



May 16, 2022

**Gold Canyon Community, Inc. Input to:
Pinal County Five Year Transportation Improvement & Maintenance Budget 2021 – 2026**

cc: Maxine Brown, TAC
cc: Tara Harman, Pinal County

Dear Pinal County Transportation Advisory Committee,

Gold Canyon Community, Inc. (GCCCI) is a non-profit organization which was formed to consolidate our community service requirements and provide leadership to accomplish Gold Canyon’s goals.

The GCCCI Transportation & Safety Committee focuses on Pinal County and ADOT initiatives to improve transportation service and safety to our residents, businesses and visitors.

Attached are comments on your County 5-Year Transportation program:

1. El Camino Viejo Road

El Camino Viejo Road	Camino Viejo W - Entrada del Oro Blvd	District 5 Manager	Dust Palliative	Reallocated	5	\$0	8b
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We agree this \$800,000 rural project can be **delayed for 2 years, but should not be removed** from the program dashboard.

Dust remediation will soon be required as traffic on this corridor increases. There are 800+ new homes being constructed in Entrada del Oro and this is their only alternate access. In addition, the Ranch 160 project will increase the number of construction vehicles and add 500 new homes.

As Queen Valley continues to grow and the new Peralta RV complex is built, this “back country road” will soon be a gateway artery with much heavier traffic.

2. Queen Valley Drive

Queen Valley Drive	Unpaved portion up to Silver King Rd	District 5 Manager	Dust Palliative	Programmed	5	\$45,000	30a
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We **concur** with this project.

3. Yaqui Lane

Yaqui Lane	Lazy K - End of Yaqui	District 5 Manager	Dust Palliative	Programmed	5	\$180,000	42a
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We **concur** with this project.

4. Kings Ranch Road

Kings Ranch Road	US 60 - Alameda Rd	District 5 Manager	Pavement Preservation New Project		5	\$1,936,000	51b
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Kings Ranch Road is **the major artery** into our community. Improvement to the intersection of KRR and Highway 60 need to be made to accommodate increased traffic.

Besides organic residential growth: (750 new homes in Peralta Canyons; and 800 in Entrado del Oro and the “Gardens” on Kings Ranch Road), business will continue to expand around this intersection.

Walgreens access is sub-optimal and the increased traffic for the proposed Maverik service station justifies extra north-and south-bound lanes for egress/entrance beside Kings Ranch Road and Highway 60.

We **concur** with the project and recommend that original scope of **this project be expanded to integrate the following factors** into your program:

1. Expand the north-bound traffic to two lanes plus a uniform shoulder from the Hwy 60 intersection to Sleepy Hollow (at minimum).
 - The northbound intersection at Walgreens is unsafe
 - There are 3 busy driveways before reaching E. Sunrise Sky Drive
 - The E. Sunrise Sky Drive is very active and an entrance to the Best Wester
 - ADOT has plans to establish 2 left turn eastbound lanes onto Kings Ranch Road
2. Flare the south-bound lanes at the intersection with Hwy 60 to provide 2 right hand turning lanes. It may be more desirable to make southbound 2 lanes between Sleepy Hollow and Highway 60, in addition to the flaring at the intersection?
 - Sunday church traffic is bottlenecked at this intersection
 - Provide a safer access to right-hand-turn on red onto Hwy 60
3. In anticipation of a service station for the intersection at Hwy 60, plans should be created to minimize re-work once approved.
4. A uniform shoulder should be provided for cyclist and golf cart traffic, northbound and southbound between Hwy 60 and Alameda,
6. The elevation needs to be changed at the Hwy 60 intersection – flooding occurs just north of Highway 60.
7. The new pedestrian safety crosswalk between the Methodist Church and Sunrise Drive will be in place.

Kings Ranch Rd intersection concept level dual left turn lane design with alternative striping



5. Peralta Trail

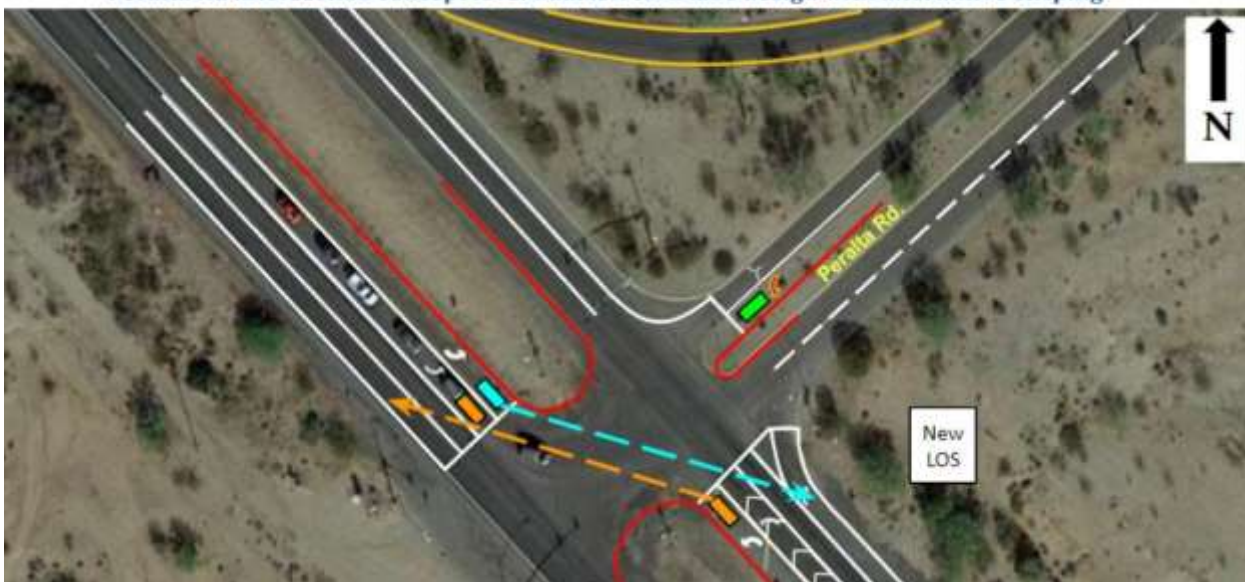
Peralta Trail	US 60 to the Elementary School	District 5 Manager	Pavement Preservation New Project	5	\$1,710,500	52b
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Peralta Trail is the only artery into the very popular Peralta Trailhead and the new Peralta Regional Park. It also serves the 2000 homes in Peralta.

We **concur** with this project. The preservation project from Highway 60 to the Elementary School will connect to planned “chip seal” and some “road straightening” toward the trailhead.

ADOT is proposing intersection changes, similar to Kings Ranch Road, to increase the traffic flow. This will also require adjustments by Pinal County with 2-left turn lanes off Hwy 60.

Peralta Rd intersection concept level dual left turn lane design with alternative striping



6. (New) **URGENT need for another entrance from Highway 60 into Peralta Canyon.** This should be considered TOP PRIORITY to augment the Peralta Trail and Sleepy Hollow access.

7. **(New) MountainBrook Drive** – adding 2 left-hand turn lanes on Hwy 60 eastbound. This project will require lengthening the 2 northbound lanes on MountainBrook drive towards Whispering Mesquite.



8. **(New) Superstition Mountain Drive** – adding two left-hand turn lanes on Hwy 60 eastbound
Superstition Mountain Dr concept level dual left turn design with alternative striping



9. Countywide Safety Program

Safety Program	Countywide	District Manager	Safety	Programmed	7	\$500,000	30b
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a) **Don Donnelly** has a combination of issues all related to walkers and bike riders. Part of the road has paved side walks on one side and gravel walking paths on the other. Part of the road

has neither. Most of the road has space marked off by striping but there are no stencils to indicate biking or walking.

- On the curves, it is desired to have small “bumps” in the striping that alerts drivers that they have crossed into a hiking / biking zone.
- Stencil crosswalks at the intersection of Don Donnelley/Superstition Mountain Drive and at Don Donnelley/S. Desert Dawn

b) **Kings Ranch Road:**

- Add a bike lane or adequate shoulder from Aqua Vista Way to E Golden Rim Circle. Such an additional would greatly improve the safety of bikers and walkers along that narrow section of road that lacks adequate shoulders.

c) **Peralta Trail:**

- A bike/pedestrian path or lane would greatly enhance safety for the increasing number of users from Peralta School to the Peralta trailhead.

Thank you for your consideration. Please give me a call or e-mail with any questions.

Gerald Stevenson, Chair
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