



**NORTH HAVASU AREA TRANSPORTATION STUDY
TAC MEETING 1: KICKOFF / WORKPLAN
9:00 AM JANUARY 28, 2009
ROOM 249 CITY HALL
2330 MCCULLOCH BOULEVARD, LAKE HAVASU CITY**

INTRODUCTIONS

The following persons were present and were introduced.

Name	Affiliation	Address
Ken Paetz	ADOT Regional Traffic, Kingman District	3660 E. Andy Devine Ave Kingman, AZ 86401 928-681-6022 kpaetz@azdot.gov
Michelle Beggs	ADOT/CCP	3660 E. Andy Devine Ave Kingman, AZ 86401 928-681-6022
Mark Clark	LHC	2330 McCulloch Blvd Lake Havasu City, AZ 86403
Rob Bohannon	Lima & Associates	7250 N. 16 th St #300 Phoenix, AZ 85020
Greg Froslic	LHC	2330 McCulloch Blvd Lake Havasu City, AZ 86403
Charlene FitzGerald	ADOT	206 S. 17 th Ave 310B Phoenix, AZ 85007 cfitzgerald@azdot.gov
Dee Pflieger	AZGFD	9140 E 28 th Street Yuma, AZ 85365
Charles Hux	LHC	2330 McCulloch Blvd Lake Havasu City, AZ 86403
Sandy Weir	Lima & Associates	7250 N. 16 th St #300 Phoenix, AZ 85020
Coralie Cole- via conference call	Jacobs	
Dave Barber	WACOG	208 N. 4 th St Kingman, AZ 86401
Pete Lima	Lima & Associates	7250 N. 16 th St #300 Phoenix, AZ 85020

Mark Clark, Lake Havasu City (LHC) project manager for the study, indicated that he would have to leave the kickoff meeting early so he would make all comments on any agenda item before leaving the meeting. His comments follow:

1. Typically developers do not want to connect to the Southern LHC streets.
2. Typically residents do not like much pass-through traffic in their neighborhoods.
3. The Section 28 developer (a Californian) turned back its State Lands (ASLD) lands to ASLD. Jim Gross is the key ASLD staffer for LHC; ask Jim who the ASLD OHV coordinator is.
4. ASLD will sell its LHC lands generally in order from West to East in the southern part of the study area before selling lands to the North.
5. Section 30 is a city park site.
6. Section 14 contains a landfill.
7. The city wishes to extend Lake Havasu Avenue to perform the same frontage road function in North Havasu as it performs in South Havasu. Build on the Lima access management study. London Bridge Road is an important parallel roadway west of SR 95.
8. Industrial property SE of the airport includes 19 city-owned acres now, and the city will add 80 acres. Eastern Section 16 is available for future industrial development.
9. Outside the study area to the east, BLM has identified “significant” (not threatened and endangered) habitat.
10. There is currently transit on SR 95.
11. The study team should coordinate as needed regarding the northerly lands that are in the study area but not within city limits. The city will annex to the north only when developers are ready to build, because the city must provide water as soon as annexation occurs. If the far north is to be open space, that would affect the pace and amount of annexation.
12. The city and ASLD would have to agree in order for the development concept to become the SR 95 bypass as an urban boundary with green space to the E/N.
13. Most likely ADOT will designate the bypass as SR 95 and LHC will take over the existing SR 95. The corridors known as “A, B, C1, C2 may be used for the bypass; N3 and N4 have been ruled out.
14. Dave Barber asked Mr. Clark about potential air quality problems in the future, particularly considering that LHC will have reached “small metropolitan” status by 2010? Mr. Clark responded that air quality—such as Carbon Monoxide levels—might be a critical issue.
15. The city does not envision large commercial areas but does envision some small commercial nodes. Officials are impressed with the Verrado development in Buckeye.
16. LHC has a roughly 100,000 cap on population at buildout, because of the availability of water.
17. LHC would like continuation of a greenbelt, and true bike lanes and multi-use paths in appropriate areas.

REVIEW AND REFINEMENT OF SCOPE OF WORK

A few refinements have been placed in the Scope of Work itself. The following are additional informational details, not appropriate to be placed in the scope.

Task 1: Charlene FitzGerald will send potential TAC member contact information to Lima for those not present today.

Task 2: There are no refinements needed to the study area boundary.

Task 3: A current study that Lima should review is the bqAZ Western Framework study public involvement, which Coralie will provide to Lima.

While no population growth is occurring at this time (even a slight reduction), traffic is as high as ever during the winter, because of as many snowbirds as ever.

Environmental justice will include the transit-dependent workforce. Jennifer Love of (Parsons and Brinkerhoff) PB should be contacted for transit use to the mall.

Tasks 4 through 7: no additional notes.

IDENTIFICATION OF STUDY ROADS

Please see Mark Clark comments above. In the discussion after Mr. Clark left, it was indicated that Chenoweth will be an arterial. It is already developed without access management.

REVIEW OF SCHEDULE

The revised work plan will include names of calendar months rather than numbered months.

DISCUSSION OF DATA REQUEST

Lima will set up an FTP site available to the entire TAC to receive data and to send out various refined data and working papers to be distributed.

Lima should discuss all “Studies and Plans” and “Land Use/Demographic” data requests with Stuart Schmeling. The airport plan (Coffman) is an exception; Charles will provide it.

GIS data requests will immediately include 5’ contours and aerials to be received from Greg.

BLM data will come from Cindy Barnes, GIS, especially the joint trails mapping.

John Earll should be contacted; he is the manager of the LH National Wildlife Refuge.

Traffic Counts: the city has counters and is ready to use them for this study.

Roadway data: Lima will obtain from ADOT with Charlene’s assistance.

Financial Data: Greg will ask Mark Clark about what should be included regarding transportation financing sources.

Transit Data should include the LTAF2 funding. Gary Parsons is the city transit chief; ask him whether the ferry generates transit demand to the mall.

Rail Data—was struck from the list, no need.

Freight Data: important only on SR 95 and would be important for bypass. Contact Mick Cseri for the 2008 HPMS, for truck vs. other vehicle counts. Check the Statewide Freight Study and get cd of Transearch Freight data provided to ADOT from Charlene.

DISCUSSION OF PUBLIC INVOLVEMENT

Charlene FitzGerald indicated that she, Pete Lima, Sandy Weir, and Coralie Cole should meet in Phoenix by the first week in March. Coralie has a list of possible stakeholders from her work with the Western framework study.

Coralie handles the public involvement flyers and minutes. Coralie stated that she needs to “synthesize a message for the public.”

Coralie stated that public meeting advertisements must be prepared 5 weeks before any public meeting. Charlene FitzGerald indicated that ADOT must have presentation materials two weeks before any public meeting. One item to be accomplished at the Phoenix meeting among ADOT, Lima, and Jacobs is to complete a public involvement schedule including the meeting dates and details of all preparatory steps.

The other main item to be accomplished at the Phoenix meeting is the format of the public involvement. Charlene FitzGerald indicated that she will talk with Mark Clark and Charles Hux about format. She briefly described the possibility that at least one public meeting might be a charrette, and she mentioned having comment cards at all meetings.

Sandy Weir stated that another “typical” public meeting format for Lima in the past has been a two-hour meeting with a 20 minute PowerPoint presentation, a 20 minute question/answer period, and informal conversation among poster boards for the remainder of the meeting. Further, Lima has handled sign-in sheets and comments similarly to Charlene’s description.

Pete Lima will make a list of potential stakeholder group members and confirm the group in the meeting with Charlene FitzGerald and Coralie.

DISCUSSION OF ROLES AND RESPONSIBILITIES

Roles and responsibilities were clarified as discussion of the other agenda items occurred.

NEXT STEPS

Next steps were clarified as discussion of the other agenda items occurred. A key next step is data collection by Lima. When the FTP instructions are sent to those from whom data is requested, the deadline for data receipt will be stated as February 16th.

Another key next step is the meeting among Charlene FitzGerald, Jacobs, and Lima described above.

NEXT MEETING

The next TAC meeting will be scheduled to occur when the draft current conditions working paper is well underway.