



Meeting:	SRPMIC Technical Advisory Committee Meeting
Location:	SRPMIC Bldg A 3rd Floor – Sivilik (Whirlwind) Room
Date and Time:	April 13, 2010 9:30 AM – 11:30 AM
Attendance:	See attached sign-in sheet
Handouts:	Meeting Agenda; Working Paper #3: Plan for Improvements; Year 2030 Intersection Level of Service; Potential 2010 SRPMIC and BIA Short Range projects (figure and accompanying table)
Action Items	<ul style="list-style-type: none">TAC Members, please provide any comments on Working Paper #3 by <u>April 27, 2010</u>

The meeting convened at 9:35 AM.

Misty Dayzie, ADOT Project Manager introduced the meeting. Jennifer Jack, SRPMIC Project Manager, also provided some introductory comments.

Michael Gorton, HDR Project Manager, began the meeting with introductions and an overview of the agenda items. Michael provided a synopsis of the study progress. He explained that the recommendations contained in WP#3 were not so much based on growth, as this is projected to be low through the planning horizon; rather they support the Community's interest in economic development in the Pima Freeway corridor and preserving traditional lifestyles in the Community. Michael stated the study team would like to receive the TAC's comments asking that these comments be submitted to HDR by April 27, 2010.

Michael LaBianca, HDR, began discussion of the transit and non-motorized elements of the plan. Suzanne Colver, SRPMIC, noted that there are numerous walking events in the Community, and Indian Health Services (IHS) would be very interested in this non-motorized element. She noted there are opportunities for funding. A comment was made that the term phasing was confusing – since in other areas of the report, the term priorities is used. There is an effort to separate the trails from roadway priorities, hence the change in nomenclature – but HDR review to ensure it is clear and the plan is consistent.

Specific issues with the trails plan included:

- Move Arizona Canal to a later phase (it exists as an element now, focus of improvements would be on amenities).
- Va Shalay Akimel should be shown in the river, not up on its banks, and also should not be shown extending beyond Loop 101 at this time (plans being prepared for Section 12 will include circulation).
- Connect Dobson all the way to 92nd Street (there is 80' ROW)

Michael LaBianca also discussed the transit element. Michael noted that the fixed-route loop links many destinations, however, service to Lehi and the Peoples Village will be provided through links to the circulator system. Given the cost and length of the fixed-route line, it is suggested that the Community might want to focus on developing the circulators without the fixed-route. Deleting the fixed-route would eliminate direct connections to the light rail transit in Mesa, however, from a cost standpoint the majority of the population would be served at much less cost.

Bob Maxwell noted that there is transit funding available through the IRR Transit Program. Jennifer noted that the Casino has provided information regarding circulator service they are planning, which would provide access between the casino and spring training facility.

Michael Gorton went on to discuss the road improvements sections of the working paper. Michael discussed the integration of the Red Mountain Engineering (RME) traffic calming measures. These were modeled by reducing roadway speeds within the Community by one-third. Reducing speeds internal to Community had the effect of reducing volume on internal Community roads to external facilities such as SR 87, McDowell Road and McKellips Road.

Phil Matthews, SRPMIC, provided background on the status of some of the planned and programmed roadway projects. Pima Road from Via de Ventura to Indian bend Road is out for bid now; improvements are planned for Pavilions; next segment would be McDowell Road to Thomas Road. The expectation is that the entire Pima Road project would be completed within the next five-years.

Michael Gorton described some of the congestion problems seen at the 2030 planning horizon, all of which were identified on state facilities. This included several Loop 101 traffic interchanges and SR 87. There was a discussion on how to best address these issues in the study. It was the consensus of the TAC that they be identified and documented as a need in the transportation plan.

Tim Wolf noted that MAG funding for interchange improvements drops off after next year, there will be a lack of funding to complete any of these intersection improvements in the near term. Prioritization of these projects would be based on level of service.

Additional items discussed included:

- For the purposes of the Indian Reservation Roads (IRR) program, the long range transportation plan should identify each improvement need as an individual project
- Loop 202 should be identified as a mid-term improvement as the project is going into design
- ADOT confirmed that there are no plans to improve SR 87 at present, however any need for improvement should be documented in the plan
- On the plan graphic, the circles and squares showing Community gateways and traffic calming measures should be made smaller
- Examples of the traffic calming measures referenced by the RME cut-through traffic study should be provided
- Refer to traffic calming speed humps as such (not speed bumps)

- ADOT noted that signs in median pose a potential safety hazards and are better on the side of road
- Bridge Crossings
 - Gilbert Road Bridge a priority (partnership w/MCDOT, Mesa & ADOT)
 - McKellips Road might be priority to MAG (funding within next 5 years)
 - ROW is an issue on Dobson Road; negotiations with Community members to acquire ROW may take two to five years
- The Dobson Road-Arizona Canal crossing is a controversial project in the Community making the eventual upgrade of 92nd Street and Dobson Road to a minor arterial
- The TAC noted that ARRA projects will be completed by September 30th
- The TAC suggested that the final report provide additional policy discussion on cross access and internal access (p. 50/51)
- Identify Section 12, a “Future Planning Area” where roads will be needed based on development plans
- Update document on page 21 regarding IRR Funding. The Secretary of Interior approves the IRR TIP, not the Tribal TIP.
- Note trails as separate routes (with a number “T”-[route number])
- Route numbers are four digit (e.g., 0 0 0 X)
- With regard to route numbers, Spring Training Facility roads may be treated as a subdivision, with individual segments representing different streets.
 - 2-lanes being built now, will eventually expand to 4-lanes
- Community workshop outreach records really important with regards to future federal funding.

The last TAC meeting is tentatively scheduled for July 13, 2010

Please contact Misty Dayzie, ADOT Project Manager, with any questions or comments at 602-712-7029 or Jennifer Jack, SRPMIC Project Manager at 480-362-7747.



SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
Long Range Transportation Planning Study
Technical Advisory Committee Meeting – April 13, 2009, 9:30 AM

SIGN-IN SHEET & DISTRIBUTION LIST

(Please review this information at sign in and mark any corrections)

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