



Yuma Metropolitan
Planning Organization

REGIONAL TRANSPORTATION PLAN TECHNICAL ADVISORY COMMITTEE MEETING SUMMARY

**RTP TECHNICAL ADVISORY COMMITTEE
(RTP TAC)
Thursday, November 8, 2012
10:00 AM**

**Yuma County – Aldrich Hall
2551 W. 26th Street
Yuma, AZ**

YMPO RTP TAC MEMBERS PRESENT:

Chairman	Samuel Palacios, Public Works Director, City of Somerton
Member	John Starkey, Public Works Director, City of San Luis
Member	Paul Melcher, Planning & Zoning Director, Yuma County
Member	Dan Sanders for Paul Brooberg, City Engineer, City of Yuma
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Mark Hoffman, Senior Planner, ADOT
Member	Roger Patterson, Yuma County Engineer
Member	Joseph Grant, Public Works Director, Town of Wellton

YMPO RTP TAC MEMBERS ABSENT:

Vice-Chairman	Joel Olea, Dir. of Field Operations/Public Works, City of Yuma
Member	Omar Heredia, Planner, Cocopah Indian Tribe

OTHERS IN ATTENDANCE:

ADOT	Bruce Fenske
ADOT	Paul Patane
City of Yuma	Ana Lugo
Yuma County	Joe Wehrle
YCIPTA	Michele Dominguez
Kimley-Horn and Associates	Bryan Patterson
Kimley-Horn And Associates	Dave Perkins

YMPO STAFF PRESENT:

Executive Director	Charlene FitzGerald
Sr. Transportation Planner	Mark Teuscher
Traffic Data Mgt. Supervisor	Charles Gutierrez

I. CALL TO ORDER

Chairman Samuel Palacios called the meeting to order at 10:12 a.m.

II. Approval of Minutes for September 13, 2012

Paul Melcher moved to approve the minutes for September 13, 2012. Mark Hoffman seconded the motion and it passed unanimously.

III. Study Progress to Date

Charles Gutierrez opened the discussion and stated that Bryan Patterson and Dave Perkins would make a presentation to the RTP TAC. Charlene FitzGerald introduced Dave Perkins who is the Project Principal and Quality Assurance Manager. Bryan then provided an update on progress since the September 13 meeting:

- Relevant planning documents and GIS files have been uploaded to the ftp site and reviewed by KHA staff. Efforts are underway to secure GIS files for the City of Yuma General Plan. Ongoing related planning efforts are continually generating new information that will need to be integrated into the RTP as these studies progress.
- An initial draft of Technical Memorandum #1 – Existing and Future Conditions has been reviewed by YMPO staff and distributed to the RTP TAC for review and comment. Comments provided by YMPO staff are included in the RTP TAC distribution and written comments from RTP TAC members are requested to be submitted to Mark Teuscher by Friday, November 16.
- Information has been received from ADOT regarding the statewide transportation model. This information is being used to calibrate the YMPO travel demand model.
- A draft Public Involvement Plan has been developed and distributed to the RTP TAC. The first public open houses are tentatively scheduled for December 2012.

IV. Model Calibration

The first step in the model calibration is to make adjustments to the traffic analysis zone structure. The ADOT statewide model has two additional zones along the northern portion of the study area. These zones will be further subdivided into six zones. The remainder of the YMPO study area traffic zones will remain unchanged.

The socio-economic variables used for ADOT trip generation do not correspond directly with the YMPO trip generation models, so work is still needed to develop the socio-economic data set. The Department of Administration has indicated that county-wide control totals for population projections will be available in the next two weeks, but it could be up to nine months before projections are released for individual cities and towns. As a result, some assumptions will need to be made in allocating the county-wide totals to the cities and towns. RTP TAC members will be asked to review the socio-economic projections before proceeding with applying them to the trip generation models.

V. Draft Technical Memorandum #1 – Existing and Future Conditions

An initial draft of Technical Memorandum #1 was distributed to the RTP TAC and YMPO staff for review and comment. Comments have been provided by YMPO staff and additional written comments are to be submitted by the RTP TAC to Mark Teuscher by Friday, November 16.

John Starkey asked if the level of service information was based on average daily volumes or peak hour traffic volumes. Bryan responded that levels of service were developed for planning-level capacity analysis of average annual daily traffic data. Even though planning level capacities include general assumptions for peak period traffic, signal timing, and access management, peak period congestion may occur at more locations than are identified using planning level capacity analyses.

Bryan then briefly discussed some of the key graphics and findings included in the draft document:

- Land Ownership – significant areas are owned by the military and Bureau of Reclamation along the northeast and southeast portions of the study area which will limit the amount of future development in those areas.

- Growth and Redevelopment Areas – the Yuma Regional Transit Study has identified anticipated growth and redevelopment areas for the categories of business/commercial, mixed-use, urban residential, and high density residential.
- Activity Centers – the Yuma Regional Transit Study also shows major activity centers concentrated in central Yuma and along I-8 and US 95.
- Major Roadways – primary roadways include I-8, US 95, and Arizona 195. Most of the paved arterials in the region are either two- or four-lane facilities.
- Existing Congested Roadways – roadways currently operating at level of service E or F include portions of 24th Street, 32nd Street, B-8, Avenue 2E, Avenue 3E, Pacific Avenue, and Giss Parkway. Jennifer Albers and Dan Sanders questioned why 16th Street and 4th Avenue did not show as being congested and why Giss Parkway did show existing congestion. Charlene FitzGerald suggested reviewing the table of improvements from the 2033 RTP to identify changes that may affect where congestion is shown.
- Fatal Crash Locations – there were 109 fatalities recorded between 2007 and 2011. Fatalities tend to be rare occurrences and are somewhat randomly distributed throughout the region, making it difficult to identify crash trends and transportation improvements that will address fatal crashes.
- Crash Density – crashes during the 2007-2011 time period were analyzed based on both densities and rates. The density analysis shows concentrations of crashes in the central Yuma area and in the San Luis area. The highest crash segment based on crash rates is 3rd Street and the intersections with the highest crash rates are Avenue B at 16th Street and at 24th Street.
- Existing Bicycle Facilities – the current system has some discontinuities that need to be addressed at a regional level. The City of Yuma has a bicycle plan that will provide greater connectivity throughout the City. Chairman Palacios and Charles Gutierrez noted that multi-use paths in Somerton should be shown and Joe Grant made the same comment regarding multi-use paths in Wellton.
- Existing Transit Routes – the transit system is a combination of fixed routes and dial-a-ride service. Funding for operating costs will continue to be an issue for the transit system. The Yuma County Intergovernmental Transportation Authority will be consulted in developing the transit element of the RTP.
- Existing Truck Routes – the City of Yuma has identified a system of truck routes that will need to be expanded to provide regional connectivity.
- Warehousing and Manufacturing – the Yuma County Rail Study has identified major warehousing and manufacturing facilities that originate or receive over 20,000 tons of freight per year. These facilities are clustered along I-8 and US 95. Charles commented that major employers in the San Luis, Somerton, and Wellton areas should also be identified.
- Border Infrastructure – there are two international ports of entry and two ADOT commercial ports in the region. Two ongoing studies, the San Luis Bi-national Study and the ADOT Border Master Plan Study will provide input to the RTP border element.

Bryan concluded by distributing a copy of the latest Pima Association of Governments RTP and suggested using it as a model for the appearance and format of the YMPO RTP. Charlene commented that it is important that the RTP communicate the link between transportation and economic development and that it should be an appealing document that reflects the business culture of the region. Dave Perkins stated that while the PAG RTP is a promotional document, it also includes sufficient technical detail to meet the federal RTP requirements.

VI. Draft Public Involvement Plan

Dave Perkins presented the highlights of the draft Public Involvement Plan that was prepared by Gordley Group. There will be three rounds of open houses that are tentatively scheduled for December 2012, March 2013, and May 2013. The first round will address existing and future

conditions and transportation issues, the second round will address alternatives development and evaluation, and the third round will be a presentation of the draft final RTP.

An aggressive public outreach effort has been designed for the RTP. Traditional outreach efforts such as newspaper notices will be supplemented with direct mail and e-mail notices, notices at community events, public announcements on local cable access channels, improved access to the YMPO website, and targeted presentations to boards, commissions, and councils. This effort will require assistance from the RTP TAC members in identifying upcoming relevant events and making presentations and briefings to their elected officials.

YMPO has developed an initial stakeholder list of approximately 800 individuals including citizens, elected officials, agency staff, and business/industry contacts. This list will be continually updated as additional stakeholders are identified.

Work is currently underway on developing a study newsletter, meeting announcements, media releases, and meeting exhibits. Discussions will be held later today with YMPO staff to confirm dates and formats for the upcoming open houses. RTP TAC members will be advised of upcoming open house times, dates, and locations so they can assist with the publicity efforts.

VII. Next Steps

Next steps are to:

- Develop the socio-economic data set for the travel demand forecasting models;
- Calibrate the base year travel demand model;
- Model future travel demands and identify anticipated system needs;
- Confirm open house meeting dates, times and locations;
- Publicize the public participation opportunities;
- Receive comments on draft Technical Memorandum #1 and make revisions;
- Begin work on RTP alternatives and elements; and
- Schedule RTP TAC meeting 3.

Bryan reviewed the project schedule and stated that even though the modeling work is taking longer than anticipated, the overall project remains on schedule. Mark Hoffman requested clarification on what is needed from ADOA for the socio-economic data sets. Bryan responded that the 2010 base year data is available, future year county-wide control totals should be available in approximately 2 weeks, and future year projections for specific cities and towns should be available in approximately 9 months.

VIII. Roundtable Discussion

Input received during the round table discussion included:

- Chairman Palacios stated that he would provide additional information on the Somerton bicycle and trails facilities.
- Roger Patterson stated that the County public information officer prepares a public agency update every two weeks and can include information about the upcoming open houses. Mark Teuscher will be the YMPO contact for providing this information to the County.
- Paul Melcher asked for clarification on how projects identified in the Border Master Plan will be incorporated into the RTP. Charlene responded that a member of the consultant team preparing the Border Master Plan, Wilson & Company, is also on the Kimley-Horn team and will provide border information for the RTP. The RTP project priorities should be consistent with other transportation planning studies that are underway. To meet federal financial constraint requirements for the RTP and to prevent an undue financial burden on local agencies, some projects may need to be identified as unfunded.

- Charlene asked for RTP TAC input on the format and theme for the RTP. Hawaii has an excellent example that promotes their culture and emphasizes sustainable communities.

IX. ADJOURNMENT

Chairman Palacios adjourned the meeting at 11:35 a.m.

Summary prepared by:

Bryan Patterson
KHA Project Manager

Summary submitted by:

Mark Teuscher
YMPO Senior Transportation Planner

Summary approved by:

Samuel Palacios, Chairman
YMPO RTP Technical Advisory Committee