

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 24, 2013

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair
Phoenix: Rick Naimark, Vice Chair
ADOT: Kwi-Sung Kang for Floyd
Roehrich
* Buckeye: Scott Lowe
*Cave Creek: Ian Cordwell
Chandler: Dan Cook
El Mirage: Sue McDermott
Fountain Hills: Randy Harrel
*Gila Bend: Eric Fitzer
Gila River: Tim Oliver
Gilbert: Michael Gillespie for Leah
Hubbard
Glendale: Purab Adabala for Debbie Albert
Goodyear: Cato Esquivel

Litchfield Park: Julius Diogenes for Woody
Scoutten
Maricopa (City): David Maestas for Paul
Jepson
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
* Paradise Valley: Jim Shano
Peoria: Andrew Granger
* Queen Creek: Troy White
Scottsdale: Todd Taylor for Paul Basha
Surprise: Dick McKinley
Tempe: Robert Yabes for Shelly Seyler
Valley Metro: Ben Limmer for John Farry
* Wickenburg: Vince Lorefice
Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews,
Avondale
*ITS Committee: Catherine Hollow, City of
Tempe
FHWA: Ed Stillings
* Members neither present nor represented by proxy.

Bicycle/Pedestrian Committee: Denise
Lacey, Maricopa County
*Transportation Safety Committee: Renate
Ehm, City of Mesa

+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Aeysha Alam, MAG
Eric Anderson, MAG
John Bullen, MAG
Chaun Hill, MAG
Sarath Joshua, MAG
Teri Kennedy, MAG
Alex Oreschak, MAG
Brian Rubin, MAG
Tim Strow, MAG
Steve Tate, MAG

Eileen Yazzie, MAG
John Nelson, ADOT
Ungyo Lynn Sugiyama, ADOT
Kristen Sexton, City of Avondale
Clemenc Ligoki, MCDOT
Martin Lucero, City of Surprise
Mike Sabatini, Baker
Bill Cowdrey, HDR
Ed Mears, Pulice Construction
Matt Tsark, Strand Associates

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:00 a.m. Chairman Fitzhugh noted that the quorum requirement for the October 24, 2013 TRC meeting was 14 committee members. Chairman Fitzhugh also noted that there was one handout at the table; a memo and one table for Agenda Item #6: FY 2014-2017 MAG Highway Safety Improvement Program (HSIP) Second Call For Projects. Mr. Fitzhugh also noted that there was an update to Consent Agenda Item 5A since the agenda was mailed out: the two Black Mountain Boulevard project amendments listed in Table A were advanced directly to Regional Council on October 23, 2013 in order to meet an important contractual deadline at ADOT.

2. Approval of Draft September 26, 2013 Minutes

Jeff Martin from the City of Mesa motioned to approve the minutes. Dan Cook from the City of Chandler seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson noted that sales tax revenues for September were up 7.5% after experiencing 10% growth in August, and that year to date revenues were 6.9% above the same time period in 2012. Mr. Anderson said that Highway User Revenue Fund (HURF) numbers were not available yet, but have generally remained flat. Mr. Anderson explained that MAG issued a call for Congestion Mitigation and Air Quality (CMAQ) projects for street sweepers (region-wide) and for paving projects in particulate matter (PM) 2.5 areas in Pinal County.

Mr. Anderson also mentioned that MAG had a two-day Transportation Model peer review during the week of October 14. The purpose of the peer review was to ensure that MAG was not missing anything in its model. The peer review team noted that MAG's traffic data collection was the best they have seen in the country. The peer review team also stated that this was the first peer review they have been to that has not had a consultant in the room.

Mr. Anderson informed the committee that MAG was in the process of selecting a consultant for the I-10/I-17 "Spine" Corridor Study, and that two firms had submitted proposals: Parsons Brinkerhoff and HDR. Interviews with the two proposing teams had been scheduled for the week of October 28. Mr. Anderson noted that the "Spine" was an important corridor in the region, and that MAG was looking forward to developing a master plan and setting a long term vision for the entire corridor.

Mr. Anderson noted that the National Association of City Transportation Officials (NACTO) was sponsoring a "Designing Cities" conference at the Palomar Hotel in Phoenix from October 27-29. Additionally, Mr. Anderson noted that from November 12-14, MAG would be undergoing a detailed planning certification process, which occurs every four years through the

Federal Highway Administration (FHWA) and Environmental Protection Agency (EPA). Mr. Anderson informed the committee that, as part of the certification process, there would be a public meeting on Wednesday, November 14th. Mr. Anderson welcomed Tim Oliver of the Gila River Indian Community to the committee, and introduced Chaun Hill, who has joined MAG after previously working at ADOT.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda item 5A - Project Changes - Amendment and Administrative Modification to the FY2011-2015 MAG Transportation Improvement Program. Chairman Fitzhugh asked the Committee if there were any questions or comments. Seeing none, Chairman Fitzhugh requested a motion. Dan Cook motioned to approve the consent agenda. Jeff Martin seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Transportation Review Committee, by consent, approved the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

6. FY 2014-2017 MAG Highway Safety Improvement Program (HSIP) Second Call for Projects

Chairman Fitzhugh invited Mr. Sarath Joshua from MAG to present on the FY 2014-2017 MAG Highway Safety Improvement Program (HSIP) Second Call for Projects.

Mr. Joshua noted that the initial HSIP Call for Projects was recommended for approval by the TRC at the August 29, 2013 meeting. Only six projects had been recommended in that call for projects, leaving a balance of unused funds. Mr. Joshua explained that MAG receives \$1.9 million in HSIP funds each fiscal year, with \$1.8 million available to program each year. A second call for projects was issued in early October, and 11 project applications were received. The Transportation Safety Committee reviewed and ranked all 11 applications during the October 22 meeting, and recommended approval of 10 projects, which would program all remaining available funding.

The submitted projects included crash analysis software for seven member agencies, projects for developing safety plans, intersection safety improvements, and sign management/sign upgrades. There was also a project submitted for safety improvements on Broadway Road.

Chairman Fitzhugh asked for a motion. John Hauskins from Maricopa County moved to recommend approval. Dan Cook seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. MAG Strategic Transportation Safety Plan

Chairman Fitzhugh invited Mr. Sarath Joshua from MAG to present on the MAG Strategic Transportation Safety Plan.

Mr. Joshua noted that MAG is in the middle of a planning effort to develop a strategic transportation plan. Lee Engineering and TTI were chosen as consultants to develop the plan. Mr. Joshua explained that recommendations from the plan would be included in the NextGen Regional Transportation Plan and incorporated in the statewide Highway Safety Plan.

Mr. Joshua noted several achievements from the 2005 MAG Transportation Safety Plan. The Regional Transportation Safety Information Management System (RTSIMS) allows MAG to better understand road safety problems in the region. RTSIMS includes a crash data archive dating back to 1999, and requires a data agreement with ADOT to access the data. MAG's Road Safety Assessment (RSA) program has resulted in the completion of RSAs at 26 signalized intersections in the region since 2011. The MAG Elderly Mobility Sign Project has led to the installation of 2700 street name signs with Clearview font, which is used for increased visibility. The MAG Safe Routes to School Program has included annual crossing guard training workshops, including 465 crossing guards trained in 2013, and a training video for crossing guards that was distributed to all K-8 schools in the region.

Mr. Joshua shared that the consultants had completed a review of road safety in the MAG region, had compared the MAG region to similar urban regions, and had established a regional vision and goals. The next steps were to develop action areas, strategies, and performance measures, recommend methods to prioritize road safety needs, incorporate safety in the Regional Transportation Plan, develop a strategy to incorporate safety enhancements in road infrastructure projects, monitor and report on system performance and program effectiveness, and develop an implementation plan for 2015-2025.

As part of the study, the consultants analyzed crash data from 2008-2012, focusing on fatal and serious injury crashes, and developed a "crash tree" analysis of crashes using the Regional Transportation Safety Information Management System (RTSIMS). The analysis found that the MAG planning area has 47% of all fatal crashes in the state, with 80% of those crashes on arterials and local streets. A crash tree analysis of serious injury crashes found that 85% of serious injury crashes in the MAG planning area occurred on arterials and local roads. The consultants found a trend of increasing numbers of freeway crashes and a trend of decreasing numbers of arterial and local road crashes through 2010 with an increase from 2010 to 2012. There were approximately five times more fatal and serious injury crashes on arterials and local roads than on freeways. Additionally, Mr. Joshua noted trends of increasing crash rates involving vulnerable users (pedestrians, bicyclists, and older drivers).

Mr. Joshua explained that, compared to the state of Arizona as a whole, the MAG planning area represents 69% of all crashes, close to 50% of all fatal crashes, and about 70% of all serious injury crashes. Compared to similar urban regions, the Phoenix region is between Seattle and Dallas for serious injuries, and just below Houston for fatalities.

Mr. Joshua noted that a Visioning Workshop was held on September 24, 2013, with a variety of stakeholders throughout the region. The Visioning Workshop asked participants "(W)hat should be the region's vision for road safety?" As a result of the workshop, a Regional Road Safety Vision of "Zero Deaths - Zero Injuries" was developed. Mr. Joshua told the committee that the

project manager for the project was Margaret Boone, with MAG, and that future questions regarding the project could be directed to Ms. Boone.

Mr. Anderson noted that the large increase in injuries to bicyclists and pedestrians is disturbing to see. Mr. Anderson asked what the cause of those crashes were. Mr. Joshua noted that without volume counts, it was difficult to pinpoint the causes of the increasing trends, but that MAG is beginning to count those volumes at this time, so that could be analyzed in the future. If the increase of bikes on transit is any indication, the increase in volume of bicyclists could be leading to increases in crashes. Mr. Hauskins asked if MAG has looked at where the crashes have occurred, and if target areas for improvements could be identified. Mr. Joshua noted that MAG was working to identify where the most crashes have occurred. Mr. Anderson noted that MAG has been working with Valley Metro to do Road Safety Audits (RSAs) at light rail stations, which may be the first time RSAs have been done outside of traditional intersections.

8. Regional Light Rail Project Report Cards

Chairman Fitzhugh invited Mr. Ben Limmer from Valley Metro to present on the Regional Light Rail Project Report Cards.

Mr. Limmer noted that the requirement to create project report cards was a result of the Proposition 400 audit in 2012. That audit indicated a need to highlight relevant information such as budget and schedule of the projects. Mr. Limmer noted that ridership trends nationally and in the region have been increasing year-over-year despite service cuts and fare increases. The trend has been about a 5% increase per year. In 2013, the region was likely to hit 75 million transit riders, with 60 million riders on buses and 15 million on light rail. Mr. Limmer noted that light rail ridership has increased every year since 2008, when the system opened. Mr. Limmer provided ridership comparisons to similar cities throughout the country, noting that Valley Metro's light rail ridership of 2,200 riders per mile was third highest among peer light rail systems (behind only Minneapolis and Portland), and was a strong ridership level for a starter light rail system.

Mr. Limmer provided the committee an update on projects currently underway in the region. Mr. Limmer noted that the Central Mesa project, a three mile extension east from Sycamore Station through downtown Mesa, was well under construction, and would be completed by early 2016. For the Central Mesa Project, right of way acquisition was 95% complete, utility work was about halfway completed, and construction was about 32% complete. Mr. Limmer noted that approximately 35% of the budget had been spent at this time. Mr. Limmer also indicated that construction in downtown Mesa was on hold as of September 30 in order to minimize disruptions to local businesses.

Mr. Limmer also updated the committee on the Northwest Extension Phase I project, which would extend from the current terminal of 19th Avenue and Montabello to 19th Avenue and Dunlap. That project was also scheduled to open early in 2016, only slightly behind the Central Mesa extension. Right of way acquisition was 91% complete, utility work was about 33% complete, and construction was about 28% complete, with approximately 45% of the budget expended at this time.

Mr. Limmer next updated the committee on projects currently under development. The Tempe

Streetcar project, which was included in Proposition 400, was currently undergoing analysis of two alignment options, both focusing on Downtown Tempe and Apache Boulevard, with one option extending east on Rio Salado Parkway and the other option extending further east along Apache Boulevard. Mr. Limmer noted that the streetcar project was still scheduled to open in 2017, and was one of only two streetcar projects in the country currently under FTA project development. Mr. Limmer then explained that the Gilbert Road project, a two mile extension from the end of the Central Mesa project east to Gilbert Road, was scheduled to open in 2018, and was in detailed engineering at this point in the schedule. Because of delays due to the federal government shutdown, the project was still awaiting NEPA clearance on the project so that Valley Metro could proceed with utility work and right of way acquisition.

Mr. Limmer informed the committee that the Capitol / I-10 West Extension project was currently in the early planning stages, and was anticipated to open in 2023. The project was currently underway with federal environmental document activities. Valley Metro and City of Phoenix were working closely with the state on a special security assessment of having light rail vehicles running near the State Capital. The Northwest Extension Phase II, a two mile extension from the end of current Northwest Extension Phase I project, at 19th Avenue and Dunlap, to the MetroCenter Mall. Valley Metro was in the process of determining the best way to cross the I-17 with light rail, and was working closely with ADOT and MAG on the “Spine” study.

Mr. Limmer noted that the West Phoenix / Central Glendale project was programmed to open in 2026, and was currently in the early planning stages. Public meetings would be held in the last week of October to assist Valley Metro in determining which routes might make the most sense. The project was focusing on options between Northern on the north and Camelback on the south. The South Central Project was not included in the regional plan, but the City of Phoenix and Valley Metro were given federal grants to begin planning on the route. Valley Metro concluded that a five mile line from downtown Phoenix along Central and 1st Avenue would be the most feasible route, and were working with stakeholders on specific station locations and street configurations. Stakeholders agreed that, south of the river, it would be beneficial to remove a vehicle lane to add light rail to Central Avenue. The recommendations would be taken to the City of Phoenix council for approval in November, to be followed by the start of environmental paperwork.

Mr. Martin expressed appreciation for Metro staff on Central Mesa extension and Gilbert Road extension and for keeping all the projects on track.

9. Maricopa County Parkway Feasibility Studies Update

Chairman Fitzhugh invited Ms. Denise Lacey from the Maricopa County Department of Transportation to present on the Maricopa County Parkway Feasibility Studies Update.

Ms. Lacey mentioned that MAG completed the I-10/Hassayampa and Hidden Valley Framework studies, which identified a network of roadways to meet buildout conditions in the area, primarily west of the White Tank Mountains. Maricopa County was tasked with refining the corridors identified in the framework studies. The primary purpose of parkway feasibility studies is to preserve right of way into the future, and to set a preferred alignment, allow for future planning, and identify next steps and future considerations.

Ms. Lacey explained the concept of an Arizona Parkway. Arizona Parkways usually have 45 mph speed limits, a raised median, and traffic signals spaced every one mile. They offer increased capacity over traditional arterials, and are flexible in design; they can vary from four to eight lanes based on local conditions.

Maricopa County has completed ten studies since 2007, covering 185.75 miles: Deer Valley Parkway, two segments of Hidden Waters Parkway, Jackrabbit Trail, McDowell Parkway, Northern Parkway, Tonopah Parkway, Turner Parkway, Wild Rose Parkway, and Yuma Parkway. Additionally, Maricopa County is currently studying Camelback Parkway, Greenway Parkway, Wintersburg Parkway, and Southern Parkway, along with Dove Valley Parkway, whose final report was completed on October 23, 2013. Ms. Lacey noted that she was the project manager for most of the parkway studies, and has been involved in the day to day process and interactions with the public. None of these parkways has been fully built in Arizona yet, no corridors have been identified to build in the future yet, and no funding has yet been identified for any future parkways.

Mr. Martin noted that planning for Proposition 500 is starting soon, and appreciated that the committee had an opportunity to learn about the status of the parkway projects. Mr. Martin asked if these parkways would be considered for inclusion for funding in Proposition 500. Mr. Grant Anderson asked how the studies got started, and what process developed to cause Maricopa County to study these projects (such as a Capital Improvement Program). Ms. Lacey noted that funding has not been identified yet, and Maricopa County is preparing a “needs assessment” for all its roadways. Ms. Lacey noted that these projects are all long-range projects and will not be built in the near term. Ms. Lacey noted that the impetus for studying these corridors came out of the I-10/Hassayampa and Hidden Valley Frameworks, and discussions with nearby cities and towns, finding out where development and growth were projected to occur, and where these roadways might be needed. The idea is to preserve 200 feet of right of way to ensure that the transportation network is in place as development will occur. Mr. Hauskins noted that a lot is predicated on how the economy grows. As cities and local governments implement general plans, transportation corridors for the future need to be identified.

Mr. Eric Anderson thanked MCDOT for the advance planning work and the long-term visioning occurring. Mr. Anderson noted that these are good continuations of the MAG Framework studies. In the context of Proposition 500, there have not been discussions of how Proposition 500 might be constructed or what projects might be funded. However, under MAP-21 and new performance requirements, failing to meet performance targets could result in loss of funding. Mr. Anderson noted that all current, illustrative, and unidentified projects could be identified for funding.

Mr. Cook asked what kind of population exists in the study areas currently, and whether a current or near-term future population will be there to support the project. Ms. Lacey noted that the population is not existing today to support the projects, but that this is a long-range plan, and the anticipated buildout of over three million people west of the White Tanks will require transportation corridors. Mr. Cook asked whether the jurisdictions in the area are buying into the corridors. Ms. Lacey noted that the cities sit on all the technical advisory committees for the projects. Many of the parkway projects have been incorporated into General Plans or Transportation Plans. For the most part, the communities and developers have embraced the parkway studies because they set a plan and allow them to plan better for future development.

Ms. Lacey also noted that a number of corridor studies have been done in the Central, North, and East Valleys as well. Ms. Hauskins noted that it is better to plan for roadways before people are living in the corridor, as the South Mountain Freeway planning has shown. Mr. Hauskins thanked the current and former members of the Maricopa County planning team.

Mr. Grant Anderson noted that Parkways are a good way to start looking at major corridors, but parkways are not necessarily the only options, and that some corridors may need to take a different format than a parkway. Mr. Naimark noted that the alignment for the South Mountain freeway was planned before any homes were in place. Mr. Martin asked whether the concepts will change from long-range planning to building corridors for economic development purposes. Mr. Martin noted that I-11 began as long range planning that would not be needed for 40 years, but that perception has seemed to change toward an impetus to build in the near term for economic development issues. Mr. Martin noted that building corridors for economic development purposes can lead to an erosion of public trust. Mr. Martin noted that he was concerned about building more corridors outside the urban areas, for economic development purposes. Ms. Lacey recognized Mr. Martin's concerns, and noted that long-range planning is very important in order to be able to construct the corridors when they are needed. Maricopa County does not have any plans at this time to build any part of these corridors until they are needed, but that the studies are designed to accommodate transportation corridors as future development occurs.

Mr. Fitzhugh noted that planning future transportation corridors are crucial to cities that are trying to plan for future developments. Mr. Fitzhugh mentioned high-capacity transit corridors and the need for further study of high-capacity transit corridors in a similar way that these parkway corridors are being studied.

10. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting.

11. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. There were no updates from member agencies.

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, December 12, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:06 a.m.