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## SUMMARY NOTES

### Transportation Task Force – Meeting #2

Date: Wednesday September 26, 2007  
1:00 p.m. to 3:00 p.m.

Location: Ocotillo Room  
Pinal County Government Complex; 31 N. Pinal; Bldg. F

Attendees: Eric Fitzer, Town of Maricopa  
Gino Pham, City of Apache Junction  
Ann Ellis, ASU  
Doug Hansen, Pinal County  
Reza Karimvand, ADOT  
Paul Keesler, Town of Oro Valley  
Bill Leister, CAAG  
Kevin Louis, City of Casa Grande  
Tim Oliver, MCDOT  
Brad Ross, Resolution Copper  
Norman Sam, Casa Grande  
Dean Werstler, SaddleBrooke Hiking Club

After welcome and introductions, participants received a project update.

#### **Discussion of Economic Development Suitability Map**

An Economic Development Suitability Map has been developed that identified current activity centers and their sphere of influence/market area, planned new centers, and potential for new centers. This was presented to the participants for review and discussion.

Participants made several observations including the fact that another mall (in addition to the one at Florence Blvd.) is being proposed by Diversified Partners at I-10 and Val Vista Road. This could really impact the market and the transportation system. Also, there are a lot of economic activities that are going to impact Tangerine Road and its eventual alignment.

#### **Regionally Significant Routes for Safety and Mobility**

Participants reviewed the draft working map for the RSR plan being developed. Since most of the participants are involved in this project already, there was limited discussion.



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Key points made included:

- There is going to have to be tremendous regional coordination to make this happen.
- Energies for implementation need to be focused on where strong partnerships have been built.
- There will be great value in regional implementation as now most cities inherit major transportation problems and system deficiencies.
- There needs to be a major focus on identifying ways to obtain right-of-way on State Trust Lands.
- RSR needs an objective methodology for prioritizing projects.
- Projects have been done in the past in a “piecemeal” fashion. To implement this it will take “funding chunks.”

### **Discussion of Policy Framework**

Participants were presented a policy framework document that outlined potential policies in the following areas:

- Design Standards
- Multimodal Elements (bike, pedestrian, transit)
- Right-of-Way Preservation
- Coordination with municipalities and other agencies

The following comments were made regarding the policy framework;

- Comprehensive Plan Transportation Element needs to interact closely with economic development efforts.
- There needs to be a flow chart developed to illustrate coordination and implementation methodologies.
- Need to stress walk-ability near places where people live.
- Transportation needs recreation policies for walking and biking.
- Need to include consultation with state and federal agencies.
- Parallel routes and right-of-way need to be set aside for future transit.
- Rail corridors must be protected and not diminished by adjacent non-compatible land uses.
- The system needs to be integrated with natural features (such as washes) and the natural and built environments need to be compatible.
- We need to find a funding source – right now we have very few legal options to explore. Legislation needs to be enacted to open up options.



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- Annexation policies need to be developed to assimilate roadways into municipalities. There need to be solid, clear agreements between the municipalities and the county.
- Municipalities like to wait until the county has upgraded the road before annexing. Should be working together instead.
- Lot splitting needs to be addressed and the dirt roads that result. The county needs to have the same authority and policing ability as the municipalities.
- County islands are a problem and could get worse without strong policies. How do we integrate these areas into the transportation system and encourage them to be annexed?

Meeting was adjourned at 2:55 p.m.

