

SECTION 4.2

CIRCULATION ELEMENT

The Circulation Element of the *Pinetop-Lakeside/Navajo County Regional Plan* is presented in the following sections:

- 4.2.1 Introduction
- 4.2.2 Existing Setting
- 4.2.3 Functional Classification System
- 4.2.4 Circulation Issues
- 4.2.5 Circulation Goals, Objectives, Evaluation Measures, Policies, and Programs
- 4.2.6 Circulation Implementation Program

The introduction to this section will examine the purpose of the Circulation Element and its relationship to other elements of the *Pinetop-Lakeside/Navajo County Regional Plan*. The existing setting will detail current conditions and issues impacting the development of the Circulation Element. Because the *White Mountain Regional Transportation Plan* was recently prepared and adopted for a region encompassing all of the Study Area, it is the most important component of the existing setting and will form the foundation not only for the Existing Setting section, but for the remainder of the Circulation Element. After a discussion of the existing setting, circulation goals, objectives, policies and programs will be outlined, together with evaluation measures. The final portion of this section will contain the implementation plan for the Circulation Element.

4.2.1 INTRODUCTION

The Circulation Element is one of two functional elements required of all City/Town and County general plans in Arizona (the other being the Land Use Element). As such, it will be a key component of any general plan. Additionally, the relationships between circulation and other elements of the plan are vitally important. To a great degree, land use patterns are affected, if not dictated, by the transportation network. Economic development often hinges upon the ability of the circulation system to swiftly and safely deliver goods and employees to destinations within and outside of the Study Area. Because of these interrelationships, it is important that each of these elements is seamlessly integrated with one another.

Arizona Revised Statutes require that the Circulation Element of a General Plan for a municipality with more than 2,500 but less than 50,000 inhabitants consist of:

- The general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

There are no mandated requirements for what a circulation element must contain for a county general or comprehensive plan, nor is there a requirement that the county plan contain a circulation element where the county population is less than 25,000. Therefore, the Pinetop-Lakeside/Navajo County Regional Plan has opted to include a circulation element that meets all state requirements.

4.2.2 EXISTING SETTING

In terms of the physical highway infrastructure related to the Circulation Element, a total of 38.6 miles of roads are maintained by the Town and 174 miles of roads are maintained by the County within the Study Area. There are also a number of private roadways which are not serviced by any government agency and which are maintained by private parties.

Public transportation is provided through a modified-fixed-route bus service in the Pinetop-Lakeside/Show Low area. Two buses serve the area on two routes from Monday through Saturday, twelve hours a day. The latest ridership numbers show an average of 700-750 passengers a week for just the Pinetop-Lakeside area, with about 1,500 a week for the entire service area. About 60% of the riders use the service for the journey to work. The service has been operational since 1997 and has been primarily funded with a grant from the Arizona Department of Transportation (ADOT), and supplemented with funding from the Town of Pinetop-Lakeside and the City of Show Low.

Air service is located just outside the Study Area in the City of Show Low. The airport has two paved runways, one 4,000 foot unlighted and one 6,500 foot lighted, which are UNICOM radio equipped. Recent improvements have been made to the airport (a new hanger opened in 1999) and the City of Show Low has purchased a plane to provide commuter service. The commuter service provides approximately 30 flights to and from Phoenix each week. In fiscal year 1997-1998, approximately 8,500 general aviation and 2,400 commercial aviation movements occurred at the airport. The Town of Pinetop-Lakeside provides some financial assistance to the operations of the facility.

STREET NETWORK

SR 260 (WHITE MOUNTAIN BOULEVARD)

SR 260 is a major southeast-northwest route in the Study Area. Starting outside the Study Area in Payson, the route crosses the Mogollon Rim and goes through Heber-Overgaard to Show Low. From there, it is the major thoroughfare connecting Show Low with Pinetop-Lakeside and Hon Dah. The highest traffic volumes in the Study Area are found on this route. SR 260 serves as a major access route for visitors to the White Mountains, to various recreational areas, and to the Sunrise Ski Resort. The east end of the roadway is in Eagar/Springerville, where the road junctions with US 180/US 191.

US 60

US 60, a major east-west highway, forms the northern boundary of the Study Area and connects it with Globe and the Phoenix metropolitan area. To the east, the route goes through Eagar/Springerville to the New Mexico state line. The roadway is primarily a two-lane highway in the unincorporated areas and transitions to a four or five lane roadway in incorporated areas. Many of the visitors to the White Mountain area, as well as northbound interregional traffic, use this route.

Other important roadways in the Study Area include the following, half of which are within the incorporated boundaries of Pinetop-Lakeside, and half of which are also in the unincorporated portion of Navajo County in the Study Area.

- ❑ Porter Mountain Road - Town/County
- ❑ Rainbow Lake Road - County
- ❑ Homestead Road - County
- ❑ Woodland Lake Road and Woodland Road – Town/County
- ❑ Penrod Lane - Town
- ❑ Pine Lake Road – Town/County
- ❑ Rim Road – Town/County
- ❑ Branding Iron Loop - County
- ❑ Buck Springs Road – Town/County
- ❑ Sky-Hi Road - County

LEVEL OF SERVICE

Level of Service (LOS) is a measurement of how well a roadway operates, with a LOS A being free-flow conditions, and LOS F being forced flow or breakdown. LOS C, stable flow, should be the sustainable goal in a growing area such as the Study Area.

The Level of Service on roadway segments can be estimated from the Volume to Capacity ratio (V/C), which is the average daily traffic volume divided by the daily capacity of the roadway. The relationship between LOS and the V/C ratio is provided in Table 4.2-1, *LOS and V/C Relationship*.

**TABLE 4.2-1
LEVEL OF SERVICE AND VOLUME TO CAPACITY RELATIONSHIP**

Level of Service	V/C Ratio
A	0.0 – 0.29
B	0.30 – 0.54
C	0.55 – 0.75
D	0.76 – 0.90
E	0.91 – 1.00
F	1.00+

All of the streets in the Study Area currently operate at a LOS B or better, with the exception of SR 260 between Pinetop-Lakeside and Show Low. On this stretch of highway, LOS C is reached, with V/C ratios ranging between 0.58 and 0.73.

Regarding accommodating future traffic projections, the *White Mountains Regional Transportation Plan* identified two problem areas for the Town of Pinetop-Lakeside: SR 260 and Woodland Road.

Volumes on SR 260 are projected to increase to 26,000 vehicles per day (vpd) through Pinetop-Lakeside. This volume would put the roadway in an LOS E category, and very close to an LOS F rating. To improve capacity, it will be important to maximize operations through controlling the timing and location of traffic signals, carefully managing access to the highway, and providing alternative routes.

Forecast volumes on Woodland Road should exceed 10,000 vpd by the Year 2020, which would place the roadway in an LOS D category, close to moving into LOS E. The 1998 traffic count of Woodland Road between SR 260 and Homestead Road is 5,600 vpd. The volume drops to 2,800 vpd south of Homestead Road. Since capacity in urban areas is determined primarily by intersections, in this case the SR 260/Woodland Road intersection volumes should be monitored and at some point, exclusive northbound left and right turn lanes will be needed at this intersection.

US 60/SR 260 ALTERNATIVE ANALYSIS

Four roadway corridors were identified in the White Mountain Regional Transportation Plan that deal specifically with the US 60 and SR 260 congestion in the Pinetop-Lakeside/Show Low Area. The corridors and their characteristics are:

- ❑ Penrod Road (four-lane, 45 mph urban highway)
- ❑ Rim Road (two-lane, 45 mph urban highway)
- ❑ Peterson Road (four-lane, 45 mph urban highway)
- ❑ Forestdale Connection (two-lane, 45 mph rural highway)

The first three corridors would provide additional capacity in the SR 260 corridor. The fourth, Forestdale, would provide an alternative route for rural traffic.

PENROD ALTERNATIVE

Penrod Road is an extension of SR 77 from its intersection with US 60 to Porter Mountain Road. Penrod Road will carry about 18,000 vpd, a volume that will require four lanes. Traffic volume on SR 260 will drop from 42,500 to 27,200 vpd near Show Low and from 36,500 to 21,700 near Show Low Lake Road. Level of service will then be improved to the LOS C/D range, rather than LOS F without Penrod Road.

RIM ROAD ALTERNATIVE

The Rim Road alternative follows the existing Rim Road from SR 260 to Penrod Lane and connects with Woodland Road to the west. Rim Road carries between 5,500 vpd and 6,000 vpd, which would otherwise travel on SR 260. Traffic would increase on Woodland Road up to 14,300 vpd. The Rim Road alternative, together with the Penrod Road alternative, are effective in reducing traffic on the SR 260 corridor and are recommended for incorporation into the plan. However, with the improvement of Rim Road, traffic on Woodland Road will increase. With this volume, Woodland Road will need to be widened to four lanes.

PENROD/PETERSON ALTERNATIVE

Peterson Road is a proposed extension of Penrod Road from Porter Mountain Road to Springer Mountain Road. As would be expected, the improvements in level of service on SR 260 provided by Penrod Road continue with the addition of Peterson Road. The major improvement is in Pinetop-Lakeside with the volume on SR 260 dropping from 26,800 to 16,800 vpd near Blue Ridge High School, an improvement from LOS D to LOS B.

FORESTDALE ALTERNATIVE

The Forestdale alternative provides a 14-mile connection from US 60 to SR 260 at its intersection with SR 73 in Hon-Dah. This alternative provides a complete bypass of Show Low and Pinetop-Lakeside for traffic to the area from the south. Year 2020 traffic forecast on the Forestdale connection is 2,800 vpd. This would divert about 700 vpd from SR 260. In 1998, US 60 carried about 3,000 vpd to the Show Low area from the south. Forecast volumes increase to approximately 6,000 vpd by the Year 2020, indicating that even if all of the traffic on US 60 used SR 260, it is only about 14 percent of the traffic (6,000 of 41,500 vpd). Thus, a bypass as far south of Forestdale would not provide as much relief to SR 260 as would Penrod Road.

4.2.3 FUNCTIONAL CLASSIFICATION SYSTEM

The Street System of the Circulation Element includes a hierarchy of streets functionally classified as principal arterial, minor arterial, major collector, and minor collector streets, as illustrated in Exhibit 4.2-1, *Circulation Map*. The functional classification system matches the categories that are used in the regional transportation plan prepared by the Northern Arizona Council of Governments (NACOG). The right-of-way and pavement width characteristics of each classification for the Study Area are presented in Table 4.2-2. A definition of each classification is provided.

**TABLE 4.2-2
RECOMMENDED RIGHT-OF-WAY WIDTHS
BY FUNCTIONAL CLASSIFICATION**

Functional Classification	Right-of-Way Width (Rural)	Right-of-Way Width (Urban)	Pavement Width	Pavement Width (Urban)
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	Designation)	Designation)	(Rural)	
Principal Arterial	100 Feet	100 Feet	24/34-56 Feet	24/34-56 Feet
Minor Arterial	84 to 100 Feet	84 Feet	24/34-56 Feet	24/34-56 Feet
Major & Minor Collector Streets	60 to 84 Feet	60 to 84 Feet	24/34-60 Feet	24/34-44 Feet
Neighborhood Collector Streets	60 Feet	50 to 60 Feet	24 Feet	32 Feet
Minimum Access (Residential)	50 Feet	50 Feet	24 Feet	24 Feet

The preservation of right-of-way for implementing the Circulation Element is a critical component of providing for the transportation needs of residents and visitors in the future. The Circulation Element includes a designation of functional classification, which is associated with the necessary right-of-way to construct the roadway. Right-of-way requirements should be considered when reviewing all development proposals. To avoid infringement upon the right-of-way, all structures should be set back a minimum of twenty feet from the right-of-way line and/or easement line.

PRINCIPAL ARTERIAL STREETS

The primary function of a principal arterial street is to move traffic. Major intersections should be signalized when warranted and all other cross-streets should be stop sign controlled. Access to individual residences should not be allowed and access to commercial properties should be concentrated to driveways that serve multiple businesses. In urban areas, principal arterial streets should have a five-lane cross-section, which includes four through lanes and a left-turn lane at intersections. An access management plan to help maintain a high level of service should be prepared for principal arterials.

MINOR ARTERIAL STREETS

The primary function of a minor arterial street is also to move traffic. The primary difference between a principal arterial and a minor arterial is the forecast traffic volume. A three-lane cross-section with two through lanes plus a two-way left-turn lane is sufficient in most cases to handle the forecast volume.

MAJOR COLLECTOR STREETS

Major collectors provide a dual function of carrying traffic to the arterial street system and providing access to residences and commercial establishments.

MINOR COLLECTOR STREETS

Minor collectors also provide a dual function of carrying traffic and providing access. The difference between major and minor collectors is primarily the length of the segment and its importance in the transportation system.

4.2.4 CIRCULATION ISSUES

In public meetings conducted during the planning process for the White Mountain Regional Transportation Plan and the *Pinetop-Lakeside/Navajo County Regional Plan*, a number of issues and concerns were raised by the community. These are listed below.

There is an absence of collector road systems that could relieve traffic on State Highway 260. Nearly all traffic movement through or within the study area must utilize State Highway 260. This situation forces an unnecessary amount of traffic onto SR260, provides no alternative access in case of a disaster such as a fire or major accident, and makes travel on the roadway more congested, and adds to safety concerns about vehicular and pedestrian/bicycle travel on or adjacent to the roadway. People should be able to travel to most parts of the Town without having to get onto SR260. This will require tying together the diverse subdivisions on both sides of the road.

The issue of private roads continues to be an issue for the Town and County governments. The ability of these roads to provide year-round access for emergency vehicles and winter residents is questionable. The ability of landowners to divide and sell properties without government review helps to create many substandard roads. Linked to the issue of private roads are development standards and improvements that need to be made on dirt roads to reduce ambient air pollution.

A Regional Transportation Study was conducted by the firm of BRW in 1987. This study, jointly funded by the Town of Pinetop-Lakeside and the City of Show Low, identified the need for alternate routes, as well as possible locations, throughout Pinetop-Lakeside and the surrounding areas. However, because there were no programs available for funding these routes, they have not been built.

The 1987 study was followed up this year by the *White Mountains Regional Transportation Plan*. The Study Area for this plan included portions of Navajo, Gila and Apache Counties and included a number cities and towns, including the Town of Pinetop-Lakeside. The findings and recommendations of that plan have been incorporated into the Circulation Element of this plan.

ASSESSMENT/ISSUES

- ❑ Because there are no alternative routes, State Highway 260 is designed to allow ingress and egress from all side streets and adjacent properties. This creates hazardous conditions, which need immediate attention.
- ❑ The center lane on State Highway 260, which allows unlimited left-hand turns from strip development and side road, adds to the hazardous conditions. Compounding this

situation is the design speed of the highway that encourages speed limits well in excess of the posted 35 miles per hour. As vehicular traffic volumes increase and more pedestrians and cyclists utilize the limited sidewalks, there will be more opportunities for conflicts, specifically, at major intersections.

- Currently State Highway 260 is the only through road from Show Low to the Hon-Dah Casino. With the inevitable growth of the Tribal Casino-Conference business and the continued residential growth in the region, State Highway 260 will be required to handle much higher volumes of traffic. A bypass connecting US 60 south of Show Low and SR 260 through Pinetop-Lakeside is needed.
- The current program for funding is not adequate to cover existing or future needs. A program for funding roads needs to be addressed immediately.
- The Penrod Road bypass, from US 60 to SR 260, is also needed to improve connections between Pinetop-Lakeside and Show Low and to provide better access to the Airport. The two lane paved road was completed in October 2000 and is open for public use.
- Sidewalks, crosswalks, bike lanes, bike paths and pedestrian bridges are all needed to provide better transportation facilities to complement the vehicular transportation network. This will also have an impact on safety. The *White Mountains Regional Transportation Plan* reported that “in the predominantly urban part of SR 260, specifically in the Pinetop-Lakeside area, accidents with pedestrians and bicyclists are unusually frequent. In the five mile stretch from milepost 349 to milepost 354, there were 15 pedestrian/pedal cyclist accidents.”
- Continuation of the existing bus service is needed and improvements, with reduced rates for youth, elderly, and handicapped riders, are also required.
- State Highway 260 plays a key role in defining the “feel” of the Study Area and needs to be designed to help preserve the rural character of the area and to help create an “identity” for the community.
- Additional traffic signals are needed on State Highway 260.
- Additional access is needed for Pinetop Lakes and Pinetop Country Club.

4.2.5 CIRCULATION GOALS, OBJECTIVES, EVALUATION MEASURES, POLICIES AND PROGRAMS

The plan for the Circulation Element has been crafted to relate to the existing setting and the issues identified during the community involvement process. This section of the Circulation Element identifies a primary goal, with complementary objectives, policies and programs that reinforce the goal and address most, if not all, of the issues raised during the planning process. Accompanying each objective is an evaluation measure, which can be used to determine whether the objective is actually being fulfilled over a period of time.

CIRCULATION ELEMENT GOAL

To provide a safe, efficient, cost effective and uncongested transportation system in the community, as well as to and from the surrounding regional areas, in a manner that accommodates current demands as well as anticipated growth.

OBJECTIVE 1

Reduce traffic congestion and unnecessary trips on SR 260 and improve local circulation throughout the plan study area.

EVALUATION MEASURE: Volume-to-Capacity Ratios.

EVALUATION MEASURE: Daily traffic counts on State Route 260 compared with daily counts on lower level classification roadways.

POLICY: Encourage new developments to provide pedestrian and bicycle facilities to activity centers throughout the community.

PROGRAM: Pave Rim Road.

PROGRAM: Preserve Right-of-Way for the future expansion of Rim Road.

PROGRAM: Increase Woodland Road to four lanes.

PROGRAM: Intersection Improvements at SR 260 and Woodland Road.

PROGRAM: Increase Porter Mountain Road to Four Lanes.

PROGRAM: Intersection Improvements at SR 260 and Porter Mountain Road.

PROGRAM: Develop a Country Club emergency access route.

PROGRAM: Pave Sky Hi Road.

Program: Identify and secure funding for circulation improvements.

PROGRAM: Continue implementation of the trails plan.

PROGRAM: Prepare a bicycle plan that includes roadway bicycle facilities.

PROGRAM: Construct the Forestdale Connection from US 60 to the intersection of SR 260 and SR 73.

OBJECTIVE 2

Improve the aesthetic appearance of State Route 260.

EVALUATION MEASURE: Percentage of ROW areas landscaped, either private, Town, or ADOT; nonconforming signs removed or brought into compliance.

POLICY: Encourage lighting design that is compatible with a rural, small town character while maintaining adequate levels of public safety.

PROGRAM: Encourage ADOT to utilize all available right-of-way along SR 260 for landscaping.

PROGRAM: Encourage landscaped medians and access control along SR 260.

PROGRAM: Improve the sign ordinance of Town and County, as appropriate.

PROGRAM: Obtain increased landscaping from businesses requesting abandonment of Town ROW.

OBJECTIVE 3

Improve the safety of travel along SR 260.

EVALUATION MEASURE: Reduction in the number of vehicular and non-vehicular accidents along SR 260.

PROGRAM: Build crosswalks on SR 260.

PROGRAM: Enhance traffic control measures along SR 260 and all local roads to reduce speeding.

PROGRAM: Install additional street lights and traffic signals on SR 260 where necessary.

PROGRAM: Develop landscaped medians and access control along SR 260.

PROGRAM: Develop a pedestrian overpass or upgraded school crossing over SR 260 to access the Blue Ridge School campus.

OBJECTIVE 4

Reduce vehicular dependence through the use of pedestrian and bicycle networks and other modes of non-vehicular transportation.

EVALUATION MEASURE: Percentage increase in the amount of new sidewalks, multi-modal paths, and trails to link recreation areas, public facilities, and shopping with residential neighborhoods.

POLICY: Promote alternative forms of transportation throughout the community.

POLICY: Locate higher density housing close to schools, retail and other activity centers, consistent with the available capacity of the roadway network.

POLICY: Encourage developments locating along SR 260 to prepare pedestrian friendly site plans with linkages to each other and public places/facilities.

POLICY: Encourage joint planning to promote pedestrian connectivity between businesses on the same side of Highway 260

PROGRAM: Develop a bicycle trail/path network and connect to schools and activity centers.

PROGRAM: Continue to implement the trails plan.

PROGRAM: Continue and increase funding for the Transit Program.

PROGRAM: Maintain speed limit enforcement along SR260 and other local roads.

PROGRAM: Establish/enhance existing pedestrian crossings on SR 260

PROGRAM: Adopt a Planned Area Development (PAD) District to encourage mixed-use projects with internal pedestrian and bike facilities.

OTHER PROGRAMS

- Develop a disaster evacuation plan.
- Develop a secondary access road to accommodate festival traffic.
- Preserve wildlife migration corridors and habitat with future road design.

4.2.6 CIRCULATION IMPLEMENTATION PROGRAM

Table 4.2-3, *Circulation Implementation Program*, identifies improvements from the White Mountain Regional Transportation Study, including the following:

**TABLE 4.2-3
CIRCULATION IMPLEMENTATION PROGRAM**

Project	Jurisdiction	Need	Length	Priority	Cost
Woodland Road/SR 260 Intersection Improvements	ADOT	Capacity	N/A	Mid-Range	N/A
Porter Mountain/SR 260 Intersection Improvements	ADOT	Capacity	N/A	Mid-Range	N/A
Widen Penrod Road to Four Lanes	Navajo County	Capacity Relief for SR 260	6.0 Miles	Mid-Range	\$4,200,000
Construct Country Club Emergency Access	Navajo County	Capacity/Safety	1.2 Miles	Short-Range	\$228,000
Pave Sky Hi Road	Navajo County	Improve Access	3.6 Miles	Mid-Range	\$612,000
Paving Projects	Navajo County	Air Quality		Mid- to Long-Range	N/A
Improve Woodland Road (Maintain two lanes)	Pinetop-Lakeside Navajo County	Capacity Relief for SR 260	2.5 Miles	Mid-Range	\$1,750,000
Improve Porter Mountain Road to Two Lanes	Pinetop-Lakeside/ Navajo County	Capacity Relief for SR 260	1.6 Miles	Mid-Range	\$1,120,000
Pave Rim Road	Pinetop-Lakeside	Capacity Relief for SR 260	4.5 Miles	Mid-Range	\$765,000
Pave Rim Road	Navajo County	Capacity Relief for SR 260	5.0 Miles	Mid-Range	\$1,850,000
Preserve Right-of-Way for Four Lanes on Rim Road	Pinetop-Lakeside	Capacity Relief for SR 260	4.5 Miles	Long-Range	\$1,500,000
Construct Forestdale Connection	White Mountain Tribe	Network/Access	13.0 Miles	Long-Range	N/A

- ❑ The segment of SR 260 between Pinetop-Lakeside and Hon Dah will carry volumes of 25,000 vehicles per day (vpd) in 2020, a volume requiring four lanes. ADOT is currently preparing plans to increase the roadway to four lanes.
- ❑ The segment of SR 260 between Woodland Road and Porter Mountain Road will carry over 30,000 vpd in 2020, resulting in a LOS E. Traffic operational improvements with turn lanes at the two major intersections and appropriate signal timing should provide for efficient movement of traffic. As the Penrod Road/Porter Mountain Road and Woodland Road/Rim Road roadways are improved, this segment of SR 260 should be evaluated for appropriate improvements.
- ❑ The County is currently constructing Penrod Road, an extension of SR 77 to Porter Mountain Road, as a two-lane dirt road. Forecast volumes on Penrod Road reach 17,000 vpd in 2020, a volume that will require a four-lane paved road. A 100-foot right-of-way has been preserved. Paving of two lanes should be completed by October 2000. Penrod Road is classified as a Minor Arterial.
- ❑ A study to provide additional access to the Pinetop Country Club resulted in the recommendation that a new roadway be constructed from Oak Valley Road in Pinetop Country Club south in the abandoned railroad right-of-way to Route 72E on the White Mountain Apache Indian Reservation and then to SR 260 at Rim Road. This roadway should be completed in the short-term and it is classified as a minor collector. The railroad property has been split-up in Pinetop Country Club and may not be conducive to a road build-up.
- ❑ The Navajo County Transportation Plan also includes paving its portion of Rim Road between US 60 in Show Low and SR 260 in Pinetop-Lakeside. Although it will not carry a significant traffic volume, when Rim Road is paved, it will provide an alternative route through the urban area. This is not a high priority in the Regional Plan due to the huge expense of purchasing a right-of-way and then construction.
- ❑ The Forestdale connection will benefit the community if it is constructed to highways standards with a 60 mph design speed.

NAVAJO COUNTY PROJECTS

- ❑ Widen Penrod Road to four lanes
- ❑ Construct the Oak Valley Road to Rim Road Connection
- ❑ Pave Rim Road
- ❑ Pave other County roads when ADT reaches 250 vpd
- ❑ Grade and pave Country Club access
- ❑ Pave Sky Hi Road

PINETOP-LAKESIDE PROJECTS

- ❑ Widen Woodland Road to four lanes
- ❑ Widen Porter Mountain Road to four lanes

- Pave Rim Road
- Preserve right-of-way for four lanes on Rim Road

In addition to SR 260, the principal arterial through the community, Penrod Road, Porter Mountain Road, Woodland Road, and Rim Road provide an important transportation corridor through the Town and are classified as minor arterials.

Traffic forecasts indicate that volumes on Penrod Road, Porter Mountain Road, and Woodland road between SR 260 and Woodland Lake Road will justify four lanes by the Year 2020. Although not needed for the next twenty years, right-of-way sufficient for four lanes on the rest of Woodland Road and Rim Road should be preserved.