

## Transportation Planning Committee (TPC)

### Minutes of September 2, 2009, Meeting

#### **Committee Members Present**

Priscilla Cornelio, Pima County DOT, Chair  
Craig Civalier, Town of Oro Valley, Vice Chair  
John Carlson, CTAC  
Ron Casper, ADOT-Tucson District  
Jim Glock, City of Tucson DOT  
Artemio Hoyos, Pascua Yaqui Tribe  
Ursula Kramer, PCDEQ  
Grant McCormick (for J.T. Fey, UA Campus Planning)  
Farhad Moghimi, Town of Sahuarita  
Orville Saling (for Ryan Benavides), Town of Marana  
Fred Stevens, Tohono O'odham Nation

#### **Jurisdiction Representatives**

Ben Changkakoti, Pima County RWRD  
Ben Goff, PCDOT  
Albert Letzkus, Pima County DOT  
Tom McGovern, PSOMAS

#### **Staff**

Cherie Campbell  
Pat Kendall  
John Liosatos  
Sheila Storm  
Gabe Thum

#### **Public/Agencies**

Doug Moseke, Stantec  
Jim Witkowski, Morrison-Maierle

#### **1. Call to Order and Introductions**

The meeting was convened at 10:24 a.m. in PAG's main 5<sup>th</sup> floor conference room by Priscilla Cornelio, Chair, and introductions were made.

Ms. Cornelio reported that there was a change in the agenda as the presenter of item 9 (the Solar Bullet Project) is unavailable today. The presentation will be rescheduled for a future meeting.

#### **2. Call to the Audience**

No discussion occurred.

#### **3. In-Kind Form**

The in-kind form was updated as necessary.

#### **4. Announcements/Comments**

Meeting announcements were made available to attendees in a calendar format.

Ms. Campbell mentioned the following meetings at PAG:

- Quarterly meeting between Union Pacific Railroad representatives and jurisdictions to enhance communications and discuss any issues related to upcoming projects will take place this afternoon at PAG.
- ARRA project status update meeting with Natalie Clark of ADOT is scheduled for Thurs., Sept. 10, at 9:00 a.m. to review projects and identify any issues in moving them forward.
- The next TPC meetings, based on the revised meeting schedule, will be held Wed., Oct. 28, since due to the Thanksgiving holiday, Management Committee and Regional Council will meet earlier in November.

#### **5. Report on Regional Council Meeting – Next Meeting scheduled for September 24, 2009**

Ms. Campbell reported on the July 23 Regional Council meeting which included the following transportation related items:

- Presentation on the High Capacity Transit Study which they accepted
- Adoption of Amendment #1 to the FY 2010-2014 TIP
- Approval of Round 17 TE rankings for submittal to the State for its TERC review meeting scheduled for the week of Oct. 6
- Approval for an adjustment to the budget amount for the Contracts and Specifications, the regional document that PAG is shepherding
- Approval of Functional Classification changes for roadways to ensure that all of the projects on the ATTA list are appropriately classified and could move forward on that basis.

#### **6. Approval of Minutes of June 3, 2009**

**Motion was made by Mr. Moghimi to approve the minutes of the June 3, 2009, meeting, seconded by Mr. Hoyos, and unanimously approved.**

#### **7. TIP Subcommittee Report including Amendments to the FY 2010-2014 TIP**

Mr. Hoyos, newly elected Chair of the TIP Subcommittee, reported that the TIP Subcommittee at its Aug. 18, 2009, meeting heard/discussed:

- Election of a new TIP Subcommittee Chair, Artemio Hoyos of the Pascua Yaqui Tribe, and Vice Chair, Ryan Benavides of the Town of Marana, to serve both the PAG and RTA Subcommittees
- Amendment #2 to the FY 2010-2014 TIP, and recommended it for approval of TPC
- Memos relating to the upcoming call for projects, changes to the TIP document and the application of RTA MOPs to regional fund sources
- An all-day TIP development meeting is scheduled for Nov. 17, 2009, with staff meetings with each jurisdiction to be set up beforehand

Mr. Liosatos noted that TIP Amendment #2 had originally been presented and approved at the Aug. 18 meeting including only Item A. Additional items added afterward (Items B – E), include mainly housekeeping items that have been unanimously approved through TIP Subcommittee member e-mail.

Mr. Liosatos reviewed memos discussed at the TIP Subcommittee meeting:

- Applying the RTA MOPs to PAG fund sources - this is an ongoing discussion with the jurisdictions and DOT Directors. Comments from the jurisdictions will be reviewed to determine the best way to move forward.
- Changes to the TIP document - one construction entry, one design entry and one right-of-way entry for each project listed in the TIP will offer the public a more transparent view of when projects will actually start. In attempting to do this exercise at yesterday's all-day TIP meeting, fiscal constraint and the existing program severely hampered the effort, which will likely need to be implemented over the next few years. Instead, the cash flow for all fund sources for the region (RTA, 12.6% and STP) is being reviewed to ensure that projects that are ready to go can get out the door. Great support has been received from the TIP Subcommittee members in their willingness to discuss projects and work as a region to help each other out and move things along.
- Call for projects – information distributed to the jurisdictions identified available funds. 12.6% and STP aren't available because of needed adjustments. RTA categorical funds are available:
  - Intersection safety - \$3 million per year (FY 2011, 2012 and 2013)
  - Transit bus pullouts - \$1 million per year
  - Elderly/pedestrian safety - \$611,000 per year
  - At-grade rail and bridge deficiency - \$673,000 per year
  - Signal technology - \$710,000 per year
  - Greenways, pathways and sidewalks - \$2.5 million per year
  - Wildlife Linkages - \$2.7 million per year

Deadline for the call for projects is Oct. 2, and PAG staff will meet with each jurisdiction on Sept. 30, Oct. 1 or Oct. 2 to review project applications. Mr. DeGroot mentioned in the memo that there is some funding flexibility between fiscal years.

The following is a summary of the items included in TIP Amendment #2 to the FY 2010-2014 TIP, recommended by the TIP Subcommittee for approval:

- Item A - Town of Marana's request to add its RTA corridor project: Tangerine Rd.: I-10 to La Canada to the TIP in order to begin the project.
- Item B – Adds RTA Bus Pullout Package #6 to construct 40 bus pullouts regionwide
- Item C – South Tucson's request to add its RTA bike lane/greenway project to purchase RR RW for new bike lane on 36<sup>th</sup> St. from South 6<sup>th</sup> to South 10<sup>th</sup> Aves.
- Item D – City of Tucson's request to add its state-funded La Paloma Academy Safe Routes to School project to construct a HAWK crossing at Lakeside Parkway and Golf Links
- Item E – Town of Marana's request to update project costs and add local funds to its Camino de la Manana/Dove Mtn. Extension: I-10 to Tangerine RTA project to design and construct 2-4 lane roadway with bike lanes.

**Amendment #2 to the FY 2010-2014 Transportation Improvement Program (TIP)**  
 (\*All numbers are in thousands)

<b>Project/TIP ID Number</b>	<b>Sponsor/ reason for the amendment</b>	<b>Funding before amend.*</b>	<b>Funding after amend.*</b>	<b>Total change*</b>
<b>Item A</b>				
Tangerine Rd: I-10 to La Canada (TIP ID #86.06)	Adds Town of Marana RTA project to widen to 4 lanes with sidewalks and multi-use lanes	0	2000	+ 2000
<b>Item B</b>				
RTA Bus Pullout Package #6 (TIP ID #79.09)	Adds RTA project to construct 40 bus pullouts region wide	0	7030	+ 7030
<b>Item C</b>				
South Tucson Bike Lane/Greenway (TIP ID #89.01)	Adds South Tucson RTA bike lane/greenway project to purchase RR RW for new bike lane on 36 <sup>th</sup> St, from South 6 <sup>th</sup> to South 10 <sup>th</sup> Aves.	0	150	+ 150
<b>Item D</b>				
La Paloma Academy Safe Routes to School (TIP ID #80.09)	Adds a City of Tucson state-funded project to construct a HAWK crossing at Lakeside Parkway and Golf Links	0	201	+ 201
<b>Item E</b>				
Camino de la Manana/Dove Mtn. Extension (TIP ID #561.00)	Updates project cost and local funds for a Town of Marana project to design and construct 2-4 lane roadway with bike lanes from I-10 to Tangerine	14421	30921	+ 16500

The proposed changes will not have a significant effect on the air quality conformity findings or fiscal constraint analysis of the TIP.

**Motion was made by Mr. Glock to recommend approval of Amendment #2, (Items A – E) to the FY 2010-2014 TIP, as presented, seconded by Mr. Moghimi, and unanimously approved.**

**8. Legislative Report**

Mr. Liosatos mentioned that two months ago he'd reported that the legislative session had ended, the Governor had been given the budget bill, vetoed the bill and was to call a special session that produced nothing more than the same bills. The Governor hasn't decided whether to let them go into law or veto them before the Sept. 5 deadline.

**9. Solar Bullet Project**

This item will be rescheduled for a future meeting.

Ms. Cornelio, TPC Chair, had to leave the meeting for an appointment, and turned the meeting over to Mr. Civalier, Vice Chair, and the meeting proceeded.

## 10. Regional Bicycle Crash Analysis

Mr. Thum, PAG Senior Transportation Planner, reported that a previous Bicycle Crash Analysis now has been updated to include 2007 and 2008 data. The analysis covers all jurisdictions in Pima County. ADOT data received from law enforcement agencies was used. All bike crashes reported occurred in the Tucson region.

Although the number of bicycle crashes has increased in recent years, the crash rate compared to population growth has declined slightly. Bicycle ridership has increased and primarily takes place within the urban core. The majority of bicyclists are going straight when crashes occur as are motor vehicles involved in bike crashes. Bicyclists involved in alcohol-related crashes outnumber similar motor vehicle crashes. In the case of hit-and-run accidents, it's unknown whether alcohol was a contributing factor.

Mr. Thum reviewed the top violations reported:

<b>Motor Vehicles</b>	<b>Bicycles</b>
Failed to yield right-of-way	Failed to yield right-of-way
Inattention	Drove in opposing traffic lane (wrong way riding)
Made improper turn	Inattention
Speed too fast for conditions	Disregarded traffic signal

The greatest number of bicycle crashes in our region occur in October, when pleasant bicycling weather returns and more people are cycling.

Mr. Thum indicated that the next steps involved:

- Continue to analyze data to isolate specific crash causes and locations
- Work with regional cycling community to enhance education and enforcement efforts
- Continue to work with local jurisdictions on bicycle facility improvements and crash prevention
- Continue Annual Regional Bicycle Count

In response to a few questions on the data presented, Mr. Thum stated that areas with similar demographics that have detailed analysis haven't been found for comparison, but Portland's implementation of measures to make cycling safer have been reviewed. He also mentioned that the dataset used in the bicycle crash analysis does not include bicycle with bicycle crashes or bicycle with pedestrian crashes. Although roadway conditions are reported in bicycle crash data, the adequacy of a facility is not taken into account. Georeferenced crash locations and nearby facilities can be studied further and splitting out younger ages bicyclists is possible with the dataset.

Mr. Thum indicated that TPD has made a concerted effort to do enforcement and outreach with drivers and cyclists in some of the highest cycling areas, such as the UA, looking for people riding too close (violating the 3 foot law) and distributing a "Share the Road" guide to bicyclists and motorists.

## 11. 2008 Regional Bicycle Count Program

Mr. Thum reported that in October 2008, PAG initiated the Tucson metropolitan region's first annual bike count program using staff and trained volunteers. The reasons to count include:

- Conditions and trend analysis – document the number of people currently bicycling, how this number is changing over time, and characteristics of cyclists
- Network planning – helps prioritize improvements and find locations needing attention
- Crash analysis – develop exposure measures
- Travel Demand Forecasting – calibrate models
- Travel Demand Management – measure Travel Demand Management and Safety/Outreach program effectiveness by producing tangible data that can be compared over time

Counts were done at over 50 locations throughout the region at 15-minute intervals during peak commute hours on Tuesdays-Thursdays. October was selected due to its prime weather, lots of UA traffic, some snowbirds and the highest crash numbers. Attributes were collected, such as approach direction, gender, age range, helmet usage, sidewalk riding and wrong-way riding. Data collection was done via observation, no surveys were used. Bike count locations in the area were divided into north/northwest, urban core, University of Arizona, downtown and Green Valley/Sahuarita.

Conclusions of the 2008 Regional Bicycle Count Program:

- Very high levels of ridership in and around the UA (and to a lesser extent Downtown and urban core)
- Men outnumbered women 3-to-1
- 48% helmet usage appears to be low when compared to other bicycle friendly communities
- Vast majority of cyclists are between 18 and 65, with the exception of Green Valley and Sahuarita
- Wrong way riding (5%) unchanged in the UA area compared to 2000 UA count
- Sidewalk riding (9%) is slightly lower when UA area compared to 2000 (8%) and 2008 (5.7%)

Mr. Civalier added that Oro Valley police ticket bicyclists illegally riding on the sidewalk which is very dangerous as drivers don't expect to see riders on the sidewalk.

Mr. Thum noted that a few of the count locations where facilities are planned for construction in the next year or two were purposely selected to get a before and after picture of the rate of cycling.

Mr. Glock mentioned that his staff has worked with Mr. Thum on the two reports and offered an interesting generalization: the 3<sup>rd</sup> St. bike path has 10 times more bicycle traffic than Broadway, but Broadway's bicycle accident rate is 10 times higher. Neighborhood bike boulevard type facilities are significantly safer than bike lanes on our major arterials and collectors. More bike boulevard projects, HAWK and TUCAN signal crossing requests will be submitted for RTA bike improvements funding by the city in the future on residential/neighborhood streets that have good connectivity to encourage more bike usage for traffic calming and ease in crossing major streets. Mr. Thum added that the investment in making bicycle boulevards viable is much less costly than adding facilities on major arterials,

and offered to bring this specific information back to the Committee at the Vice Chair's request.

## **12. Regional Plan for Bicycling**

Mr. Thum reviewed the five components of the recently updated Regional Plan for Bicycling:

- Vision – to provide for and facilitate more and safer bicycle travel on a region wide basis
- Goals – education, enforcement, engineering and encouragement
- Bicycle facilities (existing and planned) – Currently there are over 700 miles of bike facilities in the metro Tucson region that includes bike lanes, shared use paths and bike routes. The bike plan identifies nearly 700 additional miles of facilities which includes 250 projects and programs over a 30-year span at a cost of more than \$470 million.
- Programming, implementation and funding – Funding sources: local, state, federal and RTA , with some infrequent right-of-way land donations from private land owners
- Design, guidelines and standards – the AASHTO Guide for the Development of Bicycle Facilities, as updated in 2003, was used in addition to the METCD and local and state engineering standards.

The bike plan can be found at:

<http://www.pagnet.org/Programs/TransportationPlanning/BikePedestrians/tabid/486/Default.aspx>

**Motion was made by Mr. Glock to recommend Regional Council approval of the Regional Plan for Bicycling, seconded by Mr. Moghimi, and unanimously approved.**

## **13. Transportation Finance Subcommittee Report**

Mr. Goff reported that the region fell a bit short (1/2%) of estimates for last year with audit adjustments in revenues, one-time allocations from prior years dating back to 2007. This year the Subcommittee discussed and agreed to use a lower estimate that was last year's actuals with the audit adjustments removed to be used primarily for internal month to month purposes. There are some potential impacts on revenue distributions depending on the state budget's outcome. HURF allocation impacts to this year's budget were similar to last year's allocations to DPS and some other areas using HURF funds.

Discussion also included 12.6% funds in the TIP, and the Subcommittee endorsed a reduced reserve estimate in the TIP over the next four years totaling approximately \$16 million. The TIP Subcommittee will continue to work on some resolution of these issues and a cash flow that will be very informative.

## **14. 2040 Regional Transportation Plan (RTP) Update**

Ms. Campbell reported that over the summer the 2040 RTP Task Force members reviewed a huge list of projects developed from the 2030 plan and updated by jurisdictional staff. The RTP Task Force members voted on the projects they believe are most important to include in the fiscally constrained plan. The task force met yesterday to review an analysis of the ballot results as well as three scenarios illustrating varying commitments to roadway, transit and other alternate mode type projects. Funding over the plan's entire period is \$17.2 billion and assumes an RTA extension would occur before its 2026 expiration. Funding was adjusted to

reflect commitments for completion of the projects shown in the RTA plan, projects incorporated in the TIP, operations and maintenance of our system, and jurisdictional funding for local streets and other improvements that are not regionally significant. After the funding needed for those items is removed from the revenue stream, the group was actually only looking at \$5.2 billion for new projects.

There was a lengthy discussion at the meeting on the three illustrative scenarios that moved from business as usual to significant increases for alternate modes and programs.

The committee ultimately agreed that, due to its success with voters, the funding percentages shown in the RTA plan for alternate modes should be the minimum amount for the 2040 RTP. The sense was that the future would likely bring changes in how people will travel, changes in the way the region grows, changes in the demographics and the needs of the population. A modal breakdown similar to the RTA's was modified so that for every \$2 in roadway improvements, \$1 is spent for transit. The adjusted RTA percentages are 57% for roadways, 28.5% for transit, 3% for bike/ped and 11.5% for programs.

The task force set up working groups to review specific road projects and transit projects based on the task force ballot, public input, the RTP vision and goals, etc. Those recommendations will be brought back at the next RTP Task Force meeting. The bike/ped category would use the recommendations from the updated Regional Plan for Bicycling, and levels of funding for specific programs would be established during the TIP planning process to remain flexible to changing needs.

A brief discussion on the bqAZ took place. There is a separate working group looking at what recommendations should be made for the Pima County region. bqAZ and the long-range plan are different in that bqAZ is not constrained financially, whereas the long-range plan is. It was noted that model runs show that the boundary line between Pima and Pinal counties is the most heavily congested in the state both now and in the future. By 2050 there will be 300,000 trips that we cannot accommodate between the two regions, indicating the need for another 10-lane freeway or a lot of arterial type improvements. Currently, there are only two real points where that traffic comes into the region. The working group discussed the possibility of light rail on Oracle Road, but did not support the bypass concept of a freeway loop around the west side of Tucson in Avra Valley.

Discussion followed on the need to follow goals and policies, as well as addressing air quality issues involving the likelihood of ozone nonattainment, and whether this planning can dictate change in land use or travel patterns.

## **15. ADOT District Engineer's Quarterly Report**

Mr. Casper, Interim ADOT Tucson District Engineer, reported on the following projects:

- I-10 - project construction will be completed by the first week in October. The 22<sup>nd</sup> St. ramp will continue to be closed for the next 3-1/2 weeks. A community dedication celebration is scheduled for Sept. 24 at the Tucson Community Center.
- Twin Peaks/I-10 – Marana project has begun and the contractor is doing quite well despite utility related issues, and they are preparing to start work east of the freeway.

- SR 77: Calle Concordia to Tangerine – adding a third lane in both directions, paving will impact traffic for the next 2-1/2 – 3 months, and the project is scheduled for completion by year end.
- SR 86 (3 ARRA projects) – the Santa Cruz Bridge deck rehab project on Ajo has just been completed. Two other projects further out on SR 86 are getting under way: La Cholla to Kinney Road pavement preservation project includes a new traffic signal at Camino de Oeste, and the Brawley Wash shoulder widening overlay project extends 4 drainage structures.
- I-10/Marsh Station – bids were opened last week and the project is expected to be awarded on Sept. 18. ADOT has experienced problems with horizontal and vertical restrictions and interfacing with the railroad and Cienega Creek at this facility for many years.
- FMS Phase II – nearly ready to go to bid after some administrative details are resolved, the project involves the installation of fiber optics from the I-10/I-19 interface with the Traffic Operations Center to each of the Valencia Road traffic interchanges and some additional dynamic message boards.

Mr. Casper mentioned that ADOT is actively pursuing filling the Tucson District Engineer position full time, and he will likely introduce the new district engineer at next month's meeting.

Mr. Moghimi noted that Mr. Casper has been a key element in the success of the I-10 widening project, and members joined in applauding him for again coming back to Tucson and working hard on the project. Mr. Casper added that it was a pleasure working with the engineers of Kiewit Sundt, who outnumbered the ADOT workers on the project three to one.

## **16. Future Agenda Items**

No discussion occurred.

## **17. Adjournment**

All agenda items were covered and the meeting adjourned at 11:30 a.m.