
3. CIRCULATION ELEMENT

- 3.a Introduction
- 3.b Legislative Requirements
- 3.c Functional Classifications
- 3.d Road Design and Engineering Standards
- 3.e Traffic Counts
- 3.f Multi-Modal Transportation
- 3.g Regional Transportation
- 3.h Goals, Objectives and Policies
- 3.i Implementation Strategies

3.a INTRODUCTION

The Circulation Element addresses the Town's transportation system and provides tools, such as the goals, objectives and policies, and the Circulation Plan map to assist with the ongoing and long-range planning, development, implementation and management of the necessary transportation system for the Town. It is the intent of this element to provide a safe, convenient, efficient and cost-effective multi-modal transportation system for the movement of people, goods and services within and through the Town of Clarkdale. A principal emphasis of the Circulation Element is to support the integrated coordination of transportation systems with land use development. The Circulation Element is developed in direct relationship with the program as outlined in the Land Use Element, including the long-range Land Use Plan which identifies existing and proposed land use patterns.

A map of the proposed transportation system, referred to as the Circulation Plan, is used to identify the general location of existing and proposed streets and multi-modal transportation opportunities. This includes a system of classification for various types of streets and related development standards based on the level of use, the nature of the land uses served by such streets, and the goals of providing a coherent, rational system.

The Circulation Element and Plan is concerned with providing for an efficient, orderly system of streets and the full range of intermodal transportation opportunities, including pedestrian, bicycle and transit. A coherent pattern of local, collector and arterial streets serves to enhance and protect the quality of neighborhoods and commercial uses. This plan may be used to guide long range capital improvement projects but also potentially ties new development into levels of street improvement requirements as specified on the plan. The Circulation Plan looks at projected growth patterns in terms of level of use and coherency of the overall system by showing the locations of proposed arterial and collector streets in specific relation to existing properties. Broad, sweeping, schematic locations have less ability to function within the plan as a tool for guiding future development and related development requirements but may be considered where flexibility is desirable.

3.b LEGISLATIVE REQUIREMENTS

According to ARS § 9-461.05.C.2., the general plan shall consist of a statement of community goals and development policies. It shall include maps, any necessary diagrams and text setting forth objectives, principles, standards and plan proposals. Circulation is addressed by the following requirements:

A circulation element 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 element of the plan.

The circulation element provided for in subsection C, paragraph 2 shall also include for cities of fifty thousand persons or more and may include for cities of less than fifty thousand persons recommendations concerning parking facilities, building setback requirements and the delineations of such systems on the land, a system of street naming and house and building numbering and other matters as may be related to the improvement of circulation of traffic. The circulation element may also include:

A transit element showing a proposed system of rail or transit lines or other mode of transportation as may be appropriate.

3.c FUNCTIONAL CLASSIFICATION

A system that classifies streets according to their function in the overall town-wide street circulation

system is intended to provide for the efficient and orderly flow of traffic throughout the town and to inform and guide development decisions on properties adjacent to or otherwise serviced by such streets. The street classification system is intended to provide for an efficient and orderly flow of traffic based on the level of service and general principals of planning. A hierarchy of streets is created to address the purpose of providing access to various properties in an efficient and logical manner. The system of street classifications is also meant to encourage the development of various properties according to the objectives of related land use policies. For example, commercial development would be located along collector or arterial roadways and single-family residential development would have direct access to local roads which have a lower volume of traffic.

The functional classification of streets in Clarkdale is intended to be consistent with similar systems of street classifications typically found in other municipalities and with state and federal guidelines. A level of service (LOS) is typically indicated for different classifications of street types based on the functional classification of the road, the existing and forecasted average daily traffic, the number of lanes, the anticipated peak hour volumes and maximum rating of service capacity. The level of service standard provides an indication for which type of roadway should be considered based on existing and projected traffic flows. In Clarkdale, at this time, the average daily traffic (ADT) measurements from on-site traffic counts suggest that the existing primary arterial and collector streets generally are rated at a level of service well within the maximum acceptable capacities for those classifications based on state-wide standards. However, there are a number of intersections, such as Highway 89A and Eleventh Street, which need a more detailed analysis to determine whether they address an acceptable level of service rating at this time.

Private access easements could be constructed according to any of the functional classifications based on other considerations, such as zoning classification, lot size and existing uses. Dedicated public right-of-way is intended to be constructed to minimum standards and is the responsibility of the Town to maintain. Private access easements are maintained by property owners either through some type of joint maintenance agreement or by individual responsibility. Arterial, collector, local, rural collector, rural local and alley define the system of functional classifications, as follows:

- **Arterial**

Roads and highways intended for higher volume, higher speed travel through the community or between neighboring communities. Direct access to the roadway is intended to be limited to regionally significant land uses and collector roads. Arterial road classifications usually indicate four or more travel lanes but for Clarkdale this classification includes two lane roads based on the level of service. Two lane arterial roads would be expected to have adequate center turn lanes and side acceleration and deceleration lanes for all street and driveway intersections.

- **Collector**

Medium to high volume road intended to connect local streets serving residential or non-residential uses with arterial highways. Direct access is limited to street intersections and shared driveways. Two lane collector roads serving lower volumes of traffic are considered minor collectors and four or more lane collector roads with higher volumes of traffic are considered major collectors. Two lane collector roads would be expected to include the installation of center turn lanes and side acceleration and deceleration lanes for abutting commercial or institutional development.

- **Local**

Lower volume, lower speed road intended to provide direct access to abutting properties and to serve as the primary framework for the local circulation system within sub-areas of the town. Most of the dedicated roads within platted subdivisions and historic areas of Clarkdale are indicated as Local roads.

- **Rural Collector**

Rural roads are intended for residential areas with a minimum one acre or greater zoning classification. Such roads may be unpaved and have minimal improvements. Rural collectors serve to connect local roads with other collector roads, as well as with arterial roads.

- **Rural Local**

Rural roads are intended for residential areas with a minimum one acre or greater zoning classification. Such roads may be unpaved and have minimal improvements. Rural local roads are intended to provide direct access to residential properties.

- **Alley**

Secondary access intended for limited travel from a local road to parking areas at the rear of properties. Alleys are typically located through the middle of a block of properties within a developed area. Public alleys are found in Upper and Lower Clarkdale and in Centerville.

Examples of Road Classifications in Clarkdale

- Arterial -** State Highway 89A, Cement Plant Road, and South Broadway.
- Collector -** Portions of Main Street, Old Jerome Highway, Bent River Ranch Road, Black Hills Drive and Lisa Lane.
- Local -** Third North Street, Calle Carillo, Sky Drive, Deborah Drive, Panorama Way.
- Rural Collector -** Mescal Spur, Minerich Road and Haskell Springs Road are indicated as Rural Collector roads.
- Rural Local -** Most private easement roads in the foothills area, including Peaks View, Mountain Road, Abbey Road North and South, and Redtail Hawk and Cliffside Drive off of Benet River Ranch Road are indicate as Rural Local roads.
- Alley -** Mid block right-of-way in Upper Clarkdale, Lower Clarkdale and Centerville.

3.d ROAD DESIGN AND ENGINEERING STANDARDS

New subdivisions require street and transportation facilities to be designed and built according to accepted engineering standards, however, new development outside of subdivisions, including residential, commercial and industrial projects may occur with minimal attention to construction standards, traffic operations or system planning.

The purpose for establishing minimum standards for the development of roads, streets, alleys and easements is to promote the public health, safety and general welfare. Minimum standards are established to address basic traffic safety operations, drainage and flooding concerns, maintenance issues, protection of adjacent land and properties, economic interests, and long-range planning concerns associated with development of properties. Planning for traffic operations considers such issues as sight distance, roadway alignment, intersection design, driveway intersections, curve radius, design speed and road grade. These standards are intended to provide a general set of principals to guide development of roads and should be considered as a starting point and not a substitute for thorough and complete engineering where it is needed.

Definitions

Access A means by which vehicles, pedestrians or some other form of conveyance provides ingress and egress to and from a lot, parcel or property by way of a dedicated public street or recorded private easement.

ABC Aggregate Base Course is a mixture of various sizes of sand and gravel particles that is typically used as a foundation for hard pavement surfaces but may be used as the surface treatment for roads as well.

AC Asphaltic Concrete or asphalt is comprised of a mixture of asphalt emulsion and sand and gravel and is used as a hard surface pavement for streets, roads, pathways and parking lots.

Culvert A closed pipe or conduit used for the purpose of conveying stormwater or drainage water through an embankment, under a roadway or past some obstruction.

Cut and Fill Cut refers to the extraction of earth material and fill refers to the deposit of earth material, including rock, sand, clay, gravel, soil or any combination of similar material, in order to shape the grade of the landscape in a desired manner.

Driveway A private access way located entirely on a lot or parcel which provides vehicular access within the lot or parcel.

Easement Property designated for a use by certain individuals, other entities or the general public for a specified use within all or a portion of the property or parcels that allows such specified use to occur concurrently on that portion of the property, including but not limited to access, drainage and/or utility placement uses.

Grade Grade refers to the vertical location of the ground surface.

- a. Existing Grade: the natural ground surface before mechanical grading.
- b. Natural Grade: typically same as Existing Grade defined as the unaltered ground surface before development.
- c. Rough Grade: the stage at which the grade approximately conforms to the approved plan.
- d. Finish Grade: the final graded surface that conforms to the approved plan.

MAG Edge A thickened, turned-down edge to an asphalt pavement section where there is no curb and gutter, as per the latest Uniform Standards, Specifications and Details for Public Works Construction as sponsored and distributed by the Maricopa Association of Governments (MAG).

Private Access Easement An easement over private property, owned in fee simple by an

individual, group of individuals, business or corporation which provides principal access to other lots or parcels, and which is open for ingress and egress to the general public at all times.

Right-Of-Way A general term which denotes land or property, usually a strip or corridor and typically understood as publicly dedicated land, which is for transportation purposes but which may also have other associated uses such as utilities, landscaping and open space, and other types of associated facilities.

Radius The distance from the center point of a circle to its edge. A shorter radius is associated with a tighter arc on the circle; a longer radius results in a broader arc. Used to describe a curve in a roadway or intersection corner.

Slope Slope is defined as a ratio of vertical rise to that of the horizontal run of the land measured as a percentage from a base of zero being flat level horizontal.

- a. Back Slope: that area of a drainage channel opposite the “in slope” and that is facing a roadway or development.
- b. In Slope: that area of an adjacent drainage channel closest to the roadway or development.
- c. Out Slope: that area on the downhill side that slopes away from a roadway or development.

Shoulder The area of a roadway adjacent and contiguous to the travel way which is for the accommodation of stopped vehicles, emergency use, and for the lateral structural support of the base and surface courses of the roadway.

Sight Distance The distance on a roadway or path which provides a clear line of sight from one point to another and is usually associated with roadway or driveway intersections or a curve in the road.

Storm Drain Any conduit, structure or appurtenance which is intended for the reception and transfer of storm water and may be associated with a complete system intended exclusively for conveyance of storm water events.

ROAD DESIGN ISSUES

The road design standards are intended to address the construction and installation of new roads outside of subdivisions or planned developments within the Town of Clarkdale. This would apply to dedicated public right-of-way or private easements required to meet minimum access standards. Some of the issues to be considered for the establishment of road design and engineering standards include the following:

Shoulders Adequate shoulders should be included on all roadways that do not have curb and gutter to address safety and maintenance concerns that are in the public interest. Shoulders should be a minimum of four feet (4') in width on all roads without curb and gutter. The grade of the shoulder shall slope outward from the road.

Intersections Street and driveway intersections should be designed to address the following conditions:

- a. Intersections with at least one collector or arterial road should join and connect at right

angles to each other so that a minimum distance of one-hundred feet (100') measured from the centerline intersection is at a right angle to the street it joins.

- b. For intersections that include only local roads it is strongly recommended to have such streets connect at right angles to each other for a minimum distance of fifty feet (50') as measured from the centerline intersection and such intersections may be considered with a connecting angle up to sixty (60) degrees if there is no other possible configuration due to existing development or topographical conditions.
- c. Roadways intersecting opposite sides of a street shall match up for a straight-through alignment. Where roadways are offset, the minimum distance between the centerline of roads on opposite sides shall be one-hundred feet (100') on local roads and one-hundred and thirty-five feet (135') where one or more intersecting streets functions as a collector or arterial roadway.
- d. The minimum distance between a single-family residential driveway and a roadway intersection shall be measured from the edge of driveway to the end of the nearest curb return, corner radius or corner cut-off and in no case shall be less than twenty feet (20').

Corner Radius and Diagonal Cut-Off For intersections of roads and/or driveways without curb and gutter, a circular curve radius shall be installed according to standardized dimensions and this shall be calculated from the outside edge of the travel lane. As an alternative to a circular arc, a straight diagonal corner cut-off may be used at corners to be measured from the point of intersection of the edge of roadway. Where local and collector roads intersect the larger calculation shall be used.

Design Speed Rural roads with unpaved surfaces should be designed for a maximum speed of 25 m.p.h. Design speeds may be increased for paved rural roads with adequate lane width and engineering design.

Road Grade Typical maximum grade of all roads shall be ten (10) percent. Steeper grades may be considered for shorter distances.

Sight Distance Minimum standards for sight distance design should be established for various road classifications based on state and national standards.

Drainage New road development typically results in increased localized runoff due to an increase of hard surface area. Additionally, a new road may alter or disrupt the natural drainage pattern existing within an area. New road development, as for property development in general, must not result in drainage flows entering adjacent properties in a manner after development that exceeds pre-development conditions. The intent of the road drainage design is to ultimately direct flow of runoff towards the natural drainage courses in the area. Any new road project must consider the downstream impacts and flooding potential generated by the road development.

Flood Control The Yavapai County Flood Control District is mandated by Arizona Revised Statutes and the Federal Emergency Management Agency (FEMA) to regulate areas of special flood hazards. FEMA Floodway Maps are used to address floodplain management along various watercourses within the county. Development, including roads and access ways, within any delineated floodplain area requires approval from the County Flood Control District. All new roads, including access easements associated with any development project or grading plan, must conform to the regulations of Yavapai County Flood Control District.

Culverts, Channels, and Structures Culvert sizes for various applications should be standardized. A minimum size and length should be required for culverts at street and driveway intersections. Grading around drainage structures should be engineered to conform to drainage plan.

Private Access Easement A private access easement is a recorded easement over private property, owned in fee simple by an individual, group of individuals, business or corporation which provides principle access to various parcels. Private access easements are often built with inconsistent construction in terms of roadway width, surface materials, roadbed stability, and related drainage issues. It is not generally understood by property owners or the public that maintenance of these private easements is the responsibility of each property owner and any associated liabilities may rest with that private property owner even though these facilities may serve the broad interests of the town in general.

3.e TRAFFIC COUNTS

Between March and September 2001, various streets throughout Clarkdale had mechanical traffic counters installed to measure daily traffic amounts. Major streets and key entry points into different neighborhoods were selected in order to develop a broad understanding of general patterns of traffic throughout the Town.

Average Daily Traffic (ADT) The traffic counters used in this study provide total numbers over a period of time. Mechanical traffic counters are placed across a street for a number of days. The average daily traffic (ADT) is then calculated from that sample. The methodology selected was limited by the capabilities of the testing equipment and by the fact that each location only was

tested for a random week. A more thorough analysis would investigate hourly traffic flow throughout each day in order to determine peak hour flow, however, this data provides useful comparative information for looking at circulation patterns on a town-wide basis. Additionally, this information can serve as a baseline for future measurements so as to measure the impacts of growth and development on the street circulation system.

- Identify key control points to determine baseline traffic volume. Locations should be easy to locate for annual or periodic counting.
- Traffic is counted over a number of days and an average is calculated. If the location was checked at different times of year or for longer periods of time, this could also assist in providing more accurate estimates of traffic volume.

Locations	Average Daily Traffic (ADT)
1. Old Jerome Highway south of Hwy 89A towards Jerome.	442
2. Old Jerome Highway immediately south of Lanny Lane.	550
3. Old Jerome Hwy south of Foothill Terrace.	255
4. Scenic Drive west of Hwy 89A	292
5. Lanny Lane immediately west of Lanny Ave.	966
6. Lisa Street west of Hwy 89A.	1,524
7. Black Hills Drive east of Old Jerome Highway	3,346
8. Old Jerome Highway north of Black Hills Drive.	866
9. Main Street east of the Cement Plant Road	1,313
10. Main Street west of 16th	1,526
11. 11 th St. between 89A and Park	3,416
12. Main St. east of 11 th by the Town Park	3,561
13. Broadway at Cottonwood Boundary	4,301
14. Broadway at Elks Lodge	4,630
15. Tuzigoot Road off of Broadway	758
16. Broadway at one lane bridge.	1,144
17. Broadway above Patio Park	821
18. Third North Street east of Broadway (71% of traffic from industrial area east of RR)	556

19.	Third North Street just east of abandoned railroad tracks.	397
20.	Centerville Road at 89A	665
21.	Mingus Shadows Subdivision: Lincoln at 89A	1,455
22.	Mingus Shadows Subdivision: Mingus Shadows at 89A	1,098
23.	89A at Black Hills Drive <i>see Cottonwood Area Transportation Plan 2001</i>	10,300
24.	89A at Lisa Lane <i>see Cottonwood Area Transportation Plan 2001</i>	8,500

3.f MULTI-MODAL TRANSPORTATION

The Growing Smarter legislation requires communities to consider planning for modes of transportation other than automobiles. A comprehensive approach to considering transportation needs and opportunities looks at not only automobiles but also all other methods of moving goods and people. The Circulation Element emphasizes the broad-based benefits to be derived from support for multi-modal transportation planning. Although the automobile will continue to be the primary means of transportation within the town, there are significant social, environmental and economic benefits derived from modes of transportation other than single-occupant vehicles. Walking, bicycling, and public transit serve these purposes.

Automobile

The private automobile will remain the primary means of transportation in Clarkdale for the foreseeable future. The street system is designed to provide a safe and efficient means for automobiles to move in and through Clarkdale. The street circulation system has a continuing need to address a range of improvements, including those related to roadway surface conditions, drainage features, traffic control, intersection design upgrades and the integration of pedestrian and bicycle facilities.

Pedestrian

Walking offers a wide range of benefits as a mode of transportation for relatively short distances within local sub-areas and to connect adjacent areas. In order to function as a safe and efficient means of transportation, pedestrian facilities need to be continuous, interconnected and meet minimum engineering criteria. Sidewalks, off-road pathways, and “pedestrian-friendly” intersection design are basic components of a pedestrian transportation system. The surface should be relatively smooth, free of debris and adequate for different weather conditions. Sidewalks and pathways should be separated from the roadway travel lanes by a distance adequate to provide a safe walking environment.

Bicycle

Bicycling is a cost-effective, energy-efficient, non-polluting, healthy alternative for transportation. In Clarkdale, there is a general perception that riding a bicycle on the streets is basically unsafe due to poor surface conditions, a lack of adequate road width and a lack of an identified, interconnected bicycle route system. Generally, people are more likely to ride bicycles for transportation if there is a perception of adequate and safe facilities, such as occurs with wider lanes. The separation of most of Clarkdale from shopping, employment and other common destinations at a regional level makes bicycling a less desirable alternative for such uses for many people. It is more likely that the bicycle can be an effective component of the transportation mix for shorter trips at the neighborhood level. Implementation of effective regional bicycling facilities will take time due to the need for coordination of bicycle facilities with major highway improvement programs.

A comprehensive program to improve conditions for bicycling typically has a number of components, including designating continuous routes on existing roads, requiring adequate roadway width for new roads and other street improvement projects, establishing a consistent system of signs, providing secure bicycle parking facilities at various destinations and supporting education and traffic enforcement laws for bicyclists for safety purposes.

Transit

A fixed-route general transit system was begun in January 2002, that includes Clarkdale in a loop route system with Cottonwood. The Cottonwood Area Transit System (CATS) also provides on-demand, door-to-door paratransit (dial-a-ride and reserve-a-ride) service in Clarkdale and Cottonwood, as well as in nearby county areas. Planning for transit systems requires close attention to population distribution, funding sources, public support levels, and regional as well as local concerns. Transit stops should be coordinated with pedestrian linkages, automobile parking, and bicycle parking facilities so as to take advantage of multi-modal transportation opportunities. Attractive, well placed bus shelters assist with efforts to encourage increased ridership.

3.g REGIONAL TRANSPORTATION

Regional transportation planning will continue to be a major concern in the Verde Valley over the next decade as the population continues to grow.

Cottonwood Area Transportation Plan 2001

The Town of Clarkdale along with Yavapai County and the Arizona Department of Transportation (ADOT) participated in the Cottonwood Area Transportation Study which was initiated in 1998 by the City of Cottonwood, and released in final draft form in July 2001, as the Cottonwood Area Transportation Plan (CATP). The intent of the study was to present a comprehensive, long-range, multi-modal transportation plan for the rapidly growing area in the vicinity of Cottonwood but also including Clarkdale.

Short-term (1-5 years) Recommendations Effecting Clarkdale Include the Following:

- Widen 89A from Black Hills Drive to Cement Plant Road from 2-lanes to 4-lanes.
- Adopt access management policies for driveways and access to adjacent properties along arterial and collector streets.
- Obtain right-of-way and upgrade Centerville Road from 89A to Broadway as paved road with bike lanes and pedestrian paths.
- Replace obsolete one-lane Broadway Bridge at Bitter Creek with modern two-lane structure.

- Develop multi-use trail from Bitter Creek to Bridgeport along Verde River Greenway.

Mid and Long-term Recommendations from CATP 2001 Include:

- Implement access management regulations to limit direct access from driveways to abutting collector and arterial roadways.
- New industrial access route from Cement Plant Road to historic industrial area.
- Reconstruct intersection at 89A /Cement Plant Road and Eleventh Street to include possible signalization and turn lane improvements.
- Western bypass route from Ogden Ranch Road and Highway 260 to Yavapai College campus and on to Old Jerome Highway at 89A.
- Widen and add bike lanes on Broadway from Clarkdale to Old Town Cottonwood.
- Sign Old Jerome Highway from Scenic Drive to Black Hills Drive as bike route

Verde Valley Transportation Planning Organization

The Verde Valley Transportation Planning Organization (VVTPO) is comprised of elected and appointed officials, as well as agency staff, from the Northern Arizona Council of Governments (NACOG), various incorporated municipalities, Yavapai County and ADOT. They make recommendations on regional road projects and recommend priorities for ADOT's annual and five-year transportation plans.

Highway 89A Improvements

The Town of Clarkdale and the City of Cottonwood is working with ADOT to address proposed improvements to State Highway 89A. The preliminary plan calls for widening the highway through Clarkdale to include a center turn lane in addition to pull out and acceleration lanes at various major intersections. The long-range plan also looks at the installation of signalized intersections at various locations along Highway 89A as warranted by future development of adjacent properties. Plans call for a reconfiguration of the intersection of Highway 89A, Cement Plant Road and Eleventh Street to include signalized traffic control and upgraded design.

3.h CIRCULATION GOALS, OBJECTIVES AND POLICIES.

The following goals, objectives and policies provide direction and guidance for transportation and street circulation concerns in Clarkdale:

GOAL 3-A PROVIDE FOR A COMPREHENSIVE, INTEGRATED TRANSPORTATION SYSTEM THAT SERVES THE COMMUNITY IN A SAFE, EFFICIENT, COST EFFECTIVE AND AESTHETICALLY PLEASING MANNER.

Objective 3-A. a.

Provide for the functional needs of the Town’s transportation system by addressing various levels of service as relates to various land use conditions.

Policy A system of functional classifications for various types of roads, including arterial, collector and local streets shall be used to ensure that the town-wide circulation system functions as intended.

Policy Revise and update Town engineering standards for the development and improvement of roads and transportation facilities, to include physical construction standards, drainage improvements, traffic control and system planning.

Policy Conduct periodic traffic volume studies on roads in the Town of Clarkdale to evaluate growth trends on local roads.

Objective 3-A. b.

Ensure the circulation system is coordinated with existing and proposed land uses.

Policy Require development projects, including new subdivisions, commercial

developments, and planned area developments to address the adequacy of access and circulation according to the functional classification and overall interconnection with the town circulation system.

- Policy Discourage direct residential driveway access to collector and arterial streets.
- Policy Ensure that commercial and industrial developments have access to collector streets and arterial streets and not local streets.
- Policy Commercial developments are encouraged to coordinate shared driveway access to collector and arterial streets.
- Policy The installation of secondary frontage roads parallel to arterial and collector roads is encouraged to provide access to abutting commercial and planned developments.
- Policy Protect neighborhood streets from major high-speed, through traffic.

Objective 3-A. c.

Ensure adequate funding and implementation mechanisms to address short and long term circulation needs.

- Policy Encourage the establishment of improvement districts to address street improvements in certain areas.
- Policy Coordinate the long-range use and distribution of federal, state or county roadway funding programs with other local jurisdictions in the region through regional planning.
- Policy Develop regulations to ensure that new development is responsible for transportation improvements to address impacts of traffic generation.
- Policy Require development projects to be responsible for the implementation of the Circulation Plan as shown, including dedication of right-of-way and construction of improvements.
- Policy Coordinate transportation and street improvement projects with the Town's Capital Improvement Program.
- Policy Upgrade private roads to adequate standards before acceptance as dedicated public right-of-way.

GOAL 3-B SUPPORT OPPORTUNITIES FOR ALTERNATE MODES OF TRANSPORTATION.

Objective 3-B. a.

Provide an adequate, safe, convenient and interconnected system of pedestrian facilities throughout the Town.

- Policy Identify walkway engineering standards and design criteria for new development and

upgrade to existing neighborhoods.

Policy Improve the design standards for intersections to allow safe pedestrian access.

Policy Identify and implement programs to address handicapped improvements along sidewalks and other access ways, including access ramps, intersection improvements and tread improvements.

Objective 3-B. b.
Improve opportunities for bicycling .

Policy Establish a comprehensive bicycle program that includes physical improvements to streets, bicycle parking facilities, signed route systems, and education programs for people of various ages.

Policy Encourage ADOT to include adequate width on rural highways to allow safe bicycle travel, as per accepted state and national design standards.

Objective 3-B. c.
Improve opportunities for public transit.

Policy Establish and maintain working relationship with all regional transit providers.

Policy Provide attractive and safe bus passenger shelters, pull out bays and informational signs for transit routes.

Policy Support innovative transit programs, such as door-to-door, dial-a-ride services for special needs populations, including elderly, sick or disabled persons, and for the general public in dispersed areas.

Policy Require new development, through subdivision, rezoning, planned area development or annexation process, to consider opportunities for transit.

GOAL 3-C SUPPORT REGIONAL TRANSPORTATION PROGRAMS.

Objective 3-C. a.
Support regional, multi-jurisdictional, transportation planning.

Policy The Town shall participate with surrounding jurisdictions, the County, NACOG and ADOT on regional transportation studies and project coordination.

Policy The Town should work with ADOT to ensure adequate pedestrian and bicycle facilities are include where appropriate with all state highway improvement projects in Clarkdale and the region.

3.i CIRCULATION IMPLEMENTATION STRATEGIES

Implementation measures for the Circulation Element are presented in response to the proposed Goals, Objectives and Policies as developed through the General Plan Program. The suggested implementation measures are meant to provide general guidelines as examples to assist with understanding the scope of possible action and are not meant to be considered as a specific operations plan. The Implementation Strategies are organized with the following information:

Description of Implementation Measure

1. Identify commercial driveways that could be combined for shared access.
 Planning Division
 0-2 Years General Fund

2. Identify specific locations of existing and future right-of way necessary to the collector road system.
 Planning Division
 Public Works
 Town Engineer
 0-2 Years General Fund

3. Identify funding mechanisms to assist with town-wide circulation improvements.
 Planning Division
 0-2 Years General Fund

4. Identify and prioritize pedestrian needs.
 Planning Division
 0-2 Years General Fund

5. Identify intersections in need of pedestrian improvements.
 Planning Division
 0-2 Years General Fund

Circulation Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Identify commercial driveways that could be combined for shared access.	Planning Department	0-2 Years	General Fund
2. Identify specific locations of existing and future right-of way necessary to the collector road system.	Planning Department Public Works Town Engineer	0-2 Years	General Fund
3. Identify funding mechanisms to assist with town-wide circulation improvements.	Planning Department	0-2 Years	General Fund
4. Identify and prioritize pedestrian needs.	Planning Department	0-2 Years	General Fund
5. Identify intersections in need of pedestrian improvements.	Planning Department	0-2 Years	General Fund

