies that are evaluating and/or advocating inter-regional transit service options affecting the County.
- The City of Coolidge and the Town of Florence should consider development of transit oriented design (TOD) overlays that could be implemented along identified future transit corridors.

- The City of Coolidge and the Town of Florence should continue to present short- and long-range plans to ADOT Public Transportation Division.
- The City of Coolidge should continue to evaluate the operation of the Cotton Express and plan for service expansion as population growth and development warrant.
- The Town of Florence should conduct a Transit Feasibility and Implementation Study to identify current and future public transportation needs within the town as well as demographic thresholds for implementing future services.
- The Town of Florence should hire a Transportation Coordinator, when needed.
- The Town of Florence should appoint a volunteer Transit Advisory Committee to assist the Town in identifying the desirable attributes of the coordinator position and to work with the coordinator after his or her selection.