

PORA ROADS, SAFETY & TRAFFIC, COMMITTEE
Minutes - March 30, 2011 Meeting

Attendees

Committee Members: Bob Jones, Harry Abramowski, Jo-Anne Jones, Harvey Lorentz, John Merkel, James West, Merlyn Carlson, Del Young

MCDOT Representatives: John Counts, Dan Clements

ADOT Representative: Kimberly Noetzel, Brock Barnhart, Mohammad Zaid

Guests: Darris Larsen, Bob Rolfe, Bob Beian, Norma Beian, John Anderson, Lorraine Anderson, Lynde Strobel, Dick Shotkoski, David Burke, Marion Roseboom, Paul Hunter, Roy Wood, Michael A. Strilich Kenny Ivory, Marcy Loeffler, Walt Maas, Patsy Young, Marshall Oaks, Gary Kilsdonk, Mary Wambach, Jerry Stewart, Suzanne Stewart, Roger Hoffman, Robert Rogers, Art Toeniskoetter, Jim McDermott, Patricia Barclay, Eleanor Hamilton Ken Hamilton, Otto Mergl, Cheryl Mergl, Marie McDermott, Grace Taylor, Del Bloomquist, Glenn Deitcher, Lawrence Gaughan, Virginia Gaughan

Chairman Bob Jones introduced PORA Director, Merlyn Carlson, who will be assuming chairmanship of the Roads, Safety and Traffic Committee in April. Bob's term of office is expiring.

Approval of Minutes

The PORA Roads, Safety and Traffic Committee met at 1:30 PM, on March 30, 2011, at PORA. The minutes of the February 23 meeting were amended as follows:

Under John Counts Update:

The costs for the traffic signals were incorrectly listed as "between \$250 and \$350 million apiece." The minutes should read "They cost between \$250 and \$350 thousand apiece."

Pg. 2 at the top: The signal in question is at "135th and Stardust."

Pg. 2 re new signals: "Fred Schweiger" not Harry Abramowski asked whether there will be any more signals built.

The minutes were approved as amended.

II. Updates from County and Local Representatives

John Counts -- MCDOT

- The signal at 135th and Stardust complete. There were some resident concerns about timing. The timing was changed to reflect the new traffic patterns.
- There has been a request for left turn signals at 135th and Stardust. The county will do warrants to see if they are needed.
- John asked that MSCO not turn signal lights to flashing if there is a problem. Instead call MCDOT. They will send out a crew ASAP.
- At RHJ the reconstruction of the traffic signals is complete. The county is still waiting on some signing.

Harry asked about the audible signal at RHJ and Camino del Sol. John said that it isn't completely adjusted yet. There will be a meeting about the signal.

Harvey Lorentz reported to John that late at night the signal at Aleppo and Meeker is very slow to change although there is no traffic.

Del Young asked about the standing water at Camino del Sol and Spanish Garden. John said that the engineering department is redesigning the road. The design is 70% complete.

Dan Clements -- MCDOT

•The resurfacing plans for SCW have been updated. Echo Mesa will not be resurfaced this spring as previously announced. It will be the next project--bid in June and commenced in July or August.

Kimberly Noetzel -- ADOT

•Beginning Sunday, April 3, the final paving and striping will be done to complete the Grand Avenue project. Most of the paving will be done overnight. It should be completed by the end of April.

John Merkel -- SCW Posse The Posse has received several citizen requests.

- A new stop sign at the intersection of Tom Ryan and Parada. John reported that this is already in the works.
- There was a complaint that there is not enough time for pedestrians to cross at RH Johnson. Didn't say which intersection.
- On new El Mirage Road, need to look at restriping. The right and left turn lanes are very confusing.
- The POSSE again requests feeds from the control cameras. MCDOT will have to approve the request.

III. Old Business

Communications Subcommittee Report

Harry Abramowski reported that the safety brochure is now in its final stages. Verbiage and graphics are complete. It has been turned over to Adultcare Assistance, where they are designing the last draft. After the draft is approved by the committee, Adultcare Assistance will print the copies for us. We are very grateful to Jerry Ankowitz and his company for help with this project.

VI.

New Business

Brock Barnhart of ADOT gave a presentation on the Loop 303 project, noise walls and the impact on Sun City West. He began with the historical background of Loop 303. It came about as a result of the Regional Transportation Plan developed by MAG (Maricopa Association of Governments). Voters approved the 1/2 cent sales tax extension for road development in 2004. Local communities were then able to prioritize resources and work with county and state agencies toward meeting increasing transportation needs.

Process: MAG developed the Plan. MAG set priorities for scheduling and funding. As the project goes along, MAG approves cost changes and air quality analysis. ADOT delivers the Plan, conducts the environmental impact study, designs, constructs and maintains the roadway. The FHA serves as the lead Federal agency. It provides oversight, participates in the study process and reviews funding. Any project using federal funds must adhere to FHA regulations.

As relates to SCW: Community concerns were expressed about traffic noise in 2004. As a result, MAG was able to use the excess in a special fund which will pay for construction of a small section of noise

wall extending from Deer Valley Road to north of Robertson. This does not fully address the noise concerns of all residents who live near Loop 303. Current prioritization calls for additional noise walls for SCW during the expansion of the roadway to six lanes in 2019-2021. Nothing is planned earlier than that.

There were many questions for Brock regarding his presentation. One addressed the problem of line of sight. Some SCW homes can see trucks and smokestacks from their yards. Brock said that when the noise walls are designed, such things will be taken into account. There is no plan currently to lower the road. It may vary slightly from its current grade.

Darris Larsen, who worked for the Oregon DOT, stated that in his home state environmental standards would have demanded noise walls prior to allowing truck traffic. Brock replied that Arizona is following Federal guidelines. However, Arizona does have better sound ratings than the Federal government. AZ sets 64 decibels as the deciding factor for noise walls; the Federal standard is 67. Noise walls are built based on projections for highway noise 20 years into the future.

Walt Maas said he has been fighting for noise walls for four years. He feels his concerns are falling on deaf ears. In his opinion, the noise walls are needed immediately. Many other residents present agreed that the noise from Loop 303 is becoming worse, especially because more of the highway is now complete.

John Merkel asked what would be the best recourse for our residents if they want to accelerate the noise walls planned for the future. Brock said that we would have to contact the Regional Planners, MAG in particular as MAG sets the priorities. However, Mohammad Zaid of ADOT stated that until there is a cash flow for a project, nothing can proceed. If money becomes available, ADOT can advance construction because they are well along in the design phase (30%). But, for construction Federal funds are needed as well. It becomes very complex.

John Anderson asked what will happen when Loop 303 extends from I-17 to I-10. He sees it becoming a connector freeway with lots of truck traffic. Brock replied that this is all part of the future planning. Design for sound mitigation will be done based on all appropriate State and Federal mandates. ADOT is trying to move the project along so that when the funding is available they can get going ASAP.

Dick Shotowski asked how SCW could be left out when so many communities around us have sound walls planned now? Brock replied that it goes back to prioritization. ADOT wants to build SCW the noise walls, but it has to be part of the total implementation of the project.

Several residents present asked for the names of the MAG representatives, so they could contact them regarding this issue. Secretary Jo-Anne Jones said she would include the website in the minutes so they could look up that information. (Maricopa Association of Governments <http://www.azmag.gov>) It was stated that as a county island, SCW does not have a voting member on the MAG board as the cities around us do. Thus, residents may want to go through their County Supervisor for assistance with this matter. Norma Beian stated that we have to remember this is a regional highway. We have only a little piece of it near our community. We will have to work with MAG and the County to get our concerns heard.

Gary Kilstdonk asked if the PORA Roads, Safety and Traffic Committee could help get MAG and the County involved in the noise wall issue. Chairman Jones said that it is certainly something to try. He will ask Merlyn Carlson and the PORA Board to look into the request. Perhaps there could be a

meeting in SCW involving all parties. They will look into it.

Lawrence Gaugham voiced concern not only about the noise but about the pollution caused by heavy traffic. He gave the chairman of the committee a copy of a Science Daily newsletter which states that people near freeways are exposed to 30 times the concentration of dangerous particles.

Chairman Jones thanked ADOT for their presentation.

V. Adjournment

The next meeting of the PORA Roads, Safety and Traffic Committee will be held on Wednesday, April 27, at 1:30 PM.