



**PUBLIC NOTICE  
THE ELOY CITY COUNCIL  
Meets  
MONDAY, OCTOBER 16, 2023  
5:30 PM  
ELOY CITY COUNCIL CHAMBERS  
595 NORTH C STREET  
ELOY, ARIZONA 85131  
For a  
WORK SESSION**

**AGENDA**

- I. Call to Order**
- II. Roll Call**
- III. Pledge of Allegiance**
- IV. Unscheduled Public Appearances**
- V. Discussion Items**
  - A. City Council to receive a presentation from representatives of the Sun Corridor Metropolitan Planning Organization (SCMPO) for the purpose of discussing and answering questions related to the U.S. Census Bureau's reclassification of the City of Eloy from a designated urban area to a rural area as defined in the 2020 Census Urban Area Program and delineation criteria.

**VI. Adjournment**

**POSTED BY 5:00 P.M., OCTOBER 12, 2023, AT ELOY CITY HALL, ELOY POST OFFICE, TROY THOMAS COMMUNITY CENTER, TOLTEC COMMUNITY/SENIOR CENTER AND CITY WEBSITE: [www.elayaz.gov](http://www.elayaz.gov)**

Mary Myers, MMC, CPM  
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT LORENA LaSALDE-RIOS, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE COUNCIL AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

# Why Eloy Is Not Considered an Urban Area in 2020

Information developed to assist with the ADOT Urban Boundary Smoothing Process

Arizona Department of Transportation  
October 1, 2023

## What is the new Census definition of an urban area?

Urban areas represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. **Each urban area must encompass at least 2,000 housing units or at least 5,000 people.** This is a change from the previous minimum of 2,500 people which had been in place since the 1910 Census.

Urban areas are defined primarily based on housing unit density measured at the census block level. Three housing unit densities are applied during the delineation process:

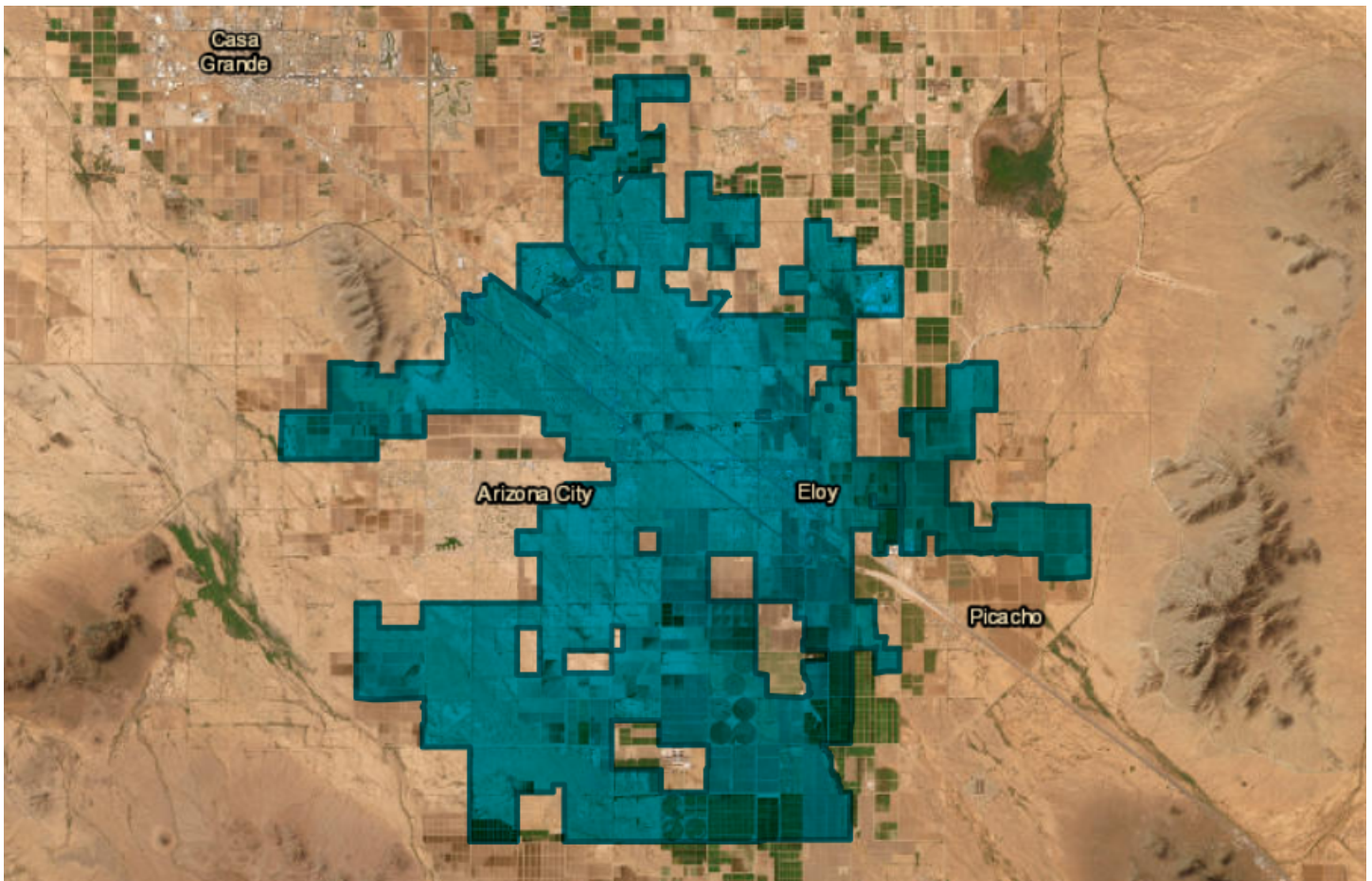
- **Initial urban core:** At least 425 housing units per square mile.
- **Remainder of urban area:** At least 200 housing units per square mile.
- **High Density Nucleus:** At least one high-density nucleus of at least 1,275 housing units per square mile required for qualification. This ensures that each urban area contains a high-density nucleus typical of what one would expect to find within an urban area.

In addition to the change in minimum thresholds for qualification and the change to use of housing unit density, the Census Bureau also will no longer distinguish between urbanized areas of 50,000 or more people and urban clusters of less than 50,000 people.

### Final Criteria for Urban Areas

Census Urban and Rural Website

## Urban Area vs. Incorporated City Boundary



## 2010 Incorporated City Boundary

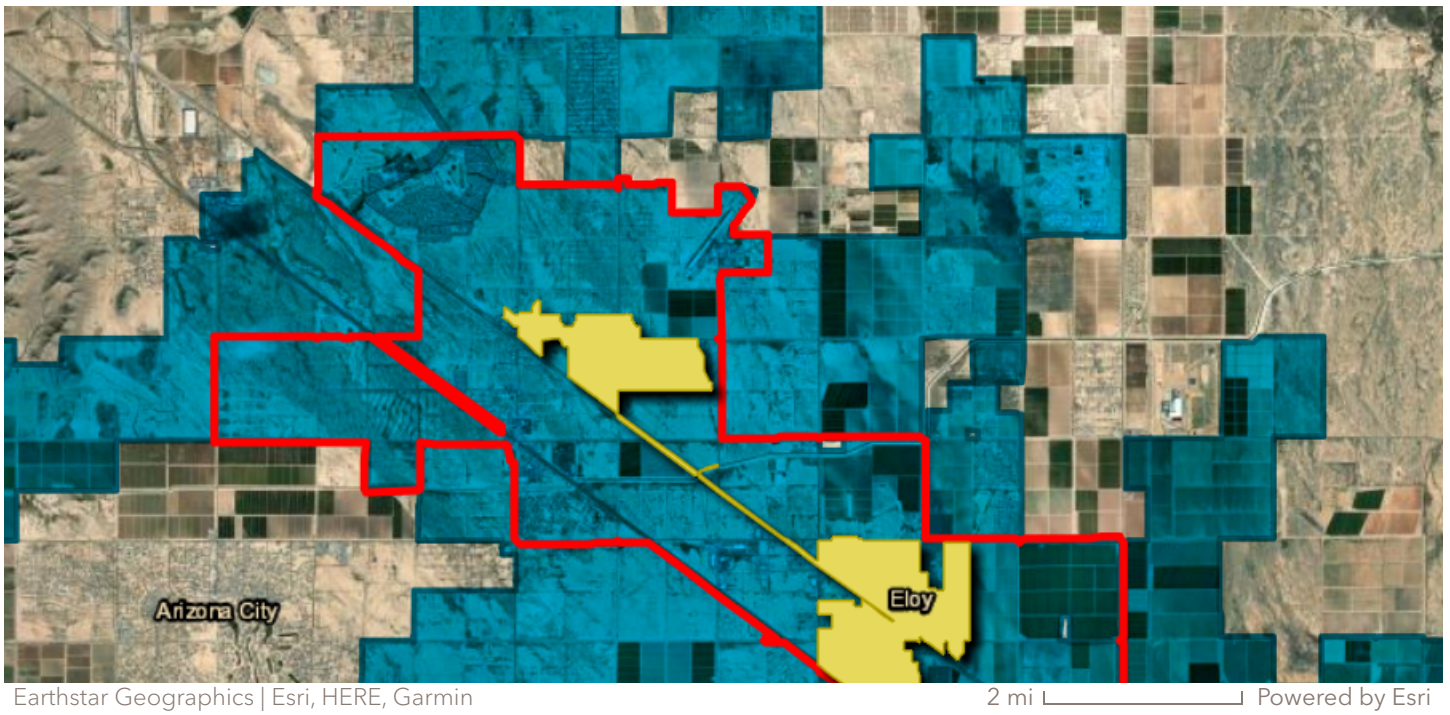
When identifying urban areas, the Census **does not** consider the incorporated city boundary, except when naming an urban area. Instead, the city combines census blocks until they meet the definition of 2,000 housing units or 5,000 people.

While the Eloy incorporated city boundary contains 15,635 people (5,985 of whom are in the prison) and 4,213 housing units, most of the city boundary contains traditionally rural land uses (e.g. agriculture, open spaces).



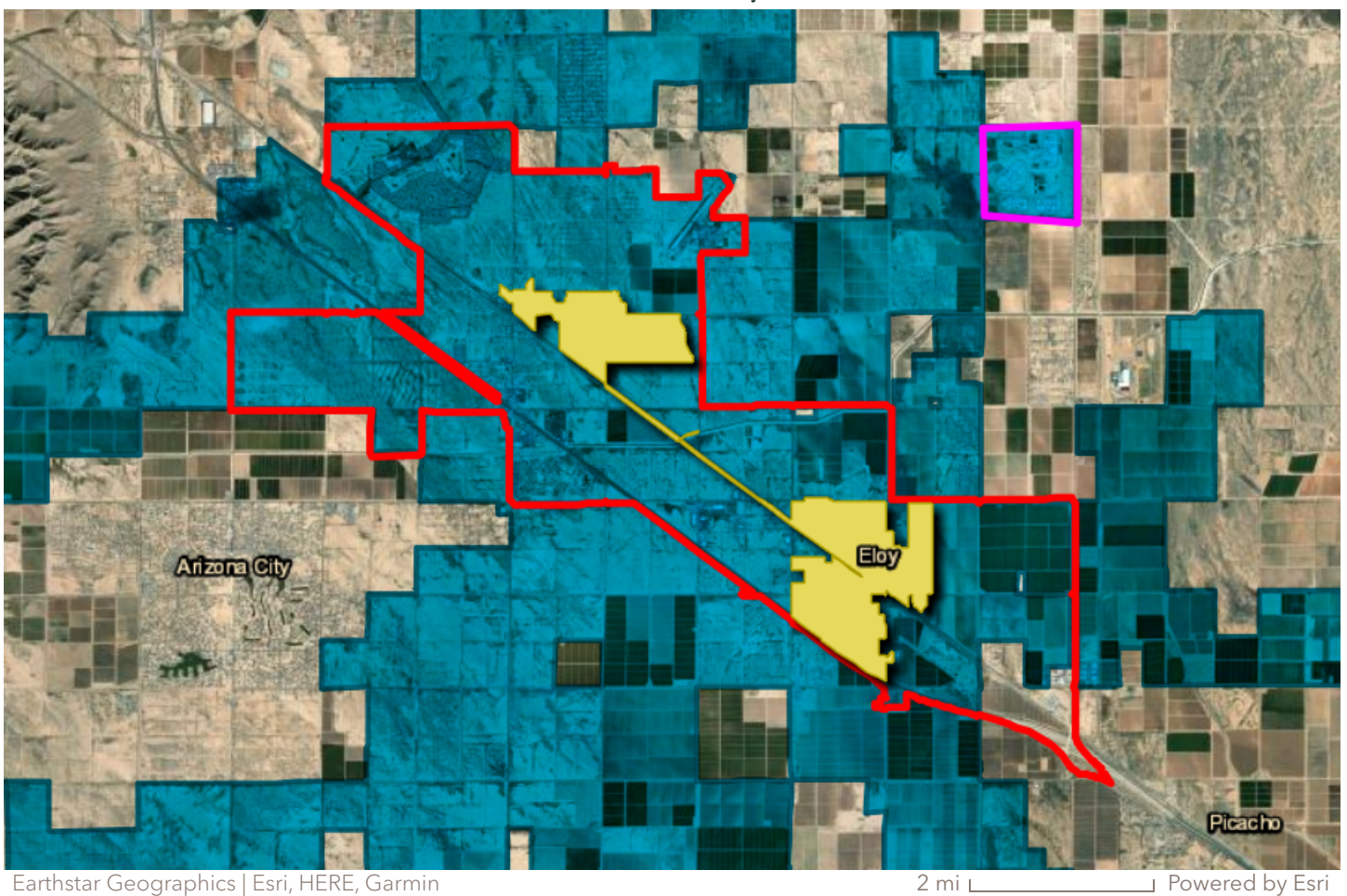
## 2010 Census Urban Area

In 2010, the Census definition for an urban area was based specifically on population. As a result, Eloy did have an urban area.



## 2013 Smoothed Urban Area

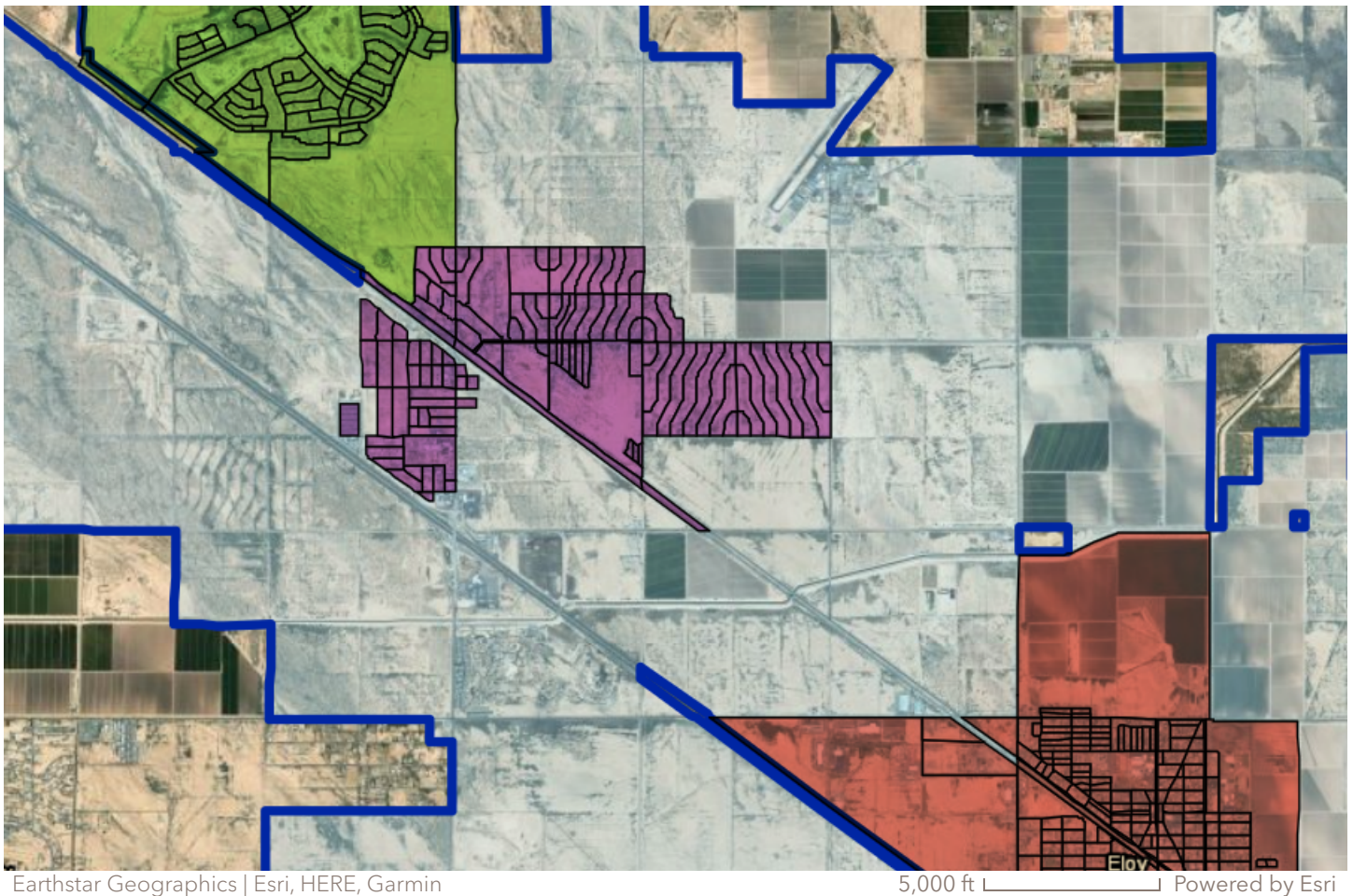
With a defined urban boundary, ADOT was able to create a smoothed urban area in 2013 for the Eloy area.



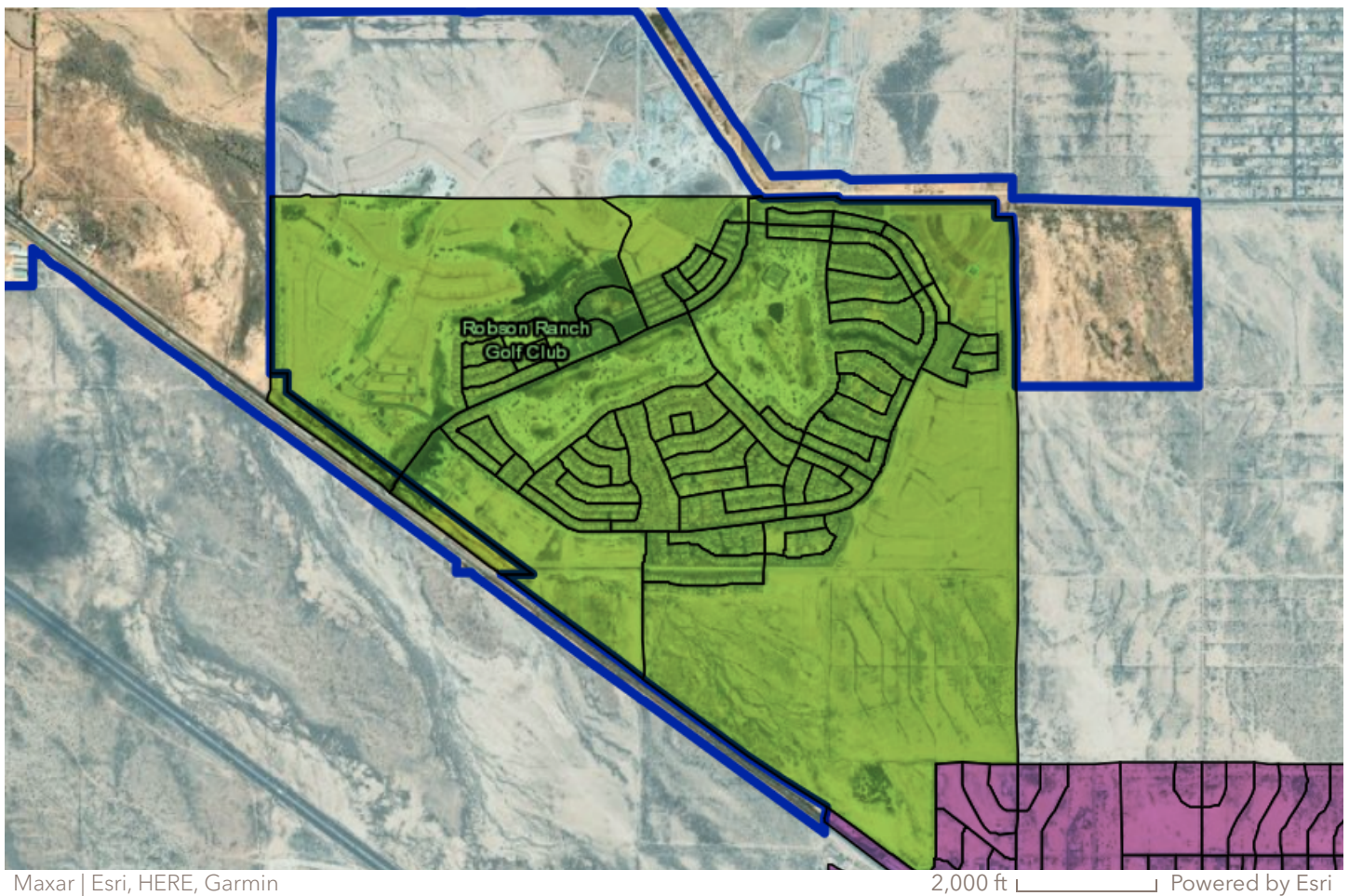
## Prison

Notice the prison wasn't included in the 2010 urban area or 2013 smoothed urban boundary. This is because prisons are considered "group quarters" by the Census. They are only considered part of an urban area if it abuts next to an already defined urban area. Since the prison is surrounded by rural spaces, it is not considered in an urban area and the prison population is not counted towards the urban area.

## High Housing Unit Density Areas in Eloy



There are three areas within the incorporated city boundary that could have been considered urban based on housing units and amount of impervious landscapes (i.e. buildings, pavement, sidewalks).



## Robson Ranch

As of April 2020, Robson Ranch had a population of 1,909 and total housing units of 1,044. Both values are below the 5,000 population and 2,000 housing unit thresholds.

While it does appear there is more housing development occurring around Robson Ranch, the Census only uses population and housing unit counts as they were in April 2020.



## Toltec Area

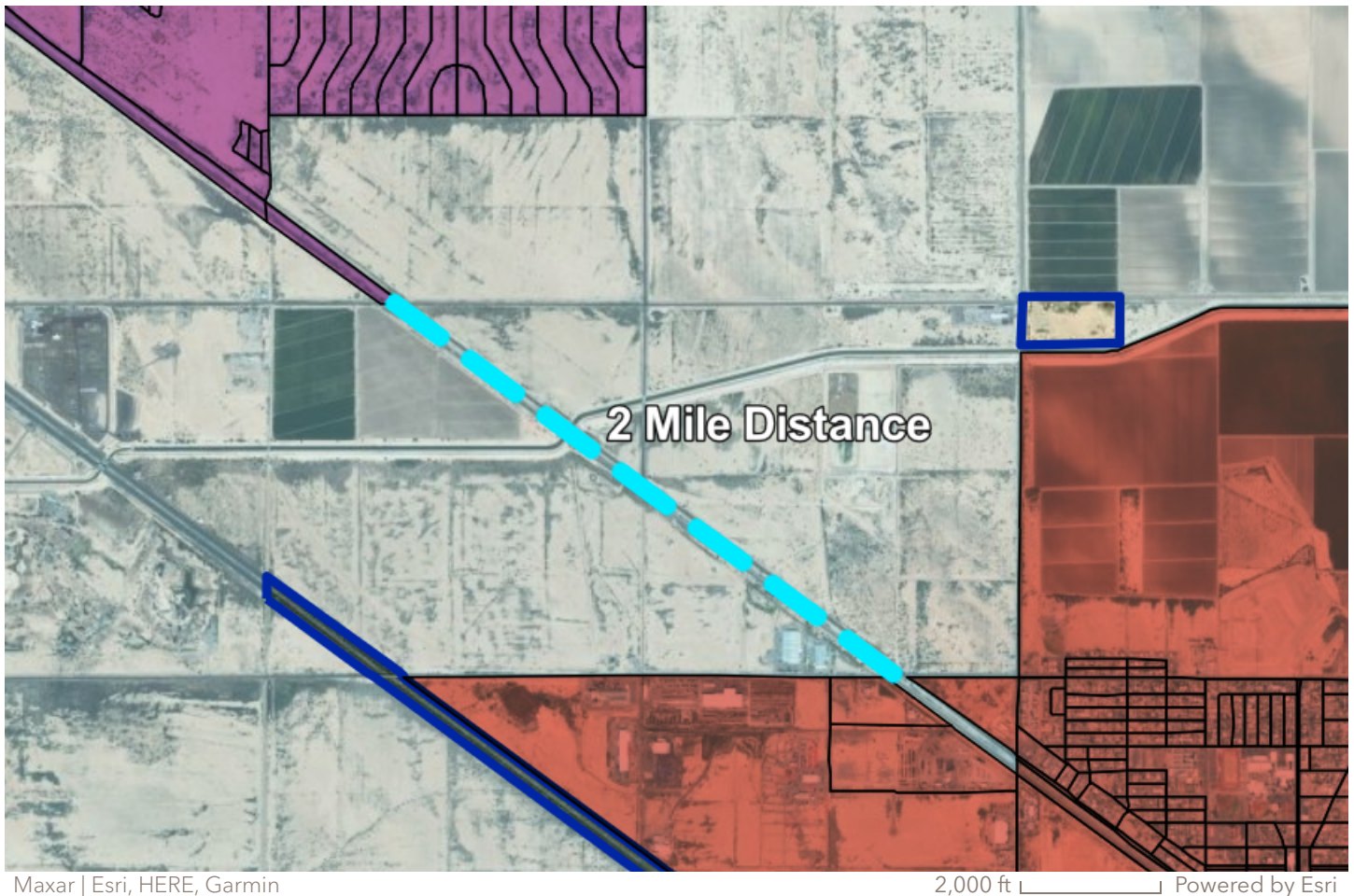
As of April 2020, the highlighted Toltec area had a population of 1,473 and total housing units of 471. Both below the thresholds to be considered an urban area.

Combining the population and housing unit counts for Toltec and Robson Ranch gives 3,382 population and 1,515 housing units, which still do not meet the minimum Census thresholds for an urban area.

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## City of Eloy

As of April 2020, the highlighted City of Eloy area had a population of 4,804 and total housing units of 1,493. Both below the thresholds to be considered an urban area.



## Eloy Can't Be Combined With Toltec

In 2010, the Toltec area was combined with the City of Eloy to achieve the minimum population counts needed to define an urban area. At the time, the maximum distance between urban areas to combine them (also known as the jump distance) was 2.5 miles.

In 2020, the jump distance was decreased to 1.5 miles. Since Toltec and the City of Eloy highlighted areas are 2 miles apart, they are too far to combine this year.

# Affects on Road Project Funding

## Federal Funding Received

The total federal dollars received by Sun Corridor MPO **will not change**. Funding is distributed based on the total population of the MPO.

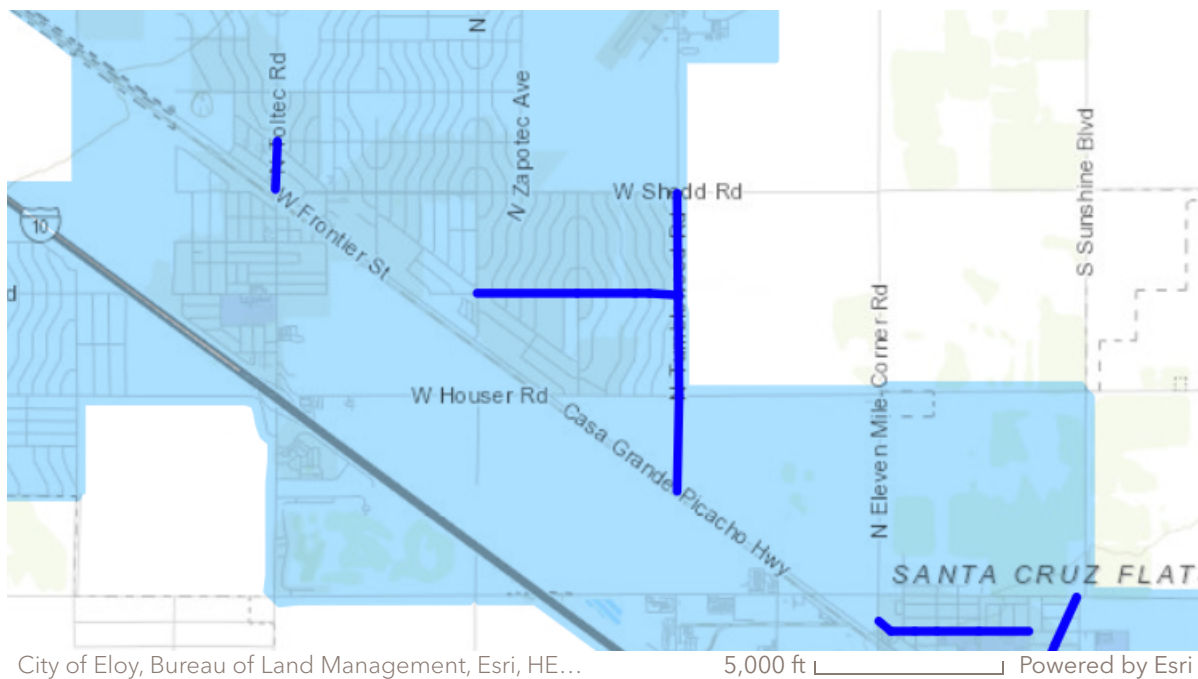
## Where Federal Funds Can Be Used

Minor collectors are the only roads affected by a change in urbanicity.

- **Urban Minor Collectors** are eligible for federal aid, meaning federal money can be used for projects on those roads.
- **Rural Minor Collectors** are not eligible for federal aid and federal money cannot be used for projects on those roads.

The map below displays the 36 roads that are currently urban minor collectors but will be changed to rural minor collectors following the completion of the Urban Boundary Smoothing Project on December 31, 2023. A couple of notes about these roads:

- One minor collector is owned by ADOT and not the responsibility of Eloy
- Four minor collectors are located within a gated community (Robson Ranch) and will likely be reclassified to local roads



Map showing minor collectors in Eloy that will be reclassified from urban to rural

### Open Minor Collector Table

The AADT values shown in the map and table above are as of December 31, 2022. For more current values, check out the [SCMPO MS2 TCDS website](#).

## Moving Forward

In conclusion, there are no areas within the City of Eloy that qualify as urban areas according to the new Census definition. The Census also confirmed these findings and said they are unwilling to make any exceptions.

An option available to the City of Eloy and the Sun Corridor MPO is to request upgrading some minor collectors to major collectors. Rural major collectors are eligible for federal aid. However, not all minor collectors in Eloy would be eligible to be upgraded. It is recommended the City and MPO research each road to determine

eligibility, including Average Annual Daily Traffic (AADT). Use the resources below as guidelines to help with the decision.

## Major Collector Definition

## Minor Collector Definition

Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

| Typical Characteristics                             | Collectors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                              | Local                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                     | Major Collector <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Minor Collector <sup>2</sup> |                                                                                                                                                                                                                                                                                                                                                                                                         |
| Lane Width                                          | 10 feet - 12 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 10 - 11 feet                 | 8 feet - 10 feet                                                                                                                                                                                                                                                                                                                                                                                        |
| Inside Shoulder Width                               | 0 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0 feet                       | 0 feet                                                                                                                                                                                                                                                                                                                                                                                                  |
| Outside Shoulder Width                              | 1 foot - 6 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 foot - 4 feet              | 0 feet - 2 feet                                                                                                                                                                                                                                                                                                                                                                                         |
| AADT <sup>1</sup> (Rural)                           | 300 - 2,600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 150 - 1,110                  | 15 - 400                                                                                                                                                                                                                                                                                                                                                                                                |
| AADT <sup>1</sup> (Urban)                           | 1,100 - 5,100 <sup>3</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                              | 80 - 700                                                                                                                                                                                                                                                                                                                                                                                                |
| Divided/Undivided                                   | Undivided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Undivided                    | Undivided                                                                                                                                                                                                                                                                                                                                                                                               |
| Access                                              | Uncontrolled                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Uncontrolled                 | Uncontrolled                                                                                                                                                                                                                                                                                                                                                                                            |
| Mileage/VMT Extent (Percentage Ranges) <sup>2</sup> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |                                                                                                                                                                                                                                                                                                                                                                                                         |
| Rural System                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |                                                                                                                                                                                                                                                                                                                                                                                                         |
| Mileage Extent for Rural States <sup>2</sup>        | 8% - 10%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3% - 15%                     | 10% - 24%                                                                                                                                                                                                                                                                                                                                                                                               |
| Mileage Extent for Urban States                     | 10% - 17%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 5% - 13%                     | 66% - 74%                                                                                                                                                                                                                                                                                                                                                                                               |
| Mileage Extent for All States                       | 9% - 10%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4% - 15%                     | 61% - 75%                                                                                                                                                                                                                                                                                                                                                                                               |
| VMT Extent for Rural States <sup>2</sup>            | 10% - 23%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1% - 8%                      | 8% - 23%                                                                                                                                                                                                                                                                                                                                                                                                |
| VMT Extent for Urban States                         | 17% - 24%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1% - 10%                     | 7% - 20%                                                                                                                                                                                                                                                                                                                                                                                                |
| VMT Extent for All States                           | 12% - 23%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2% - 9%                      | 8% - 23%                                                                                                                                                                                                                                                                                                                                                                                                |
| Urban System                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |                                                                                                                                                                                                                                                                                                                                                                                                         |
| Mileage Extent for Rural States <sup>2</sup>        | 3% - 10%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3% - 10% <sup>2</sup>        | 10% - 24%                                                                                                                                                                                                                                                                                                                                                                                               |
| Mileage Extent for Urban States                     | 7% - 13%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7% - 13% <sup>2</sup>        | 67% - 76%                                                                                                                                                                                                                                                                                                                                                                                               |
| Mileage Extent for All States                       | 7% - 15%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7% - 15% <sup>2</sup>        | 63% - 75%                                                                                                                                                                                                                                                                                                                                                                                               |
| VMT Extent for Rural States <sup>2</sup>            | 2% - 13%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2% - 12% <sup>2</sup>        | 9% - 26%                                                                                                                                                                                                                                                                                                                                                                                                |
| VMT Extent for Urban States                         | 7% - 13%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7% - 13% <sup>2</sup>        | 6% - 20%                                                                                                                                                                                                                                                                                                                                                                                                |
| VMT Extent for All States                           | 5% - 13%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5% - 13% <sup>2</sup>        | 6% - 25%                                                                                                                                                                                                                                                                                                                                                                                                |
| Qualitative Description (Urban)                     | <ul style="list-style-type: none"><li>• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas</li><li>• Penetrate residential neighborhoods, often for significant distances</li><li>• Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile</li></ul>                                                                                                                       |                              | <ul style="list-style-type: none"><li>• Provide direct access to adjacent land</li><li>• Provide access to higher systems</li><li>• Carry no through traffic movement</li></ul>                                                                                                                                                                                                                         |
| Qualitative Description (Rural)                     | <ul style="list-style-type: none"><li>• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shopping points, county parks, important mining and agricultural areas</li><li>• Link these places with nearby larger towns and cities or with arterial routes</li><li>• Serve the most important intra-county travel corridors</li></ul> |                              | <ul style="list-style-type: none"><li>• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector</li><li>• Provide service to smaller communities not served by a higher class facility</li><li>• Link locally important traffic generators with their rural hinterlands</li></ul> |

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Excerpt from the Highway Functional Classification Concepts, Criteria and Procedures (2013 Edition), Page 23

## AZGeo We Love Your Input

The AZGeo We Love Your Input tool is an online platform that allows you to request changes to a road's functional classification. Use the How-To storymap below to learn how to use the tool.

## AZGeo We Love Your Input

## We Love Your Input Tool How-To

## **Disclaimer**

The information contained in this document was designed specifically for the City of Eloy and the Sun Corridor MPO to assist with the ADOT Urban Boundary Smoothing Project. It is not recommended this information be used to support any other applications.

|               |                                     |
|---------------|-------------------------------------|
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|---------------|-------------------------------------|