

July 15, 2014

TO: Members of the MAG Street Committee

FROM: Dana Owsiany, P.E., Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, July 22, 2014 - 1:00 p.m.
MAG Office, Suite 200, Ironwood Room
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. Committee members or their proxies may attend in person, via video-conference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Teri Kennedy or Steve Tate at (602) 254-6300.

TENTATIVE AGENDA

COMMITTEE ACTION REQUESTED

1. Call to Order

For the July 22, 2014 meeting, the quorum requirement is 13 committee members.

2. Introductions and Attendance

An opportunity for new members to introduce themselves and record member attendance at the meeting will be provided.

3. Approval of the June 10, 2014 Meeting Minutes

4. Call to the Audience

An opportunity will be provided to members of the public to address the Street Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Street Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

5. Revised Principal Arterial Network Proposal

At the June 10, 2014 meeting the Street Committee took action to recommend changes to the Principal Arterial System network to the Transportation Review Committee. Since then some member agencies have requested that the network changes be reconsidered (See Attachment 1).

2. For information.

3. Review and approve the minutes from the June 10, 2014 meeting.

4. For information.

5. For information, discussion, and possible recommendation of an updated of the Principal Arterial System network to the Transportation Review Committee.

6. National Highway System (NHS) Designation

Since the last meeting of the Street Committee, it has been determined that a request to change the National Highway System designation roadways will be needed to expedite ADOT and FHWA action on requests.

To expedite ADOT and FHWA action, member agencies are requested to review the changes on the map included in Attachment 1 and as appropriate request approval of changes to the NHS designation of roadways (See Attachment 1).

Adjournment

6. For information, discussion and possible action to recommend to the Transportation Review Committee changes to the NHS designations of roadways as identified on the map, Revised Principal Arterial Network Proposal.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday June 10, 2014 1:00 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Dana Owsiany, Phoenix, Chair Woman	Bill Fay, City of Maricopa
Bahram Dariush for Steve Beasley, ADOT	Laurie Kattreh for Jack M. Lorbeer, Maricopa County
Emil Schmid, Apache Junction	Maria Angelica Deeb, Mesa
# Charles Andrews, Avondale	* James Shano, Paradise Valley
* Jose Heredia, Buckeye	Scott Bender, Pinal County
Dan Cook, Chandler	Ben Wilson, Peoria
Chris Hauser, El Mirage	Janet Martin, Queen Creek
@ Aryan Lirange, FHWA	Jennifer Jack for Elaine Cabrera, Salt River Pima-Maricopa Indian Community
# Morris Taylor for Wayne Costa, Florence	* Phil Kercher, Scottsdale
Tim Oliver, Gila River Indian Community	Suneel Garg, Surprise
Tom Condit, Gilbert	Isaac Chivera, Tempe
Purab Adabala for Bob Darr, Glendale	* Jason Earp, Tolleson
# Luke Albert for Hugh Bigalk, Goodyear	* Grant Anderson, Youngtown
# Thomas Chlebanowski for Darryl Crossman, Litchfield Park	

* Members neither present nor represented by Proxy

Members attending by phone

@Ex-officio member, non voting member

OTHERS PRESENT

Ryan Miles, ADOT	Chaun Hill, MAG
Ed Stillings, FHWA	Vladimir Livshits, MAG
Clem Ligocki, Maricopa County	Teri Kennedy, MAG
Mike Mecham, Surprise	David Massey, MAG
John Bullen, MAG	Stephen Tate, MAG

1. Call to Order

Chair Woman Dana Owsiany called the meeting to order at 1:00 p.m.

2. Introductions and Attendance

A roll call of members attending the meeting was conducted. The following member agencies were not represented at the meeting: Buckeye, Paradise Valley, Scottsdale, Tolleson, and Youngtown.

3 Approval of the April 8, 2014 Meeting Minutes

Chair Woman Dana Owsiany, noted that the minutes inaccurately indicated that she was the Vice Chair at the previous meeting. Ms. Maria Deeb moved approval of the minutes. Mr. Dan Cook seconded the motion. The motion carried unanimously.

4 Call to the Audience

No members of the audience requested to speak before the Committee.

5. Transportation Programming Manager's Report

Ms. Teri Kennedy briefed the Committee. She noted that a second call for projects has been issued for Transportation Alternatives Program Non-Infrastructure Safe Routes to School projects for FY 2015. Approximately \$135,000 is available. A second call for projects for fiscal years 2016 and 2017 will occur in the fall once school is back in session.

She noted that any jurisdiction considering roadway diet projects on roadways classified as arterial or collector would need to have the changes included in the model and air quality conformity analysis. Email changes to Steve Tate at MAG.

The NACOG loan program was approved by Regional Council on May 28. As a result, three ALCP projects will be advanced.

Ms. Kennedy went on to note that the ALCP policies and procedures were also approved by Regional Council on May 28, and that the current ALCP update is scheduled to be heard at the June Regional Council meeting.

She indicated that there will be an upcoming call for projects for PM10 certified street sweeper purchases. This call for projects will likely be deferred to September based on the action of the Committee at this meeting. She noted that there will be approximately \$900,000 available in FY 2015.

All locally sponsored, federally funded projects programmed for FY 2014 must be submitted by June 30th.

The deadline for the TA Non-Infrastructure Safe Routes to School call for projects is June 30th at 10 AM.

Ms. Kennedy noted that she will have new member information at the next meeting.

She stated that there are no new training opportunities at this time, but an all-day ITS training was being held next door.

She noted that FTA had announced the availability of un-utilized 5309 funding and that a special meeting of the Transit Committee was scheduled for June 16th to consider a proposal to submit to FTA.

6. MAG PM-10 Street Sweeper Replacement Policies

Ms. Teri Kennedy briefed the Committee on a proposed update to the MAG PM-10 Street Sweeper replacement policies. The purpose of the CMAQ program is to fund transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. The street sweeper program was developed by MAG to address PM-10 and currently includes a policy to fund street sweeper replacement after eight years.

In 2012, the Committee proposed three additional criteria for funding street sweeper replacements for consideration: hours or miles of service, excessive downtime, and a “lemon” policy. Excessive downtime and a “lemon” policy were dismissed as they would require detailed maintenance documentation, and FHWA has indicated that a “lemon” policy should be the responsibility of the manufacturer’s warranty. As a result, these two policies were dropped from consideration.

The proposed change to the policy is based on an average of the 75th percentile hours and miles of service from two sources: funded FY 2013 street sweeper replacements and a list of retired street sweepers from Sierra Auction. The proposed changes provide an option to replace a street sweeper sooner than 8 years for member agencies who are meeting the intent of the program.

Ms. Kennedy noted a comparison between the proposed policy and ADOT policy, which provides a 10-year replacement cycle. She added that ADOT trucks all of their street sweepers to location, resulting in no deadhead mileage.

Mr. Bill Fay moved to approve the changes. Mr. Purab Adabala seconded the motion. The motion carried unanimously.

7. Principal Arterial System (PAS) Update

Mr. Stephen Tate briefed the Committee. He noted that the last several meetings have addressed the updating of the principal arterials in the MAG region. This update is part of the regular update to functional classification which occurs after the development of new urbanized area boundaries. This update is also intended to bring the principal arterial network in the MAG region into accord with FHWA functional classification guidelines. The proposed update will add some principal arterials to reflect growth since the last major update in 2004 and reclassify roadways to minor arterial that are improperly classified as principal arterial, thereby removing them from the NHS.

He added that principal arterial additions will not result in the addition of the roadway to the NHS as this requires separate action and FHWA approval, but would allow future consideration. Minor arterial reclassification will not affect their eligibility for Federal funds programmed by MAG, but would eliminate them from eligibility for ADOT programmed NHPP funding. Removal from the NHS will also free these roadways from additional requirements placed on them by inclusion in the NHS.

Mr. Tate then reviewed three maps: the first showing the previous approach presented to the Committee (Approach 2B), the second showing arterials selected by the modeling exercise

requested by the Committee, and the third showing a refined proposal based on this modeling exercise and input received from member agencies (Approach 3).

In reviewing the second map, he noted that four criteria were used in the modeling exercise: the share of trips of 9 miles or more was 50% or higher, the average capacity per segment was at least 43,000 vehicles per day in developed areas, the average vehicle-miles traveled per segment was at least 5,000, and the length of the route was at least 18 miles. He then addressed the refinements to the proposed principal arterial system shown in Map 3.

He then addressed some preliminary statistics for the proposed principal arterial system. 349 centerline miles would remain principal arterial and on the NHS. 88 miles of new principal arterials are proposed for a total of 437 centerline miles of principal arterials. These roadways carry about 13 million VMT per day with an ADT of approximately 20,000 vehicles per day. The share of trips of 9 miles or more is 67%.

Committee input and action to recommend an updated Principal Arterial System network to the Transportation Review Committee was requested.

Mr. Tim Oliver requested clarification regarding the proposal for roadways in the Gila River Indian Community. Mr. Tate clarified that 51st Avenue south of Baseline Road and Beltline Road and Riggs Road within the Indian Community are not currently being proposed as principal arterials. Ms. Kennedy then added that Map One showed the proposal presented at the previous Committee meeting and Map Two showed the results of the modeling exercise.

Ms. Maria Deeb inquired regarding the inclusion of Broadway Road and previous discussion regarding removal of Gilbert Road in favor of Val Vista Road. She also requested supporting data from the model. Mr. Tate responded that the model chose Broadway Road and did not choose Val Vista Road. He added that the supporting data will be provided.

Mr. Ed Stillings inquired regarding Indian School Road and Camelback Road in Phoenix and Scottsdale. Mr. Tate responded that Scottsdale has indicated that Indian School Road is not considered a major arterial within city limits and requested that it not be included in the Principal Arterial System. As a result, Indian School Road east of SR 51 was removed and Camelback Road was included east to Scottsdale Road, with Indian School Road being included from Scottsdale Road to Loop 101, as there is no access to Loop 101 from Camelback Road.

Mr. Suneel Garg inquired regarding Bell Road east of Loop 303. Mr. Tate responded that this portion of Bell Road is being reduced from principal arterial to minor arterial as the current principal arterial classification is a stub-end.

Mr. Ben Wilson moved to approve the proposed Principal Arterial network. Mr. Dan Cook seconded the motion. Further discussion was requested and a vote was not taken.

Ms. Deeb requested a chance to review the data regarding the inclusion of Broadway Road and Gilbert Road. Ms. Kennedy responded that this data will be provided. Mr. Tate added that in order to maintain the schedule for August Regional Council approval of the proposed network, the Street Committee would have to meet again in July.

Responding to an inquiry, Mr. Tate noted that ADOT and FHWA would like to have this addressed and this is driving the schedule. FHWA has indicated they would like to begin enforcing NHS requirements on July 1. Mr. Stillings responded that July 1 was chosen as it is the beginning of the new state fiscal year. He added that FHWA's focus would be on projects using Federal funding, such as STP.

Responding to an inquiry, Mr. Tate clarified that roads shown in gray will be downgraded to minor arterial and roads shown in red are new principal arterials.

Ms. Kennedy noted that there is a proposed meeting date of July 22nd for the Committee to meet to review modifications to the proposed principal arterial network.

Mr. Tate inquired whether self-certified agencies with current Federally funded projects on the existing NHS would still be able to administer those projects after July 1. A general discussion ensued regarding Certification Acceptance agreements and provisions regarding the NHS. Mr. Cook stated that previous discussions had been focused on structure management. Mr. Cook also requested clarification regarding Map 3 and the status of Arizona Avenue and Gilbert Road. Mr. Tate responded that currently almost every major roadway in Chandler is on the NHS.

Mr. Cook noted that there is some confusion over projects being done on locally-owned roads with local funding which are currently not meeting Federal requirements, especially on roads that may be removed from the NHS in the near future.

Mr. Stillings stated that the FHWA division office has approval authority over functional classification. Upon their approval of downgrading the proposed roadways to minor arterial, they would send a request to Washington to remove those roadways from the NHS. He noted that he feels that their downgrade to minor arterial is enough justification for their removal from the NHS.

Ms. Deeb inquired regarding FHWA requirements for projects on the NHS which are not using Federal funds, including inspection, documentation, and design standards on projects which are already in the design phase. A general discussion ensued regarding whether projects on the NHS would have to comply with Federal requirements regardless of funding source. Mr. Tate noted that Broadway Road is currently a principal arterial and on the NHS, and Ms. Deeb stated that she would like Broadway Road removed from the NHS.

Ms. Kennedy noted that Broadway Road is close to the US 60 Superstition Freeway, which would violate Federal guidance for spacing of principal arterials and would justify its removal.

Chair Owsiany inquired regarding changes to functional classification after this major update is completed and approved. Mr. Lirange responded that functional classification changes can be requested at any time by the owner of the road and that ADOT has a process for doing so. He noted that the presentation had stated that principal arterial additions would not automatically result in the addition of the roadway to the NHS. He added that it would require a separate action to add a roadway to the NHS, but there is an expectation that all principal arterials would be a part of the NHS.

Mr. Lirange stated that the expectation is that all of the Federal requirements would apply on the NHS regardless of funding source. Agencies would be expected to maintain documentation on file, similar to Buy America requirements.

Responding to an inquiry about Certification Acceptance agencies, Mr. Lirange stated that ADOT would not administer projects on the NHS if local money is being used.

Mr. Tate inquired whether FHWA would have the authority to take away the ability for local agencies to fund their own projects and whether other requirements, such as the quality assurance program, would apply. Mr. Lirange responded that if it is an NHS route, the intent is that NHS requirements apply regardless of funding source.

Mr. Charles Andrews requested Dysart Road be not included in the proposed principal arterial system. Mr. Tate clarified that Dysart Road is currently on the NHS and that the action would be to downgrade Dysart Road to minor arterial and remove it from the NHS.

Mr. Cook inquired regarding the implication for local agencies that use local money on NHS routes on projects which are not in compliance with Federal standards. He added that there may be no way for FHWA to know unless an audit is performed. Mr. Lirange stated that as a “devil’s advocate” response there would be the possibility of losing future Federal funding should an audit show noncompliance. He added that the intent of the program is to construct a quality network of roadways and provide regional connectivity.

Mr. Cook, after some clarification from Ms. Deeb, suggested that there would be not much objection to the removal of Broadway Road due to its proximity to US 60.

Ms. Deeb added that there should be consideration of what documentation will be necessary for projects in the RTP that are on the NHS to ensure everyone knows in advance what should go into the project file regarding design exceptions and material inspections and other requirements.

Mr. Cook requested clarification regarding Mesa’s desires for Gilbert Road. Ms. Deeb responded that her request is for Gilbert Road to be removed from the NHS. Mr. Cook stated that one justification for keeping Gilbert Road would be due to its connectivity to SR 87 to the north and south and to the Gila River Indian Community. Mr. Condit added that Gilbert has no objection to the removal of Gilbert Road from the NHS.

Mr. Fay inquired whether being on the NHS would open up cities to liability and possible lawsuits if roadways are not up to NHS standards. Mr. Tate stated that NHS requirements have applied to these roadways since October 1, 2012. Mr. Lirange responded that they have considered that, and if projects are not meeting the intent of MAP-21 regarding the NHS, litigation is possible.

Ms. Deeb moved to amend the motion being considered to approve a modification of the proposed arterial network in Map 3 with Dysart Road, Broadway Road, and Gilbert Road being downgraded to minor arterial and removed from the NHS. Mr. Cook seconded the motion. The amended motion was approved with Mr. Fay voting nay.

8. Report on the ADOT Administered Federal Process for Clearing and Reviewing Locally Sponsored, Federally Funded Projects

Mr. Bahram Dariush briefed the Committee on three items regarding the ADOT administration process. The first item was the ADOT IGA/JPA requirements for ADOT review of projects. He noted that these requirements only apply to non-Certification Acceptance agencies unless the project includes an item not included in the Certification Acceptance agreement. He referenced a list of items in the ADOT LPA manual which are required for non-CA agencies to submit to initiate a LPA project with ADOT.

The second item was the change in the environmental clearance process pursuant to the enactment of MAP-21. He stated that Paul O'Brien is preparing a presentation which will be presented at a future Street Committee meeting. He added that Mr. O'Brien will be a better person to present information and deferred his report on this item.

The third item was regarding allowance to advance beyond 60 percent plans without an environmental clearance. He referenced chapter 9, page 7 of the LPA manual which states that ADOT is currently asking that project design not proceed beyond 60%. He stated that if any agency goes beyond 60%, they are at risk because if an issue arises, the environmental documents will have to be revised, which will add costs.

Ms. Chaun Hill asked if a joint project agreement must be executed in advance of authorization to design a project. Mr. Dariush responded that it was.

Ms. Hill then inquired regarding staff availability, turnaround time, and response to questions regarding execution of a joint project agreement without plans being prepared. Mr. Dariush responded that the list provided the basic information needed and that staff will work with local agencies on drafting the JPA and requests for additional information. He emphasized that this applies to non-Certification Acceptance agencies. He stated that turnaround should be 90 to 120 days. The delays have been due to council agenda scheduling.

Mr. Charles Andrews noted that Avondale is a non-Certification Acceptance agency with a project where they found they could not meet with ADOT staff because a JPA was not in place. He added that there can be a considerable amount of time both to get an agreement before a council and also for ADOT to prepare the JPA. He questioned why JPA development could no longer occur concurrently with project development. He stated that having to have a JPA in place before they can meet with ADOT staff hinders project schedule and that he hoped ADOT would reconsider their decision.

Mr. Dariush responded that the issue is that ADOT staff are charging time to a project and without a JPA they do not have authorization to charge to a project. He stated that the finance department set up a rule that the JPA must be fully executed before authorization to charge time can be requested.

Ms. Deeb suggested that if an agency has been awarded a grant and they begin the JPA process that they could directly pay ADOT for the initial staff time and review and then be reimbursed. Mr. Dariush stated that an agency has to have prior authorization for reimbursement. Mr. Lirange added that FHWA sees this policy as an ADOT decision as to what risk they want to take regarding commitment of staff time to a project without

assurance that a local community will participate. He added that FHWA is not party to JPAs and if ADOT requests funding on a project that is eligible, FHWA will sign the request.

Responding to further inquiry by Ms. Deeb, Mr. Dariush stated that regardless, a JPA must be in place for a local community to pay ADOT for staff time.

Mr. Cook stated that ADOT should provide a customer service and that the position that they will not meet with a local agency without a JPA in place is not customer service oriented. Mr. Dariush responded that the rule is the decision of the finance department. Mr. Cook stated that he agreed with Mr. Andrews that there must be discussion before agreeing to a JPA and suggested that ADOT should allow a couple initial meetings.

Ms. Deeb stated that it would be at the local agency's risk to pay for the initial meetings before they requested reimbursement. Mr. Cook responded that ADOT should pay for these meetings before the JPA is approved.

Mr. Andrews noted that ADOT provides great customer service and that it is unfortunate that staff cannot meet with local municipalities due to a directive from the finance department. He added that if ADOT will not reconsider their position that when MAG approves a project, ADOT needs to move in the direction of preparing a JPA. He stated that it is a big hindrance to projects if they cannot meet with ADOT staff which has led to many months of lost time.

Ms. Hill stated that the addition of at least eight months to get a JPA executed essentially adds an extra phase to projects and will change when an agency will spend design, right of way, and construction dollars. Mr. Dariush said that he has been told that it is generally 90-120 days between a JPA being initiated and executed.

Mr. Cook added that he believes ADOT does a wonderful job of customer service and that his suggestion is a way that they could make it a little bit better. He added that finance should not be dictating operations and that his suggestion is meant to help prevent needing eight months to a year to go through a JPA process. Mr. Dariush responded that he will take the noted concerns back to ADOT.

Chair Owsiany asked if it would be acceptable to everyone if Mr. Dariush would take the noted concerns to ADOT and provide an update to the committee at a later date.

Mr. Fay inquired whether MAP-21 changes anything regarding the NEPA process, specifically regarding addition of a roadway to the NHS. Chair Owsiany responded that the changes with MAP-21 are trying to get easier forms of environmental clearances and that categorical exclusions have been expanded. Ms. Deeb stated that the intent of MAP-21 is to streamline environmental clearances. Ms. Kennedy added that ADOT will provide a detailed presentation at the August meeting and that this would feed into the update of Federal fund policies and procedures which will begin in August. In response to the initial inquiry, Ms. Kennedy stated that she does not think there are any enhanced environmental clearances based on MAP-21.

Mr. Fay then requested clarification regarding local agency risk by proceeding beyond 60% design without environmental clearance. Mr. Dariush responded that if an agency proceeds

beyond 60% design and an issue arises requiring changes to design and environmental documents, he does not believe Federal funds can be used for the added cost.

Responding to an inquiry regarding Federal reimbursement on a design-only project, Mr. Cook stated that environmental clearance is done before starting design. He added that the clearance for design is very simple and only requires writing three or four letters. A general discussion ensued regarding environmental clearances for design and construction and how far design can proceed. Mr. Dariush stated that agencies should discuss with ADOT if they intend to go beyond 60% and to be aware of the risks.

Mr. Garg inquired regarding how ADOT tracks the cost of plan review time. Mr. Dariush responded that when the ADOT project manager sends out a request for review, they receive a proposed number of hours from each group involved in the review which forms a cost proposal and then the ADOT program manager negotiates for a final cost. Mr. Garg then stated that this is not reflected in the IGA and that he has an IGA which lists plan review costs as \$30,000. Mr. Dariush responded that \$30,000 is the base cost and the actual cost could be less or more. If the review cost is lower, the local agency will be reimbursed. If the review cost is higher, the project manager should contact the local agency. He added that ADOT is receiving positive communication from local agencies regarding the LPA division and that he will work to resolve these issues.

Mr. Garg added that he does not know how ADOT internally controls review costs. Mr. Dariush stated that there are fixed costs and that the cost is negotiated between the project manager and the technical groups. He added that the local agency should request information from the project manager and if the numbers are not reasonable, they should be challenged.

Mr. Garg requested clarification regarding the negotiation process. Mr. Dariush responded that the project manager will be requesting the number of hours needed from all of the technical groups. He added that agencies should work with their project managers and that if an agency is not satisfied with the performance of their project manager, they could talk to a senior project manager. Mr. Cook stated that the difficulty is in getting the project managers to help agencies before a JPA has been executed.

9. Arterial Life Cycle Program Status Report December 2013 – April 2014

Mr. John Bullen briefed the Committee. He provided an overview of the ALCP. He noted that sales tax collections for fiscal year 2014 through April is trending above projection and represents a 7 percent increase from 2013. He noted that everyone has been doing a fantastic job of getting project overviews and project agreements in and that all of the projects which have not yet had overviews and agreements submitted have slipped to fiscal year 2015. He went on to state that RARF reimbursements through May are around \$34 million and that the region has obligated about half of its federal money.

He went on to note that it is expected that 10 projects are or will be completed and open to traffic by July 1.

He noted that revisions to the ALCP policies and procedures were approved by Regional Council on May 28, 2014 with slight modifications which will be considered by the ALCP working group. He added that the draft fiscal year 2015 ALCP update will be presented to

the Management Committee the next day, the Transportation Policy Committee the following week, and finally Regional Council on June 25.

10. Member Agency announcements

No member agency announcements were presented.

11. Requests for future agenda items

Mr. Dan Cook requested discussion on the new Americans with Disabilities Act law and how it will impact design and construction. He noted that within Chandler there have been some major changes in what is required. He added that FHWA has experts looking at requirements such as appropriate usage of diagonal ramps and slope. He also stated that current MAG standards do not meet ADA requirements and that there is concern from other agencies regarding these requirements.

Adjournment

The meeting adjourned at 2:43 p.m.

July 14, 2014

TO: Members of the MAG Street Committee

FROM: Stephen Tate, Transportation Planner

SUBJECT: REVISED PRINCIPAL ARTERIAL NETWORK PROPOSAL

On Tuesday, June 10, 2014, the Street Committee took action to recommend changes to the principal arterial network as noted in map 2C. Since then, several member agencies have recommended additional changes.

Member agencies are requested to review these changes for possible recommendation to the Transportation Review Committee. These changes are shown on map 2D enclosed with this memo and include the following:

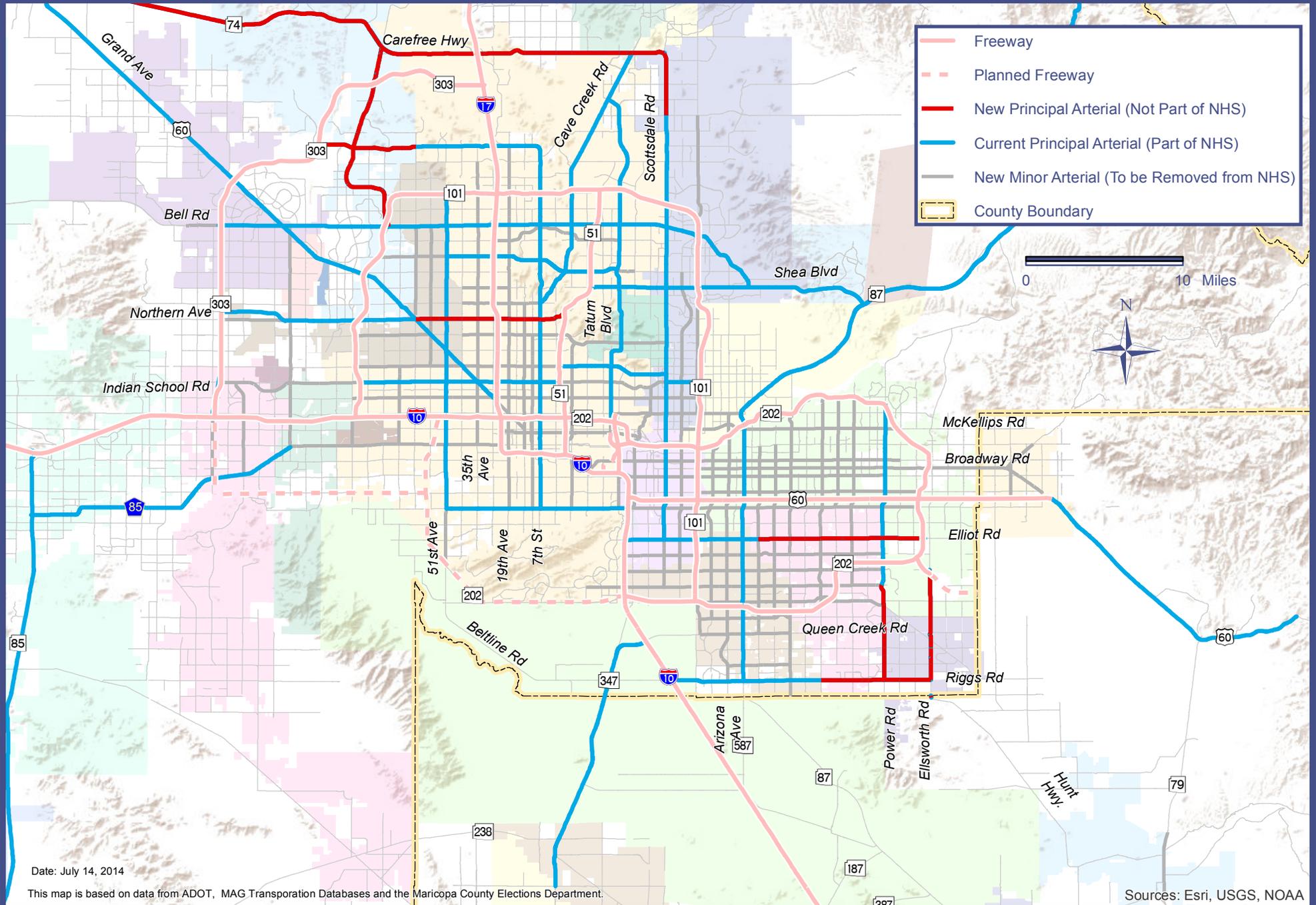
- Northern Parkway from Dysart Road to 303L Estrella: A review of ADOT HPMS data indicate that this section of the Northern Parkway has never been formally classified in the Federal functional classification system. In the revised proposal, this section of Northern Parkway would be reclassified to Principal Arterial and added to the National Highway System (NHS). The corresponding section of Northern Parkway would be reclassified to minor arterial.
- MC85 from Dysart Rd to Cotton lane: At the June 10th meeting, it was recommended that Dysart Road be reclassified to minor arterial and removed from the NHS. As this creates a stub ending of MC85, it is proposed to reclassify MC 85 from Dysart Rd to Cotton Ln to a minor arterial and request its removal from the NHS.
- Happy Valley Rd from I-17 to 7th St and 7th St from Happy Valley Rd to 101L Pima: It has been requested to reclassify these roadways to minor arterial and remove their NHS designation. 7th Street north of the 101L Pima is a low value road that dead ends at Happy Valley Rd. Happy Valley Rd from 7th St to I-17 primarily provides access to businesses located along it.
- Cactus Rd from SR-51 to Tatum Blvd: It is recommended to reclassify this one mile section of roadway to minor arterial and remove it from the NHS as it closely parallels another principal arterial – Shea Blvd – that is one mile to the south.
- Camelback Rd from SR-51 to Scottsdale Rd and Indian School Rd from SR-51 to Scottsdale Rd: It has been requested to reclassify the Camelback Rd section to minor arterial and remove it from the NHS

and to retain corresponding section of Indian School Rd as a principal arterial and member of the NHS as this section provides better connection with SR-51 and route continuity.

- Frank Lloyd Wright Blvd from 101L Pima to Shea Blvd: It has been recommended to reclassify this section of roadway to minor arterial and remove it from the NHS.
- Scottsdale Rd from 101L Pima to Dynamite Rd: It has been recommended to remove the NHS designation from this roadway section as the roadway does not serve inter regional travel, is in a largely undeveloped corridor and stub ends at Dynamite Rd. The functional classification of the roadway would not be changed.

If additional information is needed or there are questions, please contact Stephen Tate or David Massey at (602)-254-6300.

June Street Committee Recommended Principal Arterial Network: Option 2C

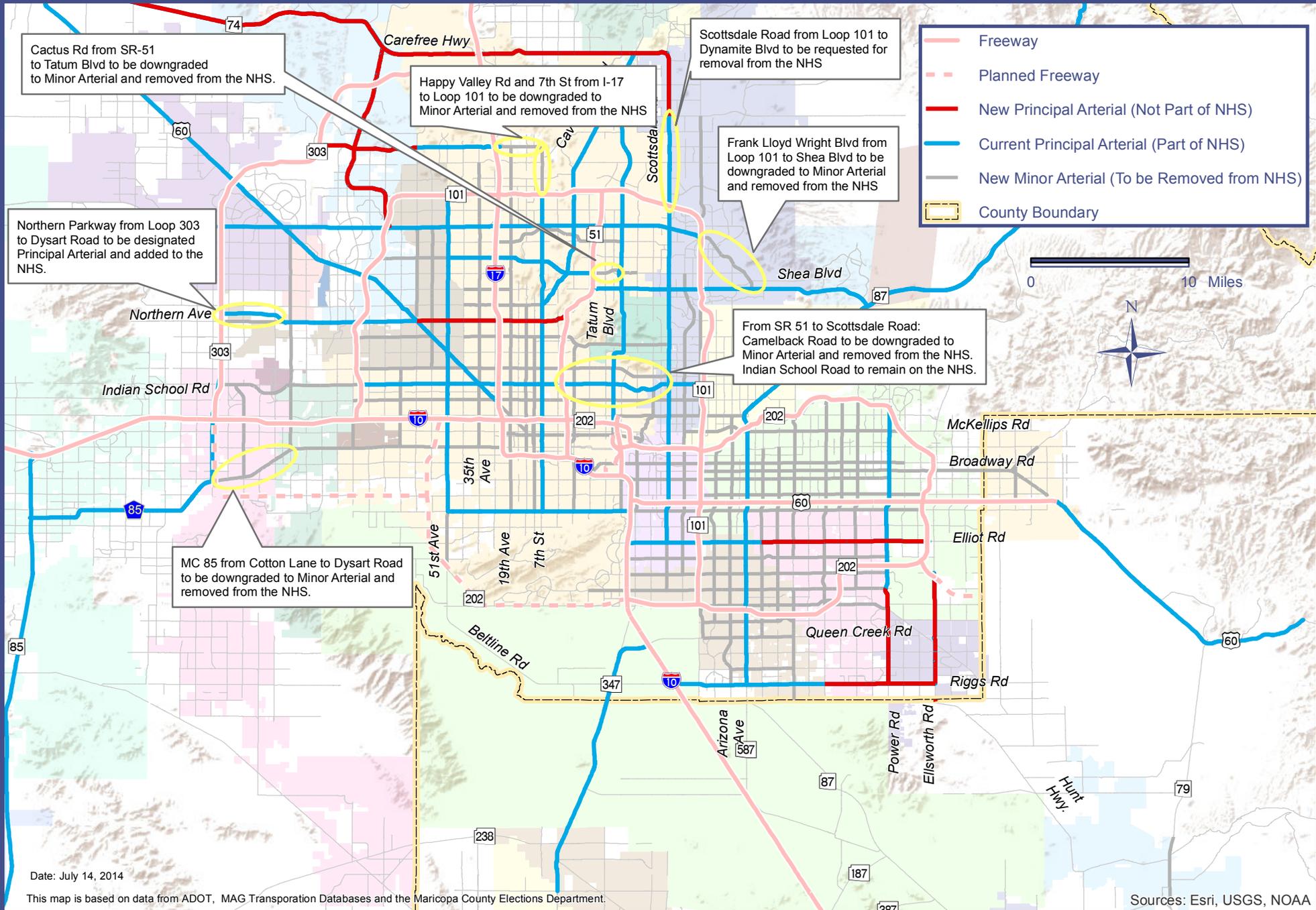


Date: July 14, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA

Revised Principal Arterial Network Proposal: Option 2D



Date: July 14, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA