



**Southern Navajo and Apache Counties Regional Transportation Plan
Task Assignment: MPD0025-18**

Technical Advisory Committee (TAC) Meeting #3

Thursday, August 9, 2018
10:00 am – 12:00 pm
City of Show Low City Hall
Deuce of Clubs Conference Room

Attendees:

Matt Patterson, Town of Pinetop-Lakeside
Jason James, NACOG
Rosalinda Federico, ADOT
Bryan Cook, Navajo County
Shane Hemesath, City of Show Low

John Osgood, Navajo County
Brent Crowther, Kimley-Horn
Sarah Murley, Applied Economics
Chris Joannes, Kimley-Horn

Meeting Notes

Brent Crowther began with a review of the content of Working Paper No. 1 – Current and Future Conditions. Working Paper No. 1 includes a summary of public input received during public outreach conducted in June 2018. Working Paper No. 1 was distributed to the TAC on July 18, electronically. It is temporarily available at <https://kimley-horn.securevdr.com/d-sf68948b4c8f48578> for download (if you have difficulty accessing the document, please email: brent.crowther@kimley-horn.com).

WP No. 1. Current and Future Conditions – Public Outreach Phase 1

Brent reviewed the public outreach activities completed to solicit input on current and future conditions information. Kimley-Horn staffed a display booth at Show Low Days, June 1-3, 2018. Kimley-Horn staff engaged with members of the public to fill out a survey/comment form. The survey was also made available online survey May 25 – June 1 on a [surveymonkey.com](http://www.surveymonkey.com) website: www.surveymonkey.com/r/SNAC_Plan. The purpose of the survey was to obtain input on transportation needs, and initial improvement suggestions to address the needs. 470 individuals completed the survey. 160 were completed at the Show Low Days. The remainder were submitted electronically. Survey responses were incorporated into Working Paper No. 1.

WP No. 1. Current and Future Conditions – Transportation needs

Transportation needs

Brent briefly summarized the primary content of Working Paper No. 1. Working Paper No. 1 current and future conditions information includes the following:

- Compiled and assessed existing transportation data to identify deficiencies
- Economic and demographic overview
- Forecast future traffic conditions

Based on the review of current and future conditions, and summarizing public input received, the following transportation needs were identified (as documented in Working Paper No. 1):

1. Address traffic congestion on primary corridors routes
2. Improve regional east-west connectivity
3. Support industrial growth on SR 77, Opportunity Zones, industrial parks
4. Provide consistency in cross-section of SR 260 between Show Low and Pinetop-Lakeside
5. Support tourism
6. Address high crash rates at NACOG-identified locations
7. Improve emergency response times
8. Provide evacuation routes
9. Improve transit coverage in towns
10. Supplement regional transit connections
11. Increase access to Show Low services
12. Improve multi-modal safety

The TAC concurred with the list of transportation needs.

Potential Improvement Projects

Brent reviewed the list of potential improvement projects that may be advanced to consideration within the next phase of the study. The potential projects are outlined and mapped in Working Paper No. 1. These include roadway projects identified by stakeholders and in previous plans/studies, roadway widening and intersection improvements project suggestions from the public, transit-focused projects, and bicycle and pedestrian projects. TAC was encouraged to review the list in Working Paper No. 1.

Project Prioritization Methodology

The next phase of the study will be to refine, evaluate, and select those projects which should be advanced to future evaluation with the study. Two methodologies were proposed: a “score card” method of scoring, and a “goal matching” methodology. TAC comments on each method are:

- Use the goal matching methodology for scoring over the scorecard methodology. It provides more detail and allows for more mechanisms to weight important factors over less important ones.
- Make sure that we have the Corridor Profile Study Recommendations within our project list.
- Double-check ADOT P2P for potential projects that have been overlooked.
- Pinetop-Lakeside projects are mostly intersection focused, and won't score in an economic analysis.

Potential Improvement Projects Refinement

The TAC discussed reviewed the list of potential projects. Comments are listed below. Action items are highlighted in *red italics*.

1. Capital Projects

- No. 1: Scott Ranch Road will also support evacuation – would be the only 100-year flood resistant bridge over Show Low Creek

- No. 5: Thornton Corridor Phase IV is being done by Flood Control. *Move comment from Phase I*
 - No. 10: There is not a desire to accommodate truck traffic on Whipple. *Remove project.*
 - No. 14: Additional lanes on SR 260/US 60 won't happen (too many constraints). *Remove project.*
 - *Move the signals to the operations list.*
 - W-1: Not a need. Traffic goes down Central. *Remove project.*
 - W-2: Needs intersection improvements / acceleration/deceleration lanes – there are some safety issues associated that should be addressed with the widening project.
 - W-5: Should be a state route; need to look at it. Start with intersection / turn lane improvements, etc. before adding travel lanes. *Move to operations projects list.*
 - W-6: Not a known need. *Remove project.*
 - Add Stanford Drive as a capital project – funding already approved and construction starting soon, look up project online for project limits.
2. Safety Projects
- No. 8: Larger reconstruction project than shown. *Move to capital projects list.*
 - No. 12: Project is too vague. *Remove project.*
 - No. 20: Project doesn't currently qualify for HSIP (Town tried...didn't make it) due to needed improvements on private property. Town of Pinetop-Lakeside may try to have landowner donate the land to the Town and re-apply for HSIP.
 - No. 22: Project underway. *Remove project.*
 - No. 24: City staff believe the intersection would qualify for HSIP funds now. Has had a large increase in crashes. Keep on the list even though it is not a NACOG crash location. Potential need for an RSA. Include "congestion" as a need for the project.
 - No. 25: Include "congestion" as a need. – doesn't meet HSIP criteria.
 - No. 27: Project is a congestion issue rather than a safety issue. This will likely be the location of a new roundabout. *Move to operations projects list.*
 - SI-1: Haven't had any crashes despite seemingly unsafe geometric issues. It will be hard to qualify for HSIP funds. More of an operations/access management issues, but not a safety issue. *Remove project.*
 - SI-2: Concho/El Dorado. Can be addressed by improvements to Concho Highway. Change responsibility to Navajo County.
 - Add intersection of US 60 and Bourbon Ranch Road to the list.
 - Add intersection of US 60 and Mormon Lake Road to the list.
3. Operations Projects
- No. 11: Someday need capacity, but not a high priority now. Can be tied to after Scott Ranch Road. *Remove project.*
 - No. 21: Seen as a high priority by the TAC. Combine with a study comprised of LT-1 through LT-6.
 - No. 23: ADOT won't consider a signal there because it's too close; would increase traffic on Whipple. Instead, take actions to reduce the appeal of Whipple Street as a through route.
 - No. 28: Essential bypass route for US 60. *Move to capital projects list.*
 - R-1: Not an option, no room for a RAB. *Remove project.*

- R-2: Seen as a good idea by the TAC.
 - ST1 – ST-4: Need is more for left turn arrow warrants. *Remove project.*
4. Multi-modal Projects
 - a. Striped paved shoulders (for bicycles) on SR 260: as part of pavement preservation (Mill and Overlay from downtown, to Home Depot). State Engineer has given support as part of the project.
 5. Next Steps
 - Obtain additional details about capital projects (inclusion of multi-modal facilities, status of environmental review, identified funding sources, etc.) to inform project scoring.
 - Provide list of capital projects to Applied Economics for economic analysis.
 - Score projects to determine prioritization.
 - Initiate Working Paper 2.
 - Presentation on Working Paper No. 1 to the White Mountain Transportation Advisory Committee.

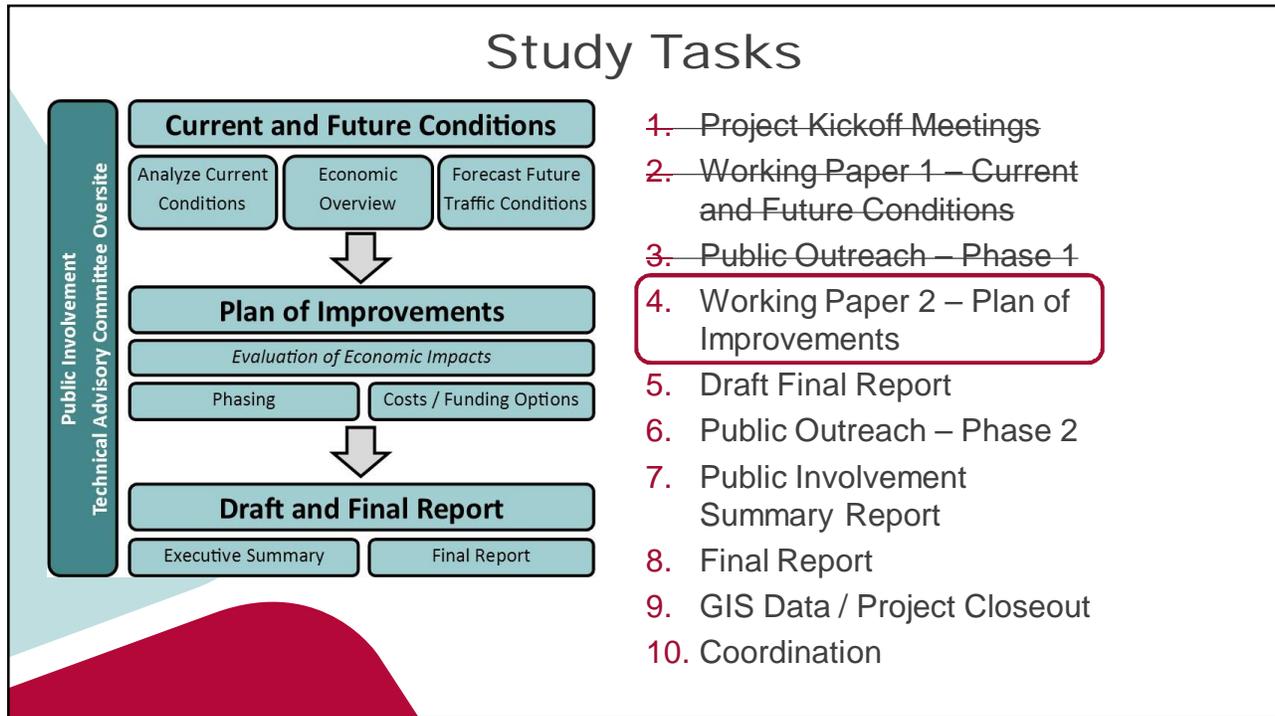
Southern Navajo and Apache Counties (SNAC) Regional Transportation Plan

TAC Meeting 3

August 9, 2018

Agenda

1. Introductions
2. Review of public comments
 - a. Comments from web survey and Show Low Days
3. Review of Working Paper #1
4. Potential projects to move forward in the plan discussion
5. Next Steps

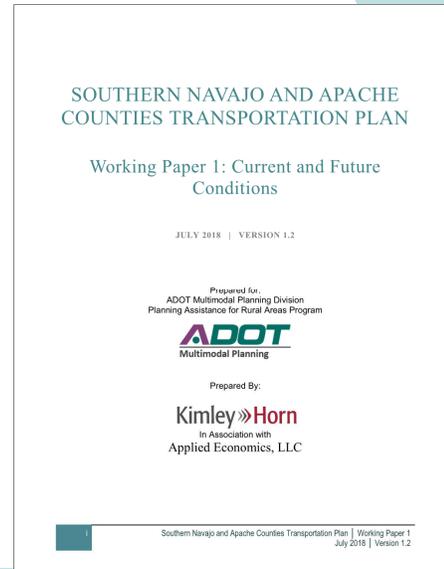


Public Outreach Phase I Review

- Online and Paper Survey
 - Conducted May 25th – June 21st
 - Show Low Days booth to bring the survey to residents
 - 160 responses from the booth
 - Over 470 completed in total
- Feedback was integrated into Working Paper 1 transportation needs

Working Paper 1: Current and Future Conditions

- Compiled and assessed existing transportation data to identify deficiencies
- Economic and demographic overview
- Forecast future traffic conditions



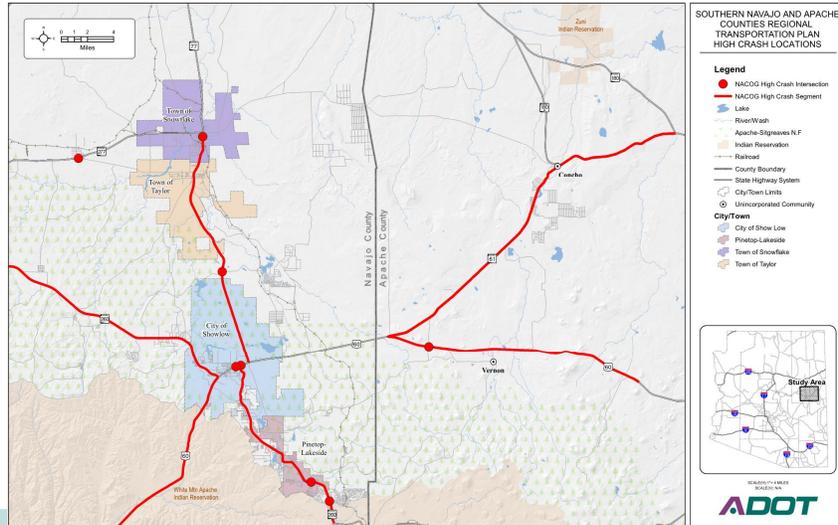
Working Paper 1 Review

Final Transportation Needs

1. Address traffic congestion on identified routes*
2. Improve regional east-west connectivity
3. Support industrial growth on SR 77, Opportunity Zones, industrial parks
4. Provide consistency in cross-section from Show Low to Pinetop-Lakeside
5. Support tourism
6. Address high crash rates at NACOG-identified locations*
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* Maps of locations provided on subsequent slides

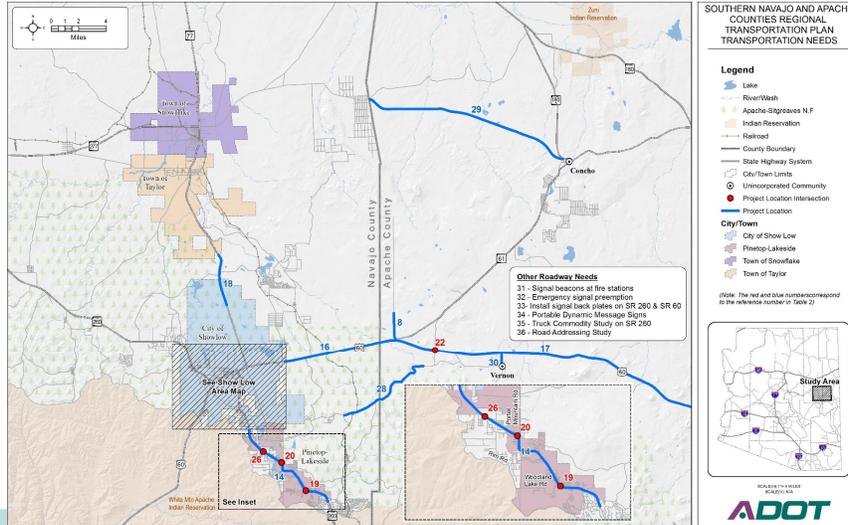
Working Paper 1 Review



Transportation Projects from Working Paper 1

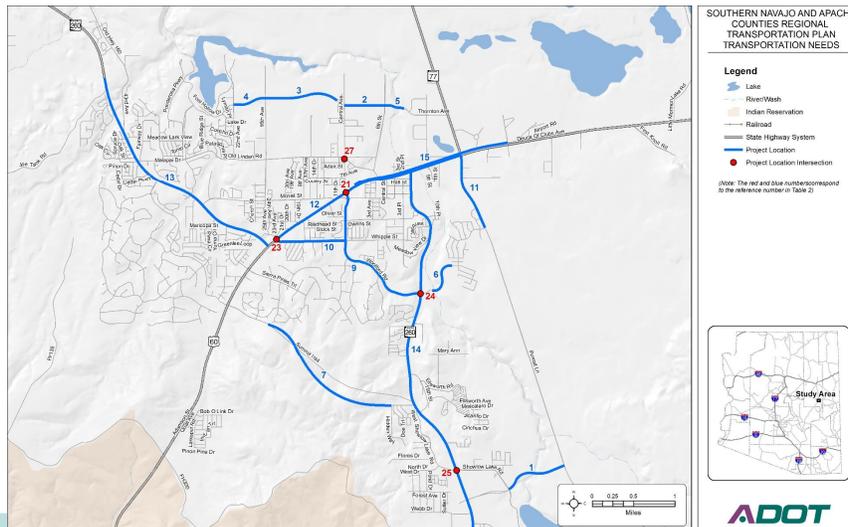
Roadway Projects (Stakeholder & Past Studies)

*Project specifics in handout



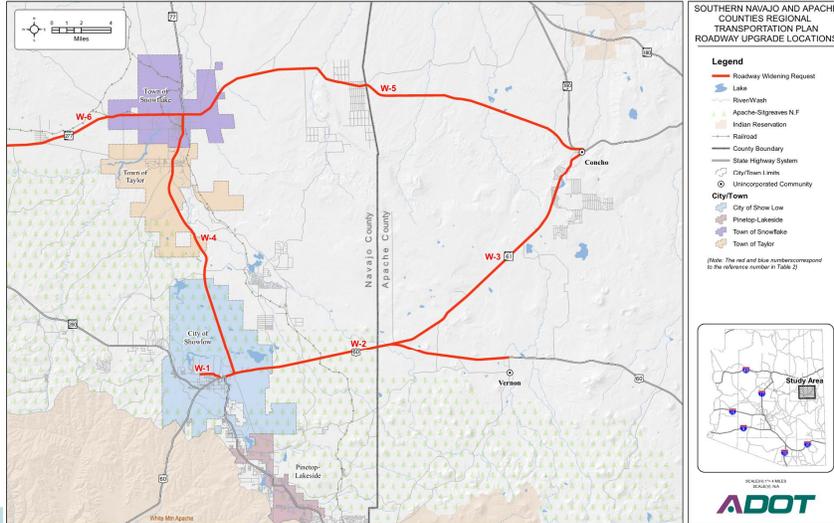
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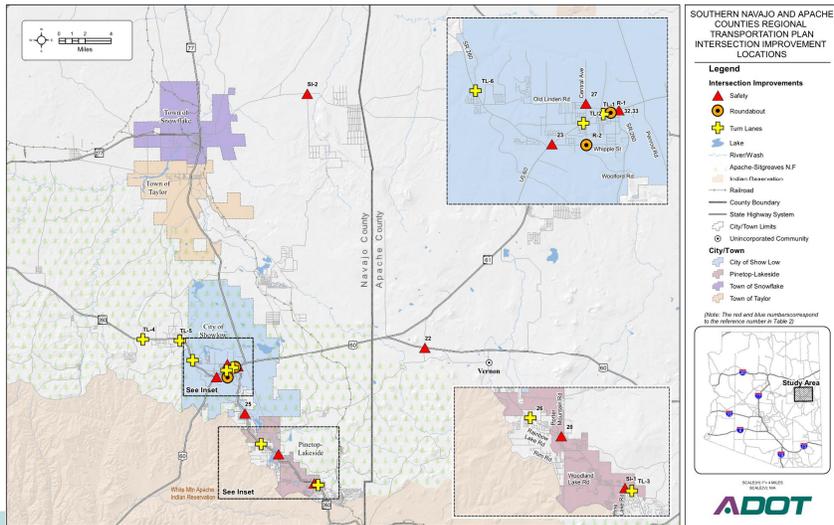
Roadway Projects (Public - Widening Requests)

*Project specifics in handout



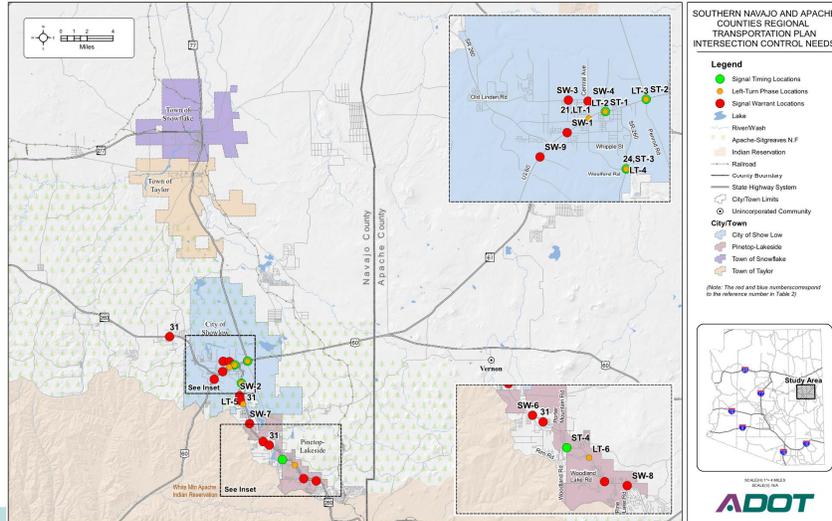
Roadway Projects (Public - Intersection Improvements)

*Project specifics in handout



Roadway Projects (Public - Intersection Control Requests)

*Project specifics in handout



Transit Projects

Jurisdiction	Description of Transportation Need	Comments
Service Improvement Needs		
All	Feasibility of a regional circulator to serve more communities in the region	
Show Low	Potential service enhancements to improve transit service between Show Low and Holbrook, which is currently provided by the White Mountain Connection three times per day, Monday through Friday	
Show Low	Transit services that provide transportation to elderly and handicapped to facilitate access to basic services	Public input
Show Low	New funding partners such as schools, or businesses.	
Capital Improvement Needs		
Show Low	Bus shelter replacements	Currently 28 shelters that were built locally
Show Low	Six bus pullouts on SR 260	Currently working with ADOT to get easements

Bicycle and Pedestrian Projects

Jurisdiction	Road or Intersection	From	To	Length	Description of Transportation Need	Comments
Show Low	Woolford Road	Deuce of Clubs	SR 260	1.3	Construct a multiuse path to provide connectivity	There is gap in bicycle/pedestrian infrastructure between Woolford Rd & hospital
ADOT	SR 260	US 60/SR 260	Hon-Dah Resort	16	Corridor vision for SR 260 between Hon-Dah Resort and SR 260/ SR 60 intersection	Desire for one cross section for the corridor that includes vehicle, bicycle and pedestrian facilities
ADOT	General policy	N/A	N/A	N/A	Revise ADOT snowplow policy so that snow is plowed to the middle rather than the side/sidewalk.	
ADOT	General policy	N/A	N/A	N/A	When ADOT undertakes a pavement preservation project, municipality should inquire about ADA transition plan needs to see if ramps and sidewalks can be added/upgraded as part of the project	There is a pavement preservation project along the SR 260 corridor programmed for 2021
Pinetop-Lakeside	SR 260	Various	Various	Various	Implement phased improvements per the Pinetop-Lakeside Pedestrian Safety Solutions Study (2015)	<ul style="list-style-type: none"> Phase A: Rainbow Lake Pedestrian Improvements Phase B: SR 260 Sidewalk and Driveway Improvements Phase C: SR 260 Median and Paved Shoulder Improvements Phase D: Penrod Lane Traffic Signal and Parking Improvements Phase E: Pine Lake Road Pedestrian Hybrid Beacon (PHB) Phase F: Hill Drive to Buck Springs Road Shared-Use Path

Project Refinement

Project Identification

- Need for projects that address the transportation needs identified in Working Paper I and public outreach
- Projects should range from
 - Inexpensive, impactful, short-term, easily implementable
 - To
 - Long-term, major upgrades to the transportation system, require pursuit of major funding sources

Project Identification – Activity

- Evaluate list of projects provided
- Weed out projects that are not feasible or do not address needs adequately

Project Evaluation

- Scoring the projects to determine prioritization and funding timeline
- Objective methodology that ties directly to transportation needs
- Should evaluate all modes of travel equally
- **Goal:** advance 10-15 projects to advance for economic impact analysis

Project Evaluation – Option 1

- Scorecard Methodology
 - Positive benefit: +1 point
 - Neutral benefit: 0 points
 - Negative benefit: -1 point
- Simple methodology that prioritizes all goals equally
- Limits subjectivity in the scoring process
- Examples shown in handout

Project Evaluation – Option 2

- Goal matching methodology
 - Assigns point values to the transportation needs from Working Paper 1
 - Allows for more flexibility in project evaluations
 - Allows for more subjectivity
 - Draft criteria and examples shown in handout

Next Steps

- Draft Working Paper 2
 - Determine which projects will be included in the plan
 - Economic analysis of major capital projects
 - Score projects to determine prioritization