



MEMORANDUM

To: Subhash Raval, Development Review and Technical Support Division Manager
Pima County Development Services Department

C: Keith Brann, Marana Public Works Dept.
Artemio Hoyos, Pascua Yaqui Tribe Development Services Dept.
Paul Keesler, Oro Valley Public Works Dept.
Kevin Kish, Marana Planning Dept.
John Liosatos, PAG Transportation Planning Div.
Brandon Matheson, Pima County Development Services Dept.
Farhad Moghimi, Sahuarita Public Works Dept.
Glenn Moyer, Tucson Development Services Dept.
John Neunuebel, Sahuarita Planning and Zoning Dept.
Jose Ortiz, Tucson Transportation Dept.
David Ruelas, South Tucson Transportation/Flood Control Dept.
Fred Stevens, Tohono O’odham Nation Planning Dept.
Bayer Vella, Oro Valley Planning and Zoning Div.
Robert Young, Pima County Transportation Dept.
Curtis Lueck, CLA
Marcos Esparza, CLA

From: Kenneth Shackman, P.E., PTOE
Senior Associate

Date: October 20, 2008

Subject: **Regional Access Management Plan (RAMP)
Minutes from October 16, 2008 Working Group Meeting**

CLA Project Number: 2007.36

The monthly meeting of the Working Group was held at the City of Tucson/Pima County Public Works Building in the 9th Floor Conference Room of the Pima County Department of Transportation (PCDOT) GIS Division. The following four individuals attended this meeting:

Pima Association of Governments
None

Pima County
Subhash Raval
Robert Young

Curtis Lueck & Associates
Kenneth Shackman

Tucson
Glenn Moyer

Mr. Shackman briefly discussed the Project Status Report. This document was sent to all of the RAMP participants in September and added to the RAMP web page. In the future, this report will be prepared quarterly. The next report will be prepared in early December.

Addendum No. 1 for the *Project Management Plan* was discussed next. The document discusses the work tasks related to the Think Tank effort and the RAMP web page. The document also includes an updated project schedule. It was stated that the RAMP project will be completed by June 30, 2008.

Next, the *Think Tank Information Gathering Effort Working Paper* was discussed. Mr. Shackman stated that the draft document was sent to all of the members of the Direct Project Participants and the Working Group. In addition, it was sent to the 13 members of the Stakeholders Group or their representatives who participated in the Think Tank session. The deadline for review comments was October 1. The staffs of both PAG and Pima County were satisfied with the draft document and informed the CLA staff. One member of the Stakeholders Group who participated in the Think Tank session did submit review comments and they were addressed. The final document is being prepared and will soon be sent to Messrs. Raval and Young for review and approval.

Mr. Shackman stated that he will be the lead associate for the three work tasks related to the best practices, the draft policies, and the draft guidelines. He believes that it will be beneficial for the three work tasks to be worked on concurrently so that he will always have material for the Working Group to discuss at their monthly meetings. This is another attempt to keep the members of the Working Group engaged in the RAMP project. (The *Best Practices Paper* will have the highest priority for being completed first.) The draft policies will be partially based on information obtained from the Think Tank effort and other resources. The draft guidelines will be partially based on the Think Tank and best practices efforts, the draft ADOT Access Management Manual, and other resources.

Next, Mr. Shackman discussed the RAMP web page on the PAG website. The PAG and CLA staffs continue to add new items to the web page. The web page was opened approximately 800 times between mid-June and the end of August. The most recent additions include the RAMP PowerPoint presentation that was used at the Annual Meeting of the Arizona Section of the American Society of Civil Engineers (ASCE) in September and two Pinal County documents related to the Regionally Significant Roadways. Documentation produced as part of the RAMP project, e.g., meeting agendas and minutes, are regularly added.

The ADOT Statewide Access Management Plan was discussed next. Mr. Shackman stated that the draft documentation is on the ADOT website at www.azaccessmanagement.com. The review period for the documentation ended on September 30.

The Pinal County effort related to the Regionally Significant Roadways was discussed. Mr. Shackman stated that this Pinal County effort was delayed because the development community believed that it was not provided with sufficient opportunities to provide input. As a result, the amount of “buy in” by this group was lacking. This group was able to convince the Pinal County administration to revise the documentation to provide more flexibility and to change several of the guidelines/standards.

The next topic of discussion was the *Best Practices Paper* work task. Mr. Shackman stated that work continues on this work task. Recently, Mr. Shackman interviewed Dr. William Eisele of the Texas Transportation Institute at Texas A & M. Mr. Shackman will soon interview Ms. Kristine Williams of the Center for Transportation Research at the University of South Florida. Both of these individuals are recognized experts on access management.

Although there were only two members of the Working Group present at the meeting, i.e., Messrs. Moyer and Young, there was still a discussion of the best practices used by the local jurisdictions. Mr. Shackman initiated the discussion with some examples of local best practices that he was aware of. These examples included:

1. Practices: The use by Pima County of a Development Plan Transportation Review Checklist. The encouragement by Oro Valley to have business owners create cross access agreements. The use by Pima County of a waiver process related to regulation noncompliance. The emphasis by Tucson on access management issues and citizen participation on the ongoing Grant Road reconstruction project (Oracle

Road to Swan Road).

2. Policies / Guiding Principles: The inclusion by Tucson of guiding principles in its access management guidelines document. The inclusion by Sahuarita of access management objectives in its access management guidelines document. The inclusion by Marana of encouragement of early discussion of access management issues in its procedure manual for transportation impact studies.

3. Standards / Guidelines: The inclusion by Marana of unique right turn lanes warrants in its procedure manual for transportation impact studies. The development by ADOT of an access management manual. The development by Pinal County of access management requirements for the County Regional Significant Roadways.

Mr. Raval began by discussing the HAWK pedestrian flashers, which have proven effective for improving the safety of pedestrian access points. However, he does recognize that the installation of these traffic control devices has an adverse effect on the capacity of the roadways that they are installed on. As a result, consideration should be given to establishing spacing requirements for these devices.

Next, there was a discussion of queuing requirements. The objective of these requirements is to minimize the queues of vehicles extending into the adjacent streets. These requirements are contained in the Pima County Subdivision and Development Street Standards and the Tucson Zoning Code parking standards. Related to this issue is the subject of design standards for gated communities. Typically, there are few problems related to queuing or turnaround provisions if the development is designed as a gated community. However, if the development begins its life as a non-gated community and the homeowners decide to create a gated community, there are problems with the adequacy of the storage at the entry gate as well as problems constructing a turn around for vehicles when entry is denied.

The subject of divided roadways was discussed. Raised medians offer several access management benefits; however, medians require wider roadway footprints and are more expensive to construct and maintain. Overall, it is the preferred cross-section for major streets.

Next, there was a discussion of continuous right turn lanes when driveways are closely spaced. The potential exists for an increased rate of right angle crashes at these locations because motorists exiting the driveways are unsure where the motorists using the right turn lanes are planning to turn right. A possible correction could be to reduce the number of driveways so that one right turn lane serves only one driveway. There still may be a problem with this issue if a driveway is located relatively close to a major intersection where a right turn lane is required.

Another subject discussed was the timing of involvement by ADOT in rezoning reviews. In the past, the ADOT staff has not provided input in the early stages of the rezoning process. In many cases, when the ADOT staff does become involved, it is more difficult to accommodate their wishes.

Mr. Shackman discussed the potential for a news release about RAMP. The possibility exists for this news release to be combined with a news release for the new PAG Congestion Management Plan project.

The RAMP PowerPoint presentation at the September Annual Meeting of the Arizona Section of ASCE was discussed next. Mr. Shackman stated that the attendance at the presentation was good and that several attendees asked questions and expressed interest in the project.

The next meeting of this group is scheduled for Thursday, November 20, 2008 at the City of Tucson/Pima County Public Works Building in the 9th Floor Conference Room of the Pima County Department of Transportation GIS Division. The meeting will start at 10:00 AM.