



Meeting:	SRPMIC Technical Advisory Committee Meeting
Location:	SRPMIC ECS Two Waters Building A - 301 Whirlwind Room
Date and Time:	July 14, 2009 8:00 - 9:30 AM
Attendance:	See attached sign-in sheet
Handouts:	Project 3-Ring Binders including project materials ( <i>updated materials noted in bold italics</i> ): <i>Meeting Agenda; Technical Advisory Committee List</i> ; Project Schedule; Study Area Map, <i>Final Work Plan and Public Involvement Plan</i>
Action Items	<ul style="list-style-type: none"><li>• HDR to coordinate with Joe Di Vito on notifying Council of project initiation and outreach</li><li>• HDR to coordinate with Joe Di Vito on contacting Public Safety</li><li>• SRPMIC and HDR to identify stakeholder contacts</li></ul>

The meeting convened at 8:10 AM.

Misty Dayzie, ADOT Project Manager introduced herself and provided information on the PARA process. Joe Di Vito, SRPMIC Project Manager welcomed everyone. Michael Gorton, HDR Project Manager, provided a brief overview of the meeting agenda and objectives. Technical Advisory Committee (TAC) introductions were made.

### Study Overview

The study team provided an overview of the study area and a discussion of the purpose of the study. The study is an update of the 2001 SRPMIC Long Range Transportation Plan. It will be a multimodal plan aimed at accommodating projected employment and population growth within the community. Cut-through traffic from surrounding cities is also expected to increase traffic on Community roads. One goal of the study is to provide strategies and recommendations for minimizing cut-through traffic on residential roads.

### Public Involvement Plan

Peggy Fiandaca of PSA provided a brief overview of the public involvement plan.

Phil Matthews suggested that the first step in the outreach process should be a Council briefing. Phil said that the Council should be made aware of the outreach plans and given the opportunity to provide input. He also said that any material regarding the study that would be posted on the internet needs to be vetted by SRPMIC.

Dave Meinhart of the City of Scottsdale commented that the process of planning for growth along the Pima Road corridor, while seeking to minimize traffic on residential Community

roadways will be challenging. He suggested that the study team should be realistic about expectations. He also suggested that one reason cut-through traffic is an issue is potential safety concerns related to substandard design of some Community roadways.. Dave recommended that as part of the planning process, the Community should identify alternative corridors to serve destination points.

Phil Matthews said the Community is looking to find solutions to the cut-through traffic problems. Phil reiterated the concern that cut-through traffic is also a safety issue. These solutions may include channelizing the traffic to keep it off of residential roads.

An initial stakeholder list was distributed and the following suggested additions were made:

- Tribal transit, police and fire
- Salt River Landfill
- Federal Highway Administration (FHWA)
- Valley Metro Regional Public Transportation Authority (RPTA)
- School Districts (SRPMIC, Mesa, Scottsdale Community College)

### Work Plan and Schedule

The project team provided an overview of the work plan. Topics discussed included:

- The Travel Demand model will be based on the Scottsdale model, with input from the Maricopa Association of Governments (MAG) model and refinement to address specific Community needs
- Discuss trails connectivity with SRPMIC Community Development Department

### Other Studies and Related Projects

The group discussed planned and active projects to consider in the development of the plan.

The projects suggested include::

- ADOT L101 General Purpose Lanes Project
- ADOT L202 HOV Lanes Project
- MAG Central Core Phoenix Framework Study
- Maricopa Trails Plan
- Valley Metro Transit Framework Study,
- Scottsdale Transportation Master Plan,
- City of Mesa Park and Rides (Gilbert/McDowell, Power Road)
- Saddleback Mountain Agreement and history should be understood
- Consider addressing policy issues, example cited is the American Recovery and Reinvestment Act and FHWA requirements
- The Community would like to provide better connectivity to the Lehi area

Joe suggested that the Community consider a Park & Ride lot at Two Waters with a potential transit connection to Valley Metro that would primarily serve members that commute outside of the Community for employment.

### Issue Identification

PSA facilitated a study issue identification exercise with each agency.

#### ADOT

- Cut-through traffic identification – who and at what locations
- Future for Pima Road, including maintenance and operations
- Development and Access to SR 87 - Beeline Highway
- Alternative modes, including bicycle and pedestrian facilities
- Possible modification to traffic interchanges, including new left-turn and right-turn lanes
- Gilbert Road river crossing

#### City of Scottsdale

- Path systems along Central Arizona Project (CAP) and Arizona Canal. Discussion of modes for people crossing the Community. How is it possible to not allow non-Community members from crossing?
- East-West tie-in to transit connections
- Potential for Pima Road corridor commercial activity to fill remaining roadway capacity on Loop 101.
- Pima Road

#### MCDOT

- SRPMIC is part of larger region. Transportation issues should be considered holistically
- Salt River Bridge crossing priorities have been established. Gilbert Road Bridge is the highest priority. Next Dobson and McKellips.
- Current MCDOT role is as a caretaker; upgrading roads for takeover by communities
- Trails issues regarding CAP and Arizona Canal requires open discussion about collaboration and cooperation.
- The challenge for SRPMIC is that the Community was once more isolated. Now a regional perspective is required.

#### MAG

- The Indian Reservation Roads (IRR) funding process should be reviewed with eye to improve the policy nexus between SRPMIC, MAG, ADOT and MCDOT
- Disconnect between FHWA, BIA, IRR on the transfer of funding
- SRPMIC should consider making it a tribal goal to lobby for the reauthorization of SAFE-TEA LU

## SRPMIC

- SRPMIC is a BIA compacted tribe where the agency transfers the IRR dollars to the Community for administration
- Community wants to promote public-private-tribal partnerships
- Desire for a connection to the Lehi area south of the Salt River. Jacobs did a study for a potential new low-water crossing.
- Pima Road corridor
- Gilbert Road Bridge and access to the landfill is a priority
- Signal study at the Beeline Highway and Mesa Drive
- Alma School Rd with new pavement has a high volume of cut-through traffic. Cuts back on either Indian School or Chaparral.
- Scottsdale Community College traffic and safety concerns.
- Power Road Loop 202-SR 87 north-south connection
- Development of Section 12 and potential extension of Pima Road to McKellips and Curry.

## Next Steps

The next steps for the SRPMIC Long Range Transportation Planning Study include:

- Finalize Public Involvement Plan and Work Plan
- Conduct initial coordination meeting with SRPMIC Tribal Council
- Initiate stakeholder outreach
- Data collection
- Prepare Current Conditions Working Paper

The meeting adjourned around 9:40 AM.

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.

## Notes Revisions

- Revised 7/27/2009 per comments from Phil Matthews.



**SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY**  
**Long Range Transportation Planning Study**  
**Project Team Meeting – July 14 2009, 8:00 AM**

**SIGN-IN SHEET & DISTRIBUTION LIST**

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

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X = Attended Meeting



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