



A trails system linking schools, subdivisions, and other destinations important to Community members would have numerous benefits for the Community. The trails system will provide dedicated routes for bicyclists, pedestrians, and horseback riders to connect safely between activity centers. Having these safe routes may lead to increased exercise that will benefit overall Community health.

The major element of the trail system is a 10-foot wide asphalt multiuse path along the north side of Farrell Road from SR 347 west to Santos Street. In addition, there are stabilized granite trails along Peters and Nall Road and several internal Community streets, and a replacement path around Antone Park, a popular walking loop. The proposed overall trail system relies on existing elements to complete loops and connections. For example, the sidewalks within the existing Farms, Firehouse, Greasewood, and Mesquite subdivisions help connect people to the proposed paths and trails.

SR 347 is a unique condition because it is a state route and new facilities would best be coordinated

with ADOT and the City of Maricopa. The City of Maricopa *Parks, Trails, and Open Space* plan shows a path along SR 347 both north and south of the Community's boundaries. This is coincident with this plan which shows a pedestrian and bicyclist connection from Honeycutt Avenue in Maricopa south to Peters and Nall Road to facilitate circulation between the Farrell Road area and Maricopa schools, between the Farrell Road and Peters and Nall Road areas, and to and from the Casino.

The trails system will include amenities such as shade structures, bollard lighting, crosswalks, and trees.

The phasing of the trails system is divided into five main phases and then further subdivided into segments. The phases are 1) Farrell Road, 2) Peters and Nall Road, 3) the Village areas north and south of Farrell Road, west of Smith Wash, 4) the subdivisions east of Smith Wash and along SR 347, and 5) the Public Use and Commercial Area.



Community members participate in a community event to encourage walking and exercise.

For additional information regarding the project, contact Bart Smith, Senior Planner, Planning and Development Office, Ak-Chin Indian Community, (520) 568-1073.

EXECUTIVE SUMMARY

The Ak-Chin Indian Community Transit and Nonmotorized Transportation Study (the Study) identifies improvements for transit and nonmotorized transportation and outlines specific actions to implement and sustain the plan. The recommended projects will improve the pedestrian and transit options for Community members.

This Study was completed with the input of a Technical Advisory Committee whose insight and opinions were integral to the preparation of the Study. In addition, the two rounds of public outreach helped to refine the recommendations and provide guidance for the Study. Finally, outreach was conducted through focus interviews with a number of stakeholders which included medical service providers, the Ak-Chin Farms, Harrah's Ak-Chin Casino Resort, the Industrial Park Board, the City of Maricopa, the Pinal County Public Works Department, Maricopa Schools, and the Ak-Chin Senior Center.

TRANSIT ELEMENT

The transportation needs of Ak-Chin Indian Community members are similar to the needs of most people who live in rural areas. Transportation provides access to employment, education, public services, and critical health services. In some instances, Community members find themselves dependent on friends and neighbors for transportation to medical services, to school, or work. The lack of transportation may result in some Community members being unable to access critical health care or long-term employment.

A public transit system in the Community will assist Community members by providing basic mobility to employment services, shopping, health centers, and social services; and overall improve the quality of life for members whom currently do not have access to a vehicle and the independence such transportation alternatives would afford them.

The Study recommends a local Ak-Chin Indian Community circulator which would operate in addition to existing tribal transportation services, and would benefit the community by providing fixed-route transit service to Community activity centers, destinations within the City of Maricopa, access to regional transit service, and connections to planned Dial-a-Ride and vanpool service in Maricopa. To comply with federal funding requirements, the local circulator will be available to the general public.

Phased implementation of the route would proceed with Phase I providing service to the Ak-Chin Indian Community and City of Maricopa; Phase II expanding City of Maricopa commuter service; and Phase III would provide future commuter service to the Santa Cruz Commerce Center (when warranted).

Three times a day, during peak periods, the route would serve the Maricopa Park-and-Ride and commercial establishments in the City of Maricopa. Transportation to the City of Maricopa would provide opportunities for transfers to the Maricopa COMET service. The route would serve businesses in the City of Maricopa that were identified as desired destinations by Ak-Chin Indian Community members.

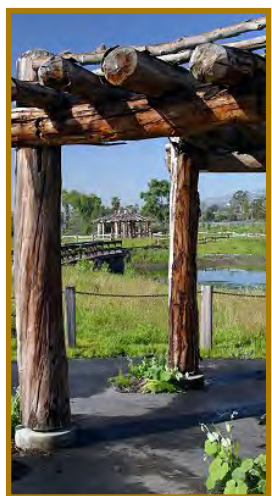
TRAILS SYSTEM

The Ak-Chin Indian Community trails system is based on the need to provide a safe, efficient nonmotorized network of trails and paths. Today, there are few paved or unpaved paths or trails within the Community. The rural character of the Community, characterized by its narrow roads with no curb or gutter, requires pedestrians to walk along the edge of the road and, in some cases, where obstructions exist, pedestrians have to walk in the road.

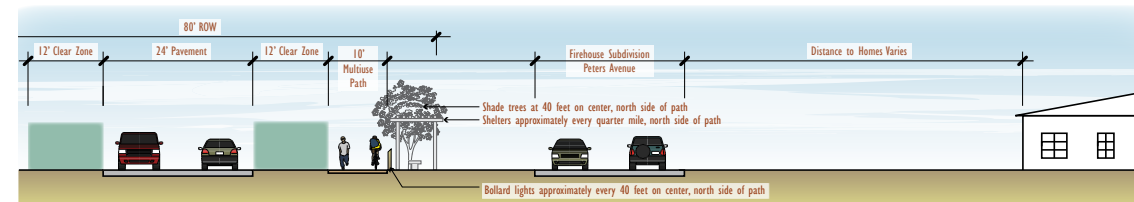
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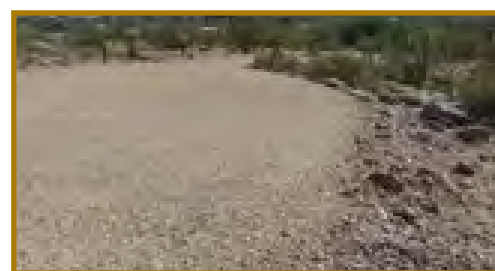
An 10-foot wide multiuse, asphalt path on the north side of Farrell Road provides access to numerous destinations.



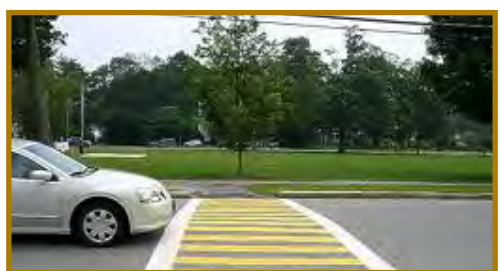
A shade structure every 1/4 mile with a bench will provide frequent places to rest.



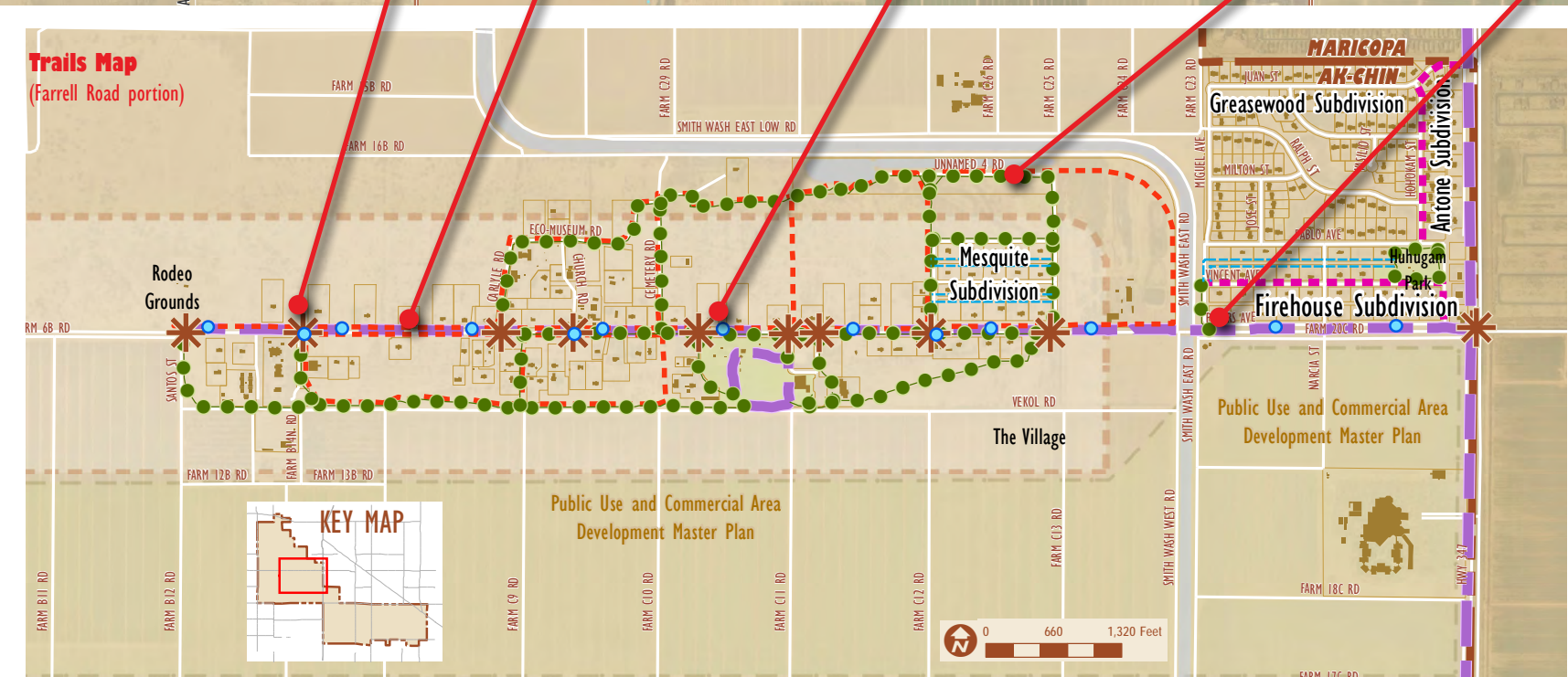
The 10-foot wide multiuse asphalt path accommodates pedestrians, bicyclists, people with strollers or wheelchairs, and skateboarders.



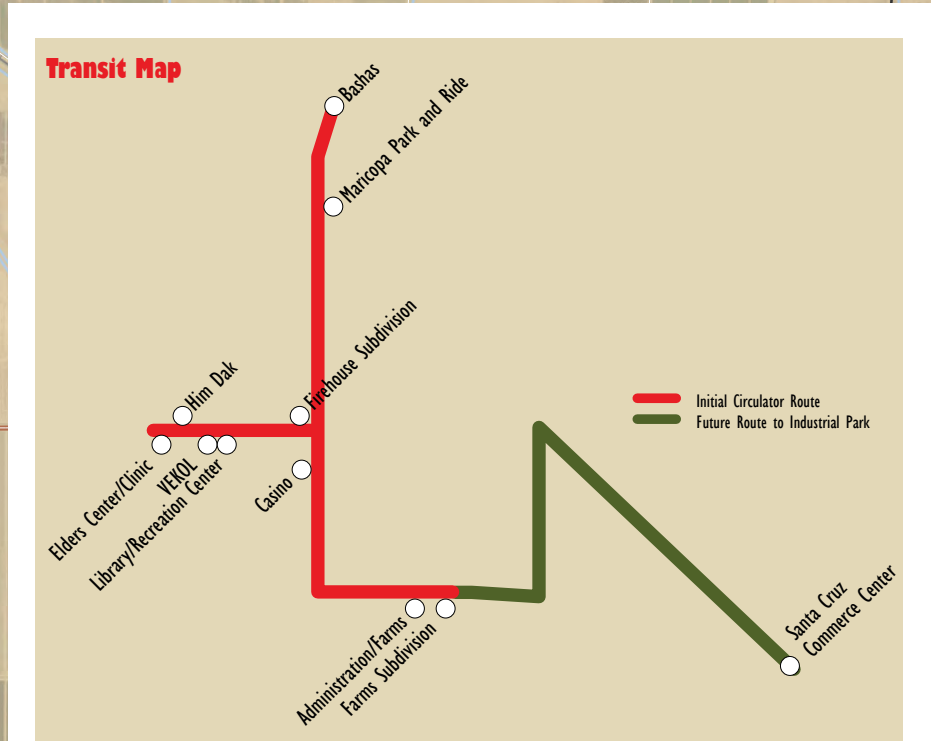
Stabilized granite trails provide access throughout the community and blend with the desert environment.



The preferred crosswalk is a traditional painted style.



The trail system includes a 10-foot wide multiuse asphalt path (purple dashed line) on the north side of Farrell Road, and a series of narrower stabilized granite trails (green dotted line). The system links the Ak-Chin Indian Community's residential subdivisions with the Community activity centers, primarily located along Farrell Road. Stabilized granite trails provide access between the Farms subdivision, Tribal administration and SR 347, where a 10-foot wide multiuse asphalt path connects the southern and northern portions of the Community.



The transit system is a circulator route connecting the many destinations Community members visit regularly. The vehicle would be an accessible van.