

TOWN OF JEROME

POST OFFICE BOX 335, JEROME, ARIZONA 86331
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AGENDA

SPECIAL MEETING OF THE JEROME TOWN COUNCIL
COUNCIL CHAMBERS, JEROME TOWN HALL, 600 CLARK STREET, JEROME, AZ
WEDNESDAY, OCTOBER 26, 2022 AT 6:00 P.M.

Notice is hereby given pursuant to A.R.S. 38-431.02 that members of the Town Council will attend this meeting.

1. Call to Order / Roll Call
2. Discussion and Possible Action on Hotel Jerome Potential Designs and Uses Including Affordable Housing
3. Discussion and Consideration of Options for the Waste Water Treatment Plant Upgrade Including but not limited to Sludge Removal, Access, Timeline, and Rate Structure
4. Discussion and Possible Action Regarding a Town Response to the Yavapai County Comprehensive Plan Update Comment Period
5. To and From the Council - (Council May Provide Direction Regarding Items to be Placed on a Future Agenda)
6. Adjournment

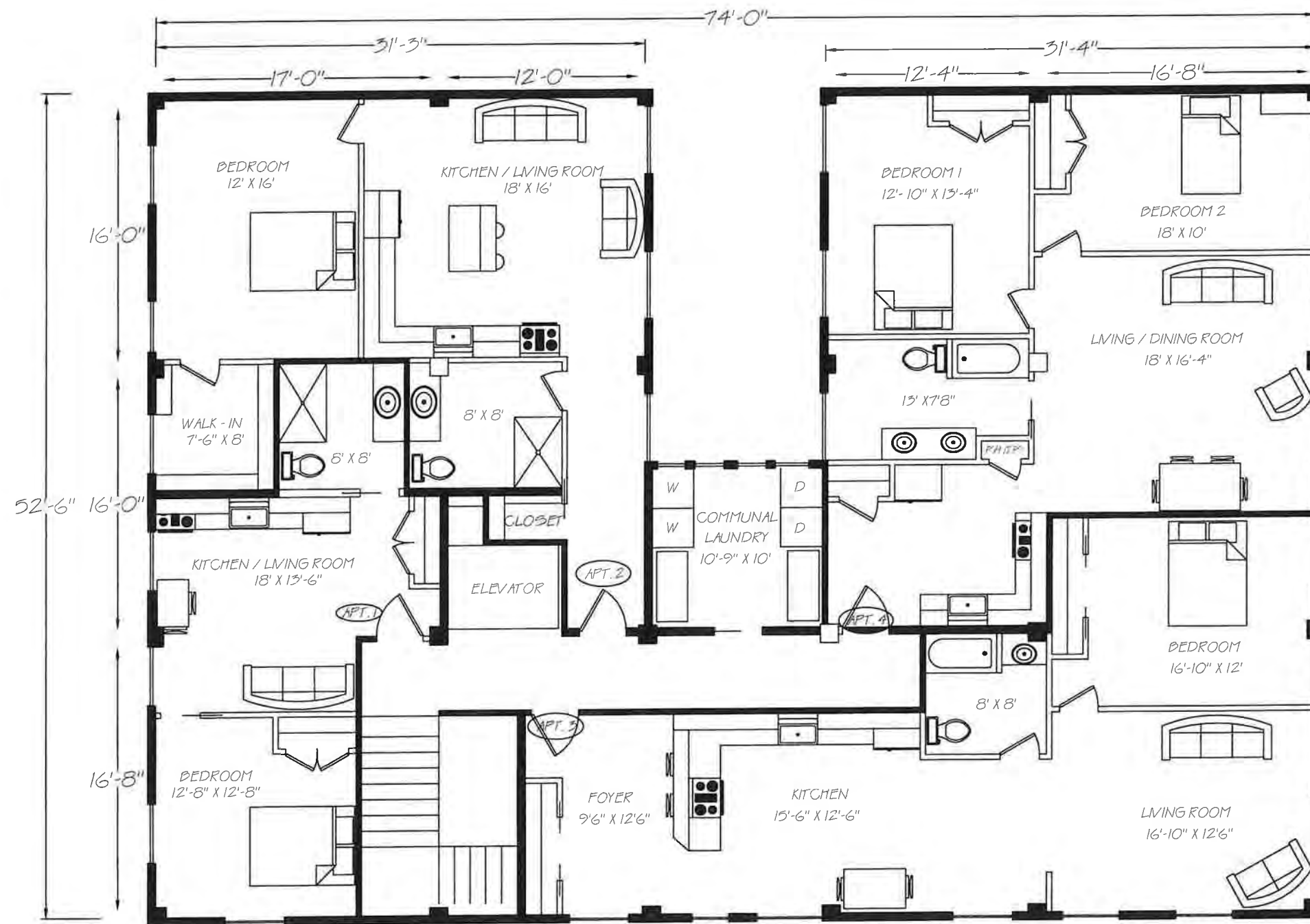
The Town Council may recess the public meeting and convene in Executive Session for the purpose of discussion or consultation for legal advice with the Town Attorney, who may participate telephonically, regarding any item listed on this agenda pursuant to A.R.S. § 38-431.03 (A)(3). The Chair reserves the right, with the consent of Council, to take items on the agenda out of order.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that this notice and agenda was posted at the following locations on or before _____ on _____ in accordance with the statement filed by the Jerome Town Council with the Jerome Town Clerk.

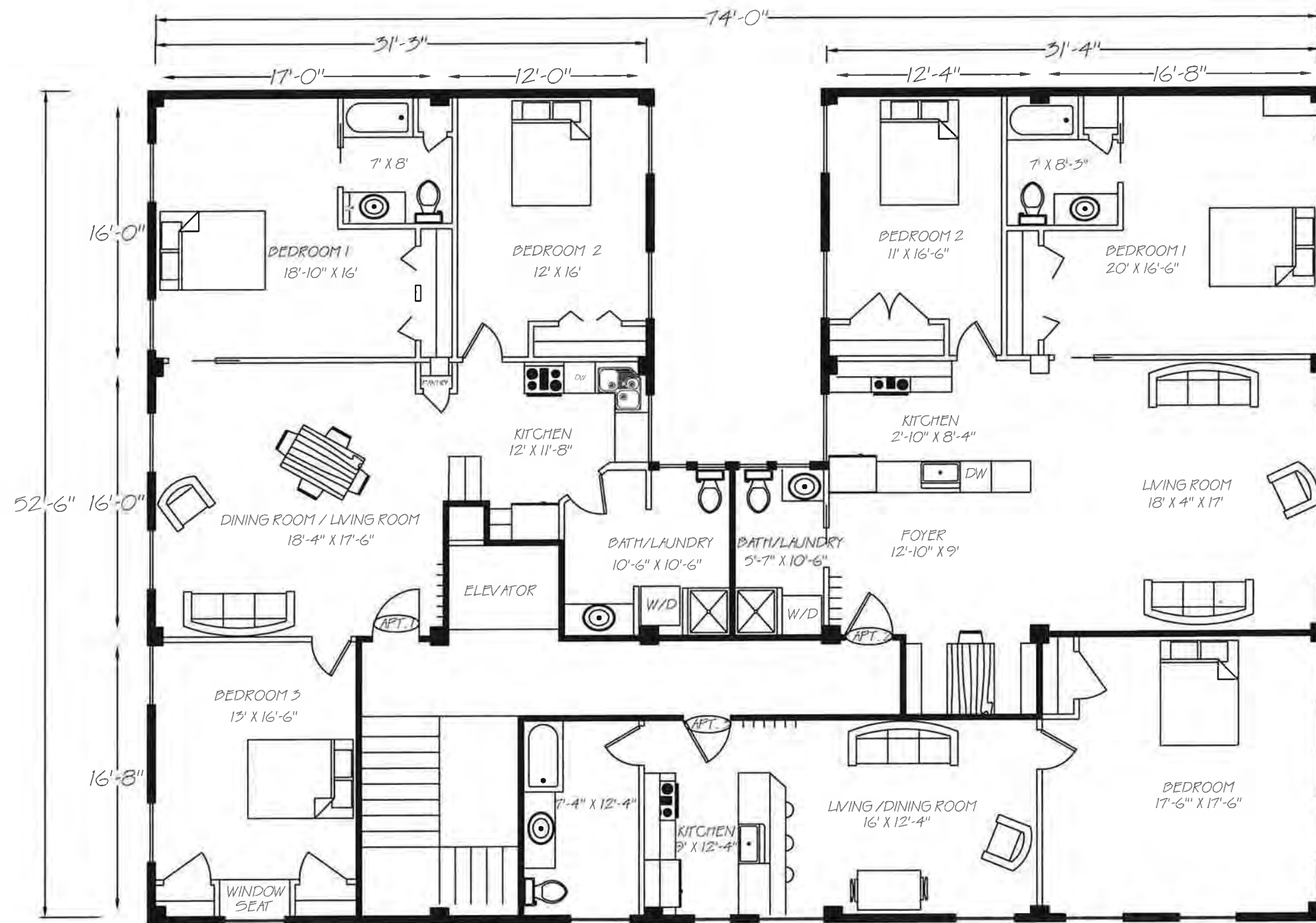
970 Gulch Road, side of Gulch Fire Station, exterior posting case
600 Clark Street, Jerome Town Hall, exterior posting case
120 Main Street, Jerome Post Office, interior posting case

Kristen Muenz, Deputy Town Clerk



1ST & 2ND FLOORS

DESIGNED BY: <i>STEVE KNOWLTON</i>	PROJECT NAME:	<i>HOTEL JEROME</i>
	ADDRESS:	<i>JEROME, ARIZONA</i>
	SCALE:	<i>1/8" = 1'</i>
DATE:	<i>08/14/2022</i>	
PAGE:		
<i>1ST & 2ND FLOOR</i>		



3RD FLOOR

DESIGNED BY: STEVE KNOWLTON	PROJECT NAME: HOTEL JEROME	RESIDENTIAL & COMMERCIAL DESIGNS	Knowlton's Construction 446 CLARK STREET JEROME, AZ 86331 PHONE: 603-355-7410
SCALE: 1/8" = 1'	ADDRESS: JEROME, ARIZONA		
DATE: 08/14/2022			
PAGE:			3RD FLOOR

Brett Klein

From: Stephan Block
Sent: Tuesday, October 11, 2022 1:29 PM
To: Brett Klein
Cc:
Subject: Petition from public at tonight's agenda

Hello,

Jane Moore asked me to send this to you with a request that the following comment (from me) be read in the "Petitions from Public / Item 7" in tonight's agenda.

To: Jerome Town Council members

RE: Yavapai County Comprehensive Plan Update

This is to respectfully ask that you please consider reviewing the draft Plan Update, both as individual citizens of Yavapai County, and to consider drafting an official Town response as it relates to Jerome's concerns and interests. The deadline for comments from the public is in mid-November.

Importantly, I urge the Town to ask the County to please re-adopt the "Verde Valley Regional Land Use Plan" as part of this Update.

As you may know, the VVRLUP is a Jerome Plan – it was adopted by the Jerome Town Council in 2006. It has also been adopted by the County, and by all the incorporated entities in the Verde Valley (Clarkdale, Cottonwood, Sedona, and Camp Verde) in addition to being approved by the Yavapai-Apache Nation.

The multiple-award winning VVRLUP is the best and most detailed plan for the Verde Valley as a distinct region, and a project I worked on as a citizen volunteer. The regional plan specifies growth areas as well as residential land use densities. Importantly, the plan also includes specific recommendations for open space separators between developed communities. These open spaces are consistently valued as a high priority by citizens of our region, this to prevent the kind of urbanized sprawl other areas of Arizona have experienced, and which the majority of regional citizens seek to avoid.

The VVRLUP is important to re-adopt and include in the County's Update. This will help ensure our input is included to help guide specific decisions by County planning staff, P&Z commissioners, and the Board of Supervisors regarding land use in our region.

Steve Block

Link to comment platform and draft plan: [60-Day Comment Period \(mailchi.mp\)](#)

Link to VVRLUP: [I \(yavapaiaz.gov\)](#)

COMPREHENSIVE PLAN UPDATE 2032

YAVAPAI COUNTY GOVERNMENT *Az*



September 2022

COMPREHENSIVE PLAN UPDATE 2032

YAVAPAI COUNTY GOVERNMENT *Az*



Yavapai County Board of Supervisors
10 S. 6th Street
Cottonwood, Arizona
86326

1015 Fair Street
Prescott, AZ 86305

September 16, 2022

Comprehensive Plan Project Team

Acknowledgements

The Yavapai County Comprehensive Plan represents the vision to preserve the County's character that makes it a unique place to live- now and for future generations. The Staff thanks, the thoughtful efforts of its Comprehensive Plan Advisory Committee, input provided by its citizens, the Planning and Zoning Commission, Board of Supervisors, federal, state, and local agencies for their participation and recommendations throughout the Comprehensive Plan Update. The Comprehensive Plan was officially adopted by the Board of Supervisors on February 1, 2023.

Board of Supervisors

Harry Oberg- District 1
James Gregory – District 2
Donna Michaels, Ph.D. - District 3
Craig Brown – District 4
Mary Mallory – District 5
Phil Bourdon – County Administrator

County Planning and Zoning Commission

Kevin Osterman- District 1	Rennie Radoccia- District 3
Jim Stewart- District 1	Jim Peterson- District 4
Bob Cothorn- District 2	Dale Famas- District 4
Linda Buchanan- District 2	Sandy Griffis- District 5
Charles Pitcher- District 3	Michael Ellegood- District 5

Public Committee Members

Connie Contelme - District 1	Sandra Laney - District 5
Mary Chicoine - District 2	Vincent Gallegos - Executive Director CYMPO
John Black - District 3	Tony Skrelunas - At Large Interested Agency
Joseph Chiaravalloti – District 4	

Yavapai County Staff

Jeremy Dye - Yavapai County Development Services Director
Mark Lusson - Yavapai County Development Services Assistant Director
Kazi Haque - Yavapai County Planning and Land Use Unit Manager
Andrea Shelton - Administrative Assistant Land Use & Planning
Becca Sirakis - Yavapai County Planner
Tim Olson - Yavapai County Planner
Stephanie Johnson - Yavapai County Planner
Susan Hebert - Yavapai County Planner
Kevin Blake - Yavapai County GIS Director, AGIC Chairperson - Elect
Brandon Van Horn - Yavapai County GIS Analyst Programmer II
Brooke Serpa - Yavapai County GIS Specialist
Dan Cherry P.E., CFM - Yavapai County Public Works Director
Roger McCormick, P.E. - Yavapai County Assistant Public Works Director
Chris Steele, P.E., PTOE - Yavapai County Assistant County Engineer
Lyndsay Post, MPA - Transportation Planner - CYMPO
Lynn Whitman, P.E., CFM - Yavapai County Flood Control District Director
Elizabeth Glowacki, CFM, Hydrologist II - Yavapai County Flood Control
Tony Angueira, Stormwater Engineer - Yavapai County Flood Control
Kimberly Schonek, Verde River Program Director - The Nature Conservancy in AZ
Alex Daniels - Systems Engineer I -Yavapai County ITS
Drew Dudley, Systems Engineer I - Yavapai County ITS
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Whitney Mayfield, Consultant - Upfront Planning & Entitlement LLC
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Jon Froke AICP, Consultant - Froke Urban Planning LLC

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1.0 Introduction

1.1 Comprehensive Plan Purpose

The Yavapai County Comprehensive Plan (Comprehensive Plan) serves as the foundation to direct growth within the County's planning boundary in a manner consistent with the vision that is sustainable and comprehensive to all departments and workings in the County. The purpose is for the Comprehensive Plan to be utilized often by not only the Board of Supervisors but also by County staff in their daily workings to guide future decisions about growth while balancing economic development and County resources. The Comprehensive Plan provides the basis for future development, redevelopment and preservation while supporting the future vision desired by the county residents. The plan includes the vision, goals and policy ideals identified during the public participation process. Under State law many actions on private land development, such as: rezoning, subdivisions, master plans, public agency projects and other decisions must be consistent with the Comprehensive Plan. The goals and policies set forth in this Comprehensive Plan shall be applied in a manner to ensure their conformance and enact the long-term vision of Yavapai County.

1.2 Comprehensive Plan Public Planning Process

Yavapai County began the Comprehensive Plan Update process in April 2021. Public involvement in the planning process is fundamental to Yavapai County. ARS § 11-804 requires counties to provide public engagement that provides early and continuous public participation in the development of and Major Amendment of Comprehensive plans from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for:

- The broad dissemination of proposals and alternatives
- The opportunity for written comments
- Public hearings after effective public notice
- Open discussions, communications programs and information services
- Consideration of public comments

ARS §9-461.06 also requires municipalities to consult with, advise and provide an opportunity for official comment by public officials and agencies, the county, school districts, associations of governments, public land management agencies, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organizations, property owners and citizens to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the Comprehensive Plan.

In compliance with ARS §9-461.06, the Yavapai County Comprehensive Plan Public Participation outreach was conducted over 24 meetings to engage citizens with the Comprehensive Plan update in a variety of ways which engaged residents, visitors and employees of the County. This outreach was done with public comment received through public events, online surveys, public meetings, and interactive worksheets in order to get the best participation from the people within Yavapai County.



1.3 Comprehensive Plan Process

1. **Public Participation** was conducted in April 2022 continuing throughout the summer all over the county until the final Comprehensive Plan Advisory Committee Meeting in September 2022 which was then followed by the 60-day review period and then the Planning Commission Public Hearing and the Board of Supervisor Public Hearing.
2. **The County Vision** summarizes the input received at the various community meetings, workshops and the Comprehensive Plan Advisory efforts.
3. **The Comprehensive Plan** is the policy document guiding growth and development within Yavapai County. Each chapter element includes goals, policies and recommendations. This document also includes an administrative and implementation chapter to direct how to implement, monitor and amend the Comprehensive Plan. According to ARS § 9-461.05, The Comprehensive Plan for the Yavapai County, must include: a statement of community goals and policies, a land use element, a circulation (transportation) element, an open space element, an environmental planning element, a cost of development element and a water resources element.
4. **Comprehensive Plan Maps** include all the maps prepared during the Comprehensive plan process as part of the Comprehensive Plan chapter elements.

1.4 Comprehensive Plan Framework

The Comprehensive Plan is comprised of the vision statement, goals, policies, and recommendations and is the foundation that will guide and support the County's decision-making in all aspects related to growth and development. The Comprehensive Plan sets the foundation from which all other studies, policies, guides and documents should orient from and revert back to for support. The main items within the Comprehensive Plan are comprised of the following:

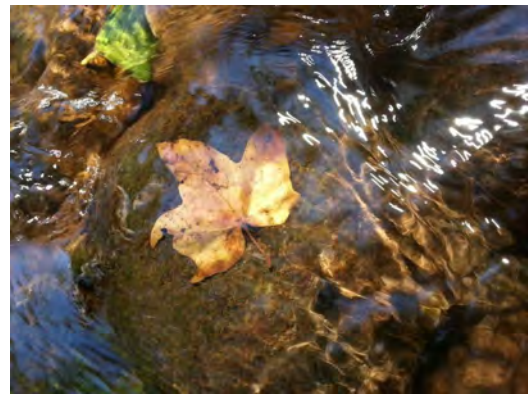
- **Elements:** the chapters of the Comprehensive Plan per the Arizona Revised Statutes requirements.
- **Vision:** a concise statement of the desired future County supported by element goals.
- **Goals:** Comprehensive statements expressing the desired objectives of Yavapai County in order to help achieve their vision of the County which are listed for every Element.
- **Policies:** action statements supporting a goal, providing an ideal for decision making and guiding County programs and strategies in the implementation strategies to get to the County vision.
- **Recommendations:** specific tasks to carry out the policies of the Comprehensive Plan to achieve or implement its goals located at the end of each element and details responsible parties.

1.5 Yavapai County Comprehensive Plan Vision

The Yavapai County Community Vision was based on community members comments, ideas and suggestions during the public visioning process and encompasses a vision of environmental stewardship, preservation and thoughtful growth.

The 2032 Yavapai County Comprehensive Plan reflects the long-standing goals for an all-encompassing county that:

- *Supports Communities through Collaboration*
- *Ensures Healthy Communities and Quality of Life*
- *Preserves and Embraces our Rural Heritage*
- *Encourages Responsible and Balanced Growth*
- *Encourages Responsible Stewardship of Natural Resources*
- *Promotes Economic Development*
- *Encourages Educational Excellence*
- *Promotes Continuous Infrastructure Improvements*
- *Enhances Quality Customer Service*



2.0 Land Use

2.1 Introduction

This Land Use Element provides a list of land use designations to help implement a good economic balance of sustainable land uses in long-range development planning of Yavapai County's unincorporated areas. Use of these designations will help the County fulfill its commitment to each region's-controlled growth, success and community character.

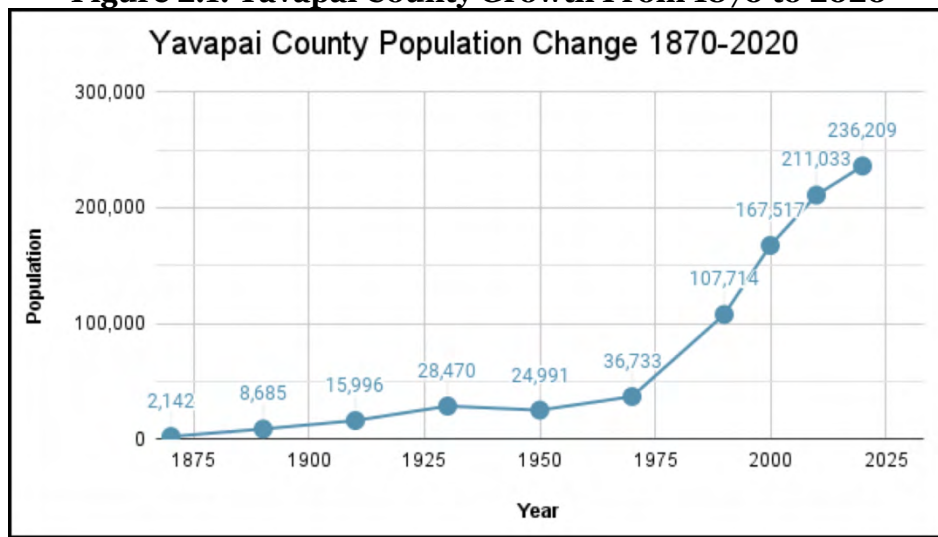
This Element addresses existing and future land uses, characterizes the relationship between all Comprehensive Plan elements, and explores opportunities for creating conservation areas by forming Growth Categories and Land Use Plan Designations. Its purpose is to describe our various uses of land, identify current sources of aggregates sufficient for future development, show the locations and distribution of some concentrated land uses, and examine the land uses of both public and privately-owned lands. This element shows how the majority of land uses in Yavapai County have evolved through time depending on many factors, such as growth, transportation or our natural resources. This Land Use Element is not intended to restrict future growth but to manage it in a way that minimizes environmental impacts while offering residents a range of choices.

Land Use patterns in Yavapai County have been shaped not only by Zoning and Subdivision regulations but also by physical factors such as topography, water availability, transportation corridors (both present and proposed) and locations of the floodplains. Costs of development, transportation systems, land ownership, tourist attractions, wildlife habitat, incorporated areas and Native American reservations have also contributed to land use patterns. Future development will depend on factors such as transportation planning, population trends and employment growth, as well as availability and assurance of natural resources.

2.2 Historic Land Use and Growth

The County is named after the Yavapai people, who were the principal inhabitants at the time that the United States appropriated the area. Since its founding in 1864, Yavapai County has experienced population growth that has been almost as variable as its terrain. Figure 1.1 depicts this historic growth from 1870 to 2020.

Figure 2.1: Yavapai County Growth From 1870 to 2020



Historically, land uses in Yavapai County were largely ranching, agriculture and mining. During the past forty years of rapid population growth, much of the ranching and agricultural areas have developed into urban Growth Areas and expansions of municipalities. Residential developments have also occurred in many unincorporated portions of the County near established incorporated towns and urbanizing areas where major infrastructure, such as County highways, contribute to development. Institutions of higher learning include two colleges and an aeronautical university, which add to the appeal of Yavapai County.

In the Prescott/Prescott Valley Area, from the late 1960s through the late 1970s, many sections of the Fain family ranch holdings in the “Lonesome Valley” area were developed into the Prescott Country Club Subdivision and almost all of the present-day Town of Prescott Valley. Similar planned development of former ranch and farm properties occurred in the late 1960s-1970s in the Verde Valley (e.g., the Verde Villages and the Village of Oak Creek area) and in the Highway 69 Corridor areas (e.g., Spring Valley and Cordes Lakes). In the 1980s-1990s, planned area developments (PADs), such as Yavapai Hills, Haisley/Hidden Valley Ranches, the Ranch at Prescott and Sandretto Hills, were developed and annexed into the City of Prescott.

More recent transitions from ranch land to master planned communities, from 1990s through to 2020, include those in Chino Valley/Paulden (e.g., Del Rio Springs and Bright Star/Meadow Ridge Ranch) and in the Williamson Valley Road Area (e.g., Inscription Canyon, Whispering Canyon, American Ranch and Talking Rock Ranch). Other large ranches are currently being developed in several parts of the County.

Transitions from agriculture and mining uses have also resulted in many non-regulated land developments throughout Yavapai County.

2.3 Current Zoning and Existing Land Uses

Yavapai County is no longer a completely “rural” county. New municipalities and unincorporated communities have been created, while the expansion of many existing cities, towns and suburban areas has intensified. The predominant land uses of private properties in the County’s unincorporated areas are residential and ranching. Ranching and agricultural uses are still predominant in the western and southern regions of the County and along the Verde River, creeks and major watercourses and in the more remote portions of the County. The dynamic growth over the past forty years has resulted in significant urbanization.

Rural land uses are common throughout the periphery and in key locations of the County on the land use map. Community survey feedback indicated a strong desire to maintain the rural, agricultural and open spaces. Approximately 92% of the unincorporated land in Yavapai County is zoned for residential land use with a requirement of 2 acres minimum lot size.

For the most part, master-planned developments throughout the County have provided orderly development, generally with complete infrastructures, such as water and wastewater systems, utilities, and well-constructed roads and circulation networks. However, the overwhelming majority of developed properties in the unincorporated areas of Yavapai County have not had the benefit of master planning for infrastructure due to parcel splitting and wildcat subdivisions, which have placed a burden on residents and the existing community infrastructures.

While some large PADs have included some mixture of different land uses, very few have provided amenities other than major recreational and resort-type development to augment the primary residential uses.

Commercial businesses and Tourism serve as the key components of the County's economy. Some areas within the County have a high tourism focus, with a clustering of commercial business and employment uses such as retail stores, restaurants and offices. These historic downtown business centers remain viable in older cities and towns such as Prescott, Clarkdale, Cottonwood and Jerome. These areas should be encouraged and incentives should be offered to further grow these areas to maintain the economic base that draws visitors to the County, while ensuring that their unique character and rural appeal is maintained.

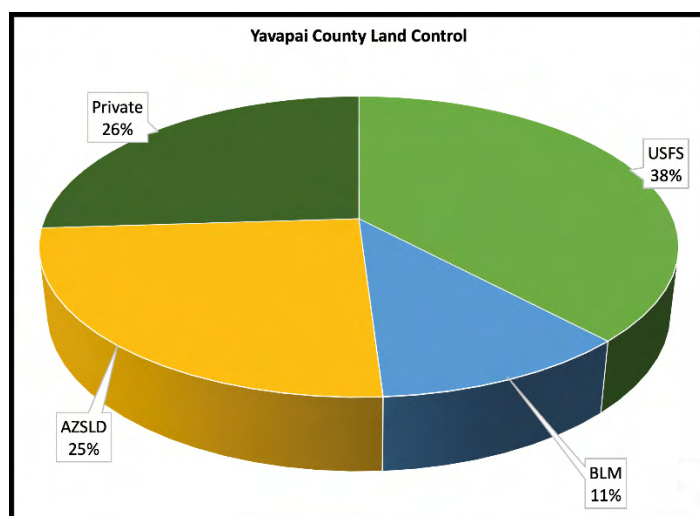
General and tourist commercial and industrial employment land uses are usually located or proposed at major intersections along State Routes 69, 89, 89A, 179 and 260, and at the interchanges of Interstate 17 and Interstate 40. Some strip developments of commercial uses have also occurred along the State highways.

Mining in Yavapai County has declined. However, mining operations continue in the areas of Drake (the Drake Cement Plant), Clarkdale (the SRMG/Phoenix Cement Plant) and Bagdad (Freeport McMoran), with smaller mining entities in various parts of the County.

2.4 Land Ownership and Control

The inventory of available land that is presently unused is both privately-owned and publicly managed. Vacant properties include individual lots in platted subdivisions, family farms and rangeland holdings that could be used for a variety of purposes, Arizona State Land, Bureau of Land Management lands and more. The majority of Yavapai County's 8,123 square miles is owned and managed by Federal and State agencies. As shown in Figure 1.2, the United States Forest Service (USFS) maintains 38%, the Bureau of Land Management (BLM) controls 11%, and the Arizona State Land Department (AZSLD) manages 25% of the County's land area. The remaining 26% of Yavapai County is privately owned property.

Figure 1.2 Land Ownership and Control in Yavapai County



As can be seen in Figure 1.2, vast areas are owned by the USFS, the BLM and the AZSLD. Within the Forest Service boundaries are four separately operated forests: Prescott National Forest running throughout central Yavapai County, Coconino National Forest in eastern Yavapai County, Tonto National Forest in southeastern Yavapai County, and a small portion of Kaibab National Forest in the north-central corner of Yavapai County. The USFS owns most of the land in eastern Yavapai County.

The Arizona State Land Department's Trust lands comprise nearly 1,300,000 acres within Yavapai County, and are intended for "highest and best use" development. – which includes future residential, commercial or employment development if and when it is sold at auction, or leased for interim uses. State Trust lands are still required to go through the development planning process within the County, and are depicted on the future land use plan for such possible uses.

Yavapai County also contains large amounts of BLM land which, by Federal law, may only be used for public open space recreational purposes. To manage these public lands, BLM prepares land-use plans (known as Resource Management Plans) to keep the land healthy and productive. BLM properties, including four national monuments (Agua Fria, Montezuma Castle, Montezuma Well and Tuzigoot) are found primarily in the southwestern and south-central parts of the County, in scattered sections or clusters of sections.

The Arizona State Land Department's Trust properties, together with lands owned by the BLM, the USFS, and the U.S. Bureau of Reclamation in the southern tip of the County, occupy almost all the southern half of Yavapai County. Checkerboard sections of State Lands also occupy much of the northwest quadrant and north-central County areas, alternating with privately owned sections.

Typical uses of public lands include environmental preservation areas, parks, camping, pedestrian and bicycle trails, wilderness areas and other recreational uses. It should be noted that Federal lands often have non-recreational uses, such as grazing, logging or mining, consistent with the Federal Land Policy and Management Act. Federal lands which are not dedicated for public recreation, wilderness or as national monuments are also occasionally subject to land-exchange processes.

In addition to the Federal and State agencies mentioned above, there are fourteen other jurisdictions within the County: eleven incorporated cities and towns and three Tribal Reservations. The Towns of Chino Valley, Prescott Valley and Dewey-Humboldt, the City of Prescott and the Yavapai-Prescott Indian Reservation are in the Central Yavapai Region. The Towns of Camp Verde, Clarkdale and Jerome; the Cities of Cottonwood and Sedona; and the Yavapai-Apache Indian Reservation are all in the Verde Valley area. A portion of the City of Peoria is located in the southern-most tip of the County; a small portion of the Town of Wickenburg is located in the southwestern elbow of the County, while a portion of the Hualapai Indian Reservation is at the extreme northwest corner of the County. The boundaries of these jurisdictions are also shown on the Public & Private Property Map.

2.5 Demographics and Growth Trends

The land use element's goal is to maintain a sustainable county which continues to thrive and provide opportunities for its residents and businesses. The most recent 2020 Census counted a total population of 236,209 persons in Yavapai County. According to the U.S. Census Bureau's June 2020 American Community Survey, there were approximately 108,312 households in Yavapai County, with an average of 2.2 persons per household, with 61% being married couples. About 72% of households within Yavapai County are owner-occupied housing units.

The median age in Yavapai County is 54.1 years, and 51% are female. The average household income is \$51,329, with 91.8% attaining a high school diploma and 26.3% having a bachelor's degree, while 12.6% are below the poverty line.

Growth in Yavapai County increased by 12% over the last ten years, and by over 40% in the last twenty years. Due to its cooler temperatures, pristine forests and unique communities, Yavapai County has also become a hot spot for travelers out of the Phoenix and Tucson metropolitan areas, as well as from outside the State.

Data from the past several years reflects the potential speculative nature of the housing market within the County. If State law continues to allow new permit-exempt wells and parcel splits to occur, Yavapai County may continue seeing this comparably unregulated growth trend.

The number of parcel splits recorded in Yavapai County has decreased from 2006 to today, primarily due to market conditions. Development Services began the Minor Land Division review process in November 2006. It should be noted that in the 12-month period from January 31, 2010, to December 31, 2010, there were a total of 959 parcel splits tracked. This is the first time it has dipped below the 2001 data in Yavapai County.

2.5.1 Population Trends

While the population in Yavapai County increased by more than 400% during the past four decades, its rate of change has decreased from 84% (1970-1980) down to 58% (1980-1990) down to 56% (1990-2000) and down to 26% (2000-2010). This was still above the State average increase. However, over the last decade (2010-2020) the 12% population growth of Yavapai County was exactly the same as the State. This declining rate of change is common as the base population enlarges.

While the population in Yavapai County has increased significantly over the past 10 and 20 years, there are some areas of the county that have had a 0% change, or even a decrease in population. The 2020 Census data shows that the majority of "Places" in Yavapai County have populations with median ages above the child-bearing years. The average number of persons per household is decreasing, reflecting this trend.

2.5.2 Median Age and Households

Yavapai County's median age, 54.1 years (up 6.4 years over the last decade) is older than the United States median age, 38.6 years, and older than Arizona's median age, 37.1 years. Consequently, it is not surprising that Yavapai County's average household size (2.24) is smaller than Arizona's 2.65 persons per household and the U.S. average of 2.6.

If these trends continue, in only a few decades, there will be a much higher proportion of seniors living in small and rural communities. And, if even a portion of these older residents cannot (or choose not to) drive, senior communities will need to carefully rethink personal transportation options, and the County will need to reconsider its Land Use policies to address the needs of these senior communities.

2.5.3 Major Growth Areas and Population

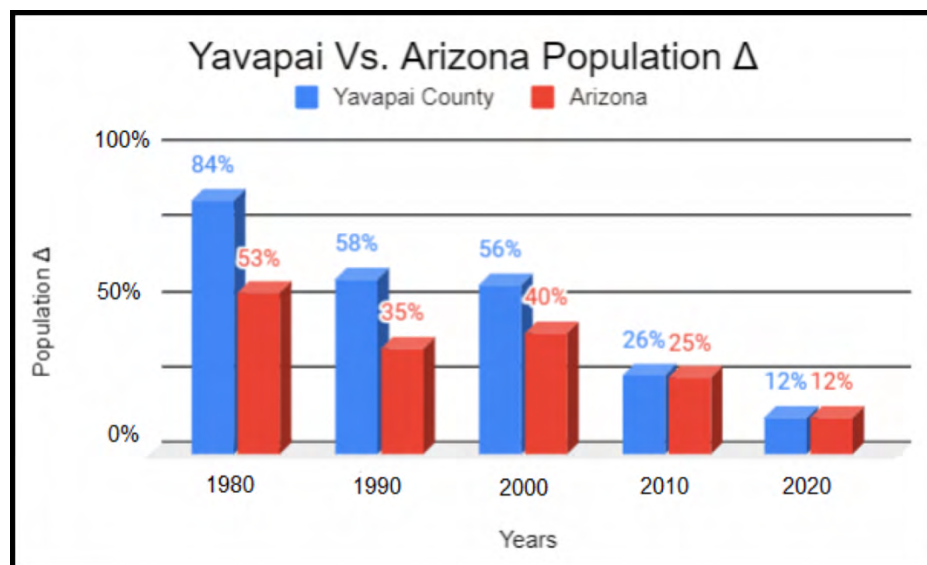
Yavapai County started its rapid growth rate approximately 100 years after its founding. The most prominent growth occurred in the 1970-1980 decade, and then slowly tapered down over the next two decades. Even so, the County's population more than doubled during that period. Yavapai County's population growth from 1980 to 2000 was significantly higher than the State's population growth. However, since that time it has been very close to the State growth rate, as shown in Table 1.1 and Figure 1.4 below.

Table 2.1: Yavapai County Population and Population Change

	Arizona	Yavapai County	Arizona	Yavapai County
Year	% Pop. Change	% Pop. Change	Population	Population
1980	53%	84%	2,716,546	68,145
1990	35%	58%	3,665,339	107,714
2000	40%	56%	5,130,632	167,517
2010	25%	26%	6,392,017	211,033
2020	12%	12%	7,151,502	236,209

Source: Decennial Census Population of Arizona Counties, Cities, Places: 1860-1990; “Census 2000, 2010, 2020 Redistricting Data”; U.S. Census Bureau

Figure 2.4: Yavapai County Population Change



2.5.4 Municipal and Community Growth Areas

The municipalities and communities within the Central Yavapai Region and the Verde Valley area have not shown as large a population growth in the past decade as in the previous decade. The Verde Valley area contains a population of over 60,000 persons, according to the 2020 U.S. Census data. This area includes the five cities and towns - Camp Verde, Clarkdale, Cottonwood, Jerome and Sedona. (About 2/3 of Sedona lies within Yavapai County and about 1/3 within Coconino County.) There are also four unincorporated “Places” - Big Park, Cornville, Verde Village, and Lake Montezuma, plus the Yavapai-Apache Nation Reservation.

2.5.5 Growth Estimates

Using past and current U.S. Census data and local community data, projections can be made about potential growth within Yavapai County. Figure 1.5 shows projected growth rates for areas within Yavapai County. Throughout most of Arizona (and especially Yavapai County) population growth has been continuously rapid until the last decade.

Figure 2.5: US Census populations and population projections

	US Census			Population Projections		
	2000	2010	2020	2025	2030	2035
Arizona State	5,130,632	6,392,017	7,151,502	7,959,488	8,603,582	9,272,674
Yavapai County	167,574	211,033	236,209	245,868	256,446	267,484
City of Cottonwood	9,179	11,197	12,029	12,599	12,857	13,302
Verde Village/ Bridgeport	10,610	11,605	12,019	11,697	11,819	12,166
Town of Clarkdale	3,422	4,110	4,544	4,549	4,669	4,855
Page Springs/ Cornville Area	3,335	3,433	3,811	3,852	3,893	3,922
Town of Camp Verde	9,451	10,873	12,147	12,192	12,331	12,334
Lake Montezuma Area	3,344	4,775	5,111	6,670	7,139	7,576
City of Prescott	33,948	39,843	45,827	42,063	41,690	42,211
City of Sedona	10,192	10,031	9,684	10,396	11,160	11,980
Village of Oak Creek Area	5,245	6,335	6,128	6,134	6,139	6,153
Town of Jerome	329	444	453	433	418	410
Town of Paulden	5,003	5,231	5,567	7,413	7,935	8,421
Town of Wickenburg	5,082	6,363	7,474	7,646	7,646	7,663
Chino Valley	7,835	10,817	13,020	13,492	13,210	13,364
Town of Dewey-Humbolt	3,556	3,894	4,326	4,208	4,295	4,445
Mayer Area	1,408	1,386	1,930	1,840	1,929	2,026
Black Canyon City Area	2,697	2,878	2,825	3,488	3,657	3,840
Cordes Lakes Area	2,058	2,770	2,586	3,732	3,995	4,238
Bagdad Area	1,578	2,016	1,774	1,563	1,494	1,467
Yarnell Area	645	654	739	541	517	507
Congress Area	1,717	2,037	1,632	2,428	2,546	2,673
Wilhoit Area	664	879	1,009	1,068	1,119	1,175
Spring Valley Area	1,019	1,122	1,596	1,627	1,742	1,848
Rural Unincorporated	82,168	71,460	79,978	89,100	97,755	104,964

Of Yavapai County's total population (236,209) at the time of the 2020 U.S. Census, about 66% (about 156,000) reside in incorporated cities, towns and directly adjacent communities. Another 80,000 residents, or 34%, live in the unincorporated areas. A trend of larger concentration in incorporated areas has been observed in the past decade in Yavapai County. This is due to the incorporation of towns (such as Dewey-Humboldt), large annexations by cities and towns, and population influxes into existing incorporated areas.

2.6 Land Use Categories

Various residential types, commercial, mixed-use, and employment land uses are depicted on the land use map to help create a more sustainable land use mix that local residents can support, and to strengthen the economic and consumer base of the County. These areas are designed to provide convenient shopping, services and employment within the County. Growth areas identified in the Growth Area Element highlight specific areas within the County that will likely need to provide additional infrastructure for new developments, or areas in which increased density and development intensity is most likely.

Land use categories included in the Yavapai County Land Use Map are defined herein. These land use categories are intended to help implement the vision that has been formulated based on public input, while supporting the goals and policies of the Comprehensive Plan and taking into consideration land ownership, physical opportunities and challenges that impact each area within the County.

All areas (i.e. districts) within Yavapai County (with the exception of the incorporated cities and towns) are assigned to one of twelve categories, based on each area's existing or foreseeable infrastructure, its character, its capacity for growth and its local public input. Following are the twelve land use types:

Agriculture

This land use type includes areas that are a minimum lot size of 20-acres or more, provide agricultural uses and might have a primary residential dwelling unit. Some associated agricultural commercial uses might also be assigned to this category. *Districts assigned this land use type include (but are not limited to) R1L and RCU.*

Residential Ranch

This land use type includes areas that are a minimum lot size of 5-acres or more and provide a rural agricultural lifestyle with large open space areas and a primary residential dwelling unit. *Districts assigned this land use type include (but are not limited to) R1L and RCU.*

Residential 0-1 du/acre

This land use type includes areas that are used for residential dwelling units on lots of at least 1 acre but less than 5 acres. The intent is to provide for large lot communities. *Districts assigned this land use type include (but are not limited to) R1L, RMM, R1, RCU and PAD.*

Residential 1-4 du/acre

This land use type is intended to provide for a residential development pattern, that is typical of suburban residential communities and masterplan communities. The land use density requires more amenities, such as sidewalks, improved roadways and utility connections. *Districts assigned this land use type include (but are not limited to) R1L, RMM, R1, R2, RCU and PAD.*

Residential 4-6 du/acre

This land use type is intended for a suburban type residential development that might include both attached and detached residential development. Community amenities and activities are typically in close proximity, to allow resident use of services and space. *Districts assigned this land use type include (but are not limited to) R1 and R2.*

Residential 6+ du/acre

This land use type is intended for townhomes, condominiums and attached single family homes, as well as apartments and mixed-use developments that include a mix of commercial and employment activities in close relationship to residential uses. Examples include condos, apartments, townhomes, and cluster homes. A full range of urban services and infrastructure is required, including an adequate street network. *Districts assigned this land use type include (but are not limited to) R2, RS, Cluster and PAD.*

Commercial

This land use type provides locations for preferred commercial activities including, neighborhood, community and regional commercial centers as well as tourism and office commercial uses, as further detailed in the Yavapai County Zoning Ordinance. *Districts assigned this land use type include (but are not limited to) RS, C1, C2, C3 and PAD.*

Industrial/Employment

This land use type provides areas for industrial and employment developments, including but not limited to manufacturing, warehousing and distribution, business parks, offices and similar uses. This district is intended to provide economic development opportunities in the County for job growth. *Districts assigned this land use type include (but are not limited to) C-3, PM, M1, M2 and PAD.*

Open Space/Conservation/Recreation

This land use type indicates land that the County is interested in preserving for recreational opportunities, or for regional open space or conservation purposes. *Districts assigned this land use type include (but are not limited to) Open Space, RCD and OS.*

Agricultural Hospitality

This land use type requires a 10-acre minimum of agricultural use on site in conjunction with a hospitality service. Examples include wineries, bed and breakfasts, restaurants, a hotel, private event center, and similar uses. *Districts assigned this land use type include (but are not limited to) R1L, RCU, Open Space and Sustainable Development, and PAD.*

Public/Institutional

This land use type includes large public and quasi-public facilities that require significant space. Examples include public buildings, municipal airports, landfills, solid waste transfer stations, wastewater facilities, water campuses, and other public buildings.

Military Facilities

This land use type represents Military and other ancillary facilities. Examples include military bases, bombing ranges, and similar uses. Military facilities may also have their own land use planning.

See Yavapai County **Comprehensive Land Use Map** for more detail on the location of these categories within the unincorporated County.

2.7 Land Use Goals and Policies

Goal 1: Increase planned development

- **Policy 1a:** Encourage Planned Area Developments that support multiple modes of transportation and preserve publicly-shared open space.
- **Policy 1b:** Encourage clustered development, to preserve natural open spaces.
- **Policy 1c:** Encourage planned development that preserves natural open space with ecological biodiversity and habitat interconnectivity.
- **Policy 1d:** Encourage development that provides a variety of housing options.
- **Policy 1e:** Encourage energy-efficient development proposals.
- **Policy 1f:** Encourage planned approaches to community development, ranging from subdivisions for lower density projects to master planned communities, where a mix of uses or housing types is proposed.
- **Policy 1g:** Encourage planned development over lot splitting, to the extent that the laws governing the County allow.
- **Policy 1h:** Support State legislation that discourages problematic lot splitting, while still protecting the rights of individual property owners.

Goal 2: Preserve the small-town feeling of rural communities, while increasing locally-owned businesses.

- **Policy 2a:** Encourage preservation of the character and function of historic established neighborhoods.
- **Policy 2b:** Encourage the development and preservation of locally-owned businesses.
- **Policy 2c:** Encourage the development of housing types that maintain the rural character such as single-family, cottage or cluster developments, duplexes, and accessory dwelling units.
- **Policy 2d:** Promote conservation easements to protect and preserve agriculture, open spaces, and water resources.

Goal 3: Direct intensive development toward identified Growth Areas.

- **Policy 3a:** Encourage higher-intensity development with concentrated job and commercial activity and workforce housing toward designated Growth Areas.
- **Policy 3b:** Encourage a variety of housing types in Growth Areas, such as townhouses, apartments, senior/assisted housing to provide opportunities for all socioeconomic segments of the population.
- **Policy 3c:** Direct commercial projects toward designated Growth Areas, to provide employment and shopping opportunities.
- **Policy 3d:** Direct industrial development toward designated Growth Areas that are (or could be) compatibly zoned, and where an adequate level of infrastructure already exists.
- **Policy 3e:** Request and consider the recommendations of local cities, towns or communities when reviewing development proposals within Growth Areas.
- **Policy 3f:** Encourage residential, commercial, and industrial development within Growth Areas, to preserve outlying agricultural land and open spaces

Goal 4: Preserve scenic corridors and recreational opportunities.

- **Policy 4a:** Discourage fragmentation of landscapes to better preserve the county's natural character.
- **Policy 4b:** Identify and preserve sites of scenic interest and recreational opportunities.
- **Policy 4c:** Discourage undesirable and incompatible land uses along scenic corridors.

- **Policy 4d:** Promote open space preservation with clustering, density transfers, buffers between communities, and conservation easements.
- **Policy 4e:** Encourage development that improves and protects the aesthetic qualities of the local region and scenic routes.

Goal 5: Integrate new development with long-range Transportation plans.

- **Policy 5a:** Determine the compatibility of all development proposals with long-range regional transportation plans, including new or expanded transportation corridors or intersections.
- **Policy 5b:** Encourage appropriate land uses along current and planned transportation corridors, as designated in Regional Transportation Plans.

Goal 6: Encourage public participation in land use decisions.

- **Policy 6a:** Invite and consider public input regarding the potentially adverse impacts of new developments on existing communities, cities or towns, as well as local natural resources.
- **Policy 6b:** Proactively educate the public regarding the benefits of necessary land uses that serve a greater community need.
- **Policy 6c:** Work with land owners to address community concerns about their land use, while respecting their private property rights.
- **Policy 6d:** Encourage communities to create Vision Statements that reflect how they see their communities developing, and where appropriate land uses such as commercial, industrial and large-scale renewable energy projects might be appropriately located within their community.
- **Policy 6e:** Consider all development proposals in the context of local Community Vision Statements, as well as direct input from local area residents and landowners.
- **Policy 6f:** Consider community core areas designated within Community Vision statements when reviewing commercial or industrial development proposals within rural areas.

Goal 7: Ensure that developments are compatible with the surrounding area

- **Policy 7a:** Discourage higher-density development of remote private inholdings surrounded by public lands, where the lack of adequate infrastructure and higher traffic volume could cause problems.
- **Policy 7b:** Discourage commercial and industrial developments on inholdings that are completely surrounded by natural-landscaped public land.
- **Policy 7c:** Ensure that the density of new Subdivisions or Planned Area Developments adjacent to low density rural residential areas are compatible with the adjoining densities.
- **Policy 7d:** Work with rural communities to define community core areas to handle the traffic, noise and foot traffic of a commercial district, while preserving peace and privacy within the residential areas of the community.
- **Policy 7e:** Direct the development of apartments and mixed-use developments in low-density rural areas toward designated community core areas.
- **Policy 7f:** Direct multi-family/workforce housing development within low-density rural areas to locations within or near designated community core areas.
- **Policy 7g:** Preserve the environmental quality of residential areas by protecting them from noxious or nuisance impacts.
- **Policy 7h:** Encourage mitigation of adverse impacts to surrounding properties due to necessary land uses.
- **Policy 7i:** Encourage new developments to employ landscaping that is compatible with the surrounding community.
- **Policy 7j:** Conduct annual reviews of county land use maps, and make changes as land uses change.

- **Policy 7k:** Discourage new land uses that would have undesirable adverse impacts on surrounding properties.
- **Policy 7l:** Continually review and modify land-use designations and district maps as necessary to ensure that they accurately reflect land uses in each local area.

Goal 8: Strive to protect and preserve Yavapai farming and ranching to ensure sustainable food production is located within the County.

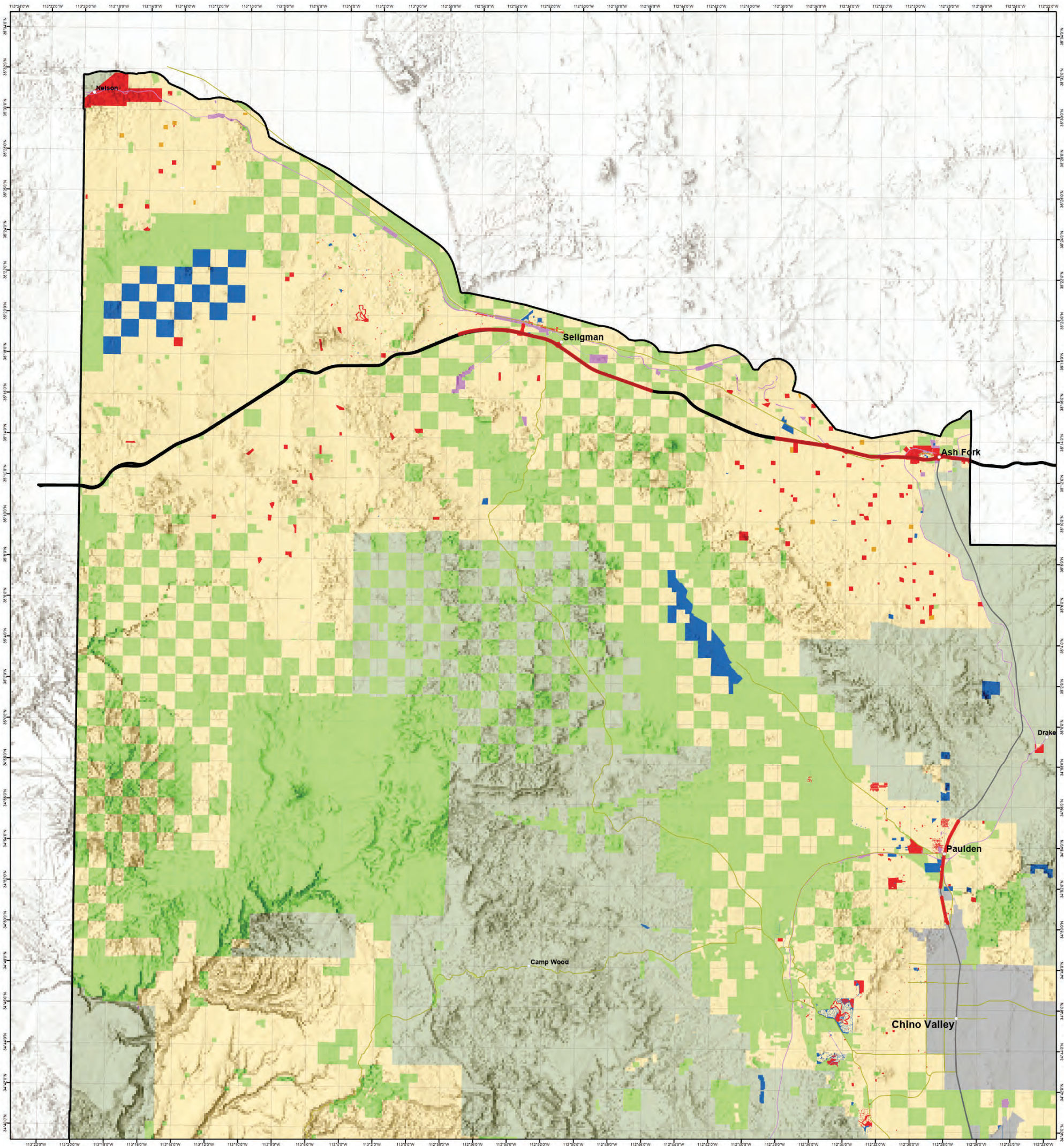
- **Policy 8a:** Continue County efforts to protect and preserve farm and ranch land, especially those agricultural operations utilizing regenerative methods of agriculture to replenish the soil and natural environment.
- **Policy 8b:** Encourage development of food waste recovery services that reduce the amount of food waste that enters the county landfill, thereby reducing the landfill's emission of greenhouse gases and extending its lifetime.

2.8 Land Use Recommendations

- Work with land owners to zone land appropriately for their use and bring properties into compliance.
- Encourage compatible land uses along major transportation corridors designated in Regional Transportation Plans.
- Promote open space preservation with emphasis on land dedication, clustering, density transfer, buffers between communities, and non-development easements.
- Consider potential conflicts with unregulated activity when reviewing development proposals.
- Continue to update the land use map as land uses change.
- Encourage preservation of farming and ranching in master plans for open space requirements.
- Encourage and support integrated approaches ranging from low density projects to master planned communities where a mix of uses or housing types is proposed.
- Encourage communities to create Vision Statements.
- Promote policies that encourage regulated development over lot splitting to the extent the laws governing the County allow.



Yavapai County Proposed Land Use Comprehensive Plan



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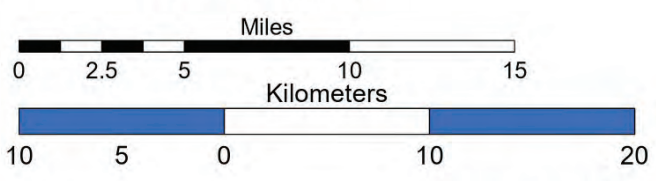
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| Land Use | Open Space |
| Agricultural | Interstate Frwy |
| Agricultural Hospitality | State Routes |
| Commercial | other roads |
| Industrial | Cities / Towns |
| Public | Yavapai County |
| Residential 0-1 du/acre | |
| Residential 1-4 du/acre | |
| Residential 6+ du/acre | |
| Incorporated | |

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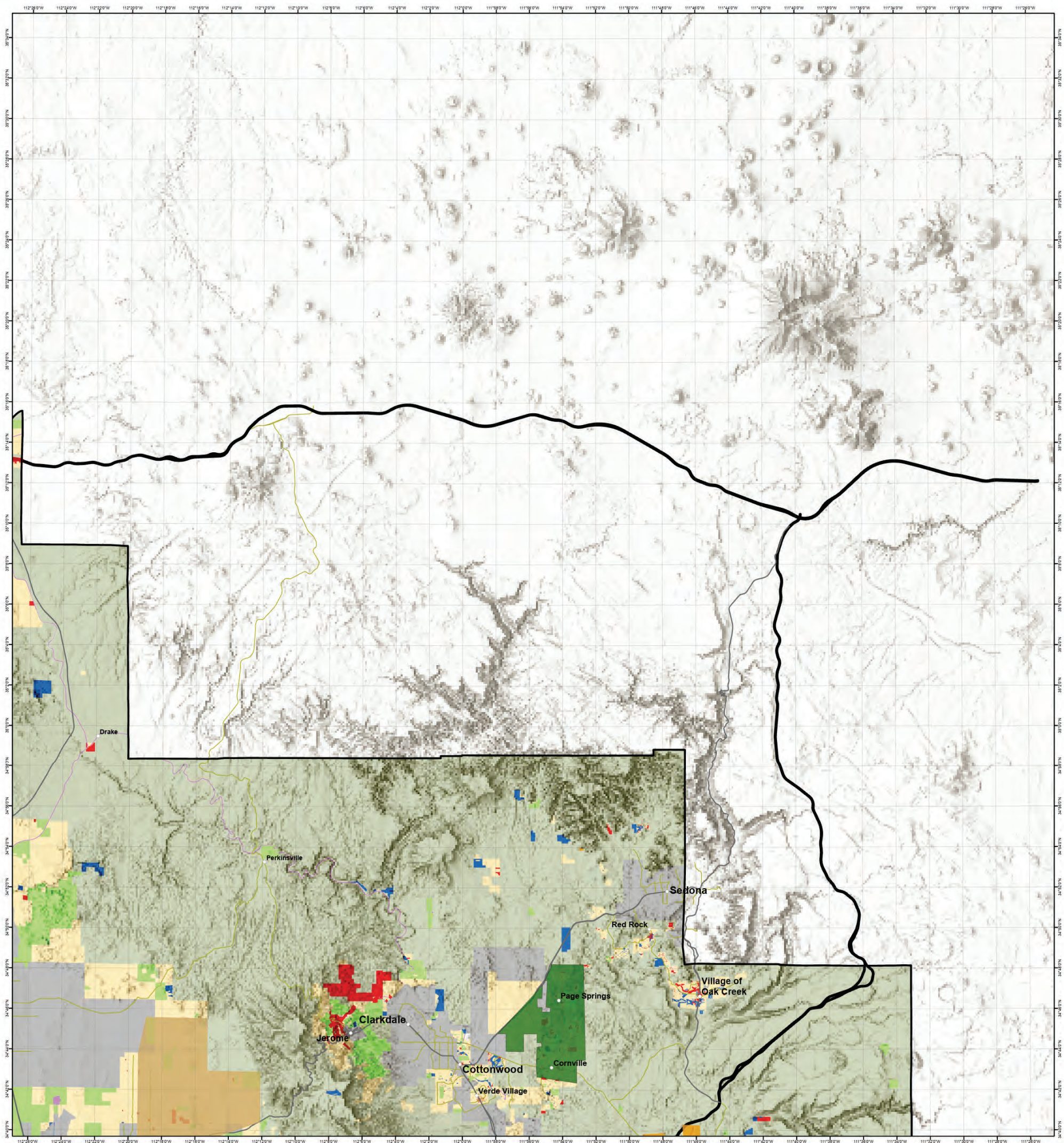


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Yavapai County Proposed Land Use Comprehensive Plan



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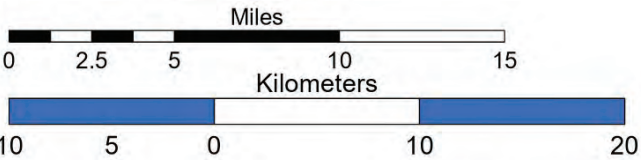
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| Land Use | Open Space |
| Agricultural | Interstate Frwy |
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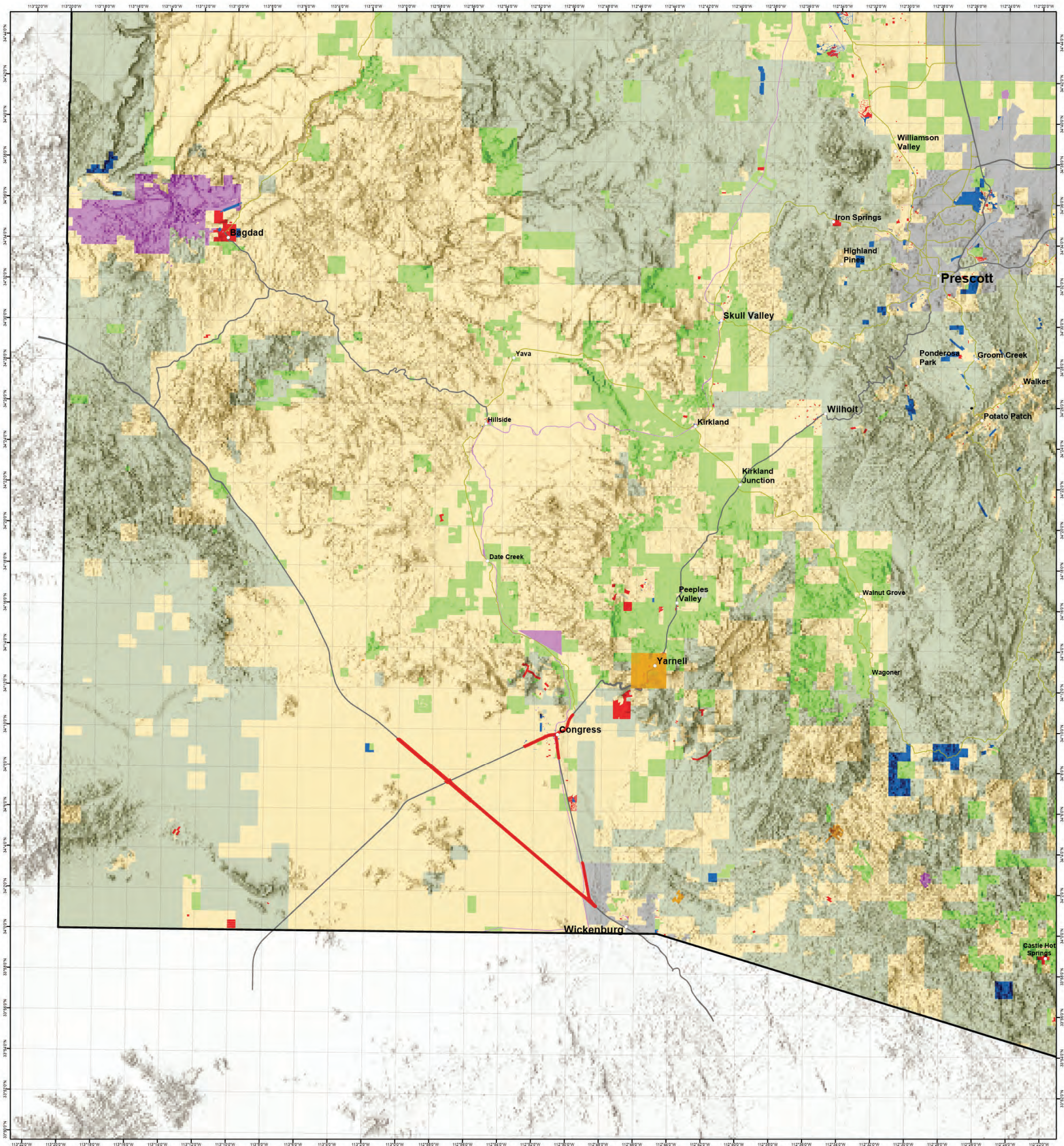


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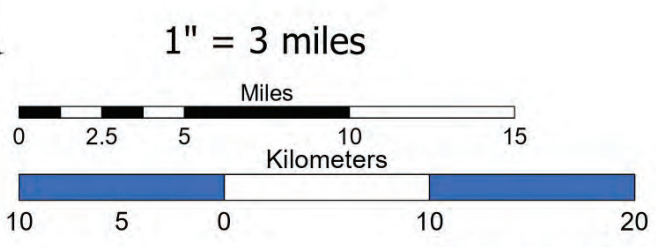
Yavapai County Proposed Land Use Comprehensive Plan



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- Land Use

 - Agricultural
 - Agricultural Hospitality
 - Commercial
 - Industrial
 - Public
 - Residential 0-1 du/acre
 - Residential 1-4 du/acre
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- Open Space
 - Interstate Frwy
 - State Routes
 - other roads
 - Cities / Towns
 - Yavapai County

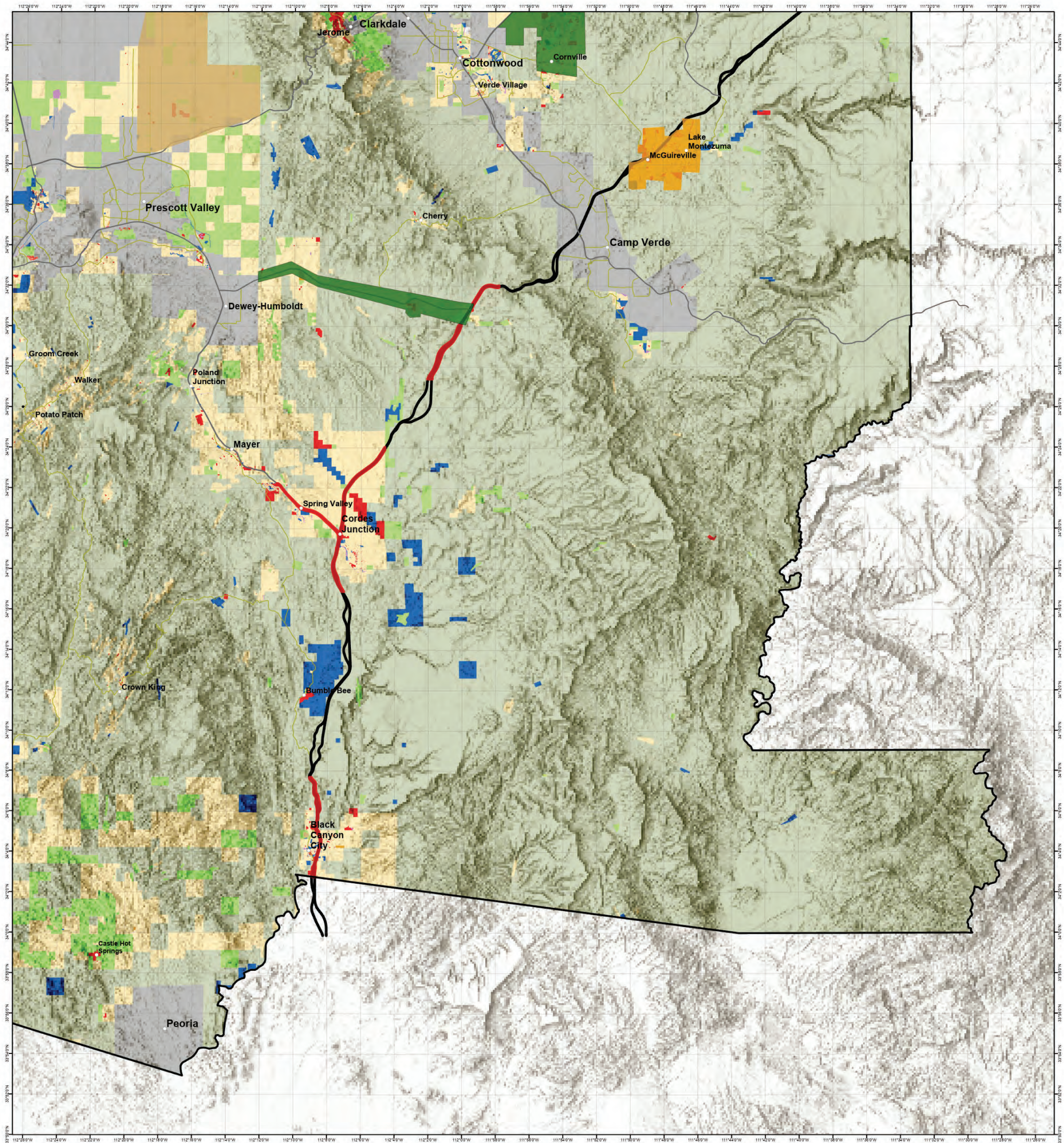


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Yavapai County Proposed Land Use Comprehensive Plan



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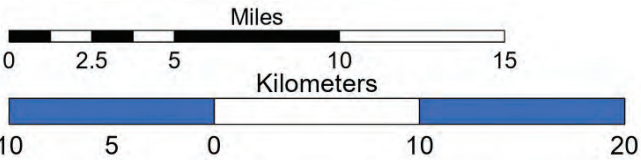
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|--------------------------|-----------------|
| Land Use | Open Space |
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3.0 Transportation

3.1 Introduction

Transportation systems are integral in planning the future development for any region. Transportation systems require the cooperation of multiple 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 that the system may encounter. For the transportation network to maintain satisfactory levels of service all agencies including towns, cities, the County, State and Federal agencies must work together for success. In many cases, the existence of a transportation corridor drives residential, commercial and industrial growth patterns, regardless of a comprehensive plan. Therefore, it is essential to integrate transportation planning with any comprehensive plan.

The following section contains the State and federal legal requirements for transportation planning.

Arizona Revised Statutes (ARS 11-804.B.2) require that all counties with populations over one hundred twenty-five thousand (125,000) include within their Comprehensive Plan an element pertaining to circulation (i.e. transportation). The statutes specify consideration of various transportation modes and their relationship to land use plans, as quoted below:

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.

“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.”

3.2 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 of other alternative transportation modes. The Element also provides information regarding regional and long-range transportation planning. The purpose of this section is to look at a strategic approach to transportation planning which integrates transportation in a manner that fosters sustainable development to ensure economic growth, livable communities, enhanced mobility and a range of transportation opportunities.

3.3 Planning Background

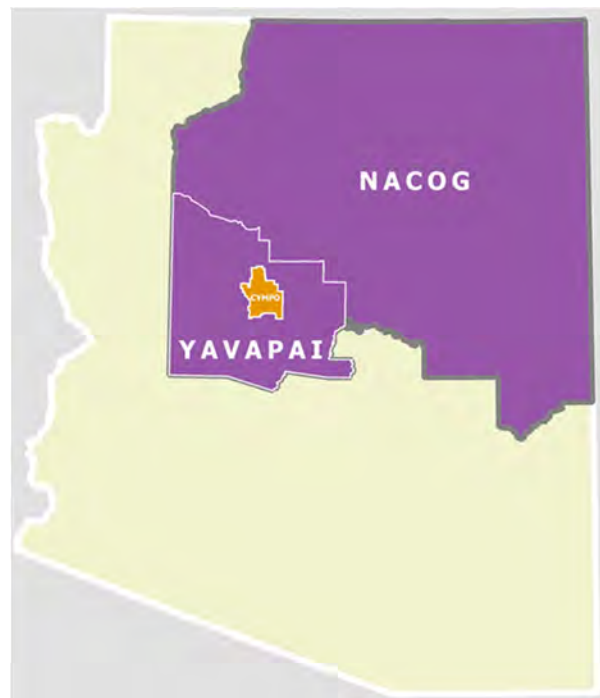
Transportation has been instrumental to the growth and development of Yavapai County and is vital to its economic health and the quality of life for its residents. A balance of safe, convenient, economical roadways and alternative transportation modes, where needed, is essential to the well-being of 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 to collectively provide a regional transportation network.

Transportation needs will nearly always outweigh available resources. One of the key benefits to maximizing land use and transportation interconnectivity and providing multiple options for moving people is to ensure a high level of access for everyone, and an effective use of available 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.

3.4 Planning Agencies

Transportation planning agencies within Yavapai County are two types. A Council of Government (COG) and a Metropolitan Planning Organization (MPO). The respective names of the COG and MPO located in Yavapai County are the Northern Arizona Council of Government (NACOG) and the Central Yavapai Metropolitan Planning Organization (CYMPO). Both NACOG and CYMPO have been great partners in helping produce this comprehensive plan document.

Figure 3.1 The jurisdictions of NACOG and 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.

An MPO is the policy board of an organization that is 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 processes used within 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. 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 locally appointed Board of elected officials from each of the participating governmental entities. CYMPO is the designated MPO for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County and the 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 consists 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 (5%) are encompassed within the CYMPO planning boundary.

Other transportation planning groups also 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).

The CT-LU is a cooperative planning program promoting the sharing of information in order to better coordinate transportation and land use issues of mutual interest. The CT-LU effort is a joint program between Yavapai County, Arizona Department of Transportation (ADOT), Central Yavapai Metropolitan Planning Organization (CYMPO), Prescott National Forest, Game and Fish, Arizona State Land Department, Federal Highways Administration, and the Local Prescott area City and Town Land Use Planning Staffs within Yavapai County. The CT-LU program is simply sharing information between all of the participating entities, in order to create a more proactive planning approach.

The Verde Valley falls under the jurisdiction of a Council of Governments such as the Northern Arizona Council of Governments (NACOG). The Verde Valley Transportation Planning Organization (VVTPO) has assisted in helping with programming of the available funding for members in the Verde Valley. The VVTPO has taken an active role in the transportation planning documents that have been completed within the Verde Valley through ADOT. The last of these planning documents were completed in 2016, and the County hosts a copy of the Verde Valley Master Transportation Plan on the Public Works website. In an effort to plan for transportation needs within the Verde Valley proactively, the VVTPO was formed through a conglomeration of the incorporated communities and small communities in the unincorporated areas of the county. Its purpose is to share transportation needs within the Verde Valley to better support coordinated planning. The VVTPO members are from a wide variety of agencies and organizations, including the Yavapai Apache Nation. The representatives sent to the meeting include public works staff, elected officials, and unincorporated community representatives.

3.5 The County 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 are a limited number of major transportation corridors within the County's large geographic area. This is due to the varying topography and the vast amount of undeveloped Federal and State lands. The majority of the developed communities and the privately-owned areas are within the Eastern and Central "thirds" of the County. Consequently, the major transportation network runs primarily through the eastern and central County, with a small portion of federal and state highways in the southwest corner.

3.5.1 Major Transportation Corridors

Table 2.1 shows the major State and Federal highway corridors. Table 2.2 shows the County Road corridors that serve the traveling public within Yavapai County's communities, towns and cities. Table 2.3 shows the municipal road system within the County.

Table 3.1: The State and Federal Highway System

Interstate 40	The only transcontinental highway in Yavapai County consisting of four-lanes running east-west for 54.5 miles along the County's farthest northern area
Interstate 17	A four-lane highway running north-south in the eastern third of the County, spanning 69.5 miles 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 consists of 104.4 miles and a mixture of two-and-four-lane highway
State Route 89A	A mix of two-and-four-lane highway spanning 54 miles running northwesterly from SR89 in Prescott through Jerome, Cottonwood, and Sedona to Flagstaff
State Route 69	A four-lane highway running 34 miles southeast from SR89, connecting Prescott and Prescott Valley to I-17 at Cordes Junction

State Route 260	A mix of two-and-four-lane highway running 36.75 miles southeast from SR89A in Cottonwood connecting Clarkdale and Cottonwood to I-17 and points further east
State Route 179	A 9.25 mile stretch of two-lane highway that runs southeast from SR89A connecting Sedona to I-17
Fain Road	A four-lane highway running north-south for 7.25 miles, connecting SR69 to SR89A
SR 169	A two-lane highway running 15 miles from Dewey-Humboldt northeast to I-17
US-93	A mixed two-and-four-lane highway in the southwest corner of the County, running 48 miles northwesterly connecting Wickenburg to Kingman

Table 3.2 The County Road System

Williamson Valley Road	A mixed two-and-four-lane road running northwest from Prescott and connecting to Chino Valley and SR89 by way of Outer Loop Road for 21 miles
Iron Springs Road	A two-lane road running 23.3 miles out of Prescott and through the communities of Skull Valley and Kirkland to SR89 south of Prescott
Pioneer Parkway	A four-lane road running east-west for 3.87 miles, connecting Williamson Valley Road to SR89 and SR89A in Prescott
Cornville Road	A two-lane road running southeasterly for 11.1 miles, connecting Cottonwood and the Community of Cornville to I-17 at the McGuireville Interchange
Beaverhead Flat Road	A two-lane 6.1-mile road connecting SR179 south of the Village of Oak Creek to Cornville Road east of Cornville
Kirkland Hillside Rd	A two-lane road running east-west for 15.8 miles from Iron Springs Rd to State Route 96
Beaver Creek Road	A two-lane road running 4.2 miles northeast from I-17 at the McGuireville Interchange to Montezuma Well Rd
Big Chino Road	A two-lane road running 5.2 miles northwest from State Route 89 in Paulden to Wild Mountain Way

Commerce Dr	A two-lane road running one mile south from Pioneer Parkway to Tower Road
Old Highway 66 / Crookton	A two-lane road running 33.75 miles northwest from I-40 near exit 139 to Pica Camp Rd
Old Black Canyon Hwy (Black Canyon City area)	A road running south from I-17 exit 244 near Coldwater Canyon Rd to I-17 exit 242 near Warner Rd
Outer Loop Road	A two-lane road running 5.8 miles east-west from Williamson Valley Rd to State Route 89
Prescott East Highway	A two-lane road running 1.1 miles north from State Route 69 to Antelope Lane
Senator Highway	A two-lane road running 5.7 miles south from the Prescott city limits near Juniper Dr. to near Wolf Creek Rd.
Walker Road	A two-lane road running 7.5 miles north-south from the Prescott city limits near State Route 69 connecting to the communities of Walker and Potato Patch

Table 3.3: Municipal Road System

Glassford Hill Road	A mixed four-lane and six-lane road running 3.5 miles north-south, connecting SR 69 to SR 89A in Prescott Valley
Willow Creek Road	A four-lane road running 6 miles in Prescott, connecting Whipple Street to Pioneer Parkway
Prescott Lakes Parkway	A four-lane road running 3.4 miles, connecting Willow Lake Road in Prescott to SR 89, and continuing on to SR 69
Mingus Avenue	A two-lane road in Cottonwood running east-west for 1.9 miles, connecting Main Street to SR 89A

3.6 Key Transportation Issues

3.6.1 Transportation Funding Constraints

Transportation funding in Arizona is limited because the Arizona fuel tax has not changed since 1991. This is an issue when looking at current and future funding because there is an increasing number of vehicles on the road. Electric vehicles (which do not pay a fuel tax) are now becoming more popular with the addition of improved miles per charge and charging stations more easily accessible. With ongoing decreases in funding for Arizona roads and highways, and with an increase in the number of overall vehicles using the roadway system, it is difficult to maintain an

aging roadway system, or to fund future expansion projects. In the future, the State, Yavapai County, local agencies, and CYMPO will need to address these increasingly limited resources, given the future needs of the roadway network. Future funding opportunities for local and state agencies within Yavapai County should be a priority.

3.6.2 Identify and Maintain Support for Future Transportation Network Locations

Planning improvements through coordinated planning documents such as those listed in section 3.0 are critical to the future success of a transportation network. Political support gained or lost with regard to existing planning documents can determine the difference between seeing a project to completion or repudiation. Maintaining ongoing and undeniable support from communities near to (and far from) the involved transportation network can often prove challenging. One key issue too often overlooked is public acceptance of a proposed transportation corridor after an area is developed. Lack of ongoing public support of a planned transportation project, which is often planned long before a residential community is constructed, has delayed and even stopped projects. This is an issue that has stopped or delayed projects and has certainly added expense and time to project completion. Yavapai County and CYMPO along with all neighboring communities should strive for collaboration and a unified voice when it comes to improving the transportation network for the future benefit of Yavapai County's citizenry.

3.7 Planning Documents

Transportation planning in Yavapai County focuses on the need for more efficient transportation corridors in the major populated regions of the County form the regional transportation network.

Yavapai County has participated in the creation of regional transportation planning documents. As these planning documents are created, they provide opportunities for the public to participate in a dialog regarding transportation related issues. Seeking public comment through the creation of these planning documents helps planners better understand public attitudes about regional transportation needs and investment priorities. Yavapai County incorporates the following transportation related plans into this Comprehensive Plan. As these plans evolve, future versions will also be incorporated.

3.7.1 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.

3.7.2 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 the 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).

3.7.3 CYMPO 2045 Regional Transportation Plan - 2020

CYMPO recently developed 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 setting goals and reassessing changes to the regional transportation network. The 2045 RTP update comprehensively assesses regional transportation performance and needs. The plan reprioritizes previously recommended and new transportation investments within the CYMPO region. It 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.

3.7.4 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 Adaptive Signal Control Technology (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.

3.7.5 The Central Yavapai Transit Implementation Plan Update – 2019

This plan was conducted by the Central Yavapai Metropolitan Planning Organization as the central Yavapai region continues to attract people and jobs, the need for more transportation options is increasing. The transit implementation plan is designed to provide more options and to make the region more accessible for more people.

3.7.6 The Central Yavapai Phased Transit Plan 2020

In February of 2020, the Central Yavapai Metropolitan Planning Organization's (CYMPO) Board approved the Central Yavapai Transit Implementation Plan Update (the "TRIP Study"). This study 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 is to operate public transportation services for three years, after which the services would be evaluated for their value to the community and its cost effectiveness. If deemed valuable, communities could opt to continue some or all of the public transportation services. This technical memo describes a phased approach to moving forward with transit service development in the Central Yavapai Plan.

3.7.7 NACOG Yavapai Passenger Transportation Study 2021

The Yavapai Passenger Transportation Study (YPTS) provides strategies for enhancing passenger transportation services in Yavapai County and justification for federally funded public transportation projects in the Transportation Investment Plan (TIP). The YPTS vision, strategies and projects include both long-range and short-term recommendations to enhance community mobility by increasing transportation options for residents to get to medical appointments, employment and shopping. The YPTS offers strategies for local implementation while encouraging regional connections, and innovative collaboration amongst partners. These partners include public and private transit providers and human services agencies.

3.8 Transportation Projects

Major transportation projects within Yavapai County are most often part of the transportation improvement program, which is 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 the overall benefit of the system. The funding dedicated through the County's Regional Road Program would not be as successful if used alone.

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.

3.8.1 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 45%, which was adjusted upward by the Yavapai County Board of Supervisors from 40% in mid-2022. The plan includes a Partnering Program, which has successfully allowed the County to share costs with Arizona Department of Transportation, cities, towns and Tribal governments to fund transportation studies, engineering design and construction. Projects identified by the previously discussed planning documents are often funded in-part through the County's Regional Road Program.

3.8.2 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 that have been identified as proposed long-range projects, based on future indicators of population and projected traffic volumes, but have not yet been funded.

Funding for transportation has become more difficult as the gas tax revenue for the Highway User Revenue Fund is still being funding at the 1992 \$0.18/gal tax rate. Citizens are paying a lot more at the fuel pump, but no additional tax per gallon is available to fund transportation improvements. There has been a shift in priorities from building new roadway corridors to preserving the roads that are already built, and to protecting the substantial investment in the existing transportation infrastructure. Table 2.4 (which shows completed projects) and Table 2.5 (which shows proposed projects) reflects this shift and is heavily prioritized toward preservation activities.

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.

Table 3.4 Completed Projects

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

3.8.3 Major Regional Projects Planned

Table 2.5 shows projects that are planned or programmed for construction in the next 5 years. Other near, mid and long-term projects identified as part of the Central Yavapai Metropolitan Planning Organization's regional transportation plan and Verde Valley Transportation Planning Organization's transportation plan can be found in their respective documents, as listed in section 3.0. Similar to the completed projects listed in Table 2.4, some of the near-term planned projects listed in Table 2.5 involve preservation activities. This switch has occurred as a result of the stagnation of roadway-dedicated gasoline tax revenue.

Table 3.5 Near-Term Planned Projects

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.
SR69 Prescott Lakes Parkway to Frontier Village	The Arizona Department of Transportation, in partnership with the Central Yavapai Metropolitan Planning Organization, is planning to widen State Route 69. The project includes the addition of one lane in each direction on State Route 69 from west of Prescott Lakes Parkway at milepost (MP) 293.8 to Frontier Village, east of the Yavpe Connector at milepost (MP) 294.8 with a raised center median. A new raised center median will also be constructed from Yavpe Connector to Heather Heights. The purpose of this project is to improve traffic safety and operations.
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. 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 Drive	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 Road	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

3.8.4 Recommended Projects by Priority (From 2045 CYMPO RTP)

Table 2.6 and 2.7 show 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.

Table 3.6 Higher Priority Modernization

ID	Name	Description	Planning Construction Cost Estimates	Score
AJ	SR 69 Adaptive Signals	Implement adaptive signal system	\$800,000	501.2
AG	SR 69 /Glassford Hill Rd	Adjust SR 69 /Glassford Hill Rd Signal Timing	\$12,000	450.2
BH	Willow Creek Rd Adaptive Signals	Implement adaptive signal system	\$72,000	151.7

Table 3.7 Higher Priority Expansion

ID	Name	Description	Planning Construction Cost Estimates	Score
AY	SR 89 Willow Lake Rd Phippen Trail Widening	Widen SR 89 from 2 lanes to 4 lanes	\$8,600,000	48.1
AK	SR 69 Widening	Incrementally widen SR 69 from 4 lanes to 6 lanes between SR 169 – SR 89	\$33,250,000	33.5
AX	SR 89 Widening (Phase II)	Widen SR 89 from 4 lanes to 6 lanes between SR 89A – Deep Well Ranch Rd	\$6,190,000	27.4

3.9 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 transportation. 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.

3.9.1 Transit

Yavapai County has historically supported the development of transit systems within the incorporated communities. The County currently supports several transit systems through its regional road half-cent sales tax program. Two of these transit agencies reside within the Verde Valley, and one is within the greater Prescott area. The Central Yavapai Phased Transit Plan published in October 2020 was approved by the CYMPO board for implementation (See section 3.0 for link). This 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 its cost effectiveness. If deemed valuable, communities could opt to continue the service. The following three subsections provide information regarding current and future transit provider services within Yavapai County.

3.9.1.a 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)

3.9.1.b Prescott Valley

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

3.9.1.c 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 Shuttle (public and trailhead transit)

The Cottonwood Area Transit (CAT) offers a good example of public transit that offers both personal and scheduled transportation to seniors and low-income persons that gain access to grocery stores and food banks for food. The southern portion of the Verde Valley – Camp Verde, Rimrock, McGuireville, Lake Montezuma and Verde Lakes still needs an extension of the Verde Lynx transit system to provide access to grocery stores and food banks.

3.9.2 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 support 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.

Other volunteer organizations, such as Prescott Alternative Transportation (PAT), are studying potential transportation routes for bicyclists, pedestrians and the handicapped. An important area being undertaken by PAT is safe transportation for children on the way to school. The Prescott Safe Routes to School Program aims to reduce 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, 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.

3.9.3 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.

3.9.4 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, near the roundabout intersection at SR 89 and Perkins Drive.

Love Field's three runways include its 150-foot-wide, 7616-foot-long asphalted primary runway, navigational aids, state-of-the-art lighting and encompassing taxiways. Other onsite features are the airport control tower, the FAA Automated Flight Service Station and an 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, pilot's 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, 4,552-foot-long asphalted runway. The airport area also maintains two aircraft parking aprons, vehicle parking areas and an airport lounge. The Sedona Airport has a 100-foot-wide, 5,132-foot-long asphalt/concrete runway. The airport also contains a helipad, parallel

taxiway, aircraft aprons, hangars, fueling facilities, a terminal and restaurant. Tour operators, as well as commercial and residential users, use 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 a 75-foot-wide, 4,250-foot-long asphalted runway. The airport provides for fueling, parking, aircraft and car rentals, flight training and supplies, a terminal and a 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 a 75-foot-wide, 4,799-foot-long asphalt/concrete runway with lighting, a parallel taxiway, an aircraft apron and parking facilities.

3.10 Emerging Technology

Decisions regarding implementation of new transportation technologies will be made and evaluated as technology develops by the Yavapai County Board of Supervisors and as funding is available. Some of the emerging technologies to consider are autonomous vehicles and the infrastructure to support them, E-bikes with supporting multimodal corridors, and electric vehicles with increased charging locations. Yavapai County acknowledges the opportunity to participate in planning and identifying locations for future electric vehicle charging stations, and will continue to participate with the State and other local agencies in the planning and use of Federal dollars that are or might be dedicated to building an electric vehicle and multimodal infrastructure.

3.11 Community Input

During public comment for this comprehensive plan the County received input from the public regarding several requests. Some of the notable requests involving transportation were:

- Explore the possibility of working in collaboration with Verde Valley local jurisdictions to create a Verde Valley Regional Airport in lieu of the existing Cottonwood and Sedona Oak Creek airports.
- Non-vehicular pathways, to support multimodal alternative transportation such as E-bikes.
- Regulation of Off Highway Vehicles (OHVs) and dust control
- Inclusion of rural areas in future transportation planning documents

Future studies and plans involving the ideas listed above, and other comments received, will be guided by the Yavapai County Board of Supervisors, in coordination with the local elected councils.

3.12 Transportation Goals

Yavapai County will continue to support and participate with planning agencies, organizations, and committees that promote responsible transportation planning in the region, such as the Central Yavapai Metropolitan Planning Organization, the Northern Arizona Council of Governments, and the Verde Valley Transportation Planning Organization.

Goal 1: Ensure good coordination between Transportation Planning and Land Use Planning

- **Policy 1a:** Periodically review and update long-range Transportation planning based on Land Use and Growth Area trends.
- **Policy 1b:** Provide development allowances to encourage new development that is compatible with current and long-range transportation plans.
- **Policy 1c:** Ensure that new development proposals are compatible with current and long-

range transportation plans and standards.

- **Policy 1d:** Request large landowners and developers to build their roads to county standards, so the county would be able to provide future road maintenance.

Goal 2: Increase the use of bicycles and E-bikes to reduce traffic congestion

- **Policy 2a:** Improve existing walking/cycling trails that are currently being used as an alternative to motor vehicle travel.
- **Policy 2b:** Provide walking/cycling paths along new roadways with a width adequate to ensure the safety of pedestrians, runners, and cyclists.
- **Policy 2c:** Request new developments to provide walking/cycling routes to shopping, work, services, and recreation.
- **Policy 2d:** Encourage the creation of walking/cycling paths to interconnect neighborhoods.
- **Policy 2e:** Advocate for alternative commuting corridors to encourage the use of medium-speed, self-powered E-bikes and E-scooters to mitigate traffic congestion.

Goal 3: Increase public safety

- **Policy 3a:** Provide highly visible school bus shoulders to ensure safe loading and unloading of children, and to avoid the blocking of traffic flow.
- **Policy 3b:** Support the addition of sidewalks, curb extensions, and crosswalks to county roads where necessary to create safer and more walkable communities.
- **Policy 3c:** Collaborate with the US Forest Service, and seek funding to enforce speed limits for vehicles such as Off Highway Vehicles (OHVs) on unpaved roads, when persistent speeding is reported by local residents.
- **Policy 3d:** Collaborate with ADOT and local stakeholders to ensure timely removal of debris from county roads.
- **Policy 3e:** Collaborate with ADOT and local stakeholders to arrange for removal of roadside fire hazard brush.
- **Policy 3f:** Pursue grant funding opportunities such as the Highway Safety Improvement Program to leverage existing County funds
- **Policy 3g:** Seek partnerships to leverage County funds

Goal 4: Increase the use of mass transit to reduce traffic congestion

- **Policy 4a:** Encourage and facilitate local and regional public transit projects that will relieve traffic congestion.
- **Policy 4b:** Seek funding from the Arizona Department of Transportation (ADOT) and other funding sources to support community-to-community mass transit systems to regional employment centers.
- **Policy 4c:** Encourage and support efforts by local jurisdictions to provide shuttle service to heavily-used trailheads.
- **Policy 4d:** Encourage and support efforts by local jurisdictions to provide park-and-ride infrastructures to support commuting between regional employment centers/services and rural destinations.

Goal 5: Ensure consistency between transportation corridors and land use allowances.

- **Policy 5a:** Employ available studies from wildlife management agencies to mitigate potentially adverse impacts of planned transportation corridors on wildlife corridors.

- **Policy 5b:** Facilitate the appropriate rezoning of parcels that are in close proximity to current or planned transportation corridors and intersections.
- **Policy 5c:** Ensure that new development proposals are compatible with current and long-range transportation plans and standards.
- **Policy 5d:** Evaluate the compatibility of all potential zoning changes with planned high-volume traffic corridors and intersections.

Goal 6: Reduce airborne dust from county roads

- **Policy 6a:** Promote the use of environmentally sound low-dust road surfacing, and promote dust control measures on unpaved maintained roadways.
- **Policy 6b:** Advocate for paved road segments through residential areas that experience excessive airborne dust from heavy vehicle traffic.

Goal 7: Increase the longevity of the existing county roadway network.

- **Policy 7a:** Use the County's asset management software to identify and prioritize projects
- **Policy 7b:** Support expansion of infrastructure funding when initiatives are presented.

Goal 8: Plan for and seek opportunities to expand the regional transportation network

- **Policy 8a:** Use the adopted Yavapai County Roadway Design Standards to ensure that new development contributes positively to the existing transportation network.
- **Policy 8b:** Seek grant opportunities to support expansion projects
- **Policy 8c:** Ensure that future development does not impede future transportation plans

3.13 Transportation Recommendations

- Review and evaluate the suitability of current zoning on land that is in close proximity to major transportation corridors and intersections.
- Advocate with the state for better regulation of lot splitting, to ensure adequate easements between the resulting parcels and established transportation corridors.
- Provide a code amendment allowing for reduced parking requirements for facilities that provide electric vehicle charging stations on-site, for public use.
- Continue to support the expansion of regional public transit systems to assure public access to grocery stores and food banks is possible.

3.14 Resources

- <https://yavapaiaz.gov/videos/verdevalleymastertransportationplan.pdf>
- <https://nacog.org/wp-content/uploads/2021/08/2018-NACOG-Regional-Safety-Plan.pdf>
- https://www.cympos.org/wp-content/uploads/2018/12/Regional-Strategic-Transportation-Safety-Plan_Burgess_Niple.pdf
- <https://www.cympos.org/docs/final-cympos-rtp-digital.pdf>
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4.0 Open Space and Preservation

4.1 Introduction

The Arizona Statutes of the late 1990's through mid-2002, known as the Growing Smarter legislation, mandate “*planning for open space acquisition and preservation*” for all counties with populations over 200,000. The Statutes add that Open Space planning is to include inventories of open space areas, recreational resources and designations of access points; analysis of forecasted needs; and policies for management and protection and for the promotion of a regional system of integrated open space and recreational resources.

Additionally, the Statutes direct that an Open Space Element “*shall not designate private or State land as open space, recreation, conservation or agriculture unless the county receives the written consent of the landowner or provides an alternative, economically viable designation in the general comprehensive plan or zoning ordinance, allowing at least one residential dwelling per acre. If the landowner is the prevailing party in any action brought to enforce this subsection, a court shall award fees and other expenses to the landowner. Each county shall incorporate this subsection into its comprehensive plan and provide a process for a landowner to resolve discrepancies relating to this subsection.*”

Yavapai County's outstanding scenery and diverse natural environment attracts people who enjoy its diverse recreational opportunities, as well as its many historic and cultural sites. Outdoor recreation is a driving economic force in Yavapai County. Residents and visitors experience the many benefits provided by open spaces, including running, biking, birding, fishing and hiking, as well as the economic benefits to their property values and the environmental benefits of protecting biodiversity and ecological health. Accordingly, the County will strive to strengthen protection of open space and develop additional recreation opportunities that include parks and trails.

As the County's population increases, there will be a greater need to manage open space, providing recreational opportunities. Key issues include:

- The management of the wildland/urban interfaces
- Accommodating diverse uses
- Protecting natural, historic and cultural resources
- Protecting and conserving natural habitats
- Ensuring that management agencies collaborate and cooperate

4.2 Open Space and Public Lands

Open space on public lands comes in many forms in Yavapai County, including natural areas, National Forest and Bureau of Land Management (BLM) lands, designated wilderness areas, state parks and national monuments. Virtually all federal lands surrounding existing communities are natural open space and are available for recreation. Parks and open space not only provide opportunities for recreation, but also contribute measurable economic benefits to residents and local communities. Many of these lands draw national and international attention as tourism destinations. These natural areas include hiking, biking and equestrian trails and wildlife observation areas. Some also include educational experiences.

Some state and private lands feature important cultural or recreational assets, or scenic viewsheds, regarded by the public as high priorities for retention as open space. The County will play an important role in establishing coordinated efforts among jurisdictions, local residents, scientists, public land agencies and other organizations to identify lands with the most significant resources.

4.3 Trails

Nonmotorized regional trails throughout the County can be used to connect people to parks, wilderness areas, open space, neighborhoods, schools, shopping and work. They can be used for recreation, exercise and commuting, and used by walkers, equestrians, hikers, backpackers, runners, birders and bicyclists.

Large areas of open space appeal to many tourists, making these regional trails increasingly important and relevant economically. The popularity of these hiking and biking trails can be increased by access to services such as campgrounds, hotels, stores and restaurants at portal points along the trail routes. Providing accessibility to, and a variety of experiences in, remote and protected pristine areas will add to Yavapai County's environmentally-based economy.

The Wildland-Urban interface is of particular concern, as 'social trails' tend to evolve, creating a maze of routes through open spaces along adjacent neighborhoods. These user-created trails are not sanctioned or maintained and are often poorly located, leading to unwanted erosion and adverse scenic impacts, as well as disturbance to wildlife and their habitats. This can be in part corrected by creating designated trailheads, removing unwanted trails and improving existing trails by relocating or redesigning them. The result will be a logically connected system of trails, along with a signage system.

Access to regional trails should be addressed when developing new subdivisions or other large developments. Developers submitting proposals should work with the County to coordinate with federal agencies, sovereign tribal nations and other appropriate agencies to address these needs.

4.4 Recreation: Collaboration & Coordination

Most public recreation and open spaces within the County are managed by the federal government, through the United States Forest Service (USFS), the Bureau of Land Management (BLM) and the National Park Service (NPS). Additional lands are managed by Arizona State Parks and Trails, Yavapai County, local municipalities, or tribal nations. The National Park Service (NPS) manages a variety of sites, including national monuments. The BLM and USFS manage vast amounts of undeveloped lands. Additionally, because of the checkerboard nature of land ownership between private and State Trust lands, ranchers often provide access to their lands for recreational purposes, which is particularly important to hunters.

Future planning to support enhanced recreational opportunities will require a coordinated effort among recreation providers. Collaboration is essential to identify, protect and interpret historic routes and trails that cross jurisdictional boundaries. The County is in a unique position to help assist land managers, trail users, neighborhoods, developers and other interest groups in finding consensus solutions for expanding responsible recreational opportunities, while protecting natural resources.

Such solutions will require innovative funding mechanisms. The Arizona Watchable Wildlife Experience is a prime example of a collaborative partnership between the Arizona Game & Fish Department (AZGFD) the Arizona Wildlife Federation and USFS that has proven very successful in expanding outdoor opportunities within open space, using shared resources and grant funding.

AZGFD is currently working on completing their 10-year update to the State Wildlife Action Plan (SWAP). This plan is projected to be completed in 2022, and is a strategic guidance document that is not only a plan, but a management tool developed over the years to reinforce the Department’s commitment to (and belief in the power of) collaborative approaches to wildlife conservation. The plan includes input from resource professionals, federal and state agencies, sportsmen groups, conservation organizations, Native American tribes, recreational groups, local governments, and citizens. Arizona’s SWAP outlines strategies and conservation actions aimed at promoting partnerships and coordinating efforts for everyone who has an interest in conserving Arizona’s wildlife. The SWAP focuses on identifying and managing wildlife and habitats that are in the greatest need of conservation.

The plan is reviewed and updated, at a minimum, every ten years to be eligible to participate in the State and Tribal Wildlife Grant program. Arizona’s current plan was approved by the U.S. Fish and Wildlife Service in 2012. AZGFD is working on a comprehensive revision to the existing plan. The new SWAP will be called the Arizona Wildlife Conservation Strategy (AWCS). The AWCS will be completed in 2022, and will include an updated list of Species of Greatest Conservation Need, enhanced spatial data viewer, and an interactive website to explore elements of the strategy

4.5 Federal and State Open Space and Recreation Lands

Open Space is commonly defined as dedicated, reserved or conserved lands, generally held in the public domain for specific purposes, such as for recreational uses, and for unique historic, environmental or scenic quality protection. Yavapai County is richly endowed with hundreds of thousands of acres of public lands. About 75% of the County’s land area is owned and maintained by Federal or State agencies, as shown in Table 5.1.

Table 4.1: Federal and State lands in Yavapai County

USDA & U.S. Forest Service Lands	38%
Arizona State Trust Lands	25%
Bureau of Land Management	<12%
Tribal Reservations	<1%
All Other Land (Private Property)	25%

4.5.1 The U.S. Forest Service

The U.S. Forest Service (USFS) manages lands for the sustained yield of goods and services from national forest lands to maximize the long-term public benefits in an environmentally sound manner. The USFS has authority under a number of statutes, when it is in the public interest, to exchange lands with non-federal parties within the boundaries of national forests. Public interest considerations include: State and local needs (such as protection of habitats, cultural resources, watersheds, and wilderness and