

## TRANSPORTATION ADVISORY BOARD MEETING

# APPROVED

HELD ON SEPTEMBER 17, 2013

### TAB Members Present

Dawn Fortuna, Chairperson  
Bruce Hallsted, Vice Chairperson  
Ron Barnes  
Kay Henry  
Jim LeCheminant  
Jennifer Love  
Ian Murray  
Troy Peterson  
Mike Schmidt  
Ron Wilson

### TAB Members Absent

Ian Bennett

### Others Present

Randi Davis  
Renate Ehm  
Sabine Ellis  
Jim Hash  
Amanda McKeever  
Alan Sanderson  
Avery Rhodes  
Mark Venti  
Al Zubi

Chairperson Dawn Fortuna called the September 17, 2013 Transportation Advisory Board meeting to order at 5:30 pm.

Item 1.        Approval of the minutes of the Transportation Advisory Board meeting held on August 20, 2013.

Board Member Kay Henry moved to approve the minutes as written. Board Member Ian Murray seconded the motion and it passed unanimously.

Item 2.        Acknowledge incoming Board Member, Ms. Jennifer Love.

Board Member Jennifer Love introduced herself and gave a brief history and background about herself. Chairperson Fortuna welcomed Board Member Love to the Board.

Item 3.        Items from citizens present.

None.

Item 4.        Hear Arizona Department of Transportation presentation and discuss statewide transportation issues.

Sintra Hoffman, Arizona Department of Transportation (ADOT) Public Affairs Manager, began by introducing herself and gave a brief history on ADOT's relationship with the business community. Ms. Hoffman then gave an overview of what she would be presenting before the Board. Ms. Hoffman stated that transportation provides a foundation for improved quality of life for Arizona residents and has a connection to the economy.

Ms. Hoffman then discussed the Interstate (I-11) Corridor Study, which studies the area between Las Vegas and Phoenix and also looks at connections south of Phoenix into Mexico. Ms. Hoffman explained that the study is in partnership with the Nevada Department of Transportation and that Nevada's portion of the study is also looking for connections to the north, through the western states into Canada. Ms. Hoffman said that I-11 is intended to be a part of an international trade corridor from north to south.

Ms. Hoffman then briefed the Board on the Passenger Rail Corridor Study, as well as the Border Master Plan, which looks at infrastructure that is needed at the four Arizona ports along the Mexico border in order to move traffic faster. Ms. Hoffman also provided information on the Framework Study. Ms. Hoffman explained that all of the initiatives tie together in order to position Arizona as a trade hub.

Ms. Hoffman then explained the sun corridor region in the southwest linking California, Nevada, and Arizona. Ms. Hoffman added that there are additional opportunities to the east through Arizona to Texas, and the intent is to build and capitalize on transportation infrastructure in order to capture economic opportunities versus allowing them to pass-through.

Ms. Hoffman explained that ADOT is looking at improving infrastructure around the airports, building on the partnerships in place with the railroads, and building a strong relationship with Mexico. Ms. Hoffman then provided details on the seven trade zones within Arizona and the Arizona Transportation Trade Corridor Alliance.

Ms. Hoffman then detailed the various funding sources of ADOT. The first source Ms. Hoffman discussed was the gas tax revenues. Ms. Hoffman explained that the gas tax has not been indexed for inflation and is inadequate. Ms. Hoffman then explained the vehicle license registration tax and fees as a funding source for ADOT, and noted that with the economic slowdown, the purchase of new vehicles has been delayed by many. As a result, ADOT is not seeing as much revenue from that source. The final funding source Ms. Hoffman detailed included Federal funding, which is not as robust as it used to be. Ms. Hoffman said that as a result of the reduced funding from the various sources, ADOT is realizing that it must be more self-sustaining and must work at the statewide level to plan, build, and fund infrastructure.

Ms. Hoffman said that previously, 76% of ADOT's budget was spent on expansion, but now 76% of the budget is on preserving assets. Ms. Hoffman explained that ADOT is working to balance that amount in the future.

Ms. Hoffman then discussed policy issues that ADOT is facing, which include funding and political will. Ms. Hoffman provided details of national trends of policy discussions. Ms. Hoffman explained similarities between Wyoming and Arizona's economies and political climates and detailed the actions taken by Wyoming in order to address funding shortfalls in that state. Ms. Hoffman also noted that Virginia reduced its gas tax and implemented a sales tax to provide infrastructure funding. Ms. Hoffman explained that in order to address funding shortfalls like Wyoming and Virginia, political will is needed. She concluded by offering to answer questions from the Board.

Chairperson Fortuna asked about future forecasted Fiscal Years funding, and Ms. Hoffman explained that beyond Fiscal Year 2016, new and different funding sources or alternatives are needed to fund and support ADOT. Ms. Hoffman added that while the economy is picking up, Federal funding guidelines have become more stringent.

Board Member Ron Wilson asked how projects and studies are balanced so that they do not compete for the same money. Ms. Hoffman explained that all of the projects work together and complement each other, but noted that the Passenger Rail Study is the biggest competition for I-11 for funding. Ms. Hoffman explained that a business case analysis is being completed for I-11 and that will show the economic impact for that corridor.

Chairperson Fortuna mentioned the Rail Corridor Study presentation made by Carlos Lopez at the previous Board meeting, and that Mr. Lopez had explained that the time difference between the two eastern corridors versus the I-10 route was only 20 minutes. Ms. Hoffman explained that there is support, interest, and engagement from Pinal County communities and that there may be economic developments from routes in that region.

Chairperson Fortuna thanked Ms. Hoffman.

Item 5. Hear a staff report, discuss and take action on the staff recommendation to rename 3rd Place to Martin Luther King, Jr. Way from Centennial Way to Center Street.

Senior Transportation Engineer Al Zubi began by outlining the proposed street name change and then gave background and history to the Board regarding renaming a street after Martin Luther King, Jr (MLK). Mr. Zubi explained that staff was directed to work with the MLK Celebration Committee (Committee) and a new location has been recommended. Mr. Zubi explained the new location is on East 3<sup>rd</sup> Place from North Centennial Way to North Center Street. Mr. Zubi explained that the proposed street name change would not affect businesses or residents, and offered to answer any questions from the Board.

Board Member Murray asked if any large streets were considered to rename after Dr. King, as he felt he deserved a larger, longer street. Mr. Zubi responded that staff cannot interfere with the proposal brought forth by citizens. Mr. Zubi explained that the location is adjacent to a historical area. Board Member Murray stated that he does not support having multiple names for the same street, and Mr. Zubi responded that this particular street is segmented by its nature.

When Board Member Henry asked how long 3<sup>rd</sup> Place is, Mr. Zubi provided details of the location area. Traffic Engineer Alan Sanderson added that there are many streets that do not run continuously across the City with the exception of arterial streets. Mr. Sanderson explained that Centennial Way is a similar situation in that only a small segment has one name and the rest has another.

Board Member Wilson asked what was done for community input and Mr. Zubi explained that the Committee circulated a petition valley-wide and that a mailing was completed to invite the neighborhood to attend the Board's meeting. Mr. Zubi explained that the Committee operated their own community outreach.

Cliff Moon, the organizer of the proposal, then spoke to the Board and gave the background of the proposal and where it came from. He explained that each community that has a street named after Dr. King has unique dynamics and there are large and small streets.

Board Member Troy Peterson confirmed that Mr. Moon was satisfied with the location and scope of the proposal and Mr. Moon explained that when doing research, the Committee determined that the location selected seemed to fit to the historical uniqueness of the adjacent historical area. Mr. Moon explained the location is where the Committee starts the annual MLK Day parade. Mr. Moon added that the location is located near high-profile areas and will be close to light rail.

When Board Member Murray asked Mr. Moon what other locations were considered, Mr. Moon explained that initially the Committee wanted to change the name of Center Street, but realized that would be a huge undertaking. Mr. Moon explained that the Committee looked at locations out east as well, but ultimately wanted a location close to the historic neighborhood.

Several citizens were present to speak in support of the proposed street name change. The first was John Goodie. Mr. Goodie explained that he was a pioneering member of the MLK Committee. He explained that the first official MLK event was held in 1993 at the Rendezvous Center off of 3<sup>rd</sup> Place. Mr. Goodie spoke that much of the work to honor Dr. King in Mesa was done in that corridor.

The next speaker was Angela Booker. Ms. Booker explained that she was a small business owner and in economic development in Atlanta and had seen how changing a street name can affect a local economy. Ms. Booker said that changing the street's name would show that Mesa embraces diversity for its employees and residents, and that it would be a signal to tourists that Mesa is a city that embraces culture, diversity, and history. Ms. Booker said that knowing Mesa embraces its diversity and culture will bring many benefits to area.

Everette Woods spoke next and explained that the MLK Committee was started in 1987. Mr. Woods explained that the MLK Committee worked to get a holiday to honor Dr. King for both the State Arizona and the City of Mesa. Mr. Woods said that the first official event was on 3<sup>rd</sup> Place and where events are staged now. Mr. Woods said that is where the movement got started.

Mr. Steve Langstaff Director of Property Development for Save the Family, and Ms. Jacki Taylor, the CEO of Save the Family spoke together. They explained they were in support of the name change, and Ms. Taylor read a letter into the record. The letter stated the following:

“Dear Advisory Board,

Save the Family Foundation of Arizona would like to offer their support of the proposed renaming of the street located at East (00) 3<sup>rd</sup> Place to Center Street to Martin Luther King, Jr. Way, as presented by the MLK Committee.

As you are aware Save the Family Foundation of Arizona has been working with Gorman & Co to redevelop the site of the Washington-Escobedo neighborhood that, for decades, served as segregated housing for Mesa's Black and Hispanic

populations. Today, we are in the process of transforming the severely obsolescent housing that had been boarded up for years into quality affordable housing -- Escobedo at Verde Vista. In the process of bringing this development to fruition, Save the Family has had the opportunity to participate in several community meetings with the neighborhood. The rich contributions of this community to the Mesa community at large are noteworthy and have gone with little recognition. It is our belief that the naming of a Mesa street to honor Martin Luther King, Jr. will serve as a reminder to our community at large that prejudice and racial inequality are not tolerable by our community. By honoring Dr. King, we believe our community honors the legacy of the original community.

We encourage the City of Mesa to do the right thing and approve the proposed street naming change. The great impact (that) this action (will have) on the City of Mesa and the Escobedo Verde Vista future residents will be a positive one for generations to come.

Thank you for considering our letter of support.”

Mari Dillard spoke on behalf of the Arizona Asian American Association (Association) next. Ms. Dillard explained that she is the current President of the Association and that she was welcomed by Mesa with open arms when she moved here. Ms. Dillard said that she is also a member of the MLK Celebration Committee, and that part of her dream is that one day there would be a street named after Dr. King.

Dina Lopez spoke in support of the MLK Committee’s proposal to rename the street. She explained that she is a life resident of Mesa and was raised in the Washington-Escobedo neighborhood and that her family still resides there. Ms. Lopez said that renaming the street would honor the work that has been done by the strong Washington-Escobedo community that maintained its status within the City over the decades.

Phil Austin, a founding member of the Mesa Association of Hispanic Citizens, spoke in full support of the street name change. Mr. Austin said that the location offers a positive change for a variety of reasons in that it acknowledges the rich diversity of the City of Mesa, including David Luna’s recent naming to the City Council. Mr. Austin added that the street name change is in full accord of the City’s Street Renaming Policy based on historic significance. Mr. Lopez explained that he is a lifelong Mesa resident and that the proposed location used to house the Rendezvous Swimming Pool which was segregated, and Hispanic and African American Citizens were only allowed to swim in the pool the day it was to be cleaned. Mr. Austin said that in addition to supporting the name change for the proposed location, he would like to have it expanded beyond the proposed location.

Bob Troidl spoke and explained that he is a 31-year resident of Mesa and a long-term member of MLK Celebration Committee and supports the name change. Mr. Troidl explained that the City of Mesa was the only city in the country that passed a MLK holiday by a vote of the community. Mr. Troidl explained that he works with youths and diversity and that renaming the street would be a sign to the youth that the City of Mesa supports diversity.

Board Member Barnes commended the Committee and Chair for their efforts. Board Member Barnes expressed his appreciation for all the Committee did and moved to accept staff's recommendation.

Board Member Peterson asked staff why the street was not renamed from Pasadena to Pomeroy in addition to the proposed location in order to create a theme across the area.

Board Member Murray expressed that he supported what was before the Board and that perhaps renaming the other section could be integrated in the future depending on the development.

Vice Chairperson Hallsted expressed that he initially thought the proposed location was a small segment, and after hearing from the speakers and learning the meaning it has, he was more inclined to support the proposed location. Additionally, Vice Chairperson Hallsted expressed that he liked Board Member Peterson's idea of expanding the length of the proposed location.

When Mr. Goodie approached the Board about extending the street renaming west of Center Street, Chairperson Fortuna expressed that it may not be beneficial to add to the proposal without proper evaluation.

Mr. Sanderson added that the area under discussion for expanding the street name change location had been considered for private development in the past, and that previous developments did not have public streets in that area. Mr. Sanderson cautioned that developments may not have public streets in the future, and that by renaming that street segment could create issues for future development, as developers may be faced with eliminating MLK Way.

The Board voted and the motion made previously by Board Member Barnes to accept staff's recommendation passed unanimously.

Item 6. Hear a presentation and discuss the draft Bicycle and Intelligent Transportation Systems elements of the City of Mesa Transportation Plan update.

Bike Planner James Hash and Senior Transportation Engineer Mark Venti explained they would not be reviewing the details of the draft elements provided to the Board, but instead giving a brief overview.

Mr. Hash explained that the Bike Element is the executive summary of the Bike Plan, and that it lays out the framework for the development of the Bike Program and network. Mr. Venti then continued by explaining that the Intelligent Transportation Systems (ITS) element is a new element of the Transportation Plan. He explained that the ITS Element surveys conditions, the various elements of the ITS system, current and future needs, and ideas to add to future.

Mr. Hash continued by giving a status update. He explained that staff would provide the Board between one and three elements a month to review. He then reviewed the timeline and the order of the plan elements.

Mr. Hash explained that staff was working to have a draft completed by January 2014.

Mr. Hash concluded by explaining that while staff would be working to get chapters to the Board a full month in advance to review, the next elements would get to the Board with approximately two weeks to review. He then offered to answer any questions and/or take any comments from the Board.

Chairperson Fortuna asked staff to detail how scoring of the top 40 plans was established. Mr. Venti explained that portion of the element came directly from the Bike Plan, and that a numerical gap analysis was completed and that a subjective criteria was given to each project.

Board Member Love asked if the bike element would be updated to reflect legislative actions such as the Safe Routes to School portions, and staff assured the Board that they will update the Bike Master Plan to reflect those changes.

Board Member Love noted that in the ITS Element, she would like to see documentaton of ITS for transit, such as how the technology works. She then noted that the schedule showed that the goals and objectives would be completed after other chapters and asked staff to explain the reasoning behind this decision. Mr. Venti explained that staff is updating the existing Transportation Plan and that staff would use the existing goals, objectives, and priorities as a starting point. Mr. Venti explained that staff expected that the goals, objectives, and priorities will change through the analysis process and that staff would incorporate those changes as they go through the update process.

Board Member Wilson noted that goals are established as something to work towards and that a plan needs to have a starting point. Board Member Barnes agreed and added that he felt it would be difficult to integrate chapters without guiding principles. He expressed that he felt that providing a general overview of objectives may be better when reviewing subsequent chapters.

After Mr. Hash described staff's original approach towards the Plan update, Mr. Venti added by describing the layered planning approach that staff has been utilizing further and explained that staff is not evaluating the elements separately. He said that based on the Board's feedback, staff will address technical elements after the introductory realm is completed.

Board Member Love then asked about public outreach and how input would be incorporated into the future plan. Mr. Hash responded that once the document is completed, it will be available for public input. Mr. Sanderson added that a lot of public outreach has already been completed through public outreach for the General Plan, and that much of that input is being incorporated into the draft document.

Mr. Venti also explained that staff is working with Planning staff through the This Is My Mesa initiative, and that there are plans to go back out to the public in the near future to gather additional input on draft documents. Mr. Hash added that many of the documents are also published online and available for input via that method as well.

Board Member Henry then asked about the operations of the Traffic Management Center, and Mr. Sanderson and ITS Engineer Avery Rhodes provided details about the traffic systems and staffing requirements.

Board Member Barnes stated that he felt that the General Plan is based on transportation, and that it plays a critical role to the General Plan's foundation. He said that it is critical to create an intermodal network in order to address all innovations necessary to provide Mesa a livable community.

Prior to the meeting's adjournment, Mr. Sanderson clarified that he directed staff to update the previous Plan in the order that was presented to the Board due to staffing limitations. He directed staff to update relevant areas that still fit into the vision of the plan, and add to those elements, as plans like these are usually done by outside consultants.

Board Member Peterson remarked that the elements that he has seen so far look good and commended staff for the work done thus far.

Mr. Venti requested that the Board send any additional comments or questions to staff, and Mr. Hash added that staff will not send the next scheduled elements as presented, but will instead work on the goals and objectives and will be forthcoming for review.

The meeting was adjourned at 7:21 p.m.