



MEETING NOTES
LA PAZ TRANSPORTATION PLANNING STUDY
TECHNICAL ADVISORY COMMITTEE TELECONFERENCE MARCH 04, 2010

A teleconference was held with members of the Technical Advisory Committee (TAC) for the La Paz Transportation Planning Study. The agenda items were: 1) review of study progress; 2) review of comments on Working Paper 2; 3) brief discussion of Working Paper 3; and 4) review of Public Open House schedule format. The primary focus of the teleconference was to review population projections, socioeconomic data, and deficiencies.

ATTENDING

Pete Lima, Lima & Associates
Paul Patane, ADOT Yuma District
Michael Jones, ADOT Yuma District
Gregory Fisher, Colorado River Indian Tribes
Michelle Beggs, ADOT CCP

Rhonda Bennett, La Paz County Public Works
Emmett Brinkerhoff, Town of Quartzsite
Guy Gorman, Town of Parker
Tim Edwards, Town of Parker

STUDY PROGRESS

The following items have been achieved:

- Developed a Base Future Road Network and a future Transportation Analysis Zone (TAZ) system to represent future developments.
- Ran 2020 and 2030 traffic assignments for the Base Future Road Network.
- Prepared draft Working Paper 2: Future Conditions
- Ran 2020 and 2030 traffic assignments for two alternative road networks.
- Prepared draft Working Paper 3: Transportation Plan
- Logan Simpson Design scheduled and arranged Open House meetings for March 23 and 24, 2010.
- Logan Simpson Design prepared draft materials for the Open Houses.

REVIEW OF COMMENTS ON WORKING PAPER 2

The following comments were made for Working Paper 2: Future Conditions.

Population Projections

- Among the TAC members on the teleconference, there was agreement among the TAC members to use the more aggressive growth scenario presented in Working Paper 2. However, comments received previous to the teleconference from Gina Trafton, BLM Lake Havasu field office disagreed with the more aggressive growth scenario. Her comments were:

I strongly suggest models reflect modest rather than robust assumptions about growth. This comment would affect all models including socio-economics (populations, build outs, jobs etc) and traffic. I find these growth figures totally amazing and unbelievable. The assumption that the population growth will be 1.2% per year (i.e. 25.6% divided by 21 years) is not realistic. To later read that we used “a more aggressive growth scenario” i.e. 102% divided by 21 years is 4.86% growth per year. I question even using the 1.2% per year from the Arizona Department of Commerce, let alone using 4.86%. The assumptions need to be substantially revised downward.

- List the reasons for the assumptions. I suggest we do not simply cite unrealistic assumptions. Instead, provide credible assumptions based on facts, the existing economy and likely trends.
 - a. What is the likelihood that the economy will rebound to 2008 levels, let alone grow at a “more aggressive growth scenario”?
 - b. Realistically, what jobs will likely move to La Paz County in 10 or 20 years?
 - c. How many developers will have access to sufficient capital to develop land?

How many “snow-birds”, let alone working age people will move to a remote and rural area? Etc. The county has limited resources (e.g. water and services). This will affect growth and must be taken into consideration. How do we justify this exorbitant growth expansion? Document our reasons/assumptions.

Socioeconomic Data

- The Copperstone Mine, now American Bonanza Mining Co, west of SR 95 appears to be missing in the socioeconomic data, the mine will employ up to 100 employees.
- Need to follow up with County on solar sites.
- There has been no planning activity on the potential industrial site in northeast Quartzsite.
- The level of future growth in the Parker Annex appears reasonable. The Town expects more industrial growth than commercial growth.

Deficiencies, Level of Service

- The level of service on Exit 17 ramps would be a lower level than shown on the figures. Lima will review the traffic volumes on Exit 17 and send a plot of the area to ADOT for discussion of methods to estimate levels of service on ramps.
- Main Street is 4 lanes, the entire length from Riggles to Quartzsite Blvd. Lima will review the travel demand model to make sure that the lanes on Main Street are correct and revise the deficiencies tables.
- A segment of California Avenue near the Colorado Bridge is 2 lanes, not four lanes. Lima will review the travel demand model to make sure that the lanes on California are correct and revise the deficiencies tables.
- Legend colors need to be changed on figures so that Levels of Service are more distinguishable.

Deficiencies, Table 3-9.

- Clarify the word “bypass” in various parts of the table or use another word, perhaps realignment in place of bypass.
- Clarify the wording of the column title “Potential Improvement”, maybe add the phrasing “For Further Analysis”
- The POE will be reconstructed, check status and maybe delete from table or note the project status.
- Clarify comments on drainage on Table 3-9, pg. 35.
- Pavement Preservation noted in the table for Riverside – is it Riverside or California. There has been a recent preservation project, check location.
- Pavement preservation was completed on US 60, check the location and maybe delete from Table.
- Change repaving of medians to regarding.
- Consider adding Agnes Wilson Bridge for rehabilitation or replacement.
- Delete reference to I-10 Exit 2.

Maps

- Suggestion to add inset on traffic volumes maps for Parker Dam area.
- Suggestion to add inset for I-10 Exit 17 to maps.
- Legend colors on Truck Volume figure, Figure 5-1 need to be changed so that truck volumes are more distinguishable.
- Change the title for Figure 5-1, to State Highway Truck Volumes.

Note: Lima will review all maps for appropriate legend colors.

Note: Selected street names have been added to the Quartzsite inset for maps.

Other

- Tom Wells Road needs to be addressed
- There was a question if the SR 95/SR 72 will be signalized in the future.
- Gina Trafton, BLM suggested that the BLM field office be contacted for wording in regard to the auction of the BLM lands in the Quartzsite planning area.

REVIEW OF PUBLIC OPEN HOUSE FORMAT

Two Open Houses have been scheduled for the final public meetings on March 23 and 24, 2010. The times and locations of the meetings are:

Tuesday March 23, 2010

4:00 pm – 6:00 pm

Town of Quartzsite Council Chambers

Wednesday, March 24, 2010

4:00 pm – 6:00 pm

Town of Parker Council Chambers

There will be a TAC meeting prior to the Wednesday, March 23rd Open House. Lima will notify TAC members of time and location.

OTHER

Pete Lima briefly discussed Working Paper 3: Draft Transportation plan and asked TAC members to review the paper.

ACTION ITEMS

- TAC members will finalize comments on Working Paper 2 by March 12, 2010 and submit to Justin Feek or Lima & Associates.
- Lima will follow up with TAC members in regard to the socioeconomic data by Transportation Analysis Zone (TAZ).
- Lima will review the traffic volumes on Exit 17 and send a plot of the area to ADOT for discussion.
- Lima will contact the BLM Yuma field office in regard to the BLM lands in the Quartzsite planning area.
- Lima will revise Working Paper 2 based on the comments and submit to ADOT to upload on the project website.
- Lima will send the TAC the schedule and location of the public open house.
- Logan Simpson Design will finalize draft public open house materials.

- Lima and Logan Simpson Design will prepare the presentation and display boards for the open houses. Both the presentation and display boards will reflect verbal and written comments from the TAC.
- Lima will send the time and location of the March 23rd TAC meeting to TAC members.